ST. JOHN'S

Background Report

Central and Mundy Pond Neighbourhood Plan

December 2025



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Neighbourhood At-A-Glance

The City is creating a Neighbourhood Plan for Central and Mundy Pond.

The Neighbourhood Plan will guide future redevelopment and improvements in the area – from the types of uses and the shape of buildings, to streets and park upgrades. The plan will build upon the direction and policies in the Envision St. John's Municipal Plan while providing more specific direction tailored to Central and Mundy Pond's local contexts and needs. Importantly, while the neighbourhoods are being studied together, they remain two separate planning areas, and one document will be prepared that has policies for both planning areas. The plan will include direction for:

- The future desired mix of land uses;
- Appropriate heights and density for new development;
- Investments in transportation infrastructure;
- Programming priorities for parks and open spaces; and
- Protection of natural and cultural heritage features.

Future development will be legally required to align with the Neighbourhood Plan.

Why Now?

The City has been allocated over $10.4 million in federal funding through the Canada Mortgage and Housing Corporation's (CMHC) Housing Accelerator Fund (HAF) to stimulate housing growth. Part of the City's HAF action plan includes neighbourhood planning. The Central and Mundy Pond neighbourhoods were prioritized due to the intensification areas identified in and beside them.

Background Report

At the beginning of every planning process, it is important to understand the context of the area being planned. This background report provides a high level summary of the supporting information that will be used to develop the Neighbourhood Plan. The report includes:

- **Neighbourhood At-A-Glace:** a high level summary of the project and context of Central and Mundy Pond
- **Policy & Regulations:** an overview of the policy and regulations that apply to the area and that the plan must comply with
- **Existing Conditions:** A thematic overview of the land use, built form, transportation, and open space conditions of the area
- **Key Findings & Next Steps**: a brief discussion of findings and their implications for drafting the Neighbourhood Plan

The key takeaways from this report and the findings from Phase 1 Engagement will be used to develop the initial recommendations and Neighbourhood Strategy for the Neighbourhood Plan. These recommendations will be provided for review as part of Phase 2 Engagement.

Central

Boundaries

The Central neighbourhood's boundary follows Freshwater Road, LeMarchant Road, Patrick Street, Water Street, Shaw Street and Cashin Avenue (Figure 1 and Figure 2).

Unique Features

The neighbourhood has a long history of residential, commercial, and industrial use just west of Downtown, and its deep connections to the harbour and former railway terminus have factored heavily in its development. The neighbourhood originally hosted the Buckmaster's Field Naval Barracks during the Second World War for the Canadian and American Armed Forces, and its drill hall remains a City-owned recreation facility and park space.

Today, the Central Neighbourhood features convenient access to Downtown, Victoria Park, Rotary Park, the Railway Coastal Museum, restaurants, shops, and trails. The Central neighbourhood's location, amenities, mix of housing choices, and access to social supports make it an evolving neighbourhood with substantial character, culture, and community to celebrate.

Demographics

Central is demographically a younger neighbourhood compared to the city as a whole. The median age is 40 years old, which is lower than the City median of 42 years old. The average household size of 1.9 people is also smaller than the City average of 2.2 people. Most households do not have children. Of the total households in the neighbourhood, there is an almost even split between residents who own their homes and those who rent. Central's median household income is also only marginally higher than the City of St. John's' median of $65,000.

Demographics

6,009 people
total population

40 years
median age

0.4
average children/ household

Households

3,046
households

1.9 people
average household size

45%
owned homes

55%
rented homes

Employment & Income

56%
are working

44%
are retired or don't work

$70,051
median household income

Source: Environics Analytics 2025 Neighbourhood Profiles, using 2024 Esri and Statistics Canada data.

Figure 1. Boundaries of the Central neighbourhood.



Figure 2. Citywide context.

Mundy Pond

Boundaries

The Mundy Pond neighbourhood is centred around the physical pond and extends north to Wishingwell Park, primarily bounded by Columbus Drive, Freshwater Road, Cashin Avenue and Blackmarsh Road in St. John's west end. (Figure 3 and Figure 4).

Unique Features

The neighbourhood's residential areas are split between Mundy Pond to the south and Wishingwell Park to the north by a concentration of commercial and industrial development along Empire Avenue.

The neighbourhood features several schools, shops along Ropewalk Lane, recreation facilities, and the park and trails around the community's namesake, Mundy Pond. Mundy Pond is home to many community facilities including the new H.G.R. Mews Community Centre, Wishingwell Park's ball diamonds and soccer fields, and the St. John's Community Market on Freshwater Road. An amenity-rich neighbourhood, Mundy Pond is an important place for both local and city-wide gatherings.

Demographics

Mundy Pond is demographically a younger neighbourhood compared to the city as a whole. The median age is 38 years old, which is lower than the City median of 42 years old. The average household size of 2.0 people is also smaller than the City average of 2.2 people. Most households do not have children. Of the total households in the neighbourhood, the majority are renters, 65% compared to 35% who own.

Mundy Pond has a lower median household income, at $56,526, than the City of St. John's' of $65,000. An even split of residents are employed versus retired or do not work.

Demographics

4,060 people
total population

38 years
median age

0.3
average children/ household

Households

2,045
households

2.0 people
average household size

35%
owned homes

65%
rented homes

Employment & Income

50%
are working

50%
are retired or don't work

$56,526
median household income

Source: Environics Analytics 2025 Neighbourhood Profiles, using 2024 Esri and Statistics Canada data.

Figure 3. Boundaries of the Mundy Pond neighbourhood.



Figure 4. Citywide context.

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Policy & Regulations



Policy Context

The Central and Mundy Pond Neighbourhood Plan must align with existing legislation and policy from all levels of government. Planning in St. John's is regulated through the Urban and Rural Planning Act, the City of St. John's Act, and the St. John's Urban Region Regional Plan. The City has a Municipal Plan, which the Neighbourhood Plans will form part of, and Development Regulations, which set out rules for development.

Urban and Rural Planning Act (2000)

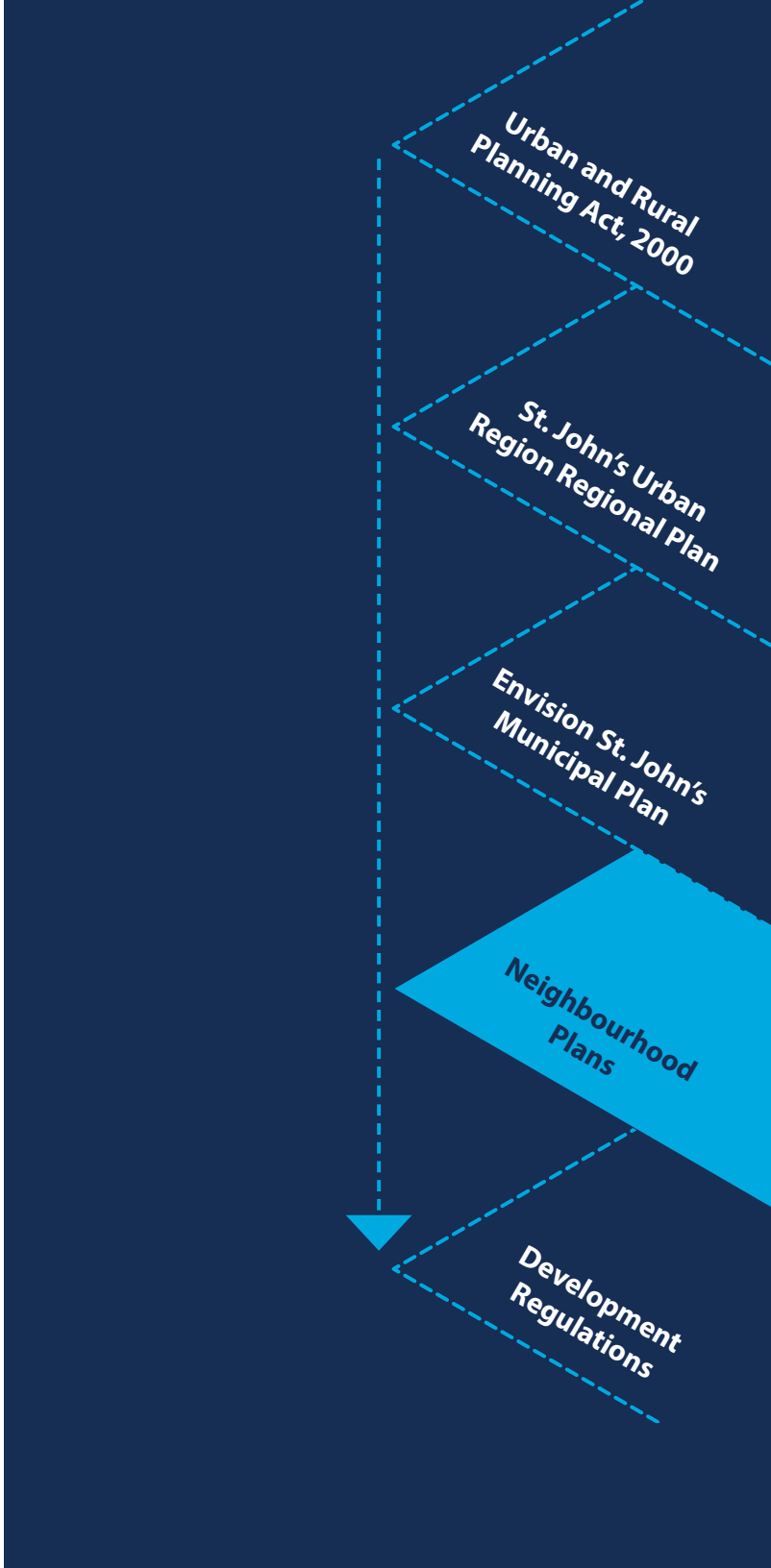
The Urban and Rural Planning Act (URPA) sets the province's planning framework and regulates regional planning, municipal planning, and the requirements of plans and development regulations prepared by municipalities. The Central and Mundy Pond Neighbourhood Plan must comply with URPA.

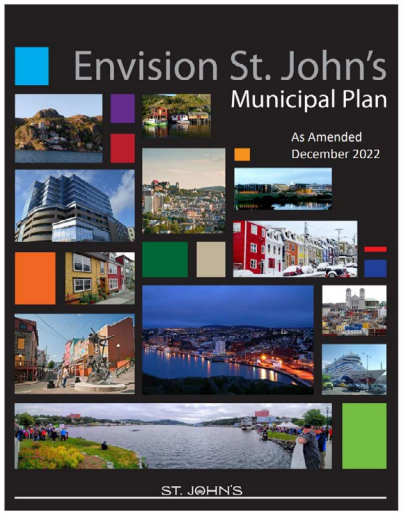
Urban Region Regional Plan (1976)

The Central and Mundy Pond neighbourhood has developed in alignment with the Urban Region Regional Plan. Today, the neighbourhood contains areas designated as Urban Development, Public Open Space, and Regional Industrial. These designations support residential development, the provision of parks and open spaces, and industrial development. The Central and Mundy Pond Neighbourhood Plan will be consistent with the Urban Region Regional Plan.

City of St. John's Act (1990)

The City of St. John's Act establishes the municipal framework for the City of St. John's and sets out the powers, duties, and responsibilities of the City's government and its role in managing municipal infrastructure, services, and community development. The Act allows the City to establish development areas and conduct land acquisition, demolition, property development, and redevelopment agreements with corporations.





Envision St. John's, Municipal Plan (2021, as amended)

The Envision St. John's Municipal Plan is the long-term land use plan for the City. The most relevant parts of the plan to Central and Mundy Pond are summarized below.

Overall Direction

The plan directs the City to balance growth to achieve protection of environmental stewardship, economic diversity, high quality urban design and heritage preservation, and the creation of complete healthy neighbourhoods. The policies in the plan encourage compact development within existing urban areas while preserving the pattern and scale of established neighbourhoods.

Neighbourhood Plan Requirements

The Municipal Plan enables the creation of Secondary (Neighbourhood) Plans and sets out their requirements, including:

- Identifying and addressing land use opportunities and issues;
- Adapting the direction of the City's Municipal Plan to Central and Mundy Pond's context and establishing local development policies to guide growth; and
- Promoting consistency in new/developing areas and compatibility with existing development.

Future Land Use

The Municipal Plan provides a high level future land use concept for Central and Mundy Pond (Figure 5). The area is designated as mostly residential, with sizable clusters of commercial, institutional, and industrial uses throughout the neighbourhoods. Primary concentrations of non-residential uses are around Ropewalk Lane and Empire Avenue, along LeMarchant Road, and at the corner of Blackmarsh Road and Columbus Drive. The plan also identifies flood hazard areas around Mundy Pond and at the foot of Central along Water Street.

Intensification Areas

The Municipal Plan identifies three intensification areas in Central and Mundy Pond, and a fourth directly across Water Street from the Central neighbourhood (Figure 6). The three within the neighbourhoods are around Ropewalk Lane, the former Booth Memorial High School site, and along LeMarchant Road from Hamilton Avenue to Freshwater Road. The LeMarchant Road intensification area expands south around the former Grace Hospital site down to Patrick Street and north almost to Blackmarsh Road, creating a central intensification area node along the LeMarchant Road corridor. The viability and extent of all intensification areas will be reviewed as part of the Neighbourhood Plan process.

Figure 5. Future Land Use for Central and Mundy Pond from Envision St. John's Municipal Plan (2021).

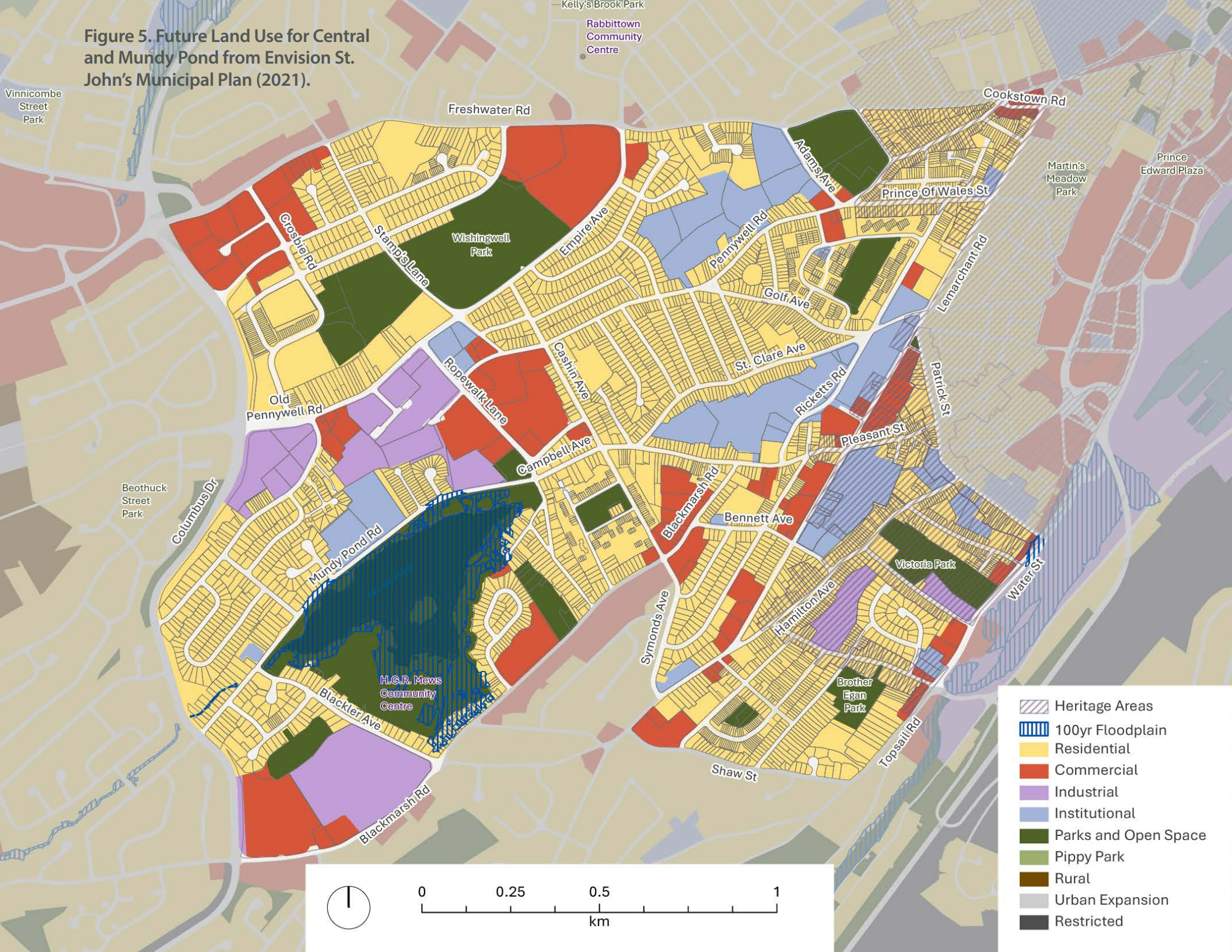
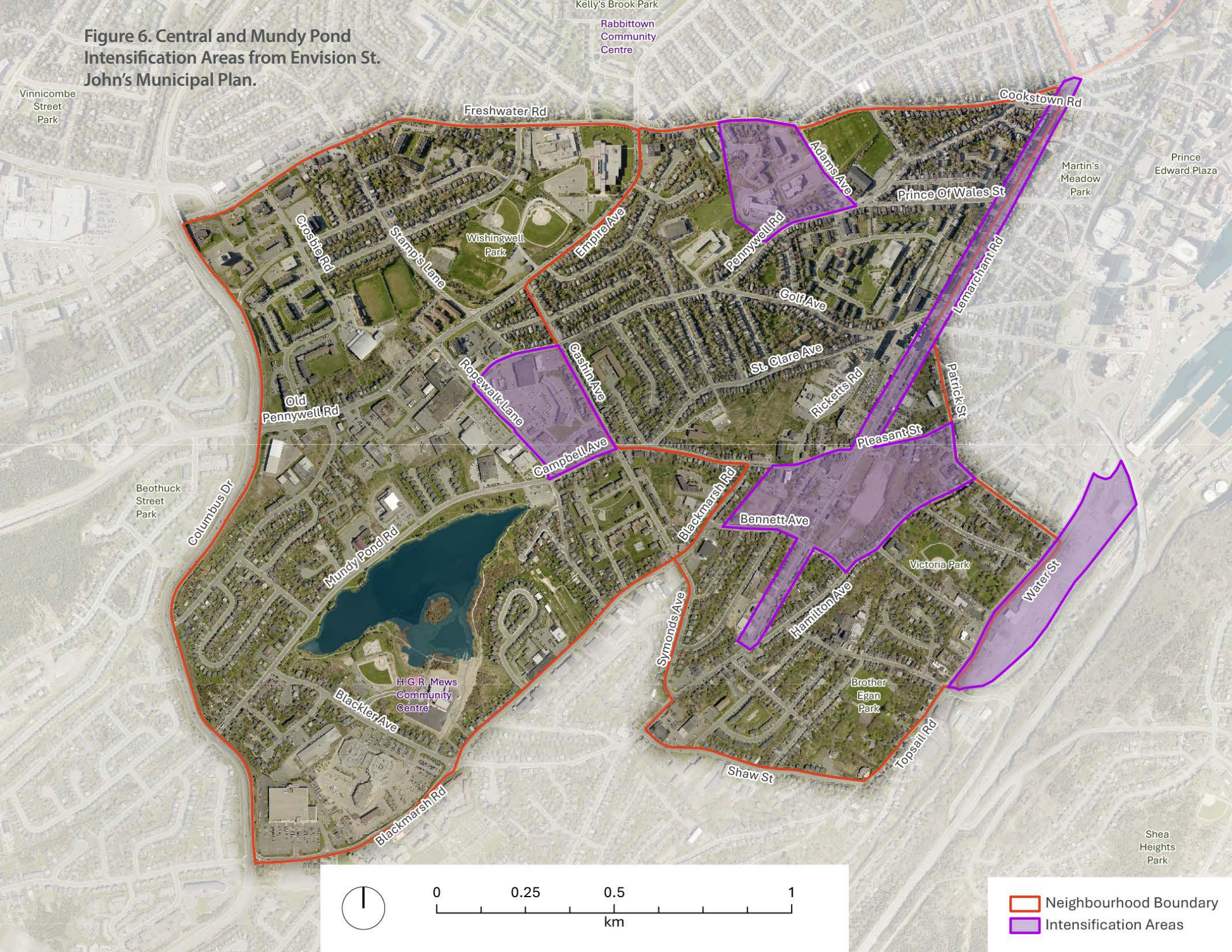
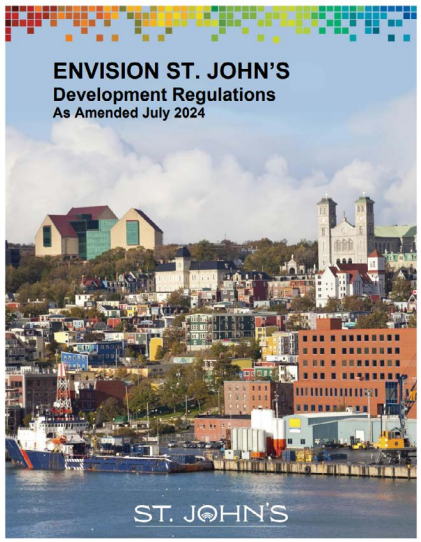


Figure 6. Central and Mundy Pond Intensification Areas from Envision St. John's Municipal Plan.





Development Regulations (2021, as amended)

The Development Regulations implement the Municipal Plan policies. The document sets out different zones, which each have rules about types of uses and the scale of buildings allowed in that zone.

Through a formal public process, land can be rezoned by Council. The existing zoning for Central and Mundy Pond is explored in the Existing Conditions section of the Background Report.

10-Year Affordable Housing Strategy (2018)

The Affordable Housing Strategy recommends the following land use strategies:

- Building a diverse and inclusive housing stock
- Promoting subsidiary dwelling units and tiny homes
- Supporting intensification and mixed-use developments along transit corridors and near parks
- Providing incentives for affordable housing (cash-in-lieu for the Civic Housing Fund, exempt developments from municipal fees).

Housing Needs Assessment (2023)

The Housing Needs Assessment encourages the City to explore partnerships with non-market housing providers to expand affordable housing supply. The assessment also recommends using publicly-owned land to build purpose-built rental housing for lower income households.

Resilient St. John's Community Climate Plan (2022)

This plan makes several recommendations for preparing St. John's for changes in climate including infrastructure improvements, supporting local food production, and engaging with residents to improve emergency response to extreme weather events.

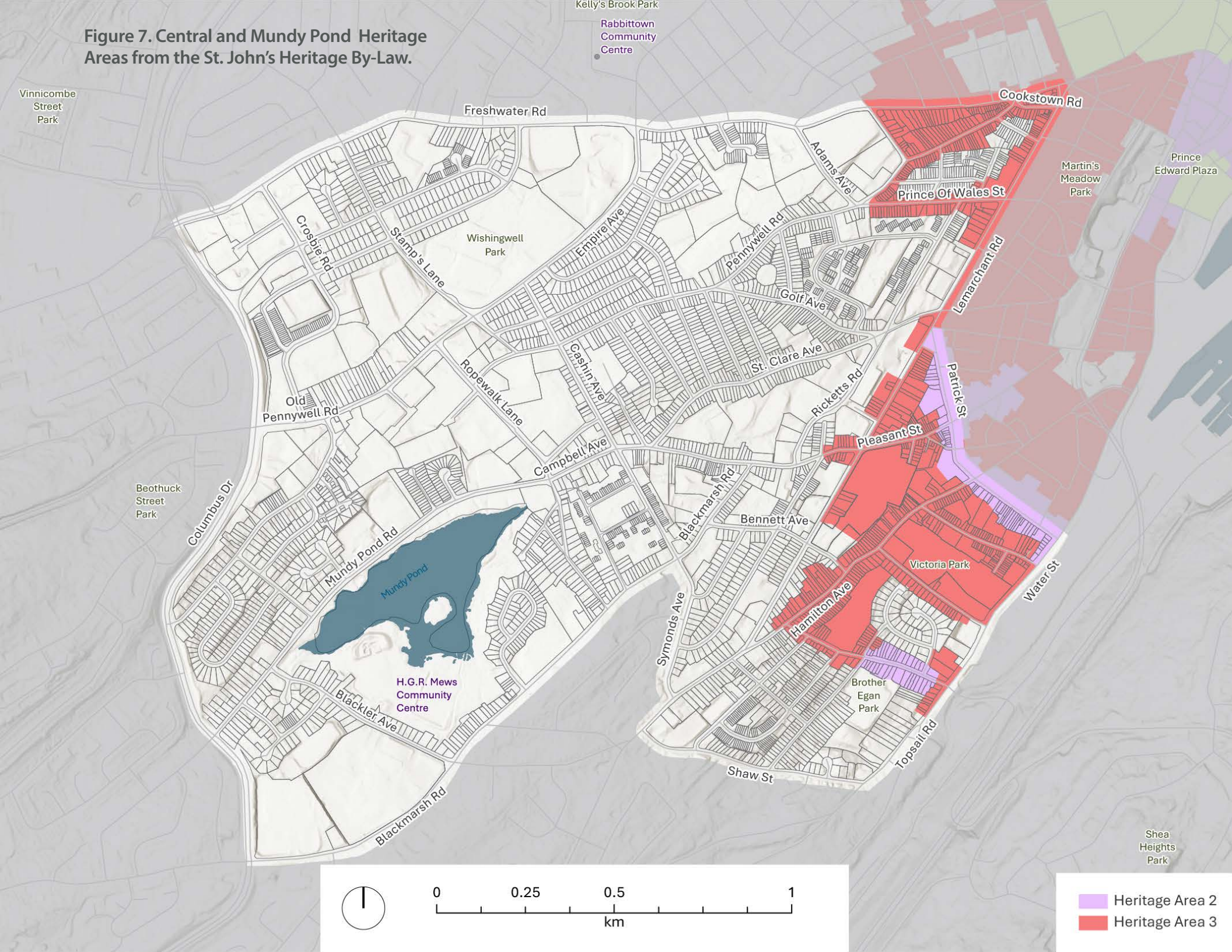
Accessibility Plan (2023)

The Accessibility Plan advocates for making new buildings fully accessible, building affordable residential units, locating accessible parking spaces close to building entrances, and improving winter maintenance of bus stops.

Bike St. John's Master Plan (2019)

The Bike St. John's Master Plan sets out a proposed citywide bike network and improvements, which are discussed further in the Transportation section.

Figure 7. Central and Mundy Pond Heritage Areas from the St. John's Heritage By-Law.



Heritage By-Law (2021)

The Heritage By-Law sets out building requirements for four Heritage Areas. Central contains areas within Heritage Area 2 and 3, while Mundy Pond has no identified areas. The City's powers to enforce this by-law come from the City of St. John's Act.

Heritage Areas 2 and 3 are areas of significance, although not as substantive as those found in Heritage Area 1. Development in these areas must follow design standards to ensure compatibility with historic streetscapes. These areas include much of LeMarchant Road, Hamilton Avenue, Patrick Street, and properties surrounding Victoria Park in the south of Central, and Prince of Wales Street, Cookstown Road, Pennywell Road, and Freshwater Road in the north-easternmost area of Central.

Healthy City Strategy (2021)

The Healthy City Strategy facilitates the development and sustainability of healthy neighbourhoods. At a citywide level, the plan encourages building mixed use complete communities that support active transportation to get residents active.

Northeast Avalon Wayfinding Program (2021)

The Program calls for wayfinding signs along pedestrian pathways to improve the connectivity and presence of region-wide pathways system.

Metrobus Transit Service Review (2019)

The Metrobus Transit Service Review recommends improving alignment with the City's Planning, Engineering and Regulatory Services Department to locate higher density developments along transit routes.

Parks and Open Space Master Plan (2014)

The Master Plan identifies only one Special Project in Central and Mundy Pond, the creation of a Victoria Park Master Plan. This was accomplished through recent park investments and upgrades to the park. Beyond these special projects, the Master Plan also identifies several parks in the neighbourhoods as Priority 1 facilities, including:

- Cashin Avenue / Vimy / Froude
- Mundy Pond Park
- Brother Egan Park
- Martin's Meadow Park
- Buckmaster's Circle Playground

Arts Space: Demand Needs Analysis (2012)

The report identifies the importance of preserving and expanding arts and culture spaces throughout the City to improve access, cost, and quality for artists.

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Existing Conditions



Existing Conditions

As an established neighbourhood and area of transition between Downtown and the western suburbs, the existing conditions of Central and Mundy Pond today are important to understand so that decisions about how the neighbourhood should grow and change in the future are well-informed. The following sections provide a summary of the existing land use, built form, heritage, transportation, and parks and recreation conditions.



Land Use

Land uses are the types of activities allowed in an area, such as residential or commercial uses. Uses can be mixed or standalone if they have different needs or impacts. Understanding current land use patterns helps make sure that future development compliments existing neighbourhood uses and needs.



Built Form & Heritage

Built form means the height, style, setbacks, and size of buildings in the community. Understanding existing built form helps make sure future development is guided in a way that helps change over time support the character and sense of place of the community.



Transportation

Transportation includes all the ways residents and visitors move around Central and Mundy Pond. Understanding the existing context for pedestrians, cyclists, transit, and cars will allow for informed decision-making around where and how future investments in each neighbourhood should occur.



Parks & Recreation

Parks are an integral part of complete and healthy communities. Understanding Central and Mundy Pond's existing open space network, including how residents use it both for recreation and for moving throughout the community, is important context to consider when preparing the Neighbourhood Plan.

Land Use

About 60% of Central is zoned for residential uses, while only about 40% of Mundy Pond is. Of these areas, the majority are zoned for medium-density residential in Central, transitioning to lower-density residential development further west through Mundy Pond. There are limited areas of Apartment zoning throughout the neighbourhoods. Institutional uses are prevalent throughout Central, while Commercial and Open Space uses are more prevalent in Mundy Pond. Both neighbourhoods include pockets of Industrial zoning throughout their boundaries.

Low Density Residential (R1)

Only 4% of Central but 20% of Mundy Pond is zoned for low-density residential (R1), demonstrating the reduction in housing density from Downtown to the western suburbs. This zone allows single detached dwellings. Recent amendments to the Development Regulations have made semi-detached dwellings, backyard suites, child care service, and four-plexes on corner lots permitted uses in R1.

Medium Density Residential (R2, R3, and RD)

Medium density residential zones make up over 50% of Central and 14% of Mundy Pond. These areas are concentrated closest to Rabbittown and south of LeMarchant Road, and allow for ground-oriented types of housing, such as duplexes, semi-detached dwellings, townhouses, and triplexes.

Apartment (A1, A2, and A3)

Apartment zones make up about 6% of each neighbourhood. These zones are distributed throughout the neighbourhood, with most located along or south of LeMarchant Road. The A1 zoned areas allow 14 metre building heights, A2 allow up to 24 metres, and A3 allows up to 52 metres.

Figure 8. Land use zones by percent of Central neighbourhood land area.

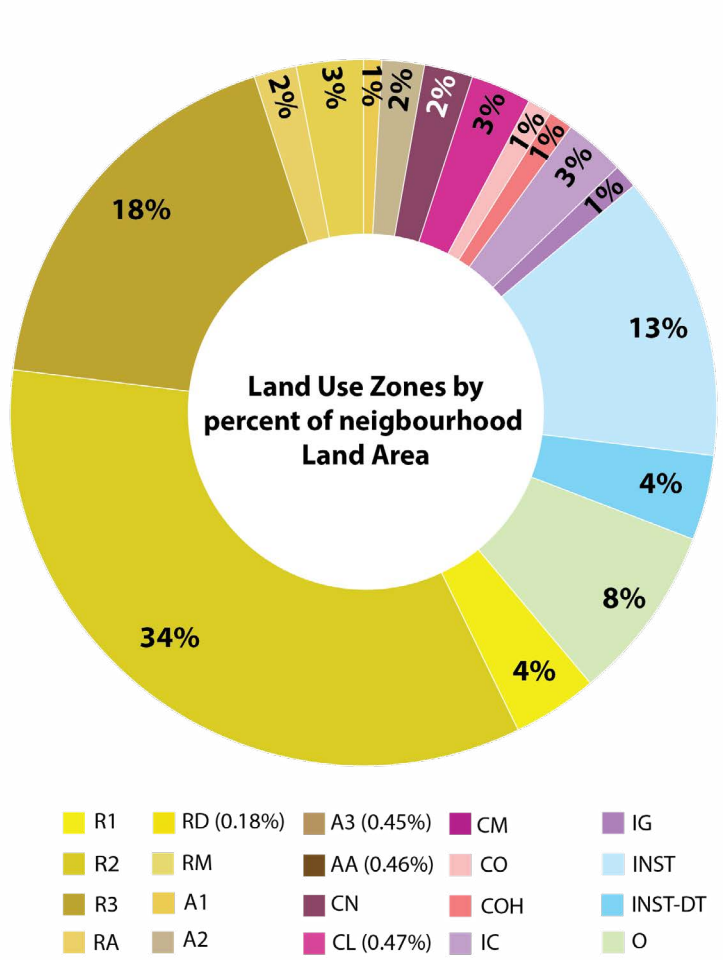
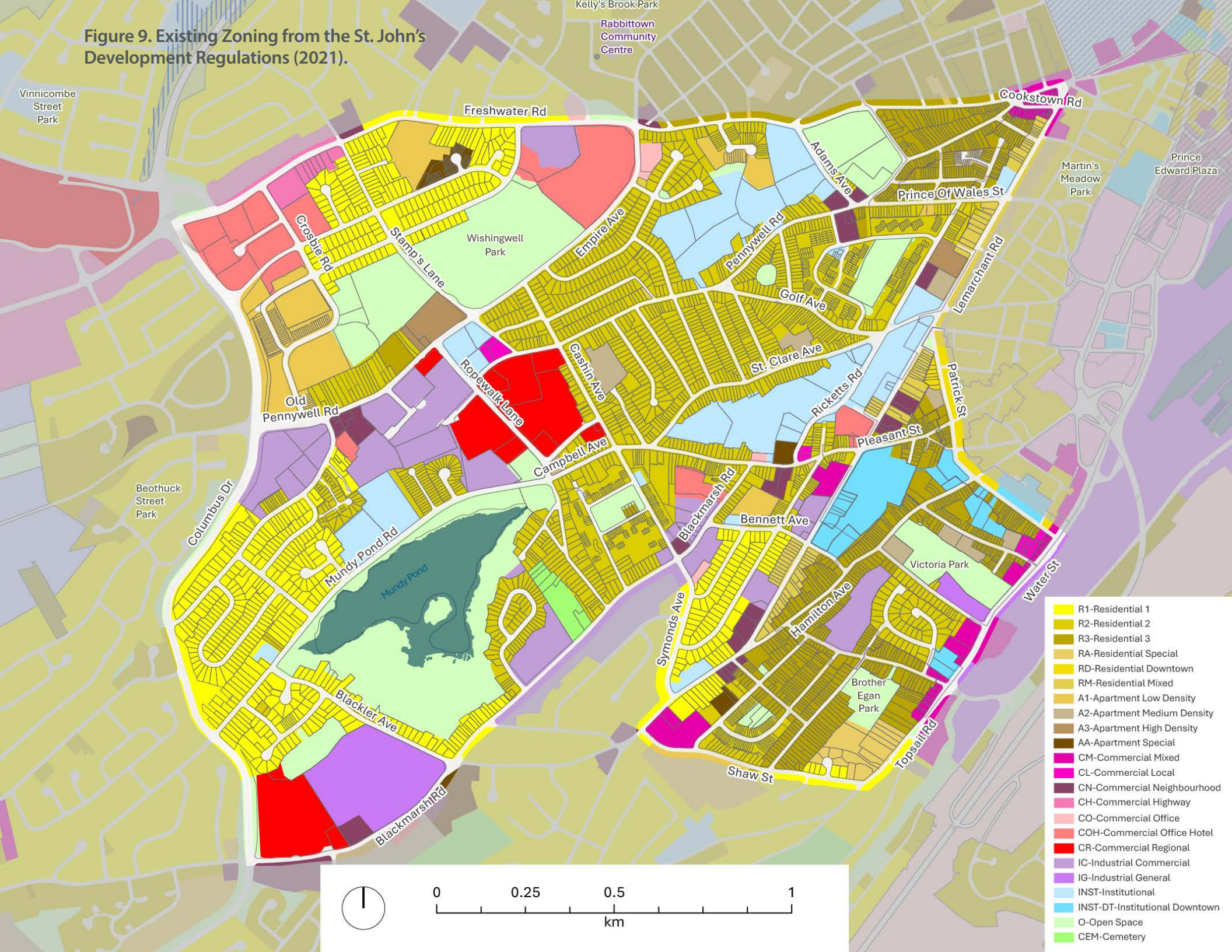


Figure 9. Existing Zoning from the St. John's Development Regulations (2021).



Local Commercial (CN, CL)

About 2% of the neighbourhood is zoned Commercial Neighborhood (CN) or Commercial Local (CL). These areas are primarily concentrated along LeMarchant Road with small clusters around Blackmarsh Road near Columbus Drive and where Adams Avenue and Prince of Wales Road meet. These areas typically contain small-scale commercial plazas with offices, medical services, professional services, banks and other businesses that are accessible to the nearby residents.

Commercial Mixed (CM)

The Commercial Mixed zone makes up 3% of the Central neighbourhood but is not present in Mundy Pond. The main area of Commercial Mixed is located along Water Street at the southern boundary of the Central neighbourhood, with an additional cluster located around where Cookstown Road and LeMarchant Road meet. These are typically older live-work style developments with commercial businesses at the ground level and apartments above.

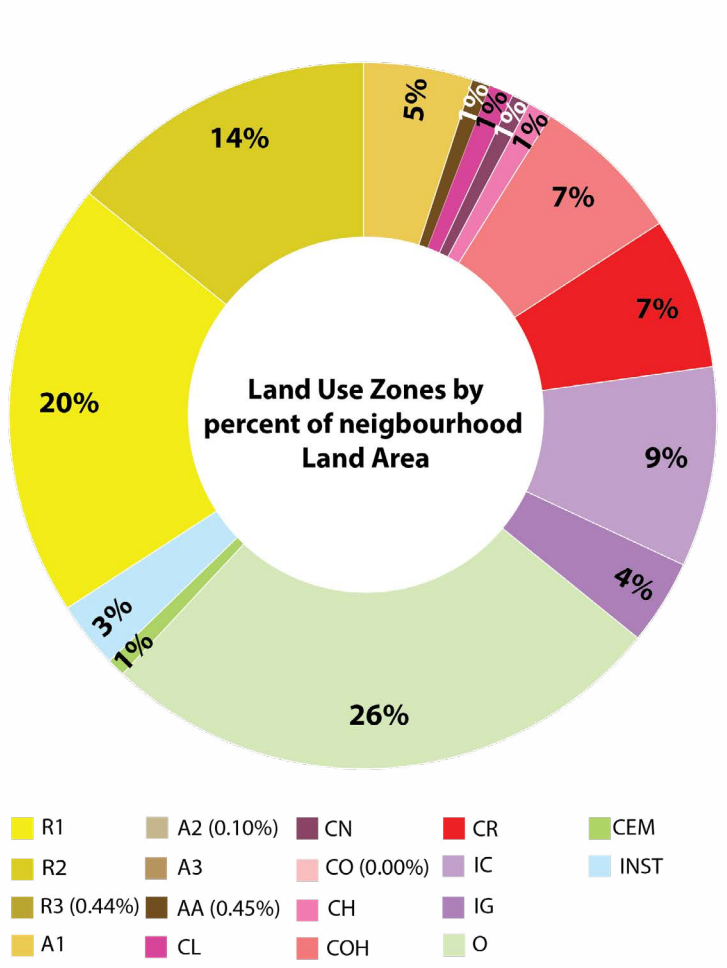
Large Scale Commercial (CR, CH, CO, COH)

Approximately 2% of Central is zoned for large-scale commercial uses, while roughly 15% of Mundy Pond is. These zones allow for uses such as hotels, large-format retail, shopping centres, and offices. These areas are concentrated around Ropewalk Lane, the Canada Revenue Agency (CRA) tax centre, the Freshwater Road and Columbus Drive intersection, and the Blackmarsh Road and Columbus Drive intersection.

Industrial Commercial and Industrial General (IC, IG)

Central contains 4% industrial while Mundy Pond contains 13% lands zoned for industrial uses. These zones allow for manufacturing, storage, transportation, logistics, and other businesses uses. Clusters of industrial lands are located around Ropewalk Lane, along Blackmarsh Road south of Mundy Pond, and the Labatt Brewery in Central.

Figure 10. Land use zones by percent of Mundy Pond neighbourhood land area.





Institutional (INST, INST-DT)

Approximately 17% of Central is zoned institutional compared to 3% total in Mundy Pond. These lands include the former Grace Hospital site, St. Clare's Mercy Hospital, former Booth Memorial High School site, and several church and school properties throughout both neighbourhoods.

Open Space (O and CEM)

Open space and cemeteries make up 8% of Central and 27% of Mundy Pond. These areas include recreational areas, parks, and cemeteries. The majority of these designated lands are the Mundy Pond parkspace and Wishingwell Park, with smaller neighbourhood parks comprising the minority of remaining open space lands. Smaller parks include Froude Avenue Park, the Ayre Athletic Field, Brother Egan Park, Buckmaster's Circle, and Victoria Park.

Key Land Use Takeaways

- The residential density shift from higher densities closer to Downtown towards lower densities near Columbus Drive is a subtle yet defining feature of the neighbourhoods. The current zoning in most of these areas allow for gradual increases in density over time through addition of apartments, backyard suites, semi-detached dwellings, and four-plexes on corner lots.
- Key corridors such as LeMarchant Road and Water Street define the location of most commercial, institutional, and mixed-use development. Conversely, key clusters of development define more industrial and large-scaled nodes such as Ropewalk Lane, Empire Ave, and the Blackmarsh Road and Columbus Drive intersection.
- Recent development applications emphasize the importance of LeMarchant Road as a still-emerging hub of mixed-use commercial and residential intensification, particularly as the Grace Hospital site redevelops.
- The existing employment base is an important feature of these neighbourhoods, providing jobs and amenities close to Downtown and most St. John's residents.

Built Form

Central and Mundy Pond demonstrate the evolution of St. John's over the decades, from historic, pre-fire heritage clusters of development close to Downtown, to newer 1960s subdivisions in the west ends of Mundy Pond.

In the Central neighborhood, residents primarily live in single detached homes (32%). A similar rate of 29% of residents live in duplex or semi-detached dwellings, while 22% of individuals live in apartments. 17% of Central residents live in townhouses.

In contrast, most Mundy Pond residents live in apartments (38%), with single detached homes (27%) and duplex / semi-detached (23%) rounding out the majority of residential types. Only 12% of residents in Mundy Pond live in townhouses (Figure 11).

In addition to its diverse residential and commercial areas, there are many institutional clusters of buildings, particularly along LeMarchant Road near the St. Clare's Mercy Hospital.

Single Detached Housing

Single detached homes in Central and Mundy Pond vary is scale and style depending on where in the neighbourhood they are found. Older, more historic homes along roads like Pennywell Road feature narrow, taller two-storey buildings with small front yard setbacks on long and deep lots. Conversely, newer traditional 1960s subdivision developments such as those around Mundy Pond feature lower-rise bungalow-style houses on wider lots.

The ability for older single detached homes to support additional dwelling units may be limited by their parking, while newer homes build from the 1950s onward typically have more space available to supply additional parking spots.

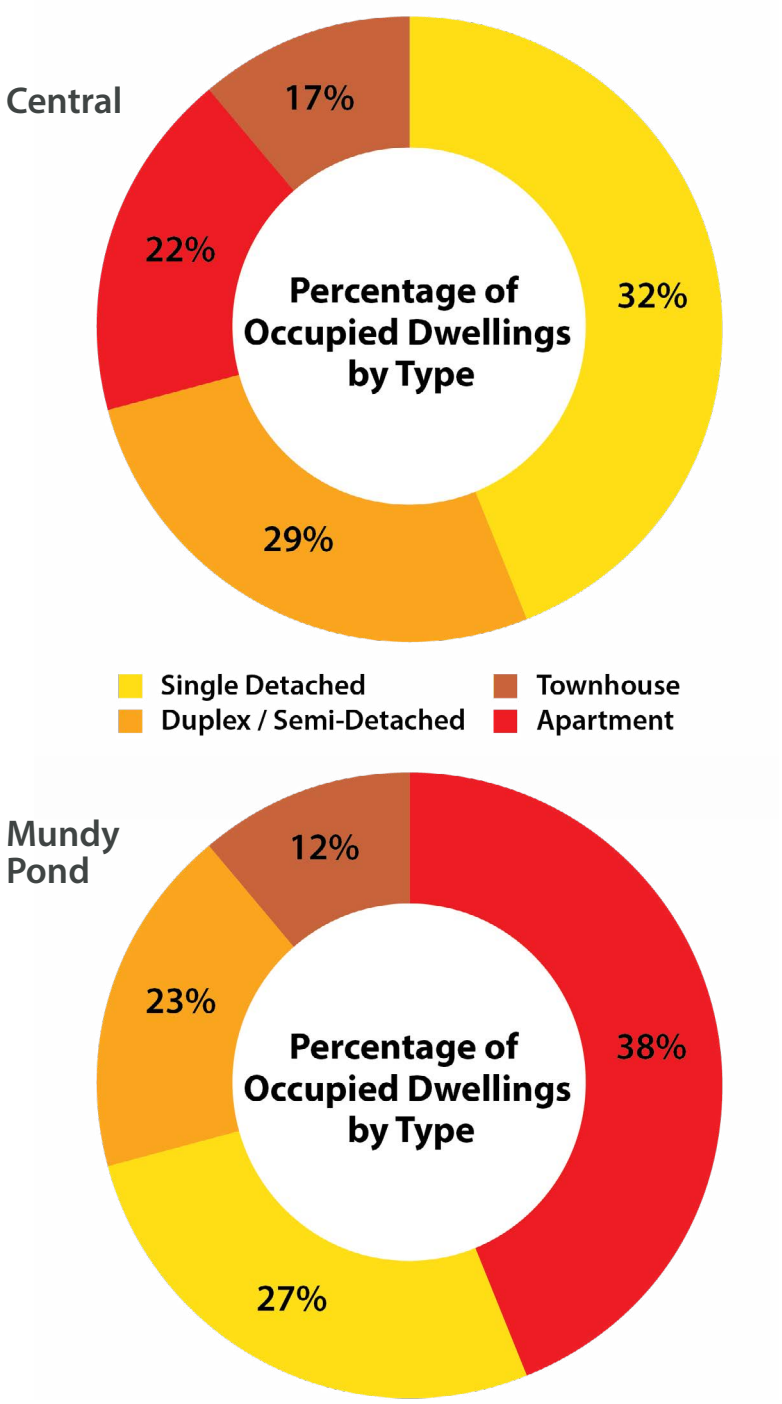


Figure 11. Percentage of Households of each Housing Type (Esri Neighbourhood Profile, 2025).



Figure 12. Single detached homes in Central



Figure 13. Single detached homes in Mundy Pond



Figure 14. A contemporary apartment building in Central.
Source: Google Maps (2025).

Duplexes, Semi-Detached, and Townhomes

A substantial amount of Central's housing is medium-density semi-detached and townhouses that were developed from the late 19th to mid-20th century. These homes are mostly low-rise with limited front yard setbacks, providing little to no room for driveways, resulting in vehicle owners parking on the street. With reduced front lawns, there is a reduction in greenery along the street.

Conversely, Mundy Pond has fewer medium-density residential homes, and where they do exist, they usually feature larger front yard setbacks of roughly 7 metres. These homes were developed from 1946 onwards and are mostly located on cul-de-sacs such as Melville Place and Vail Place. Other features include larger front yards and driveways, and green spaces.

Apartment Buildings

Apartment buildings are often found in the midst of low-density residential homes and can be found at the end of cul-de-sacs in Central and Mundy Pond. Developed primarily after 1969 except for adaptive re-use projects in older buildings, these developments are limited in height, ranging from 3 to 4 storeys with up to 20 metres of setbacks. Surface parking is another common feature, either placed on the front or backside of the building.

Local Commercial

There are various sizes and scales of commercial areas in the Central and Mundy Pond neighborhood, ranging from standalone commercial buildings to plazas to large format big box stores. With plaza-style developments and the big box stores parking spaces typically occupy a significant amount of surface area, which is enclosed by different services and amenities. Developed after 1963, these plazas feature limited greenery and are primarily vehicle-orientated. Many smaller scale standalone commercial spaces also prioritize vehicle access with large surface parking lots.

Commercial Mixed

The commercial mixed buildings located in the Central neighborhoods are frequently built against the property line, ranging from two to three storeys. This building form, located throughout Central but with main clusters along Cookstown Road and Water Street, started development prior to 1880 and contain commercial uses on the lowest level, with residential use on the floors above. Access is provided primarily by street parking or active modes, and supports primarily neighbourhood-level commercial needs, although closer to the hospital more professional services are found.

Industrial

Industrial buildings are found throughout both neighbourhoods, although industrial uses in Central are more integrated directly into the neighbourhood such as the Labatt plant, whereas industrial uses in Mundy Pond are typically found in separate industrial park style developments. The majority of industrial developments are large-footprint, single-floor developments, often accompanied by several loading bays for shipping.

Heritage Areas

Central contains some of the oldest intact residential heritage properties in St. John's, as large parts of the neighbourhood avoided the catastrophic Great Fire of 1892. Areas between Water Street and LeMarchant Road including Victoria Park, and around the LeMarchant Road, Cookstown Road, and Freshwater Road intersection are of particular heritage significance given their intact historic streetscapes, and are identified as Heritage Areas. This identification conveys design standards on new development and renovations in these areas to ensure they remain compatible with the historic context.

Development in Central features primarily Victorian and Second Empire ("Southcott Style") residences, with some Queen Anne style larger homes from wealthy merchants and ship captains.



Figure 15. Big box commercial on Blackmarsh Road.



Figure 16. Commercial mixed on Golf Avenue.



Figure 17. Commercial mixed on Cookstown Road.

Source: Google Maps (2025).



Figure 18. Industrial in Mundy Pond, off of Ropewalk Lane.



Figure 19. Industrial in Central, on Leslie Street.

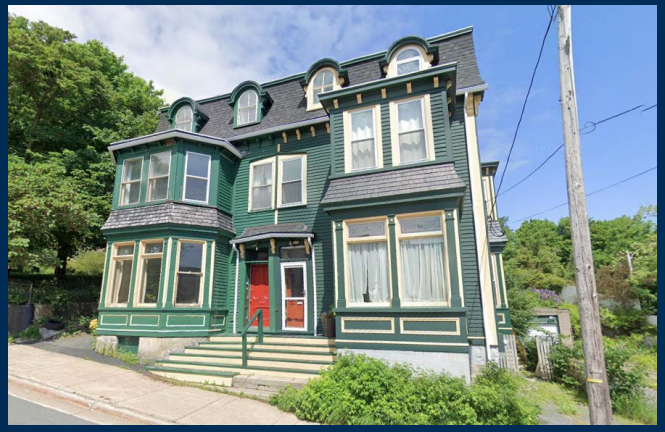


Figure 20. Heritage Area home on Hamilton Avenue.

Source: Google Maps (2025).

Key Built Form Takeaways

- The eastern areas of Central and the LeMarchant Road corridor provide good examples of existing walkable, complete communities from a land use mix and built form perspective. Future development in these areas should draw inspiration from and complement the historic development patterns of this part of the neighbourhood.
- While historic industrial uses in Central should be retained, more modern industrial parks such as on Crosbie Place and Cordage Place in the Mundy Pond area should be the focus of future industrial growth and expansion, with built form likely following these larger-format warehouse-style developments.
- There are many opportunities to support larger format residential and apartments throughout the neighbourhoods along arterial roads and large vacant lots.
- Existing residential communities, particularly further west from Downtown, are stable and unlikely to experience much development pressure in the near future.
- Opportunities to expand small-scale mixed-use / neighbourhood commercial development further west along LeMarchant Road could help expand the beloved character of this major arterial.

Transportation

Mobility patterns in Central and Mundy Pond demonstrate some similarities but also differences in how people move around their neighbourhoods and the city. 72% of Central residents commute to work using personal vehicles, while 20% walk, 5% take public transit, and the remaining 3% cycle.

Similarly, the Mundy Pond neighborhood sees 72% of residents commute by vehicle, while 17% commute by transit - over two times as many as in Central. 10% of residents walk to work in Mundy Pond, which is half as many as in Central, while the remaining 2% of Mundy Pond residents cycle.

Across both neighbourhoods the major transportation takeaway is that 1 in 4 residents commute by modes other than personal vehicle, which is much higher than the City as a whole. This underlines the importance of providing adequate transit and active modes infrastructure in these neighbourhoods.

Streets

The borders of Central and Mundy Pond are primarily major and minor arterial roads such as Columbus Drive, Blackmarsh Road, and Freshwater Road. The neighbourhoods themselves are divided by a minor arterial while narrower roads such as collectors and residential roads are spread across the neighbourhoods. Mundy Pond features a slightly more structured road hierarchy from minor arterials to collectors to disconnected local roads, while Central's road hierarchy follows the hilly topography more closely, with most collectors oriented towards Downtown. Most of these roads have sidewalks located on both sides, providing some walkability for pedestrians.



Figure 22. LeMarchant Road, an example of a minor arterial.

Figure 21. How residents get to work



Source: Environics Analytics 2025 Neighbourhood Profiles, using 2024 Esri and Statistics Canada data.

Figure 23. Street Hierarchy

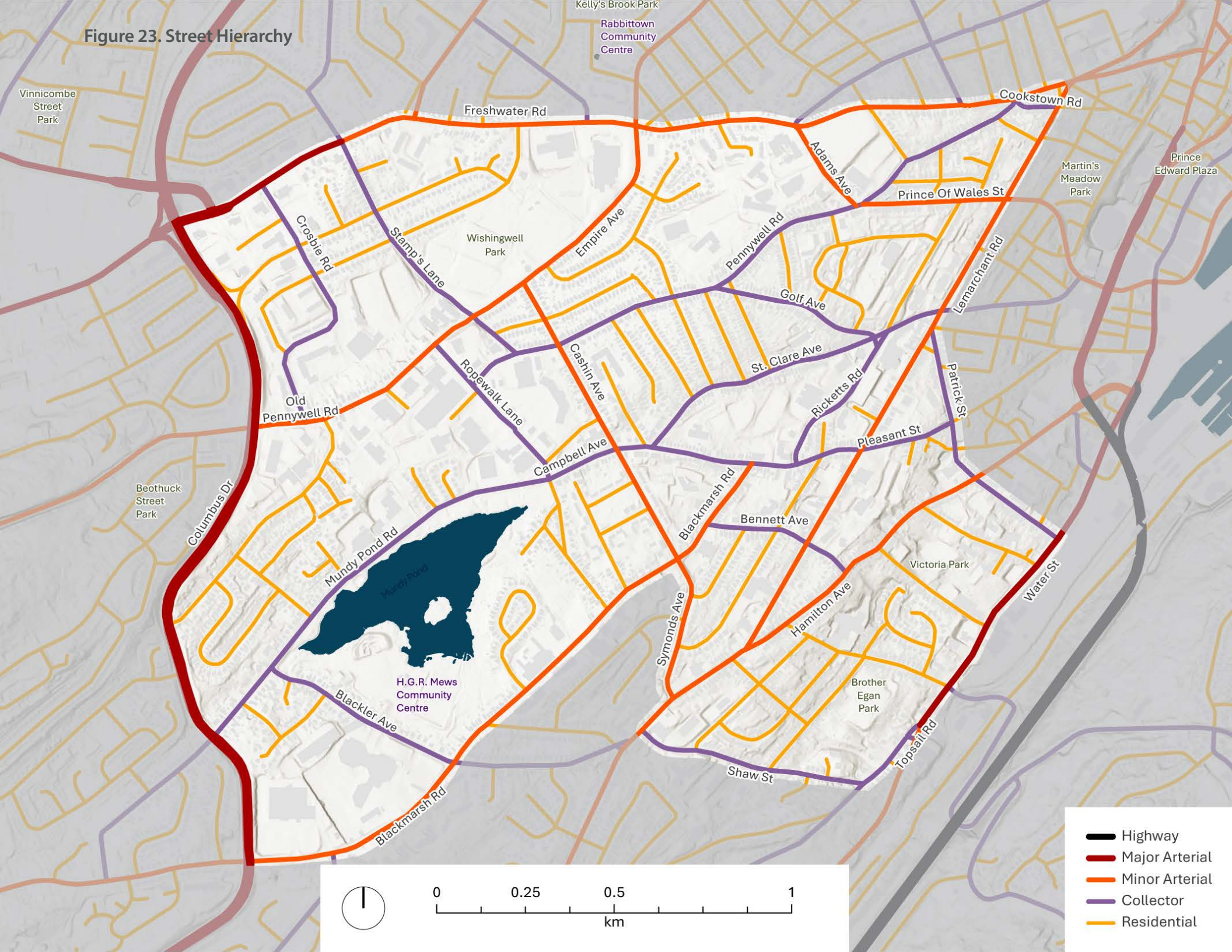
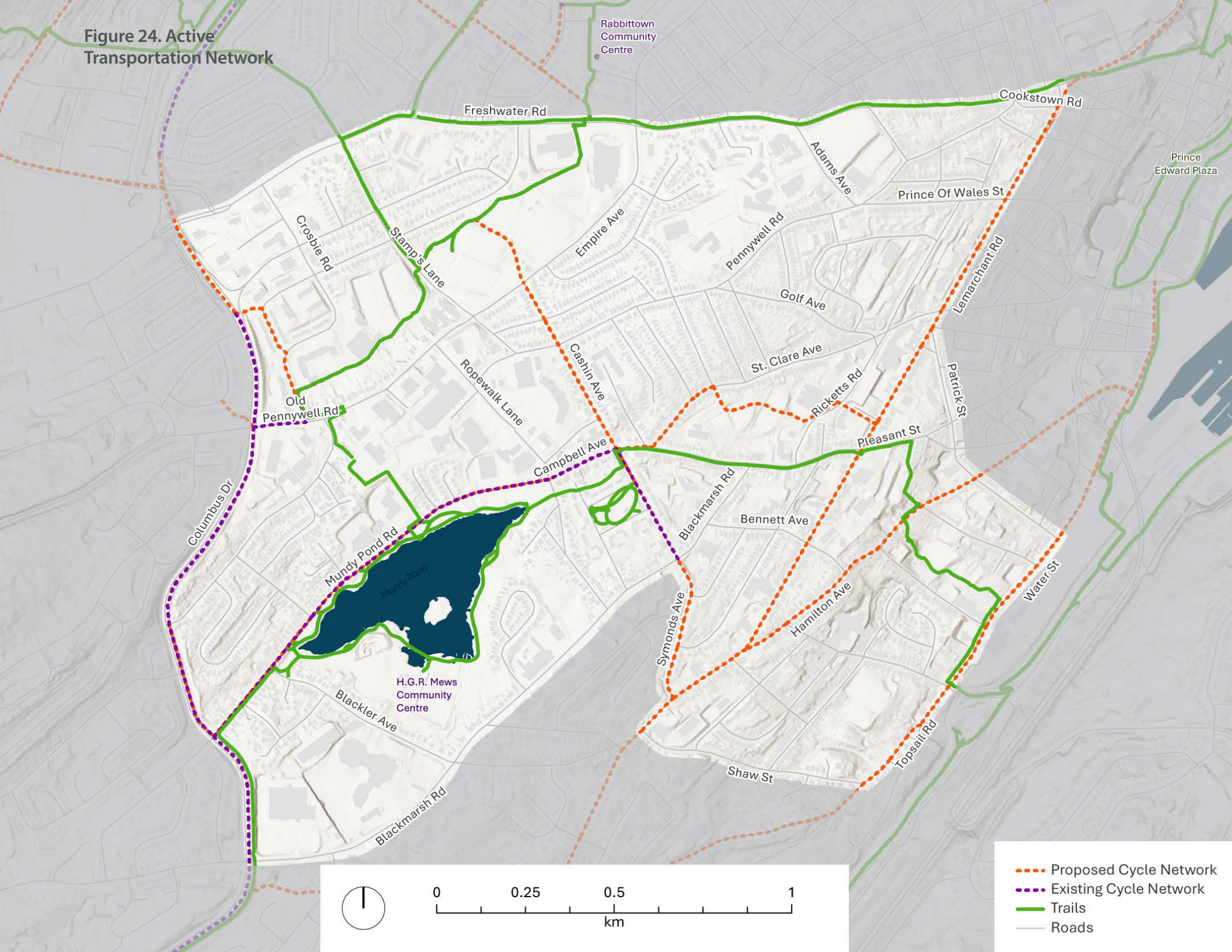


Figure 24. Active Transportation Network



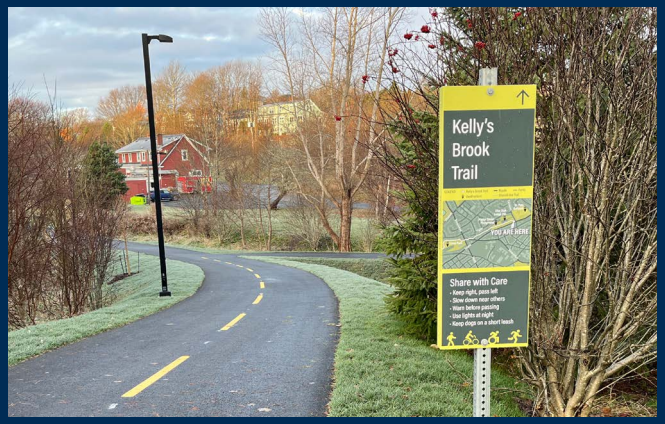


Figure 25. Kelly's Brook shared-use path.



Figure 26. Mundy Pond trail.

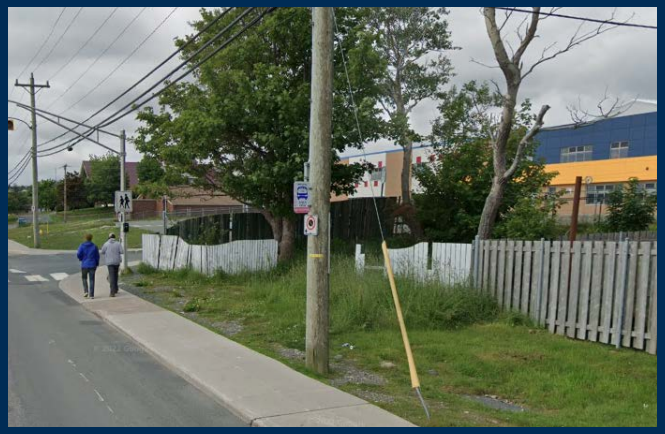


Figure 27. Bus stop on Mundy Pond Road.

Source: O2 site photos; Google Maps (2025).

Active Transportation

The recently completed shared-use path from the St. John's Community Market through Wishingwell Park to Columbus Drive provides an east-west route that extends to the Kelly's Brook Trail and ultimately to Quidi Vidi Lake, providing excellent active modes connectivity to residents in the north parts of Mundy Pond and Central. Outside of this link however, only existing bike lanes on Mundy Pond Road provide additional active modes infrastructure. The proposed future shared-use paths, particularly along LeMarchant Road and Hamilton Avenue, will provide better connectivity between Mundy Pond and Downtown.

Transit

Central and Mundy Pond have relatively strong transit connectivity to the Avalon Mall and Village Shopping Centre, with peak weekday frequency on those routes of 15 minutes. Despite this peak frequency however, off-peak weekday times can often take closer to 30-50 minutes between buses. Stations are also concentrated on major and minor arterials, reducing the transit accessibility within the centre of the neighbourhood, particularly closer to Central. This could be a factor in Mundy Pond's substantially higher transit ridership in comparison to Central.

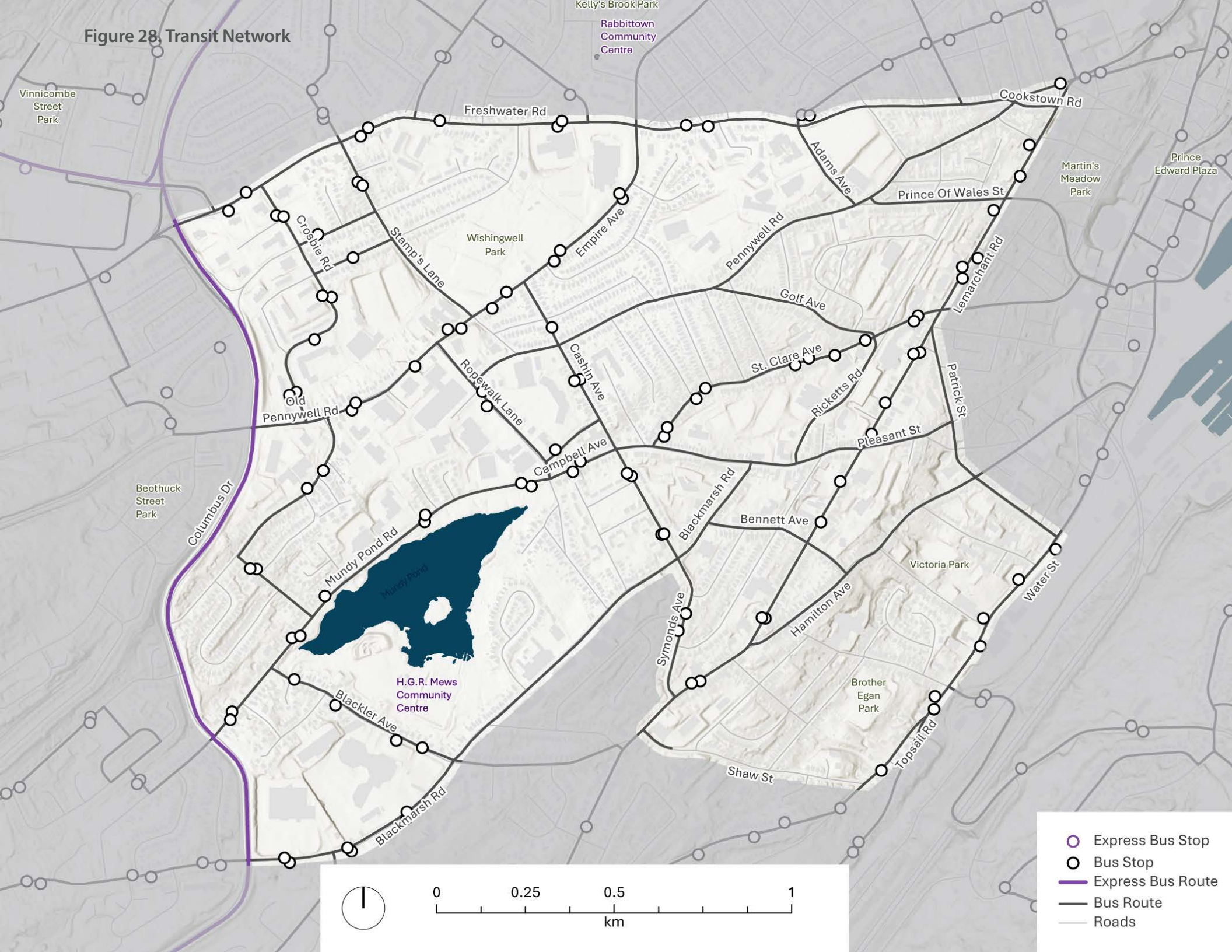
Existing bus stop facilities range from glass and metal shelters, often located on larger roads, to pole mounted signs with no seating (Figure 27).

Table 1. Metrobus transit routes servicing Central and Mundy Pond

Route Number	Start/End Location	Weekday Peak Frequency (minutes)
1	Village | Institutes	15 min
2	Avalon | Village	15 min
3	Village | Stavanger	15 min
10	Downtown | Avalon	15 min
11	Avalon | Shea Heights	1 hr 10 min
12	Village | Avalon	30 min
19	Village | Avalon	30 min

Source: Metrobus, 2025.

Figure 28. Transit Network



Key Transportation Takeaways

- Both neighbourhoods feature above-average rates of non-vehicle commuters, highlighting the importance of providing safe and reliable infrastructure for transit and active modes users.
- Improved crossings and intersection treatments along arterials will help improve community connectivity and safety when accessing parks, commercials areas, and schools.
- The road network in both neighbourhoods functions well, but some key links such as LeMarchant Road will experience increased demand with future development and proposed active modes infrastructure.
- While Mundy Pond has a high proportion of transit users, demand in Central may exist that is unrealized due to lack of adequate service through that neighbourhood.



Parks and Recreation

The Central and Mundy Pond neighbourhood has many public parks ranging in size from small neighbourhood squares and community commons to municipal and community parks such as Victoria Park, Wishingwell Park, and Mundy Pond Park. The communities are generally well-provisioned with parks and open space, although accessibility to the larger parks could be strengthened across the neighbourhoods.

Victoria Park

Opened in 1890, Victoria Park stands as a Municipal Park providing a historic destination, civic events and active and passive recreation/sport amenities to serve all residents within the region. Victoria Park is a destination parks that has a wide draw from across Central and Mundy Pond, particularly in the winter time for its sledding hill. Originally designed as a traditional Victorian park, this park has evolved over the years to support more uses, such as the ball diamond, than were originally intended for the site. Recent investments in the park have added new washrooms, a dedicated off-leash dog park, a community garden, and a new playground.

Wishingwell Park

Located on a former landfill, Wishingwell Park is the site of the St. John's Community Market as a range of sports infrastructure including baseball diamonds, soccer fields, rugby fields, tennis courts, batting cages, and more. The recently built shared-use path through the park has provided greater connectivity to the park from surrounding communities.

Mundy Pond Park

Mundy Pond Park is one of the largest parks in the neighbourhood plan area, and is centred around its namesake pond. The park includes the new H.G.R. Mews Community Centre, Jumpstart playground, a baseball diamond, skatepark, walking loop, dog park, community garden, and other amenities.



Figure 29. Pavilion and playground at Buckmaster's Circle Playground.



Figure 30. Batting cage in Wishingwell Park.



Figure 31. Playground at Cashin Avenue / Vimy / Froude Park.

Source: Mills & Wright photos.

Figure 32. Parks and Open Spaces in Central and Mundy Pond.



Neighbourhood Parks and Community Commons

Neighborhood Parks and Community Commons are community areas and often situated within the streets of residential roads, such as Brother Egan Park or the Cashin Avenue / Vimy / Froude Park. These parks often contain courts, informal field spaces, and/or playground equipment. They are interspersed throughout the neighbourhoods, and provide local recreation and open space amenities in close proximity to residents.

Recreation Spaces

Mundy Pond and Central have a wide range of recreation spaces, of which the most prominent is the H.G.R. Mews Community Centre. This recently opened public recreation facility is a key hub for recreation and community gathering. Ensuring as many residents as possible are able to easily access the centre will be a key priority for the Neighbourhood Plan. Beside this new centre, there are several outdoor facilities in the neighbourhoods for sports, including soccer, rugby, softball, tennis, football, skateparks, dog parks, and sliding hills. Private recreation amenities also exist in the neighbourhood including multiple arenas.

Most of these parks include trails that connect to other residential and commercial areas of the city.

Key Parks & Recreation Takeaways

- Central and Mundy Pond have good access to a variety of levels of parks ranging from Neighbourhood, Community, and Municipal Parks. Prioritizing connectivity to the neighbourhood's largest parks and park amenities will be important for ensuring residents can easily access all the neighbourhood has to offer from a parks and recreation standpoint.
- There are opportunities for improvements that mitigate hazards to enhance the well-being of park users, such as increasing lighting.
- Finding ways to incorporate community programming into existing parks and recreation spaces can help support broader community well-being.

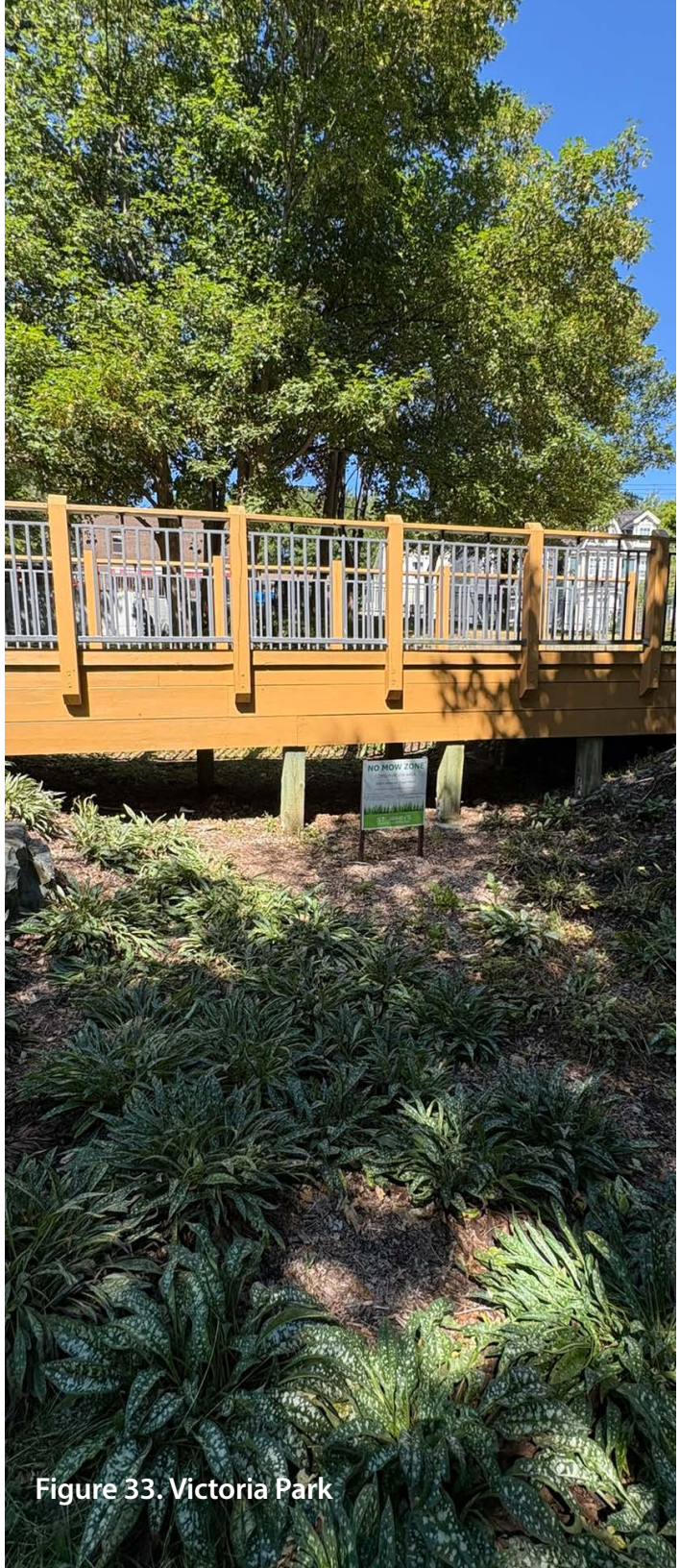


Figure 33. Victoria Park

ST. JOHN'S

Key Findings



SWOC Analysis

A Strengths, Weaknesses, Opportunities, and Challenges Analysis looks at a broad range of current conditions that are particularly relevant to the Neighbourhood Plan process. This analysis identifies not just the conditions themselves, but also the potential impacts that they could have on the community over the life of the Neighbourhood Plan, whether they are potential positives (strengths and opportunities) or potential negatives (weaknesses and threats).

By identifying these things early on in the planning process it is possible for the Neighbourhood Plan to appropriately consider and incorporate them into the future policies. This includes leveraging and enhancing existing strengths, working to mitigate and eliminate weaknesses, identifying and activating opportunities, and addressing and staving off potential threats.

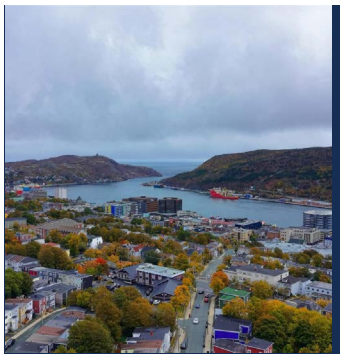
The following pages outline some of the key areas of focus identified through the SWOC Analysis for further consideration in the Neighbourhood Plan, but importantly, should not be seen as an exhaustive list of all strengths, weaknesses, opportunities, and threats that exist in Central and Mundy Pond.

Strengths



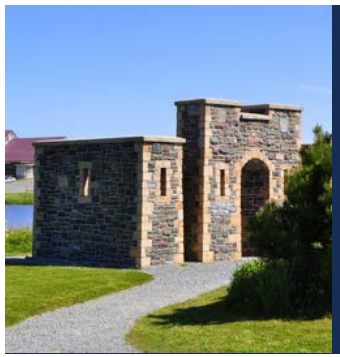
Recreation Assets

Some of the city's most significant recreation destinations, including the H.G.R. Mews Community Centre and Victoria Park are found here. These spaces provide a variety of active recreation opportunities.



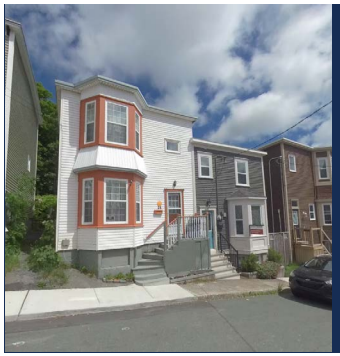
Location

The community benefits from a highly central location within St. John's. Residents have convenient access to Downtown, schools, and employment areas while retaining a quieter, more residential feel.



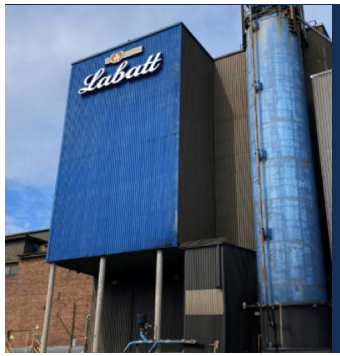
Trails and Active Transportation

The Mundy Pond Trail and Riverdale to Mundy Pond Link form key components of the city's growing active transportation network, providing important east-west connections.



Heritage Character

Parts of the community contain some of the oldest housing stock in St. John's, reflecting a unique heritage character that is hard to find in most other parts of the city.



Healthy Mix of Land Uses

Central and Mundy Pond truly have it all - from hospitals to factories to corner stores and larger commercial plazas, these communities feature a mix of uses that bring daily needs close to where residents live.



Mature Street Trees

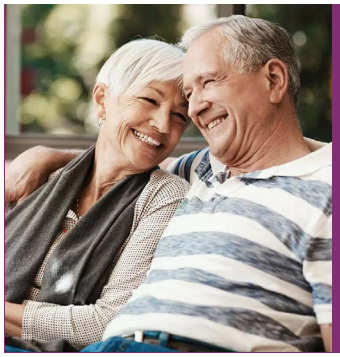
Many streets in this neighbourhood are lined with mature trees that positively support the public realm.

Weaknesses



Uneven Park Distribution

While Mundy Pond and Victoria Park provide regional-calibre parks and a recreation centre, not all areas of Central and Mundy Pond enjoy easy access to nearby greenspace.



Affordable and Seniors' Housing

There is not enough affordable or seniors' housing units in the area, and the units that do exist are older or concentrated to specific areas of the neighbourhood.



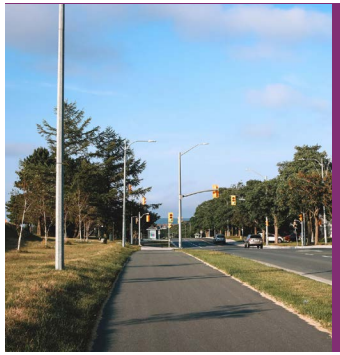
Winter Accessibility

Winter conditions can limit accessibility for pedestrians, cyclists, and mobility-device users during colder months of the year.



Vehicle-Oriented Commercial

While the neighbourhood is well-serviced with commercial uses like large grocery stores, most are located in vehicle-oriented commercial plazas and not always easy to get to by other modes.



Connectivity

There are gaps in the pedestrian and cycling network, especially north–south routes constrained by steep slopes and an east-west route further south.



Transit Accessibility

There is no designated transit hub offering easy connection to other parts of the city. Similarly, existing transit infrastructure largely does not provide shelter or waiting areas.

Opportunities

1 Redevelopment along LeMarchant Road

There are several large parcels that are suitable for redevelopment along LeMarchant Road, and several active development applications. This area could evolve into a vibrant, mixed-use corridor with improved pedestrian environments.

2 Enhancing Ropewalk Lane

The Ropewalk Lane commercial strip currently functions as a car-dominated environment. Reducing surface parking, expanding tree planting, adding street furniture, and introducing more residential uses could better connect retail uses with the surrounding residential areas.

3 Expanded Active Transportation Network

The Bike St. John's Master Plan proposes a connection between LeMarchant Road and Mundy Pond, linking Downtown to key recreation destinations. Other roads could also be potential opportunities for this link, while enhancing existing crossings that would significantly improve overall neighbourhood and city-wide mobility.

4 Naturalization

Parks and boulevards would benefit from additional tree and shrub planting to increase shade and improve aesthetics. New tree plantings can be implemented when LeMarchant Road is reconstructed, while low-maintenance planting and naturalization community-wide could also reduce long-term upkeep costs.

5 Future of the Tax Centre

While the loss of the CRA headquarters in the neighbourhood creates uncertainty, the potential for future re-use or redevelopment of this site could re-energize and re-establish the Wishingwell Park area as an important City-wide destination.

6 Existing Industrial Heartland

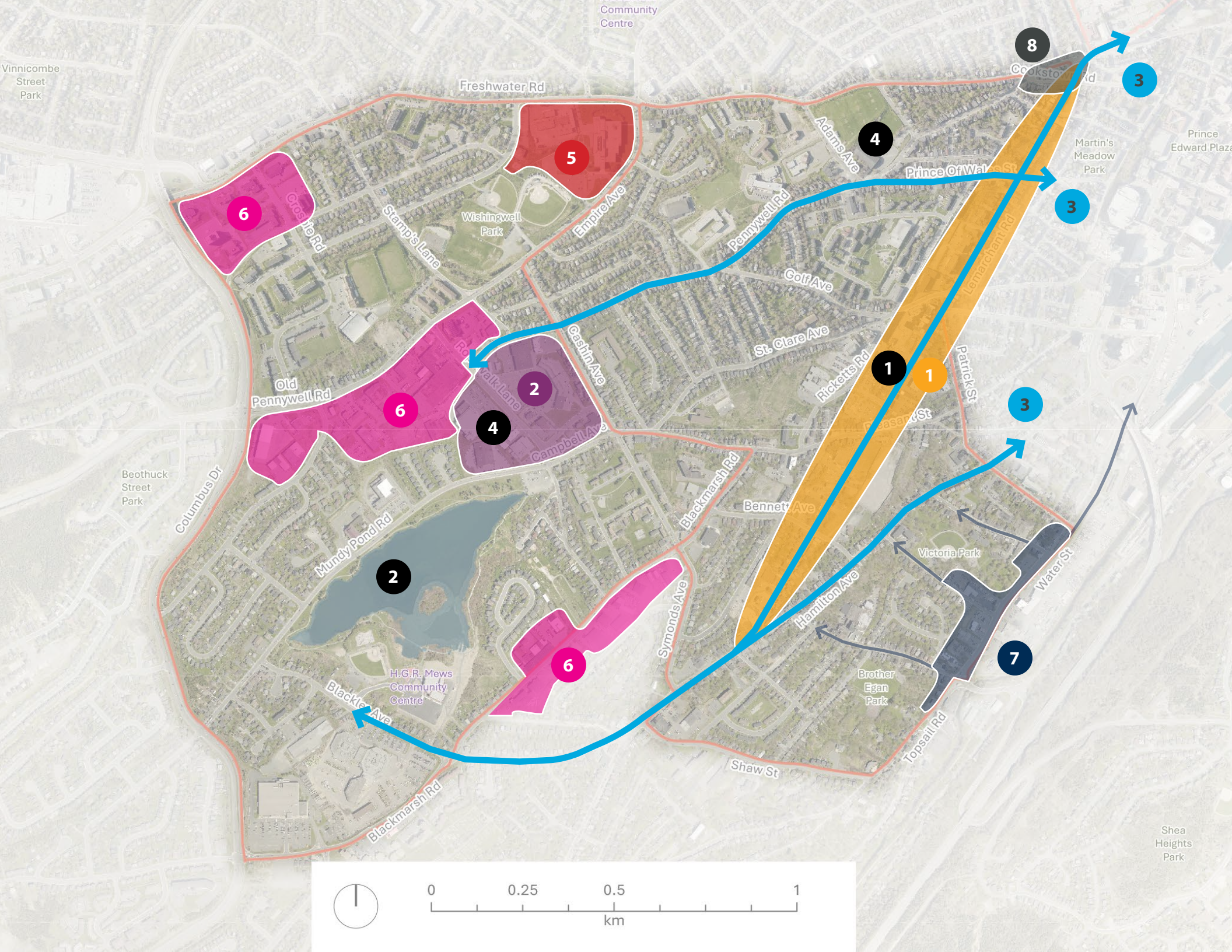
Central and Mundy Pond provide considerable economic benefit to the City through its range of commercial and industrial properties. The Neighbourhood Plan can play a role in recognizing and reinforcing the role these businesses play in supporting the regional economy, and help to support their growth.

7 Connecting Water Street

Water Street provides a historic mix of mixed use commercial, institutional, and industrial development that create unique neighbourhood gathering spots and mixes of businesses. Despite this, it is also cut off from Downtown and more could be asked of this area to provide more services and amenities for South Central residents.

8 Enabling Historic Commercial Hubs

The Cookstown Road / Freshwater Road commercial cluster provides a vibrant mix of commercial and residential uses that creates a natural hub of activity in this area of Central. Future development in this area should reflect and celebrate this historic pattern of development by providing more mixed use buildings and further activation of under-developed lots.


Community Centre
Vinnicombe Street Park
Freshwater Rd
Wishingwell Park
Empire Ave
Stamp's Lane
Crosbie Rd
Adams Ave
Martin's Meadow Park
Prince Edward Plaza
Prince Of Wales St
Pennywell Rd
Golf Ave
Lemarchant Rd
Gashin Ave
St. Clare Ave
Ricketts Rd
Patrick St
Old Pennywell Rd
Campbell Ave
Beothuck Street Park
Columbus Dr
Mundy Pond Rd
Blackmarsh Rd
Bennett Ave
Victoria Park
Water St
Hamilton Ave
Symonds Ave
H.G.R. Mews Community Centre
Blackler Ave
Brother Egan Park
Topsail Rd
Shaw St
Shea Heights Park
1
2
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4
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6
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8
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km

Challenges

1 LeMarchant Road Can Only Do So Much

LeMarchant Road has been identified for intensification, a future shared-use path, and substantial infrastructure upgrades. At the same time, it is well-loved for its historic trees and is recognized as a core commuter conduit to Downtown. The plan must address these conflicting demands.

2 How Do We Get People To Mundy Pond?

Recent investments in the new H.G.R. Mews Community Centre and Mundy Pond park have increased the popularity of this already well-loved part of the city. Now the challenge is expanding active modes connectivity to the park so that residents further away can easily travel to and enjoy these amenities.

3 Infrastructure Limitations

While Central's Heritage Areas are the heart and soul of its community character, they also come with aging infrastructure. Demands on LeMarchant Road and other corridors to manage intensification are constrained by current stormwater management, sewer, and sanitary infrastructure limits.

4 Limited Development Demand

While sites such as Ropewalk Lane and the former Booth Memorial High School are identified intensification areas, real estate market projections highlight limited development demand that may be consumed by existing projects such as intensification closer to Downtown and greenfield growth elsewhere.

5 Future of the Tax Centre

Uncertainty around the future of the CRA headquarters in Wishingwell Park creates challenges (and opportunities) around appropriately planning for the future of this site.

6 Safety Concerns

Perceived safety concerns may deter use of otherwise well-designed public spaces and emerging commercial corridors. Addressing these issues requires ongoing collaboration between the Province, the City, housing providers, and community service organizations.

Key Findings

In summary, Central and Mundy Pond have significant strengths, from its location next to Downtown, its healthy mix of different commercial, industrial, residential, and institutional land uses, and its recent investments in community parks and recreation amenities, including the new H.G.R. Mews Community Centre and improvements to Victoria Park. These strengths should be maintained and improved upon as the neighbourhood grows through additional active transportation links to Downtown and to these regional parks and recreation draws, community park improvements, and additional programming opportunities.

The LeMarchant Road Intensification Area likely provides the most viable location for future redevelopment, particularly in light of existing development proposals and provincially-owned lands that could potentially host future investments from the provincial government. Ensuring that this growth is channeled into fostering a vibrant, and successful commercial corridor complete with active and transit access to amenities and services will be an important opportunity to seize.

One of the main challenges for future redevelopment in the area will be navigating competing demands for core corridors such as LeMarchant Road, limited demand for substantial redevelopment, infrastructure capacity in specific areas, and ability for larger-scale developments to meet current zoning requirements.

Potential Directions

- Recognize LeMarchant Road's full potential as an emerging mixed-use commercial street.
- Review whether LeMarchant Road's Intensification Area should be reduced or limited to specific areas.
- Improve east-west connectivity from Mundy Pond to Downtown.
- Prioritize shared-use paths that improve community connections to the new H.G.R. Mews Community Centre and to Victoria Park.
- Preserve and encourage expansion of existing industrial and commercial uses.
- Prioritize infrastructure investments that expand development capacity in Intensification Areas first.
- Support a range of future uses and redevelopment possibilities on the CRA tax centre.
- Support organizations that provide community services and supports for at-risk and vulnerable members of society.

Next Steps

The following phases of the Central and Mundy Pond Neighbourhood Plan project will consider the findings presented in this background along with engagement results from Phase 1 Engagement to inform recommendations and policies. Preliminary policy ideas will be developed alongside further financial, engineering, and planning analysis of the neighbourhood's current context over the next phase of the project, with Phase 2 Engagement planned for Winter 2026.



Phase 1 Engagement

Fall 2025



Phase 2 Engagement

Winter 2026



Draft Plan Release

Summer 2026


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