LAND USE ASSESSMENT REPORT

REZONING APPLICATION
AT CIVIC 43-53 ROWAN ST.
CHURCHILL SQUARE

KMK PROPERTIES

REVISED - JUNE 3rd, 2019
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Introduction

KMK Properties Inc. acting on behalf of Loblaws Properties Ltd., has made application to the City of St. John’s to construct a 6-storey mixed-use building at Civic No. 43-53 Rowan Street, Churchill Square, replacing the former Dominion supermarket and drycleaner building. The new building will include commercial space on the first (ground level) floor, with 78 residential apartment units (one and two bedroom) located on the remaining five floors.

The property is located in a Commercial Mixed Use (CM) Zone within the Churchill Square Retail Area. To accommodate the proposed building, the City is considering an amendment to the CM Zone to allow additional height and density for the proposed building and the Churchill Square Retail Area in general.

In considering the amendment to the CM Zone, the City issued a Terms of Reference for a Land Use Assessment Report (LUAR) (see Appendix 1) to provide additional information on the proposed development and to identify any significant impacts that the development may have on land uses adjoining the subject property.

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

- KMK Properties Inc., Project Management
- Powers Brown Architecture
- Pinnacle Engineering Ltd.
- M. Bishop, Planning Consultant

A. Building Use

The new building will replace the existing single storey building formerly occupied by Dominion supermarket and a drycleaner, as well as a parking area that is part of the subject property.

<table>
<thead>
<tr>
<th>Gross Floor Area</th>
<th>10,700 m² (115,174 ft²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor Area Ratio (FAR)</td>
<td>4.70</td>
</tr>
<tr>
<td>Area of the property</td>
<td>2,279 m² (24,530 ft²)</td>
</tr>
<tr>
<td>Residential Density</td>
<td>1 Dwelling Unit/29m²</td>
</tr>
</tbody>
</table>

Gross Floor Area calculations above do not include apartment balcony spaces, roof top terrace and underground parking.
The 6 storey building has a footprint measuring 74.1m by 27.1m with the following proposed uses/occupancies by floor:

<table>
<thead>
<tr>
<th>Floor Area</th>
<th>Description</th>
<th>Area (m²)</th>
<th>Area (ft²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BASEMENT AREA</td>
<td>PARKING</td>
<td>2,009.0</td>
<td>(21,625)</td>
</tr>
<tr>
<td></td>
<td>STORAGE SPACES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FIRST FLOOR AREA</td>
<td>RETAIL AREA</td>
<td>1,768.6</td>
<td>(19,037)</td>
</tr>
<tr>
<td></td>
<td>LOBBY AREA</td>
<td>1,583.9</td>
<td>(17,049)</td>
</tr>
<tr>
<td></td>
<td>MECH/ ELEC</td>
<td>137.8</td>
<td>(1,483)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>46.9</td>
<td>(505)</td>
</tr>
<tr>
<td>SECOND FLOOR AREA</td>
<td>14 APARTMENT UNITS</td>
<td>1,809.8</td>
<td>(19,480)</td>
</tr>
<tr>
<td></td>
<td>6 - TWO BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 - ONE BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SHARED ROOFTOP TERRACE</td>
<td>96.6</td>
<td>(1,040)</td>
</tr>
<tr>
<td></td>
<td>(rooftop terrace is not included in total area calculation for second floor listed above)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>THIRD FLOOR AREA</td>
<td>16 UNITS</td>
<td>1,814.6</td>
<td>(19,532)</td>
</tr>
<tr>
<td></td>
<td>8 - TWO BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 - ONE BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOURTH FLOOR AREA</td>
<td>16 UNITS</td>
<td>1,814.6</td>
<td>(19,532)</td>
</tr>
<tr>
<td></td>
<td>8 - TWO BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 - ONE BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FIFTH FLOOR AREA</td>
<td>16 UNITS</td>
<td>1,814.6</td>
<td>(19,532)</td>
</tr>
<tr>
<td></td>
<td>8 - TWO BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 - ONE BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SIXTH FLOOR AREA</td>
<td>16 UNITS</td>
<td>1,815.3</td>
<td>(19,540)</td>
</tr>
<tr>
<td></td>
<td>8 - TWO BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 - ONE BEDROOM UNITS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Floor area calculations do not include apartment balcony spaces.

Appendix 3 includes floor plans and typical layouts for the apartment units.

Retail uses on the ground floor level have not been determined.
B. Elevation and Building Materials

The ground-level retail space is visually separated from the upper residential floors of the building through use of cladding material, window area and balconies. The building façade is layered, using a variety of materials and colours that soften the overall shape of the building within the Square. Materials will be chosen to complement the existing buildings in the square and include beige stacked brick for the retail area and the cores, high-pressure compact laminate (HPL) panels or similar in steel grey for the end wall areas of levels 2-5 and HPL wood tone panels for the remaining balcony areas of levels 3-5 and level 6. This will be accented with HPL panels in winter grey for the boxed terrace structure surrounding the balconies at levels 3 and 6 with glass railings throughout.

The retail level includes clear glazing and stacked brick along with a possible contrasting colour accent bar and retail signage. The second floor overhangs the ground floor commercial space at the front of the building by 1.8 m (6 ft), providing some inclement weather protection for pedestrians on the sidewalk below. As the overhang extends beyond the property boundary, air-rights will need to be obtained from the city. These have been applied for through the City’s Legal Department and are currently being reviewed by the City. There are no existing easements or infrastructure at this location.

Terraces are provided for each apartment unit and combined with the variation in façade orientation, particularly at the front of the building, help to achieve a more human-scaled approach to this façade. The angled walls presented were intended to take advantage of the preferred views and maximize the privacy between units, however as this building is in the preliminary design stage while we await development approval, this strategy may be revised pending more detailed engineering studies.

At the back of the building facing onto Rowan Place, the second through sixth floors are stepped back from the ground level floor. This setback in building massing facing Rowan Place provides separation of the residential units from the view of the back of the Bell Aliant building across the street.

Appendix 3 includes elevation drawings of the proposed building and Appendix 8 includes images of what the building will look like from the front facing the Square, and from the back of the building on Rowan Place.

The rendering labeled Building Image 1 and the rendering labeled Building Image two of Appendix 8 both show the West Elevation (the side closest to Elizabeth Ave) One shows it from the front on Rowan Street and one from the rear on Rowan Place. The West Elevation has a smaller brick element that is not as wide at the brick element on the East Elevation. The East Elevation is not rendered. In the black and white drawing labeled Overall West Elevation included in Appendix 3
what you are seeing at the top of the building is the inside face of parapet on the East Elevation at the other end of the building. The Renderings and the Elevations are both correct. It just appears they do not match due to the flat portrayal of all elements in the distance that one would never see from the ground.

C. Building Height and Location

The proposed building will be located in the Churchill Square that is part of the larger Churchill Park garden suburb that was begun in the 1940’s. At the time the area was carefully planned with major streets and smaller residential streets with designated areas for shops and services. To this day the area has provided local residents and those in the surrounding areas an important centre for business and shopping. The Churchill Square retail area was developed to include a mix of housing and commercial space with two parallel rows of shops on each side of a central common parking area and on the third side a larger building - Terrace on the Square - facing Elizabeth Avenue and Churchill Park.

Today, the three-storey building on the north-east side of the square includes residential apartment units above ground-level retail spaces. The Terrace building is the tallest building in the Square with four floors and a clock tower. It contains three storeys above grade and one below grade with the lower floors including a combination of retail uses and the upper floors devoted to office space.

The south-west side of the Square consists of two storey retail buildings and the one storey vacant building formerly occupied by Dominion supermarket and a drycleaner. It is in this location where the proposed 6-story multi-unit residential building with ground level retail shops will abut the Scotiabank building and be separated by an easement from the Big Ben’s pub located on an adjacent property. The intent for this building is to balance out the square as a place-maker, a continuation of the building massing along the other two sides of the square.

Appendix 2 shows the location of the proposed building in relation to neighbouring buildings. Appendix 7 includes a survey description of the property to be developed. Appendix 3 includes elevation drawings of the proposed building and associated heights.

Site concept plans showing the property boundary and proposed building relative to adjoining properties and buildings is included in Appendix 5. These drawings also show alternative parking options and traffic flows on Rowan Place which are discussed in Section H.
The existing former supermarket building will be removed and the new building to be constructed will occupy the majority of the property. The front, rear and eastern walls of the building extend to the property line, with balconies projecting 1.8m beyond the property line along the front face. An existing 6.09 m wide easement will be retained on the west side of the building between the building and Big Ben’s Pub.

The building roof will be 21.5m high from the ground elevation to the roof level. Parapets for the bulk of the main building are anticipated to not exceed 22.5m. On each end of the building there is a brick clad core area that is needed for overrun clearances for building elevators and will extend approximately another 1.0 m above the 22.5 building parapet (core area on ends will not exceed 23.5 m in total). These dimensions are shown on the building elevations in Appendix 3. Relative to adjacent buildings, the proposed building is higher than the adjoining two storey structure of the Scotiabank and Big Ben’s pub. The building is comparable in height to the Bell Aliant building which is 18.8m high and comparable in height to the clock tower on the Terrace on the Square building which is 22.5m high with the remainder of that building consisting of 3 storeys. The image at right shows a view of Churchill Square and how the new building will look within it.

Each of the 78 apartment units in the building will have a balcony with 10.6 m² (114 ft²) for a 2 bedroom unit and 7.9m² (85 ft²) for a one bedroom unit. A 53.5 m² (576 ft²) shared terrace area is located off an amenity area on the second floor of the building facing Rowan Place. These balconies do not overlook any adjacent residential buildings or properties.

A shadow study included in Appendix 4 shows how the building will impact the Square and surrounding properties during Spring Equinox (March 20), Summer Solstice (June 21), Fall Equinox (September 23), and the Winter Solstice (December 21). The analysis shows that throughout the year, shadows from the building will fall on the parking area in the Square and do not significantly shade adjacent buildings. However, there may be some shadowing present over Big Ben’s pub and the sidewalk along Elizabeth Avenue in the morning for spring, fall and winter.
D. Exterior Equipment and Lighting

Exterior lighting associated with the building will be mounted on the building at ground level to provide light to the sidewalk in front of the commercial storefronts and entry to the lobby for the apartment units. At the rear of the building, exterior lighting will illuminate the entrance to the underground parking and loading area. Lighting will also be provided at all fire exits. Exterior lighting standards will meet the City of St. John’s regulations and will be designed to ensure the proper lighting levels and standards are met. The lighting will also be designed and situated to have minimal light pollution impact on neighboring properties, if any. Refer to Site Plan in Appendix 3 for proposed locations.

The location and types of any exterior HVAC equipment to be used to service the proposed building will be determined as the building plans are finalized. There will be a small number of roof top mechanical units on the building. The exact size and location will be determined during detailed design. It is expected that by locating the larger units near the centre of the building combined with the small parapet they will not be visible from the Square. Smaller HVAC units serving the commercial tenants will be located on the lower level roof at the location of the rear setback. As the project moves into detailed design and as HVAC equipment sizes are finalized, the parapet sight lines will be studied to ensure the larger roof top mechanical equipment is screened. The building does not abut any residential properties that could be affected by noise from exterior HVAC equipment. All such equipment will also be designed and installed to have minimal impact on tenants of the building. See drawings Level 2 and Roof of Appendix 3 for proposed locations.

E. Landscaping and Buffering

As the building will occupy the majority of the property, opportunities for soft landscaping are limited however the building owner is committed to exploring opportunities for the enhancement of the site. At the rear of the building, the narrow area between the building and the curb will be landscaped with seed/sod. At the front of the building, the existing sidewalk will be replaced. The easement between the building and Big Ben’s pub, will include a pedestrian footpath and possibly could include bicycle parking. The area will be lit from wall-mounted (security) lighting and additional bollard lighting along the path for pedestrian safety. Please see Appendix 9 Landscape Plan.

Refuse containers are located in a dedicated, enclosed, secure space at the rear of the building on Rowan Place. Waste will be removed by a private contractor on a regular basis.

The size and number of any transformers needed will be determined at the detailed design stage of the project and will be located to minimize the impact to the building and the street. Transformers will be screened with a fence. Requirements of the fence design will be provided at the detailed design stage.
F. Snowclearing/Snow Storage

The City of St. John’s as owner of the parking lot in Churchill Square, is responsible for snow clearing in that location. The developer will be responsible for and provide snow clearing for the entry to the underground parking garage, access to waste storage and loading areas, and the entrances and emergency exits on the main level.

Snow clearing will also be required for pedestrians using the sidewalk along the front of the building, and the pedestrian corridor at the west end of the building between Rowan Street and Rowan Place. The developer is responsible for the clearing and removal of snow from the sidewalk(s) and the pedestrian corridor walkway and other areas identified.

G. Off-street Parking and Access

The St. John’s Development Regulations require a minimum of one parking space per residential dwelling unit. With 78 apartments proposed, the development would require 78 parking spaces. The City has indicated that the parking needs of the ground level commercial spaces is met with the existing public parking in the square. The proposed development will include underground parking of 40 parking spaces for residential tenants of the building with access via a single point of entry/exit onto Rowan Place with 6% of these accessible. It is understood the remaining parking requirements will be fulfilled by the provision of 80 parking permits to be used in the larger public parking area of the Square. The developer will purchase and manage these parking permits directly.

Discussions with the City indicate that parking for the commercial space is already accommodated as part of the paid (metered) parking in the Square available to all businesses. Data from the City’s Paid Parking Management Strategy (February 9, 2018) shows that there are currently 377 parking spaces in Churchill Square. Of these, 253 are metered parking, and 124 are free spaces. Metered parking is in effect between 8:00am and 6:00pm Monday to Friday.

The City’s Parking Management Strategy recommends that all parking in Churchill Square be converted to paid parking and that options for parking include metered hourly parking, cashless hourly parking, and longer-term parking permits for vendors and employees.

H. Traffic Flow

At the rear of the building, on-street parking is currently poorly delineated and haphazard. The development provides an opportunity to examine and improve parking and the flow of traffic on Rowan Place. Appendix 5 shows the design for the redevelopment of Rowan Place as provided by the City of St. John’s traffic engineer. This provides parking stalls and a proper drive aisle that is in line with City traffic standards along with providing necessary areas for loading bay access and garbage removal.

I. Public Transit

Churchill Square is located on Metrobus routes 2 and 5, and is within a short walking distance to Route 15.

St. John’s Metrobus (St. John’s Transportation Commission) (SJTC) was consulted to determine whether the proposed development would require additional infrastructure for public transit usage.

SJTC advised that no additional infrastructure will be needed to accommodate the proposed development as the area has Bus Bays and shelters within 150 meters of the site and is serviced by a core route. Appendix 6 includes correspondence from Metrobus officials.

J. Construction Timeframe

It is anticipated that the construction timeframe for this project will be approximately 16 months (including demolition) with an approximate start date beginning in the second quarter of 2019 pending City approval of the development.

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

During construction, the successful contractor hired to build the building will be required to complete a project plan that identifies laydown areas for materials and equipment as the project progresses. Since the building will occupy most of the property, construction will be organized so that laydown areas will be accommodated in the underground parking area once this area has been constructed.
Once the underground parking area is constructed, parking for construction workers can also be accommodated on-site. Off site parking for construction workers will be required for the period between site preparation and the completion of the underground parking area. During that time, KMK Properties will work with the City and the construction company hired to construct the building to identify acceptable off-street parking options. If available, parking permits for construction workers could be obtained from the City to enable parking in the Square.

**Conclusion**

As part of the planning for this development, the developer will work with the City to address any parking related requirements, both during and after construction. With the City’s implementation of its Paid Parking Management Strategy, the provision of underground parking included in the development, permit parking and the delineation and organization of parking on Rowan Place, as well as the availability of the Square to public transit, it is anticipated that parking needs can be met without creating significant parking issues in the Square.

The building is comparable in height to the neighbouring buildings such as the Bell Aliant building and the Terrace on the Square building. The architectural design of the building, including a variety of building materials and colours soften the overall visual impact of the development and contribute positively to the Square.

It is felt that the proposed development will contribute positively to the renewal and revitalization of the Churchill Square Retail Area. It will replace vacant, older commercial space with new, modern construction that includes both commercial space and residential units. The additional population based in the Square will contribute to the long term sustainability of the existing and new shops and services in the Square, further enlivening the neighbourhood to all city residents and visitors alike.
Appendix 1  Land Use Assessment Terms of Reference
The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

A. Building Use
   - Identify the size of the proposed building by:
     - Gross Floor Area
     - Floor Area Ratio (FAR)
     - Residential Density
   - Identify all proposed uses/occupancies within the building by their respective floor area.

B. Elevation & Building Materials
   - Provide elevations of the proposed building.
   - Show any visual separation between the commercial and residential floors, along with any weather protection measures that may be used to protect pedestrians and residents.
   - Identify the finish and colour of exterior building materials.

C. Building Height & Location
   - Identify graphically the exact location with a site plan:
     - Location of the proposed building in relation to neighbouring buildings;
     - Proximity of the building to property lines and identify setbacks;
     - Identify the height of the building;
     - Information on the proposed construction of patios/balconies (if applicable);
     - Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks; and
     - Identify any rooftop structures.

D. Exterior Equipment and Lighting
   - Identify the location and type of exterior lighting to be utilized. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
   - Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining residential properties and measures to be instituted to minimize these impacts.
E. Landscaping & Buffering
- Identify with a landscaping plan, details of site landscaping (hard and soft).
- Identify the location and proposed methods of screening of any electrical transformers on the site.
- Identify the location for refuse storage to be used at the site and buffering.
- Identity the pedestrian corridor along the west side of the building and its design such as: landscaping, lighting, bicycle parking for retail space, street furniture, etc.

F. Snowclearing/Snow Storage
- Identify proposed method of snow clearing and/or location of snow storage area(s) on the site for the commercial access, pedestrian corridor and entrance to the parking garage.

G. Off-street Parking and Access
- Identify parking areas, the number of off street (underground) spaces to be provided subject to the current Service NL requirements and including vehicular ingress and egress, traffic circulation and any loading areas.
- Identify the number of spaces required for the overall proposal.
- Provide rationale for parking relief for any required spaces and the developer’s intent to provide additional parking spaces for residents (permits purchased by the developer or by tenants).

H. Traffic
- As possible modifications to be considered by staff, provide preliminary layout/cross section to Rowan Place between Elizabeth Avenue and Milbanke Street Extension for the follow two options:
  - One way flow from Elizabeth toward Milbanke on a 4m wide driving lane and a row of 45° angle parking on both sides.
  - Two way flow on Rowan Place with a row of perpendicular parking on one side and a row of parallel parking on the other side. May also be able to fit in a sidewalk on one side with this configuration.

I. Public Transit
- Consult with St. John’s Metrobus (St. John’s Transportation Commission) regarding public transit infrastructure requirements.

J. Construction Timeframe
- Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
- Indicate on a site plan where workers’ parking is to be accommodated during the construction period and designated areas for equipment and materials during the construction period.
Appendix 2  Context Site Plan
For landscaping and lighting information for Easement, please refer to Appendix 9 Landscape Plan.
SUN STUDY - SPRING EQUINOX - MARCH 20

SCALE: 1” = 200'-0"

MARCH 20 - 9 AM
SCALE: 1” = 200'-0"

MARCH 20 - 12 PM
SCALE: 1” = 200'-0"

MARCH 20 - 5 PM
SCALE: 1” = 200'-0"

REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

CHURCHILL SQUARE
A PROJECT FOR
KMK CAPITAL

ST. JOHN'S
10/01/18
16/06/12
A PROJECT FOR
REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

NEWFOUNDLAND ST. JOHN'S
1" = 200'-0"

SUN STUDY - FALL EQUINOX - SEPTEMBER 23

KMK CAPITAL

CHURCHILL SQUARE

ST. JOHN'S
10/01/18

S003

SCALE: 1" = 200'-0"

SEPTEMBER 23 - 9 AM
SCALE: 1" = 200'-0"

SEPTEMBER 23 - 12 PM
SCALE: 1" = 200'-0"

SEPTEMBER 23 - 5 PM
SCALE: 1" = 200'-0"

SEPTEMBER 23 - 9 AM
SCALE: 1" = 200'-0"

SEPTEMBER 23 - 12 PM
SCALE: 1" = 200'-0"

SEPTEMBER 23 - 5 PM
SCALE: 1" = 200'-0"
SUN STUDY - WINTER SOLSTICE - DECEMBER 21

SCALE: 1" = 200'-0"

DECEMBER 21 - 9 AM
SCALE: 1" = 200'-0"

DECEMBER 21 - 12 PM
SCALE: 1" = 200'-0"

DECEMBER 21 - 4 PM
SCALE: 1" = 200'-0"

REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

CHURCHILL SQUARE
A PROJECT FOR
KMK CAPITAL

ST. JOHN'S
10/01/18
NEWFOUNDLAND 10/01/12
Appendix 5  Rowan Place Traffic Flow and Parking Options
PROPOSED 6 STOREY RETAIL / RESIDENTIAL BLDG

ROWAN PLACE

LEGEND
EXISTING GROUND SPOT ELEVATIONS
PROPERTY BOUNDARY
EX. WATER VALVE
EX. STORM MANHOLE
EX. SANITARY MANHOLE
EX. CATCHBASIN
EX. HYDRO POLE
EX. HYDRANT
EX. FENCELINE
EX. PARKING METER
EX. MONITORING WELL

(TOPO SURVEY BY M.R. DUFFETT & ASSOC.)
Appendix 6    Transit Correspondence
Hi Mary, enclosed is confirmation from St. John’s Metrobus that nothing is required on their end.

Peter Jackson
(709) 726-3941
Powers Brown Architecture

Hi Peter,
I have reviewed the Churchill Square area and no additional infrastructure will be needed to accommodate future development. The area has Bus Bays and shelters within 150 meters and serviced by a core route. Thank you for including us in your plans.

Good afternoon Keith,
this is to follow up on our phone conversation today. Could you confirm what we spoke about and that the subject property is well service by existing routes and infrastructure and will not require any additional items at this time.
Thanks very much for your assistance with this.
Sincerely,

Peter Jackson
Powers Brown Architecture
354 Water Street, Suite 212
St. John’s, NL A1C 1C4
(709) 726-3941
www.powersbrown.com
This email has been checked for viruses by AVG antivirus software.

www.avg.com
BOUNDARY DESCRIPTION

Civic # 39 Rowan Street, St. John's, in the Province of Newfoundland and Labrador, Canada.

BEGINNING at a point, said point having the following NAD83 coordinates in Zone 1 of the Transverse Mercator Projection as modified for the Province of Newfoundland and Labrador:

N 5 270 636.034 metres  
E 325 578.930 metres

THENCE running along the southwestern side of Rowan Street, S48°09'52"E, 80.315 metres;

THENCE running along land of The Bank of Nova Scotia, S41°38'03"W, 19.812 metres and S48°09'52"E, 6.556 metres;

THENCE running along land of The Bank of Nova Scotia, registered in Roll 1893 Frame 2691 in the Provincial Registry of Deeds, S42°19'51"W, 7.925 metres;

THENCE running along the northeastern side of Rowan Place, N48°09'52"W, 86.775 metres;

THENCE running along land of Dr. Harry Roberts, registered in Volume 290 Folio 347 in the Provincial Registry of Deeds, N41°38'03"E, 27.737 metres, more or less, to the Point of Beginning;

All bearings are Grid North NAD83 in Zone 1 of the Transverse Mercator Projection as modified for the Province of Newfoundland;

Note: There are overhead service lines extending into the southwestern boundary of the above described parcel as indicated on the adjoining plan. There are two overhangs belonging to Dr. Harry Roberts being 0.477 X 1.453 metres and 0.521 X 0.900 metres wide that extend into the northwestern boundary of the above described parcel, as indicated on the adjoining plan. There are eight concrete pads, a chimney block, fan and pillar that extend onto the northeastern side of Rowan Place as indicated on the adjoining plan. Also, there is a utility easement, being 6.090 metres wide, extending along the northwestern boundary of the above described parcel, as indicated on the adjoining plan.

The above described piece or parcel of land contains an area of 2279.261 square metres, more or less, and is more particularly shown on the drawing hereto attached dated 2014 08 18.

This description and accompanying plan are integral parts necessary to adequately reflect the legal boundary of the subject property and therefore invalid if separated.

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NOTE: - This plan certifies the information as of the date shown and only as of this date. All distances are metric.

Monuments Used For Control
(C.M. 53 Degrees) (NAD83)
coordinates derived from RTK GPS
88G5112 N 5 270 553.619 E 325 431.847
91G8003 N 5 271 467.523 E 326 376.643
Combined Scale Factor = 0.999898

For further information contact the author at the phone number listed below

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Association of Newfoundland Land Surveyors (1953)

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Boundary Survey
Loblaws Properties Limited
Civic # 39 Rowan Street, St. John's, Newfoundland and Labrador

Date: 2014 08 18  Scale: 1:500  MS/14/39 Rowan St/Bdy  Survey: AC & HC  Drawn By: AV
RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.
A PROJECT FOR SCALE: RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND AS SUCH SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

CHURCHILL SQUARE
A PROJECT FOR
KMK CAPITAL

NEWFOUNDLAND
ST. JOHN'S
163012

BUILDING IMAGE 02

SOUTHWEST

SCALE:
Appendix 9  Landscape Plan
PROPOSED 6 STOREY RETAIL / RESIDENTIAL BLDG