

ST. JOHN'S

Regular Meeting - City Council Agenda

November 23, 2020

3:00 p.m.

4th Floor City Hall

Pages

1. CALL TO ORDER

2. PROCLAMATIONS/PRESENTATIONS

2.1. Giving Tuesday Proclamation

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3. APPROVAL OF THE AGENDA

3.1. Adoption of Agenda

4. ADOPTION OF THE MINUTES

4.1. Adoption of Minutes - November 16, 2020

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5. BUSINESS ARISING FROM THE MINUTES

Cancellation of Holiday Market

6. NOTICES PUBLISHED

6.1. Notices Published - 223 Hamilton Avenue

13

A Discretionary Use Application has been submitted for a Home Occupation for Private Printing Press at 223 Hamilton Avenue.

The business involves producing and restoring books. The business will operate Monday to Friday 10 a.m.- 6 p.m. No clients will visit the property; only off-site exchanges will occur. Total floor area used for the business is 25.73m². The applicant is the sole employee. On-site parking is provided.

One (1) submission attached.

6.2.	Notices Published - 4329 Trans Canada Highway	15
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A Discretionary Use Application has been submitted requesting permission to use a parcel of land at 4329 Trans Canada Highway near Pasture Land Road as a quarry for Mineral Workings Use.

The proposed 1.81 hectares of Crown Land will be used for quarrying Borrow Material, Gravel, Rock, Sand, Stockpiled Material and Aggregate, which involves drilling, blasting, and crushing.

Seven (7) submissions attached.

7. COMMITTEE REPORTS

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Decision Note revised subsequent to COTW Meeting of November 12, 2020

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1.	Request for 10% Side Yard Variance 65 Feild Street INT2000107	93
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8. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

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9.1.	Building Permits List for the week ending November 18, 2020	99
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14.	GO ROUND	
14.1.	Councillor Skinner	
14.2.	Councillor Collins	
14.3.	Councillor Hanlon	
15.	ADJOURNMENT	

Proclamation

**Giving Tuesday
December 1, 2020**

- Whereas: Giving Tuesday has been established as a national day of giving; and
- Whereas: Giving Tuesday is a celebration of philanthropy and volunteerism where people give as generously as they can; and
- Whereas: Giving Tuesday recognizes the tremendous impact of philanthropy, volunteerism, and community service in the City of St. John's; and
- Whereas: Giving Tuesday is an opportunity to encourage citizens to serve others during this holiday season as well as throughout the year;

I, Danny Breen, Mayor of the City of St. John's, do hereby proclaim December 1, 2020 as Giving Tuesday in the City of St. John's.

Signed at City Hall, St. John's, NL on this 23rd day of November, 2020.



Danny Breen, Mayor

ST. JOHN'S

Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

November 16, 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 Wally Collins
Councillor Shawn Skinner

Regrets: Councillor Dave Lane
Councillor Ian Froude

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
Elaine Henley, City Clerk
Shanna Fitzgerald, Legislative Assistant

Others: Shelley Pardy, Communications & PR Officer

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**

2.1 **National Housing Day - November 22, 2020**

3. **APPROVAL OF THE AGENDA**

3.1 **Adoption of Agenda**

SJMC-R-2020-11-16/585

Moved By Councillor Collins

Seconded By Councillor Stapleton

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 Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)

4. **ADOPTION OF THE MINUTES**

4.1 **Adoption of Minutes - November 9, 2020**

SJMC-R-2020-11-16/586

Moved By Deputy Mayor O'Leary

Seconded By Councillor Skinner

That the minutes of the Regular meeting held on November 9, 2020 be adopted as presented.

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

MOTION CARRIED (9 to 0)

5. BUSINESS ARISING FROM THE MINUTES**5.1 New Sign By-Law**

In response to the Notice of Motion brought forward at the November 9, 2020 meeting, the following new Sign By-Law was introduced. This By-Law combines the provisions of the Sign By-Law with those of the Heritage Area Sign By-Law and the Mobile Sign By-Law. Changes were made to remove duplication, improve clarity, and ensure consistency.

SJMC-R-2020-11-16/587

Moved By Councillor Hickman

Seconded By Councillor Hanlon

That Council enact the new Sign By-Law as drafted.

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

MOTION CARRIED (9 to 0)

5.2 Snow Clearing By-Law Amendments

In response to the Notice of Motion brought forward at the November 9, 2020 meeting, amendments to the St. John's Snow Clearing By-Law were introduced.

In consultation with Communications and Public Works, the Legal Department has also drafted a section that clarifies that notice of the 24-hour parking restriction will be done online. Public Works has recommended that notice of the 24-hour parking restriction be handled similar to other snow advisories. This will be communicated to the public via the website and social media.

SJMC-R-2020-11-16/588

Moved By Councillor Korab

Seconded By Councillor Burton

That Council approve the amendments to the Snow Clearing By-Law that give effect to the new winter parking restrictions as discussed at Committee of the Whole on October 28, 2020.

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

MOTION CARRIED (9 to 0)

6. NOTICES PUBLISHED

7. COMMITTEE REPORTS

7.1 Development Committee Report

1. Request for Building Line Setback - 61 Boyle Street - DEV2000174

SJMC-R-2020-11-16/589

Moved By Councillor Burton

Seconded By Councillor Korab

That Council approve the 6.0 metre Building Line setback for 61 Boyle Street.

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

MOTION CARRIED (9 to 0)

2. Request for Rear Yard Variance - 52 Regent Street - INT2000102

SJMC-R-2020-11-16/590

Moved By Councillor Burton

Seconded By Councillor Stapleton

That Council approve the 7.3% Rear Yard Variance at 52 Regent Street to accommodate the proposed extension.

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

MOTION CARRIED (9 to 0)

8. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

8.1 Development Permits List for the Period November 5 to 11, 2020

Council considered the above noted Development Permits List for information.

9. BUILDING PERMITS LIST (FOR INFORMATION ONLY)

9.1 Building Permits List for the Period November 5 to 11, 2020

Council considered the above noted Building Permits List for information.

10. REQUISITIONS, PAYROLLS AND ACCOUNTS

10.1 Weekly Payment Vouchers for the Week Ending November 10, 2020

SJMC-R-2020-11-16/591

Moved By Councillor Stapleton

Seconded By Deputy Mayor O'Leary

That Council approve the Weekly Payment Vouchers for the week ending November 10, 2020 in the amount of \$6,150,731.81.

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

MOTION CARRIED (9 to 0)

11. TENDERS/RFPS

12. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

13. OTHER BUSINESS

13.1 52 Stamp's Lane Adoption - REZ2000006

SJMC-R-2020-11-16/592

Moved By Councillor Burton

Seconded By Councillor Hanlon

That Council adopt St. John's Development Regulations Amendment Number 713, 2020, which will update the definition of Subsidiary Apartment.

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

MOTION CARRIED (9 to 0)

13.2 Film Shoot Road Closure

Ratification of E-poll conducted November 10, 2020

SJMC-R-2020-11-16/593

Moved By Councillor Skinner

Seconded By Councillor Hanlon

That Council ratify the e-poll and approve the requested road closure for The Surrealtor film shoot on November 11, 2020.

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

MOTION CARRIED (9 to 0)

13.3 New Year's Eve Fireworks

SJMC-R-2020-11-16/594

Moved By Councillor Skinner

Seconded By Councillor Hanlon

That Council approve the 2020 New Year's Eve fireworks, with a firing time of 8pm.

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

MOTION CARRIED (9 to 0)

13.4 SERC – Road Closure Request

SJMC-R-2020-11-16/595

Moved By Councillor Skinner

Seconded By Councillor Hickman

That Council approve the requested road closure of Symonds Avenue between Blackmarsh Road and Albany Place Monday November 23, 6:00 pm – 9:00 pm for The Surrealtor film shoot.

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

MOTION CARRIED (9 to 0)

13.5 Council Meetings – Christmas Schedule

Council was advised that there would be a small change to the recommendation to reflect that the final Regular Council meeting of 2020 will be held on December 14.

SJMC-R-2020-11-16/596

Moved By Councillor Hickman

Seconded By Councillor Stapleton

That Council approve the suspension of the Regular and Committee of the Whole meetings for a three-week period beginning Tuesday, December 15, 2020 and resuming Monday, January 11, 2021.

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

MOTION CARRIED (9 to 0)

13.6 Newfoundland and Labrador Sports Centre Board – Appointment of City Representative

SJMC-S-2020-11-16/597

Moved By Councillor Korab

Seconded By Councillor Skinner

That Council reappoint Tanya Haywood, Deputy City Manager of Community Services, to the Newfoundland and Labrador Sports Centre Board for an additional term.

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

MOTION CARRIED (9 to 0)

14. VERBAL UPDATES FROM COUNCIL

Council was advised that an update on the Santa Claus parade will be forthcoming from Downtown St. John's.

Councillor Hanlon requested that her request for free Veterans parking be referred to the Transportation Commission for discussion and an update be provided by staff.

Deputy Mayor O'Leary requested that accessibility and universal design within subsidized housing be referred to the Inclusion Advisory Committee for review and discussion.

15. ADJOURNMENT

There being no further business, the meeting adjourned at 3:53 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 November 23, 2020.**

Property Location/ Zone Designation And Ward	Application Details	Submissions Received	Planning and Development Division Notes
223 Hamilton Avenue Residential High Density (R3) Zone Ward 2	Application A Discretionary Use Application has been submitted for a Home Occupation for Private Printing Press at 223 Hamilton Avenue. Description The business involves producing and restoring books. The business will operate Monday to Friday 10 a.m.- 6 p.m. No clients will visit the property; only off-site exchanges will occur. Total floor area used for the business is 25.73m ² . The applicant is the sole employee. 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.

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

From: [CityClerk](#)
To: [REDACTED]; [CityClerk](#)
Cc: [Maureen Harvey](#); [Shanna Fitzgerald](#); [Andrea Roberts](#); [Ann-Marie Cashin](#); [Ashley Murray](#); [Dave Wadden](#); [Jason Sinyard](#); [Karen Chafe](#); [Ken O'Brien](#); [Lindsay Lyghtle Brushett](#); [Planning](#)
Subject: RE: (EXT) Discretionary use application 233 Hamilton Ave
Date: Monday, November 2, 2020 9:52:43 AM

Good Morning:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Sunday, November 1, 2020 8:43 AM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Discretionary use application 233 Hamilton Ave

Just taking a moment to express my support for this business and discretionary usage at this site in my neighbourhood. I have no idea who they are, or what they'll be printing, but I support people creating businesses in their homes, especially in these hard times, and especially ones that create books. It sounds like perhaps the least disruptive business imaginable and I hope the city approves the use.

[REDACTED]

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Any correspondence with employees, agents, or elected officials of the City of St. John's may be subject to disclosure under the provisions of the Access to Information and Protection of Privacy Act, 2015, S.N.L. 2015, c.A-1.2.

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 November 23, 2020.**

Property Location/ Zone Designation And Ward	Application Details	Submissions Received	Planning and Development Division Notes
4329 Trans Canada Highway Forestry (F) Zone Ward 5	Application A Discretionary Use Application has been submitted requesting permission to use a parcel of land at 4329 Trans Canada Highway near Pasture Land Road as a quarry for Mineral Workings Use. Description The proposed 1.81 hectares of Crown Land will be used for quarrying Borrow Material, Gravel, Rock, Sand, Stockpiled Material and Aggregate, which involves drilling, blasting, and crushing	7 Submissions Received (attached)	It is recommended to defer.

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.

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

From: CBS CLB Old Comrades Branch 2 <cbsclboldcomrades@gmail.com>
Sent: Monday, November 9, 2020 11:08 PM
To: Planning
Cc: [REDACTED]
Subject: (EXT) Project 4329 Trans Canada Highway; and Environmental Assessment Black Diamond Quarry
Attachments: 201109-5A - Environmental Assessment Foxtrap Access Road Quarry - Black Diamond Construction.pdf, 201109-1A Application - 4329 Trans Canada Highway City of St Johns.pdf, 201109-1B Pic - Application - 4329 Trans Canada Highway City of St Johns.pdf

City of St. John's Planning Department,

Earlier this evening we were made aware of a number of quarry proposals (four) in the vicinity of the TCH and the Foxtrap Access Road that are being reviewed for approval by the City of St. John's. In fact, the deadline for input into application 4329 Trans Canada Highway is scheduled for tomorrow morning (November 10, 2020) at 9:30am, and that the council decision date is set for November 23, 2020.

The proposal of most concern to us (CBS CLB Old Comrades Branch 2) is the proposal described in the attached Environmental Assessment submitted by Black Diamond Quarry. Even though our property and our access road are included in this assessment, we have NEVER been notified by anyone or any organization listed in the permit agencies table on page 22 of the EA document.

We find it odd that our locked gated roadway that we built and have maintained for many years is being assumed to be consumed by this project. We have operated a wilderness camp on the north side of Scout Pond and the eastern side of Trout Pond since the very early 1990's, and we occupy an area of some seven hectares. There is also a Scout camp facility adjacent to our property.

At this late hour we have not had the reasonable opportunity to develop a proper input to your review process. While we are aware that the review of application 4329 Trans Canada Highway (see attached documents) is tomorrow morning, we are not aware if a date has been set for the Black Diamond proposal noted in the attached environmental assessment document.

Please advise what our next step options are regarding these quarry proposals.

Best regards,

Ralph Fagan - Treasurer
CBS CLB Old Comrades Branch 2
[REDACTED]

CC: Executive Committee – CBS CLB Old Comrades Branch 2
Scouts – 1st Cowan Heights Unit

November 12, 2020

Files: 122-03

Ms. Lindsay Lyghtle Brushett, MCIP **Via e-mail to:** llyghtlebrushett@stjohns.ca
Supervisor – Planning & Development
Department of Planning, Engineering, & Regulatory Services
City of St. John's P. O. Box 908
St. John's, NL A1C 5M2

Dear Ms. Lyghtle Brushett:

REFERRAL – CITY OF ST. JOHN'S - DISCRETIONARY USE APPLICATION (PROPOSED QUARRY) - 4329 TRANS CANADA HIGHWAY

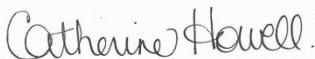
In response to your letter of October 28, 2020, regarding the above-noted proposed 1.81-hectare quarry near Pasture Land Road, the City of Mount Pearl thanks you for the opportunity to provide commentary.

The referral was discussed at the City of Mount Pearl Community Development Committee meeting of November 9, 2020.

The City of Mount Pearl has no general objections to the proposed quarry as it is proposed to be located approximately 15.5 kilometres from the City of Mount Pearl boundary. If approved the quarry should be conditioned to operate as per all applicable regulations of the Department of Natural Resources – Mineral Lands Division and Occupational Health and Safety requirements.

The City of Mount Pearl thanks the City of St. John's for the opportunity to participate in the public consultation referral process. Please contact me at 709-748-1023 or by e-mail at chowell@mountpearl.ca if you require anything further.

Kindest regards,



Catherine Howell
Manager of Development and Planning

cc Jason Collins, Director of Community Development
Mona Lewis, Deputy City Clerk

Department of Community Development

3 Centennial Street | Mount Pearl, NL | A1N 1G4 | T 709-748-1029 | F 709-748-1111 | www.mountpearl.ca

From: [CityClerk](#)
To: [REDACTED] [CityClerk](#)
Cc: [Maureen Harvey](#); [Shanna Fitzgerald](#); [Andrea Roberts](#); [Ann-Marie Cashin](#); [Ashley Murray](#); [Dave Wadden](#); [Jason Sinyard](#); [Karen Chafe](#); [Ken O'Brien](#); [Lindsay Lyghtle Brushett](#); [Planning](#)
Subject: RE: (EXT) 4329 Trans Canada Highway
Date: Thursday, November 5, 2020 11:52:50 AM

Good Afternoon:

We thank you for your feedback and advise that all submissions shall be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Thursday, November 5, 2020 11:32 AM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 4329 Trans Canada Highway

Good morning:

I am a member of Scouts Canada, which has several Scouting interests that operate in and around the Foxtrap Pastureland Road, and have been for a significant period of time. I also note there are other organizations, such as the CLB, and cabin owners in the area. Hopefully those other interested parties are aware and presenting commentary.

To say I'm not happy about this situation is a likely understatement. This will be the third such operation of this type operating from the same general location. And you are looking to, or have already approved, a similar operation on the north side of the TCH in close proximity. I was not aware of the first approval and only found out about the second location at close of receipt of comments by those affected. Apparently that too passed. It is very likely the general Scouting community was also unaware.

It is interesting to note that the land being occupied has already been cleared for operations so I guess any such comments to the contrary are in reality already too late. These clearings were thought to be sanctioned logging operations for environmental purposes, but alas proved to be something totally different. A question to be answered is how can land be cleared prior to any approval of operations by the City?

Scouting uses numerous locations in the area to conduct activities including, but not limited to, camping and hiking, with youth ranging in age from 5-18. Our access to nature based activities unencumbered by urban sprawl is important to Youth and Scouters alike. It gives youth the ability to learn more about our environment, nature and wildlife with more hands on involvement, leaving No Trace, and developing such skills as survival, leadership and teamwork, providing for well rounding personal growth and future leadership in our business and communities.

Given this use of the area, also leads to questions related to safety, given increased heavy equipment operations, blasting and noise pollution. How are these being addressed and in future?

There are a lot more "remote" areas where these operations can occur. I know economics plays a significant role in locations chosen, but why are such operations, unless grandfathered due to City expansion, allowed to

commence/operate within City boundaries? I think this is inappropriate.

Some may say precedent has been set with the allowing of the prior operations, however consideration needs to be given to the excessive concentration in this area.

I thank you for your consideration.

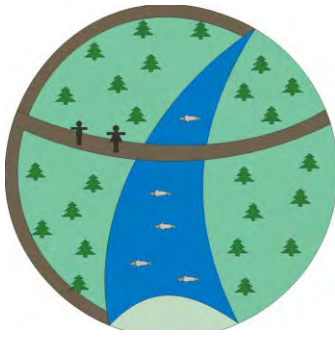
Respectfully submitted,

A black rectangular redaction box covering the signature of the sender.

Sent from my iPhone

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Kelligrews Ecological Enhancement Program (KEEP)

P.O. Box 17173, Kelligrews
Conception Bay South, Newfoundland and Labrador
A1X 3H1

Email: kelligrewseep@yahoo.ca

phone: 834-4915

Website: <http://www.envision.ca/webs/keep/>

Honourable Derrick Bennett
Minister of Environment, Climate Change and Municipalities
Department of Environment, Climate Change and Municipalities
P.O. Box 8700
St. John's, NL
A1B 4J6

November 10, 2020

RE: Undertaking Registered Foxtrap Pasture Land Road Quarry
registration 2103.

Dear Minister Bennett:

The Kelligrews Ecological Enhancement Program (KEEP) has reviewed the proposal to develop a 1.81-hectare sand and rock quarry on Pasture Land Road registered Foxtrap Pasture Land Quarry registration 2103 submitted by the proponent C.W Parsons Limited. Minister Bennett, as a volunteer group we ask that you do not approve this quarry application or any others in this area for the near future. This will give your staff the necessary time to consult with other government departments, review the antiquated Quarry legislation, undertake an extensive review of old, new and existing quarries in the Northeast Avalon.

The next time you return to your district and return to the Avalon Peninsula you will notice that east of Butterpot Park are many, many quarries, some new, many in existence for many years. If you, at some point in time, visit the Town of Conception Bay South and return to St. John's via the Manuels Access Road you will see land stripped of all vegetation, trees that remain, being choked by tailings and other debris. All entry points to St. John's have this same visual scene. The vistas are alarming.

KEEP is very concerned about the number of quarries either proposed or approved for the area, which includes Incinerator Road, both sides of the Foxtrap Access Road at the interchange and Pasture Land Road.

KEEP has written letters to your Department, over many years, raising our concerns. In the last year the Dog Hills Quarry, reg. 2034, of 29.8 hectares was approved and the same company applied for another 14.7 hectares (Reg. 2083) in the same area. This is in the same area as the current proposed 1.81-hectare sand and rock quarry on Pasture Land Road (reg. 2103). All of the area is zoned Forestry. In addition, a recent ad in The Telegram refers to an application to the City of St. John's for a 25 hectare quarry off the Foxtrap Access Rd.

If one puts these together with the existing quarries, it is clear to see that the whole area is being stripped. Habitat is being lost and all our rivers are threatened as the headwaters for all the watersheds in CBS are on the north side of the TCH.

There are numerous environmental issues; the result of clear cutting or bulldozing so much forested land in the confined area described in this letter.

Clear cutting has been studied extensively, the result being a major contributor to carbon emissions worldwide. The secondary stripping of all other vegetation adds to the carbon issue. The carbon sinks disappear and nothing is done to replace them. Or even mitigate the damages.

Flooding downstream from these quarries is a very real concern with the expected increase in heavy rain and snow melt as our climate warms.

Animals are being forced out of their natural habitat and have become a major safety concern for motorists. Recreational users are being forced out of areas they have used for a long time. The government does not appear to have considered conflicting uses when approving these quarries.

Quarries receive very long leases, one, five and twenty years, and leases are extended without much investigation and in some cases even sold to others so once established, the area can remain stripped for more than 20 years. Even when the proponent states they will rehabilitate the area, the

majority do not do anything at all. There has been little to no enforcement to ensure that rehabilitation is completed.

There has been no effort taken to study the short and long term cumulative impacts of all these quarries in an area that was/is forested and was/is a habitat for diverse flora and fauna.

As you can see, we have a number of concerns related to extensive quarrying in the area and, as such, are opposed to the approval of the proposed project, registration 2103. We would appreciate your earliest and written response to this issue. We would, of course, be willing to meet with you and your staff at any time.

Respectfully yours;

Karen Morris
Kelligrews Ecological Enhancement Program



November 10, 2020

City of St. John's
P.O. Box 908
St. John's, NL A1C 5M2
Attn: Office of the City Clerk cityclerk@stjohns.ca

RE: Application 4329 Trans Canada Highway

Dear Sir or Madam

In reference to the above matter we are the solicitors for the 1st Cowan Heights Scout Group, 1st Mount Pearl Lions Scout Group and 1st Paradise Scout Group as it relates to their properties, 1st Cowan Heights Camp and Camp Morristown.

On May 1, 1968 Her Majesty the Queen granted almost 2 Acres to The Boy Scouts Association of Newfoundland and Labrador in trust for the First Curtis Boy Scout Troop via Crown Grant. Said land bounds Scout Pond, and is 0.4 kms in Pasture Land Road. The Application before you is between Little Pond and Dog Pond about 0.4 km in Pasture Land Road, the two properties are on the same road and the Applicant will have to pass by 1st Cowan Heights Camp every time they use the quarry. We also note that the CLB also have a property next to this Camp. In 1988 there was a conveyance whereby the Land Grant was conveyed from First Curtis Boy Scout Troop to First Cowan Heights Scout Group.

The 1st Cowan Heights Cabin, has been in existence since the 1970's. It is operated/managed by Scouting volunteers on behalf of the Group. Users of the camp include Scouting groups from St. John's through to Conception Bay South and surrounding area, and by several Guide groups over the years. The cabin is "off the grid" so rustic in nature, but does have cell access for emergencies and has the ability to connect to a generator, if necessary, with potable water having to be brought in by users. The intent is for users to gain a better insight to working without the modern days' conveniences, thereby building the ability to learn in such circumstances.

Over the years thousands of Scouts and non-Scouts have used the facility, more specifically the area surrounding for year-round hiking, nature observance, remote camping, wildlife observance while at all times "leaving no trace".

On October 3, 1972 Her Majesty the Queen granted 5.60 Acres to The Boy Scouts Association of Newfoundland and Labrador in trust for the First Morris Group Committee Boy Scouts (our client's predecessor) via Crown Grant. Said land bounds Ocean Pond, and Gulleyes and is 2.4 kms in Pasture Land Road. The Application before you is between Little Pond and Dog Pond about 0.4 km in Pasture Land Road, hence approximately 2 kms separating our clients property and the Subject Property. On July 28, 1987 an agreement was entered into where Camp Morristown became owned jointly by the Paradise and Mount Pearl Scouting Group.

Said property was named Camp Morristown back in the 1970's and currently includes a large bunkhouse, a large cookhouse, bathrooms, pond frontage with a sandy beach and a pond for kayaking, swimming, fishing, canoeing and other water activities, campfire area, picnic tables, cooking shelters, parking and a cleared field for pitching tents and/ or organised sports events and activities. There is an emergency phone, cell service in some areas and the washrooms and structures are wheelchair accessible. It is 15 minutes from the metro area.

Camp Morristown has been sustained by the work of volunteers for decades. In addition to the only Camp of its kind servicing the Avalon Peninsula and its Scouts, it has also been the camp for

Girl Guides, Cadet Groups, and other community groups including the YMCA. Over the summer the YMCA rents the facility for a Youth Summer camp, so there is daily traffic to the camp. The camp is decorated with mementos left over the decades by its users. It is also available for Corporate Retreats.

Those involved with 1st Cowan Heights Scout Group, 1st Mount Pearl Lions Scout Group and 1st Paradise Scout Group have used these Camps numerous times per year including for Family camp weekends in which scouts and their families spend the weekend together doing activities. The group has the mantra of “no child left behind.” That means registration is capped for families with more than three children, registration is subsidized and/ or covered by the group or community sponsor for those who face social and/ or economic barriers to an organised event. Also, the group fundraises and buys camping equipment to ensure those who do not have any, have access to the same. For many of the children Scouting is their only organised activity. For the majority in the Scouting community this is the only opportunity they have to enjoy the great outdoors and the activities therein.

We also advise you that there are other Crown Grants to Scouting groups and other Scout camps on Pasture Land Road including 6th St John’s Scout Group, Wesley Scout Group, Topsail Scout Group, MacDonald Drive Scout Group and Park Avenue Scout Group. None of the groups were notified of this Application and we believe there was a legal requirement to do so. We note that Application number 4329 is a discretionary use application that proposes to use 1.81 hectares of Crown Land for various types of quarrying. We note the application stated that those within 150 metres should be notified. We think that is incorrect in this case. We wish to express some potential concerns that rise from said application.

We understand that the quarry will involve drilling, blasting and crushing, transport of material over the road and mining of the area. Some of the potential concerns we have are as follows.

- Will the compass course, hiking trials and/or mountain bike trials be adversely affected by this proposed use?

- What will be the impact on the Summer Camp ran by the YMCA for the children who attend this camp daily, especially as it relates to vehicles, noise and pollution?
- These camps fall within the exclusion zone for blasting so how will blasting operations, be handled. Will the same only be permitted when the camps are not in use?
- Access to the camps are primarily by small passenger vehicles and the road has to be maintained to a condition that allows these vehicles to safely navigate without any undue stress or damages, or extra safety concerns. Will the increase in road traffic and/or the use of heavy equipment over the road, result in more wear and tear of a poorly serviced road and if so, who will be responsible to maintain the road?
- Will the transfer of mud, silt, and small gravel from the pit and dirt roads onto the paved portion of Foxtrap Access Road, the TCH access ramps, and the highway itself creates issues? Does that violate the Highway Traffic Act?
- Will the dust from the drilling, blasting, and crushing at the site as well as use of vehicles, impact the air quality and impact not only humans but others in their natural ecosystem found therein?
- Attached is a sound map showing that blasting therein will exceed permissive levels for the environment, and will impact many of the camps in the area. It is our belief that the uses as outlined above create noise pollution that is harmful to the natural ecosystem and humans who use the area, how will that be addressed?
- Is there any risk of fuel or other like contaminant from the quarry and/ or equipment going into the land/ wetlands and ponds in the area? The area is quite marshy and the ability for the same to spread can be quite concerning. Will it impact Surface water? Ground Water? What are the risks to the water quality? i
- We note the area is rife with squirrels, foxes, rabbits, fish and birds including nesting and migratory birds, as well as diverse vegetation. Will the uses as outlined above result in a loss of biodiversity, and/or cause harm or damage to the natural

ecosystem and what are the terrestrial, marine and human effects of this endeavour?

- Will the endeavour impact the natural light in the area and/ or create new greenhouse gas emissions?
- Are there cumulative environmental effects we should be aware of?
- What are the potential adverse and potential beneficial effects of this endeavor?
- We ask if there has been any environmental impact analysis or assessment on this and if so, request a copy of it, as well as the complete file. If there has not been, we ask for the same to be done by an independent qualified third party?
- Has the Applicant obtained the requisite approval from the Provincial and Federal Governments?
- Is approval required from Transport Canada because of the proximity to the Trans Canada Highway, Federal Department of Fisheries and Oceans. Department of Environment and Department of Natural Resources for Newfoundland and Labrador.
- What is the plan to minimise or mitigate identified risks?
- If approved, will the terms attached include criteria for environmental management, regular inspections, adequate buffer zones, protection resources, and have a community liaison assigned?

AS advised earlier there are other Crown Grants to Scouting groups and other Scout camps on Pasture Land Road including 6th St John's Scout Group, Wesley Scout Group, Topsail Scout Group, MacDonald Drive Scout Group and Park Avenue Scout Group. Due to the lack of notification and short time frame to address this matter, we have been unable to confirm the retention of the undersigned on behalf of these groups but have been instructed by our clients to contest on their behalf for now as well.

A review of Crown Lands mapping shows that much of the Land has been granted to special groups such as ourselves to be used for camps, or is agricultural, or is not allowed to be granted

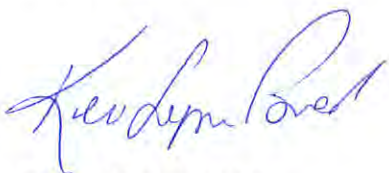
or has very limited use. If you go to this link <https://www.gov.nl.ca/landuseatlas/inquiry/?extent=-5899509.5092%2C6008442.3297%2C-5887871.9716%2C6016697.5287%2C102100> you can see the area and how it has been addressed. All of this is in line with the intent and purpose for the area to be either used for farming or camping and the application before you is contrary to the intent of all surrounding properties. It is also damaging to the surrounding properties. We ask for a complete copy of the Application and file as interested parties with standing so the matter can be canvassed more fully.

We submit until the above questions have been answered and there is an independent third-party reporting to address the same the City should not make a final decision on this matter.

There are also several non-Scouting properties owned by other non-profit organizations, as well as individuals, used in the same manner. It would appear there have been a number of applications seeking quarries in the area as of late and based on our discussions, the parties who should have been notified have not been, which means that any approval you may have granted were done contrary to law and policy. We also have concerns that the appropriate government approvals were not obtained. In light of that we also ask that you issue stop work orders for other quarries herein and revisit that process.

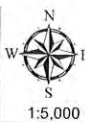
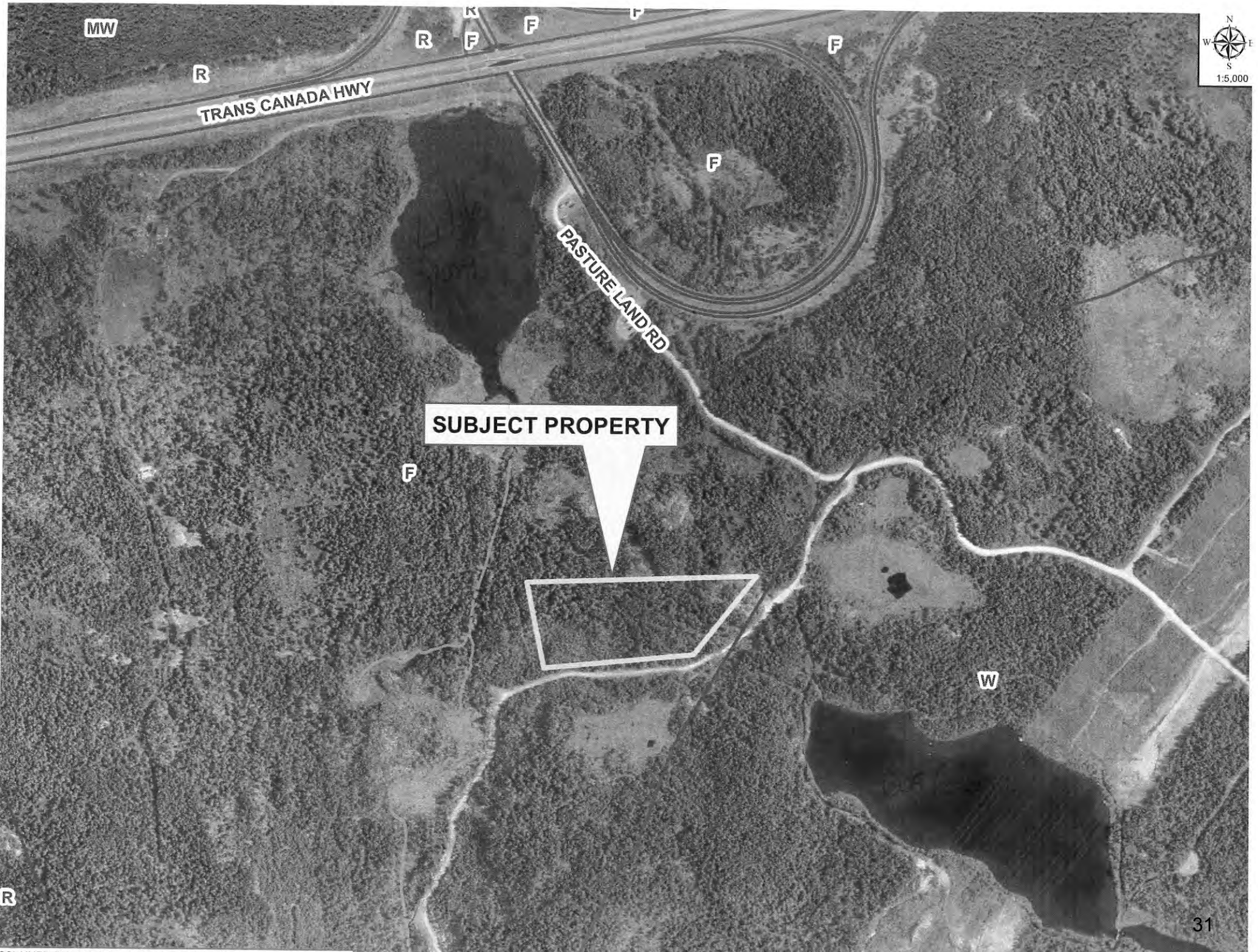
If you have any further questions, then please do not hesitate to contact the undersigned.

Thank you



KERI-LYNN POWER





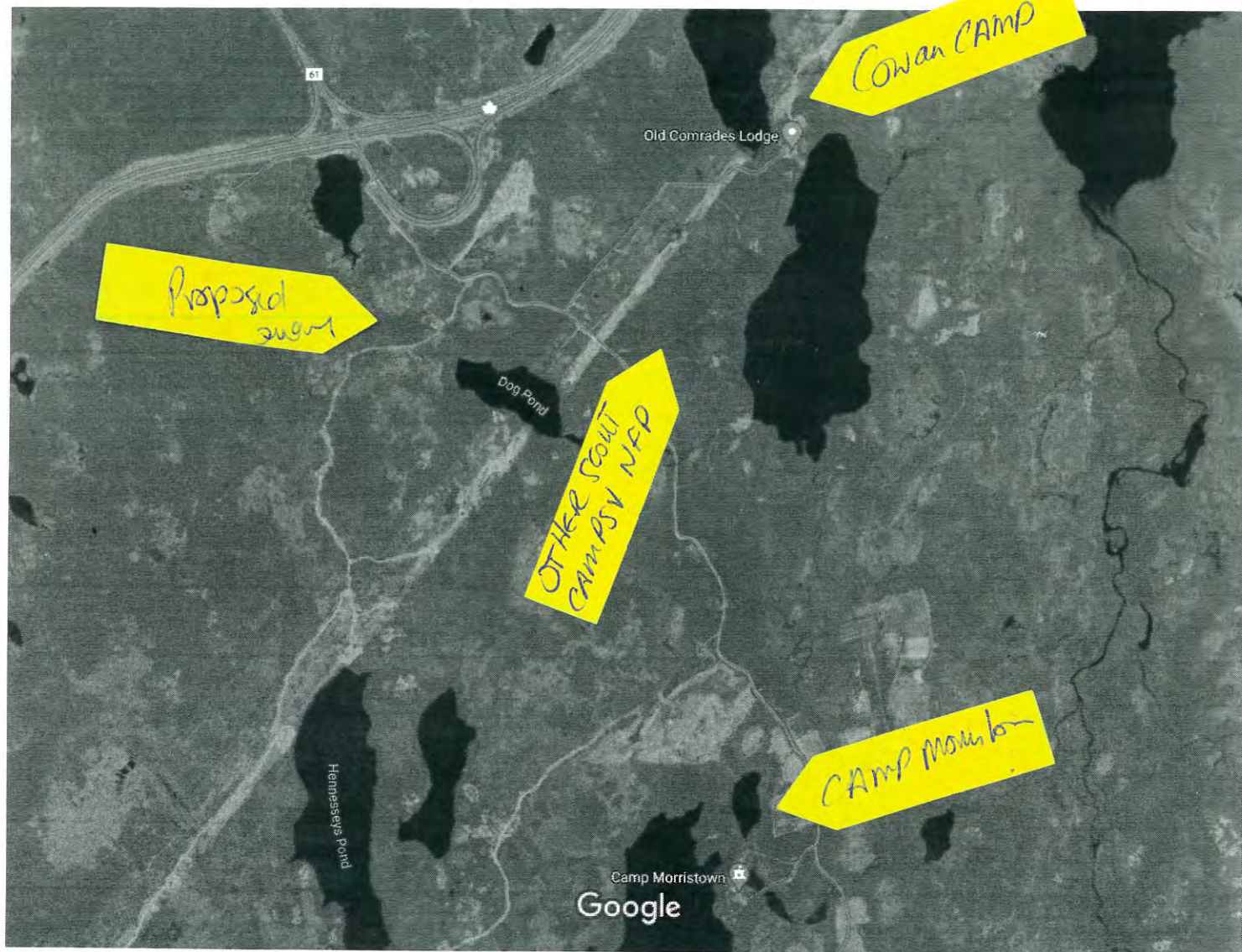
SUBJECT PROPERTY

TRANS CANADA HWY

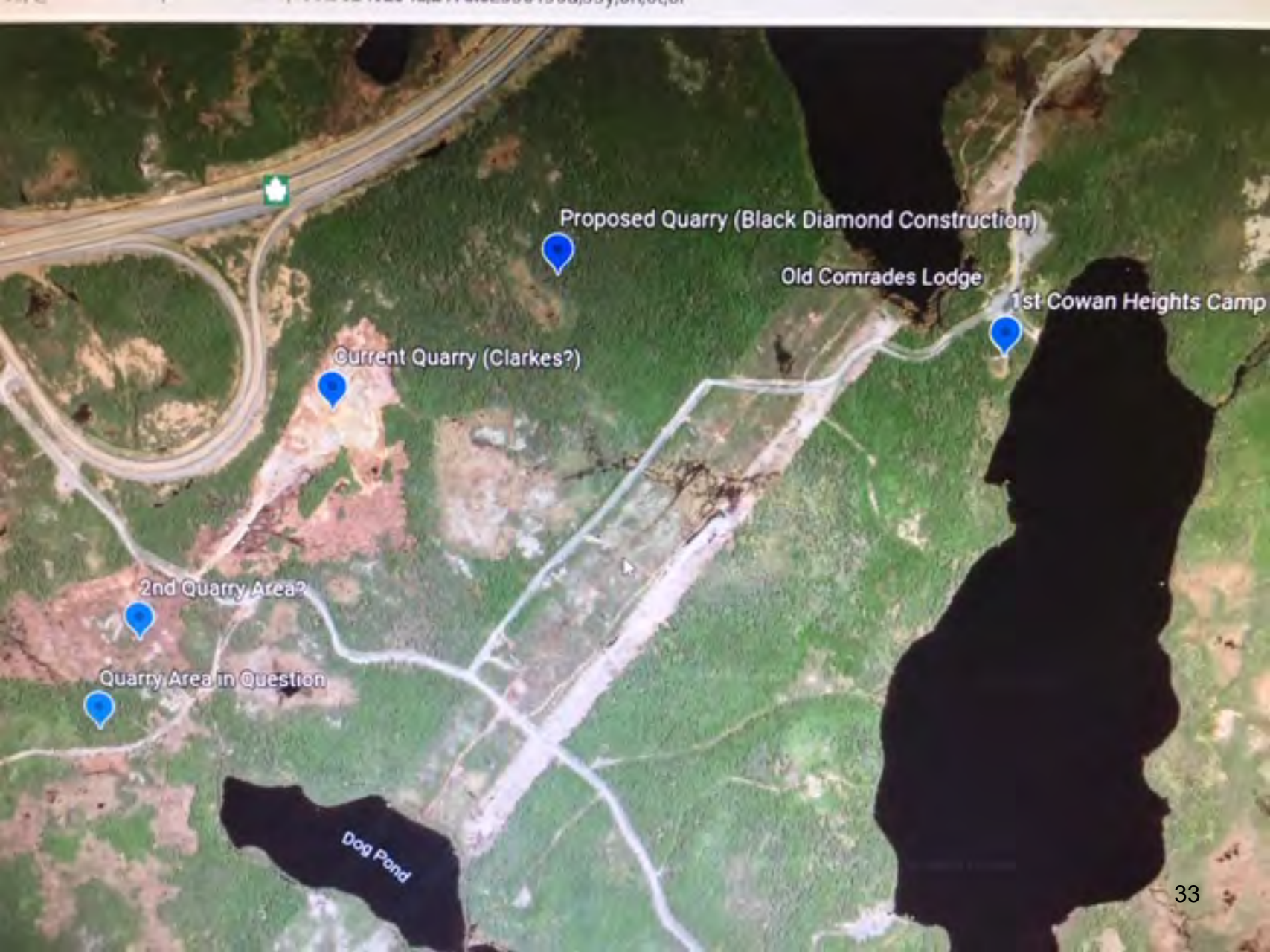
PASTURE LAND RD

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Google Maps



Imagery ©2020 CNES / Airbus, Maxar Technologies, Map data ©2020 200 m



Cadastral Series

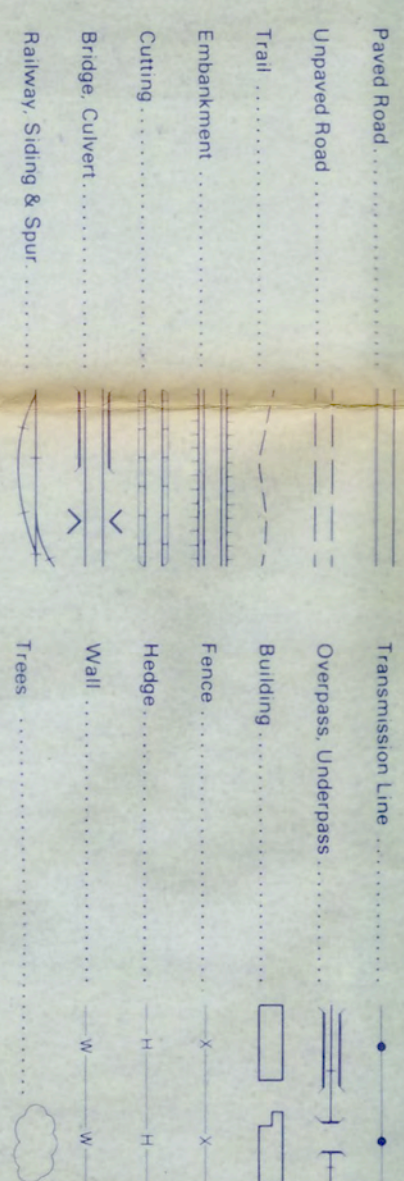
Newfoundland & Labrador
Forest Resources & Lands

1N7-352



NOTES
1. This map was prepared from surveys registered in the Crown Lands Registry. Since the Registry does not guarantee title, the user of this map should be advised that the information displayed cannot be considered complete.
2. The boundaries shown are intended to be used as a guide only and do not guarantee title. For a more detailed and accurate map, the user should consult the Mapping Division, Heavy Building, Higgins Lane, St. John's, Newfoundland.

Avalon Peninsula



Scale 1:2500

Contour Interval 2 metres
Elevations in metres above Mean Sea Level
North American Datum 1927

3. Transverse Mercator Projection
Scale Factor at Central Meridian 0.9993

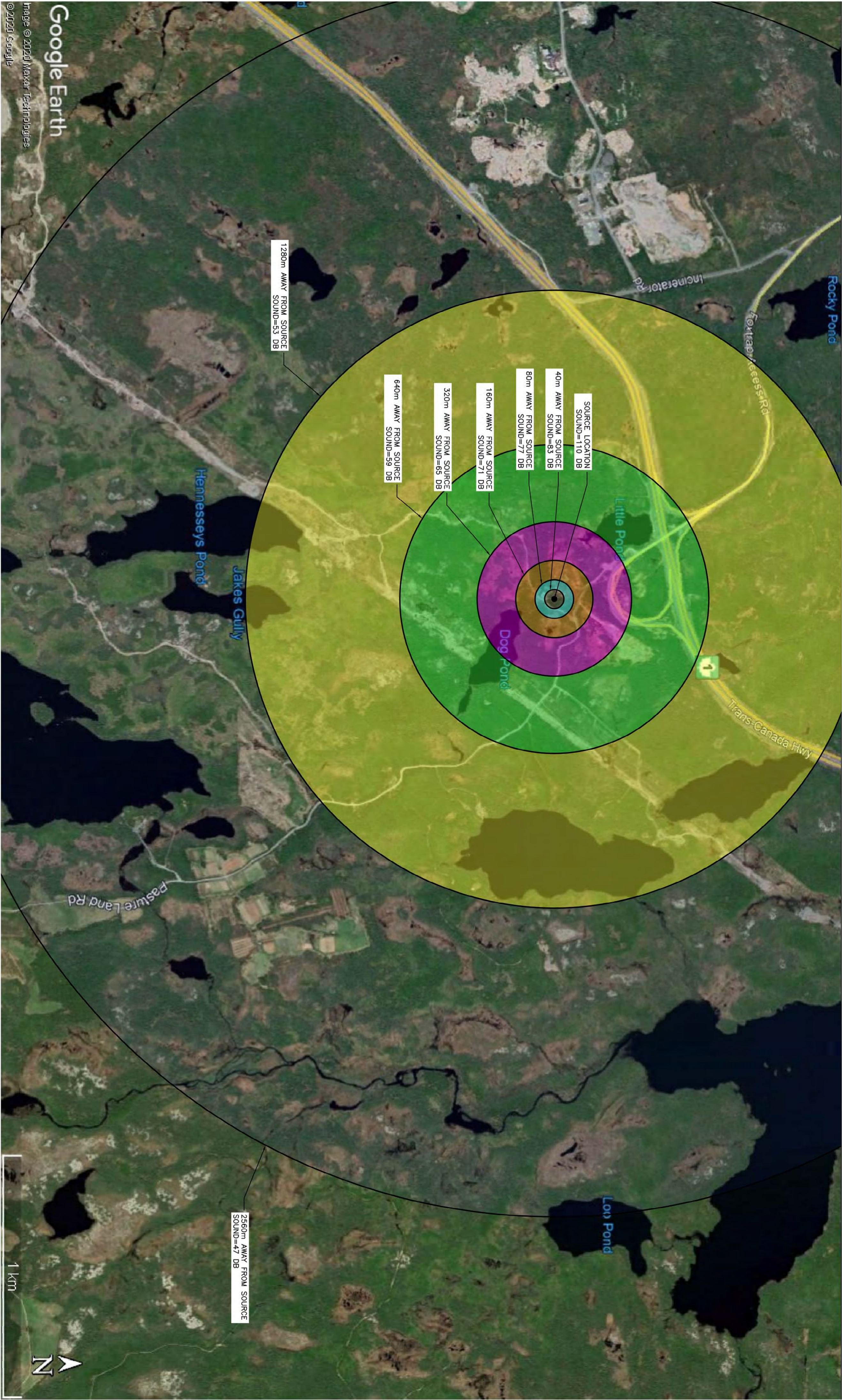
Cadastral Information Copyright 1980

1N7-351	1N7-352	1N7-353
1N7-354	1N7-355	1N7-356
1N7-357	1N7-358	1N7-359
1N7-360	1N7-361	1N7-362

LEGEND
EXPOSED LIME
APPROXIMATE LOCATION OF BOUNDARIES
Note: In areas of tree cover, the approximate location of boundaries is indicated by a dashed line.

Copies of this map are available from
Mapping Division, Lands Branch
DEPT. OF FOREST RESOURCES & LANDS
HOWLEY BLDG., HIGHWAY 1
ST. JOHN'S, Nfld.

USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES





Cc:



[CityClerk](#)

[Maureen Harvey](#); [Shanna Fitzgerald](#); [Andrea Roberts](#); [Ann-Marie Cashin](#); [Ashley Murray](#); [Dave Wadden](#); [Jason Sinyard](#); [Karen Chafe](#); [Ken O'Brien](#); [Lindsay Lyghtle Brushett](#); [Planning](#)

Subject:

RE: (EXT) Application - 4329 Trans Canada Highway

Date:

Thursday, November 5, 2020 11:41:10 AM

Good Morning:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley

City Clerk

t. 576-8202

c. 691-0451

From:



Sent: Thursday, November 5, 2020 9:31 AM

To: CityClerk <cityclerk@stjohns.ca>

Subject: (EXT) Application - 4329 Trans Canada Highway

I'm concerned about this discretionary use application which proposes that 1.81 hectares of Crown Land be "used for quarrying Borrow Material, Gravel, Rock, Sand, Stockpiled Material and Aggregate, which involves drilling, blasting and crushing".

The aerial view provided does not give a clear indication of the location of this piece of land; however, from the application title, I assume that it is within view of the Trans Canada Highway. As such, it will be an eye-sore for passing traffic, both tourist and local alike.

My main concern is environmental. Currently, the parcel of land is treed and near at least two bodies of water. Those trees will be destroyed and potential runoff from operations will enter at least one, possibly more, waterways. How will the trees be used? Is there a plan in place to restore the location to its natural state after cessation of operations? How long will operations be carried out?

Does the operator currently run a similar quarry or quarries elsewhere? What feedback has been obtained regarding that operation - any negative impacts on residents, wildlife, or habitat due to increased heavy traffic, drilling, blasting and crushing operations? Has that site been replanted to restore it to its natural state? Or has it just been left as a blight on the landscape?

I think that these, and similar or related, issues should be addressed before new land is approved for the proposed use, and I recommend that no new operations be permitted unless and until all former sites are restored. I recommend this not just for this particular proposal, but for all similar proposals regarding destructive land use.

Thank you,

ST. JOHN'S

Report 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

Public Works & Sustainability - Councillor Ian Froude

Environment & Sustainability Experts Panel Report - September 25, 2020

Storm Water Management Policy

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)

Steps and Laneways Snow Clearing Operations Revision

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)

Planning & Development - Councillor Maggie Burton

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)

Transportation and Regulatory Services - Councillor Sandy Hickman

Rawlin's Cross Upgrade Options

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)

Mode Share Targets

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)

Mayor

DECISION/DIRECTION NOTE

Title: Storm Water Management Policy

Date Prepared: September 29, 2019

Report To: Committee of the Whole

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

Ward: Ward 4

Decision/Direction Required:

That Council consider the following recommendations to the draft Stormwater Management Policy.

Discussion – Background and Current Status:

At the September 25th, 2020 Environmental and Sustainability Expert Panel (ESEP) meeting, the Panel reviewed and discussed the Draft Storm Water Management Policy. The ESEP 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 ESEP provides the following comments with the intention of improving on the existing draft Storm Water Management Policy:

1. Clause 3.1 General (c) – *“developers shall endeavor to reduce flow velocities, promote natural storage, and promote natural storage.”* – Language could include support to maximizing retention of trees and other vegetation cover, and reducing asphalt coverage on individual lots, parking lots, etc.
2. Clause 3.1 General (I) – *“Attenuation of Stormwater runoff using rooftop storage shall not satisfy any Attenuation requirements in the Development Design Manual.”* – It would be beneficial to clarify the intention of this policy with regards to new technology (e.g., greenroofs, rainbarrells and other forms of storage connected to rooftop runoff).
3. Clause 3.1 General (I) and Clause 3.2 Storm Sewer Systems (a) – These sections could include stronger reference to encourage the design of storm sewer systems integrating low impact development and green infrastructure. In particular to use such infrastructure for climate change adaptation and mitigation.
4. Clause 3.13 Climate Change - discusses climate change, but it would be best if this was integrated throughout the policy and not as a Clause of its own.

5. Clause 3.2 Storm Sewer System (d) – *“For Residential Development or Non-residential development, Storm sewer service laterals for new or redeveloped lots shall connect to the City storm sewer system; with such installation being at a time directed by the City.”* – the wording of this clause may cause confusion with the requirement to ensure rooftop runoff is not connected to the storm sewer system through its laterals. If this is only to apply to the foundation drain, it may be good to specify.
6. Clause 3.2 Storm Sewer (l) – *“Downspout conveying runoff from rooftops to the ground for Residential Development, except apartment buildings, shall not be connected to the storm sewer system”* – Consider including all development to be required to be disconnected, with the option to apply for an exemption.
7. Clause 3.4 Parking Lots (a) – *“Parking lots shall be designed to capture all surface drainage and convey all stormwater into a city storm sewer system or approved Watercourse. Infiltration of some or all Stormwater into the ground may, however, be acceptable where it can be demonstrated to the City’s satisfaction through a geotechnical report that the ground can accommodate the surface drainage without any negative impacts.”* – The requirement for a geotechnical report may be best suited for inclusion in the updated development guideline with more detail on requirements.
8. Clause 3.7 Watercourses (g) – *“Developers may be required, as determined by the City, to ensure that there is an adequate baseflow in receiving rivers and streams for post-Development conditions and that fish habitat is protected.”* – Use in conjunction with management of stormwater.
9. Clause 3.8 Floodplains (e) – *“Existing Dwellings within a Floodplain may be replaced provided the new Dwelling is constructed within the existing footprint and the lowest floor elevation is at least 0.3m above the 100-year high water elevation.”* – Does this elevation incorporate climate change projection estimates?
10. Clause 3.9 Wetlands (e) – *“lowest floor elevation to be 0.3 metres above the elevation of a wetland.”* – This seems to be a very low minimum (0.3 metres/1 foot).
11. Clause 3.13 Climate Change (a) & (b) – These are good statements but quite general, and should be expanded on if this is to be included as a single clause (e.g., examples of initiatives in adapting to climate change and innovative practices that are deemed “approved” as stormwater management practices). However, the preference is to incorporate language of climate change considerations across the report and not as a single clause.
12. Clause 4 Application – *“This policy applies to all Development activity in the City, with the exception of City operations and/or actions.”* – It is unclear why the policy doesn’t apply to City operations and/or actions.

13. There is no reference to tracking the condition and performance of the City's stormwater system. If it is covered in other policy documents, perhaps it should be referenced in the Stormwater Policy.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions/Adopted Plans: Sustainable City
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 directs staff to prepare a revised Stormwater Management Policy that considers the recommendations provided.

Prepared by: Edmundo Fausto

Approved by:

Report Approval Details

Document Title:	Stormwater Management Policy.docx
Attachments:	
Final Approval Date:	Oct 8, 2020

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

Brian Head - Oct 8, 2020 - 3:37 PM

Lynnann Winsor - Oct 8, 2020 - 4:10 PM

DECISION/DIRECTION NOTE

Title: Steps and Laneways Snow Clearing Operations Revision

Date Prepared: November 18, 2020

Report To: Committee of the Whole

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

Ward: N/A

Decision/Direction Required:

To consider reprioritizing the Steps and Laneways Snow Clearing responsibilities to increase service frequency and effectiveness.

Discussion – Background and Current Status:

The Parks and Open Spaces Division is responsible for the snow clearing and ice control of City owned buildings, steps and laneways, municipal parks and selected trails, through the following actions:

Responsibilities:

- Provide effective snow clearing and ice control to City owned buildings and parking lots.
- Snow clear and provide ice control to steps, laneways and identified sidewalks.
- Snow clear and provide ice control to Bowring Park for off-street winter walking.
- Place and service salt boxes in areas where ice control by salt trucks may be delayed due to route priorities or inaccessibility.
- Clear school crosswalk queuing areas, several of which are staffed by crossing guards.
- Clear pedestrian activated push buttons at intersection crossings.
- Clear pedestrian laneways in proximity to schools and post - secondary institutions.
- Clear pedestrian laneways providing links to cleared sidewalks.
- Groom selected Grand Concourse Authority trails for walkers and skiers.
- Maintain the Loop at Bannerman Park.

Process:

Staff respond to weather events in order of designated priority:

- **Priority 1** - City buildings (33 sites) and associated parking lots (38 sites)

ST. JOHN'S

- **Priority 2** – Downtown steps and laneways (New Gower St., Duckworth St., George St. and connecting laneways and streets (14 sites), Bowring Park (12 sites), Bannerman Park (6 sites)
- **Priority 3** - Steps and laneways south of the Topsail Rd to Military Rd elevation (31 sites), Crosswalks (27 sites) access laneways in school area (33 sites), salt box service (54 sites)
- **Priority 4** – Steps and laneways north of the Topsail Rd to Military Rd elevation (19 sites), pedestrian activated light crossings (102 sites)
- **Shoveling locations** – 115
- **Heavy equipment locations** – 206

Completion following the end of the snowfall:

- **Priority 1** – 24 hours
- **Priority 2** – 48 hours
- **Priority 3** – 96 hours
- **Priority 4** – 144 hours

It should be noted that in the event that a subsequent snowfall occurs prior to the completion of all priorities, restarting the routes will be necessary, before advancing. This situation is quite common during mid – winter and often leads to delays in the service to low priority sites, or in rare cases, sites becoming snow packed and inaccessible for the remainder of the winter.

Realignment of Priorities and Service Level

As part of the engagement process on sidewalk snow clearing, the public indicated the importance of ensuring that Priority 1 streets and sidewalks were cleared most effectively; steps and laneways in high priority areas also require that same level of attention.

A mapping tool provided during the public engagement process offered individuals the opportunity to highlight areas where either improved or continued attention was required, as well as areas where snow clearing was not a priority.

This feedback was closely reviewed by staff.

A number of steps and laneways, currently cleared as Priority 3 and 4 sites, were placed on snow clearing routes several years ago to establish neighbourhood linkages, in the absence of cleared sidewalks. Since then, sidewalk snow clearing has been rationalized and more efficient linkages created.

Furthermore, following an assessment of completion times and service levels at Priority 2 locations, it was determined that snow clearing effectiveness could be increased through the discontinuation of service to the following Priority 3 and 4 sites:

1. Poplar Ave. to Chestnut Pl. Steps - not connected to a cleared sidewalk route.
2. Long Pond Rd. Steps- not connected to a cleared laneway or sidewalk route.
3. Dartmouth Pl. Steps - not connected to a cleared sidewalk route, provides access only to a snow - covered soccer pitch. Cleared sidewalk route is along Strawberry Marsh Rd at north end of Dartmouth Pl.
4. Winter Ave. to Glenridge Cr. Steps - minimal value shortcut that does not connect to a cleared sidewalk route.
5. Quidi Vidi Rd. to Empire Ave. Steps - shortcut between two houses, not on a sidewalk route.
6. Field St. Steps – Not connected to a cleared sidewalk route. Services an apron in front of 6 private residences.
7. Bishop's Cove Steps- site is under construction. Reconsider upon completion.
8. Top Battery Rd. Laneway – Laneway is often filled for snow storage and is generally used as a secondary access to Battery Rd.
9. 173 Topsail Rd. - St. Mary's School Steps - not on a sidewalk route and ends at an uncleared path to the school.
10. Brennan St. Steps - very low traffic volume street with a short distance to the Water St. sidewalk. Primarily services a building.
11. Goodview St. Steps – not connected to a sidewalk route. Primarily services residences at 4- 10 Goodview St.
12. Clifford St. Steps - discontinue, as site is used for snow storage during road widening. Impractical to clear.
13. Cabot St. Steps – Adjacent to # 39. Not connected to a sidewalk route.
14. Hamilton Ave. Steps- Adjacent to #178. Entrance to a monument and unserviced path at rear of former Grace Hospital.

Removing these sites from the snow clearing shoveling routes enhances the time crews are available to spend at Priority 2 and 3 steps and laneways. This change will enable a higher level of service ie. :

- low accumulation snowfalls will be more rapidly addressed; and
- ice control conducted more frequently.

The increased service level will be readily apparent in the Downtown Core and in the linkages connecting the Topsail Rd./ Military Rd. elevation, to the business area. Salt can be redeployed to increase ice control effectiveness, at no additional cost. Additional service, typically required after minor snowfall plowing, will also be afforded pedestrian activated light crossing locations.

Key Considerations/Implications:

1. Budget/Financial Implications:
No increased cost. May reduce costs depending on weather conditions.
2. Partners or Other Stakeholders:
NA
3. Alignment with Strategic Directions/Adopted Plans:
 - A Sustainable City
 - A City That Moves
 - A Connected City
 - An Effective City
4. Legal or Policy Implications:
NA
5. Privacy Implications:
NA
6. Engagement and Communications Considerations:
Steps and laneway priorities will be added to the City's webpage, stjohns.ca/snow.
7. Human Resource Implications:
NA
8. Procurement Implications:
NA
9. Information Technology Implications:
NA
10. Other Implications:
Increased service level with existing resources.

Recommendation:

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

Prepared by: Brian Head, Manager, Parks and Open Spaces Division, November 18, 2020

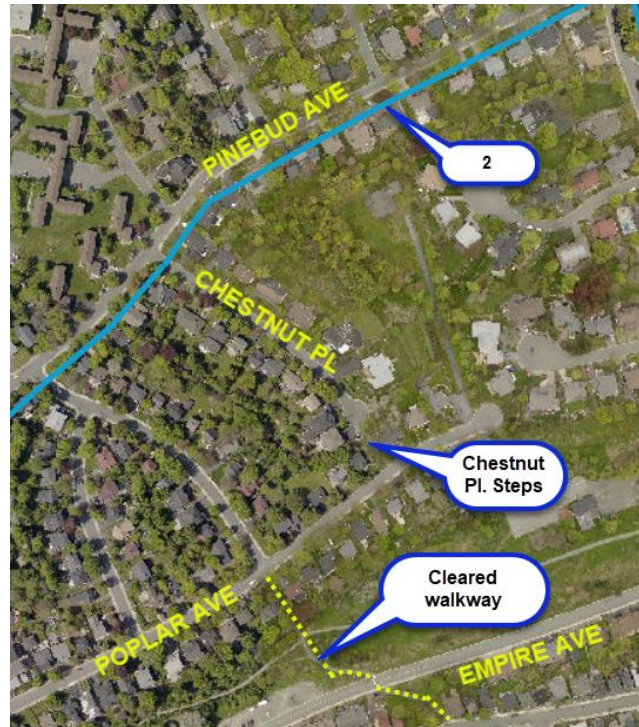
Approved by: Lynnnann Winsor, Deputy City Manager, Public Works, November 18,2020

Attach. Appendix 1: Steps and Laneways Proposed Changes

Appendix 1.

STEPS AND LANEWAYS PROPOSED CHANGES

1. Poplar Avenue to Chestnut Place Steps - not connected to a cleared sidewalk route.



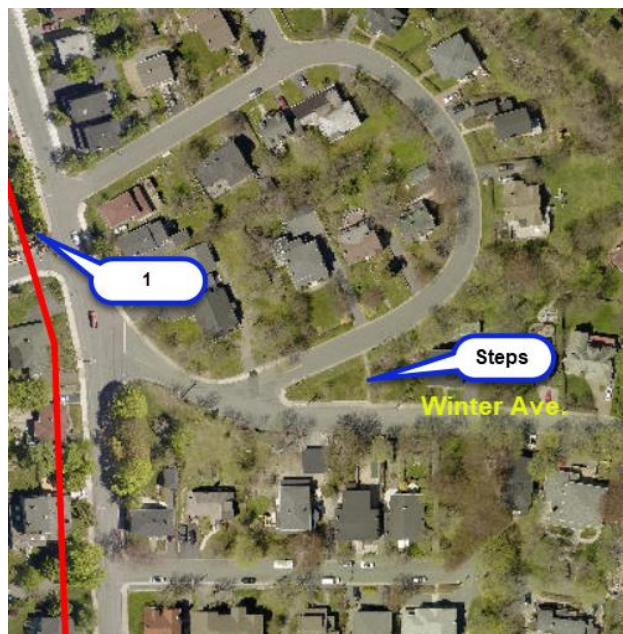
2. Long Pond Road Steps- not connected to a cleared laneway or sidewalk route.



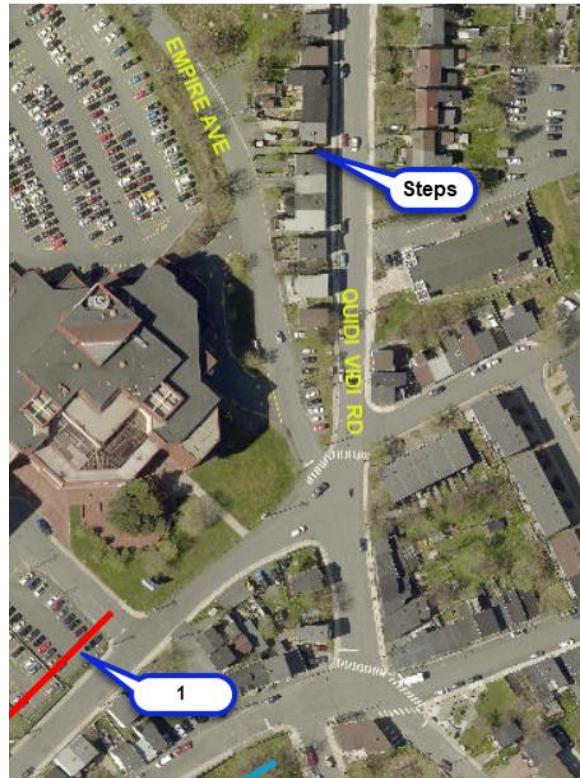
3. Dartmouth Place Steps - not connected to a cleared sidewalk route, provides access only to a snow - covered soccer pitch. Cleared sidewalk route is along Strawberry Marsh Road.



4. Winter Avenue to Glenridge Crescent Steps - minimal value shortcut that does not connect to a cleared sidewalk route.



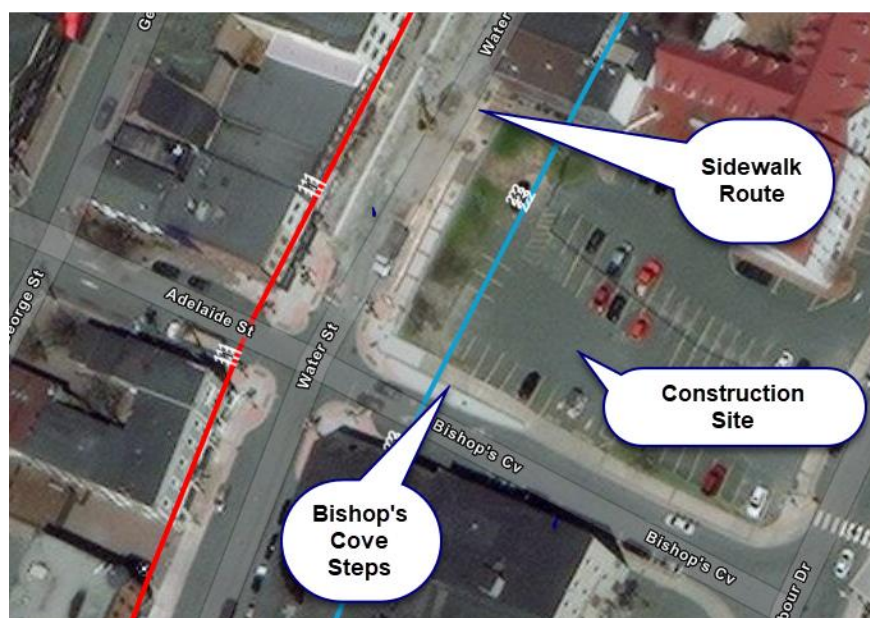
5. Quidi Vidi Road to Empire Avenue Steps - shortcut between two houses, not on a sidewalk route.



6. Field Street Steps – Not connected to a cleared sidewalk route. Services an apron in front of private residences.



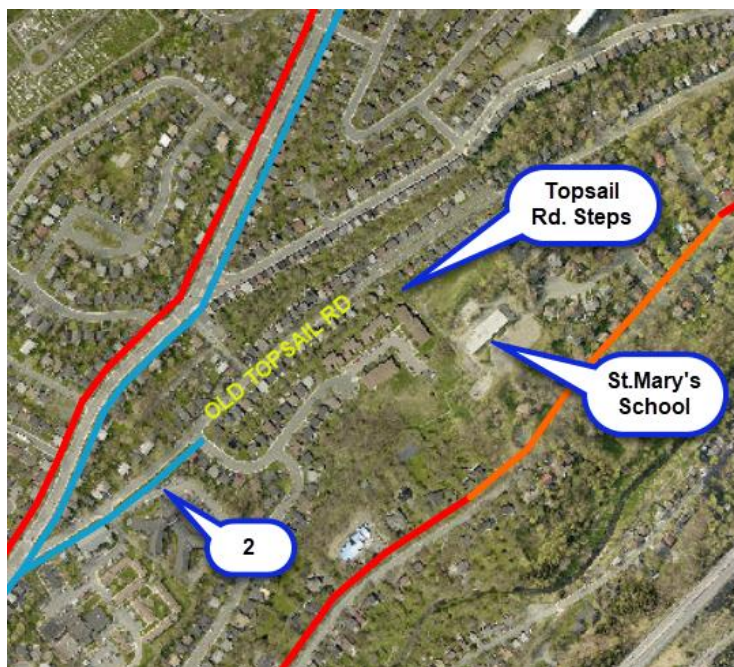
7. Bishop's Cove Steps- site is under construction. Reconsider upon completion.



8. Top Battery Road Laneway – Laneway is often filled for snow storage and is generally used as a secondary access to Battery Rd.



9. 173 Topsail Road - St. Mary's School Steps - not on a sidewalk route and accesses an uncleared path, on the school site.



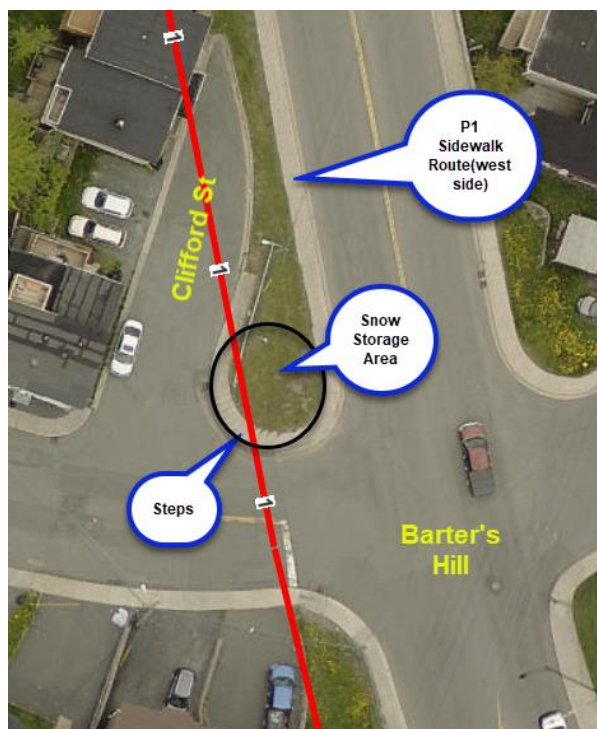
10. Brennan Street Steps - very low traffic volume street with a short distance to the Water Street sidewalk. Primarily services a building.



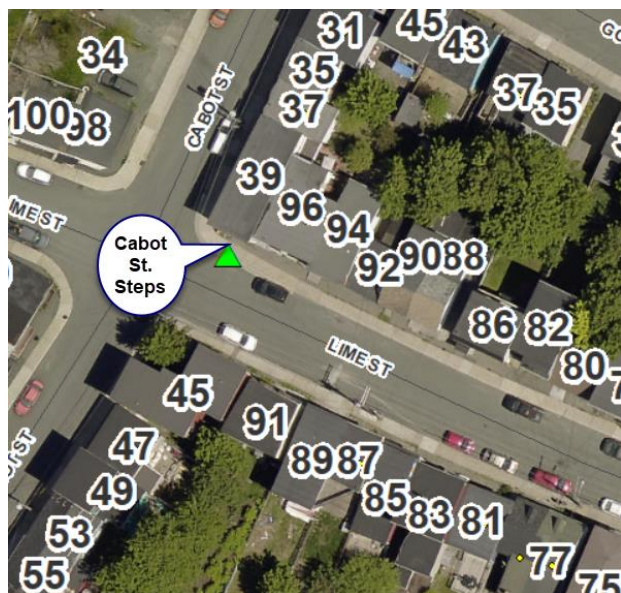
11. Goodview Street Steps – not connected to a sidewalk route. Primarily services residences at 4- 10 Goodview St.



12. Clifford Street Steps - discontinue, as site is used for snow storage during road widening.



13. Cabot Street Steps -- Adjacent to # 39. Not connected to a sidewalk route.



14. Hamilton Avenue Steps- Adjacent to #178. Entrance to a monument and unserviced path at rear of former Grace Hospital.



Report Approval Details

Document Title:	Steps and Laneways Snow Clearing Operations Revision 2.docx
Attachments:	
Final Approval Date:	Nov 19, 2020

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

Brian Head - Nov 19, 2020 - 10:21 AM

Lynnann Winsor - Nov 19, 2020 - 11:13 AM

DECISION/DIRECTION NOTE

Title: 3 Park Place, REZ2000005

Date Prepared: November 4, 2020

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 2

Decision/Direction Required:

To consider a text amendment to the St. John's Development Regulations that would expand Heritage Use to allow the development of a Dwelling Unit in a designated Carriage House (a historic residential accessory building).

Discussion – Background and Current Status:

The City has received an application to develop a Dwelling Unit in a Carriage House (a historic residential accessory building) at the rear of 3 Park Place along Rennie's Mill Road near Bannerman Park. The subject property is located in Heritage Area 1, is in the Residential Low Density District of the St. John's Municipal Plan and is zoned Residential Low Density (R1). This property is designated by Council as a Heritage Building and is a rare instance where the designation includes the entire property, not just the footprint of the main building. Therefore, both the house and the Carriage House are designated as Heritage Buildings

In the Statement of Significance (attached), the character-defining elements of the Carriage House include those original features that reflect upper-class outbuilding architecture for that period, including a mansard roof with dormers, original window and door openings, large garage doors originally intended for a horse carriage, and location at the rear of the property.

This is a significant change to consider a dwelling unit in an outbuilding on a residential property, and such an application has always been rejected, so some background is important. We have received one similar application in recent years (it did not proceed). The reason this is being considered now is to allow the economic use of a heritage property, with the aim of ensuring that it remains standing rather than being torn down and lost at some time in the future. This is in line with why a heritage designation can enable other uses beyond what is typically allowed in a zone.

Council must be aware of setting a precedent and of considering impacts on nearby property owners, including noise, night-time light, and privacy. The proposed amendment is written specifically for Heritage Use, which applies only to a designated Heritage Building. Therefore, it does not set a precedent for other property owners to allow them to develop a residential dwelling unit in a backyard shed, garage or other outbuilding.

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Background on Previous Applications

In 2002, the property owners at the time applied for a permit to do interior and exterior renovations on the Carriage House. When the City inspected the renovations, we found that the contractor had installed living quarters (washroom, bedroom and kitchen) in violation of the St. John's Development Regulations. The owner was ordered to remove the bedroom and kitchen and did so.

An application followed soon after to add a living unit in the Carriage House. Residential units are not permitted in accessory buildings, so the application was rejected. The owner at the time appealed the decision; the St. John's Local Board of Appeal denied the appeal.

Current Application

The current owner is different from the previous owner. The current application requests a text amendment to the Development Regulations to allow a Dwelling Unit in the Carriage House. As the Carriage House is designated by Council as a Heritage Building, a Heritage Use could be considered.

HERITAGE USE means any Use of a designated heritage building which is, in Council's opinion, compatible with the adjoining Uses.

The St. John's Regional Fire Department expressed no concerns regarding access for firefighting. However, the SJRFD did note that the developer will need to contact the City's Inspection Services Division to ensure that the National Building Code is followed for renovations. Should Council agree to adopt the amendment to enable such an application, the owner would apply for a renovation permit later.

The application was reviewed by the City's Development and Engineering staff. Engineering staff specified how the building would need to be serviced to accommodate two residential buildings on the one lot, but there were no concerns with the proposed use.

Draft Amendment

The draft text amendment is attached for reference. The idea of allowing more than one residential building on a lot by converting a Carriage House into a dwelling unit is a new concept for St. John's, though similar developments are allowed in other Canadian cities. The amendment would limit the conversion to designated Heritage Buildings only. Currently, there are four (4) heritage-designated Carriage Houses in the city: Sunnyside Coach House at 70 Circular Road, Angel House at 164 Hamilton Avenue, the Squires Barn and Carriage House at 315-317 Mount Scio Road, and 3 Park Place.

The proposed amendment:

- will not allow a dwelling unit to be developed within an accessory building unless it is designated as a Heritage Building and approved by Council;
- will not allow the property owner of a Heritage Building to apply for a new accessory building for the purpose of adding a residential unit;
- will limit the number of units in a designated Carriage House to 1 Dwelling Unit; and

- could allow someone who owns a non-designated historic Carriage House to apply for designation in order for Council to consider a residential unit in the Carriage House.

To make this clear in the Development Regulations, three changes are required:

1. Add a definition for Carriage House.
2. Exclude Carriage House from the definition of an Accessory Building.
3. Add conditions for a Heritage Use (Carriage House) to Section 7 “Special Developments”.

The attached amendment is in draft form. Edits can be made to the amendment following public consultation and before Council votes on whether to adopt it. Should the amendment proceed, staff recommend that Council advertise the discretionary Heritage Use at 3 Park Place alongside the amendment, which would be city-wide. This will save time for the property owner of 3 Park Place and will also allow the neighbours to comment on the particular application. Staff also recommend that the application be referred to the City’s Built Heritage Experts Panel.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residential and property owners; heritage organizations; owners of designated Carriage Houses; owners of other Carriage Houses that might merit heritage designation.
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: Text amendments to the St. John’s Development Regulations are required. To date, a Dwelling Unit has not been permitted in an outbuilding on a residential property.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Should the amendment proceed, public notice is required under Section 5.5 of the Development Regulations.
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 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.

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:	3 Park Place, REZ2000005 .docx
Attachments:	- 3 Park Place - Attachments.pdf
Final Approval Date:	Nov 5, 2020

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

Ken O'Brien - Nov 5, 2020 - 1:54 PM

Jason Sinyard - Nov 5, 2020 - 2:22 PM



SUBJECT PROPERTY

RENNIES MILL RD

MONKSTOWN RD



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

CITY OF ST. JOHN'S

W:\Engwork\Planw\applications 2020\rez2000005-3 park place.mxd

**RESOLUTION
ST. JOHN'S DEVELOPMENT REGULATIONS
AMENDMENT NUMBER XXX, 2020**

WHEREAS the City of St. John's wishes to allow a Dwelling Unit in a designated Heritage Building (Carriage House).

BE IT THEREFORE RESOLVED that the City of St. John's hereby adopts the following text amendments to the St. John's Development Regulations in accordance with the provisions of the Urban and Rural Planning Act:

1) Add Section 2 Definitions:

"CARRIAGE HOUSE means a designated Heritage Building which is a detached subordinate Building originally designed primarily for the storage of carriages."

2) Repeal Section 2 Definitions of "Accessory Building" and substitute the following:

"ACCESSORY BUILDING means:

(i.) a detached subordinate building not used as a dwelling, located on the same lot as the main building to which it is an accessory and which has a use that is customarily incidental or complementary to the main use of the building or land;

(ii.) for residential uses, domestic garages, carports, ramps, sheds, swimming pools, greenhouses, cold frames, fuel sheds, vegetable storage cellars, shelters for domestic pets or radio and television antennae;

(iii.) for commercial uses, workshops or garages; and

(iv.) for industrial uses, garages, offices, raised ramps and docks;

and does not include a Carriage House."

3) Amend Section 7 Special Developments to add:

"7.36 HERITAGE BUILDING (CARRIAGE HOUSE)

(a) One Dwelling Unit may be permitted."

BE IT FURTHER RESOLVED that the City of St. John's requests the Minister of Environment, Climate Change and Municipalities to register the proposed amendment in accordance with the requirements of the Urban and Rural Planning Act, 2000.

IN WITNESS THEREOF the Seal of the City of St. John's has been hereunto affixed and this Resolution has been signed by the Mayor and the City Clerk on behalf of Council this ____ day of _____, **2020**.

Mayor

MCIP

I hereby certify that this Amendment has been prepared in accordance with the Urban and Rural Planning Act, 2000.

City Clerk

Council Adoption

Provincial Registration

Statement of Significance



3 Park Place

Formal Recognition Type

City of St. John's Heritage Building, Structure, Land or Area

Description of Historic Place

The house located at 3 Park Place, St. John's, is a three-storey, semi-attached Second Empire style home. An associated coach house is located at the back of the property. The designation is confined to the property.

Heritage Value

3 Park Place has been designated a Municipal Heritage Building because of its architectural, historical, and social values.

Architecturally, 3 Park Place is significant because it is a great example of the modified Second Empire style made popular in Newfoundland by John Thomas Southcott. John Thomas, who was partner in the family building firm J. and J.T. Southcott, introduced the idea of a concave roof and bonneted dormers to Newfoundland architecture after visiting England in 1876. As his influence spread across Newfoundland, this style of Second Empire became directly associated with the Southcott family and today, bonneted dormers in Downtown St. John's are still referred to as Southcott dormers. This particular house, besides being a Southcott house, is likely one of the best examples of a Second Empire house in St. John's. Virtually unaltered, this semi-detached house features numerous characteristics typical of the Second Empire style including the concave roof with dormers, three-sided bays, and ornate exterior decoration. Symmetry is maintained along the front façade through the use of matching window shapes along each level, which also corresponds with the adjoining house creating the appearance of one continuous dwelling. Located at the back of the house is a large, original stained-glass window, which was installed as a means of lighting the main interior stairwell. Other original features that add to the charm and elegance of this home are the fanlight and sidelights surrounding the main door, the pilasters along the corners of the house and the ornate wooden detailing added to windows.

Historically, 3 Park Place is valuable because of the prominent people associated with it. In addition to its very famous architect, John Thomas Southcott, 3 Park Place was the residence of

James Harvey Monroe (1861-1922). Monroe immigrated to Newfoundland from Ireland in 1882 to assist his brother Moses in managing the Colonial Cordage Company. The Company, known as the "Ropewalk", made rope, twine and nets. By the mid 1880s the firm employed 180 people.

For the people of St. John's, this house is socially important to them for a number of reasons. Located on a small street near a public park, this house is well known among residents as one of the more impressive houses built by Southcott in downtown St. John's. It has been featured on a number of advertisements for the area, most notably the Parks Canada plaque on Rennie's Mill Road. Complete with its original coach house, this house serves as a reminder to both locals and tourists of Newfoundland's past success.

Source: City of St. John's, Council meeting held 2005/05/30

Character Defining Elements

For the house, all features typical of the Second Empire style, including;

- concave mansard roof, bonneted dormers, pilasters, bay windows with base panels, eaves brackets;
- narrow wooden clapboard siding;
- all original windows including stain-glass window at rear of building;
- decorative wood appliqué on windows;
- fanlight window and sidelights surrounding main entranceway;
- size and appearance of main door;
- location of main entrance;
- symmetrical façade; and
- overall dimensions and location of structure.

For the carriage house, all those original features reflective of upper class outbuilding architecture for the period, including:

- mansard roof with dormers;
- original window and door openings;
- large garage doors, originally intended for a carriage; and
- location at the rear of the property.

Notes of Interest

Large stained-glass window at rear of building. This particular house is a version of Southcott's Second Empire.

Location and History

Community	St. John's
Municipality	City of St. John's
Civic Address	003 Park Place
Construction (circa)	1883 - 1887
Architect	John Thomas Southcott
Style	Second Empire
Building Plan	Rectangular Long Façade
Website Link	http://thecanadianencyclopedia.com/en/article/john-thomas-southcott/

Additional Photos





DECISION/DIRECTION NOTE

Title: Rawlin's Cross Upgrade Options

Date Prepared: October 29, 2020

Report To: Committee of the Whole

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

Ward: Ward 2

Decision/Direction Required:

Direction is required on what infrastructure changes Council would like to pursue at Rawlins Cross.

Discussion – Background and Current Status:

In August of 2018 the Rawlins Cross unsignalized traffic control pilot project was implemented at the direction of Council. The pilot changes were in place for about 20 months until it was removed at Council's direction in May of 2020. Key changes made in the pilot configuration included:

- removing traffic signal control at the Monkstown Road/Military Road and King's Road/Military Road intersections and closing the centre portion of Military Road between Monkstown Road and King's Road to vehicle traffic, leaving this space open for pedestrians and emergency vehicles;
- installing yield control on all intersection entry points, requiring all vehicles entering to yield to pedestrians and circulating vehicles;
- adding two marked crosswalks (one two-stage crossing on the Monksown Road approach and one on the Prescott Street exit at Queen's Road)

An opportunity to use pedestrian activated Rapid Rectangular Flashing Beacons (RRFBs) was identified in late 2019. These were added at two crosswalks on Military Road (at Monkstown Road and at Kings Road) in December 2019.

To evaluate the project the City reviewed before and after data on collisions, pedestrian and traffic volumes, vehicle delay, and measured speeds of circulating traffic. Public feedback was also gathered and summarized into the final report to Council on the project. Some of the important findings were that:

- The pilot configuration was found to have reduced the overall rate of collisions (the number of collisions adjusted for traffic volumes) by over 50% and reduced the severity of collisions that did occur.
- Measured average speeds on the circulating roadway at Monkstown Rd and King's road were below 30 km/hr and 85% of all vehicles were travelling below 33 km/hr.
- Over 1,800 people participated in the online public feedback survey. When asked if the a permanent design of the pilot configuration should be implemented, 64% responded

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yes it should be while 36% responded no, it should be returned to the old design with traffic signals.

- Some residents felt very strongly opposed to the project. Many residents reported that their feeling of safety as a pedestrian was negatively impacted by the changes. Others indicated that the only way they would feel safe crossing the street was through traffic signal control.

Staff recommended that a permanent design of the pilot configuration be completed and constructed, including Key2Access technology at the RRFB enhanced crossings. Council voted in March of this year to remove the 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.

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. It is however 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 dependant on the road rehabilitation schedule.

Alternative Changes Considered

Closure of central segment combined with traffic signal control

A configuration that involved closing the middle section of Military and maintaining some level of traffic signal control was considered. A number of traffic signal scenarios were reviewed for the circulatory configuration. Ultimately, no viable option for traffic signal control with this street geometry was identified due to a variety of technical issues. Most notably, the introduction of signal control in all scenarios explored would greatly compromise pedestrian's level of service, introduce potential right-of-way conflicts, cause que spillback that could lead to gridlock conditions, and create new safety and capacity concerns for all users.

Realigning the angle of approach on Monkstown Road

This was considered during the pilot reconfiguration to slow vehicles and reinforce the yield condition. As this circulatory traffic control is no longer in place, changes to the existing Monkstown Road alignment is therefore not supported.

Extending the King's Road northbound channelizing island

Extending the existing channelizing island on King's Road that separates right turning traffic onto Military Road from through traffic on King's Road back further around the approach was considered. The intention of this would be to better define vehicle lane assignment and help prevent last minute lane changes on the approach. Given that the benefits of extending the island are less significant without a circulatory control scheme, only minor changes to the island to improve the pedestrian crossing along Military Road will be incorporated in rehabilitation work in the area as part of standard practice.

Parking lot access closure

Closure of the western entrance to the parking lot between Monkstown Road and King's Road was considered when circulatory control was in place to manage access in light of the additional circulating vehicles. Given that the benefits of this closure are less significant without a circulatory control scheme, this change is not something that would be pursued under the existing traffic signal control conditions.

Realigning the approach of Flavin Street at Prescott Street

This change was included within the changes made for the pilot configuration. It makes the approach to Prescott Street on Flavin Street more perpendicular, improving sightlines and shortening the crossing distance across Flavin Street. This will be incorporated in rehabilitation work in the area as part of standard practice.

Upgrade the traffic island on Prescott Street at Queen's Road

This traffic island currently separates northbound and southbound traffic on Prescott Street. An enlargement of this island will create more pedestrian refuge area and shorten crossings. This will be incorporated in rehabilitation work in the area as part of standard practice.

Two-stage marked crosswalk on Monkstown Road

This crosswalk was trialed as part of the pilot configuration. Traffic and pedestrian volumes at the crossing during the pilot project were found to warrant the marked crosswalk at this location. The temporary two-stage crossing was removed when the pilot project concluded. In order to safely reinstate this crossing, the existing traffic island on Monkstown Road will be widened and realigned to create a permanent two-stage marked crosswalk. The work will be coordinated with planned watermain repair work in the area and will be funded through the existing Annual Pedestrian Crossing Program budget.

Advanced signal warning beacon

The approach to the King's/Military traffic signal along Queen's Road as drivers round the corner on to King's Road was reviewed. There are currently four signal heads visible to drivers as they round the corner on the approach. For a standard traffic signal configuration, two signal heads (a primary and a redundant auxillary head) are displayed. The enhanced configuration on King's Road displays two additional signal heads, one of which is positioned at the southeast corner of Military Road that is within view of drivers as they begin turning around the corner on Queen's Road.

The addition of a 'prepare to stop' traffic signal warning sign with flashing beacons located on Queen's Road was considered. This type of advanced warning is often used on highway approaches such as at the signalized intersection of Ruby Line and Robert E. Howlett Memorial Drive. The cost to install a similar sign/beacon system is estimated to be approximately \$70,000. This estimate includes a new pole/support system for the sign, the underground conduit connection to the traffic signal controller that enables the timing control with the signal, an upgrade to the existing controller to support communications, equipment, and labour.

A warning sign like this would be supplementary to the already enhanced traffic signal displays at the intersection. While this change could improve awareness of the signal indication there is currently no evidence that a lack of awareness underlies the collision issues at the King's/Military intersection. Given the lack of clear benefit and cost, this is not recommended at this time.

Prescott / Queen's right-of-way assignment

Right-of-way control at the intersection of Prescott Street and Queen's Road was reviewed. The existing configuration that requires drivers on Queen's Road to yield to drivers entering as they head north on Prescott Street creates challenging sightlines and is counterintuitive. The pilot configuration reversed this control and provided a proof of concept that yield control on Prescott Street can be successfully implemented.

However, any additional changes to traffic control in the area must be very carefully implemented and communicated to prevent confusion. Routine road rehabilitation work in combination with the planned standard practice improvements in this area will provide the opportunity to coordinate a change in right-of-way control with the obvious physical changes to the approach that will help heighten drivers' awareness. Timing this change with major construction work in the area will work with drivers' expectation of change and a clear communication plan can be developed to support this. A right-of-way change assigning the obligation to yield to the northbound Prescott Street approach will therefore be incorporated in rehabilitation work in the area as part of standard practice.

Key Considerations/Implications:

1. Budget/Financial Implications:

Standard practice improvements will be funded through planned capital projects in the area.

The traffic island reconfiguration to support the two-stage marked crosswalk on Monkstown Road will be coordinated with planned work in the area and will be funded through the Annual Pedestrian Crossing Program (which covers warranted crosswalk improvements).

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:

The general public will be notified of any planned construction work as per the City's standard processes.

A communication plan will be developed and implemented to inform the public of the change in yield control at Prescott/Queen's at such time as the change is made.

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

Prepared by: Anna Snook, Transportation System Engineer

Approved by: Garrett Donaher, Manager - Transportation Engineering

Report Approval Details

Document Title:	Rawlin's Cross Upgrade Options.docx
Attachments:	
Final Approval Date:	Nov 4, 2020

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

Scott Winsor - Nov 3, 2020 - 8:24 PM

Jason Sinyard - Nov 4, 2020 - 11:53 AM

DECISION/DIRECTION NOTE

Title: Mode Share Targets

Date Prepared: November 4, 2020

Report To: Committee of the Whole

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

Ward: N/A

Decision/Direction Required:

A decision is required on whether to set a sustainable mode share target at this time and, if so, what that target should be.

Discussion – Background and Current Status:

1. What are mode share targets?

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.

Sustainable Modes

Walking, cycling, and transit are considered *sustainable modes*. These modes are often grouped together for simplicity and to compensate for seasonal shifts between people who walk or bike in the warmer months and use transit in the colder months.

Sustainable modes are important as a group because together they represent the most efficient ways for people to travel in their city. The per capita emissions, infrastructure costs, and out of pocket expenses are all lowest for this group of travel modes.

ST. JOHN'S

Sustainable modes are also important for equity & public health:

- Personal spending on transportation is disproportionately high among low and moderate-income families.
- The combined housing and transportation costs a family bears is often used as an indicator of affordability.
- Newfoundland and Labrador has a rapidly aging population and high obesity rates.
- Only 15% of the Canadian population meet physical activity guidelines. Physical and mental health are both improved by physical activity

Sustainable modes contribute to improved climate outcomes:

- Transportation (personal & industrial) consumes approximately 41% of the energy use (gasoline and diesel) and emits 59% of the community's GHGs.¹
- In order to reach a GHG reduction target in line with global targets we may need to reach (as a community) a reduction in gasoline emissions of about 20-30% by 2030

Transportation Demand Management (TDM)

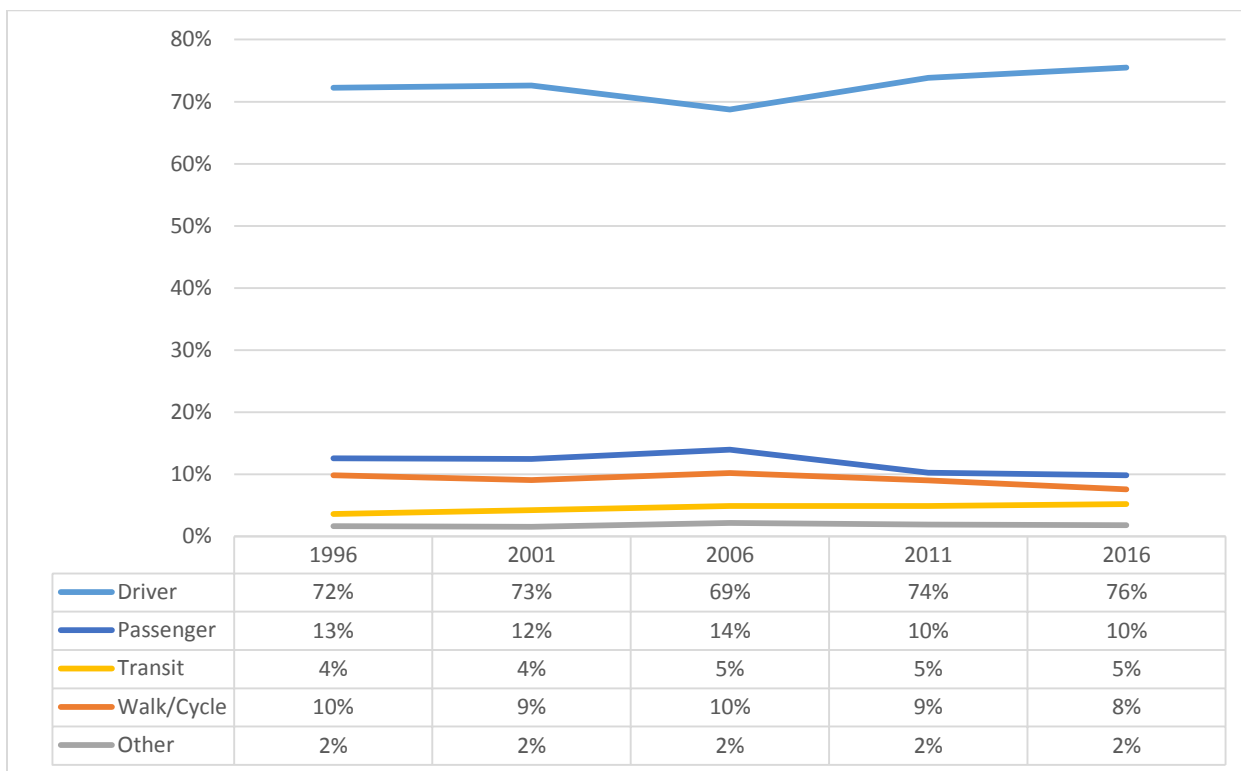
Some activities that normally require a person to travel can be done without leaving the home. Telework/remote work and online shopping are examples of these. Carpooling allows more than one person to make their trip without each using their own vehicle. These strategies, among others, are known as Transportation Demand Management (TDM) and aim to reduce the number of private vehicles using our streets, especially at peak times such as the morning and afternoon commute periods.

TDM is important for sustainability just as sustainable modes are. TDM measures are accounted for separately from mode share when discussing travel trends and policies. As such, while closely related, TDM strategies will not be discussed in this note.

2. Existing Trends

Historical trends of commuter travel in St. John's can be tracked using journey-to-work data from 1996-2006 & 2016 censuses and the 2011 National Household Survey (NHS). This data does not provide a full picture of how people in the city are moving but it is a reliable indicator of trends over time. The chart on the next page shows City of St John's commuter mode share over two decades.

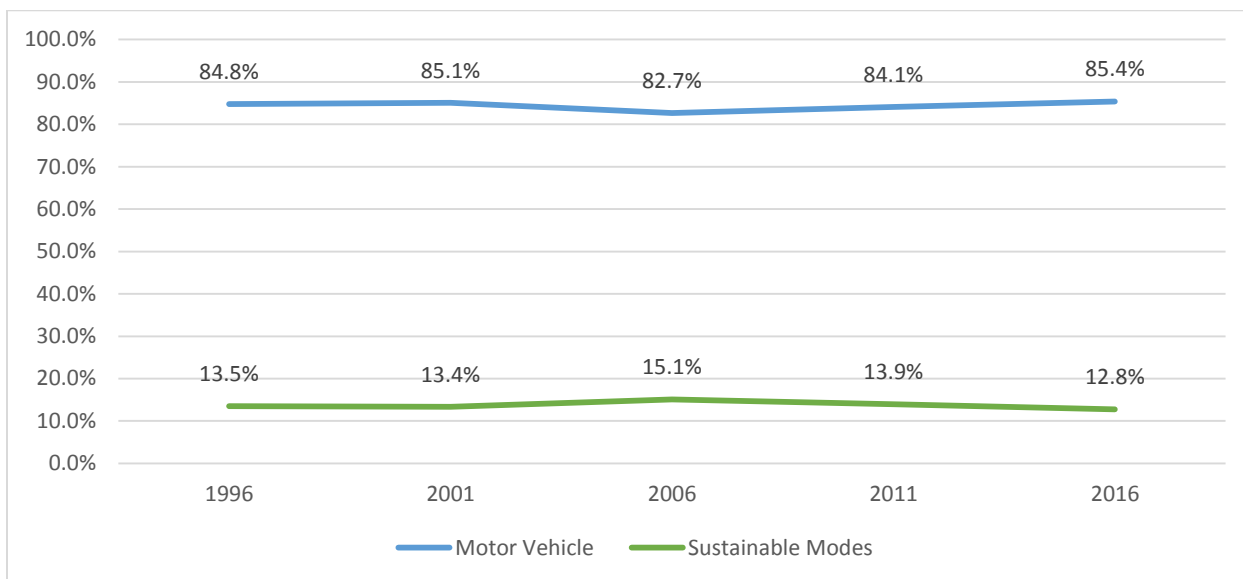
¹ City of St John's Energy and Greenhouse Gas Inventory (2018)



Citywide 59% of people in the city travel less than 5 km to get to work.² 10% of residents live less than 1 km from work. Of that 10% completing a less than 1km commute, more than half of (58%) use a car, truck, or van to get to work. These short commutes present an opportunity for more sustainable trips.

Summarizing the chart above into motor vehicle-based modes and sustainable modes produces the trends shown on the next page for the City of St. John's.

² 2016 Census Tables <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/Rp-eng.cfm?TABID=2&LANG=E&A=R&APATH=3&DETAIL=0&DIM=0&FL=A&FREE=0&GC=1001519&GL=-1&GID=1257401&GK=3&GRP=1&O=D&PID=111334&PRID=10&PTYPE=109445&S=0&SHOWALL=0&SUB=0&Temporal=2017&THEME=125&VID=0&VNAMEE=&VNAMEF=&D1=0&D2=0&D3=0&D4=0&D5=0&D6=0>

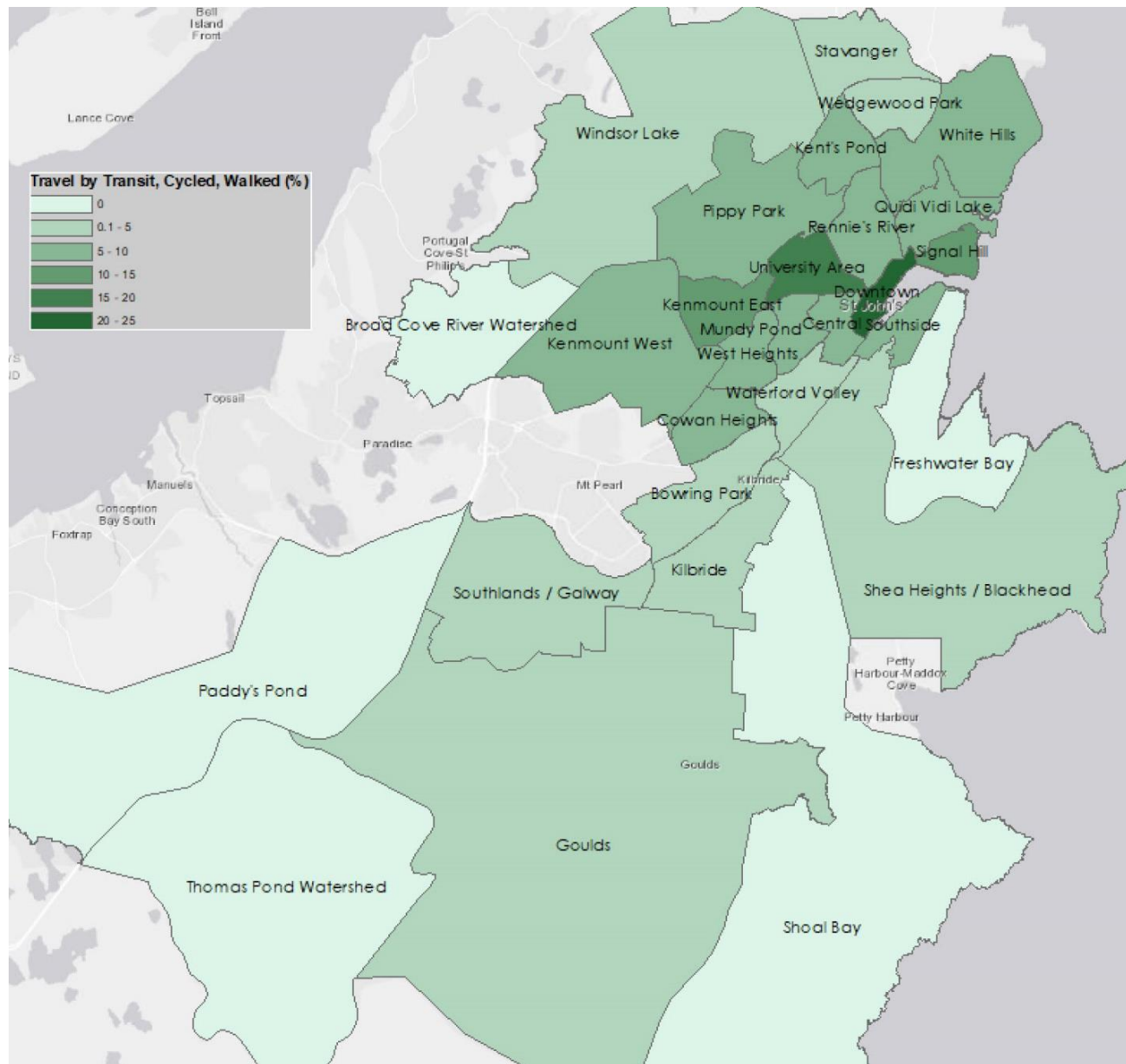


Although citywide sustainable mode share is around 13%, the map on the next page shows that some areas already have a much higher sustainable mode share than others. The median mode share for all neighbourhoods is only 5.9%³ while the downtown neighbourhood has over 20% sustainable commuter mode share.⁴

³ 50% of residents live in a neighbourhood with a sustainable mode share of $\leq 5.9\%$

⁴ Sustainable transportation journey-to-work, Census 2016:

<https://censusmapper.ca/maps/983?index=3#13/47.5667/-52.7331>



On the next page a table showing the sustainable mode share breakdown by neighbourhood is provided.

The city's intensification areas are shown in the map attached to this briefing note. These areas are located near transit service and are mostly in neighbourhoods with higher than median sustainable mode shares.

Neighbourhood	Mode			Sustainable Modes (total)
	Public Transit	Walk	Bicycle	
Bowring Park	2.1%	1.4%	0.5%	4.0%
Broad Cove River Watershed	0.0%	0.0%	0.0%	0.0%
Central	3.5%	6.1%	0.0%	9.6%
Cowan Heights	3.7%	2.1%	0.2%	5.9%
Downtown	4.5%	15.3%	0.4%	20.3%
Freshwater Bay	0.0%	0.0%	0.0%	0.0%
Goulds	1.0%	1.0%	0.2%	2.2%
Kenmount East	5.9%	5.5%	0.3%	11.7%
Kenmount West	5.0%	3.2%	0.0%	8.2%
Kent's Pond	3.3%	4.1%	0.2%	7.6%
Kilbride	2.1%	0.4%	0.1%	2.6%
Mundy Pond	2.6%	5.7%	0.0%	8.2%
Paddy's Pond	0.0%	0.0%	0.0%	0.0%
Pippy Park	5.6%	2.5%	0.7%	8.7%
Quidi Vidi Lake	2.2%	4.6%	0.5%	7.4%
Rennie's River	2.6%	6.8%	0.6%	10.0%
Shea Heights / Blackhead	2.3%	1.2%	0.0%	3.6%
Shoal Bay	0.0%	0.0%	0.0%	0.0%
Signal Hill	2.0%	9.3%	0.3%	11.6%
Southlands / Galway	0.1%	0.3%	0.3%	0.6%
Southside	3.4%	2.8%	0.0%	6.2%
Stavanger	1.1%	1.6%	0.0%	2.8%
Thomas Pond Watershed	0.0%	0.0%	0.0%	0.0%
University Area	6.5%	10.1%	0.2%	16.8%
Waterford Valley	2.2%	2.3%	0.2%	4.7%
Wedgewood Park	1.1%	1.0%	0.1%	2.2%
West Heights	2.5%	3.2%	0.3%	5.9%
White Hills	3.7%	2.6%	0.2%	6.6%
Windsor Lake	1.5%	1.1%	0.1%	2.7%

In the mode share table above, we can see two important trends:

1. Walking mode share is widely variable. In Southlands/Galway it is only 0.3% while in Downtown it is 15.3%. Walking mode share is heavily dependant on the built environment. Destinations that are close together and pedestrian routes that are dense and connected are key factors enabling residents to choose walking as a viable mode for their daily lives.
2. Over 2/3 of the population lives in neighbourhoods with a transit mode share of between 2% and 5%. This is reflective of the current transit system which serves as broad an area as possible but has limited capacity. Increasing the ability of the

transit system to serve an area through higher frequency and longer service hours is key to differentiating transit service and allowing people to choose transit as a good option for their travel.

3. Related Considerations

Population density & land use

While direct investment in sustainable modes can shift the choice that residents make about how to travel the form of the City is vitally important. Mixed use development and designs that are accessible and at a human scale can have a significant impact on the costs of transportation and the viability of choosing sustainable modes.

From 2006 to 2016 the population of St. John's has grown by over 8%. The 2014 KPMG "As Is" report on winter maintenance indicates the road network has grown by 21% from 547 to 662 kms over 10 years. (The biggest growth area being residential roads – 340 to 438 kms. As such, there are fewer residents per km of road on average.)⁵

A more compact land use pattern contributes to several benefits such as:⁶

- Reducing the capital and operating costs of providing public infrastructure and services such as roads, utility lines, garbage collection, emergency services and school transport.
- Improving overall people's ability to reach desired goods and services and interact with one another.
- Reducing transportation costs, including the per capita costs to consumers to own and operate vehicles, road costs, collisions, and pollution emissions.

Public Investment

Investment over time in different modes is often used as a tangible measure of how important each is within the set of investments that the City makes. Jurisdictions may choose to compare a stated mode target against the proportion of funding that mode receives. For example, if public transit is targeted to carry 10% of trips within the City then this approach would seek to have 10% of transportation related operating budgets being spent on public transit.

To make this type of measurement all operating and capital costs associated with transportation would need to be catalogued and assigned to one or more modes. Historically, records that differentiate maintenance and capital costs between the users of that infrastructure have not been kept. In future, one approach to monitoring mode

⁵ [The City of St. John's Review of Winter Maintenance Services "As Is" Report, June 24, 2014](#)

⁶ Victoria Public Transit Institute (T. Litman). *Smart Growth Savings: What We Know About Public Infrastructure and Service Cost Savings, And How They are Misrepresented By Critics*. April 2013.

priority within the City's policies would be to develop the systems needed to allocate costs by mode.

4. How to set mode share targets

Establishing a transportation vision and mode share targets typically happen early in the process of developing a transportation master plan (TMP). Public engagement, historical trends, current travel behaviour and alignment with city plans and policies help inform the development of mode share targets. When mode share targets are established as part of the TMP, the adopted targets are accompanied by a strategy to achieve them.

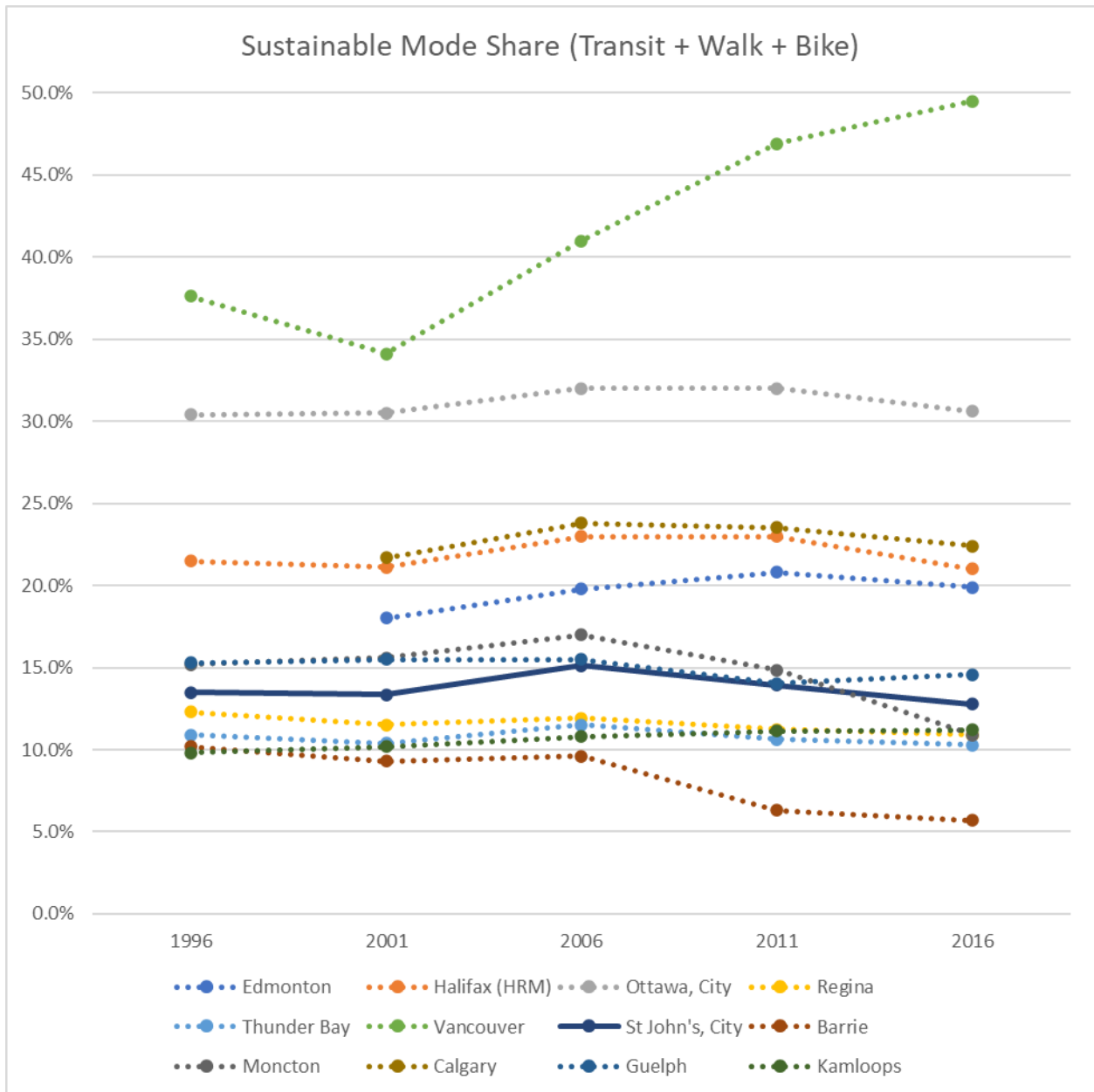
In advance of developing a Transportation Master Plan, the City and the Province are working together to undertake a Household Travel Survey. Unfortunately, the COVID-19 pandemic has further delayed this work and it is uncertain as to when "typical" behaviour will resume, and we are able to collect representative data.

Data from a Household Travel Survey portrays a more accurate picture of current travel behaviour than census data. Data collected from the Household Travel Survey will enable the creation of a discrete choice model which include population demographics and helps to understand why people choose their current modes. This enables better projections and more accurate evaluation of options.

Achieving an increase in sustainable mode share targets requires providing people with realistic and convenient travel choices. In our current transportation system, it can be extremely challenging to reach essential destinations without driving, particularly in the winter months. The choices available also vary by neighbourhood with some areas better suited to sustainable modes than others.

Comparing municipalities

The following chart shows sustainable mode share for comparable small and mid-sized cities along with select larger cities. This is based on the same Journey to Work data discussed above.



As is evident above, comparable municipalities have experienced relatively little change in overall sustainable mode share over the last 20 plus years. Three large municipalities have been included in the chart above. It is important to note that these are not considered comparable from the perspective of mode share percentages. They have entirely different land use patterns and transportation infrastructure.

Ottawa and Calgary are included in this chart to show that even large municipalities with significant investments in transit and active mode infrastructure are struggling to make significant gains.

The stand-out is Vancouver where, in addition to investment in sustainable modes there have been significant changes made that make travel by personal vehicle less

convenient for many. For example, vehicle capacity on bridges in/out of Vancouver has been reduced and parking rates in the downtown can exceed \$10/hour.

Many small and mid-sized cities don't have mode share targets or transportation master plans. The following table compares a mix of peer municipalities from the Transit Service Review and other municipalities who have publicly available mode share targets. To compare among this group, the annual percentage growth in sustainable mode share is calculated. This can be conceptualized similarly to an interest rate with compound growth.

Municipality	Annual % Growth in Sustainable Mode Share	Benchmark		Target	
		Year	Sustainable Modeshare	Year	Sustainable Modeshare
Calgary (range: low)	0.66%	2005	23%	2069	35%
Moncton (Tricommunity)	2.24%	2013	7%	2041	13%
Kingston	1.21%	2008	19%	2034	26%
Ottawa	0.85%	2011	35%	2031	41%
Calgary (range: high)	1.05%	2005	23%	2069	45%
Halifax (HRM)	1.50%	2011	22%	2031	30%
Thunder Bay	3.20%	2016	10%	2038	20%
Vancouver	1.88%	2008	40%	2020	50%

Timeframe

Typically, the time frame for a mode share target is long term. As can be seen in the table above, targets are set by these municipalities anywhere from 12 years to 64 years after the benchmark date. Most are between 20 years and 30 years which is typical for the industry.

The most impactful changes a City can make – land use patterns and major infrastructure – take a long time to implement and subsequently influence the people's decision making. Some changes, like public transit funding, can be impactful on shorter time frames but also often rely on key infrastructure to work well. (For example, a new terminal may be necessary to make service enhancements feasible.)

The City of St. John's has a convenient benchmark year of 2016 (the most recent census year). Possible horizon years for the purpose of setting a mode share target could be:

- 2030 – matches projection scenario from City of St. John's Energy and GHG Corporate Inventory.
- 2031 – matches 5-year census cycle
- 2040 or 2041 – approximately 20 years from now, 2041 matches census cycle

- 2050 or 2051 – approximately 30 years from now, 2050 matches projection scenario from City of St. John's Energy and GHG Corporate Inventory, 2051 matches census cycle

In consideration of the range of annual percentage growth identified above the table below shows what very low, low, medium, and high scenarios would be for these timelines.

St. John's	Annual % Growth in Sustainable Mode Share	2016 (Base)	2030 (Target)	2040 (Target)	2050 (Target)
very low	0.5%	12.8%	13.7%	14.4%	15.1%
low	1.0%	12.8%	14.7%	16.2%	17.9%
medium	1.5%	12.8%	15.7%	18.3%	21.2%
high	2.0%	12.8%	16.9%	20.6%	25.1%

Options to set a mode share target

A sustainable mode share target can be developed in a variety of different ways. The method which is most appropriate for the City to pursue is a matter of policy priorities. Some typical approaches are:

- Assume that no major changes in mode share trends will be realized and estimate a target that fits the historic trend (Business as Usual)
- Adopt a target (or range of targets) based on comparable municipalities
- Conduct a public engagement process. This can include a discussion on the relative merits and costs of different targets and the implications of how they might be achieved
- Develop models based on population growth, local geography, costs, and other factors to determine how conditions may change over time.
- Use an overarching process to bring these different approaches together by creating investment scenarios based on public feedback, peer comparisons, or policy directions. These scenarios could then be tested using a model to determine what is achievable with what effort.

It is also possible to iterate through different approaches, repeating some steps and using them to inform further work.

In addition to selecting how a mode share target should be developed it is also important to consider the type of target that will result.

- A single target for the City could be defined. This is the simplest type of target and is readily compared to census or other data sources.
- A sustainable mode share target that is broken out into specific targets for transit, walking, and cycling would refine an area wide target. This type of target could be used to inform resource allocations among different sustainable modes.

- Journey to work data, on which the mode shares discussed above are based, represent what could be called “commute trips”. There are many other types of trips that are made including shopping, recreation, services, education, etc. Understanding how all trips are made within the City provides a more complete picture of mobility. Mode shares can be similarly targeted to drive different policy objectives. For example, a different plan would be used to target education trips than shopping trips. This level of detail is not common as part of a high-level goal.
- Geography-specific targets could be used. Areas that are difficult to serve by specific modes could be given lower targets while areas that have higher potential are given higher targets and increased resources. While this may seem to disproportionately benefit some neighbourhoods over others the true effect is much more nuanced. For example, when residents of a central neighbourhood choose sustainable modes then those who need to drive in from more distant neighbourhoods benefit from less congestion and parking demand.

5. How to reach targets and increase sustainable mode share

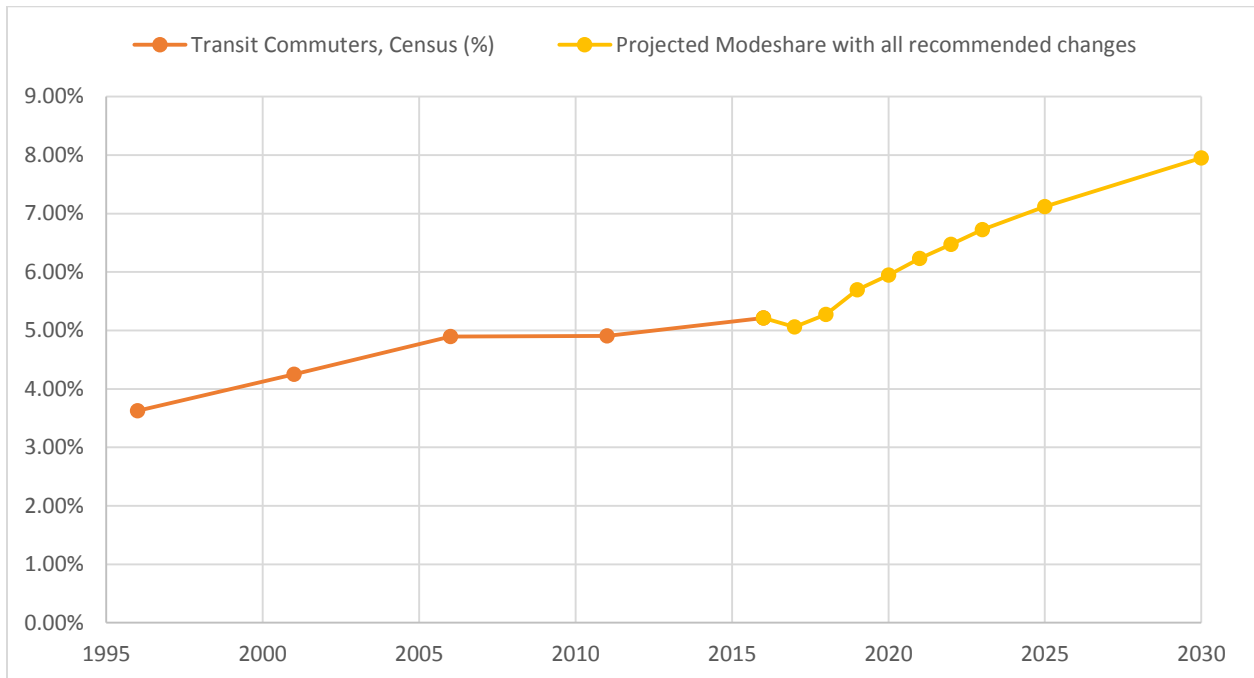
Several policies and documents contribute to increases in sustainable mode share over the long term:

- Envision and the development regulations have tools to encourage development patterns that are more supportive of sustainable modes.
- A future Transportation Master Plan will develop strategies for increasing the City’s sustainable mode share along with other mobility related investments.
- The 2019 Bike St. John’s Master Plan outlines actions to increase cycling.
- The 2019 Transit Service Review Final Report outlines a plan to increase transit ridership.

Some of the most effective and fastest ways to boost sustainable mode share in the short term are to:

1. Increase transit frequency and service hours, and
2. Infill missing sidewalk segments and increase sidewalk snow clearing level of service. (This supports both walking and transit mode share.)

The following chart shows the projected transit mode share increase from implementing the recommended Strategic Directions in the Phasing Plan of the 2019 Transit Service Review Final Report. The growth forecasts are considered conservative. By implementing all the recommended actions, the city could meet a 16% sustainable mode share target by 2030 (8% transit + 8% walk/bike).



The full set of recommendations from the 2019 Transit Service Review Final Report has not yet been implemented. As such, the growth projected in the chart above should not be expected by the 2030 horizon as shown.

The year-round viability of sidewalk use is a critical factor for sustainable mode shares. 2020 has seen a lot of discussion on sidewalk snow clearing. From the perspective of increasing sustainable mode share it is important that policy and budget decisions related to snow clearing are reflective of the priorities the City has for mobility by all modes.

6. Conclusions

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 Council were to take this approach, then a reasonable target could be based on the jurisdictional comparison above and projections from the 2019 Transit Service Review.

Adopting a target now would also help inform policy changes and investment decisions in advance of a completed Transportation Master Plan.

In the table on page 11 of this briefing note the “medium” target of 1.5% annualized growth puts the sustainable mode share at 15.7% for 2030. This is an increment from 12.8% in 2016, or (approximately) a 3% shift in the next 10 years. The Transit Service Review found that a 3% shift in that timeframe would be feasible with transit investment alone. While that level of investment required has not yet been allocated, a combination of transit spending and active mode spending could reasonably combine to achieve this scale of change. As such, reasonable targets could be a 16% sustainable mode share for 2030 or a 22% sustainable mode share for 2050.

Key Considerations/Implications:

1. Budget/Financial Implications:
Sustainable mode share can not be increased meaningfully without significant investment. Staff resources, operating budget and capital expenditure are all factors. That said, no specific funding requests are identified in this briefing note.
2. Partners or Other Stakeholders:
n/a
3. Alignment with Strategic Directions/Adopted Plans:
Sustainable mode share is an integral part of the strategic direction “A City that Moves”. This direction is described as follows with emphasis added on mode share related language:

Changing demographics mean the way people move around the city is shifting. Our transportation network needs to provide all people and businesses access to options for travelling where they want to go. By focusing on safety and balance this direction attempts to make a safer transportation network for everyone, regardless of their mode of travel.
4. Legal or Policy Implications:
Any commitment to a meaningful increase in sustainable mode share requires that policy changes be considered in other areas, particularly in how the City is built and how it is maintained.
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 consider adopting a sustainable mode share target. If adopted and implemented through policy changes and investment an achievable target would be 16% by 2030 or 22% by 2050.

Prepared by: Marianne Alacoque, Transportation System Engineer
Approved by: Garrett Donaher, Manager - Transportation Engineering

Report Approval Details

Document Title:	Mode Share Targets.docx
Attachments:	- Intensification Areas May 16 2019.pdf
Final Approval Date:	Nov 5, 2020

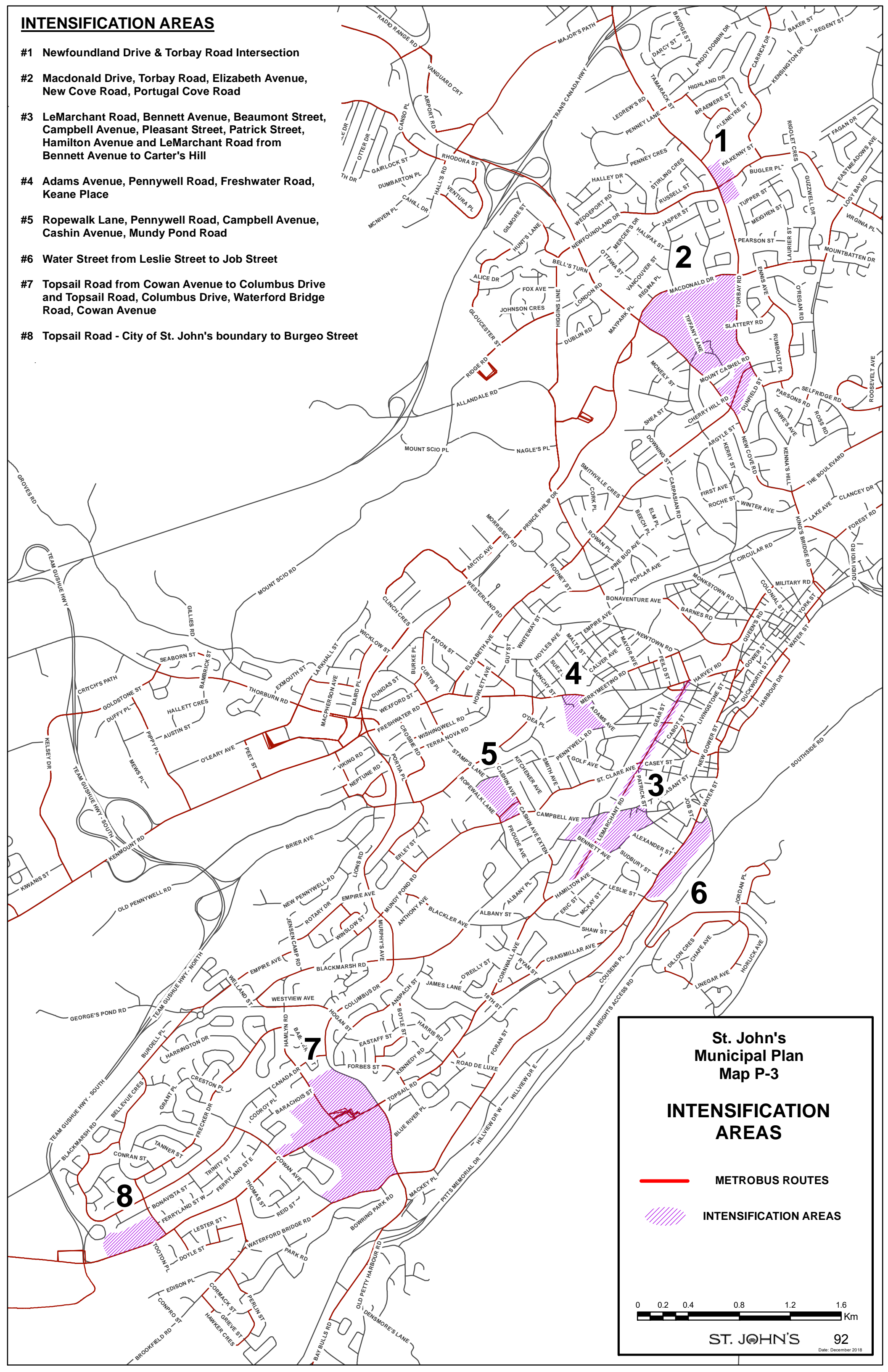
This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Nov 5, 2020 - 1:01 PM

Jason Sinyard - Nov 5, 2020 - 2:12 PM

INTENSIFICATION AREAS

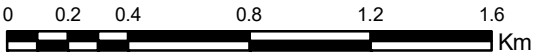
- #1 Newfoundland Drive & Torbay Road Intersection
- #2 Macdonald Drive, Torbay Road, Elizabeth Avenue, New Cove Road, Portugal Cove Road
- #3 LeMarchant Road, Bennett Avenue, Beaumont Street, Campbell Avenue, Pleasant Street, Patrick Street, Hamilton Avenue and LeMarchant Road from Bennett Avenue to Carter's Hill
- #4 Adams Avenue, Pennywell Road, Freshwater Road, Keane Place
- #5 Ropewalk Lane, Pennywell Road, Campbell Avenue, Cashin Avenue, Mundy Pond Road
- #6 Water Street from Leslie Street to Job Street
- #7 Topsail Road from Cowan Avenue to Columbus Drive and Topsail Road, Columbus Drive, Waterford Bridge Road, Cowan Avenue
- #8 Topsail Road - City of St. John's boundary to Burgeo Street



St. John's
Municipal Plan
Map P-3

INTENSIFICATION
AREAS

- METROBUS ROUTES
- INTENSIFICATION AREAS



DECISION/DIRECTION NOTE

Title: Request for 10% Side Yard Variance
65 Feild Street
INT2000107

Date Prepared: November 17, 2020

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 2

Decision/Direction Required:

To seek approval for a 10% Side Yard variance (north side) at 65 Feild Street.

Discussion – Background and Current Status:

An application was submitted to construct an extension to the Dwelling at 65 Feild Street. The property is situated in the Residential High Density (R3) Zone where the minimum side yard requirement is 1.2 metres. The proposed side yard required to accommodate the extension is 1.08 metres, which would require a 10% variance. Section 8.4 of the Development Regulations provides that up to a 10% variance pertaining to Lot Requirements can be considered.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Abutting property owners have been notified.
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: Section 8.4, Section 10.5.3(5)(d) of the St. John's Development Regulations
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Not applicable.
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 approve the 10% Side Yard variance for 65 Feild Street to allow a Side Yard requirement of 1.08 m for the proposed extension.

Prepared by:

Andrea Roberts P.Tech – Senior Development Officer
Planning, Engineering and Regulatory Services

Approved by:

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

Report Approval Details

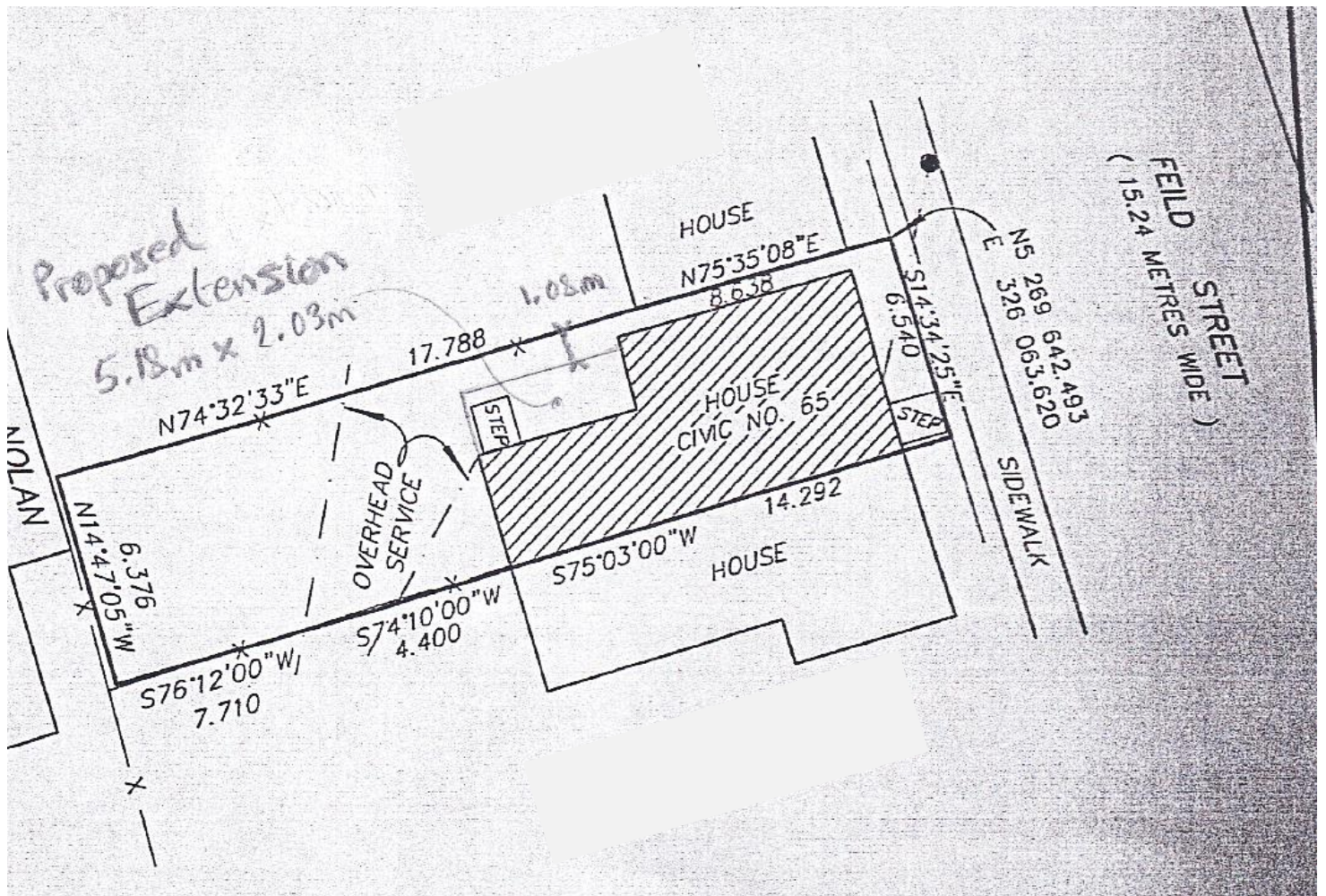
Document Title:	Development Committee - Request for Side Yard Variance - 65 Feild Street - INT2000107.docx
Attachments:	- Extension Location.pdf - Aerial Map.pdf
Final Approval Date:	Nov 19, 2020

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

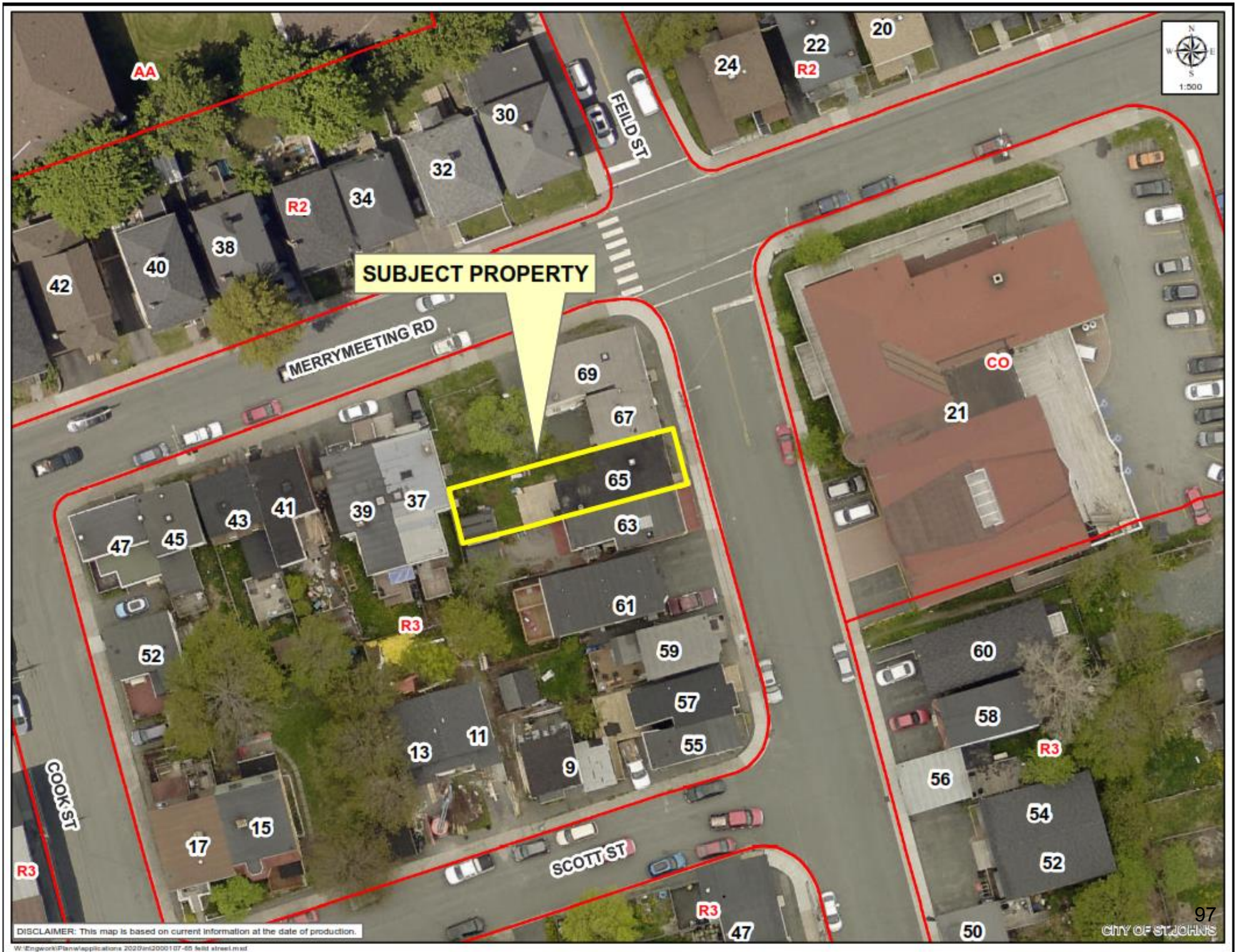
Lindsay Lyghtle Brushett - Nov 17, 2020 - 3:19 PM

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

Extension Location



65 Feild Street



Development Permits List
For the Period of November 12 To November 18, 2020

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
RES		Lot for Single Detached Dwelling	61 Boyle Street	3	Approved	20-11-17

*	Code Classification: RES - Residential COM - Commercial AG - Agriculture OT - Other INST - Institutional IND - Industrial
**	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.

Lindsay Lyghtle Brushett
Supervisor - Planning and Development

Permits List

Council's November 23, 2020 Regular Meeting

Permits Issued: 2020/11/12 to 2020/11/18

BUILDING PERMITS ISSUED

Residential		
Location	Permit Type	Structure Type
1 Halliday Pl	Renovations	Single Detached Dwelling
11 Gallipoli St	New Construction	Single Detached Dwelling
15 Jasper St	Renovations	Single Detached Dwelling
16 Brownrigg Pl	Extension	Single Detached Dwelling
19 Channing Pl	Extension	Single Detached w/ apt.
23 Bambrick St	Accessory Building	Accessory Building
23 Durdle Dr	Extension	Single Detached Dwelling
36 Harbour View Ave	Accessory Building	Accessory Building
39 Maurice Putt Cres	New Construction	Single Detached Dwelling
40 Maurice Putt Cres	New Construction	Single Detached Dwelling
42 Danny Dr	Change of Occupancy/Renovations	Clinic
44 Barrows Rd	Renovations	Single Detached Dwelling
5 Atlantic Ave	Renovations	Single Detached Dwelling
5 Blackmarsh Rd	Site Work	Single Detached w/ apt.
58 Fleming St	Renovations	Semi Detached Dwelling
60 Willenhall Pl	New Construction	Single Detached w/ apt.
7 Larkhall St	Change of	Subsidiary Apartment

	Occupancy/Renovations	
7 Spruce Grove Ave	Change of Occupancy	Home Office
9 Ledum Pl	Renovations	Single Detached Dwelling
		This Week: \$1,114,205.00

Commercial

Location	Permit Type	Structure Type
31 Doyle's Rd	Fence	Fence
385 East White Hills Rd	Change of Occupancy/Renovations	Office
40 Aberdeen Ave	Change of Occupancy	Office
470 Topsail Rd	Renovations	Retail Store
48 Kenmount Rd	Sign	Bank
60 Eastland Dr	Accessory Building	Accessory Building
67 Major's Path	Change of Occupancy	Office
75 Airport Heights Dr	Change of Occupancy/Renovations	Restaurant
		This Week: \$574,835.25

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
		This Week: \$0.00

This Week's Total: \$1,689,040.25

REPAIR PERMITS ISSUED: \$103,000.00

NO REJECTIONS

YEAR TO DATE COMPARISONS			
November 23, 2020			
TYPE	2019	2020	% Variance (+/-)
Residential	\$43,506,383.52	\$45,157,810.29	4
Commercial	\$162,539,098.16	\$134,054,576.71	-18
Government/Institutional	\$2,824,650.00	\$677,431.00	-76
Industrial	\$1,812,266.07	\$3,000.00	-100
Repairs	\$2,279,933.50	\$3,261,801.90	64
TOTAL	\$212,962,331.25	\$183,154,619.90	-14
Housing Units (1 & 2 Family Dwelling)	114	135	

Respectfully Submitted,

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

MEMORANDUM

Weekly Payment Vouchers For The Week Ending November 18, 2020

Payroll

Public Works	\$ 413,248.51
Bi-Weekly Casual	\$ 34,474.37
Accounts Payable <i>(A detailed breakdown available here)</i>	\$ 2,486,290.39

Total: \$ 2,934,013.27

ST. JOHN'S

DEPARTMENT OF FINANCE

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

NOTICE OF MOTION

TAKE NOTICE that I will at the next regular meeting of the St. John's Municipal Council move to rescind the decision of Council made at its Regular Meeting of April 27, 2020 (SJMC-R-2020-04-27/204) to approve the Discretionary Use Application of C. W. Parsons Limited to use a parcel of land at 4329 Trans Canada Highway as a quarry as the description of the parcel of land to be used has changed.

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

COUNCILLOR

ST. JOHN'S

NOTICE OF MOTION

TAKE NOTICE that I will, at the next Regular Meeting of Council, move a motion to give priority to the processing of all development applications with the support of CMHC's Rapid Housing Initiative with the intention of assisting organizations rapidly constructing affordable housing to meet the program deadline.

DATED at St. John's, NL, this 23rd day of November, 2020.

Deputy Mayor Sheilagh O'Leary

DECISION/DIRECTION NOTE

Title: Sale of City Land – front of 3 Dover Place

Date Prepared: November 19, 2020

Report To: Regular Meeting of Council

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

Ward: Ward 4

Decision/Direction Required:

Recommendation on the sale of City land at the front of 3 Dover Place, as shown in red on the attached diagram.

Discussion – Background and Current Status:

The owner of 3 Dover Place has approached the City requesting to purchase the parcel of land between his property and the sidewalk. This request was circulated amongst the required City departments with the only notable concerns being that the City retain 0.5 meters behind the sidewalk and that the location of the driveway be adjusted. Public Works has requested that this property only be sold if the property owner and Public Works can come to an agreement on the driveway location, which has now been reached. As this is a narrow cul-de-sac, Public Works is requesting that an area be allocated for snow storage.

Staff have valued the land at \$3.50 per square foot. The area in question is approximately 400 square feet, resulting in an estimated purchase price of \$1,400.00, plus HST and an administrative fee. The purchaser would be responsible for providing the survey, which would provide the exact square footage.

Key Considerations/Implications:

1. Budget/Financial Implications:
 - a. City to receive approximately \$1,400.00 per square foot for the sale of the land, plus HST and an administrative fee.
2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions/Adopted Plans:
 - a. An Effective City
4. Legal or Policy Implications:
 - a. A Deed of Conveyance will have to be prepared.

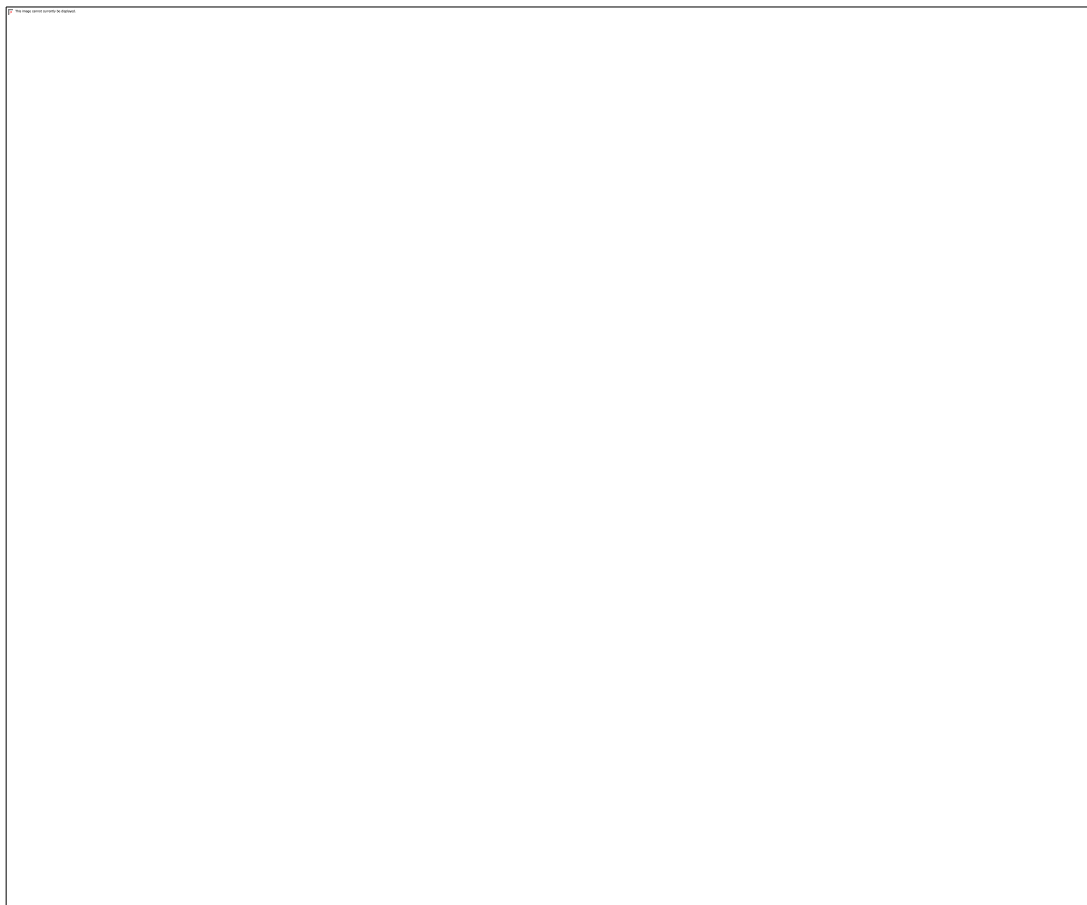
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5. Privacy Implications: N/A
6. Engagement and Communications Considerations: N/A
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

Recommendation:

That Council approve the sale of City land at the front of 3 Dover Place, as shown in red on the diagram below.

Prepared by: Andrew Woodland, Legal Counsel
Approved by: Cheryl Mullett, City Solicitor



Report Approval Details

Document Title:	Sale of land at the front of 3 Dover Place.docx
Attachments:	
Final Approval Date:	Nov 19, 2020

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

Cheryl Mullett - Nov 19, 2020 - 10:28 AM

Result of E-Poll

Sale of City Land – front of 3 Dover Place

The owner of 3 Dover Place has approached the City requesting to purchase the parcel of land between his property and the sidewalk.

That Council approve the sale of City land at the front of 3 Dover Place, as shown in red on the diagram below.

E-Poll – November 19, 2020

Member	Agree	Disagree
Danny Breen	X	
Sheilagh O'Leary	X	
Maggie Burton	X	
Dave Lane	X	
Sandy Hickman	X	
Debbie Hanlon	X	
Deanne Stapleton	X	
Shawn Skinner	X	
Jamie Korab	X	
Ian Froude	X	
Wally Collins	X	

DECISION/DIRECTION NOTE

Title: SERC – Road Closure for Film Shoot

Date Prepared: November 18, 2020

Report To: Regular Meeting of Council

Councillor and Role: Councillor Shawn Skinner, Special Events Regulatory Committee

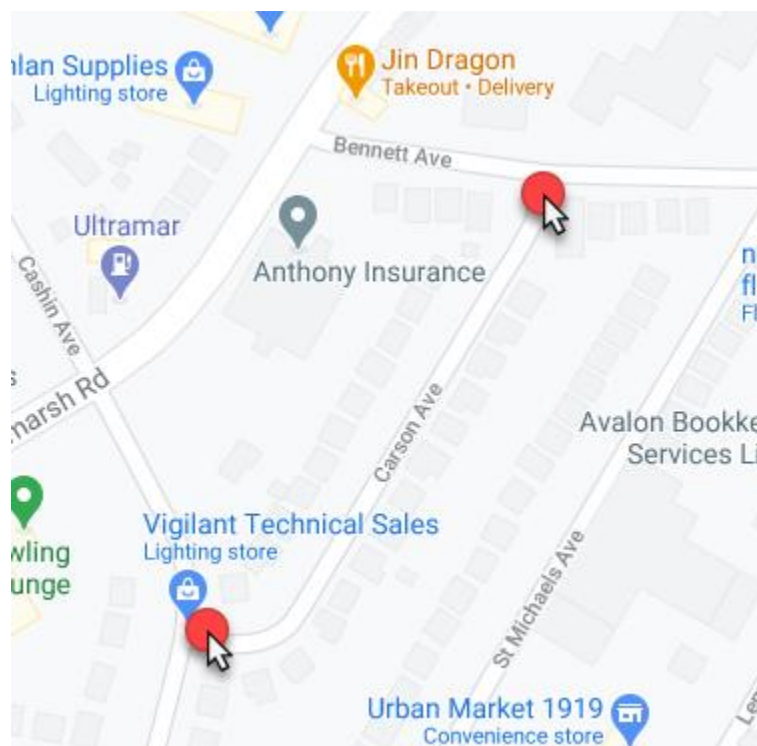
Ward: N/A

Decision/Direction Required: Council approval of road closure for the filming of The Surrealtor.

Discussion – Background and Current Status: The Surrealtor production is requesting road closure (except for local traffic) for the following date, time and location:

- Monday, November 23
- 7:00pm – 9:00pm
- Carson Avenue

Traffic control company has been secured for this road closure.



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Key Considerations/Implications:

1. Budget/Financial Implications: N/A
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 closure 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 3.docx
Attachments:	
Final Approval Date:	Nov 19, 2020

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

Jennifer Langmead - Nov 18, 2020 - 4:06 PM

Tanya Haywood - Nov 19, 2020 - 2:24 PM

DECISION/DIRECTION NOTE

Title: St. John's Transportation Commission – Vacancies (Council Appointments)

Date Prepared: October 25, 2019

Report To: Regular Meeting of Council

Councillor and Role: Mayor Danny Breen, Governance & Strategic Priorities

Ward: N/A

Decision/Direction Required: Seeking permission to advertise and/or renew memberships for two vacancies and appoint two new members of Council to the Commission.

Discussion – Background and Current Status:

At the end of this calendar year, there will be four vacancies on the St. John's Transportation Commission. Two council representatives are required to fill the vacancies left by Councillor Ian Froude and Councillor Dave Lane.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
 - St. John's Transportation Commission
3. Alignment with Strategic Directions/Adopted Plans: N/A
4. Legal or Policy Implications:
 - St. John's Transportation Commission By-Law
5. Privacy Implications: N/A
6. Engagement and Communications Considerations:
 - Advertise Expressions of Interest for public representative(s)
7. Human Resource Implications:
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

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Recommendation:

That Council advertise for new public representatives and that the vacancies left by Councillors Froude and Lane be replaced by the following council representatives:

- Councillor Maggie Burton
- Councillor Jamie Korab.

Prepared by:

Approved by:

Report Approval Details

Document Title:	St. John's Transportation Commission - Vacancies Council Appointments.docx
Attachments:	
Final Approval Date:	Nov 22, 2020

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

Elaine Henley - Nov 22, 2020 - 3:03 PM