

ST. JOHN'S

Committee of the Whole Agenda

November 25, 2020

9:00 a.m.

4th Floor City Hall

Pages

1. Call to Order
2. Approval of the Agenda
3. Adoption of the Minutes
 - 3.1. Adoption of Minutes - November 12, 2020 3
4. Presentations/Delegations
5. Finance & Administration - Councillor Dave Lane
6. Public Works & Sustainability - Councillor Ian Froude
 - 6.1. Sanitation Regulations Implementation Plan 11
7. Community Services - Councillor Jamie Korab
8. Special Events - Councillor Shawn Skinner
9. Housing - Deputy Mayor Sheilagh O'Leary
 - 9.1. Affordable Housing Strategy Annual Update 16
10. Economic Development - Mayor Danny Breen
11. Tourism and Culture - Councillor Debbie Hanlon
 - 11.1. Art Procurement 2020 30
12. Governance & Strategic Priorities - Mayor Danny Breen
13. Planning & Development - Councillor Maggie Burton

14. Transportation and Regulatory Services - Councillor Sandy Hickman

14.1. Pedestrian Recall

34

15. Other Business

16. Adjournment

ST. JOHN'S

Minutes of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

November 12, 2020, 9:00 a.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 Shawn Skinner
Regrets:	Councillor Dave Lane Councillor Wally Collins
Staff:	Kevin Breen, City Manager Derek Coffey, Deputy City Manager of Finance & Administration Tanya Haywood, Deputy City Manager of Community Services Cheryl Mullett, City Solicitor Susan Bonnell, Manager - Communications & Office Services Elaine Henley, City Clerk Ken O'Brien, Chief Municipal Planner Shanna Fitzgerald, Legislative Assistant
Others	Jennifer Langmead, Supervisor - Tourism and Events Brian Head, Manager - Parks & Open Spaces Victoria Etchegary, Manager - Organizational Performance & Strategy Garrett Donaher, Manager - Transportation Engineering Scott Winsor, Director of Engineering Torrie George, Marketing Specialist

1. **Call to Order**
2. **Approval of the Agenda**

Moved By Deputy Mayor O'Leary
Seconded By Councillor Froude

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 Skinner

MOTION CARRIED (9 to 0)

3. **Adoption of the Minutes**

3.1 Adoption of Minutes - October 28, 2020

Recommendation
Moved By Councillor Hickman
Seconded By Councillor Skinner

That the minutes of the Committee of the Whole meeting held October 28, 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 Skinner

MOTION CARRIED (9 to 0)

4. **Presentations/Delegations**

4.1 Downtown Pedestrian Mall Presentation

Addition to item in 8.1.

Council was presented with a report on the Downtown Pedestrian Mall project, including a series of findings in support of future Mall projects.

This presentation is available via the Office of the City Clerk and has been appended to the agenda. Further supporting information is included in section 8.1 of the agenda.

Next steps include using the information from the Downtown Pedestrian Mall Report, the What We Heard Document, the Continuous Improvement Yellow Belt Project and other forms of stakeholder feedback to develop a list of recommendations for Council's consideration in future mall projects. Those recommendations will come forward to Council in the new year.

Recommendations put forward from the Inclusion Advisory Committee to improve accessibility are under review and staff will work with the Inclusion Advisory Committee to address accessibility for future mall events. Businesses outside the footprint of the Downtown Pedestrian Mall will collaborate with staff to address their concerns and business owners will be engaged via Downtown St. John's.

There will be further engagement on the length of the Downtown Pedestrian Mall. Council was advised that the Water Street Infrastructure project will affect the timeline for the upcoming year. Members of Council recommended there be a committee dedicated to the Downtown Pedestrian Mall.

5. Finance & Administration - Councillor Dave Lane

6. Public Works & Sustainability - Councillor Ian Froude

6.1 Environment & Sustainability Experts Panel Report - September 25, 2020

1. Storm Water Management Policy

At the September 25, 2020 Environment and Sustainability Expert Panel (ESEP) meeting, the Panel reviewed and discussed the Draft Storm Water Management Policy. The Environment and Sustainability Experts Panel supports the holistic approach to the management of stormwater, which includes the water in the storm sewer system, streets, parking lots, watercourses, wetlands, as well as subjects like retention, floodplains, stream crossings, erosion and sediment control, and overall protection of the watersheds. The Panel provided comments with the intention of improving on the existing draft Storm Water Management Policy. Staff will review the recommendations and modify the policy accordingly and the revised policy will be brought back to Council for review. Council

requested that staff consult with developers on the proposed changes.

Recommendation

Moved By Councillor Froude

Seconded By Deputy Mayor O'Leary

That Council direct staff to prepare a revised Stormwater Management Policy that considers the recommendations provided. Further, that these recommendations are forwarded to developers for consideration and comment.

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

MOTION CARRIED (9 to 0)

6.2 Steps and Laneways Snow Clearing Operations Revision

Council was asked to consider reprioritizing the steps and laneways snow clearing responsibilities to increase service frequency and effectiveness. Councillor Korab expressed concern at the removal of 173 Topsail Road - St. Mary's School Steps as this is a heavily used area. Staff will reach out to St. Mary's School regarding the snow clearing of the path to the school.

Councillor Burton requested that signs be placed in the areas noted to notify the public of the change to snow clearing operations.

Recommendation

Moved By Councillor Froude

Seconded By Councillor Skinner

That Council approve the indicated changes to the Parks and Open Spaces Division snow clearing and ice control operations to enhance service level delivery.

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

Against (1): Councillor Korab

MOTION CARRIED (8 to 1)

7. **Community Services - Councillor Jamie Korab**
8. **Special Events - Councillor Shawn Skinner**
 - 8.1 **Downtown Pedestrian Mall Review**
9. **Housing - Deputy Mayor Sheilagh O'Leary**
10. **Economic Development - Mayor Danny Breen**
11. **Tourism and Culture - Councillor Debbie Hanlon**
12. **Governance & Strategic Priorities - Mayor Danny Breen**
13. **Planning & Development - Councillor Maggie Burton**

13.1 3 Park Place - REZ2000005

Recommendation

Moved By Councillor Burton

Seconded By Deputy Mayor O'Leary

That Council consider a text amendment to the St. John's Development Regulations to allow a Dwelling Unit in a designated Heritage Building (Carriage House) and advertise the proposed amendment for public review and comment.

Further, that Council advertise the Discretionary Use of a Heritage Use (Carriage House) at 3 Park Place as per Section 5.5 of the Development Regulations, and refer the application to the Built Heritage Experts Panel for review.

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

MOTION CARRIED (9 to 0)

14. **Transportation and Regulatory Services - Councillor Sandy Hickman**
 - 14.1 **Rawlin's Cross Upgrade Options**

Council voted in March of this year to remove the Rawlin's Cross pilot configuration and return to the previous design including traffic signal control. The installation of Key2Access at the traffic signals to improve accessibility at the intersection was also approved as part of the decision. Key2Access was installed at the two signalized intersections and operational as of October 21, 2020.

In August 2020, Council requested staff to review the current layout of the Rawlin's Cross area and advise what improvements could be made to the area. Having considered alternative options, staff recommended standard practice improvements:

The roadways in the area of Rawlins Cross are due for routine rehabilitation. This reconstruction work will include improving curb ramps, minor adjustments to street alignment and traffic islands, and reviewing pavement markings. Benefits to accessibility and safety are expected with these changes. However, it is noted that the improvements to the safety performance of the area will not match the significant benefits realized through implementing the circulatory traffic control. These standard practice improvements are typical of routine road work across the city and are intended to coordinate small design changes with planned projects. The timelines for these changes are dependent on the road rehabilitation schedule.

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Hanlon

That Council direct staff to proceed with standard practice improvements to roadway and sidewalk infrastructure in the area of Rawlin's Cross.

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

MOTION CARRIED (9 to 0)

14.2 Mode Share Targets

Council was presented with information on mode share targets and asked to consider adopting a sustainable mode share target.

Mode shares describe the proportion of people using different modes of travel. A mode of travel can be any way of getting around and are commonly grouped into:

- Vehicle driver, vehicle passenger
- Public Transit (Bus, Light Rail, etc, if available)
- Walking, Cycling
- Other (Taxi, motorcycle, etc)

Mode share targets are an expression of municipal policy priorities. By setting a target for how each mode will serve the overall transportation mix in a community, it is implied that other capital and operational decisions will follow these targets. As cities grow, they often see a transition to modes like walking, biking, and public transit. This is driven by factors such as increased congestion, increased cost for parking, and increased density bringing more daily activities within reach. In St. John's the projected population growth rates are relatively low. As such any change in mode shares that Council would like to target will require a concerted effort. Without purposeful intervention a shift in mode shares is unlikely to occur.

Typically, a mode share target would be informed by public engagement and baseline data with a basis in long range forecasting and discrete choice modelling and tested against alternative policy and infrastructure scenarios. This is a very cumbersome process and collecting the necessary data has been delayed multiple times over recent years. An opportunity exists to make an informed policy driven decision on whether, and to what extent, St. John's should prioritize mobility by sustainable modes. If this approach is taken, then a reasonable target could be based on the jurisdictional comparison outlined in the decision note and projections from the 2019 Transit Service Review.

Council members expressed that it would be valuable to set sub goals as to what is intended for each type of sustainable transportation to assist in targeting efforts. It would be useful to have geographic conversation to identify neighborhood projects to invest in that would drive the effort and assist in achieving sustainability goals.

The figures in the attached are based on the data from the journey to work census. A household traffic survey will be completed when the pandemic has been resolved.

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Burton

That Council consider adopting a sustainable mode share target. If adopted and implemented through policy changes and investment an achievable target would be 16% by 2030 and 22% by 2050.

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

MOTION CARRIED (9 to 0)

15. **Other Business**

16. **Adjournment**

There being no further business the meeting adjourned at 10:32 am.

Mayor

INFORMATION NOTE

Title: Sanitation Regulations Implementation Plan

Date Prepared: November 20, 2020

Report To: Council

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

Ward: N/A

Issue:

The current Sanitation Regulations have been updated to include current collection methods such as the automated cart system and to incorporate garbage covering regulations and be more descriptive in all curbside collection programs. Included within this bylaw are rules for households provided an automated cart and for households that will continue to be collected manually. For equity, and to support and advance Council's strategic goal to divert more wastes from landfill, households with carts are limited to what the cart can hold and houses without carts will be limited to four bags of garbage per week.

In addition to the above, the bylaw requires households to use clear bags when placing wastes at the curb. The clear bags will allow collectors to easily identify wastes that should not be directed to landfill such as recyclables and household hazardous wastes. This will improve worker safety and will ensure residents are taking advantage of available waste diversion programs.

The four-bag limit and the clear bags are a change that will require an effective communication plan so households can be aware and adjust to the change. The clear bags will also require communications with local suppliers to ensure adequate inventory is available when the clear bag requirement comes into effect.

Discussion – Background and Current Status:

There will be two timelines involved with the complete implementation of the Sanitation Regulations. Most of the sanitary regulations will come in effect immediately after the sanitation regulations are advertised and gazette. It is expected that this will be complete by January 2021. The four-bag limit for manually collected households will come into effect at this time.

The clear bag requirement will come into effect starting January 1, 2022. The extended timeline on this implementation date will allow residents time to use the green or black bags they have already purchased and will allow suppliers to ensure adequate inventories of clear bags are available to the public when the implementation date comes in effect.

ST. JOHN'S

An important component of the implementation plan will be effectively communicating these two changes to waste collection. There are two main target audiences for the communication plan:

- City Residents
- Suppliers of Garbage Bags

There are two separate communication campaigns required to cover the separate implementation dates of the changes connected to the new Sanitation Regulations. The goal is to create effective educational tools and supports to assist households in complying with the new regulations.

The Communications Division will develop the awareness campaigns that will target city residents with input from the Waste and Recycling Division.

The Waste and Recycling Division will develop the educational messaging with input from the Communications Division to assist residents through the changing requirements as they occur. The Waste and Recycling Division will also reach out to local suppliers of garbage bags to provide awareness of the change to clear bags in St. John's, so store inventories can be adjusted appropriately.

Waste and Recycling will adopt a "soft" education approach during the initial implementation. The goal of the soft approach is to have residents adjust to the new requirements with minimal impact on their curbside collection. It was the experience of Waste and Recycling staff that this approach worked well during the implementation stages of the automated cart program.

The awareness campaigns will encourage residents to make the change to clear bags as they purchase new bags and not wait for the January 1, 2022 implementation date.

Communications with suppliers should include a combination of both written communication and/or communication directly with staff.

The key messages during the implementation of these regulations will be:

- The City of St. John's has updated the Sanitation Regulations to reflect current and modern practices of waste collection.
- Our goal is to increase diversion of wastes away from landfill.
- The four-bag limit on households that do not use the automated carts is equitable with households that use the automated carts.
- The clear bag requirement will come into effect on January 1, 2022 to allow time for residents to use their current supply of green/black bags.
- Residents are encouraged to transition to clear bags the next time they purchase garbage bags.
- Households can have one "privacy" bag that does not need to be clear.

Key Considerations/Implications:

1. Budget/Financial Implications:

Any costs of the communication plan will be funded through the Communications Division.

2. Partners or Other Stakeholders:

Suppliers of garbage bags.

3. Alignment with Strategic Directions/Adopted Plans:

Strategic Plan *"A Sustainable City"*

4. Legal or Policy Implications:

N/A

5. Privacy Implications:

N/A

6. Engagement and Communications Considerations:

As detailed above.

7. Human Resource Implications:

N/A

8. Procurement Implications:

N/A

9. Information Technology Implications:

N/A

10. Other Implications:

N/A

Conclusion/Next Steps:

Once the finalized Sanitation Regulations are adopted by Council, then the Communications Division and Waste and Recycling Division will start preparing all necessary communications to ensure the effective implementation of the updated Sanitation Regulations.

Report Approval Details

Document Title:	Sanitation Regulations Implementation Plan.docx
Attachments:	
Final Approval Date:	Nov 20, 2020

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

Lynnann Winsor - Nov 20, 2020 - 2:41 PM

INFORMATION NOTE

Title: Affordable Housing Strategy Annual Update

Date Prepared: November 10, 2020

Report To: Committee of the Whole

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

Ward: N/A

Issue: Issue:

Provide Council with an annual update on the City of St. John's Affordable Housing Strategy 2019-2028.

Discussion – Background and Current Status:

The City of St. John's approved the Affordable Housing Strategy, 2019-2028, in November 2018. The strategy will address the municipality's housing needs by working in step with partners, stakeholders, and residents to create and maintain safe, suitable and affordable housing throughout the city. The strategy is designed to be flexible and to address issues related to affordable housing as the cost of living, the housing market and vacancy rates fluctuate. This is an important feature given the unpredictable nature of COVID-19 pandemic.

As part of the City's response to the pandemic, and in order to support vulnerable populations struggling with the pandemic's impacts, the City established public Wi-Fi access points at Bannerman Park and Victoria Park that are near non-market housing and outreach service locations. This helps to close the digital divide and allow residents to remain connected to health and support services. This initiative was made possible by the COVID-19 Community Response Fund for Vulnerable Populations, a collaboration between the Federation of Canadian Municipalities and the Canadian Medical Association Foundation, for which the City is a recipient.

Attached is an annual update on the affordable housing strategy's main areas of work and other housing-related initiatives that the City implemented to support residents during the pandemic.

Key Considerations/Implications:

1. Budget/Financial Implications: Initiatives are outlined annually and considered within the budget planning process.

ST. JOHN'S

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: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: An engagement process was carried out in the development of the Affordable Housing Strategy. Engagement processes continue to be carried out as required in relation to implementation actions.
7. Human Resource Implications: N/A
8. Procurement Implications: All purchasing of materials, supplies, equipment and services go through the Purchasing Department on a competitive basis, where possible and practical, at the lowest relative cost taking into consideration price, availability, quality and past performance.
9. Information Technology Implications: N/A
10. Other Implications: N/A

Conclusion/ Next Steps:

Planning has begun for 2021 to progress initiatives in the Affordable Housing Strategy

Prepared by/Date: Krista Gladney, Affordable Housing and Development Facilitator

Reviewed by/Date: Judy Tobin, Manager, Housing

Approved by/Date: Tanya Haywood, Deputy City Manager, Community Services

Attachments: Affordable Housing Strategy Annual Update 2020

Report Approval Details

Document Title:	Affordable Housing Strategy Annual Update 2020.docx
Attachments:	- Affordable Housing Strategy Annual Update 2020.pdf
Final Approval Date:	Nov 16, 2020

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

Judy Tobin - Nov 12, 2020 - 8:58 AM

Tanya Haywood - Nov 16, 2020 - 4:22 PM



City of St. John's Affordable Housing Strategy

Annual Update - November 2020

The City of St. John's approved the [Affordable Housing Strategy, 2019-2028](#), in November 2018. The strategy will address the municipality's housing needs by working in step with partners, stakeholders, and residents to create and maintain safe, suitable and affordable housing throughout the city. The strategy is designed to be flexible and to address issues related to affordable housing as the cost of living, the housing market and vacancy rates fluctuate. This is an important feature given the unpredictable nature of COVID-19 pandemic and its impact on the housing sector.

The following is an annual update on the Affordable Housing Strategy's main areas of work and other housing-related initiatives that the City implemented to support residents during the pandemic.

Emerging Responses

The COVID-19 pandemic has highlighted many vulnerabilities in the housing and social sector. Access to safe, stable and affordable housing is pivotal in the response to the health crisis we are currently facing.

Community Response Fund

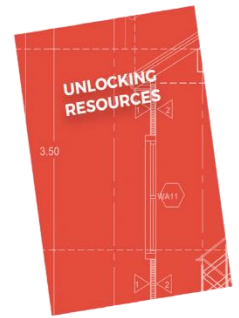
The City of St. John's is a recipient of the COVID-19 Community Response Fund for Vulnerable Populations - a collaboration between the Federation of Canadian Municipalities and the Canadian Medical Association Foundation. This funding allows recipients to support vulnerable populations struggling with the impacts of the COVID-19 pandemic.

The City has used the Community Response funding to establish public Wi-Fi access points at Bannerman Park and Victoria Park that are near non-market housing and outreach service locations. This was announced to the public in October 2020. Internet services will be in place for 3 years. Many low-income individuals rely on public internet, but COVID-19-related closures and restrictions have made libraries, coffee shops and cafes less accessible than they were prior to the pandemic. This project will help close a digital divide that has emerged in the pandemic and allow residents to remain connected to health and support services.

Remaining funding will be used to set up touchless hand sanitizing stations in the same areas. We have released an RFP for these stations; next steps and further timelines will be shared once a proponent has been chosen.

Non-Profit Housing

The City of St. John's was given permission to relax criteria around the application process for its partner-managed housing. This helped the City move people into permanent housing faster.



Unlocking Resources

Identify and draw on the City's resources and assets to advance housing initiatives and create new opportunities.

- Create a Civic Housing Action Fund

Following best practices from other municipalities, Council approved for a civic housing action fund to be developed. This fund would support the development of affordable housing opportunities and provide a means to leverage provincial and federal funding. In evaluating current non-profit housing assets, a property that does not fit the current needs of the housing demand was identified. Council approved selling this property and revenue would serve as the initial investment into the Civic Housing Action Fund supporting the housing strategy. The City of St. John's would also avail of a savings on the upkeep of this property.

- Create an Interdepartmental Committee to coordinate internal components of this strategy

An Interdepartmental Committee was established in 2019 to lead internal components of the Affordable Housing Strategy. Representation includes Transportation, Communications, Family & Leisure Services, Planning, Regulatory Services and Housing. Additional Divisions are brought in as necessary. The committee continues to meet on a quarterly basis.

- Continue to create a list of city-owned vacant land and buildings and evaluate the inventory for potential redevelopment as affordable housing

The Legal Department has been working with the Housing Division to identify parcels of City owned land for potential projects. Four parcels of land have been identified as viable options for redevelopment as affordable housing.

Recommendations were presented to Council on one parcel of land - 28 Eric Street. A letter of Intent with Habitat for Humanity has been formalized which outlines the intended gifting of the property subject to successful rezoning, development approval and collaboration with the Eric Street Community Garden located on this site to either leave the garden undisturbed or to incorporate the garden into the design. The garden is to remain on this property owned by the City and retain open space zoning. Council has also committed \$2500 should rezoning be successful to support the redevelopment of the garden.

- Work with the Provincial and Federal Governments on identifying land and surplus buildings in St. John's

The City of St. John's provided support to the Federal government in the assessment of parcels of land located in Pleasantville under the Federal Lands Initiative.



Building Homes

Increase the stock and sustainability of affordable rental and home ownership opportunities.

- Make creating successful tenancies a priority

The Your Rights and Responsibilities as a Tenant document, developed by the City and our affordable housing partners, was updated in 2019 to reflect changes to the Residential Tenancies Act that came into effect in 2019. In 2020, this document was translated into both French and Arabic to expand its reach. All versions are posted on the City website.

- Focus on producing sustainable rental opportunities

There is continued work with NL Housing on their Rent Supplement Inspection Program. The Department of Regulatory Services provides inspections for NLHC rent supplement units upon move in and with any change in tenancy. The Department of Regulatory Services is now also inspecting all private emergency shelters every 6 months and nonprofit emergency shelters annually. They also provide the inspection for all new shelters as they are established.

- Continue to work with partners in the community to create a Landlord Registry

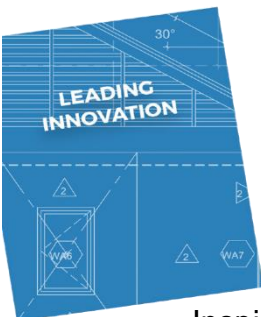
The City supports the work of End Homelessness St. John's and its Home Connect program.

- Continue to engage multiple stakeholders in addressing the under-reporting of property standards violations in rental housing

A 'Safe and Healthy Housing' presentation has been developed to engage service providers in a collaborative approach to address inadequate housing in St. John's. Outreach efforts are underway for presentation bookings for 2021.

- Leverage the existing City-owned housing portfolio to increase the supply of accessible and affordable housing units

The City partnered with Connections for Seniors on a one-year pilot project. In the pilot project, two vacant City-owned lower end of market (LEM) housing units were converted into six supportive housing units for Seniors.



Leading Innovation

Inspire and facilitate creativity in affordable housing projects.

- Continue to offer the Housing Catalyst Fund grants yearly for affordable housing projects

Seven Housing Catalyst Grants were awarded in 2020:

✓ Organization	Project	Grant Amount
Fundamental Inc	Net Zero Ready Affordable Tiny Home-Prototype Unit	\$10 000
Power Brothers Inc	Design costs to make affordable housing units accessible as part of retrofit build	\$10 000
Stella's Circle Community Services	Consultant costs to expand housing portfolio and maximize current units/land	\$10 000
L'Arche Avalon	Floor plan design for the construction of two l'Arche Avalon homes and a day centre	\$10 000
Connections for Seniors	Supportive Housing Needs Assessment for Older Adults	\$10 000
NL Gray Gays	Housing and care needs assessment for LGBTQI2S community	\$ 5 000
Universal Design Network	Universal Design Education	\$ 5 000

Applications for the 2021 Housing Catalyst Fund grants are being accepted until the last Friday in November. Thanks to a new partnership between the City of St. John's and The Community Housing Transformation Centre (CHTC) an additional \$100,000 has been added to the City's \$50,000, creating a new Catalyst Fund to improve access to and availability of affordable housing in St. John's. Grants will continue to fund short term projects with a one to two-year timeline of completion, however the maximum grant amount available to applicants will increase from \$10,000 to \$30,000. The collaboration between the City and CHTC is intended for a minimum of two years with potential for continued partnership following this time period.

- Facilitate an Energy Efficiency Pilot Project, bringing partners together on a collaborative project that is aimed at reducing power costs and increasing affordability.

An energy audit was conducted on a vacant Non-Profit unit targeted for an energy retrofit project. Energy upgrades are being implemented. The City will also be installing additional insulation in the rooves of 26 units of Non-Profit Housing in fall 2020.



Revitalizing Policy

Create municipal policy and plans that strive to meet affordable housing needs of residents

- Support building a diverse and inclusive housing stock.
- Support intensification and mixed-use developments throughout the City of St. John's

Envision St. John's, prepared as a result of a comprehensive review, will replace the current St. John's Municipal Plan (2003) and Development Regulations (1994). The Envision St. John's Development Regulations were presented at Council on March 4, 2019 for adoption-in-principle. With the formal adoption-in-principle, the draft Municipal Plan and Development Regulations documents have been sent to Municipal Affairs for provincial review and release.

The following is reflected in Envision St. John's:

- ✓ Allow subsidiary dwelling units in as many residential zones as possible
 - ✓ Incorporate provisions for tiny homes
 - ✓ Support intensification and mixed-use development
 - ✓ Allow small apartment buildings in some residential zones
 - ✓ Make best use of land base to provide affordable housing
 - ✓ In new neighbourhoods, plan development around the parks and open space network, with an emphasis on compact, walkable residential neighbourhoods, with a mix of uses and employment areas along primary transportation corridors
 - ✓ Continue to require new developments to consult with the St. John's Transportation Commission regarding public transit infrastructure requirements.
- Provide incentives for affordable housing developments.

Parking Requirements: when affordable housing applications are received, flexibility for parking requirements is considered on a case by case basis.

Municipal Fees: an exemption of municipal fees is given to all registered charities. The exemption expanded in 2019 to include private developers of affordable housing who have confirmed:

- ✓ 'Investment in Affordable Housing' funding from NLHC
- ✓ 'National Housing Co-Investment' funding under the National Housing Strategy
- ✓ 'Federal Lands Initiative' investment under the National Housing Strategy
- ✓ 'Innovation Fund' funding under the National Housing Strategy

Property Taxes: Real property may be exempted from the real property tax that is: held and occupied by a charitable organization or institution which is so registered under the *Income Tax Act* (Canada); or part of a low rental housing project as defined in the *National Housing Act* (Canada).

- Advocacy effort

The City of St. John's Housing Division signed on to advocacy led by End Homelessness St. John's to the Provincial Government. The call was for a one-time amendment to the *Income and Employment Support Act* to waive the penalties imposed upon income support recipients who receive the Canada Emergency Response Benefit. A copy of the letter can be found at www.wecanendit.com under 'Resources'.



Cultivating Partnership

Work with all levels of government, private and community partners to address housing issues, support partner efforts and work collectively to create solutions.

- Continue efforts to align and combine the City of St. John's Non-Profit Housing and NL Housing applications and wait lists.

The City of St. John's had several conversations with CRA regarding granting direct access to Option Cs for applicants and tenants. CRA requires legislation that states that we can collect this information. The City of St. John's Act that governs the municipal affairs of St. John's does not reference setting rents, collecting rent, or verifying income. We are advocating for this to be addressed in the review of the St. John's Act that is currently underway.

- Continue to act as an affordable housing facilitator.

The affordable housing facilitator continues to share housing related research, contacts and supports within the community. The Affordable Housing Newsletter continues and is released approximately every two months.

The Affordable Housing Working Group continues to meet every 2-3 months to inform priorities and actions under the Affordable Housing Strategy 2019-2028.

- Continue to support the work of End Homelessness St. John's (EHSJ)

From 2012-2020, the Community Entity for St. John's was the City of St. John's, which assumed the responsibility for contract and financial management through the Homelessness Partnering Strategy (now Reaching Home) and employed EHSJ staff. The City provided EHSJ with annual cash contributions of approximately \$300,000 for the 2014-2019 St. John's Community Plan and considerable in-kind support, both administratively and operationally. The City actively supported EHSJ as they transitioned to their own non-profit entity, which formally took effect on April 1st, 2020. EHSJ is now the Community Entity under Reaching Home. Continued municipal funding of \$100,000 annually was confirmed for fiscal years 2019-2020 and 2020-2021 and will be evaluated in the City's budget cycles for 2022 onward.

The City of St. John's is a member of the Board of Directors and the Community Advisory Board that governs EHSJ's work. The City participated in consultations to guide the development of the new St. John's Community Plan to End Homelessness 2019-2024.

With the departure of EHSJ from the City, Council approved to enhance the link between homelessness and affordable housing initiatives by:

1. Attaching Appendix E: Homelessness and Affordable Housing to the [Affordable Housing Strategy](#) to outline the relationship of End Homelessness and the City of St. John's from 2020 forward.
2. Changing the Affordable Housing Working Group purpose statement in its [Terms of Reference](#) to better represent the scope of advice to Council and collective work being accomplished.

The City of St. John's enjoys a very positive working relationship with EHSJ and we look forward to enhancing that relationship with the organization's new independent structure.

- Support our community partners as they work towards building affordable home ownership opportunities in the community (ex. Habitat for Humanity and NL Housing's First Time Home Buyer's program).

A letter of Intent with Habitat for Humanity was formalized in 2019 which outlines the intended gifting of a property subject to successful rezoning, development approval and collaboration with the Community Garden located on site. The project has not yet received development approval but the process is still active.

- Work with partners to improve transportation systems as they relate to housing affordability

The City continues to engage the Provincial Government and neighboring municipalities in discussions to develop and improve the regional transportation system so that affordable housing units can be accessed, particularly via public transit.

Internal Non-Market Housing Mapping Tool

Using the data from the non-market housing inventory for St. John's, an internal urban planning tool was created. Housing was mapped across St. John's and overlaid with transportation routes and proposed intensification areas. This tool (currently in draft form) will help identify how public transportation routes interact with non-market housing inventory, so that the City of St. John's can make recommendations for improved service. It can also be used to help identify and address gaps in inventory of non-market housing.

Kelly's Brook Shared-Use-Path

On October 2, 2020 the provincial and federal government joined the City to announce funding to move ahead with Kelly's Brook Trail upgrades, with over 80% of the cost being covered by other levels of government. Kelly's Brook Shared-Use-Path is the first catalyst project coming from the Bike St John's Master Plan. The shared-use path will extend from King's Bridge Road to Columbus Drive. It is mostly in place as a granular walking trail today, linking several neighbourhoods through an important east-west greenway that largely parallels Empire Avenue. Its goal is to provide an attractive and continuous 4.8 km active transportation route in St. John's, connecting popular destinations and amenities along the way. The shared-use path will be designed for people of all ages and abilities. More information can be found on the [Engage! St. John's page](#).



Informing Action

Raise awareness and educate the impact housing needs has on our community's health, sustainable growth and economic security.

- Increase the understanding of affordable housing, housing need, and associated best practices

Information Sessions – February 2020

We were pleased to partner with Choices for Youth to welcome two National colleagues to St. John's in February 2020; Dominika Krzeminska the Director of Strategic Initiatives with the Canadian Housing & Renewal Association and Stéphan Corriveau, the Executive Director of the newly formed Community Housing Transformation Centre.

The week's agenda included

- Individual meetings with community housing providers/ support organizations
- Meetings with City of St. John's and NLHC government officials to discuss regional strategic directions and opportunities for collaboration
- 'Growing Capacity in Community Housing' public forum. This event sought to raise awareness on the two organizations, their programs and capacities. It allowed attendees to engage with these National Organizations and discuss our local context within their National mandates and strategic priorities.
- Choices for Youth and Happy City co-hosted a panel discussion on Affordability in St. John's. Dominika took part in this event as the panelist on housing affordability.

Let's Talk Housing Event – November 2020

On November 16th, the City of St. John's, in partnership with CMHC, will host a virtual event titled 'Let's Talk Housing'. The event will include a presentation from Chris Janes, Senior Analyst Economics at CMHC called 'St. John's Area Housing & Economic Update'. In addition, the following speakers will provide updates on recent successes, programming, new initiatives, and the impacts of COVID-19 on the housing and homelessness sector.

- Deputy Mayor Sheilagh O'Leary, City of St. John's
- Mike Tizzard, Executive Director of Finance and Corporate Services, Newfoundland and Labrador Housing Corporation
- Jill Snow, Outreach Specialist - Atlantic Region, Canada Mortgage & Housing Corporation
- Doug Pawson, Executive Director, End Homelessness St. John's
- Curtis Mercer, Interim CEO, Canadian Home Builders' Association

- Discourage Not-in-my-backyard (NIMBY) attitudes

Development of a social marketing strategy that addresses and alleviates concerns related to affordable housing developments is ongoing. A social marketing campaign has been created to tackle the fears associated with affordable housing through increased information (awareness campaigns, success stories, etc.) and focusing on the benefits of affordable housing. A communications sub-committee was struck to guide this work. This campaign "What does 'affordable housing' mean to you?" was launched in November 2020. It uses short videos with inanimate objects that are common to every home and the script is aimed at producing self-reflection for the viewer to chip away at the perceptions of affordable housing. The new campaign aims to debunk some of the myths associated with affordable housing and to encourage individuals to reflect on their own perceptions and beliefs. NIMBY – or 'not in my backyard' - is the resistance to housing projects based on stereotypes, discriminatory attitudes and policies that have the effect of creating barriers for people.

The campaign video describes a typical door on a house in a standard neighbourhood and asks viewers to consider whether or not it matters if that door is on an affordable house. The video is available on the City's YouTube channel and the campaign, running from now until early in 2021, will run on social media channels.

The Affordable Housing Working Group updated the 'Building "Yes": A Not-In-My-Backyard (NIMBY) Toolkit' with current case studies, an updated contact list, and revised CSJ Planning Process. This work was completed February 2020 and the new revised document was uploaded on the Canadian Home Builders of Newfoundland and Labrador website and is linked on the City of St. John's Website under publications> housing.

- Offer Innovative housing workshops where local experts can share practical and innovative housing designs that meet emerging market needs.

In partnership with CMHC, planning has continued for the affordable housing workshop series to assist Affordable Housing stakeholders to build capacity for specific stages of development.

The workshops align very closely with the Alberta Rural Development Network Step-By-Step Guide, therefore we partnered with them to virtually deliver these workshops. The three workshops occurred/will occur on October 14th, November 18th, and December 9th and cover the following topics: Housing Needs Assessment, Organizational Readiness / Developing Project Concept, and Project Feasibility.

DECISION/DIRECTION NOTE

Title: Art Procurement 2020

Date Prepared: November 19, 2019

Report To: Committee of the Whole

Councillor and Role: Councillor Debbie Hanlon, Tourism, Culture & Immigration

Ward: N/A

Decision/Direction Required: Approval of the 2020 Art Procurement jury's recommendation to Council regarding purchase of artwork submitted to the 2020 Art Procurement program.

Discussion – Background and Current Status: Following a four-year suspension of the City's Art Procurement program (from 2016-2019 inclusive), the program was reinstated during the budget process for 2020. The Art Procurement program considers submissions by individual artists and commercial art galleries for purchase by the City and subsequent inclusion in the Civic Art Collection. Pieces in the Civic Art Collection are on display throughout City Hall and other City buildings, in offices, boardrooms, public spaces, etc. These artworks are also regularly displayed in Wyatt Hall as a part of seasonal or themed exhibitions intended to share the collection with the general public and encourage engagement with the visual arts.

This year in response to the call for submissions, there were 217 pieces submitted for consideration, from 79 artists. Each artist can submit up to three pieces for consideration.

The jury for the Art Procurement program is comprised of subject matter experts in the area of visual art: practicing artists, art teachers, art writers, curators, and/or other persons knowledgeable in the area of visual art. This year's jury was made up of three such members, and also included non-voting City staff representation (Arts and Cultural Development Coordinator and City Archivist).

The jury met virtually on November 19, 2020 and selected twenty (20) pieces for purchase (please see attached list), totaling \$19,170. The annual budget for Art Procurement is \$20,000.

Upon approval, agreements will be signed between the City and the selected artists and/or the commercial gallery representing them, and the selected artworks will be delivered to the City Archives for cataloguing and inclusion in the Civic Art Collection.

Key Considerations/Implications:

ST. JOHN'S

1. Budget/Financial Implications: The 2020 budget includes \$20,000 for the purchase of artwork through the Art Procurement program. The jury has recommended the purchase of artwork totaling \$19,170.
2. Partners or Other Stakeholders: City staff worked with an external three-member jury to assess and select artworks to be recommended for purchase.
3. Alignment with Strategic Directions/Adopted Plans: Art Procurement addresses the City's strategic plan "Our City, Our Future," specifically "A Connected City:" "Increase and improve opportunities for residents to connect with each other and the City," and "Develop and deliver programs, services and public spaces that build safe, healthy and vibrant communities."

The Art Procurement program also reflects the directions in "Planning for a Creative Future: The City of St. John's Municipal Arts Plan," especially "Strategic Direction A: Financial Support of the Arts: Funding the Future."

4. Legal or Policy Implications: Selected artists and/or the commercial galleries representing them will enter into an agreement with the City indicating both the City's and the Artist's rights to use, copyright, etc.
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: The Call for Submissions was promoted through City channels, and EDCP staff will work with Communications staff to determine the most appropriate means through which an announcement concerning the selected pieces may be shared.
7. Human Resource Implications: N/A
8. Procurement Implications: Once approved, the artworks selected by the Jury will be acquired for inclusion in the Civic Art Collection.
9. Information Technology Implications: N/A
10. Other Implications: N/A

Recommendation:

That Council approve the Art Procurement Jury's recommendation as attached.

Prepared by: Théa Morash, Arts & Cultural Development Coordinator

Approved by:

Report Approval Details

Document Title:	Art Procurement 2020.docx
Attachments:	- 2020 Art Procurement Program - Artworks Recommended for Purchase.pdf
Final Approval Date:	Nov 20, 2020

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

Elizabeth Lawrence - Nov 20, 2020 - 4:05 PM

Tanya Haywood - Nov 20, 2020 - 5:36 PM

2020 Art Procurement Program - Artworks Recommended for Purchase.xlsx

Artist	Title	Cost
Aiden, Nicholas	Sunshine	\$ 750.00
Batten, Chris	Dad's G Hohner	\$ 470.00
Chan, Pepa	Garden of Unease	\$ 700.00
Eckert, Hazel	Soft Focus IMG_2075	\$ 1,425.00
Enstrom, Malin	berg I	\$ 1,800.00
Evans, Jackie	The Bagel Café	\$ 1,100.00
Glavine, Winnie	Looking Out	\$ 675.00
Hertel, Janice	East Coast Trail View	\$ 300.00
Horan, George	Brazilian Watercolour Suite #2	\$ 800.00
Jonasson, Hildur M H	End of an Era	\$ 1,200.00
Le Riche Beaumont, Ruby	The Old Barn	\$ 850.00
Leyton, Bonnie	Owl	\$ 600.00
MacCallum, John	Florida	\$ 800.00
O'Reilly, Jill	Northern Gannets	\$ 1,200.00
Payne, Steve	Groc & Conf	\$ 1,000.00
Pelley, Rhonda	VIII Of Cups	\$ 850.00
Pittman, Emily	Ten Historic Town Series 1	\$ 1,200.00
Rabinowitz, Toby	Whispering Horses	\$ 650.00
Song, Ginok	Remembrance	\$ 1,600.00
White, Nelson	Em	\$ 1,200.00
TOTAL		\$ 19,170.00

DECISION/DIRECTION NOTE

Title: Pedestrian Recall

Date Prepared: November 18, 2020

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman, Transportation & Regulatory Services

Ward: N/A

Decision/Direction Required:

Direction is required on whether the pedestrian recall signal timing established at the at outset of the COVID-19 response should be altered or discontinued.

Discussion – Background and Current Status:

Placing a traffic signal on pedestrian recall causes the walk signal to activate on every cycle of the traffic signal. This results in less time available for vehicle traffic and more time allocated to pedestrian traffic regardless of whether a pedestrian is present or not. In the current circumstances it also precludes the need to press the button, which cuts down one potential source of SARS-CoV-2 transmission.

The City currently has 108 full traffic signals operating and another 31 pedestrian signals (overhead flashers, RRFBs or pedestrian signal). The pedestrian recall approach only works at full traffic signals. Pedestrian recall at all 108 intersections was approved by Council in May of 2020. Following implementation a few signals were reverted to normal operations to accommodate a person in the area with a visually impairment.

Small signs advising people that they should no longer use the pushbutton were posted at each push button location as part of this implementation.

Since implementation there have been occasional complaints from drivers that this change has a negative impact on them. Especially in areas, or at times of day, with few pedestrians.

There are four basic methods of operation that could be employed to balance the need to press the pushbutton at a crossing versus the delay experienced by users. These are discussed in the following sections.

1. Business as usual

This strategy attempts to provide the least delay to all users of the intersection regardless of mode. This is the standard practice that has been employed by the City historically. Pedestrian recall is used only where required based on pedestrian volumes or infrastructure needs. Note that individual signals are often placed on pedestrian recall

temporarily during the winter if the pushbuttons are inaccessible due to snow accumulation.

2. Select locations

One approach would be to identify geographic areas of the City, or select locations, where pedestrian recall is used. (Or, conversely, identify areas to return to business as usual.) For example, one suggestion that was received was that areas “inside” Elizabeth Avenue toward downtown would be placed on pedestrian recall and areas outside this limit would be returned to business as usual operation.

A determination at each intersection based on pedestrian volumes or other quality is the most subjective strategy and therefore most difficult to implement without clear direction from Council. The business as usual case has a technical evaluation for when pedestrian recall is justified. If a different threshold or set of characteristics is to be used to determine what intersection remain on ped recall, then it is necessary to define those criteria. This has the potential to be inconsistent and/or inequitable in how it is rolled out. Given that the City does not have the data needed to make a pedestrian-volume based determination at every intersection it would be a potentially large undertaking to collect this information.

If this strategy were implemented, either based on geography or defined characteristics, it would eliminate the additional delay users experience at the locations selected to return to business as usual at the cost of requiring the pushbutton be pressed.

3. Time of day

Another option would be to apply pedestrian recall during the periods of the day most likely to see pedestrian traffic. For example, from 6AM to 8PM have pedestrian recall on, and overnight turn it off.

To accomplish this, signs would need to be changed to communicate need for button to be pressed during the overnight period. Technical work required to implement is about 2 hours per intersection if no programming issues are identified. For 108 signals, this type of changeover could easily take 1 to 2 months to implement. (Plus, a similar amount of work to roll back change at end of program.)

This would eliminate the additional delay users experience overnight when volumes are lowest and conflicting vehicles/pedestrians are less frequent at the cost of requiring the button be pressed.

4. Full time pedestrian recall

The City is currently operating with pedestrian recall operated full time at all intersections. This has the largest impact to vehicle traffic and user delay but requires no ped buttons to be pushed. (This approach does not apply to pedestrian only signals and exceptions were made for accessibility as noted above)

From a policy perspective any of the options above will work. Each has its own set of benefits and costs and the goals Council would like to achieve can be expressed by the option selected. From a technical perspective, the goal we typically target is to try and minimize user delay which leads to business as usual being the preferred approach.

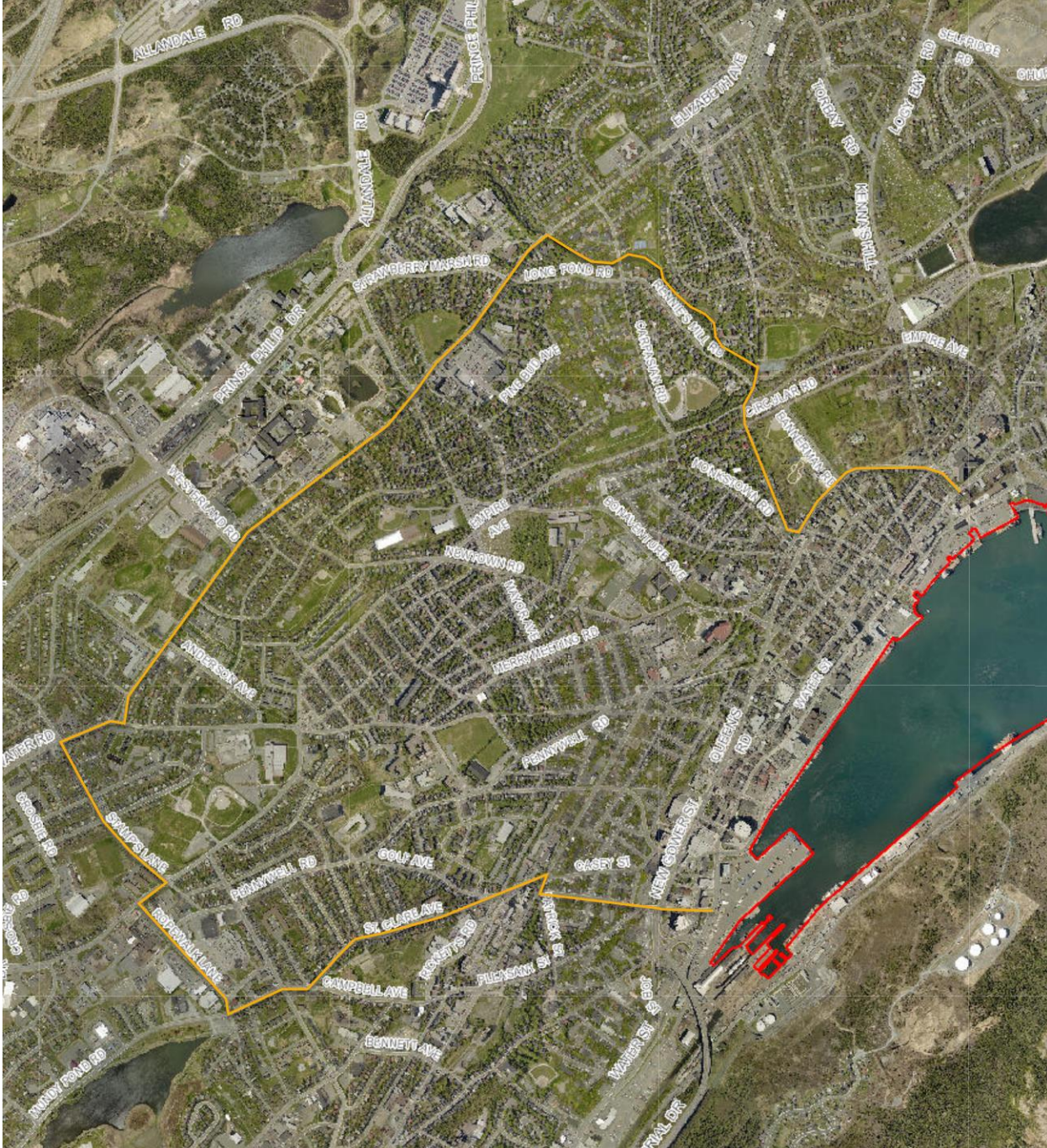
Based on observations of the amount of traffic that is on our roads these days the increase in delay is not yet causing breakdowns in the traffic signals but as we get closer and closer to pre COVID levels of traffic we will run into this situation. If Council chooses an option other than business as usual, then when the traffic on the roads is closer to “normal” staff will put forward a recommendation to return to this approach.

Key Considerations/Implications:

1. Budget/Financial Implications:
Option 3 would require additional signs be purchased which is an expense of a few hundred dollars.
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:
Changes made to the transportation network will need to be communicated clearly and consistently to the public. Signs are, and would continue to be, used at affected locations to alert pedestrians of any departure from typical operation.
7. Human Resource Implications:
n/a
8. Procurement Implications:
Option 3 requires that signs be purchased.
9. Information Technology Implications:
n/a
10. Other Implications:
n/a

Recommendation:

That Council direct staff to implement Option 2 by returning operation of signals outside the City “core” to business as usual operation. Signals on the boundary or inside the “core” would remain on pedestrian recall. The “core” would be defined by a line starting at Springdale Street and Water Street then following Springdale Street, Lemarchant Road, St. Clare Avenue, Campbell Avenue, Ropewalk Lane, Empire Avenue, Stamps Lane, Freshwater Road, Elizabeth Avenue, Rennie’s River, Portugal Cove Road, Rennie’s Mill Road, Military Road, Cavendish Square, and ending at Cavendish Square and Duckworth Street.



Report Approval Details

Document Title:	Pedestrian Recall (Transportation Changes in Response to COVID-19).docx
Attachments:	
Final Approval Date:	Nov 19, 2020

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

Scott Winsor - Nov 19, 2020 - 9:12 AM

Jason Sinyard - Nov 19, 2020 - 11:18 AM