



# LAND USE *REPORT*

**Application to Rezone 40 Quidi Vidi Road**

November 10, 2023

**WOODFORD**  
a r c h i t e c t u r e

  
**FIRST LIGHT**  
St. John's Friendship Centre

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## FIRST LIGHT

St. John's Friendship Centre

### CONSULTANTS:



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# INTRODUCTION

First Light is a registered non-profit organization that serves the urban Indigenous and non-Indigenous community alike by providing programs and services rooted in the revitalization, strengthening and celebration of Indigenous cultures and languages in the spirit of trust, respect, and friendship.

First Light St. John's Friendship Centre and Woodford Architecture are proposing the adaptive reuse of an existing building located at 40 Quidi Vidi Road. The new building program will include a Community Clinic, Gymnasium, Community Spaces and Offices. The project will also include a landscaped Memory Garden for survivors of residential schools in the province designed by Mills & Wright Landscape Architecture.

The current property is located within the R3 zone (Residential 3). The intention of this proposal is to rezone the property as RM (Residential Mixed) to enable the construction of the new Headquarters for First Light, St. John's Native Friendship Centre.

This Land Use Report (LUR) is submitted by Woodford Architecture Ltd. on behalf of First Light St. John's Native Friendship Centre Inc. for the adaptive reuse of 40 Quidi Vidi Road. This document has been prepared in accordance with the Terms of Reference established by the City of St. John's found in **Appendix 1**.



*Above: Exterior view of street-facing facade entry from Quidi Vidi Road.  
Rendering of the design will be updated at the development approval stage.*



# A - PUBLIC CONSULTATION

The following information was provided by First Light Director of Business Operations, Breannah Flynn:

First Light St. John's Friendship Centre has actively engaged residents of the neighbourhood and adjacent property owners regarding this project. A public consultation was held in June 2021. A flyer was delivered to all residences within a 1km radius of the property at this time. A discussion was held when residents were at home. This encouraged neighbors to come by and ask questions or express concerns prior to releasing anything to the greater public. The flyer was also posted at the local grocery store, Belbin's Grocery, at 85 Quidi Vidi Road. The flyer is included in **Appendix 2**.

Approximately seven neighbors requested a walk through of the building. They were mostly interested to see how the building looked today, as many had not been inside the building since it had been a church. First Light shared the plans for construction, and identified spaces that the community could use in the future. First Light received approximately ten phone calls from residents with questions about the plan. The overwhelming majority of calls received were positive in nature, expressing support for the plan. Some had questions about how they might use the parking lot for their own purposes. A neighbor expressed concern with the lane way not being wide enough for two vehicles. One neighbor asked if they might be able to hold their monthly meeting with their group in the facility, which will be welcomed once construction is complete. Others were curious about whether they would have the opportunity to access the building if they were not Indigenous. First Light assured neighbours that they wanted the community to feel comfortable using the building.

The project has been extensively covered by the media from June 2021-present. Plans have been shared repeatedly through the media since June 2021. Additional news articles are linked below:

["First Light native friendship centre on Quidi Vidi Road to undergo major facelift"](#)

SALTWIRE, November 2022

["First Light gets federal boost to launch new community space in St. John's former church"](#)

CBC News, November 2022

["A St. John's garden is being designed to honour survivors of residential schools"](#)

CBC News, June 2022

["A foggy dawn welcomes National Indigenous Peoples Day in St. John's"](#)

CBC News, June 2021

Informal public consultation occurred **June 21, 2021, September 28-30, 2021, June 21, 2022 and September 26-30, 2022**. Several neighbors have attended sunrise ceremonies in the past two years, and others have stopped by to purchase orange shirts for Orange shirt day each year. Shirts are sold in the existing main lobby, where building plans have been printed and hung on walls since June 2021. This has given First Light a tremendous opportunity to share plans anytime someone visits the building.

# B - BUILDING USE

First Light's new Headquarters and Community Centre is being proposed through the adaptive reuse of the existing property located on 40 Quidi Vidi Road. Following the renovation and additions the building will be able to provide more specialized space for First Light's programming. A list of First Light's current programming can be found on their website (<https://firstlightnl.ca/programs-calendar/>).

## DEFINITION OF USES

The building contains three *Use* categories; **Clinic**, **Office**, and **Place of Assembly**. Clinic and Office are both Permitted Uses within the RM Zone, and Place of Assembly is a Discretionary Use to be accepted at the discretion of Council.

**Clinic** spaces include assessment rooms, support offices, services (washrooms, storage) and waiting area. **Office** use contains boardrooms, open work areas, closed individual offices, kitchenette, and services (storage, janitor closet, washrooms). **Place of Assembly** includes the gymnasium, community spaces, scheduled programming space, and services (kitchenette, storage, janitor closets, washrooms.)

## BUILDING GROSS FLOOR AREA

The renovated building has a total *Building Gross Floor Area* of 1884m<sup>2</sup> measured to the exterior face of the cladding. Level 1 has a gross floor area of 1052 m<sup>2</sup>. Level 2 has a gross floor area of 486 m<sup>2</sup>. Level 3 has a gross floor area of 346 m<sup>2</sup>.



Above: View towards Quidi Vidi Road from the Gymnasium  
(Renderings of the updated design will be updated at the development approval stage.)

## USE FLOOR AREA AND NET FLOOR AREA

The following table organizes the floor areas of each *Use* category. As per the definition in the *Envision St. John's Development Regulations*, *Gross Floor Area* is the total floor area measured to the exterior face of exterior walls, and *Net Floor Area* is 80% of the *Gross Floor Area*. For the purpose of this exercise, the circulation core is not counted within the "Use" breakdown as it does not belong to a specific use.

The table below breaks the Gross and Net Floor Areas for each use in the building:

### USE AREA TABLE

USE			USE GROSS AREA	USE NET AREA
OFFICE	LEVEL 1:	184 m <sup>2</sup>	520 m <sup>2</sup>	416 m <sup>2</sup>
	LEVEL 2:	295 m <sup>2</sup>		
	LEVEL 3:	41 m <sup>2</sup>		
CLINIC	LEVEL 1:	186 m <sup>2</sup>	186 m <sup>2</sup>	149 m <sup>2</sup>
	LEVEL 2:			
	LEVEL 3:			
ASSEMBLY	LEVEL 1:	586 m <sup>2</sup>	914 m <sup>2</sup>	731 m <sup>2</sup>
	LEVEL 2:	57 m <sup>2</sup>		
	LEVEL 3:	271 m <sup>2</sup>		



Above: View within upper Community Space  
(Renderings of the design will be updated at the development approval stage - this view will be minimally effected.)



## OPERATION AND OCCUPANCY

There will be 25 staff on site Monday-Friday 8am-4pm. During the evening, 3 staff will be on site Monday-Sunday 4pm-8pm. A breakdown of the hours of operation by use can be found below:

USE	HOURS
CLINIC	9AM-5PM Monday - Friday
OFFICE	9AM-5PM Monday - Friday
ASSEMBLY SPACES	11AM-7PM Monday-Sunday

The primary activity in the gymnasium assembly space will be after-school programming. This has been operating successfully from the existing building for two years. The primary activity in the event assembly space would be to accommodate the programs already operating out of the facility. Some activities organized by First Light include Pop-Up Programs, Arts and Crafting, Community Culture Circle, Teen Programs, Generations Programs, Recreational Sports, Yoga and Ilingavugut. A calendar of current scheduled monthly events may be found on First Light's website: <https://firstlightnl.ca/programs-calendar/>.

First Light programs have a limited capacity and require monthly registration through the Eventbrite platform. In most cases the anticipated number of clients on site for assembly use would be 20 people.

## SPECIAL EVENTS

First Light may choose to host special events in the Gymnasium Space, including ceremonies and quarterly neighborhood feasts. The largest event hosted by First Light on site throughout the year is the annual sunrise ceremony which gathers approximately 150 people. This event has been hosted in the past at Bannerman Park and Cavell Park, however First Light looks forward to having the assembly space as an indoor option in the case of inclement weather. In past events, First Light has been granted verbal permission from the nearby *Dr. Leonard A. Miller Centre* to use their overflow parking to accommodate guests. First Light will continue to uphold this relationship to ensure guests can safely park vehicles without causing unnecessary congestion in the neighborhood. First Light has established an Off-Site Parking Memorandum of Understanding with the *Dr. Leonard A. Miller Centre* to help relieve the pressure on the parking supply for such events, as well as securing free parking in this location on evening, weekends, and holidays, and permitted weekday parking for staff within their overflow parking area to assist with the parking supply during First Light's regular programming. Neighbors will be encouraged to make use of public transit or walk to the site for these events. Taxis will continue to use curbside service for picking up and dropping off customers which will help keep the drive aisles and site circulation less congested.

# C - BUILDING LOCATION

The property at 40 Quidi Vidi Road has a total lot area of 3622 m<sup>2</sup> (See **Appendix 3** for Architectural Site Plan). The proposed design has a lot coverage of 29.6% with a lot frontage of 38.1m. Cavell Park, including its Community Garden and Playground lies behind the property to the east. A two storey multi-unit apartment building is located to the south at 22 St. Joseph's Lane. Three storey row houses are situated on properties 30, 32 and 34 Quidi Vidi Road at the intersection between Quidi Vidi Road and Howe Place. Additional two storey houses lie to the south along Howe Place and Quidi Vidi Road. A six story red brick insurance/communications building and large parking lot are located to the west at 10 Factory Lane.

According to the proposed RM zoning, setbacks and side yard requirements for this project are to be determined at the discretion of City of St. John's Council. The current minimum distances to property lines are 3.0m at the South Side Yard Lot Line, (at the far corner of the gymnasium), 6.49m at the North Side Yard Lot Line, 11.97m at the Rear Lot Line and 3.16m at the Front/Building Lot Line along Quidi Vidi Road (see architectural site plan **Appendix 3**). No property lines are encroached upon. The total distances measured between the proposed community centre and nearby existing buildings are represented in the table on the following page.

Pedestrian access from Quidi Vidi Road is provided via an entry vestibule located on the building's North facade. An accessible covered pedestrian bridge enables entry to the second floor from the rear of the site and parking lot. A step back of 8.1 m on the third floor from the exterior edge of the parapet is noted in the Rooftop Garden/Gathering Space found in **Appendix 7**. Additional street views are featured in **Appendix 6** - these renderings will be updated to the current design at the development approval stage .

## CONTEXT DIAGRAM



(Renderings of the updated design will be updated at the development approval stage.)





Above: View of the street facing elevation and surrounding context  
 (Renderings of the updated design will be updated at the development approval stage.)

CIVIC ADDRESS	DISTANCE TO PROPOSED BUILDING
34 Quidi Vidi	8.9 m
3 Howe Place	8.7 m
7 Howe Place	12.0 m
11 Howe Place	5.6 m
15 Howe Place	4.2 m
17 Howe Place	12.6 m
25 Howe Place	7.5 m
20 St. Joseph's Lane	28.5 m
22 St. Joseph's Lane	20.6 m
36 Quidi Vidi	19.6 m
48 Quidi Vidi	6.9 m
50 Quidi Vidi	14.0 m
52 Quidi Vidi	20.0 m
37 Quidi Vidi	22.3 m
39 Quidi Vidi	18.8 m
43 Quidi Vidi	18.2 m
45 Quidi Vidi	20.2 m



Above: Diagram of site context showing civic addresses for reference.



# D - ELEVATION, BUILDING HEIGHT AND MATERIALS

Elevations for the existing and proposed building are found in **Appendix 7**.

Building Height for sloped roofs in the *Envision St. John's Development Regulations* is defined as the vertical distance measured in meters from the established grade to the mean height between the eave and the ridge of the gable. Established Grade is defined as the average elevation of the finished surface of the ground where it meets the exterior or the front of that building exclusive of any artificial embankment or entrenchment. According to these definitions, the proposed building measures a total of 14.2 m high as indicated in the Elevation drawings in **Appendix 7**.

The existing red brick facade of St. Joseph's Catholic church carries a history which does not support First Light's values as an Indigenous organization. Through replacing the existing church entrance with visible public programming, articulating the building's materiality and windows, and introducing accessible entrances, the new design presents a more welcoming facade to the community.

As an adaptive reuse project, the contrasting materials distinguish the original church and highlight new additions. The proposed exterior finish materials include stained wood cladding, painted brick, gray metal roofing and colorful mural details. A curtain wall wrapping the West facade of the first and third levels further elevates the visual connection from within the building to the neighbourhood and pedestrian traffic along Quidi Vidi Road. Window placements have been retained where possible in the existing structure, speaking to the history of the original church. New windows are being proposed in selective areas in order to bring in more natural light and ensure a pleasant, healthy workspace for the occupants of the building.

The building does not exceed the 45 degree angle projection measured from the Rear Yard Lot Line or Side Lot Line at a height of 12 meters, as per section 7.1.4 of the *Envision St. John's Development Regulations*. This is demonstrated by elevations found in **Appendix 7**.

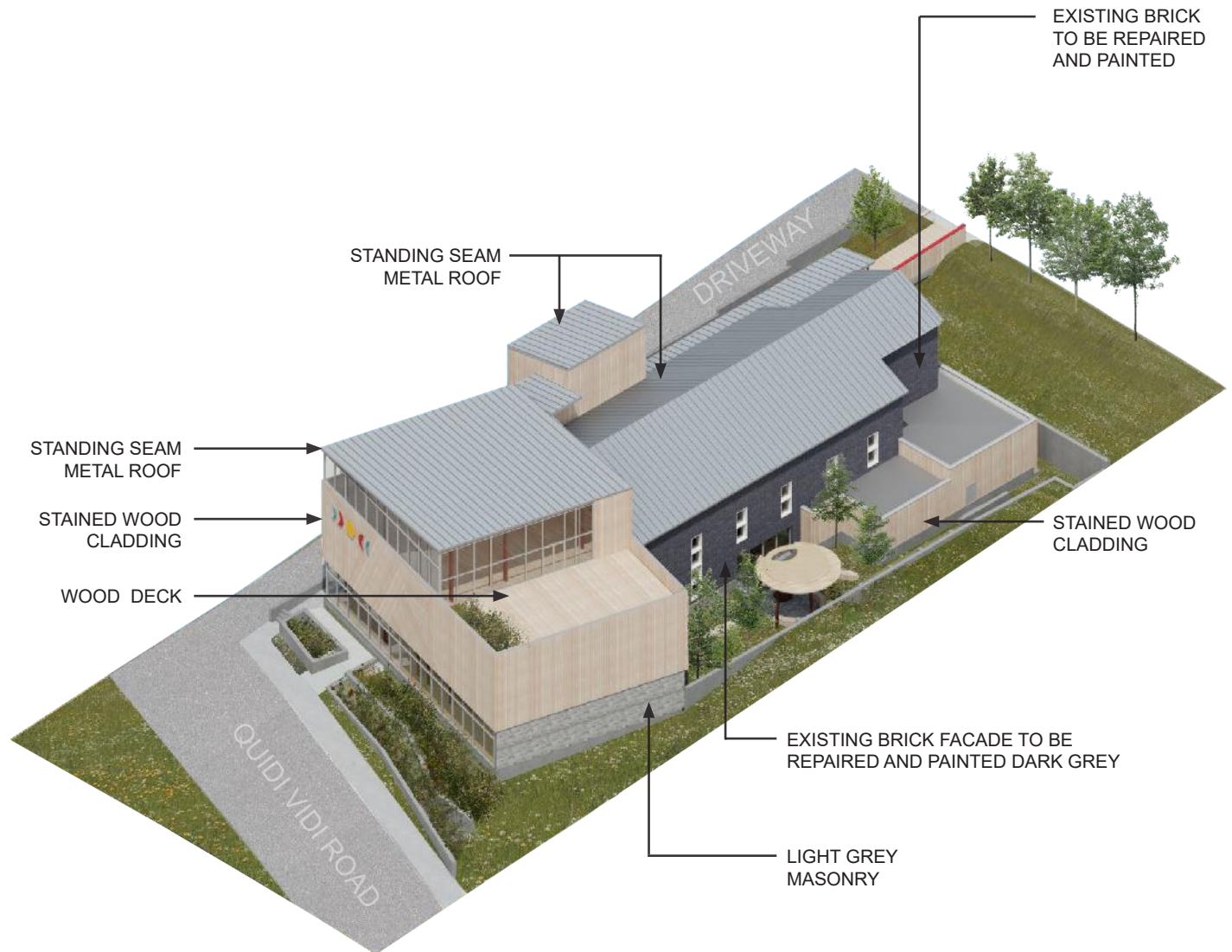
## SHADOW STUDY

The shadow study found in **Appendix 8** illustrates potential shadows created by both the existing and the proposed building during the equinoxes and solstices. Properties to the west along Quidi Vidi Road may experience additional morning shadows. Neighbours immediately north of the site may be impacted by more noon/afternoon shading. Shadow studies of the updated design will be updated at the development approval stage - with this being said, the new position of the gymnasium will help reduce shadows shown to the North as it pulls the building further from this adjacent property. These studies will be updated at the development approval stage.

# PROPOSED MATERIALITY DIAGRAM

## SOUTH WEST AXONOMETRIC VIEW

*(Please note: Renderings of the updated design will be updated at the development approval stage. For the purposes of this diagram, the materials will remain as shown - only the positioning of the gym will be altered)*



# PROPOSED MATERIALITY DIAGRAM

## NORTH WEST AXONOMETRIC DIAGRAM

*(Please note: Renderings of the updated design will be updated at the development approval stage. For the purposes of this diagram, the materials will remain as shown - only the positioning of the gym will be altered)*





# PROPOSED MATERIALITY DIAGRAM

## NORTH EAST AXONOMETRIC DIAGRAM

(Please note: Renderings of the updated design will be updated at the development approval stage. For the purposes of this diagram, the materials will remain as shown - only the positioning of the gym will be altered)



# E - HERITAGE CONSIDERATIONS

The property at 40 Quidi Vidi Road is located in Hoylestown area of East End St. John's and was constructed in 1954 to serve as St. Joseph's Catholic Church (Archives Newfoundland and Labrador, 2013). Founded in 1971, the Parish Council was composed of voted officials, many committees, clubs and youth groups. The extent of the Parish area included Duckworth Street, Pleasantville, the Battery, Quidi Vidi Village and St. Joseph's Catholic Church. Later the church was adapted to serve St. Joseph's School grades one to nine students. This resulted in the addition of auxiliary buildings on the site. Government educational revisions in 1997 resulted in the closure of St. Joseph's School. Following a reduction in Roman Catholic residents and depletion of St. Joseph's Parish property ownership, St. Joseph's Catholic Church closed in 1998. During the early 2000's, the building underwent renovations to serve as business condos. First Light recently purchased the property and have been offering programs out of the building for the past couple of years.

It is historically significant for an Indigenous organization to purchase a building that was originally a church. The relationship between the Catholic Church and Indigenous communities is one that has caused tremendous trauma, recognized most recently by Pope Francis who visited the country to formally apologize for the role the Catholic Church played in the abuses suffered at residential schools. The ownership of property and land is critical to ensuring the urban Indigenous community has a place where it can celebrate traditions in addition to having a physical representation of the presence of the community in the city of St. John's. Historically this property has been a place of assembly for the community. First Light St. John's Friendship Centre looks forward to continuing the legacy of this piece of built heritage as an assembly space.

The proposed building will have an immensely positive impact on the site and neighbourhood. As an adaptive reuse project, the design seeks to retain most of the existing building shell and revive outdoor public space. The painting of the original brick celebrates the structure's material heritage while introducing a facade free of religious ornamentation. Furthermore, the new design interventions will address the former church's damaged building envelope and inaccessible entrance, presenting a modern facade sensitive to both First Light's values and the adjacent buildings. Construction of the new Gymnasium and Community Rooms in place of the existing inaccessible entrance and steeple bell towers will publicly introduce new community programming including sports, cultural work shops and other special events.

Removing current accessibility barriers will contribute to a more inclusive community space. First Light has been granted \$500,000 from the ACOA Community Revitalization Fund to make this property more accessible. With the addition of the accessible covered pedestrian bridge from the parking lot, wheelchair users, parents with strollers, and guests who require a flat plane to move independently will access the property with ease. This structure also provides an opportunity to showcase Indigenous artworks as indicated by the colourful murals found in the concept renderings, reflecting the vibrancy of this neighborhood and educating the general public who access the building or are walking by to access nearby parks and trails.

# F - EXTERIOR EQUIPMENT AND LIGHTING

The Mechanical and Electrical design of this project as outlined below will be completed by Crosbie Engineering.

## LIGHTING

All exterior lighting will be designed with full cut-off optics and housings in order to eliminate upward light pollution. Lighting calculations will be performed to ensure that light trespass from the building does not cross property boundaries, except where required for safety reasons. Light will be allowed to spill over the property boundary at entries, exits, and intersections, in order to keep such high traffic areas safe for residents and neighbours.

Exterior lighting will be a combination of building and pole mounted fixtures. All poles used to support light fixtures will be checked by a Professional Engineer licensed to practice in this Province as meeting the City's required standards for safety. Locations for all exterior light fixtures will be finalized at the detailed design stage.

Interior lighting in areas with large amounts of glazing will be equipped with automatic lighting controls to turn off the lights when such spaces are not in active use. Further, the lights for these rooms will be selected and located such that, while the space itself may appear bright from outside, no direct illumination will leave the building via the windows.

Finally, certain elements of the building will be illuminated with accent lighting, such as signage. The focus of such lighting will be to highlight the building's features, and not to spread ambient lighting onto neighbouring properties.



*Examples of potential exterior lighting fixtures (see Appendix 9 - Landscape Plan for proposed locations)*





## POWER DISTRIBUTION

Preliminary investigations indicate that the building's electrical service will be upgraded, and will require a new pad-mounted utility transformer. The transformer's location will be selected in coordination with Newfoundland Power, with the ideal location near the main electrical room, and in close proximity to a nearby three-phase power line. The pad itself will be 2 meters by 2 meters in size, and will require an overall easement footprint of 4 meters by 4 meters. The existing pole mounted transformers may be removed, depending on further consultation with Newfoundland Power. Location proposed on the site plan in **Appendix 3** will be finalized at the detailed design stage.

## HVAC

The building's existing HVAC equipment will be completely removed, and replaced with a new, modern, energy efficient system. Air handling units will be installed on the roof of the extension, and on the ground level adjacent to the existing structure, given the slope of the existing structure's roof. Condensing units for air source heat pumps will be likewise located on rooftops or on ground-mount stands to suit the final HVAC design. These units will be designed and placed in order to reduce any visual/noise impacts on adjacent properties. Locations proposed on the site plan in **Appendix 3** will be finalized at the detailed design stage.



*Above: View down pedestrian bridge towards second floor entrance.  
(Renderings of the design will be updated at the development approval stage - this view will be minimally effected.)*

# G - LANDSCAPING & BUFFERING

An incredibly important element of this project is the landscape design, particularly the Memory Garden. The garden will be a place that everyone is encouraged to visit. It will transform an underused space into an urban oasis and memorial in honor of Indigenous residential school survivors from Newfoundland and Labrador.

The garden design has been recognized as the recipient of the 2022 Award of Excellence, Atlantic Provinces Association of Landscape Architects. The vision for this garden space was developed by a committee of Elders and Survivors, Mills and Wright Landscape Architects, and Woodford Architecture. The intention was to allow users to learn about the impact of residential schools in Newfoundland and Labrador, but also to celebrate the strength, courage, and tenacity of the Survivors to reclaim the cultural elements that were taken away from them.

Every element of the garden's design speaks to this message. The entrance passes through a confined space at the rear of the building demarcated by stones with Survivor quotes. It's a space that feels somewhat uncomfortable and restricted, an experience not dissimilar to that of the Survivors. Upon entering the garden, the views open and the feeling of restriction lifts. The gray stone underfoot transitions to green and the mood changes to a feeling of relief and optimism; a metaphor for the experience of leaving an uncomfortable place such as a residential school.

The garden itself is where the message shifts to one of perseverance. Its design is rich with imagery that celebrates Indigenous histories, cultures, and experiences. The softscape is mass-planted with native plants from the landscapes of Newfoundland and Labrador. Raw materials are favoured; wood, stone, and corten steel. Standing proud in the middle of a garden is a structure supported by seven pillars, each representing a residential school in NL. They support a trellis-like structure that defines a multi-functional gathering space. It is designed to resemble an Inuit drum, an important cultural symbol. At the centre of the space is a corten steel fire bowl filled with Labradorite, a native mineral and connection to the ancestral lands of Labrador. Fire is an important cultural element used for ceremony and an appropriate focal point for the garden.

Further information regarding the Memory Garden is found in the renderings and Landscape Plans attached in the **Appendix 9**.



*Above: Rendering showing Memory Garden landscaping. Renderings will be updated at the development approval stage.*





Above: Renderings showing Memory Garden. Renderings will be updated at the development approval stage.



## LANDSCAPE SCREENING

As required by the *Envision St. John's Development Regulations* for the City of St. Johns, a 1.8m screen must be erected at the property boundaries which are shared by residential lots. The location of these screens are indicated on the site plans for reference. A screen design has yet to be finalized, but examples are shown below of wood slat systems which could compliment the proposed materiality of the building.

At this time there are proposed locations for the location of outdoor mechanical equipment indicated on the site plan - the locations for these elements will be finalized at the detailed design stage. Wood screen enclosures and plantings will be used to conceal exterior mechanical and electrical units as much as possible. HVAC screening will be painted to match the adjacent cladding where suitable.



*Above: Examples of wood screens used to conceal outdoor equipment.*

## HANDLING OF GARBAGE ON SITE

The properties at 40 Quidi Vidi Road and 36 Quidi Vidi Road are both owned by First Light, and by necessity already share some aspects of the site. For example, 36 Quidi Vidi Road is only accessible from the street via the existing driveway through the 40 Quidi Vidi Road site. With such limited space on the 40 Quidi Vidi Road property, First Light has made an agreement between their two existing properties to allow access to the indicated location on the site plan for garbage storage and collection.

Garbage will be collected and removed from site at the location indicated on the site plan by a private contractor. As per the request of the SJRFD, the garbage bin will be equipped with a metal lid that remains locked when not being used.

## H - SNOW CLEARING/ SNOW STORAGE

The site of the proposed building will be owned and maintained by First Light, including the responsibility for snow clearing. The site area including the entrance driveway, exit driveway and parking lot must be kept cleared of snow - with limited parking on site, snow must not be stored on existing parking spots, drive aisles, or Right of Access locations owned by neighbouring properties (indicated by hatched areas on site plans). As the site and parking area is already quite constricted, private contractors will be hired to clear snow and remove it from the site as necessary. Snow clearing will conform to the City of St. John's Regulations.

# I - OFF-STREET PARKING AND SITE ACCESS

**Harbourside Traffic Engineers** were engaged to complete a *Traffic Impact Analysis* for this project. Please see **Appendix 11** for the full *Traffic Impact Analysis* report.

Due to the limitations of the existing site and parking lot, parking relief will be requested for this project. According to the *Traffic Impact Analysis*, the site is forecast to generate a peak parking demand of 57 parked vehicles if the peak demand were to occur for all three land uses at the same time, and the City's requirements dictate a parking supply of 76. The application First Light has put forward includes 30 parking spaces, two (2) of which are accessible spaces. First Light is requesting the relief of 46 parking spaces which is supported by the following rationale:

- A Memorandum of Understanding has been secured with the Dr. L. A. Miller Centre and a copy of which has been sent to the City. The key points are as follows:
  - First Light will purchase six (6) permit parking passes to be used at the organizations discretion on a regular and ongoing basis. This will be especially helpful during peak daytime hours.
  - First Light will be permitted to use the overflow parking lot for evening, weekend, and holiday use. This will alleviate the parking pressure experienced during the overwhelming majority of assembly type events.
- Transportation is one of the greatest barriers facing the community served by First Light. The organization works actively to remove this barrier by budgeting for the purchase of bus passes and taxi vouchers on an annual basis. In the previous fiscal year the organization spent approximately \$49,000.00 on taxi rides alone. While this number is inclusive of transportation provided to all First Light locations, it indicates the scale at which the organization engages with third party transportation vendors to alleviate the transportation barrier. In the current year, the organization has secured funding to continue providing this support through the following funding partners:
  - Canadian Heritage
  - Indigenous Services Canada
  - Canada Council for the Arts
  - NL Family Resource Program
  - Government of Newfoundland and Labrador
  - Correctional Service Canada
  - National Association of Friendship Centres
- When special events are organized by the organization with registered participants exceeding 50 guests, a parking attendant will be stationed at the end of the laneway on Quidi Vidi Road to indicate when the parking lot is full, and direct traffic to nearby lots.

- First Light will continue to require registration for all programs to ensure that it can monitor anticipated single-occupancy vehicle use. All program coordinators will be required to consult with the organization's Facilities Coordinator to ensure that there is adequate time between programs and events to allow for safe and manageable traffic to and from the site.
- Outdoor bike racks are included in a convenient location beside the pedestrian access points along Quidi Vidi Road to accommodate patrons traveling by bicycle. This location can be viewed on the site plan in Appendix 3 for reference.

The two aforementioned accessible parking spots will be placed directly beside the entrance to the pedestrian bridge. While these spaces are technically on the property of 36 Quidi Vidi Rd, this parcel is owned and operated by First Light and a formal off-site parking agreement between these two First Light-owned properties is in the process of being established to increase accessibility to the main building.

To improve the existing access, the entry will be widened to allow for two-way traffic for the first 18m allowing for 2-3 entering vehicles to be stored on site when vehicles entering the site are required to yield to vehicles exiting the site, minimizing the potential for queued vehicles to impact operations on Quidi Vidi Rd. Signage will be required on both ends of the driveway to indicate how the driveway is meant to operate (i.e., yield to oncoming traffic). During peak hours and events, flagpeople can also be employed to assist and ease vehicle navigation.

## J - MUNICIPAL SERVICES

### WATER, SEWER AND STORM WATER DETENTION SERVICES

The proposed building will be sprinklered. Three fire hydrants are located near the site, along Quidi Vidi Road-Howe Place, Quidi Vidi Road-Cavell Place and Powers Court. A siamese connection may be used along Quidi Vidi Road. The proposed building will be serviced by existing municipal water and sanitary/storm sewer infrastructure along Quidi Vidi Road. These services will require up-sizing. Any new connections will be completed in accordance with the latest City of St. John's Standard Specifications. The project will comply with the City's storm water detention policy through a proposed underground storm water management on the north parking lot. A servicing sketch illustrating the location of municipal services for the site, as well as for the adjacent site at lot 36, can be found in **Appendix 4**.

## K - PUBLIC TRANSIT CONSULTATION

Woodford Architecture Ltd. consulted St. John's Metrobus Transit Planner Keith Woodfine to identify any public transit infrastructure needs for the proposed building on 40 Quidi Vidi Road. Metrobus confirmed no transit infrastructure is required for the site. Please see a copy of the correspondence included in **Appendix 10**.



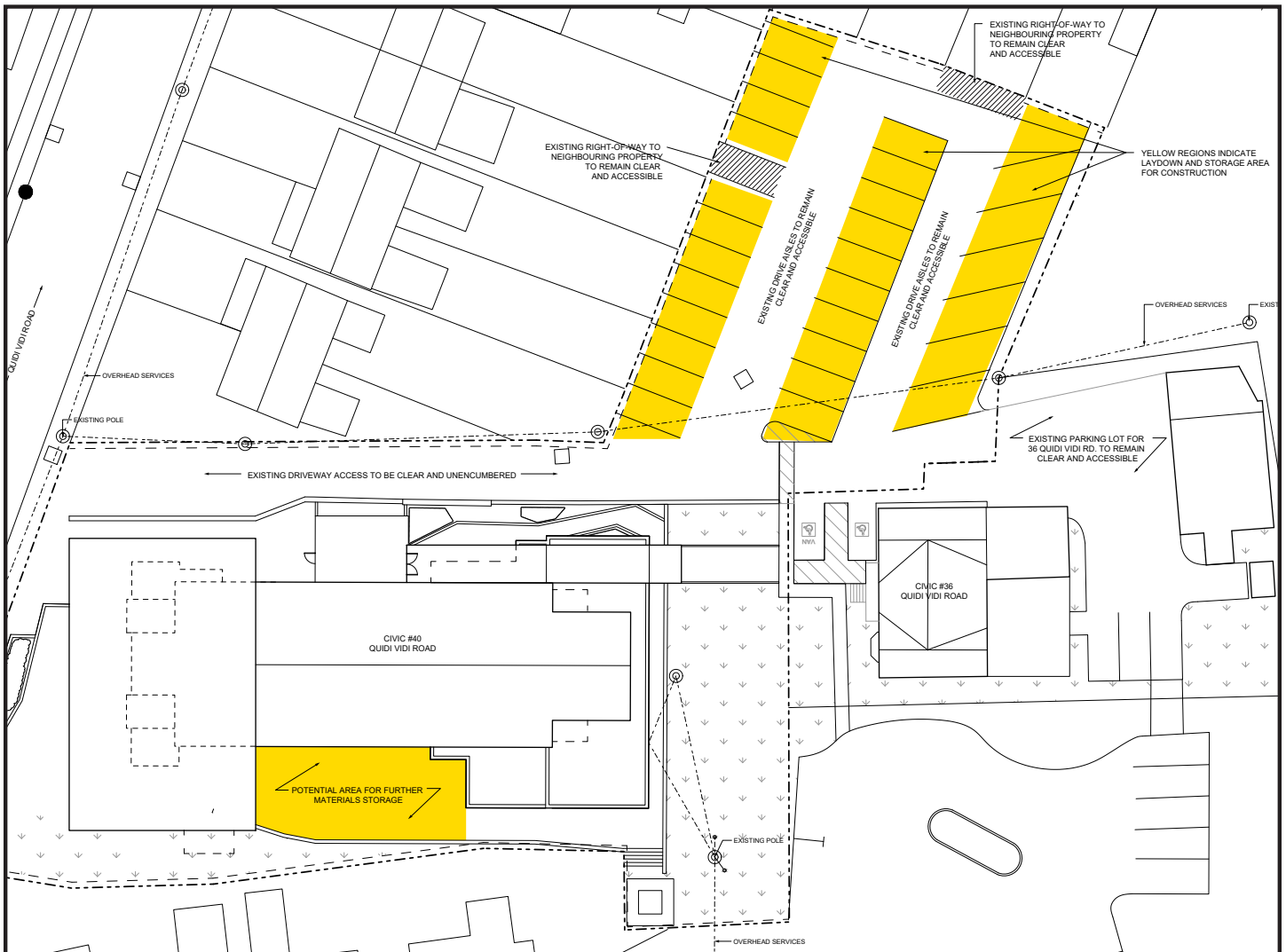
# L - CONSTRUCTION TIME FRAME

The following is a brief outline of general construction activities and their associated construction times. Please note that this is just an estimate and will have to be verified by the General Contractor selected to complete this work.

<b>PHASE / DURATION</b>	<b>DESCRIPTION</b>
<b>Demolition: 2 months</b>	Demolition will begin with the removal of the existing building façade including; both steeples, the existing front entrance and a portion of the exterior walls and roof of the main space as indicated on the drawings. Interior finishes, partitions, mechanical and electrical systems, existing windows etc. will also be removed. The existing landscaping/ stairs/ ramps at both entrances are to be demolished during this time. New openings for windows will also be cut into the existing exterior façade.
<b>New Structure Construction: 6 – 8 months</b>	The new structures for the new Gymnasium/ Community Room will commence on the Quidi Vidi Road side of the building. Work will also begin on the new Elevator Core and Pedestrian Bridge as well. The existing roof structure will be tied into the new Gym/ Community Room addition. New roofing will be installed over the existing building. New windows will be installed in the existing building and repair work will take place on the existing brick.
<b>New Systems/ Interior Fit-up: 2 – 4 months</b>	Once the new components of the building are in place and the structure is once again weather tight work will begin on interior improvements. This will include a new Mechanical/ Electrical system, new interior partitions, interior stairs, finishes, millwork, equipment, sprinkler system, plumbing etc.
<b>Exterior improvements: 2 – 4 months</b>	Work on the new landscaping and parking lot alterations will begin once all heavy equipment used for building construction is removed and most building materials have been installed. Some of this work could overlap with the Interior Fit-up depending on the contractor's construction schedule. This work will include the new Memory Garden, new landscaping on the Quidi Vidi elevation, new access from the parking lot to Cavell Ave, and adjustments to the existing parking layout as indicated on the Civil site plan.
<b>Total estimated construction time: 12 – 18 Months</b>	

## DESIGNATED AREAS FOR EQUIPMENT AND MATERIALS

During construction the existing parking lot will be used as the primary location for the storage of equipment and materials during the Demolition/ Construction phases of this project. The intention is to maintain existing vehicular flow through the parking lot to ensure access to specific parking spaces used by some of the neighbouring houses. Access will also be maintained to 36 Quidi Vidi Road, which has its own parking area. Only parking spaces used by First Light will be handed over to the General Contractor for storage purposes. It is possible that the main area of the Memory Garden will also be used for material storage.



Above: Site Diagram indicating designated areas for equipment/materials during construction period

LAND USE REPORT

# *APPENDICES*

**Application to Rezone 40 Quidi Vidi Road**

November 10, 2023

**WOODFORD**

a r c h i t e c t u r e



**FIRST LIGHT**

St. John's Friendship Centre



# APPENDICES TABLE OF CONTENTS

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- APPENDIX 2 - PUBLIC CONSULTATION FLYER**
- APPENDIX 3 - ARCHITECTURAL SITE PLAN**
- APPENDIX 4 - CIVIL SITE PLAN**
- APPENDIX 5 - SURVEY**
- APPENDIX 6 - RENDERED VIEWS**
- APPENDIX 7 - ELEVATIONS (EXISTING AND PROPOSED)**
- APPENDIX 8 - SHADOW/SUNLIGHT STUDY**
- APPENDIX 9 - LANDSCAPE PLAN**
- APPENDIX 10 - PUBLIC TRANSIT CORRESPONDENCE**
- APPENDIX 11 - TRAFFIC IMPACT ANALYSIS**

# **APPENDIX 1 -**

## **TERMS OF REFERENCE**

**LAND USE REPORT**  
**APPLICATION FOR FIRST LIGHT HEADQUARTERS (OFFICE, CLINIC,**  
**PLACE OF ASSEMBLY) AT 40 QUIDI VIDI ROAD**  
**PROPONENT: FIRST LIGHT ST. JOHN'S NATIVE FRIENDSHIP CENTRE INC.**  
**JANUARY 31, 2023**

---

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 neighbourhood and how the proposed development/design addresses the concerns.

**B. Building Use**

- Identify the size of the proposed building by Gross Floor Area and identify all proposed uses/occupancies within the building by their respective Gross and Net Floor Area.
- Indicate the days and hours of operation of each proposed use, number of employees on site at one time, anticipated numbers of clients on site for the assembly use, and a description of the activities in the space.

**C. Building Location**

- Identify graphically the exact location with a dimensioned civil site plan:
  - Lot area, lot coverage and frontage;
  - Location of the proposed building in relation to neighbouring buildings;
  - Proximity of the building to property lines and identify setbacks;
  - Identify distance between the buildings;
  - Identify any stepbacks of higher storeys from lower storeys or building overhangs (if applicable);
  - Identify any encroachment over property lines (if applicable);
  - Identify building entrances and if applicable, door swing over pedestrian connections;
  - Information on the proposed construction of patios/balconies (if applicable); and
  - Identify any rooftop structures.
- Provide a Legal Survey of the property.
- Provide street scape views/renderings of the proposed building from Quidi Vidi Road (along the frontage of the property) and include immediately adjacent buildings and spaces to inform scale/massing/context.



#### **D. Elevation, Building Height and Materials**

- Provide elevations of the current and proposed building.
- Identify the finish and colour of exterior building materials.
- Identify the height of the building in metres.
- Confirm that the building does not project above a 45 degree angle as measured from the Rear Yard Lot Line and/or Side Yard Lot Line at a height of 12 metres, as per section 7.1.4 of the Development Regulations.
- Identify potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks.

#### **E. Heritage Considerations**

- A brief description of the context of the property, including adjacent properties/neighbourhood. Indicate any impacts the proposed building will have on the site, the neighbouring properties and Indigenous heritage in St. John's.

#### **F. 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.

#### **G. Landscaping & Buffering**

- Identify with a landscaping plan, details of site landscaping (hard and soft).
  - Indicate through a tree plan/inventory which trees will be preserved.
- Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
- Identify any additional street-level elements, such as weather protection measures at entrances, street furniture, etc.

#### **H. Snow Clearing/Snow Storage**

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

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

- A traffic impact analysis is required. The scope includes the following:
  - Evaluation of site access and circulation. The preliminary plans show maintaining two-way access off Quidi Vidi Road but drive aisle widths provided are far below standards. The two-way circulation on the proposed driveway does not meet the City requirements for two-way traffic and will not be permitted as shown. Alternate options/configurations must be explored Sightlines must also be considered as part of this review.
  - A trip generation comparison between existing and proposed use must be provided. If trip generation estimates exceed 100 peak hour trips, further

analysis may be required.

- A parking generation comparison must also be included. The analysis should outline any transportation demand management practices the proposed facility has planned.
- Provide a dimensioned parking plan, including circulation details. Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.
- Identify the number and location of bicycle parking spaces to be provided.
- Identify the location of all access and egress points, including pedestrian access.
- Identify the required off-street loading space.
- Indicate how garbage will be handled onsite. The location of any exterior bins must be indicated and access to the bins must be provided.

#### **J. Municipal Services**

- Provide a preliminary site servicing plan.
- Identify if the building will be sprinklered or not, and location of the nearest hydrant and siamese connections.
- Identify points of connection to existing sanitary sewer, storm sewer and water system.
- The proposed development will be required to comply with the City's stormwater detention policy.

#### **K. Public Transit**

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

#### **L. Construction Timeframe**

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

## **APPENDIX 2 -**

### **PUBLIC CONSULTATION FLYER**



HELLO NEIGHBOR ...

# Let us introduce ourselves!

In January of this year, First Light St. John's Friendship Centre purchased the property at 40 Quidi Vidi Road. We look forward to transforming the building and landscape in a manner that reflects the vibrant Indigenous community in St. John's, while operating as a community centre for the entire neighborhood.

On Monday, June 21st, we'll be releasing our vision for the space to members of the community, but we wanted to make sure our new neighbours had a chance to stop by, chat, and ask any questions about the vision for the space first!

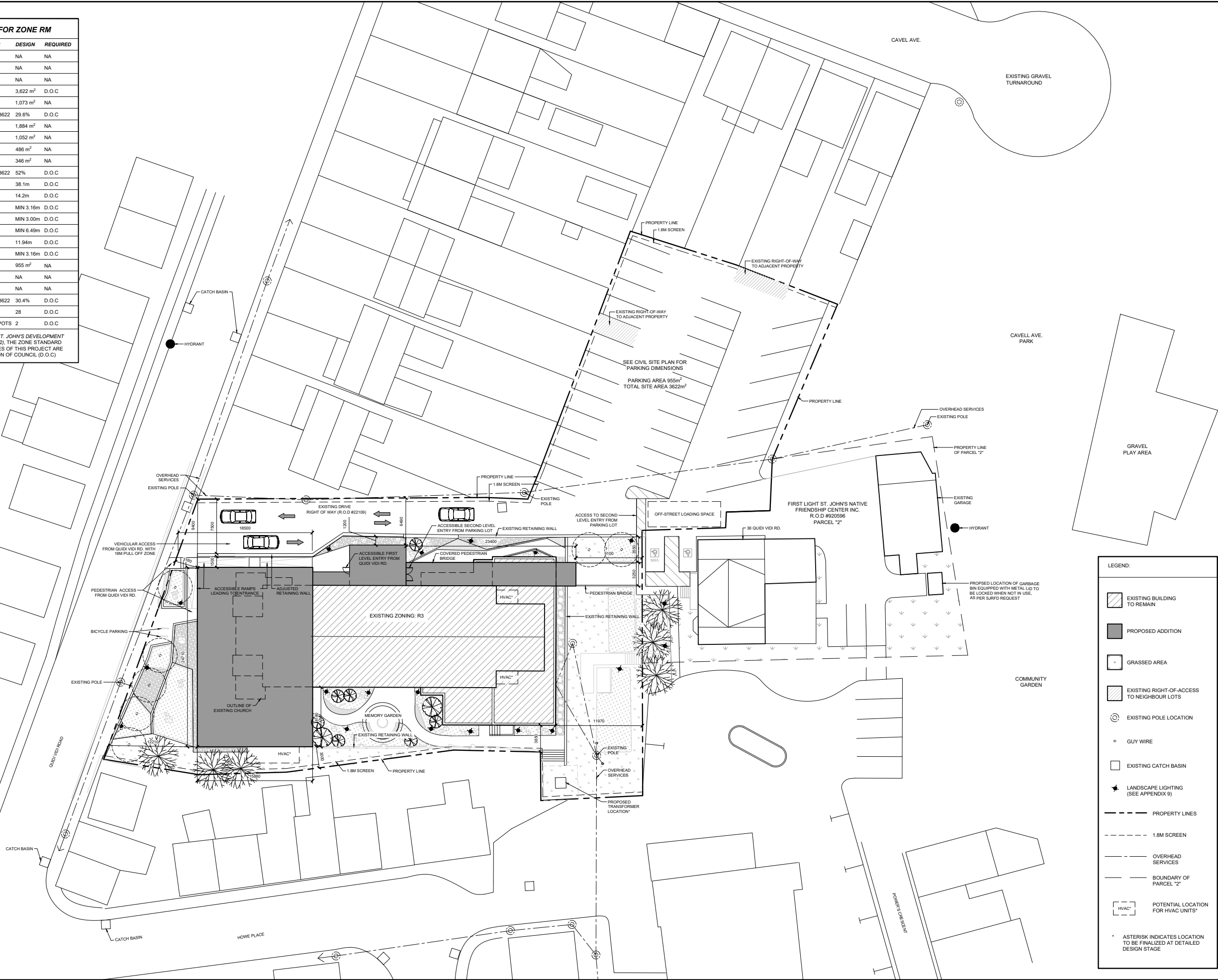
We have big dreams for this site, and hope that we can count on your support as we realize this vision. If you'd like to see our plans for the space, call Breannah at 726-5902 ext. 203 and we'll get together at a time that works best for you. We have plenty of room to distance inside, or we can meet outside if you prefer!

We are so excited to be a part of the neighbourhood, and can't wait to meet you!



**APPENDIX 3 -**  
**ARCHITECTURAL SITE PLAN**

DEVELOPMENT DATA FOR ZONE RM			
PARAMETER	CALC	DESIGN	REQUIRED
INITIAL LOT AREA	NA	NA	NA
FIRST LAND AQUISITION	NA	NA	NA
SECOND LAND AQUISITION	NA	NA	NA
TOTAL LOT AREA	NA	3,622 m <sup>2</sup>	D.O.C
BUILDING FOOTPRINT	NA	1,073 m <sup>2</sup>	NA
LOT COVERAGE	1073/3622	29.8%	D.O.C
TOTAL FLOOR AREA	NA	1,884 m <sup>2</sup>	NA
MAIN FLOOR AREA	NA	1,052 m <sup>2</sup>	NA
SECOND FLOOR AREA	NA	486 m <sup>2</sup>	NA
THIRD FLOOR AREA	NA	346 m <sup>2</sup>	NA
FLOOR AREA RATIO	1884/3622	52%	D.O.C
LOT FRONTAGE	NA	38.1m	D.O.C
BUILDING HEIGHT	NA	14.2m	D.O.C
BUILDING LINE	NA	MIN 3.16m	D.O.C
SIDE YARD SOUTH	NA	MIN 3.00m	D.O.C
SIDE YARD NORTH	NA	MIN 6.49m	D.O.C
REAR YARD	NA	11.94m	D.O.C
FRONT YARD	NA	MIN 3.16m	D.O.C
PARKING LOT	NA	955 m <sup>2</sup>	NA
PARKING LOT SETBACK EAST	NA	NA	NA
PARKING LOT SETBACK WEST	NA	NA	NA
LANDSCAPING	1104/3622	30.4%	D.O.C
TOTAL PARKING	NA	28	D.O.C
ACCESSIBLE PARKING	1/8 SPOTS	2	D.O.C
NOTE: ACCORDING TO THE ENVISION ST. JOHN'S DEVELOPMENT REGULATIONS (AS AMENDED JUNE 2022), THE ZONE STANDARD REQUIREMENTS FOR THE OCCUPANCIES OF THIS PROJECT ARE TO BE DETERMINED AT THE DISCRETION OF COUNCIL (D.O.C)			



LEGEND:

EXISTING BUILDING TO REMAIN

PROPOSED ADDITION

GRASSED AREA

EXISTING RIGHT-OF-ACCESS TO NEIGHBOUR LOTS

EXISTING POLE LOCATION

GUY WIRE

EXISTING CATCH BASIN

LANDSCAPE LIGHTING (SEE APPENDIX 9)

PROPERTY LINES

1.8M SCREEN

OVERHEAD SERVICES

BOUNDARY OF PARCEL "2"

POTENTIAL LOCATION FOR HVAC UNITS\*

\* ASTERISK INDICATES LOCATION TO BE FINALIZED AT DETAILED DESIGN STAGE

NOTES

1. DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.

2. SURVEY INFORMATION PROVIDED BY \_\_\_\_\_, (DATE OF SURVEY)

3. DO NOT SCALE FROM THIS DRAWING.

4. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS OTHERWISE NOTED

5. ALL GRIDLINES SHOWN ARE TO EXTERIOR FACE OF CONCRETE FOUNDATION WALLS UNLESS NOTED OTHERWISE.

6. CONFIRM CONDITIONS ON SITE BEFORE PROCEEDING WITH THIS WORK.

7. ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE BEFORE COMMENCING WORK.

8. LOCATE ALL BURIED SERVICES PRIOR TO COMMENCING EXCAVATION WORK.

9. TOPSOIL AND SOD ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.

10. WHERE POSSIBLE, RETAIN EXISTING VEGETATION.

DRAFT  
NOT FOR  
CONSTRUCTION

STAMP

NORTH REF.

4			
3			
2			
1			
No.	By	DESCRIPTION	Date

REVISIONS

WOODFORD

architecture

11 Boundary Street, Auckland 1010

09 765 5947

CLIENT

FIRST LIGHT

PROJECT

CALEDONIA PLACE RENOVATION

DRAWING

REVISED SITE PLAN

DESIGNED	DRAWN	SCALE
-	-	1:250
APPROVED	DATE	SHEET
-	2020-09-24	-
PROJECT NO.	A102	

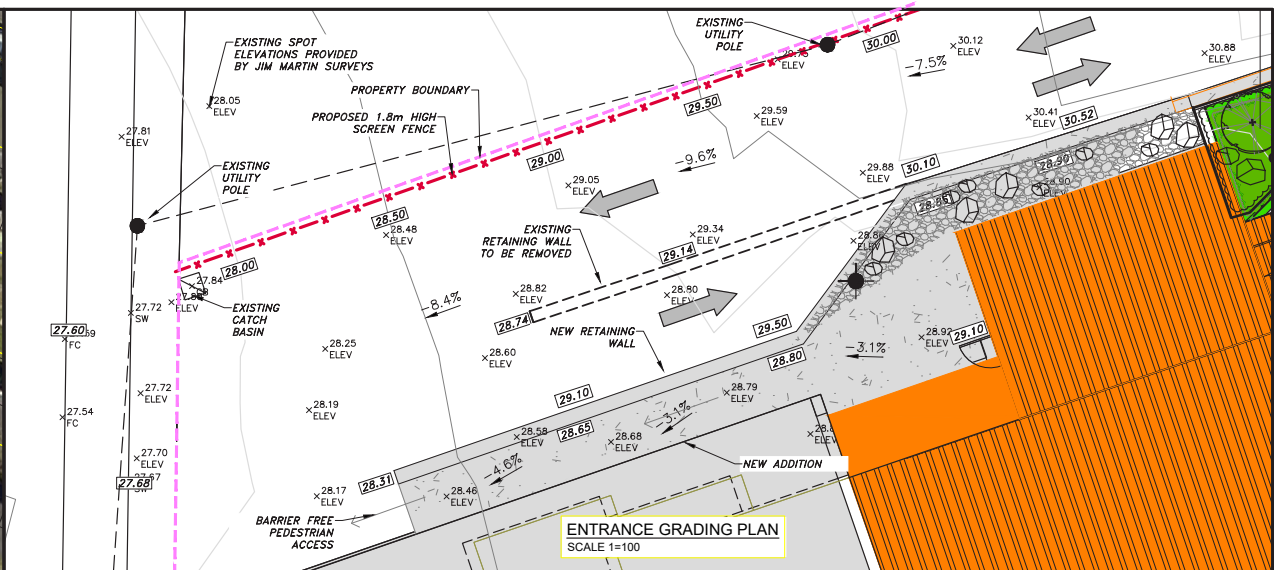
2020-006




**APPENDIX 4 -**  
**CIVIL SITE PLAN + SERVICING DIAGRAM**



SITE COMPOSITION POST DEVELOPMENT		
	AREA (m <sup>2</sup> )	%
PROPERTY.....	3622	100
BOUNDARY		
BUILDING .....	1073	29.6
ASPHALT/CONCRETE .....	1445	40.0
LANDSCAPED AREAS.....	1104	30.4



- ## NOTES
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  8. WHERE POSSIBLE, RETAIN EXISTING VEGETATION.

STAMP		NORTH REF.	
			
3	DB	REVISED TO SUIT NEW BUILDING FLOOR PLAN	2023-08-11
2	DB	REVISED AS PER CITY COMMENTS	2023-02-08
1	DB	ISSUED FOR LUAR	2023-03-05
No.	By	DESCRIPTION	Y/D/M

## REVISIONS

ARCHITECT

**WOODFORD**

architecture

11 Brown Street  
St. John's, NL A1B 2G6  
(709) 755-2947  
info@woodfordarchitects.com

CIVIL



**MAE Design Limited**  
CONSULTING ENGINEERS

TEL (709) 834-1554 FAX (709) 834-1558

CLIENT



FIRST LIGHT  
St. John's Friendship Centre

PROJECT

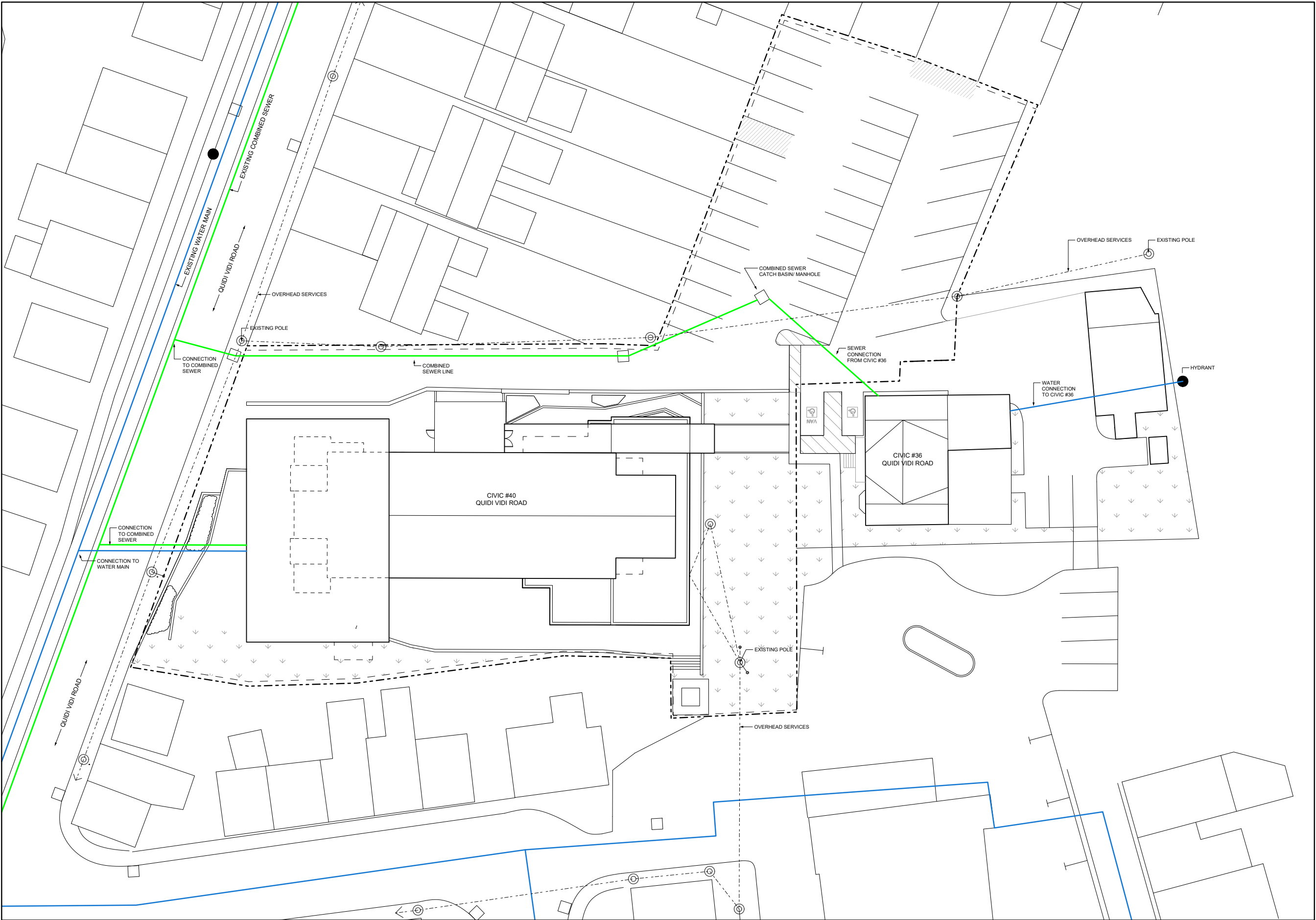
CALADONIA PLACE  
REDEVELOPMENT

DRAWING

LUAR  
SITE PLAN

DESIGNED  DB	DRAWN  DB	SCALE  1:250
APPROVED  RS	DATE (Y/M/D)  2023-05-15	SHEET  <b>C-1</b>  SHEET 1 OF 1
MDL PROJECT NO.  2023-043		





NOTES

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6. CONFIRM CONDITIONS ON SITE BEFORE PROCEEDING WITH THIS WORK.
7. ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE BEFORE COMMENCING WORK.
8. LOCATE ALL BURIED SERVICES PRIOR TO COMMENCING EXCAVATION WORK.
9. TOPSOIL AND SOD ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
10. WHERE POSSIBLE, RETAIN EXISTING VEGETATION.

**DRAFT**  
**NOT FOR**  
**CONSTRUCTION**

STAMP		NORTH REF.	

No.	By	DESCRIPTION	Date
4			
3			
2			
1			

REVISIONS

**WOODFORD**  
architecture  
11 Brown Street Perth WA 6000  
08 9442 1234 08 9442 1235

CLIENT  
**FIRST LIGHT**

PROJECT  
**CALEDONIA PLACE  
RENOVATION**

DRAWING  
**SERVICES SKETCH**

DESIGNED -	DRAWN -	SCALE 1:200
APPROVED -	DATE 2020-09-24	SHEET
PROJECT NO. 2020-006		A103



**APPENDIX 5 -**  
**SURVEY**

Schedule “A”

Civic #40  
First Light St. John’s Friendship  
Center Inc.

Quidi Vidi Road  
St. John’s, NL

All that piece or parcel of land situate and being at the City of St. John’s, NL and being bounded and abutted as follows:

**Beginning** at a point in the eastern limit of Quidi Vidi Road, said point having NAD 83 coordinates of North 5 270 471.654 meters and East 327 557.080 meters of the three degree modified transverse mercator projection.

**Thence** running by land of Ray Cox  
North 70 degrees 35 minutes 12 seconds East, 39.735 meters

**Thence** running by land of Elizabeth Perry, Roll: 2228 Frame: 1648  
North 73 degrees 05 minutes 53 seconds East, 5.718 meters  
North 03 degrees 12 minutes 06 seconds East, 4.449 meters

**Thence** running by land of Joseph Whelan, Roll: 1071 Frame: 364  
North 01 degrees 48 minutes 39 seconds East, 6.680 meters

**Thence** running by land of Rachel Gardiner R.O.D #717422, by land of Etienne Pemberton-Renaud R.O.D #759741, by land of Joan Fowler R.O.D #371455, by land of Carol Byrne R.O.D #942018, & by land Christopher Jamieson, R.O.D #323005  
North 01 degrees 39 minutes 14 seconds East, 28.389 meters

**Thence** running by land of Philip Lowe, R.O.D #722566  
North 88 degrees 35 minutes 10 seconds East, 7.490 meters

**Thence** running by land of Donald Anthony, R.O.D #69592  
North 88 degrees 35 minutes 56 seconds East, 7.790 meters

**Thence** running by land of Gordon Halley, R.O.D Volume: 518 Folio: 220 & by land of Robin Whitaker, R.O.D #560365  
South 87 degrees 51 minutes 21 seconds East, 14.994 meters

**Thence** running by land of H.M. in Right of Newfoundland  
South 03 degrees 47 minutes 11 seconds West, 23.139 meters

**Thence** running by land of First Light St. John’s Frienship Centre Inc,  
R.O.D #920596  
South 16 degrees 34 minutes 48 seconds East, 7.115 meters  
South 69 degrees 04 minutes 52 seconds West, 6.017 meters  
South 16 degrees 34 minutes 48 seconds East, 2.162 meters  
South 69 degrees 04 minutes 52 seconds West, 11.528 meters  
South 19 degrees 14 minutes 30 seconds East, 36.531 meters

**Thence** running by land of the Signal Hill Development Inc, R.O.D #133874  
South 68 degrees 08 minutes 42 seconds West, 14.039 meters  
North 19 degrees 38 minutes 20 seconds West, 6.691 meters  
South 72 degrees 10 minutes 01 seconds West, 11.947 meters

**Thence** running by land of Michelle Furlong Roll: 2279 Frame: 1193, by land of Patrick Hickey R.O.D #957448, by land of Kathryn Breen R.O.D #880642, & by land of Matthew Mallam R.O.D #888994  
South 63 degrees 22 minutes 52 seconds West, 23.220 meters

**Thence** running by land of Jerry Kohut R.O.D #608722, by land of Arvo McMillan R.O.D #227052 & by land of Melissa Martin R.O.D #767671  
South 69 degrees 16 minutes 55 seconds West, 12.097 meters

**Thence** running by land of Melissa Martin R.O.D #767671, & by land of Christopher Downey R.O.D #788387  
South 80 degrees 05 minutes 57 seconds West, 13.275 meters

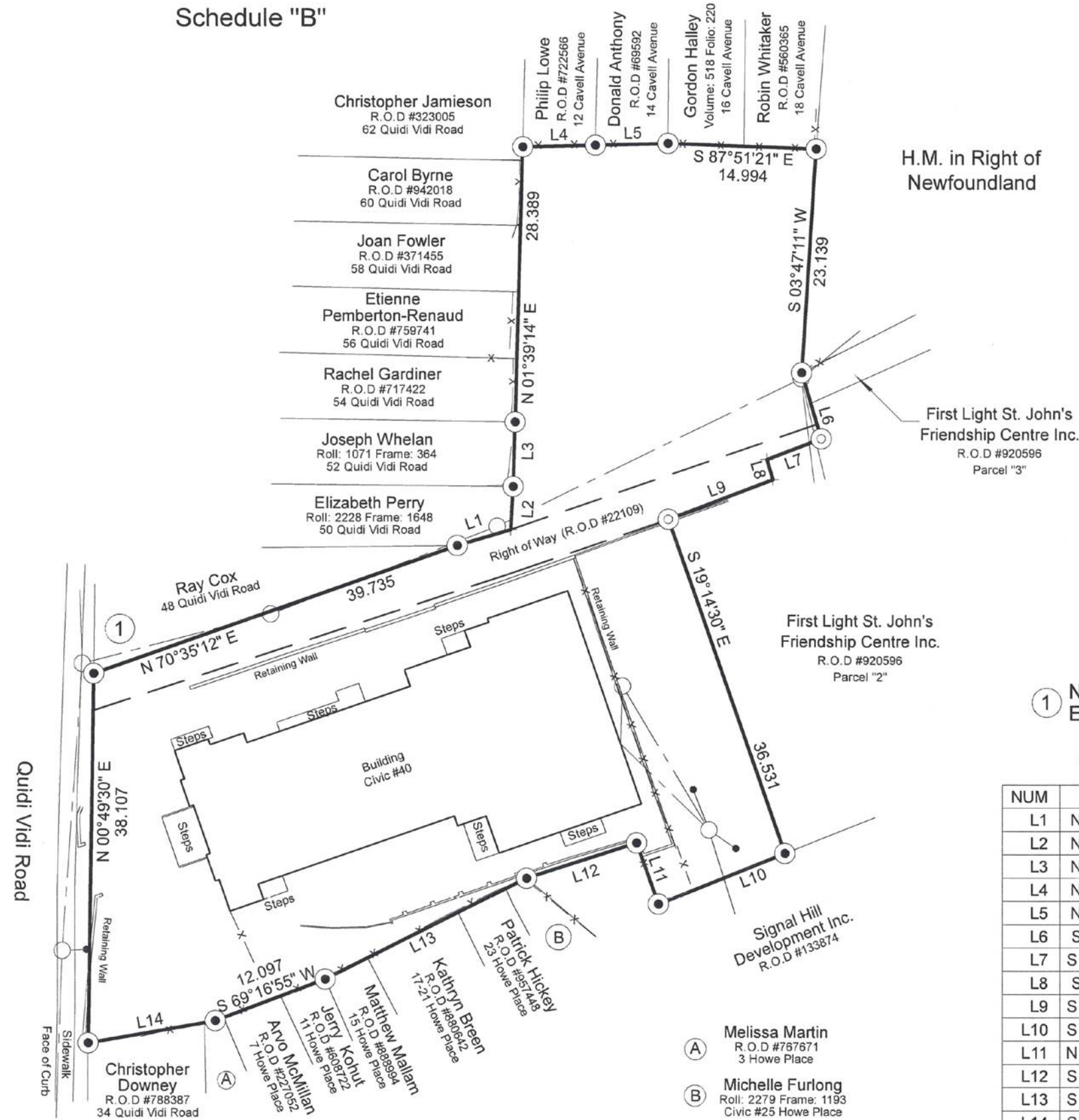
**Thence** running along the said limits of Quidi Vidi Road  
North 00 degrees 49 minutes 30 seconds East, 38.107 meters, more or less, to the point of beginning and containing an area of **0.362 Ha.**, more or less. Which land is more particularly shown and delineated on Schedule “B” attached dated March 01, 2021.

**The** above described property is subject to a Right of Way (R.O.D #22109) running through the property as shown on the attached plan.

**All** bearings being referred to the meridian of 53 degrees west longitude.



# Schedule "B"



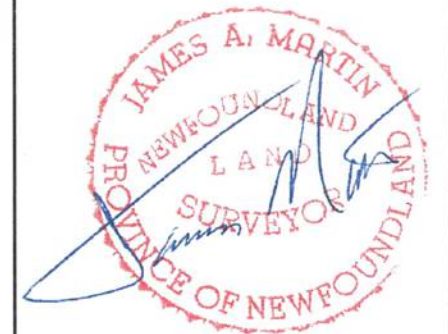
① N 5 270 471.654  
E 327 557.080

Area = 0.362 Ha.

NUM	BEARING	DISTANCE
L1	N 73°05'53" E	5.718
L2	N 03°12'06" E	4.449
L3	N 01°48'39" E	6.680
L4	N 88°35'10" E	7.490
L5	N 88°35'56" E	7.790
L6	S 16°34'48" E	7.115
L7	S 69°04'52" W	6.017
L8	S 16°34'48" E	2.162
L9	S 69°04'52" W	11.528
L10	S 68°08'42" W	14.039
L11	N 19°38'20" W	6.691
L12	S 72°10'01" W	11.947
L13	S 63°22'52" W	23.220
L14	S 80°05'57" W	13.275

**Martin Surveys**  
& Land Services Inc.  
P.O. Box 1068, Torbay, NL  
A1K 1K7  
Phone : 437-6593  
www.martinsurveys.com

Unauthorized use or alteration is prohibited by law as outlined in THE COPYRIGHT ACT. This plan certifies the information shown as of March 01, 2021 and only as of that date.



James A. Martin, NLS.

Survey

Civic #40  
First Light  
Friendship Center Inc.

Quidi Vidi Road  
St. John's - NL

Date	2021-03-01
Job Number	908-08
Revision Number	00
Scale	1:600
Field / Plan	KP / KP
Checked By	JM
Control Used	82G3609
Scale Factor	0.999888



**APPENDIX 6 -**  
**EXTERIOR RENDERED VIEWS**





Above: Street view of building facade from Quidi Vidi Road.  
Rendering of the design will be updated at the development approval stage.





Above: Street view of building facade from Quidi Vidi Road.  
Rendering of the design will be updated at the development approval stage.





*Above: View of North facade and pedestrian bridge from parking lot.  
Rendering of the design will be updated at the development approval stage.*





Above: Street view of building North and West facades from Quidi Vidi Road highlighting the entrance.  
Rendering of the design will be updated at the development approval stage.





*Above: View of accessible pedestrian entry bridge and East facade.  
Rendering of the design will be updated at the development approval stage.*





Above and Right: Renderings showing Memory Garden.  
 Renderings of the design will be updated at the development approval stage.





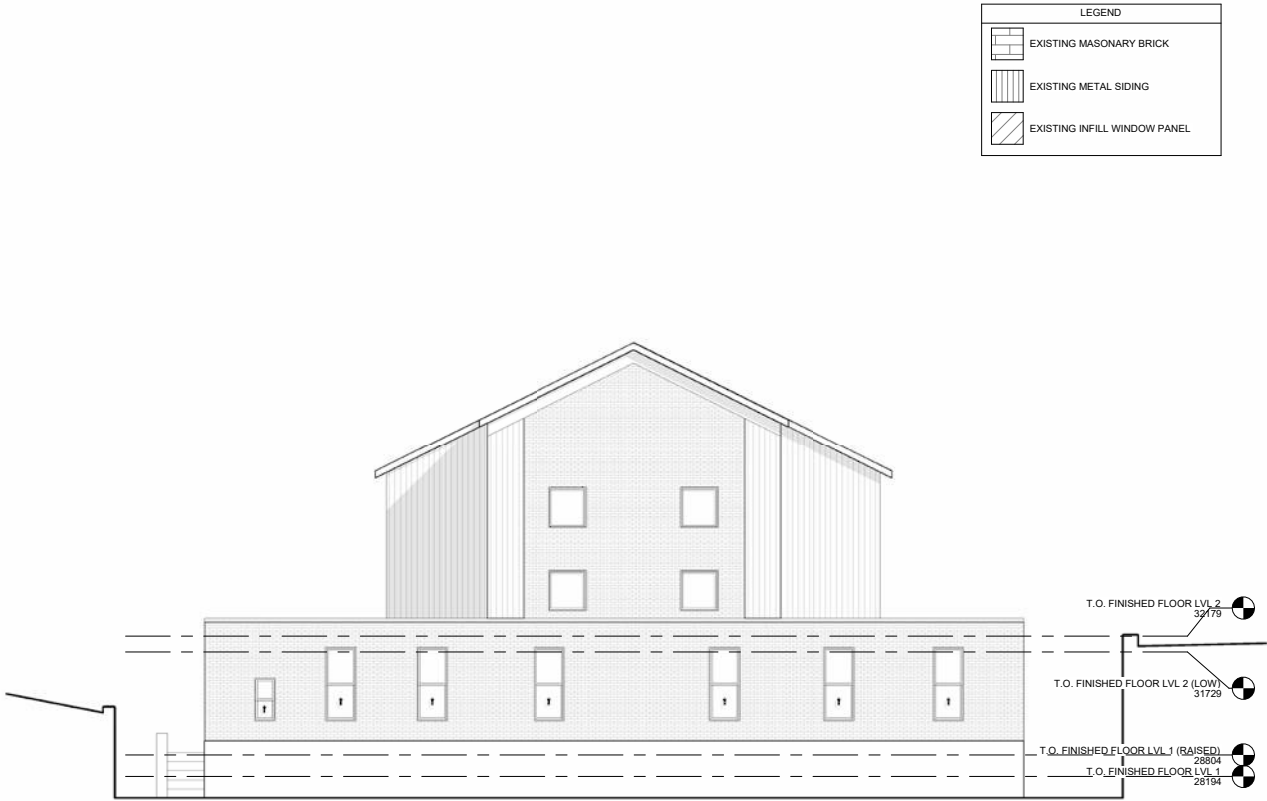


Above: Rendering showing Memory Garden.  
 Right: View entering Memory Garden from path behind building.  
 Renderings of the design will be updated at the development approval stage.

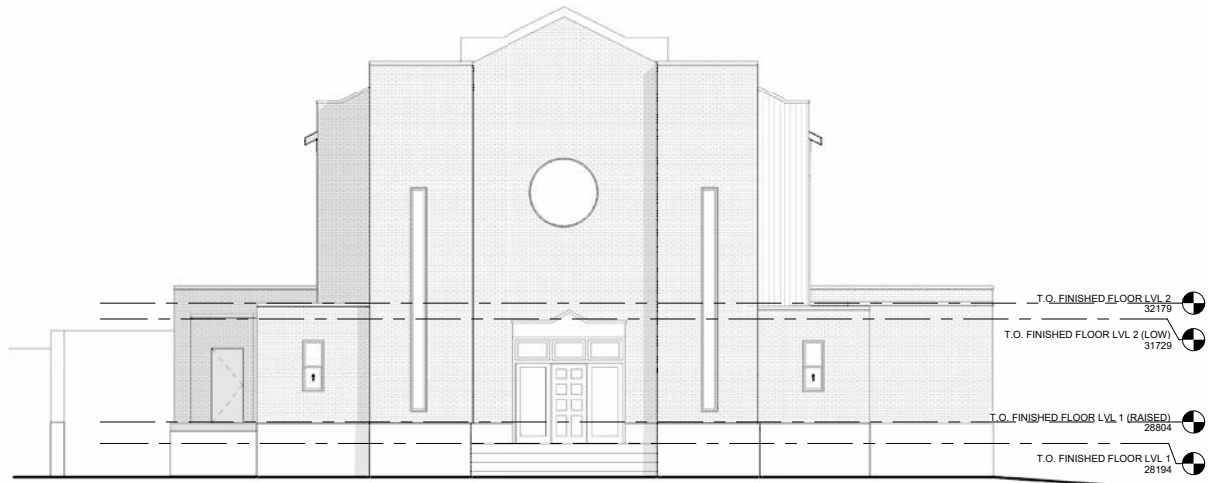




**APPENDIX 7 -**  
**EXISTING AND PROPOSED ELEVATIONS**



2  
A104  
EXISTING/DEMO EAST ELEVATION  
1 : 100



1  
A104  
EXISTING/DEMO WEST ELEVATION  
1 : 100

## NOTES

- DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
- THIS DRAWING INDICATES **ARCHITECTURAL CHANGES ONLY**. ANY CHANGES TO EXISTING STRUCTURE OR LOAD BEARING MEMBERS MUST BE APPROVED BY A STRUCTURAL ENGINEER.
- SURVEY INFORMATION PROVIDED BY \_\_\_\_\_ (DATE OF SURVEY)
- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
- ALL DIMENSIONS SHOWN ARE TO EXTERIOR FACE OF CONCRETE FOUNDATION OR CENTRE OF INTERIOR STUD WALLS UNLESS NOTED OTHERWISE.
- ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE BEFORE COMMENCING WORK.
- LOCATE ALL BURIED SERVICES PRIOR TO COMMENCING EXCAVATION WORK

## DRAFT NOT FOR CONSTRUCTION

STAMP		NORTH REF.	

1.	CW	ISSUED FOR COORDINATION	2023-04-04
No.	By	DESCRIPTION	Date

### REVISIONS

**WOODFORD**  
architecture  
11 Rixwell Street, St. John's, N.L. A1B 2X2  
(709) 755-7217  
info@woodfordarchitecture.ca

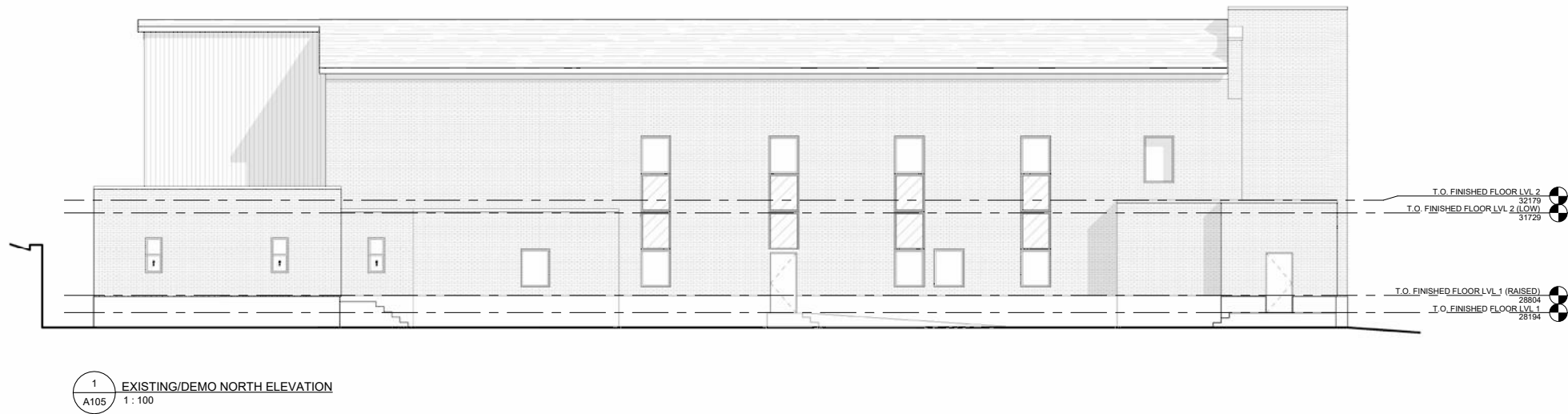
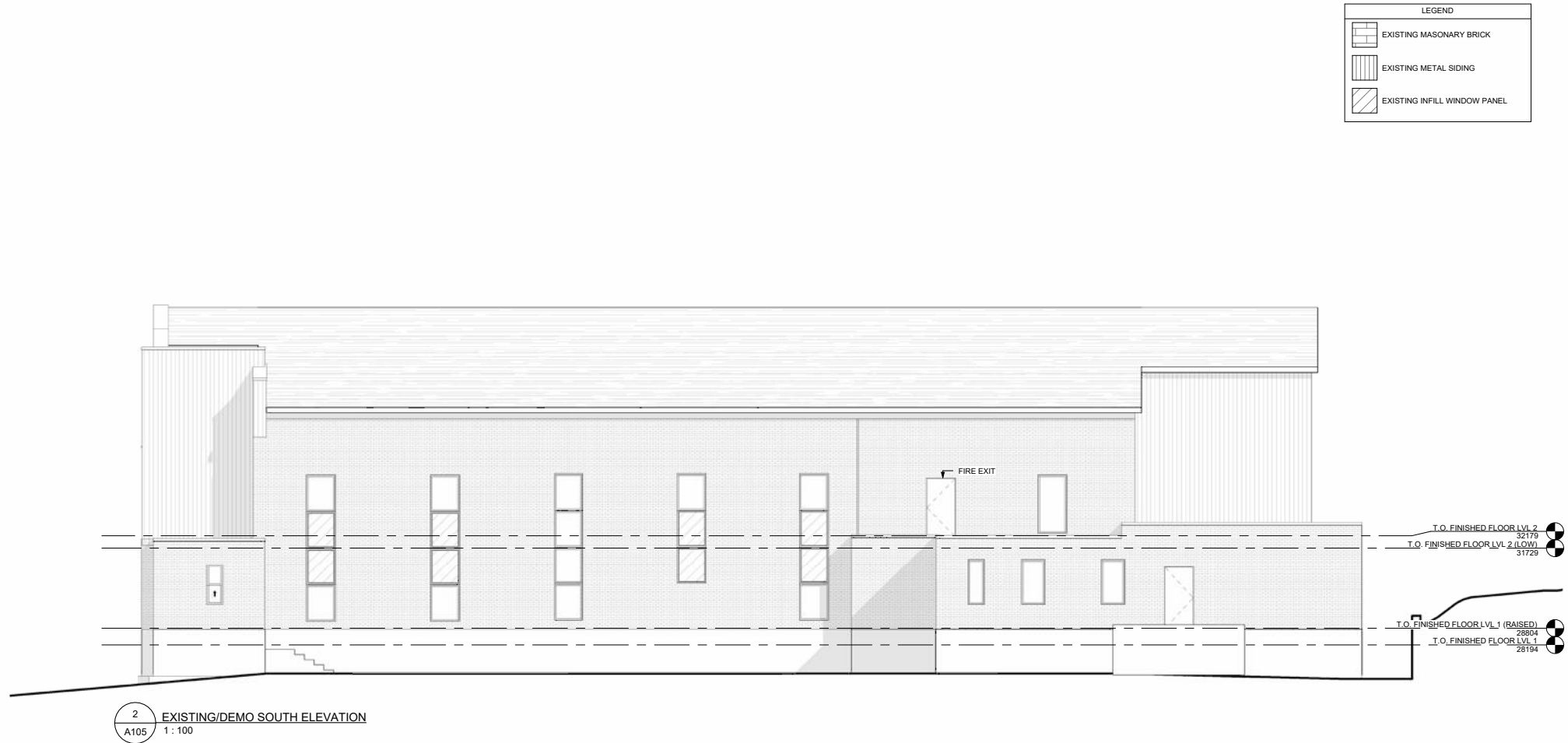
### CLIENT

FIRST LIGHT

PROJECT  
CALEDONIA PLACE  
RENOVATION

DRAWING  
EXISTING ELEVATIONS

DESIGNED	DRAWN	SCALE
KO	EH	As indicated
APPROVED	DATE	SHEET
CW	11/04/21	
PROJECT NO. 2020-006		A104



## NOTES

- DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
- THIS DRAWING INDICATES **ARCHITECTURAL CHANGES ONLY**. ANY CHANGES TO EXISTING STRUCTURE OR LOAD BEARING MEMBERS MUST BE APPROVED BY A STRUCTURAL ENGINEER.
- SURVEY INFORMATION PROVIDED BY \_\_\_\_\_ (DATE OF SURVEY)
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## DRAFT NOT FOR CONSTRUCTION

STAMP	NORTH REF.

No.	By	DESCRIPTION	Date
1.	CW	ISSUED FOR COORDINATION	2023-04-04

## REVISIONS

**WOODFORD**  
architecture  
11 Rowan Street, St. Johns, N.S. A1B 2K2 | 709.755.7217 | info@woodfordarchitecture.ca

## CLIENT

FIRST LIGHT

## PROJECT CALEDONIA PLACE RENOVATION

## DRAWING EXISTING ELEVATIONS

DESIGNED	DRAWN	SCALE
KO	EH	As indicated
APPROVED	DATE	SHEET
CW	11/04/21	A105
PROJECT NO. 2020-006		



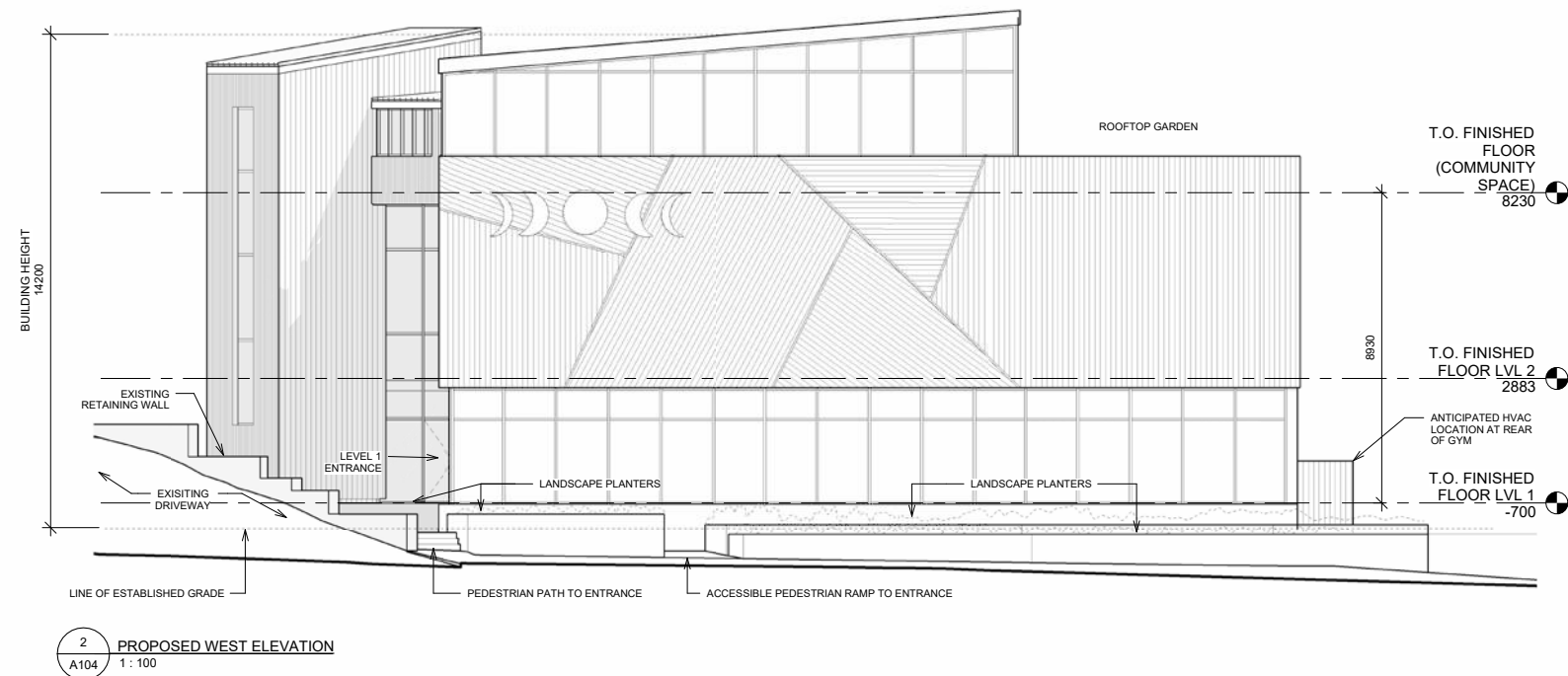
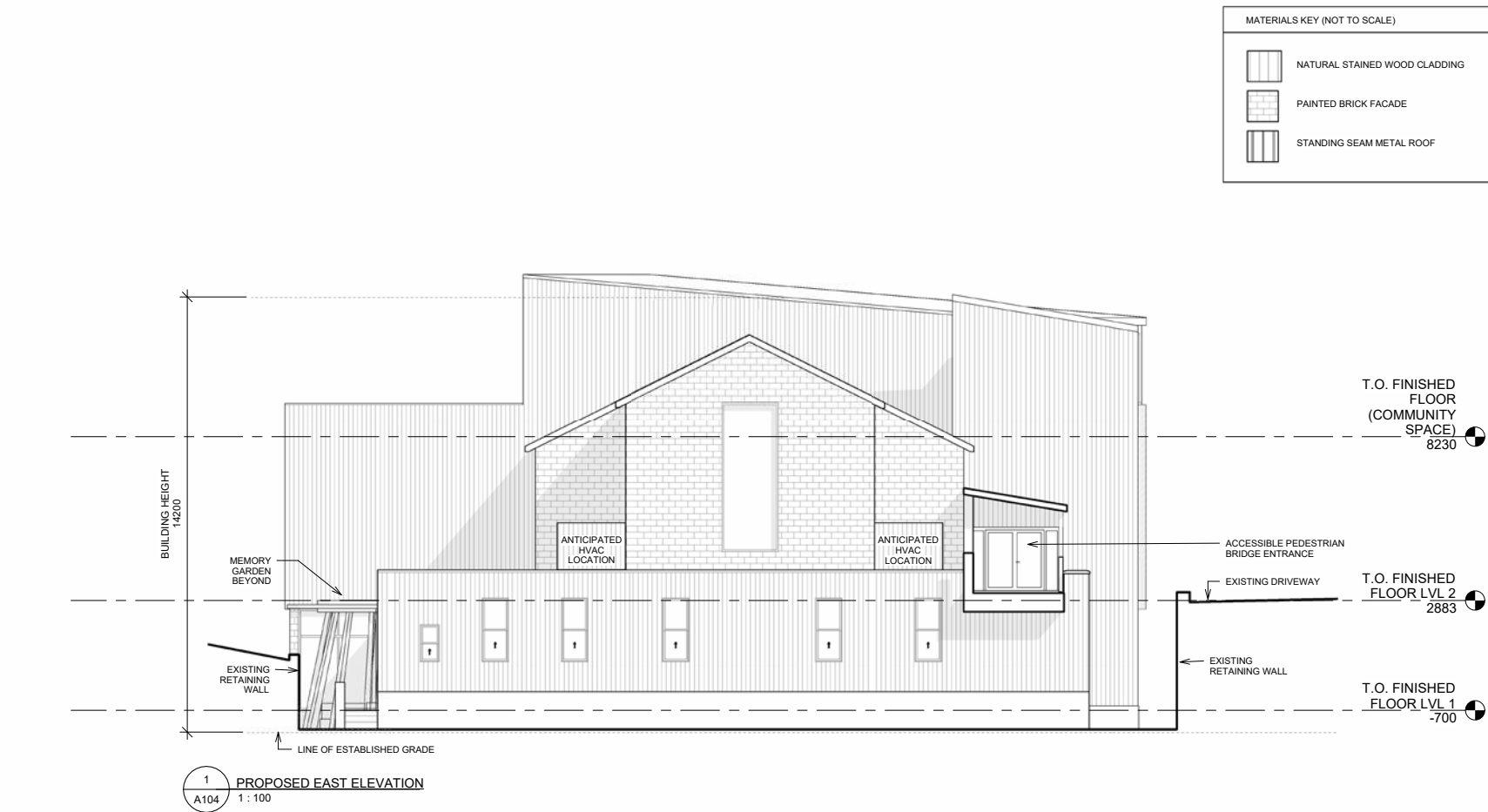


Top Left: View from back lot towards East and West facades of existing building. (Top Right) View of North facade from driveway looking towards Quidi Vidi Road. (Below) View of West facade entry from Quidi Vidi Road.





Please note: Elevations of the updated design will be updated at the development approval stage. Building heights will remain as shown, only the gymnasium's position will be altered.



## NOTES

- DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
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## DRAFT NOT FOR CONSTRUCTION

STAMP		NORTH REF.	


No.	By	DESCRIPTION	Date
1.	CW	ISSUED FOR COORDINATION	2023-04-04

## REVISIONS

**WOODFORD**  
architecture  
11 River Street, (759) 765-7217  
St. John's, NL, A1B 2X2 info@woodfordarchitecture.ca

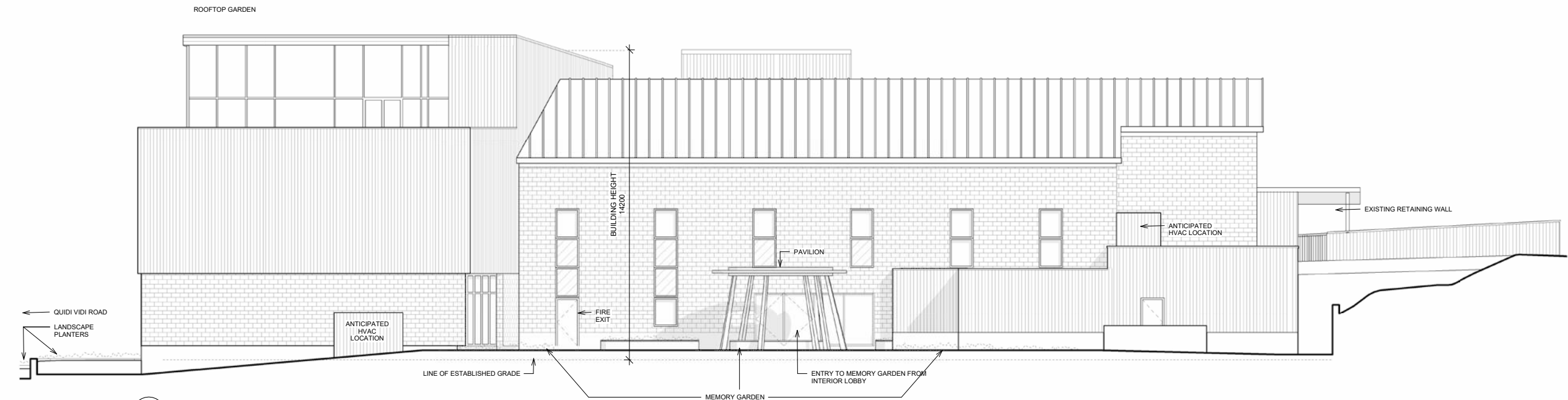
CLIENT  
**FIRST LIGHT**

PROJECT  
**CALEDONIA PLACE  
RENOVATION**

DRAWING  
**PROPOSED BUILDING  
ELEVATIONS**

DESIGNED	DRAWN	SCALE
CW	KO	1 : 100
APPROVED	DATE	SHEET
CW	04/27/23	
PROJECT NO.		A104
2020-006		

Please note: Elevations of the updated design will be updated at the development approval stage. Building heights will remain as shown, only the gymnasium's position will be altered.



MATERIALS KEY (NOT TO SCALE)	
	NATURAL STAINED WOOD CLADDING
	PAINTED BRICK FACADE
	STANDING SEAM METAL ROOF

## NOTES

- DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
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## DRAFT NOT FOR CONSTRUCTION

STAMP		NORTH REF.	

No.	By	DESCRIPTION	Date
1.	CW	ISSUED FOR COORDINATION	2023-04-04

## REVISIONS

**WOODFORD**  
architecture  
11 Rowan Street (759) 755 7517  
St. Johns, NL A1B 2X2 info@woodfordarchitecture.ca

CLIENT  
**FIRST LIGHT**

PROJECT  
**CALEDONIA PLACE RENOVATION**

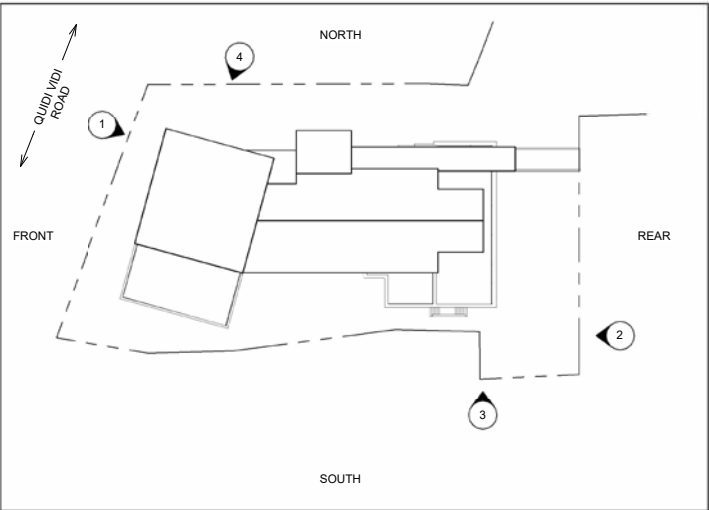
DRAWING  
**PROPOSED BUILDING ELEVATIONS**

DESIGNED	DRAWN	SCALE
CW	KO	1 : 100
APPROVED	DATE	SHEET
CW	04/27/23	
PROJECT NO.		A105
2020-006		

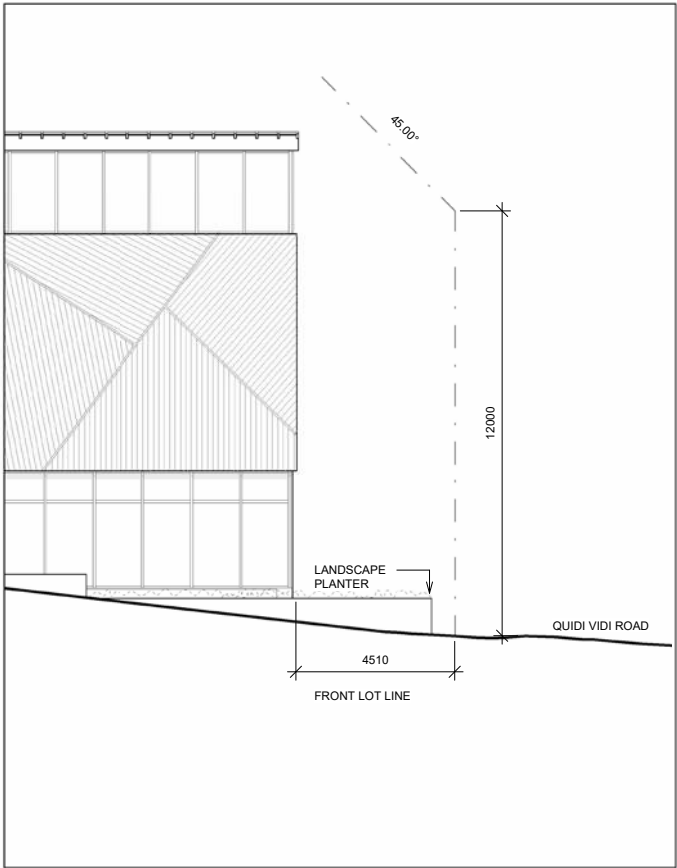


The building does not exceed the 45 degree angle projection as measured from the Rear Yard Lot Line or Side Lot Line at a height of 12 meters, as per section 7.1.4 of the Development Regulations.

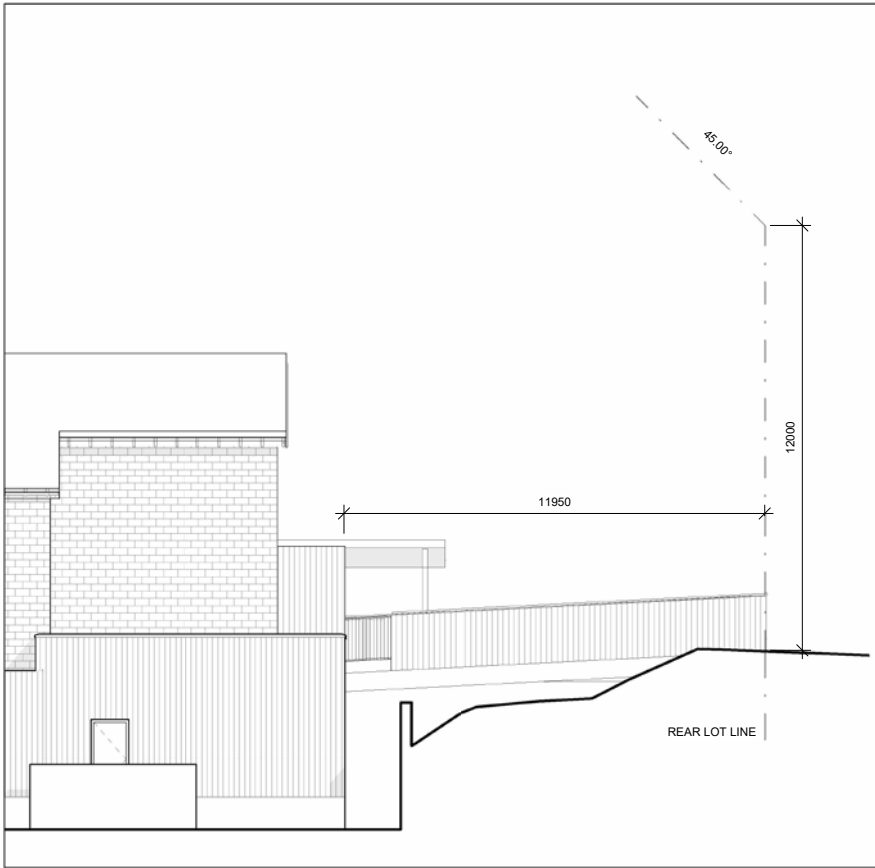
Please note: Elevations of the updated design will be updated at the development approval stage. Building heights will remain as shown, only the gymnasium's position will be altered.



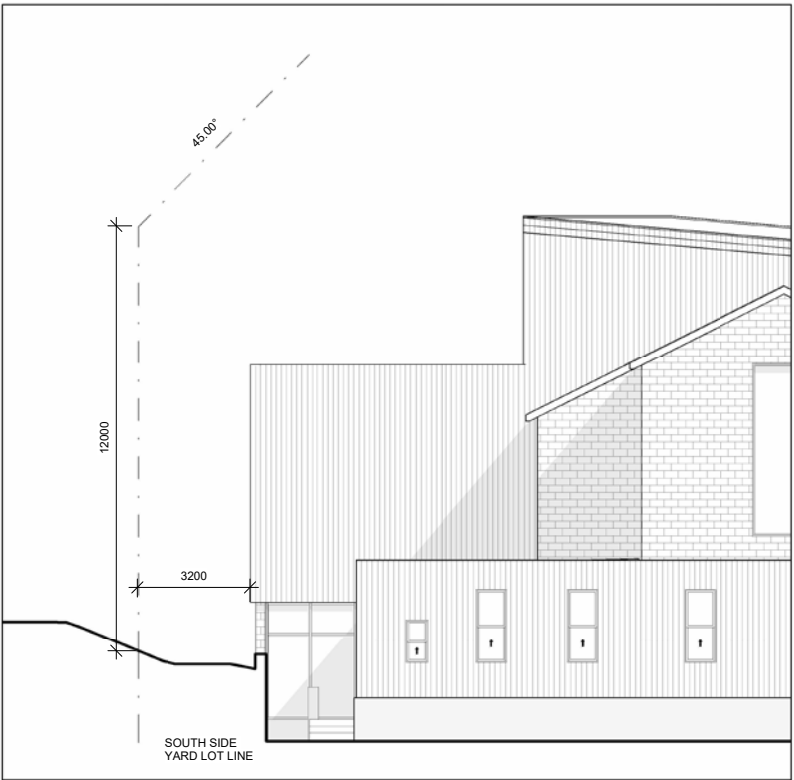
5 SKY STEPBACKS KEY PLAN  
A106 1 : 500



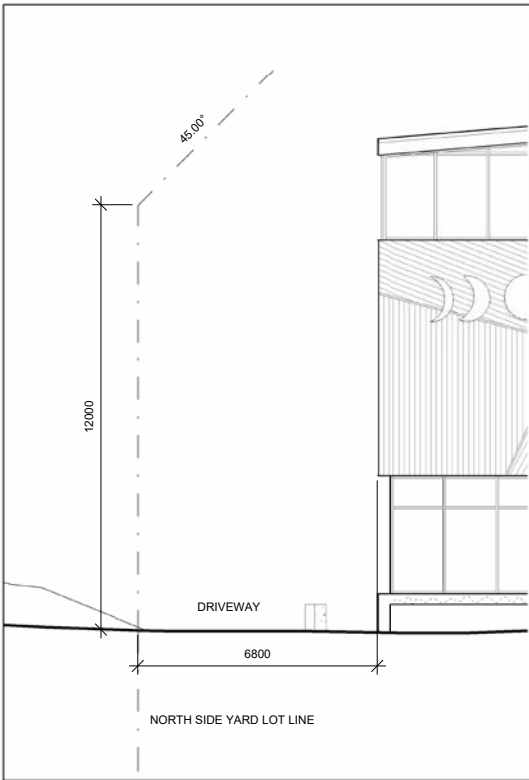
4 FRONT LOT LINE 1  
A106 1 : 100



3 REAR LOT LINE  
A106 1 : 100



2 SOUTH SIDE YARD LOT LINE  
A106 1 : 100



1 NORTH SIDE YARD LOT LINE  
A106 1 : 100

## NOTES

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## DRAFT NOT FOR CONSTRUCTION

STAMP		NORTH REF.	

No.	By	DESCRIPTION	Date
1.	CW	ISSUED FOR COORDINATION	2023-04-04

### REVISIONS

**WOODFORD**  
architecture  
11 Rowan Street, (700) 755-7917  
St. John's, NL A1B 2K2 info@woodfordarchitecture.ca

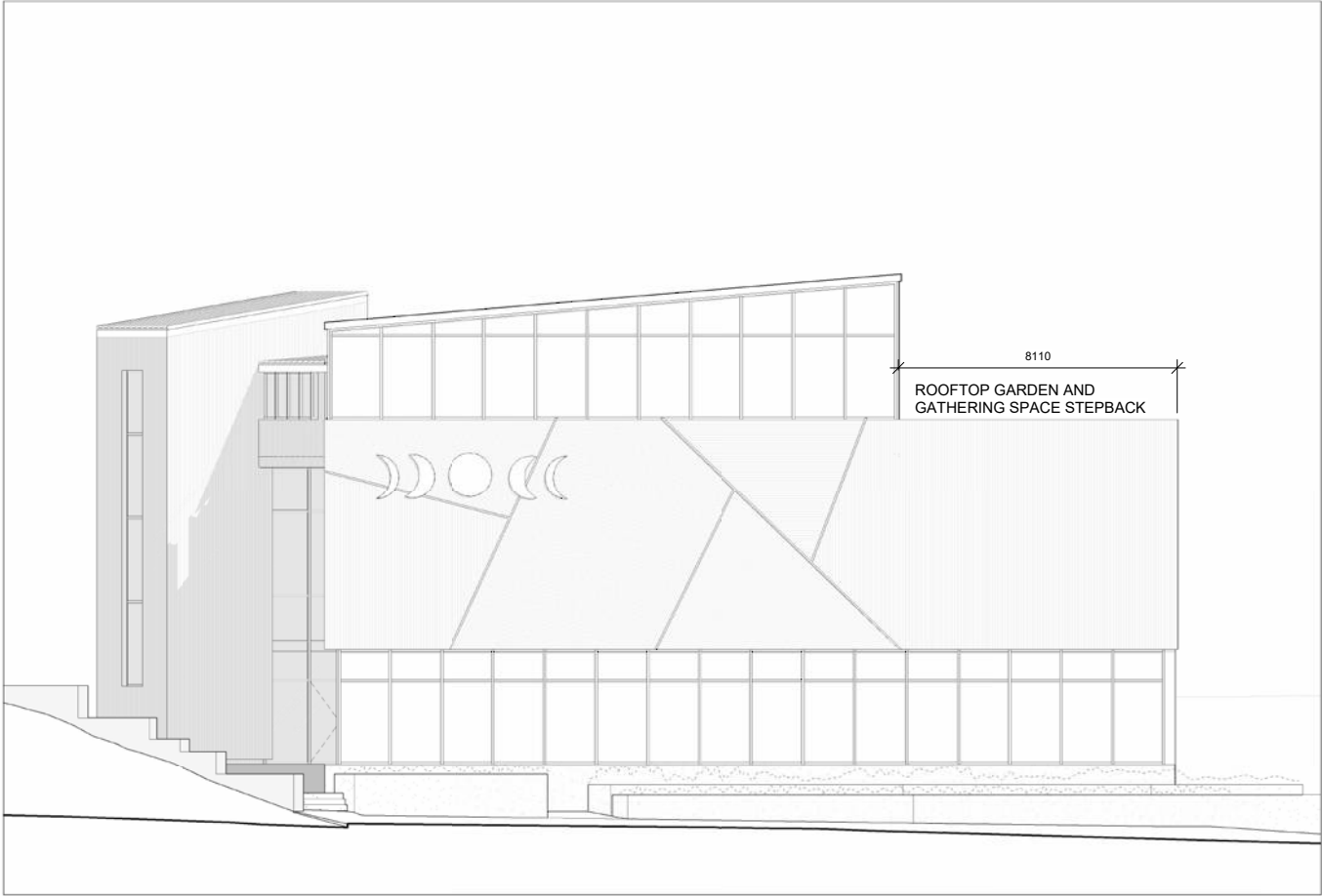
CLIENT  
**FIRST LIGHT**

PROJECT  
**CALEDONIA PLACE  
RENOVATION**

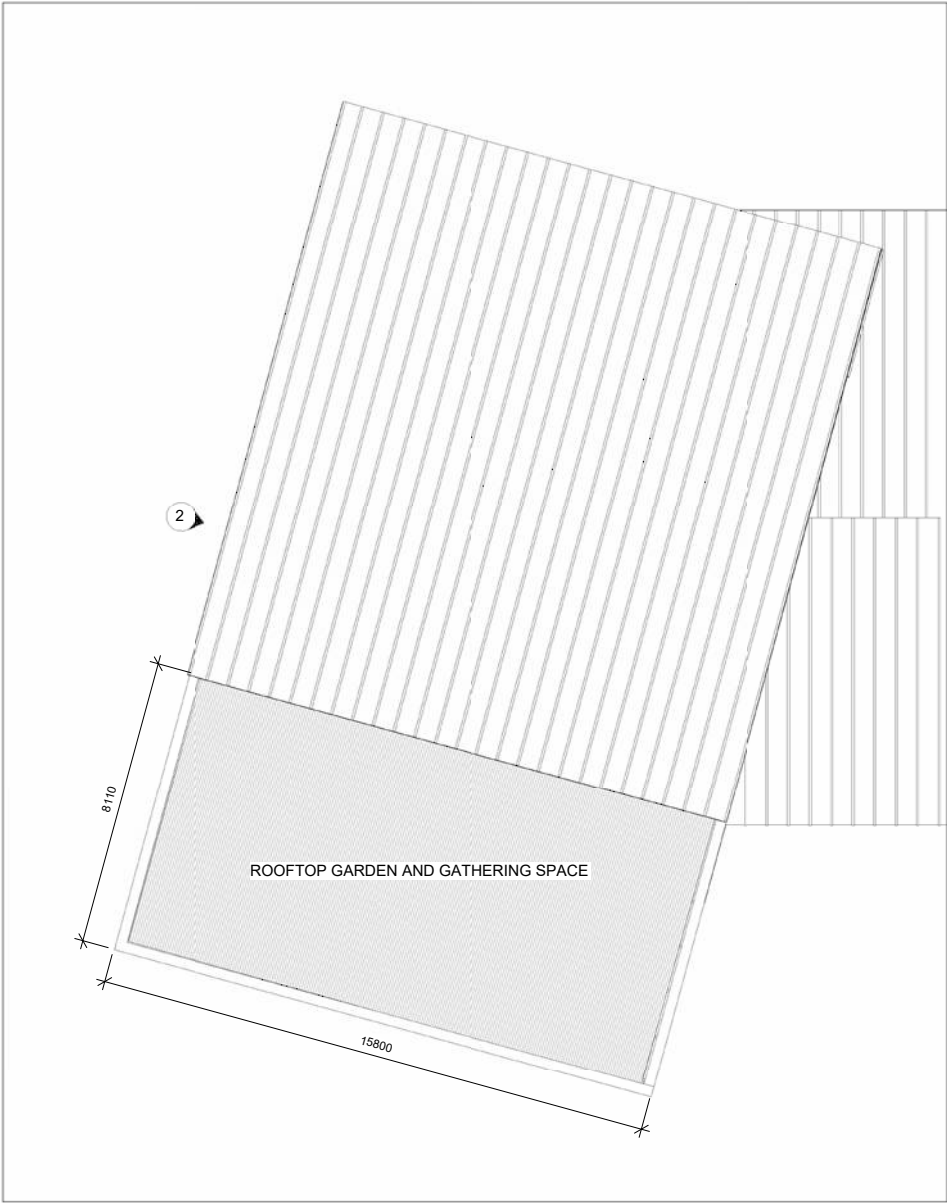
DRAWING  
**PROPOSED BUILDING SKY  
STEPBACKS**

DESIGNED	DRAWN	SCALE
KO	KO	As indicated
APPROVED	DATE	SHEET
CW	04/27/23	A106
PROJECT NO. 2020-006		

Please note: Diagrams of the updated design will be updated at the development approval stage. Building heights will remain as shown, only the gymnasium's postition will be altered.



2 ROOFTOP GARDEN AND GATHERING SPACE ELEVATION  
A107 1 : 100



1 ROOFTOP GARDEN AND GATHERING SPACE PLAN  
A107 1 : 100

NOTES

1. DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
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8. LOCATE ALL BURIED SERVICES PRIOR TO COMMENCING EXCAVATION WORK

DRAFT  
NOT FOR  
CONSTRUCTION

STAMP		NORTH REF.

No.	By	DESCRIPTION	Date
1.	CW	ISSUED FOR COORDINATION	2023-04-04

REVISIONS

**WOODFORD**  
architecture  
11 Rowan Street, St. James, N.S.W. 1520  
02 955 7917  
info@woodfordarchitecture.com.au

CLIENT  
FIRST LIGHT

PROJECT  
CALEDONIA PLACE  
RENOVATION

DRAWING  
ROOFTOP GARDEN AND  
GATHERING SPACE  
STEPBACK

DESIGNED	DRAWN	SCALE
KO	KO	1 : 100
APPROVED	DATE	SHEET
CW	04/27/23	A107
PROJECT NO.		2020-006



**APPENDIX 8 -**  
**SHADOW STUDY FOR EXISTING BUILDING AND**  
**NEW CONSTRUCTION**

EXISTING BUILDING: SHADOW STUDY

SUMMER SOLSTICE (JUNE 21)

*please note: sunset is at 9:02pm*





EXISTING BUILDING: SHADOW STUDY

FALL/SPRING EQUINOX (SEPTEMBER/MARCH 21)

*please note: sunset is at 7:15pm*





EXISTING BUILDING: SHADOW STUDY

WINTER SOLSTICE (DECEMBER 21)

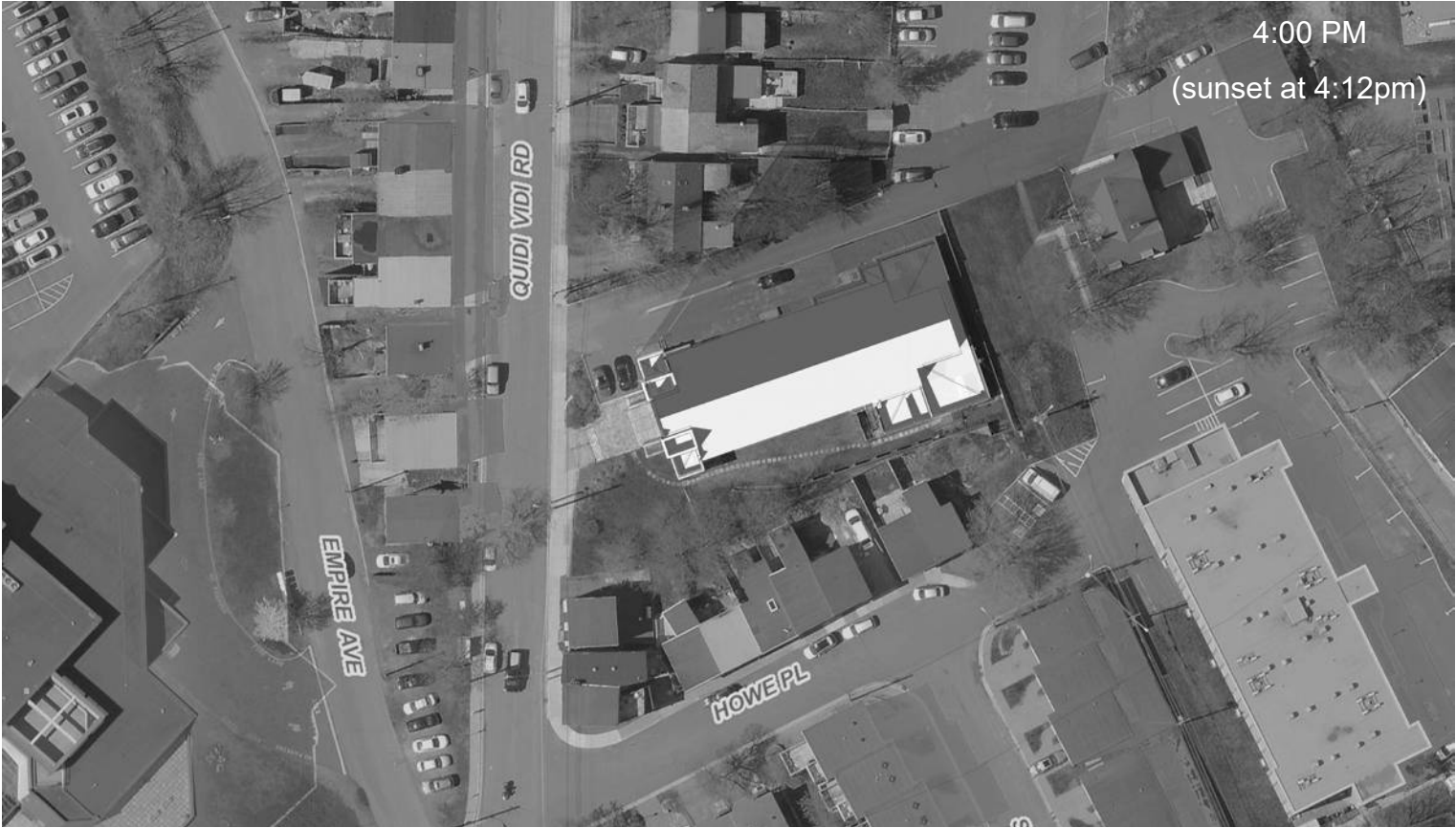
*please note: sunset is at 4:12pm*



9:00 AM



12:00 PM



4:00 PM  
(sunset at 4:12pm)



PROPOSED BUILDING: SHADOW STUDY

SUMMER SOLSTICE (JUNE 21)

please note: sunset is at 9:02pm

Please note: Shadow Studies of the design will be updated at the development approval stage.





PROPOSED BUILDING: SHADOW STUDY

FALL/SPRING EQUINOX (SEPTEMBER/MARCH 21)

please note: sunset is at 7:15pm

Please note: Shadow Studies of the design will be updated at the development approval stage.





PROPOSED BUILDING: SHADOW STUDY

WINTER SOLSTICE (DECEMBER 21)

*please note: sunset is at 4:12pm*

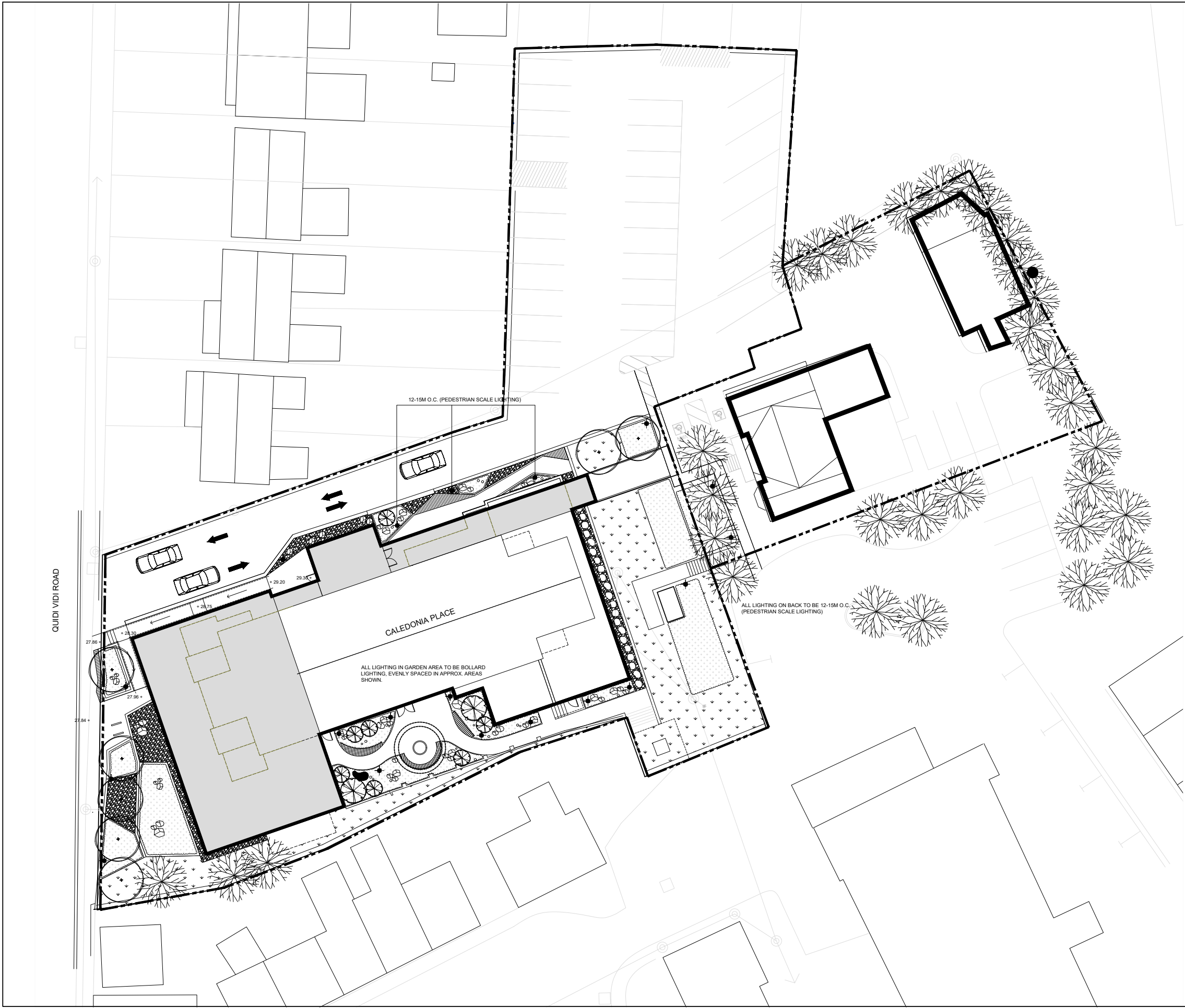
*Please note: Shadow Studies of the design will be updated at the development approval stage.*













## **APPENDIX 9 -**

### **LANDSCAPE DESIGN**






LEGEND

-  EXISTING TREE TO REMAIN
-  PROPOSED DECIDUOUS TREE
-  PROPOSED CONIFEROUS TREE
-  PROPOSED PLANTING AREA (SHRUBS/PERENNIALS)
-  EXISTING OR PROPOSED TOPSOIL & SOD
-  WASHED STONE MULCH
-  BOULDER GROUPING
-  LIGHT FIXTURE
-  SITTING WALL/BENCH
-  BICYCLE RACKS

NOTES

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- ALL GRIDLINES SHOWN ARE TO EXTERIOR FACE OF CONCRETE FOUNDATION WALLS UNLESS NOTED OTHERWISE.
- CONFIRM CONDITIONS ON SITE BEFORE PROCEEDING WITH THIS WORK.
- ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE BEFORE COMMENCING WORK.
- LOCATE ALL BURIED SERVICES PRIOR TO COMMENCING EXCAVATION WORK.
- TOPSOIL AND SOD ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
- WHERE POSSIBLE, RETAIN EXISTING VEGETATION.

**DRAFT**  
**NOT FOR**  
**CONSTRUCTION**

STAMP		NORTH REF.	
			

No.	By	DESCRIPTION	Date
4			
3			
2			
1			

REVISIONS



CLIENT  
**FIRST LIGHT**

PROJECT  
**CALEDONIA PLACE RENOVATION**

DRAWING  
**LANDSCAPE PLAN**

DESIGNED	DRAWN	SCALE
MM/VW	MM/VW	1:200
APPROVED	DATE	SHEET
-	2023-11-08	L1
PROJECT NO. 2020-006		

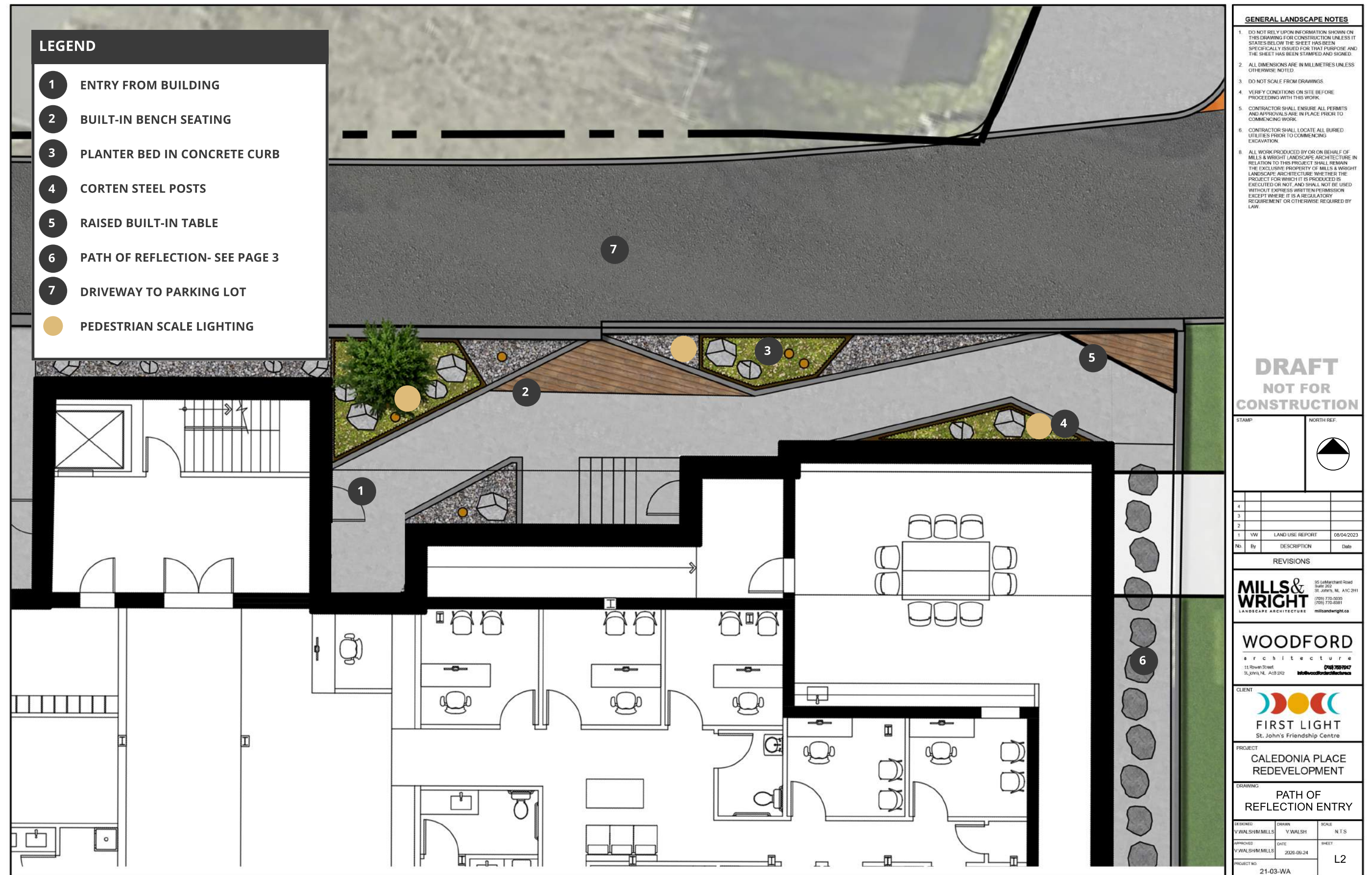


Please note: the full updated landscape design will be updated at the development approval stage.



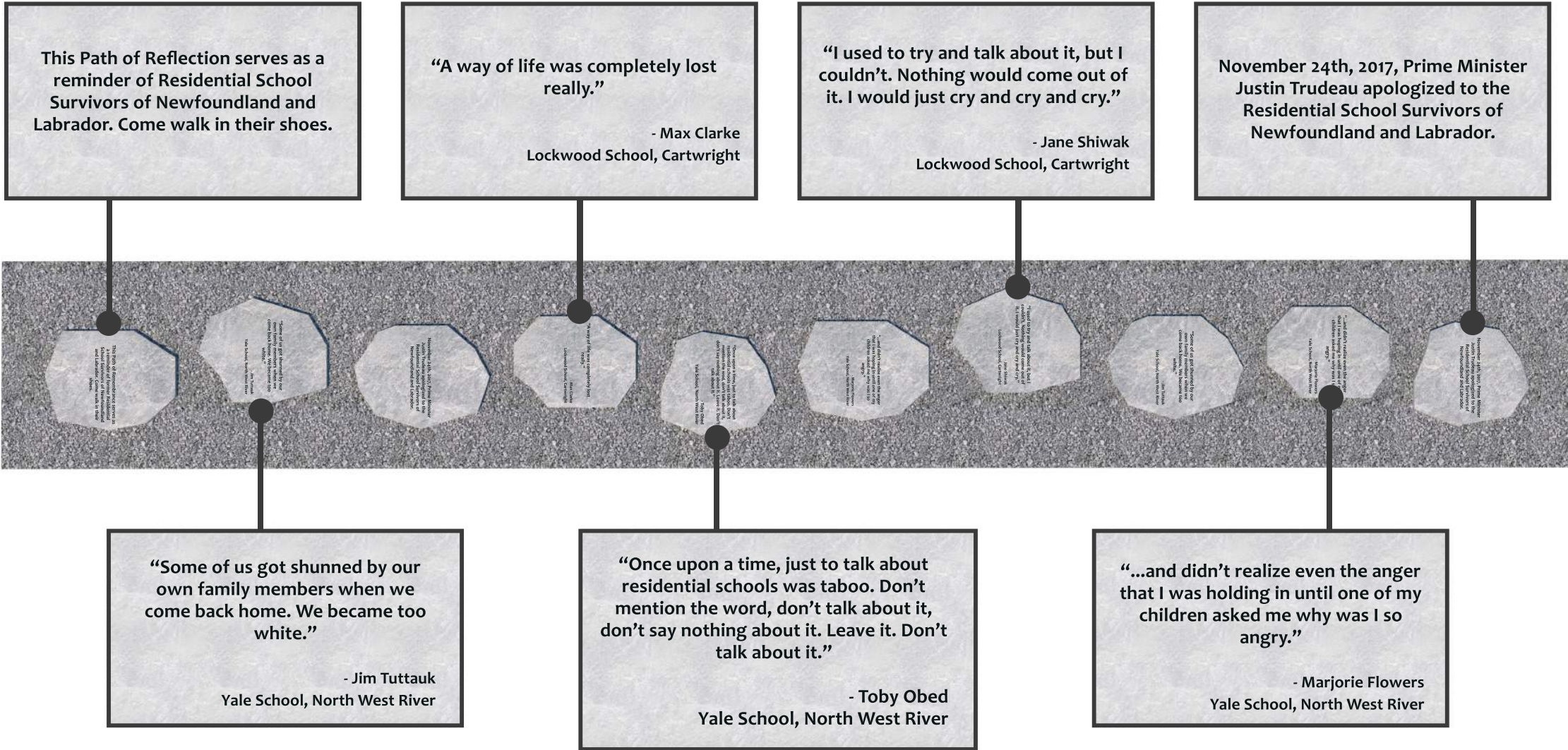


*Please note: the full updated landscape design will be updated at the development approval stage. This area will remain as shown.*





Please note: the full updated landscape design will be updated at the development approval stage. This element will remain as shown



DESIGN NARRATIVE

The Path of Reflection is in the long narrow corridor at the back of the building. Measuring just 1500mm wide, this space is surrounded in brick and concrete making it feel uncomfortable and constricted, not unlike the experience of someone being sent to a residential school. As you begin on the pathway you are faced with natural stepping-stones surrounded in gravel each engraved with a quote from a survivor or fact about the Residential School system in Newfoundland and Labrador. Travelling in a single line, the viewer will experience with the truth told by these school's survivors and the timeline of their lives. As you near the end of the pathway, the gravel transitions to a flowering groundcover and the concrete walls become painted in traditional Indigenous art, representing a transition out of the uncomfortable space. It is not until you reach the end of the walk that you can turn the corner and face the bright open garden, representing optimism and hope, and begin to exhale after learning about the realities our Indigenous communities faced.

GENERAL LANDSCAPE NOTES

- DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- DO NOT SCALE FROM DRAWINGS.
- VERIFY CONDITIONS ON SITE BEFORE PROCEEDING WITH THIS WORK.
- CONTRACTOR SHALL ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE PRIOR TO COMMENCING WORK.
- CONTRACTOR SHALL LOCATE ALL BURIED UTILITIES PRIOR TO COMMENCING EXCAVATION.
- ALL WORK PRODUCED BY OR ON BEHALF OF MILLS & WRIGHT LANDSCAPE ARCHITECTURE IN RELATION TO THIS PROJECT SHALL REMAIN THE EXCLUSIVE PROPERTY OF MILLS & WRIGHT LANDSCAPE ARCHITECTURE. WHETHER THE PROJECT FOR WHICH IT IS PRODUCED IS EXECUTED OR NOT, AND SHALL NOT BE USED WITHOUT EXPRESS WRITTEN PERMISSION EXCEPT WHERE IT IS A REGULATORY REQUIREMENT OR OTHERWISE REQUIRED BY LAW.

DRAFT  
NOT FOR  
CONSTRUCTION

STAMP

NORTH REF.

4			
3			
2			
1	VW	LAND USE REPORT	09/04/2023
No.	By	DESCRIPTION	Date

REVISIONS

MILLS & WRIGHT  
LANDSCAPE ARCHITECTURE

95 LeMarchant Road  
Suite 202  
St. John's, NL, A1C 2H1  
(709) 770-5035  
(709) 770-8881  
millsandwright.ca

WOODFORD  
architecture

11 Brown Street  
St. John's, NL, A1B 2G2  
info@woodford.ca

CLIENT

FIRST LIGHT  
St. John's Friendship Centre

PROJECT

CALEDONIA PLACE  
REDEVELOPMENT

DRAWING

PATH OF  
REFLECTION

DESIGNED V.WALSH/MILLS	DRAWN V.WALSH	SCALE N.T.S.
APPROVED V.WALSH/MILLS	DATE 2026-05-24	SHEET L3
PROJECT NO. 21-03-WA		



Please note: the full updated landscape design will be updated at the development approval stage. Changes to this area will be minimal.



LEGEND

1

ENTRY FROM BUILDING

2

RESIDENTIAL SCHOOL SURVIVOR MEMORIAL STRUCTURE

3

BUILT-IN BENCHES

4

WATER FEATURE

5

PATH OF REFLECTION- SEE PAGE L3

6

TRADITIONAL LABRADOR PLANTINGS

7

CORTEN STEEL POSTS

BOLLARD LIGHTING

GENERAL LANDSCAPE NOTES

1.

DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.

2.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.

3.

DO NOT SCALE FROM DRAWINGS.

4.

VERIFY CONDITIONS ON SITE BEFORE PROCEEDING WITH THIS WORK.

5.

CONTRACTOR SHALL ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE PRIOR TO COMMENCING WORK.

6.

CONTRACTOR SHALL LOCATE ALL BURIED UTILITIES PRIOR TO COMMENCING EXCAVATION.

8.

ALL WORK PRODUCED BY OR ON BEHALF OF MILLS & WRIGHT LANDSCAPE ARCHITECTURE IN RELATION TO THIS PROJECT SHALL REMAIN THE EXCLUSIVE PROPERTY OF MILLS & WRIGHT LANDSCAPE ARCHITECTURE. WHETHER THE PROJECT FOR WHICH IT IS PRODUCED IS EXECUTED OR NOT, AND SHALL NOT BE USED WITHOUT IT EXPRESS WRITTEN PERMISSION EXCEPT WHERE IT IS A REGULATORY REQUIREMENT OR OTHERWISE REQUIRED BY LAW.

DRAFT

NOT FOR CONSTRUCTION

STAMP

NORTH REF.

4

3

2

1

VW

LAND USE REPORT

09/04/2023

No.

By

DESCRIPTION

Date

REVISIONS

MILLS & WRIGHT

LANDSCAPE ARCHITECTURE

85 LeMarchant Road  
Suite 202  
St. John's, NL, A1C 2H1  
(709) 770-5035  
(709) 770-8381  
millsandwright.ca

WOODFORD

architecture

11 Bowen Street  
St. John's, NL, A1B 2G2  
(709) 763-7947  
info@woodford.ca

CLIENT

FIRST LIGHT

St. John's Friendship Centre

PROJECT

CALEDONIA PLACE REDEVELOPMENT

DRAWING

RESIDENTIAL SCHOOL SURVIVORS MEMORIAL GARDEN

DESIGNED

V.WALSH/M.MILLS

DRAWN

V.WALSH

SCALE

N.T.S.

APPROVED

V.WALSH/M.MILLS

DATE

2026-06-24

SHEET

L4

PROJECT NO.

21-03-WA



Please note: the full updated landscape design will be updated at the development approval stage.





Please note: the full updated landscape design will be updated at the development approval stage. The status of the trees shown are expected to remain as shown.





**APPENDIX 10 -**  
**PUBLIC TRANSIT CONSULTATION**



**From:** Keith Woodfine <keith.woodfine@metrobus.com>  
**Sent:** Wednesday, April 05, 2023 2:09 PM  
**To:** Kathy Oke <kathy@woodfordarchitecture.ca>  
**Subject:** RE: [EXTERNAL EMAIL] 40 Quidi Vidi Rd - Rezoning Requirement Inquiry

Hi Kathy  
We do not service Quidi Vidi Rd and our closest stop is 400meters away on Forest Road. This being the case there are no infrastructure required.

Thank you for reaching out and including us in your process.

Keith Woodfine  
Transit Planner  
Metrobus (SJTC)  
keith.woodfine@metrobus.com  
709-570-2071

**From:** Kathy Oke <kathy@woodfordarchitecture.ca>  
**Sent:** Wednesday, April 5, 2023 1:47 PM  
**To:** keith.woodfine@metrobus.com  
**Subject:** [EXTERNAL EMAIL] 40 Quidi Vidi Rd - Rezoning Requirement Inquiry

Hi Keith,

I'm touching base to inquire about an upcoming renovation project and rezoning for the property at 40 Quidi Vidi Road, hoping to ascertain whether there will be any public transit infrastructure requirements that we must consider as we proceed with this project.

First Light (formerly St. John's Native Friendship Centre) are working to rezone the property at 40 Quidi Vidi Road from R3 to RM to accommodate an office, clinic, and place of assembly. We are proposing to renovate and expand the existing building (the former St. Joseph's Church) to develop the First Light headquarters. This will include a community centre, clinic, and gymnasium which will provide community space, programming, and amenities for the entire community, as well as updated office space and headquarters for the organization. The project will include landscaping and a memory garden dedicated to the survivors of residential schools in the province. You can find information on this rezoning application at the following link: <https://www.engagestjohns.ca/40-quidi-vidi-road>

Are there any public transit infrastructure requirements from St. John's Metrobus that we will need to meet for this project?

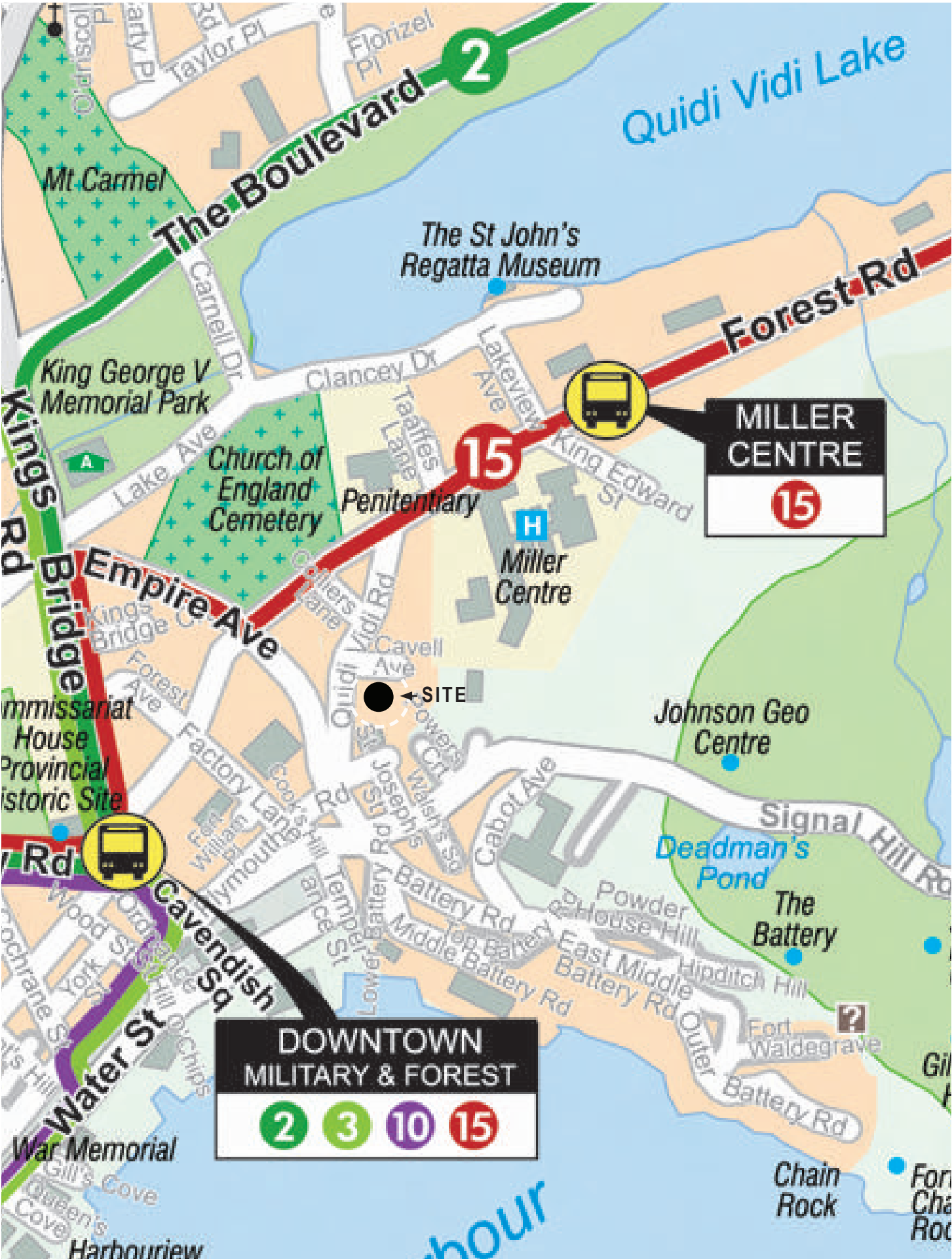
Thanks very much!

**Kathy Oke**

Intern Architect  
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# **APPENDIX 11 -**

## **TRAFFIC IMPACT ANALYSIS**



# **40 Quidi Vidi Road Traffic Impact Analysis**

Status: Revised Final Report

Date: November 09, 2023

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**Project Name:** 40 Quidi Vidi Road Traffic Impact Analysis

**Project No.:** 232030

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Status: Revised Final Report

Date: November 09, 2023

Prepared for:

Woodford Architecture

Prepared by:

Michael MacDonald, P.Eng.

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## 1 Introduction

Woodford Architecture retained Harbourside Transportation Consultants to conduct a Traffic Impact Analysis for the proposed renovation of Caledonia Place located at 40 Quidi Vidi Road in the City of St. John's, NL. Figure 1 illustrates the study area and site location.

First Light is seeking to renovate and expand Caledonia Place into a new community centre and headquarter building which will accommodate offices, a clinic and place of assembly. This Traffic Impact Analysis was prepared in support of the Land Use Report. The scope of work includes:

- ▶ An evaluation of site access and circulation;
- ▶ A review of sightlines at the proposed site access;
- ▶ A comparison of trip generation between existing and proposed uses; and
- ▶ A comparison of parking generation between existing and proposed uses.



Figure 1: Study Area and Site Location



## 2 Study Context

### 2.1 Existing Site Land Use

Caledonia Place is located at 40 Quidi Vidi Road and it is the former building of St. Joseph's Catholic Church. The building was retrofitted from a church into a multi-use office space approximately 20 years ago.

There are a number of programs currently operating out of the building. Programs have a limited capacity with an average of 20 participants per program. The primary program on-site is an after-school program which has been successfully operating out of this building for two years.

### 2.2 Road Network

Roadways of interest within the study area include:

- ▶ **Quidi Vidi Road** is a local roadway that runs north-south between Forest Road and Duckworth Street/Signal Hill Road. Quidi Vidi Road has a three-lane cross section with one travel lane in each direction and a southbound parking lane. The majority of the on-street parking is restricted to permit parking, some sections of time-restricted public parking are provided to accommodate businesses along the roadway. Quidi Vidi Road has a posted speed limit of 50 km/h.
- ▶ **Howe Place** is an east-west local roadway located just south of the site. Howe Place connects to St Joseph's Lane a north-south local roadway which connects to Signal Hill Road. Howe Place and St Joseph's Lane have a two-lane cross section. These residential roadways provide access to an adjacent hotel.
- ▶ **Cavell Avenue** is an east-west local cul-de-sac roadway located just north of the site. Cavell Avenue has a two-lane cross section and a length of approximately 80 metres.

### 2.3 Walking and Cycling

Sidewalks are provided on both sides of Quidi Vidi Road and Cavell Avenue and on the north side of Howe Place. A crosswalk is provided across Quidi Vidi Road immediately south of Howe Place.

The City of St John's cycling network does not include existing cycling infrastructure in the immediate area. The Bike St. John's Master Plan<sup>1</sup> includes proposed cycling facilities near the site. Cycling facilities on Empire Avenue and Plymouth Road will connect the site to the cycling routes to the north and west. Figure 2 illustrates the proposed cycling network in the area.

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<sup>1</sup> Bike St. John's Master Plan, City of St. John's, June 2019.



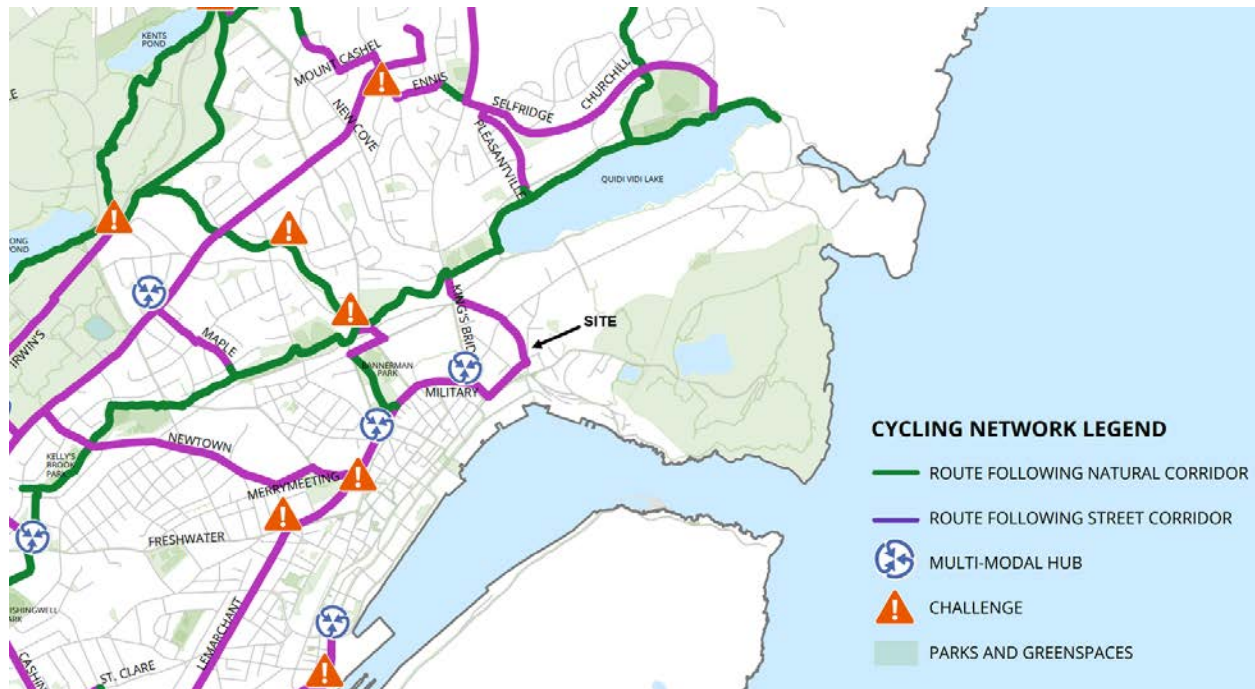


Figure 2: Future Cycling Network

## 2.4 Transit

Transit service in the City of St. John's is provided by Metrobus. Figure 3 illustrates the existing transit network in the area. There is no transit service on Quidi Vidi Road. The nearest transit route, Route 15 Cuckholds Cove | MUN | Avalon, provides service on Forest Road. Bus stops on Forest Road are located within 350 metres walking distance (approximately a 4-minute walk) of the site. Transit service is provided seven days a week. On weekdays, service is provided every 30 minutes between 6:30 am and 6:30 pm, followed by every hour until 11:00 pm. On weekends service is provided every hour between 9:00 am and 11:00 pm on Saturday and 9:00 am and 8:00 pm on Sunday.

Three additional transit routes can be accessed near the intersection of Military Road and Forest Road located within a 550 meters walking distance (approximately a 7-minute walk) of the site. These routes include Route 2 Avalon | Virginia Park | Village, Route 3 Village | Downtown | Stavanger, Route and Route 10 Downtown | MUN | Avalon. These routes include 15-minute service during the weekday peak hours and service every 30-40 minutes on weekends.

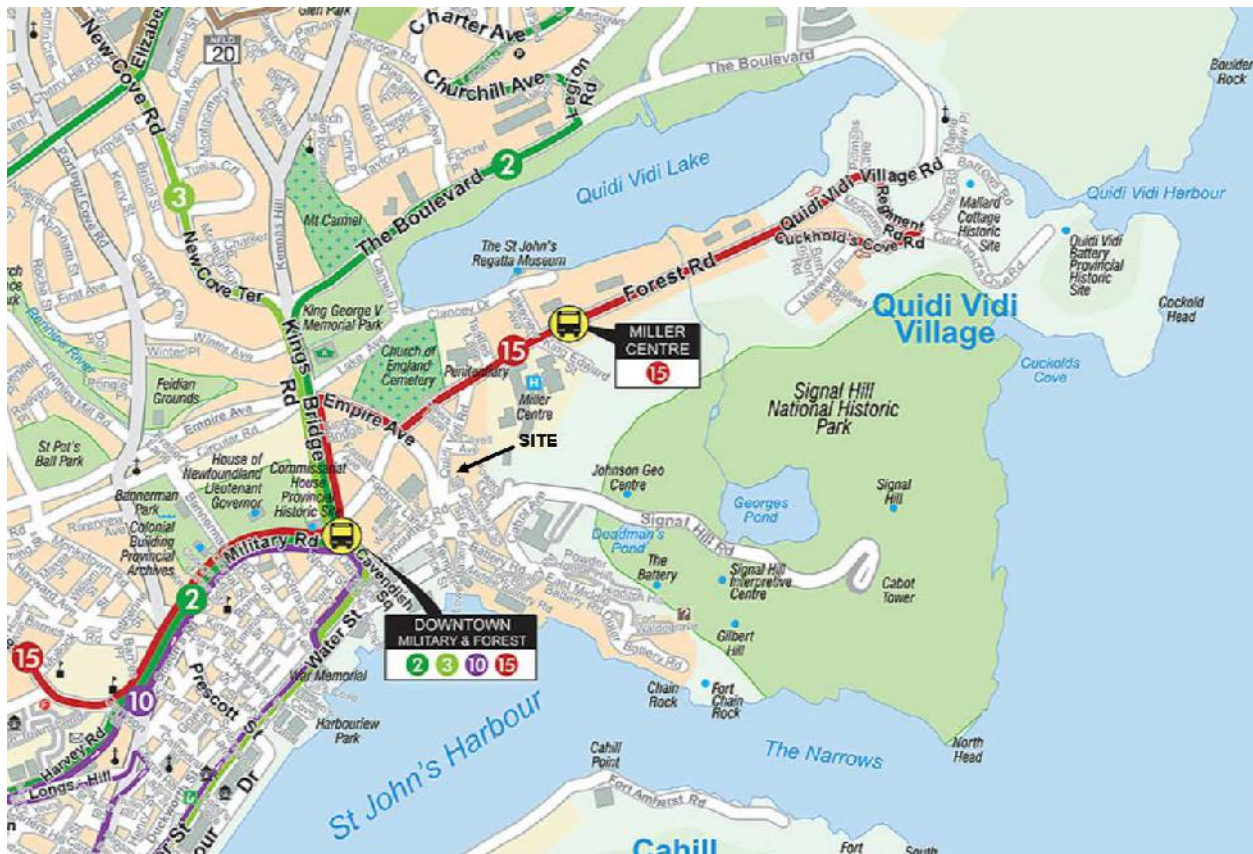


Figure 3: Existing Transit Network

### 3 Development Concept

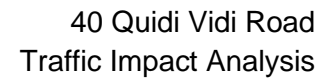
The development proposal includes the renovation and expansion of Caledonia Place into a new community centre and headquarters for First Light. This will include the reconfiguration of the existing building to improve accessibility and better accommodate offices, program space and clinic/social supports, the addition of recreational and community spaces, a new enclosed outdoor Memory Garden Space and new roof garden space.

After the renovation, the building will contain:

- ▶ 914 m<sup>2</sup> GFA (731 m<sup>2</sup> NFA) of indoor recreation/community space;
- ▶ 186 m<sup>2</sup> GFA (149 m<sup>2</sup> NFA) of clinic/social supports space (space for approximately 11 employees); and
- ▶ 520 m<sup>2</sup> GFA (416 m<sup>2</sup> NFA) of office space (space for approximately 33 employees).

Programming is not expected to change post-renovation, the renovation will simply provide a more appropriate space for the current programming. The primary use of the gymnasium space will be for the existing after-school program. Figure 4 illustrates the concept plan.



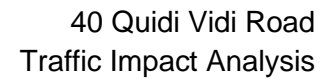


#### 4.1 Vehicle Access and Site Circulation

To improve the existing access, the entry will be widened to allow for two-way traffic for the first 18 metres. The widened driveway will allow for approximately 2-3 entering vehicles to be stored on site when vehicles entering the site will be required to yield to vehicles exiting the site, minimizing the potential for queued vehicles to impact operations on Quidi Vidi Road.

Signage will be required on both ends of the driveway to indicate how the driveway is meant to operate (i.e., yield to oncoming traffic). Sightlines will need to be maintained between the driveway entrance and the parking lot, design of the retaining wall along the driveway must ensure that sightlines are maintained between the driveway entrance and the parking lot.

Figure 5 illustrate vehicle access and site circulation. The site circulation plan assumes that the existing configuration of the parking lot will be maintained.



Visitors and staff frequently utilize taxis to travel to and from the facility. Taxis pick up and drop off on Quidi Vidi Road, immediately in front of the building. This will continue to be the case after the project is complete. Taxis do not enter the site or the parking lot.

A sight distance review was completed at the existing access on Quidi Vidi Road to confirm that the sight lines meet the minimum stopping and turning sight distance requirements of the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads<sup>2</sup>.

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The minimum stopping and turning sight distance requirements for a two-lane roadway with an operating speed of 40 km/h are:

- ▶ Minimum stopping sight distance = 50 metres;
- ▶ Minimum turning sight distance – left-turn from stop = 85 metres; and
- ▶ Minimum turning sight distance – right-turn from stop = 75 metres.

The sight line south of the access (looking to the left) extends to the intersection with Duckworth Street indicating that there is approximately 140 metres of sight distance available. The sight line north of the access (looking to the right) extends to the horizontal curve at the Cavell Avenue intersection indicating that there is approximately 95 metres of sight distance available.

The minimum stopping sight distance and turning sight distance for a right-turn from stop are met the access. The turning sight distance for a left-turn from stop is met with the introduction of traffic calming measures on Quidi Vidi Road which intends to restrict operating speed to 40 km/hr.

### 4.3 Pedestrian Access

Accessible pedestrian accesses will be provided from the sidewalk on Quidi Vidi Road along the frontage of the site and from the parking lot. Figure 6 illustrates pedestrian access to the site.

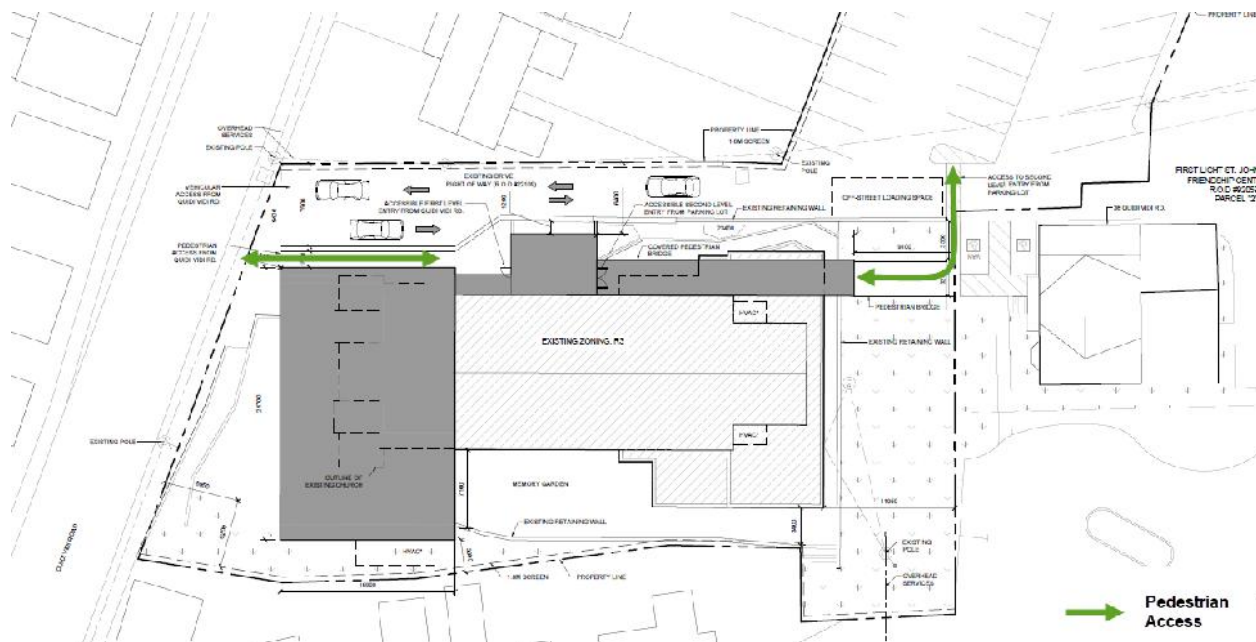


Figure 6: Pedestrian Access



## 5 Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual<sup>3</sup> was used to estimate the site's vehicle trip generation. Trips were estimated for both existing and proposed site land uses and compared to identify the site's net vehicle trip generation.

The following land use codes were used:

- ▶ 495 Recreational Community Center, General Urban/Suburban;
- ▶ 630 Clinic, General Urban/Suburban;
- ▶ 710 General Office Building, General Urban/Suburban.

Table 1 summarizes the trip generation rates for the land use codes.

Table 1: Trip Generation Rates

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Rate	Entering	Exiting	Rate	Entering	Exiting
495 Recreational Community Centre	1000 sq. ft. GFA	1.91	66%	34%	2.50	47%	53%
630 Clinic	Employees	1.34	82%	18%	1.47	39%	61%
710 General Office Building	Employees	0.49	88%	12%	0.45	17%	83%
Note: Rates are in vehicles per hour (vph)/unit.							

Currently, the building includes an office land use and there are 25 on-site employees on a typical weekday. Table 2 summarizes the estimated trip generation for the existing site uses. The site is estimated to generate 12 vehicle trips during the AM peak hour (11 trips entering and 1 trip exiting) and 11 vehicle trips during the PM peak hour (2 trips entering and 9 trips exiting).

Table 2: Estimated Trip Generation for Existing Site Use

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
710 General Office Building	25	12	11	1	11	2	9
Note: Units are in employees for office land uses.							

Table 3 summarizes the estimated trip generation for the proposed site land uses. The site is forecast to generate 50 vehicle trips during the AM peak hour (39 trips entering and 11 trips exiting) and 56 vehicle trips during the PM peak hour (21 trips entering and 35 trips exiting).

After accounting for existing trips to the site, the site is forecast to generate 38 new vehicle trips during the AM peak hour (28 trips entering and 10 trips exiting) and 45 new vehicle trips during the PM peak hour (19 trips entering and 26 trips exiting).

<sup>3</sup> Trip Generation Manual, 11<sup>th</sup> Edition, Institute of Transportation Engineers, September 2021.





Table 3: Estimated Trip Generation for Proposed Site Uses

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
495 Recreational Community Centre	9.84	19	13	6	25	12	13
630 Clinic	11	15	12	3	16	6	10
710 General Office Building	33	16	14	2	15	3	12
Total Trips		50	39	11	56	21	35
Existing Trips		12	11	1	11	2	9
New Trips		38	28	10	45	19	26
Note: Units are in employees for office and clinic uses and 1000 sq. ft. GFA for recreational use.							

The proposed land uses are expected to generate fewer than 100 peak hour trips. As per the Terms of Reference, no further analysis is required if the trip generation does not exceed 100 peak hour trips. The increase in peak hour traffic is considered minor, it is anticipated that the increase in traffic will have a negligible impact on traffic operations in the study area.

## 6 Parking Analysis

### 6.1 Parking Supply

The site's existing parking supply includes 31 parking spaces, including 3 accessible parking spaces. It should be noted that two additional spaces (not included in the supply) are reserved for use by neighbouring properties as part of a right-of-way agreement.

The expansion of the building will result in the loss of the three accessible parking spaces at the front of the building. Two new accessible spaces will be created at the back of the building. The site will have a future parking supply of 30 spaces.

### 6.2 Parking Generation

The Institute of Transportation Engineers (ITE) Parking Generation Manual<sup>4</sup> was used to estimate the site's vehicle parking generation. Parking demand was estimated for both existing and proposed site land uses and compared to identify the site's net parking generation. Parking generation was quantified for typical weekday operations, discussion regarding parking for special events is provided in Section 6.3.

It must be noted that First Lights program participants utilize alternate forms of transportation at a much higher rate than what is considered "typical". At least 50% of participants each day are either using public transit, walking to the centre, or are picked up by taxi (which is paid for by the organization).

<sup>4</sup> Parking Generation Manual, 5<sup>th</sup> Edition, Institute of Transportation Engineers, February 2019.



The following land use codes were used:

- ▶ 495 Recreational Community Center, General Urban/Suburban;
- ▶ 630 Clinic, General Urban/Suburban;
- ▶ 710 General Office Building, General Urban/Suburban.

Table 4 summarizes the parking generation rates for the land use codes.

Table 4: Parking Generation Rates

Land Use	Units	Peak Period of Parking Demand	Rate
495 Recreational Community Centre	1000 sq. ft. GFA	9:00 a.m. - 12:00 p.m.; 5:00 - 8:00 p.m.	2.07
630 Clinic	1000 sq. ft. GFA	9:00 a.m. - 3:00 p.m.	3.89
710 General Office Building	Employees	9:00 a.m. - 3:00 p.m.	0.84

Table 5 summarizes the estimated parking generation for the existing site land use. The site is estimated to generate a peak parking demand of 21 parked vehicles. The site's existing parking supply of 31 parking spaces accommodates the current parking demand.

Table 5: Estimated Parking Demand for Existing Site Use

Land Use	Units	Rate	Parking Demand
710 General Office Building	25 Employees	0.84	21

Table 6 summarizes the estimated parking generation for the proposed site land uses. The site is forecast to generate a peak parking demand 57 parked vehicles if the peak demand were to occur for all three land uses at the same time.

Table 6: Estimated Parking Demand for Proposed Site Uses

Land Use	Units	Rate	Parking Demand
495 Recreational Community Centre	9.84 1000 sq. ft. GFA	2.07	21
630 Clinic	2.00 1000 sq. ft. GFA	3.89	8
710 General Office Building	33 Employees	0.84	28
Peak Parking Demand			57
Note: Rates are in parked cars/unit.			

The parking demand for different types of land uses can vary over different times of day. ITE provides a time-of-day distribution of parking demand on a weekday. Figure 7 illustrates the time-of-day profiles for the three land use codes.

Figure 8 illustrates the time-of-day distribution for the proposed site land uses, the peak parking demand for the site is forecasted to be 56 parked vehicles between 10:00 am and 12:00 pm. The on-site parking supply can not meet the estimated parking demand.



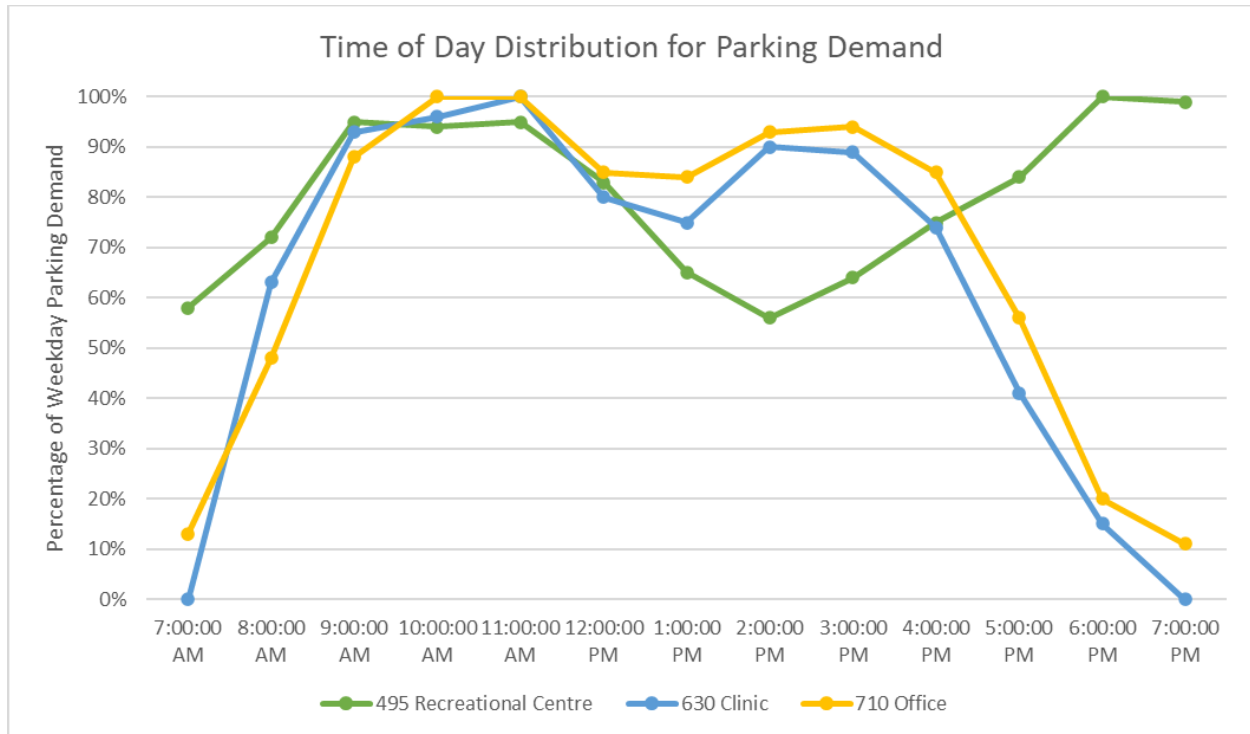


Figure 7: Time of Day Distribution for Parking Demand

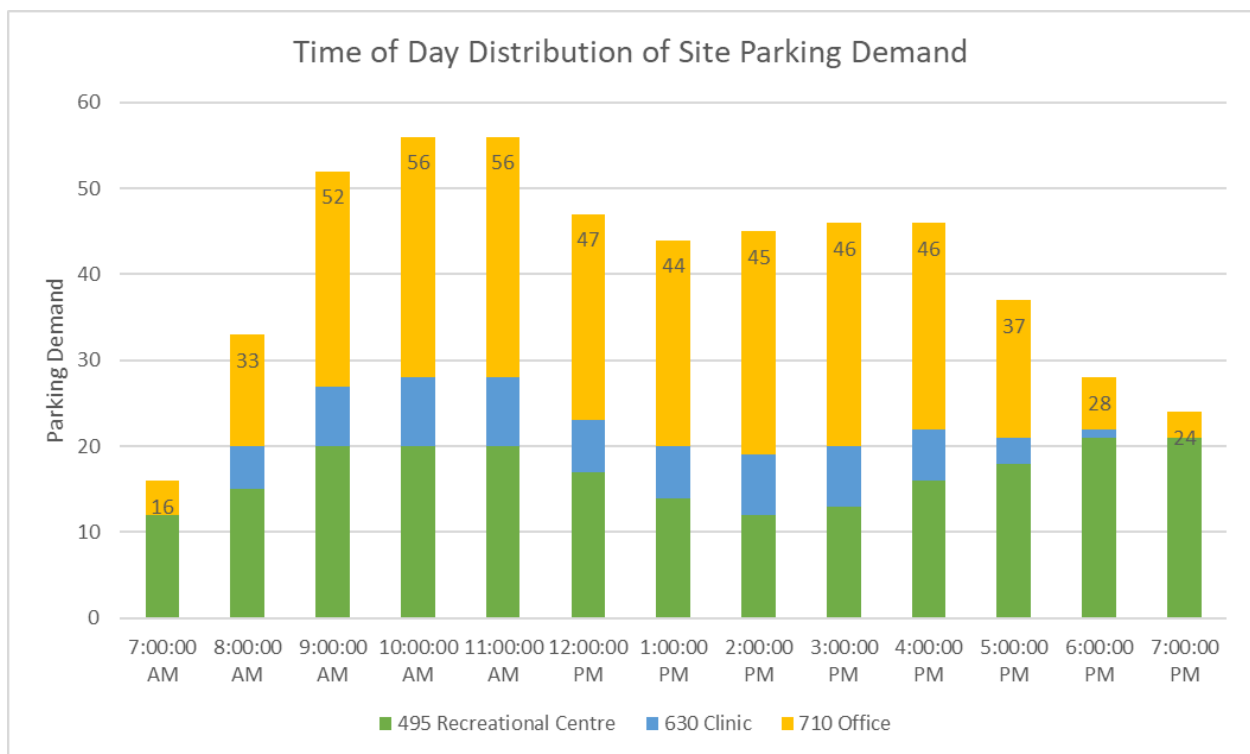


Figure 8: Time of Day Distribution of Site Parking Demand



### 6.3 Special Event Parking

Special events at the site which could host approximately to 150 participants may be held on a quarterly or annual basis. For these events, First Light will encourage walking to the site. First Light has had a verbal agreement with the adjacent Dr. Leonard A. Miller Centre in past years to use their overflow parking to accommodate guests for specific special events. First Light is currently in the process of establishing a written Off-Site Parking Agreement with the Dr. Leonard A. Miller Centre which will cover special events.

### 6.4 Municipal Parking Requirements

#### 6.4.1 Vehicle Parking Requirements

The Envision St. John's Development Regulations<sup>5</sup> prescribes minimum and maximum parking requirements by land uses. Table 7 summarizes the parking requirements for the proposed site land uses.

Table 7: City of St. John's Parking Requirements

Type or Nature of Building	Minimum	Maximum
Clinic	1 space for every 20 m <sup>2</sup> of GFA	3 spaces for every consultation room
Office	1 space for every 50 m <sup>2</sup> of NFA	1 space for every 20 m <sup>2</sup> of NFA
Place of Assembly	1 space for every 15 m <sup>2</sup> of GFA	1 space for every 5 m <sup>2</sup> of GFA

Table 8 summarizes the calculation of the site parking requirements. The minimum parking requirement is 76 parking spaces. The on-site parking supply can not meet the City's minimum parking requirements.

Table 8: Calculation of Required Parking Spaces

Type or Nature of Building	Floor Area	Minimum	Maximum
Clinic	186 m <sup>2</sup> GFA 2 consultation rooms	9 Max of 6	6
Office	416 m <sup>2</sup> NFA	9	21
Place of Assembly	914 m <sup>2</sup> GFA	61	187
Total Parking Spaces		76	210

#### 6.4.2 Bicycle Parking Requirements

In addition to vehicle parking, the Development Regulations prescribes a minimum of two bicycle parking spaces for office uses with up to 3,200 m<sup>2</sup> of Net Floor Area. Four bicycle parking spaces are identified on the current plan. They will be located near the building entrance on Quidi Vidi Road.

<sup>5</sup> Envision St. John's Development Regulations, Amended December 2022





### 6.4.3 Downtown Parking Area

The Development Regulations outline a Downtown Parking Area where the following reduced parking requirements apply to non-residential parking:

- ▶ For new non-Residential Development in the Downtown Parking Area, the minimum and maximum number of required parking spaces shall be 50 percent of those prescribed for areas outside of the Downtown Parking Area and Intensification Areas.
- ▶ For a change of use application for non-Residential to another non-Residential Use in the Downtown Parking Area where floor area is not changing, the applicant shall not be required to comply with the parking requirements.

Figure 9 illustrates the Downtown Parking Area and the location of the subject site. The site is located just outside the Downtown Parking Area. If the reduced requirements for the Downtown Parking Area were applied to the site, the minimum parking requirement would be reduced to 38 parking spaces. The on-site parking supply would still not meet the City's minimum parking requirements for the Downtown Parking Area.

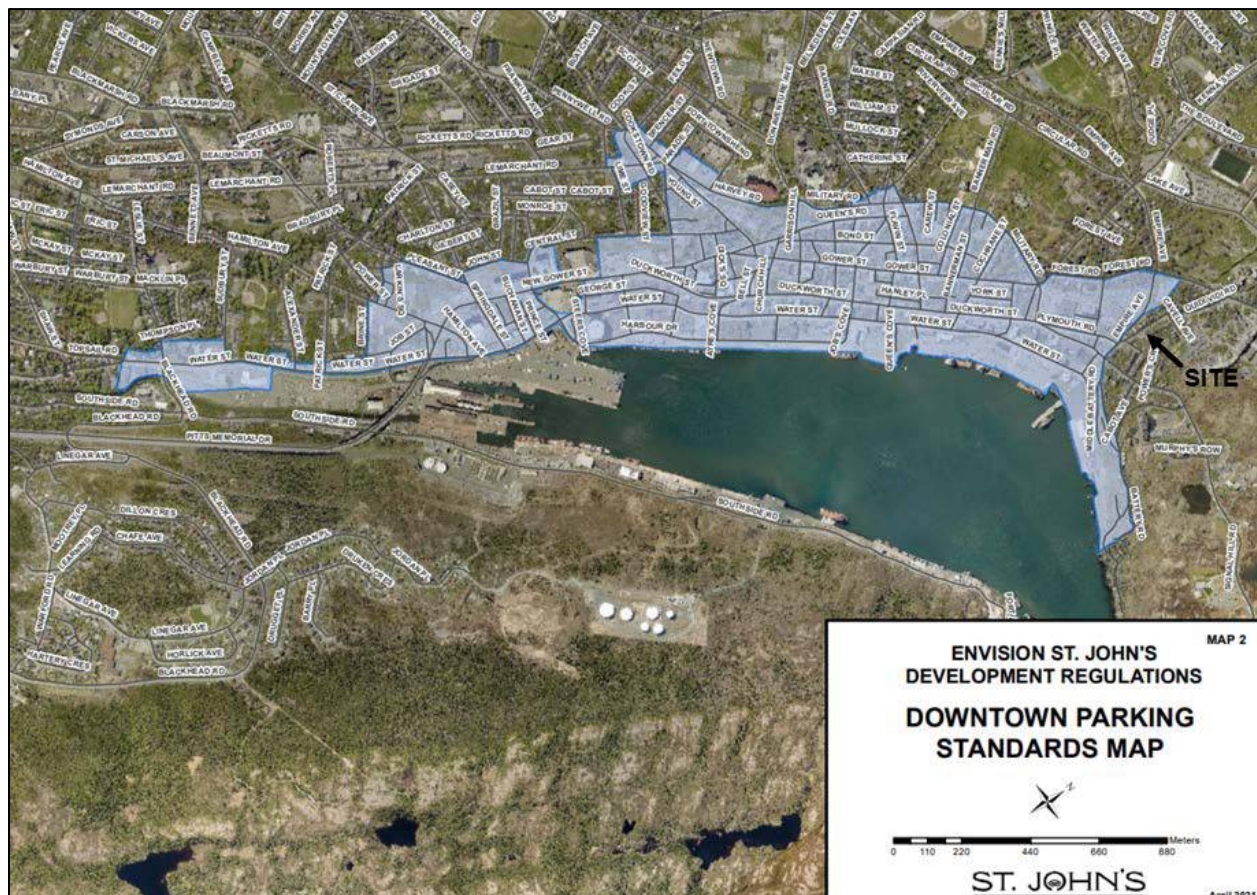


Figure 9: Downtown Parking Area



## 6.5 Accessible Parking

In the Building Accessibility Regulations of Newfoundland and Labrador<sup>6</sup>, it regulates that there must be at least one parking space or 6% of the total number of parking spaces, whichever is greater, designed and designated for use by persons with disabilities. For an on-site parking supply of 30 spaces, a minimum of two accessible parking spaces need to be provided within the parking lot.

## 6.6 Parking Recommendations

The on-site parking supply will not meet the minimum parking requirements prescribed by the City of St. John's or the estimate parking demand based on ITE data. There is limited ability to provide additional parking on-site, therefore the limited on-site parking will need to be used as efficiently as possible. Parking relief is required from the City of St. John's. Many of the staff and users of the facility use taxis, transit or active transportation to access the site. In addition, the following strategies could justify relief from the City and help manage parking demand on-site:

- ▶ Based on ITE parking demand data, office employee parking is expected to represent approximately 53% of peak parking demand. Consideration should be given to managing employee parking demand and/or providing alternatives for off-site employee parking to ensure the limited on-site parking supply is available for visitors. Consider transportation demand management technique for employees such as promoting carpooling and alternative modes of transportation (transit, walking and cycling). First Light is currently in the process of establishing a written Off-Site Parking Agreement with the Dr. Leonard Miller Centre which will cover special events, as well as permit staff parking to help relieve the existing parking supply for regular programming.
- ▶ Given the nature of the on-site programming and the need for participant registration there is an opportunity for First Light to convey to attendees that there may be limited on-site parking at times and provide information regarding transit routes and/or alternative parking locations nearby. It is expected that there may be a high number of repeat visitors that will become familiar with the parking situation and plan accordingly.
- ▶ Large portions of on-street parking on roadways surrounding the site are restricted to permit users, providing a map showing the locations of on-street parking available to the general public may help reduce unnecessary trips associated with searching for parking. The map could be provided on the website and conveyed to attendees registering for programs.

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<sup>6</sup> NEWFOUNDLAND AND LABRADOR REGULATION, Building Accessibility Regulations (Amendment) under the Building Accessibility Act, (*Filed March 23, 2018*)





## 7 Conclusions and Recommendations

### 7.1 Conclusions

Woodford Architecture retained Harbourside Transportation Consultants to conduct a Traffic Impact Analysis for the proposed renovation of Caledonia Place located at 40 Quidi Vidi Road in the City of St. John's, NL.

First Light is seeking to renovate and expand Caledonia Place into a new community centre and headquarter building. This Traffic Impact Analysis was prepared in support of the Land Use Report. The scope of work includes:

- ▶ An evaluation of site access and circulation;
- ▶ A review of sightlines at the proposed site access;
- ▶ A comparison of trip generation between existing and proposed uses; and
- ▶ A comparison of parking generation between existing and proposed uses.

The development proposal includes include the reconfiguration of the existing building to improve accessibility and better accommodate offices, program space and clinic/social supports, the addition of recreational and community spaces, a new enclosed outdoor Memory Garden Space and new roof garden space. After the renovation, the building will contain:

- ▶ 914 m<sup>2</sup> GFA (731 m<sup>2</sup> NFA) of indoor recreation/community space;
- ▶ 186 m<sup>2</sup> GFA (149 m<sup>2</sup> NFA) of clinic/social supports space (space for approximately 11 employees); and
- ▶ 520 m<sup>2</sup> GFA (416 m<sup>2</sup> NFA) of office space (space for approximately 33 employees).

Vehicle access to the development is proposed through the existing driveway on Quidi Vid Road. The existing driveway is only 4.0 metres wide; the width is limited by an existing retaining wall and does not meet the City's requirement for two-way traffic.

To improve the existing access, the entry will be widened to allow for two-way traffic for the first 18 metres. The widened driveway will allow for approximately 2-3 entering vehicles to be stored on site when vehicles entering the site will be required to yield to vehicles exiting the site, minimizing the potential for queued vehicles to impact operations on Quidi Vidi Road.

Signage will be required on both ends of the driveway to indicate how the driveway is meant to operate (i.e., yield to oncoming traffic). Sightlines will need to be maintained between the driveway entrance and the parking lot, design of the retaining wall along the driveway must ensure that sightlines are maintained between the driveway entrance and the parking lot.

It should be noted that previous versions of the site plan explored providing a secondary access on Cavell Avenue to allow for one-way circulation on-site and mitigate concerns associated with the width of the existing driveway. However, concerns were raised with inadequate sight lines at



Cavell Avenue and the impacts to the park. Therefore, this option was eliminated from consideration.

Based on the investigations carried out, it is concluded that:

- ▶ **Sight Distance Review:** The minimum stopping sight distance and turning sight distance for a right-turn from stop are met at the existing access. The turning sight distance for a left-turn from stop is met with the introduction of traffic calming measures on Quidi Vidi Road which intends to restrict operating speed to 40 km/hr.
- ▶ **Estimated Site-Generated Traffic:** The site is estimated to currently generate 12 vehicle trips during the AM peak hour and 11 vehicle trips during the PM peak hour. With the proposed renovation, the site is forecast to generate a total of 50 vehicle trips during the AM peak hour and 56 vehicle trips during the PM peak. After accounting for existing trips to the site, the site is forecast to generate 38 new vehicle trips during the AM peak hour and 45 new vehicle trips during the PM peak hour. The proposed land uses are expected to generate fewer than 100 peak hour trips.
- ▶ **Parking Supply:** The site's existing parking supply includes 31 parking spaces. The expansion of the building will result in the loss of three parking spaces at the front of the building, however, two new accessible spaces will be created at the rear of the building. The reconfiguration of the parking lot will result in an on-site parking supply of 30 spaces including 2 accessible spaces.
- ▶ **Estimated Site-Generated Parking Demand:** The site is estimated to currently generate a peak parking demand of 21 parked vehicles on a typical weekday. The existing demand is accommodated by the on-site parking supply. With the proposed renovation, the site is forecast to generate a peak parking demand of 56 parked vehicles on a typical weekday. The forecast demand will not be accommodated by the on-site parking supply.
- ▶ **Special Event Parking:** Special events at the site which could host approximately to 150 participants may be held on a quarterly or annual basis. First Light has had a verbal agreement with the adjacent Dr. Leonard A. Miller Centre in past years to use their overflow parking to accommodate guests for specific special events. First Light is currently in the process of establishing a written Off-Site Parking Agreement with the Dr. Leonard A. Miller Centre which will cover special events. For these events, First Light will also encourage walking to the site.
- ▶ **Municipal Parking Requirements:** The minimum parking requirement for the proposed site is 76 parking spaces based on the City's prescribed parking requirements. The on-site parking supply will not meet the City's minimum parking requirements. There is limited ability to provide additional parking on-site. In addition to vehicle parking, four bicycle parking spaces are provided.





The site is located just outside of the Downtown Parking Area which has minimum parking requirements reduced by 50 percent. If the reduced requirements for the Downtown Parking Area were applied to the site, the minimum parking requirement would be reduced to 38 parking spaces. The on-site parking supply would still not meet the City's minimum parking requirements for the Downtown Parking Area.

## 7.2 Recommendations

Based on the findings of the study, it is recommended that:

- ▶ The proposed land uses are expected to generate fewer than 100 peak hour trips, no further analysis is required to evaluate traffic impacts.
- ▶ Transportation demand management strategies be implemented to manage parking demand on-site. Potential strategies include:
  - Office employee parking is expected to represent approximately 53% of the peak parking demand. Consideration should be given to managing employee parking demand and/or providing alternatives for off-site employee parking to ensure the limited on-site parking supply is available for visitors. Consider transportation demand management technique for employees such as promoting carpooling and alternative modes of transportation (transit, walking and cycling). First Light is currently in the process of establishing a written Off-Site Parking Agreement with the Dr. Leonard Miller Centre which will cover special events, as well as permit staff parking to help relieve the existing parking supply for regular programming.
  - Given the nature of the on-site programming and the need for participant registration there is an opportunity for First Light to convey to attendees that there may be limited on-site parking at times and provide information regarding transit routes and/or alternative parking locations nearby. It is expected that there may be a high number of repeat visitors that will become familiar with the parking situation and plan accordingly. It is important to note that at least 50% of participants each day are either using public transit, walking to the centre, or are picked up by taxi, which is paid for by the organization.
  - Large portions of on-street parking on roadways surrounding the site are restricted to permit users, providing a map showing the locations of on-street parking available to the general public may help reduce unnecessary trips associated with searching for parking. The map could be provided on the website and conveyed to attendees registering for programs.