

Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, November 20, 2025 11:25 AM
To: CityClerk
Cc: Tom Davis; Kate Cadigan
Subject: Opposition to Rezoning Application for 358–376 Portugal Cove Place

Good day,

I am writing in response to the rezoning application for 358–376 Portugal Cove Place. As a resident of [REDACTED], I strongly oppose the proposed change from Residential (R1) Zone to Residential 2 (R2) and Apartment 1 (A1) Zone to accommodate a mixed subdivision development of 154 units.

My primary concern is the significant increase in traffic this development would bring to an already congested area. There are 14 streets in the vicinity, yet only two main access points—Higgins Line and Ridge Road. Traffic congestion is a daily issue. For example, on Monday, November 17, 2025, I was the first vehicle stopped at Bell’s Turn to make a lefthand turn onto Higgins Line, and it took five minutes to exit due to a backup extending to Fox Avenue.

The City of St. John’s Collision Report (2018–2022) ranked the intersection of Portugal Cove Road, Higgins Line, and Newfoundland Drive as the second most dangerous in the city. This risk is compounded by recent developments on Hunt’s Lane, including India Express (2021), Summerville Dental (2022), and Newfoundland Bethel Assembly of God (2025), all of which have increased traffic volumes.

There is also a persistent issue with on-street parking on Bell’s Turn, Hunt’s Lane, and Portugal Cove Place. Whither’s Place, which has only 10 houses, often sees up to 30 vehicles parked along the street.

In addition, most houses in the area already contain apartments, which has increased both population density and vehicle ownership. Adding a large-scale development would further strain local infrastructure and services.

Furthermore, the Traffic Study conducted on May 22, 2025, did not reflect typical traffic conditions. At that time, Memorial University of Newfoundland, Marine Institute, and both campuses of the College of the North Atlantic were not in full session, which likely resulted in an underestimation of traffic impact.

Given these concerns, I urge the City of St. John’s to reject this rezoning application in the interest of public safety and responsible urban planning.

Thank you for your attention to this matter.

Sincerely,

Theresa K. Walsh

From: [REDACTED]
Sent: Sunday, November 23, 2025 2:57 PM
To: CityClerk
Subject: My Feedback on Rezoning Application 358-376 Portugal Cove Place

RE: Rezoning Application 358-376 Portugal Cove Place

My main concerns are:

1. The increase in traffic on the small winding road of Bells Turn both during the construction, with heavy equipment and contractors, and after completion, with a massive increase to the population that this development will bring.
2. The amount of construction equipment coming and going will negatively impact the existing residents for years to come.
3. There are not enough entrances/exits from the new development to accommodate the additional traffic that would result from the additional residents. They should have to create their own entrance/exit onto Portugal Cove Road rather than try to funnel everyone through the existing small two way streets.
4. In the event that the proposed development does go ahead a traffic light would need to be put in at the bottom of Bell's Turn to accommodate the increased traffic.
5. With the 154 proposed units (so more than likely at least double that amount of occupants), there will not be enough parking so the road would become congested constantly. And with only one parking space being allotted the additional cars will have to be parked somewhere, thereby encroaching into our area. Many people, especially if there are going to be rentals permitted by the City, will have more than one vehicle. Make the developer provide more parking per dwelling, if that means reducing the approved number of units, so be it.
6. I would like to hear more about mandatory green space being set aside because many residents now use the area for exercise. Please do not permit reduced landscaping.

Regards,

Theresa K. Walsh

From: [REDACTED]
Sent: Monday, November 24, 2025 6:04 PM
To: CityClerk
Subject: 358-376 Portugal Cove Place

Good Day,

I am writing to share thoughts/concerns on the proposed development at 358-376 Portugal Cove Place as I live within 150m of the application site.

I will begin with some comments on the city considering reducing the required landscaping percentage from 35% to 30%. On page 2 of the land use report, the document states that parking for vehicles and bicycles will meet and **exceed** city standards. Why are we considering reducing green space in order to have extra parking? This makes me question our priorities. We should be protecting our green spaces. Why have potentially empty parking spaces when we could have greenery that is positively contributing to our environment? I implore the city to reconsider this. Surely there is a way to reposition and slightly alter the proposed plans to maintain the standard of 35%. I understand that space is limited and that we are in a housing crisis, but the planet is also in crisis and we should protect our green spaces as much as possible. There must be a compromise to ensure the integrity of the environment. Every 5% matters.

I would now like to comment on the traffic impact study. I appreciate the work done. I read the document in its entirety. I read the site-generated traffic estimates done by the Institute of Transportation Engineers (ITE). However, as the language in the document suggests, these are estimates only and they are estimates from one source only.

During public consultation, there were concerns raised about traffic. The document states on page 4 that they are providing 172 vehicle parking spaces. I'm no expert, but that's a potentially significant influx of traffic. I urge you to listen to the residents. We live these traffic scenarios every day. No site-generated traffic assessment can replace the people on the ground everyday. I know the study sites a slight increase in wait times at the intersection of Bells Turn and Higgins Line, but I drive that route every morning during rush hour traffic and it can be a nightmare on the best of days. I can't imagine the added wait time if even 20 of the new residents are using that same route during peak hours. I appreciate the study saying people can access the Outer Ring Rd by way of Hunt's Lane but respectfully, we can't assume the majority of new residents will need to access it. What if everyone needs to turn left onto

Higgins Line? I wonder if a second traffic study is warranted. This development should not be based on one opinion. I believe further investigation is warranted. Again, we the residents know.

Traffic turning right onto Portugal Cove Place from Hunt's Lane is also a concern. I rarely see anyone actually stop there. Most treat it as a yield sign and take a very, very wide turn. If anyone is coming up Portugal Cove Place at the same time, there will be a head on collision. I am surprised it hasn't happened yet. I hug the curb to the right by Nape when driving up the hill. I cannot tell you how many times I wouldn't been struck if I wasn't diligent there. The increase of traffic with new residents will make the timing more perfect for such an incident to occur. Something needs to be done to address this. There is a pole right on that turn to the right which is an added reason why vehicles take such a wide turn. You also have to be practically in the middle of the road to make a left turn from Hunt's Lane to see if anything is coming around that turn. This area is a disaster waiting to happen.

I know there is a proposed emergency access on Portugal Cove Rd. However, there needs to be permanent access to alleviate the traffic at Bells Turn and Higgins Line. Has any thought been given to a new, permanent exit/entrance? I might be more on board if there was an alternate route in and out.

I think it's also worth pointing out that Bells Turn is a nightmare in the winter with snow and ice. The road is rather narrow to begin with, especially as it ascends towards the top. Snow clearing would need to be more frequent, and more precise (closer to the curb) in my opinion, to accommodate the increased traffic.

The City posted the meeting date and information on their Facebook page on November 7. Many residents posted comments. Traffic seems to be the biggest concern. I'll go back to earlier statements. Another study is needed and you need to really listen and hear us, the residents.

I am a [REDACTED]. Doctors often look to us for information on [REDACTED] behavior when assessing them for various disorders and conditions, because [REDACTED] day in and day out. Doctors know to seek input [REDACTED] because we spend so much time with [REDACTED]. Similarly, I ask you not to put too much weight on a single survey. Listen to the people that live in the area and drive these roads every day. A survey cannot replace firsthand knowledge.

Until traffic is explored further and the reduction in landscaping is reversed, I cannot, at this time support this venture as it currently exists.

Thank you,

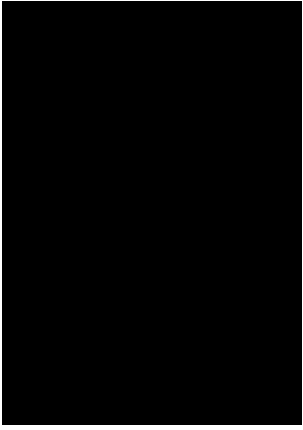
Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, November 27, 2025 10:30 AM
To: CityClerk
Subject: Comments o 358-376 Portugal Cove Place (November 27, 2025 meeting)

Hello,

This e-mail is in response to your request for comments on the 358-376 Portugal Cove Place Residential Development Proposal (meeting November 27, 2025). We are sorry for not being able to attend the meeting in-person.

1. The proposal calls for close to 160 units (the proposal does not provide an exact number) to be built on a relatively small piece of land, which will create high unit density island in a low unit density area. This might create congestion and bottlenecks which the area existing infrastructure is not prepared to handle.
- 2) The Portugal Cove Place road between Hunts Lane and Aylward's Lane will no doubt be used by the heavy equipment required to built the proposed 160 units for possibly 2-3years. However, the road might not be prepared to handle the additional heavy traffic: the road may not be wide enough (even narrower after upgrading to having sidewalks on both sides, too narrow to allow safe pass of heavy trucks). Besides, the heavy traffic along that road will negatively impact the residents of Gilmore Street and Aylward's Lane, and may occasionally cut them off from accessing their homes. There is no alternative to Portugal Cove Place to access these two streets.
- 3) The bottlenecks on the Hunts Lane and Portugal Cove Place intersection and Bell's Turn and Higgins Line intersection might be much heavier than estimated by the proposal in particular during the 2-3 year construction time. The current proposal does not account for the traffic generated by the construction of the proposed 160 units. Neither does it consider an impact of the construction on the residents of Gilmore Street and Aylward's Lane, which may be quite adverse.
- 4) As far as it can be seen from the sketch provided (Gibraltar Residential Development Proposal from February 2025), the proposal calls for an exit directly to Portugal Cove Road, and close the TransCanada Highway exit that feeds the Portugal Cove Road. This does not seem to meet the safety standards due the heavy traffic along that part of Portugal Cove Road.
- 5) Though the proposal covers the lots 358-376, it is silent about about the lots 367, 369, 363, and 365. The proposal says nothing about what is to be developed on these lots. It remains unclear why these lots have been omitted from the proposal.



Theresa K. Walsh

From: [REDACTED]
Sent: Thursday, November 27, 2025 12:57 PM
To: CityClerk
Subject: Support for Rezoning Application 358-376 Portugal Cove Place

[REDACTED]

Hi,

I am emailing to express my full support in this application as we need to approve more housing development in the city. I like the mix use plan that will lead to positive growth in the area and more housing options.

Thank you and I sincerely hope this application is passed.

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, November 28, 2025 10:03 AM
To: CityClerk
Subject: Application and Public Meeting - 358-376 Portugal Cove Place

To whom this may concern,

My name is [REDACTED] from the proposed development at [REDACTED], and we do not support the scale of the development. We purchased our home less than a year ago and immediately experienced the existing traffic issues.

Comments/Concerns:

Traffic

- The proposed development has the potential to introduce a minimum of 168 vehicles (probably closer to 300) to a very quiet residential neighborhood with a dead end road. The only available exit from this development can be (due to it not being safe to exit directly onto Portugal Cove Road as this would also conflict with drivers exiting from the highway) Portugal Cove Place.
- I narrowly avoided a head-on collision on Bells Turn (thanks to my own rapid braking reflexes) with my [REDACTED] in the car as another sped up the road around the corner in the center of the road. Bells Turn is dangerous enough as is, as drivers speed through a roadway that often feels only wide enough for one vehicle when cars are parked on the side of the road. Never mind Monday garbage day when both sides are lined with bins.
- The traffic study related to this development was conducted in the month of May, when all students have left for the summer or no longer commute daily and at rush hour times. Therefore this study does not reflect actual traffic flow or the impacts additional vehicles from the development would have on the road or the main intersection at the bottom of Bells Turn.
- It is extremely difficult to make a left turn at this intersection during peak hours as is. I was advised by neighbours not to even attempt it. I did attempt it, and discovered it is more often than not, faster to take Hunts Lane to Allendale Road, in order to travel East on the TCH. That is a pretty big detour.
- Additionally, a queue of vehicles waiting to turn left from Higgins Line would cause traffic flow disruptions due to the short turning lane available.
- This would also severely impact the homes at the bottom of Bells Turn, when the residents would like to enter or exit their driveways, likely blocking them in as drivers wait lengthy times to exit onto Higgins Line.
- And is the City of St. John's not trying to implement traffic calming measures around the city? This project would create issues & significantly increase traffic where none are present.

- A gentleman at the meeting last night mentioned that this would alleviate pressure from intersections such as Allendale Road. However this will likely bring those same issues & accidents to our intersection.

Neighborhood

- A quiet residential area should not be rezoned to cram a large scale development into a small space considering there is an approx 5acre lot (double the size of this one) with an unused building for sale and available right on Portugal Cove Road already zoned for such developments.
- Such a development would make this neighborhood less desirable for those living in it as it would become far busier and louder.
- This neighborhood is both socially quiet & road traffic quiet (exceptions to the taxis that speed. We would certainly benefit from traffic calming measures implemented here).
- This project would also decrease the desirability of the neighborhood for current residents and those looking for family homes, and most likely devalue our properties.
- This neighborhood suffers enough from the highway noise as is, sitting another 168 units and their vehicles would be stifling.

- While housing is needed, this is not the place for it, and certainly not on this scale. Quiet residential areas should not be rezoned for large projects, the City should be working to increase their desirability as opposed to detracting from it. Projects such as the construction of a highway sound barrier to enhance the outdoor atmosphere for current residents & those that may choose to build homes in the residentially zoned area of 358-376 Portugal Cove Place. This may actually attract home buyers & builders to the area, increasing overall desirability.

I am not in support of this project, at this scale (certainly not without major updates to the current roadways & intersections) & feel there would be other locations better suited.

Thank you,



Theresa K. Walsh

From: [REDACTED]
Sent: Friday, November 28, 2025 9:01 AM
To: CityClerk
Subject: Comments and petition Re: 358-376 Portugal Cove Place
Attachments: Petition Letter - Portugal Cove PI rezoning - 27 Nov 2025.pdf

[REDACTED]

To whom it may concern,

I am a resident of the affected area for the proposed rezoning and development at 358-376 Portugal Cove Place. Upon reading the proposal, I had concerns about the fit of a project of this scale in our local road infrastructure. After speaking with many neighbours and canvassing part of the neighbourhood over 2 evenings, I found that almost everyone shared my concerns.

Attached is PDF containing a letter sharing these concerns plus a petition signed by numerous residents. The document has also been emailed directly to councilgroup@stjohns.ca

Could you please confirm receipt of this email?

Thank you,

[REDACTED]

Dear St. John's councillors and city planners,

We are writing to express our strong opposition to the proposed rezoning of land at 358-376 Portugal Cove Place from the Residential (R1) Zone to the Residential 2 (R2) Zone and Apartment 1 (A1) Zone for a mixed subdivision development. We support responsible land development and are in favour of increased housing availability for our friends and neighbours in the City of St. John's. Development must be done responsibly with careful consideration to the current and future capacity of infrastructure so that development provides long term benefits for all residents. Developers make far more money by over-building in unsuitable locations, where they can purchase cheap residential-zoned property and push to re-zone it. Councillors need to show developers that they need to respect the interests of the city, not just their own, and that they must select the most appropriate building locations. **We highlight that the land can be developed into numerous housing units while remaining a Residential Zone (Figure 1), which would less significantly impact traffic in the area.** We oppose the rezoning for these reasons:

1. The proposed development would nearly double the total amount of units for whom the Higgins Line-Bell's Turn intersection is the closest exit to a main road.
2. **The developer's original engineering plans show that their own engineers agree – this large development requires more than a single access road to accommodate the resulting traffic.** The engineers initially included a second exit to Portugal Cove Road, which was changed to an Emergency Exit by the developer (Land Use Report, p. 5) due to the proposed road's dangerous proximity to the Outer Ring Road off ramp. It appears that the developer is moving forward with a plan that is clearly not fit for the local road infrastructure.
3. **The Traffic Impact Study at Higgins Line-Bell's Turn is misleading since it was conducted on Thursday, May 22, 2025 – after the end of the Winter semester at MUN.**
 - We encounter delays and congestion mostly from September to the end of November, and from January to early April. **MUN, the Marine Institute, and CNA all contribute to an increased load of traffic in the east end while classes are in session.**
 - The Traffic Impact Study averages data in hour-blocks for AM and PM peak times. The resolution of these data is coarser than the periods of congestion (~30 minutes) experienced at the intersection, which underestimates traffic severity in projections. This standardized method will not provide accurate estimates in this real use case.
 - **The city of St. John's needs to commission its own, unbiased traffic studies to study the true effects of the proposed development,** including construction traffic, on: (1) Bell's Turn at Higgins Line, (2) the effects on the contiguous Portugal Cove Road – Higgins Line/Newfoundland Drive intersection, (3) effects of possible through traffic towards Ridge Road, (4) the possible need to ban all roadside parking on Bell's Turn. Due to the importance of the nearby Portugal Cove Road intersection for highway access, the city should consider longer-term traffic modeling (10- and perhaps 20-year). The City currently recommends using a 0.8-1 % annual traffic increase for modeling. This is based on averages of data collected by the City but it is not

representative of the higher rates of increase at main thoroughfares which are counterbalanced by low rates of increase in other parts of the city. Modeling for our area should use an upper quartile value of annual traffic increase, not an average or median.

4. **Traffic on Higgins Line is often congested passed Bell's Turn during peak PM hours** due to the ever-increasing amount of commuters accessing the Highway through Higgins Line-Portugal Cove Road – a busy intersection with frequent accidents (Table 1).
 - Congestion and difficulty making left turns from Bell's Turn onto Higgins Line (crossing 2 lanes) is already problematic to local residents.
 - **A doubling of outgoing traffic on Bell's Turn could risk blocking residential driveways during peak hours** (27 and 29 Bell's Turn; Figure 2).
 - Doubling left-turning traffic from Higgins to Bell's Turn would worsen existing peak PM congestion towards the Portugal Cove Road intersection, especially where the turning lane cannot be extended (Figure 3). At the worst peak times, the wait to turn can be on the order of minutes, something not reflected in the traffic study.
5. **A new traffic light at Higgins Line-Bell's Turn would severely impact traffic at the Higgins Line- Portugal Cove Road intersection - a busy thoroughfare for commuters wishing to access the Highway – and is not a viable solution over the long-term.**
6. Finally, development under Residential Zoning can help the City increase housing supply without risking significant traffic impacts for local residents and commuters: **the subject site could easily accommodate 44+ housing units under Residential Zoning (Figure 1).**

Lastly, we respectfully request that Deputy Mayor Ron Ellsworth recuse himself from the council vote. Mr. Ellsworth, a realtor, has potential for conflict of interest. We highlight a recent article on the proposed development by [The Telegram](#) (published Nov. 13, 2025), in which Mr. Ellsworth appears to be a fervent promoter of the project before community consultation has even completed. He is quoted in the article saying “[t]his is a developer who has done their homework and knows what the challenges are and are used to doing development.” As members of the community who are intimately familiar with the traffic and issues facing the area, we disagree and encourage council to carefully consider all points of view in order to make an informed decision. We encourage council to vote against the proposal in its current form, and we encourage the City of St. John's to conduct its own comprehensive assessment of potential traffic impacts with future traffic projections for 5 and 10 years before any rezoning is proposed here again in the future.

Thank you for your time and attention to this critical issue.

Residents of the area

Attached: Petition signed by 40+ residents. Canvassing data: 40+ against, 2 neutral, 3 in favour of rezoning.

FIGURE 1: Demonstration of housing unit capacity under Residential Zoning.



Above: A proof-of-concept on the land's capacity under current zoning, simulated using stitched Google Earth satellite images of housing in our neighbourhood. 44 units are accommodated easily with room for more.

Below: Outline of the land parcel provided by the proponent.

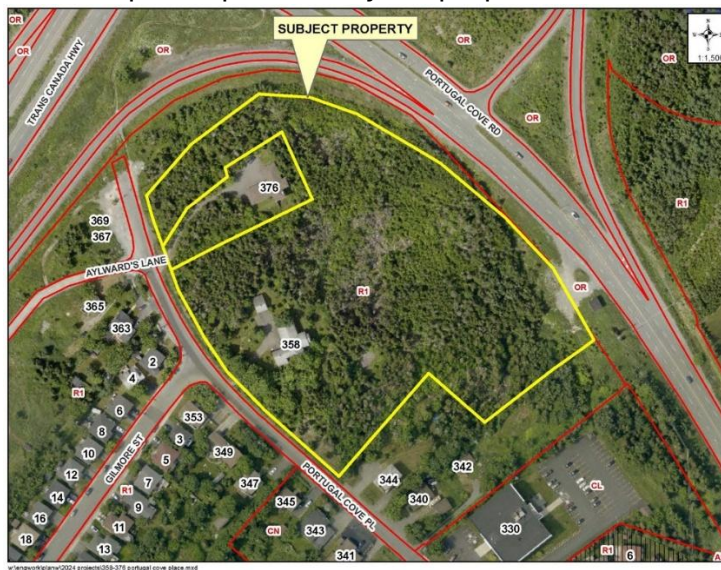


TABLE 1: Top 5 intersections by Collision Rate in the City of St. John’s (extracted from Table 3, “City of St. John’s Collision Report (2018-2022)”)

| Rank | Intersection | FAT | INJ | PDO | Total collisions | % Resulting in Inj/Fat | AADT | Collision rate |
|------|--|-----|-----|-----|------------------|------------------------|-------|----------------|
| 1 | Goldstone Street @ Thorburn Road / Seaborn Street | 0 | 15 | 28 | 43 | 35% | 18507 | 1.37 |
| 2 | Higgins Line / Portugal Cove Road @ Newfoundland Drive | 0 | 31 | 45 | 76 | 41% | 30372 | 1.36 |
| 3 | Rawlins Cross | 0 | 23 | 33 | 56 | 41% | 23806 | 1.31 |
| 4 | Torbay Road @ Elizabeth Ave | 0 | 22 | 19 | 41 | 54% | 19758 | 1.12 |
| 5 | Prince Philip Drive @ Thorburn Road | 0 | 18 | 42 | 60 | 30% | 29595 | 1.09 |

FIGURE 2: Residential driveways at risk of being blocked by congestion at peak traffic, Bell’s Turn at Higgins Line. Shown mid-day (low traffic).



FIGURE 3: The short left-turning lane for Bell’s Turn immediately preceded by a dedicated left-turning lane for Pinsent Place, shown mid-day (low traffic).



**In opposition to the Re-Zoning of
358-376 Portugal Cove Place**

| PRINT NAME | SIGNATURE | ADDRESS | DATE |
|------------------------------------|-----------|---------|---------------|
| DONALD CREWE | | | Nov 19/25 |
| CAROL MILLE | | | " " |
| Doung Lumm | | | Nov 19/25 |
| Joe Mulrooney | | | |
| PATRICIA MULROON | | | " " 125 |
| CERARDINE CHAPLIN | | | Nov 19/25 |
| Brenda Grayett | | | |
| BILL Grayett | | | |
| Margaret Whelan | | | |
| BARBARA LUBY | | | Pl. Nov 19/25 |
| BOB CARRIGAN | | | Nov 19/25 |
| Linda Doady ^{owner} (209) | | | Nov 14/25 |
| MARQUERITA HILLYARD | | | Nov 19/25 |
| Moirra Hennessey | | | Nov 19, 2025 |
| Donna Carrigan | | | Nov 19-25 |
| Louise Mercer | | | Nov. 19/25 |
| Sheldon Mercer | | | |
| Lobby Stamp | | | Nov 19/25 |
| Payline Withers | | | |
| Jerry Stamp | | | Nov 19/25 |
| Marilyn Boone | | | Nov 19/25 |
| Joan Connors | | | Nov 19/25 |
| Michelle Martin | | | 11/19/25 |
| Chris Martin | | | 1/19/25 |
| Doung Connors | | | 1/20/25 |
| Graham Wilkins | | | 1/20/2025 |
| Leah Lane | | | 1/20/2025 |
| Michelle Squires | | | 1/20/2025 |

Theresa K. Walsh

From: [REDACTED]
Sent: Friday, November 28, 2025 11:58 AM
To: CityClerk
Cc: Ron Ellsworth; [REDACTED] Tom Davis
Subject: Portugal Cove Place Development

[REDACTED]

Good day,

First, thank you for providing the opportunity to meet last evening to learn about the proposed development. It was very informative and there is no doubt housing is needed.

When I walked away there is one thing that struck me. The development could be good for the developers, for the city and for renters, but where is the positive impact for the neighborhood. If the City is serious about this neighborhood, they need to create a traffic plan that works for everyone. In my opinion, that means the Portugal Cove/ NF Drive intersection, Bells Turn, Hunts Lane down and Ridge Road and Higgins Line. A comprehensive approach is required.

All the best as the process continues,

[REDACTED]

[REDACTED]

Theresa K. Walsh

From: Ron Ellsworth
Sent: Monday, December 1, 2025 8:39 AM
To: [REDACTED] CouncilGroup
Cc: CityClerk
Subject: Re: Petition and comments (proposed rezoning 358-376 Portugal Cove Place)

City Clerk please had my email to the file and inclusion for consideration.

Thank you, [REDACTED] for all your work in canvassing the area and giving your honest feedback at the meeting, including those that were not opposed to a project.

To speak to your concern with the request for me to recuse myself from voting on this project.

Since joining Council in 2005, I've been a strong proponent for pro development. 2007 2008 I took the lead around the council table pushing for amendments and changes to above the 190 contour to allow what we now know has Galway area for development. During the process, I continue to push for public engagement, proper development for proper areas, following development, regulations, rules, and ensuring that development was good for the larger community. I continue to do the same. So being a proponent for development does not mean you have blinders on when making decisions on the final application.

Most recently I served has the lead for housing and affordable housing. During 2024 city of Stjohns approved approximately 2000 housing units everything from backyard suites infill units, Apartment building, etc. I had the same enthusiasm going through that process for housing and housing development. Once again, encouraging public input engagement several of these projects changed when going through the process due to feedback from community and contractors. Once again, being enthusiastic about development does not mean you have blinders on when it comes to making final decisions on what's good for the greater good.

Almost 2 years ago, we undertook to make changes to our development regulations making more things permitted uses and more things discretionary uses to allow development, to move faster, and quicker. I was very strong on approving and engaging and supporting those changes.

Most recently we have seen the Logy Bay Road development plus Canada Lands, With a combined potential of 2200 units. Once again, I've enthusiastically supported the applications and the process moving forward. Looking forward to the required Development, regulations and requirements, including public consultation, meetings, etc. While Canada Lands will need less as the zoning already permits much of the use. Once again anytime, I speak of these projects with enthusiasm for housing to be built in the city, but once again without blinders on what needs to happen to assist the larger community.

We have a housing shortage across all spectrums and the only way to get housing pricing down and rents down for those to be able to afford to continue to rent is to have a higher supply. The only way we can get a higher supply is we have to get new developments. But that does not mean a blank slate for developers to do what they want where they want. I have stated in the chamber and in the public many times I am pro development, but it needs to be the right development for the right area.

The way our conflict of rules operate is we are either in conflict or we are not. We have to declare so in the public meeting, explaining what the conflict is. There is no space for perceived conflicts. Perceived conflict would allow counsellors to avoid controversial items.

With the regards to me being a real estate agent, I'm not sure how you get from there to me being potentially in the conflict. I do not sell new home construction and never have. Secondly, when I made the decision to run for a deputy mayor, I made the commitment I would be closing out my real estate business. I have not taken any new clients since June and we are working to concluding my real estate business which will happen in the Coming months as we close our commitments to our current clients

Basically, I'm walking away from a six figure income to focus solely on being deputy mayor and trying to work to make our city a better place for all of us. Without any encumbrance to do so.

Thank you again for all your efforts and sharing your information. This is a very important part of our process and while in the same article, I encouraged everybody to attend the public meeting to follow the engaged pages and to make sure of their voices are heard. I encourage you and your community to continue to do so.

I look forward to continuing working on this file as many other projects we have coming forward under our development regulations to develop housing for the needs of our community.

If you wish to discuss me further, my phone number is below would be glad to have a conversation anytime

Thank you

Ron Ellsworth | He/Him

Deputy Mayor, City of St. John's

Tel: [\(709\) 576-8584](tel:7095768584)

Email: rellsworth@stjohns.ca

Lead for Housing, Finance and Corporate Services
Board Member, St. John's Sports and Entertainment
Vice Chair, St. John's Transportation Commission
Member of the Audit Committee
Member of the Regional Fire Services Committee
Board Member, Eastern Regional Service Board

Sent: Friday, November 28, 2025 8:57 AM

To: CouncilGroup <councilgroup@stjohns.ca>

Subject: Petition and comments (proposed rezoning 358-376 Portugal Cove Place)



Dear councillors,

I am a resident of the affected area for the proposed rezoning and development at 358-376 Portugal Cove Place. Upon reading the proposal, I had concerns about the fit of a project of this scale in our local road infrastructure. After speaking with many neighbours and canvassing part of the neighbourhood over 2 evenings, I found that almost everyone shared my concerns.

Attached is PDF containing a letter sharing these concerns plus a petition signed by numerous residents. We hope that you will give these issues serious consideration before your vote.

I also attended the Public Meeting yesterday to voice these concerns. Since attendee's comments are made anonymous, I would like to inform you that the single individual who passionately supported the proposal did not live in the affected area, and previously posted multiple positive comments on the City's Facebook post about the proposal. I encourage you to come to your own conclusions regarding the authenticity of this individual's statements.

Thank you,



Theresa K. Walsh

From: [REDACTED]
Sent: Friday, November 28, 2025 7:36 PM
To: [REDACTED]
Cc: CityClerk; Ron Ellsworth; Tom Davis; [REDACTED]
Subject: Re: Portugal Cove Place Development

[REDACTED]

I agree with my neighbour, [REDACTED]. The key to getting this proposal right is ensuring a proper traffic study is conducted. I live at the [REDACTED] of Gilmore Street. As I stand [REDACTED] and look around at the houses [REDACTED] I count 7 houses that contain 11 apartments and there are 20 cars in the driveways. The majority of the houses on the street are 2 apartments homes with the majority of the tenants university or college students and they, and their roommates all seem to have their own vehicles! In the discussion last night, the representative from the city roads department did not seem be too concerned with the point brought up by a few presenters that the traffic study was not done at a time that would give a true representation of the volume of traffic that travels on the roadways in the area.

We ask the city to do another study in a time when the University and Marine Institute are in full operation. May 15th is not representative.

Thank you.

[REDACTED]

Good day,

First, thank you for providing the opportunity to meet last evening to learn about the proposed development. It was very informative and there is no doubt housing is needed.

When I walked away there is one thing that struck me. The development could be good for the developers, for the city and for renters, but where is the positive impact for the neighborhood. If the City is serious about this neighborhood, they need to create a traffic plan that works for

everyone. In my opinion, that means the Portugal Cove/ NF Drive intersection, Bells Turn, Hunts Lane down and Ridge Road and Higgins Line. A comprehensive approach is required.

All the best as the process continues,



Theresa K. Walsh

From: Ken O'Brien
Sent: Friday, February 13, 2026 11:27 AM
To: CityClerk
Cc: Ann-Marie Cashin
Subject: 358-376 Portugal Cove Place - traffic concerns

Madame Clerk, for the public comments on this matter.

Ken

Ken O'Brien, MCIP - Chief Municipal Planner
City of St. John's – Planning, Engineering and Regulatory Services
Phone 709-576-6121 Email kobrien@stjohns.ca www.stjohns.ca

ST. JOHN'S

From: [REDACTED]
Sent: Friday, January 30, 2026 4:02 PM
To: Ken O'Brien <kobrien@stjohns.ca>
Subject: Re: Application and Public Meeting - 358-376 Portugal Cove Place

Thank you Ken, and I would!

Two days ago traffic had to stop in both directions on Bells Turn as two young children were walking home from the school bus. They had no other place to walk, but in the road & a full stop was the only course of action to ensure they were safe as vehicles were about to cross paths.

And for the exception of one. The bus stops aren't cleared on Hunts Lane & commuters need to wait in the street.

I do think this is important to consider before dramatically increasing the population in the area.

Have a wonderful weekend!

[REDACTED]

On Jan 27, 2026, at 4:19 PM, Ken O'Brien <kobrien@stjohns.ca> wrote:

Thanks for those comments, I will pass them along to relevant staff.

Do you wish them added to the public comments that will go back to Council? If so, the City Clerk's Office edits them for personal privacy of the writers.

Ken O'Brien

Ken O'Brien, MCIP - Chief Municipal Planner
City of St. John's – Planning, Engineering and Regulatory Services
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Mail: PO Box 908, St. John's, NL Canada A1C 5M2
Phone 709-576-6121 Email kobrien@stjohns.ca www.stjohns.ca

From: [REDACTED]
Sent: Monday, January 12, 2026 2:30 PM
To: Ken O'Brien <kobrien@stjohns.ca>
Subject: Re: Application and Public Meeting - 358-376 Portugal Cove Place

Hi Ken,

I realize we are beyond official comments, but as this is our first winter here, it is only now something I have observed. As the developer emphasized pedestrian access to shops, restaurants & public transit in their sales pitch, I would like to bring attention to the fact that Bells Turn has not had the sidewalks cleared since at least Christmas (nearly 3 weeks, please correct me if I am wrong) making that turn quite blind (especially on the way up) after snow & the banks are high.

Snow build up, even if slight, narrows that road even further & if the city considers changing the zoning they should also ensure they have the resources to implement additional sidewalk clearing for the safety of the new residents that are expecting to be able to access the local amenities on foot, daily.

Rush hour traffic both vehicle & pedestrian, both on Bells Turn when it gets dark early (4:30pm) would make for a very dangerous situation.

Thank you for your time & have a wonderful day,

[REDACTED]

On Nov 28, 2025, at 4:10 PM, Ken O'Brien <kobrien@stjohns.ca> wrote:

Thanks for your comments.

Ken O'Brien

Ken O'Brien, MCIP - Chief Municipal Planner
City of St. John's – Planning, Engineering and Regulatory Services