

Town of Riverview
Municipal Plan
By-law No. 300-34

DRAFT



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LAND ACKNOWLEDGEMENT

Riverview is located within the traditional, unceded territory of the Mi'kmaq Peoples.

This territory is covered by the “Treaties of Peace and Friendship” which the Wabanaki People first signed with the British Crown in 1725. The treaties did not deal with the surrender of lands and resources but in fact recognized the Wabanaki title and established the rules for what was to be an ongoing relationship between nations.

We affirm our commitment and responsibility in improving relationships between nations, and to improving our own understanding of local Indigenous Peoples and their cultures.



CHAPTER 1: INTRODUCTION

1.0 Introduction

This plan is prepared under the provisions of Section 21 of the *Community Planning Act*, S.N.B 2017, c.19, Province of New Brunswick. This document constitutes the Municipal Plan for the Town of Riverview. It replaces and repeals the Municipal Development Plan adopted by Town Council on September 9, 2013, being By-law No. 300-33.

The objective of this Plan is to establish policies and proposals which will guide and encourage the orderly physical, social, economic, and environmental development of the Town of Riverview (the Town) and promote mobility, emergency preparedness, and resiliency. This Plan guides all future use of land within the Town. The Plan has a 20-year implementation horizon and is in effect for a maximum of ten 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 its Planning Advisory Committee regarding any proposed amendments.

The 2025 review and update of the Town's Municipal Plan required updating background information including the examination of land use issues to ensure that the objectives and policies of the Municipal Plan remain current. The Town also prepared a Housing Needs Assessment to align policies of the Plan with housing projections as well as a building height and massing study. 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 members of the Southeast Regional Service Commission (Plan360). Dillon Consulting Limited was also employed to support Plan 360 with the drafting of the Plan. The work involved with the review of the Municipal Plan consisted of four main components: background review and analysis; public and stakeholder consultation; preparation of Municipal Plan By-law; and the formal by-law adoption process.

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.

How to Read and Use this Plan

This Municipal Plan is a long-range, forward-thinking Plan, which describes Riverview's planning vision. Based on more detailed planning goals and objectives, this Plan outlines Riverview's planning policies and proposals. It is also important to note that while various sections of the Plan contain preamble statements or contain statements on intended vision, and outline goals and objectives, these are intended to assist with setting the context for the policies and proposals that follow.

To successfully facilitate and implement the policies and proposals of this Plan and to properly identify which apply to a particular proposed development, it is important to read and to become familiar with this document in its entirety.

Throughout this Municipal Plan, policies and proposals are either stated in a manner that conveys intent or is preceded by a heading entitled “Policy” or “Proposal”. Examples of intent include: “Council shall...”, “... It shall be the intention of Council to ...” or “... the following proposals reflect Council’s priorities...”. Policies are identified by “Policy” followed by appropriate numbering (ex: **Policy 5.1.2**) whereas proposals are identified by “Proposal” followed by numbering in keeping with the relevant Policy (ex: **Proposal 5.1.3**).

The policies and proposals of this Plan have special meaning within the context of the Community Planning Act (the Act). Development undertaken by the Town of Riverview cannot be contrary to the policies and proposals of this Plan. Also, neither the Province nor any person can carry out an undertaking or any development that is in any manner inconsistent or at variance with a proposal in this Plan.

This Plan includes a 5-year Capital Works Budget in Schedule E that details those actions that Council proposes to be taken to help implement the Plan. The Act does not require Council or the Province of New Brunswick to carry out any proposals in the Plan or actions listed in this schedule.

While efforts have been made to use plain language as much as possible in this document, there may be times when a specific word or phrase is required. A glossary is provided in Schedule F. Please note that the terms “Municipal Plan” and “Plan” are used interchangeably throughout this By-law, and both are intended to refer equally to this By-law.

Amendments to this Plan

Municipal Plans are long-term plans that should be monitored and adjusted to better meet the needs of the community over time as conditions change and new information becomes available. Amendments to this Plan may be made by Riverview Town Council following the plan amendment process outlined in the Act.

Future Reviews of this Plan

The Act requires Municipal Plans to be reviewed periodically to ensure that they continue to meet the goals and aspirations of the municipality. To allow the time to fully appreciate the effectiveness of the policies and proposals outlined herein, Council is required to review this Municipal Plan no later than ten years from its commencement.

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.” Insights from the background studies have revealed 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 Town is highly regarded by its residents and the wider region for its strong community values, peaceful neighbourhoods, access to amenities, and its scenic physical assets—particularly the Petitcodiac River. The Town's human scale of development supports a high quality of life, fostering an unparalleled sense of belonging and community. These attributes have firmly established Riverview as a vibrant community within the Greater Moncton area, renowned for its amenities and charm.

Looking forward, Riverview stands on the brink of a transformative change. The introduction of new infrastructure developments, including enhancements in East Riverview and other key areas, marks a turning point in the Town's connectivity and capacity for growth. These advancements will significantly bolster Riverview's accessibility and economic integration within the region, unlocking new and exciting opportunities for development and prosperity.

This Municipal Plan acknowledges the Town's emerging role as a key player in advancing regional prosperity while maintaining its distinctive character. The Plan aspires to equip Council and the community with the strategies, tools, and policies needed to realize the Town of Riverview's vision:

“Riverview is a dynamic community where people thrive, businesses prosper, and the natural environment is balanced with growth, providing a high quality of life for all.”

Population dynamics, such as household size, families, structure, and age will affect the demand for traditional forms of housing. Council recognizes these changes as opportunities for further development. Additionally, the delivery of essential services will have to adapt to the evolving needs of its current and future residents. New residential neighbourhoods will be cost-efficient and thoughtfully planned, logically integrated with one another. Existing and future streets will provide safe and efficient movement for vehicles, pedestrians, and cyclists, with provisions for convenient public transit.

To focus the community's efforts, the Town must adopt goals which demonstrate and describe the communities' vision for the future. The following strategic statements form the foundation of this plan. They are formed from careful review of research, discussions with Town Council and Staff, consultation with the Plan Review Committee, and engagement with residents and stakeholders. Members of Council will consider each of these goals as they facilitate and implement the Municipal Plan over the next 10 years.

Goals of the Municipal Plan

- (a) Continue to enhance and uphold Town of Riverview's image as a welcoming, safe, clean, and accessible community within the greater Moncton area, with an exceptional quality of life, fostering a strong sense of community pride and civic engagement;
- (b) Promote orderly, sustainable growth and development to drive economic prosperity by encouraging job creation, enhancing access to amenities, positioning Riverview as a destination of choice for new residents and visitors, and diversifying local industries to strengthen community resilience;
- (c) Preserving, enriching, and enhancing the community's existing neighbourhoods, ensuring thoughtful planning that benefits all residents, while encouraging sustainable growth;
- (d) Maintain and elevate the high level of recreation programming in the Town, as well as ensure that new developments provide access to diverse recreational facilities and amenities such as sports fields, parks, and interconnected walking trails, promoting active and healthy lifestyles;
- (e) Strengthen and expand the trail networks by enhancing connectivity and providing greater access to riverfront and protected watercourses, showcasing Riverview's natural beauty and fostering environmental appreciation;
- (f) Enhance integrated mobility solutions within Riverview by promoting a transportation network that includes public transit, active transportation, and efficient road systems;
- (g) Provide for a diverse mix of residential housing options reflective of the evolving needs of current and future residents, catering to a range of affordability and accessibility;
- (h) Establish a strong and vibrant Town Centre area that serves as the heart of Riverview, fostering a lively mix of cultural, commercial, residential, and social activities;
- (i) Develop and support commercial nodes at a scale and range to serve the Town, as well as the regional population, that contain a concentrated mix of retail and commercial land uses and serve as significant local employment areas;
- (j) Provide adequate municipal services, associated utilities, and emergency preparedness to sustain existing and facilitate future development;
- (k) Protect and enhance the natural environment; and
- (l) Direct growth towards areas where municipal services and infrastructure already exist, safeguarding rural lands from premature development, and promoting efficient, sustainable land use patterns.

CHAPTER 3: GENERAL DEVELOPMENT

3.0 General Development

The Town has steadily grown since the 1980s. The Town's population grew by 4.6% from 2016 to 2021 to a total of 20,584 residents according to Statistics Canada's 2021 Census data. Over the past twenty years, significant urbanization and suburbanization has transformed the community, making it essential for planning policies to adapt accordingly for broad public benefit.

The Town benefits from the Greater Moncton Region's ongoing growth and development, attracting new residents and enhancing the Town's socio-economic profile. Recent infrastructure improvements have facilitated development within the Town's Urban Growth Boundary, creating effective connections between Riverview and downtown Moncton. These enhancements are expected to increase housing demand and support continued growth in Riverview.

This Plan recognizes the importance of concentrating growth where municipal services are available or can be efficiently provided, aligning with fiscal autonomy and smart growth principles.

Council will continue to foster a proactive environment for sustainable community development. This includes implementing flexible planning policies and regulations to accommodate new development, ensuring that neighbourhoods serve all residents, while cultivating a vibrant business community that provides a competitive tax base to support essential services.

Policy 3.0.1 Council shall provide a development policy environment which:

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

3.1 Community Development and Strategic Economic Development Initiatives

Contemporary community development requires significant municipal effort and investment of human capital. A community that is not aggressively promoting and marketing itself 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 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 3.1.1 Council shall continue to actively participate with other levels of government, adjacent municipalities, and development associations in the promotion of the region, recognizing the benefits of collaborative economic development initiatives.

Policy 3.1.2 Council shall endeavor to provide for employment growth opportunities in appropriately designated commercial and industrial areas within the Town.

Policy 3.1.3 Council shall create opportunities for home occupation uses in Residential areas with standards that mitigate their impact on the neighbourhood, specifically related to visual appearance of the residential structures, on-site parking, noise, number of employees, and sector.

Policy 3.1.4 Council shall implement and advocate for the Community Economic Development Strategy that aims to promote development and realize tax base growth.

Council has not delegated the responsibility of promoting the Town's economic development potential to any single agency. The Town's Economic Development Team has the primary responsibility of business attraction. Direction for promoting the Town's economic benefits and growth potential is provided in the Community Economic Development Strategy. In addition, other groups, such as Business Riverview, Chamber of Commerce for Greater Moncton, the Albert County Chamber of Commerce, the Southeast Regional Service Commission, Opportunities NB, and Working NB all play a role in assisting the Town with fostering a positive business climate.

Policy 3.1.5 Council shall promote the Town's economic benefits and growth potential under the direction of the Community Economic Development Strategy.

Policy 3.1.6 It shall be the intention of Council to seek the support and cooperation of relevant regional development authorities and the provincial government to reinforce and promote the quality of life of Riverview residents. Council, in

cooperation with other government agencies and the business community, shall undertake strategic economic development initiatives and identify specific development opportunities arising from collaboration with neighbouring communities and regional development efforts.

3.2 Growth Management – The Urban Growth Boundary

The Town recognizes the importance of ensuring it grows efficiently by maximizing the use of existing services, infrastructure, and resources. Accommodating growth within the existing fabric of the Town where existing services, facilities, and infrastructure are already in place, reduces costs to the Town and residents long-term as fewer roads, pipes, and other hard infrastructure, as well as soft services (e.g. street sweeping, sidewalk clearing, protective and emergency services) are needed in a more compact development pattern. When more residents can share the same facility or services, like a community centre or public transit service, the financial viability of that facility or service can be improved. The Town acknowledges that minimizing urban sprawl, low-density development at the urban fringe, encourages efficient growth. A more compact community, with density located in the right places, creates a more sustainable environmental footprint and helps to protect the rural landscape at the edge of the Town.

The growth that has occurred in Riverview to date has benefitted from the infrastructure investments the Town has made in the past, such as major roads, storm, water and sewer infrastructure, as well as recreation and cultural facilities. However, from a financial perspective, the Town does not want to expand the Urban Growth Boundary and commit to further infrastructure costs, both short term capital and long term operating costs, when there are areas of the Town where new development can utilize existing infrastructure and contribute to the development of a more compact town. Expansion of the urban boundary works against the development of a vibrant Town Centre and the development of a transit-supportive Town.

The Urban Growth Boundary of this Plan is a means to control the future growth of the Town. The boundary is based on existing infrastructure capacity and is meant to accommodate the projected growth of the Town over the long-term. As of 2025, there is 69.75 Hectares (172.35 acres) of land available for development within the Urban Growth Boundary. As such, the goal of this Plan is to direct growth within the Urban Growth Boundary and maximize the use of existing services. The land outside the Urban Growth Boundary will be primarily reserved for rural, agricultural, and recreation uses.

Growth Management Policies

- Policy 3.2.1** It shall be the intention of Council to encourage an orderly and cost-effective approach to development by encouraging development to take place in the following manner:
- (a) encouraging growth within the Urban Growth Boundary, by 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) encouraging developments that create walkable, mixed-use neighbourhoods, conserve resources, provide diverse housing options, and foster inclusive, vibrant communities.
- Policy 3.2.2** It shall be the intention of Council to support the efficient and economic delivery of services, such as water, sanitary and storm sewers, and streets, as well as other municipal services, by establishing an Urban Growth Boundary on the Generalized Future Land Use map forming part of Schedule A of this Plan. Within the Urban Growth Boundary, no building permit shall be issued except where such a development has access to required municipal services.
- Policy 3.2.3** It shall be the intention of Council to ensure that land use designations bear a reasonable relationship to demand within the context of a medium to long range planning horizon.
- Policy 3.2.4** It shall be the intention of Council, prior to any further expansion of the Urban Growth Boundary, 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 be prepared and used to amend, where appropriate, any elements of the Urban Growth Boundary. Efforts will be made first to accommodate additional growth within the Urban Growth Boundary before expanding the boundary.

Policy 3.2.5 Should it be determined that additional land supply is required to accommodate housing demand, an assessment of the costs and benefits of the proposed expansion shall be undertaken by the proponent(s) of the proposed expansion. The analysis shall consider both short term and long term (25 years) costs and benefits associated with the proposed expansion. Considerations shall include, but not be limited to:

- (a) anticipated impacts and costs/benefits associated with infrastructure and servicing requirements (roads, sewers, stormwater infrastructure requirements);
- (b) anticipated impacts and costs/benefits associated with parks, open space, recreation or other anticipated community facility requirements (e.g. schools, community centres, etc.);
- (c) anticipated impacts and costs/benefits associated with transit, fire, police, and solid waste services;
- (d) potential environmental impacts and costs/benefits of the proposed expansion;
- (e) potential impacts on the timely completion of existing new neighbourhood areas within the Urban Growth Boundary and the potential delay for the Town in recouping funds in existing infrastructure charge areas; and
- (f) potential impacts of the proposed expansion on surrounding land uses.

Policy 3.2.6 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 a rural area should not be so small as to lose their rural characteristics or to compete with urban-sized lots inside the Town.

3.3 Municipal Boundary Study

Given development pressure to open land for development along Pine Glen Road in the Southeast Rural District area, it may also be advantageous for the Town to undertake a Municipal Boundary Expansion study to control the sprawl taking place near its boundaries.

Policy 3.3.1 Within the lifespan of this plan, Council may undertake a Municipal Boundary Study to explore the feasibility of expanding its boundaries southwards along Pine Glen Road to control the type of development occurring on its boundaries. 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 and storm sewers or water supply and distribution systems, 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 much of this infrastructure is hidden from the public view, it is often unnoticed by a community's citizens. The provision of these hard municipal services 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 unprecedented rate. Understanding and investing in these often-unseen municipal services are paramount to a community's continued prosperity and development.

Policy 4.0.1 Council shall seek financial assistance from senior governments in carrying out improvements to the Town's water, sanitary sewer, and storm sewer systems.

Policy 4.0.2 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 4.0.3 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 within the Town boundary, including 130 kilometres of piped water, is owned by the Town 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 Reservoir, the Greater Moncton area's only source of drinking water, is for the most part located in the Southeast Rural District. The City of Moncton has undertaken a number of measures to protect the water quality of the watershed and reservoir. It is essential that the water quality of the Turtle Creek Watershed be protected.

Policy 4.1.1 It shall be the intention of Council to support all efforts to protect and improve the water quality in the Turtle Creek Watershed.

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 will continue to limit the development of private water systems.

Policy 4.1.2 Council shall not approve any developments within the serviceable boundary which have private water distribution infrastructure, nor approve private systems connecting to the potable water distribution system.

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 percolating 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 the potential of flooding to generally accepted levels of risk.

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 Council recognizes the value of integrating green infrastructure and natural assets, such as wetlands, to enhance storm water management and reduce long term costs.

Policy 4.2.3 It shall be the intention of Council to ensure that potential downstream effects of development are accounted for in the review process, including the consideration of green infrastructure solutions and the preservation and use of natural assets to mitigate flooding and improve water quality.

Policy 4.2.4 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 4.2.5 Council shall seek methods of ensuring that approved lot grading is carried out in new subdivisions and on infill development through the building and development permitting process.

Policy 4.2.6 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 such as 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 occurs and the appropriate action is taken; and
- (d) storm water conveyance systems shall be separated from the sanitary sewer collection system.

Policy 4.2.7 In planning and development decisions, Council may consider the lifetime costs of engineered infrastructure versus green infrastructure, including the ongoing maintenance, repair, material costs, and the additional benefits provided by natural assets.

4.3 Sanitary Sewage

The collection and treatment of sanitary sewage is one of the core services provided by local government. In the Town, the service is the responsibility of two separate authorities. The major collection system, sewage treatment, and effluent disposal are the responsibilities of the TransAqua. Local collection systems are the responsibilities of the three municipalities' Engineering and Public Works Departments. The Town currently owns and maintains over 133 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 treatment 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 4.3.3 It shall be the intention of Council to maintain gravity flow in all new and replacement sewage pipe installations.

4.4 Solid Waste Disposal

The Town, along with other nearby Municipalities and surrounding area, utilize the Southeast Eco360 Waste Management facility located on the Berry Mills Road. The site is managed by the Southeast Regional Service Commission (Southeast Eco360).

Policy 4.4.1 Council shall continue to participate in the Southeast Eco360 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 initiatives from Southeast Eco360 aimed at waste reduction, reuse, recycling, and recovery.

4.5 Utilities

Although the Town does not provide utility services such as power, telephone, cable, and 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.

While many utility services are governed by provincial or federal authorities, the Town recognizes its role in coordinating these services to benefit the community. As new utilities emerge, the Town will manage their development to minimize clutter and ensure public safety.

Policy 4.5.1 Council shall encourage the underground placement of power, telephone, cable services, and natural gas within the street right-of-way. When above ground utilities are to be provided, power lines and other utilities shall be generally located to minimize aesthetic and environmental impact.

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 so efficient and effective public utility services can 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, may have a major impact on nearby users. Careful planning of the location of transmission lines and the attractive development of transformer stations 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 neighbouring 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 to ensure that any community concerns are addressed by the public utility firms prior to the commencement of construction.

While many utility services are governed by provincial or federal authorities, the Town recognizes its role in coordinating these services to benefit the community. As new utilities emerge, Riverview will manage their development to minimize clutter and ensure public safety.

Policy 4.5.4 Council acknowledges that increased competition among utilities is beneficial and will oversee new utility installations to prevent visual and physical clutter within the community.

Policy 4.5.5 Council will work with provincial authorities to define responsibilities and establish inspection protocols, ensuring the safe distribution and use of gas and other utilities in the Town.

4.5A Radiocommunication Facilities

Radiocommunication towers and antennas as well as other communication infrastructure such as internet services provide important expected communication needs to the community. Communication technologies require some level of flexibility in locating communication equipment to cover specific geographic areas it serves. These services are provided by various communication companies and networks.

In Canada, all communication systems are governed by Federal legislation and regulations. Government of Canada and the Canadian Radio-Television and Telecommunications Commission (CRTC) regulate and operate telecommunications in consultation with municipal governments.

The Town of Riverview is not the approving authority for communication installations. However, as part of the licensing process, the Government of Canada requires that the communication companies (referred to as the service providers) contact the municipality for input.

Towers and antennas facilities can be unsightly as they are often predominant in the landscape. It is in the best interest of the community to seek to minimize the overall number of towers and antenna and encourage design options that will make their presence in the community more compatible. Therefore, it is important that the Town establish criteria and guidelines for the evaluation of new radiocommunication towers that are more compatible with their surroundings and seek to minimize their impact on the community. Providing the opportunity for local public consultation in the siting process is essential.

Radiocommunication Facilities Objectives

It is an objective of Council to:

1. Minimize the number of new radiocommunication towers to be erected within the Town;
2. Establish criteria and guidelines for the evaluation of new radiocommunication towers that will seek to minimize their impact on the community;
3. Provide the opportunity for local public consultation with neighbouring property owners; and
4. Encourage tower design options that make towers more aesthetically pleasing and compatible to their surroundings.

Policy 4.5A.1 It shall be the intention of Council to encourage consultation between radiocommunication carriers and the Town, that will address matters such as co-location and optimal site selection.

Proposal 4.5A.2 To assist in implementing Policy 4.5A.1, the Town proposes, as part of the planning and site selection process, for radiocommunication tower and/or antenna sites that consideration be given to:

- (a) appropriate design aspects to minimize impacts on surrounding land uses;
- (b) the use of monopoles with co-location capability, rather than lattice tower design;
- (c) Avoid locating radiocommunication towers and/or antennas or minimizing their impacts in predominant residential areas, or locations characterized by a designated heritage structure or feature, environmentally significant sites, important public views and vistas, or important natural or human-made features; and
- (d) Encourage minimum setback to all property lines of a distance equivalent to the height of the tower whenever possible.

Proposal 4.5A.3 It shall be the intention of Council to continue to stay current on national radiocommunication policy and to continue to explore manners in which to communicate the city's preferences with regards to the location and design of radiocommunication towers and antennas.

Proposal 4.5A.4 The Town may join an independent agency or service to process and handle antenna siting applications on behalf of the municipality.

4.6 Transportation and Connectivity

Transportation significantly impacts Riverview's residents and businesses. While automobiles will remain the primary travel method, this Plan aims to enhance and offer alternative transportation options like public transit, walking, and cycling. This will boost connectivity and accessibility and help Riverview become a more sustainable community, aligning with the Plan's goals.

Riverview's transportation network is continuously improving. Recent projects like the Gunningsville Bridge and Gunningsville Boulevard have already enhanced connectivity. Upcoming developments, including the completion of Bridgedale Boulevard and the future West Riverview Boulevard, will further strengthen the system. The town is committed to a progressive approach to transportation planning, ensuring a well-integrated network that supports driving, walking, rolling, cycling, and transit. The goal is to make all modes of transport safe, comfortable, convenient, and accessible for everyone, regardless of age or ability.

Road Network

Riverview has traditionally served as a bedroom community for employers in Moncton and Dieppe which raises many challenges for the ongoing maintenance of the public street system. With the automobile continuing to be the major mode of transport and increasing traffic congestion in the Greater Moncton Area and beyond, the future road network must be carefully planned.

The Town has acknowledged the importance of this issue and is committed to working on a Sustainable Transportation Plan with neighbouring communities. The Town has proposed to realign the limit of Hillsborough Road to the new alignment of the extension of Bridgedale Boulevard outside of the flood prone area of Mill Creek.

The *Future Roads Map*, attached to this Plan as Schedule D, will help guide the subdivision process to ensure that streets in the Town are developed in a coordinated and efficient way. The hierarchy of all future streets, and the detailed definitions and design of these streets, will continue to be provided in the *Subdivision Development – Procedures, Standards and Guidelines* document that is administered by the Town.

Policy 4.6.0 The following types of streets are shown on Schedule D: Future Roads Map, attached to this Plan, which identifies street classifications of existing streets and proposed connections: arterial streets, collector streets, local streets, cul-de-sacs, private roads.

Arterial Streets

Arterial streets carry most traffic that moves through the community. Daily traffic volumes will range between 7,000 and 30,000. Although the primary emphasis is on maintaining a high level of mobility for through movement, a secondary role of arterial streets is to provide access to adjacent land. In most situations access will be limited, controlled or eliminated. On-street parking is often restricted. To allow for the safe movement of pedestrian traffic, sidewalks are required on both sides of the street. Arterial streets are a Level I priority for winter maintenance.

- (a) Coverdale Road and Hillsborough Road are the Town's major arterial streets. These east-west arterial carry traffic from the eastern and western extremities of the Town up to the river crossings.
- (b) Gunningsville Boulevard, Findlay Boulevard are the major arterials that move traffic to the northern and southern regions of the Town.
- (c) Bridgedale Boulevard is an arterial street that connects Gunningsville Boulevard to Runnymede Road with future planned extensions to Bridgedale Boulevard.
- (d) Riverview West Boulevard is a planned future arterial street.

Collector Streets

Collector streets offer a compromise between land access and through-movement. Collectors will infiltrate into residential neighbourhoods and connect the local streets to arterial streets. They provide for the movement of substantial, but less impactful travel volumes than arterial roads, and typically carry daily traffic volumes of 1,000 to 10,000. They are often considered for bus routes. A sidewalk is required on at least one side of the street and in some cases, sidewalks on both sides of the street may be necessary. On-street parking is often restricted. Normally, the intersection of a collector street with an arterial street warrants signalization and at times, access control is necessary. In Riverview, collector streets are also a Level I priority for winter maintenance and have a right-of-way width of 20-23 metres.

- (a) The Trites Road, Canusa Drive, Callowhill Road, Pinewood Road, Sussex Avenue, Buckingham Drive, Whitepine, Cleveland, Sawgrass (future), Runnymede, Lawson Avenue, Pine Glen Road, and the Old Coach Road comprise the Town of Riverview's existing and future collector street system.
- (b) As residential development progresses and subdivisions occur, more streets may have to be designated as collector streets. As a result, Schedule D – Future Roads Map will have to be updated as necessary.

Policy 4.6.1 Council shall endeavour to develop traffic access management controls along Arterial and Collector street corridors.

Local Streets

Local streets are municipal streets that provide access to property, while some may provide access to the higher order street systems. The majority of the streets in the Town are within this category. Local streets provide the lowest level of mobility and through traffic is generally discouraged. They are generally not considered for transit routes. Sidewalks may be required on one side of the street. Local streets are a Level II priority for winter maintenance and have a right-of-way widths ranging from 18-20 metres.

Policy 4.6.2 Through the Subdivision By-law, Council shall limit development on local streets without a secondary access point to 100 units.

Cul-De-Sacs

Cul-de-sacs are part of the local street system. To facilitate an efficient means of service delivery, cul-de-sacs are generally discouraged in the Town. However, a cul-de-sac may be permitted when the topography and dimension of the land provides no other option of design. When necessary, depending on the length and land uses along these streets, sidewalks may be necessary.

- Policy 4.6.3** Council shall discourage new cul-de-sacs in new subdivisions.
- Policy 4.6.4** 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.
- Policy 4.6.5** Applications for a new cul-de-sac shall be limited to 100 units and be circulated to the Director of Public Works and Fire Chief for comment.
- Policy 4.6.6** Notwithstanding policy 4.6.5, cul-de-sacs with greater than 100 units may be considered if emergency access mitigation measures are proposed that are agreed to by the Director of Engineering and Public Works and Fire Chief.

Private Roads

Private roads are typically built to provide access to or within, private developments. They are not intended for general traffic circulation. In some cases, they may provide access to individual lots, while in other cases they may provide access to large multiple unit buildings, condominium clusters, or Dwelling Groups (mini home parks). Other than gaining access from a public street, they are usually disconnected from other developments and the public transportation network. The Town is not responsible for the maintenance of private roads.

Riverview contains many private roads and, in the future, requests may be made to the Town to convert these to public streets. In some cases, this can be problematic as these private roads have been built to different standards and usually do not meet the minimum requirements as set by the Town's engineering department. The costs associated with assuming ownership and maintenance of these roads raises economic challenges for Council. Therefore, private roads, in general, will continue to be discouraged in the Town.

- Policy 4.6.7** New lots shall not be created unless they have frontage on a public street. Exceptions will be provided in the Subdivision By-law for lands owned or to be acquired by the Town of Riverview, public utilities and in recognizing existing conditions.
- Policy 4.6.8** Council shall discourage development on new private roads except in the case of development within a Dwelling Group zone.
- Policy 4.6.9** Council may, in extraordinary circumstances, allow the creation of new private roads if the following conditions are met:
- (a) The development on the private road does not impede any future developments or access to adjacent lands, with respect to streets, infrastructure or lands for public purposes; and

- (b) The private road is built to same standards as a public street as set in the Standard Municipal Specifications.

Ensuring that all modes of transport move safely and efficiently is a major goal of this Plan. The Controlled Access Streets By-law will be used to achieve this goal and access management in general will be promoted throughout the Town to help reduce traffic conflicts and congestion.

- Policy 4.6.10** Council shall endeavor to provide and maintain a system of local, collector and arterial streets to meet the transportation needs of the Town.
- Policy 4.6.11** To ensure that streets in the Town are developed in a coordinated and efficient way, the Future Roads Map (Schedule D) will serve as the primary guide for the location of new arterial and collector streets during the subdivision and development review process.
- Policy 4.6.12** Council will ensure that the public street system is efficient and safe through the use of the Controlled Access Streets By-law and by implementing access management principles in the Zoning By-law.
- Policy 4.6.13** Council shall continue to work with the City of Dieppe, the City of Moncton and the Province as well as neighbouring communities on a Sustainable Transportation Master Plan and any other initiatives that will improve the transportation system at the regional level.
- Policy 4.6.14** Council shall continue to ensure that the Province retains responsibility for the maintenance and construction of provincially designated roads within the municipality.
- Policy 4.6.15** Council shall encourage connectivity between neighbourhoods and local streets based on the smart growth principles of this Plan.

Sidewalks, Pathways and Trails

To promote and improve connectivity in the Town, people need to be able to move about safely and efficiently. While there has been a historical focus on private vehicles as the main mode of transportation, residents have called for improved connectivity and accessibility. The Town promotes the development of sidewalks, trails, and pathways as integral components of the transportation network, shifting the focus from automobile-centric design to supporting pedestrians, cyclists, and other alternative modes of transport. To accomplish this, this Plan aims

to establish a well-connected, active mobility system that encourages sustainable and inclusive movement throughout the Town.

Policy 4.6.15 It shall be the intention of Council to consider sidewalks, trails, and paths to be essential components of the Town's transportation network and to evaluate the need for these important connections during the review of all subdivision and terms and conditions applications.

Policy 4.6.16 Council shall provide specific direction through standards in the Subdivision By-law to ensure that sidewalks are an integral part of all newly developed areas.

4.7 Public Transit

Codiac Transpo is the Public Transit Authority which operates a regionalized urban transit system for the three municipalities of Riverview, Moncton and Dieppe. Each municipality decides its specific level of service and works with Codiac Transpo to determine 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. There may also be grounds for Council to seek the cooperation of participating municipalities through the Public Transit Authority in the funding of a mid to long term transit service plan. Such an initiative can provide the Public Transit Authority with guidance and allow for a measured response to transit service demands.

Riverview, along with the rest of the Greater Moncton Area, has experienced unprecedented levels of population growth in recent years and has seen demographic shifts towards an aging population, decreasing family size, and increasing international and interprovincial immigration. Taken together, these factors have shifted housing needs and development patterns in the Town. Increasing density along main corridors such as Pine Glen Rd, Coverdale Road, and Gunningsville Boulevard have created opportunities for residents to reduce reliance on private vehicles and increase public transit ridership. In the interest of decreasing the level of municipal subsidy to the service, it is reasonable to seek methods of improving the viability and growth potential of Codiac Transpo. As such, increasing the amount of residential density and commercial activity along transit corridors is a major objective of this Plan.

Policy 4.7.1 It shall be the intention of Council to improve frequency of service during peak travel times and to consider the possibility of expanding night services and weekend services as budget permits.

Policy 4.7.2 It shall be the intention of Council to provide staff support to Codiac Transpo to manage / liaise transit inquiries and develop improvement plans.

- Policy 4.7.3** 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, schools and residential areas as well as to active transportation corridors.
- Policy 4.7.4** In an effort to improve the viability and growth of public transit and to promote accessibility and connectivity in Riverview it shall be intention of Council to direct residential and commercial intensification along transit corridors.
- Policy 4.7.5** It shall be the intention of Council to support and encourage the Public Transit Authority to prepare a mid to long term transit service plan encompassing a scheme for improvement of transit service as well as an aggressive marketing strategy in the region.
- Policy 4.7.6** It shall be the intention of Council to support all future bus purchases to be Low Floor Accessible buses for the expansion of accessible transit throughout Codiac Transpo's service area.
- Policy 4.7.7** It shall be the intention of Council to evaluate its public transit service with public consultations every 3-5 years as growth of the community warrants.

Most of the Town's new streets are created by private developers through the subdivision process. 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 residential subdivisions. The Town expects future transit corridors to be located along collector and arterial streets, where street construction standards can accommodate larger vehicles, and where future high density residential and commercial growth is expected to occur.

- Policy 4.7.8** It shall be the intention of Council to ensure that new collector and arterial streets are capable of accommodating transit services. Without limiting the generality of the foregoing, these streets should include:
- (a) a turning radius at intersections of not less than fifteen metres;
 - (b) an additional travelled way width of one-half metre along the turning radius identified in (a); and
 - (c) a requirement for bus laybys/ shelters in new subdivisions on collector streets or corridors.

Public bus shelters have been installed at several locations. The shelters provide protection from inclement weather. Council and Codiac Transpo should continue, as a priority, to position such shelters throughout the system contingent upon demand parameters.

- Policy 4.7.9** It shall be the intention of Council to continue to install bus shelters along major transit routes and key transit stops, and that all such shelters and stops are accessible for persons with disabilities.

4.8 Rail and Air Transport

Historically, the Moncton area was the focus of railway activity in the Province. Over the past decades, the prominence of rail has significantly declined. The displacement caused by reduced rail service has resulted in increased truck traffic. Council's ability to influence decisions regarding 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 the area is adequately served by rail.

- Policy 4.8.1** 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.

- Policy 4.8.2** 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.

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. Council, together with representatives of Moncton and Dieppe, participate in the management of the Greater Moncton Airport Authority.

- Policy 4.8.3** 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.

4.9 Infrastructure Cost Recovery

Traditionally, theory on urban growth suggested that governments should be the sole providers of shared services such as roads, sewer and water infrastructure or community facilities needed for expansion of a town. There has been a shift towards governments accepting responsibility for the maintenance of existing urban infrastructure and passing on a portion of the cost of new infrastructure to those who benefit from its development. A 'growth pays for growth' approach intends to more equitably allocate the financial responsibility of building new infrastructure. This plan recognizes the value of establishing transparent and predictable cost sharing schedules which can ensure both a more equitable cost sharing mechanism and provide clear expectations around the cost of new development.

Within the Urban Growth Boundary, there are areas where the Town has paid for, and constructed infrastructure, such as a new water pressure zone and water tower and the Mill Creek Collector Sewer, to facilitate growth. Without these investments, development would not be possible. In these cases, the Town will endeavor to receive a return on the investment made, through cost-recovery. This will also be the case if future infrastructure investments are made by the Town.

Policy 4.9.1 As a condition of subdivision or rezoning approval, applicants will be required to pay for the costs of infrastructure facilities, such as roads, sidewalks, streetlights, sewers, water systems and drainage, traffic signals, water towers, street trees, and landscaped boulevards through Conditional Zoning and Subdivision Agreement processes, as well as through the establishment of infrastructure charge areas. The Town's Subdivision By-law and Subdivision Development, Procedures, Standards and Guidelines will include infrastructure charge area maps to be used as a guide for cost-recovery.

Policy 4.9.2 Further to Policy 4.9.1, to ensure that future sanitary flows are directed appropriately, drainage catchment regions will be used to delineate the infrastructure charge areas.

Future Streets and Infrastructure Recovery

From time to time, communities are required to put in up-front investments to accommodate growth and development. This may include the extension of streets such as Bridgedale Boulevard. In some cases, developers have to provide more infrastructure than is required for their development. This is referred to as "oversizing." Historically, the Town has paid for the additional infrastructure costs, whether it is a larger pipe or wider street. While the benefits of this work may extend beyond a particular subdivision, it does facilitate growth in other areas. As such, those who benefit from the oversized infrastructure should pay for it because without these investments, development would not be possible. Quantifying the share of the infrastructure needs to be carefully planned so that the costs are allocated accordingly.

Proposal 4.9.3 To assist with the implementation of policy 4.9.1, it is proposed that Council will explore the possibility of cost-recovery on future transportation projects, such as West Riverview Boulevard, as well as infrastructure oversizing.

CHAPTER 5: RESIDENTIAL DEVELOPMENT

5.0 Residential Development Policies

Riverview is a predominantly residential community with many residents working in Moncton. The Town currently features mostly low-density housing, with about 64% of its dwelling units being single detached homes. This Plan, particularly this section on residential development, aims to preserve the character of existing neighbourhoods while also supporting future development. Recognizing that changes in population, demographics, and housing will continue to shape Riverview's residential land use, the Plan establishes a framework that anticipates and accommodates these shifts. Most importantly, it provides a vision for new residential development to enhance and complement the town's growing urban environment while respecting the suburban character of the Town.

Population trends, including increased immigration and an aging population means the Town will need to continue to diversify its housing stock. While current residential development in the Town is generally low density, there are a few areas of higher density residential uses along Hillsborough, Coverdale, Pine Glen and Trites Roads, as well as around the Findlay Business Park area. This Plan acknowledges the existing higher density residential uses and provides guidance for them within the Plan and Zoning By-law for future higher density housing in specific areas of the Town. New development will be expected to complement existing housing and be located in areas that are appropriate and compatible with the overall development vision of this Plan.

Council considers the design of new developments to be fundamental in creating an attractive, healthy, and high-quality suburban environment for its residents. This emphasis on design will allow Riverview to remain a preferred residential community that offers a variety of housing options that suit the needs of current and future residents.

5.1 Developing Beautiful and Complete Neighbourhoods

Policy 5.1.1 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) religious facilities;

- (d) small scale commercial and convenience retail store;
- (e) home occupations;
- (f) utilities;
- (g) special care and residential care homes;
- (h) accessory apartments; and
- (i) daycares.

Policy 5.1.2 It shall be the intention of Council to encourage developments to incorporate smart growth principles such as:

- (a) mix land uses;
- (b) complete, walkable, vibrant neighbourhoods;
- (c) transportation choices;
- (d) housing choices;
- (e) encourage new developments within the existing Urban Growth Boundary;
- (f) preserve green spaces, natural beauty, and environmentally sensitive areas;
- (g) utilize smarter and cost effective infrastructure and assets;
- (h) foster a unique sense of identity; and
- (i) community involvement.

Policy 5.1.3 In order to maintain a high standard of development and well integrated neighbourhoods, it shall be the intention of Council to consider higher density residential developments and design standards within the zoning by-laws.

Policy 5.1.4 In order to create beautiful and safe streets, Council shall ensure that street trees are required on all streets, and in an effort to promote walkable communities, provide specific direction in the Subdivision Standards to ensure that sidewalks are an integral part of all newly developed areas.

- Policy 5.1.4A** Further to policy 5.1.4, it is a policy of Council to facilitate tree canopy coverage throughout the Town in existing, developed neighbourhoods and in future growth areas.
- Policy 5.1.4B** Despite policy 5.1.4 and where required street tree(s) cannot be planted within the street adjacent to the lands subject to the development for new main building construction due to physical constraints including but not limited to topography, geology, proposed roads, easements, utility or public infrastructure, it is a Policy of Council to facilitate the location of new required street trees as per the Street Tree By-law (By-law No. 700-80 A By-law Requiring Street Trees for New Main Building Developments within the Town of Riverview).
- Policy 5.1.5** In order to maintain attractive neighbourhoods, it shall be the intention of Council to develop a conservation policy and regulation around tree preservation to prevent the clear cutting of lands on parcels 1 hectare or larger.
- Policy 5.1.6** It shall be the intention of Council, in considering demographic changes, to provide for a range 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 in the Low Rise Residential (R-LR) zone: up to four dwelling units, in the form of single units, two-units, accessory dwellings and garden suites, and townhouses and rowhouses where density generally does not exceed 15 units per acre.
 - (b) Medium Density within the Mid Rise Residential (R-MR) zone: may consist of townhouses, rowhouses, apartments and other housing combinations and forms where density generally does not exceed 45 units per acre, with provisions within the zoning by-law to accommodate a range of storey heights in consideration of buffering from the Low Rise Residential (R-LR) zone.
 - (c) High Density within the Town Centre and commercial areas may consist of any form or combination of higher density developments or other housing forms or combinations where density exceeds 45 units per acre.
 - (d) Notwithstanding (b), it shall be the intention of Council to permit density beyond 45 units per acre in certain medium density areas of the Town, provided these areas are located along or in proximity of major arterials or major intersections, adjacent to major commercial nodes and are well separated or buffered from low density areas, such as the Low Rise Residential (R-LR) zone.

5.2 Principles for Residential Development

Urban design contributes to how a community is put together, and 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. Together, these elements make our communities more attractive, healthier and more vibrant.

This Plan provides urban design standards for new developments. Within the Residential Designation, all development shall be designed to meet the following principles:

Principle 1: A variety of housing types will be provided

A variety of housing types is required to accommodate all residents of Riverview, at all stages of life, and in different family and economic situations. The mixing of various types and designs of housing within a development and on each street while considering the context (see Principle 2) is encouraged.

Principle 2: Development should respect its context

Context sensitive residential development that complements surrounding homes and preserves or enhances neighbourhood integrity will be encouraged. In the designing of the various types of residential buildings, the developer shall consider the relationship (height, size, bulk) between each building within a proposed development and to existing adjacent buildings. Factors to be considered include:

- (a) designing subdivisions and new developments to make more efficient use of land, infrastructure, and services;
- (b) preservation of natural features (landform, water courses, mature woods, etc.), and heritage features that help define the character of Riverview.
- (c) provision of buffers between potential conflicting types of development (e.g. multi-floor multi-unit residential and single family dwellings, big box retail and residential, etc.)
- (d) height of development;
- (e) limiting views from second and third floor units into neighbouring single family yards (through use of landscaped treed buffers, angle of building, limited windows on sides of buildings facing neighbours or prohibiting staircases on exterior of multiple unit buildings);
- (f) size and articulation of facades;

- (g) massing including size of the building, its footprint and the articulation of building form (for example, the use of peaked roofs);
- (h) the design of lower floors of multi-unit residential buildings in scale with the pedestrian environment;
- (i) the use of traditional materials;
- (j) the use of back lanes or rear-lot parking areas to enable buildings to be located closer to the street;
- (k) for buildings on corners, windows and/or doors that address both street frontages and that are designed to the same quality; and
- (l) the layout and design of service areas, for example, waste disposal bins should be screened from the public street and neighbours.

Principle 3: Mixed use will be encouraged in appropriate locations

To provide opportunities for neighbourhood-scaled commercial and to create neighbourhood centres, mixed-use buildings such as multi-unit residential with main floor commercial are encouraged along major roads adjacent to commercial areas.

Principle 4: Connectivity must be enabled

Developers will need to provide road, open space and trail connections to adjacent developments.

Connectivity is about providing:

- (a) a variety of transportation options including vehicular, bicycle, walking, and other active transportation linkages;
- (b) open space linkages that create a connected network of parks, green spaces and public lands that are based on existing natural features. These networks of linked open space can provide space for trails and should be easily accessible to residents on foot, bike, or mobility aide; and
- (c) safe and walkable communities through the use of sidewalks.

Principle 5: Landscaping

To provide a pleasant streetscape, all residential development areas will require street tree planting. Minimum landscaping requirements will be established for all new subdivisions and multi-unit dwelling buildings.

Principle 6: Limited parking in front of multiple units

No more than one bay of parking may be provided in front of multi-unit residential buildings. Other parking shall be provided at the rear or sides of the building.

Landscape buffers will be required for multi-unit residential parking areas where they abut a street. Shared driveways or off-street parking will be required for townhouse developments to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.

5.3. Residential Designation

The largest areas of existing residential development are comprised primarily of single unit and two-unit dwellings, with a few areas of high-density residential uses throughout the Town. It is the intention of this Plan to recognize all residentially developed land, as well as providing adequate lands to accommodate future residential growth within the Urban Growth Boundary of the Town.

Policy 5.3.1 It shall be the intention of Council to create a Residential Designation on the Generalized Future Land Use map, forming Schedule A, which recognizes all residentially developed land in the Town and provides sufficient lands for future residential development within the Urban Growth Boundary.

5.4 Low Rise Residential Development

Much of the Town's development history has focused on low density neighbourhoods of primarily single unit dwellings. In recent years, given strong growth rates, these development patterns have begun to shift toward increasingly dense forms of housing, including the addition of accessory dwelling units, semi-detached dwellings, and small town and rowhouses.

To meet the growing demand for housing in the Town, and to meet the Federal Government's mandates for a more permissive zoning framework, this plan proposes to allow gentle increases in density in traditionally low-density neighbourhoods, with up to four dwelling units permitted per lot in existing areas through more permissive guidelines for accessory dwelling units and garden suites. Neighbourhoods will likely not see immediate change, but this approach will allow for additional dwelling units to be added over time at an appropriate scale and with limited impact to the visual character of the neighbourhood.

Policy 5.4.1 It shall be the intention of Council to recognize lower density neighbourhoods and permit mix of housing types including single unit, two unit (semi-detached and duplex dwellings), town and row houses, accessory dwelling units, and garden suites, allowing up to four dwelling units on a lot by establishing a Low Rise Residential (R-LR) in the zoning by-law.

The Town of Riverview has traditionally attracted families looking for stable, single unit neighbourhoods. While the statistics show an aging population, as well as shrinking household sizes, there is still a demand for single detached homes. As such, the future landscape for housing in Riverview should include a mix of housing options from low density single units to higher density multi-unit and mixed-use developments.

Policy 5.4.2 Within the Residential Designation, it shall be the intention of Council to prezone specific areas within the Town for low density residential development.

Policy 5.4.3 It shall be the intention of Council to promote housing affordability in R-LR zones by encouraging smaller houses on smaller lots.

At the same time, Council recognizes that, with an aging population, it is desirable to create accessory dwelling units and garden suites within low density neighbourhoods. These units allow housing to be more broadly accessible to a more diverse population, including seniors looking to downsize or relocate closer to family, and may also provide a modest source of revenue for a homeowner.

A changing global economy has created more opportunity for people establish businesses in their homes, creating the need to provide home occupations as secondary uses in residential neighbourhoods.

Policy 5.4.4 It shall be the intention of Council to permit home occupation uses as secondary to a residential main use through provisions in the zoning by-law.

Policy 5.4.5 It shall be the intention of Council to permit, as a secondary use within a single unit or two-unit dwelling unit, accessory dwelling units, a garden suite or a bed and breakfast through provisions in the zoning by-law.

This Plan recognizes the need to provide daycare opportunities in residential areas. This type of daycare, commonly referred to as a home daycare, offers an essential service to the community.

Policy 5.4.6 It shall be the intention of Council to permit, as a secondary use, home daycare in single unit dwellings, in accordance with provincial standards and licensing.

There are several large parcels of land within West Riverview located immediately west of Trites Road and within the Urban Growth Boundary, which can be found in Schedule C. These lands require additional planning through means such as a Secondary Municipal Plan or Subdivision Master Plan. See Future Development Area policies 9.1.6 to 9.1.9.

5.5 Mid Rise and High Rise Residential Development

Several multiple unit residential uses have been established along Trites Road, Pine Glen Road, as well as portions of Coverdale/Hillsborough Road and in the Findlay Business Park area. Generally, these buildings are along major transportation corridors. The location of these developments provide service and accessibility advantages to reach desired destinations. Future low density residential development along these high traffic routes is unlikely and is discouraged by this Plan.

Locational advantages of serviceability, accessibility, and proximity to shopping, employment, and amenity areas may provide the incentive for other forms of residential and associated commercial development. In the interest of the community's objective of seeking fiscal autonomy and promoting strategic densification, it is important that Council attract more dense and efficient forms of development along major arterial and collector streets, such as Trites Road, Pine Glen Road, White Pine Road and along Coverdale and Hillsborough Road. The Findlay Business Park is also an appropriate area for higher density residential developments. These areas are primed for mid-rise development in the range of 6 storeys. Development proposals that exceed the mid-rise standards may be required to rezone into the High Rise Residential (R-HR) zone. This strategy makes efficient use of the existing and future urban structure of the Town while allowing Council to consider higher density residential developments through the appropriate public process. This Plan recognizes increasing density where municipal services exist as being fundamental to helping accommodate differences in the community's age and lifestyle.

Policy 5.5.1 It shall be the intention of Council to establish, within the Residential Designation, a Mid Rise Residential (R-MR) zone permitting multiple residential developments of a height up to six storeys.

Policy 5.5.2 It shall be the intention of Council to establish appropriate design and landscaping provisions within the Zoning By-law for apartment buildings within the R-MR zone, this may include, but is not limited to:

- (a) the finishing materials and the architectural details proposed;
- (b) the siting of the proposed structure, including balconies, with the adjacent residential buildings;
- (c) the orientation of the building as it relates to the street and surrounding public realm;

- (d) the design of the proposed development in terms of:
 - i. building height and massing,
 - ii. setback,
 - iii. roof type and pitch;
- (e) the location and access to off street parking and the design of the parking lot layout;
- (f) the landscaping that is proposed, including efforts to preserve the existing vegetation by minimizing tree and soil removal;
- (g) provisions for adequate site grading with respect to the impact on neighbouring properties;
- (h) the location and screening of service areas; and
- (i) availability and adequacy of municipal services.

To maximize the use of existing infrastructure, this plan recognizes that there may be specific areas of the Town which are suitable for densities beyond 45 units per acre. These areas are located along or in proximity of major arterials or major intersections or in the vicinity of significant commercial nodes and well separated from low density areas.

Policy 5.5.3 In keeping with policy 5.1.6 (d), it shall be the intention of Council to consider rezoning properties to R-MR or R-HR subject to terms and conditions and design standards, to permit densities beyond 45 units per acre in areas of the Town that are located along or in proximity of major arterials or major intersections or in the vicinity of significant commercial nodes.

Policy 5.5.4 In considering such amendments, Council shall have regard for:

- (a) the location, number, layout and design of vehicular access, and 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 necessity for underground or at grade parking lots;
- (d) the proposed landscaping and provision of amenity space;

- (e) the protection of important view lines and prevention of overshadowing by controlling building height, bulk, and site location;
- (f) 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;
- (g) the traffic impacts;
- (h) measures for the preservation of the site's natural state by minimizing tree and soil removal;
- (i) the adequacy of municipal services; and
- (j) any other matter Council deems suitable.

Policy 5.5.5

Council shall establish a height framework for mid- and high-rise development in the zoning by-law requiring a one-to-one height to setback ratio that requires buildings of three stores or more to be setback from the R-LR zone a distance generally equal to the height of the proposed building.

CHAPTER 6: COMMERCIAL DEVELOPMENT

6.0 Commercial Development

Commercial development in Riverview primarily supports the Town's residential population. Although Riverview is predominantly a residential community, it is well positioned to grow its commercial tax base by providing a welcoming environment for a variety of businesses. This Plan anticipates a significant amount of commercial development in the short term given the Town's strategic and efficient link to the City of Moncton and major tourism destinations.

The major commercial developments in Riverview have focused on three primary areas: Coverdale Road/Hillsborough Road, the Findlay Business Park and to a limited degree, along Pine Glen Road. The intent of this Plan is to support the existing commercial development in these areas through a flexible, mixed-use approach, supporting existing commercial nodes and encouraging development in a newly labelled Town Centre.

The Town has made significant investments in critical infrastructure, such as Gunningsville Boulevard and the Mill Creek Collector Sewer, as well as the Riverview Recreation Complex. These investments, together with the future Bridgedale Boulevard extension to Hillsborough Road, new areas are available for commercial development. While the Town encourages commercial development in this area through appropriate zoning, this Plan recognizes that there is a need for more detailed planning in the current greenfield to ensure the area can compete, long term, in the regional commercial market.

Policy 6.0.1 It shall be the intention of Council to create a Commercial Designation on the Generalized Future Land Use Map, forming Schedule A, which recognizes all commercially developed land as well as mixed-use development patterns in the Town and provides sufficient lands for future commercial development within the Urban Growth Boundary.

As a goal of this Plan is to promote smart growth, it is important that new residential developments are located within proximity to services and amenities, including public transit and active transportation amenities. The Plan supports a mixed-use environment in the Commercial Designation and, by using good urban design, encourage new developments to sensitively integrate into the Riverview context. Increasingly dense residential uses will be accommodated in the Mixed Use (MU) and Town Centre (TC) zones. Accommodations for residential dwelling units as secondary uses are provided in the General Commercial (GC) zone.

- Policy 6.0.2** With the Commercial Designation, it shall be the intention of Council to permit a mixture of commercial and residential land uses by establishing the Mixed Use (MU) zone in the zoning by-law. The MU zone shall support a mixed-use development pattern as well as permit a mixture of uses within one building. The MU zone shall be applied to areas where an established mixture of residential and commercial uses exists, such as along Coverdale Road, Hillsborough Road, Pine Glen Road, the intersection of Pinewood Road and Cleveland Avenue, and along the proposed extension of Bridgedale Boulevard.
- Policy 6.0.3** Withing the Commercial designation, Council shall establish a General Commercial (GC) zone in the zoning by-law and apply the zone to the Findlay Business Park as well as any commercial uses established outside of the Town's mixed-use development pattern.
- Policy 6.0.4** Council shall encourage residential dwelling units to be integrated into commercial and mixed-use developments by providing flexible provisions in the zoning by-law.

6.1 Town Centre

In the past, Riverview considered the commercial area along Coverdale Road, between the Findlay/Causeway interchange and McClelan Avenue as the town centre. The waterfront provides an essential edge which, together with streetscape improvements, had defined this area as a distinct commercial node. A major objective of past Plans was to strengthen and enhance this central area with the goal of providing a space that was unique and attractive to current and future residents. While improvements have been made, the reality is that this area is dissected by a busy arterial street and to date, the town centre concept has not evolved. The critical density needed to support a vibrant town centre had not yet been achieved. Recent development trends indicate an unprecedented level of growth that could see the vision for a vibrant central core be realized over the implementation horizon of this Plan.

There are several key opportunity sites located along Coverdale Road, including large format retail buildings that are positioned to be repurposed or redeveloped. These large multi-acre sites have the potential to accommodate higher heights and densities to create a more identifiable town centre without compromising the integrity of established lower-density residential neighbourhoods.

This Plan recognizes the importance of establishing a Town Centre as the recognizable heart of the community. To capitalize on the opportunity presented by large vacant parcels and the opportunity to provide pedestrian connection under the Causeway, this Plan establishes a Town Centre between Strathmore Avenue / Ogden Drive and Downey Avenue. The Town Centre encourages more dense development while providing for increased design requirements along this important corridor.

- Policy 6.1.1** It is the intention of Council to encourage increasingly dense and pedestrian oriented development through establishing a Town Centre (TC) zone in the zoning by-law.
- Policy 6.1.2** Council shall guide development toward a more urban built form through standards in the zoning by-law that may include but are not limited to:
- (a) Increased building heights to encourage increased density;
 - (b) Appropriate setback, including minimum and or maximum setbacks to encourage the development of a more uniform street wall with the intention of fostering a pedestrian-friendly environment; and
 - (c) Non-residential ground floor uses or conversions to maintain active street fronts.
- Policy 6.1.3** Council shall permit high density residential development in the Town Centre zone while preserving the commercial character of the area by limiting residential uses on the street-facing ground floor façade.
- Policy 6.1.4** It is the intention of Council to encourage new development or redevelopments in the Town Centre to maintain or provide public access to the Petitcodiac River.
- Policy 6.1.5** Council may consider expanding the Town Centre Zone through consideration of the following conditions:
- (a) The expansion abuts or is contiguous with the existing Town Centre zone, ensuring continuity of built form.
 - (b) The proposed expansion or new development demonstrates measures to mitigate potential impacts on adjacent lower density neighbourhoods, such as:
 - i. Incorporating transitional building heights and setbacks near residential boundaries;
 - ii. Preserving privacy and reducing noise through landscaping, buffering, or screening,
 - iii. Conducting traffic impact assessments to address concerns related to increased density.
 - iv. The adequacy of municipal services; and

- v. Such other matters as Council deems advisable.

6.2 Mixed Use

There is an established mixed-use development pattern along several key corridors of the Town including parts of Coverdale Road, Hillsborough Road, Pine Glen Road, and Cleveland Avenue. Dobson and Philip Roads form one of the southern boundaries of a commercial area along Coverdale Road. Many of the businesses which front onto Coverdale Road have acquired lands to the rear of the buildings for use as parking lots or storage. It has also been identified that additional land is needed for commercial development in the area. This situation was acknowledged in past Plan reviews, which identified difficulties for residential uses on the south sides of Dobson and Philip Roads. In this regard, it will be important for Council to ensure that such conflicts are minimized and that the approach to future development is flexible enough to accommodate commercial expansion while integrating new residential uses and respecting existing neighbourhood context.

Policy 6.2.1 It shall be the intention of Council to recognize the existing mixture of commercial and residential uses and foster an environment for the expansion of this development pattern by establishing the Mixed Use (MU) Zone within the Commercial Designation.

Policy 6.2.2 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.

Existing commercial areas are always under pressure to expand. This can be challenging when the land uses are well established and when low density residential uses are close by. In Riverview, particularly along Coverdale Road, an established low intensity commercial development pattern directly abuts low density housing. In these cases, throughout Riverview, it is important that commercial and residential interests be balanced, and an orderly pattern of development is upheld.

This Plan supports existing neighbourhoods while providing for the expansion of commercial uses in strategic areas. As the development pattern evolves, it may be necessary to expand the Mixed Use zone to allow for increased flexibility along critical corridors within the Town. These cases for expansion must demonstrate that the expansion is a genuine necessity, and that the expansion will improve the site in terms of safety and beautification. Such expansions must clearly demonstrate that they will have a positive impact on the neighbourhood. These expansions will be determined on a case-by-case basis through rezoning.

Policy 6.2.3 It shall be the intention of Council to consider expansions of the Mixed Use Zone through the rezoning process. In considering such amendments, 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 building height, bulk and site location;
- (e) the design of the proposed development in terms of building orientation, 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) provisions for adequate site grading with respect to the impact on neighbouring properties;
- (i) the adequacy of municipal services; and
- (j) such other matters as Council deems advisable.

The Town is currently experiencing unprecedented demand for new multi-unit dwellings, and regional trends indicate that building heights will increase over the lifespan of this plan. Several large opportunity sites exist in prime locations along major arterial roads such as Coverdale Road, Gunningsville Boulevard, and Bridgedale Boulevard, which would permit greater heights and densities without being out of scale with the surrounding context.

This plan seeks to create a framework for taller buildings that allows Council and the community to assess proposals on a case-by-case basis to ensure that Riverview's development approach is reflective of trends within the region or neighbouring regions while ensuring the project is well thought out and reflective its context.

Policy 6.2.5 In assessing rezoning requests or amendments pertaining to mixed-use development with high density residential forming part of the application, Council shall consider the following:

- (a) the building's location along key arterial routes, particularly Coverdale Road, Gunningsville Boulevard, Bridgedale Boulevard;
- (b) the project incorporates a mix of uses on the ground floor such as commercial uses and community services;
- (c) high quality design with respect to materials and building form, including a podium base with slender tower as opposed to a long building façade;
- (d) impact of shadows and wind on adjacent properties;
- (e) attention to streetscape design and pedestrian-oriented access;
- (f) distance from residential neighbourhoods in the Low Rise Residential zone;
- (g) detailed servicing and infrastructure information; and
- (h) such other matters as Council deems advisable.

CHAPTER 7: RURAL AREAS

7.0 Rural Area Development

The remaining area of Riverview, lying to the west of Rivergarden Estates Park, is currently outside the Urban Growth 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) and results in very low density thus high per unit cost of providing road maintenance, snow removal, parks, and police, fire, and ambulance services. It also commonly results in extremely costly extension of services which the Town is not currently prepared to provide. The 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, the following policy framework for rural areas is intended to limit the suburbanization of these areas and focuses on preserving rural character.

Policy 7.0.1 It shall be the intention of Council to create a Rural Designation on the Generalized Future Land Use map, forming Schedule A, which recognizes all rural lands outside of the Urban Growth Boundary.

7.1 Rural Residential Subdivisions

Policy 7.1.1 It shall be the intention of Council to limit residential development in the rural area to minimize the potential environmental risks and the associated economic cost.

Policy 7.1.2 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 metres; and

- (c) with frontage on a publicly owned street or access approved by the Committee.

Policy 7.1.3 Notwithstanding policy 7.1.2, it shall also be the intention of Council to permit residential development on lots existing on the effective date of this plan.

There are several large farms in the Town of Riverview, many of which are owned and operated by families. To accommodate a member of the family farm, it may be necessary, from time to time, to create building lots on the farmstead to provide housing directly involved with the farm operation. This is considered a traditional method to sustain the farm.

Policy 7.1.4 Notwithstanding Policy 7.1.2, it shall be the intention of Council to recognize and accommodate the future subdivision of family farmsteads, provided the proposed lot sizes can meet the requirements for on-site services and the subdivision provides housing for those directly involved with the farming operation.

7.2 Rural Uses

Policy 7.2.1 It shall be the intention of Council to establish, within the Rural Designation, a Rural zone (RU) permitting land-based uses of forestry, agriculture, and related activities and limited Residential uses.

Policy 7.2.2 It shall also be the intention of Council to establish within the rural zone, pursuant to policy 7.2.1, a provision which will permit the Committee to consider, subject to terms and conditions, other resource-based developments, including pits and quarries. Council shall instruct the Committee 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.

7.3 Dwelling Group Zone

The following policies outline the framework for developing unified communities like mini home parks within Riverview's rural areas. It acknowledges the growing interest in diverse housing options while emphasizing the preservation of rural character. The aim is to ensure that developments like mini home parks are developed responsibly, integrating seamlessly into the existing landscape.

Policy 7.3.1 It shall be the intention of Council to accommodate, within the Rural Designation, mini home dwelling parks and tiny home communities and subdivisions by establishing a Dwelling Group zone. It shall also be the intention of Council to permit, as a secondary use, an accessory dwelling unit, home occupation, a bed and breakfast or a home daycare within the Dwelling Group zone.

Policy 7.3.2 Council shall consider future rezonings to the Dwelling Group zone for private mini home dwelling or tiny home communities subject to the following considerations:

- (a) Buffer zones from neighbouring uses;
- (b) Provision of water and sewer facilities;
- (c) Stormwater management
- (d) Separation distances between units;
- (e) Access and road network;
- (f) Parking;
- (g) Emergency services;
- (h) Garbage collection and snow clearing

Proposal 7.3.4 It shall be the intention of Council to adopt Dwelling Group standards in the Zoning By-law to ensure that mini home and tiny home parks and communities are maintained to meet acceptable safety and aesthetic standards that reflect the Town's image as an attractive and safe place to raise a family.

CHAPTER 8: INDUSTRIAL DEVELOPMENT

8.0 Industrial Development

Given there are a number of well-established urban industrial parks within the Greater Moncton area, the Town's limited land base servicing industrial land, the absence of rail lines, and the proximity of the Trans-Canada Highway, the Town clearly has a subordinate role in pursuing traditional industrial development. Nonetheless, the Town recognizes that there may be other land uses that are light industrial in nature (e.g. indoor manufacturing/fabrication/assembly), which do not require direct access to the transportation network and have the potential to bring economic growth to Riverview.

8.1 Existing Industrial Uses

At the present time, there are a number of industrial land uses in the Town, particularly at the southern edge of the municipal boundary along Pine Glen Road. Although there are few industrial properties in Town, Council believes it has a significant responsibility in providing a quality environment and high quality 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 that forms Schedule A only to those lands currently developed. The permitted uses and applicable standards shall be further defined in the zoning by-law.

There are several legal non-conforming industrial land uses along Pine Glen Road. As a result, future expansions of these businesses are limited. While Council recognizes that these businesses pre-date the current zoning, it must be understood that Pine Glen Road is transforming. The upgrading of Pine Glen Road to a proper collector street is a priority for the Town. This work has commenced, and over the coming years, it will be completely reconstructed to include a sidewalk and multi-purpose trail. As the reconstruction takes place, new developments will be expected to address the street and good urban design will be essential.

While Council anticipates this area developing as a mix of residential and business uses, it must be recognized that maintaining and fostering employment in Riverview is a major objective of this Plan. Relocating these businesses poses challenges, as Riverview has a limited amount of industrial land. Therefore, while the non-conforming uses would ideally be relocated to a more appropriate area, it may not be possible. At the same time, the future expansions of these businesses may present opportunities to improve these sites through the rezoning process.

- Policy 8.1.2** Council shall encourage and when cost effective, may assist, in the relocation of visually noxious industrial uses to more appropriately designed and designated land within the urban region.
- Policy 8.1.3** Notwithstanding Policy 8.2.1, Council may consider rezoning existing industrial lands, on a case-by-case basis, to accommodate expansion of an existing industrial use if, in addition to all other criteria set out in the various policies of this Plan, the development has respect for the following:
- (a) the expansion will not cause additional nuisances to surrounding properties;
 - (b) the expansion will improve the site in terms of safety, design, and move the operations indoors; and
 - (c) all other provisions, as stated in Policy 8.1.2, are reflected.
- Policy 8.1.4** In choosing to locate new greenfield neighbourhoods or greenfield neighbourhood expansion, Council shall prescribe, through the Zoning By-law, a minimum spatial buffer and screening requirements from existing industrial developments in order to minimize the potential conflicts between these two uses.

8.2 Business & Knowledge Parks

This Plan provides guidance for development within the Town for the next 20 years. While this Plan recognizes the Town is primarily a residential community, it also acknowledges that Riverview is changing and includes pockets of urbanized lands offering a variety of services. As the Town urbanizes, residents will expect to have a complete range of services within their own municipal boundaries. Services, employment and population growth are all interrelated. Given that business and knowledge parks are important employment generators and significant contributors to the municipal tax base, this Plan provides policy guidance for Council in the event that interest in developing a business or knowledge park would arise within the Town.

- Policy 8.2.1** Within the life of this Plan, Council may consider amending the Municipal Plan and Zoning By-law to accommodate the development of a business or knowledge park.

Proposal 8.2.2 To assist with the implementation of Policy 8.2.1, Council, in addition to all other criteria set out in the various policies of this Plan, shall have appropriate regard for the following:

- (a) That the lands to be redesignated and rezoned are appropriately located and ensure future land uses around the proposed business or knowledge park are of a type and design that would be minimally impacted by the activities of a business or knowledge park;
- (b) That the proposed business or knowledge park explore the use of open spaces, trails, and passive parks as a means to ensure adequate spatial separation and buffering with neighbouring residential uses;
- (c) That the lands will be developed in a park setting, by establishing site development standards for setbacks, parking lots, landscaping requirements, height limits, and signage in the Zoning By-law;
- (d) The type of non-residential uses being proposed, and specifically the exclusion of primary manufacturing;
- (e) Measures to ensure that the proposed use will not interfere with the operation of any adjacent use by virtue of the creation of vibrations, noise, or other nuisances;
- (f) The delivery of municipal services and any effects the proposed development will have on existing and planned services;
- (g) The business or knowledge park is master planned; and
- (h) The implementation policies of this plan.

Proposal 8.2.3 To assist with the implementation of Policy 8.2.1, Council will consider the following objectives when evaluating the master plan noted in proposal 8.2.2(g):

- (a) the plan provides a detailed map of the type of uses being proposed and their location within the proposed business or knowledge park;
- (b) the efficient layout of streets and traffic in general;
- (c) quality design, landscaping, and streetscaping;
- (d) the connectivity with adjacent lands;
- (e) the provision of buffering with the neighbouring properties;

- (f) the provision of appropriate pedestrian, transit, and cycling infrastructure to accommodate alternate modes of transportation;
- (g) detailed servicing and infrastructure information; and
- (h) any other applicable information deemed important by Council.

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CHAPTER 9: FUTURE DEVELOPMENT AREAS

There are two main areas within the Town that, although well positioned for development, have remained undeveloped due to a variety of constraints. This has allowed other areas within the Town to infill first, capitalizing on existing infrastructure or lands with limited barriers to development. These lands are within the serviceable and Urban Growth Boundary of the Town and have potential to offer the creation of areas where the changing needs of the current and future generations can be satisfied.

Given the volume of development potential at these sites and the need to evaluate the Town's capacity to service future development at the scale that is presented by these areas, a framework for more fulsome planning exercises is required.

The large area described as the Gunningsville, Bridgedale and Robertson Area is an area with great development potential and also substantial environmental assets as there are wetlands and watercourses that run through the lands and connect to Mill Creek. There are also known transportation and access challenges, environmental constraints, and infrastructure limitations.

- Policy 9.1.1** It shall be the intention of Council to establish the Future Development designation on the Generalized Future Land Use map and apply the designation to those areas within the Town that require detailed secondary municipal plans in order to overcome existing development challenges and ensure future development considers the Town's infrastructure capacity, transportation network capacity and impact, the environmental impacts and constraints of the area, and considerations for an appropriate mix of land uses that will positively contribute to the future of Riverview.
- Policy 9.1.2** Council shall establish a Future Development zone in the zoning by-law with the intention of permitting existing uses only. New development shall be facilitated through a rezoning process.
- Policy 9.1.3** Council shall establish the Gunningsville and Bridgedale Secondary Planning Area in Schedule B and undertake an amendment to this Plan to integrate, and therefore implement, the Secondary Municipal Plan upon its completion.
- Policy 9.1.4** Council shall not approve rezonings in the Gunningsville, Bridgedale and Robertson Secondary Planning Area until such a time that the Secondary Municipal Plan is prepared for adoption.
- Policy 9.1.5** Council shall permit a rezoning or, if deemed appropriate by council, a subdivision master plan for areas that are designated as Future Development but are not a part of the established Gunningsville, Bridgedale and Robertson Secondary Planning Area in Schedule B

There are several large parcels of land within West Riverview located immediately west of Trites Road and within the Urban Growth Boundary. There is potential for this area to connect into the

Town's transportation network as several critical corridors truncate at the property edge, creating substantial potential to create a complete, well-connected neighbourhood.

Policy 9.1.6 To ensure the large undeveloped area in West Riverview is developed in a coordinated manner, the developers in West Riverview, in cooperation Council will establish a Secondary Municipal Plan or a subdivision master plan that represents the whole or part of the lands available for development.

Policy 9.1.7 Council shall establish the West Riverview Secondary Planning Area in Schedule C to define the area where a secondary municipal plan, or if deemed sufficient by Council, subdivision master plan, is required prior to development.

Policy 9.1.8 Council shall not approve rezonings or subdivisions in the West Riverview Area in Schedule C until such a time that the Secondary Municipal Plan or subdivision master plan is approved by Council.

Policy 9.1.9 To assist with the implementation of Policy 9.1.5 and 9.1.7, Council shall consider the following objectives when evaluating the secondary municipal plans or subdivision master plans:

- (a) the plan provides a mix of land uses including residential, commercial, and community use spaces, as well as, emphasizing mixed-use development where possible.
- (b) the plan provides an appropriate amount of mix housing types which should include a combination of housing styles and a stepped approach to residential density (such as transitions from Low Rise Residential to Mid Rise Residential).
- (c) the efficient layout of streets and traffic in general;
- (d) connectivity with adjacent lands;
- (e) the location and size of future parks, open spaces and trails;
- (f) the prioritization natural assets and environmental features within the plan area including watercourses and wetlands;
- (g) detailed servicing and infrastructure information; and
- (h) such other information that Council deems appropriate.

CHAPTER 10: PARKS, OPEN SPACES AND RECREATIONAL FACILITIES

10.0 Parks, Open Spaces and Recreational Facilities

The Town has developed a variety of parks, open spaces, and recreational facilities that appeal to residents of all ages. These major amenities play an important role in the social, cultural, economic, environmental, and physical health and well-being of our community. The quality and accessibility of these spaces and facilities make Riverview a desirable community and their continued growth is a major goal of this Plan.

While there remains a need for a comprehensive Recreational Master Plan, Riverview benefits from the Mill Creek Nature Park Master Plan and its Active Transportation Plan, which outline long-term strategies for creating and developing parks, open spaces, and trails. The direction provided by these plans will remain integral to shaping future recreational priorities.

The Riverfront Park, Mill Creek Nature Park, and the recent development of the Riverview Recreation Complex have been the Town's major recreational priorities. These projects reflect the Town's commitment to sustainability by balancing new development with environmental stewardship, such as preserving green spaces and implementing energy-efficient designs.

As more areas develop into new residential neighbourhoods, there is a growing demand for the Town to keep pace with its parks and recreational facilities. Ensuring these spaces are inclusive for people of all ages and abilities is critical to fostering a welcoming and accessible community for all residents.

Public input will continue to play a central role in identifying priorities for parks and recreation, with opportunities for engagement embedded in the planning and implementation processes.

Additionally, the Town will prioritize land acquisition for public purposes during subdivision processes. This includes evaluating opportunities to create new park spaces, enhance connectivity between green spaces, buffer residential areas, and undertake conservation measures. Larger district parks and their connectivity will remain the focus, however the need for neighbourhood-focused recreation amenities will be regularly reevaluated as newer neighbourhoods approach full build out.

Finally, as costs increase for new parks and facilities, as well as for maintaining existing amenities, the Town will encourage greater use of programs and facilities operated by other organizations. The Town will also remain open to new proposals from private providers of recreation services and facilities, ensuring a collaborative approach to meeting community needs.

Policy 10.0.1 It shall be the intention of Council to create a CU (Community Use) Designation on the Generalized Future Land Use Map, forming Schedule A, to recognize community uses such as parks, recreational facilities, open spaces, and public services.

- Policy 10.0.2** Council shall ensure that all Town-owned parks and recreation facilities are safe and adequately maintained.
- Policy 10.0.3** It shall be the intention of Council to establish a long-term, Town-wide strategy for creating and developing future parks, open spaces and trails through a Recreation Master Plan.
- Policy 10.0.4** Council shall protect and preserve the lands around Mill Creek Nature Park to ensure adjacent land uses complement the park.
- Policy 10.0.5** Council shall acquire, when possible and in accordance with the Mill Creek Master Plan, additional lands to ensure future park growth and habitat protection initiatives.
- Policy 10.0.6** Council shall ensure that new development projects within and adjacent to Mill Creek Nature Park employ stormwater management best practices including the incorporation of natural assets to ensure the protection of the Mill Creek watershed.
- Policy 10.0.7** Council shall permit active recreation land uses in all zones.
- Policy 10.0.8** Demographic trends and facility and program usage shall be monitored to ensure that changing user needs are addressed through:
- (a) the development or redevelopment of parks and recreation facilities;
 - (b) the tailoring and designing of programs that suit the intended users.
- Policy 10.0.9** It shall be the intention of Council to instruct the Committee, when a proposed subdivision involves dedication of lands for public purposes or cash in lieu, to have regard for the following:
- (a) the existence of other nearby facilities;
 - (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 10.0.10 When a subdivision plan involves the dedication of land for public purposes, Council shall instruct the Committee, the Town's Parks & Recreation Department, and Engineering 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) topography of the land;
- (d) potential impact on the adjacent property owners, including noise generation, drainage, light spill-over and privacy protection;
- (e) user safety and security;
- (f) ensure sufficient site frontage to provide ample visibility to encourage maximum use;
- (g) provision of adequate site parking, if required;
- (h) consideration of special needs groups and individuals;
- (i) traffic impact considerations; and
- (k) any other matter deemed necessary by either the Committee or Council.

Policy 10.0.11 Council shall consider co-operation with community groups, the local School Districts, and other private recreation facilities, clubs and service groups to facilitate the wider use of their existing services and programs.

Policy 10.0.12 Council will pursue senior government funding to improve the recreation facilities and open space in Riverview.

Proposal 10.0.13 To assist in the implementation of Policy 10.0.3, Council proposes to complete a Recreation Master Plan, which will be used to guide future recreational development and the enhancement of current recreation systems, programs and facilities. The Plan should include the following:

- (a) Preserving and enhancing existing parks, open spaces and facilities.
- (b) Ensuring and improving connectivity for all users.
- (c) Ensuring an appropriate supply and quality of community and neighbourhood open space.
- (d) Preserving the Mill Creek area as the Town's regional park.
- (e) Promoting and encouraging green development that conserves greater amounts of vegetation and green spaces than conventional style development.

CHAPTER 11: INSTITUTIONAL AND PUBLIC SERVICES

11.0 Institutional and Public Services

Institutional and public services play an essential role in enhancing the social, cultural, and economic potential of individuals and communities and are an important aspect of community planning. This section refers to such uses as schools, senior care, health facilities, churches, daycare centres, police station, fire station, and municipal buildings. As integral parts of our community, the Town wishes to ensure that these facilities are well situated, planned, and designed to meet our community's needs today and well into the future.

Policy 11.0.1 Council shall include institutional and public services type use within the Community Use Designation on the Generalized Future Land Use Map.

Public schools are central to the lives of the Town's youth, their families, and neighbourhoods. While it is recognized that the Province has the primary responsibility for school facilities planning and management, school planning is an important and a natural part of community planning. The Town believes that both the Province and the Municipality would benefit from the opportunity to work together to ensure that education plans and municipal plans integrate well and support one another.

Policy 11.0.2 The Town supports the development of Provincial methods and procedures to coordinate school district facility planning with local governments and municipal plans.

Policy 11.0.3 The Town will offer assistance to the Province in planning for school locations.

Policy 11.0.4 Council encourages school facility planning to take into account the long-range growth management and land use strategies and other policies of this Municipal Plan.

School facilities have the potential to serve the needs of the community beyond the requirements of education. However, for the community to fully benefit from these infrastructures, better cooperation between Town officials and the Anglophone and Francophone School Districts must be achieved. Similarly, various religious facilities, 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 community's current building stock will reduce any future demand for capital expenditure on recreational facility development. Therefore:

Policy 11.0.5 It shall be the intention of Council to encourage the effective use of school, religious and other non-profit facilities throughout the Town to serve as community centres.

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 11.0.6 It shall be the intention of Council to instruct the Committee, when considering the imposition of terms and conditions to permit the establishment or expansion of schools and/or 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 and active transportation connections are provided; and
- (d) the site is fully serviced.

Policy 11.0.7 Council shall instruct the Committee to have regards for policy 11.0.6 when considering any of the following land uses:

- (a) fire and police stations;
- (b) ambulance stations; and
- (c) assisted living or independent living facilities.

11.1 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 11.1.1 Council shall permit police, fire and ambulance stations in any area designated and suitable for such development on the Generalized Future Land Use Map.

Policy 11.1.2 It is essential for fire and life safety protection, that Fire and Rescue staff be included in discussions, planning and implementation of building and / or development application, including, where necessary, subdivision applications. The particular issues that need to be reviewed include, but are not limited to, access to property for fire and emergency vehicles, minimizing emergency response time, ensuring appropriate water flows as required under the National Building Code of Canada and the National Fire Code of Canada (with local Fire and Rescue Department input). Input for life safety and fire issues shall be required for all developments, whether access is by way of a public street or private road.

Policy 11.1.3 Council shall examine the distribution of fire hydrants and ensure that existing deficient areas and future development areas have adequate fire protection systems.

Policy 11.1.4 As required, Council shall authorize the preparation of a fire flow analysis study for the purpose of identifying existing deficiencies in the water system for firefighting 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 11.1.5 Council shall ensure that the firefighting and emergency response function of the department is maintained at a suitable level to ensure that residents of the Town are adequately served.

Policy 11.1.6 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.

CHAPTER 12: ENVIRONMENT

12.0 Environmental Policies

A healthy natural environment and the ability to manage natural resources in a sustainable way are fundamental principles of the community's vision of Riverview.

The community's most dominant feature is the Petitcodiac River. Another key component of the Town is Mill Creek and the surrounding forest. They are community resources which must be protected for generations to come. The Town has acquired significant portions of water frontage property and hundreds of acres surrounding Mill Creek and intend to continue acquiring lands that are deemed important for the community for the purposes of public access to the natural environment.

Similarly, tributaries and wetlands play an important role in the overall function and protection of rivers and lakes and the management of stormwater. These watercourses and environmentally sensitive areas are protected primarily by prohibiting development activity and secondly by land acquisition when recreational uses can be twined with conservation measures, therefore:

The Town of Riverview's Environmental priorities are:

1. to identify and protect those areas of significant scenic, environmental, and wildlife habitat value;
2. to provide for the orderly and comprehensive management of watercourses and floodplains; and
3. to sustain or enhance, where possible, the quality of the environment within the Town as it relates to urban development and human activity.

Policy 12.0.1 Council shall designate the Town's most significant environmentally sensitive areas as Community Use on the Generalized Future Land Use Map.

Policy 12.0.2 Where no alternatives are available, it is the intention of Council to:

- (a) consider variances to watercourse setbacks in consultation with provincial agencies provided that the application is deemed reasonable and demonstrates how the environmental impact of the proposed development will be mitigated.
- (b) Notwithstanding (a), Council shall not consider development within 30 metres of Mill Creek, Turtle Creek, or the Petitcodiac River".

12.1 Environmentally Sensitive Areas

Policy 12.1.1 Council shall endeavour to protect and limit development in all environmentally sensitive areas, including:

- (a) riverbanks and ravines;
- (b) areas with flooding risk;
- (c) areas with significant development constraints;
- (d) significant natural habitat;
- (e) ecosystem services provided by flood plains; and
- (f) other areas of open space value.

Policy 12.1.2 Council shall endeavour to secure land within environmentally sensitive areas:

- (a) through appropriate zoning mechanisms;
- (b) as land for public purposes when required through the subdivision process, where appropriate and;
- (c) through land acquisitions, where appropriate.

12.2 Compatible Uses

Policy 12.2.1 Council shall endeavour 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 12.2.2 Council shall encourage the use of environmentally-sensitive areas for trails, interpretive centres, wildlife habitats, and any other combination of recreational uses that have minimal impact on the surrounding environment.

12.3 Provincial Regulations

Policy 12.3.1 It shall be the intention of Council to ensure that a sustainable approach to development is taken. Part of this approach will require working with the Province to ensure that Regulations relating to watercourses, coastal marshes, environmental impact assessments, protection of watersheds and ground water resources, salt storage and snow removal, solid waste, and regulations related to petroleum storage are respected.

12.4 Watercourse Protection

Policy 12.4.1 It shall be the intention of Council to protect watercourses by establishing an Open Space and Conservation (OS) Zone on riparian areas, as determined by the Digital Topographic Data Base 1998 (DTDB98) published by Service New Brunswick. Watercourses, including Mill Creek and Turtle Creek, shall therefore be subject to a minimum watercourse protection buffer of 30 metres.

Policy 12.4.2 It is the intention of Council to consider development within 30 metres of a watercourse through the appropriate provincial permitting process and subject to variance requirements. Council shall not consider development within 30 metres of Mill Creek, Turtle Creek, or the Petitcodiac River.

Policy 12.4.3 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) Zone.

CHAPTER 13: URBAN DESIGN

13.0 Urban Design Policies

The Town of Riverview prides itself on being a beautiful riverfront community. One of the tools that can be used to preserve this image is the application of Urban Design principles. The Urban Design objectives of this plan shall endeavour to reinforce the goals of this Plan as well as to facilitate increased urban design requirements 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, and should take into consideration “seasonality”(i.e. snowfall).

Design principles will be implemented through Secondary Municipal Plans, Subdivision Master Plans, Rezoning, Terms and Conditions applications and standards contained in Zoning and Subdivision By-laws.

Policy 13.0.1 During the review of new development, significant redevelopment or subdivision the Town will promote the use of the following urban design principles, where applicable, as a means of enhancing the quality of the public realm, and enhancing the health, safety, and welfare of the general public:

- (a) 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 ecosystems, vegetation, and urban forests and parks shall be encouraged.
- (b) The design of new developments shall encourage the preservation, restoration, and enhancement of identified heritage features.
- (c) Building and development review processes will encourage a high standard of building design.
- (d) Landscaping shall be encouraged in all new developments to achieve and maintain aesthetically 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.
- (e) Areas dedicated to public open space shall be used to help shape the Town’s goal to enhance the quality of life. Opportunities to improve links to existing public opens spaces shall be encouraged.

- (f) Ensure wherever possible the views and vistas of the built and natural environment are preserved and enhanced.
- (g) New buildings and public spaces and the retrofitting of existing buildings shall be designed to be accessible to all persons.
- (h) Maintain the street as the primary public space. Maintain the characteristic building setback that defines the street and public environment.
- (i) 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.
- (j) Traffic-calming measures shall be implemented in certain areas through reduced speeds, road widths, and on-street parking to enhance the potential for pedestrian activity.
- (k) Council shall place particular emphasis on the design of intersections of major roads in with major entrances into nearby neighbourhoods and may require design measures that define these intersections.
- (l) All development shall be designed having regard for Active Transportation modes, including public transit and pedestrian-oriented accessibility, convenience, and comfort.
- (m) 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 in which these services are provided may have certain impacts on the surrounding area. Utility facilities shall be in a manner that avoids adverse visual, environmental, health and safety impacts.
- (n) 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. Council shall require landscaped islands and screening in the design of large parking lots.
- (o) Treat architecture as an art. Integrate public art in the building fabric and in important spaces.

13.1 Signage Policies

It is highlighted in many sections of this Plan that urban design is a major priority for the Town. Urban design is not only for buildings, it is also about the Town's streets and streetscapes and how they interact with the public realm. The streetscape is a very challenging component of urban design, as streets are generally seen as piece of infrastructure with one function; to move people from one place to another. Often, the importance of the public realm is overlooked as a component that is formed by the arrangement of the streets, sidewalks, landscaping, parking lots, signage, and building facades. Given that the streetscape in its entirety is formed by both elements from the public and private realms, it requires a collaborative effort to achieve good urban design.

The question of signage has often been a challenging component for municipalities. The purpose of signs: to advertise, requires visibility and that typically involves them being located as close as possible to the street. As a result, they become a prominent part of the streetscape and may consequently have a negative impact on community aesthetics as well as public safety. This is further challenged with the arrival of new technology making signage even more visible.

Electronic message signs are increasing in popularity. What used to be single-colour incandescent screens, typically used to broadcast time and temperature, have grown into dynamic displays using picture-quality resolution allowing unlimited options for businesses to advertise their goods and services. However, this introduces new elements potentially affecting the visual character and safety of our streets.

Depending on the street type and the built form, signage can contribute to enhancing the streetscape or detracting from it. Good design is often said to be subjective; however, proper attention to context and location is very real and objective. The Town's role is to find a balance which allows businesses and other organizations to advertise their offerings, while at the same time, maintain standards of public safety and community aesthetics.

OBJECTIVES

It is an objective of Council to:

1. Recognize the benefits of ensuring a quality streetscape throughout the Town.
2. Recognize the impact of signage on the streetscape and adjacent land uses.
3. Recognize the importance of signage for businesses and other organizations to communicate their brand or offerings.
4. Recognize the need for a new approach in regulating electronic message signs.
5. Ensure that public safety and community aesthetics are not compromised by signage.

Policy 13.1.1 In order to ensure signage does not affect public safety or deteriorate streetscapes and community aesthetics, Council shall establish general zoning provisions to control sign design, type, dimension, height and location;

Policy 13.1.2 Further to Policy 13.1.1, in order to ensure signage respects its context and location, Council may establish special design requirements for signage within specific urban areas of the Town.

Policy 13.1.3 In recognizing potential impacts of the increase in use of electronic message signs, Council shall establish special zoning provisions to address the following:

- (a) Ensuring appropriate distances between electronic message signs and traffic control devices;
- (b) Regulating message transition and duration;
- (c) Restricting the brightness of signs;
- (d) Restricting their hours of operation;
- (e) Requiring signs to have automatic dimming capability; and
- (f) Prohibiting them in sensitive locations.

Policy 13.1.4 In order to ensure community aesthetics and public safety, Council shall direct the Planning Advisory Committee to have special attention to the following when considering a variance or the imposition of terms and conditions for certain types of signs in sensitive locations:

- (a) Ensuring there is no conflict with traffic control devices;
- (b) Design criteria and features to ensure the signage is sensitive to its context and location;
- (c) Ensuring potential light pollution and light trespass into adjacent sensitive land uses is mitigated;
- (d) Protecting special view line and heritage building and sites; and
- (e) The impact of the sign on the streetscape.

Policy 13.1.5 Given that billboard signs may have a significant impact on the streetscape as well as the overall community aesthetics, Council shall not allow them as-of-right in any zone.

Proposal 13.1.6 It is proposed that Council may, subject to a conditional zoning agreement, consider allowing for billboard signs within land in the Commercial Designation, subject to Policy 13.1.5.

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CHAPTER 14: IMPLEMENTATION

14.0 Implementation Policies

This Plan is the primary policy document to guide decision making for growth, development and investment within the Town over the course of the next 20 years. The Plan will be implemented through various regulatory documents including the Zoning By-law which was established in conjunction with the adoption of the Plan.

14.1 Development Approvals and Amendments

Over the course of implementing this Plan, it is intended that all by-law amendments complement and/or support the objectives and policies of the Plan. In situations where there is conflict between any provision in the Zoning By-law or the Subdivision By-law, the Plan prevails.

The Town's objectives with respect to the Plan's implementation are:

1. To ensure all future planning, regulation and decision making by the Town conforms to the general intent of the Municipal Plan;
2. To consider amendments to the Municipal Plan when deemed beneficial to the community's interest; and
3. To ensure that developments, permitted by way of a conditional rezoning or a terms and conditions application, have been carried out in conformance with the conditions imposed.

Policy 14.1.1 Council shall recognize that this Municipal Plan is the principal document for guiding development in the Town. The Municipal Plan shall be used in decision making as follows:

- (a) All forms of development approval including zoning amendments, land subdivision and construction shall be consistent with this Municipal Plan.
- (b) The Zoning By-law and Subdivision By-law shall contain regulations that implement the Municipal Plan.
- (c) Other Town By-laws will support the implementation of this Plan.

- (d) The Town's five-year capital budgeting program and all major public works and capital expenditures will support the implementation of this Plan.
- (e) Secondary municipal plans will be prepared to address specific areas or issues in greater detail. All secondary municipal plans shall be in alignment with the Municipal Plan.

Policy 14.1.2 Council shall require amendments to the policies or schedules of this Plan where:

- (a) any policy or proposal has to be changed;
- (b) there is a request for an amendment to the Zoning By-law which is not permitted by this Plan and subsequent documented studies confirm that the policies of the Plan should be amended; or
- (c) subject to policy 14.1.1 (e), secondary municipal plans have been implemented

Policy 14.1.3 Providing the intentions of all other pertinent policies are satisfied, Council may, for purposes of providing for development of similar uses on properties which abut one another, consider amendments to the Zoning By-law within a designation to provide for development of uses permitted by the zone on the abutting property within the abutting designation as shown on the Generalized Future Land Use Map, forming part of Schedule A of this Plan, except where specifically precluded by the policies of this Plan.

Policy 14.1.4 It is not intended that all lands should be pre-zoned for specific uses. Rather, in order to give Council a greater degree of control, this 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 imposition of terms and conditions shall be considered only if they meet the policies of this Plan.

Policy 14.1.5 As a condition of rezoning approval, Council may require an applicant to enter into a Conditional Rezoning agreement, to be registered on the title of the property. This agreement may require:

- (a) That a time frame be set for the completion of the development, or in the case of a phased development, for the first phase of the development. The time frame will be determined by the scale and nature of the project;

- (b) That, if construction of the development or the first phase of the development has not been completed on the date established as per (a) above, no subsequent phases of development will be permitted;
- (c) That, if construction of the development or the first phase of the development has not been completed within the time frame referred to in (b) above, Council may take steps to cancel the agreement and repeal the rezoning pursuant to the Community Planning Act;
- (d) That, upon repeal of the rezoning pursuant to the Community Planning Act, the land to which the agreement pertains shall revert to the type of zone under which it fell before rezoning.
- (e) Development plans, conditions, and other information that form part of the approval.
- (f) That, in addition to any other securities or bonds Council considers appropriate under the Community Planning Act, the applicant provide a certified cheque in the amount of \$1,000, to cover expenses relating to the cancellation of the agreement and/or repeal of the rezoning. The \$1,000 security shall be repayable on completion of the development for which the rezoning is granted.

Policy 14.1.6 Notwithstanding any other policy or proposal of this 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 to an Integrated Development Zone.

Policy 14.1.7 This Plan may be reviewed when the Minister or Council deems it necessary, but in any case, and pursuant to section 32 of the Community Planning Act, not later than ten years from the date of its coming into force or from the date of its last review;

Policy 14.1.8 Council shall instruct the Committee to establish a monitoring system for developments in which conditions were imposed through either a rezoning agreement or terms and condition application.

Policy 14.1.9 In recognition of the transitional status of many developments approved pursuant to conditional rezonings under the former plan and by-law, and the need to maintain these conditions for the immediate future, it shall not be the intention of Council to repeal all amendments to the former by-law. However, it shall also be the intention of Council to review all conditional rezonings carried over from the former by-law on an annual basis, and where appropriate, consider repeal of the conditional by-law. In addition, where any change is

proposed in the applicable conditions pursuant to the conditional agreements it shall be the intention of Council to consider such a change by an agreement made pursuant to section 59 of the Community Planning Act.

Policy 14.1.10 In considering amendments to the Zoning By-law or the imposition of terms and conditions, the Council and the Committee, in addition to all other criteria set out in the various policies of this Plan, shall have appropriate regard for the following:

- (a) the proposal is in conformity with the intent of this Plan and with the requirements of all municipal by-laws and regulations;
- (b) that the proposal is neither premature nor inappropriate by reason of:
 - i. financial inability of the Municipality to absorb costs relating to the development;
 - ii. adequacy of central or on-site sewage and water supply services and storm drainage measures;
 - iii. adequacy or proximity of school, recreation or other community facilities;
 - iv. adequacy of road networks leading to, adjacent to, or within the development; and
 - v. potential for damage to or destruction of designated historic buildings/sites.
- (c) that controls are placed on any proposed development, where necessary, to reduce conflict with any adjacent or nearby land uses by reason of:
 - i. type of use;
 - ii. height, bulk, appearance and lot coverage of any proposed building;
 - iii. traffic generation;
 - iv. vehicular, pedestrian, bicycle and transit access to/from the site;
 - v. parking;
 - vi. open storage;

- vii. signs; and
- viii. any other relevant matter of urban planning.

- (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 flooding as well as any other pertinent environmental subject; and
- (e) that the proposal meets all necessary public health and safety considerations and that the site design meets all fire protection and access requirements.

Policy 14.1.11 During the review of subdivisions, the Town will have careful consideration for how the goals and objectives of this plan have been applied. Considerations will include, but not be limited to:

- (a) How wetlands and watercourses are preserved and integrated;
- (b) How natural vegetation and trees are incorporated into the design;
- (c) How concept of the complete neighbourhoods (mix of uses, neighbourhood centre, more compact design, walkability, etc) is applied;
- (d) How the concept of complete streets (walking, cycling, transit, vehicles) is applied; and
- (e) How well the proposal addresses the Town's requirements for infrastructure.

Policy 14.1.12 Council shall ensure that the Generalized Future Land Use Map, depicted in Schedule A, is updated annually or when practical to show areas of the Town that are subject to a secondary municipal plan or subdivision master plan.

14.2 Traffic Studies

Policy 14.2.1 A traffic study may be required to assess a proposed development or subdivision. This requirement will be identified at the development review stage of the application.

Policy 14.2.2 Where an application is subject to terms and conditions, rezoning, or a subdivision agreement, the Town may require the developer to contribute to transportation improvements to address matters in the Traffic Impact Study.

14.3 Municipal Organization and Governance

The Town regularly works with other organizations, other levels of government and neighbouring municipalities in the delivery of efficient services to its citizens. This Plan encourages a strategic, cooperative approach with other levels of government and external agencies to foster collaboration and ultimately the realization of plan policies which are beyond the authority of the Town to implement. Although the jurisdiction of the Plan is the Town of Riverview, there are many planning issues that transcend its borders.

The Town's objective with respect to municipal organization and governance is to maintain the ongoing collaboration with neighbouring municipalities and other levels of government on issues of common interest in the Greater Moncton Area and the Southeast Region.

Policy 14.3.1 It shall be the intention of Council to take a proactive role within the general region on local issues such as, but not limited to:

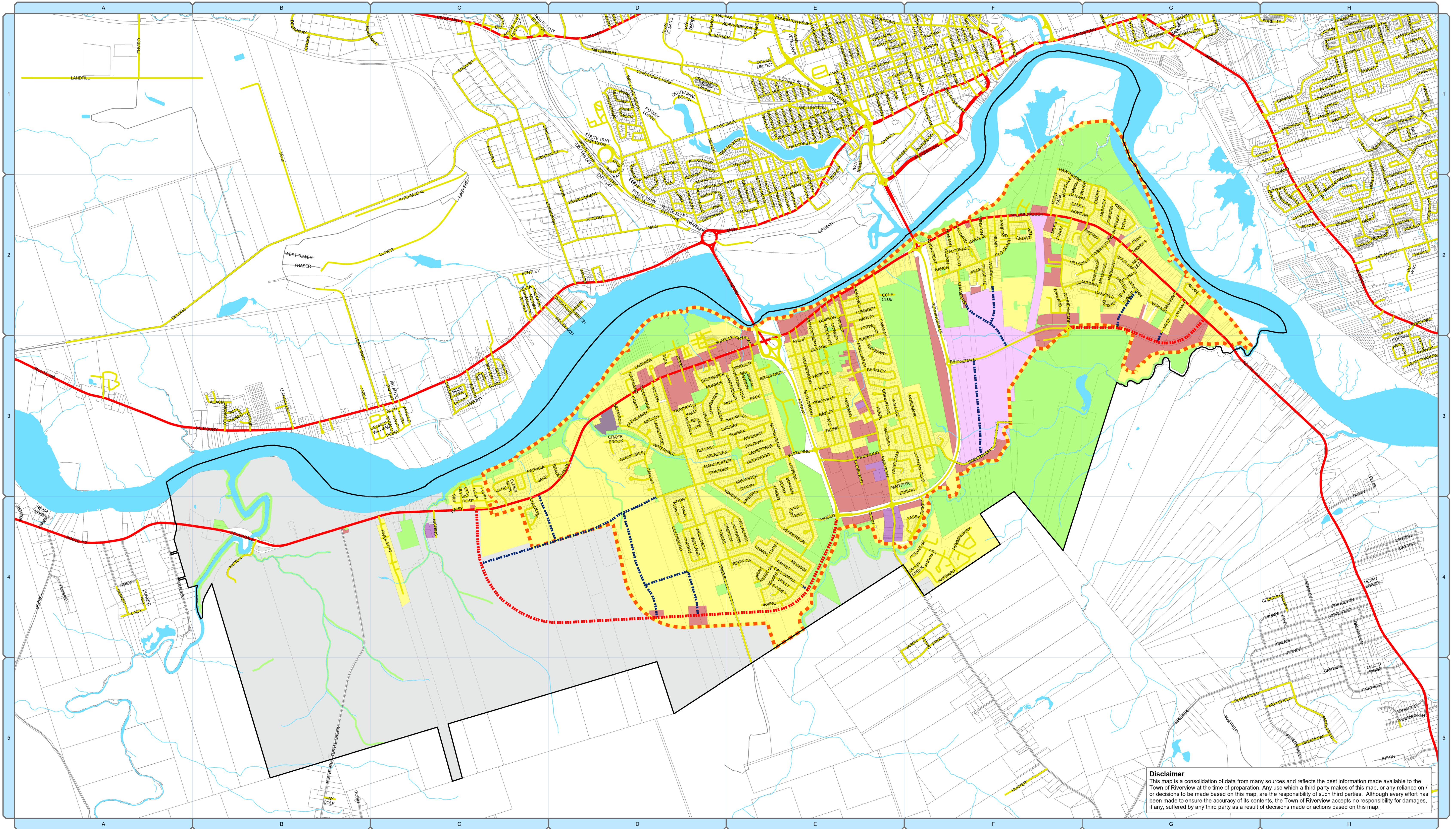
- (a) harmonizing the development / planning process;
- (b) regional sustainability;
- (c) urban forestry;
- (d) climate change mitigation; and
- (e) the Sustainable Transportation Master Plan.

Policy 14.3.2 It shall be the intent of Council to request that the appropriate federal and provincial officials consult the Town prior to disposal of any surplus government lands to private interests.

- Policy 14.3.3** The Town, in the interests of administrative efficiency, will seek and advocate for amendments to the Local Government Act to permit the municipality to create a method of administering encroachments into street right of ways through a duly adopted by-law. In the case of current and future encroachments, it shall be the intention of Council to recognize that the primary purpose for streets is the movement of people either on foot or in vehicles and to seek to maintain the safety of the public in dealing with any encroachment.
- Policy 14.3.4** The Town will seek the cooperation of the New Brunswick Department of Environment and Local Government in providing advice and comments in respect to zoning amendments, subdivision, general planning, land use, other municipal development initiatives and capital projects and will seek an opportunity to ensure the coordination of municipal environmental interests with those of the Province.
- Policy 14.3.5** Town and planning staff will review any new federal or provincial environmental legislation and will advise Council of any change in administrative procedures, capital project planning or plan and/or by-law amendments necessary to facilitate Council's continuing commitment to maintaining environmental accountability.
- Policy 14.3.6** In recognition of the regional nature of most services and the mutual benefits of sharing information, the Town will explore opportunities with the City of Moncton and the City of Dieppe and other organizations and governments for the shared use of databases and application systems.

SCHEDULE A: GENERALIZED FUTURE LAND USE MAP

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Disclaimer
This map is a consolidation of data from many sources and reflects the best information made available to the Town of Riverview at the time of preparation. Any use which a third party makes of this map, or any reliance on / or decisions to be made based on this map, are the responsibility of such third parties. Although every effort has been made to ensure the accuracy of its contents, the Town of Riverview accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this map.

Legend

	Future Arterial		Parcels		Community Use		Integrated Development
	Future Collector		Riverview		Future Development		Residential
	Urban Growth Boundary		Commercial		Industrial		Rural

Schedule A

Town of Riverview

Generalized Future Land Use Map

By-Law No. 300-34

Land Use Amendments

**SCHEDULE B: SECONDARY PLANNING AREA: GUNNINGSVILLE AND
BRIDGEDALE BOULEVARD**

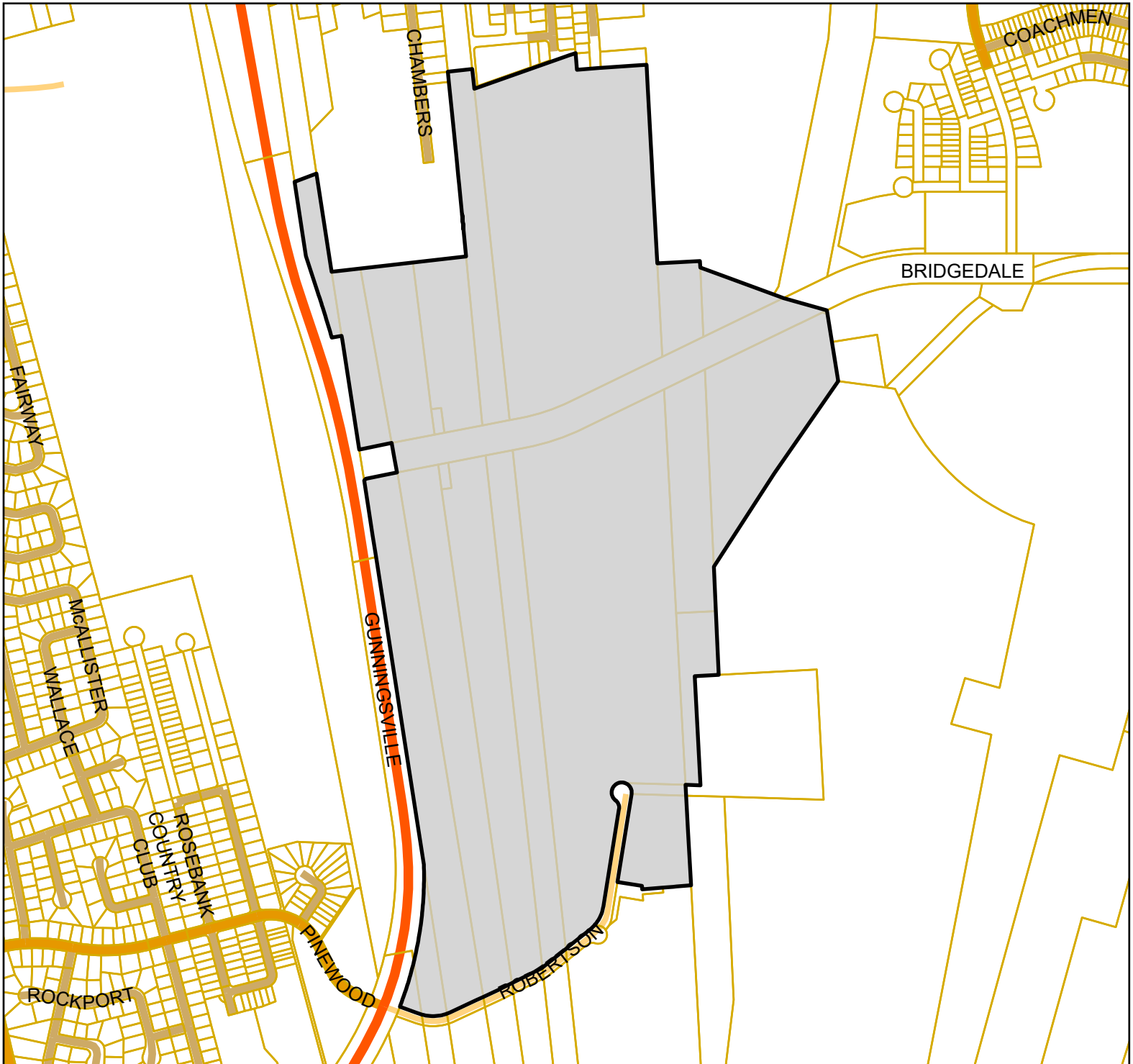
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Schedule B: GUNNINGSVILLE, BRIDGEDALE AND ROBERTSON

Riverview

By Law No. 300-34

Date: 2025-07-07



Legend



Secondary Planning Area



0 250 500 m

SCHEDULE C: SECONDARY PLANNING AREA: WEST RIVERVIEW

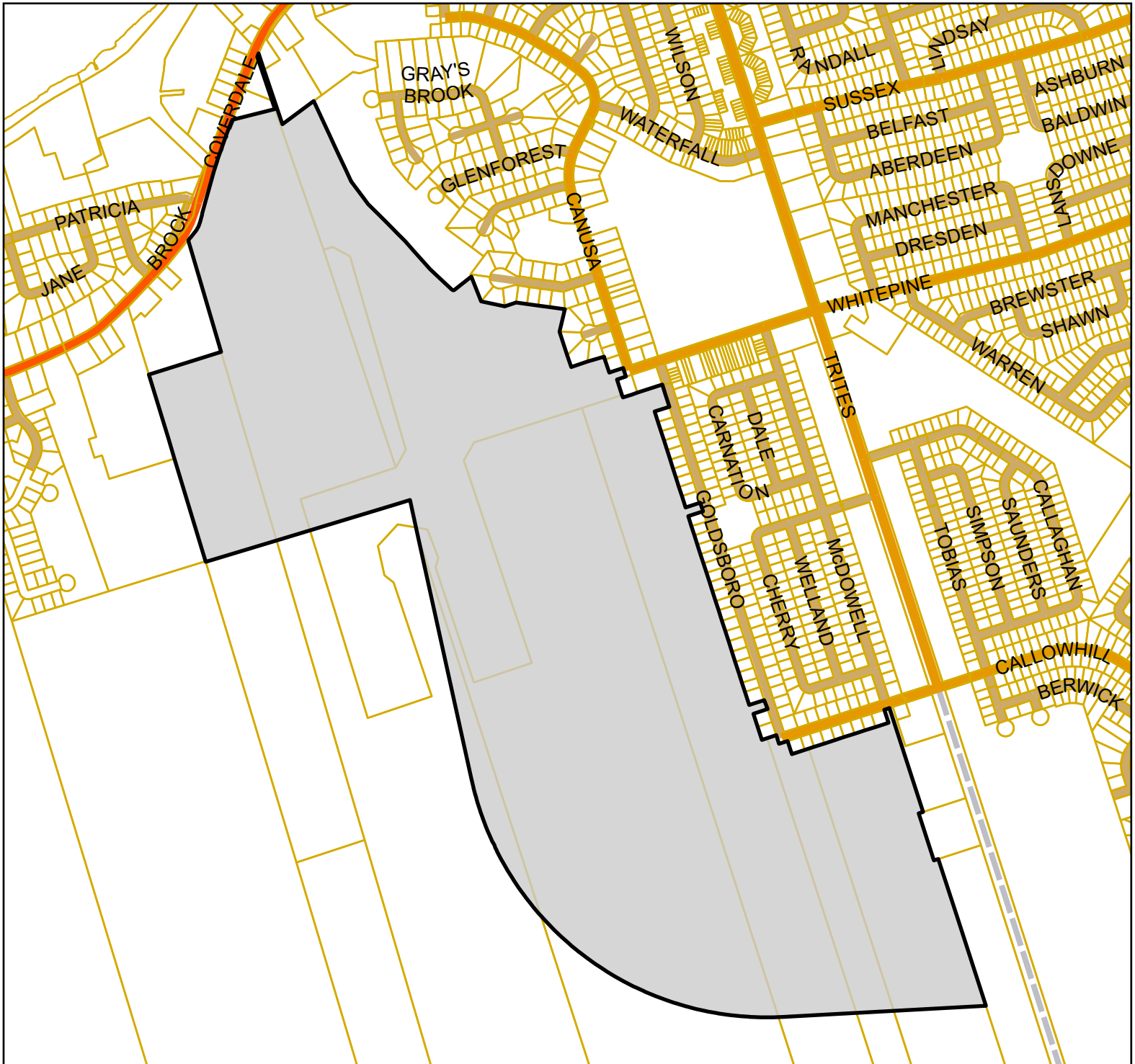
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Schedule C: West Riverview

Riverview

By Law No. 300-34

Date: 2025-08-29



Legend

 Secondary Planning Area

N



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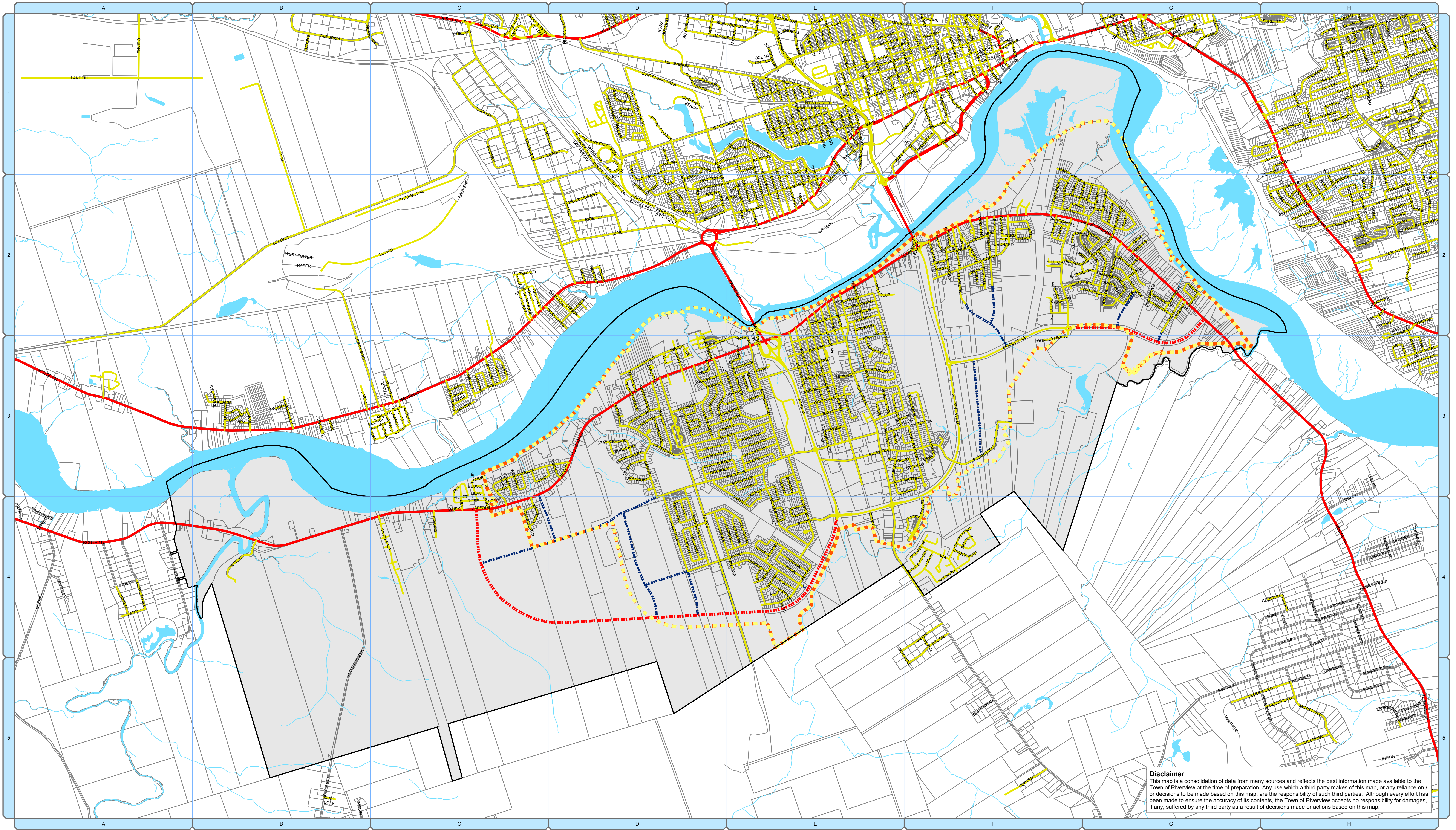
275

550 m



SCHEDULE D: FUTURE ROADS MAP

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Disclaimer
This map is a consolidation of data from many sources and reflects the best information made available to the Town of Riverview at the time of preparation. Any use which a third party makes of this map, or any reliance on / or decisions to be made based on this map, are the responsibility of such third parties. Although every effort has been made to ensure the accuracy of its contents, the Town of Riverview accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this map.

Legend

Collector	Ramp	Other	Parcels
Freeway	Arterial	Future Arterial	Riverview
Local	Local Ramp	Future Collector	Urban Growth Boundary

Schedule D

Town of Riverview

Generalized Future Roads Map

By-Law No. 300-34

Amendments

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SCHEDULE E: 5-YEAR CAPITAL BUDGET

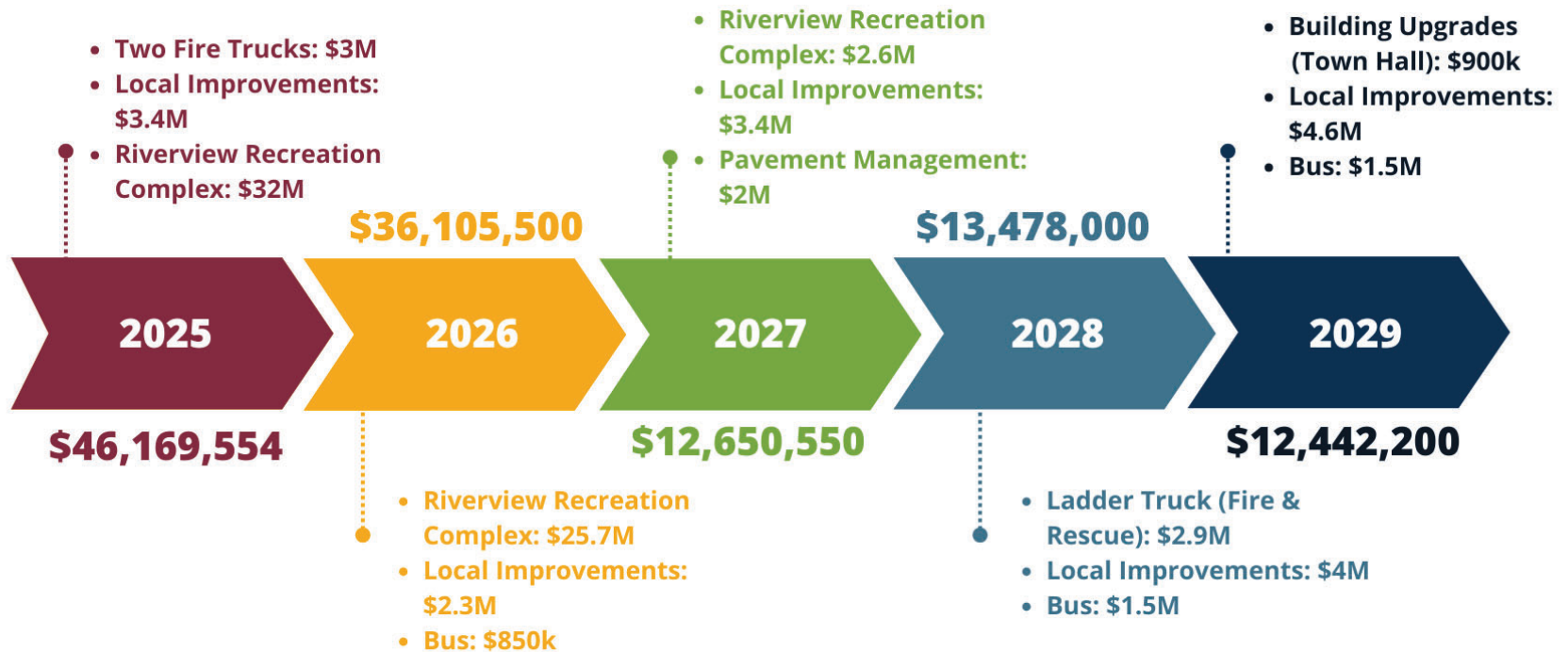
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5-YEAR CAPITAL BUDGET

GENERAL FUND 2025



FIVE YEAR CAPITAL TIMELINE



GENERAL FUND



**Town of Riverview
General Fund
Five-year Capital Budget**

GENERAL GOVERNMENT SERVICES

	Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
Computer Hardware/Software Purchases	73,000	75,000	60,000	64,000	95,000
Bus Purchase	750,000	850,000		1,500,000	1,500,000
Bus Equipment	260,000	180,000	25,000	85,000	90,000
Building Upgrades - Town Hall	-	-	13,050		916,700
Total General Government Services	1,083,000	1,105,000	98,050	1,649,000	2,601,700

PROTECTIVE SERVICES - FIRE, RESCUE & EMO

Live Fire Training Area/Aid	20,000	20,000			
Thermal Imaging Camera (replace)					70,000
PPE Washer (Masks, Helmets, etc.)		50,000			
Technical Rescue Hardware (replace)		40,000			
Tripod (replace)	10,900				
Vehicle - Deputy Chief - Operations (Car 180 replacement)	98,500				
Vehicle - Fire Truck (Rescue 10)	1,585,500				
Vehicle - Medic 19 (replacement)			120,000		
Vehicle - Fire Chief (Car 150 replacement)			102,000		
Vehicle - Fire Truck (replace Engine 13)	1,423,154				
Vehicle (Ladder Truck)				2,900,000	
Vehicle (Brush 14 Replacement)					450,000
Vehicle - Engine 11 door replacement	12,000				
Fire Hall - Architectural Exterior		13,500	101,000		29,000
Fire Hall - Architectural Interior			36,500		87,500
HVAC Upgrades (Replace Rooftop Units)		39,000			
Dorm Renovation (Station)	207,000				
TMR Radio Project	11,500				
Rapid Deployment Craft	6,000				
Total Protective Services - Fire, Rescue and EMO	3,374,554	162,500	359,500	2,900,000	636,500



**Town of Riverview
General Fund
Five-year Capital Budget**

Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
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PARKS, RECREATION, FACILITIES & COMMUNITY RELATIONS

Facilities

Byron Dobson Arena Upgrades	250,000	375,000	225,000		
PCM Aquatic Centre	15,000				
Riverview Recreation Complex (Design, Management and Contingency)	1,870,000	1,640,000	200,000		
Riverview Recreation Complex (Site Development & Construction)	29,090,000	23,070,000	2,410,000		
Riverview Recreation Complex (Pool additions per Donor)	1,000,000	1,000,000			
TOTAL - FACILITIES	32,225,000	26,085,000	2,835,000	-	-

Parks & Greenspaces

Outdoor Skate Park		650,000			
Playgrounds/Equipment	40,000		75,000	75,000	
Lighting at Dobson Field	180,000				
Sports Field Upgrades	70,000	120,000		50,000	50,000
Mill Creek Park	275,000		130,000	200,000	200,000
Trail and Site Furniture	65,000		25,000		25,000
Signage	40,000				
Active Transportation - Trail Upgrades	60,000	40,000	40,000	20,000	20,000
Riverfront Trail Decking	275,000				
TOTAL - PARKS & GREENSPACES	1,005,000	810,000	270,000	345,000	295,000

Vehicles & Equipment

PR-7453 / 2014 Dodge Van	50,000				
PR-7454 / 2015 Dodge Van		50,000			
PR-NEW / 1/2 Ton CC (RRC)		65,000			
PR-7542 / 2018 Ford Sedan				33,000	
PR-7899 / 2019 Ford EC					65,000
PR-7805 / 2023 Chev RC			33,000		
TOTAL - 1/2 TON TRUCKS & LIGHT DUTY VEHICLES	50,000	115,000	33,000	33,000	65,000



**Town of Riverview
General Fund
Five-year Capital Budget**

	Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
PR-7561 / 2014 F350 RC	88,000				
PR-7565 / 2015 Chev RC	88,000				
PR-7578 / 2016 Chev RC		90,000			
PR-7673 / 2017 Chev CC			90,000		
PR-7674 / 2019 Chev CC					95,000
TOTAL - 3/4 & 1 TON TRUCKS	176,000	90,000	90,000	-	95,000
PR-7312 / 2013 20' Landscape	12,000				
TOTAL - TRAILERS	12,000	-	-	-	-
PR-7910 / 2011 Kubota RTV	45,000				
PR-7950 / 2016 Artic Cat Snowmobile				25,000	
Tundra 600 EFI Snowmobile	15,000				
PR-7231 / 2012 Zamboni Ice Resurfacers			215,000		
PR-7282 / 2015 John Deere Tractor			90,000		
PR-7281 / 2016 Kubota Tractor				90,000	
PR - NEW / 2026 Tractor		90,000			
TOTAL - UTILITY VEHICLES	60,000	90,000	305,000	115,000	-
PR-7001 / 2015 Kubota F3390	36,000				
PR-7002 / 2016 Kubota F3390		37,000			
PR-7006 / 2017 Kubota F3390			38,000		
PR-7009 / 2018 Kubota F3390				38,000	
PR-A7282 / 2006 Diamond 3-Point Drag		11,000			
PR-A7578 / 2019 Fisher V Snow Plow					15,000
PR-A7286 / 2005 Bannerman Top-Dresser					16,000
TOTAL - MOWERS & TURF EQUIPMENT	36,000	48,000	38,000	38,000	31,000
Total Parks, Recreation and Community Relations	33,564,000	27,238,000	3,571,000	531,000	486,000

**Town of Riverview
General Fund
Five-year Capital Budget**



Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
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ENGINEERING & PUBLIC WORKS

Operations Centre

Access card system replacement		70,000			
Replace window sealant south side			15,000		
Salt shed single door replacement				10,000	
Suspended metal ceiling tiles replacement					45,000
Operations Centre Sub-Total	-	70,000	15,000	10,000	45,000

Parking Lot Improvements

Town Hall - full dig out, fix subbase drainage & pave			300,000		
Fire Station - dig out and pave			560,000		
55 Biggs Dr. - dig out a section and pave			22,000		
Parking Lot Improvements Sub-Total	-	-	882,000	-	-

Pavement Management

Resurfacing Blair St	550,000				
Resurfacing Philip Rd(Pine Glen Rd to Wilmot Ave)	100,000				
Resurfacing Old Coach Rd(Hillsborough Rd to Ford St)	200,000				
Seal Suffolk St	81,000				
Seal Westview Ter	56,000				
Seal Sherwood Ave	50,000				
Seal Manning Rd	55,000				
Resurfacing Hillsborough Rd(Harmony Dr to Manning Rd) * (DTI \$510K)		1,200,000			
Resurfacing Gunningsville Blvd (Coverdale Rd to Bridgedale Blvd)			640,000		
Resurfacing Gunningsville Blvd (Bridgedale Blvd to Pinewood Rd)				760,000	
Resurfacing Gunningsville Blvd (Pinewood Rd to Pine Glen Rd)					785,000
Seal - Whitepine (Cleveland to Pine Glen)		90,000			
Resurfacing - Biggs Dr			320,000		
Asphalt Seal - previous year local Imp projects		210,000	300,000	300,000	300,000
Resurfacing - previous year watermain trench projects		800,000	800,000	800,000	800,000
Pavement Management Sub-Total	1,092,000	2,300,000	2,060,000	1,860,000	1,885,000



**Town of Riverview
General Fund
Five-year Capital Budget**

Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
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Local Improvement (Reconstruction)

Pre design work (LI)	50,000	50,000	50,000	50,000	50,000
Garland Dr	660,000				
Pinegrove Dr	580,000				
Vernon Ave(Pinegrove Dr to Manning Rd)	820,000				
Whitepine Rd(Cleveland Ave to Pine Glen Rd)	1,300,000				
Bayley Rd		1,010,000			
Hiltz Ave Phase 1 (Hillsborough Rd to Vernon Ave)		990,000			
Vernon Ave(Manning Rd to Hiltz Ave)		300,000			
Downey Ave			1,940,000		
Torwood Ct			1,450,000		
Woodstock Ave				720,000	
Emery St				2,090,000	
Hiltz Ave Phase 2 (Vernon Ave to End)				1,180,000	
Dobson Rd					2,200,000
Philip Rd(Blythwood Ave to Montgomery Ave)					1,250,000
Miles Rd					1,100,000

<i>Local Improvement (Reconstruction) Sub-Total</i>	3,410,000	2,350,000	3,440,000	4,040,000	4,600,000
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**Town of Riverview
General Fund
Five-year Capital Budget**

Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
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Active Transportation - Sidewalks, Traffic Lights, Signals, Crosswalks

Trites Rd/Coverdale Rd signals	500,000				
LED replacements on Gunningsville Blvd	525,000				
Decorative lights & u/g wires	90,000	90,000	90,000	90,000	90,000
Buckingham Ave@ Whitepine Rd all-way stop	60,000				
Sussex Ave sidewalk * (Funding \$300,000)	560,000				
Pedestrian signal replacement - Coverdale Rd @ Pine Glen Rd	38,000				
Pedestrian signal replacement - Coverdale Rd @ Buckingham Ave	43,000				
Pedestrian signal replacement - Coverdale Rd @ Biggs Dr		45,000			
Pedestrian signal replacement - Coverdale Rd @ Blythwood Ave		45,000			
Replacement of attenuators at Gunningsville Blvd intersections	35,000				
Hillsborough Rd sidewalk repairs (Harmony Dr to Manning Rd) * (DTI)		180,000			
Hillsborough Rd new Sidewalk (Civic #890 to Town Limits) * (DTI)			130,000		
Hillsborough sidewalk (Manning Rd to Civic #890) * (DTI)				100,000	
Deco lights replacement - Coverdale Rd (Pine Glen Rd to Findlay Blvd)		50,000	400,000	400,000	
New Beaconhill Ter transit station Phase 1		150,000			
Decorative Lights LED retrofit - McAllister Park / Various locations					90,000
Buckingham Ave - traffic calming			60,000		

Active Transportation - Sidewalks, Traffic Lights, Signals, Crosswalks Sub-Total	1,851,000	560,000	680,000	590,000	180,000
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**Town of Riverview
General Fund
Five-year Capital Budget**

Vehicles and Equipment

	Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
EPW-02 / 2016 Chev 4x4	65,000				
EPW-03 / 2018 Chev 4x4				68,000	
EPW-14 / 2019 Chev 4x4					68,000
EPW-31 / 2016 Chev 4x4	65,000				
TOTAL - 1/2 TON TRUCKS	130,000	-	-	68,000	68,000
EPW-04 / 2015 Chev 1 Ton 3500		110,000			
EPW-24 / 2014 Chev 1 Ton	110,000				
EPW-12 / 2024 Ram 5500					120,000
EPW-37 / 2013 Ford 1 Ton F350		110,000			
TOTAL - 1 TON TRUCKS	110,000	220,000	-	-	120,000
EPW-09 / 2017 Freightliner Single Plow 550	420,000				
EPW-11 / 2022 Freightliner Single Plow				430,000	
EPW-15 / 2020 Freightliner Tandem Plow			430,000		
EPW-28 / 2020 Freightliner Tandem Plow		420,000			
EPW-38 / 2023 Freightliner Single Plow					440,000
TOTAL PLOW TRUCKS	420,000	420,000	430,000	430,000	440,000
EPW-08 / 2020 Freightliner Sewer Cleaner			800,000		
EPW-16 / 2020 Freightliner Sweeper				450,000	
EPW-23 / 2020 John Deere 190 Excavator					545,000
EPW-18 / 2019 Cat 440 Backhoe		250,000			
EPW-19 / 2020 Cat 440 Backhoe				250,000	
New Mid-Size Wheel Excavator	350,000				
TOTAL HEAVY EQUIPMENT	350,000	250,000	800,000	700,000	545,000



**Town of Riverview
General Fund
Five-year Capital Budget**

	Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029
EPW-21 / 2018 MV4 Blower					215,000
EPW-22 / 2017 MV4 Blower		210,000			
EPW-40 / 2015 MT6 Blower	210,000				
TOTAL SIDEWALK BLOWERS	210,000	210,000	-	-	215,000
EPW-10 / 2021 Cat 938M Loader					470,000
EPW-35 / 2016 Cat 938 Loader		450,000			
EPW-34 / 2017 Komatsu Loader				460,000	
Grader		620,000			
TOTAL LOADERS	-	1,070,000	-	460,000	470,000
Paint equipment - Mobile				15,000	
EPW-36 / 2020 Bagela 10000 Asphalt Recycler			230,000		
EPW-49 / 2020 KM8000 Hot Box			85,000		
EPW-33 / 2017 Larue Blower				225,000	
Various small equipment		150,000			150,000
Stand on paint machine (New)	60,000				
Lifts for shop (2 New)	55,000				
Sweeper for Sidewalk Machine (New)	40,000				
Diagnostic Computer for Shop (New)	10,000				
Valve Nut Tool Kit (New)	20,000				
Valve Turner Controller (New)	7,000				
Tool Kits for foreman trucks (New)	6,000				
V Plow for One Ton to replace existing (New)	22,000				
Shouldering machine	150,000				
Remote controlled track mulcher & grass cutter	180,000				
Shelving for shop	25,000				
TOTAL SMALL EQUIPMENT	575,000	150,000	315,000	240,000	150,000
Vehicles and Equipment Sub-Total	1,795,000	2,320,000	1,545,000	1,898,000	2,008,000
Total Engineering and Public Works	8,148,000	7,600,000	8,622,000	8,398,000	8,718,000
TOTAL GENERAL CAPITAL	46,169,554	36,105,500	12,650,550	13,478,000	12,442,200

SCHEDULE F: GLOSSARY OF TERMS

Active Transportation

The different modes of transportation that rely on human power rather than machine power. These may include cycling, walking, running and skateboarding.

Amendment

A change made to a previously adopted policy or by-law.

Committee

Means the Town of Riverview's Planning Advisory Committee

Community

A group of people with similar or shared culture, concerns or geography.

Community Planning Act (the Act)

The provincial Act that establishes the jurisdiction and responsibilities of municipalities within the province of New Brunswick to undertake planning and related activities. (*Community Planning Act*, S.N.B. 2017, c. 19)

Complete Neighbourhoods

Complete neighbourhoods are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another.

Council

The elected legislative body that governs the Town of Riverview.

Density

In a planning context, density usually refers to the number of dwelling units, square metres of floor space, or people per acre or hectare of land.

Greenfield

With the exception of agricultural or forestry uses, usually represents a piece of undeveloped property, and is considered as a site for expanding urban development.

Infill / Infill Development

A type of development occurring in established areas of the Town. Infill can occur on long-time vacant lots, or on pieces of land with existing buildings, or can involve changing the land use of a property from one type of land use to another.

Land Use

The various ways in which land may be used or occupied.

Land Use Designations

Geographic-specific land use categories. They have associated sets of land use and management policies that are applied to specific areas.

Land Use Policy

Policies that include general land use intent as well as permitted and restricted uses in an area and selective guidelines associated with some land uses. Policies are derived from legislation, broad government direction, studies and best urban planning practices.

Mix-Use

The development of a tract of land, building or structure that includes two or more different land uses, such as, but not limited to; residential, office, community or retail.

Municipal Plan

A statutory policy document that describes the intended location and character of future development as identified in the Growth Strategy, in addition to policy for other important planning matters.

Parks & Natural Areas

Lands identified as inappropriate for any form of development, including resource use.

Plan Review Committee

A citizen-based committee created to help develop a new Municipal Plan for the Town of Riverview.

Province

The Province of New Brunswick

Public Realm

The public realm includes all exterior places, linkages and built-form elements that are physically and/or visually accessible regardless of ownership. These elements can include, but are not limited to streets, pedestrian ways, bikeways, bridges, plazas, nodes, squares, transportation hubs, gateways, parks, waterfronts, natural features, view corridors, landmarks and building interfaces.

Secondary Plan

A term used to describe a detailed statutory plan which includes a statement of the Town's policies and proposals for the development, redevelopment or improvement of a specific area of the Town.

Streetscape

The scene as may be observed along a public street, composed of natural and man-made components including buildings, paving, planting, street hardware and miscellaneous structures.

Subdivision

The process (and the result) of dividing a parcel of raw land into smaller buildable sites, blocks, streets, open space and public areas and the designation of the location of utilities and other improvements.

Town

Refers to the corporation of the Town of Riverview.

Urban Growth Boundary

The urban boundary of an urban area defines the boundary between the areas which are designated for eventual urban development and the areas intended to remain in rural uses over the long-term (i.e. the next 30 years, or longer).

Urban Design

The complete arrangement, look and functionality of any area(s) within a town, city or village.

Urban Form

The three dimensional expression of buildings, landscapes and urban spaces.

Urban Structure

A spatial articulation of Town building objectives based on land use, physical layout and design.

Walkable or Walkability

Refers to the measurement of how conducive a place is to walking. This includes the physical nature of a place and other factors, such as safety and perceived enjoyment. Walkability is influenced by several factors including proximity to one's destination (for example, work or school), the quality of pedestrian facilities, availability of parks and public spaces, urban density, mixture of uses and the presence of a defined urban centre.