

ST. JOHN'S

Regular Meeting - City Council Agenda

March 25, 2025

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

March 11, 2025, 3:00 p.m.

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

Regrets: Mayor Danny Breen
Councillor Debbie Hanlon

Staff: Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Corporate Services
Tanya Haywood, Deputy City Manager of Community Services
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
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. CALL TO ORDER

As Mayor Breen was absent, Deputy Mayor O’Leary acted as Chair and called the meeting to order.

2. PROCLAMATIONS/PRESENTATIONS

2.1 Easter Seals Month - March 2025

3. APPROVAL OF THE AGENDA

3.1 Adoption of Agenda

SJMC-R-2025-03-11/67

Moved By Councillor Ravencroft

Seconded By Councillor Bruce

That the Agenda be adopted as presented.

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

MOTION CARRIED (9 to 0)

4. ADOPTION OF THE MINUTES

4.1 Minutes of February 25, 2025

SJMC-R-2025-03-11/68

Moved By Councillor Davis

Seconded By Councillor Hickman

That the minutes of February 25, 2025, be adopted as presented.

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

MOTION CARRIED (9 to 0)

5. BUSINESS ARISING FROM THE MINUTES

6. DEVELOPMENT APPLICATIONS

6.1 Set Agriculture Zone Standards for Single Detached Dwelling – 544 Foxtrap Access Road – DEV2400097

Councillor Davis questioned if there were any concerns with 5.6 acres of agricultural land being lost for residential use. Staff responded that both the City and the Province have Agricultural Zones, and that the Province provides direction on the protection of agricultural land. The City cannot allow development outside of what has been permitted by the Province, and associated uses are permitted in the zone. A balance is required when considering the development of private land ownership and the protection of agricultural land. Councillor Ridgeley added that allowing the construction of dwellings in agricultural areas enables people to live on their farms, making it easier to work and maintain the property.

SJMC-R-2025-03-11/69

Moved By Councillor Ridgeley

Seconded By Councillor Ellsworth

That Council approve the proposed Zone Standards for a Single Detached Dwelling associated with an existing Agricultural Use at 544 Foxtrap Access Road as follows:

Lot Area: 2.3 hectares

Lot Frontage: 62.13 meters

Building Line: 75.5 meters

Building Height: 6 meters

Side Yards: 9.5 meters & 26 meters

Rear Yard: 269 meters.

For (8): Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, and Councillor Ridgeley

Against (1): Councillor Davis

MOTION CARRIED (8 to 1)

6.2 Crown Land Grant – 2830 Trans-Canada Highway – CRW2500002

SJMC-R-2025-03-11/70

Moved By Councillor Ridgeley

Seconded By Councillor Ellsworth

That Council approve the Crown Land Grant for 4.10 hectares at 2830 Trans-Canada Highway.

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

MOTION CARRIED (9 to 0)

6.3 Proposed Expansion of Single Detached Dwelling in the Protected Broad Cove Watershed (Town of Portugal Cove-St. Philips) – 1005 Thorburn Road— INT2500009

SJMC-R-2025-03-11/71

Moved By Councillor Ridgeley

Seconded By Councillor Bruce

That Council approve a 34 square metre expansion to the existing Single Detached Dwelling in the Protected Broad Cove Watershed at 1005 Thorburn Road, Town of Portugal Cove-St. Philip's.

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

MOTION CARRIED (9 to 0)

6.4 Private Development in the Floodplain Buffer – 145 Aberdeen Avenue – DEV2100076

SJMC-R-2025-03-11/72

Moved By Councillor Ridgeley

Seconded By Councillor Bruce

That Council approve the Servicing for Private Development within the Floodplain Buffer at 145 Aberdeen Avenue.

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

MOTION CARRIED (9 to 0)

6.5 Public Works and Infrastructure in the Floodplain and Floodplain Buffer – 275 Southside Road – INT2500007

SJMC-R-2025-03-11/73

Moved By Councillor Ridgeley

Seconded By Councillor Hickman

That Council approve the installation of new stormwater infrastructure (Public Works and Infrastructure) within the Floodplain and Floodplain Buffer at 275 Southside Road.

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

MOTION CARRIED (9 to 0)

6.6 Request for Parking Relief - 13 Lady Anderson Street -INT2500013

Members of Council noted the difficulties of parking in Kenmount Terrace throughout the winter, which often leads to residents parking in the street. Councillor Davis asked that landlords advise tenants of the lack of parking

in the area. The stackability of parking for the property was questioned. Staff advised that stacked parking is available for the site, but the City does not acknowledge stacked parking spaces as they cannot regulate the coordination required for stacking.

Councillor Ellsworth advised that Council are generally in favour of parking relief as it helps to support the creation of housing City-wide. He asked residents to report parking violations to 311 to ensure that instances of illegal parking are investigated and enforced. Councillor Noseworthy noted that many residents are parking on their lawns which may impact snow storage and snow clearing operations. Should requests for parking relief continue to be approved, additional consideration for snow clearing equipment may be required to address snow storage issues.

SJMC-R-2025-03-11/74

Moved By Councillor Ridgeley

Seconded By Councillor Ellsworth

That Council approve parking relief for one (1) parking space at 13 Lady Anderson Street to accommodate a second subsidiary dwelling unit.

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

MOTION CARRIED (9 to 0)

6.7 Request for Parking Relief – 50 Torbay Road – INT2500012

SJMC-R-2025-03-11/75

Moved By Councillor Ridgeley

Seconded By Councillor Bruce

That Council approve parking relief for one (1) parking space at 50 Torbay Road to accommodate a second subsidiary dwelling unit.

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

MOTION CARRIED (9 to 0)

6.8 Request for Parking Relief- 15 Lady Anderson Street- INT2500014

SJMC-R-2025-03-11/76

Moved By Councillor Ridgeley

Seconded By Councillor Ellsworth

That Council approve parking relief for one (1) parking space at 15 Lady Anderson Street to accommodate a second subsidiary dwelling unit.

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

MOTION CARRIED (9 to 0)

6.9 Notices Published – 10 Crambrae Street - DEV2500007

SJMC-R-2025-03-11/77

Moved By Councillor Ridgeley

Seconded By Councillor Bruce

That Council approve the Discretionary Use application for a Home Occupation at 10 Crambrae Street for a bakery.

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

MOTION CARRIED (9 to 0)

6.10 Notices Published – 38 Golf Avenue – DEV2500010

SJMC-R-2025-03-11/78

Moved By Councillor Ridgeley

Seconded By Councillor Davis

That Council approve a change of Non-Conforming Use from a Convenience Store to a Bakery at 38 Golf Avenue and set parking for the

Bakery Use at two parking spaces.

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

MOTION CARRIED (9 to 0)

6.11 Notices Published – 58 Golf Avenue – DEV2500012

Deputy Mayor O'Leary stated that noise complaints stemming from dog grooming businesses have been a concern. While she is supportive of the home-based businesses, she asked that consideration be given to noise in the area.

SJMC-R-2025-03-11/79

Moved By Councillor Ridgeley

Seconded By Councillor Ravencroft

That Council approve the Discretionary Use application for a Home Occupation at 58 Golf Avenue to allow a dog grooming business.

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

MOTION CARRIED (9 to 0)

6.12 Notices Published – 9 Bradbury Place – DEV2500015

SJMC-R-2025-03-11/80

Moved By Councillor Ridgeley

Seconded By Councillor Ravencroft

That Council approve a Discretionary Use for a Service Shop at 9 Bradbury Place to allow a pet grooming salon.

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

MOTION CARRIED (9 to 0)**6.13 Notices Published – 31 Peet Street – DEV2500018**

Councillor Ridgeley declared that he was in a conflict of interest on the item as he works for the owner of the business. He refrained from discussing and voting on the issue.

SJMC-R-2025-03-11/81

Moved By Councillor Davis

Seconded By Councillor Ellsworth

That Council approve the Discretionary Use at 31 Peet Street for a Retail Use.

For (8): Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, and Councillor Davis

Conflict (1): Councillor Ridgeley

MOTION CARRIED (8 to 0)**7. RATIFICATION OF EPOLLS****7.1 Sale of City Land – Rear of 5 Laggan Place**

Councillor Ridgeley asked why there was no dollar value provided for the land in question. The City Solicitor replied that the owners and their legal representative put in an urgent request for the sale of land, as the sale of the property was closing, and the owners were in the process of purchasing another home. There were some time constraints in terms of being able to allow the sales to go forward without liability on either side. They did not have an assessment at the time of the request. Staff and the owners now have the assessment, and it aligns with the fair market value price assigned by City Assessment Staff, and the City and the purchasers have agreed on the price.

SJMC-R-2025-03-11/82

Moved By Councillor Ridgeley

Seconded By Councillor Ravencroft

That Council approve the sale of City land at the rear of 5 Laggan Place, as outline in blue on the attached diagram.

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

MOTION CARRIED (9 to 0)

7.2 Travel Authorization - Advantage St. John's Networking Breakfast

SJMC-R-2025-03-11/83

Moved By Councillor Ellsworth

Seconded By Councillor Burton

That Council approve the travel costs associated with City Manager Kevin Breen attending Advantage St. John's networking breakfast in Toronto, Ontario in March 2025.

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

MOTION CARRIED (9 to 0)

8. COMMITTEE REPORTS

8.1 Committee of the Whole Report

1. 425 Blackmarsh Road (Welland Street) – REZ2500001

SJMC-R-2025-03-11/84

Moved By Councillor Burton

Seconded By Councillor Noseworthy

That Council consider rezoning a portion of land at 425 Blackmarsh Road, between 48 and 56 Welland Street, from the Apartment 2 (A2) Zone to the Residential 3 (R3) Zone to enable the creation of one new lot for a Single Detached Dwelling.

Further, that the application be publicly advertised in accordance with the Envision St. John's Development Regulations.

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

MOTION CARRIED (9 to 0)

2. 9 Buchanan Street – SGN2400132 – Ground Signs

SJMC-R-2025-03-11/85

Moved By Councillor Burton

Seconded By Councillor Ridgeley

That Council approve three (3) ground signs located at 9 Buchanan Street, facing Water Street, as proposed.

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

MOTION CARRIED (9 to 0)

9. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

9.1 Development Permits List February 20 to March 5, 2025

Councillor Davis informed Council that there are concerns from residents of Kerry Street about sewer access. Planning, Engineering, and Regulatory Services Staff have been notified, and Councillor Davis will continue to work with residents on the issue.

10. BUILDING PERMITS LIST (FOR INFORMATION ONLY)

10.1 Building Permits List

11. REQUISITIONS, PAYROLLS AND ACCOUNTS

11.1 Weekly Payment Vouchers for the Weeks Ending February 26 and March 5, 2025

SJMC-R-2025-03-11/86

Moved By Councillor Ravencroft

Seconded By Councillor Bruce

That the weekly payment vouchers for the weeks ending February 26 and March 5, 2025, in the amount of \$12,895,239.49, be approved as presented.

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

MOTION CARRIED (9 to 0)

12. TENDERS/RFPS

12.1 Contracts Awarded - February 5, 2025, to March 5, 2025

13. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

14. NEW BUSINESS

14.1 Canada Games Mission 2 Reception

SJMC-R-2025-03-11/87

Moved By Councillor Hickman

Seconded By Councillor Ridgeley

That Council approve sponsoring a reception for Canada Games Mission 2 Staff in May 2025.

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

MOTION CARRIED (9 to 0)

14.2 SERC – 2025 Road Race

SJMC-R-2025-03-11/88

Moved By Councillor Bruce

Seconded By Councillor Ravencroft

That Council approve the lane reductions associated with the 2025 Shamrockin' 5k road race on March 16.

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

MOTION CARRIED (9 to 0)

14.3 2025 Community Grant Allocation Approval

The following Councillors declared a Conflict of Interest and refrained from speaking and voting on the item:

- Councillor Burton plays with the Newfoundland Symphony Orchestra and teaches with the Suzuki Talent Education Program.
- Councillor Hickman's wife works for Clean St. John's.
- Councillor Ellsworth is the Chair of the Virginia Park Community Association
- Councillor Ravenscroft is a Board Member of the Virginia Park Community Association.
- Councillor Noseworthy sits on the executive for Food First NL.
- Councillor Davis does business with a number of organizations on the list of applicants.

SJMC-R-2025-03-11/89

Moved By Councillor Bruce

Seconded By Councillor Ridgeley

That Council approve the recommended 2025 Community Grant allocations as attached.

For (3): Deputy Mayor O'Leary, Councillor Bruce, and Councillor Ridgeley

Conflict (6): Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Ravencroft, Councillor Noseworthy, and Councillor Davis

MOTION CARRIED (3 to 0)

14.4 2025 Capital Grant Allocations Approval

Councillor Noseworthy remained in a Conflict of Interest as a member of the Board of Directors for Food First NL, and did not speak or vote on the item.

Members of Council highlighted the construction of an accessible playground at Goulds Elementary made possible by the Curtis Hudson Memorial Fund and the 23 new units of accessible housing that would be created due to the funding provided via the Grants. Councillor Hickman expressed concern that Cygnus Gymnastics would not be receiving funding this year. He noted the importance of continuing to show support to successful organizations.

SJMC-R-2025-03-11/90

Moved By Councillor Bruce

Seconded By Councillor Hickman

That Council approve the 2025 Capital Grants as attached.

For (8): Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Davis, and Councillor Ridgeley

Conflict (1): Councillor Noseworthy

MOTION CARRIED (8 to 0)

14.5 NEAJC – Year End Social Sponsorship Approval

Councilor Davis observed that traditionally, the City would donate space, beverages for the event, as well as a monetary donation intended to cover the cost of the catering for the North East Avalon Joint Council Year End Social. He asked for clarity on the 2025 sponsorship of \$3,000. The City

Manager advised that the event is usually held at City Hall as an in-kind donation, and that he was unsure on the type of beverages that would be provided for the event. The sponsorship would likely cover both food and drinks. Councillor Davis suggested that non-alcoholic drinks be provided.

SJMC-R-2025-03-11/91

Moved By Councillor Ellsworth

Seconded By Councillor Davis

That Council approve providing NEAJC with a \$3000.00 sponsorship donation toward their annual Year End Social in June 2025.

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

MOTION CARRIED (9 to 0)

14.6 Travel Authorization – FCM 2025 Annual Conference and Trade Show

SJMC-R-2025-03-11/92

Moved By Councillor Burton

Seconded By Councillor Ellsworth

That Council approve the travel costs to allow Mayor Danny Breen, Deputy Mayor Sheilagh O'Leary, Councillor Sandy Hickman, Councillor Ophelia Ravencroft, and Councillor Greg Noseworthy to attend the Federation of Canadian Municipalities Annual Conference and Trade Show in Ottawa, from May 29 – June 1, 2025.

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

MOTION CARRIED (9 to 0)

15. OTHER BUSINESS

16. ACTION ITEMS RAISED BY COUNCIL

Members of Council paid their respects to Councillor Debbie Hanlon. Councillor Burton read her obituary, as detailed below:

The fiery, formidable, fashionable legend of St. John's passed peacefully away, surrounded by loved ones, on Tuesday, March 4th after a courageous fight against Non-Hodgkin's Lymphoma.

Born in Chance Cove, Trinity Bay Newfoundland, Debbie's childhood was full of playing by the ocean, running through the woods and talking to her favourite tree. Her family moved to St. John's when Debbie was an adolescent, but adversity compelled her to leave home at 16 years old with little support. But with the resilience she would come to master, Debbie turned nothing into something! And she did it with a smile.

Tenaciously turning to social services to help improve her situation, Debbie rose to distinguish herself as a key player in local cultural, commercial, and political arenas. A succinct list of Debbie's activities is impossible. She made her mark in food administration, radio, fitness, real estate, motivational speaking, publishing, tourism, Taekwondo, mentoring, politics and so much more - all as a single mother of three.

Having relied on the support of her community in early adulthood, helping others was a driving force in her career and beyond. Debbie was especially gifted at connecting with children and seniors and adored volunteering with both. Debbie loved her city, she believed in its beauty and its potential. She was drawn to politics because Debbie believed she could make a difference... and what a difference she made! Her reach and influence were profound. You'd be hard-pressed to find a room of Newfoundlanders who never heard the name "Debbie Hanlon".

Debbie gained intimate insight into her city by being a prominent realtor for over 35 years. She found great joy, purpose and thrill in helping people secure their dream properties. It's rare to have such a perfect match between personality and profession. Her various careers in real estate, council, and all other endeavours permitted her to make many friends and change countless lives.

Many found a home at Debbie's. Many newcomers found a friend in Debbie. Many dreamers got their break with Debbie. Everyone will miss seeing her bright red head of curls bouncing along the pedestrian mall with her little dog Harry in tow, the vivacity she brought to public events, and the wit and compassion that she brought to so many interactions.

Debbie loved her friends and community like they were her family. She loved her family like they were everything. As much as Debbie gave to her career and community she gave even more to her kids, ensuring they had a magical childhood and secure future. She cherished her relationships with her children. The closeness between them was Debbie's proudest achievement and will live on for generations to come.

While giving so much to others, she managed to find ways to relax. Debbie enjoyed road trips in her rainbow RV, baking (mostly to share with seniors, children and neighbours), singing with her own original lyrics to all the hits, working towards her MBA, zooming around on her scooter Sparkle, dancing every chance she got, writing her many stories, sweating through hot yoga, hanging on her front deck in front of her iconic purple row house downtown, and taking every possible opportunity to look fabulous. She especially loved travelling and laughing with her fiancé, Doug. Although, nights in with board games and stepdaughter Sydney could be even more fun than a rooftop Blondie concert in NYC. When she would visit her grandchildren in Ontario she would arrive with nothing but a suitcase full of books, toys and costumes. She was motivated by imagining how she could help other people – the true spirit of a superhero.

Debbie Hanlon was only 60 years old, but she loved enough for 160 years. She will live in the hearts of her sister Betty (Stan), her fiancé Doug and his daughter, Sydney. She is profoundly missed by her beloved children Trevor, Justin (Shannon) and Sam (Jason), her two cherished grandchildren Frank and Georgia, and a slew of aunts, uncles, nieces, nephews, cousins, the Sullivan clan, and chosen family. To know Debbie was to feel seen and loved by her. Together we will continue to write her story and aspire to do good for others.

The reading was followed by a moment of silence to honour her memory.

17. ADJOURNMENT

There being no further business, the meeting adjourned at 4:28 p.m.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Notices Published – 11 Barrow's Road - DEV2500002

Date Prepared: February 18, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley, Development

Ward: Ward 2

Decision/Direction Required:

A Discretionary Use application has been submitted by Long Harbour Holdings Inc. at 11 Barrows Road.

Discussion – Background and Current Status:

The application is for seven (7) Restaurants proposed for the site; 5 food trucks, 1 ice cream shop and 1 temporary Building where food and beer will be sold. A tent is proposed onsite and the area surrounding it will be fenced due to the sale of alcohol, which is served in conjunction with a Restaurant Use. Picnic tables will be provided for seating and washroom facilities are also provided on site. The overall use will occupy an area of 3135.5m².

Hours of operation are seven days a week from 11 a.m. to 9 p.m. for the food trucks/tent area and 9 a.m. to 10 p.m. for the ice-cream shop. The proposed Use will be temporary for 2 seasons, operating May to September 2025 and May to September 2026. Six (6) parking spaces are provided along Maple View Place and additional parking relief will be requested. A shuttle service will be provided from nearby parking areas. Speakers are not proposed for this development. The proposed application site is in the Industrial Quidi Vidi (IQV) Zone.

Seven submissions were received. Five (5) submissions were in support, while two (2) submissions were opposed. Concerns included traffic speed, garbage on-site, unauthorized parking in residents' driveways, increased traffic, significant noise, pedestrian trespassing on residential property, no speakers on-site, and alcohol sale and consumption.

Since 2021, the applicant received approval for a temporary seasonal operation in two-year increments, with the most recent approval covering May–September 2023 and 2024. Now that this latest approval has expired, the applicant is seeking approval to continue operations for the next two years (2025–2026), which requires going through the discretionary use process, including public notification and Council review.

Food trucks are considered a Restaurant under the Development Regulations, but function differently. The parking calculation for a Restaurant is based on Gross Floor Area, which would normally apply to a specific room(s) where seating is located. The seating area for the Food

ST. JOHN'S

Trucks is not contained to one area but spread over the entire site, making the exact number of parking spaces indeterminable based on normal requirements. The applicant has proposed a capacity of 150 to 200 people on-site. Six (6) parking spaces along Maple View Place are allocated for parking. There are no other available parking spaces associated with the site. To accommodate the limited parking and to reduce traffic congestion, the applicant is proposing a bus shuttle that would circulate from nearby parking areas to the site at set times throughout the day. Parking relief is being requested. Council may consider such a request under Section 8 of the St. John's Development Regulations. Where an applicant wishes to provide a different number of parking spaces than required, a parking report is required. Where in the opinion of Council the change requested does not require a parking report, a staff report may be accepted, which in this case would be this decision note.

Traffic restrictions will be considered for the area again this summer, limiting traffic to set areas within the Village on weekends throughout the summer months. These restrictions help reduce congestion for people who live within the area. Any illegal parking on private land or in private driveways is not something the city is able to enforce. Parking is available along city's streets in designated areas and staff will continue to monitor traffic in the area with the road closures.

The applicant is responsible for providing trash receptacles on-site and removal of garbage. Should complaints arise during the summer, applicable by-laws can be enforced to deal with any concerns. The tent and the area surrounding it will be fenced due to the sale of alcohol. The City's Noise By-law would apply to this development and no outdoor speakers are proposed or permitted for this site.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Property owner and neighboring 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: **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 8.3 "Parking Standards," Section 8.12 "Parking Report", Section 10.5 "Discretionary Use" and Section 10 "Industrial Quidi Vidi (IQV) Zone"**.
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 approve the Discretionary Use application at 11 Barrows Road to allow a temporary, seasonal use over the next two years until September 2026, for seven (7) Restaurants; five (5) food trucks, one (1) ice cream shop and one (1) temporary building (tent) where food and beer will be sold for the property. Parking relief should also be approved subject to the applicant providing a required shuttle service to/from nearby parking areas. No outdoor speakers are permitted.

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 -11 Barrow's Road.docx
Attachments:	
Final Approval Date:	Feb 18, 2025

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

Lindsay Lyghtle Brushett - Feb 18, 2025 - 4:37 PM

Jason Sinyard - Feb 18, 2025 - 4:40 PM

Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, January 30, 2025 5:57 PM
To: CityClerk
Subject: Comments Regarding Application for 11 Barrows Road

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.

[REDACTED]

Dear City Council,

I am writing as [REDACTED] to express my concerns regarding the application for 11 Barrows Road.

One of the ongoing issues in our neighbourhood is unauthorized parking during the months that The Wharf is active. When the area is not designated as pedestrian-only and lacks security at the entrance to Barrows Road, individuals frequently park their vehicles in residents' driveways [REDACTED]. This has been a persistent problem. Despite reporting these incidents to both city parking enforcement and the Royal Newfoundland Constabulary, no action is taken to remove the offending vehicles. This has left residents without a solution, exacerbating frustrations.

The increased traffic of The Wharf has led to impaired enjoyment of residents' properties due to significant amounts of excess noise, illegal parking and pedestrian trespassing on residential property. This is a view shared by many [REDACTED]. The impact of the Wharf on the residents of Quidi Vidi needs to be taken into consideration when planning how to further develop this property in the future.

There have also been issues where individuals who seemed inebriated have caused physical damage [REDACTED] without any recourse from either security or Long Harbour Holdings Inc. These seemingly inebriated individuals have also verbally assaulted my partner and I [REDACTED]

Given these challenges, I urge the council to carefully consider the impact of this application on the residents of Quidi Vidi, and Barrows Road in particular.

Sincerely,

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, January 30, 2025 5:39 PM
To: CityClerk
Subject: Long Harbour Holdings Inc. at 11 Barrows Road

[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.

Love the proposal. We frequent it regularly. But there are no shaded areas to get out of the sun. In the afternoon in July it's hit 35°C+ in the direct sun.

The tents are covered but there's no seating in them.

A few picnic tables should just have retractable umbrellas/parasails on them for shade.

Sent from my iPhone

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, January 31, 2025 10:28 PM
To: CityClerk
Subject: Re: 11 Barrow's Road

Follow Up Flag: Follow up
Flag Status: Flagged

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.

Hello,

[REDACTED]

Over the last few years it has been an overall positive experience having the vendors at 11 Barrow's Road in the summertime. They have been respectful with noise in the evenings, and have taken my constructive criticism about the cigarette butts being left by cleaning the area up and placing a butt out station and have gotten better with garbage maintenance. There are times that the industrial garbage container has been full and bags have been placed outside of the bin, which is concerning as it may attract unwanted animals. Maybe an additional bin is required to prevent this?

I do appreciate that they have a shuttle service to help decrease the amount of cars in the area, however I do find there is still a large amount of cars and pedestrians going through the narrow part of Quidi Vidi Village Road. This increase of traffic would be manageable if people followed the speed limit. If possible I would like to see speed bumps returned to the area. Yes the average of ALL the cars driving through the area might equal the speed limit, however the outliers of those driving slow does not change that there are many going through the area at 50-60km/h. There are many customers who park up by the church and walk through the narrow section of the road to get to the food trucks. I have seen many close calls of people almost getting hit. I have calmly signalled/gestured for cars to slow down [REDACTED] [REDACTED] to only be met with anger and profanity.

With the increase of pedestrian traffic on the road, especially where it goes down to one lane I am worried that someone will get hurt down here and believe that speed bumps would be an easy and practical solution to manage the increased traffic and their speed during the summer.

Thank you for your time,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, February 5, 2025 2:48 PM
To: CityClerk; Mayor; Sheilagh O'Leary; Tom Davis
Subject: 11 Barrows Road USE Application

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

[REDACTED]
Concerns

1) Speakers are not proposed in your quote. However, I request they be Banned from this site. While the noise level was mostly ok in the past there were incidents of Speakers being used. While the atmosphere here is a newfoundland 'village' area etc the music was rock ! And too loud. Quite a few days i would be outside (or inside) and this was what met me. Noise pollution.

THEREFORE - please ensure there are strict guidelines for NOISE LEVELS.

2) Garbage removal - while it has improved with past use, it was still a small concern.

3) Temporary Building? I'm hoping there's height restrictions? Noise restrictions? and Strong regulations around vaping, legal drug use etc.

4) What are the regulations that ensure the village atmosphere and history are promoted? When I built my house I had to follow a number of things.

5) Are both the tent and Temporary building sites for alcohol? that's in addition to the three other sites that serve alcohol in 2-3 minute walking distance? Families and all kinds of tourists and visitors come here - when I hear the noise (LOUD!) from those outside huge beer making Canisters by the brewery I realize there is no plan here

When i see more of the 'gut' blocked from walkers' view I realize there is no plan. I support development - but the value of nature and the history here and the atmosphere should be protected. I do see the numbers of people who visit and hike up the hills and walk around the wharf but their experience is limited with noise, visual pollution ... incrementally it is being severely degraded ,...

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Wednesday, February 12, 2025 11:50 PM
To: CityClerk
Subject: Re: Application - 11 Barrows Road, January 2025 - City of St Johns

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

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There was a spelling error in my last message. Please delete it and circulate this one.

Hello. [REDACTED] support the application for 11 Barrows Rd. as described in the link circulated by the City with a caveat. Quidi Vidi Village Rd. narrows and curves from Regiment Rd to the Village itself. That combined with parked cars and speeding vehicles makes it hazardous for pedestrians -- both tourists and local residents. A flashing speed sign that stands on the inbound side of the road to slow traffic should be activated, as is the case on the opposite side of the Village, leading from the Boulevard. <https://www.stjohns.ca/en/news/application-11-barrows-road-january-2025.aspx>

Finally I offer some customer feedback to Long Harbour Holdings, Inc about the food. I imagine there's a competitive process for vendor trucks, but the food at the Association for New Canadians truck and the fish and chips truck (name unknown) that were present during the summer of 2023 was superior to some of last summer's offerings..

Thank you,
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Wednesday, January 29, 2025 11:35 AM
To: CityClerk
Cc: [REDACTED]
Subject: FW: Application - 11 Barrows Road, January 2025

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

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From: [REDACTED]
Sent: January 29, 2025 11:29 AM
To: [REDACTED]
Subject: Application - 11 Barrows Road, January 2025

[REDACTED]. The only objection I have to the application for 11 Barrows Road is the issue of garbage on the site. The garbage bins are not large enough to properly collect the accumulated trash that is produced on the property, resulting in the overflow being dumped beside the bins. On top of the unsightly mess this produces the trash gets blown around the village and attracts more rodents to the area. Please have the application have a clause to ensure proper and sufficient garbage collection.

[REDACTED]
[REDACTED]
[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Wednesday, January 29, 2025 7:45 PM
To: CityClerk
Subject: Application - 11 Barrows Road, January 2025

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

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I'm unsure if this is the correct process, but I love the idea for this development.
My family and I, along with any out of town visitors, frequent the wharf multiple times per year since it began.

Having a more permanent, more organised structure will certainly make the area more desirable to visitors.

[REDACTED]

DECISION/DIRECTION NOTE

Title: Notices Published – 28 Symonds Avenue – DEV2500014

Date Prepared: March 18, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley, Development

Ward: Ward 2

Decision/Direction Required:

A Discretionary Use application has been submitted by 96722 Newfoundland and Labrador Ltd. for 28 Symonds Avenue.

Discussion – Background and Current Status:

The Discretionary Use application is for a Clinic. The Clinic will be a Chiropractor with a floor area of 150m². The hours of operation will be Monday to Friday 8 a.m. – 6:00 p.m. Parking relief has been requested. The proposed site is zoned Commercial Office (CO).

No submissions were received.

As per Section 8.3 of the Development Regulations, seven (7) parking spaces are required for the Clinic Use, but only six (6) spaces are available. The applicant is therefore requesting parking relief for one (1) parking space. Rationale from the applicant for parking relief is that there are 3 practitioners who rotate their schedules and appointments are staggered so there is only 1 client per session. 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. Where in the opinion of Council that the requested change does not merit a Parking Report, Council may accept a staff report, which is presented as this Decision Note.

Key Considerations/Implications:

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

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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: **St. John's Development Regulations Section 8.3 "Parking Standards," Section 8.12 "Parking Report," Section 10.5 "Discretionary Use" and Section 10 "Commercial Office (CO) Zone".**

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 approve a Discretionary Use at 28 Symonds Avenue for a Clinic and parking relief for one (1) parking space.

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 - 28 Symonds Avenue.docx
Attachments:	- DEV2500014-28 SYMONDS AVENUE.pdf
Final Approval Date:	Mar 19, 2025

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

Lindsay Lyghtle Brushett - Mar 18, 2025 - 11:17 AM

Jason Sinyard - Mar 19, 2025 - 9:28 AM



SUBJECT PROPERTY

DECISION/DIRECTION NOTE

Title: Proposed expansion of Non-conforming Use for Place of Worship – 109 Blackmarsh Road – DEV2500036

Date Prepared: March 18, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley

Ward: Ward 3

Decision/Direction Required:

To seek approval to expand an existing Non-conforming Use (Place of Worship) and parking relief for 3 spaces at 109 Blackmarsh Road.

Discussion – Background and Current Status:

An application was submitted to add an additional 202 m² to the existing Place of Worship at 109 Blackmarsh Road. The Use is currently non-conforming as the property is located in the Industrial Commercial (IC) Zone and Place of Worship is not permitted. Subject to **Section 7.5.3(a)**, a “Non-conforming Building shall not be internally or externally varied without Council approval.” There will be no change to the existing building footprint, only reconfiguration of the interior space, which will not make the building more non-conforming.

As per Section 8.3 of the Development Regulations, sixty-one (61) parking spaces are required for all on-site uses (Place of Worship, Health & Wellness and Warehouse), but only fifty-eight (58) parking spaces are available. The applicant is therefore requesting parking relief for three (3) parking spaces. Rationale from the applicant for parking relief is that the Uses within the Building have staggered hours of operation, the hours for Place of Worship will vary from the classroom use (new expanded area) and the property is located on a Metrobus route. As per Section 8.12 of the Development Regulations, where an applicant wishes to provide a different number of parking spaces than those required, Council shall require a Parking Report. Where in the opinion of Council that the requested change does not merit a Parking Report, Council may accept a staff report, which is presented as this Decision Note.

Key Considerations/Implications:

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

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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: **St. John's Development Regulations Section 7.5 "Non-conforming," Section 8.2 "Parking Standards," Section 8.12 "Parking Report," and Section 10 "Industrial Commercial (IC) 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 the expansion of Non-conforming Use at 109 Blackmarsh Road and parking relief for three (3) spaces for the Place of Worship.

Prepared by:

Ashley Murray, P. Tech, Senior Development Officer
Planning, Engineering & Regulatory Services

Approved by:

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

Report Approval Details

Document Title:	Development Committee- Expansion of Non-conforming Use - 109 Blackmarsh Road- DEV2500036.docx
Attachments:	- 109BlackmarshRd.png
Final Approval Date:	Mar 19, 2025

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

Lindsay Lyghtle Brushett - Mar 19, 2025 - 10:54 AM

Jason Sinyard - Mar 19, 2025 - 10:55 AM

DECISION/DIRECTION NOTE

Title: Accessory Building and Variance on Height – 28 Autumn Drive – INT2500011

Date Prepared: March 19, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Carl Ridgeley, Development

Ward: Ward 1

Decision/Direction Required: To seek approval for an Accessory Building and a Variance on Accessory Building Height at 28 Autumn Drive.

Discussion – Background and Current Status: An application was submitted at 28 Autumn Drive to construct an Accessory Building with a proposed height of 5.5 metres. The property is zoned Residential 1 (R1) and is located within the Windsor Lake Watershed.

Section 104 (4)(a) of the City of St. John's Act states that Council may permit an Accessory Building to an existing private family dwelling. Under the St. John's Development Regulations, for a Residential Use, Accessory Building height shall not exceed 5 meters. Subject to **Section 7.4 of the St. John's Development Regulations**, Council can grant a variance from the application requirements up to a maximum of 10%. The proposed 10% Variance would allow the proposed Accessory Building Height of 5.5 metres.

Notices pertaining to the variance were issued to all adjacent properties. No submissions were received.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
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

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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: **City of St. John's Act Section 104, and St. John's Development Regulations Section 6.2.3 "Accessory Building Height" and Section 7.4 "Variance."**

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 an Accessory Building in the Windsor Lake Watershed at 28 Autumn Drive and a 10% variance to allow a maximum Accessory Building Height of 5.5 metres.

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

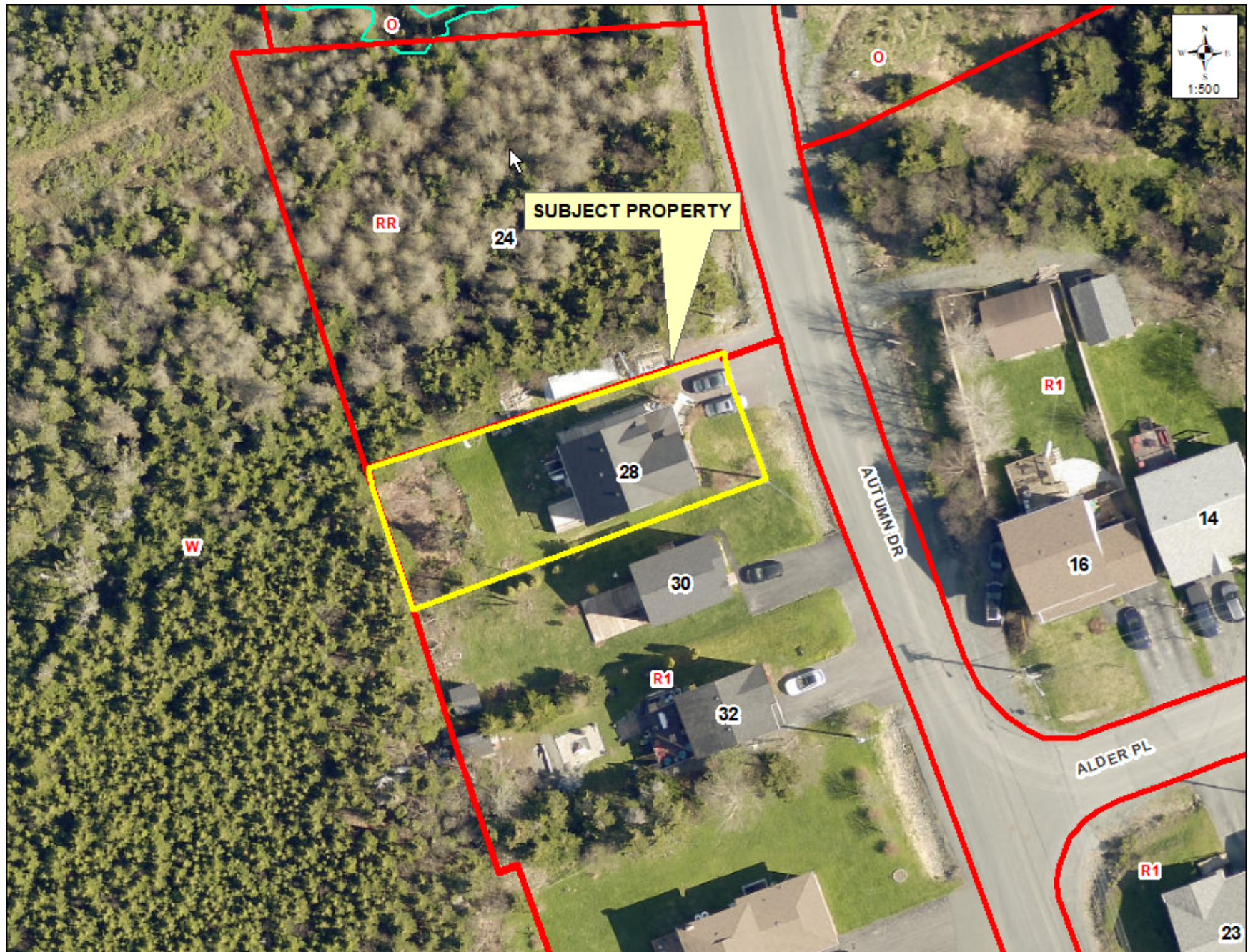
Report Approval Details

Document Title:	Development Committee - Variance on Accessory Building - 28 Autumn Drive - INT2500011.docx
Attachments:	- zoning.pdf
Final Approval Date:	Mar 19, 2025

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

Jason Sinyard - Mar 19, 2025 - 2:32 PM

28 Autumn Drive



ST. JOHN'S

Minutes of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

March 18, 2025, 3:00 p.m.

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

Regrets: Councillor Ophelia Ravencroft

Staff: Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Corporate Services
Tanya Haywood, Deputy City Manager of Community Services
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
Andrew Niblock, Director of Environmental Services
Theresa Walsh, City Clerk
Jackie O'Brien, Manager of Corporate Communications
Stacey Baird, Legislative Assistant

1. Review of Social Media Channels

Councillor Noseworthy asked staff to allow time to notify X followers that the City will no longer be using the social media platform.

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Ridgeley

That Council:

1. Deactivate the City's corporate X account and rely on Facebook and Instagram as the primary communication tools.
2. Deactivate the What's Happening St. John's X account and continue promoting event-related news through Facebook and Instagram.
3. Deactivate the Local Immigration Partnership (LIP) X account and integrate newcomer and immigration-related updates into the City's corporate Facebook and Instagram accounts.
4. Monitor Bluesky's growth and reconsider adoption at a later date when more data on its effectiveness and user engagement in Canada becomes available.

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

MOTION CARRIED (9 to 0)

2. 75 Lady Anderson Street – REZ2500006

Deputy Mayor O'Leary asked staff to clarify where the outdoor space for the childcare centre will be located. The Chief Municipal Planner advised that it would be behind the building, facing the south side of the lot.

Recommendation

Moved By Councillor Burton

Seconded By Councillor Davis

That Council consider rezoning 75 Lady Anderson Street from the Residential Reduced Lot (RRL) Zone to the Residential 1 (R1) Zone.

Further, that the application be publicly advertised (public notice only) in accordance with the Envision St. John's Development Regulations.

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

MOTION CARRIED (9 to 0)

3. Amendment to Building By-Law

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Ellsworth

That Council adopt the proposed amendments to the Building By-law.

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

MOTION CARRIED (9 to 0)

4. Amendment to Commercial Maintenance By-Law

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Bruce

That Council adopt the proposed amendments to the Commercial Maintenance By-Law

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

MOTION CARRIED (9 to 0)

5. Amendment to Residential Property Standards By-Law

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Davis

That Council adopt the proposed amendments

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

MOTION CARRIED (9 to 0)

6. Earth Day 2025

Councillor Burton suggested taking before and after photos of trees that have been planted as part of the urban forest initiative.

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Davis

That Council approve the proposed plan detailed to commemorate Earth Day 2025

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

MOTION CARRIED (9 to 0)

DECISION/DIRECTION NOTE

Title: Review of Social Media Channels

Date Prepared: March 6, 2025

Report To: Committee of the Whole

Councillor and Role: N/A

Ward: N/A

Decision/Direction Required: To review recommendations for the use of social media platforms for the City of St. John's.

Discussion – Background and Current Status:

Social media continues to be a critical tool for communicating with residents of the City of St. John's. In 2024, the City published over 1,000 posts across its corporate accounts. The communications department has been asked to review social media channels, particularly the use of X (formerly known as Twitter), in relation to Motion passed by council on February 25.

The City's Marketing and Communications Team currently oversees multiple social media channels. This report provides a breakdown of analytics for each page in 2024. YouTube is excluded from this report as it is used primarily for video content rather than daily outreach. Additionally, LinkedIn is not included as the City only began using the platform in 2025.

Social Media Performance Overview

Below are key stats for the City's social media accounts. Most stats provide a year-over-year comparison in brackets from the 2023 calendar year. Please note that X (formerly Twitter) has changed access to account insights, making reach and views data available only through a premium paid feature. As a result, the City cannot report on this data.

Key definitions for the analytics are as follows:

- **Likes/Followers:** The number of users who have liked or followed the page. Likes for X content refers to the feature of liking a post.
- **Reach:** The total number of unique users who have seen the content. This represents how widely messaging has been distributed.
- **Views:** The total number of times the page and its posts or videos have been watched or seen. This may include multiple views from the same user.

ST. JOHN'S

- **Content Interactions:** The total number of actions users take on a post, such as likes, comments, shares, or reactions, indicating engagement levels. The only interaction data available for X are likes and retweets.
-

City of St. John's

Facebook

- **Likes:** 45,225 (+23.3%)
- **Reach:** 967,582 (+61.1%)
- **Views:** 4,136,745
- **Content Interactions:** 60,608 (+86.75%)

Instagram

- **Total Followers:** 18,511 (+4.3%)
- **Reach:** 60,811 (+54.9%)
- **Views:** 4,255,440
- **Content Interactions:** 5,188 (+100%)

X

- **Followers:** 65,524 (+0.3%)
 - **Total Likes:** 4,761
 - **Retweets:** 2,593
-

What's Happening St. John's

Facebook

- **Likes:** 10,284 (+34.5%)
- **Reach:** 220,762 (+25.9%)
- **Views:** 328,035
- **Content Interactions:** 7,948 (-45.4%)

Instagram

Note: No year-over-year stats available due to changes in account structure in 2024.

- **Total Followers:** 731
- **Reach:** 21,107
- **Views:** 21,696
- **Content Interactions:** 535

X

- **Followers:** 2,304 (+3.8%)
- **Total Likes:** 185
- **Retweets:** 173

Local Immigration Partnership (LIP)**X**

- **Followers:** 1,042 (+1.4%)
- **Total Likes:** 355
- **Retweets:** 470

Humane Services**Facebook**

- **Likes:** 17,154 (+38.5%)
 - **Reach:** 424,026 (+30.2%)
 - **Views:** 588,081
 - **Content Interactions:** 37,393 (+35.6%)
-

Analysis & Considerations

- **Facebook remains the most effective engagement tool.** The City's Facebook account has the highest reach, interactions, and referral traffic, making it the most valuable platform for communication with residents.
- **Declining engagement on X.** While the City's X account maintains over 65,000 followers, it has seen a decline of over 500 followers since January 1. Additionally, the use of X as a referral tool for website traffic has dropped significantly. Based on the analysis, X is no longer a key engagement tool for the City. By shifting focus to Facebook and Instagram—where the City sees the highest interaction and referral rates—communication with residents can remain effective and accessible.
- **Challenges with X's content environment.** There is uncertainty around content moderation, the spread of misinformation, and the platform's approach to addressing hate speech and harassment. Increasing levels of disrespectful and negative discourse on the platform have been observed, which does not align with the City's core values of fostering a positive and respectful community. Some residents have requested that the City leave the platform.
- **Limited engagement for What's Happening St. John's and LIP on X.** These accounts show low interaction and declining referral traffic, making their continued operation on X ineffective.
- **Humane Services Facebook account remains valuable.** Given its strong engagement levels, no changes are recommended for this account at this time.
- **Potential future adoption of Bluesky.** While the City has been asked to consider joining Bluesky, there is currently limited data on its use in Canada. Additionally, the platform is not yet supported by the City's social media management software, though this may change as it grows. The Communications team recommends monitoring its development before making a decision to join the platform.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: N/A
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.

Choose an item.

5. Alignment with Adopted Plans: Strategic Plan

6. Accessibility and Inclusion: n/a

7. Legal or Policy Implications: n/a

8. Privacy Implications: n/a

9. Engagement and Communications Considerations: change in communication's social media practices and protocols

10. Human Resource Implications: n/a

11. Procurement Implications: n/a

12. Information Technology Implications: n/a

13. Other Implications:

Recommendation:

That Council:

1. Deactivate the City's corporate X account and rely on Facebook and Instagram as the primary communication tools.

2. Deactivate the What's Happening St. John's X account and continue promoting event-related news through Facebook and Instagram.

3. Deactivate the Local Immigration Partnership (LIP) X account and integrate newcomer and immigration-related updates into the City's corporate Facebook and Instagram accounts.

4. Monitor Bluesky's growth and reconsider adoption at a later date when more data on its effectiveness and user engagement in Canada becomes available.

Prepared by: Jackie O'Brien

Approved by:

DECISION/DIRECTION NOTE

Title: 75 Lady Anderson Street – REZ2500006

Date Prepared: March 11, 2025

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Planning

Ward: Ward 4

Decision/Direction Required:

To consider rezoning land at 75 Lady Anderson Street from the Residential Reduced Lot (RRL) Zone to the Residential 1 (R1) Zone to accommodate parking and an outdoor play area for a Child Care Centre (daycare) in a new building proposed at 175 Ladysmith Drive.

Discussion – Background and Current Status:

The City has received an application to rezone 75 Lady Anderson Street from the Residential Reduced Lot (RRL) Zone to the Residential 1 (R1) Zone to accommodate parking and an outdoor play area for a daycare that is proposed immediately north of the subject property at 175 Ladysmith Drive.

The property at 175 Ladysmith Drive is not part of this rezoning application. That property, on the corner of Ladysmith and Lady Anderson, is zoned Commercial Neighbourhood (CN). There is a proposal for a mixed-use building multi-storey building, with residential apartments above and a daycare on the ground floor. These are permitted uses in the existing Commercial Neighbourhood (CN) Zone there.

While the building with the daycare will be located entirely within the CN Zone on the 175 Ladysmith Drive property, the applicant seeks additional parking for approximately seven (7) vehicles and an outdoor play area for the daycare on the 75 Lady Anderson Street property. The outdoor area is classed as a Child Care Centre use, while the proposed parking area is a Parking Lot use. The RRL Zone does not allow these uses, therefore a rezoning is requested.

The applicant is asking for the R1 Zone, where a Parking Lot and a Child Care Centre are discretionary uses. Should the rezoning proceed, the two properties will be consolidated into one, with the bulk of the site zoned CN and the southern sliver zoned R1. The applicant has provided a draft site plan (attached).

Alignment with Envision St. John's Municipal Plan

The subject property is surrounded by residential uses to the north, south, east, and west. The neighbourhood consists of primarily Single Detached Dwellings. The proposed development meets Policy 4.2.1 of the Municipal Plan to accommodate daycare services in appropriate locations within residential neighborhoods. If the proposed daycare centre on the neighbouring

ST. JOHN'S

lot at 175 Ladysmith Drive does not proceed, the subject property at 75 Lady Anderson Street could still be used for a Single Detached Dwelling or any use that is permitted in the R1 Zone.

Alignment with the Envision St. John's Development Regulations

Under Section 4.9(2)(a) of the Development Regulations, all applications for an amendment to the Development Regulations require a land use report (LUR). However, where Council agrees that the scale or circumstances of the proposed development does not merit an LUR, Council may accept a staff report in lieu of the LUR. In this case, because the rezoning is to enable parking and an outdoor area for a daycare, and the property is already zoned for low density residential use and the R1 Zone would continue to allow that, staff recommend accepting a staff report in lieu of a LUR.

Public Engagement

Should Council decide to consider the rezoning, staff recommend public notification (not a public meeting) because the proposed development and R1 Zone is compatible with the surrounding neighbourhood. Most of the properties surrounding the subject property contain houses and are zoned R1 or Residential Reduced Lot (RRL). As Child Care Centre and Parking Lot uses are discretionary in the R1 Zone, the proposed uses will be advertised along with the proposed rezoning.

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.

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.

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: A map amendment (rezoning) to the Envision St. John's Development Regulations is required.

8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Public consultation as per Section 4.8 of the Envision St. John's Development Regulations is required. Staff recommend public notification (not a public meeting).
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 consider rezoning 75 Lady Anderson Street from the Residential Reduced Lot (RRL) Zone to the Residential 1 (R1) Zone.

Further, that the application be publicly advertised (public notice only) in accordance with the Envision St. John's Development Regulations.

Prepared by: Faith Ford, MCIP, Planner III

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

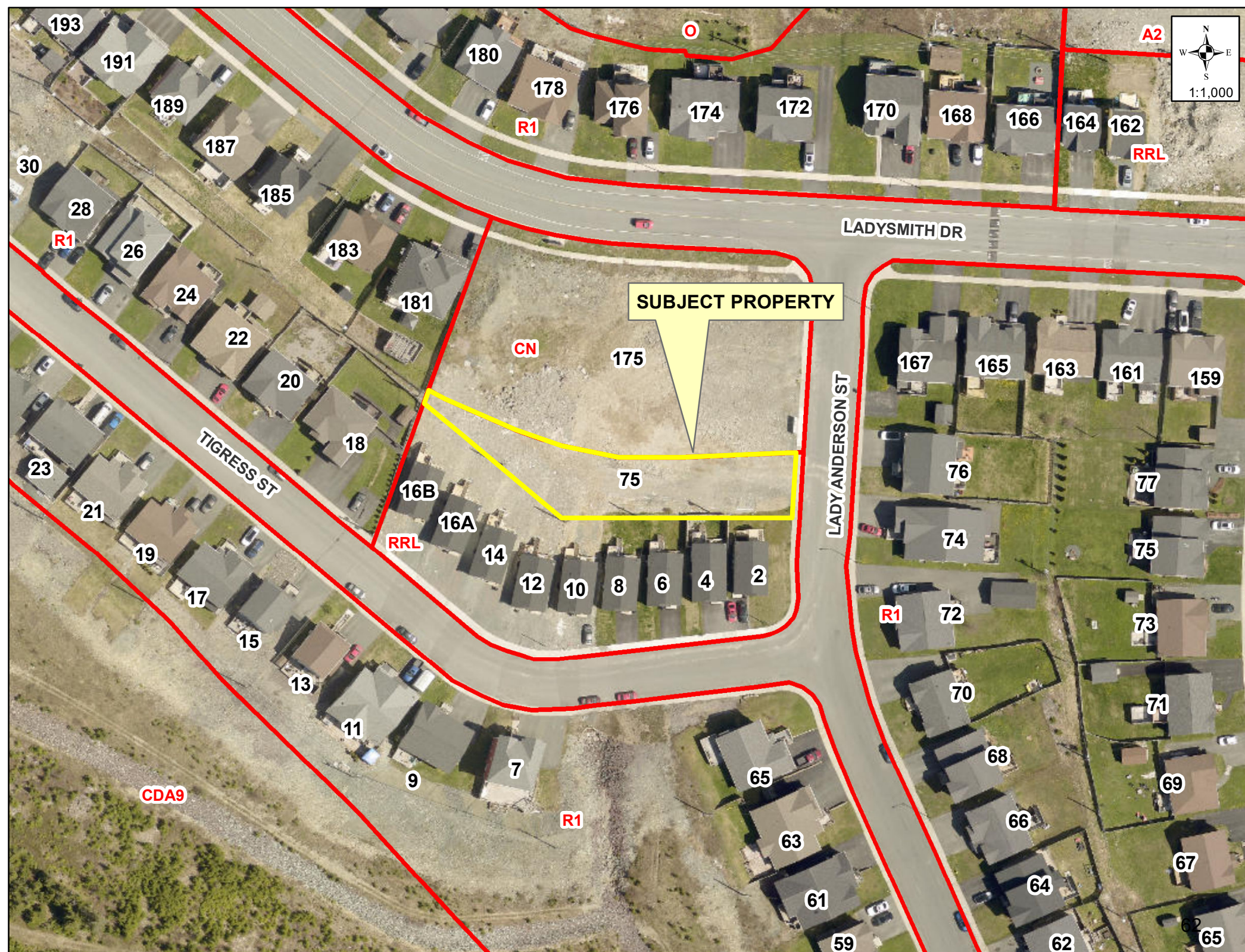
Report Approval Details

Document Title:	75 Lady Anderson Street - REZ2500006.docx
Attachments:	- 75 LADY ANDERSON STREET.pdf - Draft Site Plan - REZ2500006.pdf - Development Regulations-R1 Zone.pdf
Final Approval Date:	Mar 13, 2025

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

Ken O'Brien - Mar 12, 2025 - 3:38 PM

Jason Sinyard - Mar 13, 2025 - 3:31 PM





SITE STATISTICS

• PROPERTY AREA	0.412 ha (1.018 ac)
• TOTAL No. OF UNITS	
• VEHICLE PARKING PROVIDED	
STANDARD	36
BARRIER FREE	2
• BICYCLE PARKING	12
(MIN. 1 PER 2 UNITS)	
• LANDSCAPING	
STANDARD LANDSCAPING	1,618 m² (39.3%)
• LOT COVERAGE	664 m² (16.1%)

PINNACLE
ENGINEERING

COMMERCIAL/RESIDENTIAL CONDO OPTION #3

Civic 175 LADYSMITH DRIVE

Date: 24 OCTOBER 2024

Scale: 1:400

FIGURE 1

RESIDENTIAL 1 (R1) ZONE**R1****(1) PERMITTED USES**

Accessory Building	Home Office
Backyard Suite (2024-07-19)	Park
Community Garden	Single Detached Dwelling
Family Child Care Service (2024-03-15)	Subsidiary Dwelling Unit
Four-Plex on a Corner Lot (2024-07-19)	

(2) DISCRETIONARY USES

Adult Day Centre	Home Occupation
Bed and Breakfast	Parking Lot
Child Care Centre (2024-03-15)	Public Utility
Heritage Use	

(3) ZONE STANDARDS FOR SINGLE DETACHED DWELLINGS

(a) Lot Area (minimum)	450 metres square
(b) Lot Frontage (minimum)	15 metres
(c) Building Line (minimum)	6 metres
(d) Building Height (maximum)	9 metres (2024-07-19)
(e) Side Yards (minimum)	Two of 1.2 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres
(f) Rear Yard (minimum)	6 metres

(4) ZONE STANDARDS FOR FOUR-PLEX (2024-07-19)

- | | | |
|-----|---------------------------|----------------------------------------------------------------------------------------------|
| (a) | Lot Area (minimum) | 360 metres square |
| (b) | Lot Frontage (minimum) | 20 metres |
| (c) | Building Line (minimum) | 6 metres |
| (d) | Building Height (maximum) | 10 metres |
| (e) | Side Yard (minimum) | 1.2 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 meters |
| (f) | Rear Yard (minimum) | 6 meters |
| (g) | Landscaping (minimum) | 40% of Front Yard |

(5) ZONE STANDARDS FOR ACCESSORY BUILDING SHALL BE IN ACCORDANCE WITH SECTION 6.2. (2024-07-19)

(6) ZONE STANDARDS FOR BACKYARD SUITES SHALL BE IN ACCORDANCE WITH SECTION 6.7 (2024-07-19)

(7) ZONE STANDARDS FOR ALL OTHER USES SHALL BE IN THE DISCRETION OF COUNCIL.

DECISION/DIRECTION NOTE

Title: Amendment to Building By-Law

Date Prepared: March 11, 2025

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman, Engineering and Regulatory Services

Ward: N/A

Decision/Direction Required:

Amendment of Building By-Law

Discussion – Background and Current Status:

The Building By-Law is being amended to take into account the Life Safety Code, 2024, which is the newest version of that Code. The Building By-Law adopts the Life Safety Code as if that Code was part and parcel of the By-Law, so it is necessary to amend the By-Law to adopt the latest version of the Code.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: General Public, contractors, developers
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

An Effective City: Ensure accountability and good governance through transparent and open decision making.
5. Alignment with Adopted Plans: N/A
6. Accessibility and Inclusion: N/A
7. Legal or Policy Implications: Should Council adopt the amendment to the Building By-Law, the amendment is required to be advertised before it comes legally into effect.
8. Privacy Implications: N/A

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9. Engagement and Communications Considerations: The amendment to the Building By-Law will need to be advertised in the local newspaper and the King's Printer Gazette.

10. Human Resource Implications: N/A

11. Procurement Implications: N/A

12. Information Technology Implications: N/A

13. Other Implications: N/A

Recommendation:

That Council adopt the proposed amendments to the Building By-law.

Prepared by: Robert Fedder

Approved by: Cheryl Mullett

Report Approval Details

Document Title:	Amendment to Building By-Law (No. 1-2025).docx
Attachments:	- Building By-Law Amendment No 1-2025.doc
Final Approval Date:	Mar 11, 2025

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

Cheryl Mullett - Mar 11, 2025 - 11:13 AM

BY-LAW NO.

ST. JOHN'S BUILDING (AMENDMENT NO. 1 – 2025) BY-LAW

PASSED BY COUNCIL ON _____, 2025

Pursuant to the powers vested in it under the City of St. John's Act, RSNL 1990, c.C-17, as amended and all other powers enabling it, the City of St. John's enacts the following By-Law relating to the regulation of building in the City of St. John's.

BY-LAW

1. This By-Law may be cited as the "St. John's Building (Amendment No. 1 – 2025) By-Law."
2. Section 48 of the St. John's Building By-Law is repealed and the following substituted:

"48. The Life Safety Code, 2024 Edition, being Document 101 of the National Fire Code Standards of the National Fire Protection Association (USA) is hereby declared to be and shall be taken as part and parcel of this By-Law as if the same were repeated herein in full."

3. Section 48.2 of the St. John's Building By-Law is repealed and the following substituted:

"48.2 Where the requirements of the Life Safety Code, 2024 conflict with the requirements of the National Building Code of Canada, 2020 then the National Building Code of Canada, 2020 shall prevail."

IN WITNESS WHEREOF the Seal of the City of St. John's was hereunto affixed and this By-Law was signed by the Mayor and City Clerk this _____ day of _____, 2025.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Amendment to Commercial Maintenance By-Law

Date Prepared: March 11, 2025

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman, Engineering and Regulatory Services

Ward: N/A

Decision/Direction Required:

Amendment of the Commercial Maintenance By-Law

Discussion – Background and Current Status:

The Commercial Maintenance By-Law is being amended to take into account the Life Safety Code, 2024, which is the newest version of that Code. The Commercial Maintenance By-Law adopts the Life Safety Code as if that Code was part and parcel of the By-Law, so it is necessary to amend the By-Law to adopt the latest version of the Code.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: General Public, contractors, developers
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

An Effective City: Ensure accountability and good governance through transparent and open decision making.

5. Alignment with Adopted Plans: N/A
6. Accessibility and Inclusion: N/A
7. Legal or Policy Implications: Should Council adopt the amendment to the Commercial Maintenance By-Law, the amendment is required to be advertised before it comes legally into effect.
8. Privacy Implications: N/A

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9. Engagement and Communications Considerations: Should Council adopt the amendment to the Commercial Maintenance By-Law, the amendment is required to be advertised before it comes legally into effect.

10. Human Resource Implications: N/A

11. Procurement Implications: N/A

12. Information Technology Implications: N/A

13. Other Implications: N/A

Recommendation:

That Council adopt the proposed amendments to the Commercial Maintenance By-Law

Prepared by: Robert Fedder

Approved by: Cheryl Mullett

Report Approval Details

Document Title:	Amendment to Commercial Maintenance By-Law (No. 1-2025).docx
Attachments:	- Commercial Maintenance By-Law Amendment No 1-2025.docx
Final Approval Date:	Mar 11, 2025

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

Cheryl Mullett - Mar 11, 2025 - 11:08 AM

BY-LAW NO.

ST. JOHN'S COMMERCIAL MAINTENANCE (AMENDMENT NO. 1 – 2025)

BY-LAW

PASSED BY COUNCIL ON _____, 2025

Pursuant to the powers vested in it under the City of St. John's Act, RSNL 1990 c.C-17, as amended and all other powers enabling it, the City of St. John's hereby enacts the following By-Law relating to the regulation and maintenance of commercial properties.

BY-LAW

1. This By-Law may be cited as "The St. John's Commercial Maintenance (Amendment No. 1 –2025) By-Law.

2. Section 39.3 of the St. John's Commercial Maintenance By-Law is repealed and the following substituted:

"39.3 The Life Safety Code, 2024, being Document 101 prepared by the National Fire Protection Association of the United States of America is hereby declared to be and shall be taken as part and parcel of this By-Law as if the same were repeated herein in full. Provided that if any section or part thereof of the said Code shall conflict with any other section of this By-Law, then the provisions of the Code shall prevail."

3. Section 39.5 of the St. John's Commercial Maintenance By-Law is repealed and the following substituted:

"39.5 Where the requirements of the Life Safety Code, 2024 conflict with the requirements of the National Building Code of Canada, 2020 then the National Building Code of Canada, 2020 shall prevail."

IN WITNESS WHEREOF the Seal of the City of St. John's has been hereunto affixed and this By-Law has been signed by the Mayor and City Clerk this _____ day of _____, 2025.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Amendment to Residential Property Standards By-Law

Date Prepared: March 11, 2025

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman, Engineering and Regulatory Services

Ward: N/A

Decision/Direction Required:

Amendment of Residential Property Standards By-Law

Discussion – Background and Current Status:

The Residential Property Standards By-Law is being amended to take into account the Life Safety Code, 2024, which is the newest version of that Code. The Residential Property Standards By-Law adopts the Life Safety Code as if that Code was part and parcel of the By-Law, so it is necessary to amend the By-Law to adopt the latest version of the Code.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: General Public, contractors, developers
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

An Effective City: Ensure accountability and good governance through transparent and open decision making.

5. Alignment with Adopted Plans: N/A
6. Accessibility and Inclusion: N/A
7. Legal or Policy Implications: Should Council adopt the amendment to the Residential Property Standards By-Law, the amendment is required to be advertised before it comes legally into effect.

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8. Privacy Implications: N/A

9. Engagement and Communications Considerations: The amendment to the Residential Property Standards By-Law will need to be advertised in the local newspaper and the King's Printer Gazette.

10. Human Resource Implications: N/A

11. Procurement Implications: N/A

12. Information Technology Implications: N/A

13. Other Implications: N/A

Recommendation:

That Council adopt the proposed amendments to the Residential Property Standards By-Law.

Prepared by: Robert Fedder

Approved by: Cheryl Mullett

Report Approval Details

Document Title:	Amendment to Residential Property Standards By-Law (No. 1-2025).docx
Attachments:	- Residential Property Standards Amd No 1-2025.docx
Final Approval Date:	Mar 11, 2025

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

Cheryl Mullett - Mar 11, 2025 - 11:07 AM

BY-LAW NO.
RESIDENTIAL PROPERTY STANDARDS (AMENDMENT NO. 1 – 2025) BY-LAW
PASSED BY COUNCIL ON _____, 2025

Pursuant to the powers vested in it under the City of St. John's Act, RSNL. 1990 c.C-17, as amended and all other powers enabling it, the City of St. John's enacts the following By-Law relating to minimum standards for occupancy and maintenance of residential property.

1. This By-Law may be cited as the Residential Property Standards (Amendment No. 1 –2025) By-Law.
2. Section 35.4 of the Residential Property Standards By-Law is repealed and the following substituted:

"35.4 The Life Safety Code, 2024, being Document 101 prepared by the National Fire Protection Association of the United States of America is hereby declared to be and shall be taken as part and parcel of this By-Law as if the same were repeated herein in full. Provided that if any section or part thereof of the said Code shall conflict with any other section of this By-Law, then the provisions of the Code shall prevail."
3. Section 35.6 of the Residential Property Standards By-Law is repealed and the following substituted:

"35.6 Where the requirements of the Life Safety Code, 2024 conflict with the requirements of the National Building Code of Canada, 2020 then the National Building Code of Canada, 2020 shall prevail."

IN WITNESS WHEREOF the Seal of the City of St. John's was hereunto affixed and this By-Law was signed by the Mayor and City Clerk this _____ day of _____, 2025.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Earth Day 2025

Date Prepared: March 5, 2025

Report To: Committee of the Whole

Councillor and Role: Deputy Mayor Sheilagh O'Leary, Sustainability

Ward: N/A

Decision/Direction Required:

That Council approve the proposed events and approach to commemorate Earth Day 2025.

Discussion – Background and Current Status:

Earth Day was first celebrated on April 22, 1970, marking the inception of the environmental movement. It has since evolved into the largest participatory environmental movement on the planet. In 1990, Earth Day Canada became established to mobilize local stakeholders and facilitate the growth of this initiative within Canada.

The City of St. John's has been an Earth Day Canada 'mobilizing municipality' since at least 2022 and have signed up to continue as an Earth Day Canada Mobilizing Municipality for 2025 joining over 130 other municipalities across Canada.

The 2025 Earth Day Canada theme is "Biodiversity", with the goal to encourage as many citizens, municipalities, and organizations as possible to reconnect with nature and better understand the importance of preserving biodiversity for ecosystem balance, food security, and resilience to climate change.

Using the Earth Day Canada suggested activities for 2025, Staff are proposing a multi-faceted approach to reinforce and support the sustainability efforts of City Council:

1. Earth Day Flag Raising Event (April 22, 2025)
 - Hosted by City Council at City Hall
 - To commemorate and recognize Earth Day, the Earth Day flag will be raised in the morning.
 - The event will have an invited guest expert to speak about the importance of biodiversity in a sustainable community.
2. In-person Backyard Composting Information Session (April 19, 2025)
 - Hosted at Memorial University Botanical Garden, 306 Mount Scio Road.

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- After the session participants will receive a Certificate of Completion, which qualifies them to purchase a backyard compost bin from the City.
 - Hosted on same day and in conjunction with the Botanical Garden's 4th Annual Seedy Saturday event where visitors can join fellow gardeners, homesteaders, and seed savers for a day of learning, networking, and seed sharing.
 - Opportunity for members of Council to welcome attendees to the composting information session and support the benefit of this growing practice to enrich and build healthy soil, reduce organic wastes going to landfill and fight against climate change.
3. Virtual Workshop with Discussion on Reducing Food Waste
- Hosted by Earth Day Canada
 - Workshop gives residents the opportunity to share positive successes while offering keys to understanding how to reduce food waste from your grocery list to your storing and cooking habits.
 - Space will be limited and pre-registration will be required.
 - Recording of the session will be available to those who cannot attend for another 90 days
 - Opportunity for members of Council to welcome attendees at beginning of workshop.
 - Date TBD
4. Guided Hike at Bowring Park
- Participants will enjoy a guided walk around Bowring Park with Parks and Recreation staff to learn more about the biodiversity in plant / tree species within the park.
 - City staff will also present some of the horticultural practices employed to protect the health and biodiversity in the urban landscape.
 - Opportunity for members of Council to welcome and thank participants for attending and stress the importance of green space and the urban forest to the sustainability of the community.
 - Date TBD

In addition to these activities, the City will publish on its website and further promote through social media an overview of City services and programs that protect, enhance or restore our local biodiversity. Some of the potential topics include but are not limited to:

- Residential ReLeaf program (Parks)
- Tree planting and Naturalization in Parks and Open Spaces (Parks)
- Promotion of Tree and Yard Care (Parks)
- No cosmetic pesticides used in City Parks and Open Spaces (Parks)
- Yard waste collection, composting and giveaway (Waste)
- Backyard Composting information course/sessions & distribution of low-cost bins (Waste)
- Household Hazardous and Electronic Waste proper disposal (Waste)

- Community Gardens & composting (Community Services)
- Trail Explorers (Community Services)

Once approved by Council and as an Earth Day Mobilizing Municipality, all of our events will be listed on the Earth Day Canada website (earthday.ca). Earth Day Canada recognizes that community events are a great way to come together and make a positive impact on the environment.

Key Considerations/Implications:

1. Budget/Financial Implications: All events have no additional cost except for the virtual workshop (\$1075)
2. Partners or Other Stakeholders: Earth Day Canada, MUN Botanical Gardens
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: Plan for land use and preserve and enhance the natural and built environment where we live.

An Effective City: Achieve service excellence through collaboration, innovation and modernization grounded in client needs.

5. Alignment with Adopted Plans: NA
6. Accessibility and Inclusion: All events will consider accessibility and inclusion
7. Legal or Policy Implications: NA
8. Privacy Implications: NA
9. Engagement and Communications Considerations: Communications strategy to be fully developed once proposal approved.
10. Human Resource Implications: NA
11. Procurement Implications: NA

12. Information Technology Implications: NA

13. Other Implications: NA

Recommendation:

That Council approve the proposed plan detailed to commemorate Earth Day 2025

Prepared by:

Approved by:

Report Approval Details

Document Title:	Earth Day 2025 .docx
Attachments:	
Final Approval Date:	Mar 10, 2025

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

Andrew Niblock - Mar 10, 2025 - 3:23 PM

Lynnann Winsor - Mar 10, 2025 - 4:22 PM

Development Permits List For March 6 to March 19, 2025

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
RES		Subdivision of Land	34 Poplar Avenue	4	Approved	March 10, 2025
RES	Gavin Homes Inc.	Development of Vacant Lot - Single Detached Dwelling	9 Bideford Place	4	Approved	March 12, 2025
RES		Consolidation of Land	5 Laggan Place	5	Approved	March 12, 2025
RES		Development of Vacant Lot - Single Detached Dwelling	13 Mountainview Drive	5	Approved	March 14, 2025
RES	Harbour Capital Corporation	Lot Consolidation	7 Waterford Bridge Road	3	Approved	March 18, 2025

*** 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 March 25, 2025, Regular Meeting

Permits Issued: 2025/03/06 to 2025/03/19

BUILDING PERMITS ISSUED

Residential

Location	Permit Type	Structure Type
10 Whitty Pl	New Construction	Apartment Building
107 Elizabeth Ave	Renovations	Single Detached Dwelling
12 Amherst Hts	Extension	Single Detached Dwelling
12 Falkland St	Renovations	Single Detached Dwelling
12 Forest Pond Rd	New Construction	Single Detached Dwelling
12 Lions Rd	Accessory Building	Accessory Building
124 Ennis Ave	Renovations	Single Detached Dwelling
140 Castle Bridge Dr	Renovations	Single Detached Dwelling
143 Highland Dr	Change of Occupancy	Single Detached Dwelling
15 Electra Dr	Renovations	Single Detached Dwelling
15 Francis St	Site Work	Retaining Walls
16 Blue Jacket Pl	Change of Occupancy	Single Detached Dwelling
172 Pearltown Rd	New Construction	Single Detached Dwelling
188 Castle Bridge Dr	New Construction	Single Detached Dwelling
19 Cowan Ave	Fence	Fence
20 Lambe's Lane	Accessory Building	Accessory Building
20a Signal Hill Rd	Renovations	Townhousing
21 Gallipoli St	Renovations	Single Detached Dwelling
22 Dragonfly Pl	New Construction	Single Detached Dwelling
246 Hamilton Ave	Accessory Building	Accessory Building
26 Ross Rd	Change of Occupancy/Renovations	Accessory Building
296 Blackmarsh Rd	Change of Occupancy	Single Detached w/ apt.
3 Dragonfly Pl	New Construction	Single Detached Dwelling
360 Blackhead Rd	New Construction	Single Detached w/ apt.
383 Newfoundland Dr	Change of Occupancy/Renovations	Single Detached Dwelling
395 Blackmarsh Rd	New Construction	Condominium
4 O'flynn Pl	New Construction	Single Detached Dwelling

42 Dragonfly Pl	New Construction	Single Detached Dwelling
50 Leonard J. Cowley St	Renovations	Single Detached Dwelling
51 New Cove Rd	Extension	Single Detached Dwelling
51 Prescott St	Renovations	Townhousing
52 Chafe Ave	Renovations	Semi Detached Dwelling
52a Chafe Ave	Renovations	Semi Detached Dwelling
54 Chafe Ave	Renovations	Semi Detached Dwelling
54 Gallipoli St	New Construction	Single Detached Dwelling
54a Chafe Ave	Renovations	Semi Detached Dwelling
62 Perlin St	Renovations	Single Detached w/ apt.
660 Southside Rd	Deck	Patio Deck
7 Sugar Pine Cres	Renovations	Single Detached Dwelling
7 Whelan's Lane	Deck	Patio Deck
72 Golf Ave	Fence	Fence
726 Water St	Renovations	Semi Detached Dwelling
87 Wabush Pl	Accessory Building	Accessory Building
Lester St	Sign	Condominium

This Week: \$5,222,164.14

Commercial

Location	Permit Type	Structure Type
10 Factory Lane	Renovations	Office
11 L'anse Aux Meadows Cres	Change of Occupancy/Renovations	Home For The Aged
115 Cavendish Sq	Renovations	Hotel
115 George St W	Sign	Hotel
25 Churchill Sq	Sign	Service Shop
25 Churchill Sq	Change of Occupancy/Renovations	Service Shop
3-11 Rowan St	Renovations	Retail Store
33 Pippy Pl	Change of Occupancy/Renovations	Office
340 Torbay Rd	Renovations	Service Station
430 Topsail Rd	Renovations	Other
430 Topsail Rd	Change of Occupancy/Renovations	Shopping Centre
53 Bond St	Change of Occupancy	Office
694 Water St	Renovations	Service Station

71 O'leary Ave
9 Buchanan St

Change of Occupancy
Sign

Commercial Garage
Hotel

This Week: \$2,986,464.10

Government/Institutional

Location
57 Thorburn Rd

Permit Type
Renovations

Structure Type
Church

This Week: \$219,283.00

Industrial

Location
260 East White Hills Rd

Permit Type
Renovations

Structure Type
Light Industrial Use

This Week: \$250,000.00

Demolition

Location
145 Duckworth St
34 Poplar Ave

Permit Type
Demolition
Demolition

Structure Type
Office
Single Detached Dwelling

This Week: \$48,000.00

This Week's Total: \$8,725,911.24

REPAIR PERMITS ISSUED:

\$100,000.00

NO REJECTIONS

YEAR TO DATE COMPARISONS			
March 25, 2025			
TYPE	2024	2025	% Variance (+/-)
Residential	\$19,147,901.73	\$16,152,052.88	-16
Commercial	\$5,910,271.60	\$22,429,315.25	279
Government/Institutional	\$29,725,500.00	\$1,104,283.00	-96
Industrial	\$0.00	\$308,000.00	0
Repairs	\$217,614.00	\$249,259.00	15
TOTAL	\$55,001,287.33	\$40,242,910.13	-27
Housing Units (1 & 2 Family Dwelling)	17	29	

Respectfully Submitted,

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

MEMORANDUM

Weekly Payment Vouchers For The Weeks Ending March 12 and March 19, 2025

Payroll

Public Works (Week 1)	\$ 595,630.05
Bi-Weekly Administration (Week 1)	\$ 918,555.55
Bi-Weekly Management	\$ 1,024,551.60
Bi-Weekly Fire Department	\$ 1,006,807.00
Bi-Weekly Casual (Week 2)	\$ 41,991.01
Public Works (Week 2)	\$ 621,291.49
Accounts Payable	\$14,611,122.20

(A detailed breakdown [here](#))

Total: \$ 18,819,948.90

ST. JOHN'S

DEPARTMENT OF FINANCE

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

NOTICE OF MOTION

TAKE NOTICE that I will at the next Regular Meeting of the St. John's Municipal Council move to amend the St. John's Building By-Law so as to update the references to The Life Safety Code, 2024 Edition.

DATED at St. John's, NL this day of March, 2025.

COUNCILLOR

ST. JOHN'S

NOTICE OF MOTION

TAKE NOTICE that I will at the next Regular Meeting of the St. John's Municipal Council move to amend the Commercial Maintenance By-Law so as to update the references to The Life Safety Code, 2024 Edition.

DATED at St. John's, NL this day of March, 2025.

COUNCILLOR

ST. JOHN'S

NOTICE OF MOTION

TAKE NOTICE that I will at the next Regular Meeting of the St. John's Municipal Council move to amend the Residential Property Standards By-Law so as to update the references to The Life Safety Code, 2024 Edition.

DATED at St. John's, NL this day of March, 2025.

COUNCILLOR

ST. JOHN'S

DECISION/DIRECTION NOTE

Title: Travel Authorization for Councillor Davis– SAM 2025 Spring AGM in Corner Brook

Date Prepared: March 11, 2025

Report To: Regular Meeting of Council

Councillor and Role: Mayor Danny Breen, Governance & Strategic Priorities

Ward: N/A

Decision/Direction Required: Seeking Council Approval for Councillor Davis to attend the Stewardship Association of Municipalities (SAM) Spring AGM. The AGM is scheduled to take place in Corner Brook from Friday, April 25 until Sunday, April 27, 2025.

Discussion – Background and Current Status:

The Stewardship Association of Municipalities works to secure, enhance, and restore wildlife habitats located within municipal planning boundaries. The City of St. John's has signed an agreement with SAM to proactively conserve wildlife habitat and engage with residents on sustainable land use actions. The AGM provides an opportunity for municipal representatives to discuss environmental stewardship and biodiversity provincially. The 2025 Spring AGM is scheduled to take place from Friday, April 25 until Sunday, April 27 in Corner Brook, NL.

Key Considerations/Implications:

1. Budget/Financial Implications: As SAM have agreed to cover \$150 of costs for the event, the estimated travel costs \$958.53 which would bring the \$29,000 yearly budget allotment for travel to -\$12,118.01.

2. Partners or Other Stakeholders: Stewardship Association of Municipalities

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.

ST. JOHN'S

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

5. Alignment with Adopted Plans: Resilient St. John's Community Climate Plan
6. Accessibility and Inclusion: N/A
7. Legal or Policy Implications: N/A
8. Privacy Implications: N/A
9. Engagement and Communications Considerations: N/A
10. Human Resource Implications: N/A
11. Procurement Implications: N/A
12. Information Technology Implications: N/A
13. Other Implications: N/A

Recommendation:

That Council approve of travel for Councillor Davis to attend the SAM 2025 Spring AGM in Corner Brook from April 25 – 27, 2025.

Prepared by: Jennifer Squires, Legislative Assistant

Approved by: Theresa Walsh, City Clerk

Report Approval Details

Document Title:	Travel for Councillor Davis - SAM 2025 Spring AGM.docx
Attachments:	
Final Approval Date:	Mar 12, 2025

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

Theresa Walsh - Mar 12, 2025 - 2:20 PM

DECISION/DIRECTION NOTE

Title: 28 Cochrane Street – REN2500032 – Designated Heritage Building

Date Prepared: March 19, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Built Heritage Experts Panel

Ward: Ward 2

Decision/Direction Required:

To approve exterior renovations to 28 Cochrane Street, a designated Heritage Building.

Discussion – Background and Current Status:

The subject property, on the corner of Cochrane Street and York Street, is within the Commercial District of the Envision St. John's Municipal Plan and is zoned Commercial Downtown Mixed (CDM). The property is in Heritage Area 2 and is a designated Heritage Building of the City as well as a Registered Heritage Structure of the Heritage Foundation of Newfoundland and Labrador. A location map and the heritage statement of significance are attached.

Any exterior alterations to a designated Heritage Building require Council approval. At its May 13, 2019 regular meeting, Council directed that minor maintenance applications for designated Heritage Buildings can be sent directly to Council for approval, without referral to the City's Built Heritage Experts Panel.

The applicant proposes to replace two rear windows with new vinyl windows of the same size and style. Typical heritage window trims will also be required, consistent with the window trims located on the façade facing York Street.

Applicable Heritage Design Standards from the St. John's Heritage By-Law:

Window Style - *Original style, size and shape of windows to be retained, unless otherwise approved by Council.*

For any façade facing a public street and/or publicly maintained space, the style and configuration of the windows shall be in keeping with the building's architectural characteristics.

Window Replacements - *All window replacements shall be restored/returned in keeping with the window style and window configuration of the building's architectural characteristics.*

ST. JOHN'S

Where appropriate, in the opinion of Council, additional facades, or parts thereof, may be required to comply with the foregoing.

Window Trim Style and Materials – *Window trims shall be compatible with the building's architectural characteristics. Materials may include wood, stone brick, the building's original material, or material otherwise approved by Council.*

Note: The width and style of window trims shall be consistent throughout the building's facades, unless otherwise approved by Council.

Window Materials – *Modern window material may be permitted provided, in the opinion of Council, the appearance replicates the building's period/architectural characteristics.*

The proposed exterior renovations to 28 Cochrane Street meet the City's Heritage Design Standards and therefore are recommended for approval.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Property owner; neighbours; heritage groups.
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: St. John's Heritage By-Law.
6. Accessibility and Inclusion: Not applicable.
7. Legal or Policy Implications: In line with the Heritage By Law, Schedule D - Heritage Design Standards.
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 the exterior alterations, as proposed, to 28 Cochrane Street, a designated Heritage Building.

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:	28 Cochrane Street - REN2500032 - Designated Heritage Building.docx
Attachments:	- 28 COCHRANE STREET.pdf - 28 Cochrane Street - Statememt of Significance.pdf - Window Replacments.PNG
Final Approval Date:	Mar 20, 2025

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

Ken O'Brien - Mar 19, 2025 - 3:36 PM

Jason Sinyard - Mar 20, 2025 - 12:28 PM





28 Cochrane Street

Formal Recognition Type

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

Description of Historic Place

28 Cochrane Street is a three storey wooden house built in the Second Empire style of architecture. Located in downtown St. John's, 28 Cochrane Street is typical of the downtown homes built in 1892-1893. This designation is confined to the footprint of the building.

Heritage Value

28 Cochrane Street is designated a Municipal Heritage Building because of its architectural and historic values.

28 Cochrane Street is architecturally valuable as a good example of a typical late 19th century house in downtown St. John's. Built in the Second Empire or Southcott style, 28 Cochrane Street remains a well preserved example of this style of house. The house features many elements that are characteristic of Second Empire such as a Mansard roof, peaked dormers, eaves brackets and intricate door and window detailing.

28 Cochrane Street was built in 1892-1893 on the foundation of a previous building that had burned in the Great Fire of 1892. Since its construction, 28 Cochrane Street has had a number of functions including residence, funeral home, craft shop, rooming house, restaurant and offices. This house is historically valuable for its association with Andrew Carnell, former Mayor of St. John's and the original owner of Carnell's Funeral Home, which operates to this day. Carnell had an important influence on the City of St. John's during his years as mayor from 1932-1949. Some of his many accomplishments include raising funds for the construction of Memorial Stadium (extant), as well as various efforts regarding water and sewer in the city. Carnell opened the funeral home in this house in 1940 and it was housed here for a number of years. During this period, the house was also used as a residence for the Carnell family.

Source: City of St. John's, meeting held 2004/05/17

Character Defining Elements

All elements that define the building's Second Empire design including:

- mansard roof;
- dormers;
- exterior decoration including eaves brackets, decorative moulding under eavesline,
- tricate door and window trim;
- narrow clapboard;
- peaked dormers with dentils and decorative mouldings;
- placement of openings including window and door openings;
- dimensions and shapes of openings; and,
- location, orientation, dimensions, general massing.

Location and History

Community	St. John's
Municipality	City of St. John's
Civic Address	28 Cochrane Street
Construction	1892 - 1893
Style	Second Empire
Building Plan	Rectangular Short Façade
Website Link	http://www.carnells.com/about_sr.php

Additional Photos





DECISION/DIRECTION NOTE

Title: 34 New Cove Road – MPA2300005 - Approval

Date Prepared: March 18, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning

Ward: Ward 4

Decision/Direction Required:

A commissioner's public hearing was held for Envision St. John's Municipal Plan Amendment Number 16, 2024, and Envision St. John's Development Regulations Amendment Number 48, 2024, regarding an Apartment Building at 34 New Cove Road. Council may now proceed with the final steps in the amendment process.

Discussion – Background and Current Status:

The City has received an application from KMK Capital Inc. to rezone 34 New Cove Road from the Institutional (INST) Zone to the Apartment 3 (A3) Zone to enable the development of a 10-storey Apartment Building. The existing building would be removed. An Apartment Building is a permitted use in the A3 Zone. A Municipal Plan amendment is required to redesignate the property to the Residential District from the Institutional District.

The applicant has also asked Council to amend the Development Regulations so that the proposed building can proceed without a building setback. Text amendments to sections 4.9 and 7.1.4 of the Development Regulations are required to enable an exemption.

The applicant is seeking parking relief. The Development Regulations require 117 parking spaces, and the applicant has asked to provide 111 spaces and be relieved of the remaining six (6) spaces.

Separate from this application, but prompted by it, City staff identified discrepancies in the extent of the Institutional (INST) Zone boundary. It extends northward onto residential property at Chalker Place owned by NL Housing, and also onto a portion of the house at 22 McNaughton Drive. These properties should rightly be zoned Residential 2 (R2), same as the surrounding properties, as they were never part of the former YM/YWCA and Max properties. The Chief Municipal Planner can interpret the zone lines under the authority of Section 10.3 "Interpretation of Zone Boundaries" of the Development Regulations. Corresponding changes will be made to the future land-use map of the Municipal Plan. These changes will be made, no matter what the outcome of the present application is, as they will correct an existing situation.

ST. JOHN'S

Additional information on the proposed development at 34 New Cove Road is contained in the attached amendment.

Commissioner's Report

Council appointed Clifford Johnston, MCIP, as the independent commissioner for the public hearing held on February 12, 2025. There were approximately forty-five (45) people in attendance, including in-person and online. Following the hearing, Commissioner Johnston submitted his report dated March 6, 2025, which is attached for Council's consideration.

The commissioner's report summarizes and analyzes the public concerns raised at the hearing. There were three (3) main concerns: vehicle traffic, on-site parking, and building size and setback.

1) Vehicle Traffic

The public comments expressed concern about an increase in traffic and congestion if the proposed apartment building were to proceed. The applicant was required to prepare a traffic memo as part of their land use report. Using the Institute of Transportation Engineers *Trip Generation Manual, 11th Edition*, the applicants determined that the number of morning (AM) and evening (PM) peak trips would decrease with the proposed building. Since the traffic counts would decrease and generate less than 100 vehicle trips during peak hours, our Transportation Engineering staff determined that no further analysis was required.

2) On-Site Parking

The applicant is seeking parking relief of six (6) spaces. The public expressed concerns that over 50% of the units in the proposed building will be two-bedroom units, resulting in many of them needing two parking spaces. The neighbours are concerned that spill-over parking will result, because residents of the new building will not have a parking space provided.

The proposed development needs 117 parking spaces, and the applicant has asked to provide only 111. In Section 8.12 of the Development Regulations, where an applicant wishes to provide a different number of spaces than required, Council requires a parking report to examine such things as parking generation rates, available parking in the area, and effects on traffic and local parking. Section H of the land use report provides this information.

City staff were satisfied with the parking proposal due to the proximity to public transit routes, the bicycle parking proposed on site, the availability of nearby amenities (such as stores and parks) within walking distance, and the lack of permitted on-street parking on McNaughton Drive, Kenna's Hill, and the north side of New Cove Road. Staff recommend that Council grant parking relief for six (6) spaces.

3) Building Size and Setback

Section 7.1.4 of the Development Regulations requires tall buildings to step back. A building on a lot that is in or abuts a residential zone (like this lot) that is taller than 12 metres must step back the higher storeys where the building abuts the side or rear lot lines. Note that, in this case, a setback is not required facing Kenna's Hill. For 34 New Cove Road, the proposed apartment building is 32.3 metres high. The applicant is requesting that Council relieve the

requirement of Section 7.1.4 so that the building does not have to be stepped back at the higher storeys. For Council to have the authority to grant relief of Section 7.1.4, a text amendment to the Development Regulations is required.

Public concern was raised in person and in writing about the scale of the proposed apartment building in relation to its surroundings. While some people supported the redevelopment of the site, others were concerned that the building was too large and out of scale with adjacent buildings. The commissioner reviewed the Envision St. John's Municipal Plan, Section 4.4 "Good Neighbours: Reducing Land Use Conflict" and Section 8.4 "Residential District" policies. The commissioner's report recognizes that Council determined "it is important to consider how proposed new developments may affect nearby properties in established neighbourhoods and to consider measures for the protection of established neighbourhoods."

The commissioner acknowledges the shadow study in the land use report shows little difference between a building with a setback and without one. However, he notes on page 14 of his report that the building setback "would still have advantageous effects of limiting the effects of a 10-storey building being constructed near low-rise homes with regard to privacy, wind generation, amount of precipitation falling onto adjoining properties and the overall massing of the proposed apartment building." These comments are in line with staff's original discussion of why building setbacks are a useful tool, intended to reduce conflict when a tall building is proposed in a residential neighbourhood.

The commissioner provided nine (9) recommendations, summarized as follows:

1. *That an appropriate public notification process for the public hearing held on February 12, 2025 has been carried out by the City.*
2. *The proposed redesignation / rezoning of 34 New Cove Road to allow the construction of a 10-storey apartment building, is in accordance with several planning objectives and policies of the Envision St. John's Municipal Plan.*
3. *The proposed new Municipal Plan designation of Residential and the proposed new zone of Apartment 3 (A3) for the entirety of 34 New Cove Road is appropriate for the subject site.*
4. *If Council decides to approve the rezoning of 34 New Cove Road and should the application to construct a 10-storey apartment building on the site proceed, that Council should require the future redevelopment of the property adhere to the current requirements of Section 7.1.4 Building Setback of the Envision St. John's Development Regulations.*
5. *It is recommended the St. John's Municipal Plan Amendment Number 16, 2024, as adopted, be approved by Council.*
6. *It is recommended the portion of the St. John's Development Regulations Amendment Number 48, 2024 to rezone 34 New Cove Road from the Institutional (INST) Zone to the Apartment 3 (A3) Zone, as adopted, be approved by Council.*
7. *It is recommended the portion of the St. John's Development Regulations Amendment Number 48, 2024, which amends the text in Section 4.9 and in Section 7.1.4 of the Development Regulations, as adopted, be approved by Council.*
8. *Notwithstanding Recommendation 7, should Council approve the amendment, it is recommended that the proposed development of a 10-storey apartment building at 34*

New Cove Road not project above a 45 degree angle as measured from the Rear and Side Yard Lot Lines at a height of 12 metres.

9. *There are no concerns with the applicant's request for parking relief of six (6) vehicle parking spaces for the proposed apartment building.*

Staff agree with the commissioner's recommendations, except for #4 where he recommends that Council not allow the exemption from a building setback at 34 New Cove Road. While staff agree with his recommendation of a text amendment to enable Council to exempt tall buildings from the setback requirement in certain circumstances, the decision to exempt 34 New Cove Road rests with Council.

Should Council not exempt the building from a setback, the land use report will require revisions to ensure compliance with Section 7.1.4 "Building Setback".

Land Use Report

The land use report is attached for Council's review. The land use report will form part of the applicant's development approval. Should the proposal change during development approval, details will be brought back to Council for review.

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.

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.

5. Alignment with Adopted Plans: Envision St. John's Municipal Plan and Development Regulations.
6. Accessibility and Inclusion: Not applicable at this stage. Accessibility will be evaluated at the development and building permit stages.
7. Legal or Policy Implications: Map amendments to the Envision St. John's Municipal Plan and Development Regulations (redesignation and rezoning) are required, in addition to text changes to the Development Regulations.

8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Engagement was carried out in accordance with the Development Regulations.
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:

- 1) Approve the attached resolutions for St. John's Municipal Plan Amendment Number 16, 2024 and St. John's Development Regulations Amendment Number 48, 2024, as adopted, regarding an Apartment Building at 34 New Cove Road;*
- 2) Approve parking relief of 6 parking spaces; and*
- 3) Decide whether to exempt 34 New Cove Road from the building setback requirement, or else require that the land use report be revised to provide it.*

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

**Approved by: Jason Sinyard, P.Eng., MBA, Deputy City Manager – Planning,
Engineering and Regulatory Services**

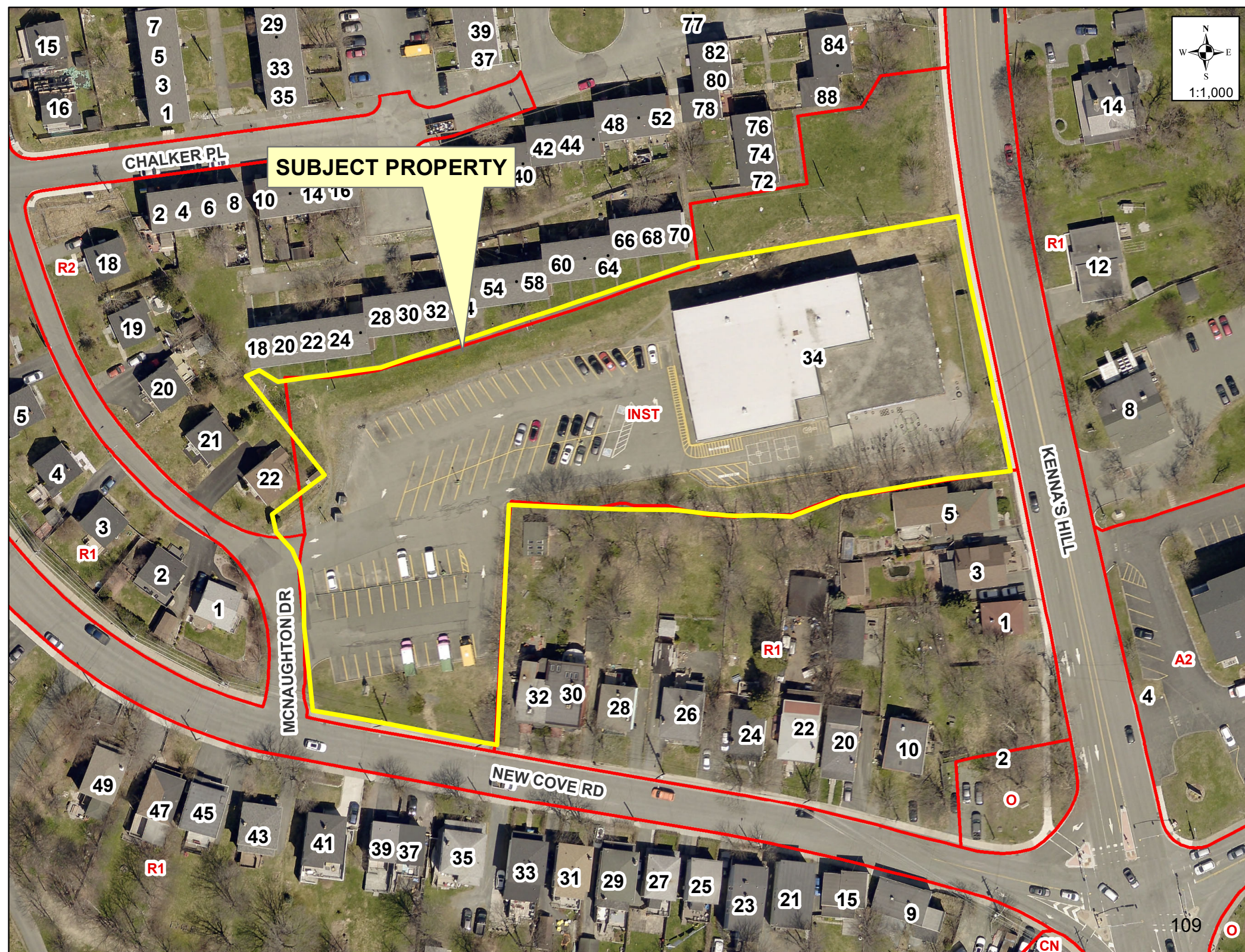
Report Approval Details

Document Title:	34 New Cove Road - MPA2300005 - Approval.docx
Attachments:	<ul style="list-style-type: none">- 34 New Cove Road - Aerial1.pdf- Site Concept Plan - Updated - February 7, 2025.pdf- 34 New Cove Road - Commissioner's Report - March 6, 2025.pdf- MPA 16, 2024 and DRA 48, 2024.pdf- Survey - 34 New Cove Road.pdf
Final Approval Date:	Mar 20, 2025

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

Ken O'Brien - Mar 19, 2025 - 5:43 PM

Jason Sinyard - Mar 20, 2025 - 12:19 PM





SITE STATISTICS

TOTAL SITE AREA	= 0.97 ha (2.40 ac)
LANDSCAPED AREA	= 0.29 ha (0.72 ac) 30%
LOT COVERAGE (MAX 50%)	= 0.11 ha (0.27 ac) 11%
CURRENT LAND USE ZONING	INST
PROPOSED LAND USE ZONING	A3
PARKING PROVIDED	
EXTERIOR PARKING	= 111
BARRIER FREE	= 7 (1 VAN)

PROPOSED LOCATION
SHELTERED BIKE
PARKING RACKS

NEW RETAINING WALL

AREA NOT IN
PROJECT AND NOT
TO BE REZONED

PROPOSED
BUILDING
10 STORIES
107 UNITS

CONSTRUCTION
MATERIALS
LAYDOWN AREA

CITY SNOW STORAGE

PROPOSED
METROBUS
ENCLOSURE

- NOTES:
- 1) AERIAL IMAGERY TAKEN IN 2022
 - 2) DO NOT SCALE FROM DRAWINGS.

PINNACLE
ENGINEERING

NEW COVE ROAD DEVELOPMENT
SITE CONCEPT PLAN

Date: JANUARY 2025
Scale: 1 : 500
23045 – F002 Rev J

COMMISSIONER'S REPORT REGARDING:

**ST. JOHN'S MUNICIPAL PLAN AMENDMENT NO. 16, 2024 &
ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NO 48, 2024**

**AMENDMENTS PERTAINING TO PROPERTY LOCATED AT
CIVIC NUMBER 34 NEW COVE ROAD, ST. JOHN'S**

**CLIFFORD JOHNSTON
COMMISSIONER
MARCH 6, 2025**

INTRODUCTION

I, Clifford Johnston, was appointed by the St. John's Municipal Council on January 14, 2025, as an independent Commissioner to chair a public hearing and prepare a report with recommendations for Council with respect to a proposed map amendment to the Envision St. John's Municipal Plan and the proposed map and text amendments to the Envision St. John's Development Regulations which were adopted by Council on January 14, 2025 which pertain to the property located at Civic No. 34 New Cove Road, St. John's. **The subject property is identified in an air photo attached to this Commissioner's Report as Appendix A.**

The intent of these proposed planning amendments is as follows:

Municipal Plan Amendment Number 16 2024

Redesignate land located at Civic No. 34 New Cove Road, from the Institutional (INST) Land Use District to the Residential (R) Land Use District.

There are no text amendments proposed to the Municipal Plan as part of this amendment package.

A copy of the proposed Municipal Plan Amendment Number 16, 2024 is attached to this Commissioner's Report as Appendix B.

Development Regulations Amendment Number 48, 2024

1. Rezone land located at Civic No. 34 New Cove Road, from the Institutional (INST) Land Use Zone to the Apartment 3 (A3) Land Use Zone and further,
2. Add the following wording to Section 4.9(2) ("Land Use Report") of the Development Regulations:
"9(2)(i) buildings with an alternative Building Stepback in accordance with Subsection 7.1.4(b), which Land Use Report shall address wind, shadowing, precipitation, and privacy impacts on adjacent residential properties and pedestrians"; and further,
3. Repeal Section 7.1.4 ("Building Stepback") of the Development Regulations which states:
*"7.1.4 Building Stepback
All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45-degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres."*
And substituting the following:
*"7.1.4 Building Stepback
(a) All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45-degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres.*

(b) Where an applicant wishes to propose a Building Stepback that differs from that required in Subsection 7.1.4(a), Council shall require a Land Use Report in accordance with Section 4.9.”

A copy of the proposed Development Regulations Amendment Number 48, 2024 is attached to this Commissioner’s Report as Appendix C.

These proposed amendments to the Municipal Plan and the Development Regulations are in response to a formal application submitted to the City by KMK Capital Inc. (“KMK”) to rezone the property at Civic No. 34, New Cove Road, to allow the construction of a ten (10) storey apartment building with 107 apartment units with outdoor surface parking and access to the site from McNaughton Drive. The subject property is the MAX Athletics building (originally constructed as the former YM-YWCA building). The subject property is bordered by New Cove Road, Chalker Place, McNaughton Drive and Kenna’s Hill.

An apartment building is not permitted under the current Institutional (INST) Land Use Zone designation of the property. KMK has applied to rezone the subject property to the Apartment 3 (A3) Land Use Zone. An apartment building is allowed as a Permitted Use in the A3 Zone. The maximum allowed building height in the A3 Zone is 52 metres.

In accordance with Section 4.9(2)(a) of the Development Regulations, which requires a Land Use Report (“LUR”) for all applications to amend the Municipal Plan and Development Regulations, KMK was required by City Council to prepare an LUR under terms of reference set by Council on the proposed apartment building project. When completed, the LUR was reviewed by City staff and made available for public review prior to the February 12, 2025, public hearing.

PROCESS

My appointment as an independent Commissioner by the St. John’s Municipal Council was made under the authority of Section 19 of the Urban and Rural Planning Act, 2000 with the accompanying duties established in Sections 21(2) and 22(1) of the Act. These sections of the Act provide that the appointed Commissioner is to hear objections and representations orally or in writing and subsequently to submit a written report with recommendations on the proposed planning amendments to Council for its consideration and decision on the amendments.

The City of St. John’s determined that the public hearing would take place at St. John’s City Hall on the evening of February 12, 2025. The public hearing was scheduled and organized as a hybrid hearing; interested persons had the option to either attend the hearing in person or to attend virtually.

Printed notice of Council’s decision of January 14, 2025, to adopt the subject planning amendments and the scheduling of the February 12, 2025, public hearing to provide an opportunity for public comment on the amendments was placed on the City’s website and

printed in The Telegram Newspaper- on January 24th and 31st, 2025 and February 7th, 2025. In addition, the City sent by mail, written notice of the February 12, 2025, public hearing to those persons identified on the City's Assessment Role as owning property within a radius of 150 metres from the subject property at Civic No. 34 New Cove Road.

THE PUBLIC HEARING-FEBRUARY 12, 2025

The public hearing was held on the evening of February 12, 2025, at St. John's City Hall. The hearing commenced at 7pm and concluded at approximately 8:30 pm.

In attendance at the hearing was the appointed Commissioner, along with City staff members- Ken O'Brien, MCIP, Anne Marie Cashin, MCIP, Lindsay Church, MCIP. and Faith Ford, MCIP., all with the City's Department of Planning, Engineering and Regulatory Services. Mr. O'Brien, Ms. Cashin and Ms. Ford attended as observers. City Councillors Tom Davis and Ron Ellsworth attended the meeting as observers.

Messrs. Justin Lhada, Keith Hannon, P.Eng., and Keith Noseworthy all with KMK, attended the public hearing to respond to questions regarding their firm's proposed apartment building project.

There were approximately twenty-five (25) persons in attendance at the public hearing. I understand that approximately twenty (20) persons had registered with the City to attend the public hearing virtually.

In my role as the appointed Commissioner, I made formal introductions at the beginning of the hearing and explained the purpose and format of the hearing. I advised those in attendance that in writing my report for City Council on the proposed planning amendments, that in accordance with current City privacy protection measures, that my report would not reference the names and addresses and contact information of any individuals who chose to make either a written and/or a verbal submission. I further advised that any written public submissions received by the City Clerk's Office on the amendments would be attached in my report to Council, with names, addresses and contact information redacted. I noted that there was no formal recording being made of the hearing. I also indicated that I would accept further written public representations on the amendments up to the end of the day two (2) days after the completion of the public hearing-the last date for written public representations would thereby be Friday, February 14, 2025. There were several written public submissions received subsequent to the public hearing.

I advised those in attendance at the public hearing that as the appointed Commissioner and in accordance with the provisions of the Urban and Rural Planning Act, 2000, that my report to Council would contain recommendations only with respect to the potential approval of the planning amendments. I further advised those in attendance that Council has the authority to accept, reject or accept in part, any/all my recommendations.

At the request of the Commissioner, and for the benefit of those attending the public hearing, Ms. Church, through a power point presentation, outlined the background and purpose of the proposed planning amendments and gave an overview of the proposed apartment building development. As part of her presentation, Ms. Church provided a chronology of the City's processing of KMK's rezoning application for the site and the next steps in the processing of this application.

An opportunity was then provided by the Commissioner from those members of the public in attendance at City Hall or attending virtually, to ask questions of both Ms. Church and the representatives from KMK.

PUBLIC REPRESENTATIONS ON THE PROPOSED PLANNING AMENDMENTS

The following is a summary of the written and verbal public representations which have been made on the proposed planning amendments. Please note that the summary deals with all written representations received by the City Clerk's Office. It should be noted that the written representations include both those submitted in response to the City's advertising of the February 12, 2025d public hearing; and written representations received subsequent to the February 12, 2025, public hearing; and, the City's public notification process carried out in late October/early November of 2024 when it notified the public about City Council's consideration of adopting planning amendments pertaining to the subject property. Please note that my summary also includes the verbal representations made at the February 12, 2025, public hearing. **Please note that it very likely that some persons submitted than one written submission to the City Clerk's Office and may have submitted written comments in both the October/November 2024 and January/February 2025 public consultation cycles.**

Copies of all written representations received by the City Clerk's Office on the proposed planning amendments are attached to this report as Appendix D. The personal contact information on all written submissions has been redacted by the City Clerk's Office.

As members of City Council and City staff are aware, a number of rezoning applications that are submitted to the City are initiated by a specific development project that an applicant wishes to construct. As a result, many of the written and verbal public representations that have been received in respect to Civic No. 34 New Cove Road are related to the KMK apartment building project rather than the proposed planning amendments themselves. This is a common occurrence in municipal public consultations for planning amendments.

There was a total of 45 written submissions received by the City Clerk's Office. Seven (7) of those submissions were in clear support of the proposed rezoning to allow the KMK apartment building project. The remaining 37 submissions were a mixture of support for the construction of an apartment building on the subject property but with a building height of not more than 5 metres; and some submissions did not want to see an apartment building of any height constructed on the site.

A bullet form summary of the written and verbal representations is as follows:

- There is a clear need for additional housing in St. John's. Some of the housing demand can be satisfied by the construction of an apartment building on the site. Some of the apartment units in the new building should be units for lower-income persons/families.
- The subject property is a suitable site for an apartment building as it is the urban core of the city, and is near shopping, walking trails and Metrobus stops.
- A small number of submissions thought a 10 storey apartment building was appropriate for the site.
- A number of submissions indicated that a 10-storey building was not appropriate for the site; that 10 storeys was not in keeping with the scale of the primarily lower height homes in the area; that existing homes would be "overwhelmed".
- Some submissions called for the construction of a 4 or 5 storey apartment building on the site. Some submissions indicated that two (2) smaller buildings could instead be built on the site thereby providing the same number of apartment units as the KMK 10-storey proposal.
- A number of submissions expressed concerns about shadowing effects of a 10-storey apartment building on existing homes in the area.
- A number of submissions expressed concerns about a 10-storey apartment building being very much out of character with the existing homes in the area and overwhelming the skyline in the neighbourhood and views of existing homes.
- Some submissions indicated that if a 10-storey apartment building is allowed to be constructed on the site that the setback requirements of Section 7.1.4 of the Development Regulations should definitely be applied by City Council.
- Several written submissions have indicated that the developer, KMK, is only asking for an exemption to the building setback requirement in order to have more apartment units. These submissions have indicated that in other municipalities where developers have requested exemptions/variances from planning requirements for their development, that the developer will offer, or the municipality may require something in return that will benefit the municipality such as funding to improve an existing neighbourhood park/playgrounds or a commitment from the developer that a certain percentage of the dwelling units in their residential development will be reserved for lower income households. It has been noted in some submissions that KMK is not offering anything in return to the City if an exemption to the building setback is granted by the City.

- A number of submissions expressed concern on the volume of vehicular traffic that would be generated by the apartment building particularly in the morning and afternoon peak traffic hours. There is a general concern among area residents that the apartment building would generate more vehicular traffic than the former MAX fitness building which currently occupies the site.
- Suggestions that the City should have required KMK to undertake a full traffic impact study for their development.
- Suggestion to have vehicles access and exit the apartment building via Kenna's Hill.
- Some concern about safety of children currently living in the neighbourhood with the additional vehicular traffic generated by a large apartment building.
- A number of concerns expressed on pedestrian/vehicle traffic safety if the apartment building proceeds given the amount of vehicle traffic currently on New Cove Road and the current configuration of New Cove Road.
- A number of concerns expressed on the number of vehicle parking spaces to be made available on the application site; a general concern about potential parking spillage from the apartment building onto nearby streets which are already full capacity for on-street parking.
- Some concerns expressed about amount of snow storage capacity on the application site if the apartment building is constructed; concerns about snow being plowed onto adjacent properties.
- Some concern that the City's snow clearing efforts will not be able to keep the streets in the area sufficiently clear in a timely manner to handle the extra number of vehicles generated by a large apartment building.
- Some concern about potential loss of current pedestrian access over the application site between Kenna's Hill and New Cove Road.
- One submission concerned about the future of an existing retaining wall near the application site.

As the appointed Commissioner, it is my opinion that there are three (3) primary public concerns regarding the proposed planning amendments/proposed apartment building that have been expressed during the City's public consultation process:

- (1) Vehicular traffic that would be generated by the apartment building; and
- (2) The number of on-stie parking spaces to be provided for the apartment building and KMK's request to City for parking relief of 6 parking spaces; and
- (3) The building height and massing of the proposed apartment building.

In the next section of my report, I analyze and comment on these three matters in detail.

COMMISSIONER'S COMMENTARY/ANALYSIS OF THE PROPOSED PLANNING AMENDMENTS AND THE PRIMARY PUBLIC SUBMISSIONS/CONCERNS

In preparation for my role as the City Council's appointed Commissioner to consider the proposed amendments to the Envision St. John's Municipal Plan and the Envision St. John's Development Regulations for the subject property, I have received and reviewed the applicable written background materials provided to me by City staff, along with a copy of all written public representations on the proposed amendments received prior to and subsequent to the February 12, 2025 public hearing. The written materials from the City included the LUR that KMK was required by the City to prepare on the proposed apartment building development. I have also received and reviewed the applicable City staff reports on the proposed planning amendments and proposed apartment building development. I have also visited the application site.

As part of my work on the preparation of this Commissioner's report on the proposed planning amendments, I have reviewed the Envision St. John's Municipal Plan. The Municipal Plan is the City's principal planning document. The Municipal Plan serves as the City's blueprint for future growth in St. John's. The Plan establishes Land Use Districts that allow for the creation of land use policies that are designed to guide development throughout the entirety of the city. It is both good and standard municipal planning practice for municipal authorities to review applications for the rezoning of a property to allow a new development against the municipality's adopted planning objectives and policies set out in its municipal plan.

In reviewing the objectives and policies of the Municipal Plan, I do note that the proposed redesignation/rezoning of the subject property to the Residential (R) Land Use District and the Apartment 3 (A3) Zone to allow the proposed apartment building development is in accordance with both certain good municipal planning practices and certain specific housing policies of the Municipal Plan. Specifically:

1. Section 2.2 of the Municipal Plan ("Growth and Development Strategy") notes that one of the keys for balanced growth in the city will be ...
"Identification of undeveloped areas that are able to accommodate future well-planned growth, an emphasis on encouraging intensification, and a greater mix of uses through investment in infrastructure that supports higher density development along major corridors and centres where there are opportunities for development."

The proposed apartment building development would utilize/redevelop a currently unused property located in the urban core of the city that presently has municipal water and sewer services with frontage on New Cove Road.

2. Section 4.1 of the Municipal Plan (“Housing-Strategic Objectives) advises that among the City’s strategic objectives for housing will be to encourage a range of housing options that contribute to community health, sustainable growth and economic security. As another strategic objective, this section of the Municipal Plan indicates that the City of St. John’s will promote higher density development in and around key transportation corridors to support increased access to housing and transportation options to reduce service and infrastructure costs.

The proposed apartment building would provide a higher density form of housing option for interested persons and would be in a part of the city that is near good transportation corridors, on Metrobus routes in proximity of shopping, places of employment, and recreational facilities and walking trails.

3. Section 4.1 of the Municipal Plan indicates that the City will enable a range of housing to increase diverse neighbourhoods that include a mix of housing forms and tenures, including single, semi-detached, townhousing, medium and higher density and mixed-use residential developments.

4.. Policy 8.4(2) of the Municipal Plan states that the City will support the retention of existing housing stock, with provision for moderate intensification, in a form that respects the scale and character of the neighbourhood.

- 5 Policy 8.4.8 of the Municipal Plan supports a variety of residential forms in all medium and high-density zones that is reflective of existing demographics and provides housing options for various socio-economic groups.

It should be noted in the review of the suitability of the proposed planning amendments, that the subject property is not now zoned for low density residential development like the surrounding properties which are primarily zoned as Residential 1 (R1) and Residential 2 (R2). The current Institutional (INST) Zone designation of the property reflects its past use a fitness/community centre. The INST Zone allows higher intensity land uses including adult day centres, clinics, childcare centres, funeral homes, institutional uses, long term care facility, parks, personal care home, place of assembly, place of worship, public uses, public utilities, residential care facility, schools and training schools, all as Permitted Uses. Except for parks, public uses, public utilities, and places of worship, the maximum allowed building height in the INST Zone is 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. The current provisions of Section 7.1.4 (“Building Stepback”) of the Development Regulations would apply to any potential applications for redevelopment of the property under the current Institutional (INST) Zoning of the property.

Given the current zoning of the subject property which allows higher intensity land uses, its location in the urban core of the city with access to municipal water and sewer services, proximity to good transportation routes, bus routes, shopping, places of employment and recreational facilities and walking trails along with a recognized need of the City of St. John's for the construction of more housing units, it is my view as the appointed Commissioner that it is certainly anticipated that a developer would make application to the City for the construction of a higher density residential development on the property. KMK. apparently sees the site as very suitable for an apartment building project containing over 100 apartment units.

While there are certain planning objectives and policies in the City's Municipal Plan as noted in the above section of this report that recognize the subject property as a suitable location for a new apartment building development, there are other planning policies and objectives found in the Municipal Plan that determine some factors that the City Council should be cognizant of in their review of applications for new developments in established neighbourhoods.

Section 4.4 ("Good Neighbours: Reducing Land-Use Conflict") of the Municipal Plan states that: *"Conflict often arises where a land use or building is proposed next to a residential or open space use, or where a building is proposed that is considered out of scale or character with the form of adjacent buildings. Many different uses and building forms can co-exist, provided proper consideration is given to site and building design and measures to reduce or eliminate potential land-use conflicts."*

1. *Ensure that the review of development proposals considers how new development may affect abutting properties and uses.*
2. *Establish a set of requirements that address compatibility between land uses, buildings and sites, such as shadow impacts on adjacent properties, parks and open spaces, separation distances, odours, lighting, transportation and noise."*

Subsections (2), (5) and (6) of Section 8.4 ("Residential Land Use District") of the Municipal Plan are applicable to review of the rezoning application from KMK.

"2. Recognize and protect established residential areas. Support the retention of existing housing stock, with provision for moderate intensification, in a form that respects the scale and character of the neighbourhood."

"5. New development should be complementary to existing adjacent neighbourhoods in scale, form, massing, style and materials and will incorporate design elements that create a transition between the new and existing development."

"6. Apartment Zones shall be permitted within the Residential District outside Planning Area 1-the Downtown. Their location should be compatible with surrounding uses, ensuring that overall size and scale is sensitive to the surrounding residential neighbourhood."

"

In reviewing the written and verbal public representations on the proposed planning amendments, I note that there is some level of public support for the proposed amendments/proposed apartment building development. Some persons believe there is a significant need in the city for additional housing units; that the challenge of constructing new units will necessitate the construction of higher density developments and that the subject property at New Cove Road is very suitable for such a higher density residential apartment building development.

The major common public concerns regarding the proposed planning amendments/proposed apartment building are noted and discussed below.

1. Public Concerns on Traffic

Some persons feel that New Cove Road already handles a significant amount of traffic and serves as a major route to the downtown area. They are concerned that the development of the proposed ten (10) storey apartment building with 107 apartment units will significantly increase the amount of traffic in the area particularly in the peak hour when people are leaving for and returning from work/school, etc. in addition to service people visiting the site, deliveries, visitors, etc. They question the ability of New Cove Road to handle the additional volumes of traffic.

As noted above, part of people's concerns on the traffic matter relates to timing of the traffic that would be leaving and returning to the apartment building. They believe the traffic visiting the former MAX building and before that the former YM-YWCA building, was spread out during the entire day and not necessarily concentrated in the peak traffic morning and afternoon hours.

Some persons are concerned with the capacity of McNaughton Drive and its intersection with New Cove Road to safely handle additional traffic that will be generated by the new apartment building. Concerns have also been raised about pedestrian safety, particularly in winter months, noting the safety of the residents of Chalker Place along McNaughton Drive where there are no sidewalks to reach the Metrobus Stop located on New Cove Road.

As part of the preparation of the LUR, a Traffic Memo was prepared by consultants for KMK. Using the Institute of Traffic Engineers "Trip Generation Manual" 11th Edition", vehicle trips were determined for the peak hour for both the proposed new apartment building and a fitness centre use of the property. The results show that fewer vehicle trips will be generated by the proposed apartment building during peak morning and afternoon hours than a fitness facility use of the size of the existing MAX Fitness building.

During the application review process, the proposed rezoning/apartment building project was reviewed by the City's Transportation Engineers and no concerns were raised based on the Transportation Impact Memo.

As the Commissioner appointed to review the proposed planning amendments, I understand the concerns of some of the area residents regarding potential future increase in traffic/traffic congestion if the new apartment building proceeds. I also understand that because the proposed apartment building is anticipated to generate fewer than 100 vehicle trips during peak hours, that the City did not require KMK to undertake a formal traffic impact study. So, while formal traffic counts of the use of the MAX recreational building are apparently not available, the City's Transportation Engineering staff have reviewed the proposed apartment building project and do not have concerns. Their expertise in municipal traffic matters is acknowledged by the Commissioner. I further understand that the KMK has, in their LUR, committed to change the access to the subject property at McNaughton Drive to define a single point of entry and access to the property with the aim of improving safety for vehicles and pedestrians. Further, the City will require KMK to increase the right-of-way for McNaughton Drive from New Cove Road to provide the minimums outlined on the City's Development Design Manual.

2. Public Concerns Regarding the Number of On-Site Parking Spaces Proposed for the Apartment Building

In its LUR, KMK proposes that the new apartment building will be ten (10) storeys, with 107 apartment units. It will include 39 one-bedroom units and 69 2-bedroom units. The new apartment building will have a total of 111 parking spaces, including 7 accessible parking spaces that will be located at the front of the building. The existing parking area is to be redeveloped, paved and organized to accommodate resident, visitor and accessible parking, with drive lanes and turning areas for emergency vehicles.

The LUR notes that the City's requirements for off-street parking for apartment buildings is set out in Section 8.3 of the St. John's Development Regulations. The LUR notes that based on the requirements of the Development Regulations, the apartment building will require 103 parking spaces for residents and 14 spaces for visitor parking; 7 spaces are required for accessible parking, making the total parking requirement to be 117 spaces. The LUR indicates that a total of 111 parking spaces are to be provided on-site, including 7 accessible spaces. This total of number of 111 parking spaces is 6 short of what is required under Section 8.3 of the Development Regulations. KMK is seeking parking relief from the City for the deficiency of 6 parking spaces, noting the location of the new building in the urban core of St. John's allows its future residents to be well-served by public transit and within easy walking distance of a major supermarket, a trail system, shopping and other amenities. It is anticipated by KMK that not all apartments will require a parking stall and thereby not all units will have a vehicle.

Written and verbal public representations on the proposed apartment building have expressed concern that this development will have an on-site parking deficiency. These representations note that over 50% of the apartment units will be 2-bedroom units, resulting in many apartments having more than one vehicle. There is a concern from

some area residents that there will be “overflow spillage parking” from the apartment building onto neighbouring streets which are already at their maximum capacity for on-street parking from existing residents and land uses. It has been noted to the Commissioner by area residents that on-street parking on McNaughton Drive is not possible given the current design constraints of the street; that the City currently prohibits parking on the north side of New Cove Road; there is already resident parking and a Metrobus stop on the south side of New Cove Road near the application site; and parking is currently not allowed by the City on Kenna’s Hill.

The Commissioner has been advised that the parking shortfall has been reviewed by City staff who have not expressed any concerns given that in their LUR, KMK has committed to providing more than the required number of bicycle parking spaces for the apartment building (60 bicycle parking spaces to be provided vs the 54 bicycle parking spaces required under the Development Regulations) and further given the location of the proposed apartment building within walking distance of a grocery store, and other amenities and is located in close proximity to public transit.

The Commissioner understands that Section 8.12 (“Parking Plans”) of the City’s Development Regulations gives authority to City Council to grant parking relief where Council receives such requests from development applicants and where Council determines it is appropriate to approve such requests. I further understand that Council will consider the KMK request for parking relief of 6 parking spaces for the apartment building project when the proposed planning amendments go to Council for consideration of approval.

In their LUR, KMK has noted that while it is yet to be determined, tenant parking on the property will be managed either by a permit system or other means to ensure the capacity of the apartment building’s parking lot is not exceeded.

Like the public representations on traffic noted earlier in this report, as Commissioner, I appreciate the concerns of area residents regarding potential traffic overflow spillage from the proposed apartment building onto neighbouring streets. However, I have reviewed the City staff reports and LUR and note that the proposed apartment development is close to satisfying the parking requirements of the Development Regulations (111 parking spaces to be provided vs 117 parking spaces required.)

Given the number of on-site parking spaces to be provided and City’s ability to take measures to deal with new on-street parking concerns if these should arise in the future with the construction of the apartment building, I do not have any specific concerns about the number of on-site parking spaces to be provide by the developer for the apartment building.

3.Public Concerns on the Height and Massing of the Proposed Apartment Building

The proposed rezoning of the property is to the Apartment 3 (A3) Zone. The A3 Zone allow a maximum building height of 52 metres.

KMK has indicated in their LUR that the new apartment building measuring approximately 49 metres by 24 metres, and 10 storeys in height, will be sited on the subject property in the same location as the existing MAX building. The new apartment building will have a smaller footprint than the MAX building which is approximately 1430 square metres. Total lot coverage of the apartment building will be 11% which is well within the maximum lot coverage of 50% as set out in the Apartment (A3) Zone which is the proposed new zone designation for the property.

Section 7.1.4 (“Building Stepback”) of the St. John’s Development Regulations presently requires that all buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in building height shall not project above a 45-degree angle as measured from the rear yard lot line and/or side yard lot line at a height of 12 metres. Due to the height of the proposed 10 storey apartment building, and the fact that it abuts residential zones, a building stepback is required as per Section 7.1.4 of the Development Regulations. I understand from reviewing City staff reports that the stepback is applicable to the north and south sides of the proposed apartment building, facing houses on Chalker Place and houses on New Cove and Kenna’s Hill. A stepback is not required on the east side of the building that faces the sidewalk on Kenna’s Hill, nor is it required on the west side facing houses n McNaughton Drive.

KMK has formally asked the City Council for an exemption from the building stepback requirement for their project. Their rationale is based on what the company believes will be minimal impact on neighbouring properties without a stepback as well as the construction economics of the project. In their LUR, KMK notes that requiring the budling stepbacks on higher levels of the apartment building will both reduce density of apartment units and increase the cost of the building due to more complicated structural and other designs. KMK advises that these two factors combined will render the project unfeasible from a financial perspective. An analysis undertaken by KMK as part of the preparation of their LUR indicates that the setback requirement would eliminate 15 of the apartment units if it is applied to the north side of the building. The LUR also notes that a similar loss of apartment units would apply if the stepback requirement is also applied to the south side of the building.

KMK has noted in their LUR that it has considered other options for placement of the apartment building on the subject property and that while options such as an east/west orientation of the building are possible, a greater shadow effect would be created on the adjoining properties, particularly those along Chalker Place. KMK has advised that sited as presently proposed, the building has the least impact on adjoining properties, in terms of shadow effects and the height of the building relative to surrounding buildings.

I understand that City staff made a recommendation to City Council in October 2024 that the stepback requirements of Section 7.1.4 of the Development Regulations should be applied to the KMK project and that a stepback exemption is not recommended.

A number of written and verbal public representations made to the Commissioner have expressed concern on the proposed height and massing of the people. While some persons have expressed support for the construction of an apartment building on the subject property, some feel that a 10 storey building is too large-that it will dominate the view scape of the neighbourhood, towering over/shadowing the primarily one and two-storey homes in the area, and that the project is out of scale with the neighbourhood. Some persons would prefer the construction of a 4 or 5 storey apartment building and/or the construction of two 5-storey buildings. In some cases, the public representations feel that that KMK should be required to adhere to the current building stepback requirements of Section 7.1.4 of the Development Regulations.

In reviewing the City staff reports prepared for City Council on the proposed planning amendments/proposed apartment building, I note that building stepbacks are a common urban-design practice employed in many cities to regulate building form to reduce negative effects of tall buildings on existing properties. During the preparation of the current Envision St. John's Development Regulations, City staff reviewed how some other Canadian cities regulate tall buildings. Limiting the base of a building to approximately 12 metres in height helps to reduce the impact of taller buildings on surrounding neighbouring residential properties, especially from back yards. The stepback above 12 metres reduces the visual scale of the tall building and reduces the looming effect on adjacent properties. Building stepbackss have the advantage of helping to mitigate wind, shadowing, and increasing privacy for neighbouring properties.

In reviewing and ultimately adopting the Envision St. John's Municipal Plan in 2021, Council made a determination that it is important to consider how proposed new developments may affect nearby properties in established neighbourhoods and to consider measures for the protection of established neighbourhoods. This is reflected in Section 4.4 "Good Neighbourhoods-Reducing Land Use Conflict" of the Municipal Plan and certain subsections of Section 8.4 ("Residential District") of the Municipal Plan.

While the shadow study which forms part of KMK's LUR shows only minor differences between the apartment building with a setback and without a setback, it appears to me from a municipal planning perspective, that requiring the apartment building to adhere to the building stepback requirement would still have advantageous effects of limiting the effects of a 10-storey building being constructed near low rise homes with regards to privacy, wind generation, amount of precipitation falling onto adjoining properties and the overall massing of the proposed apartment building.

While making the recommendation for the requirements for building setbacks, I do recognize that Council has received and must consider the representations from KMK regarding the economics/cost feasibility of constructing an apartment building on the site if the building setback requirements of Section 7.1.4 of the Development regulations are applied by the City to the project.

COMMISSIONER'S CONCLUSIONS REGARDING THE PROPOSED PLANNING AMENDMENTS

The following conclusions in my role as the appointed Commissioner, are based on my review of the LUR prepared by KMK, a review of the City staff reports provided to me, my review and consideration of the written and verbal public representations made during the public consultation process and my inspection of the subject property.

In my opinion, the proposed planning amendments to redesignate the subject property at Civic No. 34 New Cove Road to the Residential (R)Land Use District and the Apartment 3 (A3) Land Use Zone to allow the construction of a 10-storey apartment building, are appropriate planning designations for the property and are in harmony with several planning objectives and policies with respect to residential development which are endorsed in the Envision St. John's Municipal Plan. The proposed 10-storey height is within the limitations of the A3 Zone.

The proposed apartment building project itself would offer the option of a higher-density housing living for interested individuals, which would make good use of an existing unused property in the urban core of the city which has good access to the existing municipal road infrastructure, municipal water and sewer services, Metrobus service and proximity to a grocery store, the Downtown and the Rennie's River trail system.

In my opinion, the proposed 10-storey height of the apartment building would be an appropriate residential for the property provided that the requirement for a building setback as per Section 7.1.4 of the Development Regulations be upheld. While the shadow study contained in KMK's LUR shows only minor differences between the apartment building with a setback and without a setback, it is my view that the building setback would still have the advantage of reducing the scale and "looming effect" of a tall building on the neighbouring properties which would help in protection of the existing character of the neighbourhood-a Council adopted planning objective of the Envision St. John's Municipal Plan. It is important to note that at 10 storeys, the proposed apartment building would be one of the tallest buildings in the St. John's Metro Region.

I would note that if the apartment building design follows the requirement for building setback set out in Section 7.1.4 of the Development Regulations, the number of apartment units would be reduced by approximately 15 units, and the number of on-site parking spaces required for the apartment building would thereby be reduced.

In regard to the written and verbal public representations respecting traffic and parking concerns if the proposed apartment building is constructed, I note that City staff have not expressed any concerns/objections to the development in regard to traffic and parking and further, that the City will require KMK to complete certain access infrastructure improvements.

While not explicitly part of my mandate as the appointed Commissioner to consider the proposed planning amendments, I believe it appropriate that City Council grant KMK's request for parking relief for 6 vehicle parking spaces for the apartment building.

COMMISSIONER'S DETERMINATIONS AND RECOMMENDATIONS

1. It is my determination as the appointed Commissioner, that an appropriate public notification process for the public hearing held on February 12, 2025, for this set of proposed planning amendments, has been carried out by the City of St. John's and that the City's public notification process satisfies the applicable requirements of the Urban and Rural Planning Act, 2000 and the Provincial Department of Municipal and Provincial Affairs.
2. The proposed redesignation/rezoning of the subject property at Civic No. 34 New Cove Road to allow the construction of a 10-storey apartment building, by KMK is, in my opinion, in accordance with several planning objectives and policies of the Envision of the St. John's Municipal Plan.
3. The proposed new Municipal Plan designation of Residential (R) Land Use District and the proposed new Zone designation of Apartment 3 (A3) Land Use Zone for the entirety of the subject property at Civic No. 34 New Cove Road is, in my opinion, appropriate for the subject site.
4. It is my recommendation that if the St. John's Municipal Council decides to proceed to approve the rezoning of the subject property at Civic No. 34 New Cove Road to the Apartment 3 (A3) Land Use Zone, and should the application from KMK to construct a 10-storey apartment building on the site proceed, that Council should require the future redevelopment of the property to adhere to the current requirements of Section 7.1.4 ("Building Stepback") of the Envision St. John's Development Regulations which requires that all Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45 degree angle as measured from the Rear Yard Lot Line and the Side Yard Lot Line at a height of 12 metres. I believe the proposed apartment building will negatively affect the existing character of the neighbourhood unless building stepbacks are applied; the apartment building would be sited quite close to existing low-rise homes.
5. It is recommended that the St. John's Municipal Plan Amendment Number 16 2024 in its present form as adopted by the St. John's Municipal Council on January 14, 2025, to redesignate the subject property at Civic No. 34 New Cove Road from the Institutional (INST) and Use District to the Residential (R) Land Use District, now be approved by Council.
6. It is recommended that the portion of the St. John's Development Regulations Amendment Number 48, 2024, to rezone the subject property at Civic No. 34 New Cove Road from the Institutional (INST) Land Use Zone to the Apartment 3 (A3) Land Use Zone, Road, as adopted by the St. John's Municipal Council on January 14, 2025, now be approved by Council.

7. With regards to that the portion of the St. John's Development Regulations Amendment Number 48, 2024, which would have the effect of:

a) Adding the following to Section 4.9(2) "(Land Use Report")

"4. (9)(i) buildings with an alternative Building Setback in accordance with Subsection 7.1.4(b), which Land Use Report shall address wind, shadowing, precipitation, and privacy impacts on adjacent residential properties and pedestrians."

And further; repealing Section 7.1.4 ('Building Stepback') which states:

"7.1.4 Building Stepback

All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres"

Ans substituting the following:

"7.1.4 Building Stepback

(a) All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45-degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres.

(b) Where an applicant wishes to propose a Building Stepback that differs from that required in Subsection 7.1.4(a), Council shall require a Land Use Report in accordance with Section 4.9."

It is my recommendation that the changes to Section 4.9(2) ("Land Use Report") and Section 7.1.4 ("Building Stepback") as currently proposed under St. John's Development Regulations Amendment Number 48, 2024, now be approved by Council.

It is anticipated that the City will receive other future development applications for the construction of taller buildings in St. John's and there may be circumstances where it is appropriate to allow a Building Stepback that differs from that required under Section 7.1.4 as it presently requires. If approved by Council, St. John's Development Regulations Amendment Number 48, 2024 would give Council authority to vary the Building Stepback where Council determines it appropriate to do so.

Thereby I recommend that portion of St. John's Development Regulations Amendment Number 48, 2024 which deals with Section 7.1.4 ("Building Stepback"), now be approved by Council as adopted on January 14, 2025.

8. Notwithstanding my Recommendation No. 7 with respect to St. Johns Development Amendment Number 48, 2024 pertaining to Section 4.(9(2) ("Land Use Report") and Section 7.1.4 ("Building Stepback"), it is my further recommendation, that even should Council decide to approve this amendment, that the proposed development of the property at Civic No. 34 New Cove Road by KMK for the construction of a 10 storey apartment building, should still require the proposed apartment building to not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres. This is in accordance with my Recommendation No. 4 noted earlier. As noted under Recommendation No. 4, I believe building stepbacks should be applied to the KMK project.

It is my opinion that for the protection of the existing character of the neighbourhood/properties in the vicinity of the property at Civic No. 34 New Cove Road, that the proposed 10-storey apartment building should be required to provide building stepbacks.

As noted earlier in my report, I do recognize that City Council, in its role of decision-maker on the proposed approval of the planning amendments, will need to weigh the planning benefits for existing neighbourhood residents of requiring the apartment building to be designed with building stepbacks, against KMK's written representation expressing concerns about the additional costs to design and construct an apartment building with building stepbacks.

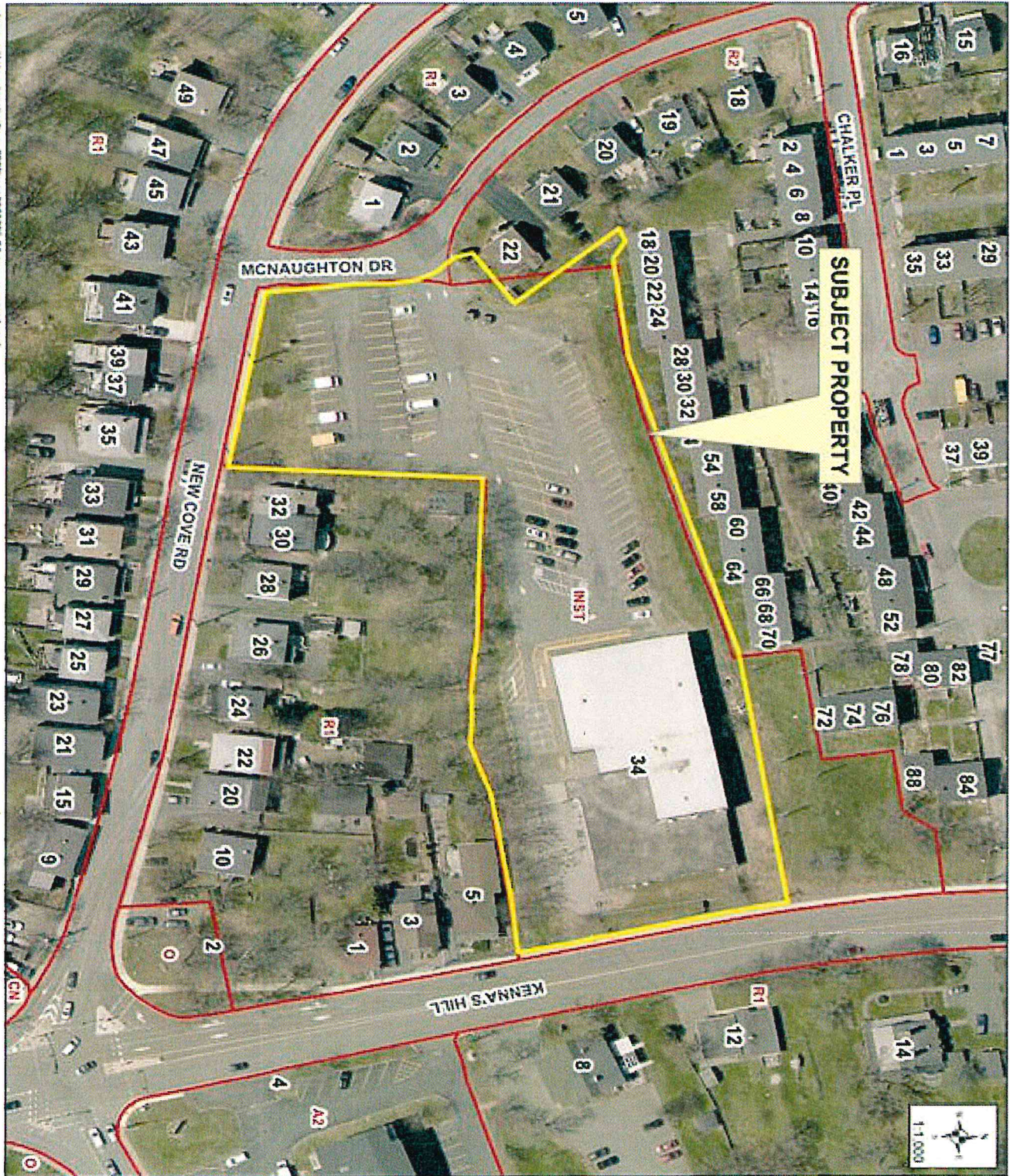
9. I see no concerns with respect to KMK's request to City Council for parking relief of six (6) vehicle parking spaces for the proposed apartment building development.

Respectfully submitted,

Clifford Johnston,
Commissioner

Attachments

**APPENDIX A: AIRPHOTO SHOWING THE PROPERTY
AT CIVIC NO. 34 NEW COVE ROAD, ST. JOHN'S**



© 2023 Google Earth. All rights reserved. 20230305-18 New Cove Road, MD

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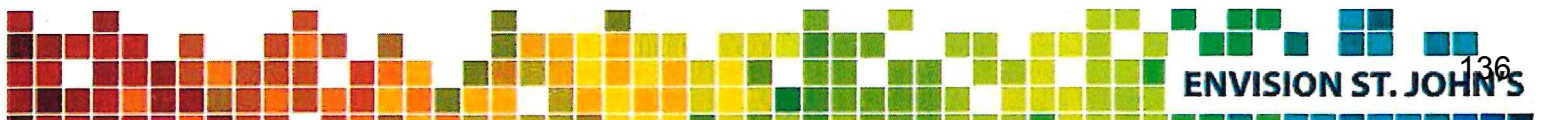
APPENDIX B: COPY OF ST. JOHN'S MUNICIPAL PLAN AMENDMENT NO. 16, 2024

City of St. John's Municipal Plan, 2021

St. John's Municipal Plan Amendment Number 16, 2024

**Institutional Land Use District to
Residential Land Use District
34 New Cove Road**

December 2024



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO APPROVE

St. John's Municipal Plan, 2021

Amendment Number 16, 2024

Under the authority of sections 16, 17 and 18 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's:

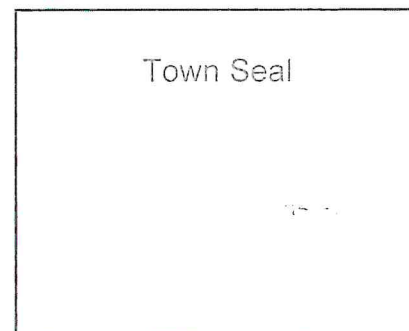
1. Adopted the St. John's Municipal Plan Amendment Number 16, 2024 on the 14th day of January, 2025;
2. Gave notice of the adoption of the St. John's Municipal Plan Amendment Number 16, 2024 by way of an advertisement inserted in the Telegram newspaper on the 24th day of January, 2025, on the 31st day of January, 2025, and on the 7th day of February, 2025; and
3. Set the 12th day of February at 7:00 p.m. at the St. John's City Hall in the City of St. John's for the holding of a public hearing to consider objections and submissions.

Now, under section 23 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's approves the St. John's Municipal Plan Amendment Number 16, 2024 on the ____ day of _____, 2025 as was originally adopted.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Municipal Plan Amendment Number 16, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____

Municipal Plan/Amendment
REGISTERED

Number _____
Date _____
Signature _____

MCIP/FCIP Stamp

URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

ST. JOHN'S Municipal Plan, 2021

Amendment Number 16, 2024

Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Municipal Plan Amendment Number 16, 2024.

Adopted by the City Council of St. John's on the 14th day of January, 2025.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____

Town Seal

Canadian Institute of Planners Certification

I certify that the attached St. John's Municipal Plan Amendment Number 16, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____

MCIP/FCIP Stamp

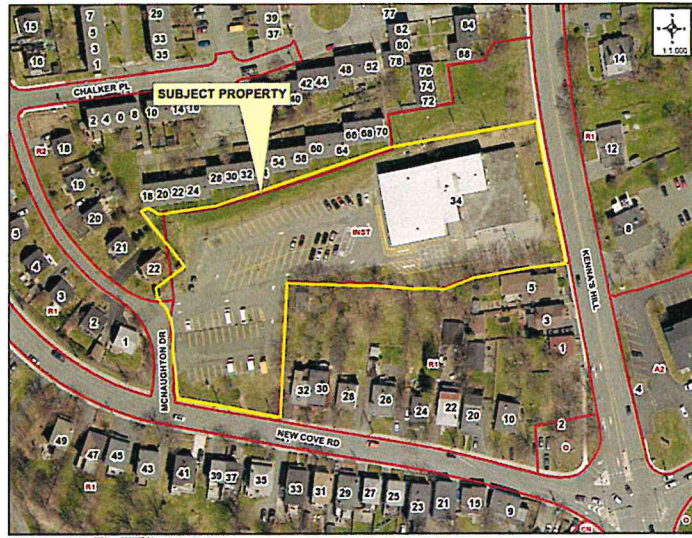
CITY OF ST. JOHN'S

Municipal Plan Amendment Number 16, 2024

BACKGROUND AND ANALYSIS

Background

The City has received an application from KMK Capital Inc. to rezone 34 New Cove Road to develop a 10 storey Apartment Building. The subject property is currently within the Institutional District and Zone. A Municipal Plan amendment is required to redesignate the property to the Residential District and rezone to the Apartment 3 (A3) Zone. Apartment Building is a Permitted Use within the A3 Zone.



Land Use Report

As per Section 4.9 of the St. John's Development Regulations, a Land Use Report (LUR) is required for the rezoning. The applicant has prepared a LUR as per Council's terms of reference. A copy of the report is available at engagestjohns.ca.

Analysis

The Envision St. John's Municipal Plan maintains a number of policies that recommend developments that increase density within existing neighbourhoods. Such policies include:

Policy 4.1.2 - Enable a range of housing to create diverse neighbourhoods that include a mix of housing forms and tenures, including single, semi-detached, townhousing, medium and higher density and mixed-use residential developments.

Policy 4.4.1 - 1. Ensure that the review of development proposals considers how new development may affect abutting properties and uses.

Policy 4.6.8 - Require, where appropriate, that sidewalks, paths and lanes provide access to and from bus stops, schools, places of worship, shopping areas, and places of employment.

Policy 8.4.2 - Recognize and protect established residential areas. Support the retention of existing housing stock, with provision for moderate intensification, in a form that

respects the scale and character of the neighbourhood.

The subject property is surrounded by low to medium density residential uses. The Proposed location of the Apartment Building is within proximity to amenities, places of employment, commercial areas and public transit routes. The site is the location of the former Max building, and before that, the YM/YWCA. The existing building will be demolished and replaced with the proposed Apartment Building. The proposed development is in line with the St. John's Municipal Plan.

PUBLIC CONSULTATION

The proposed Municipal Plan and Development Regulations amendment was advertised on three occasions in The Telegram newspaper on October 25, November 1, and November 8, 2024. A notice of the amendment was also mailed to property owners within 150 metres of the application site and posted on the City's website. Background information on the amendment is available at the Engage St. John's project page.

Feedback on the proposal has been mixed. Some are supportive of the project, and feel housing is needed and the project should be expedited. Others have concerns that the proposal is too large and dense for the area and will create too much traffic and congestion along McNaughton Drive and New Cove Road. During the application review process, the proposal was reviewed by the City's Transportation Engineers and no concerns were raised based on the Transportation Impact Memo.

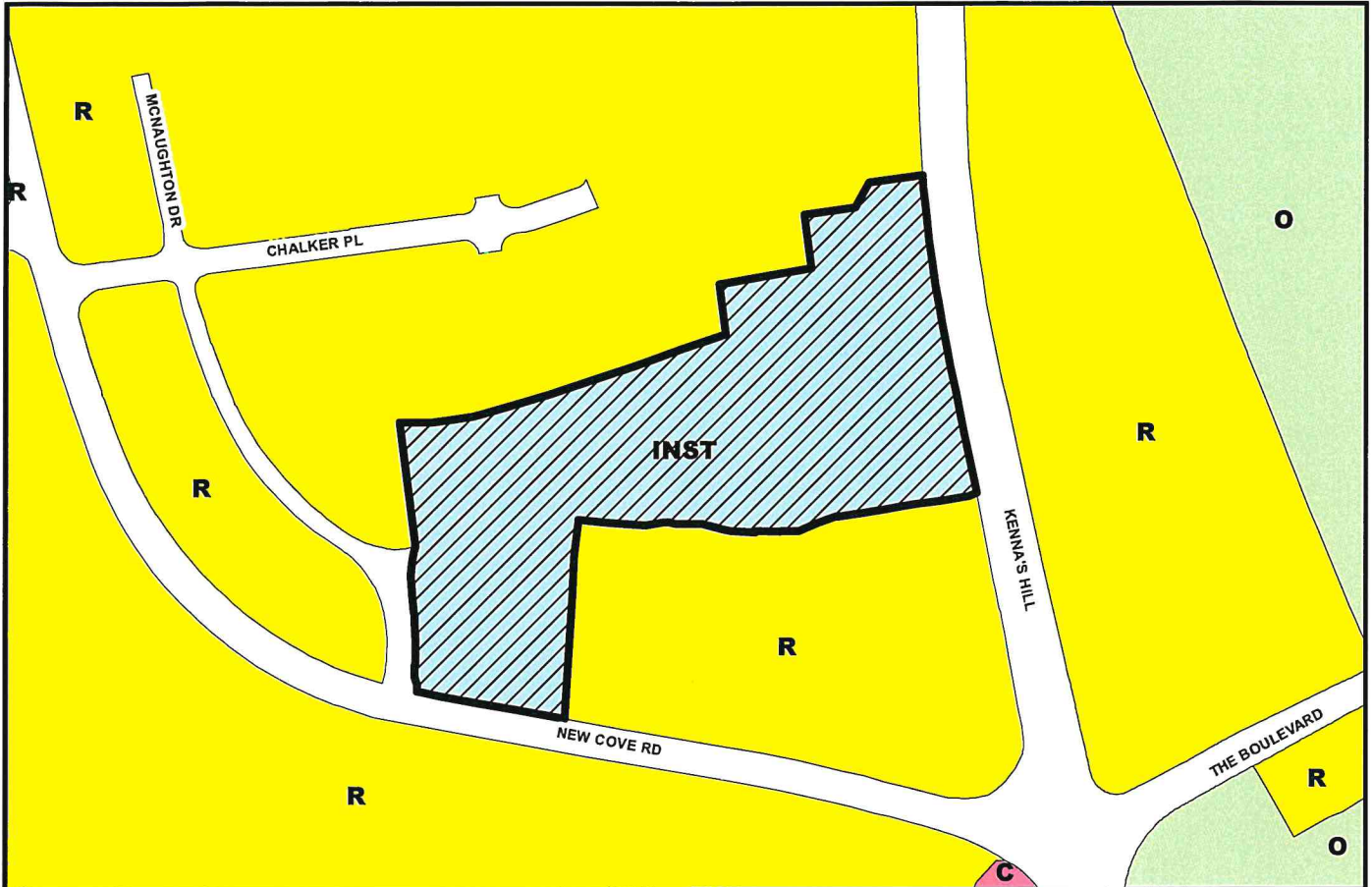
ST. JOHN'S URBAN REGION REGIONAL PLAN

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.

ST. JOHN'S MUNICIPAL PLAN AMENDMENT NUMBER 16, 2024

The St. John's Municipal Plan, 2021 is amended by:

- 1. Redesignating land at 34 New Cove Road [Parcel ID# 40638] from the Institutional Land Use District to the Residential Land Use District as shown on Future Land Use Map P-1 attached.**



CITY OF ST. JOHN'S MUNICIPAL PLAN Amendment No. 16, 2024

Future Land Use Map P-1

2024 12 09 Scale: 1:2000
City of St. John's
Department of Planning, Development
& Regulatory Services

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



AREA PROPOSED TO BE REDESIGNATED FROM
INSTITUTIONAL (INST) LAND USE DISTRICT TO
RESIDENTIAL (R) LAND USE DISTRICT

34 NEW COVE ROAD
Parcel ID 40638

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Municipal Plan/Amendment
REGISTERED

Number _____

Date _____

Signature _____

Provincial Registration

APPENDIX C: COPY OF ST. JOHN’S DEVELOPMENT REGULATIONS AMENDMENT NO. 48, 2024

City of St. John's Development Regulations, 2021

St. John's Development Regulations Amendment Number 48, 2024

**Institutional (INST) Zone to Apartment 3 (A3) Zone
34 New Cove Road**

December 2024



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO APPROVE

St. John's Development Regulations, 2021

Amendment Number 48, 2024

Under the authority of sections 16, 17 and 18 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's:

1. Adopted the St. John's Development Regulations Amendment Number 48, 2024 on the 14th day of January, 2025;
2. Gave notice of the adoption of the St. John's Development Regulations Amendment Number 48, 2024 by way of an advertisement inserted in the Telegram newspaper on the 24th day of January, 2025, on the 31st day of January, 2025, and the 7th day of February, 2025; and
3. Set the 12th day of February, 2025 at 7:00 p.m. at the St. John's City Hall in the City of St. John's for the holding of a public hearing to consider objections and submissions.

Now, under section 23 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's approves the St. John's Development Regulations Amendment Number 48, 2024 on the ____ day of Click or tap to enter a date. as was originally adopted.

Signed and sealed this ____ day of _____.

Town Seal

Mayor: _____

Clerk: _____

Canadian Institute of Planners Certification

I certify that the attached City of St. John's Development Regulations Amendment Number 48, 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 _____

URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

ST. JOHN'S Development Regulations, 2021

Amendment Number 48, 2024

Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Development Regulations Amendment Number 48, 2024.

Adopted by the City Council of St. John's on the 14th day of January, 2025.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____

Town Seal

Canadian Institute of Planners Certification

I certify that the attached St. John's Development Regulations Amendment Number 48, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____

MCIP/FCIP Stamp

CITY OF ST. JOHN'S

Development Regulations Amendment Number 48, 2024

BACKGROUND

The City of St. John's wishes to allow an Apartment Building at 34 New Cove Road. The subject property is currently within the Institutional District and Zone and therefore an amendment is required to rezone the property to the Apartment 3 (A3) Zone. Within the A3 Zone, Apartment Building is a Permitted Use.

This amendment implements St. John's Municipal Plan Amendment 16, 2024, which is being processed concurrently.

PUBLIC CONSULTATION

The proposed Municipal Plan and Development Regulations amendment was advertised on three occasions in The Telegram newspaper on October 25, November 1, and November 8, 2024. A notice of the amendment was also mailed to property owners within 150 metres of the application site and posted on the City's website. Background information on the amendment is available at the Engage St. John's project page.

Feedback on the proposal has been mixed. Some are supportive of the project, and feel housing is needed and the project should be expediated. Others have concerns that the proposal is too large and dense for the area and will create too much traffic and congestion along McNaughton Drive. During the application review process, the proposal was reviewed by the City's Transportation Engineers and no concerns were raised based on the Transportation Impact Memo.

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.

ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 47, 2024

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

1. **Rezoning land at 34 New Cove Road [Parcel ID# 40638] from the Institutional (INST) Zone to the Apartment 3 (A3) Zone as shown on City of St. John's Zoning Map attached.**

2. Adding the following to Section 4.9(2) Land Use Report:

"4.9(2)(i) buildings with an alternative Building Stepback in accordance with Subsection 7.1.4(b), which Land Use Report shall address wind, shadowing, precipitation, and privacy impacts on adjacent residential properties and pedestrians."

3. Repealing Section 7.1.4 Building Stepback, which states:

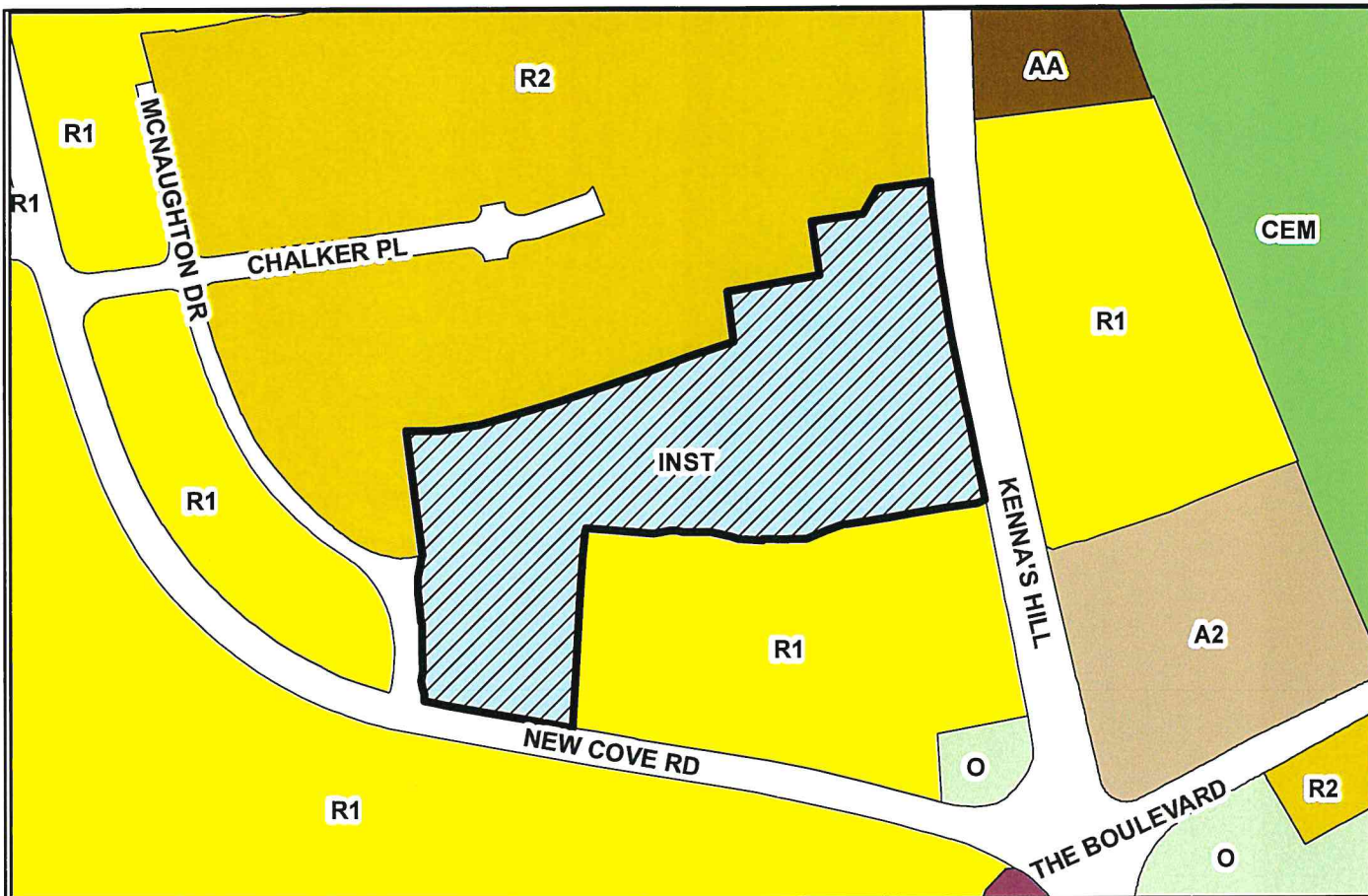
“7.1.4 Building Stepback

All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres.”

And substituting the following:

“7.1.4 Building Stepback

- (a) All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres.**
- (b) Where an applicant wishes to propose a Building Stepback that differs from that required in Subsection 7.1.4(a), Council shall require a Land Use Report in accordance with Section 4.9.”**

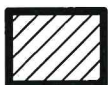


CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 48, 2024

[City of St. John's Zoning Map]

2024 12 09 Scale: 1:2000
City of St. John's
Department of Planning, Development
& Regulatory Services

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



AREA PROPOSED TO BE REZONED FROM
INSTITUTIONAL (INST) LAND USE ZONE TO
APARTMENT 3 (A3) LAND USE ZONE

34 NEW COVE ROAD
Parcel ID 40638

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Development Regulations/Amendment
REGISTERED

Number _____

Date _____

Signature _____

Provincial Registration

**APPENDIX D: COPIES OF ALL PUBLIC WRITTEN SUBMISSIONS RECEIVED BY
THE CITY CLERK'S OFFICE ON THE PROPOSED PLANNING
AMENDMENTS RESPECTING THE PROPERTY AT CIVIC NO. 34 NEW COVE ROAD**

Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 11, 2024 10:33 PM
To: CityClerk
Subject: RE: 34 New Cove Road Development
Attachments: 34 New Cove Road Development Comments.pdf

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.

Hello,

My name is [REDACTED] Please see
[REDACTED] attached our comments regarding the proposal.

Thank you,


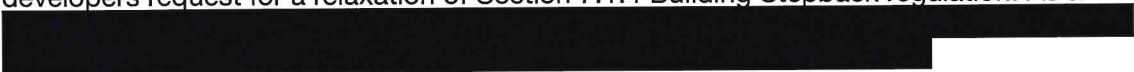
[REDACTED]



November 11, 2024

Office of the City Clerk
P.O. Box 908
St. John's, NL
A1C 5M2

Re: 34 New Cove Road Development

 impacted by this development, I am compelled to speak out against the scale of the proposal and the developers request for a relaxation of Section 7.1.4 Building Stepback regulation. As a 

Building Mass & Stepback Relaxation

It is in my experience that when a relaxation in guidelines is requested, it is because of some constraint or issue with the building site that would otherwise make the project unfeasible. However in this case, the developers bid for relaxation is for the sole purpose of including additional rental units to improve their own profit margin at the expense of the neighbourhood in which they are inserting themselves. It would also be typical for a developer to offer, or the authority having jurisdiction to require, something in exchange for the granting of a guideline relaxation in the form of a community amenity, public green space, or a guarantee that a certain number of the rental units will be provided at below market rate. The developer in this case has offered nothing in return for their request to a relaxation of the building stepback and claims that the relaxation should be granted since the effect on neighbouring properties would be negligible. However the stepback guidelines are in place for this exact scenario, with a large scale building abutting directly onto residential properties. Its purpose is to reduce the scale and looming effect a tall building can have on the neighbouring properties and ensure a suitable transition in intensity, use and form.

Stepback guidelines are not enforced solely to mitigate the shadows cast by a building, but the visual mass of the building itself when taken in context with its surroundings. A building of this size would dominate the area and have considerable negative impacts on the value and character of the neighbourhood. At 10 storeys this development would be on par with some of the tallest buildings in the province, and is simply not to scale with a residential neighbourhood of 2 and 3 storey homes in such close proximity.

An earlier application for this proposal had also included a parking structure on site, which is no longer present in the current rendition. If the site is larger enough for a second structure, has the developer explored the possibility of two smaller 6 storey buildings to distribute the building mass over a larger area of the site? If one level of parking and 5-storeys of residential suites was included, it would be possible to achieve the same number of rental units and parking spaces, while avoiding the stepback issue altogether. It could be argued that two smaller buildings would fit the neighbouring area better than the 10-storey single building currently being put forward.

The developer has claimed that if the stepback guidelines were to be enforced that the project would not be financially viable, tying the relaxation of the guideline to the project moving forward. In using the housing crisis, the developer is attempting to apply political pressure on council to achieve its own goal of maximized profit.

Affordability

The developer notes the housing crisis and need for purpose built apartment buildings throughout their application as the justification for additional building height and relaxation to stepback guidelines. However as noted in the media and their most recent development at One Churchill Park, these rental units will not meet the most basic need of the housing crisis which is affordability. The developer has not committed to capping rents at market rate and given the precedent set by One Churchill Park, the rental units in this new development will not be attainable by the majority of renters in the city, regardless of relaxation of the stepback guideline.

Community Loss

Although I am not opposed to an apartment building of an appropriate size on this site, it should be noted that this development would in fact be a net loss to the community; in the purchase and demolition of the Max Fitness facility, the neighbourhood and community at large are losing a valuable recreation and multipurpose space as well as much needed and well attended after-school and childcare programming. The development does include a fitness facility within the building, however it is solely for the use of the building occupants. No community amenities are being provided by the proposed development to alleviate the loss of the existing facility.

Public Consultation

There has also been a lack of public consultation in regards to this development application. In distributing their initial notice on December 22nd, 2023 with a deadline for comments on January 8th, 2024, many residents of the effected community would have missed their opportunity to express their concerns over the busy holiday season. The distribution was also limited and did not reach all effected parties, [REDACTED] did not receive a notice. Given the implications of the rezoning and the scale of the proposed development, an open public consultation should take place so that the effected residents can voice their concerns directly to the developer and city staff.

Parking & Traffic

The developer has noted in their application that they cannot achieve the minimum required parking spaces for the number of rental units they are proposing. Their justification in that many residents may not own a vehicle given the close proximity to public transit and walking trails is ill-informed and not based on the realities of renters whom they will be marketing the project, given the expected above-market rental rates.

Given more than half of the rental units are two-bedroom suites, it is more likely that many units will have more than one vehicle per household, resulting in significantly higher parking requirements than proposed and shifting the burden of overflow parking on all the neighbouring streets, which are already at their maximum capacity for parking. Parking on McNaughton Drive is not possible given it's own constraints, New Cove Road is limited given parking is prohibited on the North side of the road and Metrobus stops and existing resident

parking on the South, and parking on Kenna's Hill is not possible. The expectations of the developer that parking will not be an issue for the building occupants and the existing neighbouring residents is wholly unrealistic and should be of immediate concern to city staff when reviewing this application.

Were the stepback guidelines to be enforced and the number of rental units reduced, the proposal could in fact meet the minimum required parking on its own site, alleviating at least some concern of nearby residents.

Beyond parking, increased vehicle traffic caused by the proposed development will have significant negative impact on the existing residents of McNaughton Drive and New Cove Road. With the sole entrance to the new development off of McNaughton Drive, which is narrower than a typical residential street and does not have sidewalks, it is impossible to imagine a steady flow of traffic would be possible to the development site. If to address the concerns on McNaughton access is limited and all vehicle traffic is directed south on New Cove Road, a significant bottleneck will occur given the limited visibility on the blind curve and Metrobus stop immediately adjacent to the vehicle entrance. It also impossible to imagine the intersection at New Cove Road, Kenna's Hill, The Boulevard, and King's Bridge, can handle the increased traffic at peak hours that this development would cause.

The LUA report indicates that the proposed development will somehow reduce traffic in comparison to the existing Max Fitness facility, however those numbers seem unrealistic and detached from the realities of this specific site and circumstance.

Conclusion

The need for purpose built apartment buildings to help alleviate the housing crisis is clear, however there are several significant issues with this proposed development that council and city staff need to consider when reviewing this application. Increased density is required in the city, however it must be done in a respectful manner to the existing neighbourhood in which these projects are proposed. This project in its current form would have detrimental impacts on the neighbouring properties and as such should not be approved as submitted.

I would implore council to heed the advice of city staff, standby the well researched and considered guidelines that are in place to protect residential properties from new large scale developments, and not set the precedent of allowing a developer to set their own rules, by rejecting this proposal and denying a relaxation of Section 7.1.4.

Sincerely,



Theresa K. Walsh

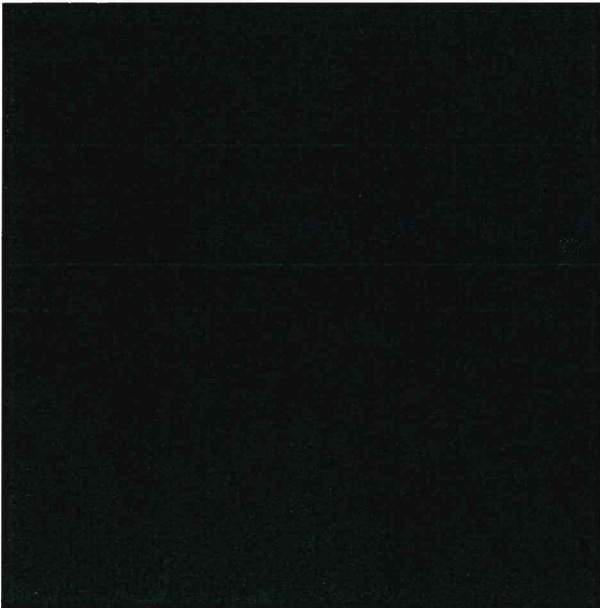
From: [REDACTED]
Sent: Saturday, November 9, 2024 10:20 AM
To: CityClerk
Cc: Lindsay Church
Subject: 34 New Cove Road
Attachments: 34 New Cove Road.pdf

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

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Hello,

Please find attached my comments further to your invitation for comments on this development.



While I am not opposed to a development on that site, I do believe that a development of the scale proposed in the Land Use Report will present significant traffic flow and parking issues that will adversely affect both building residents and neighbours, particularly [REDACTED] on McNaughton Drive and New Cove Road. [REDACTED]
[REDACTED]
[REDACTED]

Before anything, I urge city planners and councillors to hop in their vehicles and take a drive up McNaughton Drive and around the immediate area. You will see that McNaughton Drive is not a regular city street. There are no sidewalks and the road is just wide enough for two vehicles to pass with caution. McNaughton Drive was an extension of the US military base at Fort Pepperrell. It was not designed for steady two-way traffic, it still isn't, nor is it perceived as such by residents. Kids from Chalker Place routinely play on the street without anyone being fussed about it.

A picture is worth a thousand words. The pics in Figure 1 were taken last winter. The first pic looks southeast from the perspective of #4 McNaughton Drive. The second looks northwest on McNaughton Drive taken from the entrance to 34 New Cove Road. In winter, McNaughton Drive for all intents and purposes is a one-way street. How can this street deal with the addition of more than 117 new vehicles, coming and going at all hours, not to mention service vehicles, taxis, etc?

Figure 1



Sure, the street can be made one-way, but I doubt that will deter the vehicles that have to deal with the bottleneck that will be created at the bottom of the street as morning and evening traffic squeeze on to that small hill that separates the building access on McNaughton to New Cove Road. Many vehicles will avoid the inevitable bottleneck by turning up McNaughton Drive to exit onto New Cove Road via Chalker Place adding to traffic flow on a street not designed for two-way traffic.

Appendix 9 of the Land Use Report, suggests that the peak AM traffic anticipated by the new building will be less than that at Max Fitness. I am not at all familiar with the Institute of Transportation Engineers "Trip Generation Manual" 11th Edition, but the am statistics seem counter intuitive. Max

Fitness traffic flow is spread over a long period of time, even in the morning. My guess is that there will be major congestion at the bottom of the street between 7:30 to 9:00 am and 4:30 to 6:00 pm, exceeding that of Max Fitness, as building residents and the residents of McNaughton Drive go to and from work.

No information about rental rates have been made public to date, but my guess is that a two-bedroom in such a lovely building with air conditioning, a gym, nicely landscaped grounds in an ideal location close to all amenities will cost in the neighbourhood of \$2,000 per month. I see typical tenants not as ones who work minimum wage jobs and take the metrobus to and from work, but as younger professionals and other people with good-paying jobs, the kind of tenants who are far more likely to use their own vehicles versus city transit.

Parking is equally, if not more, problematic. In Section H of the Land Use Report, the developer “is confident that given that the site is well served by public transit and is within easy walking distance....it is not anticipated that all units will require a parking stall”. I hope that confidence is not mere wishful thinking, the kind that saves the developer the expense of providing adequate parking to building residents. Great if KMK Capital gets it right. Bad if they don’t – bad for building residents and their visitors, and bad for residents of McNaughton Drive and New Cove Road who will be saddled with illegally parked overflow potentially blocking access by emergencies vehicles, and impeding access by residents, particularly on McNaughton Drive, and particularly in winter.

In Section H of the Land Use Report the developer suggests that that the development as described is contingent on the City accepting its proposal the 111 parking stalls, not the 117 required by the formula in Section 8.3 of the Development Regulations, be permitted. In my view, 117 parking spaces is inadequate. In an area where there is absolutely no other place near for overflow to park legally, and on a street that for all intents and purposes is a one-way street, the city should be insisting that the developer design a layout that considers maximum parking spaces, not minimum, and certainly not 94% of the minimum as proposed in Section H of the Land Use Report. At least the original proposal had a parking garage, albeit in my view still with insufficient parking. Now the grounds are designed to cram 111 parking stalls on the property.

Figure 2 below shows some pics of the Max Fitness parking lot a few days after a dump of snow last winter.

Figure 2



Figure 2 cont'd



- The top left looks east from the upper entrance to Max Fitness parking lot on McNaughton Drive. The gym is in the back and the units on Chalker Place to the left. That snow pile covers 2-3 parking space as seen on the Site Concept Plan.
- The top right is the same snow pile looking west. 1 McNaughton Drive is in the background.
- The bottom left looks southwest from the Max parking lot [REDACTED] That particular snowbank occupies two parking spaces and a part of the roadway as seen on the Site Concept Plan.
- The bottom right faces south along the fence at 32 New Cove Road to the left. That particular snowbank takes out three parking spaces as seen on the Site Concept Plan.

I look at the proposed site plan, filled with access routes and parking spaces and surrounded by fences and retaining walls, and wonder where the snow will get ploughed up. On the New Cove Road border there is a designated city snow storage area, but that appears to be on a steep embankment down to the sidewalk. I try to imagine the pandemonium on the property when there is any kind of snow at all. I wonder where the city will now plough up the snow on McNaughton Drive. A parking garage would eliminate all of these issues.

A far as city regulations go, the developer is already requesting exemption from Section 7.1.4. Building Step Back as it will affect residents of the north side of New Cove Road. In Section H of the Land Use Report, the developer suggests that it will be seeking a further exemption from parking regulations in Section 8.3 of the Development Regulations. By granting exemptions such as these, what kind of precedent is being set for the citizens of St. John's? I hear talk in media to the effect "...the city has to get out of its own way to deal with the housing crisis...", etc. To those I would say development regulations exist for a very good reason, for the good of all citizens of this city. Despite the external pressures on the city to approve developments to deal with the affordable housing crisis, the city cannot buckle to developers who claim their profit margin will not be sufficient unless certain regulations are relaxed. There are other places in this city more suitable to a development of this scale.

Again, I am really not a 'not in my backyard' kind of person. This development, if approved, will add new housing units to the city. It will certainly beautify the area. It may even increase the value of my own property. It's hard to imagine an uglier property in the city than what 34 New Cove Road presently is. But a building of this size, in a locale unsuited to a building of this size, and requiring exemptions from city development regulations, has potential to cause long-lasting troubles.

From: [REDACTED]
To: [CityClerk](#)
Subject: 34 New Cove Rd.
Date: Sunday, November 3, 2024 7:47:18 PM

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This email is in response to the letter my household received re 34 New Cove Road for exemption from section 7.1.4. I object to the building completely as it will impact my view and likely the property value of my home. It will drastically alter the neighborhood and not necessarily for the better. 10 stories is way too high for that piece of land and would impact everyone around for the worse. There is no need to put something so high there. I object to anything the developer wants to do on the grounds of that property that will impact the neighbors to such a degree.

Theresa K. Walsh

From: Engage
Sent: Wednesday, November 13, 2024 9:15 AM
To: City Clerk
Subject: FW: Application re development for 34 New Cove Rd., St.John's

Follow Up Flag: Follow up
Flag Status: Flagged

Please confirm receipt.

Thanks

From: [REDACTED]
Sent: Tuesday, November 12, 2024 8:59 PM
To: Engage <engage@stjohns.ca>
Subject: Application re development for 34 New Cove Rd., St.John's

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

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Thank you for opportunity to respond to application.

[REDACTED] have 2 concerns re this proposed development.

1st. At present the amount of traffic on New Cove and Kenna's Hill is already at level that if this building is developed...the increase caused by 107 units would be of a definite concern for safety.

We have a low income housing area...known as Chalker Place...with a high number of children living there.

They use New Cove for getting to and from Tunis Park [REDACTED]

2nd. It has not been designated yet as to whether this development of 107 units will be designated as low income or not. If, so...that is going to be a danger zone for the increase of children in an already very busy area.

Thank you for your consideration.

Theresa K. Walsh

From: [REDACTED] >
Sent: Monday, November 11, 2024 12:04 PM
To: CityClerk
Subject: Re: 34 New Cove Road
Attachments: 34 New Cove Rd [REDACTED]

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Good Morning,

Please see attached comment letter and [link](#) to related photos concerning the proposed rezoning of 34 New Cove Road.

Please acknowledge receipt of all documents.

Regards,

[REDACTED]

Office of the City Clerk
City of St. John's

November 6, 2024

Re : 34 New Cove Road

[REDACTED] to the proposed ten-story apartment building at 34 New Cove. [REDACTED]
[REDACTED]

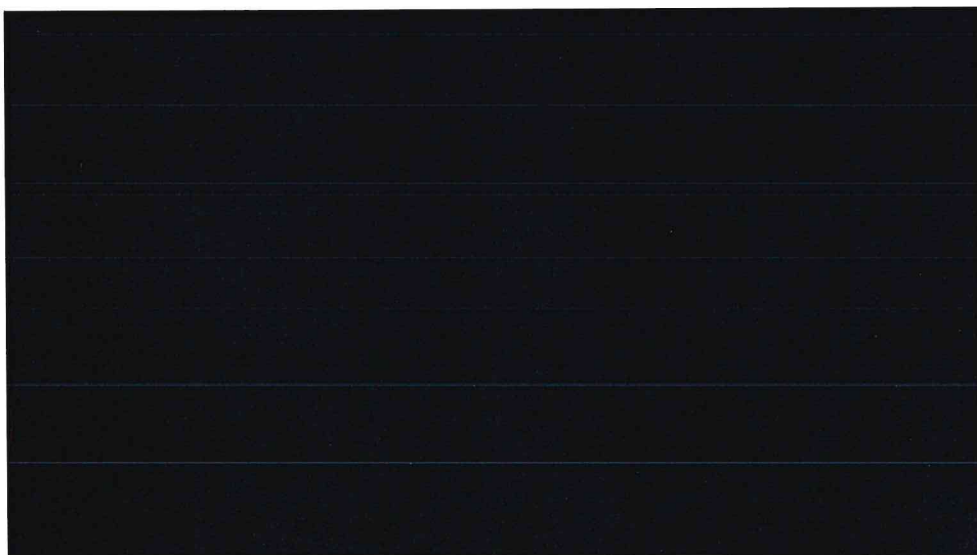
[REDACTED]
[REDACTED]
[REDACTED] After the
[REDACTED]
[REDACTED] trees were allowed to grow wildly on the embankment, and the fence, knocked down by a storm, was removed by the MAX but never replaced.

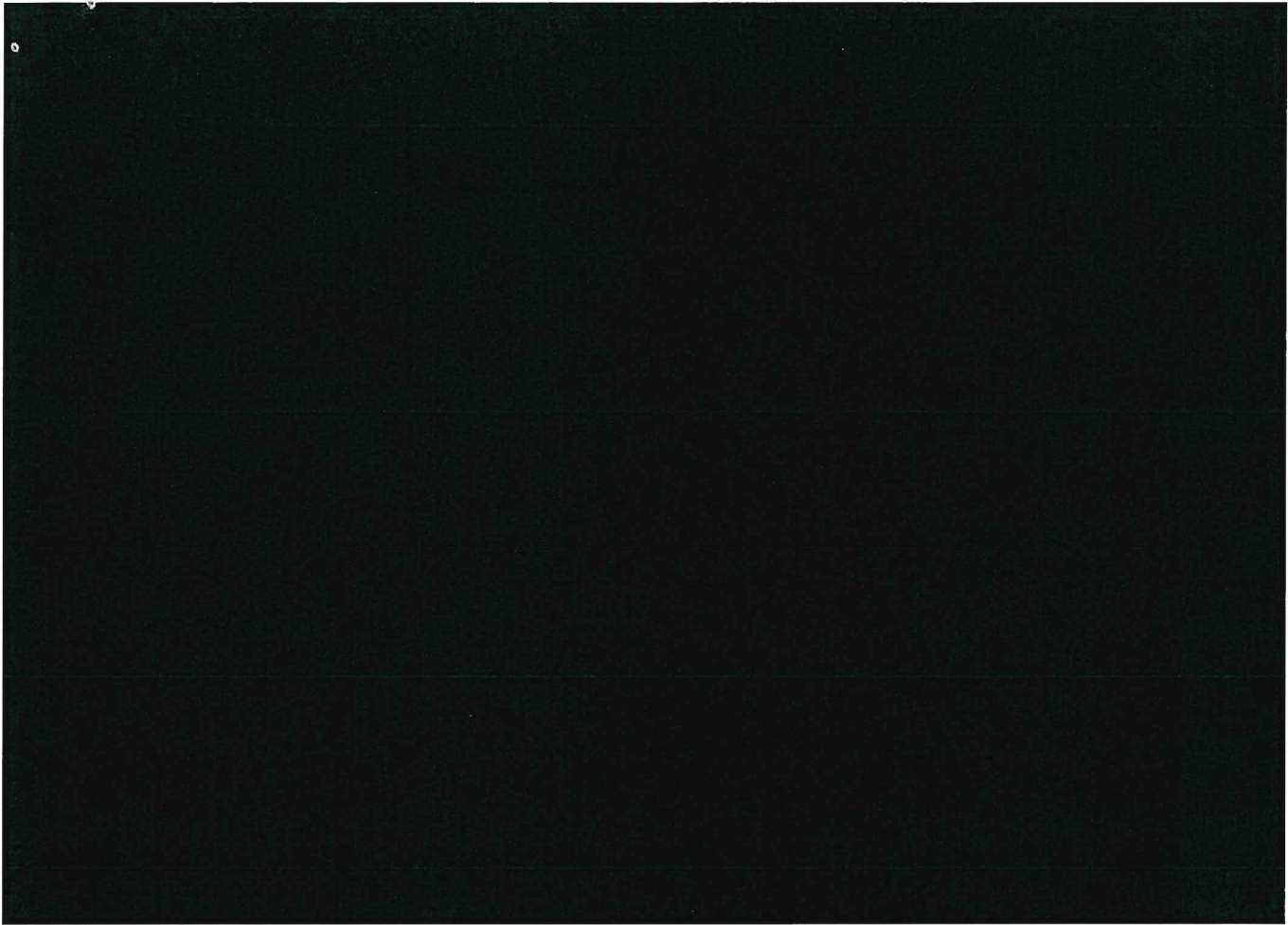
As it stands now (please see attached photos,) a chain link fence at the top of the embankment prevents people from sliding down [REDACTED]
[REDACTED], and the low retaining wall at the bottom, supposedly keeping the man-made "hill" stable, is crumbling.

We have grave concerns about how this proposed apartment building (ten-story high and much bigger and taller than the current structure,) will affect the embankment and the small, damaged retaining wall [REDACTED] Now, as this proposed apartment building is being considered, we feel that our issue must be addressed before rezoning takes place.

We are also concerned by the amount of additional traffic that a building with 107 rental units will have on our neighborhood. The New Cove Road access was certainly not built for such additional traffic!

Please contact us if you need more information.





Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, November 7, 2024 3:40 PM
To: [REDACTED]
Subject: 34 New Cove Road

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Dear City of St. John's,

I am writing you today to express concern over the application received from KNK Capital to rezone 34 New Cove Road.

[REDACTED]

New Cove is already a busy street with heavy traffic volume that travels too quickly for the posted speed limit. The stretch of New Cove Road where McMaughton intersects it is on a turn and it is already dangerous [REDACTED]

Further development of 34 New Cove Road with a large residential building of the scope proposed would bring additional unwanted traffic that would further lessen safety and also, in my opinion, affect my quiet enjoyment of my property.

The development would not enhance or increase my property or its value in any way.

A ten storey building on that property would also be out of place compared to the top of current residential and multiplex housing that exists. Our city has very few tall or 10 storey buildings and they are mostly concentrated in the downtown.

I am not anti-development but I fail to see why KMK Capital should be allowed to have this parcel of land rezoned to place a building that is too large, and will interfere with current traffic issues. The proposal also calls for allowance of variances to the current step back regulations and I also think that this should not be granted.

Respectfully,

[REDACTED]

From: [Engage](#)
To: [CityClerk](#)
Subject: FW: New Planning Application Open for Feedback; Other Feedback Reminder
Date: Monday, October 28, 2024 2:26:27 PM

Re: 34 Portugal Cove rd.

From: [REDACTED]
Sent: Monday, October 28, 2024 1:31 PM
To: Engage <engage@stjohns.ca>
Subject: Re: New Planning Application Open for Feedback; Other Feedback Reminder

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

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Thanks for this opportunity to support the proposed development at 34 Portugal cove road.
We need apartments in our city I am in full support.
Thank you



On Oct 28, 2024, at 12:45 PM, Engage St John's <notifications@engagementhq.com> wrote:



[REDACTED]

New Planning Application Open for Comments

34 New Cove Road

The City received an application from KMK Capital Inc. to rezone 34 New Cove Road from the Institutional (INST) Zone to the Apartment 3 (A3) Zone to enable the development of a new 10-storey Apartment Building, with a total of 107 residential units. Apartment Building is a Permitted Use in the A3 Zone. A Municipal Plan Amendment is also required to redesignate the property from the Institutional District to the Residential District. Check out the [project page](#) for additional details including the Land Use Report. Deadline to provide feedback is Tuesday, November 12.

Planning Application Reminder:

Main Road and Shoal Bay Road, Goulds

The City is considering extending the Residential 1 (R1) Zone along Main Road and

Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, November 12, 2024 7:17 AM
To: CityClerk; Tom Davis
Subject: resident comment regarding development proposal at 34 New Cove Road
Attachments: letter to city.pdf

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08/11/2024

To whom it may concern,

I am writing to share my concerns regarding the proposed apartment building being planned for the MAX fitness site at 34 New Cove Road.

I am a local resident and have [REDACTED] lived in the broader neighbourhood on and off for most of my life and am very familiar with the area. I have a few issues with the development as planned which I have summarized below:

1. Parking

The development is seeking to build 107 new housing units yet only providing 111 spaces which includes parking for visitors. This is not only below what the proposal itself states is the city's minimum requirement but also I believe woefully unrealistic for what will be needed.

It is wishful thinking to assume that most dwellings will not own at least one car and considering the new residents will likely include affluent students, adult children of owners, and young professional couples, more often than not they will have two or more. And this is even before you consider visitors which along with family and friends also includes visiting professionals such as personal care workers, community nurses, child minders, and tradespeople.

[REDACTED] that used the same logic allowing for around 1 to 1.5 spaces per household (1 and 2 bedroom homes/apartments) and it was a nightmare for the surrounding community. Some were either awash in cars blocking smaller roads from emergency vehicles and blocking sidewalks from pedestrians with mobility issues, or in the more heavily regulated ones, full of traffic officers handing out tickets, clamping wheels, and towing cars. And this was in cities, unlike St. John's, with no snow, mild weather, and more robust public transport options such as multiple buses and street cars.

The fact is residents will for the most part have cars and use them daily to either shop or travel to and from work. It is unlikely, as suggested by the proposal, that they will walk to the closest grocery store which is 650m door to door across a busy 4-lane road that is often unwalkable in wintertime due to slush and snow and traverses everything from uneven sidewalks to a gravel part of the Rennies Trail and carry home their groceries, or walk to the nearest restaurant, which is at least 1km away, also on sidewalks that can be dangerous in wintertime and across another busy 4-lane road. Furthermore, much of the city's retail businesses are in areas like Stavanger, Kelsey, and Galway thus ensuring most residents will need a car to obtain anything beyond the most basic necessities. The most walkable planned development in the city was Churchill Park and even there most, if not all, households have at least one car.

As for roadside parking, there is already a shortage on New Cove Road. You cannot park on the northside of the street and for the houses like mine on the southside, for the whole time the snow ban isn't in place, there is typically a car parked outside making it already a challenge to safely pull in and out of my driveway.

2. Traffic

The proposal's traffic estimates I believe are not accurate. I doubt the MAX fitness centre ever approached near the traffic figures estimated (and if it did then why did it close?). Likewise, the old YMCA which I attended frequently was never that busy and it moved to a new site I believe partially because the New Cove site couldn't accommodate its traffic.

New Cove Road is already a small residential street that is trying to accommodate traffic better suited to a larger throughfare being as its one of the few access points to downtown east of Bonaventure that is being used by the ever expanding communities and neighbourhoods in the Northeast trying to get to downtown or to Pitts Memorial. I do not think adding another 107 households directly onto it is fair to the people already living here nor to the new residents. Furthermore, as the new building's entrance onto New Cove

Road is on a curve, anyone of the 107 households looking to make a left to go downtown (or to the grocery store) will be doing so with a chance of being hit by a car speeding, and many do speed, as they use the road to commute. Traffic at this turn from McNaughton is minimal at present but I would imagine 107 new households using it would make it dangerous without some serious traffic calming measures added up the hill from it. Mind you, seeing as I believe we are on a route used by emergency vehicles (ambulances and fire trucks) I doubt measures like speed bumps would even be possible.

3. Building height/stepback

I do not understand why the city would bother having a stepback regulation and then even consider a development seeking an exemption. If such regulations can be excused then why bother making them. The city needs more housing and more density will be a part of that but things like the stepback regulation exist so that development will lead to a more liveable city for both new and current residents. No one wants to live in the shadow of a tower. This is especially true in our city where being in the shade can make even a summer day feel cold. Think of your own home. I bet the snow lasts a lot longer on the northside in the spring than on the southside. I do not understand why I even need to list this issue. I respect that the developer needs to make a profit and the city needs housing but surely this can be done without breaking the rules already set such as with this regulation. And if it cannot then perhaps it is not the right development for this property.

[REDACTED] if my solution to a problem included the caveat that I break one of the pre-set rules then I have not solved it and should just start over.

In summary, I understand the desire to increase density within the city but this proposal is not suitable for this property. It is too large for the property and does not realistically address the challenges of parking or traffic that it will create. This is not progress nor will it lead to a better St. John's.

Sincerely,

[REDACTED]

Theresa K. Walsh

From: Engage
Sent: Wednesday, November 13, 2024 9:14 AM
To: City Clerk
Subject: FW: Re 34 New Cove Road.

Please confirm receipt.

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

From: [REDACTED]
Sent: Tuesday, November 12, 2024 9:15 PM
To: Engage <engage@stjohns.ca>
Subject: Re 34 New Cove Road.

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

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I would like to respond to the proposal for the development of a 10 story apartment building at 34 New Cove Road.

First of all, I would like to know if any of this housing will be low income. I absolutely understand the need for low Income Housing but we already have a large number of Low Income Housing located there at Chaulker Place. More low Income Housing in that area would definitely be too much concentrated in the same area.

Also, a 10 story building is way too high for this area. The highest that should be considered is 5 stories.

Traffic on New Cove Road is also a big consideration. We walk on this street very often and traffic is already a big concern.

[REDACTED] and surrounding area come over and use the park here. Our park is small and cannot handle any more people using it. If there is going to be a public meeting on this, I would very much like to attend.

[REDACTED]

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Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 11, 2024 8:42 PM
To: CityClerk
Cc: Tom Davis
Subject: 34 New Cove Road - Resident Comment re. Developer Application
Attachments: [REDACTED]

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November 8, 2024

To whom it may concern:

We are writing to express our concerns regarding the proposed construction of the 10-story building proposed for 34 New Cove Road.

[REDACTED] believe this development as currently proposed would have a significant negative impact on our community.

1) Height of Building

The proposed height of the building is incompatible with the character of our neighborhood, which consists predominantly of single-family homes and low-rise buildings. A structure of this size would not only disrupt the aesthetic appeal of the area but also overshadow surrounding properties, diminishing privacy and natural light.

No recent developments in this area, including one currently underway, rise as high as 10 stories.

2) New Cove Road Traffic and Congestion

There are great concerns about increased traffic and congestion along New Cove Road, which is already an extremely busy street. The addition of a larger residential structure is sure to exacerbate these issues, making it more difficult for residents to navigate and also creating potential safety risks for pedestrians, cyclists and Metrobus commuters.

3) New Cove Road Speed

This is a major issue which threatens public safety; as such it deserves its own category.

The steep incline of New Cove Road heading south/southeast around the blind curve makes the current posted speed limit of 50 km profoundly dangerous. Vehicles are blazing down the hill ever faster, and vehicles are also speeding up the hill in the other direction.

As such, we request the City of St. John's enact a street speed reduction from 50 km to 35 km with the addition of flashing speed indicators to warn drivers of the blind curve and impending downhill danger (a good location for south/southeast-bound flashing speed indicators would, in our opinion, be located at approximately 59 New Cove Road).

An alternative to flashing speed indicators would be a new stoplight, located at New Cove Road and McNaughton Drive. Given the dangers of 3) and 4) plus the developer's proposed number of 107 unit-associated vehicles, a stoplight is almost certainly required as a result of any development taking place—either as proposed or in a reduced capacity.

However, said stoplight would no doubt cause all kinds of problems at the bottom of New Cove Road, at the four-way intersection of Kenna's Hill, Kings Bridge Road, The Blvd. and New Cove Road.

Please note that the business located at the bottom of New Cove Road, Kings Bridge Auto (69 Kings Bridge Road), fell victim to a south/southeast-bound speeding driver just last week, and a customer's vehicle was damaged upon violent impact.

New Cove Road needs to be made safe, regardless of development at 34 New Cove Road, and such steps to make it safe are immediately requested of the City.

4) New Cove Road Parking

While parking along New Cove Road is banned during winter months, the road features many parked vehicles in spring, summer and fall, to the point that guest parking becomes unavailable to residents.

The developer's own documents seem to reveal insufficient parking spaces would be available at 34 New Cove Road, which would lead to intolerable parking pressures elsewhere on New Cove Road.

In addition, two-way New Cove traffic—when combined with parked vehicles—causes difficulty for residents attempting to both leave and enter their driveways, and only increases the dangers listed in 3) above.

5) Developer Shenanigans

KMK Capital Inc. has apparently stated that their Developer Proposal issued on Dec. 22, 2023 did not elicit many responses. This may be due to the fact that only "immediately adjacent" homes received the Proposal, and none of them from the south side of New Cove Road, where the current street parking problems occur.

Even if KMK Capital Inc. adhered to City of St. John's requirements re. distribution of the Proposal, such distribution to a small, select group of specifically targeted households is unethical, and the City should consider this moving forward.

In addition, KMK's Traffic Impact assertion showing "that fewer vehicle trips will be generated by the proposed apartment during peak morning and afternoon hours than... the existing MAX fitness

building” is utterly ridiculous. It’s not fooling anyone in the neighborhood, nor should it fool the City of St. John’s.

6) Conclusion

For the many reasons outlined above, our household protests the applicant’s requested exemption to Section 7.1.4 and we ask the City of St. John’s to reject said exemption.

We urge that the City consider our concerns and advocate for a development that better aligns with our neighborhood’s existing structure and character.

We support growth and progress—and the need for affordable housing—but believe it must be in harmony with the community’s needs and values.

Thank you for your attention to this matter. We look forward to your support in addressing our concerns in attempting to find a more suitable approach to development on New Cove Road.

Sincerely,

A large black rectangular redaction box covering the signature area.

Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, November 12, 2024 9:06 AM
To: CityClerk
Subject: 34 New Cove Road Application

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There cannot be development of that scale in that area without an adequate traffic plan. [REDACTED]
[REDACTED]. Adding that many units to that area without a traffic plan will be insane.

Also, these units should be mixed use, as in a mix of all income levels, not just low income. I have a concern about the city getting provincial kick backs to put 10 floors of drug addicts and prostitutes [REDACTED] to avoid another "tent city". I would not welcome that and will fight it with all of my might.

Someone said it is the same developer as the Churchill Square condos. This is a positive in that there won't be ten stories of riff raff [REDACTED] but it still doesn't address the traffic issue.

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, November 12, 2024 8:38 AM
To: CityClerk
Subject: Fwd: Send to City

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To the Office of the City Clerk:

Re: 34 New Cove Road - Comments

Concern 1: Access to 34 New Cove Road via McNaughton Drive

- McNaughton Drive is a narrow road with no sidewalks.
- Road often narrows to one lane in winter with snow, requiring vehicles to wait for oncoming vehicles to exit the road completely before entering.
- Popular walking route for locals residing in Chalker Place, however, there are no sidewalks so people walk in the street.
- Developers claim that the traffic impact during and after construction will be less than when the site operated as a gym. This is difficult to believe. Where is the traffic study?
- Reconfigure entrance so people are not inclined to use far end of McNaughton Drive as an alternate entrance to apartment.

Concern 2: Applicant Request for Exemption from Section 7.1.4, Building Stepback, of the Development Regulations

The developer's concerns of losing 6 apartment due to this regulation must be weighed against the reason for the existing regulation.

The City of St. John's (CoSJ) employs land use planners to assess applications from developers and make recommendations to council. The CoSJ planners do not recommend council approval of the applicant's request. As the CoSJ's planners are educated, experienced, professionals with expertise on these concerns, I urge you follow your planners' advice and recommendations on this matter not to allow an exemption.

Theresa K. Walsh

From: Engage
Sent: Tuesday, November 12, 2024 9:17 AM
To: CityClerk
Subject: FW: 34 New Cove Rd

FYI for your feedback. Please confirm receipt.

From: Access St. John's <access@stjohns.ca>
Sent: Tuesday, November 12, 2024 9:09 AM
To: Engage <engage@stjohns.ca>
Subject: Fw: 34 New Cove Rd

Regards
Mona

Access St. John's

Web Service

Call: 311 or 709-754-2489

Fax: 709-576-7688

From: noreply@stjohns.ca <noreply@stjohns.ca> on behalf of [REDACTED]

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

[REDACTED]
<https://aka.ms/LearnAboutSenderIdentification>]

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[REDACTED] I would like to offer our comments on the proposed construction of the 10-storey apartment building at 34 New Cove Road. Although we fully support the need for good housing options in St. John's, we have a couple of concerns with this proposal and the impact of traffic, parking, and snow clearing that comes with it. To begin with, the proposal does not seem to account for enough parking spaces. The suggestion that overflow parking could go onto New Cove Rd is not practical, and is, in fact, unfair to the current residents of the street.

There are very few actual legal spots, and the ones that exist currently serve visitors, deliveries, etc to the residents. Also, New Cove is already a very busy street. The addition of so much traffic coming in and out of the parking lot will impact heavily on our ability to get in and out of our driveways. At the very least there needs to be a traffic light installed at the corner of New Cove and McNaughton Dr to manage it all. We also want to make sure that snow clearing in the parking lot [REDACTED] The density increase of 107 units is significant in this residential area. Perhaps an 8-storey option is more practical? In any case, traffic flow will be significantly increased. The statistics comparing traffic flow to the Maxx traffic situation do not seem accurate based on our lived experience here.

[REDACTED]

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 11, 2024 10:35 PM
To: CityClerk; Maggie Burton; Ken O'Brien
Cc: [REDACTED]
Subject: 34 NEW COVE ROAD: KMK PROPOSAL

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> We have reviewed documents regarding KMK's proposal to build a 10 story building on the property at 34 New Cove Road now occupied by MAX and submit the following questions and comments:

>

> 1. Two applications from KMK have been submitted to Council for consideration:

>

> (i) to have the property at 34 New Cove Road rezoned from institutional to residential Apartment 3 to permit construction of the proposed 10 story building

> (ii) to be granted an exemption from Section 7.1.4 ,Building Stepback, of Development Regulations.

>

> With respect to the rezoning application, we are fully aware of the pressing need for additional housing in the City and have no objection to having apartments built on the 34 New Cove Road site but we strongly object to the construction of a ten-story building that is totally out of scale with existing buildings.

>

> With respect to the application for exemption from the stepback requirements, we see no reason for granting this exemption. As the City itself has noted, the pupose of setback regulations is to reduce the visual scale of the building and to reduce the looming effect on adjacent properties. Not only is KMK asking to construct a building totally out of scale in the area, they are asking for an exemption from regulations put in place to mitigate the negative impact of such a huge building. KMK argues that compliance with stepback will result in loss of units. Such a loss KMK contends, will make the project financially unfeasible. Within this frequent financial feasibility complaint by developers rests a veiled threat that a project won't go ahead unless the City allows them to proceed unimpeded by existing regulations.

>

> . What does KMK mean by "financial feasibility"? Do they mean loss of profit? Does the developer's cited loss of profit outweigh the negative impact on current residents in the area resulting from the intrusion of this enormous building?

>

> .Has the City asked the developer to go back to the drawing board and come up with a proposal for apartment housing in scale with the existing neighborhood? 34 New Cove Road is a big property. Could two buildings of smaller scale comprising as many units as originally proposed address the housing needs without threatening this neighborhood?

- >
- > . Has Council considered that allowing rezoning and granting exemptions from stepback regulations in this case would set a dangerous precedent, particularly when KMK is already associated with many significant properties in the City?
- >
- > .Is the City intending to hold public hearings on the rezoning application and on the stepback exemption?



Theresa K. Walsh

From: [REDACTED]
To: CityClerk
Cc: [REDACTED]
Subject: Comments on Proposed Development - 34 New Cove Road
Attachments: Proposed Development - 34 New Cove Road.pdf

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Good Morning,

Our comments on the proposed development at 34 New Cove are attached.

[REDACTED]

In response the notice we received from the City of St. John's on the proposed development of 34 New Cove Road. A proposal submitted by KMK Capital Limited to develop a 10-story building with 107 units: 38 one bedroom units and 69 two bedroom units.

We feel this proposed development is far too big for the location/area. Our specific concerns relate to the height/size of the building, the traffic flow, the availability of parking, and the entrance in and out of the property.

[REDACTED]
[REDACTED]
[REDACTED] we would hope that the city will fully investigate how such a large development would impact this residential area and ensure any development that is approved does not adversely affect the residents currently living on New Cove Road.

Height/Size of the Development:

The building is too tall for the surrounding residential area. It will tower over the existing residences. It is incompatible with the character of our neighborhood, which consists predominantly of single-family homes and low-rise buildings. Other rental buildings in this area are not as large as the one proposed by KMK. For example, the rental property on the corner of King's Bridge/ Boulevard/Kenna's Hill is only '4' stories.

Traffic Flow:

New Cove Road from Elizabeth Avenue to King's Bridge Road currently has approximately 55 homes and a couple of small businesses (as viewed from a google map search). The developer is proposing adding over double the number of 'residences' to the street/area in the form of a 107 unit apartment building. New Cove Road is already a very highly trafficked street. It seems to be used as a connector street for people coming in from the outer ring road and getting to the downtown area as well as from residents in this part of the city finding their way to downtown or down the boulevard to meet up with White Hills Road to Stavanger Drive. Traffic is often backed up at the intersecting lights at New Cove/the Boulevard/Kings Bridge Road at peak traffic periods. This will only get worse with 107 new 'residences' added to the lower part of New Cove Road.

In their land use report, the developer did compare peak time anticipated traffic flow from the development with the Max operation. They report suggested the Max operation generated more traffic during peak times. [REDACTED] when Max and the YMCA were in business and we have not witnessed that. Max users came and went at varying times during the day. As we witnessed while [REDACTED] certain patrons came quite early morning to get their work out in prior to going to work; some patrons came during the later morning or afternoon, [REDACTED] some used the facilities after work; some used the facilities at night. The parking lot was never full to our recollection and there are only we believe 65-70 parking spots on the upper parking lot of the property (the lower section was used for hop on/hop off and other buses). I

can't see how this type of sporadic traffic flow can be compared to the potential traffic flow that would be created if 107 residents' cars were coming in and out of the property during peak 'to work' and 'from work' periods. Add to that increased traffic that would be generated with family and friends visiting the 107 residences.

Availability of Parking:

The current proposed development does not provide enough parking spaces for the number of units proposed. The developer is 6 short on the number of parking spaces for the proposed units and have only assigned 14 spaces for visitors. There is also the possibility of certain units having renters with more than one vehicle.

_____ street parking on New Cove Road is already a major issue. New Cove Road has parking on one side of the street. From the entrance to the former Max property to King's Bridge Road there are only 7 street parking spaces. There are 4 multi-unit rental properties on the lower half of New Cove Road near King's Bridge Road. At least two of these rentals have 4 apartment units. Many of the renters have cars. There is already high demand for the limited street parking spaces. Over the years we have encountered issues where there was no street parking available for visitors to our home.

New Cove Road cannot accommodate overflow parking from the development. Any proposed development should be required to provide adequate parking for residents and visitors.

The land use report states " KMK is confident that given that the site is well served by public transit and is within easy walking distance of a major supermarket, trail system, restaurants and other amenities it is not anticipated that all units will require a parking stall." The developer cannot guarantee this to be accurate. Most of the current homes owners and renters on New Cove Road have one or more vehicles despite living near public transit and other amenities.

Entrance/Exit to 34 New Cove Road:

New Cove Road is a busy street. The road curves as it approaches the entrance to the former Max property creating a blind spot. Cars travel at a high rate of speed down this road and increasing traffic in and out of this property is a concern. Increasing traffic by 100+ vehicles moving in and out of this parking lot at peak working time will potentially cause many safety issues. This should be addressed.

Summary:

We do not support the developer's request for exemptions.

We urge that the City of St. John's to consider our concerns. We feel strongly that any development should align with our neighborhood's existing structure and character and should not adversely affect current residents.

Comment on the Developer's Consultation

In developing the land use report, the developer said they contacted the residents who properties bordered their development. [REDACTED]

[REDACTED] We were not contacted and, from our understanding, most of our neighbors were also not contacted. Surely a development of this size and with the potential impacts in terms of traffic, etc. would warrant that all residents living in this general area be consulted versus just the few that physically border the developer's property. The developer said in the land use report that they "received several inquiries in response to their notice. Two written submissions...and one requesting additional information about the project, and one which indicated concerns about the development from residents of McNaughton Drive." I suspect they would have receive many more comments/concerns had they contacted more residents [REDACTED] We certainly would have responded at that stage had we been approached.

[REDACTED]

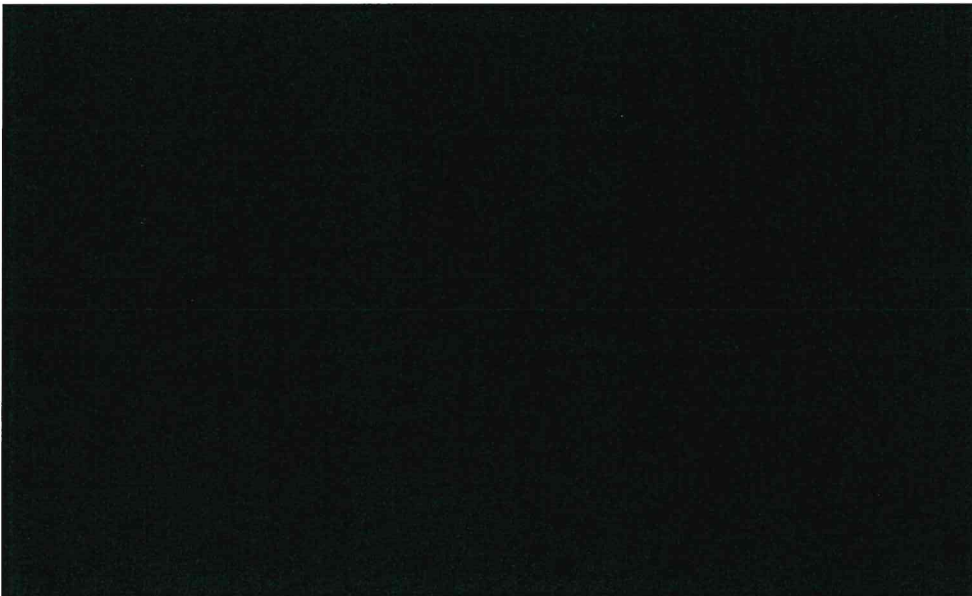
From: [REDACTED]
To: [CityClerk](#)
Subject: Application – 34 New Cove Road
Date: Monday, November 4, 2024 10:49:48 AM
Attachments: [image001.png](#)
[image002.png](#)

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Application – 34 New Cove Road

This is a great idea. I'm fully in support of more dense housing like this being built, especially in the downtown core. Being so near downtown, and immediately adjacent to a grocery store, and two core bus routes makes this particular proposal/location especially fitting for the city's housing needs. The more people who can live in the heart of the city and access the things they need within a short walk, the better off we all are.



From: [REDACTED]
To: [CityClerk](#)
Subject: Comments - 34 New Cove Road Proposed Zoning Change and Development
Date: Saturday, November 2, 2024 1:27:42 PM

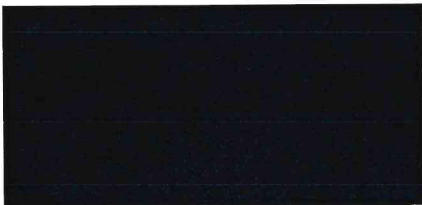
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Dear City Clerk

The following brief comments are offered in response to this proposal:

1. I support the rezoning from INST to A3. Higher density housing is a principle the city should employ AS A GENERAL RULE, with exceptions associated with the continuity of particular neighborhoods that express clear, majority objection to same.
2. The height of the proposed apartment block is quite excessive and ought to be halved. A ten story building on that site (particularly with an exemption from Section 7.1.4, an exemption that absolutely should not be granted) would cause significant harm to residents of the southeast side of the Chalker Place neighborhood. They will be entirely shaded from sunlight for half the year, and would feel under seige from this massive apartment block.
3. One hundred and seven residential units on this site is far too many. There may well be adequate land for parking, though it will be very tight. Of greater concern will be traffic access and egress on New Cove. A second access/egress point on Kenna's Hill would be a significant safety hazard, for reasons apparent to anyone who drives on Kenna's Hill regularly.
4. I wonder if water and sewer infrastructure can handle delivery of services to seceral dozen bew housing units.
4. The applicant ought to be ordered to resubmit an application for (approximately) a maximum 5 story block, with a maximum 50 units. This is assuming munifical infrastructure may handle the increased load.



Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 11, 2024 1:47 PM
To: CityClerk
Subject: 34 New Cove Road.

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As a long-term resident of east end St. John's, I wish to register my strong opposition to the proposed building at 34 New Cove Road.

I am opposed for several reasons: the proposed building is completely disproportionate to the size and scale of all neighbouring buildings; it will overshadow a significant number of residences — to their detriment; it will be a visual blot on an otherwise pleasant urban landscape, and it will exacerbate the traffic problem on New Cove Road, which is already too narrow for the artery it has become.

Thank you,

[REDACTED]

Sent from my iPhone

Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 11, 2024 7:33 PM
To: CityClerk
Subject: Proposed Development 34 New Cove Road St. John's
Importance: High

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[REDACTED]

In response to the development proposal for 34 New cove Road on the former Max Athletics site by KMK Capital Inc.

Although we are pro development and housing is a current hot topic we do have concerns for the proposed development for this site.

Building Height/population density: We feel that overall the proposed 107 apartment complex is too much for this site and this area. 10 storeys is too tall and too imposing for the current streetscape of the area. In the area Rutledge Manor is 4 storeys, and further down the Boulevard Regency Tower is 7 storeys, same side of the street ie north and on a higher elevation than the surrounding dwelling units. This proposal would be much more imposing.

Traffic: The traffic from this development will create havoc on New Cove Road which is already a busy street, which intersects with two other busy streets, Elizabeth and Kings Bridge Road. The proposed location of the access to this development is in a precarious location. There is limited visibility for a left turn. Especially challenging with drivers that speed.

McNaughton Drive will be inundated with apartment residents wishing to skip the line up at high traffic times. Partial access from Kenna's hill would help alleviate this with access on and off the site from north to south traffic. However Kenna's hill is already a busy street.

Parking: The proposal does not provide enough parking for this development. The suggestion that the balance of the parking could be made up by street parking on New Cove is unacceptable. There is only street parking allowed on the south side of New Cove Road. From Bristol Street to Kings Bridge Road there are approximately 18 parking spaces and 2 bus stops. This street parking serves 38+ Dwelling units (apartments no included) on New Cove either as visitor or service vehicle parking. And from experience when there is a lot of street parked cars traffic is affected because the street is not really wide enough.

This is of course in the ideal months and not during the snow months. During those months everything is worse. Street parking is less during the day and no overnight parking due to the winter parking ban. There also doesn't appear to have any area allocated for snow storage on the site, even with a management plan to remove snow from the site (creating extra traffic for NCR), there will be times when present proposed parking on the site will be insufficient.

Current property fencing borders a lot of the parking areas could be impacted by snow clearing, also the hill facing NCR could be impacted with falling snow from the parking lot above during and after clearing. The City plows the north sidewalk, it is a designated route for the CNIB (located further down The Boulevard), the closest fire hydrant is located just below the hill, and also a bus stop.

We do not support this proposal!



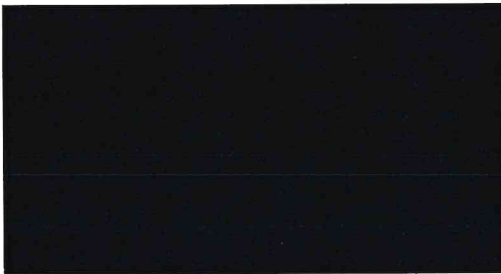
From: [REDACTED]
To: [CityClerk](#)
Subject: Ref; Proposed 10 story apt. bldg at 34 New Cove Rd.
Date: Friday, October 25, 2024 1:28:49 PM

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To Whom it may concern;

We, as registered voters of St. John's, are concerned regarding this proposal. Not enough information is given, especially as to access. Currently, all traffic must enter or leave this address via McNaughton Dr or Chalker Pl and neither of these intersections is suitable to take another hundred or so vehicles on a regular basis. Unless direct egress to Kenna's hill is provided, as was the case in the 1940's, 50's and 60's, then we will remain firmly opposed to this project.



Theresa K. Walsh

From: [REDACTED]
Sent: Sunday, November 10, 2024 7:18 PM
To: [REDACTED]
Subject: 34 New Cove Comments 10 story building Rezone

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Hi;

[REDACTED]

[REDACTED]

I understand there is a rezone request for 34 New Cove Road.

This area is a very residential background. [REDACTED] and the change over to the current YMCA (2-3 Stories) was a bit of a shock, but something that we felt still fit in with the nature of the area. Traffic changed but was still acceptable.

Having a new 10 story building put in its place would seem to be a very significant change to the environmental nature and the traffic flow. Our enjoyment of the area will be seriously impacted. I could see an increase to perhaps 5-6 stories might be acceptable but higher than that is very troublesome. Traffic, police support, buses, fire support would be quite pressed to properly deal with a 10 story building.

[REDACTED] our enjoyment of the area will be drastically reduced. If you were to consider this anyway, please consider as well that the entrance and exit only be via Kenna's hill, not New Cove Road, so as to control traffic in the New Cove area.

[REDACTED]

From: [REDACTED]
To: [CityClerk](#)
Subject: Application - 34 New Cove Road
Date: Friday, October 25, 2024 7:18:04 AM

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Hi there,

I want to support the application for the 10 story apartment building proposal at 34 New Cove Road. This is a step in the right direction for much needed housing in the city assuming these apartments won't be incredibly expensive like the ones they built in Churchill Square. However, I do think that having surface parking which takes up the majority of this plot of land especially in this area is a big mistake. Building garage/underground parking could enable another building or two to be built on this site creating even more density and housing which is sorely needed here. Not to mention in our climate covered parking is a fantastic amenity on rainy days and in the winter. For this reason, I hesitate to support this project. Should the developer decide to construct garage/underground parking and free up more space on the lot for another building or two then I'll fully support this development. Thank you.

Theresa K. Walsh

From: [REDACTED]
Sent: Wednesday, January 15, 2025 11:01 AM
To: CityClerk
Subject: 34 New Cove Road Public Hearing
Attachments: RE: 34 New Cove Road

Follow Up Flag: Follow up
Flag Status: Completed

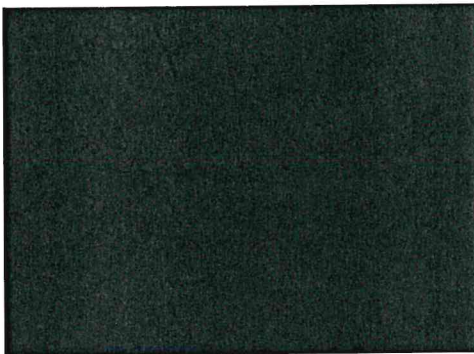
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Hello:

Please register this email as my objection to the proposed development at 34 New Cove Road. I have already sent a written submission expressing my objections as per the attached message.

Rgds,



Theresa K. Walsh

From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, November 12, 2024 4:31 PM
To: [REDACTED]
Cc: Andrea Roberts; Ann-Marie Cashin; Faith Ford; Jason Sinyard; Ken O'Brien; Lindsay Church; Lindsay Lyghtle Brushett; Planning; Tracy-Lynn Goosney
Subject: RE: 34 New Cove Road

Good afternoon,

Thank you for your feedback. Via this email, I am forwarding it to the Planning and Development team for their input and review.

Please be advised, all submissions sent to the Office of the City Clerk will be redacted of private contact information prior to being placed on the Council agenda. For more information on the application, please visit [our Engage page!](#)

Thank you kindly,
Theresa

Theresa Walsh
City Clerk, Office of the City Clerk
Tel. (709) 576-8619 | twalsh@stjohns.ca
www.stjohns.ca

ST. JOHN'S
NEWFOUNDLAND AND LABRADOR

From: [REDACTED]
Sent: Saturday, November 9, 2024 10:20 AM
To: CityClerk <cityclerk@stjohns.ca>
Cc: Lindsay Church <lchurch@stjohns.ca>
Subject: 34 New Cove Road

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Hello,

Please find attached my comments further to your invitation for comments on this development.

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 7, 2025 8:41 AM
To: CityClerk
Cc: [REDACTED]
Subject: 34 New Cove Road

Follow Up Flag: Follow up
Flag Status: Completed

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I wish to comment on the proposed 10-storey apartment on New Cove Road.

First, I would like to inform you that despite the letter I received in the mail stating that comments would be accepted until "9:30 am Monday, February 10, 2025," your website states that "The period for public feedback has closed" – and thus not possible comment there. This should be resolved ASAP.

I encourage the city to create new housing in the city core (i.e. increasing density), however, this needs to be done in a reasonable and respectful way regarding the urban landscape. A 10-storey building is completely out of character for the area. It would stick out like a sore thumb (much like the Miller Centre), cast a large shadow on the surrounding area, block neighbouring views and destroy the "city scape." The apartment building should be limited to 5-storeys (preferably 4), and the footprint could be increased to include two such apartment complexes, thus the number of units could remain close to the same without destroying the "city scape."

I urge the city to take a responsible approach to how it develops its core areas (only look at the way European cities have effectively done this).



Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 7, 2025 10:23 AM
To: CityClerk
Subject: 34 New Cove Road

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Hi,

I'd rather if my comments weren't posted on the webpage, but I support the development and look forward to seeing this move forward.

We need to increase density and this is an excellent use of this property near parks and amenities. To build an active community we need to build walkable neighbourhoods.

I believe the community of Chalker Place will be supported with a new retaining wall.

When you consider apartment buildings on the Boulevard and South Cott Hall, this is actually quite fitting on a hillside.

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 7, 2025 10:48 AM
To: CityClerk
Subject: Comment on new housing proposals new Cove Road for example

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i would hope that in this day and age all new apartments or condos should have adequate accessibility required, as so many people moving into units out of their homes Etc use canes walkers wheelchairs whatever. I would also hope that there is a requirement that a significant percentage of new housing built would be affordable. Accessibility and affordability are critical but mostly completely ignored. It is long past time that when approving projects these requirements be built in to the approval.
Thank you

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 7, 2025 12:09 PM
To: CityClerk
Subject: 34 New Cove Road

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Hi,

I would like to share my support for this project. [REDACTED] I think we desperately need more housing and I think densification is key for that. I am feeling frustrated by the parking minimum requirements. I think it's a fairly walkable neighbourhood and public transit is available.



Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 7, 2025 1:17 PM
To: CityClerk
Subject: Comments in Support: 34 New Cove Rd

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Hi All;

I'm writing to express support for the rezoning of 34 New Cove Rd, for the purposes of adding an apartment building. [REDACTED]. This seems to me to be an appropriate shift, and one broadly in keeping with the character of the overall area (e.g. residential area, with nearby apartments off Quidi Vidi), that would require only minimal changes to the existing building/parking lot footprint. The area also feels well-positioned for densification, as it is located on transit lines and within walking distance to groceries and other amenities -including greenspace, walking trails, and commonly used lower-traffic cycling routes.

Best wishes;

[REDACTED]

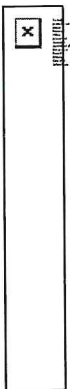
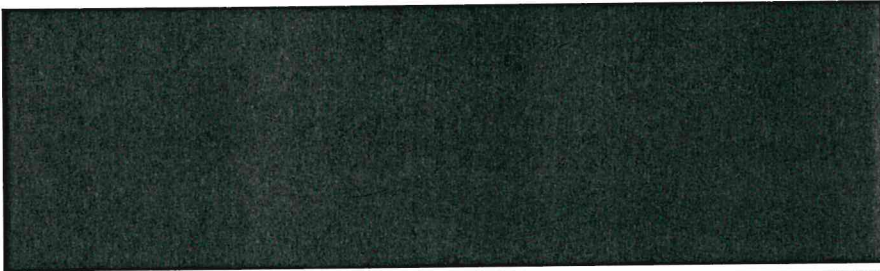
Theresa K. Walsh

From: [REDACTED]
Sent: Friday, January 24, 2025 4:08 PM
To: CityClerk
Subject: Re: City of St Johns News - Public Hearing - 34 New Cove Road

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Hello,

I wanted to write in support of the application to rezone land at 34 New Cove Road to allow an Apartment Building. I think that the addition of 100+ new apartments to the rental supply is much needed. I also think that this location is excellent for this purpose given all of the nearby amenities, including supermarkets and bus stops, and its proximity to downtown.



City of St Johns News

1/24/2025 1:20:08 PM

Theresa K. Walsh

From: [REDACTED]
Sent: Sunday, February 9, 2025 9:25 PM
To: CityClerk
Subject: 34 New Cove Road: Written Objection

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Hello Office of the City Clerk,

Please see below a written objection for the development of a new 10-storey Rental Apartment Building @ 34 New Cove Road (with a brief summary of the request and rationale for the objection.)

The Applicant's Request:

"The applicant has asked Council to amend the Development Regulations so that the proposed development can proceed without a building setback. The applicant's rationale is based on what they believe to be a negligible impact on neighbouring properties as well as building economics in that construction costs increase with a setback and the building will lose between 12-16 units."

--

Section 7.1.4 Building Setback of the Development Regulations requires the higher storeys of a Building, when located next to a Residential Zone, be stepped back so that the Building Height does not project above 45 degrees measured from the Rear and/or Side Lot Lines. KMK Capital Inc. has requested an exemption from Section 7.1.4 of the Development Regulations to allow the proposed Apartment Building without a Building Setback. To enable an exemption, a text amendment to Section 7.1.4 Building Setback of the Development Regulations is required. A text amendment to Section 4.9 Land Use Report is also required.

--

DECISION/DIRECTION NOTE - October 1, 2024

9. Engagement and Communications Considerations: Public consultation is required if Council wishes to make changes to section 7.1.4 "Building Setback". The changes would be prompted by 34 New Cove Road but would apply city-wide.

Staff Recommendation:

That Council uphold the Envision St. John's Development Regulations and require the applicant for 34 New Cove Road to comply with section 7.1.4 "Building Setback".

--

Written Objection Rationale:

: The approval of the request for an exemption from Section 7.1.4 of the Development Regulations to allow the proposed Apartment Building without a Building Setback prompted by 34 New Cove Road would apply city-wide.

: Staff Recommendation is that Council uphold the Envision St. John's Development Regulations and require the applicant for 34 New Cove Road to comply with section 7.1.4 "Building Stepback".

Theresa K. Walsh

From: Engage
Sent: Monday, January 27, 2025 4:07 PM
To: CityClerk
Subject: FW: Public Hearing for 34 New Cove Road

Hi,

Please see the email below related to 34 New Cove Road application. Sending so you have a copy for your files, if needed.

Thanks,
Angela

From: [REDACTED]
Sent: Monday, January 27, 2025 3:33 PM
To: Engage <engage@stjohns.ca>
Subject: Re: Public Hearing for 34 New Cove Road

You don't often get email from [REDACTED]

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Am for it, but not at that height. It must conform with the current planning (planned or infill) of that area.

[REDACTED]

From: Engage St John's <notifications@engagementhq.com>
Sent: 27 January 2025 15:21
To: [REDACTED]
Subject: Public Hearing for 34 New Cove Road



ENVISION ST. JOHN'S

[REDACTED]

Planning Application - Public Hearing

Theresa K. Walsh

From: [REDACTED]
Sent: Monday, January 27, 2025 5:34 PM
To: CityClerk
Subject: 34 new cove road

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

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Yes to apartment buildings! Yes to denser housing! Please make it affordable and accessible.

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, January 28, 2025 12:26 PM
To: CityClerk
Subject: Planning Application - 34 New Cove Road

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

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Dear Sir/Madam,

Re: Planning Application for 34 New Cove Road

It is my considered opinion that the rezoning of 34 New Cove Road to enable the development of a new 10-storey Apartment Building is totally out of keeping with the surrounding area and the application should be rejected by the Office of the City Clerk. There is a 4-storey apartment building, located a short distance from 34 New Cove Road at the junction of New Cove Road and Kings Bridge Road, that represents the type of apartment building that would be more suited for the site at 34 New Cove Road. You can take from this that I do not object to the rezoning of the location for an apartment building, but I take exception to the construction of a 10-storey building and would find a 4-storey building a lot more acceptable .

Theresa K. Walsh

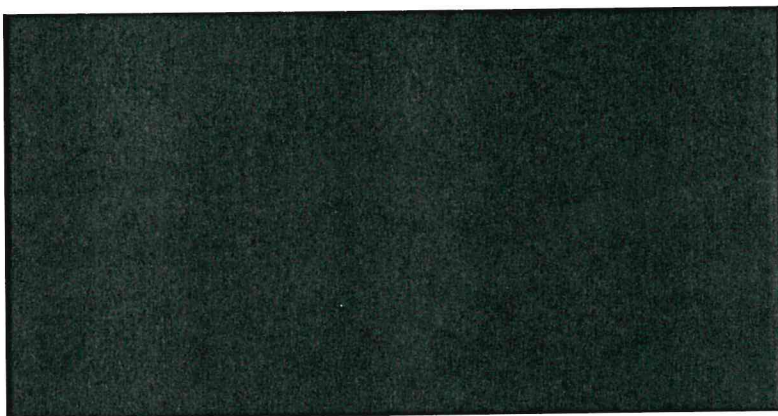
From: [REDACTED]
Sent: Tuesday, February 4, 2025 11:03 AM
To: CityClerk
Subject: Re: 34 New Cove Road- Public Hearing

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

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i will be attending as I want to see a concise plan as to how they are proposing to deal with the increased traffic in that area. I can barely back into my driveway [REDACTED]. Putting that many units in that area without having a traffic plan is a recipe for disaster.

Regards,



Theresa K. Walsh

From: [REDACTED]
Sent: Tuesday, February 4, 2025 8:12 AM
To: CityClerk
Subject: Fw: Comments on Proposed Development - 34 New Cove Road
Attachments: Proposed Development - 34 New Cove Road.pdf

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

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Comments on the proposed development at 34 New Cove Road. We submitted these previously. Assuming the concerns will be addressed at the public meeting.

Please confirm receipt.

[REDACTED]

From: [REDACTED]
Sent: November 11, 2024 10:03 PM
To: cityclerk@stjohns.ca <cityclerk@stjohns.ca>
Cc: [REDACTED]
Subject: Comments on Proposed Development - 34 New Cove Road

Good Morning,

Our comments on the proposed development at 34 New Cove are attached.

[REDACTED]

In response the notice we received from the City of St. John's on the proposed development of 34 New Cove Road. A proposal submitted by KMK Capital Limited to develop a 10-story building with 107 units: 38 one bedroom units and 69 two bedroom units.

We feel this proposed development is far too big for the location/area. Our specific concerns relate to the height/size of the building, the traffic flow, the availability of parking, and the entrance in and out of the property.

[REDACTED]
[REDACTED]
[REDACTED] we would hope that the city will fully investigate how such a large development would impact this residential area and ensure any development that is approved does not adversely affect the residents currently living on New Cove Road.

Height/Size of the Development:

The building is too tall for the surrounding residential area. It will tower over the existing residences. It is incompatible with the character of our neighborhood, which consists predominantly of single-family homes and low-rise buildings. Other rental buildings in this area are not as large as the one proposed by KMK. For example, the rental property on the corner of King's Bridge/ Boulevard/Kenna's Hill is only '4' stories.

Traffic Flow:

New Cove Road from Elizabeth Avenue to King's Bridge Road currently has approximately 55 homes and a couple of small businesses (as viewed from a google map search). The developer is proposing adding over double the number of 'residences' to the street/area in the form of a 107 unit apartment building. New Cove Road is already a very highly trafficked street. It seems to be used as a connector street for people coming in from the outer ring road and getting to the downtown area as well as from residents in this part of the city finding their way to downtown or down the boulevard to meet up with White Hills Road to Stavanger Drive. Traffic is often backed up at the intersecting lights at New Cove/the Boulevard/Kings Bridge Road at peak traffic periods. This will only get worse with 107 new 'residences' added to the lower part of New Cove Road.

In their land use report, the developer did compare peak time anticipated traffic flow from the development with the Max operation. They report suggested the Max operation generated more traffic during peak times. [REDACTED] when Max and the YMCA were in business and we have not witnessed that. Max users came and went at varying times during the day. As we witnessed [REDACTED], certain patrons came quite early morning to get their work out in prior to going to work; some patrons came during the later morning or afternoon, which we witnessed after retirement and was home more often during the day; some used the facilities after work; some used the facilities at night. The parking lot was never full to our recollection and there are only we believe 65-70 parking spots on the upper parking lot of the property (the lower section was used for hop on/hop off and other buses). I

can't see how this type of sporadic traffic flow can be compared to the potential traffic flow that would be created if 107 residents' cars were coming in and out of the property during peak 'to work' and 'from work' periods. Add to that increased traffic that would be generated with family and friends visiting the 107 residences.

Availability of Parking:

The current proposed development does not provide enough parking spaces for the number of units proposed. The developer is 6 short on the number of parking spaces for the proposed units and have only assigned 14 spaces for visitors. There is also the possibility of certain units having renters with more than one vehicle.

Parking is a big concern for us as street parking on New Cove Road is already a major issue. New Cove Road has parking on one side of the street. From the entrance to the former Max property to King's Bridge Road there are only 7 street parking spaces. There are 4 multi-unit rental properties on the lower half of New Cove Road near King's Bridge Road. At least two of these rentals have 4 apartment units. Many of the renters have cars. There is already high demand for the limited street parking spaces. Over the years we have encountered issues where there was no street parking available for visitors to our home.

New Cove Road cannot accommodate overflow parking from the development. Any proposed development should be required to provide adequate parking for residents and visitors.

The land use report states "KMK is confident that given that the site is well served by public transit and is within easy walking distance of a major supermarket, trail system, restaurants and other amenities it is not anticipated that all units will require a parking stall." The developer cannot guarantee this to be accurate. Most of the current homes owners and renters on New Cove Road have one or more vehicles despite living near public transit and other amenities.

Entrance/Exit to 34 New Cove Road:

New Cove Road is a busy street. The road curves as it approaches the entrance to the former Max property creating a blind spot. Cars travel at a high rate of speed down this road and increasing traffic in and out of this property is a concern. Increasing traffic by 100+ vehicles moving in and out of this parking lot at peak working time will potentially cause many safety issues. This should be addressed.

Summary:

We do not support the developer's request for exemptions.

We urge that the City of St. John's to consider our concerns. We feel strongly that any development should align with our neighborhood's existing structure and character and should not adversely affect current residents.

Comment on the Developer's Consultation

In developing the land use report, the developer said they contacted the residents who properties bordered their development. [REDACTED]

[REDACTED] We were not contacted and, from our understanding, most of our neighbors were also not contacted. Surely a development of this size and with the potential impacts in terms of traffic, etc. would warrant that all residents living in this general area be consulted versus just the few that physically border the developer's property. The developer said in the land use report that they "received several inquiries in response to their notice. Two written submissions...and one requesting additional information about the project, and one which indicated concerns about the development from residents of McNaughton Drive." I suspect they would have receive many more comments/concerns had they contacted more residents living on New Cove Road. We certainly would have responded at that stage had we been approached.

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, February 6, 2025 10:52 AM
To: CityClerk
Subject: 34 New Cove Road Development Objection
Attachments: 34 New Cove Road Development Comments.pdf


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Hello,

As this development has continued to public hearing, please again find attached my written objection to this project as proposed. As residents [REDACTED] we and the rest of the neighbourhood around this project will be negatively affected by the scale of this proposal.


Thank you,



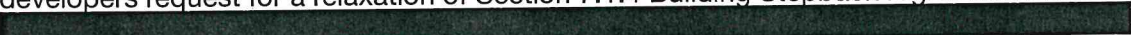


Office of the City Clerk
P.O. Box 908
St. John's, NL
A1C 5M2

Re: 34 New Cove Road Development



I am compelled to speak out against the scale of the proposal and the developers request for a relaxation of Section 7.1.4 Building Stepback regulation. As a



I am uniquely positioned to offer critique on this proposal.

Building Mass & Stepback Relaxation

It is in my experience that when a relaxation in guidelines is requested, it is because of some constraint or issue with the building site that would otherwise make the project unfeasible. However in this case, the developers bid for relaxation is for the sole purpose of including additional rental units to improve their own profit margin at the expense of the neighbourhood in which they are inserting themselves. It would also be typical for a developer to offer, or the authority having jurisdiction to require, something in exchange for the granting of a guideline relaxation in the form of a community amenity, public green space, or a guarantee that a certain number of the rental units will be provided at below market rate. The developer in this case has offered nothing in return for their request to a relaxation of the building stepback and claims that the relaxation should be granted since the effect on neighbouring properties would be negligible. However the stepback guidelines are in place for this exact scenario, with a large scale building abutting directly onto residential properties. Its purpose is to reduce the scale and looming effect a tall building can have on the neighbouring properties and ensure a suitable transition in intensity, use and form.

Stepback guidelines are not enforced solely to mitigate the shadows cast by a building, but the visual mass of the building itself when taken in context with its surroundings. A building of this size would dominate the area and have considerable negative impacts on the value and character of the neighbourhood. At 10 storeys this development would be on par with some of the tallest buildings in the province, and is simply not to scale with a residential neighbourhood of 2 and 3 storey homes in such close proximity.

An earlier application for this proposal had also included a parking structure on site, which is no longer present in the current rendition. If the site is larger enough for a second structure, has the developer explored the possibility of two smaller 6 storey buildings to distribute the building mass over a larger area of the site? If one level of parking and 5-storeys of residential suites was included, it would be possible to achieve the same number of rental units and parking spaces, while avoiding the stepback issue altogether. It could be argued that two smaller buildings would fit the neighbouring area better than the 10-storey single building currently being put forward.

The developer has claimed that if the stepback guidelines were to be enforced that the project would not be financially viable, tying the relaxation of the guideline to the project moving forward. In using the housing crisis, the developer is attempting to apply political pressure on council to achieve its own goal of maximized profit.

Affordability

The developer notes the housing crisis and need for purpose built apartment buildings throughout their application as the justification for additional building height and relaxation to stepback guidelines. However as noted in the media and their most recent development at One Churchill Park, these rental units will not meet the most basic need of the housing crisis which is affordability. The developer has not committed to capping rents at market rate and given the precedent set by One Churchill Park, the rental units in this new development will not be attainable by the majority of renters in the city, regardless of relaxation of the stepback guideline.

Community Loss

Although I am not opposed to an apartment building of an appropriate size on this site, it should be noted that this development would in fact be a net loss to the community; in the purchase and demolition of the Max Fitness facility, the neighbourhood and community at large are losing a valuable recreation and multipurpose space as well as much needed and well attended after-school and childcare programming. The development does include a fitness facility within the building, however it is solely for the use of the building occupants. No community amenities are being provided by the proposed development to alleviate the loss of the existing facility.

Public Consultation

There has also been a lack of public consultation in regards to this development application. In distributing their initial notice on December 22nd, 2023 with a deadline for comments on January 8th, 2024, many residents of the effected community would have missed their opportunity to express their concerns over the busy holiday season. The distribution was also limited and did not reach all effected parties, [REDACTED] did not receive a notice. Given the implications of the rezoning and the scale of the proposed development, an open public consultation should take place so that the effected residents can voice their concerns directly to the developer and city staff.

Parking & Traffic

The developer has noted in their application that they cannot achieve the minimum required parking spaces for the number of rental units they are proposing. Their justification in that many residents may not own a vehicle given the close proximity to public transit and walking trails is ill-informed and not based on the realities of renters whom they will be marketing the project, given the expected above-market rental rates.

Given more than half of the rental units are two-bedroom suites, it is more likely that many units will have more than one vehicle per household, resulting in significantly higher parking requirements than proposed and shifting the burden of overflow parking on all the neighbouring streets, which are already at their maximum capacity for parking. Parking on McNaughton Drive is not possible given it's own constraints, New Cove Road is limited given parking is prohibited on the North side of the road and Metrobus stops and existing resident

parking on the South, and parking on Kenna's Hill is not possible. The expectations of the developer that parking will not be an issue for the building occupants and the existing neighbouring residents is wholly unrealistic and should be of immediate concern to city staff when reviewing this application.

Were the stepback guidelines to be enforced and the number of rental units reduced, the proposal could in fact meet the minimum required parking on its own site; alleviating at least some concern of nearby residents.

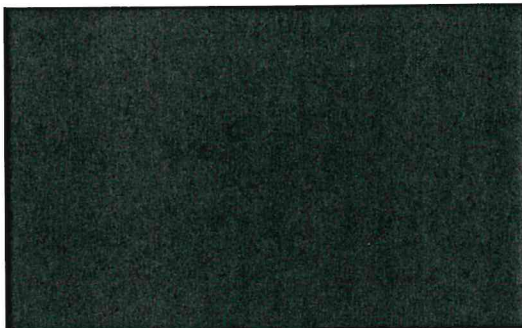
Beyond parking, increased vehicle traffic caused by the proposed development will have significant negative impact on the existing residents of McNaughton Drive and New Cove Road. With the sole entrance to the new development off of McNaughton Drive, which is narrower than a typical residential street and does not have sidewalks, it is impossible to imagine a steady flow of traffic would be possible to the development site. If to address the concerns on McNaughton access is limited and all vehicle traffic is directed south on New Cove Road, a significant bottleneck will occur given the limited visibility on the blind curve and Metrobus stop immediately adjacent to the vehicle entrance. It also impossible to imagine the intersection at New Cove Road, Kenna's Hill, The Boulevard, and King's Bridge, can handle the increased traffic at peak hours that this development would cause.

The LUA report indicates that the proposed development will somehow reduce traffic in comparison to the existing Max Fitness facility, however those numbers seem unrealistic and detached from the realities of this specific site and circumstance.

Conclusion

The need for purpose built apartment buildings to help alleviate the housing crisis is clear, however there are several significant issues with this proposed development that council and city staff need to consider when reviewing this application. Increased density is required in the city, however it must be done in a respectful manner to the existing neighbourhood in which these projects are proposed. This project in its current form would have detrimental impacts on the neighbouring properties and as such should not be approved as submitted.

I would implore council to heed the advice of city staff, stand by the well researched and considered guidelines that are in place to protect residential properties from new large scale developments, and not set the precedent of allowing a developer to set their own rules, by rejecting this proposal and denying a relaxation of Section 7.1.4.



Theresa K. Walsh

From: [REDACTED]
Sent: Monday, February 10, 2025 6:34 PM
To: CityClerk
Subject: 34 New Cove Road

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Hello,

I am writing to express my concerns at the development of a 10 story apartment building at 34 New Cove Road. [REDACTED]

With current planned development, I would object to this being built. 10 stories is significantly higher than anything else in this area. It does not fit well with the surrounding properties - something in the range of 5-6 stories would be more appropriate. I would also be skeptical that you could provide parking for 107 units in such a small parking area (comparable to the development size).

I would also be concerned about an increase in traffic in the intersections surrounding Kings Bridge as a result of the development. This is already an incredibly dangerous area to cross on foot, and turning at the stop sign at the bottom of Winter Avenue is often difficult due to traffic.

Sincerely

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent:
To: CityClerk
Subject: Follow up comments on proposed development at 34 New Cove Road
Attachments: Follow up comments related to the proposed development at 34 New Cove Road.pdf

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Please see attached follow up comments re: the proposed developments at 34 New Cove. The commissioner said we could pass along additional comments by noon today.

Please confirm receipt.

[REDACTED]

Follow up comments related to the proposed development at 34 New Cove Road.

We have already submitted a statement detailing our concerns with the proposed development at 34 New Cove Road.

It is obvious based on responses from the city and the developer at the meeting that a sufficient review of the effect on traffic flow and parking has not been adequately considered.

We the residents live in the area and deal with the traffic/parking on a daily basis. New Cove Road is a 'busy, busy' street. Adding 107 new residences in the area, with the prospect of 107 new cars moving in and out of the area during peak 'to' and 'from' work periods will make this already very busy street worse. As we said in our previous submissions, there are currently approximately 66 homes and a couple of small businesses on New Cove Road from Elizabeth Avenue to King's Bridge Road. The developer is proposing adding over double that number to the lower part of the road.

As noted in our previous submission.

- We already see backup of cars at the light's intersection of New Cove Road/King's Bridge Road/Boulevard during peak driving periods. With the new 'red' stop light at the cross walk near Memorial Market on King's Bridge Road this has gotten even worse. It is hard to get out of our driveway some mornings due to the backup in the traffic at the lights. This will only get worse if there are 107 new residences added to this section of New Cove Road.
- The developer said they did compare peak time anticipated traffic flow from the development with operations of similar facilities like the Max. I find this comparison hard to understand. Max facility parking lot was never full. People came to use the facility at different times of the day – some in the early, some during the mid-morning, some during lunch period, some late afternoon, some in the evening.

The developer cannot guarantee that residences in the proposed building will not all be working individuals or individuals who will be leaving the building during peak traffic time.

- The road curves as it approaches the entrance to the former Max property creating a blind spot. Cars travel at a high rate of speed down this road and increasing traffic in and out of this property is a concern. Increasing traffic by 100+ vehicles moving in and out of this parking lot at peak working time will potentially cause many safety issues. We do not feel this has been addressed sufficiently by the city planners.
- As stated in our previous submission, parking is a big concern for us as street parking on New Cove Road is already a major issue. New Cove Road has parking on one side of the

street. From the entrance to the former Max property to King's Bridge Road there are only 7 street parking spaces. There are 4 multi-unit rental properties on the lower half of New Cove Road near King's Bridge Road. At least two of these rentals have 4 apartment units. Many of the renters have cars. There is already high demand for the limited street parking spaces. Over the years we have encountered issues where there was no street parking available for visitors to our home. We even contacted the city about this in the past.

The developer seemed confident that there wouldn't be an issue with parking. However, they cannot guarantee that. There is a potential for at least 107 vehicles – one for every apartment. And, also, the possibility for more if there are people sharing apartments. Where will these people park.

New Cove Road cannot accommodate overflow parking from the development. Any proposed development should be required to provide adequate parking for residents and visitors.

- The proposed development is too big for this small residential area. A smaller development would be much more appropriate.

We urge that the City of St. John's to consider our concerns. We feel strongly that any development should align with our neighborhood's existing structure and character and should not adversely affect current residents.



Theresa K. Walsh

From: [REDACTED]
Sent:
To: CityClerk
Subject: 34 New Cove Road

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Hello City Clerk,

As follow up to the Public Hearing held on Wednesday, February 12, 2025, I would like to submit additional comments to be included in the Commissioner's Report for Council's consideration.

A fundamental principle and essence of Architecture is *Beauty, Proportion & Harmony*. What became apparent in the Public Hearing is that the proposed building development at 34 New Cove Road of 10 stories/107 units will be monolithic, creating disproportion & dissonance for the surrounding landscape & neighbourhood. The people living in this neighbourhood voiced their opinion on this specific development; to amend the Development Regulations & approve the Developer's request to proceed without building step-backs affects future developments for the entire City of St. John's. Without buildings that provide beauty, proportion & harmony, a city simply is not liveable nor is it sustainable.

Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, February 13, 2025 12:08 PM
To: CityClerk
Subject: Written input to the Public Hearing Commissioner for the Development Application for 34 New Cove Road

Follow Up Flag: Follow up
Flag Status: Flagged

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Attention: Cliff Johnston, Commissioner

Thank you for conducting a professional and courteous the Public Hearing last night.

This email is to register my objection to rezoning 34 New Cove Road to A3. A3 zoning allows construction of buildings to a maximum height of 54 meters. While the proposed 10 storey building is lower, its height and shape is completely out of context with the surrounding neighbour and environs in that section of the City resulting in many undesirable impacts noted in the meeting last night. In my opinion, the most appropriate residential zoning for this property would be A1 thereby allowing development of the property with minimized impact. Additionally, allowing such small isolated A3 zones will result in haphazard development of St. John's with undesirable impacts.

Also, please note my objection to the modification of Section 7.1.4 of the Development Regulations to allow the granting of setback exemptions. Setback is intended to reduce the impact of tall new buildings on adjacent residential neighbourhoods. For 34 New Cove Road, the only justification presented for an exemption is that setback reduces the number of apartments which can be built. In my opinion, this is not a valid reason as to why the neighbourhood should suffer increased impact from the granting of a setback exemption.

Finally, I believe the City should not exempt the development from the required parking spaces. The developer's reason, that not all the apartments will need parking, is purely supposition. Granting this request allows the developer to construct more apartments resulting in larger building contributing to the issues outlined above and in last night's meeting.

Respectfully

[REDACTED]

Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, February 13, 2025 3:09 PM
To: Theresa K. Walsh
Cc: [REDACTED]
Subject: Rezoning 34 New Cove Rd.

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Dear Ms. Walsh,

I am writing to the City of St. John's to follow up on the public meeting last night to discuss the proposed building of a ten-story apartment complex at 34 New Cove Rd by KNK Capital. Although I am in favour of a housing development in that current location, I object to the proposed development as I strongly believe that a 10-story building is inappropriate for our community for a number of reasons.

Firstly, this development would set a precedent for our neighbourhood and others like ours to build more of these tall buildings in residential areas that are known for their small single and double-story homes. Currently, in St. John's, there are limited numbers of buildings over six stories tall, so I'm surprised that you are prepared to consider changing the zoning for a building as tall as this in our neighbourhood.

Additionally, the increased traffic resulting from a large development would exacerbate existing traffic issues in our neighbourhood. New Cove Road already has limited parking available to residents. Currently, parking is only permitted on one side of the street, so when families visit or service people come to attend to different issues, it can be problematic to find space. Further, the influx of vehicles from a 10-story building would increase congestion and safety concerns for both drivers and pedestrians. There are a lot of young families in this neighbourhood and walkers who access the Lake trail, who are already struggling to get around as the sidewalks. They are often not clear for a week or more after a snowstorm and only one side of the street is cleared (see photos). This is dangerous as folks have to walk on the street to get around often with their dogs, baby in strollers and young children in tow. New Cove Road is a complex street to navigate at the best of times as it has a number of blind spots along the road and there are no crosswalks between Elizabeth Avenue and Kings Bridge Road. This is a very busy road throughout the year as people park on this street for a number of public events in St. John's, including the Royal St. John's Regatta, the Santa Claus Parade, the New Year's Eve Fireworks, the Canada Day Fireworks, the Tely 10 at Bannerman Park to name a few events where we have seen an increase in traffic and drivers looking for a place to park in the neighbourhood.

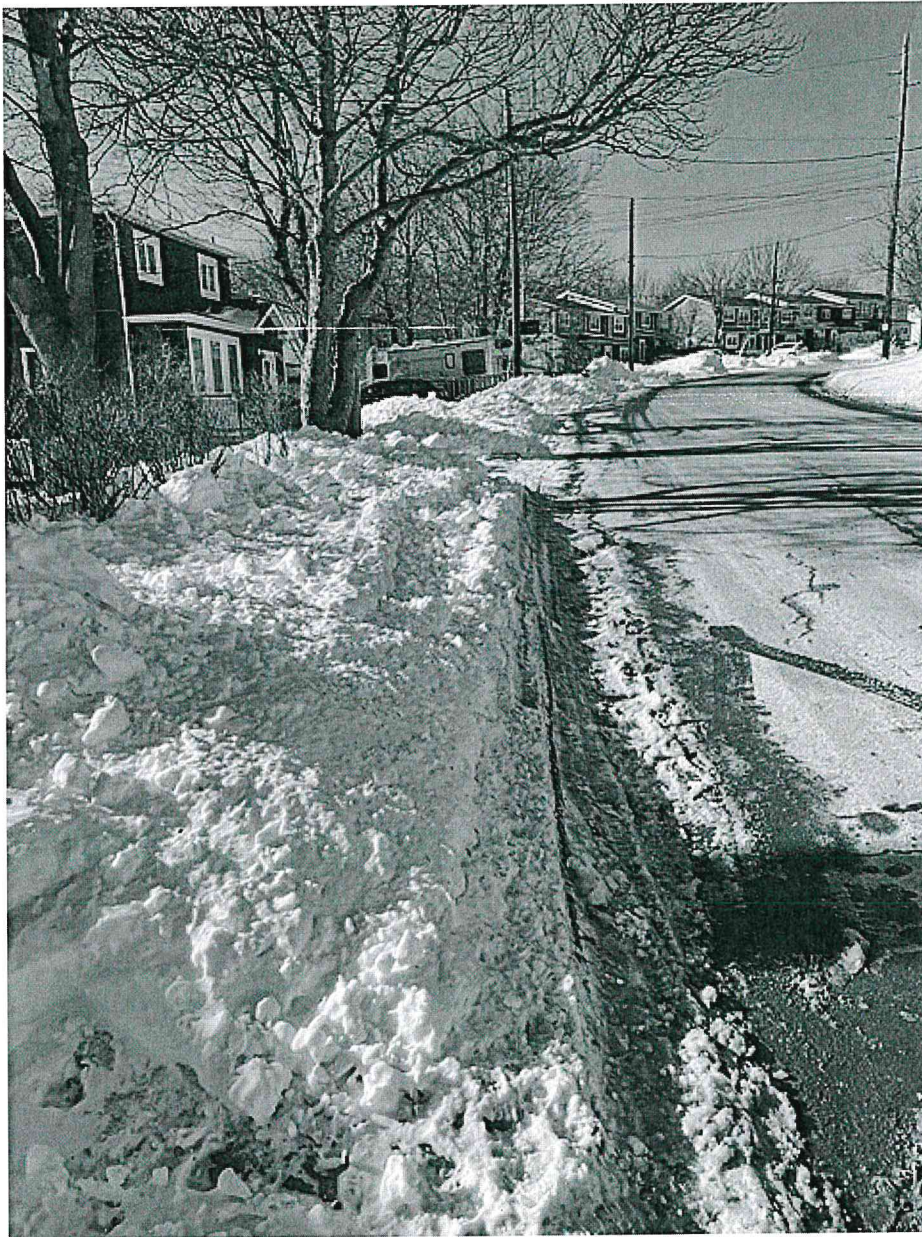
Thirdly, I'm concerned that KNK Capital is seeking numerous modifications from the City to meet the needs of their for-profit development project. The City should be considering how this business is going to enhance this thriving community neighborhood and in turn the City.

In conclusion, while I support the development of a new housing complex in our community, I urge you to reconsider the scale of this project. A more modest development would align with the existing character of our neighbourhood and address the concerns outlined above. Thank you for considering my thoughts on this matter. Please see pictures below.

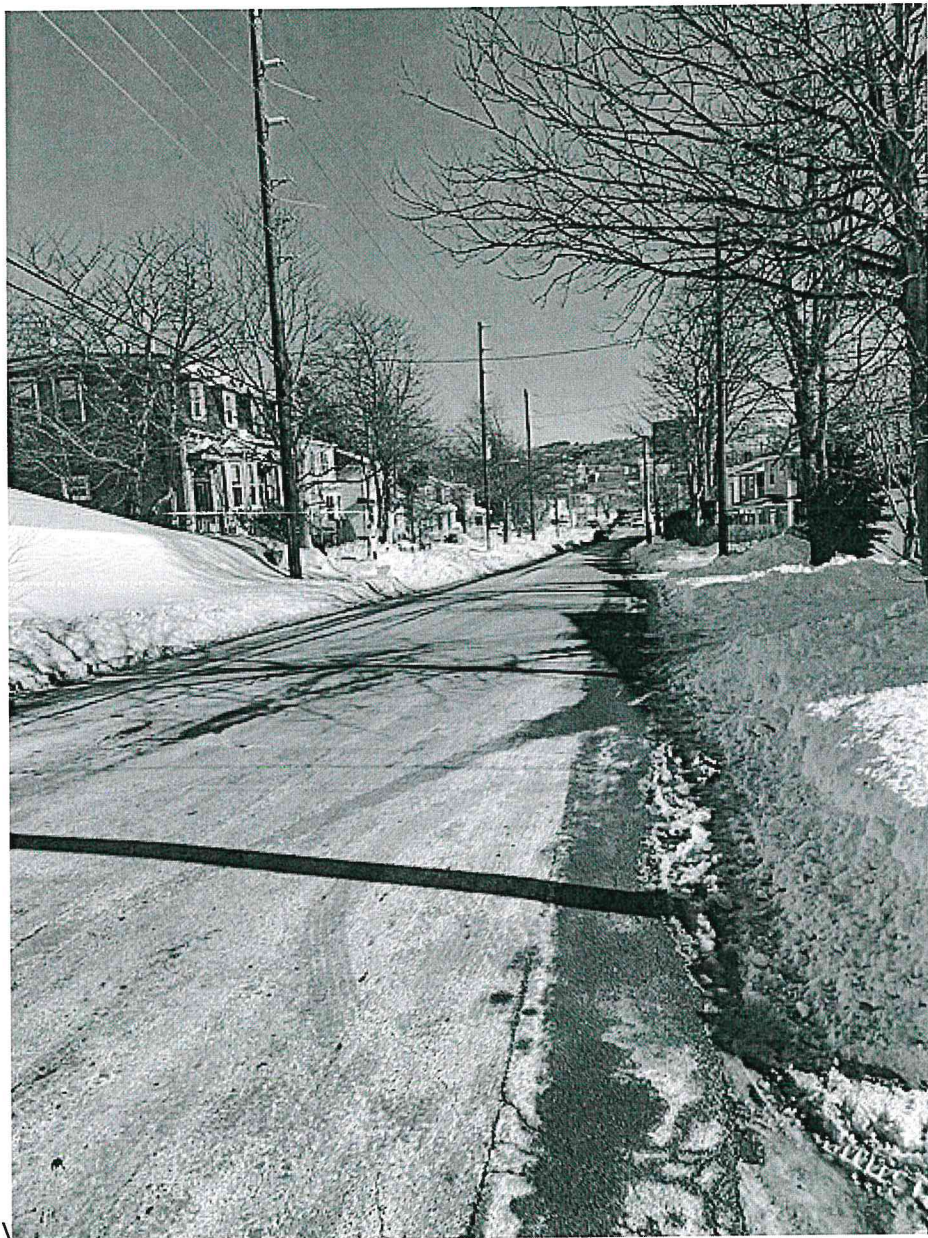


[REDACTED]

New Cove Road on February 13th, 4 days after the snow storm, no sidewalks have been cleared. [REDACTED]
[REDACTED] it was unsafe for me to walk.



Looking down New Cove Road, again no sidewalks have been cleared.



Please note the buildings in the background: NL housing are 2 story buildings that are cream. and 32 New Cove Road a modest 2 story brown house and imagine a 10 story building between the two.



Sent from my iPhone

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 14, 2025 12:50 PM
To: CityClerk
Cc: Tom Davis
Subject: Second submission re. 34 New Cove Road - Resident Comment
Attachments: Submission [REDACTED]

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[REDACTED]

February 14, 2025

To whom it may concern:

This is a second written submission expressing our concerns regarding the proposed construction of the 10-storey building at 34 New Cove Road.

We would like to thank the City and the author of the final report for keeping the window for written submissions open through today, Feb. 14 2025, as per his oral notification made at the Public Hearing on Feb. 12, 2025.

The Public Hearing was quite interesting. All five points outlined in our household's initial written submission dated Nov. 8, 2024 were addressed by other neighborhood residents, who all shared these concerns.

We also believe that most of the concerns aired at the Public Hearing were not addressed by the developers or the city representatives to the satisfaction of the neighborhood residents.

I would urge the author of the final report to revisit our Nov. 8, 2024 submission, which has been attached for reference. The sections involving traffic congestion, speed and parking may be of particular interest given the ire of our neighborhood residents and the acknowledgement that, unbelievably, no specific traffic study was conducted.

As noted in our previous submission, the Traffic Impact assertion concluding that "fewer vehicle trips will be generated by the proposed apartment during peak morning and afternoon hours than... the existing MAX fitness building" remains utterly ridiculous.

I would also invite the author of the final report to consider the words of the neighborhood resident [REDACTED] He made multiple criticisms and observations which we believe to be of value to the forthcoming report.

As a final note, we invite the author of the final report – and all city councilors who will subsequently vote on this proposal – to consider the recent rejection of the proposed 96-apartment development at Hoyles Avenue and Little Street.

In our opinion, the city should never have approved that development, which despite a height of the permitted six storeys was deemed “too big” for that neighborhood. The proposal for 34 New Cove Road is even bigger, requiring an amendment to permit 10 storeys, and the public outcry clearly shows it will be “too big” for our neighborhood as well.

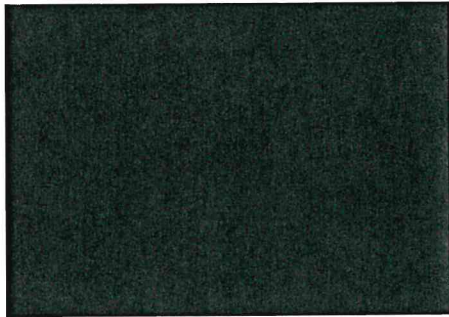
For the reasons outlined above and in our previous submission, our household continues to protest the applicant’s development proposal as submitted and we ask the final report of the City of St. John’s and/or an eventual vote by City councillors to withhold approval.

We urge that the City consider our concerns and advocate for a development that better aligns with our neighborhood’s existing structure and character.

We support growth and progress—and the need for affordable housing—but believe it must be in harmony with the community’s needs and values.

Thank you for your attention to this matter.

[REDACTED]



We are writing to express our concerns regarding the proposed construction of the 10-story building proposed for 34 New Cove Road.

As residents [REDACTED], we, along with many of our neighbours, believe this development as currently proposed would have a significant negative impact on our community.

1) Height of Building

The proposed height of the building is incompatible with the character of our neighborhood, which consists predominantly of single-family homes and low-rise buildings. A structure of this size would not only disrupt the aesthetic appeal of the area but also overshadow surrounding properties, diminishing privacy and natural light.

No recent developments in this area, including one currently underway, rise as high as 10 stories.

2) New Cove Road Traffic and Congestion

There are great concerns about increased traffic and congestion along New Cove Road, which is already an extremely busy street. The addition of a larger residential structure is sure to exacerbate these issues, making it more difficult for residents to navigate and also creating potential safety risks for pedestrians, cyclists and Metrobus commuters.

3) New Cove Road Speed

This is a major issue which threatens public safety; as such it deserves its own category.

The steep incline of New Cove Road heading south/southeast around the blind curve makes the current posted speed limit of 50 km profoundly dangerous. Vehicles are blazing down the hill ever faster, and vehicles are also speeding up the hill in the other direction.

As such, we request the City of St. John's enact a street speed reduction from 50 km to 35 km with the addition of flashing speed indicators to warn drivers of the blind curve and impending downhill danger (a good location for south/southeast-bound flashing

speed indicators would, in our opinion, be located at approximately 59 New Cove Road).

An alternative to flashing speed indicators would be a new stoplight, located at New Cove Road and McNaughton Drive. Given the dangers of 3) and 4) plus the developer's proposed number of 107 unit-associated vehicles, a stoplight is almost certainly required as a result of any development taking place—either as proposed or in a reduced capacity.

However, said stoplight would no doubt cause all kinds of problems at the bottom of New Cove Road, at the four-way intersection of Kenna's Hill, Kings Bridge Road, The Blvd. and New Cove Road.

Please note that the business located at the bottom of New Cove Road, Kings Bridge Auto (69 Kings Bridge Road), fell victim to a south/southeast-bound speeding driver just last week, and a customer's vehicle was damaged upon violent impact.

New Cove Road needs to be made safe, regardless of development at 34 New Cove Road, and such steps to make it safe are immediately requested of the City.

4) New Cove Road Parking

While parking along New Cove Road is banned during winter months, the road features many parked vehicles in spring, summer and fall, to the point that guest parking becomes unavailable to residents.

The developer's own documents seem to reveal insufficient parking spaces would be available at 34 New Cove Road, which would lead to intolerable parking pressures elsewhere on New Cove Road.

In addition, two-way New Cove traffic—when combined with parked vehicles—causes difficulty for residents attempting to both leave and enter their driveways, and only increases the dangers listed in 3) above.

5) Developer Shenanigans

KMK Capital Inc. has apparently stated that their Developer Proposal issued on Dec. 22, 2023 did not elicit many responses. This may be due to the fact that only "immediately adjacent" homes received the Proposal, and none of them from the south side of New Cove Road, where the current street parking problems occur.

Even if KMK Capital Inc. adhered to City of St. John's requirements re. distribution of the Proposal, such distribution to a small, select group of specifically targeted households is unethical, and the City should consider this moving forward.

In addition, KMK's Traffic Impact assertion showing "that fewer vehicle trips will be generated by the proposed apartment during peak morning and afternoon hours than... the existing MAX fitness building" is utterly ridiculous. It's not fooling anyone in the neighborhood, nor should it fool the City of St. John's.

6) Conclusion

For the many reasons outlined above, our household protests the applicant's requested exemption to Section 7.1.4 and we ask the City of St. John's to reject said exemption.

We urge that the City consider our concerns and advocate for a development that better aligns with our neighborhood's existing structure and character.

We support growth and progress—and the need for affordable housing—but believe it must be in harmony with the community's needs and values.

Thank you for your attention to this matter. We look forward to your support in addressing our concerns in attempting to find a more suitable approach to development on New Cove Road.

Sincerely,



Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 14, 2025 6:16 PM
To: CityClerk
Subject: 34 New Cove Road Suggestions

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To whom it may concern,

My name is [REDACTED] Town Hall meeting on Wednesday Feb 12 for a Q&A regarding the proposed 10 storey apartment building at 34 New Cove Road, and I felt it important to reach out to you with a few of my concerns and perhaps some ideas that may (or may not) help.

I observed that the majority of the neighbourhood (myself included) are not against the construction of the building itself, but there is an overwhelming concern about the increase in traffic on New Cove Road, (and possibly more importantly) McNaughton Drive, both of which already have traffic issues, which the community felt was not satisfactorily addressed. I believe both sides are missing an opportunity to work with the city to not only accommodate the inevitable increase in traffic that will come with this construction, but also the current traffic related problems on New Cove Road and McNaughton Drive.

Most of the current traffic issues that came up were snow related. I agree with the City Council that the City is unable to remove the snow quickly from New Cove Road and McNaughton. This is not a knock on the snow removal workers, it is just the reality of living in Newfoundland. Removing snow can take some time, in this case four days for side walks (and counting) which is the norm for any 25cm+ snow storm. This presents a dangerous situation on New Cove Road for pedestrians as they are forced to walk on the road around a blind corner, day 'and night'. There have been a number of close calls already as drivers frequently speed down New Cove Road and around that blind corner.

As the planning committee were keen to point out – they are assuming a lot of the potential new residents will not have cars. Logically this means they are expecting even more foot traffic on the road. Whether they are walking their dogs, catching the school, bus, walking to work, or running to bus stops on New Cove Road, they will all have to share the road, during the winter, with even more drivers, all trying to dodge each other, compounding the existing dangerous situation that frequently occurs on New Cove Road already. This layout feels like it is already an accident waiting to happen, adding more drivers and pedestrians to the area would be like throwing fuel on the fire. Additionally, without the sidewalks ploughed out, it is difficult to pull out onto New Cove Road as you are unable to see far enough down towards Kings Bridge Road, or around the blind corner on New Cove Road, to see oncoming traffic.

A potential solution to the existing issue *and* to accommodate more vehicle and foot traffic would be to add some speeding deterrents approaching the blind corner on New Cove Road. Perhaps some

consideration could be given to some infrastructure to help protect pedestrians, making the sidewalks more of a priority, pedestrian crossings, convex safety mirrors etc....

The snow also presents a problem on McNaughton Drive, albeit it more of an inconvenient one, but still a very significant practical problem which was not addressed. McNaughton Drive is currently reduced to one lane for both directions of travel, meaning someone somewhere will have to reverse the length of road to give way when coming to oncoming traffic. The snow further complicates matters as the snow banks create a blind corner at the top of McNaughton. As a minor street, McNaughton has low priority for snow clearance meaning these issues remain in place for a longer duration. Increasing its use as thoroughfare seems illogical.

Side Note: One member of the public speculated that the main entrance from McNaughton to New Cove could be 'right turn only', which inevitably would mean McNaughton, as a little side street, would have to accommodate everyone turning left. For a single track road in the snow, this is unfeasible.

As McNaughton Drive is so small (even without snow) I cannot see how it would officially be able to cater to so many residents. The fear is that it is already used as a 'turn-around' option or a shortcut by people who don't live there, and this will obviously increase with more residents in the area and their guests. Perhaps some deterrents to all non residential vehicles would appease the locals, which would concentrate all traffic in and out of the main New Cove entrance.

One last practical snow related problem was the issue of snow removal from the parking lot. [REDACTED] asked how the snow would be removed and was disappointed when contractor could not answer the question, stating only that they would be responsible for it. The question was significant as the snow clearing methods have caused issues [REDACTED] in the past. It is also worth pointing out that the current method is to sacrifice half of the parking lot to store the snow, an option that may well not be there with more vehicles.

Providing the community with a plan on how they will remove snow would alleviate some stress and fears of damage or encroachment to property by snow or vehicles as a result of snow removal activities.

Aside from snowrelated traffic problems, within the past six months I have noticed that traffic backs up New Cove Road as it tries to get onto Kings Bridge Road during rush hour. I think this is due to replacing a pedestrian crossing next to Winter Ave with a traffic light. This means there are three sets of traffic lights between the intersection at New Cove Road and Empire Avenue. For a short time during peak hours, cars are bumper to bumper on Kingsbridge road, cars approaching from New Cove Road are unable to make that turn and traffic builds back to the entrance of McNaughton. This is an issue that happens frequently, and not just when there are special events in Quidi Vidi.

Common sense would suggest that congestion and wait times would increase with more traffic in the area and this is the prevailing logic the community is going on. As the planning committee referenced, they did not expect the morning traffic to be impacted by any significant levels. If there was a meeting to provide some understanding to these conclusions I feel the neighbourhood would respond.

Lastly, one last question a community member posed at the end of the session would be 'what recourse would residents have if all their fears were realized'? Would they be anything they could do, if so, detailing any safeguards or safety nets for the community may help ease any tensions.



Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 14, 2025 3:03 PM
To: cityclerk@st.john's.ca
Subject: Proposed Development @ 34 New Cove Road St. John's

Importance: High

Response after Public Meeting of February 12, 2025 re Proposed Development @ 34 New Cove Road

This project may be attractive for the City re the housing shortage. It is not affordable housing but market priced rentals, and therefore does not address the situation of crisis and shouldn't be given a pass on meeting the City's design regulations. This is a profit driven project.

This development is too much for this site, and for this existing old neighbourhood. We are pro development, and development of this site but something in the size that is more in keeping with the restraints of the existing site.

Parking and the 'assumption' by the developers that there is enough parking provided is not an acceptable comment. They, however correct or incorrect, can not make a statement of assumption, but follow the City design regulations like any other developer. I could assume that there will not be enough parking based on the number of 2 bedroom units where you 'could' have friends renting together and therefore perhaps two cars. You could have a working couple who have two cars. You could have a senior and a grown child with two cars, and so on. So their assumption that there is plenty of parking is not a valid argument, they must adhere to the City regulations. Also, the snow clearing was not properly answered. This will be a problem for the neighbouring properties and also for the pedestrians when it comes to the City and the sidewalks.

Traffic, and the access onto New Cove Road will be problematic. The 'blind' corner, amount of traffic at peak periods and traffic speed are all issues turning onto New Cove Road. McNaughton Drive will be negatively impacted by an increase of traffic. Right now it is really only residential traffic. It is a narrow road with no sidewalks, really no more than a lane.

We hope you listen to all of our concerns and advise appropriately.



Virus-free.www.avg.com

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, February 14, 2025 3:59 PM
To: CityClerk
Subject: Comments re 34 New Cove Road Apartment Proposal

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City Councillors:

I am writing to follow up on this week's public hearing regarding the proposal from KMK Capital for a 10-storey apartment building at 34 New Cove Road, former site of the YMCA. I want to register my strong opposition to KMK's request for exemption from section 7.1.4 of the City Development Regulations requiring setbacks for a building of this height.

My objection relates both to this specific proposal and to the fact that this amendment will eliminate setbacks as requirement for all future proposals.

I am not opposed to an apartment building on the New Cove Road site- though the one proposed is insensitive in scale. The surrounding residential neighbourhood is of small and mid-size modest older dwellings of one or two storeys on small lots and mostly narrow streets. The 10-storey building proposed will be an enormous monolithic structure dropped down among them - as well as a visually invasive structure for all those coming into the Kenna's Hill/ Quidi Vidi Lake area now occupied by a small apartment building, small businesses, sports field, and cemetery.

In my view, the REQUIRED setback will make the building a literally and visually lighter presence in this small-scale neighbourhood. Obviously it is in a developer's interest to maximize profit from the project by maximizing space. Equally obviously it is a responsibility of the City to safeguard the character and liveability of neighbourhoods for residents. Wasn't respect for neighbourhoods a promise coming out of the City's prolonged planning process?

Insisting on setbacks will go a small way to making this building block a less aggressive addition. It also will create a slightly more interesting building architecturally.

I would also suggest that it is unwise to eliminate setback requirements by approving an amendment for this one structure that then applies to all. It would give developers even freer rein to ignore the scale and nature of the places where they want to build. Questions raised in this hearing process have confirmed that, other than in the Heritage context, this City's planning process does not include any evaluation of or standards set for the exteriors of buildings. Thus our stock of today's unimaginative, "builder-basic" structures, with very rare exceptions.

The public hearing made clear residents' concerns about parking and traffic, also important to the insertion of such a large structure and many new occupants into the area. As someone living on a nearby small cul de sac and a frequent user of the New Cove/King's Bridge intersection, I support those concerns.



Theresa K. Walsh

From: Mayor
Sent: Tuesday, March 4, 2025 11:31 AM
To: CityClerk
Subject: FW: comments of concern re 34 New Cove Rd. proposed development
Attachments: 1_Follow up comments re proposed development at 34 New Cove Road.pdf

From: [REDACTED]
Sent: Tuesday, March 4, 2025 11:21 AM
To: Mayor <mayor@stjohns.ca>; Sheilagh O'Leary <soleary@stjohns.ca>; Jill Bruce <jbruce@stjohns.ca>; Ophelia Ravencroft <oravencroft@stjohns.ca>; Greg Noseworthy <gnoseworthy@stjohns.ca>; Carl Ridgeley <cridgeley@stjohns.ca>; Maggie Burton <mburton@stjohns.ca>; Ron Ellsworth <rellsworth@stjohns.ca>; Debbie Hanlon <dhanlon@stjohns.ca>; Tom Davis <tdavis@stjohns.ca>
Subject: comments of concern re 34 New Cove Rd. proposed development

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

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Good Morning,

As long-time residents of [REDACTED] we are asking the mayor and councillors to continue to give careful consideration to how the development of a 10-storey apartment building on the site of the old Max property, 34 New Cove Road will adversely affect our neighbourhood.

The proposed development is too large for this area and will create increased traffic/safety issues as well as parking concerns.

Specifics on our concerns are included in the documents that we have already submitted (initial comments in January and follow up comments after the public meeting in February – both attached here).

The proposed development appears to go against the city's own "Envision St. John's" plan that was developed a few years ago (<https://www.stjohns.ca/en/building-development/resources/Planning-Reports/Envision-Municipal-Plan.pdf> page 44 section 6.4).

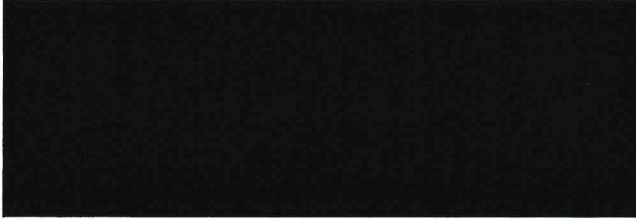
A 10-storey building is certainly not compatible with the neighborhood. If the city provides the developer with exemptions and approval to move ahead with this development as is, it will be countering the guidelines and vision outlined in this document, and it will set a precedent for future building within the city.

The 'Envision St. John's' document talked about the need to maintain the essential character of neighborhoods, the need to try and minimize impacts on neighborhoods and working with citizens to come up community visions. Hopefully the council will keep these things in mind as they review the developer's proposal.

We note from attending the public meeting that a traffic impact assessment was not completed. As we stated in our documents, New Cove Road is a very busy traffic street. Parking is very limited. This development, as is, will create a more congested and busy street. We urge Council to undertake a full traffic assessment.

Finally, we understand the need for increased affordable housing in the city. But this building as proposed, is too big and will only create traffic, parking and safety issues for our neighborhood.

We would appreciate a response from all St John's City Council members. Thank you.



Follow up comments related to the proposed development at 34 New Cove Road.

We have already submitted a statement detailing our concerns with the proposed development at 34 New Cove Road.

After attending the public meeting on February 12th 2025 we would like to reiterate some of our points.

It is obvious based on responses from the city and the developer at the meeting that a sufficient review of the effect on traffic flow and parking has not been adequately considered.

We the residents live in the area and deal with the traffic/parking on a daily basis. New Cove Road is a 'busy, busy' street. Adding 107 new residences in the area, with the prospect of 107 new cars moving in and out of the area during peak 'to' and 'from' work periods will make this already very busy street worse. As we said in our previous submissions, there are currently approximately 66 homes and a couple of small businesses on New Cove Road from Elizabeth Avenue to King's Bridge Road. The developer is proposing adding over double that number to the lower part of the road.

As noted in our previous submission.

- We already see backup of cars at the light's intersection of New Cove Road/King's Bridge Road/Boulevard during peak driving periods. With the new 'red' stop light at the cross walk near Memorial Market on King's Bridge Road this has gotten even worse. It is hard to get out of our driveway some mornings due to the backup in the traffic at the lights. This will only get worse if there are 107 new residences added to this section of New Cove Road.
- The developer said they did compare peak time anticipated traffic flow from the development with operations of similar facilities like the Max. I find this comparison hard to understand. Max facility parking lot was never full. People came to use the facility at different times of the day – some in the early, some during the mid-morning, some during lunch period, some late afternoon, some in the evening.

The developer cannot guarantee that residences in the proposed building will not all be working individuals or individuals who will be leaving the building during peak traffic time.

- The road curves as it approaches the entrance to the former Max property creating a blind spot. Cars travel at a high rate of speed down this road and increasing traffic in and out of this property is a concern. Increasing traffic by 100+ vehicles moving in and out of this parking lot at peak working time will potentially cause many safety issues. We do not feel this has been addressed sufficiently by the city planners.
- As stated in our previous submission, parking is a big concern for us as street parking on New Cove Road is already a major issue. New Cove Road has parking on one side of the

street. From the entrance to the former Max property to King's Bridge Road there are only 7 street parking spaces. There are 4 multi-unit rental properties on the lower half of New Cove Road near King's Bridge Road. At least two of these rentals have 4 apartment units. Many of the renters have cars. There is already high demand for the limited street parking spaces. Over the years we have encountered issues where there was no street parking available for visitors to our home. We even contacted the city about this in the past.

The developer seemed confident that there wouldn't be an issue with parking. However, they cannot guarantee that. There is a potential for at least 107 vehicles – one for every apartment. And, also, the possibility for more if there are people sharing apartments. Where will these people park.

New Cove Road cannot accommodate overflow parking from the development. Any proposed development should be required to provide adequate parking for residents and visitors.

- The proposed development is too big for this small residential area. A smaller development would be much more appropriate.

We urge that the City of St. John's to consider our concerns. We feel strongly that any development should align with our neighborhood's existing structure and character and should not adversely affect current residents.

City of St. John's Municipal Plan, 2021

St. John's Municipal Plan Amendment Number 16, 2024

**Institutional Land Use District to
Residential Land Use District
34 New Cove Road**

December 2024



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

ST. JOHN'S Municipal Plan, 2021

Amendment Number 16, 2024

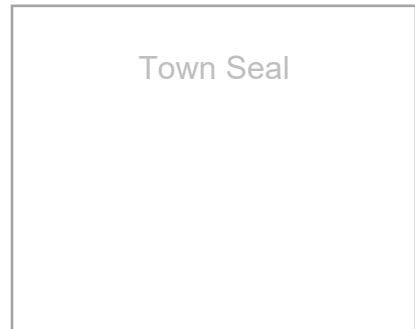
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Municipal Plan Amendment Number 16, 2024.

Adopted by the City Council of St. John's on the ____ day of _____, 2025.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached St. John's Municipal Plan Amendment Number 16, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO APPROVE

St. John's Municipal Plan, 2021

Amendment Number 16, 2024

Under the authority of sections 16, 17 and 18 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's:

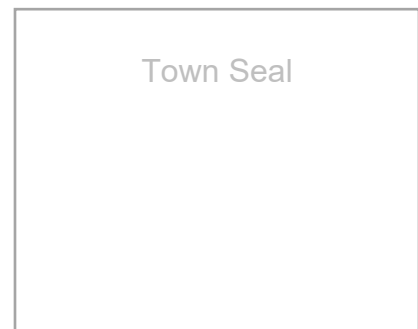
1. Adopted the St. John's Municipal Plan Amendment Number 16, 2024 on the ____ day of _____, 2025;
2. Gave notice of the adoption of the St. John's Municipal Plan Amendment Number 16, 2024 by way of an advertisement inserted in the Telegram newspaper on the ____ day of _____, 2025, on the ____ day of _____, 2025, the ____ day of _____, 2025, and on the ____ day of _____, 2025; and
3. Set the ____ day of _____ at 7:00 p.m. at the St. John's City Hall in the City of St. John's for the holding of a public hearing to consider objections and submissions.

Now, under section 23 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's approves the St. John's Municipal Plan Amendment Number 16, 2024 on the ____ day of _____, 2025 as was originally adopted.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Municipal Plan Amendment Number 16, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____

MCIP/FCIP Stamp

Municipal Plan/Amendment
REGISTERED

Number _____

Date _____

Signature _____

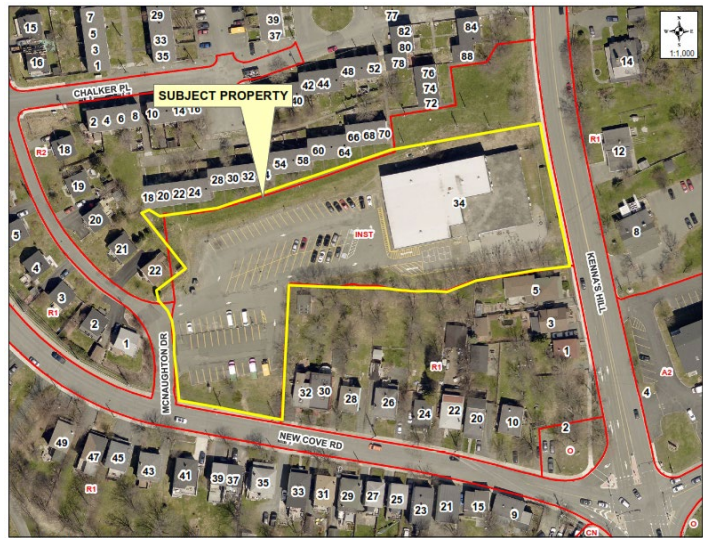
CITY OF ST. JOHN'S

Municipal Plan Amendment Number 16, 2024

BACKGROUND AND ANALYSIS

Background

The City has received an application from KMK Capital Inc. to rezone 34 New Cove Road to develop a 10 storey Apartment Building. The subject property is currently within the Institutional District and Zone. A Municipal Plan amendment is required to redesignate the property to the Residential District and rezone to the Apartment 3 (A3) Zone. Apartment Building is a Permitted Use within the A3 Zone.



Land Use Report

As per Section 4.9 of the St. John's Development Regulations, a Land Use Report (LUR) is required for the rezoning. The applicant has prepared a LUR as per Council's terms of reference. A copy of the report is available at engagestjohns.ca.

Analysis

The Envision St. John's Municipal Plan maintains a number of policies that recommend developments that increase density within existing neighbourhoods. Such policies include:

Policy 4.1.2 - Enable a range of housing to create diverse neighbourhoods that include a mix of housing forms and tenures, including single, semi-detached, townhousing, medium and higher density and mixed-use residential developments.

Policy 4.4.1 - 1. Ensure that the review of development proposals considers how new development may affect abutting properties and uses.

Policy 4.6.8 - Require, where appropriate, that sidewalks, paths and lanes provide access to and from bus stops, schools, places of worship, shopping areas, and places of employment.

Policy 8.4.2 - Recognize and protect established residential areas. Support the retention of existing housing stock, with provision for moderate intensification, in a form that

respects the scale and character of the neighbourhood.

The subject property is surrounded by low to medium density residential uses. The Proposed location of the Apartment Building is within proximity to amenities, places of employment, commercial areas and public transit routes. The site is the location of the former Max building, and before that, the YM/YWCA. The existing building will be demolished and replaced with the proposed Apartment Building. The proposed development is in line with the St. John's Municipal Plan.

PUBLIC CONSULTATION

The proposed Municipal Plan and Development Regulations amendment was advertised on three occasions in The Telegram newspaper on October 25, November 1, and November 8, 2024. A notice of the amendment was also mailed to property owners within 150 metres of the application site and posted on the City's website. Background information on the amendment is available at the Engage St. John's project page.

Feedback on the proposal has been mixed. Some are supportive of the project, and feel housing is needed and the project should be expedited. Others have concerns that the proposal is too large and dense for the area and will create too much traffic and congestion along McNaughton Drive and New Cove Road. During the application review process, the proposal was reviewed by the City's Transportation Engineers and no concerns were raised based on the Transportation Impact Memo.

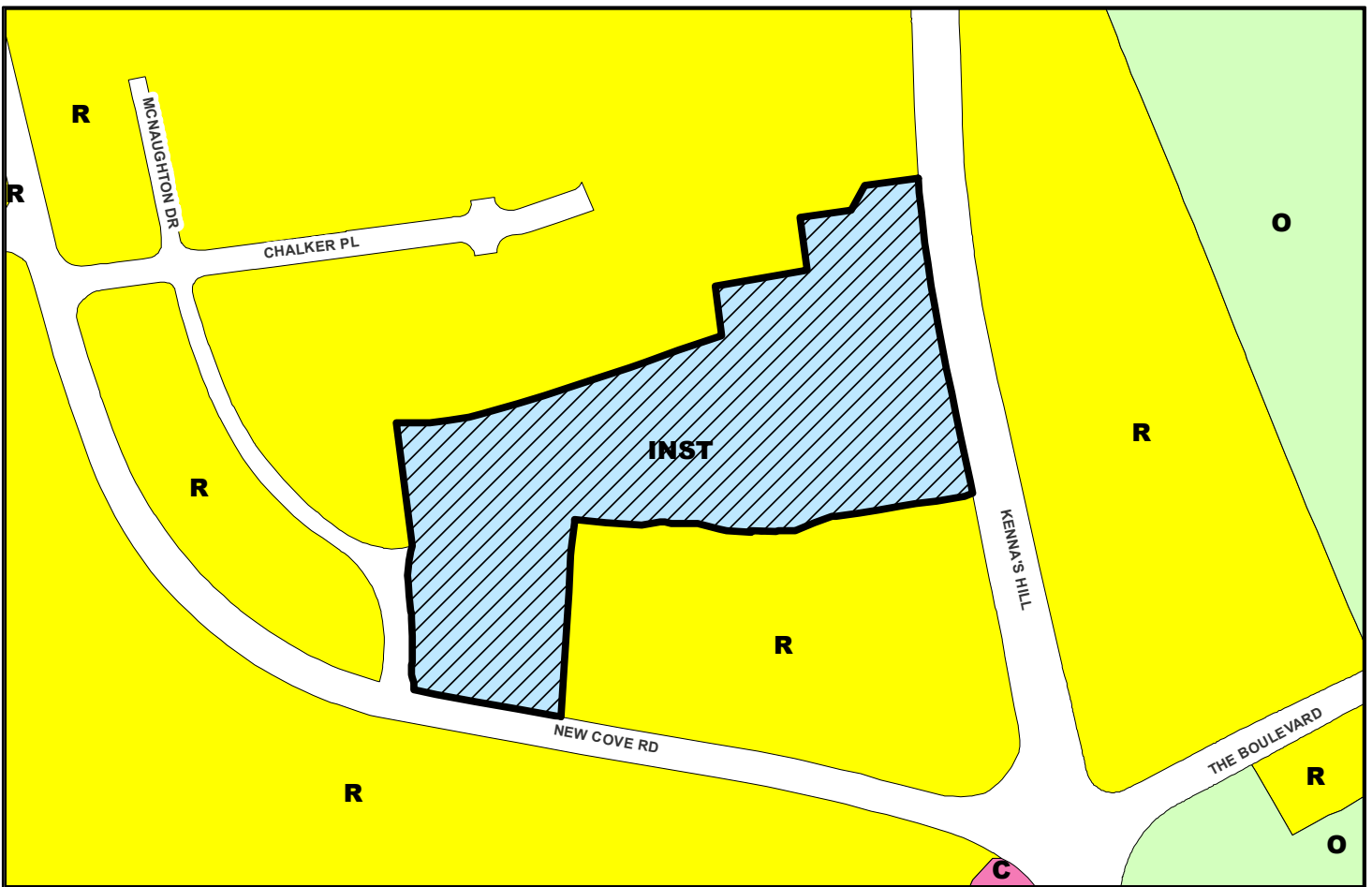
ST. JOHN'S URBAN REGION REGIONAL PLAN

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.

ST. JOHN'S MUNICIPAL PLAN AMENDMENT NUMBER 16, 2024

The St. John's Municipal Plan, 2021 is amended by:

- 1. Redesignating land at 34 New Cove Road [Parcel ID# 40638] from the Institutional Land Use District to the Residential Land Use District as shown on Future Land Use Map P-1 attached.**



CITY OF ST. JOHN'S MUNICIPAL PLAN Amendment No. 16, 2024

Future Land Use Map P-1

2024 12 09 Scale: 1:2000
City of St. John's
Department of Planning, Development
& Regulatory Services

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



AREA PROPOSED TO BE REDESIGNATED FROM
INSTITUTIONAL (INST) LAND USE DISTRICT TO
RESIDENTIAL (R) LAND USE DISTRICT

**34 NEW COVE ROAD
Parcel ID 40638**

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Municipal Plan/Amendment
REGISTERED

Number _____

Date _____

Signature _____

Provincial Registration

City of St. John's Development Regulations, 2021

St. John's Development Regulations Amendment Number 48, 2024

**Institutional (INST) Zone to Apartment 3 (A3) Zone
34 New Cove Road**

December 2024



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

ST. JOHN'S Development Regulations, 2021

Amendment Number 48, 2024

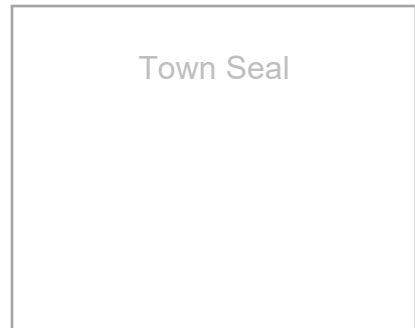
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Development Regulations Amendment Number 48, 2024.

Adopted by the City Council of St. John's on the ____ day of _____, 2024.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached St. John's Development Regulations Amendment Number 48, 2024 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO APPROVE

St. John's Development Regulations, 2021

Amendment Number 48, 2024

Under the authority of sections 16, 17 and 18 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's:

1. Adopted the St. John's Development Regulations Amendment Number 48, 2024 on the ____ day of _____, 2024;
2. Gave notice of the adoption of the St. John's Development Regulations Amendment Number 48, 2024 by way of an advertisement inserted in the Telegram newspaper on the ____ day of _____, 2024, on the ____ day of _____, 2024, the ____ day of _____, 2024, and on the ____ day of _____, 2024; and
3. Set the ____ day of _____, 2024 at 7:00 p.m. at the St. John's City Hall in the City of St. John's for the holding of a public hearing to consider objections and submissions.

Now, under section 23 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's approves the St. John's Development Regulations Amendment Number 48, 2024 on the ____ day of [Click or tap to enter a date.](#) as was originally adopted.

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 48, 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 48, 2024

BACKGROUND

The City of St. John's wishes to allow an Apartment Building at 34 New Cove Road. The subject property is currently within the Institutional District and Zone and therefore an amendment is required to rezone the property to the Apartment 3 (A3) Zone. Within the A3 Zone, Apartment Building is a Permitted Use.

This amendment implements St. John's Municipal Plan Amendment 16, 2024, which is being processed concurrently.

PUBLIC CONSULTATION

The proposed Municipal Plan and Development Regulations amendment was advertised on three occasions in The Telegram newspaper on October 25, November 1, and November 8, 2024. A notice of the amendment was also mailed to property owners within 150 metres of the application site and posted on the City's website. Background information on the amendment is available at the Engage St. John's project page.

Feedback on the proposal has been mixed. Some are supportive of the project, and feel housing is needed and the project should be expediated. Others have concerns that the proposal is too large and dense for the area and will create too much traffic and congestion along McNaughton Drive. During the application review process, the proposal was reviewed by the City's Transportation Engineers and no concerns were raised based on the Transportation Impact Memo.

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.

ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 47, 2024

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

1. **Rezoning land at 34 New Cove Road [Parcel ID# 40638] from the Institutional (INST) Zone to the Apartment 3 (A3) Zone as shown on City of St. John's Zoning Map attached.**

2. Adding the following to Section 4.9(2) Land Use Report:

"4.9(2)(i) buildings with an alternative Building Stepback in accordance with Subsection 7.1.4(b), which Land Use Report shall address wind, shadowing, precipitation, and privacy impacts on adjacent residential properties and pedestrians."

3. Repealing Section 7.1.4 Building Stepback, which states:

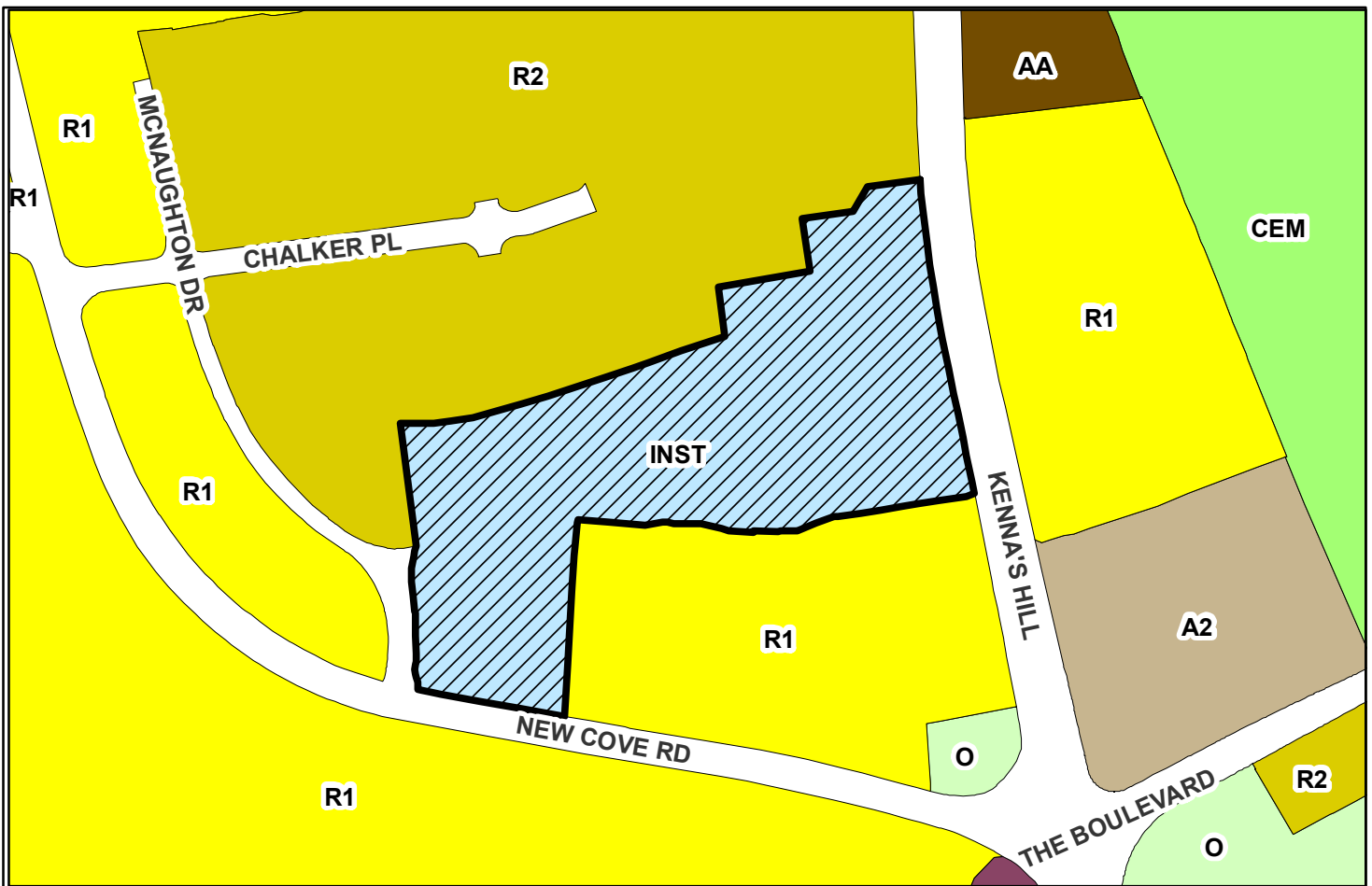
“7.1.4 Building Stepback

All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres.”

And substituting the following:

“7.1.4 Building Stepback

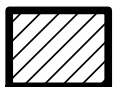
- (a) All Buildings on a Lot which is in or abuts a Residential Zone and being 12 metres or greater in Building Height shall not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres.**
- (b) Where an applicant wishes to propose a Building Stepback that differs from that required in Subsection 7.1.4(a), Council shall require a Land Use Report in accordance with Section 4.9.”**



CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 48, 2024 [City of St. John's Zoning Map]

2024 12 09 Scale: 1:2000
City of St. John's
Department of Planning, Development
& Regulatory Services

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



AREA PROPOSED TO BE REZONED FROM
INSTITUTIONAL (INST) LAND USE ZONE TO
APARTMENT 3 (A3) LAND USE ZONE

34 NEW COVE ROAD
Parcel ID 40638

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Development Regulations/Amendment
REGISTERED

Number _____

Date _____

Signature _____

Provincial Registration

APPENDIX 4

Survey and Real Property Report

SURVEYOR'S REAL PROPERTY REPORT

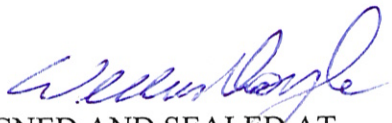
Prepared by:	William Doyle, N.L.S.
Certified to:	Long Harbour Holdings Inc.
Address:	34 New Cove Road St. John's, NL
Parcel description:	North side of New Cove Road
Structures and other improvements:	Two storey building on concrete foundation Shed, Hydrants, Catchbasins, Manholes, power box
Reference Survey:	William Doyle & Associates Ltd. William Doyle, N.L.S. Job No. 10-224 Date: April 29 th , 2010
Apparent Encroachments and/or comments	The fence on the Southeast side is not on the boundary. A portion of the fence on the Northwest side is not on the boundary. A portion of the shed extends over the Northwest boundary. There are poles and overhead wires as indicated on the attached plan.
Surveyor's Certification	This report and accompanying plan, Job No. 10-224 of William Doyle & Associates Ltd. form an integral part of the returns and are not separable. This report has been prepared for the sole use and benefit of the parties above named Long Harbour Holdings Inc.

Surveyor's Certification:

The location of the structures and improvements are as shown on the accompanying plan.
This document is not valid unless it bears the original signature and stamp of the Newfoundland Land Surveyor's identified hereafter.

I, William Doyle, Newfoundland Land Surveyor, hereby certify that this Surveyor's Real Property Report was conducted under my supervision and is in accordance with the Newfoundland Land Surveyor's Act RSN and the bylaws made thereunder.




SIGNED AND SEALED AT
ST. JOHN'S, NEWFOUNDLAND
This 19th day of October, 2010

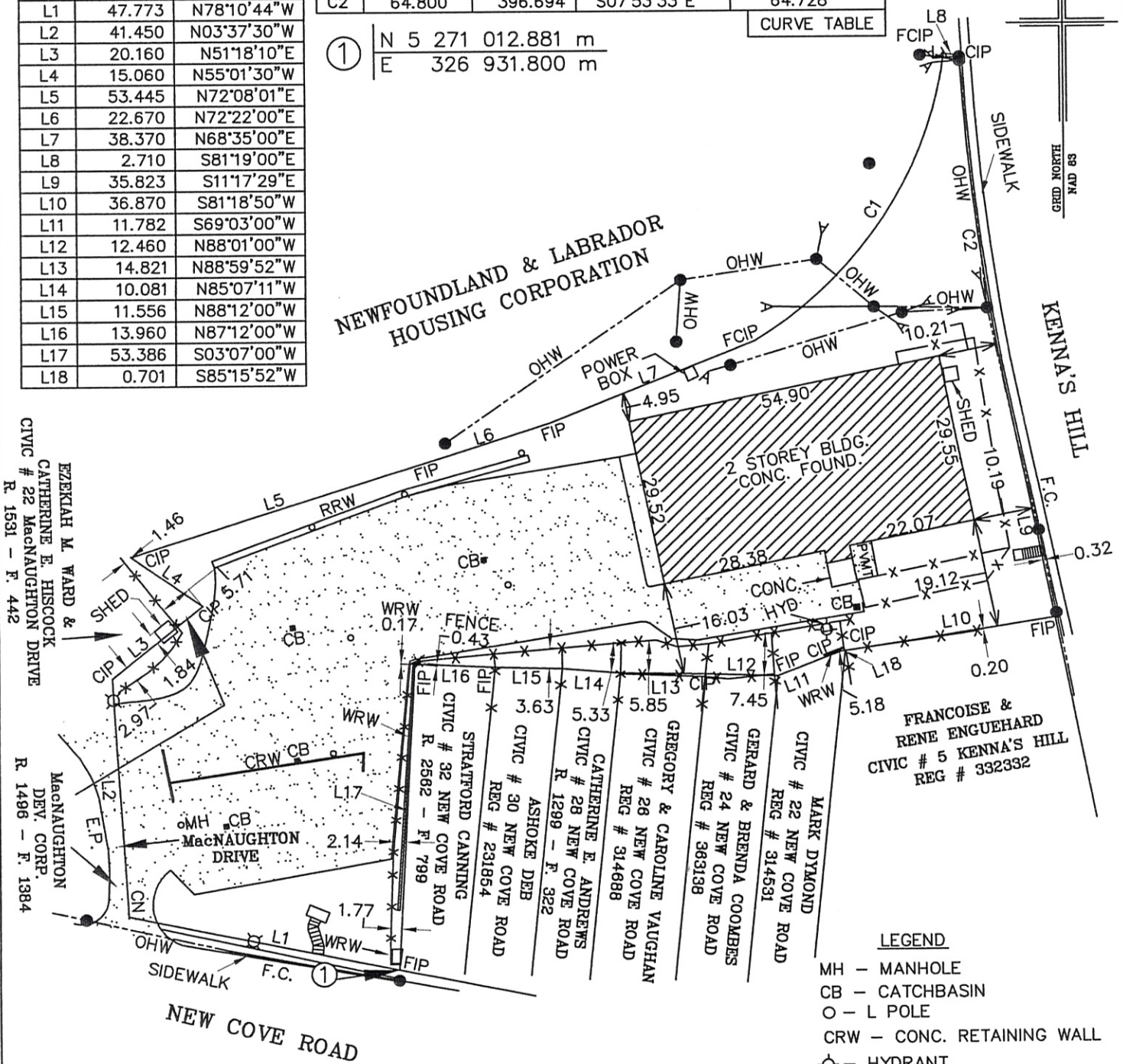
© William Doyle, Newfoundland Land Surveyor,
2010. Unauthorized use, alteration or
reproduction is prohibited by law as
outlined in The Copyright Act.

LINE TABLE		
NO.	DISTANCE	BEARING
L1	47.773	N78°10'44"W
L2	41.450	N03°37'30"W
L3	20.160	N51°18'10"E
L4	15.060	N55°01'30"W
L5	53.445	N72°08'01"E
L6	22.670	N72°22'00"E
L7	38.370	N68°35'00"E
L8	2.710	S81°19'00"E
L9	35.823	S11°17'29"E
L10	36.870	S81°18'50"W
L11	11.782	S69°03'00"W
L12	12.460	N88°01'00"W
L13	14.821	N88°59'52"W
L14	10.081	N85°07'11"W
L15	11.556	N88°12'00"W
L16	13.960	N87°12'00"W
L17	53.386	S03°07'00"W
L18	0.701	S85°15'52"W

No.	ARC	RADIUS	CHORD BEARING	CHORD DISTANCE
C1	62.521	68.930	N33°12'00"E	60.400
C2	64.800	396.694	S07°53'33"E	64.728

① N 5 271 012.881 m
E 326 931.800 m

CURVE TABLE



LEGEND

- MH - MANHOLE
- CB - CATCHBASIN
- O - L POLE
- CRW - CONC. RETAINING WALL
- ⊕ - HYDRANT
- E.P. - EDGE OF PAVEMENT
- F.C. - FACE OF CURB
- - POLE
- C/N - CONCRETE NAIL
- WRW - WOOD RETAINING WALL
- FCIP - FOUND CAPPED IRON PIN
- CIP - CAPPED IRON PIN
- FIP - FOUND IRON PIN
- OHW - OVER HEAD WIRE
- A - GUY
- FENCE

NOTES

THIS PLAN CERTIFIES THE INFORMATION SHOWN AS OF OCTOBER 19, 2010 AND ONLY AS OF THAT DATE.
ALL DISTANCES SHOWN ARE METRIC.
THIS IS PAGE 3 OF 3 OF THE REAL PROPERTY REPORT
© WILLIAM DOYLE, NEWFOUNDLAND LAND SURVEYOR, 2010.
UNAUTHORIZED USE, ALTERATION OR REPRODUCTION IS PROHIBITED BY LAW AS OUTLINED IN "THE COPYRIGHT ACT".

SURVEYOR'S REAL PROPERTY REPORT

CIVIC # 34
NEW COVE ROAD
St. JOHN'S, NL.

WILLIAM DOYLE & ASSOCIATES LTD.
Newfoundland Land Surveyors

SCALE:	1:1000	JOB NO.	10-224
DATE:	OCTOBER 19, 2010	DRAWN BY:	G.B./R.S.



Theresa K. Walsh

From: [REDACTED]
Sent: Monday, March 24, 2025 10:54 AM
To: CityClerk
Subject: Proposed Development @ 34 New Cove Road
Importance: High

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,

We understand that a decision on this proposed development will be made soon.

We just want to reiterate our concerns for this proposed development.

This development is too much for this site. It feels like it is very much 'shoe horned' in. While meeting most of the City design regulations it is asking for a pass on some. These regulations are set in place to protect areas from the design will of developers.

This is an existing neighbourhood that is not equipped to accommodate such a development. While we are for developing the site, we feel something more in scale with the existing established neighbour would be more in keeping.

The issues of traffic will be real; the access point to this development is problematic for New Cove Road (a blind corner), and for the narrow lane of McNaughton Drive. On top of resident traffic from this development, the service traffic ie deliveries , taxis and ubers will all add to the increased traffic on New Cove Road.

The developers have suggested that the balance of the parking can be made up on New Cove Road. This suggestions is not practical. These few street parking spots service both sides of New Cove Road; these spaces are used for residents, visitors, service vehicles a lot of the time. Side note on the width of New Cove Road: it is an issue when a vehicle occupies a street parking space and a larger vehicle is in the oncoming traffic that there is not enough 'comfortable' space to pass. This situation will become more problematic.

Snow storage; There does not appear to be enough allocated space on the site for this. And pushing it to the boundaries that border on existing properties can not be an option.

I hope you listen to the concerns of our neighbourhood.

[REDACTED]

Theresa K. Walsh

From: Mayor
Sent: Tuesday, March 25, 2025 8:48 AM
To: Theresa K. Walsh
Cc: Danny Breen
Subject: FW: Proposed Development - 34 New Cove Rd.
Attachments: 1_Follow up comments re proposed development at 34 New Cove Road.pdf; Proposed Development - 34 New Cove Road.pdf

FYI

From: [REDACTED]
Sent: Monday, March 24, 2025 7:08 PM
To: Sheilagh O'Leary <soleary@stjohns.ca>; Jill Bruce <jbruce@stjohns.ca>; Ophelia Ravencroft <oravencroft@stjohns.ca>; Greg Noseworthy <gnoseworthy@stjohns.ca>; Carl Ridgeley <cridgeley@stjohns.ca>; Maggie Burton <mburton@stjohns.ca>; Ron Ellsworth <rellsworth@stjohns.ca>; Sandy Hickman <shickman@stjohns.ca>; Tom Davis <tdavis@stjohns.ca>; Mayor <mayor@stjohns.ca>
Subject: Proposed Development - 34 New Cove Rd.

Some people who received this message don't often get email from [REDACTED] [in 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.

Hello

We understand the council will be addressing the proposed development at 34 New Cove Road at the March 25 council meeting.


We would like to **reiterate** our concerns with approving exemptions (height/setback and parking) for the developer so they can construct a 10-storey building on the property. A 10-storey building is just too big for the small lot and for the area. We feel it will create traffic, parking and safety issues in our neighborhood.

If the city provides the developer with exemptions and with approval to proceed with the development as is, it will be countering the guidelines outlined in the 'Envision St. John's' document (as noted in our email dated March 4th below). It will be setting a precedent for future building in the city.

We are aware of the need for housing, especially affordable housing in the city. And we not against development; but this development is just too big as proposed.

Our initial two submissions related to the proposed development are attached and also outlined in the email below.

Thank you for your consideration.



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


From: 

Date: Tue, Mar 4, 2025 at 11:20 AM

Subject: comments of concern re 34 New Cove Rd. proposed development

To: Mayor <mayor@stjohns.ca>, Sheilagh O'Leary <soleary@stjohns.ca>, Jill Bruce <jbruce@stjohns.ca>, Ophelia Ravencroft <oravencroft@stjohns.ca>, Greg Noseworthy <gnoseworthy@stjohns.ca>, Carl Ridgeley <cridgeley@stjohns.ca>, Maggie Burton <mburton@stjohns.ca>, Ron Ellsworth <rellsworth@stjohns.ca>, Debbie Hanlon <dhanlon@stjohns.ca>, Sandy Hickman <tdavis@stjohns.ca>

Good Morning,

As long-time residents of  we are asking the mayor and councillors to continue to give careful consideration to how the development of a 10-storey apartment building on the site of the old Max property, 34 New Cove Road will adversely affect our neighbourhood.

The proposed development is too large for this area and will create increased traffic/safety issues as well as parking concerns.

Specifics on our concerns are included in the documents that we have already submitted (initial comments in January and follow up comments after the public meeting in February – both attached here).

The proposed development appears to go against the city's own "Envision St. John's" plan that was developed a few years ago (<https://www.stjohns.ca/en/building-development/resources/Planning-Reports/Envision-Municipal-Plan.pdf> page 44 section 6.4).

A 10-storey building is certainly not compatible with the neighborhood. If the city provides the developer with exemptions and approval to move ahead with this development as is, it will be countering the guidelines and vision outlined in this document, and it will set a precedent for future building within the city.

The 'Envision St. John's' document talked about the need to maintain the essential character of neighborhoods, the need to try and minimize impacts on neighborhoods and working with citizens to come up community visions. Hopefully the council will keep these things in mind as they review the developer's proposal.

We note from attending the public meeting that a traffic impact assessment was not completed. As we stated in our documents, New Cove Road is a very busy traffic street. Parking is very limited. This development, as is, will create a more congested and busy street. We urge Council to undertake a full traffic assessment.

Finally, we understand the need for increased affordable housing in the city. But this building as proposed is too big and will only create, traffic, parking and safety issues in our neighborhood.

We would appreciate a response from all St John's City Council members. Thank you.



Follow up comments related to the proposed development at 34 New Cove Road.

We have already submitted a statement detailing our concerns with the proposed development at 34 New Cove Road.

[REDACTED] we would like to reiterate some of our points.

It is obvious based on responses from the city and the developer at the meeting that a sufficient review of the effect on traffic flow and parking has not been adequately considered.

We the residents live in the area and deal with the traffic/parking on a daily basis. New Cove Road is a 'busy, busy' street. Adding 107 new residences in the area, with the prospect of 107 new cars moving in and out of the area during peak 'to' and 'from' work periods will make this already very busy street worse. As we said in our previous submissions, there are currently approximately 66 homes and a couple of small businesses on New Cove Road from Elizabeth Avenue to King's Bridge Road. The developer is proposing adding over double that number to the lower part of the road.

As noted in our previous submission.

- We already see backup of cars at the light's intersection of New Cove Road/King's Bridge Road/Boulevard during peak driving periods. With the new 'red' stop light at the cross walk near Memorial Market on King's Bridge Road this has gotten even worse. It is hard to get out of our driveway some mornings due to the backup in the traffic at the lights. This will only get worse if there are 107 new residences added to this section of New Cove Road.
- The developer said they did compare peak time anticipated traffic flow from the development with operations of similar facilities like the Max. I find this comparison hard to understand. Max facility parking lot was never full. People came to use the facility at different times of the day – some in the early, some during the mid-morning, some during lunch period, some late afternoon, some in the evening.

The developer cannot guarantee that residences in the proposed building will not all be working individuals or individuals who will be leaving the building during peak traffic time.

- The road curves as it approaches the entrance to the former Max property creating a blind spot. Cars travel at a high rate of speed down this road and increasing traffic in and out of this property is a concern. Increasing traffic by 100+ vehicles moving in and out of this parking lot at peak working time will potentially cause many safety issues. We do not feel this has been addressed sufficiently by the city planners.
- As stated in our previous submission, parking is a big concern for us as street parking on New Cove Road is already a major issue. New Cove Road has parking on one side of the

street. From the entrance to the former Max property to King's Bridge Road there are only 7 street parking spaces. There are 4 multi-unit rental properties on the lower half of New Cove Road near King's Bridge Road. At least two of these rentals have 4 apartment units. Many of the renters have cars. There is already high demand for the limited street parking spaces. Over the years we have encountered issues where there was no street parking available for visitors to our home. We even contacted the city about this in the past.

The developer seemed confident that there wouldn't be an issue with parking. However, they cannot guarantee that. There is a potential for at least 107 vehicles – one for every apartment. And, also, the possibility for more if there are people sharing apartments. Where will these people park.

New Cove Road cannot accommodate overflow parking from the development. Any proposed development should be required to provide adequate parking for residents and visitors.

- The proposed development is too big for this small residential area. A smaller development would be much more appropriate.

We urge that the City of St. John's to consider our concerns. We feel strongly that any development should align with our neighborhood's existing structure and character and should not adversely affect current residents.

In response the notice we received from the City of St. John's on **the proposed development of 34 New Cove Road.** A proposal submitted by KMK Capital Limited to develop a 10-story building with 107 units: 38 one bedroom units and 69 two bedroom units.

We feel this proposed development is far too big for the location/area. Our specific concerns relate to the height/size of the building, the traffic flow, the availability of parking, and the entrance in and out of the property.

[REDACTED]
[REDACTED]
[REDACTED] we would hope that the city will fully investigate how such a large development would impact this residential area and ensure any development that is approved does not adversely affect the residents currently living on New Cove Road.

Height/Size of the Development:

The building is too tall for the surrounding residential area. It will tower over the existing residences. It is incompatible with the character of our neighborhood, which consists predominantly of single-family homes and low-rise buildings. Other rental buildings in this area are not as large as the one proposed by KMK. For example, the rental property on the corner of King's Bridge/ Boulevard/Kenna's Hill is only '4' stories.

Traffic Flow:

New Cove Road from Elizabeth Avenue to King's Bridge Road currently has approximately 55 homes and a couple of small businesses (as viewed from a google map search). The developer is proposing adding over double the number of 'residences' to the street/area in the form of a 107 unit apartment building. New Cove Road is already a very highly trafficked street. It seems to be used as a connector street for people coming in from the outer ring road and getting to the downtown area as well as from residents in this part of the city finding their way to downtown or down the boulevard to meet up with White Hills Road to Stavanger Drive. Traffic is often backed up at the intersecting lights at New Cove/the Boulevard/Kings Bridge Road at peak traffic periods. This will only get worse with 107 new 'residences' added to the lower part of New Cove Road.

In their land use report, the developer did compare peak time anticipated traffic flow from the development with the Max operation. They report suggested the Max operation generated more traffic during peak times. We have lived on this street when Max and the YMCA were in business and we have not witnessed that. Max users came and went at varying times during the day. As we witnessed while walking my dog regularly in the area, certain patrons came quite early morning to get their work out in prior to going to work; some patrons came during the later morning or afternoon, which we witnessed after retirement and was home more often during the day; some used the facilities after work; some used the facilities at night. The parking lot was never full to our recollection and there are only we believe 65-70 parking spots on the upper parking lot of the property (the lower section was used for hop on/hop off and other buses). I

can't see how this type of sporadic traffic flow can be compared to the potential traffic flow that would be created if 107 residents' cars were coming in and out of the property during peak 'to work' and 'from work' periods. Add to that increased traffic that would be generated with family and friends visiting the 107 residences.

Availability of Parking:

The current proposed development does not provide enough parking spaces for the number of units proposed. The developer is 6 short on the number of parking spaces for the proposed units and have only assigned 14 spaces for visitors. There is also the possibility of certain units having renters with more than one vehicle.

Parking is a big concern for us as street parking on New Cove Road is already a major issue. New Cove Road has parking on one side of the street. From the entrance to the former Max property to King's Bridge Road there are only 7 street parking spaces. There are 4 multi-unit rental properties on the lower half of New Cove Road near King's Bridge Road. At least two of these rentals have 4 apartment units. Many of the renters have cars. There is already high demand for the limited street parking spaces. Over the years we have encountered issues where there was no street parking available for visitors to our home.

New Cove Road cannot accommodate overflow parking from the development. Any proposed development should be required to provide adequate parking for residents and visitors.

The land use report states " KMK is confident that given that the site is well served by public transit and is within easy walking distance of a major supermarket, trail system, restaurants and other amenities it is not anticipated that all units will require a parking stall." The developer cannot guarantee this to be accurate. Most of the current homes owners and renters on New Cove Road have one or more vehicles despite living near public transit and other amenities.

Entrance/Exit to 34 New Cove Road:

New Cove Road is a busy street. The road curves as it approaches the entrance to the former Max property creating a blind spot. Cars travel at a high rate of speed down this road and increasing traffic in and out of this property is a concern. Increasing traffic by 100+ vehicles moving in and out of this parking lot at peak working time will potentially cause many safety issues. This should be addressed.

Summary:

We do not support the developer's request for exemptions.

We urge that the City of St. John's to consider our concerns. We feel strongly that any development should align with our neighborhood's existing structure and character and should not adversely affect current residents.

Comment on the Developer's Consultation

In developing the land use report, the developer said they contacted the residents who properties bordered their development. [REDACTED]

[REDACTED] were also not contacted. Surely a development of this size and with the potential impacts in terms of traffic, etc. would warrant that all residents living in this general area be consulted versus just the few that physically border the developer's property. The developer said in the land use report that they "received several inquiries in response to their notice. Two written submissions...and one requesting additional information about the project, and one which indicated concerns about the development from residents of McNaughton Drive." I suspect they would have receive many more comments/concerns had they contacted more residents living on New Cove Road. We certainly would have responded at that stage had we been approached.

[REDACTED]

DECISION/DIRECTION NOTE

Title: 7 Waterford Bridge Road – REZ2300009 - Adoption

Date Prepared: March 18, 2025

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning

Ward: Ward 3

Decision/Direction Required:

That Council adopt Envision St. John's Development Regulations Amendment Number 49, 2025, to rezone property at 7 Waterford Bridge Road from the Residential 1 (R1) Zone to the Apartment 2 (A2) Zone.

Discussion – Background and Current Status:

The City received an application from Harbour Capital Corporation to rezone 7 Waterford Bridge Road from the Residential 1 (R1) Zone to the Apartment 2 (A2) Zone to enable the redevelopment of the existing house into a six (6)-unit Apartment Building. The Apartment Building use is a permitted use in the A2 Zone.

The applicant purchased some property from 9 Waterford Bridge Road to ensure the minimum side-yard requirement was met for the A2 Zone, given the height of their proposed renovated building. The property consolidation is now complete and the new portion of land now forms part of 7 Waterford Bridge Road.

Background information and details about the proposed development are provided in the attached amendment and land use report.

Public Consultation

At its regular meeting on October 31, 2023, Council voted to consider the amendment, approved the terms of reference for a land use report (LUR), and voted to hold a public meeting upon receiving a satisfactory LUR.

The proposed rezoning and public meeting were advertised in *The Telegram* three (3) times, mailed to property owners within 150 metres of the site, posted on the City's website and on community centre digital screens (in line with a new requirement under the Urban and Rural Planning Act), and a project page was created on the City's Planning Engage page. The public meeting was held on March 5, 2025 at 7:00 p.m. at City Hall, with approximately 17 people in person and 2 others online for a total of 19 attendees. Submissions received and minutes from the meeting are attached.

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The main concerns raised at the public meeting were about the potential increase in traffic, increased density in the area, and future development proposals for the subject property. The concerns, and staff commentary, are provided for Council's review.

1. Public comment: Traffic concerns

The existing street classification of Waterford Bridge Road was deemed an issue. The combination of the narrow width of Waterford Bridge Road, the lack of sidewalk in places, traffic speeds and heavy traffic volume on the street create an unsafe environment for pedestrians and residents of the area. The added residential units will worsen the situation.

City staff can add that the application was reviewed by Transportation Engineering and no concerns were raised by the proposed apartment building. Additionally, the Transportation Division is reviewing the classification of Waterford Bridge Road as a minor arterial, which should be completed in 2025.

2. Public comment: Population density of the neighbourhood and future plans

The fact that the existing proposal outlined in the LUR changed from the time the application was made caused uneasiness among some residents. The original plan was for townhouses and many more apartments on the site. There was unease that future development could be proposed on the subject property and that neighbours may not be consulted if the A2 Zone permits it. Many residents indicated that the area is already too dense and future development should not be permitted.

City staff can comment that applications for rezoning can evolve from the initial concept plan through the preparation of a land use report. If the property is rezoned, and subsequent development applications are received, the City will process the applications in accordance with the regulations. If a proposed use is a permitted use, there is no regulatory requirement for the City to consult the public further.

3. Public comment: Heritage features of the existing building

People commented on the many exterior alterations to the existing building. However, the subject property is not a designated Heritage Building and is not in a Heritage Area. Therefore, the City's Heritage By-Law is not applicable to the proposed development.

Next Steps

It is recommended that Council adopt the attached amendment and forward it to the NL Department of Municipal and Provincial Affairs for registration and adopt the land use report dated January 29, 2025.

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.

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.

5. Alignment with Adopted Plans: Envision St. John's Municipal Plan.

6. Accessibility and Inclusion: Not applicable at this stage. Accessibility will be evaluated at the development and building permit stages.

7. Legal or Policy Implications: A map amendment to the Envision St. John's Development Regulations is required.

8. Privacy Implications: Not applicable.

9. Engagement and Communications Considerations: Engagement was carried out in accordance with the Development Regulations.

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:

- 1) adopt the Envision St. John's Development Regulations Amendment 49, 2025, regarding an Apartment Building at 7 Waterford Bridge Road; and
- 2) adopt the land use report dated January 29, 2025.

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:	7 Waterford Bridge Road - REZ2300009 - Adoption.docx
Attachments:	- 7 WATERFORD BRIDGE ROAD Feb 3.pdf - DR Amend No. 49, 2025 - 7 Waterford Bridge Road - MAP (LJR).pdf
Final Approval Date:	Mar 20, 2025

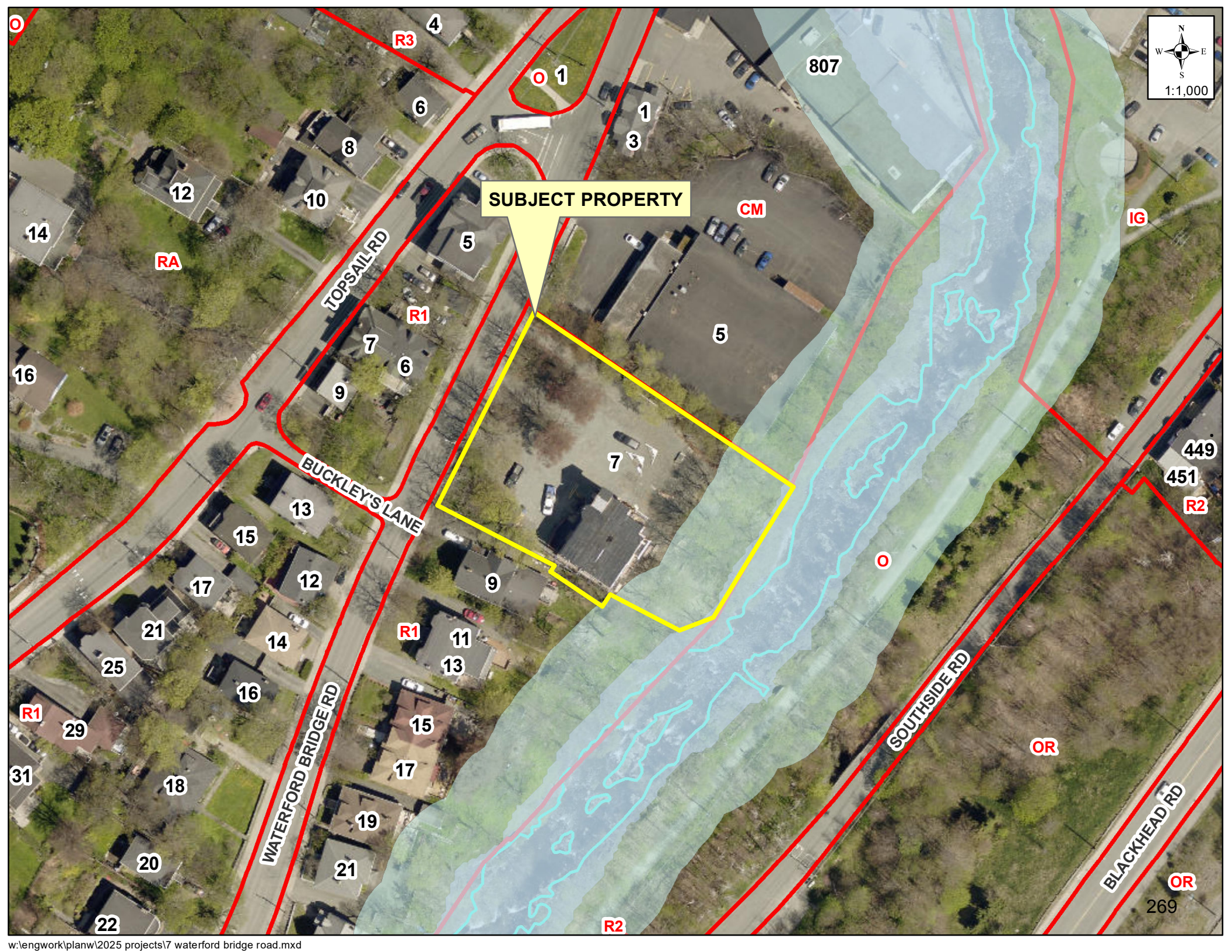
This report and all of its attachments were approved and signed as outlined below:

Ken O'Brien - Mar 19, 2025 - 4:39 PM

Jason Sinyard - Mar 20, 2025 - 12:26 PM



SUBJECT PROPERTY



City of St. John's Development Regulations, 2021

St. John's Development Regulations Amendment Number 49, 2025

Residential 1 (R1) Land Use Zone to Apartment 2 (A2) Land Use Zone for an Apartment Building

March 2025



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

CITY OF ST. JOHN'S Development Regulations, 2021

Amendment Number 49, 2025

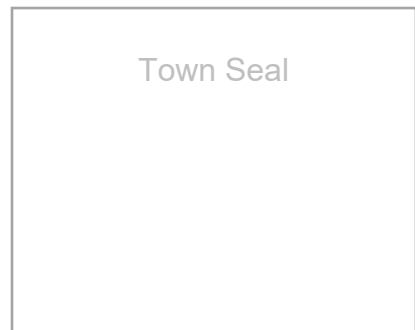
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the City of St. John's Development Regulations Amendment Number 49, 2025.

Adopted by the City Council of St. John's on the 25th day of March, 2025.

Signed and sealed this ____ day of _____.

Mayor: _____

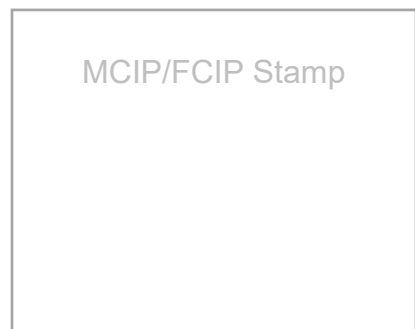
Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Development Regulations Amendment Number 49, 2025 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____



Development Regulations/Amendment	
REGISTERED	
Number	_____
Date	_____
Signature	_____

CITY OF ST. JOHN'S

Development Regulations Amendment Number 49, 2025

BACKGROUND AND PURPOSE

The City of St. John's wishes to allow an Apartment Building at 7 Waterford Bridge Road. The property is within the Residential District, therefore a Municipal Plan amendment is not required. The subject property currently contains a Single Detached Dwelling on site. Harbour Capital Corporation is proposing to redevelop the existing building into a six-unit Apartment Building. The Apartment Building Use is Permitted in the A2 Zone.

ANALYSIS

The Municipal Plan encourages a diversity of housing to help strengthen neighbourhoods. Specifically, section 4.1 of the Envision Municipal Plan encourages the City to enable a range of housing to create diverse neighbourhoods with a mix of housing forms and tenures. Further, it promotes higher density development along key transportation corridors to support increased access to housing and transportation options and to reduce service and infrastructure costs. The proposed development meets this policy.

As per Policy 8.4.1 of the St. John's Municipal Plan, within the Residential Land Use District Council shall establish low, medium, and high-density residential land use zones that consider a variety of residential forms. Further, Policy 8.4.11 promotes the development of infill, rehabilitation, and redevelopment projects, thereby better utilizing existing infrastructure. The proposed development will take advantage of existing municipal services while increasing the density and providing a different type of housing in this neighbourhood.

PUBLIC CONSULTATION

A public meeting was held on March 5, 2025, at 7pm at St. John's City Hall. The proposed amendment and public meeting were advertised on three occasions in The Telegram newspaper on February 14, February 21, and February 28, 2025. A notice of the amendment was also mailed to property owners within 150 metres of the application site, posted on the City's website and in two conspicuous places in the area affected. Background information on the amendment was available on the Engage St. John's project page. Minutes from the public meeting and submissions received can be found in the March 25, 2025, Regular Council Meeting agenda package.

Generally, public feedback was mixed. The surrounding neighbourhood is concerned with traffic, road safety, increased density in the area, and possible future development on the subject site.

While staff acknowledge the neighbourhood's concerns, the proposed development does meet the policies in the St. John's Municipal Plan to increase density and allow for a variety of housing types in neighbourhoods. Staff reviewed the proposal and do not have concerns.

ST. JOHN'S URBAN REGION REGIONAL PLAN

The proposed amendment is in line with the St. John's Urban Region Regional Plan (the "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 rezone this property.

ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 49, 2025

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

Rezoning land at 7 Waterford Bridge Road [Parcel ID 3850] from the Residential 1 (R1) Zone to the Apartment 2 (A2) Zone as shown on City of St. John's Zoning Map attached.

INFORMATION NOTE

Title: 27 Nil's Way interpret zone lines

Date Prepared: March 10, 2025

Report To: Regular Council Meeting

Councillor and Role: Councillor Maggie Burton, Planning

Ward: Ward 4

Issue:

To interpret zone lines affecting the commercial property at 27 Nil's Way.

Discussion – Background and Current Status:

This property was subject to Envision St. John's Development Regulations Amendment No. 23, 2023, which rezoned the property from the Industrial General (IG) Zone to the Industrial Commercial (IC) Zone. At the time, staff identified a disagreement between the property lines and the zone lines. At the southern end of the property, the zone line changed from IC to IG, but the zone lines should line up with the property lines here – thus this memo.



Under the Envision St. John's Development Regulations, section 10.3 deals with "Interpretation of Zone Boundaries":

"Where the boundary of a Zone ... (b) is shown on the Zoning Map as substantially following Lot Lines of an approved Subdivision or other acceptable base map, the Lot Lines shall be deemed to be the boundary."

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Therefore, the Chief Municipal Planner interprets the zone lines between IC and IG to run along the southern property boundary of 27 Nil's Way. The property is thus completely within the IC Zone, in line with the intent of the 2023 rezoning. Corresponding changes will be made to the Municipal Plan map for the boundary between the Commercial and Industrial District.

Key Considerations/Implications:

1. Budget/Financial Implications: None.
2. Partners or Other Stakeholders: Property owner and nearby 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.
4. Alignment with Adopted Plans: In accordance with the Envision St. John's Municipal Plan policies.
5. Accessibility and Inclusion: Not applicable.
6. Legal or Policy Implications: In accordance with section 10.3 "Interpretation of Zone Boundaries".
7. Privacy Implications: None.
8. Engagement and Communications Considerations: None.
9. Human Resource Implications: None.
10. Procurement Implications: None.
11. Information Technology Implications: None.
12. Other Implications: None.

Conclusion/Next Steps:

At 27 Nil's Way, the zone boundary between the Industrial Commercial (IC) Zone and the Industrial General (IG) Zone is interpreted to include all of 27 Nil's Way in the IC Zone. Corresponding changes will be made to the future land use map of the Envision St. John's Municipal Plan. This accords with the rules of zone interpretation in Section 10.3 of the Envision St. John's Development Regulations.

Report Approval Details

Document Title:	27 Nil's Way interpret zone lines 2025-03-10.docx
Attachments:	
Final Approval Date:	Mar 20, 2025

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

Jason Sinyard - Mar 20, 2025 - 1:07 PM

DECISION/DIRECTION NOTE

Title: Youth on Reconciliation – Imagine a Canada Mobile Exhibit Loan

Date Prepared: March 20, 2025

Report To: Regular Meeting of Council

Councillor and Role: Mayor Danny Breen, Governance & Strategic Priorities

Ward: Choose an item.

Decision/Direction Required:

That Council approve hosting the Legacy of Hope Foundation mobile exhibit Youth on Reconciliation – Imagine a Canada from April to August of 2025.

Discussion – Background and Current Status:

The Legacy of Hope Foundation (LHF) is a national charitable arm of the Aboriginal Healing Foundation with a mission to educate Canadians about the Residential School System and its lasting impacts on generations of Indigenous (First Nations, Inuit, and Métis) Peoples.

The LHF has created several stand-alone, mobile exhibitions that provide a unique, museum-like experience and include first-hand and Indigenous Testimonies of the Residential and Day School Systems. The exhibitions, which promote healing and encourage acts of Reconciliation, can be hosted in schools, offices, parliaments, galleries or in any public space.

The exhibit Youth on Reconciliation – Imagine a Canada explores the concept of Reconciliation through artistic expression and what it means to youth in Canada. The banners feature artwork and poems by winners of the first Imagine a Canada competition, announced in March of 2016. Imagine a Canada is an annual national art and essay competition sponsored by the National Centre for Truth and Reconciliation in collaboration with Rideau Hall. It asked young people to share their thoughts on what the future of Canada can look like through the lens of hope, respect, and Reconciliation.

The City would be hosting the exhibit from April to August of 2025. It could be displayed in Wyatt Hall (2nd floor of City Hall). A reception launching the exhibit is required as part of the loan agreement and exhibit-hosting duties.

Key Considerations/Implications:

1. Budget/Financial Implications: The exhibit itself is free to borrow, but the City will be responsible for shipping costs, which are estimated to be \$1500.00 plus tax including

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delivery and return. A reception launching the exhibit is expected to cost around \$3000.00.

2. Partners or Other Stakeholders: Legacy of Hope Foundation

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: N/A

6. Accessibility and Inclusion: N/A

7. Legal or Policy Implications: A loan agreement will be signed between the City and the Legacy of Hope Foundation.

8. Privacy Implications: N/A

9. Engagement and Communications Considerations: The exhibit would be advertised on social media and via email notification to subscribers.

10. Human Resource Implications: N/A

11. Procurement Implications: N/A

12. Information Technology Implications: N/A

13. Other Implications: N/A

Recommendation:

That Council approve hosting the Legacy of Hope Foundation mobile exhibit Youth on Reconciliation – Imagine a Canada, including holding a reception to launch the exhibit.

Prepared by: Theresa Walsh, City Clerk

Approved by: Kevin Breen, City Manager

LEGACY OF HOPE FOUNDATION EXHIBITION

EXHIBITION:

Youth on Reconciliation - Imagine a Canada

This exhibition explores the concept of Reconciliation through artistic expression and what it means to youth in Canada. The banners feature artwork and poems by winners of the first *Imagine a Canada* competition, announced in March of 2016. *Imagine a Canada* is an annual national art and essay competition sponsored by the National Centre for Truth and Reconciliation in collaboration with Rideau Hall. It asked young people to share their thoughts on what the future of Canada can look like through the lens of hope, respect, and Reconciliation.



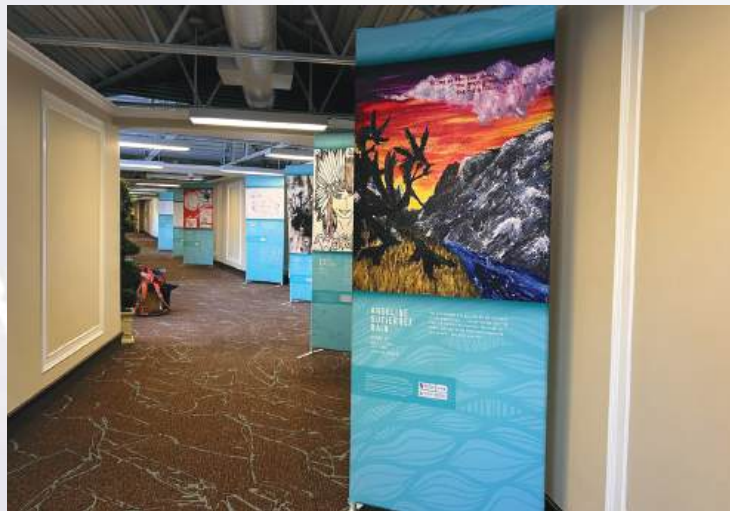
Exhibition Specifics:

Version 1.1 and 1.2: Exhibition / Travel

- 10 Double-sided pull-up panners
- Required floor space: Approx. 35 ft
- Total shipping weight: 200 lbs

Version 2.1: Exhibition / Travel

- 10 Double sided exhibition contour walls
- Required floor space: Approx. 35 ft
- Total shipping weight: 300 lbs



WARNING

This Exhibition contains subject matter that may be disturbing and triggering to some visitors. Please call 1-866-925-4419 or your local crisis line for counselling and support.