

TOWN OF RIVERVIEW

MUNICIPAL DEVELOPMENT PLAN BY- LAW NO. 300-30



CONSOLIDATED TO NOVEMBER 2007

BY-LAW No. 300-30

TOWN OF RIVERVIEW MUNICIPAL DEVELOPMENT PLAN

WHEREAS Section 72 of the Community Planning Act requires that a Municipal Development Plan and Zoning By-law be reviewed every five years,

AND WHEREAS measures have been undertaken to perform said review and a by-law amendment has been proposed,

THEREFORE BE IT ENACTED by the Council of the Town of Riverview under the authority vested in it by the Community Planning Act R.S.N.B. 1973 C-12, as follows:

1. A Municipal Development Plan for the physical, social and economic development of the municipality is hereby adopted.
2. Chapters 1, through and including Chapters 12 of the document, hereto attached, entitled "Town of Riverview Municipal Development Plan," as well as the attached "Town of Riverview Generalized Future Land Use Map," and dated August 10, 2006, constitutes the Municipal Development Plan mentioned in subsection (1).
3. By-law No. 54 (1995) is hereby repealed.

READ FIRST TIME: _____, 2006

READ SECOND TIME: _____, 2006

READ THIRD TIME
AND ENACTED _____, 2006

TOWN CLERK—DAVID MUIR

MAYOR-CLARENCE SWEETLAND

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CHAPTER 1: INTRODUCTION

1.0 Introduction

This plan is prepared under the provisions of Section 23 of the Community Planning Act, Province of New Brunswick. This document constitutes the Municipal Development Plan for the Town of Riverview. It replaces the Municipal Development Plan adopted by Town Council on April 24, 1995 by By-law No. 54.

The objective of this Plan is to establish policies and proposals which will guide and encourage the orderly economic, physical, social and environmental development of the Town of Riverview. This Plan is prepared to guide all future use of land within the Town. The Plan has a 20 year implementation horizon and is in effect for a minimum of five years prior to a full review. It is written to be flexible and provide procedures for adapting to changing circumstances over time. Nevertheless, periodic amendments to this document may be required over time and Council shall confer with the Greater Moncton Planning District Commission regarding any proposed amendments.

The five year review and update of the Town of Riverview Municipal Development Plan required updating background information including the examination of land use issues to ensure that the objectives and policies of the Municipal Development Plan remain current. To assist with this process, the Town of Riverview established a Plan Review Committee made up of representatives of the general public, Council, town administrative staff, and the Greater Moncton Planning District Commission. The work involved with the five-year review of the Municipal Development Plan consisted of four main components: background studies and analysis; consultation process; preparation of Municipal Development Plan By-law; and the formal by-law adoption process. A number of Background Study Reports have been prepared that support the findings and new directions contained in this plan.

Several important planning issues are identified in this Plan which may require more detailed studies. The Plan therefore provides a basis to undertake planning initiatives during its period of implementation and provides for continuity and consistency where a wide range of activities are occurring. This plan sets out some simple rules regarding existing and future development for the Town of Riverview.

CHAPTER 2: PLANNING AND DEVELOPMENT GOALS

2.0 Planning and Development Goals

The Municipal Plan must address “*Where the Community is at and Where it wants to be in the Future*”. The background reports have uncovered a number of trends and opportunities that are significantly tied to the past and provide a sound basis for the community to capitalize on in the future. The Council and the community are appreciative of its attributes in terms of a quiet residential community, physical endowments, particularly the lake and Petitcodiac River, the scale of development and overall quality of life. Within the Greater Moncton area, the Council is aware of that the town is cited more for its residential nature and the amenities it offers. However, there is a need to recognize that with the new infrastructure enhancements that are imminent such as the new bridge, the town’s connectivity is set to improve more than it ever has in the past providing new opportunities for growth and development. These infrastructure enhancements ensure that the Town will have a special, unique and important role to play in achieving regional prosperity. Therefore, the overall vision of this Municipal Development Plan is to enable Council and the community the requisite tools to:

“Offer an overall quality of life within the community’s own set of unique circumstances and characteristics which will assist in attracting more residents and investment to the community”.

The dynamics of the population in terms of household size, families, structure and age will affect the demand for traditional forms of housing. Council recognizes this change as an opportunity for further development. In addition, the delivery of hard and soft services will have to respond to the changing needs of its current and future citizens. New residential neighborhoods will be cost efficient and effective, planned and logically integrated with one another. Existing and new future streets will provide for safe and efficient movement of vehicles, pedestrians and cyclists with provision for convenient public transit.

Thus, in order to focus the activities of all the players within the community, the Town must adopt goals which demonstrate and describe the communities vision for the future. The following strategic statements form the foundation of this 5 year plan. They have been arrived at after a careful review of the current Municipal Development Plan and other reports on the area as well as through discussions with town officials. Town Council will work towards each of these goals as they pass the necessary by-laws to implement this review of the municipal development plan, as they undertake municipal development projects and as they evaluate and approve development proposals that come before them.

Goals of the Municipal Development Plan

- (a) Continue to enhance, maintain and develop the Town of Riverview's image as a pleasant, clean and attractive quality of life community within the greater Moncton urban area;
- (b) Attract a greater percentage of regional population growth;
- (c) Provide for new growth and development in an orderly manner while, at the same time, maintaining and enhancing the community's existing neighborhoods;
- (d) Ensure a quality living environment by integrating, maintaining and providing for stable residential neighborhoods in existing and future developed areas of the community and eliminate or limit developments of potentially undesirable or adverse impact;
- (e) Maintain a high level of recreation programming in the town, as well as ensure that new development's provide access to recreational facilities such as sports fields, parks, and walking trails;
- (f) Strengthen the trails network with access to riverfront and protected watercourses;
- (g) Provide recreation programs and activities on the Lakefront;
- (h) Provide a residential housing mix reflective of the diversity of current and future needs, range of income levels and lifestyle choices;
- (i) Recognize the central commercial area as the primary area for business, government, social and cultural activities while also providing for secondary and accessory commercial areas within the Town Limits;

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- (j) Establish a strong and vibrant downtown area;
 - (k) Enhance the tourist infrastructure and create new business opportunities servicing this industry;
 - (l) Provide adequate municipal services and associated utilities to sustain existing and facilitate future development;
 - (m) Protect and enhance the natural environment; and
 - (n) Protect the rural land area from premature development by focusing growth where municipal services and infrastructure already exist or can be easily extended.

CHAPTER 3: GENERAL DEVELOPMENT

3.0 General Development

Population growth is dependent upon two fundamental relationships, fertility rates, which have been steadily declining and, in fact, have been below the replacement rate of 2.1 children per female for the past 20+ years, and immigration, which is determined at the National level. In any case, the vast majority of immigrants locate in Canada's three large metropolitan centres of Toronto, Montreal or Vancouver. Also, several studies have shown that immigration to a particular region can be significantly influenced by the level of economic activity. Therefore, unless some significant event occurs which will alter the established trends of immigration and fertility rates, population growth is expected to remain fairly low over the planning period.

The highlight's of the Background Study show that the town's population grew from 16,684 people in 1996 to 17,010 people in 2001, an increase of 2.2%. The population of New Brunswick has decreased by 1.2% during the same period. Trends show fewer children per household. The average household size has declined and the growth of semi-detached, rowhouse, duplex and mobile home units is on the rise. Single family dwelling units now represent 75% of the housing stock as compared to 84% in 1981. In terms of household incomes, real incomes show a downward trend. Adjusted for inflation, the median annual household income fell by 8.1% over the last fifteen years, a trend most likely associated with an aging population living on retirement income. Despite what may appear to be negative trends, Riverview is in a strong position relative to Greater Moncton, New Brunswick and Canada. Key indicators such as personal and household incomes, average age, dependency ratios, rates of home ownership, unemployment rates and education levels are equal to or better than those seen in the region, province and nation. Riverview is still considered very much a prosperous, growing, family oriented middle class suburban community offering a high quality of life.

Within the Greater Moncton area, the Town of Riverview benefits from the prosperous growth and development occurring in the region. Major development in the region brings new people to the area. Riverview's socio-economic profile is poised to improve with the new Petitcodiac River crossing in Gunningsville. The new bridge is going to provide a new transportation network that will assist with facilitating new residential and commercial development in both the central and eastern parts of town. In the south part of town, Findlay Business Park will be much more accessible and development is anticipated to take place there, as well medium to high density development is expected along parts of the new east-west corridor. The new infrastructure will improve the town's access to downtown Moncton which will create a number of economic spin-offs which Riverview will benefit from. The most obvious will be the new housing developments that will provide people with quick and relatively easy access to the downtown.

In order to facilitate continued development in the town's south west area, the town will require the provision of additional infrastructure. A water tower and pumping station will be required to provide additional water pressures for new development. In the eastern areas of the Town a sanitary trunk sewer will have to be provided to service lands which are currently undeveloped.

It will also be important for Council to ensure that there is a proactive environment for sustainable community development. Part of this requires flexible planning policies and regulations that can respond to new development proposals. There is a need to make neighbourhoods work for all of its resident's, as well as create a thriving business community that provides a tax base that also assists the town with the important services that it delivers to it's residents and business people.

3.1 Making Neighbourhoods Work

Policy 3.1.1 It shall be the intention of Council to ensure that Residential areas designated on the Generalized Future Land Use map are predominantly used for residential

purposes. Furthermore, it shall be the intention of Council to permit the following compatible uses within the Residential designation, subject to the relevant provisions of this Plan and Zoning By-Law:

- (a) parks, open space and recreation areas, including integrated golf course communities;
- (b) public and private schools;
- (c) churches and church halls;
- (d) small scale commercial and convenience retail store;
- (e) home occupations;
- (f) utilities;
- (g) special care homes;
- (h) boarding and rooming houses;
- (i) accessory apartments; and
- (j) day cares.

3.2 A Range of Affordable Housing Choices

Policy 3.2.1 It shall be the intention of Council to provide for a choice of housing types and densities by the establishment of a sufficient range and number of residential designations and zones. As a general guideline, the following densities shall apply:

- (a) Low Density: single and two unit dwellings where density do not generally exceed 10 units per acre;
- (b) Medium Density: may consist of townhouses, stacked townhouses, infill dwellings, converted dwellings, apartments and other housing combinations and forms where density generally do not exceed 20 units per acre; and

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- (c) High Density: may consist of any form or combination of medium density developments or other housing forms or combinations where density generally exceed 20 units per acre, but less than 30 units per acre.

3.3 Community Development and Strategic Economic Development Initiatives

Contemporary community development requires significant municipal effort and investment of human capital. A community which is not aggressive in promotion and marketing is severely limited in seeking future development prospects. It is imperative that Council provide a development environment which is attractive to potential investors but also cognizant of the needs of the established community. Council has the ability to influence and create such an environment and to provide for the opportunity for new economic growth. The provision of a high standard of community infrastructure, such as streets, piped services, recreation and leisure services and facilities, while maintaining competitive property tax rates, will add to the positive development environment of the Town. Council is charged with the responsibility of effecting and influencing change and growth within the community.

Policy

- 3.3.1 In recognition of the benefits of collaborative economic development initiatives, Council shall continue to actively participate with senior governments, adjacent municipalities and development associations in the promotion of the region.
- 3.3.2 Council shall endeavour to provide for employment growth opportunities in appropriately designated commercial and industrial areas within the Town. Furthermore, Council shall endeavour to provide for development of appropriate home based businesses within residential areas.

Council has not delegated to any single agency the responsibility of promoting the town for economic development. The town's Economic Development Director has the primary

responsibility of business attraction along with promoting the community as ‘*A Great Place to Grow*’. The Downtown Riverview Business Association (DRBA), Enterprise Greater Moncton and the Greater Moncton Chamber of Commerce all play a role in assisting the town with fostering a positive business climate. With the exception of the Business Association, which is focused primarily towards business promotion and beautification, no regional development authority is fully responsible for the Town’s special needs. Therefore;

Policy 3.3.4 It shall be the intention of Council to seek the support and cooperation of the relevant regional development authorities and the provincial government to reinforce and promote the quality of life of our residents. Furthermore, it shall be the intention of Council, in cooperation with other government agencies and the business community, to undertake strategic economic development initiatives and to identify specific development opportunities arising from the tri-community regional development efforts.

3.4 Growth Management - Serviceable Area Development Boundary

The current Serviceable Area Development Boundaries contained within the Municipal Development Plan serve as an urban growth boundary. The concept of urban growth boundary is a useful land use planning tool. The boundary is drawn for specific areas based on infrastructure capacity and are meant to accommodate projected growth for a given period of time, frequently for 20 year time periods. Once the boundary has been drawn, it is important to clearly designate the land use for residential, commercial, industrial, and community use inside the urban growth boundary. Outside the urban growth boundary, land is primarily reserved for rural, agricultural and recreation uses with no zoning permitted for urban development. For example, multi-large lot rural residential developments occurring on the fringe of a town’s urban boundaries or serviceable area will be discouraged. At the same time, within the Serviceable Area Boundary there are required infrastructure works required to accommodate future development. Here it

will be important for the town to pursue cost sharing arrangements with developers to help pay for the infrastructure that their developments benefit from.

Growth management policies in other jurisdictions often require developers to pay off-site infrastructure such as roads, sewers, water systems, and drainage (hard services). The town can do this now through Zoning Development and Subdivision Agreements. The alternative financing sources for new or expanded development within a municipality are general municipal revenues, reserve funds, municipal borrowing, and grants from other levels of government. A “user-pay principle” shifts the costs to the developer and new home owner away from the taxpayer (e.g. avoiding higher property taxes).

Urban Growth Management Policies

Policy 3.4.1 It shall be the intent of Council to encourage an orderly and cost effective approach to development by encouraging development to take place in the following manner:

- a) encouraging rehabilitation and revitalization of existing building stock and existing built-up areas;
- b) encouraging the in-fill of existing vacant lands within existing developments;
- c) directing new developments within the existing piped serviced areas;
- d) directing new developments in the areas most efficiently serviceable;
- e) directing new residential development adjacent to existing development; and
- f) encourage ‘Smart Growth’ approaches such as mixed-use development.

Policy 3.4.2 It shall be the intention of Council that when new development sites are created that they bear a reasonable relationship to the market demand. On a municipal basis an inventory of the number of vacant lots and serviceable land ready for development can be done utilizing the Municipal GIS system to assist with forecasting future demand.

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- Policy 3.4.3 It shall be the intention of Council to ensure that land be designated for specific land-use designations bears a reasonable relationship to demand within the context of a medium to long range planning horizon.
- Policy 3.4.4 It shall be the intention of Council to ensure that when a large area is designated for residential, commercial, or industrial use, the adoption of more detailed secondary or sector plans be under taken. Such secondary level planning would provide details on infrastructure and services.
- Policy 3.4.5 It shall be the intention of Council, prior to any further expansion of the Serviceable Area Development Boundaries, that the capacity of the existing sanitary collection, water distribution, and storm water systems be fully assessed and that a long-term, multi-phase infrastructure review and Master Plan be prepared and used to amend, where appropriate, any elements of the Serviceable Area Development Boundaries.
- Policy 3.4.6 Cost / benefit analysis and financial impacts on municipal finance of expanding the Serviceable Area Boundary need to be better understood when applications to amend the Serviceable Area Boundary are received. Applicants may be required to provide information on this to assist with the decision making process.
- Policy 3.4.7 When new development proposals are received either through Subdivision applications or Rezoning applications, it shall be the intention of Council to require developers to pay for any improvements required to off-site services that the development benefits from through the Zoning Development and / or Subdivision Agreement process.

Policy 3.4.8 It shall be the intention of Council to ensure that large lot or rural residential development be intended to cater to a rural lifestyle and as such, lots within them should not be so small as to lose their rural characteristics or to compete with urban-sized lots inside the town. Within the Rural Area zoning larger parcels with a minimum of 2 hectare lot size would assist with avoiding the evolution of new suburban neighbourhoods which will put pressure on the town to service them at some point in the future.

Policy 3.4.9 Council shall seek to provide a development policy environment which:

- (a) facilitates an efficient and cost effective pattern of development;
- (b) enables the economic provision of municipal services;
- (c) directs the location of development in a manner consistent with the capital works programs and the Town's economic, social and environmental objectives;
- (d) assists in the expansion of the Town's tax base in order to remain competitive with other municipalities; and seek alternative means to generate revenue to assist in the reduction of the Town's dependence on the residential tax base.

3.5 Municipal Boundary Study

Given the development pressure to open up new land for development in the south part of Town along Pine Glen Road in the unincorporated area , it may also be advantage for the Town of Riverview to undertake a Municipal Boundary Expansion study as a means to control the sprawl taken place on its boundaries.

Proposal 3.5.1 Within the life of this plan, Council may undertake a Municipal Boundary Study to explore the feasibility of expanding its boundaries southwards along Pine Glen Road as a means to control the type of development occurring on its boundaries. However, before considering any annexation, an economic and environmental

impact analysis will need to show that the municipal expansion is in the best interest of the Town of Riverview.

CHAPTER 4: INFRASTRUCTURE AND MUNICIPAL SERVICES

4.0 Municipal Infrastructure

Municipal infrastructure such as sanitary sewers, water supply and distribution systems and storm sewers are essential physical elements that make towns and cities function. The quality of life and economic vitality of a municipality is a direct result of the presence and condition of these facilities. However, since the majority of this infrastructure is hidden from the public view, they are often unnoticed or taken for granted by the communities citizens. The provision of these hard municipal services (water, sanitary and storm sewers) is one of the fundamental factors which separate urban from rural environments. The provision, and therefore the control, of these centralized services enabled the process of urbanization to occur at a historically phenomenal rate. The health and welfare benefits, which accrue equally to the overall serviced community, provides the legal, and more importantly, the moral foundation for governments to impose restrictions on society. Traditionally, theory on urban growth suggested that governments should be the sole providers of these services in all levels of physical expansion. Today, there has been a shift in that governments will only accept the maintenance of existing urban infrastructure and with the cost of infrastructure passed onto the beneficiary. This philosophy is reflected in governments insistence on downloading cost, and therefore responsibility, to those who potentially may enjoy the most benefit.

Policy 4.0.1 It shall be the intention of Council to ensure that the provision of all new public infrastructure associated with new development will be the sole responsibility of the developer / owner.

Policy 4.0.2 Furthermore, Council may, from time to time, require a developer to contribute to the costs of off-site infrastructure when their development benefits from it, as provided by the Community Planning Act.

Policy 4.0.3 Council shall seek financial assistance from senior governments in carrying out improvements to the Town's water, sanitary sewer and storm sewer system.

Policy 4.0.4 Council shall ensure that the public water, sanitary sewer, and storm sewer systems are maintained to the proper Town of Riverview municipal development standards.

Policy 4.0.5 Council shall discourage the creation of easements to service land and encourage all services to be placed within the public right-of-way.

4.1 Water

The Turtle Creek Reservoir and transmission system serves the Greater Moncton area. The water distribution system (110 kilometres of piped water) within the town is owned by the Town of Riverview, but water is purchased from the City of Moncton's transmission system for distribution in the town system. As a result, the adequacy and quality of the potable water supply is a matter of regional significance.

There are effectively three major components to the water system: the supply, the treatment system and the distribution system.

The Turtle Creek Watershed, the Greater Moncton area's only source of drinking water, is for the most part located in the unincorporated area which is under provincial jurisdiction. The City of Moncton has undertaken a number of measures to protect the water quality of the watershed. It is essential that the water quality of the Turtle Creek Watershed be protected.

Policy 4.1.1 Therefore, it shall be the Town of Riverview's policy to support all efforts to protect and improve the water quality in the Turtle Creek Watershed.

In order to facilitate continued development in the town's south west area, the town will require the provision of additional infrastructure. A water tower and pumping station will be required to provide additional water pressures for new development.

In order to ensure the integrity of the potable water distribution system and to keep the water supply, treatment and distribution in the public domain; the Town of Riverview is proposing to limit the development of private water systems.

Policy 4.1.2 It shall be the intention of Council to direct the Greater Moncton District Planning Commission not to approve any developments on private streets which have private water distribution infrastructure.

4.2 Storm Sewer

A storm water system provides protection for public and private property and general public safety during storm events. Urbanization causes portions of the land surface to become impervious to water infiltration, causing the water to flow above the surface of the ground instead of naturally seeping into the soil or being absorbed by the vegetation or atmosphere. This disruption of the natural drainage system significantly increases the volume and flow characteristics of the surface water. The basis for storm water collection and conveyance is to reduce to generally accepted levels of risk the potential of flooding. The Town is currently serviced with approximately 79.2 kilometres of pipe of varying diameter.

Policy 4.2.1 It shall be the intention of Council to pursue any available Provincial or Federal financial assistance in carrying out improvements, upgrading or expansion to the Town's storm water system in accordance with the Town's Storm Water Management Plan.

Policy 4.2.2 It shall also be the intention of Council to ensure that potential downstream effects of development are accounted for in the review process.

Policy 4.2.3 Furthermore, Council may, from time to time, require developers or land owners to assume the cost of surface water remedial initiatives to ensure minimum impact on neighbouring properties and existing infrastructure.

Policy 4.2.4 Council shall seek methods of ensuring that approved lot grading is carried out in new subdivision and on infill development and shall require that lot grading be completed to the satisfaction of the Town engineer and the Town's by-law enforcement officer.

Policy 4.2.5 It shall be the intention of Council to protect the water quality of local streams, rivers, lakes and channels by ensuring:

- (a) the increase in runoff resulting from development is minimized through the use of appropriate storm water management techniques (retention and detention ponds, grassed swales and other techniques).
- (b) all necessary Provincial approvals, including setback regulations from watercourses and watercourse alteration permits have been obtained prior to the issuance of any municipal permit.
- (c) periodic monitoring of water quality entering the storm sewer system is undertaken and the appropriate action taken.
- (d) Storm water conveyance systems shall be separated from the sanitary sewer collection system.

4.3 Sanitary Sewage

The collection and treatment of sanitary sewage is one of the “core” services provided by local government. In the Town of Riverview, the service is the responsibility of two separate authorities. The major collection system, sewage treatment and effluent disposal are the responsibilities of the Greater Moncton Sewage Commission. Local collection systems are the responsibilities of the three municipalities’ Engineering and Public Works Departments. The Town currently owns and maintains approximately 109.6 kilometres of sanitary pipe throughout the community. This infrastructure alone represents a significant capital investment. The basic purpose of the sanitary pipe is to intercept and convey household wastewater to the treatments facility prior to discharge into the Petitcodiac River.

Policy 4.3.1 It shall be the intention of Council to ensure that all future development separate storm water discharge from the sanitary sewer system.

Policy 4.3.2 It shall be the intention of Council to continue to support the operations of the Greater Moncton Sewage Commission and the continuing efforts to improve the level and efficiency of sewage treatment as fiscal and environmental considerations warrant.

The Town’s Engineering and Public Works Department has identified the theoretical limits of the overall existing sanitary drainage system for Riverview. The area of land which this system is capable of servicing is based upon the design capacity of the pipe, the amount of extraneous storm water flow and current levels of use.

Policy 4.3.4 It shall be the intention of Council to fiscally support the efficient and economic delivery of sewage collection services by establishing a Serviceable Area Development Boundary on the Generalized Future Land Use map forming part of

Schedule “A” of this Plan. Within the Serviceable Area Development Boundary, no development permit shall be issued except where such a development is served by the central municipal sewage collection system. Furthermore, it shall be the intention of Council to insure that adequate provision is made in the sewage collection system to allow for the ultimate development of all lands within the Serviceable Area Development Boundary, as well as discouraging premature extensions of sewage services outside of the Boundary.

Policy 4.3.4 It shall be the intention of Town Council to maintain gravity flow in all new and replacement sewage pipe installations.

It is recognized that the current Serviceable Area Development Boundary is, to a degree, arbitrary. It does not necessarily reflect the full extent of lands which are capable of being drained by gravity flow into the current system. A formal Engineering study is required. The results should be used to amend, where appropriate, any elements of the Municipal Development Plan directly affected by the study.

Policy 4.3.5 It shall be the intention of Council, as a major priority, to discharge a study to establish the remaining capacity in the town’s sewage collection system, thus establishing serviceable areas for each drainage basin and determining density of population that the system would be capable of accommodating on undeveloped lands. Furthermore, upon completion of the study, it shall be the intention of Council to review this Municipal Development Plan to insure consistency between plan policies and proposals and results of the study.

Beyond the Development Boundary, the town has no intention of supplying central municipal sewage/water services. Development in these areas will be serviced by on-site wells, septic tank and field systems or such private alternative systems as the Provincial Department of Health and

Community Services approves. While new developments are subject to Provincial health regulations, the town must be assured that each and every development or lot meets provincially established health standards prior to approval of either the lot or the development/building permit.

4.4 Solid Waste Disposal

The Town of Riverview along with other nearby Municipalities and surrounding area utilize the Westmorland – Albert Sanitary Landfill facility located on the Berry Mills Road. The site is managed by the Westmorland – Albert Solid Waste Corporation.

Policy 4.4.1 Council shall continue to participate in the Westmorland – Albert Solid Waste Corporation and continue to dispose of its solid waste at the facility.

The life span of the existing facility can be significantly increased if the volume of waste going to the site is reduced.

Policy 4.4.2 Council shall encourage its citizens to participate in the four “R”s of environmentally friendly practices: reduction, reuse, recycling and recovery.

4.5 Utilities

Although the Town of Riverview does not provide utility services such as power, telephone, cable, natural gas as a Municipal Service to its residents, the suppliers of the services often utilize the municipality's street right-of-ways to distribute the service by a series of utility poles and lines. The appearance of these utility poles and lines periodically detract from the area that they serve. When it is feasible, effort should be made to minimize the intrusion of the lines by adopting alternative means, such as rear lot servicing or underground trenching to service the site.

Policy 4.5.1 Council shall encourage the underground placement of power, telephone, cable services and natural gas within the street right-of-ways. When above ground utilities are to be provided, Power lines and other utilities shall be generally located so as to minimize the aesthetic and environmental impact. Rear lot servicing for above ground utilities should be implemented where feasible.

The provision of sewage collection, storm drainage and water supply are essential to urban development. Similarly, telephone and electric power supply are also essential services. Some components of these utilities are necessarily located in every area of the municipality with regard to zoning. Structures range from transmission towers and switching or transformer stations to water pumping stations and water towers. It is important that such developments be permitted in any zone within the municipality if efficient and effective public utility services are to be provided to the Town's residents.

Policy 4.5.2 It shall be the intention of Council, in recognition of the essential importance of utility services to the residents, to permit the development of utility-related uses in all zones.

Some utility uses, such as transformer stations and high-voltage transmission lines, have a major impact on nearby users. Careful planning of the location of transmission lines and the attractive development of transformer station can diminish much of the impact.

It is appropriate for the municipality to seek the cooperation of the Power Corporation and the communication companies in developing guidelines for the location for such developments.

Policy 4.5.3 In recognition of the impact of utility structures upon neighboring users, it shall be the intention of Council to seek the cooperation of utility firms in establishing guidelines for the general location, siting and site development of utility uses. Furthermore, Council shall seek to establish a public information process in order to ensure that any community concerns are addressed by the public utility firms prior to the commencement of construction.

Federal communication authorities are in the process of deregulating the provision of local telephone services, and the North American Free Trade Agreement is opening the community to competitive sources of electrical power supply. At the same time, a Trans-Maritime natural gas pipeline is now in the process of development. As a result, additional and new utility developments can be expected. It will be important for Council to seek to restrict the amount of utility clutter as these new services develop and, in respect to gas distribution, to establish the municipality's role, if any, in the maintenance of public safety.

Policy 4.5.4 It shall be the intention of Council to recognize the increasing competition among utilities as being generally beneficial to the municipality, while seeking to ensure that new utilities do not create clutter and, in respect to natural gas distribution, by seeking the cooperation of the Province in establishing the responsibility and level of inspection required, to ensure the safe distribution and consumption of natural gas in the Greater Moncton area.

4.6 Transportation Policies

4.6.1 General

The Greater Moncton area has traditionally been referred to as the hub of the Maritimes, reflecting the areas historical strength as a transportation and distribution centre. Strategic locational advantages have provided the impetus for this type of development to occur. The presence of an airport, strategic rail connections and very easy access to the provincial and continental road network have contributed to the region and Town's growth. It is generally recognized that the Town of Riverview has been located at the periphery of employment nodes and has traditionally been a supplier of human capital in its function as a residential community. This trend could change as a result of the new bridge crossing and east-west corridor by-pass highway.

Policy 4.6.1.1 Council shall endeavour to ensure that all levels of transportation service provided by outside agencies, including rail, air and road transit, are maintained at the highest possible level providing quality services to all segments of the community.

4.6.2 Roads

Essential and efficient interconnections from suburban neighbourhood street networks to the primary provincial and national network are required for urban areas to prosper. Quality multi jurisdictional road networks are fundamental components of an urban system.

Policy 4.6.2.1 Council shall continue to coordinate with the City of Dieppe, the City of Moncton and the Province in planning and implementing the regional transportation program.

Policy 4.6.2.2 Council shall endeavour to provide and maintain a system of Arterial and Collector roads to meet the transportation needs of the Town.

Policy 4.6.2.3 It shall also be the intention of Council to development a system of sidewalks where feasible along the Town's major Arterial and Collector Roads as a health and public safety measure for pedestrians which will also contribute to the Town's quality of life.

Policy 4.6.2.4 Council shall continue to ensure that the Province retains responsibility for the maintenance and construction of provincially designated roads within the municipality.

Policy 4.6.2.5 Council shall encourage connectivity between neighborhoods and local streets based on smart growth principals.

Policy 4.6.2.6 Council shall require the development of public streets versus private streets which bring artificial barriers within the Town's road network.

Policy 4.6.2.7 It shall be the intention of Council to pursue a Controlled Access By-law for the East-West Corridor.

Policy 4.6.2.8 It shall also be the intention of Council to cooperate in any regional transportation planning studies that may be of benefit to the Greater Moncton Area.

The Town of Riverview has seen the completion of the Gunningsville Bridge in 2005 that will also provide connection to the East-West Corridor (limited-access roadway) shown on the Generalized Future Land Use map. This new by-pass highway will connect many parts of Riverview to major centres of activity in a timely manner. The new East West Corridor is being

designed to accommodate heavy volumes of free flowing traffic. Access will be restricted to interchanges and / or intersections to the arterial and collector road network of the area. The first major phase of the new East West Corridor will connect the new bridge to Pine Glen Road and Findlay Boulevard by 2007. In doing so, the corridor will go south on the east side of the Moncton Golf Course and turn into Pine Glenn Road on the south side of McAllister Park. It will travel through Findlay Business Park connecting to Findlay Boulevard which will provide the highway connection to the City of Moncton's Wheeler Boulevard and the Provincial Highway system. The other eastern and western parts of the corridor will be developed at future dates through cost sharing arrangements with other levels of government, and / or developers. Because of the noise associated with the high traffic volumes on roads such as this it is recommended that a 30 metre buffer zone be established between the highway right-of-way and any residential development whenever it is deemed possible.

Arterials

Arterial roads carry the traffic that moves through the community. This type of road should ideally have at least a 30 metre (100 feet) right-of-way, unless otherwise stipulated by the Commission. The minimum driving surface width shall be determined by the Town of Riverview Department of Engineering. A minimum 10 metre setback should also be required. Sidewalks should also be placed on both sides of the street.

- (a) The Coverdale Road/Hillsborough Road shall remain as the Town's major east-west arterial carrying traffic from the eastern and western extremities of the Town up to the proposed river crossings.
- (b) The Whitepine Road is another important east-west arterial.

Collector Roads

Collector roads connect local streets to arterial roads. They provide for the movement of substantial but less important travel volumes than arterial roads. Unless otherwise stipulated by

the Commission, a collector road in the Town of Riverview will have a 20 metre (66 feet) to 23 metres (75 feet) right-of-way and a 9.8 metre (32 feet) to 12.8 metre (42 feet) travel portion, depending on the street classification pursuant to the Town of Riverview Subdivision By-law #300-60. A sidewalk should be placed on at least one side of a collector road and a minimum 6 metre (20 feet) setback area should be required.

The Trites Road, Canusa Drive, Sussex Avenue, Buckingham Drive, Lawson Avenue, the Pine Glen Road and the Old Coach Road are proposed as the Town of Riverview's future collector road system. As residential development progresses and subdivision occur, more streets may have to be designated as collector roads but, this will occur during the subdivision process through negotiations between the developer, the Town and the Town Planning Commission.

Local Streets

Local streets are municipal streets providing access to property. The great majority of the streets in the Town of Riverview fall into this category. Unless otherwise stipulated by the Commission, new local streets constructed in Riverview shall have as a minimum, an 18 metre (60 feet) right-of-way with a minimum of 9.8 metres (32.8 feet) road surface. All new local streets will have curb and gutters. In new residential subdivisions the use of rolled “butterfly” curbing will also be encouraged as this type of curbing utilizes roughly 25 per cent less concrete than the standard street curbing being used and no cuts are required for driveways. This is particularly attractive in subdivisions where individuals will be building custom homes because they will be able to place their driveways on whichever side of the lot best suits their house plan. Also, a minimum 6 metre (20 feet) setback will be required.

Cul-De-Sacs

Cul-de-sacs shall be permitted to a limited extent in any subdivision or when the topography and dimension of the land provide for no other option of design. Cul-de-sacs shall be designed in accordance with the town of Riverview Subdivision By-law #300-30.

4.6.3 Rail

Historically, the Moncton area was the focus of the railway activity in the Province. Over the past decades, the prominence of rails has significantly declined. The displacement caused by reduced rail service has resulted in increased truck traffic. Council's ability to influence decisions regarding down sizing of rail service is limited. However, Council can present a strong united voice with other municipalities to show their support for maintaining rail service. It is therefore in the interest of the municipalities and local business to combine efforts to ensure that the area is adequately served by rail.

Policy 4.6.3.1 In recognition of the importance of rail service to the economic development of the region, Council shall continue to support initiatives aimed at ensuring adequate passenger and freight rails service.

4.6.4 Air

The Greater Moncton International Airport is located in the eastern portion of the City of Dieppe. The Federal Department of Transportation has turned ownership of the airport over to a local airport authority, charged with the management and operation of the facility. Town Council, together with representatives of Moncton and Dieppe participate in the management of the Greater Moncton Airport Authority.

Policy 4.6.4.1 It shall be the intention of Council to participate in the Airport Authority in order to insure the continued presence of quality air services in the Moncton region.

4.6.5 Public Transit

The Codiac Transit Commission operates a regionalized urban transit system for the three municipalities of Riverview, Moncton and Dieppe. Each municipality negotiates with the Transit Commission to determine their specific level of service and the cost associated with

provision of that service. Council can facilitate and improve the operation and efficiency of the transit system by implementing measures that enhance the ability of the transit service to meet the needs of Town's residents and current customers.

The Town's population density is relatively low per hectare thus few corridors of high-population density. An aging population and continuing decrease in household size can be expected to generate an increase in population density and demands for transit service. In the interest of decreasing the level of municipal subsidy to the service, it is logical and reasonable to seek methods of improving the viability and growth potential of Codiak Transit.

Policy 4.6.5.1 It shall be the intention of Council to recognize public transit as a component of the transportation system and to continue fiscal support for cost effective, publicly- convenient transit services linking major employment, shopping and residential areas

The Codiak Transit Commission makes a major effort to respond to public requests for transit service extension on a "trial run" basis. In the event the return at the fare box is inadequate, service is usually terminated. There may be grounds for Council to seek the cooperation of participating municipalities through the Commission of three Communities in funding of a mid to long-term transit service plan. Such an initiative can provide the Transit Commission with guidance and allow for a measured response to transit service demands.

Policy 4.6.5.2 It shall be the intention of City Council to support and encourage the Transit Commission to prepare a mid to long-term transit service plan encompassing a scheme for improvement of transit service in the metropolitan region.

Most of the Town's new streets are created by private developers through subdivision. The width provision for new streets is generally more than adequate to allow for the operation of

buses. However, longer vehicles have a wider turning radius at intersections, and buses have difficulties safely negotiating turns in new subdivisions. Adjustments should be made to street construction standards to insure accessibility of larger vehicles in new neighbourhoods.

Policy 4.6.5.3 In recognition of the need to improve accessibility of new neighbourhoods to transit services, it shall be the intention of Council to establish standards for new roads which will accommodate transit services. Without limiting the generality of the foregoing, Council should establish:

- (a) a turning radius at intersections of not less than fifteen meters;
- (b) an additional traveled-way width of one-half meter along the turning radius identified in (a); and
- (c) requirements for bus laybys in new subdivisions.

Public bus shelters have been installed at a number of locations. The shelters provide protection from inclement weather. Council and the Codiac Transit Commission should continue to construct such shelters throughout the system. This is a priority subject.

Policy 4.6.5.4 It shall be the intention of City Council, on a priority basis, to continue to install bus shelters along major transit routes.

4.7 Protective Services

Police and Fire departments are considered protective services for life and property. The Town of Riverview has its own Fire Department located in a new state of the art facility on Pinewood Road and Police protection is provided by the Codiac RCMP. Municipalities are responsible for dealing with emergency situations within these jurisdictions. The ability of a municipality to

respond to serious situations depends on the effectiveness of its protective and other services to coordinate and respond appropriately.

Policy 4.7.1 Council shall permit police, fire and ambulance stations in any area designated and suitable for such development on the Generalized Future Land Use Map.

Policing services within the regions has recently received extensive review and evaluation. The staffing of the regional police force should be sensitive to the needs of the communities it serves.

Policy 4.7.2 Council shall ensure that the services provided by the policing services is not hampered or diminished by a Regional Police force.

Fire protection is provided by the Town of Riverview's Fire and Rescue Department, whose staff consists of permanent and volunteer members. The department also provides ambulance services to the residents of the Town. Time is a critical element of successful emergency response. If direct road access to the emergency site is obstructed or denied, then response time can be critically increased.

Policy 4.7.3 Council shall seek to minimize emergency response time and ensure alternative access points when planning new roads and evaluating new development proposals.

All areas of the municipality should be served with fire hydrants. Density of development and site suitability influence the installation of fire hydrants.

Policy 4.7.4 Council shall examine the distribution of fire hydrants and ensure that existing deficient areas and areas that further develop have adequate fire protection systems.

It will be important to undertake periodic field testing of fire flows with respect to residential, commercial, industrial and institutional demands. Studies such as this can evaluate components of the water system in terms of their condition and age and required schedule for upgrading and renewal.

Policy 4.7.5 As required, Council shall authorize the preparation of a Fire Flow analysis studies for the purpose of identifying existing deficiencies in the water system for fire fighting needs.

Under the provisions of the New Brunswick Emergency Measures Act, the Council in each municipality is responsible for dealing with emergencies within its administrative boundaries. The Act also requires that each municipality “shall establish and maintain a municipal emergency organization” and “shall prepare and approve an emergency measures plan”. The Act defines an Emergency Measures Plan as “any plan, program or procedure prepared by a municipality that is intended to mitigate the effects of an emergency or disaster and to provide for the safety, health or welfare of the civil population and the protection of property and the environment in the event of such occurrence.”

Policy 4.7.6 Council shall ensure that the fire fighting and emergency response function of the department are maintained at a suitable level to ensure that residents of the Town are adequately served.

Policy 4.7.7 Council shall ensure that the Emergency Measures Plan and the Municipal Emergency Measures Organization are updated on a regular basis so as to ensure the most effective response to an emergency situation or disaster within the Town boundaries.

Policy 4.7.8 It is essential for fire and life safety protection, that Fire & Rescue staff be included in discussions, planning and implementation of building and / or development. Issues included, but not limited to, access to property for fire and emergency vehicles, appropriate water flow are required under National Building Code and National Fire Codes with local Fire & Rescue Department input. Input for life safety and fire issues shall be required for all developments, whether access by public or private roadways.

CHAPTER 5: RESIDENTIAL DEVELOPMENT

5.0 Residential Development

Approximately 75% of the dwelling units within the Town are single detached units, a fact which the community embraces with pride. However, this type of demand for traditional housing unit is significantly declining because of changes in family characteristics, income levels and rising land and development costs. As available land and municipal fiscal resources decline, it is imperative that development be as efficient as possible, concentrating growth where municipal services are available or can easily be provided.

Consequently, Council shall consider other approaches to residential development. The housing sector must be given a clear message that the community is open for business. The Town shall improve its competitive edge so that the Town of Riverview will remain as a truly “Great Place to Grow”.

5.1 Residential Low Density I

The largest areas of existing residential development are comprised primarily of single unit developments. These areas are generally characterized by pride of home ownership and neighborhood stability.

Policy 5.1.1 It shall be the intention of Council to maintain the character of existing neighborhoods by establishing a Residential Low Density I designation as shown on the Generalized Future Land Use Map.

The majority of these areas have developed under the traditional R1 single unit dwelling zone and Council therefore intends to maintain the future stability of these areas.

Policy 5.1.2 It shall be the intention of Council to maintain the character of existing single unit dwelling neighborhoods by establishing a Single Unit Dwelling Zone (R1) within the Residential Low Density I Designation. It shall also be the intention of Council to permit, as a secondary use, an accessory dwelling unit, a limited accessory office/home occupation use, a personal service establishment, a bed and breakfast/tourist home, or a daycare facility, where the use is not visible from the street side of the property.

Within the Residential Low Density I Designation, there are a few areas which have developed as two unit buildings. These developments are generally located at the perimeter of the single unit areas, for example, in the Point Park and Waterfall Drive areas of the Town. They exhibit similar characteristics and stability to the traditional single unit developments. It is Council's intention to accommodate these types of developments and to encourage efficient two dwelling unit developments in the future.

Policy 5.1.3 Notwithstanding policy 5.1.2, within the Residential Low Density I Designation, it shall be the intention of Council to create a Two Unit Dwelling Zone (R2) to accommodate existing developments and prepare the community to become competitive in this expanding market. It shall also be the intention of Council to permit, as a secondary use, an accessory dwelling unit, a limited accessory office/home occupation use, a personal service establishment, a bed and breakfast/tourist home, or a daycare facility, where the use is not visible from the street side of the property. Furthermore, Council may consider the Two-Unit Dwelling Zone (R2) by amendment to the zoning by-law. In considering such amendments, Council shall have regard to:

- (a) the siting of the proposed structure with the adjacent residential buildings;

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- (b) the location and access to off street parking and the design of the parking lot layout;
 - (c) provisions for the preservation of the existing landscape by minimizing tree and soil removal;
 - (d) provisions for adequate site grading in respect of the impact on neighboring properties;
 - (e) the design of the proposed development in terms of:
 - (i) building height;
 - (ii) setback;
 - (iii) roof type and pitch; and
 - (f) the availability and adequacy of municipal services.

5.2 Residential Low Density II

An effective way of achieving growth at no additional cost to the municipality is to intensify development in areas which are currently serviced but have underutilized sewer capacities. These types of developments are generally referred to as infill lots. There appears to be a strong potential for this type of development and a limited supply of infill lots. It is the intention of this plan to accommodate this potential in areas with quality amenities, such as proximity to services, traffic arteries, parks and open space. For example, parts of Gunningsville area, although currently approaching the limit for development, has potential for infill development and older housing stock conversion.

Policy 5.2.1 In recognition and support of the attractiveness and sense of place of the older housing stock and the intermixing of one and two dwelling unit buildings; it shall be the intention of Council to support and maintain the existing style, scale, form and composition of existing development by establishing a Residential Density II zone (R1A) permitting two unit residential development that is consistent with the current development pattern. It shall also be the intention of Council to permit, as

a secondary use, an accessory dwelling unit, a limited accessory office/home occupation use, a personal service establishment, a bed and breakfast/tourist home, or a daycare facility, where the use is not visible from the street side of the property.

One of the most sensitive areas of urban planning when a community wishes to plan for change is the assurance that the current property owners is not unduly affected by new development. Former zoning by-laws provided little opportunity for review of design and set no standards or guidelines for the quality and character of the design desired. Development densities permitted under the former by-law do not reflect development trends in medium density housing. As a result there is a gap between the 1 and 2 dwelling unit densities and 12 unit densities.

Developments tend to target the limit of the zone, thus acting as disincentive for medium density housing. A potential market for this type of housing has been demonstrated and should be encouraged by zoning regulation. Therefore, policies for new housing and conversion of older housing stock must be flexible and accommodate differences in the community's age and lifestyle.

It is cost effective and desirable to accommodate future population in currently serviced areas as demonstrated by the Growth Management policies contained in section 3.4. Council is acutely aware of the desire of the current population to maintain the community's image and retain the existing character of the Town as a quiet, residential area. However, to maintain community autonomy and prosperity, Council must also allow and encourage infilling and housing stock conversion in appropriate areas of the Town.

Policy 5.2.2 It shall be the intention of Council to establish a special provision in the R1A zone whereby the Commission may consider infill and/or conversion housing of a density beyond that permitted by the R1A zone. Furthermore, where the lot(s) to

be developed do not meet the lot frontage and/or area requirements of the zoning by law and either exist on the date of adoption of the by law or is being created for the purpose of infilling (4 units maximum), the Commission may approve the development subject to terms and conditions it deems appropriate.

Urban design is how a community is put together, how it looks, feels and functions. It involves attention to different levels of detail which may include a number of physical elements such as land use, building form, massing, vehicular and pedestrian circulation, open space and landscaping. In respect of the current neighborhood stability and the opportunity that these areas provide for future growth, processes must be introduced so that any developments above a density which is permitted as of right are deemed to be appropriate in size, scale, and physical character to that of the surrounding areas. Future growth in built up areas (infilling) must be reviewed carefully in order to maintain respect for the integrity of the existing built form of the neighborhood. Therefore, to ensure compatibility, an urban design element should be included for developments involving infilling or conversion of existing housing developments.

Policy 5.2.3 Furthermore, Council shall instruct the Commission that when considering the imposition of conditions, the Commission shall have regard for the consistency of the facade of the proposed structure with the adjacent residential buildings and the possible staggering of existing setback from streets and the location of parking. In attempting to not overly limit the generality of policy 5.2.2 and the design ethic of a proposed infill or converted housing development, the Commission shall have regard for:

- (a) the siting of the proposed structure with the adjacent residential buildings;
- (b) the location and access to off street parking and the design of the parking lot layout;

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- (c) provisions for the preservation of the existing landscape by minimizing tree and soil removal;
 - (d) provisions for adequate site grading in respect of the impact on neighboring properties;
 - (e) the design of the proposed development in terms of:
 - (i) building height,
 - (ii) setback,
 - (iii) roof type and pitch; and
 - (f) availability and adequacy of municipal services.

5.3 Residential Special

The serviceable area situated south of Coverdale Road from approximately Pine Glen Road to Rivercrest Drive and a large block of land situated on Hillsborough Road near the sewage treatment plant provides significant opportunity for innovative housing and development opportunities. Portions of these areas are currently developed as single and two unit residential dwellings.

Policy 5.3.1 It shall be the intention of Council to establish a Residential Special Designation as shown on the Generalized Future Land Use Map. Within this designation, it shall be the intention of Council to support residential use as the primary form of development.

Policy 5.3.2 Within the Residential Special Designation it shall be the intention of Council to establish a Mixed Use (R2B) zone within which Council shall permit the development of low density residential uses to a maximum of 2 dwelling units. It shall also be the intention of Council to permit, as a secondary use, an accessory

dwelling unit, a limited accessory office/home occupation use, a personal service establishment, a bed and breakfast/tourist home, or a daycare facility, where the use is not visible from the street side of the property.

The majority of these properties front onto Coverdale/Hillsborough Road, a heavily traveled Arterial Road which carries approximately 17,000³ vehicles per day. The majority of the Residential Special Designation is located on the north side of a steep hill, adjacent to the Riverview golf course. Given these two constraints of relatively steep sloping topography and high traffic volumes, the area's potential for low density residential development is limited. However, these constraints may, in fact, be significant assets for other forms of future development.

The sloping topography facilitates views of the Petitcodiac River and City of Moncton. The area's proximity to the Riverview golf course, the Riverfront Park and a high traffic arterial are strong assets which may provide the impetus for new development. A few properties have recently developed as residential/commercial mix use, reflecting the strategic locational advantages which this area provides. Furthermore, interest has recently been expressed from the development community concerning the future development potential of certain properties within this designation. Consequently, in the interest of Council's objective of diversifying the economic base and attracting new development, it is appropriate for Council to pre-zone certain sites that are currently developed as mixed use and other adjacent or isolated vacant properties.

Policy 5.3.3 Notwithstanding policy 5.3.2, and in recognition of the opportunity created by the area's sloping topography, proximity to the Town's showcase Riverfront Park and Petitcodiac River and the heavily traveled Coverdale/Hillsborough Road, it shall be the intention of Council to establish a mix use zone on properties currently developed as residential/commercial use and other undeveloped property.

³ A.A.D.T. (Average Annual Daily Traffic)

Policy 5.3.4 Pursuant to policy 5.3.3, it shall be the intention of Council to permit, within the mix use zone, development of multiple unit residential use to a maximum of 8 units, with or without commercial use on the first floor, where the proposed use do not exceed 4 stories.

Policy 5.3.5 Notwithstanding policy 5.3.4 and in recognition of the high potential of lands within the Residential Special designation, it shall be the intention of Council to establish a provision within the mixed use zone whereby the Commission may consider, subject to terms and conditions, the following developments:

- (a) multiple unit residential uses to a maximum of 16 units, with or without commercial use on the ground floor, provided;
 - (i) the building does not exceed 4 stories,
 - (ii) no more than 50% of the required parking is above grade,
- (b) motel/motor inn where;
 - (i) the building does not exceed 4 stories,
 - (ii) no more than 50% of the required parking is above grade,
 - (iii) no more than 24 rooms are provided,
- (c) office use to a maximum of 4 stories.

Policy 5.3.6 Council shall also instruct the Commission in considering the imposition of terms and conditions, pursuant to policy 5.3.5, to have regard for:

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- (a) the location, number, layout and design of vehicular access, and, without limiting the generality of the foregoing, consideration of joint access where individual accesses are deemed not to be desirable;
 - (b) the design and location of above grade parking lots;
 - (c) the proposed landscaping and provision of amenity space;
 - (d) the protection of important view lines and prevention of overshadowing by controlling building height, bulk and site location;
 - (e) the design of the proposed development in terms of building orientation and relationship to other housing types and nearby land uses, the layout of the buildings and open spaces;
 - (f) the traffic impacts;
 - (g) the preservation of the site's natural state by minimizing tree and soil removal;
 - (h) the adequacy of municipal services; and
 - (i) any other matter.

While there are areas within the designation which can readily support more than 2 units/lot, there are also portions of the designation which abut established low density residential areas and are relatively underdeveloped. While it may not be appropriate for Council to pre-zone this area at this time, it may be appropriate for Council to consider such developments on a case-by-case basis.

Policy 5.3.7 Notwithstanding policy 5.3.2, Council may consider amendments to the zoning by-law within the Residential Special Designation which would permit new mix use development pursuant to policy 5.3.4.

Policy 5.3.8 Furthermore, Council may consider amendments to the zoning by-law within the Residential Special Designation which would permit residential use in excess of

16 units, with or without commercial use on the first floor, where not more than 50% of the required parking is above grade.

Policy 5.3.9 In considering such amendments, pursuant to policies 5.3.7 and 5.3.8, within the Residential Special Designation, Council shall have regard for:

- (a) the location, number, layout and design of vehicular access, and, without limiting the generality of the foregoing, consideration of joint access where individual accesses are deemed not to be desirable;
- (b) the design and location of above grade parking lots;
- (c) the proposed landscaping and provision of amenity space;
- (d) the protection of important view lines and prevention of overshadowing by controlling building height, bulk and site location;
- (e) the design of the proposed development in terms of building orientation and relationship to other housing types and nearby land uses, the layout of the buildings, rights of way and open spaces;
- (f) the traffic impacts;
- (g) measures for the preservation of the site's natural state by minimizing tree and soil removal;
- (h) the adequacy of municipal services; and
- (i) any other matter.

5.4 Residential Moderate Density

Several moderate density, 12 unit buildings have established along Trites, Pine Glen and portions of Coverdale Roads. These major transportation corridors currently possess service and accessibility advantages which may assist the community in achieving economies in the provision of municipal and government services. Future low density residential development

along these high traffic routes is unlikely. However, locational advantages of serviceability, accessibility, proximity to shopping, employment and amenity areas may provide the impetus for other forms of residential and associated commercial development. In the interest of the community's objective of seeking fiscal autonomy, it is important that Council attract more dense and efficient forms of development.

Policy 5.4.1 It shall be the intention of Council to establish, as shown on the Generalized Future Land Use Map, a Moderate Density Residential designation. It shall also be the intention of Council to establish, within the Moderate Density Residential Designation, a moderate density residential zone (R3) permitting residential development of 3 units or more.

A few properties within the Residential Moderate Density designation have recently developed as office and service type use. Other properties were originally developed as industrial type use, all of which are non-conforming under Section 40 of the Community Planning Act. Although it is not Council's intention to discourage development, the potential for future conflict between residential/commercial and industrial use exist. Since the primary focus of this plan is to facilitate efficient residential development, areas for future industrial use have been more strategically and appropriately designated under this plan. However, it is Council's intention to facilitate other forms of non-residential development but exercise strict control.

Policy 5.4.2 In accordance with section 41 of the Community Planning Act, Council may prescribe certain standards to which any land, building or structure containing a non-conforming use, throughout the Town, shall be maintained and kept in a condition appropriate to the area in which it is located.

5.5 Residential Mixed Use

There are large tracts of serviceable, but currently undeveloped, land in the Town. These areas are essentially the Town's urban land bank for the future. Suburban low density single unit type development is not expected to continue as in the past. The development of these lands, as a mixed residential use area, will ease the community's future fiscal restraint since higher density developments distribute servicing and maintenance cost over more households per acre developed.

These lands offer a major opportunity for the creation of new socially and economically diverse neighborhoods wherein the changing housing needs of current and future generations can be satisfied without substantial impact on the older established neighborhoods.

Policy 5.5.1 It shall be the intention of Council, in recognition of the changing housing needs of current and future generations, to designate as shown on the Generalized Future Land Use Map all serviceable but undeveloped land situated south of the trunk sewer as Residential Mixed Use Designation.

These areas provide opportunities for the continuation of traditional low density housing and, more importantly, opportunities for new housing options and diversified neighborhoods. This must be accomplished by carefully integrating these mixed residential use areas with the abutting existing and future traditional low density suburban neighborhoods. Most of these lands are in large block ownership and are reasonably accessible from larger arterial roads such as Coverdale, Trites and Pine Glen.

Policy 5.5.2 It shall be the intention of Council to provide, within the Residential Mixed Use Designation, a residential mix zone (RM) providing for single and two unit dwellings as well as semi-detached dwellings. It shall also be the intention of Council to permit, as a secondary use, an accessory dwelling unit, a limited accessory office/home occupation use, a personal service establishment, a bed and

breakfast/tourist home, or a daycare facility, where the use is not visible from the street side of the property.

Change, no matter how subtle, is always difficult. Council is acutely aware that current citizens expect to maintain, as a minimum, the status quo. Council is also acutely aware that housing is undergoing radical changes in order to accommodate the changing needs and desires of future citizens. The community's future is based on its ability to attract and, in fact, embrace, these changes as real opportunities.

Council is also aware that we live in fast changing times and it is difficult, if not impossible, to forecast and plan for five year periods under the former prescriptive development control tradition. Contemporary municipal plans should facilitate change and be capable of adapting to new conditions resulting from the rapid change in the taste and desires of the population. Therefore, specific housing needs and forecasting should remain in the hands of the private sector whose objectives are generally more short term and can react to changing market conditions more quickly.

Although suburban low density development is generally perceived to be desirable, it has become apparent that traditional low density developments are not the prescription for the future. Therefore, it is Council's wish to attract innovative and non-traditional housing forms within appropriate areas of the community by providing sufficient flexibility, but, at the same time, adequate levels of development control so that the community will not tarnish its image as a quiet residential community in which to grow.

Policy 5.5.3 Notwithstanding policy 5.5.2, in the interest of encouraging a diverse range of housing types and styles and to ensure careful integration of these future development areas, it shall be the intent of Council to establish a provision in the low density residential mix zone whereby the Commission may consider, subject

to terms and conditions, additional forms of residential development, to a maximum of 10 units an acre, and supportive commercial and service use on a variety of lot sizes where the developer provides a “generalized area development plan” which shows the general location of each building together with any streets, public lands, parking areas and proposed landscaping.

Policy 5.5.4 Pursuant to policy 5.5.3, it shall be the intention of Council to direct the Commission in considering the imposition of terms and conditions to have regard for:

- (a) the integration of the proposed development with the abutting existing development;
- (b) the adequacy of municipal services;
- (c) the location and design of vehicular access;
- (d) the design and location of above grade parking lots;
- (e) the proposed landscaping and provision of amenity space;
- (f) traffic impacts;
- (g) the preservation of the site’s natural state by minimizing tree and soil removal;
and
- (h) any other matter.

As time has progressed the nature and mix of residential uses has changed in general consonance with the income of households and the mix of household sizes. Average per capita incomes have, for most of the last decade, been stagnant while construction costs and housing costs have continued to increase. The Town has attempted to respond to these changes within the concept of its primary role as a residential community by accommodating a wide a variety of housing forms as possible. In this regard, the Town has identified rowhouses or townhouses as a housing form which should also be accommodated within the Town’s area. While townhouses are readily

accommodated on local streets because of the large number of driveways, they should not be permitted access on major streets. Townhouse developments, in general, can readily be considered in all residential designations where central municipal sewerage collection and water distribution systems are available.

Policy 5.5.5 In recognition of the Town of Riverview's significant role as a residential community and in the interests of providing opportunities for a broad range of housing types, it shall be the intention of Council to establish a Townhouse Dwelling zone within which Council shall permit townhouse dwellings, two unit dwellings, single unit dwellings and multiple unit dwellings.

While there are now several townhouse developments in Riverview and the townhouse zone can be appropriately applied to these and some yet undeveloped sites. Council is also prepared to consider the development of additional lands for townhouse developments in any residentially designated area.

Policy 5.5.6 Notwithstanding any other policy of this Plan, Council may consider the development of townhouse dwellings in any residential designation by amendment to the Zoning B-law. In considering such amendments, Council shall have regard for the following:

- a) that the driveways from any townhouse dwelling do not gain access to any major street;
and
- b) the provisions contained in the Implementation section of this Plan.

CHAPTER 6: RURAL AREAS

6.0 Rural Area Development Policies

The remaining area of Riverview lying to the west of the trailer park is currently outside the service boundary of the Town. It is extremely unlikely that this area will require services to accommodate future growth during this plan period. Thus, any future development in this area will require on site services consisting of drilled well and septic system.

Soils information indicate that the majority of the area is classified as Parry Association, which is generally poorly drained soil caused by a high clay content. These soils are generally unsuitable for on site sewerage disposal systems.

In addition to the environmental risk associated with rural type development, the Town wishes to adopt a strategy to reduce sprawl or ribbon type development, since these generally contribute to vehicular traffic conflicts (driveways), results in very low density thus high per unit cost of providing road maintenance, snow removal, parks, police, fire and ambulance services and usually results in extremely costly extension of services which the Town is not currently prepared to provide. The current municipal plan permits certain types of rural land uses, such as agricultural and forestry which are generally compatible to a rural environment and are, in fact, the highest and best use for the land. However, residential development in these areas often removes valuable resource rich land and generally results in additional pressure for Council to address the concerns of the rural residents, which, in fact, can only be addressed through an urban development framework. Therefore;

6.1 Rural Residential Subdivisions

Policy 6.1.1 It shall be the intention of Council to limit residential development in the rural area to minimize the potential environmental and health related risks and associated economic cost.

Policy 6.1.2 It shall be the intention of Council to ensure that future subdivision of land in the Rural area shall be developed with:

- (a) a minimum individual lot size of 2 hectares;
- (b) a minimum lot frontage of 150 meters; and
- (c) has frontage on a publicly owned street or access approved by the Commission.

Policy 6.1.3 It shall be the intention of Council to ensure that the future subdivision of land involving five or more lots in the rural area shall be developed in accordance with the following provisions:

- (a) the subdivision shall be designed to meet all of the town's normal engineering requirements; and
- (b) the use of on site water or sewer facilities shall not be permitted.

Policy 6.1.4 Notwithstanding policy 6.1.2, it shall also be the intention of Council to permit residential development on lots existing on the effective date of this plan.

6.2 Rural Uses

Policy 6.2.1 It shall be the intention of Council to establish, within the Rural Designation, a rural area zone (RA) permitting land based uses of forestry, agriculture and related activities and limited Residential uses.

Policy 6.2.2 It shall also be the intention of Council to establish within the rural area zone, pursuant to policy 6.2.1, a provision which will permit the Commission to consider, subject to terms and conditions, other resource based developments, including topsoil removal, sod farming, pits and quarries. Council shall instruct the

Commission in considering the imposition of terms and conditions to have regard for:

- (a) the location and design of vehicular access and the potential traffic generation;
- (b) the environmental impact of the type of use;
- (c) the outside storage of material;
- (d) the rehabilitation of the site to a future urban use (subject to a formal engineering plan); and
- (e) any other matter.

6.3 Mobile / Mini Home Parks

Policy 6.3.1 It shall be the intention of Council to accommodate, within the Rural Designation, existing mobile / mini home parks and subdivisions by establishing a mini home (MH) zone permitting mini home parks, mini home subdivisions and single unit dwellings. It shall also be the intention of Council to permit, as a secondary use, an accessory dwelling unit, a limited accessory office / home occupation use, a personal service establishment, a bed and breakfast / tourist home, or a daycare facility, where the use is not visible from the street side of property.

Policy 6.3.2 It shall be the intention of Council to establish a provision in the mini home zone (MH) whereby the Commission may consider, subject to terms and conditions a mini home display court or sales lot.

Policy 6.3.3 Pursuant to policy 6.3.2, Council shall instruct the Commission in considering the imposition of terms and conditions, to have regard for:

- (a) the location and design of vehicular access;

-
- (b) the proposed landscaping;
 - (c) the traffic impacts;
 - (d) the preservation of the sites natural state by minimizing tree and soil removal;
 - (e) any other matter.

Proposal 6.3.4 It shall be the intention of Council to adopt a mobile-home park by-law to ensure that parks are maintained to meet acceptable safety and esthetic standards that reflect the Town's image as an attractive and safe place to raise a family.

CHAPTER 7: COMMERCIAL DEVELOPMENT

7.0 Commercial Development

Coverdale Road, Hillsborough Road ,Findlay Business Park and the new East-West Corridor serve as the major focus of commercial development within the town. These areas are represented by a mixture of suburban commercial and highway commercial uses. For the most part, the developed commercial area within town is attractive, embodying and portraying the town as a quiet, riverside residential community. Riverview's commercial areas along Coverdale and Hillsborough Roads, along with the future East-West Corridor provide a strategic link to other urban centers and to other important regional tourism destinations.

The Town has a beautiful waterfront within its central 'Downtown' area. A major objective of this Plan is to strengthen and create a more viable downtown Central Commercial area, one that is unique and attractive to current and future residents. Increasing the number of residents in the vicinity of the Central Commercial area increases demand and support for urban amenities. People attract people, services and amenities need to follow. Council shall therefore endeavor to concentrate commercial developments to locate within this Central Commercial area and encourage increased activity in this area.

7.1 Central Commercial

Policy 7.1.1 It shall be the intention of Council to recognize and further encourage high density residential and commercial development of this portion of Coverdale Road by establishing the Central Commercial (CC) designation as shown on the Generalized Future Land Use map permitting retail commercial, office, service and personal service uses, restaurants, communication uses, moderate density residential development, with or without commercial / office use. Furthermore, it shall be the intention of Council to facilitate the growth within the Central Commercial

designation by establishing appropriate urban standards within the central commercial zone.

Policy 7.1.2 Council shall seek to facilitate well designed and an aesthetically pleasing Central Commercial District and shall:

- (a) encourage individual businesses and business development organizations to develop and maintain their commercial properties to a reasonable level of aesthetic appeal;
- (b) continue to encourage the Federal and Provincial Governments to provide programs and incentives for business area revitalization and streetscape improvements;
- (c) provide assistance, when necessary, for streetscape and façade improvements along this portion of Coverdale Road and, when necessary, other Commercial areas of the Community; and
- (d) regulate the use of signs.

Policy 7.1.3 It shall be the intention of Council to ensure that no development proposals, located within the Central Commercial area along Coverdale Road from the intersection of Pine Glen Road to the causeway overpass, be approved which do not reinforce and support the basic direction of the Riverfront design concept.

Policy 7.1.4 To assist with the articulation of future downtown revitalization efforts and to provide future guidance for things such as Downtown Design Guidelines, Council may undertake special studies and plans for this in a consultation with the general public, Business Improvement Association, and adjoining property owners of the Central Commercial area.

Proposal 7.1.5 Council also directs the Planning Commission and the Development Officers to implement Chapter 11 “Urban Design” when considering development applications to reinforce the Town of Riverview as a functional, beautiful and “green” place to live and do business.

Dobson and Philip Roads form one of the southern boundaries of the downtown Central Commercial area. Many of the businesses which front on Coverdale Road have acquired lands to the rear of the buildings for use as parking lots or storage. This situation creates difficulties for residential uses on the south sides of Dobson and Philip Roads. In this regard, it will be important for Council to establish a method that ensures such conflicts are reduced and future commercial expansion is ensured.

Policy 7.1.8 It shall not be the intention of Council to consider any applications for amendments to the zoning by-law which would permit new commercial development on the South sides of Dobson and Philip Roads.

Proposal 7.1.9 Prior to any expansion of the Central Commercial area, Council shall undertake special studies in a consultation with the general public, Business Association, and adjoining property owners of the Central Commercial area.

7.2 Suburban Commercial

The suburban commercial areas of the town have developed over the past thirty years along Coverdale and Pine Glenn Roads, best exemplified by retail strip malls, large grocery stores, service outlets, offices, and restaurants (including drive thru businesses). Over the last couple of years, new suburban commercial development has been occurring in the area known as Findlay Park along Whitepine and Pinewood Roads. This development is the backbone of the town's commercial economic base. It will be important for Council to accommodate both existing traditional commercial strip areas and new evolving areas of commercial potential along the new East – West Corridor located off the new bridge route.

Policy 7.2.1 It shall be the intention of Town Council to recognize and foster development of retail and service outlets serving the suburban portions of the town by establishing the Suburban Commercial Designation as shown on the Generalized Future Land Use Map, and

Policy 7.2.2 Within the Suburban Commercial designation, it shall be the intention of Council to encourage commercial development by establishing a suburban commercial (SC) zone within which Council shall permit general retail uses including, but not limited to, food and furniture stores, shopping centers, service and personal service shops, limited medical, dental and other professional services, retail, insurance and financial services, automobile sales and repair outlets, nurseries, retail building supply outlets, restaurants including drive-in and takeout restaurants, premises licensed for the sale of alcohol, and uses supportive of the surrounding residential environments.

Development within the Suburban Commercial designation will range from small dwellings connected to retail use to large parcels occupied by strip malls and large format retail box stores. Because of the low-density suburban environment in these areas, the majority of the clientele of

these uses arrive by car, although there is an improving level of transit service beginning to emerge.

Almost all uses either front upon, or gain access to, the town's major arterial or collector streets. As a result, maintenance of public safety, both on the street network and on undeveloped sites, will be increasingly important as these areas continue to develop. The amount of traffic generated by any use is dependant on the magnitude of the use. The manner in which traffic generated is integrated with flows on public streets is significantly affected by driveway design, location and separation. Historically, very little attention has been given to driveways and this must change. Many properties now used for commercial purposes are actually converted former residential uses on frontages of eighteen meters or less. Many of these former residential structures have little possibility of being expanded in conformity with requirements that would insure maintenance of adequate public safety.

Policy 7.2.3 Notwithstanding policy, 7.2.2, it shall be the intention of Council to direct the Greater Moncton Planning District Commission to consider Drive Thru Restaurants and other Drive Thru Businesses, Car Washes and / or any development within the Suburban Commercial Zone containing more than 1,500 square meters of gross floor area, and additions thereto, subject to imposition of terms and conditions. Furthermore, it shall be the intention of Council to direct the Greater Moncton Planning District Commission, in considering the imposition of terms and conditions, to have the utmost planning regard for the:

- (a) estimated traffic generated by the proposal and its effect upon public street systems;
- (b) adequacy of the proposed site plan in respect to parking, pedestrian access, aisles, fire lanes, loading and delivery areas and on-site circulation systems;
- (c) adequate provision of landscaping;

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- (d) location, size and design of driveways and appropriateness of traffic lights at driveways; and
 - (e) provisions contained in policy 7.3.3; and
 - (f) such other matters as Town Council deems advisable and prudent in the direction.

Because many portions of the Suburban Commercial Designation abut residential areas, is important to insure that expansion does not create excessive negative impacts on residential neighbourhoods. In this regard, it will not be appropriate to prezone all lands within the Suburban Commercial Designation for commercial uses. By providing for the rezoning process, Council can give consideration to commercial expansion on a case-by-case basis, based upon urban planning principles.

Policy 7.2.4 It shall not be the intention of Council to prezone all lands within the Suburban Commercial Designation for commercial purposes. In such areas, Council shall establish zones, generally, in conformity with the established use. Council may consider new commercial developments by amendment to the Zoning By-law. In considering such amendments, Council shall give attention to:

- (a) measures to insure that commercial driveways do not access local streets other than adjacent an intersection of a local street with an arterial or collector street/road;
- (b) site design of the proposal;
- (c) location, size and impact of signage and loading and delivery areas in respect to any proximate residentially zoned area;
- (d) availability/adequacy of sewage, water, storm drainage systems and public streets and the effects of the proposal development upon these systems; and lastly
- (e) design of the proposed building including exterior finishes and facades; and

-
- (f) the provisions of the Implementation Section.

Some lands within the Suburban Commercial Designation are occupied or capable of being developed for multiple-unit residential uses. The predominant use Council wishes to encourage in this area is commercial. However, Council does recognize that there may be specific locations where multiple-unit residential use can be accommodated.

Policy 7.2.5 Notwithstanding policy 7.2.2, Council shall direct the Greater Moncton Planning District Commission to consider the development of multiple-unit residential developments subject to the imposition of terms and conditions. It shall be the intention of Council to direct the Greater Moncton Planning District Commission, in considering the imposition of such terms and conditions, to have regard for the:

- (a) landscaping provisions;
- (b) amenity areas;
- (c) adequate site design, parking and driveway access; and
- (d) the provisions of the Implementation Section.

It is recognized by Council that the nature and style of business activity that the Town is capable of and wishes to attract, changes over time. Recent trends in the regional markets have generated substantial service sector investment to the region and Riverview has been receiving a share. The Town, at the same time, wishes to facilitate the development of small businesses in the commercial designation while still providing for residential opportunities. Such businesses may include some storage and indeed live/work developments must be accommodated as well.

Policy 7.2.6 It shall be the intention of Council to support the development of a wide range of commercial and technologically oriented businesses, social and educational amenities and residential uses in portions of the Suburban Commercial designation by establishing a Residential and Business Services (RBS) zone.

Within the residential and business services zone, Council shall permit multiple unit residential uses, business service and general commercial uses, including some indoor storage, as well as a wide range of community and educational uses.

Many of the commercial areas in the Town are in very close proximity to established residential areas. While these residential areas can be expected to change over time, they will not change as rapidly as the rate at which commercial changes occur. In order to attempt to mitigate potential differences that result, Council will create certain limitations and design requirements within the Residential and Business Services zone.

Policy 7.2.7 The Residential and Business Services zone it shall be the intention of Council to establish specific limits on storage and design standards in the Zoning By-Law for buildings and sites in recognition of the proximity of residential uses.

While much of the suburban commercial area along Pine Glen Road has been pre-zoned for residential and business service zone uses, there may, in fact, be additional locations within the suburban commercial designation where this zone can be appropriately utilized. Therefore, Council is prepared to consider further use of the Residential and Business Services zone subject to rezoning.

Policy 7.2.8 In recognition of the changing nature of the business community and adaptable objectives of the Town in respect of commercial development it shall be the intention of Council to consider the development of additional land within the Suburban Commercial designation, for residential and business services uses by amendment to the Zoning By-law. In considering such amendments Council shall have regard for the provisions of Implementation section of this Plan.

7.3 Highway Commercial

A few properties have developed as highway oriented businesses. They are intended to attract vehicular traffic but also serve the needs of the immediate area. These types of development generally locate to adjacent to busy thoroughfares, such as Coverdale and Hillsborough Roads, and are generally not appropriate as neighborhood convenience level developments due to high vehicle traffic generation. In addition, these types of developments are significantly dependent on the sale of petroleum and related products which may result in significant environmental and health related problems. Thus, Council wishes to accommodate these types of business which are currently developed, but to exercise strict control over new future development.

Policy 7.3.1 It shall be the intention of Council to accommodate existing highway oriented businesses within the Highway Commercial designation permitting commercial uses primarily servicing vehicular traffic.

Policy 7.3.2 Notwithstanding policy 7.3.1, it shall be the intention of Council to establish a provision in the Highway Commercial zone, whereby the Commission may consider, subject to terms and conditions, the development of:

- (a) gasoline bars;
- (b) automobile / recreational vehicle sales lot;
- (c) automobile repair shop;
- (d) car washes;
- (e) building supply store and associated storage yards; and
- (f) storage and warehouse businesses, including a mini-storage warehouse.

Policy 7.3.3 Pursuant to policy 7.3.2 it shall be the intention of Council to direct the Commission, when considering the imposition of terms and conditions, to have regard for the following considerations:

- (a) The adequacy of municipal services;

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- (b) the location and design of vehicular access;
 - (c) the design and location of above grade parking lots, if required;
 - (d) the proposed landscaping and the provision of amenity space;
 - (e) consideration of important view lines;
 - (f) the traffic impacts;
 - (g) the preservation of the sites natural state by minimizing tree and soil removal; and
 - (h) any other matter.

Policy 7.3.4 Furthermore, Council may consider additional highway commercial developments for lots with frontage on Coverdale and Hillsborough Roads where central municipal water and sewage systems are available through the rezoning process. In considering an application for rezoning, Council shall regard for the following considerations:

- (a) the adequacy of municipal services;
- (b) the location and design of vehicular access;
- (c) the design and location of above grade parking lots;
- (d) the proposed landscaping and the provision of amenity space;
- (e) the traffic impacts;
- (f) the preservation of sites natural state by minimizing tree and soil removal;
- (g) the provisions of the Implementation Section, and
- (h) any other matter.

7.4 Neighbourhood Commercial

Council also wishes to improve the convenience level of service to the residents of Riverview. Commercial concentration is required for certain types of developments in order to achieve scale thresholds, however, convenience or everyday items should be available within a reasonable walking or cycling distance. Provision of these convenience services either within or in proximity to residential areas provide community advantages in terms of environmental cost, reduced traffic congestion and general overall human health benefits. These areas are not designated on the Future Land Use map since these types of land use are deemed to be appropriate within a Residential Designation with respect to the general goals and intent of this plan. However, these sites shall be identified on the Land Use Zoning map.

Policy 7.4.1 It shall be the intention of Council to establish, within all Residential Designations, a neighbourhood commercial zone (NC). It shall be the intention of Council to permit, within the neighbourhood commercial zone, small scale commercial retail, personal service and associated office use with or without residential uses. It shall also be the intention of Council to permit, as a secondary use, an accessory dwelling unit, a garden suite, a limited accessory office / home occupation uses, a personal service establishment, a bed and breakfast / tourist home, or a daycare facility, where the use is not visible from the street side of the property and residential uses to a maximum of 4 units. Furthermore, it shall also be the intention of Council to prohibit gasoline dispensary facilities within the neighbourhood commercial zone.

Policy 7.4.2 It shall be the intention of Council, in reviewing a neighbourhood commercial use, to have regard for the following:

(a) Council shall define a Neighbourhood Commercial zone as a commercial development predominantly located within a residential area having a maximum of three stores and a maximum gross leaseable area of 750 square meters;

(b) Proposals for the development of a Neighbourhood Commercial zone where the site has not been rezoned to Neighbourhood Commercial zone shall be considered by Council through the rezoning process provided the proposed development is located within a Residential Designation. Otherwise, an amendment to this plan is required;

(c) In reviewing a Neighbourhood Commercial zone proposal, Council shall have regard for the following:

(i) the proposal is deemed to be beneficial to the local area and community as a whole;

(ii) the proposal is deemed to be compatible with the surrounding land uses and the impact on the surrounding residential areas is minimized through the appropriate use of setbacks, landscaping and site layout. In addition, Council shall be satisfied that the following criteria have been met:

(a) the proposal has adequate access to collector or arterial streets of sufficient capacity to accommodate any increase in traffic;

(b) the proposal generates minimal traffic noise and lighting impacts on existing residential neighbourhoods;

(c) adequate provision for access is made for pedestrians, persons with disabilities and other special needs group;

(d) necessary servicing is readily available;

(e) adequate parking and service facilities are provided;

(f) a minimum separation of 1 kilometer from the nearest community shopping center or convenience store is maintained; and

(g) other criteria deemed appropriate by Council are complied with.

CHAPTER 8: INDUSTRIAL DEVELOPMENT

8.0 Industrial Development

Section two of this plan presented a number of planning and development goals which the community shall seek to accomplish over the long term. Riverview Development Plan Goal's (a), (d) and (m) reflect the communities desire to achieve and maintain a pristine urban environment, providing clean air, water and land, quality developments and diminishing any potential risk of adversely impacting this vision. In light of the fact that there are a number of well established urban Industrial Parks within the Greater Moncton area, and given the town's limited land base servicing industrial land, the town clearly has a subordinate role in pursuing industrial development. However, Council believes it has a significant responsibility in providing quality shelter environments and services to its current and future citizens. It is this critical responsibility which provides the impetus for Council to become fiercely competitive in attracting a larger share of the future housing market. As the region grows and develops, the Town must maintain or improve its significance as a community entity. Therefore, in order to maintain and enhance Riverview's image as a residential community, *A Great Place To Grow*:

Policy 8.1.1 It shall be the intention of Council to limit industrial development within the Town by establishing an Industrial Designation on the Future Land Use map only to those lands currently developed and zoned industrial. The permitted uses and applicable standards shall be further defined in the zoning bylaw; and

Policy 8.1.2 Notwithstanding policy 8.1.1, it shall be the intention of Council to establish a provision in the Industrial zone, whereby the Commission may consider, subject to terms and conditions, the development of:

- (a) car washes; and
- (b) storage and warehouse businesses.

Policy 8.1.3 Furthermore, Council shall encourage and, where possible, may assist, in the relocation of visually noxious industrial uses to more appropriately designed and designated land within the urban region.

CHAPTER 9: RECREATION, OPEN SPACE AND COMMUNITY USE

9.0 Recreation, Open Space and Community Use

The current municipal plan document attempted to differentiate between developed park, open space, institutional and community facilities. The Park designation in the plan referred to such developments as sports fields, including tot lots, tennis courts, community facilities such as arenas, swimming pools and community halls. The open space designation attempted to ensure protection of watercourses and land periodically inundated with water (flood plains and marshes) and permitting municipal use buildings such as waste water treatment facilities but prohibited buildings or accessory uses related to human habitation. The institutional and community facilities designation referred to such uses as schools, churches, day care centers and municipal buildings.

However, the Future Land Use map and subsequent zoning by law consolidated this very broad spectrum of land use under one designation and zone, the (P & I) or Parks and Institutional zone. Consequently, similar development review requirements were applied against, say a tot lot proposal compared to a hospital or waste water treatment facility. Obviously, the associated potential impacts of these developments differ substantially and it is the objective of this plan to facilitate developments which are deemed to be compatible and support the underlying vision of a clean, esthetically pleasing, residential community. Consequently, Council wishes to focus attention on those matters which may require substantial study and review, such as a new school location proposal, but allow, with relative ease, development which facilitate and enhance the overall development objectives of the community as a whole.

It is generally recognized throughout the industrialized world that provision of open space and leisure services is rapidly becoming one of the major determinants in attracting development. When the community purports a housing strategy as the main stem of a development strategy,

the efficient and effective provision of recreation, open space and leisure services is paramount. Quality of Life is increasingly becoming defined in terms of non-work related pursuits whereby first rate recreational services and opportunities enhance the communities ability to attract participants of the new economy. The provision of parks and open space create an awareness of our surroundings and enhances the communities visual impact. Therefore, in order for Council to vigorously pursue its development objective of a clean and healthy community:

Policy 9.1.1 Council shall ensure that all Town owned parks and recreation facilities are safe and adequately maintained

As the demographic profile of a community changes over time, so does the nature and type of recreational demand. Variables such as income levels, changing life styles, age/sex composition and culture influence the propensity for recreational facility and/or program acceptance. Younger people tend to desire rigorous participatory activities whereas the older and more educated population tend to prefer less strenuous activities such as wilderness activities, walking or sight seeing. Therefore;

Policy 9.1.2 Council shall instruct the Commission and the Parks and Recreation department to monitor demographic trends and leisure needs at the community and neighbourhood levels and shall endeavor, in consultation with neighborhoods, to accommodate changing user needs by:

- (a) redesigning appropriately open space where and when required; and
- (b) tailoring recreation programs and opportunities to the intended users.

Proposal 9.1.3 Furthermore, Council shall seek assistance in preparing a community Recreation Master plan to complement the municipal plan and provide detailed

guidance with respect to ongoing developments and enhancement of current and future recreation systems, programs and facilities.

The community is currently adequately served with the provision of educational facilities. In addition, the population of school age children has declined by -15% between 1996 and 2001. A further decline of - 4% is expected by the year 2006. School facilities are recognized as more than a place of learning, it represents a significant community investment. These facilities and surroundings have the potential to serve the needs of the community beyond the requirements of education. However, in order for the community to fully benefit from these infrastructure, better cooperation between town officials and the School Board must be achieved. Similarly, various religious facilities, such as church halls, and other non-profit volunteer associations have the potential resources and facilities to aid the community in achieving its improved quality of life objectives. The efficient use of the communities current building stock will reduce any future demand for capital expenditure on recreational facility development. Therefore;

Policy 9.1.4 It shall be the intention of Council to encourage the effective use of school, church and other non-profit facilities throughout the Town to serve as community centers.

Traditionally, the old school yard was often the only area within the community that provided a ball field or facility for active play programs. Contemporary planning tends to disperse large land consumption activities throughout the community to achieve equal access and service level thresholds. Historically, school catchment area analysis attempted to locate schools in strategic areas to serve the largest potential clients simply by rules of proximity, reducing the need for vehicular transport of students. However, fairly recent school feasibility study suggest that school size can provide scale economies which out weigh the burden of travel distance. Irregardless of which theoretical framework is considered appropriate, the Town supports both frameworks in that the three major schools are significant in terms of size and are also

strategically located to serve the population in the immediate areas. Therefore, in recognition of the immense visual impact that educational facilities and institutions have on a community and the potential for providing certain recreational opportunities to the community;

Policy 9.1.5 It shall be the intention of Council to encourage the development of parks and open space and facilities in association with educational institutions and shall:

(a) continue to seek agreements for joint use of facilities and may consider agreements concerning improvements, maintenance and upkeep of school properties;

(b) Attempt to locate future parks and recreation facilities adjacent to schools or other community use facilities provided the opportunity is feasibility.

The provision of land for community or public purposes can be achieved basically by four methods: 1) outright acquisition; 2) lease arrangements; 3) donation or gift beneficiary; and 4) lands for public purposes through the subdivision approval process.

The outright acquisition of land is obviously the highest and best level of development control that a community can exercise, however, it is also the most expensive and may become an additional tax burden to the citizens. However, it must be noted that although the residents appear to be reasonably served with the current provision of Town owned park and open space land, service level deficiencies appear to exist in the Bridgedale / Gunningsville area and the area west of Canusa/Goldsboro avenue. In addition, a generally accepted urban standard of 20 acres of park or open space land per 1,000 of population yields an overall Town standard of just 21 acres of community owned and zoned P & I land per 1,000 of population. This does not include all the land zoned P & I (approximately 2,000 acres) such as the transmission right of way and the golf course, however, is indicative of the general level of service which the Town directly

controls and administers. It should also be noted that the current municipal plan attempted to focus attention on the development of the two urban scale parks (Waterfront and Mill Creek Parks). The Riverfront park is progressing toward the final stages of completion and the Town should continue with this ambitious effort. With respect to the Mill Creek area, a portion of the proposed development area is currently outside the Town boundaries. Efforts should therefore be made to extend the Town boundaries to encompass the necessary lands to protect the future development opportunities of the Mill Creek reservoir area. Therefore, in recognition of the importance which recreation and leisure services has toward attainment of the community development objectives:

Proposal 9.1.6 It shall be the intention of Council to investigate the feasibility of acquiring those lands along the southerly boundary of Mill Creek from the confluence of Mill Creek and the Petitcodiac River southwest to the easterly limit of the Town.

Lease arrangements are rapidly becoming one of the more favored instruments for providing various types of public services. Regarding the provision of public open space and recreation facilities, opportunities may exist whereby the Town can enter into lease arrangements for certain lands or facilities which may, from time to time, become available and are feasible. For example, the transmission right of way may assist the in providing non vehicular linkages from residential areas to other active development areas, such as the C.B.D. or other park lands, therefore;

Policy 9.1.7 It shall be the intention of Council to provide a non-motorized vehicular system of walkways and linkages within the Town connecting major functional elements of the Community.

Perhaps the most often used and familiar method for acquiring land for community use is through the subdivision approval process. The Community Planning Act enables local

governments to adopt subdivision by-laws which may prescribe amounts of public purpose land, to a maximum of 10% of the subdivision, to be dedicated to the community and also enables the local government the option of accepting cash in lieu of land dedication. This special cash fund is to be used specifically for the acquisition or development of land or facilities for public use. Therefore, the initial decision required is whether to accept land or cash in lieu. It is thus appropriate that Council establish firm policies and procedures regarding the land or cash provision of the subdivision approval process.

The current plan identified amenity open space as land required to ensure the protection of water courses or land subject to flooding, such as marshes. It is this land/water interface zone which requires strict protection and enforcement procedures. In fact, the Community Planning Act, in support and recognition of the importance and significance of these physical features, provides an additional special provision in which the Commission may protect these sensitive areas. Section 34(3)(g) of the Act stipulates that where a zoning by-law permits the erection of any building or structure on a site (developments as a right) the Commission, on the basis of its opinion, may prohibit these developments where the site is marshy, subject to flooding, excessively steep or otherwise unsuitable for a proposed purpose by virtue of its soil or topography.

As previously stated, the communities most dominant feature is the Petitcodiac River and Lake. It is a community resource, something that must be protected for generations to come. The Town has acquired significant portions of water frontage property in the past and must adhere to this policy in the future. It would be unreasonable for Council to allow this significant water feature to be an asset only for those individuals who currently own shoreline property. Since all natural bodies of fresh water are owned by the province, they are, in fact, publicly owned property and should therefore be protected as such and remain accessible for public use. Similarly, tributaries and swamps play an important and vital role in the overall function and protection of rivers and lakes. These watercourses and environmentally sensitive areas should also be protected by

primarily prohibiting development activity and secondly by land acquisition when recreational uses can be twined with conservation measures, therefore:

Policy 9.1.8 (a) It shall be the intention of Council to encourage land dedication for subdivision of land within or adjacent to the open space designation with the suffix (OS) attached as generally described on the Zoning By-Law map.

(b) It shall also be the intention of Council, without limiting the generality of the aforementioned policy, to seek acquisition of lands situated within the open space (OS) designation and lying at or below the 7.5 meter geodetic contour line and shall require profiles, prepared by a New Brunswick Land Surveyor, from the waters edge to a sufficient inland distance to define the 7.5 meter contour line; and

(c) Furthermore, it shall be the intention of Council to limit development further inland a distance of 30 meters from the 7.5 meter geodetic contour line.

All development has an impact on the natural drainage system. Any disruption or alteration of this natural system may result in adverse impact on the environment and therefore the community. Mill Creek, Gray's Brook and Turtle Creek are a few of the more significant tributaries in terms of its potential impact on the lower Petitcodiac River system and its contribution to flood water conveyance. It is important that these and other natural drainage channels be protected to preserve the overall systems ability to control and abate storm water flows. Therefore;

Policy 9.1.9 It shall be the intention of Council to instruct the Commission, when the proposed subdivision may involve dedication of lands for public purposes or cash in lieu, to have regard for the following:

(a) the existence of other nearby facilities;

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- (b) quantity and nature of local recreation demand;
 - (c) land suitability for intended purpose;
 - (d) accessibility;
 - (e) site frontage;
 - (f) potential for integration with existing park and open space network;
 - (g) compatibility with existing and proposed land uses;
 - (h) potential vehicular generation and necessity for on site parking; and
 - (i) potential maintenance and property tax cost.

Policy 9.1.10 When a subdivision plan involves the dedication of land for public purposes, Council shall instruct the Commission and the Town's Parks & Recreation department and Public Works department to have consideration for the following site planning guidelines:

- (a) compatibility of the proposed use with the natural environment, natural drainage pattern and surrounding land uses;
- (b) adequacy of the proposed site plan;
- (c) potential impact on the adjacent property owners, including noise generation, drainage, light spill-over and privacy protection;
- (d) user safety and security;
- (e) ensure sufficient site frontage to provide ample visibility to encourage maximum use;
- (f) provision of adequate site parking, if required;
- (g) consideration of special needs groups and individuals;
- (h) traffic impact considerations; and
- (i) any other matter deemed necessary by either the Commission or Council.

Policy 9.1.11 Furthermore, where the tentative subdivision plan involves the creation of new streets, Council shall seek to minimize emergency response time and ensure alternative access points.

Policy 3.1.1 provided for the development or expansion of non-residential developments within the Residential designation. The provision of schools, churches, parks and open space have generally been determined to be compatible land uses within all types and forms of development. However, Council is also aware of the potential which large buildings and intense developments may have on the environment and immediate area. Although Council wishes to facilitate development, it also wishes to exercise sufficient police powers to ensure minimum impact on stable neighbourhoods.

Policy 9.1.12 It shall be the intention of Council to instruct the Commission, when considering the imposition of terms and conditions to permit the establishment or expansion of places of worship in any land use designation, to have regard for the following consideration:

- (a) sites should be planned, landscaped and buffered in such a manner to minimize negative impacts of traffic, noise and visual intrusion on residential neighbourhoods and other land uses;
- (b) the scale and design of the proposal shall complement and be deemed compatible with adjacent land uses;
- (c) adequate parking is provided; and
- (d) the site is fully serviced.

Policy 9.1.13 Furthermore, Council shall instruct the Commission to have regards for policy 9.1.12, clauses (a) to (d) when considering any of the following land uses

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- (a) Fire and Police stations;
 - (b) nursing/senior citizens homes in excess of 6 beds;
 - (c) other health related facilities to meet the needs of the elderly; and
 - (d) other institutional type uses.

Policy 9.1.14 Furthermore, Council shall encourage the provision of other innovative seniors care and housing in addition to those provided in policy 3.1.1 and 9.1.13 (b), (c) and (d).

Policy 9.1.15 To ensure quality recreation infrastructure and programs, Council will continue recuperating part of the cost with user fees.

Policy 9.1.16 Council shall pursue more public/private partnership to enhance the Town's recreational infrastructure and possibly finance a new community wellness center.

Policy 9.1.17 Council shall establish the following hierarchy of Parks and Recreation facilities to guide and rationalize the development of the Town's recreation open space system.

- (a) Municipal / Regional level facilities shall include large land consumption activities such as the Riverfront Park and the proposed Mill Creek park. These facilities shall also include intensive active recreational pursuits such as major ball fields and golf courses. These facilities should also be accessible from Arterial and / or Major collector streets.

- (b) Community level facilities shall include passive or active developments and landscaped parks of sufficient size to attract a community wide awareness. These developments may include indoor facilities, such as the Coverdale

Recreation centre and high intensity outdoor facilities including outdoor swimming pools and junior ball fields.

- (c) Neighbourhood facilities include those less structured and serve the immediate neighbourhood. They include such facilities as tot lots or small pocket parks generally less than one acre in area. Areas presently developed shall be designated as ROS (Recreation and open space) on the future land use map, however, shall not require this designation or zone for future development provided the development complies with the intent of this policy. Typically, Town Council shall discourage the vesting of small parks as Land for Public Purposes, as they are costly to maintain and provide little buffer opportunity to neighboring residential uses.

The Town of Riverview is the eastern gateway to various tourism destinations found in Albert County, including Fundy National Park and Hopewell Rocks. Most tourists going to these destinations travel through Riverview on Coverdale Road – Hillsborough Road. For this reason, tourism has played a major role in the local economy. To ensure further capture of these tourism opportunities, the Town of Riverview is proposing to establish a Fundy Gateway Area on the northeastern corner of Hillsborough Road and the Gunningsville Bridge.

Policy 9.1.18 It shall be the intention of Council to create a TS (Tourism Support) Zone within the Community Use Designation to foster tourism and recreation related activities.

Policy 9.1.19 It shall be the intention of Council to permit tourism related uses such as a restaurant, a tourism information center, a public market, and other tourism related businesses and services, except for service stations.

CHAPTER 10: ENVIRONMENT

10.0 Environment

The Town of Riverview's Environmental objectives are to:

- (a) To identify and protect those areas of significant scenic, environmental and wildlife habitat value.
- (b) To provide for the orderly and comprehensive management of watercourses and floodplains.
- (c) To sustain or enhance, where possible, the quality of the environment within the town as it relates to urban development and human activity.

Policy 10.1 Council shall designate the town's most significant environmentally sensitive areas as Community Use on the Generalized Future Land Use Map.

Environmentally Sensitive Areas

Policy 10.2 Council shall endeavor to protect and limit development in all environmentally sensitive areas, including:

- (a) river banks and ravines;
- (b) areas with flooding risk;
- (c) areas with significant development constraints
- (d) significant natural habitat; and
- (e) other areas of open space value.

Compatible Uses

Policy 10.3 Council shall endeavor to ensure that land uses within and abutting designated open spaces and other environmentally sensitive areas are compatible with and have minimal impacts on the natural environment.

Policy 10.4 Council shall endeavor to secure land within environmentally sensitive areas:

- (a) through appropriate zoning mechanisms;
- (b) as a condition of approval for development agreements and;
- (c) through land acquisitions, where appropriate.

Flood Plain Zoning

Policy 10.5 Council shall consider the implementation of flood plain zoning in accordance with the following:

- (a) a prohibited zone corresponding to the 20 year flood and in which only recreational or agricultural uses should be permitted;
- (b) a restricted zone corresponding to the 100 year flood in which the uses as designated on the Generalized Future Land Use Map may be permitted where specific flood proofing measures are taken;
- (c) a warning zone in which owners or developers would be warned of the flood risk but no restrictions would be imposed.

Provincial Regulations

Policy 10.6 It shall be the intention to ensure that a sustainable approach to development is taken. Part of this approach will require working with the Province to ensure that Regulations that relate to watercourses, coastal marshes, environmental impact assessments, protection of watersheds and ground water resources, salt storage and snow removal, solid waste, regulations related to petroleum storage are respected.

Watercourse Protection

Policy 10.7 It shall be the intention of Council to protect watercourses by establishing an Open Space and Conservation Zone on riparian areas, as determined by the Digital Topographic Data Base 1998 (DTDB98) published by Service New Brunswick. Major watercourses, including Mill Creek and Turtle Creek, shall therefore be subject to a minimum watercourse protection buffer of 30 metres. All minor watercourses shall be subject to a minimum watercourse protection buffer of 10 metres.

CHAPTER 11: URBAN DESIGN

11.0 Urban Design

The Town of Riverview pride's itself on having a beautiful riverfront community. One of the tools that can be used to preserving this image is the application of Urban Design principles. The Urban Design objectives of this plan shall endeavour to reinforce the goals of the Town of Riverview's Municipal Development Plan, as well as to facilitate urban design review in areas of the town where there is a clear public interest to preserve existing character or to promote a selected design theme. Design involves subjective matters related to the visual character, aesthetics and compatibility of land use and to the qualitative aspects of development, as well should take into consideration "*seasonality*"(i.e. snowfall). Design principles will supplement the policies that apply to each of the land use designations as well as to those matters that fall under Secondary Plans, Downtown Revitalization Plans, Development Permit applications, Terms and Conditions, and standards contained in Zoning and Subdivision By-laws. The design principles shall be used primarily for guideline purposes, and their implementation will focus on obtaining cooperation among developers, landowners, residents and the Town and other levels of government in the preparation and review of development proposals and community improvement plans.

Policy 11.1.1 It shall be the intention of Council that when development proposals are considered and reviewed to apply the following design principles and objectives in future development:

Natural Features - Designing developments that preserve and complement significant natural features, topography and landscape, as well as respect the physical capacity of land to accommodate development. The preservation of wetlands, waterbodies, unique eco-systems, vegetation, and urban forests and parks shall be encouraged;

Heritage Resources - The design of new developments shall encourage the preservation, restoration and enhancement of identified heritage features;

Building Design – building and development review processes will encourage a high standard of building design. New buildings will be required to be compatible with their surrounding urban pattern (ie, density, form, bulk, height, setbacks, spacing and materials), while at the same time accommodating a gradual evolution of architectural and building forms within the built environment. It is important that buildings within the central commercial area have superior building design and materials to enhance the image of quality;

Landscaping and Buffering - landscaping shall be encouraged in all new developments to achieve and maintain aesthetic pleasing appearances of building sites, parking areas, and streetscapes. The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

Public Open Spaces – areas dedicated to public open space shall be used to help shape the town’s goals towards enhancing the quality of life. Opportunities to improve links to existing public opens spaces shall be encouraged;

View and Vistas – to ensure wherever possible the views and vistas of the built and natural environment are preserved and enhanced;

Barrier Free Access – new buildings and public spaces and the retrofitting of existing buildings shall be designed to be accessible to all persons;

Gateways and Landmarks - Council may identify certain locations as gateways into the Town or into parts of the Town, and shall require distinctive design forms at these locations. Council may identify locations, particularly at entrances into established communities, as having landmark significance and shall ensure that these are retained through design measures. In terms of the long term sustainability of gateways and landmarks, the governance and maintenance of these features can be dealt with through Development Agreements that are part of rezoning and subdivision application processes;

Respect the Urban Tradition of Streets and Blocks – maintain the street as the primary public space. Maintain the characteristic building setback that defines the street and public environment.

Streetscapes – the character of the street environment shall be enhanced through the integrated design of sites, buildings, streets and streetscape improvements. Existing streets shall be examined for their qualities as pedestrian spaces and visual links as well as carriers of traffic, and guidelines may be adopted to enhance these qualities.

Traffic Calming - "Traffic-calming" measures shall be implemented in certain areas to enhance the potential for pedestrian activity, through reduced speeds and road widths and on-street parking;

Intersections - Town Council shall place particular emphasis on the design of intersections of major roads in the Town as marking major entrances into nearby neighbourhoods, and may require design measures that define these intersections;

Transit and Pedestrian Oriented Development – All developments shall be designed having regard for public transit and pedestrian oriented accessibility, convenience and comfort;

Utilities - Lands are required for public and private utility services such as hydro, water and sewage facilities, gas and oil pipelines and telephone lines. The manner and location that these services are provided may have certain impacts on the surrounding area. Utility facilities shall be located in a manner that avoids adverse visual, environmental, health and safety impacts;

Parking Areas - The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. Town Council shall require landscaped islands and screening in the design of large parking lots. Council encourages where possible and feasible the development of underground or structural parking facilities in the Downtown and other areas of the Town where required; and

Integrate Public Art - treat architecture as an art. Integrate public art in the building fabric and in important spaces.

CHAPTER 12: IMPLEMENTATION

In accordance with the Community Planning Act, the adoption of this Municipal Development Plan does not commit Council to undertake any of the projects or actions contained herein. However, Council cannot take any action within the scope of this Plan which would, in any manner, be inconsistent with or at variance with the Plan.

The Community Planning Act, section 23, states that a municipal plan must contain a five-year budgeting program detailing the financing aspects of any project involving significant capital expenditures. For the most part this plan review foresees only the continued maintenance with some small improvements to the existing infrastructure and municipal facilities of Riverview. The projects proposed in this plan review will be carried out as a matter of course when facilities require normal maintenance work to continue functioning effectively. These projects will require very little significant capital expenditure above and beyond those required to operate the municipality on a year to year basis. The Town of Riverview 5-year capital works program has been attached as Schedule “B” of this plan..

The measures which Council may investigate to implement the Plan are not restricted to those which are specified. In addition to specific by-laws and regulation, Council may encourage or direct the adoption of administrative procedures in order to more effectively implement the policies of this Plan.

The following policies include the basic requirements for proper implementation, including the development of a zoning by-law based on the policies of this Plan, and the full and consistent enforcement of the general by-laws and regulations of the Town.

Policy 12.1.1 This Municipal Development Plan shall be implemented by means of powers conferred upon Council, the Greater Moncton Planning District Commission, by

the Community Planning Act, the Municipalities Act and such other provincial statutes as may be applicable.

Policy 12.1.2 In addition to employing specific implementation measures, it shall be the intention of Council to maintain an ongoing monitoring and planning process through the services of the Greater Moncton Planning District Commission and such other committees or agencies, as Council shall from time to time choose.

Policy 12.1.3 Furthermore, pursuant to policy 12.1.2, Council shall consider reviewing, from time to time, the following:

- (a) the building by-law;
- (b) the subdivision by-law;
- (c) the municipal and servicing standards manual.

Policy 12.1.4 It shall be the intention of Council to require amendments to the policies of this Plan or to the Generalized Future Land Use Map under the following circumstances:

- (a) where any policy is to be changed; or
- (b) where there is a request for an amendment to the zoning by-law which is not permitted by this Plan and subsequent studies show that the policies of the Plan should be amended.

Policy 12.1.5 More specifically, Council may consider undertaking a review to determine if the land use designations are still appropriate, in the following instances:

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- (a) where central municipal sewerage and water services are extended to service lands not formerly served;
 - (b) where new central sewerage and water service areas are created;
 - (c) where any major public works is undertaken, in particular, but not limited to the construction or creation of any new limited access highway, the construction of an additional river crossing or the creation of any new regional park; and
 - (d) where Council has determined that there is valid reason to consider change pursuant to the results of any significant study including but not necessarily limited to the Greater Moncton Wetlands Study and the Recreation Master Plan.

Policy 12.1.6 In accordance with Section 7.2 of the Community Planning Act, this Plan may be reviewed when the Minister or Council deems it necessary, but in any case not later than five years from the date of its coming into force or from the date of its last review.

Policy 12.1.7 Providing that the intentions of all other pertinent policies are satisfied, Council may, for the purposes of providing for the development of similar uses on properties which abut one another, consider amendments to the zoning by-law within a designation to provide for the development of uses which are uses permitted by the zone on the abutting property within the abutting designation as shown on the Generalized Future Land Use Map except where specifically precluded by the policies of this Plan.

Policy 12.1.8 It is not intended that all lands shall be pre-zoned for specific uses. Rather, in order to give Council a greater degree of control, the Plan provides that certain land uses shall be considered only as amendments to the zoning by-law or in

certain instances pursuant to the imposition of terms and conditions. Such amendments and the imposition of terms and conditions shall only be considered if they meet the policies found within this Plan.

Policy 12.1.9 In considering amendments to the zoning by-law and/or the imposition of terms and conditions, the Council and/or the Commission, in addition to all other criteria as set out in the various policies of this Plan, shall have appropriate regard for the following matters;

(a) that the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations;

(b) that the proposal is not premature or inappropriate by reason of:

- (i) the financial capability of the Town to absorb any costs relating to the development;
- (ii) the adequacy of central or on-site sewerage and water supply services and
- (iii) storm drainage measures;
- (iv) the adequacy or proximity of school, recreation or other community facilities;
- (v) the adequacy of road networks leading or adjacent to or within the development.

(c) that controls are placed on the proposed development where necessary, so as to reduce conflict with any adjacent or nearby land uses by reason of:

- (i) the type of use;

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- (ii) the height, bulk and lot coverage of any proposed building;
 - (iii) traffic generation, access to and from the site and parking;
 - (iv) open storage;
 - (v) signs; and
 - (vi) any other relevant matter of planning concern.
- (d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, location of watercourses, marshes or bogs and susceptibility of flooding as well as any other pertinent matter of environmental concern.
- (e) that the proposal meets all necessary consideration in respect of public health and safety and that the site design meets all fire protection and access considerations.

Policy 12.1.10 Notwithstanding any other policy of the plan Council may consider applications for developments which contain a mix of land uses in any Designation pursuant to the provisions of the Community Planning Act in respect of the Integrated Development Zone.

Policy 12.1.11 In the interest of public safety and the maintenance of adequate urban design standards, it shall not be the intention of Council to permit the development more than one main building on a lot in any zone except where provided for in this Plan.

Policy 12.1.12 Pursuant to policy 12.1.11, within these zones where more than one main building is proposed on any lot, it shall be the intention of Council to direct the Commission to consider such a proposal subject to the imposition of such terms and conditions as the Commission deems advisable.

In considering such terms and conditions Council shall direct the Commission to have regard for:

- (a) the provision of adequate separation distances between buildings;
- (b) the design, layout, location and number of driveways, aisles, fire lanes, pedestrian accesses and parking spaces;
- (c) provisions for landscaping both at the edges of the property and within the parking lot;
- (d) measures for the storage of winter snow and its subsequent spring drainage;
- (e) the provision of intra-lot vehicular access between adjacent sites occupied by similar uses in the case of commercial developments; and
- (f) the general conformity of the proposed development with any other pertinent policy of this Plan.

Policy 12.1.13 In order to properly notify property owners of an application to amend the Municipal Development Plan or Zoning By-law, Council shall follow the policies set forward in the Community Planning Act (Sections 25 and 68). Furthermore, Council will attempt to advise adjacent property owners of rezonings. Property owners within 100 metres will receive a letter advising them of the public hearing. The Town will use the best available property owner's information provided by Service New Brunswick to obtain the postal information of the subject properties.

Policy 12.1.14 This new Plan will be replacing the former Findlay Park Integrated Development Zone Agreement with new land use designations as shown on the Generalized Future Land Use Map.

The Town of Riverview can also use a number of other tools and programs to assist with the

implementation of this plan as shown in the following:

Development Team Review Meetings

As part of the review of a wide range of development applications, Municipal Plan and Zoning By-law amendments, the Greater Moncton Planning District Commission planning staff can participate and seek feedback from the Town of Riverview's Development Team Review Committee. This can serve as an important link to seek the Town's input and direction on important developments.

Development / Subdivision Agreements

Wherever applicable, the developer may be required to enter into an agreement with a municipality regarding:

- the level, standards and workmanship of services and utilities;
- the dedication of land for public uses;
- the phasing of development;
- the developer's financial commitments to the public;
- the posting of security to guarantee the completion of the project;
- the extent to which tree removal will be permitted in the subdivision; or
- any other matter related to the proposed development deemed necessary by the municipality.

Secondary Plans

An additional tool that is used for implementing the land use and development aspects of a Municipal Development Plan is the use of Secondary Plans. A Secondary Plan can provide a conceptual layout of proposed development and use of land in an area. It differs from the Land Use Classification Plan in that the latter provides a rather broad concept of land use, while the sector plan actually depicts the proposed subdivision and street layout, the location of such facilities as schools, parks and shopping areas, and the proposed mix of residential densities.

This decreases the possibility of accumulating a number of problems due to the Planning Board and Councils having to review a number of small, unrelated or isolated subdivisions and development proposal for an area.

Special Studies

Proponents may be required to undertake and submit special studies by qualified professionals as part of the approval process for certain types of development proposals. Engineering, Traffic Impact Studies or other professional studies may be required for development proposed for lands affected by flooding hazards, endangered species, potential for groundwater / surface water pollution, and general risk to health and the environment.

Grant Programs

Municipal Councils may take advantage of funds that are available from time to time from senior levels of Government to assist in implementing programs necessary to achieve the objectives and policies of the Municipal Development Plan.

Strategic Plans for Economic Development

To assist with implementing the goals of the Municipal Development Plan, the town may prepare a strategic plan for economic development to guide future economic development initiatives. Strategic plans should be consistent with the Municipal Development Plan.

Municipal Cooperation

Implementation of the Municipal Development Plan may benefit from or require cooperation between one or more municipalities in the delivery of services (ie., water treatment, sewage treatment, solid waste management, policing, transit).

APPENDIX “A”

GENERALIZED FUTURE LAND USE MAP

APENDIX “B”
5-YEAR CAPITAL WORKS PROGRAM

General Capital Budget Plans

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<u>Recreation & Cultural Services</u>				
2,136,500	585,000	689,000	1,471,000	165,000
<u>Transportation Services</u>				
12,328,351	7,040,000	2,215,000	3,460,000	3,545,000
<u>General Government Services</u>				
25,000	700,000	8,000,000	100,000	100,000
<u>Protective Services—Fire</u>				
135,000	490,000	0	0	35,000
TOTAL				
<u>14,624,851</u>	<u>8,815,000</u>	<u>10,904,000</u>	<u>5,031,000</u>	<u>3,845,000</u>