

# DRAFT

## KENMOUNT HILL COMPREHENSIVE DEVELOPMENT SCHEME BACKGROUND REPORT

CITY OF MOUNT PEARL

| MARCH, 2018 |



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# **Kenmount Hill Comprehensive Development Scheme**

## **BACKGROUND REPORT**

**City of Mount Pearl**

**March 2018**



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## Proposed Development Plan for Lands Above the 190 Metre Contour: Kenmount Hill Comprehensive Development Scheme BACKGROUND REPORT

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**Proposed Development Plan for Lands Above the 190m Contour**

# 1. UNDERSTANDING THE PROJECT

## 1.1. PURPOSE AND OBJECTIVES OF THE STUDY

This study was commissioned by the City of Mount Pearl to set out a plan for the future development of lands located above the 190 metre contour elevation adjacent to Kenmount Road in the Kenmount Hill area within the City. This Comprehensive Development Scheme ("the CDS") provides the basis for the revision of City planning policy required to permit development of the lands within the study area and to assist in providing the City with a development scenario which will direct the future servicing needs for the area.

The 190 metre contour elevation has been the traditional limit employed by the City when considering the future expansion of municipal water and sewer services. Urban development has not been possible on the lands within the study area due to the lack of municipal services and due to provincial planning policy which has been relaxed in recent years to provide for consideration of the development of lands above the 190 m contour. Amendments were made several years ago to the St. John's Urban Region Regional Plan, the City of Mount Municipal Plan and the City of Mount Pearl Development Regulations 2010 to permit the City to have a comprehensive plan prepared for future servicing and development in the study area. This report sets out a vision and detailed plan of how urban growth may be accommodated on these lands.

The terms of reference for the project requires the preparation of a detailed plan that will guide the development of vacant lands in the study area. The objective is to balance the wishes and objectives of the property owners in the study area with the municipal planning goals and objectives of the community as a whole.

The urban form proposed under this Comprehensive Development Scheme can establish a complete community neighbourhood, providing future new residents with places to live, work, shop and play and do business. When developed, the area covered under the CDS is to be walkable, have convenient commercial services and amenities, and provide a variety of housing forms to meet the needs of a diverse population at various ages and stages of life. The open space system is to provide public parks,

walking trail connections and respect the important public views and to protect environmentally sensitive areas.

The CDS will establish a development layout for a variety of compatible land uses and with appropriate municipal plan and zoning designations and standards; establish a street layout with traffic planning for both private vehicles and municipal transit and access points and connections to the municipal road network. The CDS will reference the municipal requirements needed to service the planned development.

## 1.2. STUDY LOCATION

The focus of the study is undeveloped land located above the 190 metre contour elevation in the vicinity of Kenmount Hill as shown in Figure 1. The land under consideration is located to the south of Kenmount Road; to the east of the Kenmount Park and Mount Carson Avenue; and to the north of Blackmarsh Road. The study area comprises approximately 100 hectares with the City Water tower located east of Kenmount Park .

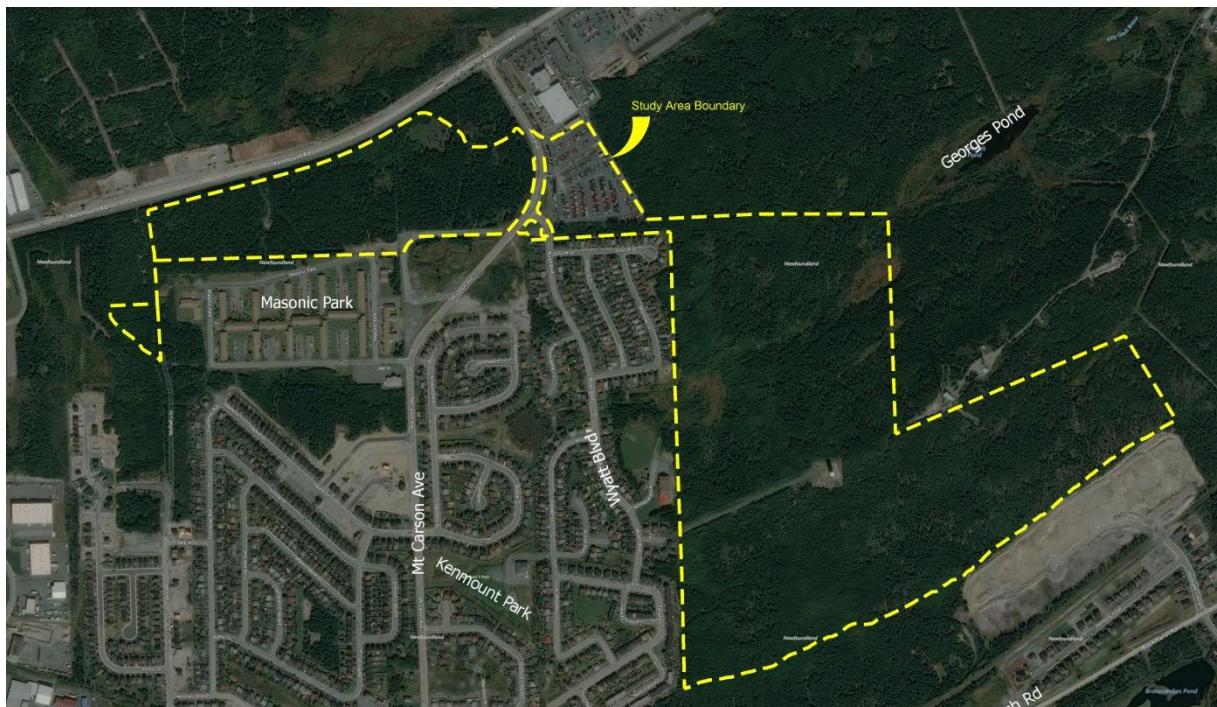


Figure 1: Study Area Boundary

### 1.3. LAND OWNERSHIP PATTERNS

There are approximately a dozen property owners in the study area. The property holdings are of various size; some of the properties are quite large in size. The property holdings can generally be described as being included in one of the two following categories-those located to the west of Mount Carson Avenue and those located to the east of Mount Carson Avenue. The properties in the former category have frontage on Kenmount Road (which lies within the municipal jurisdiction of the City of St. John's). The properties in the latter category do not have frontage on Kenmount Road but in some cases, extend as far south as Blackmarsh Road, though the study area itself does not extend down to Blackmarsh Road.

The City of Mount Pearl also has property in the area relating to the water tower and associated access and Mount Carson Avenue road right of way.

### 1.4. CIVIC POLICY CONTEXT

The Government of Newfoundland and Labrador has assigned much of the functional responsibility for land use planning to municipalities under the authority of the *Urban and Rural Planning Act, 2000*. At the broadest level, land use planning in Mount Pearl is controlled by the St. John's Urban Region Regional Plan. The municipality sets out its goals and objectives for planning, land use and development of land in the Mount Pearl Municipal Plan 2010. The Mount Pearl Development Regulations 2010 provide the specific guidance required to implement the City's Municipal Plan by regulating land use and setting out specific development standards.

It is the intention of the City of Mount Pearl to adopt and approve the Kenmount Hill Comprehensive Development Scheme as a Development Scheme under the City's Municipal Plan, to be read with and to form part of the Municipal Plan. The Comprehensive Development Scheme will provide the policy and land use framework for implementing development regulations and zoning in the comprehensive development area.

## **1.5. REVIEW OF CITY OF MOUNT PEARL PLANNING DOCUMENTS, GROWTH DATA AND MAPPING**

A key initial task in the preparation of the CDS was to understand the planning context for creating a Comprehensive Development Scheme for the study area.

A detailed review was made of the City's related background planning documents, including the City's Municipal Plan and Development Regulations 2010 and the Parks and Recreation Master Plan.

A review of detailed mapping provided by the City for the study area including topographical and environmental was undertaken by the consulting team.

In addition, detailed discussion took place on several occasions early in the project between City officials and the consulting team to discuss:

- the City's municipal planning goals and objectives particularly as related to the study area;
- the City's expectations for the CDS;
- local market and anticipated future land use needs; and
- existing land use patterns in the study area and on adjoining lands and development applications on file for the study area that might have an understanding of developer's plans or are currently under review by City officials.
- municipal servicing considerations within the study area.

## **1.6. PLANNING METHODOLOGY**

The planning for the development of the lands located above the 190 metre contour elevation in the study area is based upon requirements set out in the project terms of reference and existing provincial and municipal policy affecting land use and development. A detailed assessment of the study area's landscape determined areas suitable for development and environmentally important areas that should be deemed "non-developable" and subsequently protected under the CDS. The assessment identified limitations to development that may affect the future use of these lands. Consultations were carried out by the consulting team with those parties who own land in the study area in order to understand their plans, if any, for the development of their individual properties.

Together, the City's aims for land development, the capacity of the land in the study area to allow development and the property owners' aspirations, informed the preparation of the Comprehensive Development Scheme that outlines a proposed land use pattern, open space system and street network for the study area. This (draft) Development Scheme has been reviewed in detail by the City's project management team with the project consultants. Council will determine when the (draft) Development Scheme will be referred to the public notification process for public review and comment.

Through this process, the identification of lands suitable for development and those that should be reserved out for development will provide a measure of certainty to local residents and property owners, the land development community and the City of what lands remain available for subsequent urban development consideration.

## **1.7. OVERVIEW OF PROPERTY OWNER AND PUBLIC AGENCY CONSULTATIONS**

A meeting with those parties who own property in the Mount Pearl Kenmount Hill Comprehensive Development Scheme study area was held at Mount Pearl City Hall on May 21, 2015. The majority of the property owners were in attendance.

Neil Dawe and Cliff Johnston of Tract Consulting gave an overview of the purpose and proposed work schedule for the Comprehensive Development Scheme. At this meeting, it was indicated that the consulting team was available to meet on an individual basis with property owners to discuss their ideas and plans for the potential future development of their respective properties.

Subsequent to the introductory meeting, Cliff Johnston attended nine (9) meetings with property owners and/or their representatives/engineering consultants to discuss their ideas and plans for the potential future development of their properties. At these meetings, Mr. Johnston was able to outline in some detail for the information of the property owners and their agents/engineering consultants, the purpose and objectives of the study as well as information on the steps and potential work schedule for the project.

Two other meetings were also held by Mr. Johnston as part of the initial consultation process. One meeting was held with the Manager of Facilities with the English School District and the second with

the Chief of the St. John's Regional Fire Department. The purpose of the meetings was to outline the purpose and objectives of the Kenmount Hill Comprehensive Development Scheme and to have initial discussions on the potential future requirement to reserve out a future school site(s) and fire station site in the study area to accommodate potential future development in the study area. It was agreed that follow-up meetings would be held with the English School District and the St. John's Regional Fire Department once a draft of the Comprehensive Development Scheme has been prepared and been reviewed by the consulting team with City of Mount Pearl officials.

Several additional meetings were held at the request of property owners by both the City of Mount Pearl staff and the Tract Consulting team in 2016 and 2017.

The notes on these meetings are included in Appendix A.

City of Mount pearl staff officials undertook additional consultations with the property owners in early 2018 to discuss the draft proposed land use plan and the draft proposed zoning and Municipal Plan designations for the Study Area.

## 2. UNDERSTANDING THE STUDY LAND BASE / ENVIRONMENTAL FOOTPRINT

### 2.1. INTRODUCTION

This section reviews key landscape characteristics of the study site to understand which lands are suited for urban development, and which lands should be conserved as open space to protect the ecological and visual quality of the landscape. Limiting characteristics of the site are mapped and then taken together to provide a final map showing areas suited for urban development, from a landscape perspective. Many characteristics of the site may not pose an absolute limit to development, but provide useful information to help shape the final land use plan (refer to Constraints to Development Map, Appendix B).

### 2.2. TOPOGRAPHY

The landform of the study area including Kenmount Hill reflects the bedrock geology of the region. Resistant bedrock knobs and ridges oriented southeast - northeast give the landscape its present day form, which has been only subtly smoothed by glacial processes.

At 261m elevation Kenmount Hill is the highest hill in the Mount Pearl landscape (the 261 m contour is immediately to the east of the study area). The highest contour elevation within the study area is 259 m. The Kenmount ridge defines the watershed boundary between surface waters flowing northward into the Rennies River drainage basin, and those flowing south and westward to the Waterford River. The landform also affects underground services to handle storm and waste water flows, which are most easily routed to follow natural drainage patterns, where downstream capacity to handle flows permits.

The green hilltop of Kenmount is an important visual landmark in the city, a conspicuous oasis of green within the largely urbanized cityscape. The challenge of providing a water supply at adequate pressures has made it a challenge to service the land on Kenmount. Provincial land use policy also restricted development on land above the 190m contour until recently. The height of the land and scarcity of development on Kenmount Hill has made it a desirable location for communications towers (Innovation, Science and Economic Development Canada).

## **2.3. SLOPE**

The costs and impacts of development activity are increased for sites with steep slopes. Streets should not slope at more than 10% and developed sites not more than 5% to permit safe and convenient use. Earth moving, retaining walls, and land lost to steep fill slopes contribute to the increased dollar cost of development on steep land. The resultant vegetation loss, fill slopes and walling scar the landscape and may require decades to mitigate with new landscape plantings. The resulting open space may pose significant obstacles for persons with mobility impairments, and increased construction costs to mitigate these impacts.

On this site, steep slopes and high ground are also more exposed to the elements, which can create environments less comfortable for human habitation, increase the damage to structures caused by high winds and wind driven rain, and limit the opportunity for vegetation to become re-established once cleared from the site. For these reasons land sloping at 15% or more is not recommended for urban development.

## **2.4. WETLANDS**

Two small wetland areas have been mapped to either side of the saddle shaped landform found southwest of Georges Pond. From the available topographic mapping it appears that the eastern wetland drains toward the east (to Georges Pond), and the western wetland to the west, and that water from both eventually flows to the Waterford River.

The Newfoundland and Labrador Water Resources Act restricts development with wetlands, streams and water bodies and requires the preservation of a 15m wide buffer adjacent to them. This policy aims to preserve fragile habitat from destruction, allow for the storage and filtering of storm waters, and to mitigate impacts on property that may be caused by flooding.

Development should result in a zero net increase in runoff. This is particularly important given the accumulated hydrological and ecological impacts of urbanization on the Waterford River. The mapped wetlands could form the core of a storm water management design and complementary open space system for the northeast part of the study site.

## 2.5. SITE GEOLOGY AND SOILS

Bedrock under laying the site is green siliceous siltstone and sandstone of the Drook Formation and the Conception Group. These rocks are of late Precambrian or early Paleozoic eras, about 541 million years old. Younger sedimentary rocks formed over the existing bedrock have been eroded away. Kenmount Hill itself is the crest of a large fold. The pre-glacial land surface in the region was only slightly affected by glaciation, which rounded landforms and filled low areas with glacial debris. Till deposited by the retreating glacier is relatively thin in the region, being less than 3m thick over 90% of the landscape. The thickest deposits (5 to 6m) tend to be located in ponds and river valleys, or ancient drift filled valleys. This till tends to be very compact, composed of clasts (rocks) 35 to 70%, sand (15 to 30%) and silt – clay (25%), but with a low proportion of clay particles.

The predominant soils covering the site are Cochrane, or a complex of Cochrane (40 to 80%) and Torbay (20 to 40%). Smaller areas of Torbay soils are found in wet areas adjacent to Kenmount Road. Cochrane soils are commonly found on the Avalon Peninsula making up 19% of the mapped soils in the region. They are derived from glacial till, and have a loam texture, and tend to be found on middle and upper slopes of hills, hilltops and flat areas. They are well to rapidly drained on the surface and moderately well to well drained internally. Because they provide effective drainage, subsurface movement of water can create excessive moisture at the base of hills; where bedrock traps water small wet areas may be formed. Soil depth varies from 35 to 90cm but is normally not more than 60cm.

The sometimes steep topography and shallow depth of till and soil over the bedrock will necessitate rock breaking or blasting operations to construct underground services, building foundations and streets. The low moisture holding capacity of soils are a limit to plant forest development and a challenge for storm water management – speeding the rate of runoff from the site. The conservation of soil and till for re-use in site reinstatement will be an important factor in permitting the reestablishment of forest cover in disturbed areas of the site.

## 2.6. VEGETATION

Land cover within the study area is composed of forest, shrub land, barrens and disturbed land. The native forest of the region is part of the Boreal forest biome which is characterized by a cool climate, a short growing season, relatively young and low fertility soils, and dominated by coniferous trees.

Coniferous woodland predominates over the entire site interspersed with scattered small areas of deciduous forest, and isolated patches of shrub growth or mixed forest. Within the coniferous forest cover, most is relatively dense woodland with greater than 60% crown closure and at least 75% of the basal area made up of coniferous trees. Areas of sparse coniferous forest (10 to 25% crown closure) are typically associated with wet areas.

The forest is composed of Balsam fir, mixed with some black spruce, white spruce, white birch, yellow birch, trembling aspen and red maple. Juniper would also be found on poorly drained ground. Where growing conditions are good, balsam fir would make up to 75% of the trees on a site, and possibly grow to 15m height at maturity. Shrubs and herbs commonly found lower in the forest structure include bunchberry, bristly club-moss, raspberry, gooseberry, northern twinflower, blueberry, sheep-laurel, dogberry, goldenrod, pin cherry and serviceberry.

The ability of forest to succeed on a given site is dependent upon the depth of soils and till over the bedrock, microclimate and seasonal soil moisture deficits. The inability of trees to anchor roots in the earth limits the potential for their growth in height. Often trees in the forest provide mutual support allowing them to grow tall together where individually they would not succeed.

Where existing tree stands are opened to the wind, subsequent wind throw can lead to the gradual collapse of remnant stands. Efforts to counter this challenge should strive to reduce wind impact by avoiding straight line forest edges where cut back, allowing windfall trees to remain as a form of shelter for the trees which remain standing, protecting remnant trees from the wind, and avoiding unnecessary damage to tree roots that provide stand resilience by twining together. Stands with greater width are likely to be more resilient to wind throw than narrow strips of trees left with little support.

On very exposed locations forest reestablishment may be limited by exposure to wind. Caution should be exercised in the decision to remove forest cover in exposed locations, if the expectation is that remnant stands will remain standing, or that new growth can be established.

Shallow growing media over bedrock are prone to moisture shortage which can limit tree growth. Heringa reports that the best forest growth may occur on lower slopes where soil moisture and soil depth are likely to be in greater supply. Site reinstatement intended to permit forest regrowth must

provide sufficient depth of growing media if trees are to be established. Where trees must be removed, the best opportunity for natural forest regeneration occurs when the forest root mat remains undisturbed and seeds and young trees are left intact to restock the forest. A second-best solution would be the conservation and reuse of forest soil and duff as the surface for restored forest areas. Changes to site grading and drainage that cause soils to dry out more quickly may limit future potential for future forest growth.

## 2.7. CLIMATE

The climate of the region is heavily influenced by the ocean. The Labrador Current keeps the climate cool in the spring and summer, while the ocean has a moderating impact on temperatures in the fall and winter. The following discussion of climate is based upon Canadian Climate Normals 1971-2000 Station Data collected at the St. John's airport, which are comparable to the data collected at the Federal Experimental Farm, Brookfield Road.

From May to October mean daily maximum temperatures exceeded 10 degrees; only in July and August did daily mean temperatures reach near 20 degrees. In July and August, the daily maximum temperature exceeded 20 degrees on more than half the calendar days. Record maximum summertime temperatures peaked in the 30 degree range, which were reached in June, July, August and September; the probability of reaching these temperatures on any given summer day was very low. There was a 1 in 10 chance a summer day in July or August would exceed a humidex value of 30 or more.

The form of the terrain results creates relatively sunny and shady slopes that affect human comfort and creates opportunities to site buildings with favourable microclimates and improved potential for harvesting solar energy. South facing slopes are more favourable for development in a climate that tends to be comfortable or cooler most of the time. The potential cool season energy gain from locating buildings on 'warm' slopes greatly exceeds the potential increased costs for additional cooling that may be required in summer time.

Total precipitation in the city typically amounts to 1500mm annually, 80% of which comes as rainfall and the balance as snow. May, June, July and August each received less rain (89 – 108mm) than the remaining months of the year (121-161mm). September to January tend to be the wettest months (131-

161mm). Precipitation generally provides sufficient soil moisture for plant growth, where the soil is neither too shallow nor too coarse to retain a modest reserve of moisture.

Environment Canada reported a significant monthly normal depth of snow on the ground in December to March of each year. The average values for the mean, median and month end depth of snow for the four months varied from 15 to 17 cm; the maximum value was 26 cm. 110 days of the year typically had at least 1cm of snow on the ground, 79 days had 5cm or more, 60 days had 10 cm or more and 34 days had 20cm or more. The average annual snow fall was 3m, though this amount has been greatly exceeded in some recent years. From October to May the extreme daily snowfall ranged from 20cm to 68cm. The high terrain of the site may receive more precipitation as snowfall than lower elevations.

Prevailing winds were from the west in the months of November to February, and from the southwest in the remainder of the year. While average wind speeds in the 20-30 km/h range year round may seem mild, St. John's is no stranger to strong winds. The months from May through September average two days per month with winds of 52 km/h or more. December through March averaged 9 days per month with winds of this speed, and 4 days with winds of 63 km/h or more. Monthly extreme wind values recorded were lowest in June, July and August (67-84 km/h) and strongest in January, February and March (97-137 km/h). Maximum gusts of wind have been measured up to 193km/h. Maximum wind gusts originated in nearly all directions, but the general trend is from the northwest. Climate data discussed below were observed at the St. John's Airport, elevation 140m above sea level. It is quite possible that the high ground within the study site could experience stronger winds than reported at Torbay. Forest regeneration may be limited by over exposure to winds.

Given the generally cool to warm temperatures in the region, and the substantial presence of wind and precipitation, planning and design should seek to capture the warmth of the sun and mitigate the force of the wind to create more comfortable environments for people and permit energy efficient buildings. Seasonally appropriate shading should still be employed to increase human comfort, reduce cooling costs, and reduce human exposure to UV radiation. Street orientation can facilitate the design of passive solar buildings – to be placed with their long axis oriented east - west.

The relative exposure of the site is likely to be increased after development. Efforts should be made to locate development in areas with more favourable exposure, and to limit intensive development on

windswept ground. These high areas may be better suited for use as public open space where vegetation can be preserved and the views and cool breezes can be sought out only when it makes sense for users. Vegetation preservation should be a priority to provide shelter for development and to ensure that exposed landscapes are not permanently deforested, and that remnant forest patches remain viable. Reforestation in disturbed soils and exposed locations may be more challenging than usual.

## 2.8. LANDSCAPE CHARACTER

Mount Pearl occupies a bowl shaped landform created by the Waterford River valley between the Town of Paradise and the City of St. John's. The northern limit of the city is defined by high ground along Kenmount Road, which reaches its greatest height at Kenmount Hill. As a topographic feature and large green space, Kenmount Hill also marks the boundary between the Cities of St. John's and Mount Pearl. The hill is an outstanding landmark in the city, and with the Waterford River valley one of the most significant wild spaces remaining in Mount Pearl. The steep green hillsides, hilltops and communications towers bring the hill into sharp contrast with adjacent developed areas. Where the flanks of the hill have been developed for housing, the loss of forest cover has caused the hill to lose definition in contrast to its surroundings.

The regional network of green spaces and trails are centred on the streams and ponds that extend from the hills through the cities to the sea. Green hilltop spaces have become the setting for cross country skiing, hiking, mountain biking and as refuges to enjoy the natural environment and the views. This pattern has extended to Kenmount Hill and the surrounding lands in a limited way. The hill is well used for mountain biking and hiking, though no formal public facilities for recreation have been developed here. The opportunity exists to create a green corridor for ecological and recreational use, extending from the Waterford River near Corisande Drive eastward to Kenmount Hill and back to the Waterford River near Mary Queen of the World Elementary School. This route is identified in the Mount Pearl Recreation Master Plan.

Development should strive to preserve high ground as a visual amenity and for use as public open space where compatible with communications infrastructure. For Kenmount Hill to retain significance within the urban landscape the scale of land to be preserved should be substantial and vegetation on the

hilltops retained. Steep hillside slopes provide an opportunity for preservation of green space for use as public open space, forest preservation and shelter. Public access to preserved green spaces should be developed to provide access to the best views and recreation compatible with the natural environment. Similar treatment of the landscape in St. John's would contribute to the conservation of a substantial urban green space on Kenmount Hill that could become a gathering place for people from the two cities. Land within 15m elevation of the hilltop is proposed for open space, to preserve a small area of green at the highest elevation.

The installation of additional telecommunications towers would not necessarily detract from the visual quality of the landscape. Future water towers that may be required to service development should be examined for their potential visual impact and designed to mitigate their visibility. They should not project above the horizon. Their colouring should strive to blend them with the natural environment, and not include large scale graphics which draw attention. Disturbed areas surrounding towers should be revegetated to help mask the structures and any adjacent land disturbance.

## **2.9. TELECOMMUNICATIONS TOWERS**

Five telecommunications towers are located on Kenmount Hill in the City of St. John's near the municipal boundary with Mount Pearl. The western most tower is also the tallest, measuring 113m in height. It is owned and operated by CBC, and includes transmission devices for CBC radio and television broadcast as well as cellular (Rogers), VHF, local taxi companies, and the City of St. John's. (Two antennas owned by VOAR are located at 727 Kenmount Road; the City of Mount Pearl has approved the replacement of these towers with a single 106.7m tower.)

Radio frequency (RF) exposure caused by the use of these towers may pose a hazard to human health. Ground level impacts of RF exposure are concentrated relatively close to the tower. Radio frequency interference (RFI) caused by the use of these towers affects the radio reception and the operation of some wireless communication devices. The impact of this interference is more wide spread. Pockets of RFI for the CBC owned towers extend as much as 2.5 kilometres from the tower site, though not all areas within 2.5 km are affected. The nuisance impacts of RFI on home owners can be counteracted by installing devices to amplify wireless signals within the home, or by shielding the home from the interference.

CBC also noted that public access to the tower site has brought vandalism to ground level structures, and illegal dumping. The access road to the towers is very rough, partly as a means to discourage these activities. CBC does not view recreational use of the areas near the towers as a problem, but increased public access to the area could require more strict control to counteract any increased potential for vandalism.

Collapse of the tower and falling ice formed on the tower also pose a risk to people and property within range of the structures. The City of St. John's has responded to the above risks by establishing a 200m radius buffer adjacent to the towers in which residential development is not permitted. Within the city of Mount Pearl, this buffer area would coincide with steep slopes and high ground areas which are not recommended for residential development, for reasons discussed above.

## 2.10. CONCLUSION

The impact of the landscape and land use constraints on the development potential within the study site is to exclude development from steeply sloping ground near the top of Kenmount Hill, and two wetland areas. Multiple factors constrain development on the highest area of Kenmount Hill, providing a strong rationale for preservation of some natural space on this important urban landmark (See Appendix B, Constraints to Development Map). Two large contiguous land areas suitable for development remain, one adjacent to Kenmount Road, and the second to the east of Farrell Drive and Wyatt Boulevard.

Note: Lands located at the southeast flank of Kenmount Hill have a slope greater than 15%. The City of Mount Pearl has determined that some of those potential lands will be designated for potential future residential development

## **3. DRAFT LAND USE DEVELOPMENT PLAN**

### **3.1. IDENTIFICATION OF LAND USE DESIGNATIONS AND NEEDS FOR EACH NEIGHBOURHOOD**

This section outlines the rationale for the planning and design of development proposed above the 190 metre contour elevation in the Kenmount Hill area as set out in the proposed development plan as shown on Map 1 in the appendix of this document.

#### **3.1.1. Smart Growth**

The proposed land use development plan for the Kenmount Hill Comprehensive Development Scheme is based upon the concept of "Smart Growth". This planning theory proposes that new community neighbourhoods should contain a diversity of land uses and provide residents with a range of choices in housing types. Also, smart growth neighbourhoods reduce reliance on the private automobile for transportation by facilitating transit use, making provision for and promoting active transportation and creating walkable neighbourhoods. Smart growth developments complement existing communities, conserve valuable natural areas and create attractive neighbourhood environments that reflect a "sense of place".

The following notes elaborate on the key tenets of smart growth as they relate to the area included within the proposed land use development plan.

#### **3.1.2 Mix of Land Uses**

Avoiding the strict segregation of land uses allows for the creation of interesting, healthy and convenient community neighbourhoods.

The proposed land use plan promotes a mix of land uses-shops and services, places of employment, a variety of housing forms and parks. The plan recommends development that is sufficiently dense to promote walkability and to support mixed uses. It also proposes the logical extension of the highway commercial areas on the south side of Kenmount Road west of Mount Carson Avenue.

In the north east section of the study area, a mixture of housing forms and densities is proposed with access to shops and services in the area proposed for such development on the south side of Kenmount Road.

Highway commercial uses proposed adjacent to Kenmount Road take advantage of good transportation connections, high visibility and existing land uses which form a suitable buffer between future commercial-retail development and the residential community which has been established to the south.

The land use plan for the study area proposes high density residential construction with opportunities for ground floor commercial operations in new buildings to address interest from developers in establishing such new uses along this section of Kenmount Road.

### **3.1.3 Choices in Housing**

The proposed land use plan for the Kenmount Hill study area proposes a varied mix of residential housing forms, from single detached homes on standard sized building lots (15 metres lot frontage and 450 square metre lot area) to semi-detached homes, and apartment buildings. The plan's proposed mix of residential uses can potentially yield a total of approximately 1,285 residential units for an estimated residential full build-out population of approximately 2,560 persons.

The proposed range in housing types can provide the market with choices in housing form, size and tenure that can meet the needs of a broad spectrum of the population throughout different points in their lifespan. The right mix of housing can make it possible for residents to live their lives within their chosen neighbourhood and thereby maintain their social ties and supports.

The provision of higher density housing is required to support local commercial activities, walkability, and improved transit service.

*Figure 2. Land Use Summary (for proposed land uses within study boundary)*

	Land Use	Area	Floor Area	Type	Principal Dwelling Units	Accessory Units	Total Dwelling Units	Population	Pop. West of Wyatt Boulevard	Pop. East of Wyatt Boulevard	Total Population
1	New Highway Oriented Commercial West of Wyatt	5.21 ha	925 sm								
2	New Highway Oriented Commercial East of Wyatt	3.35 ha	952 sm								
3	Neighbourhood Commercial East of Wyatt	2.39 ha	4263 sm	retail							
			1918 sm	office							
			3836 sm	condo/apt.	40	0	40	60	0	60	60
4	Condo/apartment buildings (60 unit structure)	1.50 ha		condo/apt.	180	0	180	270	0	270	270
5	Condo/apartment buildings (4 unit structure)	4.39 ha		condo/apt.	164	0	164	369	0	369	369
6	Double Dwellings	3.58 ha		attached	112	0	112	253	0	253	253
7	Single Detached Dwellings	4.65 ha		detached	72	29	101	227	0	227	227
8	Hillside Development	3.90 ha		attached	122	0	122	275	0	275	275
9	15m wide detached home lots west of Wyatt	0.68 ha		single dwellings	31	12	43	97	97	0	97
10	High-rise multi unit residential (Penney)	2.74 ha			300	0	300	675	675	0	675
11	Multi-unit residential (seniors' apartments)	8.53 ha			222	0	222	333	333	0	333
12	Subtotal	40.93 ha			1243	41	1284	2559	1105	1454	2559
13	Conservation	4.03 ha									
14	Open Space	33.87 ha									
15	Streets	12.03 ha									
16	Total Land Area within Study Boundary	90.86 ha									

### 3.1.4 Transit Oriented Development

Transit oriented development (TOD) aims to create the conditions that would permit the delivery of convenient and economical public transit, reducing reliance on private automobiles. TOD can be achieved by creating compact community core areas well serviced by transit, shops and services which thereby draw the surrounding residents on foot. These elements enable the creation of a community business centre and promote transit ridership.

A transit oriented development is generally regarded as a mixed use residential and commercial area or development designed to maximize access to public transit which often offers features to encourage transit ridership.

A transit oriented development normally places the highest residential and employment densities near to frequent transit spots and steps these densities down to transition to surrounding neighbourhoods. Such developments are designed to try to ensure a good diversity of land uses; a mix of housing types and a good balance between residential developments and places of employment so that people are not too far from work, shopping areas and services and other destinations. Such developments work to be pedestrian and bicycle friendly to allow residents alternatives to constantly having to use their vehicles to travel to and from work or to shops and services.

By creating viable alternatives to private automobiles, the ability of young people and seniors to access local shops, services and recreation facilities and other social amenities is increased. With a viable transit option, families may be able to avoid the purchase of a second vehicle or in some cases not require a car. By reducing the proportion of trips take by private car, new development can contribute to less traffic congestions and reduce the need for costly surface parking areas and parking structures elsewhere in Mount Pearl and the Northeast Avalon region.

### **3.1.5. Open Spaces, Green Linkages and Environmentally Important Areas**

The proposed land use plan endeavours to maintain the key landscape qualities of the Kenmount Hill area. A high percentage of the study area is proposed to be designated for open space to protect the hillside character of the area and important wetlands and streams. Areas with a slope of 15% or greater are not recommended for urban development and a 30 metre buffer has been established around wetlands. It is recommended that a 200 metre buffer be established around existing telecommunications towers where residential developments would not be permitted.

The City of Mount Pearl has determined that an area in the southeastern portion of the Study Area which has slopes of 15% or greater will be designated for future residential development. Lands with a slope of 15% or greater will need a higher level of design detail, greater attention to storm water management and a high design density to ensure successful development. Each development project in the Study Area proposed for land with a slope above 15% will be evaluated on its own merits by the City.

The vision for the land use plan for the Kenmount Hill area is to promote the establishment of a large natural urban park serving the Mount Pearl community and the surrounding areas in the fashion that Signal Hill and C.A. Pippy Park serve as regional parks for the Metro Region.

The land use plan proposes a contiguous pedestrian east-west link from Kenmount Hill to the Kenmount Park area and east to the Waterford River and a proposed contiguous pedestrian north-south link from the Kenmount Hill area to Branscombe's Pond.

### **3.1.6 The Kenmount Hill Area Within the Mount Pearl Community**

The proposed land use plan for the Kenmount Hill promotes the establishment of a complete planned and sustainable neighbourhood community within the City of Mount Pearl. The plan proposes an

appropriate mix of land uses to serve the needs of future residents. These proposed land uses are compatible with existing adjacent land uses in the vicinity of Kenmount Hill. It promotes the establishment of what can be an important new neighbourhood in the city with its own identifiable community centre, with strong pedestrian and road linkages within and to areas outside the Kenmount Hill area.

### **3.2. IDENTIFICATION OF PROPOSED MUNICIPAL PLAN DESIGNATIONS AND LAND USE ZONE CATEGORIES FOR EACH NEIGHBOURHOOD**

The study area is currently designated under the City of Mount Pearl Municipal Plan 2010 as "Urban-Comprehensive Development Area" while it is currently zoned under the City of Mount Pearl Development Regulations 2010 as "Comprehensive Development Area- Kenmount Hill".

These two planning designations were established in 2015 by the Mount Pearl City Council. These designations are essentially "holding designations" which allow existing land uses to continue in place and which authorize Council to allow the reconstruction or replacement of and additions to existing buildings if Council is of the opinion that such development will not adversely affect the future development of lands located in the study area. Other than the exceptions noted in the Development Regulations, the CDA-Kenmount Hill Zone stipulates that no development may be permitted until such time as the City determines that the area is available for serviced urban development.

It is intended that the current Municipal Plan and zoning designations will remain in place until such time as a Comprehensive Development Scheme has been prepared for the study area which would recommend detailed Municipal Plan and zoning designations to guide future development in the area on the basis of municipal water and sewer services.

As part of the preparation of the Kenmount Hill Comprehensive Development Scheme (the "CDS"), the following planning designations are recommended in order to implement the proposed land use development plan, which is found in Appendix B of this Background Report. Existing designations listed in the Future Land Use Map of the Mount Pearl Municipal Plan 2010 can be used for the CDS along with the establishment of a new designation to be called the "Residential Commercial Mixed" designation. For zoning designations, it is recommended that zones currently existing in the Mount Pearl

Development Regulations 2010 be used along with the establishment of a new zone proposed to be called the “Residential Commercial Mixed (RCM)” Zone.

*It is noted that the proposed Municipal Plan and zoning designations for lands included within the CDS are draft only at this time. These designations may be amended in the future in terms of both proposed mapping designations and Municipal Plan and zone text and zone requirements based upon further consultations with property owners, public agencies, municipal officials with the City of Mount Pearl and upcoming public consultations.*

## **1. For the areas proposed as "Open Space" as shown on the CDS Proposed Land Use Development Plan**

### **Proposed Municipal Plan Designation**

It is recommended that these lands be designated as "Open Space" under the Mount Pearl Municipal Plan 2010.

### **Proposed Zoning Designation**

It is recommended that these lands be zoned as "Open Space (OS)" under the Mount Pearl Development Regulations 2010.

## **2. For the areas proposed as “Conservation” as shown on the CDS Proposed Land Use Development Plan**

### **Proposed Municipal Plan Designation**

These areas are proposed to be environmentally important and sensitive. It is recommended these lands be designated as “Conservation” under the Mount Pearl Municipal Plan 2010.

### **Proposed Zoning Designation**

It is recommended that these lands be zoned as “Conservation (CON)” under the Mount Pearl Development Regulations 2010.

**3. For the areas proposed as "Highway Commercial Development" on the south side of Kenmount Road as shown on the CDS Proposed Land Use Development Plan**

**Proposed Municipal Plan Designation**

It is recommended that these lands be designated as "Highway Commercial" under the Mount Pearl Municipal Plan 2010.

**Proposed Zoning Designation**

It is recommended that these lands be zoned as the "Commercial Highway (CH) Zone" under the Mount Pearl Development Regulations 2010.

**4. For the areas proposed for "Residential Commercial Mix" development on the south side of Kenmount as shown on the Proposed CDS Land Use Development Plan**

**Proposed Municipal Plan Designation**

It is recommended that these lands be designated as "Residential Commercial Mix" under the Mount Pearl Municipal Plan 2010. This is a proposed new designation in the Municipal Plan.

**Proposed Zoning Designation**

It is proposed that these lands be zoned as "Residential Commercial Mix (RCM)" under the Mount Pearl Development Regulations 2010. This is a proposed new zone in the Development Regulations.

**5. For the areas proposed for residential development and commercial development to the east of Farrell Drive and Wyatt Boulevard under the CDS Land Use Development Plan.**

**Proposed Municipal Plan Designations**

It is recommended that these lands be designated as "Residential" and "General Commercial" under the Mount Pearl Municipal Plan 2010.

**Proposed Zoning Designations**

It is recommended that these lands be zoned as "Residential High Density (RHD)", and "General Commercial (GC)" under the Mount Pearl Development Regulations 2010.

### **Proposed Mandatory Mix of Forms in the Residential High Density (RHD) Zone**

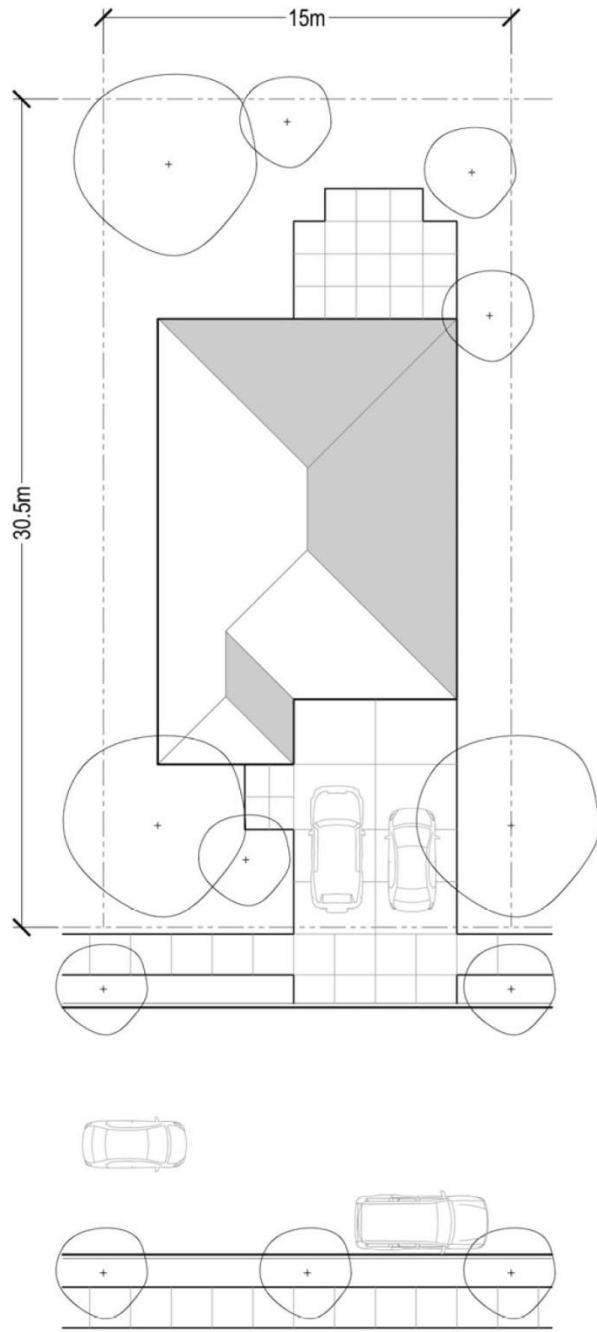
In order to ensure that the lands included within the boundary of the Comprehensive Development Scheme are developed in the future so as to offer a choice in the variety of housing styles and to increase residential densities so as to make optimal use of the installation of the municipal water and sewer services which will need to be installed to facilitate development in the Kenmount Hill area, it is recommended that a new requirement be added to the text of the Residential High Density (RHD) Zone in the Mount Pearl Development Regulations 2010 to mandate that for those areas which are zoned as RHD and which are subject to the Kenmount Hill Comprehensive Development Scheme, that for any proposed subdivision of property for the purpose of constructing a residential development which is submitted to the City for consideration of approval, that a minimum of 35% of the new residential units must be of a form other than Single Detached Dwellings. The proposed mix of residential uses for each subdivision project or stage of a subdivision project should be subject to the approval of Council with conditions and/or restrictions that Council may deem appropriate to set.

## **3.3 RESIDENTIAL DEVELOPMENT TYPOLOGIES**

The following plan views show the expected character of developments possible on the high density residential land use designations proposed.

### **Single Family Residential Lots (15m)**

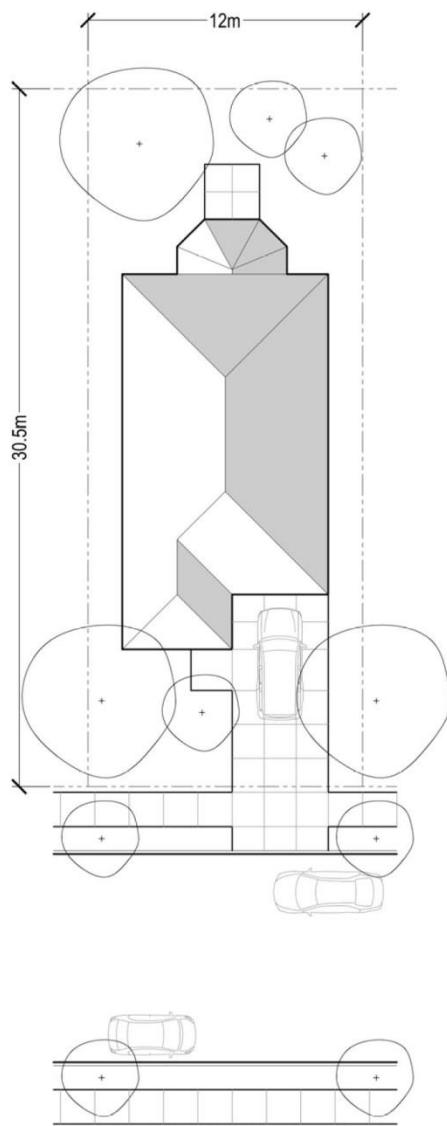
A two storey structure would be typical on a 450 square metre building lot. The lot width permits homes to have a double car garage setback from the principal entrance to the home. On lots which slope to the back, a walkout basement on the rear could accommodate an accessory apartment. The double width driveway permits parking required by a two car family and an accessory apartment. Open space at the front of the lot provides space for tree planting to green the street corridor. A variety of house plans and complementary colour schemes supports a varied and harmonious streetscape. The greater lot width facilitates development on sloping terrain.



2 STOREY SINGLE FAMILY DWELLING  
POTENTIAL ACCESSORY APARTMENT  
15 m WIDE LOT

### Single Family Residential Lots (12m)

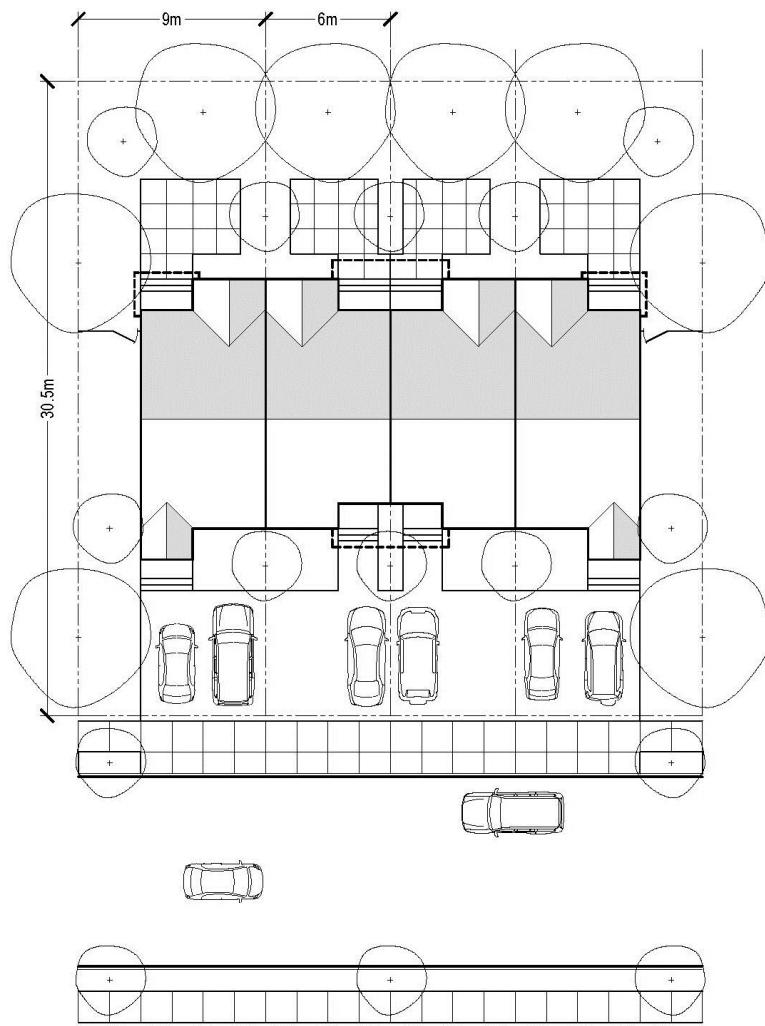
Development on 12 metre wide lots will be similar to that on 15 m lots, but houses are likely to be more compact, garages reduced in capacity, and opportunities for landscape planting are reduced. Double width driveways may accommodate additional parking required for units with accessory apartments. Lots which slope to the rear may have walkout basements, accommodating accessory apartments. More compact development is better suited to gently sloping terrain.



2 STOREY SINGLE FAMILY DWELLING  
POTENTIAL ACCESSORY APARTMENT  
12 m WIDE LOT

## Row Dwelling Development

Clusters of six metre wide row dwellings have some individuality while being grouped to form cohesive composite two storey structures. Two parking stalls are provided at the front of each unit, and a 3m deep garden space separates the parking from the front wall of each unit. Accessory apartments are possible on lots which slope to the rear, allowing walkout basements. Clustering in row dwellings in groups of four units creates an opportunity for tree planting between the building face and the sidewalk, and allows for access to the rear gardens of units.

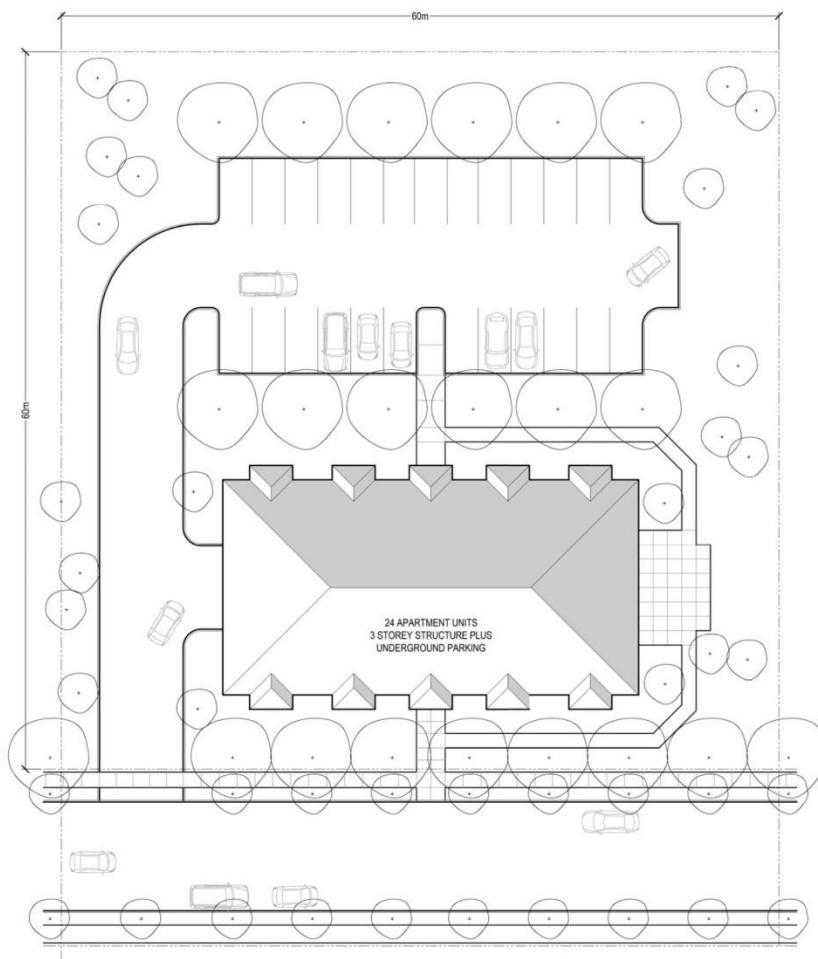


2 STOREY TOWNHOUSE  
POTENTIAL ACCESSORY APARTMENT  
6 m WIDE LOT

### **Multi-unit Residential**

Three storey structures with a footprint of about 744 square metres can accommodate about 24 apartment units with a mix of 1 and 2 bedroom floor plans on a 3600 square metre lot. Articulated building forms and the avoidance of larger structures facilitates the integration of multi-unit buildings with single family structures.

The ground floor of multi-unit residential structures could accommodate office or retail uses in place of apartments. Parking is accommodated below grade, at the rear of the property, or on street for short term use. A substantial proportion of the site remains available for resident or public amenities and landscaping to green the street corridor and to integrate the structures with adjacent residential development.



## **3.4 GREEN NETWORK - OPEN SPACE AND TRAIL NETWORK**

This section describes opportunities for parks development and trail connections arising from planning for lands above the 190m contour.

### **PARKS POTENTIAL**

The central and southern areas of Mount Pearl have a well-connected open space network in place that links waterways and park spaces with neighbourhoods to create an integrated whole (see map p. 27 Parks and Recreation Master Plan Summary Document). A series of substantial park spaces provide recreation facilities in these same regions of the city. The northern section of Mount Pearl, above Topsail Road, lacks this well connected open space network, and the large scale parks development (see map p.18 Parks and Rec Master Plan Summary Document). Powers Pond, the Newfoundland T'Railway and many trails within the city provide citizens with access to the natural environment, though the people of Mount Pearl do not have a developed extensive urban wilderness park space to call their own.

Within the study area, a large land area at the city limits has been identified as unsuitable for urban development (see Constraints to Development Map, Appendix B). The topography of the site and adjacent communication towers also limit the potential for parks development on the site. The large land area does present the opportunity to create a large urban wilderness park, and to establish some of the open space connections illustrated in the City of Mount Pearl Parks and Recreation Master Plan, 2005.

The land area is currently well used by mountain bikers and casual hikers, and would be well suited for wilderness activities:

- Continued use by mountain bikers,
- Trails development & hiking,
- Nature appreciation, berry picking, and
- Winter activities that could include snowshoeing, sliding, and possibly cross country skiing.

A public facility with washrooms, meeting space, equipment storage or rentals and parking would support public use of the wilderness area.

Adjacent land in St. John's has similar constraints: steep slopes, communication towers and visual prominence that could make it a candidate for similar, complementary park use. Future park design could consider the opportunities for connections and complementary uses of these spaces.

## OPEN SPACE LINKAGES

With appropriate planning for access, the proposed open space area may be connected to the Waterford River south of Kenmount hill through an existing open space zone at the Hillside development, through Branscombs Pond Park and Goldeneye Place to Topsail Road where there is a crosswalk in place. With permission to construct a pedestrian link through the Mary Queen of the World Elementary School grounds, this link could be extended to existing trails along the Waterford River.

Western connections could take in existing wetlands west of Georges Pond, an existing green space at Montclair Street which with land acquisition could lead to an existing pedestrian crossing at Wyatt Boulevard, which connects to a green space extending from Wyatt Boulevard to Finlaystone Drive. Further westward connections would be aided by Kenmount Park and the Anglican Cemetery which might permit trail development, though there are a number of access issues and street crossings here to be negotiated to provide good connectivity. Trail development west of the cemetery may be negotiated through undeveloped land currently occupied by the towers of VOAR. The final stretches might be constructed within the street right of way for Corey King Drive and Topsail Road, to an existing pedestrian crossing opposite Corisande Drive. If the land area within the street right of way is insufficient, acquisition of some of the broad lawn areas in front of businesses might permit construction of a multi-use trail in this area. Otherwise a sidewalk link within the street right of way could be constructed.

This northern open space link from the Waterford River and to Kenmount Hill and back to the Waterford River meets a need documented in the 2005 Mount Pearl Parks and Recreation Master Plan, and might possibly permit multi-use trail development. This link would serve a large share of the community, and link substantial green spaces into a more attractive and useful network. The connection through residential and light industrial areas could permit the trail to become a useful route for commuters.

## **4. INFRASTRUCTURE AND THE ROAD NETWORK**

### **4.1. INTRODUCTION**

As part of the overall development of the comprehensive land use plan for the land areas above the 190 meter contour in the Kenmount Hill area, Harbourside Transportation Consultants (HTC) was required to complete a number of different tasks under the Traffic and Transportation section for this study including:

- The determination of the required access points and the layout of the internal road network.
- Determine potential traffic volumes based on proposed development
- Transit: a review of transit operations in the study area.

### **4.2. KEY ROADWAYS**

Due to the scale of the development, the study area contains roadways and intersections under the jurisdiction of St. John's and Mount Pearl. These key roadways are:

- Kenmount Road
- Mount Carson Avenue
- Wyatt Boulevard
- Brant Drive

### **4.3. ACCESS AND INTERNAL ROAD NETWORK LAYOUT**

The new road network planned to accommodate the lands above the 190-metre contour to the east of Wyatt Boulevard is primarily a grid type of road layout. This type of street layout lends itself to be more transit orientated than the other more traditional street layouts that are seen in many subdivisions throughout the metro area; layouts that have in the past been typically characterized by an abundance of cul-de-sac streets. This type of road layout also distributes the traffic more evenly throughout the subdivision as a whole.

Many of the roadways in this area are fairly long and intersect with many of the other streets in the proposed grid system at 4-way intersections. This configuration, left all on to itself, would result in some network nuisances such as high travel speeds and pedestrian accommodations that would be

considered less than adequate for a newly planned subdivision. To avoid these issues, this type of road network should incorporate traffic calming features in the initial design to slow traffic and provide pedestrians and cyclists with the desired level of comfort they require to coexist with their motoring counterparts' safely within the road right of way.

A traffic calming policy is planned as part of the Phase 2 component of the Mount Pearl Integrated Transportation Plan. The City's subdivision design guidelines should be modified after that policy is adopted by Council to ensure traffic calming features are incorporated in the design for all new subdivision developments including those proposed in the lands above the 190 meter contour. The bulk of the highway orientated commercial land uses proposed along the south side of Kenmount Road will be accommodated primarily by a new roadway connecting Wyatt Boulevard from the proposed roundabout to Kenmount Road in a location that will eventually be signalized as part of the development plans for the lands above the 190 meter contour within the City of St. John's. The remaining lands will be accessed via the new signalized intersection at Grant Drive and Kenmount Road. The proposed road network should serve the future development along the south side of Kenmount Road well. It should be noted that this area of Kenmount Road is controlled by the City of St. John's, and it is not likely they will approve a myriad of uncontrolled access points along Kenmount to facilitate this development.

The standard to which these new roadways are built will be determined under the investigation that will be carried out to determine the overall traffic impacts of the development of the lands above the 190 meter contour in the City of Mount Pearl; Phase 2 of the Mount Pearl Integrated Transportation Plan.

There are a number of intersections within the study area that could provide improved safety and levels of service if they were configured as roundabouts as opposed to traditional type intersections with signals control. Most notably would be the new intersection at Mount Carson Avenue and Wyatt Boulevard which is an example of where roundabouts would provide better levels of service over the traditional signals type of control. We would expect significant reductions in delay and improvements in the level of service if this intersection were reconfigured to operate as a roundabout.

The smaller intersections created by the road network should also be considered to be built as roundabouts where practical to do so. Roundabouts built at these intersections may provide improved safety and some reduction in delay and better levels of service.

On the South side of Kenmount Road, the proposed development area is limited in terms of the number of available access points to the surrounding road network. It is anticipated, based on the expected level/type of development, that all proposed roadways would be built with a single lane in each direction. Detailed trip generation and analysis will be required to confirm this and also to determine the requirement at the individual intersections. This detailed analysis will establish the optimal intersection treatment, the requirements for additional auxiliary lanes. Much of this detailed analysis and trip distribution will be carried out during Phase 2 of the Mount Pearl Integrated Transportation Plan.

The primary access into the residential development is planned via a modified intersection with Mount Carson Avenue; replacing the existing intersection between Mount Carson and Wyatt Boulevard. The existing Wyatt Boulevard would be realigned to create a new intersection with the new road. Other access points into the residential development would be created by extending existing streets, such as Montclair Street and Tavenor Place. These secondary access points ensure that there are adequate access options for the residential neighbourhood.

On the west side of Mount Carson, a road will be created that extends from the proposed roundabout at Wyatt Boulevard to Kenmount Road and intersects at a key location on the eastern boundary of the H3 development that is scheduled to be signalized in the future by the City of St. John's.

## 4.4. HORIZONTAL AND VERTICAL ALIGNMENTS

A surface model for the entire study area was created with the lidar data provided by the City of St. John's using the Civil 3D software package. The horizontal and vertical alignments for the roadways were checked to ensure they comply with the applicable TAC standards. The route selection process was sensitive to the areas grades. Many of the proposed streets were aligned such that they were running parallel with the contours. Streets not parallel to contour lines should be designed such that none of the new core streets in the study area have profile grades that exceed 10%, and this appears to be achievable.

## 4.5. ROAD CROSS SECTION

The various street cross sections must adhere to the requirements of the Residential Subdivision Standards of the City of Mount Pearl, at a minimum. Consideration should be given to alternate street cross section which best satisfy the requirements of the street, but most efficiently utilize the street right-of-way for all aspects – cars, pedestrians, cyclists, landscaping, underground services and overhead utilities. This concept is often referred to as “complete streets” and should be further explored under the scope of Phase 2 of the Integrated Transportation Master Plan.

## **5. TRAFFIC & TRANSPORTATION**

### **5.1. ROUNDABOUTS AS AN ALTERNATIVE TO SIGNALS CONTROL**

There are a number of intersections within the study area that could provide improved safety and levels of service if they were configured as roundabouts as opposed to traditional type intersections with signals control. Most notably would be the new intersection at Mount Carson Avenue and Wyatt Boulevard which is an example of where roundabouts would provide better levels of service over the traditional signals type of control. We would expect significant reductions in delay and improvements in the level of service if this intersection were reconfigured to operate as a roundabout.

The smaller intersections created by the road network should also be considered to be built as roundabouts. A roundabout built at these intersections may provide improved safety and some reduction in delay and better levels of service.

### **5.2. GENERAL DISCUSSION OF EXISTING AND FUTURE TRAFFIC CONDITIONS**

The lands above the 190 meter contour in the City of Mount can generally be separated into two areas. The first area involves the land area to the east of Wyatt Boulevard and Farrell Drive which is north of Blackmarsh Road and bounded by the municipal boundary between the City of Mount Pearl and the City of St. John's. This land area has been designated by Tract to be primarily residential in nature with a commercial area in the northern portion. This land area is expected to accommodate approximately 714 dwelling units and 10,554 m<sup>2</sup> of commercial space. This area is expected to generate approximately 590 trips in the AM peak hour (208 trips in / 382 trips out) and 1151 trips in the PM peak hour (653 trips in / 498 trips out). While these volumes seem high, numerous access points to this section of the study area have been proposed including connection points to Tavenor Place, to Montclair Street and finally, through a road right of way that leads to Mount Carson Avenue at the intersection with Wyatt Boulevard, all of which collectively should accommodate the same. No allowance for connections to adjacent land areas above the 190 m contour in the City of St. John's were made in the planning process.

The second area of land is an approximately 220 meter wide swath of land fronting the south side of Kenmount Road that extends from Mount Pearl's municipal boundary immediately east of the Wyatt Boulevard intersection with Kenmount Road and along Kenmount Road to a new intersection proposed on Kenmount Road, slightly east of the Kenmount Road Cemetery. This land area has been designated by Tract to accommodate a number of highway oriented commercial and residential uses including 23,173 m<sup>2</sup> of commercial retail space, 300 residential dwelling units and 222 senior adult dwelling units. In total, these land uses are expected to generate approximately 561 trips in the AM peak hour (309 trips in / 252 trips out) and 1580 trips in the PM peak hour (817 trips in / 763 trips out). In addition, there is a small portion of land located along the northern portion of Brant Drive that was designated to accommodate 19 residential dwelling units. This land use is expected to generate an additional 15 trips in the AM peak hour (4 trips in / 11 trips out) and 19 trips in the PM peak hour (12 trips in / 7 trips out). The volumes of traffic expected to be generated by the area of land west of Wyatt Boulevard are significant and will warrant further investigation to quantify the exact implications of the suggested development.

It is suggested that this investigation be completed as part of the Phase 2 component of the Mount Pearl Integrated Transportation Plan. Both land areas described below should be added as new zones to the City of St. John's VISUM transportation planning model. Care should be taken to ensure both zones are connected properly to the road network expected to be present upon full build of the lands above the 190 meter contour. The regional VISUM planning model should only be used in this instance to complete a "select zone" analysis using the ITE trip generation rates for both land areas described previously. The data derived from this analysis can then be overlaid on a base Synchro model of the study area. Analysis results can then be compared on a before-and-after development basis to quantify the traffic impacts of the development of the lands above the 190 meter contour within the City of Mount Pearl. The Synchro models can also be used to develop an improvement plan, should one be required.

## **5.3. CHOICES**

There are a number of different approaches that could be taken by the City of Mount Pearl with respect to dealing with the potential capacity issues that are presented by this development. These include:

1. Do not allow any development above the 190 meter contour to proceed. Without the development, there may still be challenges in the study area in 2025, some of which could be mitigated with the implementation of the targeted improvements.
2. The City of Mount Pearl could proceed with a widening plan for Kenmount Road and Mount Carson Avenue. While such an approach could theoretically obtain the required network capacity, it would be at a heavy price; the widening would be very expensive to build and would have serious implications to some adjacent properties.
3. The overall planned development for the lands above the 190 meter contour could be throttled or limited in size to reduce the amount of traffic that will be generated on full build out. This would however, have implications on the planning goals of creating complete sustainable neighbourhoods within this development. The economics associated with the cost of the infrastructure and the taxation return on the investment may be diminished with a reduced amount of development.
4. Once the outcomes and implications of the full build out are fully understood for this development over the next 10-20 years, the City of Mount Pearl could proceed with the development with the understanding that it will have to work in conjunction with other municipalities in the metro area and the Provincial Government cooperatively to collectively change the policies on sustainable development and to put in place equitable cost sharing agreements that will see a successful implementation of a state of the art regional transit service; the overall goal to be a significant network wide reduction of the reliance on single passenger vehicles.

It is the recommendation of HTC that the City of Mount Pearl proceed with the planned development above 190 contour in the Kenmount Road area and pursue choice 4 noted previously.

## 5.4. CONSIDERATIONS FOR PUBLIC TRANSIT

HTC staff has met with the staff of Metrobus and to review the preliminary plan of the land use concept plan for the development of the lands above the 190 contour in the Kenmount Road area. Metrobus was given a preliminary road layout of the planned the development.

While there were no significant concerns expressed with the concept plan at that time a number of points were discussed and are worthy of being noted.

- Metrobus would like to ensure that as part of the development processes, laybys, shelters and bike rack/and/or bike lockers are incorporated in the planning and development processes for these areas.
- Dedicated bus laybys on the collector status roadways that runs between the development areas will not be required.
- Bus stops should be spaced between 200 and 400 meters apart.
- Bus shelters should be installed where the number of passengers at a stop exceeds 25 passengers per day.
- The road networks within the development areas should be designed such that 90% of the development area is within 400 meters walking distance of a transit stop.

## **6. ENGINEERING (WATER, STORMWATER & SANITARY)**

### **6.1. WATER**

The City of Mount Pearl has advised Tract Consulting that the area of future development in the study area is recommended to be limited to the 230 metre elevation mark. Development above this area will not be able to be serviced with adequate pressure.

The City of Mount Pearl has advised that the current water tower in the Kenmount Hill area is capable of feeding the current development and additional development but additional storage will be required to accommodate the full development of the study area. More details will be given in the servicing study currently being undertaken by engineering consultants for the City.

The City of St. John's has indicated that it is not in their short terms plans to construct additional water towers in the Kenmount Hill area

### **6.2. SANITARY**

The City of Mount Pearl has advised Tract Consulting that some sanitary sewer main upgrades will be required for lands in the study area that are located to the east of Wyatt Boulevard. The extent of these upgrades has not yet been determined but will be identified in the servicing study currently being undertaken by engineering consultants for the City. This will be a preliminary assessment but will give a range of required upgrades.

### **6.3. STORM**

In line with the City of Mount Pearl regulations storm water detention will be required for development above the 190m contour. There are two options for storm water detention; above ground and below ground. We have been asked to investigate innovative solutions for storm water detention. It is important not to simply detain water, but recharge groundwater as well. Typical detention ponds store peak runoff to prevent flooding downstream. Detention ponds are effective but they require dedicated land that has no other function. We believe a retention pond is preferable to a detention system; a

retention pond can become an attractive feature that can be incorporated into park lands while allowing storm water to infiltrate underlying soils. Below ground storm water solutions tend to include water tight detention tanks; again there is no opportunity for storm water to infiltrate and recharge ground water. There are pervious tanks that also allow infiltration which is preferable. The City may want to consider a perforated storm water system which is similar to typical storm water piping, but the system is not water tight. The design would be different from typical storm sewers; Storm sewers would be separate from water and sanitary infrastructure and catch basins would collect water in grass swales instead. Reducing the amount of hard surfaces will improve storm water runoff, for example, reducing the size of the paved roads. The City of Mount Pearl should conduct a Geotechnical investigation to determine the existing ground conditions and the suitability of infiltration systems as an alternative to detention systems.

**Note:**

*It is Tract Consulting's understanding as of January 2018, that a preliminary servicing study was undertaken by engineering consultants for the City of Mount Pearl, and that this study has been submitted to and is now under review by City officials.*

## 7. REFERENCES

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## APPENDICES



## **Appendix A – Consultations**



## Consultation Summary

<b>Land Owners Identified by City</b>	Mtg Date/time
Marlay Construction Ltd	11am May 25, 2015
Redwood Management	2pm June 15, 2015
Penney Group	9am, June 11, 2015
Land Owner #4	2pm June 11, 2015
Cardinal Homes	1pm June 1 , 2015
Leopard Canada Ltd	1pm June 1 , 2016
Prospect Development Ltd	n/a
Avalon Ford	2pm May 25, 2015

<b>Additional landowners Identified</b>	
Butler Enterprises	10:20am June 13, 2015
NTV	10:30am August 26, 2015

<b>Regional Organization Meetings</b>	
English School District	9am July 7, 2015
St. John's Regional Fire Department	2pm Jul 14, 2015

<b>Additional Meetings Requested by City of Mount Pearl</b>	
Marley Construction	11am Feb 1, 2016
Regional Fire Services	10am Feb 4, 2016
KMK Capital (rep. Land Owner #4)	10:30am Feb 8, 2016
Metrobus	10am Feb 10, 2016
English School District	10am Feb 11, 2016
Newfoundland Design Associates Ltd.	10am Feb 12, 2016
Board of Masonic Park and Masonic Place	11am Feb 16, 2016
Classic Car Sales	12:15pm Feb 16, 2016
First Baptist Church	12:30pm Feb 17, 2016
Hickman Group	12:30pm Apr 18, 2016
KMK Capital (rep. Land Owner #4)	3:00pm June 13, 2017
Penney Group	10:00am Jul 18, 2017

<b>Meetings conducted by City of Mount Pearl</b>	
Town of Paradise	8:30am Mar 7, 2016
Dept. of Environment, Water Rights & Investigation	3:40pm Mar 10, 2016
Newfoundland Power	10:00am Mar 17, 2016

**Notes from each consultation meeting are included on the following pages.**

**MARLAY CONSTRUCTION**

Date of Consultation Meeting: Monday, May 25, 2015

Location: Office of Marley Construction, 1352A Topsail Road, Paradise

Time of Meeting: 11am

In Attendance: Marley Construction (MC)  
Cliff Johnston, Tract Consulting

The following points and recommendations were raised by MC at the consultation meeting.

-MC thinks Marley Construction owns approximately 12 hectares (30 acres) of land located above the 190 metre contour elevation in the Kenmount Hill Comprehensive Development Scheme ("CDS") study area.

-A preliminary concept plan has been prepared by Newfoundland Design Associates Ltd. for the Marley Construction property located in the CDS study area. This concept plan would allow for the development of 12 single detached homes (approximate number at this point in time) with the building lots having minimum 15 metre frontages. The homes would likely have subsidiary apartments.

-The potential future development of the Marley Construction property that is located in the CDS study area would be a continuation of the Pearl View Subdivision-the land in the study area may form Phase 6 of the subdivision if developed in the future.

-It is anticipated that future access to the Marley Construction lands located in the CDS study area may come via Kenmount Road.

**\*\*Note\*\***

Subsequent to the May 25, 2015 meeting with MC, Cliff Johnston arranged a meeting with representatives of Newfoundland Design Associates Ltd. to discuss the Marley Construction property located in the CDS study area. Two engineers from Newfoundland Design Associates Ltd. were present at the meeting which took place at the offices of Newfoundland Design Associates on Torbay Road, St. John's on Tuesday June 2, 2015 at 2pm and lasted approximately 45 minutes.

The engineers advised that their firm has had limited involvement to date with the Marley Construction property in the vicinity of Kenmount Road but did confirm that the firm has recently prepared a preliminary concept plan for the potential future development of that portion of the property which is located above the 190 metre contour elevation in the CDS study area. This preliminary concept plan shows the potential future development of single detached homes on the land.

The engineers agreed to forward an electronic copy of this preliminary concept plan to Tract Consulting for the Kenmount Hill CDS.

**Follow-up commentary received via email:**

From: MC  
Sent: June-06-16 4:42 PM  
To: Cliff Johnston  
Cc: Newfoundland Design, City of Mount Pearl  
Subject: Re: Fwd: City of Mount Pearl-(Draft) Kenmount Hill Comprehensive Development Scheme

Cliff,

We are not prepared to have our land designated commercial-highway as it will result in a financial loss of Lots as proposed by Newfoundland Design.

MC

On Friday, June 3, 2016 12:32 PM, Cliff Johnston wrote:

Hello MC:  
In follow-up to our meeting from earlier this year, do have any written comments on the draft land use plan for the Kenmount Hill Comprehensive Development Scheme that you wish Tract Consulting to pass along to the staff officials at the City of Mount Pearl?  
Thanks very much for your assistance on this matter.  
Regards,  
Cliff Johnston

## **REDWOOD MANAGEMENT**

Date of Consultation Meeting: June 15, 2015

Location: Offices of Redwood Construction, Topsail Road, Mount Pearl

Time of Meeting: 2pm

In Attendance:

- President, Redwood Construction (RC)
- President, Keyin College (KC)
- Cliff Johnston, Tract Consulting

The following notes are provided from the consultation meeting.

-Redwood Construction owns approximately 2 hectares (5 acres) of land on the south side of Kenmount Road. The land is presently undeveloped and is located within the boundaries for the study area of the forthcoming Kenmount Hill Comprehensive Development Scheme.

-The Redwood property has frontage along Kenmount Road.

-Redwood Construction, in conjunction with Keyin College, have plans to construct a community college on the Redwood property on Kenmount Road. In conjunction with the community college, it is intended that there be an early childhood education/day care operation in a stand alone building on the site. The day care operation would accommodate children of the students attending the community college as well children of other persons as space permits.

-It is anticipated the community college would have a total floor area of approximately 31,000 square feet (2880 square metres) and the building would be two (2) floors in height. The community college would be designed for approximately 300 students with approximately 50 staff and would have parking for approximately 200 to 250 vehicles.

-The early childhood education/day care operation would be designed for approximately 60 children and staff of approximately 7 to 10. There would be parking for approximately 10 vehicles.

-The proponents feel access to the community college and the early childhood care/day care operation might potentially come from a future new street to the site from the south of the property as the City of Mount Pearl may not allow direct access to the site from Kenmount Road.

-There have been detailed discussions between officials of the City of Mount Pearl and Redwood Construction/Keyin College regarding this proposed development and there is correspondence on file with the City of Mount Pearl regarding the project. One of the key issues for the proponents in considering moving ahead for the project will apparently be the matter of the most efficient means of providing municipal services to the site and this is now being explored by the proponents.

-Redwood Construction and Keyin College have applied for a parcel of Provincial Crown Land which is located adjacent to the Redwood Construction site on Kenmount Road. The Crown Land is approximately 1 acre (0.4 hectares) in size and has frontage on Kenmount Road. The Crown Lands Office has apparently advised Redwood Construction and Keyin College that the City of Mount Pearl does not support the release of the Crown Land until such time as appropriate zoning is in place to allow the proposed community college and early childhood care/day care operation. (\*\*Note-Tract Consulting has a copy of correspondence dated May 21, 2015 from Director of Planning and Development for the City of Mount Pearl to Redwood Construction on the matter of the Crown Land.)

-RC and KC have advised that while it would be advantageous to have the Crown Land in order to incorporate it into the land owned by Redwood Construction for the proposed community college and early childhood care/day care operation in order to potentially provide more flexibility and options in the design of the overall development, that securing the Crown Land is by no means necessary in order to move ahead with project.

-On a general note, RC and KC feel that the frontage of the properties located along Kenmount Road in the Kenmount Hill Comprehensive Development Scheme study area, might best be designated in the forthcoming Development Scheme for commercial, retail and institutional developments.

## PENNEY GROUP

Date of Consultation Meeting: June 11, 2015

Location: Offices of the Penney Group, 1309 Topsail Road, Paradise

Time of Meeting: 10am

In Attendance: Executive Director, Penney Group (PG)  
Project Manager, Principal Holdings Ltd., Penney Group (PG)  
Cliff Johnston, Tract Consulting

The following notes are provided from the consultation meeting.

-The Penney Group owns approximately 15 hectares (37 acres) of land in the vicinity of the intersection of Kenmount Road and Mount Carson Avenue. The land is located to the west of the intersection and has frontage along Kenmount Road. The property is currently undeveloped. A portion of this land is located below the 190 metre contour elevation and is zoned as "Highway Commercial" under the City of Mount Pearl zoning regulations. The remainder of the land is located above the 190 metre contour elevation. *\*\*\*Note-subsequent to the consultation meeting, PG provided an electronic copy of a survey for the Penney Group property which survey is on file with Tract Consulting.*

-At the present time, the Penney Group does not have any specific development plans drawn up for either that portion of the property located below the 190 metre contour or the portion located above the 190 metre contour. The company does however fully wish to see the entire property be able to be developed in the future.

-The Penney Group has had previous discussions with City of Mount Pearl officials about access to the subject property. PG advised that the City had previously approved two accesses from Kenmount Road to the property and two accesses from Mount Carson Avenue.

-The Penney Group envisions a potential mixture of future lands uses for their entire property at this location and given the significant size of the property, the type of uses could potentially include commercial uses such a hotel, automotive uses and residential uses.

The Penney Group envisions that commercial uses would be located along the Kenmount Road section of the property given the high visibility of this portion of the property while residential uses would likely be located to the rear portion of the property. A range of housing styles and densities might be suitable for the property including single detached houses, apartment buildings, townhouse, duplexes and semi-detached houses. In order to serve potential future residential units that might be built on the property, it could be appropriate to develop local commercial uses at suitable locations on the property to serve these residents. Such local commercial uses could possibly include a gas bar and local retail services.

-PG referenced the Penney Group's access needs on both Kenmount Road and Mount Carson Avenue. The Penney Group would like to be kept informed of the progress of the consulting team's work on the Kenmount Hill-Comprehensive Development Scheme with reference to the matter of recommended access points under the Scheme to the company's property and prior to the final report being presented. *\*\*\*Note-subsequent to the consultation meeting, PG sent an email dated June 11, 2015 to Cliff Johnston and Bobbi Skanes- General Manager of Tract Consulting on the matter of future access points to the company's property. This email is on file with Tract Consulting. Cliff Johnston acknowledged receipt of PG's email via an email to her on June 11, 2015.*

-PG advised that Kendall Engineering serves as a consulting engineer to the Penney Group and thereby, Tract Consulting and other applicable members of the consulting team preparing the Comprehensive Development Scheme are free to contact Kendall Engineering as necessary for discussions regarding the Penney Group's property located in the study area during the preparation of the Scheme.

#### **Land Owner #4**

Date of Consultation Meeting: June 11, 2015

Location: Offices of KMK Capital, Stavanger Drive, St. John's

Time of Meeting: 2pm

In Attendance: President, KMK Capital representing Land Owner #4  
Cliff Johnston, Tract Consulting

The following notes are provided from the consultation meeting.

- Land Owner #4 has requested KMK to represent him for the present time regarding his property located in the study area for the Kenmount Hill Comprehensive Development Scheme.

- Land Owner #4 owns approximately 32 hectares (80 acres) of land located between Blackmarsh Road and the Kenmount Hill area. Some of this land is located below the 190 metre contour elevation while a large portion is located above the 190 metre contour elevation.

- There are apparently no formal plans in place at the present time for the potential development of that portion of Land Owner #4 land located above the 190 metre contour elevation; however, KMK feels that a significant portion of Land Owner #4's land located above the 190 metre contour is quite suitable for development but a part of the property located below the 190 metre contour may be too steep to readily allow development.

- Land Owner #4 land (areas both below and above the 190 metre contour) might well be suitable for some forms of higher density residential development, including apartment buildings. There might be a potential residential market for seniors and younger persons starting out in the work force in such areas as retail employment. There would be opportunities for some local commercial services to serve future residents in order that people do not need to drive in their vehicles all the time for shopping and other services.

-Access to Land Owner #4's land located above the 190 metre contour will likely need to come from the western portions of the property-i.e. from existing municipal roads running off Mount Carson/Wyatt Boulevard.

-Given the significant amount of acreage located within the boundaries of the area to be included within the Kenmount Hill Comprehensive Development Scheme and the fact that these lands are not yet developed, this presents an opportunity for the City of Mount Pearl and the consulting team preparing the Comprehensive Development Scheme to explore/consider some innovative planning/development concepts. Some concepts to perhaps be considered:

-consider allowing smaller lot sizes for new homes thereby enabling significant area to be dedicated/reserved for community open spaces, community gardens, walking trails, etc.

-in order to encourage more of a neighbourhood atmosphere/interaction among residents, consider having lanes/driveways/garages on the back of residential units and these residential uses could then be oriented to community open spaces.

-consider new and innovative approaches to planning and development standards in the study area throughout the preparation of the Comprehensive Development Scheme. Innovative approaches can make new residential areas more desirable areas to live and help in the sale of residential units in such housing developments.

## **CARDINAL HOMES/ LEOPARD CANADA**

Date of Consultation Meeting: Monday, June 1, 2015

Location: Office of Progressive Engineering, 1243 Kenmount Road

Time of Meeting: 1pm

In Attendance: Cardinal Homes (CH)  
General Manager, Leopard Canada (LC)  
Progressive Engineering (PE)  
Cliff Johnston, Tract Consulting

It was noted at the beginning of the consultation meeting that Cardinal Homes and Leopard Canada would be jointly attending the meeting as their properties located in the Kenmount Hill Comprehensive Development Scheme ("CDS") study area are located adjacent to each other as is land that both companies own that is located below the 190 metre contour study area off Blackmarsh Road. Progressive Engineering is acting at this time as engineering consultants to both companies for the lands located below the 190 metre contour elevation.

The following points and recommendations were raised by the land owner representatives at the consultation meeting.

-At this point in time, neither Cardinal Homes nor Leopard Canada have specific plans for the development of their respective lands which are located in the CDS study area although both companies do envision undertaking developments in the study area in the future.

-The two companies envision the lands in the study area being developed primarily for residential development with perhaps some provision for local neighbourhood commercial services at appropriate locations in order to serve future residents.

-The two companies foresee a future need for a mix of housing styles and densities in the study area.

-It might be appropriate for road access to come in from existing roads running off Wyatt Boulevard. It was suggested that higher density residential development, such as semi-detached homes, row dwellings, duplexes and smaller lot single detached homes might be appropriate in the western portions of the study area with larger lot single detached homes in the more easterly sections of the study area where the land may be less steep.

-The development concept plan for the study area that is prepared by Tract Consulting on behalf of the City of Mount Pearl must ensure that the proposed road network and any proposed walking/bicycle trails must link up in a logical fashion with lands that are located outside of the study area and outside the municipal boundary of Mount Pearl.

-The development concept plan should take advantage and highlight natural water features in the study area.

-The development concept plan must recognize the challenges of the slopes in the study area and only propose future developments that can be feasibly undertaken with the slopes.

-Lands that are proposed for open space/recreational development in the CDS should where possible, be required to be provided in an equitable manner from different property owners rather than just one or a few owners; acknowledging however, that the CDS may promote the development of larger open spaces/neighbourhood parks rather than tot lots which are normally only the size of a single residential building lot with a 15 metre frontage.

-In preparing and developing the development concept plan for the CDS study area, the City of Mount Pearl should acknowledge that it is a concept plan only and that it may be necessary to make changes to the plan in the future to allow appropriate developments when official development applications are received from developers which will be reviewed by the City.

-PE advised that he and his staff at Progressive Engineering will review their files and send along electronic copies of existing development plans for the lands owned by Cardinal Homes and Leopard Canada which are located below the 190 metre contour elevation and which are adjacent to lands owned by the two companies above the 190 metre contour elevation in the CDS study area. This information will be sent along when available to Bobbi Skanes, Tract Consulting-Project Manager for the Kenmount Hill-CDS and will be reviewed by the Tract Consulting team during their work on the CDS to attempt to ensure any proposed development pattern in the CDS is aware of and acknowledges the proposed development in the adjacent lands.

## AVALON FORD

Date of Consultation Meeting: Monday, May 25, 2015

Location: Office of Avalon Ford, Kenmount Road

Time of Meeting: 2pm

In Attendance: Avalon Ford (AF)

Cliff Johnston & Bobbi Skanes, Tract Consulting

The following notes are provided from the consultation meeting

Avalon Ford submitted an application to install a salt/utility shed with no services on their land above 190m contour last year. It was declined by City of Mount Pearl.

They own approximately 13 acres in total, roughly 6-7 acres is above the 190.

They currently use the space for parking, approximately 500-600 spaces (unpaved). This use was permitted by the City roughly 1-2 years ago and has approved drainage for site run-off.

Avalon Ford has been having some issues with theft on the site and hopes to install fencing and perhaps some lighting in the future. They would also like permission for a utility shed.

Avalon Ford has no specific plan for the site beyond what is noted above but would like permission for future commercial use.

**JOE BUTLER**

Date of Consultation Meeting: June 18, 2015

Location: Offices of Allnorth Consulting, Hunt's Lane, St. John's

Time of Meeting: 10:30 am

In Attendance: President, Butler Enterprises (BE)  
Division Manager, Allnorth Consultants who serve  
as engineering consultants to Butler Enterprises (AC)  
Cliff Johnston, Tract Consulting

The following notes are provided from the consultation meeting.

-Butler Enterprises own approximately 2 hectares (5 acres) of land located above the 190 metre contour elevation within the municipal boundaries of Mount Pearl. This land is located contiguous to a much larger parcel of land owned by Butler Enterprises which is also located above the 190 metre contour elevation and within the municipal boundaries of St. John's.

-Butler Enterprises were previously consulted by the Tract consulting who, in conjunction with the consulting firm, Hatch Mott MacDonald, prepared a comprehensive development plan in 2014 for the City of St. John's for lands located above the 190 metre contour elevation on both sides of Kenmount Road in the Kenmount Hill area.

-The property owned by Butler Enterprises in Mount Pearl is currently undeveloped. The owners do not have any specific development plans for the property at the present time although they are very interested in having the ability to develop the property in the future.

-AC will review his files to determine what portions of the Butler Enterprises property in both St. John's and Mount Pearl have been surveyed and see about providing copies of this survey information to Tract Consulting.

-Butler Enterprises and AC are of the opinion that the most appropriate potential future use of the Butler property located within Mount Pearl is as residential. A range of residential uses and range of residential densities could be considered, including low rise and median rise apartment buildings.

-The Kenmount Road/Kenmount Hill area is gradually becoming a desirable residential area, given the range of commercial facilities now located in the Kenmount Road and Kelsey Drive areas in addition to other services/facilities in the area. As well, the views from sectors of the Kenmount Hill area very good. These factors lend that portion of the Butler property in Mount Pearl to be considered for future residential use.

-The review of municipal servicing for the Kenmount Hill Comprehensive Development Scheme study area located in Mount Pearl will need to be a key component of the consulting team's work, with particular emphasis on the matter of storm water management.

-Butler Enterprises wish to ensure that the Kenmount Hill Comprehensive Development Scheme being prepared by Tract Consulting for the City of Mount Pearl acknowledges the comprehensive development plan for lands in the Kenmount Hill area that has been prepared by Tract and Hatch Mott MacDonald for the City of St. John's. It should be noted that Allnorth Consultants through AC, prepared a development concept plan in 2014 for the Butler Enterprises property located above the 190 metre contour elevation in St. John's; this plan, however, does not apparently include the Butler property located above the 190 metre contour elevation in Mount Pearl. BE and AC are hoping to arrange a meeting with City of St. John's staff to discuss their plan for the Butler property in relation to the overall development plan prepared by Tract and Hatch Mott MacDonald for the lands above the 190-metre contour elevation in St. John's. A meeting on this issue has not yet been held but one may be scheduled by the City of St. John's in the coming weeks.

**NTV (Newfoundland Broadcasting Corporation)**

Date of Consultation Meeting: August 26, 2015

Location: Offices of the Newfoundland Broadcasting Corporation, Logy Bay Road

Time of Meeting: 10:30am

In Attendance: Senior Vice-President, Newfoundland Broadcasting Corporation (NTV1)  
Chief Financial Officer/Controller, Newfoundland Broadcasting (NTV2)  
Corporation  
Cliff Johnston, Tract Consulting

The following notes are provided from the consultation meeting.

-The Newfoundland Broadcasting Corporation owns a parcel of land in the study area. The property has frontage on Kenmount Road. NTV1 believes the property is approximately 2 hectares in size. NTV2 thinks he may have a property survey of the site. Mr. Johnston requested that a copy of the survey be provided to Tract Consulting if possible.

-There was a television antenna on the property many years ago which was used for the communications operations of television station CJON. The antennae apparently toppled in the early 1980's and was subsequently removed from the site. The property is now currently vacant with an access road from Kenmount Road to the site.

-NTV1 noted that in his view, that it will not ever be necessary to replace the former television antennae on the site or to put any other antennae on the site in the future in relation to the operations of the Newfoundland Broadcasting Corporation.

-NTV1 did not believe there were any wetlands or important environmental features on the site.

-The owners of the property apparently do not have any immediate plans for the development of the property. The owners have apparently been approached by one or more parties over the last several years interested in potentially purchasing the property, but at the present time the property remains in the ownership of the Newfoundland Broadcasting Corporation.

## **Eastern School District**

Date of Consultation Meeting: July 7, 2015

Location: Offices of Eastern School District, Atlantic Place

Time of Meeting: 9:00am to 10:00am

In Attendance: Manager of Facilities, Eastern School District (ESD)  
Cliff Johnston, Tract Consulting

Outlined the CDS project and advised what type of information we were hoping to receive from the English School District regarding the requirement for potential new school site(s) in the study area. He advised that he had spoken to his supervisor in anticipation of today's meeting. The School District very much appreciates being advised of the project particularly at this early stage.

ESD requested that we provide him with a copy of the air photo that I showed him this morning that had been provided by the City of Mount Pearl which shows the limits of the study area. He would also like to have a few notes from me outlining the purpose of the study, timelines and what type of information we are looking for from the School District. Once he has this information, he will discuss it with appropriate staff at the School District office and perhaps the Chair of the School District and perhaps applicable officials from the Provincial Dept. of Education. They should be able to then provide some preliminary comments back to us. There are currently a number of school-age children in the Wyatt Boulevard area and if additional residential lands are proposed in the immediate area, this may have an impact on their school facilities planning.

ESD mentioned the possibility of having an additional meeting with him once the draft of the CDS is prepared so he is aware of the amount of land that might be proposed for future residential development along with some information on potential number of future residential units/residents. I advised that this additional meeting would be of benefit to the project but would be subject to the approval of the City of Mount Pearl to show the School District officials a draft of the CDS.

## **St. John's Regional Fire Department**

Date of Consultation Meeting: July 14, 2015

Location: Parade Street

Time of Meeting: 2:00pm to 3:00pm

In Attendance: Chief, St. John's Regional Fire Department (SJFD)  
Cliff Johnston, Tract Consulting

Outlined for Chief, the work that Tract Consulting was undertaking on behalf of the City of Mount Pearl in the preparation of the CDS. Reviewed with the Chief the limits of the project boundary and discussed in general terms, the types of potential future land uses that may be proposed under the CDS as well as some anticipated general time lines on the project.

Discussed with the Chief the future land use map that had been prepared in 2014 by Tract and Hatch Mott MacDonald for the City of St. John's for the land use development plan for lands located above the 190 metre contour elevation on both sides of Kenmount Road. This future land use plan shows the location of a proposed future fire station to service the lands located in the boundary of the development plan as well as other land in the general area. Outlined for the Chief, how the recommended site of the proposed future fire station had been determined as well as Tract's understanding of the current status of the plan prepared for the City of St. John's.

The Chief was aware of the matter of a potential future fire station in the Kenmount Road area from his discussions with the former Director of Regional Fire Services (Fire Chief), who retired in May of 2014. The Chief had not yet seen a copy of the development plan/future land use plan for the lands above the 190 metre contour that the consulting team prepared for the City of St. John's. I advised that our primary contact with the City on the plan was the City's Director of Planning and Development; the Chief advised he may touch base with the Director to obtain a copy of the plan for his review.

In our meeting, the Chief did advise that the St. John's Regional Fire Department last year had contracted consultants to review where new fire stations might be required in St. John's area, including

the Kenmount Road area and the Galway/Glencrest development area. This report was just recently received and will be reviewed by the Regional Fire Department in the coming weeks.

During our meeting, it was suggested that once Tract has prepared a draft of the CDS for the City of Mount Pearl, and with the approval of the officials of the City of Mount Pearl officials, a second future meeting be arranged with the Chief to show him the draft CDS, with its proposed land uses and road network and access points, and he and his staff may be able to provide additional detail as to whether new firefighting infrastructure may be required in the study area for the Mount Pearl CDS or whether the future new fire station proposed in the Kenmount Road area in the St. John's 190 metre contour land use plan is adequate. As well, the Chief may now take this opportunity to review the land use plan prepared by the consulting team for the City of St. John's for the lands located above the 190 metre contour for the Kenmount Road area in regards to the issue of the proposed future new fire station.

The Chief advised that he found today's meeting very informative and beneficial and appreciated being introduced to the Mount Pearl CDS project.

**The following consultation notes are from a second round of consultations undertaken at the direction of the City of Mount Pearl once the draft CDS had been prepared by the Tract consulting team and the draft had an initial review by the City officials.**

### **Marley Construction**

Date of Consultation Meeting: Monday, February 1, 2016

Location: Office of Marley Construction, 1352A Topsail Road, Paradise

Time of Meeting: 11am

In Attendance: Marley Construction (MC)  
Cliff Johnston, Tract Consulting

MC was advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract Consulting team and reviewed by the City of Mount Pearl. Further, that the CDS has not yet been adopted/approved by the City of Mount Pearl Municipal Council.

It was noted to MC that the draft CDS recommends that that part of the Marley Construction property which is located in the CDS study area is recommended for potential future development as "Highway Commercial" given that the land is located in close proximity to Kenmount Road which has generally developed to this point in time for retail and commercial uses.

MC advised that he did not, at first impression, have any significant concerns with the proposed "Highway Commercial" designation for his company's property. However, he advised that he would need to discuss the proposed designation with his consulting civil/development engineers and that he would advise Tract Consulting accordingly after this review has taken place.

During the meeting, MC did advise that the property adjoining that of Marley Construction, which property is now owned by Redwood Construction, had been proposed by Redwood to be developed for a commercial school and an adjunct day care centre for the children of parents attending the commercial school. MC advised that it was his understanding that the proposed commercial school/day care centre is not proceeding and that the Redwood Construction property is now for sale.

\*\*Note-at a meeting held on February 2, 2016 to discuss administrative matters pertaining to the CDS, Cliff Johnston of Tract Consulting verbally advised Director of Planning & Development, City of Mount Pearl, of the information that MC had provided with respect to the Redwood Construction property. The Director advised that he would make an enquiry with respect to the status of the property.

## **St. John's Regional Fire Department**

Date of Consultation Meeting: Thursday, February 4, 2016

Location: Offices of the St. John's Regional Fire Department, Parade Street, St. John's

Time of Meeting: 10 am

In Attendance: Fire Chief/Director of Regional Fire Services  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

The Chief was advised that a draft of the Kenmount Hill Comprehensive Development Scheme (the "CDS") has been prepared by the Tract Consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

The draft land use plan for the CDS was shown to the Chief and that the purpose of the meeting was to secure his Department's input into the potential need to designate a site for a future fire station in the area covered under the CDS.

The Chief advised that recent reviews by consultants for the St. John's Regional Fire Services Committee have determined a likely need for a new fire station in the geographic area located between the existing Mount Pearl Fire Station, the existing Kenmount Fire Station located on O'Leary Avenue and the new fire station currently under construction in Paradise.

The Chief advised that he will make the necessary enquiries with City of St. John's staff to determine if any decisions have been made as yet with respect to the possible designation of a site for a potential new fire station in the lands located above the 190 metre contour elevation in the Kenmount Road area under the development concept plan prepared for the City of St. John's by the consulting firms Hatch Mott MacDonald and Tract Consulting. The Chief can also, if necessary, make contact with the consultants used by the Regional Fire Services Committee to discuss the matter of a potential new fire station site in area in Mount Pearl included in the study area for the Kenmount Hill CDS now that a draft

of the CDS is available. When the Chief has more information on the matter, he can contact Mr. Johnston of Tract Consulting.

Cliff Johnston advised the Chief that he could leave a printed copy of the draft land use development plan for the CDS if the Chief so required. The Chief advised that he would not take a printed copy of the draft plan at this time; however, if he subsequently requires a copy of the draft plan that he will contact Mr. Johnston to request an electronic copy of the plan.

**Below is an additional email from the Chief submitted on February 12, 2016, subsequent to the February 4<sup>th</sup>, 2016 consultation.**

*From: Fire Chief (SJRFD)*

*Date: Fri, Feb 12, 2016 at 9:40 AM*

*Subject: Mt Pearl Development*

*To: cajohnston55@gmail.com*

*Cc: City of St. John's*

*Good Morning Cliff. Sorry to take a bit longer to get back to you than planned but I wanted to review a couple of things again before replying.*

*The gist of my reply is, I believe, no surprise to you, but should address your query. There is currently nothing indicating a need of reservation of any land on the south-eastern side of Kenmount Road for the location of a fire station. Data based on: modeling supplied by the Fire Underwriters Survey, which we commissioned last year, City of St. John's/SJRFD response data and future development plans all agree that as the Kenmount Terrace region grows, a fire station would be optimally placed on the north side of Kenmount Rd. Exactly where would be need to be decided at that point in time dependent on occupancy type, density, traffic patterns and risk load. However, there has been an area predetermined to be relatively appropriately located for a future station to support all expansion once undertaken.*

*However, I would suggest that pending a dramatic change of strategy in regards to future development planning, we probably won't see any real movement toward a station build in that region for some years yet. There isn't enough density or development to support it at this point. The entire region can still be*

*serviced completely adequately by Mt. Pearl Stn 4 to the south, Kenmount Stn 5 to the north east and soon to open Paradise Stn 8 to the west.*

*I hope this answers your question. If there is anything else we can do, don't hesitate to call. Have a great weekend!*

*Fire Chief*

*Director of Regional Fire and Emergency Services*

*St. John's Regional Fire Department*

*(709) 576-8683*

*[www.sjrfd.ca](http://www.sjrfd.ca)*

## **KMK Capital**

Date of Consultation Meeting: Monday, February 8, 2016

Location: Offices of KMK Capital, Stavanger Drive

Time of Meeting: 10:30 am

In Attendance: President, KMK Capital Inc.

Vice-President, KMK Capital Inc.

Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-KMK were advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The draft land use plan dated July 31, 2015 for the CDS was shown to KMK.

-KMK Capital has an option to purchase a portion of the land owned by Land Owner #4 which is located in the CDS Study area between Kenmount Road and Blackmarsh Road.

-KMK Capital has prepared a preliminary concept plan for residential development on a portion of Land Owner #4's property. This plan is a concept plan only at this stage and as of February 8, 2016, it had not been submitted as a formal application to the City of Mount Pearl. The concept plan has however, apparently been discussed by KMK Capital with staff officials of the City of Mount Pearl.

-KMK provided several printed copies of their preliminary concept plan to Mr. Johnston who subsequently passed this information along to Bobbi Skanes at Tract Consulting. KMK subsequently provided an electronic copy of their plan to Tract Consulting

-At the February 8, 2016 meeting, KMK asked Cliff Johnston to check with staff officials at the City of Mount Pearl to determine if the City would be amenable to having Tract delineate the boundaries of

that part of Land Owner #4 's property for which KMK has an option, on the draft land use plan for the Comprehensive Development Scheme and then show KMK the draft land use plan for CDS with the applicable boundaries of Land Owner #4 's property marked on it.

## **Metrobus**

Date of Consultation Meeting: Wednesday, February 10, 2016

Location: Metrobus Offices, Messenger Drive, St. John's

Time of Meeting: 10 am

In Attendance: Transportation Planner, Metrobus (MB)  
Manager, Marketing & Information Services, Metrobus (MB)  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

Metrobus were advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

The draft land use plan dated July 31, 2015 for the CDS was shown to MB. They were advised that the City of Mount Pearl and the Tract consulting team were seeking the input of Metrobus on the draft plan with respect to the ability of Metrobus to accommodate the proposed future land use development pattern as set out in the draft CDS.

MB advised that the City of Mount Pearl currently contracts with Metrobus for bus service in Mount Pearl.

The Metrobus service up Mount Carson Avenue runs only at peak hours. The Masonic Park Seniors' Complex does receive bus service.

Mr. Johnston provided a copy of the draft CDS land use plan dated July 31, 2015 to MB who will review the draft and provide comments. Mr. Johnston requested that the Metrobus officials treat the draft CDS land use plan as private and confidential.

Mr. Johnston advised that he can send along some notes to MB to summarize the general rationale and objectives of the draft CDS land use plan as it is has been currently drafted. These notes may be of assistance in their review of the draft land use plan.

**Subsequent notes provided by MB on Fe. 15, 2016 via email.**

Hi Cliff

It was good to have you in and hear about developments that are Transit friendly.

Metrobus could certainly potentially service the development as you presented it. Route 22 services close to that area above the 190m contour. We could alter that route to provide peak hour service as is now or the hours on that route could be extended to provide service all day or even on weekends. We could also work with Mount Pearl to develop entirely new routes that would service the city of Mount Pearl.

Please bear in mind that Mount Pearl operates transit on a contract basis with us. The city of Mount Pearl would have to approve and fund any changes to current routes or new routes we would develop.

MB  
570-2071

## **English School District**

Date of Consultation Meeting: Thursday, February 11, 2016

Location: Office of the English School District, Strawberry Marsh Road, St. John's

Time of Meeting: 10 am

In Attendance: Director of Facilities and Corporate Planning, English School District (ESD)  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-ESD was advised that a draft of the Kenmount Hill Comprehensive Development Scheme (the "CDS") has been prepared by the Tract Consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The draft land use plan dated July 31, 2015 for the CDS was shown to ESD and that the purpose of the meeting was to secure his Department's input into the potential need to designate a site(s) for a potential new school(s) in the area covered under the CDS.

-ESD was advised that the draft land use development plan prepared in 2014 by the consulting firms Hatch Mott MacDonald and Tract Consulting for the City of St. John's for lands located above the 190 metre contour elevation in the Kenmount Road area, designates a site approximately 14 hectares in size which would be large enough to allow the construction of two new school buildings. This site is located in St. John's on the north side of Kenmount Road. This potential schools site is located adjacent to a site proposed on the draft land use development plan for a park. The area designated as a potential schools site, was proposed by the consulting team after consultations in 2014 with staff of the English School District. Mr. Johnston advised ESD that to the best of his knowledge that the plan prepared for the City of St. John's has not yet been referred by the City for public review nor has it been yet been adopted/approved by the St. John's Municipal Council.

-ESD's initial thought is that it will not likely be necessary to designate a site(s) for a potential future new school(s) in the study area for the City of Mount Pearl-Kenmount Hill Comprehensive Development Scheme ("CDS"). A copy of the draft

land use plan for the CDS was provided to ESD by Mr. Johnston. ESD will review the draft plan and provide comments back to Tract Consulting accordingly. Mr. Johnston requested ESD treat the draft land use plan as private and confidential at this time.

## **Christadelphian Church**

Date of Consultation Meeting: Friday, February 12, 2016

Location: Office of Newfoundland Design Associates Ltd., Torbay Road

Time of Meeting: 10 am

In Attendance: Christadelphian Church representative (CC)  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-CC is a member of the congregation of the Christadelphian Church. The church congregation currently has a church building on Thorburn Road in St. John's, but in the last several years, the congregation has purchased a parcel of land approximately 4000 square metres in size in Mount Pearl located adjacent to the Masonic Park Seniors' Complex. The congregation's objective is to construct a new church on their Mount Pearl property.

-The church congregation has a formal application on file with the City of Mount Pearl to construct the new church building. The application is on hold pending the issue of the construction of a new lift station in the area of the church property.

-If it is not possible to receive approval from the City of Mount Pearl to construct the proposed new church on their property adjacent to the Masonic Park Seniors' Complex, the congregation may be open to considering alternative sites.

-CC was advised that a draft of the Kenmount Hill Comprehensive Development Scheme (the "CDS") has been prepared by the Tract Consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The church property appears to be located just outside the boundary of the area which is included within the Kenmount Hill Comprehensive Development Scheme. It appears the church property is presently zoned as "Community and Public Service (PB)" under the City of Mount Pearl Land Use Zoning Regulations.

-The area adjacent to the church property is proposed for " Commercial Highway" land uses under the draft CDS land use plan.

-CC did not have any initial concerns respecting the proposed " Commercial Highway" designation for the land adjacent to the church property.

-Mr. Johnston advised CC that he anticipated the City of Mount Pearl will be providing opportunities for public review and comment on the CDS once the City determines the draft is at the stage it should be referred for public review.

-The draft land use plan dated July 31, 2015 for the CDS was shown to CC.

## **Classic Car Sales**

Date of Consultation Meeting: Tuesday, February 16, 2016

Location: Office of Classic Car Sales, 7 Mount Carson Avenue, Mount Pearl

Time of Meeting: 12:15 pm

In Attendance: Classic Car Sales representative (CCS)  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-CCS was advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The draft land use plan dated July 31, 2015 for the CDS was shown to Mr. White.

-CCS owns approximately 2 hectares of land west Mount Carson Avenue. A portion of his land appears to be located in the CDS study area.

-CCS would like to construct rental housing for seniors (50 plus age group) on a portion of his property. There are no development approvals from the City of Mount Pearl currently in place for any portion of CCS property.

-A portion of CCS's property is proposed to be designated as "Commercial-Highway" under the draft CDS.

-CCS's has no immediate concerns with respect to the proposed "Commercial-Highway" designation for that portion of his property which appears to be located in the CDS boundary area.

## Masonic Park

Date of Consultation Meeting: Tuesday, February 16, 2016

Location: Freemasons Hall, 116 Mount Carson Avenue, Mount Pearl

Time of Meeting: 11 am

In Attendance: Members of the Board of Masonic Park and Masonic Place (the same Board members apparently for both  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-The Board members were advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The draft land use plan dated July 31, 2015 for the CDS was shown to the Board members. They were advised that the City of Mount Pearl and the Tract consulting team were seeking the input of Masonic Park with respect to the proposed draft land use plan of the CDS.

-The Board members advised that the existing Masonic Park Freemasons Hall and seniors' residential complex and nursing home is owned by Masonic Park. The Masons own a parcel of land approximately 3.6 hectares in size fronting on Kenmount Road which is owned by Masonic Place. The land off Kenmount Road is currently vacant.

-The land off Kenmount Road is proposed for "highway-commercial" under the draft land use plan of the CDS.

-Masonic Place does not have any immediate plans for the development of their vacant land off Kenmount Road; however, they have been giving consideration to the possibility of developing additional seniors' housing on the site given the long waiting list for units in their existing seniors' residential development (a total of approximately existing 220 self-contained units plus the nursing

home operation). A proposal for additional residential units for seniors would likely take the form of self-contained units as now exist on their property.

-It was noted that the draft land use plan shows a proposed new road to be constructed to the south of Kenmount Road running parallel to the road and adjacent to the existing Masonic Park residential complex.

-Members of the Boards expressed concerns that the proposed "highway-commercial" designation on their Kenmount Road property could prohibit the potential development of their property in the future for additional seniors' housing and further, that both the proposed land use designation and the proposed new road might disrupt the current quiet atmosphere of the persons residing in the existing seniors' residential units at Masonic Park.

-Some members of the Boards expressed concerns that the Boards were only now being consulted on the draft CDS after a draft land use plan had been prepared. Why had the Boards not been consulted last year when the initial property consultations were being undertaken by the consulting team? The Masons own land in the CDS study area and they feel they should have been consulted earlier.

-Mr. Johnston advised that last year's property consultations were undertaken in accordance to a list of property owners provided by the City of Mount Pearl. He advised that at this point in time that the CDS is a draft only; that it has not yet been adopted/approved by the City of Mount Pearl and that the CDS will be subject to public review and input. He also pointed out that the City of Mount Pearl staff officials had recently specifically directed that appropriate representatives of Masonic Park were to be contacted by Tract Consulting to request a meeting to discuss the draft CDS as it pertains to the Masons property.

-Mr. Johnston advised that he would be providing notes of today's meeting with the Board members to the Project Manager at Tract Consulting who in turn would send these notes along to the appropriate staff officials at the City of Mount Pearl.

## First Baptist Church

Date of Consultation Meeting: Wednesday, February 17, 2017

Location: First Baptist Church, Civic No. 1 Ambassador Place, Mount Pearl

Time of Meeting: 12:30 pm

In Attendance: Senior Pastor, First Baptist Church (FBC)  
Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-FBC was advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The draft land use plan dated July 31, 2015 for the CDS was shown to FBC. He was advised that the City of Mount Pearl and the Tract consulting team were seeking the input of the First Baptist Church with respect to the proposed road pattern of the draft land use plan.

-It was noted that under the draft plan, that Holden Street is proposed to be extended to provide road access into the area included within the CDS. The proposed extension of Holden Street would cut through the existing sports field owned by the First Baptist Church which makes up part of the church property. The sports field is located to the north of the church and school buildings on the Church property on Ambassador Place.

- FBC had strong concerns with the proposed extension, noting that in his view, the road connection would sever the Church property and make the portion of their property to the north of the extended road "worthless" to the Church. He also noted that he did not believe the Board members of the Church could support the proposed road extension and that they too would have strong objections to the proposed extension.

-The First Baptist Church does not presently have any plans to develop or to sale the northern portion of their property.

- FBC asked if it might be possible to modify the draft land use plan by removing the proposed road extension from Holden Street and moving a road connection in the area covered under the CDS further north, thereby not having to cross the property of the First Baptist Church.

- FBC requested that the Church be kept informed of the status of the CDS project.

Subsequent information provided via email Feb. 26, 2016

From: [firstbaptist.nl.ca](mailto:firstbaptist.nl.ca)>

Date: Fri, Feb 26, 2016 at 11:15 AM

Subject: First Baptist Church

To: [cjohnston@tractconsulting.com](mailto:cjohnston@tractconsulting.com)

Cliff,

Thank you for visiting me last week and giving me the information about development proposals around the church. As I said at the time I am adamantly opposed to a road cutting our property in half and making our sports field worthless.

I am open to the idea of a road going along the North end of the property.

Date of Consultation Meeting: Monday, April 18, 2016

Location: Offices of Hickman Motors, Kenmount Road

Time of Meeting: 10:30 am

In Attendance: President, Hickman Automotive Group (HA)

Cliff Johnston, Tract Consulting

The following points were raised at the consultation meeting.

-HA was advised that a draft of the Kenmount Hill Comprehensive Development Scheme ("the CDS") has been prepared by the Tract consulting team and has been reviewed by the City of Mount Pearl. Further, that the draft CDS has not yet been made available for public review nor has it yet been adopted/approved by the City of Mount Pearl Municipal Council.

-The draft land use plan dated July 31, 2015 for the CDS was shown to HA.

-The Hickman Group owns a parcel of land approximately 7620 square metres in size located on the western side of Mount Carson Avenue. It does not appear that this property is located within the boundary of the Kenmount Hill Comprehensive Development Scheme Study Area. It appears that the Hickman property is presently zoned as "Community and Public Service (PB)" under the Mount Pearl Zoning Regulations.

-HA provided a copy of a survey and property description for the Hickman property to Mr. Johnston who advised HA that he would see if he could have the boundary of the Hickman property plotted on the draft land use plan for the Kenmount Hill Comprehensive Development Scheme to verify that the property was not located in the boundary of the Study Area for the Kenmount Hill Comprehensive Development Scheme. Mr. Johnston also advised HA that he would see about providing some information to him regarding the land uses allowed under the "Community and Public Service (PB) Zone once the current zoning of the property had been verified.

-HA advised that he has had a number of conversations/meetings with officials of the City of Mount Pearl over the last number of years about the possibility of developing his company's property for commercial use or possibly seniors' housing. HA advised that there appear to have been technical issues

regarding providing municipal servicing to the property which has prevented development of the site to this point in time. At the present time, there are no specific development plans for the Hickman property and there is no formal active development application on file from the Hickman Group with the City of Mount Pearl for the proposed development of the subject property.

### **Consultations by City of Mount Pearl**

**The following consultations were conducted by City of Mount Pearl staff. Meeting notes as provided to Tract via email on May 20, 2016**



Office of the Director of Planning and Development  
**Planning and Development Meeting**  
Notes of Meeting of Monday, March 7<sup>th</sup>, 2016, 8:30 am.

**Attended:**

Stephen B. Jewczyk, Director of Planning and Development  
Mr. Alton Glen, Director of Planning and Development, Town of

**Topic:**

A meeting was held between Alton Glenn, of the Town of Paradise and the City regarding the preparation of the Kenmount Hill Comprehensive Development Scheme for the lands within the City of Mount Pearl which are above the 190 m contour.

**Background:**

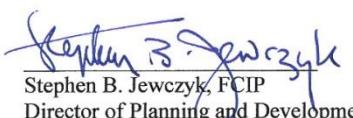
The Director of Planning and Development advised Mr. Glenn that TRACT Consultants were undertaking planning work related to the Kenmount Hill Comprehensive Development Scheme and that the initial draft of the land use scheme should be completed within the next number of weeks. At this point of the scheme preparation, the City has received some initial information from TRACT regarding land use patterns, densities and road layouts with respect to the development of the area. TRACT and the City are undertaking supplemental work to assist in the preparation of the initial scheme. The City has agreed to meet with a number of authorities to assist in the consultation process for TRACT.

**Commentary**

Mr. Glenn reviewed the proposed land use plan and did not see any matters that would negatively affect the Town of Paradise. The Director supported the principle of commercially zoned lands along Kenmount Road.

Mr Glenn requested that when a draft scheme is ready for public consultation, that a copy of the Scheme be forwarded to the Town for its more comprehensive review.

Meeting adjourned at 9:00 am.



Stephen B. Jewczyk, FCIP  
Director of Planning and Development



Office of the Director of Planning and Development  
**Planning and Development Meeting**  
Notes of Meeting of Thursday, March 10<sup>th</sup>, 2016, 3:40 pm.

**Attended:**

Stephen B. Jewczyk, Director of Planning and Development  
Julia Schwarz, Manager of Planning and Inspection Services  
Dr. Abdel-Zaher Abdel-Razek, Manager, Water Rights and Investigation Section,  
Mohammed Khayer,

**Topic:**

A meeting was held between the above representatives of the provincial Department of Environment and Conservation and the City regarding the preparation of the Kenmount Hill Comprehensive Development Scheme for the lands within the City of Mount Pearl which are above the 190 m contour.

**Background:**

The Director of Planning and Development advised the representatives that TRACT Consultants were undertaking planning work related to the Kenmount Hill Comprehensive Development Scheme and that the initial draft of the land use scheme should be completed within the next number of weeks. At this point of the scheme preparation, the City has received some initial information from TRACT regarding land use patterns, densities and road layouts with respect to the development of the area. TRACT and the City are undertaking supplemental work to assist in the preparation of the initial scheme. The City has agreed to meet with a number of authorities to assist in the consultation process for TRACT.

The Director advised that at this stage of the process, TRACT is considering a plan which includes areas of wetlands and watercourses. The Director enquired as to what consideration should be incorporated into the scheme relating to these wetlands and watercourses.

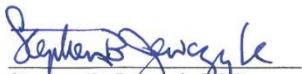
**Commentary**

The Environment and Conservation representatives advised that the waterways and limits of the wetlands should be identified in the scheme. A hydrological study would be beneficial to the 100 year limit.

Any development or road crossings that affects the watercourses and wetlands will require Department of Environment and Conservation will require permits and approvals from the department. As will all water and sewer infrastructure. The Department prefers bridges rather than culverts where roads cross waterways or waterbodies. With respect to detention ponds, any above ground works or structure that holds back water that is above 1 m will require a permit from the department.

When a draft scheme is ready for public consultation, as part of the public consultation process, the scheme will be forwarded to the Department for a more comprehensive review and commentary.

Meeting adjourned at 4:10 pm.



Stephen B. Jewczyk, FCIP  
Director of Planning and Development



Office of the Director of Planning and Development  
**Planning and Development Meeting**  
Notes of Meeting of Thursday, March 17<sup>th</sup>, 2016, 10:00 am.

**Attended:** Stephen B. Jewczyk, Director of Planning and Development  
Mr. Jamie Mullins, Manager Regional Engineering SJN (St. John's Region),  
Newfoundland Power

**Topic:**

A meeting was held between Jamie Mullins of Newfoundland Power and the City regarding the preparation of the Kenmount Hill Comprehensive Development Scheme for the lands within the City of Mount Pearl which are above the 190 m contour.

**Background:**

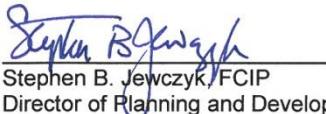
The Director of Planning and Development advised the representative that TRACT Consultants were undertaking planning work related to the Kenmount Hill Comprehensive Development Scheme and that the initial draft of the land use scheme should be completed within the next number of weeks. At this point of the scheme preparation, the City has received some initial information from TRACT regarding land use patterns, densities and road layouts with respect to the development of the area. TRACT and the City are undertaking supplemental work to assist in the preparation of the initial scheme. The City has agreed to meet with a number of authorities to assist in the consultation process for TRACT.

**Commentary**

The Newfoundland Power representatives advised that Newfoundland Power has the capacity to accommodate the land use proposal in this area.

The representative requested that when a draft scheme is ready for public consultation, Newfoundland Power would like to review the Scheme for further commentary.

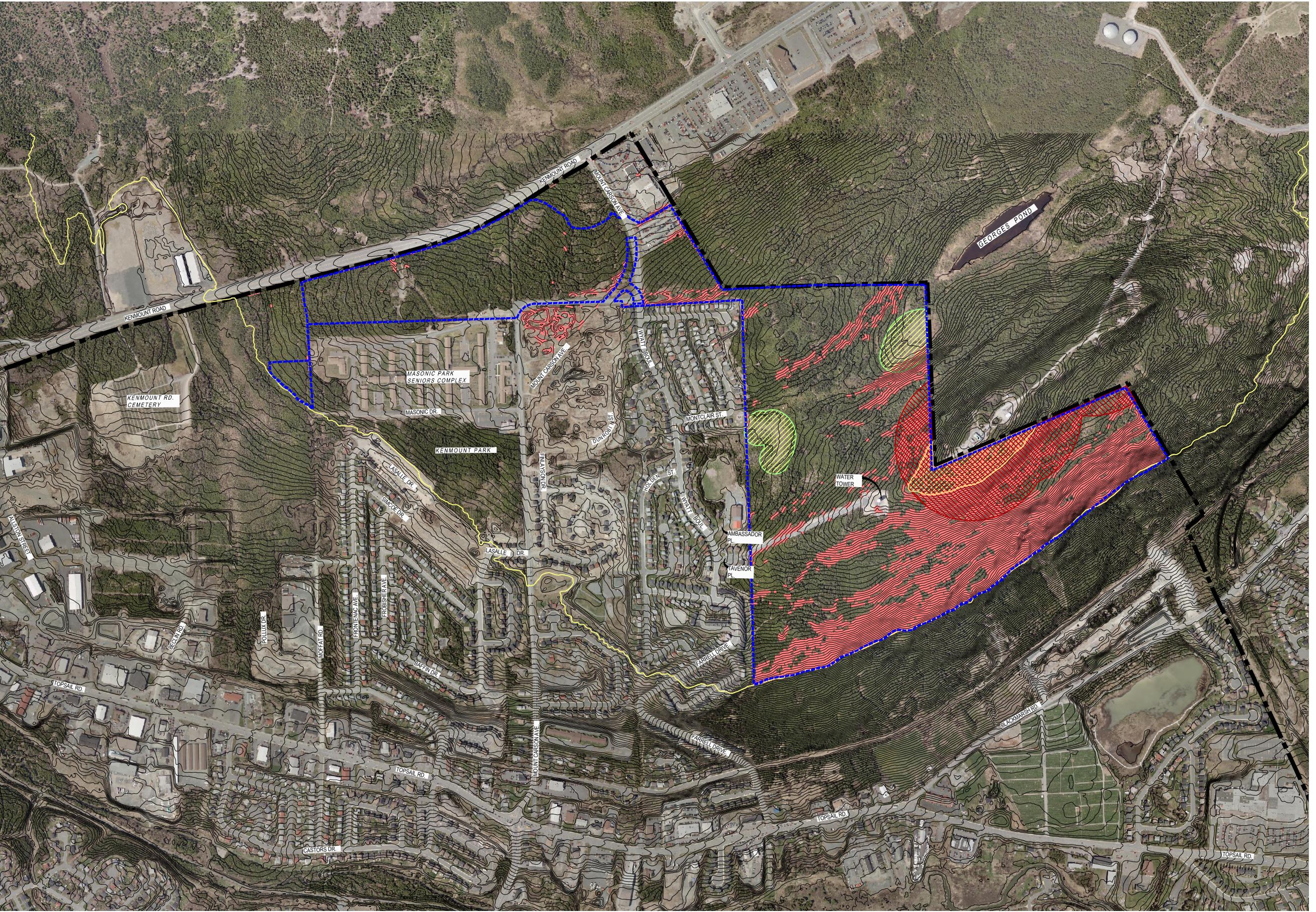
Meeting adjourned at 10:30 am.

  
\_\_\_\_\_  
Stephen B. Jewczyk, FCIP  
Director of Planning and Development

## **Appendix B – Maps**

### **Constraints to Development**

#### **Proposed Development Plan for Lands Above the 190m Contour**



## LEGEND

- City of Mount Pearl Municipal Boundary
- Study Area Boundary

### Constraints

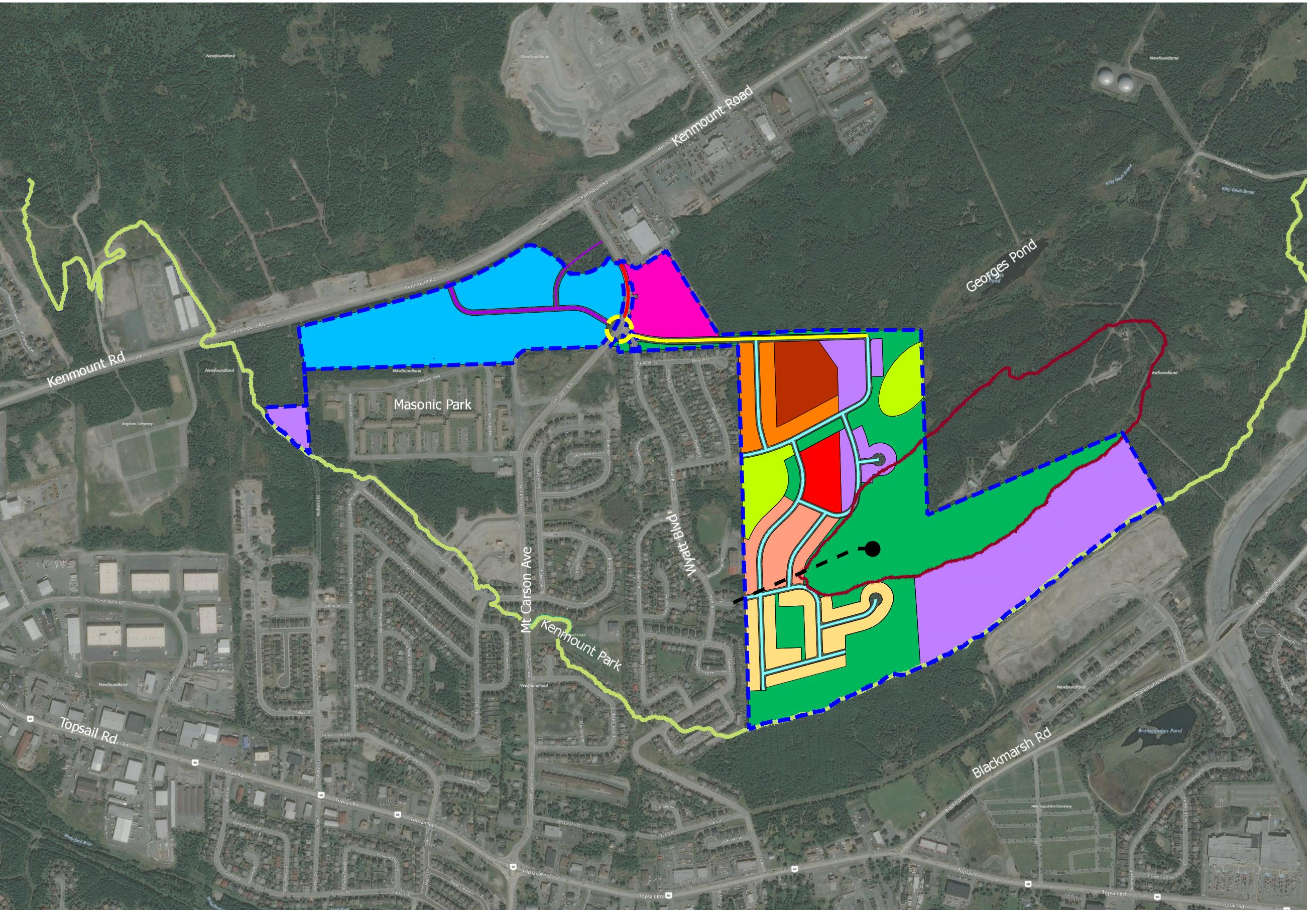
- Topographic contours at 1 meter interval
- 190 m contour
- 30 m Buffer around Wetlands
- 15 m below Hilltop elevation
- 200 m radius around Radio Tower
- 15% or greater Slopes

0 200 m 400 m  
1:10,000

**MOUNT PEARL KENMOUNT HILL 190 M COMPREHENSIVE LAND DEVELOPMENT SCHEME**  
CONSTRAINTS TO DEVELOPMENT

4  
N

100 LEMARCHANT RD.  
ST. JOHN'S, NL  
CANADA A1C 2H2  
TEL (709) 738-2500  
FAX (709) 738-2499  
**TRACT**



### Legend

- Study Area Boundary
- 190 m contour
- Maximum Service Elevation (230m contour)
- Water Main
- Watertower

### Proposed Roads

- Arterial
- Residential Collector
- Industrial/ Commercial Collector
- Local Residential
- Industrial/Commercial Local
- Roundabout

### Proposed Land Uses

- Residential
- Single Detached Units
- Double Dwelling
- Condo/Apartment Lots
- Condo/Apartment Buildings
- Residential-Commercial Mix
- Highway Commercial
- General Commercial
- Open Space
- Conservation

0 200 m 400 m  
1:10,000

15/3/18

Map 1: Mount Pearl Kenmount Hill 190 m Comprehensive Land Development Scheme  
Proposed Development Plan for Lands Above the 190 m Contour

