

Executive Summary

Introduction

The purpose of this report is to develop recommendations for the reurbanization of the Cyrville area of Gloucester, Ontario as a transit-oriented development. Cyrville is a small remnant village located near St. Laurent Boulevard and Highway 417 (the Queensway), in the northwest corner of Gloucester. There are two objectives for the recommendations. First, they should help to improve the vitality and urban condition of the study area. Second, they should contribute to an increase in the number of daily boardings at the express bus transit station located just south of Cyrville.

The focus of the report is transit-oriented development as a method to redevelop inner suburban areas, increase ridership on public transit systems, and slow the outward growth of the urban edge. Transit-oriented development works by locating medium and higher density uses within 400 metres walking distance of transit stations. The use of this technique has become appropriate in Ottawa-Carleton, where outward expansion would otherwise be continued by the population increase, and where ridership on the express bus Transitway is in decline.

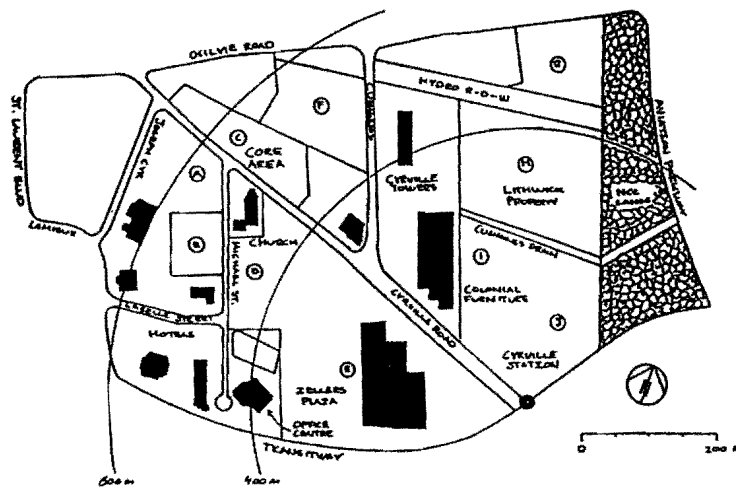


Figure ES.1 – The Village of Cyrville.

Cyrville is a small French-Canadian village in the City of Gloucester that has remained distinct from the urban development that now surrounds it. The study area for this report includes a small pocket of older buildings between the Queensway, the Aviation Parkway, St. Laurent Boulevard, and Ogilvie Road (Figure ES.1). The Transitway station at Cyrville is located in the southeast of the study area at the intersection of Cyrville Road and the Queensway.

The Village of Cyrville is a prime candidate for redevelopment, with support from members of the community, supportive municipal policies, and vacant lands. There are approximately 17 hectares of vacant or under-utilized parcels of land within the Village. Constraints to development include the limited capacity of sanitary sewers, wind and noise from the nearby Queensway, and the need to assemble small parcels of land in the core area.

Three Development Alternatives

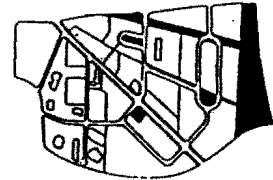
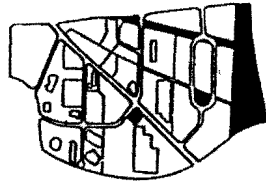
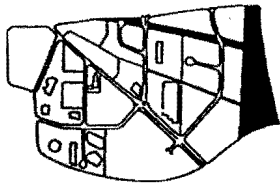
Three development alternatives were compiled for this report. The first alternative is the *Cyrville Core Activity Area - Development Concept Plan*, a mixed-use concept which was developed by the City of Gloucester between 1995 and 1998. The second alternative is the *Partial Cyrville Transit Village* option, which involves rehabilitation, redevelopment, and infill initiatives on a modified network of streets. The third alternative is the *Extensive Cyrville Transit Village* option, which adds to the second alternative by proposing a greater level of redevelopment in the Cyrville area. The third alternative also proposes the introduction of a mixed-use Transitway Zone for parcels within 400 metres of the station.

A comparison of land uses under the three alternatives is shown in Figure ES.2. The first set of sketches illustrates the parks and open space incorporated into each option. The second set of sketches displays areas that would be designated for purely residential use. The third set of sketches shows the parcels that would have retail at grade with upper-floor apartments. The fourth set of sketches illustrates the areas that would be designated for purely commercial or office use. The final sketches show parcels which would remain unaltered under each alternative.

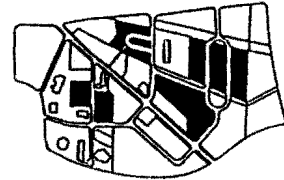
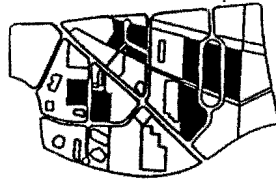
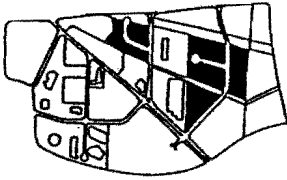
One

Two

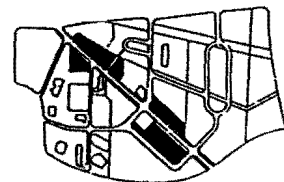
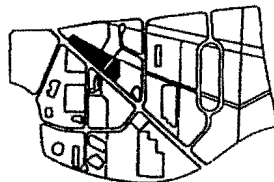
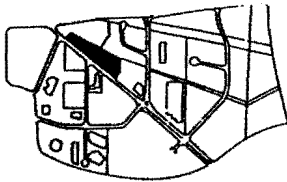
Three



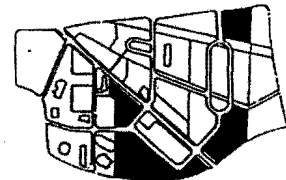
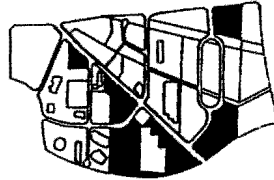
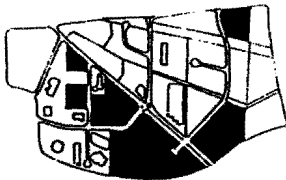
Parks and Open Space



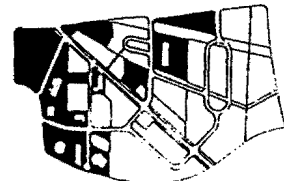
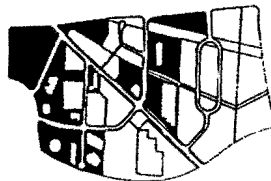
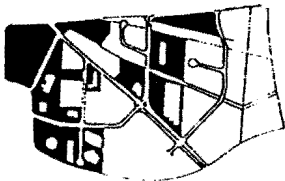
Residential



Mixed Use



Commercial / Office



Unaltered Parcels

0 400 m



Figure ES.2 – A comparison of land uses in the three development alternatives.

| <i>Evaluation Criterion</i> | | <i>Alternative One (City of Gloucester)</i> | <i>Alternative Two (Partial Cyrville Transit Village)</i> | <i>Alternative Three (Extensive Cyrville Transit Village)</i> |
|--|--------|---|---|---|
| 1. Accessibility / Vitality / Safety | | | | |
| 2. Integration of station | | / | | |
| 3. 400 metre radius | | | | |
| 4. Minimum density over 40 upha | | / | | |
| 5. Housing mix | | | | |
| 6. Pedestrian mobility / Public spaces | | | | |
| 7. Buffering | | | | |
| 8. Adherence to legislation | OP | | | |
| | Zoning | | | |
| 9. P.E.C. Employment Criteria | | / | | |
| 10. Infrastructure capacity | | | | |
| 11. Land assembly | | | | |
| 12. Market forces | | | | |

Table ES.1 – Evaluation of alternatives.

- The alternative performs very well with regard to the criterion*
- The alternative addresses and meets the criterion*
- The alternative performs poorly with regard to the criterion*
- / *The alternative does not meet the criterion*

It can be concluded from this comparison that the mix of uses increases and the grain of the fabric becomes increasingly fine as one compares Alternative One with Alternatives Two and Three.

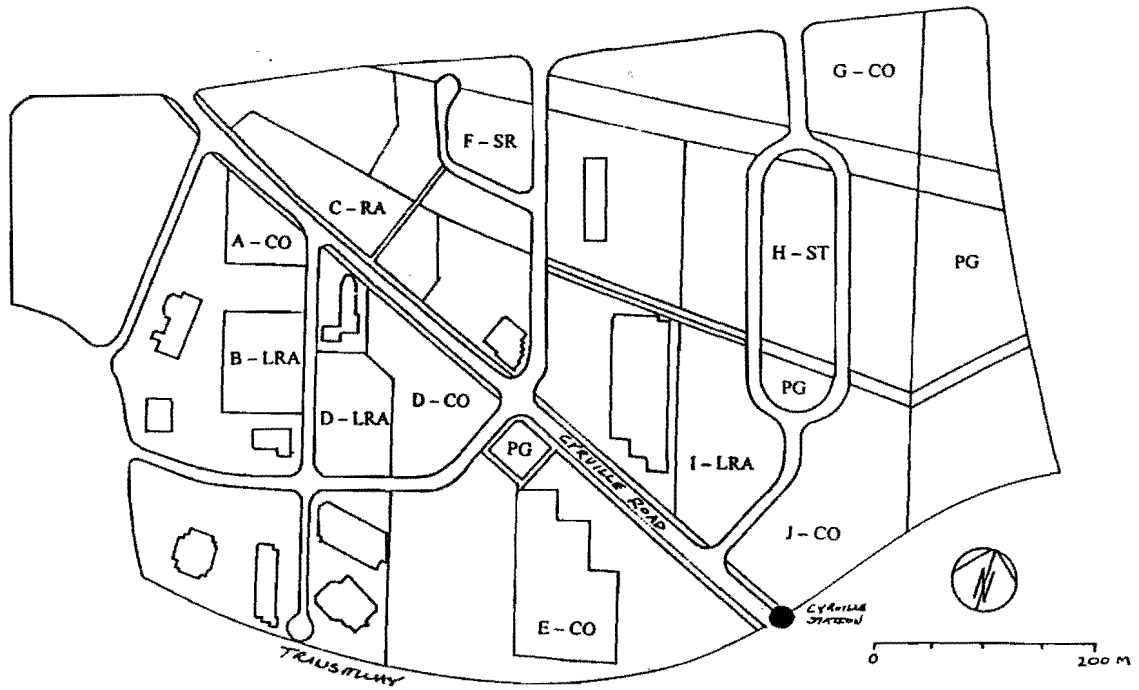
The Evaluation of Alternatives

As illustrated by Table ES.1, twelve criteria were used to evaluate the three alternatives. Based on this evaluation, Alternative Two - *Partial Cyrville Transit Village* was selected as the most feasible plan for the reurbanization of Cyrville. Positive aspects of this alternative include flexibility in the face of changing market forces, the achievement of the employment targets for the area, and a good mix of housing types. The development concept for this alternative is illustrated by Figure ES.3.

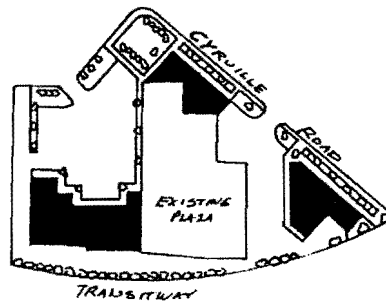
Shorter-Term Recommendations

It is recommended that within the next five years, the Regional Municipality of Ottawa-Carleton and the City of Gloucester should:

1. Promote the moderate redevelopment of the Village according to Alternative Two – Partial Cyrville Transit Village as proposed by Chapter Three of this report.
2. Proceed with the rezoning of Parcels ‘A’ to ‘J’ and ‘L’ in the Village of Cyrville as per Alternative Two in Table F.5 of this report.
3. Improve the streetscape of Cyrville Road through the provision of bicycle lanes, on-street parking, post lamps, wide sidewalks, patios, frequent entrances, window canopies, and underground services between the Queensway and Ogilvie Road.
4. Post signs encouraging heavy truck traffic to follow Cummings Avenue rather than Cyrville Road through the core of the Village.
5. Acquire the necessary lands, funds, and zoning approvals to construct a Village Green at the southeast corner of Cyrville Road and LaBelle Street.
6. Work with landowners and developers to encourage the use of built forms that are consistent with the existing community, which provide a sense of enclosure, and which address the street.
7. Promote the redevelopment of some of the parcels along Cyrville Road, while allowing the continuation of current uses on others. A key objective will be to preserve and enhance the



- SR Street Rowhouses
- ST Stacked Townhouses
- LRA Low-Rise (3s) Apartments
- MRA Mid-Rise (6s) Apartments
- RA Retail / Office with Apartments
- CO Commercial / Office
- PG Parks and Green Space



Potential Infill and Rehabilitation on Parcel 'E'

Figure ES.3 – Alternative Two – Development Concept Plan.

unique streetscape that now exists in the vicinity of Notre Dame de Lourdes de Cyr Church at Cyrville Road and Michael Street.

8. Work with the landowner and developer to physically and functionally integrate the Transitway station with a commercial / office building on Parcel 'J'.
9. Promote the rehabilitation and intensification of the Zellers Plaza property through an expansion of the existing structure and a reconfiguration of the surface parking area as per Figure ES.3.
10. Continue to monitor sanitary sewer capacity via detailed calculations similar to those of the *Cyrville Drainage and Master Infrastructure Plan*.
11. Mandate the incorporation of on-site stormwater management techniques throughout the study area.
12. Celebrate the French-Canadian heritage of the Village through the use of appropriate names, architecture, and / or monuments.
13. Work with the Cyrville Core Property Owners Association to initiate an inaugural phase or project which could serve as a successful example of transit-oriented development within the Village.

It is recommended that within the next five years, OC Transpo should:

1. Work with the owner and developer of Parcel 'J' to integrate the Cyrville Station facility with future building(s) on the site.
2. Begin improvements to the station facility such as new structures to protect passengers from the wind along Cyrville Road.
3. Place signs along Cyrville Road directing potential riders toward the Transitway station.

Longer-Term Recommendations

It is recommended that within the next ten years, the Regional Municipality of Ottawa-Carleton and the City of Gloucester should:

1. Consider the introduction of a mixed use Transitway Zone as proposed by Alternative Three. The reduced parking requirements, provisions for access to transit, and project-specific development charges included by this Zone would likely help to increase transit ridership.
2. Extend LaBelle Street to Cyrville Road, and recommend the construction of new streets as per Figure 3.4 on the Lithwick property.

3. Contribute to the construction of pedestrian walkways between Parcel 'F' and Cyrville Road, and between Parcel 'I' and Cummings Avenue (as per Figure 3.4).
4. Acquire the necessary lands, funds, and zoning approvals to construct a parkette on the Lithwick property (as per Figure 3.4) and to facilitate public access to the buffer lands along the Aviation Parkway for use as a park.

Conclusions

There is potential for other transit villages in the Regional Municipality of Ottawa-Carleton. The Cyrville case examined for this report is only one of the twenty-one stations that form the current Transitway system. Other potential sites which have not yet been studied include Billings Bridge, Lebreton, Walkley, and Kanata. Additional sites may emerge along the Light Rail Pilot Project (LRPP) now under development by the Region.

The development of the Cyrville Transit Village is an example of how transit-oriented development could be used to intensify land use and to increase transit ridership in Ottawa-Carleton. Through the construction of transit villages, inner suburban areas such as Cyrville would gain a new vitality, while outlying areas could be planned as to grow outward at a slower rate. The introduction of transit villages throughout Ottawa-Carleton might help to improve the quality of life in all parts of the Region.