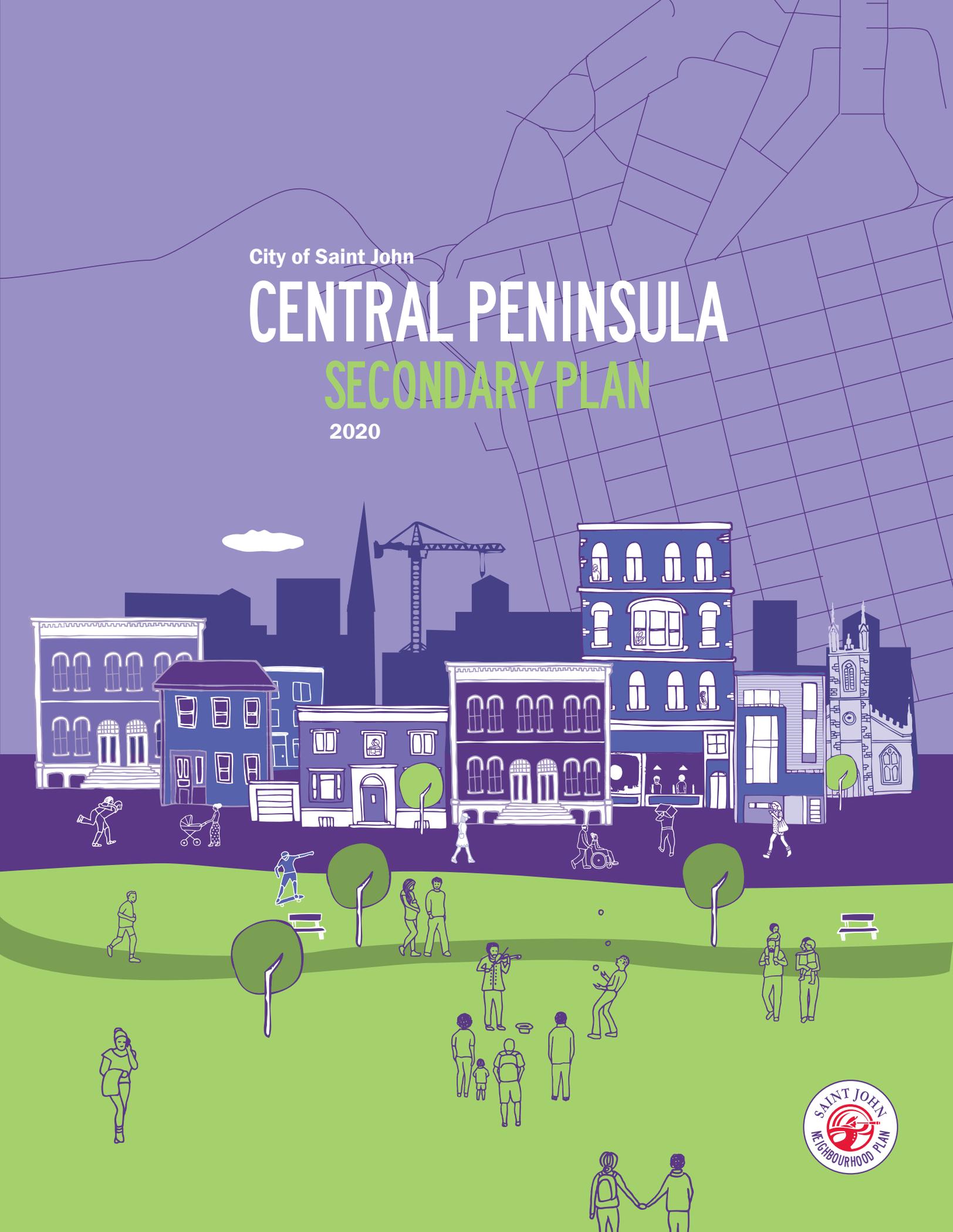


City of Saint John

CENTRAL PENINSULA SECONDARY PLAN

2020



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1.0 Introduction

The Central Peninsula Secondary Plan (the “Secondary Plan”) is intended to provide direction for new development and reinvestment in the Central Peninsula of the City of Saint John (the “City”) while ensuring it remains a good place to live, work, and recreate. The Secondary Plan is intended to further implement the City’s Municipal Plan which is known as Plan SJ (“Plan SJ”), and align and be responsive to the City’s recreation, transportation, economic, and population growth strategies. Together, these strategies will guide growth, development, and revitalization efforts in the City’s centre for the next 30 years.

Following in the footsteps of Plan SJ, the Secondary Plan combines traditional land use planning approaches with community building including social and economic sector aspects. What results is a responsive and representative Secondary Plan rooted in community action. The City has recognized the need to integrate economic development and population growth into their suite of strategic planning documents. The Secondary Plan accomplishes this through its policy and action frameworks, creating a dedicated and well-rounded strategy for the City’s core neighbourhoods.

The Central Peninsula is comprised of the City’s Uptown, South End, and Waterloo Village neighbourhoods. The area is recognized as the City’s Primary Centre in Plan SJ. Plan SJ envisions the Central Peninsula as home to the highest intensity of land use and residential density, reflective of it being the historic heart of the City and a vibrant hub for employment, arts and culture, entertainment, and tourism.

After decades of population decline and disinvestment, the Central Peninsula is experiencing a renaissance. There is increasing momentum to live, work, and recreate in the heart of the City. Populations in the Uptown Neighbourhood are increasing while neighbouring areas are stabilizing. Construction of new office and new and converted residential development are set to bring more people into the area every day. New restaurants, bars, and entertainment venues have maintained the area as the cultural centre of the City. Public spaces, particularly along the City’s waterfront, have become important community focal points and there is increasing interest in realizing their full potential.

As the positive momentum continues, there is increasing opportunity for economic and population growth on the Central Peninsula. Underutilized or vacant land is an asset prepared for repositioning and in doing so, creates potential for new housing stock and commercial space. This Secondary Plan provides an opportunity for the community to harness the growing momentum at the centre of the City and create positive transformative change.

LEGISLATIVE BASIS OF THE CENTRAL PENINSULA SECONDARY PLAN

The Secondary Plan has been prepared in accordance with the New Brunswick Community Planning Act, SNB 2017, c. 19 (the “CPA”). The CPA empowers the City’s Common Council (“Council”) to create a secondary municipal plan that applies to a specific area of a municipality. While the Secondary Plan will act as a strategic guiding document for decisions related to development and investment, adoption of a secondary municipal plan does not commit the City or the Government of New Brunswick to undertake any of the policies or proposals in the Secondary Plan. If there is a conflict between plansj and this Secondary Plan, Plan SJ prevails.

Plan SJ sets the strategic framework for the creation of secondary municipal plans by articulating the importance of neighbourhood plans as components to the successful implementation of Plan SJ. Plan SJ further recognizes areas in need of direct and intentional treatment through the identification of Neighbourhood Intensification Areas and Priority Neighbourhoods. The Central Peninsula combines the Uptown Primary Centre Intensification Area and South End and Waterloo Village Priority Neighbourhoods into a single geographic planning area allowing for a secondary plan that aligns with the strategic intention of Plan SJ.

The Secondary Plan is incorporated into Plan SJ and implemented in the same manner; through the application of policy and regulations found in the City’s Zoning By-Law, Heritage Conservation Areas By-Law, and Subdivision By-Law. The Secondary Plan is a living document and will be reviewed and amended where deemed appropriate by Council.

FUNDING SOURCES

Funding for this project was received from:

the Federation of Canadian Municipalities,

the Province of New Brunswick, and,

Uptown Saint John, Inc.

NEIGHBOURHOOD ACTION TEAM

The Neighbourhood Action Team (the “NAT”) was pivotal to the preparation of the Secondary Plan. Populated with strong leaders from the community, the NAT acted as ambassadors of the diverse interests in the Central Peninsula. As a citizen-led committee, the NAT supported and advised the preparation of the Secondary Plan, providing direct connection to the positive change occurring in the City’s Central Peninsula. The Secondary Plan would not be possible without their unwavering passion for their community. Their countless hours of work are reflected in the pages of this document and the continued positive momentum occurring throughout their neighbourhoods.

NAT Members

Kay Gillis

Andrew Miller

Melissa Wakefield

Ben Appleby

Nancy Tissington

Jeff Roach

Anne McShane

Donna Reardon

Milad Pirayegar

David Hickey



NAT MEMBERS MAY 2017

1.1 How to Use the Plan

The Secondary Plan is intended to serve the interests of the individual reader while directing smart growth in the Central Peninsula through thoughtful policy and action. Residents of the Central Peninsula are able to access information about the intended direction of their neighbourhoods while business owners and the development community can seek out opportunities for growth and investment. The Secondary Plan is organized to allow the reader to easily find the information most relevant to their interests or to read the entire document sequentially.

CHAPTER 1: THE CENTRAL PENINSULA A snapshot of the area’s history, geographical context, and demographics. The chapter also explains the planning process, community engagement results, and the overall vision for the Central Peninsula.

CHAPTER 2: NEIGHBOURHOODS AND CORRIDORS OF THE CENTRAL PENINSULA Description, direction, development concepts, and actions for the Uptown, South End, and Waterloo Village neighbourhoods. The functionality of Main, Union, and Crown Streets, along with City Road are considered and aspirational direction provided. Policies and proposals are offered for each neighbourhood and corridor providing Council with guidance and criteria for their decision making.

CHAPTER 3: BUILDING AND DESIGN IN THE CENTRAL PENINSULA The regulatory framework for land use and guides the shape, pattern, height, and configuration of development through clear policy statements. It provides the principles by which development is evaluated and establishes built form direction and clarity.

CHAPTER 4: COMMUNITY ACTION FRAMEWORK The structure for action through clear policy statements reflective of the components that build a growing neighbourhood.

CHAPTER 5: IMPLEMENTATION STRATEGY A framework for immediate and long term action.



The Secondary Plan is intended to have many users and serves as a guide for the City's administration, residents, and investors.

COUNCIL AND CITY STAFF use the Secondary Plan to guide land use and financial decision-making in the Central Peninsula. With a lens to each department's responsibilities, Staff uses the Secondary Plan to guide:

Form and density through zoning, character, and urban design throughout the Central Peninsula; Street infrastructure upgrades including public realm improvements; Park, recreation, and event and amenity space maintenance and creation; Decisions and management of city assets and infrastructure spending; and Smart growth and to build investor confidence in the Central Peninsula.

RESIDENTS AND BUSINESSES OF THE CENTRAL PENINSULA use the Secondary Plan to understand the vision for the Central Peninsula and how their neighbourhoods will change over the life of the Secondary Plan.

CITIZEN ACTION AND NON-PROFIT GROUPS use the Secondary Plan to build relationships and synergies between themselves and the City. The Secondary Plan provides these groups with tangible actions required to fulfill the community's vision for their neighbourhoods.

DEVELOPERS use the Secondary Plan to understand the type and scale of development anticipated in the different areas of the Central Peninsula.



1.2 Historical Snapshot

The developmental history of Saint John is most concentrated in the Central Peninsula. Throughout the centuries since initial settlement, defining events have shaped the city centre and the spirit of its residents. These events are illustrated on subsequent pages. The Central Peninsula will continue to evolve and in embracing change it is important to learn from our shared history as a source of inspiration and to honour it.



QUEEN SQUARE, 1890



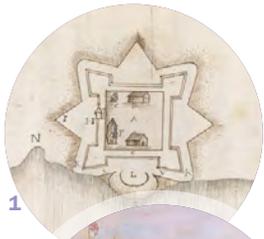
KING STREET, 1875



UPTOWN WATERFRONT, 1890



WATERLOO VILLAGE, AKA "IRISHTOWN" 1950S



1



2



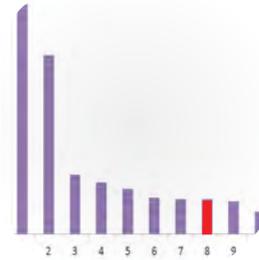
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4



5



6



7

Early Development 1700 - 1900

(1) 1631 Fort Latour

The first known permanent European settlement is established at Fort Latour, just northwest of the peninsula.

(2) 1783 Arrival of Loyalists and survey of "Parr Town"

A town is established on the peninsula by Loyalist settlers. The pattern for future development, much still intact, is laid out through a grid street plan oriented north to south. Public spaces such as King and Queen Square are planned and lands reserved in the South Waterfront.

(3) 1820-60 A Mercantile City

The Central Peninsula transitions from a village of neighbourhoods to a prosperous mercantile city through the growth in export of timber and shipbuilding and the development of domestic and regional markets for an expanding class of artisans. By 1850, housing on the Peninsula has spread fully to the eastern side.

(4) 1877 The Great Fire

The City's business and commercial areas are rebuilt under a new municipal building code requiring masonry walls as a result of the the Great Fire, giving much of the built form we recognize today.

Early 20th Century 1901 - 1945

(5) 1901 Census

By the turn of the century, Saint John is Canada's eighth largest City, under Halifax, with a population of 40,711. Much of the density is focused on the Central Peninsula. Larger metropolises in Central and Western Canada will quickly outpace Saint John in terms of population and growth for the rest of the century.

(6) 1920s Continued Expansion

Residential expansion is spurred by the electric street car and the personal automobile. Residential development continues to push beyond Waterloo Village to the North End.

(7) 1931 Town Planning Scheme

Shortly following the adoption of a Town Planning Scheme prepared in 1931 under the direction of Thomas Adams, a permanent Town Planning Commission is created in 1932. The scheme gives direction regarding the laying out and construction of streets, sewers, open spaces, building lines, setbacks, and height and character.



Post-War and Urban Renewal 1946 - 1980

(8) 1946 Master Plan for the City
The forerunner in postwar plans, the 1946 master plan is an ambitious and innovative 30 year guide for development, which emphasizes modern transportation infrastructure new housing, and self-contained neighbourhoods.

(9) 1956-1967 Urban Renewal Studies
The first urban renewal study highlights the state of deteriorated housing and overcrowding in the City. As common in many urban areas during this period, it recommends large scale housing and infrastructure solutions, often at the cost of the integrity of existing communities. With the construction of the Harbour Bridge beginning in the 1965, a second study is commissioned. The results of this era are most evident in Main Street and Waterloo Village.

(10) 1973 Community Plan
The 1973 Plan responds to the need for more infrastructure after amalgamation occurs in 1967. It is known for its overly optimistic population growth forecasts. With the dispersion of housing and commercial space outside the urban core to the City's east side already under way, urban revitalization projects also begin during this time with Brunswick Square in 1970s and Market Square in 1980s.

The Last Few Decades 1981 - 2010

(11) 1982 Heritage Conservation
The establishment of the City's first Heritage Conservation Area "Trinity Royal," ensures the protection of the City's built heritage and helps contribute to the uptown's urban revitalization.

(12) 1990s Revitalization & Rehabilitation
Urban revitalization projects and studies continue with an emphasis on the uptown. Infill Housing zone and guidelines are introduced to improve and stabilize housing in older urban neighbourhoods in reaction to suburban zoning standards. There is new, finer-grained infill development on many of the vacant, underutilized lots in the Central Peninsula.

(13) 2000s Harbourfront Revitalization
With the creation of the Harbour Passage and reconfiguration of port lands into cruise terminals, an ambitious 15 year vision for the City's Central Waterfront (aka "Inner Harbour") is established.

(14) 2010 - PlanSJ
Transformation of the key intensification areas across the City continue, with particular emphasis on the Uptown and select neighbourhoods to grow smarter, with a focus on urban design.

1.3 Secondary Plan Area

The Central Peninsula is geographically composed of three neighbourhoods; the Uptown, South End, and Waterloo Village, significant waterfront spaces including the Central Waterfront, South Waterfront, and Long Wharf. Main, Union, and Crown Streets are identified in Plan SJ as Primary Corridors, with City Road identified as a Commercial Corridor and therefore receiving specialized treatment in the Secondary Plan.

UPTOWN NEIGHBOURHOOD

The Uptown Neighbourhood is home to the majority of the offices, restaurants, and nightlife in the City. It is the commercial and entertainment centre of the Greater Saint John Region. It is roughly bound by Water Street to the west, City Road to the north, Sydney Street to the east, and Duke Street to the south.

SOUTH END NEIGHBOURHOOD

The South End is primarily a residential neighbourhood with mixed-use and local neighbourhood commercial spread throughout. The area South of Broad Street is characterized by low density business park development. It is bound by Water Street to the west, Duke Street to the north, Crown Street to the east, and the South Waterfront to the south.

WATERLOO VILLAGE

Waterloo Village has a significant mix of residential, commercial, and community spaces and facilities including St. Joseph's Hospital and the Cathedral of Immaculate Conception Roman Catholic Church. It is bound by Main Street to the west, the Saint John Throughway to the north, Crown Street to the east, and Union Street to the south.

WATERFRONT SPACES

The Central Peninsula has more than 5 kilometres of waterfront primarily characterized by the Port of Saint John (the "Port"), a busy cargo port and important port-of-call on the Canada-New England cruise ship schedule. The Port controls approximately 80% of the Central Peninsula's waterfront spaces including Long Wharf which supports uses beyond port and industrial, creating a home for the Area 506 Music Festival, and other cultural entertainment events. The Central Waterfront includes Fundy Quay, a primarily municipally owned site poised for impactful redevelopment. The South Waterfront includes Tin Can Beach and the former Lantic Sugar Refinery Site. Tin Can Beach has become a favourite access point to the coastline for residents and visitors to the Central Peninsula.

PRIMARY & COMMERCIAL CORRIDORS

Plan SJ identifies Main, Union, and Crown Streets as Primary Corridors, which are recognized as locations for improved transit, active transportation, investments in streetscaping, public realm and urban design, and selectively intensified land use. City Road is identified in Plan SJ as a Commercial Corridor, which denotes its proximity to the Saint John Throughway and the appropriateness of automobile oriented uses.



MAP 1 - CENTRAL PENINSULA SECONDARY PLAN AREA

1.4 Populations Trends And Demographics

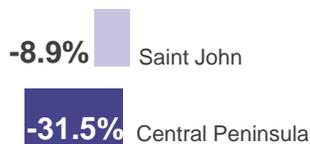
The Central Peninsula has a population of 7,550 which is approximately 11% of the City's population according to the 2016 census. From 2011 to 2016, the Central Peninsula experienced an overall population decrease of 6.2%. Despite the overall decrease, the Uptown Neighbourhood's population increased by over 15%. This increase was due primarily to an influx of young adults aged 20-39. This demographic represents 35% of the Central Peninsula's population. Significant decreases in the population of Waterloo Village, and stabilization of the South End were seen over the same period.

As of the 2016 Census, the Central Peninsula had an average population density of 2,387 residents per square kilometer. With increases to the residential housing stock since 2016, the population density of the Central Peninsula and specifically the Uptown Neighbourhood, has increased. The Central Peninsula is the densest area of the City and is therefore positioned to continue to be a walkable urban community, with 36% of people walking to work.

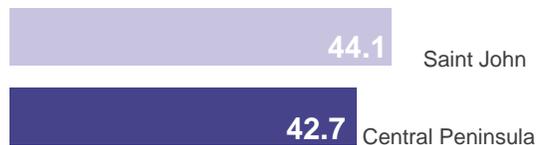
POPULATION



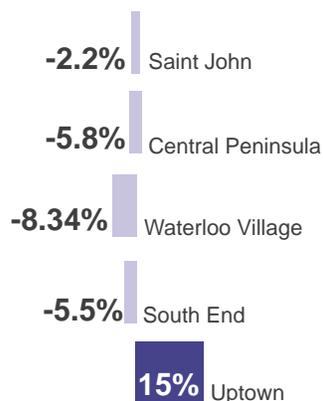
POPULATION CHANGE (Since 1986)



MEDIAN AGE



POPULATION CHANGE (2011-2016)



POPULATION DENSITY

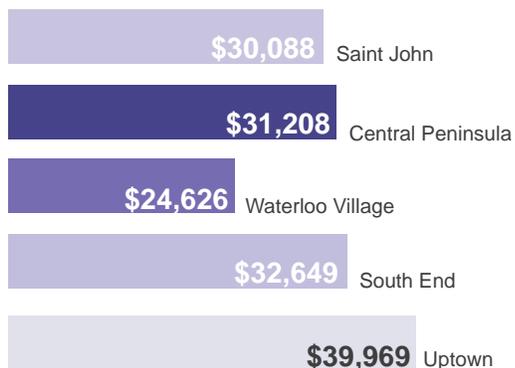


SOCIO-ECONOMIC CONDITIONS

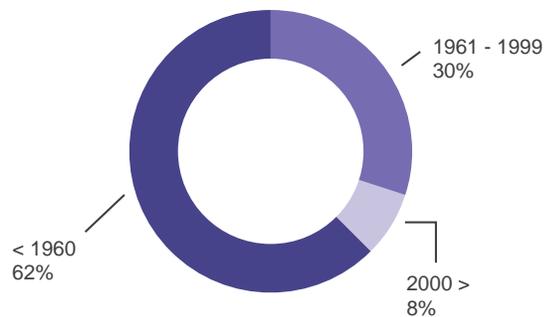
The Central Peninsula is challenged by intergenerational poverty and unemployment which are exacerbated by the disparity between those who live and those who work in the area. As the regional employment hub, many of the jobs located in the Central Peninsula are held by middle income people living outside of the area. In 2015, 13.8% of children aged 17 and under living in the Central Peninsula were living in poverty. The unemployment rate for the area is 11.8% compared to the City's 6.6%. This places 1 in 10 participants in the labour force out of work. The Secondary Plan aims to foster mixed income neighbourhoods, allowing the quality of life for all residents of the Central Peninsula to improve.

Adequate, stable, and appropriate housing is vital to an individual's health and wellbeing. The Central Peninsula is home to some of the City's most cherished heritage buildings with over 61% of the area's housing stock built before 1960. Older construction requires frequent and regular maintenance. It is projected at least 11.75% of the housing stock is in need of major repair. A significant 88.5% of residents on the Central Peninsula are renters with over 61% of residents having moved in the past five years. Ensuring access to and availability of affordable housing options is critical in meeting the needs of the current residents, attracting new residents, and combating issues stemming from low vacancy rates.

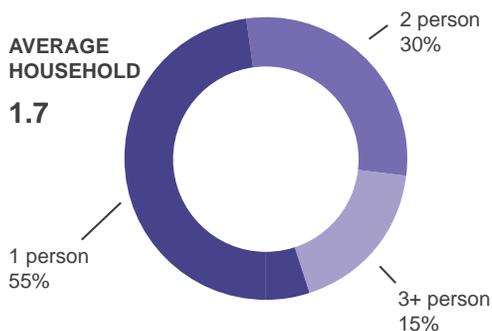
MEDIAN INDIVIDUAL INCOME



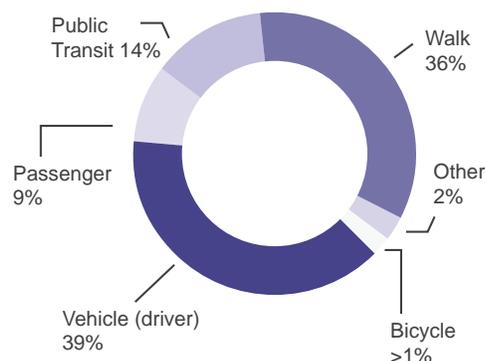
AGE OF DWELLING



HOUSEHOLD SIZE



MODE OF TRAVEL TO WORK



1.5 Assets And Opportunities

BUILT HERITAGE ASSETS

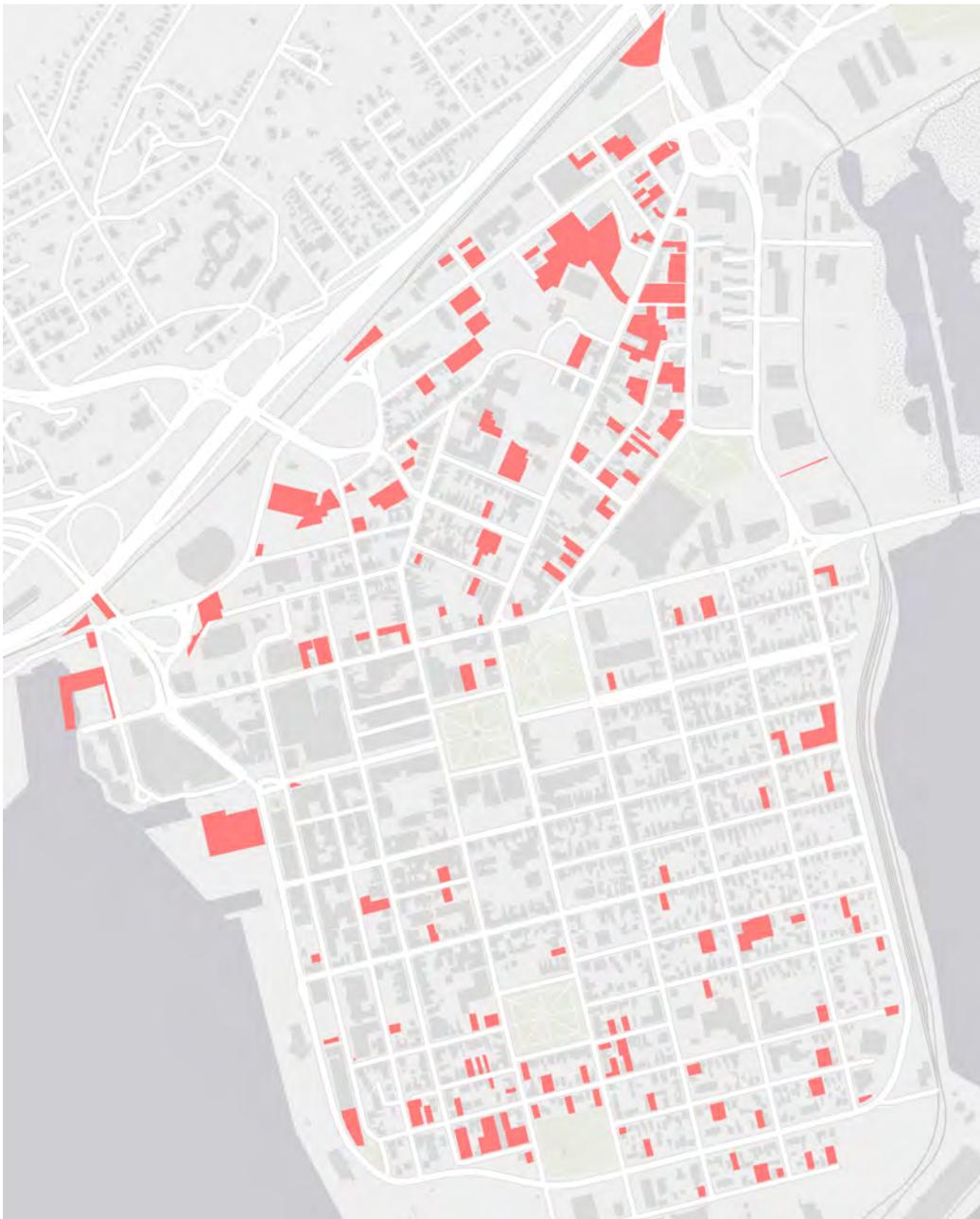
Through concerted efforts in the 1980s, most of the historic neighbourhoods of the Central Peninsula were protected. As a result, much of the exceptional historic architecture remains intact. The City currently has 770 buildings designated and protected across 11 Heritage Conservation Areas (“HCAs”), 6 of which are located in the Central Peninsula. HCAs are defined and regulated under the Heritage Conservation Areas By-law, the main objective of which is to conserve, rehabilitate, and utilize heritage sites, structures, buildings, areas, and environments for the benefit of the community. These Heritage assets provide the foundation for one of the most dense, walkable urban communities in Atlantic Canada.



MAP 2 - HERITAGE CONSERVATION AREAS

VACANT AND UNDERUTILIZED LAND

Decades of growth at the edges of the City has led to disinvestment in the core. This has caused an increase in vacant commercial and residential properties that often become progressively derelict until many require demolition. Demolition leaves behind vacant lots that detract from the character of the neighbourhoods and streets, discouraging investment. There are currently almost 300 undeveloped lots in the Central Peninsula, many located in prime, mixed-use areas representative of substantial opportunity. Underutilized lands also represent a significant opportunity in the Central Peninsula, particular those along primary and commercial corridors. These locations house large, single-storey floor plates set within large areas of surface parking typical of a more suburban form. These areas are positioned for increased density long-term.

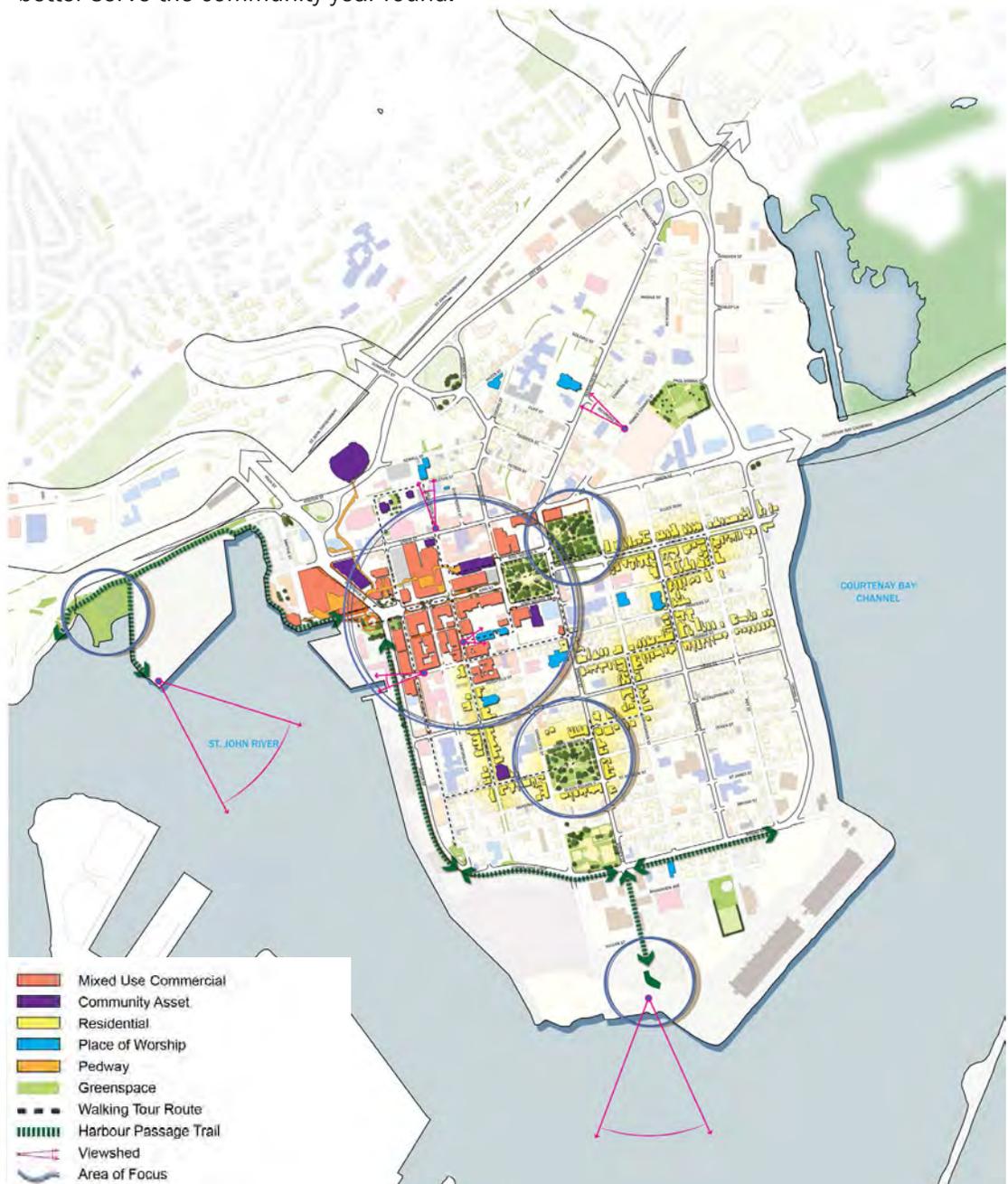


MAP 3 - VACANT LOTS

AMENITIES

The Central Peninsula has a diverse offering of experiences for both residents and visitors. Music and cultural entertainment at the historic Imperial Theatre, professional sports at Harbour Station, music and food festivals along the waterfront's Harbour Passage trail system, the Canada Games Aquatic Centre, new and established fine dining, Art galleries, and boutique shopping all add to the vibrancy of the City's core.

The City's core is home to the "royal" squares, King's and Queen's Square, which provide valuable green space, recreation, and entertainment opportunities. In addition to these traditional spaces, newer assets like Rainbow Park and a revitalized Chown Field provide opportunity for increased play and recreation. These reconceived spaces remain incomplete and, in the case of Chown Field, can be reimagined to better serve the community year round.

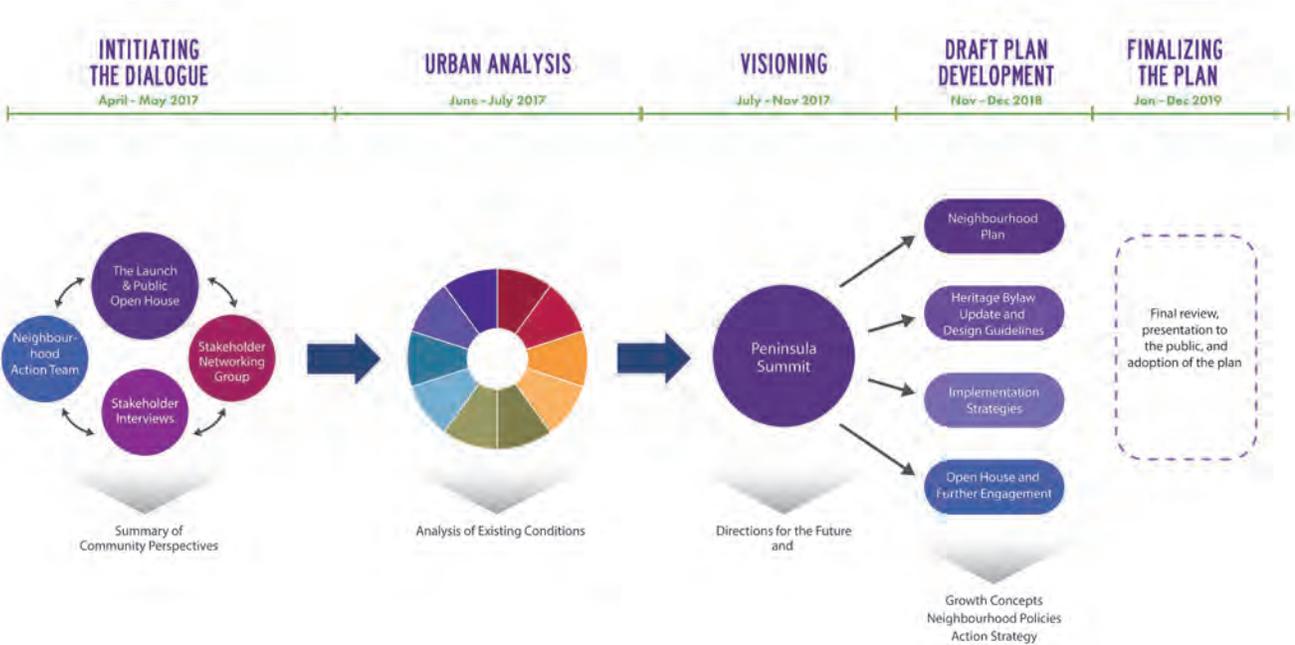


MAP 4 - AMENITY AREAS

1.6 The Secondary Plan Process

The Secondary Plan is the product of extensive community and stakeholder engagement. The NAT, the Stakeholder Working Group, the Project Steering Committee, and Council’s combined effort produced a thoroughly representative document that will guide growth in the Central Peninsula for the next 30 years.

The Secondary Plan came together over 5 phases between May 2017 and June 2019. The key components of the phased work plan included:



PHASE 1: INITIATING DIALOGUE Background research fed into an initial engagement effort, the Launch, held May 24, 2017. Initial stakeholder interviews and the formulation of the NAT occurred over this period.

PHASE 2: URBAN ANALYSIS Urban structure and existing neighbourhood conditions were gathered and analysed to aide in the preparation of preliminary concepts and draft policy direction. These preliminary concepts were used to facilitate an intensive community engagement, the Central Peninsula Summit, held July 6th to 8th, 2017.

PHASE 3: VISIONING AND SECONDARY PLAN DIRECTIONS Building off the Central Peninsula Summit, direction for Heritage and Urban Design were drafted while concepts were revised and refined culminating in an overall vision for the Central Peninsula. The vision and direction of the Secondary Plan were tested and confirmed through the Public Open House on November 23, 2017. Stakeholder, developer, and property owner engagement continued throughout Phase 3.

PHASE 4: SECONDARY PLAN DEVELOPMENT Building off community and

stakeholder engagement, and urban and statistical analysis, a draft secondary plan was completed and presented to the public, City Committees, and Council between the months of May and July, 2018. A Stakeholder Summit was held on June 21, 2018 to test the action focused components of the Secondary Plan. Substantial feedback was received throughout this engagement period, leading to important and informed improvements.

PHASE 5: FINAL SECONDARY PLAN The final phase of the process involved thorough review by stakeholders including the NAT and the City's Solicitor's Office. Following this review period, the Secondary Plan was presented to the public via the Planning Advisory Committee ("Committee") and Council, allowing the public to voice any concerns. The public comment period stretched over a period of 6 weeks between September and October of 2019 and eventually led to Council adopting the Secondary Plan.



1.7 Community Engagement

Unique and creative engagement styles helped reach over 1,100 people between May and October 2017. Digital platforms like the “Taking Shape Saint John” website generated 500 comments from 165 followers. More grassroots and involved engagement like pecha kucha community-led presentations and pop-up engagements at public events generated more than 2000 comments. Dozens of face-to-face interviews with developers, stakeholders, consultants, property owners, youth, and priority neighbourhood groups added to the substantial total of data collected. The engagement data was harvested to determine the community’s visions and goals, to create a list of priority action items, and to direct policy, ensuring the Secondary Plan is truly representative of the community it serves.



FIGURE 2 - PHASE 1-3 COMMUNITY ENGAGEMENT SUMMARY (MAY TO NOVEMBER 2017)

ENGAGEMENT RESULTS

Throughout the planning process, engagement summary reports were prepared and presented to Council and key stakeholders. The “What We Heard” reports summarized feedback received at three separate stages of the Secondary Plan process. This allowed the public to follow the development and progress of the Secondary Plan while also seeing the emergence of priority themes. After months of engagement, the community was clear on the following priorities:

1. The need to increase overall public access to the waterfront;
2. The need to address litter and waste to enhance streets and pedestrian areas;
3. The importance of protecting Heritage buildings while encouraging new growth;
4. A desire to improve active transportation and pedestrian infrastructure;
5. The need for more trees and greening; and
6. The need to infill vacant lots and address derelict buildings



1.8 Vision And Guiding Principles

The Vision seeks to capture opportunity and mitigate challenges in an effort to produce impactful improvements throughout the Central Peninsula. The Vision evolved from extensive consultation with those who use the space; those who live, work, and recreate in the City’s core neighbourhoods. It reflects a broadly supported direction for the Greater Saint John Region’s centre. As key areas develop and strategic investments are made, the Central Peninsula will evolve as an increasingly vibrant and walkable destination anchored by important community amenities and distinctive streetscapes. Over time, the City will be recognized as a unique offering within the landscape of Canadian cities, allowing the Central Peninsula to serve as a continued source of great community pride for the citizens of the City.

The Vision presents an overarching goal for the Secondary Plan and the Central Peninsula as a whole. Guiding principles were developed as strategic steps to achieve the community’s vision of the urban core. These principles were designed to ensure the Secondary Plan is reflective of the community’s priorities while supporting and directing the implementation of the Secondary Plan over the next 30 years.

THE VISION FOR THE CENTRAL PENINSULA

The Central Peninsula is the most complete community in Atlantic Canada. Boasting world class Heritage buildings, the community appreciates the past while forging an inspired path into the future with exemplary new architecture. People from around the world are drawn to the dense and walkable urban community that is home to dynamic streetscapes and exciting cultural events. Surrounded by water, the Central Peninsula provides an opportunity to experience the Saint John Harbour through an interconnected active transportation trail system. The Central Peninsula is a vibrant place to live, work, and recreate with an evolving offering of amenities and resources. As the City continues to grow, the Central Peninsula will emerge as the reinvigorated heart of the Region and set itself firmly at the top of places to live in the Maritimes.

- GUIDING PRINCIPLES**
- 7. Reinforce the Central Peninsula as the heart of the City and the Greater Saint John Region.
 - 8. Protect and strengthen the distinctive places and Heritage resources that make the Central Peninsula and Saint John a unique historic city.
 - 9. Create a high quality, pedestrian friendly, and distinctive public realm.

10. Beautify the Central Peninsula and foster civic ownership and pride in our neighbourhoods.
11. Building on the components that make it a complete community, the Central Peninsula will be the catalyst for growth for the City and the Greater Saint John Region.
12. Improve the sustainability of the Central Peninsula through the promotion of active transportation, green design, and support for environmental projects and educational opportunities.
13. Improve public access to the Central Peninsula's waterfront spaces and coastline.
14. Enhance the overall well-being of residents and attract more families and a greater diversity of people to live on the Central Peninsula.
15. Create an environment of enhanced customer service delivery and simplified development processes to support high quality development on the Central Peninsula.

1.9 Growth Targets

The Secondary Plan is an important step in the realization of the growth objectives of Plan SJ. Plan SJ established growth targets for the City, anticipating the need to accommodate 10,000 new residents and 13,400 new jobs by 2031. Based on the principles of smart growth, Plan SJ set a new direction for the City, envisioning 45% of new growth occurring within the City's urban intensification areas. With momentum building, there is significant opportunity to accommodate much of this growth in the Central Peninsula.

The 30 year vision for the Central Peninsula will foster a vibrant urban core with stable and attractive residential neighbourhoods. To achieve this vision, the Central Peninsula must continue to grow its population and economy. For this purpose, the Secondary Plan sets out the ambitious 30 year goal of achieving:

1,200-1,400 NEW RESIDENTIAL UNITS AND 2,400-3000 NEW RESIDENTS

Considering current residential market demand and accounting for a mix of residential housing types, it is forecasted the Central Peninsula can accommodate 1,200 new residential units over the 30 year lifespan of the Secondary Plan while maintaining a low vacancy rate. Assuming most new residential units will be home to a minimum of two residents, it is anticipated the population of the Central Peninsula would increase by a minimum of 2,400 people by 2049.

350 NEW BUSINESSES AND 4,000 ADDITIONAL JOBS

The Central Peninsula can accommodate a substantial amount of new business within existing office and commercial space. As the area's population grows and cultural shifts lead to more walkable lifestyles, it is expected the business community

will be attracted to the increased density and vibrancy of the Central Peninsula. Continued focus on initiatives like the Brick Park Knowledge Cluster, the co-location of Information Technology, Telecommunications, and Creative Industry companies, will lead to steady and sustainable economic growth.

\$350,000,000 IN NEW TAX BASE

An additional 2,400 to 3,000 residents and 4,000 jobs supported by 350 new businesses will result in a substantial increase to the City's tax base. Tax base growth is central to the strength and sustainability of the City and the greater region.



FIGURE 3 - 30 YEAR GROWTH TARGETS

2.0 Neighbourhoods and Corridors

The Central Peninsula is comprised of the Uptown, South End, and Waterloo Village Neighbourhoods as well as key corridors including Main, Union, and Crown Streets, and City Road. Each neighbourhood and corridor is defined by their own unique characteristics and distinct sense of place. Accounting for the different forms and functions of these places, the following sections consider each neighbourhood and corridor individually.

Each Neighbourhood Plan is composed of the following components:

NEIGHBOURHOOD DESCRIPTION Describes the current form and function of each neighbourhood.

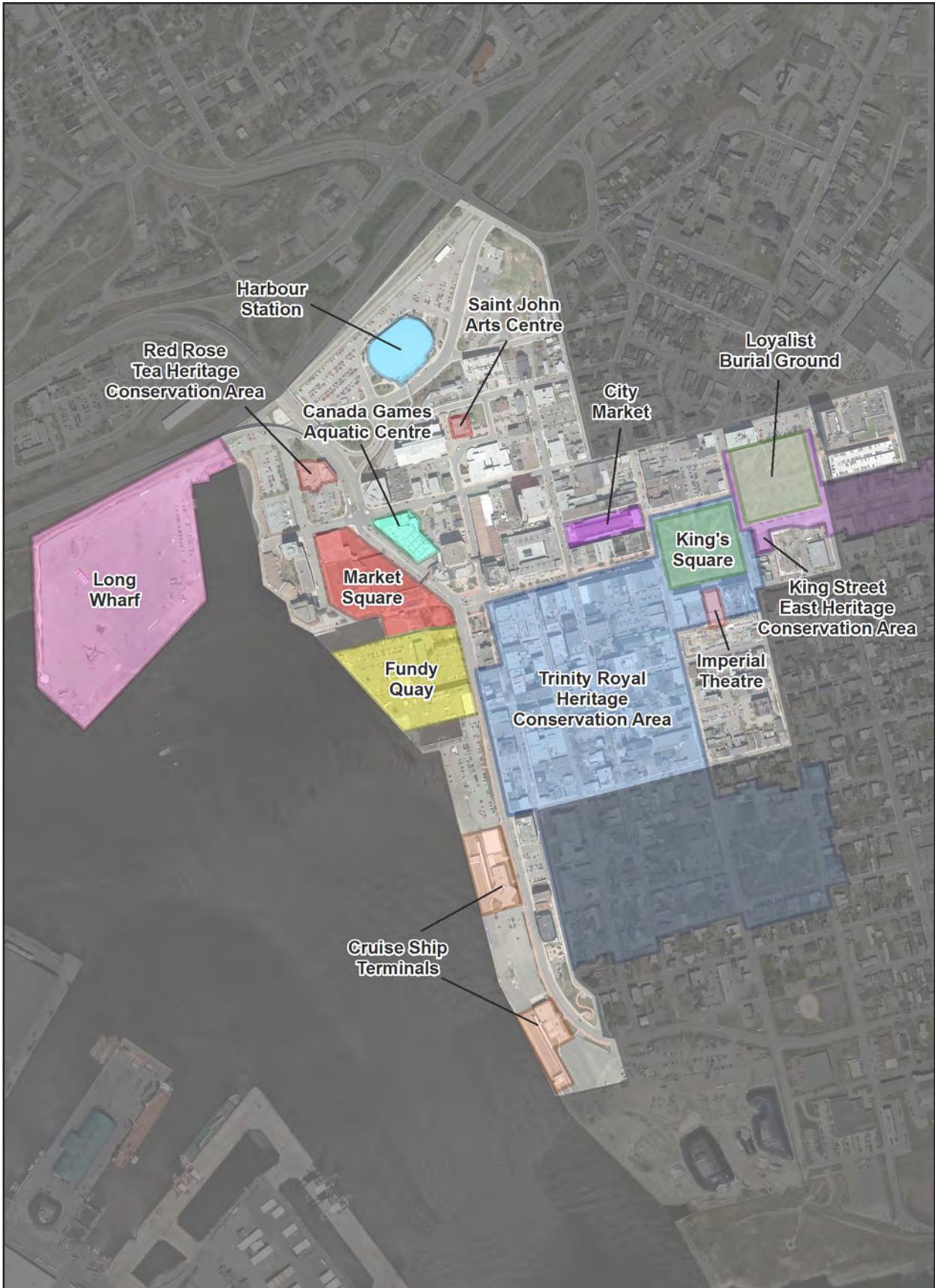
NEIGHBOURHOOD DIRECTION Describes how the Secondary Plan will influence the neighbourhood over the lifespan of the Secondary Plan.

DESIGN CHARACTERISTICS Describes built form concepts that will contribute to and reinforce the neighbourhoods as distinct places.

GROWTH CONCEPTS Describe the catalytic projects and actions needed to transform and reinvigorate the neighbourhood.

POLICIES AND PROPOSALS work together to convey the intent of Council. The Neighbourhood Plans set out a series of policies and proposals and any development undertaken in the Central Peninsula must not be in conflict with the policies and proposals outlined herein. Policies are broad statements which are established to provide general guidance to Council in the making of planning decisions respecting, generally, what is and is not permissible within the geographic area covered by the Secondary Plan. Proposals further animate policies by providing specific and granular guidance that further informs the application of policies.

ACTIONS AND OUTREACH Describes the tangible steps to be undertaken to achieve the neighbourhood direction.



MAP 5- THE UPTOWN NEIGHBOURHOOD

2.1 The Uptown

2.1.1 Uptown Core and Central Waterfront

The Uptown Core is the heart of the Central Peninsula and the City. This area is anchored by King's Square and the Loyalist Burial Ground to the east and the Central Waterfront to the west. It is connected by King Street, an important and iconic corridor and home to some of the City's most recognizable heritage assets. King's Square is a beautiful and historic space that provides a strong focus for commercial and cultural activity. It also serves as a public gathering space and transit hub, connecting people from across the City to the Uptown Core and beyond.

The Uptown Core faces challenges, particularly along King Street as urban renewal era developments have created a somewhat disconnected street north to south. The internalized mall of Brunswick Square enables pedestrian movement from Market Square to the City Market which reduces the presence of pedestrians on historic King Street. Additionally, large office developments have created a number of blank walls along prominent streets throughout the Uptown Core, which have affected the pedestrian environment.

There are opportunities for strategic infill development around King's Square, the Fundy Quay, and on key parts of the Port's property. Strategic infill development will deliver new mixed-use environments that can add new people, jobs, and vitality to the Uptown Core. There are also opportunities for new institutions to expand the economic and cultural offerings of the Uptown Core and Central Waterfront. At the same time, new and attractive pedestrian oriented destinations and improvements can support urban living.

Neighbourhood Direction

With the highest concentration of employment, the Uptown Core will remain the City's most vibrant, complete neighbourhood. New, mixed-use development will increase population density, adding vibrancy to the streetscape. Continued and enriched Arts and Cultural programming along the Waterfront, historic streets, alleys, and parks and open spaces will enable the Uptown Core to be the primary destination in the region for year-round festivals and events. The redeveloped Fundy Quay site will provide services and amenities, including housing opportunities, while providing residents and visitors with expanded access to the waterfront through an extension of Harbour Passage along the perimeter of the site. King Street will continue to develop as a prominent civic corridor with enhanced street level activity from redeveloped urban renewal-era projects, strengthening the connection between King's Square and Market Square. New infill developments around King's Square and throughout the Trinity Royal Heritage Area will fill gaps along historic streetscapes while complementing heritage elements with modern architectural details. The Uptown Core will feature the City's most interesting and vibrant public realm, with public art, amenities for pedestrians and cyclists, vibrant commercial streets, and pedestrianized streets and lanes.

Design Characteristics

- Mid-rise and tall buildings to accommodate full build-out and to capitalize on market and zoning provisions for commercial and residential density.
- Prominent heritage buildings to inform new, contemporary built form elements and infill opportunities.
- Where appropriate, buildings will incorporate non-residential ground floor uses to maintain and enhance a vibrant, pedestrian-oriented urban environment, animating the public realm.
- Street wall heights are regulated through setbacks and stepbacks to maintain a comfortable, human-scaled built environment.
- Corner buildings feature well-designed entrances that transition the corner. Existing civic spaces are strengthened to support green space and recreation amenities in the core; new civic spaces along the waterfront will support increased access to the waterfront.
- New infill development will feature a mix of uses and high quality design which will maintain and enhance urban form.
- A mix of structured and dense, on-street parking to accommodate residents, employees, and visitors.



THE CENTRAL WATERFRONT AND UPTOWN

Growth Concepts

REINFORCE THE SYMBOLIC HEART OF THE CENTRAL PENINSULA – KING’S SQUARE

King’s Square is framed by iconic and historic buildings such as the Imperial Theatre, the University of New Brunswick Saint John building, the City Market, the Admiral Beatty, the Court House, and the Irving Oil Limited Home Office. Existing vacant lots and buildings inconsistent with the overall character and quality of the predominant architectural fabric and landscape represent significant redevelopment opportunities. These include 91 King Street, 59 King’s Square North and the adjacent parking lot, and the parking lot south of the Royal Bank of Canada.

Loyalist Burial Ground, adjacent to King’s Square, is a historic site that speaks to the history of the City and provides opportunity for passive recreation. The Golden Ball Building frames the north edge of the burial ground and Union Street. An adjacent parking lot creates a gap in the framing around King’s Square, creating potential for transformative development like the installation of educational or cultural institutions.



SAINT JOHN NIGHT MARKET AT 91 KING ST



HEAD OF KING STREET

DEVELOP THE CENTRAL WATERFRONT AS A KEY MIXED-USE EDUCATIONAL AND CULTURAL DESTINATION

There are numerous opportunities for strategic place-making along the Central Waterfront. The Fundy Quay site is 2.4 hectares with almost 350 meters of water frontage and is primed for development. Port-owned property around Pugsley Slip and the neighbouring sections of Water Street are the entryway for cruise ship visitors, creating substantial opportunities for incremental and impactful improvements for visitors and residents alike.



FUNDY QUAY CONCEPTUAL DEVELOPMENT



MIXED-USE WATERFRONT EXAMPLE

REINFORCE EAST-WEST CONNECTIONS BETWEEN THE TWO CORE ANCHORS – THE CENTRAL WATERFRONT AND KING’S SQUARE

King Street is an important corridor that links the Uptown Core’s two anchors – King’s Square and the Central Waterfront. It is one of the broadest streets on the Central Peninsula, which gives the street a sense of openness and creates potential for civic space. Its prominence should be retained when undertaking streetscape redesign or redevelopment, paying attention to the grade so ample public space is encouraged which will entice people to remain in the space for a time.

At the foot of King Street are Loyalist Plaza and the Market Square intersection. Loyalist Plaza is an important public space along the Central Waterfront which could benefit from reinvestment. The plaza is an opportunity for people to engage with the waterfront. Future redesign of the adjacent municipally owned Market Square lands should consider increasing the utility of the area, particularly in the right-of-way at the foot of City Hall, as a place for civic gathering and celebration.

There is potential to reimagine King Street as an enhanced pedestrian environment through encouraging better cross-street relationships to the Heritage fabric as well as street-level improvements to Brunswick Square. As an alternative to this approach, building on the recent success of Grannan Lane, a network of east to west pedestrian alleyways through the Trinity Church block would create a novel way of navigating the city in enclosed, urban spaces.



POSSIBLE LOYALIST PLAZA/MARKET SQUARE RE-DESIGN



MARKET SQUARE, HISTORICALLY A GATHERING PLACE FOR CIVIC EVENTS



LOYALIST PLAZA RE-DESIGN EXAMPLE



TRINITY CHURCH BLOCK INFILL EXAMPLE

Policies And Proposals

Council Shall:

U-1 Reinforce King Square as the heart of the Central Peninsula

Proposals:

1. Complete the missing built form edge around King's Square by filling in gaps and encouraging redevelopment.
2. Explore opportunities to work with educational institutions and economic development agencies to create an innovation district at King's Square.
3. Complete the missing built form edge of the Loyalist Burial Ground and reinforce the Union Street streetscape.

U-2 Develop the Central Waterfront as an educational and cultural destination

Proposals:

4. Promote the incremental development of Fundy Quay as a mixed-use cultural destination on the waterfront.
5. Redevelop the Pugsley Slip site as commercial space with waterfront green space.
6. Create an enhanced streetscape along Water Street between King Street and the southern end of the Marco Polo Cruise Terminal.

U-3 Improve the east-west connections between the Central Waterfront and King's Square

Proposals:

7. Enhance Loyalist Plaza as a contemporary public space through the installation of imaginative seating, planting, and other landscaping elements.
8. Redefine Market Square as large, flexible civic gathering space through the hardscaping and creative delineation elements.
9. Intensify the Trinity Church block and create a new north-south pedestrian laneway from Charlotte Street to Grannan Street.
10. Transform South Market Street into an animated and pedestrian-oriented laneway.
11. Reconfigure the King Street right-of-way to enhance the public realm and reinforce the connection between King's Square and the Central Waterfront.
12. Encourage the renovation or redevelopment of Brunswick Square's King Street

façade to animate King Street’s public realm.

13. Encourage infill development at the foot of King Street on the current site of the Barbour’s General Store to complete the King Street corridor.

Actions And Outreach

1. Undertake an Uptown Commercial Market Study and associated Recruitment Strategy to address gaps in the offerings of the Uptown
2. Build upon the Brick Park initiative by undertaking an Uptown Office Strategy to address high vacancy rates within commercial office buildings and urban malls
3. Establish an employer “Live Where You Work” program for Uptown businesses to encourage more Uptown employees to live in the Central Peninsula
4. Working with community partners, prepare a Waterfront Tourism Strategy to capitalize on future investments in waterfront development
5. Ensure reinvestment in key economic assets that support major events in the Uptown, such as conference and events centres
6. Encourage the Province of New Brunswick, University of New Brunswick, and New Brunswick Community College to establish a joint Information and Communications Technology Centre to collaborate with the Brick Park knowledge cluster and to connect businesses with emerging ICT graduates
7. Implement a phased approach to the resolution of the existing noise issue that addresses the Uptown Core’s continued destination as an entertainment district, with festivals and live music, while ensuring acoustic measures are in place to safeguard quality of life for residents
8. Evaluate the purchase of an additional sidewalk cleaning vehicle and explore other litter abatement programs through partnerships with Uptown Saint John
9. Identify opportunities for piloting permanent or seasonal pedestrian streets as a future enhancement option for shared streets
10. Improve street level access to the City Market to include outdoor patio space, vendor space, and pedestrianize South Market Street
11. Undertake a Strategic Plan for the Saint John City Market
12. Working with community partners, enhance existing or adopt new programs to encourage street level box planters and window box planters within the Business Improvement Area
13. Encourage creative and adaptive use of Market and Brunswick Squares to enhance their contributions to the City’s core.

2.1.2 Long Wharf

Long Wharf is an underutilized vacant site in the Inner Harbour owned and maintained by the Port in conjunction with the Federal Government. With 7.3 hectares of flat asphalt, the area is used by the Port as a laydown area for salt, a temporary terminal for cruise ships, and a docking area for commercial ships among many other uses over the years. More recently, Long Wharf has been optimized for hosting the Area 506 music festival, adding depth to the event offerings in the Central Peninsula. Long Wharf's location on the waterfront and close proximity to the Uptown Core makes it a strategic, long-term infill development opportunity within the Central Peninsula.

Neighbourhood Direction

Long Wharf will be transformed from a vacant waterfront site to a modern, mixed-use neighbourhood, with expansive harbour views and waterfront access. In the future, Long Wharf will feature a mix of office, retail, and entertainment uses in mixed-use, modern developments with residential development intentionally incorporated in the long term. Waterfront setbacks will maintain access for continued Port operations, primarily Cruise Ship berthing. The area will be connected to the City via Harbour Passage and a new road network via Station Street.

Design Characteristics

- A dense mix of mid-rise to tall buildings that step down to the waterfront, while maintaining view corridors from Fort Howe.
- Contemporary architecture, with a mix of wood, glass and cementitious materials.
- Contemporary, mid-rise residential developments feature entrance plazas, setback from the street.
- Building setbacks from the waterfront, providing continuous public access to the harbour.
- In-building parking structures to support the building's residential uses.
- Structured and on-street parking to accommodate visitors and employees.
- New civic parks and open spaces to provide amenities to new residents.
- A new, pedestrian bridge over Long Wharf Slip connecting the foot of Union Street to Long Wharf.

Growth Concepts

DEVELOP LONG WHARF AS A NEW MIXED USE NEIGHBOURHOOD EXTENSION TO THE UPTOWN CORE

As a large, underutilized site in close proximity to Uptown Core, Long Wharf is a

strategic opportunity for development. Through the long-term, phased redevelopment of the site, the City can foster the creation of a new distinct waterfront neighbourhood adjacent to the Uptown Core. Long Wharf is envisioned as incubating commercial development with residential development introduced as a result of burgeoning commercial activity.

At the eastern side of Long Wharf is Long Wharf Slip, which has a mix of natural and hard shoreline. Building on residential development on the Market Square Boardwalk and Robertson's Wharf, the Secondary Plan contemplates mixed use development on either side of the slip, including the redevelopment of the surface parking lot and electrical substation. A pedestrian bridge will cross Long Wharf Slip, creating an access from Union Street, through the Long Wharf site, and connecting to Fort LaTour. A pedestrian bridge across the slip would make Long Wharf more accessible by foot and bicycle to the rest of the Central Peninsula.

CREATE NEW OPPORTUNITIES TO EXPERIENCE THE WATERFRONT

With almost 700 metres of frontage along Saint John's Inner Harbour, Long Wharf has enormous potential to reconnect the Central Peninsula to its waterfront. Currently, Long Wharf is only accessible to the public during special events, though plans have been established to extend Harbour Passage along the edge of Long Wharf as an interim measure to enhance the public use of the site. The future development of Long Wharf will secure the waterfront for public use, creating new opportunities for passive recreation and gathering.

Extending out into the Inner Harbour, Long Wharf offers a unique vantage point of the harbour and the City. There are opportunities to establish lookout points in strategic areas throughout Long Wharf, mimicking the established pattern along Harbour Passage, increasing the site's public use. Such lookout points are suitable locations for public art, commemoration, or historical interpretation.

At the east end of the site, Long Wharf Slip is an ideal location for a small-craft marina to introduce recreational boat traffic to the Inner Harbour. A small-craft marina would generate new interest in the waterfront and diversify the Central Peninsula's offering, contributing to the overall vibrancy of the Central Peninsula. The potential popularity of a small-craft marina can be leveraged to help create market demand for residential development on lands surrounding the Long Wharf Slip.

Fort LaTour – a designated Provincial Historic Site - lies adjacent to the western boundary of Long Wharf. Work to redevelop the green space to enhance its function as a destination for locals and tourists are underway. The plans include an outdoor amphitheater, the recreation of the historic fort on the site, and an interpretation centre including a public washroom. The redevelopment of Fort LaTour will help to spur the redevelopment of Long Wharf and the extension of Harbour Passage.

MAINTAIN COMPATIBLE MARINE FUNCTIONS ON LONG WHARF

While a working waterfront creates challenges for public access, its value to the local, regional, and provincial economy is undeniable. Long Wharf is used intermittently for Port functions, including as a laydown area and for docking commercial ships. The City has emerged as an important port-of-call for cruise ships, with more than 1,000 ships visiting since 1989. When ships are berthed at the Central Waterfront's two cruise terminals, a third ship is able to moor on Long Wharf. Given its proximity to the

Uptown Core, passengers are able to enjoy the same amenities as those passengers docked at the Central Waterfront. The cruise industry is an important and growing dimension of City's economy and therefore the redevelopment of Long Wharf should maintain its marine function.

The southern edge of Long Wharf can be designed as a hard-surfaced public space which can accommodate cruise ship activity when required. As cruise ships only moor at Long Wharf on occasion, this approach balances the needs of the industry with the public's enjoyment of the site. Temporary fencing or removable bollards can be used to address the security requirements associated with international cruise travel.

Policies And Proposals

Council Shall:

LW-1 Work with the Port to develop Long Wharf as an extension of the Uptown area

Proposals

1. Relocate the electrical sub-station on Long Wharf Slip and reposition the site for mixed use.
2. Integrate residential development on Long Wharf Slip.
3. Develop a pedestrian crossing bridge over Long Wharf Slip from Long Wharf to the Uptown.

LW-2 Provide public access to the water along Long Wharf

Proposals:

4. Develop strategic lookout areas.
5. Develop a small-craft marina at Long Wharf Slip.
6. Support the redevelopment of Fort LaTour.

LW-3

Maintain Long Wharf's functionality as an active Port asset

Proposals:

7. Ensure future development of the site accommodates the safe and efficient docking of cruise ships.
8. Encourage a balanced approach to marine infrastructure needs and public space requirements and waterfront access.

Actions And Outreach

1. Work with the Port to harmonize the community's vision for Long Wharf with the Port's Land Use Plan.
2. Work with the Fort La Tour Development Authority to ensure the site maintains public access to waterfront lands.
3. Support the siting of well-designed and contextually appropriate public art and commemorations along Harbour Passage.
4. Work with the community's arts and cultural groups to encourage programming and events along Harbour Passage.
5. Work with CN and NB Southern Railway to ensure public access to rail lands adjacent to Harbour Passage is maintained.



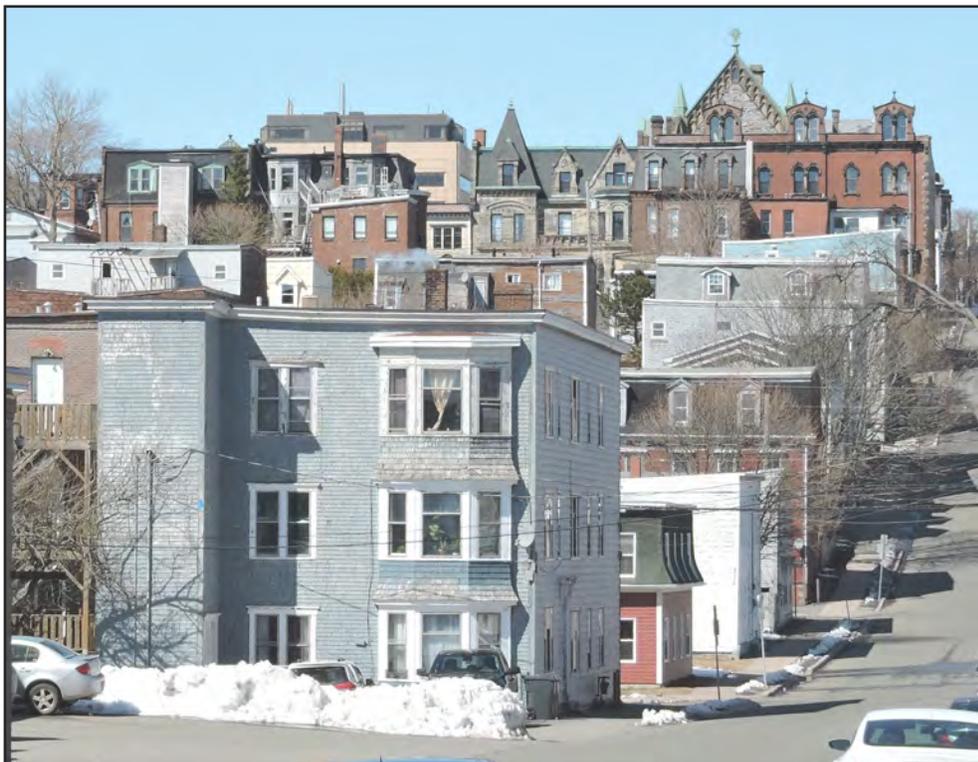
MAP 6- THE SOUTH END NEIGHBOURHOOD

2.2 South End

2.2.1 South End

With more than 5,000 residents, the South End is the Central Peninsula's largest residential neighbourhood and home to most of the area's youth. The neighbourhood is structured around three important civic and community spaces: Queen's Square, Rainbow Park, and St. John the Baptist/King Edward School. Queen's Square is a historic square undergoing significant revival with the addition of the Queen's Square Farmers Market. Rainbow Park has introduced new opportunities for recreation with the popular splash pad and playground. The park is not yet complete but remains incredibly popular and well-used throughout the year. St. John the Baptist/King Edward School plays a vital role in the South End Neighbourhood, delivering a broad range of programming and social services. While the future of the school is uncertain, the role it plays in fostering community in the South End is undeniable.

The South End has many vacant lots and derelict buildings which detract from the character and vitality of streets and the area as a whole. In some places, inappropriate built form and land uses have encroached upon the residential neighbourhood. Improvements to the streetscape are needed to encourage reinvestment and enhance pedestrian conditions and connections. Developing St. James Street as a link between Rainbow Park and St. John the Baptist/King Edward School can act as a driver of private reinvestment in the form of infill development and improvements to existing buildings along the corridor and surrounding areas. Infill development around Queen's Square and Rainbow Park would have a positive impact on the neighbourhood, improving the sense of place and heightening the sense of safety and security of users of these park spaces.



SOUTH END - WOOD BUILDINGS AND LARGER MASONRY BUILDINGS SET ON A HILL

Neighbourhood Direction

As a stable, historic neighbourhood, the South End will retain its primarily residential use. Infill developments along key sites will add appropriately-scaled, urban density. The neighbourhood will be anchored by a new Central Peninsula school, attracting and retaining families in the neighbourhood. Key green spaces, such as Rainbow Park and Queen's Square will be host to formal and informal activities and be framed by new, residential development. Public realm improvements, such as new street trees and renewed sidewalks will promote private investment in existing buildings. The South End will once again boast the highest density in the City.

Design Characteristics

- Low and mid-rise buildings with minimal setbacks to reinforce the South End as a dense, urban neighbourhood
- A dense supply and mix of affordable and market housing to facilitate a mixed-income, family-friendly neighbourhood
- Reinforcement of civic spaces, such as Rainbow Park and Queen Square to provide amenities to residents
- A new, Central Peninsula school to incorporate recreation amenities and community spaces, creating a new model for urban schools in the Province
- Dense, on-street parking to accommodate residents
- Streetscape improvements, such as new sidewalks, curbing, and street trees
- New infill in Heritage Conservation Areas to complement historic building elements

Growth Concepts

REINFORCE THE HISTORIC HEART OF THE SOUTH END – QUEEN'S SQUARE

Queen's Square is framed by historic residential buildings, ranging from two to three storeys in height. The existing pattern creates a strong sense of enclosure around the south and east sides of the square. There are several gaps in the built form that detract from the quality and character of the residential pattern and from the overall character of Queen's Square. These include vacant lots and parking lots at the northwest corner, the parking lot at the corner of Charlotte Street and Queen Street, and the vacant lot at Charlotte Street and Queen Square South. Development of these sites would have a high impact on the character of Queen's Square while bringing a new population to the area strengthening Queen's Square as an important civic space in the South End Neighbourhood.



QUEEN'S SQUARE



EXAMPLE OF POTENTIAL INFILL SITE - CHARLOTTE STREET

ENHANCE RAINBOW PARK AS A VITAL COMMUNITY ASSET

Rainbow Park has quickly become an important asset in the South End, providing a place for active recreation and community gathering. The splash pad and community garden are particularly well-used. The vision for the park has evolved and requires further connection with the surrounding neighbourhood. There are several vacant lots around the park which leave gaps in the streetscape. Improvements to lighting, particularly along the paths through the park, are needed to improve the sense of security.

Simple improvements and additions to Rainbow Park such as increased trees, an improved standard of landscaping, a new park entrance from St. James Street, and a clear distinction between public and private lands would greatly enhance the park's utility and aesthetic. Using landscaping to better define the edges of the park along Broad Street, Charlotte Street, and Sydney Street in tandem with a new park entrance would give the park a better defined sense of place.

REPOSITION ST. JAMES STREET AS A KEY EAST-WEST CORRIDOR AND A FOCUS FOR REINVESTMENT

St. James Street runs east-west through the South End, connecting numerous community assets and facilities including St. John the Baptist/King Edward School, the community centre, a nursing home, Rainbow Park, and a range of community and social services. Conditions along St. James Street are substandard. There are numerous vacant lots and derelict buildings, and the street lacks greenery. Public investment along St. James Street can encourage infill development and improvements to the existing housing stock, repositioning the street as an important and attractive corridor.



VACANT BUILDING AT 99 ST. JAMES



ADAPTIVE REUSE ON ST. JAMES STREET

Policies And Proposals

Council Shall:

SE-1 Reinforce Queen's Square as the heart of the South End

Proposals:

1. Complete the missing built form edge around Queen's Square.
2. Reinforce connections between the South End and the Uptown Neighbourhood through pedestrian space improvements along Sydney Street and Charlotte Street.

SE-2 Reinforce Rainbow Park as an important community asset

Proposals:

3. Review, update and implement a new vision for Rainbow Park that reflects the community's evolving vision for the space.
4. Encourage the development of a primary entrance to the park from St. James Street.
5. Promote residential development along Charlotte Street and Sydney Street to define the park's outer edges and put eyes on the park.

SE-3 Reposition St. James Street as an important east-west corridor thereby facilitating reinvestment

Proposals:

6. Complete the gaps in the fabric along St. James Street through infill development.
7. Promote the redevelopment of the St. John the Baptist/King Edward School site as new residential development. Ensuring the development of the new school and the implementation of the Secondary Plan are coordinated and mutually supportive will be critical to the realization of the Vision.
8. Encourage the adaptation, expansion, or redevelopment of the commercial-industrial building on the block bounded by Wentworth, St. James, Carmarthen and Queen Streets as a contemporary community hub, which may include such facilities as health clinics, learning centres, gathering spaces, and other neighbourhood assets.
9. On the same block, encourage the development of residential infill such as

townhouses along Carmarthen Street between St. James Street and Queen Street to increase density, housing stock, and repair the street at the west end of St. James Street.

10. Extend Germain Street to connect with Lower Cove Loop to re-establish the grid pattern of streets and also open up more land for residential development by contemplating a stop up and closure of Ross Street.

11. Create an enhanced streetscape and public realm along St. James Street to encourage investment and improve pedestrian conditions.

Actions And Outreach

1. Create an inventory of asphalt sidewalks and undertake infrastructure greening projects to improve the aesthetic appeal of residential neighbourhoods within the South End.
2. Encourage the establishment of small pocket parks and pop-up parks in the South End.
3. Work with property owners to evaluate the potential to implement long term, natural remediation techniques, such as urban orchards or urban forestry for brown field sites along Broad Street. Encourage the design of remediation strategies to provide visual screening of industrial properties south of Broad Street.
4. Address the need for additional crosswalks and pedestrian crossing areas in the South End, with a focus on key transportation routes, such as Broad Street.
5. Improve sidewalks connecting Water Street and Broad Street.
6. Explore possibilities to improve public transit connections to the South End.

2.2.2 South Waterfront

Home to sweeping views across the Inner Harbour and across the Bay of Fundy to Partridge Island, the South Waterfront marks a transition in the South End Neighbourhood's built form. The pattern of streets and blocks thins out approaching the southern tip of the Central Peninsula, making way for large swaths of vacant and underutilized lands including Port lands, the former Lantic Sugar Refinery site, and the Barrack Green Armoury lands. Historically, these lands have been used for military purposes, industrial uses, and as exhibition grounds. While the Armoury is still occupied by the Department of National Defense, the broader area is largely vacant and positioned for increased use.

At the very tip of the South Waterfront lies Tin Can Beach, an increasingly important public waterfront amenity. Tin Can Beach is a naturalized urban area popular with local residents as a passive recreation space. Improved connections to established pedestrian networks like Harbour Passage will serve to further solidify the space as a community resource.

The Lantic Sugar Refinery site is municipally owned and one of the primary points of public access to the waterfront. Adjacent to industry, Port, and commercial uses, the site is both an exceptional opportunity to create new public open space and a strategic landholding. Efforts to rehabilitate the property as a new City-wide destination will position it to serve an expanded residential base for recreation, outdoor activity, entertainment, and tourism. If, in the future, the Barrack Green Armoury is determined a surplus by the Federal Government it could be acquired and rehabilitated, making it ideal for use as an educational, community, or cultural hub. Partnering with a major institution such as the University of New Brunswick Saint John, New Brunswick Community College, or other community groups would be essential to moving this type of project forward. Redevelopment of the South Waterfront would drive employment and draw people to the South End while better utilizing land.

Neighbourhood Direction

The South Waterfront is a new, mixed-use neighbourhood that features large scale civic buildings and open spaces to provide cultural, recreational and educational opportunities to residents, visitors, and employees. Former industrial sites are important green spaces that provide expansive views and access to the inner harbour. Large open spaces provide infrastructure and siting opportunities for large-scale festivals, events and other cultural programming, year round. Connection to the South Waterfront is enhanced by public realm improvements along Sydney, Charlotte, and Broad Streets. Portions of City-owned and Port-owned lands become new residential neighbourhoods, reinforcing and expanding the City's urban grid and built form along Broad Street.

Design Characteristics

- Low to mid-rise buildings that step down to the South Waterfront with varying setbacks depending on existing and proposed built form.
- New, large civic buildings that provide education, cultural, and recreation opportunities for residents, employees and visitors.

- New infill, mixed-use development to feature contemporary architecture that takes advantage of expansive views of the inner harbour.
- A combination of on-street, surface, and structured parking to accommodate residents, employees and visitors.
- Expansive, new civic parks and open spaces along the South Waterfront that provides naturalization of brownfields and public access to the water.
- Improved public realm connections to the South Waterfront, including new pedestrian crossings on Broad Street.



CURRENT CONDITIONS - FORMER LANTIC SUGAR REFINERY SITE REVEGETATED



CURRENT CONDITIONS - PORT LANDS AND SOUTH WATERFRONT USES



CURRENT CONDITIONS - BARRACK ARMOURY LANDS

Growth Concepts

DEVELOP A NEW RECREATION AND ENTERTAINMENT DESTINATION ON THE LANTIC SUGAR REFINERY SITE

The 4.5 hectare Lantic Sugar Refinery site is situated at the southern tip of the Central Peninsula. The refinery operated on the site for almost ninety years until its closure in 2000. The refinery and outbuildings were demolished in 2004 and the site has been partially remediated although the lands have remained vacant. The City-owned waterfront parcel has the potential to be a transformative development site for the South Waterfront.

Building on the success of Tin Can Beach, the southern half of the Lantic Sugar Refinery site could be naturalized to create new passive recreation opportunities and improve access to the coastline. The northern half of the site can be developed as a flat, paved surface to host concerts and festivals where noise impacts on the nearby residential neighbourhood would be diminished. To the west, there is sufficient land to develop a new commercial or recreational facility. Together, these initiatives would create a new hub on the Central Peninsula, drawing people and activity to the South Waterfront.

FACILITATE THE TRANSITION OF THE BARRACK GREEN ARMOURY TO A MAJOR NEW COMMUNITY, ARTS AND CULTURE OR EDUCATION HUB THAT WILL DRIVE EMPLOYMENT

To the east of the Lantic Sugar Refinery site is Barrack Green Armoury, an impressive fortress-like structure that overlooks the harbour. This landmark building has been used for military purposes since it was built in 1912, but it has potential to become a major community, Arts and culture, or education hub in the South End Neighbourhood. In the long term, the City could seek an institutional or community partner, to rehabilitate the building, drive employment in the South End, and bring renewed interest to the South Waterfront. In the short term, efforts will be made to introduce community access to the facility and grounds for activities and special events. The grounds of the Armoury site could be redeveloped to deliver new opportunities for active recreation on the Central Peninsula.



BARRACK GREEN ARMOURY



EXAMPLE OF RE-PURPOSED BUILDING

REINFORCE SYDNEY STREET AND CHARLOTTE STREET AS KEY ENTRYWAYS INTO THE SOUTH WATERFRONT

Sydney Street and Charlotte Street provide access to the South Waterfront. These

streets are currently lined by low-rise commercial-industrial buildings with large setbacks and large parcels of vacant and underutilized lands. A lack of sidewalks causes poor pedestrian connection. As a low-cost, high-impact initiative, street trees could be planted and sidewalk conditions improved to help define these streets and create a greater sense of place at the entryway to the South Waterfront. In the long-term, development can be promoted in key locations such as the intersection of Broad Street and Sydney Street and along Lower Cove Loop and Charlotte Street in order to create an entryway, and to screen Port operations.

Policies And Proposals

Council Shall:

SW-1 Develop the Lantic Sugar Refinery site as a new recreation and entertainment site

Proposals:

1. Reposition the existing paved surface to host large temporary events such as concerts and festivals.
2. Promote the Northwest section of the site as an opportunity site for a new commercial or recreation facilities.
3. In collaboration with the Atlantic Coastal Action Program Saint John, naturalize the southern portion of the site and create a new destination Park on the waterfront.
4. Maintain public access to the south waterfront as the site is redeveloped.

SW-2 Redevelop Barrack Green Armoury as a hub and driver for employment

Proposals

5. Explore partnership opportunities for major new uses for Barrack Green Armoury.
6. Create a new sports field on the site of the existing parking lot at the corner of Broadview Street and Carmarthen Street in coordination with the development of the new South End school.
7. Work with ACAP Saint John to develop the Barrack Green Armoury as a naturalized open space.

SE-3 Position Sydney and Charlotte Streets as key entryways to the South Waterfront

Proposals:

8. Promote the redevelopment of the corners of Broad and Sydney Streets to define this intersection as the point of entry to the South Waterfront.
9. Work with the Port to encourage infill development along Lower Cove Loop and Charlotte Street to frame the Port area and create a buffer from unattractive outdoor uses and storage.
10. Create an enhanced streetscape along Sydney Street and Charlotte Street to improve the sense of place and attractiveness of the South Waterfront.

Actions And Outreach

1. Partner with the Atlantic Coastal Action Program Saint John (“ACAP”) to develop the southern portion of the former Lantic Sugar Refinery property as a green space with the goal of promoting natural remediation, through the planting of phytoremediation species.
2. Work with Develop Saint John to position and market other City-owned properties south of Broad Street for mixed-use, redevelopment.
3. Work with the Federal Government to harmonize short-term and long-term intentions for the Barrack Green Armoury Site based on the community’s vision for the South Waterfront.



MAP 7- WATERLOO VILLAGE NEIGHBOURHOOD

2.3 Waterloo Village

Waterloo Village is made up of two distinct areas, Upper and Lower Waterloo Village. Upper Waterloo Village is situated along Waterloo Street with a built form primarily comprised of traditional two and three storey residential-form and commercial buildings and anchored by the iconic Cathedral of the Immaculate Conception. There are gaps in the street pattern along Waterloo Street with numerous vacant lots and derelict buildings. There are also occurrences of more suburban style infill which stands out against the more traditional urban form.

Lower Waterloo Village is located along Crown Street and is the result of mid-20th century urban renewal projects. The area is characterized by large, low-rise commercial uses set within large areas of surface parking. Most of these buildings do not front onto Crown Street. This type of built form, along with the width of the street and the lack of street trees and landscaping, encourages traffic to move at high speeds resulting in a poor pedestrian environment.

Chown Field has brought a more flexible recreational space to the Waterloo Village Neighbourhood. Improvements to lighting, landscaping, and the built form around the edges of the park would facilitate a sense of enclosure, improving the overall experience for park users.

East of Crown Street, Marsh Creek is undergoing an environmental clean-up program led by ACAP. The area has great potential as a future recreational and ecological interpretation space and tourism asset. ACAP partnered with the Dalhousie School of Planning to undertake a project aimed at creating a linear park space along Marsh Creek concurrent with the development of the Secondary Plan.

On the southern edge of Waterloo Village is Union Street. While the west end of Union Street is narrower and contains many historic structures, the east end of the street is wide and is characterized by parking lots and low-rise buildings set back from the street.

Throughout Waterloo Village, there are opportunities for small-scale infill development, as well as larger development opportunities to deliver a range of commercial and housing opportunities. Existing assets such as Chown Field and Marsh Creek can also be completed or improved to encourage private reinvestment and create greater neighbourhood attractions.

Neighbourhood Direction

Anchored within its historical character and natural community assets, Waterloo Village Neighbourhood will retain its position as a priority neighbourhood within the City, functioning as a complete community home to important community service and institutions. Through various forms of development, this neighbourhood will welcome mixed use, commercial, and medium to higher density residential developments, which will conform to traditional built forms found within the area. Infill and larger development opportunities, which provide human-scale beautification and amenities, will also be encouraged to attract further reinvestment and growth to the Waterloo Village neighbourhood.



WATERLOO VILLAGE NEIGHBOURHOOD

Design Characteristics

- Low to mid-rise buildings to reinstate the traditional urban built form of the Waterloo Village neighbourhood, specifically along the Union Street corridor.
- Increased mixed-income residential developments to support the transition to a complete neighbourhood, while mitigating gentrification.
- Existing and infill buildings along Union Street, Waterloo Street and Prince Edward Street to retain active ground floor uses and upper floor residential uses.
- Civic spaces are reinforced and created to provide amenities for residents, employees and visitors.
- Structured and on-street parking to accommodate employees, residents and visitors.
- New, large-scale mid-rise residential and institutional uses to incorporate in-building parking.

- Health and other instructional buildings feature high quality entry plazas.
- Access to a naturalized Marsh Creek provides access to an important civic space, while connecting to areas East of the Central Peninsula.

Growth Concepts

REANIMATE PRINCE EDWARD STREET AND ENHANCE CHOWN FIELD AS AN IMPORTANT COMMUNITY ASSET

The south side of Prince Edward Street is dominated by the blank façade of Prince Edward Square Mall. The mall’s activities are entirely internalized, leaving the area void of any street life. On the north side of the street, the historic pattern of smaller development parcels is intact, but there are many vacant lots and parking lots. New vitality could be brought to the area through infill development along Prince Edward Street, and the long-term redevelopment of Prince Edward Square Mall to better engage the street.

REINFORCE WATERLOO STREET AS THE HISTORIC CORRIDOR OF WATERLOO VILLAGE

Despite urban renewal efforts of the mid-20th century, the historic, fine grain pattern of buildings and parcels remains intact along Waterloo Street, matching the urban character of the Uptown and the South End Neighbourhoods. Recent developments along the street, such as the condominium building on the corner of Golding Street, have maintained this height, scale, and rhythm. However, the vacant lots and parking lots detract from the street’s overall character. In certain instances, inappropriate suburban style buildings and land uses detract from the more historic urban form of Waterloo Village.

Infill development along Waterloo Street and the gradual redevelopment of existing suburban format commercial buildings can reinforce the character of Waterloo Street as the main street of Waterloo Village. Enhancements to the public realm, including streetscape improvements and a small community park could encourage this reinvestment.

IN THE LONG-TERM, REDEVELOP CROWN STREET AS AN URBAN MIXED USE NEIGHBOURHOOD WITH MARSH CREEK AS A KEY NEIGHBOURHOOD ASSET

Crown Street is a key point of entry into the Central Peninsula from the surrounding region. The street is wide and buildings are set far back within expansive parking lots, encouraging drivers to drive quickly, which results in an uncomfortable and unsafe environment for pedestrians and cyclists. In the short term, public realm improvements will enhance the pedestrian environment, promoting private investment for higher density residential development and large format retail uses, such as a grocery store, to serve the Central Peninsula.

In the long-term, Crown Street can be redeveloped as a mixed-use neighbourhood, providing a range of housing, employment, and retail opportunities. New buildings along Crown Street could transform the character of the street and improve

pedestrian conditions through creating a stronger relationship to the street, a road diet, and streetscape improvements.

Marsh Creek, found to the east of Crown Street, has undergone ecological restoration over the past decades. Working in collaboration with ACAP, Marsh Creek can be enhanced as a new recreational and ecological asset for Waterloo Village and the Central Peninsula. This could include a system of boardwalks through the marsh, providing an opportunity for residents to interact with nature while providing connection to other parts of the City.

Policies And Proposals

Council Shall:

WV-1 Reanimate Prince Edward Street and position Chown Field as an important community resource

Proposals:

1. Promote development around Chown Field, specifically on the park's western edge to create a sense of enclosure.
2. Encourage the renovation or redevelopment of Prince Edward Square to engage the street and contribute to a more vibrant street life.
3. Complete the missing built form along Prince Edward Street.

WV-2 Reinforce Waterloo Street as the 'main street' of Waterloo Village

Proposals:

4. Complete the missing built form along Waterloo Street.
5. Enhance the public realm along Waterloo Street through streetscape improvements and a small-scale neighbourhood greenspace.

WV-3 Redevelop Crown Street as mixed use corridor with Marsh Creek as an important neighbourhood asset

Proposals:

6. Promote intensification along Crown Street and undertake a road diet to enhance

the corridor's urban character.

7. Enhance Marsh Creek as a recreational amenity and new connection between the Central Peninsula and the broader city.

Actions And Outreach

1. Support and encourage the expansion of existing or establishing new Business Improvement Areas to target commercial growth areas along Union Street, Waterloo Street and Prince Edward Street.
2. Promote the expansion of St. Joseph's Health Care Services Cluster.
3. Work with community organizations and residents to encourage and support more events and entertainment in underutilized public spaces, such as Chown Field.
4. Evaluate the need for new infrastructure to enhance public safety in municipal parks, including the installation of lights in Chown Field.
5. Create an inventory of asphalt sidewalks and undertake infrastructure greening projects to improve the aesthetic appeal of residential areas within the Waterloo Village.
6. Encourage the establishment of small pocket and pop-up parks in Waterloo Village.
7. Update the Zoning By-law to create a new, mixed-use zone that incorporates existing and proposed uses in Waterloo Village, with a focus on residential and institutional uses, provisions for affordable housing, small scale commercial and a focus on health and social services.
8. Work with Develop Saint John to create a subdivision plan and marketing strategy to promote development along the edges of Chown Field.
9. Work with ACAP to support enhancing Marsh Creek as an important civic space.
10. Evaluate options for traffic calming on Garden and Paddock Streets.
11. As the community continues to evolve, evaluate and champion zoning solutions to promote mixed use developments on key development sites, including the Irving Oil Marketing Centre, Prince Charles School, Prince Edward Square Mall, and other vacant or underutilized lands along Union Street south of Sydney Street, Waterloo Street, and Prince Edward Street.



MAP 8- CORRIDORS OF THE CENTRAL PENINSULA

2.4 Corridors Of The Central Peninsula

In alignment with the City's Transportation Master Plan referred to as Move SJ, and directed by Plan SJ, the corridors of the Central Peninsula are considered under a complete streets model. Complete streets are public streets designed to accommodate all modes of transportation. Move SJ provides a framework to modernize the City's transportation culture. The following sections provide treatments for the corridors of the Central Peninsula to support their functionality as complete streets as guided by Move SJ.

Plan SJ identifies Main, Union, and Crown Streets as Primary Corridors. Primary Corridors function as main transportation links between the City's centre and urban intensification areas. These corridors host a myriad of uses supportive of the form and density of the neighbourhoods they connect. Main, Union, and Crown Streets are important to the vitality of the Central Peninsula as they provide the connection between the Uptown, South End, and Waterloo Village Neighbourhoods. Identifying their importance through individualized land use treatments strengthens the connection between neighbourhoods and further capitalizes on opportunities to make these complete streets.

City Road is identified in Plan SJ as a Commercial Corridor. Commercial Corridors traditionally function differently than the City's Primary Corridors; they are more automobile focused and characterized by their proximity to the Saint John Throughway. City Road currently operates as a service corridor supporting light industrial uses while also providing pedestrian connection to the North End. There is substantial opportunity to improve the pedestrian and active transportation environment on City Road. Setting a framework for transitioning the area into a Primary Corridor over time would foster a mixed use neighbourhood supportive of the growing Central Peninsula.

The following sections articulate how the corridors of the Central Peninsula currently function and also provide direction for their enhancement. A series of policies and proposals provide Council with direction and guidance in realizing the potential of these areas. Each Corridor treatment is composed of the following components:

CORRIDOR DESCRIPTION Describes the current form and function of each corridor.

CORRIDOR DIRECTION Describes how the Secondary Plan will influence the corridor over the lifespan of the Secondary Plan.

POLICIES AND PROPOSALS Work together to convey the intent of Council. Each Corridor Treatment sets out a series of policies and proposals and any development undertaken in that area must not be in conflict with the policies and proposals outlined herein. Policies are broad statements which are established to provide general guidance to Council in the making of planning decisions respecting, generally, what is and is not permissible within the geographic area covered by this section. Proposals further animate policies by providing specific and granular guidance that further informs the application of policies.

2.4.1 Main Street Corridor

Main Street between Chesley Drive and St. Patrick Street is a six lane, urban arterial road. Historically the street was a two-lane streetcar and public transit corridor with a dense, urban built form with ample commercial and residential uses. The street connected the North End and Central Peninsula both by transportation and service. 1960s urban renewal realized a large scale neighbourhood demolition and relocation of residents to facilitate the Saint John Throughway (Highway 1) and Harbour Bridge. Today, the corridor features limited residential land uses and is comprised



of a business park with Place 400 and Hilyard Place providing employment opportunities in low-rise buildings with ample surface parking. Much of the northern portion of the street is comprised of vacant land. When built, the six lane urban arterial and viaduct into the Central Peninsula was planned to accommodate a population of 300,000 residents, that growth was not realized and current traffic does not warrant the built infrastructure.

The Main Street viaduct is maintained by the Province of New Brunswick, providing challenges in administering and realizing a new vision for the corridor. The corridor provides an opportunity to “right-size” the street infrastructure, while unlocking land for development and reconnecting the North End to the Central Peninsula.



**CURRENT CONDITIONS
MAIN STREET**

Corridor Direction

Main Street, east of Chesley Drive is reconfigured into a three lane street, with two travel lanes in each direction and a centre turning lane, with on-street parking and separated, bi-directional cycling lanes. New residential and mixed-use development on the north edge of the street, provides active street life, which is enhanced by public realm improvements, such as street trees, wide sidewalks, and transit and active transportation facilities. The viaduct is transformed from a six lane arterial to a four lane street, with an urban greenway on the eastern side, providing both civic green space and an active transportation link between the Central Peninsula and the North End.

Policies And Proposals

Council Shall:

MS-1 Reconfigure Main Street from an urban arterial, six-lane road to a vibrant, mixed use corridor

Proposals:

1. Reduce the travel lanes from six lanes to two with a centre turning lane.
2. Seek public and private development along newly access lands.

MS-2 Reconfigure Main Street to a complete street with transit and active transportation amenities

Proposals:

3. Provide a separated, bi-directional cycling lane along Main Street.
4. Provide on-street parking.
5. Create a transit hub at the intersection of Main Street and Chesley Drive.

MS-3 Reposition the viaduct as an urban greenway, re-establishing a connection between the Central Peninsula and the North End

Proposals:

6. Reconfigure the travel lanes on the Main Street viaduct, reducing the lanes to four lanes, two in each direction.
7. Create an urban greenway, complete with active transportation facilities and greenspace along the eastern edge of the Viaduct.

2.4.2 Union Street Corridor

Union Street is an important corridor running west to east along the northern end of the Central Peninsula. West of Waterloo Street, Union Street is a two-lane narrow street with on-street parking and standard 3 metre sidewalks framed by two- to four-storey buildings, many of which are historic. Union Street widens East of Waterloo Street



Street. There are many vacant lots, blank walls, and a mix of tall and low-rise buildings setback from the street and a higher incidence of traffic, as vehicles and busses funnel through from King's Square. These conditions encourage increased traffic speeds and create poor conditions for pedestrians and cyclists. As a result, Union Street acts as a barrier between Waterloo Village and the rest of the Central Peninsula. The significant intersection at Crown Street, Union Street, and the Courtney Bay Causeway is found at the eastern terminus of Union Street. This intersection has high traffic rates, with dedicated right turn lanes, and low density land uses, creating poor public realm conditions at one the Central Peninsula's key gateways.

The development of vacant and underutilized lands and the redevelopment of key sites along

Union Street would have a transformative impact on the street while creating new commercial and housing opportunities. The experience moving along Union Street should be safe and comfortable for all users. Simple improvements to the public realm such as additional street trees can work to calm traffic and enhance safety.



CURRENT CONDITIONS



Together, these actions can better integrate Waterloo Village with the rest of the Central Peninsula.

Corridor Direction

Union Street will be a complete street, with wide sidewalks, street trees, bike lanes, well-marked crosswalks, creating a safe and comfortable experience for all users. The development of vacant and underutilized lands and key development sites along the corridor will showcase modern architecture, while creating new housing, commercial and cultural uses. Union Street will be a draw for entrepreneurs, artists, and small-scale commercial enterprises, creating a sense of place that is unique to the corridor and aesthetically different from the Uptown Neighbourhood. Union Street will be transformed from an east-west traffic corridor, to a mixed-use neighbourhood with an improved and inviting public realm, reconnecting Waterloo Village to the rest of the peninsula.

Policies and Proposals

US-1 Position Union Street as a connector between the Waterloo Village and Uptown - Neighbourhoods

Proposals:

1. Continue to encourage infill and redevelopment of vacant areas along Union Street from Chipman Hill to Crown Street.
2. Enhance pedestrian conditions along Union Street through improvements to the streetscape and public realm.

US-2 Position Union Street as a complete street

Proposals:

8. Reduce the amount of on-street parking, west of Sydney Street, direct parking to existing surface parking lots, or to local streets.
9. Widen the sidewalk to allow for street furniture such as benches, waste receptacles, bicycle parking, and street trees.
10. Add East/West cycling lanes, preferably physically separated from vehicles.
11. Where appropriate, permit commercial uses above the ground floor of new and redeveloped buildings
12. Where appropriate, encourage the development of mixed-use buildings with non-residential active ground floor uses.

2.4.3 City Road Corridor

City Road is the northern boundary of the Central Peninsula. It is a vehicular-focused street with four travel lanes extending from Station Street to the west to Haymarket Square to the east. It provides heavy truck traffic with access to the Saint John Throughway and also presents an opportunity for truck drivers to circumvent the dense street grid of the Central Peninsula. Land uses are diverse and incohesive, ranging from a mix of light industrial, commercial, residential, and cultural uses. City Road contributes to a division of the North End's Mount Pleasant area to the Central Peninsula. Currently, a pedestrian crossing exists via Stanley Street; however, a lack of pedestrian amenities along City Road discourages any real or robust connections.



CURRENT CONDITIONS - PEDESTRIAN BRIDGE



CURRENT CONDITIONS - CITY ROAD CORRIDOR

Corridor Direction

City Road is an important east-west connector in the City. Through a road diet, City Road is a complete street with separated cycle lanes, improved pedestrian facilities, and two travel lanes with a centre turn lane. Street trees contribute to a renewed and green public realm. Land uses steadily evolve from automobile-oriented uses, to mixed use developments that are positioned closer to the street frontage. As the Central Peninsula grows over time, City Road evolves to accommodate new uses, become the Central Peninsula's newest complete street.

Policies And Proposals

CR-1 Promote City Road as a complete street

Proposals:

1. Reduce City Road to three travel lanes, with a centre turning lane, to incorporate painted on-street cycling lanes in each direction.
2. Improve public realm amenities including street trees and planting and improve pedestrian amenities such as waste receptacles, benches, and marked pedestrian crossings.



CR-2 Encourage the transition of City Road land uses from light industrial and car-oriented commercial to more mixed-use developments over the long term.

Proposals:

3. Prepare an area-specific corridor plan to develop zoning provisions to transition City Road into a complete neighbourhood, introducing more residential development in key development sites.
4. Encourage public and private sector reinvestment on key development sites, including on the western portion of the street, west of Garden Street.
5. Explore the potential redevelopment of municipally-owned lands adjacent to Harbour Station.

CR-3 Explore opportunities to realize the City Road Corridor as an important East-West active transportation connector in the City, as identified in the Trails and Bikeways Master Plan.

Proposals:

6. Develop cycling infrastructure on the City Road Corridor.
7. Explore opportunities to create an off-road active transportation trail on CN and NB Southern Railroad lands adjacent to the rail corridor, connecting to future trails through Marsh Creek.

2.4.4 Crown Street – North Of Union Corridor

Crown Street, North of Union, provides a connection for the north east corner of the Central Peninsula to Rockwood Park as well as Rothesay Ave and Highway 1. It is heavily trafficked by commuters entering the Central Peninsula from adjacent neighbourhoods and communities. It is currently comprised of two travel lanes in each direction with minimal street trees. The land uses are varied, with medium to high density residential on the western side and commercial and office uses on the eastern side set within large surface parking lots. This section of Crown Street is also the main connection point to Marsh Creek and any future passive recreation opportunities that may develop at the site.



CROWN AND UNION STREETS

Corridor Direction

Crown Street, North of Union, is a complete street, lined with street trees and improved pedestrian amenities. The road features cycling lanes, transit facilities, and three travel lanes with a centre turn lane. Land uses are transitioning to include higher density residential and mixed-use developments. Surface parking is replaced by new development parcels, as higher density development and proximity to transit reduces the demand for large, surface parking lots.

Policies And Proposals

CS-1 Promote Crown Street as a complete street

Proposals:

1. Reduce Crown Street to three travel lanes, with a centre turning lane, to incorporate painted on-street cycling lanes in each direction.
2. Improve public realm amenities including street tree planting and improve pedestrian amenities such as waste receptacles, benches, transit facilities and marked pedestrian crossings.



CS-2 Encourage the eventual transition of Crown Street-North of Union land uses from car-oriented suburban style commercial to more mixed-use developments.

Proposals:

3. Prepare an area-specific corridor plan to develop zoning provisions to transition Crown Street into a complete neighbourhood, introducing more residential development on key development sites.
4. Encourage public and private sector reinvestment on key development sites, including large surface parking lots on the eastern portion of the street.

3.0 Building And Design

The Building and Design chapter of the Secondary Plan guides the shape, pattern, height, and configuration of development within the Central Peninsula. It aligns with the Vision, Guiding Principles, and Growth Targets articulated in Chapter 1 of the Secondary Plan. This chapter enables the design characteristics for each neighbourhood and corridor plan outlined in Chapter 2. Additionally, it seeks to ensure development is consistent with community aspirations by driving density to the City's core while also improving the human scale and pedestrian environment.

Plan SJ recognizes the built form character of the Central Peninsula through intentionally directing a concentration of density and more complex and concentrated mix of uses. The following sections provide direction over the form of mixed use developments to ensure quality, compatibility and harmony between commercial, retail, and residential uses. Detailed direction with respect to height, massing, street wall, pedestrian-oriented commercial streets, and transition areas aim to enhance the urban environment well into the future.

The Uptown and South End Neighbourhoods are strongly defined by their Heritage assets that provide a distinct sense of place. Direction is provided for infill development within the Heritage Conservation Areas to ensure it is responsive to the vision of the Secondary Plan while respecting heritage values. New infill standards, found in the Heritage Conservation Areas By-Law, were developed in tandem with the Secondary Plan and aim to balance the conservation and preservation of historic buildings with the integration of contemporary building materials and practices, ushering in the next generation of Heritage.

This Building and Design Chapter is implemented through performance criteria in the Zoning By-law and the Heritage Conservation Areas By-law. This approach is intentionally flexible and responsive to innovative design interventions and unique site conditions and challenges. The following sections create predictability and clarity in the development review process, while promoting creativity in design, ultimately supporting a quality and enduring urban environment for the region.

The goals of the Building and Design chapter are to:

1. Enhance clarity and predictability of the development review process.
2. Use design to reinforce the human scale and sense of place.
3. Drive density to the neighbourhoods of the Central Peninsula to realize the growth targets.
4. Direct a clear process for Heritage Infill development that is respectful of the past while creating opportunity for new legacy projects.
5. Recognizing the importance of the Uptown Neighbourhood as the City's Central Business District by ensuring high quality architecture and design elements in new and adaptive-reuse developments.

6. Bolster an animated public realm by dictating active ground floor uses in appropriate areas.
7. Conserve and improve public waterfront access through ensuring development is responsive and contextually appropriate.

HOW TO USE THIS CHAPTER

COUNCIL, COMMITTEES, AND STAFF use this chapter in combination with the City's Zoning By-law, Heritage Conservation Areas By-law, and Subdivision By-law to guide land use decisions and facilitate development proposals. This chapter provides the principles by which developments are evaluated and establishes built form direction and clarity.

DEVELOPERS AND DESIGNERS use this chapter in combination with the City's Zoning By-law, Heritage Conservation Areas By-law, and Subdivision By-law to guide investment and development that is responsive to the community's vision and needs.

3.1 Built Form

Built form is the human-created space where people live, work, and recreate. The Central Peninsula's built form was determined by a historic development pattern defined by the local topography and proximity to the ocean. Taller buildings, primarily of masonry construction are clustered around the Central Waterfront and the foot of King Street in the Uptown Neighbourhood, serving as the City's Central Business District. The development pattern shifts as it moves to higher ground and towards Waterloo Village and the South End, where masonry transitions to wood construction and residential land uses prevail. The intent of the Secondary Plan is to ensure the traditional built form character in the heart of the City is respected and strengthened through new and exciting developments.

Council Shall:

BD-1 Ensure development is consistent with and respects the established historic block and street grid pattern that defines the built character of the Central Peninsula.

BD-2 Protect public views to the water along key public streets and open spaces.

3.2 Building Height

The Central Peninsula's built form ranges from two-storey historic residential dwellings to office towers greater than 10 storeys. The height framework to regulate development within the Central Peninsula is established in the Zoning By-law as an overlay map. Appropriate height was determined based on location, adjacent buildings, and the context and character of distinct areas and streets. In accordance with building typologies, taller buildings may step back or respond to neighbouring buildings depending on the height. The Central Peninsula Building Height map allocates height where it currently exists, where it can be supported sensitively within the context of a neighbourhood, and where it can be used to create a sense of enclosure around public parks.

Council Shall:

BD-3

Establish specific provisions in the Zoning Bylaw to regulate the maximum height of development within the Central Peninsula to ensure clarity and predictability for investors, while ensuring future development is sensitive to the neighbourhood context. These provisions shall allow for minor variances in height in accordance with parameters in the Zoning Bylaw.

BD-4

Consider proposals for development that exceed the Zoning Bylaw provisions for height on the Central Peninsula through an amendment to the Zoning Bylaw. In evaluating such proposals consideration shall be given to the following criteria:

- The proposed height variance does not negatively impact pedestrian street conditions and sun exposure and wind impacts are considered through the design.
- That the proposal does not adversely impact the character of the City's Heritage Conservation areas;
- The general intent and purpose of Plan SJ, this Secondary Plan, and supporting Bylaws is maintained.

BD-5

Direct new tall buildings to areas where height currently exists, where height can be accommodated seamlessly, or where height is insulated from existing neighbourhoods due to topography or other site conditions.



IMPLEMENTATION:

Height is implemented through the Zoning By-law through specific provisions to regulate height in the Central Peninsula including a Central Peninsula Building Height Map.

3.2.1 Bonus Zoning By-Law

Bonus Zoning By-laws were introduced as a new planning tool in the CPA in 2017. This tool has been used successfully in jurisdictions throughout Canada to extract public benefit from larger-scale developments. In exchange for added density through the provision of extra storey height, the public receives public amenity such as park space or Public Art. Considerations are made in this section and in the Community Action Strategy to consider a Bonus Zoning By-law as a future project.

Council Shall:

BD-6

Explore the adoption and future use of a Bonus Zoning By-law to provide public benefits where building height exceeds the standard provided through the Central Peninsula Building Height Map found in the Zoning By-law.

3.3 Building Envelope And Massing

Building envelopes establish the massing of new developments within the Central Peninsula. In accordance with the building typology, buildings may step back or respond to neighbouring buildings depending on the height. Further, the following building typologies introduce new standards and guidelines: townhouses, low-rise buildings, mid-rise buildings, and tall buildings are implemented through the Zoning By-law.

Council Shall:

BD-7

Ensure the massing of buildings considers and protects the pedestrian street level experience, including sky views and sunlight penetration to the street while minimize wind.

BD-8

Provide transitions in scale to Heritage Conservation Areas, low-rise residential areas, and the waterfront.

IMPLEMENTATION:

Standards for massing and setbacks, and separation distances of buildings are provided in the Zoning By-law.

In Heritage Conservation Areas, design considerations for massing are provided through the Heritage Conservation Areas By-law.

3.4 Street Wall

The street wall is an important feature of dense urban environments. It is created through the orientation and placement of front building facades on or close to the street boundary, thereby defining the character of the public realm and creating enclosure for pedestrians.

In commercial and most residential areas of the Central Peninsula, streets are framed by buildings uniformly placed along a public street with no setbacks. Averaging three to five storeys, prominent street walls are located in the Uptown Neighbourhood, specifically in the Trinity Royal Heritage Conservation Area, along King, Prince William, and Germain Streets. These prominent street walls are protected and regulated under the Street wall Height map found in the Zoning By-law, which provides a maximum street wall height. From time to time, developments may seek an increase to the street wall in this area, which would require an amendment to the Street Wall Height Map. Criteria for this increase is provided below. In other areas of the Central Peninsula, the street wall is regulated through height and setbacks, which are regulated in the above sections.

Council Shall:

BD- 9

Establish provisions in the Zoning By-law to regulate street wall heights in the Central Peninsula to ensure human scale pedestrian oriented streetscapes. Context specific provisions will be established for the Trinity Royal Heritage Conservation Area through the Street Wall Height Map in the Zoning By-law. These provisions shall allow for minor variances in height in accordance with parameters in the Zoning Bylaw.

BD-10

Consider proposals for development that exceed the Zoning Bylaw provisions for Street wall height in the Trinity Royal Heritage Conservation Area through an amendment to the Zoning By-law. In evaluating such proposals consideration shall be given to the following criteria:



- The proposed increase to the height of the street wall does not negatively impact pedestrian street conditions and sun exposure and wind impacts are considered through design.
- That the proposal does not adversely impact the character of the City's Heritage Conservation areas;
- The general intent and purpose of the Municipal Plan, this Secondary Plan and supporting By-laws is maintained.

BD-11

Outside of the Trinity Royal Heritage Conservation Area, ensure street wall heights maintain a comfortable, human scaled street enclosure, generally a maximum of five storeys in commercial areas and two storeys in residential neighbourhoods.

IMPLEMENTATION:

Maximum street wall heights are set out in the Central Peninsula Street Wall Height Map in the Zoning By-law.

3.5 Setbacks

Building setbacks reinforce the existing character of the Central Peninsula by establishing a pattern of each block face. The pattern at which buildings are setback from the right-of-way contributes to the pedestrian experience and built form character of a neighbourhood. In the dense residential fabric of the Central Peninsula, it is expected new developments be responsive to the neighbourhood context while continuing the setback pattern of the block face.

Council Shall:

BD-12

Establish provisions in the Zoning By-law to ensure the street wall of new development continue the prevailing setback pattern of the block face.

IMPLEMENTATION:

Setbacks are set out in the zone standards within the Zoning By-law.



3.6 Pedestrian-Oriented Streets

This Secondary Plan encourages active ground floor uses on primary commercial streets in the Uptown Neighbourhood through provisions in the Zoning By-law. Within designated Uptown Neighbourhood streets, non-residential ground floor uses reinforce and preserve a strong commercial core together with residential uses on the upper floors. The Uptown Core possesses many existing storefront facades that help animate the sidewalk and create pedestrian-oriented streets. The Secondary Plan supports a more targeted approach to fostering pedestrian-oriented streets.

Council Shall:

BD-13

Designate primary commercial corridors in the Zoning By-law where non-residential uses will be encouraged at the ground floor in order to foster active ground-floor uses. Establish provisions in the Zoning By-law to allow flexibility in considering residential uses in designated commercial corridors where appropriate.



IMPLEMENTATION:

Requirements for non-residential ground floor uses along commercial corridors are set out in the Uptown Commercial Zone of the Zoning By-law.

3.7 Heritage Infill

Heritage buildings are the foundation of the City's unique and recognizable built character. The Heritage Infill Standards found in the Heritage Conservation Areas By-law facilitate new construction and additions to existing buildings. The approach to heritage in the Central Peninsula is responsive to the community's request for a more flexible approach and desire for a clear and predictable approval process. The Heritage approval process for infill development will focus on the design of infill development to ensure it is contextually appropriate rather than height and massing of development which will be regulated through the Zoning By-law. A range of infill development from traditional to modern architecture will be considered through a tiered application process approach. The requirement for detailed analysis increases with more contemporary design to ensure quality and appropriateness to the surrounding context. This approach allows the Central Peninsula's built heritage to progress while respecting our past.

Council shall:

BD-14

Encourage well designed contemporary infill development within the Central Peninsula’s Heritage Conservation Areas through a tiered design review approach supported by Plan SJ and the Heritage Conservation Areas By-law.

BD-15

Strive to infill streetscapes while enhancing heritage character through compatibly scaled and designed developments.

BD-16

Protect the community value of built heritage through administering the infill development process outlined in the Heritage Conservation Areas By-law ensuring development is compatible with the existing character of heritage areas while providing flexibility for high quality, modern architecture.

IMPLEMENTATION:

Heritage development is facilitated through the Heritage Officer and the Heritage Development Board.

The Heritage Infill Standards apply to all infill and major additions in the Heritage Conservation Areas, and are administered through the Heritage Conservation Areas By-Law.

3.8 Urban Design and Public Realm Design Guidelines

Urban Design addresses the relationship between buildings, streets, and public spaces. The interplay of these elements and how they affect the physical environment contributes to the overall sense of a place. This is particularly important in the Uptown Neighbourhood, where a high quality pedestrian experience is desirable.

The public realm is the space in a city that is shared by the community. It is composed of streets, parks, landscapes, civic buildings, and other publicly owned and accessible land. The practical function of the public realm is defining blocks, allowing access and servicing, and providing public amenity adjacent to private development. The policies in this section direct the creation of urban design and public realm guidelines specific to the Central Peninsula and provide direction and context for their future use.

The CPA does not currently provide a complete framework for design review

processes. Design review and site plan approval processes are used to facilitate efficient development approvals. They allow for robust review to ensure development is contextually appropriate and contributes to a high quality public realm. The City's approach to urban design will evolve as the legislative framework becomes available.

Council shall:

BD-17

Adopt Central Peninsula Urban Design and Public Realm Guidelines to build awareness and encourage design excellence in the redevelopment of streetscapes on the Central Peninsula and to create high-quality, targeted public space improvements.

BD-18

Upon adoption of the Central Peninsula Urban Design Manual Guidelines, use the guidelines when considering discretionary development on the Central Peninsula and as a strategic framework for decisions involving or impacting: street character, the public right-of-way, transit and active transportation, views, and parks on the Central Peninsula.

BD-19

Upon improvements to the CPA enabling Design Review and Site Plan Approval processes, Council will consider amendments to enable the creation of an Urban Design Review Committee and appropriate processes throughout the Central Peninsula, prioritizing the Uptown Neighbourhood.

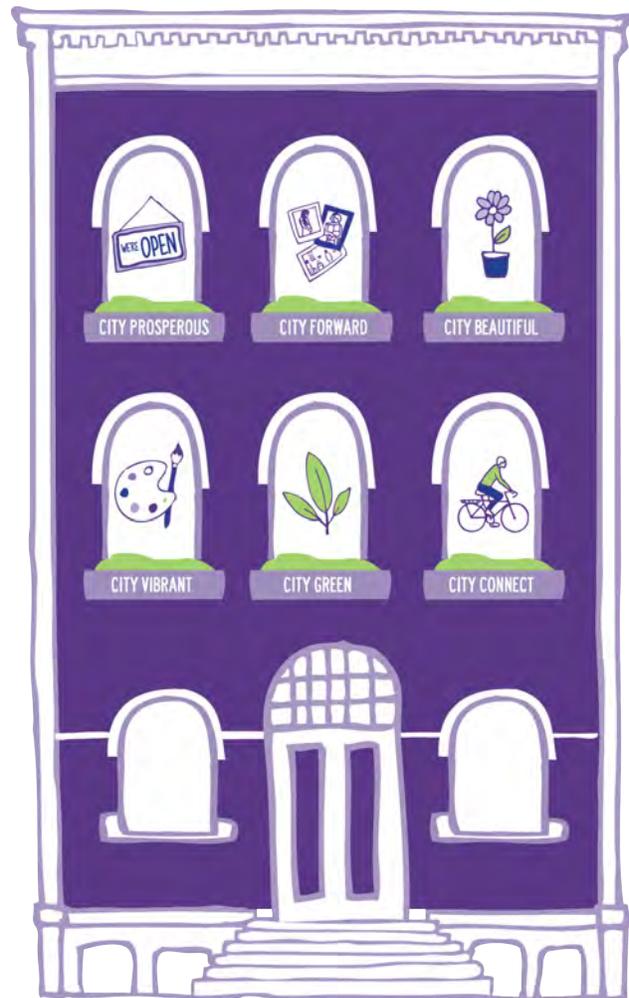


4.0 Community Action Framework

The Community Action Framework provides the structure for action on the Central Peninsula. This is accomplished through a structured set of policies applicable throughout the City's core and through the creation of the Central Peninsula Community Action Strategy, a partner document of the Secondary Plan. Together they provide direction for the City, stakeholders, and the community to achieve the community's vision for an exciting and inclusive mixed-income community.

The Community Action Framework is organized into themes reflective of the components that build a growing neighbourhood:

- City Prosperous – Supporting growth on the Central Peninsula
- City Vibrant - Supporting the increased diversity and range of Art and cultural events
- City Beautiful – Ensuring safety and cleanliness through fostering civic pride
- City Forward - Concentrates on improving resident quality of life
- City Green - Focuses on using environmental responsibility at the neighbourhood level
- City Connected - Supports enhanced multi-modal transportation



There are priorities and policies established for each theme built directly from the feedback received throughout community engagement and vetted by the NAT. These policies direct the implementation of the Secondary Plan and also inform action items found in the Community Action Strategy.

4.1 City Prosperous

Growth And Development

There is substantial potential for population, employment, and tax base growth on the Central Peninsula. Markets for commercial and residential development are stronger than they have been in decades thanks to the rapid growth of the Uptown Neighbourhood while vacant and underutilized lands present a great opportunity for increased density and intensification. Additionally, the City's Heritage and historic building stock provides ample opportunity for programs that support creative reuse thereby supporting the information technology sector, start-up enterprises, and other knowledge-based industries. The Secondary Plan supports growth and development through guiding and encouraging decisions that prioritize:

- Accelerating Property Development
- Marketing the Central Peninsula
- Strategic Asset & Sector Development

To achieve sustainable growth focused on the priorities list above,

Council shall:

CP-1 Ensure any new infrastructure investment strategies for the Central Peninsula and the City are planned to maximize opportunities for urban development and address the future infrastructure needs for development in the Central Peninsula.

CP-3 Evaluate opportunities to ease regulations and reduce development costs for adaptive reuse projects through amendments to the Zoning By-law and the Alternative Solutions Process of the Building By-law.

CP-4 Evaluate the use of processes such as property assembly and expropriation of vacant property to accelerate development on the Central Peninsula.

CP-5 Ensure reinvestment in economic assets and public spaces that support major events in the Central Peninsula.

CP-6 Evaluate new opportunities and markets to advertise the urban lifestyle opportunities offered by the Central Peninsula.

CP-7 Use the Development Incentives Program to encourage growth and achieve the design objectives of the Central Peninsula Urban Design Guidelines.

CP-8 Ensure Zoning By-law update allows additional flexibility for interim uses in advance of major development proposals within the Waterfront Zone.

4.2 City Vibrant

Arts and Culture

Arts and Culture forms the identity and experience of a community. The City's celebrated Arts community has found venues, both domestic and foreign, to showcase its creativity for over a century. There are over a dozen galleries in the Central Peninsula contributing to the vibrancy of the core while bolstering a robust creative scene. The success of the Arts has supported the creation of new and exciting events ranging from music festivals and outdoor markets, to street parties and outdoor art installations. The Secondary Plan supports Arts and Culture through ensuring decisions are focused on:

- Events and Festivals
- Animation of Public Spaces
- Youth
- Inclusion
- Arts Planning

To ensure a robust and supportive environment for Arts and Culture,

Council shall:

CV-1 Encourage and support the Community Arts Board and their community partners in identifying and addressing key gaps in the Arts, Culture and events offerings of the Central Peninsula

CV-2 Identify priorities for the type and location of public art within the Central Peninsula ensuring placement of public art contributes to the enhancement of public spaces or act as a catalyst for the revitalization of spaces in need of reinvestment

CV-3 Encourage and support the inclusion of members of the Abilities Advisory Committee in the planning of festivals and events

CV-4 Support the development of a Youth Arts, Culture, and Events advisory group to encourage and support the organization of events and entertainment for Youth

CV-5 Ensure barrier-free principles are considered in the planning of event spaces

CV-6 Encourage the establishment of festivals and events that celebrate and recognize the growing number of Cultures represented in the City

4.3 City Beautiful

Safety and Cleanliness

Beautiful neighbourhoods are places we all want to call home. They are places where civic pride is evident through the quality maintenance of properties and public spaces. City Beautiful focuses on the remediation of blighted areas and instilling a sense of pride and place within the neighbourhoods. The Central Peninsula will be beautified by building actions around the following priorities:

- Improving urban living opportunities
- Public safety
- Active and Engaging Public Realm
- Ageing Infrastructure
- Enhance Functional Features of the Public Realm
- A Pedestrian Focused Waterfront

To build and sustain safe and clean neighbourhoods,

Council shall:

CB-1 Ensure strong connections are maintained between Central Peninsula community organizations and the Saint John Police Commission's Community Policing initiative

CB-2 Evaluate the need for new infrastructure like lighting and signage to enhance public safety in municipal parks

CB-3 Encourage and work with local educational institutions to expand or establish training programs to produce the skilled trades required to fulfill the continued conservation of Saint John's built heritage

CB-4 Continue to work with the Government of New Brunswick on legislative reform that would allow for enhanced administration of urban design principles and processes

CB-5 Explore public use and private sector encroachment into the public right-of-way and identify opportunity streets to pursue this shared streets model

CB-6 Undertake infrastructure improvements to enhance a shared streets model when existing infrastructure reaches the end of its life cycle

CB-7 Encourage the piloting of permanent or seasonal pedestrian streets

CB-8 Consider accessibility and mobility when undertaking work in the right-of-way

4.4 City Forward

Community Well-Being

There are many components which contribute to a strong, healthy community. Community well-being brings together access to housing and food, social inclusion, and community services. Ensuring the well-being of all residents in the Central Peninsula, regardless of age, income, or ability equates to a healthy and productive community. While many of the components of community well-being are provincial responsibilities, it is the City's responsibility to create a built environment that is conducive to fostering the mental, physical, and social well-being for its residents. This can be accomplished through focusing on the following priorities:

- Housing
- Educational Services
- Food Security
- Community Partners

To ensure a Central Peninsula that is welcoming and supportive of all,

Council shall:

CL-1 Encourage and support the development of high quality, affordable housing that is designed to be integrated into the distinct neighbourhoods located within the Central Peninsula with the intent of fostering strong, mixed-income neighbourhoods

CL-2 Work with the Government of New Brunswick to ensure the development of a new school maximizes the impact on the revitalization of Central Peninsula neighbourhoods by: Coordinating neighbourhood recreational and playground facilities with the new school; Providing support in identifying a location for the new school which adequately serves local residents and increases both neighbourhood pride and profile; Providing support for the design process to ensure the design of the new school positively contributes to the local context and introduces new innovative educational design practices to New Brunswick; and, Encouraging the Province of New Brunswick to ensure the development of a new school incorporates the additional community facilities required to meet the unique circumstances of the Central Peninsula

CL-3 Increase food security on the Central Peninsula by: Supporting a Community Food Centre or other similar program; Working with national grocery store chains to understand the market requirements and advocate for an urban format grocery store; and, Ensuring strategic direction for the City Market includes strategies for retaining fresh food vendors

4.5 City Green

Environment & Sustainability

A green city is one where environmentally sustainable practices contribute to the beautification of the public realm and improvements to the quality of life of residents. Incorporating green, sustainable infrastructure into new developments and upgrading existing infrastructure are important steps in creating a community which minimizes the impact on the environment and improves the appeal of life in the Central Peninsula. Ensuring the full potential of existing parks and open spaces is realized is also an important component of fostering healthy, complete neighbourhoods. Experimenting with pocket parks, mobile parks, and parkettes will be an essential part of the effort to bring the natural environment to residents. Initiatives like these can animate neighbourhoods in new and unexpected ways, leading to new perceptions of neighbourhoods that can spark positive growth and change. An environmentally sustainable Central Peninsula will be achieved by focused action on the following priorities:

- A green public realm;
- Climate change adaptation; and
- Green placemaking.

To ensure the Central Peninsula's neighbourhoods are environmentally sustainable and green,

Council shall:

CG-1 Incorporate low maintenance grass alternatives such as clover and other plant species, in street design where possible

CG-2 Encourage the development of rain gardens in the Central Peninsula to reduce storm water runoff to municipal infrastructure

CG-3 Encourage the greening of rooftops for new development and redevelopment projects

CG-4 Adapt land use and development regulations to mitigate the long term potential impacts of sea level rise based on future Climate Change Adaption Plans

CG-5 Encourage and support increased community-based recreational programming in public spaces within the Central Peninsula

4.6 City Connected

Transportation

City Connected refers to the role transportation networks play in keeping our city moving. They are our passageways to getting from place to place in a safe, sustainable, and efficient manner. As evidence mounts that the dominance of the automobile is unsustainable, alternative modes of transportation are becoming increasingly important. Plan SJ encourages the consideration of more sustainable modes of transportation including walking, cycling, and public transit as these options have a reduced ecological impact, promote good health, and contribute to a more interesting public realm.

Recognizing the need for connectivity to adjacent neighbourhoods and major community assets like Rockwood Park are important links in a successful transportation network. Enhanced mobility and connectivity for all forms of transportation moving in and throughout the Central Peninsula are supported through decisions which prioritize:

- Active Transportation
- Places and Infrastructure
- Public Transit
- Parking

To ensure the longevity of Central Peninsula's transportation network,

Council shall:

CC-1 Encourage the development of a Central Peninsula focused cycling and active transportation network in coordination with the City's transportation master plan, MoveSJ

CC-2 Ensure pedestrian snow plowing routes consider key pedestrian connections through alignment with the City's transportation master plan, Move SJ

CC-3 Seek opportunities to improve active transportation links from the Uptown Neighbourhood to the Lower West Side

CC-4 Evaluate options for a traffic calming policy to address areas such as Garden Street and Paddock Street

CC-5 Improve public transit connections between the Central Peninsula and municipal parks

CC-6 Ensure efficient service to the Uptown Neighbourhood and designate key transit corridors along the Central Peninsula that can support higher density development

CC-7 Where opportunities exist, divest of surplus parking lots for the purposes of encouraging infill development

CC-8 Monitor and evaluate the development of new technologies such as driverless and electric cars to assess their impact on the transportation network. As technology evolves and new ways of traveling become prevalent, adapt transportation and land use policies

CC-9 Ensure Zoning By-law update allows the reduction of on-site parking stall requirements within the Parking Exemption Area





5.0 Implementation

Successful implementation of the Secondary Plan requires purposeful and focused action. It will involve the mobilization and coordination of government, stakeholders and community leaders to directly confront challenges, leverage assets, and to carry through the project’s momentum. This chapter establishes an implementation strategy which balances the aggressive and aspirational vision for the Central Peninsula, while recognizing the need to prioritize high impact initiatives which are achievable in the near term. This includes a policy framework to create the structure and programs required to implement the Secondary Plan and a 5 year work plan to guide the initiatives of the City and its community partners.

5.1 Implementation Framework

The implementation framework is intended to guide structural change, programming, and regulatory updates which are critical to the successful implementation of the Secondary Plan.

Council Shall:

IS-1 Recognize the Secondary Plan as the primary document for guiding growth, development, and investment within the Central Peninsula and shall adopt this document as a secondary municipal plan

IS-2 Establish a working group comprised of City representatives, key stakeholders, and members of the NAT to oversee and champion the implementation of the Secondary Plan

IS-3 Establish procedures and criteria to ensure the implementation of the Secondary Plan is used in decision making for the City’s operating and capital budgets, as well as corporate strategic planning

IS-5 Ensure the 5 Year Work Plan Implementation Table in Schedule F is used as a guide to implement the Secondary Plan

IS-6 Require annual progress updates on the implementation status of the Secondary Plan over the first 5 years of the Secondary Plan implementation

IS-7 Conduct a 5 year preliminary review of the 5 Year Work Plan considering:

- Amendments and updates to the performance indicators; and
- Inclusion of new action items and removal of complete items.

IS-8 Conduct a ten year comprehensive review of the Secondary Plan to consider:

- Any amendments to the Secondary Plan;
- Evaluation of the implementation progress;
- Monitoring and adjustment of the growth targets and performance measures as set out in the Secondary Plan.

5.2 The 5-Year Work Plan

The 5 Year Work Plan (Appendix F) is an action-based list of projects led by the City or its agencies. These projects may be funded through the City's operating budget, capital budget, or external budget sources. A five year horizon was chosen to concentrate on the immediate delivery of tangible actions with the understanding that projects beyond 2025 will require reassessment of scope.

Capital investment timelines are more challenging to predict. The 5 year Work Plan recognizes the need for a range of small to large projects prioritized through the lens of community need and whether they add value. Key future investment priorities for the Central Peninsula include:

- Investment in existing roads, sidewalks, and underground infrastructure;
- Upgrading of key public spaces and streetscapes as identified in the Secondary Plan; and
- Enhancements to active transportation networks and pedestrian mobility.

5.3 The Community Action Strategy

The Central Peninsula Community Action Strategy is a partner document of the Secondary Plan. It is a guide for community led actions that address the economy, Arts and Culture, transportation, housing, parks, and the many other facets which contribute to daily life and experience on the Central Peninsula. The strategy was built with the NAT using the information received during community engagement events throughout the Secondary Plan process. The NAT provided the direct and consistent connection back to the community throughout the process, ensuring the strategy aligned with the vision for the Central Peninsula while respecting the changing needs and priorities in the area.

The Community Action Strategy is intended to be owned by the community and link together existing organizations and agencies to the goals and objectives of the

Secondary Plan. It is a document of grassroots initiatives built and implemented with the community, placing the City in the role of community partner. The following section sets the framework for the strategy ensuring future actions align with the guiding principles of the Secondary Plan.

Council Shall:

IS 9 Adopt, by resolution, the Central Peninsula Community Action Strategy in coordination with the final adoption of the Secondary Plan

5.4 Intergovernmental And External Agencies

The Secondary Plan will require a strategic approach with other levels of government and external agencies to successfully foster Secondary Plan policies that are beyond the authority of the City. Ongoing collaboration is needed within areas such as affordable housing, a new school on the Central Peninsula, air quality, climate change, provincial roads and highways, and use of Port and Federally owned lands. Plan SJ set the direction for Council to work with the Government of New Brunswick, Government of Canada and external agencies to realize elements beyond the City's jurisdiction. The Secondary Plan continues to aspire to this collaborative approach.

Council Shall:

IS 10 Encourage the Government of New Brunswick to evaluate potential improvements to the pedestrian overpass to the North End to enhance the pedestrian experience

IS 11 Encourage the Government of New Brunswick to evaluate short-term enhancements to the Route 1 overpass infrastructure to add basic facilities such as crosswalks and pedestrian crossing lights.

IS 12 Encourage the Government of New Brunswick to develop a short-term strategy to convert the two outside lanes of Main Street to active transportation lanes, with a long term vision of implementing a road diet and redeveloping Main Street as a mixed use corridor.

IS 13 Encourage the Government of New Brunswick to evaluate options to enhance active transportation infrastructure along the Somerset and Rockwood Park Overpasses as well as the Causeway connecting to the east side.

IS 14 Encourage the Province of New Brunswick, University of New Brunswick, and the New Brunswick Community College to establish a joint Information and

Communications Technology Centre to collaborate with the Brick Park knowledge cluster and to connect businesses with emerging ICT graduates

IS 15 Encourage Federal and Provincial government departments to locate offices and facilities in the Central Peninsula

IS 16 Promote the expansion of St. Joseph's Health Care Services Cluster

IS 17 Work with the Port to enhance the use of cruise ship terminal areas and their relationship to the public right of way

IS 18 Work with the Port to enhance access to the waterfront and to identify design solutions to maintain safety while increasing the attractiveness of the waterfront

IS 19 Encourage and support Federal and Provincial government programs which offer mobility and choice to recipients of affordable housing supplements

IS 20 Work with community partners, housing agencies, and Provincial and Federal Governments to develop an affordable housing strategy for the Central Peninsula which ensures the Central Peninsula remains a place that is attainable for residents of a diverse income background

IS 21 Advocate for enhanced Provincial and Federal government funding, services, and programs to address the needs of homeless populations

IS 22 Work with the Provincial Government to ensure the development of a new school maximizes the impact on the revitalization of Central Peninsula

IS 23 Work with the Province's air quality monitoring program to promote clean air targets

5.5 Indicators Of Success

One of the foundational goals of the Secondary Plan is to drive growth and density into the City's core, increasing the City's tax base, population, and employment numbers. As the Secondary Plan is implemented, we are able to measure its influence and success against the targets established in the Growth Goals. As directed in Policy IS-6, an annual progress report is required to track the successful implementation of the Secondary Plan. It is proposed these reports include tangible measurements of progress.

IS-9 Using data from the One Stop Development Shop, future Statistic Canada censuses, CMHC, and City partners the following measurements will be tracked on the Central Peninsula:

- Number of residential units, market and affordable, added yearly;
- Number of businesses added yearly;
- Population by census tract;
- Employment numbers including employment rates by residential address.

6.0 Schedules

Schedule A - Uptown and Central Water front Growth Concept

Schedule B - South End Growth Concept

Schedule C- South Water front Growth Concept

Schedule D - Waterloo Village Growth Concept

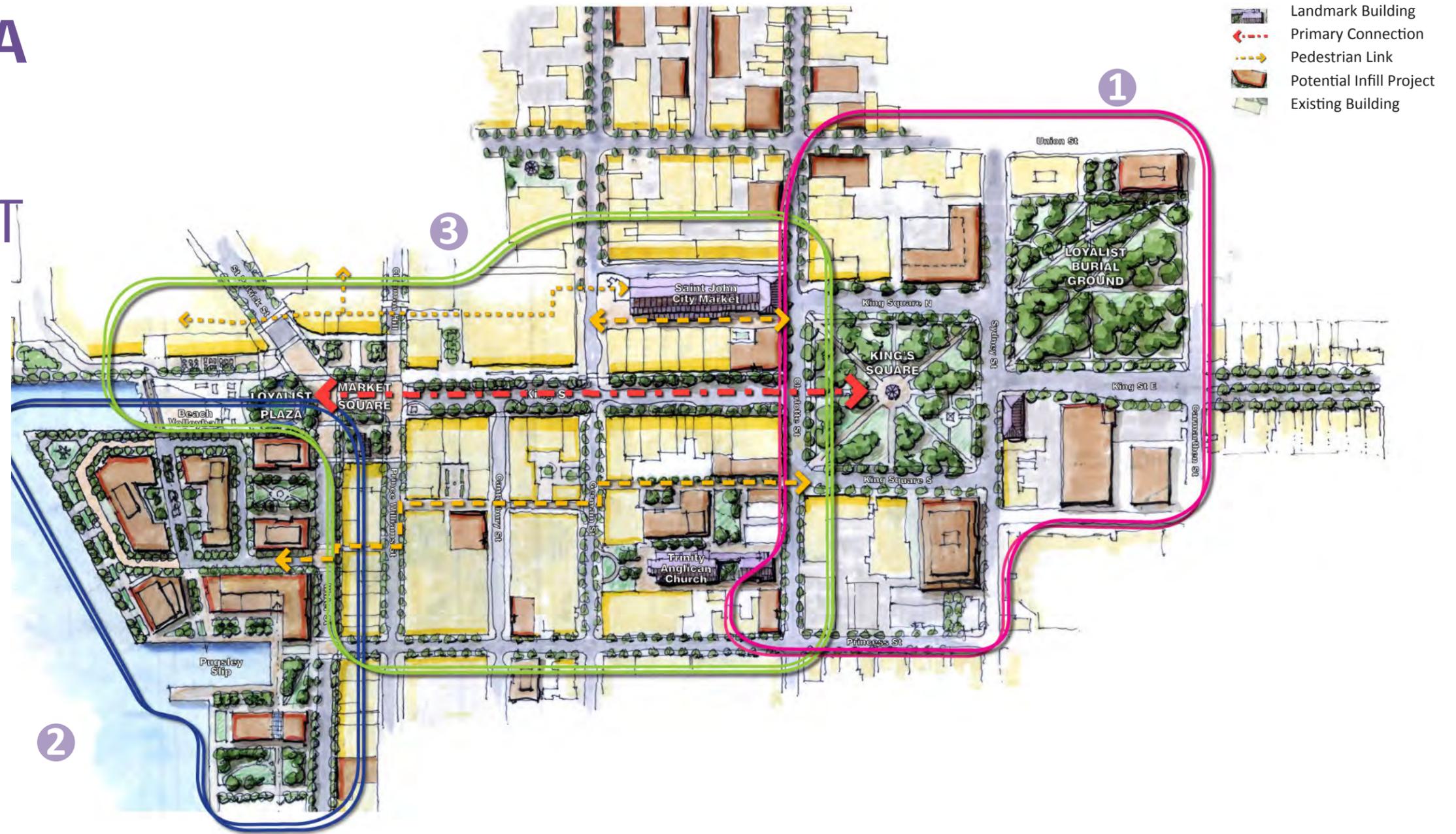
Schedule E - Long Wharf Growth Concept

Schedule F - 5 Year Work Plan

Schedule G - Active Transportation Map

SCHEDULE A UPTOWN & CENTRAL WATERFRONT GROWTH CONCEPT

THERE ARE THREE MOVES FOR THE UPTOWN AND CENTRAL WATERFRONT



BIG MOVE 1

Reinforce the symbolic heart of the Central Peninsula as King Square

- Complete the missing built form edge around King's Square by filling in gaps and encouraging redevelopment.
- Complete the missing built form edge of the Loyalist Burial Ground and reinforce the Union Street streetscape.
- Reinforce the intersection of Princess Street and Charlotte Street through new mixed-use development.

BIG MOVE 2

Develop the Central Waterfront as a key mixed use educational and cultural destination

- Promote the incremental development of the Coast Guard Site as a mixed-use cultural destination on the waterfront.
- Redevelop the Pugsley Slip as commercial space with waterfront green space.
- Create an enhanced streetscape along Water Street between King Street and the south end of Marco Polo Cruise terminal.

BIG MOVE 3

Reinforce east-west connections between the two core anchors of the Waterfront and King's Square

- Enhance Loyalist Plaza as a contemporary public space through the installation of imaginative seating, planting, and other landscaping elements
- Redefine Market Square as large, flexible civic gathering space through the use of coloured asphalt and creative delineation elements
- Intensify the Trinity Church block and create a new north-south pedestrian laneway from Charlotte to Grannan Street

- Transform South Market Street into an animated and pedestrian-oriented laneway
- Reconfigure the King Street right-of-way to enhance the public realm and reinforce the connection between King's Square and the Central Waterfront
- Encourage the renovation or redevelopment of Brunswick Square's King Street façade

SCHEDULE B SOUTH END GROWTH CONCEPT

THERE ARE THREE
MOVES FOR THE SOUTH
END



BIG MOVE 1

Reinforce the historic heart of the South End - Queen Square

- Complete the missing built form edge around Queen Square.
- Reinforce connections between the South End and Uptown through pedestrian space improvements along Sydney Street and Charlotte Street.

BIG MOVE 2

Enhance Rainbow Park as a vital community asset

- Review, update and implement a new vision for Rainbow Park that reflects the community's evolving vision for the space
- Encourage the development of a 'front door' to the park from St. James Street.
- Promote residential development along Charlotte Street and Sydney Street to define the park's outer edges and put eyes on the park

BIG MOVE 3

Reposition St. James Street as a key east-west corridor and focus for reinvestment

- Complete the gaps in the fabric along St. James Street through infill development
- Promote the redevelopment of the St. John the Baptist/King Edward School site as new residential development. Ensuring that the development of the new school and the implementation of the Plan are coordinated and mutually supportive will be critical to the realization of the Vision.
- Create an enhanced streetscape and public realm along St. James Street to encourage investment and improve pedestrian conditions.

- Encourage the adaptation, expansion, or redevelopment of the commercial-industrial building on the block bounded by Wentworth, St. James, Carmarthen and Queen streets as a contemporary community hub, which may include such facilities as health clinics, learning centres, gathering spaces, and other neighbourhood assets.

- On the same block, encourage the development of residential infill such as townhouses along Carmarthen Street between St. James Street and Queen Street to increase density, housing stock, and repair the street. At the west end of St. James Street, extend Germain Street to connect with Lower Cove Loop to re-establish the grid pattern of streets and also open up more land for residential development by contemplating a stop up and close of Ross Street

SCHEDULE C SOUTH WATERFRONT GROWTH CONCEPT

THERE ARE THREE MOVES
FOR THE SOUTH
WATERFRONT



BIG MOVE 1

Develop a new recreation and entertainment destination on the Lantic Sugar Site

- Reposition the existing paved surface to host large temporary events such as concerts and festivals.
- Promote the Northwest section of the site as an opportunity site for a new commercial or recreation facilities.
- In collaboration with ACAP Saint John, naturalize the southern portion of the site and create a new destination on the waterfront.

BIG MOVE 2

Facilitate the transition of the Barrack Green Armoury to a major new community, arts and culture or education hub that will drive employment

- Explore partnership opportunities for a major new use for Barrack Green Armoury.
- Create a new sports field on the site of the existing parking lot at the corner of Broadview Street and Carmarthen Street in coordination with the development of the new South End school.
- Work with ACAP to develop the Barrack Green Armoury as a naturalized open space.

BIG MOVE 3

Reinforce Sydney Street and Charlotte Street as key entryways into the South Waterfront

- Promote the redevelopment of the corners of Broad and Sydney streets to define this intersection as the point of entry to the South Waterfront.
- Work with the Saint John Port Authority to encourage infill development along Lower Cove Loop and Charlotte Street to frame the port area and create a buffer from unattractive outdoor uses and storage.
- Create an enhanced streetscape along Sydney Street and Charlotte Street to improve the sense of place and attractiveness of the South Waterfront.

SCHEDULE D WATERLOO VILLAGE GROWTH CONCEPT

THERE ARE FOUR
PLACE-MAKING MOVES
FOR WATERLOO VILLAGE



BIG MOVE 1

Redevelop Union Street as a connector between Waterloo Village, the Uptown Core, and South End

- Continue to encourage infill and redevelopment of vacant areas along Union Street from Chipman Hill to Crown Street.
- Enhance pedestrian conditions along Union Street through improvements to the streetscape and public realm.

BIG MOVE 2

Reanimate Prince Edward Street and enhance Chown Field as an important community asset

- Promote development around Chown Field and on the park's western edge to create a sense of enclosure.
- Encourage the renovation or redevelopment of Prince Edward Square to better interface with Union Street. Should the building reach the end of its lifespan, promote an urban format grocery store.
- Complete the missing built form along Prince Edward Street.

BIG MOVE 3

Reinforce Waterloo Street as the historic corridor of Waterloo Village

- Complete the missing built form along Waterloo Street.
- Enhance the public realm along Waterloo Street through streetscape improvements and a small-scale neighbourhood greenspace.

BIG MOVE 4

In the long term, encourage mixed use development around Crown Street with the Marsh Creek as a key neighbourhood asset

- Promote intensification along Crown Street and "road dieting" to create a more urban character.
- Work with Atlantic Coastal Action Program (ACAP) to enhance Marsh Creek as a recreational amenity and new connection between the Peninsula and the broader city.

SCHEDULE E LONG WHARF GROWTH CONCEPT

THERE ARE THREE
MOVES FOR THE FUTURE
OF LONG WHARF



Potential Infill Project
Existing Building

BIG MOVE 1

In the long term, Develop Long Wharf as a new mixed use neighbourhood extension to the Uptown area

- Relocation of the electrical sub-station on Long Wharf Slip
- Integrate residential development on Long Wharf Slip
- Develop a pedestrian crossing bridge over Long Wharf Slip from Long Wharf to the Uptown

BIG MOVE 2

Create new opportunities to experience the waterfront

- Develop strategic lookout areas
- Develop a small-craft marina at Long Wharf Slip
- Support the redevelopment of Fort LaTour

BIG MOVE 3

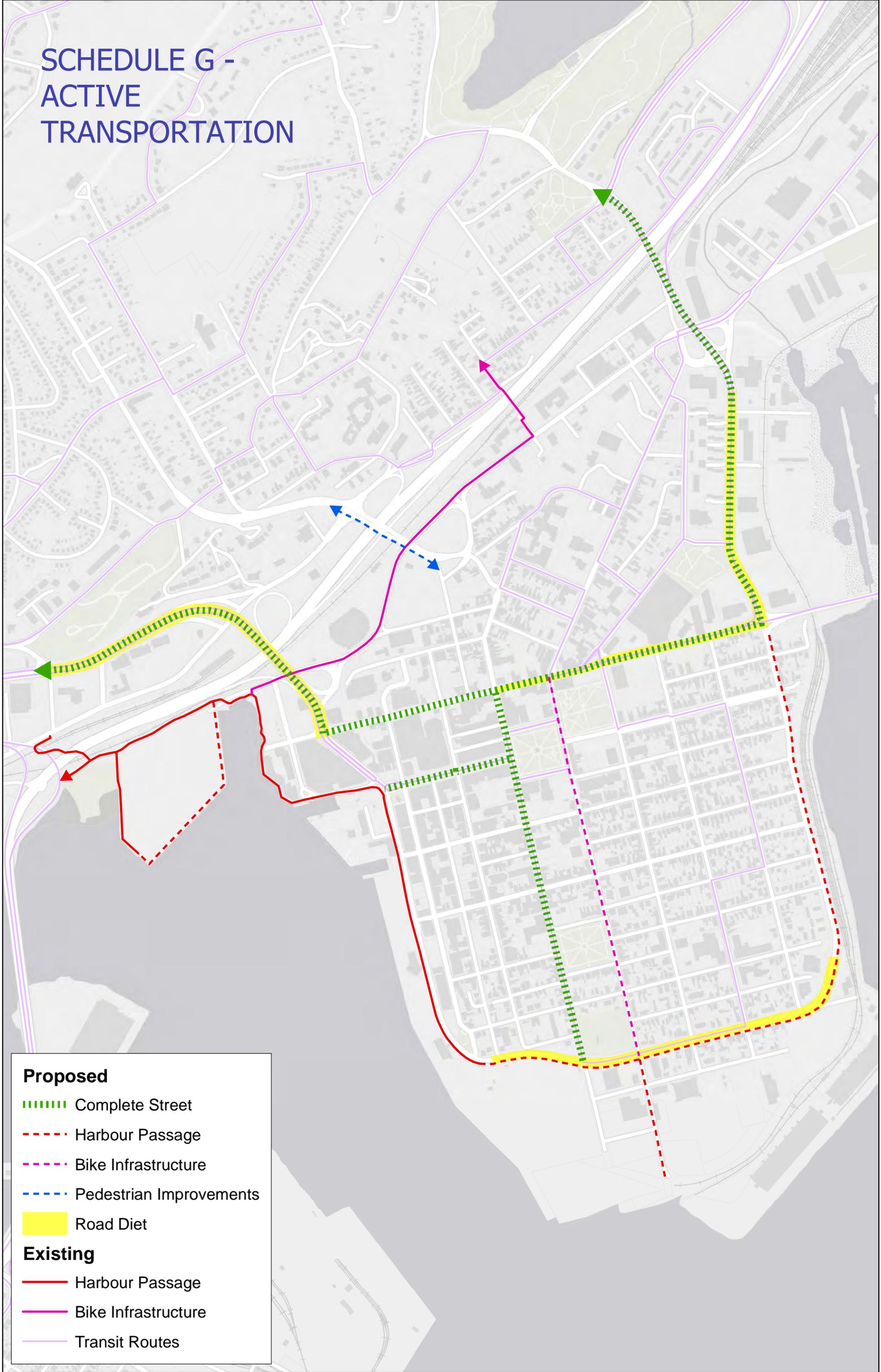
Maintain compatible marine functions on Long Wharf

- Ensure future development of the site accommodates the safe and efficient docking of cruise ships.
- Encourage a balanced approach to marine infrastructure needs and public space requirements and waterfront access.

SCHEDULE F – 5 YEAR WORK PLAN

		2019	2020	2021	2022	2023	2024	2025
1. Review And Revise Development Incentive Program	◇	█						
2. Residential Market Study	◇	█						
3. Fundy Quay Call For Expression Of Interest	◇	█						
4. Harbour Passage Broad Street Extension	◆	█						
5. Uptown Noise Strategy	◇	█	█					
6. Public Art Guidelines	◇	█	█					
7. Coordinate Recreational And Community Infrastructure Around New Central Peninsula School	♣	█	█					
8. One Stop Street Closure Policy For Events And Festivals	◇	█	█					
9. Rainbow Park Master Plan Implementation (Playground, Lighting, Landscaping, And Community Garden Improvements)	◆	█	█					
10. City Market Outdoor Patio Space and Pedestrianize South Market Street	◇	█	█					
11. Coordination of Community Action Strategy	◇	█	█	█	█	█	█	█
12. Loyalist Plaza Concept And Improvements	♣	█	█	█	█	█	█	
13. Fundy Quay Site Preparation, Development And Harbour Passage Extension	♣	█	█	█	█	█	█	
14. Relocate Saint John Energy Substation	♣	█	█	█	█			
15. Support Development of New South End School	◆	█	█	█				
16. Arts and Culture Framework	◇		█					
17. Market Square / City Hall Exterior Improvements	◆		█					
18. Public Space Events And Programming Evaluation	◇		█					
19. Public Parks Infill Strategies	◇		█					
20. Create Community Toolkit For Hosting Events	◇		█					
21. St. James Streetscaping Improvements	◆		█	█	█			
22. Improvements To Waste/Litter Management	◆		█	█				
23. Implement Blight Response / Clean Streets Program	◇		█	█				
24. Uptown Commercial Market Study (Confirm With DSJ)	◇		█	█				
25. Strategic Plan For Saint John City Market	◇		█	█				
26. Remove Red Tape That May Pose A Barrier To Redevelopment of Strategic Sites (Outdated Section 39 Conditions)	◇		█	█	█			
27. Improve Public Amenities Along Harbour Passage, Including Functional Improvements Such As Washrooms.	♣			█	█			

SCHEDULE G - ACTIVE TRANSPORTATION



Proposed

- Complete Street
- Harbour Passage
- Bike Infrastructure
- Pedestrian Improvements
- Road Diet

Existing

- Harbour Passage
- Bike Infrastructure
- Transit Routes