

# ST. JOHN'S

## Regular Meeting - City Council Agenda

April 9, 2025  
10:00 a.m.  
4th Floor City Hall

Pages

1.	CALL TO ORDER	
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# **ST. JOHN'S**

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## **Minutes of Regular Meeting - City Council**

**Council Chamber, 4th Floor, City Hall**

**March 25, 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 Ophelia Ravencroft  
Councillor Greg Noseworthy  
Councillor Tom Davis  
Councillor Carl Ridgeley

**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**
2. **PROCLAMATIONS/PRESENTATIONS**
3. **APPROVAL OF THE AGENDA**

3.1 **Adoption of Agenda**

SJMC-R-2025-04-25/93

**Moved By** Deputy Mayor O'Leary

**Seconded By** Councillor Ravencroft

That the Agenda be adopted as presented.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

4. **ADOPTION OF THE MINUTES**

4.1 **Adoption of Minutes - March 11, 2025**

SJMC-R-2025-03-25/94

**Moved By** Councillor Bruce

**Seconded By** Councillor Davis

That the minutes of March 11, 2025, be adopted as presented.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

5. **BUSINESS ARISING FROM THE MINUTES**

## 6. **DEVELOPMENT APPLICATIONS**

### 6.1 **Notices Published – 11 Barrow's Road - DEV2500002**

Members of Council noted that traffic congestion in Quidi Vidi was a concern, especially for those living closest to the site. Visitors to the area were encouraged to walk, or to use the shuttle or public transit to alleviate the concern. Councillor Ravencroft advised that the shuttle service will be heavily promoted which should help to address the issue. It was also observed that Quidi Vidi Village is a unique location, and additional consideration should be given to the impact of development on the area. Both the Mayor and Deputy Mayor O'Leary voiced support for restricting vehicle access to Quidi Vidi Village year-round to reduce congestion and alleviate parking issues.

SJMC-R-2025-02-25/95

**Moved By** Councillor Ridgeley

**Seconded By** Councillor Ellsworth

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.

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

Against (1): Councillor Ravencroft

**MOTION CARRIED (9 to 1)**

### 6.2 **Notices Published – 28 Symonds Avenue – DEV2500014**

SJMC-R-2025-03-25/96

**Moved By** Councillor Ridgeley

**Seconded By** Councillor Davis

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

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**6.3 Proposed expansion of Non-conforming Use for Place of Worship – 109 Blackmarsh Road – DEV2500036**

Councillor Noseworthy asked that consideration be given to installing a sidewalk on the opposite side of Blackmarsh Road to improve pedestrian safety. His request was supported by Councillor Ravencroft and Deputy Mayor O'Leary.

SJMC-R-2025-03-25/97

**Moved By** Councillor Ridgeley

**Seconded By** Councillor Ravencroft

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.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**6.4 Accessory Building and Variance on Height – 28 Autumn Drive – INT2500011**

SJMC-R-2025-03-25/98

**Moved By** Councillor Ridgeley

**Seconded By** Councillor Bruce

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.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**7. RATIFICATION OF EPOLLS**

**8. COMMITTEE REPORTS**

**8.1 Committee of the Whole Report - March 18, 2025**

**1. Review of Social Media Channels**

Members of Council voiced their support of the recommendation to deactivate the City's corporate X account, and asked residents to sign up for email updates, check the City's website, and to follow the City on Instagram or Facebook for updates. Mayor Breen advised that members of Council could remain on X should they choose to do so, and that all members of Council could be contacted directly via email and telephone, or by calling 311.

SJMC-R-2025-03-25/99

**Moved By** Deputy Mayor O'Leary

**Seconded By** Councillor Ravencroft

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

**MOTION CARRIED (10 to 0)**

**2. 75 Lady Anderson Street – REZ2500006**

SJMC-R-2025-03-25/100

**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 (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**3. Amendment to Building By-Law**

The City Clerk notified Council that the amendments concerning the Building Bylaw, Commercial Maintenance Bylaw, and the Residential Property Standards Bylaw would be deferred to the Regular Meeting of April 8th due to legislative requirements. The Notices of Motion concerning the Bylaws would be presented by Councillor Hickman later in the meeting.

4. **Amendment to Commercial Maintenance By-Law**

This item was deferred.

5. **Amendment to Residential Property Standards By-Law**

This item was deferred.

6. **Earth Day 2025**

SJMC-R-2025-03-25/101

**Moved By** Deputy Mayor O'Leary

**Seconded By** Councillor Davis

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

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

9. **DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)**

9.1 **Development Permits List March 6 - 19, 2025**

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 March 12 and March 19, 2025**

SJMC-R-2025-03-25/102

**Moved By** Councillor Ellsworth

**Seconded By** Councillor Bruce

That the weekly payment vouchers for the weeks ending March 12 and March 19, 2025, in the amount of \$18,819,948.90, be approved as presented.



For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**12. TENDERS/RFPS**

**13. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS**

**13.1 Notice of Motion - Amendment of the Building By-Law No. 1-2025**

Councillor Hickman read the following Notice of Motion into the public record.

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 25th day of March, 2025.

**13.2 Notice of Motion - Commercial Maintenance By-Law No. 1-2025**

Councillor Hickman read the following Notice of Motion into the public record.

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 25th day of March, 2025.

**13.3 Notice of Motion - Amendment to Residential Property Standards By-Law No. 1-2025**

Councillor Hickman read the following Notice of Motion into the public record.

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 25th day of March, 2025.

**14. NEW BUSINESS**

**14.1 Travel Authorization for Councillor Davis– SAM 2025 Spring AGM in Corner Brook**

SJMC-R-2025-03-25/103

**Moved By** Councillor Burton

**Seconded By** Councillor Ellsworth

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

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**14.2 28 Cochrane Street – REN2500032 – Designated Heritage Building**

SJMC-R-2025-03-25/104

**Moved By** Councillor Burton

**Seconded By** Councillor Ravencroft

That Council approve the exterior alterations, as proposed, to 28 Cochrane Street, a designated Heritage Building.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**14.3 34 New Cove Road – MPA2300005 - Approval**

Councillor Burton provided the background information on a proposed Apartment Building at 34 New Cove Road. She noted that Staff agreed with the majority of the recommendations made by the Commissioner, with the exception of recommendation #4, which would require the applicant to

adhere to the requirements of Section 7.1.4 Building Stepback of the Envision St. John's Development Regulations. Staff are recommending that a text amendment be made to the Development Regulations to enable Council to exempt tall buildings from the stepback requirement in certain circumstances. Councillor Burton agreed with the Staff recommendation and amended the proposed resolution to exempt 34 New Cove Road from the stepback requirement. She further noted that in certain cases stepbacks should not be required and could affect the viability of high-density developments in low density areas.

Councillor Davis voiced concerns on the height of the building creating a looming effect over the neighbourhood, as well as its alignment with the City's Municipal Plan. He advised that stepbacks are visually pleasing and minimize the impacts of large developments on their existing neighbourhoods. He would prefer that the developer revise their Land Use Report (LUR) to include the stepback in the design. Deputy Mayor O'Leary highlighted the suitability of the site for densification and emphasized the need to balance the effects of densification on the surrounding area. She further noted concern with the precedent an exemption might set for future developments. She stated that she would also like the applicant to provide a revised LUR to Council for consideration.

Councillor Ellsworth responded that exempting the stepback would not set a precedent, as each application needs to be considered on its own merits. He further stated the importance of densification in areas that can support large developments. Councillor Hickman, while concerned about the overall appearance of the building and access points, agreed that the project made sense for the area and supported the exemption as the change on the impacts on the neighbouring residents would be minimal.

Councillor Burton provided additional clarity on the stepback requirement. She advised that the Envision St. John's Development Regulations were enacted before the current housing crisis. While the requirement is a good planning principle to mitigate looming and reduce the impacts on privacy, wind generation, and precipitation, consideration has to be given to whether or not the stepback is appropriate for all development. As the City does not have authority over design standards, the stepback requirement would also provide a measure of control when it came to the design and appearance of buildings. In this case the stepback would affect the plumbing and HVAC alignment of the building and this additional cost would be an undue financial burden on the developer. She further explained that although the project would not be affordable housing, it

would increase the housing stock to provide residents options to move into the right type of housing and free up some affordable units to help residents improve their living situation. The Mayor agreed that the location was suitable for increased density and supported the exemption. He further stated the importance of stepbacks in the Downtown area and that the value of the requirement has to be considered when high density proposals come forward for approval.

SJMC-R-2025-03-25/105

**Moved By** Councillor Burton

**Seconded By** Councillor Ellsworth

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) Exempt 34 New Cove Road from the building setback requirement.

For (8): Mayor Breen, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, and Councillor Ridgeley

Against (2): Deputy Mayor O'Leary, and Councillor Davis

**MOTION CARRIED (8 to 2)**

#### **14.4 7 Waterford Bridge Road – REZ2300009 - Adoption**

Councillor Burton observed the size of the lot at 7 Waterford Bridge Road and made a motion to reject the rezoning of the land from a R1 to an A2 zone. She asked that the applicant provide Council with a more fulsome plan for the lot in advance of a decision being made on rezoning. Councillor Noseworthy supported the motion and recommended that the applicant consider site specific zoning or a subdivision of the property when the proposal moves forward. Councillor Ellsworth noted the importance of public consultation when undertaking such projects. He supported the motion to reject the current application and advised the applicant to subdivide the property or come forward with a full plan for the densification of the lot.

SJMC-R-2025-03-25/106

**Moved By** Councillor Burton

**Seconded By** Councillor Noseworthy

That Council reject the Envision St. John's Development Regulations Amendment 49, 2025, regarding an Apartment Building at 7 Waterford Bridge Road.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**14.5 27 Nil's Way Interpretation of Zone Lines**

**14.6 Youth on Reconciliation – Imagine a Canada Mobile Exhibit Loan**

SJMC-R-2025-03-25/107

**Moved By** Councillor Bruce

**Seconded By** Deputy Mayor O'Leary

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.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**15. OTHER BUSINESS**

**16. ACTION ITEMS RAISED BY COUNCIL**

**16.1 75 Lady Anderson Street - Walking Trails**

Councillor Davis informed Council that work was underway at 75 Lady Anderson Street. The construction has cut off access to two well-used walking trails in the area. He requested that Staff consider creating a walking trail plan for Kenmount Terrace to avoid such issues in the future.

**16.2 Canada Drive - Traffic Control**

Councillor Noseworthy stated that speeding continues to be an issue on Canada Drive near Blackmarsh Road. As the density of the area is increasing, he requested that additional consideration be given to traffic calming in the area to enhance community safety.

**17. ADJOURNMENT**

There being no further business, the meeting adjourned at 4:32 p.m.

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MAYOR

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CITY CLERK

# DECISION/DIRECTION NOTE

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**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

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## 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**

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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.

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MAYOR

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CITY CLERK

# DECISION/DIRECTION NOTE

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**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

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## 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**

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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

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**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

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## **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.



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**

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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

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**Title:** Crown Land Grant – 358 Blackhead Road – CRW2500003

**Date Prepared:** March 27, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 5

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**Decision/Direction Required:**

To approve a Crown Land Grant at 358 Blackhead Road.

**Discussion – Background and Current Status:**

The Provincial Department of Fisheries, Forestry and Agriculture has referred an application for Crown Land Grant at 358 Blackhead Road. The land is approximately 0.6 hectares and is zoned Open Space Reserve (OR). The area is currently used for a telecommunications tower and will maintain the same future use.

**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
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: Not applicable.

# ST. JOHN'S

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 Crown Land Grant for 0.63hectares at 358 Blackhead Road.

**Prepared by:**

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

**Approved by:**

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

**Report Approval Details**

Document Title:	Development Committee - Crown Land Grant - 358 Blackhead Road - CRW2500003.docx
Attachments:	- 358 BLACKHEAD ROAD.pdf
Final Approval Date:	Mar 27, 2025

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

**Jason Sinyard - Mar 27, 2025 - 1:51 PM**





PETER F O'NE  
Vol - 116 Fol - 9

Rogers Communications Inc.  
Application #: 163832

OR

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# DECISION/DIRECTION NOTE

**Title:** Public Utility in the Floodplain, Wetland and Associated Buffers – Petty Harbour Road – DEV2500022 & DEV2500028

**Date Prepared:** March 28, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 5

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## Decision/Direction Required:

To consider approval of the replacement of a Public Utility within the Floodplain, Wetland and associated Buffers along Petty Harbour Road.

## Discussion – Background and Current Status:

Two applications were received from Newfoundland Power for a three-phase utility line upgrade along Petty Harbour Road; phase one is from the intersection of Main Road to Donovan's Road and phase 2 from Donovan's Road to the Petty Harbour Road power plant. The work includes the replacement of poles along the roadway, some of which are located in various areas of the floodplain, wetland or associated buffers.

Subject to **Section 4.10(6) and (7) of the Development Regulations**, Council may permit a Public Utility within the Floodplain, Wetland or associated Buffer. Subject to **Section 4.10(8)**, prior to Council's consideration the application was referred to the Environment and Sustainability Experts Panel for their consideration. The panel had no concerns with the proposed application.

## 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
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.

# ST. JOHN'S

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 4.10 "Waterways, Wetlands, Ponds or Lakes."**
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 replacement of a Public Utility within the Floodplain, Wetland and associated Buffer along Petty Harbour Road.

**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 - Public Utility in the Floodplain - Petty Harbour Road - DEV2500022 and DEV2500028.docx
Attachments:	
Final Approval Date:	Apr 1, 2025

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

**Jason Sinyard - Apr 1, 2025 - 9:22 AM**

# DECISION/DIRECTION NOTE

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**Title:** Notices Published – 112 Camrose Drive - DEV2300136

**Date Prepared:** March 31, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 4

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**Decision/Direction Required:**

A Discretionary Use application has been submitted for 112 Camrose Drive.

**Discussion – Background and Current Status:**

The proposed application is for remediation of an abandoned quarry at 112 Camrose Drive. The remediation will involve filling, regrading, and landscaping in the Watershed. The proposed remediation covers an area of approximately 18,976 square metres. No buildings are proposed. The proposed application site is in the Watershed (W) Zone.

One submission was received which expressed concern on heavy equipment and impact to the existing road. The Town of Paradise was notified of the application as the property has frontage within the Town of Paradise, while remediation is occurring on land within the city's municipal boundary. The property is zoned Watershed and is also located within Little Powers Pond Watershed. The proposed remediation will fill in and regrade to naturalize the area.

**Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Property owner, neighboring property owners and Town of Paradise.
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.

---

# ST. JOHN'S

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 10.5 "Discretionary Use" and Section 10 "Watershed (W) 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 112 Camrose Drive to allow the remediation of an abandoned quarry in the Watershed.

**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 - 112 Camrose Drive.docx
Attachments:	- 112 CAMROSE DRIVE_2.pdf
Final Approval Date:	Apr 1, 2025

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

**Lindsay Lyghtle Brushett - Apr 1, 2025 - 9:02 AM**

**Jason Sinyard - Apr 1, 2025 - 9:21 AM**



SUBJECT PROPERTY

W

DEBORAH LYNN HEIGHTS

CAMROSE DRIVE



**Theresa K. Walsh**

---

**From:** [REDACTED]  
**Sent:** Thursday, March 13, 2025 5:27 PM  
**To:** Planning; CityClerk  
**Subject:** 112 Camrose discretionary use?

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

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

To whom it concerns,  
As per below copied from Paradise city council.  
I am enquiring about the amount of dump trucks or heavy equipment that will use Camrose Drive. The road is very narrow and the quiet area cannot handle heavy equipment use. The road is already terrible to travel on. Please respond whether we have a say or not as well as the usage.

Copied from Paradise city council:

The Town of Paradise advises residents of a City of St. John's Discretionary Use application submitted for 112 Camrose Drive. The proposed application is for the remediation of an abandoned quarry at 112 Camrose Drive. The subject property has frontage on Camrose Drive; however, the proposed remediation work would occur on lands outside the boundary of Paradise, within St. John's. We share this with residents as the property borders the Town of Paradise.

If you would like to comment on this application, please contact the City of St. John's Office of the City Clerk at [cityclerk@stjohns.ca](mailto:cityclerk@stjohns.ca) before 9:30 a.m. on March 25, 2025. For more information, call 709-576-6192 or email [planning@stjohns.ca](mailto:planning@stjohns.ca).

Sent from my iPhone

# DECISION/DIRECTION NOTE

**Title:** Proposed Subsidiary Dwelling in a Non-Conforming Dwelling and Parking Relief – 26 Major’s Path – DEV2500040

**Date Prepared:** April 1, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 1

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## **Decision/Direction Required:**

To seek approval to add a Subsidiary Dwelling Unit within an existing Non-conforming Dwelling and parking relief for one (1) parking space at 26 Major’s Path.

## **Discussion – Background and Current Status:**

An application was submitted to add a Subsidiary Dwelling Unit to the existing Semi-Detached Dwelling at 26 Major’s Path. The Use is currently non-conforming as the property is located within the Industrial Commercial (IC) Zone. 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 dwelling footprint, only reconfiguration of the interior space, which will not make the dwelling more non-conforming.

As per **Section 8.3 of the Envision Development Regulations**, 1 space per Dwelling Unit is required for the new unit. There is currently space on-site for the existing unit, therefore parking relief for 1 parking space is requested. The rationale for relieving this parking space is that a stacked parking space will be added to the site and there is a bus stop and route directly in front of the property.

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 change requested does not merit a Parking Report, Council may accept a staff report in lieu, 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

# ST. JOHN’S

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 8.3 "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 addition of a Subsidiary Dwelling Unit within the Non-Conforming Dwelling and relieve one (1) parking space at 26 Major's Path.

**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 Committe- Proposed Subsidiary Apartment in Non-Conforming Dwelling - 26 Major's Path - DEV2400137.docx
Attachments:	- 26Major'sPath.png
Final Approval Date:	Apr 3, 2025

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

**Lindsay Lyghtle Brushett - Apr 1, 2025 - 1:27 PM**

**Jason Sinyard - Apr 3, 2025 - 9:47 AM**



# DECISION/DIRECTION NOTE

**Title:** Approval-in-Principle for Apartment Building – 5 & 7 Little Street – DEV2500043

**Date Prepared:** April 1, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 4

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## **Decision/Direction Required:**

To request Approval-in-Principle for an Apartment Building at 5 & 7 Little Street.

## **Discussion – Background and Current Status:**

An application was submitted requesting Approval in Principle for an Apartment Building at 5 & 7 Little Street. The building is proposed to have a height of approximately 17.5 metres (5 storeys) at its highest point, with a total of 78 dwelling units that range from 30 micro units, 40 - 1-bedroom units and 8 – 2-bedroom units. The parking requirement for these units is a minimum of 54 parking spaces, which is provided (30 exterior and 24 interior). The proposed Apartment Building is a Permitted Use in the Apartment 2 (A2) Zone.

Prior to this current application, in January 2025, Council rejected an application for approval-in-principle and parking relief. The previous apartment building application had a height of 20 meters (4-6 storeys depending on site grades) with 96 units (mix of 30 micro units, 56 1-bedroom units and 10 2-bedroom units). The proposal required 72 parking spaces but only 56 spaces were provided, meaning parking relief of 16 parking spaces was requested. It was recommended that the developer consider reducing the size of the building and/or increasing the number of parking spaces, based on resident concerns.

The proposed Apartment Building is a Permitted Use in the Apartment 2 (A2) Zone, and it must be demonstrated that the site meets all requirements for the **Development Regulations** and **Development Design Manual** on future plans prior to Final Approval. Preliminary review has determined that the site can be serviced, access is adequate, and parking meets the requirement based on the proposed number and size of units for approval in principle.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Not applicable.

# ST. JOHN'S

3. Is this a New Plan or Strategy: No

4. Alignment with Strategic Directions:

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

Choose an item.

5. Alignment with Adopted Plans: **St. John's Municipal Plan and Development Regulations.**

6. Accessibility and Inclusion: Not applicable.

7. Legal or Policy Implications: **St. John's Development Regulations Section 4.5.3 "Approval-in-Principle" and Section 10 "Apartment 2 (A2) 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 grant Approval in Principle for the proposed Apartment Building at 5 & 7 Little Street, which is subject to the following conditions prior to Final Approval:

1. Meet all requirements of the St. John's Municipal Plan and Development Regulations;
2. Meet all requirements of the Development Design Manual; and
3. Detailed site and servicing plans submitted and approved.

**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 - Apartment Building Approval-in-Principle - 5-7 Little Street - DEV2500043.docx
Attachments:	- 5-7 LITTLE STREET - DEV2300074.pdf - 5-7 LittleStreet Re-Issued for DA (2025-02-26).pdf
Final Approval Date:	Apr 3, 2025

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

**Jason Sinyard - Apr 3, 2025 - 9:21 AM**





SUBJECT PROPERTY

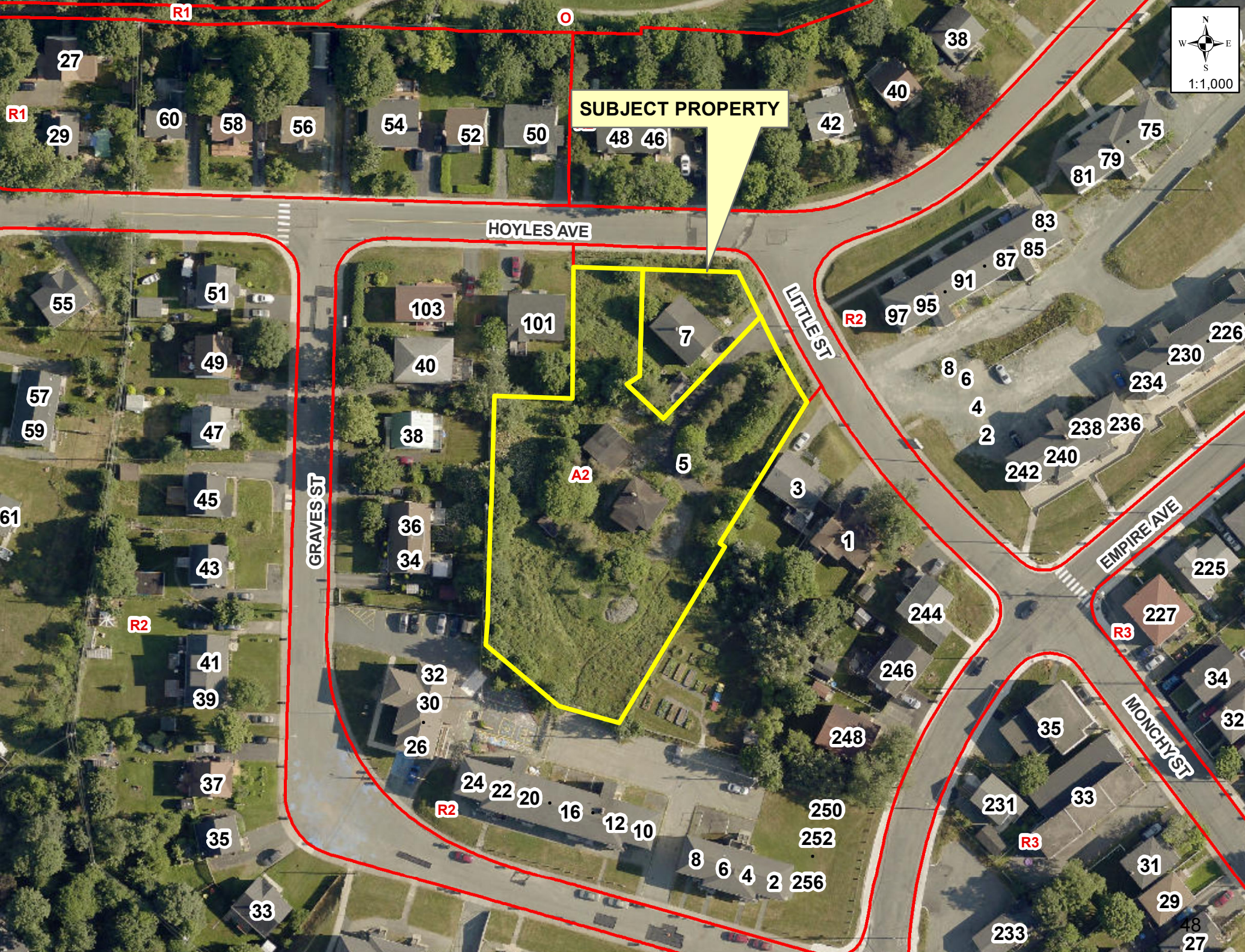
HOYLES AVE

LITTLE ST

EMPIRE AVE

MONCHYST

GRAVES ST





# Nevada Properties

## Apartment Building

Project #19-1579 | Re-Issued for Development Application | February 26, 2025



Site Plan

1:250



# Nevada Properties

## Apartment Building

Project #19-1579 | Re-Issued for Development Application | February 26, 2025













# DECISION/DIRECTION NOTE

**Title:** Set Zone Standards for Proposed Single Detached Dwelling – 661 Thorburn Road – DEV2200102

**Date Prepared:** April 1, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 4

---

## Decision/Direction Required:

Request for Council to set the Zone Standards for a Single Detached Dwelling in the Watershed Zone at 661 Thorburn Road.

## Discussion – Background and Current Status:

An application was approved by Council in 2022 to rebuild an existing non-conforming, Single Detached Dwelling at 661 Thorburn Road. The house location had been set in January 2025, but the applicant has since decided to relocate the dwelling. Subject to **Section 10, Watershed (W) Zone** of the **Development Regulations**, the Zone Standards shall be in the discretion of Council.

The proposed Zone Standards area:

- Building Line – 40.74m
- Side Yard – West: 2.83m
- Side Yard - East: 24.12m

## 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
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.

# ST. JOHN'S

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 10 "Watershed (W) 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 proposed Zone Standards in the Watershed Zone to allow the rebuild of a Single Detached Dwelling at 661 Thorburn Road as follows:

- Building Line – 40.74m
- Side Yard – West: 2.83m
- Side Yard - East: 24.12m

**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 - Zone Standards for Single Detached Dwelling – 661 Thorburn Road - DEV2200102.docx
Attachments:	- Aerial Map Zoom.pdf - 661 Thorburn plan.pdf
Final Approval Date:	Apr 3, 2025

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

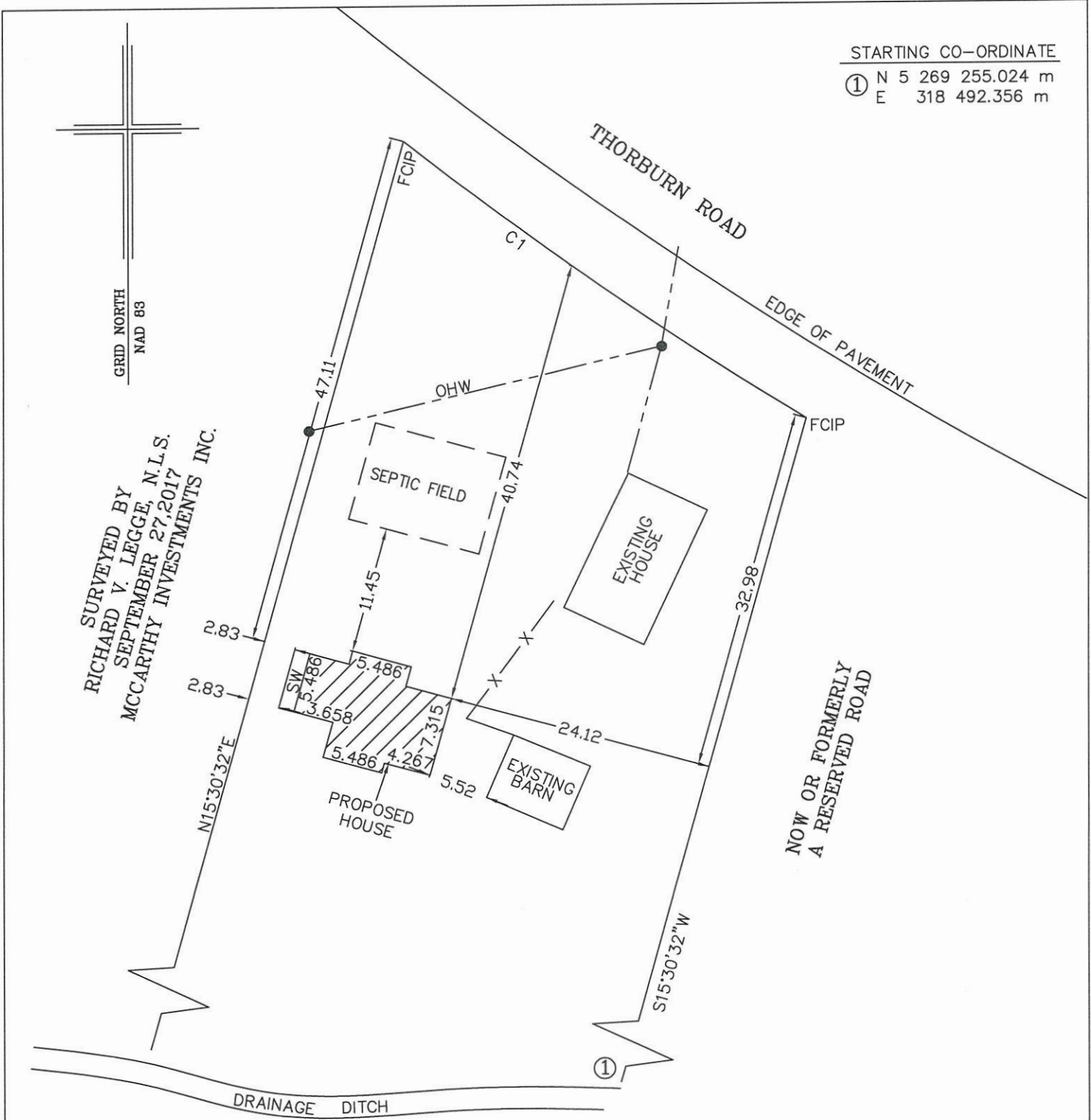
**Jason Sinyard - Apr 3, 2025 - 9:46 AM**



## 661 – 665 Thorburn Road







STARTING CO-ORDINATE

① N 5 269 255.024 m  
E 318 492.356 m

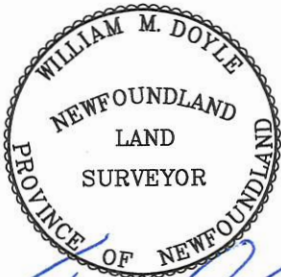
SURVEYED BY  
RICHARD V. LEGGE, N.L.S.  
SEPTEMBER 27, 2017  
MCCARTHY INVESTMENTS INC.

LEGEND

- S/W - STAIRWELL
- - POLE
- OHW - OVERHEAD WIRE
- FCIP - FOUND CAPPED IRON PIN
- \*-\*-\* FENCE

- NOTE: HOUSE PLAN CHANGED - OCTOBER 29, 2024
- NOTE: HOUSE PLAN CHANGED - NOVEMBER 22, 2024
- NOTE: HOUSE MOVED - NOVEMBER 28, 2024
- NOTE: HOUSE MOVED - MARCH 5, 2025
- NOTE: HOUSE MOVED - MARCH 13, 2025
- NOTE: SURVEY UPDATED - MARCH 27, 2025

No.	ARC	RADIUS	CHORD BEARING	CHORD DISTANCE
C1	44.343	342.626	S55°03'43"E	44.312



KEY PLAN  
CIVIC NO. 661  
THORBURN ROAD  
ST. JOHN'S, NL

WILLIAM DOYLE & ASSOCIATES LTD.  
Newfoundland Land Surveyors

SCALE: 1:500	JOB NO. 24-347-2
DATE: MARCH 27, 2025	DRAWN BY: L.D.

# DECISION/DIRECTION NOTE

**Title:** Notices Published – 2 William Street – DEV2500021

**Date Prepared:** April 1, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley, Development

**Ward:** Ward 2

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## **Decision/Direction Required:**

A Discretionary Use application has been submitted for 2 William Street.

## **Discussion – Background and Current Status:**

The proposed application is a Home Occupation for a bakery. The floor area will be approximately 10m<sup>2</sup> and operate Monday to Friday, 9:00 a.m. - 5 p.m. There will be no on-site retail, and all sales will be delivered directly to markets or grocery stores. Parking relief will be required. The proposed application site is zoned Residential Downtown (RD).

Six submissions were received all with objections to the proposed development. Concerns pertained to traffic safety due to the width of the road, location of the business to the intersection, overall vehicle congestion, and stopping for pickup directly at the corner lot. There were also concerns with the over-subscribed parking area, along with fire safety and noise.

All applicable code requirements for a home-based business would need to be met prior to occupancy should the use be approved. There is no on-site retail, pickup or delivery of goods; the applicant will be making all deliveries and picking up ingredients. There is no on-street parking, the applicant has their own vehicle and permit for the area. Where there is no public on-street parking, one parking space is required. The applicant is requesting the parking requirement be waived. As per Section 8.12 of the Development Regulations, where an applicant wishes to provide a different number of parking spaces those required, Council shall require a Parking Report. Where in the opinion of Council that the change 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

# ST. JOHN'S



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 Sections 8.3 "Parking Standards," Section 8.12 "Parking Report", Section 10.5 "Discretionary Use", and Section 10 "Residential Downtown (RD) 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 for a Home Occupation at 2 William Street for a bakery and 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**

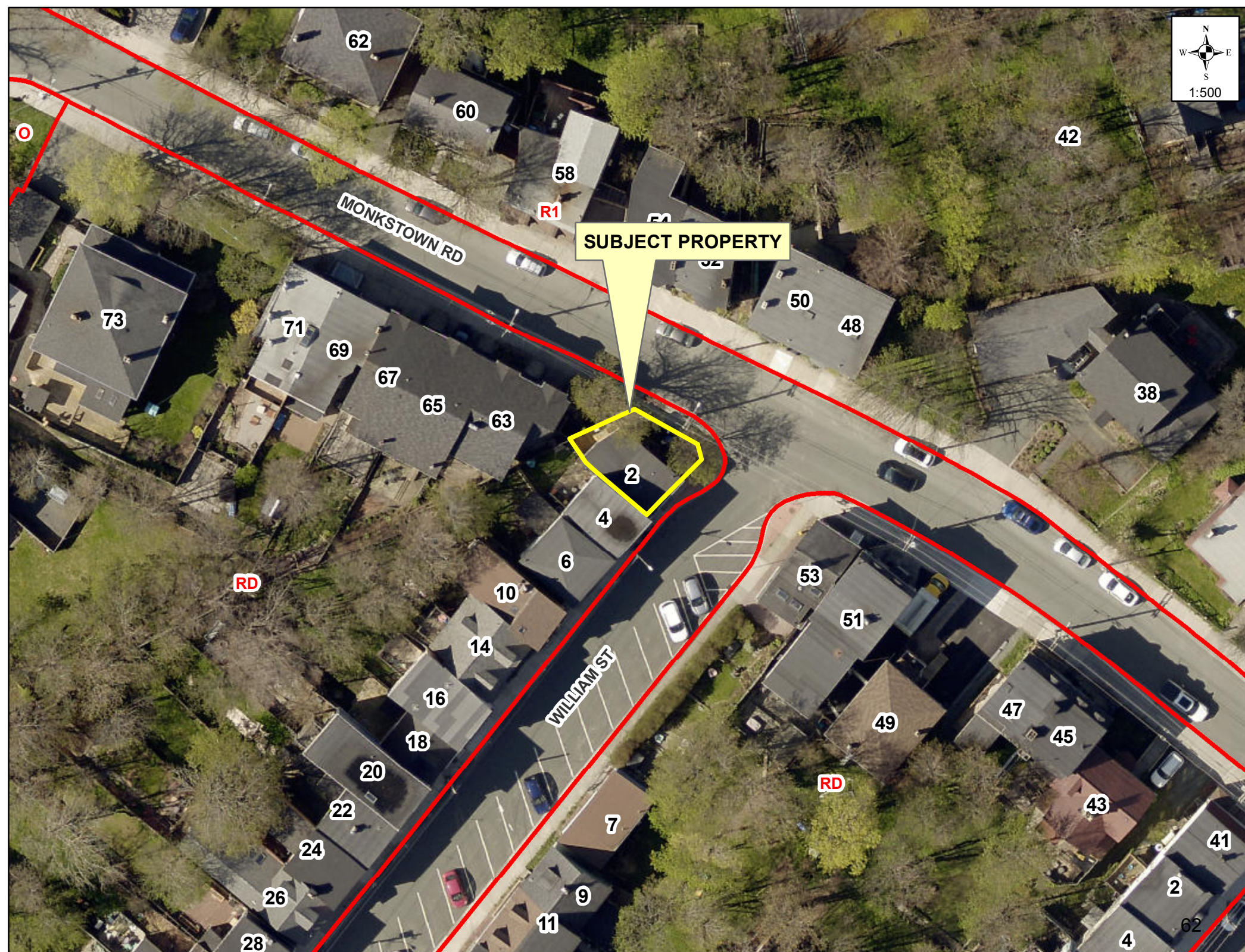
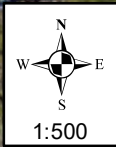
Document Title:	Notices Published - 2 William Street.docx
Attachments:	- DEV2500021-2 WILLIAM STREET.pdf
Final Approval Date:	Apr 3, 2025

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

**Lindsay Lyghtle Brushett - Apr 1, 2025 - 11:30 AM**

**Jason Sinyard - Apr 3, 2025 - 9:48 AM**







**From:** [REDACTED]  
**Sent:** Thursday, March 6, 2025 7:21 PM  
**To:** CityClerk  
**Subject:** 2 William Street

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

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The small house is located at the corner of Monkstown Road and William Street.

I strongly **object** to this type of home business at this location based on serious concerns regarding:

1. **traffic safety** at the intersection of Monkstown Road and William Street; and,
2. impact on already over-subscribed and **stressful parking situation** in the area that has been getting worse over the past years

Traffic safety:

- The entrance to the house is off William Street from the roadway barely one car length from Monkstown Road (parking is on the opposite side of the road away from the entrance to the house);
- Delivery/pickup vehicles would have to stop on the road itself to access the house;
- William Street has a narrow one-lane vehicle passageway, so cars cannot pass around a vehicle that is stopped in the road (as it would be for the bakery ingredients and goods to be received/delivered);
- Therefore, these delivery vehicles would obstruct access to William Street;
- William Street is a densely populated street with vehicles constantly making this turn throughout the day and a parked vehicle would create the need for these vehicles to stop in an unsafe location with righthand turning traffic backing into Monkstown Road or lefthand turning traffic stopping traffic on Monkstown Road as they wait for the loading/unloading to take place.
- Monkstown Road is a very busy street with traffic often exceeding speed limits. There is no 'downtime' during the day for traffic on this main collector street connecting to downtown. This obstruction will hinder the free flow of traffic and create a potential collision situation.

Parking

- The homes on William Street do not have off-street parking;
- The homes on Monkstown Road directly across from William Street also do not have off-street parking.
- It is common for people on William Street to park on Monkstown Road when they can't get a parking spot on their own street. With more people living in each household and the increasing

number of rentals, one home might have up to four parking passes for the area. Over time this has created more stress on the limited parking available in this neighborhood.

- The parking exemption requested for this business would add more stress to an already stressful situation;
- No information is provided regarding whether the parking exemption is for 1 staff person or if the business is successful, 2 staff persons. Who will monitor this over time?
- Who will monitor that the operation is 'closed' at 5 p.m.?
- Another concern is the parking of the delivery vehicles on Monkstown Road. When the delivery/pickup vehicle drivers see that they can't make the turn from Monkstown Road to William Street, they will park in front of the houses on Monkstown Road. This is already the practice of the occasional courier service. However, with a regular, full-time business, this will become a regular, full-time practice and a regular, full-time nuisance.

Traffic safety and parking in this neighborhood is already a challenge. This proposal is not suitable for this location and I strongly object to any parking exemption.

Theresa K. Walsh

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**From:** [REDACTED]  
**Sent:** Thursday, March 13, 2025 3:07 PM  
**To:** CityClerk  
**Subject:** 2 William Street

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

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I wish to present my opposition on this Discretionary Use application.

[REDACTED] I have seen the area grow and change, some for the better and some not so much.

However, parking is and remains an issue. It has become more difficult since homeowners have multiple vehicles and use Visitor's passes for permanent parking permits for their second vehicles. There are barely enough spaces for one car for each residence on the street.

Also, the Bed and Breakfasts have also brought in multiple vehicles.

So, if there are any extra parking requirements for this new business at #2, I think it would be ridiculous to take away another place from the permanent residents of the street.

Therefore, I strongly oppose this proposition.

[REDACTED]

**Theresa K. Walsh**

---

**From:** [REDACTED]  
**Sent:** Friday, March 21, 2025 1:05 PM  
**To:** CityClerk  
**Subject:** Re: 2 William Street Discretionary Use Application

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

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Attention: Office of the City Clerk

[REDACTED]

I am writing to express concern about the discretionary use application for parking relief at 2 William Street.

The intersection at Monkstown Road and William Street is quite busy in terms of traffic and has a challenging parking situation, with many houses in this area, including on both Monkstown and William, having on street parking only.

The location of 2 William Street is in a challenging location at this intersection. Any delivery vehicles for this location would need to stop on William Street and would obstruct access for vehicles turning from Monkstown Road onto William Street. This would make a challenging and busy intersection even more difficult and unsafe.

There are already parking challenges in this area due to a lack of off-street parking. Approving a parking exemption would add more challenges and stress to an already difficult situation. It is not clear what the parking exemption would be for, but this would certainly exacerbate parking issues that already exist on both William and Monkstown.

I unfortunately have to oppose this application and respectfully request that City Council reject the application due to the safety and congestion concerns I have raised, and which I know some of my neighbours have also raised.

Thank you,

[REDACTED]



**Theresa K. Walsh**

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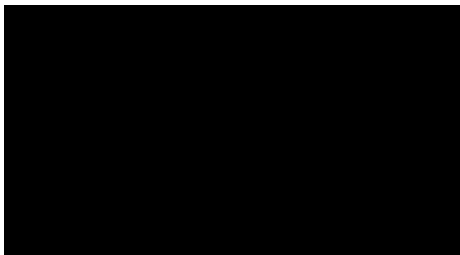
**From:** [REDACTED]  
**Sent:** Monday, March 24, 2025 12:37 PM  
**To:** CityClerk  
**Subject:** Comments on 2 William St Discretionary Use Application  
**Attachments:** 2 William St.docx

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Please find attached my comments on the Discretionary use proposed for 2 William St.

Thank-you for your consideration.



2 William St  
Discretionary Use Application  
Home Occupation Bakery  
March 2025

I have a few concerns regarding the discretionary use being proposed for 2 William St. They are:

1. Fire Risk. This house in question is the last house in a “row of a 3 attached houses”. There is then a narrow 2.5-3 foot lane which separates these three from the next six (6) houses, which form another group of attached houses. It is one thing to cook a small family meal or a batch of cookies. A risk of potential fire will be magnified many-fold if a kitchen is being used all day from 9:00 AM to 5:00 PM to prepare a significant amount of food to send to commercial enterprises

What safety precautions have been put in place lest anything go wrong and a fire start?

2. In many houses in the older part of the City, the walls between adjoining houses do not include 2 x4 structure frame to which wall-board, or at best gyproc is attached. The older houses shared a “plow and tongue” pine wall to which a paper or wall-board was/is attached. In the 1980 the City required, that even in just a regular home you had to cover the plow and tongue shared wall with ¾ inch gyproc.

What are the safety requirements now for a small attached business; and are they in place in the structure in question?

3. Noise. I don’t imagine you start cooking/ baking at 9:00 without preparatory activities - preparing and cleaning the kitchen; preparing the cooking and baking pans, etc.. I live in a row house; I know how easily noise travels between structures, even privately owned.

Is there a plan for some agency to regulate the noise that that could be produced prior to 9:00.

4. Parking. There is insufficient parking available on the street now. [REDACTED] i [REDACTED] park on Monkstown Rd [REDACTED] [REDACTED] people on the street who have had to give up their cars, and either carry things in knapsacks and walk, or take a bus to and from work/ the supermarkets/ other activities. I am not sure exactly what “parking relief” means, and I did not find a definition on the City’s website. However, I imagine if the applicants are shipping/ taking goods off to purchasers, accepting ingredients (e.g. flour), that parking will be required on the street. The parking, as you can see is already problematic. So this proposal will likely make to issue worse.
5. Winter Snow clearing/ shovelling. Given that all the parking is on one side of the street, by necessity [REDACTED] [REDACTED] shovel toward the proposed business. What will happen in the winter? Will the owners expect to pull into locations that have been shoveled by someone else? There are certain neighbourhood protocols that make life livable in downtown neighbourhoods.

6. Rounding that corner from Monkstown Rd. is a challenge in the winter. There is a row of houses at the foot of William owned by people who pay for residents parking passes. The sidewalk in front of those houses is, rightfully, cleared promptly. However, this whole process makes Monkstown Rd narrow and difficult to navigate as you must pull into the lane that generates oncoming traffic to proceed up William. And the base of William itself has been narrowed. William St. is a 3<sup>rd</sup> level street for snow clearing and hence late to be plowed and then cleaned. It makes for interesting traffic issues now, without any further complications

Thank-you for your consideration of my concerns.



**Theresa K. Walsh**

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**From:** [REDACTED]  
**Sent:** Monday, March 24, 2025 1:27 PM  
**To:** CityClerk  
**Subject:** 2 William Street

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I am writing to express my concerns for the application for a bakery at 2 William Street. I am strongly opposed to this proposal.

2 William Street is at the intersection of William Street and Monkstown Road. Delivery vehicles would have to either park on the street at William at this intersection, or on the street on Monkstown Road. There is quite a lot of traffic on Monkstown Road, and increased congestion at this intersection poses serious safety risks.

Parking in this area has become very stressful recently. William Street has on street parking. The same is true for Monkstown Road around this intersection. The application states that parking relief will be required. The parking situation is already very tight. Having additional vehicles/delivery trucks parking in this area will make the parking situation even more stressful.

Theresa K. Walsh

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**From:** [REDACTED]  
**Sent:** Monday, March 24, 2025 5:53 PM  
**To:** CityClerk  
**Cc:** [REDACTED]  
**Subject:** Application for proposed bakery at #2 William Street

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

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[REDACTED] are very strongly opposed to the proposed home bakery at 2 William Street because of the lack of available parking on the street. [REDACTED] have seen the parking situation get steadily worse as the number of two vehicle households has increased. Often it is impossible to find an available parking spot on the street which is particularly concerning to us [REDACTED] (The street view attached to the application notice letter shows a very atypical view of the usual parking situation.) As the proposed bakery is requesting parking relief, that means the business will require extra parking permits (i.e. more than the two permits currently allotted for each household -- a homeowner's permit and a visitor's permit). If the bakery requires even one extra permit, that is one permit too many. The application should be denied on the basis of the parking issue alone.

Secondly, I believe that allowing the bakery at 2 William Street will cause a potential traffic hazard. Currently, delivery vehicles frequently park near the curb on the even numbered side of the street instead of pulling into the angle parking spaces. I believe the proposed bakery owners would tend to park a vehicle at curb side in front of #2 to deliver baking materials and to pick up baked goods rather than bringing materials to and from a parking space across the street (especially in inclement weather). When one is making a right hand turn off Monkstown Road to go up William Street, it is impossible to see a vehicle parked in front of #2 until one is well into the turn (the house at #2, being on the corner, obstructs a driver's view). Many motorists take that turn at some speed and are naturally going to be driving close to the curb on the even numbered side of the street in order to avoid hitting vehicles legally parked in the angle parking. This will be an accident waiting to happen.

Thank you,

[REDACTED]

# DECISION/DIRECTION NOTE

**Title:** Cruise Canada New England (CCNE) Symposium 2025

**Date Prepared:** March 27, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Jill Bruce, Cruise and Special Events

**Ward:** N/A

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## **Decision/Direction Required:**

Seeking Council approval for Councillor Jill Bruce to attend the Cruise Canada New England Symposium in Halifax, Nova Scotia, from June 9 – 11, 2025.

## **Discussion – Background and Current Status:**

The Cruise Canada New England (CCNE) Symposium welcomes over 150 industry delegates, including representatives from ports, cruise lines, tourism operators, marine agencies, and government stakeholders. The CCNE symposium provides an invaluable platform for industry and stakeholders to share insights, foster relationships, and learn about the latest trends.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: The approximate costs are \$700 (Flight) + 684.64 (Hotel) + \$575 (Conference Registration) + \$300 (per diem) = \$2259.64. Yearly budget for travel is \$29,000.00, currently at - \$13,076.54.
2. Partners or Other Stakeholders: St. John's Port Authority, CruiseNL
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: 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.

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

# ST. JOHN'S

- 5. Alignment with Adopted Plans: N/A
- 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 the travel cost associated for Councillor Bruce to attend the Cruise Canada New England Symposium in Halifax from June 9 – 11, 2025.

**Prepared by:**

Stacey Baird  
Legislative Assistant

**Approved by:**

Theresa Walsh  
City Clerk

# DECISION NOTE

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**Title:** City of St. John's Cyber Insurance Policy Approval

**Date Prepared:** April 3, 2025

**Report To:** Regular Meeting of Council

**Councilor and Role:** Councillor Ron Ellsworth

**Ward:** N/A

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## Discussion – Background and Current Status:

In January of 2022, the City lost its Cyber Insurance coverage. Rapidly changing qualifications from insurers, coupled with our insurer identifying the need to enhance IT controls, lead to a lapse in coverage. Since that time, the City worked diligently to enhance employee training and cyber threat response processes.

During this year's insurance renewal, the City was advised that the market for obtaining cyber insurance had softened and that we may be able to obtain coverage once again. Cyber insurance protects against financial losses resulting from cyber-attacks, data breaches, and other cyber-related incidents, covering costs like legal fees, data recovery, and incident response. With training and threat response processes already in place, obtaining insurance would provide another layer of protection in our ongoing efforts to combat cyber risk.

Through consult with the City's IT Department, an application for coverage was completed. Quotes for coverage came back from three different underwriters: Beazley (\$115,000 plus HST); Coalition (\$110,134 plus HST); and AIG (\$85,000 plus HST).

The coverage offered by Coalition was deemed most suitable because it included (while the others did not) endorsements for cyber crime (eg: recovery of financial loss) and breach response (eg: recovery from breach response related costs). The coverage offered by Coalition also includes a \$5M policy limit, which is preferred based on the average breach response cost in Canada being around \$6.2M (as per our insurer AON).

To date, only the City of St. John's has been offered a quote for coverage. We are still working with AON (City Insurer) to secure cyber insurance coverage for St. John's Sports & Entertainment Ltd. and the St. John's Transportation Commission.

The proposed total premium from Coalition is **\$110,134 (plus HST)**. It is recommended that council approve this expenditure to secure adequate cyber insurance coverage.

# ST. JOHN'S



**Key Considerations/Implications:**

1. Budget/Financial Implications: The City to pay \$110,134 (plus HST) to obtain Cyber Insurance Coverage for the City of St. John's (policy term to be confirmed following approval; will be for a one-year term).
2. Partners or Other Stakeholders: AON, Coalition, Cisco, Residents of the City, General Public
3. Alignment with Strategic Directions/Adopted Plans: Fiscally Responsible, An Effective City
4. Legal or Policy Implications: Provides appropriate cyber insurance coverage for City assets and operations.
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: N/A
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

**Recommendation:**

That Council approve the payment of \$115,000.00 to secure cyber insurance coverage.

**Prepared by: Justin Crickard**

**Approved by: Cheryl Mullett**

# ST. JOHN'S

## Report of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

April 1, 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 Ophelia Ravencroft  
Councillor Greg Noseworthy  
Councillor Tom Davis  
Councillor Carl Ridgeley

Staff:

Kevin Breen, City Manager  
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

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### 1. Curlew Place – REZ2500002

#### Recommendation

**Moved By** Councillor Burton

**Seconded By** Councillor Ellsworth

That Council consider rezoning land at Curlew Place from the Residential 1 (R1) Zone to the Residential 2 (R2) Zone.

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

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**2. REZ2500008 – 18 Campbell Avenue**

Recommendation

**Moved By** Councillor Burton

**Seconded By** Councillor Ravencroft

That Council consider rezoning 18 Campbell Avenue from the Residential 2 (R2) Zone to the Residential 3 (R3) Zone to accommodate the development of two semi-detached dwellings.

Further, that the application be publicly advertised in accordance with the Envision St. John's Development Regulations once all required information is received.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**3. 425 Blackmarsh Road (Welland Street) – REZ2500010**

Councillor Davis drew attention to the large block of land at Welland Street that was becoming landlocked due to the subdivision of the lot. He asked if there were plans to develop the large, central parcel of land which was allocated for higher density. Staff advised that there are plans to develop

the entire parcel of land. The subdivision and rezoning of the lot in question would allow the developer to add an additional home to the larger parcel.

Recommendation

**Moved By** Councillor Burton

**Seconded By** Councillor Bruce

That Council consider rezoning a portion of land at 425 Blackmarsh Road, between 70 Welland Street and 418 Blackmarsh Road, from the Apartment 2 (A2) Zone to the Residential 2 (R2) 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 (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**4. 125 Southlands Boulevard – MPA2400005**

Members of Council voiced their support for the rezoning of the land at 125 Southlands Boulevard. Councillor Burton emphasized the importance of diversifying the housing stock within low density residential neighbourhoods. Deputy Mayor O'Leary asked if consideration could be given to walking trails in the area. Staff advised that as the area was originally zoned as Commercial, there were no trails planned for the site. Staff can review the Terms of Reference of the Land Use Report and determine if it is appropriate to add a section concerning walking trails. It was noted by Members of Council that there were access points on Brad Gushue Crescent that would connect the development to trails in the area.

Recommendation

**Moved By** Councillor Burton

**Seconded By** Councillor Ridgeley

That Council:

(1) Consider redesignating 125 Southlands Boulevard from the

Commercial District to the Residential District and rezone from the Commercial Regional (CR) Zone to the Residential 2 (R2) Zone for a residential development, maintaining a minimum of 3,000 square metres in the Commercial Regional (CR) Zone;

(2) Approve the attached terms of reference for a land use report for 125 Southlands Boulevard; and

(3) Upon receiving a satisfactory land use report (LUR), that the application be advertised for public input and feedback.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

**5. Paid Parking Application Contract, Transaction Fee, and Minimum Parking Time**

Recommendation

**Moved By** Councillor Hickman

**Seconded By** Councillor Ellsworth

That Council approves extension of the PayByPhone contract, while the City continues to absorb the transaction fee at the new rate of \$0.35. Additionally, Council is requested to approve a 15-minute minimum parking session time in the application.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Ravencroft, Councillor Noseworthy, Councillor Davis, and Councillor Ridgeley

**MOTION CARRIED (10 to 0)**

# DECISION/DIRECTION NOTE

**Title:** Curlew Place – REZ2500002

**Date Prepared:** March 19, 2025

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 4

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## **Decision/Direction Required:**

To consider rezoning land at Curlew Place (500 Kenmount Road) from the Residential (R1) Zone to the Residential 2 (R2) Zone to develop Semi-Detached Dwellings.

## **Discussion – Background and Current Status:**

The City has received an application to rezone land at Curlew Place from the Residential (R1) Zone to the Residential 2 (R2) Zone to enable the development of 18 Semi-Detached Dwellings and one (1) Single Detached Dwelling. The subject site is part of a larger parcel of land with a civic address at 500 Kenmount Road and would be subdivided from it. The area of land for rezoning is shown as the “Subject Property” on the attached map. The site is within the Residential District of the Envision St. John’s Municipal Plan and no plan amendment is required.

The subject site is surrounded by the Open Space (O) Zone and near Yellow Marsh, which is an unprotected wetland according to recent wetland study by the City. The site is adjacent to the 1:100-year floodplain and its associated 15-metre floodplain buffer. No development would be permitted within the floodplain and only limited development (such as landscaping or fences) could be permitted in the floodplain buffer in accordance with regulations.

There is additional R1 zoned land abutting the subject property around Curlew Place that is not part of the rezoning application. This land is not included within the proposed development area because it is not owned by the present applicant. Expanding the rezoning area to include this additional land may be possible. Staff have contacted the other property owner to ask if they wish it to be considered for rezoning; we await a reply.

## **Alignment with Envision St. John’s Municipal Plan**

There are plenty of single detached houses in the immediate neighbourhood. The Municipal Plan encourages a range of housing types and increased density in residential areas where appropriate. Policy 4.1.2 enables diverse neighbourhoods that include a mix of forms and tenures, including single, semi-detached, townhousing and medium and higher density developments. The proposed development meets this policy as it will introduce Semi-Detached Dwellings in an area that contains mostly Single Detached Dwellings and will gently increase the density here.

# ST. JOHN’S

Alignment with the Envision St. John's Development Regulations

Under Section 4.9(2)(a) of the Development Regulations, a land use report (LUR) is required for all rezoning applications. However, Section 4.9(3) states that, where an LUR is required, but in the opinion of Council the scale or circumstances of the proposed development does not merit one, Council may accept a staff report instead. As the subject site is already zoned for residential development and the applicant is proposing a modest increase in density to allow Semi-Detached Dwellings, staff recommend accepting a staff report in lieu of an LUR.

Public Consultation

The applicant has provided a preliminary site plan (attached). Some additional information and revisions are required. Should Council consider the rezoning, staff recommend public notification (not a public meeting), as the proposed development aligns with the housing policy of the Municipal Plan. Public notification would occur once an acceptable site plan is received.

**Key Considerations/Implications:**

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

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

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

4. Alignment with Adopted Plans: Envision St. John's Municipal Plan and Development Regulations
5. Accessibility and Inclusion: Any accessibility requirements from the National Building Code and/or Service NL will be applied at the building permit stage.
6. Legal or Policy Implications: A map amendment (rezoning) to the Development Regulations is required.
7. Privacy Implications: Not applicable.
8. 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).



9. Human Resource Implications: Not applicable.

10. Procurement Implications: Not applicable.

11. Information Technology Implications: Not applicable.

12. Other Implications: Not applicable.

**Recommendation:**

That Council consider rezoning land at Curlew Place from the Residential 1 (R1) Zone to the Residential 2 (R2) Zone.

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

**Prepared by: Faith Ford, MCIP, Planner III**

**Approved by: Ken O'Brien, MCIP, Planner III**

**Report Approval Details**

Document Title:	Curlew Place - REZ2500002.docx
Attachments:	- CURLEW PLACE REZONING_2.pdf - Site Plan-Curlew PI-Feb2025.pdf - R2Zone-Development Regulations.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 - 3:10 PM**

**No Signature - Task assigned to Jason Sinyard was completed by workflow administrator Jennifer Squires**

**Jason Sinyard - Mar 20, 2025 - 1:12 PM**







RESIDENTIAL 2 (R2) ZONE REGULATIONS  
SINGLE DETACHED DWELLING

LOT AREA (MIN.) – 350m<sup>2</sup>  
FRONTAGE (MIN.) – 12.0m  
BLDG LINE SETBACK (MIN.) – 6.0m  
SIDE YARD (MIN.) – 1.2m  
FLANKING SIDE YARD (MIN.) – 6.0m  
REAR YARD (MIN.) – 6.0m  
BLDG HEIGHT (MAX.) – 9.0m

RESIDENTIAL 2 (R2) ZONE REGULATIONS  
SEMI-DETACHED DWELLING

LOT AREA (MIN.) – 270m<sup>2</sup>  
FRONTAGE (MIN.) – 9.0m  
BLDG LINE SETBACK (MIN.) – 6.0m  
SIDE YARD (MIN.) – 1.2m  
FLANKING SIDE YARD (MIN.) – 6.0m  
REAR YARD (MIN.) – 6.0m  
BLDG HEIGHT (MAX.) – 10.0m

LOT AREAS (m <sup>2</sup> )			
1	518.22	11	437.08
2	408.85	12	502.09
3	363.70	13	585.59
4	346.34	14	441.29
5	349.95	15	1084.06
6	358.43	16	538.07
7	342.35	17	566.69
8	270.21	18	595.32
9	277.79	19	756.85
10	381.08	–	–

LEGEND	
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING POLE
	EXISTING GUY WIRE

NOTES:			
B	REVISED FOR CLIENT REVIEW	D.J.M.	01/09/25
A	ISSUED FOR CLIENT REVIEW	D.J.M.	11/15/24
No.	REVISIONS	BY	DATE

A	A – PLAN, SECTION, ELEVATION, OR DETAIL No.
B	B – No. OF DRAWING WHERE ABOVE IS DRAWN

REFERENCE:

STAMP:

PERMIT STAMP:

**DYNAMIC**  
ENGINEERING LTD.

Civil • Management • Consulting

62 CAMPBELL AVENUE TEL: (709) 368-1669  
ST. JOHN'S, NL FAX: (709) 368-0318  
A1E 2Z6 info@DynamicEngineering.ca

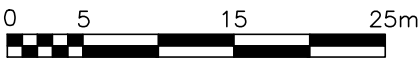
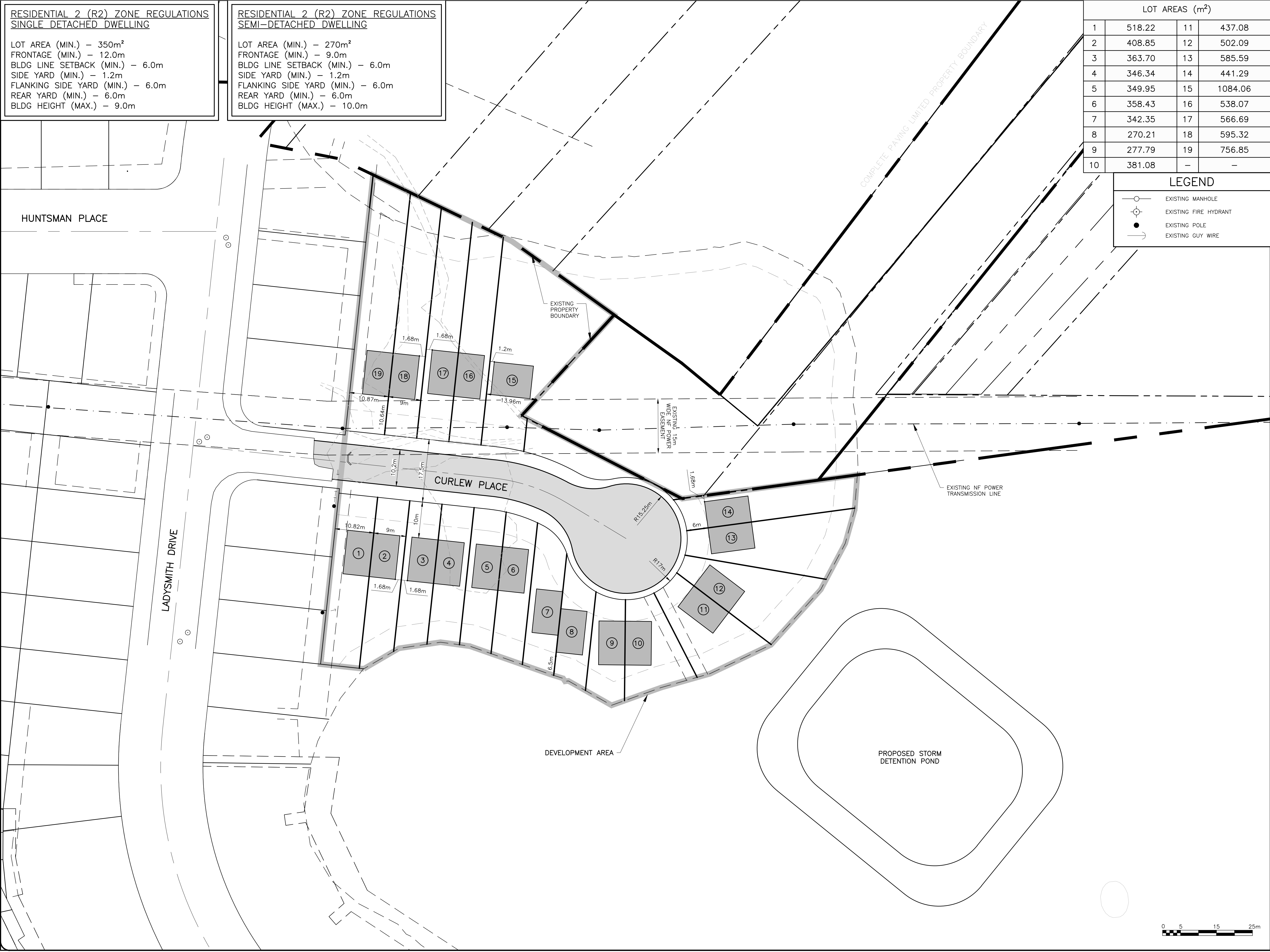
PRELIMINARY ONLY  
NOT FOR CONSTRUCTION

CLIENT:  
**79322 NEWFOUNDLAND  
AND LABRADOR LIMITED**

PROJECT TITLE:  
**RESIDENTIAL SUBDIVISION  
KENMOUNT TERRACE  
CURLEW PLACE**

DRAWING TITLE:  
**PRELIMINARY LOT LAYOUT**

DRAWN/DESIGNED BY:	D.J.M.	DATE:	JULY 2024
APPROVED BY:	D.J.M.	SCALE:	AS SHOWN
PROJECT No.:	24217	DRAWING No.:	PR2
		REV.:	B



**RESIDENTIAL 2 (R2) ZONE****(1) PERMITTED USES, except 591-609 Southside Road (PID #s 44135, 47622, 44136, 15246). (2024-07-19)****R2**

Accessory Building	Lodging House
Apartment Building, maximum of 6 Dwelling Units <b>(2024-07-19)</b>	Park
Backyard Suite <b>(2024-07-19)</b>	Semi-Detached Dwelling
Bed and Breakfast	Single Detached Dwelling
Cluster Development, maximum of 6 Dwelling Units <b>(2024-07-19)</b>	Subsidiary Dwelling Unit
Community Garden	Tiny Home Dwelling <b>(2024-07-19)</b>
Duplex <b>(2024-07-19)</b>	Townhouse
Family Child Care Service <b>(2024-03-15)</b>	Townhouse Cluster, maximum of 6 Dwelling Units <b>(2024-07-19)</b>
Four-Plex <b>(2024-07-19)</b>	Triplex <b>(2024-07-19)</b>
Home Office	

**(2) DISCRETIONARY USES, except 591-609 Southside Road (PID #s 44135, 47622, 44136, 15246). (2024-07-19)**

Adult Day Centre	Parking Lot
Bed and Breakfast	Personal Care Home
Child Care Centre <b>(2024-03-15)</b>	Pocket Neighbourhood <b>(2024-07-19)</b>
Heritage Use	Public Utility
Home Occupation	

**(3) PERMITTED USES 591-609 SOUTHSIDE ROAD (PID #S 44135, 47622, 44136, 15246)**

Accessory Building	Single Detached Dwelling
--------------------	--------------------------

**(4) ZONE STANDARDS FOR SINGLE DETACHED DWELLINGS**

(a)	Lot Area (minimum)	350 metres square
(b)	Lot Frontage (minimum)	12 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	9 metres <b>(2024-07-19)</b>
(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

**(5) ZONE STANDARDS FOR SEMI-DETACHED DWELLING**

(a)	Lot Area (minimum)	270 metres square
(b)	Lot Frontage (minimum)	9 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres <b>(2024-07-19)</b>
(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

**(6) ZONE STANDARDS FOR DUPLEX (2024-07-19)**

(a)	Lot Area (minimum)	510 metres square
(b)	Lot Frontage (minimum)	17 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres <b>(2024-07-19)</b>
(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

**(7) ZONE STANDARDS FOR TOWNHOUSE**

(a)	Lot Area (minimum)	180 metres square
(b)	Lot Frontage (minimum)	6 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(e)	Side Yards (minimum)	0 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres and except for the end unit where the Side Yard on the unattached side shall be 1.2 metres
(f)	Rear Yard (minimum)	6 metres

**(8) ZONE STANDARDS FOR TRIPLEX (2024-07-19)**

(a)	Lot Area (minimum)	252 metres square
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(e)	Side Yard (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)	4.5 metres
(g)	Landscaping (minimum)	30% of Front Yard

**(9) ZONE STANDARDS FOR APARTMENT BUILDING**

(a)	Lot Area (minimum)	90 metres square Lot Area per Dwelling Unit
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	40%

**(10) ZONE STANDARDS FOR TINY HOME DWELLING (2024-07-19)**

(a)	Lot Area (minimum)	124 metres square
(b)	Lot Frontage (minimum)	5.5 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	8 metres
(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)	4.5 metres

**(11) ZONE STANDARDS FOR FOUR-PLEX (2024-07-19)**

(a)	Lot Area (minimum)	324 metres square
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	30% of Front Yard

**(12) STANDARDS FOR TOWNHOUSE CLUSTER (2024-07-19)**

(a)	Lot Area (minimum)	180 metres square per Dwelling Unit
(b)	Lot Frontage (minimum)	20 metres
(c)	Building Line (minimum)	6 metres
(d)	Minimum Distance Between Townhouse Clusters	1.2 metres
(e)	Side Yard (minimum)	6 metres
(f)	Rear Yard (minimum)	6 metres
(g)	Building Height (maximum)	10 metres
(h)	Landscaping (minimum)	30%



**(13) ZONE STANDARDS FOR CLUSTER DEVELOPMENT (2024-07-19)**

(a)	Lot Area	Council discretion
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	40%

**(14) ZONE STANDARDS FOR POCKET NEIGHBOURHOOD (2024-07-19)**

(a)	Lot Area (minimum)	246 metres square per Dwelling Unit
(b)	Lot Frontage (minimum)	20 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	8 metres
(e)	Side Yards (minimum)	3 metres
(f)	Rear Yard (minimum)	3 metres
(g)	Landscaping (minimum)	70%
(h)	Walkway Width (minimum)	1 metre

**(15) ZONE STANDARDS FOR PERSONAL CARE HOME**

(a)	Lot Area (minimum)	750 metres square
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	30%

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

- (17) **ZONE STANDARDS FOR BACKYARD SUITES SHALL BE IN ACCORDANCE WITH SECTION 6.7 (2024-07-19)**
- (18) **ZONE STANDARDS FOR ALL OTHER USES SHALL BE IN THE DISCRETION OF COUNCIL.**

# DECISION/DIRECTION NOTE

**Title:** REZ2500008 – 18 Campbell Avenue

**Date Prepared:** March 25, 2025

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 2

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## **Decision/Direction Required:**

To consider rezoning 18 Campbell Avenue from the Residential 2 (R2) Zone to the Residential 3 (R3) Zone to accommodate the development of two semi-detached dwellings.

## **Discussion – Background and Current Status:**

The City has received an application to rezone land at 18 Campbell Avenue from the Residential 2 (R2) Zone to the Residential 3 (R3) Zone to enable the development of two (2) lots for semi-detached dwellings. This property is in the Residential District of the Envision St. John's Municipal Plan and in Heritage Area 3. No Municipal Plan amendment is required before considering the rezoning.

The R2 Zone permits semi-detached dwellings, but the subject property does not have enough lot area or frontage to meet the R2 requirements. Therefore, the applicant is requesting to rezone to the R3 Zone to accommodate smaller lots. Should the property be rezoned, any uses within the R3 Zone (see zone table for reference) could be developed on the site.

## Alignment with Envision St. John's Municipal Plan

The proposed development aligns with a number of Municipal Plan policies. Policy 4.1.2 enables a range of housing to create diverse neighbourhoods with a mix of housing forms and tenures including single, semi-detached, townhousing and medium and higher density developments. The surrounding neighbourhood has a mix of commercial and residential uses, including single detached dwellings, semi-detached dwellings, triplexes and apartment buildings. The proposed development is compatible with this area and aligns with Policy 4.3.2 to ensure infill development complements the neighbourhood. The proposal also meets the policies 8.4.3 and 8.4.11 for the Residential Land Use District as it is a residential infill development that makes use of existing infrastructure.

## Land Use Report and Heritage Report

Under Section 4.9(2)(a) of the Development Regulations, a land use report (LUR) is required for rezonings. However, where the scale or circumstances of the proposed development do not merit a full LUR, Council may accept a staff report in lieu. As this proposed development is for semi-detached dwellings which are permitted in the existing R2 Zone, staff recommend accepting a staff report in lieu of a land use report.

# ST. JOHN'S

As this is a new development in a heritage area, a heritage report is required by the St. John's Heritage By Law. In this case, staff recommend a staff report in lieu of one. This staff report will be completed following public consultation.

#### Public Consultation

Should Council decide to consider this rezoning, staff recommend public notification (not a public meeting) as the proposed development is a small-scale infill development that aligns with Municipal Plan policies. The applicant has provided an initial site plan and rendering (attached). Some changes to the site plan are required and revisions to the proposed building design will be needed to meet the Heritage Design Standards. Public notification would be carried out once all required information is received.

#### **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners; 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.

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: Any accessibility requirements would be applicable at the building permit stage.
7. Legal or Policy Implications: A Development Regulations map amendment (rezoning) is required.
8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Public notification will be carried out in accordance with Section 4.8 of the Development Regulations. Staff recommend public notification (not a public meeting). The application will also have a project page on the Engage St. John's website.

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 18 Campbell Avenue from the Residential 2 (R2) Zone to the Residential 3 (R3) Zone to accommodate the development of two semi-detached dwellings.

Further, that the application be publicly advertised in accordance with the Envision St. John's Development Regulations once all required information is received.

**Prepared by: Faith Ford, MCIP, Planner III**

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

**Report Approval Details**

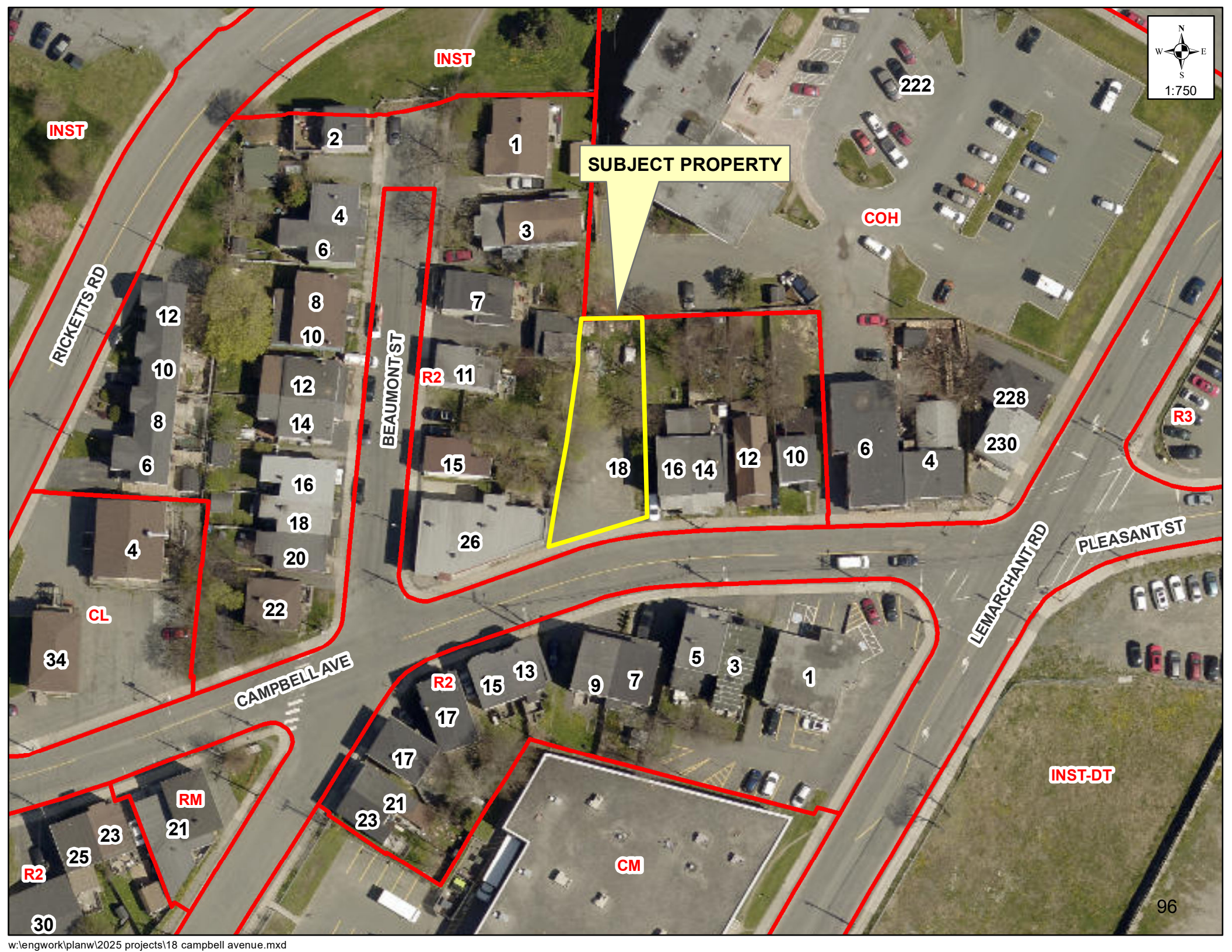
Document Title:	18 Campbell Avenue - REZ2500008.docx
Attachments:	<ul style="list-style-type: none"><li>- 18 CAMPBELL AVENUE.pdf</li><li>- 18 Campbell Avenue - Existing Site (May 2024).pdf</li><li>- Site Plan 18-20 Campbell Ave.pdf</li><li>- 18-20 Campbell Ave Rendering 1.jpg</li><li>- Development Regulations R3 Zone Requirements.pdf</li></ul>
Final Approval Date:	Mar 27, 2025

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

**Ken O'Brien - Mar 27, 2025 - 3:07 PM**

**Jason Sinyard - Mar 27, 2025 - 3:53 PM**

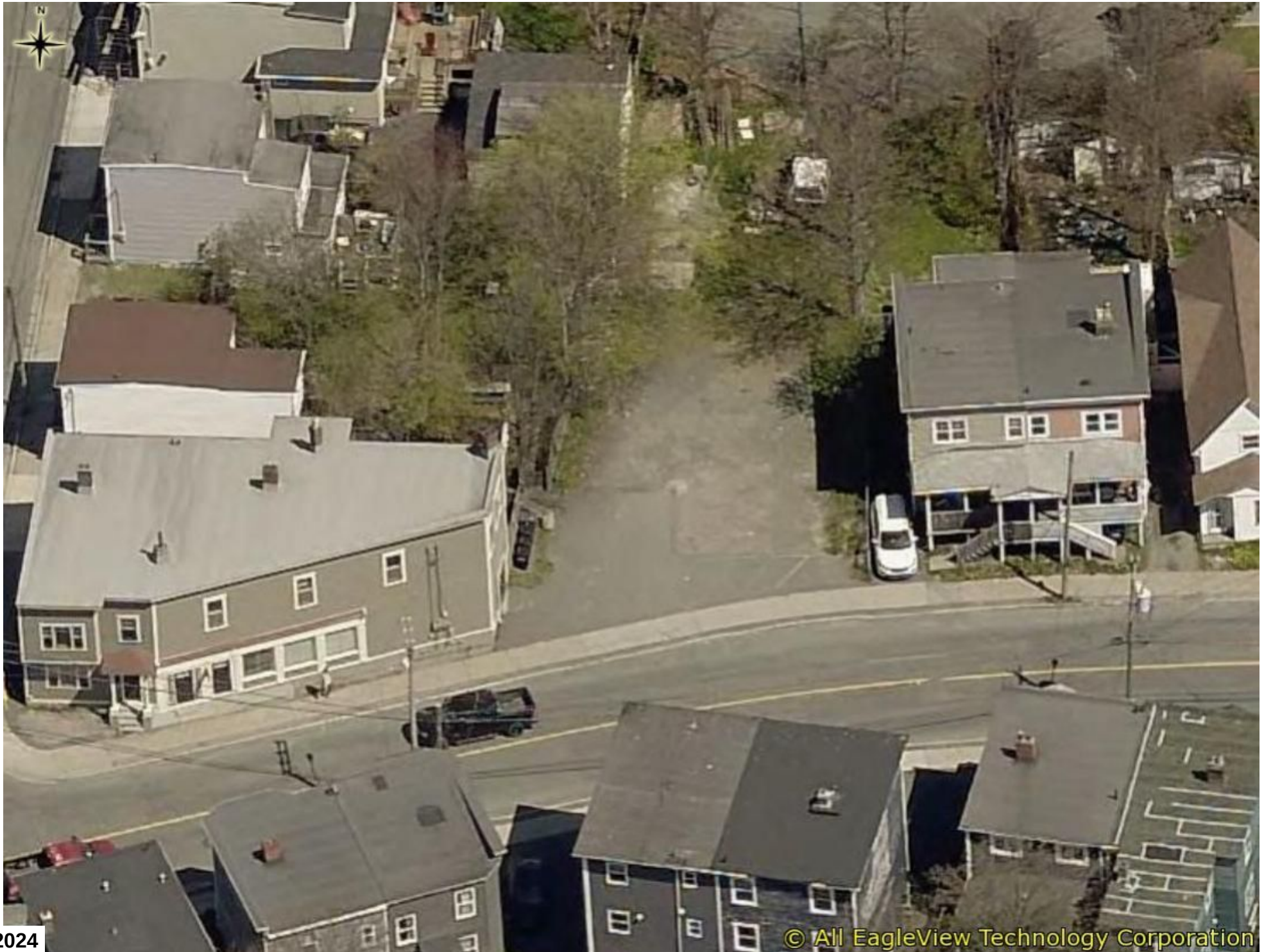




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# 18 Campbell Ave - Existing Site (May 2024)



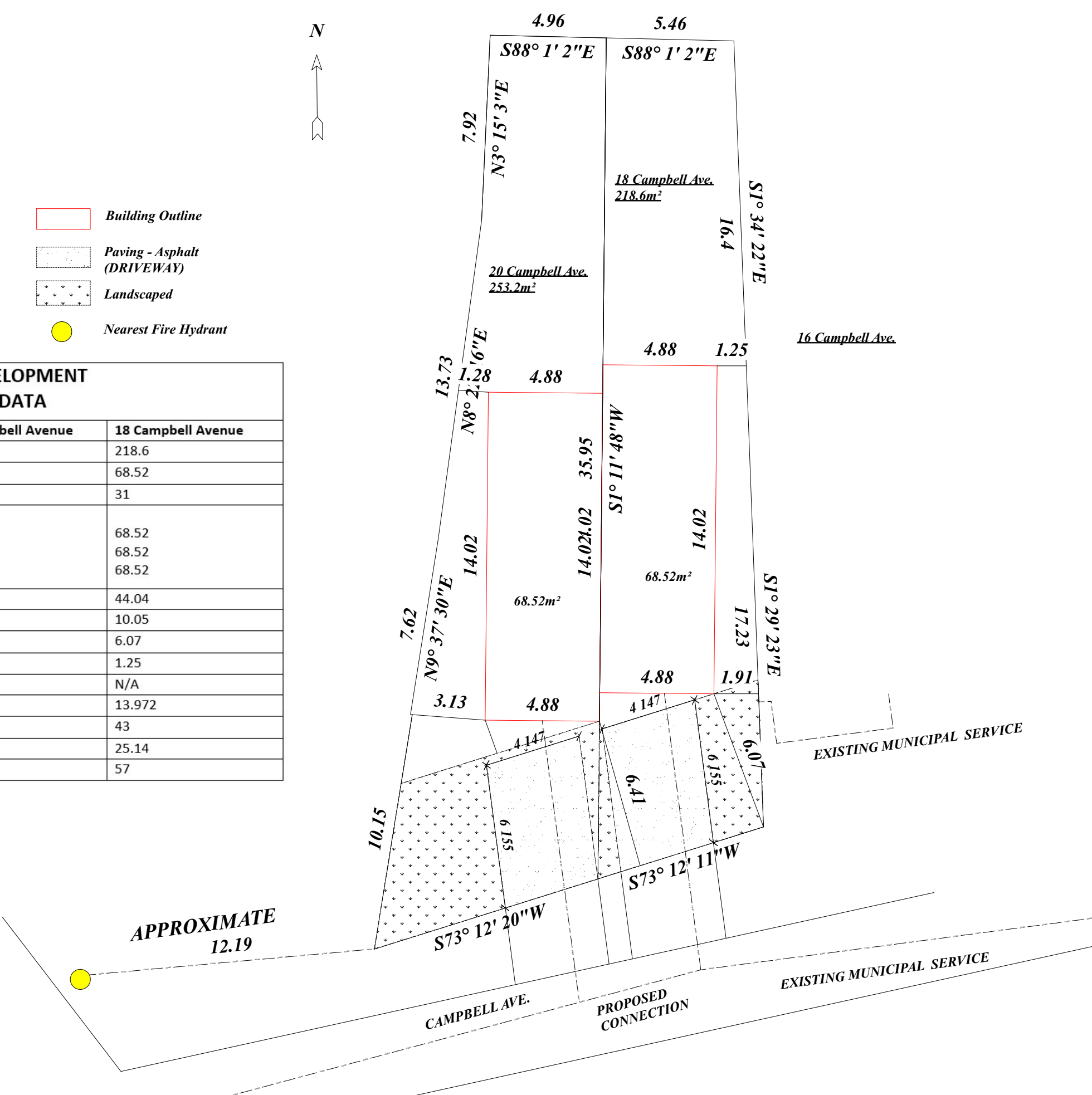


www.visionarydrafting.ca  
pamelarennie@visionarydrafting.ca  
Site 2 Box 55  
Burnt Cove NL 1709 743 3946  
AOA 4A0

Date: 2024-02-15  
Drawn by: pmr  
18-20 Campbell Ave  
St.Johns, NL

DEVELOPMENT DATA		
	20 Campbell Avenue	18 Campbell Avenue
Total Lot Area <i>m²</i>	253.2	218.6
Building Footprint <i>m²</i>	68.52	68.52
Lot Coverage %	27	31
Design Square foot <i>m²</i>		
Main Floor	68.52	68.52
2 <sup>nd</sup> floor	68.52	68.52
3 <sup>rd</sup> floor	68.52	68.52
Total Lot Frontage <i>m</i>	60.53	44.04
Building Height <i>m</i>	10.05	10.05
Building Line <i>m</i>	6.41	6.07
Side Yard East <i>m</i>	N/A	1.25
Side Yard West <i>m</i>	1.28	N/A
Rear Yard <i>m</i>	15.191	13.972
Landscaped Frontage %	58	43
Parking <i>m²</i>	25.14	25.14
Parking Frontage %	42	57

- Building Outline
- Paving - Asphalt (DRIVEWAY)
- Landscaped
- Nearest Fire Hydrant





**RESIDENTIAL 3 (R3) ZONE****R3****(1) PERMITTED USES**

Accessory Building	Lodging House
Apartment Building, maximum of 6 Dwelling Units <b>(2024-07-19)</b>	Park
Backyard Suite <b>(2024-07-19)</b>	Semi-Detached Dwelling
Bed and Breakfast	Single Detached Dwelling
Cluster Development, maximum of 6 Dwelling Units <b>(2024-07-19)</b>	Subsidiary Dwelling Unit
Community Garden	Tiny Home Dwelling
Duplex <b>(2024-07-19)</b>	Townhouse
Family Child Care Service <b>(2024-03-15)</b>	Townhouse Cluster, maximum of 6 Dwelling Units <b>(2024-07-19)</b>
Four-Plex	Triplex <b>(2024-07-19)</b>
Home Office	

**(2) DISCRETIONARY USES**

Adult Day Centre	Personal Care Home
Child Care Centre <b>(2024-03-15)</b>	Pocket Neighbourhood <b>(2024-07-19)</b>
Heritage Use	Public Utility
Home Occupation	Residential Retail Store
Office	Service Shop
Parking Lot	



**(3) ZONE STANDARDS FOR SINGLE DETACHED DWELLING**

(a)	Lot Area (minimum)	300 metres square
(b)	Lot Frontage (minimum)	10 metres
(c)	Building Line (minimum)	4.5 metres
(d)	Building Height (maximum)	9 metres <b>(2024-07-19)</b>
(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)	4.5 metres

**(4) ZONE STANDARDS FOR DUPLEX (2024-07-19)**

(a)	Lot Area (minimum)	350 metres square
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	4.5 metres
(d)	Building Height (maximum)	10 metres <b>(2024-07-19)</b>
(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)	4.5 metres

**(5) ZONE STANDARDS FOR SEMI-DETACHED DWELLING**

(a)	Lot Area (minimum)	188 metres square
(b)	Lot Frontage (minimum)	7.5 metres
(c)	Building Line (minimum)	4.5 metres
(d)	Building Height (maximum)	10 metres <b>(2024-07-19)</b>
(e)	Side Yards (minimum)	One of 1.2 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres
(f)	Rear Yard (minimum)	4.5 metres

**(6) ZONE STANDARDS FOR TOWNHOUSE**

(a)	Lot Area (minimum)	90 metres square
(b)	Lot Frontage (minimum)	5.5 metres
(c)	Building Line (minimum)	0 metres when located within the Downtown Snow Removal Area (Map 8); 4.5 metres all other locations
(d)	Building Height (maximum)	10 metres
(e)	Side Yards (minimum)	0 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres and except for end unit where the Side Yard on the unattached side shall be 1.2 metres
(f)	Rear Yard (minimum)	4.5 metres

**(7) ZONE STANDARDS FOR TRIPLEX (2024-07-19)**

(a)	Lot Area (minimum)	203 metres square
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	4.5 metres
(d)	Building Height (maximum)	10 metres
(e)	Side Yard (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
(g)	Landscaping (minimum)	30% of Front Yard

**(8) ZONE STANDARDS FOR APARTMENT BUILDING**

(a)	Lot Area (minimum)	90 metres square per Dwelling Unit
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	4.5 metres <b>(2024-07-19)</b>
(d)	Building Height (maximum)	10 metres
(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)	4.5 metres
(g)	Landscaping (minimum)	30% <b>(2024-07-19)</b>

**(9) ZONE STANDARDS FOR TINY HOME DWELLING (2024-07-19)**

- |     |                           |   |
|-----|---------------------------|---|
| (a) | Lot Area (minimum)        | 116 metres square   |
| (b) | Lot Frontage (minimum)    | 5.5 metres  |
| (c) | Building Line (minimum)   | 4.5 metres  |
| (d) | Building Height (maximum) | 8 metres  |
| (e) | Side Yards (minimum)      | Two of 1.2 metres, except on a Corn Lot where the Side Yard abutting the Street shall be 6 metres |
| (f) | Rear Yard (minimum)       | 4.5 metres  |

**(10) ZONE STANDARDS FOR FOUR-PLEX (2024-07-19)**

- |     |                           |   |
|-----|---------------------------|---|
| (a) | Lot Area (minimum)        | 288 metres square   |
| (b) | Lot Frontage (minimum)    | 18 metres   |
| (c) | Building Line (minimum)   | 4.5 metres  |
| (d) | Building Height (maximum) | 10 metres   |
| (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)       | 4.5 metres  |
| (g) | Landscaping (minimum)     | 30% of Front Yard   |

**(11) STANDARDS FOR TOWNHOUSE CLUSTER (2024-07-19)**

- |     |   |                                    |
|-----|---|------------------------------------|
| (a) | Lot Area (minimum)                          | 90 metres square per Dwelling Unit |
| (b) | Lot Frontage (minimum)                      | 14 metres                          |
| (c) | Building Line (minimum)                     | 4.5 metres                         |
| (d) | Minimum Distance Between Townhouse Clusters | 1.2 metres                         |
| (e) | Side Yard (minimum)                         | 4.5 metres                         |
| (f) | Rear Yard (minimum)                         | 4.5 metres                         |
| (g) | Building Height (maximum)                   | 10 metres                          |
| (h) | Landscaping (minimum)                       | 30%                                |



**(12) ZONE STANDARDS FOR CLUSTER DEVELOPMENT (2024-07-19)**

(a)	Lot Area	Council discretion
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	4.5 metres
(d)	Building Height (maximum)	10 metres
(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)	4.5 metres

**(13) ZONE STANDARDS FOR POCKET NEIGHBOURHOOD (2024-07-19)**

(a)	Lot Area (minimum)	246 metres square per Dwelling Unit
(b)	Lot Frontage (minimum)	20 metres
(c)	Building Line (minimum)	4.5 metres
(d)	Building Height (maximum)	8 metres
(e)	Side Yards (minimum)	3 metres
(f)	Rear Yard (minimum)	3 metres
(g)	Landscaping (minimum)	70%
(h)	Walkway Width (minimum)	1 metre

**(14) ZONE STANDARDS FOR PERSONAL CARE HOME**

(a)	Lot Area (minimum)	650 metres square
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	4.5 metres <b>(2024-07-19)</b>
(d)	Building Height (maximum)	10 metres
(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)	4.5 metres
(g)	Landscaping (minimum)	30%

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

- (16) **ZONE STANDARDS FOR BACKYARD SUITES SHALL BE IN ACCORDANCE WITH SECTION 6.7 (2024-07-19)**
- (17) **ZONE STANDARDS FOR ALL OTHER USES SHALL BE IN THE DISCRETION OF COUNCIL.**

# DECISION/DIRECTION NOTE

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**Title:** 425 Blackmarsh Road (Welland Street) – REZ2500010

**Date Prepared:** March 25, 2025

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 3

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## **Decision/Direction Required:**

To consider rezoning a portion of land at 425 Blackmarsh Street (between 70 Welland Street and 418 Blackmarsh Road) from the Apartment 2 (A2) Zone to the Residential 2 (R2) Zone to accommodate the development of a single detached lot.

## **Discussion – Background and Current Status:**

The City has received an application to rezone a portion of land at 425 Blackmarsh Road, between 70 Welland Street and 418 Blackmarsh Road, from the Apartment 2 (A2) Zone to the Residential 2 (R2) Zone to create one new lot for a single detached dwelling. The site is in the Residential District of the Envision St. John's Municipal Plan, so no plan amendment is required.

The applicant is proposing to subdivide land from the larger 425 Blackmarsh Road property to create one new lot along Welland Street. The proposed lot size does not meet the requirements of the A2 Zone as there is not enough land for an apartment building or townhouses, therefore the rezoning is requested. The applicant is proposing a single detached dwelling; should the rezoning be approved, any use in the R2 Zone table (attached for reference) could be developed on the site, if there was enough land available.

Recently, Council started dealing with a similar rezoning application for another portion of the large parcel called 425 Blackmarsh Road, between 48 and 56 Welland Street. The current application seeks to rezone a different portion of that large parcel.

## Alignment with the Envision St. John's Municipal Plan

The Municipal Plan promotes infill development and encourages a range of housing types. The proposed development aligns with Policy 4.1.2 which enables diverse neighbourhoods that include a mix of housing forms and tenures, including single, semi-detached and townhouses, plus medium and higher density developments.

The surrounding neighbourhood contains a mix of single detached dwellings, townhouses and fourplexes, as well as some commercial uses to the west of the site. The proposed development of a single detached lot would be compatible with the surrounding uses. The proposed development also aligns with Policy 8.4.8 which supports a variety of residential

# ST. JOHN'S

forms that reflect existing demographics and give housing options for various socioeconomic groups, and Policy 8.4.11, promoting infill development that uses existing infrastructure.

#### Alignment with the Envision St. John's Development Regulations

An initial site plan has been provided (attached); some minor revisions are required. Under Section 4.9 of the Development Regulations, a land use report (LUR) is required for rezonings. However, where the scale or circumstances of the proposed development do not merit a full LUR, Council may accept a staff report in lieu of one. Staff recommend accepting a staff report in lieu of an LUR because the proposed rezoning would reduce the density already allowed on the site and is only for one new lot.

Should Council decide to consider the rezoning, staff recommend public notification (not a public meeting), as the development is small-scale and aligns with Municipal Plan policies.

#### **Key Considerations/Implications:**

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

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

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: Any accessibility requirements from the National Building Code and/or Service NL will be applied at the building permit stage.
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 Development Regulations is required. Staff recommend public notification.
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 a portion of land at 425 Blackmarsh Road, between 70 Welland Street and 418 Blackmarsh Road, from the Apartment 2 (A2) Zone to the Residential 2 (R2) 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.

**Prepared by: Faith Ford, MCIP, Planner III**

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



**Report Approval Details**

Document Title:	425 Blackmarsh Road (Welland Street) - REZ2500010.docx
Attachments:	- 425 BLACKMARSH ROAD LOT 13.pdf - Proposed Site Plan Submission 1.pdf - Development Regulations - R2 Zone Requirements.pdf
Final Approval Date:	Mar 27, 2025

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

**Ken O'Brien - Mar 27, 2025 - 2:53 PM**

**Jason Sinyard - Mar 27, 2025 - 3:54 PM**



SUBJECT PROPERTY

WELLAND ST

BLACKMARSH RD

R1

A2

A2

53

55

57

418

420

422

399

401

110

70

68





## RESIDENTIAL 2 (R2) ZONE

**(1) PERMITTED USES, except 591-609 Southside Road (PID #s 44135, 47622, 44136, 15246). (2024-07-19)**

**R2**

Accessory Building	Lodging House
Apartment Building, maximum of 6 Dwelling Units <b>(2024-07-19)</b>	Park
Backyard Suite <b>(2024-07-19)</b>	Semi-Detached Dwelling
Bed and Breakfast	Single Detached Dwelling
Cluster Development, maximum of 6 Dwelling Units <b>(2024-07-19)</b>	Subsidiary Dwelling Unit
Community Garden	Tiny Home Dwelling <b>(2024-07-19)</b>
Duplex <b>(2024-07-19)</b>	Townhouse
Family Child Care Service <b>(2024-03-15)</b>	Townhouse Cluster, maximum of 6 Dwelling Units <b>(2024-07-19)</b>
Four-Plex <b>(2024-07-19)</b>	Triplex <b>(2024-07-19)</b>
Home Office	

**(2) DISCRETIONARY USES, except 591-609 Southside Road (PID #s 44135, 47622, 44136, 15246). (2024-07-19)**

Adult Day Centre	Parking Lot
Bed and Breakfast	Personal Care Home
Child Care Centre <b>(2024-03-15)</b>	Pocket Neighbourhood <b>(2024-07-19)</b>
Heritage Use	Public Utility
Home Occupation	

**(3) PERMITTED USES 591-609 SOUTHSIDE ROAD (PID #S 44135, 47622, 44136, 15246)**

Accessory Building	Single Detached Dwelling
--------------------	--------------------------

**(4) ZONE STANDARDS FOR SINGLE DETACHED DWELLINGS**

(a)	Lot Area (minimum)	350 metres square
(b)	Lot Frontage (minimum)	12 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	9 metres <b>(2024-07-19)</b>
(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

**(5) ZONE STANDARDS FOR SEMI-DETACHED DWELLING**

(a)	Lot Area (minimum)	270 metres square
(b)	Lot Frontage (minimum)	9 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres <b>(2024-07-19)</b>
(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

**(6) ZONE STANDARDS FOR DUPLEX (2024-07-19)**

(a)	Lot Area (minimum)	510 metres square
(b)	Lot Frontage (minimum)	17 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres <b>(2024-07-19)</b>
(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



**(7) ZONE STANDARDS FOR TOWNHOUSE**

(a)	Lot Area (minimum)	180 metres square
(b)	Lot Frontage (minimum)	6 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(e)	Side Yards (minimum)	0 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres and except for the end unit where the Side Yard on the unattached side shall be 1.2 metres
(f)	Rear Yard (minimum)	6 metres

**(8) ZONE STANDARDS FOR TRIPLEX (2024-07-19)**

(a)	Lot Area (minimum)	252 metres square
(b)	Lot Frontage (minimum)	14 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(e)	Side Yard (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)	4.5 metres
(g)	Landscaping (minimum)	30% of Front Yard

**(9) ZONE STANDARDS FOR APARTMENT BUILDING**

(a)	Lot Area (minimum)	90 metres square Lot Area per Dwelling Unit
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	40%

**(10) ZONE STANDARDS FOR TINY HOME DWELLING (2024-07-19)**

- |     |                           |   |
|-----|---------------------------|---|
| (a) | Lot Area (minimum)        | 124 metres square   |
| (b) | Lot Frontage (minimum)    | 5.5 metres  |
| (c) | Building Line (minimum)   | 6 metres  |
| (d) | Building Height (maximum) | 8 metres  |
| (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)       | 4.5 metres  |

**(11) ZONE STANDARDS FOR FOUR-PLEX (2024-07-19)**

- |     |                           |   |
|-----|---------------------------|---|
| (a) | Lot Area (minimum)        | 324 metres square   |
| (b) | Lot Frontage (minimum)    | 18 metres   |
| (c) | Building Line (minimum)   | 6 metres  |
| (d) | Building Height (maximum) | 10 metres   |
| (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  |
| (g) | Landscaping (minimum)     | 30% of Front Yard   |

**(12) STANDARDS FOR TOWNHOUSE CLUSTER (2024-07-19)**

- |     |   |                                     |
|-----|---|-------------------------------------|
| (a) | Lot Area (minimum)                          | 180 metres square per Dwelling Unit |
| (b) | Lot Frontage (minimum)                      | 20 metres                           |
| (c) | Building Line (minimum)                     | 6 metres                            |
| (d) | Minimum Distance Between Townhouse Clusters | 1.2 metres                          |
| (e) | Side Yard (minimum)                         | 6 metres                            |
| (f) | Rear Yard (minimum)                         | 6 metres                            |
| (g) | Building Height (maximum)                   | 10 metres                           |
| (h) | Landscaping (minimum)                       | 30%                                 |

**(13) ZONE STANDARDS FOR CLUSTER DEVELOPMENT (2024-07-19)**

(a)	Lot Area	Council discretion
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	40%

**(14) ZONE STANDARDS FOR POCKET NEIGHBOURHOOD (2024-07-19)**

(a)	Lot Area (minimum)	246 metres square per Dwelling Unit
(b)	Lot Frontage (minimum)	20 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	8 metres
(e)	Side Yards (minimum)	3 metres
(f)	Rear Yard (minimum)	3 metres
(g)	Landscaping (minimum)	70%
(h)	Walkway Width (minimum)	1 metre

**(15) ZONE STANDARDS FOR PERSONAL CARE HOME**

(a)	Lot Area (minimum)	750 metres square
(b)	Lot Frontage (minimum)	18 metres
(c)	Building Line (minimum)	6 metres
(d)	Building Height (maximum)	10 metres
(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
(g)	Landscaping (minimum)	30%

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

- (17) **ZONE STANDARDS FOR BACKYARD SUITES SHALL BE IN ACCORDANCE WITH SECTION 6.7 (2024-07-19)**
- (18) **ZONE STANDARDS FOR ALL OTHER USES SHALL BE IN THE DISCRETION OF COUNCIL.**

# DECISION/DIRECTION NOTE

**Title:** 125 Southlands Boulevard – MPA2400005 (Updated)

**Date Prepared:** April 2, 2025

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 5

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## Decision/Direction Required:

To consider rezoning most of the land at 125 Southlands Boulevard from the Commercial Regional (CR) Zone to the Residential 2 (R2) Zone for a residential subdivision.

## Discussion – Background and Current Status:

The City has received an application from CGI Development Inc. to rezone land at 125 Southlands Boulevard from the Commercial Regional (CR) Zone to the Residential 2 (R2) Zone for a residential subdivision. A Municipal Plan amendment is required to re-designate the property to the Residential District. The applicant is proposing a 90-unit development of semi-detached dwellings, leaving some land near the intersection of Southlands Boulevard and Gold Medal Drive within the Commercial Regional (CR) Zone.

This is the large wooded area on Southlands Boulevard between Gold Medal Drive and Ruby Line. It is fairly flat but rises up steeply from Ruby Line; a large power line also runs along parallel to Ruby Line. Given the grade difference, there is no easy way to access Ruby Line from that side of the property.

## Alignment with Envision St. John's Municipal Plan

The subject property is within the Commercial District of the Municipal Plan. Section 5.1.6 of the Municipal Plan has a policy for protecting lands for commerce, stating that “... *lands designated for future industrial and commercial uses shall not be considered for conversion to non-industrial or non-commercial uses except where:*

- *There is a demonstrated need for the conversion;*
- *There is existing or planned infrastructure to accommodate the proposed conversion;*
- *The lands will not be required over the long term for the industrial and commercial uses for which they were designated; and*
- *An amendment to this Plan is made to accommodate the conversion.”*

At this time and in this neighbourhood, the need for conversion may be warranted. There is a current need to increase the housing supply in the city while creating diverse, walkable neighbourhoods close to amenities. Within the Southlands/Galway neighbourhood boundaries, as identified on map P-2A of the Municipal Plan, there is a large area zoned and developed as Commercial Regional northwest of the site (the nearby North Atlantic gas station, convenience

# ST. JOHN'S



store and fast-food restaurant) , as well as commercial amenities further north along Merchant Drive in Mount Pearl. With a large supply of commercial land nearby, the owners think it unlikely that this site will be developed as a commercial regional destination, and they say there has been no commercial interest in the land. The applicant is proposing to leave a portion of the land within the Commercial Regional (CR) Zone to accommodate some future commercial needs of the surrounding residential area. Staff recommend that the commercial area be at least 3,000 square metres for a viable commercial site and the applicant agrees.

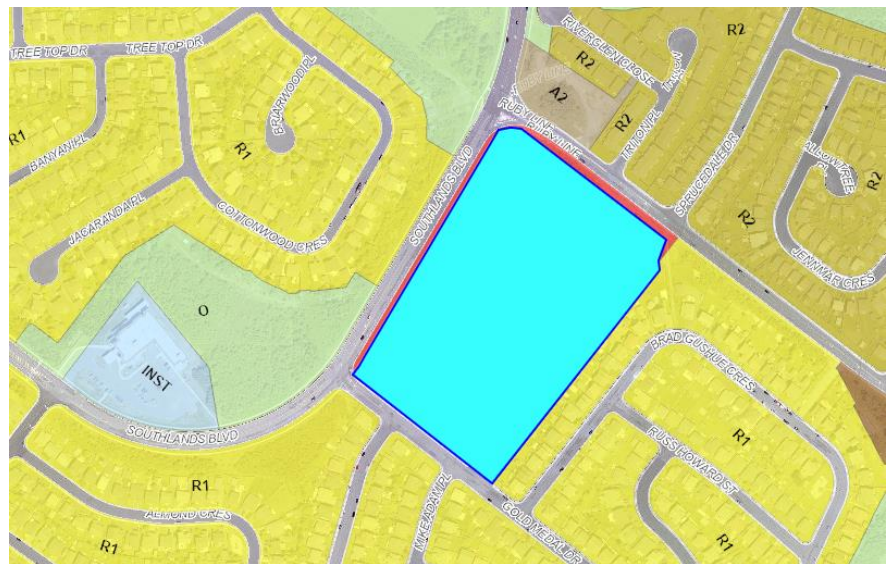
With respect to residential uses, the Municipal Plan recognizes that adequate and affordable housing is fundamental to quality of life and enables a range of housing to create diverse neighbourhoods.

The Municipal Plan sets out policies to increase density in existing neighbourhoods and encourage a variety of housing forms. Section 4.1 of the Plan has the following policies:

1. Support the City's Affordable Housing Strategy, 2019- 2028.
2. Enable a range of housing to create diverse neighbourhoods that include a mix of housing forms and tenures.
3. Promote housing choice by supporting residential development that is appropriate, accessible and affordable for low-income and moderate-income households.

The proposed development meets these policies and will add a new housing form to a predominantly single detached dwellings Southlands neighbourhood.

The subject property is surrounded by a variety of zones with Residential 1 (R1) bordering two sides of the site, Residential 2 (R2) and Apartment 2 (A2) to another side, and some Open Space (O), Institutional (INST) and Commercial Neighborhood (CN) areas across Southlands Boulevard.



#### Land Use Report

Section 4.9(2)(a) of the Development Regulations requires a land use report (LUR) for amendments. The applicant has provided an initial site plan, and additional information is required before staff can fully evaluate the proposal. Draft terms of reference for an LUR are attached for Council's consideration.

Further, land may be required at the corner of Southlands Boulevard and Gold Medal Drive to accommodate future intersection upgrades. Although no design for this intersection has been completed at this time, we expect that the City will require a minimum strip of 20 metres of land

from the corner of the property boundary along Gold Medal Drive and Southlands Boulevard. The overall subdivision design may change in the LUR, but the residential intent will remain.

Update following April 1, 2025 Committee of the Whole Meeting

Council requested that consideration be given to walking trails and pedestrian connections in this area. Staff have updated the terms of reference to require the applicant to identify locations for pedestrian connections, including dimensions and surface material.

Public Consultation

Should Council consider this amendment and approve the terms of reference for the LUR, the applicant will be required to consult with the neighbourhood before submitting the report. Upon receiving an acceptable LUR, the City will complete public notification. A commissioner's public hearing will be required at a later stage.

**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: Accessibility considerations will be incorporated in the overall subdivision design.
7. Legal or Policy Implications: Map amendments to the Municipal Plan and Development Regulations are required to accommodate the proposed development.
8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Public notification will be carried out in accordance with Section 4.8 of 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) Consider redesignating 125 Southlands Boulevard from the Commercial District to the Residential District and rezone from the Commercial Regional (CR) Zone to the Residential 2 (R2) Zone for a residential development, maintaining a minimum of 3,000 square metres in the Commercial Regional (CR) Zone;
- (2) Approve the attached terms of reference for a land use report for 125 Southlands Boulevard, dated April 2, 2025; and
- (3) Upon receiving a satisfactory land use report (LUR), that the application be advertised for public input and feedback.

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

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

**Report Approval Details**

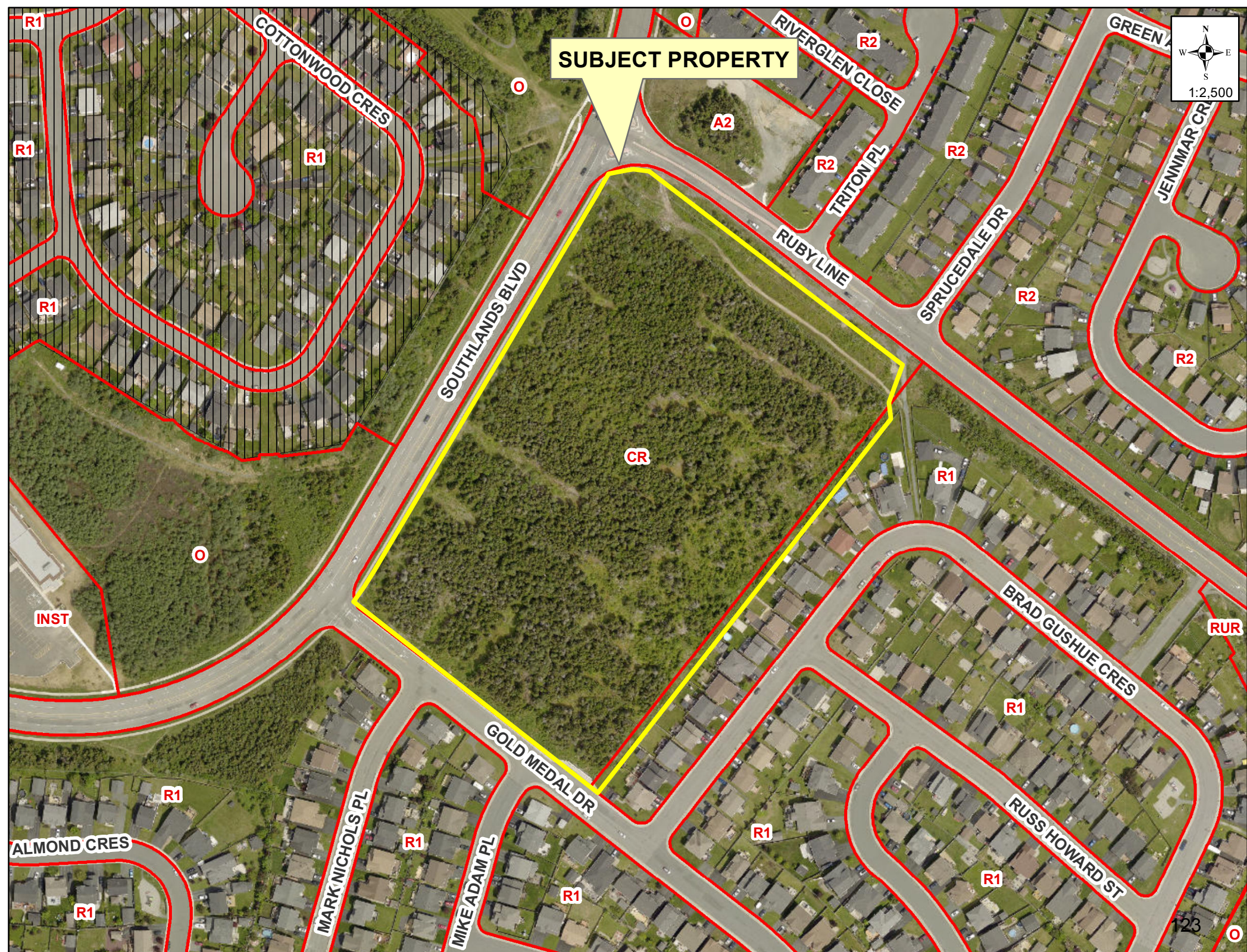
Document Title:	125 Southlands Boulevard - MPA2400005.docx
Attachments:	- 125 Southlands Boulevard - Aerial.pdf - 224-20 Feb 6, 2024.pdf - TOR - 125 Southlands Boulevard March 26, 2025.pdf
Final Approval Date:	Mar 27, 2025

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

**Ken O'Brien - Mar 27, 2025 - 4:43 PM**

**Jason Sinyard - Mar 27, 2025 - 4:45 PM**

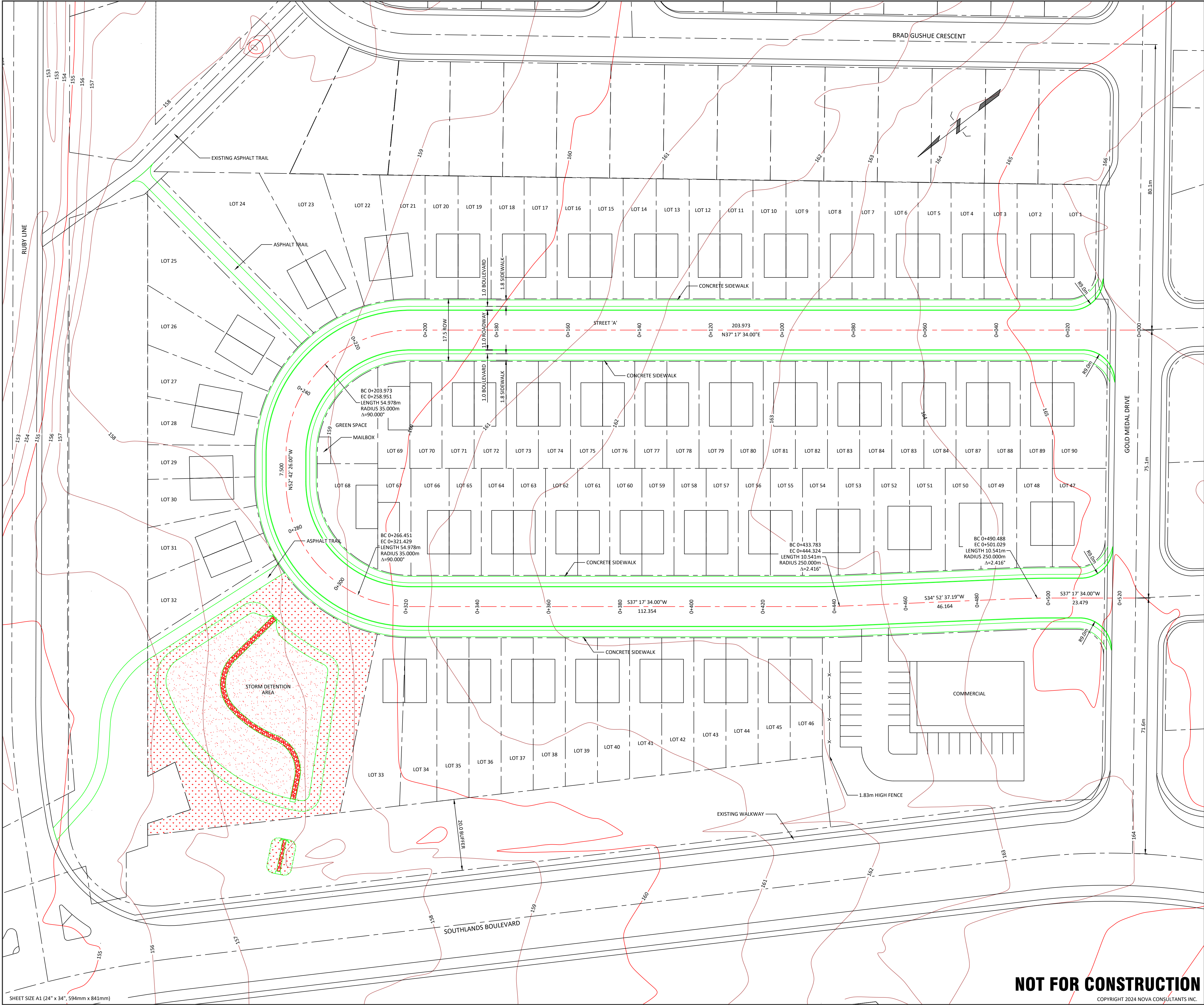




SUBJECT PROPERTY







EXISTING ZONING COMMERCIAL REGIONAL (CR) ZONE:

PERMITTED USES  
Bank ✓  
Child Care Centre (2024-03-15) ✓

- ZONE STANDARDS FOR PERMITTED USES (1-2 LOTS)
- (a) Lot Area (minimum) 1800 metres square
  - (b) Lot Frontage (minimum) 45 metres
  - (c) Building Height (maximum) 20 metres
  - (d) Building Line (minimum) 6 metres
  - (e) Side Yards (minimum) 2, each equal to 1 metre for every 5 metres of Building Height except on a corner Lot where the Side Yard abutting the Street shall be 6 metres
  - (f) Rear Yard (minimum) 6 metres
  - (g) Lot Coverage (maximum) (2022-05-27) 50%
  - (h) Landscaping (minimum) 20%

PROPOSED ZONING CHANGE TO RESIDENTIAL (R2) ZONE:

PERMITTED USES  
Semi-Detached Dwelling ✓

- ZONE STANDARDS FOR SEMI-DETACHED DWELLING (78 LOTS)
- (a) Lot Area (minimum) 270 metres square
  - (b) Lot Frontage (minimum) 9 metres
  - (c) Building Line (minimum) 6 metres
  - (d) Building Height (maximum) 8 metres
  - (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
  - (g) Landscaping (minimum) 40% of Lot, 30% of Front Yard

E	REVISED DEVELOPMENT LAYOUT	06/02/25
D	REVISED DEVELOPMENT LAYOUT	03/12/24
No.	ISSUES/REVISIONS	DD/MM/YY

CONSULTANT



NOVA CONSULTANTS INC.  
37 HALLETT CRESCENT  
ST. JOHN'S, NL A1B 4C4  
TEL: 709 753 2260  
INFO@NCINL.CA

CONSULTING ENGINEERS

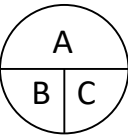
ST. JOHN'S

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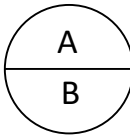
CLIENT



PROVINCE OF NEWFOUNDLAND  
PERMIT HOLDER  
CLASS "A"  
This Permit Allows  
NOVA CONSULTANTS INC.  
To practice Professional Engineering  
in Newfoundland and Labrador.  
Permit No. as issued by PBNL D0014  
which is valid for the year 2024.



A DETAIL NO.  
B LOCATION DRAWING NO.  
C DRAWING NO. WHERE DETAILED



DRAWN	RH	CHECKED	SAB
DESIGNED	RH/SAB	APPROVED	-

PROJECT TITLE

CGI DEVELOPMENT INC.  
SOUTHLANDS RESIDENTIAL DEVELOPMENT

ST. JOHN'S, NL

DRAWING TITLE

PROPOSED CONCEPT STREET LAYOUT PLAN  
FOR REZONING APPLICATION

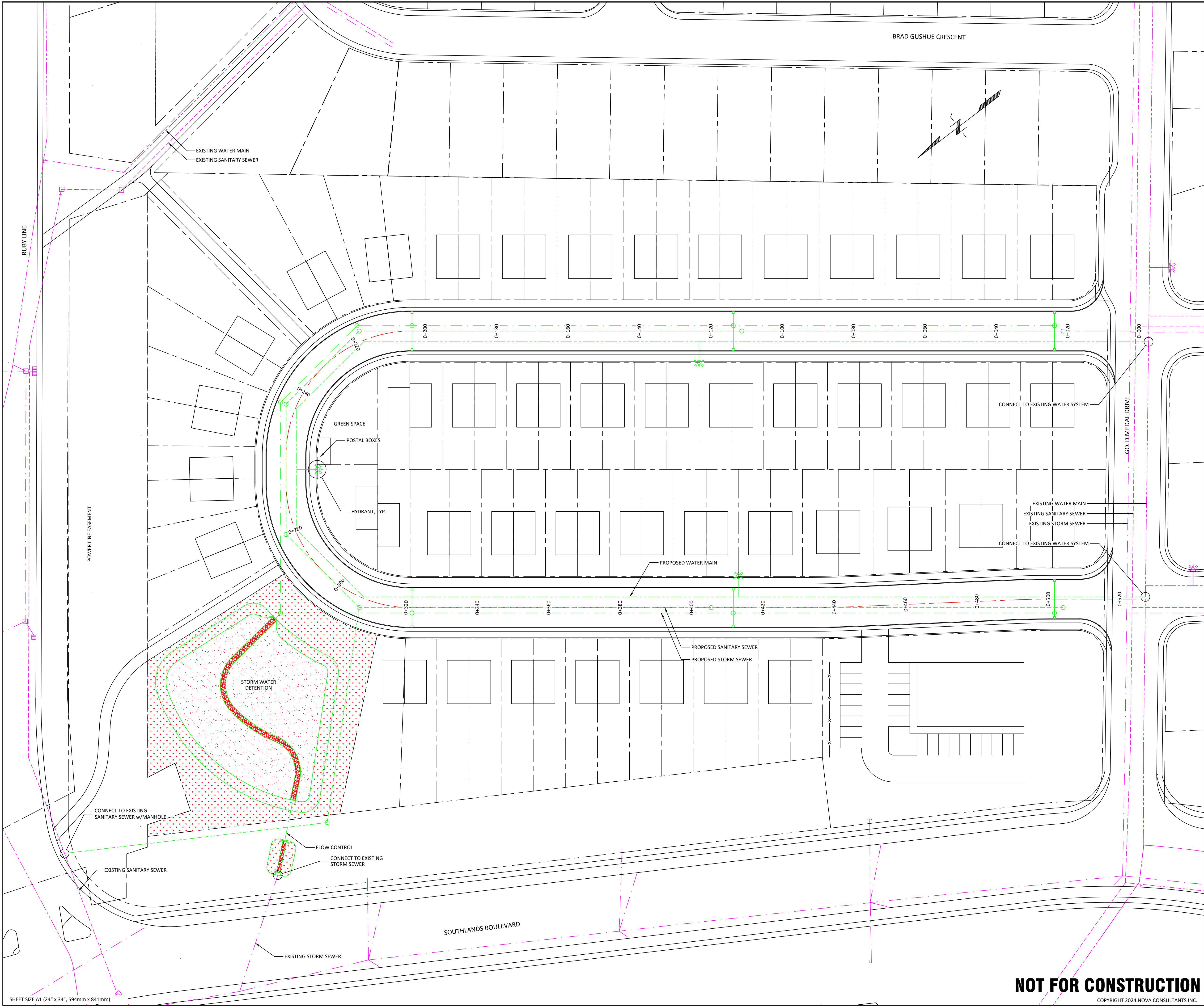
SCALE	1:500	DRAWING NO.	C4
PROJECT NO.	224-20	REVISION NO.	E
DATE	NOVEMBER 2024		

NOT FOR CONSTRUCTION

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SHEET SIZE A1 (24" x 34", 594mm x 841mm)





SHEET SIZE A1 (24" x 34", 594mm x 841mm)

NOT FOR CONSTRUCTION

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E	REVISED DEVELOPMENT LAYOUT	06/02/25
D	REVISED DEVELOPMENT LAYOUT	03/12/24
No.	ISSUES/REVISIONS	DD/MM/YY





**NOVA CONSULTANTS INC.**  
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**CONSULTING ENGINEERS**  
ST. JOHN'S      LABRADOR CITY

**CLIENT**



**PROVINCE OF NEWFOUNDLAND**  
PERMIT HOLDER  
CLASS "A"  
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<div><div>A</div><div>B</div><div>C</div></div>		A B C	DETAIL NO. LOCATION DRAWING NO. DRAWING NO. WHERE DETAILED	<div><div>A</div><div>B</div></div>
DRAWN		RH	CHECKED	SAB
DESIGNED		RH/SAB	APPROVED	-

PROJECT TITLE

**CGI DEVELOPMENT INC.**  
**SOUTHLANDS RESIDENTIAL DEVELOPMENT**

**ST. JOHN'S, NL**

DRAWING TITLE

**PROPOSED CONCEPT SERVICING PLAN  
FOR REZONING APPLICATION**

SCALE	1:500	DRAWING NO.	C5
PROJECT NO.	224-20		
DATE	NOVEMBER 2024	REVISION NO.	E

**TERMS OF REFERENCE  
LAND USE REPORT (LUR)  
APPLICATION FOR SEMI-DETACHED DWELLINGS AT  
125 SOUTHLANDS BOULEVARD  
UPDATED APRIL 2, 2025 (FOLLOWING COUNCIL'S COMMENTS AT APRIL 1, 2025  
COMMITTEE OF THE WHOLE MEETING)**

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

**A. Public Consultation**

- Prior to submitting a first draft of the Land Use Report to the City for review, the applicant must consult with neighbouring property owners. The Land Use Report must include a section which discusses feedback and/or concerns from the neighbourhood and how the proposal addresses the concerns.
- Should the site plan change following this consultation, additional neighbourhood consultation may be required.

**B. Site Location and Lot Layout**

- Identify the location of the proposed development in relation to adjoining properties and identify the use of each lot (i.e. dwelling type).
- Include all zone requirements on a subdivision plan, such as lot area, frontage, building line, all setbacks and building height.
- Indicate driveway locations and dimensions.
- Indicate front yard landscaping percentage for each lot.
- Provide street cross section.
- For the commercial site:
  - Provide a dimensioned parking plan, including circulation details and parking lot buffers. Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.
    - Where an applicant wishes to provide a different number of parking spaces than required in the Development Regulations, a Parking Report is required, which at a minimum must address:
      - parking generation rates for the Development including pre- and post-development;
      - parking duration (short/long term);
      - available parking in the area (private/public on-street, parking lots and garages);
      - effects on traffic and local parking;
      - traffic to and from the development;
      - neighbourhood impact;
      - other available transit options.
    - If parking relief is being requested, then a detailed rationale, as acceptable by staff, must be included. Additional information may be requested upon review of the parking proposal.

- Identify the number and location of bicycle parking spaces to be provided.
  - Identify the location of all access and egress points, including pedestrian access.
- Identify any existing or proposed easements.
- Provide a Legal Survey.

**C. Municipal Services**

- Provide a preliminary site servicing plan.
- Identify points of connection to existing sanitary sewer, storm sewer and water system. The location of all existing sewers must be shown along with any existing or proposed easements.
- The proposed development will be required to comply with the City's Stormwater Detention Policy. Stormwater detention is required for this development. Indicate the location of the proposed stormwater detention facility.
- Provide the sanitary and storm sewer drainage area plans with the proposed generation rates for each.
  - Sanitary calculations to follow the Development Design Manual and all calculations must be provided in an Excel spreadsheet with formula.
- Provide computer stormwater models for the proposed development. The developer will have to ensure that the 100year predevelopment flows are being maintained.

**D. Transportation System**

- Provide Trip Generation for the proposed development, including the residential and commercial components. Additional information may be required.
- Identify locations for pedestrian connections, including dimensions and surface material.

**E. Public Transit**

- Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements and include their response and any recommendations in the report.

**F. Construction Timeframe**

- Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.



# DECISION/DIRECTION NOTE

**Title:** Paid parking application contract, transaction fee, and minimum parking time

**Date Prepared:** March 19, 2025

**Report To:** Committee of the Whole

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

**Ward:** N/A

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**Decision/Direction Required:** Extension of the PayByPhone contract at the new transaction rate of \$0.35, with the addition of a 15-minute minimum transaction time in application.

## **Discussion – Background and Current Status:**

In alignment with the Paid Parking Management Strategy, the City procured the electronic payment technology, PayByPhone, in April 2018. Since then, PayByPhone has become integral to the City's paid parking operations, accounting for 77 percent of all paid parking transactions in 2024. Consequently, the City is currently extending the PayByPhone contract.

PayByPhone does not charge a monthly fee; instead, transaction fees are applied to each session, regardless of its duration. The City currently absorbs the transaction cost of \$0.16, which has remained unchanged since 2018. PayByPhone is open to renewing the contract with an increased transaction fee of \$0.35. This new fee will raise the City's annual cost from \$100,000 to \$218,750, based on an estimated 625,000 transactions. Staff are seeking Council approval for the City to extend the contract and absorb the new transaction fee rate.

To help reduce the volume of transaction fees, staff recommend implementing a minimum parking transaction time of 15 minutes. While the average parking session cost \$1.83 in 2024, motorists can currently pay for as little as one minute. In 2024, 13 percent of transactions were for less than \$0.35. For zones with a base rate of \$1.75 per hour, a 15-minute minimum parking session will cost \$0.44. In areas with a base rate of \$1.00 per hour, a 15-minute minimum parking session will cost \$0.25.

## **Key Considerations/Implications:**

### **1. Budget/Financial Implications:**

Introducing a minimum transaction of 15-minutes will reduce the fees paid by the City for parking. This also aligns with the existing minimum time on pay stations serving the same areas.

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Operating costs for pay stations and PayByPhone have been fully covered by the paid parking program revenue to date. By continuing to fund the application, it maintains equity between both parking systems.

2. Partners or Other Stakeholders:

Currently, 15 percent of Churchill Square users pay less than 15 minutes when parking, compared to 7 percent outside of the Square. However, the minimum of 15 minutes for parking aligns with the pay stations in all areas.

3. Is this a New Plan or Strategy: No

4. Alignment with Strategic Directions:

A Sustainable City: Be financially responsible and accountable.

5. Alignment with Adopted Plans:

Paid Parking Management Strategy

6. Accessibility and Inclusion:

PayByPhone has improved accessibility for some motorists, allowing them to pay for parking from their mobile phones without having to navigate to a pay station.

7. Legal or Policy Implications:

The PayByPhone application is integrated with the current pay station hardware and is well tested and accepted in court as a reliable parking system.

8. Privacy Implications:

There are no new privacy implications, as this is not a change in the application.

9. Engagement and Communications Considerations:

The proposed minimum transaction will be communicated to the public in advance of implementation. This will include via City channels and an advisory in the application itself.

10. Human Resource Implications: N/A

11. Procurement Implications:

The new transaction fee will be reflected in the contract renewal with PayByPhone.

12. Information Technology Implications:

There are no IT implications for the contract renewal.

13. Other Implications:

If approved, the new transaction minimum of 15 minutes will be implemented effective April 16, 2025.

**Recommendation:**

That Council approves extension of the PayByPhone contract, while the City continues to absorb the transaction fee at the new rate of \$0.35. Additionally, Council is requested to approve a 15-minute minimum parking session time in the application.

**Prepared by:** Mary Beth Delaney, Supervisor Parking Services

**Approved by:** Randy Carew, Manager Regulatory Services

**Report Approval Details**

Document Title:	Paid Parking Application Minimum Parking Times.docx
Attachments:	
Final Approval Date:	Mar 19, 2025

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

**Randy Carew - Mar 19, 2025 - 2:32 PM**

**Jason Sinyard - Mar 19, 2025 - 2:35 PM**



## Development Permits List For March 20 to April 2, 2025

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
COM	H3 Development	Commercial Lot	770 Kenmount Road	4	Approved	25-03-24
COM	H3 Development	Commercial Lot	14 Nil's Way	4	Approved	25-03-24
RES		Demo/Rebuild of Single Detached Dwelling	39 Quidi Vidi Village Road	2	Approved	25-03-24
COM	H3 Development	Commercial Lot	26 Captain Prim Drive	4	Approved	25-03-24
RES	Donovan Homes Limited	10 lot Subdivision	188 Airport Heights Drive	1	Approved	25-04-01
RES		Home Occupation	58 Golf Avenue	2	Approved	25-04-01
COM	Black Tulle Boutique	Discretionary Use- Retail	31 Peet Street	4	Approved	25-03-31

**\* 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**

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**Permits List**  
**Council's April 8, 2025 Regular Meeting**

Permits Issued: 2025/03/20 to 2025/04/02

**BUILDING PERMITS ISSUED**

**Residential**

<b>Location</b>	<b>Permit Type</b>	<b>Structure Type</b>
11 Munich Pl	New Construction	Single Detached Dwelling
112 Barnes Rd	Site Work	Single Detached Dwelling
117 Elizabeth Ave	Renovations	Single Detached Dwelling
12 Fleming St	Renovations	Townhousing
12 Lions Rd	Site Work	Driveway
13 Lady Anderson St	New Construction	Single Detached w/ apt.
140 Patrick St	Renovations	Single Detached Dwelling
15 Lady Anderson St	New Construction	Single Detached w/ apt.
17 Mount Cashel Rd	Renovations	Single Detached Dwelling
18 Fitzgibbon St	Change of Occupancy/Renovations	Single Detached w/ apt.
2 Linden Pl	Accessory Building	Accessory Building
27 Colville St	Renovations	Single Detached w/ apt.
27 Gillies Rd	New Construction	Single Detached w/ apt.
28 Autumn Dr	Accessory Building	Accessory Building
29 Outer Battery Rd	Deck	Patio Deck
37 Maxwell Pl	Accessory Building	Accessory Building
395 Blackmarsh Rd	New Construction	Condominium
395 Blackmarsh Rd	New Construction	Condominium
395 Blackmarsh Rd	New Construction	Condominium
395 Blackmarsh Rd	New Construction	Condominium
397 Blackmarsh Rd	New Construction	Condominium
397 Blackmarsh Rd	New Construction	Condominium
397 Blackmarsh Rd	New Construction	Condominium
397 Blackmarsh Rd	New Construction	Condominium
42 Quidi Vidi Village Rd	Renovations	Single Detached Dwelling
421 Blackhead Rd	New Construction	Single Detached Dwelling
455 Empire Ave	Renovations	Single Detached w/ apt.
49 Gallipoli St	New Construction	Single Detached Dwelling

5 Green St	Accessory Building	Accessory Building
5 Sumac St	Change of Occupancy/Renovations	Single Detached Dwelling
5 Tralee St	Site Work	Landscaping
57 Gillies Rd	Renovations	Single Detached Dwelling
6 Chuckley Pear Pl	Change of Occupancy	Home Office
61 Beaver Brook Dr	Deck	Patio Deck
643 Topsail Rd	Accessory Building	Accessory Building
66 Galway Blvd	Accessory Building	Accessory Building
9 Bideford Pl	New Construction	Single Detached Dwelling
9 Boyle St	Renovations	Single Detached w/ apt.
9 Galaxy Cres	New Construction	Single Detached Dwelling
		This Week: \$4,164,090.50

### Commercial

Location	Permit Type	Structure Type
101-103 Long's Hill	Change of Occupancy	Eating Establishment
114 Cabot St	Renovations	Mixed Use
151 Crosbie Rd	Change of Occupancy	Office
175 Higgins Line	Sign	Hotel
178 Water St	Renovations	Restaurant
214 Duckworth St	Sign	Retail Store
25 Churchill Sq	Change of Occupancy	Retail Store
25 Kenmount Rd	Change of Occupancy/Renovations	Office
351 Water St	Change of Occupancy/Renovations	Eating Establishment
42 Poplar Ave	Fence	Fence
47 Danny Dr Bldg C7	Sign	Eating Establishment
48 Kenmount Rd	Change of Occupancy/Renovations	Office
60 O'leary Ave	Change of Occupancy/Renovations	Retail Store
689 Topsail Rd	Renovations	Office
		This Week: \$182,882.28

### Government/Institutional

Location	Permit Type	Structure Type
110 Macdonald Dr	Accessory Building	Accessory Building

110 Macdonald Dr  
 110 Macdonald Dr  
 57 Thorburn Rd

Fence  
 Accessory Building  
 Change of Occupancy

Fence  
 Accessory Building  
 Office

This Week: \$50,000.00

### Industrial

**Location**                      **Permit Type**                      **Structure Type**

This Week: \$0.00

### Demolition

**Location**                      **Permit Type**                      **Structure Type**

This Week: \$0.00

**This Week's Total: \$4,396,972.78**

### REPAIR PERMITS ISSUED:

**\$40,700.00**

### NO REJECTIONS

YEAR TO DATE COMPARISONS			
April 8, 2025			
TYPE	2024	2025	% Variance (+/-)
Residential	\$21,883,650.73	\$20,316,143.38	-7
Commercial	\$6,489,717.60	\$22,612,197.53	248
Government/Institutional	\$38,995,500.00	\$1,154,283.00	-97
Industrial	\$0.00	\$308,000.00	0
Repairs	\$338,614.00	\$289,959.00	-14
<b>TOTAL</b>	<b>\$67,707,482.33</b>	<b>\$44,680,582.91</b>	<b>-34</b>
Housing Units (1 & 2 Family Dwelling)	26	37	

Respectfully Submitted,



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

# MEMORANDUM

## **Weekly Payment Vouchers For The Weeks Ending March 26 and April 2, 2025**

### **Payroll**

<b>Public Works (Week 1)</b>	<b>\$621,853.94</b>
<b>Bi-Weekly Administration (Week 1)</b>	<b>\$895,678.95</b>
<b>Bi-Weekly Management</b>	<b>\$1,026,564.08</b>
<b>Bi-Weekly Fire Department</b>	<b>\$903,650.00</b>
<b>Bi-Weekly Casual (Week 2)</b>	<b>\$40,283.90</b>
<b>Public Works (Week 2)</b>	<b>\$616,387.62</b>
<b>Accounts Payable</b>	<b>\$7,091,766.93</b>

*(A detailed breakdown [here](#))*

<b>Total:</b>	<b>\$11,196,185.42</b>
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# ST. JOHN'S

DEPARTMENT OF FINANCE

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

# INFORMATION NOTE

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**Title:** Contract awards between March 5, 2025 and April 2, 2025

**Date Prepared:** April 2, 2025

**Report To:** Regular Council Meeting

**Councillor and Role:** Councillor Ron Ellsworth, Finance

**Ward:** N/A

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**Issue: Contract awards between March 5, 2025 and April 2, 2025**

**Discussion – Background and Current Status:** All contracts awarded with a total value of \$100,000.00 will be reported to Council on a monthly basis as per SJMC-R-2024-08-06/392.

**Key Considerations/Implications:**

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions:

A Sustainable City: Be financially responsible and accountable.

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

4. Alignment with Adopted Plans: N/A
5. Accessibility and Inclusion: N/A
6. Legal or Policy Implications: N/A
7. Privacy Implications: N/A
8. Engagement and Communications Considerations: N/A
9. Human Resource Implications: N/A
10. Procurement Implications: Provide monthly report to Council.

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11. Information Technology Implications: N/A

12. Other Implications: N/A

**Conclusion/Next Steps:**

### Report Approval Details

Document Title:	Contract Awards - March 5, 2025 - April 2, 2025.docx
Attachments:	- Contracts Awarded - March 5, 2025 - April 2, 2025.pdf
Final Approval Date:	Apr 2, 2025

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

**No Signature - Task assigned to Derek Coffey was completed by workflow administrator  
Theresa Walsh**

**Derek Coffey - Apr 2, 2025 - 4:53 PM**



Monthly Purchasing Awards Greater than \$100,000.00 Report

Project Name	Project Number	Award Value	Awarded Date	Awarded Supplier(s)	Completed Submissions List	Contract Term	Department	Procurement
2024 Wetlands Study - Phase 2B	2024206	\$ 151,950.00	March 09, 2025	Sikumiut Environmental Management Ltd.	GMETEC Consulting Engineers and Scientists  Strum Environmental Services Ltd Sikumiut Environmental Management Ltd.	N/A	PLANNING, ENGINEERING & REGULATORY SERVICES	RFP
Supply of Rock Cover Material - Robin Hood Bay Waste Management Facility	2025014	\$ 2,515,200.00	March 23, 2025	Farrell's Excavating Limited	Standard Paving Ltd Modern Paving Limited Eric Taylor LTD Weirs Construction Limited Capital Ready Mix a division of Newcrete Investments Limited Partnership Farrell's Excavating Limited	2 Year 1+ 1	PUBLIC WORKS	RFQ
Nitro Pro Business – Annual Renewal	2025020	\$ 156,330.00	March 10, 2025	Nitro	Nitro	3 Year	FINANCE AND CORPORATE SERVICES	RFP
Supply and Delivery of Utility Vehicles	2025035	\$ 160,478.77	March 11, 2025	NL Kubota Limited	NL Kubota Limited	N/A	PUBLIC WORKS	RFP
Supply and Delivery of Gloves	2025044	\$ 298,138.65	March 30, 2025	WAC Enterprises Limited	Rock Safety Industrial Ltd. MSC Industrial Supply Inc. NORTH ATLANTIC SUPPLIES Source Atlantic Ltd Vision Packaging Supplies Ltd Hazmasters Inc. Chandler Sales 1000480794 ONTARIO LTD. WAC Enterprises Limited Brogan Fire and Safety	1 Year 1 + 1	FINANCE AND CORPORATE SERVICES	RFP
2025026 - 2025 Infrastructure Maintenance - Manhole and Catch Basin Repairs	2025026	\$ 733,970.00	April 02, 2025	Modern Paving Limited	Modern Paving Limited; Dexter Construction Company Limited; Parsons Paving Ltd.; 86790 Newfoundland and Labrador Limited	N/A	PLANNING, ENGINEERING & REGULATORY SERVICES	ITT

# INFORMATION NOTE

**Title:** 2025 Streets Rehabilitation Program List

**Date Prepared:** April 2, 2025

**Report To:** Regular Council Meeting

**Councillor and Role:** Councillor Ophelia Ravencroft, Public Works

**Ward:** N/A

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## Issue:

### Discussion – Background and Current Status:

Attached for the information of Council is the 2025 Streets Rehabilitation and Grind and Patch list.

### Key Considerations/Implications:

1. Budget/Financial Implications:  
Monies for the program have already been allocated under the 2023 – 2026 Multi-Year Capital Works Program with the Province and the 2025 COOR for the grind and patch portion.
2. Partners or Other Stakeholders:  
All City of St. John's Residents  
Government of NL
3. Alignment with Strategic Directions:  
  
A City that Moves: Improve safety for all users on a well-maintained street network.  
  
A Sustainable City: Be financially responsible and accountable.
4. Alignment with Adopted Plans:  
Our City Our Future – Corporate Strategic Plan  
Bike St. John's Master Plan
5. Accessibility and Inclusion:  
Accessibility and Inclusion is considered during the construction and final street/intersection improvements.



## 6. Legal or Policy Implications:

N/A

## 7. Privacy Implications:

N/A

## 8. Engagement and Communications Considerations:

While the work is ongoing, the City's Engineering staff will release weekly updates on the City's website, in consultation with the Communications Division. The updates will list worksite locations for the upcoming week.

## 9. Human Resource Implications:

Hiring of temporary Construction Inspectors will be required. Associated costs will be charged to the project budget.

## 10. Procurement Implications:

Project to be tendered through the Supply Chain Management Division as per the Public Procurement Act.

## 11. Information Technology Implications:

N/A

## 12. Other Implications:

N/A

**Conclusion/Next Steps:**

We are advising Council that we will proceed with public tender(s) for the 2025 Streets Rehabilitation Program based on the list provided. The program will be broken into two tenders like past programs.

### Report Approval Details

Document Title:	2025 Street Rehab Program List.docx
Attachments:	- Street Rehab List for Council.pdf
Final Approval Date:	Apr 3, 2025

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

**No Signature found**

**Mark White - Apr 2, 2025 - 3:54 PM**

**Scott Winsor - Apr 2, 2025 - 4:05 PM**

**Jason Sinyard - Apr 3, 2025 - 9:16 AM**

## 2025 Streets Rehabilitation Program List of Streets

Street	Street Section	Class
BARNES RD	Mullock St to Howley Ave	RES
BEAUMONT ST	Campbell Ave to End	RES
REEEVES PL	All	RES
CHARLTON ST		RES
FLOWER HILL	All	RES
BENNETT AVE	Hamilton Ave to Beaumont St	COLL
CLIFFORD ST	All	RES
ENNIS AVE	Warren St to Hutton Rd	COLL
COLONIAL ST	Gower St to Bond St	RES
DICK'S SQ	All	RES
NEWFOUNDLAND DR	Cheshire St to Halley Dr	ART-MI
CANADA DRIVE	Hamlyn to Cowan	COLL
MOLLOY'S LN	All	RES
EDEN ST	All	RES
BLACKMARSH RD	Pearce to Symonds	ART-MI
EMPIRE AVE	Carpasian to Rennie's Mill	ART-MI
RENNIE'S MILL RD	Empire to Circular	COLL

## Provisional Streets (Should time and funding permit)

Street	Street Section	Class
BARNES RD	Military Rd to Mullock St	RES
CUCKHOLD'S COVE RD	Forest Rd to Regiment Rd	RES
EASTBOURNE CRES	Paddy Dobbin Dr to Tyrone Pl	RES
BOYLE ST	Bartlett Pl to Eaststaff St	RES
LEEDS PL	All	RES
KIRKE PL	All	RES
MORISON PL	All	RES
O'REGAN PL	All	RES
HIGGINS LN	Ridge Rd to Fox Ave	ART-MA
PURCELL ST	All	RES
BRIGUS PL	All	RES
GOLD MEDAL DR	Southlands Blvd to Brad Gushue Cres	COLL
FRASER PL	All	RES
GREGG PL	All	RES

Extra Work
MARGARET'S PLACE ACCESS



Grind and Patch		
Aberdeen Avenue	Gleneyre Street	Paddy Dobbin Drive
Adams Avenue	Gold Medal Drive	Patrick Street
Airport Heights Drive	Goldstone Street	Pearltown Road
Allandale Road	Gower Street	Pennywell Road
Anderson Avenue	Great Eastern Avenue	Pine Bud Avenue
Austin Street	Hamilton Avenue	Pippy Place
Barter's Hill	Hamilton Avenue Extension	Pleasant Street
Bay Bull's Road	Hamlyn Road	Plymouth Road
Bennett Avenue	Harbour Drive	Portugal Cove Road
Blackhead Road	Harrington Drive	Prescott Street
Blackler Avenue	Harvey Road	Prince Phillip Drive
Blackmarsh Road	Heavy Tree Road	Queen's Road
Bonaventure Avenue	Higgins Line	Rennie's Mill Road
Brookfield Road	Job's Cove	Rickett's Road
Burgeo Street	Kenmount Road	Ridge Road
Campbell Avenue	King's Bridge Road	Road De Luxe
Canada Drive	Ladysmith Drive	Ropewalk Lane
Captain Whelan Drive	Larkhall Street	Ruby Line
Carpasian Road	Lemarchant Road	Selfridge Drive
Carrick Drive	Linegar Avenue	Shaw Street
Casey Street	Logy Bay Road	Southlands Boulevard
Cashin Avenue	Long Pond Road	Southside Road
Cavendish Square	MacDonald Drive	St. Clare Avenue
Charter Avenue	Maddox Cove Road	Stamp's Lane
Churchill Avenue	Major's Path	Stavanger Drive
Circular Road	Mayor Avenue	Strawberry Marsh Road
Columbus Drive	Merrymeeting Road	Symonds Avenue
Cookstown Road	Military Road	Tammarack Street
Cornwall Avenue	Monkstown Road	Teakwood Drive
Cowan Avenue	Mount Scio Road	The Boulevard
Crosbie Road	Mundy Pond Road	Thorburn Road
Duckworth Street	New Cove Road	Topsail Road
East White Hills Road	New Gower Street	Torbay Road
Elizabeth Avenue	Newfoundland Drive	Tree Top Drive
Empire Avenue	Newtown Road	University Avenue
Ennis Avenue	Old Broad Cove Road	Viscount Street
Forest Road	Old Pennywell Road	Water Street
Foxtrap Access Road	Old Petty Harbour Road	Waterford Bridge Road
Frecker Drive	O'Leary Avenue	Westerland Road
Freshwater Road	Ordnance Street	Wicklow Street

# DECISION/DIRECTION NOTE

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**Title:** Shea Heights Board Appointment

**Date Prepared:** March 24, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Carl Ridgeley

**Ward:** Ward 5

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## **Decision/Direction Required:**

To approve the appointment of one (1) new member to fill a vacancy within the At Large category on the Shea Heights Community Centre Board of Directors.

## **Discussion – Background and Current Status:**

The City of St. John's appoints the Shea Heights Community Centre Board of Directors to oversee the creation and execution of social, recreational, and educational programs for Shea Heights residents.

To fill an At-Large vacancy, a public call for volunteers was conducted, leading to **Emma Whalen's** application. After reviewing her submission during a regular Board meeting, the members expressed their support for Emma's appointment to the vacant position.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: None
2. Partners or Other Stakeholders:
  - a. The City of St. John's Recreation Division and Shea Heights Community Centre staff work closely with the Board of Directors in the delivery of programs, services, and events to residents of Shea Heights.
  - b. Newfoundland and Labrador Housing provides an annual operating grant.
3. Is this a New Plan or Strategy: No

4. Alignment with Strategic Directions:

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

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

5. Alignment with Adopted Plans: N/A

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 the appointment of Emma Whalen to the Shea Heights Community Centre Board of Directors to fill a vacancy within the “At Large” category of the Board structure.

**Prepared by: Jennifer Langmead, Recreation Manager**

**Approved by: Tanya Haywood, DCM, Community Services**

**Report Approval Details**

Document Title:	Shea Heights Board Appointment.docx
Attachments:	- Emma Whalen Application.pdf - Board Contacts March 2025.xlsx
Final Approval Date:	Mar 24, 2025

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

**Tanya Haywood - Mar 24, 2025 - 3:54 PM**

# DECISION/DIRECTION NOTE

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**Title:** Inclusion Advisory Committee – Appointment of New Members

**Date Prepared:** March 24, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Ophelia Ravencroft, Inclusion Advisory Committee

**Ward:** N/A

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## Decision/Direction Required:

Staff are seeking Council's approval of the recommended candidates for the Universal Design/Accessibility and Anti-Racism representatives on the Inclusion Advisory Committee (IAC) as per the IAC Terms of Reference.

## Discussion – Background and Current Status:

The Inclusion Advisory Committee provides information and advice to Council on matters of Accessibility and Inclusion as they relate to City programs, policies, and services, as referred to it by committees of Council, or as initiated by the Advisory Committee itself.

A Call for Members was issued to fill several positions on the IAC, including vacancies for representatives from the Anti-Racism and Universal Design sectors. The call was publicly circulated, resulting in six applications for each sector. The selection committee reviewed all applications using a matrix that ranked candidates based on their expertise, experience, and knowledge. The following applicants are recommended for appointment to the IAC:

- Universal Design/Accessibility: Sandra Cuning
- Anti-Racism: Sherry Nandha

## Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: Inclusion Advisory Committee
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: City of St. John's Accessibility Plan 2024-2026

6. Accessibility and Inclusion: The Call was circulated through the City's Inclusion Network and the application was made available in a variety of formats if requested.

7. Legal or Policy Implications: N/A

8. Privacy Implications: As per Section 7.3 of the Committee's Terms of Reference, all committee members are required to refrain from the use or transmission of any confidential or privileged information while serving with the IAC.

9. Engagement and Communications Considerations: The Call for Members was advertised and promoted by Communications Division. All applicants will be advised of Council's decision to appoint new members.

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 the appointment of Sherry Nandha as the Anti-Racism Representative and Sandra Cuning as the Universal Design/Accessibility Representative to the Inclusion Advisory Committee.

**Prepared by: Jennifer Squires, Legislative Assistant**

**Approved by: Theresa Walsh, City Clerk**

**Report Approval Details**

Document Title:	Inclusion Advisory Committee - Call for Members.docx
Attachments:	- spreadsheet.pdf
Final Approval Date:	Mar 24, 2025

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

**Theresa Walsh - Mar 24, 2025 - 12:54 PM**

# DECISION/DIRECTION NOTE

**Title:** Affordable Housing Working Group – Appointment of New Members

**Date Prepared:** March 27, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Ron Ellsworth, Affordable Housing Working Group

**Ward:** N/A

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## **Decision/Direction Required:**

Approval of Membership for the Affordable Housing Working Group (AHWG) based on the recommendations by lead staff.

## **Discussion – Background and Current Status:**

The Affordable Housing Working Group is responsible for providing advice to Council regarding housing system related policies, directives, and strategies as well as implementation of the 10-year Affordable Housing Strategy. As members have recently come to the end of their terms, a Call for Members was placed seeking representatives from the community sector involved in housing solutions. The applications were reviewed by lead staff and the following representatives are being recommended for appointment:

- Rosalind Langer, Co-operative Housing Association Newfoundland and Labrador (CHANAL)
- Sherry Whittle, The Gathering Place
- Harim Jun, Memorial University Internalization Office

For the organizations listed in the ARWG Terms of Reference, the following replacements have been appointed:

- Jennifer Tipple, End Homelessness St. John's replacing Simone Lily
- Emily Timmins, Provincial Government Representative replacing Robert Piccott

## **Key Considerations/Implications:**

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: Implementation of the Affordable Housing Strategy will be guided and shaped by multi-stakeholder partnerships and processes. The above representatives support and inform our Affordable Housing Strategy

# ST. JOHN'S

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

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

5. Alignment with Adopted Plans: 10 Year Affordable Housing Strategy

6. Accessibility and Inclusion: The Call for Members was made available in a variety of formats upon request.

7. Legal or Policy Implications: N/A

8. Privacy Implications: N/A

9. Engagement and Communications Considerations: The Call for Members was circulated by Communications Staff and posted on social media.

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 the following appointments to the Affordable Housing Working Group:

- Rosalind Langer, Co-operative Housing Association Newfoundland and Labrador (CHANAL)
- Sherry Whittle, The Gathering Place
- Harim Jun, Memorial University Internalization Office
- Jennifer Tipple, End Homelessness St. John's

- Emily Timmins, Provincial Government Representative

**Prepared by: Jennifer Squires, Legislative Assistant**

**Approved by: Theresa Walsh, City Clerk**



**Report Approval Details**

Document Title:	Affordable Housing Working Group - Appointment of New Members .docx
Attachments:	- AHWG 2025 - Combined Applications.pdf
Final Approval Date:	Mar 27, 2025

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

**Theresa Walsh - Mar 27, 2025 - 3:56 PM**

# DECISION/DIRECTION NOTE

**Title:** 188 New Pennywell Road – MPA2400008 - Approval

**Date Prepared:** April 1, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 4

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## **Decision/Direction Required:**

Following the commissioner's public hearing, Council can proceed with the final steps in the amendment process for Envision St. John's Municipal Plan Amendment Number 14, 2024, and Envision St. John's Development Regulations Amendment Number 40, 2024, regarding a Cluster Development (a Townhouse Cluster) at 188 New Pennywell Road.

## **Discussion – Background and Current Status:**

The City has received an application to rezone land at 188 New Pennywell Road from the Residential 1 (R1) and Rural (RUR) Zones to the Residential 2 Cluster (R2C) Zone to accommodate a Cluster Development comprised of 4 Townhouse Cluster buildings with a total of 32 one-bedroom dwelling units. A Municipal Plan amendment is also required to redesignate land at the rear of the property from the Rural District to the Residential District.

## Commissioner's Report

The attached commissioner's report prepared by Clifford Johnston is for Council's consideration. It outlines the process leading to the hearing, details on public notification, number of attendees, and the concerns raised by residents. The commissioner notes that the proposed development is in line with good planning practices and with specific housing policies of the Envision St. John's Municipal Plan, and is a good location for a townhouse development.

The commissioner recommends the following:

- That Municipal Plan Amendment Number 14, 2024 in its present form as adopted by Council on September 3, 2024, now be approved by Council.
- That Development Regulations Amendment Number 40, 2024 in its present form as adopted by Council on the same date now be approved by Council.
- That the proponent work with the Municipal Arborist and applicable City staff to maintain as much of the existing trees and vegetation on the site as possible.

Staff agree with the commissioner's recommendations. Should Council agree, the amendments will be sent to the NL Dept. of Municipal and Provincial Affairs for registration. Should the amendment proceed, a detailed landscape plan will be required for development approval and the applicant will have to meet the City's landscape development policy.

# ST. JOHN'S

### Housing Terminology

At the time of the initial application and advertisement of this amendment, the proposed development was classed as a Townhouse Cluster in the Development Regulations. Since then, the City updated the Regulations with new definitions. When there is more than one Townhouse Cluster building on a lot, as proposed here, we now class it as a Cluster Development. The proposed development has not changed but the City's terminology has. Therefore, some of the public notices and the amendment use the term "Townhouse Cluster". Both Cluster Development and Townhouse Cluster are permitted uses in the R2C Zone. Should the amendment be approved, any permitted use in the R2C Zone can be considered.

### Consolidation of Lot

The City has agreed to sell a portion of 178 New Pennywell Road to the applicant. The sale is conditional upon the applicant obtaining development approval and building permits and also consolidated the property with 188 New Pennywell Road. Further, the applicant recently went through a quieting of title for a small parcel at the rear of the lot. As the applicant did not own that parcel at the time of application, it was not included in the amendment. Should the amendment proceed, the applicant will have to consolidate the subject property with the land obtained from the City and the small parcel at the rear to form one new lot. A zone line interpretation will be done to add the small triangular parcel at the rear of the lot.

### Land Use Report

The land use report (LUR) is attached for Council's review and approval. Should the amendment proceed, small changes may be required at the development approval stage. This may include adjusting the location of the fence or light poles, and possibly installing a drainage swale. Any major changes to the LUR at the development stage will be brought back to Council for approval.

### **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, however the applicant is proposing accessible units in the proposed residential development.
7. Legal or Policy Implications: Map amendments to the Municipal Plan and Development Regulations are required to consider the development.
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:

- 1) approve the attached resolutions for Envision St. John's Municipal Plan Amendment Number 14, 2024, and Envision St. John's Development Regulations Amendment Number 40, 2024, as adopted, regarding a Cluster Development (a Townhouse Cluster) at 188 New Pennywell Road; and
- 2) as per Section 4.9(2) of the Development Regulations, approve the attached land use report for 188 New Pennywell Road dated January 22, 2025.

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

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

**Report Approval Details**

Document Title:	188 New Pennywell Road - MPA2400008 - Approval.docx
Attachments:	- MP Amend No. 14 and DR Amend No. 40, 2024 - 188 New Pennywell Road - MAP (amc).pdf - 188 New Pennywell Road - Commissioner's Report.pdf - LAND USE REPORT 188 New Pennywell final (online version).pdf
Final Approval Date:	Apr 3, 2025

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

**Ken O'Brien - Apr 2, 2025 - 10:46 AM**

**Jason Sinyard - Apr 3, 2025 - 9:31 AM**



# **City of St. John's Municipal Plan, 2021**

**St. John's Municipal Plan Amendment Number 14, 2024**

**Rural Land Use District to  
Residential Land Use District  
188 New Pennywell Road**

**April 2025**



**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**ST. JOHN'S Municipal Plan, 2021**

**Amendment Number 14, 2024**

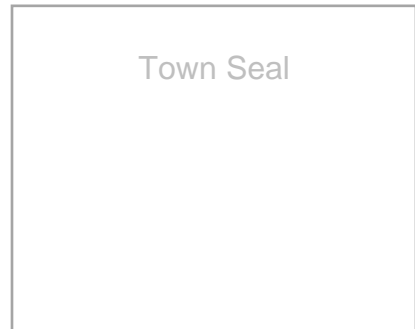
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Municipal Plan Amendment Number 14, 2024.

Adopted by the City Council of St. John's on the 3rd day of September, 2024.

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 14, 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 14, 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 14, 2024 on the 3rd day of September, 2024;
2. Gave notice of the adoption of the St. John's Municipal Plan Amendment Number 14, 2024 by way of an advertisement inserted in the Telegram newspaper on the 13th day of September, 2024, on the 20th day of September, 2024, and on the 27th day of September, 2024; and
3. Set the 2nd day of October, 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 Municipal Plan Amendment Number 14, 2024 on the 8th day of April, 2025 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 Municipal Plan Amendment Number 14, 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 14, 2024**

#### **BACKGROUND AND ANALYSIS**

##### Background

The City has received an application from Nidus Development Inc. to rezone land at 188 New Pennywell Road for a Cluster Development (comprised of Townhouse Cluster buildings) with a total of thirty-two (32) units. The subject property is currently within the Residential District at the front of the property, and the Rural District at the rear. A Municipal Plan amendment is required to redesignate the rear of the property from the Rural District to the Residential District. The associated St. John's Development Regulations Amendment No. 40, 2024 will rezone the entire property from the Residential 1 (R1) Zone and Rural (RUR) Zone to the Residential 2 Cluster (R2C).

##### Analysis

The Envision St. John's Municipal Plan maintains a number of policies that recommend developments which increase density within existing neighbourhoods. The Growth and Development Strategy is achieved through the identification of undeveloped areas that are able to accommodate future, well-planned growth, with an emphasis on encouraging intensification. Further, the City shall preserve the pattern and scale of development in established residential neighbourhoods and work to improve amenities such as local food, services, parks, recreation and pedestrian trail networks.

The Plan recognizes that in order to have a City of healthy, walkable neighbourhoods with access to local services, a greater mix of uses and higher density residential development will be required to support such initiatives.

Policies that recommend increased density 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 4.3.2 - Ensure that infill development complements the existing character of the area.

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

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.



188 New Pennywell Road is a vacant lot that previously contained a Single-detached Dwelling. Within the R2C Zone, the maximum building height is 10 metres, which is similar to the 9 metres maximum building height of the adjacent Residential 1 (R1) properties. This will restrict the new development to a similar massing as the existing Zone. The development will introduce a new housing form to this neighbourhood, which will create a more diverse neighbourhood for new residents or existing residents looking to downsize and remain within the neighbourhood. The proposed development is considered a moderate intensification and is in line with the St. John's Municipal Plan.

## **PUBLIC CONSULTATION**

The proposed Municipal Plan and Development Regulations amendment was advertised on four occasions in The Telegram newspaper on June 20, July 6, July 13, and July 20, 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 that the development will be a good fit in the neighbourhood, while others have concerns that the development is too dense. Concerns were raised that the development will cause traffic congestion in the neighbourhood, however the application was reviewed by the City's Transportation Engineering Division and no concerns were raised. There are also concerns about the overall loss of trees. The proposed development meets the City's landscape requirements and existing trees will remain at the rear of the lot and dwellings were possible.

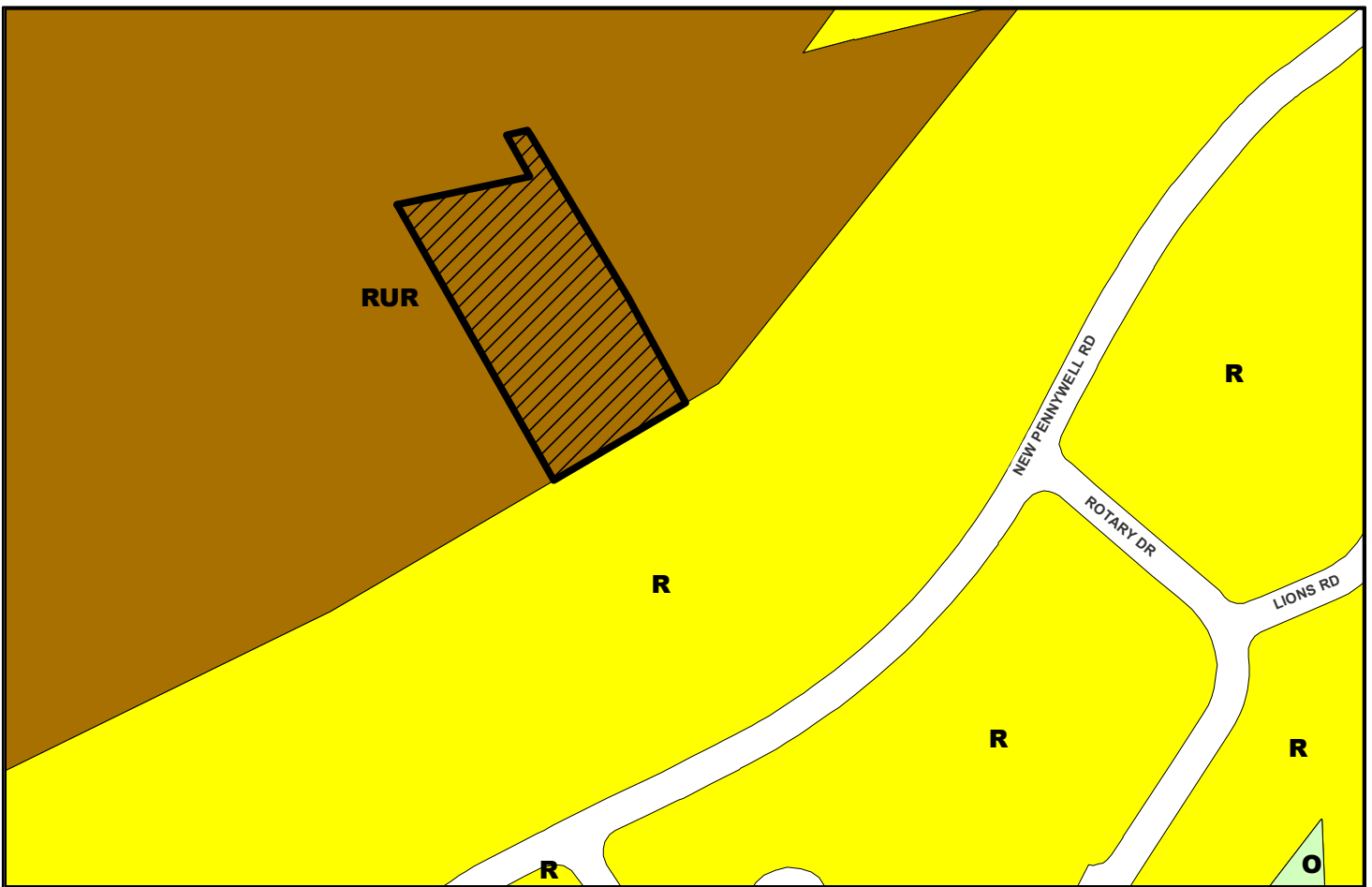
## **ST. JOHN'S URBAN REGION REGIONAL PLAN**

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 14, 2024**

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

- 1. Redesignating land at 188 New Pennywell Road [Parcel ID# 21007] from the Rural 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. 14, 2024**

Future Land Use Map P-1

2024 08 08 Scale: 1:2500  
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  
RURAL (RUR) LAND USE DISTRICT TO  
RESIDENTIAL (R) LAND USE DISTRICT

**188 NEW PENNYWELL ROAD  
Parcel ID 21007**

\_\_\_\_\_  
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 40, 2024**

**Residential 1 (R1) and Rural (RUR) Zone  
to the Residential 2 Cluster (R2C) Zone  
188 New Pennywell Road**

**February 2025**



**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**ST. JOHN'S Development Regulations, 2021**

**Amendment Number 40, 2024**

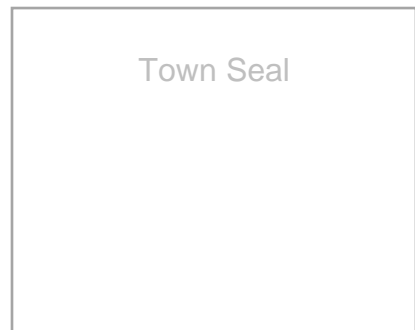
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Development Regulations Amendment Number 40, 2024.

Adopted by the City Council of St. John's on the 3rd day of September, 2024.

Signed and sealed this \_\_\_\_ day of \_\_\_\_\_.

Mayor: \_\_\_\_\_

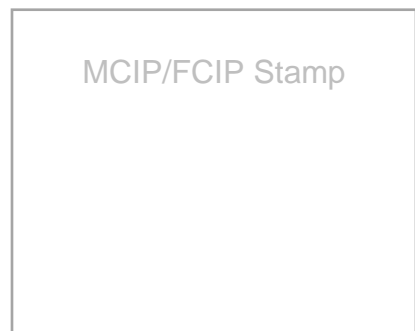
Clerk: \_\_\_\_\_



**Canadian Institute of Planners Certification**

I certify that the attached St. John's Development Regulations Amendment Number 40, 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 40, 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 40, 2024 on the 3rd day of September, 2024;
2. Gave notice of the adoption of the St. John's Development Regulations Amendment Number 40, 2024 by way of an advertisement inserted in the Telegram newspaper on the 13th day of September, 2024, on the 20th day of September, 2024 , and on the 27th day of September, 2024; and
3. Set the 2nd day of October, 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 40, 2024 on the 8th day of April, 2025 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 40, 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 40, 2024**

#### **BACKGROUND**

The City of St. John's wishes to allow a Cluster Development (comprised of Townhouse Cluster buildings) with a total of thirty-two (32) dwelling units at 188 New Pennywell Road. The subject property is currently within the Rural District and Zone, and the Residential District and Residential 1 (R1) Zone. Therefore, an amendment is required to rezone the property to the Residential 2 Cluster (R2C) Zone.

This amendment implements St. John's Municipal Plan Amendment 14, 2024, which is being processed concurrently.

#### **PUBLIC CONSULTATION**

The proposed Municipal Plan and Development Regulations amendment was advertised on four occasions in The Telegram newspaper on June 20, July 6, July 13, and July 20, 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 that the development will be a good fit in the neighbourhood, while others have concerns that the development is too dense. Concerns were raised that the development will cause traffic congestion in the neighbourhood, however the application was reviewed by the City's Transportation Engineering Division and no concerns were raised. There are also concerns about the overall loss of trees. The proposed development meets the City's landscape requirements and existing trees will remain at the rear of the lots and dwellings were possible.

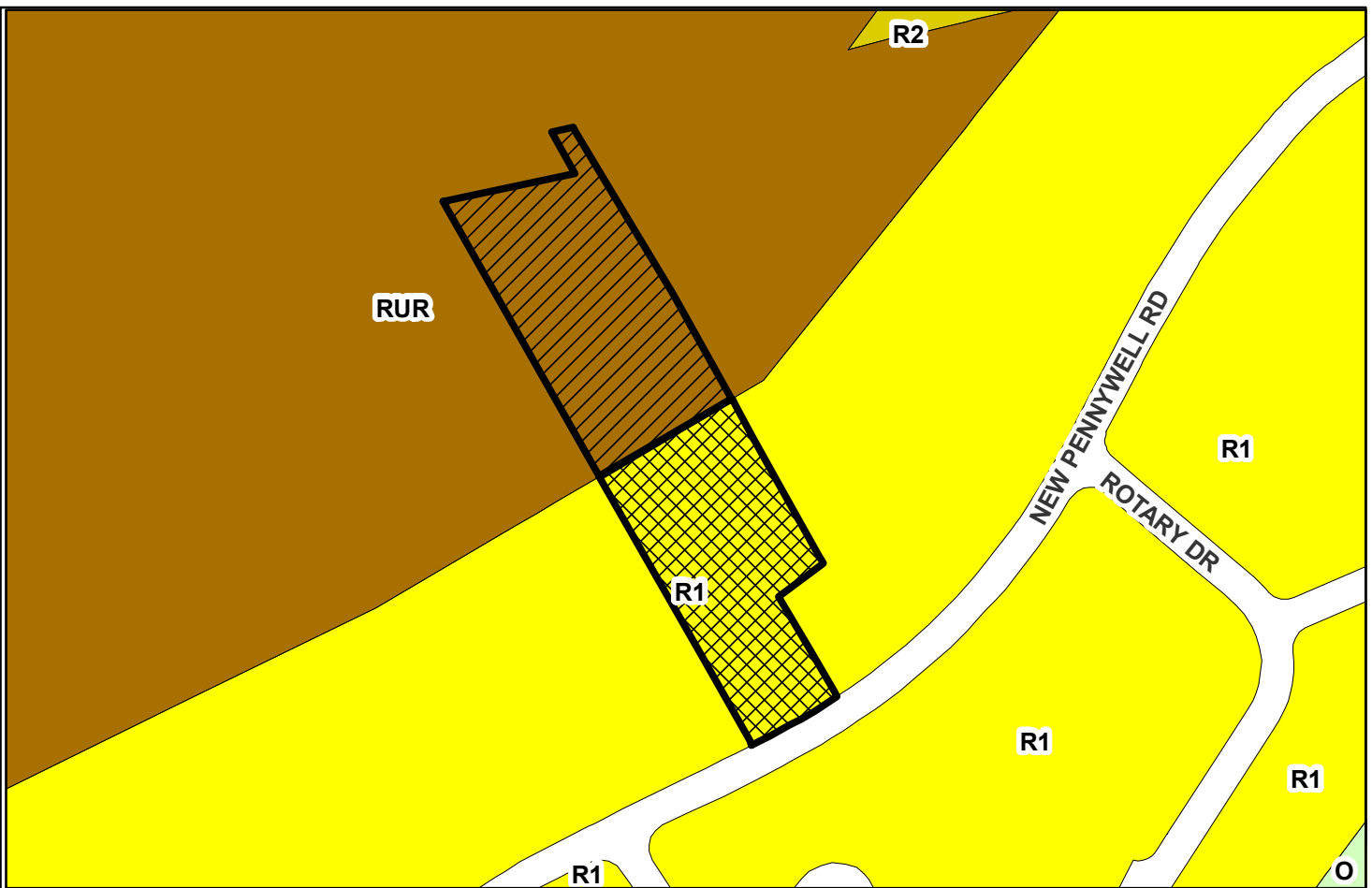
#### **ST. JOHN'S URBAN REGION REGIONAL PLAN**

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 40, 2024**

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

- 1. Rezoning land at 188 New Pennywell Road [Parcel ID# 21007] from the Residential 1 (R1) Zone and Rural (RUR) Zone to the Residential 2 Cluster (R2C) Zone as shown on City of St. John's Zoning Map attached.**

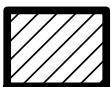


# CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 40, 2024

[City of St. John's Zoning Map]

2024 08 08 Scale: 1:2500  
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  
RURAL (RUR) LAND USE ZONE TO  
RESIDENTIAL 2 CLUSTER (R2C) LAND USE ZONE



AREA PROPOSED TO BE REZONED FROM  
RESIDENTIAL 1 (R1) LAND USE ZONE TO  
RESIDENTIAL 2 CLUSTER (R2C) LAND USE ZONE

188 NEW PENNYWELL ROAD  
Parcel ID 21007

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Development Regulations/Amendment  
**REGISTERED**

Number \_\_\_\_\_

Date \_\_\_\_\_

Signature \_\_\_\_\_

Provincial Registration

**COMMISSIONER'S REPORT REGARDING:**

**ST. JOHN'S MUNICIPAL PLAN AMENDMENT NO. 14, 2024 &  
ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NO 40, 2024**

**AMENDMENTS PERTAINING TO PROPERTY LOCATED AT  
CIVIC NUMBER 188 NEW PENNYWELL ROAD, ST. JOHN'S**

**CLIFFORD JOHNSTON  
COMMISSIONER  
OCTOBER 9, 2024**

## INTRODUCTION

I, Clifford Johnston, was appointed by the St. John's Municipal Council on September 3, 2024, as an independent Commissioner to chair a public hearing and prepare a report with recommendations for Council with respect to proposed map amendments to the Envision St. John's Municipal Plan and the Envision St. John's Development Regulations which were adopted by Council on September 3, 2024 which pertain to the property located at Civic No. 188 New Pennywell Road, St. John's. The subject property is identified in an airphoto attached to this Commissioner's Report as Appendix A.

The intent of these proposed planning amendments is as follows:

### **Municipal Plan Amendment Number 14, 2024**

Redesignate land located at Civic No. 188 New Pennywell Road, St. John's, from the Rural Land Use District to the Residential 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 14, 2024 is attached to this Commissioner's Report as Appendix B.

### **Development Regulations Amendment Number 40, 2024**

Rezone land located at Civic No. 188 New Pennywell Road, St. John's, from the Rural (RUR) Land Use Zone to the Residential 2 Cluster (R2C) Land Use Zone and further, to also rezone land at Civic No. 188 New Pennywell Road from the Residential 1 (R1) Land Use Zone to the Residential 2 Cluster (R2C) Land Use Zone.

There are no text amendments proposed to the Development Regulations as part of this amendment package.

A copy of the proposed Development Regulations Amendment Number 40, 2024 is attached to this Commissioner's Report as Appendix C.

These proposed map amendment to the Municipal Plan and the Development Regulations are in response to a formal application submitted to the City by Nidus Development Inc. to rezone property at Civic No. 188 New Pennywell Road, to accommodate the construction of a townhouse development. The development will consist of four (4) buildings with eight (8) one-bedroom units in each building for a total of thirty-two (32) one-bedroom residential units.

The subject property is currently within the Residential Land Use District at the front of the property, and the Rural Land Use District at the rear of the property. To allow the proposed housing development, a map amendment to the Municipal Plan is required to redesignate the rear of the property from the Rural Land Use District to the Residential Land Use District. Further, a rezoning is required to rezone the front of the property from the Residential 1 (R1) Land Use Zone and the rear of the property from the Rural (RUR) Land Use Zone so that the entirety of the property goes into the Residential 2 Cluster (R2C) Land Use Zone.

## **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 October 2, 2024. 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 September 3, , 2024, to adopt the subject planning amendments and the scheduling of the October 2, 2024 public hearing to provide an opportunity for public comment on the amendments, was placed on the City's website and printed on three occasions in The Telegram Newspaper- September 13<sup>th</sup>, 20<sup>th</sup> and 27<sup>th</sup>, 2024. In addition, notices of the October 2, 2024 public hearing were mailed by the City to property owners listed on the City's Assessment Role as being located within 150 metres of the subject site.

## **THE PUBLIC HEARING-OCTOBER 2, 2024**

The public hearing was held on the evening of October 2, 2024, at St. John's City Hall. The hearing commenced at 7pm and concluded at approximately 7:30 pm.

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



Mr. Greg Hanley from Nidus Development Inc., the proponent for the proposed townhousing development, was in attendance to speak to his firm's proposed development.

Two (2) other people attended in person. I understand these persons are affiliated with the proponent. Two (2) members of the public had registered to attend virtually.

In my role as the appointed Commissioner, I made 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 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 those private individuals who chose to make either a written and/or a verbal submission on the planning amendments. 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 City Council, with names, addresses and contact information redacted. I also indicated that I would accept further written public representations on the proposed planning amendments up to the end of the day two (2) days after the public hearing-the last date for written public representations would thereby be Friday, October 4, 2024.

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 would contain recommendations only with respect to the potential approval of the planning amendments. The St. John's Municipal Council has the authority to accept, reject or accept in part, any/all of my recommendations.

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

After Ms. Cashin's presentation, Mr. Handley of Nidus Development Inc. gave a brief verbal overview of the proposed townhousing development.

An opportunity was provided by the Commissioner from those members of the public in attendance at City Hall or attending virtually to ask questions of both Ms. Cashin and Mr. Handley. There were no questions or comments from any persons.

## **PUBLIC REPRESENTATIONS/SUBMISSIONS ON THE PROPOSED PLANNING AMENDMENTS/ TOWNHOUSING DEVELOPMENT**

There were three (3) written public representations on the proposed planning amendments/proposed townhousing development that were received by the City Clerk's Office in response to the City's public advertising of the October 2, 2024, public hearing. These were all received prior to the public hearing. No individuals spoke to these written representations at the October 2, 2024, public hearing. There were no further written public representations received by the City Clerk's Office after the public hearing.

The following is a synopsis of all the written public representations which have been made on the proposed planning amendments/proposed townhousing development. Please note that the synopsis deals with all written representations received : (a) those received by the City Clerk's Office in regards to the City's initial public notification of the proposed rezoning of the property which process took place in June and July of 2024 before Council made its subsequent decision of September 3, 2024 to adopt the planning amendments; and (b) those written representations received by the City Clerk's Office in response to the advertising of the October 2, 2024 public hearing and received prior to this public hearing. Please note that It is possible that more than one written representation was submitted by the same person.

A copy of all written representations received by the City Clerk's Office on the proposed planning amendments/proposed townhousing development is attached to this report as Appendix D.

-A total of six (6) written public representations were received by the City Clerk's Office. There was a mixture of comments received both in favour of and with concerns/opposition to the townhousing development/planning amendments. As noted, some individuals may have submitted more than one written representation.

-One of the submissions was in clear support of the proposed planning amendments/townhousing development. This submission noted there is a great need for affordable seniors' housing in St. John's.

-One of the submissions indicated support for the proposed development providing a portion of the townhouses are affordable and landscaping includes native trees.

-One submission thought the proposed development of the property would appear to result in a rather congested area for thirty-two (32) residential units with only thirty-two (32) parking spaces. This same submission noted a rather long walk of 10 to 15 minutes to the nearest Metrobus stop for seniors living in the new development. They thought a closer bus stop would be helpful. This submission had some concerns on storm water runoff generated by the new development and had some suggestions for design and operation of the project as a seniors' housing development.

-One submission thought the proposed townhouse development was a bad idea owing to the loss of green space for flora and fauna.

-One submission strongly opposed the proposed townhouse development for several reasons. Among the reasons-New Pennywell Road not being able to handle additional traffic generated by the project; the intersection of New Pennywell Road and Old Pennywell Road is already at capacity and adding more traffic to the area would increase the potential for traffic accidents at this intersection; loss of trees and vegetation with the development of the application site; this area of the city is already overdeveloped with affordable housing.

-One submission expressed concerns with the apparent lack of on-site parking planned in the development for visitors including health care visits, as the project will be designed for seniors. Also, concerns for children living in the area with the generation of additional traffic; the nearest Metrobus stop being too distant for seniors living in the new development and uphill on the way back; the proposed housing development will not be compatible with the existing housing stock in the neighbourhood which consists mainly of single detached houses and semi-detached houses; this new housing development is supposedly designed for affordable senior living-however, there are a lack of amenities close by for seniors. This submission noted that there is already a concentration of affordable/social units on New Pennywell Road-the City should consider mixing of social economic builds throughout St. John's-concentrating affordable housing in one area is not a good idea.



## ANALYSIS OF THE PROPOSED PLANNING AMENDMENTS AND THE PUBLIC REPRESENTATIONS

In preparation for my role as the St. John's Municipal Council's appointed Commissioner to consider the proposed map amendments in question 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 the October 2, 2024 public hearing. The written materials from the City included the Land Use Report that Nidus Development Inc. was required by the City to prepare on the proposed townhousing development at its expense under terms of reference issued by the City. I have also received and reviewed the applicable City staff reports on the proposed planning amendments and townhouse development. I have also visited the application site.

In reviewing the objectives and policies of the Envision St. John's Municipal Plan, I do note that the proposed re-designation of the rear of the subject property to the Residential Land Use District and the proposed rezoning of the entirety of the property to the Residential 2 Cluster (R2C) Land Use Zone to allow the proposed townhousing development, is in keeping with both 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 townhousing development would utilize an existing currently vacant property with municipal water and sewer services in the urban core of the city with frontage on New Pennywell 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 activity. 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.

As noted above, the proposed townhousing development will be located on New Pennywell Road which has good links to major transportation routes within the city.

3. Policy 4.1.4 of the Municipal Plan recommends partnering with developers, other levels of government and non-governmental agencies to achieve construction of affordable, “age-friendly” Housing.

The proponent of the new townhousing development, Nidus Development Inc. has advised in their application that their target tenants for the development is seniors and that the project will be designed to be affordable for seniors. The units are all to have one (1) bedroom and will be designed with age-friendly design/construction features.

4. 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.

5. 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.

The proponent of the new housing development has advised that the project will be one-storey townhouse units, which is similar in building height to adjacent properties. The existing R1 Zoning of the front portion of the property allows a maximum building height of 9 metres. The proposed new R2C Land Use Zone designation of the entirety of the property will allow a maximum building height of 10 metres.

6. 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.

The seniors’ age group cohort is increasing in the St. John’s area. There is an established need to housing designed for this age group.

I note that that some of the public representations with regards to the proposed planning amendments/townhousing development, pertain to potential for increase vehicular traffic in the area and question the ability of the existing road infrastructure in the area to handle the additional traffic. I note that the City's development engineering and transportation engineering staff have reviewed the proposed townhousing development and City staff have not expressed concerns respecting the additional vehicular traffic that will be generated by the development.

With regards to on-site parking, the proponent has indicated in their Land Use Report that the development will have thirty-two (32) on-site parking spaces which I understand satisfies the City's on-site parking of one (1) off-street parking space per residential unit. The proponent has indicated that four (4) of the parking spaces will be wheelchair and van accessible.

I further note that there was one written public submission received expressing concerns on additional storm water generated by the new townhouse development. I note that the proponent's Land Use Report states that stormwater detention will be located on the development site.

I note that the front portion of the subject property is currently designated as Residential Land Use District under the Municipal Plan and the front portion of the property is currently zoned as Residential 1 (R1) under the Development Regulations. These current planning designations indicate that the City presently sees the front portion of the property as being appropriate for low density residential development. Through its application review process of the Nidus Development Inc. rezoning application, the City is potentially agreeing that it sees the entirety of the subject property at Civic No. 188 New Pennywell Road as being an appropriate location for a somewhat higher density residential development, and specifically, a townhousing development.



## **COMMISSIONER'S CONCLUSIONS REGARDING THE PROPOSED PLANNING AMENDMENTS**

In my opinion as the appointed Commissioner, the proposed planning amendments to redesignate the subject property to the Residential Land Use District and Residential 2 Cluster (R2C) Land Use Zone to allow the construction of the proposed townhousing development, are appropriate planning designations for the property and would be in keeping with a number of specific planning objectives and policies which are endorsed in the Envision St. John's Municipal Plan. The proposed planning designations appear to me, to be compatible with the current Municipal Plan and zoning designations and present land uses of adjacent and nearby properties. Further, it is my view as the appointed Commissioner, that the subject property is an appropriate location for a new seniors' townhousing development that the proponent intends to construct.

The proposed townhousing project itself would offer the option of a form of multi-unit residential housing for interested individuals, in this case seniors, which would make good use of an existing vacant property in the urban core of the city which has good access to the existing municipal road structure, municipal water and sewer services, Metrobus service and pedestrian access from existing sidewalks in the area. The proposed location and one-storey/one-bedroom design of the seniors' townhousing project, in my view, has the potential to be well-integrated within the existing neighbourhood.

## 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 October 2, 2024, for this package 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 new Municipal Plan designation of "Residential Land Use District" and the proposed new Zone designation of "Residential 2 Cluster (R2C) Land Use Zone" for the entirety of the subject property at Civic No. 188 New Pennywell Road, are, in my determination as the appointed Commissioner, appropriate for the subject site and would be compatible with the current Municipal Plan designations and zoning of adjacent and nearby properties.
3. It is recommended that the St. John's Municipal Plan Amendment Number 14 2024 in its present form as adopted by the St. Johns Municipal Council on September 3, 2024, now be approved by Council.
4. It is recommended that the St. John's Development Regulations Amendment Number 40, 2024 in its present form as adopted by the St. John's Municipal Council on September 3, 2024, now be approved by Council.
5. The proponent has indicated in their Land Use Report for their proposed townhouse development that it is their intention to retain as much of the existing tree and vegetation stock as possible on the property during the construction phase.

It is recommended that the proponent work with the City's Municipal Arborist and applicable City staff to maintain as much of the existing tree and vegetation stock on the site as possible.

Respectfully submitted,



Clifford Johnston,  
Commissioner

Attachments

**APPENDIX A: AIRPHOTO SHOWING THE PROPERTY  
AT CIVIC NO. 188 NEW PENNYWELL ROAD, ST. JOHN'S WHICH  
IS THE SUBJECT OF THE PROPOSED PLANNING AMENDMENTS/  
PROPOSED NEW TOWHOUSING PROJECT BY  
NIDUS DEVELOPMENT INC.**





BRIER AVE

RUR

R2

A2

R1

R2

R1



BEOTHUCK ST

BARKHAM ST

NEW PENNYWELL RD

R1

SUBJECT PROPERTY

RUR

JAYCEE PL

R1

LIONS RD

O

COLUMBUS DR

R1

R1

R1

R1

ELKS PL

R1

EMPIRE PL

R2

EMPIRE AVE

R1

R1

SHRINERS RD

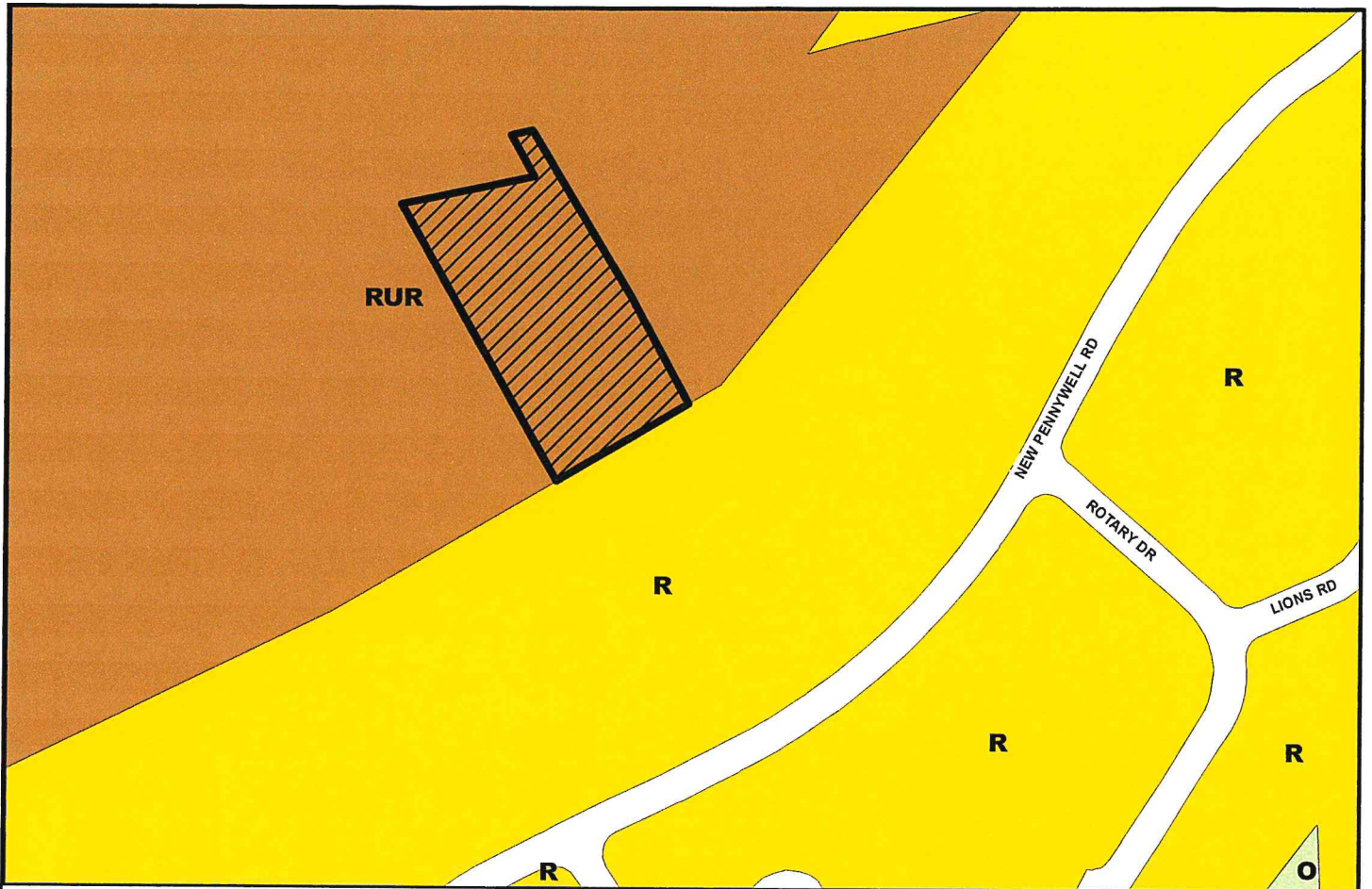
ROTARY DR

59  
186



**APPENDIX B: COPY OF ST. JOHN'S MUNICIPAL PLAN AMENDMENT NO. 14, 2024**






# **CITY OF ST. JOHN'S MUNICIPAL PLAN Amendment No. 14, 2024**

Future Land Use Map P-1

2024 08 08 Scale: 1:2500  
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  
RURAL (RUR) LAND USE DISTRICT TO  
RESIDENTIAL (R) LAND USE DISTRICT

**188 NEW PENNYWELL ROAD  
Parcel ID 21007**

\_\_\_\_\_  
M.C.I.P. signature and seal

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

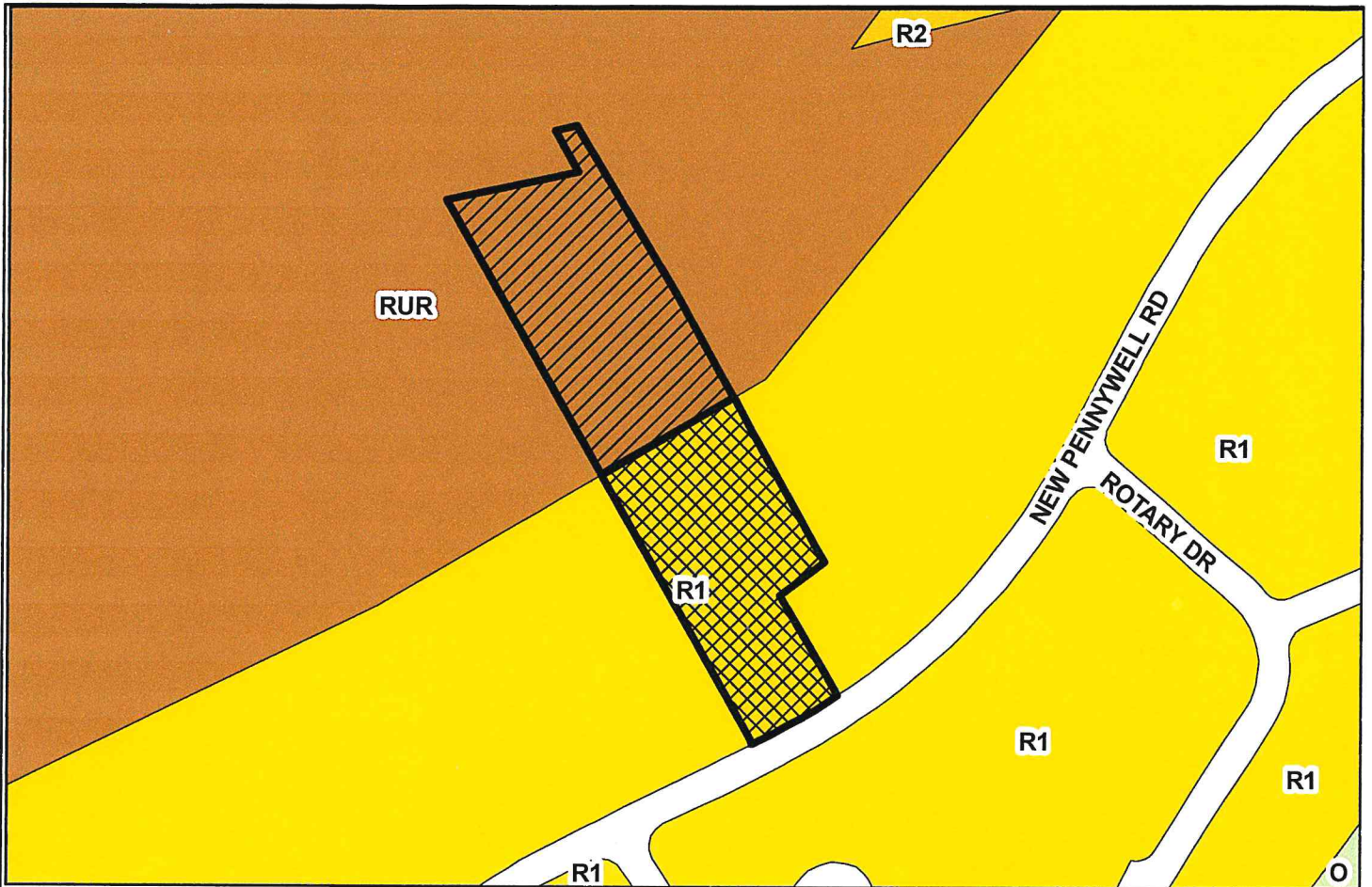
\_\_\_\_\_  
Council Adoption

Municipal Plan/Amendment  
**REGISTERED**

Number \_\_\_\_\_  
Date \_\_\_\_\_  
Signature \_\_\_\_\_

Provincial Registration

**APPENDIX C: COPY OF ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NO. 40, 2024**

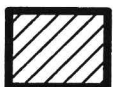


# CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 40, 2024

[City of St. John's Zoning Map]

2024 08 08 Scale: 1:2500  
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  
RURAL (RUR) LAND USE ZONE TO  
RESIDENTIAL 2 CLUSTER (R2C) LAND USE ZONE



AREA PROPOSED TO BE REZONED FROM  
RESIDENTIAL 1 (R1) LAND USE ZONE TO  
RESIDENTIAL 2 CLUSTER (R2C) LAND USE ZONE

188 NEW PENNYWELL ROAD  
Parcel ID 21007

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 WRITTEN PUBLIC SUBMISSIONS RECEIVED BY  
THE CITY CLERK'S OFFICE WITH RESPECT TO THE PROPOSED PLANNING  
AMENDMENTS/PROPOSED TOWNHOUSING DEVELOPMENT AT  
CIVIC NO. 188 NEW PENNYWELLROAD, ST. JOHN'S**



**Karen Chafe**

---

**From:** [REDACTED]  
**Sent:** Tuesday, July 2, 2024 6:33 PM  
**To:** CityClerk  
**Subject:** 188 New Pennywell Rd

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

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Hopefully this project will move along quickly as there is such a great need for affordable senior housing in the City.



**Karen Chafe**

---

**From:** [REDACTED]  
**Sent:** Monday, July 15, 2024 2:54 PM  
**To:** CityClerk  
**Subject:** Comments on an application from Nidus Development Inc. to rezone property at 188 New Pennywell Road

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Good afternoon Ms. Chafe,

Re: The Above

The applicant is proposing four Townhouse Clusters/buildings that will contain between 8 dwelling units in each cluster, for a total of 32 units.

I recently drove up to have a look at this parcel of land.

- are these units definitely for senior use only

- looking at the property width and the proposed usage of space it would appear to result in a rather congested area for 32 housing units with 32 parking areas (also, will there be any parking for family visitors)

- while a 10 to 15 minutes walk to the closest bus route would seem reasonable for the majority of riders, a closer bus stop would seem appropriate given this development appears to have been chosen for seniors and will house at least 32 (or up to 64) seniors through all four seasons

- hard Surface 70% maximum... this will definitely reduce ground absorption of rooftop runoff and melting snow

- with reference to ... 'All existing trees to remain where practical.' ... leaves a broad interpretation
- with reference to ... 'The covered front overhang also helps reduce the need for mechanical snow removal in winter months.' Wind being a big weather feature here in NL causes snow drifts during storms and accumulate in various areas during regular snowfalls resulting in the need to keep door entrances clear. Does snow clearing include clearing entry ways to each senior unit?
- are these rental or ownership properties
- condo living involves monthly/yearly maintenance fees which are increased as needed ... this has a negative effect on persons with low and/or fixed incomes
- commercial buildings may require sprinkling systems yet it seems reasonable to think new buildings for seniors (or for that matter any new multi attached dwellings) should also include sprinklers
- given possibility of senior hearing deficiency, and slower or impaired mobility, a smoke alarm may alert occupants of the fire danger present only if it is heard and it does nothing to protect the property and/or keep the fire from spreading to other units
- given the city's role involves giving approval and, at times, rezoning of property it should be plausible a mechanism be developed whereby developers and/or purchasers be required to give a guarantee of 'affordable' housing based on a benchmark selling price particularly given our large homeless population and those living on a fixed income
- home development approval and transport/road development support systems should be twin requirements [hopefully St. John's will not follow many other Canadian cities (ie Toronto for one) having failed to take this seriously resulting in excessive vehicle congestion and later the need to close roads for extended periods of time (causing further problems) in order to modify roads to accommodate the 'after the fact' problems of housing developments]

I thank you for this community engagement opportunity.

Sincerely,



## Karen Chafe

---

**From:** [REDACTED]  
**Sent:** Thursday, June 27, 2024 8:00 PM  
**To:** CityClerk  
**Subject:** 188 new Pennywell Road

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I live [REDACTED] but I know this area well... I think it's a bad idea. We talk about preserving our green space and being environmentally friendly.... The area between Pennywell Road and Empire Avenue serves as a green space for many animals.. It's a Haven for many species of birds. Also, there are many wetlands in the area and as you know, or should know is a habitat for many animals as well as it helps prevent flooding.... I think you should definitely reconsider this and it should not be allowed.... there are more important things in life than construction. There are other areas and many buildings that have been abandoned... [REDACTED]

**From:** [REDACTED]  
**To:** [CityClerk](#)  
**Subject:** 188 New Pennywell Road  
**Date:** Friday, September 13, 2024 2:54:56 PM

---

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Good afternoon,

I am submitting my comments with regards to the proposed development at 188 New Pennywell Road. I have previously submitted these comments during the public comment period, but it seems this process wants these comments again for the public hearing process.

I have several concerns with the proposed development at 188 New Pennywell Road. I want to make it clear that I am not against building more housing units in St. John's, there are however a number of concerns I have with this proposal in its current form.

1. This will make traffic significantly worse on New Pennywell Road. There are only 32 parking spaces for 32 units? Where will visitors park, or will the residents not expect to have guests? Where this proposed development is focused towards seniors, a demographic more likely to have in house health care visits, there is nowhere for any visitors or service providers to park. The street is already full of vehicles parked on both sides of the road, and now you plan to increase this number. Additionally, with the number of children living on this street, I have serious concerns with children crossing the street with additional vehicles parked on the road reducing visibility. This doesn't take into account either that in winter, after a snow fall, the city only makes one pass for the first couple of days following a snow storm.
2. Bus location- It is mentioned the distance to the bus stop is 800 metres, but it does not mention how it is downhill to the bus stop, and uphill on the way back. This is not an easy distance or elevation to the bus stop, especially for a building that will be built with seniors in mind. Additionally, it will be very dangerous for any individuals to walk to and from the bus stop in the winter months.
3. Threaten neighbourhood character- Excluding 3 New Pennywell Road which sits at the intersection of New Pennywell Road and the Brier Ave exit (one of the busiest exits in the city), the homes on New Pennywell Road are family orientated, detached or semi-detached. This housing proposal will stand out like a sore thumb on this street.
4. This proposal is for affordable senior living, however there are a lack of amenities close by for seniors. New Pennywell Road is a hill and where many seniors struggle with mobility issues, this is not the ideal location for this build.



5. There is already a concentration of affordable/social units on New Pennywell Road. The city should consider mixing of social economic builds throughout the city, so you don't have pockets of lower incomes individuals. Concentrating affordable housing in one area does not lead to a positive outcome.

Thank you for your time. If there is anything else required from me, let me know.

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**To:** [CityClerk](#)  
**Subject:** Re: application from Nidus Development Inc. for rezoning of property at 188 New Pennywell Road to accommodate a Townhouse Cluster development.  
**Date:** Sunday, September 15, 2024 10:42:38 PM

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To whom it may concern

As stated in my subject line, concerning the proposed townhouse development at 188 New Pennywell rd., I strongly oppose this addition.

At the current occupancy level, New Pennywell is already a busy congested roadway from time to time. Morning rush hour at the stop sign at the intersection of Old Pennywell can be a long wait and a very dangerous place to be in the morning for drivers and pedestrians alike. As well as the frequently ignored stop signs on rotary and Barkham streets. This is not a road that was built over 50 years ago to handle such growth.

[REDACTED] and have seen the growth and chaos that accompanies it as a downfall for the area. The low income housing at the lower end of the street lends its self to many unaccompanied children who tend to wander street side daily causing many drivers stress. The new subdivisions added to the side of New Pennywell has added cross traffic in abundance and that along with the growing number of pedestrians is a difficult drive.

This street is in constant disrepair and cannot handle an increase in traffic. An additional 32 units is a possibility of 32 cars. Possibly 64 as with some families, both working adults find it necessary to have a vehicle each. Add the increase in vehicle traffic along with most units having minimum of two or more inhabitants, 64 or more people then maybe children who will need places to play, of which there are minimal in this area and school bussing, which is also stressed along here.

All these aspects need to be addressed before approving this amendment. This area of town was initially developed with the standard one house one family in a straight line along the roadside as far back as the 1950s. It has been built up quite some since then but going to the point where residents are essentially living on top of each other, doesn't seem to be advisable for this area in my opinion. Between the overcrowded intersection each morning and long waits that cause a high number of accidents at the old pennywell injunction to the rolling stops that are a continuous hazard along the hill.

Take some time between 820-845am one weekday morning to observe the backlog of vehicles at the bottom of the hill and consider what adding additional inhabitants to this area will do. Look at the bussing and schools in the area and see how the possibility of adding more children to already a bustling juvenile population.

Approving the development of this area for a multiple housing unit will require foresight but not only for the future. This area still homes families that have held onto their parcel for generations and watching it be turned into an overcrowded, dirty, daily traffic jam on a roadway that is crumbling and sinking with every pass. An area where there's less trees and grass and family homes every year replaced with short term rentals, new branches of roads, much more traffic and now multi home units on smaller lots

Please take all aspects into consideration when making your decision. [REDACTED]  
[REDACTED] It's nice to see developments and progress but to see people being

crammed into space that was not meant for so many and the area around suffering the consequences, it a disappointing thing to witness. This road has not been improved. It is dwindling lately because these developing areas. It is an embarrassment to say this is where we live right now. Adding more people to this area can't possibly make it any better.

The road is in ruins in parts, there is garbage dumped and left on various lawns. At any time you don't know what you may witness. Legal or otherwise Please don't add more people to this chaos

Thank you for taking the time if you have fully read my opposition letter. I apologize if it was long winded or rambling. I am trying to fully convey the repercussions of this development. While it may be a good idea for another area of town, this area is already full to capacity.

**From:** [REDACTED]  
**To:** [CityClerk](#)  
**Subject:** 188 New Pennywell Rd.  
**Date:** Monday, September 23, 2024 5:07:12 PM

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I support the development providing a portion of the town houses are affordable and landscaping includes native trees.

[REDACTED]

# LAND USE REPORT ( LUR)

## **NIDUS DEVELOPMENT INC. AFFORDABLE HOUSING DEVELOPMENT**

188 NEW PENNYWELL ROAD. ST. JOHN'S, NL

April 15, 2024  
Updated Jan 22, 2025



**LUR prepared by Nidus Development Inc. in consultation with  
William Doyle & Associates Limited  
HW Architecture  
Vigilant Management Inc.  
NIDUS DEVELOPMENT INC.AFFORDABLE HOUSING DEVELOPMENT  
LAND USE REPORT (LUR) 2024**

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8. C-01 CONCEPT SITE PLAN
9. C-02 CONCEPT SITE PLAN
- 10.C-03 CONCEPT SITE PLAN



## INTRODUCTION

This report assesses the suitability of a proposed affordable residential development located at 188 New Pennywell Road with a focus on our aging population. The development will consist of four buildings with 8 one-bedroom units in each. It evaluates land use implications considering zoning compatibility, urban design, infrastructure capacity, environmental impact, and community services.

The Proposed site for a 32 unit seniors residential development is designed to meet the increasing demand for age-appropriate housing. This development initiative falls within the City's and the Provinces strategic objective to provide diverse housing options for its aging population.

With the aging population, there is a demonstrated need for senior-specific housing that supports independent living within the community. The development is located within proximity to healthcare services, shopping, and recreational facilities, enhancing the quality of life for future residents. The development also supports aging in place, reducing the demand on more intensive forms of Senior care.

The proposed seniors development at 188 New Pennywell Road offers a valuable addition to the housing options for seniors in St. John's. With careful adherence to city by-laws, environmental sustainability, and community integration, the development can positively contribute to the city's socio-economic fabric.

## **A. PUBLIC CONSULTATION**

### **IN PERSON CANVASSING**

One of the Project Managers for the development, Brian Hanley, canvassed the area January 29, 2024 and had the opportunity to speak with several residents in adjacent homes surrounding the development area. No concerns were identified with those whom he had an opportunity to speak with and information about the development with artistic drawings attached were left at the properties of home owners/occupants with phone numbers for them to contact himself or the development owner, Greg Hanley, should they have any concerns or questions they might need to be addressed.

Homes on New Pennywell Road within close proximity to the development were approached for feedback. Owners/Resident names and exact addresses will not be listed due to privacy concerns in this LUR)

Please see attached Appendix A which contains the information provided.

Comments received Included:

16X-Greatly needed! Are they for sale and can I buy one?

18X-wonderful project, well needed

18X-have no concern

18X-in favor of development/no concerns

18X-info pkg left

18X-info pkg left

19X-info pkg left

19X-info pkg left

20X-info pkg left

20X-info pkg left

21X-info pkg left

21X-these are needed in our city, we have no concerns

22X-in favor, thinks it will be a great fit for the area

23X-has no comments or concerns

## B. BUILDING USE

### Building size and Use

**Building Archetype:** The Senior Affordable Housing Project will consist of Four individual buildings, each housing eight one bedroom units. They will be bungalow style attached row houses in blocks of 8 units in each building.

Buildings will be slab on grade.

All units are 1 bedroom and will be for residential use.

Lot coverage size per cluster is 449<sup>M2</sup> with each one bedroom unit in size approximately 55.76<sup>M2</sup>

**Accessibility and Universal Design Features:** All door openings are to be 36" with lever handles and have a 110v outlet and blocking over the door to accommodate for future openers if needed. The flow of each unit allows for needed turning radius if required. The units are to be constructed slab on grade to accommodate for roll in entry doors, lever style handles throughout, rocker style switches, accessible bathrooms with roll under sinks and roll in showers. Bathrooms are to be sheathed with plywood prior to finishes to allow for grab bars and mounted aids as needed per tenant

. Kitchens/Laundry to have roll under sinks and front control appliances for ease of use. Each unit will have a 3.04<sup>M</sup> X 3.04<sup>M</sup> rear no step concrete patio.

**Energy Efficiency features:** The units are designed to be Net 0. Using ICF block construction to minimize heat loss and maximize longevity of the building. R60 Blown in fiberglass insulation in attic spaces. K8 HRV and controlled venting of bathrooms and kitchen area through the HR unit. Energy star windows and doors and energy efficient appliances. The use of tankless hot water heaters to reduce standby heat loss and low flow water fixtures for reduced water consumption. Each unit will be grid connected with a solar array allowing for Net Metering. All light fixtures will be LED. The position of the 5 units allow for maximum solar gain for the solar array and through passive solar through

the rear patio door. The covered front overhang also helps reduce the need for mechanical snow removal in the winter months.

## C. ELEVATION AND BUILDING MATERIAL

**Building envelope:** All units will be constructed with ICF block construction for all exterior and demising walls with attached vinyl siding. The roof will be constructed of pre-engineered roof trusses and ½ inch sheathing with metal roof cladding and R60 fiberglass insulation.

**Woodwork:** The kitchens will be constructed using contemporary smooth panel doors with door and drawer handles with soft close hinges and soft close drawer slides.

**Doors/Windows:** All front exterior doors will be 914.4<sup>MM</sup> energy guide rated with lever handles and vinyl clad jambs. The rear patio will be a 1828<sup>MM</sup> energy star rated sliding patio door with forced entry hardware. All windows will be energy star rated with low E and Argon filled units.

### **Finishes:**

All interior trim will be contemporary flat smooth trim, interior doors will be smooth 2 panel with lever handles. Wall and ceiling finishes will be of gypsum board and plaster finish. The paint finish will be pearl PPG low VOC paint with one neutral color throughout. Flooring will be vinyl laminate plank throughout and the bathroom will have ceramic tile floor and shower.

Exterior finishes: The buildings will each have their own color of vinyl siding and white trims.

Muskoka Green

Lighthouse Red

Sapphire Blue

Gunmetal Gray

Roofing material will be black metal roofing with solar panels on the rear roof.

**Mechanical:** Each unit will have a self contained K8 HRV unit. The hot water heater will have a 40 amp tankless electric water heater. Plumbing fixtures will

all have lever style handles, elongated toilets and roll under sinks. Each bathroom will have a roll in ceramic tile shower and tile floors and baseboards to allow for excess water. Kitchen and bathrooms are to be vented through the HRV, and each unit will have a wall mounted ABC fire extinguisher and interconnected smoke detectors.

**Electrical:** A 100 amp service to supply each unit with a grid tied back meter. Each unit will have a self contained solar array on the rear of the roof. Each unit will be wired to the requirements of the NEC and will feature 20 amp GFCI kitchen receptacles, 15 amp GFCI bathroom receptacles, 15 amp arc fault protected receptacle throughout. All lighting will be LED for longevity and energy efficiency. All electrical light switches are to be rocker decor style and will be wired to allow for smart home connectivity.

## D. BUILDING HEIGHT AND LOCATION

**Building Height:** Each building is designed to be slab on grade with a 2.438<sup>M</sup> interior ceiling height. The building height is 4.521<sup>M</sup>. **Please see attached drawing A-4.2**

**Building Location:** The building will be located at 188 New Pennywell rd with each building being located perpendicular to New Pennywell rd. The frontage is 34.585<sup>M</sup> **Please see attached Survey**

The first building setback is 37.67<sup>M</sup> from the street. **Please see attached drawing C-01**

The property consists of land owned by nidus development at 188 New Pennywell rd and a portion of landlocked land to the east to be purchased from the City of St.John's. Nidus development has entered into a purchase contract with the city for this portion.**Please see attached legal surveys.**



## E. EXTERIOR LIGHTING AND EQUIPMENT

Residential style LED lighting located by entrance to each unit in the Affordable housing development.

Utility transformers are to be pole mounted as per Newfoundland Power and are to be located at the rear of the property.

Parking areas will have LED solar powered lighting, this lighting is full cut off dark sky, directional lights and reduces excessive light pollution. The lighting also dims to 20% brightness when there is no motion detected. This type of lighting has been selected to reduce the lighting impact on area neighbors and the environment. There will be 7 of these pole mounted lights in the parking lot



area. **Please see drawing C-02 For light spread area.**



## F. LANDSCAPING AND BUFFERING

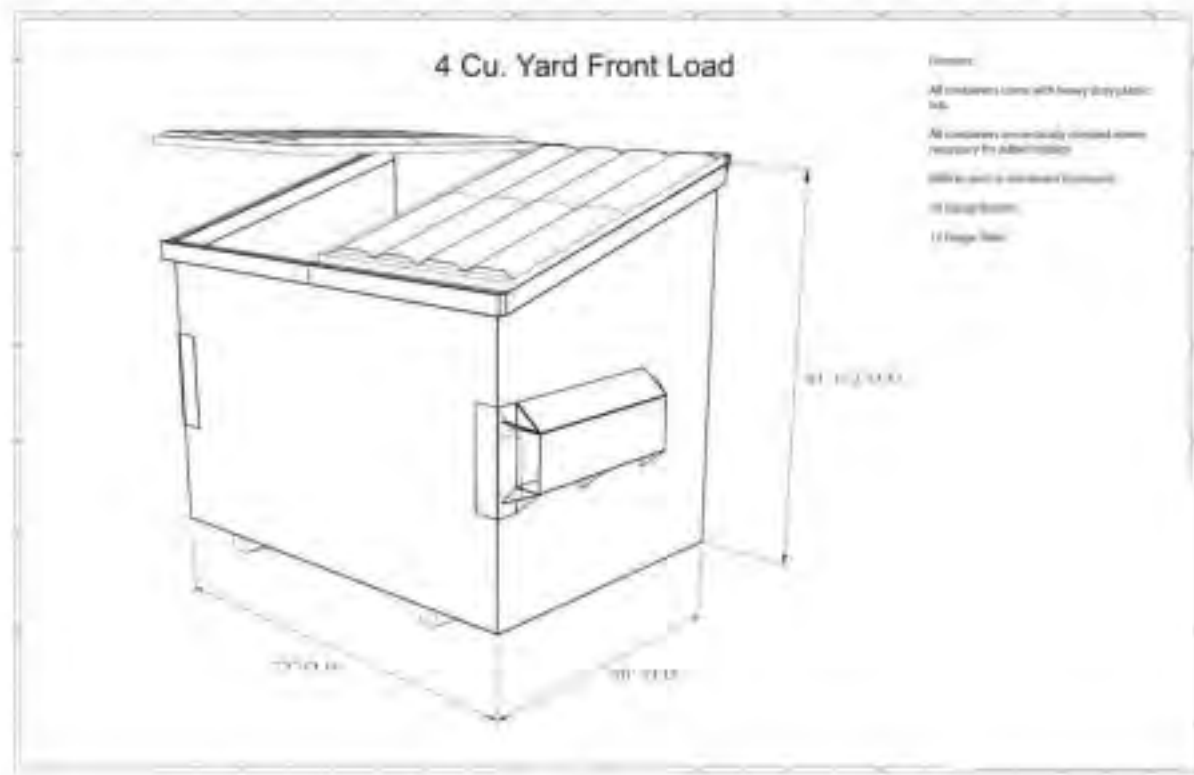
All landscaping for this development will be done according to the requirements list of specifications from the City of St. Johns. Landscaped areas will be sod, planting of trees will be a mix of Deciduous and Cinneriferos hardy to Newfoundland environment. **Please see Attached C-03 and C-01**

The total site is 11,503.9<sup>M2</sup>

Hard surface coverage 5,885.6<sup>M2</sup> 50.9%

Softscape coverage 5,648.3<sup>M2</sup> 49.7%.

Private refuse and recycling bins will be located at the left of the first unit and at the right of the last unit off the parking lot to facilitate ease of pick up. They will be located on concrete pads and pick up will take place weekly. There will be 2 bins, 4 yards each. **Locations are located on site plan C-03**



## G. SNOW CLEARING AND SNOW STORAGE

The site will have private snow clearing and removal. Snow storage areas will be located throughout the site and in the landscape buffer. City 6m snow storage buffer is located at either side of the entrance to the parking lot along New Pennywell rd. **These sites are indicated on the site plan C-03**

**H. OFF STREET PARKING AND SITE ACCESS** The entrance and exit to parking is to be located at 188 New Pennywell rd. The site will have a total of 32 parking spaces for the 32 units, 4 of these stalls will be wheelchair and van accessible. **These are indicated on site plan C-01**

## I. MUNICIPAL SERVICES

The site will be serviced and tied in by water and sewer from Pennywell rd to each building as per City of St.John's specifications and civil engineering drawings.

The buildings will not be sprinklered, the nearest fire hydrant is located 14m from the property. **Stormwater Detention will be located on the property and is located in drawing C-03 toward the front of the property.**

## J. PUBLIC TRANSIT

### **Nidus Development - Metrobus transit infrastructure requirements (January 24, 2024)**

Our consultant, Myles Russell, Stage Zero Consulting, conferred with Keith Woodfine, Metro Bus to discuss transit requirements around this new development located at 188 New Pennywell Road.

Myles stated, we are approximately a 10 minute 800m walk to stops on route 16 and about 1,200m 20 minute walk to ALF ZIP Route 1. Route 19 to the south is about as far to walk as route 1 so it wouldn't be expected to be a dominant transit ridership focus for riders.

**Response from Keith Woodfine, Metro Bus, January 29, 2024 was as follows:** After our conversation I reviewed the area and at this time we are not recommending any infrastructure requirements from the developer. The placement of the new development is not within our service standards and as of now there are no future plans to service this area.

## K. CONSTRUCTION TIME FRAME

Construction will be implemented in 4 phases totaling approximately 18 months to full completion.

1. Site preparation and land clearing
2. Civil work and excavation
3. Building construction
4. Landscaping and building occupancy

All equipment being used during construction will be maintained on site and to the north behind each phase of the project.

Onsite construction power will be provided by Newfoundland Power to reduce generator noise during construction time.

# TERMS OF REFERENCE

The following is the “Terms of Reference” document issued by the City of St John’s on July 7, 2022.

## TERMS OF REFERENCE LAND USE REPORT (LUR)

### APPLICATION FOR TOWNHOUSE CLUSTER AT

### 188 NEW PENNYWELL ROAD PROPONENT: NIDUS DEVELOPMENT INC.

**JULY 7, 2022**

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

#### **A. Public Consultation**

- Prior to submitting a first draft of the Land Use Report to the City for review, the applicant must consult with adjacent property owners. The Land Use Report must include a section which discusses feedback and/or concerns from the neighborhood and how the proposed design addresses the Concerns.

#### **B. Building Use**

- Identify the size of the proposed building by:

- Number of units in each townhouse cluster;
- Dwelling size (number of bedrooms) of each dwelling unit; and
- Lot Coverage
- Identify all proposed uses/occupancies within the building by their respective floor area.



### **C. Elevation & Building Materials**

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

### **D. Building Height & Location**

- Identify graphically the exact location with a dimensioned civil site plan:
  - Lot area and frontage;
  - Location of the proposed building in relation to neighboring buildings;
  - Proximity of the building to property lines and identify setbacks; - Distance between townhouse clusters;
  - Identify any stepbacks of higher storeys from lower storeys (if applicable);
  - Identify any encroachment over property lines (if applicable); - Identify the height of the building in meters;
  - Information on the proposed construction of patios/balconies (if applicable); and
  - Identify any rooftop structures.
- Provide a Legal Survey of the property and information on the land to be purchased from the City.
- Provide streetscape views/renderings of the proposed building from New Pennywell Road (along the frontage of the property) and include adjacent Properties.

### **E. Exterior Equipment and Lighting**

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

### **F. Landscaping & Buffering**

- Identify with a landscaping plan, details of site landscaping (hard and soft), including percent of lot to be landscaped.
- Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.

### **G. Snow Clearing/Snow Storage**

- The building and parking lot curb shall be set back a minimum of 6 meters from the property line. This must be dimensioned on the site plan.
- Provide information on any snow clearing/snow removal operations. Onsite snow storage areas must be indicated.
  - o Areas must be outlined showing City snow storage on the site within the 6-meter setback from public streets and labeled “City snow storage only”. The proponent will not be able to store snow from the parking lots in these areas.

#### **H. Off-street Parking and Site Access**

- Identify on a dimensioned site plan the number, location, and size of off-street parking spaces to be provided, including any required accessible stalls. o Also include walkways with dimensions and curb ramp locations. • Identify the number and location of bicycle parking spaces to be provided or considerations for active modes.
- Identify the location of all access and egress points, including pedestrian access.
- An accessible path from the sidewalk in New Pennywell Road to the building entrance(s) must be provided
- A Parking Report may be required if the applicant wishes to provide a different number of parking spaces other than that required by the Development Regulations.
- Indicate how garbage will be handled onsite. The location of any exterior bins must be indicated and access to the bins must be provided.

#### **I. Municipal Services**

- Provide a preliminary site servicing plan.
- Identify points of connection to existing sanitary sewer, storm sewer and water system. The location of all existing sewers must be shown along with any existing or proposed easements.
- Identify if the building will be sprinklered or not, and location of the nearest hydrant and siamese connections.
- Provide the proposed sanitary and storm generation rates. • The proposed development will be required to comply with the City's stormwater detention policy. Stormwater detention is required for this development. Provide preliminary information on how onsite stormwater detention will be managed (indicate how/where detention will be provided).

#### **J. Public Transit**

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

#### **K. Construction Timeframe**

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









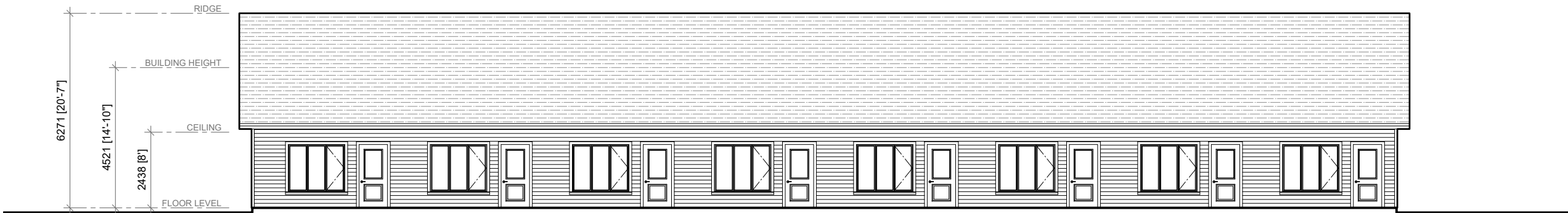




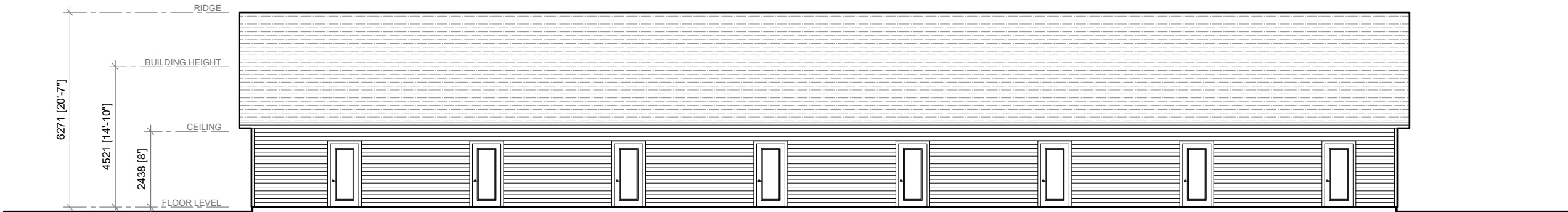








2 PROPOSED ELEVATION (FRONT)  
4.1 SCALE : 1:75 (1:150 when printed 11X17)



1 PROPOSED ELEVATION (REAR)  
4.1 SCALE : 1:75 (1:150 when printed 11X17)

ARCHITECTURAL CONSULTANT

**HWARCHITECTURE**

65 COLONIAL STREET,  
ST. JOHN'S, NL  
A1C 3N2

MARK WHALEN 709 693 3652  
mark@hwarchitecture.ca



FOR REVIEW ONLY  
NOT FOR CONSTRUCTION

REVISIONS		
NO.	YY/MM/DD	DESCRIPTION
0	24/01/29	ISSUED FOR LUR

DRAWN BY:

PROJECT #: 3060-08

1. DO NOT SCALE FROM THIS DRAWING.  
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN MILLIMETERS.  
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS ON SITE PRIOR TO PROCEEDING WITH ANY PORTION OF THIS WORK.  
4. CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH THE APPLICABLE STANDARDS AND CODES INCLUDING, BUT NOT LIMITED TO, THE NATIONAL BUILDING CODE OF CANADA.  
5. DIMENSIONS ARE SHOWN TO FACE / CORNERS AND CENTRE OF PARTITIONS. SEE PLANS FOR DIMENSION REFERENCE POINTS.

PROJECT TITLE

**NEW RESIDENCES**  
**188 NEW PENNYWELL RD.**

188 New Pennywell Road,  
St. John's, NL

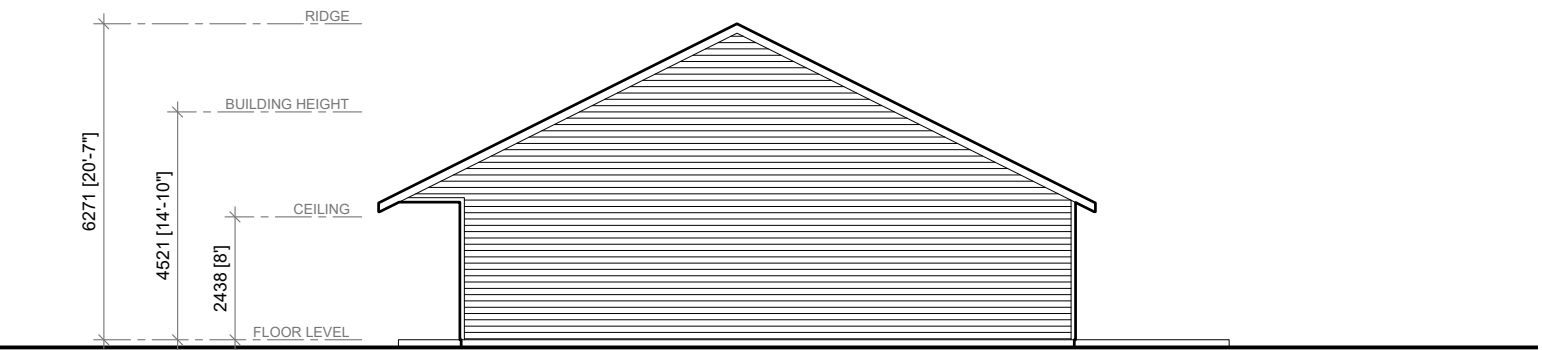
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**PROPOSED ELEVATIONS**

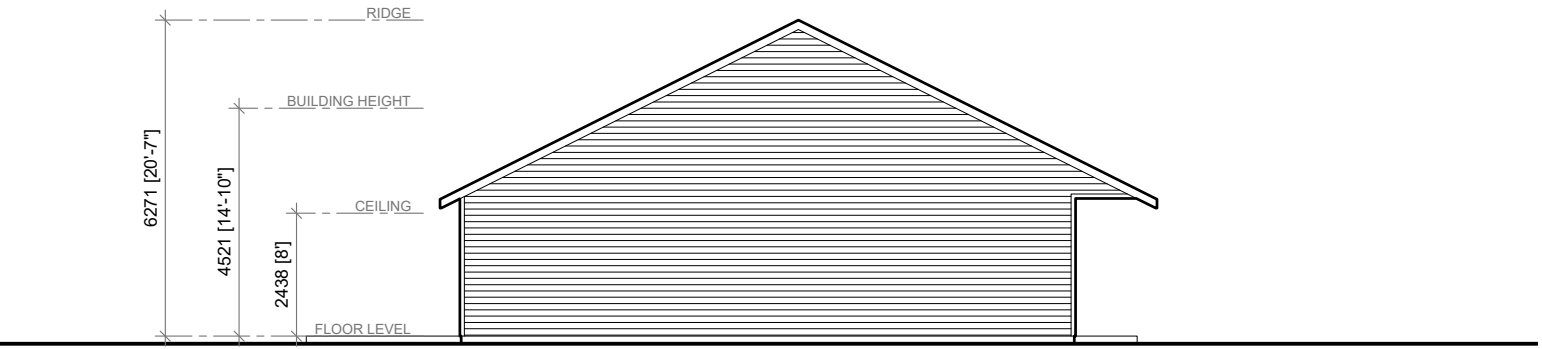
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**A-4.1**

19 219



2 PROPOSED ELEVATION (RIGHT SIDE)  
4.2 SCALE : 1:75 (1:150 when printed 11X17)



1 PROPOSED ELEVATION (LEFT SIDE)  
4.2 SCALE : 1:75 (1:150 when printed 11X17)

ARCHITECTURAL CONSULTANT

HWARCHITECTURE

65 COLONIAL STREET,  
ST. JOHN'S, NL  
A1C 3N2

MARK WHALEN 709 693 3652  
mark@hwarchitecture.ca

PROFESSIONAL STAMP AND PERMIT



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REVISIONS

NO.	YY/MM/DD	DESCRIPTION
0	24/01/29	ISSUED FOR LUR

DRAWN BY:

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PROJECT TITLE  
NEW RESIDENCES  
188 NEW PENNYWELL RD.

188 New Pennywell Road,  
St. John's, NL

DRAWING TITLE

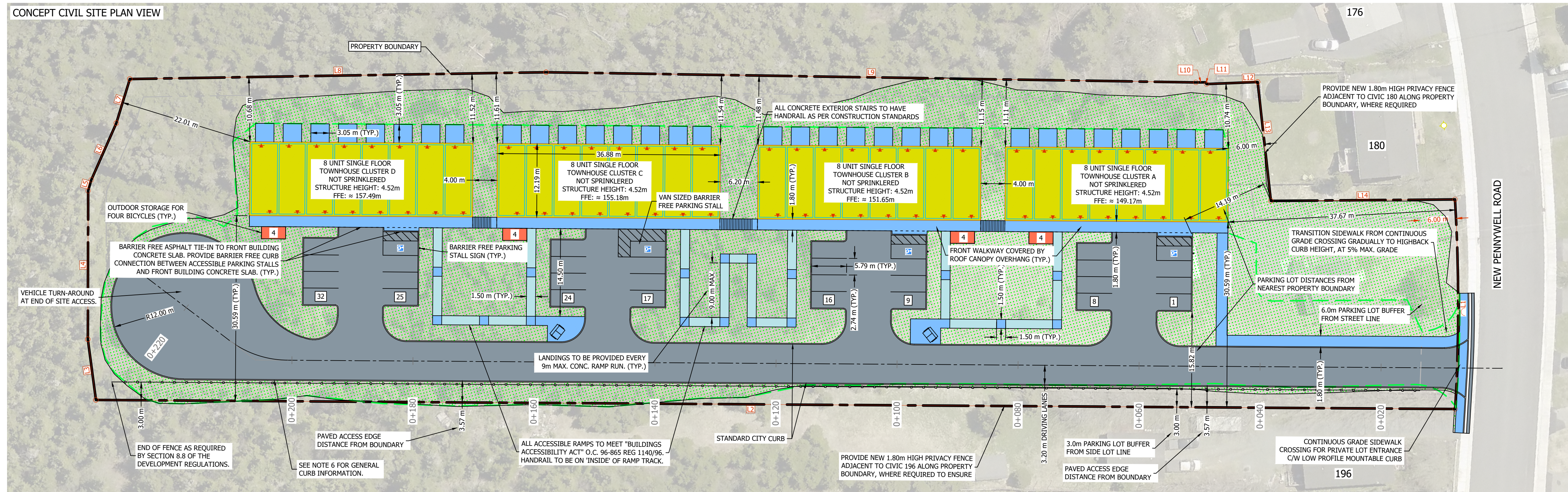
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DRAWING NUMBER

A-4.2

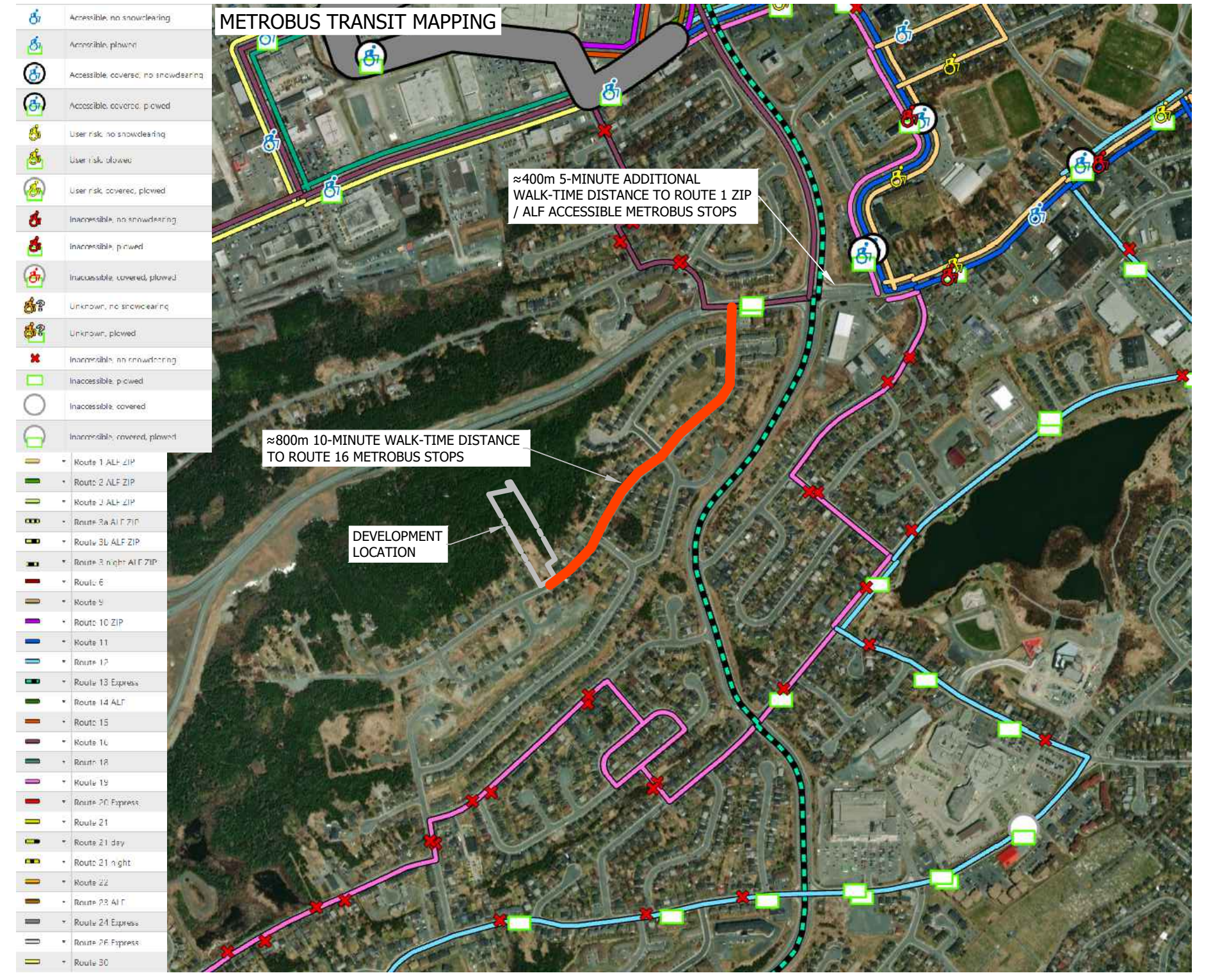
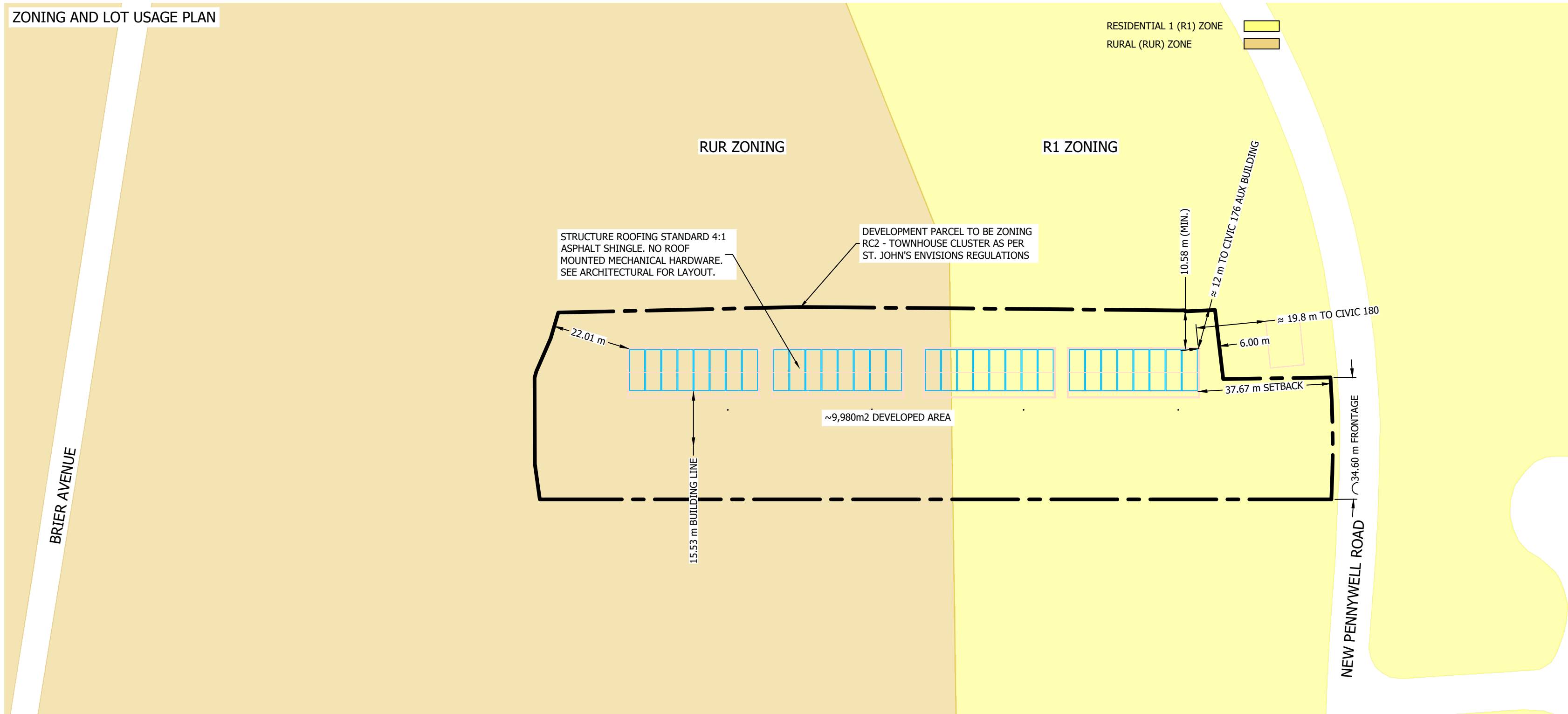
20 220





PARCEL DATA:				
SITE PLAN CONFORMS TO RC2 ZONING AS PART OF APPLICATION				
AREA: 11,503.9 m <sup>2</sup>				
	REQUIRED	PROVIDED	PERCENTAGE	STATUS
<b>TOTAL SITE</b>		<b>11,503.9 m<sup>2</sup></b>	<b>100.0 %</b>	
<b>LANDSCAPED:</b>	<b>30% MIN.</b>	<b>5,648.3 m<sup>2</sup></b>	<b>49.1 %</b>	<b>OK</b>
DEVELOPED		4,124.3 m <sup>2</sup>	35.9 %	
UNDEVELOPED		1,524.0 m <sup>2</sup>	13.2 %	
<b>HARD SURFACES:</b>	<b>70% MAX.</b>	<b>5,855.6 m<sup>2</sup></b>	<b>50.9 %</b>	<b>OK</b>
BUILDING COVERAGE:		1,798.6 m <sup>2</sup>	15.6 %	
OTHER HARD SURFACE:		4,057.0 m <sup>2</sup>	53.3 %	

CHAINAGE (REFERENCE TO LEGAL SURVEY FOR ORIGINAL)		
L1	S 29° 56' 51" W	34.585 m CHORD
L2	RAD N49.874.806 m	34.605 m ARC
L3	N 29° 37' 07" W	224.656 m
L4	N 32° 26' 49" W	10.093 m
L5	N 60° 07' 13" E	24.516 m
L6	N 76° 10' 44" E	1.881 m
L7	N 83° 47' 23" E	10.224 m
L8	S 30° 56' 00" E	68.818 m
L9	S 29° 06' 00" E	107.381 m
L10	S 30° 59' 00" E	1.633 m
L11	S 36° 29' 43" W	0.616 m
L12	S 32° 13' 21" E	8.465 m
L13	S 53° 40' 00" W	19.739 m
L14	S 30° 27' 01" E	30.438 m
Perimeter:		550.386 m
Area:		11,503.88 m <sup>2</sup>



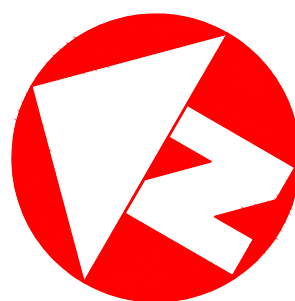
FOR REZONING REFERENCE ONLY.  
NOT FOR CONSTRUCTION.

### GENERAL NOTES

1. ALL CONSTRUCTION TO FOLLOW CITY OF ST. JOHN'S ENGINEERING SPECIFICATIONS BOOK LATEST EDITION.
2. ALL ACCESSIBLE RAMPS NOT TO EXCEED 6.25% SLOPE ( $\frac{1}{16}$ ) AND HAVE LANDINGS SPACED NOT MORE THAN 9.0m APART.
3. ALL ASPHALT TO CONCRETE WALKWAY TRANSITIONS TO BE BARRIER FREE CURB HEIGHT.
4. ALL RAMPS TO HAVE HANDRAILS ON ONE SIDE.
5. ALL OTHER RAMPS AND PARKING LOTS TO HAVE MAXIMUM SLOPE OF 5% ( $\frac{1}{20}$ ).
6. CURB TO BE INSTALLED AT ALL ASPHALT ADJACENT TO PAVED ACCESS AND PARKING LOTS. CURB TO BE BARRIER FREE AT BARRIER FREE PARKING STALLS. CURB TO BE LOW BACK AT REFUSE CONTAINER PADS.

CLIENT

NIDUS DEVELOPMENT INC



A	A - PLAN,SECTION,ELEVATION,OR DETAIL NO.
B	B - NO. OF DRAWING WHERE ABOVE IS DRAWN

PROJECT MANAGEMENT



**VIGILANT**

PROVINCE OF NEWFOUNDLAND

**PEG**  
Newfoundland  
and Labrador  
PROFESSIONAL ENGINEERS AND GEODETISTS

PERMIT HOLDER

This Permit Allows

VIGILANT ATLANTIC

To practice Professional Engineering  
in Newfoundland and Labrador.  
Permit No. as issued by PEGNL N0882  
which is valid for year 2024

CIVIL



**VIGILANT**

PROJECT

## Townhouse Cluster Affordable Housing Project

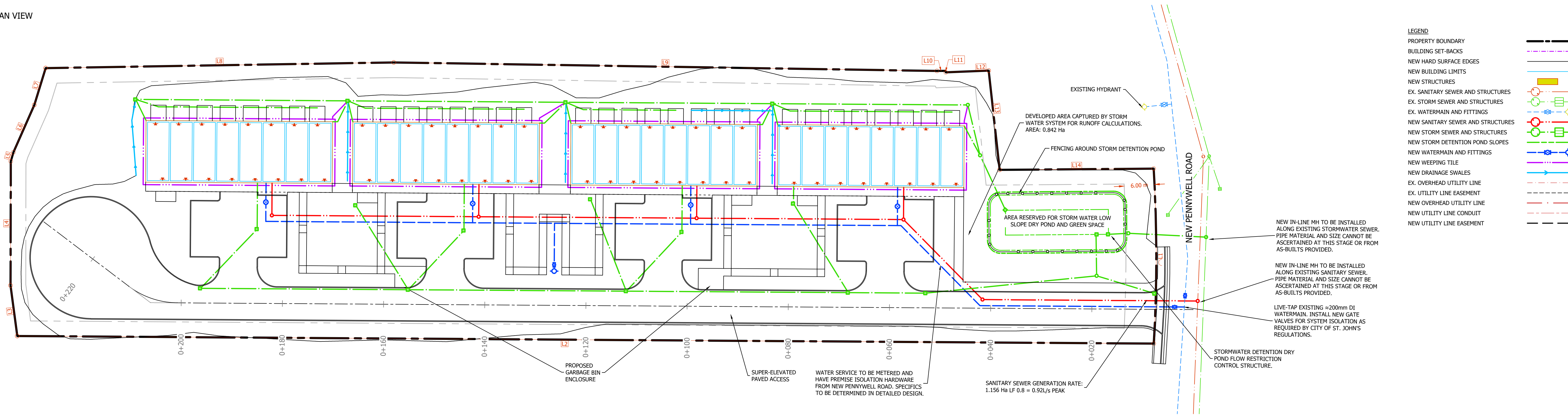
ST. JOHN'S	NEWFOUNDLAND AND LABRADOR
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LADNSCAPING AND GRADING

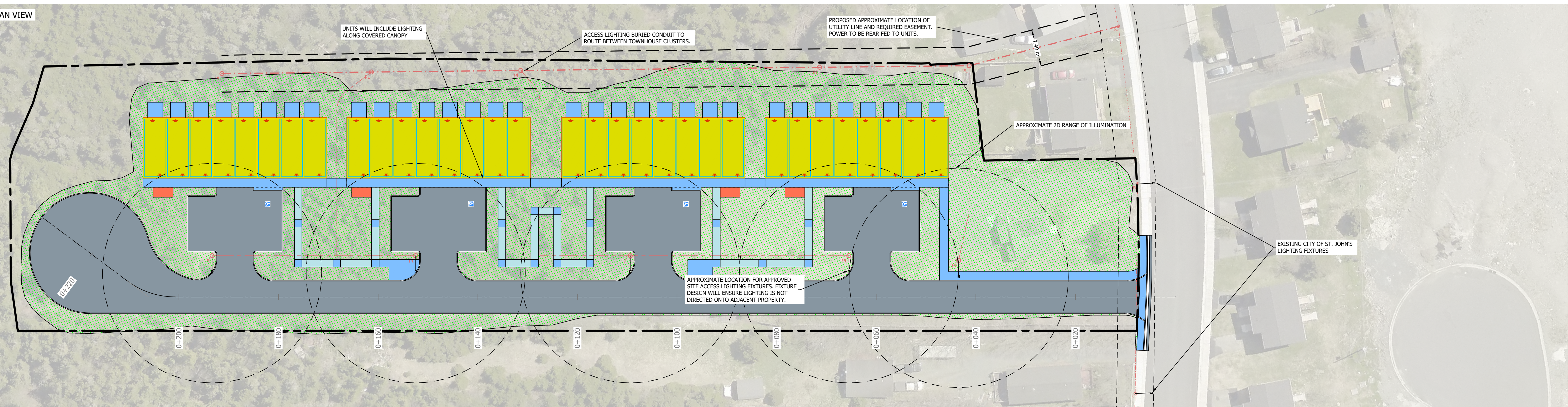
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A1	REVISED FOR COMMENTS	2024/11/22	MR					
A0	ISSUED FOR REZONING	2024/11/14	MR					
NO.	DESCRIPTION	DATE	BY	SCALE 1:400	PROJECT NO. 2580003	DRAWING NO.	C-01	REV. A3
REVISIONS				DATE 2025-01-29	DWG. FILE NO. 3860001 250121.dwg			



SERVICES PLAN VIEW



LIGHTING PLAN VIEW



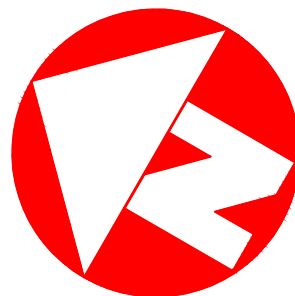
FOR REZONING REFERENCE ONLY.  
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3. ALL ASPHALT TO CONCRETE WALKWAY TRANSITIONS TO BE BARRIER FREE CURB HEIGHT.
4. ALL RAMPS TO HAVE HANDRAILS ON ONE SIDE.
5. ALL OTHER RAMPS AND PARKING LOTS TO HAVE MAXIMUM SLOPE OF 5% ( $\frac{1}{20}$ ).

CLIENT

NIDUS DEVELOPMENT INC



REFERENCE

- A - PLAN, SECTION, ELEVATION, OR DETAIL NO.  
B - NO. OF DRAWING WHERE ABOVE IS DRAWN

PROJECT MANAGEMENT

**VIGILANT**

PROVINCE OF NEWFOUNDLAND  
**PEG** PERMIT HOLDER  
Newfoundland and Labrador  
This Permit Allows  
**VIGILANT ATLANTIC**

To practice Professional Engineering in Newfoundland and Labrador.  
Permit No. as issued by PEGNL **N0882**  
which is valid for year **2024**

CIVIL

**VIGILANT**

NO.	DESCRIPTION	DATE	BY
A2	REVISED FOR CITY COMMENTS	2025/01/21	MR
A1	REVISED FOR COMMENTS	2024/11/22	MR
A0	ISSUED FOR REZONING	2024/11/14	MR
REVISIONS			

PROJECT

**Townhouse Cluster  
Affordable Housing Project**

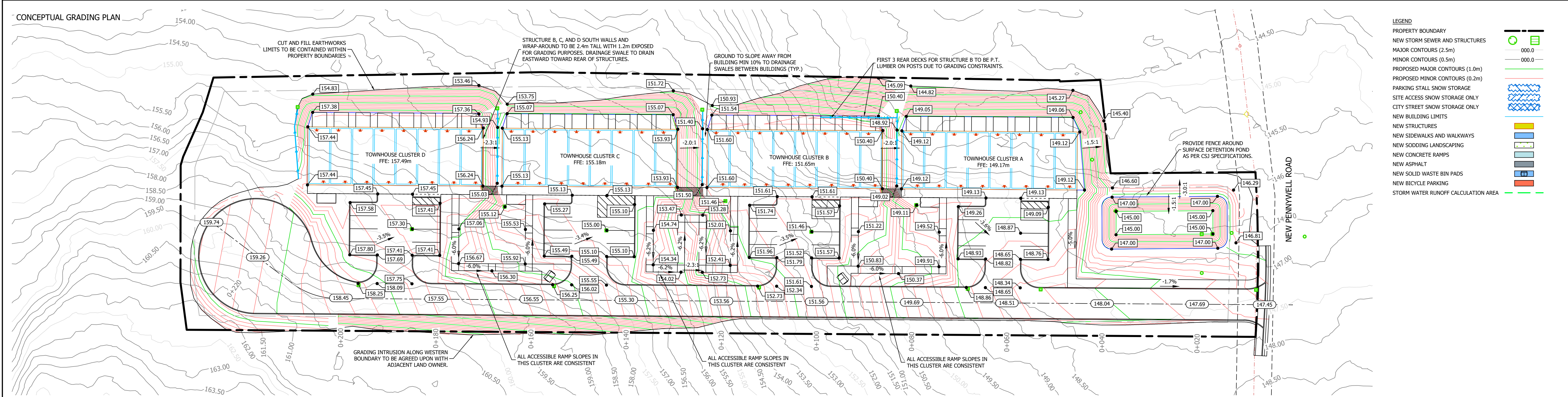
ST. JOHN'S NEWFOUNDLAND AND LABRADOR

DRAWING

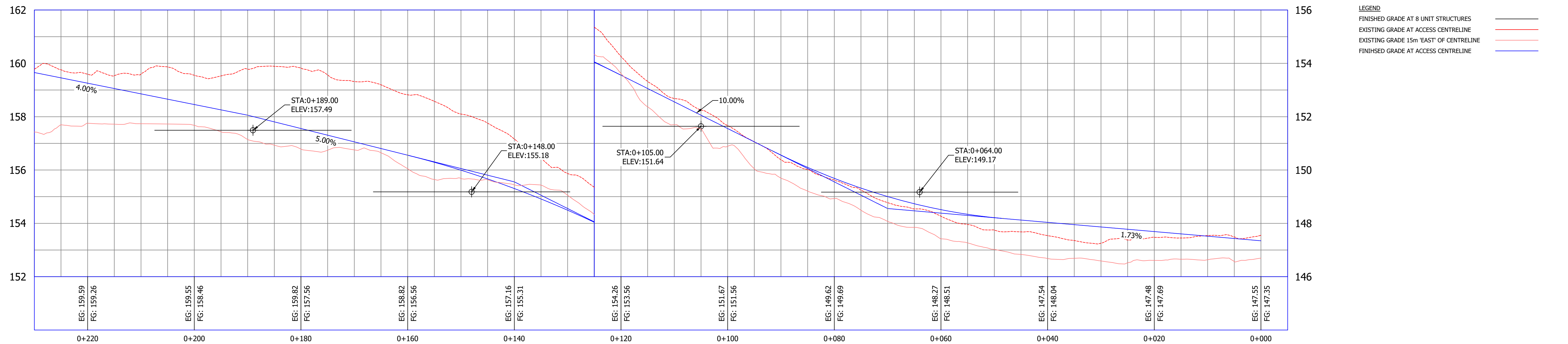
**SERVICING AND LIGHTING**

DRAWN BY MWSR	CHECKED BY ---	APPROVED BY ---
SCALE 1:400	PROJECT NO. 2580003	DRAWING NO. C-02
DATE 2025-01-21	DWG. FILE NO. 3860001 250121.dwg	REV. A2





CONCEPTUAL PAVED SITE ACCESS PROFILE



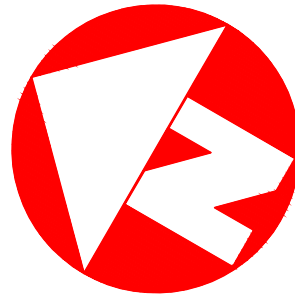
FOR REZONING REFERENCE ONLY.  
NOT FOR CONSTRUCTION.

GENERAL NOTES

- ALL CONSTRUCTION TO FOLLOW CITY OF ST. JOHN'S ENGINEERING SPECIFICATIONS BOOK LATEST EDITION.
- ALL ACCESSIBLE RAMPS NOT TO EXCEED 6.25% SLOPE ( $\frac{1}{16}$ ) AND HAVE LANDINGS SPACED NOT MORE THAN 9.0m APART.
- ALL ASPHALT TO CONCRETE WALKWAY TRANSITIONS TO BE BARRIER FREE CURB HEIGHT.
- ALL RAMPS TO HAVE HANDRAILS ON ONE SIDE.
- ALL OTHER RAMPS AND PARKING LOTS TO HAVE MAXIMUM SLOPE OF 5% ( $\frac{1}{20}$ ).
- MAX SLOPE FOR EACH PARKING LOT SHOWN. NO PARKING LOT SLOPE TO EXCEED 5% MAX.

CLIENT

NIDUS DEVELOPMENT INC



REFERENCE

A - PLAN, SECTION, ELEVATION, OR DETAIL NO.  
B - NO. OF DRAWING WHERE ABOVE IS DRAWN

PROJECT MANAGEMENT

VIGILANT

PROVINCE OF NEWFOUNDLAND

PERMIT HOLDER

VIGILANT ATLANTIC

To practice Professional Engineering in Newfoundland and Labrador. Permit No. as issued by PEGNL N0882 which is valid for year 2024

CIVIL

VIGILANT

NO.	DESCRIPTION	DATE	BY
A2	REVISED FOR CITY COMMENTS	2025/01/21	MR
A1	REVISED FOR COMMENTS	2024/11/22	MR
A0	ISSUED FOR REZONING	2024/11/14	MR

REVISIONS

PROJECT

Townhouse Cluster  
Affordable Housing Project

ST. JOHN'S NEWFOUNDLAND AND LABRADOR

DRAWING

GRADING AND LANDSCAPING

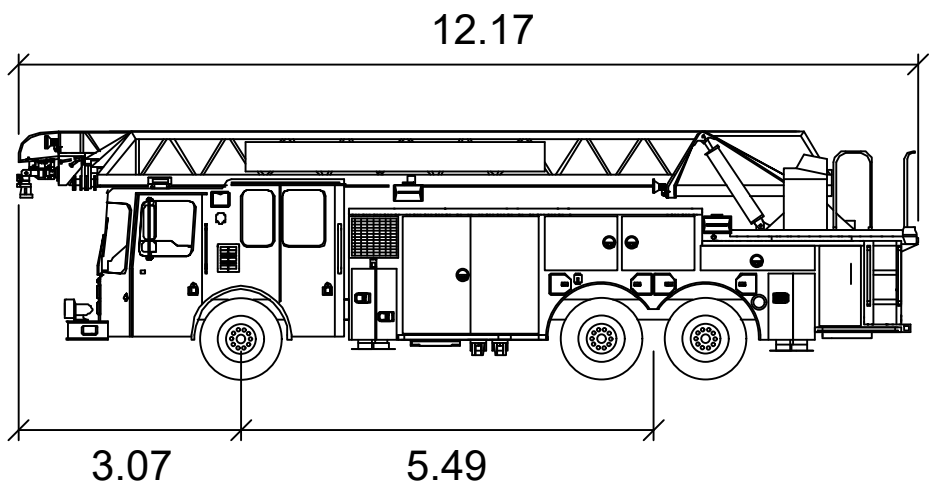
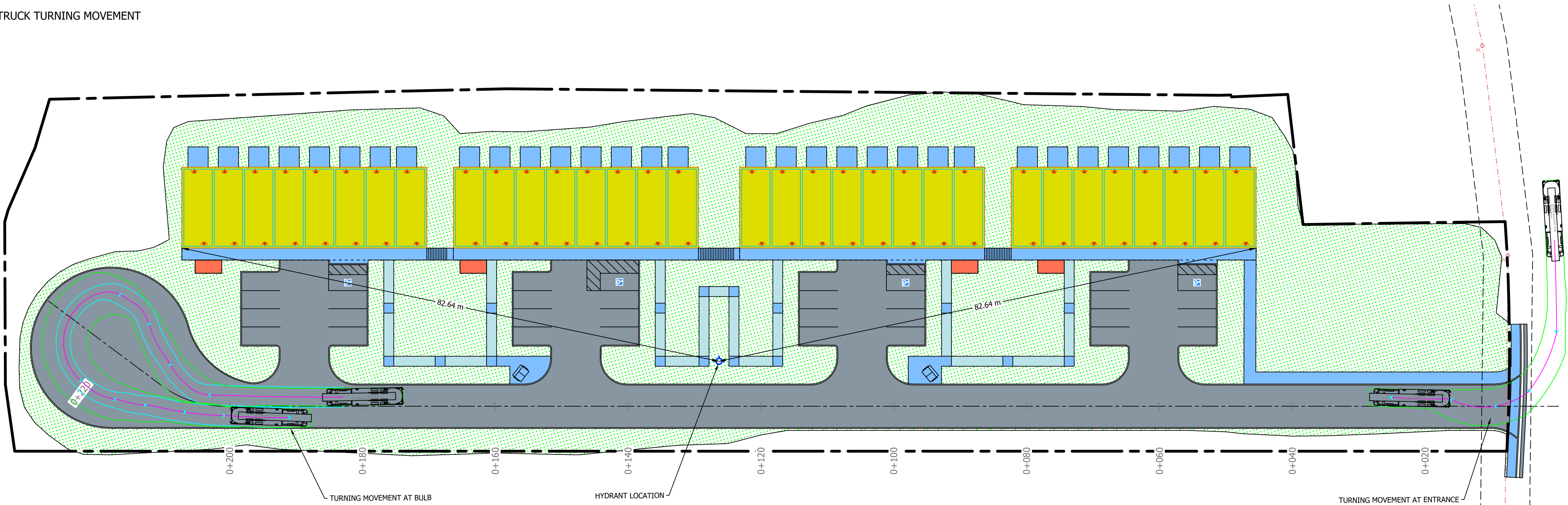
DRAWN BY	CHECKED BY	APPROVED BY
MWSR	---	---

SCALE	PROJECT NO.	DRAWING NO.
1:400	2580003	C-03

DATE	DWG. FILE NO.	REV.
2025-01-21	3860001 250121.dwg	A2



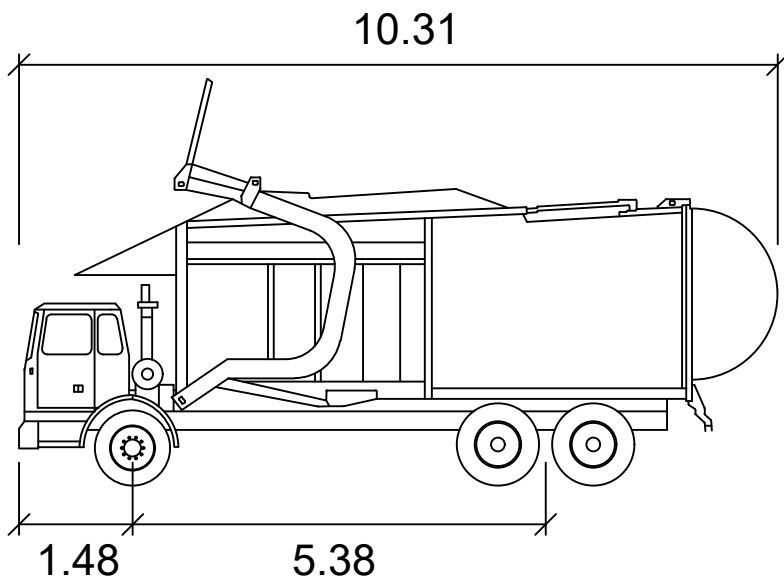
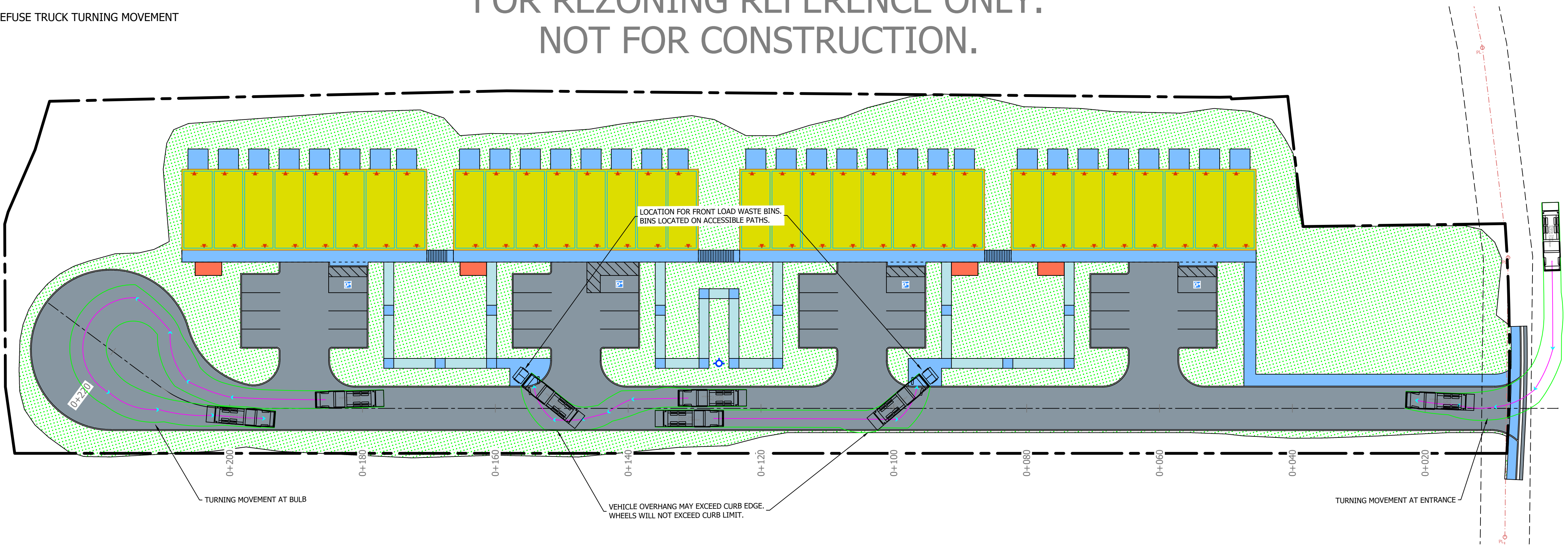
CONCEPTUAL 100ft LADDER TRUCK TURNING MOVEMENT



100ft Aerial Fire Ladder

	Meters
Width	: 2.54
Track	: 2.41
Lock to Lock Time	: 6.0 s
Steering Angle	: 45.0 deg

CONCEPTUAL FRONT LOAD REFUSE TRUCK TURNING MOVEMENT

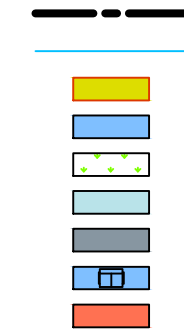


Front Load Refuse Truck

	Meters
Width	: 2.58
Track	: 2.44
Lock to Lock Time	: 6.0 s
Steering Angle	: 45.0 deg

FOR REZONING REFERENCE ONLY.  
NOT FOR CONSTRUCTION.

- LEGEND
- PROPERTY BOUNDARY
  - NEW BUILDING LIMITS
  - NEW STRUCTURES
  - NEW SIDEWALKS AND WALKWAYS
  - NEW SODDING LANDSCAPING
  - NEW CONCRETE RAMPS
  - NEW ASPHALT
  - NEW SOLID WASTE BIN PADS
  - NEW BICYCLE PARKING

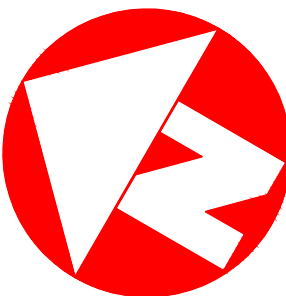


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CLIENT

NIDUS DEVELOPMENT INC



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B - NO. OF DRAWING WHERE ABOVE IS DRAWN

PROJECT MANAGEMENT

**VIGILANT**

PROVINCE OF NEWFOUNDLAND  
**PEG** PERMIT HOLDER  
Newfoundland and Labrador  
This Permit Allows  
**VIGILANT ATLANTIC**

To practice Professional Engineering in Newfoundland and Labrador.  
Permit No. as issued by PEGNL **N0882**  
which is valid for year **2024**

CIVIL

**VIGILANT**

NO.	DESCRIPTION	DATE	BY
A0	ADDED FOR COMMENTS	2024/11/14	MR
REVISIONS			

PROJECT

**Townhouse Cluster  
Affordable Housing Project**

ST. JOHN'S NEWFOUNDLAND AND LABRADOR

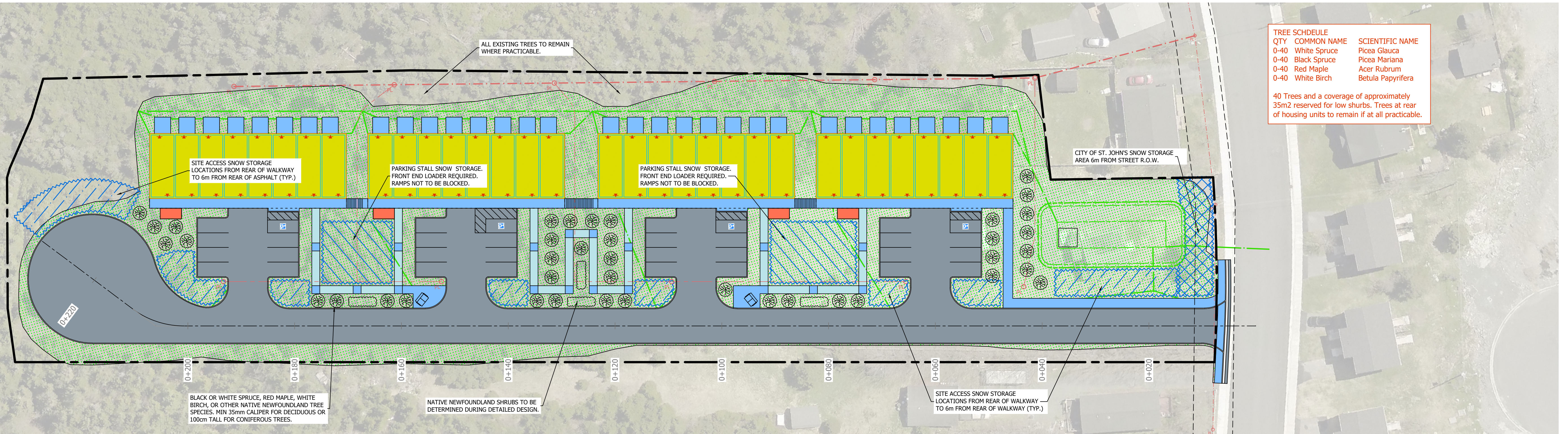
DRAWING

TURNING MOVEMENTS

DRAWN BY MWSR	CHECKED BY ---	APPROVED BY ---
SCALE 1:400	PROJECT NO. 2580003	DRAWING NO. C-04
DATE 2025-01-21	DWG. FILE NO. 3860001_250121.dwg	REV. A0

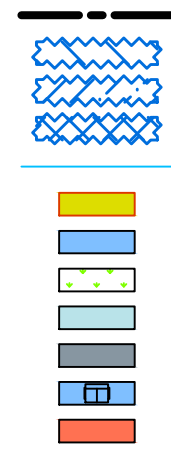


### CONCEPTUAL LANDSCAPING PLAN VIEW



**LEGEND**

- PROPERTY BOUNDARY  
PARKING STALL SNOW STORAGE  
SITE ACCESS SNOW STORAGE ONLY  
CITY STREET SNOW STORAGE ONLY  
NEW BUILDING LIMITS  
NEW STRUCTURES  
NEW SIDEWALKS AND WALKWAYS  
NEW SODDING LANDSCAPING  
NEW CONCRETE RAMPS  
NEW ASPHALT  
NEW SOLID WASTE BIN PADS  
NEW BICYCLE PARKING

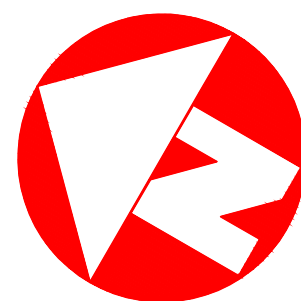



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PROJECT MANAGEMENT



**VIGILANT**


**PERMIT HOLDER**  
 This Permit Allows  
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CIVIL



**VIGILANT**

A0	REVISED FOR CITY COMMENTS	2025/01/21	MR
NO.	DESCRIPTION	DATE	BY
REVISIONS			

PROJECT

Townhouse Cluster  
Affordable Housing Project

ST. JOHN'S NEWFOUNDLAND AND LABRADOR

## LANDSCAPING

DRAWN BY MWSR		CHECKED BY --	APPROVED BY --
SCALE 1:400		PROJECT NO. 2580003	DRAWING NO.  C-05
DATE 2025-01-21		DWG. FILE NO. 3860001 250121.dwg	REV. A0

FOR REZONING REFERENCE ONLY.  
NOT FOR CONSTRUCTION.



**DESCRIPTION  
CIVIC NO. 188  
NEW PENNYWELL ROAD**

**ALL THAT** piece or parcel of land situate and being on the Northwest side of New Pennywell Road, in the City of St. John's, in the Province of Newfoundland & Labrador, Canada, bounded and abutted as follows, that is to say: Beginning at a point, the said point having T.M. Grid Co-ordinates (NAD 83) of N 5,267,937.033 m and E 323,431.904 m with reference to Monument No. 80G2291 with Co-ordinates of N 5,267,233.892 m and E 323,466.932 m;

**THENCE** running along the Northwest limits of New Pennywell Road, along the arc of a curve having a chord bearing and distance of South fifty nine degrees fifty six minutes fifty one seconds West thirty four decimal five eight five metres and a radius of 294.806 metres;

**THENCE** turning and running by land of Douglas & Gale Whiteway, North twenty nine degrees thirty seven minutes zero seven seconds West two hundred nineteen decimal two six three metres;

**THENCE** turning and running by land of now or formerly H. A. Butler, North seventy seven degrees fifty two minutes fifty three seconds East forty seven decimal seven four zero metres;

**THENCE** North twenty nine degrees zero one minutes zero seconds West sixteen decimal six eight one metres; **THENCE** North seventy seven degrees zero five minutes zero seconds East seven decimal six two zero metres;

**THENCE** turning and running by land of now or formerly Stanley Rodgers Sr., South thirty degrees fifty six minutes zero seconds East sixty eight decimal eight one eight metres; **THENCE** South twenty nine degrees zero six minutes zero seconds East one hundred seven decimal three eight one metres; **THENCE** South thirty degrees fifty nine minutes zero seconds East one decimal six three three metres;

**THENCE** turning and running by land of Gregory J. Hedlund, South thirty six degrees twenty nine minutes forty three seconds West zero decimal three one six metres; **THENCE** South thirty two degrees thirteen minutes twenty one seconds East eight decimal four six five metres;

**THENCE** turning and running by land of Barry Collins & Laurie Winsor, South fifty three degrees forty minutes zero seconds West nineteen decimal seven three nine metres; **THENCE** South thirty degrees twenty seven minutes zero two seconds East thirty decimal four three eight metres more or less, to the point of beginning and containing in all an area of 10894.5 sq. metres as more particularly described on the plan hereto annexed.

**ALL** bearings are referred to Grid North.

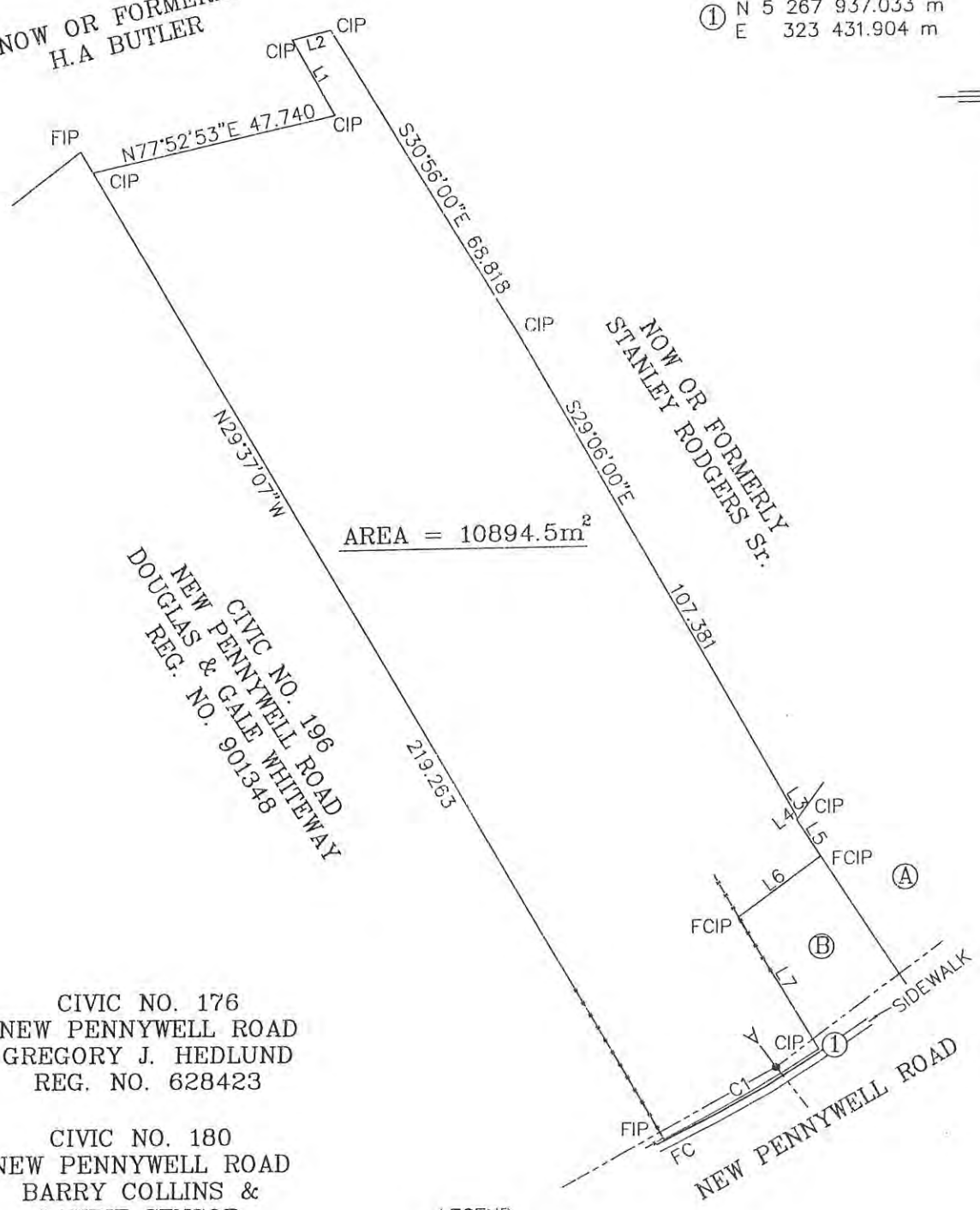
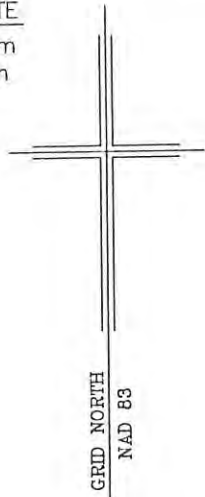
Date: October 30, 2023

Job No. 23-278-1



NOW OR FORMERLY  
H.A BUTLER

STARTING CO-ORDINATE  
① N 5 267 937.033 m  
E 323 431.904 m



AREA = 10894.5m<sup>2</sup>

① - CIVIC NO. 176  
NEW PENNYWELL ROAD  
GREGORY J. HEDLUND  
REG. NO. 628423

② - CIVIC NO. 180  
NEW PENNYWELL ROAD  
BARRY COLLINS &  
LAURIE WINSOR  
REG. NO. 765625

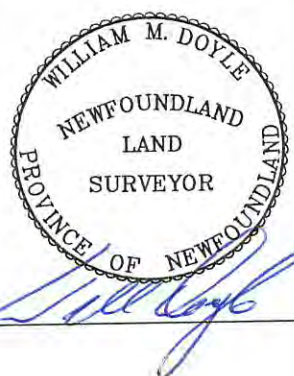
LEGEND

- - POLE
- OHW - OVERHEAD WIRE
- A - GUY WIRE
- FC - FACE OF CURB
- CIP - CAPPED IRON PIN
- FCIP - FOUND CAPPED IRON PIN
- FIP - FOUND IRON PIN
- \*-\*- FENCE

NUM	BEARING	DISTANCE
L1	N29°01'00"W	16.681
L2	N77°05'00"E	7.620
L3	S30°59'00"E	1.633
L4	S36°29'43"W	0.316
L5	S32°13'21"E	8.465
L6	S53°40'00"W	19.739
L7	S30°27'02"E	30.438

MONUMENTS USED FOR TIE-IN ARE IN ZONE 1.  
CONTROL MONUMENTS USED (NAD 83)  
80G2291 N 5 267 233.892 E 323 466.932  
SCALE FACTOR OF 0.999885 USED FOR THE  
COMPUTATIONS OF STARTING CO-ORDINATES  
ALL OTHER DISTANCES ARE HORIZONTAL  
GROUND DISTANCES.

NUM	ARC	RADIUS	BEARING	DISTANCE
C1	34.605	294.806	S59°56'51"W	34.585



PROPERTY SURVEY	
CIVIC NO. 188	
NEW PENNYWELL ROAD	
ST. JOHN'S, NL	
WILLIAM DOYLE & ASSOCIATES LTD.	
Newfoundland Land Surveyors	
SCALE: 1:1250	JOB NO. 23-278-1
DATE: OCTOBER 30, 2023	DRAWN BY: L.E.



Head Office  
318 Lemarchant road  
St. Johns, Newfoundland  
A1E 1R2

Jan 29, 2024

## **Proposed Townhouse Cluster to be developed at 188 New Pennywell Road**

### **Adjacent Homeowners to 188 New Pennywell Road**

Nidus Development has proposed an affordable residential development located at 188 New Pennywell Road. The development will consist of four buildings with 8 one-bedroom units in each.

**The Proposed site for a 32-unit seniors' residential development is designed to meet the increasing demand for age-appropriate housing.** This development initiative falls within the City's and the Provinces strategic objective to provide diverse housing options for its aging population.

With the aging population, there is a demonstrated need for senior-specific housing that supports independent living within the community. The development is located within proximity to healthcare services, shopping, and recreational facilities, enhancing the quality of life for future residents. The development also supports aging in place, reducing the demand on more intensive forms of Senior care.

The proposed senior's development at 188 New Pennywell Road offers a valuable addition to the housing options for seniors in St. John's. With careful adherence to city by-laws, environmental sustainability, and community integration, the development can positively contribute to the city's socio-economic fabric.

**Construction Timeline** will be late Spring/Early Summer 2024

**Do you have any questions or major concerns with this potential development? Questions or concerns may be directed to Greg Hanley, 765-8773 (Owner), Brian Hanley Jr., 325-0051 (Site Manager)**

Website: [www.nidusdevelopmentinc.com](http://www.nidusdevelopmentinc.com)  
Tel: 1 709 552 1119  
Email: [greg@nidusdevelopmentinc.com](mailto:greg@nidusdevelopmentinc.com)

# INFORMATION NOTE

<b>Title:</b>	250 East White Hills Road zone line interpretation Penitentiary
<b>Date Prepared:</b>	April 2, 2025
<b>Report To:</b>	Regular Council Meeting
<b>Councillor and Role:</b>	Councillor Maggie Burton, Planning
<b>Ward:</b>	Ward 2

**Issue:** To interpret zone lines affecting 250 East White Hills Road, site of the proposed new provincial penitentiary.

**Discussion – Background and Current Status:**

The Province has decided to replace Her Majesty's Penitentiary at 85 Forest Road near Quidi Vidi Lake with a new facility at 250 East White Hills Road in the White Hills. The City did not have up-to-date property boundaries and thus our zoning lines cross the property boundary.

Most of the subject property is in the Industrial Commercial (IC) Zone. City staff have met with the group who are designing the new facility and have confirmed that the IC Zone can accommodate the new land use. However, when we mapped the correct boundary of the provincial land, we saw that part of it is in the Rural (RUR) Zone.

If we had known the property boundary for the provincial land when drawing the zone lines in the White Hills, we would have used the property boundary as the zone line. Since it makes sense for this provincial land to fall within one zone rather than be split into two zones, the Chief Municipal Planner will interpret the zone lines so that all of this subject property is zoned IC. A similar change will be made to the future land use map of the Envision St. John's Municipal Plan, so that the subject property is designated as Industrial, not Rural.

The Envision St. John's Development Regulations include section 10.3 "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."*

**Key Considerations/Implications:**

1. Budget/Financial Implications: None.



2. Partners or Other Stakeholders: Property owner (the Province) and neighbouring 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.

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

4. Alignment with Adopted Plans: 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" in the Development Regulations.
7. Privacy Implications: None.
8. Engagement and Communications Considerations: Not applicable.
9. Human Resource Implications: None.
10. Procurement Implications: None.
11. Information Technology Implications: None.
12. Other Implications: None.

**Conclusion/Next Steps:**

At 250 East White Hills Road, the zone lines is interpreted so that the subject property is zoned Industrial Commercial (IC), not Rural (RUR). Corresponding changes are made to the Municipal Plan map to remove the Rural District and apply only the Industrial District on the subject property. This accords with the rules of zone interpretation in section 10.3 of the Envision St. John's Development Regulations.

**Ken O'Brien, MCIP**, Chief Municipal Planner

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

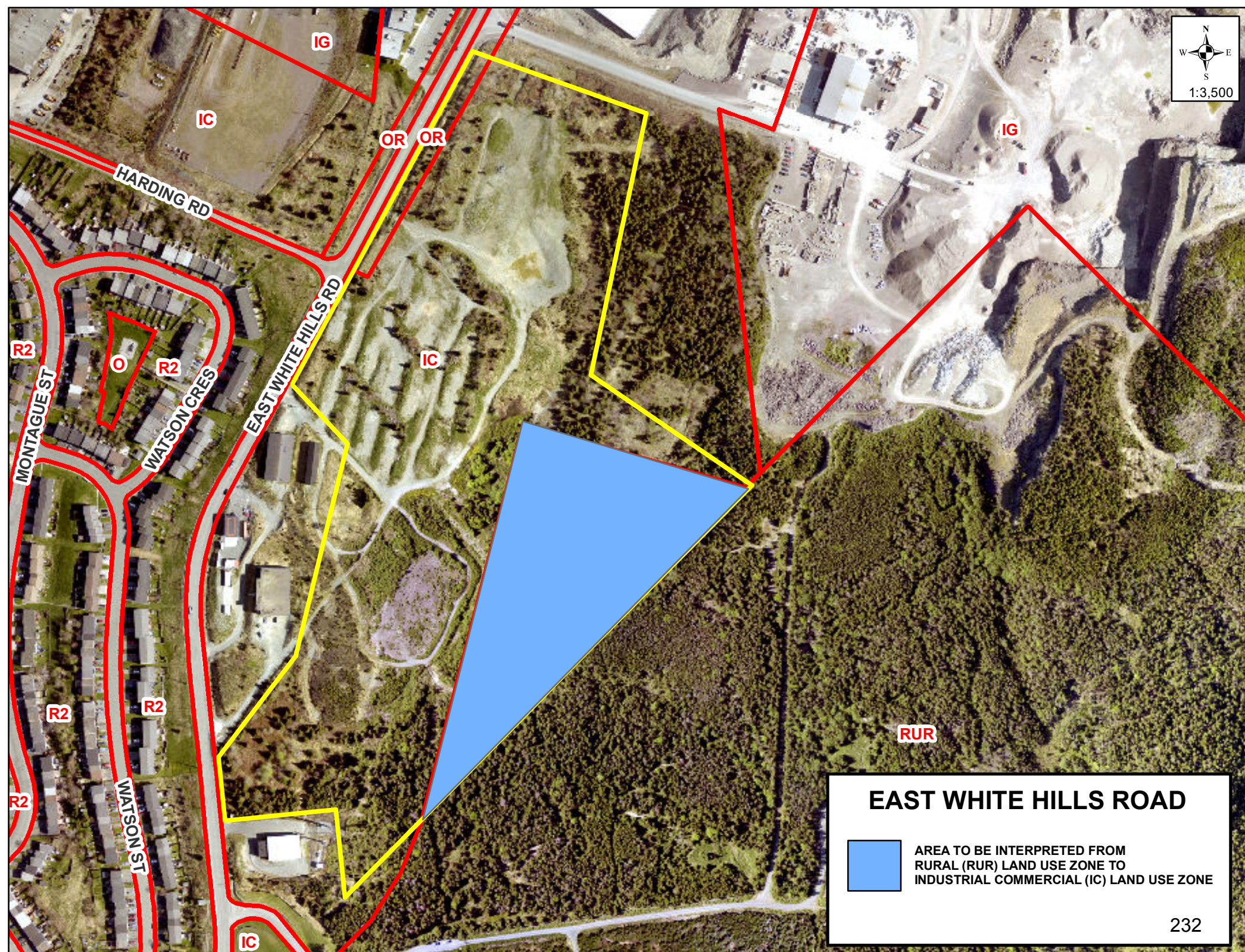
### Report Approval Details

Document Title:	250 East White Hills Road zone line interpretation Penitentiary.docx
Attachments:	- EAST WHITE HILLS ZONING INTERPRETATION 2025.pdf - EAST WHITE HILLS DISTRICT INTERPRETATION 2025.pdf
Final Approval Date:	Apr 3, 2025

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

**Jason Sinyard - Apr 3, 2025 - 9:46 AM**



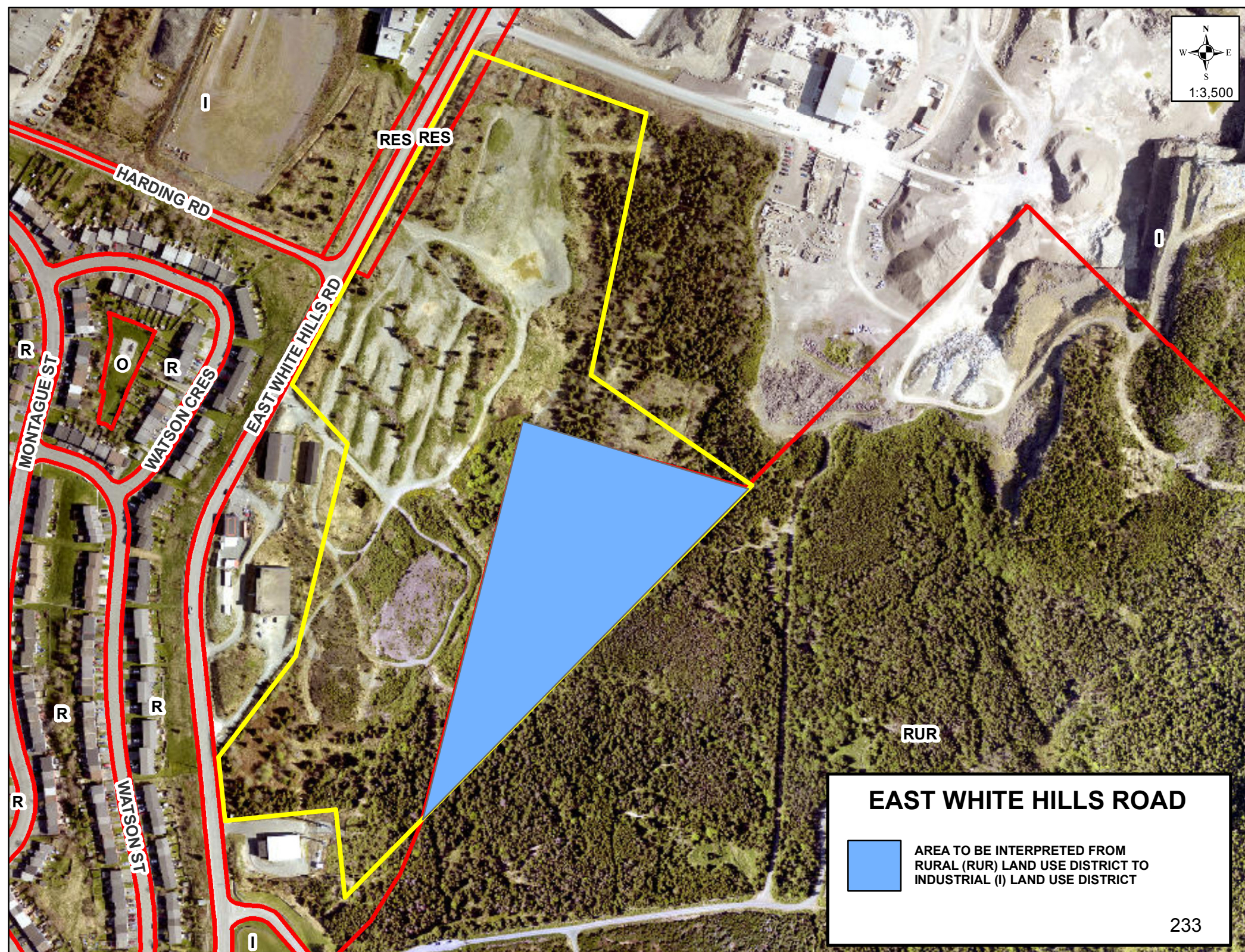


## EAST WHITE HILLS ROAD



AREA TO BE INTERPRETED FROM  
RURAL (RUR) LAND USE ZONE TO  
INDUSTRIAL COMMERCIAL (IC) LAND USE ZONE







# INFORMATION NOTE

**Title:** CDA 8 Zone line interpretation Southlands

**Date Prepared:** April 1, 2025

**Report To:** Regular Council Meeting

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 5

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**Issue:** To interpret zone lines affecting a strip of land at the northern end of the Southlands development, bordering the Galway development, so as to remove a map anomaly.

**Discussion – Background and Current Status:**

Southlands has been under development since the late 1990s in phases. City staff noticed recently that a long strip of land at its northern end remains in the Comprehensive Development Area (CDA) Zone, as part of CDA 8. This is an anomaly.

CDAs are large areas of land that are suitable for future development. Under the Envision St. John's Municipal Plan, they are shown in the Urban Expansion Area. Instead of seeing properties developed in a piecemeal manner, with individual property owners doing their own developments, and perhaps not taking into account how the various developments can link together, and what other land uses are needed, the City uses the CDA mechanism. The large area is zoned CDA, and no development can take place until there is a plan for the whole area. That way, the land is put to efficient use, individual properties and developments link together in an overall pattern, and land uses such as parks, commercial areas, and institutional areas are identified and suitably located.

CDA 8 is used in the Southlands and Galway areas. Several years ago, when large areas in Southlands, and later in Galway, were rezoned to their current zones, some property boundaries and zone lines did not match. The result was the long strip of land, which makes no sense as CDA, as it was not intended to be a future road or trail or buffer. It is approximately 1.2 kilometres long and varies from 40 metres to 55 metres wide. The land is owned by Fairview Investments, the main developer for Southlands, who would like to see it rezoned for residential development where appropriate.

The other factor here is the 190-metre contour elevation, which was the original municipal servicing limit. Before Galway was approved for development, Council raised the servicing limit here to a higher elevation, and then the developer of Galway installed municipal water and sewage systems to service above 190 metres. Fairview now proposes to connect to those systems so that their lands which are slightly above 190 metres can be serviced.

Where the CDA Zone borders the Residential 1 (R1) Zone, the R1 Zone will be extended up to the edge of Galway; under the Municipal Plan, the designation will change from Urban Expansion to Residential District.

Where the CDA Zone is a small section left over near Pitts Memorial Drive, just south of Galway Boulevard, bordered on 2 sides by the R1 Zone, to the north by the Commercial Regional (CR) Zone, and to the east by the Open Space Reserve (OR) Zone along Pitts Memorial, it will become R1 Zone and Residential District.

Where the CDA Zone borders Open Space (O) Zone, we propose to extend the O Zone to reflect the presence of wetlands and waterways, according to the best maps and information available. We have adjusted the lines to follow those natural features, moving the boundary of the R1 Zone to border them, as originally intended.

The Envision St. John's Development Regulations include section 10.3 "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."*

Therefore, the Chief Municipal Planner interprets the zone lines at the north end of the Southlands development, bordering the Galway development, so that the CDA 8 Zone is removed, becoming either Residential 1 (R1) or Open Space (O) Zone, as appropriate. This removes an anomaly left over from the original rezonings in this area. Corresponding changes will be made to the Municipal Plan map to remove the Urban Expansion District on these lands.

### **Key Considerations/Implications:**

1. Budget/Financial Implications: None.
2. Partners or Other Stakeholders: Property owner; nearby property owners and residents.
3. 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.
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” in the Development Regulations.
7. Privacy Implications: None.
8. Engagement and Communications Considerations: Not applicable.
9. Human Resource Implications: None.
10. Procurement Implications: None.
11. Information Technology Implications: None.
12. Other Implications: None.

**Conclusion/Next Steps:**

At the northern end of the Southlands development, bordering the Galway development, the zone boundary showing the Comprehensive Development Area (CDA-8) Zone is removed, becoming either Residential 1 (R1) or Open Space (O) Zone, as appropriate. Corresponding changes are made to the Municipal Plan map to remove the Urban Expansion District on these lands. This accords with the rules of zone interpretation in section 10.3 of the Envision St. John’s Development Regulations.

**Ken O’Brien, MCIP**, Chief Municipal Planner

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

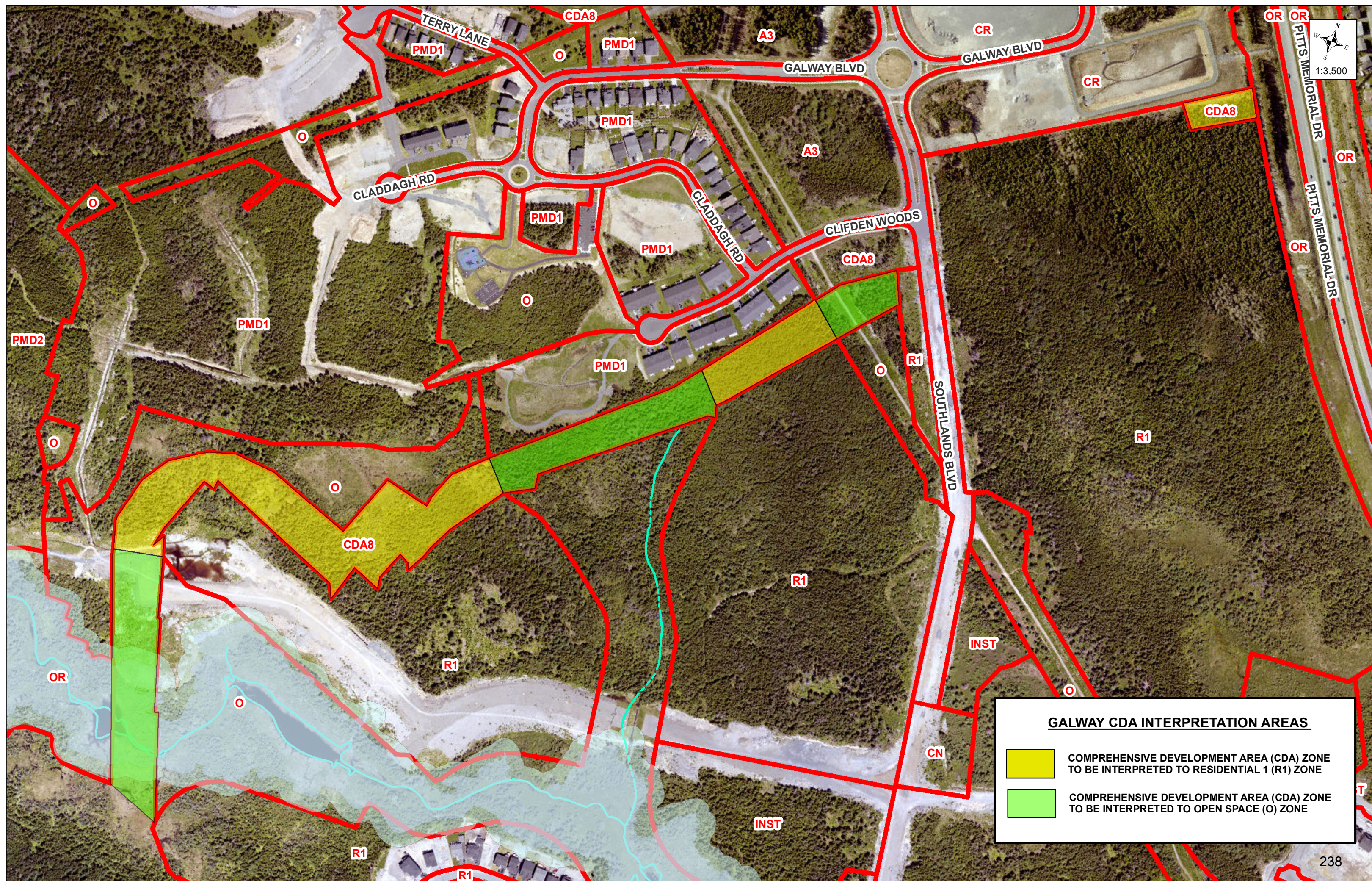
### Report Approval Details

Document Title:	CDA 8 Zone line interpretation Southlands.docx
Attachments:	- SOUTHLANDS CDA ZONE INTERPRETATION 2025.pdf - SOUTHLANDS UEX DISTRICT INTERPRETATION 2025.pdf
Final Approval Date:	Apr 3, 2025

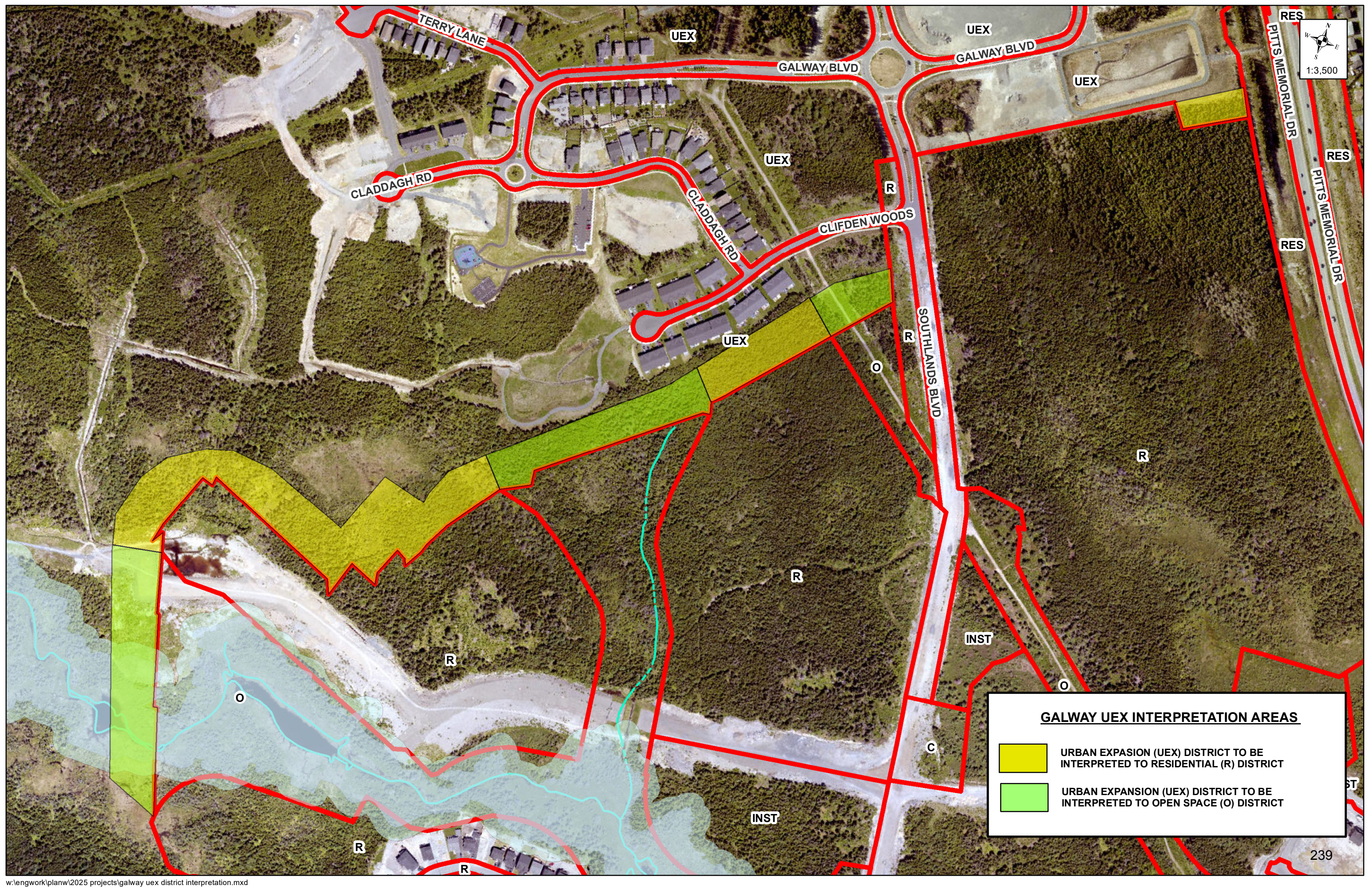
This report and all of its attachments were approved and signed as outlined below:

**Jason Sinyard - Apr 3, 2025 - 11:41 AM**











**GALWAY UEX INTERPRETATION AREAS**

-  URBAN EXPASION (UEX) DISTRICT TO BE INTERPRETED TO RESIDENTIAL (R) DISTRICT
-  URBAN EXPANSION (UEX) DISTRICT TO BE INTERPRETED TO OPEN SPACE (O) DISTRICT



# DECISION/DIRECTION NOTE

**Title:** Main Road and Shoal Bay Road – MPA2400010 – Adoption

**Date Prepared:** April 2, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning

**Ward:** Ward 5

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## **Decision/Direction Required:**

Following provincial release of the proposed amendments for Main Road and Shoal Bay Road, Council may now adopt Envision St. John's Municipal Plan Amendment Number 15, 2025 and Envision St. John's Development Regulations Amendment Number 44, 2025, and proceed to a commissioner's public hearing.

## **Discussion – Background and Current Status:**

At its March 5, 2024 regular meeting, Council decided to consider rezoning lands along Main Road and Shoal Bay Road, Goulds, from the Rural Residential Infill (RRI) Zone to the Residential 1 (R1) Zone. A Municipal Plan amendment is also required to re-designate the land from the Urban Expansion District to the Residential District. The amendment was prompted by the recent upgrades to the sanitary sewage system servicing Goulds, allowing more serviced development in areas that are already serviced with municipal water and sewage.

The proposed amendment was advertised on two occasions in *The Telegram* as well as on the City's website, and a project page was created on the Planning Engage web page. Submissions received are included for Council's review. A summary of the submissions is found in the attached amendment.

The NL Department of Municipal and Provincial Affairs has reviewed and released the amendments. The next step is to adopt them. Should Council decide to adopt the amendments, a public hearing is required. The tentative date is Monday, May 5, 2025 at 7 p.m. at City Hall. This will be a hybrid public hearing – people can attend in person or virtually using Zoom. It is recommended that Council appoint Marie Ryan, a member of the City's commissioner list, to conduct the hearing. If no submissions are received by two days beforehand, Council may cancel the hearing.

Following the hearing, the amendments will be brought back to Council with the commissioner's report for consideration of approval.

### Goulds Neighbourhood Plan

Most of the lands south of Heffernan's Place on either side of Main Road are within the Urban Expansion District. This district is intended for future serviced urban expansion when infrastructure is extended and/or upgraded, depending on constraints in the specific area. A comprehensive development plan must be prepared prior to development in this district.

When the attached amendment was first considered, it was intended to identify constraints on development such as traffic safety and sightlines, and any need to reserve public rights-of-way to backlands so they are not cut off. However, more study is required. Staff recommend that the City prepare a neighbourhood (secondary) plan for Goulds to determine its future development potential and set out residential density and a future road network for undeveloped areas. As Goulds is a unique area of the city that includes agricultural lands, residential and commercial developments, as well as large forested areas, the terms of reference for this neighbourhood plan will be different from plans that are underway now. The plan will recognize rural needs, including how to foster more farming, plus more engineering work on municipal servicing and the Goulds Ultimate Service Area. The Goulds Neighbourhood Plan will set objectives for future growth in the next 10 years.

### **Key Considerations/Implications:**

1. Budget/Financial Implications: The Goulds Neighbourhood Plan will use funds from the federal Housing Accelerator Fund, as it will open new lands for residential development.
2. Partners or Other Stakeholders: Property owners, residents, farmers and other business owners in Goulds.
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: Map amendments to the Municipal Plan and Development Regulations are required.
8. Privacy Implications; Not applicable.



9. Engagement and Communications Considerations: The public hearing will be advertised 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 attached resolutions for Envision St. John's Municipal Plan Amendment Number 15, 2025 and Envision St. John's Development Regulations Amendment Number 44, 2025, and appoint Marie Ryan as commissioner for a public hearing on the amendments. The proposed date is Monday, May 5, 2025, at 7 p.m. at St. John's City Hall.

(2) direct staff to prepare terms of reference for a Goulds Neighbourhood Plan.

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

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

**Report Approval Details**

Document Title:	Main Road and Shoal Bay Road - MPA2400010 - Adoption.docx
Attachments:	- MP Amend No. 15 and DR Amend No. 44, 2025 - Main Road and Shoal Bay Road, Goulds - MAP (amc).pdf
Final Approval Date:	Apr 3, 2025

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

**Ken O'Brien - Apr 2, 2025 - 12:48 PM**

**Jason Sinyard - Apr 3, 2025 - 11:42 AM**



# **City of St. John's Municipal Plan, 2021**

## **St. John's Municipal Plan Amendment Number 15, 2025**

**Rural Land Use District and  
Urban Expansion Land Use District to  
Residential Land Use District  
Main Road and Shoal Bay Road, Goulds**

**January 2025**



**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**ST. JOHN'S Municipal Plan, 2021**

**Amendment Number 15, 2025**

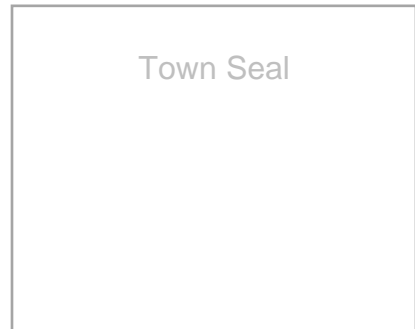
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Municipal Plan Amendment Number 15, 2025.

Adopted by the City Council of St. John's on the \_\_\_\_ day of [Click or tap to enter a date..](#)

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 15, 2025 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 15, 2025**

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

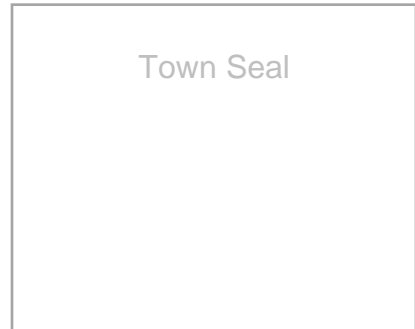
1. Adopted the St. John's Municipal Plan Amendment Number 15, 2025 on the \_\_\_\_ day of Click or tap to enter a date.;
2. Gave notice of the adoption of the St. John's Municipal Plan Amendment Number 15, 2025 by way of an advertisement inserted in the Telegram newspaper on the \_\_\_\_ day of Click or tap to enter a date., on the \_\_\_\_ day of Click or tap to enter a date., the \_\_\_\_ day of Click or tap to enter a date., and on the \_\_\_\_ day of Click or tap to enter a date.; and
3. Set the \_\_\_\_ day of Click or tap to enter a date. 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 15, 2025 on the \_\_\_\_ day of Click or tap to enter a date. as \_\_\_\_\_.

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 15, 2025 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: \_\_\_\_\_



Municipal Plan/Amendment	
<b>REGISTERED</b>	
Number	_____
Date	_____
Signature	_____



## CITY OF ST. JOHN'S

### Municipal Plan Amendment Number 15, 2025

#### **BACKGROUND AND ANALYSIS**

Over the past several years, the City has made improvements to the municipal sewage system in Goulds. The City has installed a force main north along Main Road to connect to the Riverhead Wastewater Treatment Facility before discharge into St. John's harbour.

The installation of this system allows the City to consider new development with frontage along Main Road and Shoal Bay Road. The properties currently have municipal water and sewage systems in place and are within the Goulds Future Ultimate Service Area. No new roads will be considered at this time.

As municipal water and sewer are now available in this area of 563 and 602 Main Road to 705 and 730 Main Road, and along Shoal Bay Road to civic numbers 83 and 86, the City would like to rezone the subject areas from the Rural Residential Infill (RRI) Zone to the Residential 1 (R1) Zone to allow infill development. Further, in order to better align the zoning with property boundaries and where dwellings currently exist, the City is proposing to also rezone slivers of land from the Rural (RUR) Zone and Rural Residential (RR) Zone to Residential 1 (R1) Zone, the Rural Residential Infill (RRI) Zone to Rural (RUR) Zone; and Rural Residential Infill (RRI) Zone to the Rural Residential (RR) Zone. These slivers generally occur along the rear of properties.

The subject area is designated in the Urban Expansion District under the Envision St. John's Municipal Plan. The City is proposed to re-designated the lands to the Residential District.

#### Analysis

Through the St. John's Municipal Plan, The City has identified the *Goulds Ultimate Service Area* (Map P-5) where development in Goulds is limited to the existing wastewater system. The map identifies the current service area and lands for future urban expansion. Through Municipal Plan policies, the City continues to upgrade and improve capacity of the wastewater system in this area and support extension of infrastructure into the future service area in a progressive manner, to accommodate fully serviced development.

The proposed areas to be rezoned are primarily in the Ultimate Service Area for future urban expansion. As the sewer upgrades have now allowed this area to be serviced with municipal sewer, the area can be considered for a different form of housing development. The City has proposed the Residential 1 (R1) Zone to be consistent with adjacent Main Road zoning.

The Envision St. John's Municipal Plan maintains a number of policies that recommend

developments that increase density within existing neighbourhoods in a manner that is complimentary with the existing neighbourhood.

Policy 4.3.2 - Ensure that infill development complements the existing character of the area.

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 R1 Zone will allow some infill in a manner that is consistent with surrounding dwellings. At full development potentiation, approximately 65 lots could be added to this area. Given the variable lot depth and dwelling setbacks, the areas to be rezoned are deeper than what would typically be considered in a new R1 subdivision. This is to allow infill developments to have a similar setback to the adjacent existing dwellings.

From Section 8.15 of the Municipal Plan, lands in Goulds are identified for future serviced urban expansion when infrastructure is extended and/or upgraded and therefore are within the Urban Expansion District. As the proposed rezoning is to consider infill lots only and no new street will be considered at this time, a comprehensive plan is not necessary. The City is redesignating the land to the Residential District to allow consideration of new serviced infill development.

The proposed amendment is limited to existing lots along Main Road and Shoal Bay Road. Should new roads be proposed, a comprehensive plan would be required prior to consideration of development within the Urban Expansion District in this area.

#### Land Use Report

As per Section 4.9 of the St. John's Development Regulations, a Land Use Report (LUR) is required for an amendment to the Municipal Plan or Development Regulations. Where the scale or circumstances of the proposed development does not merit a LUR, Council may accept a staff report in lieu of the Land Use Report. This amendment is to allow development along existing streets, therefore the scale does not merit a LUR.

#### **PUBLIC CONSULTATION**

The proposed Municipal Plan and Development Regulations amendment was advertised on two occasions in The Telegram newspaper on October 18, and October 25, 2024. A notice of the amendment was also mailed to property owners within 150 metres of the subject properties 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 that more housing is needed within this area of the City (the Goulds). Others felt that any vacant land should be left as is and land should be reserved for Agricultural lands. While the City understands the concerns, the amendment is in line with the City's policies to continue to upgrade and improve capacity of the wastewater system in the Goulds Ultimate Service Area and support the extension of infrastructure in a progressive manner to accommodate fully serviced development.



## **ST. JOHN'S URBAN REGION REGIONAL PLAN**

The proposed amendment is in line with the St. John's Urban Region Regional Plan (SJURRP). The subject area is primarily within the Urban Development designation of the Regional Plan. However, a small portion of land at the rear of properties along Main Road, between Helena Road and Shoal Bay Road, as well as the rear of 74 Shoal Bay Road, is within the Rural designation.

Section J. Implementation, (2.) of SJURRP allows the general policies of the Regional Plan to be varied and the land use pattern modified in the detailed plans to suit the particular circumstances involved provided that the general intent of the Regional Plan is maintained. In this case, the residential development proposed in this amendment aligns with the Urban Development policies and the intent of the Regional Plan remains.

The slivers of Rural designation at the rear of the properties are a result of different scales being applied to the original paper Regional Plan maps, compared to the digital mapping used today. This amendment better reflects the property boundaries and where the line between the Urban Development designation and Rural designation should be applied. An amendment to the St. John's Urban Region Regional Plan is not required.

## **ST. JOHN'S MUNICIPAL PLAN AMENDMENT NUMBER 15, 2025**

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

- 1. Redesignating land along Main Road and Shoal Bay Road, Goulds from the Urban Expansion Land Use District and Rural Land Use District to the Residential Land Use District as shown on Future Land Use Map P-1 attached.**

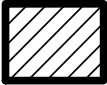
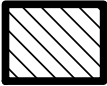




**CITY OF ST. JOHN'S  
MUNICIPAL PLAN  
Amendment No. 15, 2025**

2025 01 22 Scale: 1:5000  
City of St. John's  
Department of Planning, Development  
& Regulatory Services

Future Land Use Map P-1

-  AREA PROPOSED TO BE REDESIGNATED FROM RURAL (RUR) LAND USE DISTRICT TO RESIDENTIAL (R) LAND USE DISTRICT
-  AREA PROPOSED TO BE REDESIGNATED FROM URBAN EXPANSION (UEX) LAND USE DISTRICT TO RESIDENTIAL (R) LAND USE DISTRICT

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Council Adoption

\_\_\_\_\_  
M.C.I.P. signature and seal

Municipal Plan/Amendment  
**REGISTERED**

Number \_\_\_\_\_  
Date \_\_\_\_\_  
Signature \_\_\_\_\_

Provincial Registration



# **City of St. John's Development Regulations, 2021**

## **St. John's Development Regulations Amendment Number 44, 2025**

**Rural (RUR) Zone, Rural Residential (RR) Zone and  
Rural Residential Infill (RRI) Zone  
to Residential 1 (R1) Zone;  
Rural Residential Infill (RRI) Zone to Rural (RUR) Zone; and  
Rural Residential Infill (RRI) Zone Rural Residential (RR) Zone  
Main Road and Shoal Bay Road, Goulds**

**January 2025**



**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**ST. JOHN'S Development Regulations, 2021**

**Amendment Number 44, 2025**

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 44, 2025.

Adopted by the City Council of St. John's on the \_\_\_\_ day of [Click or tap to enter a date..](#)

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 44, 2025 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: \_\_\_\_\_

MCIP/FCIP Stamp



**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO APPROVE**

**St. John's Development Regulations, 2021**

**Amendment Number 44, 2025**

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

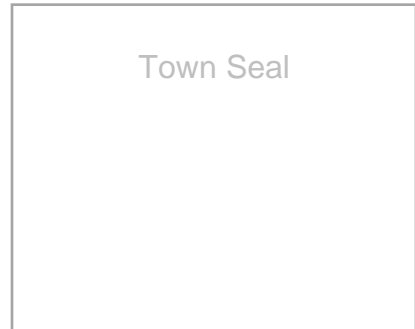
1. Adopted the St. John's Development Regulations Amendment Number 44, 2025 on the \_\_\_\_ day of Click or tap to enter a date.;
2. Gave notice of the adoption of the St. John's Development Regulations Amendment Number 44, 2025 by way of an advertisement inserted in the Telegram newspaper on the \_\_\_\_ day of Click or tap to enter a date., on the \_\_\_\_ day of Click or tap to enter a date., the \_\_\_\_ day of Click or tap to enter a date., and on the \_\_\_\_ day of Click or tap to enter a date.; and
3. Set the \_\_\_\_ day of Click or tap to enter a date. 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 44, 2025 on the \_\_\_\_ day of Click or tap to enter a date. as \_\_\_\_\_.

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 44, 2025 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: \_\_\_\_\_



Development Regulations/Amendment	
<b><u>REGISTERED</u></b>	
Number	_____
Date	_____
Signature	_____



## **CITY OF ST. JOHN'S**

### **Development Regulations Amendment Number 44, 2025**

#### **BACKGROUND**

Over the past several years, the City has made improvements to the municipal sewage system in Goulds. The City has installed a force main north along Main Road to connect to the Riverhead Wastewater Treatment Facility before discharge into St. John's harbour.

The installation of this system allows the City to consider new development with frontage along Main Road and Shoal Bay Road. The properties currently have municipal water and sewage systems in place and are within the Goulds Future Ultimate Service Area. No new roads will be considered at this time.

As municipal water and sewer are now available in this area of 563 and 602 Main Road to 705 and 730 Main Road, and along Shoal Bay Road to civic numbers 83 and 86, the City would like to rezone the subject areas from the Rural Residential Infill (RRI) Zone to the Residential 1 (R1) Zone to allow infill development. Further, in order to better align the zoning with property boundaries and where dwellings currently exist, the City is proposing to also rezone slivers of land from the Rural (RUR) Zone and Rural Residential (RR) Zone to Residential 1 (R1) Zone, the Rural Residential Infill (RRI) Zone to Rural (RUR) Zone; and Rural Residential Infill (RRI) Zone to the Rural Residential (RR) Zone. These slivers generally occur along the rear of properties.

This amendment implements St. John's Municipal Plan Amendment 15, 2025, which is being processed concurrently.

#### **PUBLIC CONSULTATION**

The proposed Municipal Plan and Development Regulations amendment was advertised on two occasions in The Telegram newspaper on October 18, and October 25, 2024. A notice of the amendment was also mailed to property owners within 150 metres of the subject properties 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 that more housing is needed within this area of the City (the Goulds). Others felt that any vacant land should be left as is and land should be reserved for Agricultural lands. While the City understands the concerns, the amendment is in line with the City's policies to continue to upgrade and improve capacity of the wastewater system in the Goulds Ultimate Service Area and support the extension of infrastructure in a progressive manner to accommodate fully serviced development.

## **ST. JOHN'S URBAN REGION REGIONAL PLAN**

The proposed amendment is in line with the St. John's Urban Region Regional Plan (SJURRP). The subject area is primarily within the Urban Development designation of the Regional Plan. However, a small portion of land at the rear of properties along Main Road, between Helena Road and Shoal Bay Road, as well as the rear of 74 Shoal Bay Road, is within the Rural designation.

Section J. Implementation, (2.) of SJURRP allows the general policies of the Regional Plan to be varied and the land use pattern modified in the detailed plans to suit the particular circumstances involved provided that the general intent of the Regional Plan is maintained. In this case, the residential development proposed in this amendment aligns with the Urban Development policies and the intent of the Regional Plan remains.

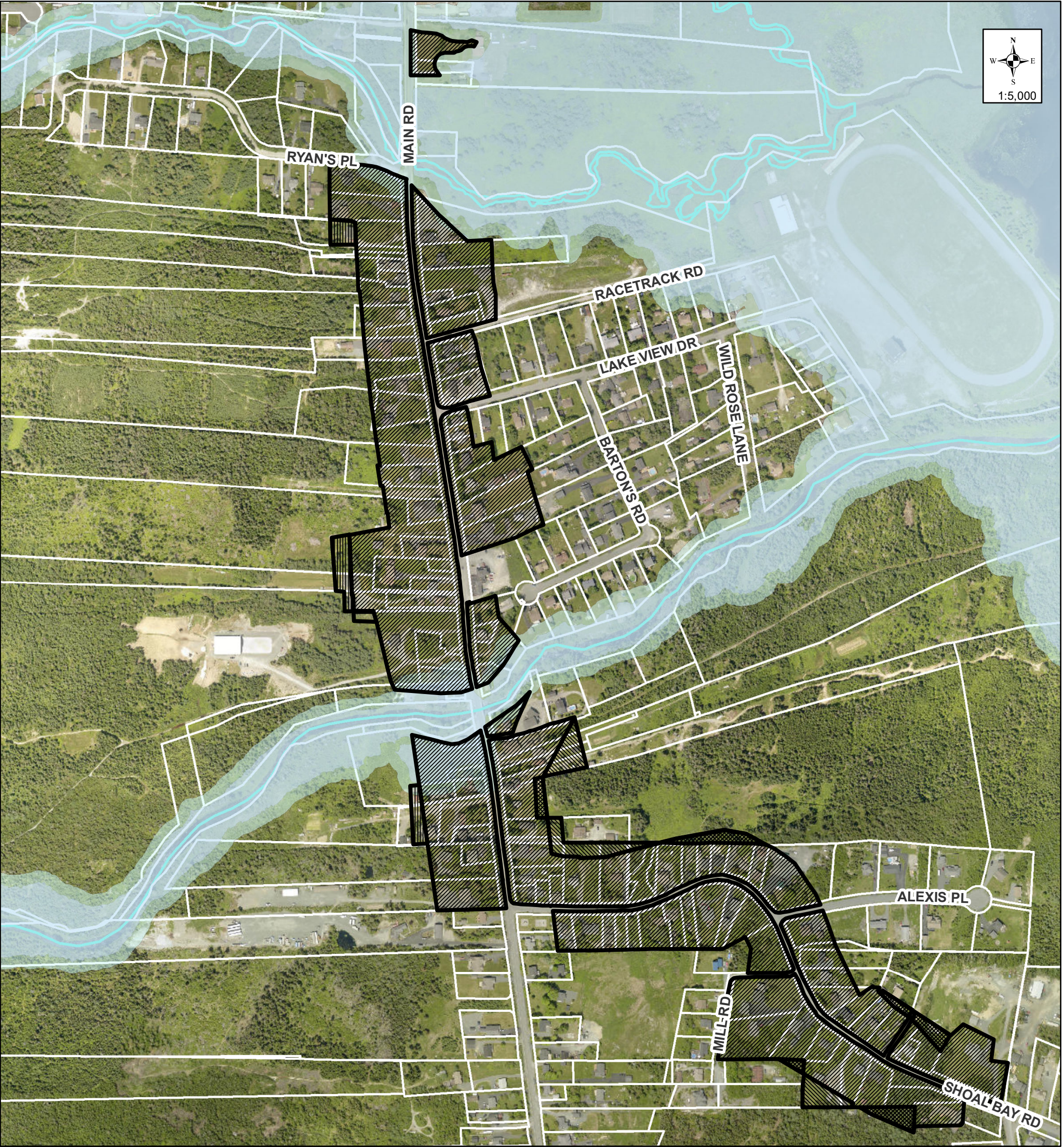
The slivers of Rural designation at the rear of the properties are a result of different scales being applied to the original paper Regional Plan maps, compared to the digital mapping used today. This amendment better reflects the property boundaries and where the line between the Urban Development designation and Rural designation should be applied. An amendment to the St. John's Urban Region Regional Plan is not required.

## **ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 44, 2025**

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

- 1. Rezoning land along Main Road and Shoal Bay Road, Goulds from the Rural (RUR) Zone, Rural Residential Infill (RRI) and Rural Residential (RR) Zone to the Residential 1 (R1) Zone, from the Rural Residential Infill (RRI) Zone to the Rural (RUR) Zone, and from the Rural Residential Infill (RRI) Zone to the Rural Residential (RR) Zone, as shown on City of St. John's Zoning Map attached.**





CITY OF ST. JOHN'S  
DEVELOPMENT REGULATIONS  
Amendment No. 44, 2025

2025 01 22 Scale: 1:5000  
City of St. John's  
Department of Planning, Development  
& Regulatory Services

[City of St. John's Zoning Map]

- AREA PROPOSED TO BE REZONED FROM RURAL (RUR) LAND USE ZONE TO RESIDENTIAL 1 (R1) LAND USE ZONE
- AREA PROPOSED TO BE REZONED FROM RURAL RESIDENTIAL INFILL (RRI) LAND USE ZONE TO RESIDENTIAL 1 (R1) LAND USE ZONE
- AREA PROPOSED TO BE REZONED FROM RURAL RESIDENTIAL (RR) LAND USE ZONE TO RESIDENTIAL 1 (R1) LAND USE ZONE

- AREA PROPOSED TO BE REZONED FROM RURAL RESIDENTIAL INFILL (RRI) LAND USE ZONE TO RURAL (RUR) LAND USE ZONE
- AREA PROPOSED TO BE REZONED FROM RURAL RESIDENTIAL INFILL (RRI) LAND USE ZONE TO RURAL RESIDENTIAL (RR) LAND USE ZONE

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

Mayor

City Clerk

Council Adoption

M.C.I.P. signature and seal

Development Regulations/Amendment  
**REGISTERED**  
Number \_\_\_\_\_  
Date \_\_\_\_\_  
Signature \_\_\_\_\_



# DECISION/DIRECTION NOTE

**Title:** Royal St. John's Regatta Committee Hall of Fame Banquet

**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:

Council approval is requested to fund the Royal St. John's Regatta Committee Hall of Fame banquet, scheduled for Wednesday, July 24<sup>th</sup>, 2025.

## Discussion – Background and Current Status:

The Royal St. John's Regatta Committee (RSJRC) has requested the City's sponsorship of their annual Royal St. John's Regatta Hall of Fame banquet luncheon. City sponsorship of this event was first approved by Council in 2003.

The RSJRC Hall of Fame banquet recognizes, honours, and pays tribute to individuals or crews on the basis of ability, sportsmanship, character and achievement or extra-ordinary distinction in fixed seat rowing, whether amateur or professional; and to those individuals, groups or associations who have given distinguished service and who have made a major contribution to the development and advancement of fixed seat rowing in Newfoundland. It also encourages the development of all aspects of fixed seat rowing by permanently recording the achievements and history of such individuals, groups, associations, or crews.

The catered event would be held in the Foran Greene Room on Wednesday, July 24<sup>th</sup>. The estimated number of guests is 100-120.

## Key Considerations/Implications:

1. Budget/Financial Implications: Catering costs are estimated at \$6,900.00.
2. Partners or Other Stakeholders: Royal St. John's Regatta Committee
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.)

# ST. JOHN'S



4. Alignment with Strategic Directions:

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

5. Alignment with Adopted Plans: N/A

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 sponsor the 2025 Royal St. John's Regatta Committee Hall of Fame banquet luncheon.

**Prepared by: Theresa Walsh, City Clerk**

**Approved by:**

# DECISION/DIRECTION NOTE

**Title:** City Council Summer Schedule 2025

**Date Prepared:** April 4, 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 to implement the bi-weekly summer schedule for Regular, Special and Committee of the Whole (CotW) meetings.

**Discussion – Background and Current Status:**

As per [Section 5 of the Rules of Procedure](#) and Section 39(1) of the City of St. John's Act cited below, weekly meetings are not required during the months of July and August:

39. (1) There is to be a meeting of the council for consideration of the general business of the city at least once a week, except during the months of July and August.

To accommodate the Canada Day Holiday on Tuesday, July 1<sup>st</sup>, and pending Council approval, the Regular Meeting of Council will take place on Wednesday, July 2<sup>nd</sup>, 2025.

Based on the above, the following is the proposed summer schedule:

Regular/Special Meetings (bi-weekly)	Committee of the Whole
<ul style="list-style-type: none"><li>Wednesday, July 2, 2025</li><li>Tuesday, July 15, 2025</li><li>Tuesday, July 29, 2025</li><li>Tuesday, August 12, 2025</li><li>Tuesday, August 26, 2025</li></ul>	<ul style="list-style-type: none"><li>At the call of Council or Senior Executive if deemed necessary.</li></ul>

The regular weekly schedule, alternating Regular and Committee of the Whole, will resume after Labour Day with a meeting of the Committee of the Whole on Tuesday September 2<sup>nd</sup>, 2025.

**Key Considerations/Implications:**

1. Budget/Financial Implications: N/A

# ST. JOHN'S



2. Partners or Other Stakeholders: St. John's Municipal Council, City Staff, and the General Public.

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:

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

Choose an item.

5. Alignment with Adopted Plans: N/A

6. Accessibility and Inclusion: N/A

7. Legal or Policy Implications: City of St. John's Act, Rules of Procedure By-Law (2024)

8. Privacy Implications: N/A

9. Engagement and Communications Considerations: The summer meeting schedule must be advertised on the City Website and social media streams.

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 the summer schedule for Regular and Special meetings as proposed, with Committee of the Whole (CotW) meetings not being scheduled but rather at the call of Council or Senior Executive should such be deemed necessary.

**Prepared by: Jennifer Squires, Legislative Assistant**

**Approved by: Theresa Walsh, City Clerk**

**Report Approval Details**

Document Title:	Council's Summer Schedule - 2025.docx
Attachments:	
Final Approval Date:	Apr 4, 2025

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

**Theresa Walsh - Apr 4, 2025 - 10:38 AM**



# DECISION/DIRECTION NOTE

**Title:** SERC - 2025 Spring Events 1

**Date Prepared:** April 2, 2025

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Jill Bruce, Cruise and Special Events

**Ward:** N/A

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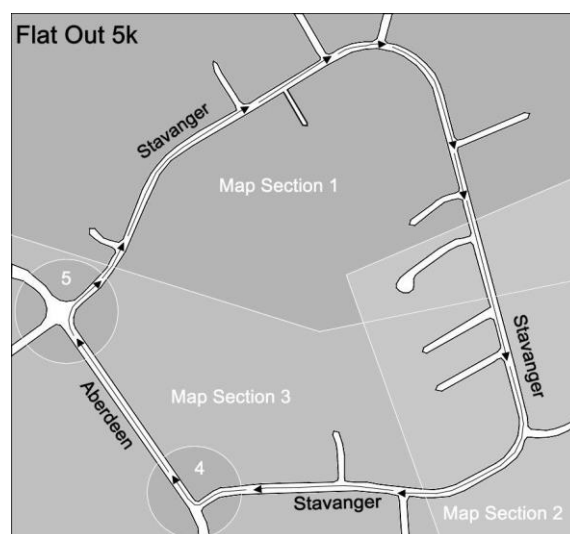
**Decision/Direction Required:** Seeking Council approval for road closures and lane reductions associated with the Flat Out 5K road race on April 27, the Mews 5K road race on May 11, and the ANE Mile road race on May 25.

## Discussion – Background and Current Status:

### Flat Out 5K Road Race:

Sunday April 27, 8:00am – 9:15am. RNC will be present and race marshals will be stationed to implement lane reductions.

- Lane reductions:
  - Aberdeen Avenue – close curb lane (north), from old Princess Auto to Stavanger Drive
  - Stavanger Drive – one lane, from signalized intersection with Aberdeen (north end), easterly lane as it curves clockwise around the loop back to signalized intersection at Aberdeen (next to old Princess Auto)
- A 2m running lane will be positioned from the Hampton Inn and Suites on Stavanger Drive to the intersection with Aberdeen Avenue. Runners will use this lane so that two-way traffic will be permitted for the hotel.



# ST. JOHN'S

Mundy Pond 5K Road Race:

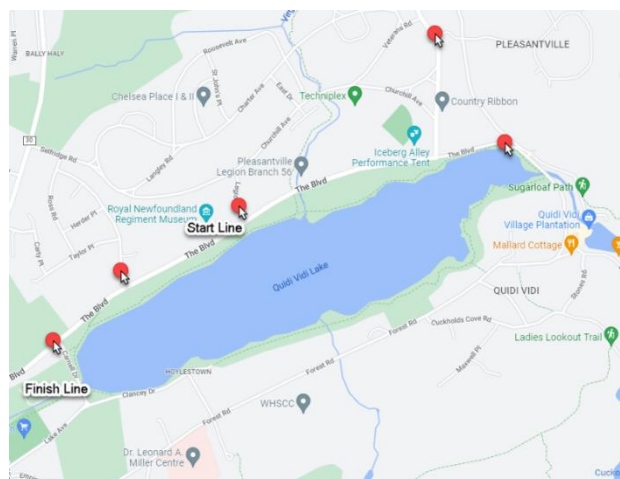
Sunday May 11 from 7:50am – 9:00am. RNC will be present to escort and race marshals will be stationed on all barricades.

- Road closures and lane reductions:
  - Mundy Pond Road - eastbound Lane (lane reduction), from Blackler Avenue to Ropewalk Lane
  - Pearce Avenue – full closure
  - Blackmarsh Road – eastbound Lane, from Cashin Avenue to Blackler Avenue.
  - Blackler Avenue – northbound Lane (lane reduction), from Blackmarsh Road to Mundy Pond Road.

ANE Mile Road Race:

Sunday May 25, 7:45am – 8:45am. RNC will be present to escort and race marshals will be stationed on all barricades.

- Road closures and lane reductions:
  - The Boulevard from Carnell Drive to Quidi Vidi Village Road (both directions)
  - Local access between Carnell Drive and the Start Line (Bandstand).
  - Local access between Quidi Vidi Village Road and the Finish Line (Bridge on Carnell Drive).
  - Legion Road, East White Hills Road, Pleasantville Ave
  - Lead barriers placed in advance of barrier at intersection with The Boulevard so that drivers can be redirected or turn around in more convenient locations.
  - 7:45 AM – 8:45 AM





**Key Considerations/Implications:**

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

5. Alignment with Adopted Plans: N/A
6. Accessibility and Inclusion: N/A
7. Legal or Policy Implications: N/A
8. Privacy Implications: N/A
9. Engagement and Communications Considerations: Residents will be notified of road closures through a public advisory.
10. Human Resource Implications: N/A
11. Procurement Implications: N/A
12. Information Technology Implications: N/A
13. Other Implications:

**Recommendation:**

That Council approve the road closures and lane reductions associated with the Flat Out 5K road race on April 27, the Mews 5K road race on May 11, and the ANE Mile road race on May 25.

**Prepared by:** Christa Norman, Special Projects Coordinator

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