

ST. JOHN'S

Regular Meeting - City Council Agenda

November 26, 2024

3:00 p.m.

4th Floor City Hall

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ST. JOHN'S

Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

November 12, 2024, 3:00 p.m.

Present: Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Ron Ellsworth
Councillor Sandy Hickman
Councillor Jill Bruce
Councillor Ophelia Ravencroft
Councillor Greg Noseworthy
Councillor Tom Davis
Councillor Carl Ridgeley

Regrets: Councillor Maggie Burton
Councillor Debbie Hanlon

Staff: Derek Coffey, Acting City Manager
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Lynnann Winsor, Deputy City Manager of Public Works
Cheryl Mullett, City Solicitor
Ken O'Brien, Chief Municipal Planner
Theresa Walsh, City Clerk
Jackie O'Brien, Manager of Corporate Communications
Erin Skinner, Manager, Tourism, Culture and Business Growth
Jennifer Squires, Legislative Assistant

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. **SWEARING-IN CEREMONY - WARD 3 COUNCILLOR-ELECT GREG NOSEWORTHY**

Administered by Chief Judge Robin Fowler, Provincial Court of Newfoundland and Labrador.

Mayor Breen welcomed Councillor Elect Noseworthy to the Chambers. Chief Judge Robin Fowler administered the Oath of Office and Councillor Noseworthy thereafter proceeded to take his seat as a member of Council.

2. **CALL TO ORDER**

3. **PROCLAMATIONS/PRESENTATIONS**

3.1 **National Child Day 2024**

3.2 **National Housing Day**

4. **APPROVAL OF THE AGENDA**

4.1 **Adoption of Agenda**

SJMC-R-2024-11-12/494

Moved By Councillor Noseworthy

Seconded By Councillor Ravencroft

That the Agenda be adopted as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

5. **ADOPTION OF THE MINUTES**

5.1 **Adoption of Minutes - October 29, 2024**

SJMC-R-2024-11-12/495

Moved By Deputy Mayor O'Leary

Seconded By Councillor Bruce

That the Minutes be adopted as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

6. BUSINESS ARISING FROM THE MINUTES

7. DEVELOPMENT APPLICATIONS

7.1 Proposed Accessory Building in the Floodplain Buffer – 8 Reddy Place – INT2400089

Deputy Mayor O'Leary requested clarification on the location of the accessory building. The Deputy City Manager of Planning, Engineering, and Regulatory Services responded that the accessory building is located on the boundary of the floodplain in the floodplain buffer.

SJMC-R-2024-11-12/496

Moved By Councillor Ridgeley

Seconded By Councillor Hickman

That Council approve a residential Accessory Building in the Floodplain Buffer at 8 Reddy Place subject to the Accessory Building requirements of the St. John's Development Regulations.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

7.2 Request for Parking Relief – 130 University Avenue – DEV2400146

SJMC-R-2024-11-12/497

Moved By Councillor Ridgeley

Seconded By Councillor Bruce

That Council approve parking relief for one (1) parking space to accommodate the proposed Backyard Suite at 130 University Avenue.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

7.3 Request for Parking Relief – 35 Aldershot Street – INT2400090

Councillor Bruce noted the excellent walkability of the area, advising that the proposed unit would be close to trails, bicycle routes, and major bus routes. Proximity to alternative modes of transportation support the Staff recommendation to relieve parking for the area, and appreciation was shown for the increase in requests for parking relief to support subsidiary units and increase density throughout the City.

SJMC-R-2024-11-12/498

Moved By Councillor Ridgeley

Seconded By Councillor Davis

That Council approve parking relief at 35 Aldershot Street for one (1) parking space to accommodate the proposed Subsidiary Dwelling Unit.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

7.4 Notices Published – 180 Hamilton Avenue - DEV2400134

Councillor Davis observed that the two parking spaces for the operation would be located inside the building. He asked if carbon monoxide detection and ventilation were considered as part of the permit. The Deputy City Manager of Planning, Engineering, and Regulatory Services responded that the details of the approval would be worked out at the development stage of the application. All applicable codes would apply to the development.

SJMC-R-2024-11-12/499

Moved By Councillor Ridgeley

Seconded By Councillor Ravencroft

That Council approve the Change of Non-Conforming Use application for Cabinet Making (Light Industrial Use) and parking relief for one parking space at 180 Hamilton Avenue.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

7.5 Notices Published – 87 Codroy Place - DEV2400142

Councillor Noseworthy informed Council that he had spoken with residents of Codroy Place concerning the proposed home occupation. Parking concerns have been mitigated due to the amount of available parking in the area and residents are generally in favour of the application.

SJMC-R-2024-11-12/500

Moved By Councillor Ridgeley

Seconded By Councillor Noseworthy

That Council approve the Discretionary Use application at 87 Codroy Place to allow a Home Occupation for counselling.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

7.6 Notices Published – 430 Topsail Road - DEV2300178

Members of Council voiced their support for the proposed development, noting that it would bring much needed density to an underused area. The criticism over the lack of public engagement for the Discretionary Use application was addressed. A Public Meeting is not required for the approval of the Discretionary Use, and parking garages and buildings that

are two-storeys or higher are permitted in the Commercial Regional zone at Council's discretion. The efficiency of the approval is of benefit as it will expedite the construction of the units and provide much needed housing at an existing transportation hub. Councillor Ellsworth further clarified that the preliminary Discretionary Use approval would encourage the developer to invest in the next steps in the development process.

Councillor Ravencroft mentioned that many submissions recommended that requirements for affordable housing be included in the approval. While she was hopeful that the units would be affordable, such a requirement would fall outside Council's purview. Councillor Ellsworth informed Council that the City uses the Canada Housing and Mortgage Corporation's definition of affordable housing, meaning that it costs less than 30% of a household's before-tax income. While this may not be affordable for all, each new unit will create additional housing opportunities for residents. Councillor Davis advised the developer to apply for parking relief as it may reduce the cost of construction and lend to affordability.

SJMC-R-2024-11-12/501

Moved By Councillor Ridgeley

Seconded By Councillor Noseworthy

That Council approve the Discretionary Use for a new building at 430 Topsail Road that will have a Parking Garage on the 1st storey and Dwelling Units on the 2nd and higher storeys.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

8. RATIFICATION OF EPOLLS

8.1 SERC - Hindu Temple Diwali Festival Celebrations - Fireworks By-Law Exemption

SJMC-R-2024-11-12/502

Moved By Councillor Bruce

Seconded By Deputy Mayor O'Leary

That Council approve an exemption to Fireworks By-Law for The Hindu Temple of St. John's Diwali Celebrations on November 2.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

9. COMMITTEE REPORTS

10. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

10.1 Development Permits List October 24 - November 6, 2024

11. BUILDING PERMITS LIST (FOR INFORMATION ONLY)

11.1 Building Permits List

12. REQUISITIONS, PAYROLLS AND ACCOUNTS

12.1 Weekly Payment Vouchers for Weeks Ending October 30 and November 6, 2024

SJMC-R-2024-11-12/503

Moved By Councillor Ellsworth

Seconded By Councillor Bruce

That the weekly payment vouchers for the weeks ending October 30 and November 6, 2024, in the amount of \$13,581,776.13 be approved as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

13. TENDERS/RFPS

13.1 Contracts Awarded between October 9, 2024 – November 6, 2024

14. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

15. NEW BUSINESS

15.1 Strategic Plan October 2024 Report

15.2 George Street Association - New Year's Eve Event

SJMC-R-2024-11-12/504

Moved By Councillor Bruce

Seconded By Councillor Ravencroft

That Council approve the provision of in-kind support to the George Street Association for Parking Enforcement staff to implement the road closure associated with the George Street New Year's Eve event pyrotechnics.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

15.3 SERC - 2024 Holiday Events

SJMC-R-2024-11-12/505

Moved By Councillor Bruce

Seconded By Councillor Ridgeley

That Council approve the road closures associated with the Downtown Christmas Parade on November 24 (inclement weather date of December 1), the Goulds Christmas Parade on December 1 (inclement weather date of December 8), and the City of St. John's Holiday Lights @ Bowring Park on December 7 (inclement weather date of December 14).

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

15.4 Mobile Sign Approval

Deputy Mayor O'Leary asked how many signs could be permitted in the green space at the entranceway of Churchill Square. Staff advised that the

land was City-owned, and all signs would require Council approval. The current approval would allow the sign to be placed until the end of January. Should the sign remain following the end of permit, Staff will have it removed. Councillor Noseworthy commented on the number of improperly placed signs throughout the City and requested that consideration be given to additional enforcement of the Sign By-Law. Mayor Breen recommended that all improperly placed signs be reported by calling 311.

SJMC-R-2024-11-12/506

Moved By Councillor Hickman

Seconded By Deputy Mayor O'Leary

That Council approve the request and grant permission for the placement of the mobile sign as submitted.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

15.5 Travel Authorization – 2025 Canadian Capital Cities Winter Meeting
Councillor Sandy Hickman

SJMC-R-2024-11-12/507

Moved By Deputy Mayor O'Leary

Seconded By Councillor Ellsworth

That Council approve the travel costs for Councillor Sandy Hickman to attend the 2025 Canadian Capital Cities Winter Meeting in Ottawa, Ontario, January 27 to 29, 2025.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

16. OTHER BUSINESS

17. ACTION ITEMS RAISED BY COUNCIL

17.1 Goulds Trunk Sanitary Sewer and Sewage Force Main

Councillor Ridgeley noted that the one-year anniversary of the trunk sanitary sewer and sewage force main in the Goulds was fast approaching. He requested that Staff finalize the monitoring of the pumping station as quickly as possible to allow development to move forward in the area.

17.2 Topsail Road Rezoning

Councillor Ellsworth referenced a recent article concerning the rezoning of property on Topsail Road. He advised developers to be honest and upfront with residents and Council with their plans when bringing applications to the City for consideration.

18. ADJOURNMENT

There being no further business, the meeting adjourned at 4:12 p.m.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Ratification of the Collective Agreement Between the City of St. John's and IAFF Local 1075

Date Prepared: November 14, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Ron Ellsworth, Finance & Administration

Ward: N/A

Decision/Direction Required:

That Council ratify the negotiated collective agreement between the City of St. John's and IAFF Local 1075.

Discussion – Background and Current Status:

The City and IAFF Local 1075 have reached a tentative Collective Agreement for the period of January 1, 2023 – December 31, 2026. The Union ratified the agreement on November 13, 2024. It is now being brought to Council for a ratification vote.

In addition to some language changes that will create operational efficiencies, the key terms of the agreement are as follows:

Tentative Agreement Between the City of St. John's and IAFF Local 1075	
Duration	4 years
General Wage Increase	1%; 1%; 2%, 3%

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Key Considerations/Implications:

1. Budget/Financial Implications:

The estimated cost of the negotiated general wage increases are as follows:

- 2023 – \$134,000
- 2024 - \$402,000
- 2025 - \$809,000
- 2026 - \$1,499,000

Total estimated cost: \$2,844,000

2. Partners or Other Stakeholders: This also results in salary cost increases for the regional and standby partners who avail of the regional fire service.

3. Is this a New Plan or Strategy: No

If yes, are there recommendations or actions that require progress reporting?

If yes, how will progress be reported? (e.g.: through the strategic plan, through Cascade, annual update to Council, etc.)

4. Alignment with Strategic Directions:

A Sustainable City: Be financially responsible and accountable.

An Effective City: Work with our employees to improve organizational performance through effective processes and policies.

5. Alignment with Adopted Plans:

6. Accessibility and Inclusion:

4. Legal or Policy Implications:

5. Privacy Implications:

6. Engagement and Communications Considerations:

7. Human Resource Implications:

8. Procurement Implications:

9. Information Technology Implications:

10. Other Implications:

Recommendation:

That Council ratify the Collective Agreement negotiated between the City of St. John's and IAFF Local 1075.

Prepared by:

Sarah Hayward, Director – Human Resources

Approved by:

Derek Coffey, Acting City Manager

Report Approval Details

Document Title:	Ratification of the Collective Agreement between the City of St. John's and IAFF Local 1075.docx
Attachments:	
Final Approval Date:	Nov 21, 2024

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

Derek Coffey - Nov 21, 2024 - 10:09 AM

DECISION/DIRECTION NOTE

Title:	Re-establish the Building Line Setback and Side Yard Variance – 9 Anderson Avenue – DEV2400147
Date Prepared:	November 19, 2024
Report To:	Regular Meeting of Council
Councillor and Role:	Councillor Carl Ridgeley, Development
Ward:	Ward 4

Decision/Direction Required:

To seek approval to re-establish the Building Line Setback and a 10% Variance on the Side Yard Setback to accommodate the construction of a Four-Plex on a Corner Lot at 9 Anderson Avenue.

Discussion – Background and Current Status:

An application was submitted at 9 Anderson Avenue to construct a Four-Plex on a Corner Lot under the Housing Accelerator Fund (HAF). The proposed Four-Plex will have a Building Line of 3.6 metres. The minimum Building Line in the Residential 1 (R1) Zone is 6 metres. As per **Section 7.2.1(a) of the St. John's Development Regulations**, Council shall have the power to establish or re-establish the Building Line for any Street, or for any Lot on a Street, at any point or place that Council deems appropriate. The proposed setback is in line with existing development along the Street.

The property requires a minimum Side Yard setback (abutting a street) of 6 metres. The applicant has requested a variance of 10%, which will result in a Side Yard setback of 5.4 metres. **Section 7.4 of the Envision St. John's Development Regulations** allows up to a 10% Variance from any applicable requirement to be considered. The reduction will cause no concern with snow storage or sight lines.

Notices were issued to all adjacent properties regarding the request for a Variance. One submission was received in opposition citing the existing concerns about existing tenants ranging from noise, vehicles parking in the street, debris on the property and snow being piled on the adjacent lawns. These concerns were reported to #311, while some of the items are also a civil matter.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.

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2. Partners or Other Stakeholders: Written notices were sent to property owners whose land abuts the Development that is subject to the Variance.
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

Choose an item.
5. Alignment with Adopted Plans: St. John's Municipal Plan and Development Regulations.
6. Accessibility and Inclusion: Not applicable.
7. Legal or Policy Implications: **Envision St. John's Development Regulations Section (5)(c) Building Line", Section 7.2.1(a) "Building Lines -Yards", Section 7.4 "Variance" and Section 10 "Residential 1 (R1) Zone".**
8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Not applicable.
10. Human Resource Implications: Not applicable.
11. Procurement Implications: Not applicable.
12. Information Technology Implications: Not applicable.
13. Other Implications: Not applicable.

Recommendation:

That Council approve a Building Line Setback at 3.6 metres and a Variance of 10% for a Side Yard Setback of 5.4 metres at 9 Anderson Avenue to accommodate a Four-Plex on a Corner Lot.

Prepared by:

Ashley Murray, P.Tech – Senior Development Officer
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 Committe- Request to Re-Establish the Building Line amd Variance for Side Yard - 9 Anderson Avenue - DEV2400147.docx
Attachments:	- 9 Anderson Avenue.pdf
Final Approval Date:	Nov 20, 2024

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

Lindsay Lyghtle Brushett - Nov 20, 2024 - 2:06 PM

Jason Sinyard - Nov 20, 2024 - 3:34 PM



November 12, 2024

Ashley Murray, PTech
Senior Development Officer
Planning, Engineering & Regulatory Services
Email: amurray@stjohns.ca

RE: PER File No. DEV2400147
Request for Variance on Flanking Side Yard
Residential 1 (R1) Zone
9 Anderson Avenue, Ward 4

We have just received your letter and we are very disturbed and concerned with the new proposed Four-Plex for the corner of 9 Anderson Avenue. [REDACTED]

[REDACTED] noise, the owner only rents out to people that are up all night with car doors banging all night long, with multiple people going in and out of the property, [REDACTED]

[REDACTED] smoke out, w [REDACTED]
smoke and noise at various times through the day and night. [REDACTED]

[REDACTED] noise. Now you want to put even more units there, we have had major problems with only one unit with upstairs and downstairs being rented out, the noise will be even worse with four units.

Parking is a major concern, they have at many times and a number of tenants had multiple cars in a one car driveway. [REDACTED]

[REDACTED] call the police to get them to remove it. They have parked multiple cars up and down the street with all their friends visiting them [REDACTED]

[REDACTED] Last year they had cars parked on the street because they had nowhere to put them and snow clearing has been a major issue. [REDACTED] they were parked on the street during a storm and plows could not snow clear back to the sidewalk. They have put junk vehicle in the driveway [REDACTED]

There are still car parts and debris now in their driveway even today. With more units there will be even more vehicles to be concerned about, [REDACTED]

Snow clearing is another matter, they did not shovel the driveway [REDACTED]

Garbage around the property has been a major issue. There is garbage in the hedges and around the property [REDACTED] the tenants and owner does not pick up anything around the property.

They have rented out to tenants that have had pets (cats and dogs) that have pooped [REDACTED]

The trees and bushes are not maintained and are out of control, [REDACTED]

[REDACTED] Now you want to put more units there to cause us even more issues.

The lawn is not cut, maybe once a year [REDACTED]. Last year and this year it was up to your waist before it was cut.

[REDACTED]

[REDACTED]

[REDACTED]

DECISION/DIRECTION NOTE

Title: Crown Land Referral – George’s Pond Road – CRW2400017

Date Prepared: November 19, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley, Development

Ward: Ward 3

Decision/Direction Required: To reject a Crown Land License to Occupy for George’s Pond Road.

Discussion – Background and Current Status: The NL Department of Fisheries, Forestry and Agriculture has referred an application for a Crown Land License to Occupy land in the vicinity of George’s Pond Road. The area of land is approximately 25.8 hectares and is zoned Comprehensive Development Area 9 (CDA 9). The future use of the land is not specified, and this is not an application for development.

The **Development Regulations** specify that no Development is permitted in a CDA until Council has approved a Development Plan for the entire area, and the area is available for serviced Development and has been suitably rezoned. This land is within the draft Kenmount Concept Plan for development above the 190-metre contour (see attachment). This draft plan includes lands north and south of Kenmount Road and sets out future zoning, land uses and municipal servicing. The release of Crown land here is premature at this time due to the recent announcement of a new provincial hospital site, and the requirements for further design work to determine a servicing plan for this area, which includes the noted CDA.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Property owner, nearby owners, and residents.
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

Choose an item.

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5. Alignment with Adopted Plans: **Envision St. John's Municipal Plan and Development Regulations.**
6. Accessibility and Inclusion: Not applicable.
7. Legal or Policy Implications: **St. John's Development Regulations Section 10 "Comprehensive Development Area (CDA) Zone".**
8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Not applicable.
10. Human Resource Implications: Not applicable.
11. Procurement Implications: Not applicable.
12. Information Technology Implications: Not applicable.
13. Other Implications: Not applicable.

Recommendation:

That Council reject the Crown Land License to Occupy land in the area of George's Pond Road as the proposal is premature at this time and is located in a Comprehensive Development Area (CDA) Zone.

Prepared by:

Lindsay Lyghtle Brushett, MCIP Supervisor Planning & Development
Planning, Engineering and Regulatory Services

Approved by:

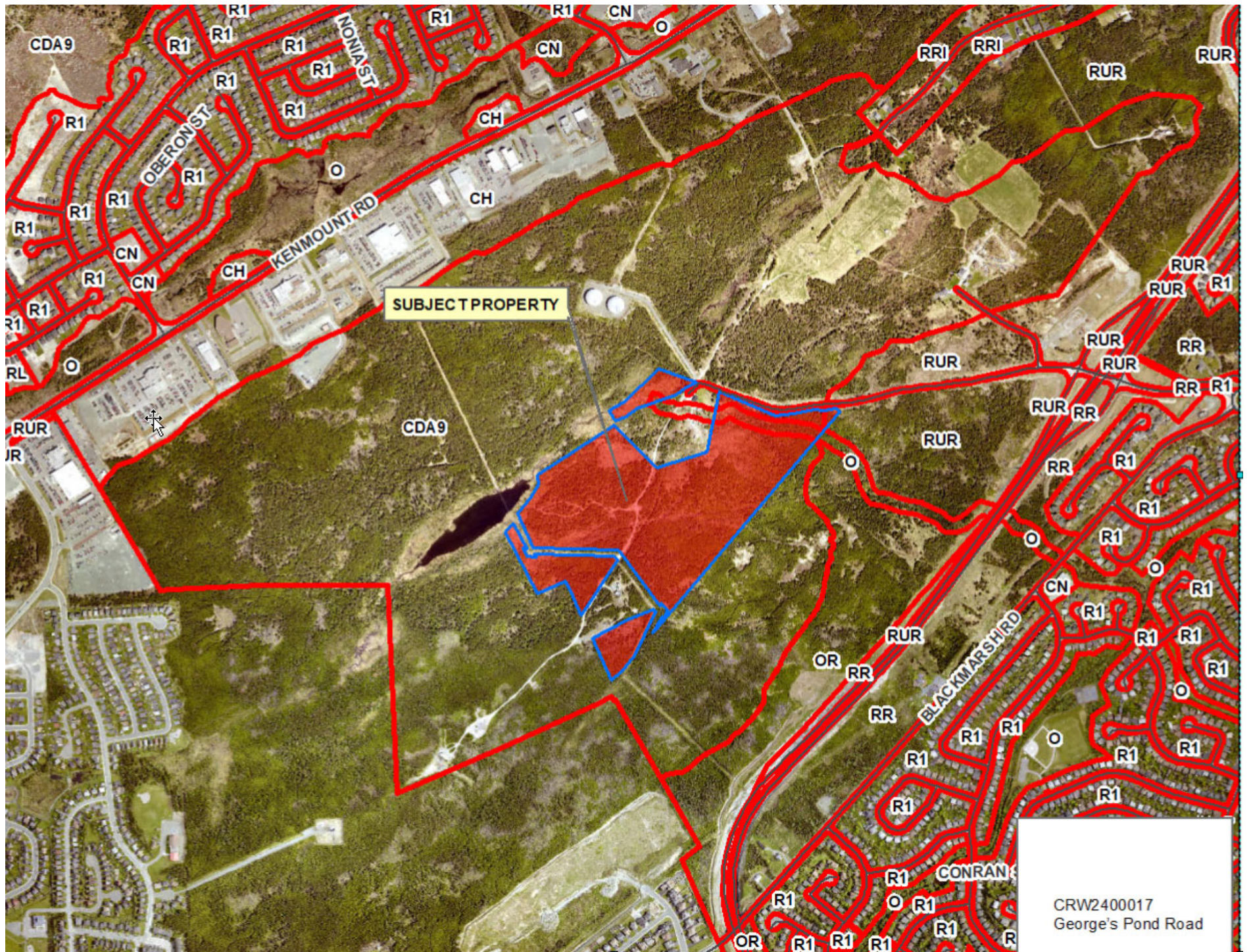
Jason Sinyard, P. Eng., MBA, Deputy City Manager
Planning, Engineering and Regulatory Services

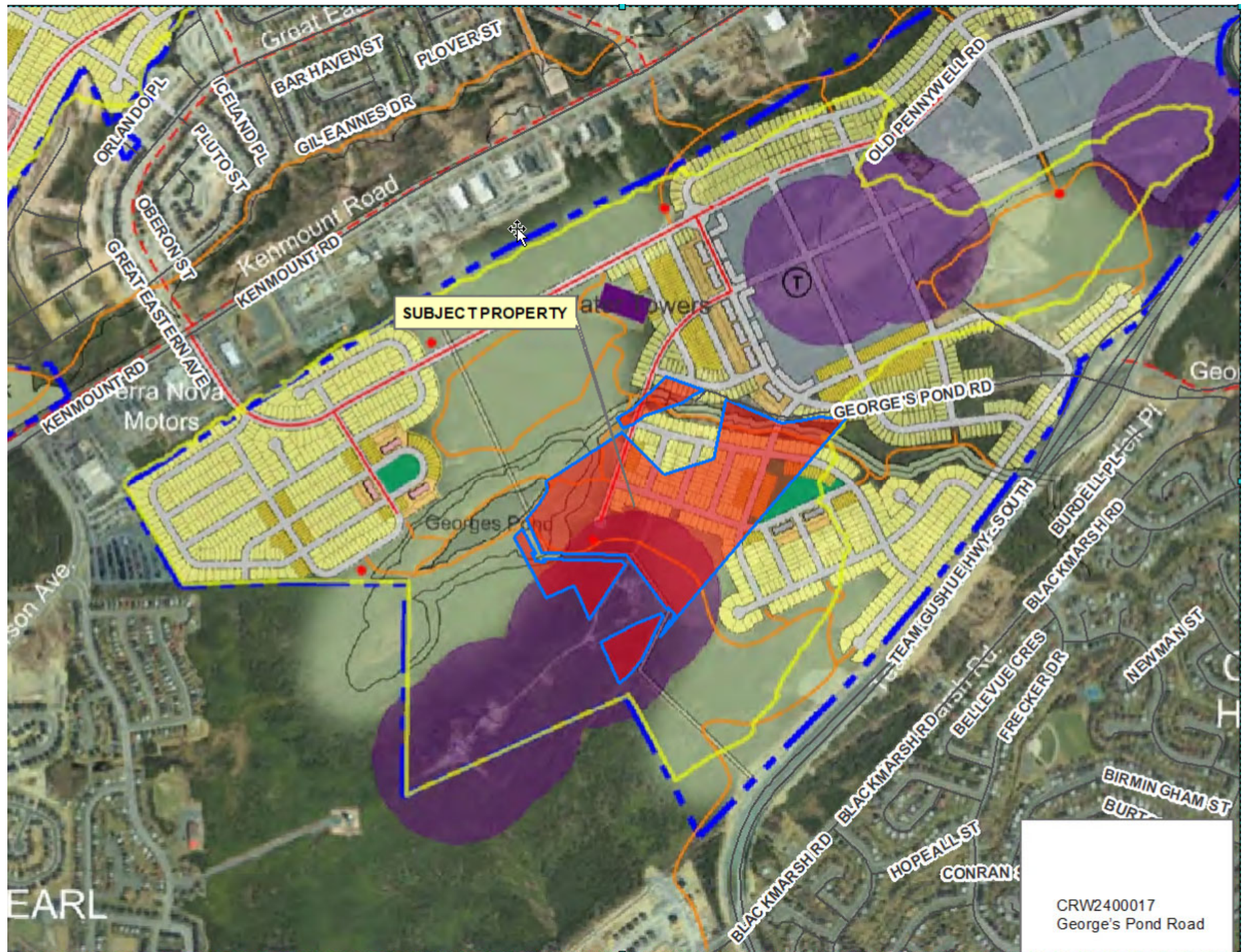
Report Approval Details

Document Title:	Development Committee - Crown Land Referral - Georges Pond Road - CRW2400017.docx
Attachments:	- Location Map.pdf
Final Approval Date:	Nov 20, 2024

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

Jason Sinyard - Nov 20, 2024 - 3:49 PM





DECISION/DIRECTION NOTE

Title: Notices Published – 5-7 Little Street – DEV2300074

Date Prepared: November 19, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley, Development

Ward: Ward 4

Decision/Direction Required:

The City has received an application from Nevada Properties Inc. at 5 & 7 Little Street for a proposed Apartment Building.

Discussion – Background and Current Status:

The City of St. John's rezoned 5 & 7 Little Street from the Residential 2 (R2) Zone to the Apartment 2 (A2) Zone in 2021 for a Personal Care Home. The applicant is now proposing an Apartment Building, which is a Permitted Use in the A2 Zone. In November 2023, Council directed staff to require a revised Land Use Report and undertake public engagement; where an Apartment Building is a permitted use in Zone, public notification through mailout was determined to be suitable. The terms of reference for the report were not as detailed as the original LUR, but identified key elements such as building design, location, height, landscaping, and parking, to show how the proposed development would impact adjacent properties.

The proposed building is 20 meters in height (4-6 storeys depending on site grades) and would accommodate approximately 100, one-bedroom units. As per the Development Regulations, 103 parking spaces are required for the proposed use; 52 parking spaces are provided (23 interior, 29 exterior) and parking relief for 51 spaces has been requested. The developer has asked for relief on parking to support affordable rate units, which will not include parking in the rent price. They believe this will benefit university students who may not own a car and can use alternative transportation methods due to the site's proximity to Memorial University. Additional measures to support the reduction of on-site parking include bicycle parking, along with several bus routes near the site. As per Section 8.12 of the Development Regulations, where an applicant wishes to provide a different number of parking spaces other than those required, Council shall require a Parking Report; parking was addressed in the Land Use Report and through a Traffic Impact Statement (Appendix B).

Six submissions were received and identified concerns in the capacity of the local sewer system, loss of sun, privacy and green space, increase in traffic from the site and on adjacent streets, parking congestion in the neighborhood, environmental conditions onsite, that the height of building in relation to neighbouring properties is out of proportion and negatively

ST. JOHN'S

affects aesthetics and that the building was originally proposed for 3 storeys and is now 6 storeys.

An Apartment Building is a permitted use in the A2 Zone, which typically means the City would not be required to advertise a proposed development application. However, given that the neighbourhood was consulted on the rezoning for the Personal Care Home, Council wanted to let people know about the change in Use. So long as the application meets the Development Regulations and design requirements, the City is not able to turn down a permitted use. The proposed development does not meet the required parking standards therefore parking relief is requested; if parking relief were to be rejected the applicant would need to propose a revised design that meets parking standards.

The Apartment 2 Zone permits a maximum building height of 24 meters. The proposed Apartment Building is under 20 meters when measured at its highest point relative to the finished grade, which is on the north end of the building closest to Hoyles Avenue. The building steps back from adjacent houses on Little Street, helping to reduce the visual impact. The new building location moves from the west side to the east side of the site, bringing it further away from dwellings on Graves Street. The new location also reduces the shadowing impact on these houses when compared to the earlier LUR provided during the rezoning. Overall Lot Coverage of the building is now 24.2%, which is lower than the previous design (29.9%). The height of the Personal Care Home was 3 – 4 storeys due to the grade change (approximately 15.46m) while the proposed height has been increased to 4-6 storeys (depending on site grades) at around 20 meters. Green space is not being lost as it is a privately owned site and will meet the minimum landscaping requirement of 30% for the site.

Technical requirements such as servicing and traffic will be further reviewed at the development application stage should the change in Use be supported by Council. Although there has been some sewer back up issues in the Graves Street area, these issues are upstream and therefore, the proposed development should have no negative impact. The developer may be required to complete a sewer inspection as a requirement of the development review. Our transportation engineering division has no concerns related to traffic generated from this development. As an alternate form of transportation, this development will provide 50 secure spaces for interior bicycle storage and an exterior rack, and there are also several bus routes within walking distance. Should on-site contamination be located, the developer would need to go through the Environment Assessment process for remediation as outlined by the Province.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Is this a New Plan or Strategy: No

4. Alignment with Strategic Directions:

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

Choose an item.

5. Alignment with Adopted Plans: **St. John's Municipal Plan and Development Regulations Section 4.9 "Land Use Report," Section 8.3 "Parking Standards" and Section 10 "Apartment 2 (A2) Zone"**.

6. Accessibility and Inclusion: Not applicable.

7. Legal or Policy Implications: Not applicable.

8. Privacy Implications: Not applicable.

9. Engagement and Communications Considerations: Public advertisement in accordance with **Section 4.8 Public Consultation of the St. John's Envision Development Regulations**. The City has sent written notices to property owners within a minimum 150-metre radius of the application site. The application has been advertised in The Telegram newspaper at least twice and is posted on the City's website. Written comments received by the Office of the City Clerk are included in the agenda for the regular meeting of Council.

10. Human Resource Implications: Not applicable.

11. Procurement Implications: Not applicable.

12. Information Technology Implications: Not applicable.

13. Other Implications: Not applicable.

Recommendation:

That Council accept the revised Land Use Report (LUR), give approval-in-principle, and approve parking relief for 51 parking spaces at 5-7 Little Street for a proposed Apartment Building.

Prepared by:

Lindsay Lyghtle Brushett, MCIP Supervisor – Planning & Development
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:	Notices Published - 5-7 Little Street.docx
Attachments:	- 5-7 LITTLE STREET - DEV2300074.pdf - LUR for Apartment Building at 5-7 Little Street (R2 Sept 19, 2024).pdf
Final Approval Date:	Nov 20, 2024

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

Lindsay Lyghtle Brushett - Nov 20, 2024 - 3:46 PM

Jason Sinyard - Nov 20, 2024 - 4:07 PM



SUBJECT PROPERTY

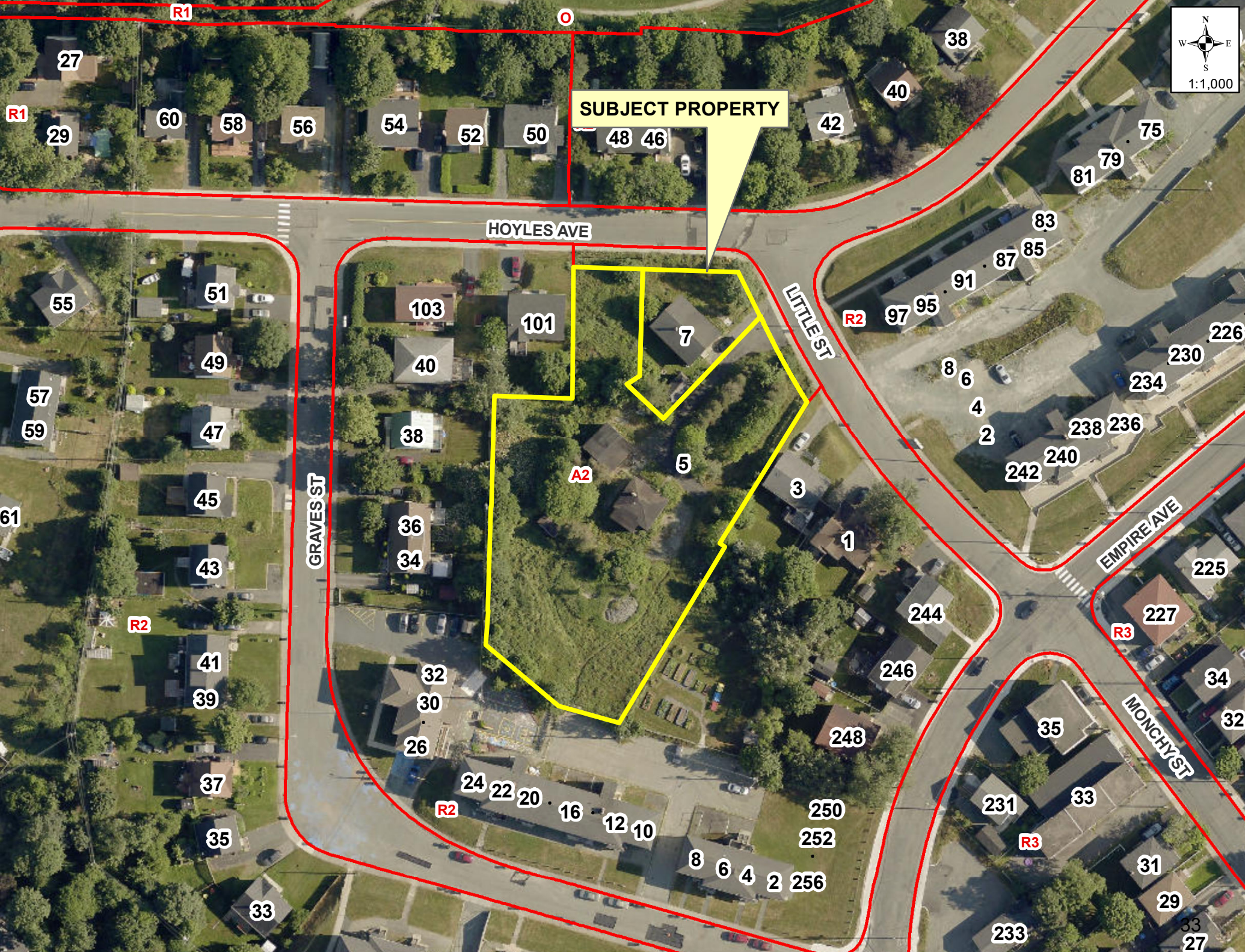
HOYLES AVE

LITTLE ST

EMPIRE AVE

MONCHYST

GRAVES ST



LAND USE REPORT

APPLICATION FOR AN APARTMENT BUILDING
5-7 LITTLE STREET

R2 September 19, 2024

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DEVELOPER:

Nevada Properties Inc.

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INTRODUCTION

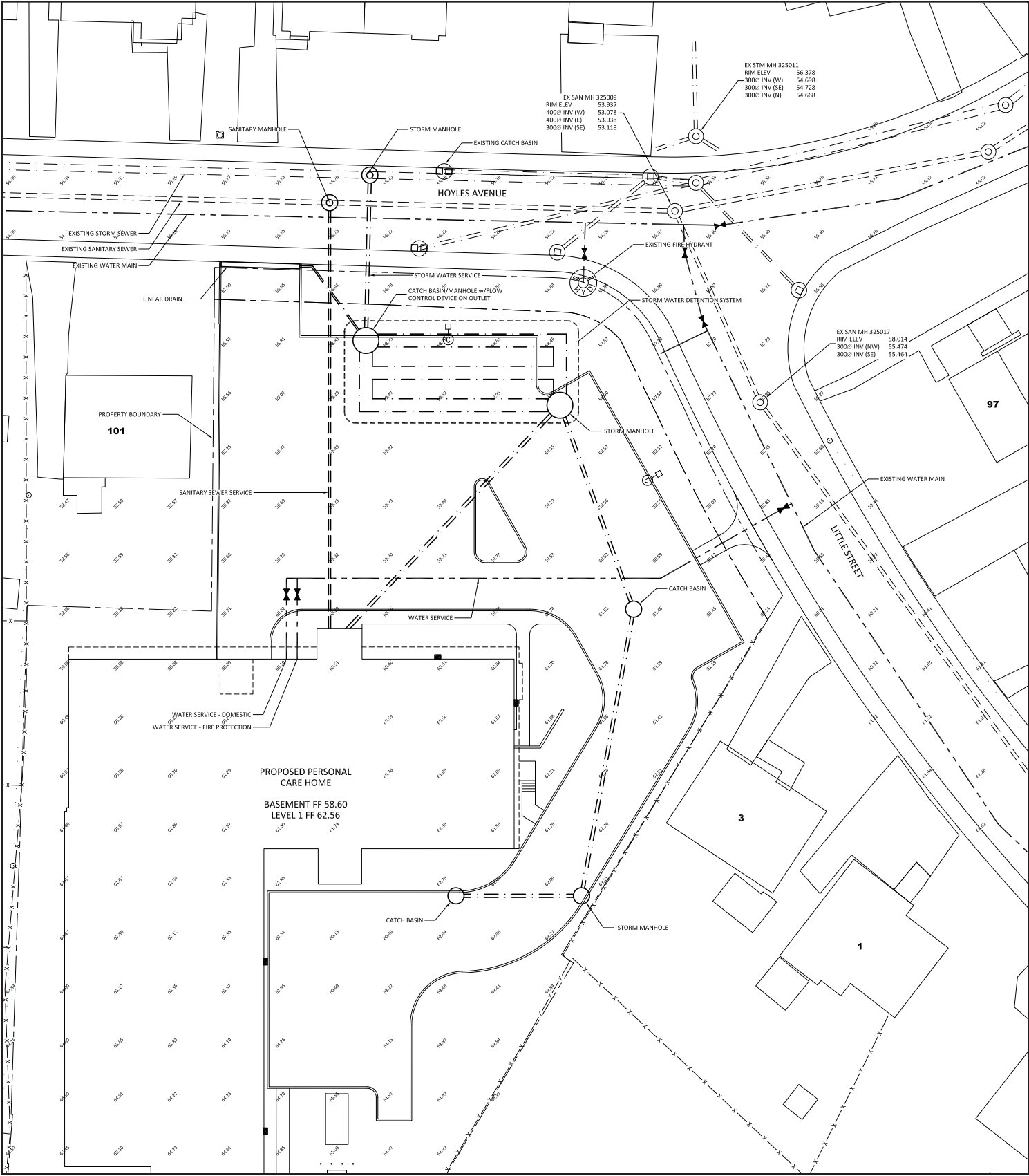
The property located at 5-7 Little Street was rezoned in January of 2022 to the Apartment 2 (A2) Zone to allow the development of a personal care home.

The current owner, Nevada Properties Ltd., is proposing to develop an apartment building, with up to 100 one-bedroom units, in lieu of the permitted personal care home use.

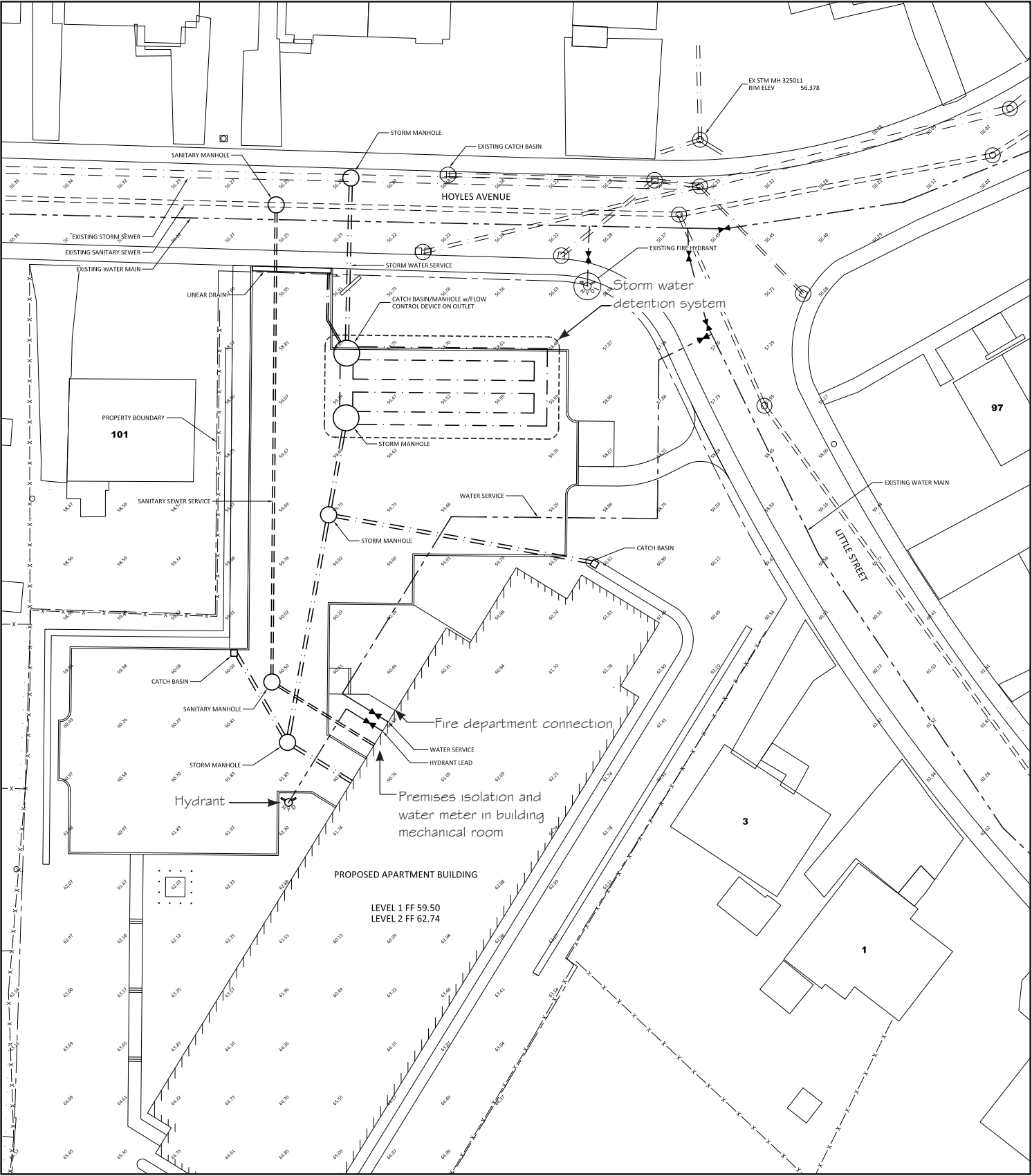
This Land Use Report (LUR) is submitted by LAT49 Architecture Inc. on behalf of Nevada Properties Ltd. for the development of 5-7 Little Street.

A

PrePre



Previous Site Servicing Plan (Personal Care Home)



Proposed New Site Servicing Plan (Apartment Building)

B | BUILDING USE

The apartment building proposed for 5-7 Little Street and will be a maximum of six storeys, including a main level parking garage, which is predominantly below grade. Due to the substantial grade change on this property, the first storey will be at grade for the elevation facing Hoyles Avenue and the parking lot only, and will be the main point of entry to the building.

The total proposed gross area per storey (including all area bounded by the exterior walls):

Storey	Area
Level 1	1,150 m ²
Level 2	1,150 m ²
Level 3	1,157 m ²
Level 4	1,157 m ²
Level 5	1,048 m ²
Level 6	971 m ²
TOTAL BUILDING	6,633 m ²

The first storey has five apartments, indoor parking for 23 vehicles (668 m²), secure bicycle storage for 40 bicycles (35 m²) and building service space. The second to the sixth storey contain only apartments, circulation space and common laundry areas. There are no public amenities located in the building.

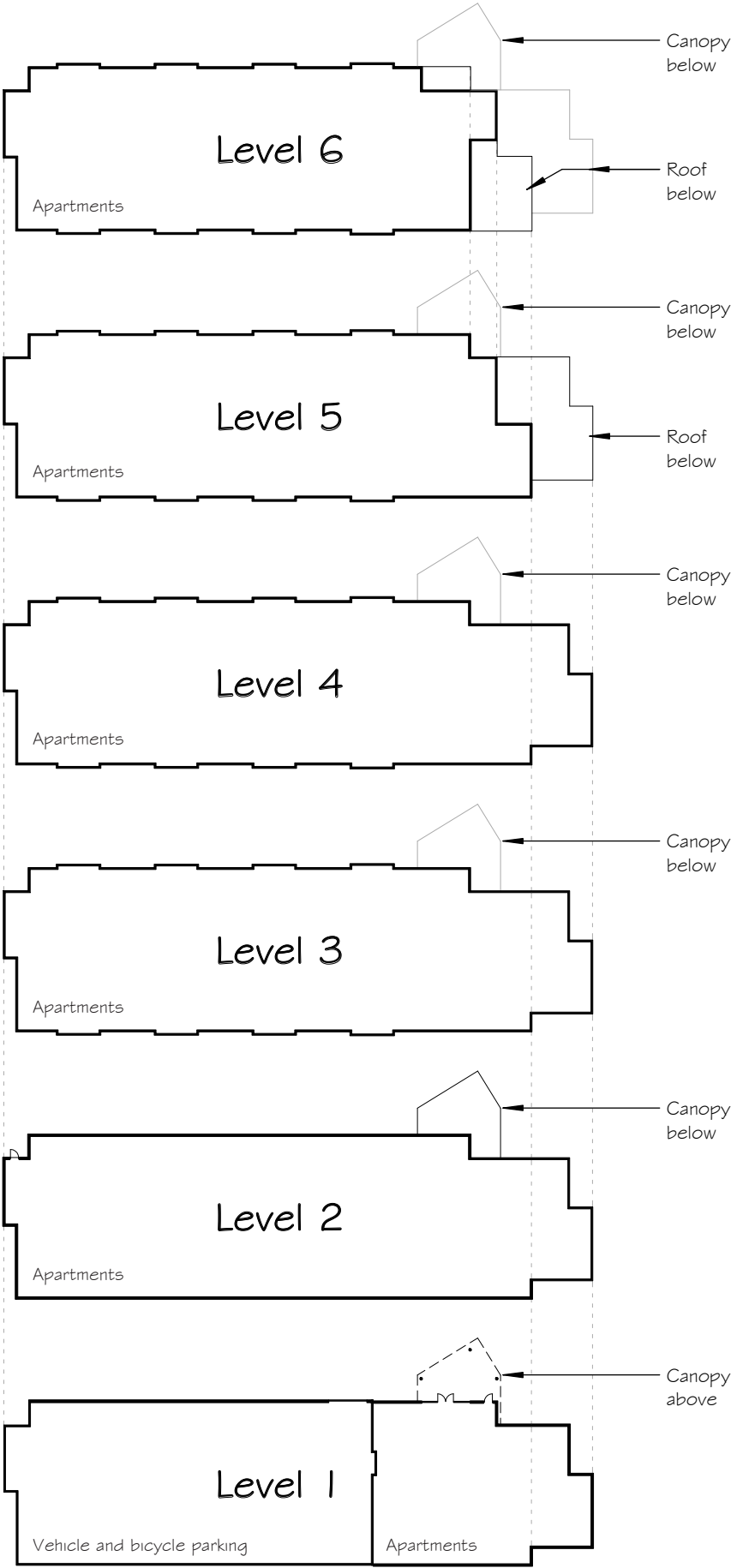
In all, there will be a maximum of 100 one-bedroom apartments. Eight of these apartments will be barrier-free.

LOT COVERAGE

Lot coverage is defined in the Envision Development Regulations as "the combined area of all Buildings on a Lot measured at the level of the lowest floor above the established grade and expressed as a percentage of the total area of the Lot."

The site area of the property at 5-7 Little Street is approximately 4,747 square meters and the building footprint is 1,150 m², thus the lot coverage is 24.2 per cent (1,150 m² ÷ 4,747 m²).

This is well within the maximum of 40 per cent permitted in the Apartment 2 Zone.



C | BUILDING HEIGHT AND LOCATION

LOCATION AND SETBACKS

The proposed apartment building is rectangular in plan and aligned with the southeast property boundary. The required setback on this side is five meters, although the building is actually further setback at 6.89 meters from the boundary. This is the closest that the building is to any boundary. It is setback 8.2 meters from the nearest point on Little Street, 26.8 meters from the Hoyles Avenue boundary, and is more than 12 meters from any property lines on Graves Street.

The closest neighbouring building is number 3 Little Street, which is 8.6 meters from the southeast elevation of the apartment building. Number 101 Hoyles Avenue is 27 meters away and the closest building on Graves Street is number 34, at 26 meters from the southwest corner.

LIGHTING

There will be a light standard installed in each parking lot, to provide the minimum level of illumination for safety and security. The proposed locations are shown on the plan opposite.

There will also be a limited number of light fixtures mounted on the building near entrances and exits. The locations are noted on the elevations, on the next page.

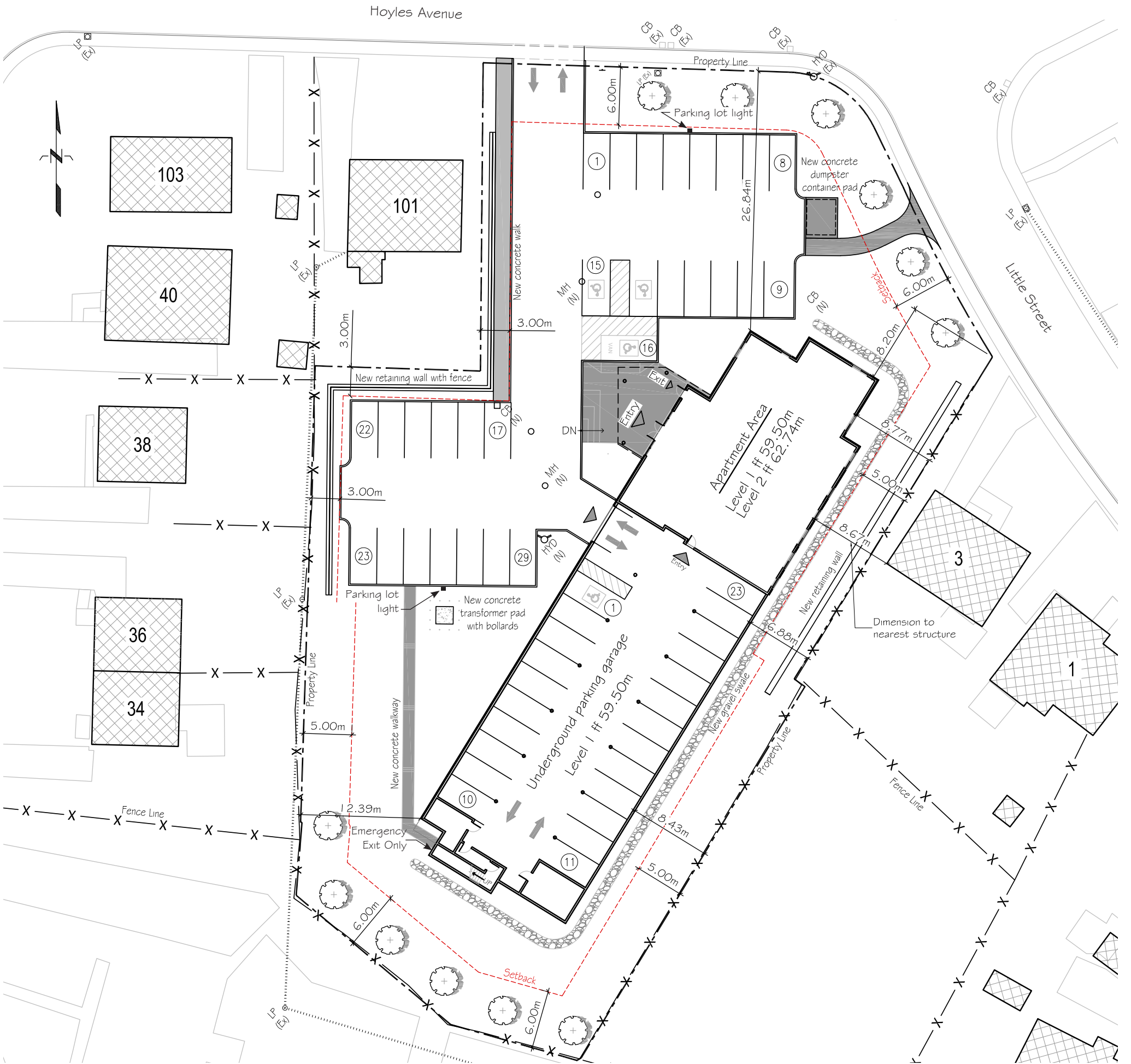
All fixtures will be the full cut-off type and installed at the lowest possible elevation to avoid light-spill from the apartment building site onto neighbouring properties.

MECHANICAL EQUIPMENT

At this stage of the design process the mechanical systems are not finalized, but the intention is to provide electric heating with a limited amount of roof-top HRV units to meet ventilation requirements.

Typically these units are approximately 1.2 meters tall x 1.8 to 2.0 meters square in plan. It is anticipated that two units would be required for this building.

These units are not generally considered to be obtrusive, but an added benefit to the roof-top location is that they will be well above the closest adjacent housing and thus any sound emitted will have much less impact than if they were mounted closer to the ground.



The Apartment 2 Zone permits a maximum building height of 24 meters. The proposed apartment building is under 20 meters high when measured at its highest point relative to the finished grade, which is on the north end of the building, closest to Hoyles Avenue. Although not required by the City's development regulations, the building steps back from Hoyles as it gets higher, starting at the fifth storey. This step-back will reduce the visual impact compared to neighbouring buildings on Hoyles Avenue and Little Street.



STREET SCAPE VIEWS

View looking north on Little Street



View looking south from Hoyles Avenue (at site entrance)



AERIAL VIEW

This combination of a rendering and aerial photograph shows the proposed apartment building development in the context of the surrounding neighbourhood. The existing adjacent buildings are a mix of single-family homes and apartment buildings, which are predominantly owned by the Newfoundland and Labrador Housing Corporation.



SHADOW STUDY

The renderings below show the extent of shadows during the winter solstice (the worst-case), summer solstice and the spring or fall equinox (which are the same).



Summer Solstice 8:00am



Summer Solstice 12:00pm



Summer Solstice 4:00pm



Summer Solstice 8:00pm



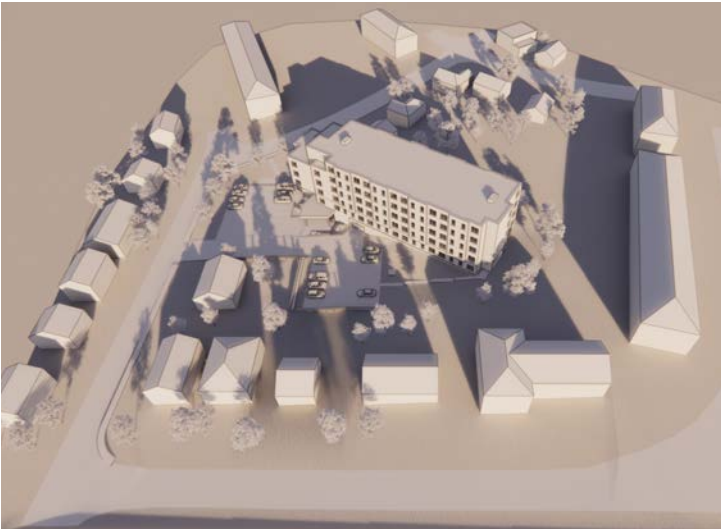
Equinox 9:00am



Equinox 12:00pm



Equinox 3:00pm



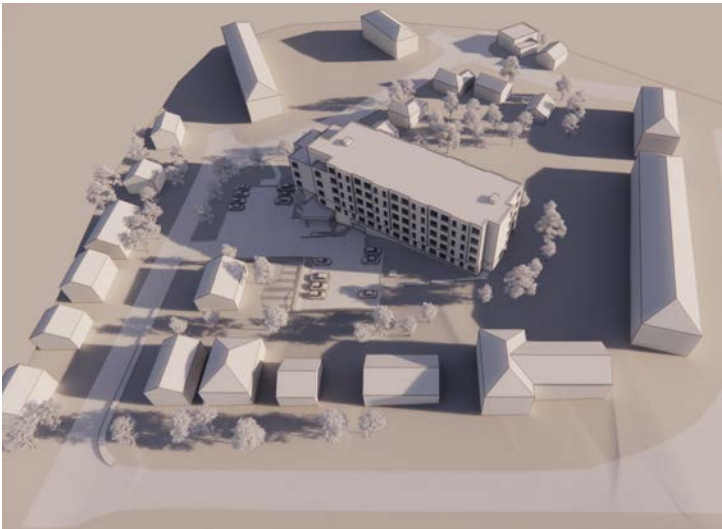
Equinox 6:00pm



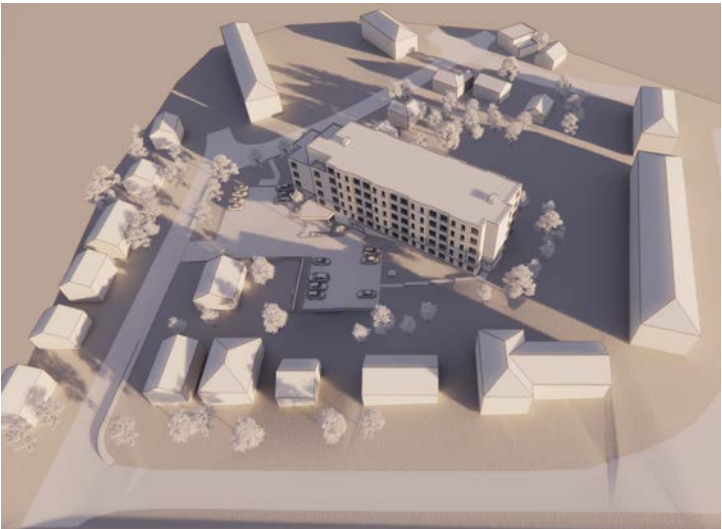
Winter Solstice 10:00am



Winter Solstice 12:00pm



Winter Solstice 2:00pm



Winter Solstice 4:00pm

D | LANDSCAPE AND BUFFERING

The plan below highlights both soft (green) and hard (grey) landscape features of the proposed site.

TRANSFORMER LOCATION

There is, of course, a requirement for an electrical service to the building. There is an existing NF Power line running along the rear boundary of properties on Graves Street. The apartment building will be serviced from that line with a pad-mounted transformer located immediately south of the uppermost parking area, over 26 meters from the nearest neighbouring building. The transformer will be located in a landscaped area and can be shielded from view by shrubs.

REFUSE CONTAINER

A refuse container will be located on the site at the east end of the lower parking area. The refuse bin will be covered, secured and located in a fenced enclosure to hide it from public view. The bin is located over 27 meters from the nearest adjacent residence.

SNOW CLEARING AND STORAGE

There is at least a six meter buffer between the back of the sidewalks on Little and Hoyles and the parking lot curb for city snow storage. For snow clearing on site, the developer would hire a snow clearing service to push the snow to the various landscaped areas across the site and will have it removed as necessary.

Due to the grade changes and overall shape of the property, there is not an abundance of space for snow storage on site and removal is expected to be required after a large snowfall.



E | OFF-STREET PARKING AND SITE ACCESS

VEHICLE PARKING

The minimum off-street parking requirement for an apartment building in the current development regulations (8.3 Parking Standards, Envision St. John's Development Regulations) is 0.9 parking stalls for every one-bedroom apartment. Also required is one visitor space for every seven apartments above the first seven.

The following table is a breakdown of the minimum number of parking stalls required, based on the current number of one-bedroom apartments:

	1-Bedroom Apartments	Calculation Factor	Parking Stalls
Resident	100	0.9 per apartment	90
Visitor	100	1 per 7, except first 7	13
Total Required			103
Total Proposed			52

As illustrated on the site plan opposite, we are proposing to provide 29 parking stalls in two exterior lots and 23 stalls in the parking garage, for a total of 52 stalls. As per provincial accessibility regulations, four of these stalls will be barrier-free.

Seven stalls, including one barrier-free, will be reserved for visitors. The remaining 45 stalls will be paid-parking for individual residents, thus apartments without dedicated parking will be offered at a reduced rent from those including parking.

The proposed number of parking stalls is approximately 50 per cent of the required number and Nevada Properties Ltd. is requesting a reduction in the required number from the City of St. John's. Refer to the attached Traffic Impact Statement for further rationale on the proposed parking reduction.

BICYCLE PARKING

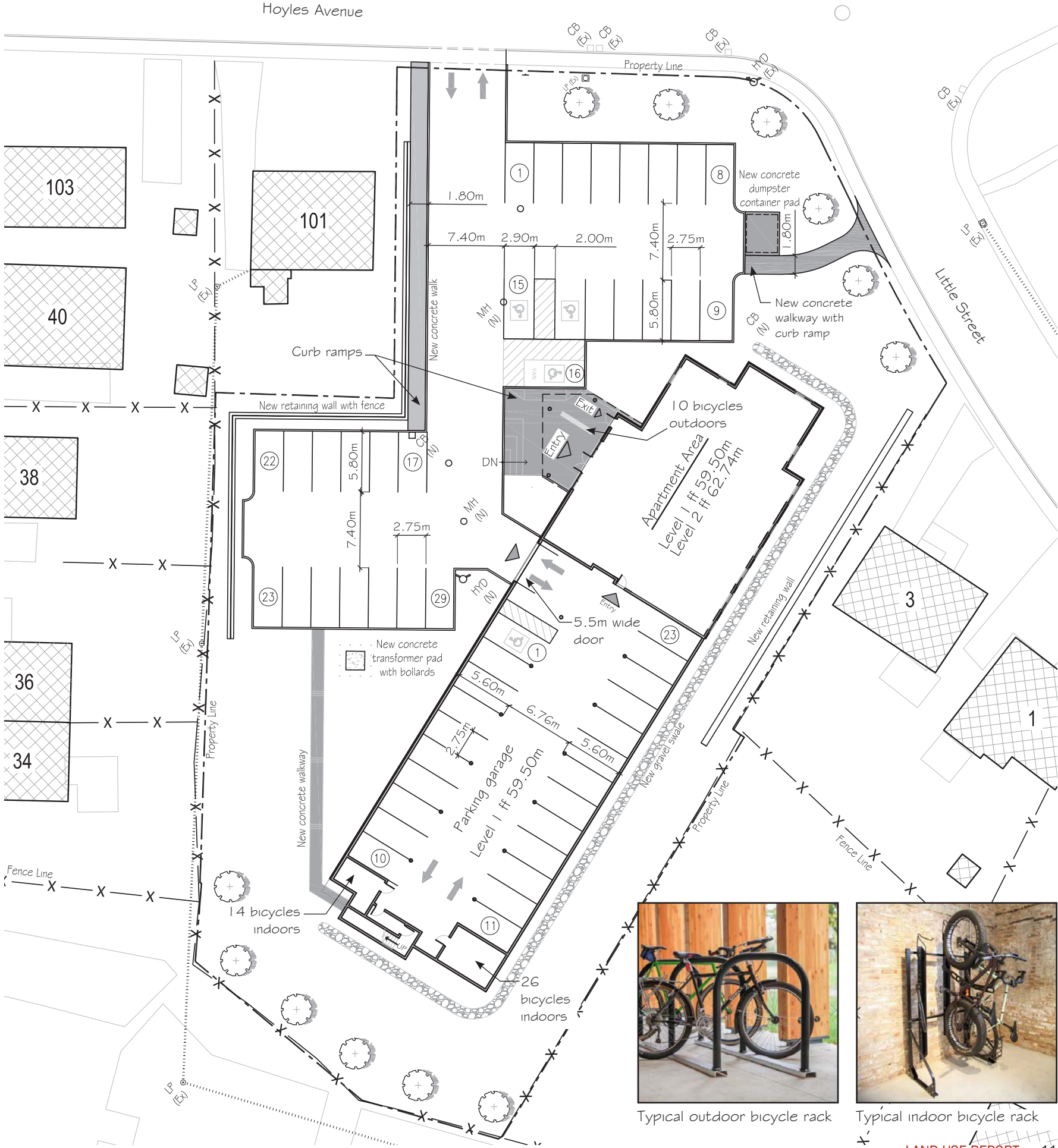
The development regulations also require one bicycle storage space for every two residential units in an apartment building. For this proposed development that equals 50 secure spaces for bicycle storage.

There will be two rooms totaling 35 m² that can be accessed from the parking garage for the purpose of storing 40 bicycles on vertical wall racks. An exterior rack will also be provided near the main entrance, under a canopy, for 10 additional bicycles.

Indoor bicycle parking will be reserved and offered free of charge to residents on a first come, first served basis, with priority given to those apartments without vehicle parking.

SITE ACCESS

Vehicle access to and from the property is off Hoyles Avenue on the north boundary of the site. There will be a 1.8 meter wide sidewalk extension at this location for pedestrian traffic. There will also be a secondary 1.8 meter wide pedestrian entrance to the site off Little Street.



F | PUBLIC TRANSIT

LAT49 Architecture contacted Keith Woodfine, Transit Planner at Metrobus, to inquire about any public transit infrastructure requirements for this development. The correspondence is included below:

From:

Keith Woodfine

To:

Richard Symonds

Subject:

RE: [EXTERNAL EMAIL] Metrobus Requirements for Development on Little Street

Date:

Tuesday, March 19, 2024 9:48:41 AM

Good day Richard

Even though this proposed 100-unit apartment complex will have an increase in service to the current infrastructure, we won’t require any upgrades. The current transit infrastructure is already equipped with shelters and cut-ins. Ideally this is a great location for additional housing. We do not have bus routes on these streets but the surrounding area has several bus routes that are within walking distance.

From:

Richard Symonds <r.symonds@lat49.ca>

Sent:

Monday, March 18, 2024 11:11 AM

To:

keith.woodfine@metrobus.com

Subject:

[EXTERNAL EMAIL] Metrobus Requirements for Development on Little Street

Hello Keith,

Our office is working on an updated Land Use Report for a revised development on the corner of Little Street and Holyes Avenue. We had previously contacted you in November of 2020, when the plan was to build a personal care home on this lot. The owner has since decided that he would rather build an apartment building, so we are submitting an updated LUR to the City for review. They have asked us to reach out to Metrobus and confirm that there will be no special requirements for this proposed development.

I have attached our previous correspondence (between yourself and Jess Stanford), and plan of the newly proposed site and building. The previous proposal was for a 100-bed personal care home, and the new proposal is for an apartment building with up to 100 one-bedroom units.

Please let me know if you need any further information,

Thanks.

RICHARD SYMONDS | ARCHITECT

BFA, M.Arch, MRAIC, NLAA, NSAA, AANB

LAT49 Architecture Inc.

t. (709) 753-7132 c. (709) 727-6764

Appendix A | LUR TERMS OF REFERENCE

TERMS OF REFERENCE

LAND USE REPORT (LUR) APPLICATION FOR AN APARTMENT BUILDING

5 AND 7 LITTLE STREET

PROPONENT: LAT 49 AND NEVIDA PROPERTIES 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. Previous vs Current Proposal

- Provide the site plan for the previously proposed Personal Care Home in comparison to the current proposal for an Apartment Building.

B. Building Use

- Identify the size of the proposed building by Gross Floor Area.
- Identify all proposed uses/occupancies within the building by their respective floor area.

C. Building Height & Location

- Identify graphically the exact location with a dimensioned civil site plan:
 - Building elevations and identify height of the proposed building;
 - 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);
 - Information on the proposed construction of patios/balconies (if applicable);
 - Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks; and
 - Identify any rooftop structures.
- Provide street scape views/renderings of the proposed building from the following locations:
 - Along the property frontage at Hoyles Avenue;
 - Along the property frontage at Little Street.
- Identify the location and type of exterior lighting. 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.

D. Landscaping & Buffering

- Identify with a landscaping plan, details of site landscaping (hard and soft).
- Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
- Provide information on any snow clearing/snow removal operations.

E. 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.
- Identify the location of all access and egress points, including pedestrian access.

F. Public Transit

- Consult with St. John’s Metrobus (St. John’s Transportation Commission) transit infrastructure requirements.

LAND USE REPORT 47

Appendix B | TRAFFIC IMPACT STATEMENT

Suite 301, Terrace on the Square, 8 Rowan Street
P.O. Box 23169, RPO Churchill Square
St. John's, NL, A1B 4J9
T: +1 709 579 6435

MEMO

Date: 2024-Aug-28 **File No.:** 242069
To: Richard Symonds, BFA, M.Arch, MRAIC, NLAA, NSAA, AANB **From:** Mark Stuckless, P. Eng.
Address: LAT49 Architecture Inc.
683 Water Street
St. John's, NL A1E 1B5
T: 709 753 7132

Subject: 5-7 Little Street – Traffic Impact Statement

1. INTRODUCTION

Harbourside Transportation Consultants has completed a traffic impact statement, as per City of St. John's requirements, relating to the development application for a proposed residential development on Little Street in St. John's, NL.

2. SITE CONTEXT

The proposed development is located at Civic No. 5-7 Little Street. There are currently two buildings on the site; a house and a detached garage, which will both be demolished. The site context is shown in Figure 1.



Figure 1: Development Site Context

3. ROADWAY DESCRIPTIONS

Little Street is a local road that connects to Empire Avenue and Hoyles Avenue. It has one lane in each direction, with a posted speed limit of 50km/h. There are sidewalks on both sides of the street.

Empire Avenue is a collector street that runs east-west between Columbus Drive and Plymouth Road on the east side of downtown St. John's. Empire Road has one travel lane in each direction with one left or right turning lane at major intersections. There are sidewalks on both sides of the road. Empire Road has a posted speed limit of 50 km/h.

Hoyles Avenue is a local street that runs north-south between Guy Street and Newtown Road. It has one travel lane in each direction and a posted speed limit of 50 km/h. Hoyles Avenue is the most direct route between Little Street and Memorial University. It has sidewalks on both sides of the road.

4. WALKING AND CYCLING

Sidewalks are provided on both sides of Little Street. There are crosswalks 70 meters and 160 meters away from 5 Little Street on Empire Avenue. Additionally, there is a crosswalk 120 meters away from 7 Little Street, which leads to Riverdale-To-Mundy Pond Active Transportation Corridor. Riverdale-To-Mundy Pond Active Transportation Corridor is an unpaved path that runs from Bonaventure Avenue south-west to Crosby Road.

The City of St. John's Bike St. John's Master Plan¹ includes future cycling facilities on Anderson Avenue, Elizabeth Avenue, Paton Street and Prince Philip Drive. The plan also includes multi-modal hubs, spots where users can easily switch between walking, cycling, and taking transit. These hubs include structures with long-term bike parking and transit and cycling network information. The proposed multi-modal hub that will be located at the intersection of Freshwater Road and Anderson Avenue will be within a 1-minute cycling distance of the subject site. Figure 2 illustrates the future cycling network in the study area.

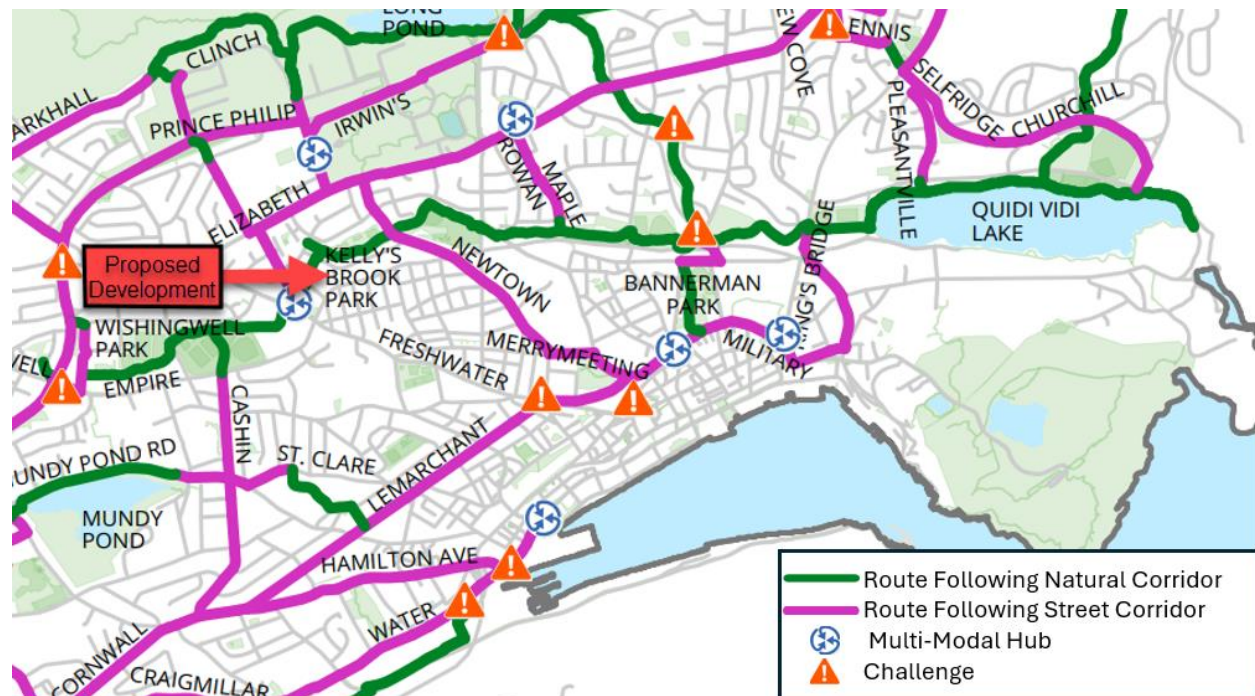


Figure 2: Proposed Bicycle Network

5. TRANSIT

The area within a 8 minute walking distance of the subject site is serviced by Metrobus routes 2-ZIP Avalon | Virginia Park | Village, 10-ZIP Downtown | MUN | Avalon, and 12 Village | Avalon.

Bus stops for Route 12 and 10 on Freshwater Road are located within a 500 meter walking distance to the subject site. Bus stops for Route 2 on Elizabeth Avenue are located within a 450 meter walking distance to the subject site. Figure 3 shows the routes and bus stops.

¹ Bike St. John's Master Plan, City of St. John's, June 2019.

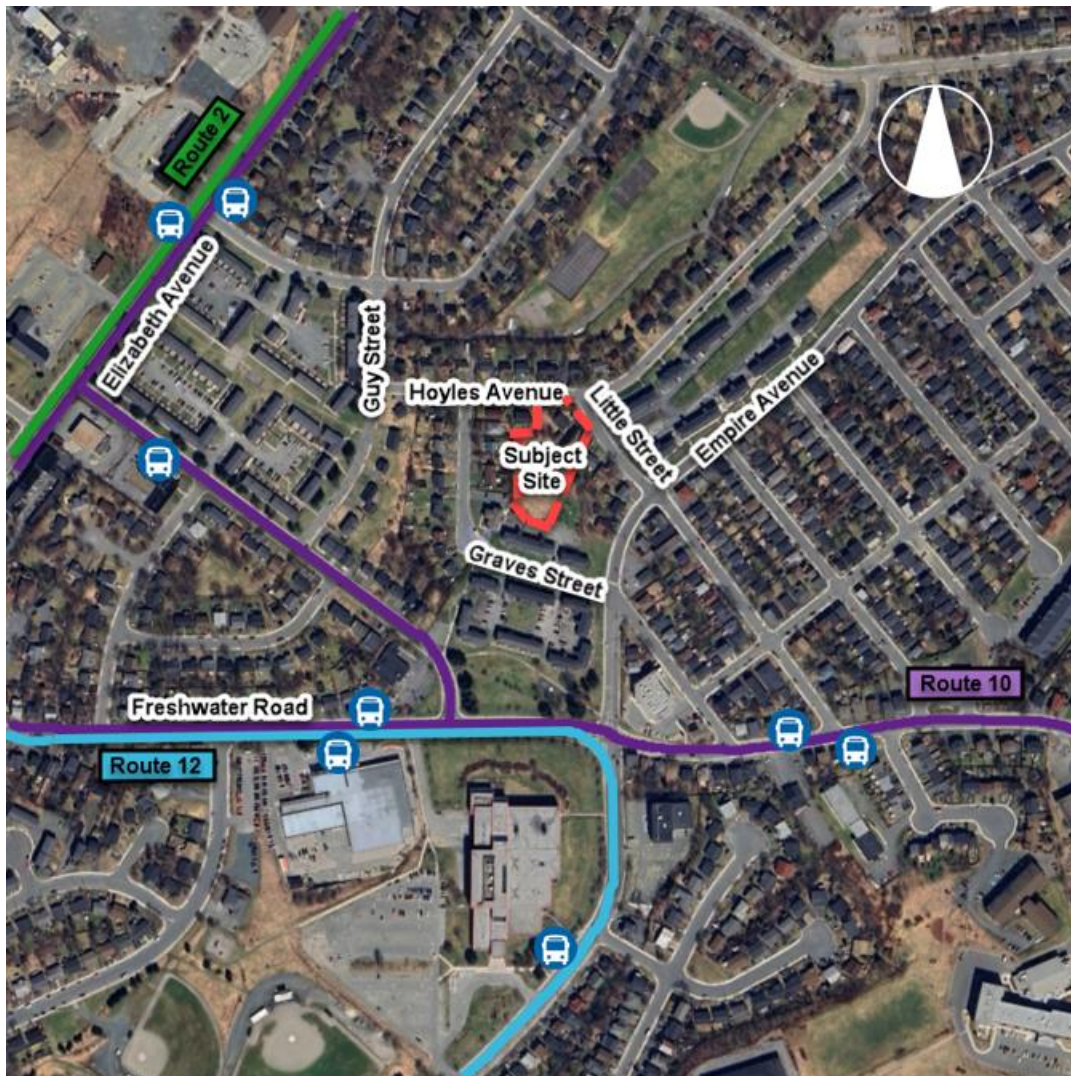


Figure 3: Transit Route and Bus Stop Map

6. PROPOSED DEVELOPMENT

The proposed development plan consists of a midrise residential building with 100 one-bedroom apartments. The development site will have 52 car spaces and 50 bicycle parking spaces, both of which will mostly be provided within an indoor garage. Vehicle access to the mid-rise building will be provided with one driveway, 7.3 meters in width, off Hoyles Avenue. There is also a concrete walkway that connects to the sidewalk on Little Street. The proposed site development plan is shown in Figure 4.

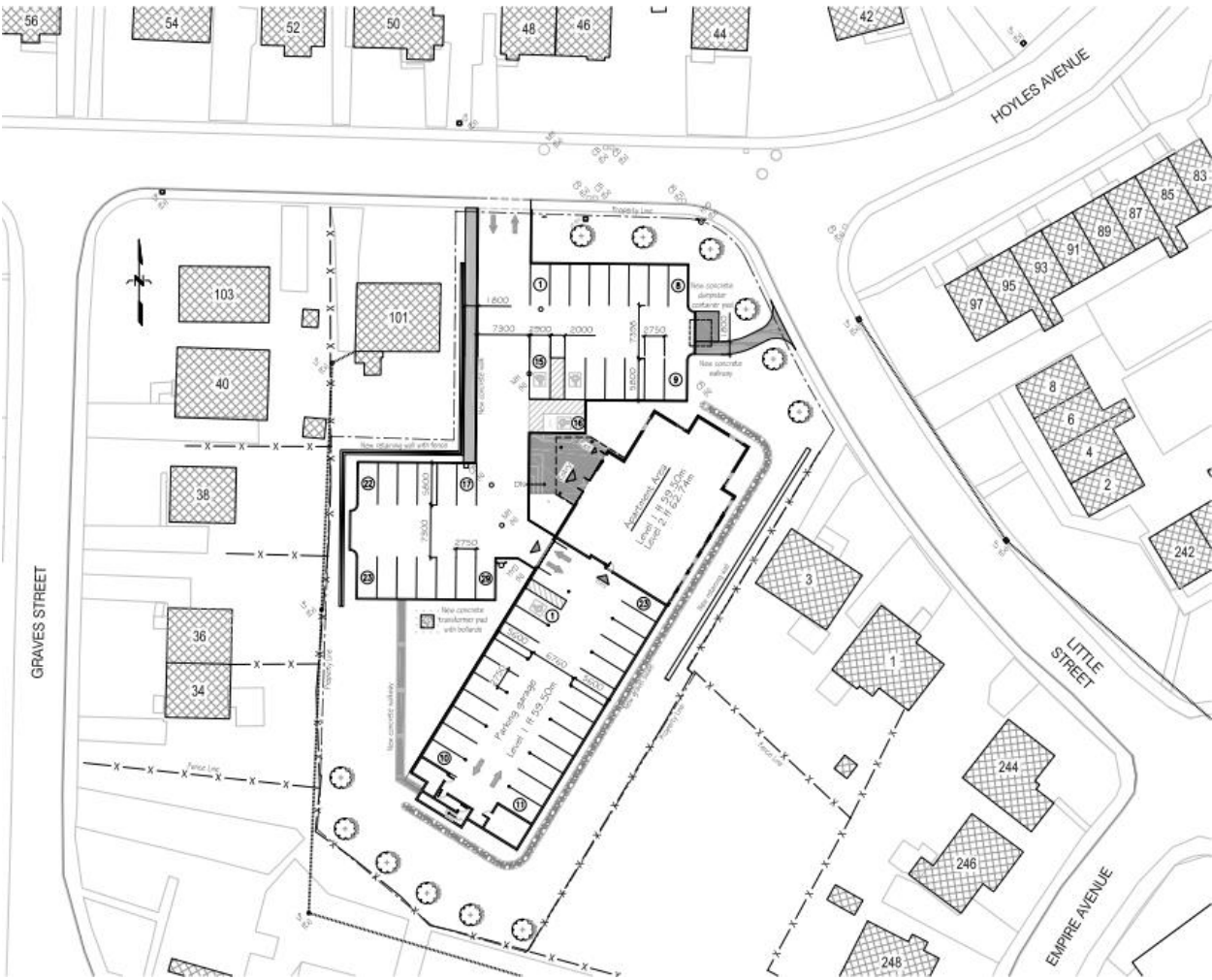


Figure 4: Site Development Plan

7. PARKING

The Envision St. John's Development Regulations² prescribe minimum and maximum parking requirements by land use. Table 1 summarizes the parking requirements for the proposed site land uses.

Table 1: City of St. John's Parking Requirements

Type of Building	Minimum	Maximum
------------------	---------	---------

² Envision St. John's Development Regulations, Amended December 2022

Apartment Building and/or Dwelling Units in a Commercial or Institutional Zone	0.8 spaces for every studio unit 0.9 spaces for every 1-bedroom unit 1.0 space for every 2-bedroom unit 1.2 spaces for every 3-bedroom unit or greater 0 visitor spaces for the first 7 units; 1 visitor space per 7 units thereafter	1.2 spaces for every studio unit 1.2 spaces for every 1-bedroom unit 1.5 spaces for every 2-bedroom unit 2.0 spaces for every 3-bedroom unit or greater Maximums are cumulative for building and inclusive of visitor parking
Residential Use, except Apartment Building, Dwelling Units in a Commercial or Institutional Zone, Micro Unit Dwelling and Tiny Home Dwelling	1 space for every dwelling unit	Not applicable

Table 2 summarizes the calculation of the site parking requirements. The minimum parking requirement for the 100-unit building is 103 parking spaces.

Table 2: Calculation of Required Parking Spaces

Dwelling Size	Number of Units		Minimum	Maximum
1 Bedroom	100		90	120
Visitor	-		13	-
Total Parking Spaces			103	120

The on-site parking supply of 52 parking spaces is comprised of 46 spaces for residents and six spaces for visitors. This does not meet the City's minimum parking requirements. The developer has asked for a relief on parking to support 49 affordable rate units which will not include parking in the rent price. This will benefit university students who may not own a car and can use alternative transportation methods with ease due to the site's proximity to Memorial University. Additional measures to support the reduction of on-site parking requirements are also discussed in the following section.

In addition to vehicle parking, the Development Regulations prescribes a minimum of one bicycle parking space for every two residential units. A minimum of 50 bicycle parking spaces are required. Those 50 bicycle parking spaces will be provided at both interior and exterior locations on the site.

8. TRANSPORTATION DEMAND MANAGEMENT

The developer is proposing Transportation Demand Management (TDM) measures to help encourage the use of alternative modes of transportation and reduce reliance on single occupant vehicles. The proposed TDM measures include:

- Walking:

- Sidewalk connections from building entrances to the external sidewalk network along Little Street and Hoyles Avenue.
- ▶ **Cycling:**
 - The subject site is well positioned to be integrated with the future cycling network
 - Interior and exterior on-site bicycle parking is provided
- ▶ **Transit:**
 - The subject site is well positioned to be integrated with the existing transit network. The area is served by several transit routes.
 - Sidewalks and crosswalks are provided along pedestrian routes between the subject site and bus stops on Freshwater Road, Anderson Avenue and Elizabeth Avenue;
- ▶ **Parking:**
 - The price of parking will be separated from the rent price, rewarding/attracting residents who do not own a vehicle or who wish to forgo their vehicle and providing an incentive for residents who wish to reduce the number of vehicles in their household.
 - The site's proximity to transit and future cycling connections and its proposed accommodation of pedestrians and cyclist on-site will provide adequate accessibility to sustainable transportation modes for residents who do not own a vehicle.

9. SITE TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*³ was used to estimate the vehicle trip generation for the site. Land use code 221 Multifamily Housing (Mid-Rise), General Urban/Suburban were used for the proposed development. Table 3 summarizes the trip generation rates for the land use code.

Table 3: Trip Generation Rates

Land Use	AM Peak Hour			PM Peak Hour		
	Rate	Entering	Exiting	Rate	Entering	Exiting
221 Multifamily Housing (Mid-Rise)	$T = 0.44(X) - 11.61$	23%	77%	$T = 0.39(X) + 0.34$	61%	39%
Note: Units are in dwelling unit for residential uses.						

The weekday morning (AM) and afternoon (PM) peak hour trip generation estimates for the site are summarized in Table 4. On a typical weekday, the site is estimated to generate 32 vehicle

³ *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

trips in the morning peak hour (7 trips entering and 25 trips exiting) and 39 vehicle trips in the afternoon peak hour (24 trips entering and 15 trips exiting).

Table 4: Trip Generation Estimates

Land Use	Qty	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
221 Multifamily Housing (Mid-Rise)	100	32	7	25	39	24	15
Note: Units are in dwelling unit for residential uses.							

It is anticipated that the new vehicle trips associated with the proposed development can be accommodated along Little Street, Hoyles Avenue and Empire Avenue with a negligible impact on traffic operations.

10. ACCESS SIGHT DISTANCE REVIEW

A sight distance review was completed for the site access point and Hoyles Avenue to confirm that the sight lines meet the minimum stopping and decision sight distance requirements of the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads*⁴.

The minimum stopping and decision sight distance requirements for a two-lane roadway with a design speed of 50 km/h are:

- Minimum stopping sight distance = 65 metres;
- Minimum turning sight distance – left-turn from stop = 105 metres; and
- Minimum turning sight distance – right-turn from stop = 95 metres.

The sight line east of the access (looking to the right) is shown in Figure 5. The sight line extends to the horizontal curve of Hoyles Avenue, indicating there is approximately 82 metres of sight distance available. The minimum turning sight distance for a left-turn does not meet the minimum 105 meters required. However, vehicles are likely to slow down along the horizontal curve. With vehicle traveling 39 km/h or less on Hoyles Avenue, the turning sight distance for a left-turn will be met. Moreover, the minimum stopping sight distance for a left-turn are met east of the access. Vehicles parallel parked along Hoyles Avenue may block the sight line.

The sight line west of the access (looking to the left) is shown in Figure 6. The sight line extends to the intersection of Hoyles Avenue and Guy Street, indicating there is approximately 132 metres of sight distance available. The requirements for minimum stopping sight distance and turning sight distance for a right turn are met west of the access. Vehicles parallel parked along Hoyles Avenue may block the sight line.

⁴ *Geometric Design Guide for Canadian Roads*, Transportation Association of Canada, June 2017.



Figure 5: Site Access, Sight Line East of Access (Looking to the Right)



Figure 6: Site Access, Sight Line West of Access (Looking to the Left)

11. CONCLUSIONS AND RECOMMENDATIONS

Harbourside Transportation Consultants has completed a traffic impact statement relating to the development application for a proposed residential development at 5-7 Little Street Place in St. John's, NL.

The proposed development will include a mid-rise residential building with 100 units. The development will be accessed by a new driveway on Hoyles Avenue. The following conclusions were gathered from the investigations carried out:

- The proposed development is expected to generate 32 vehicle trips in the AM peak hour (7 trips in/25 trips out) and 39 vehicle trips in the PM peak hour (24 trips in/15 trips out).
- It is anticipated that the new vehicle trips associated with the proposed development can be accommodated along Little Street, Hoyles Avenue and Empire Avenue with a negligible impact on traffic operations.
- The minimum on-site parking requirement is 103 vehicle parking spaces (90 resident, 13 visitor) and 50 bicycle parking spaces. The site's proposed bicycle parking supply of 50 spaces meets this minimum requirement. The site's proposed vehicle parking supply is 52 vehicle parking spaces, which does not meet the minimum requirements. The developer has asked for relief on parking to support 49 affordable rate units which will not include parking in the rent price.
- The site plan includes TDM measures that can assist in reducing the site transportation impacts and parking needs.
- Sight lines at the proposed site access meet the minimum stopping and turning sight distance requirements, except for the minimum turning sight distance for a left-turn. However, due to the horizontal curve along the sightline, vehicles will likely slow down, reducing the turning sight distance required for left turns.

If you have any questions or require and additional information regarding the above, please don't hesitate to contact me at your convenience.

Best Regards,



Mark Stuckless, P. Eng.
Senior Transportation Engineer
Tel: 709-697-8568
Email: mstuckless@harboursideengineering.ca

Theresa K. Walsh

From: [REDACTED]
Sent: Wednesday, November 13, 2024 10:28 AM
To: CityClerk
Subject: Proposed Development at 5-7 Little St.

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

Background:

In 2018 Civic #99 Hoyles Ave was a stand alone piece of property. Today according to your documentation it is represented as part of the property identified as 5-7 Little St. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I wish this information be confidential with the City of St. John's and the proponent.

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, November 15, 2024 3:32 PM
To: CityClerk
Subject: 5-7 Little Street

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the Report a Phish button to report it.

To whom it may concern,

My name [REDACTED] I just received notice that there is a proposal to develop at 20 meter high apartment building [REDACTED] [REDACTED] To say I'm devastated would be an understatement.

[REDACTED] driveway and big backyard to insure the freedom and privacy that I have longed for, for many years. Which I believed I was getting when purchasing this property. I've spent the past summer clearing out the overgrowth due to neglect of previous owner in the backyard in preparation for next years projects (enclosed fence, new grass, trees, and flower beds). For my own little piece of heaven in center city.

My dream, plans, inner peace and privacy will be all wiped out if this proposal is allowed to proceed. More pacifically [REDACTED] zero privacy from the occupants of the building [REDACTED]

2. [REDACTED] with a 20 meter high industrial looking building [REDACTED] line of sight.
3. It will block out all the natural sunlight to [REDACTED]. Not allowing my future garden/flower beds to flourish.

[REDACTED] The only stress free part of my day is in the mornings enjoying my coffee [REDACTED] looking at my surroundings, listening to the birds, enjoying the warmth of the sun on my face, and my privacy This peace and calm helps me face the day ahead. After all the struggles I've overcome to achieve this little piece of peace and now hangs in the balance of this decision is truest heartbreaking.

... Please inform me what actions needs to be taken in order to ensure that this does not proceed .

From: [REDACTED]
Sent:
To: CityClerk
Subject: 5 -7 Little Street

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

To Whom it May Concern at Office of the City Clerk,

As an owner of the property [REDACTED], I would request that the following points be considered before allowing such change of property use for 5 & 7 Little Street as has been applied for by Nevada Properties Inc. :

1. The population density of the neighbourhood is already as high as, if not higher than, originally planned for when these streets were initially laid out. Adding 100 units on properties that originally housed only 2 or 3 homes would severely increase the residents of an already crowded area of the city.
2. Hoyles Avenue already has vehicles parked on both sides of the street that have to be maneuvered around by traffic including taxis, garbage and recycling trucks and snow plows. A 100-unit building that does not provide at least 100 parking spots will add parking congestion to Hoyles and the surrounding streets.
3. There will be an increase of vehicular traffic on small and already heavily parked-on streets causing dangerous conditions for the numerous pedestrians and children who play nearby.
4. A 4-6 story building on Little Street is completely out of proportion to the surrounding 1-1 1/2 story homes surrounding the property. Little Street, Graves Street, and Hoyles Avenue have mostly single or double homes. Even the multi-unit housing on Empire and Hoyles is only 2 stories high. Given the grade of the hill, the 6-story side of the proposed apartment building would be on the lower side of the property, i.e. on Hoyles, towering over many much smaller homes. It would negatively affect the aesthetics of the residential neighbourhood.

I would like to recommend that The City decline the proposal by the property owners to build this 100-unit apartment building for the safety and well-being of the current residents of the neighbourhood.

[REDACTED]

From:



To:

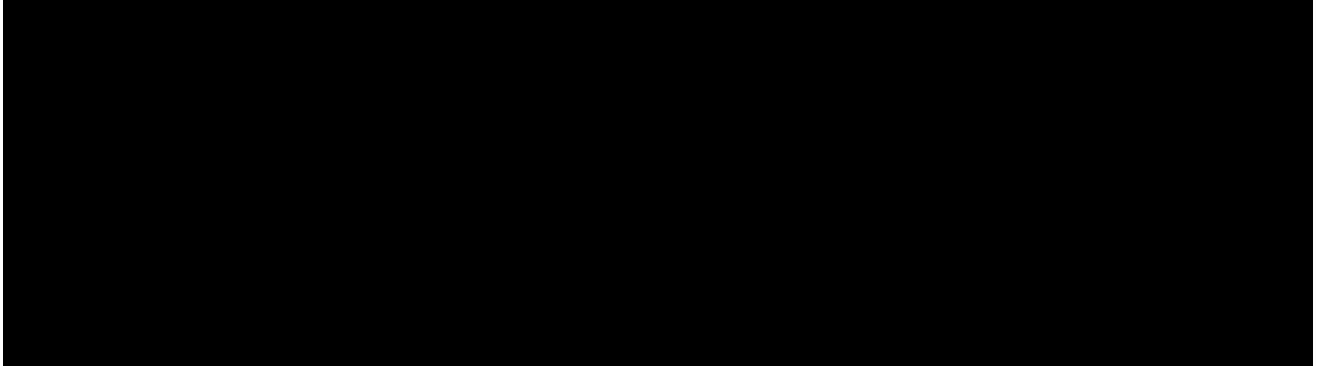
[CityClerk](#)

Subject:

Re 5-7 Little st. I'm afraid [REDACTED] morning sun will be greatly diminished and there will be a great increase in traffic in an area heavily associated with children! [REDACTED]

Date:

Monday, November 4, 2024 10:13:27 AM



Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, November 12, 2024 11:57 AM
To: CityClerk
Subject: 5-7 little street application concerns

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

Good day,

I am the resident and home owner [REDACTED] with concerns regarding the development at 5-7 little street.

1. The sewer system in the area is inadequate to handle the increased requirements of an additional apartment building in the area. [REDACTED] 3 sewer backups [REDACTED] in the past 5 years resulting in property damage each time. The crews that responded the most recent time ([REDACTED]) explained how the Graves street sewer main flow almost stops, when it meets the Holes Ave main. [REDACTED] was the foreperson on duty who responded along with city staff Nathan and Charlie.

2. The tallest houses / apt buildings within 150m are no taller than 2 stories. The proposed building is 4-6 stories, which 50% taller. This will completely block the sun of neighbouring properties on Graves street. The existing houses were built in the mid 50's and have had sun in their backyards and windows for the last 70 years. These resident will be robbed of this normal part of life, ability to grow vegetables and plants and enjoy summer sun on their patios. Growing produce and buy local has been pushed for a number of years now and this development will hinder this movement.

Regards,

A concerned resident, property owner and tax payer.

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 18, 2024 11:41 AM
To: CityClerk
Subject: Application Nevada Properties Inc. for 5 & 7 Little Street

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

Office of the City Clerk
St. Johns, NL
A1C 5M2
November 18th, 2024

Re: Comments Property Owners within 150 metres of the application site

Thank you for your invitation to provide comments on the proposed development.

I am extremely concerned about the negative effects of this development on my enjoyment of [REDACTED] property, as well as the effect on its value.

My primary concerns are:

- loss of sunlight blocked by a 4-6 storey building on my southern border/back garden
- loss of privacy from a potential 50 units overlooking my back garden
- loss of green space
- loss of peace and quiet
- threat of flooding
- increased traffic in the neighbourhood

The proposed height of 4-6 storeys is not consistent with building heights in this neighbourhood.

The original approved development was 3 storeys and for a Personal Care Home. At least one of my neighbours refused to object to it because it was, " for the old people". Why do I get the feeling we've been duped ?

Or is this a case of, " Give them 3 storeys and they'll take 6" ?

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, November 19, 2024 8:29 PM
To: CityClerk
Subject: Re: 5-7 little street comments

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

Hi team,

[REDACTED]

[REDACTED] I have recently been informed about city's letter about comment on new zoning. I apologize for the delay.

Here are my comments:

Its a great initiative but I have some concerns.

The proposed construction would totally block the little sun light [REDACTED] I would like if blueprints are available so that I know if it is going to be a significant concern or not.

Secondly, parking situation is going to be tight, specially in winters, whats the plan in their proposal to mitigate that situation? If parking situation gets tight and there is a need for an emergency vehicle to pass through, it could be a nightmare.

I would like to have more clarity how they are going to take care of these problems.

[REDACTED]

Development Permits List For November 7 to November 20, 2024

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
RES		Subdivision of Land Only	116 Freshwater Road	2	Approved	2024-11-07
IND	10718 NFLD Inc.	Clearing & Grubbing	223 Danny Drive	5	Approved	2024-11-08
RES		Consolidation of Land Only	2 18 th Street	3	Approved	2024-11-13
COM	Port Rexton Brewing Company Ltd.	Discretionary Use-Lounge	286 Torbay Road	1	Approved	2024-11-14
OT	Avalon Mountain Bike Association	Site Work for Canada Games Mountain Bike Course	460 Allandale Road	4	Approved	2024-11-14
RES		Subdivision and Discretionary Use – Single Detached Dwelling	237 Brookfield Road	5	Approved	2024-11-14
RES		Subdivision for Two Lots and Development Approval for a Single Detached Dwelling	364 Blackhead Road	5	Approved	2024-11-14

*** Code Classification:**

RES - Residential	INST - Institutional
COM - Commercial	IND - Industrial
AG - Agriculture	
OT - Other	

**** This list is issued for information purposes only. Applicants have been advised in writing of the Development Officer's decision and of their right to appeal any decision to the St. John's Local Board of Appeal.**

Lindsay Lyghtle Brushett, MCIP
Supervisor – Planning & Development

Permits List

Council's November 26, 2024, Regular Meeting

Permits Issued: 2024/11/07 to 2024/11/20

BUILDING PERMITS ISSUED

Residential		
Location	Permit Type	Structure Type
105 Groves Rd	Renovations	Single Detached Dwelling
11 Dunkerry Cres	Renovations	Single Detached Dwelling
14 Cavell Ave	Renovations	Semi Detached Dwelling
153 Castle Bridge Dr	Renovations	Single Detached Dwelling
17 Maurice Putt Cres	Deck	Patio Deck
18 St. Joseph's Lane	Renovations	Townhousing
19 King Edward Pl	Renovations	Semi Detached Dwelling
23 Chafe's Lane	Accessory Building	Accessory Building
24 Winnipeg St	Accessory Building	Accessory Building
25 Wabush Pl	Site Work	Driveway
26 Gisborne Pl	Renovations	Townhousing
29 Gear St	Accessory Building	Accessory Building
29 Spitfire Dr	New Construction	Single Detached Dwelling
292a Main Rd	Change of Occupancy/Renovations	Single Detached w/ apt.
295 Elizabeth Ave	Change of Occupancy/Renovations	Single Detached Dwelling
3 Ginger St	New Construction	Single Detached Dwelling
3 Morris Ave	Deck	Patio Deck
3 Pepperwood Dr	New Construction	Single Detached Dwelling
32 Livingstone St	Renovations	Townhousing
36 Halifax St	New Construction	Single Detached Dwelling
397 Newfoundland Dr	Site Work	Driveway
397 Newfoundland Dr	Renovations	Single Detached Dwelling
4 Larkhall St	Change of Occupancy/Renovations	Single Detached w/ apt.
40 Baird Pl	Change of Occupancy	Single Detached w/ apt.
44 Larkhall St	Deck	Patio Deck
45 Spencer St	Site Work	Driveway

49 Lemarchant Rd	Renovations	Condominium
4B Lannon St	Accessory Building	Accessory Building
50 Brine St	Deck	Patio Deck
6 Circular Rd	Site Work	Single Detached Dwelling
65 Dillon Cres	Change of Occupancy/Renovations	Single Detached Dwelling
69 Moss Heather Dr	Accessory Building	Accessory Building
7 Harrogate Pl	Deck	Patio Deck
72 Pepperwood Dr	New Construction	Single Detached Dwelling
756 Blackmarsh Rd	Renovations	Single Detached Dwelling
756 Blackmarsh Rd	Change of Occupancy/Renovations	Single Detached w/ apt.
77 Charter Ave	Renovations	Apartment Building
77 Charter Ave	Renovations	Apartment Building
77 Charter Ave	Accessory Building	Accessory Building
8-12 Reddy Pl	Accessory Building	Accessory Building
85 Grenfell Ave	Renovations	Single Detached Dwelling
9 Dyer Pl	New Construction	Single Detached Dwelling
93 Barnes Rd	Renovations	Single Detached Dwelling
93 Tigress St	New Construction	Single Detached w/ apt.

This Week: \$4,433,250.00

Commercial

Location	Permit Type	Structure Type
125 Kelsey Dr	Renovations	Office
140 Stavanger Dr	Renovations	Mixed Use
156 Old Bay Bulls Rd	Extension	Warehouse
235 Water St	Change of Occupancy/Renovations	Office
3 Job St	Change of Occupancy	Office
305 Freshwater Rd	Renovations	Commercial Garage
308 Water St	Sign	Retail Store
320 Torbay Rd	Change of Occupancy	Restaurant
358 Blackhead Rd	Accessory Building	Accessory Building
39 Churchill Ave	Sign	Take Out Food Service
409 Kenmount Rd	Sign	Car Sales Lot
460 Allandale Rd	Site Work	Other
497 Kenmount Rd	Extension	Commercial Garage

60 O'leary Ave	Change of Occupancy/Renovations	Service Shop
69 Elizabeth Ave	Change of Occupancy/Renovations	Service Shop
90 Barter's Hill	Change of Occupancy	Office
99 Airport Rd	Change of Occupancy/Renovations	Office

This Week: \$6,197,016.00

Government/Institutional

Location	Permit Type	Structure Type
192 Brookfield Rd	Accessory Building	Accessory Building

This Week: \$1,000.00

Industrial

Location	Permit Type	Structure Type
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This Week: \$0.00

Demolition

Location	Permit Type	Structure Type
22 Belfast St	Demolition	Single Detached Dwelling
36 Halifax St	Demolition	Single Detached Dwelling
399 Blackhead Rd	Demolition	Accessory Building
79 Old Petty Harbour Rd	Demolition	Accessory Building
829 Main Rd	Demolition	Other

This Week: \$45,000.00

This Week's Total: \$10,676,266.00

REPAIR PERMITS ISSUED:

\$550.00

NO REJECTIONS

YEAR TO DATE COMPARISONS			
November 26, 2024			
TYPE	2023	2024	% Variance (+/-)
Residential	\$84,929,164.41	\$111,935,702.73	32
Commercial	\$105,437,137.83	\$108,045,366.62	2
Government/Institutional	\$7,466,336.46	\$40,114,071.00	437
Industrial	\$190,000.00	\$5,114,500.00	2592
Repairs	\$1,594,910.98	\$1,005,819.11	-37
TOTAL	\$199,617,549.68	\$266,215,459.46	33
Housing Units (1 & 2 Family Dwelling)	202	206	

Respectfully Submitted,

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

MEMORANDUM

Weekly Payment Vouchers For The Weeks Ending November 7 and November 20, 2024

Payroll

Public Works (Week 1)	\$ 470,559.95
Bi-Weekly Casual (Week 1)	\$ 41,511.80
Public Works (Week 2)	\$ 460,544.43
Bi-Weekly Administration (Week 2)	\$ 923,296.55
Bi-Weekly Management	\$ 1,010,278.71
Bi-Weekly Fire Department	\$ 922,166.51
Accounts Payable	\$ 4,178,785.48

(A detailed breakdown [here](#))

Total: \$ 8,007,143.43

ST. JOHN'S

DEPARTMENT OF FINANCE

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

PETITION

725 Southlands Boulevard

Submitted to: Councillor Carl Ridgeley

Submitted by: Galway Residents

Date: Jan 7, 2024

January 5, 2024

Mayor Danny Breen and City Councillors

10 New Gower Street, St. John's, A1C 5M2

Petition: RE: 725 Southlands Boulevard

Issue Arising

An Application from Galway Residential GP Incorporated to revise Schedules A-D in the Planned Mixed Development 1 (PMD1) zone. Revisions include changes to the road network , reducing the frontage of proposed lots, altering the storm water management area, revising trail and open space locations, adding Personal Care Home as a use to the Zone and reducing parking standards to align with City standards.

Residents Petition

We the undersigned residents of Galway oppose all revisions that would change the Galway "Stage 1 " Development Plan.

1.Residents seek councils support to protect the Galway Development, Stage 1 plan, which had made provisions to incorporate and protect the environment while serving the functional needs of the community. It was a great plan and one that strongly influenced home owners to purchase their homes in Galway. Clearly residents do not oppose *changes to future stages* of the Galway development plan but we ask council *not to approve* any revisions that would affect the existing Stage 1 development plan (e.g.: changes to walking trails and open spaces, reduction in space allotted for park area , community garden and areas identified as greenbelts. These spaces currently do exist and approval of developer's application would see them vanish).

2.Residents are opposed to inclusion of a five story Personal Care Home **on Claddagh Road**. At time of purchase homeowners were informed that a three-story owner-occupied residential unit (i.e.; condo's) was going to be built on the lot and there was no discussion about a "for profit" Personal Care Home . This newly proposed plan to build a personal care home in close proximity and directly in front of the residents' private homes will impact the day to day lives of residents and it will create much worry and stress for them. Galway developers have an abundance of land and they have the ability to build a personal care home in a more suitable location.

Please see resident emails submitted to councilors and comments from the Public Forum, November 21, 2023.

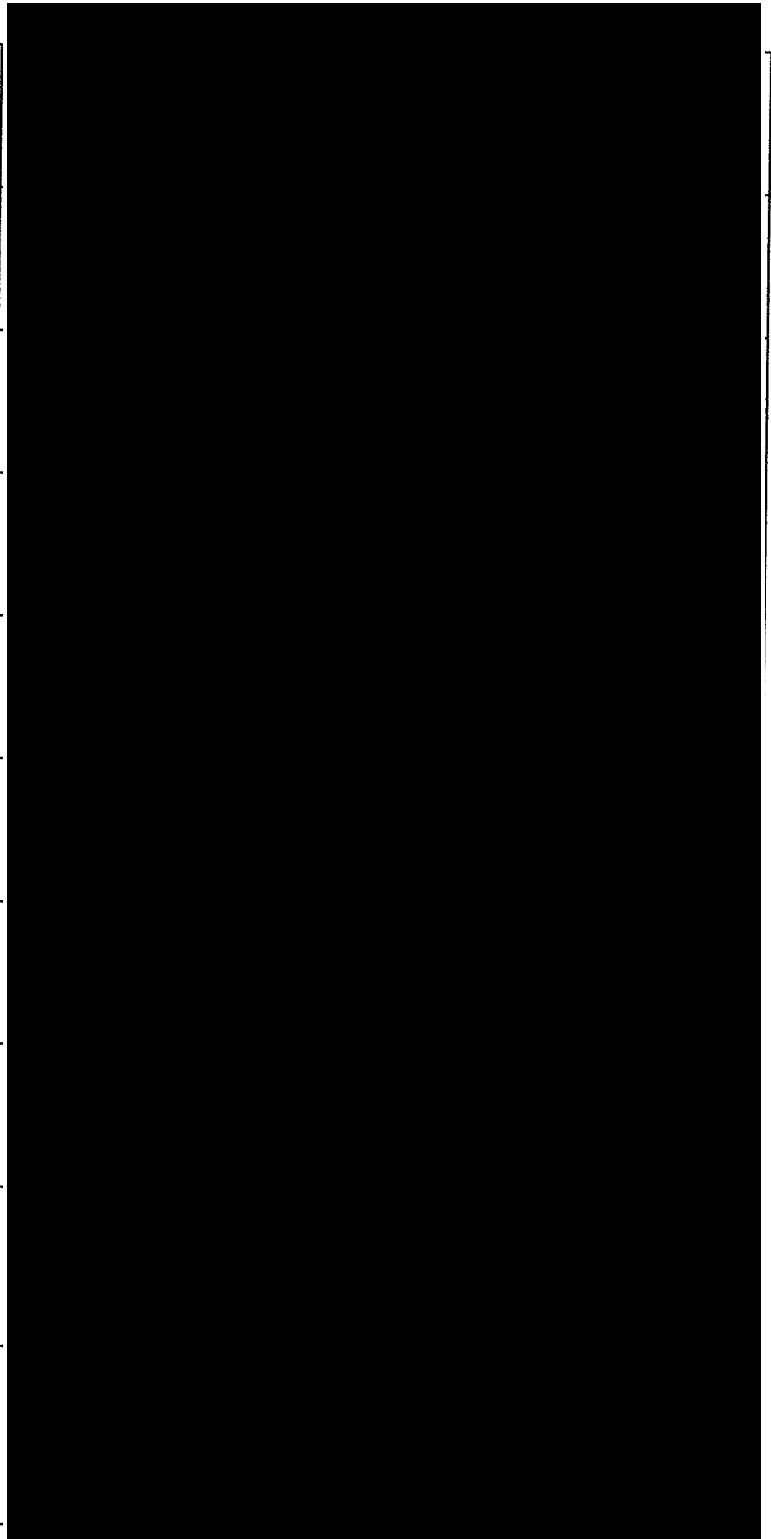
In conclusion we ask that council support resident's position to preserve the original development plan for that lot. We kindly request that the city of St. John's reject those revisions in the application that seek to change the Stage 1 development plan.

Thank you for accepting this petition.

Name

Address

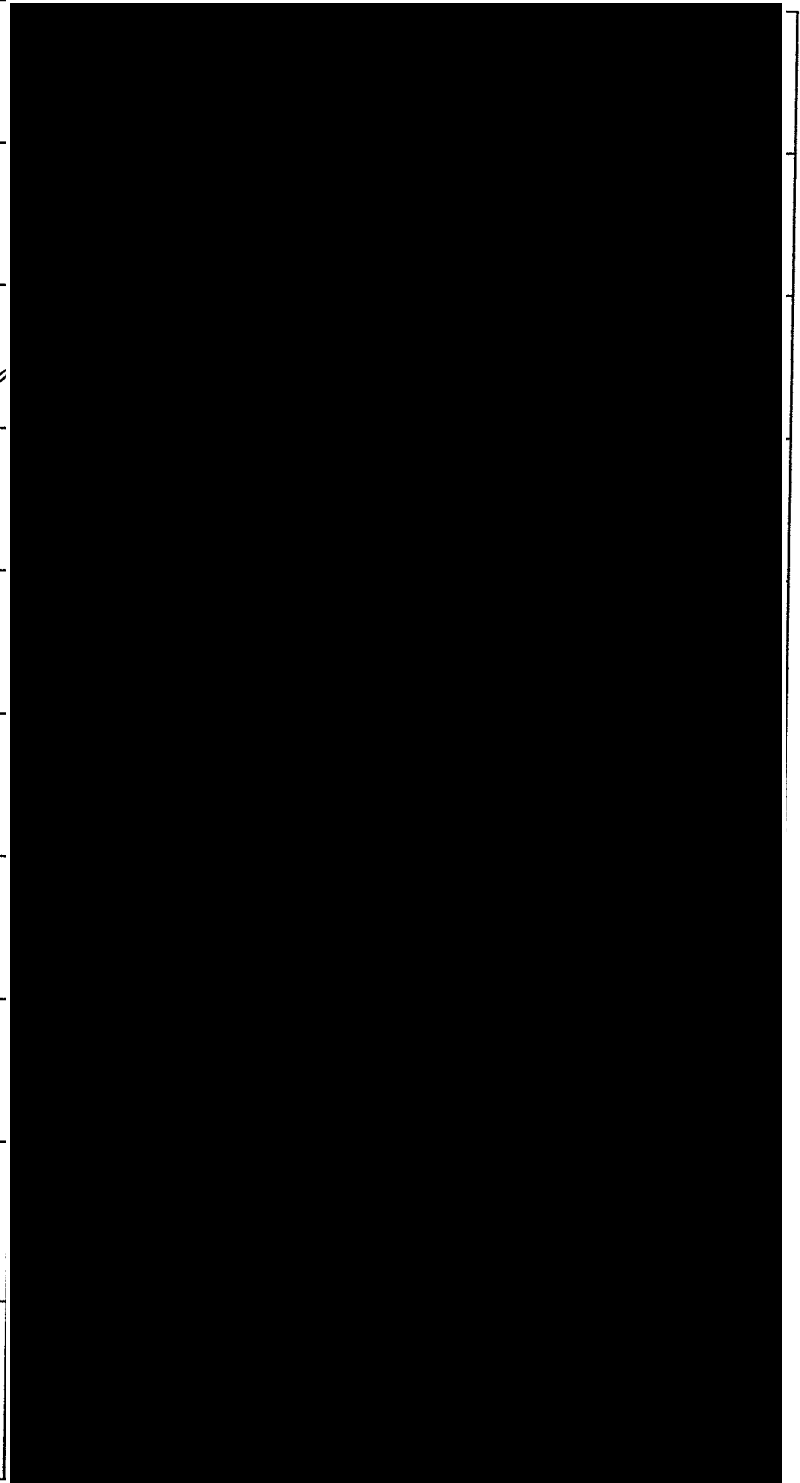
1	Bernardine Moyles
2	Peter Rencypne
3	martha Withrall
4	W.D. ———
5	Joanna Lo Joanna L
6	Jasmi Ralph
7	Siva Breen
8	Vicki Young
9	Andrew Y-Z
10	R. Reynolds



Name

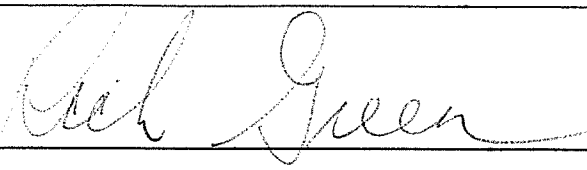
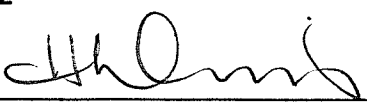

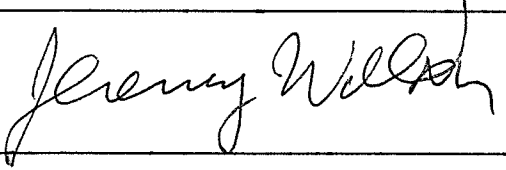
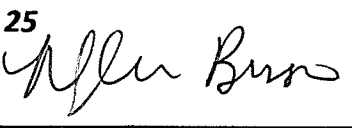
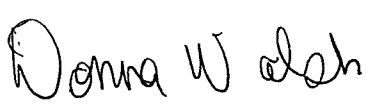

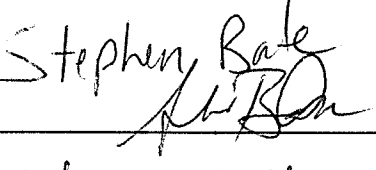
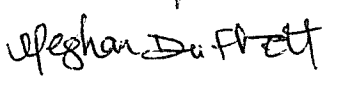

Address

11	Carol Reynolds
12	Dan Riley
13	Stacy McDonald McCarthy
14	John Colbuzov
15	Linda Kellergood
16	Margaret Hatfield
17	Bill Hatfield
18	Royce Cash
19	E. Glenn Williams
20	Lynette Williams



Name

Address

21	
22	
23	
24	
25	
26	
27	DESMOND SAISITTHIDEJ 
28	
29	
30	

Name

Address

31

James Dingling

32

Linda Christair

33

Stephen Duffett

34

Andrea Taylor

35

Danae Weller

36

Rob Keogh

37

Paul Kennedy

38

Susan Kennedy

39

Judy Bottlett

40

Robert Bottlett

Name

Address

41	John Callan	
42	BARRY WHITE B✓	
43	Maureen Duane	
44	Jan Duane	
45	Diane Lorenzen	
46	WA Lorenzen	
47	Purville Donaghy	
48	TRINA GULLIVER	
49	Shirley Matchin	
50	Ar Mh	

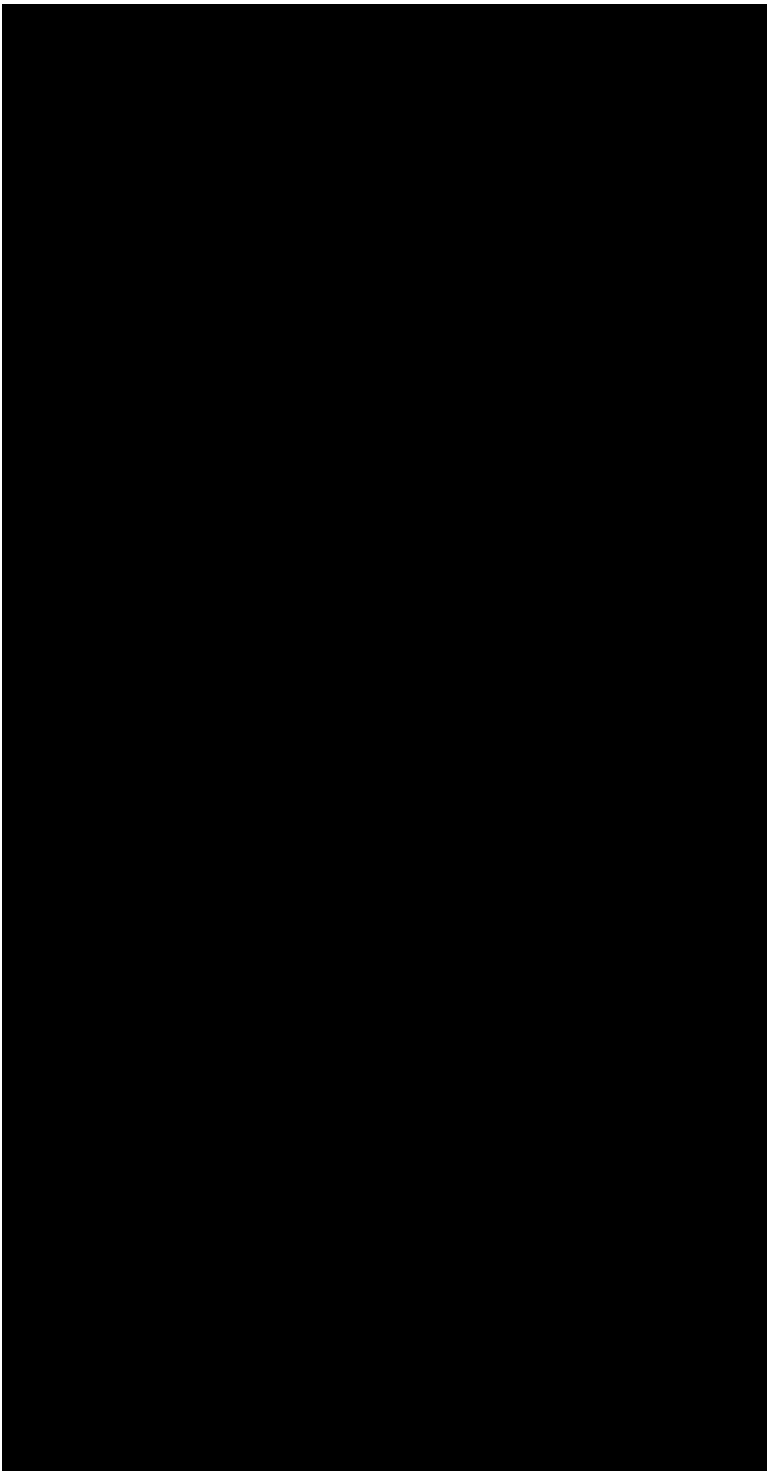
Name

Address

51	Jose & Gerard Meany
52	Barry Allison Heather Allison
53	Heather Allison
54	Sharon Mercer Sharon Mercer
55	Bette Baker
56	John Baker
57	Manner Harry
58	Harold Harry
59	Jordan & Rees
60	Bobbi Rees

Name

Address

61	Connie Fillier	
62	Elaine Randall	
63	James Randall	
64	Bill [unclear]	
65	Peter Eashin	
66	Selene [unclear]	
67	Melissa Keeping	
68	John Kennedy	
69	MIKE PLETSCHE	
70	Wanda Pletsch	

Name

Address

DECISION/DIRECTION NOTE

Title: Art Procurement Recommendations 2024

Date Prepared: November 22, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Sandy Hickman, Arts and Culture Advisory Committee

Ward: N/A

Decision/Direction Required: Approval of the 2024 Art Procurement jury's recommendation to Council regarding purchase of artwork submitted to the 2024 Art Procurement program.

Discussion – Background and Current Status: The Art Procurement program considers submissions by individual artists and commercial art galleries for purchase by the City and subsequent inclusion in the Civic Art Collection. Pieces in the Civic Art Collection are displayed throughout City Hall and other City buildings, in offices, boardrooms, public spaces, etc. These artworks are also regularly displayed in Wyatt Hall as a part of seasonal or themed exhibitions intended to share the collection with the general public and encourage engagement with the visual arts.

This year in response to the call for submissions, there were 249 pieces submitted for consideration, from 94 artists. Each artist can submit up to three pieces for consideration.

The jury for the Art Procurement program is comprised of subject matter experts in the area of visual art: practicing artists, art teachers, art writers, curators, and/or other persons knowledgeable in the area of visual art.

The jury met virtually on November 22, 2024, and selected 24 pieces for purchase (please see attached), totaling \$19,960.00. The annual budget for Art Procurement is \$20,000.

Upon approval, agreements will be signed between the City and the selected artists and/or the commercial gallery representing them, and the selected artworks will be delivered to the City Archives for cataloguing and inclusion in the Civic Art Collection.

Key Considerations/Implications:

1. **Budget/Financial Implications:** The 2024 budget includes \$20,000 for the purchase of artwork through the Art Procurement program. The jury has recommended the purchase of artwork totaling \$19,960.00.
2. **Partners or Other Stakeholders:** City staff worked with an external jury to assess and select artworks to be recommended for purchase.

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3. Is this a New Plan or Strategy: No

If yes, are there recommendations or actions that require progress reporting?

If yes, how will progress be reported? (e.g.: through the strategic plan, through Cascade, annual update to Council, etc.)

4. Alignment with Strategic Directions:

A Connected City: Increase and improve opportunities for residents to connect with each other and the City.

A Connected City: Develop and deliver programs, services and public spaces that build safe, healthy and vibrant communities.

5. Alignment with Adopted Plans: Planning for a Creative Future: The City of St. John's Municipal Arts Plan

6. Accessibility and Inclusion: N/A

4. Legal or Policy Implications: Selected artists and/or the commercial galleries representing them will enter into an agreement with the City.

5. Privacy Implications: N/A

6. Engagement and Communications Considerations: The Call for Submissions was promoted through City channels. City staff will work to determine the most appropriate means through which an announcement concerning the selected pieces may be shared.

7. Human Resource Implications: N/A

8. Procurement Implications: Once approved, the artworks selected by the Jury will be acquired for inclusion in the Civic Art Collection.

9. Information Technology Implications: N/A

10. Other Implications: N/A

Recommendation:

That Council approve the 2024 Art Procurement Jury's recommendations for purchase as attached.

Prepared by: Théa Morash, Arts & Cultural Development Coordinator

Approved by: Erin Skinner, Manager – Tourism, Culture and Business Growth

2024 Art Procurement

Artworks Recommended for Purchase

Artist Name	Title	Price
Ahmadkelayeh, Sara	On the Beach Alone	\$ 1,350.00
Apel, Luca Jesse	Bound	\$ 400.00
Batten, Chris	Aunt Julie's Trigger Mitts - red	\$ 625.00
Bennett, Kyle	Celebration of Light - Labradorite Sky	\$ 1,350.00
Chubbs, Flora	Shooting Stars	\$ 1,750.00
Clarke, Caroline	She's Pretty Sharp	\$ 350.00
Dabinett, Diana	Pansy Polka	\$ 1,175.00
Enstrom, Malin	Tilting III	\$ 900.00
Gillies, Ian	Pitcher Plant	\$ 350.00
Hollett, Matthew	Heaviness and Light	\$ 1,300.00
Holloway, Amy	Tomorrow's Tide	\$ 1,200.00
Iddon, Vanessa	Grounded	\$ 400.00
Makaremi Nia, Nasim	Tuckaway	\$ 500.00
Piercey, Lisa	Murphy's	\$ 500.00
Ryall, Margaret	Taken for Granted	\$ 400.00
Sachdeva, Nikita	Bay House	\$ 150.00
Sakhno, Lu	Don't Go into the Woods	\$ 1,150.00
Singh, Anita	Mandala Series; Clover NL	\$ 825.00
Song, Ginok	A Port Hole View	\$ 1,500.00
Sopkowe, Emile	The Swimmer	\$ 215.00
Sparks, David	angry goose #3	\$ 320.00
Tiller, Anastasia	Cod Creature Push and Pull	\$ 900.00
Trubachova, Kseniia	Rootless	\$ 1,500.00
van Nostrand, Krista	Winnowing Blueberries #4	\$ 850.00
TOTAL		\$ 19,960.00

ART PROCUREMENT 2024

Recommendations

ST. JOHN'S

ART PROCUREMENT 2024

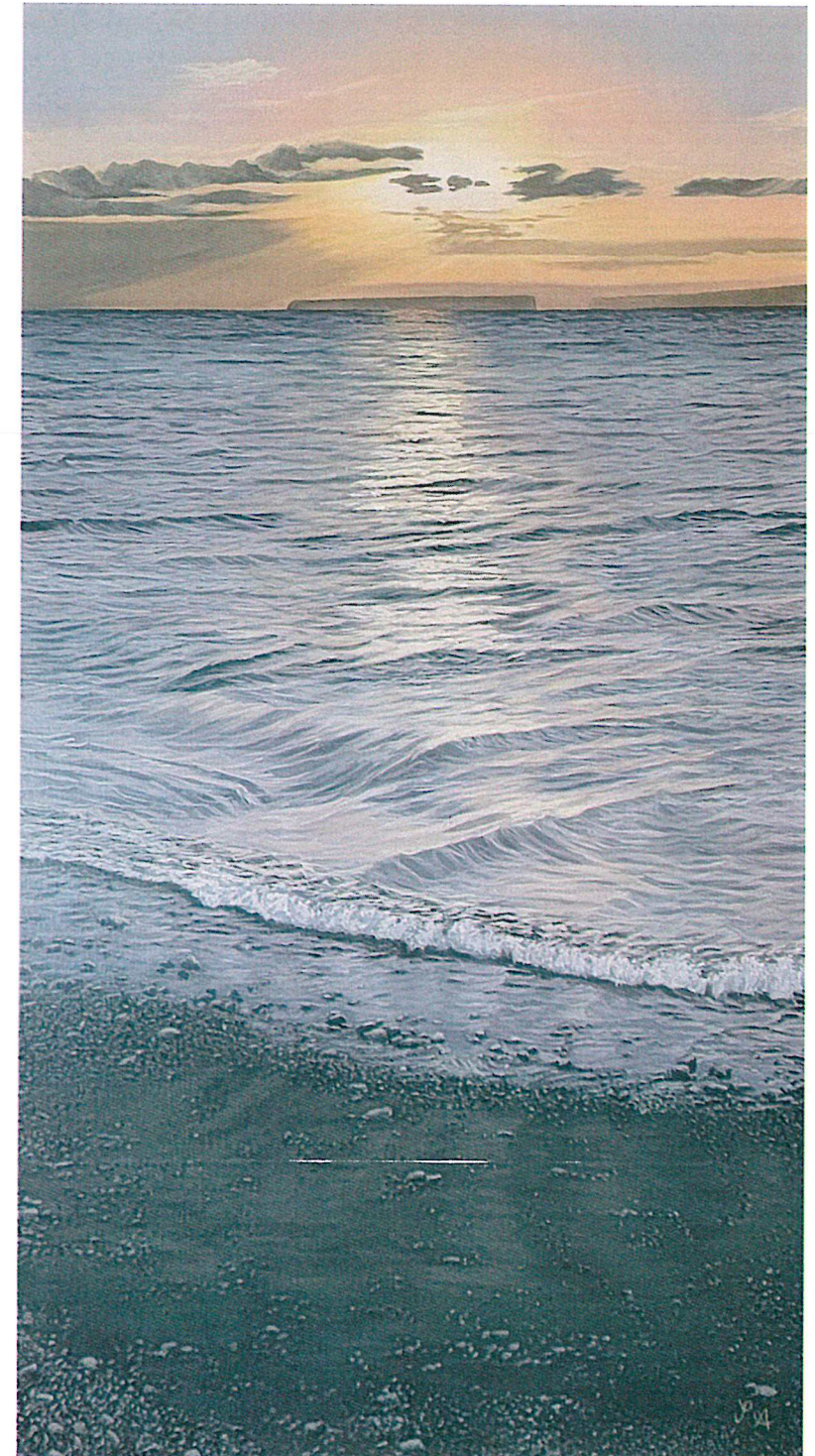
Artist name: Ahmadvkelayeh, Sara

Title: On the Beach Alone

Media: Acrylic on canvas

Dimensions: 32" H x 18" W

Price: \$1,350



ART PROCUREMENT 2024

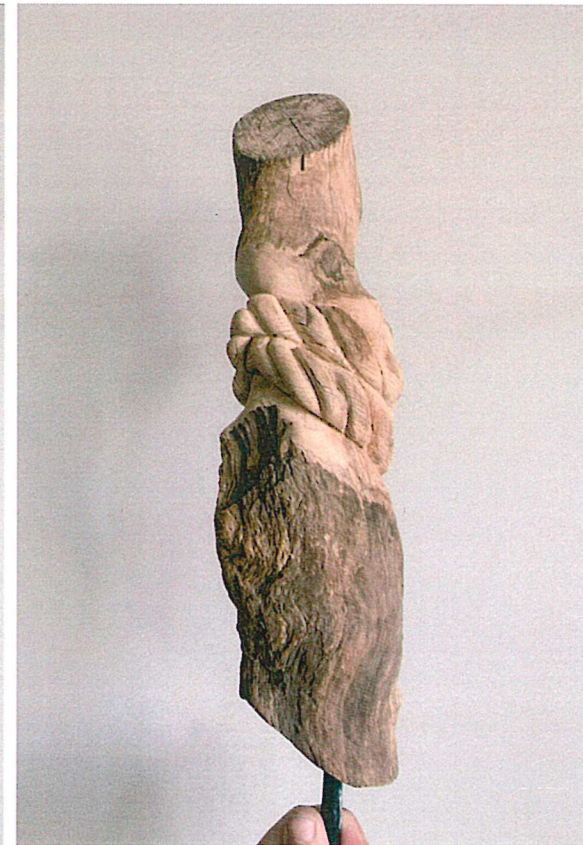
Artist name: Apel, Luca Jesse

Title: Bound

Media: Driftwood, metal
sculpture stand

Dimensions: 12" H x 3" W x
9" Diam.

Price: \$400



ART PROCUREMENT 2024

Artist name: Batten, Chris
Title: Aunt Julie's Trigger Mitts - red
Media: Reduction woodcut
Dimensions: 18.5" H x 20.75" W

Price: \$625



ART PROCUREMENT 2024

Artist name: Bennett, Kyle
Title: Celebration of Light -
Labradorite Sky
Media: Oil on canvas
Dimensions: 24" H x 36" W

Price: \$1,350



ART PROCUREMENT 2024

Artist name: Chubbs, Flora

Title: Shooting Stars

Media: Linens and cottons custom dyed
by the artist, recycled materials

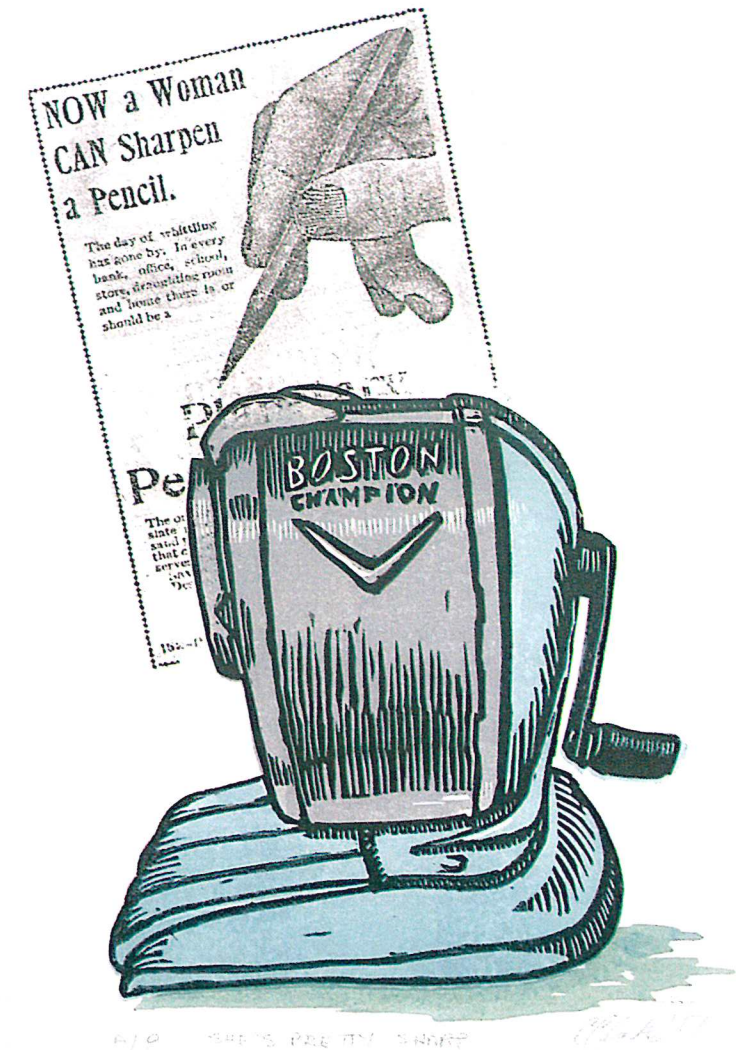
Dimensions: 90" H x 80" W

Price: \$1,750



Artist name: Clarke, Caroline
Title: She's Pretty Sharp
Media: Linocut print + mixed media
Dimensions: 15" H x 11" W

Price: \$350



ART PROCUREMENT 2024

Artist name: Dabinett, Diana
Title: Pansy Polka
Media: Watercolour on paper,
matted and framed
Dimensions: 9.5" H x 27.75 " W

Price: \$1,175



ART PROCUREMENT 2024

Artist name: Enstrom, Malin

Title: Tilting III

Media: Acrylic on panel

Dimensions: 14" H x 18" W

Price: \$900



ART PROCUREMENT 2024

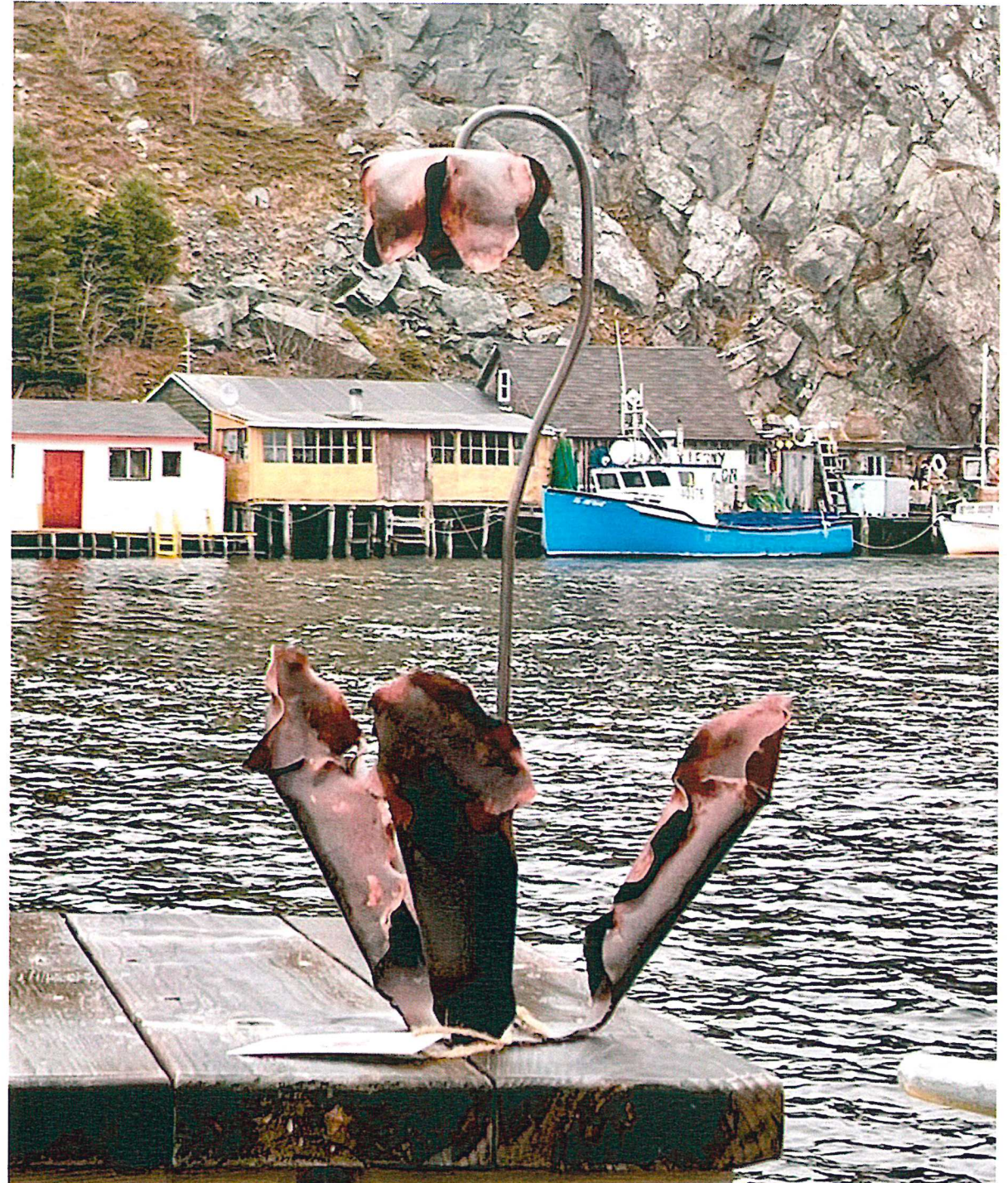
Artist name: Gillies, Ian

Title: Pitcher Plant

Media: Steel, cut, hand hammered and shaped in a traditional coal forge. Finish coating of dyes and paint mixture

Dimensions: 18" H x 12" W

Price: \$350



ART PROCUREMENT 2024

Artist name: Hollett, Matthew
Title: Heaviness and Light
Media: Archival inkjet print on
Luxe Cotton Rag paper
Dimensions: 28" H x 38" W

Price: \$1,300



ART PROCUREMENT 2024

Artist name: Holloway, Amy

Title: Tomorrow's Tide

Media: Oil on canvas

Dimensions: 30" H x 40" W

Price: \$1,200



ART PROCUREMENT 2024

Artist name: Iddon, Vanessa

Title: Grounded

Media: Acrylic on upcycled glass window with wooden frame. Sealed and hung outdoors for three months

Dimensions: 32" H x 32" W

Price: \$400



ART PROCUREMENT 2024

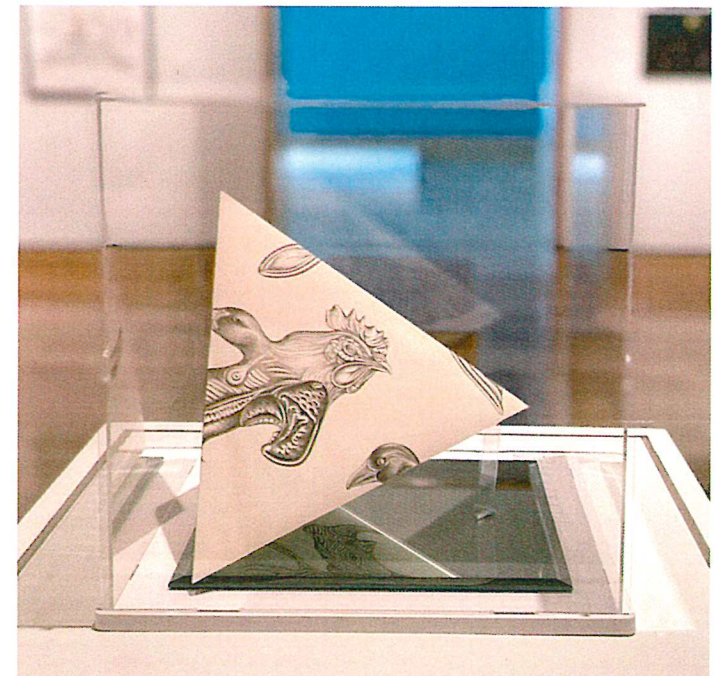
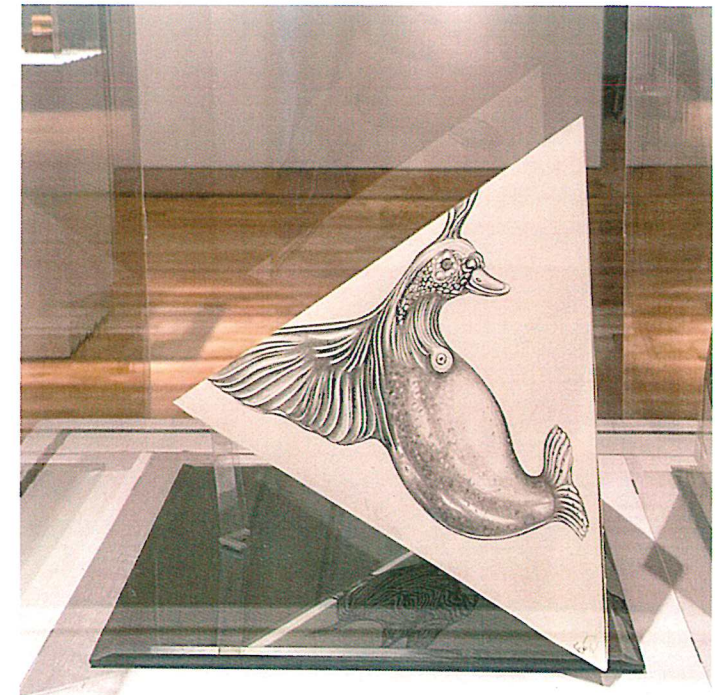
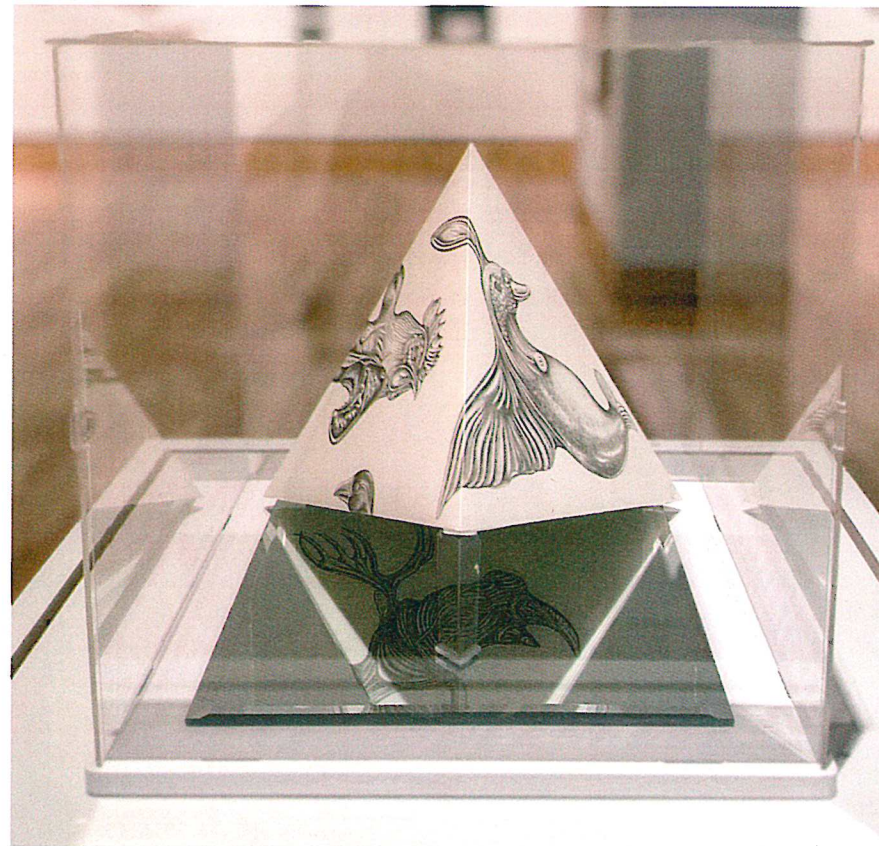
Artist name: Makaremi Nia, Nasim

Title: Tuckaway

Media: Drawing with pencil on folded paper

Dimensions: 7" H x 7" W x 7" D

Price: \$500



Artist name: Piercey, Lisa

Title: Murphy's

Media: Photograph on gallery wrapped canvas, Giclée print

Dimensions: 24" H x 35.5" W

Price: \$500



ART PROCUREMENT 2024

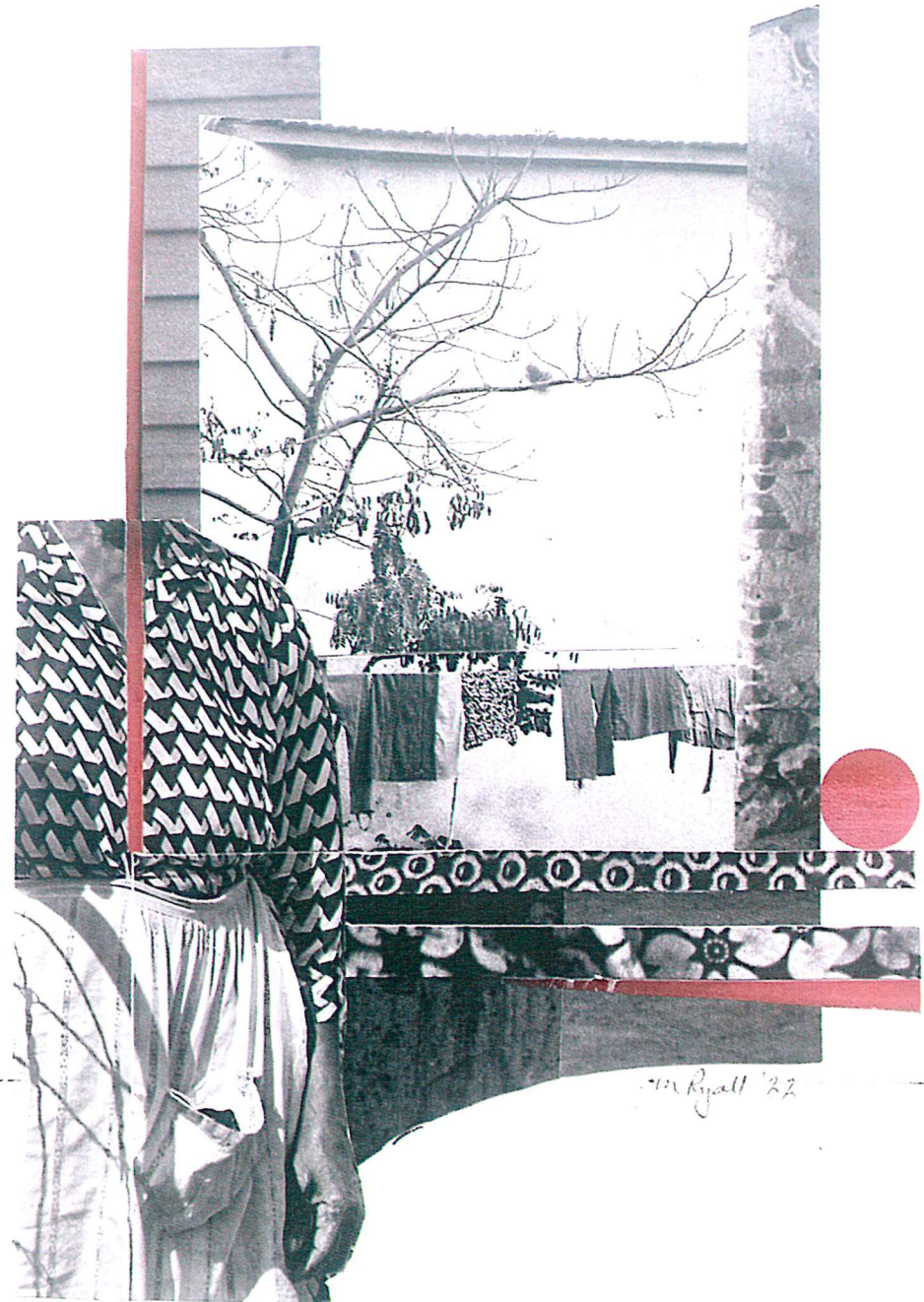
Artist name: Ryall, Margaret

Title: Taken for Granted

Media: Mixed media collage

Dimensions: 14" H x 11" W

Price: \$400



ART PROCUREMENT 2024

Artist name: Sachdeva, Nikita

Title: Bay House

Media: None listed

Dimensions: 12" H x 8" W

Price: \$150



ART PROCUREMENT 2024

Artist name: Sakhno, Lu

Title: Don't Go into the Woods

Media: Acrylic, canvas

Dimensions: 30" H x 20" W

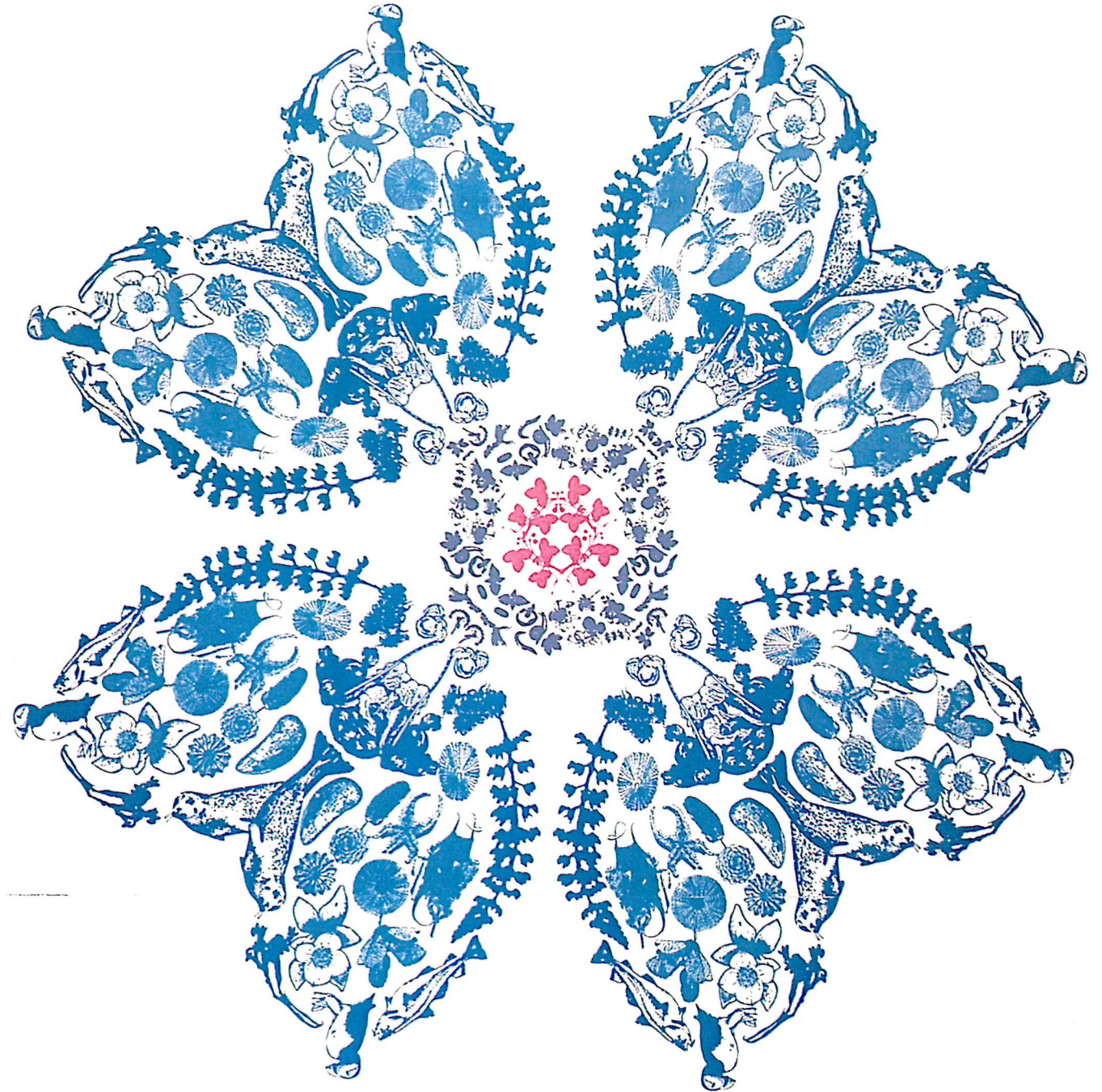
Price: \$1,150



ART PROCUREMENT 2024

Artist name: Singh, Anita
Title: Mandala Series; Clover NL
Media: Serigraph print
Dimensions: 28" H x 28" W

Price: \$825



ART PROCUREMENT 2024

Artist name: Song, Ginok

Title: A Port Hole View

Media: Oil on canvas

Dimensions: 20" Diam.

Price: \$1,500



ART PROCUREMENT 2024

Artist name: Sopkowe, Émile

Title: The Swimmer

Media: Hooked rug. Wool, cotton, other
post-consumer reclaimed textiles.

Dimensions: 12.5" H x 8.25" W

Price: \$215



ART PROCUREMENT 2024

Artist name: Sparks, David

Title: angry goose #3

Media: Raw cotton canvas and dilute acrylic

Dimensions: 46" H x 29" W

Price: \$320



ART PROCUREMENT 2024

Artist name: Tiller, Anastasia
Title: Cod Creature Push and Pull
Media: Hooked rug, framed
Dimensions: 24.5" H x 36" W

Price: \$900



ART PROCUREMENT 2024

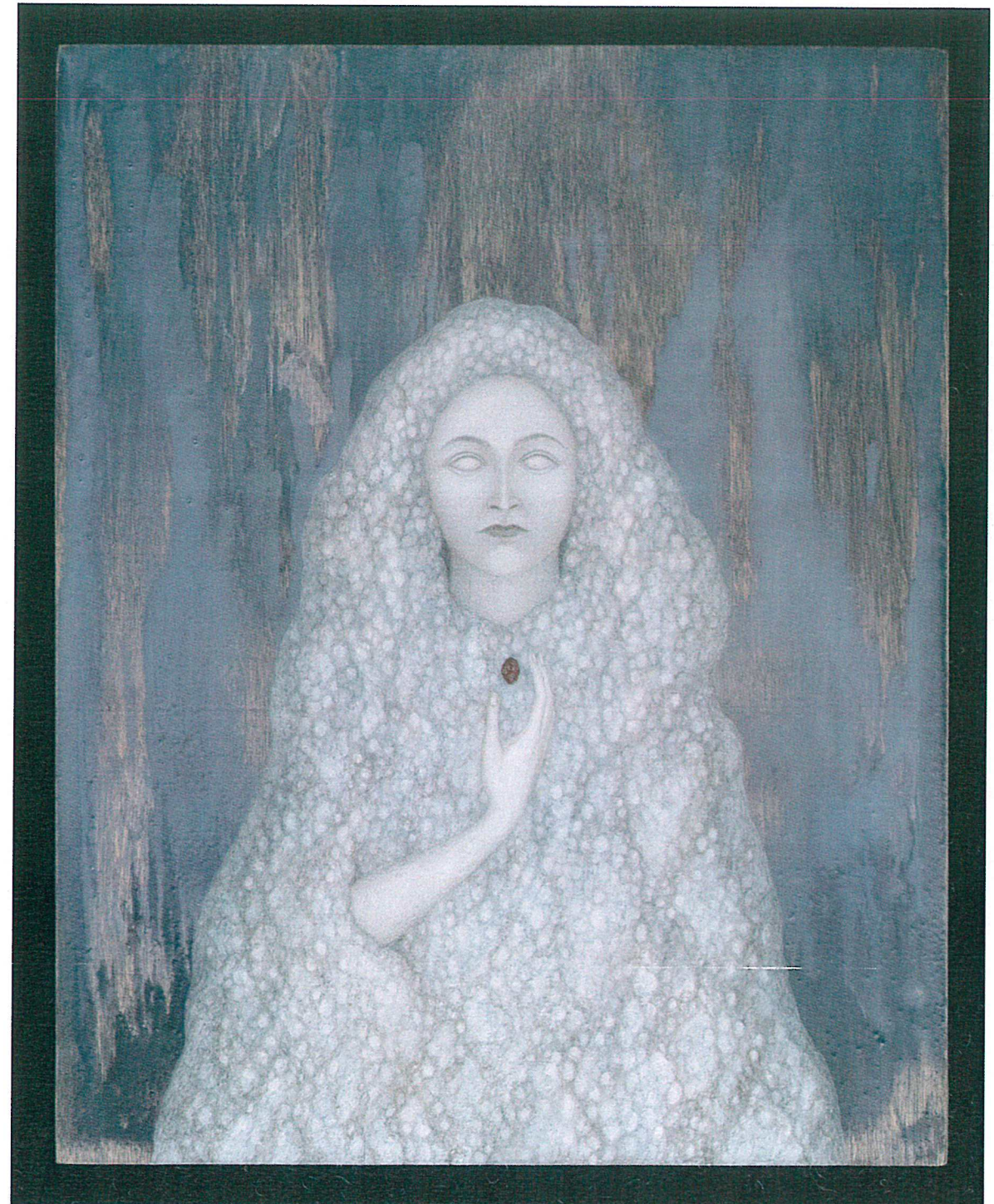
Artist name: Trubachova, Kseniia

Title: Rootless

Media: Encaustic and egg tempera on birch

Dimensions: 10" H x 8.1" W

Price: \$1,500



ART PROCUREMENT 2024

Artist name: van Nostrand, Krista

Title: Winnowing Blueberries #4

Media: Watercolour and 23k gold leaf on
antique piano keys

Dimensions: 3 5/8" H x 1 7/8" W

Price: \$850



DECISION/DIRECTION NOTE

Title: 265 LeMarchant Road – DEV220040 – Discretionary Use and Heritage Report

Date Prepared: November 19, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning

Ward: Ward 2

Decision/Direction Required:

To approve the Heritage Report for a proposed extension and renovation at 265 LeMarchant Road (the former West End Fire Station), a designated Heritage Building, and approve a discretionary use in the designated Heritage Building and its proposed extension.

Discussion – Background and Current Status:

The City received a discretionary use application for a Heritage Use at 265 LeMarchant Road as part of the redevelopment of the property. The subject property is within the Institutional District of the Envision St. John's Municipal Plan, and zoned Institutional Downtown (INST-DT). A Heritage Use is listed as a discretionary use in the INST-DT Zone.

A Heritage Use allows any use of a designated Heritage Building which is, in Council's opinion, compatible with adjoining uses. The application is to redevelop the unoccupied building by adding an additional two (2) storeys to make it a 4-storey building. Twenty (20) dwelling units are proposed, as sixteen 2-bedroom units and four 1-bedroom units. The dwelling units will occupy an area of 1,918.75 square metres.

As per Section 8.3 of the Development Regulations, the parking requirements for a Heritage Use are determined by Council. The applicant has provided 20 parking spaces onsite, 1 per dwelling unit, in line with the residential use requirement of 1 space per dwelling unit.

The property is located within Heritage Area 3 and was designated by Council as a Heritage Building in December 2021. Council approved terms of reference for a Heritage Report in May 2022. The Heritage Report (attached for Council's consideration) that met the terms of reference was received in October 2024.

Public Consultation

The applicant applied for a Heritage Use in the designated Heritage Building as well as in the extension; this is a discretionary use in the zone. Public consultation is required for a discretionary-use application, and also for an extension to a designated Heritage Building with a Heritage Use. To save time, the discretionary use application has been advertised at the same time as the Heritage Report.

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Public consultation was carried out as per the provisions of the Envision St. John's Development Regulations by way of a notice published in *The Telegram* newspaper on October 25, and November 1 and 8, 2024 with a deadline for comments on November 12, 2024. A notice was also published on the City's website where the public could view the Heritage Report. Four (4) submissions were received. All submissions are in favour of the proposed development and noted their appreciation of the thoughtful design of the building redevelopment. The submissions are attached for Council's review.

Heritage Report

The Heritage Report was reviewed by staff for compliance with the St. John's Heritage By-Law, Schedule D - Heritage Design Standards.

Council's recent amendment to Section 6 of the Development Regulations provided direction for Heritage Uses in extensions to designated Heritage Buildings. A vertical extension to a designated Heritage Building must be horizontally recessed. The size of the building setback is in the discretion of Council. The proposed setback for 265 LeMarchant Road is 4 inches (10.2 cm). This is noted on the building elevations in the Heritage Report. The intent is to highlight the original building by recessing the higher storeys. While a 4 inch building setback is not major, the applicant selected exterior cladding materials and colours to highlight the original building. Additionally, exterior lighting was placed strategically to enhance the visibility of the original fire station.

The City's Built Heritage Experts Panel (BHEP) reviewed an earlier version of the Heritage Report at its meeting on August 28, 2024. BHEP comments were provided to the applicant for consideration. The applicant updated the report to include most recommendations of the BHEP. The Heritage Panel gave suggestions on the style of the proposed balconies, recommending a more streamlined design. This was considered by the applicant but ultimately left as originally proposed.

From the City's Heritage Design Standards for additions to designated Heritage Buildings:

Additions shall be the same architectural style, or similar and compatible with the building's architectural characteristics.

Modern façade designs may be approved by Council provided the addition is physically and visually compatible with, subordinate to and distinguishable from the designated building; enhances the visual prominence of the designated building; and does not detract from the character defining elements of the designated building.

Staff confirm that the proposed design is in line with the Heritage Design Standards, and recommend that Council adopt the attached Heritage Report.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.

2. Partners or Other Stakeholders: Built Heritage Experts Panel, property owner; nearby residents and property owners; heritage advocates.
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

An Effective City: Ensure accountability and good governance through transparent and open decision making.
5. Alignment with Adopted Plans: Envision St. John's Development Regulations; St. John's Heritage By-Law.
6. Accessibility and Inclusion: Building accessibility will be assessed later.
4. Legal or Policy Implications: The adopted Heritage Report will form part of the development approval, to be obtained.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Consultation was completed in accordance with the Envision St. John's Development Regulations.
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 discretionary-use application for a Heritage Use at 265 LeMarchant Road to allow 20 dwelling units and set the parking requirement at 20 parking spaces for a Heritage Use.

Further, that Council adopt the attached Heritage Report for 265 LeMarchant Road dated October 7, 2024.

Prepared by: Lindsay Church, MCIP, Planner III – Urban Design and Heritage

Approved by: Ken O'Brien, MCIP, Chief Municipal Planner

Report Approval Details

Document Title:	265 Lemarchant Road - DEV2200040 - Discretionary Use and Heritage Report .docx
Attachments:	- 265 LEMARCHANT ROAD - Location Map.pdf - INST-DT Zone Table.pdf - 265 LeMarchant Road - Heritage Report - October 7, 2024 - FINAL.pdf
Final Approval Date:	Nov 20, 2024

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

Ken O'Brien - Nov 20, 2024 - 1:08 PM

Jason Sinyard - Nov 20, 2024 - 3:47 PM



SUBJECT PROPERTY

LEMARCHANT RD

BENNETT AVE

265

260

262

264

278

282

284

286

258

261

263

257

255

253

INST-DT

AREA #3

14

10

115

198

R2

R2

49

51

53

CM

IC

R2

RM

RM

R3

INSTITUTIONAL DOWNTOWN (INST-DT) ZONE

INST-DT

(1) PERMITTED USES

Accessory Building	Personal Care Home
Adult Day Centre	Place of Assembly
Clinic	Place of Worship
Community Garden	Public Use
Funeral Home	Public Utility
Institutional Use	Residential Care Facility
Library	School
Long Term Care Facility	Training School
Park	

(2) DISCRETIONARY USES

Daycare Centre	Office
Dwelling Unit, which is ancillary to a Permitted or Discretionary Use	Service Shop
Heritage Use	

(3) ZONE STANDARDS EXCEPT PARK, PUBLIC USE, PUBLIC UTILITY, AND PLACE OF WORSHIP

(a)	Building Height (maximum)	23 metres as measured from all property boundaries, such that height is adjusted to follow grades of Streets or property boundaries provided height does not exceed 23 metres from established grade
(b)	Building Line	0 metres
(c)	Floor Area Ratio (maximum)	3.0
(d)	All Other Zone Standards are in the discretion of Council	

(4) ZONE STANDARDS FOR PARK, PUBLIC USE, PUBLIC UTILITY AND PLACE OF WORSHIP SHALL BE IN THE DISCRETION OF COUNCIL.

Heritage Report – 265 Lemarchant Road
Application for Extension



Proponent: Reardon Properties Inc.
Reardon Construction and Development Ltd.
July 29, 2024
Revised: October 7, 2024

1. Introduction to Development Site

- a. The site is located at 265 Lemarchant Road, central St. John's. A current site plan is attached in **Appendix A** (2 pages).
- b. The property at 265 Lemarchant Road is that of the former City of St. John's West End Fire Station and is located in the central/west-end, close to the downtown core. Adjacent properties to north are a mix of 3- storey residential homes and commercial use properties including clinics. Directly to the south of the site are vacant lands owned by the Department of Transportation and Works. Behind the property and to the east towards downtown lays the long dormant (and now demolished) Grace Hospital nurses' residence and the vacant former site of the Grace Hospital. Across the street and to the west are a mix of commercial buildings including a wholesale contractor supply shop and medical clinic/pharmacy. The site does have landscape views to the south towards the Southside hills and downtown.
- c. The West End Fire Station, located at 265 Lemarchant Road, was designated as a Heritage Structure in 2021 by the City of St. John's. The property and adjacent properties fall into the heritage Zone 3 as defined by the City of St. John's heritage zone mapping. Previously, the property was zoned as Institutional Downtown (INST-DT).

There are several other examples of modernist architecture in the area, including the previous Cornwall Theater at 264 Lemarchant Road (Smith Stockley Plumbing Supplies Ltd) and the previous American Aerated Water Company Building at 278 Lemarchant Road (Provincial Department of Transportation and Works). As far as we understand from our research, there are no heritage designations provided for any adjacent properties, or those in the immediate vicinity of the property.

2. Background Research and Analysis

- a. The West End Fire Station was built in 1942 (during World War II) and designed by local architect William D. McCarter. It was built to a high design standard including 16" thick (in places) concrete walls and concrete structural beams and columns throughout. It was built to withstand potential bombings from Axis forces during the war. The style is a good example of modernist architecture of this period featuring minimalist concrete exterior construction. It features a concrete façade with large garage door openings on the main level, originally three openings that were changed to two openings by the City of St. John's. Detailed blueprints with diagrams and sections are in the collections of the Provincial Archives. The West End Fire Station was built to replace the older (wooden) New Gower Street Fire Station that was subsequently torn down in 1946 when

operations shifted entirely to this station. We believe the station was used by the City of St. John's as an active fire station until 2016. It has been vacant and heavily vandalized during this period since operations moved to new West End Station located at Blackmarsh Road.

- b. The structure is an L-shaped concrete building built in a modernist architectural style consisting of 2-storeys with a full basement at grade on the lower level. It features a simplistic concrete exterior with inset windows on the second floor above large garage door openings. The City of St. John's used this fire station since its construction in 1942 until it ceased operation in approximately 2016. There have been many changes and renovations done to the building during its 75 years of operations including modernization, as firefighting equipment and health and safety standards had changed significantly during this period. Notably on the exterior of the building the main floor originally had three garage door openings. The City of St. John's removed two of these original columns/bays and made them into one larger garage door system for accessibility by larger more modern fire trucks. Some window openings have been removed and filled in around the exterior of the building as well. A louvered vehicle exhaust system was installed by the city in one of the openings on the side of the building towards the front. Over the course of its use, the building has seen multiple paint colors treatments ranging from the original concrete grey to different hues of yellow and is currently a deteriorated royal blue paint with yellow accents. Another feature that has changed over its use would be the original lettering which was mounted in a typical modernist style for the era.
- c. The West End Fire Station does have historical significance as it was built in a time when the selection of materials was determined by wartime martial law governing supply chains. The building was originally meant to be constructed with steel, but the War Times Act determined that concrete was more readily accessible and would not interrupt the steel supply needed for the arms race. Construction of the building was delayed as the contractor was waiting on steel rebar supply needed for reinforced construction. The concrete building is a good example of modernist style with clean simple lines. Upon its completion, it was a remarkable new building housing the West End Fire Station and served as the main fire hall for the west end of city and downtown. Another interesting historical feature of the building was its original design had a horse stable on the lower level as horses were still used at the time due to the lack of reliable snow clearing equipment in this area of the city. Although the building is currently derelict and in a state of disrepair, we feel that the building, when fully restored, will be a celebrated heritage restoration and help to significantly rejuvenate this area of downtown.
- d. Please find attached files as detailed below:
 - **Appendix B** - City zoning map and neighborhood overview (2 photos)
 - **Appendix C** - Historical photographs (2 photos)

We have viewed the files available at The Rooms Provincial Archive, including original blueprint architectural drawings, and have requested scanned copies of some of these documents.

Due to the fact that this property was owned by the City of St. John's since its original construction, typical records such as deeds of conveyance, building or renovation permits, tax assessment rolls and land title records are not readily available as would be if an individual or other entity owned property in the City.

- e. The City's Statement of significance follows in **Appendix D** (2 pages).

3. Assessment of Existing Condition

- a. The building situated at 265 Lemarchant Road was the former home of the City's West End Fire Station. As of approximately 2016, the City's fire department ceased use of the building and turned it over to the City's property management department. Despite the property management department's best efforts, the site continued to be illegally entered and heavily vandalized on a regular basis. According to City Depot staff, securing the building and removing smashed glass from broken out windows and forced entry was a weekly call out. In 2021, there was a fire started inside the building by squatters causing considerable damage to the interior of the building. Fortunately, the building structure is made of solid concrete which ultimately saved it from total loss.

Despite the vandalism and general deterioration of the interior and exterior of the building due to lack of maintenance and upkeep, the building is in excellent structural condition throughout. Our structural engineer has thoroughly inspected the building from basement to roof and has provided structural drawings and assessments for submission for the building permit.

- b. Photos of the property are in the following appendices as noted:
 - **Appendix E** - Views of the area surrounding the property to show it in context with adjacent properties (4 photos)
 - **Appendix F** - Exterior views of each elevation of the building (4 photos)
 - **Appendix G** - Close-up views of all significant heritage features (4 photos)

4. Description of the Proposed Development or Site Alteration

- a. The proponent, Reardon Properties Inc., in conjunction with its design team, has designed a 4-storey structure above grade on a developed basement level. The existing building is a 2-storey reinforced concrete structure with a full basement. There is also a 1-storey section on the basement level at the rear of the building that was utilized as a stable where horses were maintained. The site slopes downwards from the street towards the rear of the property. The proponent

intends to add a storey and a half on top of a 1.2-meter parapet that runs around the main building perimeter at the existing roof level. The proponent will also be adding 4 stories to the rear 1-storey stable section. The building height will increase approximately 5.8 meters at the roof peak. The building has been designed with a low slope 0.5/12 roof pitch to minimize the total height.

New additions to the building will be wood frame construction with exterior cladding in pre-finished cement board material in 455 mm x 1830 mm panels. In selecting the finishes for the new exterior walls, the proponent was cognizant of the existing structural concrete wall finishes. A smooth concrete 'look' material was deemed to be the best option to mimic the original construction. Horizontal and vertical siding solutions were considered but the designers agreed the concrete panel option best aligned with the heritage of the building. The lower levels of the building (at the rear extension) up to level 3 are proposed to be finished in the Nichiha composite cement panels in a light grey color to mimic the original concrete finish of the building and to blend with the light grey paint color to be applied to the existing concrete surfaces. The new areas in the 1½-storey vertical extension above the 3rd floor parapet will be finished in a complementary but contrasting charcoal color Nichiha panel product to differentiate the new from existing areas. The front wall of the building will be designed with a 100 mm setback and a darker color to differentiate new from old/existing. Elsewhere on the sides and rear faces, the new exterior walls will be 'flush' to the building. There will also be a defined band completely around the building at the new 3rd floor walls in black metal approximately 235 mm high to again differentiate the 'top' of the building.

In total, the renovated and extended property will provide sixteen 2-bedroom apartments and four 1-bedroom suites. The basement level will house the electrical and mechanical rooms, an exercise room, and storage lockers for 18 suites. There are two designated accessible units which will have storage capacity within the suite.

A new full-size (emergency gurney capable) high-speed elevator (150 fpm) will provide access to all levels. The existing building has a 383.75 m² footprint at the basement level. The main and second floor levels are 313.21 m² each for a total existing floor area of 1,010.17 m². When construction is complete, the total building area will be 1,918.75 m².

The exterior of the building will have extensive accent lighting for both visual appearance and security. The electrical design includes approximately twenty 150 mm square x 610 mm high black finish up/down LED lights positioned with equal spacing around the building to 'wash' the building in light after dusk. The outside lighting will be controlled by a photocell.

The new project design will provide site grading and drainage, curbs, new asphalt paved surfaces, parking stall markings, landscaped areas, an enclosed garbage bin and surface patios for three suites and exterior access and exit stairs required by the building layout. Seventeen above ground suites will have personal patios 1.2m x 2.4m attached to the structure and complete with a glass railing system. All patios are located on the north and south faces of the building on the recommendation of the Heritage team. No patios are planned for the front or rear faces of the structure.

All suites will have assigned parking on a one per suite ratio with the two accessible suites having their parking within 5 meters of their respective entry doors. Parking for suites B02 and 103 will be located on the north side of the property. All other parking spaces will be on either the front or south sides of the building.

All suites will have an outdoor balcony/patio refuge area. The building will be sprinklered and all current National Building Code (NBC) life and fire safety requirements are incorporated into the design.

The renovated building footprint will not change. The original fire hall site has been enlarged and 'squared-up' by approximately 290 m² with the purchase of an adjacent parcel of provincially owned land. With the addition of the provincial land parcel, the total site area is 1,314.1 m².

b. Concept site plan and building drawings.

- i. There were no redeeming site features associated with the site. The site was overgrown with weeds, low brush and there were several 'wild' maple trees on the site. The chain link fence on the south-east boundary followed the original property line. The fence was seriously deteriorated and was removed to permit the clean-up and grading of the enlarged site area. The paved areas are in a state of disrepair and will be removed and replaced. An existing 2,000 litre above-ground fuel storage tank has been removed from the site.

When acquired by the proponent, there were serious issues with vandalism and graffiti. The proponent's contractor did a site cleanup in early spring 2024 to remove weeds, overgrown organic materials, etc. In the clean-up process, the workers picked up over 50 hypodermic needles and other drug paraphernalia! The site is now fully fenced and secured, and with the addition of temporary exterior lighting and a camera security system, incidents of vandalism and graffiti have since ceased.

The proponent engaged a structural engineer early in the design process to confirm that the structure was solid and of sufficient structural capacity to accommodate the additional loading associated with the 1½-storey extension.

The proponent will be retaining all heritage features of the exterior of the structure. The exterior concrete surfaces are in generally good condition other than some efflorescence and minor spalling and cracks. All existing concrete surfaces will be pressure washed, repaired, and painted in a light grey color to emulate the original exposed concrete finish of the building when initially constructed in 1942.

Different color schemes were considered including light yellow, a darker yellow, and the current royal blue color. These colors were added years after the initial construction, therefore the developer decided to mimic the original exposed concrete finish with a light grey 'concrete' color.

Existing window openings will be maintained on the front façade and new window units will be 'stacked' above the existing units. The design incorporates multi-sash 'garage door' style windows on the front façade to mimic the original garage doors. The windows on the front elevation of the existing heritage building will be finished in 'fire engine' red. The remaining windows in the rest of the building will be black in color. New window openings will be required in the existing building and the vertical extensions and will be of a similar size and style i.e., double hung. There will be minimal windows on the rear elevation due to limiting distance and flame spread restrictions. The architect's design includes only 8 single windows on the rear facade.

The original wood front entry door was replaced sometime in the past with an aluminum unit. It will be replaced with a similar style and size to the original door and will also be finished in 'fire engine' red. The developer will make their best efforts to source glass block for the sidelights and transom to recreate the original design. If materials are not available, the developer will attempt to mirror the original appearance. Lettering and numbers as shown on the renderings on the front façade will be black.

One of the unique details of the original fire hall was the three garage door openings flanked by half round columns. At some point, one of the columns was removed in favour of a single wider door. The developer intends to re-instate the removed column to match the original 1942 design.

Several ventilation fan grills will be removed from the north side of the building and the openings filled in to match the floor plans. Where new windows are required to suit the suite layouts, they will be of a similar width and size and double-hung design as the original windows.

The site design works with the existing grades around the four building faces. There will be very minor changes to the site grading adjacent to the building to accommodate stairs, exits, and patios.

- ii. Site Plan - The site plan prepared by our consultant, GeoMaterials NL, is attached to this report in **Appendix H**. These plans and the various test results and calculations have been submitted to the engineering department for review. As outlined in the terms of reference, the plans address the four criteria requested – location, proximity, setbacks, encroachments.
- iii. Building Elevations - The building plans prepared by Lean Architects are attached in **Appendix I** (4 pages).
 1. The building height increases by the addition of 1 ½ stories and the depth of the roof truss system. In total, the height of the completed building from the finished/existing main floor to the roof peak will be 14.887 metres (48'10"). The existing building height is 9.043 metres (29'8").
 2. The intended finishes and colors for the building exterior are as shown on the building renderings in **Appendix J** (4 images).
 - Building paint color (existing concrete surfaces) – Benjamin Moore 2112-60 Cement grey
 - Nichiha composite cement board panels – up to level 3 transition Illumination series – Fog
 - Nichiha composite cement board panels – above level 3 transition Illumination series – Graphite
 - Windows & doors – front elevation of existing heritage structure only – Benjamin Moore 2000-10-Red
 - Remaining windows & door frames -sides and rear – Black
 - 3rd level band & eave fascia – metal flat stock – Black
 - Balcony railing systems – Black.
 3. Patios/balconies will be constructed with galvanized (grey tone) steel framing and angular supports as designed by the project structural consultant. Floor joists shall be of pressure treated lumber with the deck surfaces finished in TimberTech 6" composite decking in Maritime

Grey finish. The aluminum railing system is designed and tested to accommodate local wind loads.

Patio enclosures shall consist of ProFormance corner, end, and line posts in powder-coat black with clear tempered glass security/wind panels as manufactured by Imperial.

4. The roof membrane will consist of a two-ply torch-on modified bitumen system complete with approximately 12 roof mounted passive J vents to meet NBC attic venting requirements.
 5. The only adjacent building affected by the project is a residential 2-storey duplex home located approximately 9.76 meters to the north at 261-263 Lemarchant Road. The west side (front) of the building faces Lemarchant Road. The south and east sides face vacant properties owned by the province.
- c. Heritage Design Standards - The proponent has given serious consideration to the exterior design of the building to ensure the least impact on the neighborhood. At the same time, the design presents an attractive new housing solution for 20 family units while respecting the history and prior use of the property.

The industrial concrete finish and styling of the original structure was the basic element or starting point for the proposed addition. The designers concluded that the concrete structure was structurally sound with only paint stripping, parging and minor repairs required. A neutral light grey paint finish, to match initial construction, was selected (see 4.b.iii.2) as the base color for existing concrete surfaces. Nichiha Illumination series panels (18" x 72" nominal size) in a light grey Fog color was chosen for the lower levels of the building. As suggested by the Heritage department staff, the designers purposely set back the top 1½-storey front extension 100 mm to differentiate the existing structure from the new construction. To further distinguish new from old - Nichiha Illumination panels in Graphite were selected. To further accentuate the 'bridge' between new and old, the designers have added a 300 mm wide black metal band around the building.

Windows and doors on the front elevation of the existing heritage structure will be purposely painted fire engine red to respect the former history and use of the property. The existing 60 mm setback or indent of windows on the 2nd level of the front façade will be maintained. The three window assemblies on the first floor of the front elevation will mimic the original three garage doors with the addition of a new column and will also be painted fire engine red. The remaining windows throughout the rest of the building and the proposed extension will be finished in black color.

The size and design of the original wood entrance door will be replicated as noted above in an energy efficient aluminum frame. The developer will attempt to source the original glass blocks for sidelights and transom.

d. Renderings

- i. and ii. Views of the finished building from designated north and south viewpoints on Lemarchant Road are included in **Appendix K** (2 images). These renderings clearly show the massing, finishes, and color scheme for the existing and newly added construction. We believe that our design solution will be a positive addition to the neighborhood and a thoughtful and sensitive approach to preserving the history and heritage of the former fire hall with a blend of new and old construction detailing.

5. **Impact of Development on Heritage Features**

- a. As outlined in the preceding paragraphs of this narrative, we submit that the proposed design solution is both sensitive to and appropriate for the character-defining elements of the building.

Our design philosophy is to mimic and enhance the history and heritage of the former fire hall, while preserving the original detailing and expanding the building with new construction elements and finishes that are complementary to its former use.

i. Negative impacts

1. The design maintains all the original detailing of the structure. None of the original elements have been removed or destroyed.
2. We believe the design is very sympathetic to the original heritage features.
3. No original design elements have been obscured or isolated. We contend that casual observers or passers-by will immediately see the continuation of the fire station ‘look’.
4. No significant views or vistas are obscured by the vertical extension to the building. The only properties affected are the existing 2-storey industrial/commercial buildings on the west side of Lemarchant Road that are of a similar height and massing, and somewhat similar construction as the fire hall.
5. There are no significant changes to the land use, other than refining the parking spaces and landscaped surfaces and updating the building exterior finishes. Traffic impacts will be minimal based on the relatively small number of suites and the prior staffing levels of the fire hall when it was in operation. We anticipate our target group will be a mix of professional/medical/technical shift-workers associated with the nearby St. Clare’s Hospital and downtown professionals. Of the 20

proposed suites, we envisage up to eight suites occupied by retirees. The new usage will be relatively quiet when compared to the sirens and emergency vehicle flashing lighting associated with the former fire hall.

6. The site design will blend in very closely with the existing grades around the building. The building footprint does not change. The site work design is sensitive to drainage considerations. The hard surfaces runoff load increases are minimal, and the design now includes grass areas and drainage mitigation with a new, below ground storm water retention pit that will be under a landscaped area. The finished site exterior will be quite attractive and a far better vista than that formerly presented by a derelict and graffiti covered structure. Visually, the finished site grades will look very similar to the existing site grades.

6. Recommendations

- a. Our recommendations on the appropriate course of action would be:
 - i. We do not believe a mitigation strategy is required. The building footprint and site grading does not change. The exterior treatment of the original and new construction is sensitive to the history and usage of the former fire hall and that design scheme/motif has been retained.
 - ii. There is minimal conservation work required. The existing structure has been examined by a structural designer, architect, and various engineering disciplines. The building exterior will be retained in its entirety on its original footprint and site conditions will appear similar to when the fire hall was in operation.
 - iii. We have chosen low voltage LED exterior accent lighting solutions that will accentuate and wash the total building envelope, while at the same time providing safety and security for the occupants and their vehicles. We believe that the lighting solutions envisaged will discourage vandalism and graffiti artists who prior to the renovation found a welcome refuge at this poorly lit and unoccupied site. The site will be attractively landscaped and finished which was not the case while formerly used as a fire hall. We have the original photos of the building and will work with the signage provider to imitate the size and style of the original lettering. (Both the architect and renderings consultant are limited in the font selections available in the software used.)
 - iv. The proponents have much experience with the adaptive reuse of heritage properties. The contractor, Reardon Construction & Development Ltd. (RCDL), has previously completed numerous heritage renovations with projects such as the Imperial Condominiums (22 Flavin/Bond Street) and

the Carriagehouse Condominiums (139 Gower Street). The former development was a Southcott Award winner. Also, and while not a heritage project, RCDL designed and constructed the Summerville Condominiums project at 396 Elizabeth Avenue.

As with the projects at the Imperial and the Carriagehouse, the proponents intend to make the history of the building and site an integral part of the interior design details. Older photographs, building plans, fire hall mementos, and a commemorative plaque will all be included and prominently placed throughout the building's public areas. The proponents are appreciative and sensitive to the fire department's earlier wish to maintain the structure as a fire museum. The proponent will contact the fire department to work cooperatively to possibly source artifacts and other décor items to memorialize the former use of the site.

In conclusion, we respectfully suggest that the design approach to the revitalization of the former West End Fire Hall is sensitive to the original design and that the renovations and additions proposed will respect the heritage and history of the building and site.

Appendices

- Appendix A - Current site plan (2 pages)
- Appendix B - City zoning map and neighborhood overview (2 photos)
- Appendix C - Historical photographs (2 photos)
- Appendix D - City's Statement of significance (2 pages)
- Appendix E - Views of the area surrounding the property (4 photos)
- Appendix F - Exterior views of each elevation of the building (4 photos)
- Appendix G - Close-up views of all significant heritage features (4 photos)
- Appendix H - Site plans prepared by GeoMaterials NL (1 page)
- Appendix I - Building Elevations Lean Architects (4 pages)
- Appendix J - Finishes and colors for the building exterior as shown on the building renderings (4 images)
- Appendix K - Views of the finished building from designated north and south viewpoints on Lemarchant Road (2 images)
- Appendix L – Terms of Reference – Heritage Report

December 17, 2021

Job No. 12325

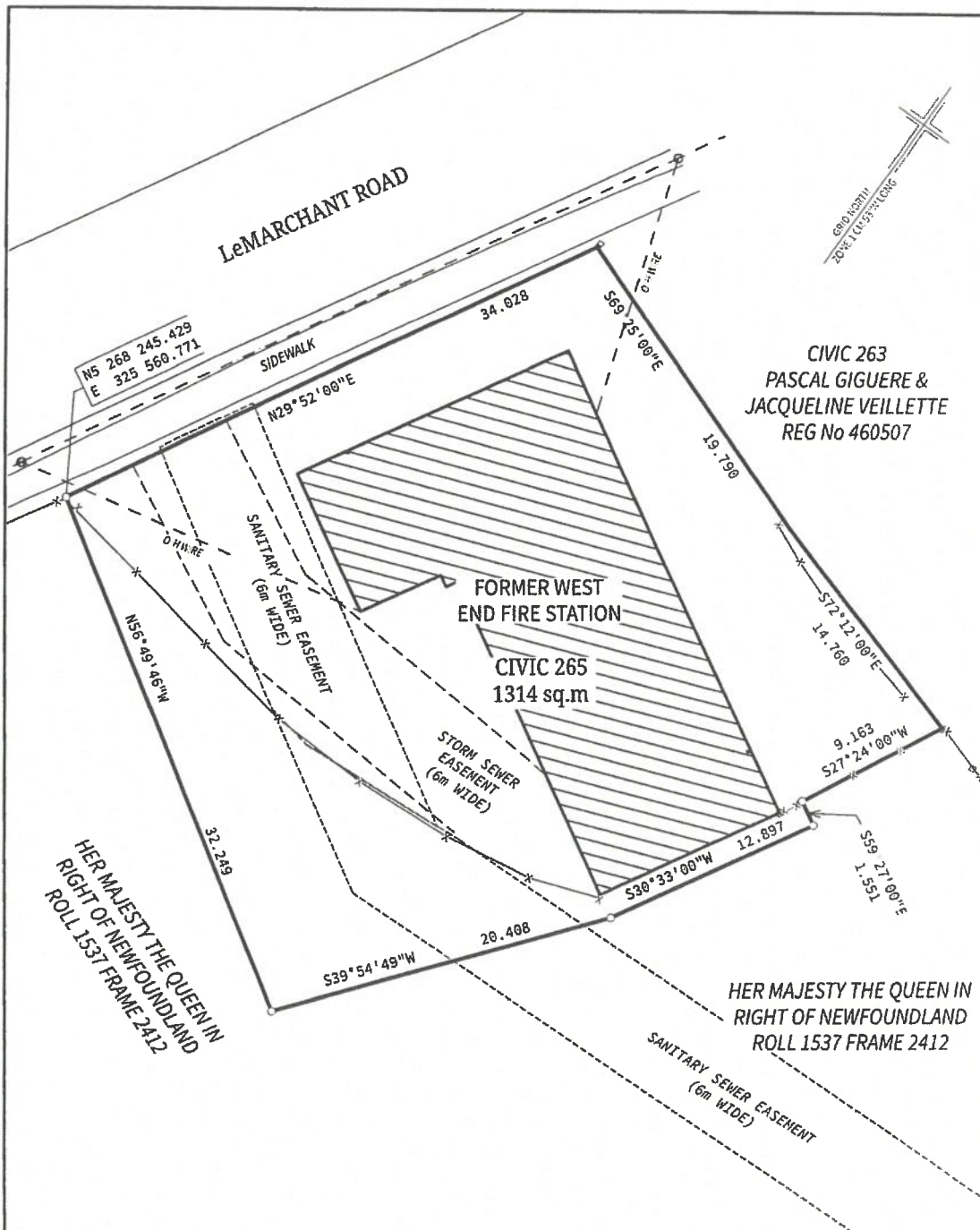
PROPERTY TO BE ACQUIRED BY
REARDON CONSTRUCTION & DEVELOPMENT LIMITED.
LeMARCHANT ROAD,
ST. JOHN'S, NL

ALL THAT piece or parcel of land, situate and being on the eastern side of LeMarchant 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 eastern side of LeMarchant Road, said point having coordinates N 5 268 245.429 metres and E 325 560.771 metres of the Three Degree Modified Transverse Mercator Projection NAD-83 for the Province of Newfoundland & Labrador, THENCE along the eastern side of LeMarchant Road N 29°52'00" E for a distance of 34.028 metres, THENCE by property of Pascal Giguere and Jacqueline Veillette S 69°25'00" E for a distance of 19.790 metres, THENCE S 72°12'00" E for a distance of 14.760 metres, THENCE by property of Her Majesty the Queen in Right of Newfoundland S 27°24'00" W for a distance of 9.163 metres, THENCE S 59°27'00" E for a distance of 1.551 metres, THENCE S 30°33'00" W for a distance of 12.897 metres, THENCE S 39°54'49" W for a distance of 20.408 metres, THENCE N 56°49'46" W for a distance of 32.249 metres, to the point of beginning and containing an area of 1314 square metres, more or less. Which land is more particularly shown on the 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 No. 12325 of Brown & Way Surveys, form an integral part of the returns and are not separable.

There is a sanitary sewer easement (6 metres wide) crossing the property as shown on the attached plan.

There is a storm sewer easement (6 metres wide) over the property as shown on the attached plan.



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Monuments used for tie-in, Zone 1: 88G2240

N5 268 139.438
E 325 163.904

93G1004

N5 267 994.556
E 324 957.381

NAD - 83

All linear measurements are horizontal ground distances.

For the computation of coordinates, horizontal ground distances have been reduced to the NFD 3° M T M projection plane by multiplying them by an average combined scale factor of 0.999892.



BROWN & WAY SURVEYS

Professional Surveying Services

Phone: (709)726-1040

email: brownsur@nl.rogers.com

Fax: (709)726-1041

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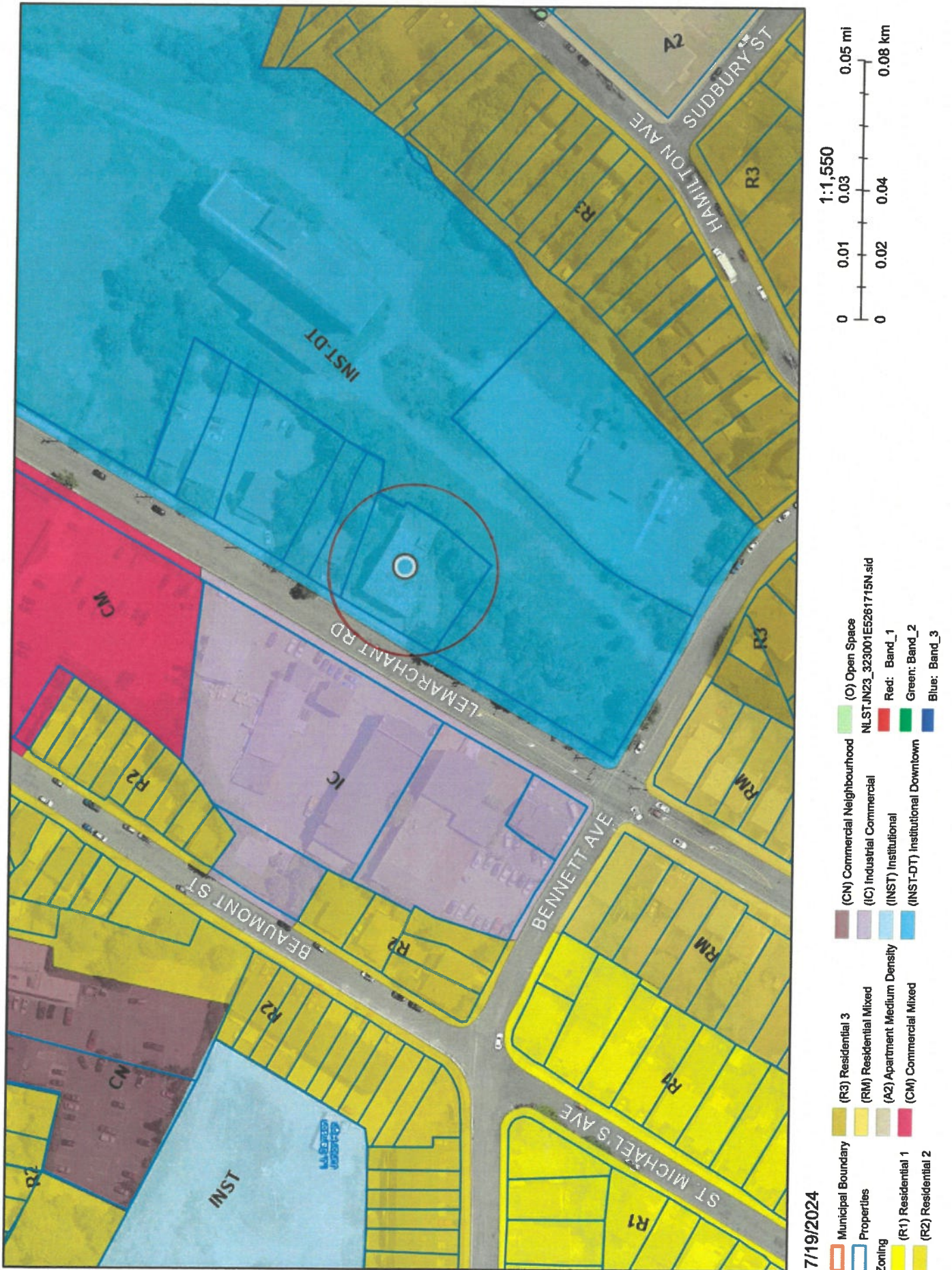
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JOB No: 12325

SURVEY: ---

Zoning - Neighborhood



Layout - Neighborhood



7/19/2024

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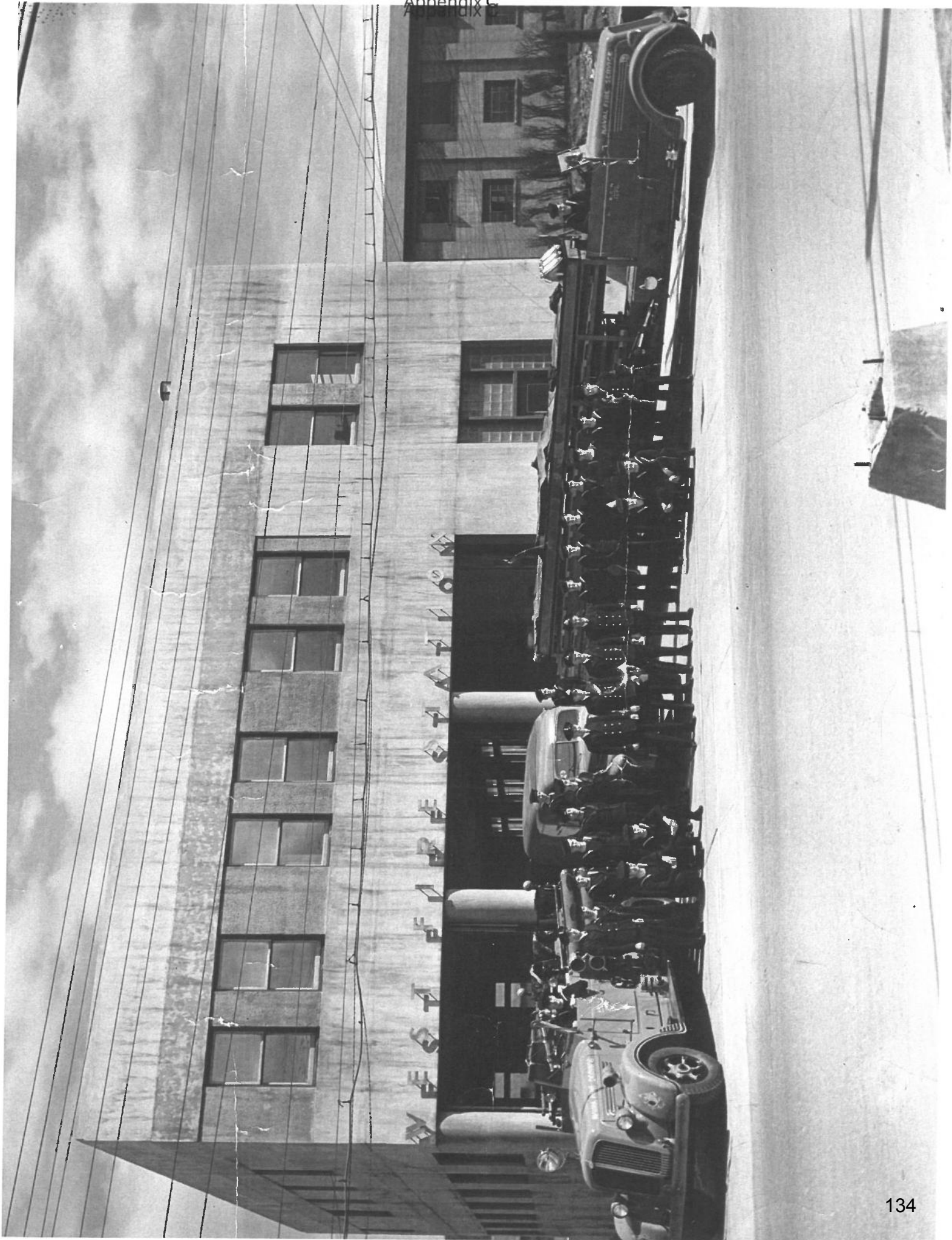
Municipal Boundary

Properties

Red: Band_1

Green: Band_2

Blue: Band_3





Statement of Significance



265 LeMarchant Road (West End Fire Station)

Formal Recognition Type

City of St. John's Heritage Building, Structure, Land or Area

Description of Historic Place

265 LeMarchant Road is two-storey, concrete structure located in St. John's, NL. The designation is confined to the footprint of the building.

Heritage Value

265 LeMarchant Road has been designated because of its aesthetic and historic values.

265 LeMarchant Road achieves aesthetic value because it is a good surviving example of an early Modernist Architecture structure in St. John's. Features of this style include: clean, minimal lines, two storey concrete construction, smooth surface, flat roof, rounded columns, simple window and door design, and slightly recessed windows. The building was also designed with stables at the rear of the building. The original building contained glass block around the main entrance in the transom and side lights, as well as steel signage with individual lettering. Both elements are characteristics of Modernist Architecture but have since been removed. The building also originally had three rounded columns and three bays, however one column was removed in 1973 in order to install two new garage doors. The structure has been renovated over the years, but the character of the building remains generally unchanged.

The West End Fire Station was built at a time when the city was expanding away from the downtown and Modernist Architecture buildings were beginning to emerge in these

new suburban areas. This building achieves historic value because it was the first concrete building in the LeMarchant Road area and the start of a cluster of concrete building developments. The West End Fire Station was built between 1942 and 1944 by the firm of William D. McCarter, Architect, with assistance of his draughtsman, Frederick Colbourne. McCarter and Colbourne went on to design other concrete buildings such as the American Aerated Water Company Building at 278 LeMarchant Road (now a provincial owned building) and Colbourne designed the Cornwall Theatre at 264 LeMarchant Road (now Smith Stockley). These buildings create an enclave of Modern Architecture in St. John's and development of the West End Fire Station played a prominent part in introducing that trend.

Source: Designated at a regular meeting of the St. John's Municipal Council held on December 13, 2021. The St. John's Heritage Designation (265 LeMarchant Road, PID #13652) By-Law came into effect on December 17, 2021, upon notice in The Newfoundland and Labrador Gazette.

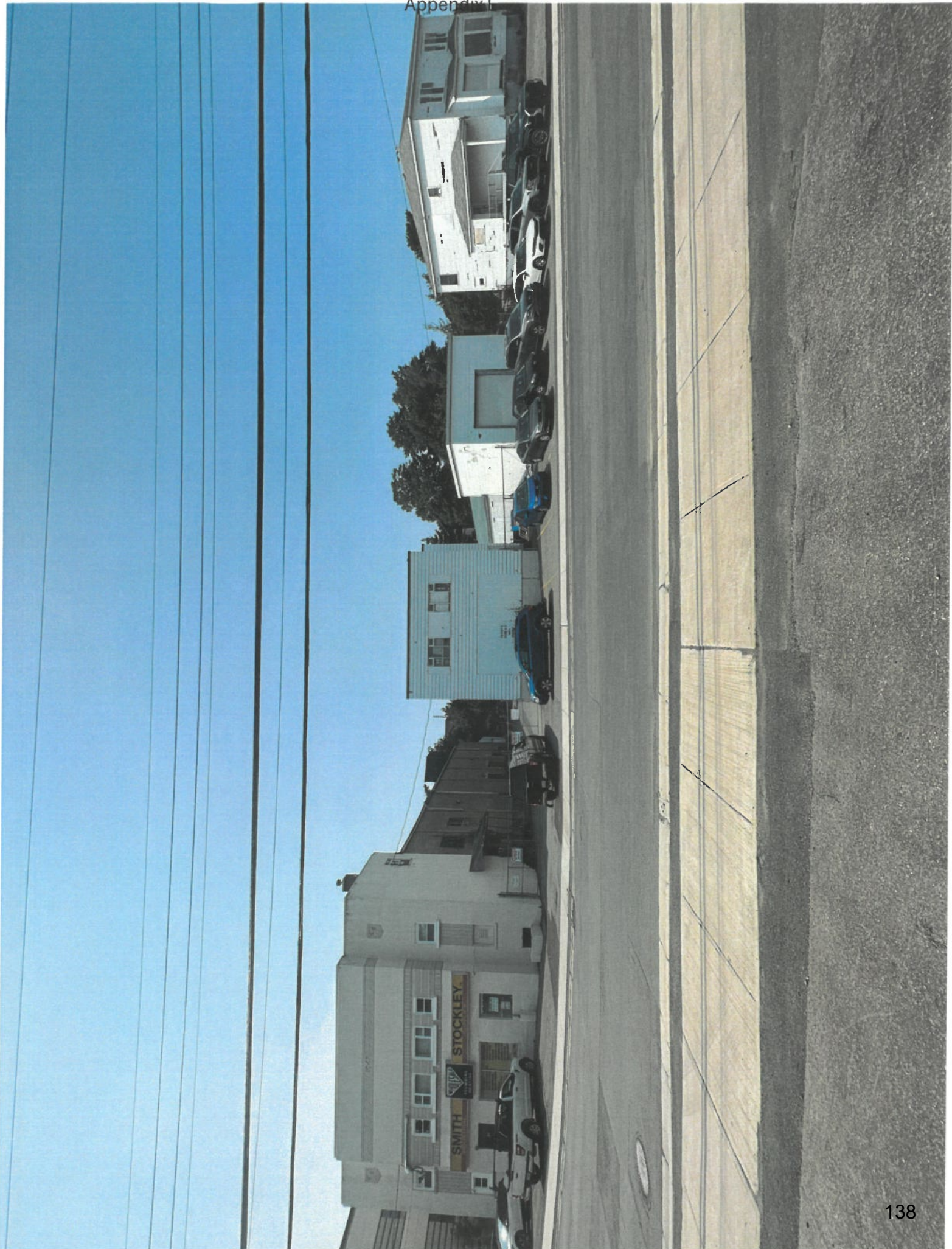
Character Defining Elements

All elements that define the building's Modern Architecture design including:

- clean, minimal line
- two storey concrete construction
- smooth surface
- flat roof
- rounded columns
- simple window and door design

Location and History

Community	St. John's
Municipality	City of St. John's
Civic Address	265 LeMarchant Road
Construction	1942-1944
Builder	William D. McCarter, Architect, with assistance of his draughtsman, Frederick Colbourne.
Style	Modern
Building Plan	L-Shape













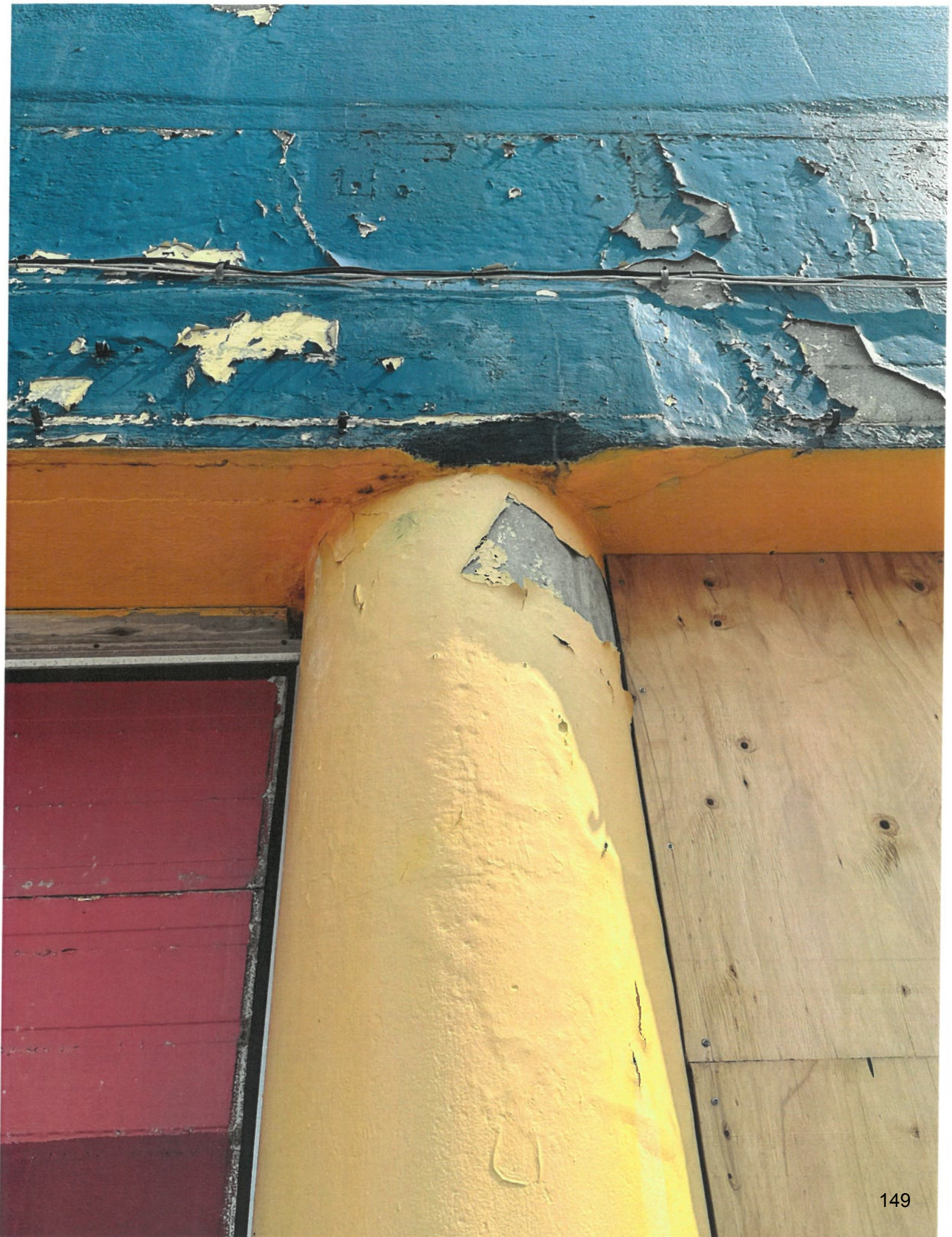


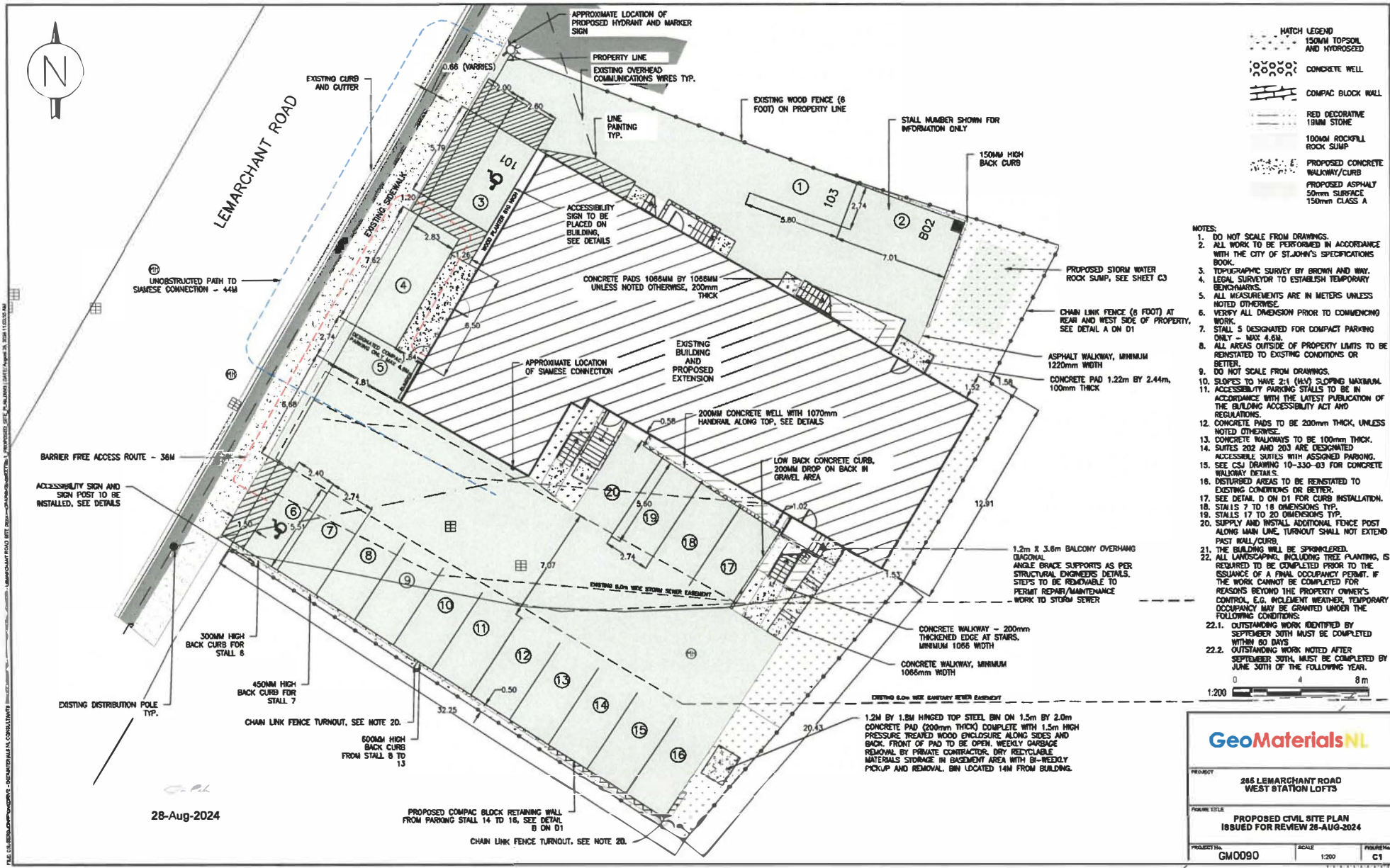


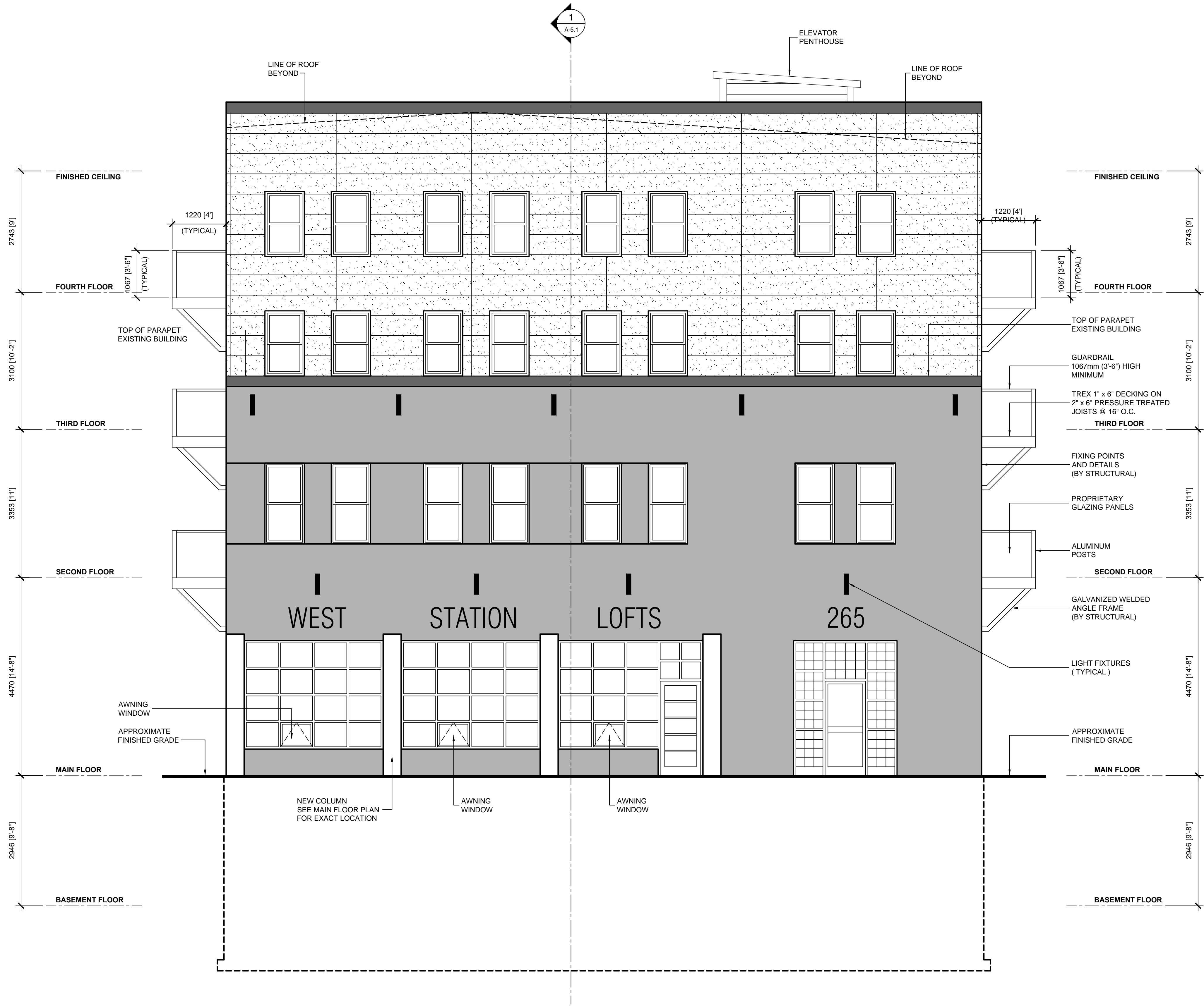












NEW NORTH ELEVATION

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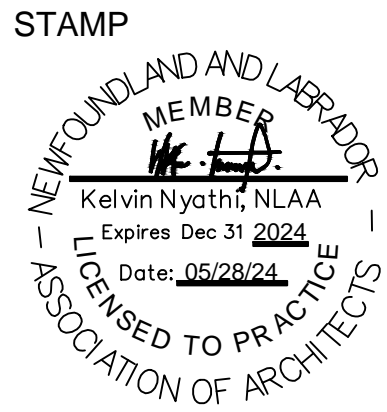


ROSALIND STREET, ST. JOHN'S, NL A1B 0J1

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2024-02

Appendix I



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E	ISSUED REVISIONS	24/09/12	KN
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C	ISSUED REVISIONS	24/07/26	KN
B	ISSUED REVISIONS	24/05/28	KN
A	ISSUED FOR PERMIT	24/05/09	KN
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STATION LOFTS
265 LEMARCHANT ROAD
ST. JOHN'S, NL

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NEW NORTH ELEVATION

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Appendix I

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Kelvin Nyathi, NLAA

Expires Dec 31 2024

Date: 05/28/24

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A	ISSUED FOR PERMIT	24/05/09	KN
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STATION LOFTS

265 LEMARCHANT ROAD

ST. JOHN'S, NL

DRAWING TITLE

NEW EAST ELEVATION

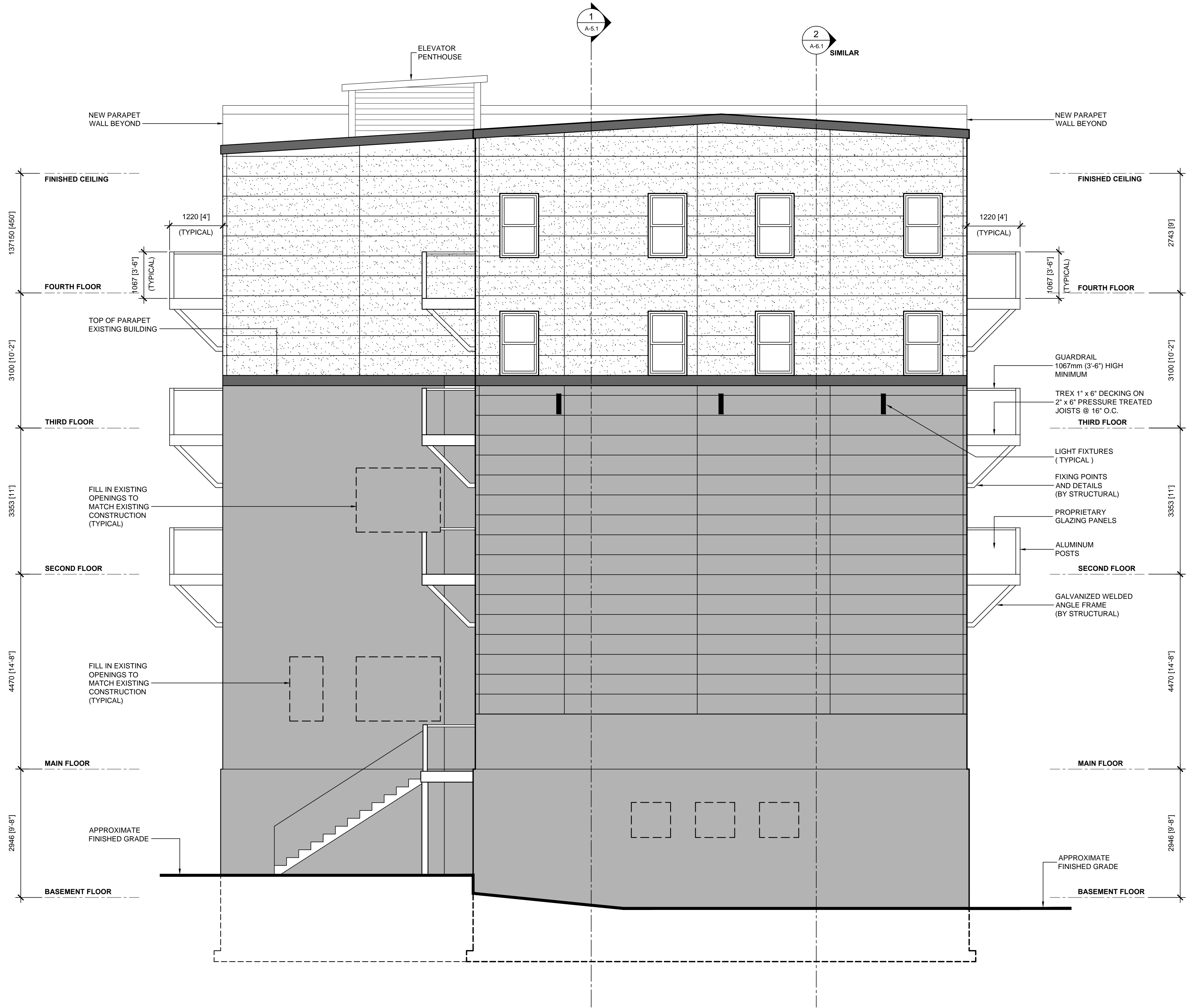
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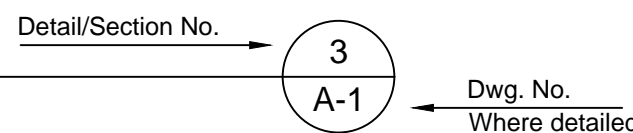
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PROJECT TITLE

STATION LOFTS
265 LEMARCHANT ROAD
ST. JOHN'S, NL

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NEW SOUTH ELEVATION

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2024-02

Appendix I

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MEMBER
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ASSOCIATION OF ARCHITECTS
Kelvin Nyathi, NLAA
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Date: 05/28/24
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PROJECT TITLE

STATION LOFTS

265 LEMARCHANT ROAD

ST. JOHN'S, NL

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NEW WEST ELEVATION

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DATE	MARCH, 2024		
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SHEET TITLE:

EXTERIOR
RENDER

Appendix J

PROJECT DESCRIPTION:

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ST. JOHN'S, NL

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SHEET TITLE:

EXTERIOR
RENDER

Appendix J

PROJECT DESCRIPTION:

THE STATION LOFTS
265 LEMARCHANT RD.
ST. JOHN'S, NL

DRAWINGS PROVIDED BY:


REARDON
CONSTRUCTION & DEVELOPMENT LTD.
Since 1988

67 MAJORS PATH
ST. JOHN'S, NL
PH (709)579-1010
WWW.REARDONS.COM

DATE:

9/7/2024

SCALE:

SHEET:

A-3 157



NO.	DESCRIPTION	BY	DATE

SHEET TITLE:

EXTERIOR
RENDER

Appendix J

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DATE:

9/7/2024

SCALE:

SHEET:



Images may be subject to copyright.

NO.	DESCRIPTION	BY	DATE

SHEET TITLE:

Appendix K

PROJECT DESCRIPTION:

THE STATION LOFTS
265 LEMARCHANT RD.
ST. JOHN'S, NL

DRAWINGS PROVIDED BY:



REARDON
CONSTRUCTION & DEVELOPMENT LTD.
Since 1988

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PH (709)579-1010
WWW.REARDONS.COM

DATE:

9/7/2024

SCALE:

SHEET:

**TERMS OF REFERENCE
HERITAGE REPORT
APPLICATION FOR AN EXTENSION
265 LEMARCHANT ROAD
PROPONENT: REARDON CONST. AND DEVEL. LTD.
MAY 12, 2022**

A Heritage Report shall at a minimum evaluate and identify heritage values and resources located on the site, neighbourhood or streetscape and address the anticipated impacts that the proposed work may have on the heritage value of a building, neighbourhood or streetscape. 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 Heritage Report shall be provided as part of the report.

A Heritage Report will be prepared at the proponent's expense and should contain, but is not limited to:

1. Introduction to Development Site

- a. A location and current site plan of the property;
- b. A brief description of the property and its location, identifying significant features, buildings, landscapes and vistas;
- c. A brief description of the context of the property, including adjacent properties and cultural resources, their recognition at the municipal, provincial, and/or federal level, and any as yet unidentified or unrecognized potential heritage resources.

2. Background Research and Analysis

- a. A comprehensive review of the history of the property's development as documented and observed through archival, historical, archaeological, written and visual records;
- b. A description of the structure, including mention of original construction, and any additions, alterations, removals, conversions etc.
- c. An evaluation of the heritage significance of the site with emphasis on important architectural/physical features, historical associations within the City, and the situation of the site in local context;
- d. Reference to, or inclusion of, any relevant research materials including (but not limited to) maps, atlases, drawings, photographs, permit records, land title records, tax assessment rolls, etc.
- e. Include a copy of the City's Statement of Significance for 265 LeMarchant Road.

3. Assessment of Existing Condition

- a. A description of the physical condition of the structures on the site, including their exterior and interior;
- b. Current photographs of the property including:
 - i. views of the area surrounding the property to show it in context with adjacent properties;
 - ii. exterior views of each elevation of the building;
 - iii. close-up views of all significant heritage features.

4. Description of the Proposed Development or Site Alteration

- a. A description of the proposed development or site alteration;
- b. A conceptual site plan and conceptual drawings of all building elevations;
 - i. The description and conceptual drawings should note which heritage feature(s) are considered for retention and which are considered for removal or alteration.
 - ii. Site plan to:
 - 1. include location of the proposed building in relation to neighbouring buildings;
 - 2. include proximity of the building to property lines and identify setbacks;
 - 3. identify any stepbacks of higher storeys from lower storeys; and
 - 4. identify any encroachment over property lines (if applicable);
 - iii. Building elevations to include current and proposed elevations and:
 - 1. identify the height of the building;
 - 2. identify the finish and colour of exterior building materials;
 - 3. provide information on the proposed construction of patios/balconies (if applicable);
 - 4. identify any rooftop structures.
 - 5. include immediately adjacent buildings and spaces to inform scale/massing/context.
- c. A description of how the proposed development aligns with the Heritage Design Standards of the St. John's Heritage By-Law.
- d. Provide a rendering of the proposed building from the following locations:
 - i. Near 278 LeMarchant Road looking north along LeMarchant Road; and
 - ii. Near 258 and 260 LeMarchant Road looking south along LeMarchant Road.

5. Impact of Development on Heritage Features

- a. A discussion identifying any impact the proposed development or site alteration may have on the heritage features of the site and character-defining elements of the building;
 - i. negative impacts on heritage resources may include, but are not limited to:
 - 1. the destruction of any, or part of any, significant heritage feature;
 - 2. alteration that is not sympathetic to the heritage feature;
 - 3. isolation of a heritage feature from its surrounding environment, context, or significant relationship;
 - 4. direct or indirect obstruction of significant views or vistas;
 - 5. a change in land use which negates the property's cultural heritage value;
 - 6. land disturbances such as a grade change that alters soils and drainage patterns that adversely affect a cultural heritage resource.

6. Recommendation

- a. Provide clear recommendations for the most appropriate course of action for the subject property and any heritage resources within it. This may include, but not limited to:
 - i. a mitigation strategy;
 - ii. a conservation scope of work;
 - iii. lighting, landscaping and signage;
 - iv. interpretation and commemoration.

From: [REDACTED]
To: [REDACTED]
Subject: FW: City of St Johns News - Application - 265 Lemarchant Road
Date: Friday, October 25, 2024 9:20:24 AM
Attachments: [image001.png](#)

Hello,

I tried to send this email to the email indicated in your notice and it mentioned it could not be delivered? Can you please confirm this gets to the correct parties – this was the other email on file?

[REDACTED]

Comment By
9:30 a.m. Tuesday, November 12, 2024

Comments
Provide your comments to the Office of the City Clerk including your name and address to cityclerk@stjohns.ca or P.O. Box 908, St. John's NL A1C 5M2.

Comments received become a matter of public record and are included in the Council agenda for the date a decision on the application will be made. Any identifying information (including your name) will be removed prior to your comment being released publicly. If you are writing on behalf of a group, organization, business, etc. and wish to remain anonymous, you must indicate as such with your submission.

Collection of personal information is authorized under the Access to Information and Protection of Privacy Act, 2015 and is needed to consider your comments on this application. Questions about the collection and use of your information may be directed to the City Clerk at 709-576-8619 or cityclerk@stjohns.ca.

[REDACTED]

Sent: Thursday, October 24, 2024 1:35 PM
To: cityclerk@stjohns.ca
[REDACTED]
Subject: City of St Johns News - Application - 265 Lemarchant Road

Hello,

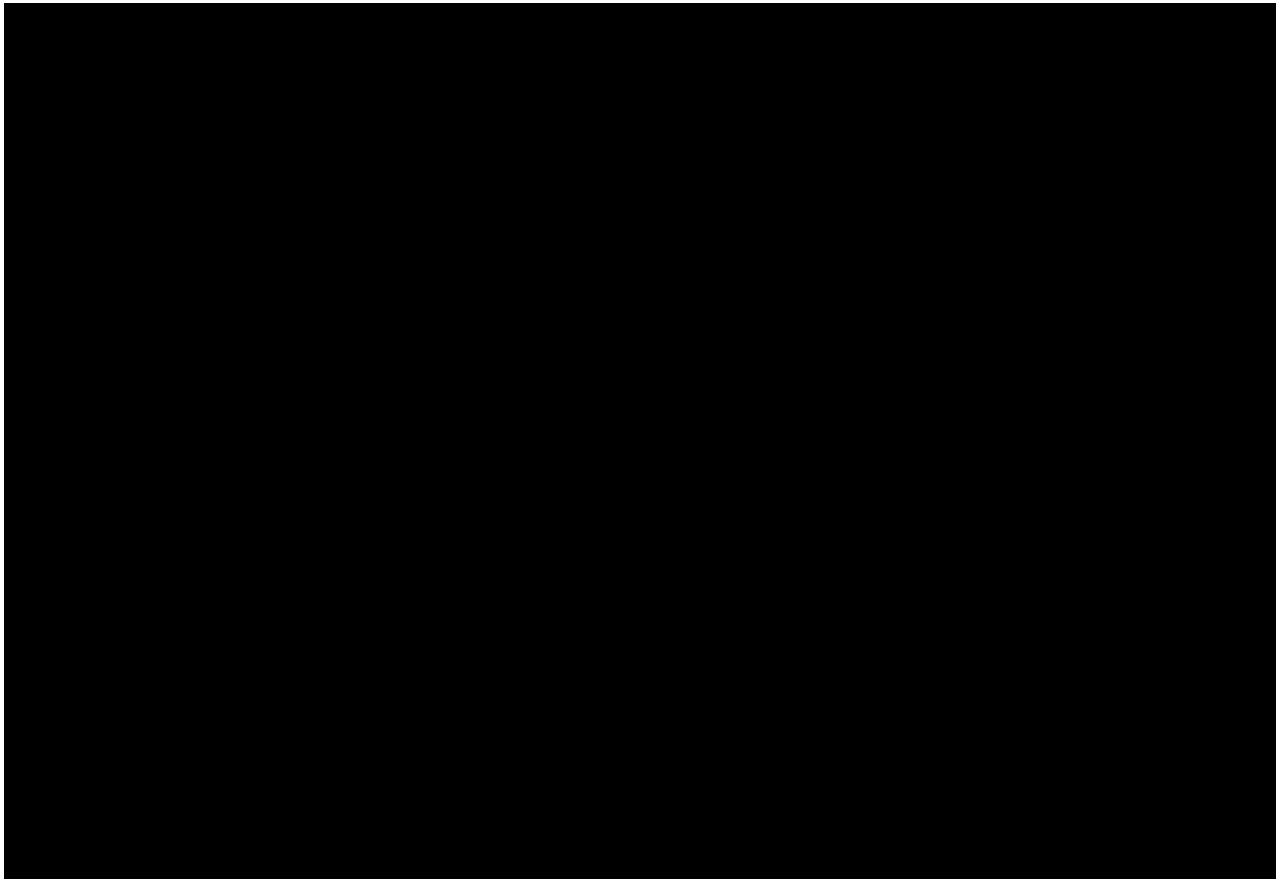
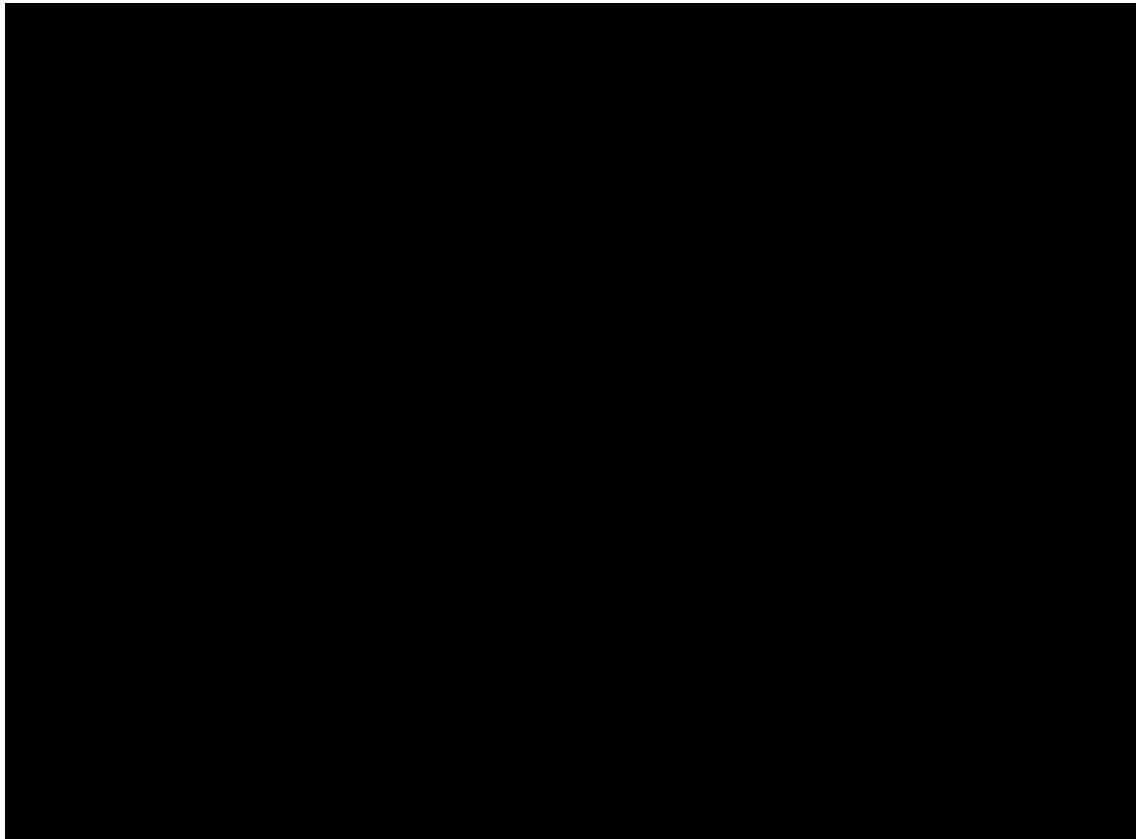
I reside at [REDACTED] and I fully support the current application and its plan, provided that a few concerns are addressed. I believe the design successfully preserves the historical significance of the building while also incorporating necessary accommodations for the city. The current design is aesthetically pleasing and I appreciate the decision to renovate the existing structure rather than demolishing it. This project has the potential to positively revitalize this part of town.

Firstly, it is crucial that the current structure is not torn down due to its historical value. Preserving the building will maintain the unique character and heritage of the area, which is important for the community's identity.

Secondly, it is essential to ensure that this project does not become a low-income housing development or subsidized housing. The neighborhood is currently facing challenges with a high concentration of subsidized housing and halfway houses, which has led to an increase in crime rates over the past few years. For instance, the introduction of a halfway house in the Anglican Church of the Good Samaritan (10 St Clare Avenue) has had a noticeable impact. While I acknowledge the necessity of such facilities, I strongly believe that they should be distributed throughout the city rather than concentrated in a single area.

By addressing these concerns, we can strike a balance between preserving the historical significance of the building and

ensuring the revitalization of the area in a positive and sustainable manner.



From: [REDACTED]
To: [CityClerk](#)
Subject: Comments regrading Application - 265 Lemarchant Road
Date: Thursday, October 24, 2024 8:49:58 PM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the Report a Phish button to report it.

Good day,

I wanted to share some personal thoughts as a resident who [REDACTED], and been awaiting to hear more on its new development.

First of all, I want to thank the city for creating this open channel and process, its warming to know the City is gathering feedback and using all towards it's approach in supporting the redevelopment of areas requiring revitalization within our city.

Second I believe I can speak on many that we also appreciate the extra effort made by the developer to not only help revitalize the surrounding community, but to clearly do so with an added effort and respect of the area, protecting the buildings heritage through their design, and consideration of the building's intended use, look, and memories of the people who served within, and the community who valued its service. The design is outstanding, being practical, adding value, protecting its heritage, and serving a purpose in both rebuilding the neighboring community, and contributing to the housing crisis. Well done by all involved, where not only the residents, city, province, and service personnel can appreciate, but the local businesses that will know the city and developer has helped enable their local businesses to prosper, grow, and create more work opportunities for locals. This is crucial in the rebuilding a neighborhood and community.

This development certainly has my vote to proceed, as I'm sure aligns with the thoughts of many. This particular neighborhood will benefit from a leading development such as this, and hopeful it inspires more to follow its lead in the investment of the community and consideration of its heritage. Knowing this development will revive a building that is to serve as a safe home for many, is warming as it was also a building that housed the service personnel who served and protected the same for centuries.

Well done, excited to see this development begin soon, and hopeful more will follow.

[REDACTED]

From: [REDACTED]
To: [CityClerk](#)
Subject: 265 LeMarchant Road
Date: Tuesday, November 5, 2024 10:25:36 PM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the Report a Phish button to report it.

We are pleased with the look of the property renovation on 265 Lemarchant Rd.
It will clean up the look of the area And bring more people to the neighborhood.
Yours truly,

[REDACTED]

From: [REDACTED]
To: [CityClerk](#)
Subject: 265 Lemarchant RD - Full approval - no concerns
Date: Friday, October 25, 2024 10:15:44 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

I love the design and detail that has been provided by the applicants. I feel they align with the spirit of Heritage preservation.

I don't agree with the frequent squabbling over height. I agree no silly city high rises but a few stories are fine, preferred actually to get max use out of the land.

This area has been an eyesore for the city and with the final removal of the Grace nursing and the Choices for youth development it is evolving into a character area that it deserves.

The development of this are will provide much needed housing, although it will likely be high end.

[REDACTED]

I fully support this development.

I feel that building owners should be taxed on vacant lands so that they will be encouraged to develop, rent or sell. They sit far too long and that is the fault of our City policies and individual greed.

City counsellors with real estate interests is not a good look. They need to be extra vigilant in their duties around land/ building development.

[REDACTED]

DECISION/DIRECTION NOTE

Title: 725 Southlands Boulevard (Galway) – Adoption – REZ2100009

Date Prepared: November 20, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton

Ward: Ward 5

Decision/Direction Required:

That Council adopt Envision St. John's Development Regulations Amendment Number 31, 2024, to accommodate proposed changes to the Planned Mixed Development 1 (PMD1) Zone in Galway.

Discussion – Background and Current Status:

The City has received an application from Galway Residential GP Inc. to revise Schedules A to D in the Planned Mixed Development 1 (PMD1) Zone by slightly reducing the frontage of proposed lots, by including an expanded stormwater management area, and by revising trail and open space locations. Schedules A to D are part of the PMD1 Zone standards and therefore any changes require amending the Envision St. John's Development Regulations.

Public Consultation

At its regular meeting on October 31, 2023, Council voted to consider the amendment and hold a public meeting. The proposed rezoning was advertised three times in *The Telegram*, mailed to property owners within 150 metres of the site, posted on the City's website, and a project page was created on the City's Planning Engage page. The meeting was held on November 21, 2023, at City Hall, with approximately 30 attendees in-person and online. Submissions received and minutes from the meeting are attached.

While some residents were supportive of the proposed changes, many objected. Some of their concerns and staff commentary are provided for Council's review.

1. Higher density will bring increased traffic.

During staff review of the application, a transportation study comparing the existing subdivision design and the proposed design was completed and reviewed. The study states "The proposed changes to the development plan would be expected to have a negligible impact on the overall traffic volumes in the area." Following full development, the estimated increase is less than 20 vehicles per hour during the peak hours. Staff do not have any concerns with the possible traffic increase.

2. Smaller houses with smaller driveways may cause more people to park on the roads, as most homes have more than one car.

ST. JOHN'S

The PMD1 Zone requires two (2) spaces per dwelling unit for single detached dwellings, semi-detached dwellings and townhouses. The applicants have requested a reduction to one (1) space per dwelling unit and staff agree, as it aligns with our minimum parking requirement elsewhere in the city. Each parking space must be a minimum of 6 metres in length. Each house, regardless of size, is only required to meet the minimum standard. Additional driveway space can be proposed, subject to snow storage requirements. On-street parking is permitted outside of the winter parking restrictions. Staff do not have concerns regarding the minimum parking requirement.

3. The proposed Personal Care Home will cause additional noise and traffic in the neighbourhood.

The PMD1 site plan has always proposed a 5-storey Apartment Building along Claddagh Road and three 7-storey Apartment Buildings at a later phase along future Road 11. The applicants have requested to add Personal Care Home to the PMD1 Zone so that these properties could possibly be developed as care homes, should there be a need. The applicants say that they do not know at this time if they will develop these lots as an Apartment Building or Personal Care Home.

While the residents of Apartment Buildings and Personal Care Homes differ, the City considers these as similar building types and uses. All of the Apartment zones include Personal Care Home as a permitted use, and generally the buildings are a similar size and scale. Policy 4.2.3 in the Envision St. John's Municipal Plan encourages developing Personal Care Homes in appropriate residential and mixed-use areas to make neighbourhoods more age-friendly and allow seniors to "age in place". The applicant's proposal meets this City policy and staff are supportive of the proposed change.

4. There will be a reduction in green space and trees in the neighbourhood.

Changes in the proposed road network, and a larger stormwater detention pond, have changed the open spaces. This has reduced the total amount of open space from approximately 16% of the total area to about 14% - but this still exceeds the City's minimum 10% open space requirement. The trails will ensure an accessible route between Terry Lane and Claddagh Road. The trails will be developed



Figure 1 - Current Concept Plan

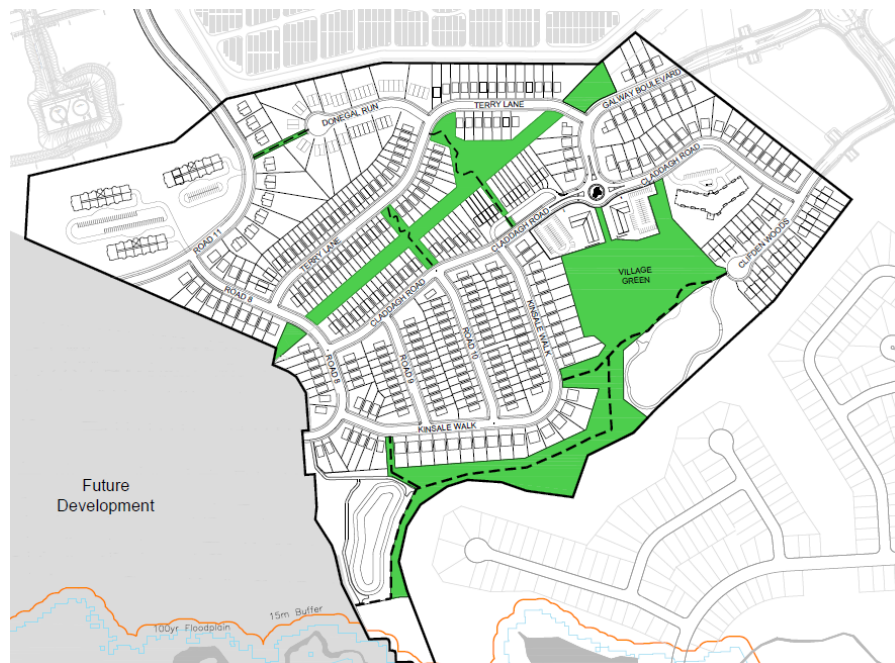
in the locations shown on the site plans; their exact placement and materials will be determined at the detailed design stage. For example, one trail along Terry Lane is shown swinging west behind the future house lots, but if an eastward trail behind the houses at 5 to 17 Terry Lane is more accessible, then the plan may be adjusted. The trail routes are conceptual at this stage.

As the amount of green space for the neighbourhood exceeds the City's minimum requirement, and the proposed trail network will create accessible routes, staff have no concerns regarding the proposed changes to open space.



Figure 2 - Proposed Concept Plan

There may be some confusion between the requirement for public open space versus the areas to be treed. Many residents submitted the current PMD1 concept plan which shows trees at the rear of lots. The developer may continue to propose trees at the rear of lots, however those treed areas would be privately-owned land and are not included in the public open space calculations. These only count land that will be deeded to the City as public open space, as shown in green below.



There had been a considerable amount of time since the public meeting was held, as the applicants worked to find an acceptable connection to Beaumont Hamel Way. Further, since the public meeting, the applicants have proposed to expand the existing stormwater management facility, which slightly alters the future lots along Kinsale Walk.

Staff believe that these changes are minor and only affect future lots, therefore additional public consultation is not required. The comments received at the time of the public meeting are still applicable and should be considered before Council makes its decision.

Land Use Report

Section 4.9(2)(a) of the Development Regulations requires a land use report (LUR) for amendments. However, as per Section 4.9(3), where the scale or circumstances of the proposed development do not merit a full LUR, Council may accept a staff report. Given that many studies were conducted before the PMD1 Zone schedules were adopted, and that a traffic study was required for this application, staff recommend that Council accept this staff report in lieu of a land use report.

Next Steps

The revised site plan has been reviewed by staff and there are no concerns at this stage. The PMD1 Zone provides a mix of housing alongside commercial uses and open space. The proposed changes align with the Envision St. John's Municipal Plan by establishing a more grid-like street network with pedestrian paths, increasing the housing density and providing a greater mix of housing forms. The applicants estimate that residential units will increase from 618 to 652 units (34 more units, or a 5% increase) with the changes. This is in line with the following policies from our Municipal Plan:

- Section 4.1.2 Enable diverse neighbourhoods that include a mix of housing forms and tenures, including single, semi-detached, townhouses, medium and higher density and mixed-use residential developments.
- 8.4.9 Encourage increased density in residential areas where appropriate, with more public open space, services and amenities, reflective of increased density.
- 8.5.20 Encourage development with a mixture of uses, built form and public spaces.

While staff have no concerns at this stage, there are assumptions in the submitted site plans that will be worked out at the detailed design stage, such as road geometries and stormwater capacity. The lots are conceptual and will need to conform with all zone standards and City regulations for detailed design. The applicants submitted a letter dated July 6, 2023, acknowledging the City's concerns. Should the detailed design stage prompt changes to the attached site plan, further amendments may be required to the PMD1 Zone.

Any future development applications will require an extension of Southlands Boulevard to link it to the Southlands neighbourhood, and a new access north of the site to Beaumont Hamel Way. The applicants have recently retained land between the subject property and Beaumont Hamel Way that, subject to approval, may be used as a connection to Beaumont Hamel Way.

The location for permanent bulk snow storage was previously approved and no changes are proposed. The exact size of the stormwater management facilities has not been determined

yet. Should the second facility need additional land, the applicant has added a hatched area around the site on Schedule B “Land Use Plan” where it may be located.

As the proposed development meets the Municipal Plan, staff recommend that Council adopt the attached amendment and forward it to NL Municipal and Provincial Affairs for registration.

Key Considerations/Implications:

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

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

A Sustainable City: Facilitate and create the conditions that drive the economy by being business and industry friendly; and being a location of choice for residents, businesses and visitors.

4. Alignment with Adopted Plans: Envision St. John’s Municipal Plan and Development Regulations.
5. Accessibility and Inclusion: Accessibility has been considered in the design of the trail network. More detailed analysis will occur at the development stage, should the amendment proceed.
6. Legal or Policy Implications: An amendment to the Envision St. John’s Development Regulations is required to consider the proposed site plan.
7. Privacy Implications: Not applicable.
8. Engagement and Communications Considerations: Engagement was carried out in accordance with Section 4.8 of the Development Regulations.
9. Human Resource Implications: Not applicable.
10. Procurement Implications: Not applicable.
11. Information Technology Implications: Not applicable.
12. Other Implications: Not applicable.

Recommendation:

That Council

- (1) adopt the attached Envision St. John's Development Regulations Amendment Number 31, 2024, to amend the frontage requirements in the Planned Mixed Development 1 (PMD1) Zone, add Personal Care Home as a permitted use, change the parking requirements and replace Schedules A to D; and
- 2) as per Section 4.9(3) of the Development Regulations, accept this staff report in lieu of a land use report (LUR).

Prepared by: Ann-Marie Cashin, MCIP, Planner III

Approved by: Ken O'Brien, MCIP, Chief Municipal Planner

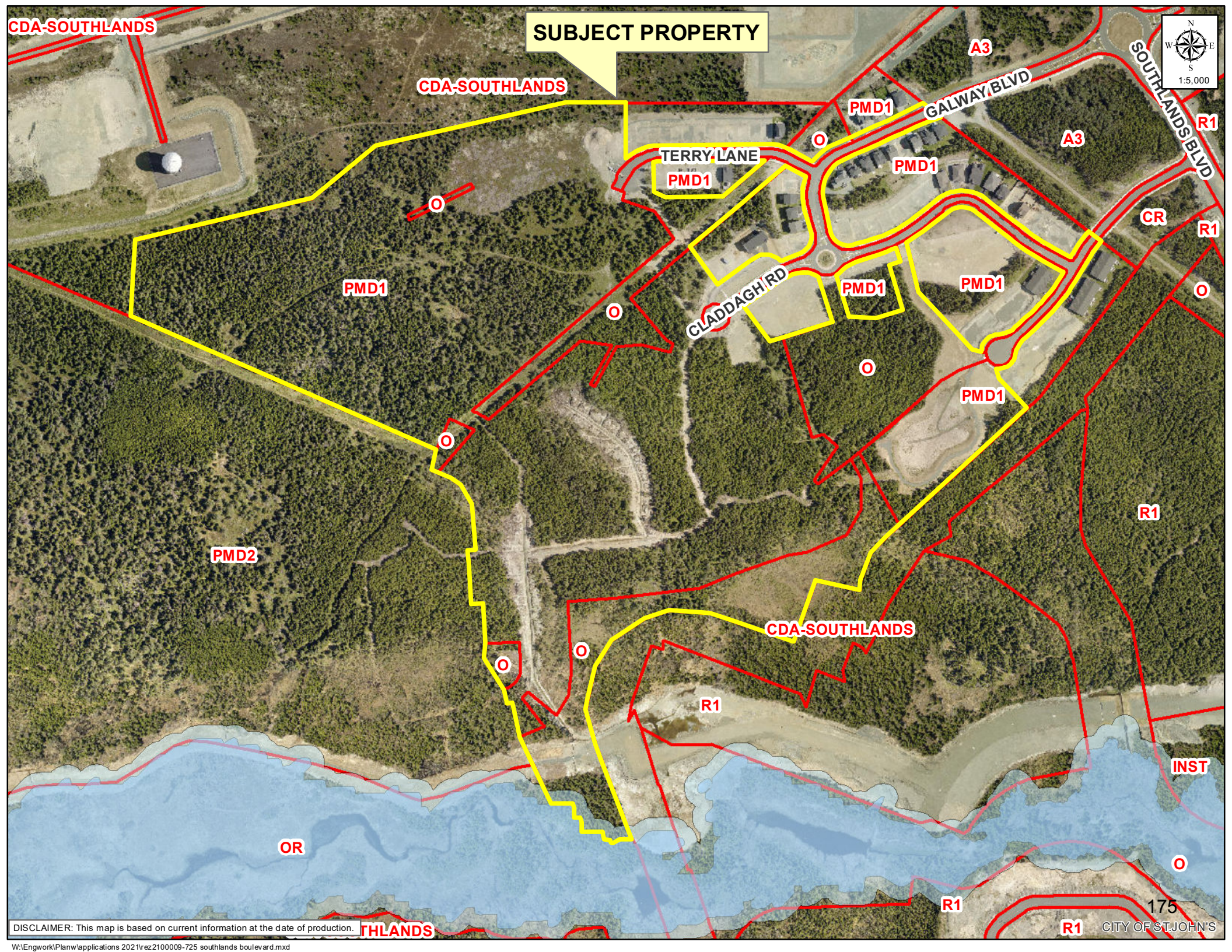
Report Approval Details

Document Title:	725 Southlands Boulevard (Galway) - Adoption - REZ2100009.docx
Attachments:	- 725 Southland Boulevard - Aerial.pdf - DR Amend No. 31, 2024 - 725 Southlands Boulevard - MAP and TEXT (amc).pdf
Final Approval Date:	Nov 21, 2024

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

Ken O'Brien - Nov 21, 2024 - 10:48 AM

Jason Sinyard - Nov 21, 2024 - 10:57 AM



SUBJECT PROPERTY



City of St. John's Development Regulations, 2021

St. John's Development Regulations Amendment Number 31, 2024

**Update Planned Mixed Development 1 (PMD1) Zone
and Schedules
725 Southlands Boulevard**

November 2024



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

CITY OF ST. JOHN'S Development Regulations, 2021

Amendment Number 31, 2024

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 31, 2024.

Adopted by the City Council of St. John's on the 26th day of November, 2024.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____

Town Seal

Canadian Institute of Planners Certification

I certify that the attached City of St. John's Development Regulations Amendment Number 31, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____

MCIP/FCIP Stamp

Development Regulations/Amendment

REGISTERED

Number _____

Date _____

Signature _____

CITY OF ST. JOHN'S

Development Regulations Amendment Number 31, 2024

BACKGROUND AND PURPOSE

The City has received an application from Galway Residential GP Incorporated to revise Schedules A to D in the Planned Mixed Development 1 (PMD1) Zone by reducing the frontage of proposed lots, including an expanded stormwater management area, and revising trail and open space locations. Schedules A to D form part of the PMD1 Zone standards and therefore any changes require an amendment to the Envision St. John's Development Regulations.

ANALYSIS

The revised site plan has been reviewed by staff and there are no concerns at this stage. The PMD1 Zone provides a mix of housing forms alongside commercial uses and open space. The proposed changes align with the policies of the Envision St. John's Municipal Plan by establishing a more grid-like street network with pedestrian paths, increasing the housing density and providing a greater mix of housing forms. The applicants estimate that residential units will increase from 618 to 652 units with the changes. The applicants have also asked to add Personal Care Homes to the zone. This would allow the building identified on the current site plan as an Apartment Building to be developed as either a Personal Care Home or an Apartment Building, depending on future demand. This is in line with the following policies from our Municipal Plan:

- Section 4.1.2 Enable diverse neighbourhoods that include a mix of housing forms and tenures, including single, semi-detached, townhouses, medium and higher density and mixed-use residential developments.
- 4.2.3 Personal Care Homes in appropriate residential and mixed-use areas to make neighbourhoods more age-friendly and allow seniors to "age in place".
- 8.4.9 Encourage increased density in residential areas where appropriate, with more public open space, services and amenities, reflective of increased density.
- 8.5.20 Encourage development with a mixture of uses, built form and public spaces.

In addition to replacing the schedules in Appendix D of the Development Regulations, the zone standards will be revised to align the minimum standards with the proposed frontages and reduce the off-street parking requirements to be more like our city-wide standards. The applicants have completed a floodplain analysis which will be incorporated into the Development Regulations Map 5, the Waterways and Flood Hazards Map at a later stage.

While staff have no concerns at this stage, there are assumptions made on the submitted site plans that will be worked out at the detailed design stage, such as road geometries and stormwater management capacity. The applicants submitted a letter dated July 6, 2023, acknowledging the City's concerns. Should the detailed design

stage prompt changes to the attached site plan, further amendments may be required to ensure the PMD1 Zone aligns with the proposed development.

PUBLIC CONSULTATION

The proposed rezoning was advertised three times in *The Telegram*, mailed to property owners within 150 metres of the site, posted on the City's website, and a project page was created on the City's Planning Engage page. The meeting was held on November 21, 2023, at City Hall, with approximately 30 attendees in-person and online. Submissions received and minutes from the meeting are included in the November 26, 2024 Regular Council Meeting agenda.

While some residents were supportive of the proposed changes, many objected. Many felt that higher density would bring increased traffic, smaller houses with smaller driveways may cause more people to lark on the roads, the proposed Personal Care Home will cause additional noise and traffic in the neighbourhood, and that there would be a reduction in trees and green spaces.

A traffic report was required as part of the application, and staff have no concerns with the potential increase of less than 20 vehicles per hour during the peak hours. The proposed development will be required to meet City requirements with respect to landscaping, open space requirements, driveway widths and snow storage. Detailed designs will be completed at the development stage to ensure all regulations are met.

With respect to the Personal Care Home, the City considers this type of use similar to an Apartment Building use in terms of building size and scale and the use of the building. All of the Apartment zones have Personal Care Home as a Permitted Use, and generally the buildings are a similar size and scale. Policy 4.2.3 in the St. John's Municipal Plan encourages the development of Personal Care Homes in appropriate residential and mixed-use areas to make neighbourhoods more age-friendly and allow seniors to "age in place". The applicant's proposal meets this City policy and staff are supportive of the proposed change.

ST. JOHN'S URBAN REGION REGIONAL PLAN

The proposed amendment is in line with the St. John's Urban Region Regional Plan. The subject property is within the Urban Development designation of the Regional Plan. An amendment to the St. John's Urban Region Regional Plan is not required to update the Planned Mixed Development 1 (PMD1) Zone concept plan.

The City of St. John's Development Regulations, 2021 is amended by:

- [illegible]

“D	PMD1 Zone Schedule	(a) Schedule A: Concept Plan October 2024 (b) Schedule B: Galway Land Use Plan, (October 2024) (c) Schedule C: Galway Road Cross Sections/ Transportation Plan (October 15, 2024) (d) Schedule D: Open Space & Pedestrian Trail Plan (October 15, 2024)
	PMD2 Zone Schedule	Concept Plan May 2015”

- “(b) Lot Frontage (minimum) 10.9 metres”**

- 4) Repealing Planned Mixed Development 1 (PMD1) Zone Section (8) title, which states:

“ZONE STANDARDS (SUBJECT TO SECTION 7.3 – SNOW STORAGE) FOR APARTMENT BUILDING AND CLUSTER DEVELOPMENT”

and substituting the following:

“ZONE STANDARDS (SUBJECT TO SECTION 7.3 – SNOW STORAGE) FOR APARTMENT BUILDING, CLUSTER DEVELOPMENT AND PERSONAL CARE HOME”

- 5) Repealing Planned Mixed Development 1 (PMD1) Zone Section (12), which states:

“(12) OFF STREET PARKING REQUIREMENTS

Notwithstanding Section 8, the following off-street parking requirements shall apply:

Type/Nature of Building	Minimum Required Parking
Commercial	1 space per 23 metres square of Net Floor Area
Residential – Apartment Building	1.5 spaces per Dwelling Unit
Residential – Single Detached Dwelling, Semi-Detached Dwelling, Townhouse	2 spaces per Dwelling Unit (attached Private Garage may count as 1 space)
Residential – Single Attached Cluster	1 space per Dwelling Unit”

and substituting the following:

“(12) OFF STREET PARKING REQUIREMENTS

Notwithstanding Section 8, the following off-street parking requirements shall apply:

<u>Type/Nature of Building</u>	<u>Minimum Required Parking</u>
Commercial	1 space per 23 metres square of Net Floor Area
Residential – Apartment Building, Cluster Development	1 space per Dwelling Unit
Residential – Single Detached Dwelling, Semi-Detached Dwelling, Townhouse, Four-plex	1 space per Dwelling Unit (attached Private Garage may count as 1 space)
Residential – Townhouse Cluster	1 space per Dwelling Unit
Personal Care Home	1 space for every 5 Units”

- 6) Repealing Planning Mixed Development (PMD1) Zone Section (14), which states:

“(14) THE FOLLOWING DOCUMENTS SHALL FORM PART OF THE ZONE REQUIREMENTS AND DEVELOPMENT REGULATIONS FOR THE PLANNED MIXED DEVELOPMENT 1 ZONE (APPENDIX PMD1):

(a) Design Plan

- (b) Galway Land Use Plan (December 2019)**
- (c) Galway Road Cross Sections/Transportation Plan (December 2019)**
- (d) Parkland and Pedestrian Trail Plan (December 2019)”**

and substituting the following:

“(14) THE FOLLOWING DOCUMENTS SHALL FORM PART OF THE ZONE REQUIREMENTS AND DEVELOPMENT REGULATIONS FOR THE PLANNED MIXED DEVELOPMENT 1 ZONE (APPENDIX D, PMD1 Zone Schedule):

- (a) Schedule A: Concept Plan (October 2024)**
- (b) Schedule B: Galway Land Use Plan (October 2024)**
- (c) Schedule C: Galway Road Cross Sections/Transportation Plan (October 15, 2024)**
- (d) Schedule D: Open Space & Pedestrian Trail Plan (October 15, 2024)”**

- 7) Repeal Appendix D, Schedules A-D and replace with the following Schedules A-D.**

Schedule "A"

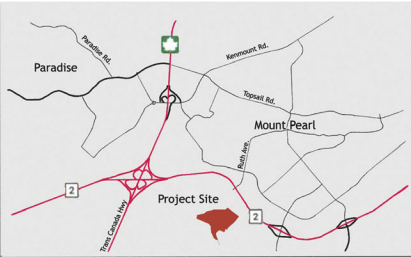
GALWAY

CONCEPT PLAN

OCTOBER 2024

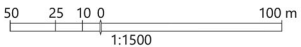


Key Plan



Legend

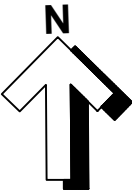
Nature Trail	
Single Detached Dwelling	
Semi-Detached Dwelling/ Townhouse/ Four-Plex	
Mixed-Use Development	
Apartment Building or Personal Care Home	
Open Space	
Stormwater Management Facility	



Galway
LIVING



Schedule "B"



- SINGLE DETACHED DWELLING
10.9m MIN. FRONTAGE
- SINGLE DETACHED DWELLING
15.2m MIN. FRONTAGE
- SEMI-DETACHED DWELLING OR
TOWNHOUSE
6.0m MIN. FRONTAGE PER UNIT
- FOUR-PLEX (12.0m MIN. FRONTAGE)
OR
TOWNHOUSE (6.0m MIN. FRONTAGE
PER UNIT
- APARTMENT BUILDING OR
PERSONAL CARE HOME
- OPEN SPACE
- MIXED-USE DEVELOPMENT
COMMERCIAL/ RESIDENTIAL
- FUTURE DEVELOPMENT AREA
- POTENTIAL STORMWATER
EXPANSION AREA

N.P. NEIGHBOURHOOD PARK

PROJECT BOUNDARY

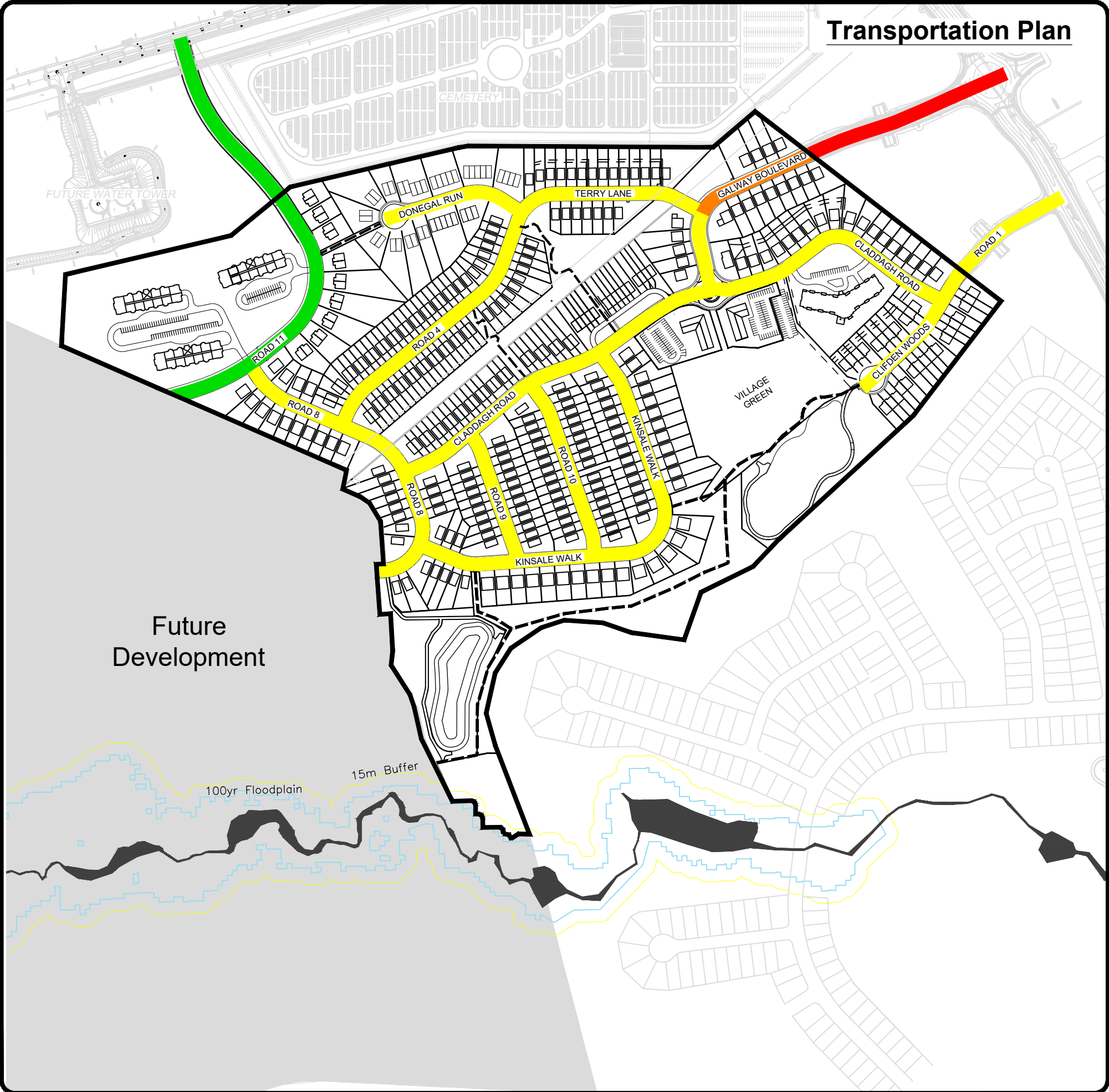
TRAIL

NOTES:
- Lot lines identified are conceptual only
and subject to final development approval.
- Trail details will be addressed at
detailed design.

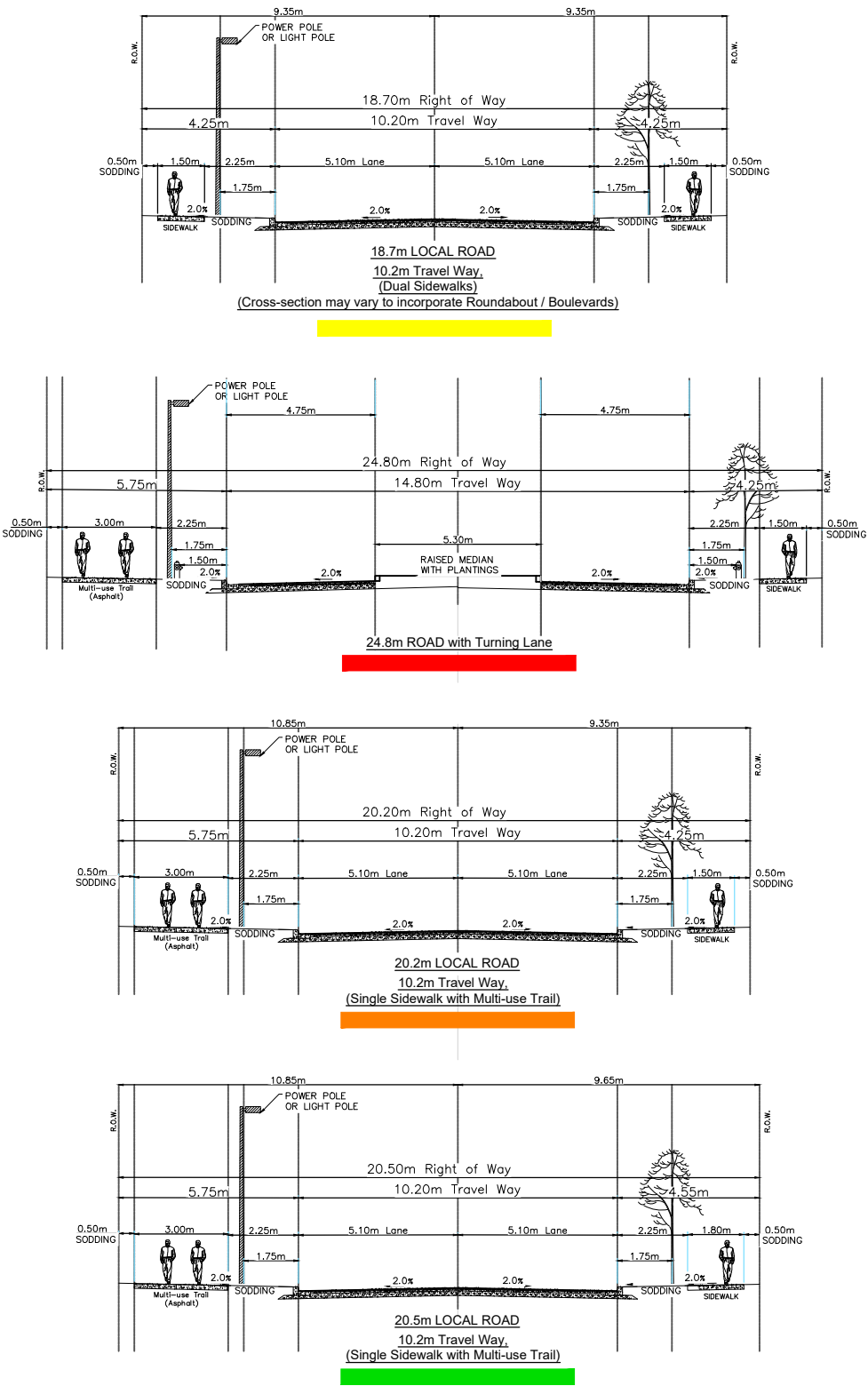
NOT TO SCALE

OCTOBER 2024

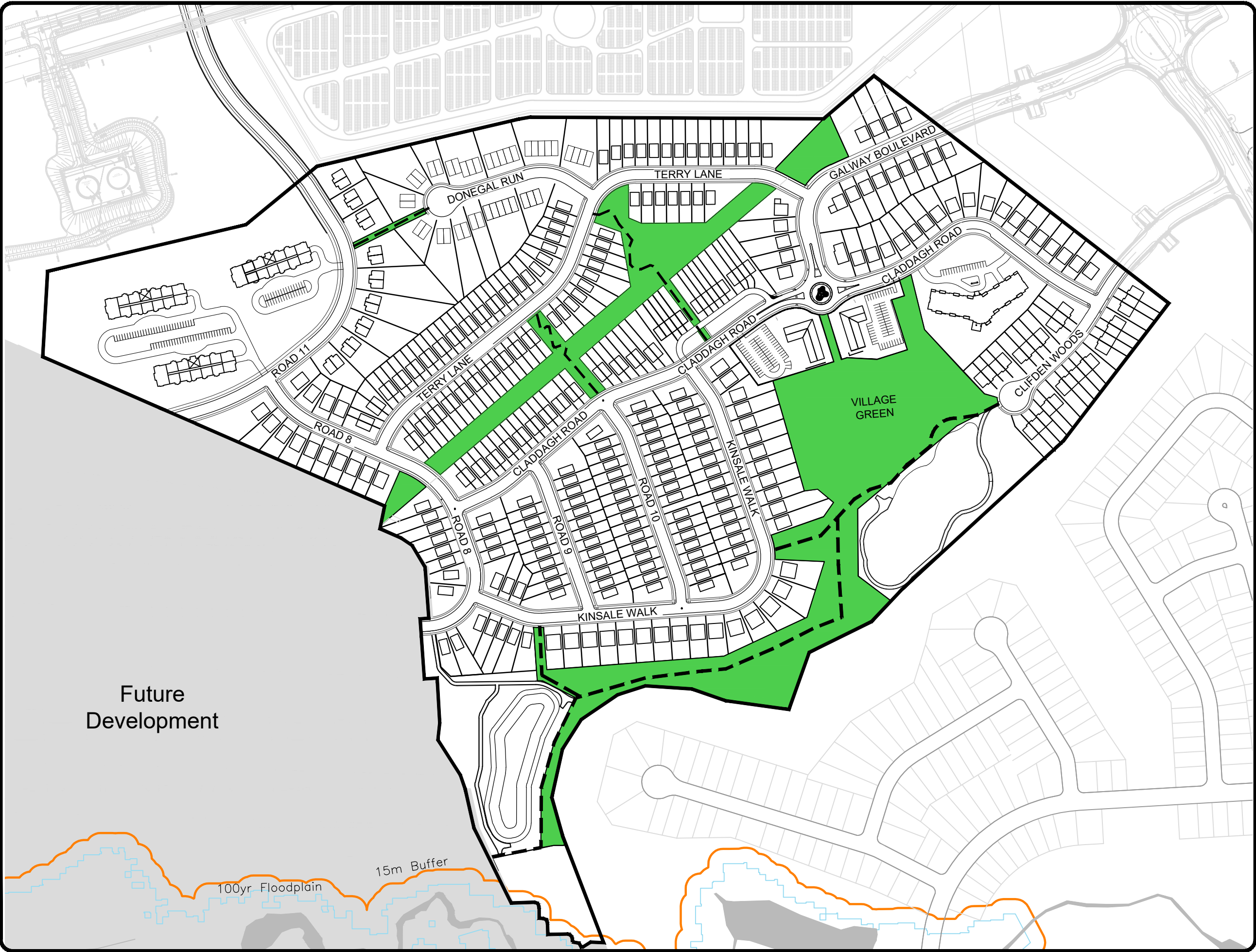
PROJECT
GALWAY
LAND USE PLAN₁₈₄



GALWAY ROAD CROSS SECTIONS




Note: Location of street trees within ROW to be determined.



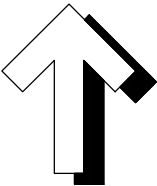
Schedule "D"

Open Space
&
Pedestrian
Trail Plan

 Open Space

 Trail

Note: Trail size, materials
and details will be
determined at the detailed
design stage.



North

N.T.S.

Hybrid Public Meeting – 725 Southlands Boulevard
Zoom & Foran Greene Room – St. John's City Hall
Tuesday, November 21, 2023 – 7:00 pm

Present: **Facilitator**
 Glen Barnes

City of St. John's
 Ken O'Brien, Chief Municipal Planner

Proponents
 Clayton Developments

There were approximately 30 participants in person and online.

CALL TO ORDER AND BACKGROUND PRESENTATIONS

Mr. Glen Barnes, Independent Facilitator, called the meeting to order at 7:00 pm and outlined some housekeeping items.

Mr. Barnes noted he is an independent facilitator and is not responsible to write the report from this meeting or make any recommendations, but to facilitate and Chair the meeting.

The purpose of this meeting is to provide members of the public the opportunity to ask questions and provide comments on the proposal for 725 Southlands Boulevard. City staff will present on the application and then the proponents will have the opportunity to present and answer questions.

Mr. Barnes also noted that this meeting is being recorded for assistance in preparing the final report. The report will be presented to City Council at a future meeting.

The report will not include the names or addresses of people in attendance.

PURPOSE OF MEETING

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

- To ask a question, those participation by Zoom were asked to use the raise hand feature, and, when called upon unmute yourself and you can ask your question.

The Land Acknowledgement was read aloud.

Background and Current Status

Mr. Ken O'Brien, Chief Municipal Planner, outlined that the purpose of this Public Meeting is to revise Schedules A to D in the Planned Mixed Development 1 (PMD1 Zone). Revisions include changes to the road network, reducing the frontage of proposed lots, altering the stormwater management area, revising trail and open space locations, adding Personal Care Home as a use to the zone and reducing parking standards to align with City standards. Schedules A to D form part of the PMD1 Zone standards and therefore any changes require an amendment to the Envision St. John's Development Regulations. A Municipal Plan amendment is not needed.

It was advised that the city will be taking comments until Friday, November 24, 2023.

Submissions will be redacted and will form part of the package that will go to Council.

PRESENTATION BY THE PROPONENT

The proponents presented a slide show which reviewed all of the proposed changes in the application. Changes include:

- Changes to the road network to make more of a grid
- Permitting smaller frontages for semis and townhouses, and more area for small-lot detached homes.
- Altering the stormwater management area
- Revising trail and open space locations
- Adding Personal Care Home as a use where apartment buildings are permitted
- Reducing parking requirements to align with modernized standards used throughout St. John's.

It was advised:

- That the reconfigured road network and smaller lot layout will accommodate the current market changes.
- Reducing the infrastructure costs will help create more attainable housing products.
- Reducing parking requirements to align with modernized City standards.
- The proposed parkland changes are a result of more detailed site grading information, providing more useable parkland area.
- The expanded stormwater management pond will account for updated climate change projections.

COMMENTS & QUESTIONS FROM PARTICIPANTS

Members attending in person and online were offered the opportunity to ask questions to the proponent or City Staff on this proposal. There were several areas of concern raised, and they included:

- Smaller lots mean a higher density and more traffic. The extension to Southlands Boulevard should be completed to help alleviate traffic concerns.
- It was asked if one-way streets could be implemented to help with traffic congestion. The Chief Municipal Planner advised that he would bring that forward to the City's traffic engineers for consideration.
- Smaller houses with smaller driveways may cause more people to park on the roads as most homes have more than one car.
- Traffic caused by the proposed personal care home. A personal care home does not only include the residents but also workers and visitors, which will cause more traffic than the originally proposed apartment building.
- Property values will decline, contradicting the original vision that residents were sold.
- Less privacy
- Residents were told they would have a permanent green space behind their property but they are now told that it may be considered for future development. The proponents advised that this is not their land (it is owned by Dewcor) but they could provide an email address to the owners to answer questions on the space.

Others expressed support for the proposed changes:

- Change is inevitable and the proponents are adapting to the current market.
- Increased density is needed especially with the housing crisis.
- High-quality construction should be available and affordable for everyone.
- Support for diversity in the community
- A personal care home would be a great addition to the community.

CONCLUDING REMARKS

Mr. Barnes concluded the meeting by adding that any submissions can be sent to the City Clerk's Department by November 24, 2023.

Mr. Barnes thanked the residents who came to the meeting in person as well as those joining virtually for their comments and questions.

ADJOURNMENT

The meeting adjourned at 8:37 pm.

Karen Chafe

From: Engage St John's <notifications@engagementhq.com>
Sent: Saturday, November 18, 2023 11:55 AM
To: CityClerk; Ann-Marie Cashin
Subject: A new question has been added to Questions

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

Hi there,

Just a quick heads up to let you know that a new question has been asked at 725 Southlands Boulevard (Galway) by jar-_-.

The question that was asked is:

Based on the revised Schedule B, are there any potential design flaws, and how has the City and Developer factor in the consideration the 100-year floodplain and its elevation of approximately 190 meters: Floodplain Proximity: Will the development's proximity to the 100-year floodplain might pose a risk of flooding? The plan does not seem to include adequate buffer zones or flood mitigation strategies. Elevation Concerns: If parts of the development are lower than the 190-meter floodplain elevation, are these lower areas at risk? The plan does not clearly show if there are any elevation safeguards. Stormwater Management: Is the designated stormwater management area might sufficient, especially if the floodplain's water levels rise? There seems to be no secondary containment or overflow areas. Service Easement: The service easement near the floodplain could this be vulnerable to flooding, potentially disrupting utilities? The plan should consider relocating critical infrastructure. Green Space Placement: The Village Green and natural park (N.P.) are close to the floodplain, will this make Village Green, unusable during and after flood events? Residential Zoning Near Floodplain: Will residential zones near the floodplain require additional flood-proofing measures? These are not evident in the plan. Road Access: There appears to be only one main access point near the floodplain, which could be cut off in a flooding event, trapping residents. Emergency Evacuation Routes: The subdivision lacks clear emergency evacuation routes, particularly for areas adjacent to the floodplain. Where are the emergency routes? Land Use Planning: The plan places higher-density housing (apartment buildings or condos) near the floodplain, which could exacerbate the impact of a flooding event on more residents. What mitigation measures are being implemented to protect future residents? Infrastructure Durability: Will the infrastructure such as roads and sidewalks be designed for the increased moisture and potential overland water flow from the nearby floodplain? Considering these potential design flaws, the development would benefit from a comprehensive review by urban planners and civil engineers specializing in flood mitigation to ensure the community's long-term safety and sustainability.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Karen Chafe

From: Engage St John's <notifications@engagementhq.com>
Sent: Saturday, November 18, 2023 11:44 AM
To: CityClerk; Ann-Marie Cashin
Subject: A new question has been added to Questions

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Hi there,

Just a quick heads up to let you know that a new question has been asked at 725 Southlands Boulevard (Galway) by jar-_-.

The question that was asked is:

Environmental Impact: How will ongoing environmental changes, such as climate change, affect the sustainability and environmental impact of the Galway Development? Infrastructure Demand: As the population in the Galway area grows, how will infrastructure needs, such as roads, public transport, and utilities, adapt to accommodate increased demand? Community Needs and Demographics: As demographics shift over time, how will the Galway Development plan to meet the changing needs and preferences of its community? Urban Planning and Design Trends: How will Galway respond to new urban planning and design trends to ensure it remains a modern and attractive living space? Public Services and Amenities: As the Galway community grows, how will the development ensure that public services and amenities, like parks, and recreational facilities, are scaled appropriately to serve the population effectively?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Karen Chafe

From: Engage St John's <notifications@engagementhq.com>
Sent: Saturday, November 18, 2023 11:36 AM
To: CityClerk; Ann-Marie Cashin
Subject: A new question has been added to Questions

CAUTION: This is an EXTERNAL email. Do not click on any link, open any attachments, or action a QR code unless you recognize the sender and have confirmed that the content is valid. If you are suspicious of the message use the **Report a Phish** button to report it.

Hi there,

Just a quick heads up to let you know that a new question has been asked at 725 Southlands Boulevard (Galway) by jar-_-.

The question that was asked is:

Community Integrity at Stake: Our neighborhood's essence, characterized by its low-density and green character, is in jeopardy due to the proposed increase in housing density and reduction in lot sizes. How will the developers preserve the unique character of our community amidst these changes? Quality of Life Concerns: The reduction in green spaces and increased housing density could significantly alter our community's character, potentially eroding the quality of life. Were these impacts considered in the planning process? Construction Disruption: The anticipated construction phase, bringing increased noise and dust, could disrupt the tranquility of our community. What measures will be implemented to minimize this impact? Traffic and Infrastructure Strain: With more residents, we face potential traffic congestion and infrastructure strain. Is there a plan to enhance infrastructure to accommodate the increased population? Environmental Impact: The hilltop location of our community makes it susceptible to water runoff and erosion, heightened by the loss of vegetation. How will the revised water management systems address these environmental concerns? Legal and Trust Issues: As residents, we invested in our homes based on specific promises and covenants. How does the new plan align with these legal agreements, and what recourse do we have? Shadowing and Privacy: The construction of taller buildings could infringe on the privacy and natural light of existing homes. What guidelines are in place to prevent this? Property Values and Community Appeal: There's a concern that the proposed changes might devalue our properties. How will the development ensure the maintenance or enhancement of property values? Public Consultation and Transparency: It appears that the revision process lacked adequate public consultation. How can residents ensure their voices are heard and considered in future planning stages? Alternative Solutions: Were less disruptive alternatives explored that could meet expansion needs without compromising our community's character? Planning and Zoning Compliance: Does the increased density comply with local zoning and planning standards, which are vital for balanced community development? Precedent for Future Developments: This plan could set a concerning precedent, prioritizing profit over community welfare and agreements. How can we safeguard against such trends? Long-Term Environmental Consequences: The potential long-term environmental impacts, particularly on the Galway Wetlands, seem under-addressed. What studies support the environmental sustainability of this plan? Flood Risk and Erosion Mitigation: Given our hilltop location, effective flood risk management is crucial. How robust are the proposed water management facilities in mitigating these risks? Legal Recourse for Covenant Violations: If these changes violate existing covenants, what legal avenues are available to us for enforcement and protection of our rights? Violation of Existing Protective Covenants and Agreements: The proposed changes contravene the existing protective covenants that were agreed upon by current residents. These covenants, which specify lot sizes, green spaces, and community character, are legally binding agreements. What is being done to protect current residents? Misrepresentation: The marketing material, going back to 2015, statements in the media, have now become misleading and might result in

financial loss or other harm, is a case for misrepresentation possible? Covenants and HOA Rules: If certain standards or qualities of life are explicitly stated in the covenants, bylaws, or rules of a homeowners' association, these can be legally binding. Current residents were promised a certain standard of living, the proposed changes counter these agreements, therefore what legal action can current owners take against the proposed changes? Consumer Protection Laws: Some jurisdictions have laws that protect consumers from false or misleading advertising. These laws might come into play if the implications in marketing materials are deemed deceptive. Based on the marketing campaign dating back to as early as 2015, are any consumer protection laws being broken? Sustainability Integration: "How have sustainable development practices been integrated into the design and construction of the Galway development, especially considering the latest environmental standards and climate change projections?" Infrastructure Strain: "Can you provide detailed projections on how the increased population density will impact local infrastructure and what plans are in place to address these impacts?" Community Consultation Process: "What specific steps have been taken to ensure comprehensive community consultation, and how have the feedback and concerns of current residents been incorporated into the development plan?" Economic Impact Assessment: "Could you share a thorough economic impact assessment of this development, particularly focusing on how it will affect local businesses and property values in the surrounding areas?" Green Space and Recreational Facilities: "With the proposed increase in housing density, what specific measures are being implemented to ensure adequate green space and recreational facilities for both new and existing residents?" Traffic and Transportation Solutions: "Given the expected increase in residents, what innovative traffic management and transportation solutions are being considered to mitigate potential congestion and parking issues?" Environmental Impact Analysis: "Can you provide a detailed environmental impact analysis, especially concerning water management, Galway Wetland preservation, and natural habitat protection in the area?" Long-Term Community Support: "What long-term strategies are in place to support the community's development and maintenance, ensuring that Galway remains a vibrant and sustainable place to live for future generations?" Traffic Congestion Mitigation: "What specific measures are in place to manage the expected increase in traffic and prevent congestion, especially during peak hours?" Green Space Preservation: "How do you plan to preserve green spaces and local biodiversity in light of the proposed development density increase?" Stormwater Management: "Could you elaborate on the stormwater management plan, especially concerning the hilltop location and potential runoff issues as the number of impermeable surfaces like roads, sidewalks, and buildings increases, the ability of the land to naturally absorb rainwater decreases, leading to more surface runoff. This runoff needs to be managed effectively to prevent issues such as flooding, water pollution, and erosion. What is the developer and city proposing to address these challenges, including any 100 year storms? Higher-density What proactive measures to address the increased runoff challenges posed by denser construction and reduced permeable surfaces, especially in a topographically sensitive area like a hilltop?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Karen Chafe

From: [REDACTED]
Sent: Wednesday, January 3, 2024 6:23 PM
To: CityClerk
Subject: Proposed development in Galway

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Please send this e mail to all councillors at city hall.

Good Morning. My name [REDACTED]

[REDACTED] and shown a map of a beautiful development that would include Small lovely shops, cafes and a beautiful green space. We needed a place to live, and the development had everything we were looking for, if we were to believe what they had planned for this area, but here we are [REDACTED] and find out we were sold a pack of lies.

I have been reading comments on line, very hateful and vicious about the people who live here, I guess "Newfoundlanders are so nice" is also a bit of a lie, because no not all are. To address some of these comments to council, which I fear some could be behind these to fit their agenda, we see this all over the country at municipal levels, so I can only hope I am wrong about all of you.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]. Our money that bought this home we have in Galway was bought with hard earned money, it was to be an investment [REDACTED] What you are proposing for Galway could put that investment(our only investment) at great risk, then what happens to us when we can not afford even to dream of moving into your planned senior complex ,will you be there for us, I highly doubt it.

I need to know more about these developments, one being (Affordable Housing) what exactly does that mean, is it just a political correct way of saying (low income housing), I am not a snob by no means, we have lived in some of these places, but we worked hard, went without, and saved every penny we could, so you tell me how you are going to protect my hard earned investment. As the saying goes " Fool me once shame on you, Fool me twice shame on me". So I will be watching very carefully, and I will be holding you all accountable.

I also would like an answer from you all as to why a young man from Airport Heights, a known activist, was given so much time at town hall, addressing Galway, when he has no stake in this venture, I hope he was not a plant, as there has been some questions in our community about that, and so you can well imagine the lack of trust growing in regards to City council.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Re: Application from Galway Residential GP Incorporated to revise Schedules A to D in the Planned Mixed Development 1 (PMD1) Zone – Galway, St. John's

Hello Mr. O'Brien,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] of land that was advertised to buyers as a permanent greenbelt.

Regarding the proposed changes to lot size and housing, I am not in opposition to these amendments. Galway was initially marketed as a subdivision with housing of differing sizes and values (this was my impression anyway) and I would like to see the neighbourhood undergo further development to attract more residents of all kinds.

One of the concerns raised by me and my neighbours is the loss of the permanent green belt behind my home. This has been very upsetting and not what we were told by Galway Living when we were considering purchasing our current home. Prior to living in Galway, we lived in a residential neighbourhood in [REDACTED] with houses in very close proximity and little privacy - anything we did in our backyard could have an audience from multiple sides. The lack of privacy in this regard was quite bothersome to us. When we started shopping for a new home, the permanent green belt [REDACTED] was a major selling point for us. It has been very distressing to see this space limbed. It has been completely clear-cut, not just thinned out, as indicated in the attached pictures. Knowing that there could eventually be apartments beyond that permanent green belt when we purchased was not a concern as the greenbelt was quite thick and maintained the level of privacy we wanted. Since it was clear-cut last year, the difference is quite stark. If the land in the advertised greenbelt was not owned by Galway Living, they falsely represented it as a permanent greenbelt when they were not in the position to do such. Both the current and proposed plan for Galway show the permanent greenbelt and it no longer exists – if there is no intention to restore this land to the state it was when we purchased, the plans must be updated. The entire length of street parallel to the greenbelt is occupied by homes, purchased and built when the land beyond their properties looked like a forest – it is unacceptable that this area has been clear-cut when it was used as a selling point by Galway Living and many people bought it.

The second concern I have regarding the proposed amendments is the possibility of having a personal care home (PCH) [REDACTED] Prior to purchasing, we were told this area would be an apartment/condo building (which was in line with the marketing at

the time of Galway having many different types and sizes of residential housing). **It is absolutely unacceptable to change the zoning of this land after the expensive lots have been purchased and homes built.** We were sold a brand, and it was marketed as elevated residential living with specific features not found in most other residential areas of St. John's. [REDACTED] have worked very hard our entire lives to purchase the house we now have, [REDACTED] now violates the terms of the contract we agreed to upon purchase. It also lowers the value of my home – selling my house to a prospective buyer with a personal care home [REDACTED] is not an attractive attribute. [REDACTED] The introduction of a PCH in the middle of a residential neighbourhood introduces significantly more traffic – visitors, deliveries, staff, medical vehicles, garbage and sanitation disposal - and noise and residents who already live right next to this can do nothing to escape it.

I am not opposed to Galway development building PCHs in areas that have yet to be developed. Housing in these areas is also not started and prospective buyers for these lots will be fully aware that a PCH will be in their neighbourhood prior to making a purchase. This approach is transparent and sincere, giving buyers all information prior to making their choice. Selling a brand and set of criteria to prospective buyers and then changing it many years later after they have purchased is not acceptable.

I appreciate that development plans for subdivisions may evolve over time but those should be only to those areas that are not yet sold and occupied. If the City passes these proposals, I could have a PCH in [REDACTED] no privacy in between. Had I known this in [REDACTED] I most certainly would have purchased a much cheaper home in Southlands or Mount Pearl. We were marketed a brand, a concept, and a model; Galway Living succeeded in selling us that vision and it needs to be upheld.



Both of these pictures are the permanent greenbelt today (November 2023).





This was the permanent greenbelt in June 2019. You cannot see through it, unlike the other photos of the current situation.

Karen Chafe

From: [REDACTED]
Sent: Wednesday, December 13, 2023 12:37 PM
To: CityClerk
Subject: Re application by Galway Residential GP incorporated .

You don't often get email from [REDACTED] [Learn why this is important](#)

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My response to this is (Why Now) after residents have purchased already? These changes are huge and will totally alter this area from quiet residential retirement community to high-volume traffic areas to imposing high rise structures and reduction of open space areas. This plan didn't happen overnight, why was it kept from residents who, had they known would have, of course, considered other options? [REDACTED]

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Karen Chafe

From: [REDACTED]
Sent: Friday, December 29, 2023 4:17 PM
To: CityClerk; Carl Ridgeley
Subject: 725 Southlands Boulevard (Galway) - PLEASE FORWARD TO ALL CITY COUNCILORS

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello,

I am writing to you to resubmit my concerns regarding the proposed new plans for Galway. I understand that my initial comments submitted at the meeting held on Nov 21 and via the engage website were not forwarded to all city councilors for consideration when the plans go before council, so I am requesting that this email is forwarded to all.

[REDACTED] We chose Galway based on what was sold to us as a residential master planned community. I have the following concerns:

- The proposal of a 5 story personal care home was never presented as an option for this lot. The max size of building was to be 3 stories. A [REDACTED] story building in the middle of a small residential community is significant. All other personal care homes in the city of St. John's of this size are not amongst residents and are located on main roads going in or out of a residential community. This proposal is a departure from what the city has previously done and significantly disrupts the quality of living to current residents of Galway.
- We purchased our lot and built our home with certain conditions and agreements of what was going to be built in the community and a personal care home / 24-7 business was not in those plans. We also had to sign covenants as residents when purchasing in Galway to agree to keep a certain esthetic and standard for our house and are still held to these. It does not seem right that the builder is also not held to the same. The addition of a 5 story personal care home will have significant negative impact to our property value and our family's quality of life. We would have never purchased this lot or built in Galway if we had thought that the builder could deviate so much from the original plan. We will also not be able to sell our house now without taking a significant loss due to the proposed changes.
- Adding a personal care home to this lot is adding a 24-7 business right in the middle of a residential community where kids are currently playing freely and traffic is kept to a minimum. A business would introduce a large amount of traffic, not to mention the requirement for snow clearing at all hours to accommodate the needs of a personal care home and its residents. Emergency vehicles will require access, staff will be coming and going throughout the day and night as well as the addition of visitors. I am deeply concerned about the increase in traffic and the impact [REDACTED] the neighborhood children's safety.
- Galway has a large amount of land to choose from and a personal care home would be better suited on a main road into or out of the community rather than situated right in amongst houses and next to the community playground where children are playing.

I request that the concerns of the residents are heard and that council reconsider the proposal and require the builder to investigate other locations or solutions.

Galway Residential GP Incorporated/City of St. John's,

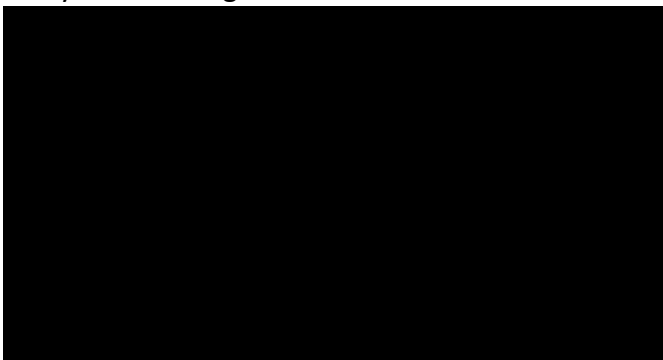
Nov 21st, 2023

[REDACTED]. We are early supporters of the development and would like to continue to support development within the community. Unfortunately, we will not be able to attend the meeting regarding the planned revisions to schedule A to D in the PMD1 zone.

We are writing to request that the changes to this zone be re-considered. The initial plan for the development, including the original street plan and green space organization, is one of the main reasons that we chose to move into Galway in [REDACTED]. We are interested in moving to a larger lot within the neighbourhood once development progresses and the planned changes are removing that option to increase the total number of units in the development. The original plan for the development included larger lots on Kinsale Walk with backing onto green space shown below:



Based on the recent proposed changes, these lots will no longer be developed. We feel the original planned layout was one of the main incentives for investing in the development. Thank you for taking this into consideration.



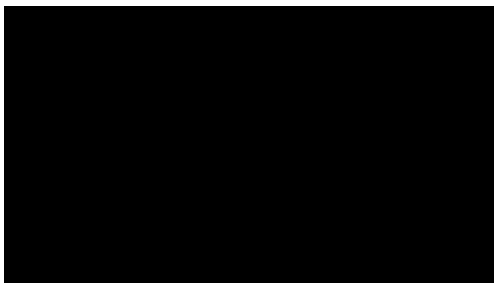
Karen Chafe

From: [REDACTED]
Sent: Thursday, January 25, 2024 11:07 AM
To: CityClerk
Subject: 725 Southlands Boulevard (Galway)

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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We are residents of the subject area in Galway. [REDACTED] have the same concerns as our neighbours with the proposed changes . We would like to be notified of any city council meetings concerning these changes .












November 22, 2023


Re: Application from Galway Residential GP Incorporated to revise Schedules A to D in the Planned Mixed Development 1 (PMD1) Zone – Galway, St. John's

To whom it may concern:

I am a resident of Galway, St. John's and 
. I have a few additional comments for consideration by the city related to this application.

Given the scope of this project I fully understand that changes may need to occur from time to time to align with the given housing market, demand, etc. This is not unexpected. Most of the changes proposed in this application are perfectly acceptable to me and I welcome any changes proposed that will allow for a variety of housing options, affordability, diversity and quick development. Attracting more residents to this area, in my opinion, will expedite the development of infrastructure I have come to expect for this area, including parks and walking trails for example. My only concern is ensuring this is done in a way that maintains the vision of Galway subdivision and the ideas I have been sold on .

With this in mind, I do feel it is completely unfair to now propose changes to the section of this development where many of us have already purchased property and settled. When we picked out a building lot in  our decision was based on many factors including the greenbelt  the plan for the street and neighbouring properties. As I stated, I do welcome a variety of housing options and we made our decision to build at  with the expectation that a multi-level, multi-unit, housing option would be located directly across the street. Whether or not this was in the form of an apartment or condo building was not important. It is completely different, however, to propose the option of personal care home at this location at this stage in development, as I am no longer able to consider this information with deciding on a building lot.  a personal care home is a private business, for profit, that is licensed by the health authority. As a business, this will dramatically change the level of activity one would expect compared to the original plan of private condos. As a business, it would have employees that will have to converge at this location on a daily basis, 24 hours per day, 365 days per year. It will likely have more residents than a building with private condos (to maximize profits) thereby meaning more visitors, more taxis, more delivery trucks, etc. To change the plans now and accept a personal care home at this site is unacceptable.

 I do support the inclusion of personal care homes in Galway, but will need to be located at a site where those potential neighbouring residents are able to factor this information into their building lot decisions. Allowing a personal care home on the site plan for any area of Galway that has yet to break ground is completely reasonable and acceptable.

Kindly consider this information when making a decision on this proposed application.



Karen Chafe

From: [REDACTED]
Sent: Wednesday, January 3, 2024 9:14 AM
To: CityClerk; Carl Ridgeley
Subject: FW: Re: 725 Southlands Boulevard (Galway) - comments to Public Meeting regarding proposed changes to the Planned Mixed Development 1 (PMD1) Zone

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Hello,

I am writing to you to resubmit my concerns regarding the proposed new plans for Galway. I understand that my initial comments submitted might not have been forwarded to all city councilors for consideration when the plans go before council, so I am requesting that this email is forwarded to all.

In addition to my original comments below, I would like to personally appeal to with two thought scenarios, as these proposed changes are up to you to approve or hopefully decline.

Firstly, we purchased a premium lot and built a house based on promises made, including advertising on a fantastic neighborhood. Now, imagine if **you** have built a cabin on a lake somewhere with promises made for quiet neighborhood with safe access to the lake, and suddenly someone like yourself was asked to change the zoning and build **5 story personal care** homes right next to you. I think it is easy to agree that this re-zoning as proposed needs to be rejected!

Secondly, I understand Newfoundland has the country's oldest and most rapidly aging population. But, you can't fix that with building personal care homes inside existing neighborhoods as proposed here. We need people like myself, [REDACTED] St.

John's the biggest challenge we had was finding a good home in a neighborhood that suited us. We found it in Galway, but are now second guessing the move, and hesitant to recommend others to do the same. [REDACTED]

[REDACTED] brining business, young people and more work to Newfoundland. If we shall succeed in that, we need neighborhoods like Galway!

Regards,

To [REDACTED]

Subject: Re: 725 Southlands Boulevard (Galway) - comments to Public Meeting regarding proposed changes to the Planned Mixed Development 1 (PMD1) Zone

I am writing to express my deep concerns about the proposed changes to the Galway community, which were brought to my attention recently. As a current resident who chose Galway as our home due to its envisioned low traffic, spacious sidewalks, and abundant green spaces, I am worried that the proposed alterations may compromise the unique character that attracted us to this neighborhood.

One of the key reasons for [REDACTED] was the promise of a well-planned community with ample parks, spacious lots, and a safe environment [REDACTED]. The proposed changes, particularly the removal of parks, increased housing density, and reduction of planned lot sizes, appear to deviate significantly from the concept that initially drew us to Galway.

I kindly urge the city to reconsider these changes, as they may not align with the expectations and needs of the current and future residents of Galway. It is crucial to preserve the essence of the neighborhood, maintaining the balance that makes it an attractive and desirable place to live.

I understand the complexities involved in urban planning, and I appreciate the city's efforts to enhance our community. However, I believe that open dialogue and collaboration with residents can lead to solutions that better align with the shared vision for Galway.

[REDACTED]

From: [REDACTED]
Sent: Thursday, January 4, 2024 3:55 PM
To: CityClerk
Subject: 725 Southlands Boulevard - Please forward this email to all St.John's city councillors

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Please forward this email to all St.John's city councillors

Further to the Public Meeting on November 21 regarding the subject matter, the purpose of this email is to formally register our objection to the application to revise the Planned Mixed Development 1 zone .

Our concerns are specifically related to several amendments for use being proposed.

1. Changes to permit development of personal care home (Claddagh Road).

The concern is that this property will be for profit , more "institutional" and governed by the province of NL , and not for the originally intended owner occupied residential use. Of particular concern is that as a 5 story personal care home , this will become a place of business 24/7 and would result in significant increased traffic through this area with staff, services , and visitor traffic etc. While little to no specifics have been provided at this stage, one can expect that as a "for profit" business , the occupancy will be maximized for the foot print available, meaning a multi level structure with smaller individual rooms to accommodate more residents. This compares to the original concept which was communicated to us at the time of lot purchase , that the site was intended for a 3 story condominium type owner occupied residential units. They would be Owner occupied , not as densely populated and would not generate the same level of traffic as personal care home facility. Galway has over 2000 acres of land with a commercial area designated for business activity . We would like to see a Personal Care Home in Galway just *not situated on Claddagh road* where it would reside on the same parcel of land as Village Green, the parking lots and 2 min- malls and directly in front of the residential homes. We would suggest that this is not the right location for such a facility and a more suitable area in Galway would better accommodate the needs of this business.

2. Changes to permit higher density residential development.

As the developer's representatives had indicated , the proposed changes to the residential development is driven by changed economic conditions that has clearly dampened demand for the larger lots in the current plan configuration. The major concern here is the increased traffic flow that will result from this change. Developers are proposing a revised street plan to reflect a grid design and with a much narrower 36 ft frontage lots. These lot sizes will also likely contribute to parking issues due to reduction in off street parking. Most households can be expected to have more than one car. It is also different conceptually from what we as purchasers believed that this development would look like. In our view , we were willing to pay a premium for our lot in Galway , from what similar sized lots in nearby developments were being sold for. We also agreed to specific covenants that we understood and believed would help ensure that value would be retained in the concept. We believe that the changes being proposed will work counter to

that.

3. Commercial Development (eg: Town Hall with mini-malls x2)

The third point that is of some concern is the possibility commercial development in the area of the park / playground area. We don't think that this is appropriate in this neighbourhood. The larger Galway area has much area designated for commercial area in close proximity and we believe that the residential area should remain free of commercial development.

4. Conclusion

In conclusion Galway differs from most subdivisions in the city of St. John's in that residents have to abide by a restrictive covenant that is designed to protect the value of properties in the area. All of the three points addressed contribute to higher density, increased noise levels, headlights from vehicles visiting the area pouring into our bedroom windows, and the lack of privacy and enjoyment of living in this community. We feel that this is not in keeping with a covenant to protect the value of properties. In addition these things do not facilitate the Galway promise of building "the dream of a stress free lifestyle" nor do they lend themselves to the "tranquility of suburban living". The congestion that these changes will have on the community will affect our enjoyment of this peaceful area. In addition, there is the negative impact that the higher density and commercial businesses will have on real property values. We are paying high property taxes, which we understood because the value was going to be in the home and complemented by keeping the value of properties in the area. [REDACTED] now and we did not foresee that we would be facing these types of proposed changes. Access to the general Galway area is challenged enough with only a single point of access for a very busy commercial area and it is indeed challenged in the residential area.

[REDACTED]

Karen Chafe

From: [REDACTED]
Sent: Wednesday, January 17, 2024 12:51 PM
To: CityClerk
Subject: 725 Southlands Boulevard Rezoning Please forward to all city councillors

You don't often get email from [REDACTED] [learn why this is important](#)

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Please forward this email to all city councillors.



Please see Galway development plan attached (sections in pink.)

Good afternoon councillors,

We are writing to oppose rezoning for a personal care home on Claddagh Road. The pink sections on the plan attached show that developers have plans for apartment buildings and personal care homes off Donegal Run. It is beautifully planned, fits into the neighborhood and is appropriately located on a cul de sac. It has great access to amenities and its activities do not impede on the private

residences in that area. That arrangement is nicely planned and it works for this community . In comparison the personal care home on Claddagh Road is proposed to be a huge 5 story building a short distance from and directly in front of private homes . Every vehicle that enters into this building lot must exit in front of the homes across the street with their headlights peering into their house windows day and night 24/7. The noise from the ever visible parking lots and business activities associated with this for- profit business is also much more disruptive to the lives of homeowners who live directly across the street. This is much more intrusive to residents than what is proposed for Donegal Run. Claddagh road already has 2 mini malls proposed and village green park directly in front of the residents homes . We saw a great deal of activity on the street just with the park opening last fall and we know that there is going to be much more activity when the mini malls open. We ask councillors "Please do not approve a personal care home on Claddagh Road. "

Thank you for considering this request.

[REDACTED]

From: [REDACTED]
Sent: Friday, December 29, 2023 10:54 PM
To: CityClerk; Carl Ridgeley
Subject: 725 Southlands Boulevard

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Please see my comments that were submitted for consideration of 725 Southlands Boulevard:

Community Integrity at Stake: Our neighborhood's essence, characterized by its low-density and green character, is in jeopardy due to the proposed increase in housing density and reduction in lot sizes. How will the developers preserve the unique character of our community amidst these changes?

Quality of Life Concerns: The reduction in green spaces and increased housing density could significantly alter our community's character, potentially eroding the quality of life. Were these impacts considered in the planning process?

Construction Disruption: The anticipated construction phase, bringing increased noise and dust, could disrupt the tranquility of our community. What measures will be implemented to minimize this impact?

Traffic and Infrastructure Strain: With more residents, we face potential traffic congestion and infrastructure strain. Is there a plan to enhance infrastructure to accommodate the increased population?

Environmental Impact: The hilltop location of our community makes it susceptible to water runoff and erosion, heightened by the loss of vegetation. How will the revised water management systems address these environmental concerns?

Legal and Trust Issues: As residents, we invested in our homes based on specific promises and covenants and the fact the Galway was a "Master Planned Community". How does the new plan align with these legal agreements, and what recourse do we have? And can the Developer define what is meant by a "Master Planned Community"?

Shadowing and Privacy: The construction of taller buildings could infringe on the privacy and natural light of existing homes. What guidelines are in place to prevent this?

Property Values and Community Appeal: There's a concern that the proposed changes might devalue our properties. How will the development ensure the maintenance or enhancement of property values? All the changes proposed by the Developer are viewed by the current residents as downgrades, not upgrades.

Public Consultation and Transparency: It appears that the revision process lacked adequate public consultation. How can residents ensure their voices are heard and considered in future planning stages? These changes will set the precedence of future phases, considering this was supposed to be a "Master Planned Community".

Alternative Solutions: Were less disruptive alternatives explored that could meet expansion needs without compromising our community's character? Has the Developer considered lowering the costs of land to generate sales? Profit or lack of is one major driving force behind the increased density proposal.

Planning and Zoning Compliance: Does the increased density comply with local zoning and planning standards that were agreed upon and sold to the existing residents? This answer is no.

Precedent for Future Developments: This plan could set a concerning precedent, prioritizing profit over community welfare and agreements. How can we safeguard against such trends?

Long-Term Environmental Consequences: The potential long-term environmental impacts, particularly on the Galway Wetlands, seem under-addressed. What studies support the environmental sustainability of this plan?

Flood Risk and Erosion Mitigation: Given our hilltop location, effective flood risk management is crucial. How robust are the proposed water management facilities in mitigating these risks?

Legal Recourse for Covenant Violations: If these changes violate existing covenants, what legal avenues are available to residents for enforcement and protection of our rights? Residents and all media pertaining to Galway guarantee a certain standard of living. Is this considered false advertising? Are there legal actions residents can take, how does the City Council protect residents from such false advertising and promises?

Violation of Existing Protective Covenants and Agreements: The proposed changes contravene the existing protective covenants that were agreed upon by current residents. These covenants, which specify lot sizes, green spaces, and community character, are legally binding agreements. What is the City doing to protect current residents?

Misrepresentation: The marketing material, going back to 2015, statements in the media, have now become misleading and might result in financial loss or other harm, is a case for misrepresentation possible?

Covenants and HOA Rules: If certain standards or qualities of life are explicitly stated in the covenants, bylaws, or rules of a homeowners' association, these can be legally binding. Current residents were promised a certain standard of living, the proposed changes counter these agreements, therefore what legal action can current owners take against the proposed changes?

Consumer Protection Laws: Some jurisdictions have laws that protect consumers from false or misleading advertising. These laws might come into play if the implications in marketing materials are deemed deceptive. Based on the marketing campaign dating back to as early as 2015, are any consumer protection laws being broken?

Sustainability Integration: "How have sustainable development practices been integrated into the design and construction of the Galway development, especially considering the latest environmental standards and climate change projections?"

Infrastructure Strain: "Can you provide detailed projections on how the increased population density will impact local infrastructure and what plans are in place to address these impacts?"

Community Consultation Process: "What specific steps have been taken to ensure comprehensive community consultation, and how have the feedback and concerns of current residents been incorporated into the development plan?"

Economic Impact Assessment: "Could you share a thorough economic impact assessment of this development, particularly focusing on how it will affect local businesses and property values in the surrounding areas?"

Green Space and Recreational Facilities: "With the proposed increase in housing density, what specific measures are being implemented to ensure adequate green space and recreational facilities for both new and existing residents?"

Traffic and Transportation Solutions: "Given the expected increase in residents, what innovative traffic management and transportation solutions are being considered to mitigate potential congestion and parking issues?"

Environmental Impact Analysis: "Can you provide a detailed environmental impact analysis, especially concerning water management, Galway Wetland preservation, and natural habitat protection in the area?"

Long-Term Community Support: "What long-term strategies are in place to support the community's development and maintenance, ensuring that Galway remains a vibrant and sustainable place to live for future generations?"

Traffic Congestion Mitigation: "What specific measures are in place to manage the expected increase in traffic and prevent congestion, especially during peak hours?"

Green Space Preservation: "How do you plan to preserve green spaces and local biodiversity in light of the proposed development density increase?" and "What is the total reduction of greenspace?"

Stormwater Management: "Could you elaborate on the stormwater management plan, especially concerning the hilltop location and potential runoff issues as the number of impermeable surfaces like roads, sidewalks, and buildings increases, the ability of the land to naturally absorb rainwater decreases, leading to more surface runoff. This runoff needs to be managed effectively to prevent issues such as flooding, water pollution, and erosion. What is the developer and city proposing to address these challenges, including any 100 year storms? Higher-density What proactive measures to address the increased runoff challenges posed by denser construction and reduced permeable surfaces, especially in a topographically sensitive area like a hilltop?

Environmental Impact: How will ongoing environmental changes, such as climate change, affect the sustainability and environmental impact of the Galway Development?

Infrastructure Demand: As the population in the Galway area grows, how will infrastructure needs, such as roads, public transport, and utilities, adapt to accommodate increased demand?

Community Needs and Demographics: As demographics shift over time, how will the Galway Development plan to meet the changing needs and preferences of its community?

Urban Planning and Design Trends: How will Galway respond to new urban planning and design trends to ensure it remains a modern and attractive living space?

Public Services and Amenities: As the Galway community grows, how will the development ensure that public services and amenities, like parks, and recreational facilities, are scaled appropriately to serve the population effectively?

Based on the revised Schedule B, are there any potential design flaws, and how has the City and Developer factored the consideration the 100-year floodplain and its elevation of approximately 190 meters:

Floodplain Proximity: Will the development's proximity to the 100-year floodplain might pose a risk of flooding? The plan does not seem to include adequate buffer zones or flood mitigation strategies.

Elevation Concerns: If parts of the development are lower than the 190-meter floodplain elevation, are these lower areas at risk? The plan does not clearly show if there are any elevation safeguards.

Stormwater Management: Is the designated stormwater management area sufficient, especially if the floodplain's water levels rise? There seem to be no secondary containment or overflow areas.

Service Easement: The service easement near the floodplain could be vulnerable to flooding, potentially disrupting utilities? The plan should consider relocating critical infrastructure.

Green Space Placement: The Village Green and natural park (N.P.) are close to the floodplain, will this make Village Green, unusable during and after flood events?

Residential Zoning Near Floodplain: Will residential zones near the floodplain require additional flood-proofing measures? These are not evident in the plan.

Road Access: There appears to be only one main access point near the floodplain, which could be cut off in a flooding event, trapping residents.

Emergency Evacuation Routes: The subdivision lacks clear emergency evacuation routes, particularly for areas adjacent to the floodplain. Where are the emergency routes?

Land Use Planning: The plan places higher-density housing (apartment buildings or condos) near the floodplain, which could exacerbate the impact of a flooding event on more residents. What mitigation measures are being implemented to protect future residents?

Infrastructure Durability: Will the infrastructure such as roads and sidewalks be designed for the increased moisture and potential overland water flow from the nearby floodplain? Considering these potential design flaws, the development would benefit from a comprehensive review by urban planners and civil engineers specializing in flood mitigation to ensure the community's long-term safety and sustainability.

Karen Chafe

From: Stacey Baird
Sent: Monday, November 27, 2023 9:20 AM
To: CityClerk
Subject: FW: Galway Community Meeting.

Stacey Baird
Legislative Assistant
Office of the City Clerk
(709)576-7514

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

From: [REDACTED]
Sent: Friday, November 24, 2023 1:37 PM
To: Stacey Baird <sbaird@stjohns.ca>
Subject: Galway Community Meeting.

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Unfortunately [REDACTED]
[REDACTED]. I understand that the topic for discussion was the construction of a senior's care home. We originally understood that it would be living accommodations for seniors but not a care home. A care home would mean traffic for workers, delivers and of course visitors and maybe a multi level building. We chose this location because there were many regulations such as only approved building plans— type of house, color landscaping etc A burm / hill was constructed in order to create a more natural park setting. The proposal seems to be a commercial building which would need to accommodate employee parking ,visitor parking and it will no doubt lead to on street parking. and consistent commercial delivery traffic and ambulance 24 hour service. This is all in conjunction with a multi million dollar park which was constructed for benefit and easy access for the young kids and families of the residents of both Galway and South Lands.

Sent from my iPad

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Karen Chafe

From: [REDACTED]
Sent: Wednesday, January 3, 2024 12:48 PM
To: CityClerk; Carl Ridgeley
Cc: [REDACTED]
Subject: 725 Southlands Boulevard (Galway) - comments to Public Meeting regarding proposed changes to the Planned Mixed Development 1 (PMD1) Zone

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To Whom it may concern,

I am emailing [REDACTED] regarding the proposed changes to the Planned Mixed Development 1 Zone at Galway. [REDACTED] We have significant concern about what changing the zoning will mean in terms of disruption to the community, ability to maintain city standards, and change to the neighborhood character. Some of our concerns include

- Increased commercial construction disrupting ability to use sidewalks and public areas
- Increased disruption to street parking and reduced street parking spaces
- Decreased ability to clear snow with reduced lot sizes
- Ability for the city to maintain current standards of municipal services with increased user load
- Disruption to current sight lines and exposure to the natural environment and overall ability to enjoy nature.
- Disruption to the watershed area and its ability to retain water and increased risk of flooding of nearby areas.

Please forward these concerns to all city councilors.

Sincerely,

[REDACTED]

Karen Chafe

From: [REDACTED]
Sent: Wednesday, December 20, 2023 9:45 AM
To: CityClerk
Subject: Re: Galway- Proposed Changes

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On Sat, Dec 16, 2023 at 10:16 AM [REDACTED] wrote:

Please circulate the following correspondence to all members of city council. Thank you,

>

> Hello,

> [REDACTED]

[REDACTED]s. After investing a significant amount of money to build a home in this area, the developers are proposing to change the initial plan(the one we bought into) to something very different: a personal care home [REDACTED], changes to green space areas and much smaller lots. These changes will obviously create more congestion in an area of the city that is already congested by Costco traffic.

> I ask that city council support the residents of this area by rejecting these proposed changes and insuring they receive the initial plan as is . The plan they paid for and not some midstream change because the economics of the project has changed due to higher interest rates.

>

> In my opinion, any changes that do occur should happen outside of this current phase. If approved, Claddagh Road will have a personal care , a park and the current homes. All of which will result in conjection in our location and likely reduced property values. [REDACTED]

>

> To be clear, I am not opposed to Personal Care Homes in the area but believe it should be properly located.

>

> I ask that each councillor seriously consider the implications of these proposed changes on the current residents before voting . Should we have the right to receive what we were promised and already paid for? I think so. Should our elected officials protect these rights for us? I think so.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Karen Chafe

From: [REDACTED]
Sent: Thursday, January 4, 2024 11:33 AM
To: Carl Ridgeley; CityClerk
Cc: [REDACTED]
Subject: 725 Southlands Boulevard (Galway) - PLEASE FORWARD TO ALL CITY COUNCILORS

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Good morning,

I wrote the following before the holidays but did not receive a response so re-sending to ensure it is received.

We are writing as concerned citizens of the Galway neighborhood with respect to the proposal to allow a 5-storey personal care home on Claddagh Road. [REDACTED]
[REDACTED]

To start off, while the other proposed changes which may allow for more affordable housing and increase population in the area may not be ideal, we understand and see firsthand that this neighborhood does need a "change" in order for more people to want to live here. That being said, I don't think the price of homes is the primary deterrent (prices are comparable to southlands). For many people we know, it's the lack of accessibility to the neighborhood, the negative opinions towards Danny, the absence of a bus for kids who go to St. Peter's to do the French stream, and the lack of playgrounds/park until this year.

While we appreciate there is a need for more personal care homes in the city, allowing one in the proposed location will directly impact the quality of living for those who have very recently invested in homes on this street. We are concerned about the size of the structure, the 24 hour traffic going to and from to support the needs of the residents and staff, creating increased dangers to the kids on this street [REDACTED]. We also struggle with the thought that this personal care home will significantly reduce the value of our home, which will make it very challenging for us to sell our home to move away from the personal care home.

[REDACTED]
[REDACTED] number of employees that would be standing on the outskirts of the property smoking on their breaks, as they were not allowed to smoke on the property itself.

We respect the senior population and their right to access personal care homes, but feel there have to be other options in terms of places this building could go up.

Regards,
[REDACTED]

DECISION/DIRECTION NOTE

Title:	St. John's Climate Resilient Coastal Communities Partnership Project
Date Prepared:	November 18, 2024
Report To:	Regular Meeting of Council
Councillor and Role:	Deputy Mayor Sheilagh O'Leary, Sustainability
Ward:	N/A

Decision/Direction Required:

For Council to approve a financial contribution to the Atlantic Infrastructure Management (AIM) Network's St. John's Climate Resilient Coastal Communities Project. This project is funded by Natural Resources Canada (NRCAN), and funds provided by the City would be matched by NRCAN by up to 75%. The requested contribution is designed to align with the City's specific needs, ensuring the project supports the City by characterizing the climate change risks to its Harbour, developing an actionable plan, and providing funding-ready project details.

Discussion – Background and Current Status:

The Atlantic Infrastructure Management (AIM) Network is leading a collaborative project to help coastal municipalities in Atlantic Canada, including St. John's, increase their readiness for climate change. This initiative is supported by NRCAN will assess coastal hazards and develop recommendations for coastal climate adaptation solutions for St. John's Harbour and Coastal infrastructure. The project takes place from September 2024 to March 2027.

This is a unique opportunity to work with a collaborative group of non-profit organizations, academic institutions and industry to build climate adaptation solutions that are effective, achievable, and aligned with the pillars of the National Adaptation Strategy.

During the proposal stage, the City of St. John's provided a letter approving the In-kind staff contributions, and AIM was able to begin the project with that support. The City also provided proposed goals to ensure the project addressed local priorities:

Project Goals:

1. Develop advanced storm surge and wave runup models for St. John's Harbour.
2. Qualitatively assess flood risk scenarios for the Waterford River under different climate futures.
3. Identify potential coastal impacts of climate change (increased storm surge, wave damage, saltwater intrusion, precipitation and sea level rise) and develop action plans.
4. Prepare cost estimates to support the City in being ready to submit funding applications for related priority adaptation projects.

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5. Build funding models for potential readiness actions and capital projects so you can have a sustainable financing strategy that considers ongoing municipal capital and operational funding needs rather than considering adaptation work in isolation.

Supports Requested:

AIM Network is requesting some financial support for this project in order to align with the City's proposed goals, match the City's priorities, and to maximize the use of available NRCAN funds. The proposed contribution schedule is as follows:

Fiscal Year	Financial Contribution (pre-tax)	In-Kind Staff Contribution
Fiscal 2024:	\$ 4,000	\$ 1,440
Fiscal 2025:	\$ 29,000	\$ 6,960
Fiscal 2026:		\$ 6,600
	\$ 33,000	\$ 15,000

Benefits for St. John's:

1. Access to expert knowledge and advanced modeling techniques.
2. Improved understanding of climate risks and adaptation strategies for the downtown Harbour area.
3. Development of actionable plans and funding-ready project details.
4. Enhanced community engagement and stakeholder collaboration on adaptation.
5. Alignment with national and provincial climate adaptation strategies.

Key Considerations/Implications:

1. Budget/Financial Implications: \$33,000 + applicable tax financial contribution, \$15,000 in-kind contribution for staff time to inform the project.
2. Partners or Other Stakeholders: The Atlantic Infrastructure Management (AIM) Network
3. Is this a New Plan or Strategy: No

If yes, are there recommendations or actions that require progress reporting?

If yes, how will progress be reported? (e.g.: through the strategic plan, through Cascade, annual update to Council, etc.)

4. Alignment with Strategic Directions:

A Sustainable City: Work collaboratively to create a climate-adapted and low-carbon city.

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

5. Alignment with Adopted Plans: Resilient St John's Community Climate Plan
6. Accessibility and Inclusion: n/a
4. Legal or Policy Implications: n/a
5. Privacy Implications: n/a
6. Engagement and Communications Considerations: The Atlantic Infrastructure Management (AIM) Network's project scope includes community and consultation efforts, which the City is expected to participate in.
7. Human Resource Implications: In-kind staff time will be coordinated by the Sustainability team, which will engage other departments like Public Works, Planning Engineering and Regulatory Services as the project develops.
8. Procurement Implications: None. The financial contribution would not be purchase, but a financial contribution to the project.
9. Information Technology Implications: n/a
10. Other Implications: n/a

Recommendation:

That Council approves the financial contribution to the Atlantic Infrastructure Management (AIM) Network's St. John's Climate Resilient Coastal Communities Project from the sustainability budget 2024 and 2025.

Prepared by:

Edmundo Fausto
Manager, Sustainability

Approved by:

Report Approval Details

Document Title:	St. John's Climate Resilient Coastal Communities Partnership.docx
Attachments:	- NRCAN CRCC ProgramBrief_StJohns_R1.pdf
Final Approval Date:	Nov 19, 2024

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

David Crowe - Nov 19, 2024 - 9:41 AM

Lynnann Winsor - Nov 19, 2024 - 5:13 PM

We invite you to participate in this program and lead the way for climate adaptation in Canada. ***Climate impacts are already here. We do not need more studies; we need action. Participating in this project will progress your adaptation plans and get ready to fund and implement adaptation solutions with the support of your community.*** Under the National Adaptation strategy, strong adaptation strategies consider land use planning and nature-based solutions to support of built infrastructure.



AIM Network has partnered with other non-profits, planning professionals and academic institutions to create a program to help municipalities with adaptation solutions. Our goal is to help municipalities demonstrate action toward climate resiliency and scope projects with a high probability of successful in funding applications. The program considers social, economic and environmental impacts, along with planning strategies. Outcomes will include updated flood forecasts for riverine flooding, land use guidelines for areas beside the river and recommendations for water management at the harbour.

The project will run until March 2027 and will be delivered to a municipal cohort in each Atlantic province.

What is a Cohort Group?

- Municipal cohorts are groups of municipalities with shared characteristics: common geography and similar coastal climate concerns. They do not need to be the same size.
- The Newfoundland cohort is targeted for St. John's, Conception Bay South and Portugal Cove St. Philips. Cohort municipalities will participate in workshops with each other and share experience and outcomes.
- Participants should value long-term planning and be ready to commit to achieving the outcomes of the program.
- Municipalities commit to involving a team of people for the duration of the program. The team may include planners, public works or engineering, senior management, climate change specialists and community engagement staff.

How does my community benefit?

You are a coastal community at risk from increasing impacts of climate events like increased storm surge, stronger winds, increasing of coastal erosion and long-term risk of inundation from sea-level rise. Through this program, we will help you use your own information, data and community input to produce:

- **Policy** documents to reflect clearly defined goals addressing climate risk, infrastructure resilience and social impact.
- **Community engagement** to understand community needs and concerns around adaptation policy and action.
- **GIS mapping** allowing you to visualize coastal risk with demographic and vulnerable population data, as it is available. Data will be compatible with your existing GIS systems.
- **Land use planning** that considers the uncertainties in long-term climate change predictions.
- A coastal **vulnerability assessment** using the PIEVC Protocol to support funding applications.
- **Concept designs and costs** of strategies that can be taken to capital funding applications in 2026 / 2027.
- **Training** through workshops and online training courses. There is approximately five days of training per municipality on community engagement, risk assessment, planning strategies, capital planning and financing for adaptation.
- **Capital financing plans** that identify funding sources for the project(s) from municipal sources, debt spending, reserves and federal and provincial sources, as well as options to draw private capital into adaptation funding.

Municipal Outcomes and Actions

The program involves preparation work by our team, facilitated workshops and on-line learning. We will also provide one-on-one or small group support during the project. ***We understand that municipal staff have many competing priorities, and our team of experts will take care of all of the heavy lifting,*** relying on your staff for input at the workshops, reviewing documents, and participating in on-line course content. The following page shows a breakdown of project goals, activities and deliverables.

Project Timeline and Cost

The cost of participating in the project is \$19,000, plus \$29,000 for the detailed harbour modelling by BEHI Environmental for a total of \$48,000. These costs can be split between fiscal years of the program if required. The project will run from fall of 2024 until December 2026.

This program is designed to build solutions that align with federal and provincial mandates along with the National Adaptation Strategy so that they become priority actions for funding. The project runs from April 2024 to December of 2026 with the following activities:

Project Preparation

The project team will:

- Complete climate change forecasts for high-water levels at various locations along the harbour area that consider:
 - medium- and long-term sea level rise, wave runup and changes in storm surge levels
 - uncertainty in climate projections, from lower projections (very high likelihood) to higher projections (lower likelihood). This will allow more refined decisions on investment versus risk.
- Revise hydraulic modelling of the Waterford River:
 - Hydraulic model will consider variations in climate predictions for a range of high-water levels.
 - Consider impacts of the Newdock weir on river response
- Compile mapping for your community with:
 - Provincial flood mapping (GeoNB, PEI CHIP or CLIMAtlantic)
 - Population density based on current land use bylaws or trends
 - Socio-economic data (extent of data varies by location)
 - Infrastructure type and location in coastal risk zones
- Identify priority stakeholders for consultation, such as developers, Newdock and CN.

Activity 1: Adaptation Governance

The project team will:

- Conduct a governance workshop
- Suggest policy updates to include equity statements, acknowledge maladaptation risk, set planning goals and set adaptation priority.
- Develop a governance framework for infrastructure decisions aligned with the National Adaptation strategy pillars
- Build a process to adjust climate prioritization considering adaptation pathways for the various climate change forecasts
- Present the need and value of proposed changes to council

You will:

- Participate in a workshop on municipal climate governance
- Review and comment on proposed policy changes and framework
- Bring proposed changes for council ratification
- Build a roadmap for future strategic plans so they consider equity, risk priority and risk mitigation in community development

Outcomes: Policy recommendations, adaptation framework and roadmap to support funding applications

Activity 2: Community Engagement Sessions

The project team will:

- Lead a stakeholder engagement workshop
- Present mapping for coastal area of interest
- Present planning considerations in the era of climate change

You will:

- Attend the engagement workshop
- Assist project team with stakeholder liaison

Outcomes: Stakeholder risk assessment and recommendations

Activity 3: Climate Vulnerability Assessment

The project team will:

- Identify climate risk elements and costs of inaction
- Conduct PIEVC Assessments for waterfront (including the Waterford River)
- Provide recommendations on risk criticality and action timelines

You will:

- Attend on-line video training for climate risk assessments
- Review and comment on vulnerability profiles
- Attend a one-day workshop for the PEIVC vulnerability assessment

Outcomes: PIEVC Assessment and Recommendations for funding applications

Activity 4: Land Use Planning

The project team will:

- Meet planners to discuss existing regulations and build on successes
- Liaise with the province to understand provincial guidance and regulatory direction
- Provide on-line training for land use planning for climate change
- Provide recommendations that consider current municipal legal responsibilities respecting climate change risk
- Develop a best-practice guide for future planning activities

You will:

- Participate in training on climate and equity planning
- Review and comment on vulnerability profiles
- Review and comment on best-practices guide

Outcomes: Municipal planning strategy and roadmap, GIS Mapping

Activity 5: Capital Plan and Financing Strategy

The project team will:

- Provide access to capital planning and financing on-line course
- Review existing capital projects and incorporate coastal adaptation
- Identify funding sources, risk and service trade-offs with the “do nothing” option and risk mitigation for residual climate risk
- Develop a roadmap for novel funding options, including securing private capital and understanding insurance implications
- Assess impacts to debt and reserve funds to build projects
- Develop council and public engagement material to present adaptation plans, costs, residual risks and adaptation actions

You will:

- Participate in online training for capital planning and financing
- Provide existing information on capital projects and financing
- Review updated five-year capital plan and financing strategy
- Provide input on trade-offs between debt, reserves and municipal revenue

Outcomes: Capital financing plan for adaptation projects including impacts on capital renewal, public engagement material (council presentation and fact sheets)

DECISION/DIRECTION NOTE

Title: Shea Heights Community Centre Board – New Appointments

Date Prepared: November 20, 2024

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley

Ward: Ward 5

Decision/Direction Required:

To approve the appointment of one (1) new At Large Member and one (1) new NL Housing Tenant Representative to fill vacancies on the Shea Heights Community Centre Board of Directors.

Discussion – Background and Current Status:

The Shea Heights Community Centre Board is appointed by the City of St. John's, created to facilitate the development and implementation of social, recreational and educational benefits and services for the residents of Shea Heights.

As the Shea Heights Community Centre Board is appointed by the City of St. John's, any new members must be ratified through City Council.

A public expression of interest was held to seek volunteers to fill current vacancies. Applications were received from **Theresa Minnett and Gail O'Neill**. The applications were discussed with the Board during a regularly scheduled meeting. The applicants are supported by the Board to be put forth for appointment to vacant At Large and NL Housing Tenant Representative positions.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
 - a. The Recreation Division and Community Centre staff work closely with the Board of Directors to deliver programs, services, and events to residents of Shea Heights.
 - b. Newfoundland and Labrador Housing provides an annual operating grant to the Board of Directors to work closely with the community members of NLHC towards developing healthier lifestyles and enriching the communities in which they serve.

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3. Alignment with Strategic Directions:

A Connected City: Develop and deliver programs, services and public spaces that build safe, healthy and vibrant communities.

A Connected City: Increase and improve opportunities for residents to connect with each other and the City.

4. Alignment with Adopted Plans: N/A

5. Accessibility and Inclusion: N/A

6. Legal or Policy Implications: N/A

7. Privacy Implications: N/A

8. Engagement and Communications Considerations: N/A

9. Human Resource Implications: N/A

10. Procurement Implications: N/A

11. Information Technology Implications: N/A

12. Other Implications: N/A

Recommendation:

That Council approve the appointment of Theresa Minnett to the Shea Heights Community Centre Board to fill the “at large” category, and to approve the appointment of Gail O’Neill to fill the vacancy of “NL Housing tenant” category of the Board.

Prepared by:

Approved by: