

ST. JOHN'S

Rennie's River

Neighbourhood Plan



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Chapter 1

Introduction



1.1 Purpose

The purpose of the Rennie’s River Neighbourhood Plan is to guide future redevelopment and improvements in this neighbourhood over the ten-year period from 2026 to 2036 – from the types of uses and the shape of buildings to street and park upgrades.

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 Rennie’s River. 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
- The protection of natural features

1.2 Plan Area

The boundaries of the Rennie’s River Planning Area are established in Map P-2 of the Envision St. John’s Municipal Plan and generally follows Prince Philip Drive, Torbay Road, Military Road, and Bonaventure Avenue (Figure 1).

Figure 1. Rennie's River Neighbourhood Plan Area



1.3 Neighbourhood Context

Rennie's River is a neighbourhood of neighbourhoods, with many unique and historic places from Churchill Park to Georgestown and the Ecclesiastical District. The neighbourhood connects to Downtown and is loved for its tree lined streets, walkability, and open spaces.

There are several commercial nodes in the neighbourhood. Elizabeth Avenue is an important corridor through the area, with many commercial and service uses to support residents. Churchill Square is a mixed-use residential and commercial hub. Torbay Mall is another commercial centre, providing access to various services at the north end of the plan area.

Rennie's River has great access to parks and trails. The Rennie's River Trail is a highly valued natural amenity that weaves through the neighbourhood, serving as a green pedestrian link. Parks like Bannerman Park, Churchill Park, and Kenny's Pond, as well as many smaller parks in residential areas, provide spaces for passive and active recreation.

The residents of Rennie's River are both older and higher-income compared to other neighbourhoods in St. John's. With an aging population, some key considerations for planning in the neighbourhood include accessibility for people with different levels of mobility, smaller housing, year-round recreation opportunities, and expanding local access to amenities and services for those without a vehicle. These improvements help create a more accessible, livable neighbourhood for residents of all ages.





1.4 Vision and Objectives

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

Vision

Rennie's River will continue to be a walkable, vibrant neighbourhood and an important cultural, historic, and recreational place in St. John's. As the neighbourhood grows, active transportation, transit, parks, and housing options will be improved to support well-being and access to everyday needs.

Objectives

The following objectives guide the future growth and development of the Rennie's River neighbourhood:

1. **Focused housing growth:** Increase housing options and availability near existing amenities and services, transit, and main roads.
2. **Safe travel for all modes:** Complete street, intersection, and active transportation improvements to encourage safe mobility for all modes of travel in and through the neighbourhood.
3. **Updated Parks and Trails:** Improve the all-season use, accessibility, and sustainability of parks and trails in the neighbourhood.
4. **Strategy Areas:** Ensure that the unique places within Rennie's River, including Torbay Road, Elizabeth Avenue, Churchill Square, Georgestown, and the Ecclesiastical District, continue to have distinct roles and built form within the overall neighbourhood as it grows.

Rennie's River Neighbourhood Strategy

- 1** Rennie's River Neighbourhood Intensification Area
- 2** Elizabeth Avenue Mixed-Use Corridor
- 3** Rennie's River Trail and Park Improvements
- 4** Churchill Square Neighbourhood Hub
- 5** Georgestown and Ecclesiastical District

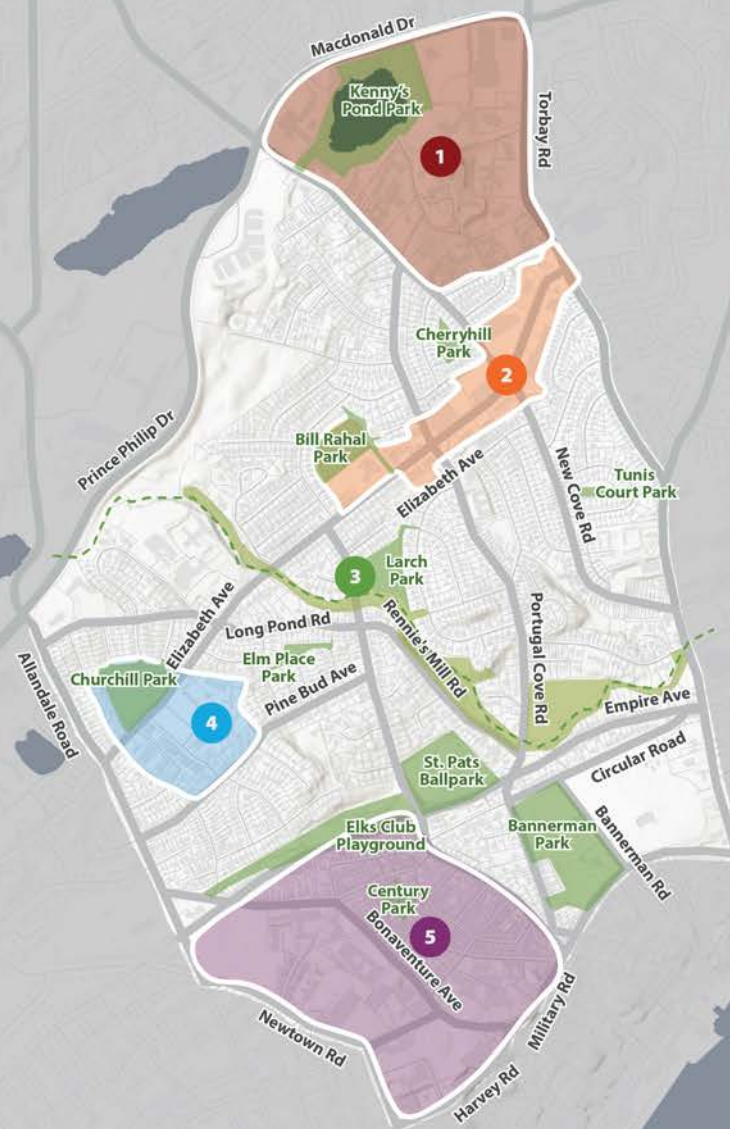


Figure 2. Overall neighbourhood strategy for Rennie's River

1.5 Neighbourhood Strategy

The Neighbourhood Strategy for Rennie’s River identifies five strategies for how the neighbourhood will accommodate growth and achieve the overall vision and objectives of this Plan.

These strategies are visually represented in Figure 2, which identifies each Strategy Area.

1. **Rennie’s River Neighbourhood Intensification Area**

Focus highest intensity, mixed-use growth in the existing Torbay Road and Macdonald Drive Intensification Area with integrated walking routes, active transportation, and transit to provide more housing opportunities close to neighbourhood services.

2. **Elizabeth Avenue Mixed-Use Corridor**

Transition this corridor from car-oriented commercial and office area to a walkable street-oriented mixed-use area in coordination with planned pedestrian and bike improvements along this corridor.

3. **Rennie’s River Trail and Park Improvements**

Conduct minor improvements to wayfinding and trail amenities to support pedestrian use and safety, while retaining the natural experience along the trail. Through further engagement with the community, conduct improvements to parks throughout the neighbourhood to increase year-round use and accessibility.

4. **Churchill Square Neighbourhood Hub**

Continue to reinforce Churchill Square’s role as a mixed-use neighbourhood hub by supporting existing businesses, allowing additional mixed-use redevelopment, and formalizing an outdoor community gathering space in Churchill Park.

5. **Georgetown and Ecclesiastical District**

Support the sensitive adaptation of designated Heritage Buildings for new uses to encourage tourism, employment, and community gathering and improve the pedestrian experience and vibrancy of the Ecclesiastical District. Support existing and new local commercial uses that fit within the heritage context of the area while continuing to support medium density residential in Georgetown.

Chapter 2

General Policies

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

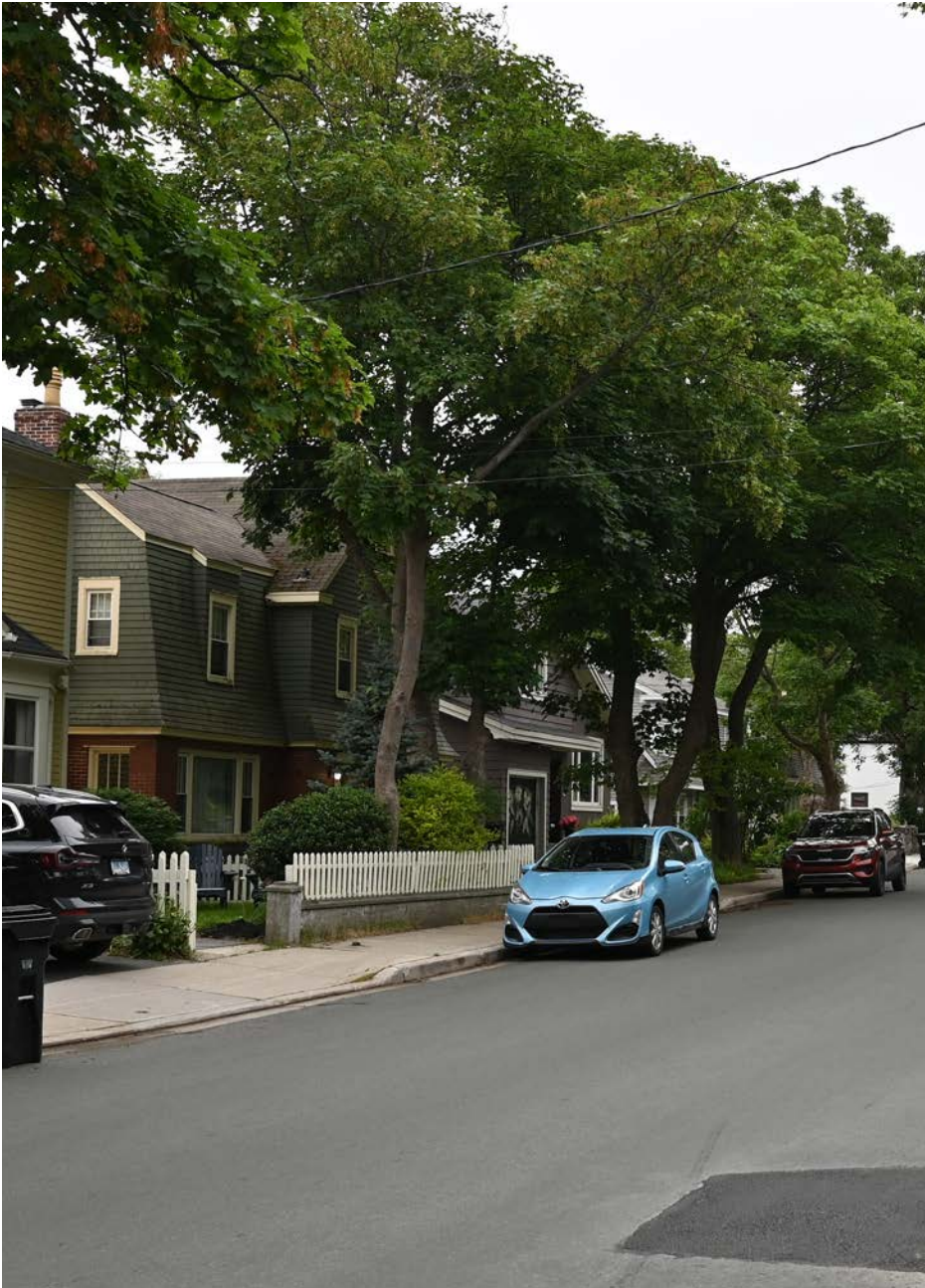


2.1 Land Use

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

The Envision St. John's Municipal Plan manages land use at a city-wide scale. This Neighbourhood Plan provides land use direction at a local scale to respond to the existing context of Rennie's River and shape its future development in a sustainable and sensible way. These policies influence where different uses, like housing, shopping areas, and employment uses are located and how close they are to one another.





Intent

The general land use policies focus growth into several key areas and allow for some evolution of low density residential areas, while retaining the character and heritage values of the neighbourhood.

Future intensification is focused at the northern edge of the Plan Area in the Rennie's River Neighbourhood Intensification Area. Comprehensive redevelopment of this area will enable higher density forms of housing connected to mixed-use amenities and services as well as transit and active transportation.

In addition to this Intensification Area, Churchill Square and the Elizabeth Avenue Corridor are recognized as key neighbourhood nodes for mixed-use transition to provide walkable local services and employment opportunities for residents.

Georgetown and the Ecclesiastical District are recognized as important heritage areas where creativity and adaptive reuse are encouraged to support neighbourhood vibrancy. Modest evolution of low-density residential areas will also continue to occur over time as properties are updated or redeveloped to adapt to changing household needs.

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.

Policies

1. Support sensitive infill development from low density to medium density throughout the Rennie's River Neighbourhood through the rezoning process, where appropriate, which may include sites:
 - a. Adjacent to commercial nodes or higher density development;
 - b. On a corner; and
 - c. Along arterial and collector roads.
2. Notwithstanding section 2.1.1, other sites may be considered provided the proposal is in conformity with the intent of this plan and all other considerations outlined in section 9.5 of the Municipal Plan.
3. 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.
4. Encourage the provision of new one and two-bedroom units, accessible units, and seniors' housing to address neighbourhood housing needs and improve housing choice.
5. Support non-profit organizations in developing and revitalizing affordable housing in the neighbourhood.
6. Coordinate public improvements with redevelopment to leverage investment in neighbourhood parks and trails.

2.2 Mobility

Mobility describes the different ways people move around their neighbourhood and beyond – from driving and taking transit, to walking or riding a bike.

It is important to plan for all forms of mobility to make it easy and efficient to access daily needs, school, and employment.



Current Context

Rennie's River is bordered by several major arterials with minor arterials that bisect the neighbourhood both east-west and north-south. The neighbourhood's major arterial roads are Prince Philip Drive, Macdonald Drive, and Torbay Road. Some of these are quite wide, with up to five lanes, which can present a connectivity barrier for non-vehicle modes of travel. The key minor arterials include Portugal Cove Road and New Cove Road which run north-south, and Elizabeth Avenue which provides an important east-west connection.

In the north half of the neighbourhood, most of the residential streets link directly to an arterial road, whereas in the south of the neighbourhood they are linked to collector streets. Residential streets are primarily loops or cul de sacs, which can present some connectivity challenges. The only gridded network of streets is in Georgestown, which is a modified street grid similar to Downtown. Additionally, the larger commercial shopping areas have access roads and driveways, rather than connected street networks. In addition to streets, the neighbourhood benefits from the Rennie's River trail, which provides a continuous pedestrian link along Rennie's River, the Kelly's Brook Shared-Use Path, and a segment of the Crosstown Shared-Use Path north of Kenny's Pond.

Intent

There are many ways to get around the Rennie's River neighbourhood. The Mobility Concept (Figure 3) and general mobility policies highlight several opportunities to improve the transportation network to make it more efficient, accessible, and feel safer for all modes of travel as the neighbourhood grows. The Concept includes identified and revised Bike St. John's Master Plan planned cycling routes, shown on Figure 3.

Rennie's River Mobility Concept

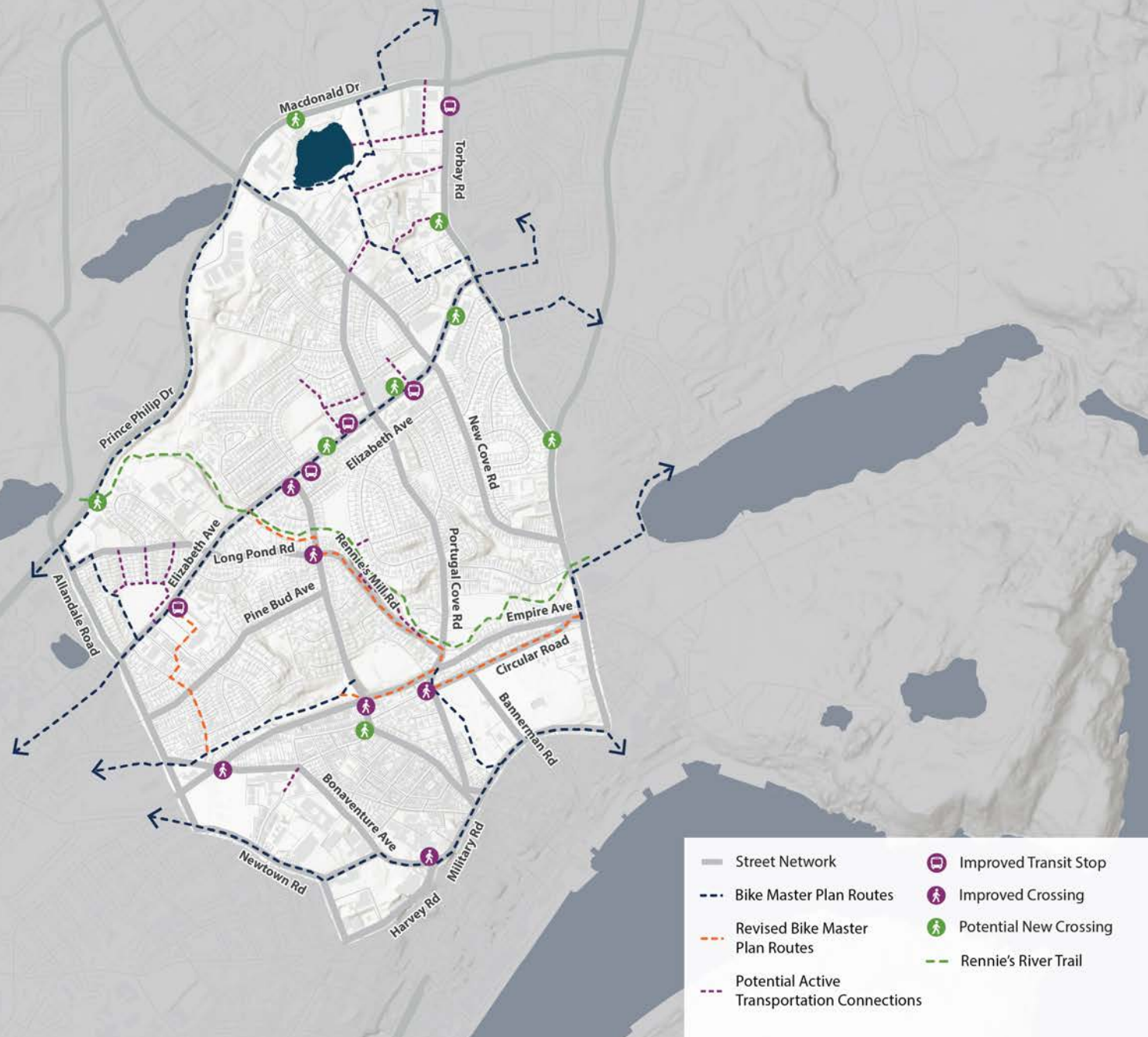


Figure 3. Mobility Concept for Rennie's River

Policies

1. Prioritize developing the active transportation network in accordance with the Bike St. John's Master Plan to support walking and wheeling connectivity throughout the neighbourhood and to surrounding areas.
2. Establish a north-south shared-use path route along Rennie's Mill Road connecting to the Kelly's Brook Shared-Use Path on Empire Avenue.
3. Consolidate driveway accesses between properties along major roads as part of redevelopment to improve safety and efficiency for all modes of transportation.
4. Encourage the provision of secure bike parking, such as lockers or bike cages, in new development and redevelopments adjacent to the identified cycling network.
5. Implement traffic calming and crosswalk upgrades near schools.
6. Install wayfinding and signage along key trails and routes in the neighbourhood to identify active transportation connections.
7. Incorporate accessibility into street and intersection upgrades such as:
 - a. Tactile paving;
 - b. Auditory signals;
 - c. Curb ramps;
 - d. Lighting; and
 - e. Seating.
8. Seek opportunities to incorporate potential active transportation connections as part of development and redevelopment and improve overall pedestrian circulation and crossings as identified in Figure 3.
9. 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.
10. Work with Metrobus to winterize transit stops and bus shelters throughout Rennie's River to support better year-round transit ridership.

2.3 Parks and Open Space

Parks and recreation infrastructure within the Rennie's River neighbourhood plays a vital role in everyday life and is a defining part of the area's character.

These spaces support recreation, foster social connection, and contribute to overall community well-being, shaping both the neighbourhood's livability and identity. The following section outlines opportunities to strengthen and enhance the existing parks network and expand recreation offerings.



Current Context

As a mature neighbourhood, Rennie’s River benefits from a well-established network of parks and open spaces.

These include Municipal Parks (Bannerman Park), Community Parks (Churchill Park, Kenny’s Pond Park, Bill Rahal Park), Neighbourhood Parks (Larch Place Park, Elm Place Park, Elks Club Playground), Community Commons (Cherry Hill Park), and Tot Lots (Tunis Court Park). Together, they support a wide range of activities, from organized sport to passive leisure to unique opportunities such as outdoor skating at The Loop. The open space network is generally well connected through off-street trails including the Grand Concourse, the popular Rennie’s River Trail, which provides a strong north-south pedestrian corridor, and the Kelly’s Brook Trail, which enhances east-west connectivity.

Intent

The policies outlined in this section focus on strengthening this established network by upgrading existing amenities, renewing park infrastructure as it reaches the end of its lifecycle, and improving connectivity. Together, these approaches aim to ensure the network of park and recreational facilities network remains accessible, functional, and responsive to the needs of residents.

Rennie's River Open Spaces and Parks



Figure 4. Open Spaces and Parks in Rennie's River

Policies

Design

1. Apply Crime Prevention Through Environmental Design (CPTED) principles in all parks planning and design.
2. Design parks to support year-round use, including winter programming opportunities where appropriate.
3. Investigate access points into park spaces and consider making routes accessible, where appropriate.
4. Ensure a balance of programmed and unprogrammed spaces in parks to support passive activities such as picnicking or informal play.
5. Provide amenities such as picnic tables and benches in parks to support community use. Additional amenities should be determined through community engagement.
6. Integrate public art into the design of parks and other public spaces to enhance community identity and user experience.
7. Explore alternative uses for tot lots at the end of their lifecycle, such as community gardens or other new park amenities.
8. Maintain and improve existing sports fields and facilities rather than expanding supply in the neighbourhood.
9. Consider 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.

Landscaping

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

Community Engagement

14. Collaborate with the urban Indigenous community to respectfully incorporate Indigenous culture, knowledge, and art in park spaces, such as healing gardens or traditional plantings.
15. Engage residents and community organizations in the design and renewal of parks through outreach and collaborative design processes.



Figure 5. Heart Garden on the grounds of Government House (The Governor General of Canada, 2026)



Chapter 3

Strategy Areas

Rennie's River is a “neighbourhood of neighbourhoods”, with several places that have their own unique characteristics that should be recognized and considered in future planning.



3.1 Strategy Areas

There are five Strategy Areas identified in the Rennie's River Neighbourhood Strategy:

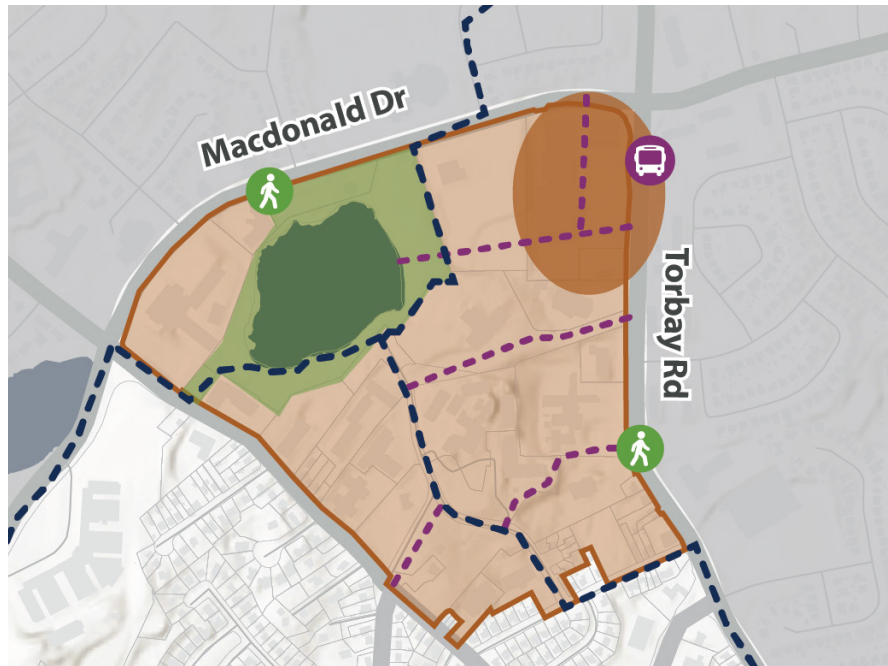
1. Rennie's River Neighbourhood Intensification Area
2. Elizabeth Avenue Mixed-Use Corridor
3. Rennie's River Trail and Park Improvements
4. Churchill Square Neighbourhood Hub
5. Georgestown and the Ecclesiastical District

The following sections set out specific planning guidance for these Strategy Areas, including land use, built form, mobility, and circulation policies.



3.2 Rennie's River Neighbourhood Intensification Area

Figure 6. Rennie's River Neighbourhood Intensification Area



- Strategy Area
- Street Network
- Bike Master Plan Routes
- Potential Active Transportation Connections
- Improved Transit Stop
- Potential New Crossing
- Parks and Open Spaces

Current Context

The Rennie's River Neighbourhood Intensification Area is located at the northern tip of the Rennie's River Neighbourhood, where Macdonald Drive and Torbay Road meet (Figure 6). This area includes the popular Kenny's Pond Park and walking trails, as well as surrounding apartment buildings and seniors' residences, institutional development, hotel development, and the Torbay Road Mall.

Intent

The Rennie's River Neighbourhood Intensification Area, as defined in the Envision St. John's Municipal Plan and on Map P-3, is the primary focus for growth and intensification in the Rennie's River neighbourhood. The large Torbay Road Mall site provides future opportunity for a comprehensive mixed-use development that integrates transit, ground floor commercial, and housing, and reinforces the area as a walkable destination for neighbourhood services. Existing institutional areas may change over time to mixed use or high-density residential development. The borders of the Intensification Area along Portugal Cove Road and Mount Cashel Road will support high-density residential development.

Policies

Uses and Built Form

1. The Rennie's River Neighbourhood Intensification Area shall enable high density mixed-use, residential, commercial, office, and institutional development.
2. Support the transition of institutional uses to mixed-use development through the rezoning process, where appropriate.
3. Support continued commercial office or hotel uses at the corner of Macdonald Drive and Portugal Cove Road, and enable a transition to mixed use or residential development in the future.
4. Enable high-density residential development along Portugal Cove Road, New Cove Road, and Mount Cashel Road as a transition from mixed-use areas to surrounding low-density residential areas.
5. Standalone apartment buildings in non-residential zones are encouraged to provide a ground floor ceiling height that could support future commercial uses.

Mobility and Circulation

6. Circulation of the site shall include connections to public streets, trails, bike routes, buildings, and parking areas and consider all modes of transportation.
7. Parking shall be located at the side or rear of buildings, away from the street or drive aisle, or within a parking garage.
8. The City may consider reduced vehicle off-street parking requirements within the Intensification Area, given the area's proximity to transit.
9. Leverage new development and redevelopment to improve intersection and pedestrian connections along Macdonald Drive and Torbay Road to support the Intensification Area, where appropriate.
10. Leverage new development and redevelopment to improve active transportation connections to Kenny's Pond.

Torbay Road Mall Area

11. The highest density mixed-use development will be located at the intersection of Torbay Road and Macdonald Drive and will be enabled through a Neighbourhood Infill (NI) Zone.
12. For commercial or mixed-use buildings, active commercial façades will be required on the ground floor of buildings along public streets and internal drive aisles to create a vibrant pedestrian experience. Active commercial façade design may include, but is not limited to:
 - a. Frequent entrances and windows that maximize views to and from the street, drive aisles, or adjacent public space;
 - b. Minor setbacks from the street or drive aisle to accommodate an extension of the use outside of the building, such as patios and display areas, while retaining a direct connection to the street; and
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing a street or drive aisle.
13. For standalone apartment buildings, buildings will be required to:
 - a. Be oriented to the street, drive aisle or a public space;
 - b. Provide ground-floor entrances or patios to create a connection to the street, drive aisle, or public space; and
 - c. Provide well articulated façades along the street or internal drive aisles. Blank façades will not be permitted.
14. The site layout for any redevelopment or new development in the Torbay Road Mall area shall be at the discretion of Council.
15. The City may require additional information for any redevelopment or new development in the Torbay Road Mall Area, such as building elevations, wind study, shadow study or landscape plan to evaluate the proposal.
16. Loading entrances will be located at the side or rear of the building.
17. Where a building faces both a street and a drive aisle, the building shall be oriented to and have main entrances facing the street, unless otherwise approved by Council.
18. Encourage the incorporation of public space as part of redevelopment, connected to public streets, adjacent to mixed-use development, and/or connected to planned active transportation routes, with landscaping and opportunities for community gathering.

19. New developments and redevelopments must provide pedestrian-scaled lighting, frequent seating areas, and durable compact pathway surfaces, as may be acceptable to the City.
20. Work with Metrobus and private landowners to integrate transit as part of future redevelopment of the Torbay Road Mall area, considering:
 - a. Making it easier to transfer between buses without crossing major arterial roads;
 - b. Improved active transportation connections to transit stops;
 - c. Efficient bus and vehicle circulation;
 - d. Potential park and ride opportunities;
 - e. Lighting and Crime Prevention Through Environmental Design (CPTED) features; and
 - f. Access to amenities such as winterized shelters and public washrooms.

Parks and Green Spaces

21. Initiate a Concept Design for the Rotary Playground in Kenny's Pond Park to replace aging equipment and make the playground more accessible, considering alternatives that promote imaginative play, physical activity, and engagement with the natural environment.
22. Encourage landowners to improve the pedestrian experience along Torbay Road by planting new trees and providing landscaping.



Figure 7. Current view of the Torbay Road Mall area (Google Streetview, 2026)



Figure 8. Illustrative interpretation of what a future Torbay Road Mall mixed-use redevelopment could look like.

3.3 Elizabeth Avenue Mixed-Use Corridor

Figure 9. Elizabeth Avenue Mixed-Use Corridor



- Strategy Area
- Street Network
- - Bike Master Plan Routes
- Potential Active Transportation Connections
- 🚌 Improved Transit Stop
- 🚶 Potential New Crossing
- 🚶 Improved Crossing
- 🌳 Parks and Open Spaces

Current Context

Most of the existing development along Elizabeth Avenue is car-oriented employment and commercial service or offices, with large setbacks from the road and surface parking and hardscaping in front of buildings along the street. As a result, the area is less conducive for pedestrians or other active modes of transportation like cycling. The area provides important commercial services for the neighbourhood.

Intent

The Elizabeth Avenue Mixed-Use Corridor is envisioned to redevelop into a mixed-use main street form, with buildings more closely connected to the street (Figure 11). Improvements to Elizabeth Avenue should include a separated active-transportation connection in accordance with the Bike Master Plan and create a more welcoming pedestrian experience that is integrated with new redevelopment. Additional landscaping and greenery will be encouraged to enhance the urban landscape.



Figure 10. Existing view of Elizabeth Avenue (Matthew Mills, 2026).



Figure 11. Illustrative interpretation of the Elizabeth Avenue Mixed-Use Corridor

Policies

Uses and Built Form

1. Enable high density mixed-use commercial and residential development along the Elizabeth Avenue Mixed-Use Corridor.
2. New development along Elizabeth Avenue shall have smaller front setback to activate the streetwall while retaining some space for landscaping, snow storage, or privately-owned publicly accessible space along the street.
3. Encourage the incorporation of public space, such as a patio or seating area, as part of redevelopment, connected to public streets, adjacent to mixed-use development, and connected to planned active transportation routes, with landscaping and opportunities for community gathering.
4. Any building adjacent to and oriented toward Elizabeth Avenue shall have a non-residential use on the street level with access to the street to encourage a vibrant pedestrian experience.
5. Commercial and mixed-use buildings shall have active commercial façades on the street level along Elizabeth Avenue to create a vibrant pedestrian experience. Active commercial façade design may include, but is not limited to:
 - a. Frequent entrances and windows that maximize views to and from the street or adjacent public space;
 - b. Minor setbacks from the street or drive aisle to accommodate an extension of the use outside of the building, such as patios and display areas, while retaining a direct connection to the street; and
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing the street.

Mobility and Circulation

6. Complete a Transportation Corridor Concept Plan for the Elizabeth Avenue right-of-way.
7. Parking shall be located at the rear of buildings, away from the street or within a parking garage.
8. Encourage landowners to improve the active transportation experience along Elizabeth Avenue by planting new trees, retaining mature trees, and providing of landscaping.
9. When creating cycling connections on Elizabeth Avenue and where there is sufficient right of way, integrate improvements such as:
 - a. A buffer for pedestrians and cyclists from vehicle traffic, such as a landscaped boulevard or physical barrier;
 - b. Additional mid-block pedestrian crossings;
 - c. Improvements to existing pedestrian crossings, such as signalization, lighting, and curb bumpouts;
 - d. Wayfinding signage to show connections to other bike routes and key destinations;
 - e. Public art;
 - f. Covered bus shelters; and
 - g. Street trees.

Bill Rahal Park

10. Enhance wayfinding with clear signage off Downing Street, Kent Place, and behind Elizabeth Towers.
11. Introduce small, naturalized areas clustered around mature trees near the outfield fence to enhance biodiversity, and improve the ecological and aesthetic value of the park.
12. Where appropriate, consider formalizing access points and informal footpaths by upgrading them to accessible standard.
13. Replace aging infrastructure, such as the wooden stairs from the Elizabeth Towers parking lot.

3.4 Rennie's River Trail and Park Improvements

Current Context

A defining feature of the Rennie's River neighbourhood and a well-loved, popular amenity, is its interconnected network of off-street walking trails (Figure 12). Set within a pleasing natural environment along the river and through green spaces, these trails provide residents with opportunities for recreation while also supporting movement throughout the neighbourhood.

Parks within the Rennie's River neighbourhood serve as key community assets, providing space for sports, recreation, and social gatherings.



Intent

The Rennie's River Trail is intended to continue to provide a pedestrian-focused natural experience. Upgrades will enhance all-season use and accessibility.

In addition to the parks within the other Strategy Areas, several other parks and open spaces in the Rennie's River Neighbourhood would benefit from updates and enhanced programming. The following policies are intended to enhance park amenities, improve accessibility, and ensure they continue to meet the needs of the neighbourhood into the future.





Figure 12. Rennie's River Trail and Park Improvements

Policies

Rennie's River Trail

1. Enhance the visibility of the Rennie's River Trail crossings at street intersections through the provision of consistent signage and appropriate lighting.
2. Ensure trail-street intersections are designed to enhance pedestrian safety and clearly defined crossing opportunities, including the use of pavement markings and pedestrian-activated crossing signals where appropriate.
3. Assess all pedestrian access points to the Rennie's River Trail to determine if accessibility can be improved by providing amenities such as wide, well-compacted surfaces, clear signage, and adequate lighting.
4. Seek opportunities to replace stairs on the Rennie's River Trail with ramps to improve accessibility and facilitate barrier-free movement.
5. Provide lighting along the Rennie's River Trail to improve perceptions of safety and extend use after dark.
6. Incorporate climate change adaptation into the planning, design, and upgrading of the trail network, to improve resilience to weather, erosion, and flooding, including:
 - a. Elevated or reinforced surfaces;
 - b. Durable infrastructure;

- c. Vegetated buffers;
- d. Stormwater management; and
- e. Ongoing monitoring.

Bannerman Park

7. Increase lighting at the southern entrance to the park and at other potential locations to improve accessibility, usability, and perceptions of safety during evening and low-light conditions.

Larch Park

8. Initiate a Concept Plan for Larch Park to assess accessibility and existing amenities, prioritize improvements, and explore opportunities to enhance park layout and circulation.
9. Conduct an Accessibility Audit as a part of the Concept Plan process to identify current accessibility challenges and opportunities to make Larch Park more accessible for people of all ages and abilities.
10. Consider formalizing informal footpaths by upgrading them to accessible and connected pathways.
11. Upgrade recreational facilities, including replacing the basketball court with a paved, multipurpose court for greater flexibility and programming.

12. Evaluate playground equipment as it reaches the end of its lifecycle, considering alternatives that promote imaginative play, physical activity, and engagement with the natural environment.
13. Enhance wayfinding with pavement markings from the Rennie's River Trail, Roche Street, and Carpasian Road.

Elm Place Park

14. Enhance wayfinding with clear signage from access points off Beech Place, Elm Street, and Sycamore Place.
15. Evaluate playground equipment as it reaches the end of its lifecycle, considering alternatives that promote imaginative play, physical activity, and engagement with the natural environment.

Community Parks

16. Design Community Parks to support year-round use, including winter programming opportunities.

Elks Club Playground

17. Enhance wayfinding with clear signage from access points off Carpasian Road, Poplar Avenue, and Empire Avenue.
18. Evaluate playground equipment as it reaches the end of its lifecycle, considering alternatives that promote imaginative play, physical activity, and engagement with the natural environment.

Cherry Hill Park

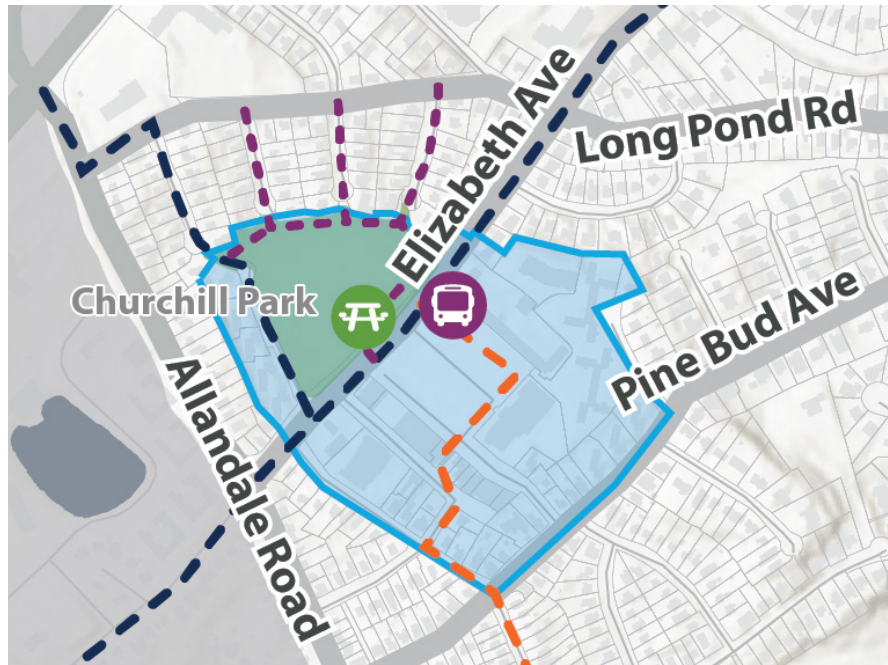
19. Enhance wayfinding with clear signage off Laughlin Crescent.
20. Enhance existing naturalized edges through additional planting to enhance biodiversity, provide ecological benefits, and create a visually appealing transition between public and private spaces.

Tunis Court Park

21. Enhance wayfinding with clear signage from both access points off Tunis Court.
22. Evaluate playground equipment as it reaches the end of its lifecycle, considering alternatives that promote imaginative play, physical activity, and engagement with the natural environment.

3.5 Churchill Square Neighbourhood Hub

Figure 13. Churchill Square Neighbourhood Hub



- Strategy Area
- Street Network
- Bike Master Plan Routes
- Potential Active Transportation Connections
- Improved Transit Stop
- Gathering Space
- Parks and Open Spaces
- Revised Bike Master Plan Routes

Current Context

Churchill Square is located across from Churchill Park (Figure 13). The Square serves as an important commercial area in the neighbourhood and is already starting to become more mixed use, with new development that has ground floor commercial uses and residential apartments above.

Intent

Further mixed-use transition will be supported in Churchill Square to reinforce this area as a walkable neighbourhood destination. Additional residential density on and surrounding the Square will help to support existing and future commercial development, aiming to provide enough population to encourage a grocer to return to the area. The introduction of a gathering space in Churchill Park along Elizabeth Avenue will encourage more connection between the Park and the Square, and improvements to the street will help to better connect this destination to other parts of Rennie's River for all modes.

Policies

Uses and Built Form

1. Continue to enable the transition from commercial buildings to mixed-use development with commercial uses on the ground floor and residential above in Churchill Square.
2. Require ground floor commercial uses along Churchill Square public parking area to create a vibrant pedestrian realm.
3. Ground floor commercial shall have an active commercial façade design. This may include, but is not limited to:
 - a. Frequent entrances and windows that maximize views to and from the Square;
 - b. Minor setbacks from the street or public parking area to accommodate an extension of the use outside of the building, such as patios and display areas, while retaining a direct connection to the Square; and
 - c. Larger commercial uses integrated behind, or located above, smaller commercial units facing the street.
4. Encourage the development of a grocery store in the Churchill Square Neighbourhood Hub.
5. Enable medium density residential as a transitional area between the mixed-use Square and surrounding low density residential areas.

6. Consider temporary closures of part of the Churchill Square parking lot for events and programming that bring activity across from Churchill Park.

Mobility and Circulation

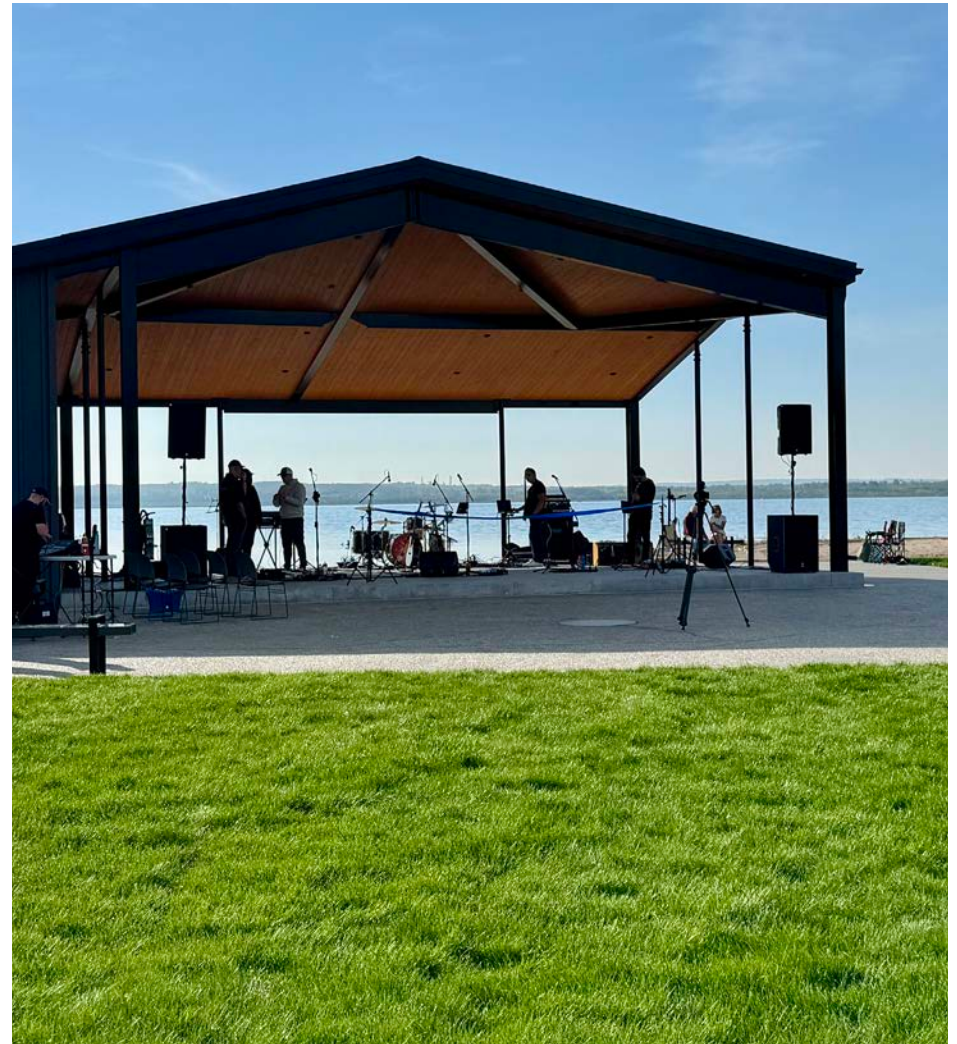
7. Connect the planned shared-use path on Prince Phillip Drive to Churchill Park, and Churchill Park to the Kelly's Brook Shared Use Path.
8. When providing cycling connections on Elizabeth Avenue and where there is sufficient right of way, consider:
 - a. A buffer for pedestrians and cyclists from vehicle traffic, such as a landscaped boulevard or physical barrier;
 - b. Wayfinding signage to show connections to other bike routes and key destinations;
 - c. Public art;
 - d. Retaining covered bus shelters and bus pull outs; and
 - e. Street trees.

9. Consider unique treatment of the intersection of Elizabeth Avenue and Churchill Square, such as a, textured surfacing, uniquely painted crosswalks, or entrance features that extends the visual connection between the park and the Square.

Churchill Park

10. Evaluate playground equipment as it reaches the end of its lifecycle and consider alternatives that promote imaginative play, physical activity, and engagement with the natural environment.
11. Enhance wayfinding with clear signage from Allandale Place, Appledore Place, Bideford Place, Cork Place, and Dartmouth Place.
12. Review access points and informal footpaths to determine whether they should be upgraded to an accessible standard.
13. Develop a flexible community gathering space, such as a plaza, near the Elizabeth Avenue and Churchill Square intersection, which may include but is not limited to seating, shade structures, and landscaping that encourages social interaction without impeding the nearby sports field.
14. Consider incorporating servicing to support community events and permanent or temporary public washroom facilities.

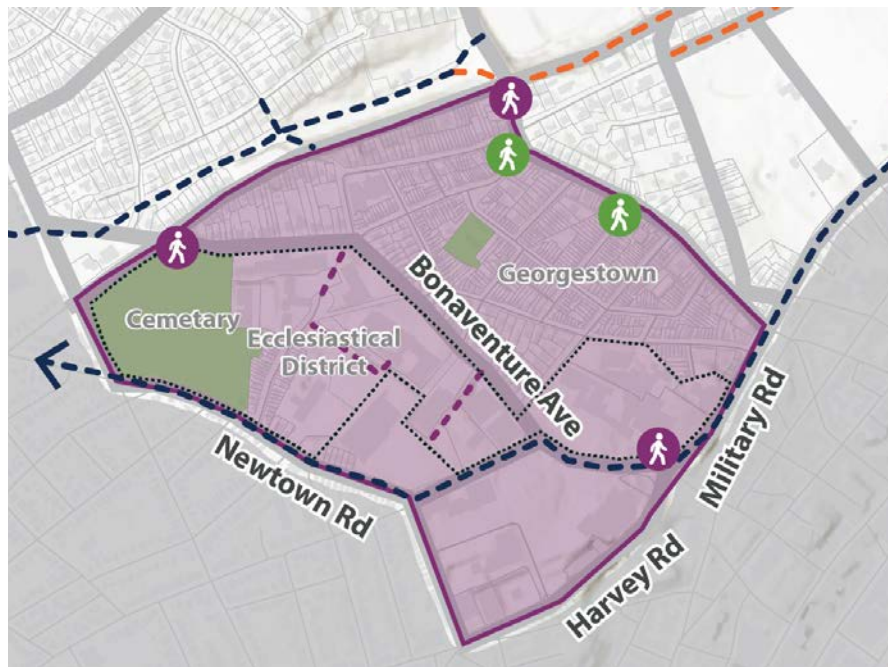
Figure 14. Example of a community gathering space, Parkland County Alberta.





3.6 Georgestown and Ecclesiastical District

Figure 15. Georgestown and Ecclesiastical District



- | | |
|--|---|
|  Strategy Area |  Potential New Crossing |
|  Street Network |  Improved Crossing |
|  Bike Master Plan Routes |  Parks and Open Spaces |
|  Potential Active Transportation Connections |  Revised Bike Master Plan Routes |
|  Ecclesiastical District Boundary | |

Current Context

Located at the southern end of the Planning Area, Georgestown and the Ecclesiastical District are some of the oldest areas of the Rennie's River Neighbourhood (Figure 15).

The Ecclesiastical District is a National Historic Site, containing a cluster of several major institutional and religious buildings from the 19th and 20th centuries. Rennie's River encompasses one portion of the District, which includes the Basilica of St. John the Baptist.

Georgestown, which is located between Military Road, Monkstown Road, Empire Avenue, and Bonaventure Avenue, was originally a village built in the early 1800s as a suburb of Downtown St. John's. Today it is a vibrant and relatively dense residential area made up of predominantly townhouses.

Intent

Planning for these historically unique places must respect the integrity and context of existing designated Heritage Buildings and character, while also allowing for creative uses and activity to ensure that buildings contribute to the vibrancy of the neighbourhood. Adaptive reuse of heritage buildings will be encouraged, along with improvements to the pedestrian connectivity and experience of the area.

Policies

Uses and Built Form

1. Continue to support medium density residential throughout Georgestown.
2. Enable small scale neighbourhood commercial uses in Georgestown to retain local commercial amenities.
3. Rezone existing non-conforming local commercial businesses in Georgestown to retain these as local commercial sites.
4. Consider contextually sensitive conversions to local commercial uses throughout Georgestown, such as small-scale retail, service uses, or restaurants through the rezoning process.
5. Require any new development or redevelopment in Georgestown to be built in accordance with the established building line of the street.
6. At the intersection of Empire Avenue and Bonaventure Avenue, require street-oriented mixed-use development with commercial at grade and appropriate setbacks in height to adjacent lower density residential uses.
7. Support mixed-use development with commercial at grade along Military Road.
8. Support existing local-scale light industrial uses and consider new non-residential opportunities.

Mobility and Circulation

9. Consider reduced off-street vehicle parking requirements in Georgestown for local commercial, given the neighbourhood's walkability, built heritage, and small lot constraints.
10. Support the pedestrian environment of the Ecclesiastical District with street improvements such as context appropriate lighting, public art, wayfinding, wide sidewalks, and seating along key pedestrian routes.
11. In the Ecclesiastical District, retain or provide mid-block active transportation connections to provide better access through larger sites. Ensure these have clear sightlines and are well lit.
12. At the intersection of Empire Avenue and Bonaventure Avenue, consider reduced crossing distances through, but not limited to, extended curbs, traffic islands, or narrowing vehicle lanes.



Chapter 4

Implementation

The Neighbourhood Plan sets out a vision and direction for the future of Rennie's River. To implement this vision, ongoing collaboration, investment, and momentum are needed to generate success.



4.1 Implementation Policies

Several action items are required to support successful implementation of the Neighbourhood Plan. These are identified in the following policies.

Policies

Neighbourhood Plan Review

1. Amendments to this Plan should be considered consistent with the criteria outlined for Municipal Plan amendments in section 9.1 of the Municipal Plan.
2. 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.

Neighbourhood Plan Investment

3. 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).
4. Future updates to these master plans should consider the policies of this Neighbourhood Plan so as to ensure effective and coordinated implementation.

Development Review

5. 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 is intended to assist in the interpretation of this Plan and is not intended to be legal definitions. If there is a conflict between these terms and 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.

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

The conversion of an existing building from its original use to a new use or purpose. The term is often used to describe the re-purposing of heritage buildings to a new use, while retaining their heritage characteristics.

Affordable Housing

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

Amenities

The 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.

Campus-style Development

A form of development that usually consists of buildings spaced apart on a site and surrounded by open spaces.

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.

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 that are 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.

Main Street Form

Pedestrian-oriented development along a street, characterized by buildings fronting close to the edge of the street with frequent entrances and windows.

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 ways of moving including 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 facades 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/or heated bus shelter or waiting area.

ST. JOHN'S

Rennie's River

Neighbourhood Plan

