
St. Joseph Boulevard Corridor Study

March 2003

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1.0 INTRODUCTION

St. Joseph Boulevard is a major arterial road in the City of Ottawa's east end (Figure 1). St. Joseph Boulevard is the perfect location for revitalization and intensification. It is one of the City's major arterial roads that provides continuous access right across the City. St. Joseph Boulevard becomes Montreal Road in Vanier, Rideau in downtown Ottawa and Wellington Street in front of the Parliament Buildings. There is no reason that the character of development abutting St. Joseph Boulevard cannot evolve to the more urban form that exists along this street as it extends west into downtown Ottawa.

The purpose of this study was to establish a framework to guide the evolution of a new form of development along St. Joseph Boulevard to create a lively, vibrant and diverse district with a mix of places to live, work, shop and play. Transit is key to the success of this area as it is a key ingredient for intensification.

With intensification of use and a new urban form of development, the function of the road will change. Travel speeds will be reduced, on-street parking will cause "friction" causing vehicles to travel more cautiously through this new urban district and traffic operations will take on the conditions typical of Montreal Road, not a suburban arterial road.

The revitalization strategy includes an Official Plan Amendment and Zoning By-law Amendment. The



Figure 1: Location of the St. Joseph study area in the City of Ottawa

intention is to establish a simplified planning framework that recognizes both the importance of urban corridors in the City of Ottawa and the tremendous redevelopment and intensification opportunities that these corridors provide to the long term development of the City.

To achieve the goals of the new Official Plan, it is important to remove the current disincentives that have frustrated redevelopment and intensification in the past. For example, parking requirements and density restrictions have made redevelopment difficult and uneconomic. Furthermore, the planning rules and regulations are difficult to assess and understand on a site by site basis.

A diversity of conditions

The study area includes the St. Joseph Boulevard right-of-way and the adjacent privately owned lands. It extends for 3.5 kilometres from approximately the old city of Gloucester/Cumberland municipal boundary to the edge of the greenbelt (Figure 1). The study area has evolved over a long period of time as the retail core area of the former Orleans. It is characterized as a “commercial strip”, where the development of a range of retail, office and light industrial uses have slowly supplanted the former retail and residential uses. Development has typically occurred on a site-by-site basis over the past 20 years, resulting in widely varying conditions along the street.

An interactive and iterative process

The City of Ottawa, in collaboration with local stakeholders, have recognized that there is a need to ini-

tiate a comprehensive revitalization of St. Joseph Boulevard. Our team was retained to “take a fresh look” at the corridor within the context of current planning policies and recent design studies. This study was initiated in May 2002 and completed early in 2003. The study was carried out in three phases:

- inventory and analysis;
- design; and,
- implementation.

During each phase of the study, the team met with a Technical Advisory Committee, Public Advisory Committee and the general public to review the work in progress. This process was both interactive and iterative. As a result, our work reflects many of the objectives of the various stakeholder groups. During the summer of 2002, three workshops were held, where staff, committee members, interest groups and the public were invited to critique and enhance the work-in-progress. The workshops were held on May 20; June 10 and July 15.

A new way of thinking about St. Joseph Boulevard

The need for change has recently been reinforced in *Charting a Course*, a background paper for the City’s new Official Plan. More importantly, however, is the observable need to enhance the overall image of St. Joseph Boulevard such that it can be transformed into a vibrant, diverse and economically successful component of the new City of Ottawa’s urban structure.

“Charting a Course” establishes key principles

As noted, *Charting a Course* sets out key principles that form the foundation for managing long-term growth and change in the new City of Ottawa. To a great extent, those principles also form the foundation of the revitalization strategy for St. Joseph Boulevard. Specifically, the following principles provide guidance:

Achieve diversity through a focus on community design

The new City of Ottawa will promote and preserve diversity. The City intends to encourage neighbourhood diversity by planning places to work, live and play within walking distance of each other in compact communities. Streets will be planned for pedestrians and cyclists, as well as cars. The City will focus on community design by changing the way they plan and evaluate development to put less emphasis on zoning and greater emphasis on building design.

Build vibrant, active and attractive centres

The new City of Ottawa will ensure that the downtown, main streets and town centers are as vibrant, active and attractive as the traditional villages. Ottawa is envisaged as a city with many centres of activity connected by excellent transit. Town centres in Orleans, South Nepean and Kanata will be planned to incorporate a mix of residential and employment uses with a variety of housing options. This will create diverse centres that are alive both day and night, and that will accommodate change. Public transit is one key to success, in particular

rapid transit service to connect the town centres with one another and with downtown is important to shape plans for intensification.

Build a compact city

It is the new City’s ambition to rejuvenate and infill already developed areas. St. Joseph Boulevard is a perfect location to add more housing to rejuvenate established neighbourhoods and bring more people to help support local shops, services, schools and transit. To help intensify development, the City intends to devote less land to parking by reducing minimum parking requirements, using on-street parking and promoting shared use of parking.

Keep the City Green

The new City intends to manage growth by seizing every opportunity to conserve and regenerate the natural environment of landform, watershed and vegetation. They recognize that this must happen at every level - from individual sites, to neighbourhoods, to the City as a whole. Green spaces that perform important linkage functions must be identified and protected.

2.0 EXISTING CONDITIONS

2.1 Market Overview

Stores along St. Joseph do not directly compete with Place d'Orleans

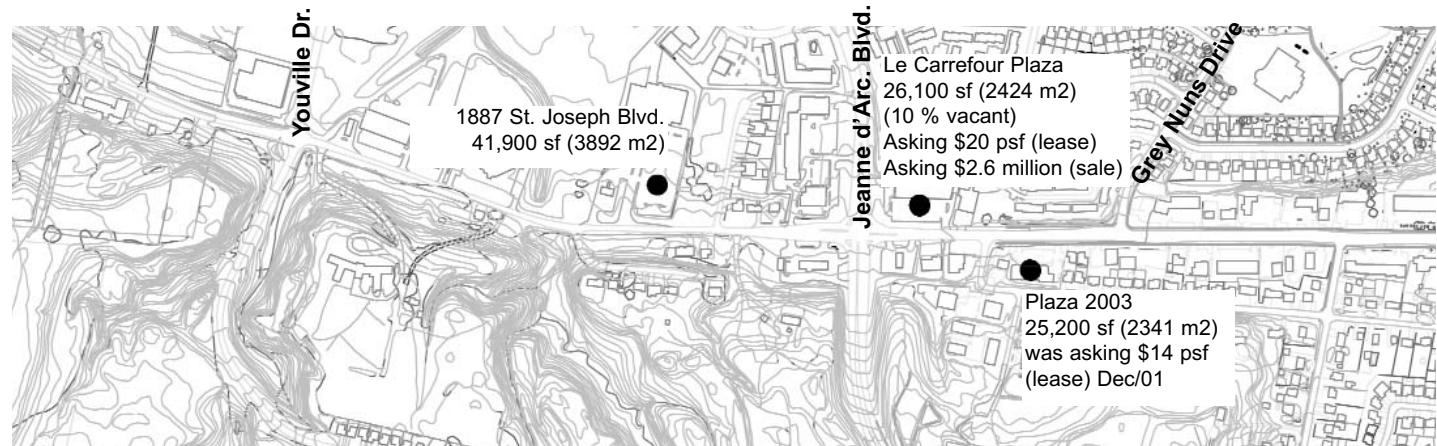
There is a range of shopping centres along St. Joseph Boulevard (Figure 2). The 70,000 m² (750,000 sf) two-level Place d'Orleans regional shopping centre is obviously the dominant retail centre along the Boulevard. Although it lies at the edge of the study area, its influence on the local retail environment must be taken into consideration in evaluating the current commercial hierarchy and in any plans for the redevelopment of St. Joseph Boulevard. The centre offers close to 200 stores with major department store anchors Wal-Mart and The Bay. In addition, it has a supermarket (Market Fresh) and a major national sports merchandise outlet (Sport-Chek), along with a 450-seat food court. Other major national and regional tenants

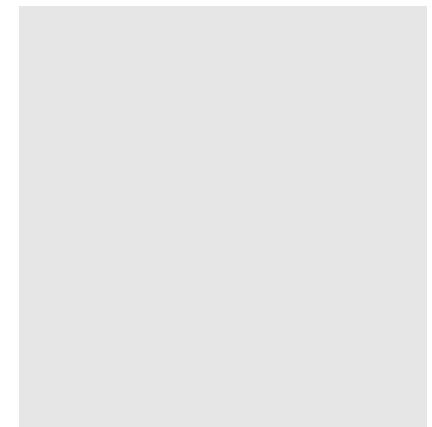
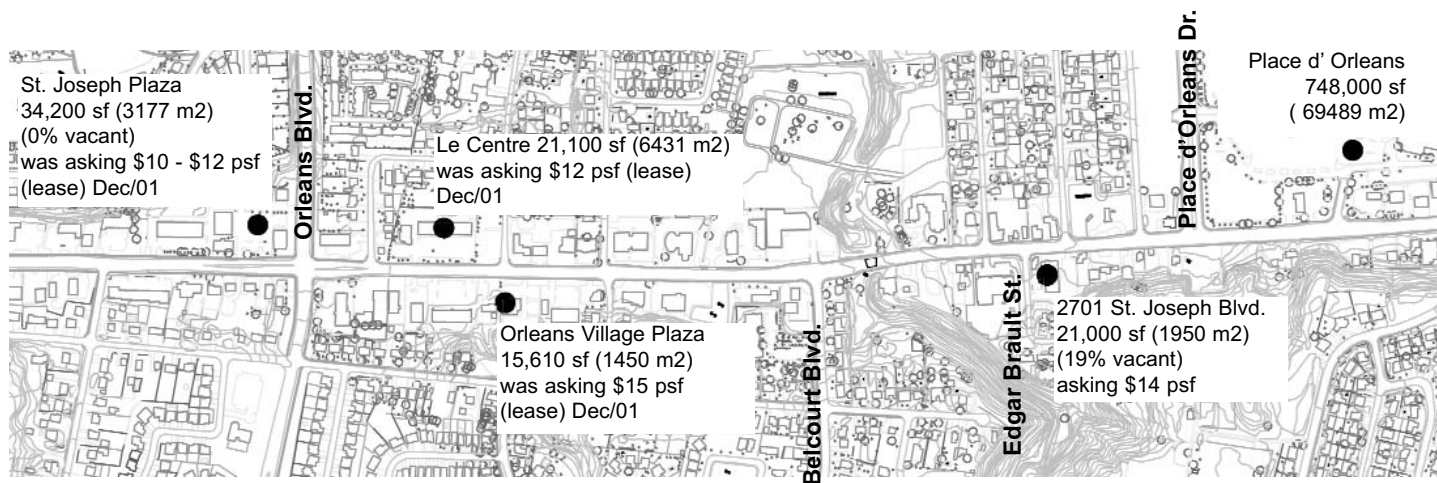
include GAP, Eddie Bauer, Roots, The Home Company, H&M, Aldo, and The Body Shop. Given the concentration of clothing/apparel retailers and department store-type retailers, the retail stores along St. Joseph Boulevard are not well suited to compete in these retail categories. Rather, such storefront locations are more suited to other retailing categories.

Asking retail rental rates along St. Joseph are lower than many other market areas in Ottawa

Despite the limited volume of available retail space currently being tracked in the St. Joseph Boulevard market, past retail surveys indicate that asking net rental rates generally range from \$107-\$161 pm² (\$10-\$15 psf), with space at Le Carrefour Plaza currently asking \$215 pm² (\$20 psf). This range of rental rates is somewhat lower than similar retail streetfront and community shopping centre space in the Ottawa market.

Figure 2: Location of shopping centres along St. Joseph





House prices within the St. Joseph Boulevard corridor are on par with other suburban markets in Ottawa

The Ottawa housing market, not unlike most metropolitan areas in Canada, has recorded strong levels of new home construction and resale activity over the past few years, peaking in 2001-2002. Ottawa housing starts approached 8,000 units in 2001, up significantly from the approximately 4,800 units started in 1997. This year, the market is poised to surpass the 2001 total with annualized figures projecting 9,000 units to be started in Ottawa. In terms of sales of existing homes, the volume of sales has increased annually since 1997 (with the exception of a slight decline last year), projected to surpass 14,000 in 2002. The average resale house price has also increased since 1997, exceeding the \$200,000 level, up from around \$145,000 in 1997 and \$160,000 in 2000.

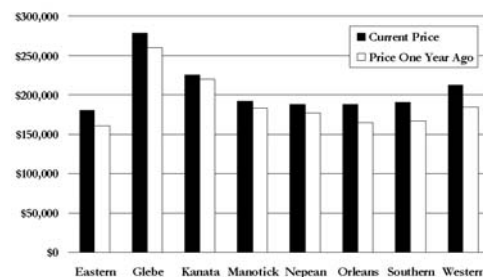
A recent survey of house prices reveals that the St. Joseph Boulevard corridor is on par with most of the other suburban housing markets in Ottawa in terms of average house price sales in the six standard housing categories. In addition, along with the majority of the other communities across the City, Orleans has recorded modest appreciation of values across almost all sectors of housing.

Site size and configuration are key redevelopment issues along St. Joseph Boulevard

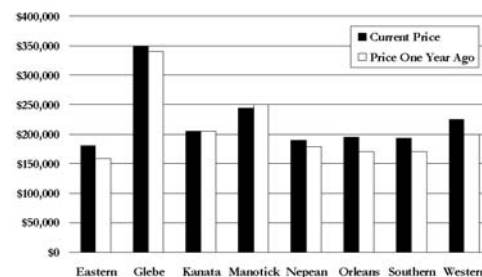
A review of property assessment data for St. Joseph Boulevard illustrates the current built form of the boulevard, as well as revealing potential sites that are suited for redevelopment. A key issue with regard to the potential development/redevelopment of sites along the St. Joseph is the orientation of land parcels. The topography of the area, which slopes steeply down to St. Joseph Boulevard from the south side, as well as to the rear of the proper-

Below: RLP Survey of House Prices
(source: 2002 Q1 Royal LePage Survey of House Prices)

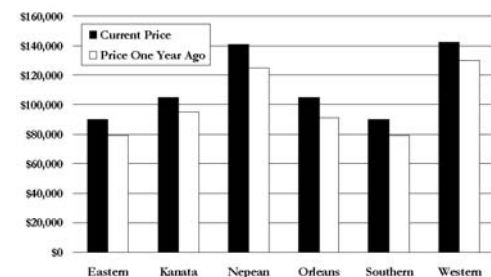
Bungalow



Standard Two-Storey



Standard Condo Apartment



ties on the north side of the boulevard, acts as a barrier to development. The cost of preparing some sites for development (i.e. excavation, grading) is prohibitive to many low density forms of development. In addition, the small total lot area of many of the parcels make anything other than small-scale infill or redevelopment difficult given the small parcel footprint and available site coverage, along with issues related to parking and vehicle access.

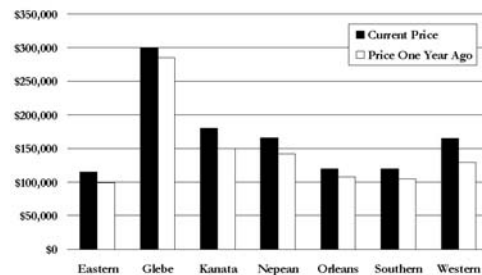
Large, vacant land parcels are the best candidates for intensification, but do not predominate in the St. Joseph Boulevard corridor

Vacant land parcels offer the fewest constraints to development, given the obvious absence of built form on the site. A total of 21 vacant sites were identified, although 16 are less than one acre in size. The largest vacant site is a nearly three acre industrial site located on Youville Drive, with 480 feet of frontage. Thirteen vacant commercial sites lie along St. Joseph Boulevard, but none are more

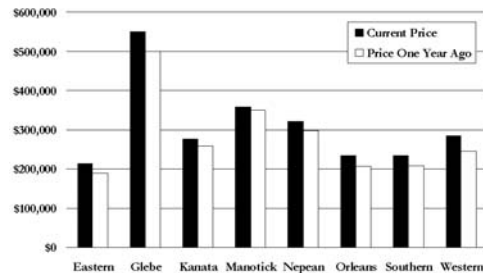
than two acres in size and nine are less than one acre in size.

Large land parcels offer the greatest flexibility in terms of redevelopment potential, given the wider range of building orientations and opportunities for access and parking for vehicles.

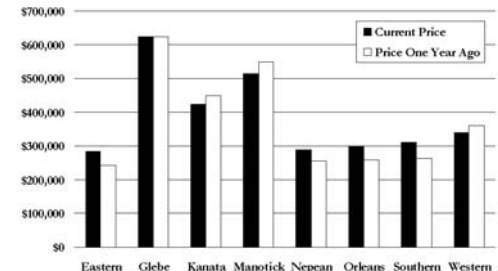
Standard Townhouse



Executive Detached Two-Storey



Senior Executive



2.2 Land Use and Planning Context

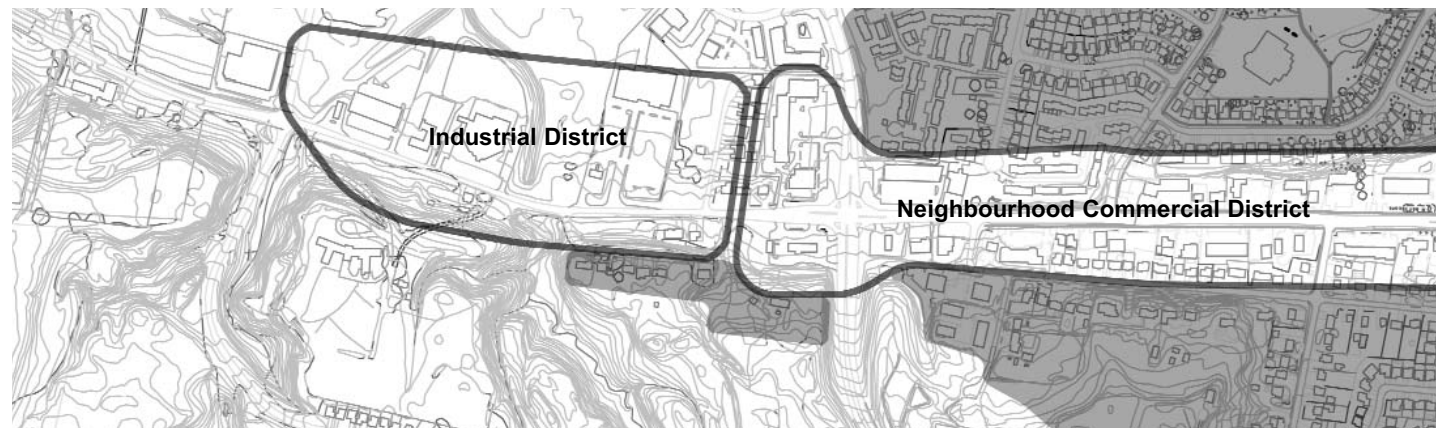
The study area can be divided into four basic districts (Figure 3), as follows:

- ***The Industrial District*** – The St. Joseph corridor within the Industrial District includes some vacant land parcels and an array of land uses including:
 - industrial (Metrophotronics in the former Canadian Tire Store);
 - retail commercial (plaza format, auto dealer, gas station);
 - service commercial/office (plaza format, Aphrodite Medical Health Centre);
 - residential (detached houses); and,
 - institutional (Pentecostal Church, Maison Notre Dame de-la-Providence).
- ***The Neighbourhood Commercial District*** – This 'central' area includes a wide range of commercial activities, including:
 - retail commercial and restaurants;
 - service commercial, offices and medical centres;
 - auto repair facilities;
 - some older detached residential uses and a townhouse development (reverse frontage); and,
 - institutional uses.

Industrial uses do not predominate here. This district is also characterized by substantial greenspace associated with creeks and the escarpment.

The predominant use in this district is retail and service commercial in a multi-unit plaza format.

Figure 3: Land use districts in the study area



Most have front yard parking. Some of the first generation detached homes have been converted to other commercial/institutional uses.

- **The Main Street Area** – This district appears to be more historic and displays a distinctly different built form. The range of uses is diverse and includes:
 - institutional (the historic church, manse and associated cemetery);
 - retail commercial (plaza format, stand alone and main street);
 - service commercial/office (plaza format, stand alone and main street); and,
 - residential (accessory apartments).

There is no predominant land use, although the historic church does provide a visual focus. There is a remnant of the older main street built

form, but that appears to be slowly evolving to more modern formats.

- **The Residential Hinterland** – The residential areas surrounding the study area are also quite diverse. They include low and medium density house forms, typically detached, semi-detached and townhouses. There are several new townhouse developments close to St. Joseph Boulevard.



The Official Plan designations correspond to the observed land use districts

The following provides a description of the key objectives and concepts articulated in the Official Plan (organized by district and designation):

- ***The Industrial District*** – The Industrial District has two land use designations, Industrial and Residential:

Industrial – The key principles of the Industrial designation are as follows:

- to create employment opportunities;
- to permit a range of industrial uses as well as accessory recreational, open space, commercial, office and community uses. Freestanding commercial uses may be permitted when they are within walking distance of transitway stations;

- ancillary uses will be limited to limit the proliferation of non-industrial land uses within the industrial areas; and,
- open storage may be permitted where not adjacent to residential uses or major roadways.

Residential - The key principles of the Residential designation are as follows:

- to permit a range of residential uses, with permission for accessory functions and services; and,
- medium and high density residential uses are to be encouraged along arterial and major collector roads, and in proximity to shopping and community facilities.

Figure 4: Existing Official Plan designations



- **The Neighbourhood Commercial District** – The Neighbourhood Commercial District has one designation:

Neighbourhood Commercial Facilities - The key principles of the Neighbourhood Commercial Facilities designation are as follows:

- to permit a range of retail and service commercial uses geared to satisfy the day-to-day needs of residents;
- to permit (may permit) a limited number of ancillary businesses, institutional, professional offices and accessory residential uses;
- neighbourhood facilities to offer between 3,000 and 10,000 square metres of GLA for commercial uses;

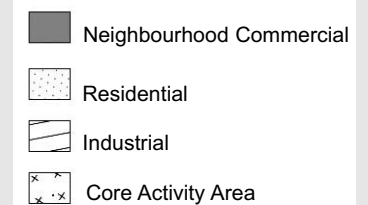
- to promote development as independent plazas, enclosed malls or planned groups of retail stores; and,

- residential units may be allowed in the rear of or on the second floor of a commercial building, subject to a test of land use compatibility and the provision of adequate parking.

- **The Main Street Area** – The Main Street District has two land use designations, Core Activity Area and Residential:

Core Activity Area - The key principles of the Core Activity Area designation are as follows:

- to establish/promote a community focal point, located at a transitway station;
- to include a concentration of well integrat-



ed, high density mixed use developments with a variety of compatible commercial, community, recreational and institutional opportunities. Residential uses may also be permitted;

- encourage government facilities, cultural and entertainment uses, as well as convention centres and hotels;
- development to be compact to facilitate pedestrian movement. Residential and commercial densities will be high;
- convenient and safe pedestrian/cycling facilities to be provided;
- parking areas that are not located underground shall be located at the periphery of the site;

- building access to be oriented to transitway stations; and,
- at least one formal Urban Park will be provided within each Core Activity Area.

Residential - The key principles of the Residential designation are as follows:

- to permit a range of residential uses, with permission for accessory functions and services; and,
- medium and high density residential uses are to be encouraged along arterial and major collector roads, and in proximity to shopping and community facilities.

Figure 4 illustrates existing Official Plan designations.

Figure 5: Existing zoning



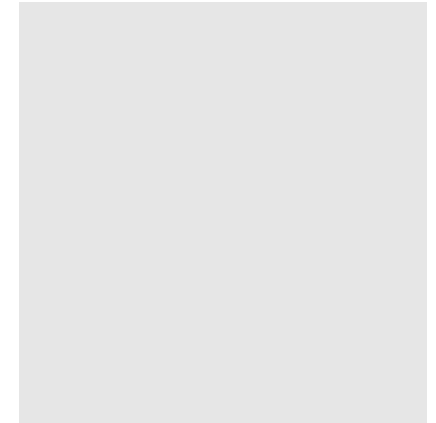
The St. Joseph Boulevard Corridor is zoned for primarily commercial land uses, with the Cc1-Commercial Community zone predominant

The current zoning regime has been successful in producing the existing built form – there are very few anomalous developments and also very few special exceptions to the Zoning By-law.

It would appear that the introduction of a broader array of office and higher density residential redevelopment opportunities would require a change in the current policies. Much of the zoning permits those uses conditionally, and most often as an ancillary component of a more retail/service commercial development.

The following provides a summary of the zoning regime as illustrated on Figure 5:

- ***The Industrial District*** – The Industrial District includes the following zoning categories:
 - Mg – Industrial General Zone;
 - In – Institutional Neighbourhood Zone;
 - Ic – Institutional Community Zone;
 - Cc1 – Commercial Community Zone;
 - Cn – Commercial Neighbourhood Zone;
 - Ch – Commercial Highway Zone; and,
 - Rs3 – Residential Single Dwelling Zone 3.
- ***The Neighbourhood Commercial District*** – The Neighbourhood Commercial District includes the following zoning categories:
 - Ch – Commercial Highway Zone;
 - Cc1 – Commercial Community Zone;
 - Cc1 (E1) – Commercial Community Zone, Exception 1;



-
- Cc1 (E3) – Commercial Community Zone, Exception 3;
 - Cn – Commercial Neighbourhood Zone;
 - Cn (E21) –
 - Cn (E29) – Commercial Neighbourhood Zone, Exception 29; and,
 - Rr1 – Row Dwelling Zone 1.
- ***The Main Street Area*** - The Main Street Area includes the following zoning categories:
 - Cc1 – Commercial Community Zone;
 - Cc1 (E2) – Commercial Community Zone, Exception 2;
 - Cc1 (E22) – Commercial Community Zone, Exception 22;
 - Cc1 (E26) – Commercial Community Zone, Exception 26;
 - HCc1 – Commercial Community Zone (Holding);
 - Cd – Commercial District Zone; and,
 - Hlc – Institutional Community Zone (Holding).

Additional detail with respect to the zoning categories is provided in a summary table in the Appendix.

2.3 Market Comparison

The demographic and socio-economic characteristics of the population in the St. Joseph Boulevard corridor were compared to other shopping districts in the City. A variety of urban and suburban shopping districts were selected and include: Bank Street, Merivale Road, Montreal Road, Somerset Street and Wellington Street.

The census tracts surrounding each area were aggregated to form the market area. The 1996 census data for these market areas were analyzed to compare and contrast the demographic characteristics of these different areas of the city (2001 Census data released to date only provides population and dwelling counts, which has been incorporated into the analysis). In addition, each of these areas may be compared to the overall Ottawa Census Metropolitan Area (CMA) to view trends in socio-economic variables within neighbourhoods compared to city-level data.

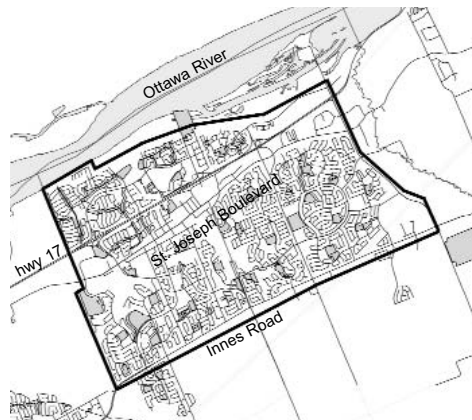


Figure 6: St. Comparison of market areas
mapping source: courtesy of the City of Ottawa

Figure 6 illustrates the boundaries of each market area, with defined census tract edges.

Population growth has been good

The population of the St. Joseph Boulevard market area was just under 80,000 in 2001, representing a 5.6% increase over 1996, in line with the Ottawa CMA growth rate of 5.3%. Of the comparable markets, only the Somerset Street area recorded a similar increase in population, at 5.5%. The other four areas posted population increases ranging from 1%-3.7%.

A higher average household size

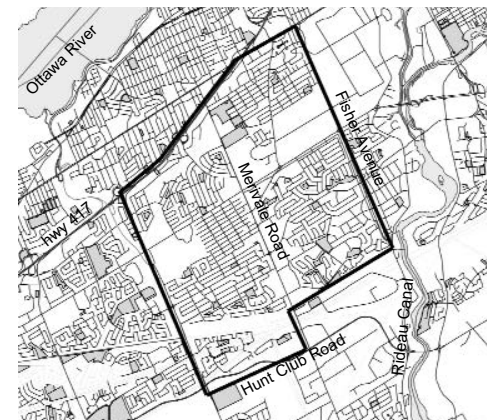
St. Joseph Boulevard has the highest average number of persons per household (pph), at 3.2 pph. The Ottawa CMA average is 2.6 pph, while the comparable market areas range from 1.8-2.5 pph. This is, however, more reflective of the housing types found in each of these areas rather than household composition.



Bank Street Market Area

A younger population

The population profile for the St. Joseph Boulevard market area is younger than the Ottawa CMA, with 40% of the population under the age of 25 compared to less than 34% for the CMA. Similarly, only 9.4% of the St. Joseph Boulevard market is 55 years of age or older, compared with 18% for the CMA. Of the comparable market areas, Merivale Road has the next largest proportion of its population under the age of 25 (at 31% - well off the 40% in St. Joseph Boulevard). None of the comparable market areas comes close to the less than 10% share of population over the age of 55 in the St. Joseph Boulevard – Somerset Street is closest, but at still nearly a 20% share of the population profile. In conclusion, in terms of population profile, St. Joseph Boulevard is unique among the market areas analyzed.



Merivale Road Market Area

Higher average household incomes

In terms of average household income, the St. Joseph Boulevard market is well above all of the comparable areas, including the Ottawa CMA. The average household income for St. Joseph Boulevard of \$76,200 exceeds the Bank Street market area by nearly \$10,000 (Bank Street has the highest average household income of each of the five comparable areas); additionally, the Ottawa CMA average household income of nearly \$ 56,800 is roughly \$19,000 below that of St. Joseph Boulevard.

An important distinction can be made regarding average household income and average household income per capita. Since the St. Joseph Boulevard market has a much higher ratio of persons per household in comparison to the other markets, the average household income per capita is in fact lower than two of the comparable areas, Bank Street and Somerset Street and on

par with Wellington Street. Using average household income per capita as a measure, St. Joseph Boulevard exceeds only Montreal Road and Merivale Road, as well as the Ottawa CMA. Average household income per capita is an important determinant of retail spending within a trade area and is a more accurate measure than strictly the average household income, which does not account for the average number of persons per household, a key factor in terms of household consumption of retail goods and services.

A predominance of detached homes

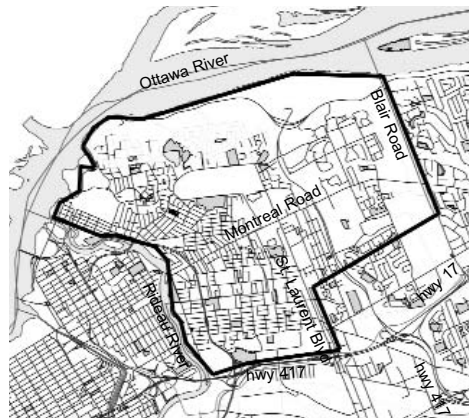
The housing stock in St. Joseph Boulevard is largely comprised of single-detached homes (64%) – to a much greater extent than any of the comparable market areas. Of the five comparable market areas in the city, Bank Street has the next highest proportion of the housing stock as single-detached homes, at just over 50%;

Somerset Street has the smallest share of single-detached homes in its housing stock, at just 12%.

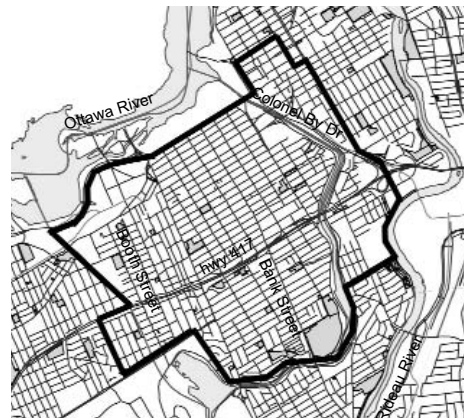
In contrast, St. Joseph Boulevard has the smallest proportion of its housing stock as apartment dwellings, at 6.4%. Somerset Street and Montreal Road have the highest share of apartment dwellings, at 78% and 60%, respectively. Townhomes makes up a significant share of the St. Joseph Boulevard market, at nearly 23%.

A predominance of owner occupied homes

The small proportion of apartment units in the St. Joseph Boulevard market area is representative of the fact that only 12.5% of households are renters, compared to 87.5% that own their home. This level of ownership contrasts significantly from the other markets, where home ownership varies from a low of 23% at Somerset Street to a peak of 60% at Bank Street, in terms of the overall households.



Montreal Road Market Area



Somerset Street Market Area



Wellington Street Market Area

The housing stock is comparatively new

The St. Joseph Boulevard market area housing stock is overall the newest of each of the comparable areas and the Ottawa CMA itself. Nearly 62% of the homes were constructed during the 1980s and a further 15% during the 1991-1996 period. In total, over three-quarters of the housing stock is less than 20 years old. In contrast, of the comparable areas, the amount of dwellings constructed during the 1980-1996 period ranges from just 8% at Bank Street to around 19% at Montreal Road. The Ottawa CMA has about one-third of its housing stock constructed during the 1980-1996 period.

pre-1960) and Wellington Street (73% pre-1970; 58% pre-1960).

Just over 5% of the housing stock in the St. Joseph Boulevard market was constructed pre-1970. This further indicates the relatively young age of the dwelling stock compared to the more mature comparable areas of the city such as Bank Street (82% of the stock constructed pre-1970; 65% constructed

Population and Households - 1996 and 2001 Census of Canada

	<i>St. Joseph Blvd.</i>	<i>Bank St.</i>	<i>Merivale Rd.</i>	<i>Montreal Rd.</i>	<i>Somerset St.</i>	<i>Wellington St.</i>	<i>Ottawa CMA</i>
Total Population (1996)	75,532	33,175	52,646	54,922	54,378	50,440	1,010,498
Total Population (2001)	79,731	34,415	54,346	55,494	57,385	51,533	1,063,664
% Change	5.6%	3.7%	3.2%	1.0%	5.5%	2.2%	5.3%
Total Households, (1996)	23,090	13,730	21,185	24,365	28,225	23,255	385,145
Total Households, (2001)	25,793	14,876	22,706	26,227	32,016	24,820	430,740
% Change	11.7%	8.3%	7.2%	7.6%	13.4%	6.7%	11.8%
Average Persons Per Hhld., (1996)	3.24	2.35	2.46	2.19	1.83	2.11	2.58
Average Persons Per Hhld., (2001)	3.06	2.25	2.37	2.05	1.70	2.02	2.43

source: Royal LePage Advisors and 1996 and 2001 Census of Canada



St. Joseph Boulevard, west of Orleans Boulevard

2.4 Transportation and Services

St. Joseph Boulevard currently operates as a major arterial roadway, with a 4 lane urban cross section. Parking is permitted on both sides after 7:00 PM Monday to Saturday. There are no cycling lanes along the road. The posted speed limit along St. Joseph Boulevard within the study area is 50 km./hr.

At major intersections, there are additional auxiliary turn lanes. Within the study area there are 6 intersections controlled by traffic control signals, and 8 intersections controlled by stop signs. All intersections with stop sign controls are “T” intersections.

St. Joseph Boulevard currently operates below its capacity

The most recent traffic counts were obtained from the City of Ottawa for the major intersections within the study area. The counts determined that the two-way Average Annual Daily Traffic volumes counts

were approximately 20,000 vehicles per day. For comparative purposes, Merivale Road north of Viewmount Drive is a similar 4 lane arterial roadway which has an Average Annual Daily Traffic volumes count of about 29,000 taken during 1998 traffic counts.

Planned right-of-way widths reflect a suburban arterial model

The Official Plan of the former Regional Municipality has identified St. Joseph Boulevard between Jeanne d’Arc Boulevard and Place d’Orleans Drive as being protected for a 34 metre right-of-way. The actual right-of way width is approximately 32 metres along most of the roadway, with isolated sections in the older areas having a right-of-way width of approximately 25-28 metres (Figure 7).

When compared to more urban areas within the City of Ottawa, both Bank Street within the Glebe community and Montreal Road in the former City of

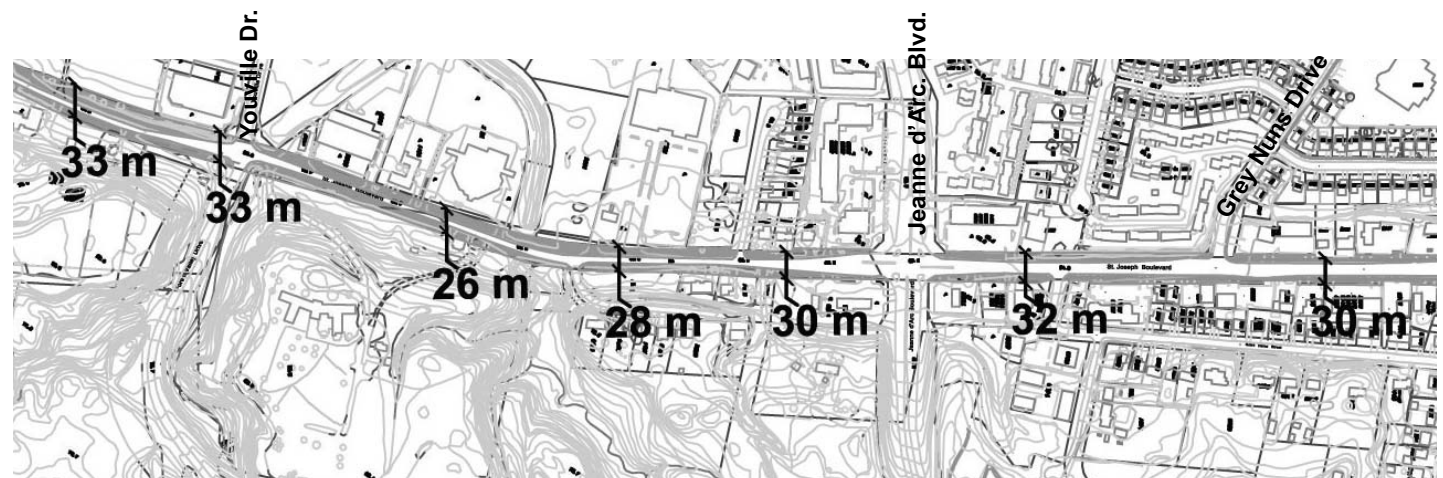


Figure 7: Existing right-of-way dimensions

Vanier are protected for a 23 metre right-of-way in the Regional Official Plan.

Collision reports do not indicate major operational problems

Collision data was obtained from the City of Ottawa for key intersections and St. Joseph Boulevard between Jeanne d'Arc Boulevard and Place d'Orleans Boulevard. The accident reports were obtained over the 3 year period from 1999 to 2001.

There were a total of 36 reported collisions over the three year period, of which 9 occurred during the weekends. There were no fatalities.

The accident data determined that over the 3 year period between 1999 and 2001, the majority of the accidents occurred at major intersections and not along the roadway resulting from vehicles turning into the adjacent retail/commercial stores. The majority of the accidents occurred during the week-day peak AM and PM hours.

A moderate level of transit service is provided along St. Joseph Boulevard

Several OC Transpo bus routes travel along St. Joseph Boulevard. Regular OC Transpo service is provided by the following routes:

- Route 127 - between Grey Nuns Drive and Orleans Boulevard; and,
- Routes 125, 127 and 131 - between Orleans Boulevard and Place d'Orleans Drive.

Peak hour (express) service is provided by OC Transpo along the following routes:

- Route 34 - between Jeanne d'Arc Boulevard and Grey Nuns Drive;
- Routes 32 and 34 - between Grey Nuns Drive and Orleans Boulevard; and,



St. Joseph Boulevard, west of Place d'Orleans



- Route 32 - between Orleans Boulevard and Belcourt Boulevard.

Figure 8 shows the location of bus stops along St. Joseph Boulevard. The figure also shows which stops are placed in designated bus bays. The City of Ottawa is in the process of removing bus bays along major arterial roadways where it has been determined that due to the volume of traffic, buses have difficulty merging back into traffic from the bus bays. A separate public process must be followed when making changes to the roads.

There is a plethora of overhead wiring in the St. Joseph Boulevard corridor

St. Joseph Boulevard has overhead utility poles and lines located on both the north and south sides of the roadway, along with approximately 44 lines crossing the road. The lines crossing St. Joseph Boulevard comprise of 12 distribution lines of which 4 are fiber optic, and the remaining functioning as

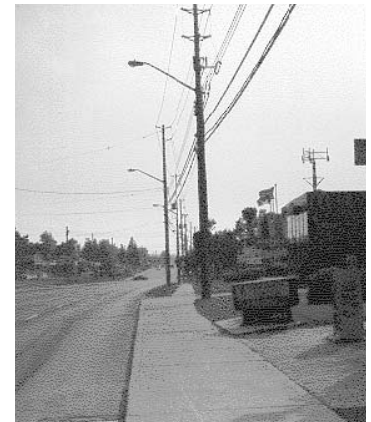
service lines. Rogers has upgraded their facilities along St. Joseph Boulevard within the past year.

The City of Ottawa has no programs that place utility lines underground, and currently has no plans to bury the utility lines and services along St. Joseph Boulevard. Other neighborhoods around the City of Ottawa have the utility facilities located on overhead poles, which remain on overhead poles after the roadway is reconstructed or widened.

The City of Ottawa was planning to resurface a portion of St. Joseph Boulevard within the limits of the study area in the fall of 2002. The resurfacing has been delayed until the spring of 2003 as a result of discussions with the Public Advisory Committee (PAC). The PAC wishes to have a full discussion on the merits of overlays for St. Joseph versus road reconstruction and burial of overhead servicing when this study is brought forward to the City's Planning and Development Committee.



Discussions with representatives of the utility companies which have overhead facilities along St. Joseph Boulevard, determined that burying the utility lines which cross the road could not be completed prior to the resurfacing of the roadway due to time required to complete the design, coordinate with other utility companies, order materials, and have available labour and funds for the project.



Hydro poles and wires along St. Joseph Boulevard



2.5 Urban Design Comparison

Currently automobile oriented environment

St. Joseph Boulevard is typical of many suburban retail corridors. Commercial development has evolved over time on a site by site basis, sometimes converting existing residences. Uses are largely automobile oriented, as St. Joseph provides one of the key east-west arterials across the City. While residential neighbourhoods abut the corridor, housing and commerce have been largely designed as single purpose districts with little integration.

The purpose of the revitalization strategy is to help with the evolution of St. Joseph Boulevard into a great main street.

Great main streets typically have a number of common characteristics:

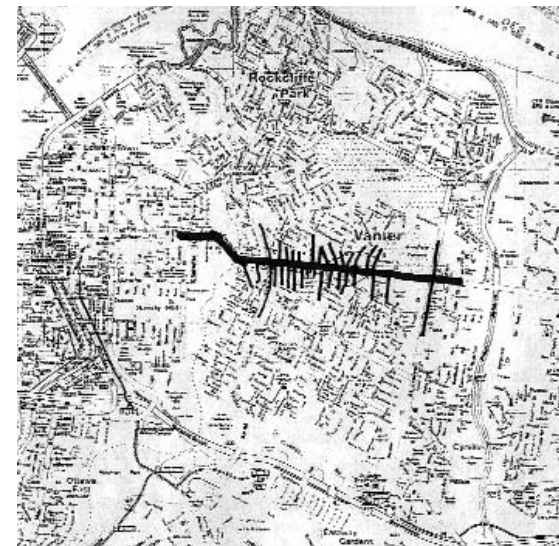
- an urban structure that enables immediate integration with adjacent neighbourhoods;
- a street that is a “public room”, created by buildings, usually with more than one storey, that contain the street;
- lively public space with buildings and uses that animate and enliven the street;
- comfortable pedestrian areas - safe with “eyes on the street”, shade, sheltered from wind;

- the result of a gradual evolution over time through infill and intensification; and,
- the location of important urban squares, parks and public places.

This section compares St. Joseph Boulevard to other commercial districts in Ottawa.



Bank Street



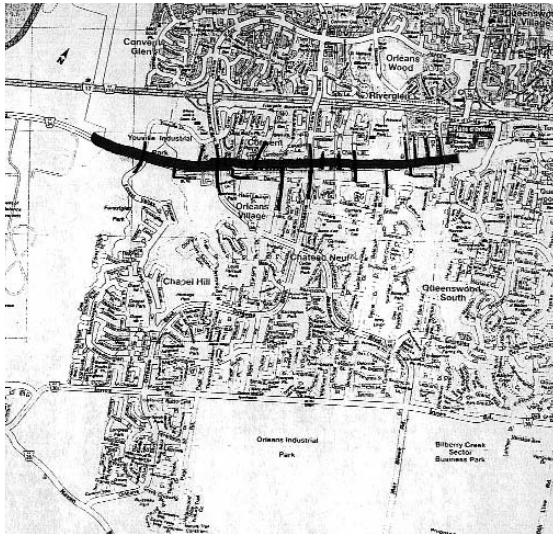
Montreal Road

A finer grained urban structure

Bank Street in The Glebe is a “classic main street”. It is an urban mixed use corridor through a neighbourhood with a grid of closely spaced streets. Over a length of 800 m, there are 8 intersections.

Montreal Road in Vanier has a similar condition with very closely spaced streets that intimately connect this main street to the adjacent neighbourhoods.

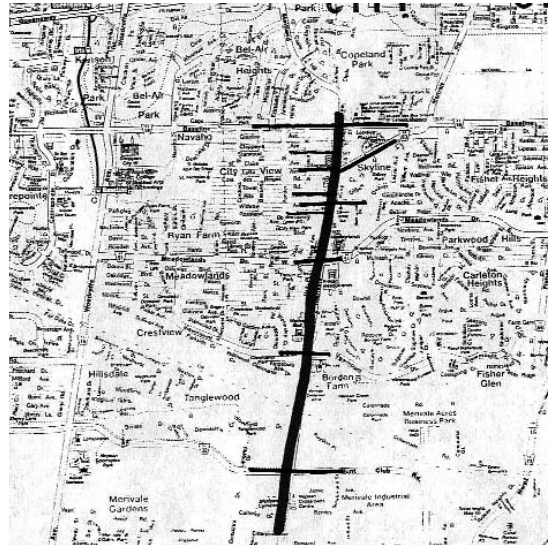
Merivale Road is at the other end of the spectrum from Bank Street and Montreal Road. Connecting streets were actually closed over time, creating a veneer of impenetrable commercial uses that were only accessible along arterial roads. Some blocks are 800 m long. Others are more typically 400 to 500 m. There are often only 1 or 2 intersections over a stretch of 800 m.



St. Joseph Boulevard

The urban structure of St. Joseph Boulevard is in between the “classic main street” and suburban commercial corridor. The block distances are widely varying from 100 m west of Place d’ Orleans to 250 m, 350 m and 800 m.

In urban areas the close spacing of intersecting streets helps to intimately connect the residential hinterland to the main street district. In more suburban areas, the adjacent residential neighbourhoods are not as well connected to their nearby shopping district as a result of widely spaced intersecting streets. The suburban district becomes less pedestrian oriented than the urban district and evolves in a place for cars.



Merivale Road



1. Bloor Street, Bloor West Village, Toronto
2. Somerset Street, Ottawa

An identifiable public room

Buildings along most great main streets line the edge of the road-right-of-way with a continuous line of building frontages. At more than one storey, they enclose the public space of the street and form the public room. The face-to-face distance between buildings is typically in the order of 25 m.

On St. Joseph Boulevard, the building frontage is not continuous. Plazas are a typical building type that accommodate parking lots, landscape and buffers, eliminating the reality of a continuous building front. While some buildings are more than one storey, the inconsistency of setback and building form results in an environment that is not enclosed by the buildings. The face-to-face distance between buildings varies from 25 m east of Edgar Brault Street to 70, 80 or 100 m where there are commercial plazas opposite each other.

Lively public spaces

Great main streets typically have a wide variety of shops, services and restaurants. Doors, display windows, sidewalk displays and outdoor cafes enliven the public space with interest and activity all day, and well into the evening. Pedestrians find an appealing mix of shops that encourage walking and shopping.

The mix of shops and services along St. Joseph Boulevard does not necessarily enliven the public realm with interest and activity. There is one outdoor café, many automotive oriented businesses and offices that do not contribute particular pedestrian appeal to the street. If the shopping trip is multi-purpose, the shopper is more inclined to drive from plaza to plaza, than to walk.



St. Joseph Boulevard

Comfortable pedestrian areas

Pedestrian areas in the most appealing shopping districts are comfortable: lined with shops with interesting displays, shade trees, planters, flower poles, benches, and transit shelters.

Pedestrian areas on St. Joseph are not defined with buildings, are not lined with trees that shade the sidewalk and don't have planters filled with flowers and shrubs. Benches are simply elaborate forms of advertising and transit shelters, when they are provided, are glass boxes. Nothing in the public realm is particularly special - no special lights, planting, paving, signs and transit shelters.

Gradual development, intensification

The most appealing main streets have evolved over time with development that gradually infills and intensifies. Historically, development occurred on small lots with individual buildings. In a highly

spaced grid, the "rules" of construction were easy to follow: buildings located at the edge of the sidewalk, filling the width of the lot, with servicing in behind, to a height that matched the adjoining building, with a façade that matched the cornice, pattern of windows, signband, columns and base panel. The result was a fine grained texture of development.

On St. Joseph, building lots were assembled to form large parcels to accommodate plazas. The plazas incorporate extensive front yard parking, resulting in a distinctly different character than found on most classic main streets. The environment is scaled for the car, not pedestrians, with large expanses of paving.



1. Somerset Street, Ottawa
2. Bank Street, Ottawa



St. Joseph Boulevard, transit stops



St. Joseph Boulevard, Catholic church

A variety of urban squares, parks and public places

Classic main streets are also the location of key urban squares, parks, public places and public or institutional buildings. St. Joseph is the location of the St. Joseph Catholic Church, a focus of the community, especially east of Bilberry Creek. However, over the distance of 3.5 km, one obvious public space is not enough. Additional focal points need to be added to provide a sense of uniqueness and comfort.

2.6 Summary of Key Issues and Observations

The analysis of the market, land use, planning, transportation and transit contexts revealed several key issues that provided the foundation for the urban design guidelines. The following is a summary of the key issues and observations:

1. ***St. Joseph Boulevard is well located and highly accessible*** - The St. Joseph Boulevard corridor is well located and highly accessible. An area with these locational and accessibility attributes should intensify naturally and, over time, evolve into an urban centre.
2. ***St. Joseph Boulevard must evolve into a more urban model*** - In the short to mid-term St. Joseph Boulevard will maintain its function as a major arterial road across the City, carrying traffic volumes in the order of 20,000 vehicles per day. Over time, as redevelopment occurs and the character of the street is changed, the speed and efficiency of traffic operations may be balanced with other road corridor functions typical of more highly urban models.
3. ***The demographic profile of the area represents some positive opportunities*** - In assessing the St. Joseph Boulevard market relative to each of the comparable market areas and the Ottawa CMA, the following observations are evident:

- St. Joseph Boulevard exceeded all of the comparable areas in terms of population growth during the 1996-2001 period;
 - the average number of persons per household in the St. Joseph Boulevard market is well above any of the comparable areas;
 - the population age profile for St. Joseph Boulevard is generally younger than any of the comparable areas;
 - average household incomes in the St. Joseph Boulevard area are well above the comparable market areas, although the average household income per capita is similar;
 - the housing stock near St. Joseph Boulevard is predominantly single-detached housing and row housing, contrasting from the comparable areas which have a generally smaller share of single-detached homes and a larger proportion of apartment dwellings; and,
 - the housing stock near St. Joseph Boulevard is younger compared to other areas.
4. ***Improvements to transit service can boost redevelopment potential*** - St. Joseph Boulevard is adequately served by transit, a key to successful intensification. Improvements

to transit stops can contribute to the overall perception of quality and convenient transit service. Further, enhanced transit service will reduce reliance on automobiles and promote pedestrian activity.

5. *Redevelopment opportunities should focus on medium to higher density residential uses*

- The trade area has a growing population, and it is relatively wealthy. It can support a broader mix of uses. Higher density residential uses are key to the success of a new mixed use district along St. Joseph Boulevard. This will increase density and the number of shoppers that can support the remaining commercial and retail uses.

6. *In the longer term, retail opportunities should complement the Place d'Orleans Shopping Centre*

- The demographic profile of the St. Joseph area is oriented to retail consumption patterns offered at the nearby Place d'Orleans regional shopping centre. As a result, St. Joseph Boulevard street front retail mix is not suited to compete with the range of offerings at the regional mall. Rather, retailing along St. Joseph Boulevard in the traditional "main street" form is more suited to provide niche product, personal convenience retailing, and professional offices, along with restaurants. These types of commercial uses would attract consumers making multiple stops – as opposed to "one-stop shopping" at Place d'Orleans.

7. *The urban structure of the St. Joseph Boulevard corridor needs to evolve into a more urban model*

- St. Joseph Boulevard is a strip commercial district. It has an extremely poor visual quality – it is unorganized, there is no streetscape amenity, some buildings are poorly maintained and obsolete. The area's poor image not only obviates the redevelopment of adjacent sites for higher order land uses, it represents a self-perpetuating cycle of decline.

St. Joseph Boulevard lacks the fine grained block structure that is typical of classic urban main street districts. Significant steps will be required to connect the residential community to the commercial and civic focus of St. Joseph.

The area must intensify in nodes with a broader mix of uses. The length of the St. Joseph Boulevard area at 3.5 km is too long to redevelop as one continuous retail shopping area.

The success of this new district hinges on creating an appealing and comfortable pedestrian environment. St. Joseph Boulevard has very wide grass boulevards that could be the location of significant and unique landscape treatment and public amenities.

8. *The market analysis indicates that redevelopment by the private sector will occur incrementally* - Some of the conclusions of the market analysis included:

- The physical nature of St. Joseph Boulevard does not lend itself to large-scale redevelopment. The steep topography on either side of the boulevard limits lot depth in some areas and increases development costs (particularly compared to conventional greenfields).
- Rents along St. Joseph Boulevard remain below the economic levels required to justify new commercial construction. These rents are generally on par with retail rents based on current availabilities in comparable market areas. As a result, the potential for retail infill development will likely be niche-driven (e.g., specialty service, restaurants, etc.) and relatively small in scale.
- Relatively little medium and high density residential development has taken place in the study area. While the Ottawa market has seen an increase in higher and medium density development virtually none of it has taken place in the Orleans community, which continues to represent a strong family housing market, predominantly single-detached.

- It is anticipated that the potential for infill residential projects would (like the retail market) represent a niche opportunity for higher-intensity development that recognize a location near transit, shopping and community services.

In summary, the redevelopment opportunities along St. Joseph Boulevard are limited in part due to the physical character of the area, relatively new built form in place, the competitive market environment and established socio-economic conditions. Redevelopment will likely take place incrementally as the area is already well served by an established retail hierarchy and existing propensity for lower-density residential development. Future redevelopment along St. Joseph Boulevard would benefit from enhanced transit, shopping facilities and community facilities.

9. *Current planning policy does not support mixed use redevelopment* – Current planning policies do not support the redevelopment of this area as a high density mixed use, urban centre. Current policy provides substantial disincentives for the redevelopment of the area for a variety of land uses. A simplified and flexible zoning regime may result in more appropriate development that is influenced by guidelines for built form, not necessarily use. The Revitalization Strategy needs a commitment to an Action Plan that marries public and private sector initiatives, including Community



Yorkville neighbourhood, Toronto



St. Clair at Avenue Road, Toronto

Improvement policies, a flexible zoning regime, reduced parking standards, built form guidelines and financial incentives for redevelopment.

10. *Redevelopment to be led by the public sector* – It is considered crucial that the public sector provide stimulus for redevelopment. As this area of Ottawa reaches a greater critical mass and the key infrastructure improvements are implemented, the financial feasibility for redevelopment can improve and more redevelopment will take place.

11. *The dominance of overhead wires in the streetscape has been identified by many participants in the study as a core issue that will obviate redevelopment* - There is no question that the hydro poles and wires dominate the streetscape. Their visual dominance, however, is in part, a function of the desolate character of the entire public realm. Many, successful urban districts have overhead wires on hydro poles. They are less obvious because of the diversity of conditions along the street. Buildings line the street edge with interesting facades, storefronts have outdoor displays, signs, banners, trees all help to divert attention to hydro poles.

12. *Aesthetic improvements can be made incrementally, without comprehensive redevelopment and without burial of overhead servicing*– While the entire area suffers from an image problem, a phased approach to upgrading the streetscape can be implemented over time that will also act as both a preview of a future condition and as a catalyst for change in the medium term.

13. *Pioneers and champions required* – All redevelopment scenarios require some individual landowners to initiate the change. New development activity, and a new image will perpetuate more change.

3.0 REVITALIZATION STRATEGY

3.1 Introduction

St. Joseph Boulevard is ideally suited for the scale and character of revitalization and intensification envisioned in the City's *Charting a Course*. St. Joseph Boulevard becomes Montreal Road in Vanier, Rideau in downtown Ottawa and Wellington Street in front of the Parliament Buildings. The basis of this strategy is that the character of development abutting St. Joseph Boulevard can evolve to the more urban form that exists along this street as it extends west into downtown Ottawa.

Discreet neighbourhoods and focal points will be defined along its 3.5 km length to avoid the monotony of an endless string of plazas. The City recognizes that transit is key to success and that it will be important to shape plans for intensification. Transit will, over time, be improved along St. Joseph.

In addition, the function of the road will change over time as development intensification occurs. Travel speeds will be reduced, on-street parking will cause friction and traffic operations will take on the conditions typical of Montreal Road, not a suburban arterial road.

There is not a single item that will facilitate or stimulate change in the St. Joseph corridor but rather, a series of incremental and complimentary steps that will occur over time.

The revitalization strategy is based on:

- 4 principles that describe the fundamental basis of the approach to revitalization;
- 7 general strategies;
- 24 specific initiatives;
- guidelines for the public sector improvements;
- guidelines for private sector redevelopment; and,
- an Action Plan that identifies 5 implementation measures.

3.2 Four Design Principles

1. **Create distinct and vibrant urban districts**

St. Joseph Boulevard will be a centre of activity - the spine of Orleans-knitting the community together across the corridor. The healthy, vibrant mixed use districts along the corridor will include places to live, work, shop and play, building upon its convenient transit access.

As a result, St. Joseph Boulevard will be appealing for pedestrians, cyclists, transit users, as well as motorists. Traffic will be calmed, and the function of St. Joseph Boulevard will evolve from a suburban arterial to a more traditional "main street".

2. **Create a beautiful landscaped boulevard**

The new mixed use district will be improved with significant landscape treatment and pedestrian amenities within the public right-of-way to identify this distinct street and to upgrade its visual quality. St. Joseph Boulevard has a unique geographic and landscape setting that will be celebrated.

3. **Ensure a sensitive and flexible design strategy**

The overall design strategy will be sensitive to the needs of all users. Accessibility for the handicapped will always be considered. Furthermore, the design strategy will be flexible enough to accommodate unique circumstances as public and private sector development occurs along the corridor.

4. **Establish partnerships to enable revitalization to occur**

The evolution of the St. Joseph Boulevard district will occur incrementally and through public/private sector partnerships. It will require champions and pioneers who will ignite the imagination and foster a willingness to participate in a new vision for the civic focus of Orleans. The public sector will lead by action.

Both the public and private sectors have a role to play in realizing a new vision of St. Joseph Boulevard. But, the public sector has to lead the way by showing an obvious commitment to revitalization by investing in the quality and amenity of the public domain. Private development initiatives can be expected only in response to a clear, demonstrated redirection of the public initiative.

3.3 Seven General Strategies

Revitalization of St. Joseph Boulevard is based on 7 general strategies.

1. ***Establish an incentives based planning policy regime that promotes revitalization***

A simplified planning policy regime is suggested that provides sufficient and realistic incentives to promote redevelopment, while at the same time minimizing the impacts on abutting low density housing and ensuring an appropriate relationship between the buildings and the adjacent streets, especially at the identified urban gateways. Design guidelines for private property development are also required to ensure that the public's intentions for redevelopment are well understood.

The primary purposes of this revitalization strategy are:

- to establish the St. Joseph Corridor as a focus of activity by promoting new development that includes a broad mix of land uses at higher densities than the adjacent neighbourhoods;
- to maximize pedestrian transit and vehicular accessibility and safety; and,
- to establish an urban design and policy regime that results in a high quality of built form and landscaping on both public and private sector properties.

The objectives of the new planning policy regime are to:

- encourage redevelopment with an array of land uses that support transit and provides a comfortable and attractive pedestrian environment;
- promote new buildings that create an improved image for the Corridor, contain the street and accentuate gateways and intersections;
- encourage redevelopment with higher densities that supports transit and provides a comfortable and attractive pedestrian environment;
- encourage appropriate and achievable redevelopment at a scale that is financially feasible;
- promote a level of uniformity of built form adjacent to the street edge;
- reduce parking standards and permit on-street parking to promote a more intensified and transit supportive urban environment;
- promote a rational reduction in the number of accesses to St. Joseph Boulevard; and,
- establish a program of financial incentives and a regulatory regime that facilitates appropriate redevelopment.

2. Define the urban gateways as locations of intensified, mixed use development

Urban gateways are suggested to define special areas of intensified development along the length of St. Joseph Boulevard. Intensified development typically evolves at intersections. Gateways are locations where higher density development would be permitted and are suggested at Jeanne d'Arc Boulevard, Orleans Boulevard and Edgar Brault.

3. Areas between the gateways to include mixed use, street related development

Redevelopment with mixed use, street related buildings should be encouraged between the gateways. Higher density residential, office and commercial uses are all appropriate for the Boulevard. No single use land use districts are suggested.

4. Create a beautiful street with consistent streetscape treatment

The strategy for the public sector improvements focuses on enhancing the streetscape. A consistent approach to tree planting, the location and material of the sidewalk and the location of high quality public amenities (such as lights, benches and transit shelters) will completely transform the appearance of St. Joseph Boulevard. The intent is to create a lush and green urban boulevard that is a great place to walk and cycle, as well as to drive.

The revitalization strategy is intended to ensure a level of consistency among some elements of

the streetscape across the 3.5 km length of the Boulevard. The streetscape will provide the coherent and flexible framework within which a variety of private sector development initiatives will occur. It will also provide the framework for streetscape enhancements that reflect site specific features along the corridor.

5. Create beautiful green spaces protecting and accentuating natural features

St. Joseph Boulevard is crossed by two river valleys - one tributary west of Jeanne d'Arc Boulevard and Bilberry Creek. The valley in the west has been destroyed on the north side of St. Joseph Boulevard through redevelopment. Bilberry Creek is still intact on both sides of the street. Care must be taken to ensure the natural features are protected and enhanced. Bilberry Creek flows through an open space and by a cemetery, a perfect location for park improvements to become a key focal point along the Boulevard.

6. Market St. Joseph Boulevard as a prime location for professional offices, niche and convenience retail and higher density residential development

The demographic profile of the area is oriented to retail consumption patterns offered at the nearby Place d'Orleans Mall. Considerable retail space is already located in the area to effectively serve the Orleans Community including relatively new commercial space along St. Joseph Boulevard. As a result, the potential for new retail development will likely



Intensified mixed residential and commercial development in Woodbridge, Ontario



Bilberry Creek



1. Bank Street, Ottawa
2. Wellington Street, Ottawa
3. Eglinton Avenue, Toronto

be niche-driven (e.g., specialty service and restaurants) and relatively small in scale.

The potential for infill residential projects would (like the retail market) represent a niche opportunity for higher intensity development that recognize a location near transit, shopping and community services.

Redevelopment opportunities that include a mixture of office, retail and residential uses should be promoted and marketed to the development community.

7. Continue to work towards a strategy for underground hydro service as a long term goal

There is no question that the visual quality of St. Joseph Boulevard would be enhanced as a result of placing the hydro service underground.

Realistically, however, there are a variety of hurdles that a hydro service burying strategy must overcome, including:

- the cost is substantial, and no funding sources are available;
- the City of Ottawa has no program in place that would remove the poles and replace them with underground services; and,

- the poles are not ready for replacement at this time - most are still good for 20+ years.

Notwithstanding those hurdles, it is suggested that affected landowners be surveyed to determine their willingness to support the service burying strategy, including their desire to pay for underground services to their individual buildings, either in retrofitting existing development, or as a requirement of redevelopment.

In the meantime, successful revitalization on private and public lands can proceed without placing the hydro service underground. Certainly there are many streets that are exceptional urban districts that have similar conditions with overhead wiring.



Reinstate the valley on north side of St. Joseph Boulevard



Protect creek valley on the south side of St. Joseph

3.4 Twenty Four Specific Initiatives

Specific initiatives have been identified along St. Joseph Corridor.

Youville Neighbourhood

1. **Protect the Escarpment**

The entrance to the St. Joseph Boulevard area is defined by a beautiful vegetated escarpment on the south side of the road. This “green gateway” should be protected.

2. **Gateway**

The north side of the Youville Drive/St. Joseph Boulevard intersection is a suitable location for intensified development. The area north of the boulevard is the location of employment uses.

3. **Protect the creek valley**

The creek valley must be protected and further enhanced.

4. **Reinstate the creek valley**

The valley on the north side of St. Joseph Boulevard has been completely destroyed

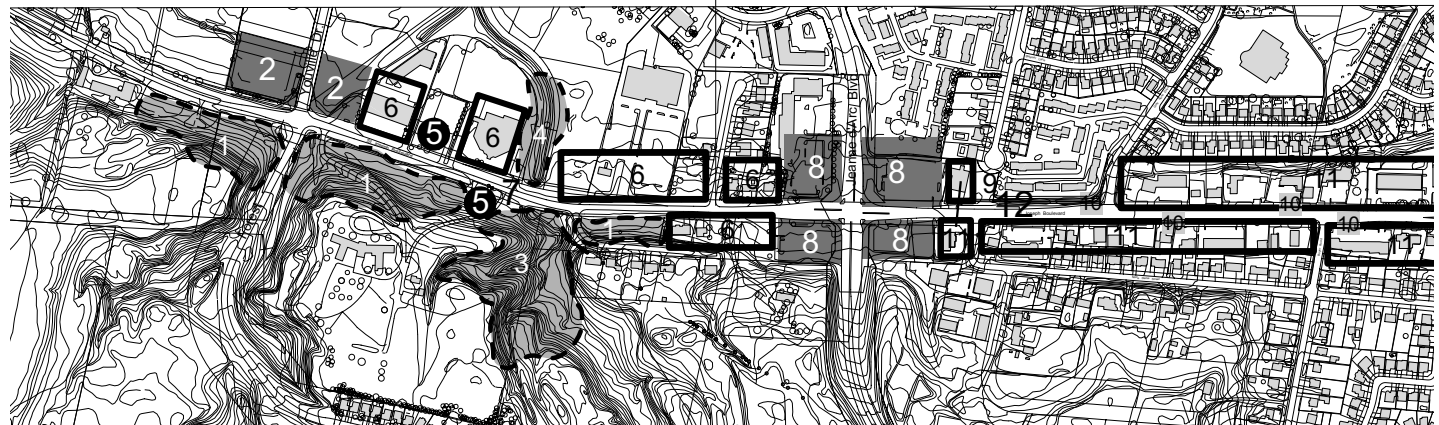
YOUVILLE NEIGHBOURHOOD

1. *protect escarpment*
2. *gateway*
3. *protect creek valley*
4. *reinstate valley*
5. *protect heritage buildings*
6. *mixed-use street related development*
7. *St. Joseph streetscape*

JEANNE d'ARC NEIGHBOURHOOD

8. *gateway*
9. *pedestrian connection*
10. *remove bus bays*
11. *mixed-use street related development*
12. *St. Joseph streetscape*

Figure 9: 24 specific initiatives



through redevelopment. A parking lot has been constructed over the valley. An ambition of the revitalization strategy is to reinstate important natural features, such as valleys, in the long term.

5. **Protect heritage buildings**

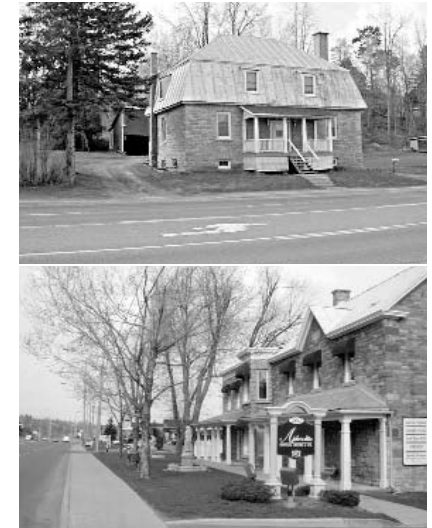
There are interesting heritage buildings in the Youville Neighbourhood that provide an important link to the evolution of this area. These buildings should be maintained.

6. **Mixed use street related development**

The areas between the centres are ideal locations of mixed use street related development. Design guidelines describe the appropriate scale and character of development.

7. **St. Joseph Streetscape**

Consistent streetscape treatment along St. Joseph Boulevard will add a sense of coherence to the area, in spite of the existing widely varying and disparate developments. Design guidelines describe streetscape character and elements.



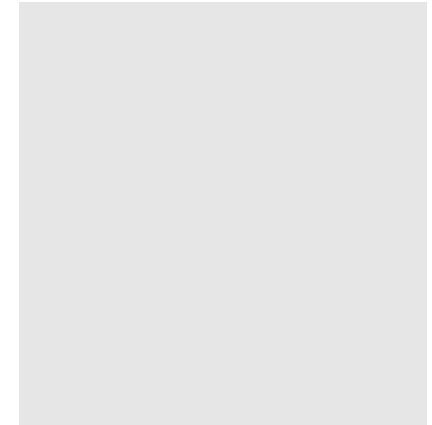
Protect heritage features

ORLEANS NEIGHBOURHOOD

- 13. *remove bus bays*
- 14. *gateway*
- 15. *mixed-use street related development*
- 16. *St. Joseph streetscape*

BILBERRY CREEK NEIGHBOURHOOD

- 17. *protect creek*
- 18. *upgrade bridge and create a gateway*
- 19. *upgrade landscape*
- 20. *church as focus of districts*
- 21. *mixed-use street related development*
- 22. *St. Joseph streetscape*
- 23. *gateway*





Prime sites for redevelopment of mixed use street related uses



Bridge at Bilberry Creek



Open space along Bilberry Creek, north of St. Joseph Boulevard

Jeanne d'Arc Neighbourhood

8. Gateway at Jeanne d'Arc

The intersection of Jeanne d'Arc and St. Joseph Boulevard is an ideal location for intensified development. Over time as redevelopment occurs, this location is suited to higher density residential, commercial and/or office uses that accentuate the importance of this intersection.

9. Pedestrian Connection

A pedestrian connection is suggested between the end of Bakker Court and St. Joseph. With relatively few streets intersecting with St. Joseph, the adjacent neighbourhoods are relatively disconnected from the shopping district. Since it is unlikely that there will be significant changes to the street and block pattern, pedestrian connections should be added wherever possible.

10. Remove the bus bays

The bus bays should be removed. This initiative is consistent with the direction of the City to give priority to transit.

11. Mixed use street-related development

As redevelopment occurs over time, the areas between the gateways are ideal locations for mixed use, street-related development. This is a perfect location for higher density housing, especially given the transit service on the Boulevard.

12. St. Joseph Streetscape

Consistent streetscape treatment along St. Joseph Boulevard will add a sense of coherence to the area, in spite of the existing widely varying and disparate developments.

Orleans Neighbourhood

13. Remove bus bays

The bus bays should be removed. This initiative is consistent with the direction of the City to give priority to transit.

14. Gateway

The intersection of Orleans Boulevard and St. Joseph Boulevard is identified as a gateway, a site for intensified development. The sketch on the opposite page illustrates the concept of higher density development concentrated at the corner location. A typical development would include residential units on upper stories and ground floor retail. Buildings are located to front, face and feature St. Joseph Boulevard. Redevelopment occurs within the context of existing commercial plazas remaining. Wherever possible, parking is located underground, behind the buildings or in the interstitial areas between buildings or developments in small parking lots.. The ambition is to avoid large expanses of parking from dominating the street edge.



Figure 10: Sketch of mixed use street related development

15. *Mixed use street related development*

The areas between the gateways should be developed with mixed use street related development. The sketch illustrates lower buildings located mid block. Mixed uses would still be encouraged in these locations.

16. *St. Joseph Streetscape*

Consistent streetscape treatment along St. Joseph Boulevard will add a sense of coherence to the area, in spite of the existing widely varying and disparate developments.

Bilberry Creek Neighbourhood

17. *Protect Bilberry Creek*

Bilberry Creek crosses St. Joseph Boulevard just west of the church. It is imperative that this important natural feature be protected. The landscape along the creek should be naturalized, including the use of a naturalized approach to bank stabilization.

18. *Continue to enhance the bridge*

Improvements have already been made to the bridge with special lighting and fencing. The bridge is a key location for continued upgrading.

19. *Upgrade the landscape of the open space*

Bilberry Creek flows through open space associated with the church. The retaining wall has been the target of graffiti over the years. The

landscape could be upgraded to provide a key focus to the St. Joseph district.

20. *Church as a focus of the district*

The church is an obvious focus for the entire St. Joseph district. The church spire is a highly visible beacon from most of the district. Its location next to the open space and Bilberry Creek make it a cultural focus for the district.

21. *Mixed use street related development*

The area near Edgar Brault is the location of the original village. Most buildings are located at the edge of the right-of-way. This is the area that appears ripe for redevelopment, especially on the north side of the street. A mix of uses in street-related buildings is recommended. Buildings should include retail uses on the ground floor. The adjacent residential neighbourhoods are well connected to St. Joseph Boulevard through a closely spaced street system which results in small blocks.

22. *St. Joseph Streetscape*

Consistent streetscape treatment along St. Joseph Boulevard will add a sense of coherence to the area, in spite of the existing widely varying and disparate developments.

23. *Gateway*

The gateway at Place d'Orleans Drive is an important location for intensified development to mark the east gate to the district. A "pad"

building associated with Place d'Orleans Mall could be located to help define the north east corner of the intersection. Over time as redevelopment occurs, the existing individual commercial buildings could evolve into a more intensive form of development.

24. Encourage landscape enhancement on abutting private property that complements streetscape improvements in the public right-of-way

There are many locations where existing development has wide front yard setbacks that could incorporate landscape treatment that complements streetscape improvements within the public right-of-way. Property owners should be encouraged to provide front yard landscape treatment that further enhances the City's initiatives with the public realm.



St. Joseph Boulevard looking west at Gabriel Street



St. Joseph Boulevard looking east of Orleans Boulevard

3.5 Urban Design Guidelines for the Public Realm

1. Right-of-way

The St. Joseph Boulevard right-of-way should not be widened. It should remain at its current width which will accommodate 2 lanes of traffic in each direction with off peak, on-street parking along commercial frontages.

The existing right-of-way (ROW) width for St. Joseph Boulevard varies. The ROW through the east end near Edgar Brault Street is 25 to 28 m. The rest of the ROW is 30 to 34 m wide. The Official Plan of the former Regional Municipality has identified St. Joseph Boulevard between Jeanne d'Arc Boulevard and Place d'Orleans Drive as being protected for a 34 m ROW.

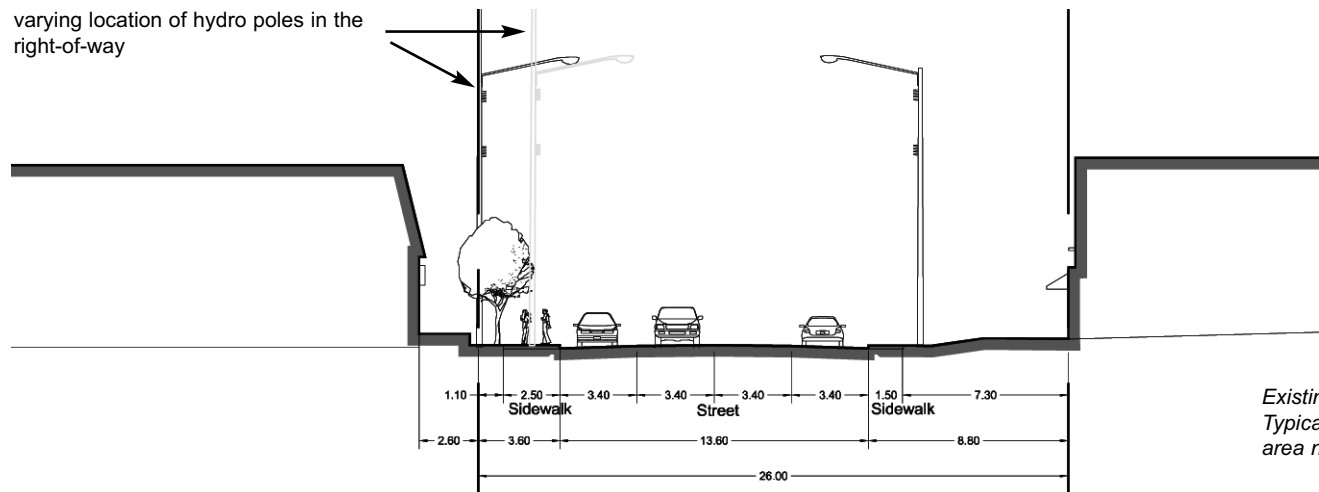
An analysis of Ottawa's urban arterial roads, such as Bank Street in the Glebe neighbourhood and Montreal Road in the former City of Vanier are protected for a 23 m ROW in the Regional Official Plan.

Overtime, as redevelopment and intensification occurs, St. Joseph Boulevard should take on the role and function of an urban arterial. Therefore, it is recommended that the existing ROW for St. Joseph Boulevard should generally remain as it is. It is intended to maintain the 4 lane configuration, with on-street parking located along the commercial frontages, for use in off-peak hours. The 4 lane configuration can generally be accommodated within

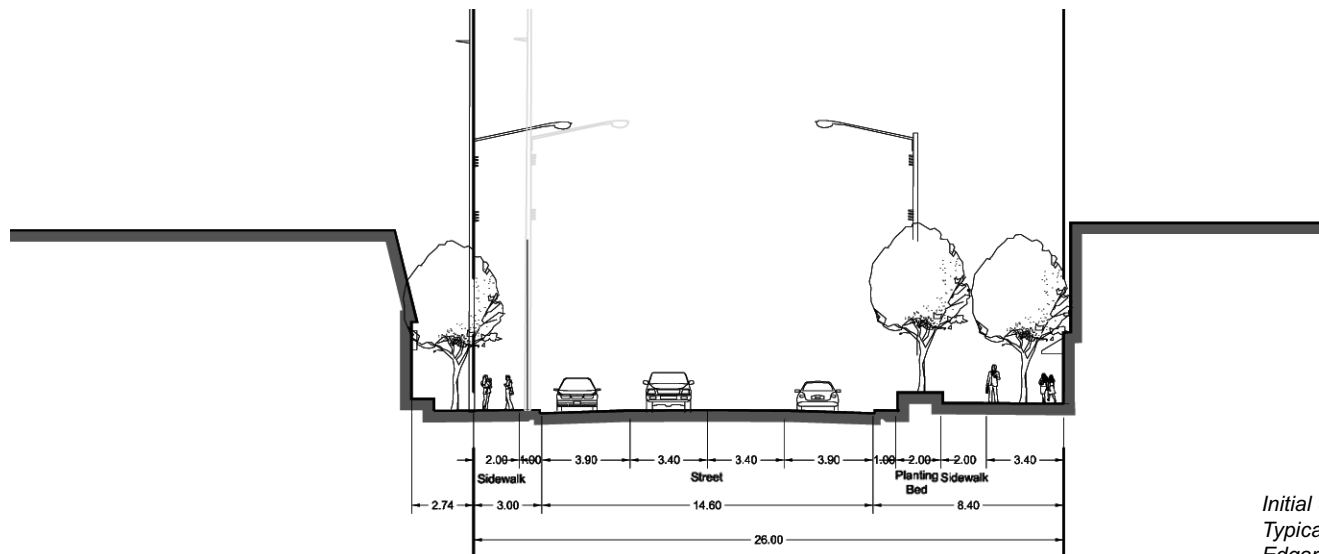
existing curbs. Landscaping in the boulevards would be eliminated at intersections to permit the addition of a left turn lane, where necessary.

Cyclists could be accommodated in the traffic lane. As redevelopment and intensification occurs, the conditions of this road will change. It will over time, function similar to Montreal Road with reduced speeds and friction caused by on-street parking.

The following cross sections illustrate typical conditions for the 26 m and 32 m ROW. They illustrate the reconfiguration of the lane widths. In the long term, when St. Joseph Boulevard undergoes full road reconstruction, curbs will be moved to provide for wider pavement widths of 15.0 m in the 32 m ROW, and 14.5 m in the 26 m ROW. The distribution of features outside of the curbs is described in the following section.



*Existing Conditions -
Typical cross section of St. Joseph Boulevard in the
area near Edgar Brault with the existing 26 m ROW*



*Initial Streetscape -
Typical cross section of St. Joseph Boulevard near
Edgar Brault*

Figure 11 Cross section of 26m ROW

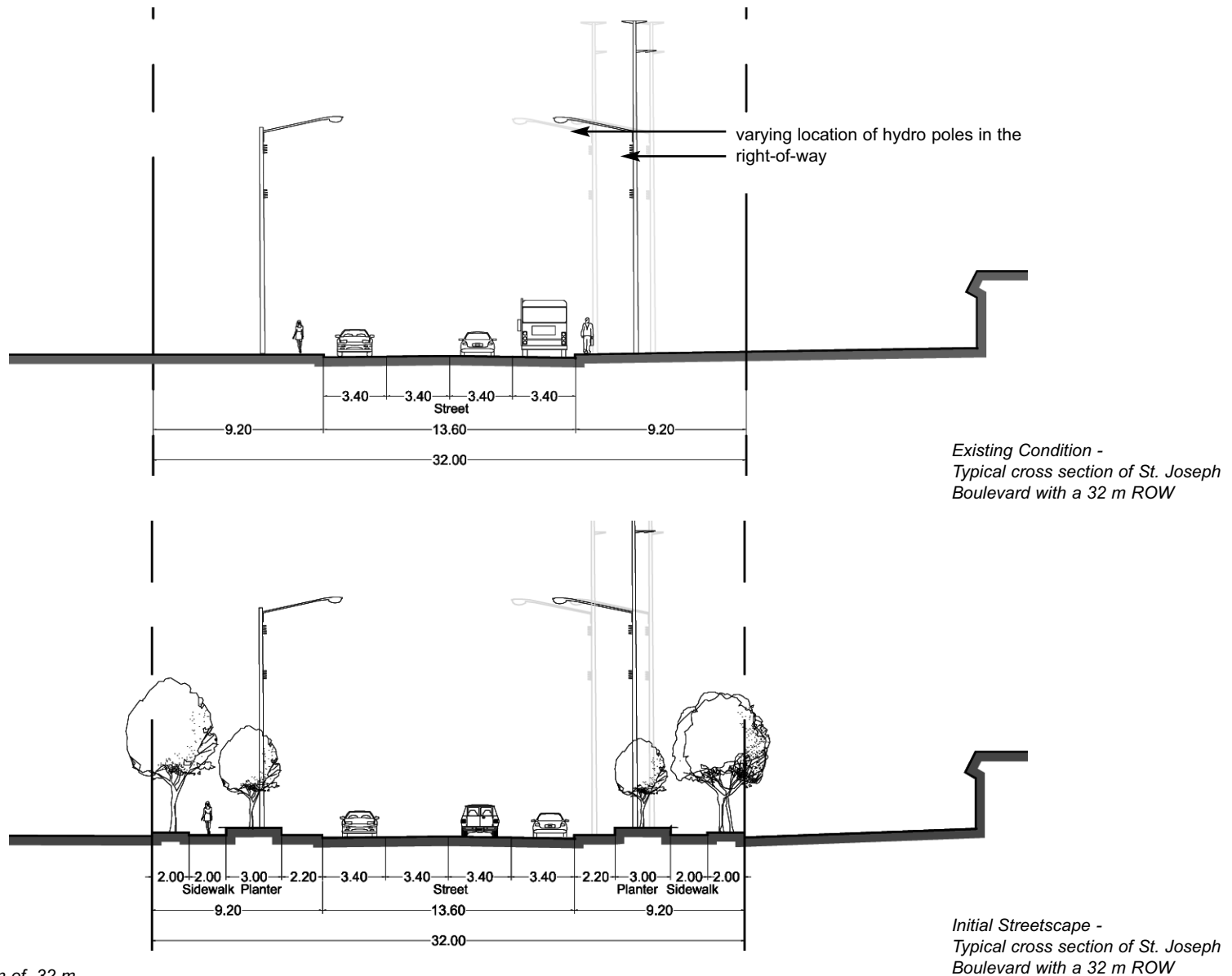
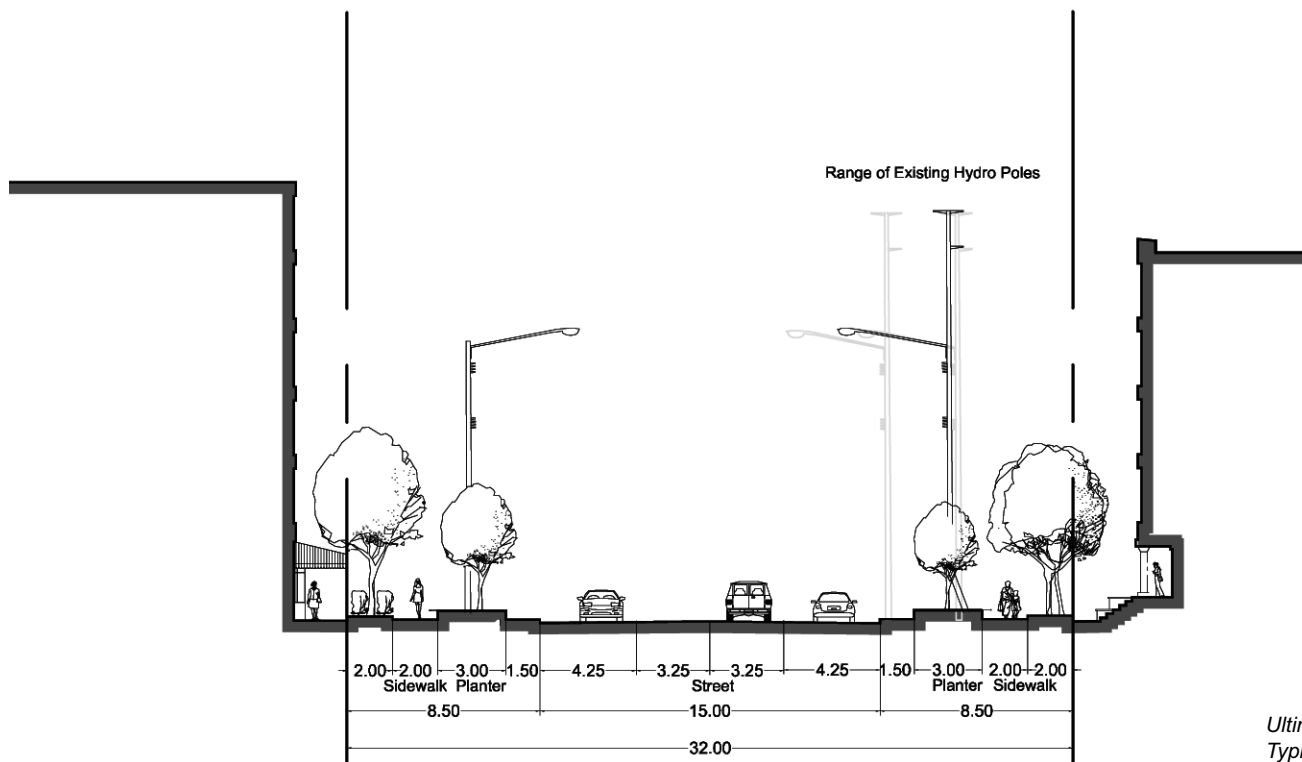


Figure 12 Cross section of 32 m
ROW



*Ultimate Streetscape -
Typical cross section of St. Joseph Boulevard with
a 32 m ROW*

2. Pedestrian Zone

Provide a significant pedestrian zone along the curb edge to accommodate a continuous sidewalk and distinctive streetscape treatment.

St. Joseph Boulevard should be a grand landscaped avenue - the primary public place in this community. Sidewalks are the main pedestrian routes, representing the largest and most valuable public open space. Currently, the wide open expanse of pavement, which extends almost uninterrupted from one building face to another, is a bleak and uninviting prospect to pedestrians. Conditions are inhospitable.

The suggested right-of-way dimension has a 9.2 m pedestrian zone between the curb and the edge of the right-of-way. This zone will accommodate a sidewalk, planting bed and pedestrian amenities such as benches and transit shelters. In the long term, the pavement width will be increased to 15 m therefore reducing the pedestrian zone to 8.5 m.

The most important attribute of a good pedestrian system is its continuity; continuity of the alignment and surface of the sidewalks, without hazardous breaks and obstructions, continuity in the walls or other elements which define the edges of the pedestrian areas, continuity of materials.

The typical pedestrian realm on St. Joseph Boulevard would include:

- a setback to the planting bed;
- a 3 m wide raised planting bed;
- a 2 m wide sidewalk located between the alley of trees; and,
- a boulevard with tree at the edge of the right-of-way.

The intent is to create a wide, defined and clear passageway for pedestrians. The clear passageway is protected from the road edge by the planting bed and trees. No obstacles would be located within the pedestrian route.

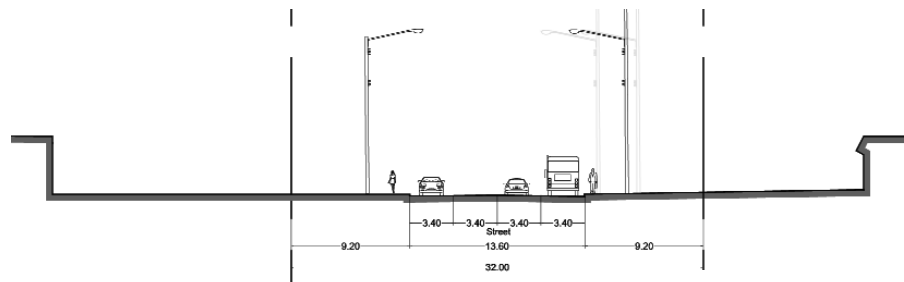
The following pages illustrate cross sections for both the 32 m typical right-of-way condition and the 26 m right-of-way near Edgar Brault. Cross sections illustrate streetscape treatment that can be applied to the full length of St. Joseph Boulevard. Streetscape enhancement is illustrated within the context of the existing hydro poles and overhead wires.

Cross sections also illustrate how the initial streetscape treatment will accommodate private sector development over time.

Specific conditions of property ownership, location of off-street parking, and underground services are widely varying along the corridor. During detailed design, a surveyed base map will be required to accurately locate all above and below ground features. These guidelines will be applied to the development of a detailed streetscape plan for St. Joseph Boulevard.

The setback to the planting bed, width of the planting bed, width of the sidewalk and width of the grass boulevard may vary across the entire length of the corridor. This is a menu of elements that can be adjusted based on the specific situations in each block.

Figures 13 and 14 illustrate the evolution of changes to the streetscape.



Existing 32 m ROW

Existing Condition:

- sidewalk at curb
- no street trees
- no buffer between front yard parking and sidewalk

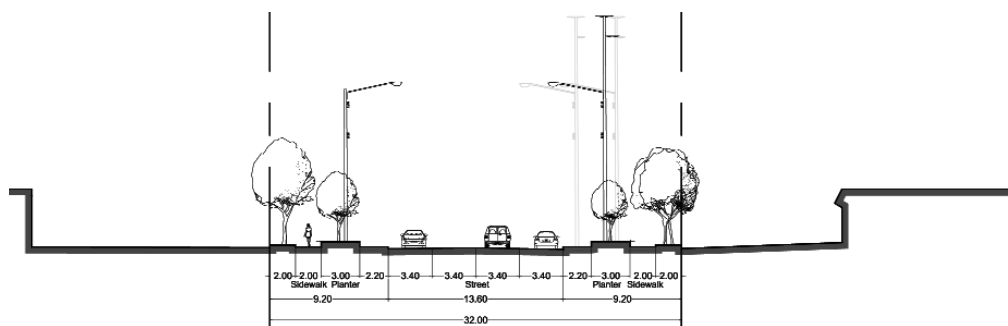
Initial Streetscape

- raised planters with trees + shrubs
- clear pedestrian sidewalk
- double row of trees lining sidewalk
- textured paving to define amenity zone for benches, new pedestrian lights, waste receptacle, transit shelters
- special paving defines cross walks

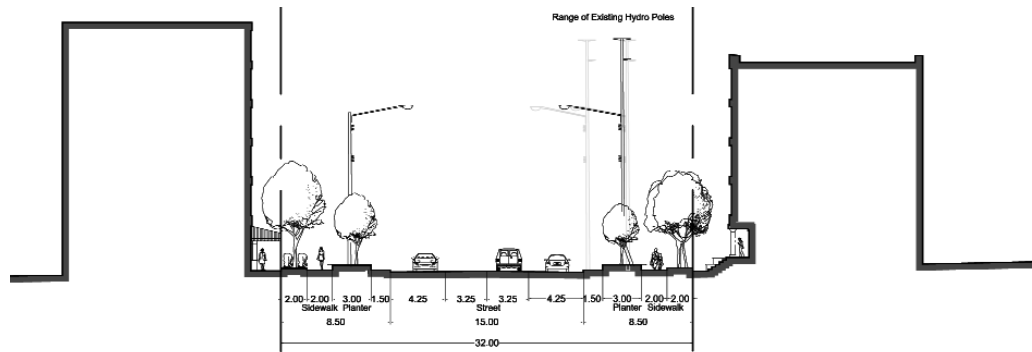
Ultimate

- new buildings locate at the edge of the right-of-way
- entire pedestrian zone becomes hard surface
- trees at the edge of the ROW have tree grates around their base in a more typical urban condition
- pavement width is widened
- setback to raised planter is narrowed

Figure 13 Sequence of change to the 32 m ROW



Proposed 32 m ROW Initial Streetscape



Proposed 32 m ROW - Ultimate with private sector redevelopment

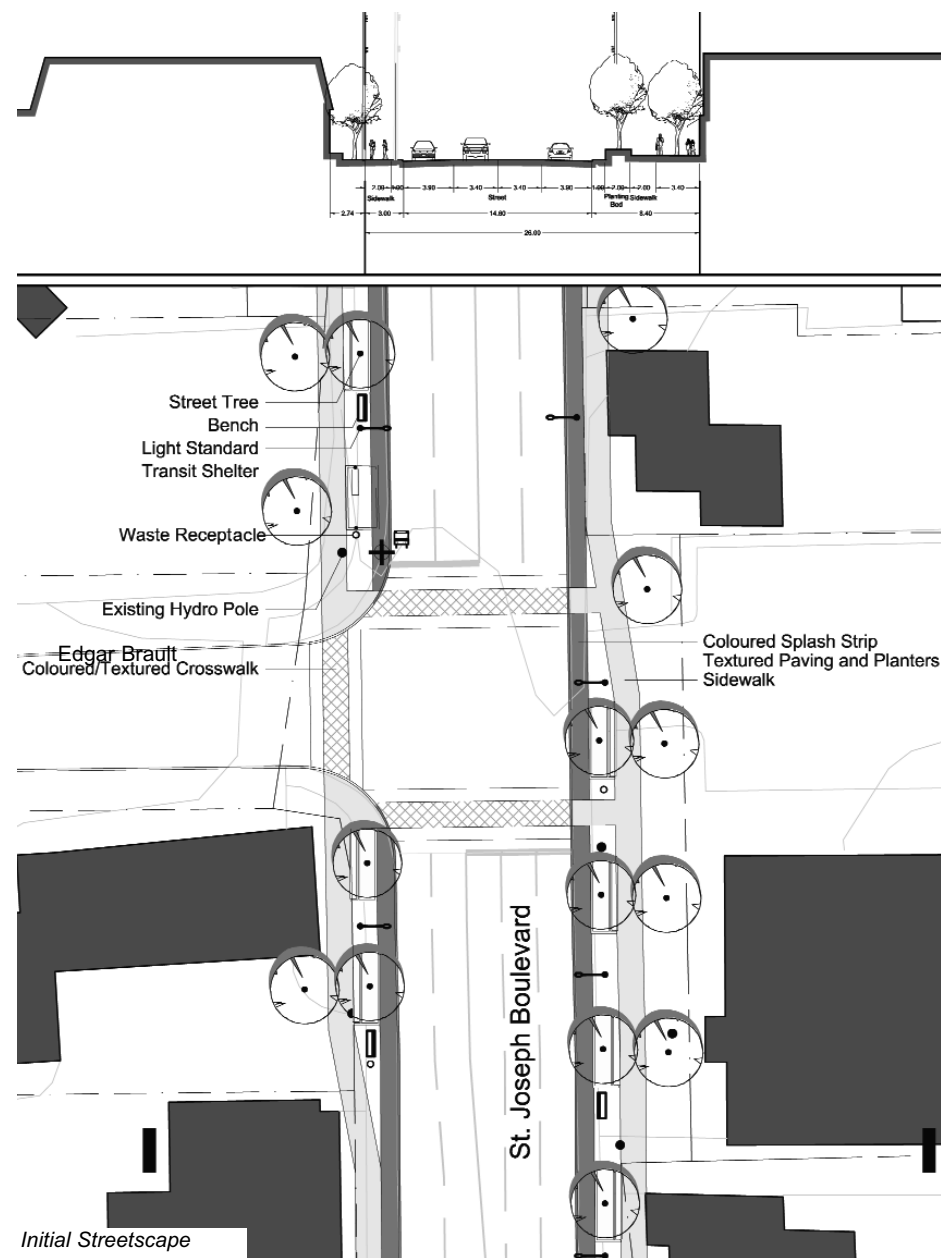
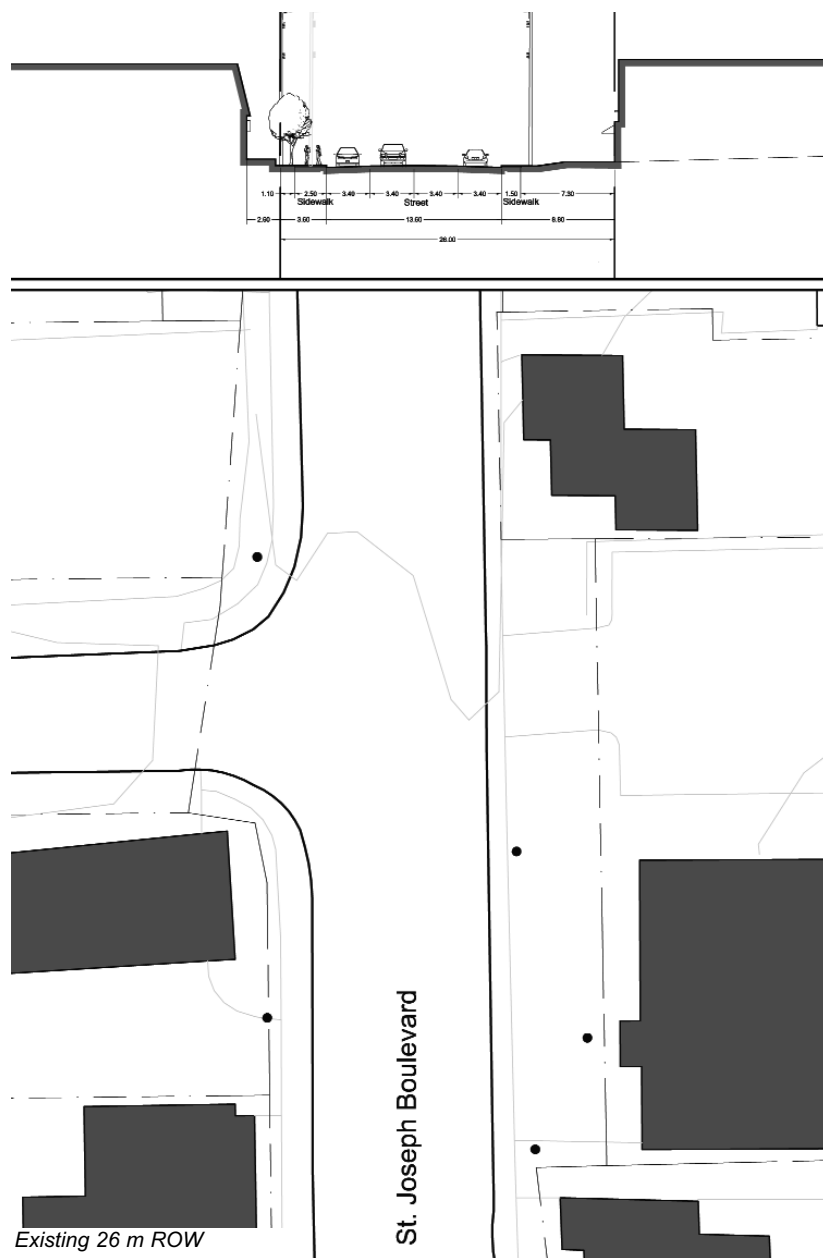


Figure 14 Sequence of change to the 26 m ROW



Michigan Avenue, Chicago



St. George Street, Toronto



Trees in a continuous planting pit, topped with pavers.

3. Street Trees

Plant a row of street trees along both sides of St. Joseph Boulevard in a low, raised planting bed.

The co-ordinated development of building sites along the street is a long term objective. Establishing a new perception of St. Joseph Boulevard is a short term goal which may only be achieved through a series of incremental steps. A comprehensive program of tree planting within the road right-of-way should be a fundamental and early part of this transformation process.

Introduction of consistent tree planting along the street edge, supplemented by other repetitive elements (such as lighting) would collectively define the sides of the street space, without interfering with views of storefronts or other buildings.

Trees should be planted in continuous planting beds and not in individual tree pits. The planting beds would enable trees to be clustered in open planting beds.

Low, raised planters provide one option for defining the edge of the planting bed. Trees clustered with ground covers planted in an open planting bed, contained by a low curb edge or wall, would also help to screen the view of parking from the street. The planting bed could be filled with stone, perennial flowers, shrubs, ground covers and/or annuals. The ambition is to ensure that understory planting provides some year round interest to the street.

Where existing development is set back, a second row of trees is recommended, near the edge of the right-of-way either within the right-of-way or on private property.

The streetscape treatment is envisioned to be relatively consistent across the corridor, giving it a sense of coherence in spite of the widely varying forms of existing development and the changing right-of-way width.

The cross section illustrates that initially, street trees are located in low planters set back from the curb. The second row of trees at the edge of the ROW are planned in a grass boulevard. This planting should be integrated with the landscape screening of adjacent parking lots.

Over time, as redevelopment occurs, the grass boulevard at the edge of the ROW would be replaced with paving and a tree grate at the base of the tree to accommodate more urban conditions.

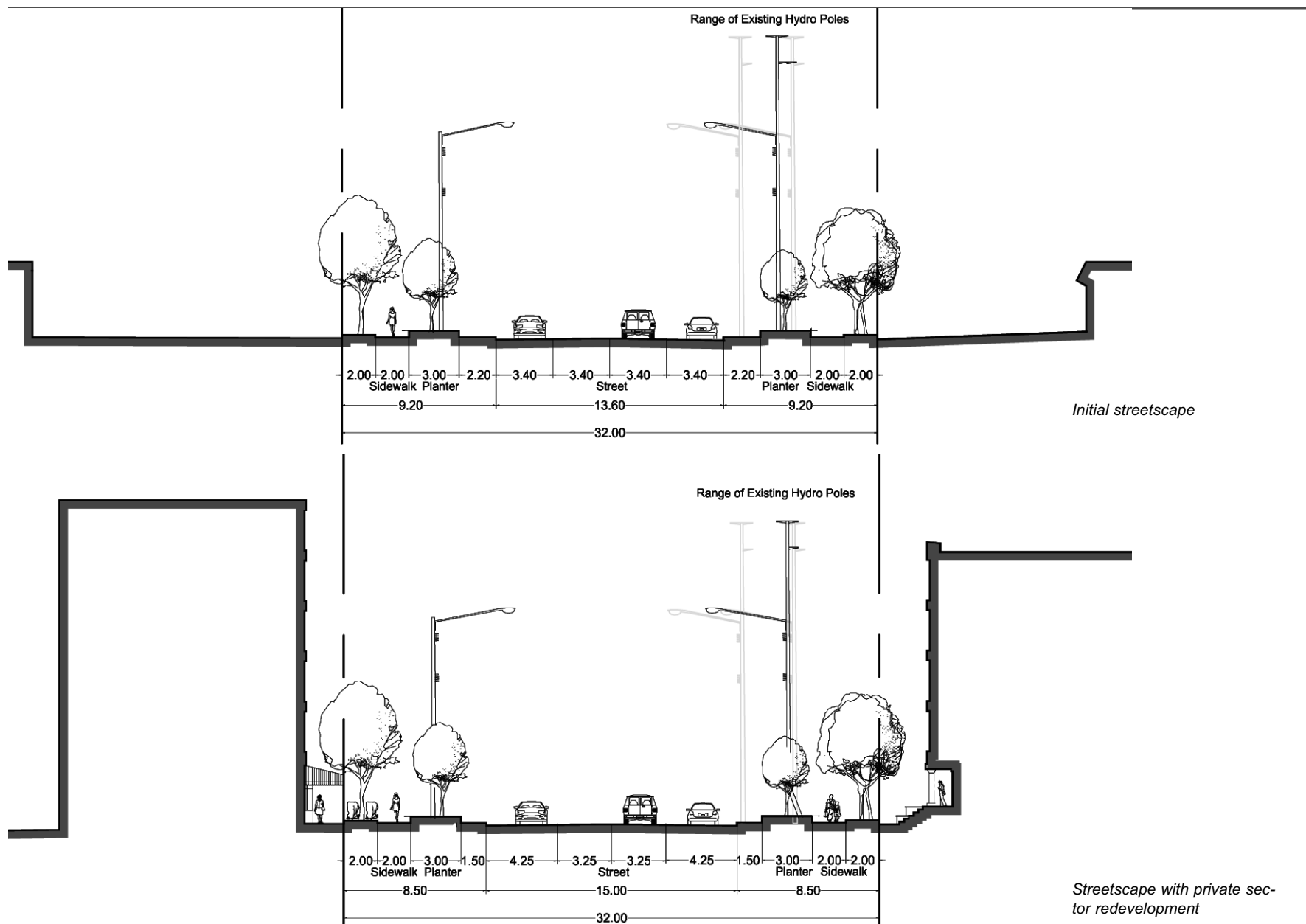
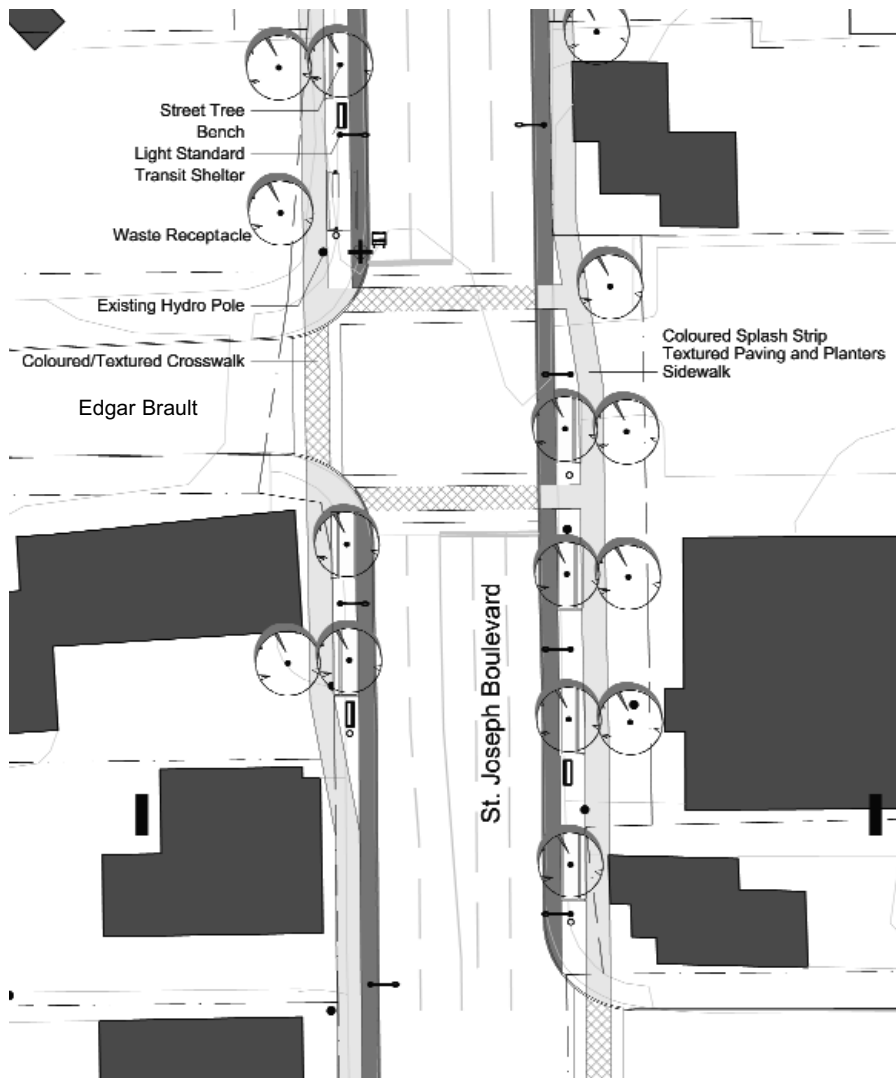


Figure 15 Streetscape treatment in 32 m ROW



View looking west on St. Joseph Boulevard at Edgar Brault. Lane widths are reconfigured with wide outside lanes to accommodate cyclists, as well as vehicles. New raised planters are set back 1.5m from the curb edge. Planters have trees and other perennials. A clear passageway for pedestrians is located beside the planters. The planters are set within a zone with a textured sidewalk that also has new pedestrian lights, benches, trash receptacles and transit shelters. The new streetscape is added within the context of the existing hydro wires and poles.

Plan of St. Joseph with proposed streetscape treatment



View of St. Joseph Boulevard at Edgar Brault looking west



View of St. Joseph with proposed streetscape treatment

Figure 16 Photo montage simulating new streetscape at Edgar Brault



Coordinated furnishings at a bus stop

4. Furniture and other Amenities

St. Joseph Boulevard should have a consistent vocabulary of other streetscape elements such as lights, transit shelters and benches.

St. Joseph Boulevard streetscape should have distinctive features such as pedestrian scale lights, flags, banners, information kiosks, transit shelters, newspaper boxes, waste receptacles, bicycle racks and benches that will identify this special community. These elements of the public infrastructure can help to create an inspiring landmark and a public place.

Furniture and amenities are recommended as an important component of the streetscape to help organize the public realm. New pedestrian lights would light the sidewalk and add a new quality and safety to the street. In certain locations, they could be clustered to identify special areas such as transit stops.

Many downtowns are distinguished by their unique furnishings and amenities. The entire palette of furnishings are selected to complement other materials chosen during detailed design. For example, lighting, transit shelters, benches and waste receptacles designed or selected as a “kit of parts” will add a sense of continuity across the district.



Bronte, Ontario



Toronto



Toronto



Santa Monica



*Furnishings and lights in
Yorkville, Toronto*





Existing transit stops along St. Joseph Boulevard

5. Transit

Efficient transit service is critical to the long term redevelopment success along St. Joseph Boulevard. Transit stops should be designed as special and high quality places.

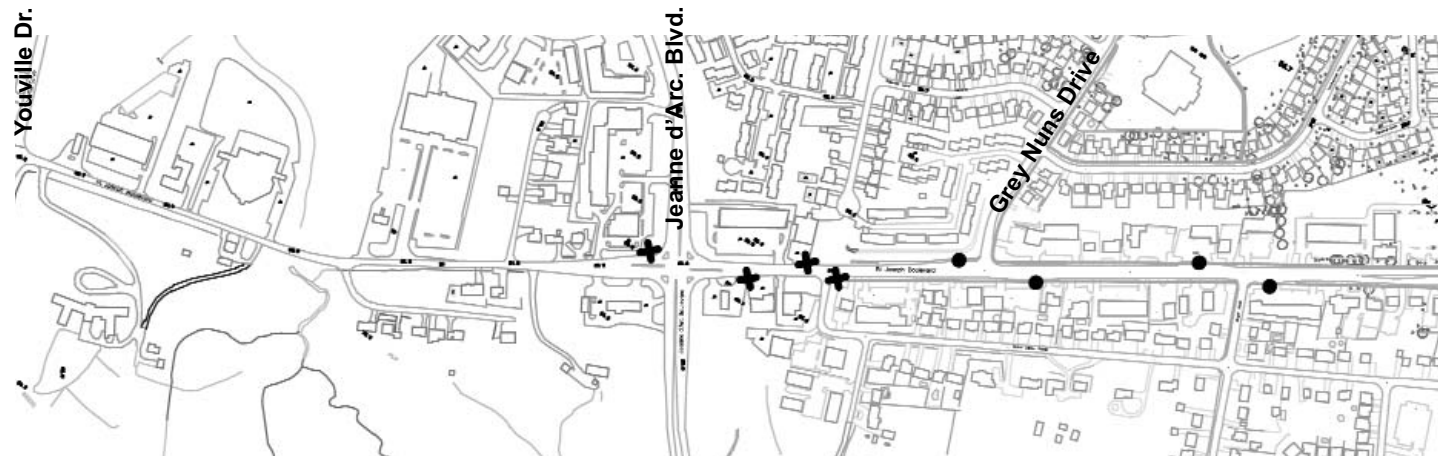
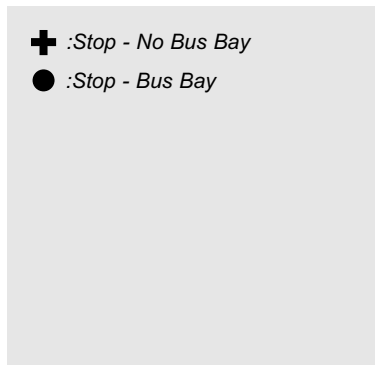
Several bus routes travel along St. Joseph Boulevard. There are 20 bus stops along this 3.5 km stretch of roadway.

The City of Ottawa has approved the removal of bus bays along major arterial roads, where it has been determined that buses have difficulty merging back into traffic from the bus bays. It is recommended that the process to remove the 9 bus bays along St. Joseph Boulevard commence.

The existing transit stops are purely utilitarian. Benches and waste receptacles double as sign

boards and lack any special quality. Transit stops provide an opportunity to add a new amenity to the public space of the street with custom designed shelters, beautiful and comfortable benches, waste receptacles and special pedestrian scale lighting.

The amenities at transit stops should be designed as a component of the 'kit of parts' to the St. Joseph streetscape. Transit stops should be designed as barrier free. Streetscape treatment should be adjusted to ensure unimpeded access to and from buses, while providing shade at key bus stop locations.





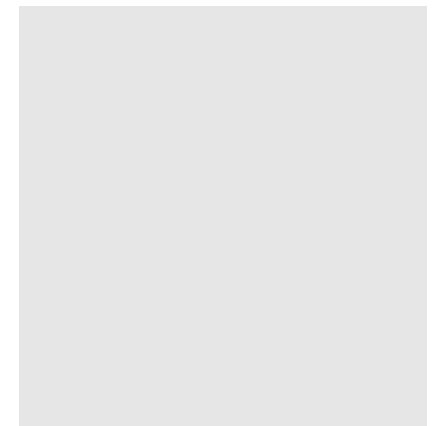
Transit stop, Salt Lake City, Utah



Transit stop, Toronto



New transit shelter, Toronto





Concrete crosswalk, downtown Ottawa

6. Crosswalks

Improve the crosswalks on St. Joseph Boulevard and other arterial/major collectors.

St. Joseph Boulevard between Jeanne d'Arc Boulevard and Place d'Orleans Drive has 6 intersections controlled by traffic control signals, and 8 intersections controlled by stop signs. All approaches at signalized intersections provide for pedestrian crossings. Unsignalized intersections controlled by stop signs provide pedestrian crossing at the minor roadway approach at the stop sign, but not across St. Joseph Boulevard. There are no mid-block pedestrian crossings within the study area.

Along the easterly portion of the study area, there are regularly spaced signalized intersections providing safe pedestrian movement across St. Joseph Boulevard at approximately 250 to 300 metre intervals. The westerly portion allows for no formalized pedestrian crossing between Jeanne d'Arc Boulevard and Orleans Boulevard. Pedestrian crossings are recommended between Jeanne d'Arc and Orleans Boulevard. They should be located at both Boyer and Grey Nuns Drive.

Crosswalks should be regularly spaced and clearly defined with special paving such as concrete. This gives prominence to the pedestrian route.

7. Signage

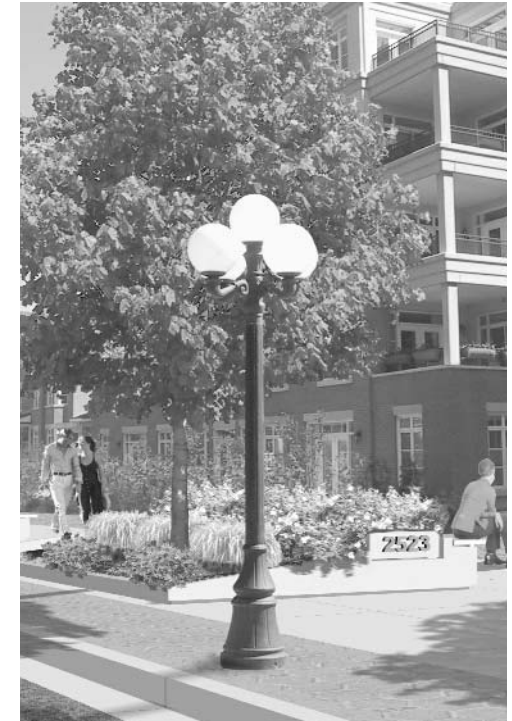
Street addresses of major commercial establishments should be located within the public right-of-way in a manner that will help add a sense of consistency across St. Joseph Boulevard.

The focus of the improvements to the road right-of-way will be on the landscape and infrastructure of public amenities. New street trees will be planted in clusters, the sidewalk will be in a consistent location and designed with a consistent width and materials. There is a need for a similar consistency in the identification and location of street addresses to help with orientation when on the street.

It is suggested that the new planting beds incorporate a signage element that will identify street addresses. This new element will be located in the view plane between the bottom of the tree canopy and the sidewalk, in easy view of motorists.

It is recommended that the current moratorium on billboards and temporary signs be continued.

Existing pedestal mounted signs should be upgraded with landscape.



Street address incorporated into planting beds suggested for St. Joseph Boulevard

8. Gateways

Gateways should identify the St. Joseph District and help to punctuate the precincts along the corridor.

There are 5 gateways across St. Joseph Boulevard:

- Place d'Orleans Drive
- Bilberry Creek
- Orleans Boulevard
- Jeanne d'Arc Boulevard
- Youville Drive

These gateways are defined at locations of entry to this district from the east or west, from major connecting arterials or natural features.

Bilberry Creek both north and south of St. Joseph Boulevard should be restored through natural channel design and naturalized landscape treatment.

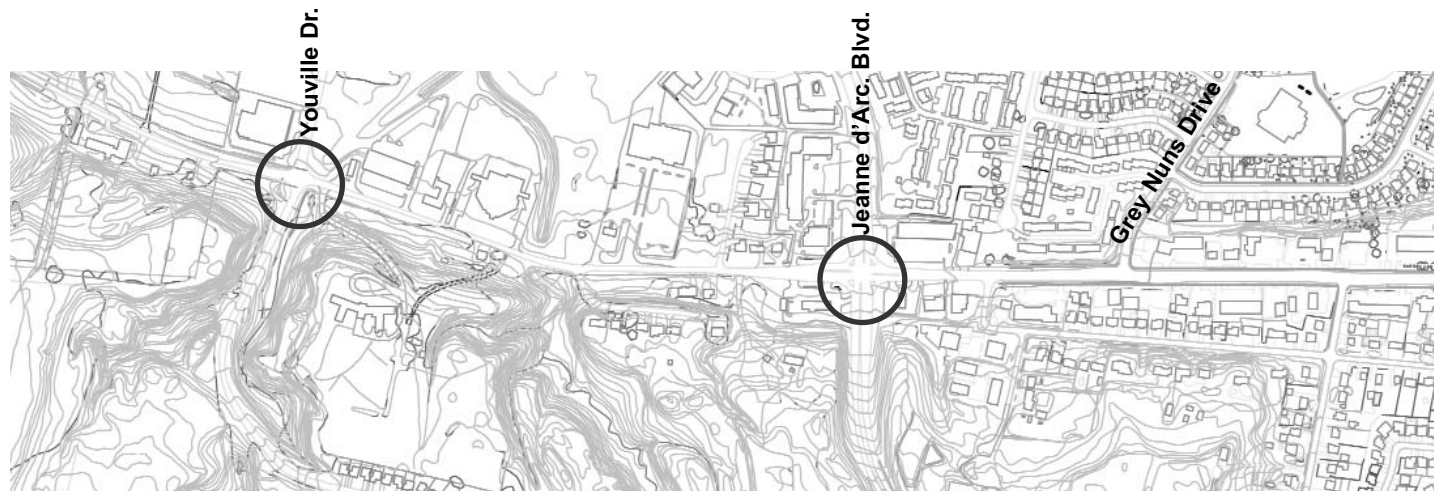
The open space north of St. Joseph, associated with the church, should be upgraded with extensive planting. This corridor is an important open space connector.

The gateways at Place d'Orleans Drive and Youville Drive should be enhanced with significant landscape planting at the intersection. There are many great precedents for such treatment in Ottawa, especially along the Parkways where they intersect with arterial roads, for example, Montreal Road at Vanier and Montreal Road at Aviation.

The gateways at Orleans Boulevard and Jeanne d'Arc Boulevard will be defined through new built form to establish a more urban character to the corridor. Buildings should be located close to the edge of the right-of-way to define the street edge, they should be more than two stories and parking should not dominate the street edge.

○ : Gateways

Figure 17: Location of gateways



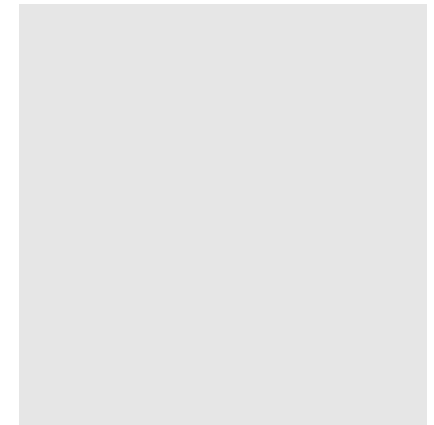
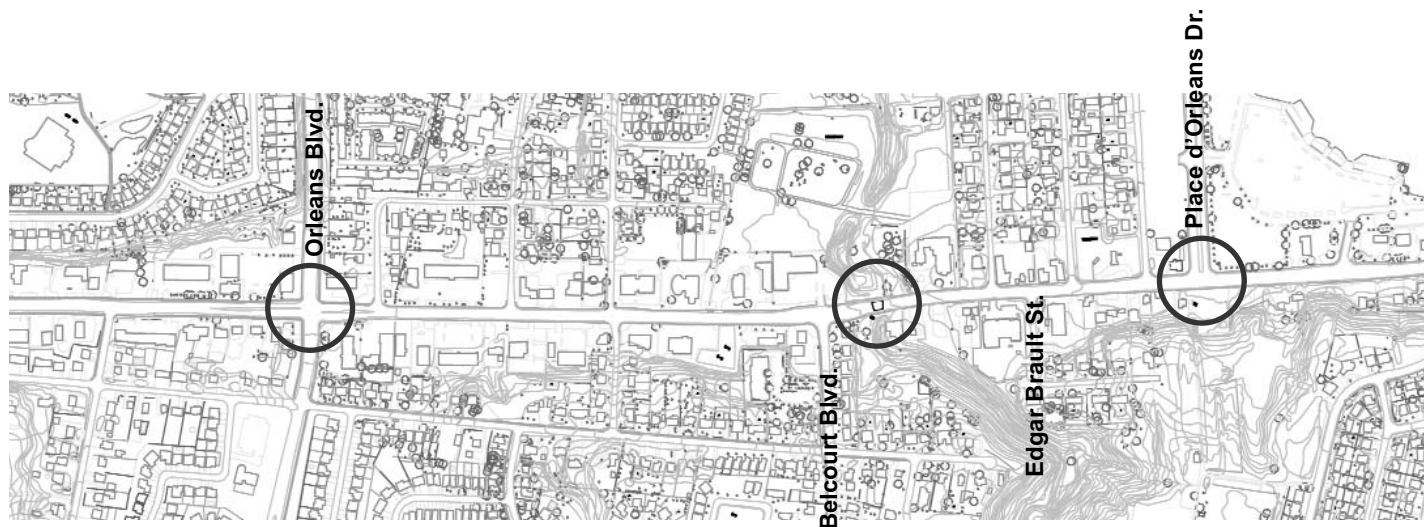
The east and west gateways at Place d'Orleans Drive and Youville Drive should be upgraded as the first priority.



Intersection of Montreal Road and Vanier Parkway



Oak Park, Oakville





Mixed office, residential building, Aurora town centre



Medium density housing, off Bronson Avenue, Ottawa

3.6 Urban Design Guidelines for Private Properties

Design guidelines for private property can be implemented and enforced through a variety of statutory mechanisms provided under the Planning Act, including:

- Official Plan Policy;
- Zoning regulations; and,
- Site Plan Control.

It is the intention in this report to identify objectives, and to codify some in an Official Plan Amendment and proposed zoning regime, which are included as an Appendix.

1. Permitted Land Uses

Encourage redevelopment with an array of land uses that support transit and provides a comfortable and attractive pedestrian environment

It is the intention of this strategy to permit, unconditionally, a broad array of land uses. The permitted land uses can all be made to be compatible to each other, based on sensitive urban design on a site by site basis, and, as such, there is no need to separate them through zoning categories.

Single use and mixed use buildings are permitted. The list of permitted land uses includes:

- street, block and stacked townhouses;
- apartments;
- special needs housing (in townhouse or apartment form) which may include assisted housing, group homes, hospices, shelters, nursing homes and seniors housing;
- retail stores, personal service establishments and restaurants;
- automobile service stations and repair facilities;
- all types of offices;
- community and recreational facilities;
- institutional and government facilities;
- cultural and entertainment uses;
- convention centres and hotels; and,
- public utilities, parking structures, surface parking lots and all forms of parks and open spaces.

Notwithstanding any other permitted use, outside storage shall be specifically prohibited.

2. Built Form Guidelines

Promote new buildings that create an improved image for the Corridor, contain the street and accentuate gateways and intersections

It is the intention of this strategy to promote buildings that are of high quality individually, and when considered collectively, create a great street with high quality pedestrian amenity.

- The proportion of the ground floor coverage of the building footprint will be maximized and building heights will create a street space better scaled to pedestrians.
- Landmark buildings, higher density and taller buildings should be located within the identified “urban gateway sites”. Additional built and/or landscape features will be sought in the design of these sites to accentuate their importance.
- All new buildings adjacent to St. Joseph Boulevard will be sited to face, front and feature the street. A continuous frontages, close to the edge of the right-of-way will be created. Windows will be provided that look out onto the street and entrances will provide direct accessibility to the landscaped pedestrian zone adjacent to the pavement. Buildings on corner sites will face, front and feature both streets, and continue the principle façade around the corner. Blank facades are to be avoided on all elevations.
- Office uses, retail stores, personal service establishments and restaurants should be located at grade level with clear physical and visual connection to the landscaped pedestrian zone. In a mixed office/retail or residential/retail building, the retail stores, personal service establishments and restaurants should be located at grade level, with office uses and/or residential uses located on the upper floors. Buildings that are residential at grade should have the first floor raised a few steps above grade (1 metre maximum) and slightly setback (3 to 6 metres) from the pedestrian zone to create a semi-private security zone.
- Canopies or other weather protection over entrances and the pedestrian zone should be considered adjacent to retail, personal service and restaurant frontages. Where a hard surface is provided within the required front yard setback on private lands, the canopy may extend into the required front yard setback.
- Loading, and service parking associated with any permitted use must not be located adjacent to, or visible from St. Joseph Boulevard.



Buildings front face feature both streets, Portland Oregon



Building frontage creates a great street, Portland Oregon



Restaurants at grade with outdoor patios - a physical and visual connection to the street, Cornell, Markham

3. Height Guidelines

Promote new buildings that create an improved image for the Corridor, contain the street and accentuate gateways and intersections

Height is an important indicator of physical compatibility and an important incentive for redevelopment. Currently, height is not overly restrictive in the zoning by-law, ranging from 10.7 metres up to 48.0 metres in certain locations. Interestingly, very few buildings take advantage of these heights, likely as a result of other restrictions on density and/or on-site parking requirements.

Within the St. Joseph Corridor the key height issue is related to the proximity to adjacent low density residential land uses and the resultant interface between them. In a general sense, every site within the Corridor already has as-of-right permission for buildings that are 10.7 metres tall. This Strategy suggests an increase to 12.5 metres to accommodate a 4 storey building.

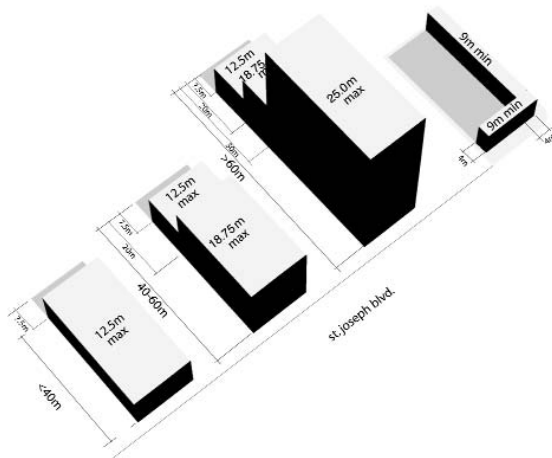
The following revised height regulations are suggested:

- For a site that has a lot depth of 40 m or less, the maximum height of any building shall be 12.5 metres.
- For a site that has a lot depth greater than 40.0 metres and up to 60.0 metres, the maximum height of any building between 7.5 and 20.0

metres of the rear lot line shall be 12.5 metres. The maximum height for any building between the front lot line and 20.0 metres of the rear lot line shall be 18.75 metres.

- For a site that has a lot depth of greater than 60 metres, the maximum height of any building between 7.5 and 20.0 metres of the rear lot line shall be 12.5 metres. The maximum height for any building between 20.0 metres and 30.0 metres of the rear lot line shall be 18.75 metres. The maximum height for any building between the front lot line and 30.0 metres of the rear lot line shall be 25.0 metres.

In addition to these height regulations, on any corner lot identified as within an urban gateway, the minimum height shall be 9.0 metres within 0.0 and 4.0 metres of the front and exterior side yards (any yard that abuts a public road right-of-way).





Proposed with streetscape treatment



Figure 18 Photo montage simulating new private sector redevelopment

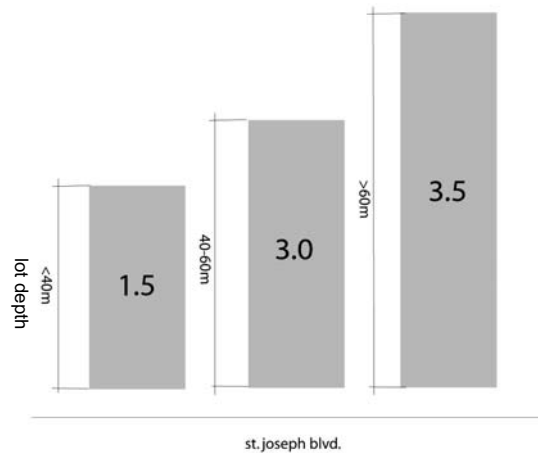
4. Density Guidelines

Encourage redevelopment with higher densities that support transit and provides a comfortable and attractive pedestrian environment

Density is typically measured as a Floor Area Ratio (FAR – a measure of the amount of Gross Floor Area divided by the area of the site), and/or in residential units per hectare. Within the St. Joseph Corridor, permitted density is considered quite low, and is a significant impediment to redevelopment.

This strategy suggests that density be measured only through the FAR approach, which is a better tool for understanding the built form that results from development. In addition, the following density regulations are suggested:

- for sites that have an average depth of less than 40.0 metres: 1.5;
- for sites that have an average depth of between 40.0 and 60.0 metres: 3.0; and,
- for sites that have an average depth of greater than 60.0 metres: 3.5.



5. Lot Size/Frontage Guidelines

Encourage appropriate and achievable redevelopment at a scale that is financially feasible

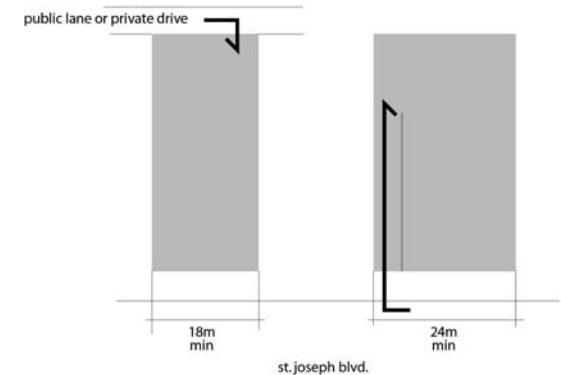
Lot sizes and frontages vary considerably within the St. Joseph Corridor. Typically, larger lots with larger frontages are easier to redevelop because they provide more on-site flexibility. Smaller lots are substantially more difficult to redevelop, and in some cases, land assembly may be required to facilitate appropriate redevelopment. The issue of lot depth has been considered in the discussions of height and density.

In addition, and given the intention to promote development close to the street line, with parking in the rear, the issue of lot frontage also plays a crucial role in the redevelopment strategy, primarily because of the need to gain vehicular access to the rear yard parking areas. Our analysis indicates that redevelopment of any significance requires a minimum frontage of 24.0 metres, except on a lot where rear yard access can be gained over the exterior side yard, or via a rear lane – in those cases 18.0 metres of frontage is adequate. As such, the following minimum lot frontages for redevelopment are suggested:

- The minimum lot frontage for redevelopment is 18.0 metres where access to the rear yard is provided by a public lane, a secured private driveway, or over an exterior side yard.

- The minimum lot frontage for redevelopment is 24.0 metres where access to the rear yard is provided from St. Joseph Boulevard.

There are very few lots that would not meet these minimum requirements. However, where lots exist that cannot achieve the minimum lot frontages, and where alternative access from an adjacent site cannot be secured, alternative regulations and development forms may be considered by the City, subject to the proposals ability to achieve the other objectives of this Strategy.





Street edge development, Vaughan

6. Yards and Setback Guidelines

Promote a level of uniformity of built form adjacent to the street edge

The regulations for yards and setbacks are intended to promote a high level of uniformity of built form adjacent to St. Joseph Boulevard and the various side streets. Current zoning provides minimum front yard requirements of between 0.0 and 4.0 metres, which are appropriate, but usually not of concern because the buildings are set well back from the street – with the gaps usually filled with parking lots. These regulations should be made more valid by the imposition of a “build within zone” adjacent to all streets.

Similarly, interior side yards are dealt with as minimums, and this approach promotes the built form typical of a suburban arterial road, with significant gaps between neighbouring buildings. Usually these gaps are also filled with parking lots.

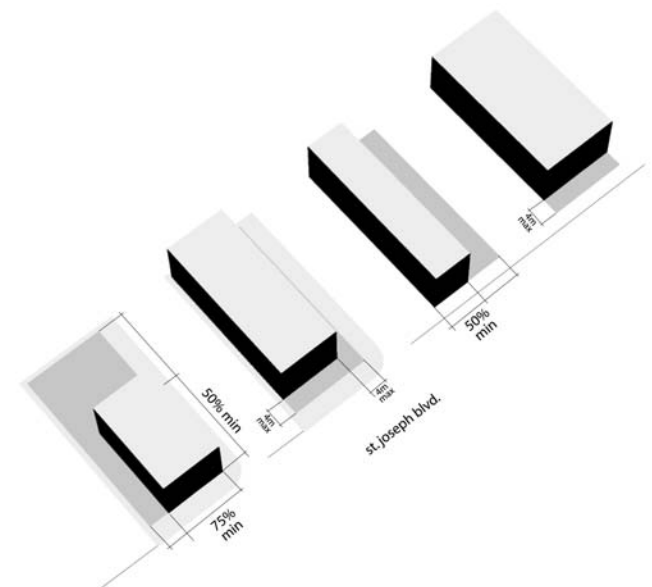
The following yard setbacks and build within zones are suggested:

- For all new buildings the required build within zone adjacent to a public road right-of-way (front yard, exterior side yard) shall be between 0.0 and 4.0 metres. For corner sites, the minimum linear percentage that the main wall of the building must occupy is 75% adjacent to St. Joseph Boulevard and 50% adjacent to the side street. For all other sites the minimum lin-

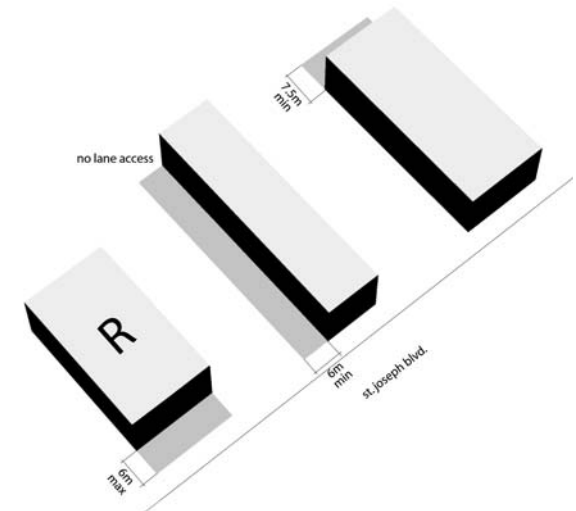
ear percentage that the main wall of the building must occupy is 50% adjacent to St. Joseph Boulevard.

Minor variations to this build within zone may be considered in the review of site plans to accommodate appropriate urban design features, such as an urban square and/or additional landscape features.

- Canopies may be permitted to encroach into the front yard, and the front yard may be used, on a seasonal basis, for outdoor commercial activities.



- For any building that is entirely residential, the required build within zone adjacent to a public road right-of-way shall be between 0.0 and 6.0 metres, where the additional front yard is used for enhanced landscape treatments.
- All development where access to the rear yard is provided from St. Joseph Boulevard shall have one side yard of a minimum of 6.0 metres to accommodate a driveway, the other may be 0.0 metres. Alternative side yard setbacks may be considered to recognize shared access driveways and/or structured parking facilities.
- All development shall have a rear yard setback of 7.5 metres. This rear yard may accommodate an access lane and one row of parking perpendicular to the rear lot line.
- It is intended that, as redevelopment occurs over time on lots with no rear lane access, the rear yard setback may be used to provide rear lot vehicular access to all lots within a block. It is recognized that this rear lane access would remain in the private domain, however, the City can ensure shared public access over these lands through easements required through the development agreement process.
- For the purposes of this Strategy, the front yard is always abutting St. Joseph Boulevard.





7. Shared Access and Parking Guidelines

Reduce parking standards and permit on-street parking to promote a more intensified and transit supportive urban environment

Promote a rational reduction in the number of accesses to St. Joseph Boulevard

The City, in reviewing and approving any development within the St. Joseph Corridor shall explore every opportunity to promote shared access and parking among adjacent landowners. The intent of this policy is to reduce the number of individual vehicular accesses on St. Joseph Boulevard and to consider parking supply more comprehensively, to ensure a more effective utilization of this land extensive resource.

The parking standards identified in the current zoning regime are based on individual uses, are complex and are based on the promotion of auto-oriented development. In addition, the imposition of these parking standards, in association with density restrictions, obviates redevelopment potential and reinforces the suburban development form.

It is the intent of this strategy to manage the evolution of the St. Joseph Corridor as it changes into a more vibrant and urban main street model, where the accommodation of the automobile is not ignored, but is not the most dominant feature.

The following guidelines with respect to parking are suggested:

- Whenever possible, development applications shall be considered on a comprehensive basis in association with abutting lands and the nearby on-street parking supply. Consideration shall be given to consolidating access points to St. Joseph Boulevard, as well as shared parking facilities.
- Redevelopment shall be based on reduced on-site parking standards recognizing the intent of the Corridor to become more transit and pedestrian oriented. The following standards are suggested:
 - for residential development – 1.15 spaces per unit; and,
 - for all non-residential development – 1.0 space per 40 square metres of Gross Floor Area.
- Parking requirements will not preclude the redevelopment of any site if the City is satisfied that adequate parking can be provided in proximity to the site. The City may opt to accept cash-in-lieu of individual on-site parking facilities.
- When redevelopment occurs, no parking shall be permitted within the front yard of any build-

ing, and where new parking lots are visible from St. Joseph Boulevard, they shall be adequately screened and landscaped to ensure an attractive streetscape. Furthermore, parking facilities in exterior side yards are to be discouraged, but may be considered subject to a review of the aesthetic impacts by the City.

- The maximum amount of any lot that may be covered by a parking lot shall be 35% of the lot area.

3.7 Action Plan

The City of Ottawa, in partnership with business and property owners will need to make important strategic decisions, and corresponding budget allocations, to facilitate the revitalization of St. Joseph Boulevard. This Action Plan identifies a variety of implementation measures that have direct cost implications to the municipality - streetscape enhancements, service burial and a private sector financial incentives package. The key will be to determine which of those activities, or which combination, will provide the greatest revitalization impact in recognition of the long-term nature of the strategy and the limited funds available.

The five implementation measures are recommended.

1. The Public Sector Must Lead by Approving a New Planning Regime

Update the local Official Plan

The local Official Plan is out of date and needs to be reconsidered. The Official Plan Amendment would include a simplified policy framework that establishes the new rules for redevelopment along the corridor. Key issues to be dealt with in the Official Plan include a refocus on building form rather than land use, new Community Improvement policies, references to the Urban Design Guidelines and requirements for Site Plan Control.

Prepare a Community Improvement Plan

Through the Community Improvement policies of the Planning Act, a municipality may offer grants and/or loans to private property owners in conformity with an approved Community Improvement Plan. This approach is seen as a key redevelopment stimulator that can provide grants for environmental clean-up, for façade improvements and may also include tax relief and/or tax increment financing options.

As such, the entire St. Joseph Corridor shall be considered a Community Improvement Area and the City may establish, by by-law, the Corridor (or specific components of the Corridor) as a Community Improvement Project Area. Further, the City may prepare a formal Community Improvement Plan (based on the findings of this Strategy). The formulation of the Plan should follow the following outline:

- establish a statement of principles;
- prepare the land use/urban design vision;
- identify priorities for improvement;
- create assistance programs and define eligibility requirements;
- establish an approval process;
- commit financial resources;

- council adoption, forward to Minister for approval; and,
- pass an implementing by-law.

Update the Zoning By-law

The implementing zoning by-law shall, in conjunction with the Urban Design Guidelines, establish the parameters for development within the St. Joseph Corridor. Key issues to be dealt with in the by-law shall include height, density, lot size and frontage, yards and setbacks and parking requirements.

Implement Site Plan Control

All development within the St. Joseph Corridor shall be subject to site plan control.

All development will be reviewed in the context of achieving the goals of this study and the Urban Design Guidelines.

2. The Public Sector Should Lead by Improving the Public Realm

The City shall implement improvements to the public realm in the short-term. The priorities for improvement are:

- select a section at one of the gateways where streetscape treatment would be implemented as a demonstration project. The choice of location should be made based on concurrent private sector redevelopment interest. Initiate site survey and detailed design;

- establish landscape enhancement for the two creek valleys; and,
- close the bus bays.

The City should set aside money in the capital works budget each year to implement streetscape improvements on a block-by-block basis.

Based on the City-wide initiatives and programs for burial of services, continue to develop a strategy to address overhead wires and poles over the long term.

3. The Private Sector Should Lead in Improving the Management of the Business Area

It is important to establish a mechanism to manage change within the St. Joseph Corridor because some one or some group will need to oversee the processes of budget management, municipal liaison, special events planning, marketing and construction and maintenance projects. Further, the community needs to work with its neighbours, both within the Corridor and including the Mall, to establish a strategy to work together to achieve common objectives. Sharing existing markets by establishing complementary facilities is better than competing with your neighbours for that same market by providing the same facilities and experiences.

Support ongoing volunteerism

There is an existing core of dedicated individuals who have a keen interest in the future success of the St. Joseph Corridor. There is an active and effective Chamber of Commerce, but their mandate is broad, and not specifically related to the improvement of the Corridor. Further, the Chamber has no secure funding source to carry out an enhanced mandate of physical improvements, ongoing maintenance and marketing.

The City needs to recognize and support these individuals and organizations that are working to improve their community. The revitalization of the St. Joseph Corridor will continue to rely very heavily on the existing and, hopefully, expanded contingent of dedicated volunteers.

Establish a Business Improvement Area

A Business Improvement Area (BIA) is an association of business people and property owners within a defined area who join together in order to develop and undertake streetscape beautification, promotional programs and maintenance activities supporting their area. These activities are financed through a special levy, which is applied to all businesses within the improvement area. In general, a BIA is a mechanism for raising funds and the coordination of various activities including physical improvements, joint marketing, event planning, information resource, Council lobby and the investigation of funding sources.

The programs are the responsibility of a voluntary Board of Management, which is largely comprised of members of the area's business community. The

City is responsible for establishing and approving BIA budgets and has a designated representative on the Board of Management. The BIA, in partnership with the City, strive to revitalize business districts by beautifying the physical environment in the area and promoting the area as a business and shopping area.

The need for the BIA designation results from the effects or threat of a declining consumer base – as is the case within the St. Joseph Corridor. Influential factors may include a shift in spending habits, deteriorating vehicular and pedestrian corridors, and/or the absence of an identity and pride in a business community. A BIA can market a community's uniqueness; increase the rate of investment in the area and establish programs to maintain the physical appearance of its streets.

For property owners, the potential for increased property values is the BIA's major appeal. BIA initiated activities and improvements can provide great rewards such as creating a demand for retail and office space and increasing sales and profits for BIA members. A successful and active business environment that attracts visitors and retains local residents is the constant objective of a BIA.

The effective coordination of funds for capital projects is one way BIA's are able to increase cost savings to its membership. It is important to note that a BIA is only as successful as the cooperation among its members. In this respect, BIA's have also improved communications between its membership and different levels of government.

It is recommended that the establishment of a BIA be more fully explored within the St. Joseph Corridor. Establishing a BIA has clear advantages for both business members and the City. It has become a mechanism that facilitates cooperation in a changing economic environment where urban decay is a constant threat and reinvestment a constant challenge.

4. The Private Sector should lead in Preparing a Marketing Strategy

A marketing strategy will enhance recognition of the Corridor as a special destination. Shoppers, new retail businesses and new residents must be attracted to help sustain the business area. As popularity grows, supporting facilities such as parking and pedestrian amenities will require enhancement.

A typical marketing strategy breaks down into three main topic areas:

- product development;
- marketing and promotion; and,
- implementation.

Product Development

Product development ideas are suggestions regarding ways in which the mix of retail and service businesses, as well as the types of recreational and entertainment activities available, could be enhanced to offer a greater range and variety of reasons to come to the St. Joseph Corridor. Suggestions include:

- increase the critical mass of activities available in the St. Joseph Corridor by diversifying the retail and services mix and by developing a substantial resident population; and,
- promote the availability of development properties to potential investors by working with the Economic Development Committee to recruit appropriate investment.

Marketing and Promotion

With fundamental improvements in the nature of the product available to residents and businesses alike, the next step (actually undertaken simultaneously with product development initiatives) is to market and promote the St. Joseph Corridor. The success of the St. Joseph Corridor as a shopping area relies on a coordinated approach to identifying the entire business area. A number of issues to be considered include the need to develop:

- a brand / theme / identity for the St. Joseph Corridor;
- an advertising/public relations strategy;
- a web site;
- cross-promotion with the Mall;
- a signage strategy; and,
- a promotional “welcome” package for new businesses, developers and residents.

Implementation

Implementation encompasses a number of considerations, including funding, human resources requirements, organization and coordination. In effect, these components represent all of the considerations involved in turning the product development and marketing and promotion ideas into reality. The implementation of the marketing strategy will require the following actions:

- establish a budget for the development and promotion of the St. Joseph Corridor;
- work with local real estate agents to promote the St. Joseph Corridor to businesses and developers (they could distribute information packages); and,
- identify one person to coordinate communications among business operators, organizations and residents.

5. The Public Sector Should Lead in Offering Financial Incentives

Private sector redevelopment along the St. Joseph Corridor is expected to occur incrementally, over a relatively long period of time. Further, an understanding of the market forces in the Corridor indicate that there is a need for some form of “incentive package” to stimulate change. The idea of an incentives package is to stimulate private sector redevelopment by reducing the cost of development, influencing the market for redevelopment and reducing the inherent risks of the approvals processes.

The City shall explore several options for the provision of financial incentives to the private sector. The review of all development applications within the St. Joseph Corridor shall have regard for the Urban Design Guidelines and, further, the eligibility requirements for any financial incentive program offered by the City shall require new development to conform to the Guidelines.

Financial Incentives

Tool – Listed in Order of Importance	Brief Description
Tax Increment Equivalent Grants and Loans (aka TIF)	<ul style="list-style-type: none"> ▪ In the U.S., municipalities create a TIF district and can freeze taxes at a certain level. Increases in taxes, resulting from new development, can be diverted to provide financial incentives to promote further development ▪ Ontario legislation does not allow for the creation of TIF's, however, some municipalities have created similar "zones" under S.28 of the <i>Planning Act</i> ▪ Education component of property tax for increment financing is in use in Ontario ▪ Primary responsibility with municipalities with approval from Province and potential extension to School Boards
Tax Rebates/ Waiving Tax Arrears	<ul style="list-style-type: none"> ▪ Property tax rebates can be considered for those types of development that are consistent with municipal objectives in Centres & Corridors ▪ Contaminated lands often have tax arrears that preclude sale – waiving tax arrears can facilitate development ▪ Primary responsibility with municipalities with potential extension to school boards
Development Corporations (Devcos)	<ul style="list-style-type: none"> ▪ New municipal corporate structures created to undertake large, complex urban development projects aimed at revitalizing or stimulating urban cores or waterfronts or municipal infrastructure ▪ Devcos provide structure for innovative financing techniques ▪ Primary responsibility with municipalities with private sector involvement.
Municipal Redevelopment Grant	<ul style="list-style-type: none"> ▪ A direct grant from municipality for redevelopments that coincide with objectives can be provided with recognition that future taxes or indirect benefits will justify grant ▪ Primary responsibility with municipality
Council Grants and Loans	<ul style="list-style-type: none"> ▪ Council must set aside a sufficient amount either at the onset or on an annual basis to fund the program - loans may be preferential to provide for a revolving fund for future loans and are usually interest free or below market rates ▪ Primary responsibility with municipalities
Tax Exempt Bonds	<ul style="list-style-type: none"> ▪ A debt instrument that provides a cheap source of financing for a community development/project ▪ Interest income is exempt from federal and provincial taxes ▪ Responsibility with local government with private sector finance enticed through federal and provincial tax exemptions
Funding of Market Feasibility Studies	<ul style="list-style-type: none"> ▪ Municipality provides a grant towards a development feasibility study to encourage development in a certain area of the municipality

Building Infrastructure/Public Realm Improvement

Tool – Listed in Order of Importance	Brief Description
Rapid Transit	<ul style="list-style-type: none"> Build rapid transit (LRT) in advance of, or in concert with, redevelopment Responsibility with Local governments as well as with Provincial and likely Federal assistance
Construction of Public Facilities	<ul style="list-style-type: none"> Build public facilities (courthouses, municipal buildings) in centres and corridors Responsibility with municipalities as well as with Provincial and Federal governments
Municipal Parking Authority	<ul style="list-style-type: none"> Establish municipal parking authority, build parking facilities and operate to serve new development Primary responsibility with municipality
Public-Private Partnerships	<ul style="list-style-type: none"> Contractual arrangement between a public agency and a for-profit corporation, for the purpose of providing public infrastructure, community facilities and/or related services Multiple public and private sector responsibilities depending upon scale of project
BIA Revitalization Program	<ul style="list-style-type: none"> Initiate a number of projects, at shared expenses, to help enhance the BIA (e.g., facades, streetlights, hanging plants) Responsibility with municipality, with private sector involvement through BIA

Development Charges and Other Fees

Tool – Listed in Order of Importance	Brief Description
Development Charges – Full or Partial Exemptions	<ul style="list-style-type: none"> Reduction or elimination of development charges for defined land uses Responsibility with municipalities and school boards with Provincial government consultation
Area Specific Development Charges	<ul style="list-style-type: none"> Re-examine DC rates to determine if area-rates would result in a more equitable distribution and recovery of real capital costs resulting in lower DC rates in the Centres & Corridors Responsibility with municipalities and school boards
Development Charges Basis	<ul style="list-style-type: none"> Examine ways of calculating development charges that better reflect real costs for greenfield development versus intensification (e.g., solely on land area basis as opposed to GFA or per residential unit) Reflect real costs of development based on geographic location and type of development Shift cost burden within the existing framework Responsibility with municipalities and school boards
Exemption, Refund or Reduction of Planning Fees	<ul style="list-style-type: none"> Waiving or reduction of various planning and development related fees: building permit fees, application fees and cash-in-lieu parkland dedication and cash-in-lieu parking Responsibility with municipalities and school boards

Taxation and Charges

Tool – Listed in Order of Importance	Brief Description
Federal and Provincial Income Taxes	<ul style="list-style-type: none"> Allocate more Federal and Provincial tax dollars to urban centres in recognition of their importance and need
Property Taxes	<ul style="list-style-type: none"> Alternative approaches within the existing property tax regime that might serve to encourage Centres & Corridors development Remove education and social costs from property taxes to income tax and ensure government spending is distributed accordingly Responsibility with Provincial government and municipal governments
Land-Value Capture Taxes	<ul style="list-style-type: none"> Taxes are levied to capture the increase in commercial value created as a result of major public investment in infrastructure Responsibility with Provincial government and municipal governments
Business Taxation	<ul style="list-style-type: none"> Tax credit for transit vouchers provided to employees, income tax credits for providers of intensified development and affordable housing Responsibility with Provincial government
Gas Taxation	<ul style="list-style-type: none"> Capture portion of gas tax for provision of transit Responsibility with Provincial and Federal government
User Fees & Charges	<ul style="list-style-type: none"> User fees and charges (e.g., toll roads) can be used more extensively to better align benefit from services/facilities with users Theory that services can be provided to centers and corridors development at a lower cost than greenfield development Primary responsibility with Provincial government

Other Tools

Tool	Brief Description
Private and Public Relations	<ul style="list-style-type: none"> ▪ Openly communicate and promote the benefits of compact urban form ▪ Primarily a Provincial government responsibility with municipal government promotion
Public-Private-Partnerships (PPP)	<ul style="list-style-type: none"> ▪ A whole range of public private partnerships can be established (including Devcos, transit infrastructure and housing corporations) to begin and promote desired development in Centres & Corridors ▪ Responsibilities are among multiple stakeholders
Insurance – Property Transfer Insurance / Clean-Up Cost Cap Insurance	<ul style="list-style-type: none"> ▪ Property transfer insurance can reduce risk for those developing and lending on brownfield lands from unexpected costs and liabilities associates with prior uses. ▪ Clean-up cost cap insurance can cover expenses that exceed costs estimates as a result of greater expenses or unexpected contamination ▪ Primary responsibility with Provincial government
Location Efficient Mortgages	<ul style="list-style-type: none"> ▪ Residents in urban areas with transit have less need for car, thus reducing their debt-income ratio and allows banks to lend more money, supporting urban living choices ▪ Responsibility primarily with private sector with government advocacy of issues
Land Banking/Land Trusts	<ul style="list-style-type: none"> ▪ Municipalities can purchase land they are trying to protect, perhaps receiving agricultural land rents, and only transferring ownership when plans are consistent with government objectives ▪ A Land Trust can be a non-government, not-for-profit private version of land banking established to protect lands that are beneficial to the community. These trusts can receive some preferential tax treatment, but there are no guarantees that their interests coincide with those of the municipality ▪ Primary responsibility with municipalities

4.0 IN CLOSING

St. Joseph Boulevard is ripe for revitalization and redevelopment. It is typical of many suburban arterial roads that have evolved over the past few decades. It presents a tremendous opportunity for the City to realize the ambitions of its new Official Plan. Centres, such as Orleans, and corridors, such as St. Joseph Boulevard, should be the focus of new developments that intensify housing and rejuvenate commercial and business districts.

Streets are one of the largest components of the open space system. The streetscape of St. Joseph Boulevard must be upgraded to demonstrate the City's commitment to the revitalization of arterial roads. Only once the public sector clearly illustrates its commitment through the investment of capital funding for enhancement, will the private sector follow. This is the case in most districts in cities across the continent that have undergone significant redevelopment.

The initial stages of streetscape improvements should proceed immediately. There are many examples of lively, vibrant mixed use districts and streets in Ottawa, as well as most major cities across the country, that have hydro poles and overhead wires. This is not an unusual condition in urban areas. The existence of hydro poles should not frustrate other changes to the streetscape. Absolutely, the issue of overhead wires on St. Joseph should be at the table

during discussions with the authorities. In the meantime, revitalization should commence with a demonstration project.

This is the beginning, not the end. Revitalization will not be quick. Just as it has taken decades to reach the existing condition, it will take decades to change. Streetscape changes should be made on a block-by-block basis over the next several years. Property owners should be encouraged to work in partnership with the City to upgrade the landscape at the edge of parking lots fronting onto St. Joseph Boulevard. Applications for development should be considered in light of these urban design guidelines that seek to encourage buildings to be located at the street edge with uses that can enliven the pedestrian realm. Higher density residential uses will over time support new commercial uses that will create vibrant districts along St. Joseph.

The City and its partners must continue working to revitalize the area. They must continue to raise public awareness regarding the opportunities created by intensification and rejuvenation to alleviate the fear of change. The success of revitalization hinges on ongoing collaboration among all those with a stake in this project.

OFFICIAL PLAN AMENDMENT

PART I: THE PREAMBLE

1.0 Location

The location, and lands affected by this Official Plan Amendment are known as the St. Joseph Boulevard Corridor, within the Orleans Planning Area, former City of Gloucester as shown on Schedule A. The lands include the public right-of-way and those lands lying adjacent to St. Joseph Boulevard as identified on Schedule B – Land Use.

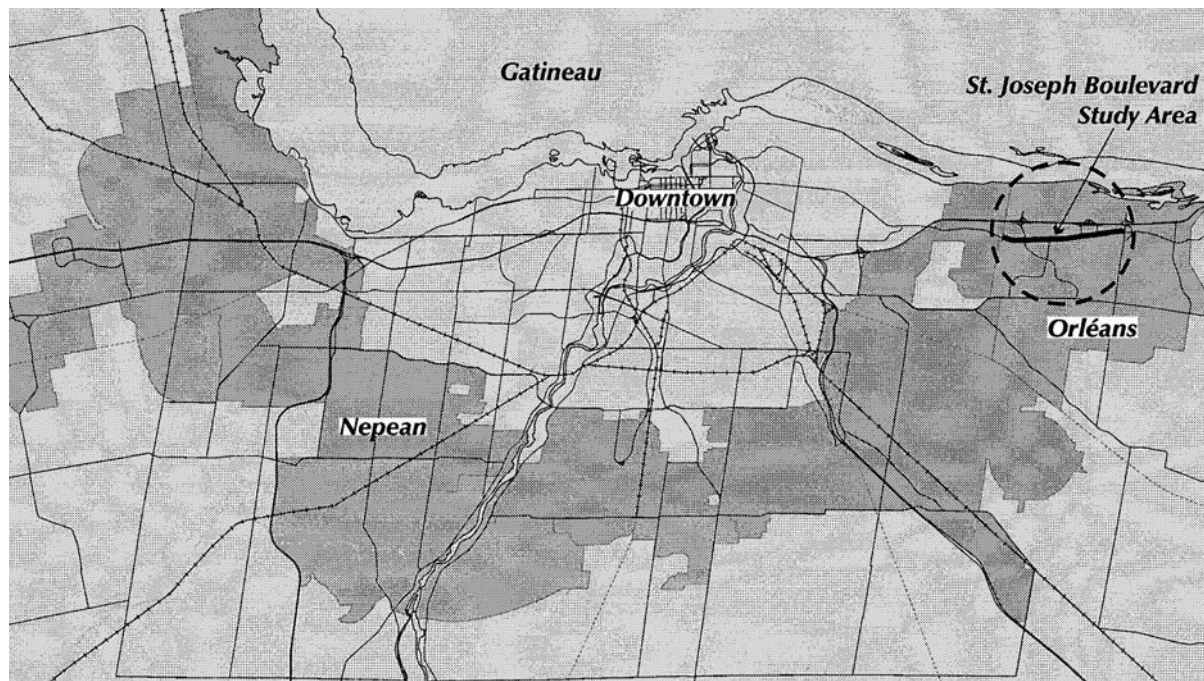
2.0 Intent

The proposal is to redesignate the subject lands from 'Industrial, Residential, Neighbourhood Commercial, and Core Activity Area to one new land use designation - Mixed Commercial/Residential Area. Joseph Boulevard is a major arterial road in the City of Ottawa's east end. St. Joseph Boulevard is the perfect location for revitalization and intensification. It is one of the City's major arterial roads that provides continuous access right across the City. St Joseph Boulevard becomes Montreal Road in Vanier, Rideau in downtown Ottawa and Wellington Street in front of the Parliament Buildings. There is no reason that the character of development abutting St. Joseph Boulevard cannot evolve to the more urban form that exists along this street as it extends west into downtown Ottawa.

Transform the nature, character and function of St. Joseph

The purpose of this Official Plan Amendment is to establish a framework to guide the evolution of a new form of development along St. Joseph Boulevard. This new form of development will transform the function and character of the street and will promote a lively, vibrant and diverse district with a mix of places to live, work, shop and play. Transit is key to the success of this area, as it is a key ingredient for intensification.

With intensification of use and a new urban form of development, the function of the road will change. Travel speeds will be reduced, on-street parking will cause "friction" causing vehicles to travel more cautiously through this new urban district. Traffic operations will take on the conditions typical of Montreal Road, not a suburban arterial road.



Schedule "A"

LOCATION MAP / PLAN DE RÉVISION

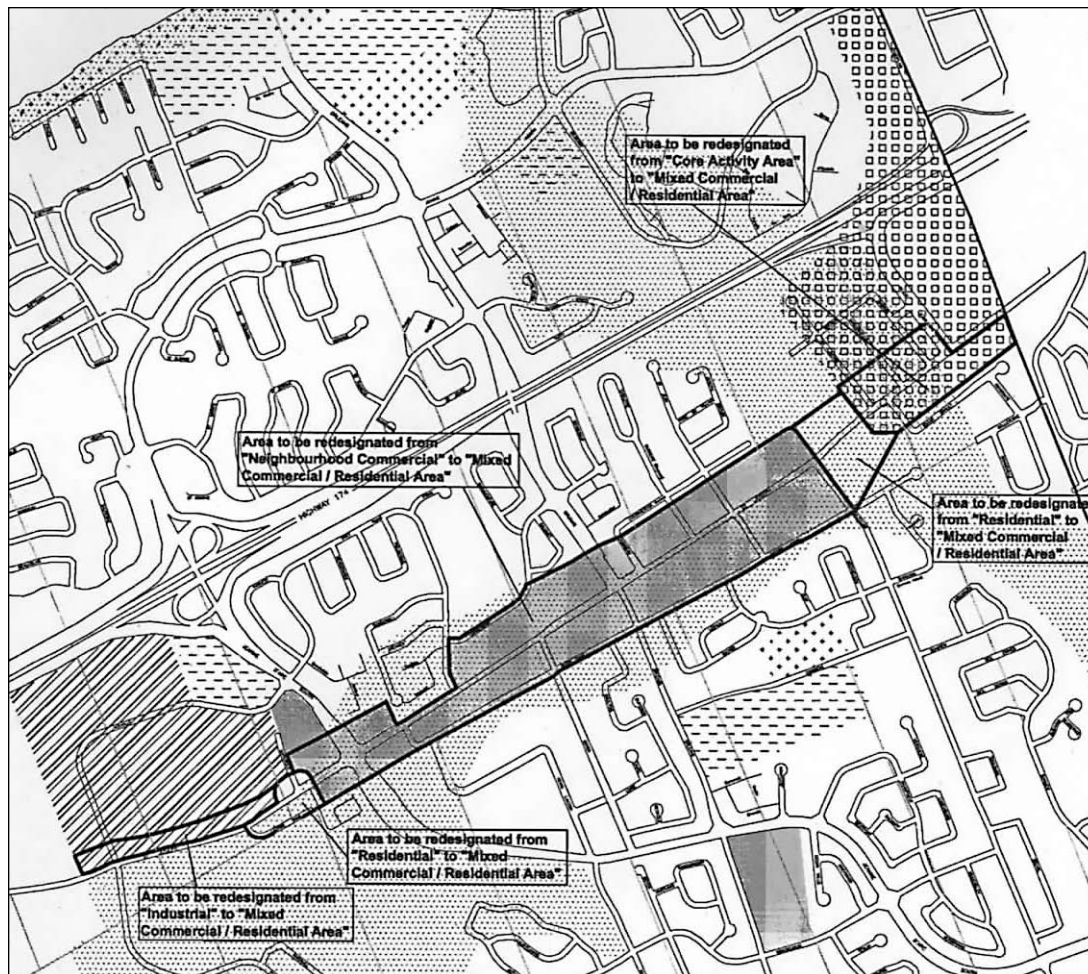
*Amendment
Modification*

*Schedule "A"
Annexe "A"*

ÉCHELLE
N.T.S.
METRES



SCALE
N.T.S.
METRES



SCHEDULE "B" to AMENDMENT NO.

Former City of Gloucester

OFFICIAL PLAN SCHEDULE A2 - LAND USE

LAND USE DESIGNATIONS

-  - Industrial
-  - Institutional
-  - Open Space
-  - Core Activity Area
-  - Neighbourhood Commercial
-  - Community Commercial
-  - Residential
-  - Wetlands
-  - Unstable Lands

SCALE
N.T.S.
METRES



ÉCHELLE
N.T.S.
MÈTRES

3.0 Basis

Revitalization is needed

The City of Ottawa, in collaboration with local stakeholders, has recognized that there is a need to initiate a comprehensive revitalization of St. Joseph Boulevard. A consultant was retained by the City of Ottawa to “take a fresh look” at the corridor within the context of current planning policies and recent design studies. The need for change has recently been reinforced in *Charting a Course*, a background paper for the City’s new Official Plan. More importantly, however, is the observable need to enhance the overall image of St. Joseph Boulevard such that it can be transformed into a vibrant, diverse and economically successful component of the new City of Ottawa’s urban structure.

Charting a Course establishes key principles

As noted, *Charting a Course* sets out key principles that form the foundation for managing long-term growth and change in the new City of Ottawa. To a great extent, those principles also form the foundation of the revitalization strategy for St. Joseph Boulevard. Specifically, the following principles provide guidance:

- Achieve diversity through a focus on community design – The new City of Ottawa will promote and preserve diversity. The City intends to encourage neighbourhood diversity by planning places to work, live and play within walking distance of each other in compact communities. Streets will be planned for pedestrians and cyclists, as well as cars. The City will focus on community design by changing the way they plan and evaluate development to put less emphasis on zoning and greater emphasis on building design.
- Build vibrant, active and attractive centres – The new City of Ottawa will ensure that the downtown, main streets and town centres are as vibrant, active and attractive as the traditional villages. Ottawa is envisioned as a city with many centres of activity connected by excellent transit. Town centres in Orleans, South Nepean and Kanata will be planned to incorporate a mix of residential and employment uses with a variety of housing options. This will create diverse centres that are alive both day and night, and that will accommodate change. Public transit is one key to success, in particular rapid transit service to connect the town centres with one another and with downtown is important to shape plans for intensification.
- Build a compact city – It is the new City’s ambition to rejuvenate and infill already developed areas. St. Joseph Boulevard is a perfect location to add more housing to rejuvenate established neighbourhoods and bring more people to help support local shops, services, schools and transit. To help intensify development, the City intends to devote less land to parking by reducing minimum parking requirements, using on-street parking and promoting shared use of parking.

-
- Keep the City Green – The new City intends to manage growth by seizing every opportunity to conserve and regenerate the natural environment of landform, watershed and vegetation. They recognize that this must happen at every level – from individual sites, to neighbourhoods, to the City as a whole. Green spaces that perform important linkage functions must be identified and protected.

Change will require a comprehensive strategy

Private sector redevelopment along the St. Joseph Corridor is expected to occur incrementally, over a relatively long period of time. Further, an understanding of the market forces in the Corridor indicates that there is a need for some form of “incentive package” to stimulate change. The idea of an incentives package is to stimulate private sector redevelopment by reducing the cost of development, influencing the market for redevelopment and reducing the inherent risks of the approvals processes. This Official Plan Amendment promotes an incentive package based on:

- Making planning regulations and approval processes less onerous and less cumbersome; and,
- Providing a framework through which the City may offer a variety of incentives for redevelopment, including the potential for direct financial incentives.

The rules, regulations and processes identified in this Official Plan Amendment are in keeping with Charting a Course. It is the intention to establish a simplified planning framework that recognizes both the importance of urban corridors within the new City of Ottawa and the tremendous redevelopment and intensification opportunities that these corridors, and specifically the St. Joseph Corridor, provide to the long-term development of the City.

To achieve the goals of the new Official Plan, it is important to remove the current disincentives that have frustrated redevelopment and intensification in the past. Key issues include parking requirements and density restrictions that make redevelopment difficult and uneconomic and the array of planning rules and regulations that are difficult to assess and to understand on a site by site basis. Furthermore, given the dramatic shifts in retail development patterns, there appears to be limited market support for major commercial redevelopment in the Corridor. There does, however, appear to be some market support for medium density residential forms of development, and a market for niche retail and office.

This Official Plan Amendment establishes a single Official Plan Land Use designation for application to the entire St. Joseph Corridor. A complimentary zoning regime will also be suggested that provides sufficient and realistic incentives to promote redevelopment, while at the same time minimizing the impacts on abutting low density

housing and ensuring an appropriate relationship between the buildings and the adjacent streets, especially at the identified urban gateways. Design guidelines have also been prepared to ensure that the City's intentions for redevelopment are well understood.

PART II: THE AMENDMENT

1.0 Introductory Statement

All of this portion of the document entitled Part II: The Amendment, and attached map entitled Schedule 'B' constitutes Amendment Number ___ to the Official Plan for the City of Gloucester.

2.0 Details of the Amendment

Item 1: That Schedule "A2 Land Use" of the Official Plan for the City of Gloucester, Orleans Planning Area be amended as shown on Schedule 'B' to this Official Plan Amendment.

Item 2: That a new Section 6.2.3.8 be added as follows:

6.2.3.7 St. Joseph Corridor

The St. Joseph Corridor extends for approximately 3.5 kilometres from the former City of Gloucester / Cumberland municipal boundary (just east of Place d'Orleans Drive) to the edge of the Greenbelt (or west side of Youville Drive), in the Orleans Planning Area. The current right-of-way width is approximately 32 metres along most of the roadway, with isolated sections in the older area having a right-of-way width of approximately 25 to 28 metres.

It is expected that, over time, the nature and character of development adjacent to St. Joseph Boulevard will evolve from a suburban commercial strip, to a more intensely developed, mixed-use urban district. With intensification of use and a new urban form of development, the function, nature and character of St. Joseph Boulevard will also change to reflect the planned urban environment.

As a result of this anticipated evolution, and notwithstanding any other provisions of the Official Plan, the existing right-of-way of St. Joseph Boulevard shall be maintained as it currently exists, with the exception that 26.0 metres will be sought for sections of the corridor located in the area between Edgar Brault Street and Gabriel Street currently at 25.0 metres. In addition, the City will enhance the visual appeal of the right-of-way, and will ensure that the function, nature and character of St. Joseph Boulevard is compatible with the planned urban environment. The City will consider more on-street parking, reduced centre lane widths, the provision of shared cycling facilities and encourage the reduction of private accesses leading to St. Joseph Boulevard.

Item 3: That a new Section 7.2.3 Mixed Commercial/Residential Area be added as follows:

7.2.3 MIXED COMMERCIAL/RESIDENTIAL AREA

7.2.3.1 PURPOSE

The Mixed Commercial/Residential Area designation establishes a framework to guide the evolution of a new form of development along the St. Joseph Boulevard Corridor. This new form of development will transform the function and character of the street and will promote a lively, vibrant and diverse district with a mix of places to live, work, shop and play. Transit is key to the success of this area as it is a key ingredient for intensification.

With intensification of use and a new urban form of development, the function of the road will change. Travel speeds will be reduced, on-street parking will cause “friction” causing vehicles to travel more cautiously through this new urban district.

The St. Joseph Corridor shall function as a focus of activity for the surrounding low-density residential neighbourhoods. Ideally, the St. Joseph Corridor will offer a high quality environment, providing the opportunities to live, work and shop in close proximity.

The St. Joseph Corridor shall redevelop with a variety of compatible, well-integrated and higher density developments. The built form shall be comfortable in scale and design such that pedestrian activity is enhanced.

Land uses within the St. Joseph Corridor will be linked together by the road network, bicycle paths and pedestrian walkways. Development densities will help to support existing and potentially enhanced transit facilities along the Corridor.

The primary purposes of the Mixed Commercial/Residential Area designation are:

- a) To establish the St. Joseph Corridor as a focus of activity by promoting new development that includes a broad mix of land uses at generally higher densities than the adjacent neighbourhoods.*
- b) To maximize pedestrian, bicycle, transit and vehicular accessibility and safety.*
- c) To establish an urban design and planning policy regime that result in a high quality of built form and landscaping on both public and private sector properties.*

7.2.3.2 OBJECTIVES

Development objectives for the Mixed Commercial/Residential Area designation are:

- a) Encourage redevelopment with an array of land uses that support transit and provide a comfortable and attractive pedestrian environment.*
- b) Promote new buildings that create an improved image for the Corridor, contain the street and accentuate gateways and intersections.*
- c) Encourage redevelopment with higher densities that support transit and provide a comfortable and attractive pedestrian environment.*
- d) Encourage appropriate and achievable redevelopment at a scale that is financially feasible.*
- e) Promote a level of uniformity of built form adjacent to the street edge.*
- f) Reduce parking standards and permit on-street parking to promote a more intensified and transit supportive urban environment.*
- g) Promote a rational reduction in the number of accesses to St. Joseph Boulevard.*
- h) Establish a program of financial incentives and a regulatory regime that facilitates appropriate redevelopment.*
- i) Ensure that all new development and redevelopment has regard for all design guidelines that are applicable to the St. Joseph Corridor and that have been approved by Council.*

7.2.3.3 POLICIES

- a) The Mixed Commercial/Residential Area will be designated on Schedule A2 of this Official Plan.*
- b) All new development and redevelopment will have regard to the applicable design guidelines contained in the St. Joseph Boulevard Corridor Study.*
- c) Permitted Land Uses – It is the intent of this land use designation to encourage redevelopment with*

an array of land uses that support transit and provide a comfortable and attractive pedestrian environment. Single use and mixed-use buildings are permitted. Permitted land uses may include:

- i) Medium and higher density forms of housing;*
- ii) An array of commercial facilities including retail stores, convention centres, hotels, restaurants and all types of offices;*
- iii) Community, cultural, entertainment and recreational facilities; and*
- iv) Public utilities, parking structures, surface parking lots and all forms of parks and open spaces.*

Notwithstanding any other permitted use, outside storage shall be specifically prohibited.

- d) Height – Promote new buildings that create an improved image for the Corridor, contain the street and accentuate gateways and intersections.*
- e) Density – Encourage redevelopment with higher densities that support transit and provide a comfortable and attractive pedestrian environment.*
- f) Built Form – Promote new buildings that create an improved image for the Corridor, contain the street and accentuate gateways and intersections. It is the intention of this Plan to promote buildings that are of high quality individually, and when considered collectively, create an attractive streetscape with appropriate pedestrian amenity. Policies with respect to built form include:*
 - i) The proportion of the ground floor coverage of the building footprint should be maximized and building heights should create a street space scaled to pedestrians;*
 - ii) Landmark buildings, higher density and taller buildings shall be located at intersections. Additional built and/or landscape features should be included in the design of these sites to accentuate their importance;*
 - iii) All new buildings adjacent to St. Joseph Boulevard shall be sited to face, front and feature the street. They should create continuous frontages, close to the edge of the right-of-way. Minor variations may be considered in the review of site plans to accommodate appropriate urban design features, such as an urban square and/or additional landscape features;*

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- iv) *Windows and door entrances will face the road, and provide for direct pedestrian access to the city sidewalk – windows and door entrances will occupy at least 50% of the building façade adjacent to St. Joseph Boulevard;*
 - v) *Canopies or other weather protection over entrances and the pedestrian zone should be considered adjacent to retail, personal service and restaurant frontages; and,*
 - vi) *Loading and service areas associated with any permitted use must not be located adjacent to, or visible from St. Joseph Boulevard.*
 - g) *Parking – Consider a reduction in parking standards within the implementing zoning by-law to promote a more intensified and transit supportive urban environment. In addition, the following policies apply within the Mixed Commercial/Residential Area designation:*
 - i) *The City, in reviewing and approving any development within the St. Joseph Corridor shall explore every opportunity to promote shared parking among adjacent landowners.*
 - ii) *Whenever possible, development applications shall be considered on a comprehensive basis in association with abutting lands and the nearby on-street parking supply. Consideration shall be given to consolidating access points to St. Joseph Boulevard, as well as shared parking facilities.*
 - iii) *When redevelopment occurs, parking shall be adequately screened from abutting residential zones, and from all public streets and landscaped to ensure an attractive streetscape.*
 - h) *Shared Access – Promote a rational reduction in the number of private accesses to St. Joseph Boulevard. The City, in reviewing and approving any new development within the St. Joseph Corridor shall explore every opportunity to promote shared access among adjacent landowners. Alternative side yards setbacks may be considered to recognize shared access driveways and/or structured parking facilities.*
 - i) *Zoning By-law – The implementing zoning by-law shall, in conjunction with all design guidelines that are applicable to the St. Joseph Corridor and that have been approved by Council, establish the parameters for development within the St. Joseph Corridor.*

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- j) *Site Plan Control – All development within the St. Joseph Corridor shall be subject to site plan control in accordance with the City's Site Plan Control By-law.*
- k) *From time to time, the City may receive development applications that do not achieve all of the objectives, policies and guidelines for the St. Joseph Corridor as identified in this Plan, and in other applicable planning documents. In these instances, the City will review the application on its merits, and may consider the application for approval if it is demonstrated, to the City's satisfaction, that the proposed development:*
- *does not preclude the ability to build additional permitted density at a later date; and,*
 - *otherwise achieves all of the other applicable policies of this plan, including the approved urban design guidelines.*
- l) *Community Improvement – The entire St. Joseph Corridor shall be considered a Community Improvement Area and the City may establish, by by-law, the Corridor, or specific components of the Corridor, as a Community Improvement Project Area. The City may identify and delineate a Community Improvement Project Area in areas that display any or all of the following criteria;*
- i) *inadequate municipal infrastructure, including piped services, roads and streetscapes, public parking facilities and/or storm water management facilities;*
 - ii) *inadequate community services such as public recreational/cultural facilities, public open space and/or social services;*
 - iii) *building and/or property deterioration to the extent that it negatively affects the overall image of the St. Joseph Corridor;*
 - iv) *development at densities that are too low to support planned transit facilities; and/or*
 - v) *site contamination levels that require environmental site remediation prior to redevelopment.*

In addition, for areas within the Mixed Commercial/Residential Area designation that have been further identified, by by-law as a Community Improvement Project Area, the following policies apply:

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- vi) The City may prepare a detailed Community Improvement Plan. In the preparation of a Community Improvement Plan, the City will solicit the input of affected residents, property owners and other interested stakeholders. Community Improvement Plans, and subsequent amendments thereto, may be adopted by Council.*
 - vii) During the preparation of a Community Improvement Plan, the City shall explore options for the provision of financial incentives to the private sector. The review of all development applications within the St. Joseph Corridor shall have regard for all design guidelines that are applicable to the St. Joseph Corridor and that have been approved by Council and, further, the eligibility requirements for any financial incentive program offered by the City shall require new development to conform to the guidelines.*
 - viii) When the City is satisfied that the intent of an Improvement Plan has been carried out, Council may, by by-law, dissolve the Community Improvement Project Area.*

3.0 Interpretation

The Mixed Commercial/Residential Area designation is specific to the identified portion of the St. Joseph Corridor as identified on Schedule A2 – Land Use. As such, the purpose, objectives and policies of this land use designation may, in some instances, be in conflict with other policies of this Official Plan. Where the intent and details of this land use designation conflict with the other, more general policies of this Official Plan, the policies of this designation shall prevail. In addition to the above, the provisions of Section 11.2.4 of the Official Plan of the former City of Gloucester shall apply.

ZONING BYLAW

THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER 2003-

By-law Number 2003-____ amends By-law Number 333 of 1999, the former City of Gloucester Zoning By-law. The amendment affects all properties located adjacent to St. Joseph Boulevard as shown on the Location Maps provided as Document 3.

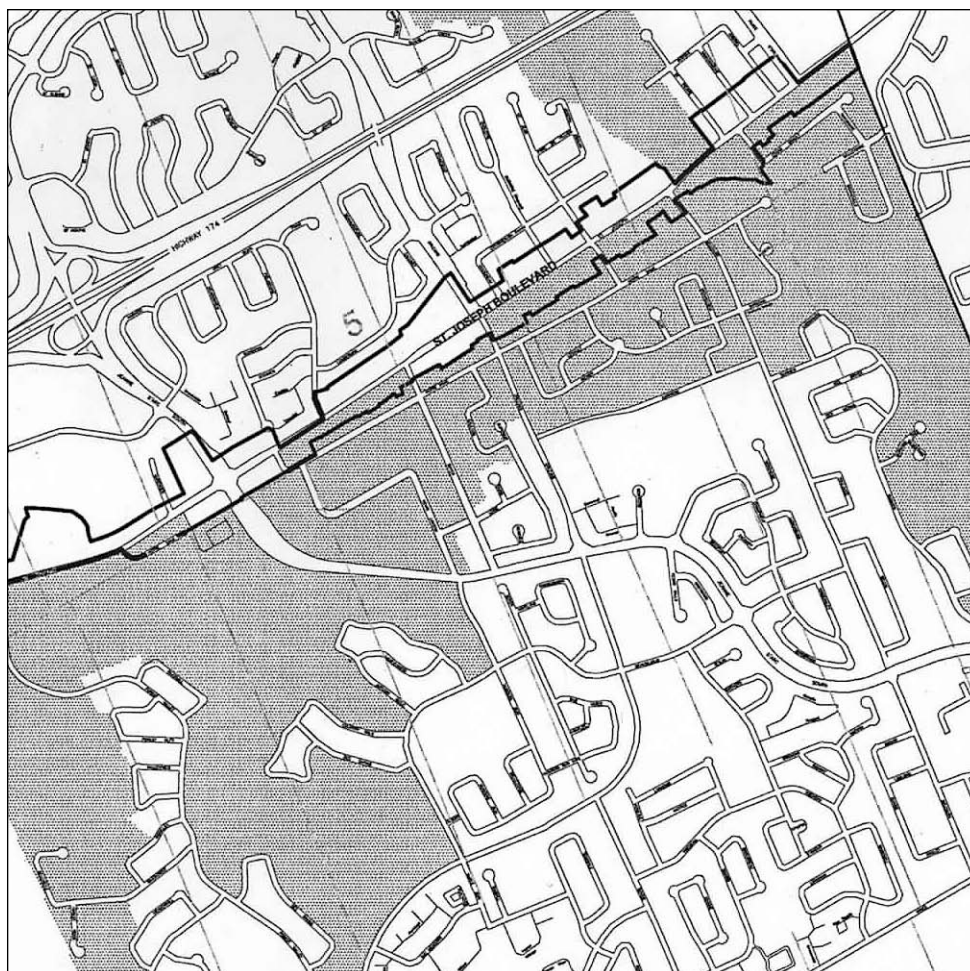
The City has undertaken an extensive planning study along the street with the intent being to revitalize both the public lands and adjacent privately owned lands. As part of the implementation process, the proposed zoning by-law will set new regulations which will encourage the form of development the city is seeking to create along this portion of the street.

CURRENT ZONING

Currently a variety of zones exist along the street, ranging from the Industrial General Zone (Mg) at the western edge, to the Commercial Community Zone (Cc1) which is predominant along both sides of St. Joseph Boulevard. The following is a brief summary of the existing zoning that will be impacted by the proposed zoning:

- Mg - Industrial General Zone; range of industrial uses; maximum 13.7 m height; maximum 0.35 Floor Area Ratio (FAR)
- Ic - Institutional Community Zone; range of institutional uses, special needs housing, clinics; some conditional commercial uses; maximum 0.6 FAR
- Cc1 -Commercial Community Zone; range of commercial; some conditional residential and institutional uses; maximum 10.7 m height within 20 m of a Residential zone and 22.0 m beyond 30 m of a residential zone; 0.6 FAR
- Cn -Commercial Neighbourhood Zone; smaller scale commercial uses; conditional apartments permitted; maximum 10.7 m height; 0.35 FAR
- Ch -Commercial Highway Zone; larger format; space extensive commercial uses; maximum 10.7 m height; 0.35 FAR
- Cd - Commercial District Zone; range of commercial uses; conditional apartments and institutional; maximum 10.7 m height within 20 m of a Residential zone; up to 48.0 m beyond 30 m of a residential zone; 1.5 FAR
- Rd1 - Row dwelling; permits row dwellings at 20 – 60 units per hectare


There are also some exception zones that prohibit certain land uses, recognize existing uses, establish setback, parking or landscaping regulations. These include the Cc1(E1),(E2), (E3), (E22), (E26); Cn(E29) exception zones and the HCc1 – Holding Commercial Community Zone.



PROPOSED ZONING

FROM: 'Mg', 'Cc1', 'Cc1(E1)', 'Cc1(E2)', 'Cc1(E3)', 'Cc1(E22)', 'Cc1(E26)', 'Ic', 'Cn', 'Cn(E29)', 'Rd1', 'Ch' and 'HCc1'

TO: 'Cm' - Commercial Mixed Use Zone.

 - Lands subject to Constraint Area 1

SCALE
N.T.S.
METRES



ÉCHELLE
N.T.S.
MÈTRES

PROPOSED ZONING

One new zone is proposed to replace the zones listed above including all exception zones not described as shown by “Area A” on Document 3.

Uses

The proposed Cm – Commercial Mixed Use zone will include a range of uses, such as townhouses, apartment dwellings, retail uses, automobile service and gas stations, office, community, entertainment and recreational uses, convention centers, hotel, institutional use, parking lots, and parks. Outside storage will be prohibited, as will front yard parking. A number of new regulations will also apply pertaining to building height, density, setback and parking.

Height

Maximum building heights will be a function of the lot depth, generally speaking the deeper the lot, the higher the building that can be built. The proposed zoning encourages higher buildings to locate at the major corners. The new maximum building height will be 12.5 metres (or 4 storeys) for properties having lot depths of 40 metres or less; and 18.75 metres if the lot depth is greater than 40.0 metres. A minimum height of 9.0 metres and a maximum height of 25.0 metres (8 storeys) are to be applied to properties located at any of the key gateway corners (Jeanne d’Arc; Place d’Orleans; Orleans; Youville at St. Joseph Boulevard), provided the average lot depth is greater than 60 metres.

Density

The new density provisions are also dependent upon the depth of the lot. Deeper lots have the potential for greater building density. New Floor Area Ratios (FAR) are proposed which will generally increase the allowable development permitted on the individual sites. The proposed FARs will range from 1.5 for sites that have a lot depth of 40 metres or less; to 3.0 for average lot depths more than 40 metres, and to a maximum of 3.5 FAR for lots located at the key gateway corners, and having an average lot depth greater than 60 metres.

Frontage

New minimum frontages are proposed which will facilitate the development form of having buildings locate at the front property line, with parking in behind. Minimums of 18.0 and 24.0 metres are proposed.

Setbacks

To address the abutting residential uses, setback provisions are proposed that will be a function of building height. As a minimum, no development may locate within 7.5 metres of a residential zone. In addition to the building height regulations above, the maximum height of any building (or portion thereof) between 7.5 metres and 20.0

metres of the rear lot line is 12.5 metres. Buildings (or portions thereof) that are greater than 12.5 metres in height and 18.75 metres or less must be located more than 20.0 metres from the rear lot line. Buildings that are greater than 18.75 metres in height (or portions thereof) but no more than 25.0 metres must be located at least 30 metres from the rear lot line.

All new buildings must locate between 0.0 and 4.0 metres of the front lot line. For any building that is entirely residential, the building may locate between 0.0 and 6.0 metres of the front lot line, but the front yard must be used for landscaping. Buildings located at major corners must have main walls that occupy 75% of the lot width along St. Joseph Boulevard, and on side streets, 50% of the lot depth adjacent to the street. For all other sites, the main wall must occupy 50% of the lot adjacent to St. Joseph Boulevard. No blank building facades adjacent to streets are permitted.

One minimum side yard of 6.0 metres is proposed to allow for a driveway, and the other side yard will be 0.0 metres.

Parking

New parking regulations are proposed which will generally reduce the amount of required parking needed on-site. The idea is to maximize on-street parking, and to encourage the sharing of parking between uses and sites, and to reduce this land intensive use. The proposed residential parking rate is 1.15 spaces per unit. Commercial office will be changed to 1.0 space per 40 square metres. The required parking for stand-alone restaurant buildings will remain at 1 space per 10 square metres. Parking reductions will be supported with the appropriate supporting studies. No parking will be permitted with the front yard of any building. The maximum amount of lot that can be covered by the required parking is 35%. All required parking must first be located in the rear yard. Excess parking may then locate in side yards, with appropriate landscaping to screen the view from any public street. A parking lot or structure which is the primary use cannot occupy more than 70% of the lot. Unless changed by this amendment, all other general provisions will apply.

FURTHER INFORMATION

Should you require further information regarding the proposed zoning by-law amendment, please call Cheryl Brouillard at 580-2424, extension 13392.

Amendment to Zoning By-law No. will include the following:

1. A definition for Average Lot Depth.
2. A new section to add a new "Commercial Mixed Use" zone.

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3. New permitted main uses:
 - apartment dwelling, including accessory apartment
 - automobile repair service
 - commercial entertainment
 - office
 - community or recreation facility
 - convention centre
 - group home
 - hotel (commercial accommodation)
 - institutional use and accommodation (fire, police station, hospital, school)
 - medical or dental office and clinic
 - nursing home
 - office
 - parking garage
 - parking lot
 - place of public assembly
 - personal service business
 - restaurant
 - retail business
 - retirement home
 - row dwelling
 - seniors housing
 - street row dwelling
 4. New minimum lot frontage is 18.0 metres where access to the rear yard is provided by a public lane, a secured private driveway, or over an exterior side yard; or 24.0 metres where access to the rear yard is provided from St. Joseph Boulevard, over a front yard.
 5. The maximum density for development is 1.5 Floor Area Ratio for lots that have an average lot depth of 40 metres or less; 3.0 Floor Area Ratio for lots that have an average lot depth of more than 40 metres; and 3.5 Floor Area Ratio for lots that have an average lot depth greater than 60 metres and are located at the corner of St. Joseph Boulevard and one of, Youville Drive, Jeanne d'Arc Boulevard, Orleans Boulevard or Place d'Orleans Drive.
 6. All new buildings must be located between 0.0 and 4.0 metres of a public right-of-way (front yard and exterior side yard).
 7. For any building that is entirely residential, the building must be located between 0.0 and 6.0 metres of the front lot line, and any space between the front line and the building must be landscaped.
 8. When vehicular access is provided from St. Joseph Boulevard, a minimum side yard of 6.0 metres must

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- be provided to accommodate a driveway, but the other side yard can be 0.0 metres.
9. The minimum setback from the rear lot line is 7.5 metres for all cases. This rear yard may accommodate an access lane or parking where adequate screening is provided.
 10. For corner site development, a minimum of 75% of the lot line along St. Joseph Boulevard must be occupied by a building façade; and a minimum of 50% of the lot line along the exterior side yard must be occupied by a building façade.
 11. For all other sites, the main wall of the building must occupy a minimum of 50% of the lot line adjacent to St. Joseph Boulevard.
 12. Blank building facades are not permitted along any street frontage; windows and door entrances must occupy a minimum of 50% of any building wall along St. Joseph Boulevard.
 13. The maximum building height is 12.5 metres for lots that have average lot depths of 40.0 metres or less.
 14. The maximum building height is 18.75 metres for lots that have an average lot depth greater than 40 metres, and the 18.75 metre height limit can only be used for a building or that portion of a building located between the front lot line and 20 metres of the back lot line; between 20 metres of the back lot line and 7.5 metres, the maximum building height is 12.5 metres.
 15. For lots that have an average lot depth greater than 60 metres and are located at the corner of St. Joseph Boulevard and one of, Youville Drive, Jeanne d'Arc Boulevard, Orleans Boulevard or Place d'Orleans Drive, the maximum building height is 25.0 metres, and the 25.0 metre height limit can only be used for a building or portion of a building located between the front lot line and 30 metres of the back lot line; 18.75 metre height limit can only be used for a building or that portion of a building located between the front lot line and 20 metres of the back lot line; between 20 metres of the back lot line and 7.5 metres, the maximum building height is 12.5 metres.
 16. In addition to the above height regulations, on any corner lot, the minimum building height shall be 9.0 metres within 0.0 and 4.0 metres of the front and exterior side yards.
 17. A minimum of 1.15 spaces per residential unit must be provided.
 18. A minimum of 1.0 space per 40 square metres of gross floor area must be provided for all commercial uses other than stand-alone restaurant.
 19. Stand-alone restaurant buildings must provide at least 1.0 space per 10 square metres of gross floor area. No additional parking is required for outdoor patios / seating areas.
 20. No parking is permitted within a front yard or street yard.
 21. The maximum amount of any lot that may be covered by a parking lot used for required parking is 35% of the lot area.
 22. If a surface parking lot or parking structure is the only use, the maximum amount of the lot covered by the parking lot or parking structure shall be 70% of the lot area. In the case of a parking lot, it must be set back 6.0 metres from all streets and which space must be landscaped and appropriate screening provided.
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- 23. Required parking may be provided on other sites.
 - 24. At least 6.0 metres must be provided for all driving aisles.
 - 25. Unless otherwise changed by this amendment, all other general provisions will apply as required.
 - 26. Exterior storage is not permitted.

APPENDIX

Zoning Provisions - Summary Table

Zone	Permitted Uses	Height	Density	Street Yard	Other Yards
Mg – Industrial General Zone	an array of industrial and commercial uses, typically space extensive	max 13.7 m	.35 FAR	4 m	1 m or 8 m if abutting a residential zone
Ic – Institutional Community Zone	broad array of institutional uses, including special needs housing, clinics and recreational facilities. Some commercial uses permitted conditionally	max 18.0 m	0.6 FAR 1.00 FAR for a retirement home	1 m	varies according to building height and adjacent land use
Cc1 – Commercial Community Zone	an array of commercial uses. residential and institutional uses are permitted conditionally, as part of a mixed use development	10.7 m within 20 m of an R zone 18.0 m within 30 m of an R zone 22.0 m beyond 30 m of an R zone	.60 for commercial uses up to a max GFA of 35,000m2 80uph for residential	0 m	varies according to building height and adjacent land use
Cn – Commercial Neighbourhood Zone	smaller scale commercial uses, apartments permitted conditionally	10.7 m	.35 FAR 80uph for residential	0 m	0.0 m or 6.0 m if abutting a residential zone
Ch – Commercial Highway Zone	larger format, space extensive commercial uses	10.7 m	.35 FAR	1.0 m	1.0 m or 6.0 m if abutting a residential zone
Cd – Commercial District Zone	commercial uses, apartments and institutional uses permitted conditionally	10.7 m within 20 m of an R zone 22.0 m within 30 m of an R zone 48.0 m beyond 30 m of an R zone	1.50 FAR for commercial complex calculations for ancillary residential and institutional uses	0.0 m	0.0, except where abutting a residential, where distances vary according to building height

Zoning Provisions - Summary Table...continued

Zone	Permitted Uses	Height	Density	Street Yard	Other Yards
Rd1 – Residential Double Dwelling Zone	detached, duplex, semi-detached			5.0 m	Interior side-1.0/1.2 m rear-7.0 m
Exceptions	Comments				
Cc1 (E1)	provides a list of prohibited land uses				
Cc1 (E2)	site specific exemption that recognizes an existing use				
Cc1 (E3)	site specific exemption dealing with parking, prohibited uses and permissions for an outdoor patio				
Cc1 (E22)	site specific exemption that recognizes an existing use				
Cc1 (E26)	site specific exemption that deals with setbacks				
Cn (E29)	site specific exemption that deals with parking, setbacks and landscaping				