

# Riverview Planning Advisory Committee

## Staff Report

**Subject:** Type 2 Subdivision: Extension of Vintage, Matthew, Rebecca, and Irving;

**File number:** 25-1983

**From:**



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Planner / Agent d'aménagement

**Reviewed by:**



Lori Bickford

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### General Information

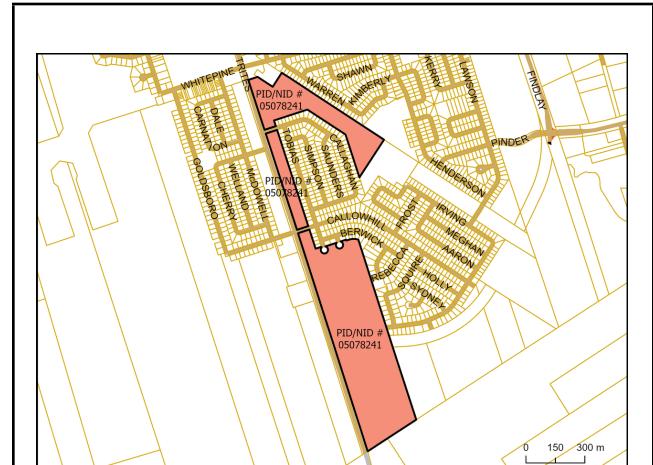
#### **Applicant:**

Life Radford

**Landowner:** Greater Moncton Developments Ltd

#### **Proposal:**

The proposed subdivision extends Vintage Avenue, Matthew Avenue, Rebecca Avenue and Irving Road to create new lots for future residential development. It also designates LFPP.



**Property Location Map**

 Subject Property

 N

### Site Information

**PID:** 05078241

**Lot Size:** 42.85 ha

#### **Location:**

South of Berwick Street, West of Trites Road

#### **Current Use:**

Vacant

**Zoning:**

Residential Low Rise

**Future Land Use:**

Residential

**Surrounding Use & Zoning:**

Residential Low Rise (R-LR) and Residential Mid Rise (R-MR)

**Municipal Servicing:**

Property has access to municipal services

**Access-Egress:** Property extends public streets to act as access to new residential lots

## **Municipal Plan Policies**

### **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.

### **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.

## **Residential Low-Rise**

**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.

## **Parks, Open Spaces and Recreational Facilities**

**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

## **Zoning and/or Subdivision By-law Regulation**

### **Zoning By-law**

#### **8.2 Residential Zones Lot Requirements**

##### **R-LR**

Lot size for single unit dwellings: 350m<sup>2</sup>

Lot frontage for single unit dwellings: 15m

### **Subdivision By-law**

#### **Streets and Services**

2. (1) In a subdivision, unless otherwise stipulated by the Committee, streets required pursuant to subsection 3(1)(a) of this by-law shall:

(a) contain the following minimum right of way width:

...

- urban collector minor - 20 meters

- urban local primary- 20 metres

(b) be constructed with the following minimum driving surface:

...

-urban local minor- 9.8 meters

-urban local primary- 9.8 metres

...

(c) in the case of a cul de sac, 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. If permitted, a cul de sac shall not exceed a maximum length of 183 meters and contain a radius not less than 18 meters for the turning area. Maximum length of a cul de sac is intended to be measured from the intersection street right of way to the back of the turning area;

(d) not exceed a horizontal grade of 6% for arterial and collector streets and 8% for local streets. The minimum desirable grade of any street shall be 0.8%, unless approved by the Town's Engineering Department;

(e) in the case of phased development, be constructed in their entirety, including underground infrastructure, curb and gutters, asphalt, street lighting and sidewalks, if required from the intersecting roadway to the back lot line of corner lots;

(f) intersect other streets at 90 degrees.

(g) not be closer than 60 meters to another street whether the said street is located on the same side or the opposite side of the street. This distance is to be measured from the closest edges of the street right of way boundaries; and

(h) together with other required facilities as mentioned in section 5 of this by-law be designed by a Professional Engineer licensed to practice in the Province of New Brunswick in accordance with the Town of Riverview's infrastructure standards as provided for in the latest edition or version of the  
*"Subdivision Development -Procedures, Standards and Guidelines".*

(2) Names of streets in a subdivision are subject to the approval of the Committee.

#### Lots and Blocks

(4) Unless otherwise stipulated by the committee, every block shall be a minimum of 150 meters in length and not exceed 365 meters in length. The block shall be designed with a depth to permit two lots between the streets.

#### Lands for Public Purposes

4. (1) As a condition of approval of a subdivision plan, land in the amount of ten (10) percent of the area of the subdivision exclusive of public streets, at such location as assented to by Council pursuant to the Community Planning Act, is to be set aside as "lands for public purposes", and so indicated on the plan.

(2) Council may require, in lieu of land set aside under subsection (1), a sum of money to be paid to the municipality in the amount of eight percent of the market value of the land in the proposed subdivision at the time of submission for approval of the subdivision plan exclusive of streets intended to be publicly owned.

(3) Nothing in this section shall affect the ability of the applicant and the Town of Riverview to enter into an agreement providing for the setting aside of part land and part cash-in-lieu, provided that the aggregate value to the Town shall not be less than that provided in subsections (1) or (2).

(4) Where Land for Public Purposes is substandard the Developer shall, where required to accommodate the designated use of the said lands, grade and level the said land and install all necessary drainage systems, and other municipal infrastructure including connection to mains, all of which shall be in accordance with the Town of Riverview's Standard Municipal Specifications.

## **Internal Consultation & External Consultation**

The proposal was discussed with the Development Review Committee (Planning, CAO/Clerk, Engineering and Public Works, Economic Development, Parks and Recreation, and Fire Departments).

Engineering had concerns related to transportation connectivity and civic numbering, which the applicant has worked to address. Engineering is now okay with the proposed tentative subdivision plan and will work with the applicants to determine finalized engineering and construction details as a part of the subdivision process.

Parks and Recreation requested that an active transportation (pedestrian) connection be added to the plan to provide a connection from the new neighborhood to the future West Riverview Boulevard, which will likely contain active transportation. Additionally, Parks and Recreation indicated that the existing Park on Rebecca Avenue could provide Park amenities for the new proposed neighborhood and cash-in-lieu of Land for Public Purpose (LFPP) could be accepted.

Public Utility Companies were contacted on the location of the proposed Public Utility Easements. No concerns were raised with the proposed 5m wide PUEs.

## **Discussion**

The proposed subdivision plan aims to extend Rebecca Avenue, Vintage Avenue, Matthew Avenue, and Irving Road to create new lots for future residential development. Additionally, the plan looks to establish a future street for a future extension of Rebecca Avenue to Trites Road. A small strip of Land For Public Purpose is proposed at the south side of Irving Road to provide a pedestrian connection to the Future West Riverview Boulevard. The Community Planning Act requires that the Planning Advisory Committee recommend to Council the location of new public streets and LFPP.

The property is zoned Residential Low Rise (R-LR) and abuts an existing neighbourhood within West Riverview, which the proposed subdivision plan connects to via street extensions.

The location of public streets has been reviewed by staff and meets the requirements of the Town of Riverview Subdivision By-law. The extension of Rebecca Avenue to the West (ending in a future street) intends to provide access to Trites Road in the long term. This was identified as an important connection in the neighborhood and would alleviate traffic pressure to the north at the Vintage Avenue/Callowhill Road intersection as well as improve transportation connectivity within the proposed neighborhood. The Rebecca/Vintage Avenue intersection also allows Vintage Avenue to terminate at the intersection with

Rebecca Avenue and become Irving Road to the south. Currently, civic numbers run in ascending order along Irving Road, but descend in order along Vintage Avenue. The change in street name at the proposed Rebecca Avenue intersection allows a clear transition between these two opposing civic number patterns.

As the public streets in the tentative subdivision plan are extensions of existing streets, names of the streets do not need to be assented to by Council. Staff have confirmed that the street names are registered with NB 911 and were previously approved by Council in the past.

The proposed tentative subdivision plan provides a small strip of LFPP which would provide a pedestrian connection to the future West Riverview Boulevard. This connection was also identified as an important connection in the neighborhood as the future West Riverview Boulevard could have an active transportation corridor and would allow the proposed neighborhood access to amenities such as the Dobson Trail, Winter Wonderland Park, and Mill Creek Nature Park beyond.

The LFPP connection is 267m<sup>2</sup> and makes up 0.39% of the land, exclusive of roads, on the tentative subdivision plan. As this is less than the required 10% LFPP, cash-in-lieu is proposed to compensate for the difference. An existing park along Rebecca Avenue abuts the subject property to the east and would provide park amenities to the proposed neighborhood. For this reason, Town staff have indicated that they are willing to accept cash-in-lieu of additional LFPP. Town administration and the developer have agreed on a cash-in-lieu value of \$29,230.68 based on the approximate value of the land. The Subdivision By-law allows a combination of LFPP and cash-in-lieu to be given, as is proposed here.

Overall, the proposed subdivision plan extends existing streets and fits into the suburban context of the surrounding low-rise residential neighborhoods. Important transportation connections are provided: namely the extension of Rebecca Avenue west allowing future connection to Trites Road, and the pedestrian connection (LFPP) south to the future West Riverview Boulevard. A combination approach of LFPP and cash-in-lieu is proposed, which -- given the proximity of the park on Rebecca Avenue abutting the property -- is considered to be acceptable by staff. For these reasons, staff are supportive of the application.

## **Public Notice**

No public notice was required for this application.

## **Legal Authority**

Community Planning Act

(1) If a subdivision plan of land in a municipality provides for the laying out of public or future streets or the setting aside of land for public purposes, approval of the plan by the development officer shall not be given until the plan has been assented to by the council.

(4) An assent under this section shall not be given until

- (a) subject to subsection (8), the advisory committee or regional service commission has recommended the location of the streets referred to in subsection (1) or (2) or the land for public purposes referred to in subsection (1) or (3), or both, as the case may be, or the recommendation has been rejected by a majority of the members of council, and
- (b) paragraph 75(1)(i) has been complied with.

## **Recommendation**

### **Item 1**

Staff respectfully recommend that the Riverview Planning Advisory Committee RECOMMENDS to the Riverview Council the location of the streets as proposed on the Tentative Amending West Riverview Subdivision Plan prepared by JRD Engineering dated January 30, 2026 as the proposed roads conform to the framework provided in the Subdivision By-law and Community Planning Act for suitable road locations, subject to the following conditions:

- a) All streets and services are to be constructed to the Town of Riverview specification.
- b) The developer shall enter into a subdivision agreement with the Town of Riverview for the construction of streets and services.

### **Item 2:**

Staff respectfully recommend that the Riverview Planning Advisory Committee RECOMMENDS to the Riverview Council the location of the Lands for Public Purposes as proposed on the Tentative Amending West Riverview Subdivision Plan prepared by JRD Engineering dated January 30, 2026 as the proposed lands provide an important pedestrian connection to the future West Riverview Boulevard.

