

ST. JOHN'S

Central and Mundy Pond Neighbourhood Plan

Phase 2 Engagement
What We Heard Report
April 2026



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Disclaimer: The City creates a What We Heard Report for every City-led public engagement process to be transparent about the information collected. The report is a summary of all feedback, and does not include word for word submissions. This feedback is used to inform project and Council recommendations and decisions. The City protects the privacy of those who provide feedback as per Access to Information and Privacy Legislation.

Project Overview

The City of St. John's is developing a Neighbourhood Plan for the Central and Mundy Pond communities. The Neighbourhood Plan will set out a clear vision for land use, transportation, open space, and growth in the area.

This plan will be shaped by the existing policies of the Envision St. John's Municipal Plan, analysis of local conditions, and engagement with the neighbourhood and wider community. To be successful, the vision and plan for Central and Mundy Pond must be grounded in an understanding of the unique characteristics of the communities. The plan will incorporate the needs and desires of the people who live, work, and play in these neighbourhoods.

The Neighbourhood Plan for Central and Mundy Pond is being completed concurrent to the Neighbourhood Plan for Rennie's River, and engagement phases are occurring at the same time.

The project involves two main phases of public engagement prior to the release of a draft plan. This is the What We Heard Report for Phase 2 Engagement. The Phase 1 What We Heard Report is available at EngageStJohns.ca



Figure 1. Central and Mundy Pond Neighbourhood Plan Boundaries.



**Phase 1
Engagement**

Fall 2025



**Phase 2
Engagement**

Winter 2026



**Draft Plan
Release**

Summer 2026

Engagement Approach

The Phase 2 Engagement took place between **February 16** and **March 22, 2026**. This was the second opportunity to engage on the Central and Mundy Pond neighbourhoods. The focus of this engagement opportunity was to gather feedback on the preliminary Neighbourhood Strategies and recommendations for each neighbourhood.

In this phase, we asked about the following:





- Draft neighbourhood vision
- Neighbourhood Strategy
- Land use direction
- Mobility direction
- Parks & recreation direction







How We Engaged

A variety of methods were used to promote the project and collect feedback from the public and a diverse range of interested parties. Tactics included online engagement, in-person engagement, and a range of outreach and communications tactics. The following pages provide additional details about each of these components, including the number of participants who engaged.

Online Engagement

Activity	Description	Outputs
 Online Public Survey	The online survey was available on EngageStJohns.ca from February 16 to March 22, 2026. Hardcopies were available upon request.	165 responses
 Virtual Information Session	One online information session was hosted for Central and Mundy Pond on March 11, 2026.	0 participants
 Council Committees Survey	An online survey was circulated to all Council Committees seeking feedback from their specific committee’s perspective.	8 responses 6 committees
 First Light Lunch	The project team hosted a virtual lunch on April 8, 2026 on both Neighbourhood Plan projects.	6 First Light staff participants

In-Person Engagement

Activity	Description	Outputs
 Focus Group Sessions	Three focus group sessions were hosted jointly for both Neighbourhood Plan projects: Two in-person on March 2 and 3, 2026 and one online on March 12, 2026.	5 organizations
 Developer & Community Interviews	One-on-one interviews were held with a range of interested parties and developers throughout the engagement window for both Neighbourhood Plan projects. Some were in person and some virtual.	4 meetings
 Open House	An open house took place on March 4, 2026 from 5-8 p.m. at the St. John's Community Market (245 Freshwater Road) for the Central and Mundy Pond Neighbourhoods.	6 participants
 Pop-Ups	Three pop-up events were held for both Neighbourhood Plans: <ul style="list-style-type: none"> • February 28 at the St. John's Farmer's Market (245 Freshwater Road) • March 1 at the Capital Mitsubishi Arena (17 Anthony Avenue) • March 3 at the H.G.R. Mews Community Centre (60 Blackler Avenue) 	65+ participants

Communications

Activity	Description	Outputs	
	Project Website	<p>EngageStJohns.ca was available for the duration of the engagement and included information about events, how to get involved, simple poll questions, and the survey link. The project page also linked to the Rennie’s River project page.</p>	<p>1,560 page visits 211 quick poll answers 4 questions</p>
	Email List	<p>Three email updates were sent to EngageStJohns.ca subscribers on February 17, February 27, and March 13, 2026.</p>	<p>4,700 registered 53-55% open rate</p>
	Media Release	<p>A media release was posted on the City’s website on February 16, 2026.</p>	<p>1 release</p>
	Social Media	<p>The City of St. John’s posted on Facebook, Instagram, and LinkedIn throughout the engagement phase from February 16 to March 22, 2026.</p>	<ul style="list-style-type: none"> • Link clicks: 939 • Impressions: 80,803 • Unique reach: 41,283

Key Themes

Five overarching themes emerged from the feedback received across all in-person and online engagement activities, including all audiences. While all feedback received will help inform project next steps, these main takeaways represent the most significant findings from this phase of engagement, and are summarized below.



Enhance and expand parks and community spaces

Parks and community spaces, including Mundy Pond, Victoria Park, Wishingwell Park, and the new Mews Centre are highly valued amenities in the Central and Mundy Pond neighbourhoods. There was a desire to see these existing spaces improved for more flexible or unprogrammed community use and specifically more recreational opportunities for youth and seniors. Some comments also indicated that there are gaps in the park network and a desire to see more parks created near development to support any new intensification.



Improve mobility for all modes of transportation

Proposed improvements to mobility was the most-supported Neighbourhood Strategy recommendation, and mobility was a key theme throughout engagement. There were many comments identifying suggestions for improving pedestrian and bike accessibility and safety, from intersection improvements and traffic calming to more lighting and snow clearing to help with winter mobility. A consistent theme was the desire to see more separation from active modes, like walking and biking, from vehicles through the use of landscaped buffers or shared-use paths. Ropewalk Lane in particular was identified as needing improvements to reduce mode conflicts. Overall, there was a desire for a more connected, comfortable and accessible active transportation network.



Improve neighbourhood perceptions of safety

A key theme throughout Phase 2 Engagement was improving the overall perception and feeling of safety in the Central and Mundy Pond neighbourhoods. There were several concerns about the appearance and upkeep of properties, particularly vacant ones, contributing to a feeling of neglect that were perceived as encouraging unfavourable activities or crime. Participants wanted to see better enforcement of property standards, activation or redevelopment of vacant buildings, and more lighting and security, especially around public spaces and pathways. The desire for a neighbourhood that “feels cared for” was a recurring message.



Enable intensification in appropriate areas

There was generally support for the Intensification Areas proposed in the Neighbourhood Strategy. Many comments suggested a desire to see more mixed-use and different housing types that could be achieved through redevelopment and intensification. There were some concerns with the recommendations to reduce intensification areas, particularly on LeMarchant Road and at Ropewalk Lane. At the same time, there were some concerns expressed about intensification, including the allowable height of buildings and traffic impacts on the surrounding community. There is a desire to ensure that intensification contributes positively to the neighbourhood.



Support amenities and services close to home

One of the themes from the feedback was the desire to see more small-local services and amenities in the neighbourhoods. Participants appreciate the existing small businesses in the area and want to see more neighbourhood scale retail, grocers, and cafes. Several comments also indicated a need for more access to grocery stores in the area as well as to healthcare and wellness services. The emphasis was on small-scale rather than regional type commercial and service uses.

Public Engagement Findings

The following section provides the findings from the online survey, project website, and virtual and in-person public events. Online and in-person results have been combined in the following qualitative summaries, however the graphs and statistics reflect online survey and website responses only.

The online survey was divided into a short form and optional long form survey.

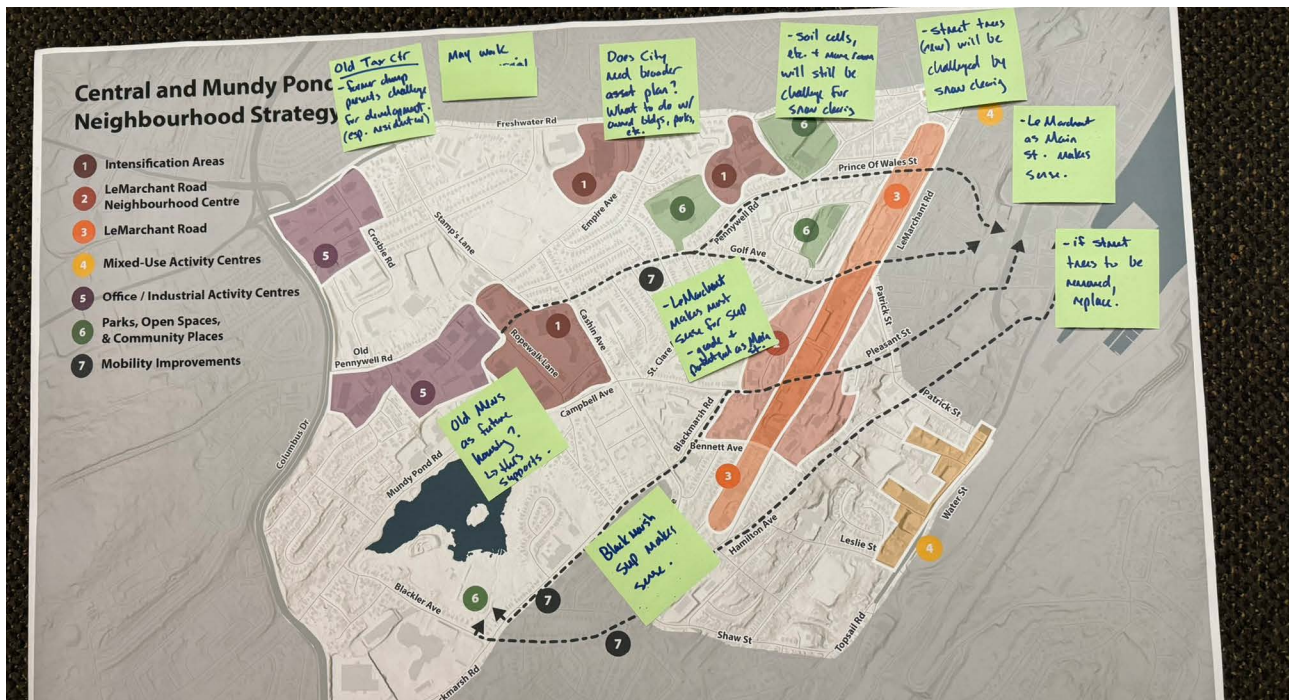
The short form survey asked questions on:

- Neighbourhood Vision
- Neighbourhood Strategy
- Demographics

The optional long form sections asked questions on:

- Land Use
- Mobility
- Parks & Recreation

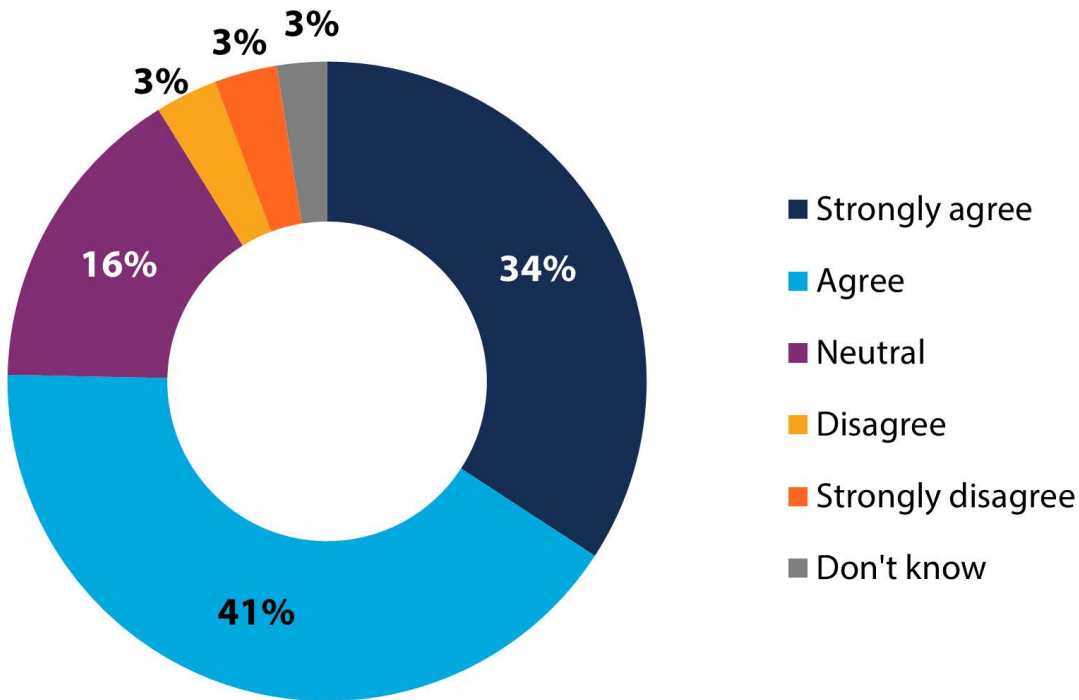
Due to this, there are more responses for the short form than the long form sections. Quantitative questions are presented in percentage of participants per question. The total number of people who completed or skipped the question, out of the 165 total surveys, is noted below each graph.



Vision

Overall, feedback on the vision was positive, with 75% of participants selecting agree or strongly agree with the proposed vision and 6% selecting disagree or strongly disagree.

What is your level of agreement with the draft vision?



Percentage of Participants (158 completed, 7 skipped)

Do you have any suggested changes to the draft vision?

60
comments

Mobility

- Not enough parking in Ropewalk/Ensure new residential has enough parking
- Need traffic calming
- Prince of Wales Street
- Better walking connections
- Winter snow clearing
- More bike paths
- Reduce car dependency
- Trees on streets
- Transit improvements
- Increase access to H.G.R. Mews
- Community Centre by walking
- "Trails" suggests Grand Concourse trails (that don't allow cycling) over the shared-use paths that the City is promoting. Consider changing.

Land Use

- Improve availability of local amenities/ability to meet basic needs near home
- Amenities to support all ages
- Encourage small businesses and local commercial
- Distribute affordable housing throughout the neighbourhood
- Activate vacant buildings
- Housing choice should include accessible and seniors housing
- No high rises
- Less focus on commercial and more on higher density housing

Parks

- More natural space and habitat/protect natural areas
- Daylight rivers/clean up rivers

- More cameras and lights (safety)
- Solar lights around Mundy Pond
- Less 'no mow' zones
- Concerned that parks are being destroyed for infrastructure
- Better sightlines in parks
- Add park near Symonds Avenue area
- Provide more wayfinding to parks

Other

- No
- Too vague/don't understand/how is neighbourhood unique?
- Include child care, schools, close to the university, employment, banks, recreation
- Emphasize that the neighbourhood has amenities from children to

senior years and a variety of dwelling types

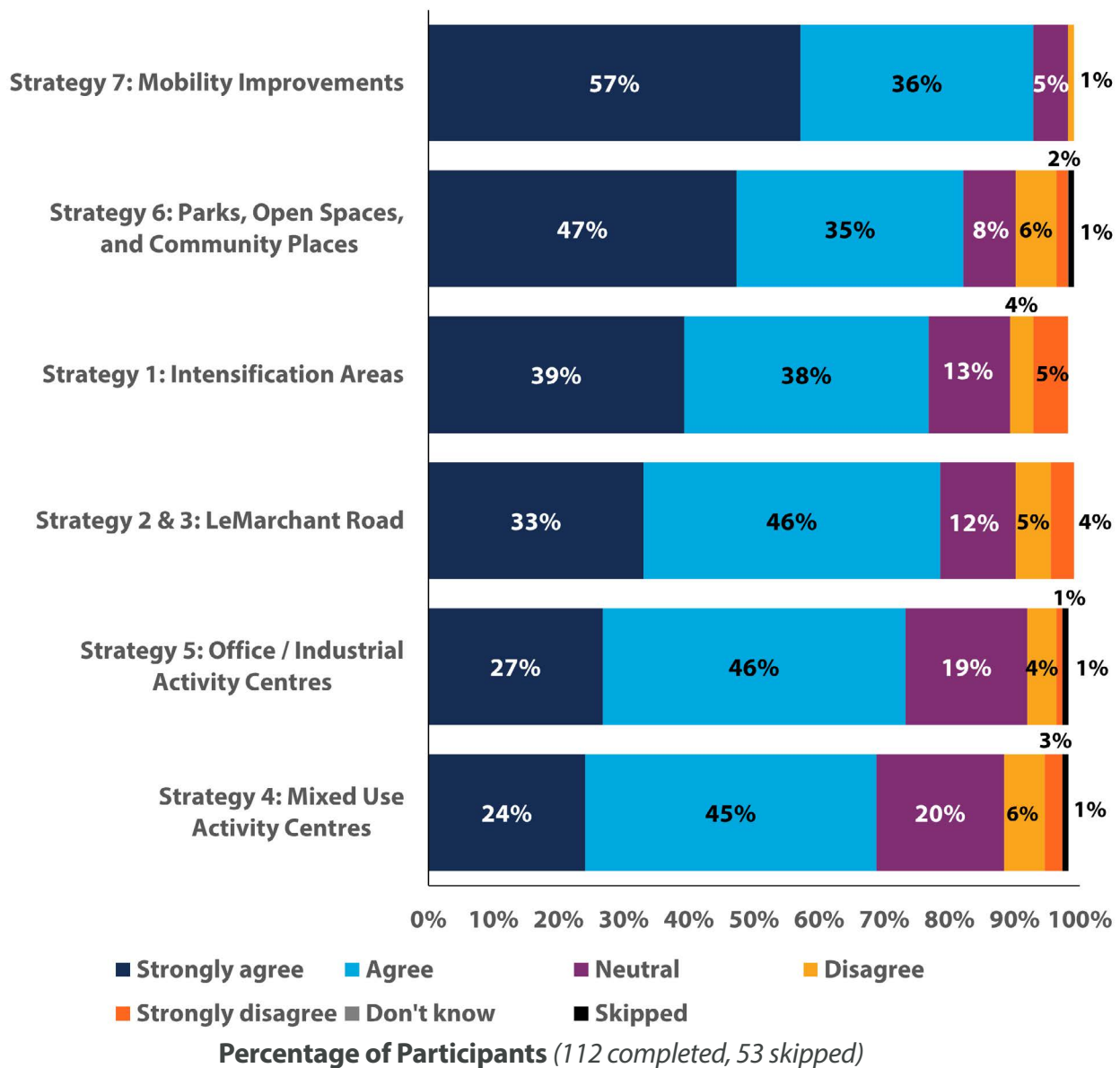
- The draft vision does not capture the dynamism of the area
- Think boundary should include other side of Mundy Pond Road
- Address crime and safety/ Disagree with "continue to foster a strong sense of community" because of crime and safety concerns

Neighbourhood Strategy

The Neighbourhood Strategy was the main concept engaged on in Phase 2. It was the primary information shared at the smaller in-person popup and focus group sessions. The Strategy included seven preliminary Neighbourhood Strategies.

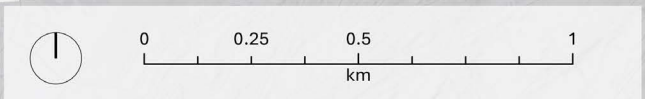
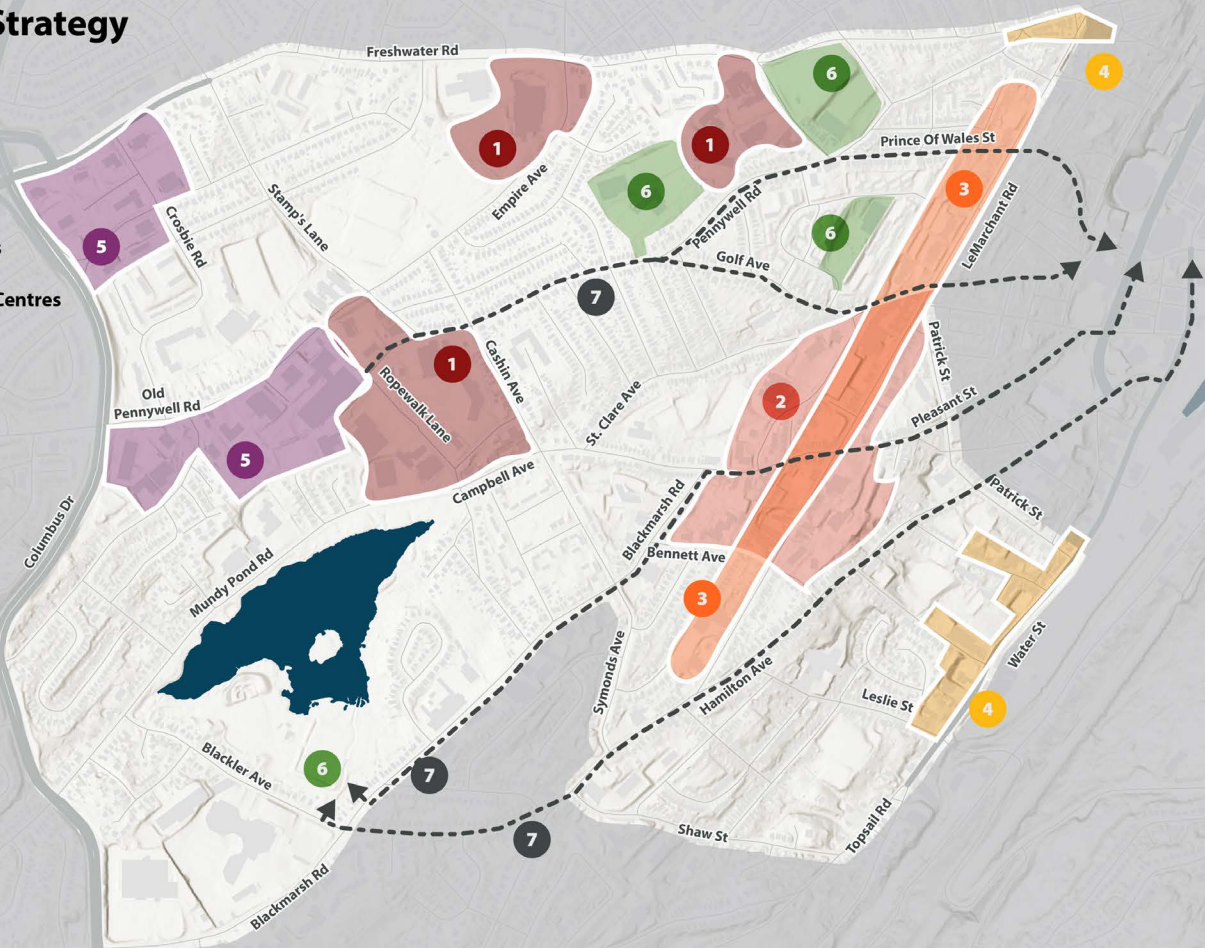
All strategies received over 60% agreement. Strategy 7: Mobility Improvements had the highest level of agreement at 93%, followed by Strategy 6: Parks, Open Spaces, and Community Places at 82% agreement. When asked to rank by priority, Strategy 1: Intensification Areas was highest, followed by Strategies 6 and 7.

What is your level of agreement with each Neighbourhood Strategy?



Central and Mundy Pond Neighbourhood Strategy

- 1** Intensification Areas
- 2** LeMarchant Road Neighbourhood Centre
- 3** LeMarchant Road
- 4** Mixed-Use Activity Centres
- 5** Office / Industrial Activity Centres
- 6** Parks, Open Spaces, & Community Places
- 7** Mobility Improvements



Are there any high level strategies that you think are missing for this Neighbourhood?

50
comments

The main themes in the comments were protecting and providing new parks, concerns about safety, and specific mobility improvements that participants wanted to see in the neighbourhood.

Additional themes are summarized below.

Safety

- Concerns about safety and crime, vandalism
- Suggest neighbourhood watch program
- Need safe disposal sites for Sharps
- Concerns about vacant buildings and garbage/unsightly properties

Land Use

- Concerns about concentration of group homes/shelters
- Need more apartments for middle class
- Figure out what to do with old H.G.R. Mews Community Centre
- More gentle density throughout neighbourhood
- Need a grocery store along Water West
- Better access to healthcare
- Blackmarsh Road from Campbell Avenue to Columbus Drive should be designated a high density,

mixed-use neighbourhood main street

- Redevelop area across from Purity Factory
- More amenities near the mall
- Property across from the Blackmarsh Road Dominion should be housing

Mobility

- Active transportation/protected cycling
- Safer pedestrian routes and crossings
- Traffic calming
- Landscaped buffer between people and traffic
- Better snow clearing
- Snow clear Mundy Pond trails and provide better lighting
- Better sidewalk accessibility
- LeMarchant Road needs improvement
- Traffic flow/one ways
- Higher frequency transit
- Need crosswalk on the top of Golf Avenue

- Extend Blackmarsh Road to Prince of Wales Street
- Narrow Ropewalk Lane and Water Street West
- Add bike path from Victoria Park to the Kelly's Brook trail near the farmer's market, up Pleasant Street and on Cashin Avenue toward Empire Avenue, linking into the path going to Bowring Park
- Ensure survival of new street trees planted with development

Parks

- Daylight stream feeding Mundy Pond and create a boardwalk
- More parks and greenspace/ensure greenspace keeps pace with intensification

- Wildlife habitat improvements
- Include Wishingwell Park in Strategy 6
- Need playgrounds
- Need a dog park at Wishingwell Park

- Community gardens, with composting/recycling / water reuse
- Do not develop over parks
- Include Victoria Park

Other

- Continued community engagement

How would you rank the Neighbourhood Strategies from most to least important?

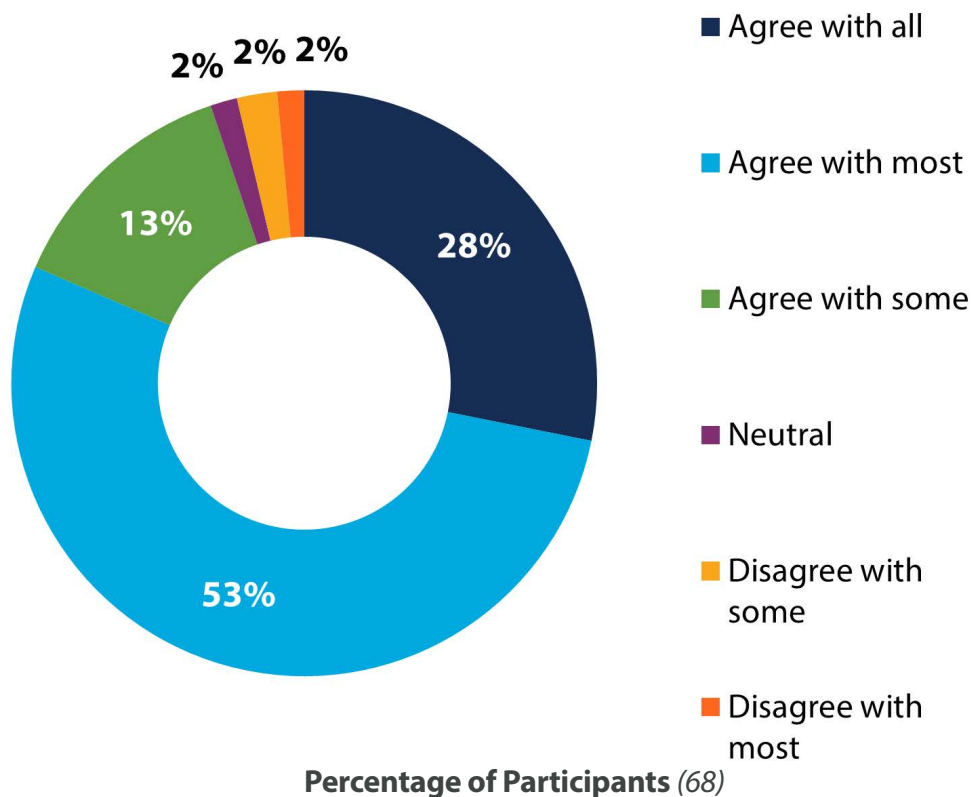
1st	Strategy 1 Intensification Areas
2nd	Strategy 6 Parks, Open Spaces, and Community Places
3rd	Strategy 7 Mobility Improvements
4th	Strategy 2 LeMarchant Road Neighbourhood Centre
5th	Strategy 4 Mixed-Use Activity Centres
6th	Strategy 3 LeMarchant Road Corridor
7th	Strategy 5 Office/Industrial Activity Centres

Percentage of Participants (111 completed, 54 skipped)

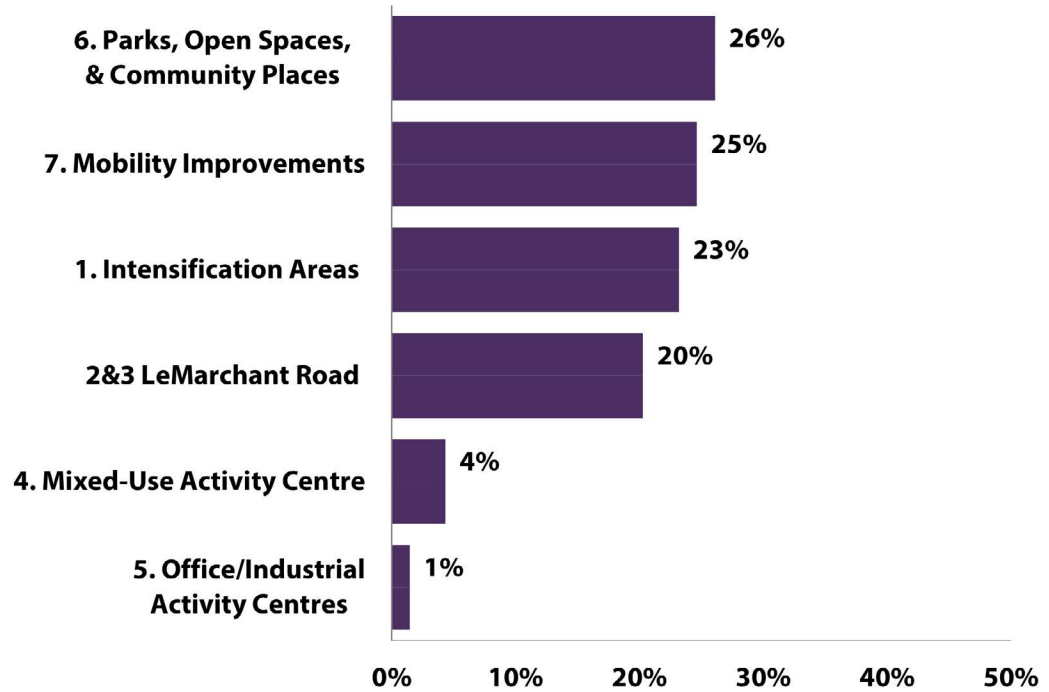
Website Quick Polls

In addition to the full online survey, three multiple choice questions were posted on the project website for feedback about the Neighbourhood Strategy. Similar to the survey questions responses, there was a high level of agreement with the strategies, with Strategy 6 Parks, Open Spaces, and Community Places being the most supported, followed closely by Strategy 7 Mobility Improvements. Strategy 5 Office/Industrial Activity Centres was the least supported.

What do you think of the key proposed Neighbourhood Strategies for Central and Mundy Pond?

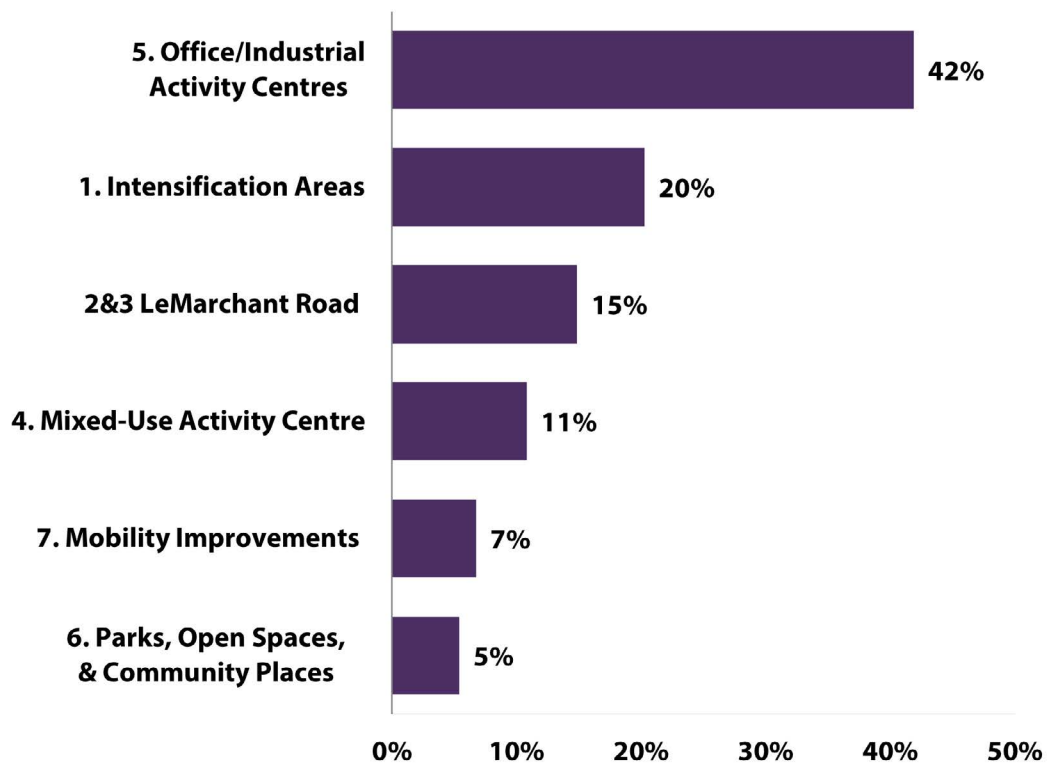


Which of the strategies do you support the most?



Percentage of Participants (69)

Which of the strategies do you support the least?



Percentage of Participants (74)

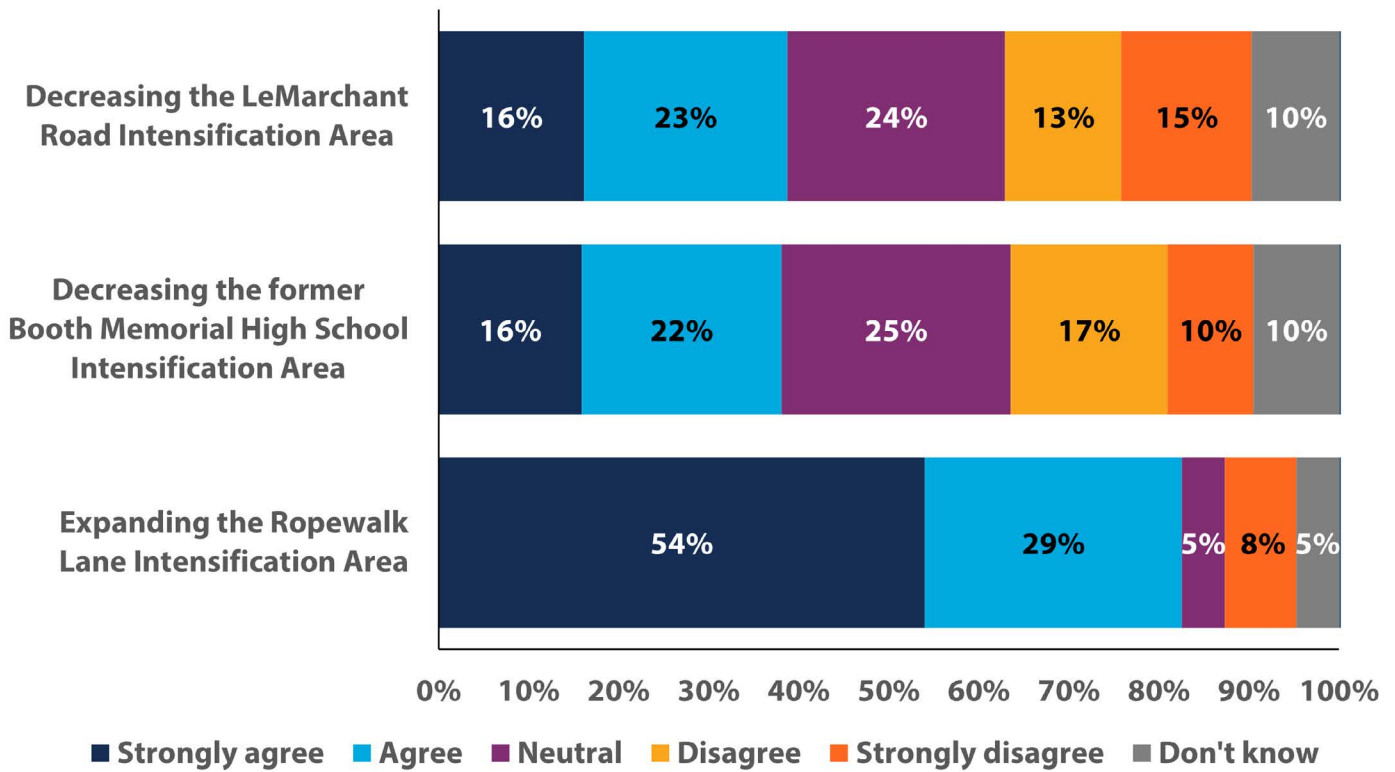
Land Use Recommendations

In this optional section, participants were asked about recommendations for Intensification Areas and proposed zoning changes to support the proposed Neighbourhood Strategy.

Intensification Areas

Expanding the Ropewalk Lane Intensification Area had 83% agreement. The two recommendations to decrease intensification areas had more mixed opinions, with a more even split between agreement, neutral, and disagree responses.

What is your level of agreement with each of the Intensification Area changes?



Percentage of Participants (63 completed, 102 skipped)

Additional Intensification Area Comments (25)

Ropewalk Lane

- Too much traffic and conflicts between modes/needs to be fixed first
- Need a roundabout
- Concern for lack of parking with existing buildings
- More intensification areas are needed, but not sure the Ropewalk Lane area is the best equipped for it

LeMarchant Road

- Not clear why this area is being reduced
- Disagree with reducing
- The inclusion of the section of LeMarchant Road from its easternmost origin is essential to LeMarchant Road's functionality as a neighbourhood.

- Do not agree with removing part of LeMarchant Road that includes Urban Market, Thrive, Market Cafe
- The old Grace Hospital site should be included and become a park.

Booth Memorial High School

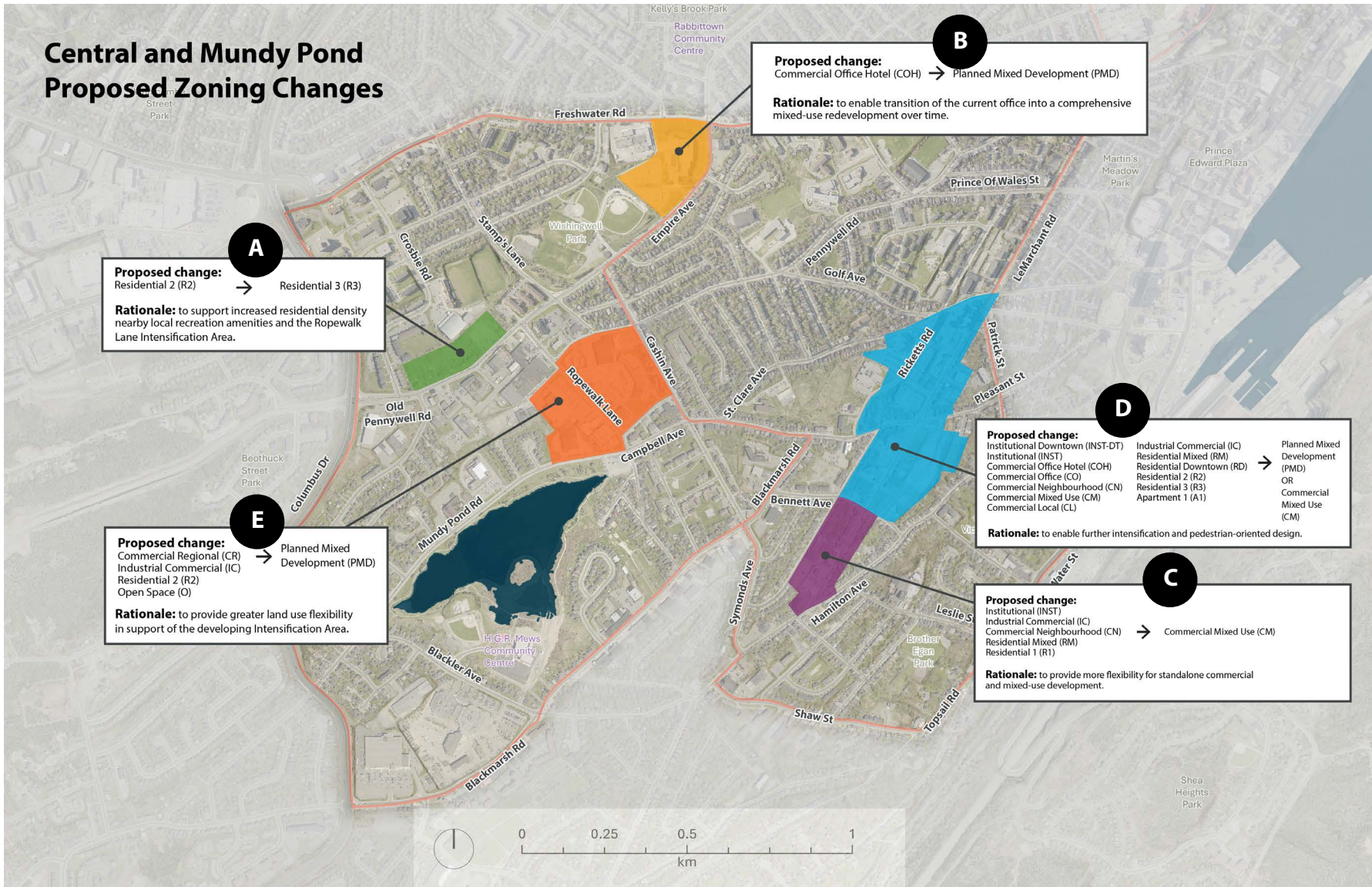
- Not clear why the Booth area has been reduced
- Disagree with reducing
- Site should be developed as a forested or treed green space/active transport path

General

- Unclear what 'decrease the intensification area' means
- Ensure traffic flows well through intensified areas

- Only allow affordable housing
- Do not allow housing for mental health and addiction on old H.G.R. Mews Community Centre site near schools
- Not helpful to the area and too 'downtown focused'
- Missed opportunity to designate the Taxation Centre as an intensification area.
- Use existing infrastructure
- Agree with more density
- Remove minimum parking requirements

Central and Mundy Pond Proposed Zoning Changes



A

Proposed change:
Residential 2 (R2) → Residential 3 (R3)

Rationale: to support increased residential density nearby local recreation amenities and the Ropewalk Lane Intensification Area.

B

Proposed change:
Commercial Office Hotel (COH) → Planned Mixed Development (PMD)

Rationale: to enable transition of the current office into a comprehensive mixed-use redevelopment over time.

E

Proposed change:
Commercial Regional (CR)
Industrial Commercial (IC)
Residential 2 (R2)
Open Space (O) → Planned Mixed Development (PMD)

Rationale: to provide greater land use flexibility in support of the developing Intensification Area.

D

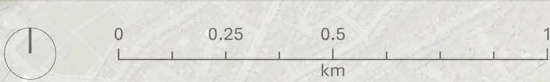
Proposed change:
Institutional Downtown (INST-DT)
Institutional (INST)
Commercial Office Hotel (COH)
Commercial Office (CO)
Commercial Neighbourhood (CN)
Commercial Mixed Use (CM)
Commercial Local (CL) → Industrial Commercial (IC)
Residential Mixed (RM)
Residential Downtown (RD)
Residential 2 (R2)
Residential 3 (R3)
Apartment 1 (A1) → Planned Mixed Development (PMD)
OR
Commercial Mixed Use (CM)

Rationale: to enable further intensification and pedestrian-oriented design.

C

Proposed change:
Institutional (INST)
Industrial Commercial (IC)
Commercial Neighbourhood (CN)
Residential Mixed (RM)
Residential 1 (R1) → Commercial Mixed Use (CM)

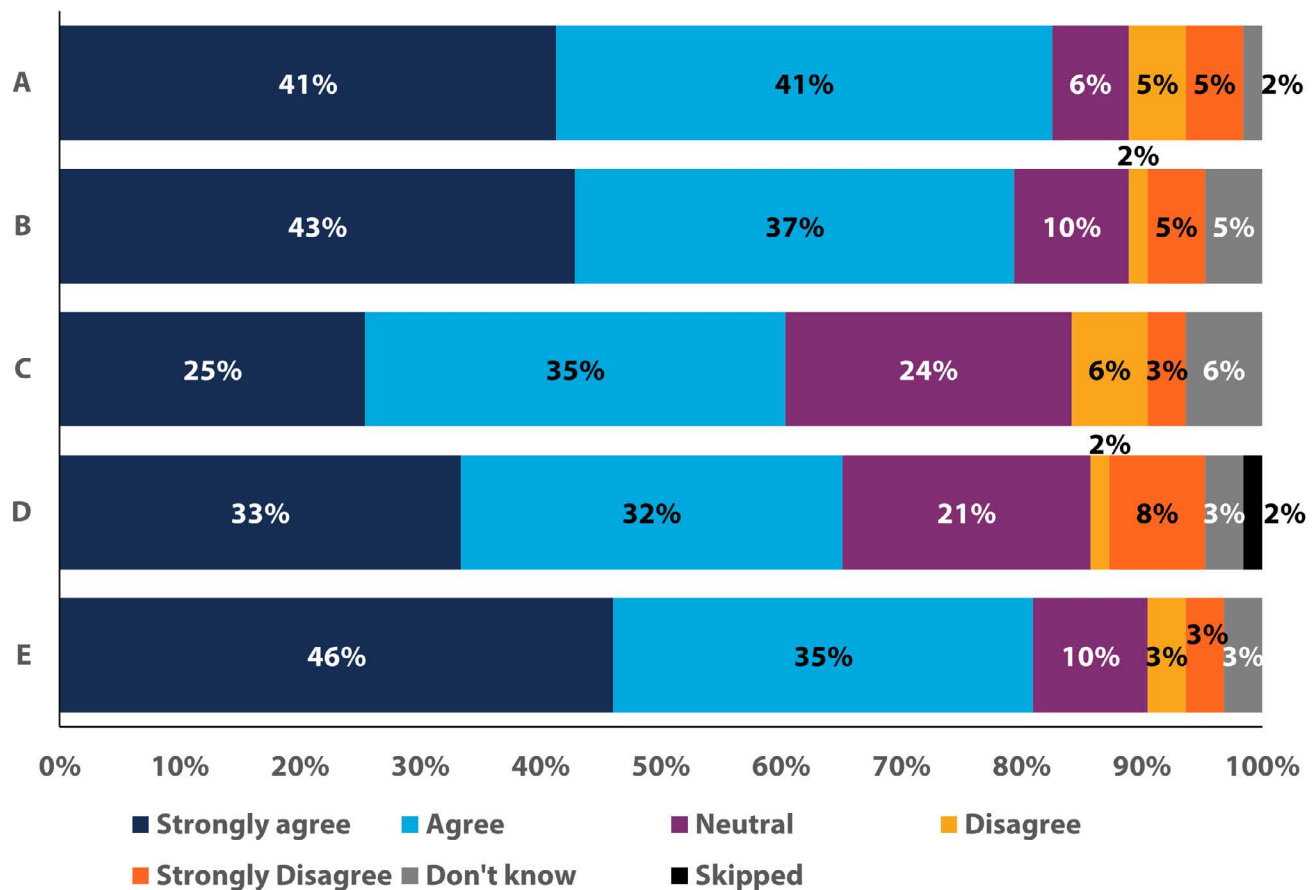
Rationale: to provide more flexibility for standalone commercial and mixed-use development.



Zoning Recommendations

All of the proposed zoning changes received over 60% agree responses. Of the proposed zoning changes, A (rezoning sections of Old Pennywell Road to Residential 3 (R3)) and B (rezoning the former Tax Centre to Planned Mixed Development) received the highest support, at 82% and 80% agreement.

What is your level of agreement with each of the proposed zoning changes?



Percentage of Participants (63 completed, 102 skipped)

Additional Zoning Comments

A - Rezoning Old Pennywell Road to Residential 3 (R3) (9)

- Allow apartment buildings/ higher density
- Do not add more high density
- Allow supportive housing
- Concerned about traffic at Old Pennywell Road and New Pennywell Road intersection and on Crosbie Road, Stamps Lane, and Brier Avenue
- Ensure community standards and upkeep
- Make housing, not industrial landscape
- Allow mixed use
- Access should be on Crosbie Road side

B - Rezoning to Planned Mixed Development (PMD) (5)

- Existing parking area is widely used on weekends especially by people accessing the sports fields and the Farmers' Market building
- Don't add more offices (many already vacant) or hotel
- Should be high density residential

- Should be mixed income housing, multi storey and townhouse, with some commercial
- Dump will need to be addressed/remediated

C - Rezoning to Commercial Mixed-Use (CM) (4)

- Does this affect residential homes (current or former) in the area?
- Support the cove here! It is an important community hub.
- Industrial development will make the neighbourhood unlivable
- Too 'downtown focused'

D - Rezoning to Planned Mixed Development (PMD) or Commercial Mixed-Use (CM) (8)

- Need local grocers, doctors, childcare, and safe third spaces (cafes, restaurants, bookstores) not nail salons.
- Would be nice to see an apartment building or something in the area. Building on top of the St Clare parking garage could be an option.
- Too 'downtown focused'
- Prioritize Residential over Commercial
- Agree with the Planned Mixed Development and

strongly disagree with Commercial Mixed-Use

E - Rezoning to Planned Mixed Development (PMD) (9)

- Need adequate parking for commercial areas.
- Protect the grocery store
- Concerns about traffic
- Disagree with Industrial zoning/concern about conflicts with residential
- Allow high rises with underground parking
- Prioritize residential over commercial
- Should have been developed a long time ago

Are there any other areas that should be rezoned?

13
comments

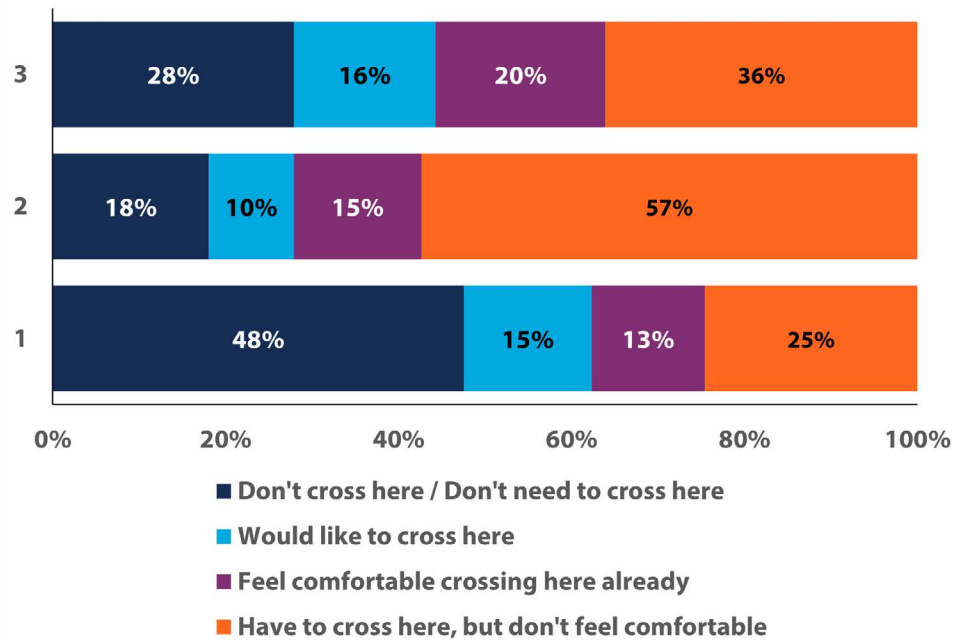
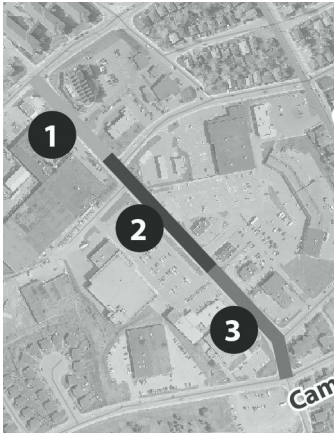
- No
- Zone Grace Hospital site for greenspace
- Zone all areas as high density accessible, affordable housing (as long as there is enough servicing)
- Do something with old Stockwoods building
- Rezone 10 Ricketts Road to allow for residential development
- Suggest Commercial Mixed-Use zone for the eastern end of Pennywell Road by Prince of Wales Street
- More intensification around new H.G.R. Mews Community Centre
- More greenspace
- Loosen restrictions to enable vacant buildings to be re-purposed
- Enable more local commercial and small business opportunities through the neighbourhood

Mobility Recommendations

The mobility section focused on the prioritization of improvements at intersections and along trails.

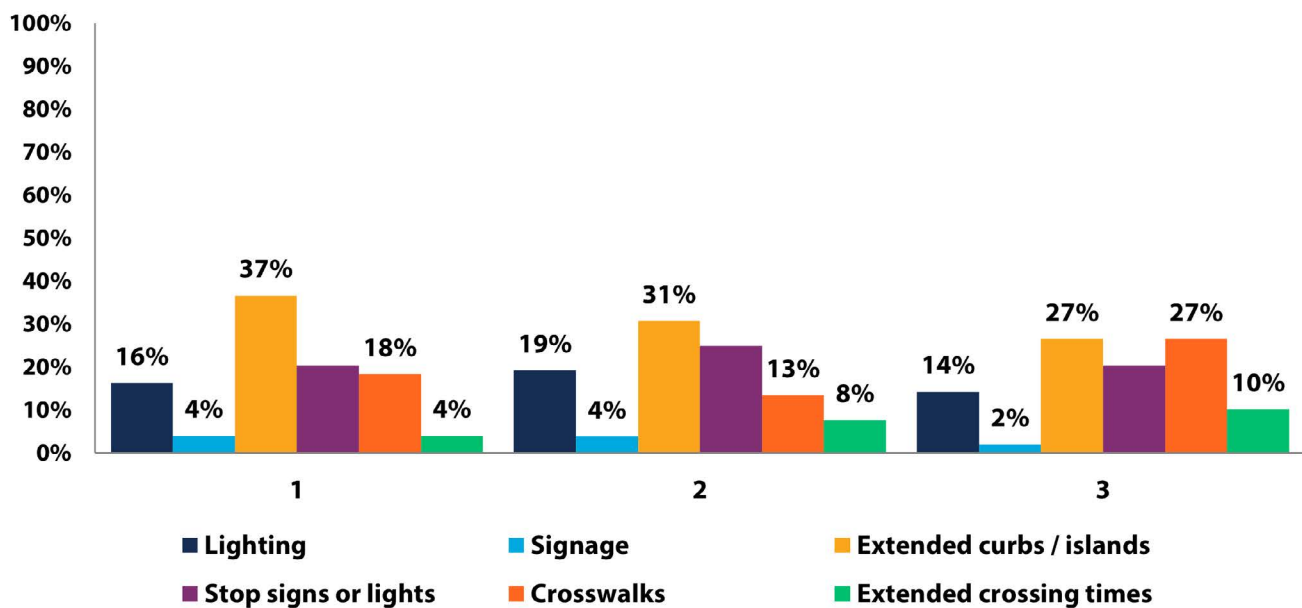
Intersections

Where do you typically cross or wish to cross Ropewalk Lane? Do you feel comfortable crossing at these locations?



Percentage of Participants (61 completed, 104 skipped)

What would make you feel more comfortable crossing at these locations?

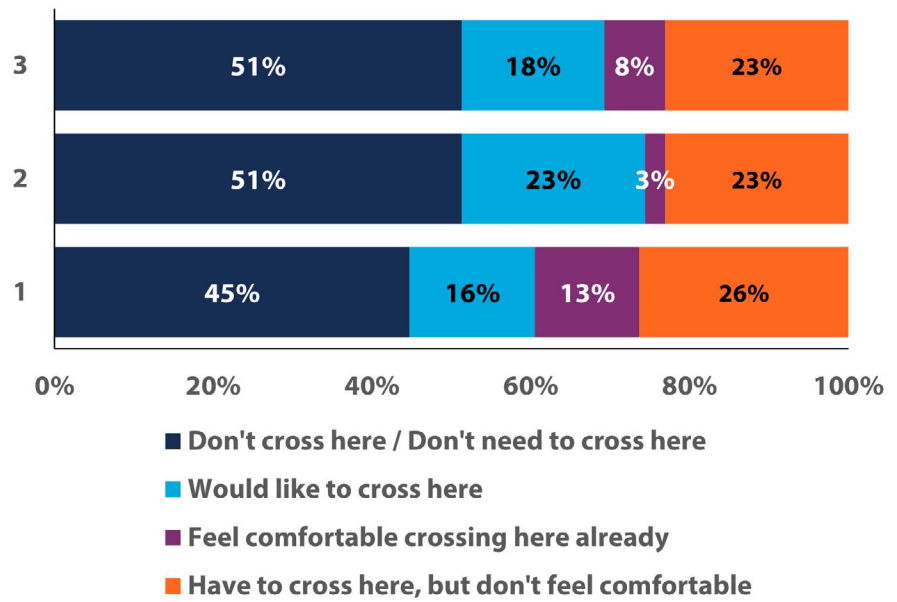
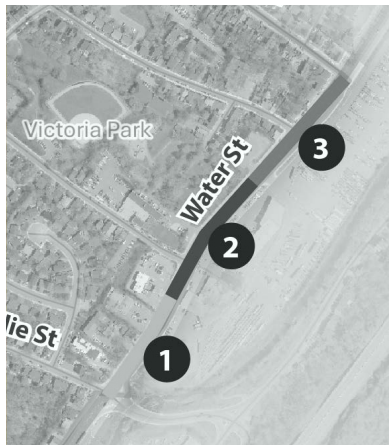


Percentage of Participants (54 completed, 111 skipped)

Additional Comments

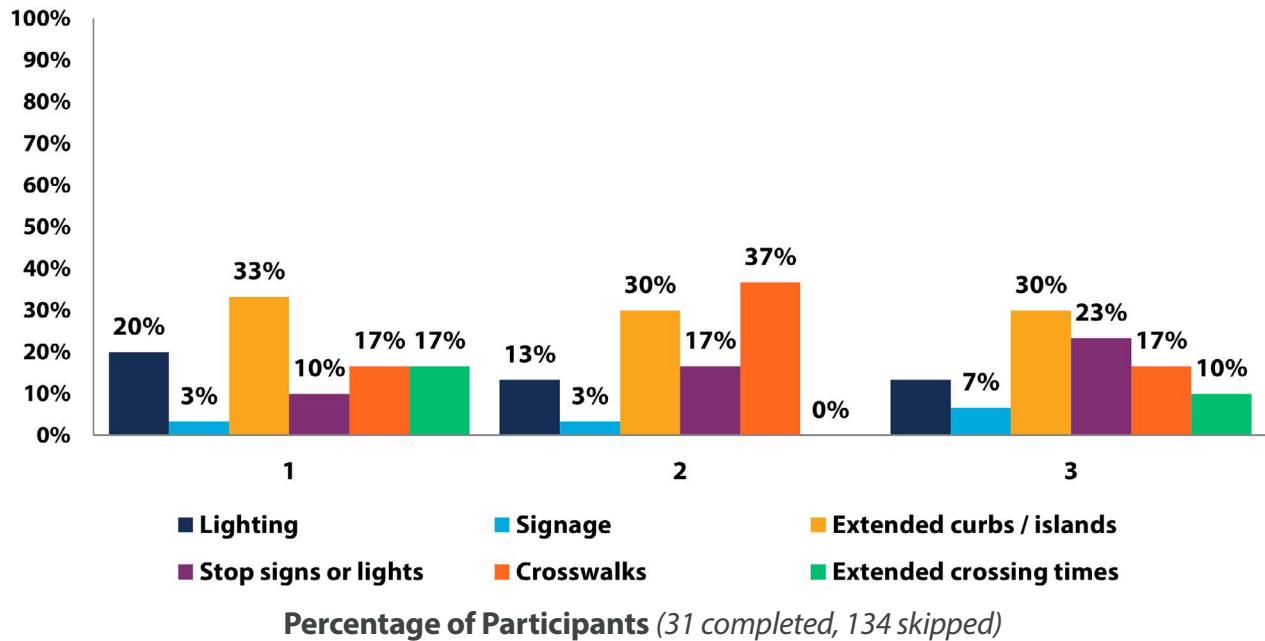
- Sections 1 and 2 have issues with evening rush hour traffic caused by unclear turning lanes and the lack of a four-way turn rotation at Empire Ave
- All of the above should be an option
- Better bus stop signage and stops
- Need lights and a crosswalk at 2!
- Enforce safe driving
- Move the crosswalk further north to coincide with the entrances to Dollarama and Sobeys
- Ropewalk Place and Pennywell Rd should be a 4 way intersection with a traffic light
- More roundabouts
- Extended curbs, signage, lighting at Ropewalk / Mundy Pond intersection
- Crosswalk across from KFC is hard to get up over the hill from Sobeys in the winter, and its not the direction most people are travelling by foot

Where do you typically cross or wish to cross Water Street? Do you feel comfortable crossing at these locations?



Percentage of Participants (39 completed, 126 skipped)

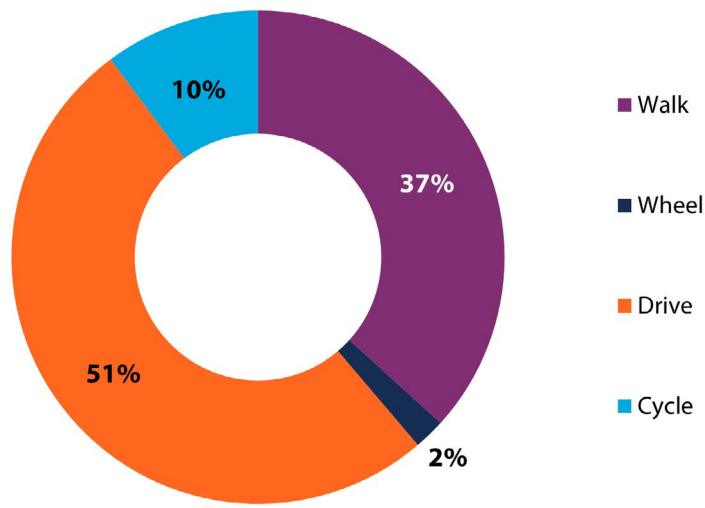
What would make you feel more comfortable crossing at these locations?



Additional Comments

- Too much industrial traffic in this area
- Important corridor for cyclists connecting the downtown core to the T’Railway and the Shea Heights/Cape Spear access, that needs redesign.
- #1 almost hit by vehicles turning left (suggest red traffic light while the walk signal is on)
- Narrow the street
- All of the above should be an option
- Would like all of these
- Need left turn signal at the bottom of Leslie Street
- Reduce speed to 40 km/hr
- Plough sidewalks
- More lighting at night

How do you get to the H.G.R. Mews Centre?



Percentage of Participants (49 completed, 116 skipped)

Are there any transportation improvements that would help you get to the new Mews?

- No/none
- Put a crosswalk at the Blackmarsh Road pedestrian entrance
- Separated bike lanes along LeMarchant Road.
- Formalize path from Blackmarsh Road
- Fewer cars
- Better shared use paths away from roads
- Improvements along bus routes/better transit frequency/better routes/more bus shelters/better entrance for busses at new Mews
- I take the bus there but that's not an option above.
- A connection from Wishingwell Park/Kelly's Brook Trail into Ropewalk Lane
- Snow clearing of the trail has improved things for getting from Campbell Avenue to the new location.
- Better snow clearing
- Separated bike lanes on streets, more shared use paths
- Lighting and improved signage added to Blacker Avenue/Mundy Pond Road area cross walk (similar to by St. Theresa's School).
- Adding a sidewalk on the Purity Factory building side of Blackmarsh Road

Trails and Bike Connections

Participants were asked to rank different routes and improvements from most to least important. The priority for each question is reflected below.

Which of these routes do you most support?

- | | |
|------------|---|
| 1st | Ropewalk Lane to Downtown along Pennywell Road to Long's Hill |
| 2nd | Ropewalk Lane to Downtown along Pennywell Road then Prince of Wales Street to Barter's Hill |
| 3rd | H.G.R. Mews Community Centre to Downtown along Blackmarsh Road to Campbell Avenue and Pleasant Street |
| 4th | H.G.R. Mews Community Centre to Downtown along Hamilton Avenue to LeMarchant Road and then LeMarchant Road to Harvey Road and Military Road |
| 5th | H.G.R. Mews Community Centre to Downtown along Hamilton Avenue |

Percentage of Participants (56 completed, 109 skipped)

Which improvements should be prioritized for Central and Mundy Pond?

- | | |
|------------|---|
| 1st | Connections from the H.G.R. Mews Community Centre to other parts of the community |
| 2nd | Winter snow clearing |
| 3rd | Connections between Mundy Pond and Victoria Park |
| 4th | Paving more trails through parks (e.g. like shared- use pathways) |
| 5th | Wayfinding to Mundy Pond (signage/trail markers) |
| 6th | Wayfinding to neighbourhood parks (signage/trail markers) |
| 7th | Wayfinding to Victoria Park (signage/trail markers) |

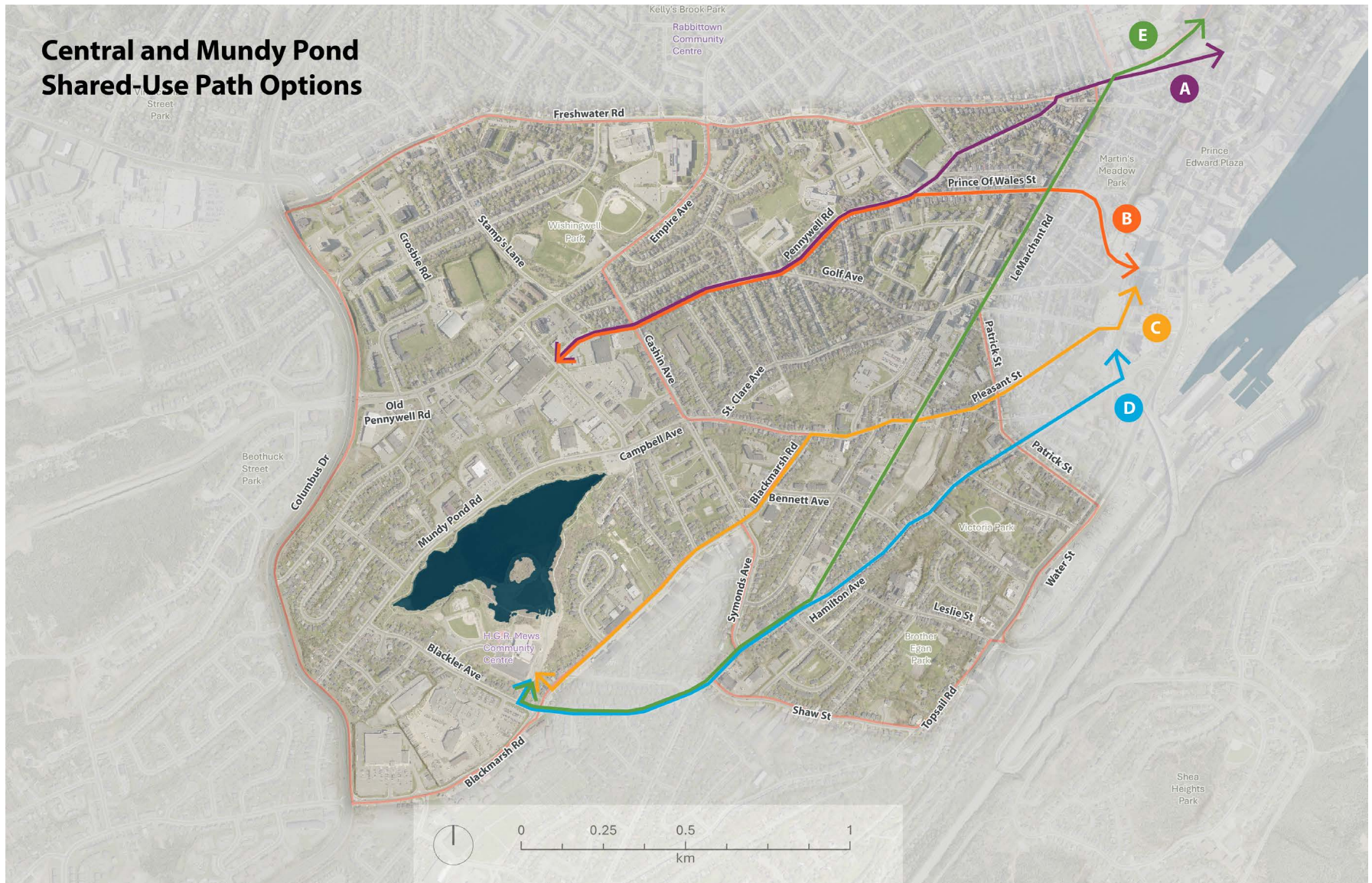
Percentage of Participants (60 completed, 105 skipped)

Are there any other parks and trail connections that should be prioritized as part of the neighbourhood plan?

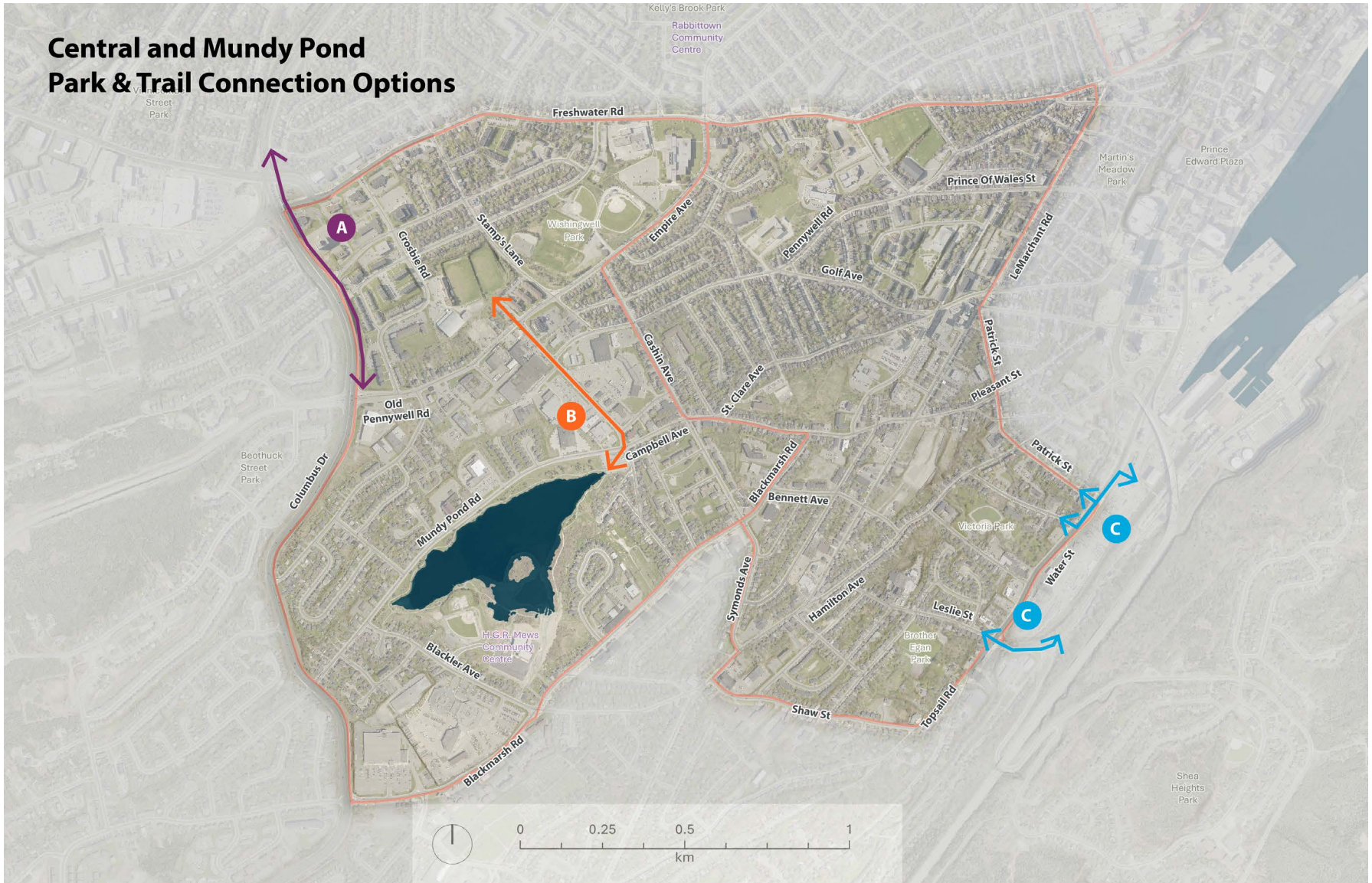
- | | |
|------------|---|
| 1st | Connecting the Riverdale-to-Mundy-Pond Shared-Use Path in Wishingwell Park south to Mundy Pond |
| 2nd | Connecting Central to Waterford River Walk |
| 3rd | Connecting the Riverdale-to-Mundy-Pond Shared-Use Path north along Columbus Drive to the existing Prince Philip Drive Shared-Use Path |

Percentage of Participants (56 completed, 109 skipped)

Central and Mundy Pond Shared-Use Path Options



Central and Mundy Pond Park & Trail Connection Options



Additional Comments (26)

Routes

- LeMarchant Road is the only flat route. Concerns about replacing trees and parking
- Suggest Hamilton Avenue Extension, Cornwall Heights/Crescent, and Craigmillar Avenue route
- It is difficult to get from Wishingwell Park and up into Ropewalk
- Kelly's Brook Trail must connect to proposed trails
- The Kelly's Brook trail improvements have been life changing - kudos to the City for keeping the trail clear in the winter
- The connections need to go through intersections and connect from Empire Avenue to Elizabeth Avenue bike path. Empire Avenue Should be narrowed with a shared-use path
- Pennywell would make a great connector bike lane to get to Mundy Pond / Ropewalk
- Does connecting to Wishingwell Park mean

connecting to Kelly's Brook Shared-use-path?

- Multiple of the options in question 19 for connecting to downtown should be employed, at least 2
- Cashin Avenue bike lanes should be upgraded to a shared-use path, connected to Empire Avenue and the farmer's market
- Need shared-use path around Quidi Vidi Lake
- The neighbourhood isn't internally connected, so making connections to other neighbourhoods doesn't make sense
- Prioritize Ropewalk Lane
- Like Options B (Ropewalk) and C (Water Street)
- Support routes like Pennywell Road to Downtown, the Mews Centre, and other paths
- Concern with removing parking on Pennywell Road
- Strategy map shows a mobility improvement along Golf Avenue, but not included in this part of the survey

Crossings

- Add hybrid pedestrian / cyclist-activated traffic signal at Cornwall Avenue
- Add a bike and pedestrian cross in Water Street between Leslie Street and Patrick Street
- Need safe crossing on Empire Avenue

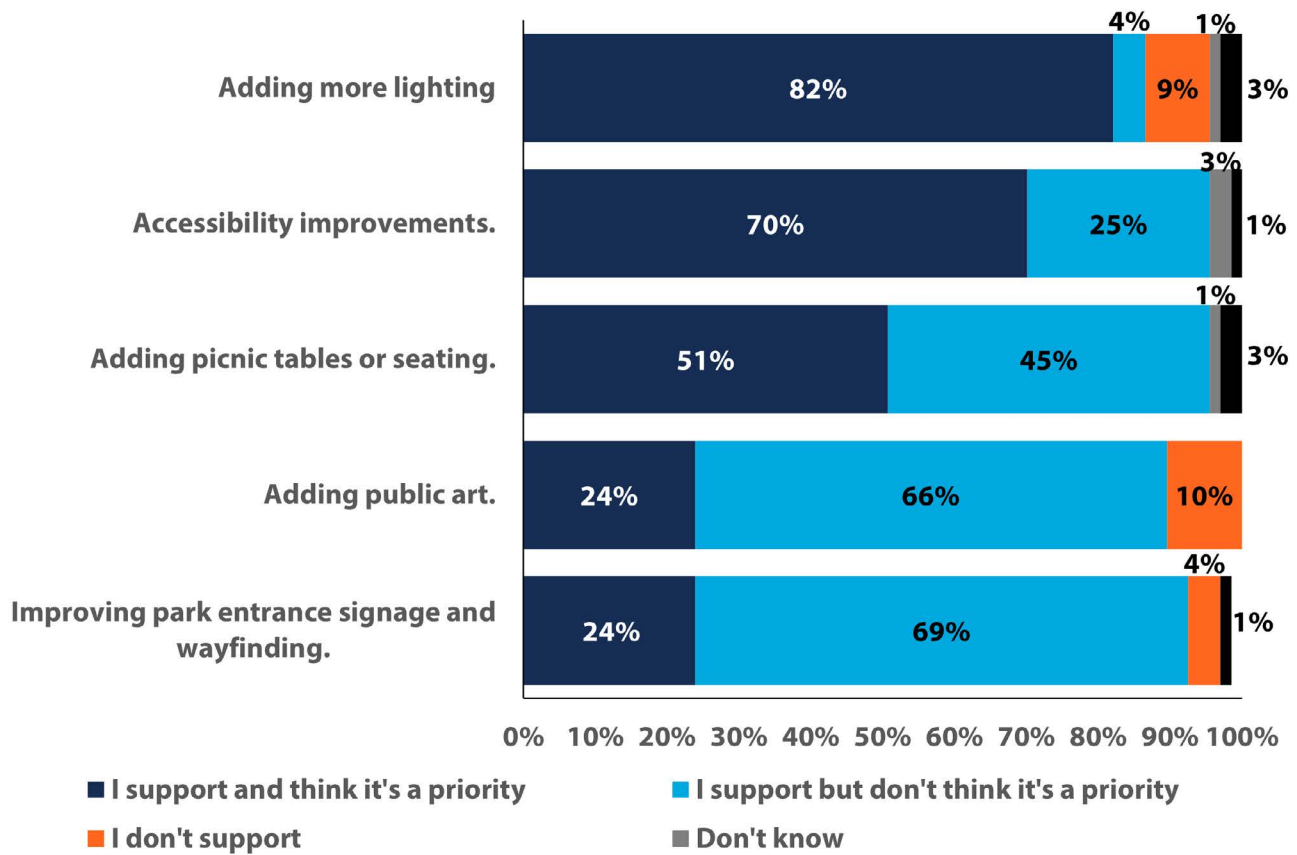
Other

- Protect bike lanes using parked cars
- Prioritize safe mobility for pedestrians/separate active transportation modes safely from cars
- Don't like ranking format questions.
- Consider accessibility for wheelchairs.
- No bikes on nature trails
- Ensure plowing of sidewalks before adding more routes

Parks & Recreation Recommendations

The parks and recreation section focused on prioritizing potential park improvements.

Which of the following recommendations would you support for Mundy Pond trail and how would you prioritize them?

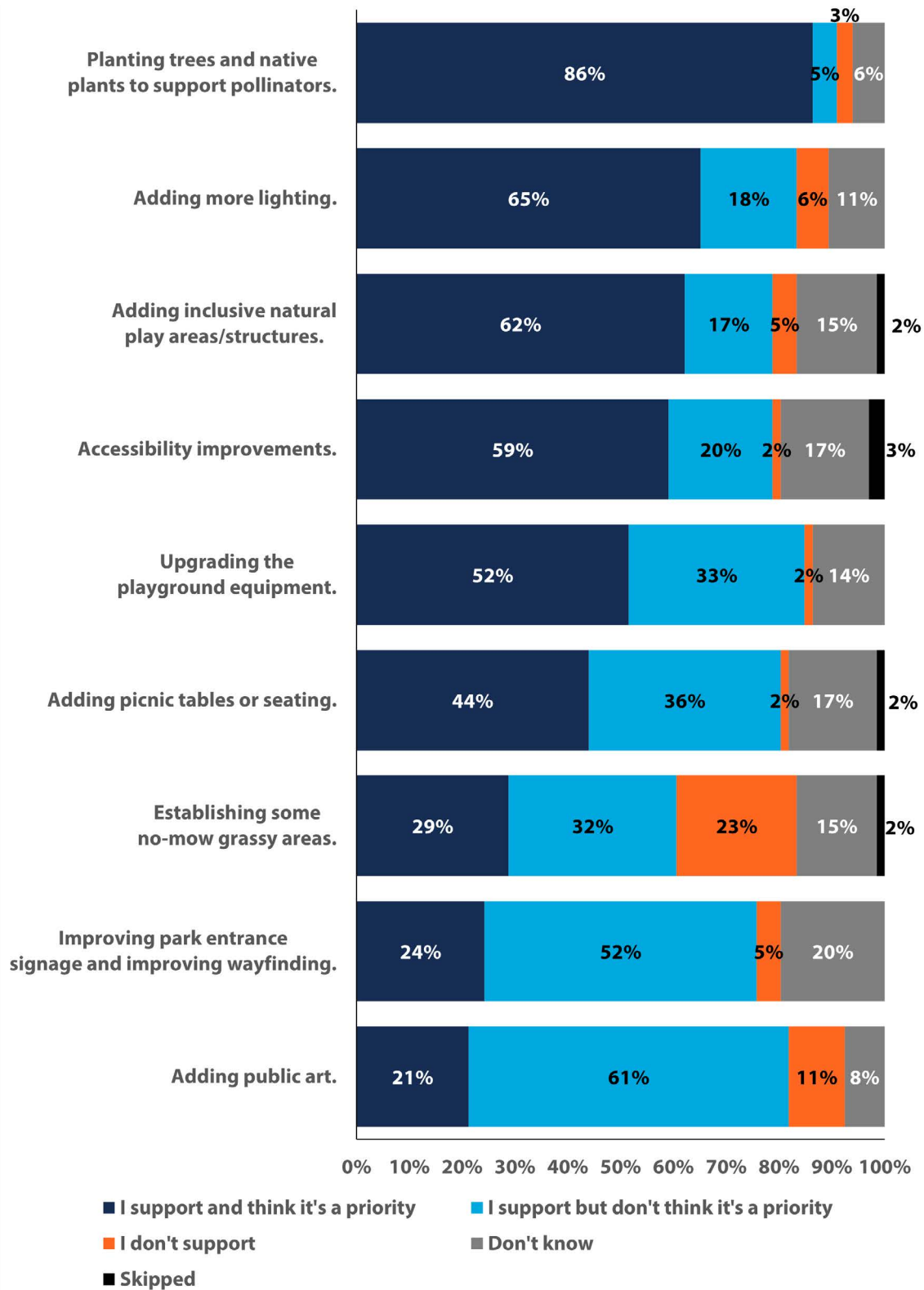


Percentage of Participants (67 completed, 98 skipped)

Other (16)

- Winter snow clearing on the trail
- Do not add more lighting around Mews Centre (light pollution)
- Lighting
- Use adaptive lighting that responds to human presence to improve perception of safety and winter usability while reducing light pollution and energy costs/use red lights to reduce impacts to wildlife
- Prioritize accessibility, lighting, seating, art, wayfinding.
- Safe disposal sites for needles etc.
- Archery range at Mews Centre
- Make baseball field cross country trails in winter
- More trees and tree species
- Make path around lake a shared-use path
- More trash bins
- Signage/wayfinding and art
- More modern infrastructure for unstructured play, like another pumptrack

Which of the following recommendations would you support for Wishingwell Park and how would you prioritize them?

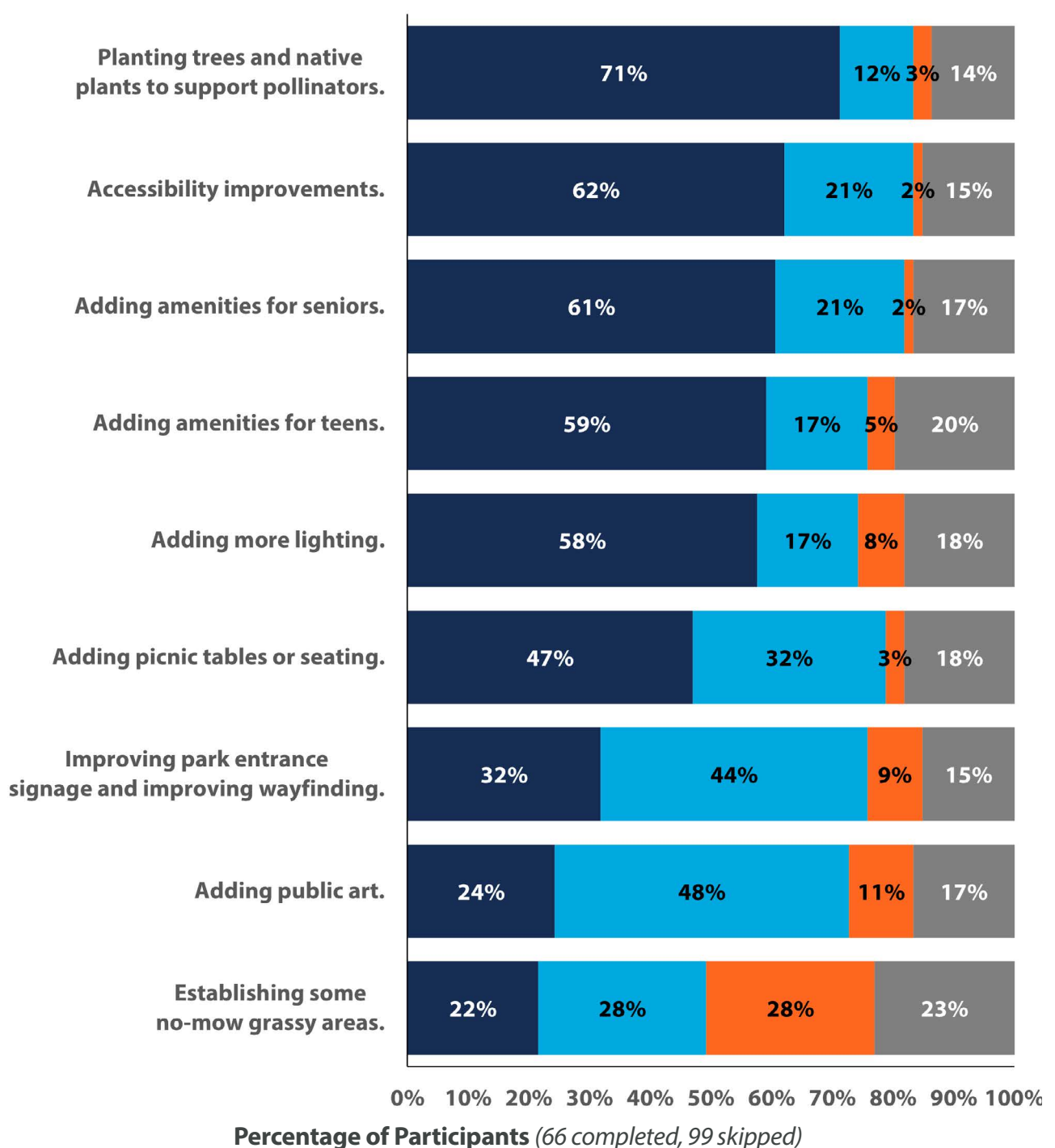


Percentage of Participants (66 completed, 99 skipped)

Other (11)

- Accessibility, lighting, inclusive play areas, plant trees, upgrade equipment, add seating, no-mow, public art, signage.
- Use adaptive lighting that responds to human presence to improve perception of safety and winter usability while reducing light pollution and energy costs/use red lights to reduce impacts to wildlife
- Also safe disposal sites for needles, etc.
- Adding a dog park
- More trees, especially along the roadways/to help block sound from Empire Avenue
- Improve the quality of grass fields and drainage
- A paved multi-use connection to the Kelly's Brook trail from Cashin Avenue
- Make more like Bannerman Park (less sports, more general use)
- Improving drainage on the fields
- More infrastructure for unstructured play

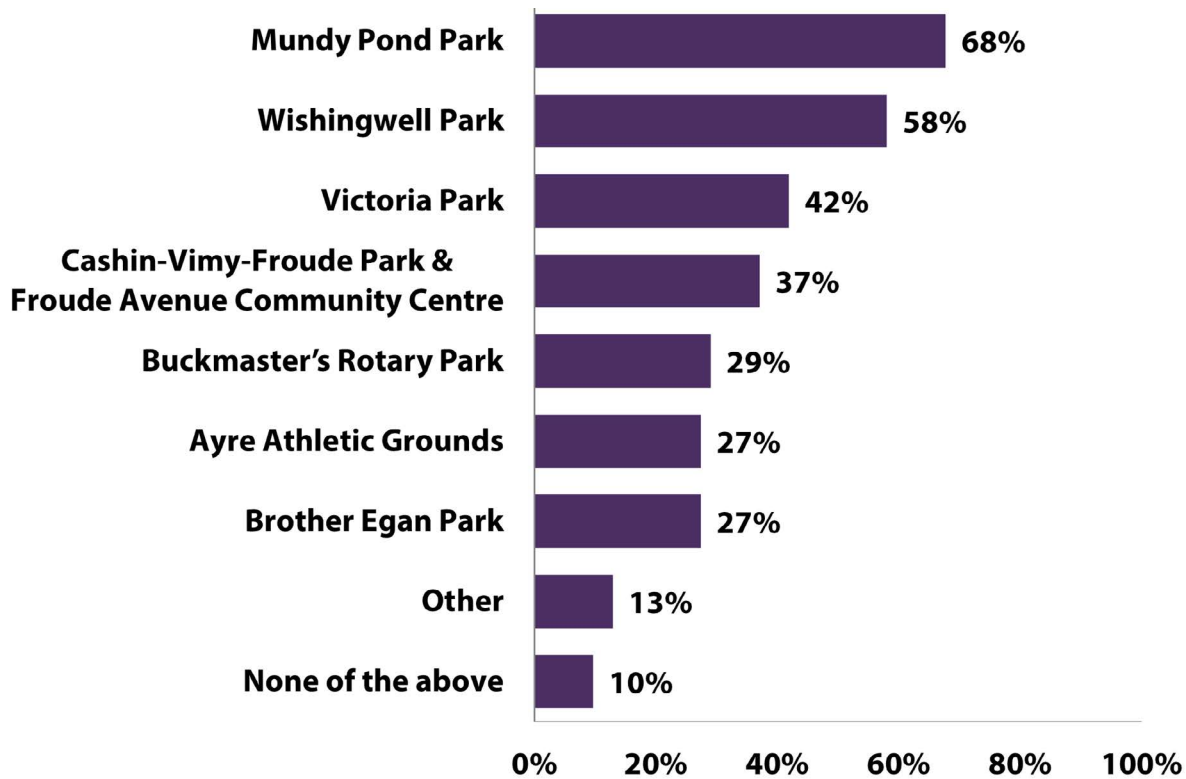
Which of the following recommendations would you support for Victoria Park and how would you prioritize them?



Other (12)

- Feels unsafe for children, teens, and seniors. Need more security to address social issues
- Update the Pool House and add more security to support community use and maker space
- Lighting
- Open canteen/provide healthy food options
- Safe disposal site for sharps
- Use the old Grace Hospital site as a park/green space. There is a connecting trail from Victoria Park to the old Grace site
- Add off-leash area for dogs, with shade
- Crosswalk and lights at the park entrance on Water Street
- More 24-hour washrooms
- Add a skating rink outside the old poolhouse
- Remove crushed rock from the playground area
- Improve the paved pathways
- Formalize access from Victoria Park from Angel Place
- Encourage user groups to take ownership of the park
- More lighting near the bottom of the park
- Expand community garden program
- Provide grants for activities like the Lantern Festival
- Concerns about public art being vandalized

What parks do you think would be good candidates for targeted naturalization?



Percentage of Participants (62 completed, 103 skipped)

Do you have any additional ideas about programs, events, or improvements to public space for your neighbourhood?

24
comments

There were a variety of suggestions for improvements, from specific amenities participants wanted to see to ideas and suggestions for the types of events they would like to see in the neighbourhood.

These themes are summarized below.

Park Amenities

- Flood the playground area at Baird Place for winter skating
- More community gardens
- More outdoor physical activity programming for seniors/accessible outdoor gym equipment
- Improve and enforce community and building standards and activate vacant buildings
- Outdoor recreational opportunities for teenagers, especially young girls
- Improve Eric Street greenspace to host community events
- More recreational activities around the Farmer's Market
- Increase access to restrooms in parks
- Playground improvements to support childcare (fenced)
- Basketball courts
- Another skateboard park
- Unstructured and natural play spaces

- More waste containers and upgraded playground at Brother Egan Park (no naturalization)
- Large dog park for the bottom third of Victoria Park with nice lighting and benches.
- Dog park at Wishingwell Park

Events

- More events like neighbourhood yard sales, block parties, arts, food, public speaking, and music events
- Opportunities to showcase multiculturalism of St John's
- More events at Mundy Pond
- Clothing swap depot

Mobility

- Do winter trail grooming
- Improved walking trails and pedestrian accessibility / safety in the Freshwater Road area
- Public rest area at Ropewalk Lane

- More wayfinding and information about locations

Naturalization

- Concerns about naturalization
- Plant more trees where they have blown over
- Clean up Mundy Pond and encourage kayaking, etc.

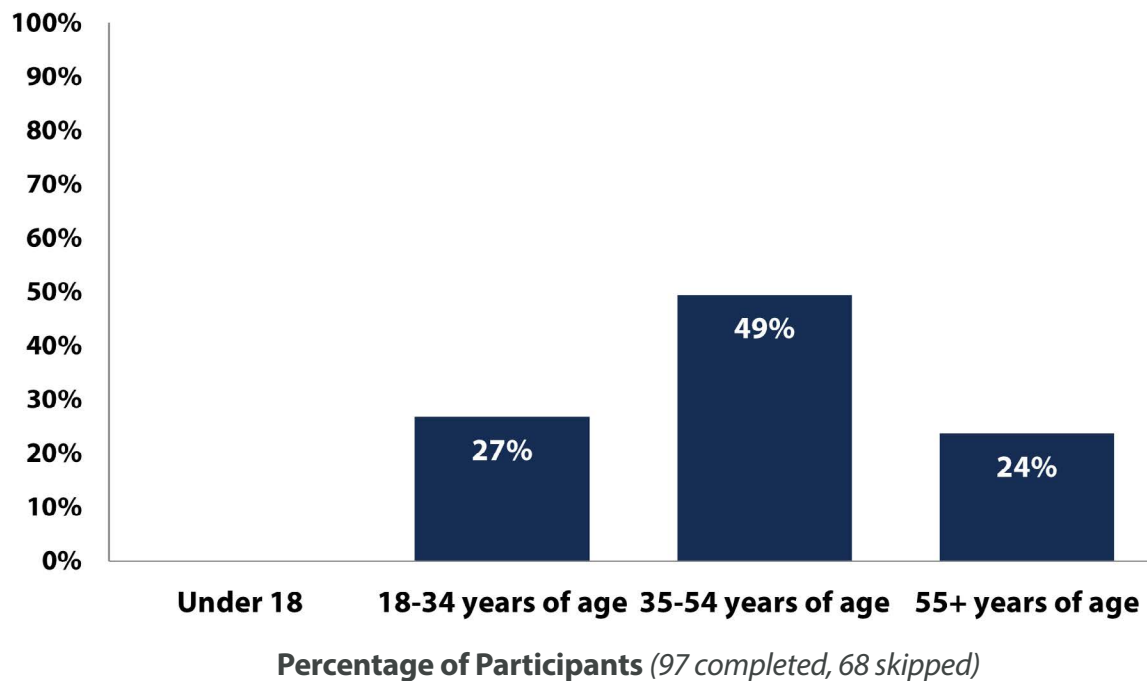
Other

- Safe Sharps disposal
- Indoor third spaces
- The area by DF Barnes Arena listed as being a park/open space in Neighbourhood Strategy but it wasn't mentioned in survey

Survey Demographics

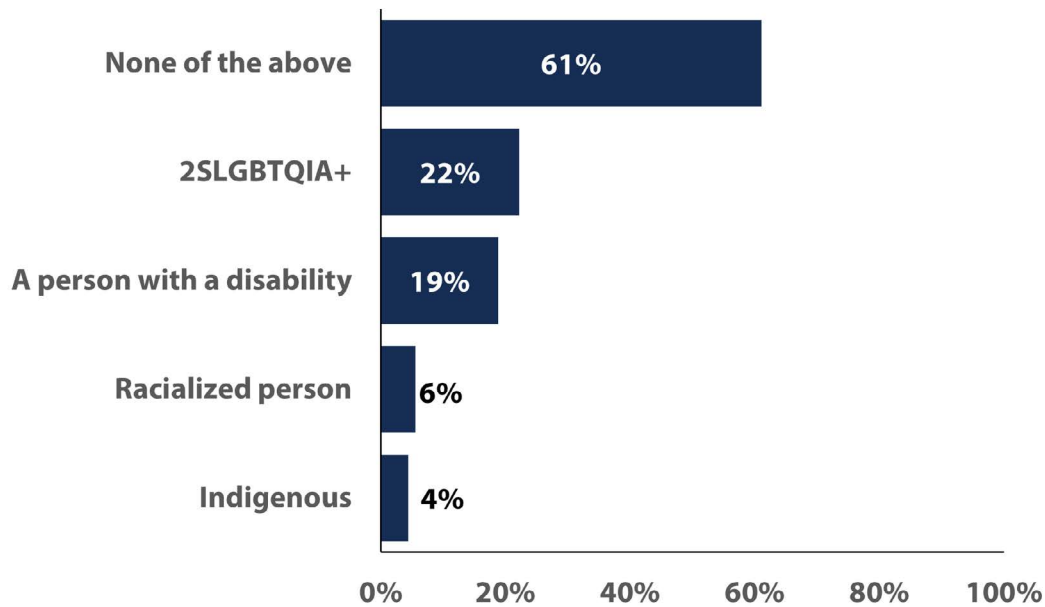
The following demographic questions were only asked in the online survey.

What is your age bracket?



The highest response rate was from 35-54 years of age, who made up almost half of survey participants. The remainder of participants were in the 18-34 and 55+ age categories. There were no participants under the age of 18 years old.

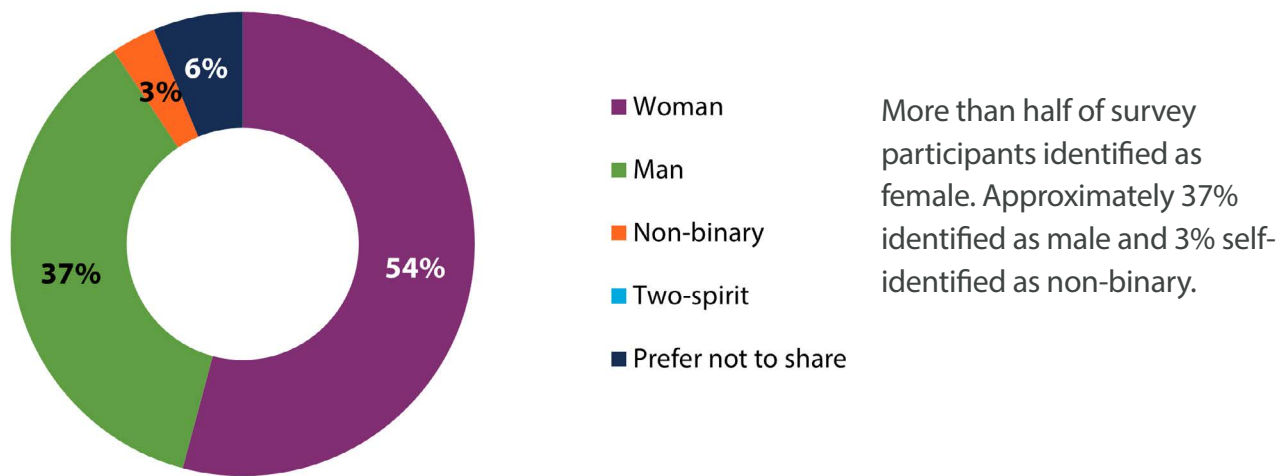
Do you identify as any of the following?



Percentage of Participants (96 completed, 69 skipped)

The majority of respondents did not identify as any of the listed categories. There were 22% belonging to the 2SLGBTQIA+ community, 19% who identified as a person with a disability, 6% who identified as a racialized person, and 4% who identified as Indigenous.

How do you identify?



Indigenous Engagement

The project team met with staff members from First Light to talk about the needs of the Indigenous Community in the Rennie's River and Central and Mundy Pond Neighbourhoods. The session started with a high-level overview of the proposed Neighbourhood Strategies for both the Rennie's River and Central and Mundy Pond Neighbourhoods.

The key themes from the conversation are summarized below.

Housing

- Excited to see more housing proposed through intensification in the plans
- Would like housing to include a mix of market and affordable housing

Mobility and Access

- Agree with making the area more accessible for those without a car
- Walkability is so important in this area, especially to food, social service, and health providers
- Great to see more biking connections planned
- Would like to see more landscaping and greenspace along LeMarchant Road

Parks and Recreation

- Would like to see more opportunities to create a connection to the land in urban spaces through landscaping, trees, and wildflowers
- Parks should be welcoming for everyone, including people who need a place to go when services such as shelters are not open
- Would like to see more lighting, seating, and shade in parks and public spaces
- Great to see parks get attention and upgrades in this area

Visibility of Indigenous Culture

- Would like to see opportunities through redevelopment and park design to increase the visibility of Indigenous culture in St. John's, such as street naming, murals, and public art

Interested Parties Summary

In addition to the public engagement opportunities, the project team met with various community organizations and groups representing different interests in both Central and Mundy Pond as well as Rennie’s River. A general overview presentation was provided to groups about Neighbourhood Strategies and participants were asked to share their feedback.

The following groups participated in Phase 2 Engagement:

Council Committees

- Affordable Housing Working Group
- Building Safer Communities Steering Committee
- Built Heritage Experts Panel
- Environment and Sustainability Experts Panel

- Sustainable and Active Mobility Advisory Committee
- Local Immigration Partnership

Organizations

- Newfoundland and Labrador Housing Corporation
- Business and Arts Newfoundland
- Destination St. John’s
- Royal Newfoundland Constabulary
- Georgestown Community Association

Across the various organizations, the key topics raised for Central and Mundy Pond were mobility and connectivity, parks, open space, and recreation, land use and intensification, and access to amenities and community spaces.

Mobility and Connectivity

Participants emphasized the need to improve active transportation connections in the Central and Mundy Pond area, particularly linking neighbourhoods to key destinations and transit routes. They preferred a cohesive, well-defined, and traffic-separated walking and cycling network over isolated segments and specifically requested enhancements to Ropewalk Lane to increase pedestrian accessibility.

Safety improvements were a consistent priority, with participants requesting better-designed crossings, improved sightlines, lighting, and traffic calming, especially along Mundy Pond Road and Ropewalk Lane. Winter conditions were seen as a barrier to walkability, highlighting the need for reliable sidewalk maintenance. Participants also noted that snow clearing may affect new street trees.

Some participants also wanted to see more transit focus and improvements in the neighbourhood.

Parks, Open Space, and Recreation

Participants valued the area's open spaces and trail network as key neighbourhood features and supported enhancing them within a comprehensive open space network. They supported maintaining the current intensification area at Ropewalk Lane and Campbell Avenue and improving the crosswalks and stoplight at Ropewalk Lane and Empire Avenue. Some cautioned against over-formalizing natural areas, emphasizing that not all spaces require paving or extensive programming.

Participants expressed interest in expanding recreational opportunities and improving park design and usability, including seating, lighting, and year-round functionality. The St. John's Community Market was discussed with suggestions to make it more community-oriented, such as adding a public library or library services.

Land Use and Intensification

Participants expressed mixed views on intensification. While generally supporting growth, many emphasized that new development should be concentrated in well-serviced locations with access to transit and amenities. There was strong demand for housing that supports a complete community, especially among younger residents who prefer not to rely on cars and find current bus service inadequate.

The LeMarchant Road corridor was frequently identified as a candidate for building into a main street and supporting mixed-use redevelopment. Its flat terrain makes it accessible and suitable for residential intensification. Cashin Avenue was suggested for rezoning to support affordable housing, including potentially housing developed by the Newfoundland and Labrador Housing Corporation.

The CRA Taxation Centre was noted as a potential redevelopment site, with participants recommending developer incentives apply there as well. However, others noted that as a former landfill, the site would require extensive remediation before development. Except for the existing building, the site was not seen as suitable for conventional development by some, and temporary housing was recommended as an option instead.

Participants emphasized maintaining neighbourhood character, stating new development should be compatible with surrounding areas and not overwhelm existing structures. Transition and scale were key considerations, especially at the edges of intensification areas. Several participants inquired about the City's broader plan for managing community buildings, parks, and other assets over time.

Access to Amenities and Community Spaces

Access to affordable food and retail was a major concern. Participants noted a lack of nearby grocery stores in some parts of the Central, particularly below LeMarchant Road. Respondents called for zoning that allows a larger commercial footprint to attract grocery retailers.

Participants identified opportunities to improve access to community amenities and gathering spaces. The old H.G.R. Mews Community Centre was suggested for conversion to housing. They also expressed interest in ensuring recreational and community uses are well-distributed throughout the neighbourhood to better serve all residents.

Neighbourhood Character and Integration

Maintaining the character of the Central and Mundy Pond area was a key theme. Participants stressed new development and infrastructure should integrate with established neighbourhoods and preserve natural features and mature trees where possible. The Blackmarsh Road area was identified as suitable for infill development given its more industrial context.

Participants also highlighted the need for better connectivity within and between neighbourhoods, noting that improved internal linkages would strengthen community cohesion. They emphasized that neighbourhood resources should be distributed throughout the area rather than concentrated in one location.

Property Owners & Developers

The project team also met with several members of the development community and landowners in Central and Mundy Pond. These conversations helped the project team understand the specific interests and challenges of this group as well as alignment with specific properties and development goals with the proposed Neighbourhood Strategies, rezonings, and Intensification Area changes.

Next Steps

Thank you everyone who participated in this engagement. The findings from this phase of engagement will inform the policy ideas and plan content for the Draft Neighbourhood Plan.

Project updates and information will continue to be posted to the project website at www.engagestjohns.ca/central-and-mundy-pond-neighbourhood-plan-main-page.





ST. JOHN'S