Land Use Report
Apartment Building
18 Mount Cashel Road

July 10, 2026

Prepared for:

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Introduction

KMK Capital Inc. has made an application to the City of St. John's to redevelop the property at 18 Mount Cashel Road by construction of a housing project containing 66 modern apartment units, offering a blend of style, functionality, and community-centric living. The project will contribute to the visual appeal of the neighbourhood and help to alleviate the city's pressing housing shortage.

The project consists of two new, three-storey, apartment buildings containing 66 units total, to be placed on the property, near the intersection of Torbay Road and Elizabeth Avenue. Building 01 (Site B) will include 36 units and Building 02 (Site A) will contain 30 units. Outdoor parking will be provided adjacent to each building.

The project will result in improved access to and from the site, internal circulation for pedestrians and vehicles and landscaping. Together with the unique and interesting design of the apartment building, the project will contribute to the visual appeal of the area.

The property is designated and zoned as R2C (Residential 2 Cluster) in the St. John's Municipal Plan, and Development Regulations. To accommodate the proposed building, the City is considering an amendment to redesignate the property for residential use and rezone the property to the Apartment 1 (A1) land use zone.

In considering the amendment the City issued a Terms of Reference for a Land Use Report (LUR) (see Appendix 1) 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 professional consulting firms:

- KMK Capital Inc., Project Management
- Powers Brown Architecture
- Pinnacle Engineering Ltd.
- Varis – Traffic Consultant

A. Public Consultation

As part of the development approval process, KMK Capital Inc. sought input from area residents on the proposed development.

As required by the City, KMK Capital Inc. circulated notices by mail to residents and owners of properties immediately adjacent to 18 Mount Cashel Road. A copy of the notice is included in Appendix 2. Notices were sent out on June 13th with comments requested by June 30th.

Input Received
KMK Capital received several inquiries in response to the notice. Eight written submissions were received, one requesting additional information about the project, and one voicemail message voicing concerns with building height and sightlines.

The primary concerns raised in the submission include:

Increased Traffic – There is concern that the development will increase traffic in the area, posing a risk to road safety and pedestrians. Concerns brought up included the capacity of Mount Cashel Road and that neighboring streets will see an increase in traffic flow as well.

Parking – Several letters mentioned a concern on whether the development has sufficient parking, and that the amount of single level parking will take away from the existing greenspace in the area. It was also mentioned that insufficient parking spaces will leave people to parking on the street at Mount Cashel Road and surrounding streets, which was mentioned as already an issue. Based on the City of St. John's requirements, the number of parking spaces is close, however we will need parking relief for 2 spaces.

Landscaping / Greenspace - The existing land at 18 Mount Cashel Road currently sits as a natural greenspace in the neighborhood. Concerns were brought up that the development will remove a significant percentage of that greenspace. Suggestions were made to include setbacks with trees and landscaping to allow natural flow between adjacent properties.

The submission also expressed concern with the method of delivery of the Public Notice and a request for printed and mailed plans to be included in future mailed notices.

Addressing Public Concerns
KMK Capital acknowledged and responded to all inquiries. Appendix 2 also includes a copy of the submissions and KMK's response. The concerns raised were considered and are addressed in this report and where appropriate, changes have been made to the development plans to address concerns and enhance the contribution the development will make to the neighbourhood.

B. Building Use and Design

Exterior elevations for the apartment buildings are included in Appendix 3.

Building Use
The two new buildings will be constructed on the vacant lot at 18 Mount Cashel Road, St. John's. Building 01 (Site B) lies on the East side of the property and measures 79.4m x 11.1m. Building 02 (Site A) (Site A) lies on the West side of the property and measures 67.1m x 10.7m. Building 01 (Site B) will include 36 – 2 bedroom units, while Building 02 (Site A) will include 30 – 2 bedroom units. There will be a combined total 66 – 2 bedroom units on this property.

Access to each unit will differ throughout the buildings. Apartments on Level 01 will have access either directly to the outside, or have entry through a shared vestibule. Access to units on Levels 02 and 03 will be through a shared vestibule and stairwell. There will not be a lobby or any other occupancy types in the buildings.

Each building has the following dimensions:

Building 01 (Site B)

Building Footprint	79.4m x 11.1m (260'-8" x 36'-4)
Gross Floor Area	881 m^2 (9,478 sqft)

Building 02 (Site A)

Building Footprint	67.1m x 10.7m (220'-2" x 35' - 3")
Gross Floor Area	721 m^2 (7,756 sqft)

Building Design

Each building features an interesting cantilevered design where each floor becomes larger as you go up. The façade shows a different colour horizontal cladding for each floor, with accents playfully arranged throughout the building to break the repetitive monotony commonly found in apartment complexes. Each apartment features large windows to maximize the amount of natural light and creates an inviting and contemporary aesthetic.

These buildings will feature Juliet balconies in the living room spaces offering a blend of elegance, privacy and functionality. They help provide a safe option to enjoy natural light and fresh air, while being a low maintenance addition to enhance the exterior aesthetic of the buildings.

Garbage collection will be privately managed and removed from site on a regular basis. Two dumpsters will be located on the North West corner of the site, within the parking lot of the site.

Each building will be fully air conditioned and energy efficient, designed and constructed in accordance with national building and fire codes. With regards to fire and life safety, the building will include a sprinkler system and a Fire Safety Plan will be developed to ensure resident safety.

This housing project isn't just about addressing a housing shortage; it's a transformative addition to the community, redefining urban living in St. John's with its thoughtful design, functional amenities, and commitment to creating a unique neighborhood experience.

C. Building Location

The property at 18 Mount Cashel Road has a combined area of 0.53 ha and has vehicular access from both Torbay Rd and New Cove Road. A survey, including a Real Property Report are included in Appendix 4.

The surrounding neighbourhood consists primarily of residential uses, with also office buildings and shopping/grocery retail. Development to the north of the property consists of a mix of buildings including Salvation Army St. John's Temple, Tiffany Village two single dwellings and an office building.

The property is currently zoned R2C in the City's Development Regulations. To accommodate the proposed apartment building, the property must be rezoned to the Apartment 1 land use zone.

Appendix 5 includes a site concept plan for the project which has been planned in accordance with the standards for development in the Apartment A1 land use zone set out in the St. John's Development Regulations. The conformity of the development with the regulations is presented in the following table:

Development Standard	Minimum	Proposed
Lot area Building 01 (Site B) Building 02 (Site A)	750m^2	 2,621.60m^2 (28,218.67 ft^2) 2,664.23m^2 (28,677.53ft^2)
Lot Frontage Building 01 (Site B) Building 02 (Site A)	20m	51.47m for total site at Mount Cashel Road 25.71m 25.76m
Building Line	6m	6m
Building Height	14m (maximum)	Both buildings 10.28m
Sideyards	Two, each eq to 1m for every 4m of building height	3m min. (east) 3m min. (west)
Rear Yard	6m	6m
Lot Coverage	35% (maximum)	1,600 m^2 (30%)
Landscaping Building 01 (Site B) Building 02 (Site A)	30% (minimum)	 30% 30%

Parking for the development will be provided on the property at the front of Building 01 (Site B) and surrounding 3 sides of Building 02 (Site A). The site will have 71 total exterior parking spaces, including 5 accessible parking spaces, with 1 of those being a van accessible parking space. Building 01 (Site B) will have 30 parking spaces, including 2 accessible spaces. Building 02 (Site A) will have 41 parking spaces, including 2 accessible spaces and 1 accessible van parking space.

Total lot coverage of both apartment building is 30%, well within the maximum lot coverage permitted in the Apartment A1 land use zone of 35%.

The below images show how the buildings will look from the entrance of the property relative to homes on Mount Cashel Road.





The City's Development Regulations address the height of buildings to ensure that taller buildings do not create shadow on buildings on adjacent properties.

D. Elevation and Building Height

Appendix 3 includes elevation drawings of the proposed building.

Each building will be 10.28m high from the ground elevation to the roof level. In each building, Level 03 cantilevers above Level 02 which also cantilevers above Level 01. Relative to adjacent buildings on Mount Cashel Road, the proposed building is higher than surrounding buildings. There are no balconies that will overhang above the ground floor.

E. Exterior Equipment and Lightling

Exterior lighting will be mounted on the building at ground level to provide light to walkways in front of the building and entrances to the apartment units. Exterior lighting standards will meet the City of St. John's regulations and will be designed to ensure the proper lighting levels and standards are met. The lighting will also be designed and situated to have minimal light pollution impact on neighboring properties, if any.

F. Landscaping and Buffering

A concept site plan has been prepared in Appendix 5, showing the contrast of landscaping and hardscaping. It is important to the community that we maintain as much green space as possible, providing privacy and keeping the natural beauty of the area.

Both buildings in this development will feature a green roof system that will contribute to the site's overall 30% landscaping requirement. While the ground level site provided 19% of the site's

landscape for Building 01 (Site B), the addition of the green roof areas will add another 11%, bringing the total landscape percentage for the Building 01 (Site B) site to 30%. For Building 02 (Site A), the ground level landscaping provides 21% of the site landscaping. The addition of the green roof provides 9% landscaping, bringing the total landscape percentage for Building 02 (Site A) to 30%.

Building 01 (Site B) features 268.3m^2 (2,888 SF) of green roof area, 31% of the total roof area for Building 01 (Site B). Building 02 (Site A) also includes 228.31m^2 (2,457.5 SF) of green roof area, which is 31% of the total roof area for Building 02 (Site A).

Including a green roof system will give the site a modern and beautiful way to facilitate the beauty of nature within an urban environment. Nearby buildings looking down will see luscious green scenery that will break up the monotony of buildings with only traditional roofing systems. Residents of the units will have access to the roof to enjoy this addition to the buildings, with picnic tables available to use. Plants included in the green roof system will be supportive of local ecosystems and will not include invasive or damaging species. This will keep the local environment sustained without causing harm to local species or the building itself. A concept plan of the green roof area can be seen in Appendix 15.

G. Snowclearing/Snow Storage

KMK Capital, as owner/manager of the building will be responsible for and provide snow clearing for the development, including the parking area, walkways and the entrances to shared vestibules.

Opportunities for snow storage within the parking area are limited. Snow clearing will be managed to ensure that parking space is not reduced during the winter months. Snow will be stored in the landscaped areas of the property. Where snow storage capacity is exceeded, snow will be cleared and removed from the site to an approved disposal area.

H. Off-Street Parking and Access

The City's requirements for parking are set out in section 8.3 of the Development Regulations. The following table shows the minimum number of parking spaces required for apartment buildings, and what is proposed for the development at 18 Mount Cashel Road.

Parking Table – Building 01 (Site B)		
Number of Spaces (Minimum)	**Number Required**	**Number Proposed for the Development**
2 Bedroom Dwelling – 1.0 spaces	36 spaces	30 spaces* *6 spaces from Building 02 (Site A) will be used for residents in Building 01 (Site B) per Shared Access Agreement
Visitor Parking 0 visitor parking spaces for the first 7 Dwellings; 1 visitor parking space per 7 Dwellings thereafter	4 spaces	2 spaces
Total	**40 spaces**	**38 spaces**
Bicycle Parking 1 space for every 2 residential units	18 spaces	18 spaces
Accessible parking - 6% of total required	1.8 = 2 spaces	2 spaces

Parking Table – Building 02 (Site A)		
Number of Spaces (Minimum)	**Number Required**	**Number Proposed for the Development**
2 Bedroom Dwelling – 1.0 spaces	30 spaces	30 spaces
Visitor Parking 0 visitor parking spaces for the first 7 Dwellings; 1 visitor parking space per 7 Dwellings thereafter	3 spaces	3 spaces
Total	**33 spaces**	**33 spaces**
Bicycle Parking 1 space for every 2 residential units	15 spaces	15 spaces
Accessible parking - 6% of total required	2.46 = 3 spaces	3 spaces

Parking for residents and visitors will be accommodated on the property. The lot will be developed, paved and organized to accommodate resident, visitor and accessible parking, with adequate drive lanes and turning areas.

With 66 apartment units proposed, the development will require 66 parking spaces for residents and 7 spaces for visitor parking. Five spaces (6%) are required for accessible parking, making the total parking requirement to be 73 spaces. Building 01 (Site B) will require 36 spaces for residents and Building 02 (Site A) will require 30 spaces for residents. Due to the shared access to both sites, there will be a shared access agreement, where 6 spaces adjacent to Building 02 (Site A) will be used for residents in Building 01 (Site B). The total number of parking is 2 short of what is required by the City's Development standards for visitor parking, however the both sites still meet 97% of the total parking spaces required.

As the development does not meet the City's requirements for parking, KMK Capital will be seeking some parking relief from the City to accommodate this development for 2 spaces. We meet the required parking for the units, but are short on spaces for visitor parking.

Even with parking relief, KMK is confident that given that the site is well served by public transit and is within easy walking distance of a major supermarket, trail system, restaurants and other amenities. It is not anticipated that all units will require a parking stall. Tenants and visitors alike will not have the same need for vehicles as a building further outside of the core of the City in a less walkable environment as it relates to daily living tasks. This will reduce the practical need for parking spaces below City requirements. While it is yet to be determined, tenant parking on the property will be managed (either by a permit system or other means) to ensure that capacity of the parking lot is not exceeded.

City regulations require that a total of 33 bicycle parking spaces be provided. Building 01 (Site B) will provide 12 bicycle spaces, and Building 02 (Site A) will provide 10 bicycle spaces. These spaces will be located inside the buildings at each interior stairwell for the units. An exterior bike rack will be placed on the North side of Building 01 (Site B) to accommodate the remaining 11 spaces required for both buildings. Similar to the parking spaces, the bicycle parking will also be shared. A text amendment to the Development Regulations to allow for shared bicycle parking will be part of this rezoning application. It will be brought forward for the Council's consideration at the same time as rezoning.

Vehicle and Pedestrian Circulation

The parking area has been designed to facilitate organized and safe internal movement of resident and emergency vehicles, pedestrians and cyclists. Access to the site will remain on Mount Cashel Road. This is shown on the Vehicle Traffic Movement plan in Appendix 9. This plan also shows the movement diagrams for large SUV's with plenty of space for parking and turning around.

The development will result in safer and more organized parking and vehicle circulation to and within the site than currently exists. It will improve pedestrian safety along Mount Cashel Road and improve the appearance of the area through the addition of concrete curb and new landscaping.

Traffic Impact

As part of the City's requirement in the Terms of Reference, a Traffic Impact Study has been conducted by Viaris. Results of the report have been included in Appendix 12 – Traffic Impact Study.

The TIS completed for this development site found the proposed development can be accommodated in the local transportation network without investment in off-site infrastructure. This is based on existing traffic conditions within the neighbourhood as well as projected conditions to account for this site and possible future developments nearby. Consideration could be given to waiving the normal privacy fence requirement for the north side of the site to permit an informal AT connection.

I. Municipal Services

The proposed apartment building development will be serviced with municipal water supply by connection to the existing 150 mm diameter watermain located in Mount Cashel Road. The watermain in Mount Cashel Road is part of the Winsor Lake Water Supply operated by City of St. John's Regional Water Supply. A standard flow test will be conducted on Mount Cashel Road to determine the appropriate size of the water service required for the development. A new municipal hydrant located on site frontage will provide adequate fire protection in accordance with NFPA standards.

Sanitary sewer service for the proposed buildings will be provided by connection to the existing 230 mm clay sewer in Mount Cashel Road. A new 150 mm diameter PVC sanitary sewer will be installed to service the subject property. The peak dry weather sanitary sewer generation rate from the proposed development is 3.03 L/s. The proposed Sanitary Drainage Area Plan is included in Appendix 7.

Storm sewer service will be provided by connection to the existing 600 mm diameter CMP storm sewer that crosses Mount Cashel Road west of Civic No. 22. A new HDPE storm sewer infrastructure system complete with new catch basins and manholes will be installed to service the subject property. The proposed Post-Development Storm Drainage Area Plan is included in Appendix 8.

Stormwater detention for the development will be provided in accordance with the City of St. John's Stormwater Detention Policy. The post development storm sewer flow from the property will be limited to the pre-development 100-year return period. Any required stormwater detention will be provided by an underground chamber system. The preliminary Site Servicing Plan is included in Appendix 10.

All final plans and drawings will be stamped and signed by an engineer licensed to practice in Newfoundland and Labrador and work will be carried out in accordance with the requirements of the applicable sections of the City of St. John's Specifications Book.

J. Public Transit

The property at 18 Mount Cashel Road is well served by public transit. It is located within a short walking distance of Metrobus Routes 2 and 3, adjacent to the Howley Estates Sobeys. Route 9 bus stop is also nearby at Civic address 148 New Cove Road.



St. John's Metrobus (St. John's Transportation Commission) (SJTC) was consulted to determine whether the proposed development would require additional infrastructure for public transit usage. After a review of this project, it was determined that no additional infrastructure will be required, and the existing accessible bus shelters are sufficient.

Correspondence between KMK and the St. John's Transportation Commission can be found in Appendix 11 where it was confirmed that the development will not need additional infrastructure, and the existing bus stops and shelters will be sufficient.

K. Construction Timeframe

It is anticipated that the construction timeframe for this project will be approximately 12-14 months (including civil works) with an approximate start date beginning in the 1st quarter of 2026 pending City approval of the development.

The project will essentially consist of one phase from site preparation followed by building construction.

During construction, the successful contractor hired to build the building will be required to complete a project plan that identifies laydown areas for materials and equipment as the project progresses. It is expected that the middle parking area between the buildings will be designated for equipment and materials needed during the construction phase.

Conclusion

There is a large shortage of purpose-built apartments in Canda, with a particular deficit relative to demand in the St. John's area with very few buildings of the type proposed built in the last 10 years in comparison to similar jurisdictions on a per capita basis. This is part of the current acute housing shortage. This project is designed to help fill this void.

An exciting project for the city, development of the proposed apartment building at 18 Mount Cashel Road will be a new modern addition to the area with an interesting design, and add much needed high-quality multi-unit housing to the city's housing stock. The site is ideally located for the proposed use, as it is within easy access by vehicle, public transit and modes of active transportation to the downtown, recreation areas and employment centres.

Intended to be an inclusive living space, the project offers a quality living environment that will appeal to a broad range of demographics and market segments, including, but not limited to young professionals, families and down sizers.

Overall, the project will enhance the visual amenity of the neighbourhood. Landscaping, including the addition of new street trees will visually enhance the area along Mount Cashel Road.

KMK Capital is committed to developing projects that enhance communities. Our project for 18 Mount Cashel Road is such a project and we look forward to continuing to work with the City to make it happen.