

Theresa K. Walsh

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

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Hello,

My name is [REDACTED]

Please see

attached our comments regarding the proposal.



Thank you,



November 11, 2024

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

Re: 34 New Cove Road Development

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

Building Mass & Stepback Relaxation

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

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

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

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

Affordability

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

Community Loss

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

Public Consultation

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

Parking & Traffic

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

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

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

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

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

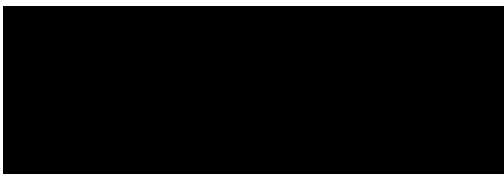
The LUA report indicates that the proposed development will somehow reduce traffic in comparison to the existing Max Fitness facility, however those numbers seem unrealistic and detached from the realities of this specific site and circumstance.

Conclusion

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

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

Sincerely,



Theresa K. Walsh

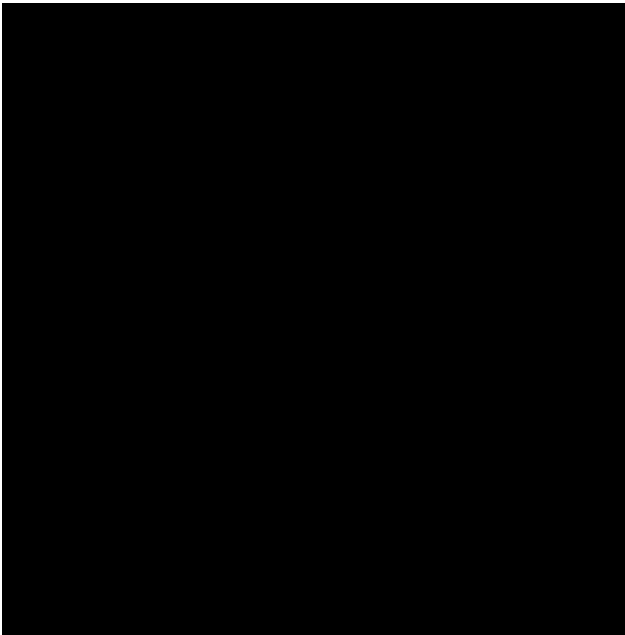
From: [REDACTED]
Sent: Saturday, November 9, 2024 10:20 AM
To: CityClerk
Cc: Lindsay Church
Subject: 34 New Cove Road
Attachments: 34 New Cove Road.pdf

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Hello,

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



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

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

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

Figure 1



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

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

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

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

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

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

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

Figure 2



Figure 2 cont'd



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

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

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

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

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

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

Theresa K. Walsh

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

Follow Up Flag: Follow up
Flag Status: Flagged

Please confirm receipt.

Thanks

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

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Thank you for opportunity to respond to application.

[REDACTED] have 2 concerns re this proposed development.

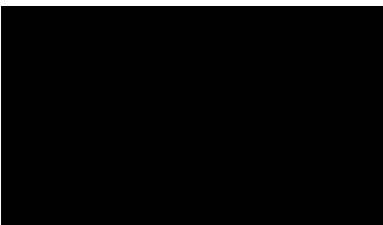
1st. At present the amount of traffic on New Cove and Kenna's Hill is already at level that if this building is developed...the increase caused by 107 units would be of a definite concern for safety.

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

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

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

Thank you for your consideration.



Theresa K. Walsh

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

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Good Morning,

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

Please acknowledge receipt of all documents.

Regards,

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

November 6, 2024

Re : 34 New Cove Road

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

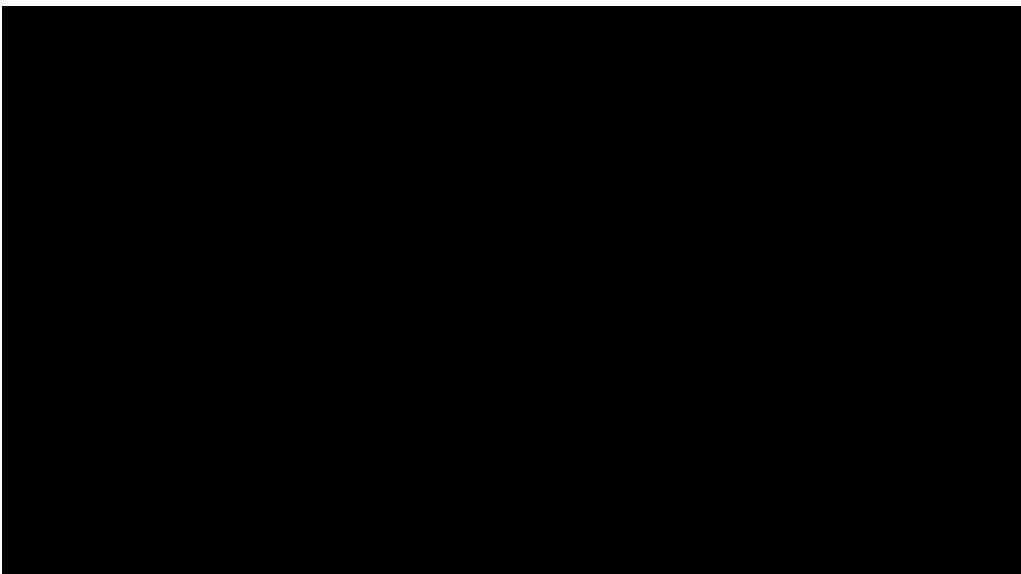
[REDACTED]
[REDACTED]
[REDACTED] After the
[REDACTED]
[REDACTED] trees were allowed to grow wildly on the embankment, and the fence, knocked down by a storm, was removed by the MAX but never replaced.

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

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

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

Please contact us if you need more information.





Theresa K. Walsh

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

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Dear City of St. John's,

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

[REDACTED]

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

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

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

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

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

Respectfully,

[REDACTED]

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

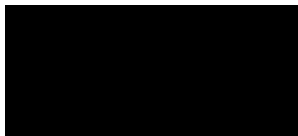
Re: 34 Portugal Cove rd.

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

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



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



[REDACTED]

New Planning Application Open for Comments

34 New Cove Road

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

Planning Application Reminder:

Main Road and Shoal Bay Road, Goulds

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

Theresa K. Walsh

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

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08/11/2024

To whom it may concern,

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

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

1. Parking

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

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

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

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

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

2. Traffic


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

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

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

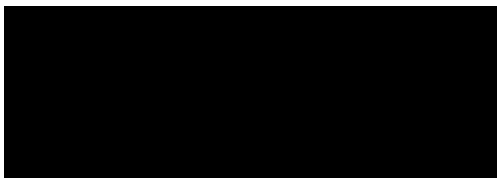
3. Building height/stepback

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

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

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

Sincerely,



Theresa K. Walsh

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

Please confirm receipt.

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

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

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

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

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

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

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

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

[REDACTED]

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Theresa K. Walsh

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

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[REDACTED]

November 8, 2024

To whom it may concern:

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

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

1) Height of Building

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

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

2) New Cove Road Traffic and Congestion

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

3) New Cove Road Speed

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

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

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

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

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

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

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

4) New Cove Road Parking

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

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

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

5) Developer Shenanigans

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

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

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

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

6) Conclusion

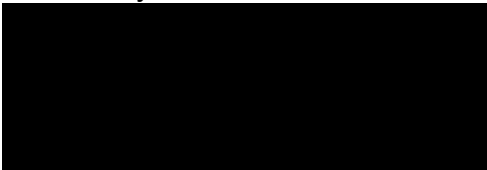
For the many reasons outlined above, our household protests the applicant’s requested exemption to Section 7.1.4 and we ask the City of St. John’s to reject said exemption.

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

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

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

Sincerely,



Theresa K. Walsh

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

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

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

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

[REDACTED]

Theresa K. Walsh

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

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To the Office of the City Clerk:

Re: 34 New Cove Road - Comments

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

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

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

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

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

Theresa K. Walsh

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

FYI for your feedback. Please confirm receipt.

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

Regards
Mona

Access St. John's

Web Service

Call: 311 or 709-754-2489

Fax: 709-576-7688

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

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

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

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

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

Theresa K. Walsh

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

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- > We have reviewed documents regarding KMK's proposal to build a 10 story building on the property at 34 New Cove Road now occupied by MAX and submit the following questions and comments:
 - >
 - > 1. Two applications from KMK have been submitted to Council for consideration:
 - >
 - > (i) to have the property at 34 New Cove Road rezoned from institutional to residential Apartment 3 to permit construction of the proposed 10 story building
 - > (ii) to be granted an exemption from Section 7.1.4 ,Building Stepback, of Development Regulations.
 - >
 - > With respect to the rezoning application, we are fully aware of the pressing need for additional housing in the City and have no objection to having apartments built on the 34 New Cove Road site but we strongly object to the construction of a ten-story building that is totally out of scale with existing buildings.
 - >
 - > With respect to the application for exemption from the stepback requirements, we see no reason for granting this exemption. As the City itself has noted, the pupose of setback regulations is to reduce the visual scale of the building and to reduce the looming effect on adjacent properties. Not only is KMK asking to construct a building totally out of scale in the area, they are asking for an exemption from regulations put in place to mitigate the negative impact of such a huge building. KMK argues that compliance with stepback will result in loss of units. Such a loss KMK contends, will make the project financially unfeasible. Within this frequent financial feasibility complaint by developers rests a veiled threat that a project won't go ahead unless the City allows them to proceed unimpeded by existing regulations.
 - >
 - > . What does KMK mean by "financial feasibility"? Do they mean loss of profit? Does the developer's cited loss of profit outweigh the negative impact on current residents in the area resulting from the intrusion of this enormous building?
 - >
 - > .Has the City asked the developer to go back to the drawing board and come up with a proposal for apartment housing in scale with the existing neighborhood? 34 New Cove Road is a big property. Could two buildings of smaller scale comprising as many units as originally proposed address the housing needs without threatening this neighborhood?

>

> . Has Council considered that allowing rezoning and granting exemptions from stepback regulations in this case would set a dangerous precedent, particularly when KMK is already associated with many significant properties in the City?

>

> .Is the City intending to hold public hearings on the rezoning application and on the stepback exemption?



Theresa K. Walsh

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

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

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Good Morning,

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

[REDACTED]

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

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

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

Height/Size of the Development:

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

Traffic Flow:

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

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

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

Availability of Parking:

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

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

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

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

Entrance/Exit to 34 New Cove Road:

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

Summary:

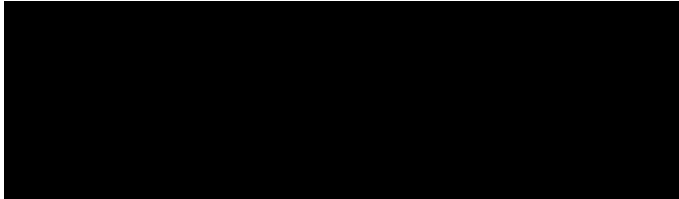
We do not support the developer's request for exemptions.

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

Comment on the Developer’s Consultation

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

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



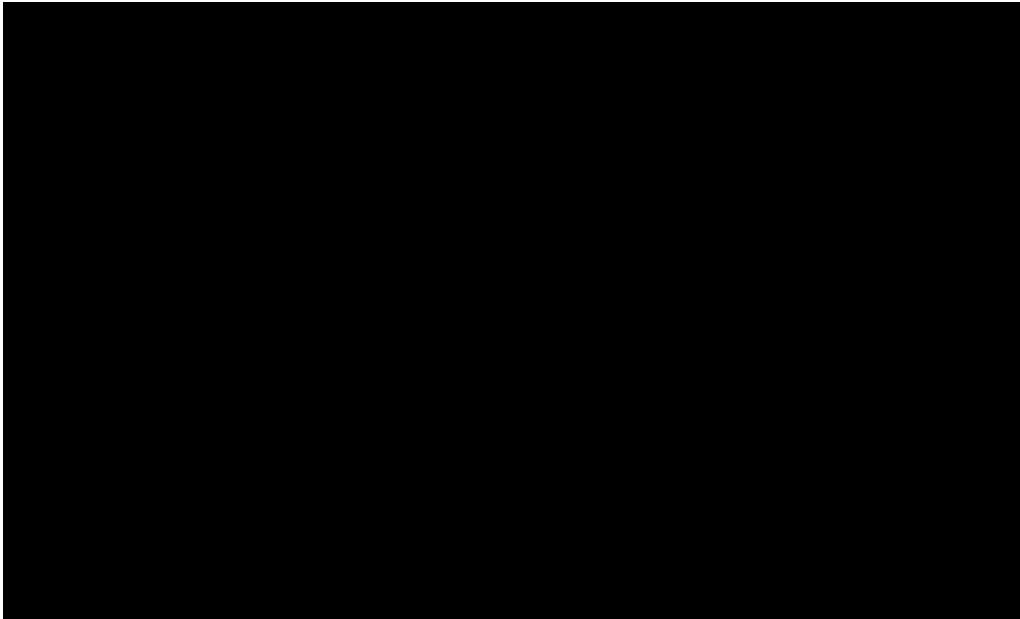
From: [REDACTED]
To: [CityClerk](#)
Subject: Application – 34 New Cove Road
Date: Monday, November 4, 2024 10:49:48 AM
Attachments: [image001.png](#)
[image002.png](#)

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Application – 34 New Cove Road

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



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

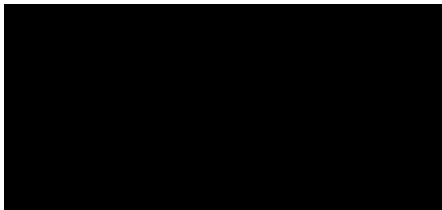
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Dear City Clerk

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

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



Theresa K. Walsh

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

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

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

Thank you,

[REDACTED]

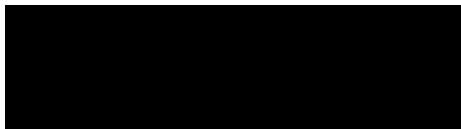
Sent from my iPhone

Theresa K. Walsh

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

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

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

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

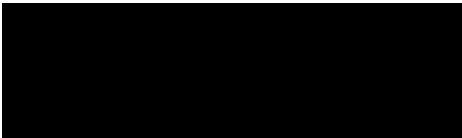
Traffic: The traffic from this development will create havoc on New Cove Road which is already a busy street, which intersects with two other busy streets, Elizabeth and Kings Bridge Road. The proposed location of the access to this development is in a precarious location. There is limited visibility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

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

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

This is of course in the ideal months and not during the snow months. During those months everything is worse. Street parking is less during the day and no overnight parking due to the winter parking ban. There also doesn't appear to have any area allocated for snow storage on the site, even with a management plan to remove snow from the site (creating extra traffic for NCR), there will be times when present proposed parking on the site will be insufficient. Current property fencing borders a lot of the parking areas could be impacted by snow clearing, also the hill facing NCR could be impacted with falling snow from the parking lot above during and after clearing. The City plows the north sidewalk, it is a designated route for the CNIB (located further down The Boulevard), the closest fire hydrant is located just below the hill, and also a bus stop.

We do not support this proposal!



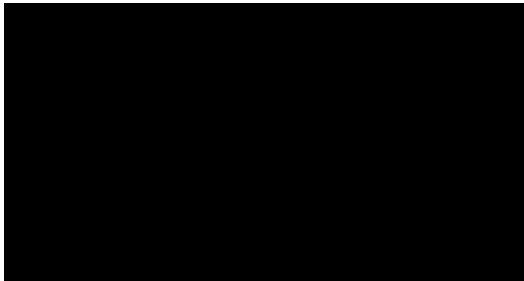
From: [REDACTED]
To: [CityClerk](#)
Subject: Ref; Proposed 10 story apt. bldg at 34 New Cove Rd.
Date: Friday, October 25, 2024 1:28:49 PM

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To Whom it may concern;

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



Theresa K. Walsh

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

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Hi;

[REDACTED]
[REDACTED]

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

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

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

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

[REDACTED]

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

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Hi there,

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