



Planning St. John's
EngageStJohns.ca Report
 55 Groves Road

Visitors Summary

City Of St John's from 10 Jul'24 to 06 May'25

DAILY MONTHLY



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
865	79	5
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
15	106	658

Types of visitors:

- Total visits: unique sessions (may be the same person visiting multiple times)
- Aware: visited at least one page
- Informed: has taken the "next step" from being aware and clicked on something
- Engaged: has contributed to a tool (comment or question)

Comments (verbatim)	What is your overall feedback of this application?
A multi-unit (apartment) option with some semi-detached would better address our housing needs.	Support
<p>██████████ concerned about the impact on property values for the ██████████ houses ██████████ the proposed development. In addition, the catchment area for the local schools is already overcrowded due to the addition of Kenmount Terrace populations without and increase in capacity housing in this area will overcrowded school longer an estimated time of completion for the new school.</p>	Oppose
Hi. This comment is for proposal of semi duplexes on 55 Groves Road. Do not build on that land.	Oppose

It will ruin the nice effect of Groves road being a country road in the city...

I do not believe you should build in that area.

It will ruin the look for Groves Road.

Groves Road is in the city but it's in the woods.

It's a beautiful Road. With lots of trees and it's like a country Road in the city and there are very few Roads like that in the city.

This land has been unused for many many years and so why develop it now.

Everyone on Groves Road has well water and septic.

That land is not big enough to build houses and have septic field and well water.

[REDACTED] It's a beautiful road in the city but it's like a country Road within the city.

I am so thankful pippy park is federal land and they can't not build [REDACTED]. That would ruin the road completely.

[REDACTED]
[REDACTED]. So

nobody can build on the stretch of trees.

There are many other places to build and all of a sudden they are going to develop that land.

Some people got some really bad ideas and it's only reason behind building there is to line people's pockets.

Build somewhere else.

There will only be one Groves Road in town forever don't ruin make it like all other roads in town with no trees on t

Thank You



As a resident of the area I have concerns with first the removal of the property for RR1 Rural Development to R2 Residential and its implications for further development.

Development of 55 Groves Rd with its small lot size will lead to issues with traffic congestion, parking and city snow clearing. Will there be on street parking in front of 55 Groves Rd?

The Groves Rd, Gillies Rd, Pitchers Path area has seen major development in the past 20 years with already a significant increase in traffic. As there is only one entry and exit from Groves Rd, it is already difficult to enter and exit at Mount Scio Rd at peak traffic times. An additional approximate 35- 40 cars(at least 2 per household) will lead to further traffic and safety issues. Has there been any recent traffic count done in this area or will one be completed?

Oppose

<p>The current proposal currently crosses beyond the backyard property boundary of multiple houses on Seaborn Street, impacting presently built fences, etc.</p> <p>The planned development would destroy one of the last remaining green spaces in [REDACTED] neighborhood—an area that backs directly onto the yards of 18 homes and that has long been a quiet, buffer [REDACTED] and the traffic/housing along Grove strip of land supports wildlife such as harea/rabbi</p> <p>The destruction of the green space at 55 Gr erection of 18 units would significantly families and individuals living in th back onto it, especially since above the Seaborn stre</p> <p>This destruction of of flooding for space w for the worse.</p>	<p>Oppose</p>
<p>[REDACTED]</p> <p>I would like to see the area maintain the rural nature I enjoyed.</p>	<p>Oppose</p>
<p>I think if this is done right this is a great opportunity. The multi family dwellings should be done in a tasteful manner and can be both affordable, but also have nice curb appeal (unlike the homes on seaborn). Proper sidewalks and greenery will make a difference</p>	<p>Mixed</p>

<p>as this is a well treed street. It should be considered to extend the water services and sidewalks to ensure a cohesive neighborhood.</p>	
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<p>Public Q&A Questions (verbatim)</p>	<p>Public Response</p>
<p>This is an amazing development. These smaller starter homes could really address the need of the city to build smaller more affordable homes for young and small families.</p> <p>The cross section is a bad match though. A 9.0m vehicle space is nearly 4 TAC residential lanes wide. The vehicle space should be reduced to 6.0 curb to edge MAX with no on street parking. Narrow lanes promote slower vehicle speeds and reduce snow generation and surface runoff. Additionally, the sidewalk should be continuous grade asphalt surface with a north draining super elevated road. This would be universal design compliant as concrete 125mm driveway cuts exceed UD standards and are a trip hazard. Continuous grade also for easy Class 8 snow removal without damage to city infra. The mountable curb could have blade safe built in rumbles to alert drivers of deviation. 150mm high back curbs are not</p>	<p>Thank you for your interest and comments.</p>

<p>sufficient to stop a motor vehicle and offer no safety barrier.</p> <p>17 of the 20 lots appear to have space for 2 linear car parking leaving ample snow storage so the need of on street parking is eliminated.</p> <p>Overall the current design is very car-centric and will promote speeding and an unsafe street. Narrow the vehicle portion of the ROW, and make the sidewalk something universally designed.</p>	
<p>What is the proposed timeline for this rezoning and development?</p>	<p>Thank you for your question. Once the public comment period has concluded, the draft amendment will be sent to Municipal and Provincial Affairs for review, and then to Council for adoption. Following adoption, a Commissioner's Public Hearing will be held, and after the hearing the amendment and Commissioner's Report will go to Council for approval. This process is expected to take several months. After the</p>

	<p>rezoning process, the proposal will proceed to the development and detailed design stage. Timelines vary depending on the number of revisions required. The development stage usually takes a few months but may be longer if additional revisions are needed.</p>
<p>Would all of the trees in the outlined space be cleared for this development?</p>	<p>Thank you for your question. Based on the size and depth of the proposed lots, it is likely the full lots will be cleared to accommodate the development.</p>
<p>Will new sidewalks be installed for all of Groves Road? Pedestrians regularly walk this road and have to be walking on the pavement. Its a narrow road with very little room on the shoulder. I do have concerns with increased traffic in this area. Also, I would rather this area continue to be Rural as opposed to Urban Development.</p>	<p>Thank you for your question and comments. At this time, there is no plan to install sidewalks along all of Groves Road. If the land at 55 Groves Road is rezoned and the proposed residential development proceeds, sidewalk would be installed in front of the new lots.</p>
<p>Will these parcels have access to municipal water and sewer?</p>	<p>Thank you for your question. As part of the development, the applicant is proposing to extend</p>

	municipal water and sewer services to the site, so the proposed lots will be serviced.
Will these homes be affordable housing? This street has very high priced homes.	Thank you for your question. The applicant has not indicated that the proposed dwellings will be affordable housing.
<p>1. Would this provide an opportunity to run city water services to residents of groves road/pitchers path?</p> <p>2. Would there be a plan to extend metro bus routes to groves road/pitchers path?</p> <p>3. Is there a plan to build sidewalks to this area as part of this development?</p>	<p>Thank you for your questions. The applicant is proposing to extend services from Seaborn Street to the property at 55 Groves Road, at their cost. At this time there are no plans to further extend services. The proposed rezoning does not include changes to bus routes, Metrobus is responsible for determining bus routes and service. Should the rezoning and development proceed, sidewalk will be installed in front of the new lots; however, at this time there are no plans to extend sidewalks along the rest of Groves Road. The road is built</p>

	to a rural standard with gravel shoulders and roadside ditches.
Would it be prudent to place a stop sign at the end of Gillies Road where it intersects with Groves Road? I feel like there could be accidents once the new housing on Groves Road is built.	Thank you for your comment. There is a stop sign at the end of Gillies Road where it intersects Groves Road. If you notice a problem with a traffic sign or missing sign, please report it by contacting access@stjohns.ca .
What is the purpose of building new houses if it's unknown whether those houses will be unaffordable for people? In an earlier comment, it was indicated that the owner/buyer/developer of the land has not confirmed whether this housing will be financially accessible to people. While housing is a massive issue within the city, so is poverty. In theory, it sounds like a good plan, but those houses will be left empty if they're too expensive.	Thank you for your feedback.
With the removal of vegetation from the proposed area of land for development, there will be increased water runoff from the human made surfaces/structures (i.e., pavement, concrete); the houses on the North side of Seaborn could be directly	Thank you for your question. As part of this development, the applicant will be required to provide stormwater detention to address stormwater discharge and water runoff.

<p>affected by this. Will there be anything put in place to deal with the increase in water runoff in this area?</p>	
<p>As a resident of the area I have concerns with first the removal of the property for RR1 Rural Development to R2 Residential and its implications for further R2 development on Groves Rd. Development of 55 Groves Rd with its small lot size will lead to issues with traffic congestion, one street parking and city snow clearing. The Groves Rd, Gillies Rd, Pitchers Path area has seen major development in the past 20 years with already a significant increase in traffic. As there is only one entry and exit from Groves Rd, it is already difficult to enter and exit at Mount Scio Rd at peak traffic times. An additional approximate 35- 40 cars(at least 2 per household) will lead to further traffic and safety issues. Has there been any recent traffic count done in this area or will one be completed?</p>	<p>Thank you for your feedback. The application was reviewed by the City's Transportation Engineers and no Traffic Impact Memo is required for the proposed rezoning.</p>
<p>There is invasive species in this wooded area, especially a lot of Japanese Knotweed (mile a minute). The rhizomes underground can extend 7m away from the plant and 3m down into the soil. Cutting and digging up the knotweed just makes the</p>	<p>Thank you for your question. Removal of invasive species on the site or consultation with Wildlife or MUN Botanical Garden is not a requirement for this</p>

rhizomes underground spread out as the plant believes it is under attack. This will potentially make this invasive species pop up in backyards of Seaborn. Proper removal process can take a number of growing seasons to eradicate completely. Will there be any strategic treatment of these invasive species before work begins and consultation with Wildlife or MUN Botanical Garden (which is close by)?

rezoning but we will take your comments into consideration.