

ST. JOHN'S

Central and Mundy Pond

Neighbourhood Plan



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Chapter 1

Introduction



1.1. Purpose

The purpose of the Central and Mundy Pond Neighbourhood Plan is to guide future redevelopment and improvements, from the types of uses and the shape of buildings, to streets and park upgrades. The Neighbourhood Plan will provide direction over a ten year period, 2026-2036.

The Plan builds upon the direction and policies in the Envision St. John's Municipal Plan and provides more specific direction tailored to the local context and needs of the Central and Mundy Pond neighbourhoods.

This Plan includes direction for:

- The future desired mix of land uses
- Appropriate heights and density for new development
- Investments in transportation infrastructure
- Programming and priorities for parks and open spaces
- Protection of natural and cultural heritage features

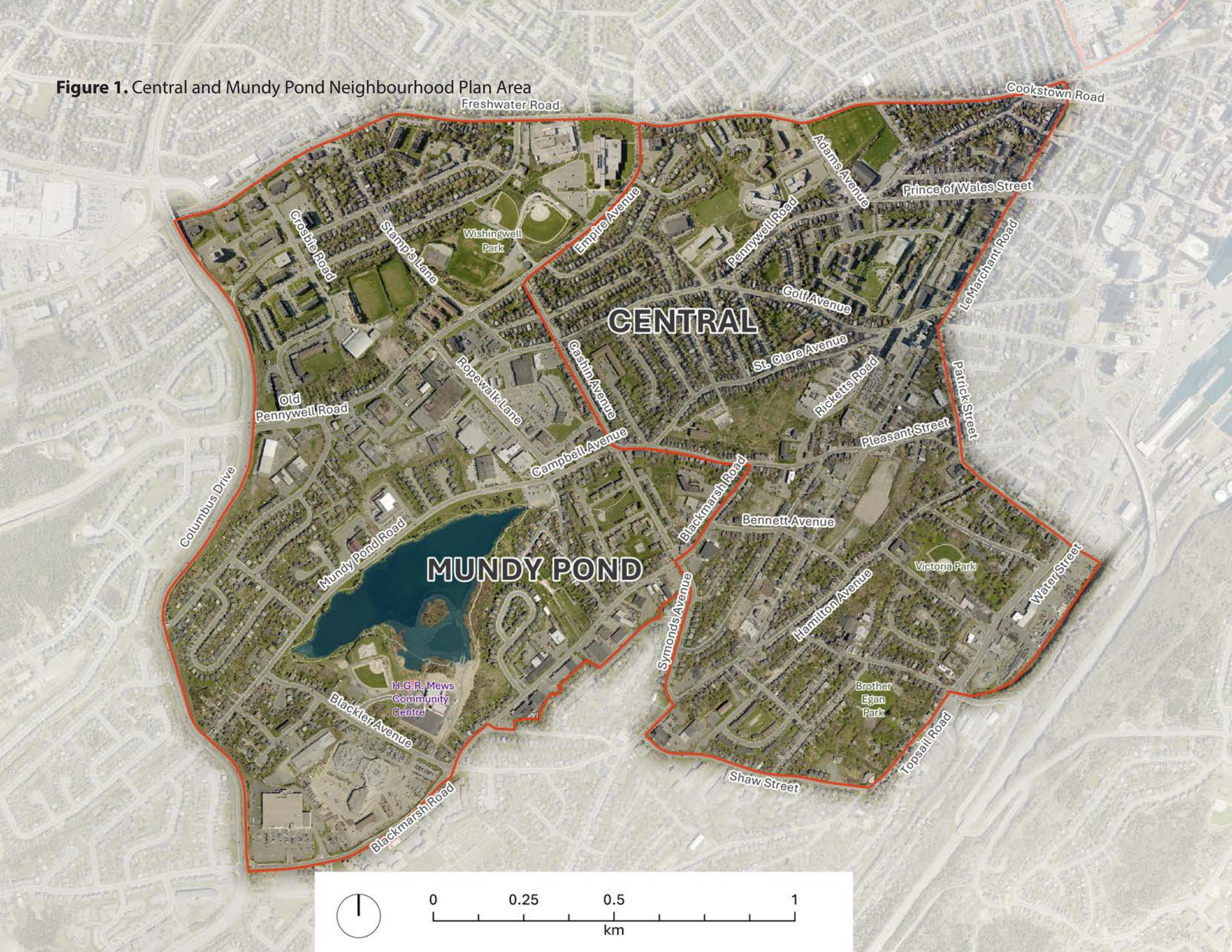
1.2. Plan Area

The boundaries of the Central and Mundy Pond Neighbourhood Plan follow the boundaries of each respective neighbourhood (shown in Figure 1). The plan area spans from near the centre of St. John's into the city's west end.

For Central, these boundaries are Freshwater Road, LeMarchant Road, Patrick Street, Water Street, Shaw Street and Symonds Avenue.

For Mundy Pond, these boundaries are Columbus Drive, Freshwater Road, Empire Avenue, Cashin Avenue and Blackmarsh Road.

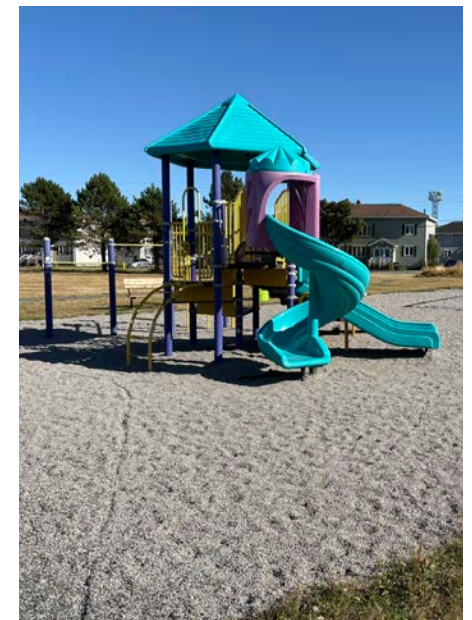
Figure 1. Central and Mundy Pond Neighbourhood Plan Area



1.3. Two Neighbourhoods, One Plan

Central and Mundy Pond are two distinct neighbourhoods in the west end of St. John's, each with their own distinct character and history; however, their proximity means residents often share roads, parks, and amenities. Bringing these two areas together under a single Neighbourhood Plan allows the City to plan in a coordinated way without losing sight of what makes each neighbourhood unique.

Some policies in this Plan apply to both neighbourhoods, addressing themes that are common across Central and Mundy Pond (such as mobility, parks, and open spaces). Other policies are location-specific and are written to reflect each neighbourhood's distinct character, land-use patterns, and priorities. Shared policies are intended to establish a consistent direction for the two neighbourhoods. The policies that differ are intended to respond directly to what makes each place its own community.



Central

Central is located immediately west of Downtown, bounded by Freshwater Road, LeMarchant Road, Patrick Street, Water Street, Shaw Street, and Symonds Avenue. As one of the oldest developed parts of St. John's, the neighbourhood has a long history of residential, commercial, institutional, and industrial activity, shaped by its deep connections to the harbour, proximity to the former railway terminus, and long-standing healthcare services surrounding the St. Clare's Mercy Hospital on LeMarchant Road and former Grace General Hospital near the intersection of Pleasant Street and LeMarchant Road. Its most defining feature is this layered history, reflected in landmarks such as the former Buckmaster's Field Naval Barracks drill hall, now a City-owned recreation facility, as well as Victoria Park, and the neighbourhood's heritage areas.

Central was largely spared from the Great Fire of 1892, which has led to some of the oldest buildings in St. John's being found here. Because of this unique character and heritage, portions of Central are recognized formally through the City of St. John's Heritage Areas 2 and 3.

Today, Central offers convenient access to Downtown, many parks and private recreation facilities, restaurants, shops, and trails, along with a strong mix of housing choices and social supports. A neighbourhood of substantial character and culture, Central is an evolving community with much to celebrate.

Mundy Pond

Mundy Pond is also an established neighbourhood in the west end of St. John's, albeit younger than Central. The neighbourhood is centred around its namesake pond and extends north to Wishingwell Park, bounded by Columbus Drive, Freshwater Road, Empire Avenue, Cashin Avenue, and Blackmarsh Road. The neighbourhood is divided between residential areas to the south-east and north, and by a concentration of commercial and industrial development along Empire Avenue and Blackmarsh Road. Mundy Pond features several schools, a commercial centre along Ropewalk Lane, and a variety of recreation facilities, parks, and trails. Its most defining feature is its strong collection of community amenities including the H.G.R. Mews Community Centre, Wishingwell Park's ball diamonds and soccer fields, and the St. John's Community Market. An amenity-rich and well-used neighbourhood, Mundy Pond serves as an important services and recreation destination for local residents and the broader St. John's community.

1.4. Vision and Objectives

The vision and objectives provide the overall framework for this Plan. All policies, strategies, and actions of the Plan implement the vision and objectives.

Vision

Central and Mundy Pond are two distinct neighbourhoods that sit on a transition point between Downtown and the west end of St. John's.

Together these neighbourhoods are home to a diverse mix of residents who will continue to foster and enjoy the strong sense of community, access to recreation facilities, services, and amenities that make Central and Mundy Pond great places to call home. As key hubs of new residential and commercial development emerge over the coming years, the unique character of each neighbourhood will be further improved by increasing housing choice and investments in active transportation infrastructure, parks, trails, and other services that will positively contribute to the well-being of all residents.

Objectives

The following objectives guide the future growth and development of the Central and Mundy Pond neighbourhoods:

1. **An Emerging Neighbourhood Centre:** The Neighbourhood Plan will help guide growth in a coordinated manner as the LeMarchant Road corridor continues to grow with investment in new housing, healthcare, and commercial uses, fostering a new neighbourhood centre for Central and Mundy Pond over time.
2. **Better Connections to Amenities:** The Neighbourhood Plan will identify and provide guidance on improving existing gaps in the mobility network to better connect residents to the many amenities in Central and Mundy Pond, whether by walking, cycling, transit, or other modes of transportation.
3. **More Housing Choice:** The Neighbourhood Plan will identify key areas for new forms of housing that are close to existing and future amenity-rich areas, improving housing choice for all.
4. **Targeted Investment in Parks:** The Neighbourhood Plan will provide direction on how future investment in parks should align with anticipated growth and change in Central and Mundy Pond, ensuring parks infrastructure responds to evolving needs.
5. **Retain and Support Key Employment Areas:** The Neighbourhood Plan will support the retention of key employment areas and mixed-use buildings throughout Central and Mundy Pond, helping to maintain a range of economic opportunities close to existing and future housing.

Central and Mundy Pond Neighbourhood Strategy

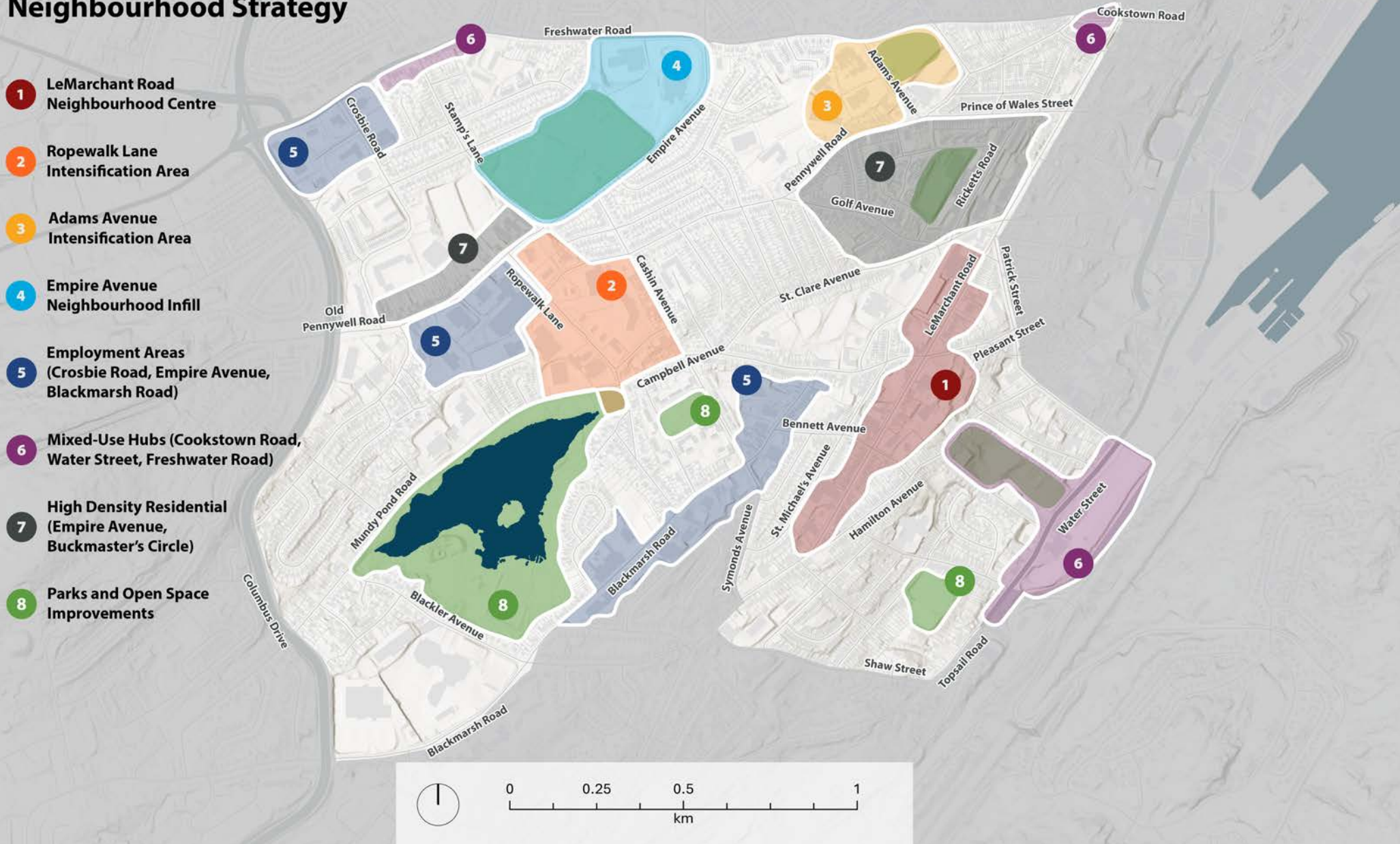


Figure 2. Overall neighbourhood strategy for Central and Mundy Pond

1.5. Neighbourhood Strategy

There are eight strategies that outline how the neighbourhood will accommodate growth and achieve the overall vision and objectives of the Neighbourhood Plan (shown in Figure 2).

1. **LeMarchant Road Neighbourhood Centre**

Define a neighbourhood centre that supports a mix of commercial, service, and community-oriented uses while enabling residential development around this core. Support this neighbourhood centre by allowing higher intensity mixed-use development along LeMarchant Road to help the ongoing commercial renewal throughout Central.

2. **Ropewalk Lane Intensification Area**

Support expanded mixed-use opportunities along Ropewalk Lane and invest in the public realm, recognizing and leveraging its strategic location between Wishingwell Park and Mundy Pond.

3. **Adams Avenue Intensification Areas**

Positively guide the ongoing evolution of this corner of Central into a more complete community with a range of housing choices, access to parks and open space, and local commercial opportunities.

4. **Empire Avenue Neighbourhood Infill**

In conjunction with Wishingwell Park and the St. John's Community Market, recognize the potential of this brownfield redevelopment site to further serve a range of community needs in the future, from commercial to recreational to institutional uses.

5. **Employment Areas**

Blackmarsh Road, Crosbie Road, and Empire Avenue contain a dynamic mix of legacy commercial and industrial businesses as well as residential, institutional, and vacant land. Further redevelopment and growth of businesses in these areas is encouraged while managing the interface between residential, industrial, and commercial uses.

6. **Mixed-Use Hubs**

Enhance three mixed-use areas; the Cookstown Road commercial cluster as a key gateway between Central and Downtown, the ongoing emergence of Freshwater Road as a future mixed-use corridor, and continued commercial development along Water Street West that recognizes this street's history connection and proximity to Downtown.

7. **High Density Residential**

Recognize and enable higher-density residential in key areas throughout the neighbourhoods, including along Empire Avenue, Buckmaster's Circle, and Newfoundland and Labrador Housing Corporation (NLHC) lands, in order to provide new housing forms in close proximity to established amenity areas.

8. **Parks and Open Space Improvements**

Through further engagement with the community, conduct improvements to parks throughout the neighbourhood to increase year-round use and accessibility.

Chapter 2

General Policies

The general policies set out the high-level direction across the neighbourhoods for land use, mobility, and parks, open spaces, and recreation.



2.1. Land Use

Land use policies shape how neighbourhoods can grow and change in the future.

These policies consider the established local context, emerging market demand, servicing constraints, and required City infrastructure investments to create a vision for how Central and Mundy Pond should evolve over the coming years. This policy section provides guidance for the overall community to respond to neighbourhood growth and change.



Current Context and Intent

Central and Mundy Pond reflect the gradual transition of St. John's from its dense, historic urban core near Downtown to the more suburban residential neighbourhoods of the City's west end. This transition is visible in the land use patterns of both neighbourhoods, with higher-density and mixed-use development concentrated closer to Downtown and lower-density residential development prevailing further west.

Key corridors such as LeMarchant Road and Water Street define the location of most commercial, institutional, and mixed-use development, while nodes such as Ropewalk Lane, Empire Avenue, and the Blackmarsh Road and Columbus Drive intersection anchor the neighbourhoods' industrial and large-scale commercial uses. Recent development activity along LeMarchant Road emphasizes its role as a still-emerging hub of mixed-use intensification.

Existing employment areas are an important feature of both neighbourhoods, providing jobs and amenities close to residents in the neighbourhoods, Downtown, and accessible to most St. John's residents. The heritage character of Central's oldest streetscapes requires that growth and change be accommodated sensitively and in keeping with the historic context of the area.

While the intent of this Neighbourhood Plan is to increase density in appropriate areas, infrastructure constraints may exist. Individual sites will be evaluated at the time of application to determine if infrastructure updates are required.

These general land use policies address the current context of both neighbourhoods while expanding opportunities to support changing housing and community needs. Specific guidance for each Strategy Area is provided in Section 3.

Policies

1. Prioritize highest-density developments in the LeMarchant Road Neighbourhood Centre, Intensification Areas, and along LeMarchant Road, Freshwater Road, and Ropewalk Lane.
2. Create a transition in height and density from the LeMarchant Road Neighbourhood Centre and Intensification Areas, in accordance with the Development Regulations.
3. Respect existing community character by considering sensitive transitions to lower-density areas.
4. Enable the continued operation of existing businesses and establishment of new commercial uses, where appropriate.
5. Enable small-scale neighbourhood commercial uses (i.e. cafes, bakeries, corner stores) throughout the Central and Mundy Pond Neighbourhoods, where appropriate.
6. Encourage home occupations and child care services along local and collector roads to provide employment and services internal to the neighbourhood, within walking distance of residents.
7. Support non-profit organizations in developing and revitalizing affordable housing in the neighbourhood.
8. Encourage lot consolidation to support comprehensive redevelopment.
9. Ensure new development contributes to road-crossing improvements at nearby major intersections.

10. Consider reduced off-street parking requirements when development is located near active transportation infrastructure and transit options.
11. Ensure new development incorporates considerations for transit infrastructure when located on bus routes.

Heritage

12. Identify and designate Heritage Buildings through the Heritage By-Law that represent a cross-section of all periods and styles in Central and Mundy Pond's historic and cultural evolution.
13. Maintain and periodically review the existing Heritage Areas, recognizing Central's unique context as one of the largest intact collections of buildings that survived the Great Fire of 1892.
14. Ensure redevelopment, new development, and City-initiated projects continue to recognize historic areas in the Central and Mundy Pond neighbourhood through but not limited to plaques, storyboards, and public art. Areas, people and events worthy of special recognition include, but are not limited to:
 - a. Location of O'Brien's stable on Freshwater Road where the Great Fire of 1892 ignited;
 - b. LeMarchant Road enclave of Mid-Century Modernist Structures;

- c. Alcock-Brown Transatlantic Flight National Historic Event;
- d. The Ayre family and the Ayre Athletic Grounds;
- e. Location of the original CJON-TV (now NTV) studio in Buckmaster's Circle;
- f. Ropewalk Lane and the significance of the manufacturing sector; and
- g. Newfoundland Railway Station's impacts on the Central neighbourhood.

2.2. Mobility

Mobility describes the different ways people move around their neighbourhood and the broader city.

Providing multiple transportation options helps to meet everyone's needs and connects residents to the locations they need to reach as part of daily life.



Current Context

The Central and Mundy Pond neighbourhoods provide various transportation options, including walking, cycling, transit, and driving. Major roadways that connect residents throughout the City bound the neighbourhoods and include Columbus Drive, Blackmarsh Road, Freshwater Road, and Water Street. Internal roads such as LeMarchant Road serve as primary backbones connecting residents to healthcare services, Downtown, and beyond. As a more recently developed area of the City, Mundy Pond has a more structured road hierarchy, while Central's network follows the hilly terrain toward Downtown and reflects a largely pre-automobile era of road development. Most streets have sidewalks on both sides to support pedestrians.

Both neighbourhoods benefit from active transportation infrastructure, including a recently completed shared-use path that connects the St. John's Community Market through Wishingwell Park to Columbus Drive, linking to the Kelly's Brook Trail eastward. Existing bike lanes on Mundy Pond Road enhance cycling options, and proposed shared-use paths will further improve connectivity to key commercial areas in the neighbourhoods and to Downtown.

Central and Mundy Pond also have strong transit access, with peak weekday service every 15 minutes connecting residents to the Avalon Mall and Village Shopping Centre. Notably, as of 2024 one in four residents commute by means other than a personal vehicle, a rate significantly higher than the city average. This highlights the need for continued investment in transit and active transportation infrastructure in these neighbourhoods.

Intent

These neighbourhoods include a range of mobility options, and recent investments have been made in shared-use paths. However, gaps still exist for pedestrian and cyclist travel within the communities, including connections from Wishingwell Park to Mundy Pond, and Ropewalk Lane and the H.G.R. Mews Community Centre to the LeMarchant Road Neighbourhood Centre and onwards to Downtown.

The Mobility Concept, shown in Figure 3 on the following page, and general mobility policies highlight several opportunities to further improve the transportation network to make them more efficient and accessible for all modes as the neighbourhood grows.

Central and Mundy Pond Mobility Concept

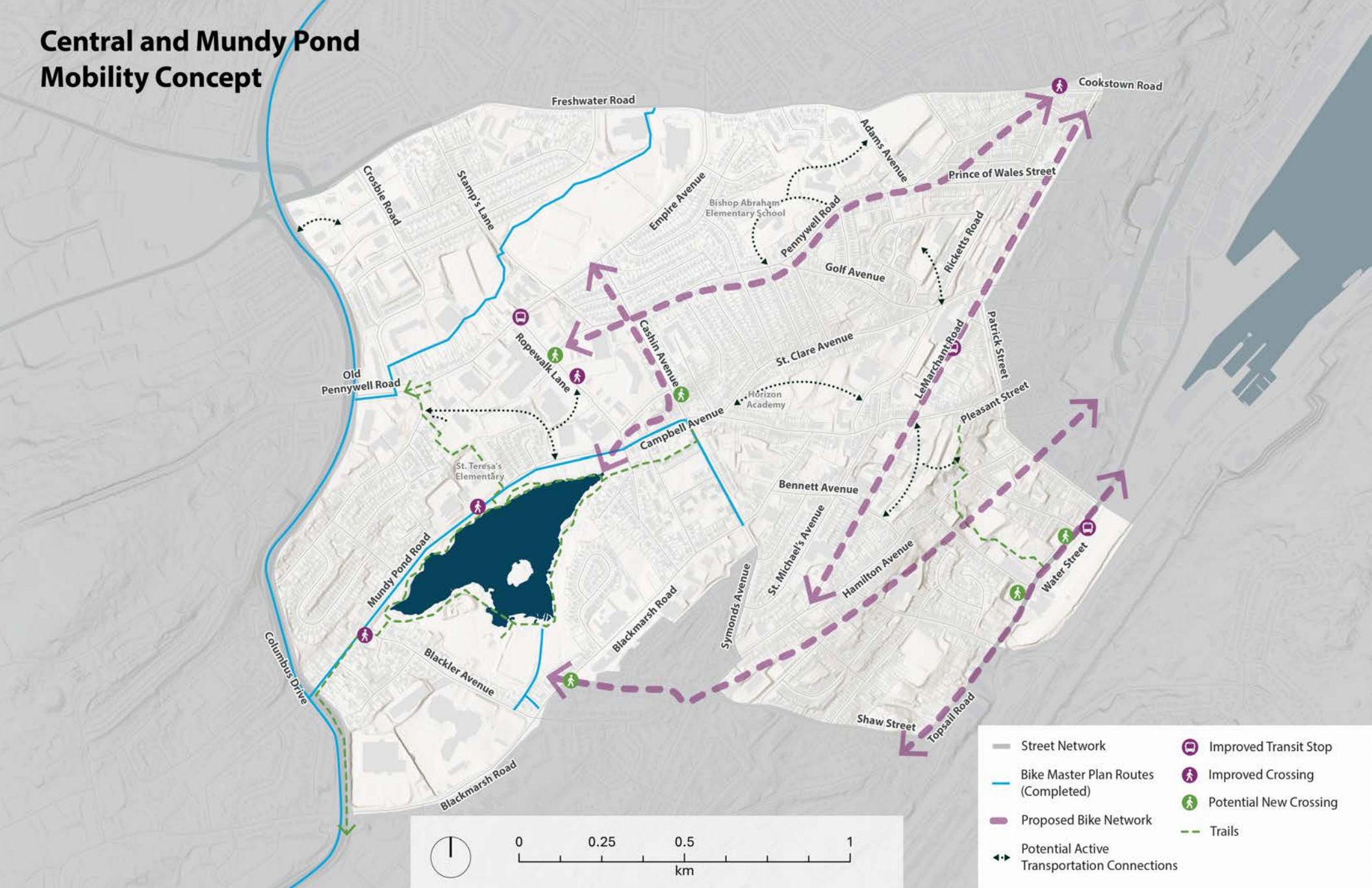


Figure 3. Mobility Concept for Central and Mundy Pond

Policies

1. Continue to develop the on-street cycling network in accordance with the Bike St. John's Master Plan to support walking and wheeling connectivity throughout the neighbourhood and surrounding areas.
2. Establish a shared-use path along Cashin Avenue to better connect Wishingwell Park to Ropewalk Lane's services, Mundy Pond, and the H.G.R. Mews Community Centre.
3. Evaluate the addition of a new active transportation route from Ropewalk Lane to LeMarchant Road along Pennywell Road.
4. Analyze options for alternative active transportation routes to the proposed Hamilton Avenue alignment due to right-of-way and steep grade constraints, while maintaining a connection to Downtown.
5. Require future development along roads with shared-use paths to consolidate access points, where appropriate, reducing vehicle crossings of the shared-use path.
6. Encourage the provision of secure bike parking, such as lockers or bike cages, in new development and redevelopments adjacent to the identified cycling network.
7. Implement traffic calming and crosswalk upgrades near schools.
8. Install wayfinding and signage along key trails and routes in the neighbourhood to identify active transportation connections.
9. Seek opportunities to incorporate accessibility into street and intersection upgrades such as:
 - a. Tactile paving;
 - b. Auditory signals;
 - c. Curb ramps;
 - d. Lighting; and
 - e. Seating.
10. Seek opportunities to incorporate potential active transportation connections as part of new development and redevelopment, and improve overall pedestrian circulation.
11. Work with Metrobus to integrate transit stops as part of street and active transportation upgrades, as well as development approvals, to ensure transit stops are close to existing or new pedestrian crossings.
12. Work with Metrobus to winterize transit stops and bus shelters throughout Central and Mundy Pond to support better year-round transit ridership.

2.3. Parks and Open Space

The parks and open space network of Central and Mundy Pond is well used and valued for recreation, everyday activities, and informal gathering.

Access to nature is an important part of living in this more urban setting, offering residents an opportunity to recharge and feel connected to their community. At the same time, there is a need to ensure parks and open spaces meet the needs of the neighbourhoods, with particular focus on emerging centres of growth and density. The following section outlines opportunities to strengthen the existing parks and recreation network and broaden what it offers.



Current Context

The Central and Mundy Pond neighbourhoods feature several significant parks and recreation amenities such as Ayre Athletic Grounds, Municipal Parks (Victoria Park, Mundy Pond Park), Community Parks (Wishingwell Park, Brother Egan Park), and Neighbourhood Parks (Cashin Avenue/Vimy/Froude Park, Buckmaster's Circle Rotary Park, Erley Street Playground, McKay Street Playground). These spaces are well-programmed and offer opportunities for recreation, particularly organized sports.

While maintaining these active recreation opportunities is important, there is also a clear need to improve access by strengthening connectivity to local parks and passive green spaces. As the community grows, evolving demographics and preferences will further emphasize the importance of diverse, mixed-use parks and recreation spaces.

Intent

This section establishes policies that define the requirements for parks and recreation upgrades. These policies provide direction for improvements to accessibility, functionality, and long-term usability, while remaining responsive to the needs of residents.

Central and Mundy Pond Parks and Open Spaces

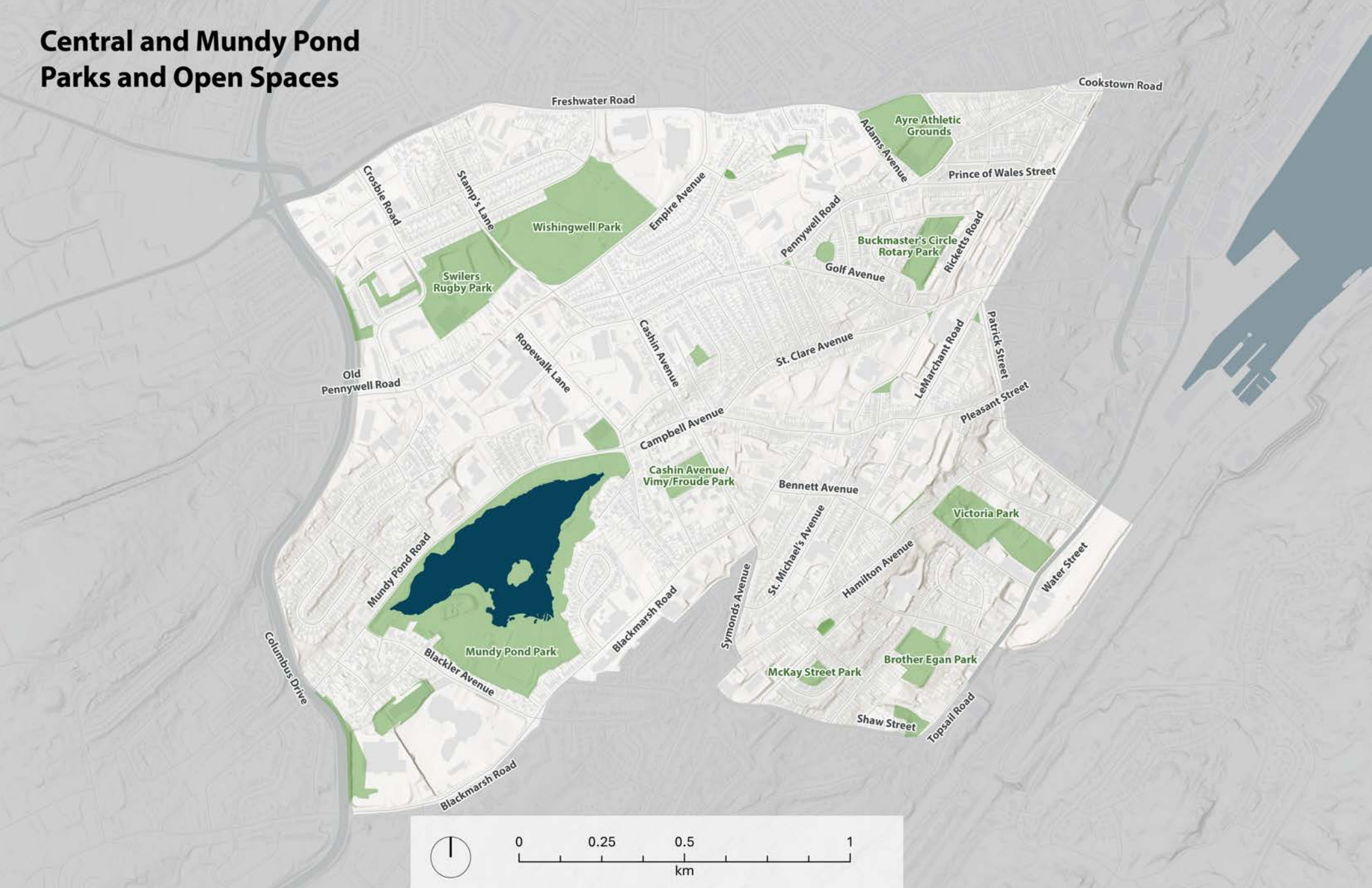


Figure 4. Parks and Open Spaces in Central and Mundy Pond

Policies

Community Engagement

1. Engage community in park renewal, planning, design, and stewardship through outreach and collaborative design processes.
2. Collaborate with the urban Indigenous community to identify ways to respectfully incorporate Indigenous culture, art, and knowledge in park spaces, such as healing gardens or traditional plantings.

Connectivity

3. Explore opportunities to improve active transportation connections between existing parks in Central and Mundy Pond.
4. Explore opportunities to create small public spaces along active transportation routes with amenities such as seating, public art, landscaping, and flexible spaces that can be programmed.



Figure 5. Example of a heart garden at Government House

Design

5. Apply Crime Prevention Through Environmental Design (CPTED) principles in all parks planning and design.
6. Design parks to support year-round use, including winter programming opportunities, where appropriate.
7. Ensure a balance of programmed and unprogrammed spaces to support passive activities such as picnicking or informal play.
8. Consider alternative park programming that meets emerging neighbourhood needs when redeveloping parks.
9. Provide amenities such as picnic tables and benches that support community use, and identify additional amenities through community engagement.
10. Integrate public art into the design of parks and other public spaces to enhance community identity and user experience.
11. Maintain and improve existing sports fields and facilities.
12. Investigate opportunities to upgrade access points and existing worn footpaths, where appropriate, to be accessible, well-defined, and better connected to surrounding amenities.
13. Explore alternative uses for tot lots at the end of their lifecycle, such as community gardens or other new park amenities.

Landscaping

14. Use landscaping that is appropriate and resilient to the local setting, microclimate, and the anticipated impacts of climate change.
15. Consider opportunities to expand the urban tree canopy throughout the park network to improve biodiversity, shade, and climate resilience.
16. Encourage the use of alternatives to mowed grass that enhance biodiversity, including the use of naturalized areas with native trees, shrubs, and perennial plantings.
17. Support the use of ecological landscaping and plantings when improving naturalized areas in parks.

Chapter 3

Strategy Areas

Central and Mundy Pond are two distinct neighbourhoods with unique hubs of activity and mixes of uses found throughout.

Several of these locations warrant special consideration as part of this Neighbourhood Plan to ensure that their specific characteristics and contexts are recognized and appropriately planned for the future.



Strategy Areas

There are seven Strategy Areas identified in the Central and Mundy Pond Neighbourhood Plan. These Strategy Areas are:

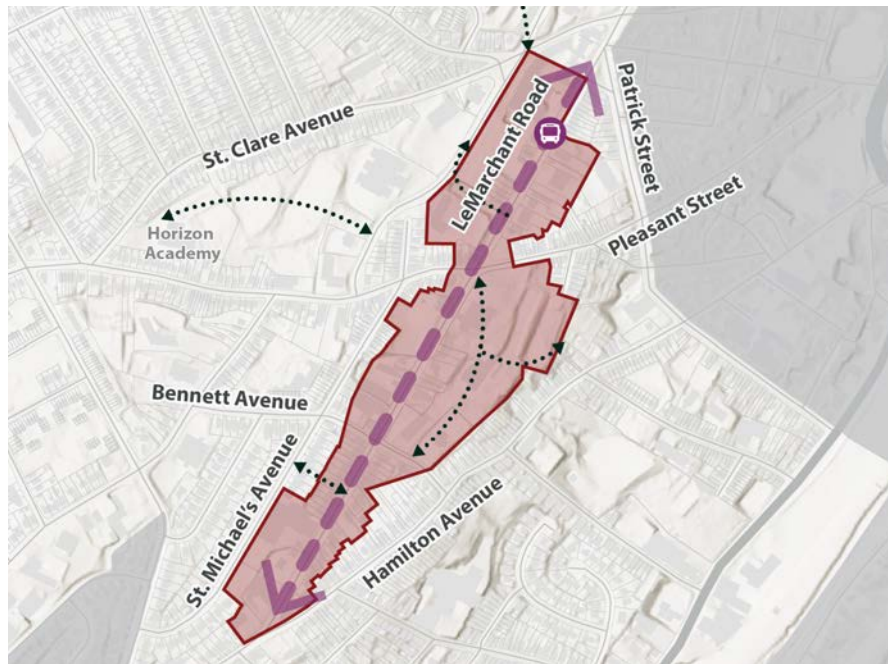
1. LeMarchant Road Neighbourhood Centre
2. Ropewalk Lane Intensification Area
3. Adams Avenue Intensification Area
4. Empire Avenue Neighbourhood Infill
5. Employment Areas (Crosbie Road, Empire Avenue, Blackmarsh Road)
6. Mixed-Use Hubs (Cookstown Road, Water Street, Freshwater Road)
7. High Density Residential (Empire Avenue, Buckmaster's Circle, NLHC Lands)
8. Parks and Open Space Improvements

The following sections set out specific planning guidance for these Strategy Areas, including land use, mobility, and parks and recreation policies. The overall intent of this section is to focus development in targeted locations, protect and enable the continued operation of key mixed-use and industrial/commercial areas, and preserve important character areas into the future.



3.1. LeMarchant Road Neighbourhood Centre

Figure 6. LeMarchant Road Neighbourhood Centre



- Strategy Area
- Street Network
- Proposed Bike Network
- 🚌 Improved Transit Stop
- ... Potential Active Transportation Connections

Intent

LeMarchant Road is intended to be a high density mixed-use hub for all of Central and Mundy Pond. The Neighbourhood Centre is concentrated on the existing cluster of healthcare, healthcare-related businesses, commercial businesses, and higher-density residential. This centre is an emerging heart of the community that is projected to continue growing. With multiple development applications underway and several key redevelopment sites located within the Neighbourhood Centre, including the former Grace General Hospital, there is significant opportunity for this area to evolve into a complete community where residents can meet all their daily needs.

On the western end of the Neighbourhood Centre, a cluster of emerging local businesses has already added new energy to the neighbourhood. It will continue to support greater commercial and residential redevelopment and act as a gateway that supports and contributes to the overall vibrancy of LeMarchant Road.

LeMarchant Road is identified in the Bike St. John's Master Plan as a future bike route. The City intends to redesign LeMarchant Road and / or surrounding areas to incorporate a shared-use path, contingent on the outcomes of resident engagement and detailed design work.

Figure 7 on the following page demonstrates a conceptual future for LeMarchant Road if the policies outlined below are successfully implemented.



Figure 7. This diagram shows a hypothetical long-term build-out of LeMarchant Road as viewed from the intersection of LeMarchant Road and Hamilton Avenue, facing east.



Figure 8. A 2026 street view of the same perspective on LeMarchant Road.

Policies

Uses and Built Form

1. Enable high density mixed-use residential, commercial, office, and institutional development, in accordance with the Development Regulations.
2. Enable greatest building height and highest residential densities on the north side of LeMarchant Road.
3. Require a commercial or institutional use at street level within non-residential zones on LeMarchant Road to encourage a vibrant pedestrian experience.
4. Consider allowing high density residential development on properties adjacent to LeMarchant Road through the rezoning process.
5. Encourage the development of a grocery store in the neighbourhood.

Mobility

6. Complete a Corridor Study to evaluate ways to create a complete street along LeMarchant Road.
 - a. Following completion of the Corridor Study, ensure new development on LeMarchant Road is designed with consideration of the future right of way.

7. Ensure street improvements on LeMarchant Road incorporates street trees, where feasible, that contribute to the long-term viability of the street's tree canopy.
8. Where it is not possible to incorporate street trees within the public right-of-way on LeMarchant Road, work with adjacent landowners to encourage the planting of trees and landscaping on private property.
9. Investigate opportunities to integrate soil cells and landscaping into future mobility improvements along LeMarchant Road where feasible.
10. Advocate for active transportation connections through provincially owned properties to increase walking and wheeling circulation in the Neighbourhood Centre.
11. Formalize informal pathways and improve transportation connectivity within the LeMarchant Road Neighbourhood Centre and adjacent lands.
12. Require new development to concentrate vehicle parking at the side or rear of the building.
13. Require smaller building setbacks to activate the streetwall, in accordance with the Development Regulations.
14. Encourage all redevelopment to provide smaller-scale commercial spaces at street-level.
15. Encourage lot consolidation to enable more efficient development forms.

Provincial Institutional Sites

16. Support the continued presence of a health care facility in this Neighbourhood Centre to ensure the medical needs of the surrounding area are met.
17. Work collaboratively with the Province to align future institutional redevelopment with the policies of this Plan.

Heritage

18. Prepare a heritage evaluation of LeMarchant Road, with particular focus on its historic mid-century modern and art deco development from the 1930s through 1950s, and consider opportunities to implement the findings of the study.

Neighbourhood Infill Zones

19. -Enable high density mixed-use residential, commercial, office, and institutional development through a Neighbourhood Infill (NI) zone.
20. Any building adjacent to and oriented toward LeMarchant Road shall have a non-residential use on the ground level with access to the street.
21. The site layout for any redevelopment or new development in a Neighbourhood Infill (NI) Zone shall be at the discretion of Council. .

22. The City may require additional information, such as building elevations, a wind study, a shadow study, or landscape plan to evaluate the proposal.
23. Require active commercial façades on the ground floor of commercial or mixed-use buildings along public streets to create a vibrant pedestrian experience. Active commercial façades should include, but are not limited to:
 - a. Frequent entrances and windows that maximize views to and from the street or drive aisle;
 - b. Setbacks from the street or drive aisle to accommodate an extension of the use outside of the building, such as patios and display areas;
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing a street or drive aisle; and
 - d. d. Material differentiation to accentuate the building's different uses.
24. Require standalone apartment buildings to:
 - a. Be oriented to the street or drive aisle;
 - b. Provide ground-floor entrances or patios to create a connection to the street or drive aisle; and
 - c. Provide well-articulated façades for façades along street or internal drive aisles. Blank façades will not be permitted.

25. Where a building faces both a street and a drive aisle, the building shall be oriented to have main entrances facing the street unless otherwise approved by Council.
26. Consider all modes of transportation for internal site circulation.
27. Include connections to public streets, trails, bike routes, buildings, and parking areas, and support active transportation connections through sites.
28. New developments and redevelopments must provide pedestrian-scaled lighting, frequent seating areas, and durable compact pathway surfaces, as may be acceptable to the City.

3.2. Ropewalk Lane Intensification Area

Figure 9. Ropewalk Lane Intensification Area



- | | |
|---|---|
|  Strategy Area |  Improved Transit Stop |
|  Street Network |  Potential New Crossing |
|  Proposed Bike Network |  Improved Crossing |
|  Bike Master Plan Routes (Completed) |  Potential Active Transportation Connections |

Intent

Ropewalk Lane is a historically automobile-oriented area of Mundy Pond, with many large-scale commercial uses that serve the needs of the greater community. With these uses come high volumes of traffic, including heavy trucks, creating unique mobility challenges as this area grows and changes.

Ropewalk Lane is identified as an Intensification Area in the Envision St. John's Municipal Plan section 6.2 and Map P-3, making it a primary location for growth and higher intensity development. While identified as an Intensification Area, future redevelopment of the site will need to blend the existing, established car-centric pattern of development with sensitive and intentional mixing of uses and increased residential density while avoiding unnecessary conflict between residential and commercial uses.

The intent of recognizing Ropewalk as a Strategy Area is to make unique considerations for how infill and intensification contributes to an improved pedestrian and residential experience while continuing to support established regional commercial uses.

Figure 10 on the following page demonstrates a conceptual long-term vision for how Ropewalk could evolve.



Figure 10. This diagram shows an aerial view facing south of how Ropewalk Lane could hypothetically develop over the long-term.



Figure 11. A 2026 aerial view of Ropewalk Lane Mall, showing the existing buildings and parking lots (Google Earth).

Policies

Uses and Built Form

1. Enable high density mixed-use residential, commercial, office, and institutional development through a Neighbourhood Infill (NI) zone.
2. Any building adjacent to and oriented toward Ropewalk Lane shall have a non-residential use on the ground level with access to the street.
3. Require Council approval of site layout for any redevelopment or new development in the Ropewalk Lane Intensification Area.
 - a. Where new residential development is proposed adjacent to existing industrial uses, impacts of conflicting uses must be assessed and recommendations for mitigation measure must be implemented.
4. The City may require additional information, such as building elevations, a wind study, a shadow study, or landscape plan to evaluate the proposal.
5. Encourage redevelopment along Ropewalk Lane to occur in a phased manner that transitions the area to a more mixed-use environment over time while continuing to protect the long-term function of established regional commercial uses.
6. Allow for properties adjacent to the Ropewalk Lane Intensification Area to be incorporated into the Neighbourhood Infill (NI) zone when appropriate.
 - a. Remediation may be required for any brownfield redevelopment.
7. Require active commercial façades on the ground floor of commercial or mixed-use buildings along public streets and internal drive aisles to create a vibrant pedestrian experience. Active commercial façades should include, but are not limited to:
 - a. Frequent entrances and windows that maximize views to and from the street or drive aisle;
 - b. Setbacks from the street or drive aisle to accommodate an extension of the use outside of the building, such as patios and display areas;
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing a street or drive aisle; and
 - d. Material differentiation to accentuate the building's different uses.

8. Require standalone apartment buildings to:
 - a. Be oriented to the street or drive aisle;
 - b. Provide ground-floor entrances or patios to create a connection to the street or drive aisle; and
 - c. Provide well-articulated façades for façades along street or internal drive aisles. Blank façades will not be permitted.
9. Where a building faces both a street and a drive aisle, the building shall be oriented to have main entrances facing the street unless otherwise approved by Council.

Circulation

10. Consider all modes of transportation for internal site circulation.
11. Include connections to public streets, trails, bike routes, buildings, and parking areas, and support active transportation connections through sites.
12. Require loading entrances be located at the side or rear of buildings.
13. Require parking be located at the side or rear of buildings, away from the street or drive aisle, or within a parking garage.

Mobility

14. Investigate opportunities to enhance the active transportation experience along Ropewalk Lane by considering improvements such as:
 - a. Decreased vehicle lane widths;
 - b. Increased right of ways for active modes;
 - c. A landscaped buffer between the sidewalk and vehicle lanes; and
 - d. Increased landscaping and trees.
15. Work with Metrobus to improve transit stops and add amenities within the Ropewalk Lane Intensification Area, such as shelters, to improve year-round ridership.
16. Enhance the visibility of Mundy Pond Trail crossings through the provision of consistent signage and appropriate lighting.
17. Prioritize the improvements of pedestrian crosswalks across Ropewalk Lane and that connect Ropewalk Lane to Mundy Pond.
18. Formalize informal pathways and improve transportation connectivity within the Ropewalk Lane Intensification Area and adjacent lands.

19. Consider unique treatments of the Mundy Pond Road and Ropewalk Lane intersection, such as unique painted crosswalk or entrance features, that creates a visual connection between Ropewalk Lane and Mundy Pond.
20. Investigate formalizing a paved and separated shared-use path to the Mundy Pond Trail and adding lighting to trail access points.

Amenities

21. Require new developments and redevelopments to provide pedestrian-scaled lighting, frequent seating areas, and durable compact pathway surfaces.
22. Encourage developments facing Ropewalk Lane to contribute positively to the public realm by providing space for outdoor seating and patios oriented towards the street.
23. As areas along Ropewalk Lane redevelop, work with adjacent landowners to enhance the pedestrian experience along the road by encouraging the planting of trees and landscaping.
24. Develop a gateway feature near the Mundy Pond Road and Ropewalk Lane intersection and the Empire Avenue and Ropewalk Lane intersection to bookend the historic commercial corridor, foster a sense of arrival, community identity, and celebration of Ropewalk Lane's history.
25. Celebrate the history and evolution of Ropewalk Lane through research, promotion, and the installation of storyboards.

3.3. Adams Avenue Intensification Area

Figure 12. Adams Avenue Intensification Area



- Strategy Area
- Street Network
- Proposed Bike Network
- Potential Active Transportation Connections
- Parks and Open Spaces

Intent

Since the closure of the Booth Memorial High School, this Intensification Area has begun to see redevelopment. It is anticipated that the remaining undeveloped parcels within the Intensification Area will build out over the lifespan of this plan, and as such, policy is focused primarily on ensuring the remaining developments contribute positively to the ongoing evolution of this corner of Central into a more complete community with a range of housing choices, access to parks and open space, and local commercial opportunities.

Policies

Uses and Built Form

1. Enable high density mixed-use residential, commercial, office, and institutional development through a Neighbourhood Infill (NI) zone.
2. The site layout for any redevelopment or new development in the Adams Avenue Intensification Area shall be at the discretion of Council.
 - a. Where new residential development is proposed adjacent to existing industrial or commercial uses, impacts of conflicting uses must be assessed and recommendations for mitigation must be implemented.
3. The City may require additional information, such as building elevations, a wind study, a shadow study or landscape plan to evaluate the proposal.
4. Allow for properties adjacent to the Adams Avenue Intensification Area to be incorporated into the Neighbourhood Infill Zone when appropriate.
5. Active commercial façades should be encouraged on the ground floor of buildings along Freshwater Road and Adams Avenue. Active commercial facades should include, but are not limited to:
 - a. Frequent entrances and windows that maximize views to and from the street or drive aisle;
 - b. Setbacks from the street or drive aisle to accommodate an extension of the use outside of the building, such as patios and display areas; and
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing a street or drive aisle; and
 - d. Material differentiation to accentuate the building's different uses.
6. Standalone apartment buildings will be required to:
 - a. Be oriented to the street or drive aisle;
 - b. Provide ground-floor entrances or patios to create a connection to the street or drive aisle; and
 - c. Provide well articulated façades for façades along street or internal drive aisles. Blank façades will not be permitted.
7. Where a building faces both a street and a drive aisle, the building shall be oriented to have main entrances facing the street unless otherwise approved by Council.

Circulation

8. Circulation of the site shall consider all modes of transportation and include connections to public streets, trails, bike routes, buildings, and parking areas, and support active transportation connections through sites.
9. Loading entrances will be located at the side or rear of buildings.

Mobility

10. Formalize informal pathways and improve transportation connectivity within the Adams Avenue Intensification Area and adjacent lands.

Amenities

11. Require new developments and redevelopments to provide pedestrian-scaled lighting, frequent seating areas, and durable compact pathway surfaces.

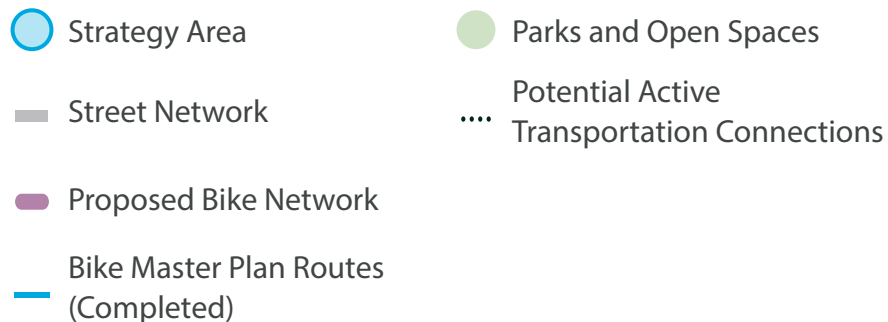
Parks and Open Spaces

Ayre Athletic Grounds

12. Engage local sports organizations to identify remaining needs and priorities within the park that could improve their athletic function and community benefit.
13. Provide gate openings on along Freshwater Road and Linscott Street to improve site accessibility for nearby residents.

3.4. Empire Avenue Neighbourhood Infill Area

Figure 13. Empire Avenue Neighbourhood Infill Area



Intent

With the upcoming relocation of the Canada Revenue Agency's St. John's office, the existing site's future is in flux. Owned by the federal government, this large site represents a significant opportunity for future evolution into an integral part of the community above and beyond its current office role. While site constraints such as its history as part of the municipal landfill may limit what is possible in terms of redevelopment, the site's future role should be viewed in the broader context of the civic uses surrounding it.

With the St. John's Community Market, Wishingwell Park, and a short commute by shared-use path to Memorial University all nearby, this site has an advantageous location that could be re-imagined for many types of community-oriented uses.

Policies

Uses and Built Form

1. Enable high density mixed-use residential, commercial, office, and institutional development through a Neighbourhood Infill (NI) Zone.
2. The site layout for any redevelopment or new development in the Neighbourhood Infill (NI) Zone shall be at the discretion of Council.
3. The City may require additional information, such as building elevations, a wind study, a shadow study or landscape plan to evaluate the proposal.
4. Allow for properties adjacent to the Empire Avenue Neighbourhood Infill Area to be incorporated into the Neighbourhood Infill Zone when appropriate.
5. Advocate to the provincial government for a library within the Empire Avenue Neighbourhood Infill Area.
6. Should land within the Empire Avenue Neighbourhood Infill Area become available, redevelop a portion of grounds into a multi-use field that could include a cricket field.

Mobility

7. Encourage future redevelopment to strengthen the connections between properties in the Empire Avenue Neighbourhood Infill Area and the shared-use path.
8. Require future redevelopment to improve active transportation access from Freshwater Road and Empire Avenue into and through the site.
9. Support opportunities to improve internal circulation and shared parking. Circulation of the site shall consider all modes of transportation and include connections to public streets, trails, bike routes, buildings, and parking areas, and support active transportation connections through sites.
10. Ensure new development and redevelopment incorporates transit infrastructure and pedestrian access to nearby bus stops.

Public Realm

11. Require outdoor public space, gathering areas, or recreational amenities as part of future redevelopment.
12. New developments and redevelopments must provide pedestrian-scaled lighting, frequent seating areas, and durable compact pathway surfaces, as may be acceptable to the City.
13. Incorporate Indigenous public art, plants, and placemaking design into future public spaces where appropriate.

Canada Revenue Agency Tax Centre Site

14. Recognize that any redevelopment of the Canada Revenue Agency Tax Centre site at 290 Empire Avenue will be subject to further assessments, and environmental remediation may be required, potentially limiting future site uses.
15. Encourage future redevelopment of this site to front Freshwater Road and Empire Avenue, concentrating parking behind development.

Parks and Open Spaces

Wishingwell Park

16. Connect active transportation routes from Empire Avenue into the park to provide safe, direct access, avoiding the need to cross parking areas.
17. Explore options to pave and organize parking areas to improve circulation, and overall user experience.

3.5. Employment Areas

Intent

Three main commercial and industrial areas exist in Central and Mundy Pond, concentrated around Empire Avenue and Ropewalk Lane, Freshwater Road and Crosbie Road, and Blackmarsh Road. These areas provide a range of employment opportunities close to existing housing. As these areas continue to age, property management companies and owners will need to evaluate costs and benefits of comprehensive site redevelopment versus moving their operations elsewhere. As important job creators and contributors to the St. John's economy, these businesses should be supported and retained in these neighbourhoods. As such, it is the intent of this section to set policies that allow these sites to continue operating and expand as commercial and industrial sites into the future.

Of these areas, Blackmarsh Road is unique in that it contains longstanding commercial and industrial businesses, including the Purity Factory and a mix of uses, such as residential, institutional, cemeteries, and vacant land. This Plan will help enable further redevelopment along this stretch so that existing businesses can continue to succeed and grow into the future. At the same time, policies in this section seek to manage the interface between residential uses and industrial and commercial operations so that conflict between the two is minimized.

Figure 14. Employment Areas

Crosbie Road



- Strategy Area
- Street Network
- Proposed Bike Network

Empire Avenue



- 🚌 Improved Transit Stop
- 🚶 Potential New Crossing
- Trails

Blackmarsh Road



- ... Potential Active Transportation Connections
- Bike Master Plan Routes (Completed)

Policies

Uses

1. Employment Areas shall enable commercial, office, and light industrial uses, in accordance with the Development Regulations, to provide services and employment opportunities.
2. Commercial uses shall be located at street level to retain employment general uses, in accordance with the Development Regulations.
3. Residential uses shall be limited to areas permitted within the Development Regulations and located above commercial or office uses. Residential uses will not be permitted at street level.
4. Support the continued operation and private sector reinvestment into existing commercial and industrial businesses in these areas.
5. Support the long-term viability and adaptability of commercial and industrial sites and when required, consider amendments to the Development Regulations that allow the businesses to grow and adapt over time.

Redevelopment

6. Encourage comprehensive site redevelopment to consider circulation, building access, and building location on the site to improve site functionality.

7. Support site redevelopment that allows businesses to intensify, consolidate, and expand their operations in accordance with the Development Regulations.
8. Encourage lot consolidation where needed to support more functional redevelopment.

Compatibility

9. Support development that minimizes conflict between light industrial or commercial and residential properties. Restrict heavy industrial or outdoor industrial uses adjacent to residential properties.

Mobility

10. Encourage consolidation of driveways and site access points as part of redevelopment.
11. Require new development and redevelopment to locate site access points away from neighbouring residential uses, where possible.
12. Require redevelopment to preserve active transportation connections through sites and improve connections to buildings via sidewalks, shared-use paths, or the Mundy Pond trail network where possible.



Figure 15. The Purity Factory on Blackmarsh Road.

3.6. Mixed-Use Hubs

Intent

The Central neighbourhood contains two historic mixed-use hubs, one in the Cookstown Road area and the other on the western end of Water Street. Both located on the edges of Downtown, these hubs are historic examples of mixed-use clusters of businesses that provide local commercial amenities with residential uses above and are vibrant parts of the neighbourhood. The intent of this section is to ensure that future development in these areas complements and further contributes to the character and economic vitality of these hubs.

In the Mundy Pond neighbourhood, Freshwater Road transitions from an office employment area, to commercial and then to residential. It is the intent of this Plan to encourage the gradual change of existing buildings along Freshwater Road between Crosbie Road and Elizabeth Avenue, into more complete, mixed-use developments that provide additional housing choice alongside local businesses.

Policies

Uses and Built Form

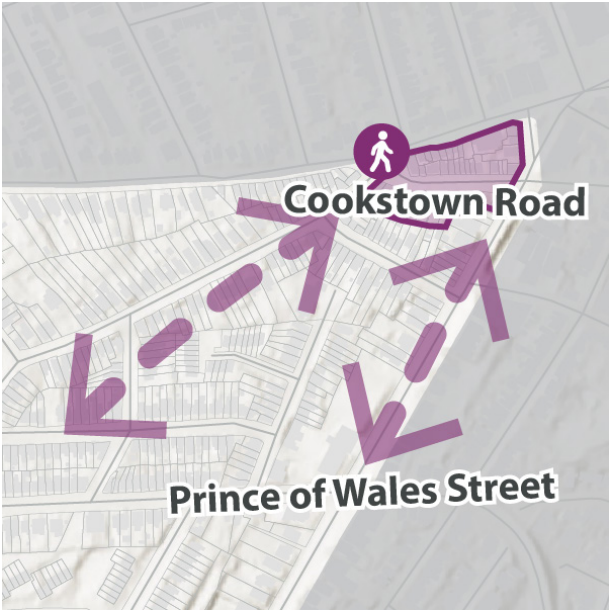
1. Enable medium-density mixed-uses and building forms that respect the established height, setbacks, and mixed-use character of existing development.
2. Support the continued operation and expansion of existing businesses.
3. New buildings shall be oriented to the street and on-site parking, where required, shall be located in the rear or side yard.

Water Street & Cookstown Road

4. Require a commercial use at street level on Water Street to encourage a vibrant pedestrian experience.
5. Encourage future development or redevelopment on the south side of Water Street, where permitted, to reflect the mixed-use character of Water Street west of Downtown and have an active commercial façade where appropriate.
6. Encourage commercial uses at street level on the block bounded by Cookstown Road, Freshwater Road, LeMarchant Road, and Pennywell Road.

Figure 16. Mixed-Use Hubs

Cookstown Road



Freshwater Road



Water Street



- Strategy Area
- Street Network
- Proposed Bike Network
- Parks and Open Spaces

- Improved Transit Stop
- Potential New Crossing
- Improved Crossing

- Trails

Freshwater Road

7. Encourage lot consolidation along Freshwater Road to enable more efficient development forms.
8. Allow for properties adjacent to Freshwater Road to be incorporated into new development or redevelopment when appropriate.
9. Active commercial façades will be encouraged on the ground floor of buildings along Freshwater Road. Active commercial façades should include, but are not limited to:
 - a. Frequent entrances and windows that maximize views to and from the street;
 - b. Setbacks from the street to accommodate an extension of the use outside the building, such as patios and display areas;
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing the street; and
 - d. Material differentiation to accentuate the building's different uses.

Mobility

10. Loading entrances will be located at the side or rear of buildings.
11. Leverage redevelopment in these areas to improve active transportation connections, widen sidewalks, and improve access to transit stops, when appropriate.
12. Support the pedestrian environment with street improvements such as lighting, public art, wayfinding, and seating along key active transportation routes.
13. For redevelopment and new development, provide direct pedestrian connections to adjacent transit stops.

Public Realm

14. Consider allowing local businesses to provide parklets, patios, or outdoor seating areas adjacent to their frontages to enhance and activate the streetscape.

Parks and Open Spaces

Victoria Park

15. Review and update the 2016 Victoria Park Renewal Plan to assess remaining upgrades and update the Plan as needed to reflect current community priorities.
16. Conduct an Accessibility Audit to identify current accessibility challenges and opportunities to make the parks more accessible for people of all ages and abilities, with particular focus on areas that have not yet been revitalized.
17. Enhance wayfinding with clear signage from Angel Place and Sudbury Street.
18. Explore lighting options for the pathways to enhance visibility and extend usability.

3.7. High Density Residential

Intent

There are several areas throughout the Central and Mundy Pond neighbourhoods that are appropriate for increased density.

The Empire Avenue Residential Corridor is intended to be a higher-density residential area directly adjacent to Ropewalk Lane and the Swilers Rugby / Wishingwell Park recreation area. This approach reflects the existing density already supported at the Empire Avenue and Stamp's Lane intersection, supporting a measured increase in residential density close to existing commercial and recreational amenities.

Buckmaster's Circle is intended to be a medium to high residential area near amenities such as Buckmaster's Circle Rotary Park, walking trails and playgrounds, local commercial, and access to transit. Like Empire Avenue, policies will support a gradual increase in density over time.

Newfoundland and Labrador Housing Corporation (NLHC) has played a role as both an operator and public developer of several areas in these neighbourhoods. Properties they own in these neighbourhoods, specifically around Vimy Avenue, Froude Avenue, and Cashin Avenue Extension are expected to require investment over the lifespan of this Neighbourhood Plan. This section is intended to create an enabling policy framework that recognizes the need for flexibility for NLHC in delivering housing that matches community need.

Policies

Uses and Built Form

1. Enable medium and high density residential development to expand the diversity of housing options in the neighbourhood, in accordance with the Development Regulations.
2. Encourage building design that provides street-fronting units.
3. Encourage additional programming of existing greenspaces, such as seating and gathering spaces, to support greater use and passive surveillance.

Mobility

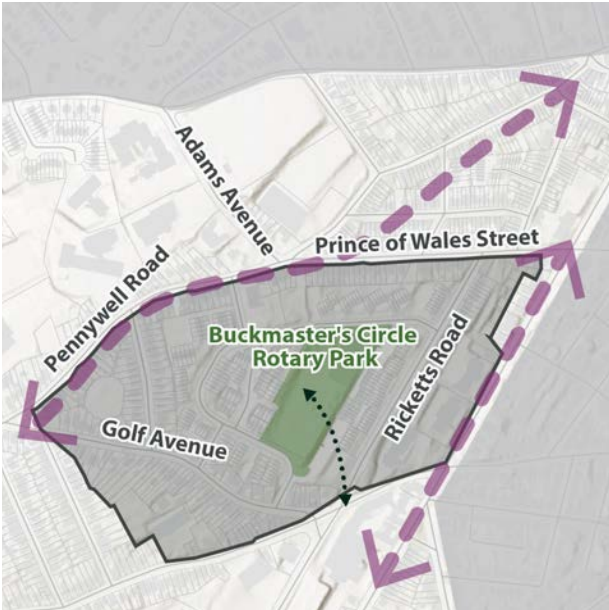
4. Require parking lots to be located behind or beside buildings.

Empire Avenue

5. Redevelopment on Empire Avenue must use existing driveway access or consolidate driveway access points, as determined by the City.
6. New driveways or access points on Empire Avenue will not be permitted.
7. Require redevelopment to improve active transportation connections to buildings via sidewalks and the Kelly's Brook Shared-use Paths.

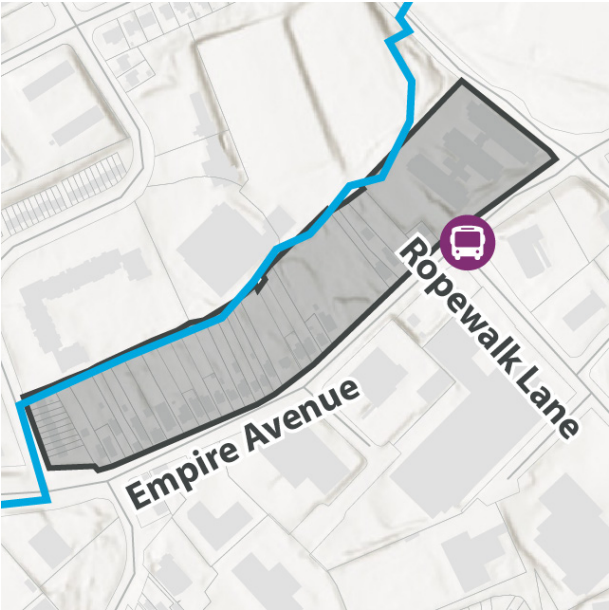
Figure 17. High Density Residential

Buckmaster’s Circle



- Strategy Area
- Street Network
- Proposed Bike Network

Empire Avenue



- 🚌 Improved Transit Stop
- Potential Active Transportation Connections
- Bike Master Plan Routes (Completed)

Newfoundland and Labrador Housing Corporation (NLHC) Policies

8. Enable the redevelopment of existing housing to support the evolving needs of NLHC's residents, including smaller household sizes.
9. Enable sensitive residential infill development on NLHC lands.
10. Support rezoning applications to enable a mix of housing options such as apartments, duplexes, and townhouses across NLHC lands in Central and Mundy Pond.
11. Support rezoning applications to enable the development of community support uses on NLHC lands where their primary clientele are residents of the Central and Mundy Pond NLHC lands.

Parks and Open Spaces

Buckmaster's Circle Rotary Park

12. Prioritize master planning and redevelopment of Buckmaster's Circle Rotary Park to reflect its emerging role as an important green space adjacent to the emerging LeMarchant Road Neighbourhood Centre and higher density residential areas.
13. Enhance existing naturalized edges through additional planting to create a visually appealing transition between public and private spaces.
14. Celebrate Buckmaster's Circle history through such things as public art and storyboards.

3.8. Parks and Open Space Improvements

Intent

Central and Mundy Pond contain a network of parks, trails, recreation facilities, and open spaces that support recreation, active living, and community well-being. Key destinations such as Mundy Pond Park, Brother Egan Park, and Buckmaster's Circle Rotary Park serve both neighbourhood residents and the broader city, while smaller neighbourhood parks provide important local gathering spaces. As growth and change occur throughout the neighbourhoods, these spaces will play an increasingly important role in supporting residents and enhancing quality of life. This section is intended to guide targeted investment in parks and open spaces through improvements to accessibility, wayfinding, amenities, naturalization, and recreation opportunities, ensuring these spaces remain functional, welcoming, and responsive to evolving community needs.

Policies

Brother Egan Park

1. Enhance wayfinding with clear signage off Leslie Street and Warbury Street.
2. Consider re-painting tennis court lines to accommodate more court sports such as pickleball.
3. Install an accessible ramp from Warbury Street to the level of the field to improve park access for all users.
4. Redesign the Warbury Street entrance area as a plaza, incorporating shade, landscaping, and seating to create a welcoming and usable public space.

Mundy Pond

5. Enhance wayfinding with clear signage off Mundy Pond Road, Blackler Avenue, Blackmarsh Road, Melville Place, and Connors Avenue.
6. Engage residents and community organizations to identify remaining needs and priorities within the park such as amenity renewals, upgrades, or additions like pump tracks, unstructured play areas, or cross-country ski trails.
7. Consider adding lighting along the Mundy Pond Trail to improve visibility and extend use.

Cashin Avenue/Vimy/Froude Park

8. Work with NLHC to:
 - a. Introduce small, naturalized areas clustered around mature trees on Vimy Avenue and Vickers Avenue to enhance biodiversity and improve the ecological and aesthetic value of the park.
 - b. Establish a small, naturalized edge with plantings to create a visually appealing transition between the park and adjacent private residences.

Chapter 4

Implementation



This Neighbourhood Plan works in alignment with the Municipal Plan to serve as the City's blueprint for future growth in the Central and Mundy Pond neighbourhoods.

It provides the structure to guide City investment, development, and community activation throughout the neighbourhood, helping achieve the established goals and objectives. Arising out of this Plan, several ongoing actions are required to support successful implementation of the Plan:

- Effective ongoing administration;
- Appropriate investment in infrastructure; and
- Revision of Development Regulations.

4.1. Neighbourhood Plan Review

1. Review of this Plan should be undertaken concurrent to and as part of any broader Municipal Plan review as outlined in section 9.1 of the Municipal Plan.
2. Amendments to this Plan should be considered with the criteria outlined for Municipal Plan amendments in section 9.1 of the Municipal Plan and with the overall Neighbourhood Strategy outlined in Section 1 of this Plan.

4.2. Neighbourhood Plan Investment

1. Future investments in municipal infrastructure as outlined in this Neighbourhood Plan will be coordinated and implemented in alignment with applicable master plans (e.g. Bike St. John's Master Plan; Parks and Open Space Master Plan, St. John's Water System Master Plan).
2. Future updates to the plans outlined above should consider the policies of this Neighbourhood Plan to ensure effective and coordinated implementation.

4.3. Development Review

1. Where rezoning applications are made within the Neighbourhood Plan boundary, consideration for whether the proposal is in conformity with the intent of this Plan must be given along with all other considerations outlined in section 9.5 of the Municipal Plan.

Glossary

This Glossary can be used to help interpret this Plan and is not intended to provide legal definitions. If there is a conflict between these terms and any definitions included in the Development Regulations, the definitions in the Development Regulations prevail.



Active Commercial Façade

Ground-level portions of commercial buildings designed to engage with and attract pedestrians, promoting activity and vibrancy on the street, such as retail, cafes and restaurants.

Active Transportation

Modes of travel, including walking, cycling, and other human powered mobility options (e.g. skateboarding, rollerblading, and the use of mobility devices like wheelchairs or scooters).

Adaptive Reuse

Converting an existing building from its original use to a new use or purpose. The term can describe the re-purposing of a heritage building to a new use, while retaining its heritage characteristics.

Affordable Housing

Non-market housing that is provided by not-for-profit operators.

Amenities

Features, services, or facilities that enhance the comfort, convenience, attractiveness, and overall quality of life in a community or public space. Examples include parks, private shops and services, community centres, public art and activities.

Built Form

The physical shape, structure, and arrangement of buildings and spaces within an urban environment. Features include building height, size, setbacks, and architectural style.

Crime Prevention Through Environmental Design (CPTED)

A multidisciplinary approach to crime prevention that uses urban and architectural design and the management of built and natural environments to enhance safety and reduce the opportunities for crime.

High Density

Areas that have a large number of dwelling units per building and area, typically in the form of apartment buildings.

Intensification Area

Areas in the city that are identified in the Envision St. John's Municipal Plan as being well suited for high density developments.

Low Density

Areas that have a small number of dwelling units per building and area, typically ranging from single-detached houses to townhouses.

Medium Density

Areas that have a moderate number of dwelling units per building and area, typically ranging from townhouses to apartments.

Mixed-Use

Developments that have a mix of land uses, such as residential, commercial or office within one building or on one lot.

Mode of Transportation

Different transportation modes include walking, cycling, taking transit, or driving.

New Development

Development that occurs following the approval of this plan.

Privately-Owned, Publicly Accessible Park Space

Accessible park space that is open to the public but owned privately.

Redevelopment

Construction of new buildings on a property that had existing buildings already.

Setback

The distance between the property line and the building. Also known as the “Building Line”.

Shared-Use Path

A pathway that supports a variety of active transportation modes, such as walking, biking or using a wheelchair.

Streetwall

The continuous or nearly continuous line of building façades that define a street edge.

Subsidiary Dwelling Units

A separate Dwelling Unit that is located within the structure of a main Building and which is subordinate to the main Dwelling Unit.

Traffic Calming

Road design features that slow down vehicle traffic.

Transit Oriented Development

Development that is located near transit that features higher levels of transit service to support greater densities nearby.

Walkable

A place that supports and encourages more trips being made by walking or active transportation modes through the mixing of land uses and convenient sidewalks and pathways.

Winterization

To weather-proof a space for winter conditions, such as by providing a fully enclosed and heated bus shelter or waiting area.

ST. JOHN'S

Central and Mundy Pond

Neighbourhood Plan

