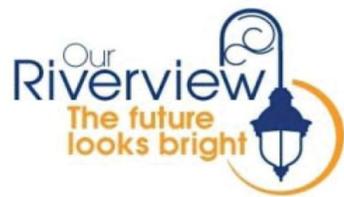


Town of Riverview
Municipal Development Plan 2013
By-law No. 300-32



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CHAPTER 1: INTRODUCTION

1.0 Introduction

This plan is prepared under the provisions of Section 23 of the Community Planning Act, Province of New Brunswick. This document constitutes the Municipal Plan for the Town of Riverview. It replaces the Municipal Plan adopted by Town Council on October 23, 2006 by By-law No. 300-30.

The objective of this Plan is to establish policies and proposals which will guide and encourage the orderly economic, physical, social and environmental development of the Town of Riverview. This Plan is prepared to guide all future use of land within the Town. The Plan has a 20 year implementation horizon and is in effect for a 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 the Committee regarding any proposed amendments.

The review and update of the Town of Riverview 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. 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 former Greater Moncton Planning District Commission. The work involved with the review of the Municipal Plan consisted of four main components: background studies and analysis; consultation process; preparation of Municipal Development Plan By-law; and the formal by-law adoption process.

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, outline goals and objectives, these are intended to assist with setting the context for policies and proposals that follow.

To fully understand 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 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 at the end of this document (Schedule C) which 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 in this Plan (Schedule D)

helps to explain a number of words or phrases used in this document. 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 in order to ensure that it still meets the goals and aspirations of the municipality.

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

“Riverview is a lifestyle. Our town balances its unique rural and urban qualities to build a welcoming, safe, healthy and economically vibrant community.”

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

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

Goals of the Municipal Development Plan

- (a) Continue to enhance, maintain and develop the Town of Riverview's image as a pleasant, safe, clean, accessible community with an attractive quality of life within the greater Moncton area;
- (b) Attract and accommodate a greater percentage of regional population growth and encourage immigration;
- (c) Provide for new growth and development in an orderly manner while, at the same time, maintaining and enhancing the community's existing neighbourhoods;
- (d) Maintain a high level of recreation programming in the town, as well as ensure that new developments provide access to recreational facilities such as sports fields, parks, and walking trails;
- (e) Strengthen the trails network by focusing on connectivity and providing access to riverfront and protected watercourses;
- (f) Provide a residential housing mix reflective of the diversity of current and future needs, range of income levels and lifestyle choices;

- (g) Establish a strong and vibrant downtown area;
- (h) Develop retail and service uses at a scale and range to serve the Town, as well as the regional population, which should contain a concentrated mix of retail and commercial land uses and serve as significant employment areas;
- (i) Provide adequate municipal services and associated utilities to sustain existing and facilitate future development;
- (j) Protect and enhance the natural environment; and
- (k) Protect the rural land area from premature development by focusing growth where municipal services and infrastructure already exist.

CHAPTER 3: GENERAL DEVELOPMENT

3.0 General Development

The Town of Riverview has continued to experience population growth since the 1980s. The Town's population grew by 7.3% from 2006 to 2011 to a total of 19,128 residents. It is also recognized that the Town of Riverview has experienced significant change over the last twenty years. The level of urbanization has changed the community and it has become clear that planning policy must keep pace, ensuring that these changes benefit our Town.

Within the Greater Moncton area, the Town of Riverview benefits from the prosperous growth and development occurring in the region. Major development in the region brings new people to the area. Riverview's socio-economic profile is poised to improve with the new Petitcodiac River crossing in Gunningsville. This document takes into account that the Town has made significant infrastructure investments over the past few years. These investments have enabled continued development on vacant lands within the urban growth boundary. Major infrastructure investments such as the Gunningsville Bridge and Gunningsville Boulevard have created an effective link between Riverview and downtown Moncton. Moreover, the new boulevard and crossing, combined with the completion of the Mill Creek Collector Sewer and the announcement of the new school site, should result in an increase demand for housing in East Riverview.

In the south area of town, the Findlay Business Park has been made much more accessible with the location of Gunningsville Boulevard. This has facilitated development and this growth is expected to continue as prime land is still available.

This Plan also recognizes that, as municipalities move toward fiscal autonomy and smart growth principles, it is imperative that new development be as efficient as possible, concentrating growth where municipal services are available or can easily be provided.

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

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

3.1 Community Development and Strategic Economic Development Initiatives

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

Policy 3.1.1 In recognition of the benefits that collaborative economic development initiatives can have, Council shall continue to actively participate with senior governments, adjacent municipalities and development associations in the promotion of the region.

Policy 3.1.2 Council shall endeavor to provide for employment growth opportunities in appropriately designated commercial and industrial areas within the Town. Furthermore, Council shall endeavor to provide appropriate home occupations and home based businesses within residential areas.

Council has not delegated to any single agency the responsibility of promoting the town for economic development. The town's Economic Development Director has the primary responsibility of business attraction along with promoting the community as '*A Great Place to Grow.*' This direction for promoting the town's economic benefits and growth potential is provided in the town's *Economic Development Strategy*. In addition, other groups, such as Business Riverview, Enterprise Greater Moncton and the Greater Moncton Chamber of Commerce all play a role in assisting the town with fostering a positive business climate. With the exception of the Business Association, which is focused primarily towards business promotion and beautification, no regional development authority is fully responsible for the Town's special needs. Therefore;

Policy 3.1.3 Council shall promote the town's economic benefits and growth potential under the direction of the *Economic Development Strategy*.

Policy 3.1.4 It shall be the intention of Council to seek the support and cooperation of the relevant regional development authorities and the provincial government to reinforce and promote the quality of life of our residents. Furthermore, it shall be the intention of Council, in cooperation with other government agencies and the business community, to undertake strategic economic development initiatives and

to identify specific development opportunities arising from the tri-community regional development efforts.

3.2 Growth Management - The Urban Growth Boundary

The Town of Riverview recognizes the importance of ensuring that Riverview grows efficiently by making the most 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 citizens) over the long run, 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 town. When more residents can share the same facility or service (e.g. a community centre or transit service), the financial viability of that facility or service can be improved. A more compact community, with density that is located in the right places, creates a more sustainable environmental footprint and helps to protect a rural landscape at the fringes of the town.

The growth that has occurred in Riverview to date has benefitted from the infrastructure investments the Town has made, such as major roads, and 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 numerous parts of the town where new development can utilize existing infrastructure and contribute to the development of a more compact town. Continued expansion of the urban boundary works against the development of a vibrant downtown area 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 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) encourage ‘Smart Growth’ approaches such as mixed-use development.

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 development 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 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 in order 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, 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 boundary and the potential delay for the Town in recouping funds in existing infrastructure charge areas;
- (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 them 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 the development pressure to open up new land for development in the south part of Riverview, along Pine Glen Road in the unincorporated area, it may also be an advantage for the Town of Riverview to undertake a Municipal Boundary Expansion study as a means to control the sprawl taking place on its boundaries.

Policy 3.3.1 Within the life of this plan, Council may undertake a Municipal Boundary Study to explore the feasibility of expanding its boundaries southwards along Pine Glen Road as a means to control the type of development occurring on its boundaries. However, before considering any annexation, an economic and environmental impact analysis will need to show that the municipal expansion is in the best interest of the Town of Riverview.

CHAPTER 4: INFRASTRUCTURE AND MUNICIPAL SERVICES

4.0 Municipal Infrastructure

Municipal infrastructure such as sanitary sewers, water supply and distribution systems and storm sewers are essential physical elements that make towns and cities function. The quality of life and economic vitality of a municipality is a direct result of the presence and condition of these facilities. However, since the majority of this infrastructure is hidden from the public view, they are often unnoticed or taken for granted by the community's citizens. The provision of these hard municipal services (water, sanitary and storm sewers) is one of the fundamental factors which separate urban from rural environments. The provision, and therefore the control, of these centralized services enabled the process of urbanization to occur at a historically phenomenal rate.

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 system.

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 (130 kilometres of piped water) within the town is owned by the Town of Riverview, but water is purchased from the City of Moncton's transmission system for

distribution in the town system. As a result, the adequacy and quality of the potable water supply is a matter of regional significance.

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

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

Policy 4.1.1 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 of Riverview is proposing 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.

4.2 Storm Sewer

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

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

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

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

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

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

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

- (d) Storm water conveyance systems shall be separated from the sanitary sewer collection system.

4.3 Sanitary Sewage

The collection and treatment of sanitary sewage is one of the “core” services provided by local government. In the Town of Riverview, the service is the responsibility of two separate authorities. The major collection system, sewage treatment and effluent disposal are the responsibilities of the Greater Moncton Sewage Commission. Local collection systems are the responsibilities of the three municipalities’ Engineering and Public Works Departments. The Town currently owns and maintains over 110 kilometres of sanitary pipe throughout the community. This infrastructure alone represents a significant capital investment. The basic purpose of the sanitary pipe is to intercept and convey household wastewater to the treatments facility prior to discharge into the Petitcodiac River.

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

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

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

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

4.4 Solid Waste Disposal

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

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

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

Policy 4.4.2 Council shall encourage initiatives from the Solid Waste Commission aimed at waste reduction, reuse, recycling and recovery.

4.5 Utilities

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

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

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

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

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

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

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

Federal communication authorities are in the process of deregulating the provision of local telephone services, and the North American Free Trade Agreement may open the community to competitive sources of electrical power supply in the future. At the same time, the Maritimes and Northeast Pipeline, which carries natural gas to the United States, is fully operational. As a result, additional and new utility developments can be expected. It will be important for Council

to seek to restrict the amount of utility clutter as these new services develop and, in respect to gas distribution, to establish the municipality's role, if any, in the maintenance of public safety.

Policy 4.5.4 It shall be the intention of Council to recognize the increasing competition among utilities as being generally beneficial to the municipality, while seeking to ensure that all new utilities do not create clutter.

Policy 4.5.5 It shall be the intention of Council to seek the cooperation of the Province in establishing the responsibility and level of inspection required, to ensure the safe distribution and consumption of natural gas in the Greater Moncton area.

4.6 Transportation and Connectivity

Transportation plays a major role in the lives of Riverview's residents and businesses. Although the use of the automobile will continue to be the primary method of transport in Riverview, this Plan will endeavour to improve and provide alternative modes of transportation to its residents and businesses, including public transit, pedestrian and bicycle traffic. This will improve connectivity and accessibility and help move toward a more sustainable community, all of which are goals of this Plan.

Riverview has no major circulation problems. Gunningsville Bridge and Gunningsville Boulevard have improved the ability for people to move about the Town. The future Bridgedale Boulevard and the eventual West Riverview Boulevard will continue to improve the transportation system in Riverview. While new transportation projects will undoubtedly be developer driven, the Town will continue to take a progressive approach to transportation planning to ensure that local, collector and arterial streets are laid out efficiently and that automobiles, buses, pedestrians and cyclists can move about the Town in a safe and enjoyable manner.

Road Network

The fact that Riverview has traditionally served as a bedroom community for employers in Moncton and Dieppe raises many challenges for the ongoing maintenance of the public street system. With the automobile continuing to be the major mode of transport, funding from senior levels of government becoming harder to acquire, and increased through traffic to Moncton and beyond (e.g. Fundy National Park), the future road network must be carefully planned.

The Town has acknowledged the importance of this issue and is committed to working on a tri-community Sustainable Transportation Plan. Improving the connectivity of streets will enhance traffic movement in the Town, increase the choices for travel, and influence traffic patterns and travel behavior.

The *Existing and Future Streets Map*, attached to this Plan as Schedule B, 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 4.6.1 The following types of streets are shown on *Schedule B: Existing and Future Streets Map*, attached to this Plan, which identifies street classifications of existing streets and proposed connections.

Arterial Streets

Arterial streets carry the majority of 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 and Riverview West Boulevard are the Town's future arterial streets.

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 important 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 may be 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 B – Existing and Future Streets Map* will have to be updated as necessary.

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 of Riverview

are within this category. Local streets provide the lowest level of mobility and through traffic is generally discouraged. They usually are 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.

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 of Riverview. However, cul-de-sacs 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 4.6.2 Council shall discourage new cul-de-sacs in new subdivisions.

Policy 4.6.3 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.

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, or condominium clusters. 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.

This Town 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, should be discouraged in the Town.

Policy 4.6.4 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 4.6.5 Council shall discourage development on new private roads.

Policy 4.6.6 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 4.6.7 Council shall endeavor to provide and maintain a system of local, collector and arterial streets to meet the transportation needs of the Town.

Policy 4.6.8 To ensure that streets in the Town are developed in a coordinated and efficient way, the *Existing and Future Streets Map* (Schedule B) will serve as the primary guide for the location of new arterial and collector streets during the subdivision and development review process.

Policy 4.6.9 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 4.6.10 Council shall continue to work with the City of Dieppe, the City of Moncton and the Province on a tri-community Sustainable Transportation Master Plan and any other initiatives that will improve the transportation system at the regional level.

Policy 4.6.11 Council shall continue to ensure that the Province retains responsibility for the maintenance and construction of provincially designated roads within the municipality.

Policy 4.6.12 Council shall encourage connectivity between neighbourhoods and local streets based on the smart growth principles of this Plan.

Sidewalks, Pathways and Trails

In order to promote and improve connectivity in the Town, people need to be able to move about safely and efficiently. In the past, sidewalks, trails and pathways were not recognized as being fundamental to the transportation network. Priority was given to the automobile and as a result, sidewalks and other important connections are missing throughout the Town. However, as part of this plan-making process, residents have voiced their opinion about the importance of connectivity and accessibility by alternative forms of transport. As such, making the Town more accessible to pedestrians and cyclists is a major goal of this Plan.

Policy 4.6.13 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 4.6.14 Council shall provide specific direction in the Subdivision Standards to ensure that sidewalks are an integral part of all newly developed areas.

4.7 Public Transit

Codiac Transpo 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. Moreover, there may be grounds for Council to seek the cooperation of participating municipalities through the Public Transit Authority in 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.

The Town's population density is relatively low per hectare, thus there are few corridors of high population density. However, an aging population and decreasing family sizes will result in the need for smaller more affordable housing which will lead to increased density in specific areas of the Town. Increases in density, combined with the rise of fuel prices, will likely translate to increased public transit ridership. In the interest of decreasing the level of municipal subsidy to the service, it is both logical and 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 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 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 metropolitan region.
- Policy 4.7.6** It shall be the intention of Council to support that all future bus purchases 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 requirements for bus laybys/ shelters in new subdivisions on collector streets or corridors.

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

Policy 4.8.1 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 these services in all levels of physical expansion. Today, there has been a shift in that governments will only accept the maintenance of existing urban infrastructure and with the cost of infrastructure passed onto the beneficiary. 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 of Riverview.

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.

Bridgedale Boulevard and Infrastructure Over-Sizing

As noted in the transportation section of this Plan, Bridgedale Boulevard will be an important east-west arterial street. This street is expected to function in the same way as Gunningsville Boulevard, in that it will be designed to move people, in automobiles and buses, as well as on foot and bicycle. Although Gunningsville Boulevard was paid for by the Town, in conjunction with the Provincial and Federal Governments, the construction of Bridgedale Boulevard is expected to be driven by development. The funding arrangements for Bridgedale Boulevard have not yet been determined.

The Town has already secured the right-of-way alignment for this future street. Subdivisions along the Boulevard, particularly along the north side, will gain entry from it and will rely on it, in order to properly disperse traffic throughout east Riverview. This Plan recognizes that the Town will undoubtedly have to pay for the street. However, much like other hard services that the Town has paid for to enable growth, such as a water tower and Mill Creek Collector Sewer, which will be subject to cost-recovery, future transportation projects may be treated the same way. Projects like Bridgedale Boulevard will open up additional lands for development, which will add value to the properties along it. The benefits of the project will be far reaching and

therefore, in the future, the Town should explore its options for cost-recovery so that it does not have to endure the full cost.

Furthermore, 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 Bridgedale Boulevard and West Riverview Boulevard, as well as infrastructure oversizing.*

CHAPTER 5: RESIDENTIAL DEVELOPMENT

5.0 Residential Development Policies

The Town of Riverview is primarily a residential community with the majority of its population working in the City of Moncton. Current residential development in Riverview is predominantly low density. Approximately 74% of the dwelling units within the Town are single detached dwelling units, which is the highest proportion of single unit dwellings in the tri-community area. As such, this Plan and this section on residential development are intended to protect the character of existing neighbourhoods.

Changes in population, demographics and housing have influenced and will continue to shape the residential land use strategy of the future. This Plan establishes a residential land use framework that anticipates and accommodates change and most importantly, provides a vision of how new residential development can be carried out in a manner that enhances and complements our growing urban environment.

Recent trends show that the Town has an increasing proportion of lone-parent families and seniors living alone. These trends will put pressure on the Town 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 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 attractive, healthy and high quality urban 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 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 homes;
- (h) accessory apartments; and
- (i) day cares.

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 green buildings;
- (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 subject to terms and conditions and design standards contained 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 5.1.5 In order to maintain attractive neighbourhoods, it shall be the intention of Council to develop a conservation policy and regulation around tree preservation in order 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: single and two unit dwellings where density does not generally exceed 10 units per acre;
- (b) Medium Density within the RM – Residential Mix Zone: may consist of townhouses, row houses, apartments and other housing combinations and forms where density generally does not exceed 15 units per acre; and
- (c) High Density within the R3 – Multiple Unit Dwelling Zone: may consist of any form or combination of medium density developments or other housing forms or combinations where density generally exceeds 15 units per acre, but no more than 30 units per acre.
- (d) Notwithstanding (c), it shall be the intention of Council to permit density beyond 30 units per acre in certain areas of the Town where underground

or at grade parking lots are proposed. These areas are located along or in proximity of major arterials or major intersections, adjacent to major commercial nodes and are well separated from low density areas, such as single unit and two unit dwelling zones.

5.2. 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 5.2.1 It shall be the intention of Council to create a Residential Designation on the Generalized Future Land Use Map, which recognizes all of the residentially developed land in the Town, and provides sufficient lands for future residential development within the Urban Growth Boundary.

5.3 Principles for Residential Development

Urban design contributes to how a community is put together, how it looks, feels and functions. It involves attention to different levels of detail which may include a number of physical elements such as land use, building form, massing, vehicular and pedestrian circulation, open space and landscaping. 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 in order 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, and 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 close 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 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 by bike or foot; 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.

5.4 R1 - Single Unit Dwelling Zone

The majority of the areas in the Residential Designation have developed as low residential density under the traditional R1 single unit dwelling zone. Therefore, Council intends to maintain and protect the future stability and physical character of these areas.

Policy 5.4.1 It shall be the intention of Council to maintain the character of existing single unit dwelling neighbourhoods by establishing a Single Unit Dwelling Zone (R1) within the Residential Designation.

The Town of Riverview has traditionally attracted families looking for stable single family neighbourhoods. While the statistics show an aging population, as well as shrinking household sizes, there is still a demand for single family homes. In order to palliate to this demand and in keeping with changing demographics, Council should encourage affordable single family housing developments.

Policy 5.4.2 Within the Residential Designation, it shall be the intention of Council to prezone specific areas within the Town for single unit dwellings as a means to encourage the development of affordable single family developments.

Policy 5.4.3 It shall also be the intention of Council to maintain affordability in new R1 zones by encouraging smaller houses on smaller lots.

5.4 (A) R1-C Compact Single Unit Dwelling Zone

Many communities across North America are seeing new trends and concepts in residential typologies. The appetite for single family dwelling is still very present. However, demographics, family composition, affordability and environmental conciseness are forcing developers to rethink how communities are being developed. A growing trend in many larger urban centers is moving towards more compact single family dwelling. By maintaining proper architectural and site design, these communities have attractive streetscapes and become very desirable neighborhoods.

Policy 5.4.3.a.1 Further to Policy 5.4.3, within the Residential Designation it shall be the intention of Council to establish a Compact Single Unit Dwelling zone (R1-C) with a smaller lot configuration.

Policy 5.4.3.a.2 To ensure consistency with other sections of the Municipal Plan, Council shall only consider rezoning lands to the R1-C Zone when combined with an overall secondary plan as per proposal 5.6.4.

Policy 5.4.3.a.3 In order to introduce this new compact form of residential development in the community without sacrificing quality streetscapes, Council shall enforce specific design provisions through the Zoning By-law, related, but not limited, to:

- (a) finishing materials;
- (b) architectural design;

- (c) building repetition;
- (d) parking accommodations;
- (e) lot configurations; and
- (f) landscaping.

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 low-income seniors or adults with a disability, to live independently in their community, close to family and friends. Alternatively, accessory dwelling units or garden suites can provide a modest source of revenue for a homeowner.

A changing global economy has created a need to provide home occupations as secondary uses in residential neighbourhoods. Advancements in technology mean that people are now able to work from home and as a result, this concept has increased in popularity and is also seen as reducing the need to travel to and from places of work.

Policy 5.4.4 It shall be the intention of Council to permit, as a secondary use within a single unit dwelling, an accessory dwelling unit, a garden suite, a home occupation use, a bed and breakfast or a home daycare.

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

Policy 5.4.5 It shall be the intention of Council to permit, as a secondary use, home daycare in single unit dwellings. These small daycares are limited to 9 spaces as per provincial daycare regulation.

5.5 R2 - Two Unit Dwelling Zone

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

Policy 5.5.1 Within the Residential Designation, it shall be the intention of Council to create a Two Unit Dwelling Zone (R2) to accommodate existing developments and prepare the community to become competitive in this expanding market.

Policy 5.5.2 It shall also be the intention of Council to permit within a single unit dwelling in the R2 zone, as a secondary use, an accessory dwelling unit, a garden suite, a home occupation, bed and breakfast or, as per Policy 5.4.5, a home daycare.

Policy 5.5.3 Furthermore, as the Town develops, there may be other areas that Council may consider the Two-Unit Dwelling Zone (R2) by amendment to the zoning by-law. In considering such amendments, Council shall have regard to:

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

5.6 RM - Residential Mix Zone

There are large tracts of land in the Town that are serviceable, but currently undeveloped. This is particularly the case in the east and west ends of Riverview. These areas are essentially the Town's urban land bank for the future. These lands offer a major opportunity for the creation of new socially and economically diverse neighbourhoods wherein the changing housing needs of current and future generations can be satisfied without substantial impact on the older established neighbourhoods.

To ensure that these large greenfield areas are developed in a manner that is consistent with this Plan, Secondary Planning in these areas will be necessary. Secondary Planning is desirable so that a true mix of residential uses can be carefully planned to ensure that neighbourhoods are diverse, well-connected and respectful of the existing developments that they may abut. The layout and connectivity of streets, the location and size of future parklands and the location and number of trails are all essential components to the development of our future communities.

Policy 5.6.1 It shall be the intention of Council, in recognition of the changing housing needs of current and future generations, within the Residential Designation, to create a Residential Mix (RM) zone which will encompass most of the serviceable, but undeveloped land in the Town.

Policy 5.6.2 It shall be the intention of Council to provide, within the Residential Mix zone (RM) a variety of housing styles, including single and two unit dwellings and semi-detached dwellings as well as permitting within single unit dwellings secondary uses such as an accessory dwelling unit, a garden suite, a home occupation, a bed and breakfast or, as per Policy 5.4.5, a home daycare.

Policy 5.6.3 To ensure that large undeveloped Residential Mix (RM) zoned lands are developed in a coordinated manner that is consistent with this Plan,

developers, in cooperation with the Town of Riverview and the Committee, will need to provide secondary plans to guide the overall development of these lands.

Proposal 5.6.4 *To assist with the implementation of Policy 5.6.3, Council will use the following objectives to evaluate the secondary plans:*

- (a) the plan provides an appropriate amount of mix housing types which should include a combination of single, two unit, semi-detached, and rowhouse / townhouse dwellings;*
- (b) the efficient layout of streets and traffic in general;*
- (c) the connectivity of the subdivision with adjacent lands;*
- (d) the location and size of future parks, open spaces and trails;*
- (e) detailed servicing and infrastructure information; and*
- (f) any other applicable information.*

These residential areas offer the community a number of advantages. Most of these lands are in large block ownership and are reasonably accessible from major roads such as Coverdale, Trites and Pine Glen. Moreover, the development of these lands, as well-planned mix-use areas, has the potential to ease the community's future fiscal restraint because higher density developments distribute servicing and maintenance costs over more households per acre developed. At the same time, it is difficult to predict the changing needs and desires of future citizens. In order to respond to housing changes, this Plan recognizes that community planning must facilitate change and be capable of adapting to new conditions resulting from the rapid change in the taste and desires of the population.

As part of the Secondary Planning for RM – Residential Mix lands, Council considers the transition of the various residential land uses to be very important. This Plan acknowledges this goal, and it is desirable to have a mix of housing styles and a stepped approach to residential density. Secondary Plans must respect this goal and a phased approach to zones and housing densities, such as R1-R2-RM-R3, are used to ensure that, on vacant land, higher density residential uses do not directly abut traditional low density housing.

Policy 5.6.5

In the interest of encouraging a diverse range of housing types and styles and to ensure careful integration of these future development areas, it shall be the intent of Council to establish a provision in the RM Zone whereby the Committee may consider, subject to terms and conditions, additional forms of residential development such as townhouses, rowhouses and multiple unit dwellings to a maximum of 15 units an acre, and supportive commercial and service use on a variety of lot sizes where the developer provides a “generalized area development plan” which shows the general location of each building together with any streets, public lands, parking areas and proposed landscaping.

Policy 5.6.6

Pursuant to policy 5.6.5, it shall be the intention of Council to direct the Committee in considering the imposition of terms and conditions to have regard for:

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

5.7 R3 - Multi-Unit Residential Zone

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 Park business area. Generally, these buildings are along major transportation corridors and 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 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 Park is also an appropriate area for higher density residential developments. This strategy makes efficient use of the existing and future urban structure of the Town. Moreover, Council considers higher density residential developments as being fundamental to helping accommodate differences in the community's age and lifestyle.

Policy 5.7.1 It shall be the intention of Council to establish, within the Residential Designation, a Multi-Unit Residential Zone (R3) permitting residential development of 3 units or more.

Given the traditional low density residential development of the Town, the integration of higher density residential land uses into the land use strategy in Riverview has been problematic. One of the most sensitive areas of urban planning - when a community wishes to plan for change - is the assurance that the current property owners are not unduly affected by new development. Former zoning by-laws provided little opportunity for review of design and set no standards or guidelines for the quality and character of the design desired, not to mention where higher density residential developments would be ideally located.

To ensure that these new developments meet the intent of this Plan, the design of these developments must be reviewed comprehensively. As such, all new multiple unit buildings containing three units or more shall be subject to a conditional use approval with the Committee.

As part of this review process, Council considers the input of the development review committee to be essential. The development review committee is expected to review applications on a case by case basis, and a major objective of its review is to ensure that new developments meet the design considerations of this Plan. As part of this review, a public process is required and the immediate neighbourhood will be advised of the application. Through this public process, the neighbourhood will also have an opportunity to voice concerns about the development.

Policy 5.7.2 It shall be the intention of Council to establish a special provision in the R3 Zone whereby the Committee may consider multiple unit residential developments, subject to terms and conditions that it deems appropriate.

Policy 5.7.3 Furthermore, Council shall instruct the Committee that when considering the imposition of terms and conditions, the Committee shall have regard for the following:

- (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.

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

The serviceable area along the south side of Coverdale Road from approximately Pine Glen Road to Rivercrest Drive, and a large block of land situated on Hillsborough Road near the sewage treatment plant, is part of the old lot fabric. Portions of these areas are currently developed as single and two unit residential dwellings on large lots. The future subdivision of these lots is expected, which provides significant opportunity for infill developments. Given the relatively steep sloping topography of these areas and high traffic volumes on Coverdale/Hillsborough Road, the area's potential for low density residential development is limited. These areas will be viewed as potential infill areas and low density developments in these areas are discouraged by this Plan.

While it may not be appropriate for Council to pre-zone this area at this time, it may be appropriate for Council to consider such developments on a case-by-case basis. Future growth in built up areas (infilling) must be reviewed carefully in order to maintain respect for the integrity of the existing built form of the neighbourhood. Therefore, to ensure compatibility, an urban

design element should be included for developments involving infilling or conversion of existing housing developments.

Policy 5.7.4 Council may consider amendments to the zoning by-law within the Residential Designation, provided the lot is along the south side of Coverdale Road, from approximately Pine Glen Road to Rivercrest Drive, to permit future infill developments of multiple unit dwellings.

In order 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 30 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 5.7.5 In keeping with policy 5.1.6 (d), it shall be the intention of Council to consider rezoning properties to R3, subject to terms and conditions and design standards, to permit densities beyond 30 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 and well separated from low density areas.

Policy 5.7.6 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.

5.8 Neighbourhood Commercial

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

Policy 5.8.1 It shall be the intention of Council to establish, within the Residential Designation, a Neighbourhood Commercial Zone (NC). It shall be the intention of Council to permit, within the NC Zone, small scale commercial retail, personal service and associated office use with or without residential uses. It shall also be the intention of Council to permit, as a secondary use within a single unit dwelling, an accessory dwelling unit, a garden suite, a home occupation, a bed and breakfast or home daycare. Furthermore, it shall also be the intention of Council to prohibit gasoline dispensary facilities within the NC Zone.

Policy 5.8.2 It shall be the intention of Council, in reviewing a neighbourhood commercial use, to have regard for the following:

- (a) Council shall define a Neighbourhood Commercial zone as a commercial development predominantly located within a residential area having a maximum of three storeys and a maximum gross leasable area of 750 square metres;
- (b) Proposals for the development of a Neighbourhood Commercial zone where the site has not been rezoned to Neighbourhood Commercial zone shall be considered by Council through the rezoning process provided the proposed development is located within the Residential Designation. Otherwise, an amendment to this plan is required;
- (c) In reviewing a Neighbourhood Commercial zone proposal, Council shall have regard for the following:
 - i. the proposal is deemed to be beneficial to the local area and community as a whole;
 - ii. the proposal is deemed to be compatible with the surrounding land uses and the impact on the surrounding residential areas is minimized through the appropriate use of setbacks, landscaping and site layout. In addition, Council shall be satisfied that the following criteria have been met:
 - a. the proposal has adequate access to collector or arterial streets of sufficient capacity to accommodate any increase in traffic;
 - b. the proposal generates minimal traffic noise and lighting impacts on existing residential neighbourhoods;
 - c. adequate provision for access is made for pedestrians, persons with disabilities and other special needs group;
 - d. necessary servicing is readily available;
 - e. adequate parking and service facilities are provided; and

- f. other criteria are complied with which are deemed appropriate by Council.

CHAPTER 6: RURAL AREAS

6.0 Rural Area Development

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

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

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

6.1 Rural Residential Subdivisions

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

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

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

Policy 6.1.3 Notwithstanding policy 6.1.2, it shall also be the intention of Council to permit residential development on lots existing on the effective date of this plan.

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 6.1.4 Notwithstanding Policy 6.1.2, 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.

6.2 Rural Uses

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

Policy 6.2.2 It shall also be the intention of Council to establish within the rural area zone, pursuant to policy 6.2.1, a provision which will permit the Committee to consider, subject to terms and conditions, other resource-based developments, including

topsoil removal, sod farming, 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.

6.3 Manufactured Dwelling

Policy 6.3.1 It shall be the intention of Council to accommodate, within the Rural Designation, existing manufactured dwelling parks and subdivisions by establishing a manufactured dwelling (MD) zone permitting manufactured homes parks, subdivisions and single unit dwellings. 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, where the use is not visible from the street side of property.

Proposal 6.3.2 *It shall be the intention of Council to adopt manufactured dwelling standards in the Zoning By-law to ensure that parks 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 7: COMMERCIAL DEVELOPMENT

7.0 Commercial Development

Commercial development in Riverview is intended to support the residential population. However, although Riverview is predominantly a residential community, it is well positioned to grow its commercial tax base by providing for retail uses, businesses and office related uses. 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.

The town has also made significant investments in critical infrastructure, such as Gunningsville Boulevard and the Mill Creek Collector Sewer. These investments, together with the future Bridgedale Boulevard, have opened up new commercial areas in the town. While the Town encourages commercial development in this area, this Plan recognizes that this area is a greenfield, and that future development will need to be carefully planned to compete in the regional commercial market.

While it is important to recognize the major commercial areas, this Plan acknowledges Riverview as a residential community. Therefore, a major goal of this Plan is to continue to provide services for those who live here and importantly, to improve the services that are available to existing neighbourhoods in a compatible way.

Policy 7.0.1 It shall be the intention of Council to create a Commercial Designation on the Generalized Future Land Use Map, which recognizes all of the commercially developed land 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 close proximity to services and amenities, including public transit. The Plan supports a mixed use environment in the Commercial Designation, and by using good urban design, new developments will be expected to be sensitive to their context. Residential uses will be encouraged to locate in the SC, CM, and RBS Zones and will be expected to respect section 5.3 of this Plan.

In some cases, the Commercial Zones will abut low density developments. To ensure that new multiple unit residential uses in a commercial zone meets the intent of this Plan, the design of these developments will be reviewed comprehensively. As such, all new multiple unit buildings will be subject to a conditional use approval with the Committee where they abut a low density residential zone.

Policy 7.0.2 It shall be the intention of Council to establish a special provision in the Zoning By-law whereby the Committee may consider multiple unit residential developments where the development abuts an R1 or R2 Zone, subject to terms and conditions that it deems appropriate. Furthermore, Council shall instruct the Committee that when considering the imposition of terms and conditions, the Committee shall have regard for the criteria established in Policy 5.7.3.

7.1 Suburban Commercial

The suburban commercial areas of the town have developed along Coverdale Road, west of the Findlay/Causeway interchange, and along the bottom portion of Pine Glen and Trites Road. These areas have been developed with retail strip malls, large grocery stores, service outlets,

offices, and restaurants, including drive thru businesses. This Plan supports these types of uses in these locations.

In the past, Riverview considered the commercial area along Coverdale Road, between the Findlay/Causeway interchange and McClelan Avenue as its downtown. The waterfront provides an essential edge, which together with streetscape improvements had defined this area as the distinct commercial node. A major objective of past Plans was to strengthen and enhance the downtown area with the goal of providing a space that was unique and attractive to current and future residents. While improvements had been made, the reality is that this area is dissected by a busy arterial street and that to date, the downtown concept has not evolved. The critical density needed to support a vibrant downtown had not been achieved.

During the consultation process of this Plan Review, business owners have identified that, while the area is unique, it doesn't have the key ingredients of a traditional downtown. It was highlighted that this area is almost completely developed has a suburban commercial node and thus should be zoned accordingly. The existing businesses and land uses combined with the lack of vacant lands renders the development of a typical downtown unfeasible. That being the case, even with a Suburban Commercial Zone, the area will remain a unique area for Riverview as the existing lot fabric will continue to cater and attract smaller businesses.

Further south, the Findlay Business Park has been accommodating new suburban commercial development. This commercial node is the backbone of the town's commercial economic base and this Plan recognizes that this area will serve as the town's big box centre in the years to come.

Although the Findlay Business Park will continue to accommodate large retail uses, it is important to recognize that the neighbourhoods around the park are growing. This growth, together with the business park's location and urbanization, will mean that this area will be reachable by alternative modes of transport. As such, all new developments must provide connectivity with the existing and future sidewalks and trails, and bicycle parking will be required.

In addition, while the majority of suburban commercial developments in the past have been designed to accommodate private automobile, these developments should still be expected to incorporate proper design principles that enhance the public realm. While the automobile can still be accommodated, there are site design elements which can achieve a balance and improve the streetscape. As stated throughout this Plan, urban design is an essential ingredient in creating healthy and high quality environments. The suburban commercial developments will be expected to meet this goal, and as such, special design requirements for the suburban commercial zone shall be included in the Zoning By-law.

Policy 7.1.1 It shall be the intention of Council to recognize and foster development of retail and service outlets serving the suburban portions of the town by establishing the Suburban Commercial (SC) Zone within the Commercial Designation.

Policy 7.1.2 It shall be the intention of Council, in consultation with Business Riverview, the business community, and the general public, to undertake a study to implement urban design requirements within the Suburban Commercial Zone.

This Plan acknowledges that, within the Suburban Commercial Zone, the reality is that the majority of the clientele arrive by car. While a goal of this plan is to increase residential density in these areas, and bring residents and services closer together, almost all Suburban Commercial Zoned land fronts upon, or gains access to, the town's major arterial or collector streets. As a result, maintenance of public safety, both on the street network and on undeveloped sites, will be increasingly important as these areas continue to develop. The manner in which generated traffic is integrated with flows on public streets is significantly affected by driveway design, location and separation. Good access management is supported by this Plan and as such, developments that generate significant traffic volumes will need to be carefully reviewed. These large automotive related developments will be subject to terms and conditions by the Committee.

Policy 7.1.3 Notwithstanding policy 7.1.1, it shall be the intention of Council to direct the Committee to permit automotive related businesses that may have significant traffic implications, such as drive thru restaurants and other drive thru businesses,

service stations, car washes or any development within the Suburban Commercial Zone containing more than 1,500 square metres of gross floor area, and additions thereto, subject to imposition of terms and conditions. Furthermore, it shall be the intention of Council to direct the Committee, in considering the imposition of terms and conditions, to have the utmost planning regard for the following:

- (a) estimated traffic generated by the proposal and its effect upon public street systems;
- (b) adequacy of the proposed site plan in respect to parking, pedestrian access, aisles, fire lanes, loading and delivery areas and on-site circulation systems;
- (c) adequate provision of landscaping;
- (d) location, size and design of driveways and appropriateness of traffic lights at driveways; and
- (e) provisions contained in policy 13.1.10; and
- (f) such other matters as Council deems advisable.

One particular land use that needs special consideration because of traffic and environmental concerns is service stations. While Council supports this land use, and will accommodate these types of business which are currently developed, Council intends to exercise strict control over new future development. To ensure that these developments are carried out in appropriate locations, and are designed and reviewed appropriately, specific requirements for service stations, including a minimum lot size and site design requirements, shall be provided in the Zoning By-law.

Policy 7.1.4 It shall be the intention of Council to provide special requirements for service stations within the Suburban Commercial Zone in the Zoning By-law.

Existing commercial areas are always under pressure to expand. This can be problematic when the land uses are well established and when low density residential uses are close by. In Riverview, particularly along Coverdale Road, established suburban commercial uses directly

abut low density housing. In these cases, throughout Riverview, it is important that commercial uses are contained and an orderly pattern of development is upheld. Generally, it is undesirable to have commercial uses creeping into residential areas.

This Plan supports and protects existing neighbourhoods, but in some cases, it may be beneficial to permit the expansion of the suburban commercial zone into established residential areas. These cases 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 by rezoning.

Policy 7.1.5 It shall be the intention of Council to consider expansions of the SC 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 protection of important view lines and prevention of overshadowing by controlling building height, bulk and site location;
- (e) the design of the proposed development in terms of building orientation, 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.

Dobson and Philip Roads form one of the southern boundaries of a commercial area along Coverdale Road. Many of the businesses which front on Coverdale Road have acquired lands to the rear of the buildings for use as parking lots or storage. 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 creates 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 future commercial expansions are appropriate for the surrounding context.

Policy 7.1.6 Despite 7.1.5, 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.

7.2 Commercial Mix

While it is important to recognize the existing commercial areas in the Town, it is equally important to recognize that there are other greenfield areas within the Urban Growth Boundary that are appropriate locations for commercial development. Normally, these areas are located at major intersections, both existing and planned, and all have the potential to develop as mix use commercial nodes that provide services to motorists, as well as residents who live close by. Given the proximity of current and future residential development to these areas, the development of such commercial nodes will be expected to be planned and designed in a manner that is consistent with sound urban design principles and is sensitive to the surrounding residential uses.

As noted previously, Bridgedale Boulevard is a planned east-west corridor that will extend from Gunningsville Boulevard to Hillsborough Road. It is a major project that, when completed, will help facilitate circulation in the municipality and open up a large part of east Riverview that without it, would be difficult to develop. The alignment of the planned boulevard has already been acquired and it is anticipated that access along the boulevard will be controlled.

The intersection of this future street and Gunningsville Boulevard will create a new centralized commercial hub that will become an important new focal point of the Town; it presents great opportunities to phase in new commercial and medium to high-density residential developments and is well positioned to central Moncton. Small portions of low density residential development could be appropriately integrated within this node. This area also offers potential views of the Petitcodiac River and downtown Moncton.

New residential developments south of Hillsborough Road are slowly getting closer to the Bridgedale Boulevard alignment. A new school will also be located north of the boulevard, which will further increase the demand for residential development in this location. As the population increases in this area, commercial opportunities will follow.

For this site to develop as a unique and distinct mix use commercial centre, it will require a range of commercial and business oriented developments together with the support of a range of residential developments and other amenities, such as public parks and open spaces. As such, secondary planning will be used to ensure that this area is developed in a manner that is consistent with the planning and development goals of this Plan.

Policy 7.2.1 Within the Commercial Designation, it shall be the intention of Council to establish a Commercial Mix (CM) Zone, to accommodate a range of land uses on greenfield sites along Bridgedale Boulevard and Gunningsville Boulevard and at major street intersections.

Policy 7.2.2 Within the Commercial Mix (CM) Zone, Council shall create special zoning provisions to achieve a quality urban streetscape treatment, reduced building setbacks, controlled on-site parking location from the Boulevard, minimum architectural control, and similar controls to attain a proper urban character.

Policy 7.2.3 To ensure that the large undeveloped Commercial Mix (CM) node, located at the western portion of Bridgedale Boulevard, where it intersects with Gunningsville Boulevard, is developed in a coordinated manner that is consistent with this Plan,

developers, in cooperation with the Town of Riverview and the Committee, will need to provide a secondary plan to guide the overall development of these lands.

Proposal 7.2.4 *To assist with the implementation of Policy 7.2.3, Council will consider the following objectives when evaluating the secondary plan:*

- (a) the plan provides an appropriate amount of mix uses which may include commercial, community, medium to high-density residential and small portions of low density residential located on local streets;*
- (b) the efficient layout of streets and traffic in general;*
- (c) the potential to minimize the number of driveways serving developments and to encourage the development of shared access;*
- (d) quality urban design, landscaping, and streetscaping;*
- (e) the connectivity with adjacent lands;*
- (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.*

7.3 Residential Business Service

It is recognized by Council that the nature and style of business activity that the Town is capable of and wishes to attract, changes over time. Recent trends in the regional markets have generated substantial service sector investment to the region and Riverview has been receiving a share. The Town, at the same time, wishes to facilitate the development of small businesses in the commercial designation while still providing for residential opportunities. The area along Pine Glen Road, from Philip Street to McAllister Street, has developed with a variety of land uses. In order to accommodate these existing uses, but provide options for redevelopment and improvement, this area will be considered a residential business service area.

Policy 7.3.1 It shall be the intention of Council to support the development of a wide range of commercial and technologically oriented businesses, social and educational

amenities and residential uses in portions of the Commercial designation by establishing a Residential and Business Services (RBS) zone. Within the residential and business services zone, Council shall permit multiple unit residential uses, business service and general commercial uses, including some indoor storage, as well as a wide range of community and educational uses.

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

Policy 7.3.2 Within the Residential and Business Services zone it shall be the intention of Council to establish specific guidelines in the Zoning By-Law for buildings and sites in recognition of the proximity of residential uses.

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

Policy 7.3.3 In recognition of the changing nature of the business community and adaptable objectives of the Town in respect of commercial development it shall be the intention of Council to consider the development of additional land within the Commercial designation, for residential and business services uses by amendment to the Zoning By-law. In considering such amendments Council shall have regard for the provisions of the Implementation section of this Plan.

Chapter 8: Industrial Development

8.0 Industrial Development

In light of the fact that there are a number of well-established urban industrial parks within the Greater Moncton area, and given the town's limited land base servicing industrial land, as well as 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 Business and Technology

Modern communication systems allow knowledge-based industries the freedom to use any location for production. While the "front office" may still require proximity and visibility to attract clients, production can be located anywhere. Modern publishing, design, engineering, pharmaceutical, general consulting, communications and software firms are among the types of firms which will grow in importance. Those types of businesses are important employment generators and could contribute to overall economic growth of the Town. Generally, these uses do not cause the typical nuisance of traditional industrial developments (e.g. smoke, noise, smell) and occupy buildings which, in most aspects, resemble office buildings.

Policy 8.1.1 Council shall establish special provisions in the SC (Suburban Commercial) Zone and CM (Commercial Mix) Zone whereby the Committee may consider business and technology related uses, subject to terms and conditions that it deems appropriate.

Policy 8.1.2 Furthermore, Council shall instruct the Committee that when considering the imposition of terms and conditions, the Committee shall have regard for the following:

- a) the finishing materials and the architectural details proposed;
- b) the siting of the proposed structure;
- 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. setbacks and spatial separation,
 - 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.

8.2 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 town boundary along Pine Glen Road. Although there are few industrial properties in town, Council believes it has a significant responsibility in providing quality shelter environments and services to its current and future citizens. It is this critical responsibility which provides the impetus for Council to become fiercely competitive in attracting a larger share of the future housing market. As the region grows and develops, the Town must maintain or improve its significance as a community entity. Therefore, in order to maintain and enhance Riverview's image as a residential community, A Great Place To Grow:

Policy 8.2.1 It shall be the intention of Council to limit industrial development within the Town by establishing an Industrial Designation on the Future Land Use map only

to those lands currently developed. 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 8.2.2 Furthermore, 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 8.2.3 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 moving the operations indoors; and
- (c) all other provisions, as stated in Policy 8.1.2, are reflected.

Policy 8.2.4 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.

8.3 Industrial/Business Park

Section 8.2 emphasizes the importance of protecting Riverview's image as a residential community. Therefore, industrial developments are not mentioned as a priority as they have been traditionally seen as being noisy, polluting and potentially dangerous, and thus incompatible with residential developments. However, as developed countries are adjusting to world influences, their economies are moving to knowledge based industries. Dependence on older style labour and capital intensive, "metal bending" industries is in decline.

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 is increasingly becoming a proper urban municipality offering a variety of services. As the Town urbanizes, residents expect to have a complete range of services within their own municipal boundaries. Services, employment and population growth are all interrelated. Given that industrial/business parks are important employment generators, and also significant contributors to the municipal tax base, this Plan provides policy guidance for Council in the event that interest in developing an industrial/business park would arise within the town.

Policy 8.3.1 Within the life of this Plan, Council may consider amending the Municipal Plan and Zoning by-law to accommodate the development of an industrial/business park.

Proposal 8.3.2 *To assist with the implementation of Policy 8.3.1, 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 industrial areas are of a type and design that are not affected by adjacent industrial activities;*
- (b) *That the proposed industrial park provides natural open spaces, greenway trails, and passive parks as a means to ensure adequate spatial separation and buffering with neighbouring non-industrial 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 industrial 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 industrial park is secondary planned; and*
- (h) *The implementation policies of this plan.*

Proposal 8.3.3 *To assist with the implementation of Policy 8.3.1, Council will consider the following objectives when evaluating the secondary plan as noted in proposal 8.3.1 (g):*

- (a) *the plan provides a detailed map of the type of uses being proposed and their location within the proposed industrial/business 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.*

Chapter 9: Parks, Open Spaces and Recreational Facilities

9.0 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 are major amenities which play an important role in the social, cultural, economic, environmental and physical health and well-being of our community. The quality of these spaces and facilities in Riverview, and the availability of them to residents, is well recognized and as a result, Riverview is perceived as a desirable community. The continued growth of these amenities is a major goal of this Plan.

The need for a Recreational Master Plan has been well documented in past Plans. In addition, as Riverview continues to grow and become more accessible, the need for an Active Transportation Plan has been noted. These two plans will outline a long-term Town-wide strategy for creating and developing parks, open spaces and trails throughout the Town.

The development of Riverfront Park has always been the Town's major recreational priority. However, with Riverfront Park now complete, there is a need to protect the existing unique attributes throughout the Town. Mill Creek has been identified as a future Regional Park, with a potential to draw users from other communities and create economic development opportunities. The Town has acquired land in this area, both inside and outside the Town boundary.

As more areas develop into new residential neighbourhoods, there will be a growing demand for the town to keep pace with its parks and recreational facilities. As such, it will be important for the town to monitor changes in population and demographics to ensure changing user needs are adequately addressed.

In addition, the need will continue for the Town to take land for public purposes as part of the subdivision process. When obtaining land for public purposes, the potential for new park spaces

and open spaces, the potential for linkages to other parks and playgrounds, the need to buffer residential areas, as well as undertaking conservation measures, must be considered. In general, larger district parks, and the connectivity to them, will be the priority, while smaller tot lots will be less desirable. The Recreation Master Plan will help lead the acquisition of land for public purposes.

Lastly, continued growth and demand will increase the costs of new parks and recreational facilities, as well as the maintenance of the town's existing amenities. The Town should continue its efforts to encourage the use of existing programs and facilities owned and operated by other organizations in the town and will continue to be open to new proposals from private providers of recreation services and facilities.

Policy 9.0.1 It shall be the intention of Council to create a CU (Community Use) Designation on the Generalized Future Land Use Map, to recognize community uses such as parks, recreational facilities, open spaces and public services.

Policy 9.0.2 Council shall ensure that all Town-owned parks and recreation facilities are safe and adequately maintained.

Policy 9.0.3 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 and an Active Transportation Plan.

Policy 9.0.4 Council shall protect the Town owned land around Mill Creek for a future Regional Park.

Policy 9.0.5 Council shall permit active recreation land uses in all zones.

Policy 9.0.6 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 9.0.7 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 9.0.8 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) potential impact on the adjacent property owners, including noise generation, drainage, light spill-over and privacy protection;
- (d) user safety and security;
- (e) ensure sufficient site frontage to provide ample visibility to encourage maximum use;
- (f) provision of adequate site parking, if required;

- (g) consideration of special needs groups and individuals;
- (h) traffic impact considerations; and
- (i) any other matter deemed necessary by either the Committee or Council.

Policy 9.0.9 It shall be the intention of Council to discourage small park spaces, such as tot lots, and instead encourage district parks and connectivity between them, so that all residents have adequate accessibility to parks, open spaces and recreational facilities.

Policy 9.0.10 Council shall consider co-operation with community groups, the local School District, and other private recreation facilities, clubs and service groups to facilitate the wider use of their existing services and programs.

Policy 9.0.11 Council will aggressively pursue senior government funding to improve the recreation facilities and open space in Riverview.

Proposal 9.0.12 *To assist in the implementation of Policy 9.0.3, 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 future regional park.*
- (e) Promoting and encouraging green development that conserves greater amounts of vegetation and green spaces than conventional style development.*

Proposal 9.0.13 *To assist in the implementation of Policy 9.0.3, Council proposes to complete an Active Transportation Plan, which will be used improve and expand the existing*

transportation network for cycling, walking and public transit. The Plan should include the following:

- (a) Ensure safe and efficient accessibility for non-motorized transportation within the community.*
- (b) Identify and create a network of trails and other paths providing connectivity to neighbourhoods, schools, work and shopping destinations.*
- (c) Develop an educational and promotional program that encourages the use of alternative modes of transportation.*

Chapter 10: Institutional and Public Services

10.0 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 urban planning. This section refers to such uses as schools, senior care, health facilities, churches, day care 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 10.0.1 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 our community's young people, their families and our 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 10.0.2 The Town supports the development of Provincial methods and procedures to coordinate school district facility planning with local governments and municipal plans.

Policy 10.0.3 The Town will offer assistance to the Province in planning for school locations.

Policy 10.0.4 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, in order for the community to fully benefit from these infrastructures, better cooperation between Town officials and the School Board 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 10.0.5 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.

Policy 5.1.1 provided for the development or expansion of non-residential developments within the Residential designation in order to achieve complete communities. 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 10.0.5 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 is provided; and
- (d) the site is fully serviced.

Policy 10.0.6 Furthermore, Council shall instruct the Committee to have regards for policy 10.0.5 when considering any of the following land uses:

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

10.1 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 10.1.1 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 10.1.2 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 10.1.3 Council shall examine the distribution of fire hydrants and ensure that existing deficient areas and future development areas have adequate fire protection systems.

Policy 10.1.4 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 10.1.5 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 10.1.6 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 11: ENVIRONMENT

11.0 Environmental Policies

A healthy natural environment and the ability to manage the natural resources that residents depend upon in a sustainable way are fundamental principles by which Riverview wishes to develop.

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 should continue acquiring lands that are deemed important for the community to remain accessible for public uses.

Similarly, tributaries and wetlands play an important and vital role in the overall function and protection of rivers and lakes. These watercourses and environmentally sensitive areas should also be protected 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.
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 11.0.1 Council shall designate the town's most significant environmentally sensitive areas as Community Use on the Generalized Future Land Use Map.

11.1 Environmentally Sensitive Areas

Policy 11.1.1 Council shall endeavour to protect and limit development in all environmentally sensitive areas, including:

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

Policy 11.1.2 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.

11.2 Compatible Uses

Policy 11.2.1 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 11.2.2 Council shall encourage the use of environmentally-sensitive areas for trails, interpretive centres, wildlife habitat and any other combination of recreational uses that has minimal impact on the surrounding environment.

11.3 Provincial Regulations

Policy 11.3.1 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.

11.4 Watercourse Protection

Policy 11.4.1 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 11.4.2 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 12: URBAN DESIGN

12.0 Urban Design Policies

The Town of Riverview prides itself on having 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 the Town of Riverview’s Municipal Development Plan, as well as to facilitate urban design review in areas of the town where there is a clear public interest to preserve existing character or to promote a selected design theme. Design involves subjective matters related to the visual character, aesthetics and compatibility of land use and to the qualitative aspects of development, and should take into consideration “*seasonality*”(i.e. snowfall).

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

Policy 12.0.1 During the review of new development or 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) Natural Features – Designing developments that preserve and complement significant natural features, topography and landscape, as well as respect the physical capacity of land to accommodate development. The preservation of wetlands, waterbodies, unique ecosystems, vegetation, and urban forests and parks shall be encouraged.

- (b) Heritage Resources – The design of new developments shall encourage the preservation, restoration and enhancement of identified heritage features.

- (c) Building Design – Building and development review processes will encourage a high standard of building design.
- (d) Landscaping and Buffering – 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) Public Open Spaces – 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) View and Vistas – Ensure wherever possible the views and vistas of the built and natural environment are preserved and enhanced.
- (g) Barrier Free Access – New buildings and public spaces and the retrofitting of existing buildings shall be designed to be accessible to all persons.
- (h) Respect the Urban Tradition of Streets and Blocks – Maintain the street as the primary public space. Maintain the characteristic building setback that defines the street and public environment.
- (i) Streetscapes – The character of the street environment shall be enhanced through the integrated design of sites, buildings, streets and streetscape improvements. Existing streets shall be examined for their qualities as pedestrian spaces and visual links as well as carriers of traffic, and guidelines may be adopted to enhance these qualities.

- (j) Traffic Calming – 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) Intersections – Council shall place particular emphasis on the design of intersections of major roads in the Town as marking major entrances into nearby neighbourhoods, and may require design measures that define these intersections.
- (l) Transit and Pedestrian Oriented Development – All development shall be designed having regard for Active Transportation modes, including public transit and pedestrian- oriented accessibility, convenience and comfort.
- (m) Utilities – Lands are required for public and private utility services such as hydro, water and sewage facilities, gas and oil pipelines and telephone lines. The manner and location in which these services are provided may have certain impacts on the surrounding area. Utility facilities shall be located in a manner that avoids adverse visual, environmental, health and safety impacts.
- (n) Parking Areas – The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. Council shall require landscaped islands and screening in the design of large parking lots.
- (o) Integrate Public Art – Treat architecture as an art. Integrate public art in the building fabric and in important spaces.

CHAPTER 13: IMPLEMENTATION

13.0 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 a new Zoning By-law which will be established in conjunction with the adoption of the Plan.

13.1 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 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 13.1.1 Council shall recognise 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 plans will be prepared to address specific areas or issues in greater detail. All secondary plans shall be in alignment with the Municipal Plan.

Policy 13.1.2 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 13.1.12 secondary plans have been implemented

Policy 13.1.3 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 13.1.4 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 13.1.5 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 re-zoning pursuant to section 39(5) and 39(6) of the Community Planning Act;
- (d) That, upon repeal of the re-zoning pursuant to section 39(5) and 39(6) of 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 section 39(8) of 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 re-zoning. The \$1,000 security shall be repayable on completion of the development for which the re-zoning is granted.

Policy 13.1.6 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 13.1.7 In accordance with Section 72 of the Community Planning Act, this Plan may be reviewed when the Minister or Council deems it necessary, but in any case not later than ten years from the date of its coming into force or from the date of its last review;

Policy 13.1.8 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 13.1.9 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 39 of the Community Planning Act.

Policy 13.1.10 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 13.1.11 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...) is applied;
- (d) How the concept of complete streets (walking, cycling, transit, vehicles) is applied;
- (e) How well the proposal addresses the Town's requirements for infrastructure.

Policy 13.1.12 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 plan.

13.2 Traffic Studies

Policy 13.2.1 A traffic study may be required in order to assess a proposed development or subdivision. This requirement will be identified at the development review stage of the application.

Policy 13.2.2 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.

13.3 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 is:

1. To maintain its ongoing collaboration with neighbouring municipalities and other levels of government on issues of common interest in the Greater Moncton Area.

Policy 13.3.1 It shall be the intention of Council to take a proactive role within the tri-community on local issues such as, but not limited to:

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

Policy 13.3.2 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 13.3.3 The Town, in the interests of administrative efficiency, will seek amendments to the Municipalities 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 13.3.4 The Town will seek the cooperation of the New Brunswick Department of Environment 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 13.3.5 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 13.3.6 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

Schedule B: Existing and Future Streets Map

Schedule C: 5 Year Capital Budget

**Town of Riverview
Five Year Capital
Plan**

	Budget 2013	Budget 2014	Budget 2015	Budget 2016	Budget 2017	Total
GENERAL GOVERNMENT SERVICES	275,000	20,000	20,000	20,000	20,000	355,000
PROTECTIVE SERVICES - FIRE AND RESCUE	66,500	130,000	475,000	70,000	60,000	801,500
RECREATION & CULTURAL SERVICES	429,000	1,199,750	1,086,000	1,038,000	658,000	4,410,750
TRANSPORTATION SERVICES (Works/Engineering)	3,027,000	4,325,000	7,730,000	5,300,000	3,360,000	23,742,000
TOTAL						29,309,250

Schedule D: 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.

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.