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Recipient: George D. Trainor, Commissioner, Alanna Felt, Dave Aker

Letter: Greetings,

Please listen to the people!

The petition "Council is Killing our Community - Speakout AGAINST Kenmount Hill Development Plan," has been generated and will be submitted into public record in due time. Please reconsider the proposed development for Kenmount Hill. The people of Mount Pearl are against the Commissioner George D. Trainor's recommendation to approval Scheme and therefore proposed Kenmount Hill Development Plan. A plan that is two fold; part development, part demolition of current community. The people of Mt. Pearl strongly oppose the latter.

Signatures

Name	Location	Date
Meaghan Keough	St John's, Canada	2018-10-12
Frances Bowen	Mount Pearl, Canada	2018-10-12
Melanie Smith	Newfoundland, Canada	2018-10-12
Jodie Collins	St. John's, Canada	2018-10-12
Bobbie Whalen	St. John's, Canada	2018-10-13
Tonya H	Conception Bay South, Canada	2018-10-13
Wavey Best	St. John's, Canada	2018-10-13
Katrina Nelson	St. John's, Canada	2018-10-13
Grant Saunders	St. John's, Canada	2018-10-13
Chad Hoyles	St. John's, Canada	2018-10-13
Nancy Hackett	Mt Pearl, Canada	2018-10-13
Shawn Rose	St. John's, Canada	2018-10-13
Jo-Anne Lyver	Mount Pearl, NL, Canada	2018-10-13
Jamie Roebbotham	Mount Pearl, Canada	2018-10-13
Bernice Hillier	mount pearl, Canada	2018-10-13
Rhonda Hiscott	Mount Pearl, Canada	2018-10-13
Frank Hillier	St. John's, Canada	2018-10-13
Trina Hackett	Mount Pearl, Canada	2018-10-13
Kaitlyn Hackett	Mount Pearl, Canada	2018-10-13
Tara Connolly	Mount Pearl, Canada	2018-10-14

Name	Location	Date
Sarah Barnes	Surrey, Canada	2018-10-14
Sharon Brown	St. John's, Canada	2018-10-14
Benneth Morgan	Mt Pearl, Canada	2018-10-14
Natasha Russell	Mount Pearl, Canada	2018-10-15
alissa hillier	mount pearl, Canada	2018-10-15
Chelsea Cook	St.John's, Canada	2018-10-15
Rhonda Roebbotham	Mt Pearl, Canada	2018-10-15
Jackie King	Cbs, Canada	2018-10-16
Jessica Browne	Mount Pearl, Canada	2018-10-16
Jennifer Rose	St. John's, Canada	2018-10-16
Lisa Dyke	Mount Pearl, Canada	2018-10-17
Cailean Howse	St. John's, Canada	2018-10-17
Patrick Knee	Saint John, Canada	2018-10-17
Alana Lee	Mount Pearl, Canada	2018-10-18
Mandy Montrose	Mount Pearl, Canada	2018-10-18
Steve Smith	Mount Pearl, Canada	2018-10-18
Kevin Whiteway	Mt Pearl, Canada	2018-10-18
Chris Williams	St. John's, Canada	2018-10-18
Rae-Ann Legge	Mt Pearl, Canada	2018-10-18
Lauren Collins	St. John's, Canada	2018-10-18
Catherine Morgan	Mount Pearl, Canada	2018-10-19
Melissa Sleep	Montréal, Canada	2018-10-19

Name	Location	Date
Melissa Walsh Sleep	Canada	2018-10-19
Elaine St. George	Mount Pearl, Canada	2018-10-19
Renee Cake	Portugal cove, Canada	2018-10-19
Kelsey Crant	Canada	2018-10-20
Nicole Taylor	Mount Pearl, Canada	2018-10-20
Sydney Daly	St. John's, Canada	2018-10-20
Cindy Cullimore	Mount Pearl, Canada	2018-10-20
Breanna Walsh	Lewin's Cove, Canada	2018-10-20
Deanne Babstock-Moret	Mount Pearl, Canada	2018-10-20
Sherry O'Brien	Mount Pearl, Canada	2018-10-21
Tracey Crant	Mt Pearl, Canada	2018-10-22

Name	City	Province	Postal Code	Country	Date	Comment
Frances Bowen	Mount Pearl		A1N4N6	Canada	10/12/2018	I live in this area.
Jodie Collins	St. John's		A1e-3g1	Canada	10/12/2018	A community needs to be saved.
Katrina Nelson	St. John's		A1E5X9	Canada	10/13/2018	would like to see them preserve what trees and wetlands we still have around the city. Dont need to be greedy!!
Meaghan Keough	St John's		A1G 1V9	Canada	10/13/2018	"This plan effects me personally, financially, and emotionally. I bought a home, as a single mother, in a beautiful, family oriented neighborhood, with a park next door for my son to play and meet friends as he grew up. That dream/goal/achievement is now being taken from me and my family because of the Kenmount Hill Comprehensive Development scheme amendments, that council are pushing through. I only ask that council, developers, The city of Mt. Pearl, rethink this proposal and say no to the scheme amendments and rethink the affects your actions will have on those of us who have trusted in you to represent us."
Bernice Hillier	mount pearl		A1N4N8	Canada	10/13/2018	"Our neighborhood (Elmcliff Subdivision) has expressed many times our objection to this plan for Kenmount Hill to the City of Mount Pearl Mayor & council, we told them our answer is no. The Mayor & council of Mt.Pearl have a total lack of Concern & regard for our community by going ahead with their project in our quiet subdivision,This project will kill & destroy our community life, environment, bring down our home values or any chance of reselling our homes, the biggest concern we have are our children's lives.The plans to build a access road straight through our children's playground relocating a newer playground to the far north side,this access road will be sandwiched in between our homes and the newer playground, this is insane,unsafe & wreckless, the high expected chances a child will be injured & or cause death. The traffic this access road will bring was quoted aprox. 1500 cars per day, which is insane for our little area, Kenmount road, Mt. Carson, Topsail, Pearlview, Wyatt, Elmcliff division & all"
Tara Connolly	Mount Pearl		A1N	Canada	10/14/2018	We have enough development in Galway and surrounding areas where we should be focusing on other issues with our city and make better use of our City's money. Please listen to your citizens opinions.
alissa hillier	mount pearl		a1n4n8	Canada	10/15/2018	I'm.signing this because I'm from mount pearl and I grew on mont Clair st and I always went to the park and I tell u if u put a busy road this . No one gonna want there kids walking over a busy rd to get to the park. Your better off leaving it where it is why don't u do it over by blackmarsh where there already building roads. Leave the playground alone it's where I take my own son to and that park been there since I was a toddler
Kelsey Crant				Canada	10/20/2018	"I grew up in this neighbourhood, and the playground was the one place my friends and I hung out and had so much fun. To have it taken away, from this new generation of kids especially is terrible. Our neighbourhood is so quiet and calm, and now it is going to be complete madness and no longer a safe place for children to play."
Tracey Crant	Mt Pearl		A1N 4N7	Canada	10/22/2018	"when my family bought our home in this subdivision, we thought how nice to have a quiet street for our kids and the freedom to walk just up the street to the playground. our children wont be able to go to the playground if a busy

street is next to the playground and our streets.. To go ahead with this plan will create chaos in this area for all residents. Our streets will no longer be safe with high traffic, nor will our playground and especially our children."

I am writing to you opposing this Kenmount Hill development, building 1,243 units right behind my house especially putting 2 roads through the Elmcliff Division area playground making this area busy with high traffic, we have already a hard time getting out on Wyatt. We are very concerned how our pricing values of our house and property will go down, this is not a good move or well thought of for us home owners on Montclair street and surrounding areas. You need to think of us already living here.

When I moved here we didn't plan on all this change and traffic, and do not want it here. I am also told that this is a wet lands and also told that there are already basements flooded just behind me and would affect my home as well. My neighbors and I are not happy with your plans and highly believe we have a say how our life and homes will change for the worse.

Elmcliff subdivision is a small and quiet area, parents feel safe our kids can play street hockey, go to the playground, I have lived here 27 yrs and feel very comfortable living here but your proposal of putting a access road THROUGH our subdivision of all places a playground, an access road should never be put near or through a playground bringing through 1500 cars daily what we were told at your meeting, I live at 54 Montclair street and in order for my grandson to get to the playground will have to cross a busy access road (that will divide our little community in half) like all the other neighborhood kids which I find absurd, this is a safety hazard & concern as well, this is an accident waiting to happen or death & I'm sure there will be several. I have never heard of a access road built in a quiet subdivision esp. in or near a playground.

The planning for this I feel is reckless, unprofessional, unethical, preposterous, no foresight, and a desperate attempt of putting up a newer subdivision with no care in the world of the families already living here but the almighty dollar.

I am also concerned with our housing value going down & not being able to sell our homes as no way anyone sensible would ever buy & move here with the traffic and safety issues. The traffic issues are many trying to get off & on this hill are already great and now your plan will increase this problem. If ever there was a fire or disaster the amount of traffic flowing through here from the new subdivision in this small area- myself & neighbors living here will be stuck in our own driveways as this area is not meant for that amount of traffic & emergency crew won't be able to enter.

I like to add email that I have been living here 27 years not 26, I now have a grandson that use that playground and I feel very angry about your proposal to remove it for a high density new subdivision leaving us heavy traffic, while other new subdivision are attracting new home owners with hiking trails and playgrounds you are taking ours away, leaving us a mess of traffic and over crowding of people, I am angry over this I more I think about it, living here for 27 years we should be priority. The people at past meetings were calm but if you really go through with this you are going to anger these people including me and my family.

I believe that that The Elmcliff Subdivision should have priority and you should build AROUND our subdivision not interfering with our lives. BUILDING A ROAD TROUGH OUR PLAYGROUND with high traffic roads in our area is not doing so, it's dangerous, careless and thoughtless for the people in my neighborhood, I sure hope you reconsider this move, how is this beneficial to our neighborhood in any way. Our children and way of life in this area will be affected. The high volume of traffic now trying to get onto or off Kenmount rd, Topsail and Mount Carson this is going to be a disaster, and for the remaining city of Mount Pearl residents passing through here getting to the lower part of Mt.Pearl during rush hour.The extra traffic with high speeds pouring out of your new subdivision onto our quiet streets Montclair and Hillhurst especially during rush hours is very upsetting and dangerous, I cannot believe that such a thing was even considered.

I hope you consider what the people at past meetings spoke up that is not mentioned here, there are a lot of serious issues to consider before proceeding.

Thank you

Bernice Heller

Felt, Alanna

From: Felt, Alanna
Sent: Friday, October 19, 2018 12:06 PM
To: David Pike
Cc: Howell, Catherine
Subject: RE: Public Hearing

Dear David,

Please see my responses to your questions below. If you have further questions, please don't hesitate to contact me. I also encourage you to read the Background Report and the Integrated Transportation Master Plan, both available at www.mountpearl.ca/kenmounthill

I also encourage you to attend the public hearing on Thursday, October 25, at 7PM at the Pearlgate Track & Field, 120 Old Placentia Road or to put any further concerns in writing and submit to Mount Pearl City Hall.

Alanna L. Felt
MA, MUP
Planner, Department of Community Development City of Mount Pearl, 3 Centennial Street, Mount Pearl, NL A1N 1G4
T 709-748-1151 F 709-748-1111 - afelt@mountpearl.ca - www.mountpearl.ca

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

From: David Pike <dapike@mun.ca>
Sent: Thursday, October 18, 2018 8:12 PM
To: Felt, Alanna <afelt@mountpearl.ca>
Subject: Public Hearing (fwd)

Regarding the upcoming public hearing concerning Kenmount Hill, I have a number of questions and concerns that have not yet been addressed. For instance...

Will any existing roads be widened as part of the proposed development?

It's too early to say at the moment. The Background Report and Integrated Transportation Master Plan (available here: <http://www.mountpearl.ca/kenmounthill/>) recommends that traffic calming measures, safety, and accessibility be given priority in the development process. That is, to accommodate different types of motor vehicles, cyclists, and pedestrians. This may include the extension and/or reconfiguration of some streets. The City may also consider widening Kenmount Road and/or Mount Carson Avenue (as per the Background Report, Section 5.3, #2) to accommodate these measures.

Will any expropriations happen as part of the proposed development?

Expropriation would be premature at this time. As per the Background Report, there are approximately a dozen property owners in the area. The City also currently has property in the area relating to the water tower and associated access routes, as well as the Mount Carson Right of Way.

Has any consideration been given to the impact of the infranoise generated by the radio tower on the hill? On this note, I will point out that under certain weather conditions a loud low-frequency noise (which can be very bothersome!) emanates from the tower. I would imagine that it would be even more pronounced when in closer proximity to the tower.

This is discussed somewhat in the Background Report Section 2.9 - Study Area and Impact Assessment. The proposed recommendation is to have a 200m radius buffer between any development and telecommunications tower, in addition to utilizing steep slopes and high ground areas of the natural topography to reduce any nuisance or risk caused by towers. There are also safety standards set out by Industry Canada that must be followed for any telecommunications tower or development near any telecommunications tower. More information can be found here:
<http://www.ic.gc.ca/eic/site/ic-gc.nsf/eng/07422.html>

I hope I've satisfied your questions.

Please don't hesitate to contact me with any further questions or concerns.

Regards,

Alanna

Felt, Alanna

From: Sheila Normore <sanormore@gmail.com>
Sent: Monday, October 15, 2018 7:06 PM
To: Felt, Alanna
Subject: PROPOSED KENMOUNT HILL COMPREHENSIVE DEVELOPMENT SCHEME

PROPOSED KENMOUNT HILL CDS

It appears that the City of Mount Pearl intends to go ahead with the comprehensive development scheme (CDS) proposed for Kenmount Hill inspite of the objections and concerns of residence in the immediate area.

What will it take to make the City understand that we do not want a road running through our park at Montclair Street, we do not want changes to our park and wetlands, and we do not want a roundabout at Wyatt Blvd.

When we moved to this area 29 years ago, we were told it is a "low density, single family" area. This is what attracted many of us to the neighbourhood in the first place. Now we are going to be surrounded by high rise apartment buildings, condos, double and single family dwellings and seniors' apartments. All of this will increase traffic and noise levels to our neighborhood and the loss of green space will be devastating. The potential for high winds and water runoff from the loss of forest is also of great concern.

How can the City just up and change the zoning of an area after residents have put years of hard work and money into their property and land? Many of us are looking forward to retiring in the near future. Waking up every day to the loss of our quite, green neighbourhood and increased traffic flow on our streets is not what we expected to retire to.

Rex and Sheila Normore
Mountclair St.
Mount Pearl

6 Montclair Street
Mount Pearl, NL, A1N 4N7

October 18th, 2018

To: City of Mount Pearl Council

Attn: Mayor David Aker

Reference: Kenmount Hill Proposed Expansion

This is a follow-up letter to our earlier correspondence with you in April, which went unanswered.

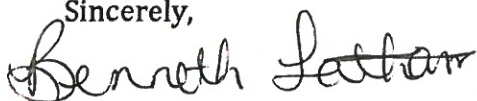
My husband and I have had a chance to read the draft background report on the proposed development scheme for the area known as Kenmount Hill.

We have some concerns that we would like answered:

1. There will be a significant traffic increase on entrance/exit of Montclair Street for vehicles accessing and exiting Wyatt Blvd. How will this be managed?
2. What steps are being taken to ensure the integrity of the small stream that runs behind our property?
3. What type of land clearing is being proposed? Will it be done in the clear-cut manner we have seen along Kenmount Road and at the Avalon Ford property?

Thank you, we look forward to asking you some of these questions at the Public Meeting to be held on October 25th.

Sincerely,



Benneth Latham

RECEIVED

OCT 22 2018

City of Mount Pearl
Department of
Community Development

October 18th, 2018

To: City of Mount Pearl Council

Attn: Mayor David Aker

Reference: Kenmount Hill Proposed Expansion

This is a follow-up letter to my earlier correspondence with you in April, which went unanswered.

I am writing this letter to you to express my concerns with the Kenmount Hill Comprehensive Development Scheme, Background Report, dated March 2018.

It seems to me the whole concept of development, which is described as "Smart Growth" is flawed and fraught with problems for the future of Mount Pearl.

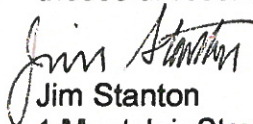
On page 16 The Report speaks to "Smart Growth, " and gives definitions of what that means but does not include such facilities as houses of worship, community center, cinemas, the creation of a "main street" feeling, etc.

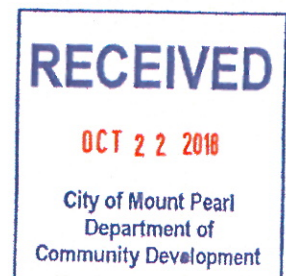
Also on page 16 the Report says: "Avoiding the strict segregation of land, allows for the creation of interesting, healthy and convenient community neighborhoods," BUT offers no proof. All that is there is a slick marketing phrase – "Smart Growth."

On page 16, the Report speaks about offering "places of employment" but doesn't say what they might be or how many. This is critical to the whole concept of so-called "Smart Growth."

On page 18 the Report addresses transit needs recognizing all Transit services are contracted out by Mount Pearl. Metrobus says it can provide the new transportation needs, during peak hours but it will be at the normal costs. How much?

I will be attending the meeting on October 25th and look forward to speaking to these unresolved issues at that time.


Jim Stanton
1 Montclair Street
Tel: 778-960-3717



Hello,

I would like to begin by saying that I'm impressed with the changes made to the initial plan for the development of the Kenmount Hill area. These changes demonstrate that the City of Mount Pearl and the developers have listened to residents concerns and addressed many of them. I also applaud the vision of a mixed, sustainable neighbourhood that has been brought forward with this plan, however, I still have concerns.

1. **Municipal boundaries** - Some of us have asked Mount Pearl's city council about what St. John's has planned for future development on the St. John's side of the boundary. Mount Pearl City Council has stated that there are no plans that they know of. I would like a representative from the St. John's City Council to be at the October 25th meeting to answer any questions the public has regarding that issue as development on their side will have an impact on the Mount Pearl side.

2. **Long term urban development planning** - Although St. John's may not have any plans at present for development on their side we all know what is true today may not be true next year. Things change. Which is why I am increasingly concerned that there is no long term plan for urban development not just in Mount Pearl but also St John's, Paradise, Portugal Cove/St. Philips, etc.

The development that has occurred in these municipalities over the last 10 - 15 years is not tied to a master plan for the region. Little pockets developed here and there seem harmless enough until one day we realize that too much has been developed and we have traffic and public transportation issues. In Newfoundland's car culture we see how traffic flow lessens, intersections get bogged down and blocked, people start to rush because it takes longer than it used to to get where they are going. And then drivers start to speed until we are all driving 10, 20 km above the posted speed limits to keep up with traffic flow. All of which resulting in increased numbers of close calls, actual traffic accidents and, sadly, more fatalities.

Then one day we realize we've paved over too much of the land and the ability of neighbourhoods and cities to withstand shifting climate patterns has been greatly lessened. Because times are indeed changing. The province's population is aging and many are moving to more central areas for increased access to family, friends, health care, etc. It's time that all city council's combined their expertise and visions to address all the issues that result from this type of concentration. Particularly with the increasing effects of environment and climate change. Changes which do not confine themselves to one municipality or another; flood waters don't heed municipal boundaries and neither does a forest fire.

Does the Kenmount Hill area need to be rezoned now? Does development of Kenmount Hill need to happen now? Do we need to push through yet more development when we all know there is no shortage of housing, or can we wait for a long range plan that could result in an even better and more cohesive plan for the entire region including Kenmount Hill?

3. **Traffic & Car Culture** - Despite the impressive 628 page traffic flow study, I do not see how the two new exits onto Kenmount Road, and the proposed round about, will adequately deal with the increased traffic flow of so many new residents. I do understand that the development will take time to progress and not all 2000+ people will be immediately living on Kenmount Hill; I get that. BUT if ALL of the proposed development goes through and ALL of those 2000+ residents are living on Kenmount Hill, I am not convinced that the planned new routes will be up to the task of handling the increase in the number of cars in the area.

We who live on Kenmount Hill and in Kenmount Park, already see how many cars use Mt Carson to get from Kenmount Road down to Topsail. Maybe when the construction is finished on Commonwealth Ave and the new access to the Team Gushue Highway / TCH is complete we may see less of that traffic, but right now the traffic backups on Kenmount and Mt Carson, not to mention the speed at which cars travel up and down Mt Carson, are all cause for concern. And so, in terms of controlling traffic around the existing park on Mountclair and the new proposed park, wouldn't speed bumps do a better job at slowing down cars there than bumper / buffers.

Also, from what I can see in the traffic report much depends on encouraging the use of public transportation eg) bus routes. Bus routes that don't yet exist on Kenmount Hill.

4. Construction/Blasting - After having lived 10 years in a city (Doha, Qatar) constantly under construction, I really have no wish to experience it again. I do not want to live with the increased traffic, noise, and disruption that comes with construction, especially for an undetermined time. Yes, this is very much a matter of "not in my backyard" as it will almost be literally IN my backyard.

Will there be a construction schedule in place listing what areas are to be developed, when, and how long things will take?

And while I very much appreciate the 10 metre (32 feet) buffer zone that is proposed is it enough? I certainly appreciate that with the buffer zone in place and the existing tree stand protected, I will not have to look directly at construction when it happens. And the trees will help somewhat towards muffling some of the noise, but the buffer zone will do nothing to protect our house's foundation from the effects of blasting. What will the city of Mount Pearl do if blasting results in cracked foundations? What recourse do we, who live in the immediate area, have should this occur? Will we have to prove that additional cracks are the result of blasting? Should I start taking pictures of our foundation now? Should I have a structural engineer come in and assess our foundation?

5. Trees - Again, I appreciate the changes made to the Kenmount Hill development plan re: environmental impacts. Especially when it comes to keeping as many of the existing trees standing as possible. Will an independent arborist be consulted re: the best way to work around the existing trees that are to remain in place? I am particularly interested in the affects blasting may have on existing tree stands and wild life, particularly birds.

Thank you for your time and for giving me the opportunity to air my ongoing concerns,

Pam Coristine
38 Montclair Street
Mount Pearl, NL A1N 4N9

October 18th, 2018

To: City of Mount Pearl Council

Attn: Mayor David Aker

Reference: Kenmount Hill Proposed Expansion

This is a follow-up letter to my earlier correspondence with you in April, which went unanswered.

I live at 1 Montclair Street; my house is a corner lot and sits across the street from the well-used park and playground where the street curves.

As I read the Report, I see the draft plans recommend Montclair Street be extended east to provide one of the entrances and exits to the new sub-division you are proposing for Kenmount Hill.

Montclair Street was designed to handle the normal residential traffic flow of those who live on the street. It was never envisaged as a major thoroughfare.

Will the proposed plans see the street widened to handle the increased traffic and will that, therefore, encroach on my property?

Secondly, what happens to the current playground? It will be reduced in size, as the extension of Montclair Street will cut right through it. How are you managing this?

Thirdly, the area south of the playground contains a wetlands area, what are your plans for maintaining the integrity of this valuable resource?

I will be attending the meeting on October 25th and look forward to speaking to these unresolved issues at that time

Yours sincerely,



Paula M. Walsh



October 18th, 2018

CITY OF MOUNT PEARL
M C GAO

To: City of Mount Pearl Council

OCT 22 2018

Attn: Mayor David Aker

Directors

Inf & PW

Corp. Serv

Comm. Serv.

Other

Plan & Dev.

COPIED

Reference: Kenmount Hill Proposed Expansion

This is a follow-up letter to my earlier correspondence with you in April, which went unanswered.

As a resident who lives at 32 Montclair Street, I am writing this letter to share my thoughts with regards to the Kenmount Hill Comprehensive Development Scheme, Background Report, dated March 2018.

I am particularly worried about the housing development to be built in the Kenmount Hill area, which is proposed for the land behind my house on Montclair Street.

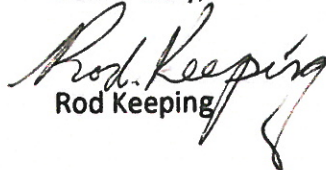
My first question is what kind of buffer will there be between the back of my property and the new development. Will there be a line of trees, like we now have?

Secondly, how will this area be cleared? Currently it is a well-treed, natural environment. Will this forested area be wiped out in the same manner as we have seen along Kenmount Road and near Avalon Ford?

Thirdly, the maps that are part of the plan appear to show multi-family and single-family units being constructed behind my home, what sort of increase in traffic will this create?

I will be attending the meeting on October 25th and look forward to speaking to these unresolved issues at that time

Yours truly,


Rod Keeping

Felt, Alanna

From: Ronnie O'Brien <ronnie_obrien@hotmail.com>
Sent: Monday, October 22, 2018 1:34 PM
To: Felt, Alanna
Subject: Farrell Drive Tree Buffer: Kenmount Hill Development Project

At this point with the planned development for Kenmount Hill I have one key issue that has been brought up to counsel previously whether in person, by phone, or written correspondence, and that is in keeping a "10 metre TREE BUFFER ZONE" between new and existing housing, specifically for the residents of "FARRELL DRIVE" area. After contacting those residents by doing a petition it was commonly agreed upon and felt there this tree buffer zone should be established in light of the removal our pre-existing green space.

I might add, that another prime issue was increased traffic which also brings more noise to the quieter and safer neighborhood we presently enjoy.

Lastly, keeping a buffer zone will certainly help act as a filter for added noise pollution, help maintain a sense of privacy, and I would suspect add to the value of the new development rather than take away from it.

Thank you.
Ron O'Brien

**WRITTEN SUBMISSION TO THE PUBLIC HEARING
Bonnie O'Rourke 31 Montclair Street Mount Pearl A1N4N8**

I: SUMMARY

The City of Mount Pearl has proposed that Council approve **Amendment Number 21 to the Mount Pearl Municipal Plan 2010** and **Amendment Number 66 to the Mount Pearl Development Regulations 2010** to change the land use zoning designations to provide Council with the authority to permit land uses currently disallowed in the **Kenmount Hill Urban Comprehensive Development Area (CDA)**.

On October 2, Mount Pearl City Council voted unanimously to adopt the Amendments. The next steps are the Public Hearing, for which this submission is written, preparation and review of the Report of the Commissioner, and Council vote to approve the Amendments.

This 100 hectare Kenmount Hill CDA includes the undeveloped forest, trails, wetlands, and open space which extends north and east to the border of St. John's, and south to the Blackmarsh Road development area. It is the largest, and last land area in Mount Pearl to be zoned for development. Until recently, this area "above the 190 metre contour" was zoned "rural" and restricted from development as it was considered the the upper elevation possible for water, sewer, and storm drain servicing.

In 2012, the City of St. John's, and the Department of Municipal Affairs, referred the matter to Commissioner Sharpe to review whether or not the restriction should be lifted or maintained for the Kenmount Hill area above the 190 meter contour located in St. John's. Commissioner Sharpe recommended that development could go ahead assuming there are no technical or engineering constraints to require the restriction, and water and sewer servicing is available.

Sharpe added the conditions: 1) a storm water run-off neutral (net-zero) policy to protect the Waterford and Rennies Mill River floodplains; and 2) a capital cost neutral and cost recovery policy which ensures that none of even the marginal costs of providing truck water and sewer services or major transportation infrastructure are borne by the City. He also suggested height restrictions be maintained even if the area could be serviced. In Mount Pearl, development above the 190 metre contour was not permitted until this restriction was deleted by Amendment Number 14 in August 2015.

If Council approve the Amendments, City regulations will permit ALL developments in this area to be high density residential and commercial. It appears only "constrained" areas not suitable for development will be open space and that Council will have to use its "discretion" to provide less than the minimum 10% unconstrained standard.

No where else in the city will have such uniformly extreme high density. The area north of Masonic Park and west of Wyatt Blvd to Kenmount Road will have the highest density in Mount Pearl with a new "Commercial-Residential Mix" zone which permits all seven story apartments. To the east, the uniform "high density residential" zone will permit all three story apartments.

Council can permit higher at its discretion, i understand up to double. I learned this at the Open House and that the high density residential zone actually includes four story apartments, also requiring the use of Council "discretion" to deviate from the current standard.

Development is planned at the 230 metre contour elevation, considered the absolute upper height limit for water servicing with current technology. It will require a new water tower at 260 metres, one of the highest points of Kenmount Hill and in the St. John's urban region, to provide the minimum 30 metres gravity feed for adequate water pressure.

My home faces the CDA forest in the east. I live on a very quiet, low traffic, no thoroughfare street, in a very low density residential ("residential single unit" - no apartment allowed), family friendly neighbourhood. A lovely playground is located on the curve of my street nestled in the woods and wetland fringe of the CDA. The children play ball hockey, and sometimes basketball on the somewhat flat area of the street in front of the playground.

When my husband bought our house in 1991, the 1988 Municipal Plan held this area "above the 190 metre contour was to remain undeveloped and used for rural and open space recreation uses." I would prefer just that but I am not opposed to re-zoning and development. I recognize the opportunity for Mount Pearl to grow and improve the Kenmount Hill area north of Topsail Road for residents. I would support a reasonable development plan, prepared with vision and due diligence, and with respect for the environment and citizens of Mount Pearl.

But the City's proposed Amendments are too extreme, not compatible with existing uses, and do not reflect Mount Pearl's family friendly "City within a Park" vision, and its sustainable development values. This is not only a lost opportunity, it also threatens my neighbourhood, as well as the new one, with serious unmitigated environmental, transportation, traffic and road safety risks. It will likely have negative impacts beyond my neighbourhood, and also pose financial risks to the Mount Pearl taxpayer.

II: COMPREHENSIVE DEVELOPMENT SCHEME

The City states the Amendments are required to permit development such as that described in the *Kenmount Hill Comprehensive Development Scheme (CDS) Background Report* (March 2018). But please note the Amendment will permit uses, described above, even more extreme than those proposed in the Scheme.

The City contracted Tract Consulting in 2015 to consult with it and the CDA property owner/developers to prepare the Background Report for the Scheme. A CDS is required under provincial law as background to inform public consultation for amendments to municipal plans and development regulations.

Density

The Tract Report describes a Scheme with 1284 new high density residential units and a population build-out increase of 2559 people, an average of two people per unit. East of Wyatt Blvd, for a new population of 1454 people, there will be 719 units in condo/apartment buildings, including 3 60-unit condo/apartment buildings, 1 40-unit, 41 4-unit, 66 double dwellings, and another 112 hillside attached dwelling units. West of Wyatt Blvd, for a new population of 1105 people, there will be 565 units, including 3 100-unit apartment buildings, and 1 222-unit seniors apartments in this new commercial residential mix zone.

Of the 1284 units, 62, or 4.8% will be residential single unit dwellings like those in my neighbourhood, and 103 or 8% are single detached dwellings, with apartment. The Amendment will impose a 35% minimum other than single family dwelling development restriction. However, more than 90% of the units will be other than single family and this could be 100% not single family given the Amendment uniform high density residential zoning.

Slopes

The Amendment will zone lands on slopes greater than 15% as residential high density, and will permit roadways above the current maximum standards of 8% and 10% street grades. Both uses are not recommended in the Report. Tract also cautions that developed sites should not slope more than 5% to permit safe and convenient use, and that remaining open spaces on sloped lands pose significant obstacles for persons with mobility issues.

Public Transportation

The Scheme is based on “Smart Growth” and “Transit Oriented Development” concepts. Both are urban planning current hot topics which advocate for very high densification in urban areas characterized by efficient public transportation hubs, with advanced train, subway, tram, and bus systems.

The Scheme assumes such efficient public transportation and increased pedestrian transit that residents will need fewer cars and parking space allocations, and that visitors can park on the streets. The Tract Report stresses the importance of a strategic integrated transportation plan with Metrobus and the City of St. John's.

Local and Collector Roads

The Report calls for long straight local roads and four-way intersections to facilitate transportation flows but also cautions this design will create “not pedestrian friendly” roadways prone to speeding, and will require traffic calming measures.

Primary access to the new Kenmount Hill development area will be through a major new (“Penney”) collector road bisecting Mount Carson running west to Kenmount Road, and east between Avalon Ford and the backyards of Elmcliffe St.. It will encompass the perimeter of much of the development area bordering with St. John's to the north and east and will then bisect the CDA as it circles west to become the new extension of local road Montclair Street.

This new major collector road will cut through the swing set area of the existing Montclair Street community playground. There is no other place for a playground in this neighbourhood, and there is no plan for one in the CDS area.

The City's response to concerns raised with this plan is: 1) new space to the south and east **may** be added to the existing playground to compensate for the space lost to the collector road (the City doesn't mention this is the wetland buffer zone area); 2) a second playground **may** be added (which will also border on the collector road near the parking lot for the commercial area in the centre of the east

development area); and 3) the City will use safety bollards to protect the existing playground from the adjacent collector road traffic flows, and there will be signage, and a crosswalk.

Further to the south on Wyatt Blvd., another collector road was intended to bisect homes on the Tavenor Place cul de sac and extend east on the existing water tower service road, but the City reports another concept has been proposed.

The Tract Report indicates the traffic calming policies and roadway standards and plans will be part of the pending phase 2 component of the *Mount Pearl Integrated Transportation Plan*. The Tract Report also highlights that the development will result in significant increases in traffic volumes and suggests that the exact implications of this should also be investigated in the Integrated Transportation Plan.

Mount Carson Roundabout

The new Penney Road will intersect Mount Carson in a new roundabout. Wyatt Blvd will intersect this new Penney Road with all its north bound traffic required to turn left to enter the queue on Penney Road just before the access to the Mount Carson/Penney roundabout. The City response to questions and concerns raised is that it will provide roundabout education. Finally, there will be two new traffic lights to access Kenmount Road.

Environment

The Tract Report reviewed the environment footprint, and raised a number of concerns and recommendations. First, the high elevation topography of Kenmount Hill, with its ridge defining the watershed boundary of Rennie's River to the north and Waterford River south and west, and downstream drainage impacts from storm and waste water flows, is significant and flood risk mitigation is challenging.

Steep slopes are more exposed to the elements, less comfortable for human habitation, and are subject to structure damage from higher wind and wind driven rain. The high terrain will receive more precipitation as snowfall and will experience stronger winds than in lower elevations.

The topography and bedrock will require blasting operations for development, increasing cost, and damaging soil. The thin soil will also increase the rate of storm water run-off, a challenge for storm water management, and it will limit re-establishing the Boreal vegetation.

There should be no expectation that new forest areas can be established, or even that stands of forest not clear cut will survive in these conditions. Forest survival may require wider swaths of protected not clear cut areas, thinner strips will likely fail. The area's exposure to high wind is likely to be increased after development, increasing further the risk of permanent deforestation.

The Report also stressed the need for wetland protection and noted the establishment of a 30 metre buffer around it but does not define or delineate the wetland fringe.

Tract noted the nuisance to wireless communications, and the risk when close range to human health from radio frequency interference (RFI) from the area telecommunication towers, and recommends that Mount Pearl adopt a 200 metre buffer radius from residential development.

Finally, Tract commented there is risk of vandalism to the telecommunications and the water tower infrastructure in the area's open space, and there is risk to humans from structure collapse or falling ice.

III: OUTSTANDING CONCERNS AND QUESTIONS

Density

The City has not answered the primary question of why must the Scheme and the Amendment be so extremely high density. Other than that it is discriminatory, the 35% minimum not single family density rule is fine – if it was not also misleading. I would be thrilled with 65% single family units, as this rule implies, even with apartments, but the Amendment can permit zero (0) single family dwellings and the Scheme actually recommends less than 10%. Council did not require a Land Use Assessment Report on the impact to residents, as per article of the Municipal Plan, despite requests for this.

Public Transportation

This “Transit Oriented Development“ urban densification Scheme is not realistic, especially in this not pedestrian friendly area, with steep slopes to the top of Kenmount Hill, surrounded by major traffic collector and arterial roads, including Wyatt Blvd, Mount Carson, Kenmount Road and Topsail Road, and served with very limited public transportation options.

Metrobus serves this area 3 times in the morning and 3 times in the evening with up to an hour commute to access the Village Mall for the rider to then get a bus connection.

The City says the Scheme will support convenient transit options, but offers no details. There is no “strategic integrated transportation plan” with St .Johns and Metrobus as recommended by Tract. Rather, amendment article 5.2 states that “as the area develops there will be periodic reviews of Metrobus routes and schedules...”

Roads, Traffic, and Safety

The City and Council have not answered questions on what is the the traffic calming plan for the Scheme's long roads prone to speeding design, but does state there will not be speed bumps. For the playground area, the City thinks that safety bollards, signage, and a crosswalk is adequate to protect neighbourhood children and does not even bother to address the impact of what these children will lose, not least of which is drastically reduced road safety to even get to the playground.

Cautions from the Tract Report regarding the impacts of the expected significant increase in traffic, and the needed measures to calm speeding traffic on the long straight roadways have not been addressed. Where is the Phase 2 component of the Mount Pearl Integrated Transportation Plan referenced in the CDS Background Report? Where is Phase 1? Resident questions remain unanswered and road safety concern is high.

No Integrated Road Plan – No Alternative Analysis

The City has confirmed it has no plan to consider how this development area's road system could or should connect with the adjacent Blackmarsh Road development area or with the planned St. John's development surrounding it. It will not explore any other roadway options to avoid Montclair Street and its playground. The City will not say why this collector road is even required.

Significant Traffic Impacts

After repeated request, in July, the City finally released the May 2018 *Traffic Impact Study* prepared by Harbourside Transportation Consulting. But the City and Council have refused to engage the public with a discussion or presentation of the findings of this 600+ page report.

The Traffic Study indicates that even without any new permitted development, or the number of units already approved in other area developments but not yet built, the current Wyatt Blvd and Mount Carson intersection is already rated at 97 points which is just short of the 100 point threshold, expected to be met imminently, to justify a traffic light. Rather, the Study proposes the Mount Carson/new Penney Road four-way roundabout as an alternate solution to the Wyatt Blvd traffic issue.

Roundabout Concerns

This roundabout, however, does not actually include Wyatt Blvd. Northbound traffic on Wyatt will need to turn left onto the new Penney Road, then queue to the roundabout. I cannot comprehend, and the City has not explained, how it will resolve the Wyatt Blvd traffic bottleneck issues and not create a worse choke-point. It is likely traffic will divert onto the Montclair extension from Wyatt to enter the queue on Penney Road, making traffic safety in the playground area a bigger concern.

The City says the roundabout will improve traffic flows. This may not be as effective for Mount Carson's primarily north-south traffic flows – it may create more bottlenecks by further slowing this traffic. The City also says roundabouts decrease collisions – this is partly true – roundabouts decrease speed and therefore decrease serious collisions, but studies prove they actually increase the number of minor collisions. The City will not consider other roadway options.

Traffic Impact Simulation Model – Incorrect Inputs

The Traffic Impact Study forecasts the expected traffic increase using models with inputs for the area east of Wyatt Blvd. based on a low density residential zoning code for 261 units, and a multi-family mid-rise code for 96 units. However, these inputs are not even close to accurate: the amendment is to permit all high density residential zoning based on a scheme of an estimated 719 units in this area.

Why does the Traffic Impact Study use incorrect numbers in its model? And why was the study scope of analysis so limited? Wyatt Blvd area traffic impact was assessed based on one day of data. Why does the City refuse to present the results of this Study?

Environment

This is not low land development: these are the highest slopes of Mount Pearl, just short of the hilltop, where development also poses serious downstream flood risk to the Waterford River Valley, if zero net run-off of storm water is not met. Climate change is real and this is a special case: see Article 4.2.1 of the Municipal Plan Community Objective to protect environmentally important or sensitive areas such

as the steep slope of Kenmount Hill, the Waterford River Valley, and its tributaries, ponds, streams, wetlands and associated forest areas.

The City has not engaged an Environmental Impact Assessment. Rather, it references the Tract CDS Background Report review as sufficient but it has done nothing to address the environmental risks raised in that Report. Further research of the scientific literature also indicates, deforestation on slopes at high elevation will result in increased snow accumulation in winter, and more rapid snow melt in spring, increasing flood risk.

Despite Tract warnings in its Report to the City that permanent deforestation is a serious risk, and despite residents requests for it, Council has not asked for a Urban Forestry Master Plan as per article of the Municipal Plan. Rather, the City indicates its landscaping requirements will suffice.

Unlike the City of St. John's in Galway, Mount Pearl has not defined or delineated the wetland fringe on Kenmount Hill - but assumes the 30 metre buffer, which will also act as storm water detention ponds, will suffice. It might. But what happens to the wetland ecosystem if the buffer area suffers deforestation and soil erosion, and is surrounded by apartment buildings and roadways?

I can only trust that the City has now completed all their studies – the water, sewer and storm water management studies were referenced as incomplete in the Background Report - and that it has the engineering and technology capability to ensure suitable detention ponds and storm water management to guarantee zero net run-off and prevent downstream flood risk. But I am sure it will be costly, as will be all the other infrastructure and construction required for this challenging environment. And I am also certain the City will do nothing to mitigate any increased flooding to existing residents at elevations closer to the deforested upper slopes.

Unlike the City of St. John's, there is no plan or requirement for snow lots, despite the certainty that increased snow, along with higher winds, will result from this development. The Scheme will decrease the livability of the area for residents, especially in winter, and will increase risk of wind and rain damage to resident property.

Open Space and Recreation

It appears that only lands which are otherwise constrained from development, such as extreme slopes, wetlands, detention pond areas, buffer zones around the telecommunications infrastructure, or for other infrastructure such as the second water-tower, will be zoned as open space. The City refuses to answer whether the Scheme will comply with article 5.10 and dedicate the minimum 10% unconstrained land to open space.

And what is the telecommunications tower buffer radius in Mount Pearl? Is it the recommended 200 metres as in St. John's? Is this buffer zone, established to protect residents from the negative health impacts of radio frequency interference, the open space available for area residents recreation?

The City has no parks and recreation plan for the new development, but comments that it will be included in the Parks and Recreation Master Plan, which is to begin in the fall of 2018. The city has not fully implemented the priorities for Kenmount Hill from the 2005 Plan. While the Scheme articulates a vision of parks and recreation space, there is no real plan for this. I learned at the Open House, that comes later.

This is probably why the area still does not have a ball-field despite it being described in the approved 2007 Kenmount Hill Infill Development Scheme. The City will not answer questions on when and where residents can expect the ball-field described in that scheme, probably because there will be no ball field north of Topsail Road in Mount Pearl. With this last remaining Mount Pearl developed as ALL high density residential and commercial, there is no space for ball field or playgrounds.

Financial

The cost of transportation construction and the cost of water tower, water supply, trunk sewer and storm drain systems has not been provided but I expect it is multi-millions. Given the intent is for the city to pay the costs and then recover from developers, this poses very significant financing recovery risk in case of developer default. There is also lack of clarity regarding the Amendment clause which states that costs of infrastructure improvements undertaken by the City will be shared with developers – it is not clear that 100% of the city incurred infrastructure and other costs area will be recovered.

Given the reduced human livability due to environment and climate change, the increased traffic and reduced road safety, the lack of recreation infrastructure and constrained open space, and the reduced family friendliness of the neighbourhood, residents may realize significant negative impact upon property values. For many, this is loss of retirement savings. Residents may also face increased financial costs to repair property structural damage.

Council and the City have not answered questions regarding whether or not a cost-benefit analysis was undertaken. If not, why not? If yes, please share this with Mount Pearl residents.

Consultation and Public Engagement

Council states that the level of consultation is “unprecedented” and “significant”. I am as concerned with the public engagement process as I am with the substance of this scheme, maybe more. First and foremost, Council's inability and refusal to answer resident questions during the public information phase of this development is appalling. That council has moved to the Public Hearing phase without providing the information residents need to provide effective input is disrespectful of citizen rights, especially given the scope and risk of this development.

Property owners/residents living within 150 metres of the development, the minimum required by provincial law were given notice of the comprehensive development scheme and the zoning amendment first for the Public Information Session in April and recently for the October 25th Public Hearing. Council does not agree that notice for residents beyond 150 metres may be appropriate.

On April 21, I received my “Notice” the vague “Have you heard” flyer which did not even mention the Public Information session but directed me to the City website for all information. Luckily I saw the flyer before it joined the junk mail in the recycling bin, and I took the time to go to the website. This is how I learned on Saturday that a Public Information session was planned for the coming Thursday but which would only go ahead if the city received written submissions for the public record by noon on Tuesday. Two days notice to review reams of material.

Many residents of the area and of other parts of Mount Pearl attended and expressed serious concerns,

but many questions, such as traffic projections and impacts, were not answered. Council then added an “Open House” meeting. I received notice on Thursday for the session on Tuesday after the May 24th weekend.

The station set-up helped one-on-one conversations but generally hindered communications and information flow for the majority, provided few answers to the many questions, and while it was somewhat useful, many attendees expressed it was a waste of time. The Pearl reported that, to address these concerns, Mayor Aker planned a follow-up Town Hall format meeting.

After the Open House, I still did not have answers to many questions. So in June, I followed up and emailed my questions to the City contact for public input and written submissions, and I copied Council and asked about the Town Hall. But the City contact email was not deliverable as he no longer worked there and his email was not being forwarded or otherwise monitored. The City did post a new contact once I, and others, brought it to their attention.

Council replied there was not to be a Town Hall and that I could ask my questions at the Public Hearing. I still have not received answers to my questions, despite my explicit response that information is necessary to provide Hearing input.

I did just receive my mailed notice of the October 25th Public Hearing. The actual Notice of the Public Hearing is on page 2, and the zoning map on page 3 does not even include the proposed zoning information, the subject of the Hearing. It would have been so very easy to include the zones and inform residents.

Finally, the location of the Public Hearing on Old Placentia Road could not be further away geographically from the residents it serves, which could further limit public participation.

Lack of Due Diligence

What is the urgency to adopt these Amendments? To proceed with such lack of transparency, due diligence and unmitigated risks? Have our politicians learned nothing about the consequences of reckless decision-making?

Council says it is market demand. I don't see it. Is the City really going to act like a third world city that clear-cuts its forests on its hilltop slopes, facing high risk permanent deforestation and erosion, to permit some concept of “high urban densification”?

Our population is not increasing, our residents are aging and many will sadly pass in the coming years, adding to the housing supply. And there are massive other housing developments proposed and proceeding throughout the entire St. John's urban region. Property values are falling and there are numerous affordable homes for sale, and there will be more.

This Scheme does not have to be all high density, and it could include affordable family friendly homes with land use zoning more compatible with the existing area – my neighbourhood – and with the planned adjacent St. John's development. This plan is not pedestrian and family friendly, it does not respect the vision of Mount Pearl “city in a park”.

I don't fault the developers for negotiating their best deal and I can certainly understand why some

other developers wish they were dealing with Mount Pearl instead of St. John's. But I do fault the City, and Council, however well-meaning they may think they are, for not listening to residents, for not answering questions, and for believing their own marketing materials that this development is pedestrian and family friendly, or that the sacrifice of my neighbourhood, and the new one, and the lost opportunity to improve the entire area north of Topsail Road, is for the "greater good" of Mount Pearl.

I thank Councillor Fry for raising residents concerns with the extreme high densification and the roadway and traffic issues under this scheme. But while Councillor Fry may be reassured that she can trust Council, I am not. How does Council say no to an application for development when it is a permitted land use under the regulations when approved with these Amendments?

And even if I did trust Council could and would do the right thing, is not an expectation of complete authority allowing for the widest flexibility of action based on blind trust inherently wrong and undemocratic? Does this not defeat the purpose of the safeguards for residents under the Urban and Rural Planning Act 2000 and the Mount Pearl Municipal Plan 2010? I must oppose these Amendment which would give Council carte blanche to permit not just this Scheme, but any extreme high density scheme to the detriment of residents.

I implore Council to do your duty and your due diligence and be strategic. Start with reviewing the Tract Background Report and the Traffic Impact Study. Review the Mount Pearl Municipal Plan and strive to comply with it. Release the Mount Pearl Integrated Transportation Plan which is supposed to advise the road policy according to Tract.

Commission an Environmental Impact Assessment and an Urban Forestry Master Plan (Plan article 5.3) to be knowledgeable about how to protect the wetlands and how to prevent permanent deforestation and then design the development accordingly. Be informed by the 2018 Parks and Recreation Master Plan so that this opportunity is not lost. Commission a Land Use (Impact on residents) Assessment Report (Plan article 5.5) to understand the true impacts upon residents and design a scheme which is compatible with existing uses.

Prepare a strategic integrated regional roadways plan, especially with the adjacent Blackmarsh Road development area, and to avoid re-doing costly roadwork in future. Create a Strategic Integrated Regional Public Transportation Plan. Finally, conduct a cost-benefit analysis.

I implore Council, have long term vision. There is no urgency. Do not approve these Amendments based on tax revenue greed, or desperation. This is not the only possible plan. Be transparent. Inform residents. Answer our questions. And add consultation with affected property owner/residents, not only with the CDA property owner /developers when you start to prepare your next Scheme and Amendment proposal, and not just for a few months, and be effective and not only follow the very minimum of consultation standards.

This is the largest development in the history of Mount Pearl with significant environmental and major transportation infrastructure impacts for all of Mount Pearl, certainly for every resident which uses Mount Carson. Given the serious impacts, consultation should include residents beyond those who live within 150 metres of the development.

Finally, if the above is not enough to demonstrate that this scheme is not reasonable, I also respectfully submit that it violates multiple provisions of the Municipal Plan 2010 (please see Appendix A) and further, that the inclusion of zones and rules (described above) applicable only to the Kenmount Hill

area is discriminatory. Please see Appendix B for a summary of the relevant and new regulations and Appendix C for a summary of this and adjacent developments.

IV: CONCLUSION

Let there be no mistake regarding my position: I am not anti-development but I think this scheme:

- reflects a sudden and unexpected radical municipal plan policy change, detrimental to the area community, and which is reckless and without long term vision,
- demonstrates no concern for the residents of the area or even for those it intends to attract in the new development,
- all to permit a land use scheme prepared by the City contractor, Tract Consulting Inc., based primarily on the input and interests of the City and the land owners/developers,
- based apparently on a policy of “development at all costs” to maximize developer profit and City tax revenue,
- to enable a development scheme which is based on incomplete due diligence and faced with numerous questions and unmitigated risks.

I respectfully submit that approval of these Amendments would violate the Municipal Plan 2010 and would be an effective breach of the duty of good faith to not harm existing property owners, the long-term residents and citizens of Mount Pearl.

APPENDIX A
MOUNT PEARL MUNICIPAL PLAN 2010 (October 2011) - RELEVANT ARTICLES

3.0 Vision Statement:

- Mount Pearl is a vibrant, independent, progressive and age friendly city which values the family, a clean environment and sustainable commercial growth balanced with well planned residential neighbourhoods, and is a City that prides itself on being inclusive and encourages participation of residents of all ages to produce an exceptional quality of community life.
- In summary, the City's Vision includes a strong sense of home, its Mission a family oriented city, and its Mandate to enhance the lifestyle of citizens.

4.2.1 Community Objectives:

- to guide new development in a manner that is sensitive to and compatible with surrounding development and land uses
- to introduce sustainable community planning principles and green infrastructure initiatives that will enhance livability and quality of life for the citizens of Mount Pearl
- to protect environmentally important or sensitive areas such as the steep slope of Kenmount Hill, the Watterford River Valley and its tributaries, ponds, streams, wetlands and associated forest areas, and
- to identify and support heritage landscapes, properties, structures and uses to enhance the pride in the community and sense of place for present and future generations.

4.2.7 Environment Objectives:

- to promote land use patterns, development practices, transportation systems, and activities that will consider ways to address climate change and reduce greenhouse gas emissions
- to maintain and protect the natural resources of the Mount Pearl Planning Area (for example, natural habitats, rivers, streams)
- to maintain and protect the features which contribute to the character of the City (for example: natural landscape features)
- to preserve where practical and appropriate large trees and wooded areas where they exist throughout the City, and to re-plant or re-vegetate to an appropriate standard where new development or redevelopment occurs.

4.2.8 Municipal Services Objectives:

- where services can be most efficiently provided by a regional structure, co-operate with neighbouring municipalities in providing improved regional services through municipal cooperation and governance.

5.2 Growth Strategy Policies:

- the City shall encourage the development and redevelopment of areas where existing municipal services exist and may permit intensification in these areas provided there is appropriate capacity in the municipal services and roads system to accommodate the development.

5.3 Urban Design and Neighbourhood Amenity Policies:

- (i) No proposed development shall be permitted where council reasonably expects that it will detract from the quality of amenity of a neighbourhood or area, generate an excessive amount of traffic, or cause a hazard or nuisance to neighbouring uses
- (ii) (Evaluate) the relationship of the proposed buildings to one another and to existing developments in the area.
- (vii) Council shall encourage initiatives that support the original concept of the community developing in a park like setting and promote programs that advance the “City in a Park” concept. In this regard, Council will require development proposals to identify the retention, replacement, and enhancement of natural vegetation, in both public and private domains.
- (viii) Council shall consider undertaking an Urban Forestry Master Plan.
- (xi) Where intensification occurs, special attention is to be given to ensure that intensification projects are sensitive and compatible with surrounding uses.

5.4 Seasonal Considerations:

- aim to improve livability of Mount Pearl especially as a winter city. (Manage snow and wind, vegetation and landscaping, minimize grades)

5.5 Land Use Assessment Report:

- Council may require a land use impact assessments.

5.6 Residential Intensification:

- (i) it is the policy of this plan to encourage appropriately designed residential intensification projects in serviced areas of the city at the discretion of council. Such developments will be permitted to the extent that it is suitable to the physical conditions, municipal servicing and road capacity of the area, and is compatible with the existing neighbourhood character.
- (v)...Approval of particular projects will be subject to their suitability and compatibility within the existing neighbourhood. Factors such as traffic impact, water and sewer capacity, and the proposed housing form, character and density in relation to the neighbourhood will be important considerations.

5.7 Subdivision of Land:

- Care must be taken to ensure creativity in the subdivision of land and sensitivity and compatibility to surrounding existing uses.
- Every effort shall be made to ensure the subdivision of land does not adversely affect existing development.

5.10 Open Space Dedication:

- minimum 10% of the land developed for the subdivision shall be dedicated to usable parkland to ensure adequate open space and recreational facilities are provided for the new families of the development.
- Municipal Plan Residential Policies 6.2.1(ix) open space “shall not include lands that have topographical constraints, are designated flood zones, or are used for buffering purposes between incompatible uses.
- According to the Regulations, lands otherwise constrained can be used to satisfy this requirement at the discretion of Council.

APPENDIX B
MOUNT PEARL DEVELOPMENT REGULATIONS 2010

Building Standards by Relevant Land Use Zone Designation (* or as determined by Council):

Zone	Building Type	Minimum Area per unit	Minimum Frontage	Maximum Height
Apartment APT	Apt Building Row Dwelling			24m* 6-storeys 10m
Commercial General CG				12m 3-storeys
Highway-Commercial HC				15m
Residential – Single Unit Detached 1 (RSU-1)	Single Detached	650 m sq	20m	8m
Residential – Single Unit Detached 2 (RSU-2)	Single Detached	450 m sq	15m	8m
Residential – Single Unit Detached 3 (RSU-3)	Single Detached	330 m sq	12m	8m
Residential Low Density RLD	Single Detached/Apt	585 m sq	18m	8m
Residential Medium Density RMD	Single Detached/Apt Double Dwelling Row Dwelling	450 m sq 390 m sq 180 m sq	15m 18m 6m (per unit)	8m 8m 10m
Residential High Density RHD / RHD Special	Single Detached/Apt Double Dwelling Row Dwelling Apartment Building	330m / 200m sq 270m / 200m sq 135 m sq 170m sq	12m / 7.5m 18m/ 16m 5m (per unit) 30m	8m 8m 10m 12m
Open Space / Conservation*	Various	*by Council	20m / *	*by Council
**Pending Amendment 21/66 Approval:				
**Residential Commercial Mix	Apt. Building			24m+ 7-storeys
**RHD Special Kenmount Hill mix clause	Minimum 35% other than single family dwelling			

APPENDIX C BACKGROUND AND ADJACENT DEVELOPMENTS

Kenmount Hill Development:

The Kenmount Hill area is bordered by St. John's to the east, Topsail Road to the south, the Anglican Cemetery to the west, and Kenmount Road to the north. Much of these lands were annexed to Mount Pearl by the Powell Commission in the early 1980's, and were designated as Comprehensive Development Areas pending future development schemes, with the lands above the 190 metre contour restricted from development.

There was one designation change in the lands "above the 190 metre" contour which affected the lands between Masonic Park, Kenmount Park, Mount Carson Terrace, and Pearlview residential subdivisions. In 1985, the *Topsail Road and Mount Carson Comprehensive Development Scheme* was approved because the area was already surrounded by development and had both municipal and road services surrounding and into the area. (pg. 10). This permitted Low Density Residential housing, comprised primarily of Single Detached Units. Under the Mount Pearl Municipal Plan 1988, the remaining area above the 190 meter contour was to remain undeveloped and be used for rural and open space recreational uses (Municipal Plan 2010 pg. 10).

In 2005, the Municipal Plan was amended to designate the Kenmount Hill area from Restricted to Kenmount Hill Rural – Comprehensive Development Area. The general area north of Topsail Road was further developed with approval of the *Kenmount Hill Infill Comprehensive Development Scheme* in 2007, followed by the *Moffatt Road West and the Blackmarsh Road North Comprehensive Development Schemes*, both approved in 2008.

In August 2015, Council approved Kenmount Hill Amendment Number 14 to delete the Municipal Plan restriction on urban development above the 190 meter contour in Mount Pearl provided sufficient municipal water and sewer services, and to rezone the Kenmount Hill Rural CDA to Kenmount Hill Urban CDA.

The Urban-CDA designation aimed to encourage the following land uses: agricultural, forestry, cemetery, and conservation uses provided such uses do not negatively impact upon nearby residential and commercial uses and such uses do not prejudice the future urban development of the area (Municipal Plan pg. 59).

Now, Council is considering approval and adoption of the proposed Development Scheme and Amendments to the Municipal Pan (no.21) and its Regulations (no.66) to enable the scheme. That is, Council is preparing top vote on land use designation and zoning to permit the scheme's high density residential and residential-commercial and commercial-highway uses in the area.

Kenmount Hill Infill Comprehensive Development Scheme 2007

Mount Pearl Municipal Plan Amendment in 2005 re-designated the Kenmount Hill Infill (bordering Mount Carson) Area's land-use from "Restricted" to "Residential Reserve Comprehensive Development Area. The "Kenmount Hill Infill Comprehensive Development Scheme" land use scheme, adopted in 2007, set out the following goals and objectives:

Goals are to encourage orderly growth, development and use of land in the Area in a sustainable,

efficient and environmentally sensitive manner; and to provide a land use framework for the future growth of the Area as a predominant low density residential area linked with recreational open space areas, with appropriate location for associated commercial and institutional uses. (CDS page 8).

Objectives include: to ensure the Schemes policies and designations are integrated and compatible with the surrounding and existing land use pattern and development. (pg 8-9)

The land use Residential Designation is **low density** consistent with the neighbourhoods that surround the area. The predominant housing form shall be single family detached dwellings. “The one exception to this density and housing is the portion of the Residential designation immediately south of Grangel Road between the Masonic Park Seniors Development and Kenmount Park subdivision which may permit multi-unit apartment buildings with a building height of up to three storeys.” (See CDS article 3.3 Residential, page 10).

Based on this scheme, Council approved the amendment to re-designate the land use and zoning of the adjacent Kenmount Hill Infill area from “Comprehensive Development Area Residential” to “Residential – Single Unit Detached 3, Residential Medium Density, Apartment, Commercial-Local, Community and Public Services, Recreational Open Space, and Open Space-Reserve”, and so on.

While the 2007 land use policy and residential designation was maintained as low density, the Scheme changed the area zoning regulations from predominantly single family dwellings, to allow residential medium density buildings such as double and row dwellings as well as single family dwellings with subsidiary apartments with smaller frontage and lot area requirements.

The 2007 amendment added the Apartment land use zone to permit the one exception to the low density residential single family detached dwellings zoning quoted above. On April 18, 2018 Council approved an amendment to the development permit to allow the building to be four storeys. The “Apartment” designation can permit up to six story buildings.

City Of St. John's Draft Proposed Development Scheme 2017

The City of St. John's has posted a draft comprehensive land use development scheme entitled Kenmount Concept Plan for Lands Above 190 Metres (Hatch and Tract, September 2017). The land use plan applies to areas adjacent to the Mount Pearl Kenmount Hill Comprehensive Development Area.

The St. John's development plan for the adjacent areas proposes zoning of significant large tracts as Wetlands, and radio tower 200 metre Buffers, to the east of Mount Pearl on Kenmount Hill. It includes two residential areas zoned as Residential Single Detached, one to the south of Kenmount Road, the other north of Blackmarsh Road. Both these residential areas include a very limited area zoned as Residential Town Home adjacent a small Open Space area. Area adjacent to the Brad Gushue Highway extension further east appears to be zoned as Institutional.

The planned development north of Kenmount Road opposite the Mount Pearl Kenmount Comprehensive Development Area to the west of Mount Carson, also extends east to join with existing development in the Kenmount Terrace area and west along Kenmount Road to Paradise. The plan proposes a combination of zones for this area: Residential Single Detached, Town-home and Apartment, Commercial Neighbourhood, Commercial Highway, Industrial and Institutional, Wetlands and Open Space.

Felt, Alanna

From: Carla Boyd <carlaeboyd@gmail.com>
Sent: Tuesday, October 23, 2018 9:20 AM
To: Felt, Alanna
Subject: Kenmount Hill Development Feedback

Good Morning,

I am writing to show my support for the Kenmount Hill Development as purposed by the City of Mount Pearl.

I believe the approval of the Kenmount Hill Development Scheme and land designations is necessary for Mount Pearl. Mount Pearl needs to expand and this is a great opportunity to do so. With the Team Gushue Extension soon opening, this area is accessible by many means.

I think this is a great opportunity for the City of Mount Pear and the City of St. John's to work together and build a great community and business area.

Carla Boyd
Mount Pearl, NL

October 23, 2018

Mark Croke
63 Springdale St.
St. John's, NL

Planning Department
3 Centennial St.
Mount Pearl, NL

Subject: Kenmount Hill Comprehensive Development Scheme Amendment

To Whom it May Concern,

In regard to the Kenmount Hill Comprehensive Development Scheme (CDS), I am writing to raise a concern with the development of the area southeast of the city watertower and its relation in particular to the trail network in the area. Most importantly, I believe steps should be taken to preserve an existing trail, which runs southwest from the communications tower at the top of Kenmount Hill toward the watertower and then on to the base of the hill near Blackmarsh Road. Referencing Appendix B of the Background Report relating to this development scheme, the relevant trail would appear to be located between the area of single detached unit housing and the general residential area located above Pembury Close and Stonegate Crescent. However, it is possible that some sections of the trail would conflict with these proposed developments. This is illustrated in the picture on the following page.

I believe there are several key reasons to ensure that this trail is maintained in its current form. First, this trail forms a key component of the existing trail network on Kenmount Hill and is highly popular with both hikers and mountain bikers. Additionally, the trail provides the most direct access route between the top of Kenmount Hill and Blackmarsh Road, with access to the surrounding neighbourhoods around Mount Carson Avenue in between. In this way, the trail provides unique recreational opportunities to the residents in the area and creates potential connections to other nearby green spaces, primarily Branscombe Pond and the Waterford Valley.



In addition to preserving this particular trail, I also believe it would be advantageous to ensure that other existing trails in the area are promoted and effectively integrated into the community to the greatest extent possible. This would particularly apply to those trails running northwest of the proposed development. This could be best achieved in collaboration with interested community groups and potentially in cooperation with the City of St. John's depending on trail locations. If properly executed, this trail network could provide a level of accessibility to outdoor recreation that is seen in few locations in the province and therefore could provide numerous benefits. These may include higher activity levels for residents, an improved sense of community, and an increased level of attractiveness for the neighbourhood in general. Models for the development of a multi-use trail network like this could potentially be seen in other areas, such as Corner Brook, Pippy Park in St. John's, and the recently announced efforts in Grand Falls-Windsor.

It is my hope that these points will be considered in the decision making going forward so as to preserve and promote sustainable recreational opportunities for residents throughout the surrounding area while also helping to ensure responsible ongoing development for the City of Mount Pearl.

Sincerely,

Mark Croke

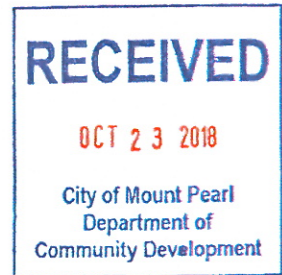
24 Montclair Street
Mount Pearl, NL, A1N 4N9

October 23th, 2018

To: City of Mount Pearl Council

Attn: Mayor David Aker

Reference: Kenmount Hill Proposed Expansion



I am a single mother and had a dream to buy a home in a quiet neighborhood with a park nearby and a safe, friendly area for my child to meet friends and enjoy his childhood. I worked very hard, accomplished several degrees and my dream came true, but was short lived. I bought a home at 24 Montclair St., I achieved my dream, only to learn that my dream would be bulldozed over with concrete years later.

I plead with the commissioner/Mayor to not allow this scheme amendment to pass. This amendment is benefiting only those people who wish to demolish our community.

Please answer these questions to help our community understand your poor logic?

I live next door to the Montclair Park and I have questions that have gone unanswered regarding my property.

Currently, the park fence is separating my home and the park. What will replace this? Will I have a sidewalk in front of my home?

How can anyone with an education and/or home believe that a mix (high) density area is allowed or able to run through a low density, single dwelling area?

I was informed when discussing a collector road on Montclair, that it HAD to occur, as three roads were required for safe traffic flow, emergency's, etc. Now, I've learned that the Tavern St. road has been cut out of the plan? Why is it now only two roads are necessary and the city decided to make the collector road on Montclair St. where the majority of upset criticizes reside? There are other options!

I cannot conjure the words to describe my disgust in the city councilors, and Mayor David Aker, for believing this is in the best interest of Mount Pearl. I've already begun exploring properties to move to St. John's. I'm disgusted and disappointed with those who chose to work with people, but have been swindled by this scheme amendment and have chosen concrete over people's homes, livelihoods and integrity of our community.

If Kenmount Hill Development goes ahead based on the latest design, I will assure you that many council members that pass this, will not be elected again. This is not a legacy your building, but a means to clear out council men and women who are easily lead, and replace them with members of the Mount Pearl community who care more about its people more than buildings.

Let me be clear, our existing community is NOT against development, but KNOW there are better options that would satisfy most everyone. They have not been discussed or explored with the community.

So, please, answer these questions so our community can gain a better understanding and some insight on what is going to occur, and more importantly why. Please show us that you've done everything you can to not disrupt the community that already exists to build a new shinny one.

Where will the snow clearing occur?

Will I have a curb or grass as a side yard now?

What will slow down traffic for the children in the area?

Who will take responsibility when an accident occurs due to this poor and unwanted planning?

How are you planning to clear the land?

Should I expect my side yard to become the nightmare that our council has approved on Commonwealth, which literally the Country is talking about? What a mess!

There will be a significant traffic increase on entrance/exit of Montclair Street for vehicles accessing and exiting Wyatt Blvd. How will this be managed?

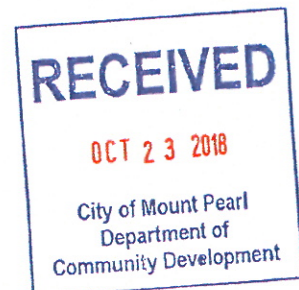
What steps are being taken to ensure the integrity of the small stream that runs behind our property?

What type of land clearing is being proposed?

Thank you, we look forward to having these few important questions answered on October 25, 2018, and more.

Sincerely,

Meaghan Keough
24 Montclair St.
Mt. Pearl, NL



Felt, Alanna

From: rbarbour@mun.ca
Sent: Tuesday, October 23, 2018 2:13 PM
To: Felt, Alanna
Subject: Kenmount Hill Development Concerns

Importance: High

Dear Mayor Dave Aker and Council:

This written communication is to ensure that Council understand that the Kenmount Park community are very disappointed with the updated plans for the potential Kenmount Hill Development. There were strong concerns voiced over and over that did not reflect any major adjustments in the revised plan. One of the most important concerns is the guaranteed increased traffic in the Montclair area (as well as Wyatt Blvd, Mt. Carson and Kenmount Road) which will affect everyone including adding to the safety concerns of the playground area. Traffic calming measures including signage and crosswalks etc. aren't a solution. **The only solution here is NOT to have access on Montclair Street.**

As not only a long term resident of Mount Pearl but also a parent of a young family there is another concern that was identified in September when my children started school. Currently, at Mary Queen of the World (which is an excellent school, the teachers are second to none), there are two split classrooms, in grade one and grade four. **Are Mount Pearl prepared to address student overcrowding issues that will accompany this development?** My kids eat in their class because there is not enough space in the lunchroom. This is an issue in itself. If overcrowding is an issue now imagine the impact once this development is created and families start moving into the area. Not only is the school at capacity but school buses also. Just this past week there was an adjustment to the bus route/stops to accommodate this.

Lastly, we are concerned that there has been no environmental assessment of the proposed development. What will be the impact on the wildlife, bog/water, green space and trees once they are destroyed? In researching trees, based on information available at <https://www.treepeople.org/tree-benefits> some of the main advantages are as follows: they combat climate change, they clean the air, provide oxygen, cool city streets, conserve energy, save water, help prevent water pollution, prevent soil erosion, are a natural shield from ultra violet rays, reduce violence, and increase property value just to name a few. **Please provide an opportunity for an environmental assessment to be completed of this area before approving any zoning changes.**

This is only the surface of the many issues with this development. It is not too late to start listening to the citizens of this community so that we can work together to create this development to exist in a way everyone feels safe and respected.

Thank you for reading and I look forward to the meeting on Thursday, October 25th to support these concerns.

Best,

Rhonda and Jamie Roebottom
27 Montclair Street

October 23, 2018

To whom it may concern,

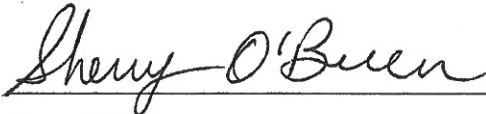
My name is Sherry O'Brien, I live on Farrell Drive in Mount Pearl. I am not against development in Kenmount Park, just the lack of trees that will remain behind Farrell drive. You want to build new homes behind housing and take down the tree line, but this will create more high winds (which we already suffer from) and more damage done to properties.

I strongly feel it is best to leave some tree line between the new development and the residents of Farrell Drive. It is NL Housing and to be honest some of the properties are not well kept. Some of the residents have been there for over 30 years and yes, over the years we have experienced some bad reputation, but there is some great people who live there, who may not be able to get out to the meeting, but have signed a petition.

I think that the city has done a good job in trying to access all needs and this is our focus to keep the tree line for both privacy and wind protection.

We will be in attendance at the meeting

Thank You

A handwritten signature in cursive script that reads "Sherry O'Brien". The signature is written in black ink and is positioned above a horizontal line.

Sherry O'Brien
Farrell Drive

Attention: City of Mount Pearl Planning Department – Alanna Felt

Re: Kenmount Hill Wilderness Reserve – Keep Kenmount Wild

This letter is to strongly object against developing the lower portion of the new development on Kenmount hill. This area has been an area we have spent so much time mountain biking and camping.

I believe this area should be left as a natural green space. Other sections of this development are understandable whereas I understand the city of Mount Pearl needs to expand. Please consider figure 1, an area which I object to the development.

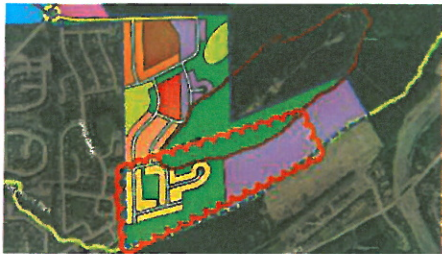


Figure 1 – Bright red clouded area is the area we strongly object

This area has amazing mountain bike trails which have been developed by our kenmounthill mountain bike group. If you develop this area, our group will lose a beautiful natural outdoor recreation area.

Please keep kenmount hill wild!

Best regards,

Attention: City of Mount Pearl Planning Department – Alanna Felt

Re: Kenmount Hill Wilderness Reserve – Keep Kenmount Wild

The lower portion of the proposed Kenmount Hill development is set to destroy an ancient natural wilderness area within the city limits of beautiful Mount Pearl. I have personally been using the trails up there for 20 years. Since I owned my first mountain bike, Kenmount Hill has been an integral part of my summer recreation and overall well being. In the early days when we were just kids, we would leave our parents homes on our bikes and do whatever it took to make it up to the top of the hill without assistance from a vehicle. I still remember the first time we discovered a trail we had heard about through the grapevine. From that day on, every summer for 20 years straight, we have been up there enjoying the natural beauty and “middle of nowhere feeling” you get right in the middle of town. Now as adults, we access the trails by parking a vehicle on Tavenor Place. Did you know you can ride your bike on a network of trails from the top of Kenmount Hill all the way to Fort Amherst? This is a 14km route we do by parking a vehicle at both ends. We have also snow boarded these same trails in the winter (experts only, narrow trail, specific snow conditions required).

Many people are unaware of the unspoiled natural beauty that exists up there. This area is not only an area we enjoy to use, but it is also home to wildlife such as rabbits, birds, foxes and more. **This area should be a conservation area or permanently designated as green space.** See figure 1 below outlining the area in question. All users of the area I've ever met follow the “leave no trace” mind set. This is not an area where you find garbage, this is a respected environmental reserve and to tear it apart for more housing is shameful and disrespectful to the wildlife and to people that use this area to be in nature and for stress relief. All 88 individuals in our group would attest that being up there in those woods is a stress relieving activity; we have worried for years that our sanctuary was under threat.



Figure 1 – Bright red clouded area is the area we strongly object

The red clouded area in figure 1 contains three world class downhill mountain bike trails that were there 20 years ago when I first visited. There is some mystery as to who first cut the trails, they are approximately 1.5 meters wide and the environment was considered by the original pioneers. It's believed a portion of one of the trails may have been a corridor ran out over decades by moose and other wildlife. These trails have been maintained by outdoor enthusiasts and adventure seekers who enjoy the great outdoors and find peace within those woods.

The lower portion of the Kenmount Hill Development as indicated by the bright red clouded area in figure 1 is set to destroy and eliminate ALL three beautiful downhill mountain bike trails as well as the surrounding wilderness area. Collectively as a group, we simply can't allow this to happen.

The Kenmount Hill Mountain bike group understands and appreciates the city of Mount Pearl's desire to expand. We only object to the small portion of the proposed development as indicated above. There are ways to make this happen so Mount Pearl still gets a large expansion and at the same time saves this wilderness area. Please re-consider this land use map. A potential solution is seen in figure 2 below;

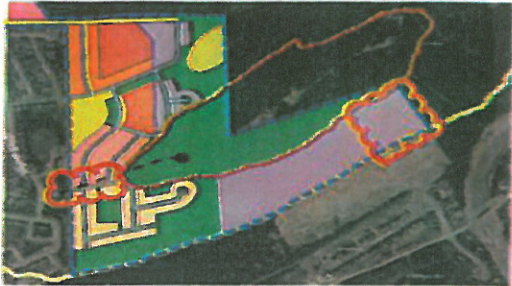


Figure 2 – Potential solution/compromise

On the right hand side of figure 2, the bright red clouded square section could be a cul-de-sac to finish off and finalize the Hillside Living development. Survey would be required to confirm exact area. This would be a compromise; of course we would collectively rather that area remained a wilderness area.

On the left hand side of figure 2, the bright red clouded small section concerns the entrance to the upper part of the development. We understand this is a requirement to proceed, and so long as access remains to the water tower dirt road (including during the construction phase), this portion could be worked out so the upper portion of the proposal can proceed.

The current Hillside Living Development off Stonegate Cr. is right on the boarder of one of the main trails up there. Pembury Cl had no affect on the trails; however the second cleared area is right on the boarder of one of the trails. The trails name is "Magic Carpet"; we call it this because there are long sections of wild grass and moss through the forest that are very unique. Naturally formed paths such as this are a rare occurrence in nature developed by animals over decades (lets protect it).

I write this letter as an individual, but I speak for myself and 87 other individuals who are part of a long established Facebook group concerning the area who share the same interests. Some members of the group may have additional objections regarding the upper portion of the proposed development.

I would be happy to discuss strategies to help accomplish large portions of your plans while protecting the wilderness area indicated in figure 1. The preference is to save all 3 trails and a large portion of the wilderness area. For the sake of all things wild, you cannot take all 3. There has to be a compromise.

Best regards,

Copy 1

Felt, Alanna

From: [REDACTED]
Sent: Tuesday, October 23, 2018 12:27 PM
To: Felt, Alanna
Subject: Planning Department

Planning Department
Mount Pearl
(afelt@mountpearl.ca)

Monday 22nd October 2018

Please note that I do NOT wish my name to be used in public context with this statement.

I wish to start by ensuring that an apparent misunderstanding be straightened out. Residents of this affected area has been pronounced as scared of changes or just plain against change. Incorrect, we are not against changes in our area, so long as they maintained what had always been understood in the original wording of the Mount Pearl Municipal Plan and or the Mount Pearl Development Regulations, where the character of an area would be maintained.

This is a VERY quiet neighbourhood.

We now understand that this wording has been changed. This is why we are scared. This is why we are against. Low density development is fine, high density development is frightening.

In a recent council meeting, this area's pending development came up for discussion and voting.

One of the councillors stated that he was able to look at himself in the mirror in that the right decision was being made on behalf of all citizens of Mount Pearl.

What steps have been taken to ensure that ALL the citizens of Mount Pearl are informed that the wording changes in the aforementioned Municipal documents, have been promulgated so that everyone is now aware that anyone with any sort of land close by could now potentially see a development in their neighbourhood that would now be, or can now be, contrary to what their neighbourhood has always enjoyed?

I would also like to add, that anyone making the decisions regarding the affected area on Kenmount Hill, and subsequently look themselves in the mirror, will find these decisions immeasurably easier knowing that none of the changes (we are doing the "usual push back" about), are anywhere near where they live.

The question begs to be asked, how many of the councillors making the decision for the high density housing development on Kenmount Hill, would relish the idea of an apartment block springing up, right behind the fence of their property, destroying the present value of the already reduced housing market even further?

Yet we are mentioned as just plain against change or frightened of change. I guess being residents in this area where an apartment block is going up, we are.

Once again, we are NOT against LOW density development.

Another councillor also pronounced that it was very difficult to be able to ensure that the affected citizens of Kenmount Hill receive any detailed information as to what is actually going to be developed, as the council was totally unaware themselves of what the land owners intended to build.

We also have received indications that the genuine safety concern regarding road traffic movement into and out of this new development, which is particularly worrisome, not just from a flow point of view, but especially from a pedestrian safety viewpoint (children in the area), have been largely addressed.

Problem I have with all this is how can the traffic situation for this high density development be sorted out if council has already indicated it has no clue what the owners intend to put there....how can one thing be sorted out without the knowledge of the other?

In view of the now real risk that the high density development is likely to take place despite any pleas that low density housing be considered instead, I would like to ask, once more, that the affected houses all along the perimeter of the new high density housing, be considered to have a much more generously wide buffer zone to assuage the loss of their much loved green belt, and the probable reduction in their property value.

On the assumption that the apartment block is still on the books, we ask, again once more, that the orientation of this edifice be such as to present the least aspect to the close-by houses, in other words just one end of the apartment block be pointed in our present direction, not the full face of it. This would mitigate the potential loss of privacy presently enjoyed and reduce the impact to present property value.

If single dwellings could be placed on the perimeter of the boundary project so that once more, the present single dwellings around the perimeter could potentially maintain their present values.

There were duplex and quadplex houses being considered, can these be situated adjacent to areas of the present perimeter where there is at present no housing, such as the area close by the present church?
No one would be affected by these in this area.

Can anyone in council indicate what are the plans to deal with rodent infestation once the entire wildlife habitat area, that will have housing, is stripped clean?

We have all heard of what is going on in the Avalon Mall! and as residents in this area, we remember what Igor did when it flattened several hundred trees on the hill.

Neither of the above will be anywhere close to what the developers will do when they start.

What plans does council have in the event of flooding caused by rain water no longer being absorbed by the forestation presently in place?

And...

During one of the public meetings (the second one) when I asked a question regarding some sort of water catchment plan was being looked at, as it could relate to the paragraph just above, I was very brusquely addressed by one of the town council representatives that of course there will be a water catchment system put in!!!....prompting the question . therefore which property would be the hapless one looking down onto this stagnant swimming pool affair.

Again no clue.

We feel very strongly that we are regarded as:- going through the usual push back that persons do, and it will all be over soon, and we can then go ahead with "spades in the ground" soon thereafter....Then we can tax the bejesus out of all of it.

To summarize: there are NO objections to LOW density development. It is the alternative that is causing concern for everyone.

Respectfully submitted by

To Whom It May Concern,

I do not want my name put in the public record.

I am writing you regarding the development in the Kenmount Hill area. I have to begin by saying the letter that was sent out to residents could have been done better. You sent out a map that nobody could read. If you want to inform residents on what is happening you should have sent out a map that clearly states what you are proposing. I have a number of issues with the development and I would like some answers. I am not against development in general, but it should be done with some consideration to the residents currently living in the area. The city has not given any concern to what this development will do to our quiet neighbourhood, rather it seems like they are more interested in making money.

I have read through all of the documents that have been posted on the website to better inform myself of what the city is trying to do. In doing so I have found a number of issues that will affect not only residents of this neighbourhood, but also anyone who drives past the area. One thing that comes up in the development scheme is that there should be "zero net increase in runoff". I would like to know how the city plans to achieve this? On page 9 of the development scheme it states "The low moisture holding capacity of soils are a limit to plant forest development and a challenge for storm water a management – speeding the rate of runoff from the site." This leads me to believe that we will see a large increase in runoff. As it stands when we get any amount of rain, the water just runs like a river down the street. Removing the vegetation that is above us will only make this worse. The development scheme talks about reusing soil and plants to help with this. As someone who has lived up here since the houses were built, I can tell you it is almost impossible to get plants to go. Any development that I have seen go up has had clear cutting of any trees, I do not see this being any different. On page 12 of the development scheme it states "Forest regeneration may be limited by over exposure to winds". I can tell you we experience high winds in the area and the limited forest area we do have helps to break some of the wind. How can you expect any of the forest you remove to regrow?

Another issue I have comes up on page 14 of the development scheme. When looking at the telecommunications towers the plan states that it may interfere with some wireless devices. We already have horrible wireless signal in this province, this sounds like it will make it worse in our area. On page 14 it states "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". WHO pays for this????? I can certainly say we are paying way too much for internet as it stands, I am against having to pay anymore for horrible service. If the city is aware of the issue this will create, they should be the ones providing the devices at no charge to the residents.

When looking at what is called "smart growth" on page 16 of the plan, the city talks about less reliance on automobiles and appears to lean towards people using

public transportation. That is great for people who can do this. I for one am someone this will NEVER work for. When you have to work multiple jobs and need to easily get from one end of the city to the other, the bus is not an option. I know of many people in the area that need to use their own vehicles and will not use the bus. On page 19 it states "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". If you work shift work or have to go to work at odd hours of the day, how are you getting around? This is just plain crazy.

On page 19 of the development scheme it states "Areas with a slope of 15% or greater are not recommended for urban development..". If you read down a few lines on the same page it states "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". These two statements on the SAME page contradict each other. Why would the city try to develop an area that it clearly states is not recommended for development?

On page 23 of the development scheme I am very confused as to what you think will fit on a single family residential lot. Firstly, I converted the average lot size from page 24 to feet as that is the normal unit used for measurement with buildings. The 15m by 30.5m lot converts to 49.2ft by 100ft. In the plan it states on page 23 "The lot width permits homes to have a double car garage set back from the principal entrance to the home". How is this even possible? The lot we live on is 70ft by 100ft. We put in a garage a couple of years ago and had to jump through hoops to do so. The entire neighbourhood was canvassed to see if there were any objections to us building a garage in our backyard because it was slightly bigger than what is normally allowed. The garage we put in is barely big enough to put one car in. For some reason the city thinks the smaller lot will be able to hold a bigger garage?

On the topic of housing, the multi-unit residential section has me concerned. First we were told there was only a plan for one apartment building. When I look deeper into the documents it actually comes out that there are plans for THREE 7-storey apartment buildings. I found this in the traffic study. Not only are you looking at apartment buildings, but they will have stores in the ground level. How is this supposed to work? This will increase traffic in a residential neighbourhood. Also, where are patrons of the businesses supposed to park?

On the topic of traffic, the road systems could use some more study. On page 30 of the development scheme it states "This type of road layout also distributes the traffic more evenly throughout the subdivision as a whole". I would love to know how the city believes this! You expect all of the traffic to enter/exit through Montclair Street or the new street that will effectively cut off Wyatt Blvd. and leave us with no access in or out of our neighbourhood. The traffic study states that the major access point into the new subdivision will be Wyatt Blvd. It also talks about traffic calming measures in the

development scheme. What are these going to be? Do not wait until the traffic is so bad that you have to come up with something on the fly.

A huge issue I have with this plan is the city's heavy reliance on the development of multiple roundabouts. When this proposal was first brought to our attention only one roundabout was mentioned. When you read the plans it is actually multiple roundabouts planned. When looking at the proposed roundabout linking Wyatt Blvd. to Mount Carson there are a number of issues that are clear to me. In the traffic study Figure 8 shows the proposed changes to Wyatt Blvd. How are we supposed to get off Wyatt Blvd. onto the new street? The intersection looks like it will be very close to the roundabout. This will create issues for anyone attempting to leave our area. The city has said they expect the traffic to increase do to the development. We will never get out. Also when looking at the roundabout, the people moving up and down Mount Carson will have the right away to go before those of us attempting to get onto Mount Carson. Traffic is usually heavy in that area at rush hour. I read through the traffic study and found a number of points of interest. Where it talks about the matrix used to determine where a traffic signal is warranted there are a couple of interesting points. It states that an area needs to score over 100 to need a traffic signal. I find it interesting that Wyatt Blvd. scored 97. It also states "The traffic signal warrant analyses indicate that traffic signals are not warranted at this time. It should be noted that the intersection of Mount Carson Avenue and Wyatt Boulevard scores 97 of 100 points, therefore traffic signals will likely be warranted in the near future". Why is it that the city seems to be ignoring this finding? The city seems dead set on putting in a dizzying about of roundabouts. In fact, if you read further into the traffic study it shows the city is proposing to put in THREE roundabouts on Mount Carson. Excessive much? I do not know why there is a need of that many roundabouts on one short road. If you read even further into the traffic study it states "It should be noted that due to the installation of a roundabout at Kenmount Road and Mount Carson Avenue, the signalized intersection of Kenmount Road and Great Eastern Avenue is no longer coordinated with the remaining traffic signals on Kenmount Road". How does the city see this as a good thing? By putting roundabouts in you will not only cut our neighbourhood off, but you will negatively impact traffic on Kenmount Road. The traffic study also talks about putting a signalized light in between two roundabouts on Mount Carson. "Installing traffic signals at Mount Carson Avenue & Lasalle Drive/Brodie Steet would improve level of service conditions for the side street movements". How? Isn't the point of roundabouts to keep traffic moving? If you put a traffic light between two roundabouts, you are going to have major traffic issues.

It also talks about how the city is trying to promote people walking in the area. I do not see how this is going to work. The city is promoting putting roundabouts in everywhere. The whole idea of a roundabout is to keep traffic moving. How would a pedestrian safely cross the road? Most drivers in a roundabout are looking for a break in the traffic to enter the roundabout. This will not create a safe walking environment. The intersection of Commonwealth Avenue/Topsail Road/Mount Carson is a heavy

pedestrian area. As a runner, this is where I feel safest crossing the road as I have a crosswalk with a light. If you take this light out you are looking at trying to cross a high traffic area, at the top of a hill. This will not be easy to do. As it is there is a cross walk on Wyatt Blvd. not far from Farrell Drive that I have tried to cross and had many cars pass me without stopping. There is also a poor placement of a cross walk at the crest of Mount Carson. Pedestrians are not visible here at all! For a city that keeps talking about being pedestrian friendly, you are doing a poor job at helping. I guess I will just have to go to St. John's to run.

The plans for the "safer" playground are a joke. In the letter we received the plans are not going to help at all. You need to go back to the drawing board on that one. I do not know of an area that having a playground on a main street in and out of a neighbourhood is viewed as being "safer". The installation of a crosswalk is also not going to improve safety. As I stated earlier, there are crosswalks in the area that cars currently do not stop at. Increasing signage will also not make cars stop in a high traffic area. I fear that a small child attempting to cross the road to the playground will be injured. As we all know, not everyone follows the rules of the road and for some reason people hate stopping at crosswalks. I see this all the time when I am out running.

This plan is full of issues that the city needs to address. You are trying to push this plan through without listening to the concerns of the residents. We need answers to our concerns. Please listen to what we are saying. We are not against development, but the city needs to work with us. As residents, we do not want to be cut off from the rest of the city. Why can't the City of St. John's be consulted to come up with a different access road to the new area? Maybe if you work together something could be worked out that would keep the excess traffic from being put through our quite area.

Thanks,

Felt, Alanna

From: Felt, Alanna
Sent: Tuesday, October 23, 2018 10:00 AM
To: 'Corrie Fanatic'
Subject: RE: Kennount Hill Development Plan - Request

Hi Yvonne,

Information available on the Kenmount Hill Development Scheme and associated amendments is available at this website:

<http://www.mountpearl.ca/kenmounthill/>

There is a Public Hearing taking place this Thursday at the Pearlgate Track and Field, 120 Placentia Road, at 7PM, where there will be a public presentation as well as opportunities to voice any questions or concerns.

Please do not hesitate to get in touch if you have further questions.

Regards,

Alanna L. Felt

Planner, Department of Community Development
City of Mount Pearl, 3 Centennial Street, Mount Pearl, NL A1N 1G4
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From: Corrie Fanatic <corriefanatic@live.com>
Sent: Tuesday, October 23, 2018 6:41 AM
To: Felt, Alanna <afelt@mountpearl.ca>
Subject: Kennount Hill Development Plan - Request

As a concerned citizen of the Kenmount Hill neighborhood I would please like to request an electronic copy of the proposed Kenmount Hill Development Plan.

Thanks,
Yvonne Dyke

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