

ST. JOHN'S

Committee of the Whole Agenda

March 10, 2021

9:30 a.m.

4th Floor City Hall

Pages

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ST. JOHN'S

Minutes of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

February 24, 2021, 9:30 a.m.

Present:

- Mayor Danny Breen
- Councillor Maggie Burton
- Councillor Sandy Hickman
- Councillor Debbie Hanlon
- Councillor Deanne Stapleton
- Councillor Jamie Korab
- Councillor Ian Froude
- Councillor Wally Collins
- Councillor Shawn Skinner

Regrets:

- Deputy Mayor Sheilagh O'Leary

Staff:

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

Others David Crowe, Manager - Roads
 Judy Tobin, Manager - Housing
 David Day, Manager of Emergency Preparedness
 Leslie White, Facilities Supervisor and Acting Supervisor -
 Citizen Services
 Lisa Bennett, Tenant Relations Officer
 York Construction Development Team: Ron Fougere, Mark
 Gale, Peter Batson, and Paul Boundridge.
 Gerard Doran, Consultant

1. **Call to Order**

2. **Approval of the Agenda**

Recommendation

Moved By Councillor Korab

Seconded By Councillor Skinner

That the agenda be adopted as presented.

For (9): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)

3. **Adoption of the Minutes**

3.1 **Adoption of Minutes - January 27, 2021**

Recommendation

Moved By Councillor Burton

Seconded By Councillor Froude

That the minutes of the Committee of the Whole meeting held on January 27, 2021 be adopted as presented.

For (9): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)**4. Presentations/Delegations****4.1 Noise Exposure Forecast Zones (130 Aberdeen Avenue, MPA1900006)**

The City has received an application to rezone land at 130 Aberdeen Avenue from the Commercial Regional (CR) Zone to the Apartment Medium Density (A2) and Residential High Density (R3) Zones for the purpose of a residential subdivision with a mix of housing types. This application is being reviewed by staff and will be brought to Council for consideration soon. A number of revisions were required on the initial submission.

From Section 11.2 of the St. John's Development Regulations, any development in the vicinity of the St. John's Airport is subject to the St. John's Urban Region Regional Plan (SJURRP) concerning Noise Exposure Forecast (NEF) Zones and Bird Hazard Zones. The City uses the policies in the Regional Plan for these applications. The NEF system is used by Transport Canada to evaluate the extent of noise impacts and depends on factors such as the number of air traffic movements, type of aircraft in use, the runways used, the slide and approach paths, and other factors. The higher the NEF number, the louder the noise and thus the greater the noise impacts. The aim is to ensure that land uses which are sensitive to noise (such as residential uses where people could be awakened at night by aircraft noise) are kept away from the airport.

The Airport Authority promotes the important economic role of the airport, including its ability to operate 24 hours a day. There are many airports where overnight operations are not allowed due to the presence of residential areas close by. With the geographic location of St. John's at the extreme east of Canada, the airlines start their day very early in order to move westward across the provinces. Also, many flights may end their run in St. John's well after midnight. Years ago, the Airport Authority advised the City that any threat to 24-hour operation could create challenges for accommodating the needs of the airlines.

The Regional Plan recognizes that aircraft and helicopter movements are noisy and aims to minimize adverse impacts. The Plan sets minimum requirements for development using the NEF. New residential uses are

limited to areas outside of the 35 NEF Zone (that means NEF numbers lower than 35) and recommends that any residential development between the 30 and 35 NEF Zone have sufficient sound insulation. It has been noted that the Regional Plan's NEF Zones are from 1996 and have not been updated since. Using these lines, the proposed rezoning and development at 130 Aberdeen Avenue would fall between the 25 and 30 NEF Zones and thus would be permitted under the St. John's Development Regulations and the Regional Plan. Relevant sections of the Regional Plan are attached for Council's reference.

However, as part of the standard review for applications near the airport, the application was referred to the Airport Authority for comment. The Airport Authority were not concerned about building elevations in the proposed development (taller buildings may pose a problem on the approach to a runway) but expressed concern about their noise maps. According to their most recent NEF data (attached), the proposed development is bisected by the 30 NEF contour and they believe that new residential development is not suitable above the 30 NEF contour. They recommended that the developer rearrange the site plan to keep residential uses on the low side of the 30 NEF contour. This information is different from the Regional Plan, where the NEF map is different and where the policy allows new residential between the 30 and 35 NEF Zones. In follow-up correspondence, the Airport Authority maintained their initial recommendation against new residential development between the 30 and 35 NEF Zones, which would be more restrictive than the Regional Plan and the City's Development Regulations. The noise from the airport would be a source of complaints from people living nearby. In isolated cases where the 30 NEF contour might bisect a residential lot, they could consider recommending a dwelling, but did not support general residential development above the 30 NEF Zone. With respect to maps, the Airport Authority recently reviewed the NEF contours and strongly cautioned against using old NEF contours. This information was passed along to the applicant.

Further information can be found in the attached information note.

4.2 Presentation with York Construction and Fougere Menchenton Architecture

The York Construction Development Team consisting of Ron Fougere, Mark Gale, Peter Batson, and Paul Boundridge were in attendance to

present to Council about the potential development, Hawkesbury Estates. The presentation is amended to the agenda.

This residential development of 357 units in the east end is located in a residential area surrounded by commercial development off of White Rose and Aberdeen Avenue. This site is envisioned to be a walkable, healthy neighborhood and provides the ability to access commercial retail within a walkable distance. The development is a mixed-use housing development which would consist of:

- 24 single family units
- 72 semi-detached units
- 4 buildings of apartments consisting of 135 units
- 1 building of 80 condominium units
- 10 buildings of Four-Plex (40 units) and 2 buildings of Three-Plex (6 units) which are intended to be 55+ living.

The noise exposure forecast (NEF) contours are determined to be different within four different versions of the NEF mapping created by Transport Canada. The developers feel that the 2012 ultimate mapping projections, currently used by the City, do not align with the actual projections the airport has predicted 7 years in advance. Some versions of the mapping indicate a percentage of the development will be located within the 30 NEF Contour Boundary. The Airport Authority have recommended no new residential above 30 and sound insulation was not part of their recommendation. There is no indication of a schedule for updating NEF lines.

The Developers are confident that good construction and design will provide sustainable housing and noise mitigating sound transmission within the development. Future occupants of the development must be made aware of the potential noise possibility through an appropriate notice clause.

Council advised they will need further information and understanding of NEF lines and the mapping surrounding the airport. City staff will prepare the required maps for Council to review.

5. Finance & Administration - Councillor Shawn Skinner

5.1 2021 Capital out of Revenue

The Deputy City Manager of Finance and Administration presented an overview of the 2021 Capital Out of Revenue Listing and Parks Reserve Projects. An additional project regarding the land purchased for the future Goulds fire station in the amount of \$250,000 will be added to this list and will be recirculated to Council before the Regular meeting.

During discussion, it was advised that the basketball court in Airport Heights requested by Councillor Stapleton was not included in the list but is currently under investigation by staff and options will be reviewed and reported back to Council.

Recommendation

Moved By Councillor Skinner

Seconded By Councillor Hickman

That Council approve the 2021 Capital out of Revenue Listing and Parks Reserve Project.

For (9): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)

6. Public Works - Councillor Sandy Hickman

6.1 January 17th Snowmagedon Event Debrief

David Day, Manager of Emergency Preparedness provided a debrief of the January 17, 2020 Snomagedon event as per the attached information note.

The debrief completed by the Emergency and Safety Services Division identified four actionable items to be reviewed and followed up.

1. Crisis Communication Plan – review of current document to include but not limited to:

- a. Media briefings – method of delivery including use of technology.
- b. Define roles and responsibilities of other emergency partners during a SOE.

- c. Investigate assignment of Communications/PR Officer to Public Works during major events and/or winter season.
2. Establish process to acquire engineering subject matter experts during emergency events such as the avalanche in the Battery.
3. Declaration of State of Emergency – review to include but not limited to:
 - a. Process of declaration and process for granting exemptions.
 - b. Enforcement of the State of Emergency.
 - c. Process to coordinate with neighboring municipalities.
4. Emergency Coordination Center Operational Guideline – review to include but not limited to:
 - a. Awareness of planning cycle and communication of coordination center activation level to staff/departments.
 - b. Virtual operation of the Emergency Coordination Center.

Council communicated their appreciation to staff and community for their actions during the state of emergency. During discussion, councillors expressed concern about the challenge of coordination with provincial partners during the state of emergency and the importance of provincial and municipal coordination. Municipalities must be fully informed as to what the provincial partners' roles are during an emergency of this magnitude. It should be clear how people will access lifesaving medications and appointments and there should be a better process to decide on exemptions and clearer parameters are needed for when this occurs again.

During the state of emergency, unnecessary confusion was created by individual municipalities doing different things. During discussion, the following was noteworthy:

- Council feels that municipal borders are transparent and there should have been collective decisions made. A regional plan should be communicated in times of crisis.
- There should be space at the table for front line community agencies who provide communications and services through their organizations for vulnerable populations. During times of crisis those agencies must provide information to the people they service.

- People are encouraged to prepare for at least 72 hours in an emergency, but consideration must be made for those who do not have the resources and the ability to be prepared for these situations.
- There should be a permanent committee or agency which includes the municipalities and appropriate agencies that would address concerns in an emergency.

In response to questions regarding the timeline of the noted actionable items, Mr. Day advised that activity on these items have begun and should conclude before the end of the fiscal year. Some state of emergency issues are tied to the City Act and will be longer term but there are best practices that can be achieved in the interim. The City of St. John's will take the steps needed and will call on other municipalities to do the same.

6.2 Riverhead Wastewater Treatment Facility Capital Replacement Reserve Fund Purchase – Replacement Compactor

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Burton

That Council approve access to funding from the Riverhead WWTF Capital Replacement Reserve Fund to support the purchase of this equipment.

For (9): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)

7. Community Services - Councillor Jamie Korab

8. Special Events - Councillor Shawn Skinner

9. Housing - Deputy Mayor Sheilagh O'Leary

9.1 City-Owned Vacant Land for Affordable Housing

Council approved the expropriation of several parcels of land to eliminate any potential claim prior to the commencement of non-profit projects on these sites. Council also directed that these parcels be reserved for non-

profit housing initiatives/projects or partnerships. The parcels of land identified were:

- 245 Forest Road - Ward 2
- 245 Freshwater Road (at Terra Nova Road) - Ward 4
- 80-90 Empire Avenue - Ward 4
- 375 Waterford Bridge Road - Ward 5
- 28 Eric Street - Ward 2

During discussion, the following was noted:

- It was questioned if the parking requirements of the community market on Freshwater Road have been considered. This has been identified as an issue and is currently under review. 245 Freshwater Road may be removed from this list.
- 375 Waterford Bridge Road is located next to Bowring Park and has previously received negative commentary because of the location in relation to the park, green space, and treed area. Consideration must be made for these concerns.
- Staff must consider the footprint for 80-90 Empire Avenue and priority given to protection of the greenbelt and Kelly's Brook Trail.

The City has learned lessons during the engagement surrounding Eric Street and the public engagement required surrounding these possible parcels of land. The addresses of these parcels had not been released publicly previously and there are currently no planned projects for these sites. However, in light of the lessons learned for advanced engagement around the Eric Street Project and with additional funding potentially on the horizon (i.e. there is national advocacy for a relaunch of the Rapid Housing Initiative), early stakeholder engagement may increase support for a development on these sites. It would also allow City staff to identify stakeholder concerns, address these concerns in advance of a proposed development, outline the development process for stakeholders, and offer opportunities for stakeholders to provide input on what they would like to see in the area. Of note, each of these parcels require rezoning and would require public consultation prior to development.

It was further advised that this is a preliminary review of these potential parcels of land and staff will bring back considerations to Council on each

of the parcels of land outlined in the note. Staff will continue to search for potential land for affordable housing development.

Recommendation

Moved By Councillor Skinner

Seconded By Councillor Burton

That Council approve the following:

1. Publicly identifying the parcels of land that have been identified as potential sites for affordable housing developments in advance of planned developments on those sites;
2. Developing a public engagement plan to inform and engage residents, businesses, and other stakeholder groups in the areas surrounding the identified parcels of land; and
3. Seeking funding to complete work on these parcels in advance of planned projects (i.e. environmental assessment, geotechnical analysis, etc.)

For (9): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)

10. Economic Development - Mayor Danny Breen

11. Tourism and Culture - Councillor Debbie Hanlon

11.1 Arts and Culture Advisory Committee Report - January 19, 2021

1. Poet Laureate Term Extension

Recommendation

Moved By Councillor Hanlon

Seconded By Councillor Burton

That Council extend Mary Dalton's term as Poet Laureate to include the calendar years 2021 and 2022, as referenced in the Poet Laureate Terms of Reference.

For (9): Mayor Breen, Councillor Burton, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

MOTION CARRIED (9 to 0)

12. Governance & Strategic Priorities - Mayor Danny Breen

12.1 Strategic Plan 2020 Annual Report and 2021 Action Plan

Council was presented with the 2020 Annual Report on the City's 10-year strategic plan, Our City Our Future. While the organization was challenged in 2020 by both severe winter weather and the COVID-19 pandemic, actions on strategic priorities continued. In total, 26 initiatives were completed in 2020; 17 initiatives are currently reporting "on track;" 5 are showing as "behind;" and 29 are listed as "overdue."

The annual report also includes details on the projects underway to improve organizational efficiency. Continuous improvement (CI) projects aim to improve turnaround times, achieve cost, or time savings and add value for City residents and businesses. Leslie White, Facilities Supervisor gave a brief overview of the Continuous Improvement project regarding aquatics scheduling for Facilities in the Recreation Division and Lisa Bennett, Tenant Relations Officer gave a brief overview of the Continuous Improvement project regarding streamlining tenant move in and move out processes within the housing department.

Staff is prioritizing overdue projects while introducing new projects to be implemented in 2021. A recommendation will go forward to Council at the Regular meeting.

13. Planning & Development - Councillor Maggie Burton

14. Transportation and Regulatory Services & Sustainability - Councillor Ian Froude

15. Other Business

16. Adjournment

There being no further business the meeting adjourned at 11:42 am.

Mayor

INFORMATION NOTE

Title: Travel Report for the Year Ended December 31, 2020

Date Prepared: February 25, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Shawn Skinner, Finance & Administration

Ward: N/A

Issue:

Discussion – Background and Current Status:

In accordance with the City's Freedom of Information By-law, the second quarter travel report and budget summary are presented for information, as attached.

The amounts noted include all expenses related to travel, included but not limited to, registration, airfare, accommodations and per diem.

Key Considerations/Implications:

1. Budget/Financial Implications:
 - Cost for travel is allocated through individual department/program budgets.
2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions/Adopted Plans:
 - Effective Organization (Develop a knowledgeable and engaged workforce)
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

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10. Other Implications: N/A

Conclusion/Next Steps: This report is provided to Council for information purposes only.

Report Approval Details

Document Title:	Travel Report for the Year Ended December 31, 2020.docx
Attachments:	- Travel Report for the Year Ended December 31 2020.pdf
Final Approval Date:	Mar 4, 2021

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

Shelley Traverse - Mar 4, 2021 - 4:03 PM

Derek Coffey - Mar 4, 2021 - 4:05 PM

DEPARTMENT/EMPLOYEE	LOCATION	PURPOSE OF TRAVEL	DATES	TOTAL COST	REGISTRATION	AIRFARE	HOTEL	PER DIEM	TRANSPORTATION	REIMBURSEABLE BY	
										OTHER	THIRD PARTY
<u>Finance & Administration</u>											
Chris Davis	Halifax, NS	ICS Canada Logistics Course	Feb 10-14, 2020	2,742.01	1,092.50	441.89	604.34	267.50	335.78	-	-
				2,742.01	1,092.50	441.89	604.34	267.50	335.78	-	-
<u>Community Services</u>											
Douglas Pawson	Toronto, ON	Built For Zero Learning Sessions	Jan 22-24, 2020	1,650.63	-	1,050.43	420.72	160.50	18.98	-	-
Jennifer Tipple	Toronto, ON	Built For Zero Learning Sessions	Jan 22-24, 2020	1,764.07	-	1,148.64	420.72	160.50	34.21	-	-
Jennifer Tipple	Halifax, NS	2020 Homeless Individuals and Families Atlantic Regional Workshop	Feb 18-19, 2020	-	-	710.99	439.89	243.40	78.20	-	(1,472.48)
Jennifer Tipple	Ottawa, ON	Homelessness Data Advisory Meeting	Feb 4-7, 2020	-	-	1,660.35	690.04	334.40	120.88	-	(2,805.67)
Jennifer Langmead	Corner Brook, NL	Hospitality Newfoundland and Labrador Annual Conference	Feb 25-27, 2020	1,806.24	448.50	585.67	373.09	160.50	238.48	-	-
				5,220.94	448.50	5,156.08	2,344.46	1,059.30	490.75	-	(4,278.15)
<u>Mayor & Council</u>											
Sandy Hickman	Ottawa, ON	Canadian Capital Cities Semi-Annual Meeting	Jan 29-Feb 1, 2020	1,687.54	-	821.50	546.48	214.00	105.56	-	-
Debbie Hanlon	Corner Brook, NL	Hospitality Newfoundland and Labrador Annual Conference	Feb 25-27, 2020	1,759.24	448.50	585.67	504.57	160.50	60.00	-	-
				3,446.78	448.50	1,407.17	1,051.05	374.50	165.56	-	-
<u>Planning, Engineering & Regulatory Services</u>											
Craig Crane	Toronto, ON	Guide to Signs and Markings		4,728.05	1,921.00	1,589.62	864.93	267.50	85.00	-	-
				4,728.05	1,921.00	1,589.62	864.93	267.50	85.00	-	-
TOTAL FOR ALL DEPARTMENTS				16,137.78	3,910.50	8,594.76	4,864.78	1,968.80	1,077.09	-	(4,278.15)

Please note travel amounts above may not match totals on attached report due to timing differences between travel dates and recording of expenses as well as calculation of HST rebates.

CITY OF ST. JOHN'S
City of St. John's Consolidated
For the Year Ended December 31, 2020

ACCOUNT	ACCOUNT DESCRIPTION	YEARLY	Y.T.D.	BUDGET
		BUDGET	ACTUAL	REMAINING
TRAVELLING EXPENSES:				
	City Administration, Mayor and Councillors - TRAVELLING EXPENSES	29,000	2,662	26,338
	City Administration, Office of the City Manager - TRAVELLING EXPENSES	13,700	-	13,700
	Community Services, Administration - Community Services - TRAVELLING EXPENSES	28,300	1,190	27,110
	Community Services, City Homelessness Initiatives - TRAVELLING EXPENSES	-	3,061	(3,061)
	Finance & Administration, Administration - Finance - TRAVELLING EXPENSES	35,513	1,496	34,017
	Planning, Engineering, & Regulatory Services, Planning and Development - TRAVELLING EXPENSES	35,000	2,559	32,441
	Public Works, Public Works Administration - TRAVELLING EXPENSES	15,657	-	15,657
	Public Works, Waste and Recycling - TRAVELLING EXPENSES	11,700	-	11,700
	Public Works, Water and Waste Water - TRAVELLING EXPENSES	23,200	-	23,200
	St. John's Regional Fire Department, Regional Fire Administration - TRAVELLING EXPENSES	9,300	1,095	8,205
	Total TRAVELLING EXPENSES	201,370	12,064	189,306



Inclusion Advisory Committee Report

February 9, 2021
12:30 p.m.
Virtual

Present:

Dr. Sulaimon Giwa, Co-Chair - Anti-racism
Joby Fleming, Co-Chair - Empower NL
Debbie Ryan, CNIB
Kim Pratt Baker, Canadian Hard of Hearing Association
Megan McGie, NL Association for the Deaf
Trevor Freeborn, Coalition of Persons with Disabilities
Ashley Gosse, Autism Society
Grant Genova, NL Association of Architects, Universal Design
Hope Colbourne, NL Association for Community Living
Renata Lang, Association for New Canadians
Heidi Edgar, Mental Health
Jane Simmons, Physical and Neurological Disabilities
Alyse Stuart, Women's Issues
TJ Jones, LGBTQ2S
Natalie Godden, Manager of Family & Leisure Services
Sherry Mercer, Inclusion Coordinator
Trisha Rose, Fieldworker III, Inclusion Services
Shanna Fitzgerald, Legislative Assistant

Regrets:

Councillor Deanne Stapleton, Council Representative
Donna Power, Metrobus/GoBus, Accessible Transit

Others:

Garrett Donaher, Manager - Transportation Engineering

APS and Key 2 Access Update

Recommendation

Moved By Debbie Ryan

Seconded By Joby Fleming

That a meeting be organized by City staff to include St John's Transportation (Metro Bus/Go Bus) and Key City Departments involved in projects where wayfinding solutions like blind square and PedApp can be discussed in greater detail.

These technologies may resolve conflict points, while fostering inclusion and integrated mobility in the design phase of projects like Kelly's Brook Shared-Use Path, our public transportation system, and the Downtown Pedestrian Mall.

MOTION CARRIED

CO-CHAIRS, JOBY FLEMING AND DR. SULAIMON GIWA

INFORMATION NOTE

Title: APS and Key 2 Access Update

Date Prepared: January 28, 2021

Report To: Inclusion Advisory Committee

Councillor and Role: Councillor Deanne Stapleton

Ward: N/A

Issue: An update on the current status of Accessible Pedestrian Signal installations and the Key 2 Access Pilot Project.

Discussion – Background and Current Status:

The table provided below provides an update on the status of APS installations within the City of St. John's as of January 29, 2021. The list includes 21 completed intersections, 5 that are planned or partially complete, and 9 that have been requested but are not yet complete.

The Annual Accessible Pedestrian Program is a capital out of revenue fund that Council has allocated in the past with the intention of completing two new APS installations each year. There is currently \$95,067.96 in this budget. As is shown in the table below staff have leveraged several other funding streams including development work and capital funding in order to maximize the work that can be completed using the allocated funds.

Intersection	System	Status	Funding
Allandale Rd @ Confederation Building entrance		Requested	
Captain Whelan @ Hamlyn/Blackmarsh	APS	Completed	Developer / APS Funding
Columbus Dr @ Thorburn Rd	APS	Upcoming upgrades to trail to include APS	APS Funding
Elizabeth Ave @ Freshwater Rd	K2A	Completed	APS Funding
Elizabeth Ave @ Newtown Rd	K2A	Completed	APS Funding
Elizabeth Ave @ Portugal Cove Rd		Requested	
Elizabeth Ave @ Westerland Rd		Requested	
Freshwater Rd @ Anderson Ave		Requested (on Kelly's Brook Path alignment)	APS Funding
Freshwater Rd @ Empire Ave		Requested	

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Intersection	System	Status	Funding
Higgins Line @ Ridge Rd	APS	Requested	
Kelsey Dr @ Kiwanis St	APS	Completed	Developer / APS Funding
Kelsey Dr @ Messenger Dr	APS	Completed	Developer
Kenmount Rd @ Avalon Mall / Polina Rd	APS	Completed	Capital
Kenmount Rd @ Brant Dr / H3	APS	Prepared for future installation	Developer / APS Funding
Kenmount Rd @ Peet St	APS	Completed	Capital
Kenmount Rd @ Pippy Pl	APS	Planned in next phase of Kenmount Road project	Capital
King's Bridge Rd / Kennas Hill @ The Boulevard / New Cove Rd	K2A	Completed	APS Funding
King's Bridge Rd @ Winter Ave	K2A	Completed	APS Funding
O'Leary Ave @ Avalon Mall / Parking Garage	APS	Completed	Developer
Prince Philip Dr / MacDonald @ Portugal Cove Rd	APS	Completed	APS Funding
Prince Philip Dr @ Westerland Rd	K2A	Completed	APS Funding
Rawlins Cross (two signals)	K2A	Completed	APS Funding
Ropewalk Lane @ Empire Ave		Requested	
Ropewalk Lane @ Mundy Pond Rd	APS	Completed	Signal Maintenance
The Boulevard @ CNIB	K2A	Completed	APS Funding
Topsail Rd @ Columbus Dr	APS	Black and MacDonald in field as of 2021/01/29	APS Funding
Topsail Rd @ Cowan Ave	K2A	Completed	APS Funding / Black and MacDonald
Torbay Rd @ Macdonald Dr		Requested	
Torbay Rd @ Newfoundland Dr		Requested	
Water St @ Adelaide St / Bishop's Cove	APS	Completed	Capital
Water St @ Cliff's Baird's Cove	APS	Planned in next phase of Water Street project	Capital
Water St @ George St / Beck's Cove	APS	Completed	Capital
Water St @ McBrides Hill / Ayre's Cove	APS	Completed	Capital

Intersection	System	Status	Funding
Water St @ Queen St	APS	Completed	Capital
Waterford Br @ Brookfield	APS	Completed	Signal Maintenance

In August 2019 the City began a pilot project to test the Key 2 Access technology. The table below shows the number of activations at each of the original locations.

Feedback from CNIB has been positive:

“When speaking to our orientation and mobility specialist and clients living with sight loss who are using this technology, the anecdotal feedback has been positive. It doesn’t matter where you travel throughout the city and/or into other test sights like Mount Pearl and Paradise the trust for safe travel remains consistent in every experience reported by the consumer. They want to see this expand to other parts of the city and we are encouraging them to identify key areas that will help them travel further and further throughout the city.”

Since our pilot project began, Key 2 Access has sold their technology to Polara, one of the leading APS suppliers in North America. While new Key 2 Access installations are not available, the existing installations will continue to be supported. The City is hopeful that working with CNIB, Key 2 Access, Polara, BlindSquare, and/or other vendors a similar product will be available that combines the ease of APP or FOB activation with the audio messages available on the Key 2 Access system.

	The Boulevard near the CNIB	Westerland Road & Prince Philip Drive	Freshwater Road & Elizabeth Avenue, Crosswalk on Freshwater Road	Kenna's Hill & The Boulevard	Elizabeth Avenue & Newtown Road, Crosswalk on Elizabeth Avenue	Cowan Avenue & Topsail Road	Kings Bridge Road & Winter Avenue, Crosswalk on Kings Bridge	Total
2019/08			6		2			8
2019/09	1	24			5			30
2019/10	27	62	2	2	1		1	95
2019/11	26	11		7	1	6	1	52
2019/12	7		17					24
2020/01	8		9					17
2020/02	18							18
2020/03	8		3					11
2020/04				4				4
2020/05		2					1	3
2020/06		5						5
2020/07	3	4					1	8
2020/08	2						1	3
2020/09	10			1				11
2020/10	16			16			1	33
2020/11	11		3	3	2			19
2020/12	12			2				14
2021/01	4							4
Total	153	108	40	35	11	6	6	359

Impacted by COVID-19

Key Considerations/Implications:

1. Budget/Financial Implications:
There is currently \$45,067.96 remaining in the APS budget. A previous allocation of \$50,000 has been identified and is expected to add to this figure.
2. Partners or Other Stakeholders:
This committee and CNIB.

3. Alignment with Strategic Directions/Adopted Plans:
Accessible Pedestrian Signals are 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: n/a
5. Privacy Implications: n/a
6. Engagement and Communications Considerations: n/a
7. Human Resource Implications: n/a
8. Procurement Implications: Future procurement for APS systems will consider the features provided by Key 2 Access.
9. Information Technology Implications: n/a
10. Other Implications: n/a

Conclusion/Next Steps:

The City’s standard practice is that all new signalized intersections are equipped with APS. (Though in some remote locations this may be modified to requiring that the new intersection be prepared for future installation.) The City also continues to pursue upgrades at existing crossings using the list above and opportunities with other projects to push this initiative forward.

Report Approval Details

Document Title:	APS and Key 2 Access Update.docx
Attachments:	
Final Approval Date:	Feb 1, 2021

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

Scott Winsor - Feb 1, 2021 - 11:25 AM

Jason Sinyard - Feb 1, 2021 - 2:31 PM

DECISION/DIRECTION NOTE

Title: Capital Grant Allocations 2021

Date Prepared: March 9, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Jamie Korab, Community Services

Ward: N/A

Decision/Direction Required: Council approval of recommended 2021 Capital Grant allocation.

Discussion – Background and Current Status: The City of St. John's Capital Grant Program makes available limited financial resources to non-profit groups and organizations whose programming supports the City's Strategic Directions.

The Capital grant applications were reviewed by an internal grants committee. Key considerations included:

- The association's current financial status.
- The program's alignment with the City's strategic directions
- Impact on the overall community.

Organizations reviewed for funding are identified in the attached chart.

After implementing the attached recommendations the following is the net budgetary impact:

Grant Type	2020 Budget	Recommended	Permit Fees Waived
Capital	\$500,000	\$152,650	\$3593.59
	Remaining	\$347,350	

Key Considerations/Implications:

1. Budget/Financial Implications: All monies are approved under the 2021 Capital Grant Allocation budget program.

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2. Partners or Other Stakeholders: Various community organizations.
3. Alignment with Strategic Directions/Adopted Plans: The recommendations provided are in line with being fiscally responsible while continuing to support a culture of cooperation recognizing the City does not work in isolation when providing services such as community-based programs and services.
Most of these groups and organizations also offer programs and services year round or during the shoulder season thereby supporting the City of St. John's as a year round, livable and active City.
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: Community Services staff will work with Communications on the media release.
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 2021 Capital Grant as attached.

Prepared by: Christa Norman, Special Projects Coordinator

Approved by: Jennifer Langmead, Supervisor – Tourism and Events

Report Approval Details

Document Title:	Captial Grant Allocations - COTW.docx
Attachments:	- Capital Council.pdf
Final Approval Date:	Mar 9, 2021

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

Jennifer Langmead - Mar 9, 2021 - 1:13 PM

Tanya Haywood - Mar 9, 2021 - 1:19 PM

Group	Project	Request	Funding Recommendation	Permit & Development Fees (waived)
Avalon Arena Association - Twin Rinks	Parking lot expansion - recently purchased adjacent property. Will add 33 parking spaces. Pending follow up.	\$ 97,500.00	\$ 97,500.00	\$1,606.00
Blackhead Chapel Restoration Committee	Extensive renovations to allow year round access to the building. Mini split heat pump, draft proofing and energy assessment, install a public washroom, wheelchair access, storage and archives in the attic.	\$ 16,400.00	\$ 16,400.00	\$1,292.92
Newfoundland Disc Golf Association	Constructing a publicly accessible year round use Disc Golf Course in Pippy Park, St. John's Pending follow up.	\$ 5,050.00	\$ 5,050.00	\$90.00
St. John's Status of Women's Council	Creating 2 new work spaces to allow for physical distancing, privacy, and programming space.	\$ 28,893.24	\$ 29,000.00	\$520.07
St. Thomas Anglican Church	funds to be used to repair the emergency exit stairs in the hall. Pending follow up.	\$ 4,700.00	\$ 4,700.00	\$84.60
Total Recommended	\$	152,650.00		
Total Permit/Development Fees	\$	3,593.59		

DECISION/DIRECTION NOTE

Title: Grant Allocations 2021

Date Prepared: March 9, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Jamie Korab, Community Services

Ward: N/A

Decision/Direction Required: Council approval of recommended 2021 Grant allocations.

Discussion – Background and Current Status: The City of St. John's grants and subsidies program makes available limited financial and other resources to non-profit groups, organizations and individuals whose programming supports the City's Strategic Directions.

Applications were received under the following categories;

- Community Groups and Organizations
- Special Events and Festivals
- Sport Groups and Organizations
- Youth Travel Sport and Non Sport
- Artist and Arts Organizations

The grants to Individual Artists were reviewed by a jury of their peers. Key considerations taken into account by the jury included;

- Support to artist development of the individual artist
- Contribute to the growth and sustainability of the St. John's arts community
- Impact on the overall community.

The grants to Community, Art Organizations, Sport, and Special Events and Festivals were reviewed by an internal grants committee. Key considerations included:

- The association's current financial status.
- The program's alignment with the City's strategic directions
- Impact on the overall community.

In order to apply consistent principals across all applicants and to accommodate new requests, some groups have seen a reduction in funding while **37** new applications are being recommend for funding. These are identified in the attached chart.

After implementing the attached recommendations the following is the net budgetary impact:

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Grant Type	Recommended
Community Groups	\$691,600
Sport Groups	\$170,950
Artists and Art Organizations	\$271,750
Special Events and Festivals	\$82,250
Total	\$1,216,550

When reviewed in their entirety there is \$67,850 remaining in the overall grants. It is recommended that Council retain this amount for situations where a decision is pending or for any other item which may arise before the end of the year.

Key Considerations/Implications:

1. Budget/Financial Implications: All monies are approved under the 2021 Grant Allocation budget program.
2. Partners or Other Stakeholders: Various Community, Sport and Art groups, organizations and individuals.
3. Alignment with Strategic Directions/Adopted Plans: The recommendations provided are in line with being fiscally responsible while continuing to support a culture of cooperation recognizing the City does not work in isolation when providing services such as sport, festivals and events, community and art based programs and services.
Most of these groups and organizations also offer programs and services year round or during the shoulder season thereby supporting the City of St. John's as a year round, livable and active City.
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: Community Services staff will work with Communications on the media release.
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 2021 Grant Allocations for Community, Sport, Special Events and Festivals, Artists and Artist Organizations as attached.

Prepared by: Christa Norman, Special Projects Coordinator

Approved by: Jennifer Langmead, Supervisor – Tourism and Events

Report Approval Details

Document Title:	Grant Allocations 2021 COTW.docx
Attachments:	<ul style="list-style-type: none">- COTW Arts Ind.pdf- COTW Arts Orgs.pdf- COTW SEF.pdf- COTW Sport.pdf- COTW Community.pdf
Final Approval Date:	Mar 9, 2021

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

Jennifer Langmead - Mar 9, 2021 - 1:15 PM

Tanya Haywood - Mar 9, 2021 - 1:18 PM

Individual Artists	2021 Recommended
Frank Barry	750
Bill Brennan	1,750
Chris Brookes	1,500
Lois Brown	1,250
Amanda Bulman	1,250
Xaiver Campbell *NEW*	1,250
Robert Chafe	1,250
Pepa Chan	1,200
Brian Cherwick *NEW*	1,250
Megan Coles	1,000
Chelsie Coles *NEW*	750
Stephanie Curran *NEW*	500
Azal Dosnajt *NEW*	1,250
Terry Doyle	750
Andrya Duff *NEW*	1,000
Hazel Eckert	1,750
Justin Fancy *NEW*	1,000
Mallory Fisher	1,250
Ian Foster	1,750
Christeen Francis *NEW*	1,750
Philip Goodridge	1,000
Allison Graves *NEW*	1,250
Meghan Greeley *NEW*	1,250
Kym Greeley	1,750
Jose Santiago Guzman Najera	1,250
Renée Hackett *NEW*	1,500
Nicole Haldoupis *NEW*	1,000
Danielle Hamel *NEW*	1,500
Ofra Harnoy *NEW*	1,000
Mike Herriott *NEW*	1,000
Charlotte May Hobden	1,750

Andy Jones	1,250
Corie Kean	1,500
Sharon King-Campbell	750
Jeanette Lambermont-Morey *NEW*	500
Luke Lawrence	750
Ruth Lawrence	1,250
Kelly McMichael	1,000
Vickie Morgan *NEW*	1,000
Pamela Morgan	1,000
George Murray	1,250
Benjamin Noah	750
Heather Nolan	1,250
Michael O'Keefe *NEW*	1,250
Lynn Panting	1,250
Drew Pardy *NEW*	1,750
Geoff Pevlin *NEW*	750
William Ping *NEW*	750
David Pomeroy	1,000
Craig Francis Power	1,250
Andy Pyne *NEW*	1,500
Kerrin Rafuse	750
Nicole Rousseau	750
Daniel Rumbolt	750
Andrew Sampson *NEW*	1,000
Anita Singh	1,200
Jamie Skidmore	1,000
Kyla Smith *NEW*	750
Caighlan Smith	1,000
Mimi Stockland	600
Matthew Thomson *NEW*	1,500
Sara Tilley	1,250
Charlie Tomlinson	1,000
Robyn Vivian	750

Agnes Walsh	1,750
Monica Walsh	750
Larry Weyand *NEW*	1,750
Holly Winter *NEW*	1,000
Individuals Subtotal	77,750

Artists & Arts Organizations Total Recommended	271,750
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Arts Organizations	2021 Recommended
Artistic Fraud of Newfoundland	10,000
Association of Professional Theatre of NL (APTNL)	3,000
Business & Arts NL *NEW*	5,000
CALOS Youth Orchestras (formerly NSYO)	3,000
Craft Council Gallery	10,000
Dance NL	4,500
DarkNL Community Darkroom *NEW*	1,000
Eastern Edge Gallery	12,500
Ignite Circus	3,000
Kittiwake Dance Theatre	4,000
Newfoundland Independent Filmmakers Co-op (NIFCO)	2,500
Newfoundland Symphony Orchestra	45,000
Opera on the Avalon	15,000
Persistence Theatre Company	10,000
RCA Theatre Company	10,000
Riddle Fence	8,000
St. Michael's Printshop	10,000
Strong Harbour Strings	2,500
Unpossible NL	1,000
Untellable Movement Theatre *NEW*	1,000
Visual Artists Newfoundland and Labrador (VANL-CARFAC)	6,500
White Rooster Theatre	3,500
Wonderbolt Productions	13,000
Writers' Alliance of Newfoundland and Labrador (WANL)	10,000
Organizations Subtotal	194,000

Organization	2021 Recommended
Association communautaire francophone de Saint-Jean	1,000
First Light	2,500
Lawnya Vawnya Inc.	7,500
Mummers Festival	4,500
Newfoundland & Labrador Folks Arts Society	16,500
Newfoundland Dance Presenters Inc. (Neighbourhood Dance Works)	9,000
Newfoundland Horticultural Society	250
Nickel Independent Film Festival	6,000
Out of Earshot Festival	1,500
Shakespeare by the Sea Festival	3,500
Sound Arts Initiative, Inc.	3,500
St. John's International Women's Film Festival Inc.	10,000
St. John's Short Play Festival	1,750
St. John's Storytelling Festival Inc.	1,750
Tely 10	5,000
Tombolo Multicultural Festival	1,000
Tuckamore Festival Inc.	6,000
Women's Work Festival	1,000
	82,250

Organization	2021 Recommended
Avalon Minor Football	3,000
Avalon Minor Hockey	12,500
Cricket NL	2,000
Cygnus Gymnastics	10,000
Goulds Minor Hockey	9,700
Prince of Wales Skating Club	10,000
Special Olympics	5,500
Sport Travel Allocation	15,000
St. John's Amateur Baseball	10,000
St. John's Minor Baseball	23,500
St. John's Minor Hockey	14,000
St. John's Rowing Club	4,250
St. John's Soccer Club	22,000
Swilers Rugby Football Club	2,000
Ultimate NL	1,500
Waterford Valley Softball	6,000
St. Pat's Utility	10,000
King George V Utility (via St. John's Soccer Club)	10,000
	170,950

Organization	2021 Recommended
Beagle Paws	3,300
Big Brothers Big Sisters	5,000
Blackhead Chapel Restoration Committee	1,000
Boys and Girls Club (MP,BC)	75,000
Bridges to Hope	15,000
Buckmaster's Circle CC	24,600
Canadian Mental Health Association	5,000
Clean St. John's	45,000
Coalition of Persons with Disabilities	10,000
Community Sector Council	5,000
Downtown St. John's (REEL Downtown)	2,500
Downtown St. John's (Buskers Festival)	4,500
East Coast Trail Association	30,000
Easter Seals NL	5,000
Eating Disorder Foundation of NL	1,000
Food First NL	10,000
Forget Me Not - Animal Rescue	1,500
Friends of Victoria Park	15,600
Froude Avenue CC	24,600
Georgetown Neighbourhood Association *NEW*	500
Goulds 50+ Daffodil Club - Do not qualify	-
Happy City St. John's	10,000
Home Again Outreach Project	10,000
Jimmy Pratt Outreach	3,500
Johnson GEO Centre	60,000
Kids Help Phone (NL)	4,500
Kiwanis Music Festival	1,000
Macmorran CC	24,600
NL Pharmacy Museum/Apothecary Hall Trust	1,000
NL Sexual Assault Crisis and Prevention Centre	3,000
Non Sport Travel	3,200

North East Avalon ACAP	5,000
North East Avalon D.A.R.E. Committee	2,500
Old School Intergenerational Projects *NEW*	1,000
Ordinary Spokes Bike Action Inc. *NEW*	1,500
People First of Newfoundland and Labrador *NEW*	2,000
Quidi Vidi Rennies River Development	25,000
Rabbittown Community Centre	20,600
Rainbow Riders	25,000
Resource Centre for the Arts (LSPU Hall)	52,000
Seniors NL (Formally Seniors Resource Centre)	8,000
Signal Hill Tattoo	20,000
Social Justice Cooperative of NL *NEW*	1,500
SPCA	2,500
St. John's Public Libraries	15,000
St. John's Women's Centre	5,000
The Benevolent Irish Society *NEW*	2,500
The Duke of Edinburgh's Award NL	5,000
The Geraldine Rubia Centre *NEW*	1,000
thegreenrock.ca ~ Live Sustainably NL Inc	5,000
The Pottle Centre	9,000
Thrive CYN	30,000
Turnings	5,000
Vera Perlin	10,000
Virginia Park Community Association	24,600
Women in Science and Engineering	3,000
YWCA	5,000
	691,600

INFORMATION NOTE

Title:	Housing Division Update
Date Prepared:	February 23, 2021
Report To:	Committee of the Whole
Councillor and Role:	Deputy Mayor Sheilagh O'Leary, Housing
Ward:	N/A

Discussion – Background and Current Status:

As per the recommendation of the 2016 Housing internal audit, the following Housing Division 2020 annual update is provided. This update highlights some of the activities happening in the Housing Division. There will be a separate report to highlight the activities of the Affordable Housing Strategy.

1. As of December 31, 2020, the vacancy rate for Housing was 19.7%. 38% of these units were 3-bedroom units.
2. Rent Gear to Income (RGI) units saw a 98% occupancy rate, followed by a 92% occupancy rate in our Affordable Housing (AH) portfolio.

The Housing Division continue to support the housing needs of our community. As of February 1, 2021, the Housing Division had 200 people on the waitlist. 80% of this waitlist qualified for an RGI unit or an affordable housing unit based on family income. 45% of these were waitlisted for a one-bedroom RGI unit.

3. In 2020, 48 units were vacated, while 44 new households found homes within our NPH units.
4. Housing staff continue to make the changes with the Lower End of Market (LEM) Housing units as the properties come out of their 35-year operational agreements. To date we have had 2 agreements remaining: Sebastian Court and Infill 1985. They will come out of operational agreements in 2021.
5. As a result of higher vacancy rates, we are exploring creative partnerships to fill units. In November 2020 we partnered with Connection for Seniors and entered a MOU. This partnership provides needed supportive housing to seniors in a couple of our 3-bedroom units. Based on the success of this partnership, we will continue to explore additional creative partnerships in 2021.
6. In July 2020, the Housing division was approached by Federation of Canadian Municipalities (FCM) to explore how the City could be part of a pandemic response to

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help vulnerable people who are homeless or at risk of homelessness. This resulted in the City receiving \$60,500 from Canadian Medical Association Foundation through FCM.

This funding allowed the City to install free wifi in capability Bannerman and Victoria Park for 3 years. Between September 2020 and January 14, 2021, we had a total of 866 unique users. We are also exploring installing handwashing stations in these parks.

7. End Homelessness St John's (EHSJ) left the Housing Division and became its own not for profit entity on April 1, 2020. They have transformed into a system planning organization that will continue to partner with the City and other groups to help advocate and reduce homelessness in our community. The City continues to support this group by providing office space at the St. John's Recreation Center in Buckmasters Circle.

Key Considerations/Implications:

1. Budget/Financial Implications:
Continue to explore various funding streams available to housing providers and creative solutions to repurpose some of our housing stock that is no longer in high demand
2. Partners or Other Stakeholders:
NHLC, Various community groups in the City of St. John's
3. Alignment with Strategic Directions/Adopted Plans:
Neighborhoods Build our City and Culture of Cooperation
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

Conclusion/Next Steps:

At Council's direction, the Housing Division will continue to provide affordable housing options to the residents of St. John's.

Report Approval Details

Document Title:	Yearly Housing Information Update for 2020.docx
Attachments:	
Final Approval Date:	Mar 4, 2021

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

Judy Tobin - Mar 4, 2021 - 4:55 PM

Tanya Haywood - Mar 4, 2021 - 5:52 PM

DECISION/DIRECTION NOTE

Title: 22 Shaw Street, REZ2000013

Date Prepared: March 2, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 3

Decision/Direction Required:

To consider a rezoning application for land at 22 Shaw Street from the Residential – Special (RA) Zone to the Residential High Density (R3) Zone to allow a Semi-detached Dwelling development (2 houses).

Discussion – Background and Current Status:

The City has received an application to rezone land at 22 Shaw Street from the Residential – Special (RA) Zone to the Residential High Density (R3) Zone to allow subdivision of the lot and development of 2 Semi-detached Dwellings. The house on the property will be demolished (the demolition-permit application is being reviewed). The RA Zone does not permit Semi-detached Dwellings and therefore a zone amendment is required. A Municipal Plan amendment is not required, as the property is designated Residential Medium Density and is not in a Heritage Area.

While 22 Shaw Street is the only parcel proposed to be rezoned, the development would require a reconfiguration of 22 Shaw Street and part of the rear yard of 67 Warbury Street. The applicant has been advised that the City will require surveys for the two new proposed lots and for the remaining property at 67 Warbury Street at the development stage. This is to ensure that the changes to 67 Warbury would not make it a non-conforming lot.

East and south of the subject property, there are properties zoned Residential Low Density (R1) and RA, while properties to the west are zoned R3, Residential Medium Density (R2) and Apartment Low Density (A1). There is a real mix of housing forms in this neighbourhood that include Single-detached Dwellings, Semi-detached Dwellings, Townhouses and Apartment Buildings. Therefore, rezoning this property to R3 is compatible with the neighbourhood.

The development was reviewed by Development and Engineering staff and there are no concerns at this stage. Should Council consider the amendment, the application will be advertised for public review and comment.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.

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2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:
St. John's Strategic Plan 2019-2029 – A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: A map amendment (rezoning) to the St. John's Development Regulations would be required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Should the amendment proceed, the application will be advertised in the *Telegram* newspaper and on the City's website, and notices mailed to property owners within 150 metres of the application site.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council consider rezoning the property at 22 Shaw Street from the Residential – Special (RA) Zone to the Residential High Density (R3) Zone; and advertise the application for public review and comment.

Prepared by: Ann-Marie Cashin, MCIP, Planner III – Urban Design & Heritage
Approved by: Ken O'Brien, MCIP, Chief Municipal Planner

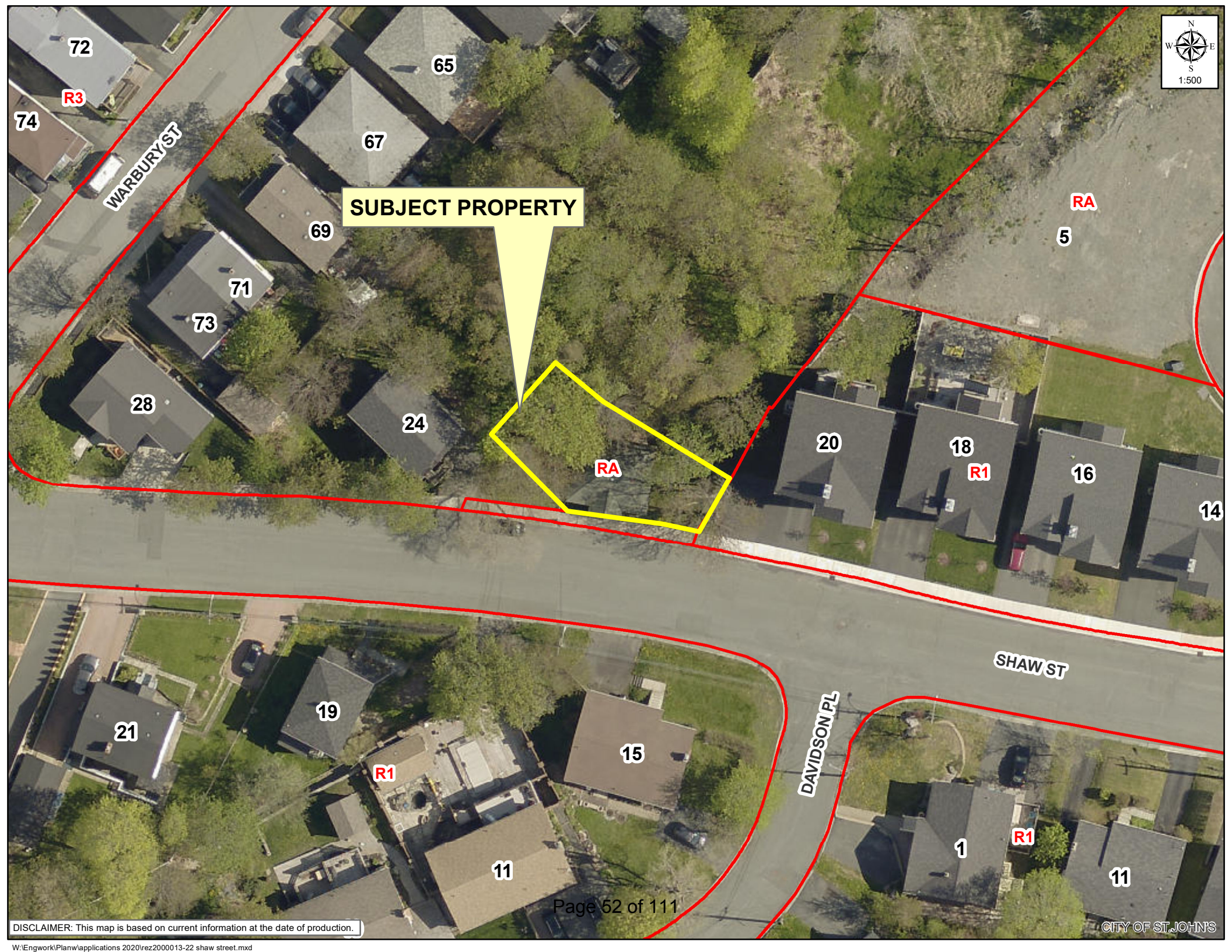
Report Approval Details

Document Title:	22 Shaw Street, REZ2000013.docx
Attachments:	- 22 Shaw Street - Attachments.pdf
Final Approval Date:	Mar 3, 2021

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

Ken O'Brien - Mar 2, 2021 - 4:34 PM

Jason Sinyard - Mar 3, 2021 - 10:41 AM



SUBJECT PROPERTY

RA

RA

5

R1

SHAW ST

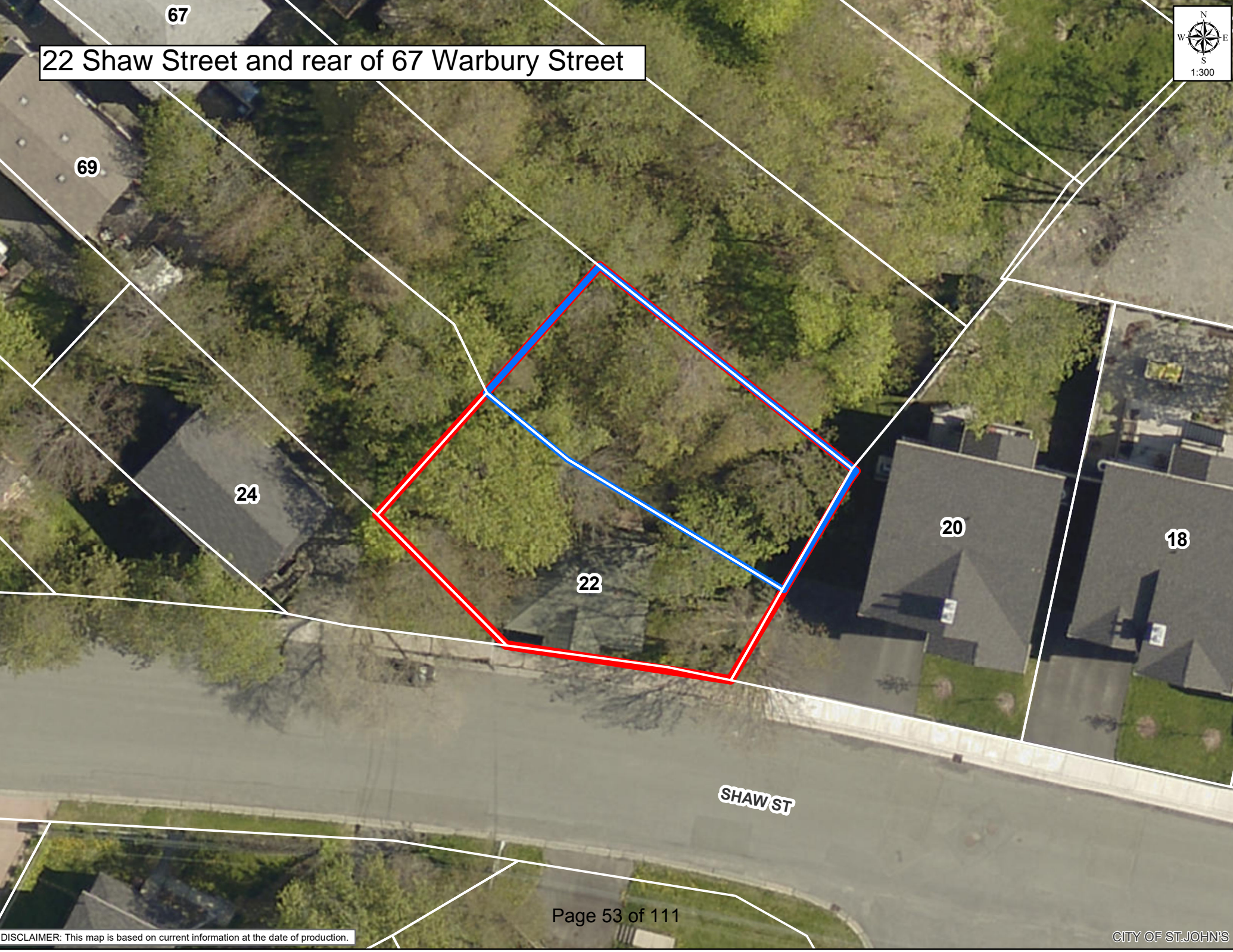
DAVIDSON PL

R1

11



22 Shaw Street and rear of 67 Warbury Street



SECTION 10 - USE ZONE SCHEDULES

RESIDENTIAL ZONES

10.1 RESIDENTIAL - SPECIAL (RA) ZONE

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

10.1.1 Permitted Uses

Residential:

- (a) Accessory Building (subject to Section 8.3.6) **(1995-06-09)**
- (b) Home Office (subject to Section 7.9) **(1997-08-08)**
- (c) Single Detached Dwelling

Recreational:

- (d) Park

10.1.2 Discretionary Uses (subject to Section 5.8)

- (a) Heritage Use (except for an Office, a Boarding or Lodging House and/or a Restaurant) **(2011-11-25)**
- (b) Private Park **(2007-10-05)**
- (c) Public Utility

10.1.3 Zone Requirements

The following requirements shall apply to all uses:

- (a) Lot Area (minimum) 740 m²
- (b) Lot Frontage (minimum) 21 m
- (c) Building Line (minimum)
 - (i) Minimum Building Line for New Streets or Service Streets: 9 m
 - (ii) Minimum Building Line for Existing Streets or Service Streets: as established by Council under the authority of Section 8.3.1 **(2009-09-04)**
- (d) Side Yards (minimum) One of 1.5m and another of 3.0m
- (e) Side Yard on Flanking Road (minimum) 9 m
- (f) Rear Yard (minimum) 11 m
- (g) Landscaping Front Yard At least 50% of the Front Yard shall be landscaped. However, the Director of Building and Property Management, or a designate, may vary this requirement where, in his/her opinion, it is deemed to be warranted and desirable.

RA

Proposed Zone

10.5 RESIDENTIAL-HIGH DENSITY (R3) ZONE

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

10.5.1 Permitted Uses

Residential:

- (a) Accessory Building (subject to Section 8.3.6) (1995-06-09)
- (b) Bed and Breakfast (subject to Section 7.27) (1998-10-23)(2008-01-25)
- (c) Boarding or Lodging House
(accommodating between five (5) and sixteen (16) persons) (1999-04-16)
- (d) Duplex Dwelling
- (e) Home Office (subject to Section 7.9) (1997-08-08)
- (f) Semi-Detached Dwelling
- (g) Single Detached Dwelling
- (h) Subsidiary Apartment
- (i) Townhousing (except for the Battery neighbourhood of
Planning Area 2, where Townhousing is not a permitted Use.) (1999-08-20)

Recreational:

- (j) Park

Other:

- (k) Family Home Child Care Service (subject to Section 7.6) (2004-05-14)

10.5.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility (subject to Section 7.3)
- (b) Day Care Centre (subject to Section 7.6)
- (c) Converted Building (2002-01-02)
- (d) Heritage Use
- (e) Home Occupation (subject to Section 7.8)
- (f) Infill Housing (subject to Section 7.10)
- (g) Parking Lot (subject to Section 7.13)
- (h) Planned Unit Development (subject to Section 5.10.3)
- (i) Private Park (2007-10-05)
- (j) Public Utility

10.5.3 Zone Requirements

Notwithstanding the following, an application to construct or enlarge a building situate in the Fort Amherst residential area (from Civic Number 8 Fort Amherst Road up to and including Civic Number 56 Fort Amherst Road on one side, and Civic Number 55 and Civic Number 59 Fort Amherst Road on the other side) may be subject to height limitations. (2009-02-20)

R3

The following requirements shall apply to:

- (1) Bed and Breakfast: (subject to Section 7.27) (2008-01-25)
The same requirements as established for the Dwelling types in this Zone. (1998-10-23)

- (2) Boarding or Lodging House:
The same requirements as established for the Dwelling types in this Zone.

- (3) Converted Building
 - (j) Lot Area (minimum) at the discretion of Council (2009-02-20)
 - (k) Building Height (maximum) 3 storeys
 - (l) Side Yard on Flanking Road (minimum) 2 metres
 - (m) Rear Yard (minimum) 4.5 metres
 - (n) Landscaping of Lot (minimum) 20% (2002-02-01)

- (4) Duplex Dwelling:
 - (a) Lot Area (minimum) 350 m²
 - (b) Lot Frontage (minimum) 14 m
 - (c) Building Line (minimum) 4.5 m
 - (d) Side Yards (minimum) Two of 1.2 m (1994-11-04)
 - (e) Side Yard on Flanking Road (minimum) 4.5 m
 - (f) Rear Yard (minimum) 6 m

- (5) Semi-Detached Dwelling:
 - (a) Lot Area (minimum) 188 m² per Dwelling Unit (1997-03-07)
 - (b) Lot Frontage (minimum) 15 m; 7.5 m per Dwelling Unit
 - (c) Building Line (minimum) 4.5 m
 - (d) Side Yards (minimum) Two of 1.2m (1994-11-04)
 - (e) Side Yard on Flanking Road (minimum) 4.5 m
 - (f) Rear Yard (minimum) 6 m

- (6) Single Detached Dwelling:
 - (a) Lot Area (minimum) 300 m²
 - (b) Lot Frontage (minimum) 10 m (1994-11-04)
 - (c) Building Line (minimum) 4.5 m
 - (d) Side Yards (minimum) 1.2 m (1994-11-04)
 - (e) Side Yard on Flanking Road (minimum) 4.5 m
 - (f) Rear Yard (minimum) 6 m

- (7) Townhousing:
 - (a) Lot Area (minimum) 140 m² per Dwelling Unit
 - (b) Lot Frontage (minimum) 5.5 m per Dwelling Unit
 - (c) Building Line (minimum) 0 m
 - (d) Side Yard for End Unit Townhouses (min.) 1.2 metres (2002-07-05)
 - (e) Side Yard on Flanking Road (minimum) 2.4 m
 - (f) Rear Yard (minimum) 6 m

R3

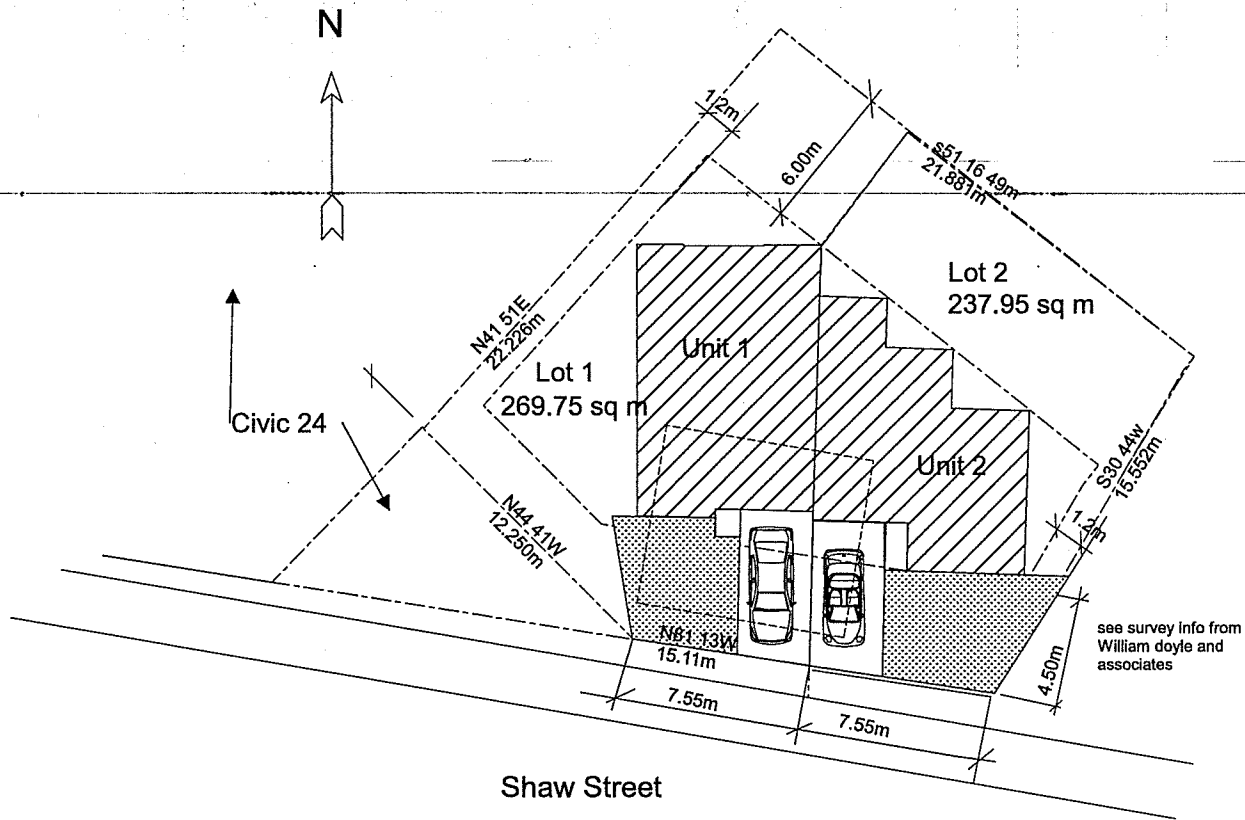
(8) Day Care Centre in a non-residential Building:

- | | | | |
|-----|------------------------------|-------------------------|---------------------|
| (a) | Lot Size (minimum) | 450 m ² | |
| (b) | Lot Frontage (minimum) | 15 m | |
| (c) | Landscaping on Lot (minimum) | Subject to Section 8.5. | (1998-09-11) |

10.5.4 Battery Development Area

- (1) Notwithstanding the requirements of Section 10.5.3, the maximum Building Height for properties that are included on Map I – Battery Development Area that are zoned as Residential High Density (R3), is three (3) storeys from the downhill side of a lot; and
- (2) In addition to the requirements of Section 10.5.3, the development of any properties that are included on Map I – Battery Development Area, is subject to Section 7.28 and Appendix A, “Footprint and Height Control Overlay for the Battery Development Area.”
(2009-07-24)

R3



Semi Detached
Proposed PLOT PLAN
Civic 22 Shaw Street

1:200

www.rjrobere
designplanning.ca

709-753 8169

PLOT PLAN LAYOUT
22 Shaw Street

date Dec 17 2020	drawn by rjr	S-1
project 1:200		



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FRONT ELEVATION

DECISION/DIRECTION NOTE

Title: 350 Kenmount Road and 9 Kiwanis Street, MPA2000011

Date Prepared: March 3, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: Ward 4

Decision/Direction Required:

To consider a rezoning application for land at 350 Kenmount Road / 9 Kiwanis Street from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone to bring an existing car dealership into conformance, recognizing the presence of a long culvert along Ken Brook.

Discussion – Background and Current Status:

The Royal Garage Limited has applied to rezone a portion of its lot at 350 Kenmount Road / 9 Kiwanis Street from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone. The subject property is one lot with a dual civic address because it fronts on both Kiwanis Street and Kenmount Road. The property contains a car rental business and a car dealership. Ken Brook flows across the property in a long culvert, roughly parallel to Kenmount Road.

A portion of the property fronting Kiwanis Street is within the CK Zone, however the portion fronting Kenmount Road is within the O Zone and the car dealership there is a non-conforming use. The purpose of this amendment is to bring the use into conformance as permitted use in the CK Zone. The property is designated Open Space under the St. John's Municipal Plan and therefore a Municipal Plan amendment is also required.

This portion of Kenmount Road is zoned Open Space due to the floodplain and floodplain buffer for Ken Brook along the north side of the street. Ken Brook is part of the Rennie's River / Quidi Vidi Lake waterway system. In 2017 the property owner applied to install a long culvert on the property, replacing three (3) old culverts, which would remove the floodplain and floodplain buffer from a portion of the property and make the land more useable for commercial purposes. The culvert was approved and installed in 2017.

Now the applicant is requesting that the zoning be updated to reflect this change to the site. As per the attached aerial photo showing the floodplain, there is a portion of the lot no longer affected by the floodplain. Should Council decide to consider this amendment, the Open Space (O) Zone would be removed only from the land outside the floodplain and floodplain buffer.

The application was reviewed by development and engineering staff and there are no concerns; there is no development proposed at this time. Should the property be rezoned, any

ST. JOHN'S

use within the CK Zone could be considered and any new development would have to meet all City policies and regulations.

The Open Space (O) Zone here is provincially designated as Public Open Space under the St. John's Urban Region Regional Plan. This means that a Regional Plan amendment is required. A request to amend the Regional Plan to the Urban Development designation has been sent to the Minister of Environment, Climate Change and Municipalities, however the City does not expect a decision until after the provincial election. Should Council decide to consider the amendment, we would require direction from the Minister before we can advertise the amendment for public review. Notices would have to be sent to the 14 other municipalities in the St. John's Urban Region (the Northeast Avalon) for their consideration.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners; and the Minister of Environment, Climate Change and Municipalities.
3. Alignment with Strategic Directions/Adopted Plans:
St. John's Strategic Plan 2019-2029 – A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: Map amendments to the St. John's Municipal Plan and Development Regulations are required. An amendment to the St. John's Urban Region Regional Plan is also required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Should the provincial and municipal amendments proceed, the application will be advertised in the *Telegram* newspaper and on the City's website, and notices mailed to property owners within 150 metres of the application site. Notices would also be sent to the 14 other municipalities in the St. John's Urban Region (the Northeast Avalon).
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council consider rezoning a portion of the property at 350 Kenmount Road / 9 Kiwanis Street from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone; and following

confirmation from the Minister of Environment, Climate Change and Municipalities to consider a Regional Plan amendment, advertise the application for public review and comment.

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

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

Report Approval Details

Document Title:	350 Kenmount Road and 9 Kiwanis Street, MPA2000011.docx
Attachments:	- 350 Kenmount Road - Attachment.pdf
Final Approval Date:	Mar 4, 2021

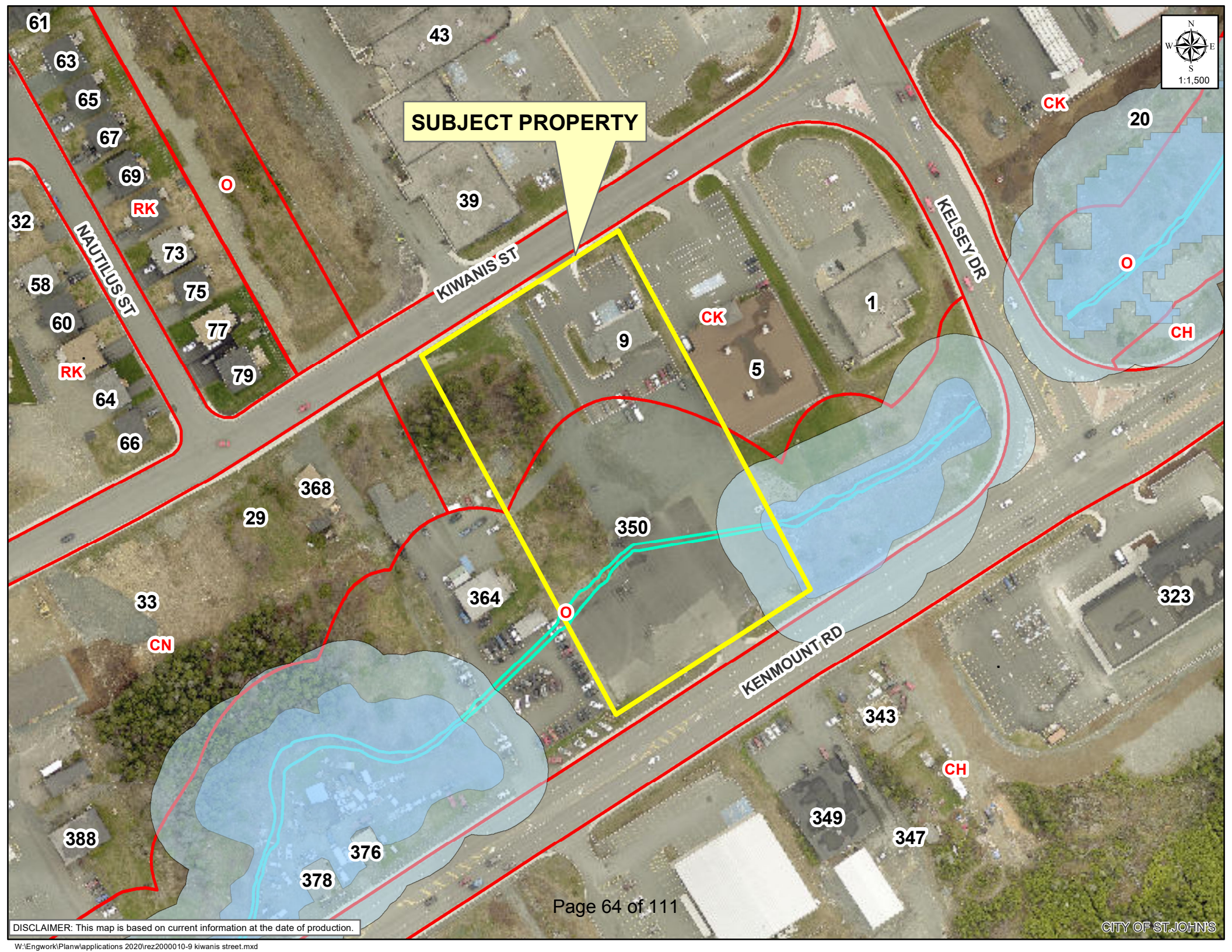
This report and all of its attachments were approved and signed as outlined below:

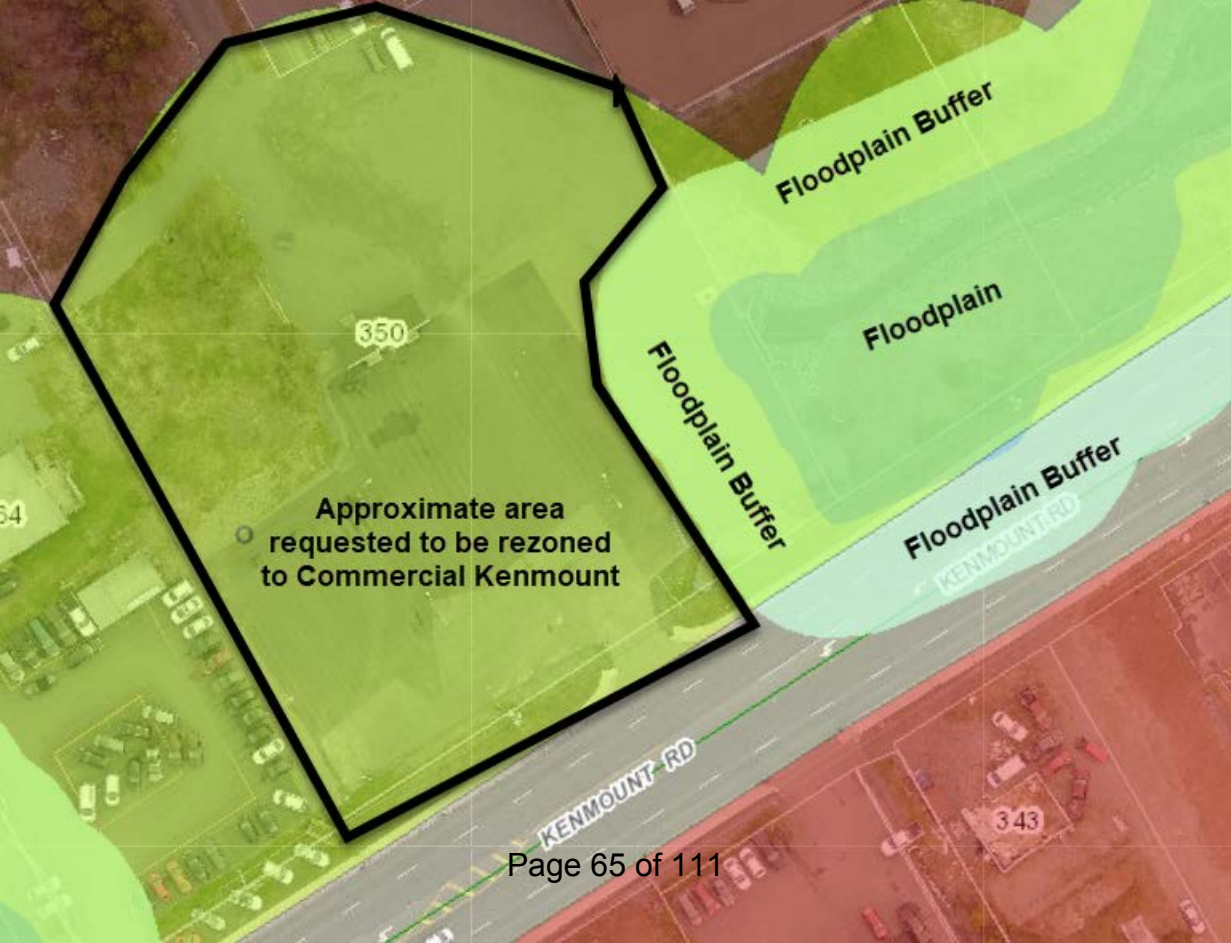
Ken O'Brien - Mar 3, 2021 - 9:25 PM

Jason Sinyard - Mar 4, 2021 - 9:15 AM



SUBJECT PROPERTY





10.33 OPEN SPACE (O) ZONE

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

10.33.1 Permitted Uses

Recreational:

- (a) Park
- (b) Recreational Use
- (c) Other Uses accessory to Uses above
- (d) Accessory Building **(1995-09-15)**
- (e) A Horse Stable for the Royal Newfoundland Constabulary's Mounted Unit at the Government House Grounds at Military Road **(2007-08-03)**

10.33.2 Discretionary Uses (subject to Section 5.8)

- (a) Cemetery
- (b) Place of Assembly
- (c) Private Park **(2007-10-05)**
- (d) Public Utility
- (e) Uses accessory to Agriculture, Forestry and Fishing
- (f) Small Scale Wind Turbine **(2012-06-01)**

10.33.3 Zoning Requirements

As determined by Council

10.33.4 Battery Development Area

- (a) With respect to the development of any properties identified on Map I – Section 3 – Battery Development Area that are zoned as Open Space (O), no buildings or structures shall be permitted unless these buildings and structures will not be visible from the Downtown; and
- (b) In addition to the requirements of Section 10.33.3, the development of any properties that are included on Map I, Section 3 – Battery Development Area that are zoned as Open Space (O), is subject to Section 7.28 and Appendix A – Footprint and Height Control Overlay for the Battery Development Area. **(2009-07-24)**

O

10.26 COMMERCIAL KENMOUNT (CK) ZONE**(2003-04-25)**

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

10.26.1 Permitted Uses**Residential:**

(a) Accessory Dwelling Unit

Commercial:

(a) Auction House

(b) Bakery

(c) Bank (Subject to Section 7.30)

(2012-06-29)

(d) Car Sales Lot

(e) Car Washing Establishment (Subject to Section 7.30)

(2012-06-29)

(f) Clinic

(g) Club

(h) Commercial Garage (Subject to Section 7.30)

(2012-06-29)

(i) Commercial School

(j) Communications Use

(k) Custom Workshop

(l) Dry-Cleaning Establishment

(m) Eating Establishment (subject to Section 7.21) (Subject to Section 7.30)

(2012-06-29)

(n) Hotel

(o) Laundromat

(o.1) Lounge

(2011-05-06)

(p) Office

(q) Parking Area

(r) Pharmacy

(2020-11-13)

(s) Printing Establishment

(t) Recycling Depot

(u) Retail of Building Supplies

(v) Retail Store

(w) Retail Warehouse

(x) Service Shop

(y) Service Station and Gas Bar (subject to Section 7.20) (Subject to Section 7.30) **(2012-06-29)**

(z) Shopping Centre

(aa) Sign Maker's Shop

(bb) Taxi Business

(cc) Warehouse

(dd) Woodworking Shop

(ee) Adult Massage Parlour

(2020-09-11)**Public:**

(a) Library

(b) School

CK

Recreational:

- (a) Park
- (b) Recreational Uses

Other:

- (a) Church
- (b) Day Care Centre (subject to Section 7.6)
- (c) Public Use
- (d) Public Utility
- (e) Recycling Depot
- (f) Undertaker's Establishment
- (g) Veterinary Clinic

Discretionary Uses: (subject to section 5.8)

- (a) Place of Amusement
- (b) Place of Assembly
- (c) Private Park (2007-10-05)
- (d) Small Scale Wind Turbine (2012-06-01)

10.26.2 Zone Requirements

- (1) The following requirements shall apply to all uses allowed in the CK Zone, except Parks, Public Utilities and Public Uses, Services Stations and Gas bars.

(a) Lot Area (minimum)	1800 square metres	
(b) Lot Frontage (minimum)	45 metres	
(c) Lot Coverage (maximum)	50%	
(d) Floor Area Ratio (maximum)	1.0	
(e) Building Height (maximum)	18 metres	(2018-11-30)
(f) Building Line (minimum)	6 metres	
(g) Side Yards (minimum)	1 metre per storey	
(h) Side Yard on Flanking Road (min)	6 metres	
(i) Rear Yard (minimum)	6 metres	
(j) Landscaping on Lot (minimum)	20%	
(k) Parking Lot Setback (minimum)	4 metres from the property line	

- (2) All other uses:

As determined by Council

CK

DECISION/DIRECTION NOTE

Title: St. John's Collision Report (2012)

Date Prepared: March 2, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Ian Froude, Transportation and Regulatory Services & Sustainability

Ward: N/A

Decision/Direction Required:

Direction is required on the next steps to take with City Wide collision analysis.

Discussion – Background and Current Status:

The attached St. John's Collision Report (2012 – 2019) provides a high level analysis of all collisions that have occurred on City streets from January 1, 2012 to December 31, 2019.

This report provides an overview of historic collisions and highlights a few broad trends within the local collision experience. The worst locations for collisions are listed in each of three categories:

- At intersections.
- At mid-blocks.
- At high pedestrian/cycling incident locations.

This report makes seven recommendations:

- That future reports revert to an analysis based on a 5 year collision history
- That a detailed analysis of the top 10 collision locations in the intersection category be conducted
- That the mid-block analysis be updated with traffic volumes and re-ranked according to collision rate
- That once the mid block sections are re-ranked the top 10 locations be evaluated in detail
- That the practice of incorporating access management approaches in City projects and new development continue
- That a detailed analysis of the top 10 collision locations in the pedestrian/cycling incident category be conducted
- That the City continue its ongoing efforts to improve pedestrian and cycling facilities

As the next step for collision analysis the detailed evaluations recommended by the report should be completed. Based on these evaluations, designs should be prepared for cases where changes to the local infrastructure could be made to mitigate the poor safety performance. A consultant award to complete the detailed evaluations, provide a list of

ST. JOHN'S

recommended improvements, and complete select designs is planned. Funding for this project is under consideration through the 2021 Capital Out of Revenue process.

In future years, new areas will be identified by an annual collision report for detailed evaluation. Projects stemming from this first evaluation will also be moved from design into implementation. Ongoing funding allocations will need to be considered in addressing safety on City streets. As always, City staff will seek opportunities to incorporate safety improvements into ongoing infrastructure work to optimize capital spending.

As these changes are identified, designed, and implemented it will be important to keep residents informed. This fits with the concept of informing residents of changes coming to their community. A simple approach would be to maintain an [engagesjohns.ca](https://www.johns.ca) page for safety projects with a Q and A, similar to other capital works projects.

Key Considerations/Implications:

1. Budget/Financial Implications:

On [February 24, 2021](#) Council considered the Capital Out of Revenue list. This list included a budget of \$100,000 for an “Intersection Safety Program”. The intent of this budget item is to provide the capacity for City staff to hire a professional engineering firm to conduct detailed evaluations and designs for the top locations identified in the report.

2. Partners or Other Stakeholders:

The City works with both the Province and the RNC on collisions / collision data.

3. Alignment with Strategic Directions/Adopted Plans:

Producing this report aligns with the strategic direction “A city that builds a balanced transportation network to get people and goods where they want to go safely.” And specifically the goal to “Improve safety for all users on a well-maintained street network”

4. Legal or Policy Implications:

n/a

5. Privacy Implications:

n/a

6. Engagement and Communications Considerations:

n/a

7. Human Resource Implications:

n/a

8. Procurement Implications:

The recommendations include the hiring of a professional engineering firm to complete next steps.

9. Information Technology Implications:

n/a

10. Other Implications:

n/a

Recommendation:

That Council:

- adopt the seven recommendation of the St. John's Collision Report (2012 – 2019)
- direct staff to procure the services of a professional engineering firm to complete detailed evaluations and design drawings for top locations identified in the report (at such time as budget is allocated)
- direct staff to update the collision report on an annual basis, generally delivering the report by Q4 for the preceding year's data (for example, the 2016-2020 report would be delivered by Q4 2021)

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

Report Approval Details

Document Title:	St. John's Collision Report (2012 – 2019).docx
Attachments:	- St. John's Collision Report (2012 – 2019).docx
Final Approval Date:	Mar 3, 2021

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

Scott Winsor - Mar 3, 2021 - 9:53 AM

Jason Sinyard - Mar 3, 2021 - 10:38 AM

St. John's Collision Report (2012 – 2019)

The St. John's Collision Report (2012 – 2019) summarizes collision experience across the city from January 1, 2012 to December 31, 2019. By observing trends within the collision data, it is possible to better understand what issues are present on the City transportation system and identify possible mitigating strategies.

Collision Reporting

Motor vehicle collisions are reportable in Newfoundland & Labrador if they result in personal injury, a fatality or aggregate property damage more than \$1,000. A motorist must report a collision to Police within 24 hours of occurrence. All collisions are reported and could involve two or more vehicles, a single vehicle, a vehicle and another road user such as pedestrian or cyclists, or a vehicle and another object such as an animal or pole.

The Motor Vehicle Accident Report form is typically completed by a police officer. When a police officer attends a collision, the report is typically completed at the scene. However, a police officer does not always attend the scene of a collision. In the case of unattended collisions, individuals are required to report the collision to a police station if it meets the injury or aggregate damage criteria.

Data Limitations

- Many collisions are unreported. The data here only includes collisions that were reported to the RNC.
- Data keying errors are sometimes present in individual collision records, these can often be resolved by reviewing the detailed notes or contacting the RNC. However, when reviewing data at the high level these errors may not be identified.
- While collisions on private property are often reported to the RNC they are not included in the analysis presented as they do not occur on within a public right-of-way. For example, collisions on commercial parking lots are excluded from the analysis. Similarly, collisions on Provincial highways are excluded as these areas are outside City jurisdiction.

St. John's Collision Report (2012 – 2019)

Collision History

The City of St John's created and managed a collision database from 2003-2010 with paper forms provided by the province. In 2011, the Province took over data entry and management of the collision reporting database. Data from 2011 is not available. From 2012 onward, the province has provided the City with collision data.

Reported Collisions on City Streets (2004-2019)

Figure 1 shows long term historic data for collisions in St. John's. The number of fatal collisions is shown above each data bar in this figure. Collisions numbers are unusually high in 2012-2013, however, exploratory analysis of the database does not reveal an obvious cause.

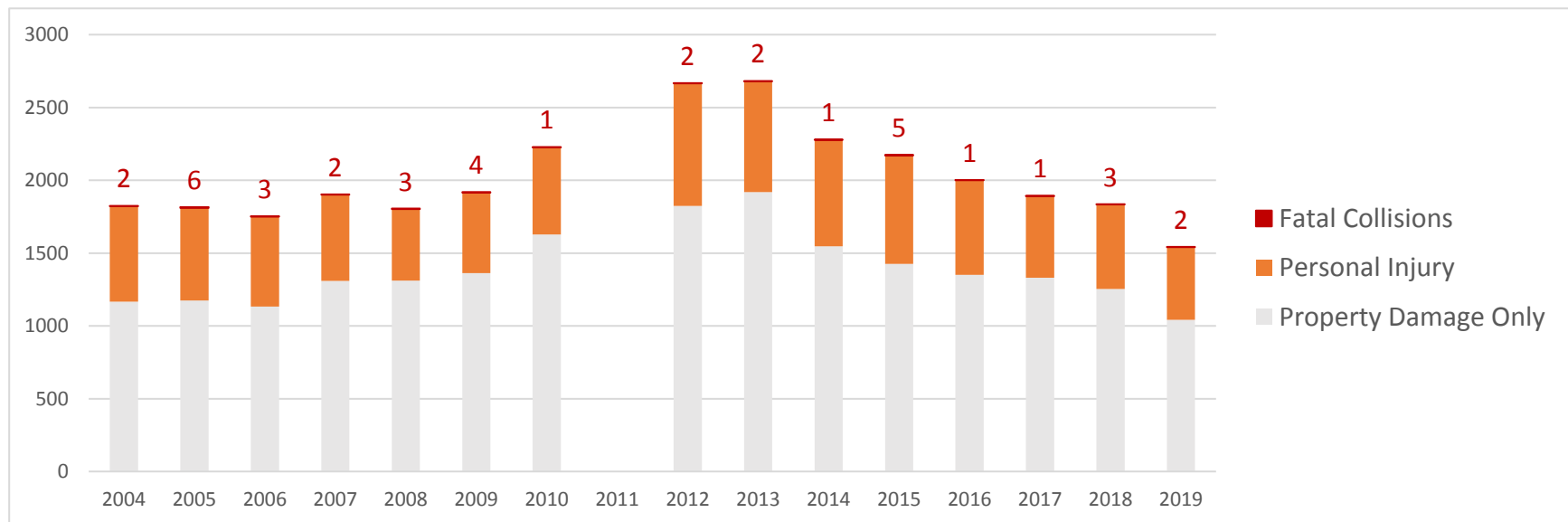


Figure 1: Historic collision numbers on City streets

St. John's Collision Report (2012 – 2019)

Typically, a collision analysis would be based on the most recent 5 years' worth of data. This allows causal factors that are no longer present to age out of the actively assessed database. Given that this is the first collision report produced since the transition to Provincially managed data all data since 2012 is included (for a total of 8 years). For subsequent reports it is recommended that only the most recent 5 years worth of data be included in the analysis.

For the sake of comparison the collisions that have been excluded from analysis because they fall outside City jurisdiction are shown in Figure 2.

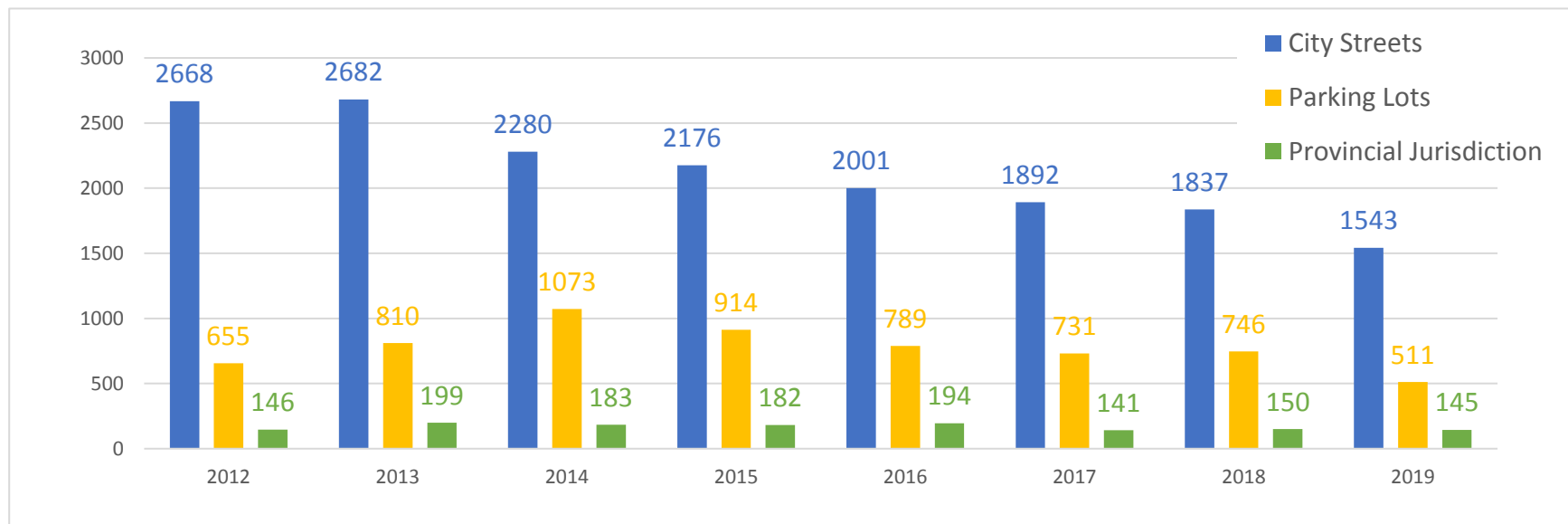


Figure 2: Historic collisions in other locations

St. John's Collision Report (2012 – 2019)

Collision Severity

The severity of a collision is a vital indicator that can be used to target safety interventions. Property damage only (PDO) collisions are unfortunate and demonstrate locations where there may be room for infrastructure improvement. However, fatal (FAT) and injury (INJ) collisions are serious incidents where individuals and families have been directly hurt by the collision. These collisions carry significantly higher direct and societal costs. As such, in collision analysis injury and fatal collisions are given more weight when determining the magnitude of safety concern present. Figure 3 shows the number of each collision type across the 2012 to 2019 analysis period.

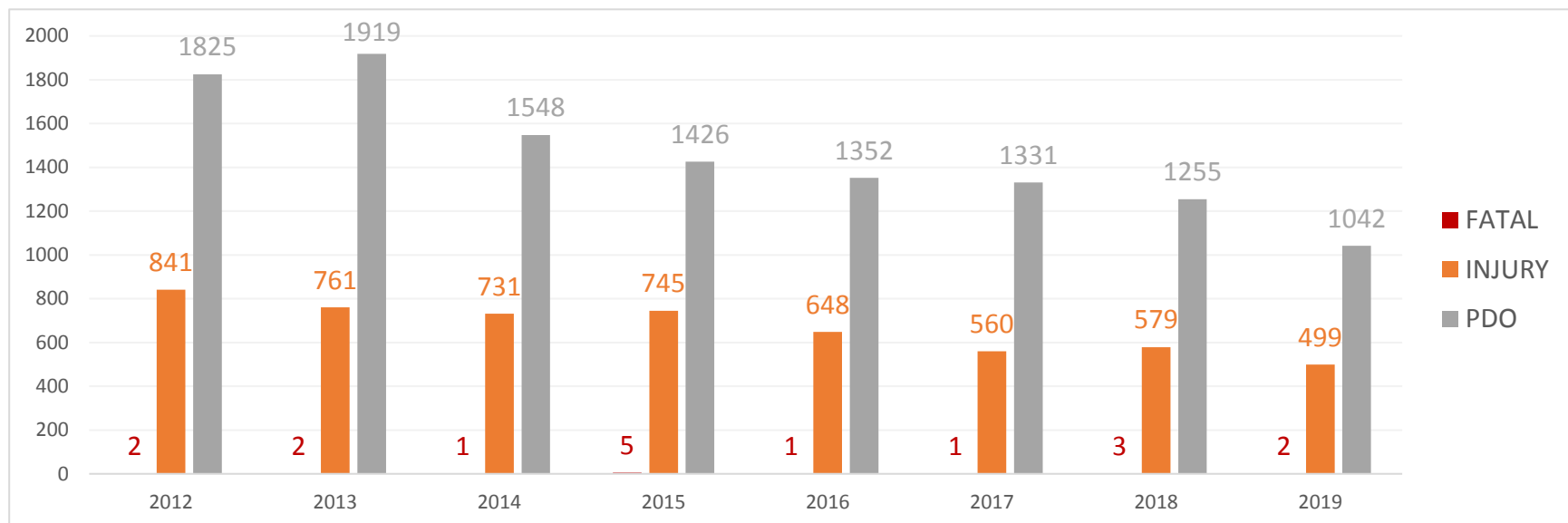


Figure 3: Severity of collisions

As can be seen above, there is an overall decrease in collisions, and more importantly a decrease in collisions resulting in injury over time. The proportion of severe collisions (INJ+FAT) that occurs has remained stable over time at about 32% of all collisions on City streets. There has been no large-scale change in the volume of traffic over this period that would explain the change in the number of collisions.

St. John's Collision Report (2012 – 2019)

Collision Configuration

Table 1 shows what collision configurations are most frequent and which are most likely to result in injury or death. Collisions where pedestrians and cyclists are hit are the most likely to result in injury or death. 40% of all deadly collisions were the result of a pedestrian being hit by a motor vehicle. With a concerted effort to improve pedestrian priority in the transportation system these deaths are largely avoidable.

In Figure 4 the proportions of collision severity are shown and sorted based on the configuration. The extremely high rate of fatal and injury collisions with vulnerable road users (pedestrians and cyclists) is obvious. The high proportion of injuries among rear end collisions is also evident. Finally, the high safety risk of run off the road, head-on, and angle collisions shows that these configurations are among the most important to mitigate.

Table 1: Configuration of collisions by severity

Collision Configuration	Fatal	Injury	Property Damage Only	Grand Total	% resulting in injury / fatality
Angle (i.e., T-bone)	2	499	941	1442	35%
Head-on	-	58	114	172	34%
Hit Animal	-	11	74	85	13%
Hit Cyclist	-	40	5	44	91%
Hit Object (e.g., pole, tree, wall)	1	62	265	328	19%
Hit Parked Car	1	144	2692	2837	5%
Hit Pedestrian	7	528	49	585	91%
Rear End	-	2289	2829	5118	45%
Run off Road / Rollover	5	230	461	696	34%
Sideswipe	1	232	1155	1388	17%
Turning Movement (e.g., left turn against traffic)	-	899	2024	2923	31%

St. John's Collision Report (2012 – 2019)

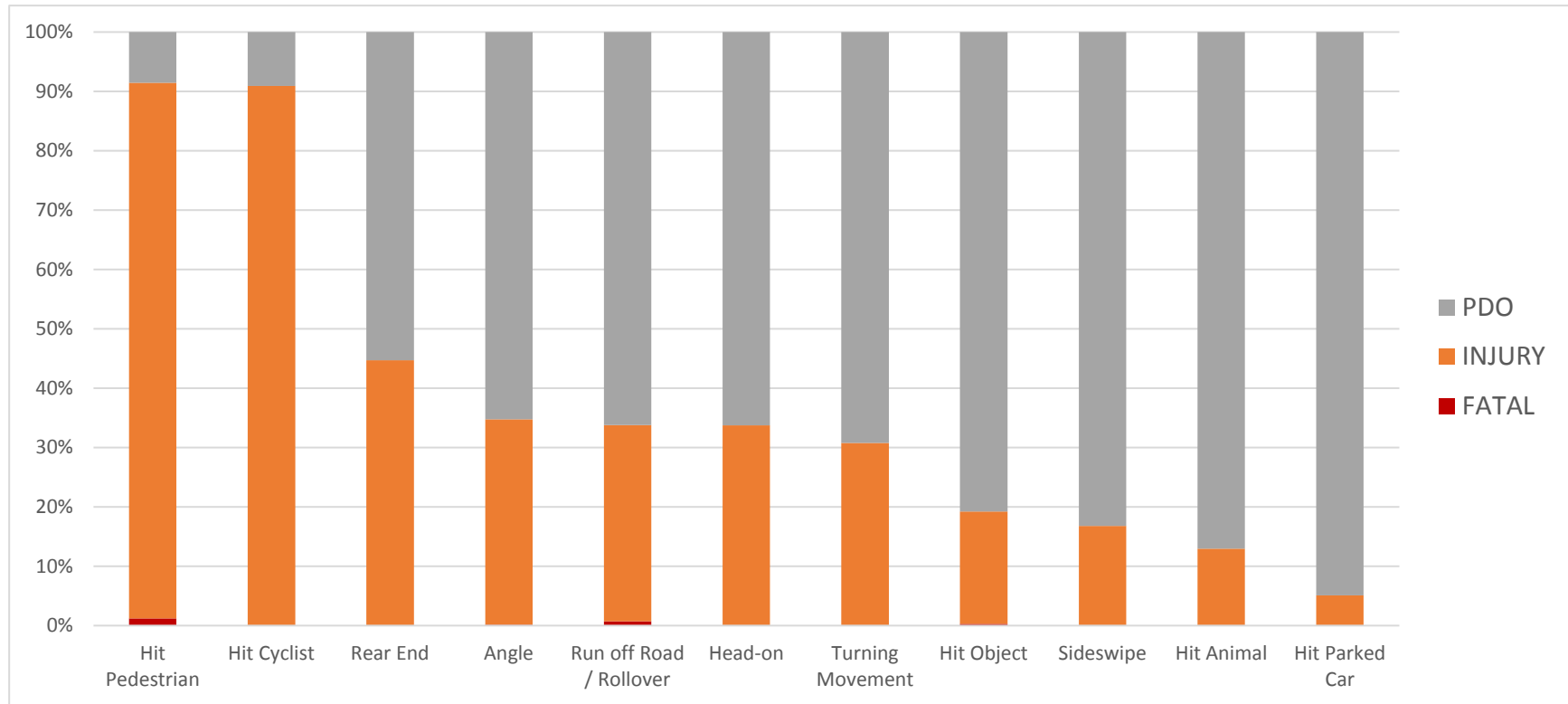


Figure 4: Configuration of collisions

It should be noted that collisions involving pedestrians and cyclists that do not result in injury are known to be typically underreported compared to vehicle-vehicle collisions. This trend may also be true for minor injuries such as scrapes, bruises, etc.

St. John's Collision Report (2012 – 2019)

Intersection & Midblock Collisions

Midblock collisions are classified as collisions on a road segment between two intersections that is not related with the nearby intersections. There is some room for interpretation with how collisions are reported in these cases. One police officer may record a rear-end collision as occurring on a mid-block while another officer may identify a queue of traffic to a nearby intersection as being an underlying factor and therefore classify the collision as occurring at that intersection. This interpretation in reporting means that when detailed collision assessments are completed it is important to look at segments or intersections adjacent to that identified for the detailed analysis.

An intersection is any point where two road segments meet and conflicts between vehicles can occur. An intersection may be a roundabout, signalized, unsignalized (e.g. yield or stop controlled) or uncontrolled (e.g. acceleration/deceleration lanes for on/off ramps at an over/underpass). The collisions at the two broad location types are shown in Figure 5. These collisions are further broken down and assessed in the subsequent sections of this report.

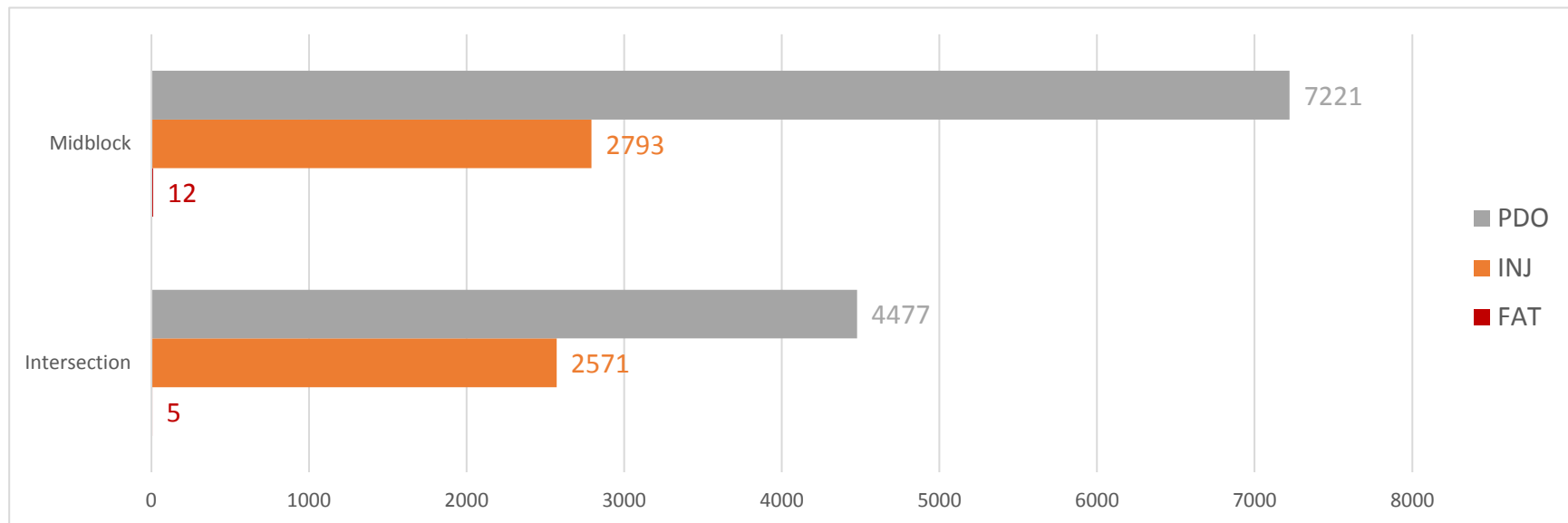


Figure 5: Location of collisions

St. John's Collision Report (2012 – 2019)

Top Intersections

Between 2012 and 2019, 41% of collisions were reported to occur at intersections and 59% were reported to occur at mid-block locations. Although a greater number of collisions are reported to occur at midblock locations, intersections have a higher proportion of collisions resulting in injury.

Table 2 shows the top intersections ranked by collision rate. At the **highlighted** intersections more than a third of reported collisions resulted in an injury or fatality. Please note that the numerical identifiers included in location descriptions are internal references for the collision database and have no real-world application.

Human error underlies many collisions and can be expected to happen at about the same frequency regardless of location. If human error alone influenced the likelihood of a collision, we would expect to see a consistent correlation between how many vehicles are in a given area and how many collisions there are. However, this is not the case as there are numerous other factors that can contribute to a collision.

In this analysis we consider the total number of collisions alongside the volume of vehicle traffic through an area. This results in a rate represented by the number of collisions expected for every million vehicles that enter an intersection (MEV). The resulting collision rates indicate locations where the ratio of collisions to vehicles is disproportionate. A disproportionate rate indicates that there may be underlying factors such as traffic controls or physical design that could be modified to improve safety. While there are compounding issues at play in the complex environment of driver, vehicle, and infrastructure, in short: the higher the rate, the more significant the issues that may be present.

The following 28 intersections were identified by ranking the intersection where the highest number of collisions occurred in the collision database. These 28 locations were then paired with traffic count data allowing a collision rate to be developed.

St. John's Collision Report (2012 – 2019)

Table 2: Top intersection collision locations

Rank	Location	Fatal	Injury	Property Damage Only	Grand Total	% resulting in injury / fatality	Rate per MEV
1	RAWLINS CROSS		47	115	162	29%	2.39
2	GOLDSTONE STREET @ THORBURN ROAD / SEABORN STREET (11379)		33	54	87	38%	1.50
3	KELSEY DRIVE @ KIWANIS STREET (21648)		21	30	51	41%	1.16
4	HIGGINS LINE / PORTUGAL COVE ROAD @ NEWFOUNDLAND DRIVE		38	78	116	33%	1.12
5	AIRPORT HEIGHTS DRIVE / PORTUGAL COVE ROAD @ MAJORS PATH		41	47	88	47%	0.95
6	COWAN AVENUE @ TOPSAIL ROAD (19883)		26	37	63	41%	0.92
7	BLACKMARSH ROAD @ COLUMBUS DRIVE		51	46	97	53%	0.90
8	ABERDEEN AVENUE @ STAVANGER DRIVE / CLOVELLY GOLF COURSE ROAD (8307)		20	22	42	48%	0.90
9	CAMPBELL AVENUE / CASHIN AVENUE EXTENSION @ CASHIN AVENUE (28540)		21	23	44	48%	0.89
10	HUSSEY DRIVE / STAVANGER DRIVE @ TORBAY ROAD (14861)		24	41	65	37%	0.85
11	ALLANDALE ROAD @ PRINCE PHILIP DRIVE		38	79	117	32%	0.85
12	NEWFOUNDLAND DRIVE @ TORBAY ROAD (11392)		33	47	80	41%	0.80
13	MACDONALD DRIVE @ TORBAY ROAD (16700)		29	43	72	40%	0.78
14	ELIZABETH AVENUE @ TORBAY ROAD (28938)		28	27	55	51%	0.77
15	COLUMBUS DRIVE @ TOPSAIL ROAD		32	45	77	42%	0.77
16	KENMOUNT ROAD @ KELSEY DRIVE (20985)		30	39	69	43%	0.72

St. John's Collision Report (2012 – 2019)

Table 2: Top intersection collision locations

Rank	Location	Fatal	Injury	Property Damage Only	Grand Total	% resulting in injury / fatality	Rate per MEV
17	MACDONALD DRIVE / PRINCE PHILIP DRIVE @ PORTUGAL COVE ROAD		37	46	83	45%	0.71
18	FRESHWATER ROAD / STAMP'S LANE @ OXEN POND ROAD (12705)		12	32	44	27%	0.70
19	MAJOR'S PATH @ TORBAY ROAD (456)		29	36	65	45%	0.66
20	EMPIRE AVENUE @ FRESHWATER ROAD (4770)		16	34	50	32%	0.64
21	PRINCE PHILIP DRIVE @ THORBURN ROAD		34	49	83	41%	0.61
22	KENMOUNT ROAD @ WYATT BOULEVARD (24814)		31	31	62	50%	0.60
23	LARKHALL STREET @ THORBURN ROAD (30834)		14	32	46	30%	0.58
24	TORBAY ROAD @ WHITE ROSE DRIVE (35598)		20	32	52	38%	0.56
25	COLUMBUS DRIVE @ OLD PENNYWELL ROAD		24	37	61	39%	0.51
26	ALLANDALE ROAD / ELIZABETH AVENUE @ BONAVENTURE AVENUE (10981)		21	20	41	51%	0.49
27	COLUMBUS DRIVE @ MUNDY POND ROAD		20	29	49	41%	0.46
28	PRINCE PHILIP DRIVE @ WESTERLAND ROAD / CLINCH ROAD (22781)		9	34	43	21%	0.35

St. John's Collision Report (2012 – 2019)

In this analysis we see many familiar and busy intersections. Based on these results a detailed evaluation of the top 10 intersections is recommended. This detailed evaluation would map the specifics of each collision at the intersection to identify common factors that could be addressed. Broad trends identified from the table above, such the few examples shown below, would be investigated in more detail as part of the recommended evaluation:

- At Blackmarsh Road and Columbus Drive - 2019 reported only 7 collisions where the average in 2012 to 2018 was about 13. This could be due to the opening of Team Gushue Highway which had a big impact on traffic patterns in the area.
- At Portugal Cove Road and Airport Heights Drive / Major's Path – turning movement's make up 45% of collisions at this intersection compared to the City wide intersection average of 30%.
- At Kelsey Drive and Kiwanis Street - 82% of the collisions reported involve a vehicle that was initially travelling south on Kelsey Drive.

Top Midblock Sections

Similar to the intersection assessment above, the midblock locations with the highest number of collisions are identified in Table 3 below. Unfortunately, vehicle volume data is not sufficient to adjust this ranking to a collision rate at this time.

Note that locations that experienced the same number of collisions are assigned the same rank in the table.

Several locations below include the word "Unknown". This is an artefact of the way in which the provincial data is reported. The locations of these collisions are not actually unknown. Detailed evaluations would not be affected by this.

As it stands the top 5 locations all share a common context: each is on a higher speed, higher volume, 5 lane cross section with many driveways and busy commercial uses. Access management is a tool commonly applied in these types of areas. It includes limiting the number of driveways, restricting left turns, and sharing access between adjacent properties. These approaches have been proactively incorporated in many projects over the last several years as a way to address the possibility of collision issues developing as the City grows and it is recommended this practice continue.

It is recommended that data be collected to re-rank this table based on collision rates. Once that is complete the top 10 locations should be the subject of detailed evaluations as discussed above for intersections.

St. John's Collision Report (2012 – 2019)

Table 3: Top midblock collision locations

Rank	Location	Fatal	Injury	Property Damage Only	Grand Total	% resulting in injury / fatality
1	KENMOUNT ROAD btwn PEET STREET & AVALON MALL PARKING LOT (53433)		52	98	150	35%
2	KENMOUNT ROAD btwn PIPPY PLACE & PEET STREET (46721)		44	70	114	39%
3	TORBAY ROAD btwn TRANS CANADA HIGHWAY & UNKNOWN (39397) [Major's Path to Stavanger Area]		42	62	104	40%
4	KELSEY DRIVE btwn KIWANIS STREET & MESSENGER DRIVE (1785615)		22	62	84	26%
5	TOPSAIL ROAD btwn BURGEO STREET & DUNN'S ROAD (53409)		28	54	82	34%
6	KENMOUNT ROAD btwn TEAM GUSHUE HIGHWAY NORTHEAST & PIPPY PLACE (33018)		16	43	59	27%
7	FRESHWATER ROAD btwn CROSBIE ROAD & FRESHWATER ROAD / STAMP'S LANE (46460)		16	41	57	28%
8	THORBURN ROAD btwn MOSS HEATHER DRIVE & WIGMORE COURT (41261)	1	20	34	55	38%
9	UNKNOWN btwn KELSEY DRIVE & TEAM GUSHUE HIGHWAY SOUTH (1389942)		13	41	54	24%
9	TOPSAIL ROAD btwn HOLBROOK AVENUE & COWAN AVENUE (34790)		12	42	54	22%
11	ELIZABETH AVENUE btwn NEW COVE ROAD & UNKNOWN (63801)		16	36	52	31%
12	TOPSAIL ROAD btwn HAMLYN ROAD & HOLBROOK AVENUE (40537)		14	35	49	29%

St. John's Collision Report (2012 – 2019)

13	TORBAY ROAD btwn UNKNOWN & UNKNOWN (2) (50971)		20	28	48	42%
13	KING'S BRIDGE ROAD btwn LAKE AVENUE & WINTER AVENUE (35009)		17	31	48	35%
13	HIGGINS LINE btwn BELL'S TURNABOUT & PORTUGAL COVE ROAD (50783)		8	40	48	17%
13	HAMLYN ROAD btwn TOPSAIL ROAD & BARACHOIS STREET (37105)		19	29	48	40%
17	BLACKMARSH ROAD btwn COLUMBUS DRIVE & MERCER'S LANE (60910)		18	24	42	43%
18	KENMOUNT ROAD btwn WYATT BOULEVARD & GREAT EASTERN AVENUE (1448305)		8	33	41	20%
19	WATER STREET btwn AYRE'S COVE / MCBRIDE'S HILL & BAIRD'S (CLIFT'S) COVE (33579)		13	27	40	33%
20	KENMOUNT ROAD btwn PARRELL'S LANE & TEAM GUSHUE HIGHWAY		16	20	36	44%
21	TOPSAIL ROAD btwn UNKNOWN & HAMLYN ROAD (35924)		8	27	35	23%
22	TORBAY ROAD btwn PENNEY CRESCENT & PENNEY CRESCENT / TORBAY ROAD (40399)		8	26	34	24%
23	KENMOUNT ROAD btwn RYAN'S LANE & KELSEY DRIVE (55165)		14	19	33	42%
24	ELIZABETH AVENUE btwn PORTUGAL COVE ROAD & NEW COVE ROAD (52180)		9	23	32	28%
25	TORBAY ROAD btwn TRANS CANADA HIGHWAY & TRANS CANADA HIGHWAY (1) (35660)		14	17	31	45%
25	ROPEWALK LANE btwn MUNDY POND ROAD & ROPEWALK PLACE (40982)		10	21	31	32%

St. John's Collision Report (2012 – 2019)

Pedestrian and Cyclist Collisions

The following table shows the 22 locations with the highest count of collisions involving pedestrians and cyclists. They are ranked according to the number of collisions in which a pedestrian or cyclist was struck.

As with the midblock analysis, data available is not sufficient to adjust these rankings based on volumes. With collisions that involve pedestrians or cyclists it is best to balance for “exposure” rather than simply calculating vehicle-based rates as with intersections. This exposure measure is a combination of both active mode volumes and vehicle volumes. It helps to quantify the risk of a collision between a vehicle and a person using an active mode by highlighting areas where there are a more frequent conflicts or interactions between these modes.

Many of these locations are areas where there is ongoing effort for improvement. At the top 4 locations:

- Water Street between Ayre's Cove / McBride's Hill and Cliff's Baird's Cove is being improved through ongoing Water Street infrastructure work.
- Rawlin's Cross is scheduled for several minor improvements over the coming years.
- Canada Drive at Hamlyn Road is scheduled for rehab and intersection improvements are being planned as part of the Bike St. John's Master Plan.
- Hamlyn Road between Topsail Road and Barachois Street is being investigated for improvements in the vicinity of the Village Mall access and the existing crosswalk.

Other areas show a need for additional investigation. For example: Thorburn Road at Mount Scio Road and the neighbouring segment on Thorburn Road between Moss Heather Drive and Wigmore Court both appear in the top 10.

It is recommended that the top 10 locations are the subject of a detailed evaluation to determine if there are mitigating strategies that can be employed at these locations. It is also recommended that ongoing efforts to improve pedestrian and cycling facilities within the City continue.

St. John's Collision Report (2012 – 2019)

Table 4: Top active mode collision locations

Rank	Location	Ped & Bike	Ped & Bike Involved	Motor Vehicle Only	Total Collisions	% involving pedestrians / cyclists
1	WATER STREET btwn AYRE'S COVE / MCBRIDE'S HILL & BAIRD'S (CLIFT'S) COVE (33579)	10	0	30	40	25.0%
2	RAWLINS CROSS	7	1	154	162	4.9%
3	CANADA DRIVE @ HAMLYN ROAD (20230)	6	2	22	30	26.7%
3	HAMLYN ROAD btwn TOPSAIL ROAD & BARACHOIS STREET (37105)	6	5	37	48	22.9%
3	THORBURN ROAD btwn MOSS HEATHER DRIVE & WIGMORE COURT (41261)	6	0	49	55	10.9%
6	BLACKMARSH ROAD btwn COLUMBUS DRIVE & MERCER'S LANE (60910)	5	1	36	42	14.3%
6	CAMPBELL AVENUE / CASHIN AVENUE EXTENSION @ CASHIN AVENUE (28540)	5	1	38	44	13.6%
6	CHURCH HILL @ DUCKWORTH STREET (17584)	5	2	5	12	58.3%
6	KENMOUNT ROAD btwn PEET STREET & AVALON MALL PARKING LOT (53433)	5	1	144	150	4.0%
6	MOUNT SCIO ROAD @ THORBURN ROAD (1690)	5	0	9	14	35.7%
6	ROPEWALK LANE btwn MUNDY POND ROAD & ROPEWALK PLACE (40982)	5	3	23	31	25.8%
12	AIRPORT TERMINAL ACCESS ROAD btwn UNKNOWN & UNKNOWN (2) (55597)	4	1	5	10	50.0%
12	ALLANDALE ROAD / ELIZABETH AVENUE @ BONAVENTURE AVENUE (10981)	4	0	37	41	9.8%
12	AYRE'S COVE / MCBRIDE'S HILL @ WATER STREET (3100)	4	0	2	6	66.7%

St. John's Collision Report (2012 – 2019)

Table 4: Top active mode collision locations

Rank	Location	Ped & Bike	Ped & Bike Involved	Motor Vehicle Only	Total Collisions	% involving pedestrians / cyclists
12	BLACKHEAD ROAD / WATER STREET @ LESLIE STREET (17571)	4	0	31	35	11.4%
12	CAVENDISH SQUARE @ DUCKWORTH STREET (3020)	4	0	3	7	57.1%
12	ELIZABETH AVENUE btwn GAMBIER STREET & PATON STREET (66508)	4	0	10	14	28.6%
12	EMPIRE AVENUE @ FRESHWATER ROAD (4770)	4	1	45	50	10.0%
12	EMPIRE AVENUE @ GRENFELL AVENUE (2) (30471)	4	0	1	5	80.0%
12	EMPIRE AVENUE @ KING'S BRIDGE ROAD (1472)	4	2	20	26	23.1%
12	MACDONALD DRIVE @ TORBAY ROAD (16700)	4	2	66	72	8.3%
12	WATER STREET btwn UNKNOWN & SUDBURY STREET (41228)	4	0	22	26	15.4%

St. John's Collision Report (2012 – 2019)

Environmental Factors

The following chart shows total reported collisions by month according to daylight conditions. There are generally fewer collisions between April and August when there is most daylight. Between November and February, a larger proportion of collisions occur during dusk and dark conditions. This correlates with rush hour traffic occurring in those darker conditions.

Detailed evaluations of collision location must consider the time of day to determine if modifications need to be made to account for low sun angle or dark conditions.

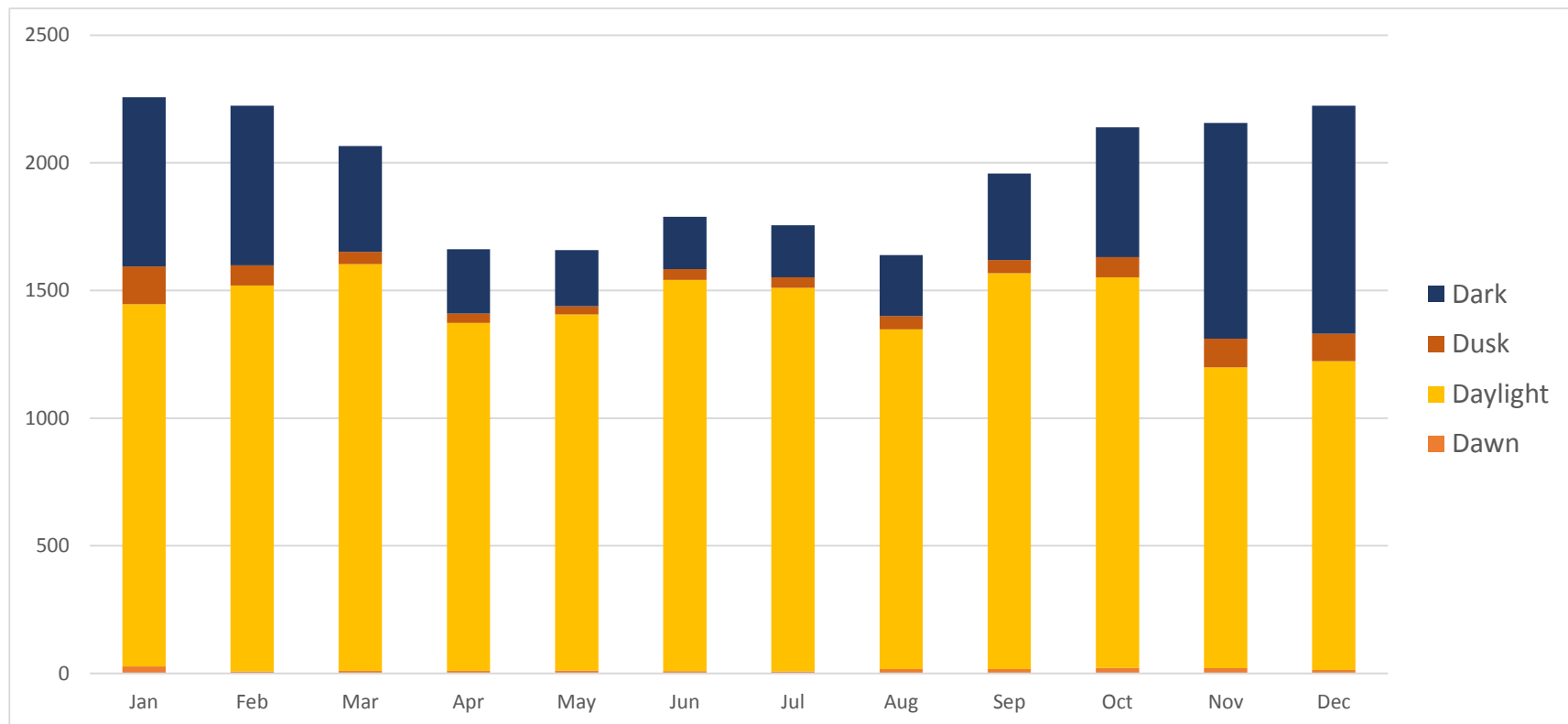


Figure 6: Time of day conditions

St. John's Collision Report (2012 – 2019)

Collision Time & Seasonality

As might be expected, between September and March there are increased collisions. During these times there are fewer daylight hours as seen above and increased precipitation. Also, in summer, there is generally less traffic due to holidays. Seasonal influences such as road condition must be considered in completing detailed evaluation. There are possible infrastructure or maintenance approaches to mitigate collisions where this is a factor. Totals shown in the figure below are for the full eight year analysis period.

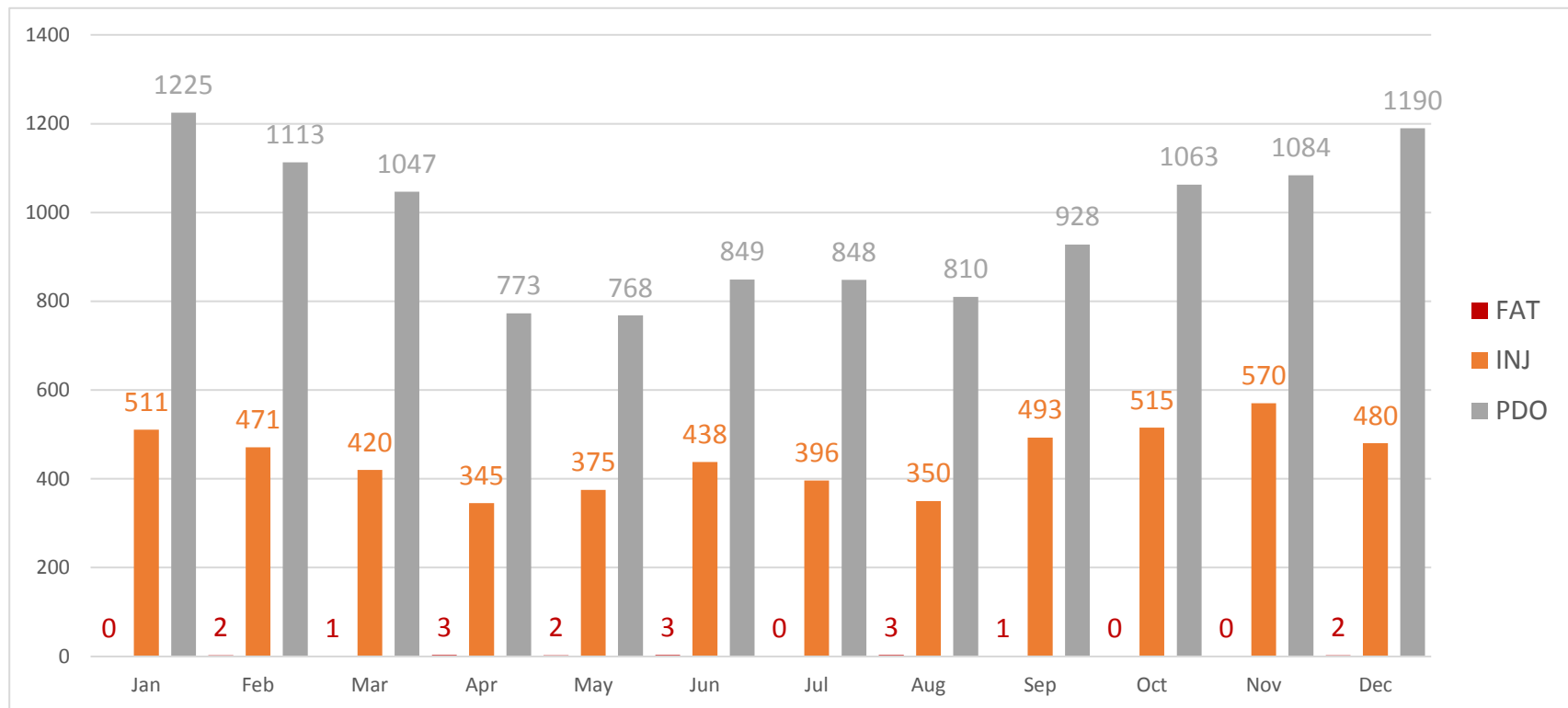


Figure 7: Seasonal influence by severity

OUR CITY. OUR FUTURE.



Resilient St. John's Community Climate Plan

What We Heard – Initial Community Conversations

March 2021

OUR CITY. OUR FUTURE.



A Sustainable City



Disclaimer

- This document provides a summary of what was heard from participants during the first round of engagement of the planning process. It is not meant to reflect the specific details of each submission word-for-word.
- The City produces a What we Heard document for every city-led public engagement project. This collected commentary is shared with the community to ensure we heard you correctly.
- The full scope of commentary including individual submissions and comments, as well as the What we Heard document is used by city staff and Council to help inform recommendations and decisions.

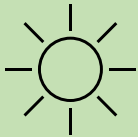
Background

- The City of St. John's Declared a Climate Emergency in November 2019 and is committed to developing a Climate Plan to guide its actions to address Climate Change.
- The planning process is expected to produce a draft for Council by end of summer 2021.
- The Resilient St. John's Community Climate Plan will identify a 30-year Climate Action Strategy to reduce the emission of greenhouse gases, while re-enforcing efforts to stabilize energy costs by supporting energy efficiency. It will also provide strategies to further prepare the City to address the challenges and opportunities presented by the impacts from climate change.

Temperature



Increase of
2.7°C by 2050s
4.6 °C by 2100

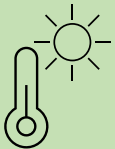


By 2100 maximum summer
temperature of 30.4 °C



20% longer growing
season by 2050s

From approx. May 20 – Oct 24
To approx. May 11 – Nov 4



20% less demand for heating
97% more demand for cooling



Warmer winter by 3.4 °C with
25% less icing days by 2050s
(icing days = days that don't go above 0 °C)



50 less days with frost
(days with temperatures below zero)

Changes in Climate in St. John's

From St. John's Climate Trends Report

Precipitation

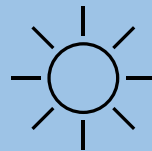


Little change in average
annual rainfall 5% but
change in seasonal patterns



Higher likelihood of intense
storms and flooding

Summer 31% Fall 19% (90th PCTL)



Increased frequency of 7%
dry days



Tropical storms are likely to
be stronger and bring higher
intensity rainfall



Wetter winter with 60% less
snow depth by 2050s

Page 96 of 111

Sea Level Rise and Coastal Hazards



Increased ocean temperatures
and coastal erosion

Sea level rise:

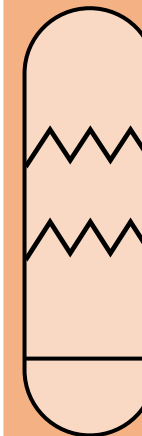
Up by 0.7 m by 2100

Up by 0.51 by 2080

Up by 0.24 by 2060

2010 baseline

(source: DFO's CAN-EWLAT tool)



Purpose of Engagement

- To initiate the discussion and help identify views on how climate change impacts St. John's; what is important to residents to bounce back; and what greenhouse gas emissions (GHGs) mitigating actions are occurring within the community
- To engage with the public on their current experiences, observations, and suggestions related to GHG mitigation and resilience which can help inform the plan.
- Provide educational materials and discussion opportunities to create a shared understanding of what the City is doing, why it is doing it, and how the community is impacted today and in the future.

Promotion



- City Website News
 - [Oct 13](#) "Understanding Climate Change"
 - [Oct 22](#) "Climate Change and the Economy"
 - [Nov 4](#) "Public Engagement Session"
- St. John's City Guide [Winter 2021](#)
- [Engagestjohns.ca](#) project page (848 unique visitors)
- Three e-mail newsletters delivered through engagestjohns.ca reaching about 2,831 users each
- City's social media sites:
 - Facebook (reach: 25,480; engagements: 382)
 - Instagram (reach: 11,113; engagements: 213)
 - Twitter (impressions: 93,701; engagements: 1,093)
- Media interviews/coverage – Interviews with councillors and media coverage of momentum actions related to the plan.

Points of Engagement

- Online at engagestjohns.ca:
 - An interactive map for the public to input past related hazards they may have experienced (6 locations/events)
 - Two Quick Polls:
 - What is your confidence level in discussing climate change risks and greenhouse gas sources in the community? (46 votes)
 - What is your level of awareness of climate change risks in St. John's? (31 votes)
 - A ranking tool asked:
 - Which criteria is more important to consider when selecting actions for St. John's clean energy transition? (4496 votes)
 - Which action do you think the community should prioritize to reduce energy use and greenhouse gas emissions? (1458 votes)
 - A Q&A Section (received and responded to 8 questions)
- A virtual public session held in November 2020 (14 attendees)

To support our community leaders with local information about climate change

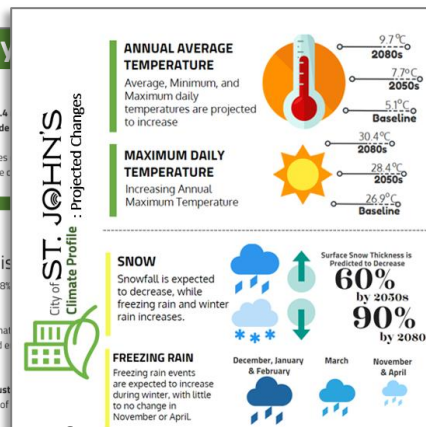
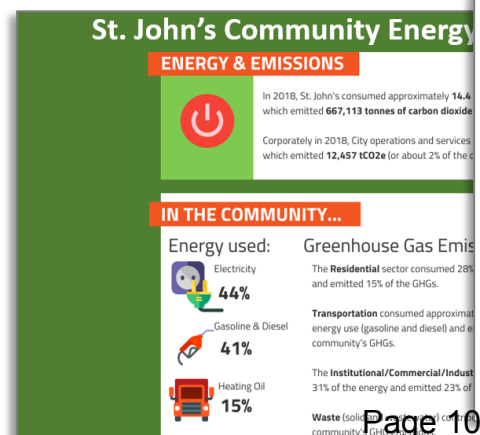
- A toolkit was developed to support community leaders in hosting conversations about climate change and to provide early feedback.
 - Two train-the-trainer style public sessions were held for anyone interested in using this tool (Oct 28 and Oct 29, 2020)
 - The sessions trained 7 members in our community
 - Two feedback forms have been provided to the City by the public from community group virtual events using the toolkit



DIY Community Climate Workshop

For Community Groups and Citizens of St. John's
2020

ST. JOHN'S



St. John's Multi - Stakeholder Sustainability Team (MSST)

Detailed planning workshops are held with the MSST

Membership includes over 30 stakeholders from organizations in the community selected by the City's Environmental and Sustainability Expert Panel

The launch of the Multi-Stakeholder Sustainability Team provided early perceptions to complement other engagement efforts.



What We Heard

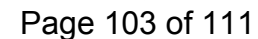
Two early “quick polls” helped the City understand the existing level of awareness and knowledge to help scope subsequent engagement materials.

Engagestjohns.ca Quick Polls showed:

- **39% of respondents considered themselves “Very” to “Extremely” aware of climate change risks in St. John’s**
- **54% are “Somewhat knowledgeable but feel they have a lot to learn”**
- **37% are “Very Knowledgeable” and “Follow the latest research and information”**
- **2% don’t believe in climate change**

In a word cloud the most prominent words were mentioned most often.

- **Plan (well planned)**
- **Active transportation**
- **Energy efficient**
- **NetZero**
- **Resilient**
- **Accessible**
- **Electrified**
- **Adapted**
- **etc. ...**



Attendees to the public session were asked to identify actions they are personally participating in to lower the community's greenhouse gas emissions (GHGs)



17%

**Buying secondhand
items instead of new**



14%

**Eating less
meat and dairy**



13%

**Growing/buying
local food**



11%

**Keeping food and yard
waste out of the landfill**



9%

Taking Transit



9%

**Vacationing
closer to home**

What We Heard

A SUSTAINABLE CITY



Attendees to workshops and public sessions opinions on the opportunities to reduce GHGs and Energy Use in our Community

Most agreement on:



Improvements to public transit



Supporting the availability of local food and products



Retrofit of existing residential buildings to reduce energy



Supporting electric/hybrid vehicle use

Attendees to workshops and public sessions were asked to identify the changes in climate already affecting St. John's

(in order of agreement)

More/heavier Rain Storms

Changes to Freeze-thaw cycles

More Inland Flooding

More Coastal and River Bank Erosion

Longer/Warmer Summers

Changes in Land Ecosystems

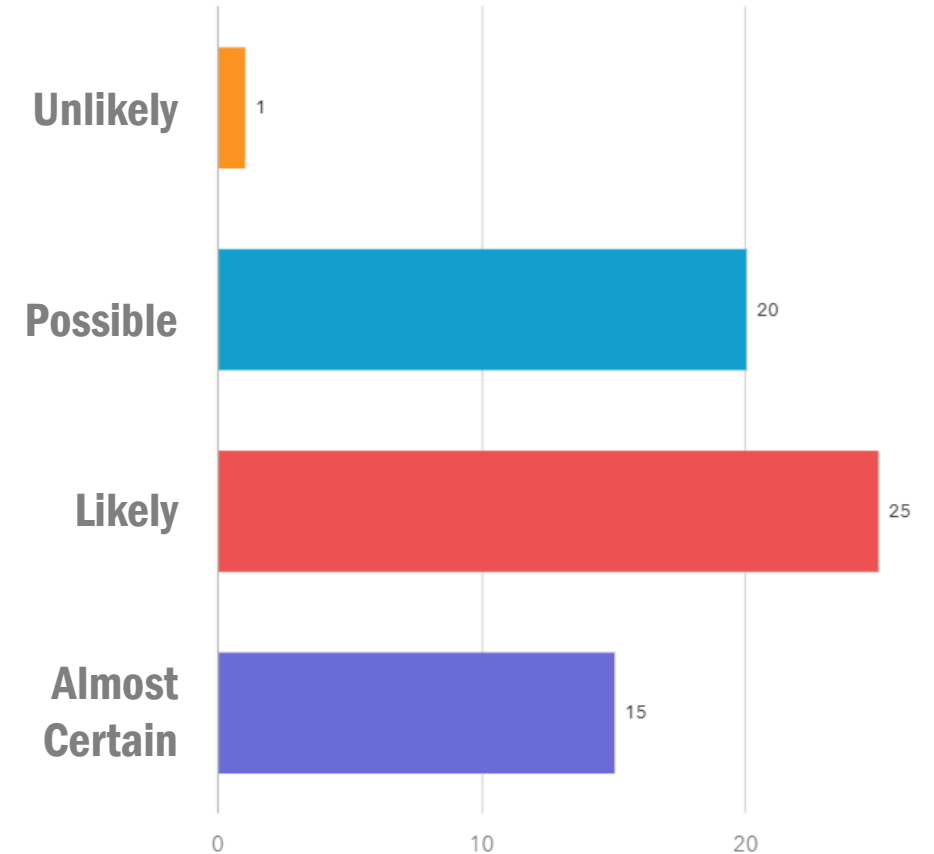
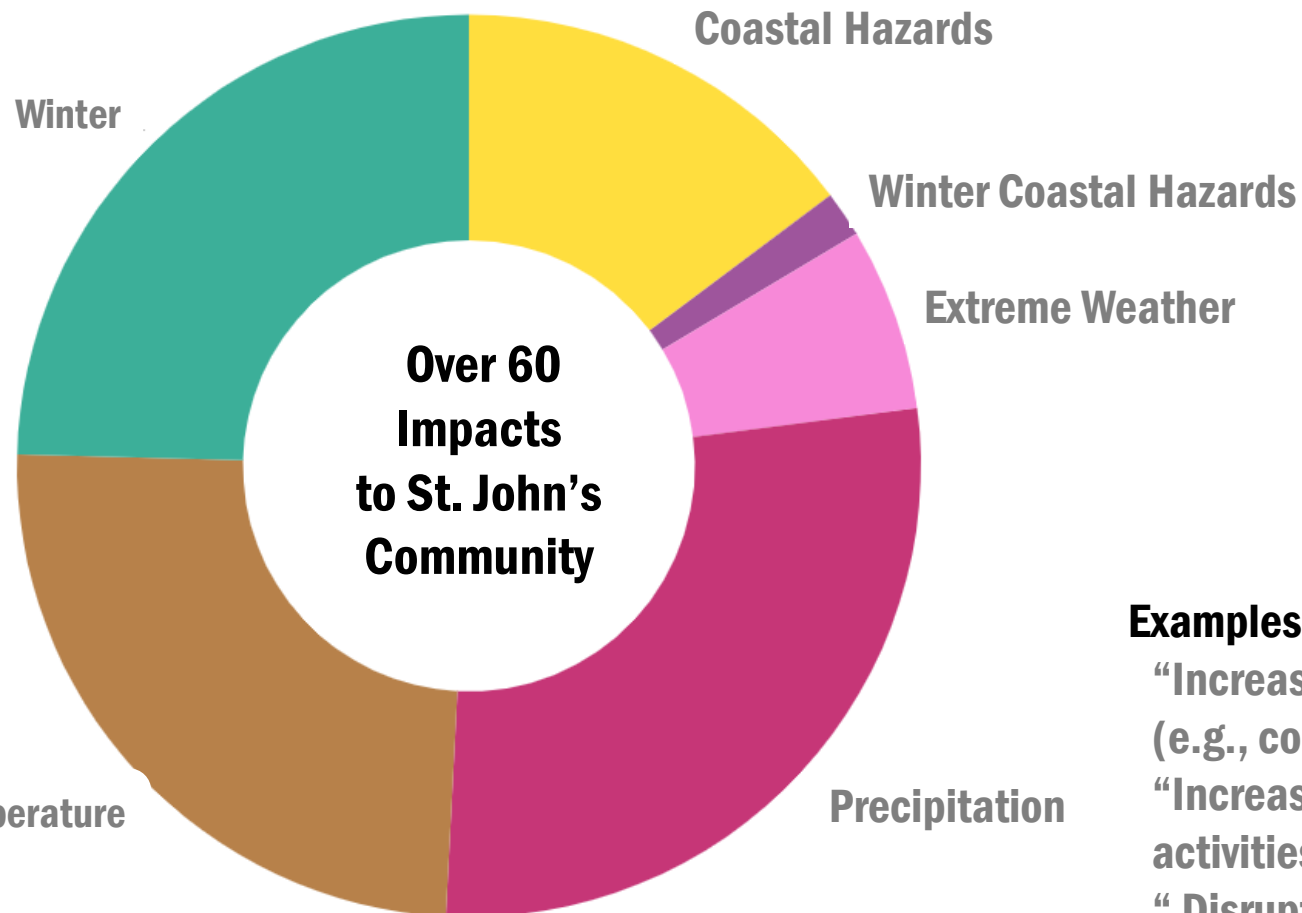
More Coastal Flooding

Changes in Marine Ecosystems

Longer Growing Season

Less Winter Ice (sea ice and pond ice)

Impacts and their likelihood to our Structural, Ecological and Socioeconomic Systems



Examples:

- “Increased demand on stormwater infrastructure leading to failures (e.g., collapses, washouts)”
- “Increased demand for summer cooling (including cooling/cooled activities for children and youth)”
- “Disruption of marine ecosystems impacting specific species and interconnected food chains”

Ranking Tool Results:

Which actions do you think our community should prioritize to reduce energy use and greenhouse gas emissions? in order of priority (4496 votes)

Support micro-grid neighbourhood energy sharing (e.g., heating, solar, wind)

Improve public transit infrastructure

Support local food availability

Develop solar/wind farms

Improve (residential and commercial) buildings' energy efficiency through passive measures first (airtightness, insulation, triple glazing)

Develop neighbourhood energy plans (addressing how energy can be saved and/or generated at the neighbourhood level)

Expand the landfill gas collection system to reduce the gas impact on climate change by about 30X

Improve active transportation (e.g., trails, bike paths, etc.)

Retrofit existing homes and businesses to improve their energy efficiency

Install solar, wind, and/or passive heat systems on commercial buildings

Ranking Tool Results:

Which criteria is more important to consider when selecting actions?

in order of priority (1458 votes)

CLEAN WATER, impact on water pollution

PUBLIC HEALTH, impact on chronic diseases and injuries and support for a physically and mentally healthy population

CLEAN AIR, impact on air pollution

GREENHOUSE GAS EMISSIONS, impact on GHG reductions

RESILIENCE, impact on capacity to survive, adapt and grow despite chronic stresses (e.g., seasonal change) or acute shocks (e.g., natural disasters).

BIODIVERSITY, impact on the variety of life locally or internationally

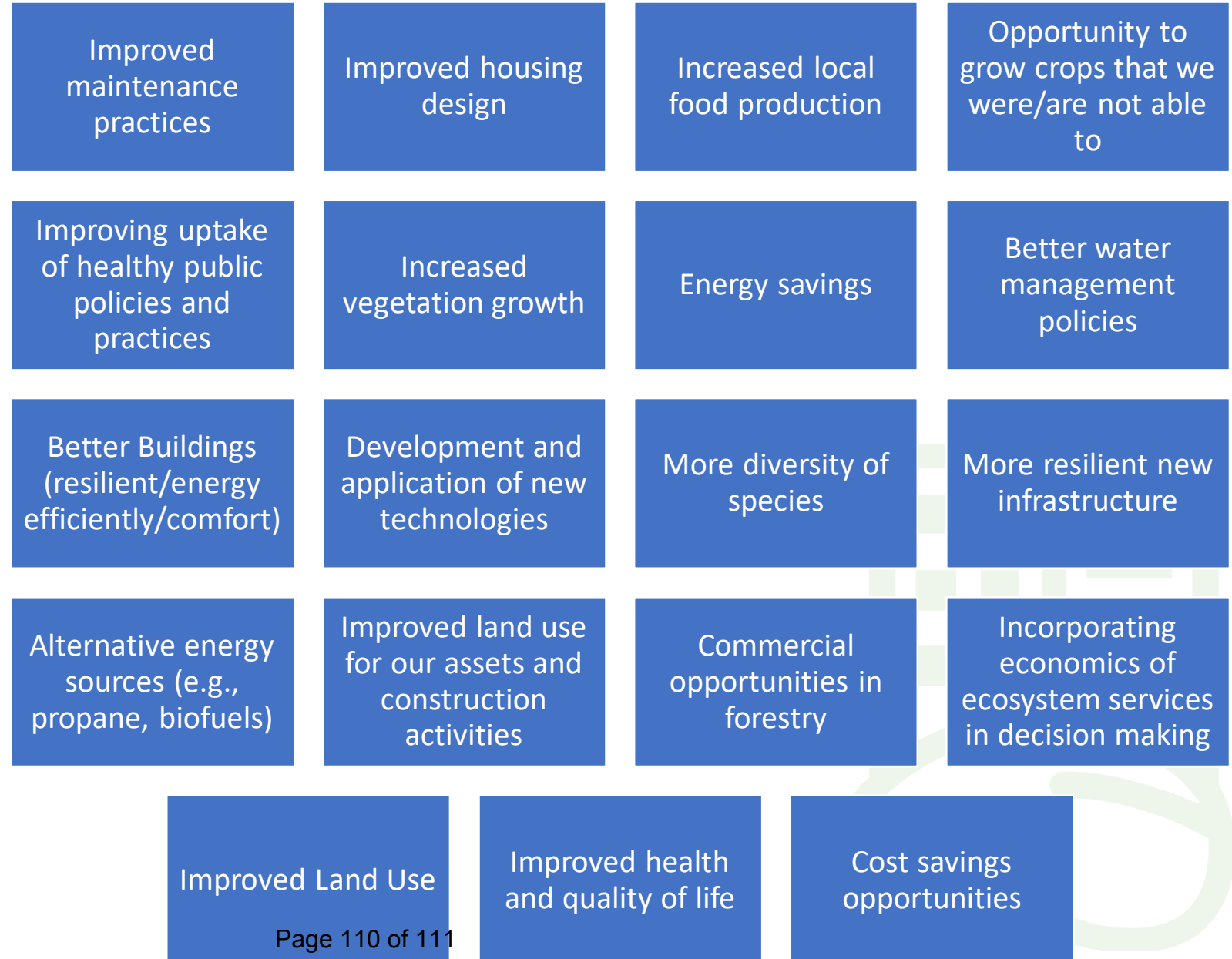
ACCESS TO GREEN SPACE, impact on opportunity for citizens to experience parks and green spaces

ENERGY SECURITY, impact on a stable and reliable energy generation and delivery system

QUALITY AFFORDABLE HOUSING, impact on safe housing options in various price ranges

MOBILITY, impact on affordable, convenient access to key destinations for all community members through transportation options

Attendees to workshops and public sessions identified the following opportunities and co-benefits from climate action and the changes in climate in St. John's



Next Steps

- Identify and rank consequences for each of the identified impacts to finalize the Climate Change Risk Assessment to prioritize adaptation on impacts of most consequence to our community
- Incorporate insights, ideas and criteria in Community Energy and GHG model to evaluate impact of actions in our Community to ensure an equitable and economically viable plan (e.g., GHG reductions, energy savings, household cashflow)
- 2021 Engagement will be focused on the strategies and actions and their priority developed with the Multi-Stakeholder Sustainability Team and the Environmental and Sustainability Expert Panel
- To stay informed about this project, visit engagestjohns.ca and register to receive emails.