

Our File/N/Réf. 14-95-0026
 Your File/V/Réf.

DATE 26 March 1998

TO/DEST. Co-ordinator, Planning and Environment Committee

FROM/EXP. Commissioner, Planning and Development Approvals Department

SUBJECT/OBJET **CITY OF GLOUCESTER OFFICIAL PLAN
 PARTIAL LIFTING OF DEFERRAL NO. 1
 (CYRVILLE CORE ACTIVITY AREA &
 INNES/HWY 417 ACTIVITY NODE)**

RECOMMENDATION

That the Planning and Environment Committee recommend that Council approve that:

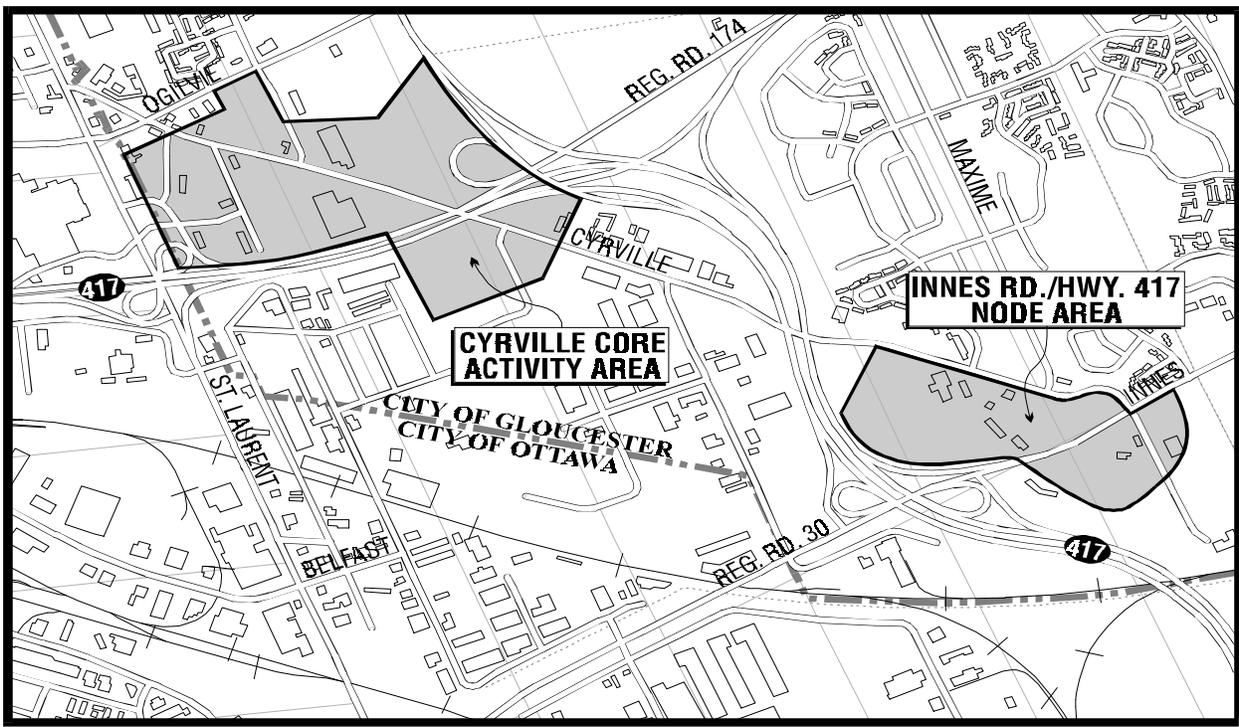
- 1. The City of Gloucester Official Plan, which was approved in part on April 8, 1992, be further approved by the partial lifting of Deferral No. 1 pertaining to the designation of the Cyrville Core Activity Area and the Innes/Hwy 417 Activity Node, as outlined on the Addendum Approval Page V attached as Annex 1;**
- 2. This matter be referred to the Ontario Municipal Board for approval pursuant to the request of Aird and Berlis Barristers and Solicitors representing Loblaw Properties Limited; and**
- 3. Staff be directed to attend the OMB hearing to recommend that the OMB modify the Gloucester Official Plan as outlined in the attached report and supported by the City of Gloucester.**

INTRODUCTION

On April 8, 1992, Regional Council approved a new Gloucester Official Plan with 95 modifications, five deferrals and one referral. On October 15, 1992 ; May 26, 1993; April 27, 1994 and October 25, 1995, Council further approved the Official Plan by lifting some of the deferrals, and adding Modifications 96 through 105. This report deals with the partial lifting of Deferral No. 1 to the Gloucester Official Plan and related modifications for the Cyrville Core Activity Area and the Innes Road/Hwy # 417 Activity Node Area.

BACKGROUND

Deferral No. 1 originally applied to the complete text (Sections 7.2.1.1 and 7.2.1.2) of the Gloucester Official Plan pertaining to Core Activity Areas and Activity Nodes, and all lands so designated on the Official Plan schedules. Core Activity Areas correspond to the Regional Official Plan designation “Primary Employment Centre” while the Activity Nodes correspond to “Secondary Employment Centres”. On May 26, 1993, Regional Council partially lifted Deferral No. 1 by approving Sections 7.2.1.1 and 7.2.1.2 and lifting the site specific deferral of the Orleans Town Centre. On October 25, 1995 Council lifted the site specific deferral for the “Blair and Ogilvie” Core Activity Area. This report proposes the further lifting of Deferral No. 1 through the approval of the Cyrville Core Activity Area and the Innes Road/Highway #417 Activity Node Area.



BASIS

When the City’s Official Plan was approved by the Region in April 1992, the designations for the Core Activity Areas and the Activity Node Areas were deferred (Deferral No. 1) until studies were completed to confirm that development could be serviced in these areas.

To support the designation of the Cyrville Core Activity Area and the Innes Road/Hwy #417 Activity Node Area, the City has completed studies for water, wastewater, stormwater and transportation servicing. The City also completed a study recommending planning priorities and concepts for future development in the area. In addition the Region, in cooperation with the City of Gloucester, commissioned the Cyrville Area Transportation Study Addendum to complete the transportation analysis required for the area.

Based on these studies, the City of Gloucester has asked the Region to lift the part of Deferral No. 1 in the Gloucester Official Plan that pertains to the Cyrville Core Activity Area and the Innes Road/Hwy #417 Activity Node Area. The City has also requested that the Region modify the Official Plan policies to implement the concept plan prepared for the sites and bring their Official Plan into conformity with the Regional Official Plan.

DISCUSSION

To demonstrate that the Cyrville Core Activity Area can accommodate 5,000 jobs and Innes Road/Hwy #417 Activity Node Area can accommodate 2,000 jobs the City of Gloucester completed several planning studies. While this level of development is not imminent it is within the long term planning horizon and the studies indicate how this level of growth can be accommodated in the future. The principal conclusions and recommendations of these studies are outlined as follows:

Cyrville Drainage and Master Infrastructure Plan

- The water system will not impose any limits on development
- The sanitary sewer system may require improvements in the Cyrville Core Activity Area in order to provide capacity needed to serve the employment development in the long term. A conservative factor was applied to calculate the capacity of the sanitary sewers. Monitoring of the sewer flows may show that the Regional projections can be reduced and further development is possible without sewer improvements
- The stormwater drainage systems do not limit development within the Cyrville Core Activity Area north of the Queensway or in the Innes Road/Hwy #417 Activity Node Area. In the Cyrville Core Activity Area south of the Queensway, the outflow of storm water is restricted and provisions will need to be made for on-site storage.

Cyrville Area Master Transportation Study

- The deferrals on the Cyrville Core Area and the Innes/Highway 417 Area can be lifted provided that modifications to the Regional Road Network necessary to support the level of development are undertaken.
- Consistent with the recommendations of the Regions Transportation Master Plan (TMP), the widening of Innes Road to 6 lanes, from Highway 417 to Blair Road, is required. As this roadway section presently operates at a low quality of service, consider implementing this project at an earlier time than the 2006-2021 time period implied in the TMP.
- Consistent with the recommendations of the TMP, the construction of the Innes-Walkley Connection is required. This connection is an essential link in the overall road network serving development in Gloucester and Cumberland. To ensure quality of service objectives are maintained, a monitoring programme is recommended to prioritise the timing of this connection. Should this project not proceed, a review of development projections, both within the study area and for areas located to the east, should be undertaken.
- Consideration should be given to the widening of Blair Road to 4 lanes, from Innes to Meadowbrook Road, within the time frame of the Region's Official Plan. A widening of this roadway section was identified in the TMP, but only for the purpose of providing bus lanes as a possible staging option for the Cumberland Transitway.

- To maintain quality of service objectives, modifications will be required at the Blair/Innes, Cyrville/Innes, and St. Laurent/Innes intersections. Although some of these intersection modifications may be implemented in conjunction with nearby development, it is likely that the Region will need to commit substantive funds to complete these works in a timely manner.
- A detailed transportation impact analysis should be conducted for each new major development proposal in the study area. The analysis should identify measures to assist in achieving an overall non-auto mode share of not less than 30% in the Cyrville Core Area and 15% in the Innes/Highway 417 Area by the end of the planning period.

Cyrville - Planning Priorities Concepts for Future Development

- The concept plan for the Cyrville Core Activity Area and the Innes Road/Hwy #417 Activity Node Area describes the short and long term development pattern preferred by Gloucester to promote development and conform to the Regional Official Plan.

The City of Gloucester has requested that Deferral No. 1 be lifted for the Cyrville Core Activity Area and the Innes Road/Hwy #417 Activity Node Area. The City has also requested that the Region modify the Gloucester Official Plan in order to include policies to implement the concept plan and outline the Gloucester's planning priorities for future development in these areas. The modifications are listed below.

PROPOSED LIFTING OF DEFERRAL AND MODIFICATIONS

Partial Lifting of the Deferral No. 1

That Deferral No. 1 on Schedule A-1 for the Cyrville Core Activity Area and the Innes Road/Hwy #417 Activity Node Area be lifted subject to modifications 106 to 110:

Proposed Modification 106

That Section 7.2.1.1.3c), Core Activity Area policies, be modified by adding a new policy iii) at the end of the Section, as follows:

iii) Cyrville Core

The Cyrville Core Activity Area has achieved an employment level of about 1,400 jobs as of 1996. It is the long term intent to provide for 3,400 to 3,800 or more jobs north of the Queensway and a further 1,200 to 1,600 or more jobs south of the Queensway to meet Regional Official Plan employment requirements of 5,000 jobs in this area at the end of the planning period. This target of development may not be reached for two decades, unless service improvements and economic conditions exceed expectations; therefore, interim uses will be encouraged where they might increase the area visibility and the long term potential for redevelopment for new employment uses. Sanitary sewer servicing limitations may impose conditions on development prior to meeting the Regional employment target of 5,000 jobs. Development approval will be subject to ongoing sewer monitoring. Development within the sewer service limitations may include interim development of lower intensity uses, provided that such uses do not result in land fragmentation or long term commitments to alternative land uses. Potential will be retained to meet the 5,000 employment target for this area through

development and redevelopment over the planning period but early development of intensive employment uses would require Regional confirmation of servicing. Such services may require improvements to sewer services under agreement with the Regional Municipality.

Proposed Modification 107

That Section 7.2.1.1.3, Core Activity Area policies, be modified by adding a new policy w), as follows:

- w) Specific policies for development in the Cyrville Core Activity Area include the following:
- i) Provisions for ‘promenade development along Cyrville Road between Ogilvie Road and Cummings Avenue featuring new office/commercial uses on existing lots;
 - ii) Early construction of LaBelle Street to Cummings Ave. and Ogilvie Road and reconstruction of Cummings Avenue to 4 lanes to provide improved access;
 - iii) Improved pedestrian connection from the Cyrville Road Transitway Station to the south side of the Queensway at Cyrville Road, and into the commercial sites to the west and north of the Transitway station at the time of site plan approval;
 - iv) Promotion of hospitality industry uses as the focus for development in the Cyrville Core south of Cyrville Road and north of the Queensway through improved access to peripheral residential development and improved management of municipal and private lands in the area;
 - v) Sewer service improvements may be needed to permit immediate development of major employment uses or monitoring is needed to establish that servicing capacity is available. Immediate improvements cannot be supported without committed private development. Pending private submissions for development approval , the Regional Municipality will be encouraged to monitor sewer capacity to establish the actual servicing capacity available to serve new development.
 - vi) Pending confirmation of sewer service capacity, other than along Cyrville promenade, interim development will be permitted to improve the image of the area provided that such development does not result in land fragmentation or long term commitments to low intensity land uses that would limit the long term potential for development of intensive employment uses.

Proposed Modification 108

That Section 7.2.1.1.3, Core Activity Area policies, be modified by adding a new policy x) at the end of the Section, as follows:

- x) It is desirable to achieve a “balance of needs” recognising that competing demands for capacity on the Innes Road corridor arise from development both in and outside the Core/Node Areas. To achieve this balance, development is to be phased such that the combined number of jobs in the Cyrville Core Activity Area and the Innes/Hwy 417 Activity Node not exceed 5,000 until the Region has committed to the construction of the Innes-Walkley Connection in its five year Capital Works Program.

Proposed Modification 109

That Section 7.2.1.2.3, Activity Node policies, be modified by adding a new policy u) at the end of the Section, as follows:

- u) The development of moderate to intensive employment uses will be monitored to ensure that traffic demands from new development do not exceed Regional Road capacity.

Proposed Modification 110

That Schedule A be modified by changing the area shown on Schedule A from “Core Activity Area” to “Residential”

CITY OF GLOUCESTER CONCURRENCE

The City of Gloucester concurs with the proposed lifting of the deferral and the proposed modifications.

CONSULTATION AND REFERRAL TO OMB

No public consultation is required under the Planning Act, 1996. The City of Gloucester has been advised of this report. Aird and Berlis Barristers and Solicitors representing Loblaw Properties Limited have requested that the designation of the Innes/Hwy 417 Activity Node be referred to the Ontario Municipal Board. This matter is being considered under the old Planning Act and therefore Council has the option of deeming this referral request “frivolous, vexatious or for the purpose of delay”. Staff is not recommending this course of action because it may result in a request for Judicial Review and ultimately create additional costs and delay.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

Approved by
N. Tunnacliffe, MCIP, RPP

**ADDENDUM APPROVAL PAGE V
COMPREHENSIVE REVISED NEW OFFICIAL PLAN
FOR THE CITY OF GLOUCESTER**

I hereby certify the comprehensively Revised New Official Plan for the City of Gloucester which was approved in part by the Council of the Regional Municipality of Ottawa-Carleton on April 8, 1992, October 15, 1992, May 26, 1993, April 27, 1994 and October 25, 1995 was further approved on _____, _____ as follows:

1. Under Section 17(9) of the Planning Act 1990 Deferral No. 1, the site specific deferral on Schedule A-1 for the Cyrville Core Activity Area and the Innes Rd/Highway 417 Activity Node, is lifted.
2. Under Section 17(11) of the Planning Act, 1990, Deferral No. 1, the site specific deferral on Schedule A-1 for the Cyrville Core Activity Area and the Innes Rd/Highway 417 Activity Node, is referred to the Ontario Municipal Board.

Dated this _____ day of _____ 1998

7.2.1.1.2 OBJECTIVES

Development objectives for Core Activity Areas are:

- a) To provide a principal focus within communities by promoting the establishment of high-density compact, mixed-use development within a central location.
- b) To provide the potential to create a minimum of 5,000 employment opportunities where Core Activity Areas are located inside the Greenbelt and 10,000 jobs where they are located outside the Greenbelt. Where a Core Activity Area represents half of a Regional Primary Employment Centre, due to a municipal boundary, employment minimums are reduced by half.
- c) To maximize pedestrian, bicycle, public transit and vehicular accessibility from other parts of the community.
- d) To maximize pedestrian and bicycle accessibility within Core Activity Areas.
- e) To realize the maximum possible benefit from accessibility to a transitway station.
- f) To encourage high density residential development within Core Areas provided potential employment levels are not reduced below required minimums.
- g) To encourage an appropriate mix of uses by enabling "one-stop shopping" for a variety of goods and services and to thereby reduce the transportation demand.

7.2.1.1.3 POLICIES

- a) Core Activity Areas are/will be designated on Schedules A.
- b) Uses permitted within Core Activity Areas shall include a wide range of retail, office, institutional, governmental, recreational, cultural, and entertainment facilities at relatively high densities. High and medium density residential uses may be permitted where required minimum employment targets can continue to be achieved. Limited open space uses may also be permitted.
- c) Before a Core Activity Area can be designated on Schedules A, employment targets are to be determined. Targets for employment may be established in excess of the minimum stated in Objective b), with concurrence by the Region that the capacity of transportation and other services is sufficient. The employment targets for designated Core Activity Areas are as follows:

- i) Orleans Town Centre (Schedule A-2)
 - north of Highway 17; 3,000 jobs
 - west of Place D'Orleans Drive (Presault Area); 3,000 jobs
 - east of Place D'Orleans Drive; 1,500 jobs
 - south of St. Joseph Blvd; 250 jobs

ii) Blair and Ogilvie (Schedule A-1)

This Core Activity Area has achieved an employment level of approximately 5,000 jobs as of 1995. Up to 10,000 jobs may be permitted in this area, through site plan agreements supported by approved transportation impact and other studies, without amendment to this Plan. The Regional Municipality of Ottawa-Carleton will be circulated all site plan applications and may choose to be a party to any site plan agreement. If the Region requires the preparation of a transportation impact study, the study shall consider all relevant modes of transportation, including pedestrian access and circulation. Prior to the approval of any site plan agreement by the City, any supporting transportation impact or servicing study requested by the Region will require approval by the Region. Other specific polices for Blair and Ogilvie are found in v).

MODIFICATION

NO. 106
 UNDER SECTION 17 (9) OF
 THE PLANNING ACT.

d) Employment potential shall be approximated on the following basis;

- i) office/one employee per 25 to 30 m² of floor area.
- ii) retail/one employee per 35 to 45 m² of floor area.

Other uses such as institutional, recreational, cultural and entertainment facilities, for the purpose of calculating employment potential, shall be deemed to provide one job for every 25 to 50 m² of floor area depending upon the nature of the use. Generally, the more land extensive the use, the lower the employee to floor area ratio. When evaluating proposals, the determination of exact employment densities, within the above ranges, shall be based on actual densities achieved in similar situations.

- e) To facilitate motor vehicular access, Core Activity Areas must have direct access to an existing or proposed Regional Road or Provincial Highway which can accommodate the anticipated traffic.
- f) The designation of a Core Activity Areas will necessitate the preparation of engineering studies, in particular a transportation impact analysis. Engineering studies to determine development feasibility and/or identify required servicing and transportation improvements will be required. Concept plans will

be prepared to guide and phase the development of Core Activity Areas in new communities and for the St. Laurent/Cyrville Core Activity Area.

- g) Development within Core Activity Areas will be compact with a close interrelationship between uses to provide for ease of pedestrian movement. To this end, high commercial floor space ratios and high residential densities will be encouraged.
- h) Convenient pedestrian and bicycle links shall be provided between uses within Core Areas and in particular between the transitway station(s) and surrounding uses. To ensure the safe use of these facilities during both daylight and evening hours, consideration will be given to lighting and design to ensure users are as observable as possible from other points within the area. Specific attention to the design of these facilities will be given to ensure public safety. The City's Police Department may be consulted in this regard.
- i) Parking within Core Activity Areas that is not underground shall generally be located at the periphery of these areas in order to reduce walking distances between uses.
- j) Accesses to buildings within Core Activity Areas will generally be oriented towards transitway stations to maximize pedestrian accessibility to transit service.
- k) The maximum walking distance to a transit station from any building within a Core Activity Area shall not exceed 600 m. In addition, the potential maximum walking distance to non-transitway transit service (bus stops) from any building shall not exceed 400 m. These walking distances should not, as much as possible, require the crossing of major roads. Where such crossings cannot be avoided, pedestrian crossings shall be provided. The use of enclosed pedestrian connections may be also be considered in specific cases.
- l) Existing and proposed rights-of-way are intended to accommodate pedestrian and bicycle links as much as possible. Where the road system does not provide a direct or convenient pedestrian link, paved pedestrian paths shall be provided to reduce walking distances. A condition of site plan approval may require owners/developers to provide such links across their property.
- m) The densities of non-residential uses will focus on transitway stations in accordance with RMO policy, with the highest densities generally located closest to transitway stations.
- n) Where residential development is proposed, these uses shall be located either towards the outer periphery of the Core Activity Areas or within specific sectors. In either case, the intent is for these uses to become well integrated and to function as part of the core. Unless at very high densities, residential uses should be further from transit service than employment uses.

- o) Core Activity Areas shall be designed to minimize impacts on surrounding uses. Proper development measures such as buffering, lighting and landscaping will be provided in accordance with by-law requirements.
- p) Where pedestrian links are required on private property as part of a condition of site plan approval, landscaping and other design features along the links will be encouraged to afford some protection from the weather.
- q) Core Activity Areas will only be designated at existing or proposed transitway stations to maximize accessibility. If at a proposed transitway station, an efficient all-day, high-frequency, non-transitway public transit service must be possible.
- r) At least one formal Urban Park will be provided within each Core Activity Area to serve the needs of the working public, area residents and to serve as an area for civic functions. The location of the park shall be in accordance with m).
- s) Regional, Community and Neighbourhood commercial shopping facilities are permitted within Core Activity Areas subject to the provisions of sub-section 7.2.2.3.
- t) Pedestrian plazas or landscaped seating areas will be encouraged in new commercial developments.
- u) Core Activity Areas may include lands required for stormwater management purposes.
- v) In addition to the other policies of this Plan, the following are specific policies for the Blair and Ogilvie Core Activity Area:
 - i) Schedule A-1 shows a transitway station west of Blair Road. There is potential for a second station to serve this Core Activity Area, east of Blair north of the Queensway. The provision of this station will be considered by the Region and the City when approving site plan or other development applications.
 - ii) The concept plan for the lands in the vicinity of City Park Drive, which was approved by the City of Gloucester on October 11, 1994, shows a potential site for retail use southeast of City Park Drive. The proximity of this site to the existing transitway station requires that it provides for pedestrian access from City Park Drive to the existing transitway station. In addition to this retail use, due to close proximity to the transitway station, the density of employment at future stages of redevelopment on this site should be relatively high, compared to other sites in the Core Activity Area. In reviewing site plans for this site the Region will require:

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NO. 107
UNDER SECTION 17.3 OF
THE PLANNING ACT.

o a direct all reason pedestrian link(s) connecting othe sites, in and around City Park Drive, through the site towards the transitway station, weather protected to the greatest practical extent but not necessarily enclosed, and;

o where appropriate the introduction of Transportation Demand measures, including but not limited to, the reduction of parking requirements.

MODIFICATION
NO. 108
UNDER SECTION 17.3 OF
THE PLANNING ACT.

[W)

[X)

7.2.1.2 ACTIVITY NODES

7.2.1.2.1 PURPOSE

Activity Nodes function as secondary community focal points providing a moderate to high density concentration of well integrated mixed-use development. These areas are intended to accommodate a range of commercial, institutional, recreational, governmental, cultural, entertainment and open space uses. Medium to high density residential uses may be permitted to both animate and promote the use of these areas beyond regular business hours provided employment potentials are not adversely affected.

In accordance with the Regional Official Plan, designated Activity Nodes, whether they are located inside or beyond the Greenbelt, shall provide the potential to accommodate between 2,000 and 5,000 jobs.

7.2.1.2.2 OBJECTIVES

Development objectives for Activity Nodes are:

- a) To provide secondary focal points within communities by promoting the establishment of moderate to high density mixed-use development.
- b) To provide the potential to accommodate between 2,000 and 5,000 jobs.
- c) To maximize pedestrian, bicycle, public transit and motor vehicular accessibility from other parts of the community.
- d) To maximize pedestrian and bicycle accessibility within Activity Nodes.
- e) To encourage medium to high density residential development within Activity Nodes provided potential employment levels are not reduced below required minimums.
- f) To achieve a rational, compact and people oriented environment.
- g) To create efficient traffic patterns within Activity Nodes to serve circulation needs.

7.2.1.2.3 POLICIES

- a) Activity Nodes are/will be designated on Schedules A.
- b) Uses permitted within Activity Nodes shall include a range of retail, office, institutional, governmental, recreational, cultural, and entertainment facilities. Medium to high density residential development may be permitted where required minimum employment targets can continue to be achieved. Limited open space uses may also be permitted.
- c) An Activity Node designated on Schedules A shall be targeted for 5,000 jobs, but where required studies indicate service or transportation infrastructure constraints will limit the capability to achieve this level of development, a lesser employment target will be stated here.
- d) Employment potential shall be approximated on the following basis;
 - i) Office/one employee per 25 to 30 m² of floor area.
 - ii) Retail/one employee per 35 to 45 m² of floor area.

Other uses such as institutional, governmental, recreational, cultural and entertainment facilities, for the purpose of calculating employment potential, shall be deemed to provide one job for every 25 to 50 m² of floor area depending upon the nature of the use. Generally, the more land extensive the use, the lower the employee to floor area ratio. When evaluating proposals, the determination of exact employment densities, within the above ranges, shall be based on actual densities achieved in similar situations.

- e) Convenient pedestrian and bicycle accesses will be provided as follows:
 - i) Internally between public transit facilities, and between uses within the Activity Node;
 - ii) Externally between adjacent neighbourhoods and the Activity Node.
- f) In new communities, concept plans will be used to guide the development and phasing of Activity Nodes. As part of these undertakings, engineering studies will be prepared to determine development feasibility. Particular regard will be given to transportation considerations.
- g) Development within Activity Nodes must be supported by technical studies and conform to the limitations imposed by road and other services or provide for required improvements. Site specific impact studies, relating in particular to transportation impacts, will be required prior to the approval of development. Where proposed development does not conform with the development

strategy for the Activity Node, technical studies shall be updated to ensure development feasibility. Conditions of approval requiring road or other improvements may be imposed on development.

- h) Activity Nodes may only be designated where there is an efficient all-day, high-frequency, public transit service available and where there is direct access to an existing or proposed Regional Road or Provincial Highway which can accommodate the anticipated traffic.
- i) Activity Nodes must be designed to minimize impacts on surrounding uses. Proper development measures such as buffering, lighting and landscaping must be provided in accordance with by-law requirements and the terms of site plan agreements.
- j) The establishment of a formal urban park within each Activity Node will be encouraged to serve the needs of day-time and evening users and to occasionally serve a civic function. Parks will be located in a manner to not interfere with the achievement of a compact environment.
- k) Community and Neighbourhood commercial shopping facilities are permitted within Activity Nodes subject to the provisions of subsection 7.2.2.3.
- l) Pedestrian plazas or landscaped seating areas will be encouraged in new commercial development.
- m) Convenient pedestrian and bicycle links shall be provided between uses within Activity Nodes. To ensure the safe use of such facilities during both daylight and evening hours, consideration will be given to lighting and design to ensure users are as observable as possible from other points within the area. Specific attention to the design of these facilities will be given to ensure public safety. The City's Police Department may be consulted in this regard.
- n) All buildings shall be within 400 m walking distance from a transit stop.
- o) Walking distances shall not require the crossing of major roads unless adequate provision for pedestrian crossing is made.
- p) Existing and proposed rights-of-way are intended to accommodate pedestrian and bicycle links. Where the road system does not provide a direct or convenient pedestrian link, paved pedestrian paths shall be provided to reduce walking distances. A condition of site plan approval may require owners/developers to provide such links across their property.
- q) Where pedestrian links are required on private property as part of a condition of site plan approval, landscaping and other design features along the link facilities will be encouraged to afford some protection from the weather.

- r) Where residential development is proposed, these uses shall be located either towards the outer periphery of the Activity Node or within a specific sector. In either case, the intent is for these uses to become well integrated and to function as part of the node.
- s) If located at a transitway station, the densities of non-residential uses will focus on transitway stations in accordance with RMOC policy, with the highest densities generally located closest to transitway stations.
- t) For the Activity Node in the Orleans Expansion Area (south Orleans), the following special policies also apply:
 - i) The Floor Space Index for employment uses shall ultimately be a minimum of 1.0 but shall not exceed this density significantly. This density shall be used as an objective for long term development within the Activity Node. Prior to the provision of the proposed transitway or similar high volume transit service, employment densities should be low in keeping with the capacity of the local bus and road system. Higher densities shall be phased to coincide with the development of high volume transit service which can support the high densities.

Prior to the provision of high volume transit service, higher densities may be permitted in the special situations where it is demonstrated that the development can be served by the local road and bus service and integrated with the future high volume transit service. Lands located at future transitway stations shall be reserved or developed in such a way as to ensure that high density development can occur. Prior to zoning any lands for development in the Activity Node, the City will prepare a concept plan, including phasing, which will be used to guide development in a manner consistent with the policies of this Plan.

- ii) Pedestrian links from the future transitway station site will be provided to the southwest quadrant commercial sector, to residential uses to the west, south along the collector road to facilitate access from residential areas, east through an office sector to the industrial park and, if possible, northward across the Hydro Corridor. The intent is to ensure a high level of pedestrian access.

MODIFICATION
 0. 109
 UNDER SECTION 17 (2) OF
 THE PLANNING ACT.



7.2.2

COMMERCIAL RETAIL FACILITIES

Types of shopping facilities permitted within the Municipality include; regional shopping facilities, community shopping facilities, neighbourhood shopping facilities, convenience centres and highway



LAND USE

- CORE ACTIVITY AREA
- ACTIVITY NODE
- COMMUNITY COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACE
- GREENBELT
- BREWWAYS/PEDESTRIAN WAYS
- TRANSITWAY STATION

CONSTRAINTS

- UNSTABLE LAND
- WETLAND
- MINERAL RESOURCES



OFFICIAL PLAN FOR THE CITY OF GLOUCESTER PLANNING AREA
 NORTH PLANNING AREA
 DISTRICT 2
 THE WILSONS
 SCALE 1:5000
 PREPARED BY THE URBAN PLANNING

MODIFICATION
 NO. 88-89
 UNDER SECTION 17(2) OF
 THE PLANNING ACT

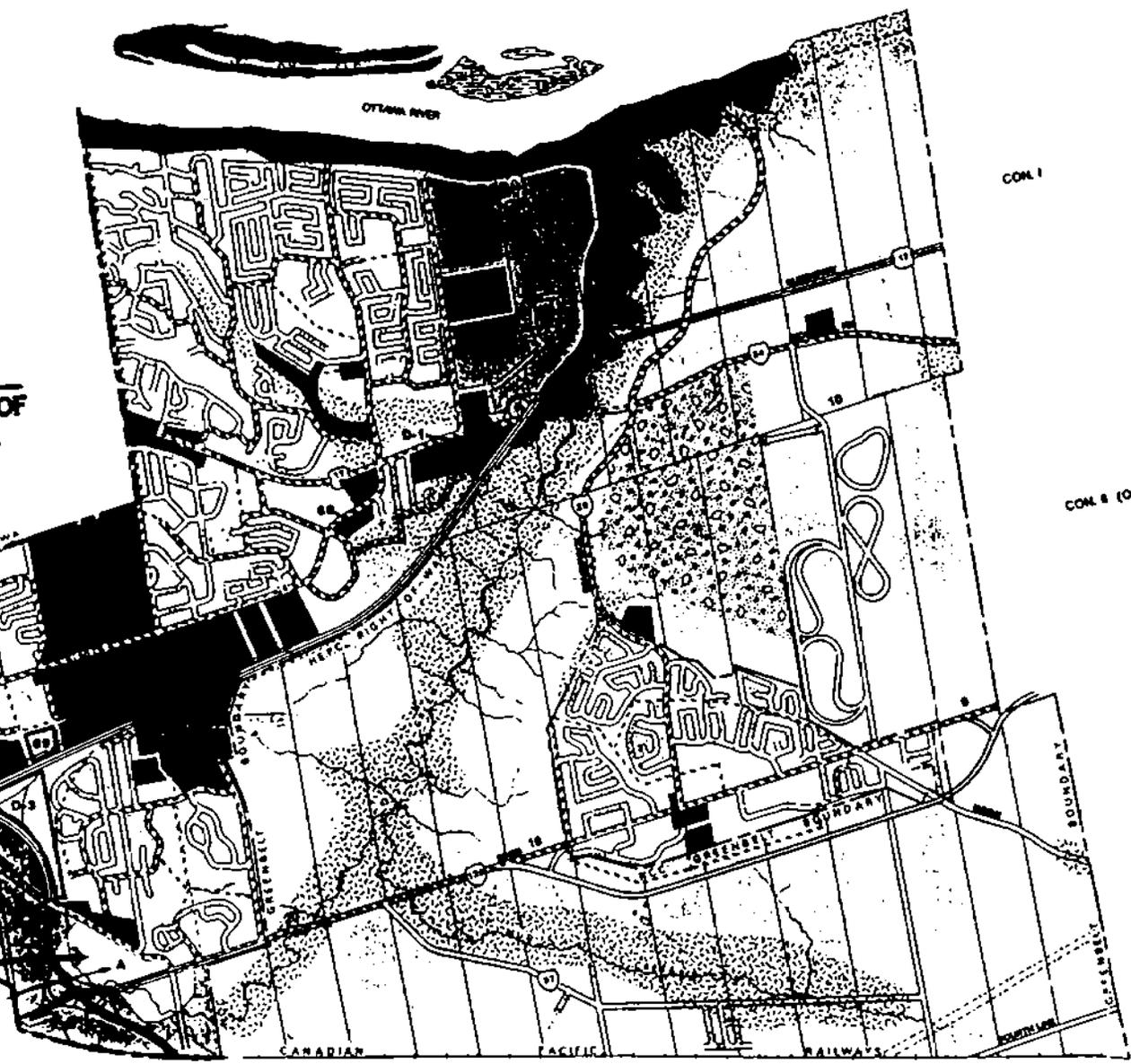
DEFERRAL
 NO. D-1 D-3 D-8
 UNDER SECTION 17(12) OF
 THE PLANNING ACT
 D-4 LIFTED 9 NOVEMBER 1997

DEFERRAL
 NO. 1
 UNDER SECTION 17(11) OF
 THE PLANNING ACT

MODIFICATION

2, 110
 UNDER SECTION 17(9) OF
 THE PLANNING ACT.

LIFT
 DEFERRAL
 # 1



CON 1

CON 2 (OF)

CON 3



Resolution No. 6

Planning Advisory Committee Meeting # 6, March 24, 1998

Moved by [Signature]

Seconded by [Signature]

WHEREAS the Gloucester Planning Advisory Committee has reviewed the staff report recommending that the Gloucester Official Plan Deferral No. 1 pertaining to the designation of the Cyrville Core Activity Area and Innes Road/Highway #417 Activity Node be lifted, subject to modifications;

BE IT RESOLVED that the Planning Advisory Committee hereby concurs with the recommendation of the Community Development Department and recommends to Gloucester Council that:

1. The City agrees with the proposed modifications 106 through 110 of the City's Official Plan; and,
2. The Regional Planning and Property Commissioner be so informed.

Caree A. Bennett