

ST. JOHN'S

Regular Meeting - City Council Agenda

March 1, 2021

3:00 p.m.

4th Floor City Hall

Pages

1. CALL TO ORDER
2. PROCLAMATIONS/PRESENTATIONS
3. APPROVAL OF THE AGENDA
 - 3.1. Adoption of Agenda
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13. OTHER BUSINESS

13.1. 11 Tiffany Lane, Adoption REZ2000001

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14. ACTION ITEMS RAISED BY COUNCIL

15. ADJOURNMENT

ST. JOHN'S

Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

February 22, 2021, 3:00 p.m.

Present: Mayor Danny Breen
Councillor Maggie Burton
Councillor Sandy Hickman
Councillor Deanne Stapleton
Councillor Jamie Korab
Councillor Ian Froude
Councillor Wally Collins
Councillor Shawn Skinner

Regrets: Deputy Mayor Sheilagh O'Leary
Councillor Debbie Hanlon

Staff: Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Cheryl Mullett, City Solicitor
Susan Bonnell, Manager - Communications & Office Services
Elaine Henley, City Clerk
Ken O'Brien, Chief Municipal Planner
Maureen Harvey, Legislative Assistant

Others: Brian Head, Acting Deputy City Manager - Public Works

Land Acknowledgement

The following statement was read into the record:

"We respectfully acknowledge the Province of Newfoundland & Labrador, of which the City of St. John's is the capital City, as the ancestral homelands of the Beothuk. Today, these lands are home to a diverse population of indigenous and other peoples. We would also like to acknowledge with respect the diverse histories and cultures of the Mi'kmaq, Innu, Inuit, and Southern Inuit of this Province."

1. **CALL TO ORDER**

2. **PROCLAMATIONS/PRESENTATIONS**

2.1 **Proclamation for Heritage Day - February 15, 2021**

Mayor Breen read the proclamation followed by Councillor Burton who presented the following heritage awards:

Preserving or restoring the original character of a Heritage Building
Jennifer and Kirk Anderson for Canada House, 74 Circular Road

Preserving or restoring the original character of a building in Heritage Area
1

Isabelle Goodridge for Clifton, 71 Rennie's Mill Road

Infill development that blends into a Heritage Area 1 neighbourhood
Bruce Blackwood for 29 Military Road

Infill development that blends into a Heritage Area 1 neighbourhood
Donald Hayes for 27 Military Road

3. **APPROVAL OF THE AGENDA**

3.1 **Adoption of Agenda**

SJMC-R-2021-02-22/70

Moved By Councillor Froude

Seconded By Councillor Burton

That the agenda be adopted as presented.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

4. **ADOPTION OF THE MINUTES**

4.1 **Adoption of Minutes - February 9, 2021**

SJMC-R-2021-02-22/71

Moved By Councillor Collins

Seconded By Councillor Stapleton

That the minutes of the Regular meeting held on February 9, 2021 be adopted as presented.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

5. BUSINESS ARISING FROM THE MINUTES

5.1 St. John's Transportation Commission (Amendment No. 1-2021) By-Law

Amendments to the St. John's Transportation Commission By-Law to increase the number of members from 7 to 9.

SJMC-R-2021-02-22/72

Moved By Councillor Korab

Seconded By Councillor Burton

That Council approve amendments to the St. John's Transportation Commission By-Law to increase the number of members from 7 to 9.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

6. DEVELOPMENT APPLICATIONS

6.1 Establish Building Line Setback - 52 Stamp's Lane - INT2100009

SJMC-R-2021-02-22/73

Moved By Councillor Burton

Seconded By Councillor Froude

That Council approve the 6.21 metre Building Line setback for 52 Stamp's Lane.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

6.2 Request to Set the Parking for the Sale of Wood - 70 Ruby Line - DEV2100006

SJMC-R-2021-02-22/74

Moved By Councillor Burton

Seconded By Councillor Collins

That Council set 2 parking spaces as the requirement for the sale of wood (Forestry Use) at 70 Ruby Line.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

6.3 Request for Building Line Setback - 44 Densmore's Lane - DEV200012

SJMC-R-2021-02-22/75

Moved By Councillor Burton

Seconded By Councillor Collins

That Council approve the 8 metre Building Line setback at 44 Densmore's Lane to accommodate the construction of a Single Detached Dwelling.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

**6.4 Notices Published - Home Occupation - 32 Guzzwell Drive -
DEV2100002**

SJMC-R-2021-02-22/76

Moved By Councillor Burton

Seconded By Councillor Stapleton

That Council approve the application for a home occupation at 32 Guzzwell Drive subject to meeting all applicable requirements.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

**6.5 Notices Published - Home Occupation - 6 Caravelle Place -
DEV2000201**

SJMC-R-2021-02-22/77

Moved By Councillor Burton

Seconded By Councillor Stapleton

That Council approve the home occupation application at 6 Caravelle Place subject to meeting all applicable requirements.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

**6.6 Tutoring Centre (Commercial School)
31 Peet Street
DEV2100009**

SJMC-R-2021-02-22/78

Moved By Councillor Burton

Seconded By Councillor Froude

That Council approve the application for a tutoring centre at 31 Peet Street subject to meeting all applicable requirements.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

6.7 Discretionary Use Hours of Operation Change
83 Duckworth Street
DEV2100008

SJMC-R-2021-02-22/79

Moved By Councillor Burton

Seconded By Councillor Skinner

That Council reject the application for a change in operation hours at 83 Duckworth Street and that the revised hours of operation be as follows: (indoor operation) of Sunday to Thursday 7 a.m. - 12 a.m. and Friday and Saturday 7a.m. – 12 a.m. to offset concerns from residents about the lateness of operation by these establishments, particularly in residential areas.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

7. COMMITTEE REPORTS

8. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

8.1 Development Permits List for the Period February 4 - 10, 2021

Council considered the above noted Development Permits List for information.

9. BUILDING PERMITS LIST (FOR INFORMATION ONLY)

9.1 Building Permits List for the Period February 4 - 10, 2021

Council considered the above noted Building Permits List for information.

9.2 Building Permits List for week of February 17, 2021

Council considered the above noted Building Permits List for information.

10. REQUISITIONS, PAYROLLS AND ACCOUNTS

10.1 Weekly Payment Vouchers for the Week Ending February 10, 2021

SJMC-R-2021-02-22/80

Moved By Councillor Stapleton

Seconded By Councillor Hickman

That Council approve the Weekly Payment Vouchers for the week ending February 10, 2021 in the amount of \$7,006,830.92.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

10.2 Weekly Payment Vouchers for the Week Ending February 17, 2021

SJMC-R-2021-02-22/81

Moved By Councillor Stapleton

Seconded By Councillor Hickman

That Council approve the Weekly Payment Vouchers for the week ending February 17, 2021 in the amount of \$ 4,432,245.41

MOTION CARRIED

11. TENDERS/RFPS

11.1 2020193 – Supply and Delivery of John Deere Parts

SJMC-R-2021-02-22/82

Moved By Councillor Hickman

Seconded By Councillor Froude

That Council award open call 2020193 – Supply and Delivery of John Deere Parts, to the lowest and only bidder meeting the bid specifications, Brandt Tractor Ltd. for \$96,112.62 (excluding HST), as per the Public Procurement Act. There is a price escalation allowance which is up to a maximum of the appropriate CPI index for years 3 and beyond. Specifications required a vendor to bid on minimum 80% of the items listed. The recommended vendor is the only one who met this requirement.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

11.2 2020194 – Supply and Delivery of Caterpillar Parts

SJMC-R-2021-02-22/83

Moved By Councillor Hickman

Seconded By Councillor Froude

That Council award open call 2020194 – Supply and Delivery of Caterpillar Parts, to the lowest and only bidder meeting the specifications, Toromont Cat for \$102,831.36 (excluding HST), as per the Public Procurement Act.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

11.3 2020166 - CCTV and Door Access Standing Offer RFP

SJMC-R-2021-02-22/84

Moved By Councillor Hickman

Seconded By Councillor Korab

That Council award RFP 2020166 to Johnson Controls LP in the amount of \$70,521.92 + HST based on an evaluation of the proposals by the City's evaluation team as per the Public Procurement Act.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

12. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

13. OTHER BUSINESS

13.1 138 Ladysmith Drive, Approval MPA2000007

SJMC-R-2021-02-22/85

Moved By Councillor Burton

Seconded By Councillor Froude

That Council approve the attached resolutions for St. John's Municipal Plan Amendment Number 156, 2021 and St. John's Development Regulations Amendment Number 712, 2021, as adopted, regarding three proposed Townhouses at 138 Ladysmith Drive.

For (8): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (8 to 0)

14. ACTION ITEMS RAISED BY COUNCIL

15. ADJOURNMENT

There being no further business, the meeting adjourned at 3:45 pm

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Request for Rear Yard Variance and Establish the Building Line
612 Southside Road
DEV2000176

Date Prepared: February 22, 2021

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 5

Decision/Direction Required:

To seek approval for a 10% variance on the Rear Yard Setback and to establish the Building Line at 3.0 meters to accommodate a Single Detached Dwelling at 612 Southside Road.

Discussion – Background and Current Status:

An application has been submitted for the construction of a Single Detached Dwelling at 612 Southside Road. The minimum Rear Yard setback in the Residential-Medium Density (R2) Zone is 6 metres, while the proposed Rear Yard setback is 5.6 metres. Section 8.4 of the Development Regulations provides that up to a 10% variance pertaining to Lot Requirements can be considered. A 10% variance would be required to allow the proposed Dwelling.

A 3.0 meter Building Line setback is also being requested, in order to accommodate the proposed Dwelling. Council has the power to establish or re-establish the Building Line for any existing Street as per Section 8.3.1. The proposed setback would be in line with existing Dwellings in the area.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Abutting property owners have been notified.
3. Alignment with Strategic Directions/Adopted Plans: *St. John's Strategic Plan 2019-2029 - A Sustainable City* – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: Section 8.4 and Section 8.3.1 of the St. John's Development Regulations.

5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Not applicable.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council approve the 10% variance for the Rear Yard setback and establish the Building Line setback at 3.0 meters to accommodate construction of a Single Detached Dwelling 612 Southside Road.

Prepared by:

Ashley Murray, P. Tech – Development Officer II
Planning, Engineering and Regulatory Services

Approved by:

Jason Sinyard, P. Eng., MBA, Deputy City Manager-
Planning, Engineering and Regulatory Services

Report Approval Details

Document Title:	Development Committee- Request for Variance and Establish Building Line at 612 Southside Road - DEV2000176.docx
Attachments:	- 612SouthsideRd.pdf
Final Approval Date:	Feb 25, 2021

This report and all of its attachments were approved and signed as outlined below:

Lindsay Lyghtle Brushett - Feb 24, 2021 - 12:12 PM

Jason Sinyard - Feb 25, 2021 - 11:37 AM

R1



SUBJECT PROPERTY

R2
612

SOUTHSIDE RD

R2

R1

OR

DISCLAIMER: This map is based on current information at the date of production.

Permits List
Council's March 1, 2021 Regular Meeting

Permits Issued: 2021/02/18 to 2021/02/24

BUILDING PERMITS ISSUED

Residential

Location	Permit Type	Structure Type
124 Topsail Rd	Renovations	Single Detached Dwelling
127 Penney Cres	Change of Occupancy/Renovations	Subsidiary Apartment
3 Noad Pl	Renovations	Townhousing
3 St. Michael's Ave	Change of Occupancy	Home Occupation
31 Fahey St	Accessory Building	Accessory Building
41 Drake Cres	Site Work	Swimming Pool/Hot Tub
45 Goodview St	Renovations	Townhousing
52 Stamp's Lane	New Construction	Single Detached Dwelling
7 Pine Bud Pl	Renovations	Single Detached Dwelling
70 Diamond Marsh Dr	Accessory Building	Accessory Building

This Week: \$359,321.00

Commercial

Location	Permit Type	Structure Type
115 George St W	Renovations	Hotel
13-15 Pippy Pl	Renovations	Warehouse
30 Ropewalk Lane	Sign	Eating Establishment
337 Water St	Change of Occupancy/Renovations	Other
42 Danny Dr	Sign	Clinic
460 Kenmount Rd	Sign	Eating Establishment
48 Kenmount Rd	Change of Occupancy/Renovations	Restaurant
48 Kenmount Rd	Sign	Retail Store
541 Kenmount Rd	Renovations	Communications Use
545 Kenmount Rd	Site Work	Communications Use
644 Topsail Rd	Sign	Clinic
67 Major's Path	Change of Occupancy	Office

This Week: \$1,704,261.69

Government/Institutional

Location	Permit Type	Structure Type
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204 Brookfield Rd

Renovations

Agriculture

This Week: \$477,452.00

Industrial

Location

Permit Type

Structure Type

This Week: \$0.00

Demolition

Location

Permit Type

Structure Type

This Week: \$0.00

This Week's Total: \$2,541,034.69

REPAIR PERMITS ISSUED:

\$0.00

NO REJECTIONS

YEAR TO DATE COMPARISONS			
March 1, 2021			
TYPE	2020	2021	% Variance (+/-)
Residential	\$2,581,426.90	\$3,630,131.62	41
Commercial	\$10,909,448.86	\$4,795,804.44	-56
Government/Institutional	\$5,000.00	\$670,901.00	13318
Industrial	\$0.00	\$4,000,000.00	0
Repairs	\$63,500.00	\$265,000.00	317
TOTAL	\$13,559,375.76	\$13,361,837.06	-1
Housing Units (1 & 2 Family Dwelling)	3	7	

Respectfully Submitted,

Jason Sinyard, P.Eng., MBA
Deputy City Manager
Planning, Engineering and Regulatory Services

MEMORANDUM

Weekly Payment Vouchers For The Week Ending February 24, 2021

Payroll

Public Works	\$ 517,957.42
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Bi-Weekly Casual	\$ 40,318.30
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Accounts Payable	\$ 3,514,283.09
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(A detailed breakdown available [here](#))

Total:	\$ 4,072,558.81
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ST. JOHN'S

DEPARTMENT OF FINANCE

CITY OF ST. JOHN'S PO BOX 908 ST. JOHN'S NL CANADA A1C 5M2 WWW.STJOHNS.CA

BID APPROVAL NOTE

Bid # and Name: 2021009 - Supply & Delivery of Watermain Fittings
Date Prepared: Tuesday, February 23, 2021
Report To: Regular Meeting
Councillor and Role: Councillor Sandy Hickman, Public Works
Ward: N/A

Department: Public Works
Division: Water & Wastewater
Quotes Obtained By: Sherri Higgins
Budget Code: 4131-55468
Source of Funding: Operating

Purpose:

The purpose of this open call is to obtain the supply of 20" valves and fittings to replace existing valves on the watermain along Duckworth Street.

Results: ☐ As attached ☐ As noted below

Vendor Name	Bid Amount
Iconix Waterworks	Disqualified
Emco Waterworks	\$73,075.14
Wolseley Canada Waterworks	\$74,073.34
Crane Supply	\$80,946.20
Flowstar Industrial ULC	\$100,671.14

Expected Value: ☒ As above
☐ Value shown is an estimate only for a # year period. The City does not guarantee to buy specific quantities or dollar value.

Contract Duration: One time purchase

Bid Exception: None

Recommendation:

That Council award this open call to the lowest bidder meeting specifications, Emco Waterworks for \$73,075.14 (HST included) as per the Public Procurement Act.

Attachments:

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Report Approval Details

Document Title:	2021009 - Supply and Delivery of Watermain Fittings.docx
Attachments:	
Final Approval Date:	Feb 23, 2021

This report and all of its attachments were approved and signed as outlined below:

Rick Squires - Feb 23, 2021 - 12:55 PM

Derek Coffey - Feb 23, 2021 - 1:00 PM

DECISION/DIRECTION NOTE

Title: 11 Tiffany Lane, Adoption REZ2000001

Date Prepared: February 24, 2021

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 4

Decision/Direction Required:

That Council adopt the attached resolution for St. John's Development Regulations Amendment 716, 2021, to rezone land from the Residential Medium Density (R2) Zone to the Apartment Medium Density (A2) Zone to accommodate two Personal Care Homes at 11 Tiffany Lane. The amendment also includes text changes to the A2 Zone. Staff do not recommend the requested Apartment High Density (A3) Zone.

Discussion – Background and Current Status:

The City has received an application from 77345 Newfoundland and Labrador Ltd./KMK Capital Inc. for two 6-storey assisted-living facilities at 11 Tiffany Lane. In the St. John's Development Regulations, an assisted-living facility is classified as a Personal Care Home.

The property is zoned Residential Medium Density (R2), in which a Personal Care Home is not permitted. The applicant has asked for a rezoning to the Apartment High Density (A3) Zone to accommodate the height and density of the proposed buildings. The property is designated Residential High Density under the St. John's Municipal Plan and therefore a Plan amendment is not required. As per Section 2.3.3 of the Municipal Plan, the Residential High Density District shall permit zones providing for medium-density residential uses.

The subject property has mature trees and lawns, has a total area of 14,513 square metres and has frontage along Tiffany Lane, Portugal Cove Road/New Cove Road, and Baird's Lane. The main entrance is proposed off Tiffany Lane, with an access off New Cove Road to the parking garage. The property was subdivided from the Bryn Mawr property at 154 New Cove Road and includes most of its lawns and gardens. That house, a designated Heritage Building, stands empty in the R2 Zone. The surrounding properties are in the Apartment Medium Density (A2) Zone, in the Institutional (INST) Zone across Tiffany Lane, and in the Residential Low Density (R1) Zone across Portugal Cove Road/New Cove Road.

At its August 31, 2020 regular meeting, Council decided to consider the amendment and set the terms of reference for a Land Use Assessment Report (LUAR). Following submission and staff review of the LUAR, the proposed rezoning and report was advertised on three occasions in *The Telegram* newspaper and was posted on the City's website. Property owners within 150 metres of the application site were notified. A virtual public meeting chaired by Ms. Marie Ryan

ST. JOHN'S

was held on January 20, 2021 with approximately thirty (30) attendees. Written submissions received by the City Clerk are included in the agenda for the Regular Meeting of Council.

Concerns Raised by the Public

While there was some support for the development in written submissions, most public meeting attendees raised concerns about the development. These include:

- The number of proposed Personal Care beds:
 - The Province limits the number of beds in a Personal Care Home. While this provincial standard is not reviewed by the City, the applicant advised that the Province allows a mix of Personal Care beds and independent living units within a facility.
- The height and density of the proposed buildings:
 - Many thought that the buildings are too large, too high and would create negative impacts such as shadowing on adjoining properties. While 6 storeys raised concerns from adjacent residents, the possibility of a maximum building height of 10 storeys raised great concern. The applicant stated that the higher density has been requested for financial modelling purposes and they do not intend to increase the height above 6 storeys.
- The proposed development would increase traffic:
 - The development proposed for a Personal Care Home has been reviewed by the City's Transportation Engineering staff and no concerns were expressed. The applicant has been advised that the apartment zones allow more intensive uses such as an Apartment Building that could trigger a traffic study and require traffic improvements (either on-site, off-site or both) if the proposed use should change from a Personal Care Home.
- There are too many Personal Care Homes in this neighbourhood:
 - Many residents felt that there are too many Personal Care Homes and seniors' complexes in this neighbourhood and that this development would not help create a diverse neighbourhood. Some thought that another Personal Care Home would detract younger residents from living nearby. While we acknowledge this concern, the City does not limit the number of a particular land use in a neighbourhood. Further, the applicant noted that, based on the demographic profile of St. John's, there will be an undersupply of this type of housing in 5 years which shows a need for new Personal Care Homes.

Proposed Development and Requested Zone

The proposed development will contain two 6-storey buildings with a total of 237 units and two (2) levels of underground parking. The level of personal care has not been determined yet. The applicant's justification for requesting the A3 Zone is to allow increased density and increased floor-area ratio (FAR), however these zone standards do not apply to Personal Care Homes, only to Apartment Buildings. Therefore, the proposed Personal Care Home can be accommodated in the Apartment Medium Density (A2) Zone.

While it is not what the applicant has requested, staff recommend rezoning to the A2 Zone rather than the A3 Zone. The A3 Zone would give a legal right to 10 storeys that could not be denied. Given the public concerns regarding building height, staff do not recommend a zone

that could allow a height greater than 6 storeys. The properties alongside 11 Tiffany Lane are zoned A2, so it would be a compatible zone.

An earlier version of this memo proposed using the A2 Zone in the existing St. John's Development Regulations (see attached zone table). In response, the applicant asked for the application to be deferred. After discussion, staff are satisfied to recommend the A2 Zone but with elements adapted from the draft Envision St. John's Development Regulations.

In the LUAR, the development is shown as having a 25-metre building height. For Personal Care Home, the proposed maximum building height is 24 metres in the A2 Zone from Envision (one change is that Envision moves from building height in storeys to building height in metres). Should the development exceed 24 metres at the development stage, Council could approve a variance up to 10% or an extra 2.4 metres to allow some additional height or adjustments to the side yards – in the A2 Zone, side yards are linked to building height. The taller the building, the larger the side yard required.

The A2 Zone from Envision includes revised standards for Apartment Buildings and Personal Care Homes. This would allow some flexibility should the proposed use change, but still limit the building height. The amendment would remove the density limit and floor-area ratio (FAR) requirements for Apartment Buildings, reduce the maximum lot coverage from 50% to 40%, and change the maximum building height from storeys to metres as mentioned above. These changes in the A2 Zone were adopted-in-principle by Council as part of Envision St. John's.

Parking Relief

Under the current Development Regulations, the parking requirement for a Personal Care Home is 1 parking space for every 20 square metres for the portion of the building used as wards or suites. Based on the proposed suite floor area for the 237 units (12,901.2 square metres), 646 parking spaces are required. The applicant is proposing 150 parking spaces and is asking that Council provide parking relief for 496 spaces. This request is in line with other Personal Care Homes in the city, and the proposed 151 spaces are actually greater than the parking requirement proposed in Envision. The request was reviewed by the City's Transportation Division and the proposed number of parking spaces is deemed adequate. Therefore, staff have no concerns with the request to grant parking relief for 496 spaces.

Next Steps

Should Council adopt the attached amendment, it will be forwarded to the NL Department of Environment, Climate Change and Municipalities for registration. No commissioner's public hearing or further vote is needed.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:

St. John's Strategic Plan 2019-2029 - A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.

4. Legal or Policy Implications: A map amendment to the St. John's Development Regulations is required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Not applicable.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council adopt St. John's Development Regulations Amendment Number 716, 2021, which will rezone land at 11 Tiffany Lane from the Residential Medium Density (R2) Zone to the Apartment Medium Density (A2) Zone and will amend Apartment Building and Personal Care Home standards within the A2 Zone.

Further, that Council adopt the attached Land Use Assessment Report (LUAR) for 11 Tiffany Lane, dated November 19, 2020, showing two 6-storey buildings to be used as Personal Care Homes.

It is also recommended Council approve parking relief for 496 spaces for the proposed use of 11 Tiffany Lane as a Personal Care Home as per Section 9.1.2(1) (Parking Relief) of the St. John's Development Regulations.

Prepared by: Ann-Marie Cashin, MCIP, Planner III – Urban Design & Heritage
Approved by: Ken O'Brien, MCIP, Chief Municipal Planner

Report Approval Details

Document Title:	11 Tiffany Lane, Adoption (Updated) REZ2000001.docx
Attachments:	- 11 Tiffany Lane - Adoption Attachment.pdf
Final Approval Date:	Feb 25, 2021

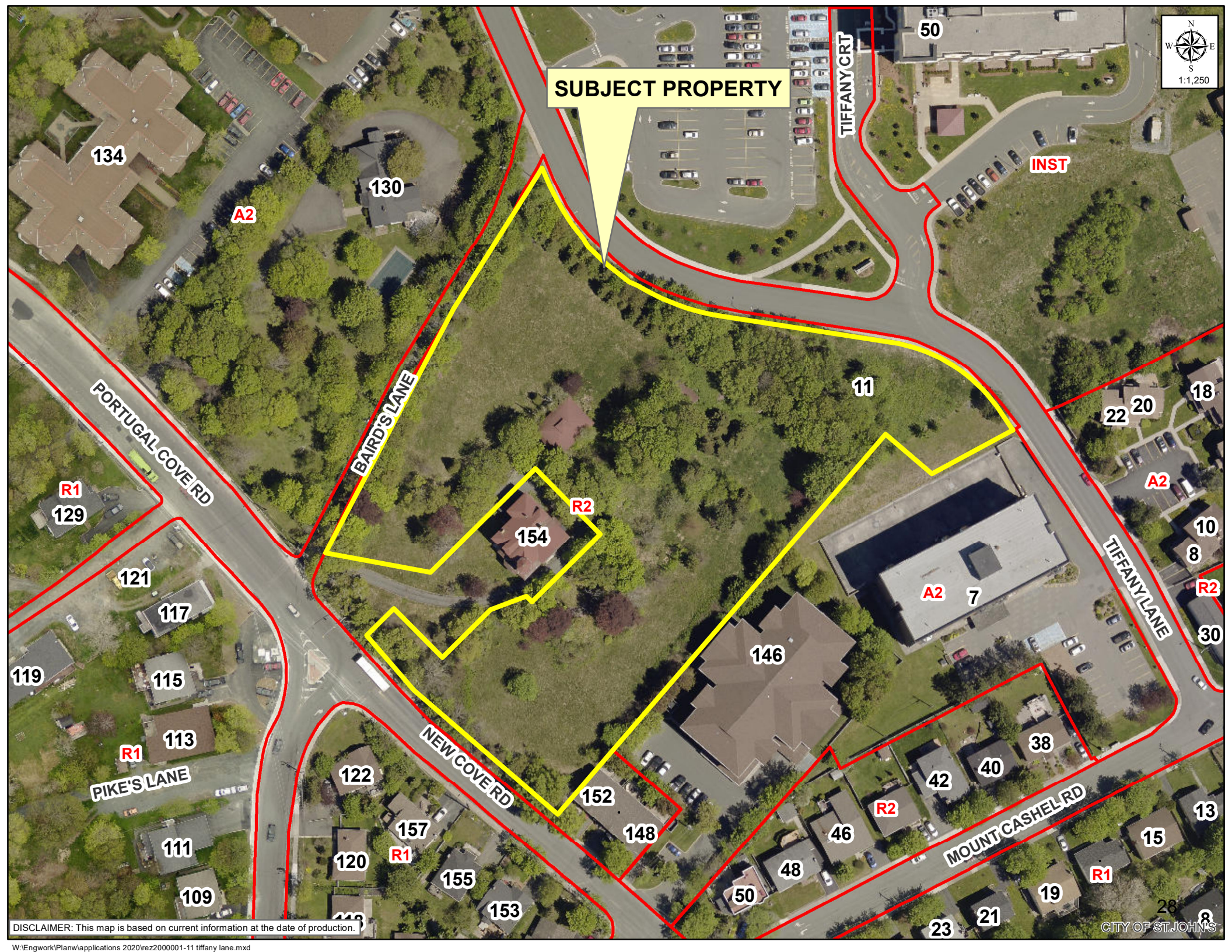
This report and all of its attachments were approved and signed as outlined below:

Ken O'Brien - Feb 24, 2021 - 5:02 PM

Jason Sinyard - Feb 25, 2021 - 11:35 AM

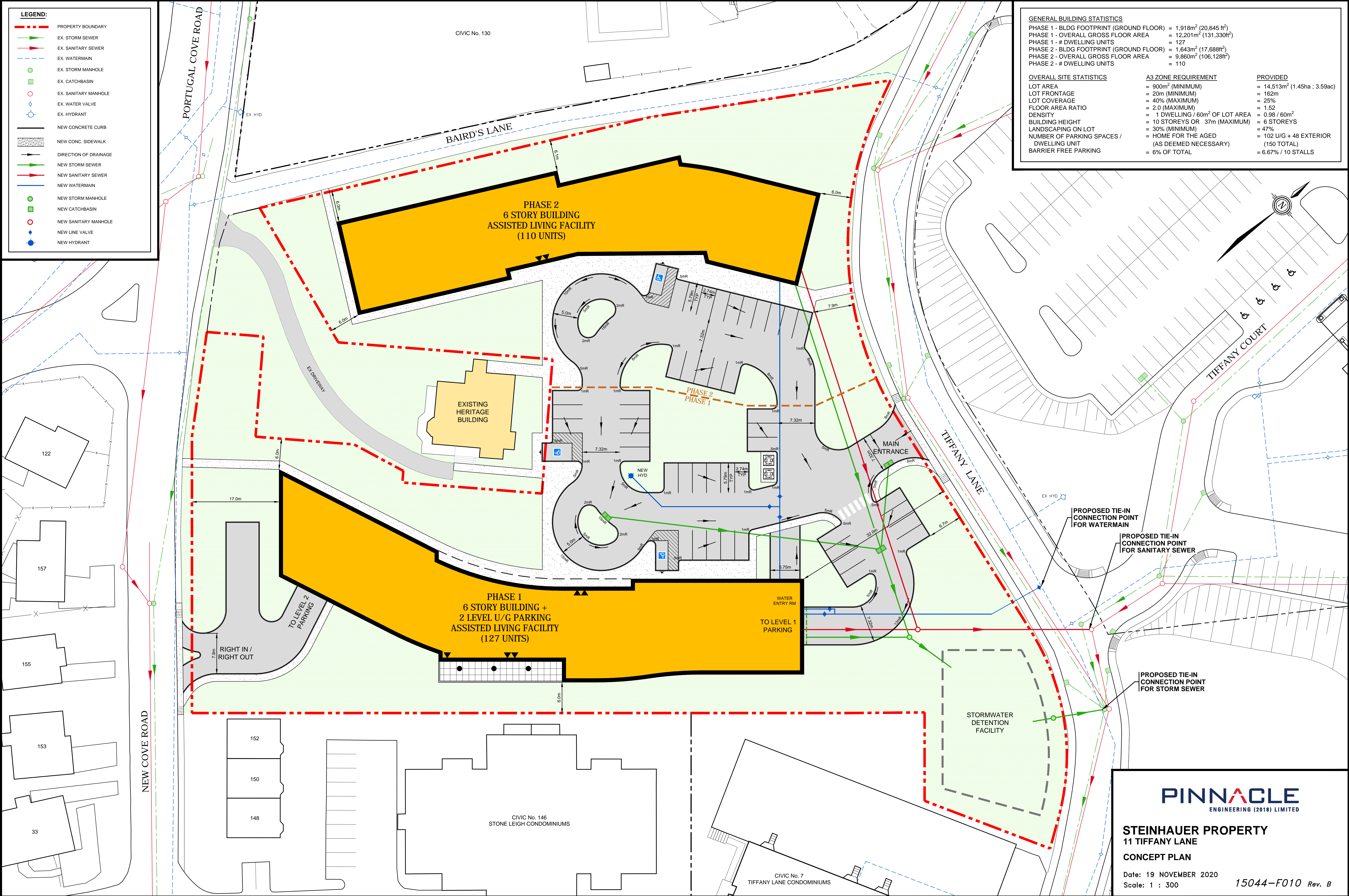


SUBJECT PROPERTY



DISCLAIMER: This map is based on current information at the date of production.





Current A2 Zone

10.13 APARTMENT MEDIUM DENSITY (A2) ZONE

(See Section 5.1.4 - Development Above the 190 Metre Contour Elevation)

10.13.1 Permitted Uses

Residential:

- (a) Accessory Building (subject to Section 8.3.6) **(1995-06-09)**
- (b) Apartment Building
- (c) Home Office (subject to Section 7.9) **(1997-08-08)**
- (d) Seniors' Apartment Building (subject to Section 7.18) **(1995-06-09)**
- (e) Townhousing

Recreational:

- (f) Park

Other:

- (g) Day Care Centre (subject to Section 7.7)
- (h) Personal Care Home **(2018-04-20)**

10.13.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility (subject to Section 7.3)
- (b) Convenience Store in Apartment Building (subject to Section 7.5)
- (c) Hairdressing Establishment
- (d) Home Occupation (subject to Section 7.8)
- (e) Parking Lot (subject to Section 7.13)
- (f) Planned Unit Development (subject to Section 5.10.3)
- (g) Private Park **(2007-10-05)**
- (h) Public Utility
- (i) Service Shop (subject to Section 7.19) **(1995-06-09)**
- (j) Uses Complementary to an Apartment Building **(2003-08-22)**
- (k) Uses Complementary to a Seniors' Apartment Building (subject to Section 7.18) **(2007-02-09)**
- (l) Uses Complementary to a Personal Care Home **(2018-04-20)**

10.13.3 Zone Requirements

The following requirements shall apply to:

- (1) Apartment Building:
 - (a) Lot Area (minimum) 650 m²
 - (b) Lot Frontage (minimum) 20 m
 - (c) Lot Coverage (maximum) 50%
 - (d) Floor Area Ratio (maximum) 1.5
 - (e) Density (maximum) Not more than 1 dwelling unit per 90 m² of lot area

A2

(f)	Building Height (maximum)	Six (6) Storeys (not exceeding 24 metres) except for the property at Margaret's Place, off Newtown Road, and the property at Civic Number 455-461 Logy Bay Road and Civic Number 560 Topsail Road and the immediate area near Civic Number 560 Topsail Road where the maximum height of an Apartment Building is limited to four (4) Storeys; and accept for the property at Civic Number 25 Rhodora Street where the maximum Building Height of an Apartment Building to be constructed adjacent to Civic Number 15 Airport Heights Drive will be limited to a maximum Building Height of 15.8 metres as measured from finished grade on that side of the Apartment Building to be located adjacent to Civic Number 15 Airport Heights Drive. (2006-09-04) (2009-09-11) (2012-01-20) (2012-08-17)
(g)	Building Line (minimum)	6 m
(h)	Rear Yard (minimum)	6 m
(i)	Number of Parking Spaces per Dwelling Unit (minimum)	1.25
(j)	Side Yards (minimum)	One (1) metre per Storey except for the property at Civic Number 25 Rhodora Street where the minimum Side Yard requirements for a four (4) Storey Apartment Building to be constructed adjacent to Civic Number 15 Airport Heights Drive must be at least 12 metres on the side of the Apartment Building that will be adjacent to Civic Number 15 Airport Heights Drive (2012-08-17)
(k)	Side Yard on Flanking Road (minimum)	6 m
(l)	Landscaping on Lot (minimum)	30%
(2) Townhousing:		
(a)	Lot Area (minimum)	140 m ² per Dwelling Unit
(b)	Lot Frontage (minimum)	5.5 m
(c)	Building Height (maximum)	3 Storeys, (not exceeding 12 m)
(d)	Building Line (minimum)	0 m
(e)	Side Yard for End Unit Townhouses (min)	1.2 metres (2002-07-05)
(f)	Side Yard on Flanking Road (minimum)	6 m
(g)	Rear Yard (minimum)	6 m

(3) Personal Care Home:

(2018-04-20)

(a)	Lot Area (minimum)	650m ²
(b)	Lot Frontage (minimum)	20m
(c)	Lot Coverage (maximum)	50%
(d)	Building Height (maximum)	6 Storeys (not exceeding 24m)
(e)	Building Line (minimum)	6m
(f)	Side Yard (minimum)	1m per Storey
(g)	Side Yard on Flanking Road (minimum)	6m
(h)	Rear Yard (minimum)	6m
(i)	Landscaping on Lot (minimum)	30%

URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

CITY OF ST. JOHN'S Development Regulations, 1994

Amendment Number 716, 2021

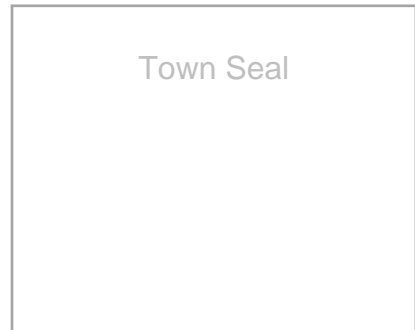
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the City of St. John's Development Regulations Amendment Number 716, 2021.

Adopted by the City Council of St. John's on the 15th day of February, 2021.

Signed and sealed this ____ day of _____.

Mayor: _____

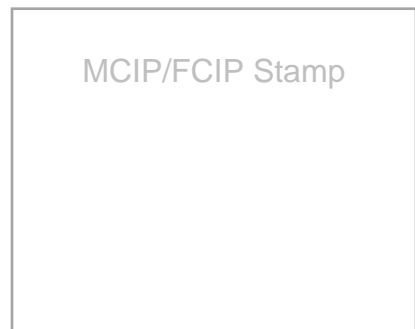
Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Development Regulations Amendment Number 716, 2021 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____



CITY OF ST. JOHN'S

Development Regulations Number 716, 2021

BACKGROUND

The City of St. John's wishes to rezone land at 11 Tiffany Lane from the Residential Medium Density (R2) Zone to the Apartment Medium Density (A2) Zone to allow the development of two Personal Care Homes. Text amendments to the A2 Zone is also required. See attached Council Decision Note dated February 24, 2021 for Background Information on this amendment.

PUBLIC CONSULTATION

The proposed amendment was advertised on three occasions in The Telegram newspaper on January 2, 9 and 16, 2021. A notice of the amendment was also mailed to property owners within 150 metres of the application site and posted on the City's website and social media. A virtual public meeting was held on Wednesday, Jan. 20, 2021 at 7pm via Microsoft Teams to hear feedback on the amendment.

ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 716, 2021

The City of St. John's Development Regulations is amended by:

- 1) Rezoning land at 11 Tiffany Lane [Parcel ID# 38775] from the Residential Medium Density (R2) Zone to the Apartment Medium Density (A2) Zone as shown on Map Z-1A attached.**
- 2) Repealing Section 10.13.3(1) and replacing it with the following:**
 - 10.13.1 (1) Apartment Building:
 - (a) Lot Area (minimum) 650 m²
 - (b) Lot Frontage (minimum) 20 m
 - (c) Lot Coverage (maximum) 40%
 - (d) Building Height (maximum) 24 m except for the property at Margaret's Place, off Newtown Road, and the property at Civic Number 455-461 Logy Bay Road and Civic Number 560 Topsail Road and the immediate area near Civic Number 560 Topsail Road where the maximum height of an Apartment Building is limited to four (4) Storeys; and except for the property at Civic Number 25 Rhodora Street where the maximum Building Height of an Apartment Building to be constructed adjacent to Civic Number 15 Airport Heights Drive will be limited to a maximum Building Height of 15.8 metres as measured from finished grade on that side of the Apartment Building to be located adjacent to Civic Number 15 Airport Heights Drive.
 - (e) Building Line (minimum) 6 m

- (f) Rear Yard (minimum) 6 m
- (g) Number of Parking Spaces 1.25 per Dwelling Unit (minimum)
- (h) Side Yards (minimum) 1 m for every 4 m of Building Height except for the property at Civic Number 25 Rhodora Street where the minimum Side Yard requirements for a four (4) Storey Apartment Building to be constructed adjacent to Civic Number 15 Airport Heights Drive must be at least 12 metres on the side of the Apartment Building that will be adjacent to Civic Number 15 Airport Heights Drive
- (i) Side Yard on Flanking Road (minimum) 6 m
- (j) Landscaping on Lot (minimum) 30%

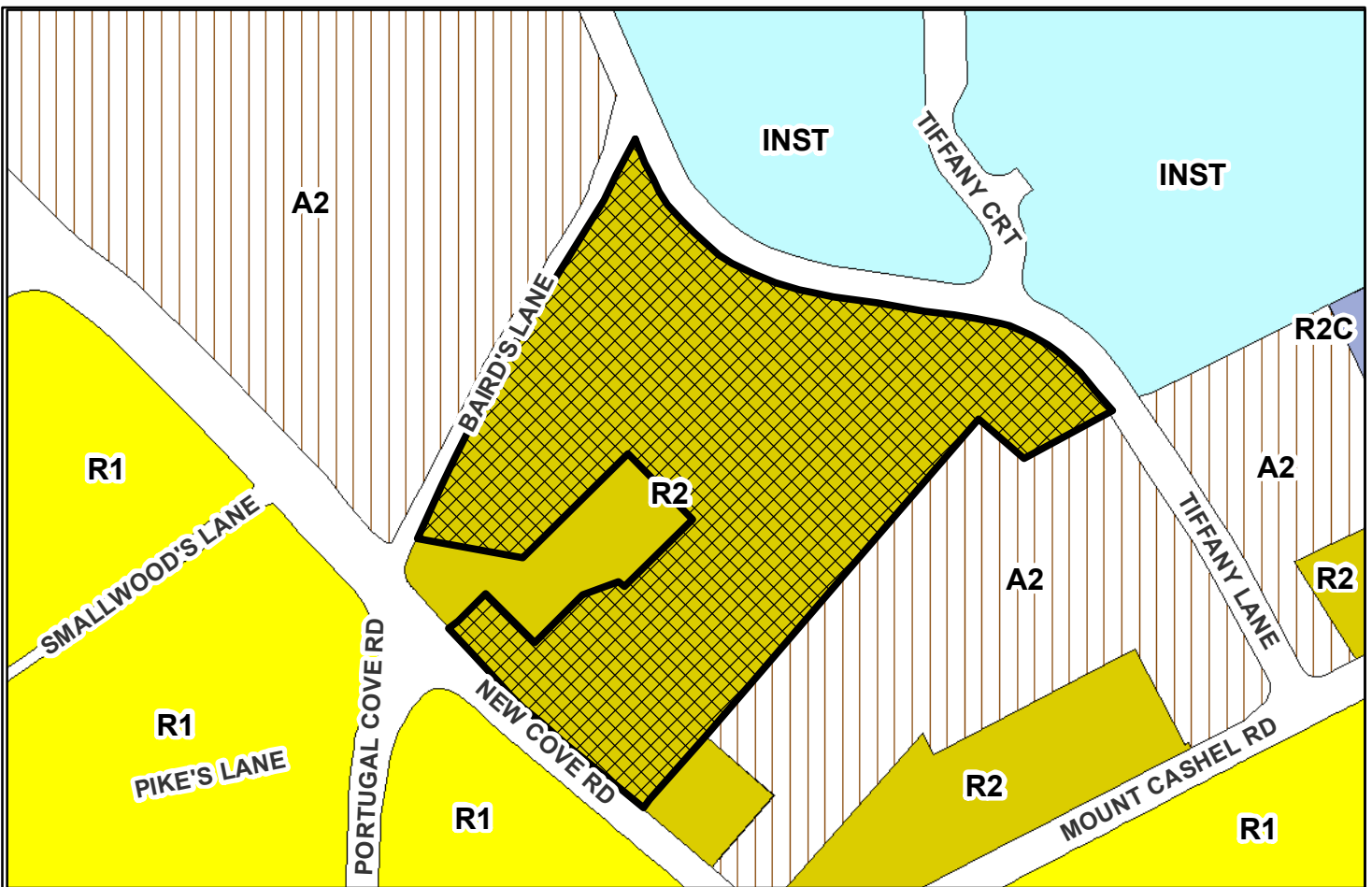
3) Repealing Section 10.13.3(3) and replacing it with the following:

10.13.3(3) Personal Care Home:

- (a) Lot Area (minimum) 650 m²
- (b) Lot Frontage (minimum) 20 m
- (c) Lot Coverage (maximum) 40%
- (d) Building Height (maximum) 24 m
- (e) Building Line (minimum) 6 m
- (f) Side Yard (minimum) 1 m for every 4 m of Building Height
- (g) Side Yard on Flanking Road (minimum) 6 m
- (h) Rear Yard (minimum) 6 m
- (i) Landscaping on Lot (minimum) 30%

4) Adding Section 10.13.3(4) as follows:

10.13.3(4) Zone standards for all other uses shall be in the discretion of Council.



CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 716, 2021 [Map Z-1A]

2021 02 09 Scale: 1:2000
City of St. John's
Department of Planning, Development
& Regulatory Services

I hereby certify that this amendment
has been prepared in accordance with the
Urban and Rural Planning Act.



AREA PROPOSED TO BE REZONED FROM
RESIDENTIAL MEDIUM DENSITY (R2) LAND USE ZONE
TO APARTMENT MEDIUM DENSITY (A2) LAND USE ZONE

**11 TIFFANY LANE
Parcel ID 38775**

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Provincial Registration



LAND USE ASSESSMENT REPORT

REZONING APPLICATION
AT CIVIC 11
TIFFANY LANE

KMK PROPERTIES

November 19, 2020

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Introduction

KMK Capital Inc. has made an application to the City of St. John's to construct two 6-storey personal care homes (phase 1 and phase 2) at Civic No. 11 Tiffany Lane. While the plans put forth are only conceptual in nature and subject to change, the developer does not currently intend to subdivide the property or sell any of the units. The concept for phase one is two levels of underground parking with 127 residential apartment units located on levels 02-06. Phase two concept does not have underground parking and 110 units throughout levels 02-06. Both of the new buildings will include amenities for occupants on the first (ground level) floor.

The property is located in a residential, medium density use (R2) zone within the Tiffany Village Area. To accommodate the proposed building, we are applying to rezone the property from R2 to A3 with an amendment to accommodate personal care homes as a permitted use. The City is considering to allow additional height and density for the proposed building and the Tiffany Village Area in general.

In considering the amendment to the A3 zone, the City of St. John's has issued a Terms of Reference (TOR) for a Land Use Assessment Report (LUAR) (see Appendix 1) to provide additional information on the proposed development and to identify any significant impacts that the development may have on land uses adjoining the subject property.

The report has been prepared to address the requirements of the Terms of Reference with input from the following professional consulting firms/individuals:

- KMK Capital Inc., Project Management
- Powers Brown Architecture
- Pinnacle Engineering Ltd.

A. Building Use

Note that the new buildings will encompass the existing historical property located at civic address 154 New Cove Road.

Phase 1:

Gross Floor Area (GFA):	12,200 m² (131,330 ft²)
Floor Area Ratio (FAR):	1.52
Area of the Property:	14,513 m² (156,217 ft²)
Residential Density:	1 Dwelling Unit/60m²

Phase 2:

Gross Floor Area (GFA):	9,860 m² (106,128 ft²)
Floor Area Ratio (FAR):	1.52
Area of the Property:	14,513 m² (156,217 ft²)
Residential Density:	1 Dwelling Unit/60m²

*Gross Floor Area calculation above does not include the roof top terrace and underground parking.

The phase one six-storey building has a footprint measuring 102.1m by 18.6m with the following proposed uses/occupancies by floor:

BASEMENT AREA	2,067.7 m² (22,256 ft²)
PARKING	
FIRST FLOOR AREA	2,011.2 m² (21,648 ft²)
DINING AREA	467.2 m ² (5028.7 ft ²)
LOBBY AREA	181.7 m ² (1955.6 ft ²)
LIBRARY AREA	37.5 m ² (403.9 ft ²)
FIREPLACE AREA	37.9 m ² (407.5 ft ²)
RECEPTION/ADMIN AREA	128.3 m ² (1381.4 ft ²)
GAMES ROOM	59.5 m ² (640.2 ft ²)
MULTI-PURPOSE ROOM	110.7 m ² (1191.8 ft ²)
SALON	108.0 m ² (1162.8 ft ²)
EXERCISE	65.1 m ² (700.3 ft ²)
THEATRE	72.9 m ² (784.9 ft ²)
CHAPLE	54.8 m ² (590.3 ft ²)
PRIVATE DINING	15.8 m ² (169.9 ft ²)
PRIVATE DINING	29.7 m ² (319.8 ft ²)
KITCHEN	119.1 m ² (1281.7 ft ²)
CAFÉ AREA	88.7 m ² (955 ft ²)
STORAGE	16.6 m ² (179.1 ft ²)
MECH/ ELEC	20.9 m ² (225.2 ft ²)

SHARED TERRACE	90.3 m ² (972.6 ft ²) <i>(terrace is not included in total area)</i>
SECOND FLOOR AREA	2,011.2 m² (21, 648 ft²)
23 APARTMENT UNITS	1204.7 m ² (12, 966.9 ft ²)
LOUNGE	53.3 m ² (574.2 ft ²)
MECH / ELEC / JC	11.9 m ² (128.9 ft ²)
LIBRARY	39.0 m ² (419.6 ft ²)
HOUSEKEEPING	53.7 m ² (578.0 ft ²)
EMPLOYEE LOUNGE	52.7 m ² (567.3 ft ²)
LAUNDRY	231.0 m ² (2486.6 ft ²)
THIRD FLOOR AREA	2,068.1 m² (22,261 ft²)
28 APARTMENT UNITS	1598.3 m ² (17,203.9 ft ²)
LOUNGE	53.3 m ² (574.2 ft ²)
MECH / ELEC / JC	11.9 m ² (128.9 ft ²)
LIBRARY	39.2 m ² (422.1 ft ²)
FOURTH FLOOR AREA	2,068.1 m² (22,261 ft²)
28 APARTMENT UNITS	1598.3 m ² (17,203.9 ft ²)
LOUNGE	53.3 m ² (574.2 ft ²)
MECH / ELEC / JC	11.9 m ² (128.9 ft ²)
LIBRARY	39.2 m ² (422.1 ft ²)
FIFTH FLOOR AREA	2,068.1 m² (22,261 ft²)
28 APARTMENT UNITS	1598.3 m ² (17,203.9 ft ²)
LOUNGE	53.3 m ² (574.2 ft ²)
MECH/ ELEC	11.9 m ² (128.9 ft ²)
LIBRARY	39.2 m ² (422.1 ft ²)
SIXTH FLOOR AREA	1,974.3 m² (21,251 ft²)
20 APARTMENT UNITS	613.7 m ² (6, 606.0 ft ²)
LOUNGE	53.3 m ² (574.2 ft ²)
MECH / ELEC	11.9 m ² (128.9 ft ²)
SHARED ROOFTOP TERRACE	93.6 m ² (1007.9 ft ²) <i>(rooftop terrace is not included in total area)</i>

The phase two six-storey building has a footprint measuring 93m by 18.6m with the following proposed uses/occupancies by floor:

FIRST FLOOR AREA	2,011.2 m² (17,450 ft²)
DINING AREA	245.9 m ² (2646.3 ft ²)
LOBBY AREA	169.5 m ² (1824.7 ft ²)
LIBRARY AREA	37.0 m ² (398 ft ²)
FIREPLACE AREA	37.4 m ² (402.1 ft ²)
RECEPTION/ADMIN AREA	107.9 m ² (1161.9 ft ²)
GAMES ROOM	54.2 m ² (583 ft ²)
MULTI-PURPOSE ROOM	108.3 m ² (1166 ft ²)

SALON	82.0 m ² (882.7 ft ²)
EXERCISE	44.9 m ² (483.4 ft ²)
THEATRE	72.0 m ² (775.1 ft ²)
CHAPLE	54.2 m ² (583 ft ²)
PRIVATE DINING	15.5 m ² (167.3 ft ²)
PRIVATE DINING	29.2 m ² (313.9 ft ²)
KITCHEN	113.0 m ² (1217 ft ²)
CAFÉ AREA	71.1 m ² (765.3 ft ²)
STORAGE	16.6 m ² (179.1 ft ²)
MECH/ ELEC	20.9 m ² (225.2 ft ²)
SHARED TERRACE	60.3 m ² (648.9 ft ²)
	<i>(terrace is not included in total area)</i>
SECOND FLOOR AREA	1,681.3 m² (18, 097 ft²)
21 APARTMENT UNITS	1101.4 m ² (11, 855.8 ft ²)
LOUNGE	48.1 m ² (517.6 ft ²)
MECH / ELEC / JC	11.9 m ² (128.3 ft ²)
LIBRARY	23.4 m ² (251.3 ft ²)
HOUSEKEEPING	60.5 m ² (650.8 ft ²)
EMPLOYEE LOUNGE	54.2 m ² (583.5 ft ²)
LAUNDRY	26.2 m ² (282.4 ft ²)
THIRD FLOOR AREA	1,734.9 m² (18,674 ft²)
23 APARTMENT UNITS	1298.0 m ² (13,971.3 ft ²)
LOUNGE	48.1 m ² (517.6 ft ²)
MECH / ELEC / JC	11.9 m ² (128.3 ft ²)
LIBRARY	23.4 m ² (251.3 ft ²)
FOURTH FLOOR AREA	1,734.9 m² (18,674 ft²)
23 APARTMENT UNITS	1298.0 m ² (13,971.3 ft ²)
LOUNGE	48.1 m ² (517.6 ft ²)
MECH / ELEC / JC	11.9 m ² (128.3 ft ²)
LIBRARY	23.4 m ² (251.3 ft ²)
FIFTH FLOOR AREA	1,734.9 m² (18,674 ft²)
23 APARTMENT UNITS	1298.0 m ² (13,971.3 ft ²)
LOUNGE	48.1 m ² (517.6 ft ²)
MECH/ ELEC	11.9 m ² (128.3 ft ²)
LIBRARY	23.4 m ² (251.3 ft ²)
SIXTH FLOOR AREA	1,703.4 m² (18, 335 ft²)
20 APARTMENT UNITS	1292.5 m ² (13, 912 ft ²)
LOUNGE	48.1 m ² (517.6 ft ²)
MECH / ELEC	11.9 m ² (128.3 ft ²)
SHARED ROOFTOP TERRACE	31.9 m ² (343.6 ft ²)
	<i>(rooftop terrace is not included in total area)</i>

B. Elevation and Building Materials

The ground-level amenities space in both buildings is visually separated from the upper floors of the building through the use of cladding materials and window areas. The building façades are layered using a variety of materials and colours that soften the overall shapes of the buildings. Materials will be selected to complement the existing buildings in the area, including:

- Brown stacked brick with accents for the ground level
- Beige brick on above stories
- White metal panel on a portion of the top-level. Grounded by main floor exterior columns, wrapped with silver metal panel and matching metal panel on the entrance canopy

The front concept of the buildings contains two levels of glazing at the entrance featuring a large canopy that extends past the main doors to provide weather protection for residents as they enter and exit the buildings. There is a section of full height glazing that extends the entire height of the buildings adjacent to the main entrances. This will supply plenty of natural sunlight and provide visual separation between the metal panel and the brick on each side of the glazing.

The sixth floors provide communal lounge areas with full height glazing that opens up to a spacious terrace. The angled walls below the terrace creates a variation in elevation to portray a more fluid view of each building. The façade of both building is layered using an indented course of bricks at each floor level, with levels 02-05 having indents throughout the brown brick to give a more textured, contrasted profile.

Appendix 3 includes elevation drawings of the proposed buildings and Appendix 8 includes conceptual renderings of what the proposed buildings may look like.

C. Building Height and Location

The proposed buildings will be surrounding Baird's Cottage, a historic property located at 154 New Cove Road and built in 1907. It existed as a summer home and private residence for the Baird family until it was sold to Jim Steinhauer in 1970. As the area around the property grew, the cottage remained a private residence until being sold to KMK Capital Inc. in 2016. The area currently consists of apartment buildings, retirement communities, shopping, walking trails and other amenities. To this day, the area has provided local residents and those in the surrounding areas an important centre for business and shopping. The former Salvation Army, next to Tiffany Village Retirement Home, now is commercial space with a mix of education and consulting firms. The Salvation Army still retains a property; The Glenbrook Lodge & Villa, located on Torbay Road, north east of the former Baird property.

Adjacent to the property, on the south-east side, is a four-storey and seven-storey condominium that includes residential apartment units with indoor parking and storage. North east of the property is Tiffany Village; a nine-storey retirement community, the tallest building in the area.

A shadow study included in Appendix 4 shows how the buildings will impact the site and surrounding properties during each Equinox (spring, fall, summer and winter). The analysis shows that in the morning during the fall and spring seasons, shadows from the buildings will predominantly cast north west. Phase 1 shadows will shade between buildings while phase 2 shadows will cast behind the structure and project past the property line. Noon is when the shadows are the least dominant, casting north and providing more natural light to the site. 5pm shadows cast east; casting shadows from phase 2 between structures and phase 1 shadows cast beyond the property line. Summer equinox casts shadows in a similar position as fall and spring however the position of the sun results in the shadows spanning over less ground area. This is beneficial as summer will promote natural heat and light throughout the site.

D. Exterior Equipment and Lighting

Exterior lighting associated with the buildings will be mounted on the buildings at ground level to provide light to the sidewalk, entrances to parking garage and in front of the entrances to the lobbies. At the rear of the buildings, exterior lighting will illuminate the entrance to the underground parking and loading area. Lighting will also be provided at all fire exits. Exterior lighting standards will meet the City of St. John's regulations and will be designed to ensure the proper lighting levels and standards are met. The lighting will also be designed and situated to have minimal light pollution impact on neighboring properties, if any.

The location and types of any exterior HVAC equipment to be used to service the proposed buildings will be determined as the building plans are finalized. There will be a small number of roof top mechanical units on the buildings. The exact size and location will be determined during detailed design. It is expected that by locating the larger units near the center of the building, combined with the roof screen, they will not be visible. As the project moves into detailed design and as HVAC equipment sizes are finalized, the parapet and roof screen sight lines will be studied to ensure the larger roof top mechanical equipment is screened. The buildings do not abut any residential properties that could be affected by noise from exterior HVAC equipment. All such equipment will also be designed and installed to have minimal impact on tenants of the buildings.

E. Landscaping and Buffering

We are proposing to have two structures positioned around the existing heritage building. A carefully strategized site and landscape plan, prepared by a qualified landscape professional, will create an atmosphere which provides a community-feel to occupants within Tiffany Village.

Given that the site occupies a large percentage of the property, opportunities for landscaping can create a welcoming environment for potential tenants. In order to take advantage of the 14 513 m²

lot, the site layout will be strategized to provide a plan which preserves the historical landscape and greenery, as well as incorporate new trees and shrubs in accordance with the City's Landscape Development Policy and Street Tree Planting Standards. The site will also provide outdoor amenities for tenants, such as walkways, seating areas and shaded areas. All landscaping adjacent to paved areas will be protected by concrete curbs, retaining structures or other protective measures to provide an additional protection for landscape areas and define boundaries between different site uses.

We will work with a qualified tree care professional to prepare and submit a tree inventory and protection plan in an effort to incorporate the existing forests and natural areas on-site to reduce negative impacts on the environment, utilize the historic greenery on our site and supply clean fresh air to the surrounding environment. We will work with the City to ensure that existing trees to be preserved are protected by the use of protective hoarding or other common methods. Where excavation is in close proximity to existing trees and protection cannot be avoided, we will do all things necessary to avoid damage to the landscape. Hand digging, root pruning or other common methods will be instructed if/when these instances occur. When in doubt during these instances, a tree care professional and/or the City of St. John's Municipal Arborist will be engaged to conduct individual tree assessments to determine the tree's ability to withstand the impact of the proposed work and maintain structural integrity.

Newfoundland's climate can present many challenges for different species of trees. It is required that all vegetation on site complies to the requirements outlined in the City of St. Johns 'Landscape Development Policy and Street Planning Standards' as well as 'Landscape Canada Nursery Guide Specifications.' It is our responsibility to engage the services of a local, landscape professional(s) which can supply the knowledge to ensure the right species are chosen to match the conditions of the site. In compliance to the City of St. John's, listed below are some of the requirements we ensure to address when strategizing our site:

- Trees to be planted in good quality soil consisting of 50% loam, 30% decomposed organic matter and 20% sand.
- No single tree species may represent more than 25% of the total number of trees proposed within a development.
- Topsoil must have a pH level of 6.8 and be free of roots, vegetation, debris and stone greater than 40 mm in diameter
- Greenery shall not obstruct vehicular sightlines at street intersections, access drives, parking aisles, etc. nor shall any feature which creates an obstruction of view be located within the site triangle

The outdoor parking lot was designed to have 48 spaces, providing quick entry to the buildings and limiting the travel path for occupants with disabilities. An access point from New Cove Road as well as Tiffany Lane provides two separate entrances for underground parking in the Phase 01 structure, thus reducing traffic congestion.

F. Snowclearing/Snow Storage

KMK Capital Inc., as owner of the property and development, accept the responsibility for snow clearing, removal and storage. It is understood by the owner that this includes entry to the underground parking garage, entrances and emergency exits on each of the main levels, waste storage areas, loading areas and all other outdoor areas where tenants/employees may interact. In order to eliminate snow removal/storage negatively impacting vegetation, consideration has been given to ensure appropriate space is provided for snow removal and storage. We will allow space for snow storage which does not conflict with proposed landscaping or cause sightline obstructions. Approximate locations of snow storage areas are identified in Appendix 9 – Landscape Plan.

G. Off-street Parking and Access

Our conceptual site design allows for 150 total parking spaces. Given the occupancy classification of a personal care home, we intend to request parking relief to allow us to reduce the number of required spaces to what we have proposed. We believe our proposed site layout will accommodate the needs of all tenants, staff and visitors. We based this off the demographic of tenants, proximity to public transit, availability to on-site amenities and limiting the traffic within Tiffany Village. By limiting resident traffic, the outdoor parking lot can be shared for both structures and circulate to provide one primary entrance and one primary exit. Within the outdoor parking area, drop-off and pickup points were designated for short term visitors, public transit services and emergency vehicles. If not grant a parking relief, we will revise our site to meet the calculated number of required spaces.

With 127 apartments proposed in phase one and 110 units proposed in phase two, the development would provide 150 total parking spaces. The proposed development will include underground parking of 102 parking spaces (6% of these accessible) for residential tenants of that building. Interior parking levels will be connected to an oil-grit separator and tied into the sanity sewer system. Depending on where the occupants assigned parking is located, occupants may enter the parking garage from either New Cove Road or Tiffany Lane. Separate access points were created for each level of the parking garage to limit congestion within the site. The lower parking garage plan is designed for 53 parking spaces, while the upper (main level) parking garage plan is designed for 49. The remainder of the parking will be the 48 exterior parking stalls.

H. Municipal Services

Please refer to Appendix 5 for the preliminary site servicing plan. This servicing plan identifies access points for traffic, connection points to the City's infrastructure for sanitary, storm and water systems as well as show the location for garbage bins. At this stage no services are required to be relocated.

Storm Water Detention:

The proposed location of the storm water detention facility is show on the site servicing plan. The size/volume of the storm water detention facility will be based on the City's net zero policy and as such will be governed by the pre-development flow rates.

It is understood that the post development flow rate may be limited to either the available capacity at the point of connection or the pre-development maximum flow rate, whichever is less. This will be demonstrated in the XPSWMM model(s).

The proposed connection point is identified on the concept plan. The City shall advise how far downstream to check for capacity. Due to the site conditions, some rainwater runoff will be directed towards New Cove Road. If this area cannot be accommodated with the stormwater detention facility, a separate system will be utilized for this area.

The preliminary design of the buildings propose a flat room system, which will use roof drains to control rainwater which pools on the roof. If design changes to a slope roof, eave troughs/downspouts can be used to collect drainage on-site.

Fire Protection:

This development will be equipped with a sprinkler system. The existing fire hydrants are shown on the site servicing plan and a new fire hydrant is centrally located between the buildings and is located within 45m of the fire department connections for each building.

I. Public Transit

Occupants of the proposed buildings may use Metrobus's "East Route 1" as their method of transportation. This runs from Caribou Legion Manor on Roosevelt Avenue to Walmart on Kelsey Drive with a stop at Tiffany Village/Kenny's Pond on its route. Refer to appendix 6, "Transit Information".

J. Construction Timeframe

It is anticipated that the construction timeframe for this project will be approximately 36 months with construction starting in summer of 2022, pending City approval of the development.

The project will consist of two phases; phase I (building one) and phase II (building two).

During construction, the successful contractor hired to construct the building will be required to complete a project plan that identifies laydown areas for materials and equipment as the project progresses. Since the buildings will occupy most of the property, construction will be organized so that laydown areas will be accommodated in the underground parking area once this area has been constructed.

Once the underground parking area is constructed, parking for construction workers can also be accommodated on-site. Off-site parking for construction workers will be required for the period between site preparation and the completion of the underground parking area. During that time, KMK Capital Inc. will work with the City and the construction company hired to construct the buildings to identify acceptable off-street parking options.

Conclusion

As part of the planning for this development, the developer will work with the City to address any parking related requirements, both during and after construction. With the provision of underground parking included in the development, permit parking and the proximity of the property to public transit, it is anticipated that the desired number of spaces requested by the client can be met. The size of the property allows the number of parking stalls to exceed its current design if more spaces are required as plans progress.

Although the buildings are comparable in height to the neighbouring buildings, we are proposing to construct the tallest structures in Tiffany Village. The architectural design of the buildings includes a variety of building materials. Colours soften the overall visual impact of the development and contribute positively to the existing buildings.

Appendix 1: Land Use Assessment Report Terms of Reference

**TERMS OF REFERENCE
LAND USE ASSESSMENT REPORT (LUAR)
APPLICATION FOR A PERSONAL CARE HOME AT
11 TIFFANY LANE
PROPONENT: 77345 NEWFOUNDLAND AND LABRADOR LTD./
KMK CAPITAL INC.**

The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

A. Building Use.

- Identify the size of the proposed building by:
 - Gross Floor Area, and
 - Floor Area Ratio (FAR).
- Identify all proposed uses/occupancies within the building by their respective floor area.
 - Confirm in writing if the applicant plans on subdividing the lot or if they intend on selling any of the units.
 - Provide floor plans including total area for the suites or wards under a separate document (due to privacy concerns, floor plans will not be made public).

B. Elevation & Building Materials

- Provide elevations of the proposed building.
- Identify the finish and colour of exterior building materials.

C. Building Height & Location

- Identify graphically the exact location with a dimensioned civil site plan:
 - Location of the proposed building in relation to neighbouring buildings;
 - Proximity of the building to property lines and identify setbacks;
 - Identify any stepbacks of higher storeys from lower storeys (if applicable);
 - Identify any encroachment over property lines (if applicable);
 - Identify the height of the building;
 - Information on the proposed construction of patios/balconies (if applicable);
 - Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks;
 - Identify any rooftop structures; and
- Provide street scape views/renderings of the proposed building from the following locations:
 - Along the property frontage at Portugal Cove Road;
 - Along the property frontage at Tiffany Lane.

D. Exterior Equipment and Lighting

- Identify the location and type of exterior lighting to be utilized. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
- Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.

E. Landscaping & Buffering

- Identify with a landscaping plan, details of site landscaping (hard and soft) and the location of any outdoor gathering places.
 - Consideration should be given to tree preservation and incorporating existing trees into future site development. Indicate through a tree plan/inventory which trees will be preserved.
- Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.

F. Snow Clearing/Snow Storage

- Provide information on any snow clearing/snow removal operations. Onsite snow storage areas must be indicated.

G. Off-street Parking and Site Access

- Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.
- Identify the number and location of bicycle parking to be provided.
- Provide a dimensioned and scaled plan of parking structure lot, including circulation details.
- Indicate if the two levels of underground parking will be linked thereby creating a connection between New Cove Road and Tiffany Lane.
- Identify the location of all access and egress points, including pedestrian access.

H. Municipal Services

- Provide a preliminary site servicing plan.
- Identify points of connection to the City's sanitary sewer, storm sewer and water system.
- Identify if any services are proposed to be relocated.
- Provide the sanitary rate generated by the proposed development.
- Stormwater detention is required for this development. The proposed location/method of detention must be indicated on the site plan. Stormwater generation rates must be provided.
- Identify if the building will be sprinklered or not, and location of the nearest hydrant and siamese connections.
- Indicate how garbage will be handled onsite. The location of any bins must be indicated on the site plan.

I. Public Transit

- Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements.

J. Construction Timeframe

- Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
- Indicate on a site plan any designated areas for equipment and materials during the construction period.

Appendix 2: Context Site Plan

CONTEXT SITE PLAN

SCALE: 1" = 300'-0"



REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

STEINHAUER ASSISTED LIVING
A PROJECT FOR
KMK CAPITAL

ST. JOHN'S

09/10/20

NEWFOUNDLAND

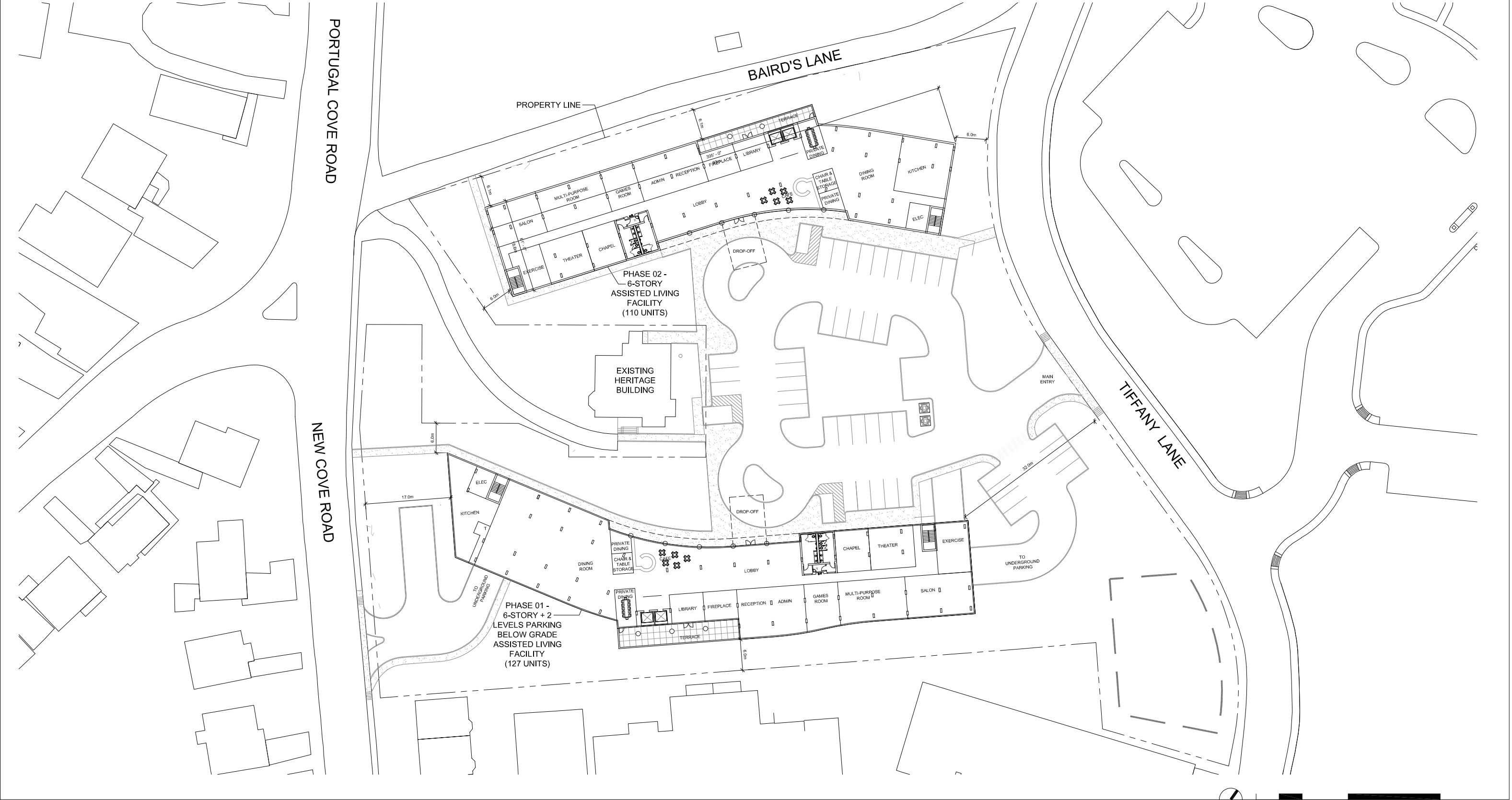
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Appendix 3: Design Drawings

SITE PLAN

SITE AREA - 14,513m ² (3.59 ACRES)	PHASE 1 BUILDING AREA - 12,200m ² (131,330 SF)	PHASE 2 BUILDING AREA - 9,860m ² (106,128 SF)	FLOOR AREA RATIO - 1.52
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STEINHAUSER ASSISTED LIVING
a project for
KMK CAPITAL

ST. JOHN'S

19 NOVEMBER 2020

NEW FOUNDLAND

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PHASE 1 BUILDING ELEVATIONS

ELEVATIONS

SCALE: 1/16" = 1'-0"



OVERALL EAST ELEVATION

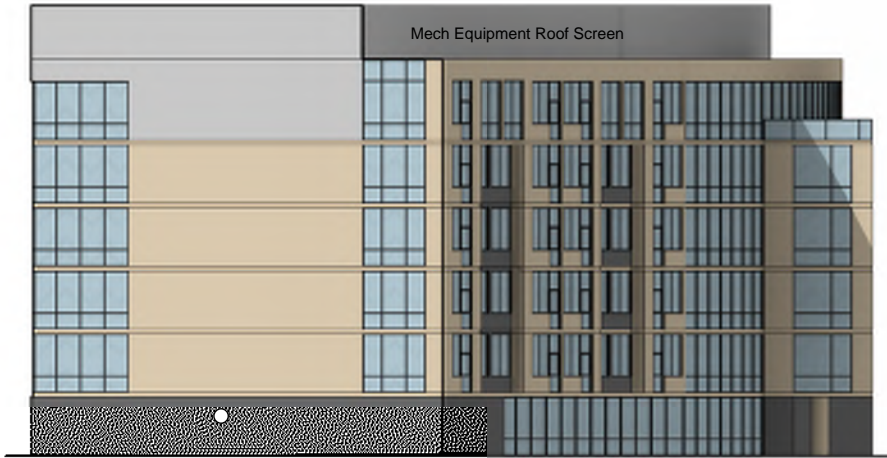
SCALE: 1/16" = 1'-0"



OVERALL NORTH ELEVATION

SCALE: 1/16" = 1'-0"

- PARAPET 82'-0" (25m)
- LEVEL 06 67'-0" (20.42m)
- LEVEL 05 54'-0" (16.46m)
- LEVEL 04 41'-0" (12.49m)
- LEVEL 03 28'-0" (8.53 m)
- LEVEL 02 15'-0" (4.57 m)
- LEVEL 01 0



OVERALL WEST ELEVATION

SCALE: 1/16" = 1'-0"



OVERALL SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

- PARAPET 82'-0" (25m)
- LEVEL 06 67'-0" (20.42m)
- LEVEL 05 54'-0" (16.46m)
- LEVEL 04 41'-0" (12.49m)
- LEVEL 03 28'-0" (8.53 m)
- LEVEL 02 15'-0" (4.57 m)
- LEVEL 01 0
- BASEMENT - 12'-6" (3.81m)

RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

PHASE 2 BUILDING ELEVATIONS

ELEVATIONS



OVERALL WEST ELEVATION

SCALE: 1/16" = 1'-0"

OVERALL SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



OVERALL EAST ELEVATION

SCALE: 1/16" = 1'-0"

OVERALL NORTH ELEVATION

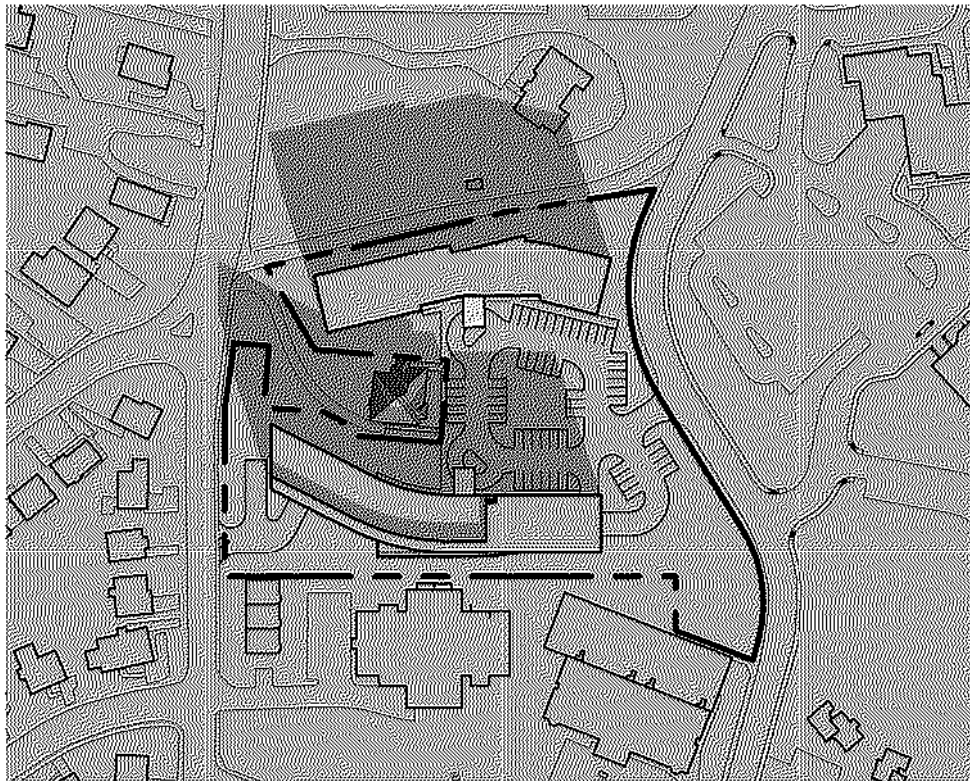
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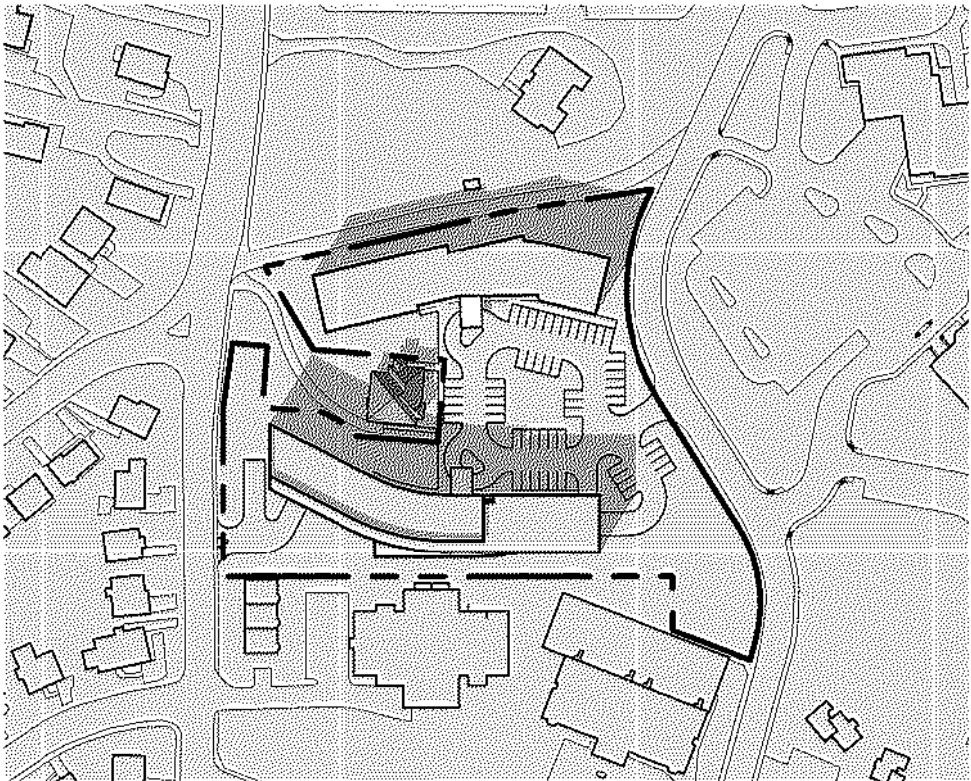
Appendix 4: Shadow Study

SHADOW STUDY

SPRING EQUINOX - MARCH 20



SHADOWS - 9AM



SHADOWS - 12PM



SHADOWS - 5PM



REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

STEINHAUER ASSISTED LIVING
A PROJECT FOR
KMK CAPITAL

ST. JOHN'S

09/02/20

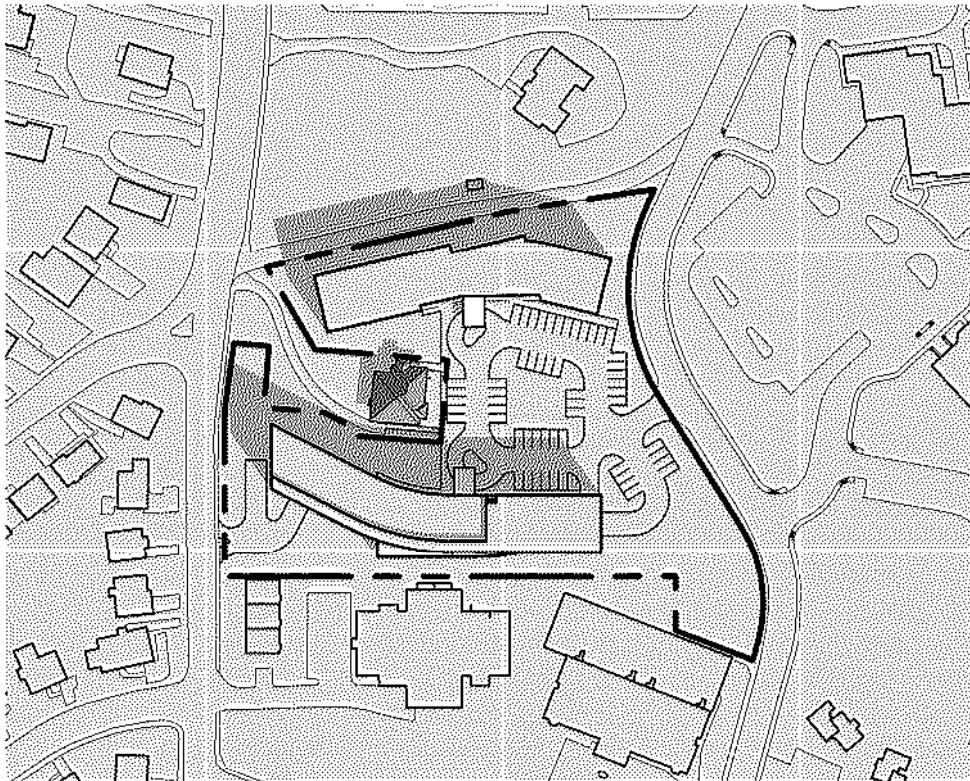
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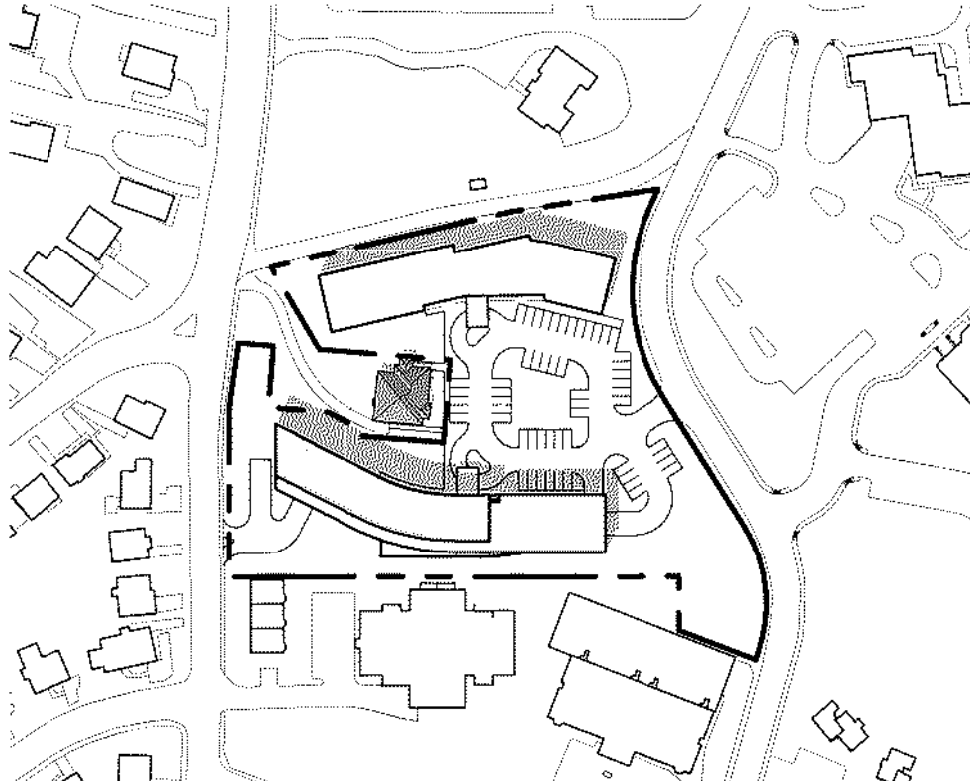
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SHADOW STUDY

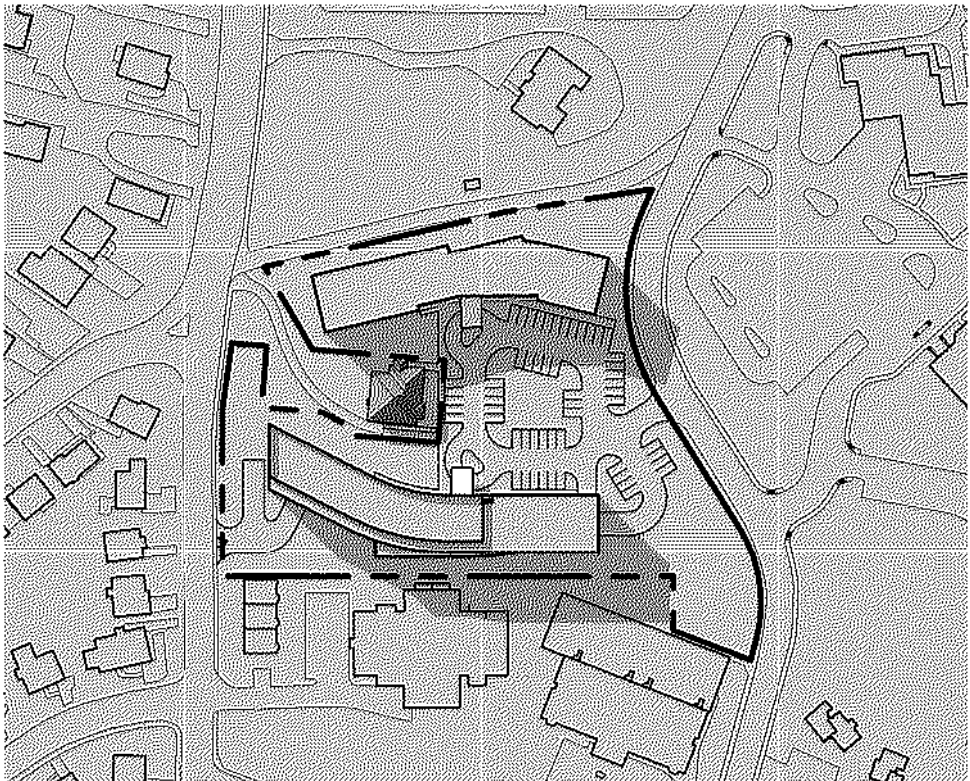
SUMMER SOLSTICE - JUNE 21



SHADOWS - 9AM



SHADOWS - 12PM



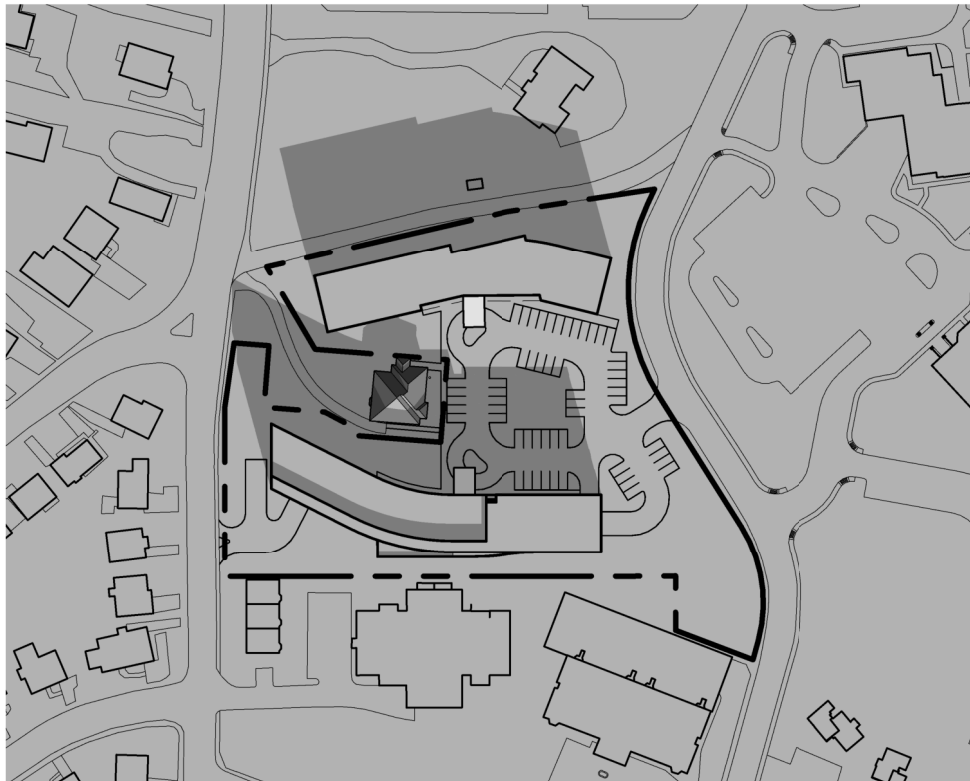
SHADOWS - 5PM



REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

SHADOW STUDY

FALL EQUINOX - SEPTEMBER 22



SHADOWS - 9AM



SHADOWS - 12PM



SHADOWS - 5PM



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STEINHAUER ASSISTED LIVING
A PROJECT FOR
KMK CAPITAL

ST. JOHN'S

09/02/20

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SHADOW STUDY

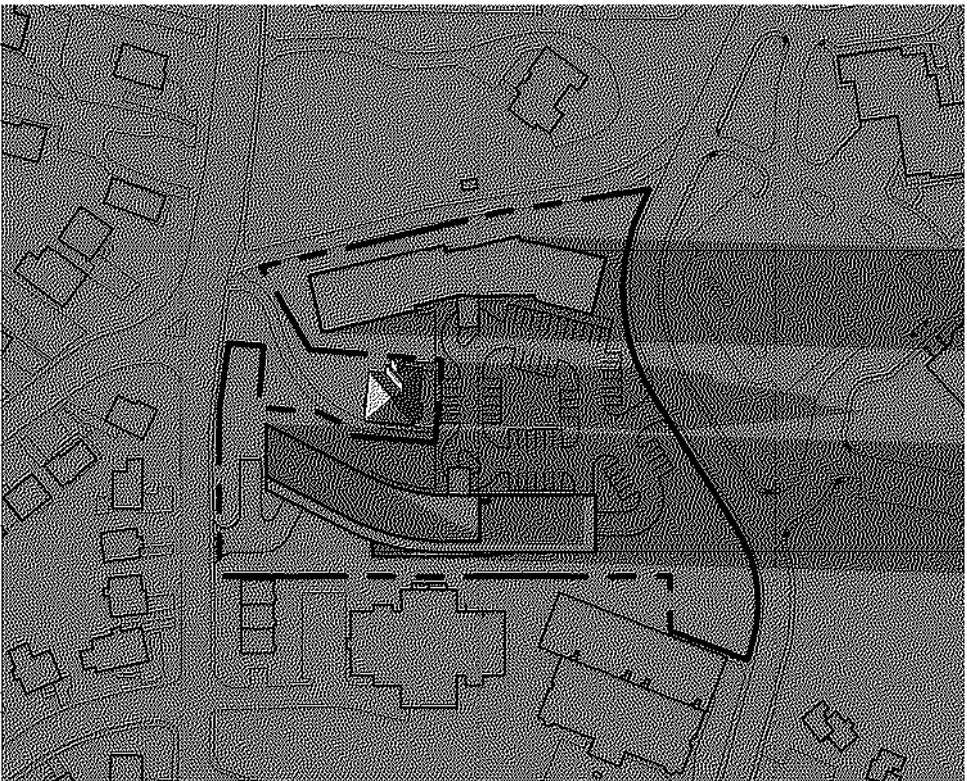
WINTER SOLSTICE - DECEMBER 21



SHADOWS - 9AM



SHADOWS - 12PM

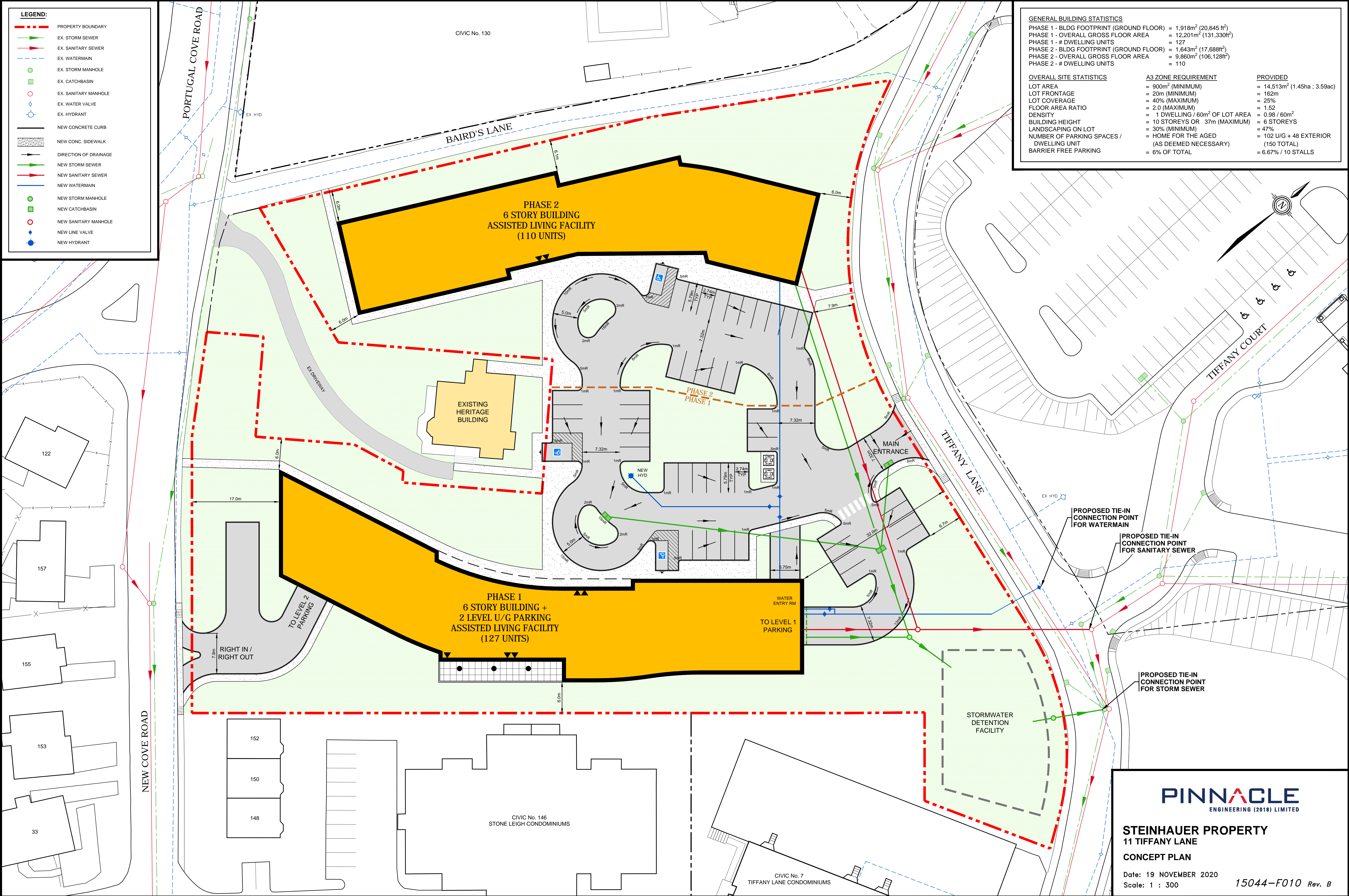


SHADOWS - 4PM



REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

Appendix 5: Traffic Flow and Parking Options



Appendix 6: Transit Information



Home



Routes/Schedules



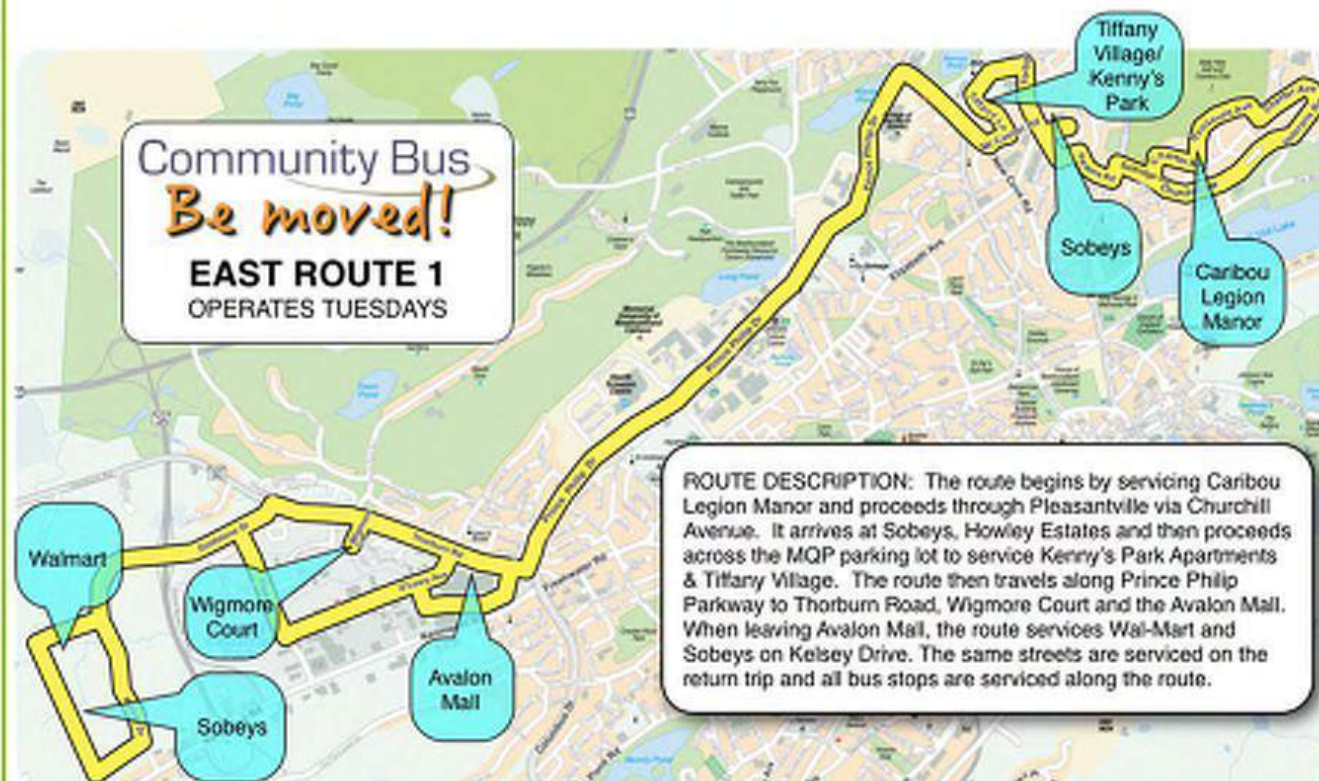
Fares



News



Contact



Community Bus East Route 1 - Operates Tuesdays									
FROM AVALON MALL TO PLEASANTVILLE					FROM PLEASANTVILLE TO AVALON MALL				
Wigmore Court	Avalon Mall	Tiffany Village/Kenny's Park	Sobeys	Caribou Legion Manor	Sobeys	Tiffany Village/Kenny's Park	Wigmore Court	Avalon Mall	Kelsey Drive
Times are approximate.				9:00a	9:05a	9:10a	9:25a	9:30a	9:40a
9:50a	9:55a	10:10a	10:20a	10:25a	10:30a	10:40a	10:55a	11:00a	11:10a
11:20a	11:25a	11:40a	11:50a	11:55a	12:00p	12:10p	12:25p	12:30p	12:40p
12:50p	12:55p	1:10p	1:20p	1:25p	1:30p	1:40p	1:55p	2:00p	2:10p
2:20p	2:25p	2:40p	2:50p	2:55p	3:00p	3:10p	3:25p	3:30p	3:40p
3:50p	3:55p	4:10p	4:20p	4:25p					
♦ Due to the close proximity of these two facilities, they are shown with the same time on the schedule.									

From Pleasantville, this route services:

Caribou Legion Manor*
Pleasantville
Sobeys, Howley Estates*
Kenny's Park*
Tiffany Village*

All regular bus stops along the route are serviced.

*service will be provided as close as possible to the door of the facility indicated with an asterisk. The bus stops at these locations are wheelchair accessible.

Appendix 7: Survey

PROPERTY OF
NEW COVE ROAD HOLDINGS INC.
CIVIC No. 154 NEW COVE ROAD
ST. JOHN'S, NL

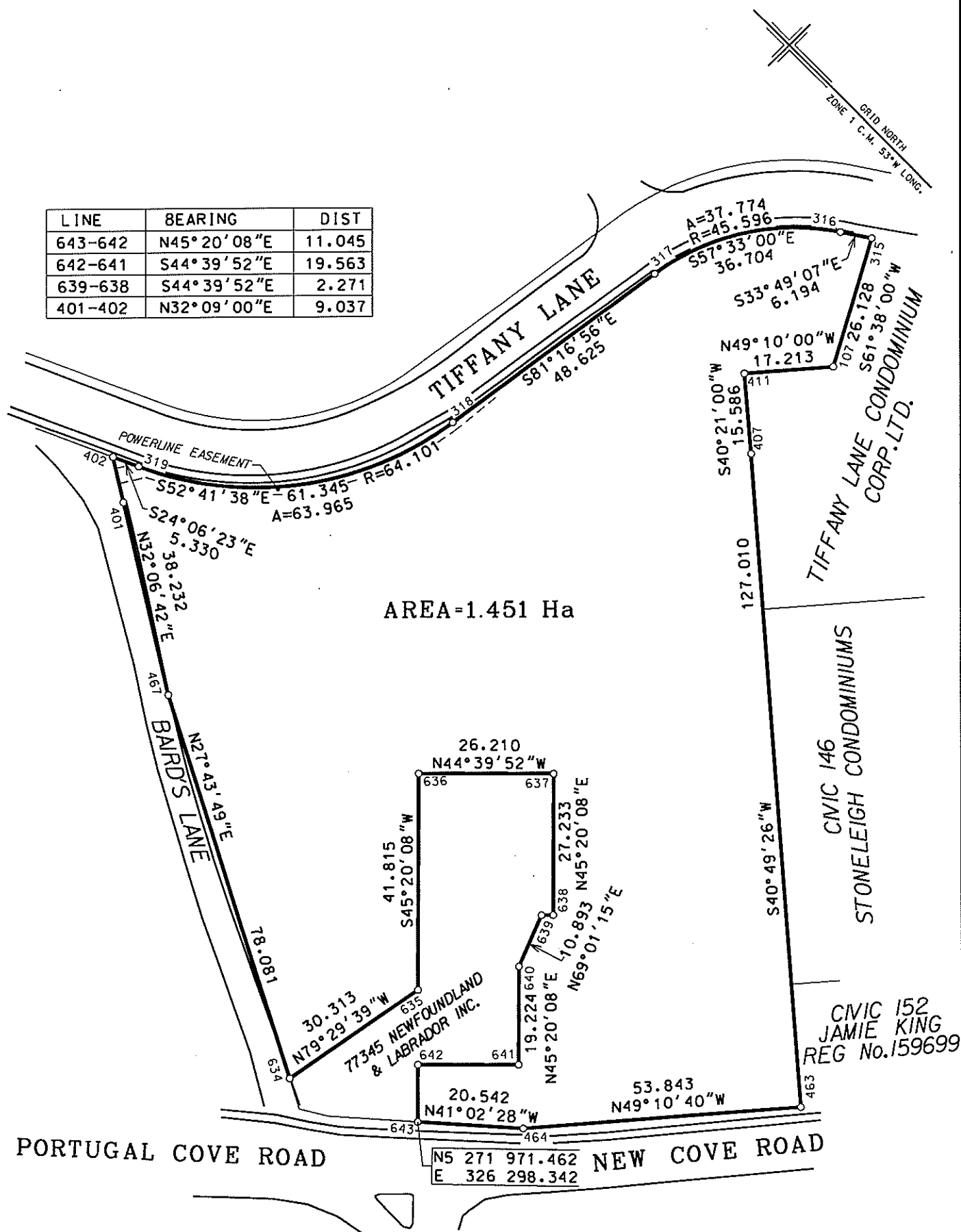
ALL THAT piece or parcel of land, situate and being on the northern side of New Cove Road, in the City of St. John's, in the Province of Newfoundland & Labrador, Canada, and being bounded and abutted as follows: THAT IS TO SAY, beginning at a point on the northern side of New Cove Road, said point having coordinates N 5 271 971.462 metres and E 326 298.342 metres of the Three Degree Modified Transverse Mercator Projection NAD-83 for The Province of Newfoundland & Labrador, THENCE by property of 77345 Newfoundland & Labrador Inc. N 45°20'08" E for a distance of 11.045 metres, THENCE S 44°39'52" E for a distance of 19.563 metres, THENCE N 45°20'08" E for a distance of 19.224 metres, THENCE N 69°01'15" E for a distance of 10.893 metres, THENCE S 44°39'52" E for a distance of 2.271 metres, THENCE N 45°20'08" E for a distance of 27.233 metres, THENCE N 44°39'52" W for a distance of 26.210 metres, THENCE S 45°20'08" W for a distance of 41.815 metres, THENCE N 79°29'39" W for a distance of 30.313 metres, THENCE along the eastern side of Baird's Lane N 27°43'49" E for a distance of 78.081 metres, THENCE N 32°06'42" E for a distance of 38.232 metres, THENCE N 32°09'00" E for a distance of 9.037 metres, THENCE along the southern side of Tiffany Lane S 24°06'23" E for a distance of 5.330 metres, THENCE for a distance of 63.965 metres along the arc of a curve having a radius of 64.101 metres and a chord distance of 61.345 metres on a bearing of S 52°41'38" E, THENCE S 81°16'56" E for a distance of 48.625 metres, THENCE for a distance of 37.774 metres along the arc of a curve having a radius of 45.596 metres and a chord distance of 36.704 metres on a bearing of S 57°33'00"E, THENCE S 33°49'07" E for a distance of 6.194 metres, THENCE by property of Tiffany Lane Condominium Corp Ltd. S 61°38'00" W for a distance of 26.128 metres, THENCE N 49°10'00" W for a distance of 17.213 metres, THENCE S 40°21'00" W for a distance of 15.586 metres, THENCE by property of Tiffany Lane Condominium Corp Ltd., by property of Stoneleigh Condominiums and by property of Jamie King S 40°49'26" W for a distance of 127.010 metres,

THENCE along the northern side of New Cove Road N 49°10'40" W for a distance of 53.843 metres, THENCE N 41°02'28" W for a distance of 20.542 metres, more or less, to the point of beginning and containing an area of 1.451 hectares, more or less. Which land is more particularly shown on plan hereto attached. All bearings being referred to the above mentioned projection. All linear measurements are horizontal ground distances.

This description and accompanying plan, **Job # 11009-1** of Brown & Way Surveys, form an integral part of the returns and are not separable.

The powerline easement shown on the attached plan is more particularly described on Newfoundland Power Inc. Drawing No. 1-1101-50-285A.

LINE	BEARING	DIST
643-642	N45° 20' 08"E	11.045
642-641	S44° 39' 52"E	19.563
639-638	S44° 39' 52"E	2.271
401-402	N32° 09' 00"E	9.037



POWERLINE EASEMENTS TAKEN FROM NEWFOUNDLAND POWER DRAWING No. 1-1101-50-285A

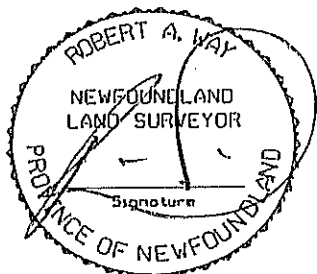
© COPYRIGHT: ROBERT A. WAY, N.L.S.

Monument used for tie-in, Zone 1: 80G2271 N 5 271 588.281
E 326 306.464

NAD - 83

All linear measurements are horizontal ground distances.

For the computation of coordinates, horizontal ground distances have been reduced to the Nfld. 3° M T M Projection plane by multiplying them by an average combined scale factor of 0.999898



BROWN & WAY SURVEYS

Professional Surveying Services

Tel: (709) 726-1040

Telecopier: (709) 726-1041

email: brownsur@nl.rogers.com

PROPERTY OF
NEW COVE ROAD HOLDINGS INC.

154 NEW COVE ROAD

ST. JOHN'S, NL

SCALE: 1:1000

DATE: JUNE 20, 2016

JOB NO: 11009-1

SURVEY:

Appendix 8: Exterior Perspectives

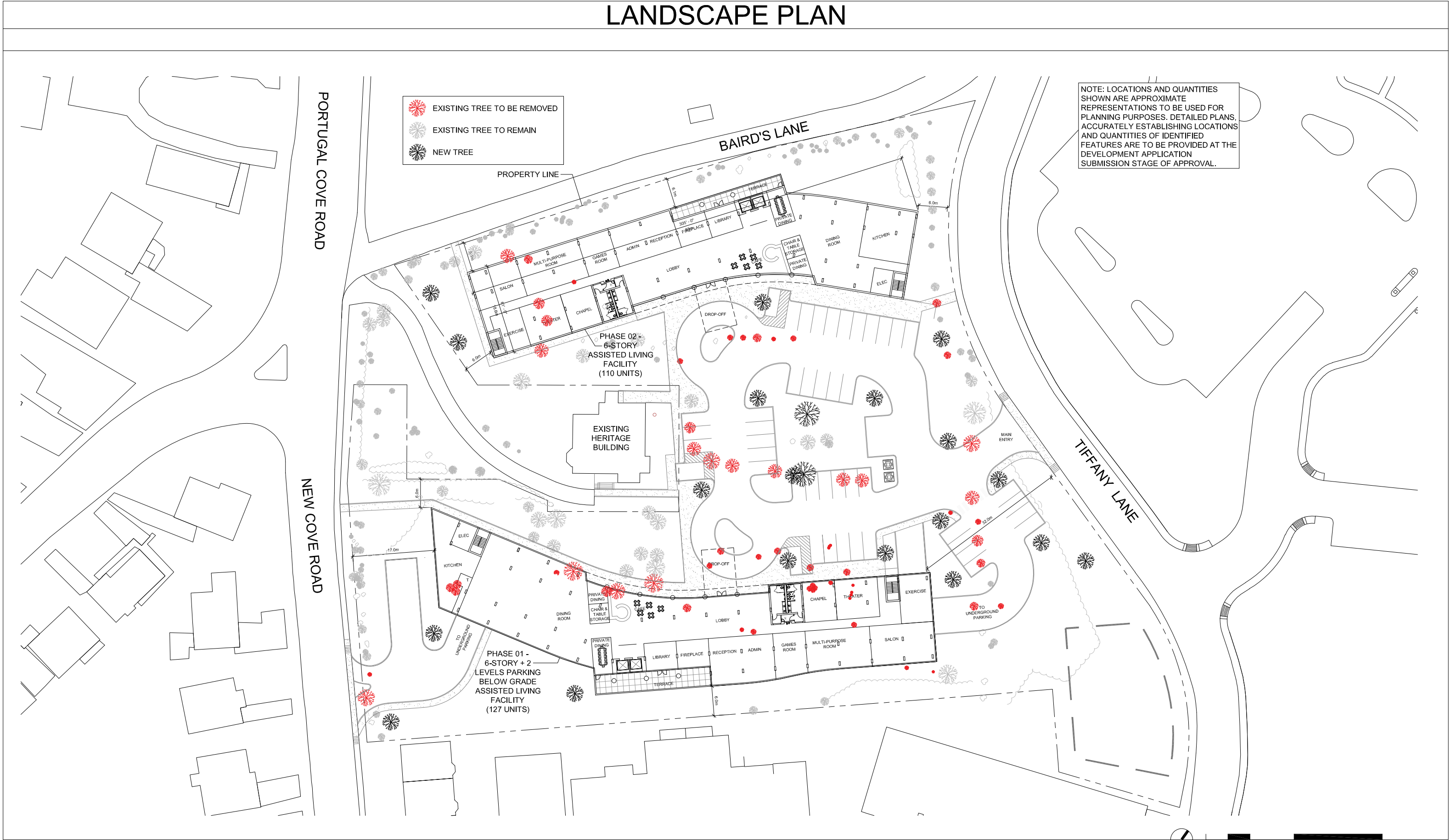






Appendix 9: Landscape Plan

LANDSCAPE PLAN



Virtual Public Meeting using Microsoft Teams
11 Tiffany Lane
Wednesday, January 20, 2021 7:00 pm

Present: **Facilitator**
Marie Ryan

City of St. John's
Ken O'Brien, Chief Municipal Planner
Ann Marie Cashin, Planner III, Urban Design & Heritage
Maureen Harvey, Legislative Assistant - Session 1

Proponents
Justin Ladha -
Keith Noseworthy

Approximately thirty people were in attendance.

CALL TO ORDER AND BACKGROUND PRESENTATIONS

Marie Ryan, Chairperson and Facilitator for the meeting, referenced the ongoing COVID-19 pandemic, necessitating this virtual public meeting.

She also outlined the rules for decorum to ensure everyone who wishes to speak has equal opportunity to do so and that such should be done in a respectful manner.

The process for the virtual meeting was outlined with the following points highlighted:

- The video recording is for the purpose of minute-taking until such point as minutes have been finalized. The recording will not be posted to the City's website.
- Media was in attendance. The City provided guidelines for media participation which included: identifying themselves as a member of the media and requesting them to refrain from quoting members of the public without their explicit permission.
- For those participants who wish to speak, it was requested to use the "raise your hand" feature of MS teams.

Ms. Ryan indicated that the agenda for the meeting will allow City staff to provide an overview of the proposed development following which time the proponent will present additional information. Following the presentation, questions and comments will be considered from participants.

Participants were advised that this report will highlight the points made by members of the public without identifying each speaker. In addition, written comments will be accepted by the Office of the City Clerk and appended to this report.

All written submissions received in response to the application included with the minutes of this meeting and referred to Council. Submissions will be redacted to protect private information of the submitter as per ATIPP legislation.

PURPOSE OF MEETING

Ann Marie Cashin, Planner III, Urban Design & Heritage for the City, outlined the purpose of the meeting which is to consider an application to rezone land to the Apartment High Density (A3) Zone to allow the construction of two 6-storey Personal Care Homes. The City is also considering adding Personal Care Home as a Permitted Use to the A3 Zone. A Municipal Plan amendment is not required.

The subject property is the vacant land (approximately 14,510 square metres or 3.6 acres) surrounding Bryn Mawr or Baird Cottage and was subdivided several years ago. The house at Bryn Mawr, 154 New Cove Road, is not part of this application.

Background and Current Status

The City has received an application from 77345 Newfoundland and Labrador Ltd./KMK Capital Inc. for two 6-storey assisted-living facilities at 11 Tiffany Lane. In the St. John's Development Regulations, an assisted-living facility is classed as a Personal Care Home. The property is zoned Residential Medium Density (R2), in which Personal Care Home is not permitted. The applicant has asked for a rezoning to the Apartment High Density (A3) Zone to accommodate the height and density of the proposed buildings. The proposed development will contain a total of 237 units and two (2) levels of underground parking. The level of care to be provided has not been determined yet. The attached site plan proposes buildings of 6 storeys, however the applicant has asked for the A3 Zone to allow increased density, increased floor-area ratio (FAR), and the possibility of building heights to a maximum of 10 storeys. Should this application proceed, the public will be informed that the zone allows a maximum building height of 10 storeys. The subject property is undeveloped, with mature trees and lawns, has a total area of 14,513 square metres and has frontage along Portugal Cove Road/New Cove Road, Baird's Lane and Tiffany Lane. The main entrance will be off Tiffany Lane, with an access off New Cove Road to the parking garage. The property was subdivided from the Bryn Mawr property at 154 New Cove Road and was much of its lawns and gardens. That house, a designated Heritage Building, remains standing empty in the R2 Zone. The surrounding properties are in the Apartment Medium Density (A2) Zone, in

the Institutional (INST) Zone across Tiffany Lane, and in the Residential Low Density (R1) Zone across Portugal Cove Road/New Cove Road.

The proposed zone and use would complement the neighbourhood. As per Section 2.2.2 of the Municipal Plan, the City shall promote more intensive use of existing services through infill, rehabilitation, and redevelopment projects. Further, Section 2.2.5(2) states the City shall enhance neighbourhoods by encouraging the development/redevelopment of quality housing, capitalizing on any opportunities to diversify same. This agrees with the housing objectives in the draft Envision Municipal Plan, which encourage a range of housing to create diverse neighbourhoods for all ages, income groups and family types. Personal Care Homes in appropriate areas make neighbourhoods more age-friendly and allow senior citizens the ability to “age in place”. Personal Care Home is not a listed use in the A3 Zone and therefore a text amendment is required to add it. Personal Care Home is already in the Apartment Low Density (A1) and Apartment Medium Density (A2) Zones, so the proposed amendment is consistent with them.

The property is designated Residential High Density under the St. John’s Municipal Plan and therefore a Plan amendment is not required. As per Section 2.3.3 of the Municipal Plan, the Residential High Density District shall permit zones providing for medium density residential uses. Subject to a land-use assessment report (LUAR), the City may permit zones to allow high density residential uses. Further, an LUAR is required for developments exceeding four (4) storeys. Draft LUAR terms of reference are provided for the Committee’s review.

PRESENTATION BY THE DEVELOPER

Justin Ladha, representing the proponent, introduced himself. He indicated there was considerable time spent reviewing various options for the land given the unique configuration. It was concluded, in the opinion of the developer, the use, as proposed is the best.

COMMENTS FROM PARTICIPANTS

Facilitator Marie Ryan invited comments from the general public. The following is a summary of comments that represent the people who spoke at the meeting.

COMMENTS

Speaker #	
1.	<p>Speaker stated that Provincial Personal Care Home regulations state that buildings can have a maximum of 100 beds. This is much less than the proposed development of 237 units with an undisclosed bed count. She claimed there is no information about the potential uses of the remaining beds. It was also stated that if the intent is to provide only personal care home services, there is no need for 6 storey buildings or increased density.</p> <p>Also, speaker asserted the proposed 150 parking spaces is inadequate.</p> <p>The developer responded by stating that upon confirmation with regulatory bodies, if uses are mixed, regulations allow for additional beds. He cited there are examples of this in the City. He also stated that the higher density has been requested for financial modelling purposes.</p>
2.	<p>Speaker stated that the proposed development does not support issues of density and aging in place and based on the current proposal there is no need for A3 zoning. Allowing this development does not support the creation of diversity in neighborhoods as there are already two large seniors complexes in the area.</p>
3.	<p>Speaker referenced the Mary Queen of Peace (MQP) parking lot which is currently being used to access existing buildings. He noted this lot accommodates a large number of students and staff at the school. Allowing the development will only add to the potential traffic concerns and congestion.</p>
4.	<p>Supported previous speakers in that the proposed development is not creating diversity as is purported in the City's Municipal Plan.</p> <p>Residents have already seen an increase in traffic at Stoneleigh Condominiums. This will increase even further when airlines step up operations in the future and there is more activity at St. John's Airport.</p> <p>Height of the building will be disastrous for the residents of Stoneleigh as it will lessen the amount of sunlight for existing residents. The only period when residents enjoy direct sunlight is in the afternoon and early evening. A building of six storeys will reduce sunlight and a building of ten storeys which is permissible in an A3 zone will result in no sunlight at all.</p>
5.	<p>Speaker referenced the pictures contained in the LUAR, especially concerning the Baird property and its survival as a heritage property. He also asked if there is anything in the development regulations that</p>

	<p>deal with sunlight restrictions to which the facilitator responded, there is not.</p> <p>The developer explained that that in relation to pathways or linkages, noting there are none. 154 New Cove Road is a stand-alone property that has been subdivided and in accordance with the minimum frontage for a single dwelling.</p> <p>Upon clarification by the speaker the developer acknowledged there appears to be a slight overlap with one of the parking stalls, but the detailed engineering drawings, when developed will not include that overlap or linkages.</p> <p>The speaker requested that the LUAR be updated with more accurate images.</p>
6.	<p>Speaker works at MQP school lives on Mount Cashel Road. She indicated she experiences problems getting out of her driveway due to the volume of traffic, particularly at school times. If this development is approved this situation will get worse.</p> <p>She questioned the vacancy rates for certain facilities within the city suggesting that with the pandemic there is a higher-than-normal vacancy rate and consequently questioned the occupancy market.</p> <p>The developer stated that it built and owns Kenny's Pond and Tiffany Village. He acknowledged that at the onset of the pandemic vacancy rates were high, but recent studies have demonstrated that this will change. He noted the average lease up time is 2-3 years and the developer is aware of the risk. It is the developer's assertion that based on the City's demographic profile, there will be an undersupply of this type of housing in five years.</p>
7.	<p>Speaker is owner of a condominium at Stoneleigh Condominiums and is on the Board of Directors. One of the six storey buildings is on the property line of her building. Decision to allow this development will have a huge impact on the residents of Stoneleigh, especially on the north side where shadowing and sunlight will be diminished. She doesn't feel that the developer gave this enough consideration.</p> <p>She also noted that with only a six-meter clearance from the Stoneleigh property and the slope of the property line, the concerns for the residents of Stoneleigh will be amplified. She also made reference to the potential for noise.</p>
8.	<p>Speaker lives across the street from the proposed development.</p> <p>The entrance to level 2 parking of the building is proposed at New Cove Road at approximately 3.5 car widths from the intersection of</p>

	<p>Portugal Cove Road and New Cove Road. This will result in obstruction of traffic.</p> <p>Traffic and pedestrian safety are major issues. While the new light has improved the situation, there are still flows of traffic that go unrecognized. i.e. Loughlan Crescent</p> <p>Speaker questioned whether any wind studies have taken place around the entrance to the building. He noted that having had a family member living at Tiffany Village, the winds can be extremely high.</p> <p>The developer responded acknowledging the problem of wind in this and many other locations throughout the City. In one location a huge glass structure was constructed.</p>
9.	<p>Speaker questioned the height restrictions and the reason for seeking a change in zoning from A2 (maximum six storeys) to A3 (ten storeys).</p> <p>The developer stated that while there is no intent to construct a ten storey building the reason for seeking the zoning change is to ensure that the proposed density fits within the zone. It is not to seek additional storeys.</p> <p>The Chief Municipal Planner confirmed that the current legislation does not permit the City to lock into a definitive development proposal when an area is rezoned. He noted that Council and the public need to be aware that ten storeys are possible once the zoning is amended to A3. Council may consider spot zoning for this property only.</p> <p>Speaker stated that a change to A3 zoning will open up a lot of issues including building height and will change the dynamics of the neighborhood.</p>
10.	<p>Speaker lives adjacent to the proposed development and questioned the retention of mature trees.</p> <p>The developer noted that it will continue to work with the City's arborist in an effort to retain as many trees as possible and will be compliant with any tree planting regulations the City may have.</p>
11.	<p>Speaker continued on about neighborhood diversity noting that the city's policy is that neighbourhoods should have a diversity of age friendly people who are encouraged to age in place. There are already multiple complexes such as that being proposed within the City and the City ought to be promoting a different type of housing. It was the</p>

	speaker's assertion that the notion of diversity is not supported by this application.
12.	Speaker indicated her parent's home is directly across from the entrance/exit to this property, again reiterating a safety and traffic concern.
13.	Speaker asked whether drawings have been prepared for two, ten-storey buildings, to which the developer responded they have not. He stated that a huge investment of time and energy had been put into the pending proposal and there is no intention to expand beyond the six storeys proposed.
14.	Speaker lives on the corner of New Cove Road and Mount Cashel Road and witnesses a lot of traffic back up at this location, particularly during peak periods. He emphasized that the planning from a traffic control perspective is backwards in that the only logical path is through a residential area, namely Mount Cashes Road. Concern is not only for the residents of the proposed buildings but visitors to the facilities. They will all have to outlet to Mount Cashel Road and find their way to get out to New Cove Road. This was claimed to puts a lot of strain on the roadway. He believed there was a traffic study on Mount Cashel Road ten years ago that demonstrated traffic volumes were already higher than that expected of a residential road. Rezoning should be reconsidered to take the traffic off the road instead of increasing it.
15.	<p>Speaker has two young children and spoke to the potential safety and traffic. He feels this development will prevent young families from moving into or staying in the area.</p> <p>He also questioned whether there if there is a fund for the repair and maintenance of heritage buildings, to which a response was given that there is not. The developer noted that any construction plans, however, would have to ensure the heritage structure is protected.</p>
16.	<p>Speaker questioned how a traffic study could be completed when the mix of occupants in these buildings have not been clearly identified.</p> <p>The developer noted that research had been undertaken at various sites and the required parking for independent living and assisted living is similar and quite low. The City's Transportation Engineer reported that if the intended use of the proposed development changes, a further traffic/parking study would be required.</p>
17.	Speaker asserted that while two 6-story buildings might not look too much out of place, two 10-story buildings definitely would. The 10-story Tiffany Village can already be seen from all over St. John's because of its height. Put two 10-story buildings in a higher location – on the top of a large hill – and they will stick out like sore thumbs. They will be an eyesore from many city vantage points and will not remotely fit into the

	area. There are also no buildings taller than 6 stories on Portugal Cove Road (one of the longest roads in the city) and it should remain that way.
Repeat Speakers	
1.	<p>Speaker sought clarification on the City would consider the proposal for A3 zoning while the development regulations (standards) are in transition.</p> <p>City Planner stated that transition relates specifically to parking requirements standards and not rezoning. Under current regulations there are over 600 parking spots required. In comparison with other similar developments in other municipalities this is very high. In the current regulations, if the parking required is excessive and cannot be met, the applicant can request Council to consider parking relief upon presentation of adequate justification. This applicant has requested such relief.</p> <p>Speaker requested another traffic study be undertaken only when the number of proposed occupants is confirmed.</p>
2.	<p>Speaker referenced the narrow width of Tiffany Lane and asserted a reduction from the required 600 spaces to 150 spaces is excessive. She suggested these buildings would have many visitors, deliveries, emergency vehicles etc. many of whom would be required to park on the street.</p> <p>The developer stated that the parking analysis was conducted with due diligence and careful consideration. He reiterated his confidence that there will be no need for on-street parking.</p>
3.	<p>Speaker questioned the developer's intention to present a personal care home proposal when the property was the subject of many real estate purchase inquiries in the past. She wondered why it would not have been given consideration for a smaller scale residential development proposal.</p> <p>The developer referenced litigation with respect to 154 New Cove Road. While the original plan was to construct 28 single family homes, the developer was left with a unique configuration and coming up with a plan that would minimize financial loss. This proposal was the best option to find an acceptable return. While he agreed the market may be slow at the outset, market studies have indicated the demand for the type of housing proposed will be favorable in years to come.</p>

	Upon question if Council decided to rescind the heritage designation, the developer stated it would be open to considering the original residential plan.
4.	Resident of Stoneleigh stated that when she purchased her property the area was designated R2. She stated it feels like there is inadequate consideration given to these tax-paying residents and it appears to have it changed to A3 from A2 was more of an afterthought without due consideration of the impact. She claimed that the existing heritage property is a danger and fire hazard and has resulted in many calls to the RNC for inappropriate activity on that site. The Speaker concluded by stating that Council ought to consider the concerns of existing nearby residents.
5.	Speaker stated Tiffany Lane is part of a bus route that passes through the parking lot of MQP, which is not designated as a street. From the parking lot the bus exits onto to Torbay Road which is an access point into Tiffany Lane for service. She stated this is yet another added feature to the issue of traffic congestion and the safety concerns mentioned earlier.
6.	<p>Speaker referenced traffic during construction and asked if there had been any consideration to a multi-year construction plan based on the increased traffic.</p> <p>The developer noted that construction plans include completion of the underground parking first, to minimize the volume of traffic and parking concerns.</p>
7.	A question was raised about the protection of the Bryn Mawr property while talks for rezoning are ongoing. The developer responded that a security company has been engaged to do regular checks and ongoing communication and visits to the property with city staff
8.	Speaker raised the question of whether Council is permitted to reverse a heritage designation to with the Chief Municipal Planner responded it can. He noted however, that the Bryn Mawr property is recognized by the NL Heritage Foundation as a provincial heritage structure.

CONCLUDING REMARKS

It was noted that following this meeting, minutes will be prepared, combined with all written redacted submissions, and presented to Council prior to Council deciding whether or not to proceed.

The facilitator welcomed the continued receipt of written submissions for the next few days. It was noted that the public can watch for the Council agenda on the City's website, available on Friday afternoons, to identify when the matter will be brought forward for debate and a vote.

ADJOURNMENT

The meeting adjourned at 8:35 pm.

Marie Ryan
Chairperson/Facilitator

From: CityClerk
Sent: Monday, January 4, 2021 10:17 AM
To: [REDACTED], CityClerk
Cc: Andrea Roberts, Ann-Marie Cashin, Ashley Murray, Dave Wadden, Jason Sinyard, Karen Chafe, Ken O'Brien, Lindsay Lyghtle Brushett, Planning
Subject: RE: (EXT) Re 11Tiffany Lane

Good Morning:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Saturday, January 2, 2021 2:07 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Re 11Tiffany Lane

I am concerned about the rezone land to A3. Please do not rezone. It will increase the traffic congestion which is already a problem and could even block access to Kenny's Pond areas or residents. The 6 story height is a concern. This area is stills residential area and please do not approve this ... This is our neighbourhood.. Rezoning is not a good idea.. [REDACTED] Concerned Area Resident!

Sent from my iPad

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Karen Chafe

From: CityClerk
Sent: Tuesday, January 19, 2021 10:36 AM
To: [REDACTED]
Victoria Etchegary; Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Proposed development for 11 Tiffany Lane

Good Morning:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

I have copied Victoria Etchegary on this email so can ensure that the link to register for the virtual meeting is working properly.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Monday, January 18, 2021 4:12 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Proposed development for 11 Tiffany Lane

Dear Sir/Madam

I am writing to submit my opinion on the proposed development and rezoning for 11 Tiffany lane.

My name is [REDACTED], and I am resident at [REDACTED]. We are a young family with three children (two of whom are under 4 years of age). As such, we think we represent the changing demographics in this neighbourhood, with a lot of younger families moving into the area.

As such, we are really concerned that the increased volume of traffic associated with this proposed development will have on our neighbourhood, and the safety implications for our children. As you know, the Mount Cashel Road and Tiffany Lane areas already see a large volume of traffic associated with the other large facilities along Tiffany Lane, as well as traffic associated with the school. Any increased traffic would make this situation untenable, and we believe it would only be a matter of time before some children would be hurt. In addition, any proposed solutions regarding on street parking bans etc would not solve this issue, which revolves mainly around a much increased traffic volume.

We are not opposed to development per se, rather the high density development proposed here. Maybe a lower density development (low rise semi-detached living facilities) or the developer paying to reconfigure traffic on New Cove Road to permit access there? However, the current high density development plans seem to be motivated solely by profit

(squeeze as many houses into as little space as possible) and do not take into consideration the concerns and safety of local residents or what is in the best interest to the city as a whole

Also, the link to the public meeting does not seem to work, could you send me an updated link so I can attend the meeting

Regards

A black rectangular redaction box covering the signature area.

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Karen Chafe

From: CityClerk
Sent: Monday, January 18, 2021 9:50 AM
To: [REDACTED]; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) 11 Tiffany Lane

Good Morning:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Sunday, January 17, 2021 8:57 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 11 Tiffany Lane

I wish to express my opinion concerning a proposed rezoning at 11 Tiffany Lane. The application for rezoning is to change the site from Residential Medium Density (R2) to a much higher density allowance of Apartment High Density (A3). This change would allow the proponent to build large apartment buildings instead of single-family homes.

As I understand it, the purchase of this property was put in motion by KMK Capital Inc. to purchase from the long-time owners, the Steinhauer family. Their agreement to make this deal was based on the developer being able to redevelop the site based on current zoning regulations. In other words, the Steinhauers were able to sell it for its best use and highest value based on its current zoning. At around this same time, the City of St. John's either changed or allowed to be changed the status of this home to "Heritage Building", thereby interrupting this redevelopment plan. The timing of this change of status for the Steinhauer property is interesting as the City of St. John's has had the ability and has actively designated properties "Heritage Buildings" since 1977.

I am not against development, redevelopment, or the Heritage Building designation of properties. But, development should be done based on the current zoning regulations, so that developers, property owners, investors, and any other stake holders know what the future holds for their properties now and in the coming years. As well, Heritage Building properties are a great way to maintain historical ties to our past. With that said, the city should not be able to arbitrarily change or designate a property at any time, and without consent of the property owner. And if this is allowed, and it changes the best use and highest value of the property, compensation should be paid to those affected.

By "spot zoning" the Steinhauer property, the city is contravening their long-held policy of not doing just that. As well, to allow the rezoning from Residential Medium Density to Apartment High Density, the city is also unfairly enriching the

developer to the detriment and cost of the current surrounding property owners. As such, if this rezoning is approved, the current surrounding and affected property owners deserve compensation for their losses as well.

In closing, City Council should allow the Steinhauer property to be redeveloped under its current zone. To change the property's status to Heritage Building once a deal was struck to sell it, and decades after it had the ability to do so, was a poor decision and sends a bad message to developers and investors. As well, by doing this, the surrounding property owners will not be negatively affected living in a very high density area, or have their property values being negatively affected.

Best Regards,



Sent from [Mail](#) for Windows 10

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Karen Chafe

From: CityClerk
Sent: Wednesday, January 13, 2021 2:28 PM
To: [REDACTED] CityClerk
Cc: [REDACTED] Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Application to City Hall entitled 11 Tiffany Lane REZ000001. 11 Tiffany Lane

Good Afternoon:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Wednesday, January 13, 2021 12:36 PM
To: CityClerk <cityclerk@stjohns.ca>
[REDACTED]
Subject: (EXT) Application to City Hall entitled 11 Tiffany Lane REZ000001. 11 Tiffany Lane

Good Day Councillors,

I am a concerned long standing citizen and owner of a quiet and private property on [REDACTED]. The neighbourhood landscape has and is continuing to provide continuity for all who live in this area. Within a 3km radius, there is shopping, medical clinics, pharmacies, hotels, senior homes that accommodate levels 1 to 3, condos and foliage that makes this area very unique for visitors and people who call this place home. The traffic can be challenging at times but is currently manageable providing that no additional high rise development or highly populated buildings are inserted into the currently property located at 154 New Cove Road. I believe the impact would be disastrous for the neighbourhood.

I am not opposed to the development of new residential units on the Bryn Mawr Property as long as they represent a positive addition to our established neighbourhood that currently has a good mixture of residential homes, service facilities and commercial properties and already with many seniors' residences nearby! I have long expected that, at some point, single-family homes, townhouses or low-rise condo buildings (similar to Stoneleigh) would be proposed but not high-rise, high-density towers. With all the added traffic, parking required for staff, visitors, service vehicles, and first response vehicles, congestion of traffic will be a major issue.

Please give this serious reconsideration as the outcome will have a major impact for this neighbourhood, the immediate area and current housing.

Best Regards



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Karen Chafe

From: CityClerk
Sent: Tuesday, January 19, 2021 2:50 PM
To: [REDACTED]; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Bryn Mawr (Baird House)

Good Afternoon:

We thank you for your feedback and advise that all submissions shall be forwarded to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, January 19, 2021 12:56 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Bryn Mawr (Baird House)

My name is [REDACTED]. I reside at [REDACTED] I have my property in a company name of which I am owner. Traffic on Mount Cashel Rd is high as it feeds the already densely populated Tiffany Lane. Also contributing factors to traffic is that Mount Cashel Rd is a link between Torbay Rd and New Cove Rd/Portugal Cove Rd. Also, people west of Torbay Rd use Mount Cashel Rd to access Sobeys and the Liquor Store. I am opposed to the development of hundreds of additional residences on Tiffany Lane creating a substantial increase in the volume of traffic, not only from the residents themselves, but also from visitors, staff, delivery vehicles and ambulances Owing to the fact that Tiffany Lane already has a high concentration of seniors, sirens are part of everyday life on Mount Cashel Rd. Obviously, not only a daytime occurrence Enough with the sirens.

[REDACTED]

Sent from my iPhone

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[REDACTED]

[REDACTED]

January 3, 2021

Office of the City Clerk
St. John's

Dear City Clerk:

Re: Application to Rezone Property surrounding Bryn Mawr. New Cove Road

I am in receipt of the notice of the application to rezone the above mentioned property, and I wish to register my concern about the consequences of such action, were it to be approved.

I have been a resident at [REDACTED] since the year 2000. When we arrived the property to our immediate left [REDACTED] had one dwelling; Tiffany Court was an open green field; and Bryn Mawr was occupied with a full time gardener maintaining a beautiful area, covered by an abundance of trees both deciduous and coniferous. So, although we were only minutes away from the centre of the city, we had the pleasure of being situated among delightful natural setting usually enjoyed by people living in rural areas.

Bit by bit, this idyllic situation has been eroded: Tiffany Court took away the open green space, and another condo was erected next door although it seems as if they have made a valiant effort to maintain trees throughout the property. While Bryn Mawr appears to be vacant and rapidly deteriorating, the grounds themselves remain a brilliant oasis in an otherwise asphalt jungle.

If this application is approved, that too will be gone and instead of looking out on property that although left to its natural state is still incredibly beautiful, we will be subjected to two new six storied Personal Care Homes and the surrounding parking lots they will require.

I realize the tension that exists between developers and those who want to preserve the natural surrounding as much as possible. To a large degree the developers have won out in this neighbourhood, and this is the last "thing of beauty" that still remains.

There is a high concentration of condos, personal care homes, and even a large hotel all within a one mile radius of the property under consideration. If access and egress to this proposed development is on either Tiffany Lane or New Cove Road, the traffic density, already extremely high during rush hours and when the schools are open, will become as severe as almost anywhere else in the city.

I hope to be able to participate in the Virtual Session of January 20th, when I hope my sentiments which are by no means unique to other concerned citizen in this area. will get a full hearing.

Sincerely,

[REDACTED]

Karen Chafe

From: CityClerk
Sent: [REDACTED]
Subject: Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
RE: (EXT) Stoneleigh Condos

Good Morning:


We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Wednesday, January 13, 2021 1:46 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Stoneleigh Condos

I received a paper today that has really upset me I live on [REDACTED] and I'm so tired of looking out my window and seeing the tall buildings the apt buildings and the retirement homes nothing that is affordable to most seniors I am a senior, and will not be living in one of these fancy retirement homes you have to pay for everything right to getting your nails cut I worked in one big one and they find it really hard filling the rooms no matter what they say the staff are wonderful but whatever you get done is charged to you... so expensive. Why can't you start building some homes for seniors like they have in Holyrood my cousin lives in such a sweet little condo all on the one floor no stairs no elevators to get stuck in she has a living room, two bedrooms, kitchen, bathroom and her laundry plus out in the back she has a divider to the next house for privacy and she can sit out and enjoy the sun plant flowers in a planter they are lovely but St. John's has nothing I will never vote for what's in council now again I'm all for making money but why not bring some young families in you do nothing for young people to stay in St. Johns I would rather see some houses for young families go there, would love to see families walking around my neighbourhood rather than Ambulances going up Tiffany Lane and Hearses coming down it gets very depressing. MOP school is in this area too so don't get me started on the traffic and lovely Kenny's pond keep taking the look of that beautiful spot and believe me it will, all the wonderful ponds we have in our city and nothing done with them all you men can think to do is put buildings on them which eventually will become office buildings and you know it. Do something right for this area and listen to the people don't rezone this area we don't need or we don't want any more high-rise, high-density towers housing vulnerable seniors. I'm so shocked with Sheila O'Leary and a few other council members that there even considering this... so please for once Do the right thing!!!!



ST.John's

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Karen Chafe

From: Elaine Henley
Sent: Tuesday, January 5, 2021 2:56 PM
To: Karen Chafe
Cc: Jason Sinyard; Ken O'Brien
Subject: FW: (EXT) Request Meeting Re Tiffany Lane

FYI.. to be added to submissions.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Jason Sinyard <jsinyard@stjohns.ca>
Sent: Tuesday, January 5, 2021 2:39 PM
To: Ken O'Brien <kobrien@stjohns.ca>
Cc: Elaine Henley <ehenley@stjohns.ca>
Subject: FW: (EXT) Request Meeting Re Tiffany Lane

Hi folks
To include with submissions for this application.

Regards,
Jason

Jason Sinyard, P. Eng., MBA
Deputy City Manager
Planning, Engineering & Regulatory Services

From: Mayor <mayor@stjohns.ca>
Sent: Tuesday, January 5, 2021 1:36 PM
To: Danny Breen <dbreen@stjohns.ca>
Cc: Jason Sinyard <jsinyard@stjohns.ca>
Subject: FW: (EXT) Request Meeting Re Tiffany Lane

Is this something we would accommodate for a meeting?

From: [REDACTED]
Sent: Tuesday, January 5, 2021 12:14 PM
To: Mayor <mayor@stjohns.ca>
Subject: (EXT) Request Meeting

Your Worship,

As a group of owners in the adjoining property, we residents of Stoneleigh Condos, have a number of concerns relating to the proposed development at 11 Tiffany Lane.. prior to the Public Hearing scheduled for January 20, 2021. These concerns -among others- relate to:

- the clustering of many Long-Term Care Facilities in the East End
- the impacts of two proposed High-Rise buildings directly north of Stoneleigh
- the evolving traffic situation in our area
- the larger emerging question of appropriate housing for vulnerable elderly Canadians
- the timing of this application while the heritage-designated, on-site property's future remains unresolved

We are not opposed to the development of new residential units (single-family homes, townhouses or low-rise condo buildings, etc.) on Bryn Mawr as long as they represent a positive addition to our established neighbourhood that currently has a good mixture of residential homes, service facilities and commercial properties.

Your Worship, we request a meeting with you at your convenience either at City Hall or at Stoneleigh Condos, 146 New Cove Road before the public hearing occurs to express our concerns. A small delegation of our residents would attend.

We look forward to your reply. Sincerely,

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Rezoning Application for Land at 11 Tiffany Lane Objections to the rezoning application

Submitted by: [REDACTED]

As a resident of the immediate neighbourhood that would be most affected by the rezoning I have very serious concerns about the rezoning application and the reasons for its submission. While I understand City Council's desire to increase density in certain areas of St. John's, I am shocked that the City has given priority to the preservation of a derelict building on the 11 Tiffany Lane property and, in so doing, has prevented the developer from pursuing other options that would have been much more appropriate for the neighbourhood, in both scale and purpose. The abandoned Bryn Mawr house, which is in an advanced state of deterioration, has become the proverbial "tail wagging the dog". The city's heritage preservation advocates may consider that a victory, but it's a victory that has been won at the expense of the residents of the surrounding neighbourhood.

Proposed Scale of Buildings

Up until now, the northeast part of St. John's has been carefully developed over more than 70 years in ways that have preserved the residential character of its original neighbourhoods, while still providing a wide variety of nearby commercial, professional and institutional services for the residents. Even on the busiest of streets like Elizabeth Avenue, Portugal Cove Road and Torbay Road, commercial areas and high-rise buildings have been carefully separated from residential areas that consist mainly of single-family homes, townhouses and low-rise apartment or condo buildings. As a result, home owners have not had to contend with living in the shadow of high-rise buildings constructed virtually on their property line, with all the traffic and inconvenience caused by such buildings.

That careful approach to development will be disrupted by the rezoning of the 11 Tiffany Lane property from Residential Medium Density (R2) to Apartment High Density (A3). The 2 high-rise buildings planned by the developer would dwarf the nearby residences. Even at the proposed 6-storey level, phase 1 of the project would have an elevation of 82 ft. (25 m.) and the requested option of increasing the height to 10 stories would result in buildings with an elevation of at least 134 ft. (41 m.). Not only would these towers stick out like sore thumbs in the neighbourhood, but they would have a negative impact on the sunlight available to some of the adjacent buildings.

I am a resident of the [REDACTED] situated below the slope of the hill that dominates the 11 Tiffany Lane property. If City Hall permits a 6-10 storey building to be erected close to our property line in the position shown in the developer's LUAR, the 11 units on the north side of Stoneleigh will receive less sunlight for an important part of the year – from late spring until early fall. Unfortunately that is the only period when we receive any direct sunlight at all, and it is available only in the afternoon and early evening. The specifications for the design and positioning of the Phase 1 building in the LUAR show significant shadowing of the north side of our building in June and lasting into September. In other words, the small amount of sunlight currently available to us in summer would be reduced by a 6-storey building, and would very likely be totally eliminated by a 10-storey building.

The Traffic Problem

New Cove Road is a two-lane street initially constructed for local residential traffic and the traffic volume has been increasing in recent years. Up until about 3 years ago, it was manageable, even at rush hour, because the flow was moderate and the traffic light at the junction of New Cove Road and Portugal Cove Road allowed cars from Stoneleigh and other residences the opportunity to emerge safely from our driveways or from side streets.

Unfortunately that is no longer the situation. Before the start of the COVID19 slowdown, traffic to and from the Airport, had increased, as well as traffic heading north to Prince Philip Drive and the Trans-Canada Highway entrance ramps off Portugal Cove Road. In addition, the buildings on Tiffany Lane and Tiffany Court generate traffic that flows from Tiffany Lane onto Mount Cashel Road. Drivers wishing to travel north from there cannot make a left turn from Mount Cashel onto Torbay Road, so their most frequently used alternative has been to take Mount Cashel Road to New Cove Road, turn right, and proceed north from there.

At peak hours, especially when both northbound and southbound lanes are congested because of the traffic light, emerging from driveways and cross streets has become very dangerous and the risk of serious collisions has increased. The accumulation of snowbanks in the winter has added to the problem by reducing driver visibility at intersections. Any future high-density real estate development on the 11 Tiffany Lane property would inevitably increase the traffic on both Tiffany Lane and New Cove Road, thereby reducing the quality of life, the safety and the property values in our part of the neighbourhood.

I am also very concerned that not only is City Hall proposing to rezone the 11 Tiffany Lane property from R2 to A3, but it is also planning to make a “text amendment” to the A3 zone description that would permit the construction of Personal Care Homes, which are currently excluded from A3 zones. This is a significant change in regulations because high-density assisted-living facilities are qualitatively different from apartment buildings and condominiums. Because of the number of staff, visitors, service/supply vehicles and emergency vehicles, they create high-density traffic in the same way that hospitals do.

Neighbourhood Diversity

The City’s rationale for approving the rezoning application is based on the assumption that our neighbourhood needs more housing that would make it “more age-friendly and allow senior citizens the ability to age in place”. That is certainly not the case. If the City’s Municipal Plan seeks to encourage “a range of housing to create diverse neighbourhoods for all ages, income groups and family types”, then more Personal Care Homes for senior citizens should be the lowest of its priorities for this part of northeast St. John’s which is already a diversified and self-sufficient neighbourhood, especially with regard to housing choices for seniors.

The Eastern Health website provides a list of 16 public and private long-term care facilities for seniors in St. John’s, 10 of which are located in the general vicinity of the 11 Tiffany Lane property (see attached list). Two of these facilities, Tiffany Village Retirement Residence and Kenny’s Pond Retirement Home, are only a 5-minute walk from 11 Tiffany Lane and the other 8 are within a 5-10 minute drive.

In addition to these 10 facilities specifically designed for seniors, our neighbourhood also has a wealth of apartment buildings and condominiums that attract people in the 60+ age group because they provide

an intermediate step between single-family homes and long-term care facilities. Within a 5-min drive from 11 Tiffany Lane there are at least 7 such buildings: Brentwood, Windermere, Highgate, Stoneleigh, Tiffany Condominiums, 25 Tiffany Lane and Elizabeth Towers.

It is clear that senior citizens in our neighbourhood already have a wide choice of retirement homes – perhaps the best selection in the entire city -- without having to leave this area. The addition of another 237 Personal Care units would, in fact, reduce diversity by overloading the neighbourhood with seniors' facilities at the expense of housing for other family types and age groups. It would create a seniors' enclave that could also have a negative impact on businesses in our area that depend on a diversified clientele of all ages. If, indeed, our neighbourhood would benefit from increased diversification, there are many other options available within the current Residential Medium Density Zone (R2) that would encourage housing for younger families and middle-aged residents. In fact, that was the kind of housing that the developer, KMK Capital, was planning to build before the heritage designation of Bryn Mawr made that plan impractical.

Conclusion

In closing I would like to reiterate that I am not opposed to the development of new residential units on the 11 Tiffany Lane property as long as they represent a positive addition to our established neighbourhood that currently has an excellent mixture of residential homes, service facilities and commercial properties. It is my understanding that the developer's initial plan was to construct 28 residences on that property, but the plan was abandoned after City Council accorded heritage status to the Bryn Mawr house that has now been vacant for at least 4 years and is in an advanced state of disrepair. While I understand the concern of heritage advocates who lobbied for that decision by City Council, it is fair to say that most of them do not live in our neighbourhood and will not be negatively impacted by the ill-conceived rezoning of the property and the construction of unnecessary high-density Personal Care Homes of 6-10 stories.

Long-Term Care Facilities in North-East St. John's			
		Category	Ownership
Tiffany Village Retirement Residence	50 Tiffany Lane	Assisted Care	private
Kenny's Pond Retirement Community	135 MacDonald Drive	Assisted Care	private
Cambridge Estates Personal Care Home	64 Portugal Cove Road	Personal Care	private
Chancellor Park	270 Portugal Cove Road	LT Care	private
Pleasant View Towers Long-Term Care Facility	65 Newfoundland Drive	LT Care	public
Glenbrook Lodge	105 Torbay Road	LT Care	public
Lanes Retirement Living	134 Airport Heights Drive	Assisted Care	private
Bonaventure Retirement Home	57 Bonaventure Avenue	Personal Care	private
Saint Patrick's Mercy Home	140 Elizabeth Avenue	LT Care	public
Caribou Memorial Veterans Pavilion	90 Forest Road	LT Care	public

Karen Chafe

From: [REDACTED]
Sent: Thursday, January 14, 2021 8:35 PM
To: CityClerk
Subject: (EXT) 11Tiffany Lane rezoning application
Attachments: F2EE0250-8E44-43E9-A360-4C23418D9372.jpeg; C7523B91-2C92-4C55-80E8-77ED6F2A8125.jpeg; B1EF20B6-D45B-461F-9D03-1A79D3FC6D77.jpeg

To Whom it may concern:

I wish to express my opposition to the rezoning application for 11 Tiffany Lane to Apartment High Density (A3) to allow for the construction of 2 6-storey personal care homes.

Tiffany Lane as it currently exists is not wide enough for two cars to pass if there are any cars parked on the side of the road. There are currently 4 apartment/ condominium buildings that use the lane plus traffic from the Medication Therapy Services Clinic and Mary Queen of Peace Elementary school. The proposal for 11Tiffany only has 150 total parking spaces for 237 units, so there isn't enough parking for all the units or for staff or visitors. There is no where for construction workers to park and add construction equipment to the traffic currently use Tiffany Lane, and it will be nightmare for everyone using the road. If the zoning is changed, it would allow for the building to be up to 10 storeys. There is not enough parking for the proposal as it is, without adding more stories to the building. This project is to big for the amount of land that is available.

The building will block off the sunshine I currently get. While consideration is to be given to tree preservation and incorporating existing trees into the landscaping, the proposal does not accurately reflect the number of trees on the property. The proposal shows one tree on the side next to 7 Tiffany. Attached are pictures that show more than one tree on that side.

Construction of 11Tiffany is proposed to take 3 years. Construction will be very disruptive and noisy for existing residents of Tiffany Lane.

[REDACTED]







Rezoning Application for 11 Tiffany Lane:

Tiffany Lane is a 'lane'; **a dead end Lane**. It is not a thoroughfare like Portugal Cove Road or MacDonald Drive.

Traffic study – Tiffany Lane is ½ km long. Currently, traffic on the Lane is from 7 Tiffany Lane Condominiums, The Cedars at Tiffany Lane Condominium Townhouses, Tiffany Village Retirement Complex, MUN School of Pharmacy (Medication Therapy Services Clinic), Jewer Bailey Consultants, AI Investia Financial Services, 25 Tiffany Lane Condominiums and Kenny's Pond Apartments.

All traffic from the above noted buildings enter and exit Tiffany Lane and Mount Cashel Road. The addition of 2 more buildings would add a significant increase of traffic to our established neighborhood, in particular Tiffany Lane and Mount Cashel Road.

Questions:

- Has a traffic study been completed?
- Has a traffic study been made public?

Operational Traffic- The addition of 2 six storey buildings will generate traffic from residents and visitors, but there will be significant traffic involved in operating these facilities.

Question: Has the following been considered?

- # of staff per floor for each building?
- # of shifts (2 twelve hour shifts or 3 eight hour shifts)?
- Traffic from staff and service vehicles (food, laundry, deliveries)

Traffic from Mary Queen of Peace School – There is traffic from Mary Queen of Peace School that travels on Tiffany Lane to access Portugal Cove Road via Mount Cashel Road. Likewise, traffic uses Mount Cashel Road and Tiffany Lane as short cut to Mary Queen of Peace school. There are small children walking back and forth to school on Tiffany Lane via Mount Cashel Road.

Question: How will rezoning impact children walking back and forth to school with added traffic from 2 six storey properties?

Sincerely,

[REDACTED]

To: The Office of the City Clerk, St. John's

RE: Response from The Cedars at Tiffany Lane (8 – 22 Tiffany Lane) Condominium Association to the Application for Development at 11 Tiffany Lane:

Date: January 16, 2021

We do not support the rezoning of 11 Tiffany Lane to an Apartment High Density Zone (A3) which allows building heights of 10 storeys and increased density.

We recognize that development of this property is consistent with the city's plan to develop infill spaces within the city that increases density and allows use of existing infrastructure. However, the proposed development is incompatible with the planning model for neighborhoods that are socially connected and diverse, as articulated in the City of St. John's Healthy City Strategic Plan (2018) and as guiding principles for its Seniors Advisory Committee. The development proposes to add high density service-oriented residential buildings for seniors to a neighborhood that is currently diverse and well serviced with a range of accommodations allowing seniors to age in place.

The developer proposes to build two six storey personal care homes. Personal Care Homes are privately owned and operated residential homes for seniors and older adults who need assistance with daily living. They are licensed by the Regional Health Authorities and are governed by provincial regulations which mandate the maximum number of beds and the number of accessible parking spaces required as well as many other aspects of design and management. The regulations indicate that no more than 100 beds will be licensed per personal care home which is less than the number of beds proposed by the developer. The regulations mandate 1 accessible parking space for every 10 parking spaces (10%) as opposed to the 4% indicated in the proposal. As it stands, the current proposal does not seem to meet criteria for licensure.

We are not against development consistent with our neighborhood's capacity but we have many concerns about the current proposed development.

1. **Traffic impact:** The Land Use Assessment Report does not sufficiently address the impact of the development on traffic on the neighboring streets. The proposed development uses Tiffany Lane as the main entrance. Tiffany Lane is a narrow residential side street (narrower than Mount Cashel Road) that already serves Mary Queen of Peace School with 690 students and 50 staff, Kenny's Park, a large 50+ apartment building, 3 condominium complexes, including Tiffany Towers which is 7 stories high, and Tiffany Village, a large 10 storey retirement home. The proposed 237 units with a possible occupancy of 400+ residents plus staff to support them as well as visitors, visiting professional staff, emergency and services vehicles would overwhelm the capacity of the street.

The main point of traffic access to Tiffany Lane is Mount Cashel Road; however, another point of traffic access to Tiffany Lane is off Torbay Road through the Mary Queen of Peace School and Church parking lot at the end of the cul de sac by Kenny's Pond. This is not a designated street and increased traffic congestion would pose a safety hazard during school hours.

We request that a traffic study be carried out to determine the potential impact of increased traffic on the neighborhood as part of the data required for City Council to make an informed decision about rezoning to accommodate this development.

2. **Parking:** The development proposes 150 parking spaces with a request for parking relief. We feel that this is an insufficient number. The developers incorrectly cite the Home for the Aged regulation to support a statement that the developer has discretion on the number of parking spaces provided as long as there is no on street parking. According to city regulations (2005), in the A2 zone where personal care homes are a permitted use, the city requires 1 parking space for every 20 metres squared of personal living space, described as “wards or suites”. This would indicate a need for 400 spaces for the proposed development (8000+ sq. meters). As well, the developers propose 6 accessible parking spaces, which is much less than the ratio of 1 accessible space for every 10 parking spaces required by the Personal Care Home Provincial Regulations (15 accessible spaces for 150 parking spaces). We feel that the proposed 150 spaces will not meet the needs of the number of residents, staff, visitors, visiting health professionals, service vehicles, etc., that will visit these personal care homes. The result will be parking on Tiffany Lane which will impede traffic flow and create a safety hazard, especially in the winter time when residents must park their vehicles on the street to facilitate snow removal in the parking lots. The city also bans parking on Tiffany Lane overnight during the winter months to facilitate snow removal.
- The development application noted that construction will take place over 3 years. There will be no space on the lot for construction workers to park until the parking garage is built. Parking on the street will impede the flow of traffic and should not be approved.

3. **Height and density of buildings:** Provincial Personal Care Home regulations state that buildings can have a maximum of 100 beds. This is much less than the proposed development of 237 units with an undisclosed bed count. There is no information about the potential uses of the remaining beds. If the intent is to provide only personal care home services, there is no need of 6 storey buildings or increased density.

The proposed 6 and possibly 10 storey buildings would be very close to Tiffany Towers and Stone Leigh condominiums, creating a very densely packed area in the neighborhood which would not be in keeping with the rest of the neighborhood where there is considerably more green space surrounding the buildings.

4. **Aging in Place and diversity of Housing:** The city’s Municipal Plan outlines the value of creating communities that support aging in place for our senior population and creating diversity within neighborhoods. **We support both of these concepts but feel that the proposed development does not add to either for our neighborhood.** The current diversity of seniors housing already existing in the neighborhood provides a range of housing that allows people to remain in the neighborhood as they age. We have 2 retirement residences on the street as well as apartment and condo complexes and a personal care home (Cambridge Estates) and a nursing home (Glenbrook Lodge) on neighboring streets. Diversity in our neighborhood would be better served through developments that support young families and young couples or affordable housing for seniors. These types of developments could be accommodated without rezoning to A3 or asking for Personal Care Homes as a permitted use within A3 zoning,

For all of the above reasons, we do not support the current request for rezoning to Apartment High Density (A3) with Personal Care Homes as a permitted use.

Respectfully submitted by:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: CityClerk
Sent: Tuesday, January 5, 2021 10:51 AM
To: [REDACTED]
Cc: Ian Froude, alisoncoffin@gov.nl.ca, Andrea Roberts, Ann-Marie Cashin, Ashley Murray, Dave Wadden, Jason Sinyard, Karen Chafe, Ken O'Brien, Lindsay Lyghtle Brushett, Planning
Subject: FW: (EXT) 11 Tiffany Lane
Attachments: Letter from City - 11 Tiffany Lane.PDF

Good Morning:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Monday, January 4, 2021 8:02 PM
To: CityClerk <cityclerk@stjohns.ca>
Cc: Ian Froude <ifroude@stjohns.ca>; alisoncoffin@gov.nl.ca
Subject: (EXT) 11 Tiffany Lane

Good Evening,

I received the attached correspondence regarding the construction of 2 six-storey Personal Care Homes on December 31, 2020. I am disappointed to learn consideration is being given to this application.

There is currently a significant amount of traffic using Tiffany Lane. In addition to the residential properties and other buildings, there is a school yard (Mary Queen of Peace) that backs off Tiffany Lane; and parents drive up and down Tiffany Lane to drop off and pick up their children. As well, Tiffany "Lane" is not a wide street and can prove to be somewhat tricky at times during the winter months maneuvering up and down the "Lane". The construction of 2 Personal Care Homes would cause a significant increase in traffic and is concerning to say the least.

I have cc'd both my Councillor and MHA so that Ian and Alison are aware of my concerns.

Please take into consideration the comments I have provided; and should you need to discuss, I can be reached at the contact information provided below.

Kind Regards,

[REDACTED]
[REDACTED]
[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Mon, Jan 4, 2021, 8:58 AM
Subject: 11 Tiffany Lane
To: [REDACTED]

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From: [Elaine Henley](#)
To: [Sheilagh O'Leary](#); [REDACTED] [Mayor](#); [Ian Froude](#)
Cc: [Maureen Harvey](#); [Shanna Fitzgerald](#); [Andrea Roberts](#); [Ann-Marie Cashin](#); [Ashley Murray](#); [Dave Wadden](#); [Jason Sinyard](#); [Karen Chafe](#); [Ken O'Brien](#); [Lindsay Lyghtle Brushett](#); [Planning](#)
Subject: RE: (EXT) Proposed Baird Cottage development
Date: Thursday, October 22, 2020 12:13:13 PM

Good Morning:

We acknowledge and appreciate the feedback. All submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Sheilagh O'Leary <soleary@stjohns.ca>
Sent: Wednesday, October 21, 2020 9:18 PM
To: [REDACTED] Mayor <mayor@stjohns.ca>; Ian Froude <ifroude@stjohns.ca>
Cc: Elaine Henley <ehenley@stjohns.ca>
Subject: Re: (EXT) Proposed Baird Cottage development

[REDACTED]
Thank you for your email and for forwarding your concerns.

I will cc. the City Clerk so your comments can be registered with Council.
Stay well.

Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Wednesday, October 21, 2020 5:23:58 PM
To: Mayor <mayor@stjohns.ca>; Ian Froude <ifroude@stjohns.ca>; Sheilagh O'Leary <soleary@stjohns.ca>
Subject: (EXT) Proposed Baird Cottage development

I am writing concerning the proposal for two assisted living buildings on the site of Baird Cottage (also known as Bryn Mawr) on Portugal Cove Road. I live and own nearby in the [REDACTED], and there are several reasons I am against this development:

1. The area is already a ghetto for seniors. Within two blocks there is the biggest concentration of seniors in the city, both in apartments and assisted living. Here's a list:

Brentwood Condominiums, Kenny's Pond Retirement Living, Windermere, Highgate, Stoneleigh, Tiffany Condominiums, 25 Tiffany Lane, Tiffany Village, Kenny's Park Apartments and Glenbrook Lodge. Most of these residences are right next to each other. This crowded area does not need two more buildings of 6 to 10 stories for seniors.

2. While two 6-story buildings would be bad enough on the Baird Cottage site, two 10-story buildings would be a lot worse. The 10-story Tiffany Village can already be seen from all over St. John's because of its height. Put two 10-story buildings in a higher location – on the top of a large hill – and they will stick out like sore thumbs. They will be an eyesore from many city vantage points and will not remotely fit into the area. There are also no buildings taller than 6 stories on Portugal Cove Road (one of the longest roads in the city) and it should remain that way.
3. In this era of Covid-19, many governments and businesses are rethinking warehousing seniors in large buildings where the virus can spread quickly. By last June, 81% of the people who died in the country of the virus were in long-term care homes (Globe and Mail story June 25, 2020 "81% of COVID-19 deaths in Canada were in long-term care"). A great many of these were large for-profit homes.
4. I also believe that council should wait for the outcome of the court case re: Baird Cottage before making any decisions about what should be built there. What is the point of a heritage building...especially one that's a cottage...if it is squashed between two huge high-rises?

I am hoping the St. John's City Council will support people who live in my area and turn down KMK Capital Inc.'s application to build two large assisted living residences on Portugal Cove Road.

Thank you for your attention.

[REDACTED]

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Karen Chafe

From: CityClerk
Sent: Monday, January 18, 2021 9:49 AM
To: [REDACTED]
Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) re: Bryn Mawr development

Good Morning:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Sunday, January 17, 2021 1:50 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) re: Bryn Mawr development

I am writing to express my concern regarding the application to City Hall regarding plans to use the vacant Bryn Mawr property.

Mount Cashel Road should not be expected to "handle" the additional traffic created by the new development. It is a small residential street, not a thoroughfare. Our concern is that if the City treats it as such, it will create a more dangerous, less safe neighbourhood.

I reside on Mount Cashel Road with my family. Most of the time, it is a quiet neighbourhood. However, at peak times, traffic is always an issue. The issue has been growing with each concession council has made to developers.

Mount Cashel Road is already expected to "handle" the increased traffic from Mary Queen of Peace school, the growing seniors communities, and the recently rezoned yet-to-be-built condo development on Mount Cashel Road. It's important to note that, due to the Torbay Road entrance to Mount Cashel now being a no-left-turn, the traffic diverted to the New Cove Road entrance has increased at peak times.

We understand the importance of increasing density in this area of the city. However, these efforts must be paired with smart interventions to ensure things like traffic don't change the face of the city more than it already has. For example, direct access to New Cove Road for the development should be considered.

We fear that the City's viewpoint is that, if the traffic is not expected to increase to dangerous levels, then that is an acceptable sacrifice.

I was present throughout the proceedings when St. John's council rezoned Mount Cashel Road land for condo development. I was disappointed with how council deferred to the developers throughout the process. We ask that you take into account the lived experience of people in this community, not a simple “by the numbers” understanding of the situation, which will certainly favour development, as it always does.

If you have any questions, please let me know.



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Karen Chafe

From: Karen Chafe on behalf of CityClerk
Sent: Friday, January 15, 2021 4:30 PM
To: [REDACTED]; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Ken O'Brien; Lindsay Lyghtle Brushett; Karen Chafe; Planning
Subject: RE: (EXT) 11 Tiffany rezoning application

Good Afternoon:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Friday, January 15, 2021 4:28 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 11 Tiffany rezoning application

To St John's City Council:


I wish to express my opposition to the rezoning application for 11 Tiffany Lane to Apartment High Density (A3) to allow for the construction of 2 6-storey personal care homes.

Tiffany Lane is not wide enough for two cars to pass if there are cars parked on the side of the road. There are currently 4 senior apartment/ condominium buildings that use the lane plus traffic from the Medication Therapy Services Clinic and Mary Queen of Peace Elementary school. There are a lot of seniors in the surrounding building who walk Tiffany Lane to access local stores and businesses like Sobeys, Shoppers Drug Mart or Kenny's Pond park to walk for exercise. Construction for 11 Tiffany Lane would make these activities difficult and could be dangerous with construction equipment in the area.

The proposal for 11 Tiffany also only has 150 total parking spaces for 237 units. This means there isn't enough parking for the people living in the units and no parking for staff or visitors. This also means there is no where for construction workers to park and construction equipment will make it difficult for the seniors currently walking or driving on this lane. If the zoning is changed, it would allow for the building to be up to 10 storeys. There is not enough parking for the proposal as it is, without adding more stories to the building. This project is too big for the amount of land that is available.

While consideration is to be given to tree preservation and incorporating existing trees into the landscaping, many of the trees are beautiful old trees and should be considered heritage along with the building.

Construction will be very disruptive, messy and noisy for existing residents of Tiffany Lane and would definitely interfere with our enjoyment of our property.



Sent from my iPad

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Mr. Kenneth O'Brien:

My name is [REDACTED]

[REDACTED] I want to complain in advance of the buildings you want to build at Bryn Mawr or David Cottage, at 154 New Cove Road. 2 buildings @ 6 story residences, in addition an option to extend to 10 story in height.

Do you have any idea of how bad the traffic is on New Cove Road? Big Trucks, buses, traffic from Memorial University, Confederation Building, Trades College, Hospitals, Kelleys Cove, Airport etc. They are using this road sometimes for drag racing!

There are some seniors in this area who don't drive anymore & walk to the supermarket, drug stores, dollarama & liquor etc. They are over 80 yrs. of age. You have to live on this road to know how bad it is for traffic.

I am also a retiree from [REDACTED] after [REDACTED] of service. Please consider the people who own their homes & pay taxes in this area. It won't be safe to get into your driveway or get out, let alone walk across the street. There are too many cut offs to other streets in this area now.


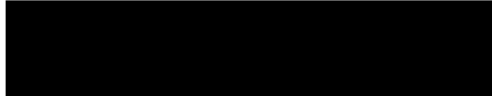
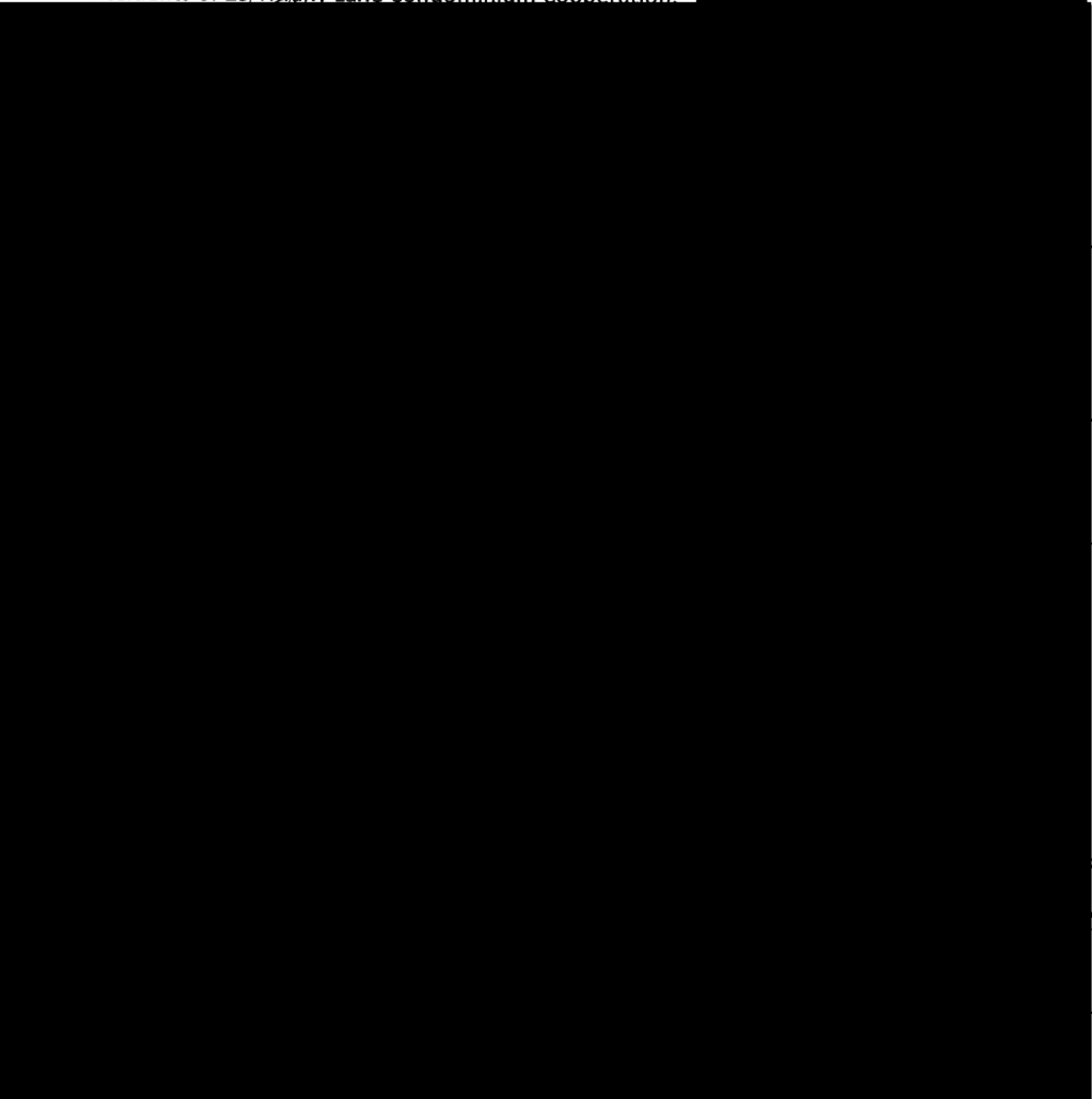
Sincerely
[REDACTED]

OFFICE OF THE CITY CLERK

With respect to the application being considered to rezone (and to the Apartment High Density (A3) zone to allow construction of two personal care homes, we would appreciate that you give attention to the fact that school children, approximately aged 5 years to 10 years, use Tiffany lane to walk to Mary Queen of Pease School with no adult attention every morning and after school in the afternoon. The sidewalks in winter are not usually plowed and the children have to use the street. It is with this information that we are not in agreement with having the area rezoned.

Thank You:

Residents of 25 Tiffany Lane Condominium Cooperation.





Karen Chafe

From: CityClerk
Sent: Tuesday, January 19, 2021 10:40 AM
To: [REDACTED]
Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) 11 Tiffany Lane

Good Morning:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Monday, January 18, 2021 10:00 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 11 Tiffany Lane

To All City of St. John's Councilors

As an area resident of Tiffany Lane, I do not oppose the rezoning of 11 Tiffany Lane to A3.

The new development would be fitting to the area, which already includes such properties as Glenn Brook Lodge, #25 & #35 Tiffany Lane which are seniors apartments.

As well as #50 Tiffany Lane being a retirement Living property , the condos at #7 Tiffany Lane and The Cedars Town Homes, #8-#22 Tiffany Lane, which are owned by many seniors.

All of this would enhance the neighborhood in keeping with a quiet , adult living area.

Kind regards,

[REDACTED]

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Subject: 11 Tiffany Lane

From [REDACTED]

Date: 2021-01-08, 10:20 a.m.

[REDACTED]

Re development of 11 Tiffany Lane. In my original letter on Bryn Mawr, posted in The Telegram of Aug 25 2020. the headline was "Tiffany Lane already has a larger concentration of senior citizens than any where else in St. Johns as we are constantly reminded by the sirens of the ambulance"

The "Heritage" house on the property had never been designated heritage but, due to public pressure, the council applied that designation. When occupied this house required constant repair and maintenance inside and out. Now derelict, any appraisal would indicate the only value is in the lot it sits on, thus indicating the original proposal of 28 lots of quality homes, surrounded by ancient trees and shrubs, was an agreeable development. Council made a serious and costly mistake.

If they are trying to mitigate this mistake by allowing an enormous concentration of buildings for the extra taxes and ignoring the traffic problems created they will, in fact, compound the mistake and bring down the value of existing buildings.

Tiffany Lane is a cul-de-sac ending at Kennys Pond. It has no actual road access except Mt.Cashel. Traffic is constantly using the school parking lot to Torbay Road. This is dangerous and will get worse with the extra traffic. Bairds Lane with access to Portugal Cove Road is pedestrian only and enters into a busy intersection controlled by lights . The entrance to New Cove Road by the new proposal only goes to the in house parking and is not a through lane,

Tiffany Lane is narrow and frequently has cars parked on both sides. We have problems now with the movement of any large equipment and an accident of any kind blocks movement. Mt. Cashel is also in peril with extra traffic. Any approach by Council to improve the flow by designating them as no on street parking would be unacceptable by all present owners.

Any chance of the original 28 or more houses would be preferable

[REDACTED]

Karen Chafe

From: Sheilagh O'Leary
Sent: Friday, August 21, 2020 1:37 PM
To: CityClerk
Subject: Fwd: (EXT) Proposed development of Bryn Mawr property

For record.
Thanks

Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Friday, August 21, 2020 11:18:48 AM
To: letters@thetelegram.com <letters@thetelegram.com>; Sheilagh O'Leary <soleary@stjohns.ca>; Danny Breen <dbreen@stjohns.ca>; Ian Froude <ifroude@stjohns.ca>; [REDACTED]
Subject: (EXT) Proposed development of Bryn Mawr property

Re: The Telegram Thursday Aug 20 Proposed buildings would border heritage house.

This is the the first error. Bryn Mawr was never designated heritage but , under public pressure, the City Council applied the designation. What should be preserved as heritage are the magnificent one hundred year old trees. The original proposal of twenty-eight lots for quality homes surrounded by wonderful trees and shrubs was lost to that pressure.

Council is now considering an enormous development of 237 units, two buildings, 10 storeys high eight times the original proposal. In the middle is the "saved heritage building". This home is in a state of decay that it is not worth saving from any point of view but the trees are living breathing HERITAGE.

We already have Tiffany Village Personal Care and permits to build two more on that property so 11 Tiffany would total four. We also have two Condos and a large block of apartments all using Tiffany Lane as their only entrance. The only entrance to Tiffany Lane is Mount Cashel Road. Both are narrow and have difficulty with the present traffic although it has slackened off a bit since the school, which also uses the lane, has been closed.

Tiffany Lane already has a larger concentration of senior citizens than anywhere else in St. John's as we are constantly reminded by the sirens of the ambulance. If a major fire occurred the lane would be immediately jammed

Please do not compound the errors of the past. Think TREES they are elderly too.

[REDACTED]

[REDACTED]

[REDACTED]

--

This email has been checked for viruses by Avast antivirus software.

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.avast.com%2Fantivirus&data=02%7C01%7C%7Cfa71142acc6b4f1831f208d845d8e9de%7C77d442ceddc64c9ba7edf2fb67444bdb%7C0%7C1%7C637336145246204102&sdata=vLIDh3G4qS8W7RT%2B1EITGGSuJWnUupLwmX03y6XwrwM%3D&reserved=0>

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Karen Chafe

From: CityClerk
Sent: Monday, January 25, 2021 10:11 AM
To: [REDACTED] CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Proposed development 11 Tiffany Lane

Good Morning:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Friday, January 22, 2021 7:05 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Proposed development 11 Tiffany Lane

Good evening,

I attended the virtual meeting the other night and raised the issue of the heavy and dangerous traffic on Mount Cashel Road (particularly at school drop off and pick up times) and of the many vacancies at Lanes and Littledale residences, and the fact that Tiffany Village is being marketed as a place for seniors to go for the winter months. I was told that a large number of beds will be required in the coming years. Tiffany Village, Lanes and Littledale are expensive. I didn't get the opportunity to ask about the former Escasoni and Hoyles Home properties on Portugal Cove Road. Would they not be more cost effective for seniors who don't and won't have that much money in their retirement years?

I look forward to Mr. Ladha's response.

Thanks and kind regards,
[REDACTED]

--

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Heritage NL

**Comments on Proposed Zoning Amendment for Property Adjacent to Brynmawr
(Steinhauer Assisted Living)**

Submitted by Heritage NL

Jan 2021

Introduction:

Bryn Mawr was designated as a Registered Heritage Structure in 1993 with an application being made by the then owner, Mildred K. Steinhauer. It was designated on the basis of its architectural, historical, and landscape values. It was the country home of the Baird family, prominent St. John's merchants for over a century. The property has been vacant for many years which raises concerns about the future of this heritage structure.

**i) Impacts of Proposed Zoning Change & Site Plan for Steinhauer Assisted Living
Proposal on Bryn Mawr:**

Loss of Context/Scale:

Bryn Mawr was built as a substantial summer home on a large landscaped property. Part of its value lies in the large lot on which it sits, comprised of mature trees and former flower gardens. The residence has recently been sectioned off into a separate parcel of land with property lines tight to the house and the remaining property nearly encircling it. This could permit new development very close to the actual house, thereby losing its historical context. Permitting development of up to 10 stories under the proposed zoning change significantly risks completely overwhelming Bryn Mawr. Even the proposal as submitted, at 6 storeys is out of scale with the building. Particularly problematic is the fact that the proposal seems to intentionally wrap around the front of Brynmawr, providing only a narrow view plane to Portugal Cove Road.

Shadowing:

The shadow study demonstrates that during much of the year Bryn Mawr would be largely in shadow which would be detrimental to a wooden structure which needs sun exposure to remain dry.

Lack of Adaptive Reuse Options:

No use for Bryn Mawr is included in the proposal. A lack of use puts the structure at considerable risk, likely resulting in "demolition by neglect." It seems highly unlikely that

the Bryn Mawr property could ever be sold to another party for development as it is largely hemmed in by the surrounding lot and would be completely overwhelmed by high rise development so close to it.

ii) Appropriate Development:

Appropriate development of a suitable scale that respects the heritage values of the Bryn Mawr property could be both an asset to the city in terms of providing needed housing (e.g., senior's housing) or other amenities and in supporting the adaptive reuse of the existing heritage home. Bryn Mawr could be incorporated into a new development as a focal point, offering a unique selling proposition for new development on the property. See attached document for examples of new development that successfully incorporates heritage structures.

iii) Recommendations:

1. Require the developer to submit a proposal that better respects Bryn Mawr. A binding agreement should be put in place that requires the Bryn Mawr Registered Heritage Structure to be developed/adaptively reused following appropriate heritage standards prior to the construction of any new development on the adjacent property.
2. A medium height of 3 4 storeys would be more appropriate for the property if the integrity of Bryn Mawr is to be maintained, particularly on the east and west sides of the home. A taller density could be considered (e.g., up to 6 storeys on the northern half of the property adjacent to Tiffany Lane that would allow new development to form a backdrop to Bryn Mawr. If the property is rezoned to high density, future councils will have little ability to shape the form of development on the site.

Examples of Successful Adaptive Reuse of Historic Residential Structures



Rotman School of Management, Toronto – this historic residence is the focal point of a modern institutional development that respects the scale of the original structure



Fairview House, Vancouver – this historic residential property was developed as the centre piece of a townhouse development in the late 1970s that flanks it on both sides. Surrounding new development is of an appropriate scale for the house. The house serves as commercial office space.

Karen Chafe

From: CityClerk
Sent: Friday, January 29, 2021 11:21 AM
To: [REDACTED]
Cc: CityClerk; Ann-Marie Cashin; Andrea Roberts; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: Brief to City Council re 11 Tiffany Lane

Good Morning [REDACTED]

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Ken O'Brien <kobrien@stjohns.ca>
Sent: Thursday, January 28, 2021 8:54 PM
To: [REDACTED]
Cc: CityClerk <cityclerk@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>
Subject: FW: Brief to City Council re 11 Tiffany Lane

Hi, [REDACTED]. By copy of this email, the City Clerk will receive your submission and ensure that it reaches all of Council.

Regards,

Ken O'Brien

Ken O'Brien, MCIP
Chief Municipal Planner
City of St. John's – Planning, Engineering and Regulatory Services
John J. Murphy Building (City Hall Annex), 4th floor (working from home)
Mail: PO Box 908, St. John's NL Canada A1C 5M2
Phone 709-576-6121 (rings to my home) Email kobrien@stjohns.ca www.stjohns.ca

From: [REDACTED]
Sent: Saturday, January 23, 2021 2:32 PM

To: Ann-Marie Cashin <acashin@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>

Subject: (EXT) Fwd: Brief to City Council

Hi Ann-Marie,

Please confirm receipt of this email sent to City Clerk's email several days ago. I received no confirmation of receipt of our document as requested. [REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Thu, 21 Jan 2021 at 15:42

Subject: Brief to City Council

To: <cityclerk@stjohns.ca>

Cc: [REDACTED]

Hi Ann-Marie,

Re: Development Proposal for 11 Tiffany Lane

Please confirm receipt of this document....and that you can open it.. Same text , but in two formats..

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A PRESENTATION TO ST. JOHN'S CITY COUNCIL

FROM

THE STONELEIGH CONDO CORPORATION BOARD

146 NEW COVE ROAD

CONCERNING

11 TIFFANY LANE REZ2000001 APPLICATION

JANUARY 20, 2021

Introduction

We are the owners and residents of Stoneleigh, a small condominium building located at 146 New Cove Road, just north of Mount Cashel Road. Our building, which was completed in 2012, has 4 floors including a ground-level parking garage and 3 floors of residential units.

Stoneleigh is tucked away on the east side of New Cove Road, and the north side of our building borders on the large property, which is now the subject of the rezoning and development application **11 Tiffany Lane REZ2000001**. Our south side overlooks Mount Cashel Road and our immediate neighbourhood consists mainly of the family homes on New Cove Road and the surrounding streets: Mount Cashel, Horwood, Cherry Hill and Laughlin Crescent. Further to the east, and currently separated from Stoneleigh by green space, are the condo buildings and townhouses on Tiffany Lane and Tiffany Court, including the Tiffany Village Retirement Residence. Beyond them lies Kenny's Pond Park which contains the 6-storey Kenny's Pond Retirement Home and the Holiday Inn.

The purpose of this document is to comment on the **11 Tiffany Lane REZ2000001** rezoning application and the underlying assumptions contained in the **City of St. John's Decision/Direction Note** dated August 11, 2020. Specifically, we wish to address the notion that rezoning the **11 Tiffany Lane** property from a Residential Medium Density Zone (R2) to an Apartment High Density Zone (A3) would "complement the neighbourhood" by allowing the construction of high-density Personal Care Homes ranging from 6 stories to 10 stories high. On the contrary, we believe that such rezoning would, in fact, be detrimental to our neighbourhood for several reasons.

Neighbourhood Profile

Unlike downtown St. John's, which grew upward from the harbour in a relatively unplanned way for several centuries, the north-eastern part of the city benefitted from very careful planning. In the late 1940s the St. John's Housing Corporation bought large tracts of rural land and created "villages" of single family houses. Starting with Churchill Park, these were the city's first planned neighbourhoods and included shopping centres, parks and open spaces designed to separate the villages, and to form a green-belt between them and the existing city. As these new East End residential areas grew, schools, churches, low-rise apartments and low-rise professional buildings were added to create diversified and self-sufficient neighbourhoods.

When Stoneleigh was constructed, it therefore offered an ideal location for condo buyers who wanted to live in a low-rise building in an established family-oriented neighbourhood with nearby walking trails while, at the same time, having easy access to the services provided by the Howley Estates Shopping Plaza (Elizabeth Avenue at Torbay Road) and the Churchill Square commercial area. In addition, the north/south arteries of Portugal Cove Road and Torbay Road, as well as the main east-west roads – Elizabeth Avenue, Prince Philip Drive, Macdonald Drive and Newfoundland Drive – enabled neighbourhood residents to reach any part of the city, as well as the airport and entrances to the Trans-Canada Highway, quickly and with very few traffic problems. In short, Stoneleigh was quickly perceived by condo buyers as a highly desirable place to live in a long-established and well-serviced East End neighbourhood, and this has created stability in the market value of our property.

Evolving Traffic Situation

The only exit for vehicles from Stoneleigh is directly onto New Cove Road, a fairly narrow, two-lane street. There is no alternative route when, for whatever reason, traffic is heavy in front of our driveway. Up until

about 3 years ago, the traffic was manageable and the light at the junction of New Cove Road and Portugal Cove Road allowed us opportunities to emerge safely from our driveway.

Unfortunately the buildings on Tiffany Lane and Tiffany Court are now generating a higher volume of traffic that flows from Tiffany Lane onto Mount Cashel Road, and northbound drivers are increasingly using New Cove Road as their preferred route to the airport and the TCH access ramps. Driver visibility at the intersection of Mount Cashel and New Cove Road is poor because Stoneleigh is set back from the road and is therefore hidden from vehicles heading north.

While our residents have learned, by necessity, to be extremely cautious when making left turns to travel south from our driveway, visitors and service vehicle drivers are not as aware of the danger. And even while being very cautious, many Stoneleigh residents have narrowly escaped being hit broadside by a car that emerged quickly and unexpectedly from Mount Cashel Road while they were in the middle of a left turn. While this occurs in all seasons, it is particularly dangerous in the winter when accumulated snow banks considerably reduce visibility at the intersection.

When both northbound and southbound lanes are congested because of the traffic light, emerging from the Stoneleigh driveway has become extremely dangerous and the risk of serious, and possibly life-threatening, accidents has increased to the tipping point. High-density real estate development on the 11 Tiffany Lane property would inevitably increase the traffic on Tiffany Lane and New Cove Road, and would therefore reduce the quality of life, the safety and the property values in our neighbourhood. This would be particularly true of high-rise Personal Care Homes which increase traffic in the same way that hospitals do - because of the number of staff, visitors, service/supply vehicles and emergency vehicles.

Impact of Proposed High-Rise Buildings Directly North of Stoneleigh

As a low-rise 4-storey building situated below the hill that dominates the Bryn Mawr Property, Stoneleigh will be at the mercy of whatever decisions are made by City Council to permit high-density, high-rise buildings to be erected so close to our property line. The proposal to build two 6-storey assisted-living facilities that will contain a total of 237 units and 2 levels of underground parking is extremely worrisome to the Stoneleigh Condo Corporation considering the close proximity of one of the buildings to our property line. The applicant's request for permission to increase the height of the buildings to 10 stories further increases our concern about its impact.

The footprint of the Phase 1 building provided by the applicant indicates that it would be erected only 6 metres from the Stoneleigh property line. Considering that the 11 units on the north side of Stoneleigh do not receive direct sunlight until late afternoon, even in the summer, the close proximity of a 6-storey (25 m.) building would have a substantial impact on sunlight available to our property, regardless of the angle chosen, and a 10-storey (41 m.) building would completely overshadow us. In addition, the building's influence on wind direction and the possible creation of wind tunnels has yet to be determined.

The applicant's LUAR outlines the plan for the building lighting and external equipment and indicates that the structures will not abut any residential buildings that could be affected by the HVAC equipment and external lighting. However, with only a 6-metre clearance from Stoneleigh's property line, and the reality that our north-side units sit close to that property line, we do not agree with the developer's assessment. The slope of the land above our property line only heightens our concerns about the impact of lighting and

potential noise pollution for our north-side units whose occupants may find their quality of life significantly reduced.

Availability of Long-Term Care Facilities in the East End

The very nature of the 11 Tiffany Lane project is one that would virtually destroy one of the last significant pieces of undeveloped green space in the East End of St. John's in order to create high-density, high-rise towers and adjacent parking areas that are incompatible with the scale and traffic patterns of an established neighbourhood. Moreover, it is not clear why it would be necessary, or even desirable, to rezone prime residential land to increase the significant number of Long-Term Care facilities that already exist in the surrounding area.

There are at least 10 LTC facilities in the North-East End of St. John's and others may be in the planning stages. Two of these facilities, Tiffany Village and Kenny's Pond, are only a 5-minute walk from 11 Tiffany Lane, and all the others represent a 5-10 minute drive. Our neighbourhood is already very "age-friendly" and our senior citizens have a wide choice of retirement homes without having to leave the area.

Appropriate Housing for Vulnerable Elderly Citizens

In the past year the combined effects of COVID-19 and Climate Change have given Canadians many occasions to question the manner in which Long-Term Care facilities have been planned and managed. Infection rates and deaths among vulnerable elderly people in Canadian LTC facilities have been very high during the pandemic. Increasingly severe climate events - whether they be hurricane-force winds, ice or snow storms, floods or fires – can all lead to long-term power failures and other crisis situations that, in some cases, may require the rapid evacuation of LTC residents from buildings.

The **Staff Direction Note** accompanying the rezoning application rightly points out that Personal Care Homes are not currently permitted in the A3 Zone and that a "text amendment" is required to add them. We would respectfully take the position that high-rise, high-density Personal Care Homes are qualitatively different from the LTC facilities that are permitted in the Apartment Low Density (A1) and Apartment Medium Density (A2) zones and that City Council would be wise to consider very carefully the implications of making a text amendment that would constitute a precedent-setting change in the City's development regulations with regard to high-density Personal Care Homes.

Conclusion

The Stoneleigh Condominium Board and our unit owners would welcome the development of new residential units on the 11 Tiffany Lane property that were more compatible with the scale and character of our established neighbourhood which currently has a well-balanced and harmonious mixture of residential homes, service facilities and commercial properties. We have long expected that, at some point, R-2 zoned single-family homes, townhouses or seniors' cottages would be proposed. Our hope was that the developers of these projects would recognize the value of the mature trees on the property and integrate some green space into the project design. None of us ever expected that a proposal such as **11 Tiffany Lane REZ2000001** would rise to the top and be seriously considered by St. John's City Council as a valid reason for rezoning that area. We sincerely hope that our concerns will contribute to a very thorough consultation process with public input before a rezoning decision of this magnitude is made.

Karen Chafe

From: Elaine Henley
Sent: Thursday, January 21, 2021 12:19 PM
To: [REDACTED]; CouncilGroup
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Proposed Development on 11 Tiffany Lane / Baird Cottage area

Good Morning [REDACTED]:

Do you want your comments included as a submission for consideration by Council when reviewing this application?

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Thursday, January 21, 2021 11:01 AM
To: CouncilGroup <councilgroup@stjohns.ca>
Subject: (EXT) Proposed Development on 11 Tiffany Lane / Baird Cottage area

Dear Councillor:

We want no on-street parking ban for Mount Cashel Road. If the development on Tiffany Lane causes traffic congestion, then the developers should bear the burden of alleviating that. Traffic problems created by this development should not be inflicted on the residents of Mount Cashel Road who have been here for decades.

A modest proposal: in keeping with the principle that leaders should lead by example, there needs to be, in writing, a regulation that **if** on-street parking is banned on Mount Cashel Road, this same ban will also be placed on all streets where members of City Council reside. Only then can councillors truly understand the consequences for ordinary citizens of Council's decision in this case.

Thanking you for your service to our city and for your consideration in this matter.

Sincerely yours,

[REDACTED]

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Karen Chafe

From: CityClerk
Sent: Friday, January 29, 2021 11:24 AM
To: [REDACTED] CityClerk
Cc: [REDACTED] Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Re - rezoning application for 11 Tiffany Lane

Good Morning:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Friday, January 29, 2021 10:42 AM
To: CityClerk <cityclerk@stjohns.ca>
Cc: [REDACTED]
Subject: (EXT) Re - rezoning application for 11 Tiffany Lane

Office of the City Clerk,

Our names are [REDACTED] and we live at [REDACTED] the property at 11 Tiffany Lane. For the record, we are opposed to the rezoning of the land at 11 Tiffany Lane to the Apartment High Density (A3) Zone to allow the construction of high rise (6 to 10 floors) Personal Care Homes.

If this application were to be approved it would negatively impact us personally and the neighbourhood in the following ways:

1. Congestion in traffic - The number of vehicles from residents, service providers, emergency vehicles and visitors associated with the proposed high density Personal Care Homes would dramatically increase the traffic in the general area including Tiffany Lane, Mount Cashel Road and New Cove Road. Mount Cashel and New Cove Road are already congested, especially during high traffic times. I can not speak personally to Tiffany Lane. During high traffic times, in the morning and in the late afternoon to early evening, it can be difficult to exit our driveway onto New Cove Road. Additionally, Mount Cashel also gets congested as cars attempt to exit the street onto either Torbay Road or New Cove Road. Often cars are backed up past our house on New Cove Road waiting at the New Cove Road and Portugal Cove Road traffic lights. The congestion of traffic will get worse if this project were to go ahead. I would also like to point out that there is a fire station located on New Cove Road, and as such, New Cove Road serves as a main fire route for emergency vehicles. If traffic on New Cove Road were to get even more congested this could pose a problem for

emergency vehicles. If this has not already been considered in the traffic study I think it should be added. Traffic is a main concern for many residents with young children, such as us.

2. Loss of community diversity - In the immediate vicinity there are Personal Care Homes already located on Tiffany Lane and around Kenneys Pond. Within a 1-10 minute drive from this neighbourhood there are multiple more. The demographic of this neighbourhood is classified as elderly given the number of personal care homes and the smaller bungalow style homes. The addition of another Personal Care Home will only age the neighbourhood even further and drive young families to other areas of the city. I think the focus should be on attracting young families to this area to even out the demographic. There are multiple great schools including MQP, Vanier, Macdonald Drive and Rennies River in this neighbourhood. Townhouses and single family homes would be our development of choice. Ourselves along with many other young families that we know would be lined up to buy a modern style single family home in this neighbourhood, which would help even out the demographic and increase the diversity of the neighbourhood.

3. Loss of aesthetic appeal - Based on the design presented during the virtual Public Meeting on January 20, 2020, one of the buildings will be in close proximity [REDACTED] of our house/property boundary. Given the height of the proposed buildings this development will block our view of everything. From the main floor we will no longer be able to even see the sky from that direction which will block out a lot of light, and since we are a townhouse all windows are essential to bring natural light into our homes. This will also result in a loss of privacy by tens if not hundreds of residents as our back patio will have no privacy from the back of the southern building.

4. Financial Impact - We understand the land will be developed eventually, I believe there are much better options that would benefit the community. Based on the virtual Public Meeting held on January 20, 2020, the developers first choice in development is townhouses and single family homes, which happens to be what the community also wants for this land. The decision, based on the developers response to a question during the public meeting, on the development of Personal Care Homes, is based on how they can get the best return on their investment. As homeowners of an adjacent property, we also wish for a positive return on our investment. When the time comes for us to sell our home, the loss of privacy, natural light, increased traffic and loss of diversity will only serve to negatively impact the value of our home. It would be very disappointing if the city approved the development of such structures to the financial detriment of the surrounding neighborhoods. We have been invested in this neighborhood for 6 years, and many of the residents have been here for multiple decades paying high municipal taxes. We deserve better than the proposed option.

We do not believe that this application should be approved until the decision around the fate of the Baird Cottage has been decided. To be frank, the Baird Cottage has not and continues to not be maintained. It is dilapidated with multiple broken windows and poses a fire hazard. Vagrants often surround and inhabit the empty building and the property is full of rats. If the Cottage is not looked after and is falling apart what is the heritage status on the building really protecting? It will eventually fall down or burn down, both of which are safety hazards. The heritage status at this point serves nothing more than preventing the neighbourhood from getting the type of development which they and the developers want.

We thank you for taking the time to listen to our concerns and opinions on the matter and hope they are taken into consideration when looking at the application in question.

[REDACTED]

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From: CityClerk
Sent: Thursday, January 21, 2021 12:28 PM
To: [REDACTED] CityClerk
Cc: [REDACTED], Andrea Roberts, Ann-Marie Cashin, Ashley Murray, Dave Wadden, Jason Sinyard, Karen Chafe, Ken O'Brien, Lindsay Lyghtle Brushett, Planning
Subject: RE: (EXT) 11 Tiffany Lane

Good Afternoon:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Thursday, January 21, 2021 9:15 AM
To: CityClerk <cityclerk@stjohns.ca>
Cc: [REDACTED]
Subject: (EXT) 11 Tiffany Lane

Good morning,

My husband and I live near the proposed development at 11 Tiffany Lane and would like to add our comments to the record.

- We walk through Baird's Lane daily to take advantage of nearby walking trails. The proposed development would greatly increase traffic in this area and detract from its walkability.
- The property currently houses several mature trees and developing two six-storey buildings with the associated parking and access will detract from the esthetics of the area, not just the property. It will essentially turn the street into an alley of institutions.
- The proposed development will have a negative impact on the value of the Bryn Mawr property, a property we believe should be protected as a heritage property.
- The Tiffany Lane/ Kenny's Pond area is already home to several senior residences and care homes. Any new development should look to diversify the area: either a different use or attract a diverse resident base. We have noticed an increase in young families and cultural diversity in our area in recent years and this is something we wish to see continue to sustain the neighbourhood.
- Finally, our greatest concern is that buildings like the former Hoyles-Escasoni building remain vacant eyesores while the City entertains destroying mature trees to allow new developments.

Please do not rezone the property at 11 Tiffany Lane.

Thank you,

[REDACTED]
[REDACTED]

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From: CityClerk
Sent: Thursday, January 21, 2021 12:27 PM
To: [REDACTED]
Cc: Andrea Roberts, Ann-Marie Cashin, Ashley Murray, Dave Wadden, Jason Sinyard, Karen Chafe, Ken O'Brien, Lindsay Lyghtle Brushett, Planning
Subject: FW: (EXT) Rezoning Application - 11 Tiffany Lane
Attachments: Office of the Clerk.docx

Good Afternoon:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Wednesday, January 20, 2021 7:09 PM
To: CityClerk <cityclerk@stjohns.ca>; planning@st.johns.ca
Subject: (EXT) Rezoning Application - 11 Tiffany Lane

2021-01-20

Office of the Clerk

City of St. John's

RE: APPLICATION FOR REZONING, 11 TIFFANY LANE

We are writing in reference to the rezoning application for property at 11 Tiffany Lane. Would you please pass our comments along to the appropriate officials.

We reside at [REDACTED]. Our home was constructed in 1944 and has been occupied by the [REDACTED] continually since that time. As such, we have some appreciation of the growth and changes in the area over the years.

We note the original Baird cottage, known as Bryn Mawr at civic 154 New Cove Road, is excluded from this application. Built in 1907, Bryn Mawr was recognized in 1993 by the province's Heritage Foundation and designated a heritage property by the City in 2016. Owing to its historical, architectural value, and given its uncertain future, it was included among the top ten endangered places by the National Trust for Canada in 2017.

We understand the bulk of the land on which Bryn Mawr is situated has now been severed from the original deed, ostensibly to facilitate this proposal. Our concern, in part, is that the scope and configuration of the development is at odds with the heritage character of the property.

The fate of Bryn Mawr is uncertain in that it is currently the subject of litigation between its new owners and the City of St. John's. In advance of a resolution of that matter, the current rezoning proposal seeks to develop the severed acreage in a manner that we fear would isolate, dwarf, and overshadow - literally and figuratively - the heritage structure.

We do not take issue with the owner's right to utilize lands surplus to that reasonably required for the future restoration and reoccupation of Bryn Mawr. How those lands are developed however could severely impact the suitability of Bryn Mawr as a private residence, or in the alternative, its utility as a re-purposed commercial property for such uses as a boutique hotel.

The test, therefore, that Council must apply to this application is to hypothesize that the owners of Bryn Mawr and the adjacent severed lands are not one and the same but rather discrete entities with diverging, even conflicting interests. Council must ask itself then if approval of this application – against the interests of a prospective owner/occupier of the heritage structure - would constitute a fair and reasonable use of its discretionary powers.

For greater certainty the default position Council must adopt is that Bryn Mawr is and will remain a designated heritage property, and therefore demands protection in its own right. Council's obligation to the integrity and longer term viability of the structure cannot be swayed or obviated by the common ownership of the two properties, nor by any stated or implied willingness to accept a diminution in the value of one in exchange for a substantial enhancement in the value of the other.

Against this backdrop, we submit the prospect of sandwiching Bryn Mawr between two high rise, high traffic monoliths is not only an unreasonable exercise of discretionary authority but would be tantamount to condemning the heritage structure to obscurity and thereby greatly diminish its value. Indeed we believe it would presage its continued decay and eventual demolition.

Beyond its impact on Bryn Mawr as a viable heritage structure, Council's deliberations must, of course, include a host of other issues. Among these is the concentration of medium and high density structures in the area and the implications for traffic flow. As witnessed by the construction of the Stoneleigh condo at the juncture of New Cove, Mount Cashel and Laughlin, planning missteps invariably give rise to traffic challenges.

The convergence of vehicles accessing and egressing Stoneleigh and the adjacent streets substantially impaired the flow of traffic on New Cove and Portugal Cove roads. It necessitated a traffic light and re-alignment of Portugal Cove at New Cove – neither of which has proven optimal.

Indeed the existing traffic problems confronting long-time residents of Portugal Cove and New Cove roads in this area can be traced to a lack of planning and Council foresight dating back to the sixties. The construction of the six storey Brentwood Towers and other high-density accommodations in the area was approved despite objections regarding traffic flows and street safety.

Those mistakes ultimately imposed significant costs of mitigation on the City. Property was purchased and the street widened to four lanes - ultimately five in some sections to accommodate turning lanes. Those measures did little to solve the underlying problem and indeed created something of a raceway for speeding cars. Such experiences ought to be a cautionary note for those inclined to dismiss or diminish the importance of proper planning.

While this application calls for egress onto Tiffany Lane, it will inevitably worsen traffic issues in the general area. It will add greatly to the existing demands on Tiffany from the myriad of condos, seniors' homes and apartment buildings on that street. It will also add to congestion on Mount Cashel and significantly exacerbate problems at the Mary Queen of Peace church and school, the parking lots of which are currently used as a connector to Torbay Road.

For these reasons, and in keeping with the principles of mixed-density urban planning, we recommend the present application be rejected. We support the recommendation of others that the site be reserved for single family or upscale multi-unit accommodations with the proviso that any such subdivision be designed to highlight – not obstruct or obscure – Bryn Mawr and the adjacent green belt areas.

Thank you for your consideration.

[REDACTED]

[REDACTED]

[REDACTED]

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Karen Chafe

From: Karen Chafe
Sent: Tuesday, February 23, 2021 3:15 PM
To: Karen Chafe
Subject: FW: (EXT)

From: [REDACTED]
Sent: Monday, February 22, 2021 12:57 PM
To: Debbie Hanlon
Subject: (EXT)

Hello Ms. Hanlon,

Can you tell me what is happening with this Bryn Mawr proposal? It was on council agenda last week but you didn't meet and now it's not there?

For the record, I can't for the life of me imagine why you on council would think it is alright to approve ploughing down the natural area next to Bryn Mawr. Sure heritage buildings are great to preserve but that place is great because of what's around it. These are grand old trees and gardens. I just don't get why you think that is ok. Same thing with that big building downtown beside the Kirk that you think it is alright to plough down nature for these developers, well it isn't right.

I hope you can get back to me with some answers,
[REDACTED]

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