LAND USE REPORT (LUR)
358-376 PORTUGAL COVE ROAD
OCTOBER, 2025

Prepared for:
City of St. John's
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ST. JOHN'S

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FINE HOMES BY GIBRALTAR

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INTRODUCTION

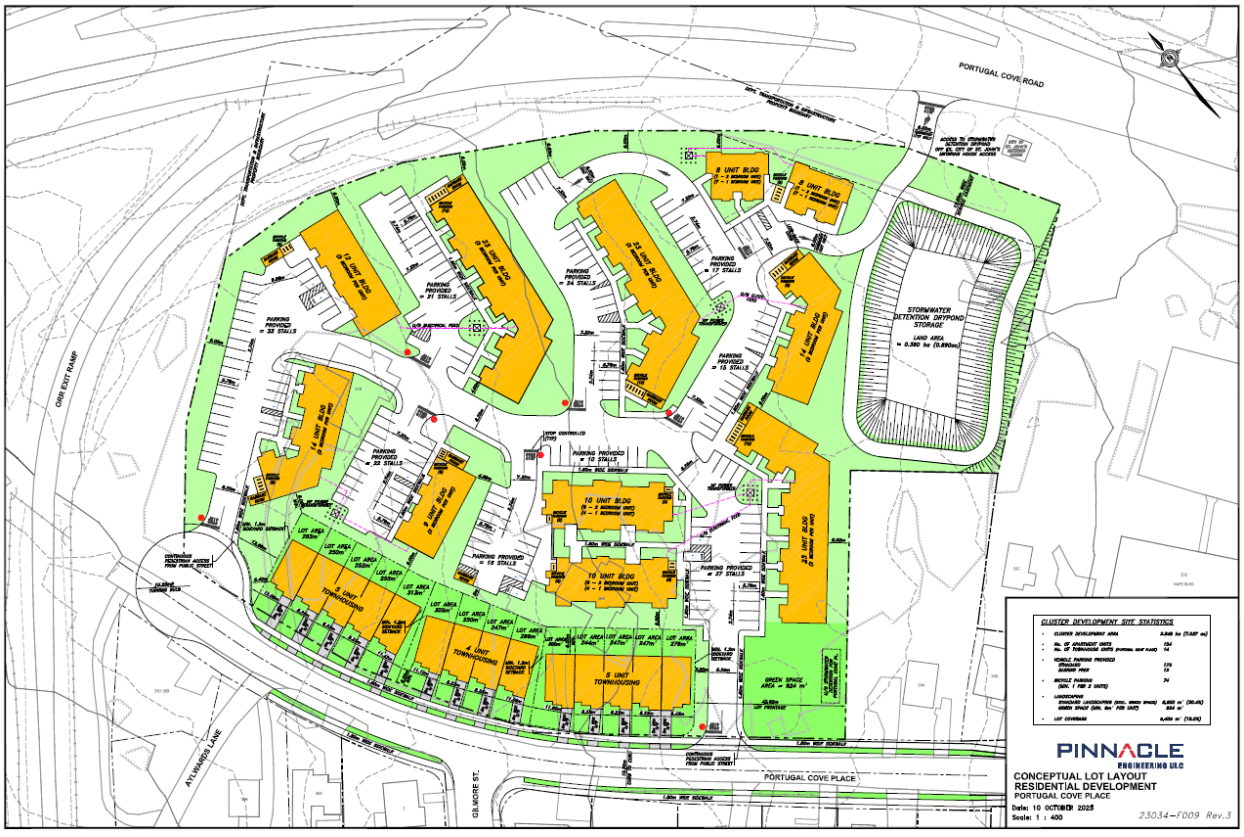
Gibraltar Fine Homes is proposing to develop low density, infill housing at 358-376 Portugal Cove Place intended meet the needs of the residents of St. John's during a time of immense housing shortage and rising residential costs.

Gibraltar proposes to construct 14 dwelling units designed to cater to seniors in 3 townhouses facing Portugal Cove Place. On-site parking will be provided for each home. These will enhance the visual appeal of the street and the integrity neighbourhood.



Behind these residential grade units, there will be a cluster development of 11 multifamily low-rise, apartment buildings providing 154 units as shown on the overview map below.

The associated upgrade to Portugal Cove Place will address both vehicle and pedestrian accessibility and safety issues. These include a sidewalk on both sides of the road from Hunt's Lane to Aylward's Lane on the west side, and on the east side as far as the cul-de-sac bulb. This will provide a complete sidewalk connections to transit stops on Hunt's Lane and Higgins Line. The proponent is working with Metrobus to provide a dedicated stop within the area of the development.



Behind the seniors housing, Gibraltar is proposing a cluster development consisting of eight multi-family, low-rise apartment buildings ranging in size from 8 to 23 units as shown on the Concept Plan in Appendix C. Local access roads will connect on-site parking areas to two accesses to Portugal Cove Place. Parking for vehicle and bicycles will meet and exceed City standards. Sidewalks throughout the site will connect to Portugal Cove Place.



Gibraltar Fine Homes Ltd. Has made an application to the City of St. John's to rezone land at 358-376 Portugal Cove Place from the Residential (1) Zone to the Residential 2 (R2) and Apartment 1 (A1) Zone for a mixed subdivision development. The property is designated as Residential; therefore, no amendment is required to the Municipal Plan.



The Cluster Development offers a blend of attractive buildings with individual style, functionality, landscaping, and community-centric living creating a neighbourhood within a neighbourhood. The internal road, parking and sidewalk connectivity addresses the needs of both vehicular and pedestrian traffic for future residents of all ages and household incomes.

From a fiscal perspective, this proposed infill development maximizes the use of existing city services and will provide a positive contribution to the tax base for the City

In considering the amendment the City issued a Terms of Reference for a Land Use Report (LUR) (see Appendix A) to provide additional information on the proposed development and to identify any significant impacts that the development may have on land uses adjoining the subject property.

The report has been prepared to address the requirements of the Terms of Reference with input from the following firms:

- Gibraltar Fine Homes., Project Management
- HW Architecture
- Pinnacle Engineering Ltd.
- Anna Myers, Planning Consultant
- Mills and Wright, Landscape Architecture

A. Public Consultation

A flyer outlining the proposed development was prepared (Appendix B) and distributed by drop off to the households in the neighbourhood potentially affected by the development). About 75 flyers were put in mailboxes in the area shown on the map. As the weather was clear and cold for the entire week, a corner of the flyer was made visible so that the occupant of the home would see that there was a new item in the mailbox. The neighbourhood appears to consist of middle class households with mainly modest homes and a number of homes had subsidiary apartments.

Only five residents were available to discuss the proposal. In general, they commented on the fact that many of the homes in the area were occupied by renters. They speculated that the renters would be unlikely to respond to the flyer and that they may not actually pass the information on to the property owners. They were very positive about the type of housing being constructed; and appreciated the proposed upgrade of the sidewalks on Portugal Cove Place to the bus stop. Apparently people are often walking on the street and not facing traffic when doing so.



Seven responses were received. The key points are summarized as follows:

1) **Concerns About Traffic:**
   - The development proposal for nearly 160 housing units in a low-density area raises concerns about congestion and traffic bottlenecks, especially as the area is not designed to handle high-density traffic.
   - There are concerns about the capacity of local roads, such as Portugal Cove Place and the intersection at Bells Turn and Higgins Line.
   - Several individuals raised concerns about the accuracy and comprehensiveness of the proposed traffic impact assessments, particularly the intersection at Bells Turn and Higgins Line. A more thorough traffic study is suggested to evaluate the full impact of the development on the existing infrastructure.

2) **Road and Infrastructure Issues:**
   - The local roads, particularly Portugal Cove Place and the surrounding area, may not be wide enough to accommodate construction traffic.
   - Concern about safety of proposed new exit onto Portugal Cove Road,

3) **Safety Concerns:**
   - Specific safety issues include the dangerous intersection, the need for better road markings and signage (such as improving STOP sign compliance), and pedestrian safety concerns near bus stops and mailboxes.
   - Suggestions include removing parking in hazardous areas, adding speed bumps, and improving the visibility at critical intersections.

4) **Impact on Neighborhood Character:**
   - Some concern about the shift in neighborhood dynamics, such as increased rental housing and changes to the community's character. There is also skepticism about the claim of "seniors housing," given the potential for student rentals.

5) **Request for Further Consultation:**
   - There is a call for more consultation with the local community and residents to ensure that the impacts on traffic, infrastructure, and safety are adequately addressed before the development moves forward.

In summary, residents are concerned about traffic congestion, road safety, and the potential negative impact of the proposed development on the neighborhood's infrastructure and character. They are advocating for a more thorough traffic study and further consideration of safety issues before proceeding with the project.

Response to Concerns

Traffic:
While the Higgin's Line/Bell's Turn intersection is a key access to the area, it is not the only access/egress to the area. Residential traffic can also take the Hunt's Lane/Gloucester Street route in order to access Ridge Road and the Outer Ring Road.

The Traffic study was conducted by professional traffic engineers using industry standards. Their calculations for projected peak hour traffic indicated the increased traffic was not great enough to trigger more detailed traffic study according the existing City standards; nonetheless, the concerns raised in the community will be discussed with the City.

Road and Infrastructure:
Gibraltar is confident that access to the site for construction traffic can be accommodated in the existing road infrastructure. Given the type of construction and the phasing of the project, there should be minimum overall impact on the local traffic.

The proposed exit onto Portugal Cove Road is no longer part of the Concept for this proposed development; therefore, this concern has been addressed.

Safety:
Regarding safety, the proposed sidewalk enhancements on Portugal Cove Place to Higgin's Line will be a benefit to the safety of pedestrians and vehicles alike. Other safety measures, as suggested, may be implemented as the need arises.

Neighbourhood Character:
Gibraltar is committed to preserving the integrity of the residential character of this centrally located neighbourhood in the city. The housing facing Portugal Cove Place will visually blend with the housing across the street. It will be designed to appeal to seniors; however, it is acknowledged that this housing may appeal to other demographics as well. The apartment housing behind the detached units constitutes a cohesive, integrated low-rise cluster development that will have little to no visual impact on the neighbourhood.

Conclusion

Gibraltar's attention to design detail reflecting the character of the neighbourhood and market-responsive housing options, combined with the accessibility to a wide variety of transportation modes, access to established municipal services, makes this proposed housing concept a valuable asset to the City of St. John's and the neighbourhood of Portugal Cove Place.

B. Site Location and Lot Layout

1) Site Location

The property address 358-376 Portugal Cove Place as shown on the map (red polygon). The site consists of approximately 2.8 hectares in the middle of the east end of St. John's Located between Higgins Line/Newfoundland Drive to the south, Outer Ring Road to the North and Portugal Cove Road to the east, it is a very central location. The land is uncleared and overall site is generally level. There is about 126 m frontage onto Portugal Cove Place.



There are 12 adjoining residential properties consisting of single detached dwellings facing onto Portugal Cove Place (as shown on map in blue overlay). Behind the houses on the east side of Portugal Cove Place there are several accessory buildings and vacant land.

The lot layout is provided in the Concept Plan found in Appendix C.

The types of proposed housing and number of buildings is set out on the following table.

RESIDENTIAL 2 ZONE (R 2)		
• Townhouse	3 buildings	14 units
CLUSTER DEVELOPMENT IN APARTMENT 1 ZONE (A 1)		
• 23 unit-Apartment	3 buildings	69
• 14 unit-Apartment	2 buildings	28
• 12 unit-Apartment	1 building	12
• 10 unit-Apartment	**2 buildings**	20
• 9 unit-Apartment	**1 building**	9
• 8 unit-Apartment	**2 buildings**	16
		154 units
Total number of dwelling units = 168		

2) The requirements as set out in the Terms of Reference are addressed below. Details are also set out in the Concept Plan found in Appendix C.

   a. Include all zone requirements on a subdivision plan, such as lot area, frontage, building line, all setbacks and building height. These are found in Appendix C.

      The Building heights are not shown on the drawings at this time, but will be included in the submissions for at the building design stage. At this time, the building heights are provided below from front grade and rear grade:.

      - 23 unit buildings – 8.5m at front elevation, 9.8m at rear elevation
      - 10 unit buildings – 4.0m at north elevation, 6.7m at south elevation
      - 14 unit buildings – 8.5m at front elevation, 9.8m at rear elevation
      - 9 unit buildings – 7.3m at front elevation, 9.8m at rear elevation
      - 8 unit buildings – 7.3m at front elevation, 7.3m at rear elevation
      - 12 unit buildings – 8.5m at front elevation, 9.8m at rear elevation

   The Concept Plan is in conformity with the standards for development for the Residential 2 (R2) zone as follows:

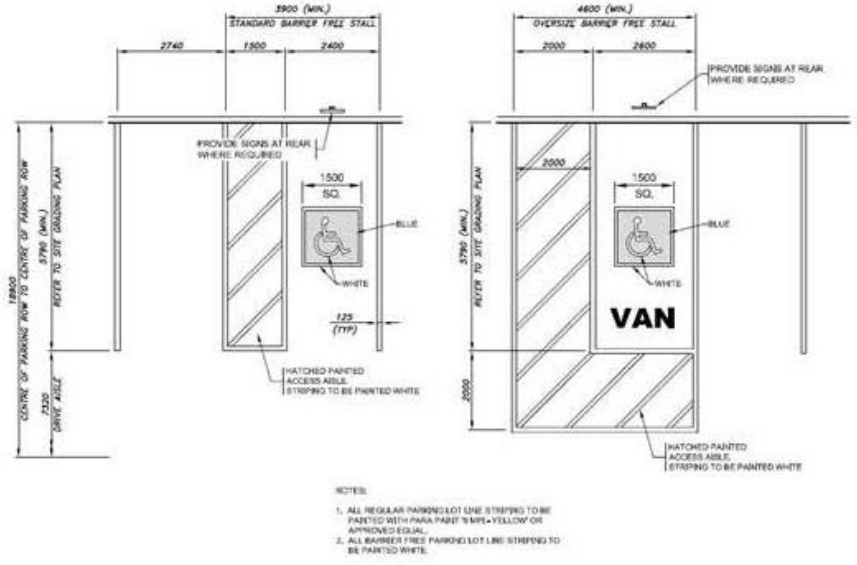
Development standard	**Townhouse**
Lot area (minimum)	180 square metres
Lot Frontage (Minimum)	6 metres
Building Line (Minimum)	6 metres
Building Height (Maximum)	10 metres
Side Yards (Minimum)	0 metres, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres and except for the end unit where the Side Yard on the unattached side shall be 1.2 metres
Rear Yard (Minimum)	6 metres

The Concept Plan is in conformity with the development standards for the Cluster Development in the Apartment 1 zone (A1) zone (DRA #37-Housing amendment) as follows:

Development standard	**Zone: Apartment 1: A1**
Lot Area -Min. m^2 per Dwelling Unit	Council Discretion
Lot Frontage -Min (m)	20
Building Line -Min (m)	6
Building Height-max (m)	14
Side Yard -Min (m) *	Two, each equal to 1 metre for every 4 metres of Building Height, except on a Corner Lot where the Side Yard abutting the Street shall be 6 metres
Rear Yard -Min (m)	6
Lot Coverage	35%
Landscaping -Min (%)*	35%

* Note that a request has been made to the City to reduce the percentage to 30%

b. Indicate driveway locations and dimensions.
   - In the proposed R 2 zone, driveways are in front of each dwelling unit; driveway dimensions are 6m x 3 m.
- In the proposed A 1 zone, parking is provided in parking lots associated with each building and meet the requirements of the City of St. John's. There is a total of 172 standard parking spots for the total of 154 units and 12 barrier-free parking spots.
- The individual stalls for standard parking are 5.79 m x 2.74 m. The barrier-free stalls are shown on the diagram below. The City of St. John's standards for the width of barrier free parking stalls is met: 94 inches for a car and 102 inches of a van.



c. Indicate front yard landscaping percentage for each lot.

   The Concept Plan is in conformity with the development standards for 35% landscaping per townhouse building in the R 2 zone. For the Cluster Development, the standard landscaping (excluding greenspace) is 0.85 hectares (30%) plus 924 m^2 of green space as shown in Appendix K and statistics in Appendix C. Note that the Developer has requested a reduction in the minimum requirement for standard landscaping from 35% to 30%.

d. Indicate the required resident green space for the Cluster Development.

   - The Concept Plan is in conformity with the development standards requiring a minimum of 6m^2 per unit with the Concept Plan showing 924 m^2 of Green Space. The location of the green space is shown on the drawing in Appendix K which illustrates how each multi-unit building is surrounded by green space. It also shows the green space between the Cluster Development and the R 2 housing as well as the green buffer between the development and Portugal Cove Roads. There is also green space between the multi-unit buildings and the dry pond.
   - The key open space area is located at the southeast entrance to the site. This provides a natural green welcoming entrance to the site and a park space that can be used by both the resident's of the apartment buildings and the residents of the existing neighbourhood. At this time there is no park in the neighbourhood and the improvements to the sidewalks plus the walkways within the site make this park accessible to everyone.

e. Provide a dimensioned parking plan, including circulation details and parking lot buffers. Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.

   The Concept Plan is in conformity with the development standards for Parking, set out below as provided in the Development Regulations:

Type of Building	Minimum spaces	Maximum spaces
Apartment	2-bedroom=1 space Visitor parking: 0 visitor parking spaces for the first 7 Dwellings; 1 visitor parking space per 7 Dwellings thereafter	2-bedroom=1.5 spaces ○ Maximums are cumulative for building and inclusive of visitor parking
Residential, except ○ Apartment Building, Dwelling Units in a Commercial or Institutional Zone, Micro Unit Dwelling and Tiny Home Dwelling	1 parking space for every Dwelling Unit	n/a

A description of the proposed development and parking is outlined in the table below.

RESIDENTIAL 2 ZONE (R 2)			
HOUSING TYPE	**BUILDINGS**	**UNITS**	**PARKING**
• Townhouse	3	14	1 per unit
CLUSTER DEVELOPMENT IN APARTMENT 1 ZONE (A 1)			
• 23 unit-Apartment	3	69	-Standard parking=172 -Barrier free=12 -Total parking spots=184 -Bicycle=74
• 14 unit-Apartment	2	28	
• 12 unit-Apartment	1	12	
• 10 unit-Apartment	2	20	
• 9 unit-Apartment	1	9	
• 8 unit-Apartment	2	16	
	11	154	
• Parking requirements: 154 for DU + 19 for visitors=173 • Bicycle requirement: 1 per 2 units=72 spots			

- The Concept Plan (Appendix C) indicates how the parking lots in the Cluster Development meet the buffer standard set out in 8.8 (1) ((b): "… have a Buffer of 6 metres from any Street Line and a Buffer of 3 metres from any other Lot Line, and where abutting a Residential Use have a privacy fence not less than 1.8 metres in height, unless otherwise approved by Council…"

- Parking lot circulation should be reasonably clear and intuitive for people accessing the residential units. Residents and visitors must be able to easily navigate the site without unnecessary circulation. It is standard practise to provide information/wayfinding signs with building numbers and directional information which would ensure that the make the site is easily accessible.

f. Note that the applicant does not wish to change the parking requirements of the Development Regulations, therefore no further information is included here.

g. Identify the number and location of bicycle parking spaces to be provided.

    - The Concept Plan is in conformity with the development standards that require one bicycle space for every two units. The location of the bicycle

parking is shown on the Concept Plan in Appendix C. They are generally at the end of each of the eight apartment buildings.

h. Identify the location of all access and egress points, including pedestrian access.

- The Concept Plan in Appendix C shows the two access/egress points to Portugal Cove Place (8.25 m);
- Barrier-free accessible walkways, 1.6 metres wide are provided from the public sidewalk of each apartment building entrance to the relevant amenities including bike parking and garbage bins (Refer to Appendices D and K).
- These walkways around the buildings connect with the sidewalk system to Portugal Cove Place. They are outside the area of door swings, curb ramps, and vehicle loading areas.
- The developer also proposes to extend the sidewalks on Portugal Cove Place so that pedestrians will have sidewalks on both sides of the road all the way from Higgin's Line to the cul-de-sac at the top access/egress point into the Cluster development.
- Vehicle turning movements for garbage truck and firetrucks are shown on the drawing in Appendix. D. This drawing demonstrates access to garbage bins and the feasibility of site circulation. The private contractor will load the garbage by hand into trailers

i. The future easements will be shown on the engineering drawings when the concept plan is finalized. are no existing or proposed easements on the site.

3) Provide a Legal Survey of all properties:

- The legal survey of the overall property can be found in Appendix E. The legal survey for the attached dwellings facing Portugal Cove Place will be provided when the subdivision plan is approved. At this stage, the lots are outlined in the Concept Plan. A new survey will be completed at the detail design phase after re-zoning.

C. Municipal Services

1) The Preliminary site servicing plan in provided in Appendix F. While It is indicated that an enclosure will be constructed to accommodate the premise isolation equipment for this site, the developer will consult with the City to review the various options for this site prior to finalizing the detailed site servicing plans. It is recognized that the complexity of this site will require multiple devices and associated equipment which may make this enclosure fairly large and hence expensive; therefore, it there are more economical options that can be used to satisfy the premises isolation requirements for this site that meet the requirements of the City, these options will be pursued.

2) Points of connection to existing and proposed sanitary sewer, storm sewer and water system; location of all existing sewers with any existing or proposed easements are shown the preliminary site servicing plan in Appendix F

    a. The R 2 housing will connect directly to services already in place on Portugal Cove Place. The storm water for this housing will be managed as per the DDM and will meet the predevelopment flow rate. The residential townhouses fronting on Portugal Cove Place can direct stormwater to the street, as long as they are adhering to the DDM and stormwater detention requirements.

    b. The A 1 Cluster Development will be serviced by connection off the existing and proposed services sanitary services in Portugal Cove Place at the southeast entrance to the site and the existing storm sewer in Portugal Cove Road. The municipal water supply will be a connection to the 200 mm watermain; the watermain is part of the Winsor Lake Water Supply operations by the City of St. John’s Regional Water Supply. The proposed flow equals he pe-development flow of 0.124 m per second.

    c. Two new private hydrants will be provided on site in the central location in the Cluster development, in accordance to municipal requirements.

    d. Sanitary sewer service for the site will be provided by connection to the existing 200 mm in Portugal Cove Place at the southeast entrance to the site. The proposed sanitary sewer generation rate from the proposed development is 8.01 L/s. Prior to final development approval, an analysis will be provided of the

existing sanitary sewer system to demonstrate the existing municipal sanitary sewer system can accommodate the flow.

e. The existing water transmission main from Windsor Lake which supplies 45-50% of the water to the City of St. John's crosses this proposed site. As required by the city, the concept plans provide for a 12-meter-wide easement centered over the existing pipe.

1) Compliance with the City's Stormwater Detention Policy: location of the proposed stormwater detention facility;

   a. The stormwater detention dry pond storage volume is 3,492 m^3.
   b. The land area required for this pond is 0.360 hectares located on the southeast side of the Cluster development.
   c. The stormwater detention facility will be constructed according to the City's Stormwater Detention policy. In Phase 1, there will be underground stormwater storage in the area identified for Green Space on the Concept Plan;
   d. Access to the stormwater detention dry pond will be off the existing City of St. John's metering house access which is located off-site between the proposed pond location and Portugal Cove Road off the northeast corner of the site. The access roads will cross the water transmission main with a finished elevation that is not reduced by more than 300 mm or increased by more than 1000 mm. The pond will be privately owned.
   e. Any excavated work associated with this development/stormwater detention pond is proposed a minimum of 6 meters from the existing water transmission main.
   f. An emergency spillway outlet structure will be installed. Details of structure will be provided during the detailed design phase once accurate flows/elevations have been determined, and emphasis will be provided to ensure the existing water transmission main is not compromised.
   g. Stormwater detention will maintain the 100-year pre-development flows.

2) Storm and sanitary drainage area plans along with proposed generation rates for each.
   a. In Appendix G, the Sanitary Drainage Area Plan (23034-F014 Rev. 1) shows the proposed flow from development along with the preliminary site servicing plan.
   b. Appendix H shows the Pre-Development Stormwater Drainage Area Plan (23034-F001)

c. Appendix I shows the Post-Development Stormwater Drainage Area Plan (23034-F002) Proposed flows are from development are provided on plan along with the preliminary site servicing plan.
d. .A post development storm generation rate of 0.089cms (for the underground stormwater detention facility) is expected from the proposed R2 site development, but it is noted that this is only for a portion of the site and will have to be confirmed at the development phase. A predevelopment storm rate of 0.124cms is also included in the design drawings for the proposed dry pond and this will be confirmed at the development phase. The sanitary calculations are based on a population density of 140 people per hectare. (Refer to Appendix J)
e. Storm sewer infrastructure system complete with new catch basins and manholes will be installed to service the subject property. The post-development storm generation rate of 0.089m^3/s is expected from the proposed site development.
f. The outlet from the storm water detention pond crosses the water transmission main. There will be a minimum of 450 mm of vertical separation between the two pipes as required by the city. To be determined in the Development Stage once accurate flows/elevations have been determined

3) Sanitary calculations
    a. Sanitary calculations follow Development Design Manual guidelines and the calculation are provided in an Excel spreadsheet with formula in Appendix J.
    b. Sanitary calculations were based on a population density of 140 people/ha.

D. Landscaping, Buffering & Snow Clearing/Snow Storage

a. A landscaping plan with details of site landscaping (hard and soft) in found in Appendix K that illustrates:
    a. placement of trees or other plant material (species to be determined);
    b. areas of hard and soft landscaping;
    c. total landscaped area: 865 m^2 standard landscaping, excluding green space (which translates to 30.4%);
    d. green space area of 924 m^2 -this does not include infill lot front yard landscaping;
    e. snow storage;
    f. buffering and screening (dimensions on Concept Plan in Appendix C and Appendix K).

b. Tree plan/inventory indicating which trees will be preserved.

a. The proponent wished to maintain perimeter trees that are not in the scope of the developed areas. For onsite trees, it is premature to confirm which trees will be preserved; however, once the concept plan is confirmed, a tree inventory can be prepared.

b. New tree plantings are shown in Appendix K In the proposed R 2 zone; each unit will have a tree planted in the front yard. In the proposed Cluster zone, trees will be planted along the road at the southeast entrance as a buffer and along the south east boundary between the open space and adjacent residence. Trees will be planted on the northwest side of the detention pond. Tree plantings are proposed throughout the cluster development between the multi-unit apartments and parking lots.

c. Location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.

There are four electrical transformers anticipated within the Cluster Development. It is premature to indicate screening at this time as locations have not been finalized.

d. Information on any snow clearing/snow removal operations.

Areas designated for snow storage are show in Appendix K. These are located in the Green Space at the southeast entrance to the site, in the 6-metre buffer on the outside of the site between the parking lots and outer perimeter bordering Portugal Cove Road, and in located away from entrances at the back of the multi-unit apartment buildings in the centre of the Cluster development. These locations ensure that the snow storage does not affect onsite vehicle or pedestrian circulation on roads, sidewalks and walkways. Snow clearing and removal will be the responsibility of the private owner of the site.

E. Transportation System

1) Traffic Assessment: Applicant to provide a traffic impact assessment summarizing the anticipated peak hour and daily trips generated by the proposed development. Depending on the results of the assessment, capacity analysis of nearby intersections, including Bell's Turn at Higgins Line, may be required.
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a. Harbourside Transportation Consultants completed a Transportation Impact report relating to the development application for a proposed

residential development at 358 Portugal Cove Place in St. John's, NL. The report can be found in Appendix L .The following conclusions are noted from the investigations carried out:

i. **Site-Generated Traffic**: The proposed development is expected to generate 64 new vehicle trips in the AM peak hour (16 trips entering, 48 trips exiting) and 82 vehicle trips in the PM peak hour (51 trips entering, 31 trips exiting). It is anticipated that most trips to and from the site will be routed through the existing intersection of Higgins Line and Bell's Turn.
ii. **Emergency Access Sight Distance:** The proposed emergency access on Portugal Cove Road will meet minimum stopping and turning sight distance requirements for both Portugal Cove Road and the TCH eastbound off ramp.
iii. **Existing Operations:** The intersection of Higgins Line and Bell's Turn is stop-controlled and has separate left and right turn lanes for vehicles exiting Bell's Turn as well as a median left turn lane for vehicles turning left from Higgins Line. There are no existing operational deficiencies/concerns at the intersection of Higgins Line and Bell's Turn.
iv. **5-year Background Operations:** The addition of background traffic growth is not expected to cause any operational deficiencies/concerns at the intersection.
v. **5-year Total Operations:** The addition of site-generated traffic will result in the eastbound left turn (Bell's Turn) operating at LOS E during the PM peak hour. Volumes for this movement are expected to remain well below capacity.
vi. **Signal Warrant:** Traffic signals are not warranted at the intersection of Higgins Line and Bell's Turn based on existing and future traffic volumes.

b. .Recommendations

i. The new vehicle trips associated with the proposed residential development can be accommodated at the intersection of Higgins Line and Bell's Turn with a minor impact on traffic operations – overall delay per vehicle on the stop-controlled approach (Bell's Turn) is expected to increase by approximately 4.1 seconds in the AM peak hour and 6.2 seconds in the PM peak hour. The left turn movement from Bell's Turn is expected to experience the longest increase in delay during the PM peak hour, increasing from 27.0 s

(LOS D) to 36.1 s (LOS E), however the v/c ratio for this movement will remain well below capacity (v/c = 0.58).

ii. No improvements are proposed at the intersection of Higgins Line and Bell's Turn. As noted herein, the analysis considers that all the site generated traffic will be routed through this intersection. An alternate route is available for drivers between the proposed development and Higgins Line via Hunt's Lane – Gloucester Street – Ridge Road. There is an existing traffic signal at the intersection of Higgins Line and Ridge Road. This route is not considered to be attractive or convenient and will likely be used infrequently by residents and visitors accessing the proposed development. It is, however, an option for drivers that may be uncomfortable turning left at Bell's Turn.

2) Provide confirmation from the province that the proposed access to the Outer Ring Road ramp is acceptable. Legal agreements will be required. The form of the agreements will depend on details of the provincial approval.
   a. Proposed emergency access is located outside of Provincial Government lands. The emergency-only access will be strictly controlled. As this is servicing a private development, it is privately owned.. Emergency access to be gated and secured with a padlock that can be cut by emergency services. Snow clearing contractor for site to clear both sides of emergency access at all snow falls.
   b. Proposed access is shown in Appendix G.

3) Portugal Cove Place Improvements:

   a. Appendix M includes a separate plan that shows the general layout and horizontal alignment of required upgrades to Portugal Cove Place. The adjacent property boundaries are shown so that any impacts to private property can be clearly identified. The plans include a proposed cross section for the required upgrades. This cross section complies with minimum requirements of the City's DDM and includes the right-of-way buffer behind the sidewalk on Portugal Cove Place.

   b. Access Sight Distance: Sight lines at the southern site access on Portugal Cove Place are anticipated to be adequate. The northern site access is located off the proposed cul-de-sac bulb. Sight lines will only be required in one direction - south of the northern access (looking to the left). Without vehicles parked in the adjacent town house driveways,

stopping sight distance is available. With parked vehicles the sight distance is reduced to approximately 45 metres. While the intersection sight distance will not meet the requirements for a speed of 50 km/h, speeds approaching the cul-de-sac can reasonably be assumed to be lower, and the volume of conflicting vehicles (i.e. vehicles continuing past the driveway to go around the cul-de-sac bulb) is anticipated to be very low. Given the location of this driveway, the speed reduction necessary for vehicles approaching the cul-de-sac bulb, and the anticipated very low volume of vehicles that would conflict with vehicles exiting the driveway, this is not a significant concern. A concealed intersection sign (WA-13R) could be considered but is not deemed necessary. General TAC guidance indicates that “concealed or unexpected intersection signs should not be used to warn of private driveways on entrances”.

c. Pedestrian Access**:** Portugal Cove Place will have adequate pedestrian connections with the newly constructed sidewalks in front of the proposed development.

4) Cluster development:
   a. Parking: The site’s proposed vehicle and bicycle parking supply will meet or exceed the City’s minimum parking requirements.
   b. Site circulation (i.e. pavement markings) are illustrated in Appendix C (stop back signs) and Appendix D (passenger vehicle turning).
   c. The developer acknowledges that the City encourages incorporation of Electric Vehicle Charging Stations. The developer will follow the City lead with regard to policy on EV readiness and will address in greater detail in Detailed Design stage in order for the parking lots to be EV ready.

F. Public Transit

1) Consult with St. John’s Metrobus (St. John’s Transportation Commission) regarding public transit infrastructure requirements and include their response and any recommendations in the report.

a. Metrobus noted that the closest bus stop is located at #4 Hunts Lane. The distance from the proposed property and the closest bus stop is less than 200 meters which is well within the Metrobus set standards of service. Metrobus indicated that the ridership on the bus stop located at 4 Hunts Lane averages 9.6 boarding per weekday. Metrobus has indicated that the development will have an effect on the existing stop, but not enough to warrant a shelter. In conclusion, Metrobus indicated that it will not require the developer to help with transit infrastructure upgrades at this location.

2) In addition, residents in the area can avail of other Metrobus routes nearby:
   a. Bell's Turn and Hunt's Lane are serviced by three Metrobus routes:
      i. Route 9 – MUN | Torbay Road | Logy Bay Road
      ii. Route 14 – Airport | Torbay Road | MUN
      iii. Route 23 – Avalon | MUN | Stavanger

   b. Two additional routes can be accessed on Higgins Line:
      i. Route 1 – Village | Institutes
      ii. Route 13 – Village | Institutes EXPRESS
      iii. The nearest stop on Higgins Line is located at the former Super 8 Hotel (Bus Stop ID: 1175) approximately 500 metres (7-minute walk) from the edge of the site.

G. Construction Timeframe

1) The site plan indicating the phasing of the project is provided in Appendix M.

2) Phasing of the project and approximate timelines for beginning and completion of each phase or overall project. At this time, the dates for each phase are as follows:
   i. Phase 1: Fall 2025 to Fall 2026;
   ii. Phase 2: Spring 2026 to Fall 2027;
   iii. Phase 3: Fall 2027 to Winter 2028.

3) Site plan showing any designated areas for equipment and materials during the construction period**.**
   a. Equipment and materials will be located on the undeveloped areas of the site as construction progresses. As these are located within the Cluster Development area, they will not be visible from Portugal Cove Place and existing home owners.

CONCLUSION

- The City of St. John's is experiencing a housing shortage. Housing costs are rising, rental vacancy is low and there is a lack of new housing according to the City of St. John's Housing needs assessment. The proposed development would bring construct 14 dwelling units designed to cater to seniors in three townhouses facing Portugal Cove Place and 154 new apartment units in the cluster development for a total of 168 units into the market in a very central location within the city.

- The project is close to services and transportation to jobs, education faculties and other amenities the city has to offer.

- The quality design by Gibraltar Fine homes is intended to offer a quality living environment that will appeal to a wide demographic. Such as young professionals, families or seniors or retirees seeking housing to down size, yet stay in the city. The structures will be low rise in nature and wood frame; these are generally quicker to construct and accelerate getting the housing to market as compared to commercial construction.

- The project will enhance the visual amenity of the neighbourhood with the addition of new street trees and sidewalks to provide safe walking for existing and future residents.

- The project will meet or exceed City requirements for standard and accessible vehicle parking and bicycle parking.

- The orientation of the site allows for the development to have minimal impact on the visual neighbourhood character as low-rise multi-unit face Portugal Cove Place.

- The proposed sidewalk enhancements to Portugal Cove Place will make the street safer for pedestrians, particularly those accessing the local bus stop and/or other bus stops nearby. (see proposed street upgrade in Appendix N)

- The key concern is related to the Bell's turn intersection at peak hours. However, the projected increase is less than the threshold for additional measure to be put in place. This may be the subject of additional discussions with the City.

Gibraltar Fine Homes is committed to working with the City of St. John's to make this exciting project a reality that enhances the community and meet the city's goals to provide housing for all.

APPENDIX A -TERMS OF REFERENCE

TERMS OF REFERENCE
LAND USE REPORT (LUR)
APPLICATION FOR SEMI-DETACHED DWELLINGS, TOWNHOUSES AND CLUSTER DEVELOPMENT AT
358-376 PORTUGAL COVE ROAD
AUGUST 12, 2024

The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

A. Public Consultation

a. Prior to submitting a first draft of the Land Use Report to the City for review, the applicant must consult with neighbouring property owners. The Land Use Report must include a section which discusses feedback and/or concerns from the neighbourhood and how the proposal addresses the concerns.
b. Should the site plan change following this consultation, additional neighbourhood consultation may be required.

B. Site Location and Lot Layout

1) Identify the location of the proposed development in relation to adjoining properties and identify the use of each lot (i.e. dwelling type).

2) Include all zone requirements on a subdivision plan:
   a. Include all zone requirements on a subdivision plan, such as lot area, frontage, building line, all setbacks and building height.
   b. Indicate driveway locations and dimensions.
   c. Indicate front yard landscaping percentage for each lot.
   d. Indicate the required resident green space for the Cluster Development.
   e. Provide a dimensioned parking plan, including circulation details and parking lot buffers. Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.

f. Where an applicant wishes to provide a different number of parking spaces then required in the Development Regulations, a Parking Report is required, which at a minimum must address:
    i. parking generation rates for the Development including pre- and post-development;
    ii. parking duration (short/long term);
    iii. available parking in the area (private/public on-street, parking lots and garages);
    iv. effects on traffic and local parking;
    v. traffic to and from the Development; neighbourhood impact;
    vi. other available transit options.
g. If parking relief is being requested, then a detailed rationale, as acceptable by staff, must be included. Additional information may be requested upon review of the parking proposal.
h. Identify the number and location of bicycle parking spaces to be provided.
i. Identify the location of all access and egress points, including pedestrian access.
j. Identify any existing or proposed easements.

3) Provide a Legal Survey of all properties.

C. Municipal Services

a. Provide a preliminary site servicing plan.
b. Identify points of connection to existing sanitary sewer, storm sewer and water system. The location of all existing sewers must be shown along with any existing or proposed easements.
c. The proposed development will be required to comply with the City's Stormwater Detention Policy. Stormwater detention is required for this development. Indicate the location of the proposed stormwater detention facility.
d. Provide the storm and sanitary drainage area plans along with proposed generation rates for each.
    i. Sanitary calculations to follow the Development Design Manual guidelines and all calculations must be provided in an Excel spreadsheet with formula.
    ii. Include additional information regarding population density that supports the type of development being proposed.

D. Landscaping, Buffering & Snow Clearing/Snow Storage

a. Identify with a landscaping plan, details of site landscaping (hard and soft) that illustrates:
    i. Proposed placement of trees or other plant material;
    ii. Show areas of hard and soft landscaping;
    iii. A calculation of the total landscaped area;
    iv. Proposed snow storage;
    v. Buffering and screening.

b. Indicate through a tree plan/inventory which trees will be preserved.
c. Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
d. Provide information on any snow clearing/snow removal operations.

E. Transportation System

a. Applicant to provide a traffic impact assessment summarizing the anticipated peak hour and daily trips generated by the proposed development. Depending on the results of the assessment, capacity analysis of nearby intersections, including Bell's Turn at Higgins Line, may be required.
b. Provide confirmation from the Province that the proposed access to the Outer Ring Road ramp is acceptable. Legal agreements will be required. The form of the agreements will depend on details of the provincial approval.

F. Public Transit

Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements and include their response and any recommendations in the report.

G. Construction Timeframe

a. Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
b. Indicate on a site plan any designated areas for equipment and materials during the construction period.

APPENDIX B – COMMENTS FROM PUBLIC & FLYER

From: [redacted]>
Sent: February 21, 2025 2:42 PM
To: [redacted]>
Subject: feedback on the Portugal Cove Place residential development proposal

Hello,

This e-mail is in response to your request for comments and feedback on the Portugal Cove Place Residential Development Proposal we received earlier this week.

1. The proposal calls for close to 160 units (the proposal is not specific enough to be precise) to be built on a relatively small piece of land, which will create high unit density island in a low unit density area. This might create congestion and bottlenecks the area is not designed to handle.

2. The Portugal Cove Place road between Hunts Lane and Aylwards Lane will no doubt be used by the heavy equipment required to built the proposed 160 units for possibly 2-3 years. However, the road might not be prepared to handle the additional heavy traffic: the road may not be wide enough (even narrower after upgrading to having sidewalks on both sides, too narrow to allow safe pass of heavy trucks). Besides, the heavy traffic along that road will negatively impact the residents of Gilmore Street and Aylward Lane, and may occasionally cut them off from accessing their homes. There is no alternative to Portugal Cove Place to access these two streets.

3. The bottlenecks on the Hunts Lane and Portugal Cove Place intersection and Bell's Turn and Higgins Line intersection might be much heavier than estimated by the proposal in particular during the 2-3 year construction time. The current proposal does not account for the traffic generated by the construction of the proposed 160 units. Neither does it consider an impact of the construction on the residents of Gilmore Street and Aylwards Lane, which may be quite adverse.

4. As far as it can be seen from the sketch provided, the proposal calls for an exit directly to Portugal Cove Road, and close the TransCanada Highway exit that feeds the Portugal Cove Road. This does not seem to meet the safety standards due the heavy traffic along that part of Portugal Cove Road

Best regards,

[redacted]

-Original Message-----
From: [redacted]>
Sent: February 21, 2025 10:48 AM
To: [redacted]>
[redacted]
Subject: Portugal Cove Road Place Development.

Good morning, [redacted].

I am writing as a [redacted], off Portugal Cove Road Place in response to your residential Development Proposal at the end of my street. I would describe [redacted] as a quiet street with a high concentration of residents with some affiliation to the Marine Institute or the University. The majority of homes on the street are 2 unit apartments with very few single family, owner occupied homes in the mix.

We have always commented on the number of cars that are constantly parked in front of the houses along the street. As an example, I can point out 3 houses directly around me that are two apartment units that normally have 13 cars parked in front of them each and every night. This leads me to the point of my letter this morning. I think it is crucial that a true Transportation Impact Assessment be conducted at the Higgins Line, Bells Turn Intersection before any approvals are given for this development. As a resident who experiences that intersection many times a day, I can attest to the increased volume of traffic we see every day. Taking a left turn from Bells Turn onto Higgins line is taking your life in your hands. There are many factors that make that turn treacherous including the speed of the vehicles exiting Portugal Cove Road onto Higgins Line, vehicles making a left turn out of the Ultramar and other vehicles exiting the Tim Hortons just beyond that. We feel that the addition of traffic from your proposed development will only exacerbate the situation and someone could be hurt or killed.

Your flyer states your intention to construct “Seniors Housing” at the site. I am curious to know how you could limit your residents to this demographic with so many students actively looking for accommodation in the area all the time. I fear it will attract high volume of renters who do not display pride in ownership as owner occupied homes do.

Councillor Bruce, I ask that you take an active role ensuring thorough due diligence is completed before any permits are let and shovel’s put in the ground. This includes a complete traffic study of all four corners of this development to ensure the additional volume of traffic can be safely absorbed with the existing infrastructure.

Yours truly

[redacted]

[redacted]

From: [redacted]
Sent: February 20, 2025 10:15 AM
To: [redacted]>
Subject: Questions for Portugal Cove Place development

Good morning [redacted]

I am the process of preparing an email in response to the flyer you put in my mailbox this week. I have two questions that need clarification:

1. Regarding the Bells Turn/Higgins Line intersection; what time frame did you use for the count? Was it 15 minutes? 30 minutes? 60 minutes? How many days did you use? Which days?
   The count is strictly for vehicles entering and exiting the proposed development. The counts are generated based on the housing type and use of The Institute of Transportation Engineers Trip Generation Manual. The time-frame would be 60 minutes during the busiest AM hour and PM hour during weekdays.
2. Regarding the exit onto Portugal Cove Road (main road); is that a barricaded entrance for emergency? Or is that an exit for the residents?
   This is an emergency access only. This will be closed off from public use and only operable by Emergency Personnel.

Thank you for taking the time to make these clarifications for me.

Kind regards,

[redacted]

---Original Message-----
From: [redacted]
Sent: February 17, 2025 3:50 PM
To[redacted]>
Subject: Portugal Cove Place

Good afternoon,
I received a pamphlet in my mailbox about the proposed development. It says the deadline has been extended to February 21, but this is the first I have heard of it and the first time any information was delivered to me about it.
I do have concerns and will definitely be bringing them to the City when public consultations are held.
My concerns are with the potential enormous influx of people into the area. Rush hour traffic exiting Bell's Turn onto Higgins Line will become a potential nightmare. If I am reading your info correctly, the 8 low-rise apartment buildings that could contain up to 23 units could bring 184 families plus the seniors to the area. How could that number of new residents keep threshold to 100 vehicle trips if we are currently at 64 in the morning and 82 in the afternoon? Even if the units are at the smallest number you indicate of 8, that would still bring 64 additional families plus the seniors to the area.
I anxiously await further information and the opportunity to voice my concerns.
[redacted]

Sent from my iPhone

From[redacted]>
Sent: February 9, 2025 5:28 PM
To: [redacted]>
Subject: Portugal Cove Place

Hi [redacted],

I've read with interest your ideas for development here. It all sounds good however, I wonder if you would call me to discuss a couple of thoughts I have - and a question also. [redacted]

Cheers,

[redacted]

From: [redacted]>
Sent: February 9, 2025 10:36 AM
To: [redacted]>
[redacted]>
Subject: 345 Portugal Cove Place proposal

Hello,

Thank you for providing an updated email address. I tried the email provided earlier - and also left a text message as per the telephone instruction - the email bounced back, and I did not receive a reply to my text.

As a lifelong resident of [redacted] I do have serious concerns. My main area of concern is access to and from Bells Turn.

It has been my experience that Bells Turn is a dangerous road on the best of days. During snow days it is frequently blocked by people trying to turn the bend on a slippery slope, often stuck. lol Although you have estimated the number of vehicle trips on Bells Turn, it does not incorporate potential traffic flow once the proposed development is completed.

Bells Turn appears to be mostly two apartment homes with a lot of small children in the area. Exiting Bells Turn during the rush hour when turning left is also chaotic as much of the traffic from confederation building lines Higgins Line. These are issues that are currently there, without the amount of potential additional traffic from the proposal.

You state that the traffic you have indicated is below the threshold triggering a traffic assessment by the City, which is 100 vehicles. A full assessment is vital considering the proposed traffic, the nature of the narrow winding Turn, the number of children in the area, being on a Metrobus route with stops of the Turn, and the lack of parking for residents who may require a vehicle be parked on the side of the road for even short periods. The dangers of the Turn will be exacerbated.

These are my initial thoughts. Thank you for your time and consideration.

[redacted]

From: [redacted]>
Sent: February 21, 2025 2:26 PM
To[redacted]
Subject: Proposed Portugal Cove Place development

Good day [redacted],

I am in writing in regard to the proposed housing development on Portugal Cove Place.

While I am not averse to the development in principle, I do have concerns regarding its impact and suggestions for consideration.

1. The housing units proposed is 178 units, which includes 6 apartment buildings. This is a significant change from the makeup of this residential neighbourhood.

2. The traffic generated, as suggested by the flyer you have provided, seems to be very conservative. In 178 units you can expect somewhere between 178 and 250 additional vehicles. The majority of these will be using the Bells Turn/Higgins Line intersection which will significantly impact the area. In consideration for the traffic change I spent two, one-hour periods counting vehicles at this intersection, in the high traffic time of 8:30 - 9:30 am, on a weekday. The count was approximately 300 and 260 movements. This development would greatly increase the number of movements through this intersection.

The Bells Turn/Higgins Line intersection is high traffic with a majority of cars turning left towards Portugal Cove Road. These cars have to cross four lanes and a turning lane. This is a high-risk intersection. If this development is to go forward there are several suggestions that I believe need to be considered, especially regarding traffic safety.

1. The pole at the intersection of Bells Turn/ Higgins Line is an obstacle to safety. It creates a blind spot for vehicles turning left on Higgins Line. Vehicles travelling from Portugal Cove Road are on a bend in the road and the pole makes it difficult to always see approaching cars. This pole should be moved to create better visual safety.

2. Parking on the south side of Bells Turn is a danger. At present there is parking on the south side of the road all the way throughout the "S Turn" double bend in the road. Cars travelling north verve into oncoming traffic, which is blind because of the double bend in the road. Vehicles travelling at 50 KM/Hour, in both directions, and using a very narrow roadway on an S Turn is dangerous. By eliminating the parking on the south side of the road vehicular traffic safety will be greatly enhanced.

3. Placing speed bumps in two places will have positive impact on speed control and safety. If a speed bump was installed at half-way point of the double turn, on Bells Turn, traffic management would be enhanced. As well, cars often travel very fast once they have pass Hunt's Lane. By installing and speed bump between Hunt's Lane and Gilmore Street, traffic management safety will be enhanced.

4. The STOP signs at both Hunt's Lane and Gilmore street are not strictly adhered to. This poses a danger. With increased traffic this will be problematic. The need to increase STOP sign compliance through road construction updates, would enhance safety for vehicles and pedestrians.

5. Bus Stops and mailboxes. There are two bus stops at the corner of Bells Turn/Higgins Line, within a very short distance. The Bus Stop going north on Bells Turn is a risk to traffic as the cars verve into the oncoming to go around stopped buses. This combined with having the residential mailboxes at the same location causes congestion and safety issues as car pull around the traffic. This is problematic of pedestrians as well.

There needs to be more consideration go into the implications for the neighbour and traffic, vehicle and pedestrian. I strongly recommend a traffic assessment for the whole neighbourhood not just the entrances for the new development and more consultation with the residents.

Kind regards,

[redacted]

From [redacted]
Sent: February 24, 2025 3:24 PM
To: [redacted]>
Subject: Re: Portugal Cove Place

[redacted]

Thanks for answering my questions.... it seems it's all good and fair. I'm interested in the location and can't wait to go and have a look.

The reason I asked about your demolishing the duplex on Old Topsail Road was this! Many yeas ago I thought it was Gibraltar Homes who bought this terrible falling-apart old house on Old Topsail Road. When it was being demolished, we and the neighbours stood around and watched and cheered! It was sooo good to get rid of this eye-sore. The fellow from Gibraltar turned to the cheering neighbours and said..."I've just increased the value of your homes right up to the top of the market!" And he had and it was a great day:) So that's the reason for the question!!:)

Anyhow - again thank you for answers and I look forward to new homes going up over the summer, I expect.

Cheers,

[redacted]

PORTUGAL COVE PLACE

RESIDENTIAL DEVELOPMENT PROPOSAL

FINE HOMES BY GIBRALTAR

WHY WE ARE CONTACTING YOU

Gibraltar is proposing to develop the land at 358 and 376 Portugal Cove Place for residential development. The type of housing will consist of single-family attached housing and multifamily low-rise buildings intended meet the needs of the residents of St. John's during a time of housing shortage and rising residential costs.

PROPOSED HOUSING DEVELOPMENT



Gibraltar proposes to construct senior's housing facing Portugal Cove Place consisting of six semi-detached buildings (shown to the right) and one triplex townhome. On-site parking will be provided for each home.

Behind the seniors housing, Gibraltar is proposing a cluster development consisting of eight multi-family, low-rise apartment buildings ranging in size from 8 to 23 units (see pictures below). Local access roads will connect on-site parking areas to two accesses to Portugal Cove Place.

Parking for vehicle and bicycles will meet and exceed City standards. Sidewalks throughout the site will connect to Portugal Cove Place.



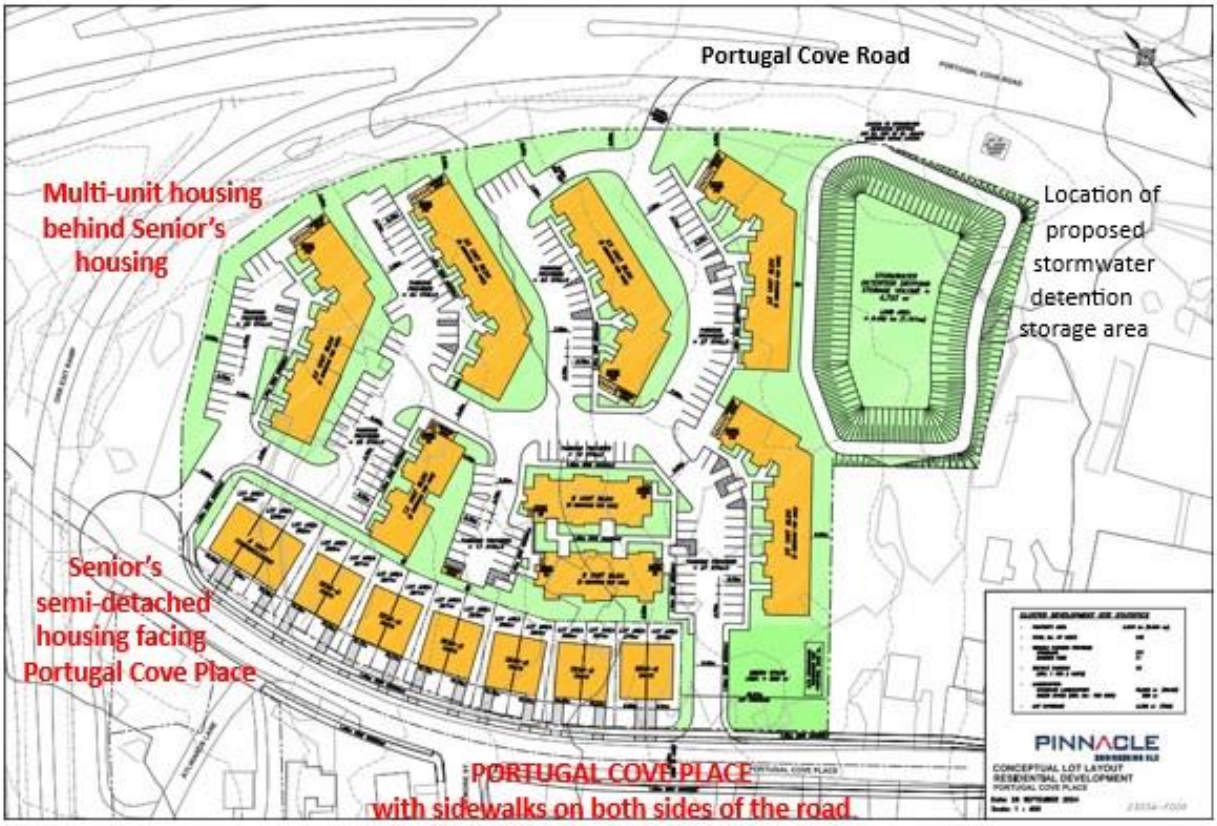


UPGRADES TO PORTUGAL COVE PLACE

Upgrades to Portugal Cove Place are proposed, including a sidewalk on both sides of the road from Hunt's Lane to Aylward's Lane on the west side, and on the east side as far as the cul-de-sac bulb. This will provide a complete sidewalk connections to transit stops on Hunt's Lane and Higgins Line.

DESCRIPTION OF THE SITE

The map below shows the location of the site and the general layout of the proposed residential structures, the internal road system, parking areas, and stormwater detention storage area.



TRANSPORTATION IMPACT ASSESSMENT

Access to and from the site will likely be through the intersection of Higgins Line and Bell's Turn. For vehicles exiting Bell's Turn, there is a stop sign and separate left and right turn lanes. For vehicles turning left from Higgins Line, there is median left turn lane. Estimates of peak hour trip generation indicate that on a typical weekday, 64 vehicle trips may be generated in the morning (16 trips entering/48 trips exiting) and 82 vehicle trips in the afternoon (51 trips entering /31 trips exiting). This is below the threshold triggering a traffic assessment by the City, which is 100 vehicle trips.

HOW TO PROVIDE YOUR COMMENTS AND FEEDBACK

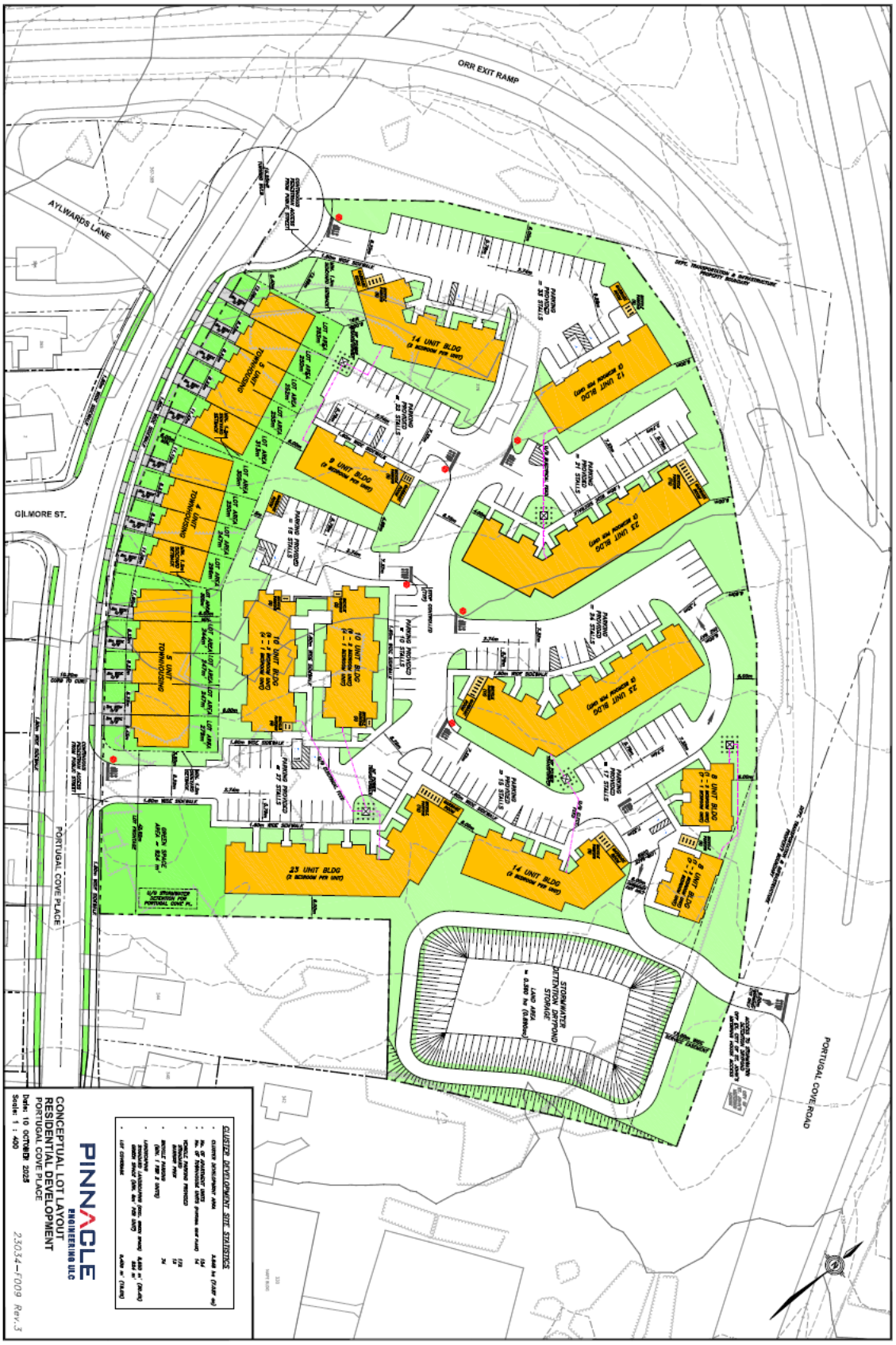
Mail: Gibraltar Fine Homes, 33 Pippy Pl Suite 103, St. John's, NL A1B 3X2

Email: keith@finehomesbygibraltar.com

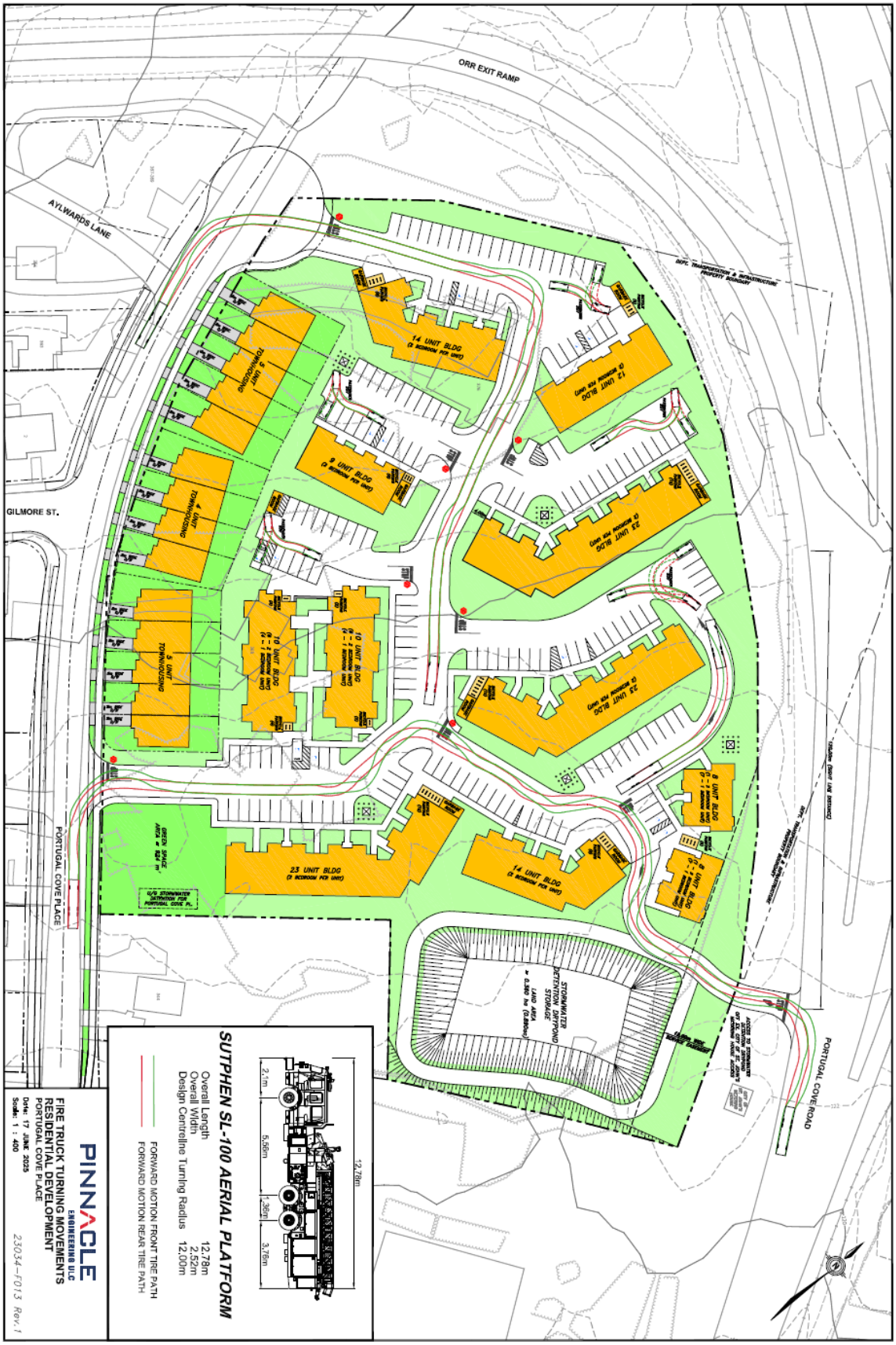
DEADLINE: February 21, 2025

Please note that more detailed drawings and information will be available once an application is made and reviewed with the City of St. John's and further public consultations will be undertaken at that time.

APPENDIX C – CONCEPT PLAN



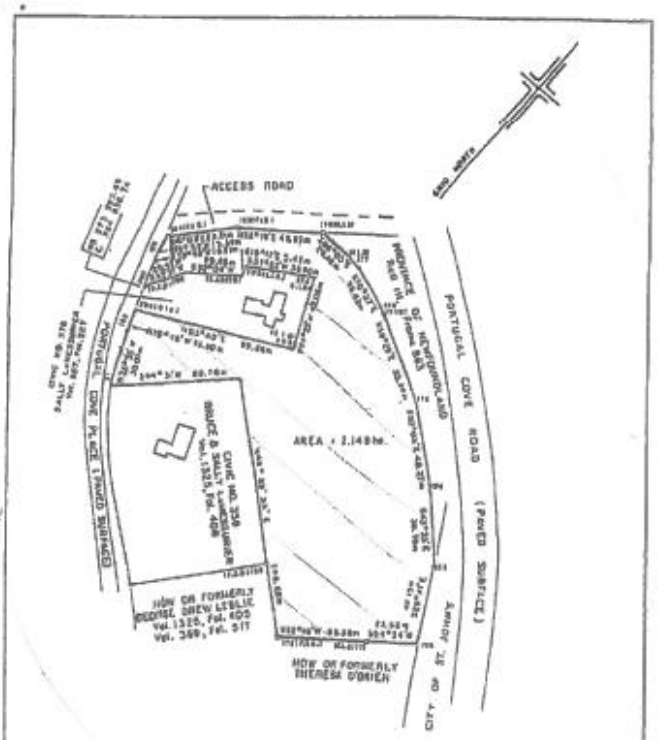
APPENDIX D - ACCESS/EGRESS & FIRE TRUCK MODELLING



APPENDIX E – LEGAL SURVEYS OF SITE

4 1 4 9 2 8 3 4

358 Portugal Cove Pl (1/3)
(Vacant Land portion - approx 5.31 acres)



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MB 272 134.918 E 325 909.264 — 5002273
MB 271 920.803 E 326 870.100 — 5002274

All linear measurements are horizontal ground distances.

For the computation of coordinates, horizontal ground distances have been reduced to the NAD. 3° M T M Projection plane by multiplying them by an average combined scale factor of 0.999894

Peter M. Brown NEWFOUNDLAND LAND SURVEYOR PROVINCE OF NEWFOUNDLAND

BROWN SURVEYS & ENGINEERING
Professional Surveying and Engineering Services
Telephone: (709) 726-1040 Telecopier (709) 726-4041

LEGAL SURVEY
SALLY LeMESSURIER
PORTUGAL COVE PLACE ST. JOHN'S

SCALE: 1:2000	DATE: 1994 12 12
JOB NO: 9499	SURVEY: C.D., S.W.

THIS DEED OF ASSENT AND CONVEYANCE made at St. John's in the Province of Newfoundland and Labrador, this 14 day of March, 2018.

BETWEEN: **JASON LEMESSURIER** of the City of St. John's, in the Province of Newfoundland and Labrador, as Executor of the Last Will and Testament of the late **Sarah Louise LeMessurier**, late of the City of St. John's, aforesaid, deceased,

(hereinafter called the "Grantor")

of the first part

AND: **JASON LEMESSURIER** of the City of St. John's, in the Province of Newfoundland and Labrador,

(hereinafter called the "Grantee")

of the second part

WHEREAS the late Sarah Louise LeMessurier was the owner of **ALL THOSE** pieces or parcels of land more particularly described in Schedules "A", "B" and "C" annexed hereto;

AND WHEREAS the said Sarah Louise LeMessurier died on or about the 26th day of September, 2017.

AND WHEREAS Letters of Probate of the Estate of the late Sarah Louise LeMessurier, deceased, were granted by the Supreme Court of Newfoundland and Labrador on the 28th day of December, 2017 to Jason LeMessurier and entered on the 28th day of December, 2017, as Estate

No. 201701E16630;

AND WHEREAS by her Last Will and Testament the said Sarah Louise LeMessurier did devise and bequeath certain pieces or parcels of land as follows:

"I give, devise and bequeath the following real property, including any structures thereon, to my son, Jason LeMessurier, to be his absolutely and forever:

i) The residence and real property situated at 358 Portugal Cove Place, in the City of St. John's, aforesaid, which is my current residence, together with the contents therein;

ii) The residence and real property situated at 376 Portugal Cove Place, in the City of St. John's, aforesaid, which previously belonged to my late parents, together with the contents therein; and

iii) The real property bequeathed to me by my late parents, comprised of 2.184 hectares situated between Portugal Cove Place, aforesaid, and Portugal Cove Road, aforesaid."

NOW THEREFORE I, Jason LeMessurier, as Executor of the Last Will and Testament of Sarah Louise LeMessurier, deceased hereby assents to the devise and bequest aforesaid and pursuant thereto transfer, convey and sell unto the said Grantee **ALL THOSE** pieces or parcels of land being hereinafter more particularly described in Schedules "A", "B" and "C" annexed hereto and being Civic No. 358 Portugal Cove Place, in the City of St. John's, in the Province of Newfoundland and Labrador, Civic No. 376 Portugal Cove Place, in the City of St. John's,

aforesaid, and Portugal Cove Place, in the City of St. John's, aforesaid, which Schedules form part and parcel of these presents, **TOGETHER WITH** all buildings and erections thereon **TO HOLD** the same unto the Grantee absolutely and forever.

IN WITNESS WHEREOF the parties hereto have hereunto subscribed their hands and seals the day and year first before written.

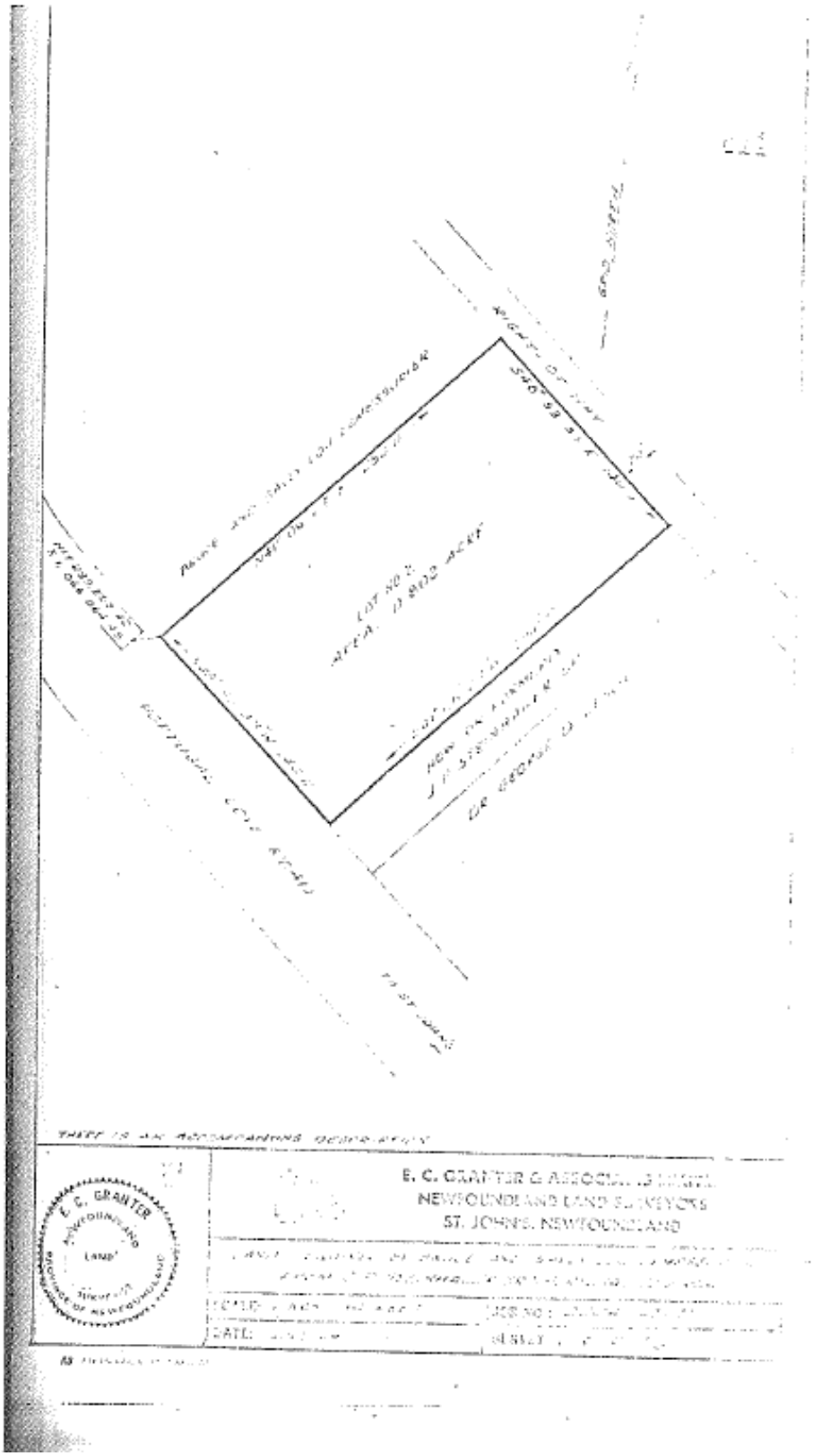
SIGNED, SEALED AND DELIVERED
in the presence of:

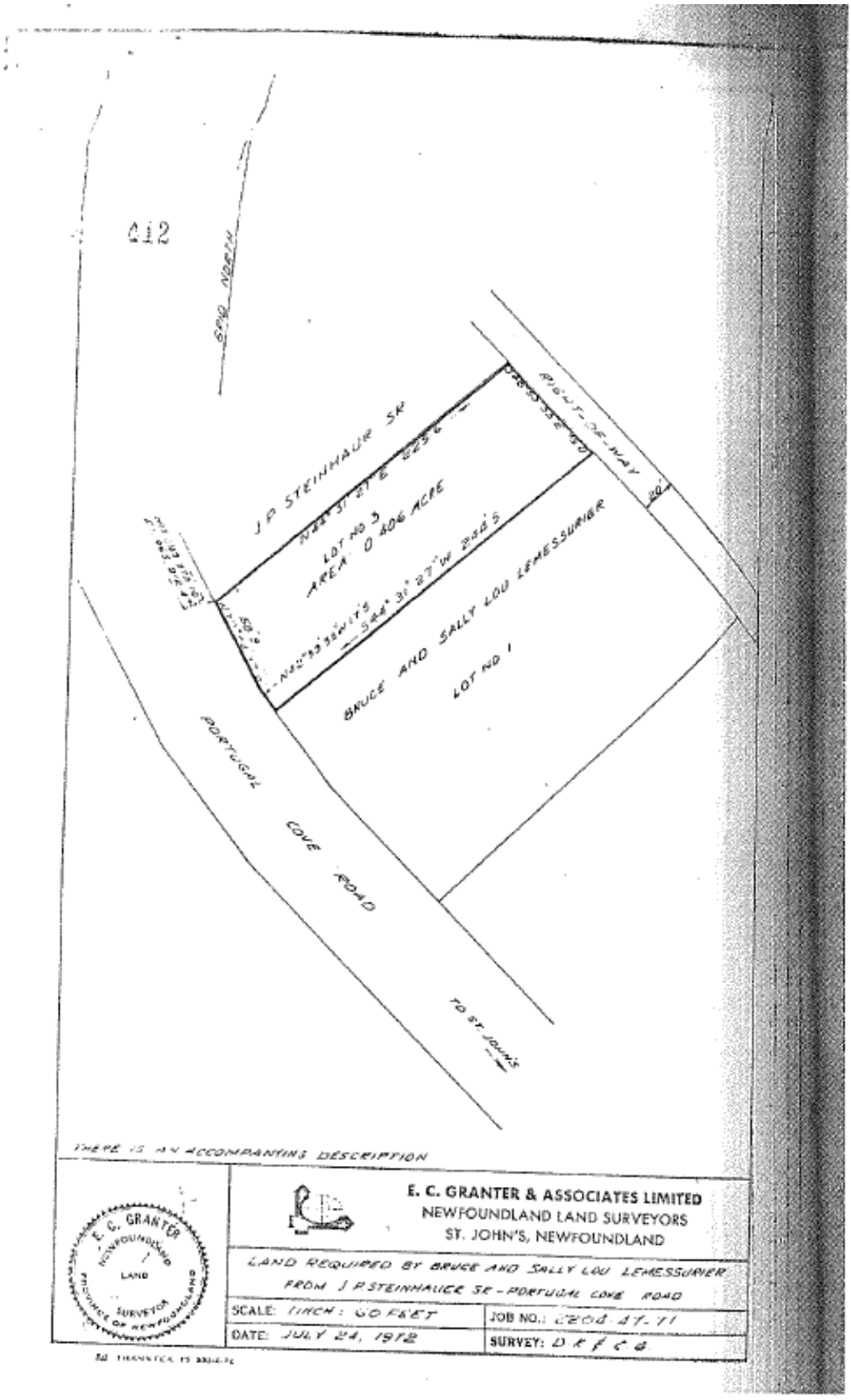
JOHN B. FRENCH
A Barrister of the Supreme
Court of Newfoundland and Labrador

Jason LeMessurier, Executor of the Last Will and Testament of Sarah Louise LeMessurier, deceased

SCHEDULE "A"

ALL THAT piece or parcel of land situate and being on the north side of Portugal Cove Road, in the City of St. John's, in the Province of Newfoundland and Labrador, and being bounded and abutted as follows: THAT IS TO SAY beginning at a point on the North side of Portugal Cove Road, said point having co-ordinates N 17,299,809.42 feet and E 1,066,064.45 feet of the Modified three-degree Transverse Mercator Projection for the Province of Newfoundland and Labrador, thence by land of Bruce and Sally Lou LeMessurier north forty-one degrees six minutes twenty-seven seconds east two hundred and fifty decimal zero (250.0) feet; thence by a right-of-way (20 feet wide) south forty-eight degrees fifty-three minutes thirty-three seconds east one hundred and forty decimal zero (140.0) feet; thence by land now or formerly J. P. Steinhauer, Sr., south forty-one degrees six minutes twenty-seven seconds west two hundred and fifty decimal zero (250.0) feet; thence along the north side of Portugal Cove Road north forty-eight degrees fifty-three minutes thirty-three seconds west one hundred and forty decimal zero (140.0) feet more or less to the point of beginning AND CONTAINING an area of zero decimal eight zero two (0.802) acre. Which land is more particularly shown on a plan No. 2204-47-71 herein attached. All bearings being referred to the above Projection, TOGETHER WITH a right of way (in common with the Vendor and all other persons who may have or hereafter may have a like right) at all times and for all purposes in connection with the use of the land hereby conveyed over the passage way or right of way being twenty (20) feet in width and being adjacent and adjoining the northeastern boundary of the hereinbefore described piece or parcel of land which said right of way is more clearly shown on the said plan No. 2204-47-71 annexed hereto, AND SECONDLY ALL THAT piece or parcel of land situate and being on the north side of Portugal Cove Road, in the City of St. John's, in the Province of Newfoundland and Labrador, being bounded and abutted as follows, THAT IS TO SAY beginning at a point on the north side of Portugal Cove Road, said point having co-ordinates N 17,299,975.10 feet and E 1,065,912.47 feet of the Modified three degree Transverse Mercator Projection for the Province of Newfoundland and Labrador, thence by land of J. P. Steinhauer Sr. north forty-four degrees thirty-one minutes twenty-seven seconds east two hundred and twenty-five decimal six (225.6) feet, thence by a right of way (20 feet wide) south forty-eight degrees fifty-three minutes thirty-three seconds east seventy-five decimal zero (75.0) feet, thence by land of Bruce and Sally Lou LeMessurier south forty-four degrees thirty-one minutes twenty-seven seconds west two hundred and forty-four decimal five (244.5) feet, thence along the north side of Portugal Cove Road north forty-two degrees thirty-nine minutes thirty-three seconds west seventeen decimal five (17.5) feet, north thirty-two degrees four minutes thirty-seven seconds west fifty-eight decimal nine (58.9) feet more or less to the point of beginning AND CONTAINING an area of zero decimal four zero six (0.406) acres. Which land is more particularly shown on plan No. 2204-47-71 hereto attached. All bearings being referred to the above Projection. TOGETHER WITH a right of way (in common with the Vendor and all other persons who may have or hereafter may have a like right) at all times and for all purposes in connection with the use of the land hereby conveyed over the passage way or right of way being twenty (20) feet in width and being adjacent and adjoining the northeastern boundary of the hereinbefore described piece or parcel of land which said right of way is more clearly shown on the said plan No. 2204-47-71 annexed hereto.


LOT NO 3
AREA 13802 ACRE
E. C. GRANTER & ASSOCIATES LIMITED
NEWFOUNDLAND LAND SURVEYORS
ST. JOHNS, NEWFOUNDLAND
E. C. GRANTER
NEWFOUNDLAND
LAND


412
GRID NORTH
J P STEINHAUER SR
LOT NO 3
AREA 0.406 ACRE
BRUCE AND SALLY LOU LEMESSURIER
LOT NO 1
RIGHT-OF-WAY
PORTUGAL COVE ROAD
TO ST JOHN'S
THERE IS AN ACCOMPANYING DESCRIPTION
E. C. GRANTER
NEWFOUNDLAND
LAND
SURVEYOR
PROVINCE OF NEWFOUNDLAND
E. C. GRANTER & ASSOCIATES LIMITED
NEWFOUNDLAND LAND SURVEYORS
ST. JOHN'S, NEWFOUNDLAND
LAND REQUIRED BY BRUCE AND SALLY LOU LEMESSURIER
FROM J P STEINHAUER SR - PORTUGAL COVE ROAD
SCALE: 1 INCH = 60 FEET
JOB NO.: C208-47-11
DATE: JULY 24, 1972
SURVEY: D R F C B

4 1 4 9 2 8 3 5

Schedule "B"

December 12, 1994

Job No. 5499-1

DESCRIPTION

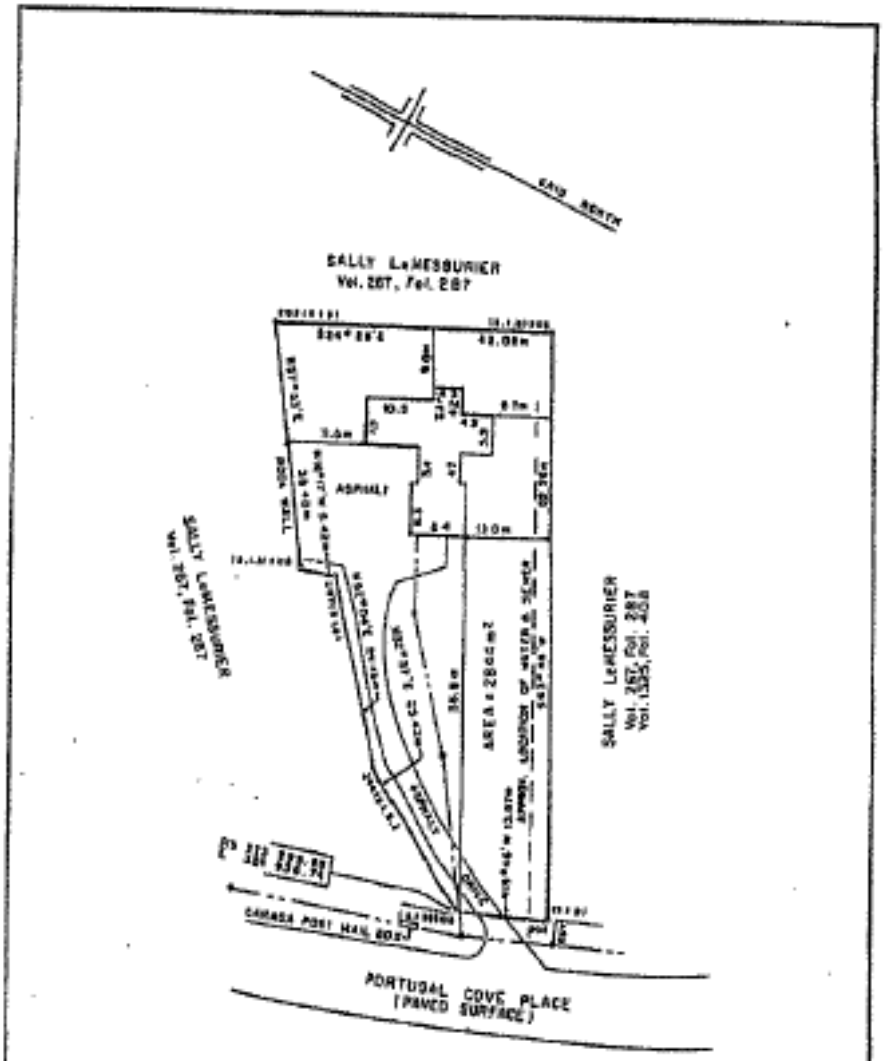
CIVIC NO. 376 PORTUGAL COVE PLACE

ST. JOHN'S, NF

ALL THAT piece or parcel of land, situate and being on the east side of Portugal Cove Place, in the City of St. John's, in the Province of Newfoundland, Canada, and being bounded and abutted as follows: THAT IS TO SAY, beginning at a point on the eastern side of Portugal Cove Place, said point having coordinates N 5 273 295.69 metres and E 324 938.74 metres of the Three Degree Modified Transverse Mercator Projection for the Province of Newfoundland, Canada, THENCE by property of Sally LeMessurier N 32°37' E for a distance of 25.42 metres, THENCE N 52°04' E for a distance of 29.48 metres, THENCE N 16°17' W for a distance of 5.42 metres, THENCE N 57°53' E for a distance of 38.40 metres, THENCE S 24°25' E for a distance of 42.08 metres, THENCE S 63°48' W for a distance of 89.96 metres, THENCE along the eastern side of Portugal Cove Place N 19°46' W for a distance of 13.67 metres, more or less to the point of beginning and containing an area of 2844 square metres. Which land is more particularly shown on the plan hereto attached. All bearings being referred to the above mentioned projection. All linear measurements are horizontal ground distances.

This description and accompanying plan, Job # 5499 -1 of Brown Surveys & Engineering, form an integral part of the returns and are not separable.

Brown Surveys & Engineering



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CONTROL MONUMENT	△
FOUND IRON BAR	●
SET IRON BAR	●
POLE OR LIGHT STANDARD	✱
PROPERTY DEALT WITH	▬▬▬
FENCE LINES	—x—x—
POWER - TELEPHONE LINE	——·——·——
EASEMENT	— — — —
HEDGE	—ıı—ıı—

Monuments used for Control: Zone 1: NAD - 83

MONUMENT N 878 134.010 E 333 604.294
MONUMENT N 877 928.803 E 334 070.185

All linear measurements are horizontal ground distances.

For the computation of coordinates, horizontal ground distances have been reduced to the NAD. 27 M. T. M. Projection Plane by multiplying them by an average combined scale factor of 0.999504

This Plan Certifies The Information Shown As Of 1994 12 12 And Only Of That Date.

All Elevations Shown Are Metric CD.

This Is Page 3 of 3 For The Real Property Report.

Surveyed By : Brown Surveys & Engineering Ltd.

Peter M. Brown NEWFOUNDLAND LAND SURVEYOR PROVINCE OF NEWFOUNDLAND

BROWN SURVEYS & ENGINEERING

Professional Surveying and Engineering Services

Telephone: (709) 726-1040 Telecopier: (709) 726-1041

LEGAL SURVEY & REAL PROPERTY REPORT

SALLY LeMESSURIER

376 PORTUGAL COVE PLACE ST. JOHN'S

SCALE: 1 : 250	DATE: 1994 12 12
JOB NO: 5499-1	SURVEY: C.D., S.W.

December 12, 1994

Job No. 5499

DESCRIPTION

PROPERTY OF SALLY LeMESSURIER

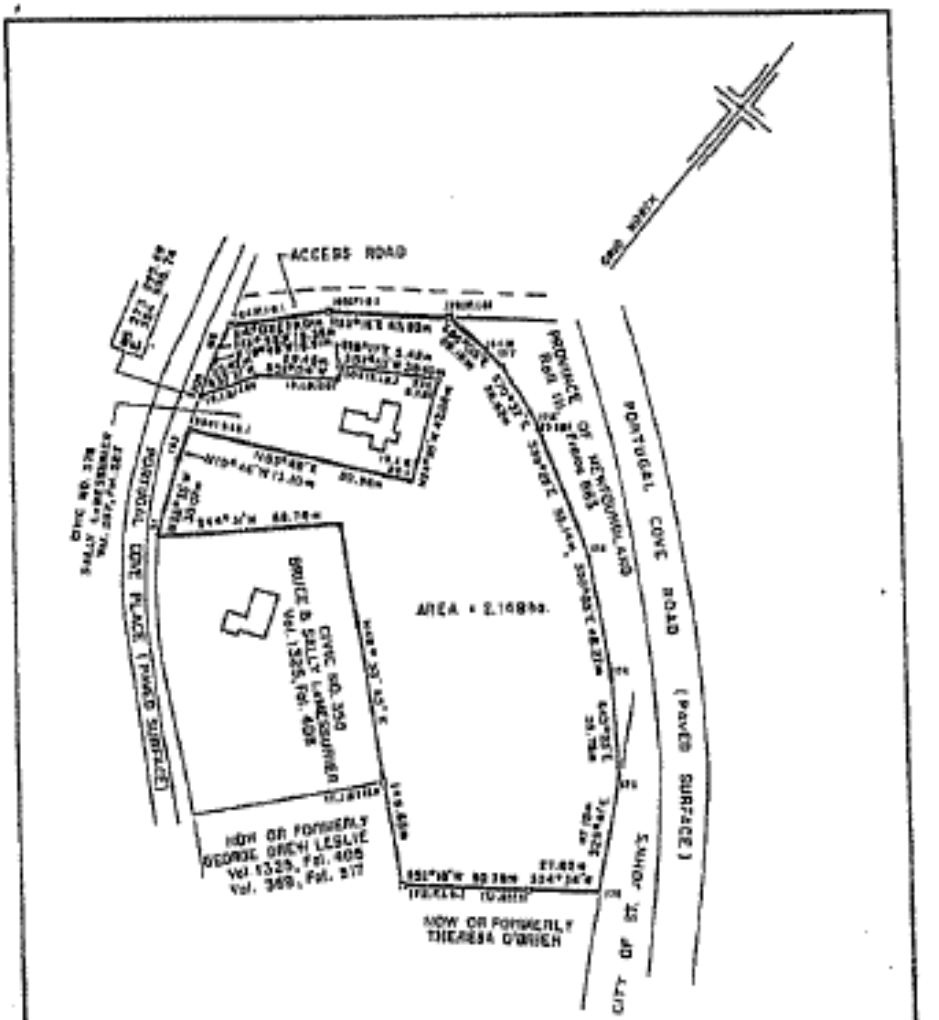
PORTUGAL COVE PLACE

ST. JOHN'S, NF

ALL THAT place or parcel of land, situate and being on the east side of Portugal Cove Place, in the City of St. John's, in the Province of Newfoundland, Canada, and being bounded and abutted as follows: THAT IS TO SAY, beginning at a point on the eastern side of Portugal Cove Place, said point having coordinates N 5 273 295.69 metres and E 324 938.74 metres of the Three Degree Modified Transverse Mercator Projection for the Province of Newfoundland, Canada, THENCE along the eastern side of Portugal Cove Place N 19°46' W for a distance of 16.91 metres, THENCE N 15°32' W for a distance of 13.39 metres, THENCE along the southern side of an Access Road N 41°03' E for a distance of 39.01 metres, THENCE N 53°16' E for a distance of 47.93 metres,THENCE by property of the Province of Newfoundland S 86°05' E for a distance of 29.18 metres, THENCE S 70°37' E for a distance of 28.62 metres, THENCE S 59°29' E for a distance of 55.14 metres, THENCE S 50°03' E for a distance of 48.27 metres, THENCE S 43°23' E for a distance of 39.78 metres, THENCE by property of the City of St. John's S 29°41' E for a distance of 47.15 metres, THENCE by property now or formerly Theresa O'Brien S 54°34' W for a distance of 27.62 metres, THENCE S 52°16' W for a distance of 50.38 metres, THENCE by property now or formerly George Drew Leslie and by property of Bruce and Sally LeMessurier N 48°53'33" W for a distance of 148.65 metres, THENCE by property of Bruce and Sally LeMessurier S 44°31' W for a distance of 68.76 metres, THENCE along the eastern side of Portugal Cove Place N 28°35' W for a distance of 30.07 metres, THENCE N 19°46' W for a distance of 13.10 metres, THENCE by property of Sally LeMessurier N 63°48' E for a distance of 89.96 metres, THENCE N 24°25' W for a distance of 42.08 metres, THENCE S 57°53' W for a distance of 38.40 metres, THENCE S 16°17' E for a distance of 5.42 metres, THENCE S 52°04' W for

a distance of 29.48 metres, THENCE S 32°37' W for a distance of 25.42 metres, more or less to the point of beginning and containing an area of 2.148 hectares. Which land is more particularly shown on the plan hereto attached. All bearings being referred to the above mentioned projection. All linear measurements are horizontal ground distances.

This description and accompanying plan, Job # 5499 of Brown Surveys & Engineering, form an integral part of the returns and are not separable.



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Monuments used for tie-in, Zone 5 NAD - 83 — 8002273 N 5 272 134.818 E 325 609.354 — 8002274 N 5 271 920.003 E 325 670.160

All linear measurements are horizontal ground distances.

For the computation of coordinates, horizontal ground distances have been reduced to the UTM, 3° M T M Projection plane by multiplying them by an average combined scale factor of 0.999594

Peter M. Brown — Newfoundland Land Surveyor — Province of Newfoundland

BROWN SURVEYS & ENGINEERING

Professional Surveying and Engineering Services

Telephone: (709) 726-1040 Telecopier: (709) 726-1041

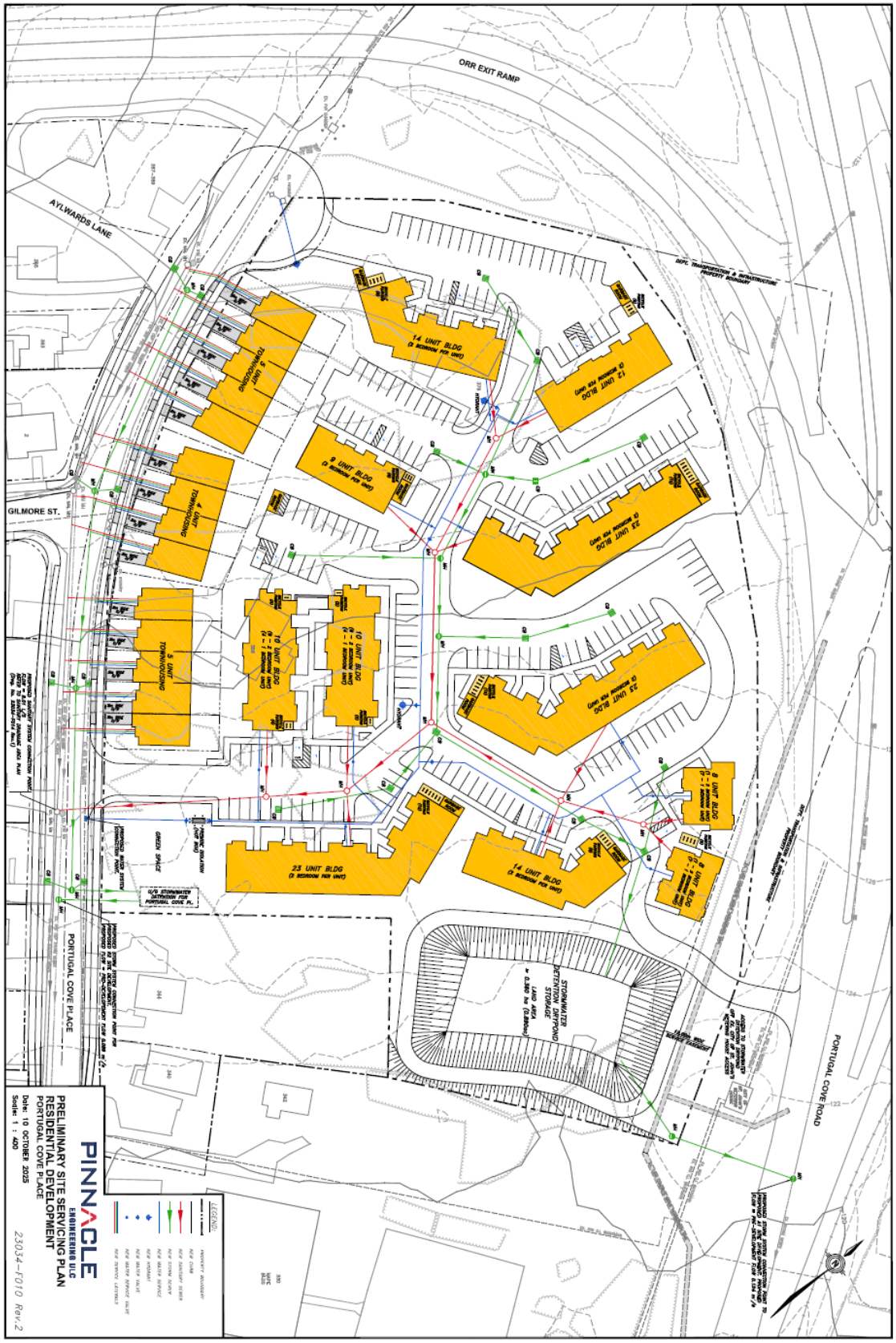
LEGAL SURVEY

SALLY LeMESSURIER

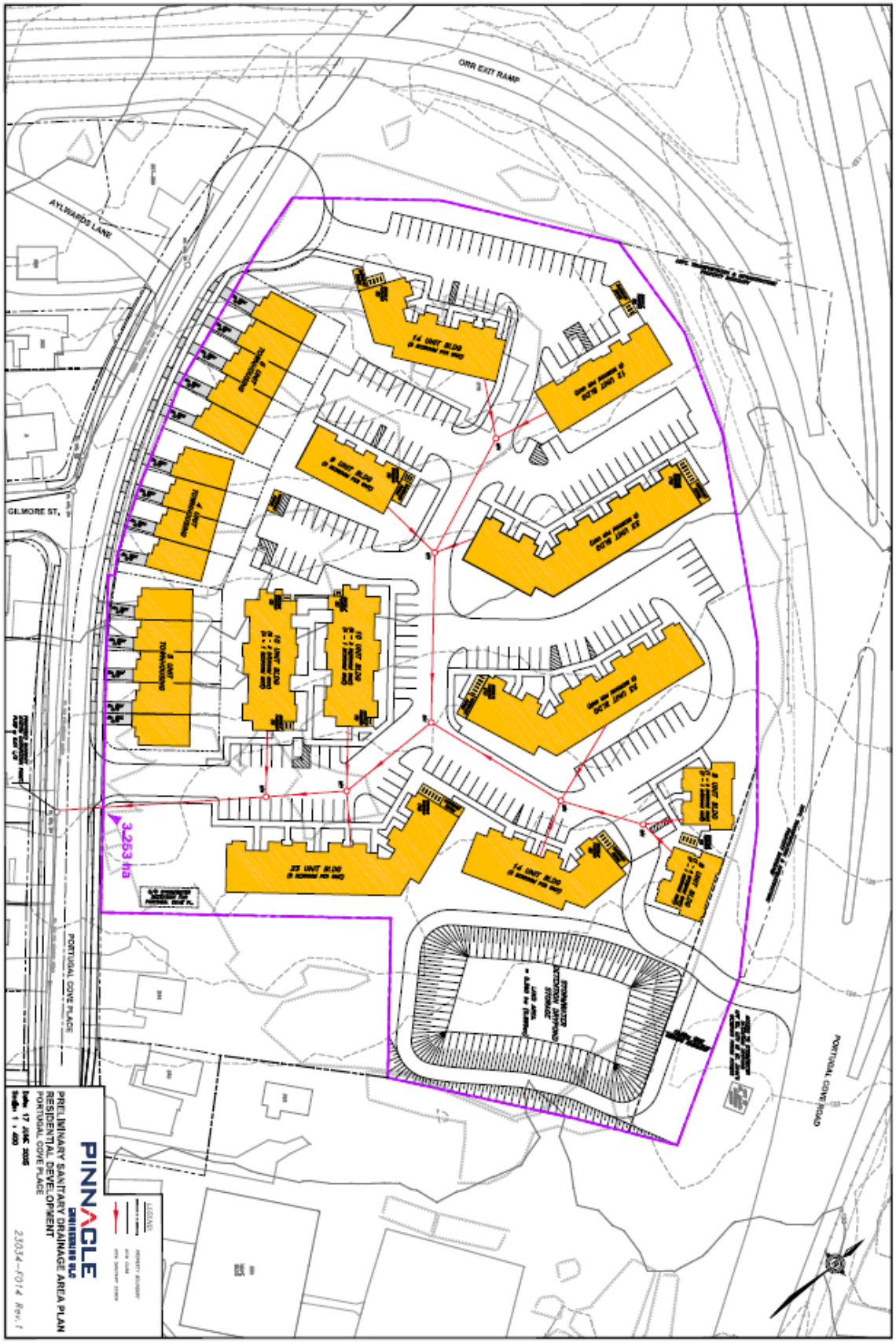
PORTUGAL COVE PLACE ST. JOHN'S

SCALE: 1:2000	DATE: 1994 12 12
JOB NO: 5499	SURVEY: G.D., S.W.

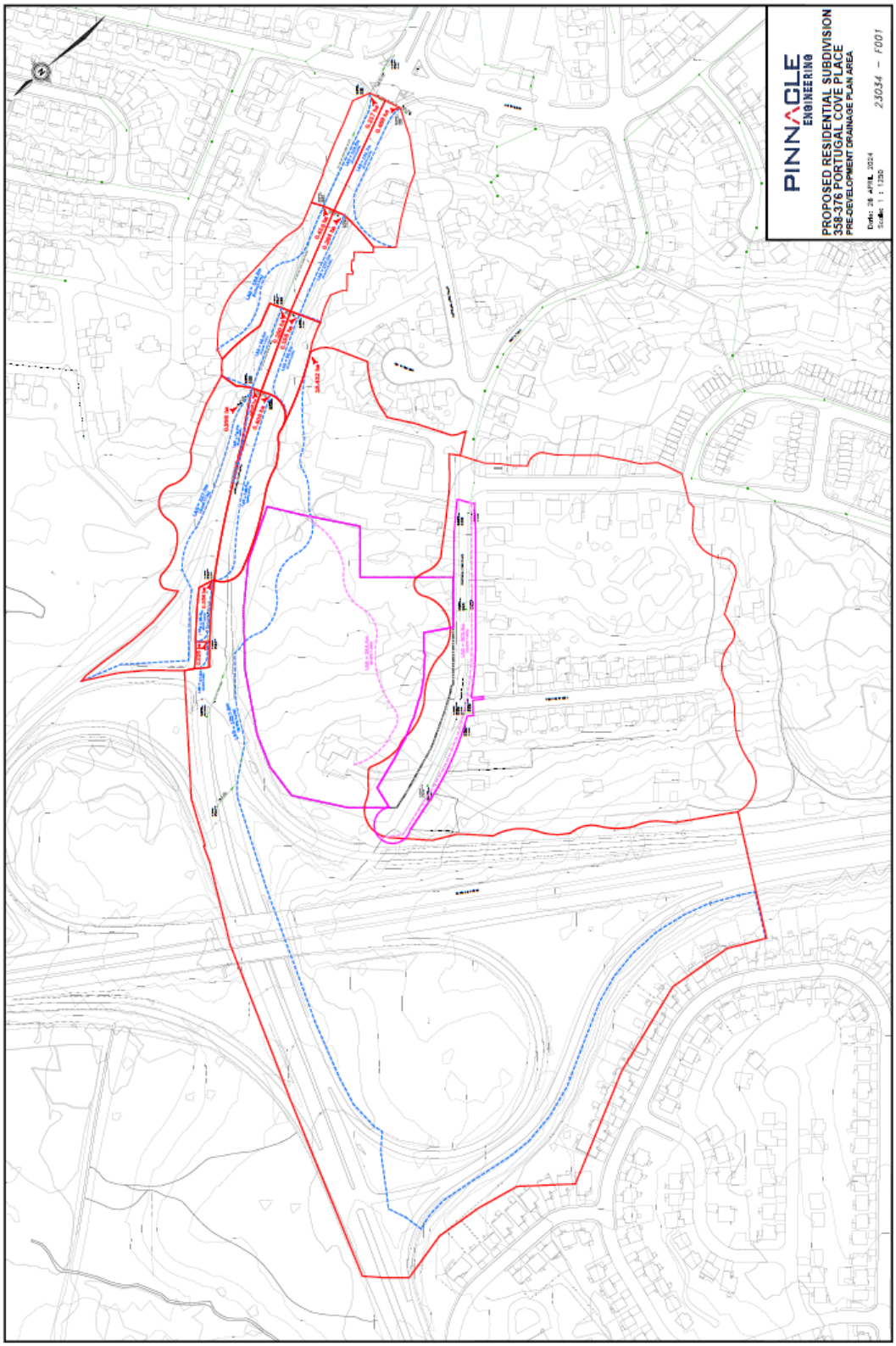
APPENDIX F- SITE SERVICES



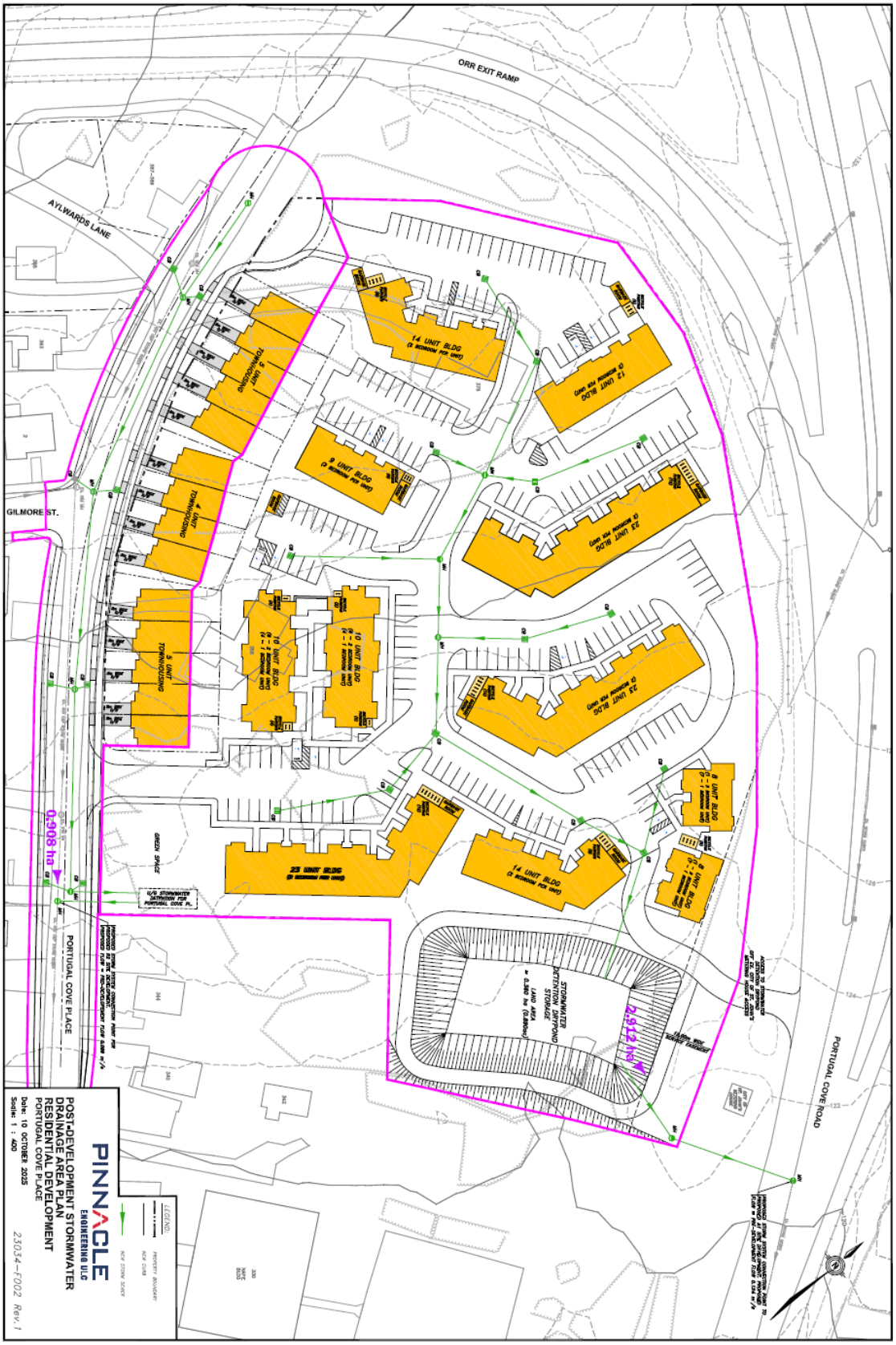
APPENDIX G-SANITARY DRAINAGE AREA PLAN



APPENDIX H-PRE-DEVELOPMENT STORMWATER DRAINAGE AREA PLAN



APPENDIX I-POST-DEVELOPMENT STORMWATER DRAINAGE/AREA PLAN



APPENDIX J-SANITARY CALCULATIONS

PN 23034
Description: Sanitary Sewer Analysis
Sanitary Drainage Area Plan:
Rev: 1

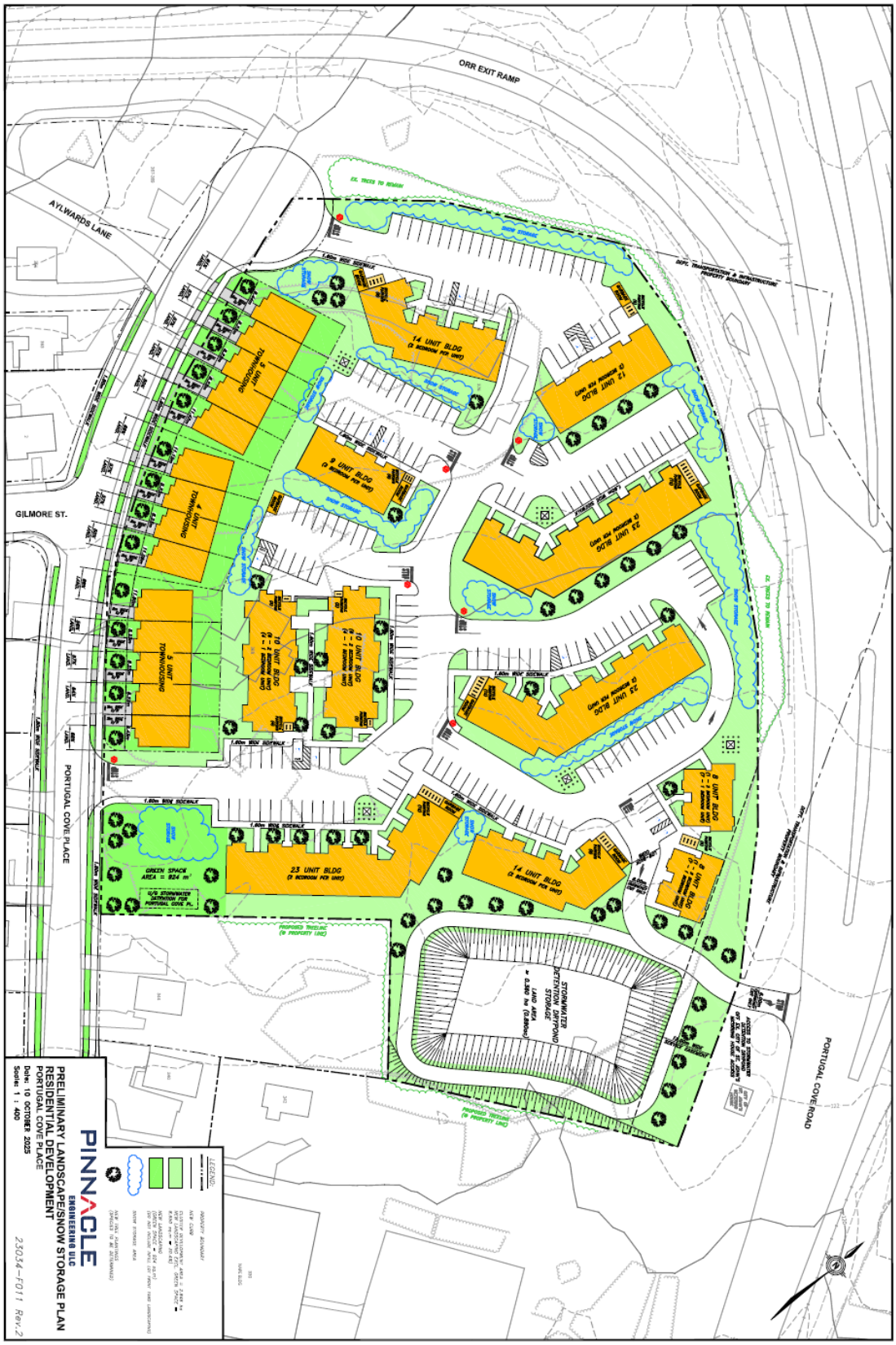
Average Residential Population Density 140 people/ha
Unit of Manhole Inflow in Sag Location, S 0.40 l/s
Inflow and Infiltration Allowanace, I 0.30 l/s

PINNACLE ENGINEERING

Peak Design Flows & Sanitary Sewer Main Design

Location/Zoning				Peak Design Flows							Sanitary Sewer Main Design									
LOCATION	FROM	TO	Land Use	Tributary Area	Total Area	Design Population	Peaking Factor	Average Daily per Capita Domestic Flow	No. of Manholes in Sag Location	Peak Design Flow	LENGTH	SLOPE	PIPE DIAMETER	CROSS-SECTIONAL AREA	WETTED PERIMETER	HYDRAULIC RADIUS	PIPE CAPACITY	CAPACITY AVAILABLE	FULL VELOCITY
				A		P	M	q	N	Qs		S		A	P	R	Qc		
				(ha)	(ha)	(1/1000)		(l/cap/d)	(/ls)	(l/s)	(m)	(m/m)	(mm)	(m^2)	(m)	(m)	(l/s)	(%)	(m/s)
Civic 358-376	MH Ex. MH	MH Ex. MH	Res	3.25	3.25	0.5	3.99	380.00	0	**8.01**	29.5	0.0100	200	0.0314	0.628	0.050	32.5	75.3%	1.03

APPENDIX K- LANDSCAPING/SNOW STORAGE



APPENDIX L – TRANSPORTATION

358 PORTUGAL COVE PLACE
TRAFFIC IMPACT STUDY

SUBMITTED BY:
Harbourside Transportation Consultants
Suite 301, Terrace on the Square, 8 Rowan Street
P.O. Box 23169, RPO Churchill Square

Contact: Mark Stuckless
Email: mstuckless@harboursideengineering.ca
Phone: +1-709-579-6435
Date: 2025-Jul-9
File No. 252038

1	Site plan updated	F.Allaire	2025-07-09	M.Stuckless
0	Draft for client review	F.Allaire	2025-07-09	M.Stuckless
Rev #	**Reason for Issue**	**Reviewed by**	**Date**	**Issued by**

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APPENDIX B – Existing Operations Synchro Reports
APPENDIX C – Future Background Operations Synchro Reports
APPENDIX D – Future Total Operations Synchro Reports
APPENDIX E – Traffic Signal Warrants

1. INTRODUCTION

1.1. OVERVIEW

Harbourside Transportation Consultants has completed a transportation impact study (TIS), as required by the City of St. John's, relating to the development application for a proposed residential development on Portugal Cove Place in St. John's, NL.

1.2. SCOPE

The TIS generally follows the City of St. John's *Standard Terms of Reference – Transportation Assessment*[1]. The scope of the TIS includes:

- Assessment of the current traffic conditions within the study area,
- Estimates of background traffic growth,
- Estimates of traffic generated by the subject site,
- Assessment of the impact of future traffic on the study area road network, and
- Recommendations necessary to mitigate the impacts of site-generated traffic.

1.3. STUDY AREA

The subject site is located on Portugal Cove Place and encompasses Civic Nos. 358 and 376 Portugal Cove Place. There are two existing single-family homes on the site, which will be demolished as part of the redevelopment. The site context is shown in Figure 1. The study area includes the intersection of Higgins Line and Bell's Turn.

[1] *Standard Terms of Reference – Transportation Assessment*, City of St John's, June 2023.



Figure 1: Development Site Context

2. EXISTING TRANSPORTATION NETWORK

2.1. ROAD NETWORK

The roadways of interest within the study area include:

- **Portugal Cove Place:** is a local roadway with a two-lane cross section and a speed limit of 50 km/h. Portugal Cove Place runs northwest-southeast approximately parallel to Portugal Cove Road and consists of two cul-de-sac segments. The northern segment connects directly with Bell's Turn which continues and intersects with Higgins Line. The southern segment forms a stop-controlled t-intersection where the northern segment and Bell's Turn meet. There is sidewalk on both sides of Bell's Turn from Higgins Line to Brother McSheffrey Lane. Sidewalk continues along the east side of Bell's Turn and the northern segment of Portugal Cove Place and Bell's Turn between Brother McSheffrey Lane and Hunt's Lane. Sidewalk is located on the west side of the southern segment of Portugal Cove Place.

- **Portugal Cove Road**: is an arterial roadway that generally runs northwest-southeast adjacent to the site. Portugal Cove Road has a cross section that varies between four and five lanes, with two through lanes in each direction and intermittent median left turn lanes at intersections. Portugal Cove Road has a posted speed limit of 50 km/h with sidewalks on both sides south of the intersection with Higgins Line/Newfoundland Drive and with no sidewalk north of that intersection.
- **Higgins Line:** is an arterial roadway with a posted speed limit of 50 km/h that generally runs north-south between Portugal Cove Road and Allandale Road. Higgins Line has a five-lane cross section with two through lanes in each direction and a median left turn lane. Sidewalks are provided on both sides of Higgins Line. Great Eastern Avenue: a collector roadway that runs east-west between Kenmount Road and Ladysmith Drive. Great Eastern Avenue has a two-lane cross section with on-street parking lanes in both directions, and a posted speed limit of 50km/h. There are sidewalks on both sides of Great Eastern Avenue.

2.2. STUDY INTERSECTION

The intersection of Higgins Line and Bell's Turn is a 3-leg stop-controlled intersection. The northbound approach (Higgins Line) has two through lanes and a left turn lane storage lane. The southbound approach (Higgins Line) has a through lane and a shared through right lane. The eastbound approach (Bell's Turn) has one left turn lane and one right turn lane.

2.3. WALKING AND CYCLING

Sidewalks are provided on one or both sides of the local roadways between Hunt's Lane and Higgins Line. There are no marked crosswalks on Portugal Cove Place or Bell's Turn. There is a pedestrian path from the southern segment of Portugal Cove Place to the intersection of Portugal Cove Road and Higgins Line/Newfoundland Drive, however this pathway has sections with stairs, and appears to cross private property. There are controlled crosswalks at the signalized intersection of Portugal Cove Road and Higgins Line/Newfoundland Drive. There is no existing cycling infrastructure within the study area.

2.4. TRANSIT

Bell's Turn is serviced by three Metrobus routes:

- Route 9 – MUN | Torbay Road | Logy Bay Road
- Route 14 – Airport | Torbay Road | MUN
- Route 23 – Avalon | MUN | Stavanger

The nearest stop is located a Civic No. 4 Hunt's Lane (Bus Stop ID: 3400) less than 150 metres (2-minute walk) from the edge of the site.

Two additional routes can be accessed on Higgins Line:

- Route 1 – Village | Institutes
- Route 13 – Village | Institutes EXPRESS

The nearest stop on Higgins Line is located at the former Super 8 Hotel (Bus Stop ID: 1175) approximately 500 metres (7-minute walk) from the edge of the site.

3. TRAFFIC VOLUMES

Turning movement counts were collected at the study intersection using Miovision 'Scout' video data collection devices on Thursday, May 22nd, 2025. The turning movement count recorded traffic data during the morning peak period (6:30 and 9:30 AM), mid-day peak period (12:00 and 2:00 PM) and afternoon peak period (3:30 and 6:30 PM). Motor vehicles (classified as lights, mediums and articulated trucks), pedestrian and bicycle volumes were reported in 15-minute intervals. **Appendix A** contains the traffic count data.

Figure 2 illustrates the existing traffic volumes for the weekday morning (AM) and afternoon (PM) peak hour. The AM peak hour occurred between 8:00 and 9:00 AM and the PM peak hour occurred between 4:15 and 5:15 PM.

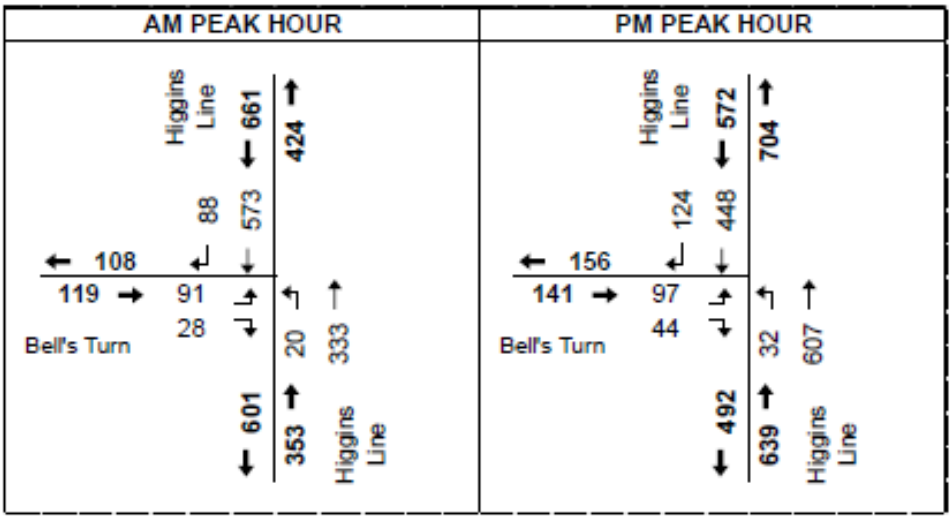


Figure 2: Existing Traffic Volumes

4. DEVELOPMENT CONCEPT

4.1. DEVELOPMENT DESCRIPTION

The residential development will consist of single-family attached housing (duplexes and townhouses) along the frontage on Portugal Cove Place and eight multifamily low-rise residential buildings. The development will include a total of 154 residential units, including 14 single-family attached units and 140 multifamily low-rise units (2-bedroom units). The proposed site development plan is shown in Figure 3.

Access to the single-family attached units along Portugal Cove Place will be provided through individual driveways. Access to the residential buildings is proposed through two driveways on Portugal Cove Place: one located at the southeast end of the site and one on the northwest end of the site in the cul-de-sac bulb. An additional emergency only egress point is proposed on Portugal Cove Road.

Parking for the multifamily units will be provided on site. 172 vehicle parking spaces (including 12 barrier free spaces) and 74 bicycle parking spaces are included on the subject site.

The proposed site plan includes upgrades to Portugal Cove Place including the installation of sidewalk on both sides of the roadway from Hunt's Lane to Aylward's Lane on the west side and from Hunt's Lane to the northern site access located in the cul-de-sac bulb on the east side. The proposed sidewalk will connect the development to existing sidewalk on Portugal Cove Place and provide a connection to transit stops on Hunt's Lane and Higgins Line. Sidewalk is also provided throughout the site with connections to Portugal Cove Place at both access points.



Figure 3: Site Plan

4.2. ACCESS SIGHT DISTANCE REVIEW

A sight distance review was completed for the site access points on Portugal Cove Place to confirm that the sight lines meet the minimum stopping and intersection sight distance requirements of the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads*[2].

4.2.1. Site Accesses on Portugal Cove Place

The minimum stopping and intersection sight distance requirements for accesses on Portugal Cove Place, a two-lane roadway with a design speed of 50 km/h are:

[2] *Geometric Design Guide for Canadian Roads*, Transportation Association of Canada, June 2017.

- Minimum stopping sight distance = 65 metres,
- Minimum intersection sight distance – left-turn from stop = 105 metres, and
- Minimum intersection sight distance – right-turn from stop = 95 metres.

The sight line south of the southern access (looking to the left) meets the minimum intersection sight distance for a right-turn of 95 meters. The sight line north of the southern access (looking to the right) meets the minimum intersection sight distance for a left turn of 105 meters. It is noted however that vehicles parked in the proposed townhouse driveways may intermittently reduce this line of sight which is not uncommon in residential developments. The minimum stopping sight distance can still be achieved with a vehicle parked in the closest driveway if the vehicle exiting the southern site access is positioned at the curb line, meaning vehicles may be required to advance onto the sidewalk to see beyond parked vehicles. The stopping sight distance of 65 meters is also met in both directions for vehicles travelling on Portugal Cove Place.

The northern access will be located off the cul-de-sac bulb. Sight lines will only be required in one direction - south of the northern access (looking to the left). Again, this line of sight will be intermittently restricted by vehicle parked in the proposed townhouse unit driveways. Without parked vehicles there will be approximately 65 metres of intersection sight distance and with parked vehicles the sight distance is reduced to approximately 45 metres. While the intersection sight distance will not meet the requirements for a speed of 50 km/h, speeds approaching the cul-de-sac can reasonably be assumed to be lower, and the volume of conflicting vehicles (i.e. vehicles continuing past the driveway to go around the cul-de-sac bulb) is anticipated to be very low. Without parked vehicles, stopping sight distance is available for vehicles approaching at 50 km/h. Given the location of this driveway, the speed reduction necessary for vehicles approaching the cul-de-sac bulb, and the anticipated very low volume of vehicles that would conflict with vehicles exiting the driveway, this is not a significant concern. A concealed intersection sign (WA-13R) could be considered but is not deemed necessary. General TAC guidance indicates that "concealed or unexpected intersection signs should not be used to warn of private driveways on entrances".

4.2.2. Emergency Access on Portugal Cove Road

It is expected that this will be a controlled (restricted) access that is not regularly used. That said, the minimum stopping and intersection sight distance requirements for the right turn from the emergency exit onto Portugal Cove Road based on a design speed of 80 km/h (posted speed limit + 10 km/h) are:

- Minimum stopping sight distance = 130 metres, and
- Minimum turning sight distance – right-turn from stop = 145 metres.

The sight line north of the access (looking to the left) toward vehicles on Portugal Cove Road and vehicles travelling on the TCH eastbound off ramp is expected to meet the minimum turning sight distance for a right-turn of 145 meters. The stopping sight distance requirement is also met for vehicles travelling on Portugal Cove Road and on the TCH eastbound off ramp.

4.3. PARKING

The *Envision St. John's Development Regulations*[3] prescribe minimum parking requirements for various building occupancy/use types. The building use types for this development are classified as 'Apartment Building' for the low-rise residential buildings, and the default 'Residential Use' for the single-family attached units.

For the 'Apartment Building' uses, the minimum parking requirement for the subject site is 140 spaces for residents and 19 parking spaces for visitors, resulting in a total of 159 spaces. The site's parking supply of 172 spaces exceeds the minimum parking requirement.

For the 'Residential Use' uses, the minimum parking requirement for the subject site is 14 spaces. Parking for the single-family attached units will be accommodated on the individual driveways for each unit. Each of the 14 driveways can accommodate at least one parked vehicle.

Bicycle parking is required for the 'Apartment Building' classification, with a required minimum of 70 bicycle parking spaces on the subject site. The site's bicycle parking supply of 74 spaces exceeds the minimum requirement.

4.4. SITE-GENERATED TRAFFIC

4.4.1. Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* was used to estimate the vehicle trip generation for the proposed site land uses. Table 1 summarizes the trip generation rates for the land use codes.

Table 1: Trip Generation Rates

Land Use	AM Peak Hour			PM Peak Hour		
	Rate	Entering	Exiting	Rate	Entering	Exiting
215 Single-Family Attached Housing	0.48	25%	75%	0.57	59%	41%
220 Multifamily Housing (Low-Rise)	0.40	24%	76%	0.51	63%	37%
Note: Rates are in trips per dwelling unit.						

The weekday morning (AM) and afternoon (PM) peak hour trip generation estimates for the site are summarized in Table 2. On a typical weekday, the site is estimated to generate 64 vehicle trips in the morning peak hour (16 trips entering and 48 trips exiting) and 82 vehicle trips in the afternoon peak hour (51 trips entering and 31 trips exiting).

[3] *Envision St. John's Development Regulations*, City of St. John's, July 2024.

Table 2: Trip Generation Estimates

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
215 Single-Family Attached Housing	15*	7	2	5	9	5	4
220 Multifamily Housing (Low-Rise)	143*	57	14	43	73	46	27
Total Trips		64	16	48	82	51	31
* It is noted that the number of units in Table 2 is based on a previous revision of the site plan that included one additional townhouse unit and 3 additional multifamily low-rise units. This difference results in only two (2) additional trips that are carried through the remaining analysis.							

4.4.2. Trip Assignment and Distribution

To remain conservative, it was assumed that all site-generated trips would travel to/from the development via Bell's Turn. All vehicle trips were assigned to Bell's Turn based and distributed on Higgins Line based on existing travel patterns observed in the traffic count. Table 3 summarizes the trip distributions assumptions. Figure 4 illustrates the distribution of site-generated traffic for the weekday AM and PM peak hours.

Table 3: Trip Distribution Assumptions

Origin/Destination	Distribution
North	75%
South	25%

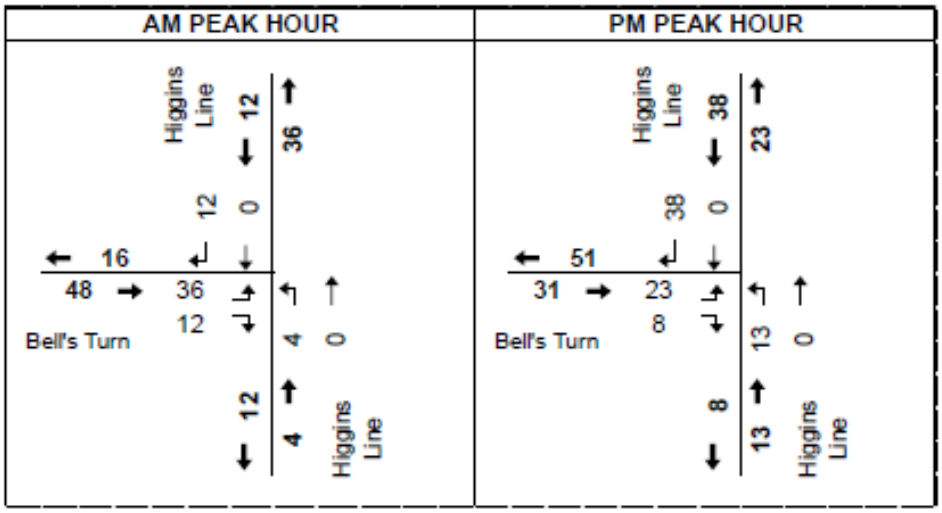


Figure 4: Site-Generated Traffic Volumes

5. TRAFFIC VOLUME FORECASTS

5.1. BACKGROUND GROWTH

A 5-year horizon (2030) was used for the traffic analysis to represent the full build-out of the proposed development. To develop traffic forecasts for the future horizon, turning movements at the intersection were factored using a growth rate of 1.0 percent per year to reflect normal increases in background traffic in the study area. Figure 5 illustrates the future background traffic volumes for the weekday AM and PM peak hours.

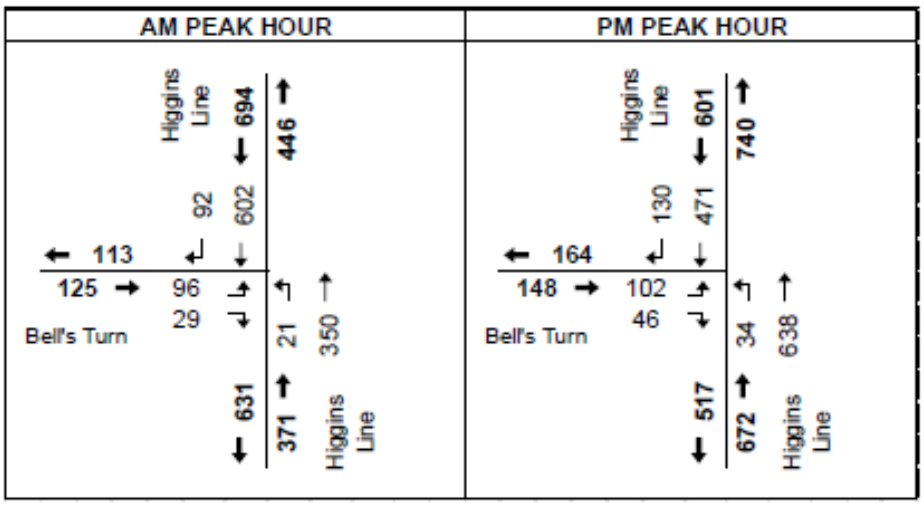


Figure 5: Future Background Traffic Volumes

5.2. FUTURE TOTAL TRAFFIC VOLUMES

The future total traffic volumes consist of the future background volumes with the addition of the trips generated by the proposed development. Figure 6 illustrates the future total traffic volumes for the weekday AM and PM peak hours.

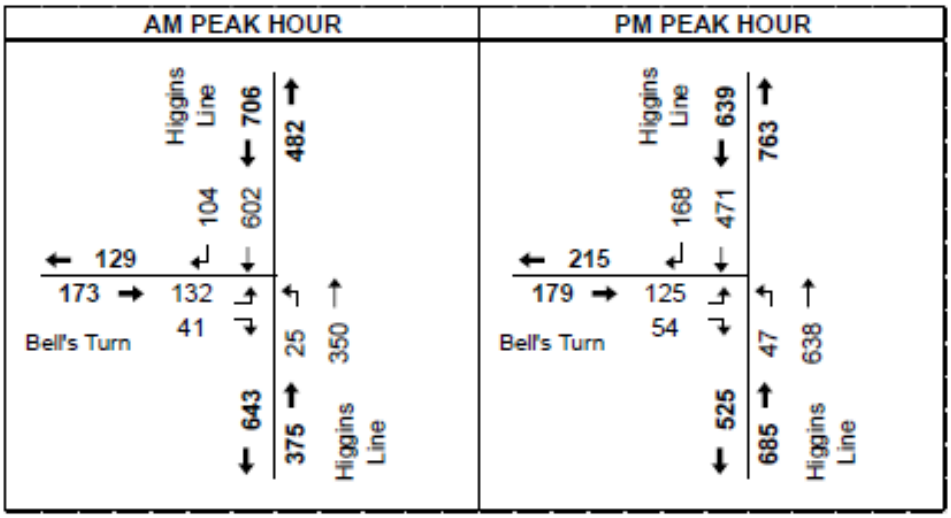


Figure 6: Future Total Traffic Volumes

6. TRAFFIC OPERATIONS ANALYSIS

6.1. METHODOLOGY

Synchro Studio (Version 12) was used to develop traffic models reflecting the existing weekday AM and PM peak hour conditions at the study intersection. Specific model input parameters included:

- Existing lane configuration,
- Calculated peak hour factors for each movement,
- Heavy vehicle percentages, and
- Conflicting pedestrian volumes.

Synchro default values were used for all other inputs.

The models were used to assess traffic operations at the study area intersection, identify the need for any geometric or operational traffic control improvements to address any critical movements and to assess potential improvements. The following performance measures are reported:

- Delay and level of service (LOS) for each movement, approach and the overall intersection,
- volume-to-capacity ratio (v/c) for each movement, and
- 95th percentile queue lengths for each movement.

Each operational measure is compared to limits outlined in Table 4. Movements that are identified as "deficient" are considered critical in terms of operation and should be considered for geometric or other operational traffic control improvements.

Table 4: Intersection Performance Measures

Performance Measure	No Concern	Caution	Deficient
Level of Service (LOS)	LOS A to LOS D	LOS E	LOS F
Volume-to-capacity ratio (v/c)	<0.85	≥0.85 to <0.98	≥0.98
95th % Queue	<85% of storage	≥85% of storage	>storage

6.2. EXISTING OPERATIONS

Traffic operations at the study intersection were evaluated using the existing traffic volumes. Table 5 and Table 6 summarizes the results of the analysis for the AM and PM peak hours. **Appendix B** contains the supporting detailed Synchro reports. There are no existing performance concerns at the intersection of Higgins Line and Bell's Turn.

Table 5: Existing Operation, AM Peak Hour

Intersection	Control Type	Measure	Eastbound			Northbound			Southbound			Overall
			Left	Right	Approach	Left	Through	Approach	Through	Right	Approach	
1: Higgins Line & Bell's Turn	TWSC	Volume (vph)	91	28	**119**	20	333	**353**	573	88	**661**	**1133**
		Delay (s)	21.8	11.2	**18.8**	9.8	0.0	**0.6**	0.0	>	**0.0**	**2.0**
		LOS	C	B	**C**	A	A	**A**	A	>	**A**	**A**
		v/c	0.30	0.06		0.04	-		-	>		
		95th% Q (m)	1.2	0.2		0.1	-		-	>		
		Storage (m)	50.0	-		50.0	-		-	>		

Table 6: Existing Operation, PM Peak Hour

Intersection	Control Type	Measure	Eastbound			Northbound			Southbound			Overall
			Left	Right	Approach	Left	Through	Approach	Through	Right	Approach	
1: Higgins Line & Bell's Turn	TWSC	Volume (vph)	97	44	**141**	32	607	**639**	448	124	**572**	**1352**
		Delay (s)	24.1	10.6	**19.4**	9.0	0.0	**0.5**	0.0	>	**0.0**	**2.5**
		LOS	C	B	**C**	A	A	**A**	A	>	**A**	**A**
		v/c	0.37	0.09		0.04	-		-	>		
		95th% Q (m)	1.7	0.3		0.1	-		-	>		
		Storage (m)	50.0	0.0		50.0	-		-	>		

6.3. FUTURE BACKGROUND OPERATIONS

Traffic operations at the study intersection were evaluated using the 5-year horizon background traffic volumes with no development on the subject site. Existing intersection control and lane configurations were maintained. Table 7 and Table 8 summarize the results of the analysis for the AM and PM peak hours. **Appendix C** contains the supporting detailed Synchro reports.

The addition of the traffic generated by background growth is not expected to cause any performance concerns at the intersection of Higgins Line and Bell's Turn. Overall delay per vehicle on the stop-controlled approach (Bell's Turn) is expected to increase by approximately 1.6 seconds in the AM peak hour and 2.0 seconds in the PM peak hour.

Table 7: Future Background Operations, AM Peak Hour

Intersection	Control Type	Measure	Eastbound			Northbound			Southbound			Overall
			Left	Right	Approach	Left	Through	Approach	Through	Right	Approach	
1: Higgins Line & Bell's Turn	TWSC	Volume (vph)	96	29	**125**	21	350	**371**	602	92	**694**	**1190**
		Delay (s)	23.9	11.3	**20.4**	10.0	0.0	**0.6**	0.0	>	**0.0**	**2.2**
		LOS	C	B	**C**	A	A	**A**	A	>	**A**	**A**
		v/c	0.34	0.06		0.04	-		-	>		
		95th% Q (m)	1.5	0.2		0.1	-		-	>		
		Storage (m)	50.0	-		50.0	-		-	>		

Table 8: Future Background Operations, PM Peak Hour

Intersection	Control Type	Measure	Eastbound			Northbound			Southbound			Overall
			Left	Right	Approach	Left	Through	Approach	Through	Right	Approach	
1: Higgins Line & Bell's Turn	TWSC	Volume (vph)	102	46	**148**	34	638	**672**	471	130	**601**	**1421**
		Delay (s)	27.0	10.8	**21.4**	9.1	0.0	**0.5**	0.0	>	**0.0**	**2.7**
		LOS	D	B	**C**	A	A	**A**	A	>	**A**	**A**
		v/c	0.42	0.09		0.05	-		-	>		
		95th% Q (m)	2.0	0.3		0.1	-		-	>		
		Storage (m)	50.0	0.0		50.0	-		-	>		

6.4. FUTURE TOTAL OPERATIONS

Traffic operations at the study intersection were evaluated using the future total traffic volumes. Existing intersection control and lane configurations were maintained. Table 9 and Table 10 summarizes the results of the analysis for the AM and PM peak hours. **Appendix D** contains the supporting detailed Synchro reports.

With the addition of traffic generated by the development, the intersection of Higgins Line and Bell's Turn is expected to present no operational concerns in the AM peak hour. In the PM peak hour, the eastbound left is expected to operate at a LOS of E. While the left movement is expected to experience longer delay, the v/c ratio for the movement will remain well below capacity (v/c = 0.58).

Overall delay per vehicle on the stop-controlled approach (Bell's Turn) is expected to increase by approximately 4.1 seconds in the AM peak hour and 6.2 seconds in the PM peak hour.

Table 9: Total Traffic Operations, AM Peak Hour

Intersection	Control Type	Measure	Eastbound			Northbound			Southbound			Overall
			Left	Right	Approach	Left	Through	Approach	Through	Right	Approach	
1: Higgins Line & Bell's Turn	TWSC	Volume (vph)	132	41	**173**	25	350	**375**	602	104	**706**	**1254**
		Delay (s)	29.6	11.6	**24.5**	10.1	0.0	**0.7**	0.0	>	**0.0**	**3.3**
		LOS	D	B	**C**	B	A	**A**	A	>	**A**	**A**
		v/c	0.48	0.09		0.05	-		-	>		
		95th% Q (m)	2.5	0.3		0.2	-		-	>		
		Storage (m)	50.0	-		50.0	-		-	>		

Table 10: Total Traffic Operations, PM Peak Hour

Intersection	Control Type	Measure	Eastbound			Northbound			Southbound			Overall
			Left	Right	Approach	Left	Through	Approach	Through	Right	Approach	
1: Higgins Line & Bell's Turn	TWSC	Volume (vph)	125	54	**179**	47	638	**685**	471	168	**639**	**1503**
		Delay (s)	36.1	11.1	**27.6**	9.4	0.0	**0.7**	0.0	>	**0.0**	**3.9**
		LOS	E	B	**D**	A	A	**A**	A	>	**A**	**A**
		v/c	0.57	0.11		0.07	-		-	>		
		95th% Q (m)	3.2	0.4		0.2	-		-	>		
		Storage (m)	50.0	0.0		50.0	-		-	>		

7. TRAFFIC SIGNAL WARRANT

The TAC *Traffic Signal and Pedestrian Head Warrant Handbook*[4] provides guidance on the assessment of the need for traffic control signals at intersections. The procedure uses a "cumulative factors methodology" to identify if traffic control signals are warranted based on factors such as geometry, operating parameters, local demographics and pedestrian and vehicular volumes and conflicts. To warrant the installation of a traffic control signal, an intersection must score a minimum of 100 cumulative warrant points.

The traffic signal warrant analysis was completed for the intersection of Higgins Line and Bell's Turn using existing and future traffic volumes. A traffic signal is not warranted based on existing traffic volumes (45 points) and is not expected to be warranted based on future background growth (51 points) or future total with the development (63 points). **Appendix E** contains the warrant analysis worksheets.

[4] *Traffic Signal and Pedestrian Head Warrant Handbook*, Transportation Association of Canada, June 2014.

8. CONCLUSION AND RECOMMENDATIONS

8.1. CONCLUSIONS

Harbourside Transportation Consultants has completed a transportation impact study relating to the development application for a proposed residential development on Portugal Cove Place in St. Johns, NL. Based on the investigations carried out, it is concluded that:

- **Site-Generated Traffic**: The proposed development is expected to generate 64 new vehicle trips in the AM peak hour (16 trips entering, 48 trips exiting) and 82 vehicle trips in the PM peak hour (51 trips entering, 31 trips exiting). It is anticipated that most trips to and from the site will be routed through the existing intersection of Higgins Line and Bell's Turn.
- **Access Sight Distance:** Sight lines at the southern site access on Portugal Cove Place are anticipated to be adequate. The northern site access is located off the proposed cul-de-sac bulb. Sight lines will only be required in one direction - south of the northern access (looking to the left). Without vehicles parked in the adjacent town house driveways, stopping sight distance is available. With parked vehicles the sight distance is reduced to approximately 45 metres. While the intersection sight distance will not meet the requirements for a speed of 50 km/h, speeds approaching the cul-de-sac can reasonably be assumed to be lower, and the volume of conflicting vehicles (i.e. vehicles continuing past the driveway to go around the cul-de-sac bulb) is anticipated to be very low. Given the location of this driveway, the speed reduction necessary for vehicles approaching the cul-de-sac bulb, and the anticipated very low volume of vehicles that would conflict with vehicles exiting the driveway, this is not a significant concern. A concealed intersection sign (WA-13R) could be considered but is not deemed necessary. General TAC guidance indicates that "concealed or unexpected intersection signs should not be used to warn of private driveways on entrances"
- **Emergency Access Sight Distance:** The proposed emergency access on Portugal Cove Road will meet minimum stopping and turning sight distance requirements for both Portugal Cove Road and the TCH eastbound off ramp.
- **Pedestrian Access:** Portugal Cove Place will have adequate pedestrian connections with the newly constructed sidewalks in front of the proposed development.
- **Parking:** The site's proposed vehicle and bicycle parking supply will meet or exceed the City's minimum parking requirements.
- **Existing Operations:** The intersection of Higgins Line and Bell's Turn is stop-controlled and has separate left and right turn lanes for vehicles exiting Bell's Turn as well as a median left turn lane for vehicles turning left from Higgins Line. There are no existing operational deficiencies/concerns at the intersection of Higgins Line and Bell's Turn.
- **5-year Background Operations:** The addition of background traffic growth is not expected to cause any operational deficiencies/concerns at the intersection.
- **5-year Total Operations:** The addition of site-generated traffic will result in the eastbound left turn (Bell's Turn) operating at LOS E during the PM peak hour. Volumes for this movement are expected to remain well below capacity.
- **Signal Warrant:** Traffic signals are not warranted at the intersection of Higgins Line and Bell's Turn based on existing and future traffic volumes.

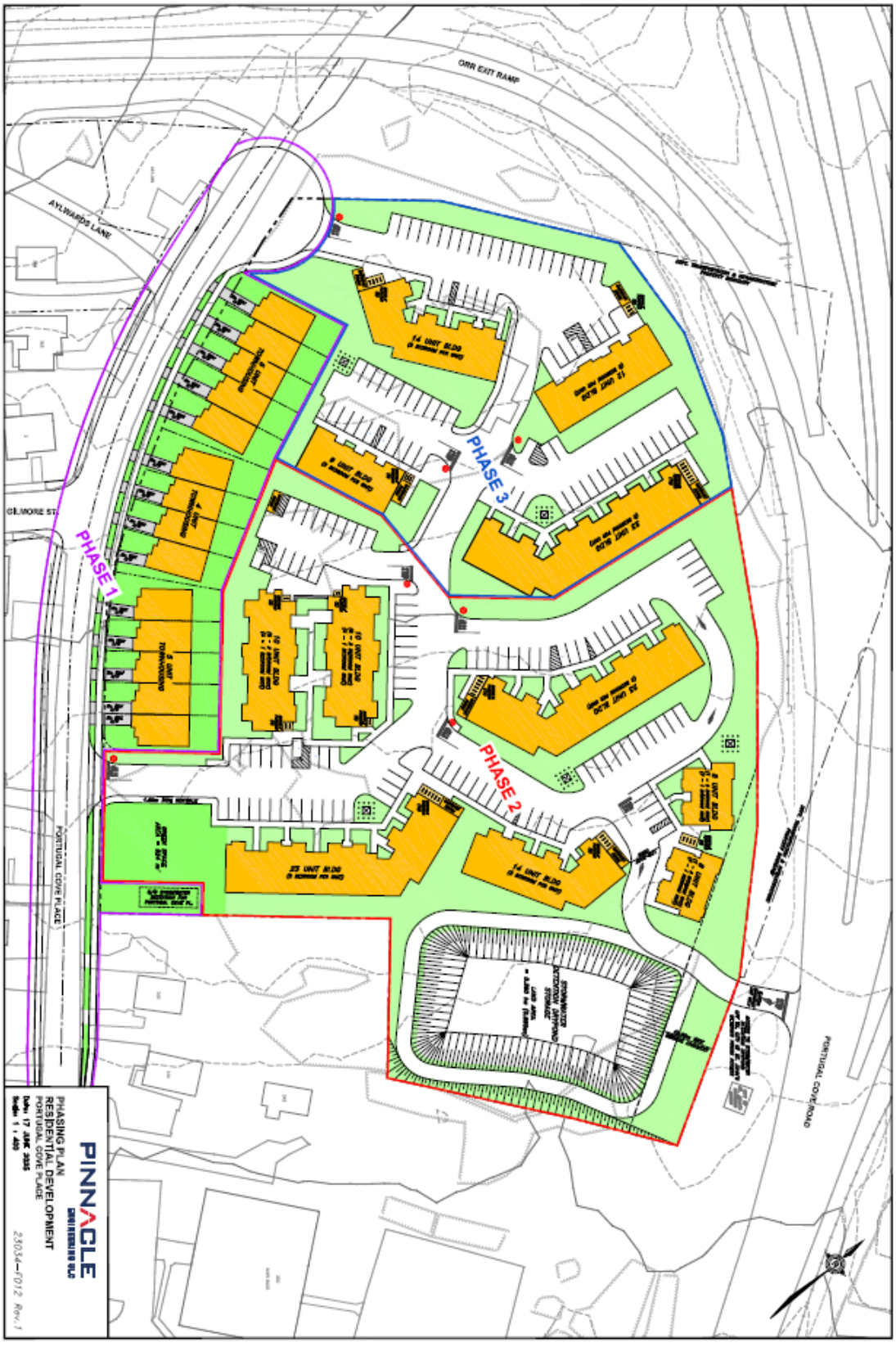
8.2. RECOMMENDATIONS

The new vehicle trips associated with the proposed residential development can be accommodated at the intersection of Higgins Line and Bell's Turn with a minor impact on traffic operations – overall delay per vehicle on the stop-controlled approach (Bell's Turn) is expected to increase by approximately 4.1 seconds in the AM peak hour and 6.2 seconds in the PM peak hour. The left turn movement from Bell's Turn is expected to experience the longest increase in delay during the PM peak hour, increasing from 27.0 s (LOS D) to 36.1 s (LOS E), however the v/c ratio for this movement will remain well below capacity (v/c = 0.58).

No improvements are proposed at the intersection of Higgins Line and Bell's Turn. As noted herein, the analysis considers that all the site generated traffic will be routed through this intersection. An alternate route is available for drivers between the proposed development and Higgins Line via Hunt's Lane – Gloucester Street – Ridge Road. There is an existing traffic signal at the intersection of Higgins Line and Ridge Road. This route is not considered to be attractive or convenient and will likely be used infrequently by residents and visitors accessing the proposed development. It is, however, an option for drivers that may be uncomfortable turning left at Bell's Turn.

APPENDICES CAN BE FOUND IN ATTACHED DOCUMENTS

APPENDIX M – PHASING OF PROJECT



APPENDIX N – STREET UPGRADES TO PORTUGAL COVE PLACE

