

ST. JOHN'S

Regular Meeting - City Council Agenda

September 28, 2020

3:00 p.m.

4th Floor City Hall

Pages

1. CALL TO ORDER
2. PROCLAMATIONS/PRESENTATIONS
3. APPROVAL OF THE AGENDA
 - 3.1 Adoption of Agenda
4. ADOPTION OF THE MINUTES
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5. BUSINESS ARISING FROM THE MINUTES
6. NOTICES PUBLISHED
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A Discretionary Use application has been submitted to operate a Psychologist Clinic as a Home Occupation at 8 Rodney Street.

The clinic will have a floor area of 8.6m² and will operate Monday – Friday, 8:30 a.m. to 6 p.m. Services will be by appointment only. There will be a maximum of 5 appointments per day; 50 minutes per appointment with 30 minutes in between to avoid overlap. On-site parking is provided.

One submission received.
7. COMMITTEE REPORTS
 - 7.1 Development Committee Report

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ST. JOHN'S

Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

September 21, 2020, 3:00 p.m.

Present:

- Mayor Danny Breen
- Deputy Mayor Sheilagh O'Leary
- Councillor Maggie Burton
- Councillor Sandy Hickman
- Councillor Debbie Hanlon
- Councillor Deanne Stapleton
- Councillor Jamie Korab
- Councillor Ian Froude
- Councillor Wally Collins

Regrets:

- Councillor Dave Lane

Staff:

- Kevin Breen, City Manager
- Derek Coffey, Deputy City Manager of Finance & Administration
- Tanya Haywood, Deputy City Manager of Community Services
- Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
- Lynnnann Winsor, Deputy City Manager of Public Works
- Cheryl Mullett, City Solicitor
- Elaine Henley, City Clerk
- Ken O'Brien, Chief Municipal Planner
- Shanna Fitzgerald, Legislative Assistant
- Susan Bonnell, Manager - Communications & Office Services

Land Acknowledgement

The following statement was read into the record:

“We respectfully acknowledge the Province of Newfoundland & Labrador, of which the City of St. John's is the capital City, as the ancestral homelands of the Beothuk. Today, these lands are home to a diverse population of indigenous and other peoples. We would also like to acknowledge with respect the diverse

histories and cultures of the Mi'kmaq, Innu, Inuit, and Southern Inuit of this Province.”

1. **CALL TO ORDER**
2. **PROCLAMATIONS/PRESENTATIONS**
3. **APPROVAL OF THE AGENDA**

3.1 **Adoption of Agenda**

SJMC-R-2020-09-21/461

Moved By Councillor Froude

Seconded By Deputy Mayor O'Leary

That the Agenda be adopted as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

4. **ADOPTION OF THE MINUTES**

4.1 **Adoption of Minutes - September 14, 2020**

SJMC-R-2020-09-21/462

Moved By Councillor Korab

Seconded By Councillor Stapleton

That the minutes of the Regular meeting held on September 14, 2020 be adopted as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

5. **BUSINESS ARISING FROM THE MINUTES**

5.1 Declaration in Support of the Rights of Indigenous Peoples

Councillor Froude outlined the Declaration in Support of the Rights of Indigenous Peoples. This declaration is intended to be the first step in securing a more committed relationship with First Voice and will reinforce the City's membership in the coalition. The official signing ceremony will take place on Thursday, September 24 at the First Light Centre for Performance and Creativity.

SJMC-R-2020-09-21/463

Moved By Councillor Froude

Seconded By Councillor Burton

That Council approve the attached Declaration in Support of the Rights of Indigenous Peoples.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

6. NOTICES PUBLISHED**7. COMMITTEE REPORTS****7.1 Development Committee Report****1. Request for Variances - 4 McLea Place, 6 McLea Place and 6 Shaw Street - SUB20000025**

SJMC-R-2020-09-21/464

Moved By Councillor Burton

Seconded By Councillor Collins

That Council approve the following:

- 10% variance on the Side Yard Flanking Road requirement for Lot 1A (4 McLea Place);
- 3.33% variance on the Side Yard requirement for 6 Shaw Street;
- 9.76% variance on Lot Frontage for 6 McLea Place; and

- 2.03% variance on Lot Area for Lot 1B (4 McLea Place/6 Shaw Street).

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

2. Request for Building Line Setback for Replacement of Dwelling - 18 Long Pond Road - DEV2000127

SJMC-R-2020-09-21/465

Moved By Councillor Burton

Seconded By Councillor Froude

That Council approve the 27.2 metre Building Line setback at 18 Long Pond Road to allow construction of a new Dwelling.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

3. Request for Building Line Setback - 23 Ryan's River Road - SUB2000018

SJMC-R-2020-09-21/466

Moved By Councillor Burton

Seconded By Councillor Collins

That Council approve the 6.0 metre Building Line setback for 23 Ryan's River Road.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

4. Request for Building Line Setback for Replacement of Dwelling - 57 Poplar Avenue - DEV2000138

SJMC-R-2020-09-21/467

Moved By Councillor Burton

Seconded By Councillor Korab

That Council approve the 7.10 metre Building Line setback at 57 Poplar Avenue to allow construction of a new Dwelling.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

8. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

8.1 Development Permits List for the Period of September 10 to September 16, 2020

9. BUILDING PERMITS LIST

9.1 Building Permits List for the Period of September 10 to September 16, 2020

SJMC-R-2020-09-21/468

Moved By Councillor Stapleton

Seconded By Deputy Mayor O'Leary

That Council approve the Building Permits List for the period of September 10 to September 16, 2020.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

10. REQUISITIONS, PAYROLLS AND ACCOUNTS

10.1 Weekly Payment Vouchers for the Week Ending September 16, 2020

SJMC-R-2020-09-21/469

Moved By Councillor Hickman

Seconded By Councillor Stapleton

That Council approve the Weekly Payment Vouchers for the week ending September 16, 2020 in the amount of \$7,071,361.77.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

11. TENDERS/RFPS

11.1 2020139 - Cold Mix Asphalt

SJMC-R-2020-09-21/470

Moved By Councillor Froude

Seconded By Councillor Collins

That Council award open call 2020139 - Cold Mix Asphalt, to the lowest bidder meeting specification Modern Paving Limited for the sum of \$ 214,455.80 (HST included) as per the Public Procurement Act.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

12. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

12.1 Notice of Motion - Heritage Designation - 172 Campbell Avenue

Councillor Burton presented the following Notice of Motion and Heritage Designation By-Law for 172 Campbell Avenue:

TAKE NOTICE that I will at the next regular meeting of the St. John's Municipal Council move a motion to adopt a Heritage Designation By-Law for the following property so as to have the structure situate on this property designated as a Heritage Building:

- **172 Campbell Avenue (PID #24149)**

DATED at St. John's, NL this 21 day of September 2020.

Councillor Maggie Burton

13. OTHER BUSINESS

13.1 2017 Traffic Pilot Projects - Great Eastern Avenue

SJMC-R-2020-09-21/471

Moved By Councillor Hickman

Seconded By Councillor Froude

That Council refer the construction of permanent speed cushions on Great Eastern Avenue between Ladysmith Drive and Gil Eannes Drive to the capital budget process for consideration.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (9 to 0)

14. ADJOURNMENT

There being no further business, the meeting adjourned at 3:41 pm.

MAYOR

CITY CLERK

NOTICES PUBLISHED

Applications which have been advertised in accordance with the requirements of Section 5.5 of the St. John's Development Regulations and which are to be considered for approval by Council at the **Regular Meeting of Council on September 28, 2020.**

Property Location/ Zone Designation And Ward	Application Details	Submissions Received	Planning and Development Division Notes
8 Rodney Street Residential Low Density (R1) Zone Ward 4	Application A Discretionary Use application has been submitted to operate a Psychologist Clinic as a Home Occupation at 8 Rodney Street. Description The clinic will have a floor area of 8.6m ² and will operate Monday – Friday, 8:30 a.m. to 6 p.m. Services will be by appointment only. There will be a maximum of 5 appointments per day; 50 minutes per appointment with 30 minutes in between to avoid overlap. On-site parking is provided.	1 Submissions Received (attached)	It is recommended to approve the application subject to meeting all applicable requirements.

Office of the City Clerk and the Department of Planning, Engineering and Regulatory Services, in joint effort, have sent written notification of the applications to property owners and occupants of buildings located within a minimum 150-metre radius of the application sites. Applications have also been advertised in The Telegram newspaper on at least one occasion, and applications are also posted on the City's website. Where written representations on an application have been received by the City Clerk's Department, these representations have been included in the agenda for the Regular Meeting of Council.

Good Morning Mr. [REDACTED]

Elaine Henley

From: [REDACTED]
Sent: Tuesday, September 8, 2020 11:50 AM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Psychologist Clinic ... Civic # 8 Rodney Street

Please be advised that I do "NOT" have any objections to the proposed psychologist clinic at # 8 Rodney Street .

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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ST. JOHN'S

Report of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

September 16, 2020, 9:00 a.m.

Present:

Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Maggie Burton
Councillor Dave Lane
Councillor Sandy Hickman
Councillor Debbie Hanlon
Councillor Deanne Stapleton
Councillor Jamie Korab
Councillor Ian Froude
Councillor Wally Collins

Staff:

Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Lynnann Winsor, Deputy City Manager of Public Works
Cheryl Mullett, City Solicitor
Susan Bonnell, Manager - Communications & Office Services
Elaine Henley, City Clerk
Shanna Fitzgerald, Legislative Assistant
Brian Head, Manager - Parks & Open Spaces
David Crowe, Manager - Roads
Blair McDonald, Manager - Fleet
Ann Marie Cashin, Planner III - Urban Design and Heritage
Simone Lilly, Affordable Housing & Development Facilitator

Others

Dr. Daniel Fuller, Assistant Professor and Canada Research Chair in Population Physical Activity at Memorial University

Public Works & Sustainability - Councillor Ian Froude

Syme's Bridge Closure to Vehicular Traffic

Recommendation

Moved By Councillor Korab

Seconded By Councillor Collins

That Council grant approval to close Syme's Bridge to vehicular traffic. If possible, convert the bridge to pedestrian only until such time that it requires removal due to safety concerns. Further, that the decision is brought back to Council before removal of the bridge due to safety concerns.

That Council also grant approval for development in the floodplain for the required turn-a-round areas.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (10 to 0)

Sidewalk Snow Clearing Service Levels

Recommendation

Moved By Councillor Froude

Seconded By Councillor Lane

That in the coming weeks, staff put forward a plan:

- To ensure resources are used efficiently on the most important routes: that staff review the priorities of sidewalks, laneways and stairways with recommendations to Council this fall on changes to make.
- To address the quality of the clearing of sidewalks, as it's sometimes that the area of grass or curb adjacent to the sidewalk is cleared, which makes for a poor quality pathway.
- The enforcement of existing bylaws that prohibits obstruction of a sidewalk by snow removal.

- And whether there is a potential deprioritization of some side roads, to free up resources.

For (8): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Lane, Councillor Hickman, Councillor Stapleton, Councillor Korab, and Councillor Froude

Against (2): Councillor Hanlon, and Councillor Collins

MOTION CARRIED (8 to 2)

Recommendation

Moved By Councillor Froude

Seconded By Councillor Burton

That Council increase the budget for this coming winter in the direction of option 4 and 2 on this list. This would spend up to \$900,000 on equipment from capital funds, and up to \$450,000 in operating funds with a balance of roughly $\frac{1}{3}$ on intersection clearing and $\frac{2}{3}$ on sidewalk snow clearing.

For (3): Deputy Mayor O'Leary, Councillor Burton, and Councillor Froude

Against (7): Mayor Breen, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, and Councillor Collins

MOTION LOST (3 to 7)

Recommendation

Moved By Councillor Froude

Seconded By Deputy Mayor O'Leary

That Council consider all options in this list for winter 2021-22, and that the decision note is referred to the budget process.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, and Councillor Froude

Against (1): Councillor Collins

MOTION CARRIED (9 to 1)

Housing - Deputy Mayor Sheilagh O'Leary

Division Name and Mandate Review

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Burton

That Council rename the 'Non Profit Housing Division' as the 'Housing Division' and that Council adopt the Division's mandate to 'provide affordable housing to residents of St. John's and lead the City's commitments in the housing and homelessness sectors'.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (10 to 0)

Planning & Development - Councillor Maggie Burton

138 Ladysmith Drive - MPA200000

Recommendation

Moved By Councillor Burton

Seconded By Councillor Froude

That Council consider rezoning the property at 138 Ladysmith Drive from the Residential Narrow Lot (RNL) Zone to the Apartment Medium Density (A2) Zone; and advertise the application for public review and comment.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (10 to 0)

42-52 Diamond Marsh Drive - MPA2000002

Recommendation

Moved By Councillor Burton

Seconded By Councillor Collins

That Council consider rezoning land at 42-52 Diamond Marsh Drive from the Open Space (O) Zone to the Residential Low Density (R1) Zone and advertise the application for public review and comment. Further, that this matter be referred to the Environment and Sustainability Experts Panel.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, and Councillor Collins

MOTION CARRIED (10 to 0)

Mayor

DECISION/DIRECTION NOTE

Title: Syme's Bridge Closure to Vehicular Traffic

Date Prepared: September 8, 2020

Report To: Committee of the Whole

Councillor and Role: Councillor Ian Froude, Public Works & Sustainability

Ward: N/A

Decision/Direction Required:

Council Decision is required regarding closure of Syme's Bridge to vehicular traffic. If possible convert the bridge to pedestrian only until such time that it requires removal due to safety concerns.

Vehicular turning areas will need to be created to facilitate the bridge closure. Construction of the vehicular turning areas will require placement of fill in select areas of the floodplain.

Council Decision is also required to allow development in the floodplain for the areas indicated by the enclosed plan.

Discussion – Background and Current Status:

Historic records indicate Symes Bridge has existed in some form since at least 1909, some structures may even pre-date this timeframe. Symes Bridge as it currently exists was constructed in the 1950's, and received major rehabilitation works in 1980. Over the past 40 years it has received various rehabilitation works to extend its service life. However, it is nearing its service life and will require major works in the coming years if it is to remain in operation.

Annual inspections indicate continued deterioration of Symes Bridge. In 2017 a weight restriction was posted for the bridge, limiting vehicular usage to include only those vehicles weighing less than 5 tonnes.

The bridge has received numerous temporary closures due to flooding in recent history. The most recent temporary closure was May 30, 2018. One of the more notable closures was during Hurricane Igor, when the Waterford River overtopped Symes Bridge. This indicates that any rehabilitation of the existing structure will require review of its hydraulics, and possible complete replacement to improve its flow characteristics. Alternately, a complete removal of the structure can be considered, as this would eliminate flow restrictions in that area.

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Traffic analysis by our Transportation Group indicates traffic volumes using the bridge are low. Other bridges crossing the Waterford River in the area include Blackhead Road and Waterford Lane. These are approximately 900m and 1400m from the Symes Bridge crossing, respectively. The Blackhead Road and Waterford Lane crossings see more traffic volumes, when compared to the Symes Bridge crossing.

The deteriorating condition of the Symes Bridge along with its problematic flow characteristics point to a need to completely replace the bridge, rather than rehabilitate it. However, considering the relatively low traffic volumes using Symes Bridge, this points to a need to completely remove the structure, rather than spend capital funds on its replacement.

A concept plan has been developed to illustrate closure of the bridge to vehicular traffic. A copy of the concept plan is included with this decision/direction note. Turnaround areas are being proposed for each side of the bridge, for vehicular traffic including Public Works, Waste Management, and Emergency Services vehicles. The bridge itself would remain in place as a pedestrian bridge until such time that it requires removal due to further deterioration making it unsafe. Construction of the proposed vehicular turning areas will require placement of fill in select areas of the floodplain. The City's Public Works Department and St. John's Regional Fire Department (SJRFD) have reviewed the concept and are agreeable to the planned closure and proposed vehicle turn around areas.

Anticipated timeline for the proposed bridge closure, would see the necessary vehicular turnaround areas constructed in Spring/Summer of 2021 after gaining necessary municipal, provincial and federal approvals, followed by closure of the bridge.

Key Considerations/Implications:

1. Budget/Financial Implications:

Estimated costs associated with the proposed closure of the bridge, and construction of the vehicular turnaround areas amounts to approximately \$118,000 (plus HST), currently budgeted under the 2019 Bridge Rehabilitation Program. Closing the bridge at this time would avoid costs associated with a complete replacement, which could be in the range of \$1M.

2. Partners or Other Stakeholders:

Local area residents Symes Bridge Road and Cousens Place
St. Mary's Elementary School
Public Works
SJRFD

3. Alignment with Strategic Directions/Adopted Plans:

Supports directions to be financially accountable and to improve safety for all users on a well-maintained street network

4. Legal or Policy Implications:

N/A

5. Privacy Implications:

N/A

6. Engagement and Communications Considerations:

Local area residents on Symes Bridge Road and Cousens Place will be notified of the purpose and plans for the closure and changes to the area. St. Mary's Elementary School will receive notification which can be shared with parents and visitors to the school who may currently use the bridge. Public notices will be posted on the City website prior to any planned closure of Symes Bridge. The City's Public Works Department, Transportation Division, and SJRFD have already been consulted regarding the planned closure.

7. Human Resource Implications:

N/A

8. Procurement Implications:

N/A

9. Information Technology Implications:

N/A

10. Other Implications:

While the intention is to leave the bridge in place to act as a pedestrian structure as long it is safe, subsequent review by applicable Provincial and Federal Departments may require additional measures including complete removal of the structure depending on possible flow restrictions created by the fill placed for the turn-a-rounds.

Recommendation:

That Council grant approval to close Syme's Bridge to vehicular traffic. If possible convert the bridge to pedestrian only until such time that it requires removal due to safety concerns. That Council also grant approval for development in the floodplain for the required turn-a-round

areas.

Prepared by:

Mark White, P. Eng.
Manager, Construction Engineering

Approved by:

Scott Winsor, P. Eng.
Director of Engineering

Approved by:

Jason Sinyard, P. Eng., MBA
Deputy City Manager

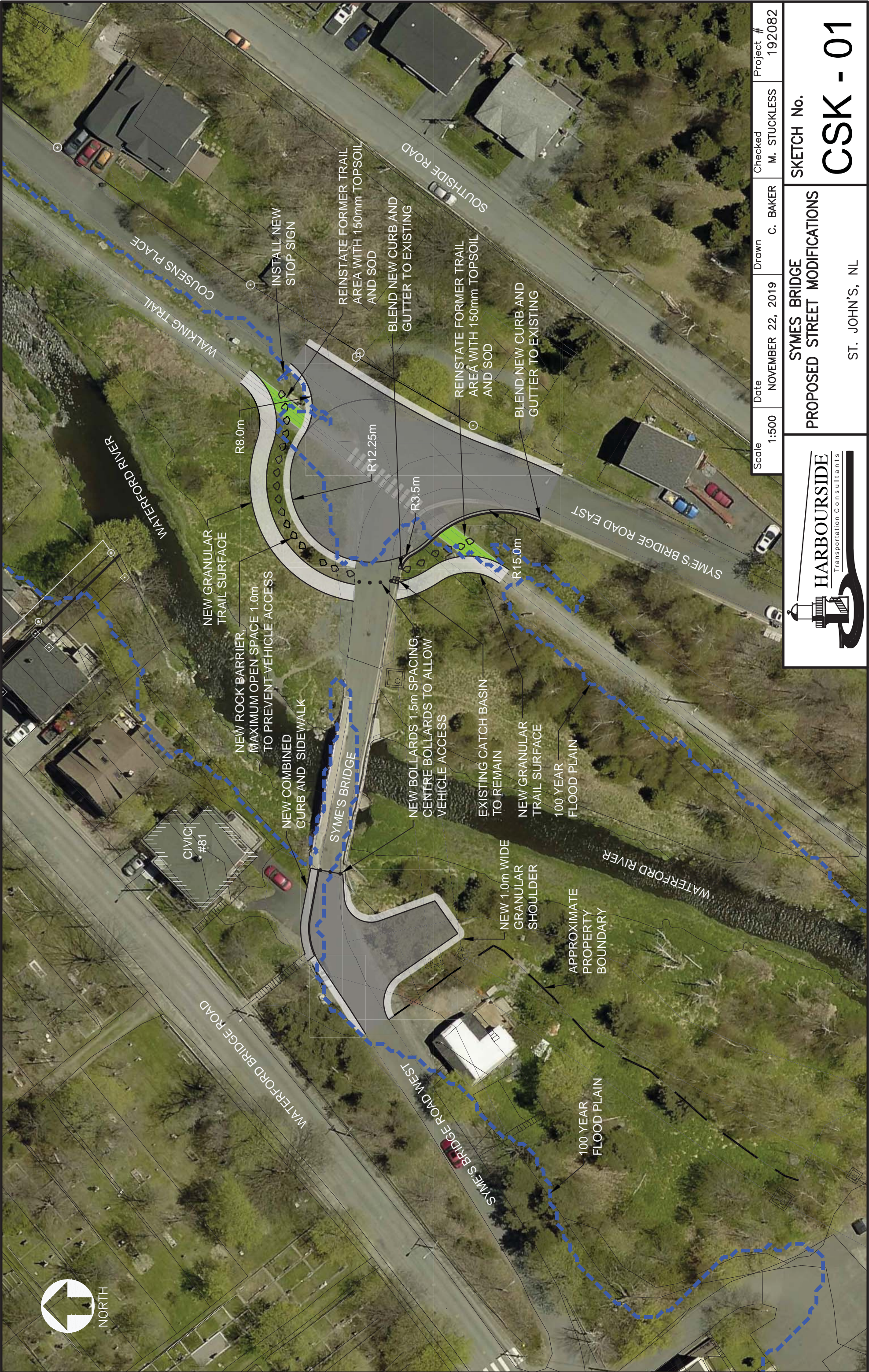
Report Approval Details

Document Title:	Syme's Bridge Closure to Vehicular Traffic.docx
Attachments:	- Syme's Bridge at Waterford River - Turn-a-round Drawing.pdf
Final Approval Date:	Sep 9, 2020

This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Sep 8, 2020 - 2:58 PM

Jason Sinyard - Sep 9, 2020 - 10:58 AM



Scale	Date	Drawn	Checked	Project #
1:500	NOVEMBER 22, 2019	C. BAKER	M. STUCKLESS	192082

SYMES BRIDGE
PROPOSED STREET MODIFICATIONS

SKETCH No.
CSK - 01

ST. JOHN'S, NL

DECISION/DIRECTION NOTE

Title: Sidewalk Snow Clearing Service Levels

Date Prepared: September 3, 2020

Report To: **Committee of the Whole**

Councillor and Role: **Councillor Ian Froude, Public Works & Sustainability**

Ward: N/A

Decision/Direction Required:

To seek direction on increasing the level of service provided by the current sidewalk snow clearing program.

Discussion – Background and Current Status:

Winter sidewalk maintenance activities are an important component of an active transportation network and help to improve the commuter experience. The City of St. John's snow clearing program is intended to assist vehicles that are properly equipped for winter driving and operated using good winter driving practices as well as pedestrians using proper winter footwear.

Challenges

The local climate is one of the biggest challenges we face for snow clearing sidewalks. St. John's is one of the snowiest cities in Canada, but also has a very temperate climate which results in a lot of rain and/or snowmelt immediately after a snowfall. That rain and melt causes our snow to get wet and heavy very quickly. The snow subsequently freezes, turning into ice. This hard, heavy snow creates an incredibly difficult challenge for our equipment.

It is important to recognize that the level of service for snow clearing and ice control will not be the same on sidewalks as it is in the roadway for the following reasons:

1. The physical characteristics of sidewalks such as limited width, obstructions (utility poles, guy wires, and fire hydrants), and lack of drainage.
2. The effect of pedestrian traffic compared to vehicular traffic (vehicles help move salt around once adjacent ice is melted).
3. Limitations of sidewalk equipment such as size, power, and speed. To match the same level of service would require double or triple the operator/equipment resources.
4. Smaller equipment tends to become damaged more easily than larger equipment when used in the hard packed and icy snow that is common in St. John's.

ST. JOHN'S

A significant challenge to achieving the level of service is the ability to recover completely from an event before the next event begins. It is important that expectations are managed during the winter season with resource constraints.

Current Service

The sidewalk snow clearing program is designed to provide the highest level of service during the daytime hours and it provides minimal overnight coverage. This time varies with snowfall amounts, time between snow events, and ice accumulation. This document outlines the existing structure and supplies options to consider that will enhance the level of service.

Outline of the current sidewalk snow clearing program:

- 161 kilometers of sidewalk including 36 schools (primary to post-secondary)
- 12 routes (9 using internal forces and 3 contracted), averaging 13.4km per route
- 18 operators and 2 supervisors are assigned to the sidewalk snow clearing program from December 1 to March 21
- The current resources allocated to sidewalk snow clearing result in a four to seven-day completion timeline, for a **typical** St. John's winter. This time varies with snowfall amounts, time between snow events, and ice accumulation.

Public Engagement

On August 14, 2020, the City shared the results of a public engagement process conducted over the summer on the sidewalk snow clearing issue. The feedback gathered was shared in a What We Heard document and encapsulated in an infographic (attached). In general, the public rated winter walkability high; safety and the overall condition of sidewalks are significant concerns; and while improvements to snow clearing have been noticeable in the past few years, route connectivity, consistency, and ice control were noted as problematic. 88% of those engaged in the process support increasing investment in sidewalk snow clearing, with 70% indicating they would support a \$25 increase in taxes for those improvements.

Staff carefully reviewed the results of the public engagement process. To address any improvements in 2020, urgency is required in order to purchase additional equipment and hire additional resource. While the public engagement process offers valuable ideas on route reconfiguration and other improvement opportunities which staff are considering, this decision note focuses solely on options that have financial implications. (Please note that neither option removes any portion of the 161km of sidewalks that are currently serviced.)

Proposed Options

The following options are provided for Council's consideration. Neither option removes any portion of the 161km of sidewalks that are currently serviced.

Option 1

- Increased attention to priority 1 sidewalks. Staff will not begin working on lower priority sidewalks until all priority 1 segments are passable and have adequate traction.
- Increase the rate and frequency of salt applications.

Operating Cost	\$50,000
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Option 2

- Clear all pedestrian activated signals within 48 hours of the snow stopping.

Operating Cost	\$700,000
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Option 3

- Create three new routes, the average route length is shortened to 11km (18% decrease), the overall network remains at 161km.
- 4 additional pieces of sidewalk equipment
- 6 additional staff, 3 per shift

Capital Cost	\$900,000
Operating Cost	\$300,000

Option 4

- Add an evening shift (50% increased time working on network), route lengths are unchanged, and the overall network remains at 161km.
- 4 additional pieces of sidewalk equipment
- 9 additional staff + 1 additional supervisor

Capital Cost	\$900,000
Operating Cost	\$450,000

Option 5

- Create five new routes, the average route length is shortened to 9.5km (30% decrease), the overall network remains at 161km.
- 7 additional pieces of sidewalk equipment

- 10 additional staff, 5 per shift

Capital Cost	\$1,500,000
Operating Cost	\$500,000

Option 6

- Create 9 new routes, the average route length is shortened to 8 km (40% reduction), the overall network remains at 161km.
- 12 additional pieces of sidewalk equipment
- 4 loader/blower units to move large snow accumulations
- 18 additional staff, 9 per shift + 2 additional supervisors, 1 per shift

Capital Cost	\$3,300,000
Operating Cost	\$1,200,000

Key Considerations/Implications:

1. Budget/Financial Implications:
 - Various options and associated costs are outlined above.
2. Partners or Other Stakeholders:
 - All commuters in the City of St. John's including pedestrians and motorists
3. Alignment with Strategic Directions/Adopted Plans:
 - A City that Moves
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations:
 - The decision of council must be communicated via all channels and to all stakeholder groups, especially advisory committees, who contributed to the engagement process. Further engagement and communications are anticipated on this matter in the 2021 budget development process.
7. Human Resource Implications: N/A
8. Procurement Implications: N/A

9. Information Technology Implications: N/A

10. Other Implications: N/A

Recommendation:

Despite the fact that staff, Council and the public have a clear interest in improving winter walkability in the City of St. John's, staff are unable to recommend further investment in this service at this time, given the serious financial situation the City finds itself in at the end of the 2020 fiscal year. The minimal cost option to produce a noticeable difference to residents is 700k per year which is not budgeted. Given anticipated budget challenges going into 2021, enhancing the level of service for sidewalks is not recommended. Instead, staff recommend that Council commit to maintain the status quo for the 2020-21 winter season and consider future investments as part of the 2021 budget development process.

Prepared by: Lynnann Winsor

Approved by: Kevin Breen

Report Approval Details

Document Title:	Sidewalk Snow Clearing Service Levels.docx
Attachments:	
Final Approval Date:	Sep 10, 2020

This report and all of its attachments were approved and signed as outlined below:

No Signature - Task assigned to David Crowe was completed by workflow administrator Karen Chafe

David Crowe - Sep 10, 2020 - 12:20 PM

Lynnann Winsor - Sep 10, 2020 - 12:41 PM

Sidewalk Snow Clearing Public Engagement

What We Heard (Detailed
Report)

August 2020

ST. JOHN'S



Disclaimer

- This document aims to provide a detailed summary of what was heard from participants during the engagement process. It is not meant to reflect the specific details of each submission word-for-word.
- The City produces a What we Heard document for every city-lead project that has public engagement to share back with the community the commentary collected and to ensure we heard you correctly.
- The full scope of commentary is used by the project team, city staff, and Council to help inform recommendations and decisions.

Context and Background

- Council directed staff to undertake public engagement on sidewalk snow clearing.
- This has been a topic of much discussion especially considering the 2019-20 winter and unprecedented snow events.
- There were several facebook groups established, petitions created, and a protest at City Hall related to this topic in 2020.
- Previous engagement took place in 2014 as part of the broader winter maintenance review and a pilot program for sidewalk snow clearing was launched in 2015 which was positively received.
- Budget reductions brought changes to the pilot in 2016-17.
- Any decisions related to changes in service would need to be considered in the context of the 2021 budget planning process and current constraints due to the pandemic. Recommendations coming from this engagement process will likely need to consider quick wins in the short term and an implementation plan for the longer term.

Purpose of Public Engagement

- Council and staff recognize there is a voice within the community advocating for improved service in sidewalk snow clearing. Messages have focused on the importance of sidewalks for those who rely primarily on active transportation and those who use public transit to get around.
- The key decision point for Council to consider through the engagement process was how to improve the service levels in a way that is effective, i.e. there is a recognition of improvement, and the cost of making the improvements.
 - To make these decisions it will be imperative that the city understand what the issues are, and for whom, in the current level of service and where the improvements will have the greatest impact.

Public Engagement Goals

- **Create space where residents and key stakeholders can learn more about the current sidewalk snow clearing program and provide their perspectives on current, and potential future service levels using tools that are easy to use and accessible.**
- **Gather feedback in such a way that Public Works staff can use the information to inform recommendations to Council who will ultimately make decisions around service levels and budgets.**

Public Engagement Tools

Engagement Activity	Target group	Notes
Virtual meeting with Advisory committees and Youth Engagement Action Team	Representatives of various sub- groups such as inclusion, youth, seniors	These meetings were designed to seek feedback from various segments on the population on the engagement approach and survey questions
Virtual meeting with Board of Trade and Downtown St. John's	Business Community	Seek feedback on the best approach to use to get feedback from the business community
Launch engage project page	All stakeholders	Page designed to provide information about current program, links to surveys for public and business community and a mapping tool
Key stakeholder meetings	Inclusion Advisory committee Metrobus NL English School District Seniors' Advisory Committee Empower Local Immigration Partnership (newcomers)	Meetings tailored and focused on specific stakeholder communities, their concerns and issues.
Virtual Public Sessions	All residents	Two sessions planned for different times of day to accommodate various needs. Registration required and test sessions conducted to increase comfort.
Social Media campaign	All residents	Used standard social media to use polls/questions and then direct users to survey, engage page
Email and 311	All residents (especially those not comfortable with virtual/online)	Promotion of 311 and email – calls to 311, took name and contact and staff followed up with one-on-one

Promotion of Public Engagement Opportunities

- City Guide – full page advertisement Spring issue
- Social media
 - 13 posts on Facebook, Instagram and Twitter reaching nearly 100,000
- Engage – newsletters
 - Three newsletters sent to more than 2400 registered users of engagestjohns.ca
- Paid advertising
- Promotion through business associations, i.e. Downtown St. John's, Board of Trade
- Council interviews/media coverage
- City's Calendar of events
- E-updates News and news release
- City's Economic Update e-newsletter, sent to 2400 subscribers



Points of engagement

- More than 3,000 engagement touch points through engagestjohns.ca, online surveys, virtual meetings, social media, calls to 311 or emails



What we Heard From E-mail and 311


- **311 (three calls)**
 - Major concerns with winter access, safety, priority street without priority service, downtown and limited access off street to connector streets, increase use of Go Bus in winter, less physical activity in winter, mail service impacted
- **Emails (14 received)**
 - Intersections/sight lines are issues
 - Staff need to experience the sidewalks to better understand user needs
 - Areas in and around MUN – need connectivity
 - Area around WestView Village needs improvement
 - Comfortable with current level of service given the weather (Georgetown)
 - Snow being pushed onto sidewalks and other obstacles such as garbage bins
 - New sidewalks added in the city – are they being considered within the program?
 - Need improvements/service in and around Doyles Rd/Schools in Goulds
 - Quality of service/contractors who currently provide the service. i.e. Queen's Rd
 - Bus stops need clearing
 - Change street design to allow for boulevards for snow storage
 - Agreement with Telegram article referenced [here](#).

Feedback from engagestjohns.ca

- 2,300 visits to the project page

Aware	Informed	Used the mapping tool
1,900 (unique user who visited at least one page)	815 (unique user who visited multiple pages)	<p>76 separate accounts left feedback using the mapping tool</p> <p>Note: Site Admin1 added pins for callers to 311, during virtual events, and meetings with stakeholder groups so the actual number of individual pieces of feedback is higher.</p>

Featured Projects - open for your input



Engage! St. John's

Sidewalk Snow Clearing

📅 26 May 2020

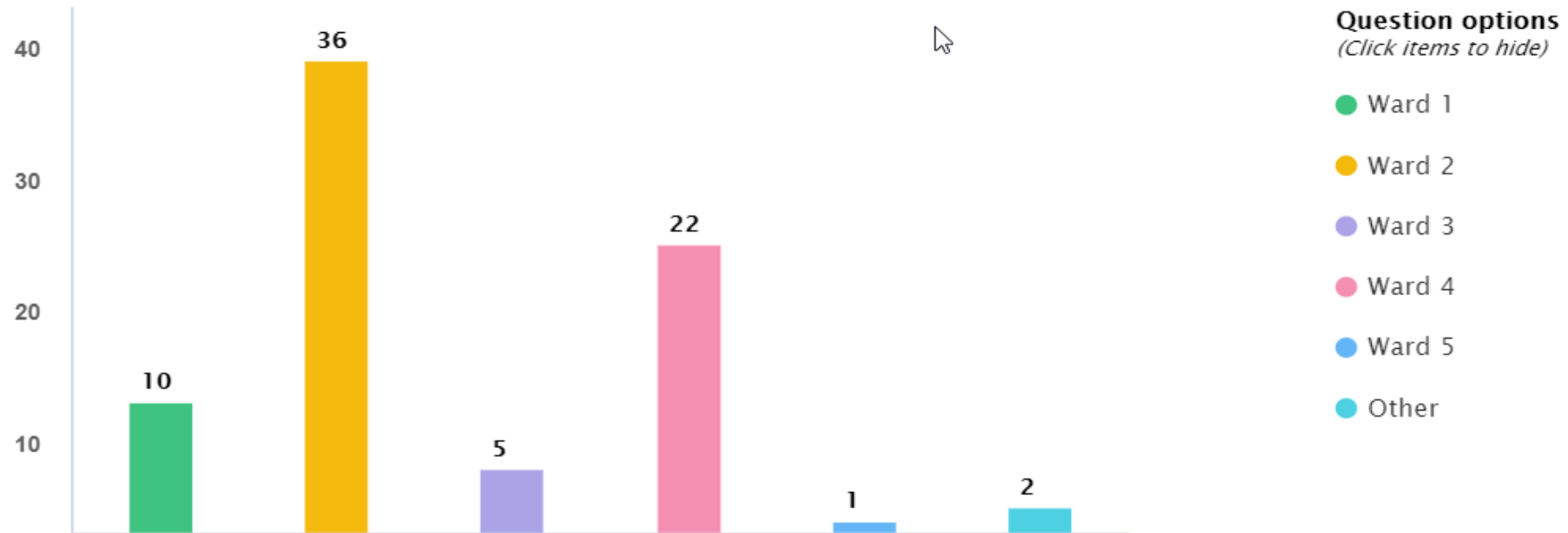
Provide your feedback - deadline June 19. Take a survey, attend a virtual meeting, map your feedback, e-mail or call.

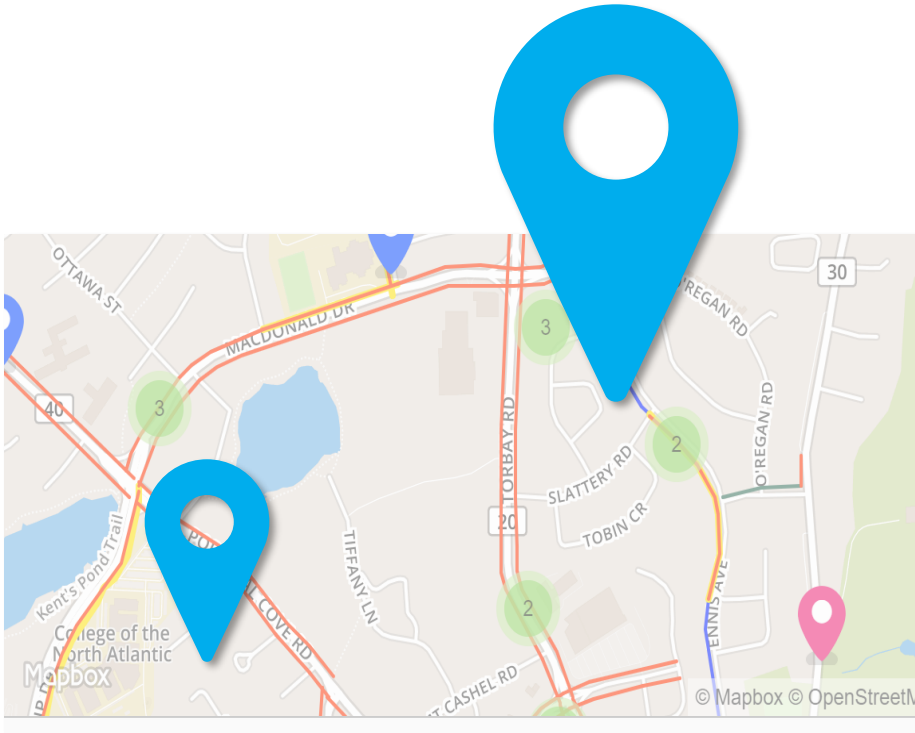
[Visit the project page to learn more and have your say](#)

A discussion about
Sidewalk Snow Clearing

Note: Visitors could also access both the public and business surveys from this site.

Demographics of engagestjohns.ca participants





Mapping feedback

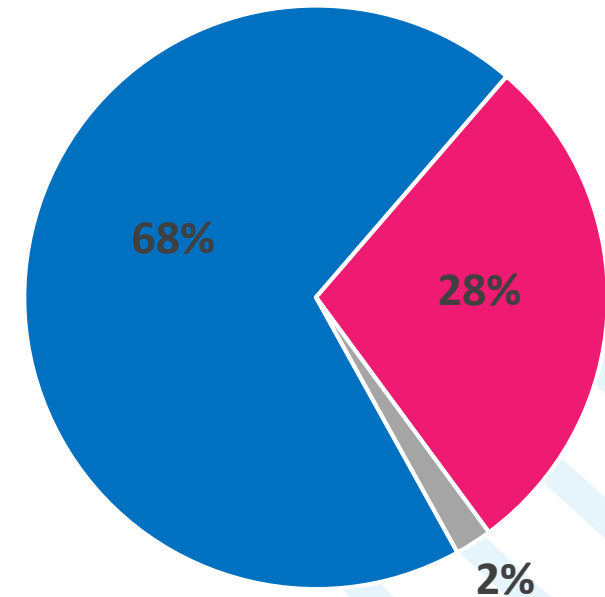
- Residents were provided with a map of the city overlaid with the sidewalk snow clearing routes and their priority.
- On engagestohns.ca, registered users could place pins using the following categories:
 - Area of concern/improvement needed
 - Need sidewalk snow clearing here
 - Sidewalk snow clearing not necessary here

Mapping feedback

305 pins placed on map



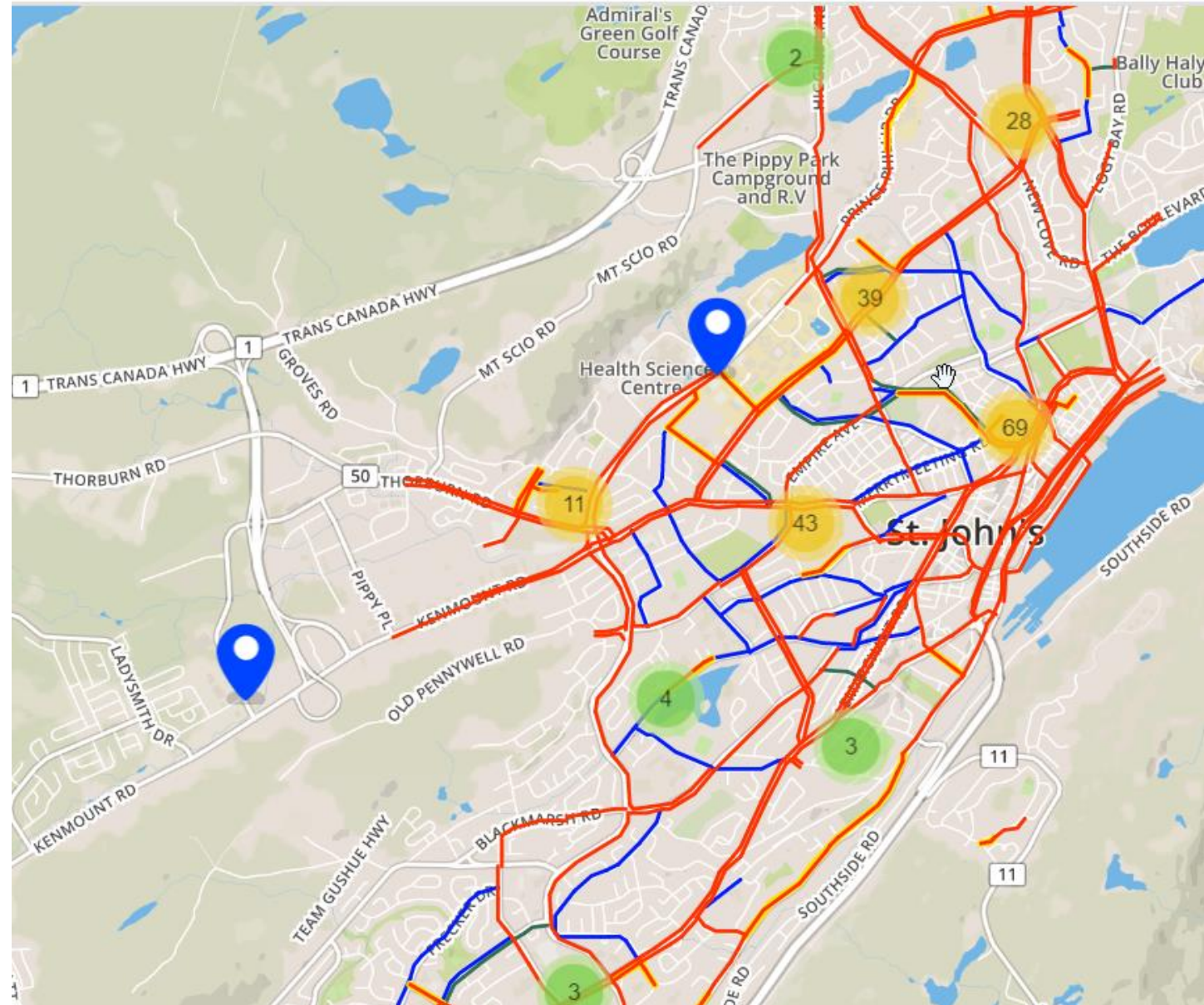
Percentage of pins placed by type



- Area needing improvement
- Area needing sidewalk clearing
- Area that could be removed



Area of concern/
improvement needed
200+ pins placed



Areas noted for improvement - locations

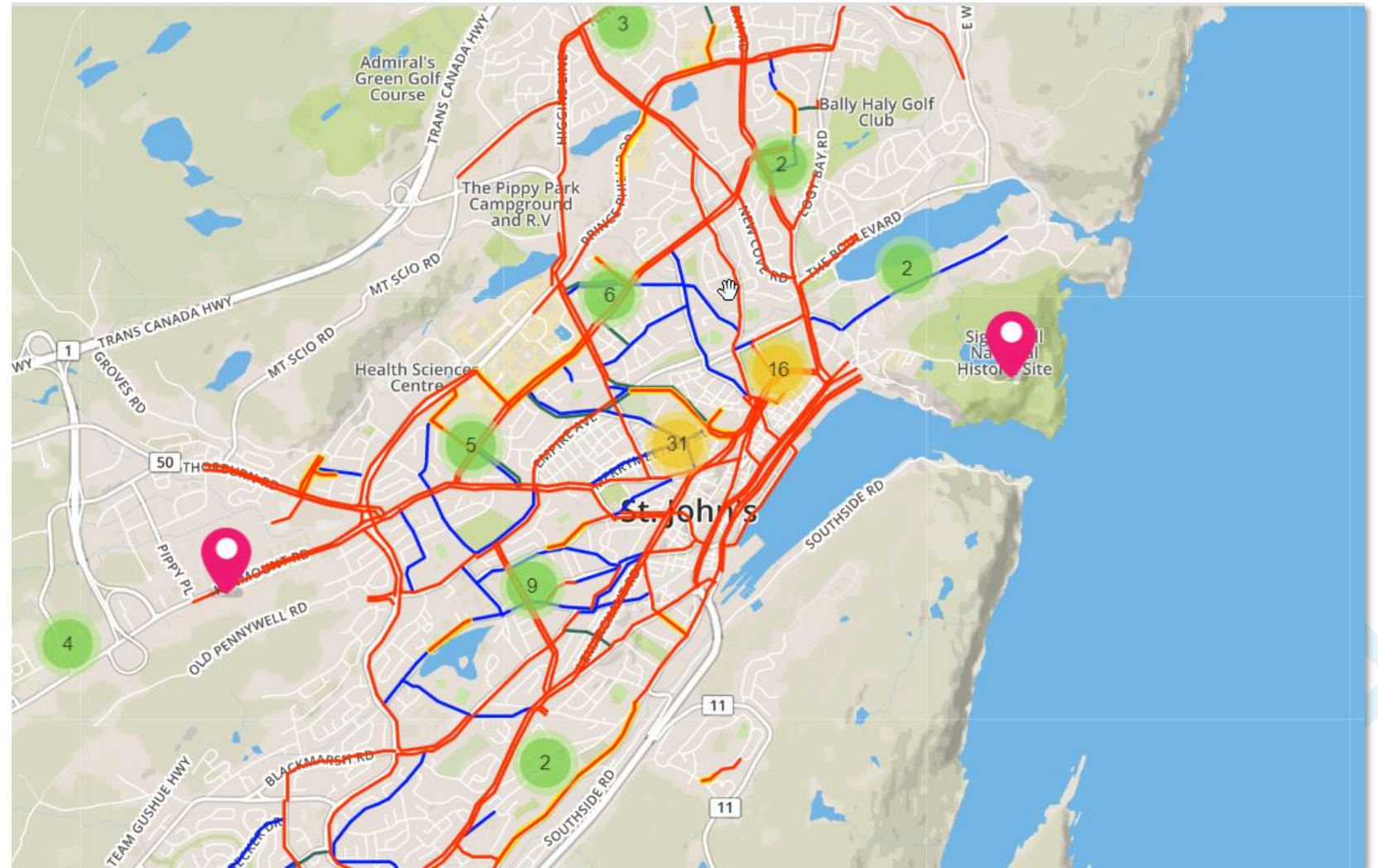
- Bonaventure area – connectivity from downtown to MUN – need clear path with minimal cross over – also a school zone with hundreds of students and in a walkable neighbourhood
- Merrymeeting area – grocery/connectivity
- Wherever there are box stores and bus stops, i.e. Stavanger drive/Aberdeen Ave, Kelsey Drive area
- Elizabeth Avenue – high pedestrian and bus traffic
- Freshwater Rd - connectivity
- Rawlins Cross area – Queens, Military, -high foot traffic and connectivity
- Harvey Rd
- Torbay Rd
- Allandale Rd from Higgins Line to Prince Philip
- Monkstown Rd – narrow streets, cars parked on street and high foot traffic area
- Hills into and out of downtown – i.e. Prescott
- Streets with bridges where bridge is narrow and full of snow/pushing pedestrians into busy streets
- In and around Memorial – many students walking/taking bus

Areas Noted for Improvement/Key Concerns

- Crossing buttons/push buttons/cross walks - access
- Bus stops – both Metrobus and school bus stops need to be free from snow, sight lines improved, intersections and access to these stops free from snow
- Safety and Consistency – full streets need to be cleared not just partial – help people get where they are going without having to go out into street, reach dead ends
- Co-ordination between road and sidewalk plows to improve service and consistency
- Blind corners – intersections build up issues, sight lines
- Not all Priority 1 streets are cleared well enough – if a Priority 1 then make it priority
- School zones generally – need bigger areas not just sections in front of schools as school zone
- Areas around poles – ensure path around the pole is clear
- Salting – more required and at same time as clearing
- Steps/connectivity issues – sidewalks leading to and from steps and steps themselves especially in downtown
- Downtown overall needs to be walkable as many services are in Downtown, people bus there, tourists/visitors, business community and their employees need to get around barrier free
- Dangerous – cited frequently as an issue for people who walk in the city in winter. Blind curves, snow mounds/hills, sight lines
- Contractors pushing snow into the street/sidewalk
- Connectivity



Need sidewalk snow
clearing here
85 pins placed



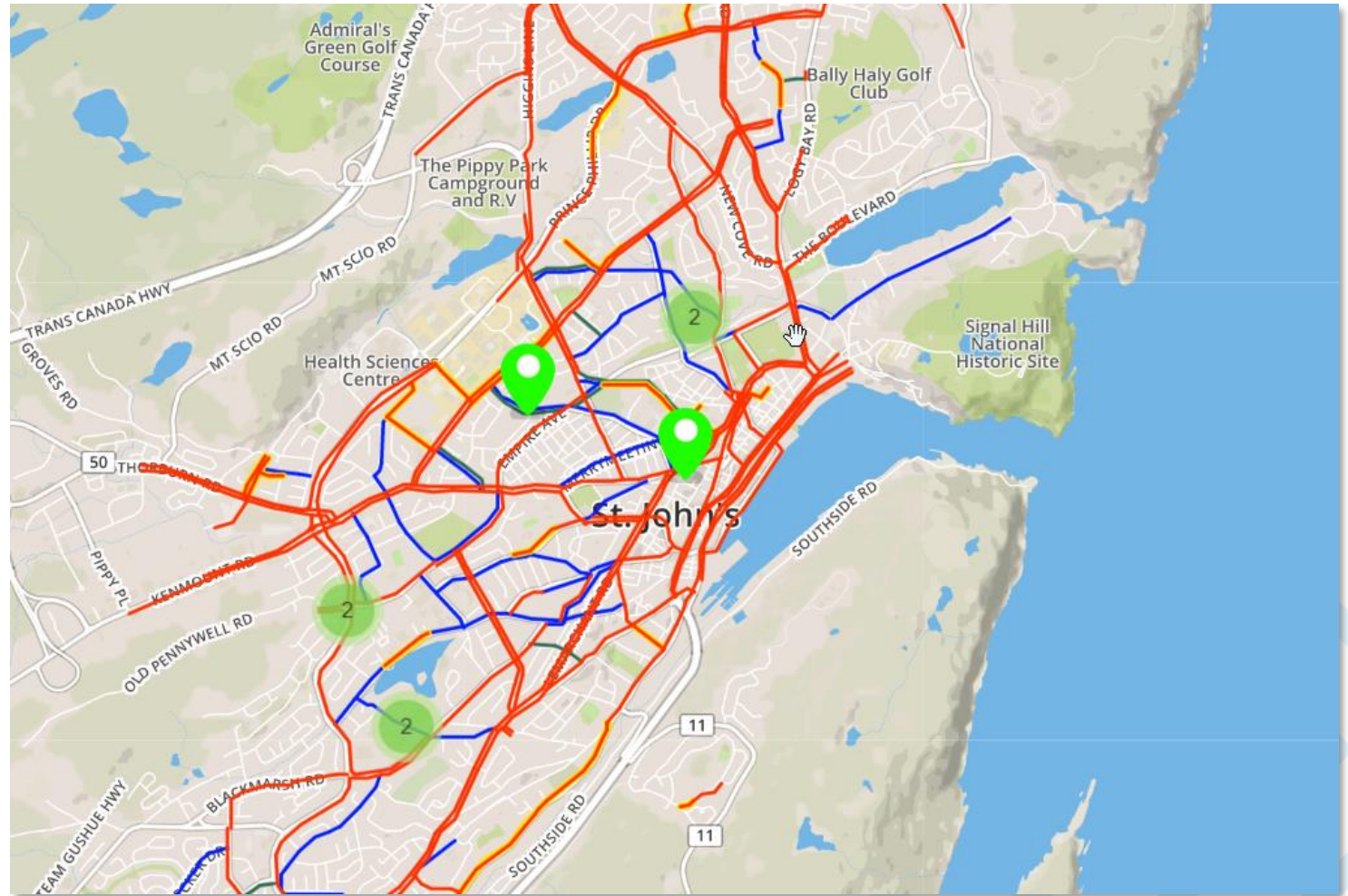
Areas Needing Sidewalk Snow Clearing

Key locations noted as needing sidewalk clearing or an increase in priority level

- **Locations included:**
 - Mundy Pond Rd area and Ropewalk Lane – school zones and bus stops
 - Pennywell Rd – connectivity – high foot traffic
 - Logy Bay Rd - connectivity
 - Circular Rd between King's Bridge and Empire - connectivity
 - Hayward Avenue
 - Escasoni Place – Empower located here, wheelchair users
 - Jasper Street – school connection
 - Portugal Cove Rd North – connector to Airport Heights
 - Wicklow Street– high foot traffic
 - Craigmiller Avenue– high foot traffic/bus stops
 - Topsail Rd South – disconnected leading to Downtown
 - Bay Bulls Rd
 - Waterford Bridge Rd – gaps- connections
 - Della Drive area – Goulds – School zones – high foot traffic
 - All streets with bus stops/walking to schools including private schools – post-secondary



Sidewalk snow clearing
not necessary here
8 pins placed



Sidewalk Snow Clearing Not Needed Here

- Comments about whether both sides of Columbus Drive are necessary
- Steps connecting streets where sidewalks are not connected –e.g. Sycamore Place – dead end
- Bannerman Street – lower priority
- Newtown Rd, Sections of Blackmarsh Rd – lower priority if fewer pedestrians

Feedback From Socials

- Social media used to promote engagement and to solicit feedback through a series of polls/questions
- 54 comments provided through social media during promotional posts and include such items as:
 - Comments about quality of sidewalk snow clearing/looking for feedback
 - Comparisons to other cities such as Mount Pearl
 - Importance of school zones and need to increase radius
 - Specific reference to lack of sidewalk clearing in Southlands
 - Need for snow removal to improve service
 - Change in type of equipment to be used
 - Impact of poles in sidewalk and consistency of clearing
 - Importance of clearing intersections
 - Need for salting/safety
- 1195 engaged directly with quick polls on socials - Top poll noted below:

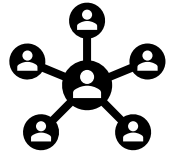


What we Heard from Public Sessions

- Two sessions – 32 people registered for the virtual sessions
- Participation from cross section of City geographies – Downtown/Signal Hill, East end, West end, Goulds, University area, Centre City, Georgestown
- One of the pedestrians also wrote a piece in the Telegram ([link to that](#))
- Key messages included:
 - Sidewalks are essential in all seasons
 - Challenging winters do not have to mean inaccessible sidewalks
 - We need consistent ice control so people can feel confident the sidewalks are safe
 - Better sidewalk snow clearing would be a convenience for many but is clearly vital for a significant and often marginalized minority
 - Ice control/salting major concern
 - Priorities are ok but more consistency needed
 - Accessibility for all users of sidewalks
 - We need a walkable city – pedestrians have rights, not everyone needs or can afford a car

Public Sessions – Key Concerns

- Snow being placed/pushed into sidewalk by contractors/residents
- Need to look at walking paths for school-aged children and where they get buses to increase safety including connector streets to priority 1/school zones
- Push buttons/intersections need to be cleared
- Consider clearing highly used trails to create connectivity; some expressed concerns with lighting on trails
- Steps/hilly streets need more priority/consistency/ice control, especially Downtown
- It's scary being a pedestrian, people should not need to walk in the street
- Need ice control – would improve safety
- Need salt when cleared not afterwards, and frequently
- Improve staff knowledge of pedestrian experience and increase training
- Willing to pay more for better/increased service levels - \$25 a year seems reasonable but want to see prioritization of sidewalks through that investment
- Better communications/ dedicated 311 call line for snow related issues
- Poles are impediments to clearing creating “roadblocks” and inconsistency
- Coordination of road and sidewalk plow to prevent “pushing snow” back on sidewalk after it is cleared
- Do not use road plows to clear sidewalks – creates unevenness and makes sidewalk unsafe and therefore not usable



Key Stakeholder Groups

- Virtual meetings with key stakeholder groups included:
 - Metrobus
 - Newfoundland and Labrador English School District (NLESD)
 - Newcomers
 - Seniors
 - Inclusion/Empower



What we Heard from Metrobus

Public transit review completed in 2019 identified sidewalk snow clearing and safety concerns and recommended the following:

Strategy 4A – Bus Stop Snow Clearing - The current snow clearing policy does not prioritize the clearing of transit stops. Furthermore, the priority for snow clearing is for the road surface itself, with little regard for the clearing of transit stop areas so passengers can board buses without climbing over snowbanks. To address bus stop access during winter conditions, the existing snow clearing policy should be updated to further prioritize the transit network and include specific provisions for stop access. Stops on the network should be prioritized based on usage, with all stops on the Frequent Transit Network given the highest priority.

This recommendation was based on feedback from the public which noted: Lack of coordination with the city over snow clearing, construction, and parking enforcement

- At present there are 800-900 bus stops and 65 shelters
- Frequent routes with most traffic – 1, 2, 3, 10
- Calls/complaints about sidewalks directed back to 311
- Bus shelters are cleared by Metrobus and they are generally done about 48 hours after a snow event and in coordination with city roads clearing once push back is done – this is very much subject to the type of snow event and volume of snow

What we Heard from NLESD

- Usually when there is feedback related to sidewalk snow clearing they direct people to the City
- Most feedback would relate to line of sight, where bus stops are located, walking on road where there are multi-lanes
- May not be clear to parents what gets cleared and when
- Some parents drive their kids to bus stops and create congestion/unsafe situations
- Decision on closing schools based on road safety mainly
- The more we clear of the 1.6 KM “walking” zone the better it will be for walkers

What we Heard from the Seniors' Advisory Committee (SAC)

- Seniors need to know what to expect when there is a weather event
- Prioritize sidewalks as important as many seniors use them to get around
- Downtown important to seniors
- Crosswalks important
- Training for operators to improve service
- Access to certain facilities like health care facilities – trying to get to certain locations
- Consider it in context of 'Complete' streets – all ages, connectivity
- Access to city buildings is important, should be clear
- SAC also provided feedback on the engagement process

What we Heard from the Inclusion Advisory Committee (IAC)

- A session with the IAC provided feedback on how best to use engagement tools effectively to include voices to be heard in this community. City staff provided options to allow groups to have separate surveys or focus groups. This led to a focus group with 25 users of services from Empower – the disability resource centre. What we heard from this group follows.

What we Heard from Empower Users

- Lack of safe sidewalks in winter significantly impacts quality of life - isolation, depression, people stay in more, rely on others more, use Go Bus more
- Need to know when and what sidewalks are done – to plan or alter route
- Would use Metrobus accessible routes but cannot get to stops due to sidewalk clearing
- Getting to mailboxes, putting out garbage a challenge
- GoBus challenges with dropping ramps and providing access
- Ice control – safety is important
- Snow needs to be cleared off and sidewalks need to be level with curb cuts to get to road
- No snow on outer edge of sidewalk – some sidewalks clear but the edge not, so can't get off and on
- Clear crosswalk push button areas and have safe cross walks

What we heard from Newcomers and Organizations

Supporting Newcomers

Local Immigration Partnership organized two focus groups which included both newcomers and organizations that support or work with newcomers including post-secondary institutions, government agencies, Association for New Canadians.

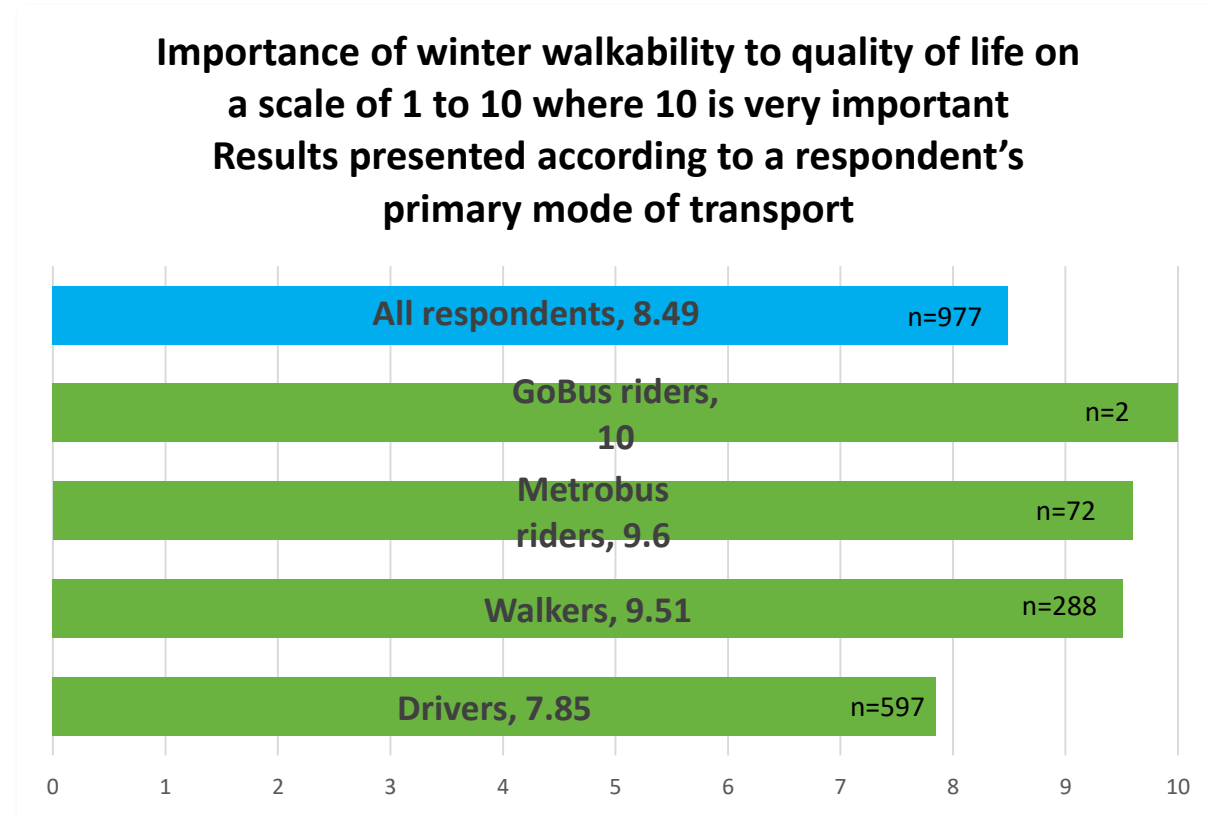
- Significant concerns about fear of falling, afraid of getting hurt, difficult to get around, scary in winter especially with children
- Accessibility is a necessity, accessibility is equality
- Downtown important for newcomers, many services there and bus stops/routes they need to access
- If sidewalks are not clear, the city is not safe
- Sidewalk snow clearing important anywhere that population density is high and there is potential for lower income earners. Apartment buildings, locations with NL Housing units. Many occupants in these residences are without vehicle access.
- Coordinate with NLESD – walkable to schools, many newcomers in walking zones. Particular note about elementary schools and walk zones – some newcomers houses at apartment buildings on Crosby Rd and Torbay Rd, for example, and are in walk zones for schools – safety concerns – noted St. Andrews and Virginia Park, Mundy Pond – issue is not just sidewalks for walking, but school bus stops where kids in the street and not safe due to accumulation of snow on sidewalks and roads.
- Routes to grocery stores important.
- Need to see both sides clearly – in trouble areas – Elizabeth Ave and Thorbourn Rd. Main Rds – 24 hours – highest traffic and pedestrian feeders
- Bus routes connected – where are people getting off and where are they going – i.e Churchill Sq. MUN, most popular/stops plowing and salting – tandem approach/teamwork

Newcomers Continued

- **The newcomer experience is an important one:**
 - They are bus users and taking the bus is challenging in the best of times, winter makes it that much harder
 - People are waiting in the street
 - People who are economically disadvantaged are even more so due to not having a car, forced into street, least likely to call councillor or complain
 - If they do not have a positive experience they do not stay – bigger issue and concern
- **Hiring a few extra people/new machine – a little extra to make a difference**
- **Consider impact of service on lower income residents**
- **Do we need a conversation with housing? Hold landlords accountable.**
- **Procedures/knowledge/education on process and requirements**
- **We are losing our immigrants due to weather and experience – bigger implications for newcomers**
- **Neighbourhoods focused – landlords responsible for rentals in other cities**
 - Some people take it on themselves to clear – make it neighbourhood focused
 - May not be realistic for some people
- **Have seen improvement and need to continue to improve; Keep investing in improving the service**
- **If you want better service, you have to pay- other cities pay for that.**

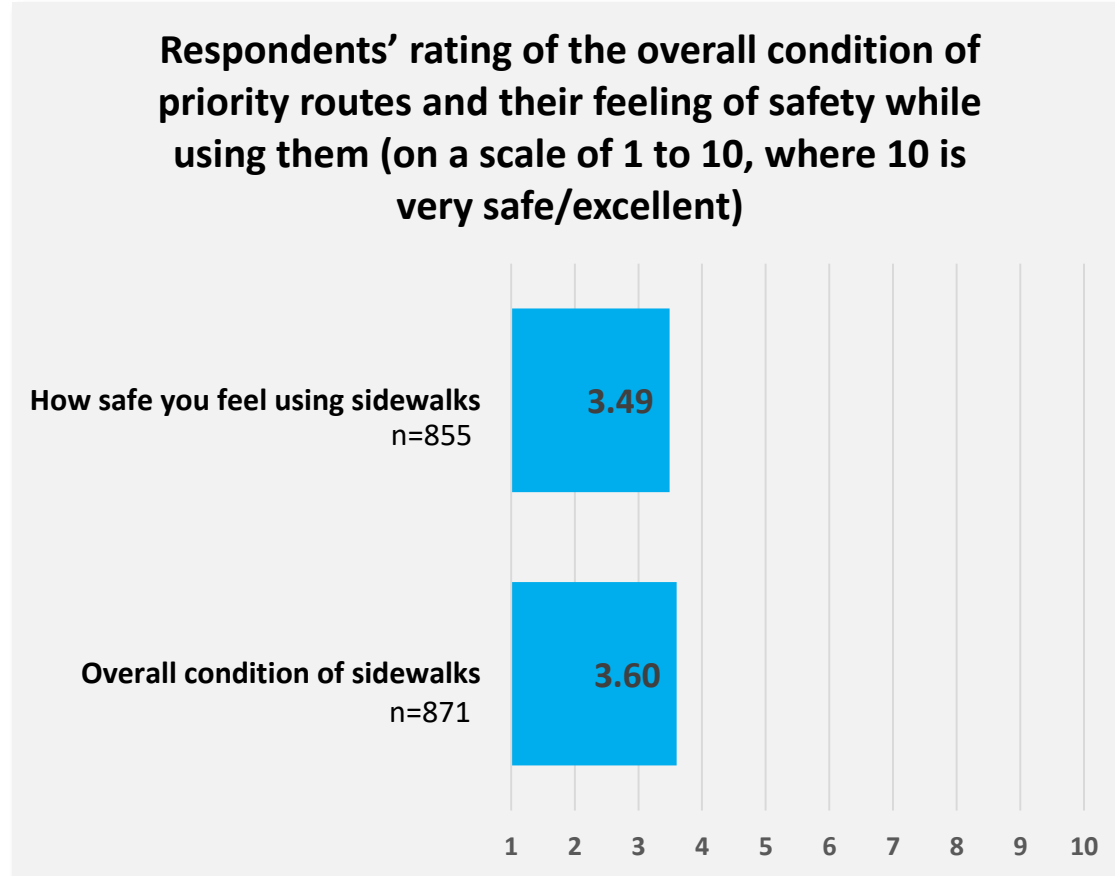
What We Heard from the Public Survey

- Online survey
- 1,019 total responses
- Detailed results available here ([link to detailed report](#)):
- Winter walkability is very important to the quality of life of all citizens surveyed, rating 8.49 out of 10 (where 1 is not at all important and 10 is very important).
- While drivers rated the importance of winter walkability slightly lower than respondents using other modes of transportation, their rating of 7.85 out of 10 indicates the important role walking plays in their quality of life in winter.
- The importance of winter walkability was rated higher than average by those aged 18-24 (8.85 out of 10) and those aged 25-44 (8.72 out of 10), and by post-secondary students (9.04 out of 10), newcomers who had relocated to St. John's from another country in last five years (9.45 out of 10), and visible minorities (9.43 out of 10). Note, however, that these samples were generally quite small.



Public Survey Results Continued

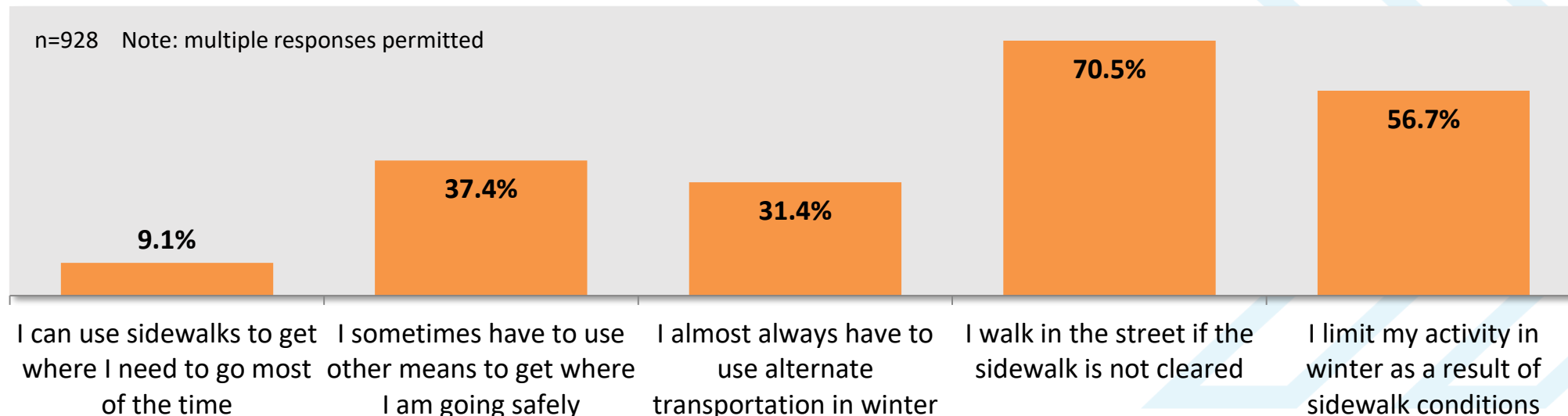
- In the past two winters, 92% of citizens surveyed have wanted to use, or used, the City's priority sidewalk routes. Those who did not use the sidewalks cited safety concerns, and lack of snow clearing and ice control as reasons. Others indicated they were primarily drivers, did not live near or walk in the priority areas, or had mobility challenges.
- Safety is a significant concern for pedestrians using the priority sidewalk routes. When asked to rate how safe they felt using the priority sidewalk routes in winter, respondents' average rating was 3.49 out of 10 (where 1 was not at all safe and 10 was very safe). Respondents who indicated their primary mode of transportation was Metrobus, rated their feeling of safety lower than average (2.95 out of 10), as did post-secondary students (2.79 out of 10).
- When asked to rate the overall condition of the priority sidewalks in winter, respondents gave an average rating of 3.6 out of 10 (where 1 was poor and 10 was excellent). Post-secondary students rated the condition at 2.99.



Public Survey Results Continued

- Using the priority sidewalk routes in winter was challenging for most citizens surveyed. When asked about their experiences using the routes, the most frequently cited response (71%) was “I walk in the street if the sidewalk is not cleared.” Fifty-seven percent of respondents indicated that they limited their activity in winter as a result of sidewalk conditions. Respondents also turned to using alternate transportation either “almost always” (31%) or “sometimes” (37%). Only 9% indicated they could use sidewalks to get where they were going most of the time.
- Eighty-five percent of citizens who used either walking or Metrobus as their primary mode of transport, indicated they “walk in the street if the sidewalk is not cleared.” Sixty-six percent of those using Metrobus as their primary method of transport indicated they limited their activity in winter as a result of sidewalk conditions.

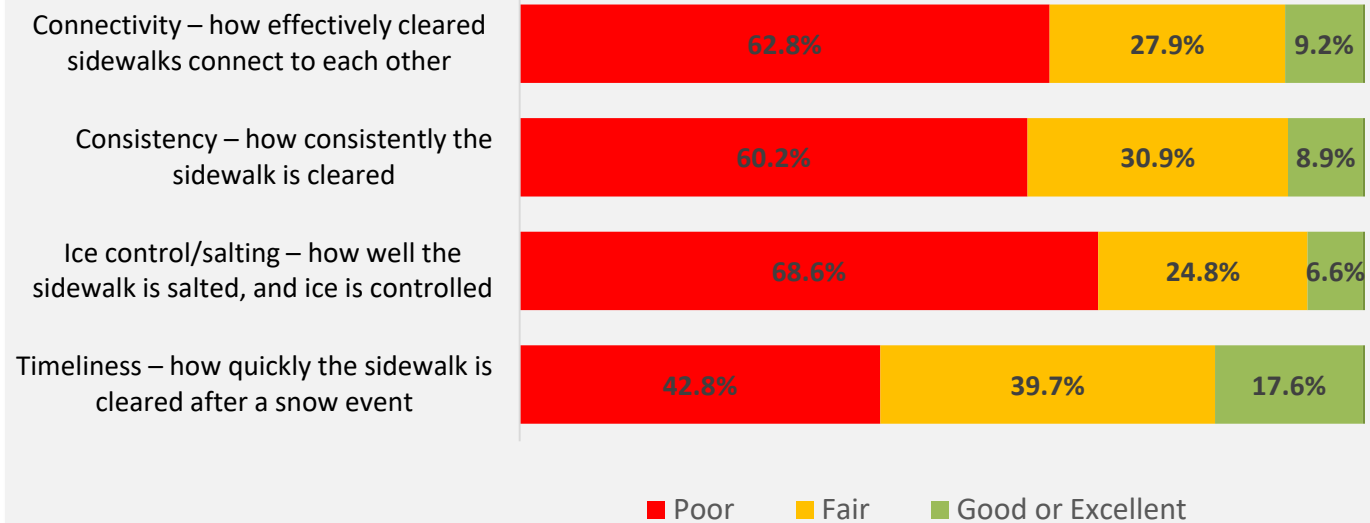
Respondents' experience using the priority sidewalk routes in winter



Public Survey Results Continued

- Views of specific aspects of the sidewalk snow clearing program were generally noting areas needing improvement. **Ice control/salting** was perceived as being poor by almost 70% of respondents. **Connectivity** – how effectively cleared sidewalks connect to each other, and consistency – how consistently the sidewalk is cleared, were also rated as poor by about 60% of respondents. **Timeliness** – how quickly the sidewalk is cleared after a snow event, was rated somewhat more positively than the other queried aspects, receiving the following ratings: good or excellent (17.6%), fair (39.7%), and poor (42.8%). Those who used walking as their primary mode of transportation, were more likely to rate ice control/salting and connectivity as poor (75% and 70% respectively) than those who used other modes.

Respondents' rating of various aspects of the current priority sidewalk snow clearing program

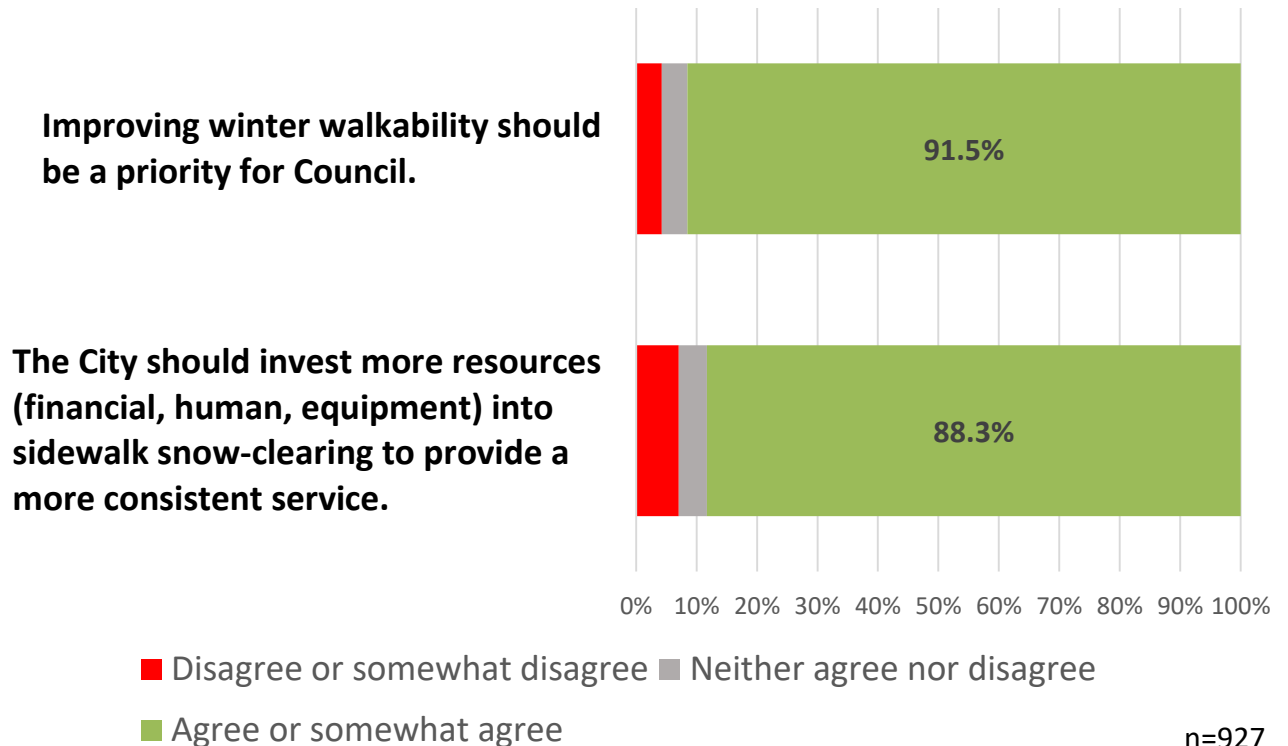


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Public Survey Results Continued

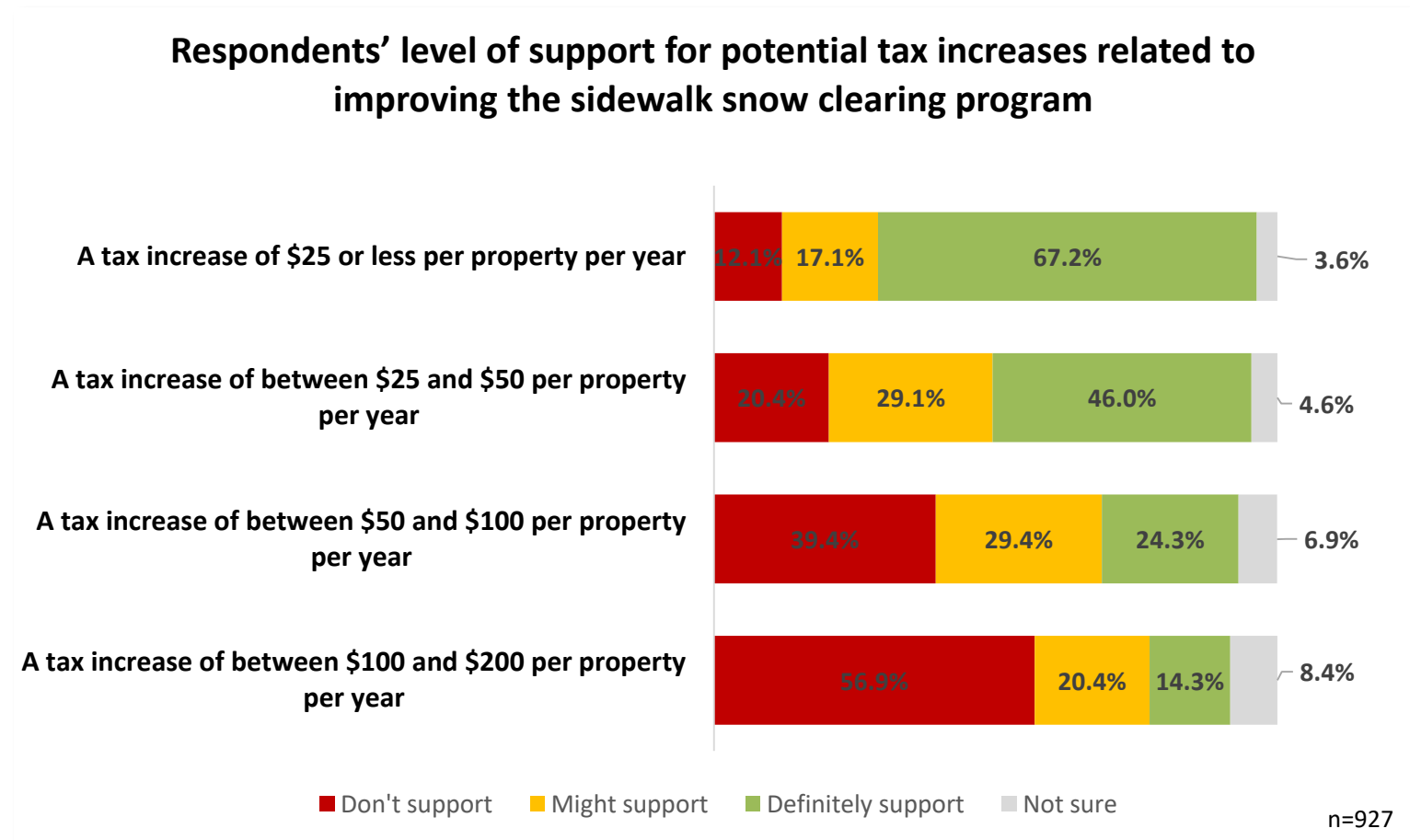
- A significant majority of citizens surveyed were supportive of Council making winter walkability a priority (92% agree or somewhat agree), and of the City investing more resources in sidewalk snow clearing (88% agree or somewhat agree).
- **Support for both statements was high regardless of a respondents' primary mode of transport, though drivers were somewhat less supportive than those who used walking or Metrobus as their primary mode (a comparison is provided in the table below).**

Respondents' level of agreement on Council priorities and investment in sidewalk snow clearing



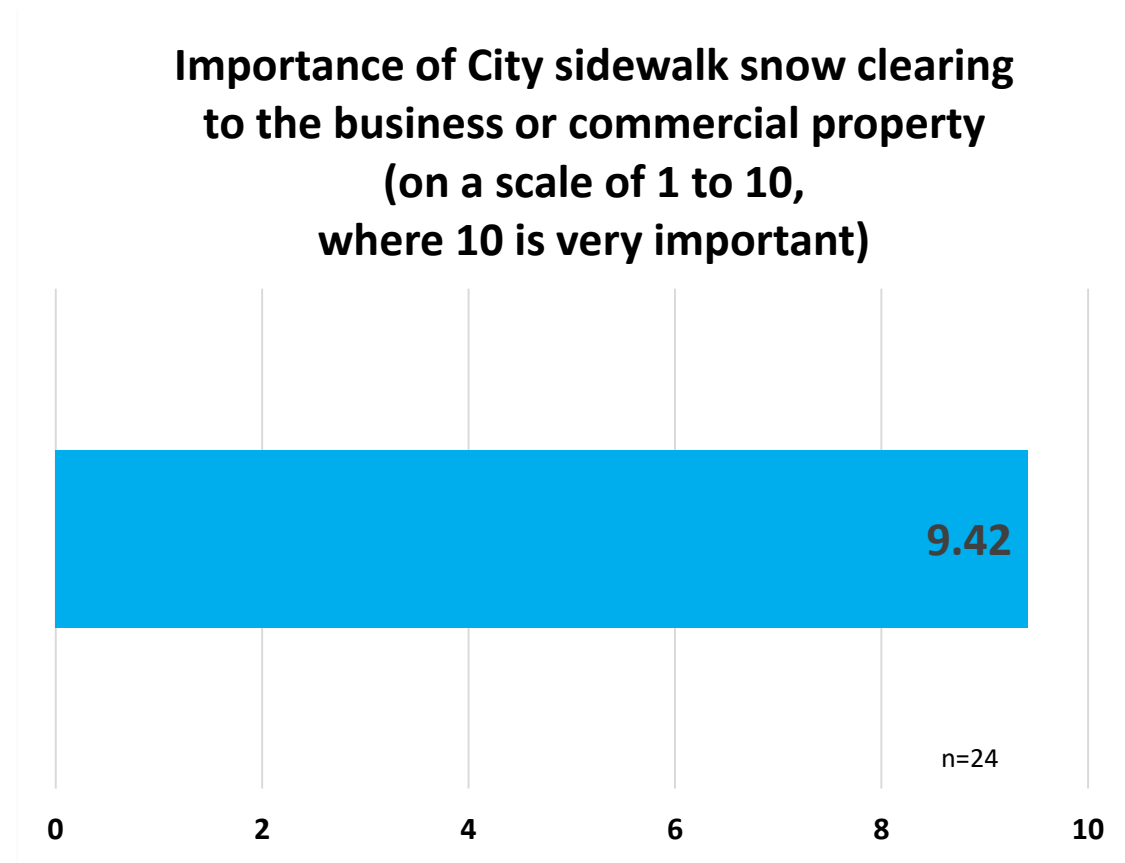
Public Survey Results Continued

- Support for potential tax increases related to improving the sidewalk snow clearing program weakened as the amount of tax increased. A clear majority (67%) of citizens surveyed 'definitely support' an increase of \$25 or less, with a further 17% indicating they 'might support' it.
- Forty-six percent of respondents 'definitely support' an increase of between \$25 and \$50.
- A tax increase of between \$50 and \$100 had the most mixed support with 40% of respondents not supporting it, while 29% 'might support' it, and 24% 'definitely support' it.
- Fifty-seven percent of respondents did not support a tax increase of between \$100 and \$200.



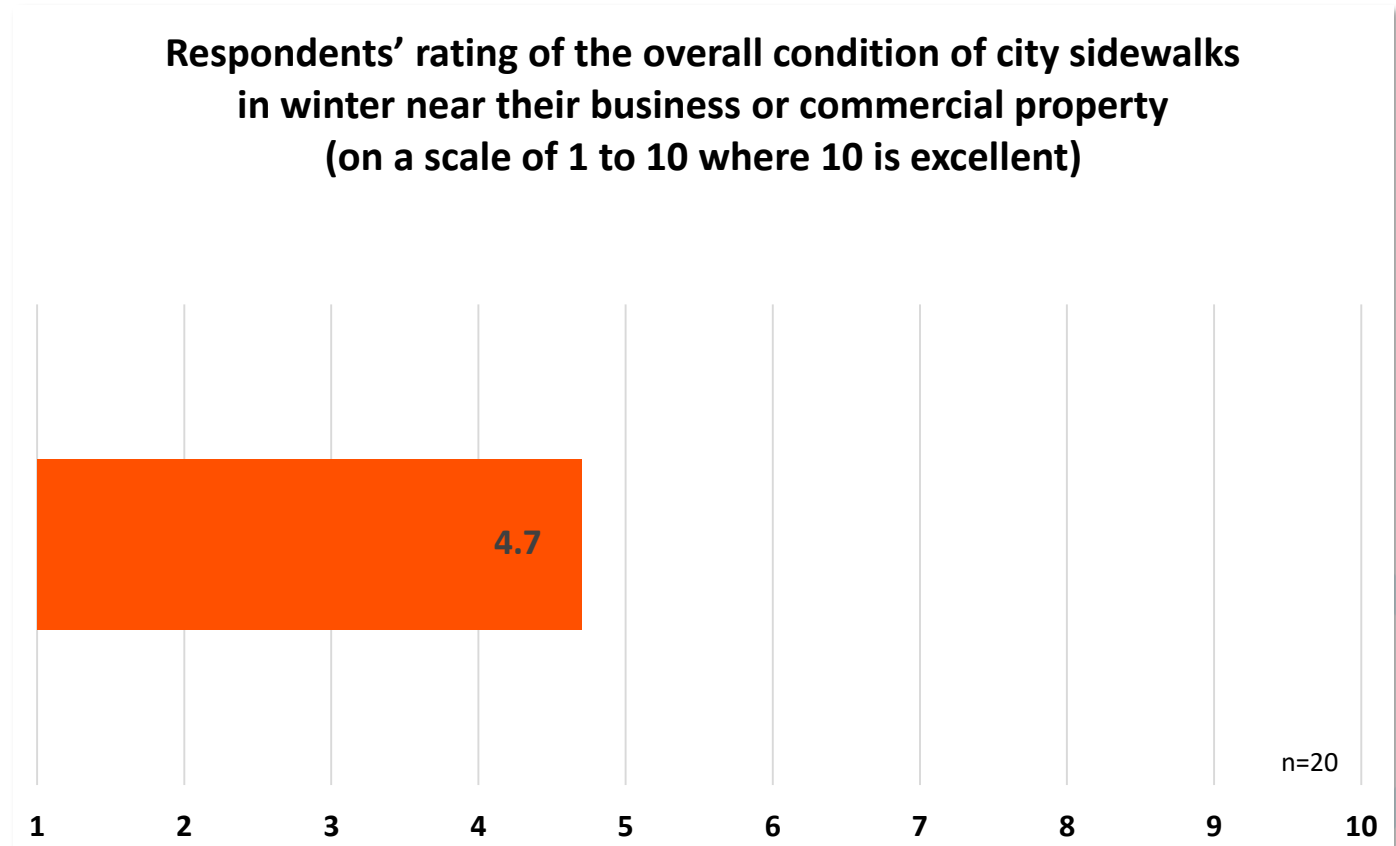
What We Heard from the Business Survey

- Online survey
- 24 responses
- Detailed results available here ([link to detailed document](#)):
- Businesses surveyed rated the importance of City sidewalk snow clearing as a 9.42 on a scale of 1 to 10, where 1 is not at all important and 10 is very important.
- 78% of businesses surveyed arrange for their own sidewalk snow clearing (this is likely reflective of the large number of respondents whose businesses or commercial properties are located in the downtown along Water or Duckworth streets).



Business Survey Results Continued

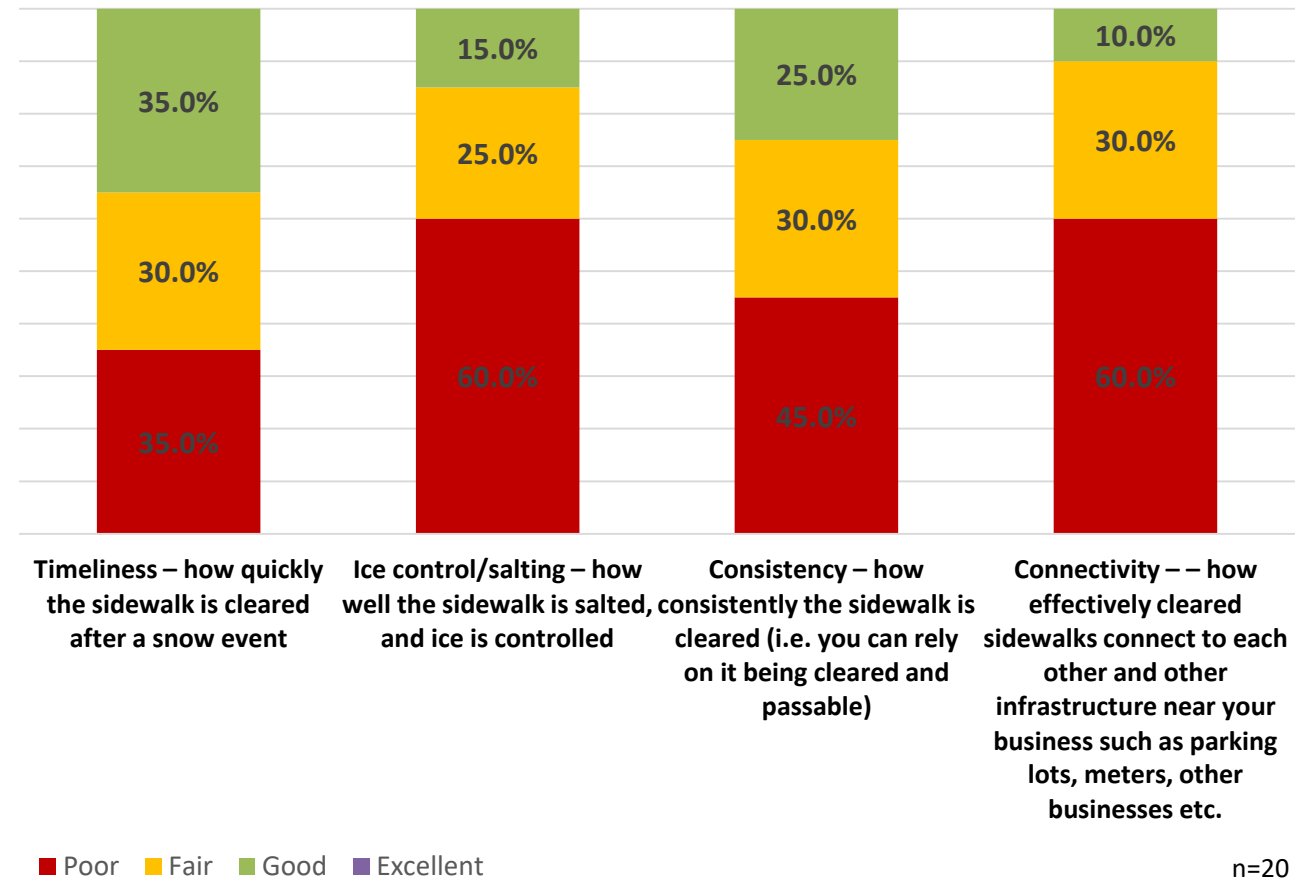
- When asked to rate the overall condition of city sidewalks near their business in winter, survey respondents gave a 4.7 rating out of 10 (where 1 was poor and 10 was excellent).



Business Survey Results Continued

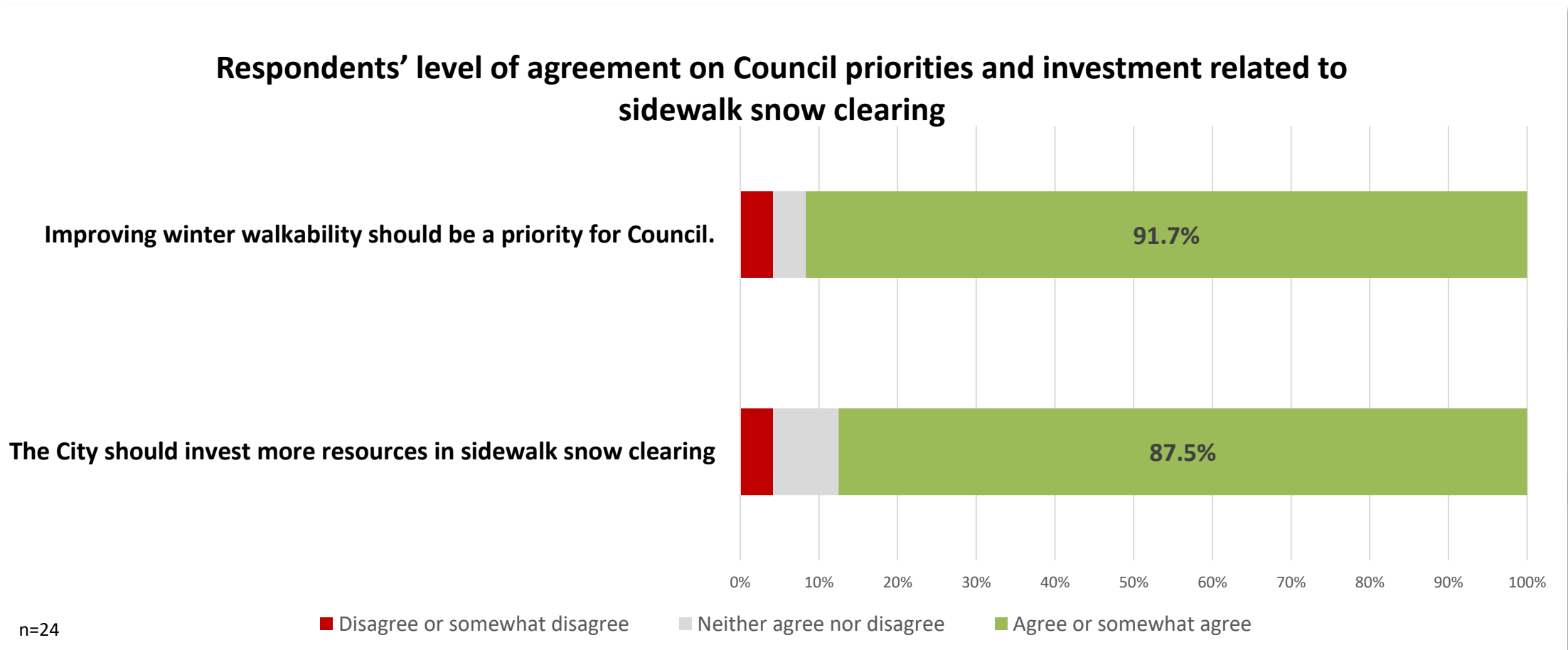
- When queried on the quality of various aspects of the current priority sidewalk snow clearing program, 60% of the businesses surveyed cited **ice control/salting**, and **connectivity** as being poor. **Consistency** was rated as poor by 45% of respondents. **Timeliness** received the most mixed ratings, with about one third of respondents rating it as either poor, fair or good.
- Some respondents expressed specific concerns about snow clearing including: safety concerns related to ice buildup on sidewalks, the timeliness of clearing on main streets in the downtown, the inconsistency with which businesses clear sidewalks in the downtown and whether this was enforced, concerns about vacant properties in the downtown and the lack of sidewalk clearing that results, concerns about access to stairs, and concerns about street plows pushing snow onto cleared sidewalks. In addition, access to sidewalks in the downtown was cited as problematic when cuts were not made in snowbanks to allow pedestrian access at various points along a block

Respondents' rating on the quality of various aspects of the current priority sidewalk snow clearing system



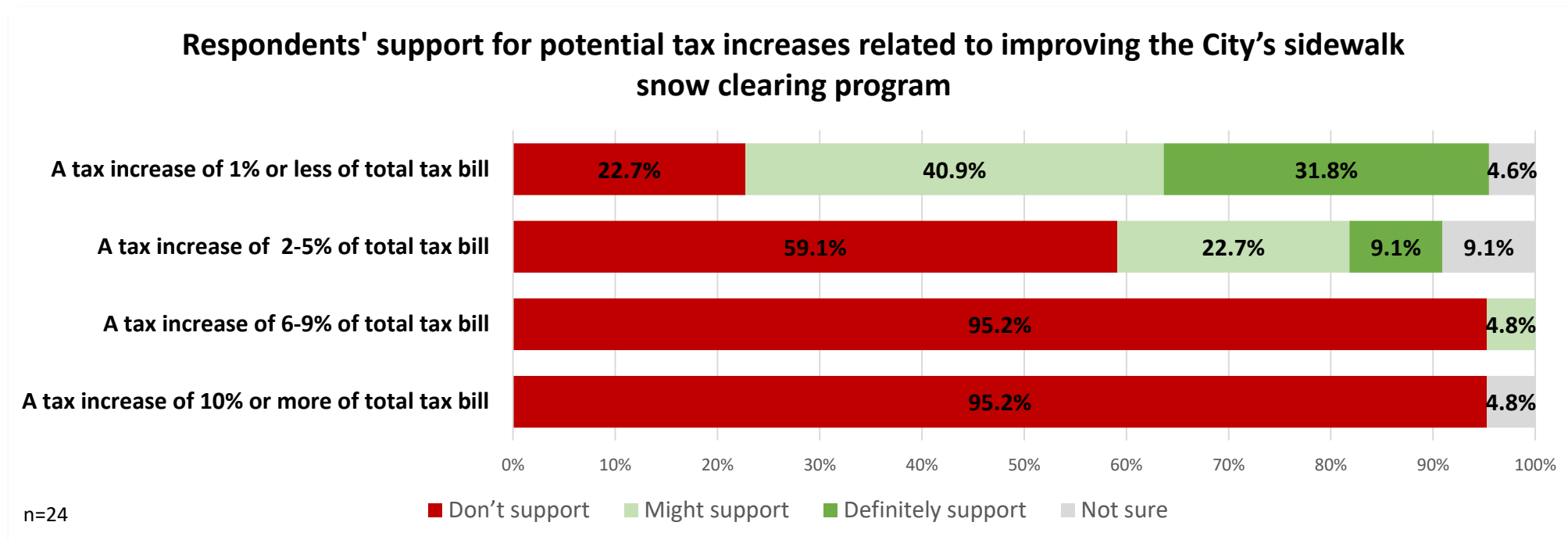
Business Survey Results Continued

- Surveyed businesses were very supportive of Council making winter walkability a priority (91.7% agree or somewhat agree) and of the City investing more resources in sidewalk snow clearing to provide a more consistent service (87.5% agree or somewhat agree).



Business Survey Results Continued


- Support for potential tax increases related to improving sidewalk snow clearing declined as the amount of tax increased. The only tax increase that received substantive support was an increase of 1% or less, with 32% of surveyed businesses definitely supportive, and 41% indicating they might support it.
- Sixty percent of respondents opposed a tax increase of between 2% and 5% and there was effectively no support for tax increases above 5%, with 95% of respondents being opposed.



Common Themes Across all Stakeholders and Engagement Platforms

- A desire for sidewalk service levels to be at the level of road service
- Connectivity and safety are key – walking in the street should not have to be an option for people
- Sidewalks that are cleared need to be consistently accessible and safe (ice free)
- Need walkable paths to key locations – where do people walk most frequently
- Accessibility is an important consideration – quality of life, livability of city
- Improve infrastructure/equipment and more training
- Invest in the service/money and resources
- Priority 1 needs to be a priority
- Focus on school zone/Metrobus/Downtown – connectivity of routes

Next Steps

- **Share detailed reports and what we heard documents with city staff and Council**
 - **Share What we Heard document with public and those who participated**
 - **Develop recommendations for Council consideration**
 - **Council decision making and budget process**
 - **Potential Implementation of improvements/changes**
- 

To Stay Up to Date

- Visit engagestjohns.ca

Home » Sidewalk Snow Clearing

Sidewalk Snow Clearing



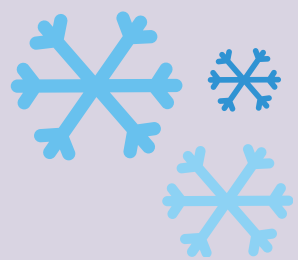
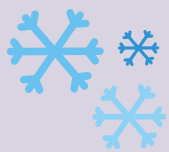
Consultation has concluded - Check back for a What we Heard document soon.

Winter sidewalk maintenance activities are an important component of an active transportation network. The City has designated 161 km of sidewalk to be cleared during the winter season. These have varying

levels of priority. Visit the map [here](#) to see which streets are currently within the program area. Priority details can be found [here](#).

Council has requested feedback on the current service levels and what they could be in the future. As Council considers service levels it must also consider the cost of any potential changes.

SIDEWALK SNOW CLEARING



ST. JOHN'S

What We Heard From Public Engagement

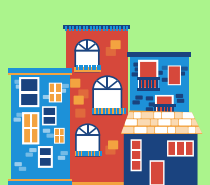
IMPORTANCE OF WINTER WALKABILITY

Winter walkability is very important to the quality of life of citizens and the operation of businesses and commercial properties. Though walking may not be the primary mode of transport for all citizens, it does factor significantly in their recreation and how they choose to get around the city. The importance of winter walkability is rated higher than average by those aged 18-44, and by post-secondary students, newcomers who have relocated to St. John's from another country in last five years, and visible minorities.

Public Business



8.49
out of 10



9.42
out of 10

Results from public and business surveys - rating of the importance of winter walkability and sidewalk snow clearing where 1 is not at all important and 10 is very important

EXPERIENCES ON THE PRIORITY SIDEWALK ROUTES



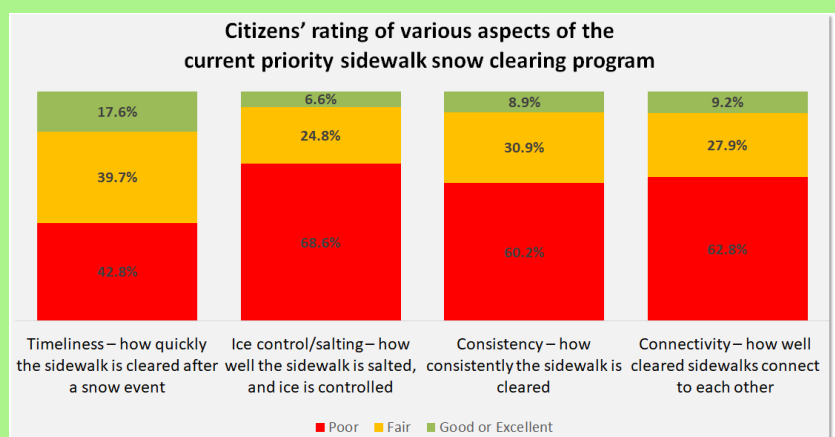
Results from the online public survey

Many citizens change the way they get around in winter. Our public survey indicated:

- 57% limit their activity because of sidewalk conditions
- 71% walk in the street
- 31% must use alternate transportation
- Safety and the overall condition of sidewalks are significant concerns
- Those with mobility challenges feel more restricted in their winter transportation options due to sidewalk conditions

PERSPECTIVES ON CURRENT SNOW CLEARING PROGRAM

Ninety-five percent of the citizens we surveyed had at least some knowledge of the City's priority sidewalk system. We heard that while improvements to snow clearing have been noticeable in the past few years, connectivity, consistency, and ice control were problematic. In terms of timeliness, 60% of the citizens surveyed expect sidewalks to be cleared within 24-72 hours after a snow event.



Results from the online public survey. n=913

SPECIFIC CONCERNS ABOUT SIDEWALK SNOW CLEARING

- Connectivity of routes and inconsistency of clearing i.e., only portions of a route are cleared
- Ice and snow buildup and the need for better ice control
- Inaccessible intersections and crosswalks due to snowbanks and concerns with sight lines
- Street plows pushing snow into cleared sidewalks
- Obstacles impeding sidewalk plows e.g., poles that result in inaccessible sections
- Contractors and citizens pushing snow onto sidewalks
- The inaccessibility of bus stops requiring riders to wait in busy streets
- Connectivity of neighbourhood sidewalk routes in school zones

SUPPORT FOR INVESTMENT

Throughout the public engagement process we heard significant support for:

- Council making winter walkability a priority (92% of citizens and businesses surveyed agree)
- Increasing investment in sidewalk snow clearing (88% of citizens and businesses surveyed agree)

70%

Of citizens surveyed would pay \$25 or less per property per year to support improvements to sidewalk snow clearing

HOW WE COLLECTED FEEDBACK

- Engagestjohns.ca - 2,300 visitors to the project page
- Online public survey (1,019 responses) and business survey (24 responses)
- Meetings with key stakeholders (Metrobus, NLESD, Downtown St. John's, St. John's Board of Trade, Local Immigration Partnership, Empower NL), City's Youth Engagement Action Team and Seniors, Inclusion, and Youth Advisory Committees
- Two virtual public meetings (32 attendees)
- Email and calls to 311
- Social media 'tell us on social' campaign



MORE DETAILS AT
ENGAGESTJOHNS.CA

DECISION/DIRECTION NOTE

Title: Division Name and Mandate Review

Date Prepared: September 3, 2020

Report To: Committee of the Whole

Councillor and Role: Deputy Mayor Sheilagh O'Leary, Housing

Ward: N/A

Decision/Direction Required: Adopt proposed division name and mandate change

Discussion – Background and Current Status:

Affordable, adequate and accessible housing is essential to the health of individuals, our communities and in preventing homelessness. The City of St. John's is committed to working together with the other levels of government, as well as community and private sector partners, to take the actions required to produce, protect and promote housing solutions for the people of St. John's.

Since the non-profit housing division was established, the City's areas of focus and scope of interest in the housing sector have evolved.

To clarify the City's role in the housing and homelessness sector, the following changes are proposed for the lead division on housing related matters.

1. That the division name be changed from 'Non-Profit Housing' to the 'Housing Division'.
2. That the mandate of the division be changed

From

'To provide adequate and affordable housing to residents of St. John's and surrounding areas'.

To

'To provide affordable housing to residents of St. John's and lead the City's commitments in the housing and homelessness sectors'

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3. That the division's work be defined as

Key areas of housing and homelessness work:

- To provide safe, adequate and affordable housing
- To lead the implementation of the City's 10-year affordable housing strategy
- To address emerging needs across the full housing and homelessness spectrum

Key Considerations/Implications:

1. Budget/Financial Implications: Funding is already allocated for 2020 Affordable Housing objectives.
2. Partners or Other Stakeholders: The City's Affordable Housing Strategy was built upon public and strategic stakeholder engagement, and the implementation continues to be guided and shaped by multi-stakeholder partnerships and processes.
3. Alignment with Strategic Directions/Adopted Plans: The Affordable Housing Strategy aligns with the Strategic Plan's vision and directions. Affordable Housing implementations actions work in tandem with the Municipal Plan and Development Regulations.
4. Legal or Policy Implications: No legal implications.
5. Privacy Implications: None anticipated at this time.
6. Engagement and Communications Considerations: The City's Communications and OPS departments are aware, involved and very supportive of the work being completed by the Non-Profit Housing Division. Should the above recommendations be approved, they will be reflected on a housing division link on the City of St. John's webpage
7. Human Resource Implications: None anticipated at this time.
8. Procurement Implications: None anticipated at this time.
9. Information Technology Implications: None anticipated at this time.
10. Other Implications: None anticipated at this time.

Recommendation:

That Council rename the 'Non Profit Housing Division' as the 'Housing Division' and that Council adopt the Division's mandate to 'provide affordable housing to residents of St. John's and lead the City's commitments in the housing and homelessness sectors'.

Prepared by: Simone Lilly, Affordable Housing and Development Facilitator
Approved by: Judy Tobin, Manager, Non Profit Housing
Tanya Haywood, Deputy City Manager, Community Services

Report Approval Details

Document Title:	Housing Mandate .docx
Attachments:	
Final Approval Date:	Sep 4, 2020

This report and all of its attachments were approved and signed as outlined below:

Judy Tobin - Sep 3, 2020 - 9:39 AM

Tanya Haywood - Sep 4, 2020 - 3:33 PM

DECISION/DIRECTION NOTE

Title: 138 Ladysmith Drive. MPA200000

Date Prepared: September 8, 2020

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 4

Decision/Direction Required:

To consider a rezoning application for land at 138 Ladysmith Drive from the Residential Narrow Lot (RNL) Zone to the Apartment Medium Density (A2) Zone to allow three (3) Townhouses.

Discussion – Background and Current Status:

The City has received an application from RTO Capital Inc. for three (3) Townhouses at 138 Ladysmith Drive. The properties are currently zoned Residential Narrow Lot (RNL) where the only housing form permitted is a Single Detached Dwelling containing only 1 Dwelling Unit. The applicant has requested to rezone the property to the Apartment Medium Density (A2) Zone which allows Townhousing as a Permitted Use. A Municipal Plan amendment is also required.

There is a variety of zoning in this section of Ladysmith Drive. Immediately adjacent to 138 Ladysmith Drive is zoned RNL, however slightly further east and west of the property, and across the street, properties are zoned Residential Kenmount (RK). Additionally, the property at the rear of 138 Ladysmith Drive is zoned A2 and there is a section of land zoned Commercial Neighbourhood (CN) further west of the subject property. Rezoning this parcel to the A2 Zone for the purpose of Townhousing would increase the housing forms available in this neighbourhood and be complementary to the surrounding uses.

The property is designated Residential Low Density under the St. John's Municipal Plan. An amendment is required to re-designate this property to Residential Medium Density in order to consider the A2 Zone. From Sections 1.2.2 and 1.2.3 of the Municipal Plan, the City shall encourage increased density in all areas where appropriate and encourage a compatible mix of residential buildings of varying densities in all zones. The three Townhouses would slightly increase the density of this area while maintaining compatibility with the adjacent A2 and RNL Zones. The applicant is proposing two storey Townhouses. From Section 2.3.2 of the Municipal Plan, the Residential Medium Density District can allow up to three storeys, and therefore a Land Use Assessment Report is not required.

The applicant has submitted a plot plan (attached) which meets the standards of the A2 Zone, however the City will require a survey to confirm the dimensions of the lot prior to advertising

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the amendment, should Council decide to proceed with the next steps of the rezoning request. There were no development or engineering concerns with the proposed development.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:
St. John's Strategic Plan 2019-2029 - A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: A map amendment to the St. John's Development Regulations is required, plus an amendment to the St. John's Municipal Plan.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Public notice of the proposed amendment.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council consider rezoning the property at 138 Ladysmith Drive from the Residential Narrow Lot (RNL) Zone to the Apartment Medium Density (A2) Zone; and advertise the application for public review and comment.

Prepared by: Ann-Marie Cashin, MCIP, Planner III – Urban Design & Heritage

Approved by: Ken O'Brien, MCIP, Chief Municipal Planner

Report Approval Details

Document Title:	138 Ladysmith Drive, MPA2000007.docx
Attachments:	- 138 Ladysmith Drive - Attachments.pdf
Final Approval Date:	Sep 10, 2020

This report and all of its attachments were approved and signed as outlined below:

Ken O'Brien - Sep 10, 2020 - 9:57 AM

Jason Sinyard - Sep 10, 2020 - 12:45 PM



SUBJECT PROPERTY

A2

O

146A

146

144

RNL

142

138

136

134

132

RK

LADYSMITH DR

147

RK

143

141

83

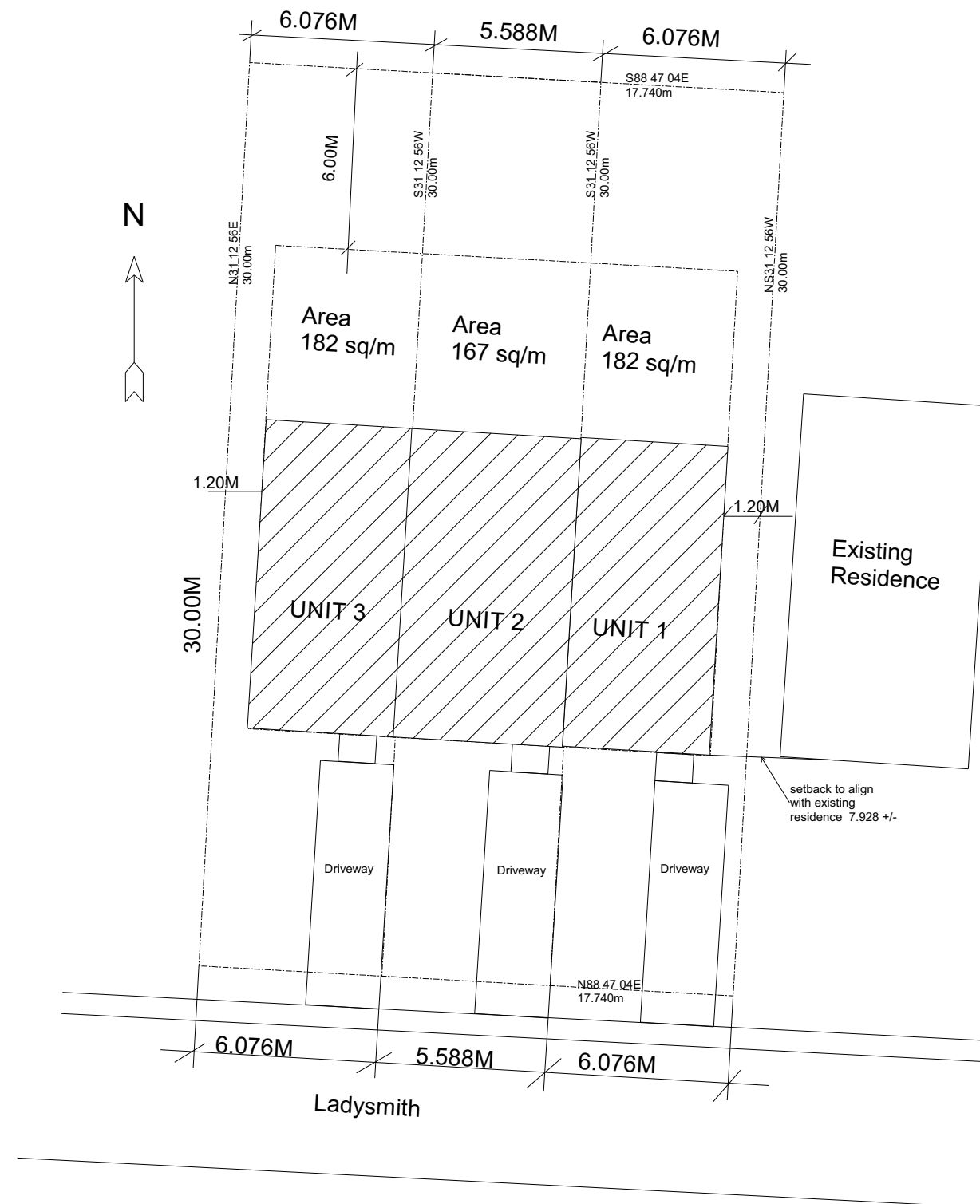
CITY OF ST. JOHN'S

DISCLAIMER: This map is based on current information at the date of production.

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138 Ladysmith Drive and surrounding area



Proposed PLOT PLAN
Townhouses 138 Ladysmith Drive

1:200

www.rjrobere
designplanning.ca

709- 753 8169

Proposed Plot Plan
138 Ladysmith Drive

date July 2 2020	drawn by rjr	S- 1
project		



Proposed Townhomes Elevation 138 Ladysmith Drive

www.rjrober
designplanning.ca
709- 753 8169

Proposed Plot Plan
138 Ladysmith Drive

date July 2 2020	drawn by rjr	S- 2
project		

86

Existing Zone

10.10 (A) RESIDENTIAL NARROW LOT (RNL) ZONE

(2016-02-12)

10.10 (A).1 Permitted Uses

- (a) Single Detached Dwelling containing only 1 Dwelling Unit (subject to Section 8.7)
- (b) Home Office
- (c) Accessory Building

10.10 (A).2 Zone Requirements

- (a) Lot Area (minimum): 300m²
- (b) Lot Frontage (minimum) 10m
- (c) Building Line (minimum) 8m
- (d) Side Yard (minimum) 1.2m
- (e) Side Yard on Flanking Road (minimum) 6m
- (f) Rear Yard (minimum) 6m
- (g) Landscaping (minimum)
No building except a driveway is permitted within the first 6.6m of depth as measured from the Front Lot Line
- (h) Parking (minimum)
Driveway shall not have a width exceeding 3.6m

RNL

Proposed Zone

10.13 APARTMENT MEDIUM DENSITY (A2) ZONE

(See Section 5.1.4 - Development Above the 190 Metre Contour Elevation)

10.13.1 Permitted Uses

Residential:

- (a) Accessory Building (subject to Section 8.3.6) **(1995-06-09)**
- (b) Apartment Building
- (c) Home Office (subject to Section 7.9) **(1997-08-08)**
- (d) Seniors' Apartment Building (subject to Section 7.18) **(1995-06-09)**
- (e) Townhousing

Recreational:

- (f) Park

Other:

- (g) Day Care Centre (subject to Section 7.7)
- (h) Personal Care Home **(2018-04-20)**

10.13.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility (subject to Section 7.3)
- (b) Convenience Store in Apartment Building (subject to Section 7.5)
- (c) Hairdressing Establishment
- (d) Home Occupation (subject to Section 7.8)
- (e) Parking Lot (subject to Section 7.13)
- (f) Planned Unit Development (subject to Section 5.10.3)
- (g) Private Park **(2007-10-05)**
- (h) Public Utility
- (i) Service Shop (subject to Section 7.19) **(1995-06-09)**
- (j) Uses Complementary to an Apartment Building **(2003-08-22)**
- (k) Uses Complementary to a Seniors' Apartment Building (subject to Section 7.18) **(2007-02-09)**
- (l) Uses Complementary to a Personal Care Home **(2018-04-20)**

10.13.3 Zone Requirements

The following requirements shall apply to:

- (1) Apartment Building:
 - (a) Lot Area (minimum) 650 m²
 - (b) Lot Frontage (minimum) 20 m
 - (c) Lot Coverage (maximum) 50%
 - (d) Floor Area Ratio (maximum) 1.5
 - (e) Density (maximum) Not more than 1 dwelling unit per 90 m² of lot area

A2

(f)	Building Height (maximum)	Six (6) Storeys (not exceeding 24 metres) except for the property at Margaret's Place, off Newtown Road, and the property at Civic Number 455-461 Logy Bay Road and Civic Number 560 Topsail Road and the immediate area near Civic Number 560 Topsail Road where the maximum height of an Apartment Building is limited to four (4) Storeys; and accept for the property at Civic Number 25 Rhodora Street where the maximum Building Height of an Apartment Building to be constructed adjacent to Civic Number 15 Airport Heights Drive will be limited to a maximum Building Height of 15.8 metres as measured from finished grade on that side of the Apartment Building to be located adjacent to Civic Number 15 Airport Heights Drive. (2006-09-04) (2009-09-11) (2012-01-20) (2012-08-17)
(g)	Building Line (minimum)	6 m
(h)	Rear Yard (minimum)	6 m
(i)	Number of Parking Spaces per Dwelling Unit (minimum)	1.25
(j)	Side Yards (minimum)	One (1) metre per Storey except for the property at Civic Number 25 Rhodora Street where the minimum Side Yard requirements for a four (4) Storey Apartment Building to be constructed adjacent to Civic Number 15 Airport Heights Drive must be at least 12 metres on the side of the Apartment Building that will be adjacent to Civic Number 15 Airport Heights Drive (2012-08-17)
(k)	Side Yard on Flanking Road (minimum)	6 m
(l)	Landscaping on Lot (minimum)	30%
(2) Townhousing:		
(a)	Lot Area (minimum)	140 m ² per Dwelling Unit
(b)	Lot Frontage (minimum)	5.5 m
(c)	Building Height (maximum)	3 Storeys, (not exceeding 12 m)
(d)	Building Line (minimum)	0 m
(e)	Side Yard for End Unit Townhouses (min)	1.2 metres (2002-07-05)
(f)	Side Yard on Flanking Road (minimum)	6 m
(g)	Rear Yard (minimum)	6 m

(3) Personal Care Home:

(2018-04-20)

(a)	Lot Area (minimum)	650m ²
(b)	Lot Frontage (minimum)	20m
(c)	Lot Coverage (maximum)	50%
(d)	Building Height (maximum)	6 Storeys (not exceeding 24m)
(e)	Building Line (minimum)	6m
(f)	Side Yard (minimum)	1m per Storey
(g)	Side Yard on Flanking Road (minimum)	6m
(h)	Rear Yard (minimum)	6m
(i)	Landscaping on Lot (minimum)	30%

DECISION/DIRECTION NOTE

Title: 42-52 Diamond Marsh Drive, MPA2000002

Date Prepared: September 8, 2020

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 5

Decision/Direction Required:

To consider a rezoning for land at 42-52 Diamond Marsh Drive from the Open Space (O) Zone to the Residential Low Density (R1) Zone to allow six (6) Single-detached Dwellings.

Discussion – Background and Current Status:

City staff are proposing a rezoning from the Open Space (O) Zone to the Residential Low Density (R1) Zone at 42-52 Diamond Marsh Drive to accommodate development of six (6) Single-detached Dwellings. As the Open Space Zone does not include Single-detached Dwellings as a use, a rezoning is required. A Municipal Plan amendment is also required.

During the original rezoning for the Diamond Marsh subdivision, land at 42-52 Diamond Marsh Drive was zoned Open Space to retain it for a proposed playground. During the development approval stage, the land at 42-52 Diamond Marsh Drive was proposed as building lots and the subdivision was approved as such, inadvertently overlooking the zoning. Water and sewage services have been installed to the lots. This rezoning is proposed to accommodate the lots.

In return, the developer, Fairview Investments Inc., will enter into an agreement with the City to use land west of 15 Bulrush Avenue (see attached map) for open space requirements for the Diamond Marsh subdivision. Details of the agreement, including a survey of the property and any other requirements, are to be determined. The land is already zoned Open Space (O). The parcel of land is wet in some areas but has room for a playground. Initial site preparation may be part of the agreement.

There are no development or engineering concerns with the six building lots at 42-52 Diamond Marsh Drive. The building lots at 42 and 44 Diamond Marsh Drive have back yards much deeper than the neighbouring properties to prevent leaving a land-locked parcel there.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.

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3. Alignment with Strategic Directions/Adopted Plans:
St. John's Strategic Plan 2019-2029 - A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: Map amendments to the St. John's Municipal Plan and Development Regulations are required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Public notice of the proposed amendment.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council consider rezoning land at 42-52 Diamond Marsh Drive from the Open Space (O) Zone to the Residential Low Density (R1) Zone and advertise the application for public review and comment.

Prepared by: Ann-Marie Cashin, MCIP, Planner III – Urban Design & Heritage

Approved by: Ken O'Brien, MCIP, Chief Municipal Planner

Report Approval Details

Document Title:	42-52 Diamond Marsh Drive, MPA2000002.docx
Attachments:	- 42-52 Diamond Marsh Drive Attachments.pdf
Final Approval Date:	Sep 10, 2020

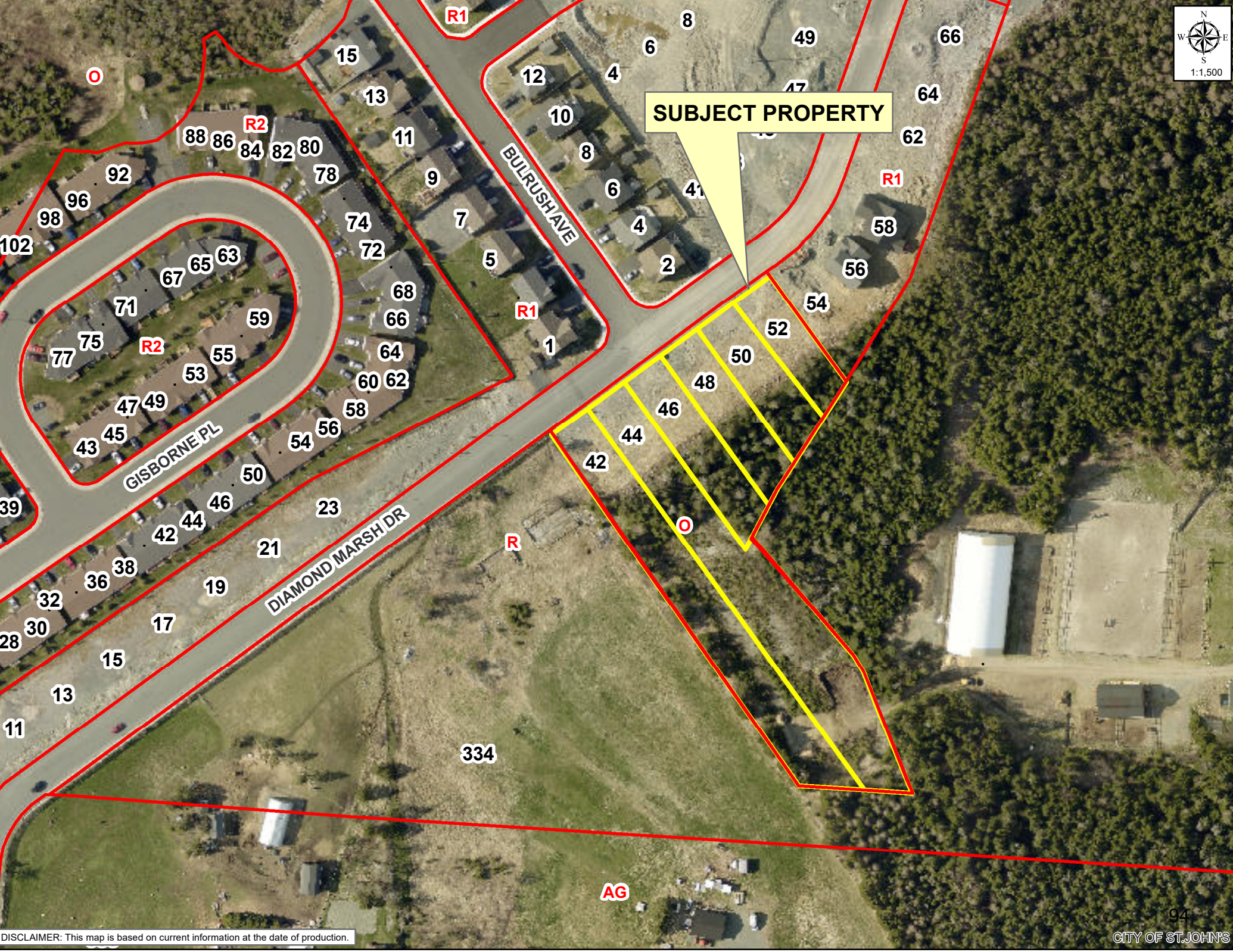
This report and all of its attachments were approved and signed as outlined below:

Ken O'Brien - Sep 9, 2020 - 3:15 PM

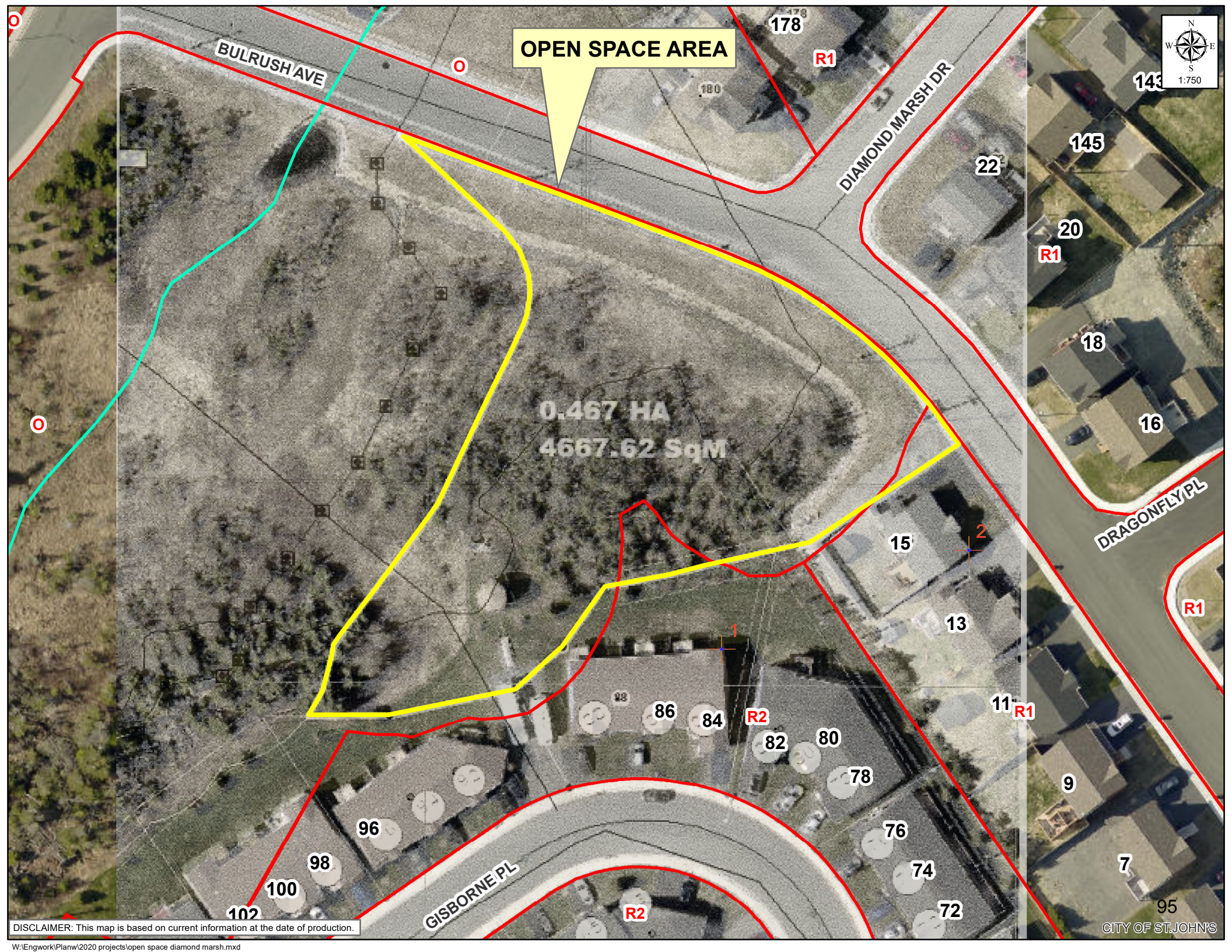
Jason Sinyard - Sep 10, 2020 - 12:52 PM



SUBJECT PROPERTY



DISCLAIMER: This map is based on current information at the date of production.



OPEN SPACE AREA

BULRUSH AVE

DIAMOND MARSH DR

DRAGONFLY PL

GISBORNE PL

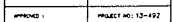
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4667.62 SqM



DISCLAIMER: This map is based on current information at the date of production.

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PITTS MEMORIAL DRIVE



Year	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

**Development Permits List
For the Period of September 17 To September 23, 2020**

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
COM	Personna Communications Inc.	Site Work	21-23 Duffy Place	4	Approved	20-09-17
RES		Subdivide to create 1 Additional Lot	30 Horlick Avenue	5	Approved	20-09-21
COM	Vigilant Management	Parking Lot	345 Water Street	2	Approved	20-09-23
OT		Proposed Crown Land Referral for Boathouse and Wharf	Quidi Vidi Harbourfront	2	Rejected as per Sections 10.38 & 8.1.2	20-09-23

*

Code Classification:

RES	- Residential	INST	- Institutional
COM	- Commercial	IND	- Industrial
AG	- Agriculture		
OT	- Other		

**Lindsay Lyghtle Brushett
Supervisor - Planning and
Development**

**

This list is issued for information purposes only. Applicants have been advised in writing of the Development Officer's decision and of their right to appeal any decision to the St. John's Local Board of Appeal.

Permits List
Council's September 28, 2020 Regular Meeting

Permits Issued: 2020/09/17 to 2020/09/23

BUILDING PERMITS ISSUED

Residential

Location	Permit Type	Structure Type
1 Exeter Ave	Deck	Patio Deck
1 King's Bridge Crt	Renovations	Single Detached Dwelling
108 Empire Ave	Extension	Single Detached Dwelling
11 Flavin St	Renovations	Duplex Dwelling
114 Queen's Rd	Renovations	Townhousing
116 Circular Rd	Accessory Building	Accessory Building
124 Penney Cres	Accessory Building	Accessory Building
14 King's Rd	Renovations	Single Detached Dwelling
148 Hamilton Ave	Renovations	Single Detached Dwelling
152 Diamond Marsh Dr	Fence	Fence
16 Lucyrose Lane	Renovations	Accessory Building
163 Forest Rd	Deck	Patio Deck
173 Frecker Dr	Fence	Fence
18 Dorset St	Accessory Building	Accessory Building
18 Pearson St	Change of Occupancy	Single Detached Dwelling
19 Devine Pl	Site Work	Townhousing
19 Maurice Putt Cres	New Construction	Single Detached w/ apt.
2 Ginger St	Site Work	Single Detached Dwelling
2 Newman St	Deck	Patio Deck
20 Kerr St	Accessory Building	Accessory Building
21 Woodwynd St	Accessory Building	Accessory Building
25 Henry Larsen St	New Construction	Duplex Dwelling
25 Horwood St	Fence	Fence
27 Henry Larsen St	New Construction	Duplex Dwelling
312 Hamilton Ave	Renovations	Single Detached Dwelling
324 Groves Rd	Fence	Fence
33 Maurice Putt Cres	New Construction	Single Detached Dwelling
35 Cheyne Dr	Renovations	Single Detached Dwelling
38 Livingstone St	Renovations	Townhousing
39 Burgeo St	Site Work	Single Detached w/ apt.

39 Frampton Ave	Deck	Patio Deck
39 Frampton Ave	Fence	Fence
40 Sugar Pine Cres	Accessory Building	Accessory Building
40 Waterford Hts N	Change of Occupancy	Home Office
52 Dunkerry Cres	New Construction	Single Detached Dwelling
55 Freshwater Rd	Renovations	Single Detached Dwelling
60 Dillon Cres	Deck	Patio Deck
67 Mountbatten Dr	Accessory Building	Accessory Building
7 Galashiels Pl	Accessory Building	Accessory Building
7 Williams Hts	Renovations	Single Detached Dwelling
74 Macbeth Dr	Fence	Fence
79 Branscombe St	Renovations	Single Detached Dwelling
80 Calver Ave	Fence	Fence
80 Springdale St	Renovations	Semi Detached Dwelling
9 Druken Cres	Site Work	Single Detached Dwelling
9 Exeter Ave	Fence	Fence
9 Gallipoli St	Renovations	Single Detached Dwelling
9 Valleyview Rd	Accessory Building	Accessory Building
92-96 Forest Pond Rd	Accessory Building	Accessory Building
95 Doyle's Rd	Renovations	Single Detached Dwelling
		This Week: \$1,373,174.47

Commercial

Location	Permit Type	Structure Type
16 Harbour View Ave	Change of Occupancy/Renovations	Single Detached Dwelling
210-214 Water St	Renovations	Mixed Use
37 Cookstown Rd	Renovations	Other
39-41 Pippy Pl	Renovations	Office
430 Topsail Rd	Change of Occupancy/Renovations	Communications Use
48 Kenmount Rd	Renovations	Communications Use
57 Old Pennywell Rd	Change of Occupancy/Renovations	Retail Store
60 O'leary Ave	Change of Occupancy/Renovations	Commercial Garage
88 Water St	Renovations	Club
90 Duckworth St	Renovations	Restaurant
		This Week: \$415,700.00

Government/Institutional

Location

Permit Type

Structure Type

This Week: \$0.00

Industrial

Location

Permit Type

Structure Type

This Week: \$0.00

Demolition

Location

Permit Type

Structure Type

2 Reddy St

Demolition

Single Detached Dwelling

4 Linden Pl

Demolition

Single Detached Dwelling

This Week: \$8,001.00

This Week's Total: \$1,796,875.47

REPAIR PERMITS ISSUED:

\$70,391.02

NO REJECTIONS

YEAR TO DATE COMPARISONS			
September 28, 2020			
TYPE	2019	2020	% Variance (+/-)
Residential	\$31,583,492.14	\$33,758,273.99	7
Commercial	\$122,662,971.97	\$125,485,964.72	2
Government/Institutional	\$1,960,850.00	\$136,500.00	-93
Industrial	\$1,737,266.07	\$3,000.00	-100
Repairs	\$1,922,858.50	\$2,605,494.90	60
TOTAL	\$159,867,438.68	\$161,989,233.61	1
Housing Units (1 & 2 Family Dwelling)	80	95	

Respectfully Submitted,

Jason Sinyard, P.Eng., MBA
Deputy City Manager
Planning, Engineering and Regulatory Services

MEMORANDUM

Weekly Payment Vouchers For The Week Ending September 23, 2020

Payroll

Public Works	\$ 438,334.16
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Bi-Weekly Casual	\$ 28,499.40
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Accounts Payable	\$ 3,375,524.38
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(A detailed breakdown available [here](#))

Total:	\$ 3,842,357.94
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ST. JOHN'S

DEPARTMENT OF FINANCE

CITY OF ST. JOHN'S PO BOX 908 ST. JOHN'S NL CANADA A1C 5M2 WWW.STJOHNS.CA

DEPARTMENTAL APPROVAL REQUEST/RFP

Commodity/Bid #: Engineering Consulting Services
Date Prepared: Monday, September 21, 2020
Report To: Regular Meeting
Councillor and Role: Councillor Ian Froude, Public Works & Sustainability
Ward: Ward 5

Department: PERS
Quotes Obtained By: Mark White
Budget Code: ENG-2020-989
Source of Funding: Multiyear Capital

Purpose:

Provide Engineering Consulting Services for the Gould's Servicing - Phase 2 (Sanitary Trunk Sewer Extension)

Proposals Submitted By:

Vendor Name
Pinnacle Engineering Limited (PEL) - \$535,756.25
R.V. Anderson Associates Limited (RVA)
Dillon Consulting Limited

Expected Value: ☒ Value shown is an estimate only for a 3 year period. The City does not guarantee to buy specific quantities or dollar value.

Contract Duration: 3 Years

Recommendation:

THAT Council award to Pinnacle Engineering Limited (PEL) based on the evaluation of the proposals by the City's evaluation team as per the Public Procurement Act.

Attachments:

ST. JOHN'S

Report Approval Details

Document Title:	Gould's Servicing - Phase 2 (Sanitary Trunk Sewer Extension) Engineering Consulting Services.docx
Attachments:	
Final Approval Date:	Sep 24, 2020

This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Sep 22, 2020 - 9:06 AM

Jason Sinyard - Sep 24, 2020 - 9:17 AM

DEPARTMENTAL APPROVAL REQUEST/RFP

Commodity/Bid #: Engineering Consulting Services
Date Prepared: Monday, September 21, 2020
Report To: Regular Meeting
Councillor and Role: Councillor Ian Froude, Public Works & Sustainability
Ward: Ward 5

Department: PERS
Quotes Obtained By: Mark White
Budget Code: ENG-2020-990
Source of Funding: Multiyear Capital

Purpose:

Provide Engineering Consulting Services for the Gould's Servicing - Phase 3 (Sewage Forcemain)

Proposals Submitted By:

Vendor Name
Pinnacle Engineering Limited (PEL)
R.V. Anderson Associates Limited (RVA) - \$1,008,918
Dillon Consulting Limited

Expected Value: ☒ Value shown is an estimate only for a 3 year period. The City does not guarantee to buy specific quantities or dollar value.

Contract Duration: 3 years

Recommendation:

THAT Council award to R.V. Anderson Associates Limited (RVA) based on the evaluation of the proposals by the City's evaluation team as per the Public Procurement Act.

Attachments:

ST. JOHN'S

Report Approval Details

Document Title:	Gould's Servicing - Phase 3 (Sewage Forcemain) Engineering Consulting Services.docx
Attachments:	
Final Approval Date:	Sep 24, 2020

This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Sep 22, 2020 - 9:04 AM

Jason Sinyard - Sep 24, 2020 - 9:16 AM

DEPARTMENTAL APPROVAL REQUEST/RFP

Commodity/Bid #: Archeological Consulting Services
Date Prepared: Monday, September 21, 2020
Report To: Regular Meeting
Councillor and Role: Councillor Ian Froude, Public Works & Sustainability
Ward: Ward 2

Department: PERS
Quotes Obtained By: Mark White
Budget Code: ENG-2020-988
Source of Funding: Multiyear Capital

Purpose:

Provide archeological consulting services for the Water Street Infrastructure Improvements – Phase 4.

Proposals Submitted By:

Vendor Name
Blair Temple Associates (BTA) = \$106,950

Expected Value: ☒ Value shown is an estimate only for a 1 year period. The City does not guarantee to buy specific quantities or dollar value.

Contract Duration: 12 months

Recommendation:

THAT Council award Archeological Consulting Services for the Water Street Infrastructure Improvements – Phase 4 to Blair Temple Associates (BTA).

Attachments:

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Report Approval Details

Document Title:	Water Street Infrastructure Improvements - Phase 4 (Archeological Consulting Services).docx
Attachments:	
Final Approval Date:	Sep 24, 2020

This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Sep 22, 2020 - 9:15 AM

Jason Sinyard - Sep 24, 2020 - 9:17 AM

DECISION/DIRECTION NOTE

Title: The Surrealtor – Road Closure Requests

Date Prepared: September 23, 2020

Report To: Regular Meeting of Council

Councillor and Role: Councillor Debbie Hanlon, Special Events Regulatory Committee

Ward: N/A

Decision/Direction Required: Council approval of road closures and noise by-law extensions for upcoming film shoots for ‘The Surrealtor’.

Discussion – Background and Current Status: The Surrealtor production is requesting road closures (except for local traffic) and noise by-law extensions for the following dates, times and locations:

September 30

7:00pm – 2:00am

- Freshwater Road at Parade Street/ LeMarchant Road intersection to Pennywell Road.
- Spencer Street

October 7

3:00pm – 5:30pm

- Circular Road between Banenrman Road and the inside the traffic lights junction of Circular Road and Empire Avenue. This same section was approved for closures September 16 to 21.

October 7

6:00pm – 10:30pm

- Harlow Place

October 8

4:00pm – 10:30pm

- Cornwall Heights from Hamilton Avenue Extension to the western intersection of Cornwall Heights

Production company will hire a Traffic Control company to implement all closures.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A

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2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions/Adopted Plans: N/A
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: N/A
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

Recommendation:

That Council approve the requested road closures, and noise by-law extensions for The Surrealtor film shoot.

Prepared by: Christa Norman, Special Projects Coordinator

Approved by: Jennifer Langmead, Supervisor – Tourism and Events

Report Approval Details

Document Title:	SERC - Road Closure Request.docx
Attachments:	
Final Approval Date:	Sep 24, 2020

This report and all of its attachments were approved and signed as outlined below:

Jennifer Langmead - Sep 24, 2020 - 9:43 AM

Tanya Haywood - Sep 24, 2020 - 2:44 PM