

# ST. JOHN'S

## Regular Meeting - City Council Agenda

April 5, 2021

3:00 p.m.

4th Floor City Hall

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1. CALL TO ORDER
2. PROCLAMATIONS/PRESENTATIONS
  - 2.1. National Poetry Month - Poet Laureate Mary Dalton
3. APPROVAL OF THE AGENDA
  - 3.1. Adoption of Agenda
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  - 6.3. Discretionary Use 200 24  
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DEV2100197
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# **ST. JOHN'S**

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## **Minutes of Regular Meeting - City Council**

**Council Chamber, 4th Floor, City Hall**

**March 29, 2021, 3:00 p.m.**

**Present:** Mayor Danny Breen  
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  
Councillor Maggie Burton

**Staff:** Kevin Breen, City Manager  
Tanya Haywood, Deputy City Manager of Community Services  
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services  
Cheryl Mullett, City Solicitor  
Susan Bonnell, Manager - Communications & Office Services  
Elaine Henley, City Clerk  
Maureen Harvey, Legislative Assistant

**Others:** Brian Head, Manager of Parks & Open Space

### **Land Acknowledgement**

**The following statement was read into the record:**

**"We respectfully acknowledge the Province of Newfoundland & Labrador, of which the City of St. John's is the capital City, as the ancestral homelands of the Beothuk. Today, these lands are home to a diverse population of indigenous and other peoples. We would also like to acknowledge with respect the diverse histories and cultures of the Mi'kmaq, Innu, Inuit, and Southern Inuit of this Province."**

1. **CALL TO ORDER**

2. **PROCLAMATIONS/PRESENTATIONS**

2.1 **Global Meetings Industry Day April 8, 2021**

Mayor Breen declared Global Meetings Industry Day on April 8, 2021.

3. **APPROVAL OF THE AGENDA**

3.1 **Adoption of Agenda**

SJMC-R-2021-03-29/121

**Moved By** Councillor Collins

**Seconded By** Councillor Hanlon

That the Agenda be adopted as presented.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

4. **ADOPTION OF THE MINUTES**

4.1 **Adoption of Minutes - March 22, 2021**

SJMC-R-2021-03-29/122

**Moved By** Councillor Hickman

**Seconded By** Councillor Stapleton

That the minutes of March 22, 2021 be adopted noting that Councillor Froude had inadvertently voted on the community grants not being in aware that he was in a conflict of interest position. His vote will be adjusted to reflect his abstention. It has no impact as the original motion was carried 7-0.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**5. BUSINESS ARISING FROM THE MINUTES**

**6. DEVELOPMENT APPLICATIONS**

**6.1 Establishing Building Line Setback 67**  
**Bay Bulls Road**  
**DEV2100030**

SJMC-R-2021-03-29/123

**Moved By** Councillor Collins

**Seconded By** Councillor Skinner

That Council approve the 10.04 metre Building Line setback at 67 Bay Bulls Road to accommodate the construction of a Single Detached Dwelling.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**6.2 Discretionary Use for Eating Establishment**  
**11 Barrows Road**  
**DEV2100015**

SJMC-R-2021-03-29/124

**Moved By** Councillor Skinner

**Seconded By** Councillor Korab

That Council approve the application for a temporary Eating Establishment with outdoor seating at 11 Barrows Road until November 2022, subject to all applicable requirements.

For (6): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Korab, Councillor Froude, and Councillor Collins

Against (2): Councillor Stapleton, and Councillor Skinner

**MOTION CARRIED (6 to 2)**

**6.3     Home Occupation     221**  
**Hamilton Avenue**  
**DEV2000199**

SJMC-R-2021-03-29/125

**Moved By** Councillor Skinner

**Seconded By** Councillor Hanlon

That Council approve the application for a Home Occupation for Indoor Hydroponic Vegetable Production at 221 Hamilton Avenue, subject to all applicable requirements.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**6.4     Home Occupation**  
**273 Thorburn Road**  
**DEV2100021**

SJMC-R-2021-03-29/126

**Moved By** Councillor Froude

**Seconded By** Councillor Collins

That Council approve the Home Occupation application for creating specialty teas at 273 Thorburn Road, subject to all applicable requirements.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**6.5     Home Occupation 29**  
**Collier's Lane**  
**DEV2100023**

SJMC-R-2021-03-29/127

**Moved By** Councillor Skinner

**Seconded By** Councillor Stapleton

That Council approve the application to operate a Bakery as a Home Occupation at 29 Collier's Lane, subject to all applicable requirements.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**6.6     Outdoor Eating Area 48**  
**Kenmount Road**  
**DEV2100022**

SJMC-R-2021-03-29/128

**Moved By** Councillor Froude

**Seconded By** Councillor Korab

That Council approve the application submitted by Five Guys Burger and Fries for an Outdoor Eating Area at 48 Kenmount Road, Avalon Mall, subject to all applicable requirements.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**6.7     Home Occupation 72**  
**Golf Avenue**  
**DEV2100020**

SJMC-R-2021-03-29/129

**Moved By** Councillor Skinner

**Seconded By** Councillor Hanlon

That Council approve the application to operate a Speech-Language Pathology practice as a Home Occupation at 72 Golf Avenue, subject to staff consulting with the applicant to consider an adjustment to the requested times between appointments.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**7. COMMITTEE REPORTS**

**7.1 Committee of the Whole Report - March 24, 2021**

**1. Downtown Pedestrian Mall Road Closure 2021**

SJMC-R-2021-03-29/130

**Moved By** Councillor Hanlon

**Seconded By** Councillor Skinner

That Council approve the following from July 2 to September 6:

1. Close Water Street from Adelaide Street to Prescott Street.
2. Due to the reasons outlined in the presentation at the March 24 Committee of the Whole, that sections 2, 4, and 5 of Duckworth Street are not included in the road closure.
3. As sections 1 and 3 have no identified barriers preventing a road closure, that Council include both of these sections in the 2021 Downtown Pedestrian Mall.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**8. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)**

9. **BUILDING PERMITS LIST (FOR INFORMATION ONLY)**

9.1 **Building Permits List for the week of March 24, 2021**

10. **REQUISITIONS, PAYROLLS AND ACCOUNTS**

10.1 **Weekly Payment Vouchers for the Week Ending March 24, 2021**

SJMC-R-2021-03-29/131

**Moved By** Councillor Hanlon

**Seconded By** Councillor Stapleton

That Council approve the weekly payment vouchers for the week ending March 24, 2021 in the amount of \$10,011,180.04

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

11. **TENDERS/RFPS**

11.1 **2021021 – Bunker Gear**

SJMC-R-2021-03-29/132

**Moved By** Councillor Froude

**Seconded By** Councillor Collins

That Council award 2021021 – Bunker Gear to the lowest bidder meeting specification, K&D Pratt Group Inc., as per the Public Procurement Act, for \$91,252.50, HST included, per year.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

11.2 **2021028 – One (1) Single Axle Sander**

SJMC-R-2021-03-29/133

**Moved By** Councillor Hickman

**Seconded By** Councillor Skinner

That Council award open call 2021028 – Single Axle Sander to the lowest bidder meeting specification, Harvey & Company Ltd, as per the Public Procurement Act, for \$283,345.58, HST included.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**11.3 2021029 – Four (4) Tandem Sanders**

SJMC-R-2021-03-29/134

**Moved By** Councillor Hickman

**Seconded By** Councillor Froude

That Council award open call 2021029 - Tandem Sanders to the lowest bidder meeting specification, Harvey & Company Ltd, as per the Public Procurement Act, for \$1,262,384.44, HST included.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**11.4 2021038 - Three (3) Garbage Trucks**

SJMC-R-2021-03-29/135

**Moved By** Councillor Hickman

**Seconded By** Councillor Stapleton

That Council award open call 2021038 – Three (3) Garbage Trucks to the lowest bidder meeting specification, Shu-Pak Equipment Inc, as per the Public Procurement Act, for \$1,200,600.00, HST included.



For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**11.5 2021041 – One (1) Recycling Truck**

SJMC-R-2021-03-29/136

**Moved By** Councillor Hickman

**Seconded By** Councillor Stapleton

That Council award open call 2021041 – One (1) Recycling Truck to the lowest bidder meeting specification, Shu-Pak Equipment Inc, as per the Public Procurement Act, for \$414,000.00 HST included.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**11.6 2021026 Supply and Delivery of Bulk Fuels**

SJMC-R-2021-03-29/137

**Moved By** Councillor Hickman

**Seconded By** Councillor Korab

That Council award this open call to the lowest bidders meeting specifications, Harvey's Oil Limited (Section 1 - Furnace Fuel), Western Petroleum Newfoundland Limited (Section 2 – Regular Unleaded Gasoline), and North Atlantic (Section 3 - Ultra Low Sulfur Diesel) with an estimated total contract value of \$3,920,229.90 per year (HST not included) as per the Public Procurement Act.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**12. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS**

Councillor Froude gave notice that at a future Regular Meeting of Council, move a motion to have City Council direct staff to undertake a comprehensive public engagement process regarding the potential future use of the Rennie's River Trail and the Virginia River Trail as a shared-use path; and the consideration of alternative routes that achieve the north-south connectivity required for an effective network.

**13. OTHER BUSINESS**

**14. ACTION ITEMS RAISED BY COUNCIL**

**14.1 Update on Panhandling in the Downtown**

Staff was requested to provide Committee of the Whole with an update on efforts to reduce panhandling in the downtown core.

**15. ADJOURNMENT**

There being no further business, the meeting adjourned at 4:06 pm

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MAYOR

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CITY CLERK

## **NOTICE OF MOTION**

**TAKE NOTICE** that I will at a future Regular Meeting of Council, move a motion to have City Council direct staff to undertake a comprehensive public engagement process regarding the future use of the Rennie's River Trail and the Virginia River Trail as a shared-use path and/or a bike path.

Whereas the Bike Master Plan was adopted by Council on June 10, 2019;

Whereas in this plan the Rennie's River and Virginia River Trails are proposed to be shared-use pathways as part of the backbone network in the Bike Master Plan;

Whereas there have been many diverse perspectives shared on the future of these trails;

Whereas it is important to ensure all stakeholders and the public are engaged so that any plan is made in consideration of the needs and wants of the community:

That Council direct staff to undertake a comprehensive public engagement process regarding the potential future use of the Rennie's River Trail and the Virginia River Trail as shared-use paths; and that consideration be given to potential alternative routes that achieve the north-south connectivity required for an effective network. Included within this process could be further consideration on the ranking of the priority projects identified in the Bike Master Plan.

And that this engagement process be initiated at a point in time when the proposed projects on the Rennie's River Trail and the Virginia River Trail are being seriously considered.

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Councillor Ian Froude





# DECISION/DIRECTION NOTE

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**Title:** Discretionary Use  
657 Topsail Road  
DEV2100018

**Date Prepared:** March 29, 2021

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** Ward 3

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**Decision/Direction Required:** To consider a Discretionary Use application submitted by Jungle Jim's for an Outdoor Eating Area at 657 Topsail Road.

**Discussion – Background and Current Status:** The Outside Eating Area will be approximately 31.2 m<sup>2</sup> and will be located at the front of the building in the parking area. Hours of operation for the Outdoor Area will be seasonal from June 1 – October 1, seven days a week from 11:30 a.m. – 9:00 p.m. The proposed application site is in the Commercial Highway (CH) Zone.

1 submission was received which is in favour of the application.

Current occupancies within the Building include Jungle Jim's Eating Establishment, an Office, and a Take-Out Use. There are currently 58 parking spaces on-site, which adequately accommodated the existing occupancies. The proposed Outside Eating Area will eliminate 4 parking spaces, making the site deficient by one (1) parking space during the seasonal use of the patio. The applicant states that parking is not a concern in the area as there are many existing shared parking lots. In order to accommodate the proposed use, parking relief for 1 parking space is requested, which can be considered subject to Section 9.1.2(1) of the Development Regulations.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Property owner and neighbouring 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: St. John's Development Regulations Section 9.1.2(1).

# ST. JOHN'S

5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Public advertisement in accordance with Section 5.5 of the St. John's Development Regulations. The City has sent written notices to property owners within a minimum 150-metre radius of the application sites. Applications have been advertised in The Telegram newspaper at least once and are posted on the City's website. Written comments received by the Office of the City Clerk are included in the agenda for the regular meeting of Council.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

**Recommendation:**

That Council approve the Discretionary Use application submitted by Jungle Jim's for an Outdoor Eating Area at 657 Topsail Road, subject to all applicable requirements and approve parking relief for one (1) parking space.

**Prepared by:**

Lindsay Lyghtle Brushett, MCIP Supervisor – Planning & Development  
Planning, Engineering and Regulatory Services

**Approved by:**

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

### Report Approval Details

|                      |   |
|----------------------|---|
| Document Title:      | Notices Published - 657 Topsail Road.docx |
| Attachments:         |   |
| Final Approval Date: | Mar 30, 2021                              |

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

**Lindsay Lyghtle Brushett - Mar 30, 2021 - 10:31 AM**

**Jason Sinyard - Mar 30, 2021 - 11:18 AM**



**Stacey M. Corbett**

---

**From:** CityClerk  
**Sent:** Tuesday, March 9, 2021 1:42 PM  
**To:** [REDACTED]; CityClerk  
**Cc:** Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning  
**Subject:** RE: (EXT) 657 Topsail Road

Good Afternoon:

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

*Elaine Henley*

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

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**From:** [REDACTED]  
**Sent:** Tuesday, March 9, 2021 11:30 AM  
**To:** CityClerk <cityclerk@stjohns.ca>  
**Subject:** (EXT) 657 Topsail Road

I would love to see a pedestrian mall for Jungle Jim's on Topsail rd. [REDACTED]  
[REDACTED]

**Disclaimer:** This email may contain confidential and/or privileged information intended only for the individual(s) addressed in the message. If you are not the intended recipient, any other distribution, copying, or disclosure is strictly prohibited. If you have received this email in error, please notify me immediately by return email and delete the original message.

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

# DECISION/DIRECTION NOTE

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**Title:** Establish Building Line Setback – 118 Ennis Avenue – DEV2100035

**Date Prepared:** March 30, 2021

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** Ward 4

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## **Decision/Direction Required:**

To seek approval to establish the Building Line Setback for 118 Ennis Avenue.

## **Discussion – Background and Current Status:**

An application was submitted to construct a Single Detached Dwelling at 118 Ennis Avenue. The property is situated in the Residential Low Density (R1) Zone where the minimum Building Line for existing streets or service streets is to be established by Council. The Building Line setback is proposed at 6.0 metres, which is in line with the varied pattern of development along the street.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: Not Applicable.
2. Partners or Other Stakeholders: Not Applicable.
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: St. John's Development Regulations Section 8.3.1 and Section 10.3.3(1)(c)(ii).
5. Privacy Implications: Not Applicable.
6. Engagement and Communications Considerations: Not Applicable.
7. Human Resource Implications: Not Applicable.
8. Procurement Implications: Not Applicable.
9. Information Technology Implications: Not Applicable.



10. Other Implications: Not Applicable.

**Recommendation:**

That Council approve the 6.0 meter Building Line setback at 118 Ennis Avenue to accommodate the construction of a Single Detached Dwelling.

**Prepared by:**

Ashley Murray, P. Tech – Development Officer II  
Planning, Engineering and Regulatory Services

**Approved by:**

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

**Report Approval Details**

|                      |   |
|----------------------|---|
| Document Title:      | Development Committee- Establish building line at 118 Ennis Avenue -DEV2100035.docx |
| Attachments:         | - DEV2100035-118 ENNIS AVENUE.pdf   |
| Final Approval Date: | Mar 31, 2021  |

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

**Lindsay Lyghtle Brushett - Mar 31, 2021 - 11:33 AM**

**Jason Sinyard - Mar 31, 2021 - 12:18 PM**





**SUBJECT PROPERTY**

**ENNIS AVE**

**CONWAY CRES**

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

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CITY OF ST. JOHN'S



# DECISION/DIRECTION NOTE

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**Title:** Discretionary Use  
200 Pleasant Street  
DEV2100197

**Date Prepared:** March 29, 2021

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** Ward 2

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**Decision/Direction Required:** To consider a Discretionary Use (Converted Building) application to convert a Clinic into a 2-bedroom Dwelling Unit at 200 Pleasant Street.

**Discussion – Background and Current Status:** An application has been submitted to convert the existing 108m<sup>2</sup> Clinic located on the main floor of the Building into a 2-bedroom Dwelling Unit. The proposed application site is in the Residential High Density (R3) Zone.

2 submissions were received. The submissions have no concern with the proposed application.

**Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Property owner and neighbouring 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: Not applicable.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Public advertisement in accordance with Section 5.5 of the St. John's Development Regulations. The City has sent written notices to property owners within a minimum 150-metre radius of the application sites. Applications have been advertised in The Telegram newspaper at least once and are posted on the City's website. Written comments received by the Office of the City Clerk are included in the agenda for the regular meeting of Council.

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7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

**Recommendation:**

That Council approve the application for a Discretionary Use (Converted Building) to convert a Clinic into a 2-bedroom Dwelling Unit at 200 Pleasant Street, subject to all applicable requirements.

**Prepared by:**

Lindsay Lyghtle Brushett, MCIP Supervisor – Planning & Development  
Planning, Engineering and Regulatory Services

**Approved by:**

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

### Report Approval Details

|                      |  |
|----------------------|--|
| Document Title:      | Notices Published - 200 Pleasant Street.docx |
| Attachments:         |  |
| Final Approval Date: | Mar 31, 2021                                 |

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

**Lindsay Lyghle Brushett - Mar 29, 2021 - 2:26 PM**

**Jason Sinyard - Mar 31, 2021 - 3:00 PM**



## Karen Chafe

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**From:** CityClerk  
**Sent:** Tuesday, March 16, 2021 11:09 AM  
**To:** [REDACTED]; CityClerk  
**Cc:** Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning  
**Subject:** RE: (EXT) Re: discretionary use application for 200 Pleasant Street

Good Morning:

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

---

**From:** [REDACTED]  
**Sent:** Sunday, March 14, 2021 11:55 AM  
**To:** CityClerk <cityclerk@stjohns.ca>  
**Subject:** (EXT) Re: discretionary use application for 200 Pleasant Street

We live at [REDACTED], on the intersection of Pleasant and Patrick Streets. I have no issues with the discretionary use application submitted in regard to 200 Pleasant Street. Thank you for the opportunity to comment on this matter.

[REDACTED]

**Disclaimer:** This email may contain confidential and/or privileged information intended only for the individual(s) addressed in the message. If you are not the intended recipient, any other distribution, copying, or disclosure is strictly prohibited. If you have received this email in error, please notify me immediately by return email and delete the original message.

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


Re: 200 pleasant Street.

I am not concerned about the conversion of the Dwelling unit into a 2 bedroom dwelling unit.

I am however as a resident of [REDACTED] very concerned about the bats, pigeons, rats etc.... that have occupied the grace Hosp nurses residents. With this pandemic & viruses taking over. I am appalled by the council. Standing by & watching this catastrophe unfold. This is an accident waiting to happen. I have exhausted all efforts. I have contacted gov. & council. Health & Safety etc....

I would like an explanation as to why this has not been addressed. Is anyone listening!!

I would love to improve my property, But why. The eyesore & germ fest. is not going anywhere.

Thank - you. for your concern. 

Request this to  
Be read at  
next council  
meeting.

[REDACTED]  
[REDACTED]  
would love to hear from you.

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# ST. JOHN'S

## Report of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

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

|          |  |
|----------|--|
| Present: | Mayor Danny Breen<br>Councillor Sandy Hickman<br>Councillor Debbie Hanlon<br>Councillor Deanne Stapleton<br>Councillor Jamie Korab<br>Councillor Ian Froude<br>Councillor Wally Collins<br>Councillor Shawn Skinner  |
| Regrets: | Deputy Mayor Sheilagh O'Leary<br>Councillor Maggie Burton  |
| Staff:   | Kevin Breen, City Manager<br>Derek Coffey, Deputy City Manager of Finance & Administration<br>Tanya Haywood, Deputy City Manager of Community Services<br>Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services<br>Susan Bonnell, Manager - Communications & Office Services<br>Elaine Henley, City Clerk<br>Ken O'Brien, Chief Municipal Planner<br>Maureen Harvey, Legislative Assistant |
| Others   | Brian Head, Manager of Parks & Open Space<br>Jennifer Langmead, Supervisor - Tourism & Culture   |

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### **Planning & Development - Councillor Maggie Burton**

**142 Old Pennywell Road, REZ2000012**

Recommendation

**Moved By** Councillor Froude

**Seconded By** Councillor Hanlon

That Council consider rezoning the property at 142 Old Pennywell Road from the Residential Low Density (R1) to the Residential Medium Density (R2) Zone to allow three Townhouses; and advertise the application for public review and comment.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

### **Driveways in Floodplains**

This matter was discussed briefly under item 4.1 of the agenda.

#### **Recommendation**

**Moved By** Councillor Collins

**Seconded By** Councillor Skinner

That Council consider the attached amendment to the St. John's Development Regulations which would allow driveways, wharves and stages in a floodplain at the discretion of Council and advertise the amendment for public review and comment.

Further, that Council refer the proposed amendment to the City's Environment and Sustainability Experts Panel for review.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

### **Draft Heritage By-Law for Public Consultation**

#### **Recommendation**

**Moved By** Councillor Hickman

**Seconded By** Councillor Skinner

That Council advertise the draft Heritage By-Law for public review and comment, refer the draft Heritage By-Law to a virtual Public Meeting

chaired by an independent facilitator, and refer the draft Heritage By-Law to the Built Heritage Experts Panel.

For (8): Mayor Breen, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (8 to 0)**

**Transportation and Regulatory Services & Sustainability - Councillor Ian Froude**

**Kelly's Brook Shared-Use Path - WWH**

Recommendation

**Moved By** Councillor Froude

**Seconded By** Councillor Hickman

That Council approve the following key decisions as this project moves into detailed design:

- a) use of an asphalt surface treatment for the length of Kelly's Brook Shared-Use Path
- b) pursue the Graves Street alignment option (subject to feasibility and property impact)
- c) pursue the alignment option that passes behind the Community Market (subject to feasibility and property impact)
- d) use a one-way configuration for the Empire Avenue section
- e) include illumination in the plan with a balanced approach that is sensitive to adjacent uses and minimizes dim areas immediately adjacent the trail during normal use hours
- f) include and consider accessibility in the provision of amenities such as recycling and waste receptacles, benches, pet waste stations, shade and wind-break planting, way-finding signs, shared-use guideline signs, and bike racks
- g) continue to consult with the Inclusion Advisory Committee and other stakeholders as needed during the detailed design process

For (7): Mayor Breen, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (7 to 0)**

**Traffic Calming Policy - Update on Review**

Recommendation

**Moved By** Councillor Froude

**Seconded By** Councillor Skinner

That Council approve the 12 policy update areas noted above to proceed to public engagement prior to staff making final policy update recommendations.

For (7): Mayor Breen, Councillor Hickman, Councillor Stapleton, Councillor Korab, Councillor Froude, Councillor Collins, and Councillor Skinner

**MOTION CARRIED (7 to 0)**

# DECISION/DIRECTION NOTE

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**Title:** 142 Old Pennywell Road, REZ2000012

**Date Prepared:** March 11, 2021

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** Ward 4

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## **Decision/Direction Required:**

To consider a rezoning application for land at 142 Old Pennywell Road from the Residential Low Density (R1) Zone to the Residential Medium Density (R2) Zone to allow three Townhouses.

## **Discussion – Background and Current Status:**

The City has received an application to rezone land at 142 Old Pennywell Road from the Residential Low Density (R1) Zone to the Residential Medium Density (R2) Zone to allow the development of three Townhouses. A single-detached dwelling previously existed on the property but was demolished in early 2021. The R1 Zone does not permit Townhouses and therefore a zone amendment is required. A Municipal Plan amendment is not required, as the property is designated Residential Low Density which permits zones allowing for residential uses like Semi-detached Dwellings, Townhousing and Apartments.

This rezoning would be a spot zone along the northern side of Old Pennywell Road where the surrounding residential lots are zoned R1; however the southern side of Old Pennywell Road in this area is zoned R2 and includes a mix of Single-detached Dwellings and Semi-detached Dwellings. Slightly east off Lynch Place is Rotary Manor which contains 46-units and is zoned Apartment Special (AA). West of the subject property where sewer servicing ends the area is zoned Residential Rural Infill (RRI). Overall, with the combination of a multi-unit building and Semi-detached Dwellings in the neighbourhood, a three-unit Townhouse would be compatible. Further, while the design is not regulated, the height and roof style of the proposed dwellings mimics older homes in the area which will help the development blend with existing buildings.

From Section 1.2.3 of the Municipal Plan, the City shall increase densities in residential areas where feasible and desirable, and encourage a compatible mix of residential buildings of varying densities in all zones. This rezoning would be a gentle increase in density going from one-unit to three. From Section 2.3.1 of the Municipal Plan building height shall not exceed two storeys or a Floor Area Ratio (FAR) of 0.5. The applicant is proposing a one storey building and the FAR for each unit measures under 0.5. Should the height or FAR increase at the development stage, a Land Use Assessment Report may be required.

# ST. JOHN'S



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.
2. Partners or Other Stakeholders: Neighbouring neighbours 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 142 Old Pennywell Road from the Residential Low Density (R1) to the Residential Medium Density (R2) Zone to allow three Townhouses; 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:      | 142 Old Pennywell Road, REZ2000012.docx    |
| Attachments:         | - 142 Old Pennywell Road - Attachments.pdf |
| Final Approval Date: | Mar 11, 2021                               |

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

**Ken O'Brien - Mar 11, 2021 - 4:30 PM**

**Jason Sinyard - Mar 11, 2021 - 4:36 PM**





NEPTUNE RD

SUBJECT PROPERTY

R

R1

RRI

OLD PENNYWELL RD

RRI

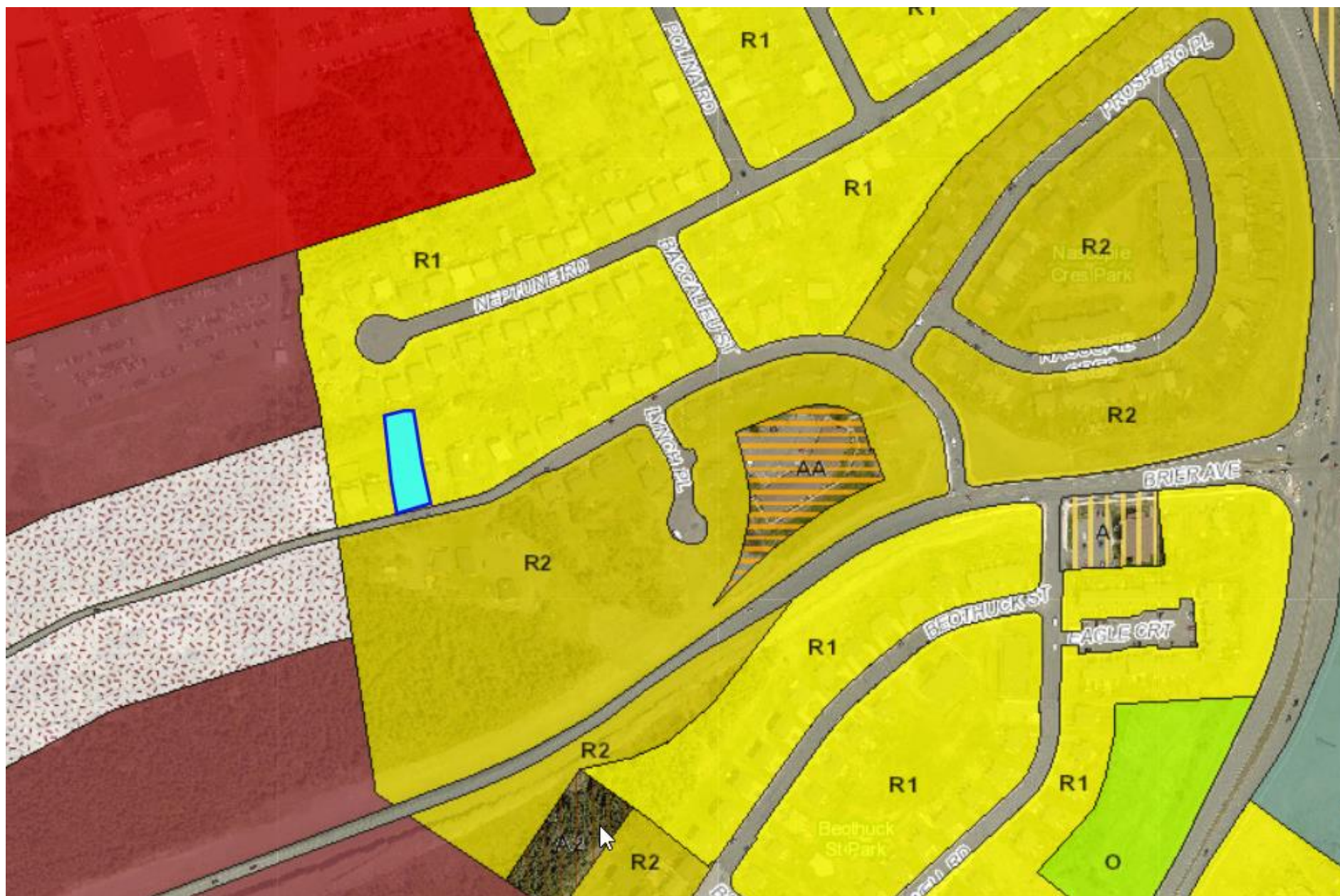
R2

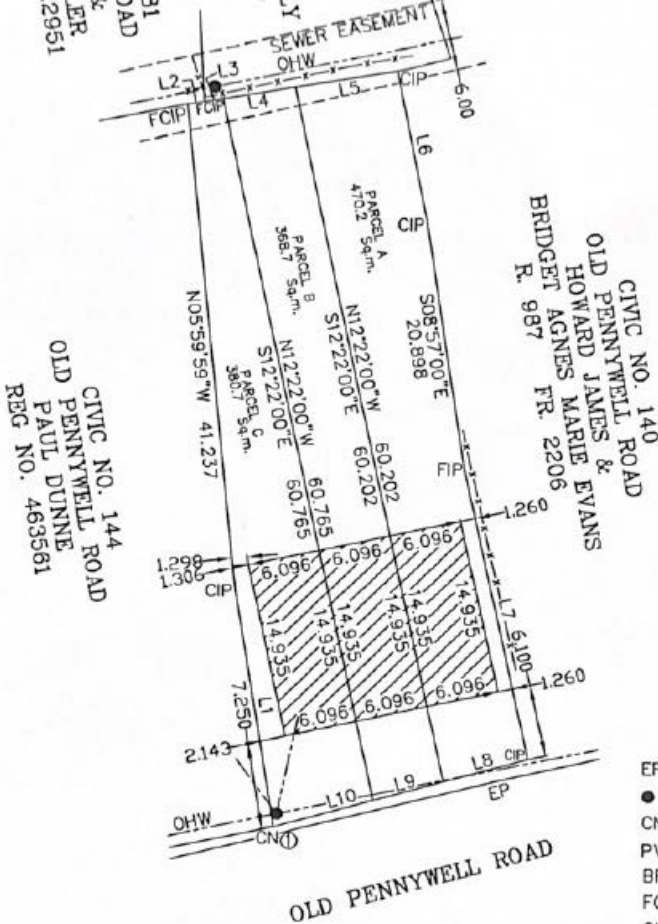
R

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

W:\Engwork\Planw\applications 2020\sub2000044-142 old pennywell road.mxd







LEGEND

- EP - EDGE OF PAVEMENT
- - POLE
- CN - CONCRETE NAIL
- PVMT. - PAVEMENT
- BRW - BRICK RETAINING WALL
- FCIP - FOUND CAPPED IRON PIN
- CIP - CAPPED IRON PIN
- FIP - FOUND IRON PIN
- OHW - OVERHEAD WIRE
- X-X-X - FENCE

| ARING | DISTANCE |
|-------|----------|
| 00°W  | 20.375   |





## Current Zone

### 10.3 RESIDENTIAL - LOW DENSITY (R1) ZONE

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

#### 10.3.1 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
- (d) Subsidiary Apartment **(2007-09-07)**

Recreational:

- (e) Park

Other:

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

#### 10.3.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility
- (b) Bed and Breakfast (subject to Section 7.27) **(1997-10-17) (2008-01-25)**
- (c) Day Care Centre (subject to Section 7.6)
- (d) Heritage Use
- (e) Home Occupation (subject to Section 7.8)
- (f) Parking Lot (subject to Section 7.13)
- (g) Planned Unit Development (subject to Section 5.10.3)
- (h) Private Park **(2007-10-05)**
- (i) Public Utility

#### 10.3.3 Zone Requirements

The following requirements shall apply to:

##### (1) Single Detached Dwelling:

- (a) Lot Area (minimum) 450 m<sup>2</sup> **(1997-06-27)**
- (b) Lot Frontage (minimum) 15 m **(1997-06-27)**
- (c) Building Line (minimum)
  - (i) Minimum Building Line for New Streets or Service Streets: 6 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) Two of 1.2 m **(1994-11-04)**

**R1**

- (e) Side Yard on Flanking Road (minimum) 6 m
- (f) Rear Yard (minimum) 6 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.

**(1997-06-27) (2004-04-08)**

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

- (a) Lot Size (minimum) 600 m<sup>2</sup>
- (b) Lot Frontage (minimum) 18 m
- (c) Landscaping on Lot (minimum) Subject to Section 8.5.

**(1998-09-11)**

**R1**



## Proposed Zone

### 10.4 RESIDENTIAL-MEDIUM DENSITY (R2) ZONE

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

#### 10.4.1 Permitted Uses

##### Residential:

- (a) Accessory Building (subject to Section 8.3.6) (except for the properties at 591-609 Southside Road) **(1995-06-09)(2015-06-12)**
- (b) Bed and Breakfast (subject to Section 7.27)(Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Bed and Breakfast is not a Permitted Use) (except for the properties at 591-609 Southside Road) **(1998-10-23)(2002-11-15)(2008-01-25) (2015-06-12)**
- (c) Boarding or Lodging House (accommodating between five (5) and sixteen (16) persons) (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Boarding or Lodging House is not a Permitted Use) (except for the properties at 591-609 Southside Road) **(1999-04-16)(2002-11-15)(2015-06-12)**
- (d) Duplex Dwelling (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Duplex Dwelling is not a Permitted Use but a Discretionary Use and is subject to Section 5.8, and at 172 Mundy Pond Road, where Duplex Dwelling is not a Permitted Use) (except for the properties at 591-609 Southside Road) **(2002-11-15)(2012-09-13)(2015-06-12)**
- (e) Home Office (subject to Section 7.9) (except for the properties at 591-609 Southside Road) **(1997-08-08)(2015-06-12)**
- (f) Semi-Detached Dwelling (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Semi-Detached Dwelling is not a Permitted Use but a Discretionary Use and is subject to Section 5.8) (except for the properties at 591-609 Southside Road) **(2002-11-15)(2015-06-12)**
- (g) Single Detached Dwelling (see Section 10.4.3(5) - Zone Requirements where the application site is located in that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street) **(2002-11-15)**
- (h) Subsidiary Apartment (except for the properties at 591-609 Southside Road) **(2015-06-12)**
- (i) Townhousing (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Townhousing is not a Permitted Use but a Discretionary Use and is subject to Section 5.8; and Planning Area 13 - Shea Heights, where Townhousing is not a Permitted Use; and that section of Planning Area 2 - land located between Quidi Vidi Village Road and Cuckhold's Cove Road, west of Quidi Vidi Village and known as the Connor's Estate and Clarke Estate, where Townhousing is not a Permitted Use and at 172 Mundy Pond Road where Townhousing is not a Permitted Use. (except for the properties at 591-609 Southside Road) **(2001-11-09) (2002-11-15)(2003-10-17)(2012-09-13)(2014-09-26)(2015-06-12)**

## R2

Recreational:

- (j) Park (except for the properties at 591-609 Southside Road) (2015-06-12)

Other

- (k) Family Home Child Care Service (subject to Section 7.6) (except for the properties at 591-609 Southside Road) (2004-05-14) (2015-06-12)

10.4.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility (subject to Section 7.3) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (b) Day Care Centre (subject to Section 7.6) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (c) Heritage Use (except for the properties at 591-609 Southside Road) (2015-06-12)
- (d) Home Occupation (subject to Section 7.8) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (e) Multiple Dwelling not exceeding 6 Dwelling Units (subject to Section 10.4.3(8) (except for the properties at 591-609 Southside Road) (2010-03-05) (2015-06-12)
- (f) Parking Lot (subject to Section 7.13) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (g) Planned Unit Development (subject to Section 5.10.3) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (h) Private Park (except for the properties at 591-609 Southside Road) (2007-10-05) (2015-06-12)
- (i) Public Utility(except for the properties at 591-609 Southside Road) (2015-06-12)
- (j) Residential Retail Store (subject to Section 7.17) (except for the properties at 591-609 Southside Road) (1995-06-09)(2015-06-12)

10.4.3 Zone Requirements

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) Duplex Dwelling:

- |     |                                      |                    |              |
|-----|--------------------------------------|--------------------|--------------|
| (a) | Lot Area (minimum)                   | 510 m <sup>2</sup> |              |
| (b) | Lot Frontage (minimum)               | 17 m               |              |
| (c) | Building Line (minimum)              | 6 m                |              |
| (d) | Side Yards (minimum)                 | Two of 1.2 m       | (1994-11-04) |
| (e) | Side Yard on Flanking Road (minimum) | 6 m                |              |
| (f) | Rear Yard (minimum)                  | 6 m                |              |

(4) Semi-Detached Dwelling:

|     |                                   |                                      |              |
|-----|-----------------------------------|--------------------------------------|--------------|
| (a) | Lot Area (minimum)                | 270 m <sup>2</sup> per Dwelling Unit | (1997-03-07) |
| (b) | Lot Frontage (minimum)            | 18 m; 9 m per unit                   |              |
| (c) | Building Line (minimum)           | 6 m                                  |              |
| (d) | Side Yards (minimum)              | Two of 1.2 m                         | (1994-11-04) |
| (e) | Side Yard on Flanking Road (min.) | 6 m                                  |              |
| (f) | Rear Yard (minimum)               | 6 m                                  |              |

(5) Single Detached Dwelling:

|     |                                   |  |              |
|-----|-----------------------------------|--|--------------|
| (a) | Lot Area (minimum)                | 350 m <sup>2</sup>   | (1994-11-04) |
| (b) | Lot Frontage (minimum)            | 12 m   | (1994-11-04) |
| (c) | Building Line (minimum)           | 6 m  |              |
| (d) | Side Yards (minimum)              | Two of 1.2 m   | (1994-11-04) |
| (e) | Side Yard on Flanking Road (min.) | 6 m  |              |
| (f) | Rear Yard (minimum)               | 6 m  |              |
| (g) | Landscaping Front Yard            | At least 50% of the Front Yard shall be landscaped. However, the Director of Building and Property Management, or designate, may vary this requirement where, in his/her opinion, it is deemed to be warranted and desirable. (2004-04-08) |              |

Note: If the application site is located in that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street then development of Single Detached Dwellings must be in accordance with the Residential Low Density (R1) Zone Requirements for Single Detached Dwellings as follows: (2002-11-15)

|     |                                   |  |
|-----|-----------------------------------|--|
| (a) | Lot Area (minimum)                | 450 m <sup>2</sup>   |
| (b) | Lot Frontage (minimum)            | 15 m   |
| (c) | Building Line (minimum)           | 6 m  |
| (d) | Side Yards (minimum)              | Two of 1.2 m   |
| (e) | Side Yard on Flanking Road (min.) | 6 m  |
| (f) | Rear Yard (minimum)               | 6 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. (2004-04-08) |

(6) Townhousing:

|     |  |                                      |              |
|-----|--|--------------------------------------|--------------|
| (a) | Lot Area (minimum)                       | 180 m <sup>2</sup> per Dwelling Unit |              |
| (b) | Lot Frontage (minimum)                   | 6m per Dwelling Unit                 | (1994-11-04) |
| (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 (min.)        | 3 m                                  |              |
| (f) | Rear Yard (minimum)                      | 6 m                                  |              |

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

|     |                              |                          |              |
|-----|------------------------------|--------------------------|--------------|
| (a) | Lot Size (minimum)           | 450 m <sup>2</sup>       |              |
| (b) | Lot Frontage (minimum)       | 15 m                     |              |
| (c) | Landscaping on Lot (minimum) | Subject to Section 8.5.1 | (1998-09-11) |

**R2**

(8) Multiple Dwelling

- (a) Maximum # of Dwelling Units: 6
- (b) Minimum Density: 90m<sup>2</sup> Lot Area per Dwelling Unit
- (c) Minimum Lot Frontage: 6 metres per Ground Floor Dwelling unit
- (d) Maximum Building Height: 3 storeys
- (e) Building Line (minimum): 6 metres
- (f) Rear Yard (minimum): 6 metres
- (g) Side Yards (minimum): Two of 1.2 metres
- (h) Side Yard on Flanking Road (min.): 6 metres
- (i) Off-Street Parking Spaces (min.): 1 space per Dwelling Unit
- (j) Landscaping Front Yard: At least 40% 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  
warranted and desirable. (2010-03-05)

# DECISION/DIRECTION NOTE

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**Title:** Driveways in Floodplains

**Date Prepared:** March 17, 2021

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** N/A

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## **Decision/Direction Required:**

That Council consider an amendment to the St. John's Development Regulations that would allow the development of driveways in a floodplain under certain conditions, where the grade of the land would not be changed.

## **Discussion – Background and Current Status:**

The City has received an application to develop a Single Detached Dwelling at 42-44 Fourth Pond Road. The property contains a house and would be subdivided to create a second lot for the new house. Much of the new lot is in the floodplain and the floodplain buffer of Fourth Pond. While the new house would be located outside the floodplain and buffer, the driveway would have to cross the floodplain and floodplain buffer to reach the new house.

This application has prompted review of Section 11.2.4 of the St. John's Development Regulations, which sets out conditions for development within lands adjoining bodies of water and flood hazard areas. Under the current regulations, a driveway is not be permitted within a floodplain. The City will also review the draft Envision St. John's Development Regulations.

The application raised concerns about allowing a driveway in a floodplain; this could change the flow of flood waters and cause flooding on properties that might not flood otherwise. Allowing a driveway might change the floodplain. The greater the change in the landscape, the greater potential change in flooding. As well, allowing the development of a driveway in a floodplain may pose a risk to life and safety for people using the driveway, depending on the flood conditions.

While these concerns still exist, we recognize that there are some situations where a driveway could be considered. Development Engineering staff support an amendment to add driveways as a discretionary use in a floodplain (each application would be subject to Council approval) only if the grade of the property is not changed for the driveway. If those conditions could be met, then staff would recommend approval of the driveway in a particular application. The final decision would rest with Council. Given the staff review that is required for such applications, staff recommend that driveways would not need to be reviewed by the City's Environment and Sustainability Experts Panel, however this can be adjusted if Council decides otherwise.

# ST. JOHN'S

Under the current Development Regulations, this could be permitted by amending Section 11.2.4 to include a section on developments permitted within the floodplain and amending Section 11.2.4(2) to add driveways as a development that could be considered by Council. Staff also propose to add material from the draft Envision Development Regulations. This includes adding “wharves and stages”, removing “public road”, replacing “practical and recreational travel” with “trails”, and removing “recreational and educational pursuits”.

In the case of 42-44 Fourth Pond Road, should Council proceed with the proposed amendment, the applicant would have to provide grading information showing that the installation of a driveway and culvert would not alter the existing grade. If those conditions can be met, the application would be brought to Council at the development stage for decision.

Should Council consider the amendment, it is recommended to advertise it for public comment and refer it to the Environment and Sustainability Experts Panel. The Panel’s recommendation would be brought back to Council along with public comments. The proposed amendment is City-wide, but where it was prompted by an application at 42-44 Fourth Pond Road, staff recommend sending notices to properties within 150 metres of that site.

#### **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicant.
2. Partners or Other Stakeholders: Neighbouring residents and property owners of 42-44 Fourth Pond Road.
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: An amendment to the St. John’s Development Regulations would be required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: The proposed amendment would be advertised in *The Telegram* and through the City’s social media.
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 the attached amendment to the St. John's Development Regulations which would allow driveways, wharves and stages in a floodplain at the discretion of Council and advertise the amendment for public review and comment.

Further, that Council refer the proposed amendment to the City's Environment and Sustainability Experts Panel for review.

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

**Report Approval Details**

|                      |   |
|----------------------|---|
| Document Title:      | Residential Driveways in Floodplains.docx               |
| Attachments:         | - Residential Driveways in Floodplains - Attachment.pdf |
| Final Approval Date: | Mar 18, 2021  |

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

**Ken O'Brien - Mar 17, 2021 - 4:44 PM**

**Jason Sinyard - Mar 18, 2021 - 12:21 PM**





**SUBJECT PROPERTY**

WINDEMERE RD

FOURTH POND RD

R1

32

R1

36

40

44

46

R1

48

52

54

56

O

AG

AG

51

CITY OF ST. JOHN'S

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

W:\Engwork\Planw\applications 2020\mpa2000012-42-44 fourth pond road.mxd

## SECTION 11 - OVERLAY DISTRICTS

### 11 OVERLAY DISTRICTS

The requirements for the Overlay Districts in the Development Regulations are in addition to those for the Zone in which a specific Development is situated. A given property may be situated in one or more Overlay Districts in addition to a Zone under Section 10.

#### 11.1 AIRPORT VICINITY REQUIREMENTS

In addition to or supplementing any other provisions of these Regulations, any Developments in the vicinity of the St. John's Airport are subject to the St. John's Urban Region Regional Plan concerning Noise Exposure Forecast Zones and Bird Hazard Zones.

#### 11.2 BODIES OF WATER AND DEVELOPMENT

##### 11.2.1 Ponds

The minimum Buffer around a pond or lake shall be 15 m from the 100 year high water mark.

##### 11.2.2 Waterways

The minimum buffer around the waterways listed below and the salmonid bearing tributaries of the waterways listed below and/or shown on Maps J-1 and J-2 is fifteen (15) metres from the 100 year high water mark: **(1994 09 16)**

- (a) Outer Cove Brook;
- (b) Stick Pond Brook;
- (c) Coaker's River
- (d) Bellview Stream
- (e) Virginia River;
- (f) Nagle's Hill Brook;
- (g) Leary's Brook;
- (h) Rennie's River;
- (i) Quidi Vidi River;
- (j) Mundy Pond Brook;
- (k) Kitty Gaul's Brook;
- (l) South Brook;
- (m) Luke's Brook;
- (n) Kilbride Brook;

**(1994-11-25)**



- (o) Flynn's Brook;
- (p) Waterford River;
- (q) Leamy's Brook;
- (r) Doyle's Brook;
- (s) Cochrane Pond Brook;
- (t) Raymond's Brook;
- (u) Manuels River (Conception Bay);
- (v) Conway Brook (Conception Bay);
- (w) Nut Brook (Conception Bay);
- (x) Kelligrews River (Conception Bay);
- (y) Lower Gullies River (Conception Bay).

### 11.2.3 Wetlands

Except as otherwise set out below, the minimum buffer around the Wetlands listed below and/or shown on Maps J-1, J-2, or J-4 is fifteen (15) metres from the edge of the Wetland. **(1997-05-23)**

- (a) Airport Heights Wetland;
- (b) Clovelly Wetlands;
- (c) Lundrigan's Marsh;
- (d) Harbourview Wetland;
- (e) Synod Lands West Wetland - minimum buffer, 50 m;
- (f) Synod Lands East Wetland;
- (g) Synod Lands North Wetland;
- (h) Island Pond Marsh;
- (i) Yellow Marsh Wetland;
- (j) Kent's Pond;
- (k) Long Pond Marsh - minimum buffer, 50 m;
- (l) Marine Institute Wetland;
- (m) Mundy Pond Wetland;
- (n) George's Pond - minimum buffer, 50 m;
- (o) Wetland #9 (Agriculture Canada Research Station);
- (p) Galway Wetland – variable buffer is included on map J-2 **(2019-06-08)**

### **11.2.4 Development within Lands Adjoining Bodies of Water and Flood Hazard Areas** **(2016-02-26)**

- (1) Except as provided in subsections (2), (2.1) and (2.2) herein, the following lands shall not be developed:
  - (a) all lands adjoining ponds, wetlands, rivers, or major tributaries of rivers designated under Sections 11.2.1, 11.2.2 and 11.2.3, to a distance of not less than 15 metres beyond the 100 year high water mark of these bodies of water;
  - (b) any lands within Flood Hazard Areas or any Flood Risk Areas as identified by the Department of Environment and Lands, and/or identified on Map J-2 of these Regulations.
- (2) Council may permit Development within the 15 metre buffer of the 100 year high water mark of designated bodies of water for the following purposes:
  - public works;
  - public utilities;

- a private road;
  - services associated with a private Development;
  - protection of areas of physical instability and for flood control purposes;
  - protection of ecologically valuable areas;
  - practical and recreational travel;
  - recreational and educational pursuits;
  - landscaping;
  - construction of residential patios, residential fencing, and residential accessory buildings; and
  - construction of stormwater detention facilities.
- (2.1) Council may permit a food bank building in the flood plain of the Waterford River behind the Corpus Christi Church on Waterford Bridge Road.
- (3) Prior to approval being given for a Development enumerated in subsection (2) herein the advice of the Environmental Advisory Committee shall be obtained, except in the case of the construction of residential patios, residential fencing, and residential accessory buildings.
- (4) Council may require a Conservation Plan to be prepared for any proposed Development within the 15 metre buffer of the 100 year high water mark of designated bodies of water.
- (5) Notwithstanding the foregoing, Council may permit the paving of gravel parking lots existing as of December 31, 2011 that are located within flood plains of watercourses.
- (6) Notwithstanding the foregoing, Council may permit above-ground stormwater detention facilities to be located within any floodplain and/or buffer of a watercourse or wetland. Excavation will not be permitted within a floodplain, wetland, or buffer to facilitate stormwater detention and there shall be minimal disruption to the area that will detain the stormwater.
- (7) Council may permit an expansion to the Feildian Grounds change rooms at Portugal Cove Road, located in the flood plain of the Rennie's River, provided the expansion is constructed above the 100-year flood elevation.

#### 11.2.5 Increase of Minimum Buffers

Where it is deemed necessary to protect or enhance the management of a Waterway or Wetland, Council may increase the width of the Buffer beyond the minimums prescribed under Section 1.2.1, subject to an Environmental Analysis Report as described in Section 5.7.

**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**CITY OF ST. JOHN'S Development Regulations, 1994**

**Amendment Number XXX, 2021**

Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the City of St. John's Development Regulations Amendment Number XXX, 2021.

Adopted by the City Council of St. John's on the \_\_\_\_ day of \_\_\_\_, 2021.

Signed and sealed this \_\_\_\_ day of \_\_\_\_.

Mayor:

\_\_\_\_\_

Clerk:

\_\_\_\_\_

Town Seal

**Canadian Institute of Planners Certification**

I certify that the attached City of St. John's Development Regulations Amendment Number XXX, 2021 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP:

\_\_\_\_\_

MCIP/FCIP Stamp

## **CITY OF ST. JOHN'S**

### **Development Regulations Number XXX, 2021**

#### **BACKGROUND**

The City of St. John's wishes to allow a driveways, wharves and stages within the 100 year high water mark of designated bodies of water. See attached Council Decision Note dated March 17, 2021 for Background Information on this amendment.

#### **PUBLIC CONSULTATION**

To be completed following public consultation.

#### **ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER XXX, 2021**

The City of St. John's Development Regulations is amended by:

**1) Repealing Section 11.2.4 Development within Lands Adjoining Bodies of Water and Flood Hazard Areas and substituting the following:**

11.2.4 Development within Lands Adjoining Bodies of Water and Flood Hazard Areas

(1) Except as provided in subsections (2), (2.1) and (2.2) herein, the following lands shall not be developed:

- a. all lands adjoining ponds, wetlands, rivers, or major tributaries of rivers designated under Sections 11.2.1, 11.2.2 and 11.2.3, to a distance of not less than 15 metres beyond the 100 year high water mark of these bodies of water;
- b. any lands within Flood Hazard Areas or any Flood Risk Areas as identified by the Department of Environment and Lands, and/or identified on Map J-2 of these Regulations.

(2) In the discretion of Council, the following Development may be permitted within the 15 metre buffer of the 100 year high water mark of designated bodies of water for the following purposes:

- public works and infrastructure;
- Public Utility;
- services associated with a private Development;
- protection of areas of physical instability;
- flood control purposes;
- protection of ecologically valuable areas;
- trails;
- landscaping;
- construction of residential patios, residential fencing, and residential accessory buildings;

- construction of stormwater detention facilities;
- wharves and stages; and
- driveways.

(2.1) Council may permit a food bank building in the flood plain of the Waterford River behind the Corpus Christi Church on Waterford Bridge Road.

(2.2) In the discretion of Council, the following Development may be permitted within the 100 year high water mark of designated bodies of water for the following purposes:

- public works and infrastructure;
- Public Utility;
- protection of areas of geological instability;
- flood control purposes;
- trails;
- landscaping;
- construction of storm water detention infrastructure;
- wharves and stages; and
- driveways.

(3) Prior to approval being given for a Development enumerated in subsection (2) herein the advice of the Environmental Advisory Committee shall be obtained, except in the case of the construction of residential patios, residential fencing, residential accessory buildings and residential driveways.

(4) Council may require a Conservation Plan to be prepared for any proposed Development within the 100 year high water mark of designated bodies of water or the 15 metre buffer of the 100 year high water mark of designated bodies of water.

(5) Notwithstanding the foregoing, Council may permit the paving of gravel parking lots existing as of December 31, 2011 that are located within flood plains of watercourses.

(6) Notwithstanding the foregoing, Council may permit above-ground stormwater detention facilities to be located within any floodplain and/or buffer of a watercourse or wetland. Excavation will not be permitted within a floodplain, wetland, or buffer to facilitate stormwater detention and there shall be minimal disruption to the area that will detain the stormwater.

(7) Council may permit an expansion to the Feildian Grounds change rooms at Portugal Cove Road, located in the flood plain of the Rennie's River, provided the expansion is constructed above the 100-year flood elevation.

# DECISION/DIRECTION NOTE

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**Title:** Draft Heritage By-Law for Public Consultation

**Date Prepared:** March 22, 2021

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** N/A

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## **Decision/Direction Required:**

To release the draft Heritage By-Law for public review and comment.

## **Discussion – Background and Current Status:**

As background, the City adopted its first Heritage By-Law in 1977, followed by its first St. John's Municipal Plan in 1985 and first St. John's Development Regulations in 1985. The Development Regulations incorporated many of the heritage provisions of the By-Law. Thus, by the 1990s, it was felt that the By-Law was no longer needed, and it was eventually repealed.

During the Envision St. John's review of the Municipal Plan and Development Regulations, staff recognized that a Heritage By-Law would provide better protection of built heritage. A by-law derives its authority from the City of St. John's Act, which has specific provisions for built heritage, whereas the Urban and Rural Planning Act is silent on built heritage. The City Act provides a more secure foundation for heritage protection.

The NL Department of Environment, Climate Change and Municipalities recently gave a provincial release for the draft Envision St. John's Plan and Regulations. Once some revisions are made, Envision will be brought to Council to consider adoption and referral to a commissioner's public hearing. The approval of the Heritage By-Law will be coordinated with approval of Envision St. John's to avoid any gap in heritage regulations.

The draft Heritage By-Law is ready for public review. Staff previously presented to Council on the draft By-Law and comments from that meeting have been incorporated into the attached version. Releasing the By-Law now will allow time for public commentary and ensure that the By-Law is ready when Envision comes forward for final approval by Council. Below is a summary of the changes from the heritage standards in the current St. John's Development Regulations that have been incorporated into the Heritage By-Law, plus proposed next steps.

## Heritage Advisory Committee/Built Heritage Experts Panel

Heritage Advisory Committee (HAC) is the term used in the City of St. John's Act, and this must be used in the Heritage By-Law. We can still refer to the HAC as the Built Heritage

# ST. JOHN'S



Experts Panel (BHEP). The terms of reference for the BHEP will form Schedule A of the Heritage By-Law.

The draft Heritage By-Law was created in consultation with the Built Heritage Experts Panel. However, since that time members on the BHEP have changed and there are now only two members who were part of the initial consultation. Therefore, it is recommended that Council refer this draft Heritage By-Law to the BHEP for additional consultation.

### Heritage Areas

Heritage Areas 1 and 2 remain the same under the new Heritage Area map. Heritage Area 3 is mostly the same except for the Battery area. Staff recommend a new Heritage Area 4 with design standards unique to the Battery neighbourhood. For example, in existing Heritage Areas, windows at the rear of a house are not regulated unless they face a public street. For Heritage Area 4, windows that face St. John's harbour (even at the rear of a house) will be regulated, given the importance of maintaining traditional building forms facing the harbour.

### Heritage Reports

A Heritage Report is a new requirement for applications to demolish a Heritage Building, applications to change or revoke the designation of a Heritage Building, and any other application as recommended by the appropriate staff member (termed an "Inspector" in the By-Law). A Heritage Report addresses the anticipated impacts that the proposed work may have on the heritage value of a building, neighbourhood or streetscape. The report informs Council and the public on heritage impacts before Council makes a decision on an application. Heritage Reports will be similar to Land Use Assessment Reports (LUARs); Council will set terms of reference, the applicant will pay for the report by a suitably qualified consultant, and the report will be made public. Sample terms of reference from Waterloo, Ontario, are attached.

### Heritage Design Standards

The Heritage Design Standards in the new Heritage By-Law expand on the standards in the current Development Regulations, with additions and clarifications. These include:

- Adding a column for designated Heritage Buildings. These can be located anywhere in the city, including a few that are outside any Heritage Area. Under the current regulations, there are no specific standards for Heritage Buildings.
- For residential buildings, the proposed standards include criteria for dormer windows, metal roofs, solar panels, green roofs (that is, roofs that have landscaping and plantings), heat pumps, and accessory buildings. We recommend allowing roof decks in Heritage Area 1 under certain conditions. We propose requiring that iron fences be maintained for Heritage Buildings and in Heritage Area 1; many fences have been lost over time. Iron fences qualify under the City's Heritage Financial Incentives Program.
- The current standards do not deal with residential garages, and therefore every application with a garage had to be referred to the BHEP and Council for direction. The proposed standards allow consideration for the addition of a garage to an existing building, or for a new development to include a residential garage.
- The standards for non-residential buildings are proposed to include the same design elements which now apply only to residential buildings. These include window styles, rooflines, door styles, and so on. Non-residential building standards now also include

proposed standards for building facades, recessed entries, outdoor service area fencing (such as fences for outdoor eating areas), and banking machines.

- The design standards include a proposed new section for additions to existing buildings and for new developments (residential and non-residential). The current standards give no guidance for a designer. With the proposed standards, new developments will be required to blend with the existing neighbourhood and surrounding buildings. This allows the use of modern elements so long as they reflect the surroundings. For taller buildings, the area from the ground to 18 metres (approximately 4 storeys) high, the base or podium of the building, is most visible at street level. There will be flexibility to relax the standards above 18 metres, where the building will be required to step back. This keeps a traditional streetscape while allowing modern designs above the 4<sup>th</sup> storey. The wording used in the section is similar to Parks *Canada's Standards & Guidelines for the Conservation of Historic Places in Canada*. Photos are attached for reference, showing examples of how modern additions and new developments can complement older buildings while maintaining the character of a heritage area.
- Council will maintain the ability to exempt the owner of a new building from the Heritage Design Standards.
- Under the current regulations, Council in its discretion may require public notice and/or a public meeting for any application. While this will remain the same under the Envision Development Regulations, staff recommend mandatory public consultation for certain applications involving Heritage Buildings or Heritage Areas. These include:
  - an application to demolish a Heritage Building;
  - an application to amend or revoke the designation of a Heritage Building;
  - an amendment of an existing Heritage Area;
  - the designation of a new Heritage Area; and
  - any other matter where Council so directs.
- Public consultation on heritage applications would be carried out using the procedures of the Development Regulations (public notice, newspaper ads, mailed notices, City website, independent facilitator).

#### Draft Heritage By-Law - Public Consultation

Staff have prepared an Engage St. John's page which contains Frequently Asked Questions (FAQs) as well as relevant maps and documents. It will show the stages in the By-Law adoption process and where we are in it.

Staff recommend holding two virtual public sessions on the draft Heritage By-Law toward the end of April. Tuesday, April 27<sup>th</sup> during the daytime and Wednesday, April 28<sup>th</sup> in the evening have tentatively been set as the dates of the virtual public sessions. This allows time for residents, property owners and organizations to review the matter prior to attending the public sessions. Staff would also set a meeting for owners of designated Heritage Buildings who may have questions. Along with the public information sessions, staff will contact such organizations as the Newfoundland and Labrador Historic Trust, Heritage NL, the NL Association of Architects, and the Canadian Home Builders' Association NL to discuss their specific questions or concerns. Any proposed changes to the By-Law would be brought back to Council for consideration.

### Housekeeping Items

There are a few housekeeping items left to do. These include updating the Heritage Buildings list to include Parcel ID numbers, finalizing the design of the maps, and formatting the Heritage Design Standards table.

### **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Residents and property owners of Heritage Buildings or properties in the Heritage Areas, Heritage NL, the NL Historic Trust, Parks Canada, and residents and business owners of St. John's.
3. Alignment with Strategic Directions/Adopted Plans:  
*St. John's Strategic Plan - A Sustainable City* – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: Adoption of a Heritage By-Law will derive its authority from the City of St. John's Act, which has specific provisions for built heritage.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Draft Heritage By-Law engagement will include the creation of an Engage St. John's page, public information sessions, meetings with Heritage Building owners, and relevant organizations.
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 advertise the draft Heritage By-Law for public review and comment, refer the draft Heritage By-Law to a virtual Public Meeting chaired by an independent facilitator, and refer the draft Heritage By-Law to the Built Heritage Experts Panel.

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

BY-LAW NO.

AMENDMENT NO.

HERITAGE BY-LAW

PASSED BY COUNCIL ON

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Pursuant to the powers vested in it under the City of St. John's Act, RSNL 1990 c.C-17, as amended, and all other powers enabling it, the City of St. John's enacts the following By-Law relating to heritage.

**BY-LAW**

1. This By-Law may be cited as the "St. John's Heritage By-Law".
2. In this By-Law:
  - (a) "Building" shall have the same meaning as in the City of St. John's Act;
  - (b) "Heritage Area" means an area that Council has designated as a Heritage Area;
  - (c) "Heritage Building" means a building that Council has designated, in whole or in part, as a Heritage Building;
  - (d) "Heritage Design Standards" means the design standards adopted by Council;
  - (e) "Inspector" means any person authorized by Council to administer and enforce this By-Law; and
  - (f) "Owner" shall have the same meaning as in the City of St. John's Act.
- 3(1). Council may establish a Heritage Advisory Committee to advise Council in respect of heritage matters referred to it by Council and/or the Inspector.
- (2). The composition of and procedures governing the Heritage Advisory Committee are set out in Schedule "A" to this By-Law.

**HERITAGE AREAS AND HERITAGE BUILDINGS**

- 4(1). Council confirms the designation of :
  - (a) Heritage Areas 1, 2 and 3 as described in Schedule "B" to this By-Law; and

- (b) Heritage Buildings listed in Schedule “C” to this By-Law.
- (2) Council designates Heritage Area 4 as described in Schedule “B” to this By-Law.
- 5(1). Council may designate an area as a Heritage Area and may amend or revoke the designation of a Heritage Area.
- (2) Council may designate a building as a Heritage Building and may amend or revoke the designation of a Heritage Building.

#### **APPLICATIONS MADE UNDER OTHER BY-LAWS OR REGULATIONS**

- 6. Where an application is made under another by-law or the Development Regulations respecting a Heritage Building, a building in the Heritage Area, or the demolition of a building, the application shall be forwarded to the Inspector who may:
  - (a) request the applicant provide such additional information as the Inspector deems appropriate; and/or
  - (b) refer the application to the Heritage Advisory Committee
- 7. The Inspector may impose such conditions as may be necessary to fulfill the requirements of this By-Law on any permit, approval-in-principle, or approval granted in respect of a Heritage Building, a building in a Heritage Area, or the demolition of a building.

#### **HERITAGE REPORTS**

- 8(1). A Heritage Report, and any supporting studies or plans, shall be prepared at the expense of the applicant.
- (2). Council shall require a Heritage Report for:
  - (a) an application to demolish a Heritage Building;
  - (b) an application to amend or revoke the designation of a Heritage Building; or
  - (c) any other application in respect of which the Inspector has recommended that a Heritage Report be prepared.
- (3). Notwithstanding subsection (2), where in the opinion of Council it is appropriate to do so, Council may accept a staff report in lieu of the Heritage Report.

- (4). The terms of reference for a Heritage Report shall be approved by Council and shall form part of the Report itself.
- (5). A Heritage Report shall address at a minimum the anticipated impacts that the proposed work may have on the heritage value of a building, neighbourhood or streetscape.

#### **HERITAGE DESIGN STANDARDS**

- 9. The Heritage Design Standards are described in Schedule “D” to this By-Law.
- 10(1). The owner of a Heritage Building shall comply with the Heritage Design Standards for Heritage Buildings.
- (2). The owner of a building, other than a Heritage Building, in a Heritage Area shall comply with the Heritage Design Standards for that Heritage Area.
- (3). Notwithstanding subsection (2), Council may exempt the owner of a newly constructed building from the Heritage Design Standards.

#### **PUBLIC CONSULTATION**

- 11(1). The following shall, unless Council directs otherwise, require public consultation:
  - (a) an application to demolish a Heritage Building;
  - (b) an application to amend or revoke the designation of a Heritage Building;
  - (c) an amendment of a Heritage Area;
  - (d) the designation of a new Heritage Area; and
  - (e) any other matter where Council so directs.
- (2). Public consultation shall be carried out in accordance with the provisions of the Development Regulations.

#### **PENALTY**

- 12. Any person who contravenes the provisions of this By-Law shall be guilty of an offence and liable upon summary conviction to a penalty as provided for in Section 403 of the City of St. John’s Act.

**1. GENERAL INFORMATION**

|                                      |  |
|--------------------------------------|--|
| Experts panel name:                  | Built Heritage Experts Panel   |
| Reporting to:                        | Committee of the Whole   |
| Date of formation - expiration date: | February 22, 2016  |
| Meeting frequency:                   | Monthly or as required in accordance with the agenda items   |
| Staff lead:                          | Chief Municipal Planner and Planner III – Urban Design and Heritage                                  |
| Other staff liaison:                 | Technical Advisor<br>Director of Planning and Development<br>Others as required as per Section 4.2.1 |

**2. PURPOSE**

The Built Heritage Experts Panel provides expertise, opinion and perspective about built heritage, its protection and designation in the City of St. John's.

The Built Heritage Experts Panel will consider applications, proposals, reports and related items referred to it by staff or Council.

It will make recommendations to Council, via the Committee of the Whole, on heritage matters including the development and implementation of heritage policies, by-laws, strategies and programs applicable to the City.

Specifically the panel will:

- Develop recommendations on built heritage designations.
- Provide expert opinions on built heritage applications referred to it by city staff, Committee of the Whole or Council.
- Recommend best practices on built heritage and urban design.
- Review heritage issues, including issues under the City of St. John's Act and/or the Historic Resources Act of Newfoundland and Labrador that may be referred to it by Council.
- Identify for designation any area, building, structure or land as heritage.

Built Heritage Experts Panel recommendations to the Committee of the Whole will occur in the manner defined by these terms of reference to best support City Policy. The Built Heritage Experts Panel will prepare recommendations to the Committee of the Whole. The purpose of the Built Heritage Experts Panel is relation to specific City policies, plans, and strategies is as follows:

Built Heritage Experts Panel Relationship to Strategic Plan:

- Neighbourhoods build our city – maintain and position downtown as a distinct neighbourhood, develop

parks and places for people.

- Responsive and Progressive – create a culture of engagement, identify and deliver on projects, strategies and programs.
- A Culture of Cooperation – create effective City-Community collaborations

Applicable Legislation/City Bylaws:

- City of St. John's Act, Section 355
- Any applicable City of St. John's by-laws current or future

Other City Plans, Guides or Strategies:

- St. John's Heritage Areas, Heritage Buildings and Public Views Study, 2003
- Downtown St. John's for Economic Development Heritage and Preservation, 2001
- Envision draft Municipal Plan (with specific reference to items involving – heritage, built heritage), 2014
- Parks and Open Spaces Master Plan, 2014
- City of St. John's list of designated Heritage Buildings (latest version)

Other Distinct Deliverables and Considerations:

- The Panel will be consulted on any city public engagement processes where getting the perspective of heritage experts is identified in a plan.
- The Panel will support the development and ongoing review of a built heritage designation inventory.
- The Panel will identify programming to support the goals of the Built Heritage Experts Panel's work.

### 3. MEMBERSHIP AND COMPOSITION

#### 3.1 COMPOSITION

The Built Heritage Experts Panel will be comprised of no more than 7 total members from the following stakeholder groups:

##### 3.1.1 Public Members

###### Committee Chair

Built Heritage Experts Panel will be chaired by a public expert. The Chair will be selected by Council upon recommendation of staff drawing from the Panel's membership. Additional selection criteria for Chair may be applied for experts panels.

The public member chairing a committee will have responsibility for ensuring the committee carries out its work



as per the terms of reference.

## Public Members

The Committee will be comprised of no more than 7 residents serving as public members. Public members are volunteers and will receive no compensation for participation. Preference will be given to residents of St. John's. Public members must have certification, accreditation, affiliation and/or demonstrated expertise and experience in matters of built heritage and/or cultural landscape.

The Panel will include at least one representative from each of the following categories:

- Architect
- Contractor
- Planner, MCIP
- Historian/Archival Expert/Historic Preservationist category
- Landscape Architect
- Other – Demonstrated Relevant Experience

**Subcommittees:** When deemed necessary, the experts panel may strike a working committee or subcommittee to deal with specific issues or deliverables. Subcommittees must have at least one panel member. Composition may also include other members of the public and organizational representatives. Subcommittees shall meet as an independent group, reporting to the panel on specified meeting dates, or as deemed necessary by the committee Chair or Lead Staff.

## 3.1.2 Staff and Council Members (Ex-Officio Members)

### Lead Staff

A Lead Staff will be appointed to the Built Heritage Experts Panel by the appropriate City executive or senior management. Other staff support/attendance may be requested by the Lead Staff where required.

### City Clerk

The City Clerk will provide legislative and governance support to the experts' panel.

### Council

The spokesperson is Councillor Maggie Burton

## 3.2 LENGTH OF TERM

### Public Member Experts

Unless otherwise indicated, the Built Heritage Panel term of appointment is two years. Recognizing the value of experience and the need for continuity, incumbents who are willing to seek reappointment may signify their intent to serve an additional two years, for a total of four years. In some cases members may be encouraged to provide guidance, expertise and attend in a bridging capacity following the end of their term.

### Cooling-off Period (Former City Staff and Council)

There will be a cooling-off period of two years for Council and Staff once they are no longer associated with the City. Setting term lengths with a cooling-off period will promote gradual turnover, ensuring a constant balance between new members and former staff or council.

### Additional Considerations:

- Public members may not serve on more than one experts' panel at a given time.
- Midterm Appointments: When an appointment is made which does not coincide with the beginning of a term (i.e. to fill a vacancy) the partial term (i.e. less than two years) shall not count towards the maximum

length of service or number of terms on the Committee for the appointee.

Exceptions to the above terms are as follows: when an insufficient number of applications have been received; if a particular area of expertise is indispensable and there are no other suitable replacements; if the experts panel would suffer from a lack of continuity (i.e. more than half of all members are replaced at once); if directly related to the Advisory Committee's purpose as defined in its Terms of Reference.

## 4. ROLES, RESPONSIBILITIES AND REPORTING

### 4.1 ROLES AND RESPONSIBILITIES

#### **As a municipal Experts Panel, roles include:**

- Advising and making recommendations to the Committee of the Whole in a manner that will support City policy matters relevant to the panel's defined purpose.
- Providing expertise specific to the mandate of the panel.
- Working within given resources.
- Consider working with other committees and/or working groups i.e. Downtown Advisory Committee and Arts and Culture Advisory Committee
- Explore opportunities to add value to parks, open spaces, etc. as heritage and design go beyond buildings.

#### **Shared Member Responsibilities**

##### **Conduct**

Members shall strive to serve the public interest by upholding Federal, Provincial and Municipal laws and policies. Experts Panel members are to be transparent in their duties to promote public confidence. Members are to respect the rights and opinions of other committee members.

##### **Preparation**

Meeting agenda and accompanying materials will be circulated electronically one week prior to all meetings; members are expected to review all distributed materials prior to meetings. Alternate material distribution methods to be made available upon request.

##### **Agendas**

- Agendas to require focus with clear parameters for content and alignment with terms of reference/purpose.
- Agendas will be finalized one week before meetings.
- Items and accompanying material that are received after the agenda has been prepared and distributed (but prior to the meeting) will be moved to the following meeting's agenda at the discretion of the City Clerk.
- All public members are to submit potential agenda items and related material to the Committee Chair and Lead Staff person for consideration.

##### **Attendance and Participation**

Active participation in meetings is expected of all public members. "Active participation" may refer to both meeting attendance and/or engagement. An effort should be made to attend meetings in person or remotely. Members who do not actively participate in more than 3 consecutive meetings without justified absence may be retired from the committee at the discretion of the City Clerk.

Members who wish to request a leave of absence for an extended period of time (3+ months) may submit such a request to the City Clerk. Previously submitted applications may be used to fill temporary vacancies created by approved leaves of absence.

Quorum – a quorum for meetings is considered to be 50% + 1 members in attendance.

**Voting**

City Staff are ex-officio and therefore non-voting.

**4.2 MEMBER ROLES AND RESPONSIBILITIES****4.2.1 City Staff****Lead Staff**

- To act as a liaison between the Built Heritage Experts Panel and the Committee of the Whole on issues relevant to Panel's work.
- Lead staff will attend the Committee of the Whole when reports of the Built Heritage Experts Panel are included in the agenda.
- Ensure the panel is informed about City policy, procedure and available resources in reference to specific agenda items, and provide procedural and/or technical advice to assist the panel where appropriate.
- Request additional staff support/attendance at meetings as needed.
- To develop agendas in cooperation with the Chair and City Clerk's Office for distribution.
- Incorporate input from the experts panel into ongoing City work where appropriate (e.g. projects, staff updates, publications).

**Other Staff Liaison**

- The work of Other Staff Liaisons intersects the purpose of the Experts Panel and therefore they may be required to participate.

**City Clerk**

- To be responsible for legislative functions related to experts panel's operation, establishment, review, and term amendments. This includes leading or supporting day-to-day panel activities such as the co-ordination of meeting schedules and the external/internal distribution/posting of experts panel agendas and meeting reports
- Facilitate and support the recruitment and appointment process through assisting in the development of "Notice of Vacancy" while ensuring all relevant forms and supporting documentation are completed and received.
- In adherence with the terms of reference, the Office of City Clerk and Lead Staff oversee panel selection with input from relevant departments.
- The Office of the City Clerk will work with Lead Staff members to ensure new members receive orientation.

**4.2.2 Public Members****Chair**

- The presiding officer of the Built Heritage Experts Panel will be referred to as "Chair." An experts panel member shall not serve as a Chair for more than three consecutive years except in extenuating circumstances (see Term Limits).
- Uphold experts panel processes and functions in accordance with all terms presented, maintaining productivity and focus. This includes ensuring committee members' conduct themselves in a professional manner.
- If appropriate, with support from the City Clerk and Staff Lead, the Chair will help build and coordinate a work plan for the experts panel.
- Prepare and submit agenda items and accompanying materials to the City Clerk (i.e. act as a conduit for all communications between public members and the City Clerk).

- Where appropriate, support the Lead Staff and/or City Clerk in fulfilling panel requirements related to reporting processes (annual presentations, written reports, FAQ's etc.).
- Assist in the development of content for Notice of Vacancy documents.
- Review experts panel terms of reference with City Clerk and Staff Lead at the end of each term and be prepared to propose amendments as needed.

#### Public Members

Public members are expected to provide advice to support City decision making; applying, knowledge and experience related to the mandate of the Panel in carrying out functions commensurate with its defined purpose. Roles to include: active participation in meetings; representing professional designation to which they belong in the community and engaging with residents and experts when appropriate.

#### 4.2.3 Council

The Built Heritage Experts Panel reports to the Committee of the Whole.

In cases where an item on the agenda of the Built Heritage Experts Panel (as detailed in a given meeting agenda) would benefit from having the Chair or other Council representative of the Committee of the Whole in attendance, it will be the responsibility of the Panel Chair and/or Lead Staff to inform the Committee of the Whole chair.

### 4.3 REPORTING

The Built Heritage Experts Panel shall report through the Committee of the Whole.

#### Standardized Reporting Process:

- The Built Heritage Experts Panel Lead Staff, Chair and City Clerk will work to complete a report for referral to the Committee of the Whole.
- Following reporting to the Committee of the Whole, the report will be posted to the City of St. John's website.
- Public expert representatives will be encouraged to report to (i.e. maintain open communication with) their respective affiliated professional organizations regarding the Panel's work.

## 5. COMMITTEE RECRUITMENT AND SELECTION

### 5.1 RECRUITMENT, VACANCIES, AND APPLICATIONS

Recruitment practices will be consistent for all experts panels. When new members are required a "Notice of Vacancy" will be prepared by the City Clerk and distributed through City communication channels by the Office of Strategy and Engagement. Additional communications opportunities may be identified by relevant departments/panel members. This document will include general information regarding panel purpose, the terms of reference and a link to the Application Form.

A vacancy on a panel occurs when a member resigns, vacates a position, or when their resignation is requested by the Chair. Vacancies may occur at: the date of resignation; the date the member ceases to be qualified; the

date the Chair declares the position vacant due to lack of attendance or incapacitation.

All applicants must complete an Application Form which may be downloaded from the City website, or obtained by visiting/calling Access 311. Applications will be made available in large print format upon request and may be submitted electronically, via mail, by phone, or in person to the attention of the City Clerk's Office.

## 5.2 ELIGIBILITY AND SELECTION

### Eligibility

Appointments to City of St. John's Built Heritage Experts Panel will follow Section 3. Membership and Composition.

### Selection Criteria

In addition to eligibility requirements, an applicant's specific skills and experience will be important factors in panel selection. While all who meet the Eligibility Requirements outlined are encouraged to apply, applicants with demonstrated participation in groups or initiatives with goals relevant to an expert panel's purpose will be preferred. Some other considerations pertaining to general selection criteria include: past professional and volunteer experience, ability to perform required tasks, and complementary skills, or competencies possessed. Those who are selected to serve on City experts' panel will be notified by email. A handbook and other relevant information will also be provided to successful applicants.

## 6 PUBLIC ENGAGEMENT

The City of St. John's recognizes that engagement between the City and its citizens is an essential component of an effective municipal government. The City views public engagement as a process – one that facilitates dialogue with the right people, using the right tools, at the right time, on subject areas of mutual interest.

In accordance with the City of St. John's [Engage! Policy](#), the role of the Experts Panel in the spectrum of engagement will fall within the realm of "consultation." As such, City of St. John's experts panels will be based on the principles of commitment, accountability, clear and timely information, and inclusiveness.

Experts' panels are only one of the ways to engage with the City. Where applicable the City will consider the use of other tools to gather perspectives and input. For more information on public engagement in the City of St. John's or to find out how to get involved or learn about what's coming up, check out the engagement page on the City's website. You can also check out the City's [Engage! St. John's](#) online engagement platform and connect with us on [Twitter](#) and [Facebook](#).

## 7 OTHER GOVERNANCE

### 7.1 REVIEW OF TERMS

Taking into account recommendations from the Panel Chair, Committee of the Whole Chair, the City Clerk and Lead Staff, the Panel will, at the first meeting of each year, review Built Heritage Experts Panel Terms of Reference documents. The purpose of this review will be to ensure that the operations and function of each panel are still aligned with its defined purpose. A review template will be used to maintain consistency. Through this review process, amendments to the Terms of Reference will be proposed and recommended to the Committee of the Whole.

**7.2 MEETING AND SCHEDULES**

Built Heritage Experts Panel will meet monthly or as agenda items are determined. The exact frequency of the Built Heritage Experts Panel meetings will be determined by the Chair, Lead Staff, and City Clerk.

Unless otherwise specified (generally one week prior to a meeting) Built Heritage Experts Panel meetings shall be held at City Hall and shall be closed to the public.

**7.3 CONFLICTS OF INTEREST AND CONFIDENTIALITY****Conflicts of Interest**

A conflict of interest refers to situations in which personal, occupational or financial considerations may affect or appear to affect the objectivity or fairness of decisions related to the panel's activities. A conflict of interest may be real, potential or perceived in nature. Conflict of Interest may occur when a panel member participates in discussion or decision-making about a matter which may financially benefit that Member or a member of his/her family, or someone with whom the panel member has a close personal relationship, directly or indirectly, regardless of the size of the benefit.

In cases where the panel agenda or discussions present a conflict of interest for a member, that member is required to declare such conflict; to abstain from discussion; and remove himself/herself from the meeting room until the agenda item has been dealt with by the Panel.

**Confidentiality:**

All Panel members are required to refrain from the use or transmission of any confidential or privileged information while serving with the Built Heritage Experts Panel.

**Staff Liaison Name:**

Signature:\_\_\_\_\_

Date:\_\_\_\_\_

**Chair Name:**

Signature:\_\_\_\_\_

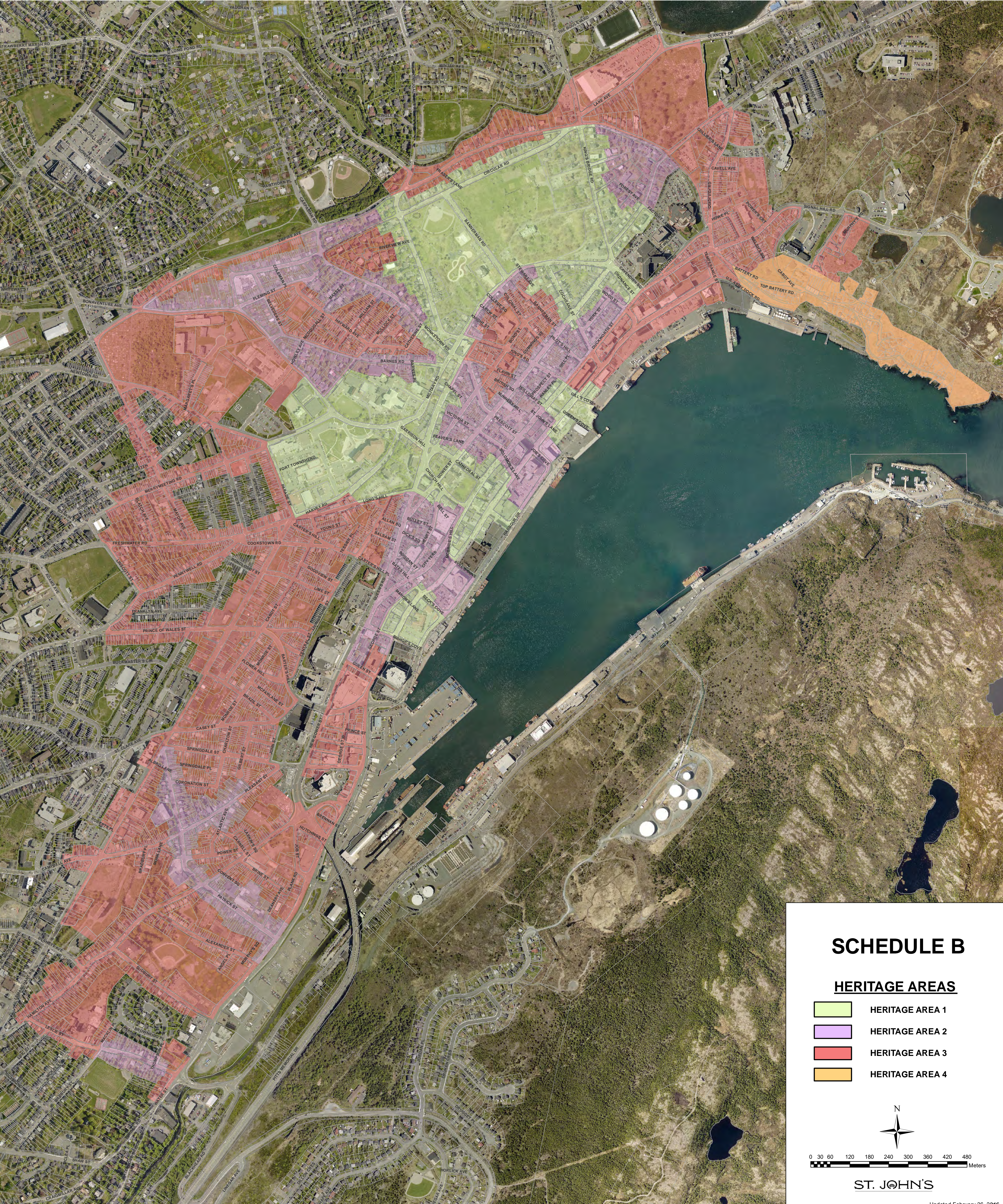
Date:\_\_\_\_\_

**City Clerk Name:**

Signature:\_\_\_\_\_




Date:\_\_\_\_\_





**SCHEDULE B**

**HERITAGE AREAS**

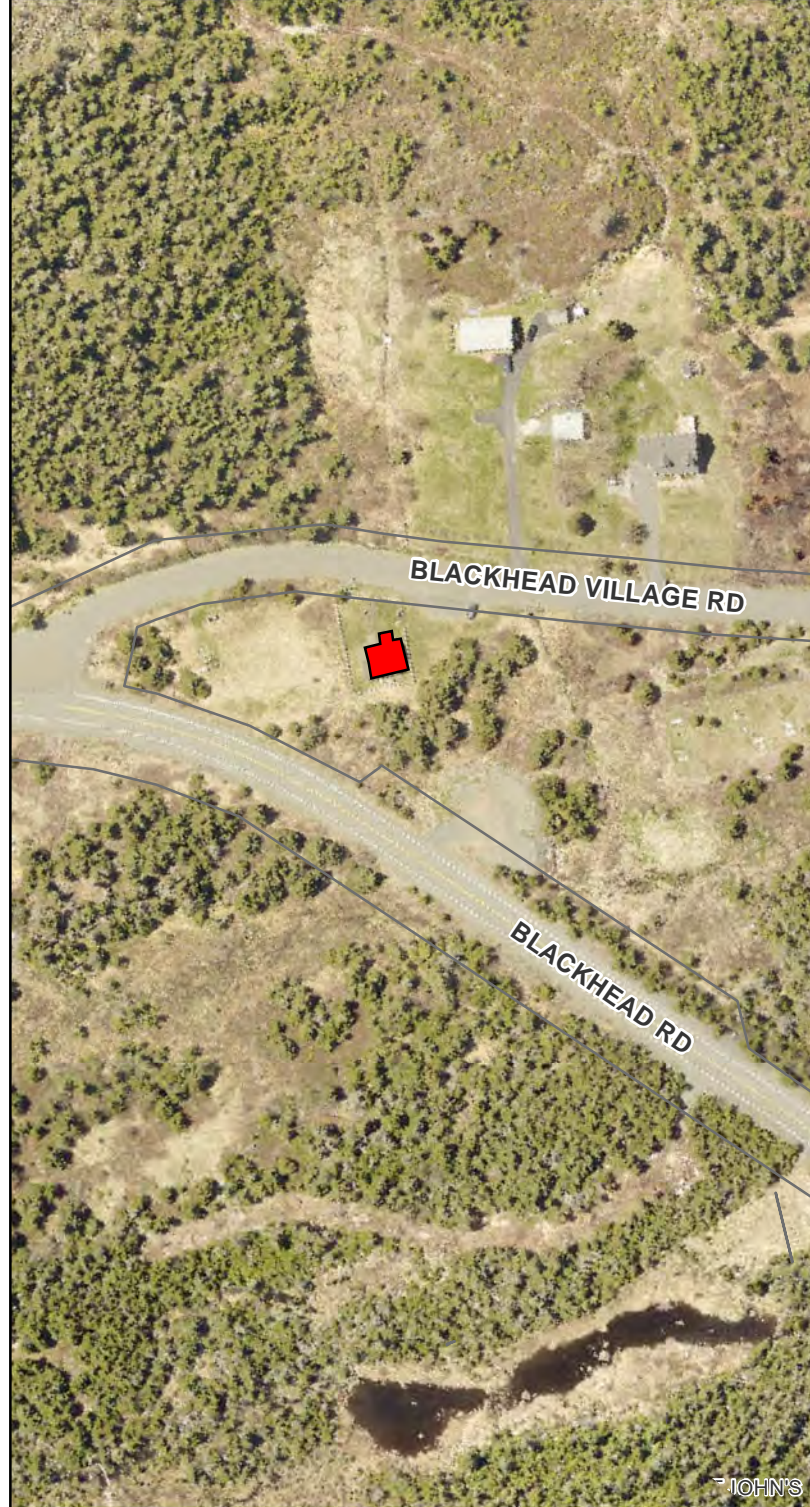
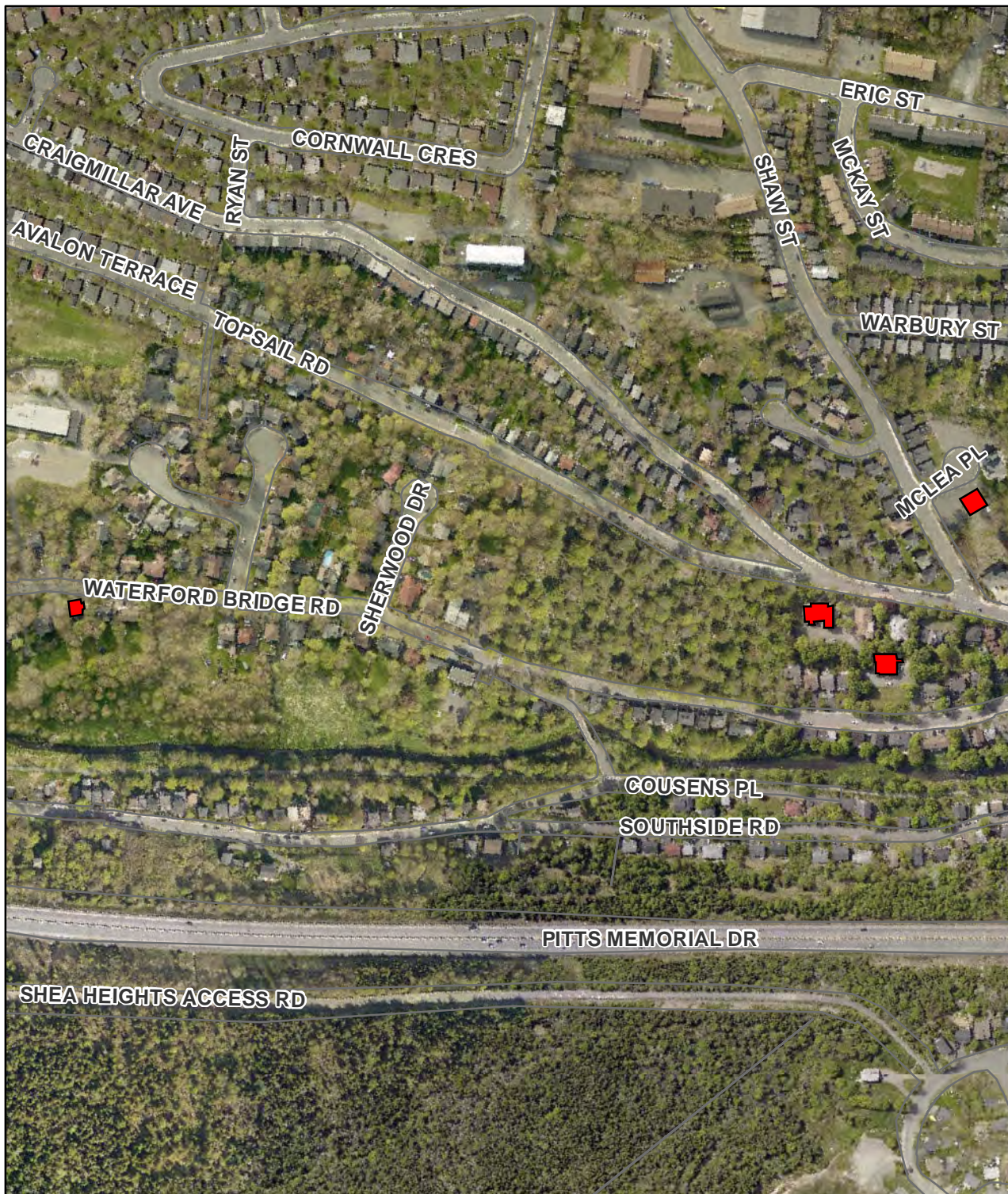
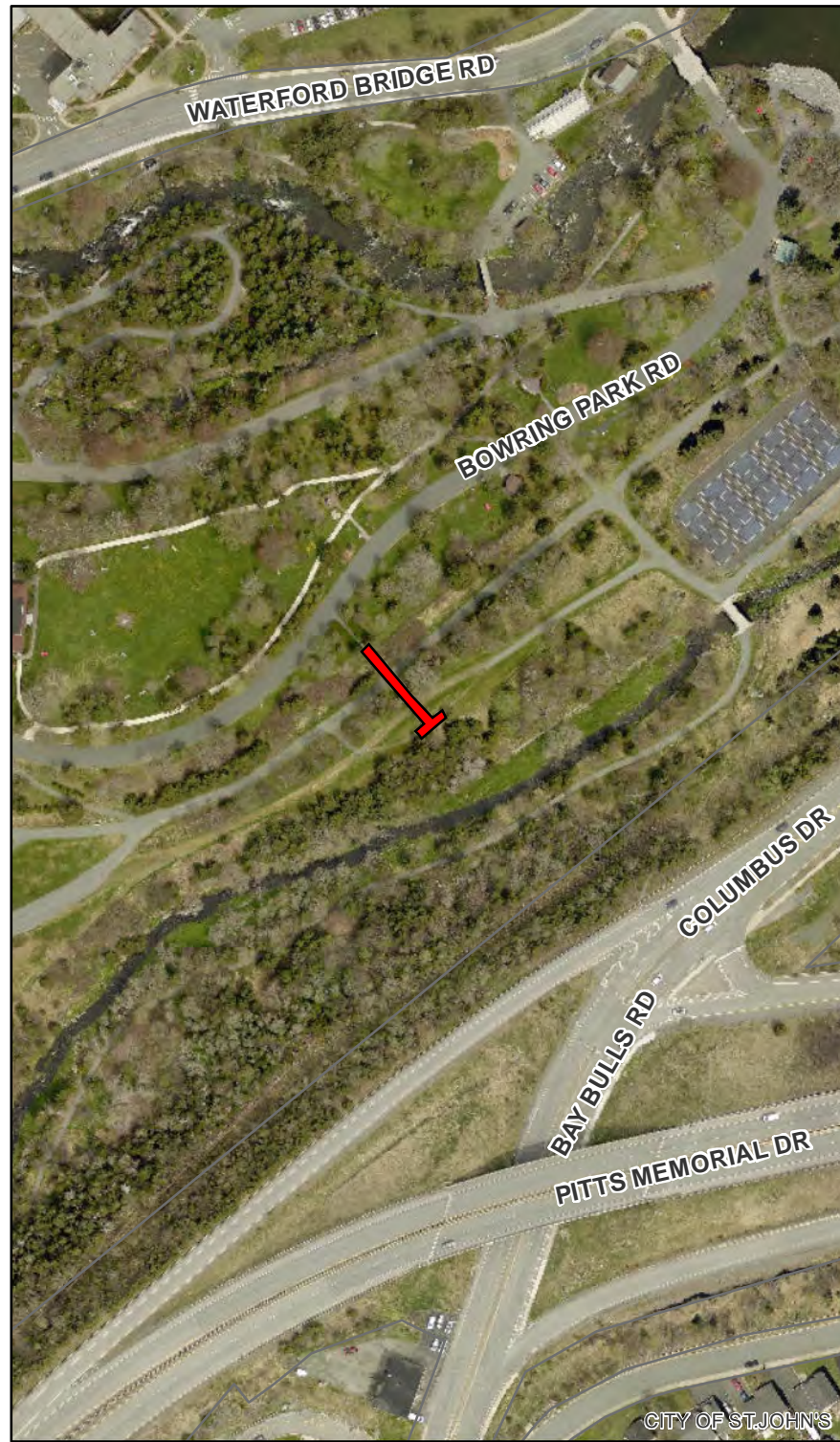
-  HERITAGE AREA 1
-  HERITAGE AREA 2
-  HERITAGE AREA 3
-  HERITAGE AREA 4



0 30 60 120 180 240 300 360 420 480 Meters

ST. JOHN'S





# SCHEDULE C

## HERITAGE BUILDING LOCATIONS

HERITAGE BUILDING

0 25 50 100 150 200 250 300 350 400 Meters

ST. JOHN'S

Updated February 26, 2016



**Schedule D**  
**Heritage Design Standards**

1. In matters of life safety, these Heritage Design Standards may be deviated in the opinion of the Inspector.

| RESIDENTIAL BUILDINGS     |   |   |   |                         |  |
|---------------------------|---|---|---|-------------------------|--|
|                           | Designated Heritage Building  | Heritage Area 1   | Heritage Area 2   | Heritage Area 3         | Heritage Area 4 (Battery)                                  |
| CLADDING/SIDING           |   |   |   |                         |  |
| Cladding/Siding Materials | <p>Original cladding/siding to be maintained.</p> <p>Where replacement is required, modern cladding/siding materials are permitted provided the appearance replicates the building's period/architectural style. However, vinyl siding, metal siding, vertical boards, board and batten siding and cove siding are not permitted.</p> <p>For additions, the cladding/siding materials shall be consistent with the original building, unless otherwise approved by Council.</p> | <p>Cladding/siding shall be compatible with the period/architectural style of the streetscape.</p> <p>Materials used for the front façade shall be carried around the building where side or rear facades are exposed to the public street and/or publicly maintained space, unless otherwise approved by the Inspector.</p> <p>Modern cladding/siding materials are permitted provided the appearance replicates the building's period/architectural style. However, vinyl siding and cove style siding are not permitted on any facade. For additions, the cladding/siding materials shall be compatible with the original building.</p> <p>(cont'd...)</p> | <p>Cladding/siding shall be compatible with the period/architectural style of the streetscape.</p> <p>Modern cladding/siding materials, such as vinyl siding, are permitted provided the appearance replicates the building's period/architectural style. Vertical siding and cove style siding are not permitted.</p> <p>For additions, the cladding/siding materials shall be compatible with the original building.</p> <p><b>Note:</b> Vinyl siding shall be of the straight traditional style designed to replicate wood clapboard with a narrow exposure.</p> | Same as Heritage Area 2 | Same as Heritage Area 1, except vinyl siding is permitted. |

Schedule D  
Heritage Design Standards

| RESIDENTIAL BUILDINGS                          |  |  |                         |                         |                           |
|--|--|--|-------------------------|-------------------------|---------------------------|
|  | Designated Heritage Building   | Heritage Area 1  | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery) |
|  |  | <b>Note:</b> Wood clapboard/siding shall be of the straight traditional style with a 10cm (four inch) exposure.  |                         |                         |                           |
| Trim Style (including decoration and moulding) | Original trims to be maintained. Trims shall be compatible with the building's architecture style. | <p>Trims shall be compatible with the period/architectural style of the streetscape.</p> <p>Existing trims to be maintained for a façade facing a public street and/or publicly maintained space.</p> <p>New developments may require the addition of decorative trims as determined by the Inspector.</p> <p><b>Note:</b> Corner boards shall have a 15cm (six inch) wide trim.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |

Schedule D  
Heritage Design Standards

| RESIDENTIAL BUILDINGS |   |  |                         |                         |  |
|-----------------------|---|--|-------------------------|-------------------------|--|
|                       | Designated Heritage Building  | Heritage Area 1  | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery)  |
| WINDOWS               |   |  |                         |                         |  |
| Window Style          | <p>Original style, size and shape of windows to be retained, unless otherwise approved by Council.</p> <p>For any façade facing a public street and/or publicly maintained space, the style and configuration of the windows shall be in keeping with the building's architectural style.</p> | <p>For any façade facing a public street and/or publicly maintained space, the style and configuration of the windows shall be compatible with the period/architectural style of the streetscape and in keeping with the building's architectural style.</p> <p><b>Note:</b> Windows are to be single hung or double hung, unless otherwise approved by the Inspector. The width of windows to be approximately half the height, unless otherwise approved by the Inspector.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | <p>For any façade facing a public street, publicly maintained space and/or harbour, the style and configuration of the windows shall be compatible with the period/architectural style of the streetscape and in keeping with the building's architectural style</p> <p><b>Note:</b> Windows are to be single hung or double hung, unless otherwise approved by the Inspector. The width of windows to be approximately half the height, unless otherwise approved by the Inspector</p> <p>Picture windows may also be acceptable.</p> |

**Schedule D**  
**Heritage Design Standards**

| RESIDENTIAL BUILDINGS |   |   |                         |                         |                           |
|-----------------------|---|---|-------------------------|-------------------------|---------------------------|
|                       | Designated Heritage Building  | Heritage Area 1   | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery) |
| Window Replacements   | <p>All window replacements shall be restored/returned in keeping with the window style and window configuration of the building's architectural style.</p> <p>Where appropriate, in the opinion of Council, additional facades, or parts thereof, may be required to comply with the foregoing.</p> | <p>Where more than one window on a façade facing a public street and/or publicly maintained space are being replaced within a period of 24 consecutive months, all windows on such façade shall be restored/returned in keeping with the window style and window configuration of the building's architectural style.</p> <p><b>Note:</b> Where appropriate, in the opinion of the Inspector, additional facades, or parts thereof, may be required to comply with the foregoing.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |
| Bay Windows           | Existing bay windows to be maintained.  | <p>Original bay windows to be maintained.</p> <p>New bay windows may be added where, in the opinion of the Inspector, they are compatible with period/architectural style of the streetscape.</p>   | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b>                     |   |   |   |                         |                                  |
|--|---|---|---|-------------------------|----------------------------------|
|  | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Specialty Windows                                | <p>Existing specialty windows to be maintained.</p> <p>Specialty windows may be added where, in the opinion of Council, they are compatible with the building's architectural style.</p>  | <p>Existing specialty windows to be maintained, unless otherwise approved by the Inspector.</p> <p>Specialty windows may be added where, in the opinion of the Inspector, they are compatible with period/architectural style of the streetscape.</p>   | Same as Heritage Area 1   | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Window trims (including decoration and moulding) | <p>Window trims shall be compatible with the building's architectural style. Materials may include wood, stone, brick, the building's original material, or materials otherwise approved by Council.</p> <p><b>Note:</b> The width and style of window trims shall be consistent throughout the building's facades, unless otherwise approved by Council.</p> | <p>Period/architectural style of the building to be maintained. Materials may include wood, stone, brick, the building's original material, or materials otherwise approved by the Inspector.</p> <p><b>Note:</b> The width and style of window trims shall be consistent throughout any building's façade visible from a public street and/or publicly maintained space, unless otherwise approved by the Inspector.</p> | <p>Period/architectural style of the building to be maintained.</p> <p><b>Note:</b> The width and style of window trims shall be consistent throughout any building's façade visible from a public street and/or publicly maintained space, unless otherwise approved by the Inspector.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b>      |  |  |   |                         |                                  |
|-----------------------------------|--|--|---|-------------------------|----------------------------------|
|                                   | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Window Materials (including trim) | Modern window materials may be permitted provided, in the opinion of Council, the appearance replicates the building's period/architectural style. | Modern window materials are permitted provided, in the opinion of the Inspector, the appearance replicates the building's period/architectural style.  | Modern window materials are permitted provided, in the opinion of the Inspector, the appearance replicates the building's period/architectural style. | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Dormers                           | Original dormer shape, size and proportion to be maintained.   | Original dormer shape, size and proportion to be maintained, unless otherwise approved by the Inspector.<br><br>Dormers shall be placed in a visually balanced arrangement with respect to the width of the roof and the arrangement of the windows and door openings in the façade, unless otherwise approved by the Inspector. | Same as Heritage Area 1   | Same as Heritage Area 1 | Same as Heritage Area 1          |
| <b>DOORS AND GARAGE DOORS</b>     |  |  |   |                         |                                  |
| Doors                             | Door styles shall be compatible with the building's architectural style.   | Door styles shall be compatible with the period/architectural style of the streetscape. Wooden or full view (glass) storm doors are permitted.   | Door styles shall be compatible with the period/architectural style of the streetscape. Storm doors are permitted.                                    | Same as Heritage Area 2 | Same as Heritage Area 2          |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b>                                   |  |   |  |                         |                                  |
|--|--|---|--|-------------------------|----------------------------------|
|  | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Garages, Carports and Garage Doors                             | <p>Original style to be maintained.</p> <p>New garages, where none existed before, may be added where, in the opinion of Council, they are compatible with the building's architectural style. New garages should not be the prominent feature on the building's façade facing a public street and/or publicly maintained space. Where possible, the garage should be recessed from the building line.</p> | <p>Original style to be maintained.</p> <p>The addition of a garage or carport to an existing building may be permitted.</p> <p>New developments may include a garage where, in the opinion of the Inspector, they are compatible with the building's architectural style.</p> <p><b>Note:</b> Garage doors should not be the prominent feature on the building's façade facing a public street and/or publicly maintained space. Where possible, the garage should be recessed from the building line.</p> | <p>Period/architectural style of the streetscape to be maintained.</p> <p>The addition of a garage or carport to an existing building may be permitted.</p> <p>New developments may include a garage where, in the opinion of the Inspector, they are compatible with the building's architectural style.</p> <p><b>Note:</b> Garage doors should not be the prominent feature on the building's façade facing a public street and/or publicly maintained space. Where possible, the garage should be recessed from the building line.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Door and Garage Door Trims (including decoration and moulding) | <p>Original door and garage door trims to be maintained. Trims shall be compatible with the building's architectural style.</p>  | <p>Door and garage door trims shall be compatible with the building's architectural style.</p>  | <p>Door and garage door trims shall be compatible with the building's architectural style.</p>   | Same as Heritage Area 2 | Same as Heritage Area 2          |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b>                    |  |   |  |                         |   |
|---|--|---|--|-------------------------|---|
|   | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b>  |
| Door and Garage Door Materials (including trim) | Modern materials are permitted provided the appearance replicates the building's period/architectural style.   | Modern materials are permitted provided the appearance replicates the building's period/architectural style.  | Modern materials are permitted provided the appearance replicates the building's period/architectural style.   | Same as Heritage Area 2 | Same as Heritage Area 2   |
| <b>ROOFS</b>                                    |  |   |  |                         |   |
| Roof Line                                       | <p>The roof line shall be compatible with the building's architectural style.</p> <p>Notwithstanding, additions may incorporate a flat roof design where, in the opinion of Council, the roof does not detract from the character defining elements of the building.</p> | <p>The roof line shall be compatible with the building's architectural style.</p> <p>Notwithstanding, additions may incorporate a flat roof design where, in the opinion of the Inspector, the roof does not detract from the architecture of the building.</p> | <p>Period/architectural style of building to be maintained. Otherwise, roof line may be constructed in a style that is, in the opinion of the Inspector, compatible with the period/architectural style of the streetscape.</p> <p>Notwithstanding, additions may incorporate a flat roof design provided the roof does not detract from the architecture of the building.</p> | Same as Heritage Area 2 | Flat roofs and low-slope gable are encouraged. Mansard and steep gable roofs are not permitted. |
| Roofing Materials                               | Modern roofing materials are permitted provided the appearance replicates the building's architectural style. However, metal roofing materials are not permitted.  | Modern roofing materials, including shingle-style metal roofing materials, are permitted provided the appearance replicates the building's period/architectural style.  | Modern roofing materials, including shingle-style metal roofing materials, are permitted.  | Same as Heritage Area 2 | Same as Heritage Area 2   |



**Schedule D**  
**Heritage Design Standards**

| RESIDENTIAL BUILDINGS                                      |  |   |                         |                         |                           |
|--|--|---|-------------------------|-------------------------|---------------------------|
|  | Designated Heritage Building   | Heritage Area 1   | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery) |
| Solar Panels and Green Roofs                               | Solar panels and/or green roofs are not permitted on facades visible from a public street and/or publicly maintained space.  | Solar panels and/or green roofs are not permitted on facades visible from a public street.  | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |
| FENCES, RAILINGS, RETAINING WALLS, DECKS AND BALCONIES     |  |   |                         |                         |                           |
| Fence, Railing, Retaining Wall, Deck and Balcony Materials | <p>Modern materials are permitted provided the appearance replicates the building's period/architectural style.</p> <p><b>Note:</b> Unfinished pressure treated wood at front of the building or visible from a public street and/or publicly maintained space is not permitted. Painted or solid-colour stained pressure treated wood is permitted.</p> | <p>Modern materials are permitted provided the appearance replicates the building's period/architectural style.</p> <p><b>Note:</b> Unfinished pressure treated wood at front of the building or visible from a public street is not permitted. Painted or solid-colour stained pressure treated wood is permitted.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b>         |   |  |  |                         |                                  |
|--------------------------------------|---|--|--|-------------------------|----------------------------------|
|                                      | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Fences and Railings                  | <p>Original style of structure to be maintained. Iron fences and railings to be maintained.</p> <p>New fences and railings shall be compatible with the building's architectural style.</p> <p><b>Note:</b> Exterior handrails and guards vertical members shall be installed between the top and bottom rail. Face nailed balustrades typical of new construction are not permitted.</p> | <p>Original style of structure to be maintained. Iron fences and railings to be maintained.</p> <p>New fences and railings shall be compatible with the period/architectural style of the streetscape.</p> <p><b>Note:</b> Exterior handrails and guards vertical members shall be installed between the top and bottom rail. Face nailed balustrades typical of new construction are not permitted.</p> | <p>Fences and railings shall be compatible with the period/architectural style of the streetscape.</p> <p><b>Note:</b> Exterior handrails and guards vertical members shall be installed between the top and bottom rail. Face nailed balustrades typical of new construction are not permitted.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Retaining Walls and Decorative Walls | <p>Retaining walls shall be compatible with the building's architectural style.</p> <p>Decorative walls shall be a design acceptable to Council.</p>  | <p>Retaining walls shall be compatible with the period/architectural style of the streetscape.</p> <p>Decorative walls shall be a design acceptable to the Inspector.</p>  | Same as Heritage Area 1  | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| RESIDENTIAL BUILDINGS |   |   |   |                         |                           |
|-----------------------|---|---|---|-------------------------|---------------------------|
|                       | Designated Heritage Building  | Heritage Area 1   | Heritage Area 2   | Heritage Area 3         | Heritage Area 4 (Battery) |
| Decks and Balconies   | <p>Decks and balconies shall not be permitted on a façade facing a public street unless it's an original feature of the building. In this case, original style and design to be maintained.</p> <p>Decks and balconies on other facades visible from a public street may be permitted where, in the opinion of Council, the design is compatible with the building's architectural style and does not detract from the character defining elements of the building.</p> | <p>Decks and balconies shall not be permitted on a façade facing a public street unless it is an original feature of the building. In this case, original style and design to be maintained.</p> <p>Decks and balconies on other facades visible from a public street may be permitted where, in the opinion of the Inspector, the design is compatible with the period/architectural style of the streetscape.</p> | <p>Decks and balconies may be permitted on any façade where, in the opinion of the Inspector, they are compatible with the period/architectural style of the streetscape.</p> | Same as Heritage Area 2 | Same as Heritage Area 2   |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b> |   |   |                         |                         |                                  |
|------------------------------|---|---|-------------------------|-------------------------|----------------------------------|
|                              | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Roof Decks                   | Roof decks shall not be permitted unless an original feature of the building.   | Roof decks may be permitted provided the deck structure, or any part thereof, does not extend above the roof line of the building; does not obscure any architectural details of the building; and is not on a façade facing a public street. However, roof decks facing a flanking street may be permitted at the discretion of Inspector. | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |
| <b>OTHER</b>                 |   |   |                         |                         |                                  |
| Heat Pump                    | Heat pumps shall be placed in the side or rear yard where possible. Heat pumps that are visible from a public street shall be screened. Screening may include landscaping.                  | Heat pumps that are visible from a public street shall be screened. Screening may include landscaping.  | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Accessory Buildings          | Accessory buildings located on the same property as a Designated Heritage Building shall be, in the opinion of the Inspector, compatible with the architectural style of the main building. | Accessory buildings shall be, in the opinion of the Inspector, compatible with the architectural style of the main building.  | N/A                     | N/A                     | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| <b>RESIDENTIAL BUILDINGS</b> |  |  |                         |                         |                                  |
|------------------------------|--|--|-------------------------|-------------------------|----------------------------------|
|                              | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Accessory Building Materials | Modern materials are permitted provided the appearance replicates the building's period/architectural style. | Modern materials are permitted provided the appearance replicates the building's period/architectural style.   | N/A                     | N/A                     | Same as Heritage Area 1          |
| Out of Character Buildings   | N/A  | Renovations to existing out of character buildings which do not follow the Heritage Design Standards may be approved at the discretion of the Inspector. | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |

| <b>NON-RESIDENTIAL BUILDINGS</b> |  |  |                         |                         |                                  |
|----------------------------------|--|--|-------------------------|-------------------------|----------------------------------|
|                                  | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| <b>BUILDING FACADES</b>          |  |  |                         |                         |                                  |
| Building Façades                 | Renovations to the building's façade shall be compatible with the building's architectural style.<br><br><b>Note:</b> Typical 19th century storefronts include centrally located recessed doors with display windows on either side. | Building's façades shall be, in the opinion of the Inspector, compatible with the period/architectural style of the streetscape unless the building's architectural style is determined by the Inspector to be unique. | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| NON-RESIDENTIAL BUILDINGS |  |  |                         |                         |                                    |
|---------------------------|--|--|-------------------------|-------------------------|------------------------------------|
|                           | Designated Heritage Building   | Heritage Area 1  | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery)          |
| Recessed Entries          | Recessed entries shall be retained. Recessed entries may be added where they are in keeping with the building's architectural style.   | Recessed entries shall be retained. Where possible, recessed entries shall be incorporated into renovations where a they are in keeping with the period/architectural style of the streetscape.  | Same as Heritage Area 1 | Same as Heritage Are 1  | Same as Heritage Area 1            |
| Canopies/ Awnings         | Fabric canopies/awnings may be permitted where, in the opinion of Council, the design, construction and materials used are compatible with the building's architectural style. Awnings shall match the width of the storefront or window opening and avoid obscuring details of the building. However, waterfall style canopies/awnings are not permitted. | Fabric canopies/awnings may be permitted where, in the opinion of the Inspector, the design, construction and materials used are compatible with the period/architectural style of the streetscape. However, waterfall style canopies/awnings are not permitted. | Same as Heritage Area 1 | Same as Heritage Area 1 | Canopies/awnings are not permitted |

Schedule D  
Heritage Design Standards

| NON-RESIDENTIAL BUILDINGS              |   |  |                         |                         |                           |
|--|---|--|-------------------------|-------------------------|---------------------------|
|  | Designated Heritage Building  | Heritage Area 1  | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery) |
| CLADDING/SIDING                        |   |  |                         |                         |                           |
| Building and Cladding/Siding Materials | Building and cladding/siding materials shall be consistent with the existing or historic materials of the building. | <p>Original materials of the building to be maintained.</p> <p>Materials used for the front façade shall be carried around the building where side or rear facades are exposed to the public street and/or publicly maintained space, unless otherwise approved by the Inspector</p> <p>Where replacement is required, modern materials may be permitted, where, in the opinion of the Inspector, the appearance replicates the building's period/architectural style. However, veneer man-made products and similar products are not permitted.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b>                        |   |  |                         |                         |                                  |
|---|---|--|-------------------------|-------------------------|----------------------------------|
|   | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Building Trim Style (including decoration and moulding) | Original trims to be maintained. Trims shall be compatible with the building's architecture style.      | <p>Building trims shall be compatible with the period/architectural style of the streetscape. Existing trims to be maintained for a façade facing a public street and/or publicly maintained space.</p> <p>New developments may require the addition of decorative trims as determined by the Inspector.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |
| <b>WINDOWS</b>  |   |  |                         |                         |                                  |
| Windows Style   | The style and configuration of the windows shall be in keeping with the building's architectural style. | For any façade facing public street and/or publicly maintained space, the style and configuration of the windows shall be compatible with the period/architectural style of the streetscape and in keeping with the building's architectural style.  | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |



Schedule D  
Heritage Design Standards

| NON-RESIDENTIAL BUILDINGS |  |  |                         |                         |                           |
|---------------------------|--|--|-------------------------|-------------------------|---------------------------|
|                           | Designated Heritage Building   | Heritage Area 1  | Heritage Area 2         | Heritage Area 3         | Heritage Area 4 (Battery) |
| Window Replacements       | <p>All window replacements shall be restored/returned in keeping with the window style and window configuration of the building's architectural style.</p> <p>Where appropriate, in the opinion of Council, additional facades, or parts thereof, may be required to comply with the foregoing.</p> <p>Where appropriate, in the opinion of Council, additional facades, or parts thereof, may be required to comply with the foregoing.</p> | <p>Where more than one window on a façade facing a public street and/or publicly maintained space are being replaced within a period of 24 consecutive months, all windows on such façade shall be restored/returned in keeping with the window style and window configuration of the building's architectural style.</p> <p>Note: Where appropriate, in the opinion of the Inspector, additional facades, or parts thereof, may be required to comply with the foregoing.</p> <p><b>Note:</b> Where appropriate, in the opinion of the Inspector, additional facades, or parts thereof, may be required to comply with the foregoing.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1   |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b>                 |   |   |   |                         |                                  |
|--|---|---|---|-------------------------|----------------------------------|
|  | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Specialty Windows                                | <p>Existing specialty windows to be maintained.</p> <p>Specialty windows may be added where, in the opinion of Council, they are compatible with the building's architectural style.</p>  | <p>Existing speciality windows to be maintained, unless otherwise approved by the Inspector.</p> <p>Specialty windows may be added where, in the opinion of the Inspector, they are compatible with the period/architectural style of the streetscape.</p>  | Same as Heritage Area 1   | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Window Trims (including decoration and moulding) | <p>Window trims shall be compatible with the building's architectural style. Materials may include wood, stone, brick, the building's original material, or materials otherwise approved by Council.</p> <p><b>Note:</b> The width and style of window trims shall be consistent throughout the building's facades, unless otherwise approved by Council.</p> | <p>Period/architectural style of the building to be maintained. Materials may include wood, stone, brick, the building's original material, or materials otherwise approved by the Inspector.</p> <p><b>Note:</b> The width and style of window trims shall be consistent throughout any building's façade visible from a public street and/or publicly maintained space, unless otherwise approved by the Inspector.</p> | <p>Period/architectural style of the building to be maintained.</p> <p><b>Note:</b> The width and style of window trims shall be consistent throughout any building's façade visible from a public street and/or publicly maintained space, unless otherwise approved by the Inspector.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b> |  |  |  |                         |                                  |
|----------------------------------|--|--|--|-------------------------|----------------------------------|
|                                  | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Window Materials                 | Modern window materials may be permitted provided, in the opinion of Council, the appearance replicates the building's period/architectural style. | Modern windows materials are permitted provided, in the opinion of the Inspector, the appearance replicates the building's period/architectural style.   | Modern windows materials are permitted provided, in the opinion of the Inspector, the appearance replicates the building's period/architectural style. | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Dormers                          | Original dormer shape, size and proportion to be maintained.   | Original dormer shape, size and proportion to be maintained, unless otherwise approved by the Inspector. Dormers shall be placed in a visually balanced arrangement with respect to the width of the roof and the arrangement of the windows and door opening in the façade, unless otherwise approved by the Inspector. | Same as Heritage Area 1  | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b>   |  |   |  |                         |                                  |
|------------------------------------|--|---|--|-------------------------|----------------------------------|
|                                    | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| <b>DOORS AND GARAGE DOORS</b>      |  |   |  |                         |                                  |
| Doors                              | Door styles shall be compatible with the building's architectural style.   | Door styles shall be compatible with the period/architectural style of the streetscape.   | Same as Heritage Area 1  | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Garages, Carports and Garage Doors | <p>Original style to be maintained.</p> <p>New garages may be added where, in the opinion of Council, they are compatible with the building's architectural style. New garages should not be the prominent feature on the building's façade facing a public street and/or publicly maintained space. Where possible, the garage should be recessed from the building line.</p> | <p>Original style to be maintained.</p> <p>The addition of a garage or carport to an existing building may be permitted.</p> <p>New developments may include a garage where, in the opinion of the Inspector, they are compatible with the building's architectural style.</p> <p><b>Note:</b> Garage doors should not be the prominent feature on the building's façade facing a public street and/or publicly maintained space.</p> | <p>Period/architectural style of streetscape to be maintained.</p> <p>The addition of a garage or carport to an existing building may be permitted.</p> <p>New developments may include a garage where, in the opinion of the Inspector, they are compatible with the building's architectural style.</p> <p><b>Note:</b> Garage doors should not be the prominent feature on the building's façade facing a public street and/or publicly maintained space.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b>                               |  |   |  |                         |   |
|--|--|---|--|-------------------------|---|
|  | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b>  |
| Door and Garage Door Trims (including decoration and moulding) | Original door and garage door trims to be maintained. Trims shall be compatible with the building's architectural style.   | Door and garage door trims shall be compatible with the building's architectural style.   | Same as Heritage Area 1  | Same as Heritage Area 1 | Same as Heritage Area 1   |
| Door and Garage Door Materials (including trim)                | Modern materials are permitted provided the appearance replicates the building's period/architectural style.   | Modern materials are permitted provided the appearance replicates the building's period/architectural style.  | Modern materials are permitted provided the appearance replicates the building's period/architectural style.   | Same as Heritage Area 2 | Same as Heritage Area 2   |
| <b>ROOFS</b>   |  |   |  |                         |   |
| Roof Line  | <p>The roof line shall be compatible with the building's architectural style.</p> <p>Notwithstanding, additions may incorporate a flat roof design where, in the opinion of Council, the roof does not detract from the character defining elements of the building.</p> | <p>The roof line shall be compatible with the building's architectural style.</p> <p>Notwithstanding, additions may incorporate a flat roof design where, in the opinion of the Inspector, the roof does not detract from the architecture of the building.</p> | <p>Period/architectural style of building to be maintained. Otherwise, roof line may be constructed in a style that is, in the opinion of the Inspector, compatible with the period/architectural style of the streetscape.</p> <p>Notwithstanding, additions may incorporate a flat roof design provided the roof does not detract from the architecture of the building.</p> | Same as Heritage Area 2 | Flat roofs and low-slope gable are encouraged. Mansard and steep gable roofs are not permitted. |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b>                              |  |   |   |                         |                                  |
|---|--|---|---|-------------------------|----------------------------------|
|   | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Roofing Materials   | Modern roofing materials are permitted provided the appearance replicates the building's period/architectural style. However, metal roofing materials are not permitted.   | Modern roofing materials, including metal roofing materials, are permitted provided the appearance replicates the building's period/architectural style.  | Modern roofing materials are permitted. Metal roofing materials must replicate the existing roofing material. | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Solar Panels and Green Roofs                                  | Solar panels and/or green roofs are not permitted on facades visible from a public street and/or publicly maintained space.  | Solar panels and/or green roofs are not permitted on facades visible from a public street.  | Same as Heritage Area 1   | Same as Heritage Area 1 | Same as Heritage Area 1          |
| <b>FENCES, RAILINGS, RETAINING WALLS, DECKS AND BALCONIES</b> |  |   |   |                         |                                  |
| Fence, Railing, Retaining Wall, Deck and Balcony Materials    | <p>Modern materials are permitted provided the appearance replicates the building's period/architectural style.</p> <p><b>Note:</b> Unfinished pressure treated wood at front of the building or visible from a public street and/or publicly maintained space is not permitted. Painted or solid-colour stained pressure treated wood is permitted.</p> | <p>Modern materials are permitted provided the appearance replicates the building's period/architectural style.</p> <p><b>Note:</b> Unfinished pressure treated wood at front of the building or visible from a public street is not permitted. Painted or solid-colour stained pressure treated wood is permitted.</p> | Same as Heritage Area 1   | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b>     |   |  |  |                         |                                  |
|--------------------------------------|---|--|--|-------------------------|----------------------------------|
|                                      | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>   | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Fences and Railings                  | <p>Original style of structure to be maintained. Iron fences and railings to be maintained.</p> <p>New fences and railings shall be compatible with the building's architectural style.</p> <p><b>Note:</b> Exterior handrails and guards vertical members shall be installed between the top and bottom rail. Face nailed balustrades typical of new construction are not permitted.</p> | <p>Original style of structure to be maintained. Iron fences and railings to be maintained.</p> <p>New fences and railings shall be compatible with the period/architectural style of the streetscape.</p> <p><b>Note:</b> Exterior handrails and guards vertical members shall be installed between the top and bottom rail. Face nailed balustrades typical of new construction are not permitted.</p> | <p>Fences and railings shall be compatible with the period/architectural style of the streetscape.</p> <p><b>Note:</b> Exterior handrails and guards vertical members shall be installed between the top and bottom rail. Face nailed balustrades typical of new construction are not permitted.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Outdoor Service Area Fencing         | Outdoor service area fencing shall be, in the opinion of the Inspector, compatible with the building's architectural style.   | Outdoor service area fencing shall be compatible with the period/architectural style of the streetscape.   | Same as Heritage Area 1  | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Retaining Walls and Decorative Walls | <p>Retaining walls shall be compatible with the building's architectural style.</p> <p>Decorative walls shall be a design acceptable to Council.</p>  | <p>Retaining walls shall be compatible with the period/architectural style of the streetscape.</p> <p>Decorative walls shall be a design acceptable to the Inspector.</p>  | Same as Heritage Area 1  | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b> |   |   |   |                         |                                  |
|----------------------------------|---|---|---|-------------------------|----------------------------------|
|                                  | <b>Designated Heritage Building</b>   | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Decks and Balconies              | <p>Decks and balconies shall not be permitted on a façade facing a public street unless it's an original feature of the building. In this case, original style and design to be maintained.</p> <p>Decks and balconies on other facades visible from a public street may be permitted where, in the opinion of Council, the design is compatible with the building's architectural style and does not detract from the character defining elements of the building.</p> | <p>Decks and balconies shall not be permitted on a façade facing a public street unless it is an original feature of the building. In this case, original style and design to be maintained.</p> <p>Decks and balconies on other facades visible from a public street may be permitted where, in the opinion of the Inspector, the design is compatible with the period/architectural style of the streetscape.</p> | <p>Decks and balconies may be permitted on any façade where, in the opinion of the Inspector, they are compatible with the period/architectural style of the streetscape.</p> | Same as Heritage Area 2 | Same as Heritage Area 2          |
| Roof Decks                       | <p>Roof decks shall not be permitted unless an original feature of the building.</p>  | <p>Roof decks may be permitted provided the deck structure, or any part thereof, does not extend above the roof line of the building; does not obscure any architectural details; and is not visible from a public street. However, roof decks facing a flanking street may be permitted at the discretion of Inspector.</p>  | Same as Heritage Area 1   | Same as Heritage Area 1 | Same as Heritage Area 1          |



**Schedule D**  
**Heritage Design Standards**

| <b>NON-RESIDENTIAL BUILDINGS</b> |  |  |                         |                         |                                  |
|----------------------------------|--|--|-------------------------|-------------------------|----------------------------------|
|                                  | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>   | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| <b>OTHER</b>                     |  |  |                         |                         |                                  |
| Automated Teller Machine (ATM)   | ATMs may be permitted on the façade of a Designated Heritage Building, where, in the opinion of Council, it does not obscure any architectural details or any character defining elements of the building. | ATMs are permitted on the façade of a building.  | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Heat Pump                        | Heat pumps shall be placed in the side or rear yard where possible. Heat pumps that are visible from a public street shall be screened. Screening may include landscaping.                                 | Heat pumps that are visible from a public street shall be screened. Screening may include landscaping.   | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |
| Out of Character Buildings       | N/A  | Renovations to existing out of character buildings which do not follow the Heritage Design Standards may be approved at the discretion of the Inspector. | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| <b>ADDITIONS TO EXISTING BUILDINGS AND NEW DEVELOPMENTS (RESIDENTIAL AND NON-RESIDENTIAL)</b> |  |   |                         |                         |                                  |
|---|--|---|-------------------------|-------------------------|----------------------------------|
|   | <b>Designated Heritage Building</b>  | <b>Heritage Area 1</b>  | <b>Heritage Area 2</b>  | <b>Heritage Area 3</b>  | <b>Heritage Area 4 (Battery)</b> |
| Additions to Existing Buildings   | <p>Additions shall be the same architectural style, or similar and compatible with the building's architectural style.</p> <p>Modern façade designs may be approved by Council provided the addition is physically and visually compatible with, subordinate to and distinguishable from the designated building; enhances the visual prominence of the designated building; and does not detract from the character defining elements of the designated building.</p> | <p>Additions must be compatible with the period/architectural style of the streetscape in their design, massing and location without adversely affecting the character defining elements of the existing building.</p> <p>Additions shall respect the rhythm and orientation of façade openings/fenestrations along the same elevation.</p> <p>Additions shall meet the Heritage Area Design Standards above. Notwithstanding, Modern façade designs may be approved by Council provided the addition is physically and visually compatible with, subordinate to and distinguishable from the designated building; enhances the visual prominence of the designated building; and does not detract from the character defining elements of the designated building.</p> | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |
| New Buildings on the Same Lot as a Designated Heritage Building                               | New buildings on the same lot as a Designated Heritage Building shall be designed in a manner that respects the designated site.   | N/A   | N/A                     | N/A                     | N/A                              |
| New Buildings in a Heritage Area  | N/A  | <ol style="list-style-type: none"> <li>Buildings must be designed with a traditional form and maintain elements of façade design as described in the Heritage Area Design Standards above.</li> <li>Façade design shall respond to the development pattern of the historic street and the design of adjacent buildings. Generally, new buildings shall have roof</li> </ol>   | Same as Heritage Area 1 | Same as Heritage Area 1 | Same as Heritage Area 1          |

**Schedule D**  
**Heritage Design Standards**

| ADDITIONS TO EXISTING BUILDINGS AND NEW DEVELOPMENTS (RESIDENTIAL AND NON-RESIDENTIAL) |                              |  |                 |                 |                           |
|--|------------------------------|--|-----------------|-----------------|---------------------------|
|  | Designated Heritage Building | Heritage Area 1  | Heritage Area 2 | Heritage Area 3 | Heritage Area 4 (Battery) |
|  |                              | <p>lines, eave lines, window lines and cornice lines in common with adjacent buildings in order to establish a visual continuity along the streetscape. Facades shall incorporate the rhythm of the street with respect to fenestration.</p> <p>3. Long, unbroken facades to be avoided. Facades adjacent to a street shall include windows, entrance doors, balconies (where acceptable) or varied setbacks to achieve this.</p> <p>4. Traditional materials to be used. Modern materials may be permitted where, in the opinion of the Inspector, the materials replicate the period/architectural style of the streetscape.</p> <p>5. Buildings to be oriented at right angles to the street.</p> <p>6. Where recessed entries typical of commercial properties exist along the street, new developments shall incorporate recessed entries.</p> <p>7. Mixed-use buildings shall create a visual distinction between the pedestrian storefront realm along the street and any upper storey residential units.</p> |                 |                 |                           |

Schedule D  
Heritage Design Standards

| ADDITIONS TO EXISTING BUILDINGS AND NEW DEVELOPMENTS (RESIDENTIAL AND NON-RESIDENTIAL) |                              |   |                 |                 |                           |
|--|------------------------------|---|-----------------|-----------------|---------------------------|
|  | Designated Heritage Building | Heritage Area 1   | Heritage Area 2 | Heritage Area 3 | Heritage Area 4 (Battery) |
|  |                              | <p>8. For buildings that exceed 18 metres in height, portions of the building above 18 metres shall have a greater freedom of material choice and design expression</p> <p>9. On sites where buildings previously existed, there may be opportunities to replicate the former building. This may be possible if there is documentary evidence of the development, such as photographs, maps, surveys, and historic design and construction drawings. This may be possible by interested parties but will not be required by the City.</p> |                 |                 |                           |

Note: To be updated to remove reference to St. John's Development Regulations and add Parcel IDs to each property.



## City of St. John's HERITAGE BUILDINGS

Updated December 2020

*This is an appendix to the St. John's Development Regulations but does not form part of them.*

The following buildings have been designated as Heritage Buildings by the St. John's Municipal Council. They are listed in alphabetical order by street name.

| Number | Name (if any) or Type of Building          | Address  | Date of Designation |
|--------|--|--|---------------------|
| 1.     | Cramm House                                | 3 Barnes Road                                  | 2008-01-11          |
| 2.     | House (semi-detached)                      | 8 Barnes Road                                  | 1986-09-24          |
| 3.     | House (semi-detached)                      | 10 Barnes Road                                 | 1986-09-24          |
| 4.     | Mallard Cottage                            | 2 Barrows Road, Quidi Vidi Village             | 2006-04-25          |
| 5.     | Murray Premises                            | 5 Beck's Cove (Harbour Drive and Water Street) | 1989-07-21          |
| 6.     | St. Joseph's Chapel - Blackhead Church     | 8 Blackhead Village Road                       | 1994-08-22          |
| 7.     | The Observatory (house)                    | 1 Bonaventure Avenue                           | 1994-12-05          |
| 8.     | Raheen                                     | 50 Bonaventure Avenue                          | 2020-11-13          |
| 9.     | Bishop Feild College                       | 46 Bond Street                                 | 1989-07-21          |
| 10.    | Cantilever (Ove Arup) Pedestrian Bridge    | 100 Bowring Park Road                          | 2020-05-15          |
| 11.    | House                                      | 172 Campbell Avenue                            | 2020-10-09          |
| 12.    | Masonic Temple                             | 6 Cathedral Street                             | 1989-07-21          |
| 13.    | Cathedral Clergy House                     | 9 Cathedral Street                             | 1989-07-21          |
| 14.    | Anglican Cathedral of St. John the Baptist | 16 Church Hill                                 | 1989-07-21          |
| 15.    | Cathedral Rectory                          | 22 Church Hill                                 | 1989-07-21          |
| 16.    | House                                      | 24 Circular Road                               | 2001-07-23          |
| 17.    | Bartra (house)                             | 28 Circular Road                               | 1987-04-15          |
| 18.    | House (semi-detached)                      | 34 Circular Road                               | 1999-02-08          |

# ST. JOHN'S

| Number | Name (if any) or Type of Building                                   | Address  | Date of Designation |
|--------|---|--|---------------------|
| 19.    | House (semi-detached)   | 36 Circular Road   | 1999-02-08          |
| 20.    | Bannerman House   | 54 Circular Road   | 1991-01-27          |
| 21.    | House   | 56 Circular Road   | 2017-01-27          |
| 22.    | House   | 58 Circular Road   | 2018-09-14          |
| 23.    | Sunnyside Gatehouse   | 60 Circular Road   | 2006-04-25          |
| 24.    | Sunnyside House and Coachhouse                                      | 70 Circular Road   | 2006-04-25          |
| 25.    | Canada House  | 74 Circular Road   | 1981-10-24          |
| 26.    | House (Elliott and Elliott Ltd.)                                    | 28 Cochrane Street   | 2004-05-17          |
| 27.    | Cochrane Street United Church                                       | 81 Cochrane Street   | 1989-07-21          |
| 28.    | Emmanuel House  | 83 Cochrane Street   | 1989-07-21          |
| 29.    | St. Patrick's Convent   | 15 Convent Square  | 1989-07-21          |
| 30.    | Devon Row (row house)   | 1 Devon Row (Duckworth St)                                     | 1989-07-21          |
| 31.    | Devon Row (row house)   | 2 Devon Row (Duckworth St)                                     | 1989-07-21          |
| 32.    | Devon Row (row house)   | 3 Devon Row (Duckworth St)                                     | 1989-07-21          |
| 33.    | Devon Row (row house)   | 4 Devon Row (Duckworth St)                                     | 1989-07-21          |
| 34.    | Devon House   | 59 Duckworth Street  | 2005-02-14          |
| 35.    | Tobin Building -Pollyanna Art Gallery (former Hutton's Music Store) | 214 Duckworth Street   | 2006-04-25          |
| 36.    | Aylward, Chislett & Whitten, law offices                            | 261 Duckworth Street   | 1989-07-21          |
| 37.    | Compu College (former <i>Evening Telegram</i> building)             | 271-275 Duckworth Street                                       | 1989-07-21          |
| 38.    | Anna Templeton Centre (former Bank of British North America)        | 278 Duckworth Street   | 1989-07-21          |
| 39.    | Newfoundland Museum building  | 285 Duckworth Street   | 1989-07-21          |
| 40.    | Court of Appeal (former Union Bank)                                 | 287 Duckworth Street   | 1989-07-21          |
| 41.    | St. John's Court House - Supreme Court of Newfoundland and Labrador | 309 Duckworth Street and 192 Water Street (dual civic address) | 1989-07-21          |
| 42.    | House (architect William Howe Greene, 1865-1937)                    | 333 Duckworth Street   | 1989-07-21          |
| 43.    | The Majestic Theatre - Merlin's Night Club                          | 390 Duckworth Street   | 1989-07-21          |

| <b>Number</b> | <b>Name (if any) or Type of Building</b>                                       | <b>Address</b>   | <b>Date of Designation</b> |
|---------------|--|--|----------------------------|
| 44.           | The Imperial condominiums (former Imperial Tobacco Factory)                    | 22 Flavin Street   | 1989-07-21                 |
| 45.           | Devon Place  | 3 Forest Road  | 2017-08-18                 |
| 46.           | Devon Place  | 3A Forest Road   | 2017-08-18                 |
| 47.           | Monroe House   | 8 Forest Road  | 2006-07-11                 |
| 48.           | House  | 50 Forest Road   | 2004-05-17                 |
| 49.           | Howard House   | 7 Garrison Hill  | 2005-02-14                 |
| 50.           | George Street United Church  | 130 George Street West                                       | 1989-07-21                 |
| 51.           | Bonne Esperance (semi-detached)  | 18 Gower Street  | 2006-04-25                 |
| 52.           | Bonne Esperance (semi-detached)  | 20 Gower Street  | 2006-04-25                 |
| 53.           | Bonne Esperance (semi-detached)  | 22 Gower Street  | 2006-04-25                 |
| 54.           | Angel House  | 146 Hamilton Avenue  | 2006-06-27                 |
| 55.           | CEI Club (former United Church Children's Home)                                | 181 Hamilton Avenue  | 1989-07-21                 |
| 56.           | Julia Baird House  | 27 Henry Street  | 2017-08-18                 |
| 57.           | House  | 29 Henry Street  | 2017-08-18                 |
| 58.           | House  | 6 Howley Avenue  | 1987-09-02                 |
| 59.           | The Stone House (Law Firm)   | 8 Kenna's Hill   | 1985-04-10                 |
| 60.           | Retreat Cottage (house)  | 14 Kenna's Hill  | 1993-03-29                 |
| 61.           | Old General Hospital - Military Hospital (condominiums)                        | 20 & 22 King Edward Place (formerly 100 Forest Road)         | 1998-01-26                 |
| 62.           | Old General Hospital - Queen Victoria Wing (attached to the Military Hospital) | 24, 26, 28 & 30 King Edward Place (formerly 100 Forest Road) | 1998-01-26                 |
| 63.           | Sutherland Place (houses; also called the Pitt's Building)                     | 4-20 King's Bridge Road                                      | 1982-08-18                 |
| 64.           | Everton House  | 23 King's Bridge Road  | 2018-03-09                 |
| 65.           | House  | 31 King's Bridge Road  | 1985-11-05                 |
| 66.           | House  | 33 King's Bridge Road  | 1985-11-14                 |
| 67.           | House  | 35 King's Bridge Road  | 1987-03-11                 |
| 68.           | Kinkora House  | 36 King's Bridge Road  | 1995-08-07                 |
| 69.           | House  | 16 Leslie Street   | 2017-01-27                 |

| <b>Number</b> | <b>Name (if any) or Type of Building</b>                             | <b>Address</b>                                     | <b>Date of Designation</b> |
|---------------|--|--|----------------------------|
| 70.           | Spring Lodge   | 23 Leslie Street                                   | 2017-01-27                 |
| 71.           | St. Michael's Convent, Belvedere Property                            | 53 Margaret's Place (formerly 57 Margaret's Place) | 2001-09-21                 |
| 72.           | Mount St. Francis Monastery  | 4 Merrymeeting Road                                | 2000-04-17                 |
| 73.           | St. Thomas' Church - Old Garrison Church (excluding Canon Wood Hall) | 8 Military Road                                    | 2005-05-30                 |
| 74.           | Prescott Inn   | 21 Military Road (Elizabeth Avenue)                | 1986-06-11                 |
| 75.           | House  | 85 Military Road                                   | 2018-01-26                 |
| 76.           | House  | 112 Military Road                                  | 1991-05-06                 |
| 77.           | House  | 124 Military Road                                  | 2015-03-30                 |
| 78.           | Presentation Convent   | 180 Military Road                                  | 2004-05-17                 |
| 79.           | Basilica of St. John the Baptist                                     | 200 Military Road                                  | 2005-02-14                 |
| 80.           | Basilica of St. John the Baptist Arch                                | 200 Military Road                                  | 2006-07-24                 |
| 81.           | House  | 7 Monkstown Road                                   | 2002-09-23                 |
| 82.           | Peppercorn House (one of a row)                                      | 25 Monkstown Road                                  | 2003-07-02                 |
| 83.           | House  | 36 Monkstown Road                                  | 2017-01-27                 |
| 84.           | Harris Cottage   | 43 Monkstown Road                                  | 2004-05-17                 |
| 85.           | Monkstown Manor -Within the MUN Botanical Gardens                    | 51 Monkstown Road                                  | 1996-04-15                 |
| 86.           | Squires barn and carriage house                                      | 315-317 Mount Scio Road                            | 2004-11-29                 |
| 87.           | Rose Cottage   | 108 New Cove Road                                  | 2017-01-27                 |
| 88.           | Bryn Mawr  | 154 New Cove Road                                  | 2016-06-17                 |
| 89.           | McCoubrey Manor  | 6-8 Ordnance Street                                | 1997-06-24                 |
| 90.           | Thimble Cottage  | 150 Oxen Pond Road                                 | 2004-04-05                 |
| 91.           | House  | 3 Park Place (Rennie's Mill Road)                  | 2005-05-30                 |
| 92.           | House  | 4 Park Place (Rennie's Mill Road)                  | 1986-09-24                 |
| 93.           | The Deanery (house)  | 6 Patrick Street                                   | 1989-07-21                 |
| 94.           | St. Patrick's Roman Catholic Church                                  | 40 Patrick Street                                  | 1989-07-21                 |
| 95.           | Lakecrest Independent School (former St. Patrick's Girls' School)    | 58 Patrick Street                                  | 1989-07-21                 |



| <b>Number</b> | <b>Name (if any) or Type of Building</b>   | <b>Address</b>  | <b>Date of Designation</b> |
|---------------|--|---|----------------------------|
| 96.           | Wesley United Church   | 101 Patrick Street  | 1989-07-21                 |
| 97.           | Building   | 7 Plank Road  | 1995-01-30                 |
| 98.           | Martin McNamara House  | 15 Plank Road   | 1995-01-30                 |
| 99.           | House  | 90 Pleasant Street  | 2017-08-18                 |
| 100.          | House  | 15 Portugal Cove Road   | 1991-04-01                 |
| 101.          | Anderson House   | 42 Power's Court  | 2017-01-27                 |
| 102.          | Row house  | 74 Prescott Street  | 1987-11-10                 |
| 103.          | Row house  | 76 Prescott Street  | 1987-11-10                 |
| 104.          | Row house  | 78 Prescott Street  | 1987-11-10                 |
| 105.          | Cornerstone Theatre (former convent, school, and church)   | 16 Queen Street (at George Street)                                    | 1989-07-21                 |
| 106.          | House  | 30 Queen's Road   | 2002-03-11                 |
| 107.          | House (semi-detached with 34 Queen's Road (not designated))                                      | 32 Queen's Road   | 2004-06-07                 |
| 108.          | House  | 34 Queen's Road   | 2017-01-27                 |
| 109.          | Chapel Hill Apartments (former Congregational Church and Seventh-Day Adventist Church)           | 39 Queen's Road   | 1981-04-15                 |
| 110.          | Benevolent Irish Society Building (original St. Patrick's Hall School and O'Donel Memorial Hall) | 58 Queen's Road (formerly 48 Queen's Road)                            | 1987-07-08                 |
| 111.          | Cathedral Parish Hall (Synod Hall)   | 68 Queen's Road (formerly 56-64 Queen's Road & 189-193 Military Road) | 1989-07-21                 |
| 112.          | St. Andrew's Presbyterian Church - The Kirk  | 76 Queen's Road   | 1989-07-21                 |
| 113.          | House (former Christ Church)   | 86 Quidi Vidi Village Road  | 2006-04-25                 |
| 114.          | "The House"  | 21 Rennie's Mill Road   | 2004-11-29                 |
| 115.          | House  | 40 Rennie's Mill Road   | 2017-01-27                 |
| 116.          | House  | 42 Rennie's Mill Road   | 2003-12-08                 |
| 117.          | Kelvin House   | 49 Rennie's Mill Road   | 2006-04-25                 |
| 118.          | Lord Edward Patrick Morris House   | 55 Rennie's Mill Road   | 2016-06-10                 |
| 119.          | Winterholme (house)  | 79 Rennie's Mill Road   | 1987-06-05                 |

| <b>Number</b> | <b>Name (if any) or Type of Building</b>                        | <b>Address</b>       | <b>Date of Designation</b> |
|---------------|---|----------------------|----------------------------|
| 120.          | House   | 8 Riverview Avenue   | 2017-01-27                 |
| 121.          | House   | 68 St. Clare Avenue  | 2017-08-18                 |
| 122.          | The New House (semi-detached)                                   | 335 Southside Road   | 2004-11-29                 |
| 123.          | The New House (semi-detached)                                   | 337 Southside Road   | 2004-11-29                 |
| 124.          | House   | 355 Southside Road   | 2017-08-18                 |
| 125.          | Newman Building   | 1 Springdale Street  | 1989-07-21                 |
| 126.          | The Four Sisters (row house)                                    | 31 Temperance Street | 1989-07-21                 |
| 127.          | The Four Sisters (row house)                                    | 33 Temperance Street | 1989-07-21                 |
| 128.          | The Four Sisters (row house)                                    | 35 Temperance Street | 1989-07-21                 |
| 129.          | The Four Sisters (row house)                                    | 37 Temperance Street | 1989-07-21                 |
| 130.          | Leaside Manor   | 39 Topsail Road      | 1996-02-19                 |
| 131.          | LSPU (Longshoremen's Protective Union) Hall                     | 1 Victoria Street    | 1989-07-21                 |
| 132.          | House   | 27 Victoria Street   | 1988-01-20                 |
| 133.          | King George V Institute   | 93 Water Street      | 1989-07-21                 |
| 134.          | Javelin House (former Brother T.I. Murphy Centre)               | 95 Water Street      | 1989-07-21                 |
| 135.          | Breakwater Books (former S.O. Steele store)                     | 100 Water Street     | 2012-10-26                 |
| 136.          | Delgado Building  | 169 Water Street     | 1989-07-21                 |
| 137.          | The London Building   | 177-179 Water Street | 1989-07-21                 |
| 138.          | Newfoundland and Labrador Credit Union building                 | 187 Water Street     | 1989-07-21                 |
| 139.          | Building - Byrons   | 191 Water Street     | 1989-07-21                 |
| 140.          | Building – Franklin Hotel (former Parker and Monroe shoe store) | 193 Water Street     | 1989-07-21                 |
| 141.          | Commercial Chambers Building                                    | 199 Water Street     | 1989-07-21                 |
| 142.          | Building – Nautical Nellie’s                                    | 201 Water Street     | 1989-07-21                 |
| 143.          | Building – The Taj Mahal  | 203 Water Street     | 1989-07-21                 |
| 144.          | HSBC Bank (former Bank of Commerce building)                    | 205 Water Street     | 1989-07-21                 |
| 145.          | Royal Bank  | 226 Water Street     | 1989-07-21                 |

| <b>Number</b> | <b>Name (if any) or Type of Building</b>                     | <b>Address</b>            | <b>Date of Designation</b> |
|---------------|--|---------------------------|----------------------------|
| 146.          | Grace Building - Model Shop                                  | 283-285 Water Street      | 2003-06-16                 |
| 147.          | Yellowbelly Corner – Yellowbelly Restaurant                  | 288 & 290 Water Street    | 1989-07-21                 |
| 148.          | Yellowbelly Corner – Canary Cycles                           | 292 & 294 Water Street    | 1989-07-21                 |
| 149.          | Yellowbelly Corner – Celtic Hearth                           | 300 Water Street          | 1989-07-21                 |
| 150.          | O'Dwyer Block – O'Dwyer Manor/The Golden Tulip/Aveda Sound   | 301 Water Street          | 1989-07-21<br>2005-06-15   |
| 151.          | O'Dwyer Block (Thompson Building) Down Home Shoppe & Gallery | 305 Water Street          | 1989-07-21<br>2005-06-15   |
| 152.          | O'Dwyer Block – Heritage Shop                                | 309 Water Street          | 1989-07-21<br>2005-06-15   |
| 153.          | Byrne Building   | 362-366 Water Street      | 1989-07-21                 |
| 154.          | Newman Wine Vaults   | 436 Water Street          | 2006-04-25                 |
| 155.          | Apothecary Hall  | 488 Water Street          | 1988-02-                   |
| 156.          | Railway Coastal Museum (former Newfoundland Railway Station) | 495 Water Street          | 1989-07-21<br>1996-11-25   |
| 157.          | Compton House  | 26 Waterford Bridge Road  | 1988-09-                   |
| 158.          | Summerlea  | 119 Waterford Bridge Road | 2019-10-04                 |

**Note:** the numbers in the first column are for ease of reference only; they are not unique identifiers.

**Examples of modern additions that blend with  
existing heritage structures**



New addition uses similar materials to the existing building



Buildings with large portions glass can be included if appropriately designed.



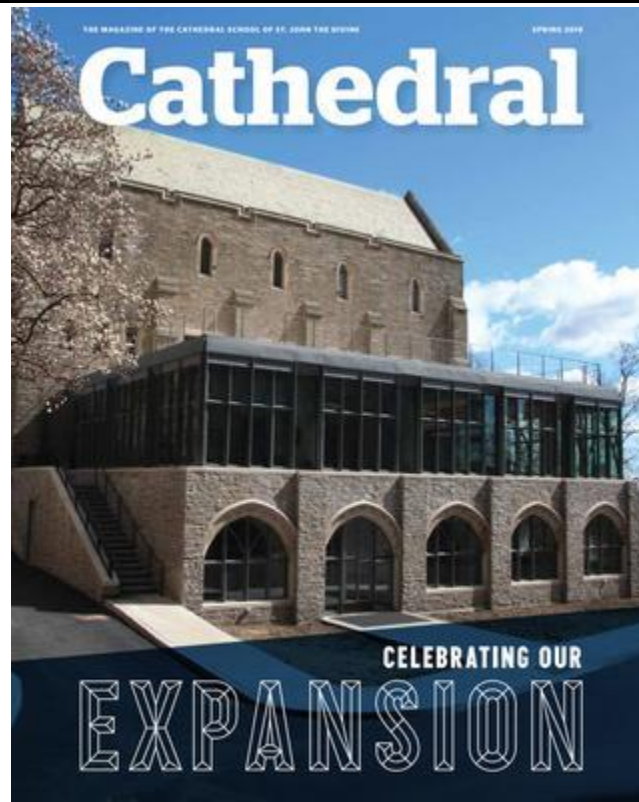


Extensions at the rear of a building can have more flexibility.





Great local examples of blending modern with heritage.



Renderings often vary from the actual building, but this Cathedral used similar materials to the existing building and incorporated modern glass.





This example from Charlottetown shows how the podium is maintained but a stepback and larger vertical expansion that does not meet heritage standards is permitted.



An example of how the modern expansion mimics the heritage structure but uses modern materials.



Note: Sample of what could be include in a Heritage Report Terms of Reference.  
Actual City of St. John's Heritage Reports will vary.



## Heritage Impact Assessment Terms of Reference

A Heritage Impact Assessment (HIA) evaluates the impact of a proposed development, building alteration or site alteration on a built heritage resource(s) or a cultural heritage landscape(s) and recommends mitigative measures or alternative development approaches to conserve the heritage attributes of that resource/landscape. HIAs are an important planning tool to ensure that the heritage values, attributes and integrity of cultural heritage resources are considered in the land development process.

### Policy Context

Municipalities are enabled by the Provincial Policy Statement (PPS; 2014) under the Ontario Planning Act (R.S.O. 1990) to use HIAs in the planning process. Section 2.6.1 of the Provincial Policy Statement states that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” and the mechanism defined for conservation include the implementation of recommendations, mitigative measures and alternative development approaches set out in a Conservation Plan, Archaeological Assessment, and/or Heritage Impact Assessment.

The City of Waterloo Official Plan (s. 4.7.3 (1)) requires a Heritage Impact Assessment for all development applications, or site alteration permit applications that: (1) include or are adjacent to a designated property, or (2) include a non-designated property listed on the Municipal Heritage Register. Adjacency is defined in the Plan as “contiguous to” a designated heritage property. The City’s Official Plan permits an HIA to be scoped or waived by the City or Region.

### When is a Heritage Impact Assessment required?

A Heritage Impact Assessment is required for certain applications involving the following types of properties:

- Property designated under Part IV the Ontario Heritage Act (individual designation)
- Property designated under Part V of the Ontario Heritage Act (located within a Heritage Conservation District)
- Property that is adjacent (contiguous) to individually designated properties or a Heritage Conservation District
- Property that is listed on the Municipal Heritage Register as a non-designated property of cultural heritage value or interest

The types of applications that may trigger the need for an HIA for the above properties include (but are not limited to) the following:

- Site Plan Control
- Zoning By-law Amendment
- Official Plan Amendment
- Draft Plan (Subdivision and Condominium)
- Consent or Minor Variance application under s. 45 of the Planning Act
- Site Alteration

At staff's discretion, an HIA may be scoped to reflect anticipated impacts on a heritage resource, or waived if there is sufficient information to suggest there will be no impacts on a heritage resource (e.g. erection of a temporary structure).

## **Notification**

An HIA is most effective when it is conducted early in the development application process and should form part of a complete application. The findings, conclusions and recommendations of the HIA should be reflected in the final development concept advanced to the City. City of Waterloo staff will inform property owners and/or their representative of the need for an HIA. Anyone considering development, building or site alterations are encouraged to contact Michelle Lee, Heritage Planner, early in their project planning process to determine if an HIA is required and will be provided a copy of this HIA Terms of Reference.

## **Qualified Heritage Conservation Professional**

An HIA must be prepared by a qualified heritage conservation professional, such as a heritage planner, heritage architect and/or heritage landscape architect, with demonstrated knowledge of accepted heritage conservation standards, and experience with historical research and identification/evaluation of cultural heritage value. The professional should be registered with the Canadian Association of Heritage Professionals and in good standing. The qualifications and background of the professional completing the HIA must be included in the report.

## **Principles**

Content and recommendations of the HIA should be based on accepted conservation principles and guidelines, including those outlined in:

- Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*
- Ontario Ministry of Culture, Tourism and Sport's *Eight Guiding Principles in the Conservation of Historic Properties*
- *The Ontario Heritage Tool Kit*

## Minimum Content Requirements

The HIA will include, but is not limited to the information below. City staff may scope or expand the HIA, in consultation with the applicant, to develop a modified terms of reference specific to the needs of the project.

### 1. Background Information

- Present owner contact information for the lands and buildings proposed for development and/or site alteration
- Name, qualifications and background of the qualified heritage conservation professional completing the HIA

### 2. Historical research, analysis and evaluation of built heritage resource/cultural heritage landscape

- A location plan indicating the subject property (map and aerial photo)
- A site plan showing lot dimensions and the location/setbacks of all existing buildings, drawn at an appropriate scale to demonstrate the context of the buildings and site details
- A written and visual description of the site identifying significant features, buildings, landscapes and vistas
- A chronological history of the subject property's development, including original construction dates, additions and alterations
- A chain of title, listing successive owners of the property and associated dates
- Relevant historic maps and atlases, drawings, photographs, sketches/renderings, permit records, land records, assessment rolls, city directories, etc.

### 3. Identification of the significant heritage attributes of the built heritage resource/cultural heritage landscape

- Comprehensive written research and analysis and graphical information related to the cultural heritage value or interest (physical or design, historical or associative, and contextual – see Regulation 9/06 of the Ontario Heritage Act) of the site, to include attributes that are already recognized and any that are newly identified through this analysis. Significant heritage attributes may include any significant features, characteristics, context, and appearance of buildings, landscapes or vistas
- Identification of any heritage recognition of the property and/or buildings/structures thereon, including descriptions of significant features or values as available

Heritage recognitions could include:

- Designation under Part IV and Part V of the Ontario Heritage Act
- Listing as a non-designated property on the Municipal Heritage Register
- A heritage easement agreement with the City or Ontario Heritage Trust

- Inclusion in Parks Canada National Historic Sites of Canada
- Inclusion on any Provincial or Federal heritage registries
- Current digital images documenting all building elevations and identified heritage attributes
- Recommendation as to whether the subject property and/or buildings/structures thereon, if not already recognized, meets the criteria under Ontario Regulation 9/06 for listing or designation under the Ontario Heritage Act. If no, the rationale as to why the criteria for designation or listing are not met

#### **4. Description of the proposed development or site alteration**

- A written description of the proposed development or site alteration, detailing the rationale and purpose of the development or works, a graphical layout, and how the development fits with municipal planning objectives set forth in the City's Official Plan

#### **5. Assessment of development or site alteration impacts**

- An assessment identifying both (a) direct and or indirect positive effects, and (b) adverse impacts resulting from the proposed development relative to the heritage value(s) of the built heritage resource(s) or cultural heritage landscape(s)

Positive impacts may include, but are not limited to:

- Restoration of building, including replacement of missing attributes
- Restoration of a historic streetscape or enhancement of the quality of the place
- Adaptive re-use of a built heritage resource to ensure its ongoing viability
- Access to new sources of funds to allow for the ongoing protection and restoration of the heritage resource

Adverse impacts may include, but are not limited to (refer to *Ontario Heritage Toolkit*, Ministry of Tourism, Culture and Sport):

- Destruction of any, or part of any, significant heritage attributes
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance of the heritage resource
- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features
- A change in land use that affects the property's heritage value
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a heritage resource

## **6. Consideration of alternatives, mitigation and conservation methods**

- Methods to prevent and minimize adverse impacts on a heritage resource(s), including, but not limited to:
  - Alternative development approaches/designs that result in compatible development and limit adverse impacts
  - Isolating new development/works from significant cultural heritage resources to conserve heritage attributes including, but not limited to, their settings and identified views and vistas
  - Limiting height and density or locating higher/denser components of a development in a manner that respects the existing heritage resources or the heritage conservation district
  - Including reversible interventions to heritage resources
  - Relocation of a heritage resource, to be employed only as a last resort, if conservation cannot be achieved by any other means

## **7. Schedule and reporting structure for implementation and monitoring**

- A schedule and reporting structure for implementing the recommended conservation/mitigative/avoidance measures, and monitoring the heritage resource as the development or site alteration is undertaken

## **8. A summary statement and conservation recommendations**

- The summary statement should provide a full description of:
  - The significance and heritage attributes of the built heritage resource/cultural heritage landscape
  - The identification of any impacts the proposed development/works will have on the heritage attributes of the resource/landscape
  - An explanation of recommended conservation or mitigative measures, and alternative development/site alteration approaches
  - Clarification as to why specific conservation or mitigative measures, or alternative development/site alteration approaches are not appropriate
  - For development proposals that could result in the demolition of a designated or listed property, an HIA must also require documentation of the heritage resource for archival purposes, including at minimum land use history, photographs, and dimensioned drawings

## **9. Conservation recommendations for properties of regional significance (ROP, 3.G.18, 3.G.19)**

- For properties identified by the Region to be of regional significance, conservation recommendations must, wherever feasible, aim to conserve heritage resources intact by:

- recognizing and incorporating heritage resources and their surrounding context into the proposed development in a manner that does not compromise or destroy the heritage resource
- protecting and stabilizing built heritage resources that may be underutilized, derelict, or vacant
- designing development to be physically and visually compatible with, and distinguishable from, the heritage resource
- Where it is not feasible to conserve a heritage resource intact, the conservation recommendations shall:
  - promote the reuse or adaptive reuse of the heritage resource, building, or building elements to preserve the resource and the work of past artisans
  - require the owner/applicant to provide dimensioned drawings, a land use history, photographs and other required documentation of the heritage resource in its surrounding context

# SAMPLE

## Review Process

- 1. Notice** Staff will notify the property owner(s) and/or their representative in writing that an HIA is required. The HIA Terms of Reference will be included with the notice.
- 2. Draft Submission** One electronic copy and one hard copy of the draft HIA will be submitted to City staff for review. The report will be clearly marked as a draft.
- 3. Completeness** The draft HIA will be assessed by staff for completeness. Staff will provide the author of the HIA with clear instructions regarding any additional information or analysis required before the HIA is considered complete.
- 4. Review** Complete HIAs will be reviewed by City staff and circulated to the Municipal Heritage Committee for review and comment. To be accepted, the HIAs must demonstrate, to the satisfaction of the Director of Growth Management, that significant impacts have been evaluated and mitigated. For properties of Regional significance, the HIA will be circulated to the Region for review. City staff may request to meet with the owner/applicant to discuss the HIA and its recommendations.
- 5. Peer Review** In certain cases, the City may seek a peer review of the HIA by a qualified heritage conservation professional. The peer review will be carried out by a consultant retained by the City at the expense of the applicant.
- 6. Acceptance** Authors of complete HIAs carried out to the satisfaction of the Director of Growth Management will be provided with comments in writing along with a notification of acceptance or rejection of the HIA.
- 7. Final Submission** 3 copies of an accepted HIA will accompany the final application made under the Planning Act or Heritage Act and will be considered as part of the complete application. The HIA's recommendations may be secured through development-related legal agreements and regulations at the discretion of the City or authority having jurisdiction.

# DECISION/DIRECTION NOTE

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**Title:** Kelly's Brook Shared-Use Path - WWH

**Date Prepared:** March 17, 2021

**Report To:** Committee of the Whole

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

**Ward:** Ward 4

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**Decision/Direction Required:** An overview of the stakeholder and public feedback received to date is provided with a technical memo on surface material to support Council in providing the required direction on design choices such as surface material for Kelly's Brook Shared-Use Path.

**Discussion – Background and Current Status:**

Several key areas of the Kelly's Brook Shared-Use Path require direction from council in order to proceed with the detailed design. The public engagement process has now concluded and feedback received has informed the discussion from staff provided below for these key areas.

Attached are several supporting documents:

- Surface Material Technical Memo
- Surface Material Summary Matrix
- What We Heard – Kelly's Brook Shared-Use Path

**Surface Material**

The attached Surface Material Technical Memo provides a comparison of five (5) surface material options: traditional granular material, two (2) granular products with stabilization systems, traditional asphalt, and concrete.

*Accessibility:* The planned route of Kelly's Brook Shared Use Path is one of the flattest trail routes in the city, presenting greater opportunity to accommodate a wide range of ages and abilities of users including people with mobility challenges or invisible disabilities. Asphalt and concrete are the only truly accessible trail surface materials. Although some wheelchairs and mobility aids work on the granular surface options, many do not. The vast majority of people engaged agreed that the upgraded trail should be accessible for people with mobility challenges and disabilities. Over several years the City's Inclusion Advisory Committee and Universal Design Working Group strongly support the recommendation for an accessible surface treatment. A discussion on specific trail material is scheduled for March 23, 2021 and a verbal update on the conclusions of this discussion will be provided during Committee of the Whole on March 24, 2021.

# ST. JOHN'S



*An opportunity for a continuous pathway surface:* The existing links of walking trail that will be connected to form the Kelly's Brook Shared Use Path are predominantly granular with concrete sidewalks along roadways. Applying a continuous asphalt surface along the length of the shared-use path would help clearly denote the pathway direction at intersections and junctions. It would also clearly differentiate the shared-use path, which is open for cycling, from surrounding walking trails and sidewalks where cycling is prohibited. This distinction will help ease concerns of existing trail users about people misusing the walking trails.

*Public preference:* Shared-use path surface material was a significant piece of public engagement. There is a full-page summary of this topic on page 7 of the attached What We Heard report. Public preference was varied, mixed and often unclear. Although there was a preference for a granular surface aesthetic from the 89 workshop participants, the survey showed a strong preference for the functionality of a smooth, accessible surface when the material was not specified. The majority of the 822 survey respondents wanted a surface material that would accommodate as many types of human-powered uses as possible. The three granular surface treatments have limitations for walkers and some wheelchair users and do not support small wheeled devices. Asphalt and concrete surfaces promote a wide range of uses for all ages and abilities. Considering all other material characteristics that participants identified as the most important—year round use, usability, drainage and runoff, performance and durability, maintenance, surface erosion and washout—asphalt is the preferred option.

*Durability, Cost and Maintenance:* With the high precipitation experienced all year-round, standing and flowing water are major concerns. The durability of the trail is greatly reduced on all three granular installations when higher user volumes are combined with standing water, and bases would experience significant erosion from surface drainage. Asphalt and concrete are highly durable surfaces in wet and dry weather and require less maintenance than the granular trail surfaces. Full lifecycle costs of the 5 surface materials are included in the technical memo on surface material. Asphalt and traditional granular surfaces are significantly less expensive than the other options. The lower capital costs of traditional granular are offset by higher cost of ongoing maintenance.

*Strategic Alignment:* To achieve the goals of the Bike St. John's Master Plan and the related goals in sustainability, affordable housing, healthy living, and public transit, it's important to provide a facility that accommodates people of all ages and abilities, and encourages active transportation. A smooth and stable surface material is more comfortable and inviting for a wider range of users.

Given the factors above, a continuous asphalt surface treatment for the length of Kelly's Brook Shared-Use Path is recommended.

### **Pathway Alignment**

Where route choices needed to be made, the public was consulted about preferred pathway alignments.

- From Kelly's Brook Park to St. John's Farmers Market, most people preferred a route travelling along Graves Street.

- From St. John's Farmers Market to Wishingwell Park, most people preferred a route travelling behind the market.
- Along Empire Avenue, from Kings Bridge Road to Rennie's Mill Road, residents preferred converting street to one-way eastbound (instead of removing parking).

Design work will continue for these preferred alignments unless for technical reasons they are determined to be unfeasible.

### **Lighting, Wayfinding & Amenities**

Pathway lighting is important for safety and usability of the shared-use path. The feeling of security is impacted by illumination, particularly in the fall and winter when days are short. Sections of the existing pathway are difficult and uncomfortable to use when lighting is lower.

- A context-sensitive approach will be used for lighting with focused area lighting in some areas, broader lighting in more open park spaces.
- Lighting will be limited to useable hours, similar to other city parks such as Bannerman Park and Victoria Park.
- Lighting will be designed to minimize impact for neighbouring properties.

Wayfinding, landscaping and amenities will be included.

- Accessibility will be considered for style and placement of wayfinding signage and amenities.
- Amenities such as recycling and waste receptacles, benches, pet waste stations, shade and wind-break planting, way-finding signs, shared-use guideline signs, and bike racks will be included

### **Key Considerations/Implications:**

#### **1. Budget/Financial Implications:**

Project is funded by provincial and federal program. See note on funding announcement here: <http://stjohns.ca/media-release/governments-invest-upgrades-path-link-neighbourhoods-st-johns>

#### **2. Partners or Other Stakeholders: n/a**

#### **3. Alignment with Strategic Directions/Adopted Plans:**

This shared use path directly supports the City's Strategic Goal M3 "Expand and maintain a safe and accessible active transportation network".

#### **4. Legal or Policy Implications: n/a**

#### **5. Privacy Implications: n/a**

#### **6. Engagement and Communications Considerations:**

Public engagement results are included in the attached What We Heard report. The project team will do further engagement with the Inclusion Advisory Committee as detail design progresses. Stakeholders along Graves Street route will be invited to a more focused meeting about design considerations for that particular route alignment.

7. Human Resource Implications: n/a

8. Procurement Implications:

The current engagement and design project will conclude with a tender ready package for construction in 2021-2022.

9. Information Technology Implications: n/a

10. Other Implications: n/a

**Recommendation:**

That Council approve the following key decisions as this project moves into detailed design:

- a) use of an asphalt surface treatment for the length of Kelly's Brook Shared-Use Path
- b) pursue the Graves Street alignment option (subject to feasibility and property impact)
- c) pursue the alignment option that passes behind the Community Market (subject to feasibility and property impact)
- d) use a one-way configuration for the Empire Avenue section
- e) include illumination in the plan with a balanced approach that is sensitive to adjacent uses and minimizes dim areas immediately adjacent the trail during normal use hours
- f) include and consider accessibility in the provision of amenities such as recycling and waste receptacles, benches, pet waste stations, shade and wind-break planting, way-finding signs, shared-use guideline signs, and bike racks
- g) continue to consult with the Inclusion Advisory Committee and other stakeholders as needed during the detailed design process

**Prepared by:** Marianne Alacoque, Transportation Systems Engineer

**Approved by:** Garrett Donaher, Manager Transportation Engineering

**Report Approval Details**

|                      |  |
|----------------------|--|
| Document Title:      | Kelly's Brook Shared-Use Path - WWH.docx   |
| Attachments:         | - Surface Material Technical Memo.pdf<br>- Surface Material Summary Matrix.pdf<br>- What We Heard KB SUP.pdf |
| Final Approval Date: | Mar 18, 2021   |

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

**Scott Winsor - Mar 18, 2021 - 11:48 AM**

**Jason Sinyard - Mar 18, 2021 - 12:33 PM**

## MEMORANDUM

February 18, 2021

To: Garrett Donaher & Marianne Alacoque

Organization: City of St. John's

From: Shanna McKinnon & Jeff Ciabotti

Project: Kelly's Brook Shared Use Path

### Re: Kelly's Brook Shared Use Path Surfacing Comparison

As part of the design and construction of Kelly's Brook Shared Use Path, Toole Design has completed a comparison between various surface materials appropriate for the desired types of use identified. Details on five surface materials are provided and a comparison between each is shown. Based on this research and feedback from stakeholders, a preferred surface recommendation for the design and construction of this facility will be presented to Council.

## Background

The City of St. John's approved the Bike St. John's Master Plan, including 3 catalyst projects, at the June 10, 2019 City Council meeting. The vision adopted by City Council commits the City of St. John's to enabling and encouraging more people to ride a bicycle by developing a safe, inclusive, and convenient cycling network that is well-connected, attractive, and reflective of the city's unique topography and climate. This project is for the design and construction of the Kelly's Brook Shared Use Path, which was the highest priority project identified in the plan.

The existing links that will be connected to form the Kelly's Brook Shared Use Path are predominantly granular with concrete sidewalks along roadways. Through discussion with City administration, Toole Design understands the material that is used to create shared use pathways has been a notable concern for the public, with some preferring the aesthetic of granular paths within naturalized areas and open spaces. As such, an evaluation of various surface treatments has been requested as part of the design and construction of the Kelly's Brook Shared Use Path.

## Local Conditions

St. John's has a very wet climate. Standing water is a regular occurrence and trail undermining from water runoff is a frequent concern. Winters are relatively mild with considerable freeze-thaw cycles. Though the projected lifespan of a traditional granular trail is typically 10+ years, the trails in St. John's see frequent and significant routine maintenance to correct surface and subsurface wear resulting from trail use during wet periods, direct water damage, and undermining. Additionally, the existing granular trail along Rennie's Mill River often becomes flooded due to high water levels.

St. John's is a city with steep and plentiful hills. The planned route of Kelly's Brook Shared Use Path is one of the flattest trail routes in the city, presenting greater opportunity to accommodate a wide range of ages and abilities of users including people with mobility challenges or invisible disabilities. Accommodating all ages and abilities is a

major objective of the City of St. John's. Users could include people: walking; running, using wheelchairs; using walkers and other mobility aids; pushing a stroller; using rollerblades/inline skates, skateboards, scooters, and other small, hard-wheeled devices; riding bicycles; and other active uses.

## Trail Materials Comparison

### Materials

The material of the shared pathway is of particular concern to the community. The Bike St. John's Master Plan makes universal accessibility a priority, however a familiar granular aesthetic is preferred by some. The original scope of the project required a comparison be done between asphalt and traditional granular surface treatments. Given the desire for a surface that is both familiar looking and wheelchair accessible, the team has also included two granular products that may be able to meet these needs, Organic-Lock™ and CORE™ Gravel Foundation Systems. (See below for brief product descriptions or use the hyperlinks to access product websites). Finally, the comparison includes concrete surfacing as there are locations along roadways that may be reconstructed as concrete pathway by widening the existing sidewalk.

*"Organic-Lock™ is the strongest organic binder on the market today. Designed for stabilizing aggregate surfaces, its functionality allows you to create natural, aesthetically pleasing, permeable surfaces that hold up to extreme conditions". (<https://www.organic-lock.com/>)*

*"CORE Gravel™ is a gravel stabilizing system that consists of a foundation of connected honeycomb-celled panels with a geotextile backing. Once filled with gravel, this system is ideal for vehicle or pedestrian traffic with no compromise in strength and durability". (<https://www.coregravel.ca/core-foundations/core-gravel/products/>)*

### Considerations

Based on our experience in trail design, active transportation corridor, and accessibility projects across North America and in winter city contexts, the following considerations were noted as having an impact on the final choice of surface material:

#### Aesthetics

What is the visual appearance of the surface?

#### Accessibility

How well does the surface accommodate users with mobility impairments?

#### User Accommodation and Impact

What types of users does the trail accommodate and what type of physical impact does the surface have on users?

#### Environmental Sustainability

Does the surface use environmentally sustainable materials or can it be constructed in a way that is more environmentally sustainable?

#### Construction Impact

What is the scale of the construction impact based on the total structure depth and construction methods?

#### Surface Erosion

Is the material susceptible to surface erosion and undermining?

#### Maintenance

What type of routine maintenance is required? What type of winter maintenance activities or considerations are required?

#### Durability and Repairs

How durable is the surface to regular wear? What types of repairs are needed and how costly are they?


#### Lifespan

How long does the surface last?

#### Construction and Lifecycle Cost

How much does the surface cost to install and maintain?

Trail Materials Comparison Chart

|                               | Non-Stabilized Granular<br>(Traditional Granular Trail)   | Stabilized Granular<br>(Organic-Lock™)   | CORE™ Gravel Foundation<br>System   | Asphalt  | Concrete   |
|-------------------------------|---|--|---|--|--|
| Aesthetics                    |    |    |    |                               |   |
| Accessibility                 | <u>Not Accessible</u><br>Not accessible for wheelchair users or people who use walkers.<br>Due to surface inconsistencies, people with vision impairments who use a cane may find the rough surface uncomfortable to navigate depending on the type of cane tip and their caning technique. Steep grades can pose accessibility issues due to loose gravel. | <u>Limited Accessibility</u><br>Not accessible for all wheelchair users or people who use walkers. People who use walkers and people who have wheelchairs with small, hard front casters may find the surface difficult to use as the loose stone can hinder the wheels from rolling smoothly.<br>People with vision impairments who use a cane may find the surface uncomfortable to navigate depending on the type of cane tip and their caning technique. | <u>Limited Accessibility</u><br>Not accessible for all wheelchair users or people who use walkers. People who use walkers and people who have wheelchairs with small, hard front casters may find the surface difficult to use as the loose stone can hinder the wheels from rolling smoothly.<br>People with vision impairments may find the surface uncomfortable to navigate depending on the type of cane tip and their caning technique. | <u>Accessible</u><br>A universally smooth surface that provides a comfortable path for users with mobility aids. | <u>Accessible</u><br>Provides a smooth surface; however, construction joints can impact the comfort of users if they are too frequent or pronounced. This can be mitigated by saw-cutting the joints or spacing joints out as far as possible and by smoothing the troweled edges. |
| User Accommodation and Impact | <u>Some Users</u><br>Non-stabilized granular is not suitable for people on scooters,  | <u>More Users</u><br>Organic-Lock™ is not suitable for people on scooters, rollerblades or other small, hard-wheeled devices.  | <u>More Users</u><br>CORE™ Gravel System is not suitable for people on scooters,  | <u>All Users</u><br>Asphalt surfacing is adequate for all users.   | <u>All Users</u><br>Concrete surfacing is adequate for all users, however the frequent construction jointing results in a  |



|   |   |   |  |   |  |
|---|---|---|--|---|--|
|   | <p>rollerblades or other small, hard-wheeled devices.</p> <p>Loose stone, such as pea gravel, is not ideal for running as it shifts underfoot. Crushed stone, such as the typical quarter minus used in St. John's, works better as it "knits" together to create a more stable surface.</p>  | <p>Organic-Lock™ is a flexible, shock-absorbing surface without shifting granular material.</p>   | <p>rollerblades or other small, hard-wheeled devices.</p> <p>Loose stone, such as pea gravel, is not ideal for running as it shifts underfoot. Crushed stone, such as the typical quarter minus used in St. John's, works better as it "knits" together to create a more stable surface.</p>                                   | <p>There is some research on the difference of the impact on musculoskeletal injuries between asphalt and concrete, much of it identifying that there is little difference, if any, between the two surface materials.<sup>1</sup> However, there is anecdotal information that runners prefer asphalt to concrete.</p>   | <p>rougher surface for people on bikes, rollerblades, or scooters. This can be mitigated by saw-cutting the joints and/or by spacing joints out as far as possible and by smoothing the troweled edges.</p> <p>There is some research on the difference of the impact on musculoskeletal injuries between asphalt and concrete, much of it identifying that there is little difference, if any.<sup>1</sup> However, there is anecdotal information that runners prefer asphalt to concrete.</p> |
| Environmental Sustainability <sup>2,3</sup> | <p>Granular pathways are water permeable (unless highly compacted), contain aggregate that is often recycled content, can typically be sourced locally, and reduce the heat island effect by reflecting solar radiation, rather than retaining heat.</p> <p>Overland water flow can lead to granular wash-out, requiring the material to be replaced.</p> | <p>Organic-Lock™ pathways are water permeable, contain aggregate that is often recycled content, can typically be sourced locally, and reduce the heat island effect by reflecting solar radiation, rather than retaining heat.</p> <p>Additionally, Organic-Lock™ is made primarily from a rapidly renewable plant material and its additional additives are 100% naturally occurring materials.<sup>4</sup></p> | <p>CORE™ Gravel Foundation pathways are water permeable, contain aggregate that is often recycled content, can typically be sourced locally, and reduce the heat island effect by reflecting solar radiation, rather than retaining heat.</p> <p>The CORE™ Gravel Foundation system is made of recycled plastic materials.</p> | <p>Traditional hot-mix asphalt is not considered an environmentally sustainable material.</p> <p>Asphalt can be made in sustainable ways by using recycled materials, warm &amp; cold mix asphalt, or porous asphalt.<sup>5</sup> These methods, however, are not typically used in St. John's due to climate and freeze-thaw cycles and also have much higher maintenance costs.</p> | <p>Concrete can be considered moderately environmentally sustainable if the materials can be sourced locally, and by using lighter coloured concrete to reflect solar radiation rather than retaining heat. However, cement used in the creation of concrete is an emissions-intensive substance to produce.</p>   |

<sup>1</sup> [https://www.researchgate.net/profile/Ana\\_Ribeiro21/publication/23444709\\_In-shoe\\_plantar\\_pressure\\_distribution\\_during\\_running\\_on\\_natural\\_grass\\_and\\_asphalt\\_in\\_recreational\\_runners/links/5b2061770f7e9b0e373ef09e/In-shoe-plantar-pressure-distribution-during-running-on-natural-grass-and-asphalt-in-recreational-runners.pdf](https://www.researchgate.net/profile/Ana_Ribeiro21/publication/23444709_In-shoe_plantar_pressure_distribution_during_running_on_natural_grass_and_asphalt_in_recreational_runners/links/5b2061770f7e9b0e373ef09e/In-shoe-plantar-pressure-distribution-during-running-on-natural-grass-and-asphalt-in-recreational-runners.pdf)

<sup>2</sup> <https://www.usgbc.org/credits?Version=%22v4.1%22&Rating+System=%22New+Construction%22>

<sup>3</sup> <https://www.sustainablesites.org/>

<sup>4</sup> <https://www.organic-lock.com/resources/product-faq/>

<sup>5</sup> <https://www.fhwa.dot.gov/pavement/sustainability/hif16012.pdf>



|                    |  |   |  |  |   |
|--------------------|--|---|--|--|---|
| Construction Scale | <p>50mm granular surface<br/>150mm granular base<br/><b>Total Depth = 200mm</b></p> <p>Structure based on City of St. John's Standard Dwg No. 10-530-03</p>  | <p>75mm compacted Organic-Lock™ trail aggregate<br/>150mm granular base<br/><b>Total Depth = 225mm</b></p> <p>Structure based on supplier detail</p>  | <p>45mm for CORE™ Gravel Foundation System (35mm) and 10mm top-dress layer of granular<br/>150mm granular base<br/><b>Total Depth = 195mm</b></p> <p>Structure based on supplier detail</p>  | <p>75mm asphalt surface<br/>150mm granular base<br/><b>Total Depth = 225mm</b></p> <p>Structure based on Toole Design typical detail for an asphalt trail</p>  | <p>100mm concrete surface<br/>100mm granular base<br/><b>Total Depth = 200mm</b></p> <p>Structure based on City of St. John's Standard Dwg No. 10-330-03</p> <p>Required formwork increases the impact area by minimum 500mm on each side of the trail.</p> |
| Surface Erosion    | <p>Significant erosion and undermining can happen in locations where high volumes of water are likely to flow across the trail.</p> <p>Surface erosion along trail segments with steeper grades will occur.</p>  | <p>Resistant to surface erosion from water runoff but ponding with standing water will degrade the surface and can lead to undermining of the surface.</p>  | <p>Resistant to significant surface erosion. Granular top-dress material may have to be replaced if water flow volumes are high. Standing water on the trail surface can lead to undermining.</p>  | <p>Resistant to surface erosion and undermining.</p>   | <p>Resistant to surface erosion and undermining.</p>  |
| Maintenance        | <p>Requires routine maintenance to repair displacement from water movement and general surface wear, especially along trail segments with steeper grades.</p> <p>Winter maintenance can be completed with a plow blade set 1-2" above the gravel. This leaves a 1-2" layer of snow on the trail surface, which will not be accessible for all users in the winter.</p> | <p>Requires routine maintenance to ensure no standing water.</p> <p>Winter maintenance can be completed with a plow blade set 1-2" above the gravel. This leaves a 1-2" layer of snow on the trail surface, which will not be accessible for all users in the winter.</p> | <p>Requires routine maintenance to redistribute granular after snow melt or heavy rainfall, and to ensure the CORE™ Gravel Foundation System remains covered to reduce UV damage.</p> <p>Wear of the top-dress layer along trail segments with steeper grades will require routine maintenance.</p> <p>Winter maintenance can be completed with a plow blade set 1-2" above the gravel. This leaves a 1-2" layer of snow on the trail surface, which will not be accessible for all users in the winter.</p> | <p>Minimal routine maintenance related to crack sealing.</p> <p>Winter maintenance can be completed with a brush or plow, removing all snow from the trail and creating an accessible surface for all users in the winter.</p> | <p>Minimal routine maintenance related to heaving and cracking.</p> <p>Winter maintenance can be completed with a brush or plow, removing all snow from the trail and creating an accessible surface for all users in the winter.</p>                       |

|                            |   |   |   |  |  |
|----------------------------|---|---|---|--|--|
| Durability and Repairs     | <p>Highly durable in dry conditions and properly draining conditions. Wet conditions degrade durability more quickly, especially in locations with high user traffic.</p> <p>Takes 2-3 years to settle and compact. If there is high probability of overland water flow, the granular will washout, requiring it to be replaced and the compaction process is slowed.</p> | <p>Highly durable in dry and properly draining conditions, however, standing water can be a major concern and reduce durability.</p> <p>Fixes to surface are relatively easy if damage occurs.</p> <p>Product is flexible and is self-healing if minor cracks occur</p> | <p>Highly durable.</p> <p>Will not shift or crack.</p> <p>Top-dress layer of gravel regrading is required after snow melt or heavy rain to ensure system remains covered.</p> | <p>Highly durable to surface wear.</p> <p>Spot repairs, such as potholes or minor cracks, can be easy to repair.</p> <p>Cracks caused by subbase settlement or slope movement result in major repairs and can be costly.</p> | <p>Highly durable to surface wear.</p> <p>Spot repairs vary in complexity and can be more costly than asphalt, though generally occur less often than asphalt.</p> |
| Lifespan*                  | 10 Years  | 20 Years  | 20 Years  | 20 Years   | 20 Years   |
| Construction Cost**        | \$355,000   | \$1,170,000   | \$1,395,000   | \$710,000  | \$1,905,000  |
| 20-year Life Cycle Cost*** | \$1,090,000   | \$1,760,000   | \$2,110,000   | \$1,190,000  | \$3,150,000  |
| Summary                    | The surface is not accessible for all user and lower capital costs are offset by higher cost of ongoing maintenance.  | The surface is not accessible for all users. The material has a high cost of construction and reduced performance in wet climates.  | The surface is not accessible for all users. The material has a high cost of construction and high overall costs.   | Higher capital costs compared to the gravel surface are largely offset by lower ongoing maintenance relative to granular. This option provides an accessible surface.  | This surface material is accessible for all users, but it has the highest capital cost and overall cost. of the materials reviewed                                 |

\* Assuming regular maintenance and repairs as needed

\*\* Approximate cost for supply of materials and construction of a 3.0m wide trail for the length of the project

\*\*\* Includes approximate cost of annual surface repairs over 20 years for 3.0m wide trail for the length of the project as detailed in the separate Life Cycle Cost Analysis memo. For ongoing maintenance items such as snow removal, it has been assumed the personnel and equipment used to complete this work will be common to all trail types.

## Summary

There are several factors that need to be considered in selecting an appropriate trail surface material. This memo explored a number of important factors including accessibility, range of users, aesthetics, environmental sustainability, durability and maintenance, and lifecycle cost.

Accessibility is a critical factor based on the purpose and role of Kelly's Brook Shared Use Path within St. John's active transportation and recreation network. Traditional granular trails are not considered to be accessible. The CORE™ Gravel Foundation System and Organic-Lock™ are considered universally accessible by some regulating agencies (e.g., the United States Americans with Disabilities Act regulations), however they have limitations to the types of users and mobility aids they can accommodate. The CORE™ Gravel Foundation System cannot be fully cleared in the winter. Asphalt and concrete accommodate all types of users and can be fully cleared in the winter, providing surfaces that are accessible for all users in all seasons.

Range of users is also an important consideration for the trail. Because this trail connects to many significant St. John's destinations, links a number of neighbourhoods, and the grades on the trail allows it to be accessible for people using mobility aids, it is important that users of all ages and abilities, as well as on a wide range of active mode devices, are accommodated. Typical granular trails, Organic-Lock™, and the CORE™ Gravel Foundation System do not support devices such as scooters, inline skates, or skateboards, in addition to the limitations for walkers and some wheelchair users. Asphalt and concrete surfaces promote a wide range of uses for all ages and abilities.

As the existing trail is a granular material, there is a desire to maintain the existing aesthetic with the new trail. Traditional granular, Organic-Lock™, and the CORE™ Gravel Foundation System are also environmentally sustainable surfaces, providing infiltration and using material that is locally sourced. The depth of construction required for these materials is equivalent to or shallower than asphalt.

Finally, durability, maintenance, and cost are key considerations for choosing construction materials. All surfaces can be considered highly durable in ideal situations, however, because of the high precipitation all year-round, standing and flowing water are major concerns. Traditional granular trails and the CORE™ Gravel Foundation System would experience significant surface erosion from surface drainage and the durability of the trail is greatly reduced on all three granular installations when high user volumes are combined with standing water. Standing water on the Organic-Lock™ surface can break down the bonding material and although repairs can be done easily in occasional occurrences, continual repairs could end up costing a lot of time and money. Asphalt and concrete are highly durable surfaces in wet and dry weather and require less maintenance than the granular trail surfaces.

Construction costs and lifecycle costs vary between the surfaces. Traditional granular trails have the lowest construction and lifecycle cost while concrete has the highest construction cost and the CORE™ Gravel Foundation System has the highest lifecycle cost.



Sincerely,

**Ryan Martinson, M.Eng., P.Eng.** | Senior Engineer

**TOOLE DESIGN**




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*The information contained in this document is for planning purposes and should not be relied upon for final design of any project. Readers are cautioned that this is a preliminary report and that all results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data available at the time of preparation. Further engineering analysis and design are necessary prior to implementing any of the recommendations contained herein.*

Trail Materials Comparison

\*How to use this chart: Cells with same icons depict a scale of “high-medium-low” with 3 icons indicating “high” and 1 icon indicating “low”. For example, 3 leaves indicate “high” environmental sustainability, and 1 leaf indicates “low” environmental sustainability.

|                              | Non-Stabilized Granular<br>(Traditional Granular Trail)                             | Stabilized Granular<br>(Organic-Lock™)   | CORE™ Gravel Foundation System  | Asphalt   | Concrete  |
|------------------------------|---|--|---|---|---|
| Aesthetics                   |    |    |    |    |    |
| Accessibility                | Not generally accessible  | Accessible to some users   | Accessible to some users  |   |   |
| User Accommodation           |  |   |  |  |  |
| Environmental Sustainability |  |   |  | Not environmentally sustainable   | Not environmentally sustainable   |
| Construction Scale           |  |   |  |  |  |
| Erosion                      |  |   |  |  |  |
| Maintenance                  |  |   |  |  |  |
| Durability                   |  |   |  |  |  |
| Lifespan                     | 10 Years  | 20 Years   | 20 Years  | 20 Years  | 20+ Years   |
| Construction Cost            |  |  |  |  |  |
| 20-Year Lifecycle Cost       |  |   |  |  |  |

\*Assuming regular maintenance and repairs as needed

## KELLY'S BROOK



## SHARED-USE PATHWAY

## WHAT WE HEARD

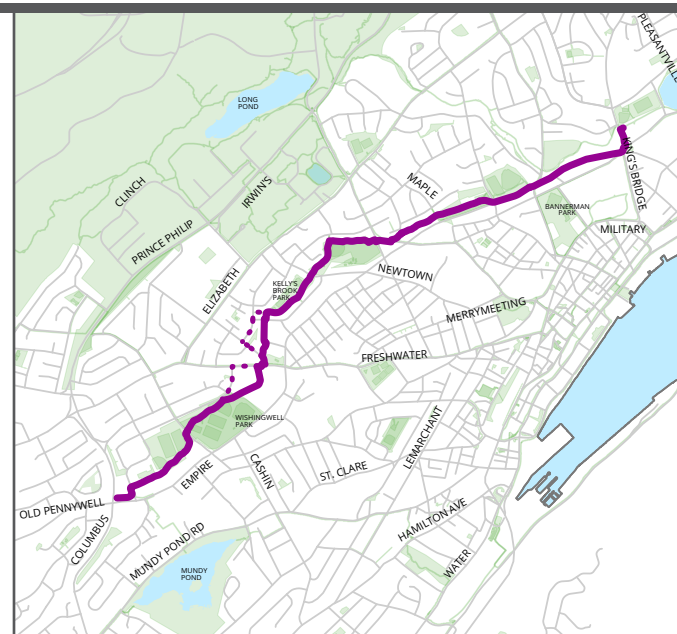
March 2021

## > ABOUT THIS PROJECT

1

Kelly's Brook Shared-Use-Pathway will extend from King's Bridge Road to Columbus Drive. It is mostly in place as a granular walking trail today, linking several neighbourhoods through an important east-west greenway that largely parallels Empire Avenue. Its goal is to provide an attractive and continuous 4.8 km recreation corridor and active transportation route in St. John's, connecting popular destinations and amenities along the way. Although the idea came from the bike master plan, this is not a project just for cyclists. **The shared-use path is proposed to serve people of all ages and abilities, using all forms of active transportation, including walking, running, biking, and rolling.**

Beginning in December 2020 and continuing through February 2021, residents and stakeholder groups were invited to share their perspectives, ideas and concerns about Kelly's Brook Shared-Use Path through a number of engagement activities. They were also asked to provide input to inform design decisions around elements such as lighting, surface materials, path alignment, trailhead and rest areas, wayfinding, and other features. The purpose of this document is to provide a summary of what we heard during the engagement process.



*Kelly's Brook shared-use-path proposed route*

Engage!  
St. John's

ST. JOHN'S

Stantec

trace  
NATURAL ENVIRONMENTS | BUILT ENVIRONMENTS

TOOL  
DESIGN





## PROJECT STAKEHOLDERS

Residents and other identified stakeholders were invited to participate in the engagement process through the City's on-line engagement platform, [www.engagestjohns.ca](http://www.engagestjohns.ca), stakeholder meetings and virtual public workshops.





March 2021

# ENGAGEMENT ACTIVITIES

3

Engagement for Kelly's Brook Shared-use path included the following opportunities and activities between December 2020 and February 2021.



#### ENGAGEMENT ACTIVITY



#### PEOPLE ENGAGED

|   |                              |
|---|------------------------------|
| engagestjohns.ca Project Page                 | 3440 visits in total         |
| Pathway Map                                   | 346 visitors, 63 map pins    |
| Project Primer Video                          | 541 views                    |
| Pathway Features Idea Board                   | 100 visitors, 62 submissions |
| Pathway Concerns Board                        | 45 visitors, 27 submissions  |
| Pathway Use Board                             | 35 visitors, 14 submissions  |
| Q&A   | 121 visitors, 17 questions   |
| Frequently Asked Questions                    | 190 visitors                 |
| News  | 3 visitors                   |
| Surface Material Technical Memo               | 408 visitors, 26 comments    |
| Environment and Sustainability Experts Panel  | 14 participants              |
| Youth Engagement Strategy Implementation Team | 10 participants              |



#### ENGAGEMENT ACTIVITY



#### PEOPLE ENGAGED

|   |                  |
|---|------------------|
| Online Survey   | 822 participants |
| Grand Concourse Authority                                     | 2 participants   |
| Inclusion Advisory Committee's Universal Design Working Group | 13 participants  |
| Bike St. John's Advisory Committee                            | 14+ participants |
| Seniors' Advisory Committee                                   | 9 participants   |
| Memorial University Stakeholder Group                         | 16 participants  |
| Current & Potential Trail Users Focus Group                   | 12 participants  |
| Virtual Public Workshop - Session A                           | 40 participants  |
| Virtual Public Workshop - Session B                           | 49 participants  |
| Empire Ave. Pathway Section Residents                         | 18 participants  |
| Letters received  | 2                |
| Emails received   | 26               |
| Calls to Access St. John's (311)                              | 3                |



March 2021

# ENGAGEMENT PROMOTION

4

A communications plan to inform and invite residents to participate in the engagement process included the City's social media channels and engagement platform, a technical briefing for the media, flyers to nearby residents, signs along the trail and on Empire Avenue, newsletters, and inclusion in the Winter edition of the City Guide.



## PROMOTION ACTIVITY



## PEOPLE REACHED

|  |                                  |
|--|----------------------------------|
| Twitter Posts                                  | 7 posts, 2103 engagements        |
| Facebook Posts                                 | 7 posts, 29,133 people reached   |
| Instagram Posts                                | 7 posts, 18,681 accounts reached |
| Media Launch and News Coverage                 | 7 news articles                  |
| Public Service Announcement                    | unknown                          |
| Website Feature Story                          | unknown                          |
| 3 Engage Newsletters                           | 2,800 per newsletter             |
| Project Signs along trail                      | 50 signs                         |
| Direct mail to Empire Ave. residents           | 30 households                    |
| Project Flyers/postcards to nearby residents   | 8,000 households                 |
| Rabbittown Community Centre promotional letter | 80 households                    |
| Inclusion in the City Guide                    | 48,000 households                |





## SHARED-USE PATHWAY

### WHAT WE HEARD

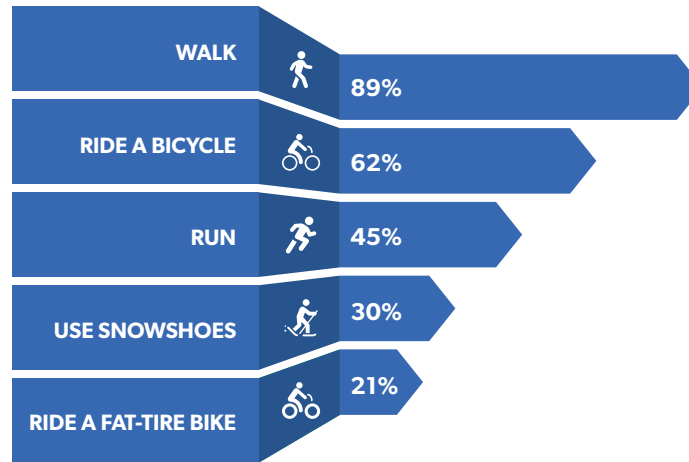
March 2021

During the first phase of engagement, survey participants were asked about how they want to use the pathway, what would make the pathway user-friendly for all, about shared-use path options, trail type and locations.

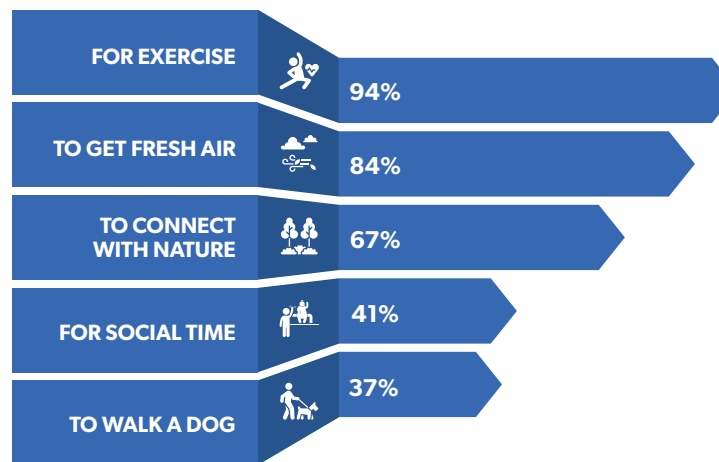
## USING THE PATHWAY

5

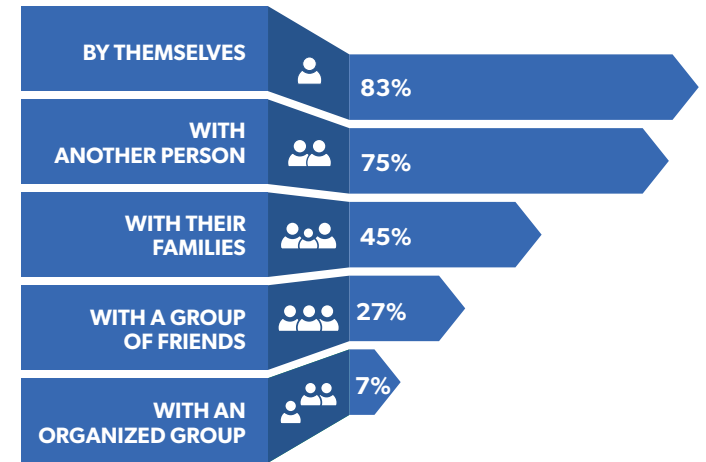
### Top 5 ways survey respondents want to use the pathway:



### Top 5 activities survey respondents want to do on the pathway:



### How survey respondents plan to use the path:



### Pathway Alignment:

- Kelly's Brook Park to St. John's Farmers' Market: Survey respondents, stakeholders, and public workshop participants favoured a route travelling along Graves Street rather than Guy Street.
- St. John's Farmers' Market to Wishingwell Park: Survey respondents, stakeholders and public workshop participants favoured a route travelling behind the market rather than along Freshwater Road and Terra Nova Road.



## SHARED-USE PATHWAY

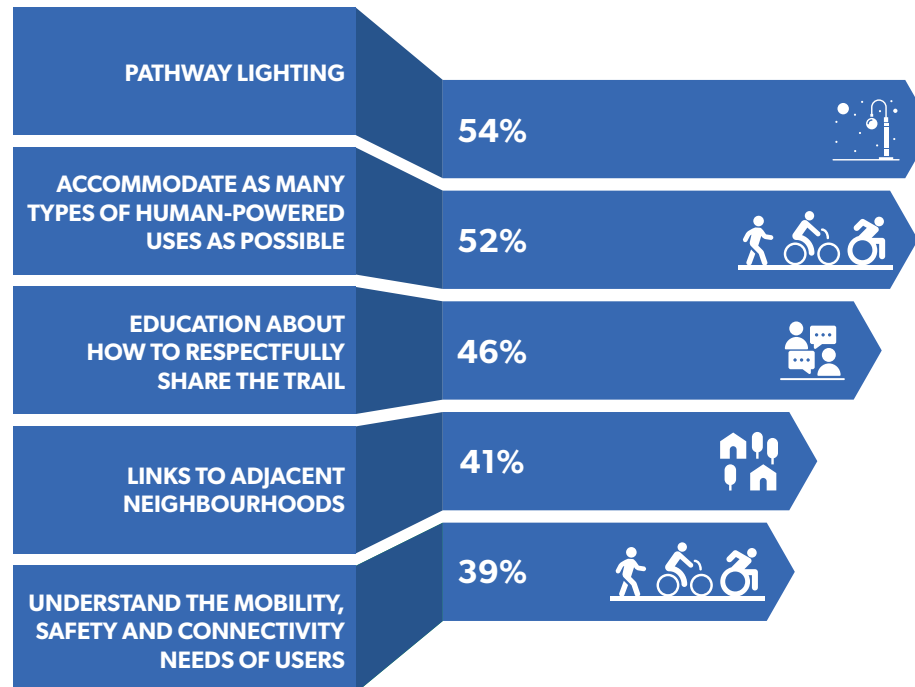
### WHAT WE HEARD

March 2021

Building on the findings from the survey, the second phase of engagement asked workshop participants for more specific feedback on pathway features such as surface materials, lighting, pathway alignment and amenities.

# MAKING THE PATHWAY USER-FRIENDLY 6

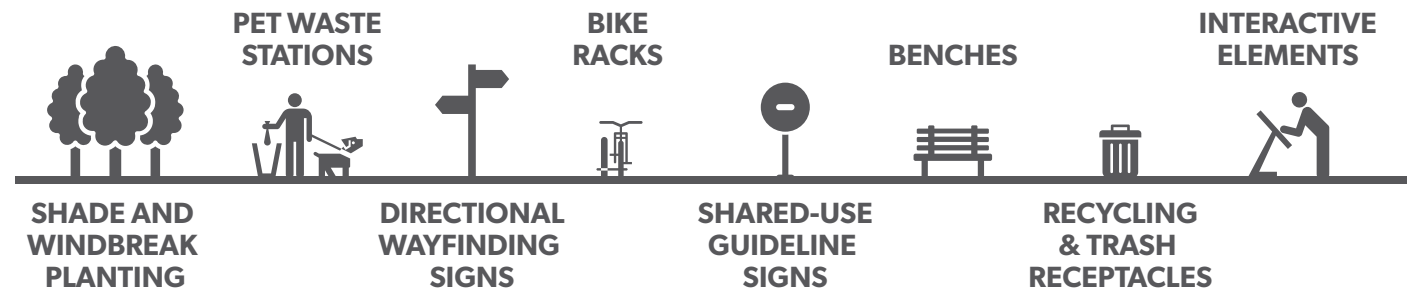
Survey respondents' top 5 ways to make the pathway user-friendly for all:



### Pathway Lighting:

- > A majority of survey respondents said **lighting was important** to them and that lighting should illuminate just the pathway rather than the pathway and surrounding area.
- > Public workshop participants refined the preferred type of lighting as **area lighting**, with some flood lighting where necessary for safety.

> Public workshop participants prioritized these amenities:



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St. John's

ST. JOHN'S

Stantec

trace  
NATURAL ENVIRONMENTS | BUILT ENVIRONMENTS

TOOLE  
DESIGN



## MAKING THE PATHWAY USER-FRIENDLY 7

Survey respondents were asked about their **top three items of importance** when considering the usability, environmental aspects, performance and durability, and the cost and maintenance of **pathway surface materials**. Here's what we heard:

### Pathway Surface Materials Top Three Considerations By Theme:



#### USABILITY

- » Accommodate as many types of human-powered uses as possible (52%)
- » Year Round Use
- » Keeping the path free of water

#### ENVIRONMENTAL ASPECTS

- » Minimize impact to vegetation and trees (44%)
- » Surface erosion and washout
- » Drainage and runoff

#### PERFORMANCE AND DURABILITY

- » Usability - comfort under foot or wheels (48%)
- » Durability
- » Lifespan

#### COST AND MAINTENANCE

- » Ease of maintenance in all season (41%)
- » Cost of routine maintenance
- » Amount of routine maintenance required

#### Key Themes to consider:

- » Accessibility
- » Traction in all weather
- » Year-round use
- » Safety when freezing
- » Ongoing maintenance
- » Comfort under foot or wheels
- » Safety at intersections
- » Minority of people prefer a granular surface





March 2021

## > KEY THEMES AND BIG IDEAS

8

After careful review of all the feedback provided by the City's Advisory Committess, stakeholder groups, participants from [engagestjohns.ca](http://engagestjohns.ca) and the virtual public workshops, the following themes and ideas emerged:

### > ACCESSIBILITY AND INCLUSIVITY

- » Design the pathway to be accessible to people of all ages and abilities at all times of the year; provide the most accessible and inclusive surface possible.
- » Keep intersections accessible with low slopes and smooth transitions.
- » Use tactile materials where surfaces change to improve readability.
- » City needs accessible paths and shared paths, but not fast moving vehicles/bicycles on those paths.
- » If a user needs assistance with moving across the selected surface, the surface is not accessible.
- » Make the pathway wide enough for a companion to walk or roll beside a person using a wheelchair.
- » Increased pathway width and education reduce anxiety for those who use or assist someone who uses a mobility aid.
- » Ensure pathways have some form of physical separation from the street.
- » Granular is a good surface for existing users.
- » Provide parking at trail access points, where possible.
- » The pathway surface should be consistent.
- » A granular surface is not optimal for crutches, wheelchairs, walkers and canes.
- » Make this a space where every resident in the city can be active in whatever means they see fit for themselves.
- » The pathway can provide a way for people to have space to discover the city in a different way.
- » Not everyone has access to a car.
- » Pathway provides social opportunities to interact with people.
- » Trails are very important to people with disabilities and our oldest citizens.
- » Year-round access is important for active transportation to be a reliable option for people.



## SHARED-USE PATHWAY

### WHAT WE HEARD

March 2021

### SHARING THE PATHWAY

While we heard many supportive comments about the change of the existing trail to a shared-use path, we also heard many concerns, specifically around the loss of a walking-only trail and safety concerns about sharing the path with people on bicycles.

## KEY THEMES AND BIG IDEAS

9

### THE SHARED-USE EXPERIENCE

- » This pathway is a precedent-setting model for St. John's that is worth our investment.
- » It is important to address safety for all pathway users.
- » Concerns around the pathway being used as a means of efficient and fast active transportation instead of a recreational trail.
- » Develop and deliver an education campaign about etiquette and guidelines for respectfully sharing the trail.
- » Shared-use is not new and works well in many Canadian cities.
- » Concerns about losing a walking-only trail experience.
- » The pathway should feel like a trail, not a mini-street.
- » The pathway is not a place for motorized bikes.
- » Don't give up on making streets more user-friendly to multi-modal transportation.
- » Need to ensure that trails bordering play and social areas do not impact the use of these areas.
- » Speed limits and bells should be mandatory.
- » Safety concerns about pedestrians sharing the pathway with people on bicycles.
- » Consider a side-by-side asphalt-granular trail as an option.
- » Allowing bikers and pedestrians to share the same corridor reminds us that we all belong together.
- » Bikers, wheelchairs and strollers simultaneously use the Waterford Valley/ CVS trail without incident.
- » Good sightlines support safe multi-modal use.
- » Concerns about the speed of bikes, skateboarders, etc. around pedestrians
- » The safety of all users is imperative.
- » Concerns about losing the feeling of being in nature with more traffic, wider trail and more noise (bells, bikes, skateboards etc.).



March 2021

## > KEY THEMES AND BIG IDEAS

10

### > THE LANDSCAPE EXPERIENCE

- » Preserve the natural aspects of the existing trail.
- » Plant more trees when possible to enhance the pathway experience.
- » This a great environment to learn to ride a bike.
- » Minimize tree removal.
- » Birds, bees, insects and a diverse planting environment are part of the pathway experience.
- » Avoid impacts on aquatic and bird environments.
- » Planting does more than beautify; it also creates windbreaks and provides shelter from inclement weather and the sun.
- » A granular surface provides a more natural feel for the pathway.

### > THE NEIGHBOURHOOD EXPERIENCE

- » Consider traffic calming in adjacent neighbourhoods to support comfort for increased pedestrian traffic.
- » This is a great pathway that should extend across the city.
- » The pathway should consider adjacent neighbour impacts.

### > HEALTH BENEFITS

- » Natural spaces are good for mental health.
- » Pathway encourages exercise and reduces car use.
- » Aging society; need to promote healthy aging and more exercise.





March 2021

## > KEY THEMES AND BIG IDEAS

11

### > LIGHTING

- » Lighting is important for the feeling of safety, particularly for women.
- » Place strategic lighting at locations where good sightlines are required (trail access, intersections, etc.).
- » Avoid impacts on aquatic and bird environments.
- » Focus on area lighting to ensure the pathway is visible without impacting surrounding natural or neighbourhood settings.
- » Maintenance and lighting support extended daily use in all seasons.
- » Explore solar lighting as an option to above or in-ground wiring.
- » Ensure lighting is placed without creating obstacles at the sliding hill by the Elks Club.

### > ROUTING CHALLENGES

- » The pathway should support mobility around the market when busy.
- » Prioritize pedestrians at the Anderson Avenue/Freshwater Road Intersection.
- » Safety is paramount at all intersections; the design must place pathway users in dominant positions when crossing streets.
- » Consider limiting right-turn car traffic at red lights for pathway/street intersections.



March 2021

## KEY THEMES AND BIG IDEAS

12

### SUPPORTING AMENITIES

- » Access to existing public washrooms will improve family and extended stay experiences.
- » Make sure that seating is strategically placed for social and rest purposes.
- » Need clear signage for all users with shared-use guidelines and directional information, especially at pathway entries and intersections.
- » Create great rest areas along the pathway to sit and enjoy nature.
- » Consider access to natural areas for picnic use.
- » Try to use the 'less is more' approach when placing signage.
- » Signage describes pathway distances in both time and length formats.
- » Busy places, such as the market, require more bike parking.
- » Consider strategically planted shelter from the weather.
- » Need good and accessible bike parking.
- » Provide linkages to bus stops.
- » Provide lots of garbage cans in easily maintainable locations.
- » Explore commemorative benches, lighting, etc.
- » Make the pathway family-friendly (play areas, open space, Interpretive elements, learning opportunities).
- » The future should include shower facilities for commuters and link to a transit hub.
- » Explore bike maintenance stations.



March 2021

## KEY THEMES AND BIG IDEAS

13

### EMPIRE AVENUE PATHWAY SECTION

- » Need to manage vehicle speeds driving downhill on Rennies Mill Road when approaching the crosswalk.
- » Need to slow vehicle speeds and support pedestrian visibility at crosswalks.
- » Driveway 'dips' causes a 'roller coaster effect' along walking surface.
- » Pathway snow clearing is a priority.
- » This street supports increased pedestrian use that is often buried by snow; pedestrians should not have to walk on the street.
- » Snow storage for reduced street width needs to be considered.
- » To accommodate the pathway, residents prefer a one-way eastbound vehicle lane with on-street parking (over a two-way lane with parking removal).
- » Residents like and prefer the idea of a shared pathway in front of their homes; however, designers should explore both sides of the street for the pathway.
- » Current vehicle speeds are perceived to be high; streetscape design should support speed reduction and/or act as traffic calming.
- » Kings Bridge intersection is not great for pedestrians and requires careful design thinking.
- » Explore speed bumps and raised crosswalks to create a safe street for pedestrian use.





March 2021

## > WHAT'S NEXT?

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Following public engagement and the analysis of the feedback received, a report with recommendations will be presented to Council and the project team will undertake the detailed design of the pathway.

### > NEXT STEPS

- » Report with Recommendations to Council: Spring 2021
- » Detailed Design: Winter - Spring 2021
- » Ongoing consultation with the Inclusion Advisory Committee and other stakeholders as needed during detailed design
- » Tendering and Contract Award: Spring 2021
- » Shared-Use Path Construction: 2021-2022

### > STAY IN TOUCH

Thank you to everyone who shared their perspectives, ideas, and concerns by participating in the engagement process for Kelly's Brook Shared-Use Path. To learn more and stay up to date on this project's progress, please visit [www.engagestjohns.ca](http://www.engagestjohns.ca).

### > A NOTE ABOUT PROJECT SCOPE

During this engagement process, we heard concerns about the pathway's previous riverside alignment, other trails in the City, and the Bike St. John's Master Plan. Because these comments are not actionable feedback for the Kelly's Brook Shared-Use Path project, they were not included within the scope of this What We Heard report.

# DECISION/DIRECTION NOTE

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**Title:** Traffic Calming Policy - Update on Review

**Date Prepared:** March 16, 2021

**Report To:** Committee of the Whole

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

**Ward:** N/A

---

## **Decision/Direction Required:**

A review of the City's Traffic Calming Policy is underway. Prior to preparing a public engagement strategy staff have developed a set of changes recommended for consideration. Staff are seeking approval from Council for the planned areas of policy change prior to public engagement.

## **Discussion – Background and Current Status:**

The [Traffic Calming Policy](#) and the associated [Traffic Calming Warrant](#) was developed by a consultant for the City and was completed in 2011. They were designed to manage the requests to slow vehicle traffic, reduce non-local traffic, and/or correct or improve perceived safety concerns in the street network.

It is important to note that projects which fall under the Traffic Calming Policy are fundamentally neighbourhood driven projects. Council has chosen to spend discretionary funds to try and address concerns raised by residents. The policy creates a framework to prioritize these projects and select appropriate interventions, but the demand for these projects originates with local residents.

Council considered a [Traffic Calming Policy Overview](#) in summer of 2020. Following this Council requested that the policy be reviewed to address points of common difficulty and improve the policy overall. Transportation Engineering and the Office of the City Clerk have since initiated a full policy review.

On December 9, 2020 Council considered a [discussion on the policy review](#). The goal of this discussion was to gather feedback from Council on how the policy could be updated to better reflect current priorities. This feedback has been considered by staff and the resulting recommended policy changes are discussed below. Changes are divided into two major categories: substantive updates and housekeeping items.

### 1. Substantive Updates

The changes recommended in this section will have direct implications on the following outcomes. These outcomes are ultimately what express the values of Council and residents:

- What kind of street is prioritized – streets that are ‘too wide’? historic streets that are carrying ‘too much’ vehicle traffic? streets with ‘sensitive uses’?
  - What is the balance between technical criteria (such as speed and volume) vs contextual information (such as current street design and land use)?
  - What is the balance between streets serving the motoring public, streets serving active modes, and the experience of an adjacent resident?
- a. New development – it is recommended to include in the revised policy provisions for the application of traffic calming tools to projects completed in new development or road rehabilitation/reconstruction. This aligns with the recommendations of the recently presented St. John’s Collision Report (2012 - 2019).
  - b. Interrelated factors – it is recommended that a system is developed to score factors that are related to each other such as high speed and sensitive uses scoring higher than either would independently. This recommendation, however, requires significant effort to test and validate the system developed and would likely require an external consultant to assist.
  - c. Target speeds – it is recommended that a system is developed to score City streets based on a target speed. This recommendation, however, requires significant effort to evaluate streets then determine an appropriate target speed and would likely require an external consultant to assist.
  - d. Volume thresholds – it is recommended to increase volume thresholds somewhat and/or modified given that the existing thresholds are very low and therefore the scoring on this metric has limited differentiating power.
  - e. Street context – it is recommended to increase the weight of street context criteria relative to technical criteria. For example, presence of sensitive uses or vulnerable users.
  - f. Non-local traffic – it is recommended to eliminate this criterion in favour of an improved system for volume and speed which are the underlying factors commonly referenced when concerns about non-local traffic are raised.

### 2. Housekeeping Items

The changes recommended in this section have less impact on the outcomes of the traffic calming policy and more of an impact on the process itself and how resident expectations are managed through the process.



- a. Current practice – it is recommended to formally update several practices have been revised in minor ways since the creation of the original traffic calming policy
- b. Priority list length – it is recommended that the priority list be trimmed to a maximum of 10 projects at any one time. Projects would be removed from the list when they are completed or when higher ranking streets are identified.
- c. Response rate – it is recommended to formalize the current practice of using a 60% of responses threshold, further that staff investigate methods to better ensure notices are received/recognized (currently notices are individually delivered to each neighbouring property)
- d. Screen out cul-de-sacs and crescents – it is recommended that these streets, which have historically never met the volume or speed thresholds be screened out in advance to prevent waste of resources.
- e. Re-evaluation timeframe – it is recommended to extend the re-evaluation timeframe to 5 years to prevent waste of resources, a provision should also be made to allow staff to re-evaluate on a shorter timeline if there are changes to the neighbourhood that have affected conditions
- f. Public vote – it is recommended that the process of the public votes be reviewed during public consultation. Specifically the need for the second vote to confirm a project that has been temporarily implemented and resulted in good technical outcomes.

**Key Considerations/Implications:****1. Budget/Financial Implications:**

Two of the recommendations above (1b and 1c) require significant effort to implement. In order to complete these either the existing traffic calming budget or a new allocation would need to be identified to hire an external consultant.

The current traffic calming budget has approximately \$110,000 available. About \$60,000 of this is being held for ongoing projects. \$50,000 is available for new projects this year.

**2. Partners or Other Stakeholders: n/a****3. Alignment with Strategic Directions/Adopted Plans: n/a****4. Legal or Policy Implications:**

This note is part of a policy review that currently underway with the Office of the City Clerk.

**5. Privacy Implications: n/a**

6. Engagement and Communications Considerations:

An engagement strategy will be developed in order to take the next steps on the policy review. This engagement would focus on the policy outcomes desired by the public and getting feedback on the areas noted above. New areas identified during consultation would also be considered prior to final recommendations being made to Council.

The City will work to educate residents about the policy review and promote opportunities for engagement via Public Service Announcements, information on the City's website and social media platforms.

7. Human Resource Implications: n/a

8. Procurement Implications:

As discussed above, two of the recommended changes could require outside assistance. If external assistance is pursued, it could facilitate the process to include the public consultation work and policy writing as part of the consultant workload. This would be informed by staff capacity and budget available at the time an RFP is issued.

9. Information Technology Implications: n/a

10. Other Implications: n/a

If the available Traffic Calming budget is used to complete a portion of this work as described above then the capacity of the Traffic Calming Program to undertake new projects in 2021 will be reduced. Depending on the scope of work considered for external award the \$50,000 available may not be sufficient to initiate any new projects this year. With the policy under review and a reranking of projects a likely outcome it may be acceptable to defer new project undertakings until this process is complete.

**Recommendation:**

That Council:

- a) approve the 12 policy update areas noted above to proceed to public engagement prior to staff making final policy update recommendations,
- b) use funds available in the current Traffic Calming budget to hire an engineering consultant to complete the work required for items 1b and 1c.

**Prepared by:** Garrett Donaher, Manager - Transportation Engineering  
**Approved by:** Scott Winsor, Director of Engineering

**Report Approval Details**

|                      |  |
|----------------------|--|
| Document Title:      | Traffic Calming Policy - Update on Review.docx |
| Attachments:         |  |
| Final Approval Date: | Mar 18, 2021                                   |

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

**Scott Winsor - Mar 12, 2021 - 3:48 PM**

**Jason Sinyard - Mar 18, 2021 - 12:25 PM**



**Development Permits List  
For the Period of March 25 to March 31, 2021**

| Code | Applicant       | Application                               | Location                                | Ward | Development Officer's Decision | Date     |
|------|-----------------|---|---|------|--------------------------------|----------|
| COM  | 10718 NFLD Inc. | Subdivide Only for 3 Parcel               | 5 Beaumont Hamel Way, 11&21 Galway Blvd | 5    | Approved                       | 21-03-26 |
| RES  |                 | Demo/Rebuild for Single Detached Dwelling | 67 Bay Bulls Road                       | 5    | Approved                       | 21-03-31 |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |
|      |                 |   |   |      |                                |          |

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

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

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

**Permits List**  
**Council's April 5, 2021 Regular Meeting**

Permits Issued: 2021/03/25 to 2021/03/31

**BUILDING PERMITS ISSUED**

**Residential**

| <b>Location</b>           | <b>Permit Type</b> | <b>Structure Type</b>    |
|---------------------------|--------------------|--------------------------|
| 102 St. Clare Ave         | Renovations        | Semi Detached Dwelling   |
| 139 Petty Harbour Rd      | New Construction   | Single Detached Dwelling |
| 154 Prowse Ave Exten      | Renovations        | Single Detached Dwelling |
| 19 Channing Pl            | Renovations        | Single Detached Dwelling |
| 196 Bay Bulls Rd          | Accessory Building | Accessory Building       |
| 198 Merrymeeting Rd       | Renovations        | Single Detached Dwelling |
| 288 Stavanger Dr          | Accessory Building | Accessory Building       |
| 3 Pine Bud Pl             | Extension          | Single Detached Dwelling |
| 3 Sir Wilfred Grenfell Pl | New Construction   | Single Detached w/ apt.  |
| 3 Stephano St             | Deck               | Patio Deck               |
| 3 Valleyview Rd           | Fence              | Fence                    |
| 372 Stavanger Dr          | Renovations        | Single Detached Dwelling |
| 50 Rumboldt Pl            | Extension          | Single Detached Dwelling |
| 73 Golf Ave               | Renovations        | Single Detached Dwelling |

This Week: \$755,022.00

**Commercial**

| <b>Location</b> | <b>Permit Type</b>              | <b>Structure Type</b> |
|-----------------|---------------------------------|-----------------------|
| 10 Austin St    | Change of Occupancy/Renovations | Mixed Use             |
| 30 Harvey Rd    | Change of Occupancy             | Commercial School     |
| 35 Barrows Rd   | Deck                            | Patio Deck            |
| 355 Main Rd     | Change of Occupancy             | Retail Store          |
| 37 Rowan St     | Sign                            | Bank                  |
| 40 Hamlyn Rd    | Sign                            | Retail Store          |
| 673 Topsail Rd  | Sign                            | Retail Store          |

This Week: \$170,400.00

**Government/Institutional**

| <b>Location</b> | <b>Permit Type</b> | <b>Structure Type</b> |
|-----------------|--------------------|-----------------------|
| 100 Forest Rd   | Renovations        | Hospital              |

This Week: \$49,900.00

**Industrial**

**Location**                      **Permit Type**                      **Structure Type**

This Week:                      \$0.00

**Demolition**

**Location**                      **Permit Type**                      **Structure Type**

This Week:                      \$0.00

**This Week's Total:                      \$975,322.00**

**REPAIR PERMITS ISSUED:**                      **\$44,800.00**

**NO REJECTIONS**

| <b>YEAR TO DATE COMPARISONS</b>       |                        |                        |                             |
|---------------------------------------|------------------------|------------------------|-----------------------------|
| <b>April 5, 2021</b>                  |                        |                        |                             |
| <b>TYPE</b>                           | <b>2020</b>            | <b>2021</b>            | <b>% Variance<br/>(+/-)</b> |
| Residential                           | \$4,184,721.94         | \$7,137,263.64         | 71                          |
| Commercial                            | \$20,531,138.22        | \$7,717,115.44         | -62                         |
| Government/Institutional              | \$131,000.00           | \$773,941.00           | 491                         |
| Industrial                            | \$0.00                 | \$4,000,000.00         | 0                           |
| Repairs                               | \$78,000.00            | \$1,693,610.00         | 357                         |
| <b>TOTAL</b>                          | <b>\$24,924,860.16</b> | <b>\$21,321,930.08</b> | <b>-14</b>                  |
| Housing Units (1 & 2 Family Dwelling) | 5                      | 19                     |                             |

Respectfully Submitted,

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



# MEMORANDUM

## **Weekly Payment Vouchers For The Week Ending March 31, 2021**

### **Payroll**

|                                  |                      |
|----------------------------------|----------------------|
| <b>Public Works</b>              | <b>\$ 517,449.67</b> |
| <b>Bi-Weekly Administration</b>  | <b>\$ 787,054.92</b> |
| <b>Bi-Weekly Management</b>      | <b>\$ 858,901.44</b> |
| <b>Bi-Weekly Fire Department</b> | <b>\$ 824,840.76</b> |

|  |                        |
|--|------------------------|
| <b>Accounts Payable</b><br><i>(A detailed breakdown available <a href="#">here</a> )</i> | <b>\$ 1,154,575.67</b> |
|--|------------------------|

|               |                        |
|---------------|------------------------|
| <b>Total:</b> | <b>\$ 4,142,822.46</b> |
|---------------|------------------------|

# ST. JOHN'S

DEPARTMENT OF FINANCE

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

# BID APPROVAL NOTE

**Bid # and Name:** 2021019 - Kenmount Road Trunk Storm Sewer Phase 3  
**Date Prepared:** Friday, March 26, 2021  
**Report To:** Regular Meeting  
**Councillor and Role:** Councillor Sandy Hickman, Public Works  
**Ward:** N/A

**Department:** Planning Engineering & Regulatory Services  
**Division:** Engineering  
**Quotes Obtained By:** Sherri Higgins  
**Budget Code:** ENG-2019-957  
**Source of Funding:** Capital

**Purpose:**

Continuation of a project involving replacement of existing storm sewers of Kenmount Road, with this phase extending from a location near Pippy Place intersection to a location near the Team Gushue Highway Overpass.

**Results:** ☒ As attached ☐ As noted below

| Vendor Name | Bid Amount |
|-------------|------------|
|             |            |
|             |            |

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

**Contract Duration:** Substantial Completion Required Friday, 29 October 2021

**Bid Exception:** None

**Recommendation:**

That Council award this open call to the lowest bidder meeting specifications, Weirs Construction Limited, for \$4,323,698.36 (excluding HST) as per the Public Procurement Act.

**Attachments:** 2021019 – Bid Summary

# ST. JOHN'S

### Report Approval Details

|                      |  |
|----------------------|--|
| Document Title:      | 2021019 Kenmount Road Trunk Storm Sewer Phase 3.docx |
| Attachments:         | - 2021019 - Bid Summary.pdf                          |
| Final Approval Date: | Mar 26, 2021   |

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

**Rick Squires - Mar 26, 2021 - 3:12 PM**

**Derek Coffey - Mar 26, 2021 - 3:14 PM**



**2021019**

**Kenmount Road Trunk Storm Sewer Phase 3**

Closing Date: Thursday, March 25, 2021

**Vendor**

**Bid Submissions**

|                                      |                  |
|--------------------------------------|------------------|
| Weirs Construction Limited           | \$4,323,698.3600 |
| Fairview Investments Limited         | \$4,622,085.5000 |
| Modern Paving Limited                | \$4,742,068.5000 |
| Pyramid Construction Limited         | \$4,749,748.0000 |
| Bursey Excavating & Development Inc. | \$4,831,826.0000 |
| Dexter construction company Limited  | \$4,872,037.5000 |

# BID APPROVAL NOTE

**Bid # and Name:** 2021003 – Traffic Control Services  
**Date Prepared:** Friday, March 26, 2021  
**Report To:** Regular Meeting  
**Councillor and Role:** Councillor Sandy Hickman, Public Works  
**Ward:** N/A

**Department:** Public Works  
**Division:** Various: Roads, Water & Wastewater  
**Quotes Obtained By:** Sherry Kieley  
**Budget Code:** Multiple  
**Source of Funding:** Operating

**Purpose:**

This open call was issued to provide a standing offer for traffic control services for use throughout the City of St. John's. This standing offer is not a guarantee of work but a pricing guide pending availability of each supplier. The City will have a contract with a maximum of three suppliers for each section.

**Results:** ☒ As attached ☐ As noted below

| Vendor Name | Bid Amount |
|-------------|------------|
|             |            |
|             |            |

**Expected Value:** ☐ As above  
☒ Value shown is an estimate only for a 5 year period. The City does not guarantee to buy specific quantities or dollar value.

**Contract Duration:** Period of two (2) years, with an option in favour of the City to extend the contract on the same terms and conditions for up to three (3) one-year additional terms.

**Bid Exception:** None

**Recommendation:**

That Council award open call 2021003 – Traffic Control Services to Eastern Safety Services, Safety First Contracting Limited, and Hi-Vis Traffic Control Inc. as per the Public Procurement Act. Right of first refusal is given to the supplier with the lowest price. Subsequent suppliers are contacted in order or ranking until the request can be filled.

# ST. JOHN'S

**Attachments:**



### Report Approval Details

|                      |   |
|----------------------|---|
| Document Title:      | 2021003 - Traffic Control Services.docx |
| Attachments:         | - Order of Calling.pdf                  |
| Final Approval Date: | Apr 1, 2021                             |

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

**Rick Squires - Apr 1, 2021 - 10:03 AM**

**Derek Coffey - Apr 1, 2021 - 10:13 AM**

2021003 - Traffic Control Services - Order of Calling

- First
- Second
- Third

| Section 1        |                             |                                 |                  | Eastern Safety Services |               |               |               |               | Safety First Contracting Limited |               |               |               |               | Hi-Vis Traffic Control Inc. |               |               |               |               |
|------------------|-----------------------------|---------------------------------|------------------|-------------------------|---------------|---------------|---------------|---------------|----------------------------------|---------------|---------------|---------------|---------------|-----------------------------|---------------|---------------|---------------|---------------|
| <u>Line Item</u> | <u>Description</u>          | <u>Estimated Hours Per Year</u> |                  | <u>Year 1</u>           | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> | <u>Year 1</u>                    | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> | <u>Year 1</u>               | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> |
| 1                | Traffic Control Person Only | 16,000                          | Hourly Rate:     | \$18.49                 | \$18.75       | \$19.00       | \$19.25       | \$19.25       | \$22.96                          | \$23.54       | \$24.13       | \$24.73       | \$25.35       | \$29.48                     | \$29.48       | \$34.45       | \$38.65       | \$38.65       |
|                  |                             |                                 | Estimated Total: | \$295,840.00            | \$300,000.00  | \$304,000.00  | \$308,000.00  | \$308,000.00  | \$367,360.00                     | \$376,640.00  | \$386,080.00  | \$395,680.00  | \$405,600.00  | \$471,680.00                | \$471,680.00  | \$551,200.00  | \$618,400.00  | \$618,400.00  |

| Section 2        |   |                                 |                  | Hi-Vis Traffic Control Inc. |               |               |               |               | Safety First Contracting Limited |               |               |               |               |
|------------------|---|---------------------------------|------------------|-----------------------------|---------------|---------------|---------------|---------------|----------------------------------|---------------|---------------|---------------|---------------|
| <u>Line Item</u> | <u>Description</u>                                  | <u>Estimated Hours Per Year</u> |                  | <u>Year 1</u>               | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> | <u>Year 1</u>                    | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> |
| 1                | Complete Traffic Control (Small Equipment Package)  | 240                             | Hourly Rate:     | \$64.95                     | \$64.95       | \$67.95       | \$70.95       | \$73.95       | \$87.50                          | \$89.68       | \$92.10       | \$94.40       | \$96.76       |
|                  |   |                                 | Estimated Total: | \$15,588.00                 | \$15,588.00   | \$16,308.00   | \$17,028.00   | \$17,748.00   | \$21,000.00                      | \$21,523.20   | \$22,104.00   | \$22,656.00   | \$23,222.40   |
| 2                | Complete Traffic Control (Medium Equipment Package) | 160                             | Hourly Rate:     | \$67.95                     | \$67.95       | \$70.95       | \$73.95       | \$76.95       | \$110.00                         | \$112.75      | \$115.56      | \$118.45      | \$121.41      |
|                  |   |                                 | Estimated Total: | \$10,872.00                 | \$10,872.00   | \$11,352.00   | \$11,832.00   | \$12,312.00   | \$17,600.00                      | \$18,040.00   | \$18,489.60   | \$18,952.00   | \$19,425.60   |

Proposed resolution for the City of St. John's  
Purpose: To support a healthy ecosystem for local journalism

**Whereas** a healthy, professional news media is essential for the proper functioning of civil society and democracy at the local, regional, federal and international levels;

**Whereas** the Public Policy Forum declares — on its website for the 2017 report *The Shattered Mirror: News, Democracy and Trust in the Digital Age* (commissioned by the federal government) — that “real news is in crisis” in this country;

**Whereas** the U.S. Federal Communications Commission (FCC) cited eight “critical information needs” the media help to provide including emergencies; other public risks to health; education; the environment; economic opportunities; civic and political knowledge of policy initiatives; and the conduct of public officials, and candidates for office (*The Shattered Mirror* p.4);

**Whereas** Canadians have lost the essential services provided by roughly 2,000 media workers in 100 communities across Canada due to layoffs in only six weeks from the first COVID-19 pandemic lockdowns taking effect in March 2020 — a time it became clearer how important it is for Canadians to receive accurate information — and advertising revenues have plunged, prompting an emergency \$30-million advertising-buy by the federal government;



**Whereas** residents of 190 Canadian communities lost 250 established news outlets due to closings or mergers between 2008 and 2018;

**Whereas** two thirds of Canadians agree or somewhat agree that because of the Coronavirus/Covid-19 outbreak the federal government should treat widespread media bankruptcies and lay-offs as an emergency, according to a Nanos Research poll of April 2020;

**Whereas** the federal government allocated nearly \$600 million in aid for Canadian media over five years in its 2019 budget, including a 25-per-cent tax credit for newsroom salaries; a 15-per-cent tax credit for digital media subscribers; and charitable tax status for non-profit news outlets;

**Whereas** Canada's federal government acknowledged in its 2019 budget (p. 173) that "A strong and independent news media is crucial to a well-functioning democracy.";

**Whereas** at least 17 municipal councils in Ontario and B.C. have already passed resolutions similar to the one proposed below;

**Whereas** the news media in St. John's have been instrumental during the COVID-19 pandemic, ensuring local citizens have accurate local information;

**Whereas** robust local news media can better serve St. John's residents by helping the city pursue the four Strategic Directions and goals outlined in its

**2019-2029 Strategic Plan;**

**Therefore Be It Resolved** that the City of St. John's Council recognizes that a healthy, professional news media is essential to the proper functioning of democracy in our city; urges nearby municipal councils and across Canada to recognize that a robust news media is essential to the proper functioning of democracy in their jurisdictions; endorses legislation and regulations to support and rejuvenate news outlets across Canada; and urges the federal government to move quickly to pass legislation to ensure an ecosystem for a healthy news media to serve all Canadians.

And that the resolution be forwarded to the area municipalities; local M.P.s and M.H.A.s; Municipalities Newfoundland & Labrador; and the Federation of Canadian Municipalities.

# DECISION/DIRECTION NOTE

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**Title:** Parking of Vehicles on Residential Yards

**Date Prepared:** March 31, 2021 Click or tap to enter a date.

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** N/A

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## **Decision/Direction Required:**

To amend the Residential Property Standards By-Law to clarify the law around parking vehicles on residential yards.

## **Discussion – Background and Current Status:**

Section 5.2.3(2) of the Residential Property Standards By-Law states:

No person shall park, or cause to be parked, a vehicle on residential property beyond the building line unless such vehicle is parked in an approved driveway or parking space.

Historically, this section has been interpreted by Regulatory Services to mean that you cannot park a vehicle on your front yard. However, the phrasing “beyond the building line” is somewhat ambiguous. The By-Law needs to be clarified so that any potential for confusion is removed. Increased clarity will benefit the public, improve compliance, and ensure consistent enforcement.

The Legal Department has consulted with Regulatory Services and Planning/Development to review this section of the By-Law, discuss the proposed amendment, and ensure no conflict with the new Development Regulations.

Staff agree that the amendment should follow common past practice and clearly prohibit vehicles parking on the front yard. This reflects not only aesthetic concerns, but also landscaping requirements and snow removal/snow storage issues. Vehicles will be permitted to park on side/rear yards; however, this will not apply to commercial vehicles (as prohibited in the Commercial Vehicle Parking By-Law<sup>1</sup>) or inoperative/unused/abandoned vehicles (as prohibited under section 5.2.3(1) of the Residential Property Standards By-Law). Likewise, any

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<sup>1</sup> Section 3(c) permits the parking of one non-construction related commercial vehicle up to 10,000 lbs. on a residential property

paving or asphalt on side/rear yards will still have to go through the usual permit process and receive approval.

The amended section would read:

No person shall park, or cause to be parked, a vehicle on the front yard of a residential property unless such vehicle is parked in an approved driveway or parking space.

The Residential Property Standards By-Law is currently undergoing a complete review and revision. The amendment to this section of the By-Law however is of a pressing nature as Regulatory Services starts to see an increase in this issue in the spring/summer months. Therefore, this section of the By-Law needs to be immediately addressed.

**Key Considerations/Implications:**

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
  - PERS – Regulatory Services and Planning/Development
  - General Public
3. Alignment with Strategic Directions/Adopted Plans:
  - Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live – amending the by-law to prohibit the parking of vehicles on front yards reflects landscaping requirements and enhances the natural environment
  - Effective City – Work with our employees to improve organizational performance through effective processes and policies – amending the by-law will remove any potential for confusion and ensure consistent, effective enforcement
4. Legal or Policy Implications:
  - Amending the By-Law will improve clarity around the law
5. Privacy Implications: N/A
6. Engagement and Communications Considerations:
  - The amendment will have to be advertised and published in the Gazette and newspaper in order to legally be in effect
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications:
  - The amended By-Law will need to be updated on the City's website



10. Other Implications: N/A

**Recommendation:**

That Council amend the Residential Property Standards By-Law to clarify that the parking of vehicles on the front yard of a residential property is prohibited.

**Prepared by:**        **Katie Philpott**

**Approved by:**

**Report Approval Details**

|                      |   |
|----------------------|---|
| Document Title:      | Parking of Vehicles on Residential Front Yards.docx |
| Attachments:         |   |
| Final Approval Date: | Mar 31, 2021  |

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

**Cheryl Mullett - Mar 31, 2021 - 3:12 PM**

## **NOTICE OF MOTION**

**TAKE NOTICE** that I will at a future Regular Meeting of Council, move a motion to have City Council amend the Residential Property Standards By-Law to clarify that the parking of vehicles on the front yard of a residential property is prohibited.

DATED at St. John's, NL, this      day of      , 2021.

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Councillor

# DECISION/DIRECTION NOTE

---

**Title:** St. John's Sports & Entertainment Ltd. – Board of Directors

**Date Prepared:** March 30, 2021

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Jamie Korab, Community Services

**Ward:** Ward 2

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## **Decision/Direction Required:**

Council's approval sought to appoint two new members to the Board of Directors of St. John's Sports & Entertainment.

## **Discussion – Background and Current Status:**

As per Section 4.3 of the General Operating By-Law of St. John's Sports & Entertainment Ltd, the City may appoint up to six members from the community at large to the Board of Directors.

The City advertised for two new members and received 15 applications. The Governance & HR (GHR) Board Committee reviewed the applicants of prospective board members. A summary of skills of current Board members was compiled and a skills analysis was conducted. The skills most lacking were identified and those applicants with the skills needed were proposed to meet those gaps. The two individuals recommended by the Board are Stephen Dinn and Glenn Nomore.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
  - St. John's Sports & Entertainment Ltd.
3. Alignment with Strategic Directions/Adopted Plans: N/A
4. Legal or Policy Implications:
  - General Operating By-Law of St. John's Sports & Entertainment Ltd.
5. Privacy Implications: N/A

# ST. JOHN'S



The St. John's Sports & Entertainment Ltd. – Board Members

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

**Recommendation:**

That Council appoint Stephen Dinn and Glenn Normore to the Board of Directors of the St. John's Sports & Entertainment Ltd.

# DECISION/DIRECTION NOTE

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**Title:** Closure Order for Dwelling at 434 Allandale Road

**Date Prepared:** October 30, 2019

**Report To:** Regular Meeting of Council

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

**Ward:** Ward 4

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**Decision/Direction Required:** For Council to consider the dwelling at 434 Allandale Road a nuisance and issue an order to vacate under section 375 of the City Act.

**Discussion – Background and Current Status:** The Division of Regulatory Services has been involved in the enforcement of property standards at 434 Allandale Road. There are several issues with the property which include building, electrical, and plumbing deficiencies. Currently the property does not have hot or cold running water.

There has been no action taken thus far to remedy the property's deficiencies, in particular the lack of running water. Therefore, the Division of Regulatory Services is applying to Council to judge the dwelling to be a nuisance under section 375 of the City of St. John's Act. Under this section "council may judge the building to be a nuisance and may make a written order prescribing the disposition, alteration, or regulation of the building or vacation, demolition, and removal of the building that the council considers necessary". In this particular case, as the dwelling lacks hot and cold running water, Regulatory Services is recommending an order to vacate.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: Not Applicable
2. Partners or Other Stakeholders: Not Applicable
3. Alignment with Strategic Directions/Adopted Plans: Not Applicable
4. Legal or Policy Implications: Not Applicable
5. Privacy Implications: Not Applicable
6. Engagement and Communications Considerations: Not Applicable

# ST. JOHN'S

- 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 the dwelling to be a nuisance under section 375 of the City of St. John's Act and issue an order to vacate.

**Prepared by:**

Randy Carew, CET, Manager – Regulatory Services  
Planning, Engineering and Regulatory Services

**Approved by:**

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

**Report Approval Details**

|                      |   |
|----------------------|---|
| Document Title:      | Closure Order for Dwelling at 434 Allandale Road.docx |
| Attachments:         |   |
| Final Approval Date: | Mar 31, 2021  |

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

**Randy Carew - Mar 31, 2021 - 2:59 PM**

**No Signature found**

**Cheryl Mullett - Mar 31, 2021 - 4:05 PM**

**Jason Sinyard - Mar 31, 2021 - 4:13 PM**



# DECISION/DIRECTION NOTE

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**Title:** 68 Queen's Road (Townhouses), Adoption MPA1900002

**Date Prepared:** March 30, 2021

**Report To:** Regular Meeting of Council

**Councillor and Role:** Councillor Maggie Burton, Planning & Development

**Ward:** Ward 2

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## **Decision/Direction Required:**

Following provincial release of the proposed amendment for the Townhouse development at 68 Queen's Road, Council may proceed to adopt St. John's Municipal Plan Amendment Number 154, 2021 and St. John's Development Regulations Amendment Number 706, 2021.

## **Discussion – Background and Current Status:**

At its February 9, 2021 regular meeting, Council decided to split the proposed development at 68 Queen's Road into two separate amendment packages – one for the proposed Townhouses on Queen's Road, the other for the proposed Apartment Building bordering Harvey Road. Council also adopted-in-principle St. John's Municipal Plan Amendment 154, 2021 and St. John's Development Regulations Amendment 706, 2020, which would rezone the southern part of the property from the Institutional (INST) Zone to the Residential Downtown (RD) Zone to allow the development of three Townhouses. These would replace the Cathedral Parish Hall and attach to the existing house at the west end of the hall. Please note that a Regional Plan amendment is not required for this proposed rezoning.

The property is located in Heritage Area 1 and the Cathedral Parish Hall is designated by Council as a Heritage Building. The property is within the St. John's Ecclesiastical District National Historic Site, which was proclaimed several years ago by the Historic Sites and Monuments Board of Canada. The Cathedral Parish Hall is still designated as a Heritage Building but was radically altered in the late 1960s after a fire. Approving a rezoning for Townhouses would require the removal of the designation and the demolition of the hall. The applicant proposes to re-use character-defining elements such as the brick arch. The heritage designation will remain on the 1893 house. Should rezoning proceed, the decision to remove the heritage designation for the hall would be brought to Council at the development stage.

The amendments were forwarded to the NL Department of Environment, Climate Change and Municipalities for review. The provincial release has now been issued for the two amendments. It is now in order for Council to proceed with the next steps in the amendment process: adopting the amendment and setting up a public hearing.

During the provincial review, the application was sent to the NL Department of Tourism, Culture, Arts and Recreation, to the Provincial Archeology Office and to Heritage NL.

# ST. JOHN'S

Heritage NL noted that the former Cathedral Parish Hall is not provincially designated. In their opinion, the structure has lost most of its architectural heritage value due to past loss and renovations due to fire. What remains is a shell with only a small portion of the original façade intact. They agree that the proposed Townhouses fit with the character and scale of the National Historic District. The design incorporates motifs from the original structure, along with portions of the remaining stone base of the hall's former tower. Heritage NL saw no issue with the rezoning but offered the following recommendations:

- That the City of St. John's, together with the owners of heritage buildings in the district, neighbourhood residents, Parks Canada, and other stakeholders, develop a management plan for the Ecclesiastical District National Historic Site to ensure that future development is sympathetic to its heritage values.
- That with the existing structures to be demolished, serious attempts be made to salvage as much of the useable building fabric as possible to reduce greenhouse gas emissions.
- That interpretive elements (for example, storyboards and/or online materials) be created to tell the story of the Parish Hall and the former Anglican school.
- That prior to and during demolition, the structure be documented.

The Department of Tourism, Culture, Arts and Recreation agreed with Heritage NL and offered the following recommendations from the Provincial Archaeology Office (PAO), based on a desktop assessment of the site (a review of written materials):

- Removal of the Parish Hall's foundations and footings should be monitored, allowing for updating the plan map (under construction) and recording any pre-1892 structural remains or deposits if encountered.
- This site (named PA-2) has no indicated structural remains, but there is a possibility for secondary deposits from the original construction of Fort Townshend and/or of Harvey Road itself. The PAO should consider monitoring of future groundworks in PA-2 (not anticipated in 2021).

The PAO also recommends that early 20th century structural remains or deposits be recorded. Archaeological monitoring is required during the removal of the Parish Hall's foundations and footings as well as during future groundworks in PA-2.

Should Council proceed with the amendments, staff recommend to include the provincial recommendations in their decision. If Council adopts the amendments, the next step is a public hearing. At present, the commissioner has not been confirmed. The name will be brought to a future Council meeting.

### **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring property owners and residents; heritage groups; business groups; potential future residents.

3. Alignment with Strategic Directions/Adopted Plans:  
*St. John's Strategic Plan 2019-29* - A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: Map amendments to the St. John's Municipal Plan and Development Regulations are required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: If adopted, a public hearing will be advertised in accordance with the St. John's Development Regulations and the Urban and Rural Planning Act, 2000.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

**Recommendation:**

- 1) That Council adopt the attached resolutions for St. John's Municipal Plan Amendment Number 154, 2021 and St. John's Development Regulations Amendment Number 706, 2021. The proposed date for the public hearing is Wednesday, May 5, 2021, at 7 p.m.
- 2) That the City, together with the owners of heritage buildings in the district, neighbourhood residents, Parks Canada, and other stakeholders, develop a management plan for the Ecclesiastical District National Historic Site as future neighbourhood planning work of the Planning Division.
- 3) That the City ensure that demolition of the Cathedral Parish Hall will follow the recommendations of the Provincial Archeology Office, and the applicant salvage as much of the useable building fabric as possible, as indicated in the Land Use Assessment Report.
- 4) That Council request that the applicant add interpretive elements to the site design and document the structure before it is demolished.

**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:      | 68 Queen's Road (Townhouses) , Adoption MPA1900002.docx  |
| Attachments:         | - 68 Queen's Road - Townhouse Adoption Attachments.pdf<br>- PLane LUAR Rev 5B Final July 2, 2020.pdf |
| Final Approval Date: | Mar 31, 2021   |

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

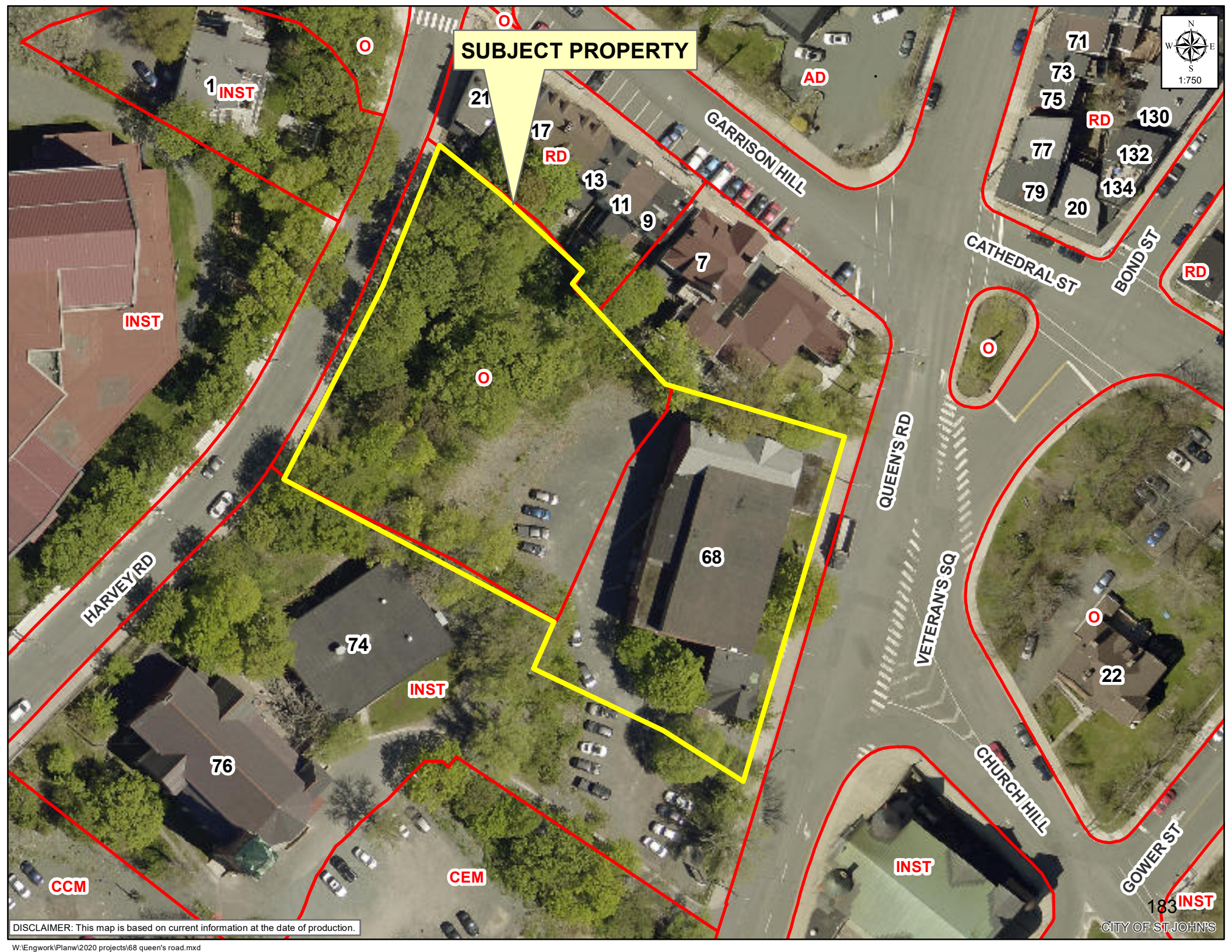
**Ken O'Brien - Mar 31, 2021 - 5:45 PM**

**Jason Sinyard - Mar 31, 2021 - 5:56 PM**





**SUBJECT PROPERTY**



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

W:\Engwork\Planw\2020 projects\68 queen's road.mxd

183 INST  
CITY OF ST. JOHN'S



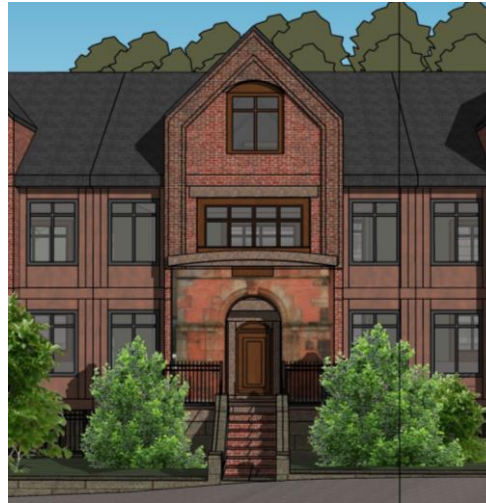
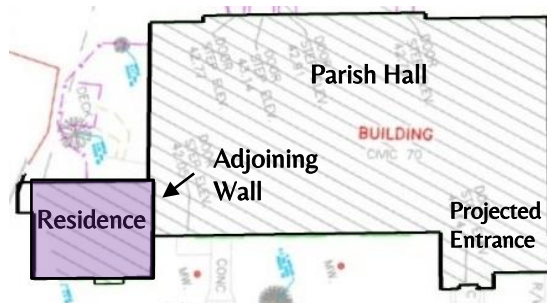


**Existing Buildings.** Currently the site includes The Cathedral Parish Hall and Residence, which share a common wall. Both are designated Municipal Heritage Structures.

**The Residence** was occupied until 2017. As the first phase of development, this residence is being renovated while maintaining the original exterior.

**The Parish Hall will be removed.** It has been heavily altered over the years, is in marginal condition, has a compromised structure, has a serious mold problem, and, in our opinion, does not have a viable ongoing use.

**Character Defining Elements** as outlined in the 'Statement of Significance' will be protected or acknowledged in this proposal. The Residence is being renovated. Key elements from the entrance such as the classical revival arched transom, pilasters, keystone decoration, dentals and quoining will be salvaged and used as part the entrance to the Central Townhouse.



Schematic only, to be refined during Detail Design.





## Phase 2: Queen's Road Townhouse's Materials

- The building will be of combustible and non combustible construction.
- Cladding is solid and rainscreen masonry, composite panel rainscreen, glass, and machine coated aluminum.
- Colours and textures of exterior materials will be selected to blend with and complement the existing residence.

## Glass window wall and punched windows

- Machine coated aluminum.

**Patios and balconies** will be integral with the structure.

Railings will be glass and aluminum.

**Roof:** Asphalt shingles to match the residence



## Materials

B1 Clay stack brick, Shaw red range

C1 Composite rainscreen

G1 Clear glass

A1 Machine coated aluminum

E1 Existing brick

S1 Natural and cultured stone

## Cladding technology is evolving.

In addition to traditional material choices that provide superior durability, thermal and weather protection are available.

## Solid Materials

Calcium silicate masonry (CSMU), cultured stone, brick.

## Rain Screen

Composite panels, fibre cement, CSMU

**Architecturally consistent choices** will be made from a wide range of surface colour, texture and patterns.

**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**ST. JOHN'S Municipal Plan, 2003**

**Amendment Number 154, 2021**

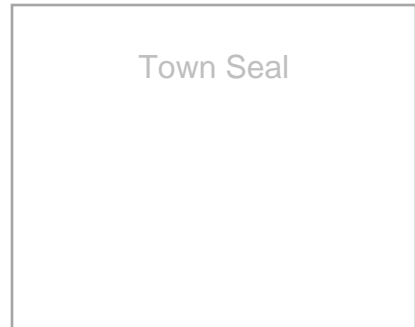
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Municipal Plan Amendment Number 154, 2021.

Adopted by the City Council of St. John's on the \_\_\_\_ day of \_\_\_\_\_.

Signed and sealed this \_\_\_\_ day of \_\_\_\_\_.

Mayor: \_\_\_\_\_

Clerk: \_\_\_\_\_



**Canadian Institute of Planners Certification**

I certify that the attached St. John's Municipal Plan Amendment Number 154, 2021 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: \_\_\_\_\_





**URBAN AND RURAL PLANNING ACT, 2000**

**RESOLUTION TO ADOPT**

**ST. JOHN'S Development Regulations, 1994**

**Amendment Number 706, 2021**

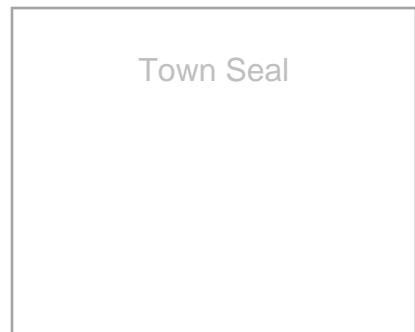
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Development Regulations Amendment Number 706, 2021.

Adopted by the City Council of St. John's on the \_\_\_\_ day of \_\_\_\_\_.

Signed and sealed this \_\_\_\_ day of \_\_\_\_\_.

Mayor: \_\_\_\_\_

Clerk: \_\_\_\_\_



**Canadian Institute of Planners Certification**

I certify that the attached St. John's Development Regulations Amendment Number 706, 2021 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: \_\_\_\_\_



## **CITY OF ST. JOHN'S**

### **Municipal Plan Amendment Number 154, 2021 and Development Regulations Amendment Number 706, 2021**

#### **BACKGROUND**

The City of St. John's wishes to allow Townhouses at 68 Queen's Road. See Council Decision Note dated February 2, 2021 for Background Information on St. John's Municipal Plan Amendment Number 154, 2021 and Development Regulations Amendment Number 706, 2021

#### **PUBLIC CONSULTATION**

The proposed amendment and associated public meetings were advertised on three occasions in The Telegram newspaper on October 31, November 7, and November 14, 2020. A notice of the amendment was also mailed to property owners within 150 metres of the application site and posted on the City's website and social media. Two virtual public meetings were held on November 17 and 18, 2020.

#### **ST. JOHN'S URBAN REGION REGIONAL PLAN AMENDMENT**

The parcel of land at 68 Queen's Road is designated under the St. John's Urban Region Regional Plan as Urban Development along Queen's Road and Public Open Space at the rear of the property along Harvey Road. This amendment is only dealing with the area currently designated Urban Development and therefore a Regional Plan amendment is not required for this portion of the lot.

#### **ST. JOHN'S MUNICIPAL PLAN AMENDMENT NUMBER 154, 20121**

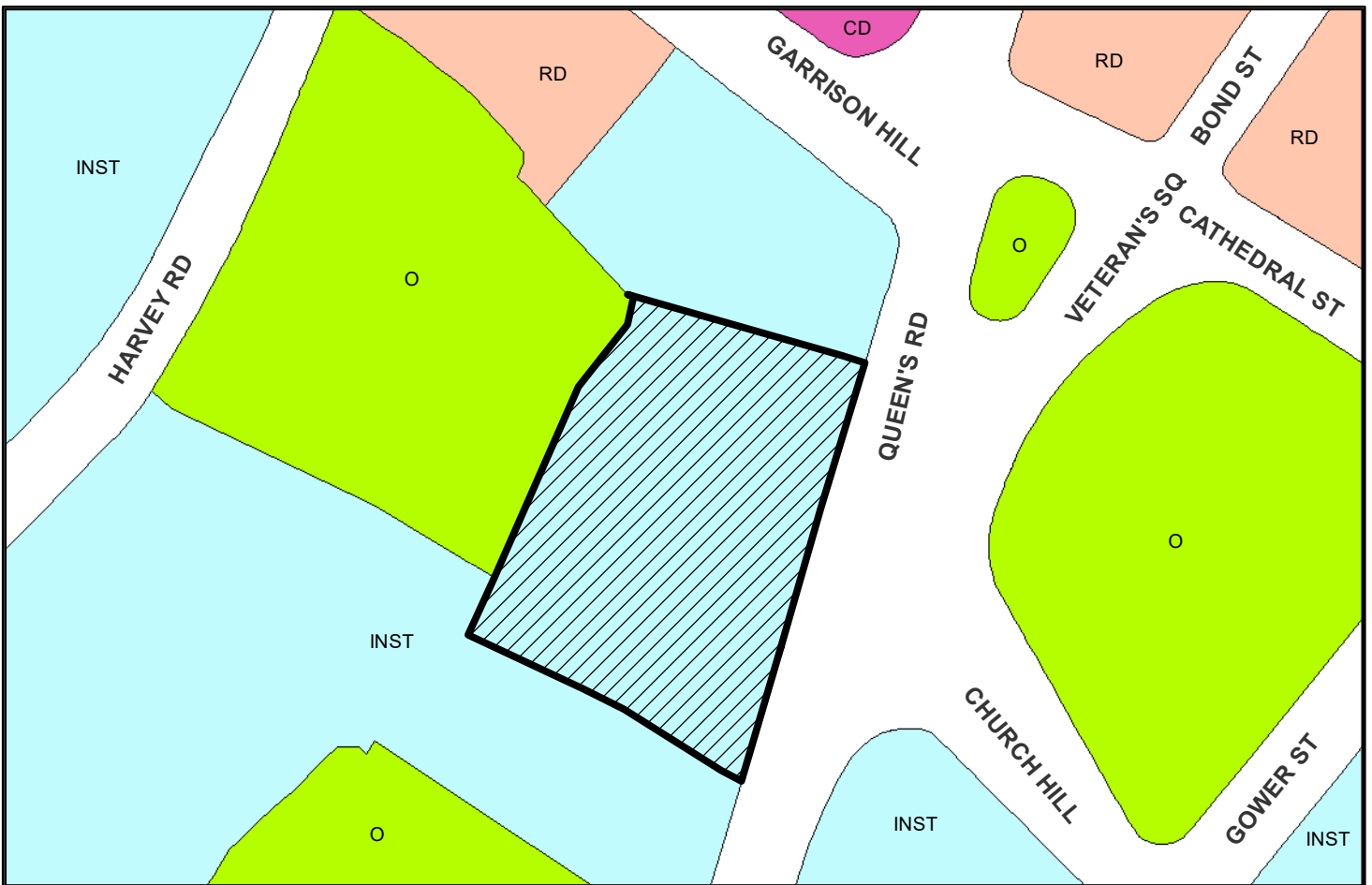
The St. John's Municipal Plan is amended by:

**Redesignating land at 68 Queen's Road [Parcel ID# 20531] from the Institutional (INST) Land Use District to the Residential Downtown (RD) Land Use District as shown on Map III-1A attached.**

#### **ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 715, 2021**

The St. John's Development Regulations is amended by:

**Rezoning land at 68 Queen's Road [Parcel ID# 20531] from the Institutional (INST) Zone to the Residential Downtown (RD) Zone as shown on Map Z-1A attached.**



**CITY OF ST. JOHN'S  
MUNICIPAL PLAN  
Amendment No. 154, 2021  
[Map III-1A]**

2021 01 19 Scale: 1:1000  
City of St. John's  
Department of Planning, Development  
& Regulatory Services

**I hereby certify that this amendment  
has been prepared in accordance with the  
Urban and Rural Planning Act.**

 **AREA PROPOSED TO BE REDESIGNATED FROM  
INSTITUTIONAL (INST) LAND USE DISTRICT TO  
RESIDENTIAL DOWNTOWN (RD) LAND USE DISTRICT**

**68 QUEEN'S ROAD  
Parcel ID 20531**

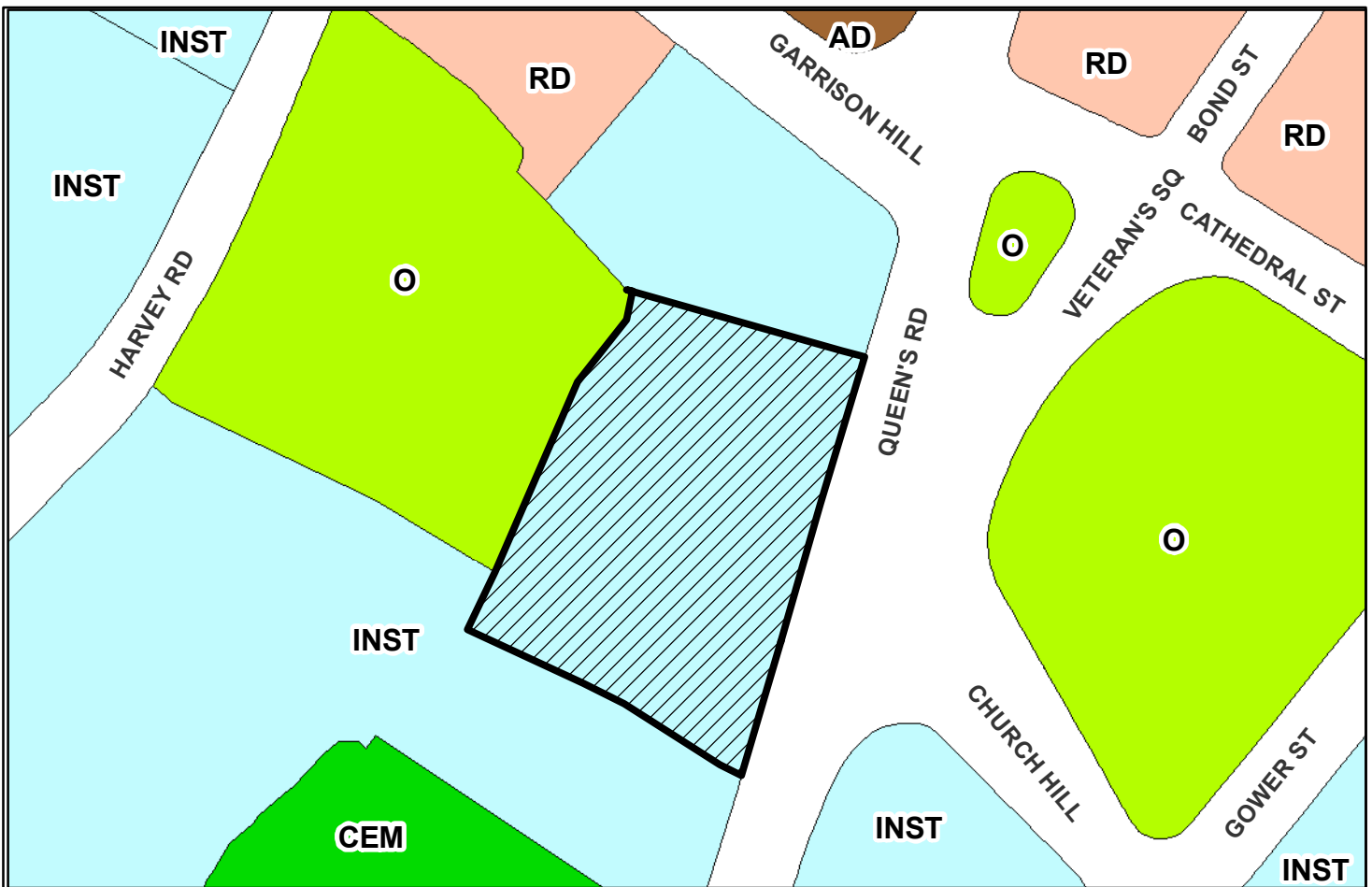
\_\_\_\_\_  
M.C.I.P. signature and seal

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Council Adoption

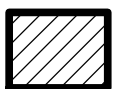
Provincial Registration



# **CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 706, 2021 [Map Z-1A]**

2021 01 19 Scale: 1:1000  
City of St. John's  
Department of Planning, Development  
& Regulatory Services

**I hereby certify that this amendment  
has been prepared in accordance with the  
Urban and Rural Planning Act.**



AREA PROPOSED TO BE REZONED FROM  
INSTITUTIONAL (INST) LAND USE ZONE TO  
RESIDENTIAL DOWNTOWN (RD) LAND USE ZONE

**68 QUEEN'S ROAD  
Parcel ID 20531**

\_\_\_\_\_  
M.C.I.P. signature and seal

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Council Adoption

Provincial Registration



## Statement of Significance



### **68 Queen's Road - Cathedral Parish Hall**

#### **Formal Recognition Type**

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

#### **Description of Historic Place**

Cathedral Parish Hall is a two storey brick building located at the corner of Queen's Road and Garrison Hill, St. John's, NL. The designation is confined to the footprint of the building.

#### **Heritage Value**

The Cathedral Parish Hall has been designated a Municipal Heritage Structure because of its aesthetic value.

The main entrance is projected and designed in the Classical Revival style with its arched transom, pilasters, keystone decoration, dentials and quioning.

**Source:** City of St. John's Archives, unnumbered property file, St. John's - Cathedral Parish Hall

#### **Character Defining Elements**

All elements that define the building's Classical Revival design including:

- the unusual shape building, in that there is a house like addition on the left gable end of the building;
- the original main entrance is projected and designed in the Classical Revival style with its arched transom, pilasters, keystone decoration, dentials and quioning; and,
- size, dimensions and location of building.
- 

#### **Notes of Interest**

A very unusual shape building, in that there is a house like addition on the left gable end of the building.

The main entrance is projected and designed in the Classical Revival style with its arched transom, pilasters, keystone decoration, dentials and quioning

**Location and History**

|               |                    |
|---------------|--------------------|
| Community     | St. John's         |
| Municipality  | City of St. John's |
| Civic Address | 068 Queen's Road   |
| Significant   | 1892 - 1893        |
| Architect     | Unknown            |
| Builder       | Unknown            |
| Style         | Classical Revival  |

## Statement of Significance



Aerial view of St. John's Ecclesiastical District outlined in red

### St. John's Ecclesiastical District

#### **Formal Recognition Type**

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

#### **Description of Historic Place**

The St. John's Ecclesiastical District is a large, linear shaped parcel of land located in the center of St. John's, in the one of the oldest sections of town. This district includes churches, convents, monasteries, schools, fraternal meeting houses and cemeteries and evokes a visual panorama of imposing masonry buildings of varying architectural styles. Within this organically patterned landscape and generous open spaces are some of the province's most important 19th century "mother churches", including representatives from most major denominations prevalent in Newfoundland and Labrador. The buildings vary in size, scale and formality and the district exemplifies its strong educational thrust through the continued uses of many of the buildings for their intended purposes, such as the schools and churches. The district spans an area of more than 61 acres. The natural evolution of the area is evident through its architecture and mature green space and newer buildings included within the district boundaries have been designed to be sympathetic to the styles of the original buildings. The designation is purely commemorative and includes all buildings, lands, landscape features, structures and remains within the boundaries.

#### **Heritage Value**

The St. John's Ecclesiastical District has a strong historic association with religion and education for Newfoundland and Labrador. The collection of ecclesiastical and fraternal buildings, which

comprise the district, represents the pivotal role of the churches in St. John's society in matters spiritual, educational, charitable, political and recreational for more than 175 years. Although many of these historic functions have been taken over by the provincial government, the area continues to contribute strongly to the community through the various schools and the churches whose facilities serve many cultural and social needs and expressions. It is the spiritual center of St. John's and of the founding religions and it is used by many groups and faiths for ongoing cultural and social activities.

The St. John's Ecclesiastical District is also historically valuable because of its associations with the religious leaders who were the overseers of daily operations. In a town whose population was once divided along religious lines, individual buildings and clusters thereof are associated with personalities who sat in the seats of religious power and the people who found themselves under their guidance. The denominational clusters of buildings serve to emphasize both the differences and similarities of each religious group at the same time. The buildings remain as imposing, lasting reminders of the institutions responsible for their construction and the contribution of these religious institutions to the community, both positive and negative.

The St. John's Ecclesiastical District achieves aesthetic value through the formal styles, scales and placements of buildings, landscape features and structures, which show the roles and dominance of religion in the history and development of the capital city. The overall visual impact of the area is achieved through the uses of varying materials, architectural styles, open spaces and statuary whereas today areas like the Ecclesiastical District are no longer being built. Where religion played a crucial and fundamental role in developing the community, these buildings stand as physical testaments to this influence. Also aesthetically valuable is the use of natural, enduring materials which dominate the district landscape. The buildings, constructed in stone and brick, reach skyward with their spires and towers, yet remain solidly firm on their well-built foundations. The varied ornamentations, statuary, grave markers, monuments and fencing, paired with the mature trees and generous use of green space, all combine in a cohesive and organic manner.

The St. John's Ecclesiastical District achieves environmental value in several ways. The district is a visual landmark for fishermen. Situated on upwards-sloping land the brick and granite buildings rise above the harbour, marking the way for fishermen returning from the fishing grounds as they enter St. John's harbour. This visual landmark continues to be used to this day, and the views of the district from the harbour, as well as the views of the harbour from the district are considered valuable to the community. Other environmental values include the footpaths, the close proximity of the buildings to each other and the back alleyways reminiscent of 19th century St. John's; a trend that doesn't exist in newer parts of the city. The area was intentionally picked by early church leaders to emphasize the dominant position of the churches. The big stone churches held the leaders of society who, in their infinite wisdom, could peer down on the masses of common folk and pass down their laws and rules. The physical location of the church buildings deliberately forced the less-enlightened to look up to the church: a literal reaction to a figurative idea.

**Source: St. John's Ecclesiastical District Ward 2, Recognition in the St. John's Municipal Plan, St. John's Municipal Plan Amendment No. 29, 2005 CD R2005-04-26/11**



### **Character Defining Elements**

All those elements that relate to the variety and the uses of formal architectural styles and designs often typical of each denomination, including but not limited to:

- Gothic Revival, Classic, Romanesque, Second Empire and Georgian masonry buildings; -high quality of craftsmanship;
- the uses of architectural features typically found on specific architectural styles such as arched window and door openings on the Gothic Revival Anglican Cathedral and the Latin cross layout of the Romanesque Catholic Basilica;
- use of symbols and inscribed identifications such as those found on the BIS (Benevolent Irish Society) building in the forms of carved stonework and statuary on the exterior façade of the building;
- decorative elements which reflect the grandness of the buildings, including stained glass windows, towers, spires, belfries, the Basilica Arch and grand entryways with generous open green space;
- dominating nature of spires in an area where they stand out among primarily low buildings; and
- various roof shapes, windows and door openings, massing, size and orientation.

All those elements that relate to the predominant use of high quality, durable materials, and to the variety of these materials, including:

- use of locally quarried granite and bluestone incorporated into masonry buildings;
- use of imported stone incorporated into masonry buildings; and
- use of slate and other durable materials.

All those elements that relate to the physical location of the district, including:

- prominent location on a hill/ slope making it visible and symbolic;
- existing major views to and from the district;
- informal organic layout and the ability to read the natural land use patterns and circulation routes;
- relationship of major religious institutional buildings to their immediate setting and surroundings; and
- interrelationship of buildings and denominational clusters, such as the Roman Catholic cluster of its convent, monastery, church and school.

All unique and special elements that define the district's long and religious/educational history, including:

- formal landscape elements such as walls, fencing, statuary, grave markers, Basilica Arch and monuments;
- the interrelationship between buildings, such as the nearness of the Presentation Convent, the Basilica, the Monastery and St. Bon's School, and the ability to access each by footpaths marked out for more than 175 years, and through back doors and alleyways;
- non-formal and traditional treed footpaths and monuments, including unmarked trails through cemeteries; and
- openness of landscape;

All those elements that reflect the continuing uses of the district, including:

- religious, educational and community uses for cultural purposes.

### **Location and History**

|                      |   |
|----------------------|---|
| Community            | St. John's  |
| Municipality         | City of St. John's  |
| Construction (circa) | 1826 - 1923   |
| Style                | Other   |
| Website Link         | <a href="http://www.stjohns.ca/index.jsp">http://www.stjohns.ca/index.jsp</a> |

### **Additional Photos**



# Land Use Assessment Report

Parish Lane Residences, 66-70 Queen's Road

Revision 5 B, July 2, 2020

Response to City Comments from  
June 19, 2020



PARISH LANE  
RESIDENCES





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|                    |  |
|--------------------|--|
| <b>Proponent</b>   | Parish Lane Development Inc.   |
| <b>Property</b>    | 66-70 Queen's Road, St. John's, NL   |
| <b>Consultants</b> | Philip Pratt, Architect<br>Paul Chafe, Architect<br>Tract Consulting Inc.<br>ABCostello Engineering<br>Progressive Engineering and Consulting Inc.<br>RAN Engineering Inc.                                     |
| <b>Objective</b>   | Develop 40 residential units in two new buildings on the property while integrating an historic residence.   |
| <b>Key Issues</b>  | The reuse of zoned open space.<br>Protection of trees and neighbouring properties.<br>Demolition of one heritage building.<br>Views from The Rooms and Harvey Road.<br>Massing and imagery in Heritage Area 1. |





## History of the Property

- The Parish Hall and Residence, 66-70 Queen's Road, was built following the 1892 fire and was reopened to the public during 1895.
- For over 70 years the Parish Hall was utilized as a school and a central gathering place and was an important community asset.
- The Parish Hall was extensively damaged by fire during February 1966 and was rebuilt during 1970 utilizing architectural design and materials common in late 20<sup>th</sup> century institutional structures.
- For another five decades the hall was used for church functions, a dancing school, theatre production, thus remaining as an important community asset.
- The hall and residence had outlived its historic use and was marketed for sale by The Diocesan Synod of Eastern NL. This consumed a two-year period.
- Parish Lane Development Inc. acquired the property in December 2019 with the goal of redeveloping the site for residential use.



From Signal Hill



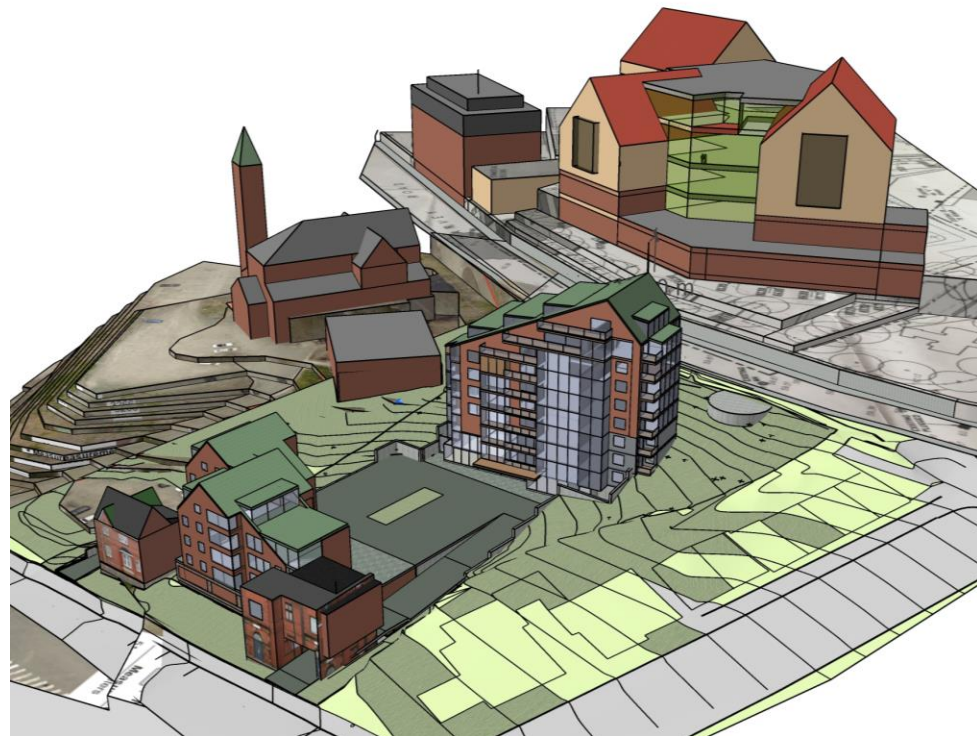
From The Rooms



Queen's Road

## Parish Lane Project History<sup>1</sup>

- This development was introduced to the City of St John's during the fall of 2018. The first formal meeting was held on November 22, 2018 with the Built Heritage Experts Panel (BHEP).
- During the first quarter of 2019, the development proposal was refined and a formal application was submitted to the City on January 31, 2019.
- The City issued a Terms of Reference for a Land Use Assessment Report (LUAR) on May 19, 2019.
- Four revisions of the LUAR were submitted to the City and Revision 4 was published for public review via a public meeting held on November 27, 2019.
- Based on the feedback from the public meeting, an extensive public consultation process was undertaken.
- Key elements of the public consultation process included:
  - a. Meetings with The Rooms, culminating with a public session with Rooms' stakeholders
  - b. In partnership with Happy City St. John's and Heritage NL, a three-phased public engagement process was undertaken:
    - i. An on-line survey was initiated (attached as Appendix G)
    - ii. Focus groups were held with stakeholders
    - iii. Design charrette lead by ERA Partners was undertaken (attached as Appendix H)



Original Proposal

1. The full time line for the development is attached as Appendix F.



## Outcome of the Public Consultation Process

- The public consultation process brought forward many thoughtful and helpful suggestions. While not all suggestions can be accommodated, several design themes evolved.
- The scope of recommended changes has resulted in a significant redesign of the project.
- The key recommendations were:
  1. Increase the setback from Garrison Hill
  2. Improve the view from The Rooms and Harvey Road
  3. Reduce parking surface area
  4. Increase the landscaped area adjacent to Garrison Hill
  5. Provide a more residential feeling on Queen's Road
  6. Coordinate access with The Kirk
  7. Develop measures whereby the proposal can be codified
- The full set of recommendations and suggestions and the proponent's response is attached as Appendix I.
- Several alternatives were prepared and discussed, though the Kirk ultimately decided not to participate in joint access measures.
- This Revision 5 B incorporates City comments dated May 22<sup>nd</sup>, 2020 and subsequent City comments dated June 19, 2020



Revised Proposal





### Main Concept Components

- Up to 40 residences: one in the existing residence; three new townhouses; and a new residence building (to be known as The Parish Lane Residences).
- Protection and reuse of the Parish Residence.
- Vehicular and pedestrian access from Queen's Road and pedestrian access from Harvey Road.
- Tree and property protection.
- Fully landscaped.
- Primarily covered parking and accessible visitor parking.





**Introduction** This LUAR has been amended as requested by the City on August 24, September 13, and October 24, 2019. This current revision represents significant proponent revisions as submitted on April 22, 2020.

## Table of Contents

- A. Building Use
- B. Elevation and Building Materials
- C. Building Height and Location
- D. Exterior Equipment and Lighting
- E. Landscaping and Buffering
- F. Building Wind Generation
- G. Snow Clearing and Snow Storage
- H. Off-street Parking and Site Access
- I. Municipal Services
- J. Public Transit
- K. Construction Time Frame

## Supplementary Information Pages

- 1 Site Plan, Planning, Architecture
- 2 Plans, Parking and Technical
- 3 Additional Views
- 4 From Garrison Hill
- 5 Tree Inventory
- 6 Zoning, Setbacks and Heights
- 7 Codifying Metric

## Appendices

- A. Terms of Reference
- B. Landscape Design
- C. Civil Engineering Documents
- D. Tree Inventory
- E. Site Survey
- F. Timeline for Parish Lane Development Application
- G. On-line Survey Summary
- H. Design Charrette Report
- I. Response to Design Charrette
- J. Legal Construct for Property Ownership
- K. Arborists' Plan





## Building Use

There will be two new residential groups and one renovated building, accommodating up to 40 residences.

**Phase 1** Renovate existing residence as a single family home.

**Phase 2** Three new townhouses – Queen's Road Townhouses

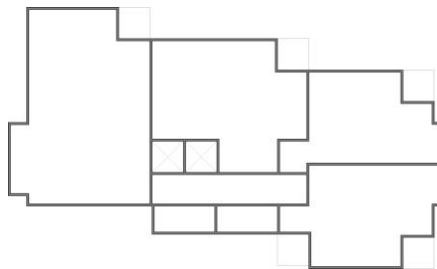
**Phase 3** New residential building with up to 36 units – Parish Lane Residences

Other than building related common areas, circulation, storage spaces, bicycle storage, service spaces and parking, there will be no other uses in the project.

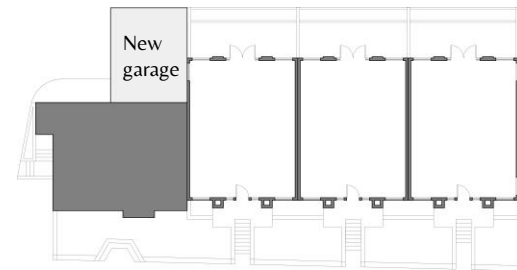
### Parish Lane Residences: Phase 3



Renovate Residence: Phase 1 Queen's Road Townhouses: Phase 2



Typical Floor Plan Phase 3  
Parish Lane Residences



Phase 1 and 2: Renovated residence and  
Queen's Road Townhouses (3)

### Building Information (Revised)

| Metric                                    | Residence <sup>1</sup> | Queen's Road Townhouses | Parish Lane Residences | Total   | Previous Metrics |
|---|------------------------|-------------------------|------------------------|---------|------------------|
| Footprint                                 | 140                    | 300                     | 785                    | 1,225   | 1,232            |
| No. of floors                             | 3                      | 3                       | 10                     | 3 to 10 | 4 to 10          |
| Total area (m <sup>2</sup> ) <sup>2</sup> | 230                    | 900                     | 7,193                  | 8,323   | 8,690            |
| Residences                                | 1                      | 3                       | 36                     | 40      | 40               |
| FAR (combined)                            | 0.67                   | 1.45                    | 1.85                   | 1.72    | 1.80             |

1 includes new garage

2 Floor areas do not include covered garages and utility spaces

**Site Area = 4,840m<sup>2</sup>**

**Overall FAR: 8,323/4,840 = 1.7**

**Overall residential density: 4,840 / 40 = 120 m<sup>2</sup> / Residence**

**At 50m<sup>2</sup> / unit, site could accommodate 96 residences**

**See Appendix J for additional information including detailed breakdown of site areas and FAR's.**



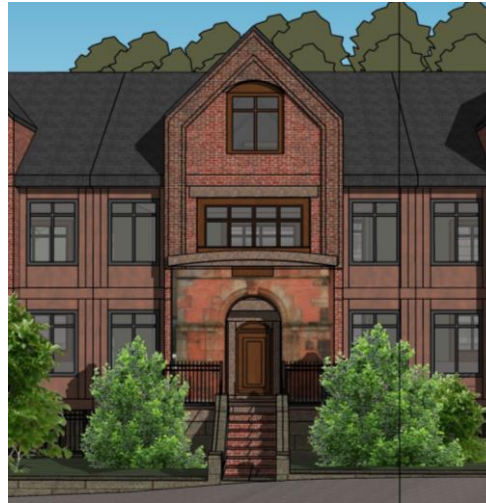
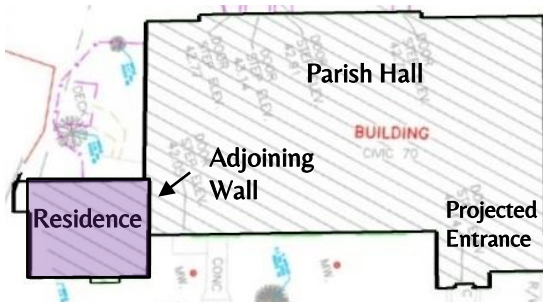


**Existing Buildings.** Currently the site includes The Cathedral Parish Hall and Residence, which share a common wall. Both are designated Municipal Heritage Structures.

**The Residence** was occupied until 2017. As the first phase of development, this residence is being renovated while maintaining the original exterior.

**The Parish Hall will be removed.** It has been heavily altered over the years, is in marginal condition, has a compromised structure, has a serious mold problem, and, in our opinion, does not have a viable ongoing use.

**Character Defining Elements** as outlined in the 'Statement of Significance' will be protected or acknowledged in this proposal. The Residence is being renovated. Key elements from the entrance such as the classical revival arched transom, pilasters, keystone decoration, dentals and quoining will be salvaged and used as part the entrance to the Central Townhouse.



Schematic only, to be refined during Detail Design.







## PROTECTION AND REUSE

### Demolition

The intention is to deconstruct as opposed to demolish. This includes areas close to the Residence, including elements of the original entrance and other areas deemed to be of interest.

Landfill diversion will be an important consideration with several specific techniques:

- **Recycling:** items such as steel trusses from 1970's era renovations;
- **Repurposing:** items such as heavy timbers and construction stone will be used in landscape design; and
- **Reuse:** items such as interior doors, hardwood flooring and cabinetry, if useful, will be offered for pick up or through Helping Hands or offered for free pick-up.

### Original Brick

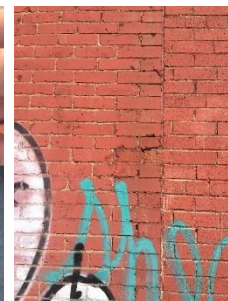
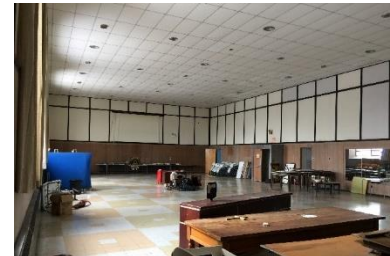
The red brick has been identified as a significant heritage component of this building and the surrounding institutional buildings. A visual survey indicates that the original brick on the Parish Hall, and some on the Residence has already been replaced. Some brick has significantly deteriorated and crumbles upon touch.

- **Strategy.** Original brick, pilasters and keystones will be salvaged by hand deconstruction. Viable pieces will be used for repair of the Residence and as part of an interpretative sculptural element.
- **Storage of salvage materials.** This original material will be stored on pallets offsite in St. John's metro area in a weather protected building.

**Newer brick** will be used in the landscape, reused through pick up, and/or landfill ballast.

**Construction stone** will be used in landscape and/or landfill ballast.

**Timbers** will be used in landscape and/or reuse through free pick up.





### Protection Strategy

The Cathedral Parish Hall and Residence, are two connected structures. Both are designated Municipal Heritage Structures. The Residence and the projected entrance are the most original, significant, and visible components.

**The Residence** will be protected and restored as a single-family home.

**The Projected Entrance** has been recorded and will be disassembled and stored with key elements being reused.

### Sequence of Demolition and Construction

#### Phase 1 and Phase 2

- Restoration of Residence
- Install all the necessary water and sewer infrastructure servicing all phases of the proposed development prior to the City installing the final course of asphalt on Queen's Road (currently scheduled for the summer of 2020).
- Site cleanup, erection of safety barriers and fences, tree protection and grubbing of areas directly affected.
- Digitally record and catalogue, deconstruct by hand, clean and store essential stone components.
- Deconstruct the remainder of the Hall.
- Design and permits, Phase 2
- Construction of Phase 2 and associated work.

#### Phase 3

- Complete site development and construct Parish Lane Residences



#### Additional Information Residence Process

- A renovation permit has been issued, and the Residence is presently being renovated.
- The renovation of the Residence has revealed that the common wall with the Parish Hall is structurally sound and will be maintained.
- **The proposed townhouses will be attached to the existing residence, but will be an independent structure.**

#### Additional Information Projected Entrance

- By hand removals of non-original materials.
- Digital 3D scans and drawings are complete. Design a sculptural and interpretative element incorporating these components.

### Phase 1: Renovation of the Residence (1)

The Residence is being renovated as Phase 1. Work is being carried out in accordance with City standards. This includes a balance between code and Heritage requirements.

### Phase 2: Queen's Road Townhouses (3)

As a result of concerns and suggestions from the design charrette, the Queen's Road building is changed from a 14-unit apartment building to three townhouses.

### Phase 3: Parish Lane Residences (36)

Based on the public consultation process, the upper building has been rotated and the design modified. The number of residences increases from 25 to 36.

Total number of proposed residences on the site matches the initial proposal (40).

### Legal Construct for Property Ownership

Given the three-phase approach to the development, and the planned combination of freehold and condominium real property ownership structures, Appendix J outlines the proposed legal constructs to ensure property rights are appropriately established.







## Context

The following three visual contexts, each of which forms a background, influences the design:

1. From Queen's Road.
2. Looking down from The Rooms.
3. From a distance such as Signal Hill.



## Approach

The design has considered these visual contexts. The larger structure primarily as seen from a distance, the townhouses more to the immediate area.

## Streetscapes Institutional Core

The new townhouses on Queen's Road primarily relate to the red brick church buildings. They reflect the residential interface and borrow many elements from the original Parish Hall.

## Looking Down

From The Rooms, the buildings incorporate the dramatic shapes of the nearby churches and the broken forms of the downtown.

## From a Distance

From a distance the buildings compliment the larger forms of the churches, commercial buildings, and The Rooms.





## Phase 2: Queen's Road Townhouse's Materials

- The building will be of combustible and non combustible construction.
- Cladding is solid and rainscreen masonry, composite panel rainscreen, glass, and machine coated aluminum.
- Colours and textures of exterior materials will be selected to blend with and complement the existing residence.

## Glass window wall and punched windows

- Machine coated aluminum.

**Patios and balconies** will be integral with the structure.

Railings will be glass and aluminum.

**Roof:** Asphalt shingles to match the residence



## Materials

B1 Clay stack brick, Shaw red range

C1 Composite rainscreen

G1 Clear glass

A1 Machine coated aluminum

E1 Existing brick

S1 Natural and cultured stone

## Cladding technology is evolving.

In addition to traditional material choices that provide superior durability, thermal and weather protection are available.

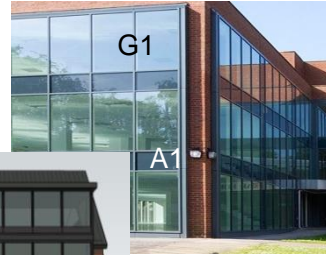
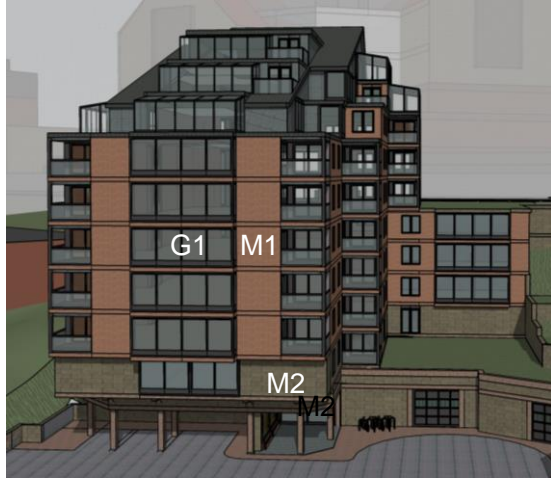
## Solid Materials

Calcium silicate masonry (CSMU), cultured stone, brick.

## Rain Screen

Composite panels, fibre cement, CSMU

**Architecturally consistent choices** will be made from a wide range of surface colour, texture and patterns.



## Phase 3: Parish Lane Residence's Materials

The building structure will be concrete.

Cladding is masonry, glass, and machine coated aluminum. Colours and textures of exterior materials will be selected to blend with and complement the development.

### Glass window wall and punched windows

Machine coated aluminum.

**Patios and balconies** will be integral with the structure, and recessed into corners versus projected from the corner. Railings will be glass and aluminum.

**Roof:** standing seam metal roof, muted colour. Other than dormers, there are no roof top structures

### Materials

M1 Calcium silicate rain screen, Aris Clip 'Merlot'

M2 Calcium silicate full bed stone, Arriscraft 'Montecito'

C1 Composite Rainscreen

G1 Clear glass

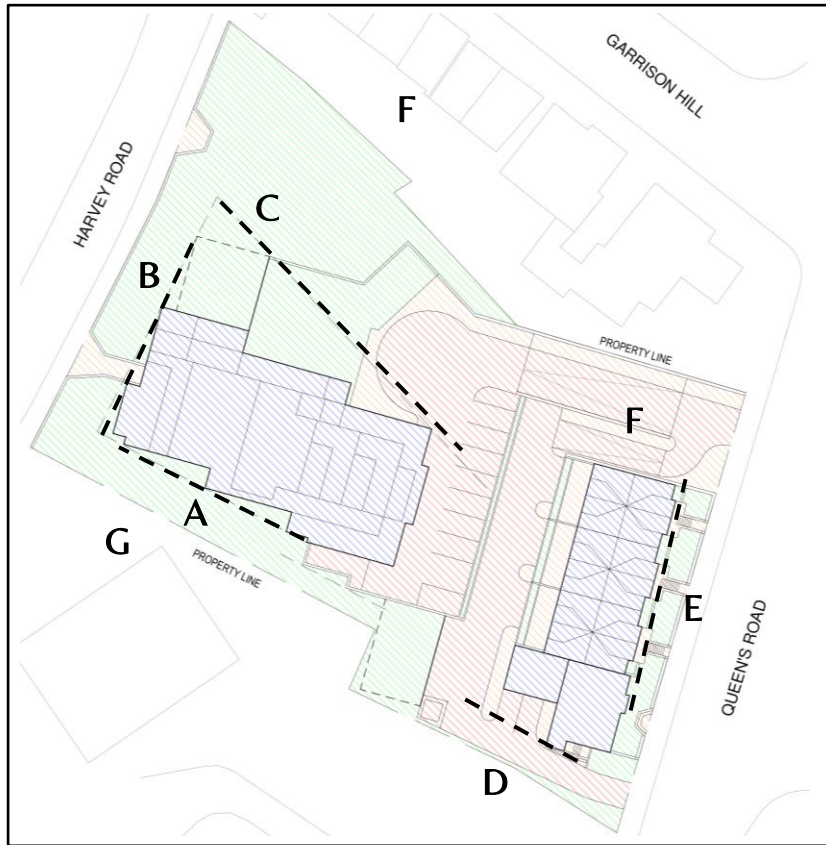
A1 Machine coated aluminum

R1 Standing Seam metal





## Location of Buildings



### Minimum Setbacks

|                         |                    |
|-------------------------|--------------------|
| A. South West boundary  | 6.0m               |
| B. Harvey Road          | 7.0m               |
| C. North East boundary  | 18.0               |
| D. South West boundary  | 5.0 (existing)     |
| E. Queen's Road         | (same as existing) |
| F. North at Queen's Rd, | 15.0               |

### Minimum Distance to buildings

|                            |          |
|----------------------------|----------|
| F. Houses on Garrison Hill | 24.0m +- |
| G. Kirk Parish Hall        | 9.0m +-  |

### Step backs

Floor and roof lines of both buildings step back at the upper levels.  
See SI P6

### Encroachments

There are no encroachments.

The Parish Lane Residences building will be equipped with an automatic sprinkler system and a standpipe system. Fire pumps and water storage reservoirs are not required. The parking garage will be equipped with a dry sprinkler system.

See SI P1 and Appendix C, Civil, for more detail  
See Appendix J for additional information.





## Height of Buildings



From Harvey Road Elevation



From Queen's Road Elevation

### Commentary

It is worth noting that the buildings as proposed are much smaller than would otherwise be permitted in the CCM Zone.

**FAR 1.7 vs 3.0 (The buildings could be 5,800m<sup>2</sup> larger)**

**No setbacks required (Could be built to all property lines including Garrison Hill)**

The building forms and roof lines have been designed to compliment the institutional buildings on Queen's Road, and to protect the view from The Rooms. (See pages 24, 25)

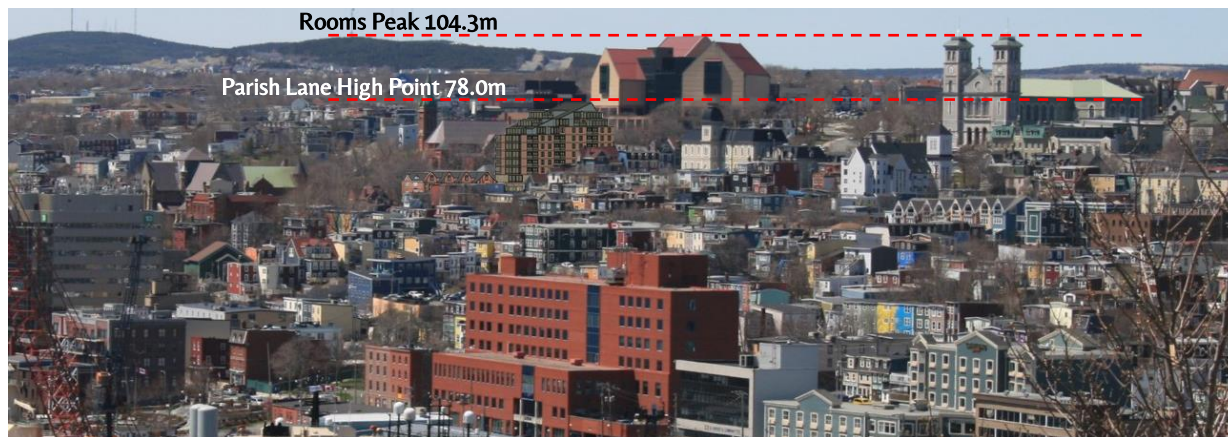
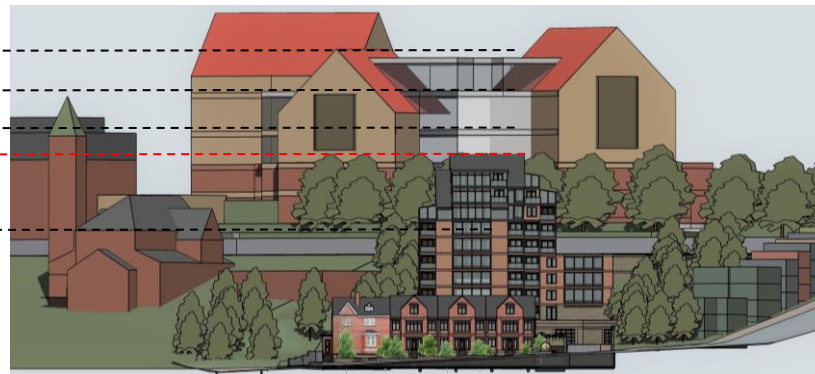
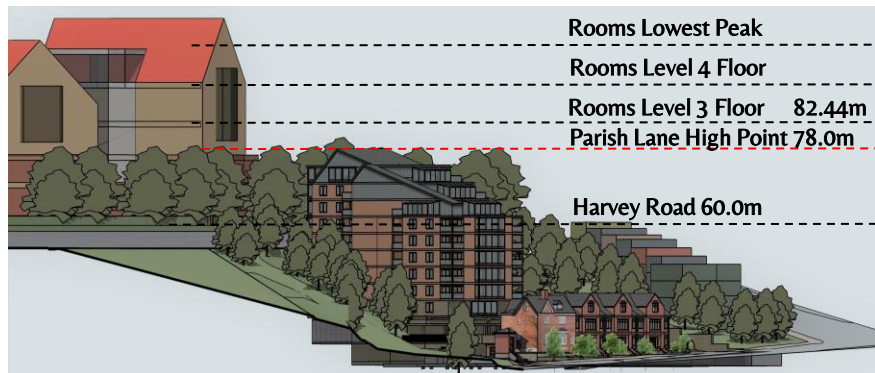
Maximum height from Harvey road is 18.0m

Maximum height from Queen's Road is 15.0m



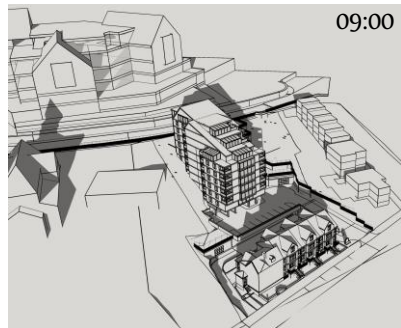


## Relative Size and Height of Buildings

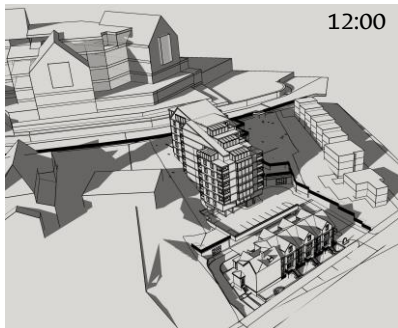


## Commentary

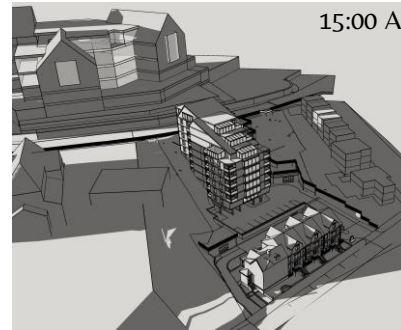
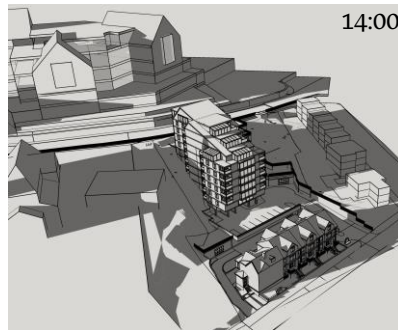
- The highest point of Parish Lane is approximately **4.44 m** below the floor of level 3 of The Rooms. However, the stepped design and the sloped roofs reduce the visual impact even further. The buildings are generally not seen against the skyline.
- In terms of building scale, Parish Lane Residences relates primarily to the nearby institutional buildings, some of which are now residential. The Queen's Road townhouses relate to the existing residence and to the residential downtown.
- Another aspect is that the form and colour relates more consistently with the older structures.



**December 20 Shadows**



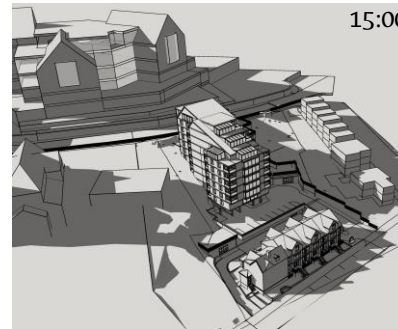
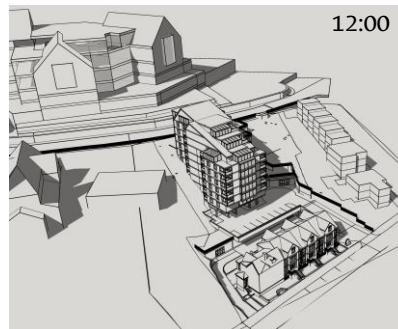
By 12:00, shadows start to reach back of Garrison Hill houses.



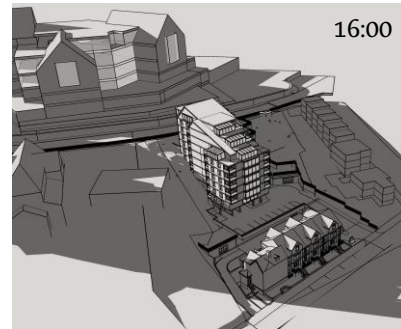
By 15:00, uphill and adjoining property shadows dominate. Image shows existing shadows *without* new building.



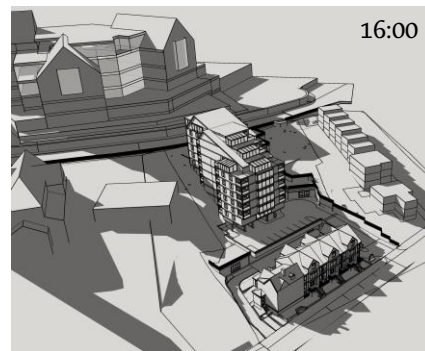
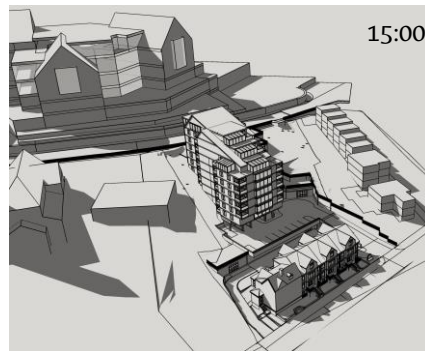
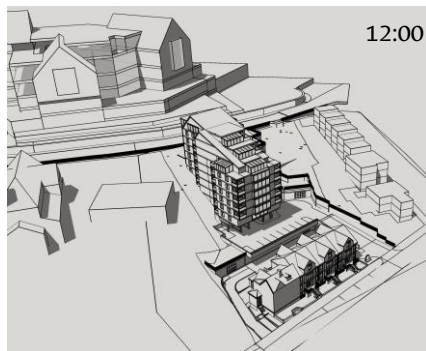
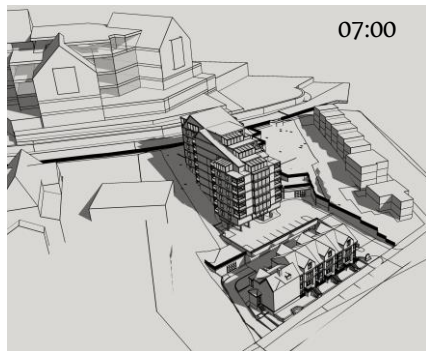
**March 20 Shadows**



By 15:00, shadows reach back of Garrison Hill houses



By 16:00, uphill and adjoining property shadows dominate. Image shows existing shadows *without* new building.



## June 20 Shadows

### In Summary

The shadow profiles of Parish Lane are complicated by the surrounding large buildings, the steep hillside, and to some extent, the mature trees.

### Impact on Garrison Hill

No impact before 12:00

Shadowing occurs between 12:00 and 14:00 in mid-winter, and progresses to 14:00 to 16:00 in mid-summer.

Later than this, shadows already occur because of the existing topography from the higher elevations on Harvey Road, tree cover and buildings.

### Impact on Queen's Road and Harvey Road

No impact on Queen's Road in comparison to existing.

Shadowing on Harvey Road between 09:00 and 12:00 in winter and 07:00 and 11:00 in summer





## View Planes



Along Harvey Road Near The Rooms



Intersection of Bonaventure Ave. and Military Road







View, Church Hill and Veterans Square

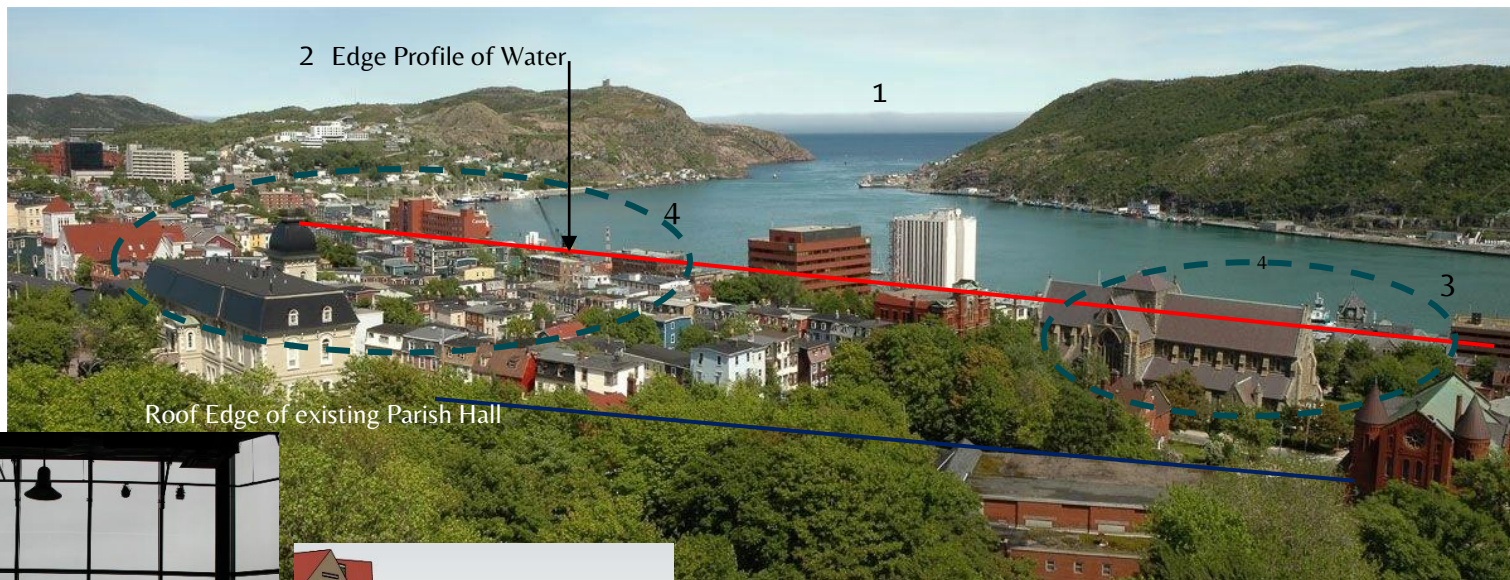


Cathedral St. and Queen's Road





## Approach to View From The Rooms



**Vantage Point**

Level 3, Centre of Public Space

### Original Criteria for View Protection

1. No interference with Narrows view
2. No intrusion above line of the harbour
3. Protect view of the Cathedral
4. Responds to composition and texture of the downtown

### Comment on Public Meetings

With the exception of The Rooms, little concern has been expressed about the view, and no comment about the initially proposed criteria. Nonetheless, view protection has been a key design focus.

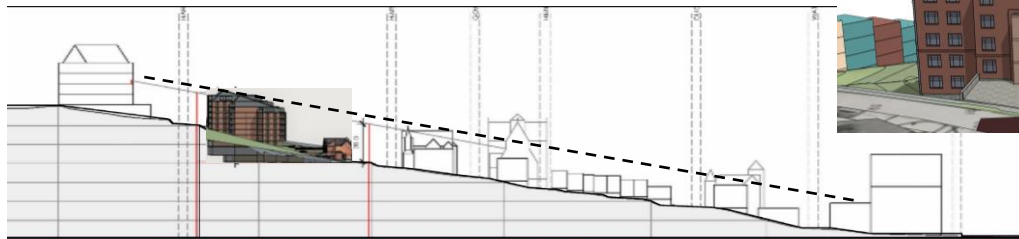




## Impact on View From The Rooms

### Design Approach

In addition to the view of the Narrows and harbour, the design of the building respects and reflects the view of the City itself given the sloped roofs and broken forms of the nearby churches. Materials are muted in colour and texture. The buildings generally follow the stepped profile of the downtown.



### In Relation to Previous Design

The rotated building now moves the impact toward the west. It appears less imposing but impacts the view of the Cathedral from this specific vantage point. It also offers less impact from Level 4 of The Rooms.

## Exterior Lighting

The project site is located within a heavily developed part of the City's downtown, but with limited artificial light sources. Accordingly, the quantity and style of light fixtures associated with this project will respect the neighbourhood's existing aesthetic.

Driveways and parking lots will be illuminated to an average of 20 Lux, using dark-sky-friendly fixtures and poles not exceeding the height of those already installed nearby. Light fixtures will be selected with distribution patterns which prevent light from spilling onto neighboring properties.

Balconies for individual residences will have discreet lighting installed in the canopies above for resident use in the evening. These fixtures will be no more powerful than typical in residential construction, and will be fully recessed, reducing glare. Where a balcony does not have a canopy, light fixtures will be selected to reduce the amount of glare visible from the street and adjacent properties.

Exterior lighting will be low level, as a minimum required for safety and security. Lighting will be directed downward and designed to prevent glare for adjoining properties.

Light fixtures as shown are representative versus specific and represent the type of fixtures that achieve the objectives of safety with minimum light spill on to neighbouring property.

A tentative layout is shown on SI P1.





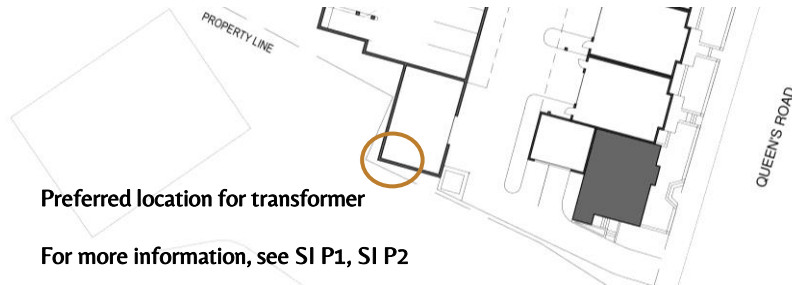


## Exterior Equipment

All occupied spaces will be heated, mechanically cooled and ventilated. The inside parking garages will be ventilated. A geothermal field is recommended to allow energy to be stored and reused. The field will be located below parking garage, LPO

No exposed heating or cooling equipment outside will be outside. A central low temperature energy loop is recommended. The use of exposed louvers and grilles in the exterior walls will be minimized and where required, they will be strategically located. Central HVAC systems are favoured to reduce peppering the building exterior with penetrations, myriad hoods and louvers.

The building will be powered from a pad-mount transformer located on the property. The location of the transformer will be subject to further analysis and coordination with Newfoundland Power, but will generally be accessible for maintenance purposes, protected from traffic, and located discreetly to minimize visual impact on the site.



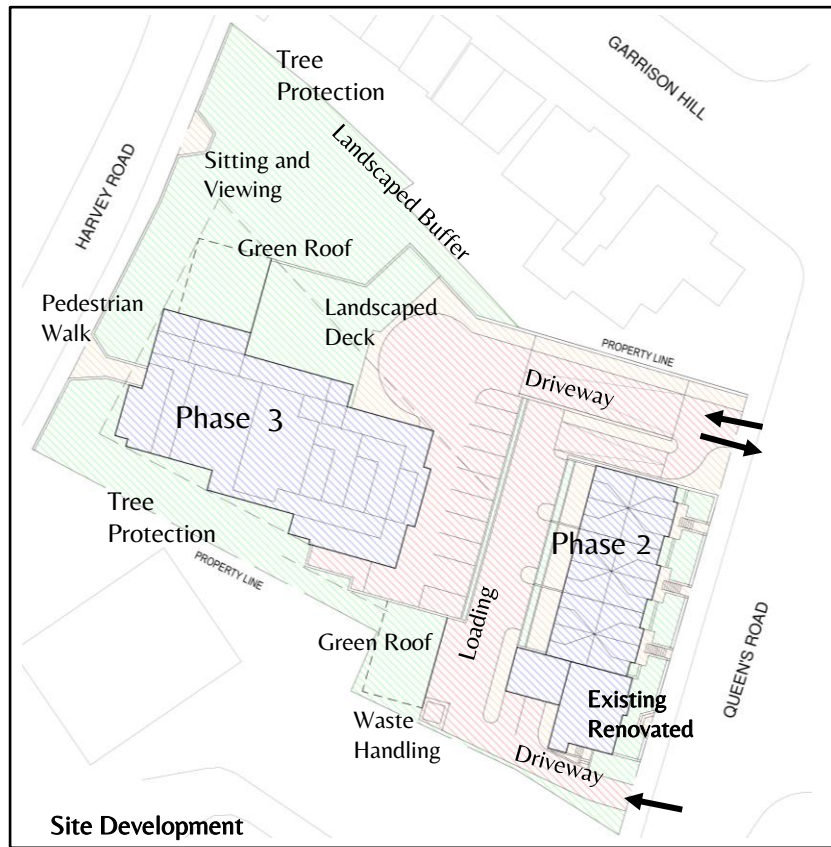
Preferred location for transformer

For more information, see SI P1, SI P2

An emergency generator will be located in the parking garage in an acoustically insulated concrete room. The generator unit will not be heard by the building occupants or by any neighbours. It will produce much less noise than the ambient street sounds. An oil tank will be located inside the concrete room. The tank will be double walled. The products of combustion will be vented up and away from the garage and away from occupants and neighbours.

All services for power, communications and data will be buried.

The dwelling units will be complete with low temperature in-floor radiant heat, and air side mechanical cooling. Each dwelling unit will have its own heat pump unit which will be fully located inside the dwelling. Domestic hot water will be generated with this system as well. Energy will be taken from, or given to, a water-based energy loop. This energy loop will be connected to a drilled-well geothermal field. All the energy will be stored in this drilled well field. Preliminary calculations are indicating that 17 drilled wells will provide the best return on investment for the owners. These wells will not be visible from the surface. No fumes are developed and no noise is generated. This system is passive in every way. All energy for the dwelling units is reclaimed and reused with this configuration. This HVAC approach for inner-city development meets or exceeds all environmental and energy use codes and standards.



## Site Information (Revised)

| Metric                             | Current Site | Initial Proposal | This Proposal | Change |
|------------------------------------|--------------|------------------|---------------|--------|
| Landscape (m <sup>2</sup> )        | 2,897        | 2,399            | 2,397         | (2)    |
| Parking/drives (m <sup>2</sup> )   | 1,070        | 1,183            | 1,218         | 35     |
| Buildings (m <sup>2</sup> )        | 873          | 1,253            | 1,225         | (28)   |
| Site (m <sup>2</sup> )             | 4,840        | 4,840            | 4,840         | 0      |
| Total floor area (m <sup>2</sup> ) |              | 8,690            | 8,323         | (367)  |
| FAR                                |              | 1.80             | 1.72          | -0.1   |

## Viewing Area and Pedestrian Walk

These will be constructed toward the end of Phase 3. Hopefully 2023. They will be structurally independent and designed to fit functionally and aesthetically with the City retaining wall and fence.

See sheet H1 and H2 for Parking and Access.

For more information, see SI P1, SI P2, SI P5



## Landscape Concept



### LEGEND

- 1 Building 1 Deck Entry
- 2 Pedestrian Viewing Deck
- 3 Black Metal Railing to match existing
- 4 Green Roof
- 5 Private Roof Garden with Re-purposed Brick Pavers
- 6 Building 1 Lower Entrance with Planting
- 7 Walkway with Re-purposed Brick Pavers
- 8 Visitor Parking lot
- 9 Raised Planters with Salt-tolerant Evergreen Planting
- 10 Planting with Trellis and Vines on Retaining Wall
- 11 Coniferous Screen Planting
- 12 Existing Residence
- 13 Townhouses
- 14 Private Pablos with Planters
- 15 Queens Road Entrances with Terraced Planting
- 16 Re-purposed Brick Seating Area
- 17 Re-purposed Brick Interpretation Area

### Design Approach

The Landscape plan has been modified in accordance with many of the recommendations in from the public meetings and the design charrette.

Screening and specific details will be developed in line with the Landscape Design in Appendix B

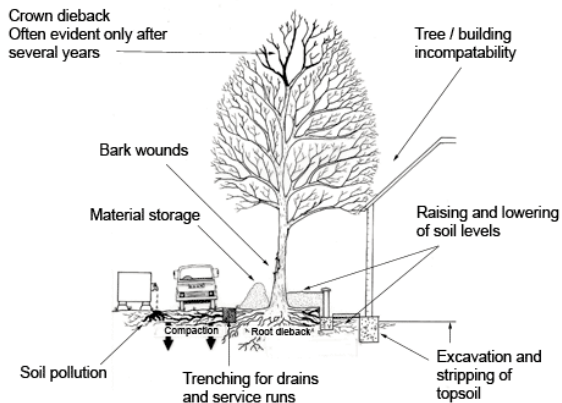
For more information, see SI P1, SI P2, SI P5





## Landscape Key Concepts (Site Wide)

- Protection of existing trees
- Native and adaptive, low maintenance planting



## Common Problems to be Mitigated

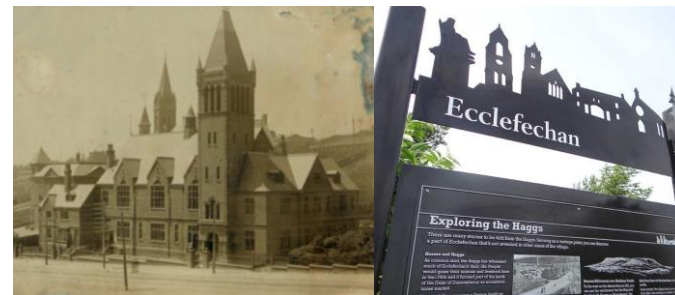
### Tree Protection

A tree inventory has been prepared as the basis for protection of existing trees, and new planting. Urban forestry will be involved and landscape will meet City Standards. The tree inventory is included in Appendix D, and updated in SI P5



## Landscape Key Concepts (Public Areas)

- Create a pedestrian friendly environment
  - Queen's Road Townhouses
  - Queen's Road pedestrian entrance
  - Green walls with vines along walkway
  - Building entrance plazas
  - Harvey Road viewing deck
- Historic site interpretation and adaptive re-use of bricks







## Landscape Key Concepts

- Townhouse balconies with planting
- Privacy screening
- Roof deck gardens
- Native and adaptive, low maintenance planting
- Adaptive re-use of bricks





## F1 Wind Generation

Wind generation and mitigation is extremely difficult to predict accurately especially in St. John's because of the terrain and highly variable wind directions.

### Generation

- Funneling along Harvey and Queen's Road.
- Down gusts.

### Mitigation

- There are 2 separate buildings: both have broken horizontal and vertical forms and which break up wind flow.
- Both are set back from the road reducing gusts at sidewalks.
- Trees, even in winter, help break up air flow,
- Buildings themselves sometimes create shelter,
- At the pedestrian level, covered and sheltered entrances protect residents and visitors from wind and falling ice.

### Probable Impact

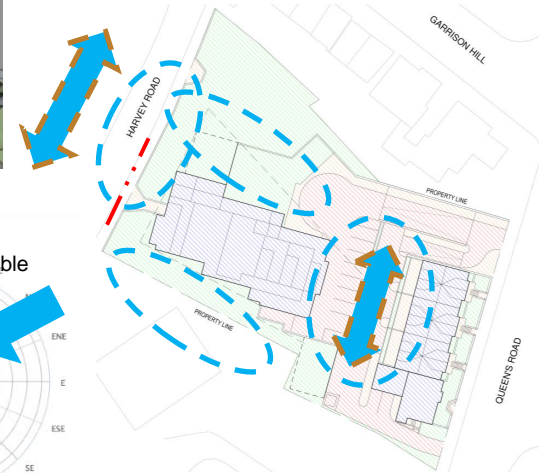
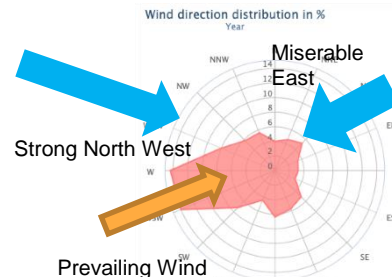
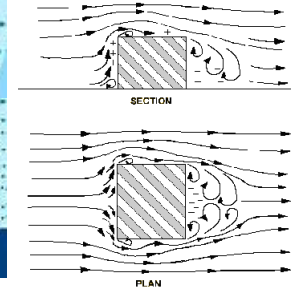
Increased funneling along Harvey Road is possible, including between the new buildings. There may also be increased gusts near the building faces.

It is unlikely wind generation will be severe because of the mitigating factors listed above.

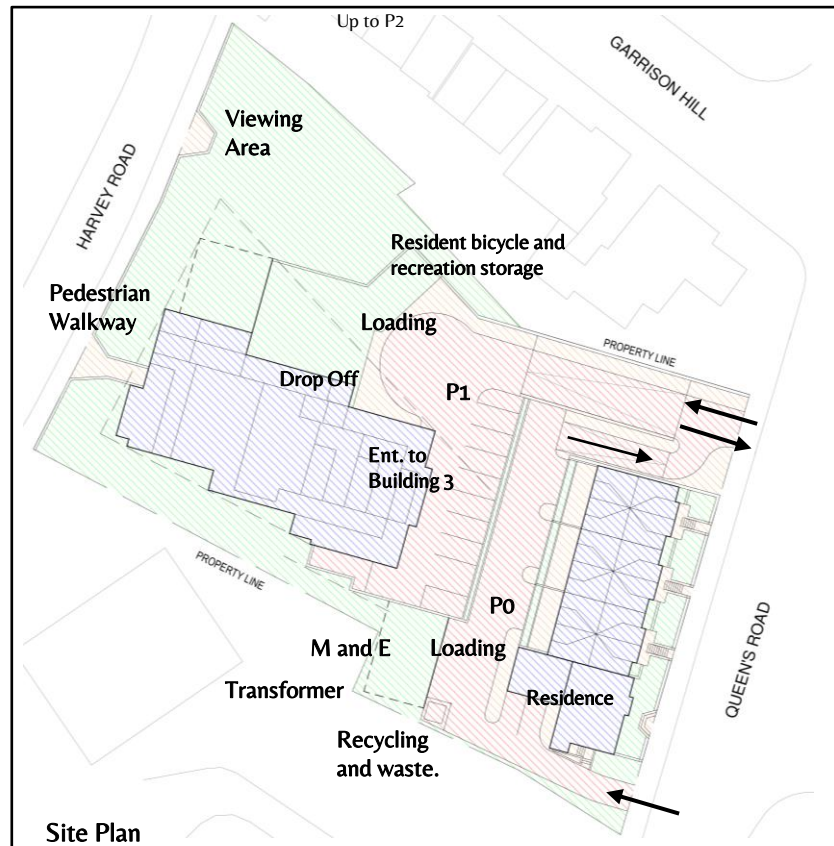
## G1 Snow Clearing and Storage

Snow clearing will take place according to City Regulations. As most parking is underground which limits the total exposed area.

See **SI P1** for diagram and additional information







## Loading

The central parking deck will be designed to accommodate delivery vehicles up to 5 tons capacity. A second loading area on the south west side will accommodate additional loading and garbage removal.

## Vehicular Access

- Vehicular access will be from Queen's Road.
- There is one-way into Level P0 at the south west corner, and a two-way ramp at the north east corner.
- Final design will be coordinated with the City Engineering Department.

## Internal Circulation

Access to P0 from south driveway  
Access to P1 and parking deck from northeast driveway.

## Pedestrian Accessibility A

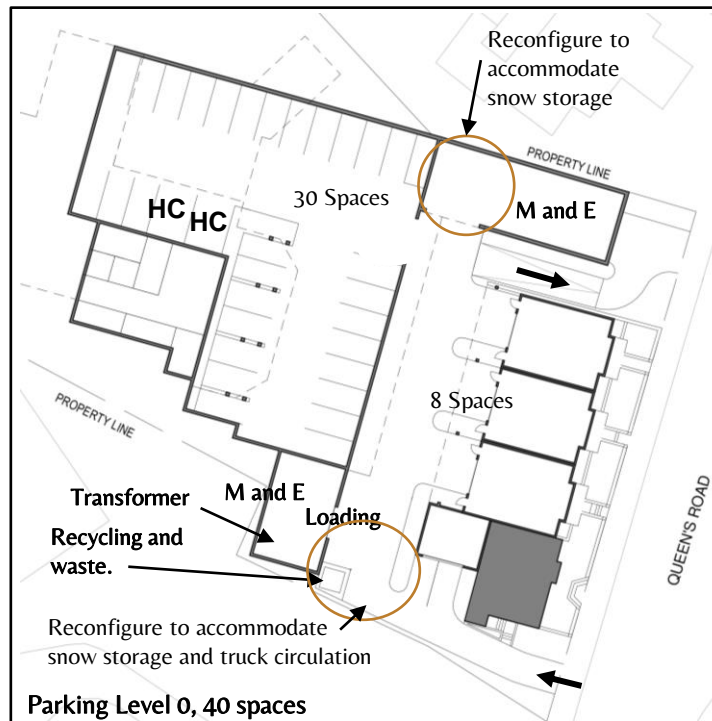
- The New Residential Building will be fully accessible from Harvey Road, Queen's Road and the parking deck.
- The Townhouses will have level access at the rear garage level. Design provision will accommodate a future lift, if required.

## Bicycle Parking

- There will be several locations on site for bike stands and inside storage.



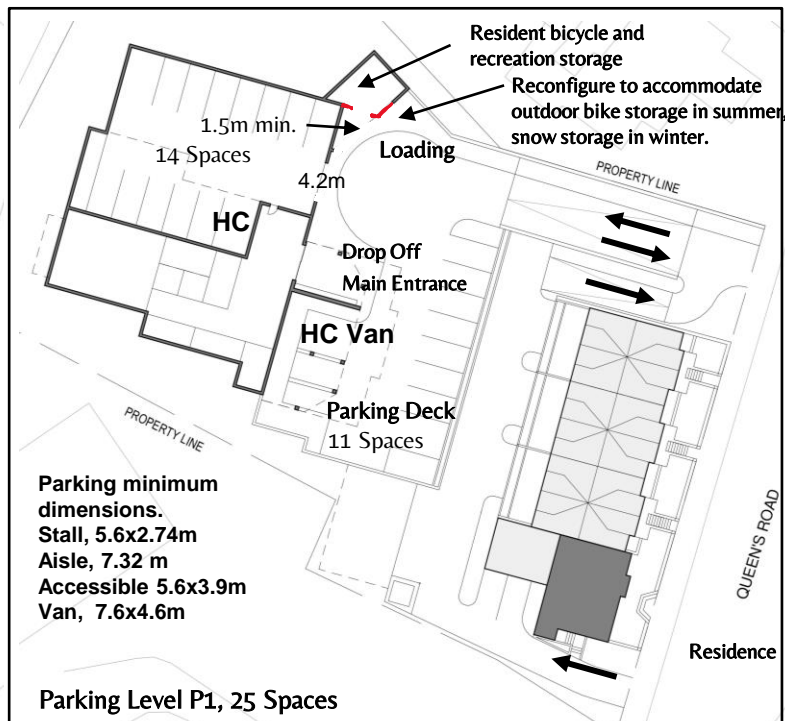
Additional information and layouts are detailed in Appendix C Civil, SI P1 and SI P2



|                            |           |
|----------------------------|-----------|
| Resident Parking (covered) | 44 Spaces |
| Resident LPO               | 8         |
| Visitor Parking (surface)  | 11 Spaces |
| Total Parking              | 63 Spaces |
| As Required                | 40 Spaces |

## Bicycle Parking B

Spaces will be provided off Harvey Road, Queen's Road and the deck. Additional resident spaces will be located in the parking garage.



**Parking minimum dimensions.**  
 Stall, 5.6x2.74m  
 Aisle, 7.32 m  
 Accessible 5.6x3.9m  
 Van, 7.6x4.6m

All parking and accessibility standards will be met or exceeded.

For additional information and layouts see Appendix C Civil, SI P1, SI P2





## Section I. Municipal Services

### Domestic Potable Water

The total plumbing “fixture units” of the development, including hose bibs for maintenance, combine to 700FU’s. Using the Hunter C curve as per the National Plumbing Code of Canada, this development requires up to 90 USGPM of water at peak (morning) use. A dedicated 100mm potable water main is recommended. Individual 25mm water supplies to each house will be installed. Back flow prevention will be provided for all water supplies.

### Fire Water

The development will be protected with a combined automatic sprinkler system. The stairwells will have connections for firefighters in a standpipe arrangement. These standpipes will be located in the stairwells and will also serve as the mains for the dwelling units. The parking structure will have a dedicated dry system. All sprinkler systems and standpipes will be designed using hydraulic methods as per NFPA 13/14. The most needy zone will likely be the parking structure. The inside hose allowances will be provided through the Siamese connections. Considering all requirements, up to 350 USGPM if water will be required in an extreme event. This fire water flow can be provided through a dedicated 150mm water main. A fire pump will not be required. The townhouses and the existing residence will not have automatic sprinkler systems.

### Sanitary Sewerage

Plumbing fixtures will generally be low flow type and will all collect into a single yard main. The lower two floors of the inside parking structure will have floor drains with sediment traps. These garage drains will collect to a single sand and grease interceptor, and then connect to the main. The total expected sanitary flow is 720 Fixture Units. This flow can be easily drained by a 150mm line at a minimal slope. A single 150mm sewerage main is recommended for the works. The townhouses will each have an individual sewage lateral to the street main.

### Storm Water

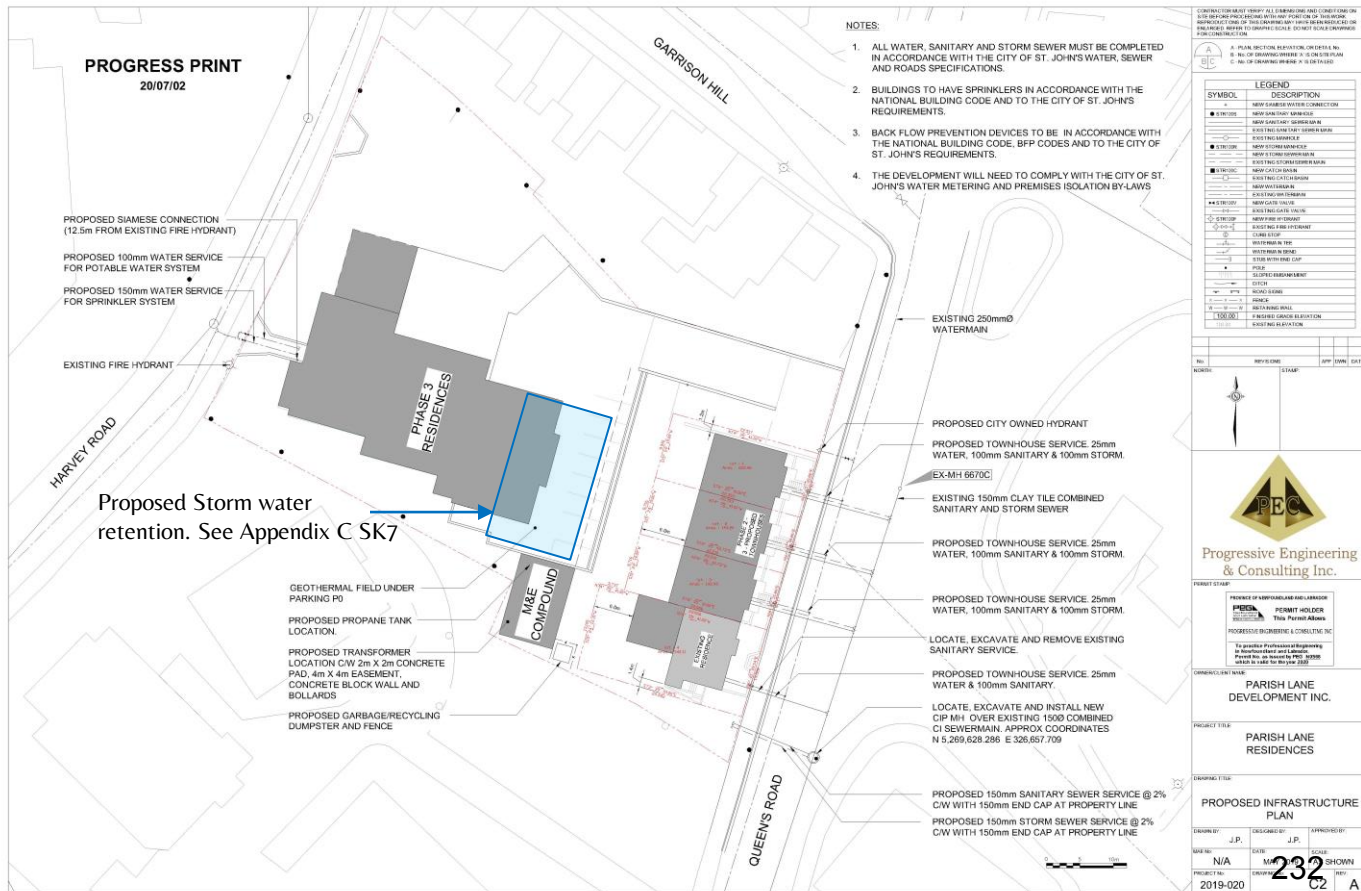
Rain and snow melt from the roof areas will be collected in gutters and rain water leaders. The total equivalent area is 1,300 square meters. The design condition is the “18mm rainfall” as per the National Plumbing Code of Canada. This rain density equates to 23,400 litres per event which can be easily collected into a 150mm leader with a minimal slope. A single 150mm storm drain is recommended for roof drainage.

The roof drainage from the town houses will be collected into individual gutters and drained to grade.

### Storm Water Retention

Storm water will be retained on site with discharge as per City requirements. Storm and sanitary connections will be coordinated with the City.

All commentary is consistent with the requirements of the National Plumbing Code of Canada 2015 ; ASHRAE 2013 ; NFPA13/14 and ASPE 2010. Calculations have been carried out to determine site servicing requirements. More detailed calculations will be conducted as the design and site configuration advances.





## J1 Public Transit

Parish Lane Residences is located on two bus routes: Harvey Road and Queen's Road. Stops are located nearby, and no changes will be required. The proposed development will not impact the existing stops.

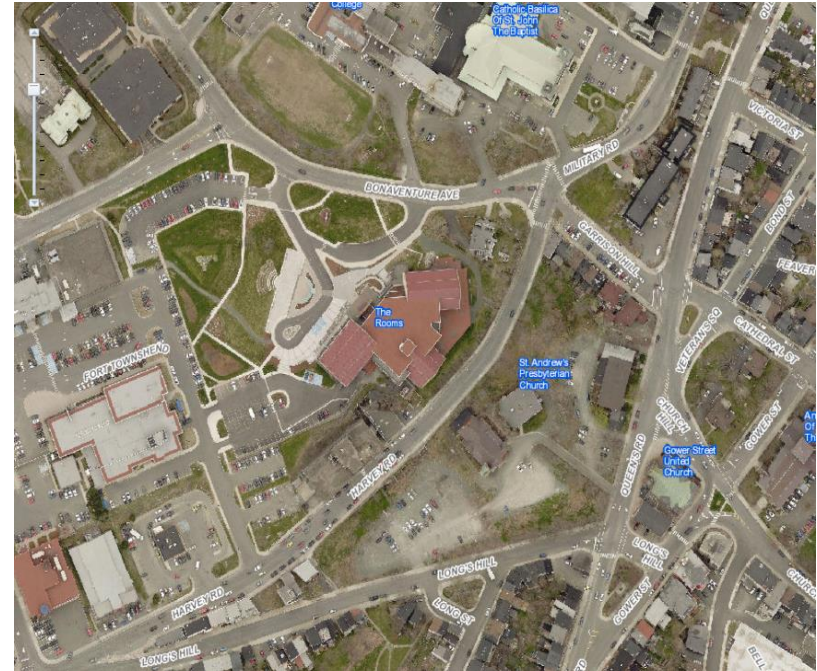
The parking deck will be accessible to the City's GoBus service.

## K1 Timeframe

Restoration of the Residence has started. Construction of Phase 2 will start upon approval of the project.

| Phase   | Activity  | 2020 Q1 | 2020 Q2 | 2020 Q3 | 2020 Q4 | 2021 Q1 | 2021 Q2 | 2021 Q3 | 2021 Q4 | 2022 Q1 | 2022 Q2 | 2022 Q3 |
|---------|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Phase 1 | Secure and renovate residence and existing parish hall demolition |         |         |         |         |         |         |         |         |         |         |         |
| Phase 2 | Construct Townhouses (3 Units)                                    |         |         |         |         |         |         |         |         |         |         |         |
| Phase 3 | New residential building up to 36 units*                          |         |         |         |         |         |         |         |         |         |         |         |

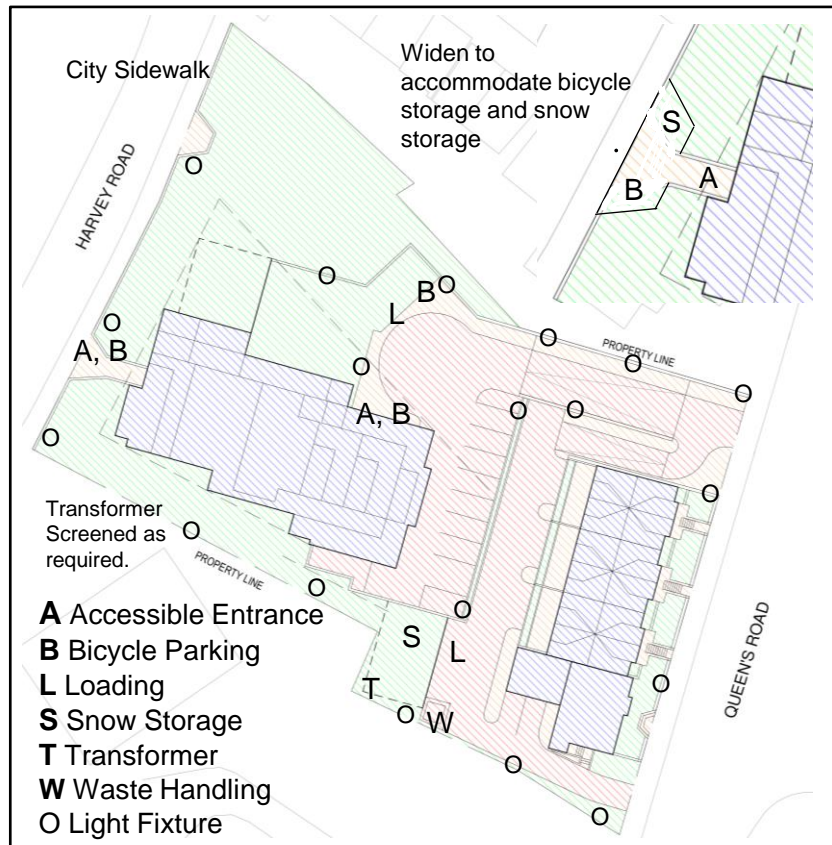
\* Timing for Phase 3 is market dependent





## SI P1 Site Plan, Planning and Architecture

See Appendix C, Sheet 2 for more detail



### Driveways and Circulation

Driveways and circulation have been simplified in this proposal. Specific design issues will be addressed as part of Detailed Design. All work will conform with City Standards. A minimum of 6.0m driveways will be provided for all 2 way traffic.



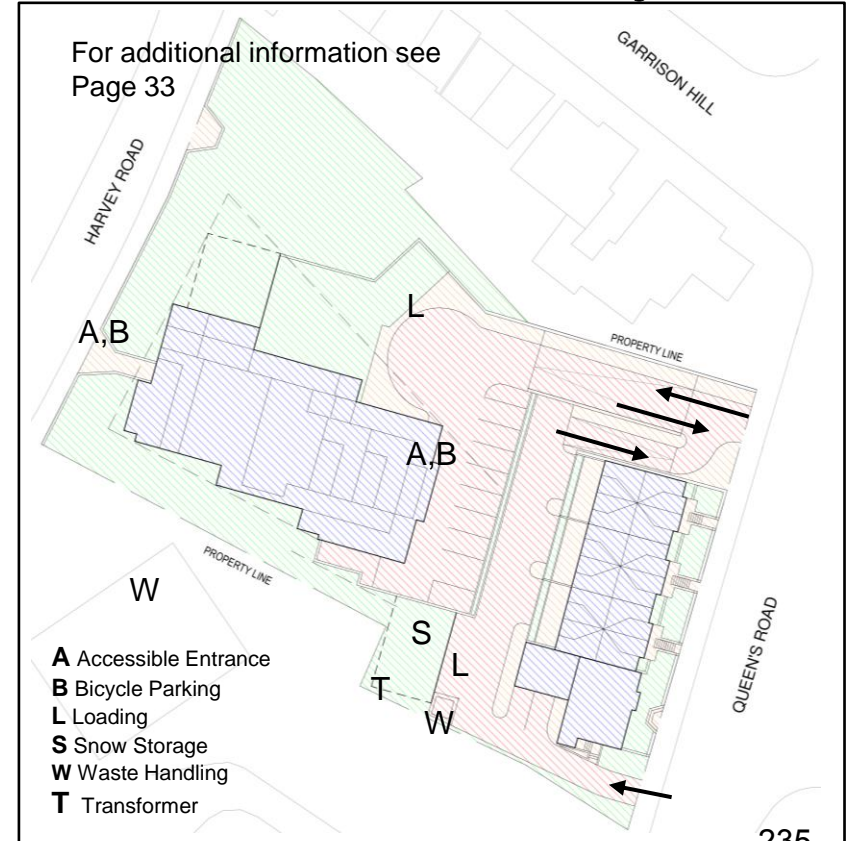
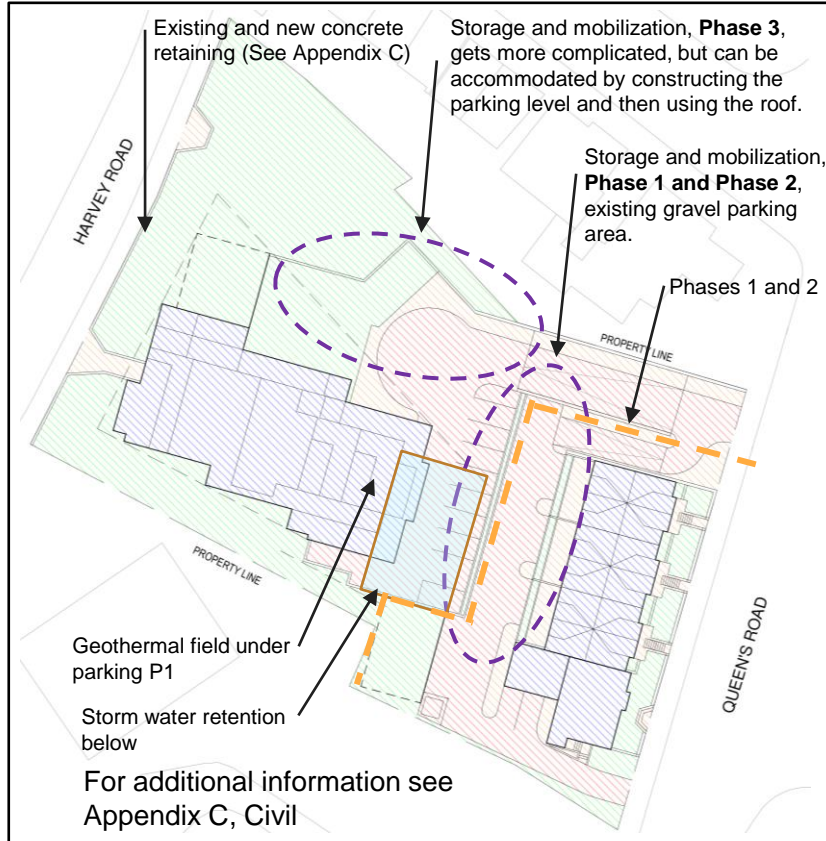
### Waste Management

An active waste management and recycling program will be developed in coordination with local licenced operators. This will include internal storage and sorting. Pick up operations will be programmed to suit including appropriate size trucks. Appendix C, SK6 shows turning for a garbage truck.





## SI P2 Site Plan, Parking and Technical





## Phase 2 Queen's Road Townhouses

As an outcome of the design charrette, Phase 2 has been changed from a 14-unit apartment to three townhouses. Each has two main floors, a basement with a garage and spare room, and an attic loft.







Entrance driveway, up to Front Entrance



Pedestrian entrance and bicycle parking

### Phase 3 Parish Lane Residences

This will contain up to 36 residences. The main entrance is from Queen's Road. A walkway gives an accessible and emergency connection to Harvey Road. Underground and visitor parking is provided.



Landscaped and green roof

Loading, storage and bicycle parking

Van, HC

Visitor Parking

Snow storage

### Typical Unit A, Phase 3

Functional layouts focused on light and views.



237

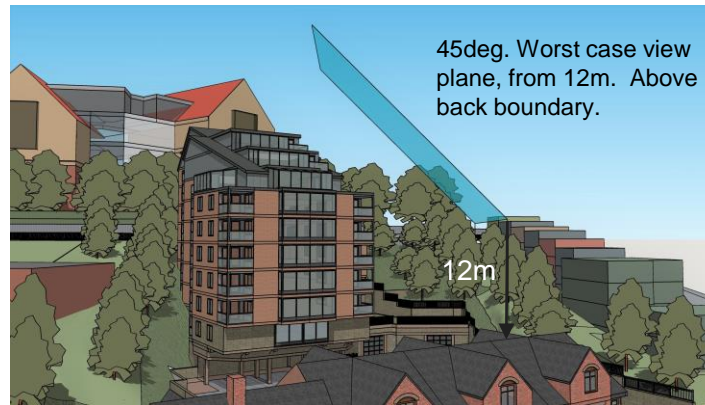
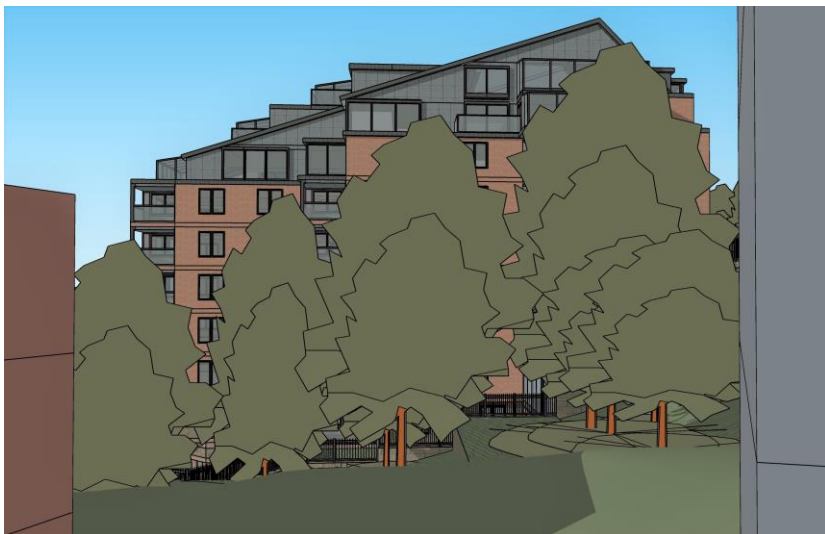


## SI P4 From Garrison Hill

### From Garrison Hill

The **view angle** of better than 45 deg from a height of 12m at the property line, is maintained. This diagram shows even the closest location is significantly below the City's proposed standard.

The **view from Garrison Hill Houses** is difficult to project. The image on the right shows a standard elevation. The image below depicts the view from the Garrison Hill houses as one looks through the trees.







## Parish Lane - Tree Inventory

### LEGEND

| TREE TYPE | DIAMETER (M) | SYMBOL |
|-----------|--------------|--------|
| MAPLE     | < 0.2        |        |
| MAPLE     | 0.2 - 0.45   |        |
| MAPLE     | > 0.5        |        |
| ASPEN     | 0.1 - 0.2    |        |
| POPLAR    | 0.1 - 0.7    |        |

TO REMAIN



TO BE REMOVED



### TREE PROTECTION

|                       | EXISTING | PROTECTED |     |
|-----------------------|----------|-----------|-----|
| LARGE<br>> 0.5M       | 15       | 9         | 60% |
| MEDIUM<br>0.2 - 0.45M | 21       | 16        | 76% |
|                       | 36       | 25        | 69% |

### NOTES:

- ① SMALLER TREES IN THIS AREA TO BE PROTECTED IN PHASE 1, AND SELECTIVELY EDITED AS PART OF DETAILED LANDSCAPE PLAN
- ② FOR NEW TREES AND VEGETATION, SEE LANDSCAPE PLANS



## Tree Inventory

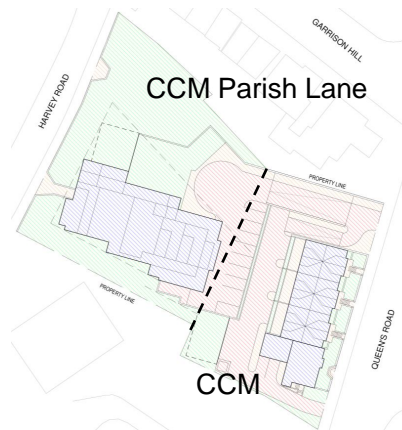
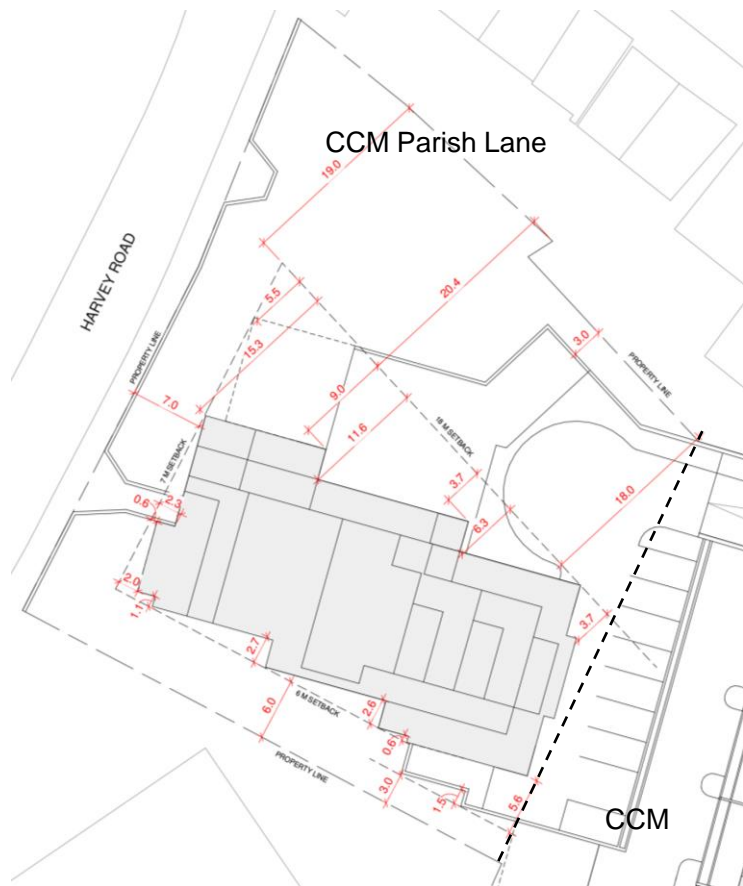
This high-level inventory shows the larger trees to be protected using approved techniques during construction. This work will be overseen by qualified personnel, including the City Arborist.

In addition, new trees will be planted as part of the overall site and landscape redevelopment.

Thinning smaller trees, and grooming larger ones will allow more light and improve the health of all trees, including those on adjoining properties.

For greater clarity, the toned areas show larger trees to be removed.

Old Earth Arborists have been retained to design and execute the tree protection and growth plan. See Appendix K.



### Requested Zoning

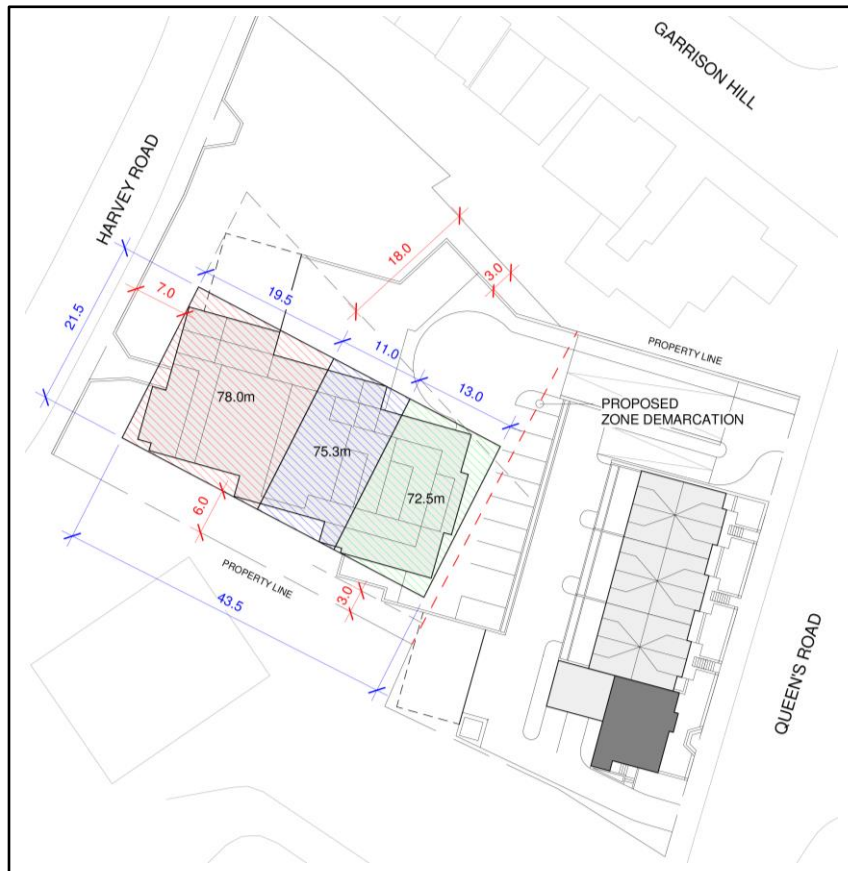
CCM for the portion presently Zoned Institutional.  
CCM Parish Lane for the area presently zoned Open Space.

### Setbacks Heights and Steps

All of the setbacks for above ground structures as are shown on page 16, exceed the minimum requirements of the proposed CCM Zone.

These 2 diagrams show the setbacks in more detail, and the steps in the height along Harvey Road. Additional information on townhouse setbacks is shown in Appendix J





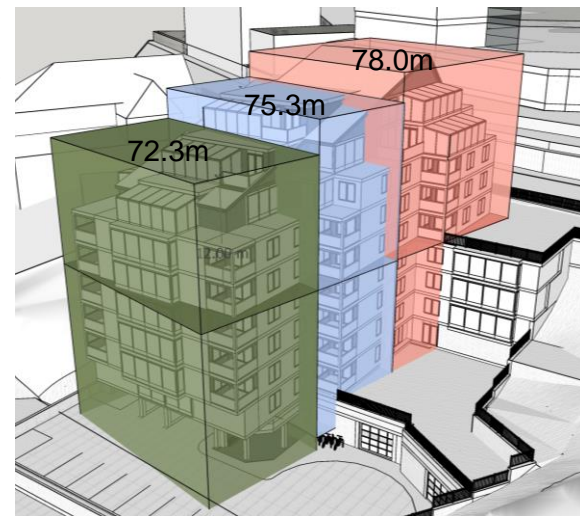
## Codifying Metrics

A concern expressed is about how to codify and ensure that the project is built as designed. Typical mechanisms include minimum setbacks and maximum heights.

The more complicated vertical and horizontal stepping, which is a key component of this project, can also be captured and logically defined. As shown in the diagrams this can be achieved by:

- Creating 3 'boxes'
- Each has a maximum height.
- Each has its own setbacks.

These can be recorded as part of the Zone Specific requirements. The proponent will provide all of the necessary modeling and supplementary information as may be required by the City.



## Reuse of Zoned Open Space

Part of the property is zoned Open Space. Although untended and largely unused because of the steep slope, it still represents a civic amenity.

Offsets will include:

- Maintenance of residual open space; and
- Viewing and sitting area off of Harvey Road and Queen's Road.

## Protection of Neighbouring Property and Trees

The proposed buildings are located to the extent possible, on the west side of the site.

Buffering includes existing and new trees, privacy screens and fencing.

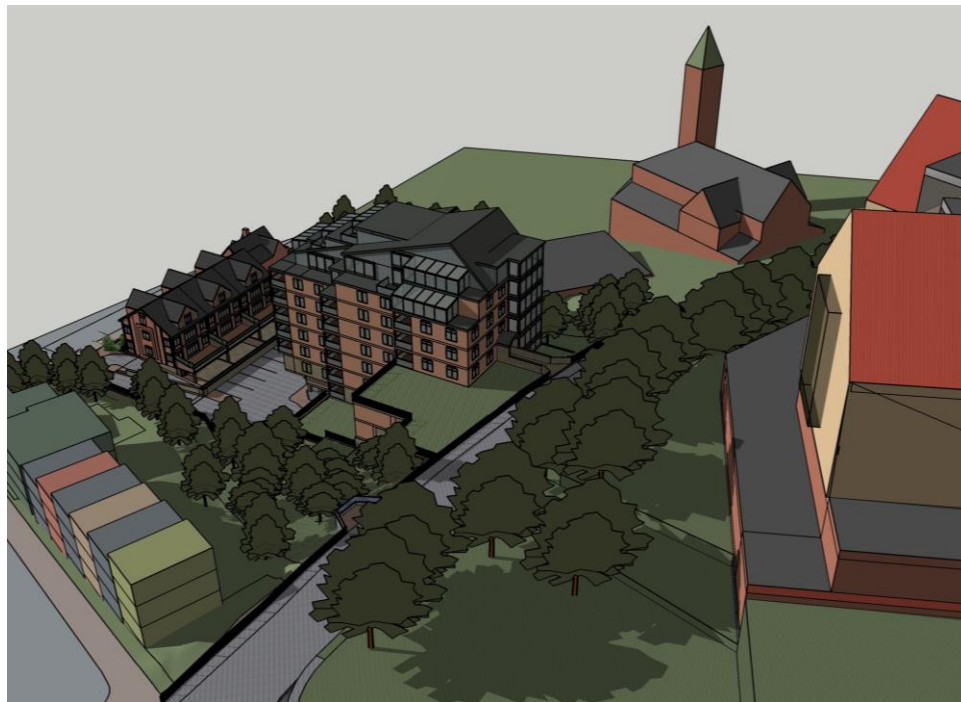
An inventory of 4" trees and larger has been prepared. Trees not directly affected by the work will be protected. (See SI P5)

## Demolition of a Listed Building

Although extensively altered over the years, the Parish Hall remains a listed heritage building. However, it has no practical reuse. Components such as bricks and timbers will be reused in the landscape.

**The Existing Residence** will be renovated as a single family home as part of Phase 1.

**The View from The Rooms** will be protected. This was an important consideration in design.





## Meeting Objectives

**Parish Lane** has been carefully conceived to be a viable project for the proponent, and at the same time to be a good neighbour. It will be a positive contribution to the urban fabric.

An initial proposal and associated LUAR was submitted in November last year. Following extensive public consultation process, including a design charrette, the project has been extensively modified.

This LUAR and the associated Appendices demonstrates the Parish Lane Residences will be a significant asset to the community.

### Meets most of the objectives from Design Charrette

- Rotates the upper building
- Improves the views from the Rooms and Harvey Road
- Increases the setback to Garrison Hill
- Increases the landscaped area adjacent to Garrison Hill
- Relocates and lowers the parking and driveway area
- Provides a more residential feeling on Queen's Road
- Develops measures whereby the proposal can be codified

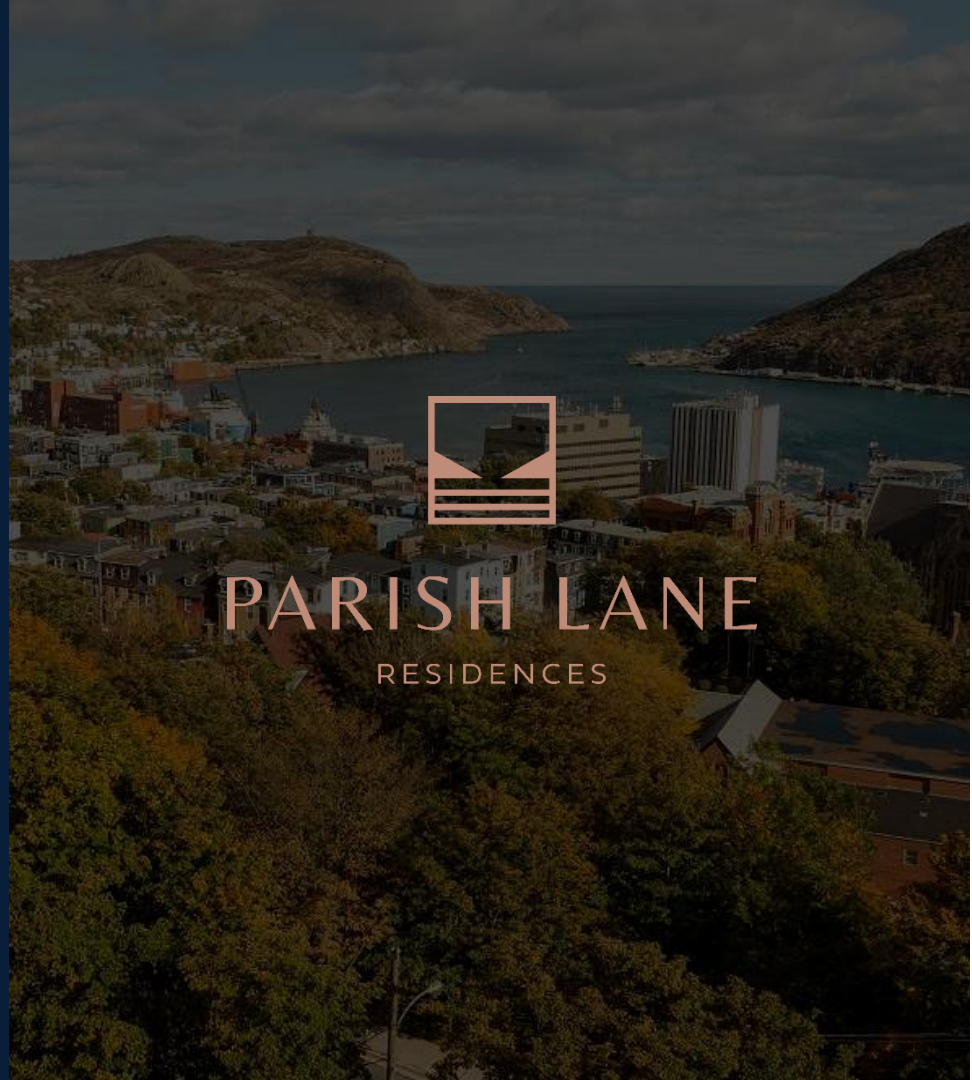


# Land Use Assessment Report

Parish Lane Residences, 66-70 Queen's Road

## Appendices

- A. Terms of Reference
- B. Landscape Design
- C. Civil Engineering Documents
- D. Tree Inventory (revised)
- E. Site Survey
- F. Timeline for Parish Lane Development Application
- G. On-line Survey Summary
- H. Design Charrette Report
- I. Response to Design Charrette
- J. Legal Construct for Property Ownership
- K. Arborist's Plan
- L. Response to June 19, 2020 Comments





# Land Use Assessment Report

Parish Lane Residences, 66-70 Queen's Road

Revision 5 B, July 2, 2020

## Appendices



|            |  |    |
|------------|--|----|
| Appendix A | Terms of Reference.....                                | 1  |
| Appendix B | Existing Site Conditions and Landscape Plan.....       | 5  |
| Appendix C | Civil Engineering Documents .....                      | 13 |
| Appendix D | Tree Inventory .....                                   | 24 |
| Appendix E | Site Survey .....                                      | 25 |
| Appendix F | Timeline for Parish Lane Development Application ..... | 26 |
| Appendix G | On-Line Survey Summary .....                           | 27 |
| Appendix H | Design Charrette Report.....                           | 28 |
| Appendix I | Response to Design Charrette .....                     | 38 |
| Appendix J | Legal Construct for Property Ownership.....            | 47 |
| Appendix K | Arborist's Plan .....                                  | 51 |
| Appendix L | Response to June 19, 2020 Comments.....                | 52 |



**TERMS OF REFERENCE  
LAND USE ASSESSMENT REPORT (LUAR)  
APPLICATION FOR A 40-UNIT RESIDENTIAL DEVELOPMENT AT 68 QUEEN'S ROAD (CATHEDRAL PARISH HALL)  
PROPONENT: PARISH LANE DEVELOPMENT INC.**

The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:



**A Building Use**

- 1 Identify the size of the proposed building by:
  - a) Gross Floor Area, and
  - b) Floor Area Ratio (FAR).
- 2 Identify all proposed uses/occupancies within the building by their respective floor area
- 3 Identify which portions of the Designated Heritage Building are proposed to be demolished.
- 4 Identify how the remaining Designated Heritage Buildings will be protected during renovations and how the original arch and windows will be incorporated into the new design.

**B Elevation & Building Materials**

- 1 Provide elevations of the proposed building.
- 2 Identify the finish and colour of exterior building materials.

**C Building Height & Location**

- 1 Identify graphically the exact location with a site plan:
  - a) Location of the proposed building in relation to neighbouring buildings;
  - b) Proximity of the building to property lines and identify setbacks;
  - c) Identify any stepbacks of higher storeys from lower storeys;
  - d) Identify any encroachment over property lines;
  - e) Identify the height of the building;
  - f) Information on the proposed construction of patios/balconies (if applicable);
  - g) Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks;
  - h) Identify any rooftop structures; and
  - i) Identify if the building will be sprinklered or not, and location of the nearest hydrant.



- 2 Provide view planes/renderings of the proposed building from the following locations:

The intersection of Church Hill and Veteran's Square;

- a) The intersection of Cathedral Street and Queen's Road;
- b) The intersection of Bonaventure Avenue and Military Road;
- c) Along Harvey Road near the Rooms at street level; and
- d) The Rooms Viewing Window.

- 3 Provide a Legal Survey of the property.

#### **D Exterior Equipment and Lighting**

- 1 Identify the location and type of exterior lighting to be utilized. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
- 2 Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.

#### **E Landscaping & Buffering**

- 1 Identify with a landscaping plan, details of site landscaping (hard and soft).
- 2 Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
- 3 Identify any additional street-level elements, such as weather protection measures at entrances, street furniture, etc.
- 4 Provide a copy of the completed tree inventory and any tree preservation plans.

#### **F Building Wind Generation**

- 1 Identify if the development will alter the wind conditions on adjacent streets, sidewalks and entrances to the building, and identify measures to minimize impacts at the pedestrian level.



**G Snow Clearing/Snow Storage**

- 1 Provide information on any snow clearing/snow removal operations.

**H Off-street Parking and Site Access**

- 1 Identify the number and location of off-street parking spaces to be provided.
- 2 Provide a dimensioned and scaled plan of all parking structure and lot layouts, including circulation details.
- 3 Identify the location of all access and egress points, including pedestrian access

**I Municipal Services**

- 1 Provide a preliminary site servicing plan.
- 2 Identify points of connection to the City's water and sewer system.
- 3 The proposed development will be required to comply with the City's stormwater detention policy. Provide information on how onsite stormwater detention will be managed.

**J Public Transit**

- 1 Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements.

**K Construction Timeframe**

- 1 Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
- 2 Indicate on a site plan any designated areas for equipment and materials during the construction period.









## LEGEND

- ① Building 1 Deck Entry
- ② Pedestrian Viewing Deck
- ③ Black Metal Railing to match existing
- ④ Green Roof
- ⑤ Private Roof Garden with Re-purposed Brick Pavers
- ⑥ Building 1 Lower Entrance with Planting
- ⑦ Walkway with Re-purposed Brick Pavers
- ⑧ Visitor Parking lot
- ⑨ Raised Planters with Salt-tolerant Evergreen Planting
- ⑩ Planting with Trellis and Vines on Retaining Wall
- ⑪ Coniferous Screen Planting
- ⑫ Existing Residence
- ⑬ Townhouses
- ⑭ Private Patios with Planters
- ⑮ Queens Road Entrances with Terraced Planting
- ⑯ Re-purposed Brick Seating Area
- ⑰ Re-purposed Brick Interpretation Area





### Landscape Concept Key Issues

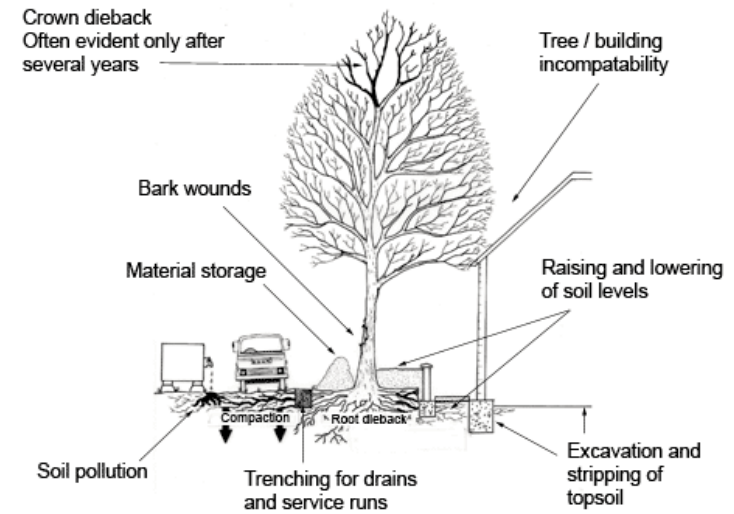
- Protection of existing trees
- Native and adaptive, low maintenance planting
- Create a pedestrian friendly environment for residents and visitors
- Historic site interpretation and adaptive re-use of bricks
- Create private patio and garden spaces for residents





## Protection of existing trees

- Landscape Architect will engage the City of St. John's Arborist to determine the following:
  - Suitable trees to be preserved and protected
  - Suitable trees and shrubs for relocation
  - Suitable trees to be removed
- Design to follow minimum setbacks of Critical Root Zone (CRZ) for all existing trees to remain, and other preventative tree damage design solutions
- Prevent tree damage at all times during construction

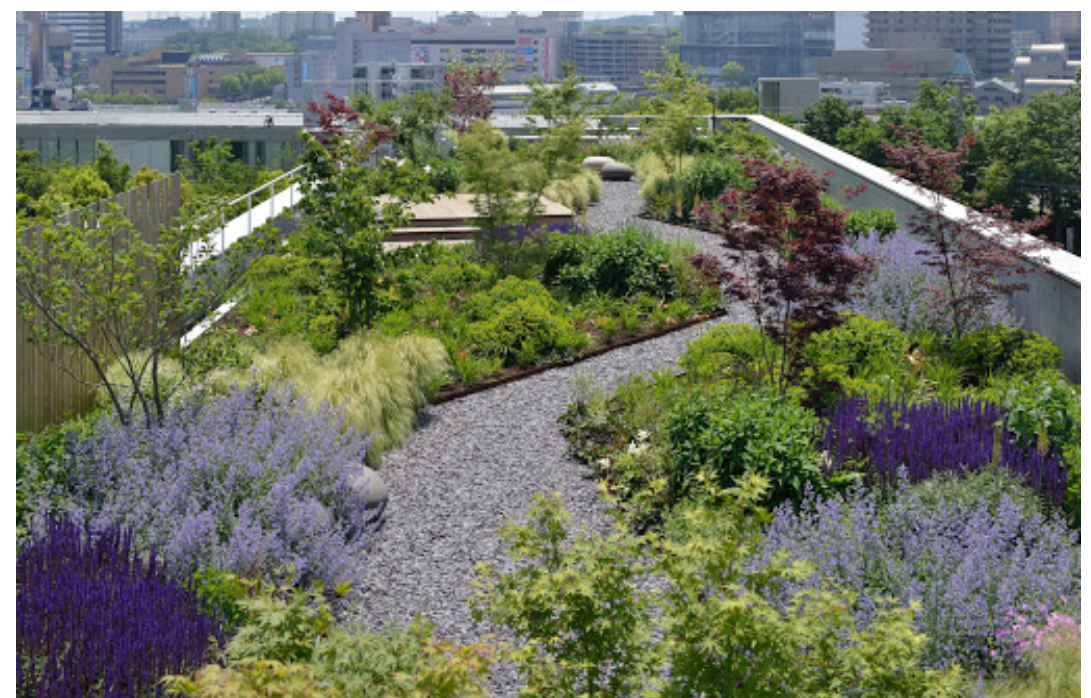






### Use of appropriate planting

- Low maintenance
- Shade tolerant and naturalized planting on existing slope
- Special planting with seasonal interest at building entrances
- Evergreen hedge and tree planting to help privacy screening for neighbours and residents

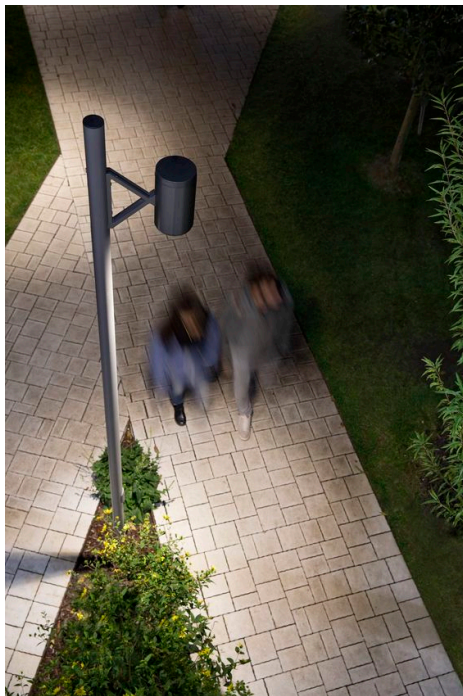






### Create a pedestrian friendly environment for residents and visitors

- Terraced planting
- Evergreen planting for seasonal interest
- Well lit for safety and security
- Green walls with vines along walkway
- Building entrance plaza and seating
- Harvey Road viewing deck
- Harvey Road entrance deck





### Historic Site Interpretation

- Seating areas
- Historic interpretation of original building
- Adaptive re-use of brick and timbers







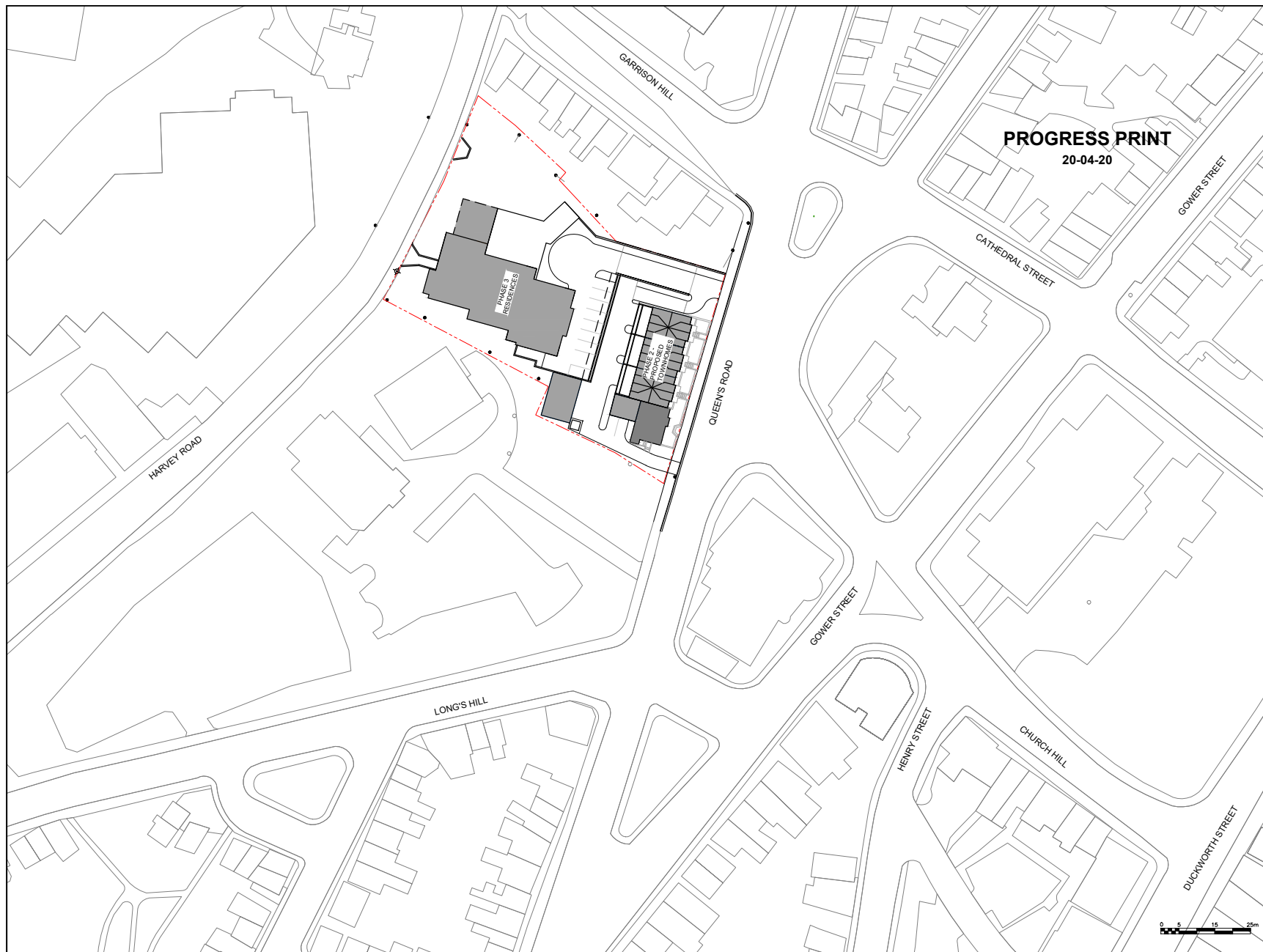
### Create private spaces for residents

- Townhouse balconies with privacy screens planting
- Privacy screening
- Private roof deck garden





| Event  | Page |
|--|------|
| Overall Location Plan                                | C1   |
| Proposed Infrastructure Plan                         | C2   |
| Pre-development Flow Areas                           | C100 |
| Post-development Flow Areas                          | C101 |
| Committee of the Whole Review                        | C100 |
| Meeting with BHEP                                    | C101 |
| Large car turning movements Level P0                 | SK1  |
| Large car turning movements Level P1                 | SK2  |
| Mack Terrapro cabover garbage truck turning movement | SK1  |
| Storm retention concrete chamber footprint           | SK4  |



**PROGRESS PRINT**  
20-04-20

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A


B

C

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B - No. OF DRAWING WHERE 'A' IS ON SITE PLAN  
C - No. OF DRAWING WHERE 'A' IS DETAIL


| LEGEND |                               |
|--------|-------------------------------|
| SYMBOL | DESCRIPTION                   |
| —      | NEW SIAMSESE WATER CONNECTION |
| ●      | NEW SANITARY MANHOLE          |
| —      | NEW SANITARY SEWER MAIN       |
| —      | EXISTING SANITARY SEWER MAIN  |
| ○      | EXISTING MANHOLE              |
| ●      | NEW STORM MANHOLE             |
| —      | NEW STORM SEWER MAIN          |
| —      | EXISTING STORM SEWER MAIN     |
| ■      | NEW CATCH BASIN               |
| —      | EXISTING CATCH BASIN          |
| —      | NEW WATERMAIN                 |
| —      | EXISTING WATERMAIN            |
| —      | NEW GATE VALVE                |
| —      | EXISTING GATE VALVE           |
| —      | NEW FIRE HYDRANT              |
| —      | EXISTING FIRE HYDRANT         |
| —      | CURB STOP                     |
| —      | WATERMAIN TEE                 |
| —      | WATERMAIN BEND                |
| —      | STUB WITH END CAP             |
| —      | POLE                          |
| —      | SLOPED EMBANKMENT             |
| —      | DITCH                         |
| —      | ROAD SIGNS                    |
| —      | FENCE                         |
| —      | RETAINING WALL                |
| —      | FINISHED GRADE ELEVATION      |
| —      | EXISTING ELEVATION            |

| A     |           | ISSUED FOR REVIEW |     |       |  |  |  |  |
|-------|-----------|-------------------|-----|-------|--|--|--|--|
| No.   | REVISIONS | APP               | OWN | DATE  |  |  |  |  |
| NORTH |           |                   |     | STAMP |  |  |  |  |



**Progressive Engineering  
& Consulting Inc.**

**PERMIT STAMP:**



PROVINCE OF NEWFOUNDLAND AND LABRADOR  
**PERMIT HOLDER**  
This Permit Allows  
PROGRESSIVE ENGINEERING & CONSULTING INC.

To practice Professional Engineering  
in Newfoundland and Labrador.  
Permit No. as issued by PEC: 10566  
which is valid for the year 2020

OWNER/CLIENT NAME:  
**PARISH LANE  
DEVELOPMENT INC.**

PROJECT TITLE:  
**PARISH LANE  
RESIDENCES**

DRAWING TITLE:  
**OVERALL LOCATION  
PLAN**

| DRAWN BY: | DESIGNED BY: | APPROVED BY: |
|-----------|--------------|--------------|
| J.P.      | J.P.         |              |

| DATE: | DATE:    | SCALE:   |
|-------|----------|----------|
| N/A   | MAY 2019 | AS SHOWN |

| PROJECT No: | DRAWING No: | REV: |
|-------------|-------------|------|
| 2019-020    | C1          | A    |

PROGRESS PRINT  
20/07/02

NOTES:

1. ALL WATER, SANITARY AND STORM SEWER MUST BE COMPLETED IN ACCORDANCE WITH THE CITY OF ST. JOHN'S WATER, SEWER AND ROADS SPECIFICATIONS.
2. BUILDINGS TO HAVE SPRINKLERS IN ACCORDANCE WITH THE NATIONAL BUILDING CODE AND TO THE CITY OF ST. JOHN'S REQUIREMENTS.
3. BACK FLOW PREVENTION DEVICES TO BE IN ACCORDANCE WITH THE NATIONAL BUILDING CODE, BFP CODES AND TO THE CITY OF ST. JOHN'S REQUIREMENTS.
4. THE DEVELOPMENT WILL NEED TO COMPLY WITH THE CITY OF ST. JOHN'S WATER METERING AND PREMISES ISOLATION BY-LAWS

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B/C

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C - No. OF DRAWING WHERE 'A' IS DETAILED

| LEGEND    |                              |
|-----------|------------------------------|
| SYMBOL    | DESCRIPTION                  |
| *         | NEW SIAMESE WATER CONNECTION |
| ● STR100S | NEW SANITARY MANHOLE         |
| —         | NEW SANITARY SEWER MAIN      |
| —         | EXISTING SANITARY SEWER MAIN |
| ○         | EXISTING MANHOLE             |
| ● STR100R | NEW STORM MANHOLE            |
| —         | NEW STORM SEWER MAIN         |
| —         | EXISTING STORM SEWER MAIN    |
| ■ STR100C | NEW CATCH BASIN              |
| □         | EXISTING CATCH BASIN         |
| —         | NEW WATERMAIN                |
| —         | EXISTING WATERMAIN           |
| ▶ STR100V | NEW GATE VALVE               |
| ◀         | EXISTING GATE VALVE          |
| ⊕ STR100F | NEW FIRE HYDRANT             |
| ⊕         | EXISTING FIRE HYDRANT        |
| ⊙         | CURB STOP                    |
| ⊕         | WATERMAIN TEE                |
| ⊕         | WATERMAIN BEND               |
| —         | STUB WITH END CAP            |
| •         | POLE                         |
|           | SLOPED EMBANKMENT            |
| —         | DITCH                        |
| —         | ROAD SIGNS                   |
| x — x — x | FENCE                        |
| W — W — W | RETAINING WALL               |
| 100.00    | FINISHED GRADE ELEVATION     |
| 100.00    | EXISTING ELEVATION           |

| No. | REVISIONS | APP | DWN | DATE |
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NORTH:

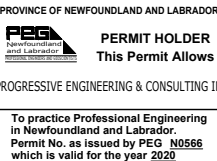


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PERMIT STAMP:



OWNER/CLIENT NAME:

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DEVELOPMENT INC.

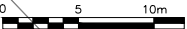
PROJECT TITLE:

PARISH LANE  
RESIDENCES

DRAWING TITLE:

PROPOSED INFRASTRUCTURE  
PLAN

|                         |                      |                    |
|-------------------------|----------------------|--------------------|
| DRAWN BY:<br>J.P.       | DESIGNED BY:<br>J.P. | APPROVED BY:       |
| MAE No:<br>N/A          | DATE:<br>MAY 2019    | SCALE:<br>AS SHOWN |
| PROJECT No:<br>2019-020 | DRAWING No:<br>C2    | REV:<br>26A        |



EXISTING 250mmØ  
WATERMAIN

PROPOSED CITY OWNED HYDRANT  
PROPOSED TOWNHOUSE SERVICE. 25mm  
WATER, 100mm SANITARY & 100mm STORM.

EX-MH 6670C

EXISTING 150mm CLAY TILE COMBINED  
SANITARY AND STORM SEWER

PROPOSED TOWNHOUSE SERVICE. 25mm  
WATER, 100mm SANITARY & 100mm STORM.

PROPOSED TOWNHOUSE SERVICE. 25mm  
WATER, 100mm SANITARY & 100mm STORM.

LOCATE, EXCAVATE AND REMOVE EXISTING  
SANITARY SERVICE.

PROPOSED TOWNHOUSE SERVICE. 25mm  
WATER & 100mm SANITARY.

LOCATE, EXCAVATE AND INSTALL NEW  
CIP MH OVER EXISTING 150Ø COMBINED  
CI SEWERMAIN. APPROX COORDINATES  
N 5,269,628.286 E 326,657.709

PROPOSED 150mm SANITARY SEWER SERVICE @ 2%  
C/W WITH 150mm END CAP AT PROPERTY LINE  
PROPOSED 150mm STORM SEWER SERVICE @ 2%  
C/W WITH 150mm END CAP AT PROPERTY LINE

PROPOSED SIAMESE CONNECTION  
(12.5m FROM EXISTING FIRE HYDRANT)

PROPOSED 100mm WATER SERVICE  
FOR POTABLE WATER SYSTEM

PROPOSED 150mm WATER SERVICE  
FOR SPRINKLER SYSTEM

EXISTING FIRE HYDRANT

PHASE 3  
RESIDENCES

M&E  
COMPOUND

QUEEN'S ROAD

GARRISON HILL

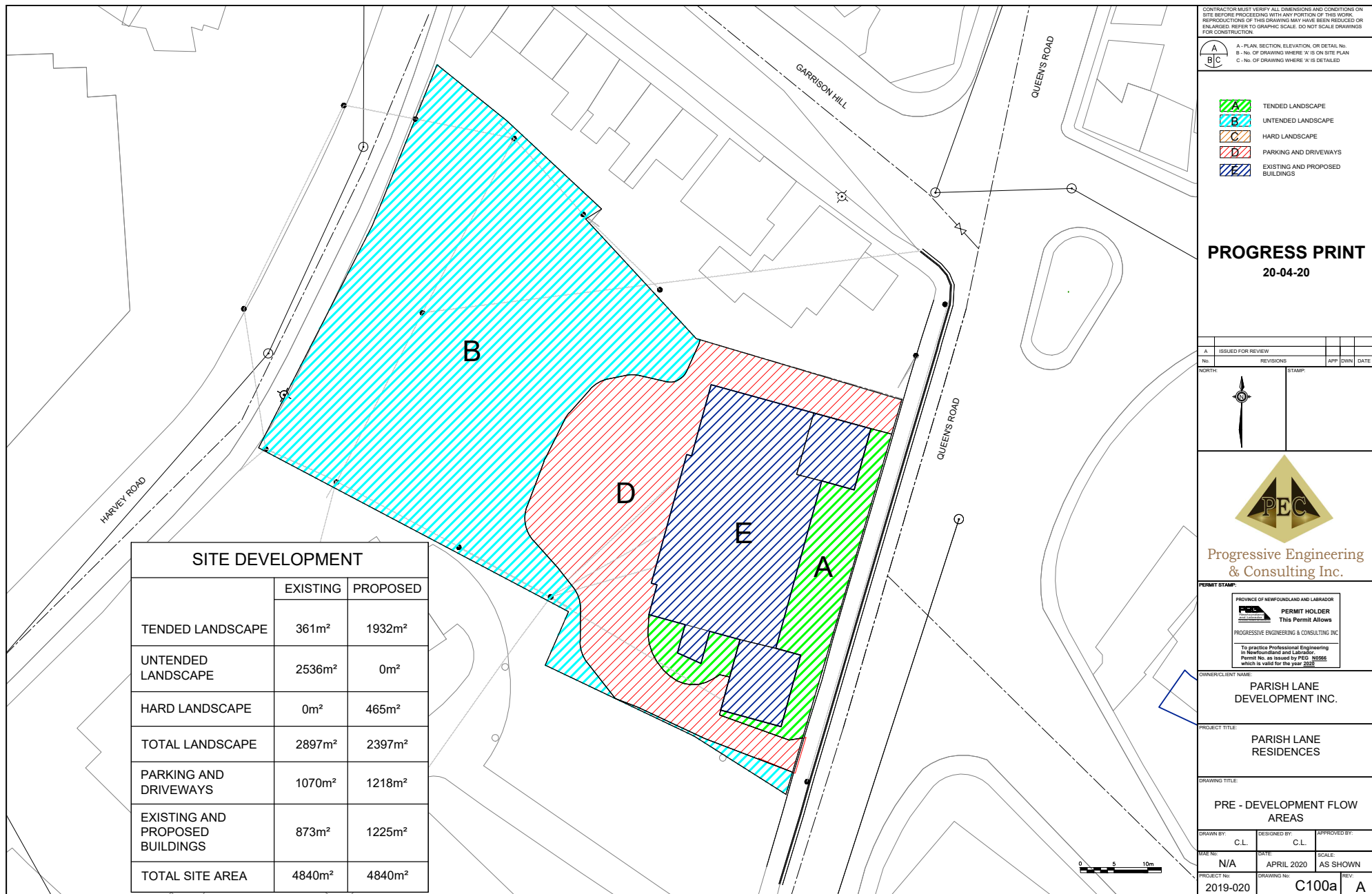
HARVEY ROAD

GEOTHERMAL FIELD UNDER  
PARKING P0

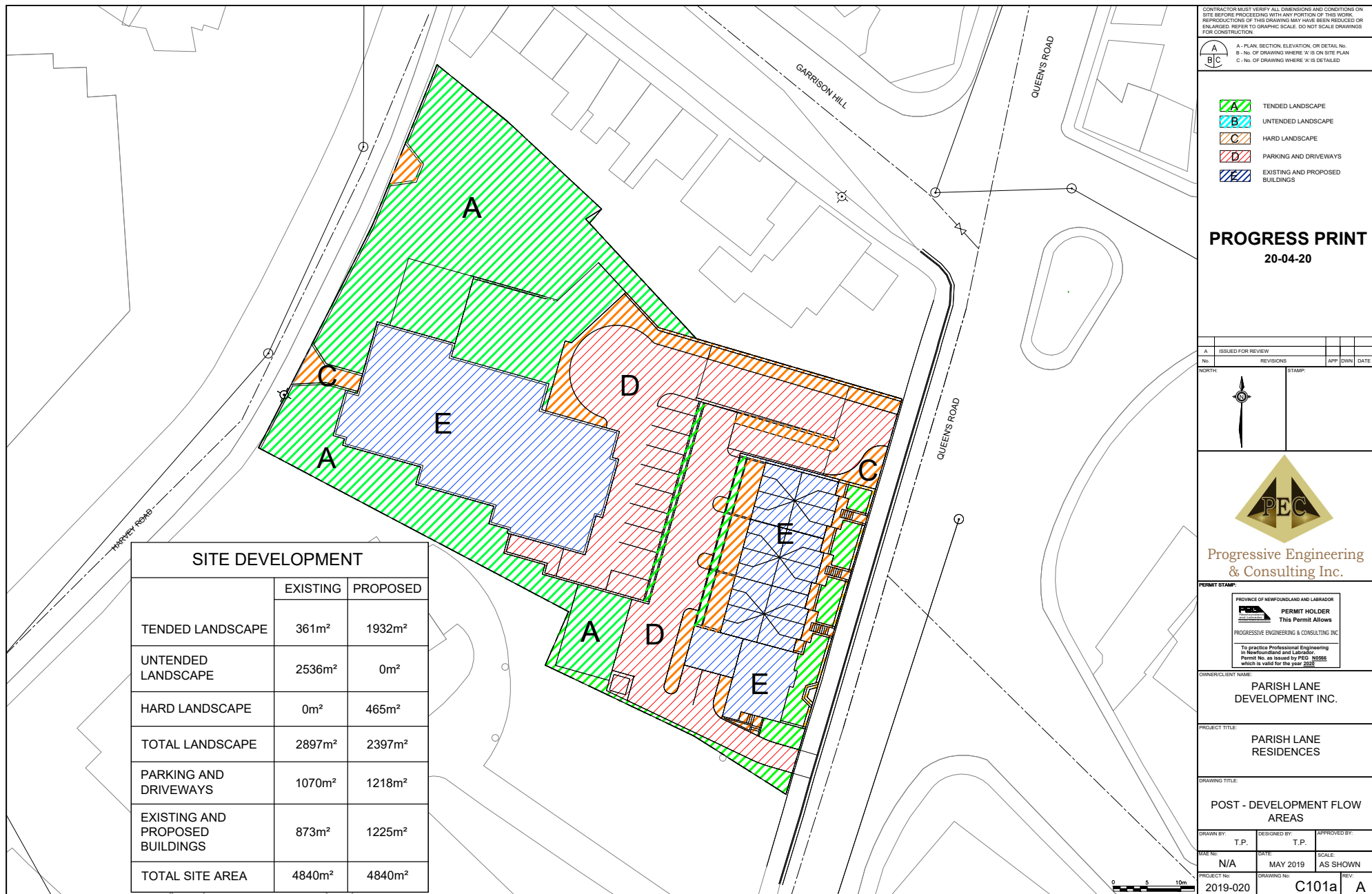
PROPOSED PROPANE TANK  
LOCATION.

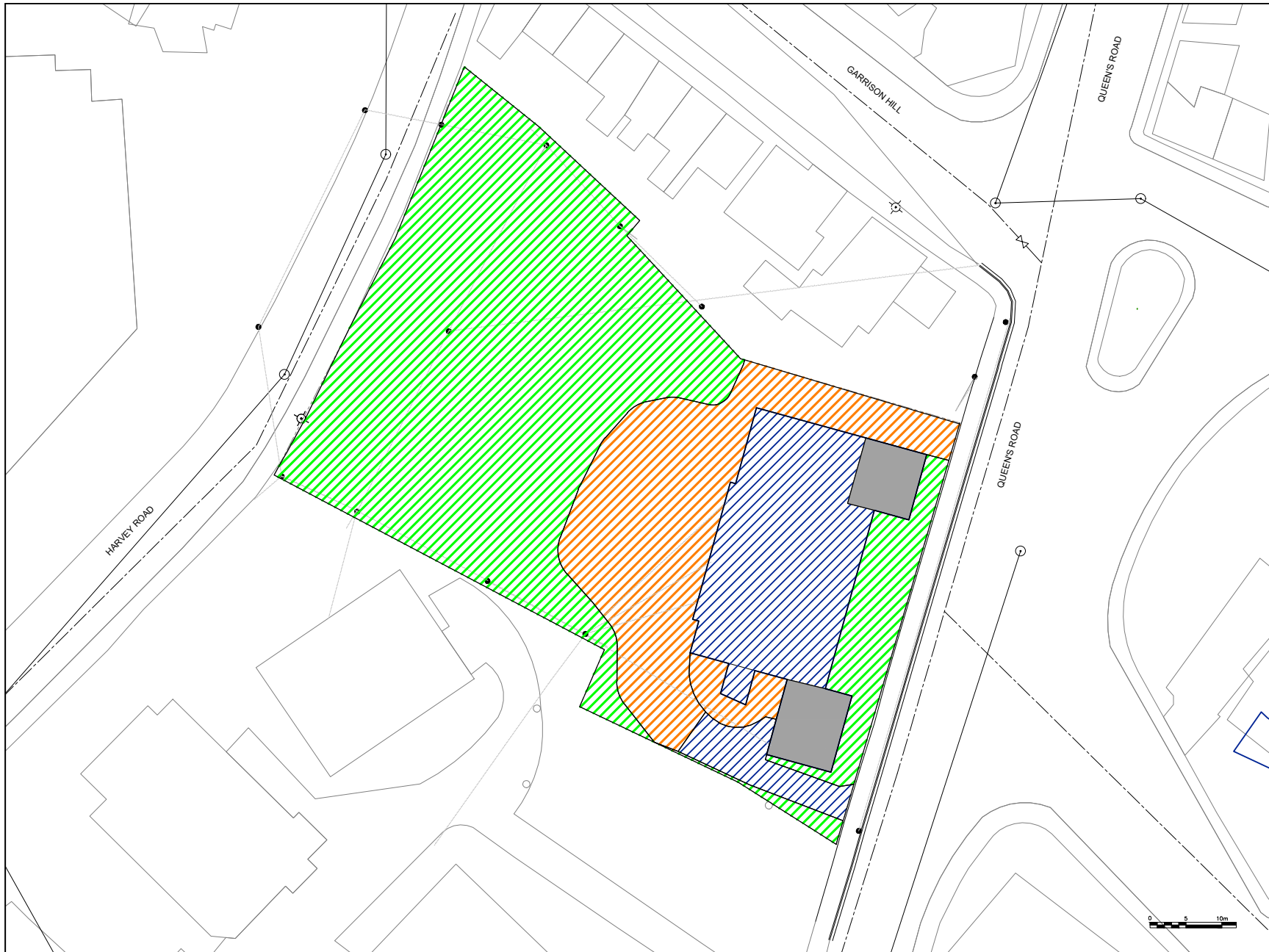
PROPOSED TRANSFORMER  
LOCATION C/W 2m X 2m CONCRETE  
PAD, 4m X 4m EASEMENT,  
CONCRETE BLOCK WALL AND  
BOLLARDS

PROPOSED GARBAGE/RECYCLING  
DUMPSTER AND FENCE









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AREA OF LANDSCAPING (2821m²)  
 AREA OF GRAVEL (1012m²)  
 AREA OF HARD SURFACE TO BE REMOVED (822m²)  
 AREA OF HARD SURFACE TO REMAIN (185m²)

PERCENT HARD SURFACE = 21%  
 PERCENT LANDSCAPING = 58%  
 PERCENT GRAVEL = 21%

## PROGRESS PRINT

20-04-20

| A                 |           | B   |     | C    |  |
|-------------------|-----------|-----|-----|------|--|
| ISSUED FOR REVIEW | REVISIONS | APP | OWN | DATE |  |
|                   |           |     |     |      |  |

NORTH

Stamp: **PEC**  
 Progressive Engineering & Consulting Inc.

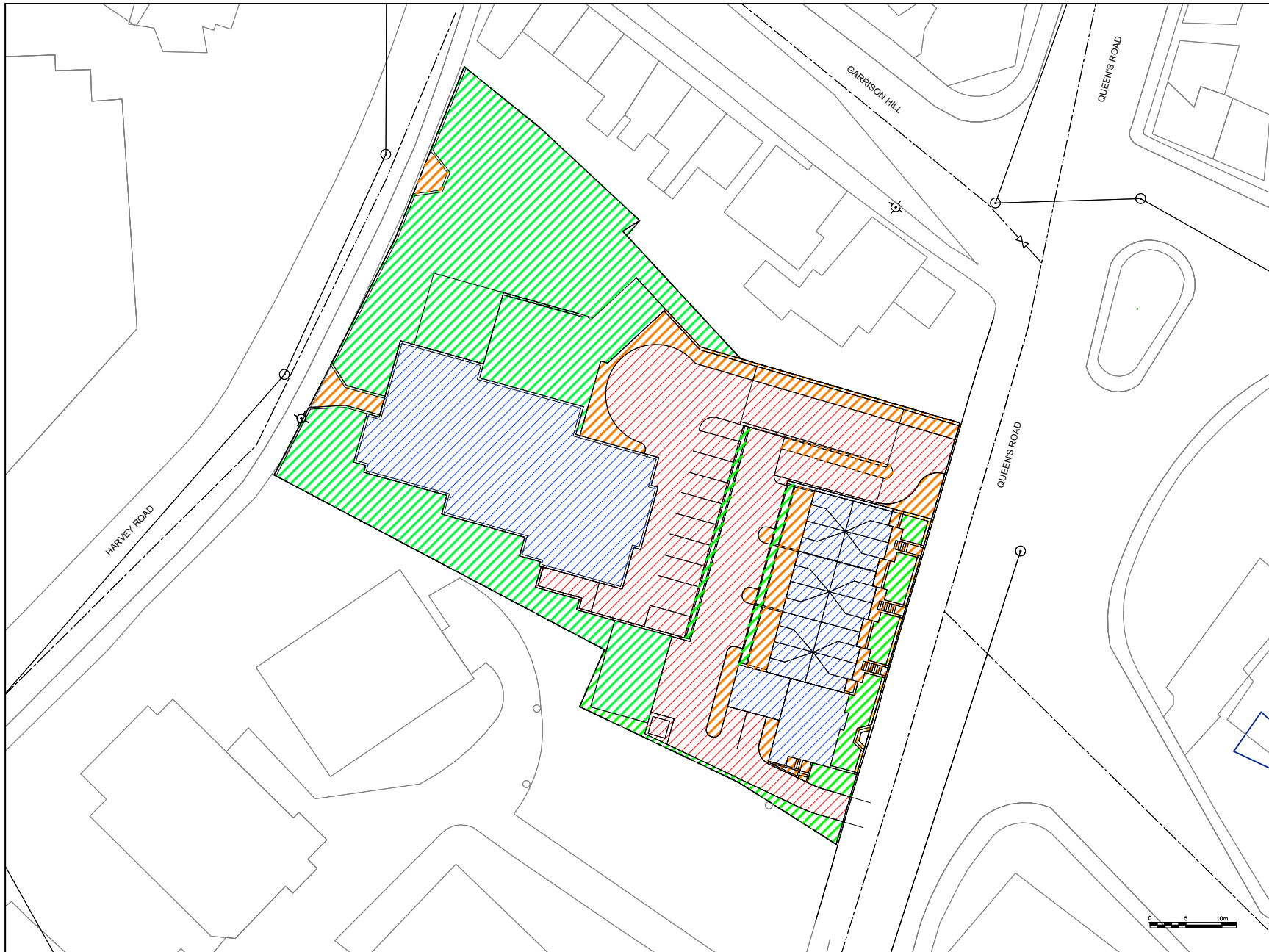
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 which is valid for the year 2020

OWNER/CLIENT NAME:  
**PARISH LANE DEVELOPMENT INC.**

PROJECT TITLE:  
**PARISH LANE RESIDENCES**

DRAWING TITLE:  
**PRE - DEVELOPMENT FLOW AREAS**

|                         |                      |                    |
|-------------------------|----------------------|--------------------|
| DRAWN BY:<br>T.P.       | DESIGNED BY:<br>T.P. | APPROVED BY:       |
| DATE:<br>N/A            | DATE:<br>APRIL 2020  | SCALE:<br>AS SHOWN |
| PROJECT No:<br>2019-020 | DRAWING No:<br>C100  | REV:<br>A          |



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AREA OF LANDSCAPING (1932m²)  
AREA OF HARD SURFACE (1225m²)  
AREA OF CONCRETE (465m²)  
AREA OF ASPHALT (1218m²)

PERCENT HARD SURFACE = 60%  
PERCENT LANDSCAPING = 40%

### PROGRESS PRINT

20-04-20

| A                 |           | B       |      | C    |  |
|-------------------|-----------|---------|------|------|--|
| ISSUED FOR REVIEW |           | REVISED |      | DATE |  |
| No.               | REVISIONS | APP.    | OWN. | DATE |  |

NORTH

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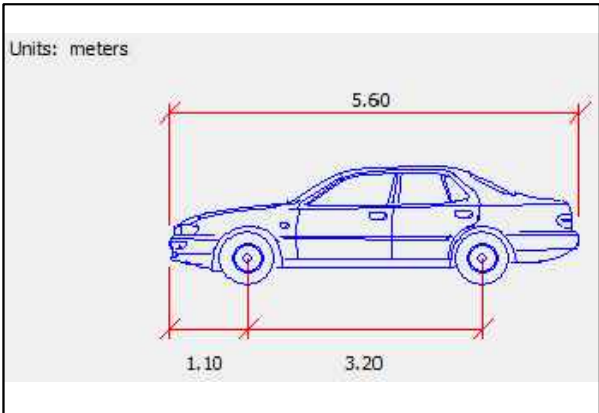
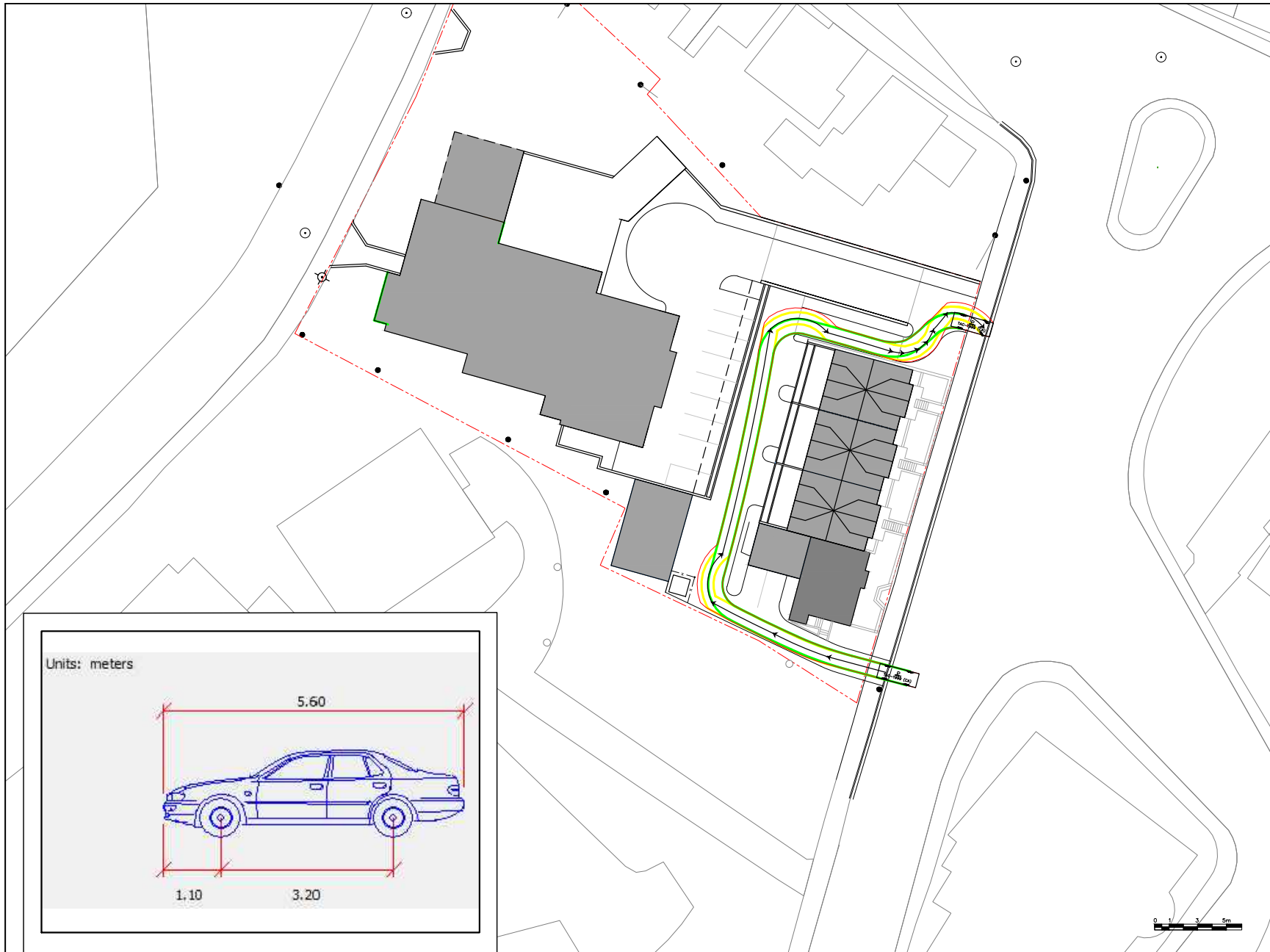
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To practice Professional Engineering  
in Newfoundland and Labrador.  
Permit No. as issued by PEC: 10566  
which is valid for the year 2020

OWNER/CLIENT NAME:  
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:  
PARISH LANE RESIDENCES

DRAWING TITLE:  
POST - DEVELOPMENT FLOW AREAS

|                         |                      |                    |
|-------------------------|----------------------|--------------------|
| DRAWN BY:<br>C.L.       | DESIGNED BY:<br>C.L. | APPROVED BY:       |
| DATE:<br>N/A            | DATE:<br>APRIL 2020  | SCALE:<br>AS SHOWN |
| PROJECT No:<br>2019-020 | DRAWING No:<br>C101  | REV:<br>A          |



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**PROGRESS PRINT**  
20-04-20

| A     |           | ISSUED FOR REVIEW |     |      |  |  |  |
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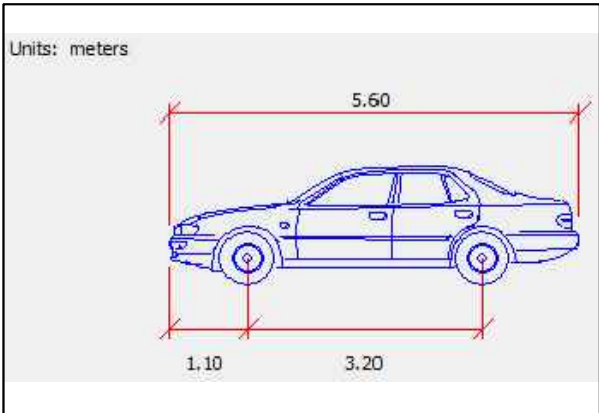
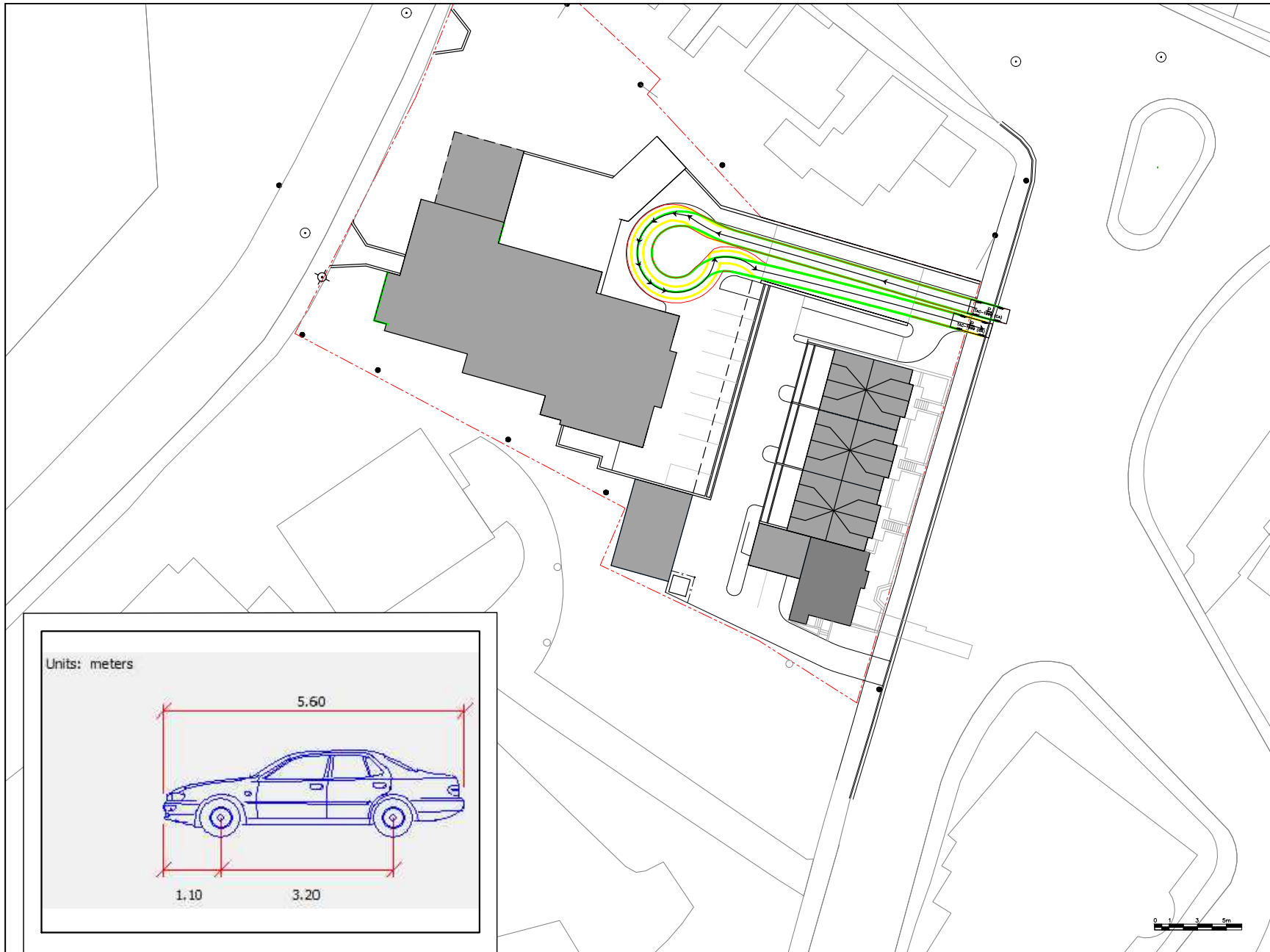
OWNER/CLIENT NAME:  
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:  
PARISH LANE RESIDENCES

DRAWING TITLE:  
LARGE CAR TURNING MOVEMENT LEVEL - P0

|                         |                      |                    |
|-------------------------|----------------------|--------------------|
| DRAWN BY:<br>J.P.       | DESIGNED BY:<br>J.P. | APPROVED BY:       |
| DATE:<br>N/A            | DATE:<br>MAY 2019    | SCALE:<br>AS SHOWN |
| PROJECT No:<br>2019-020 | DRAWING No:<br>SK1   | REV:<br>A          |





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**PROGRESS PRINT**  
20-04-20

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| No.               | REVISIONS | APP   | OWN DATE |
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**PEC**  
Progressive Engineering  
& Consulting Inc.

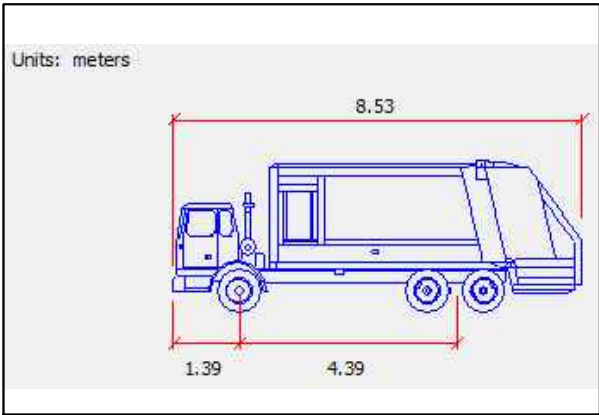
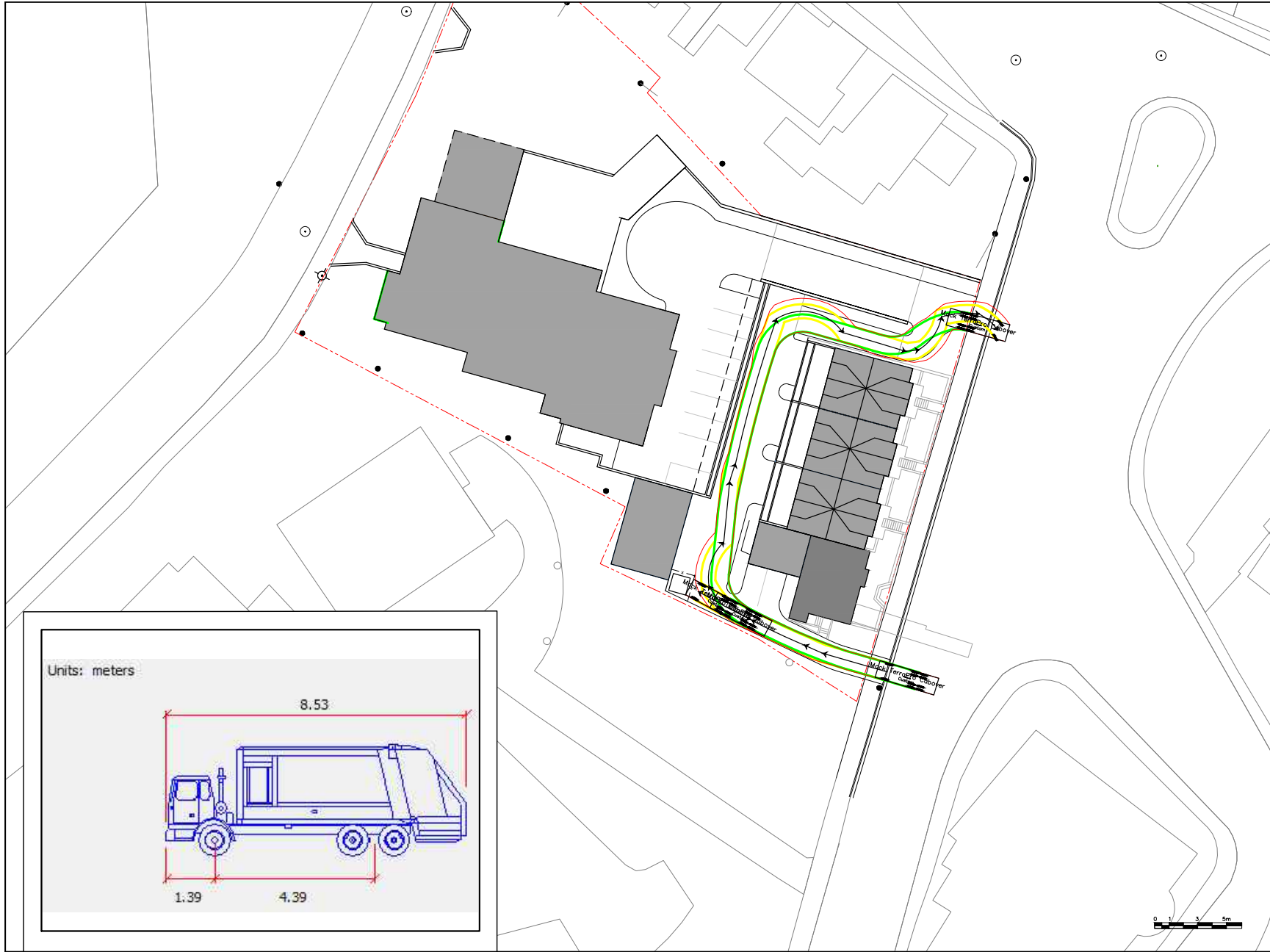
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which is valid for the year 2020

OWNER/CLIENT NAME:  
**PARISH LANE  
DEVELOPMENT INC.**

PROJECT TITLE:  
**PARISH LANE  
RESIDENCES**

DRAWING TITLE:  
**LARGE CAR  
TURNING MOVEMENT  
LEVEL - P1**

|                         |                      |                    |
|-------------------------|----------------------|--------------------|
| DRAWN BY:<br>J.P.       | DESIGNED BY:<br>J.P. | APPROVED BY:       |
| DATE:<br>N/A            | DATE:<br>MAY 2019    | SCALE:<br>AS SHOWN |
| PROJECT No:<br>2019-020 | DRAWING No:<br>SK2   | REV:<br>A          |



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B - No. OF DRAWING WHERE 'A' IS ON SITE PLAN  
C - No. OF DRAWING WHERE 'A' IS DETAILED

**PROGRESS PRINT**  
20-04-20

| A     |           | ISSUED FOR REVIEW |     |      |  |  |  |
|-------|-----------|-------------------|-----|------|--|--|--|
| No.   | REVISIONS | APP               | OWN | DATE |  |  |  |
| NORTH |           | STAMP             |     |      |  |  |  |

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Permit No. as issued by PEC: 10566  
which is valid for the year 2020

OWNER/CLIENT NAME:  
PARISH LANE DEVELOPMENT INC.






PROJECT TITLE:  
PARISH LANE RESIDENCES

DRAWING TITLE:  
MACK TERRAPRO CABOVER GARBAGE TRUCK TURNING MOVEMENT - LEVEL P0


| DRAWN BY:   |          | DESIGNED BY: |          | APPROVED BY: |          |
|-------------|----------|--------------|----------|--------------|----------|
| J.P.        |          | J.P.         |          |              |          |
| DATE No:    | N/A      | DATE:        | MAY 2019 | SCALE:       | AS SHOWN |
| PROJECT No: | 2019-020 | DRAWING No:  | SK3      | REV:         | A        |

Parish Lane - Tree Inventory


LEGEND

| TREE TYPE | DIAMETER (M) | SYMBOL  |
|-----------|--------------|---|
| MAPLE     | < 0.2        |  |
| MAPLE     | 0.2 - 0.45   |  |
| MAPLE     | > 0.5        |  |
| ASPEN     | 0.1 - 0.2    |  |
| POPLAR    | 0.1 - 0.7    |  |

TO REMAIN



TO BE REMOVED



TREE PROTECTION

|                       | EXISTING | PROTECTED |     |
|-----------------------|----------|-----------|-----|
| LARGE<br>> 0.5M       | 15       | 9         | 60% |
| MEDIUM<br>0.2 - 0.45M | 21       | 16        | 76% |
|                       | 36       | 25        | 69% |

- NOTES:
- ①

SMALLER TREES IN THIS AREA TO BE PROTECTED IN PHASE 1, AND SELECTIVELY EDITED AS PART OF DETAILED LANDSCAPE PLAN
- ②

FOR NEW TREES AND VEGETATION, SEE LANDSCAPE PLANS



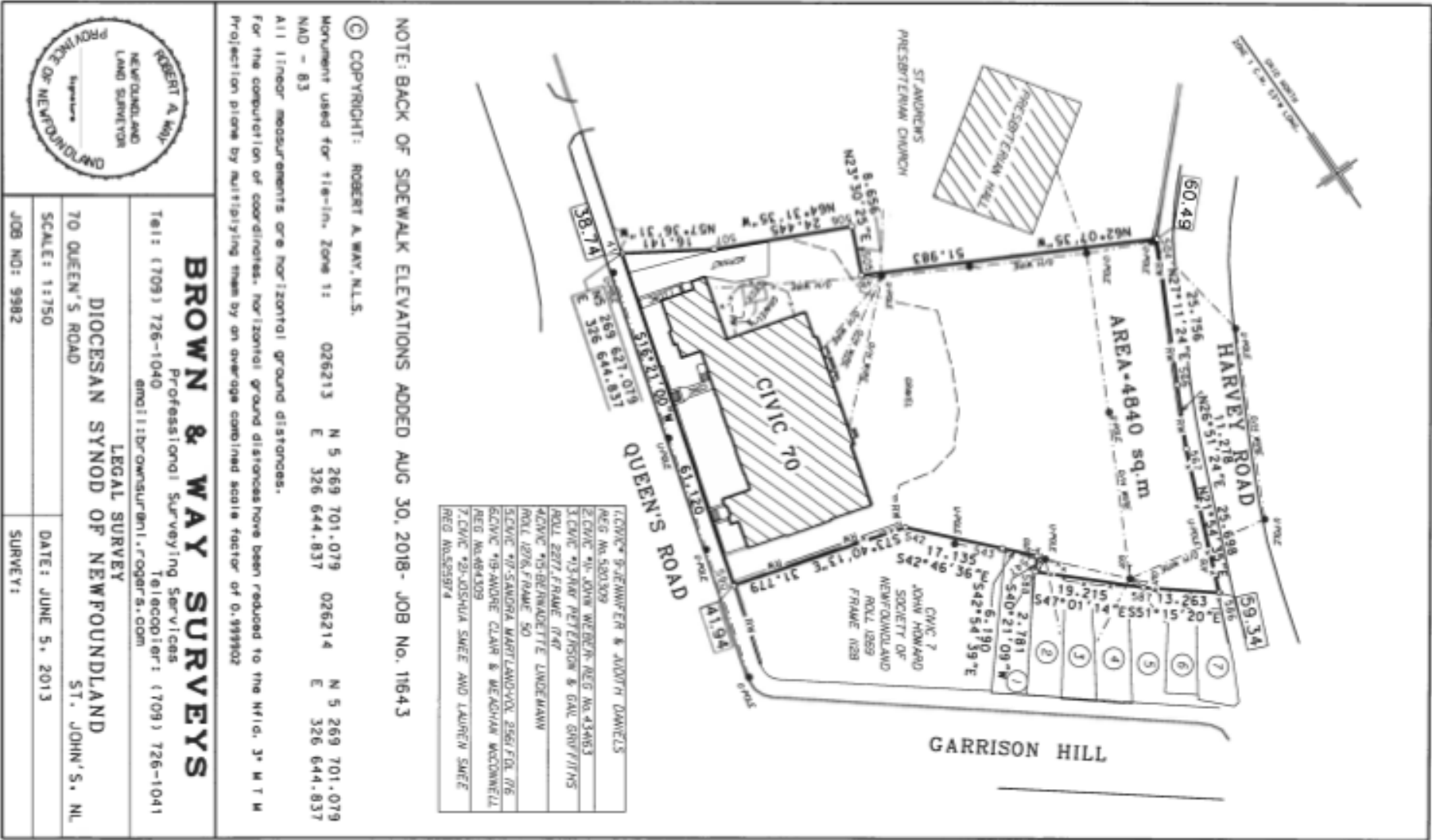
Tree Inventory

This high-level inventory shows the larger trees to be protected using approved techniques during construction. This work will be overseen by qualified personnel including the City Arborist.

In addition new trees will be planted as part of the overall site and landscape redevelopment.

Thinning smaller trees, and grooming larger ones will allow more light and improve the health of all trees, including those on adjoining properties.

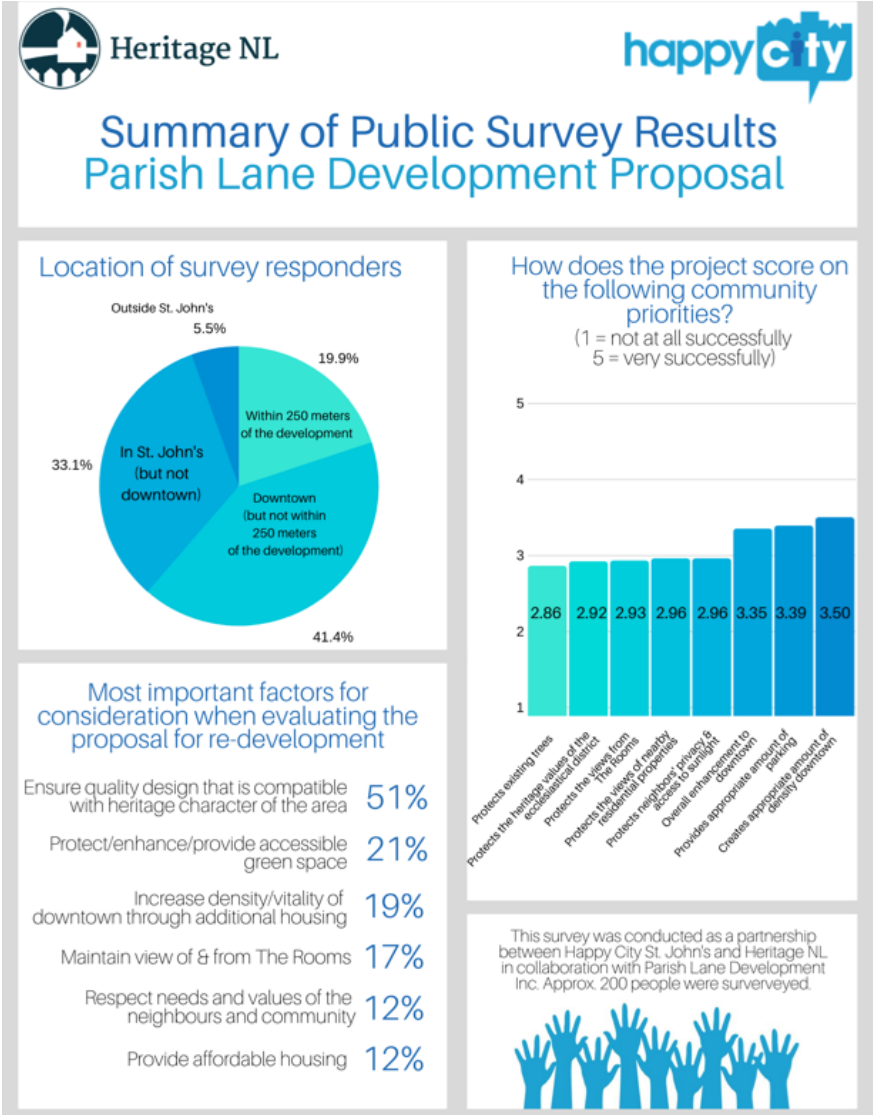
For greater clarity, the toned areas show larger trees to be removed.





| ID | Event   | Date      |
|----|---|-----------|
| 1  | Meeting with BHEP   | 22-Nov-18 |
| 2  | Introduction meeting with Kirk, Gower Street and Anglican Cathedral | 24-Jan-19 |
| 3  | Formal application submitted  | 31-Jan-19 |
| 4  | Meeting with The Rooms  | 06-Mar-19 |
| 5  | Committee of the Whole Review                                       | 23-Apr-19 |
| 6  | Meeting with BHEP   | 15-May-19 |
| 7  | LUAR Submitted  | 14-Jun-19 |
| 8  | LUAR Revision 1 submitted   | 30-Aug-19 |
| 9  | Meeting with BHEP   | 17-Sep-19 |
| 10 | LUAR Revision 2 submitted   | 20-Sep-19 |
| 11 | LUAR Revision 3 submitted   | 25-Oct-19 |
| 12 | Meeting with City and Proponent                                     | 29-Oct-19 |
| 13 | LUAR Revision 4 Submitted   | 06-Nov-19 |
| 14 | Public Meeting  | 27-Nov-19 |
| 15 | Meeting with Heritage NL and Happy Cities                           | 10-Dec-19 |

| ID | Event  | Date      |
|----|--|-----------|
| 16 | Meeting with Rooms                                     | 13-Dec-19 |
| 17 | Meeting with City and Rooms                            | 07-Jan-20 |
| 18 | On Line Survey Completed                               | 10-Jan-20 |
| 19 | Public consultation with the Rooms                     | 15-Jan-20 |
| 20 | Focus Group  | 31-Jan-20 |
| 21 | Meeting with City Planning Department                  | 05-Feb-20 |
| 22 | Meeting with The Kirk on shared access                 | 14-Feb-20 |
| 23 | Design Charette  | 27-Feb-20 |
| 24 | Meeting with City Planning Department (teleconference) | 27-Mar-20 |
| 25 | Meeting with City Planning Department (teleconference) | 31-Mar-20 |
| 26 | LUAR Revision 5 Submitted                              | 22-Apr-20 |
| 27 | Comments from City on Revision 5                       | 22-May-20 |
| 28 | Response to Comments submitted Revision 5 A            | 03-Jun-20 |
| 29 | Comments from City on Revision 5 A                     | 19-Jun-20 |
| 30 | Response to Comments submitted Revision 5 A            | 02-Jul-20 |





ERA Architects Inc.  
#600-625 Church St  
Toronto ON, M4Y 2G1

**Date:** March 25, 2020

**Sent by:** EMAIL

**To:** Richard Pardy  
CEO, Parish Lane Developments  
[rick@pardy.ca](mailto:rick@pardy.ca)

Jerry Dick  
Executive Director, Heritage NL  
[Jerry@heritageNL.ca](mailto:Jerry@heritageNL.ca)

**Subject: RE: 66-68 Queen's Road, St. John's: Cathedral Parish Hall- Charrette  
Feedback & Conservation Strategy**

Dear Richard & Jerry,

ERA would like to thank Parish Lane Developments, Heritage Newfoundland, Paul Chafe, and Happy City for allowing us to join you in facilitating a stakeholder workshop (Charrette) held at Gower Street United Church on February 20, 2020 concerning the redevelopment proposal for the Cathedral Parish Hall site at 66-68 Queen's Road. We would also like to thank the approximately 20 participants, including Garrison Hill and other local residents, the Rooms, members of St. John's Basilica, the Kirk, Gower Street United Church, the Anglican Cathedral, and the City of St. John's.

### **Charrette Overview**

*The purpose of this Charrette was to gather opinions and feedback from all parties to describe what success looks like on this site in an effort to balance the many perspectives on the redevelopment of the Cathedral Parish Hall and surrounding landscaped space.*

The Charrette consisted of three brainstorming sessions, which explored the main themes that emerged from prior public consultation, consisting of a public survey and a focus group. The sessions were divided as follows:

**Session 1: Queen's Road**-Treatment of the retained heritage fabric, uses of the Glebe House and experience from Queen's road in terms of massing, height and use.

**Session 2: Architectural Expression**-Appropriate architectural expression within the heritage district (materials, building forms, massing) and the protection of views.

**Session 3: Circulation, Parking and Open Space**-Vehicular and pedestrian circulation, treatment of open space, including level of public access and viewing opportunities.

We have prepared an overview to capture the feedback obtained over the three thematic Charrette sessions and hope to have represented and captured all the voices and perspectives heard. (Refer to 'Charette Feedback,' appended to this memo).

We have also prepared a recommended conservation strategy based on stakeholder feedback, our understanding of the planning and heritage policy framework and the goals of the project, that may fine-tune your approach to development on the site. (Refer to 'Conservation Objectives & Mitigation Measures,' appended to this memo). A conceptual diagram 'Conservation Strategy Opportunities,' illustrating one potential way this Conservation Strategy could be achieved on the site is also appended to this memo.

## **Next Steps**

It is our understanding that the rezoning of the site from 'Institutional' and 'Open Space' to 'Commercial Central Mixed' is in progress, and that Parish Lane Developments & its consultant team are working with City Planning to establish parameters for future development on the site. Going forward, these parameters must be adequately flexible to allow for the ongoing exploration of various alternative site plans and architectural designs that address the feedback received throughout the public engagement process, including the Charrette as well as the various mitigation strategies outlined in the appended: 'Conservation Objectives & Mitigation Strategies'.

Further dialogue with stakeholders, heritage experts, elected officials and City Planning will facilitate the creation of a development scheme that conserves the tangible and intangible heritage value of the site within the Ecclesiastical District.

A handwritten signature in blue ink, appearing to be 'Philip Evans', with a stylized, overlapping loop structure.

Philip Evans, Principal ERA Architects Inc., OAA, AAA, MRAIC, CAHP



## **Charrette Feedback**

The following section provides an overview of feedback received at the Charrette by theme.

### **Feedback Themes**

- 1. Cultural value:** The site is viewed as a cultural heritage landscape in and of itself. Its landscaped space has played a central role (church yard, school yard, now naturalized space) in the continuing use of the site and has historically contributed to the “campus-like” setting of ecclesiastical and educational buildings within this block. This site played an important role in the social and spiritual life of St. John’s residents.
- 2. Parking:** The visual impact of parking should be reduced wherever possible, including reducing the amount of parking and siting parking underground. Parking entrances along Queen should be minimized, if possible, as this cuts into available street parking and makes the street less pedestrian friendly. There is a potential to share parking with the adjacent Kirk to help meet demand at peak times.
- 3. Adjacencies to Garrison Hill residents:** The development’s massing should be sited away from the Garrison Hill residences to allow for “breathing room,” a transition in scale, reduction of shadowing impacts and the appearance of “towering over” the houses. Grade-related residences along Queen’s Road could bring activity to this area and provide transition the adjacent low-rise residential character.
- 4. Views:** Views through, over and towards the site from all directions should be considered in the design of the development. The development has an opportunity to curate views of the city from Harvey Road. Protecting views from The Rooms observation decks needs to be balanced with a full range of concerns about the protection of other views, and the provision of sufficient buffers. The integrity of the Ecclesiastical District depends on new development being visually subordinate and consistent with existing buildings, in particular, when viewed from Downtown.

## APPENDIX

- 5. Built form:** Height, massing and setbacks should take cues from historic uses on the site and adjacent residential and ecclesiastical uses. Opportunities exist to redistribute density on the site, including redirecting density towards the Kirk property line. Built form along Queen's Road should be pedestrian-scaled and animate the public realm.
- 6. Architectural treatment:** Articulation, detailing and materials should be used to break up the massing of the building(s). The treatment should respect the adjacent ecclesiastical district buildings in style and appearance and should not dominate them.
- 7. Institutional relationship on the block:** The development's massing and siting should reference the historically "campus-like" setting of the block, which contained low, large footprint buildings, with some narrow tall elements (e.g. spires, dormers) surrounded by ample green space. Where possible, this former use should be interpreted through the integration of portions of the remaining heritage building.
- 8. Public contribution and amenity:** Site planning should preserve as much contiguous green space and as many mature trees as possible. Public access to green space should be encouraged and shared with the adjacent Kirk site, including through potential connections from Harvey Road and Queens Road.
- 9. Approval and engagement process:** In future, more extensive public engagement outside of a mandatory public meeting should be considered as a part of development approvals in St. John's. Ideally, engagement should occur before and in tandem with the design process to establish guiding objectives, understand the tangible and intangible cultural heritage values of the site and workshop urban design and heritage concerns.

## **Conservation Objectives & Mitigation Strategies**

Following a review of the feedback from the Charrette, ERA proposes that the following Conservation Strategy be discussed and explored. Each component of the Strategy is related to the feedback themes above and consists of a **broad objective (bolded)** and suggested targeted *mitigation strategies (italicized)*.

This Conservation Strategy, which serves as an urban design strategy for the site, is conceptually illustrated in Figure 1 (in the following section), indicating where suggested strategies can be implemented on the site.

### **A. Recognize the site as a Cultural Heritage Landscape**

- *Consider writing a Statement of Significance for the site that recognizes the “campus-like setting” (i.e. institutional scale building and surrounding landscaped space) as a heritage attribute of the site (Feedback Themes 1 and 8);*
- *Use best practices as per the Standard and Guidelines for the Conservation of Historic Places in Canada to ensure redevelopment is subordinate to and compatible with the immediate physical heritage assets in and adjacent to the site within the Ecclesiastic District (Feedback Themes 5, 6 and 7);*
- *Interpret the historic evolution of the site throughout its history and the role this site has played in the cultural and spiritual life of the City, through plaques, installations, and other forms of commemoration (Feedback Theme 7); and*
- *Continually engage residents to realize the future value of the site (Feedback Theme 9).*

### **B. Provide landscaped spaces that reinforce the campus quality of the former institutional properties**

- *Consider maintaining a larger portion of contiguous green space and mature trees along the rear lot line of Garrison Hill homes, the shared lot line with the Kirk and along Harvey Road (Feedback Themes 1, 3, 7, 8);*
- *Explore the opportunity to integrate pedestrian circulation between the Kirk and the site (Feedback Theme 8); and*
- *Consider design measures that will enhance public access to green space on this former institutional site (Feedback Theme 8).*

### **C. Ensure vehicular access and accommodation on the site enhances the public realm and campus feel of the site**

- *Limit the visual impact of surface parking (i.e. visitor parking) and provide as much parking underground as feasible (Feedback Theme 2);*
- *Where driving surfaces are required, explore creative screening measures like landscape treatments to reduce their visual impact (Feedback Theme 2);*
- *Consolidate servicing, parking and drop off access points along Queens Road, through partnership with the adjacent Kirk property (Feedback Theme 2); and*
- *Explore the possibility of eliminating the vehicular entry through the easternmost bay of the Parish Hall building to maintain the integrity of retained building fabric (Feedback Themes 1, 2).*

### **D. Respect the historic and adjacent relationship between the institutional character of the block and residential edge along Garrison Hill**

- *Explore the feasibility of shifting west portion of development south (i.e. rotating the orientation of the building east-west, while availing of the narrows and harbour views) to create an increased setback to the rear lot line of properties along Garrison Hill (Feedback Themes 3 and 4); and*
- *Maintain existing treed buffer to the rear properties along Garrison Hill (Feedback Theme 8).*

### **E. Ensure public views to, from and around the site are respected**

- *Articulate and define views along the Harvey Road edge of the site and at the top of Garrison Hill and outline specific criteria to conserve significant views (Feedback Themes 1, 4); and*
- *Site and mass buildings to maintain a “procession of views” through and across the site. The historic setting of Harvey Road, formerly the southeastern edge of Fort Townsend and the residential context of Garrison Hill should be respected in the height, massing and placement of buildings (Feedback Themes 1, 4, 5).*



## APPENDIX

### **F. Have regard for views to, from and around other civic cultural institutions (the Rooms, Basilica, Gower Street United Church, the Kirk)**

- *Limit impact on the Rooms' views of the narrows, the Anglican Cathedral, and the Harbor from the 3rd floor viewing deck of the Rooms in particular, and demonstrate regard for other views outlined in the St. John's Heritage Areas, Heritage buildings and Public Views, 2003 document (Feedback Theme 4 and 5); and*
- *Conduct a further study of the framing of views of significant components of the cultural landscape outlined in the Charrette (see detailed notes in 'Charrette Feedback' section of this appendix) and those included in the St. John's Heritage Areas, Heritage buildings and Public Views, 2003 document should shape the siting and massing of buildings (Feedback Theme 4).*

### **G. Recognize and respect the historic institutional built form character of along Harvey Road**

- *Incorporate statuary building massing, scale and orientation found among surrounding ecclesiastical buildings (Feedback Themes 6, 7);*
- *Provide building orientation that is consistent with the historic evolution of the site, by siting proposed buildings within green spaces, while maintaining a smaller footprint for tall elements (Feedback Themes 6, 7); and*
- *Provide landscaped space between buildings, in keeping with the aggregate of the institutional built form historically found on the site (Feedback Themes 5, 6, 7).*

### **H. Recognize and respect the historic residential built form character along Garrison, and as it turns into Queen's Road**

- *Consider adapting the remnant Parish Hall central building façade elements as grade-related terrace housing that relate to Queen's Road (feasibility to be confirmed based on structural studies) (Feedback Themes 3, 5, 6);*
- *Improve the former Parish Hall's relationship to Queen's Road, through visually permeable openings (windows/doors) and at-grade entrances that facilitate eyes on the street (Feedback Theme 3, 5); and*
- *Explore the possibility of interpreting the historic institutional use of the building by utilizing the main arched opening as a primary building entrance, and/or*

*integrating elements that interpret spires, arches or masonry motifs found among surrounding ecclesiastical buildings (Feedback Theme 7).*

### **I. Ensure high quality architectural design and materials**

- *Development should consider an appropriate transition from the sidewalk along Queen's Rd to the building face, by using high-quality craftsmanship and red brick in place of the 1970s renovation in the central portion of the building (Feedback Theme 6);*
- *The overall development should include ample articulation, detailing and use of materials with texture to break up the surface tension of vertical planes (Feedback Theme 6); and*
- *A study of the surrounding prevailing scale, materiality, colours and patterns of articulation (i.e. bays, openings) as found on both existing historical buildings, along with those that formerly existed in the precinct could inform design of the development (Feedback Themes 5, 6, 7).*

### **J. Be authentic to building types**

- *Rather than reference the prominent and distinguished character of the Rooms museum, explore ways to reference the historic uses on the site and the adjacent low-rise built form for the residential redevelopment of the site (Feedback Themes 3 and 7); and*
- *Explore archival resources on the Parish Hall and the wider block, such as photos and maps that can offer important documentary evidence of the site's evolving character (Feedback Theme 1, 6, 7).*

### **K. Consider opportunities to share, support and collaborate with the various institutions on the block**

- *Explore opportunities to provide the adjacent Kirk daycare with access to the landscaped space (Feedback Themes 2, 4, 8, 9); and*
- *Consider sharing parking and a two-way driveway with the Kirk to the south to optimize site design and allow for efficiencies in the creation of pedestrian circulation and landscaped space (Feedback Themes 2,4, 8 and 9).*

Figure 1: Conservation Strategy Opportunities



This figure conceptually represents one potential way the Conservation Strategy described in the following section could be implemented on the site. This concept plan, which serves as an urban design strategy, is informed by feedback obtained during the February 20, 2020 Charrette. Letters correspond with the 'Objectives' of the Conservation Strategy, as outlined in the attached memo and listed above for reference. Note: 'Objectives' I and J are not included on this diagram.

#### Conservation Strategy Objectives

- (A)** Recognize the site as a Cultural Heritage Landscape
- (B)** Provide landscaped spaces that reinforce the campus quality of the former institutional properties
- (C)** Ensure vehicular access and accommodation on the site enhances the public realm and campus feel of the site
- (D)** Respect the historic and adjacent relationship between the institutional character of the block and residential edge along Garrison Hill
- (E)** Ensure public views to, from and around the site are respected
- (F)** Have regard for views to, from and around other civic cultural institutions (the Rooms, Basilica, Gower Street United Church, the Kirk)
- (G)** Recognize and respect the historic institutional built form character along Harvey Road
- (H)** Recognize and respect the historic residential built form character along Garrison, and as it turns into Queen's Road
- (I)** Ensure high quality architectural design and materials
- (J)** Be authentic to building types
- (K)** Consider opportunities to share, support and collaborate with the various institutions on the block

### Design Charrette Recommendations Summary

The findings of the on-line survey, focus groups and the design Charrette where instrumental in the total redesign of the Parish Lane site. For the nine major design charrette recommendations, the following table highlights the design's response and the proponent's response.

|   | Charrette Recommendation  | Design Response  | Proponent's Response  |
|---|---|--|---|
| 1 | <b>Cultural value:</b> The site is viewed as a cultural heritage landscape in and of itself. Its landscaped space has played a central role (church yard, school yard, now naturalized space) in the continuing use of the site and has historically contributed to the “campus-like” setting of ecclesiastical and educational buildings within this block. This site played an important role in the social and spiritual life of St. John’s residents. | <p>The larger building was rotated 90 degrees to maintain consistence of the historical pattern of larger institutional and religious buildings to be oriented toward the harbour.</p> <p>Landscaped space between buildings is in keeping with the aggregate of the institutional built form historically found on the site</p> <p>The configuration of built verse green space continues the historical rhyme as you walk along the block that affords views through the site toward the harbour. This visual connection to the harbour was at one time functionally significant and the impact on the organization of the built environment is important to maintain.</p> | <p>The cultural and historic characteristics of the site have been a major influence throughout the design process. The campus-like spacing of the buildings has been maintained.</p> <p>Fundamentally, the proposal is to adapt an unused and derelict building and provide housing for forty families for the next few centuries.</p> |



### Design Charrette Recommendations Summary

The findings of the on-line survey, focus groups and the design Charrette where instrumental in the total redesign of the Parish Lane site. For the nine major design charrette recommendations, the following table highlights the design’s response and the proponent’s response.

|   | Charrette Recommendation   | Design Response  | Proponent’s Response  |
|---|--|--|---|
| 1 | <p><b>Cultural value:</b> The site is viewed as a cultural heritage landscape in and of itself. Its landscaped space has played a central role (church yard, school yard, now naturalized space) in the continuing use of the site and has historically contributed to the “campus-like” setting of ecclesiastical and educational buildings within this block. This site played an important role in the social and spiritual life of St. John’s residents.</p> | <p>The larger building was rotated 90 degrees to maintain consistence of the historical pattern of larger institutional and religious buildings to be oriented toward the harbour.</p> <p>Landscaped space between buildings is in keeping with the aggregate of the institutional built form historically found on the site</p> <p>The configuration of built verse green space continues the historical rhyme as you walk along the block that affords views through the site toward the harbour. This visual connection to the harbour was at one time functionally significant and the impact on the organization of the built environment is important to maintain.</p> | <p>The cultural and historic characteristics of the site have been a major influence throughout the design process. The campus-like spacing of the buildings has been maintained.</p> <p>Fundamentally, the proposal is to adapt an unused and derelict building and provide housing for forty families for the next few centuries.</p> |

|   | Charrette Recommendation   | Design Response  | Proponent's Response  |
|---|--|--|---|
| 2 | <b>Parking:</b> The visual impact of parking should be reduced wherever possible, including reducing the amount of parking and siting parking underground. Parking entrances along Queen should be minimized, if possible, as this cuts into available street parking and makes the street less pedestrian friendly. There is a potential to share parking with the adjacent Kirk to help meet demand at peak times. | Servicing, parking and drop off access points have been consolidated to Queen's Road. The western entrance has been reduced to a single one-way lane. All underground parking has been moved toward the center of the site. The development along Queen's Rd. has been adjusted to Townhouses with pedestrian access to the street | <p>All the resident parking has been placed underground and only visitor parking is on the surface.</p> <p>There will be no parking structures visible from Queen's Road or Harvey Road.</p> <p>Many access design options were evaluated. Once the concept of a joint entrance with the Kirk was unavailable, the only workable solution was two entrances off Queen's Road.</p> |



|   | Charrette Recommendation   | Design Response   | Proponent's Response   |
|---|--|---|--|
| 3 | <b>Adjacencies to Garrison Hill residents:</b> The development's massing should be sited away from the Garrison Hill residences to allow for "breathing room," a transition in scale, reduction of shadowing impacts and the appearance of "towering over" the houses. Grade-related residences along Queen's Road could bring activity to this area and provide transition the adjacent low-rise residential character. | Building orientation has been rotated to north-south to increase the setback to the rear lot line of properties along Garrison Hill. This adjustment maintains a larger portion of contiguous green space and mature trees between the development and the Garrison Hill homes. | <p>By rotating the major building 90 degrees the minimum setback of the above-ground buildings from the Garrison Hill property lines was increased from 12 meters to 18 meters.</p> <p>The recommendation of graded residences on Queen's Road was incorporated in the design.</p> |



|   | Charrette Recommendation   | Design Response   | Proponent's Response  |
|---|--|---|---|
| 4 | <b>Views:</b> Views through, over and towards the site from all directions should be considered in the design of the development. The development has an opportunity to curate views of the city from Harvey Road. Views from the Rooms observation decks are not the primary concern for most. The integrity of the Ecclesiastical District depends on new development being visually subordinate | <p>Sitting and viewing areas have been provided along Harvey Road and Queen's Road. They have been positioned to take advantage of the existing mature trees and significant views through the site.</p> <p>The height of upper building has been changed to step down the site in relation to the topography. This stepping is a common characteristic of how the buildings traditional worked with the steep slopes of the downtown core. One of the best examples of this is the adjacent residences of Garrison Hill.</p> | <p>Rotating the major building 90 degrees and moving the bulk of the mass towards the Kirk property has substantially opened up the views from Harvey Road towards the Narrows and St. John's downtown.</p> <p>Moreover, the redesign substantially opens open the views from the Rooms' observation deck toward the eastern section of St. John's harbour.</p> |





|   | Charrette Recommendation   | Design Response  | Proponent's Response  |
|---|--|--|---|
| 5 | <b>Built form:</b> Height, massing and setbacks should take cues from historic uses on the site and adjacent residential and ecclesiastical uses. Opportunities exist to redistribute density on the site, including redirecting density towards the Kirk property line. Built form along Queen's Road should be pedestrian-scaled and animate the public realm. | <p>See items 1-5 above.</p> <p>The relationship of the development to Queen's Road is improved through visually permeable openings (windows/doors) and at-grade entrances that facilitate eyes on the street and animate streetscape.</p> <p>The transition from the sidewalk along Queen's Road to the building face utilizes high-quality craftsmanship and red brick.</p> | <p>This was a major consideration of the re-design and the objective has been accomplished.</p> |



|   | Charrette Recommendation  | Design Response  | Proponent's Response                        |
|---|---|--|---|
| 6 | <b>Architectural treatment:</b><br>Articulation, detailing and materials should be used to break up the massing of the building(s). The treatment should respect the adjacent ecclesiastical district buildings in style and appearance and should not dominate them. | <p>The surrounding prevailing scale, materiality, colours and patterns of articulation (i.e. bays, openings) were studied. Archival resources on the Parish Hall were explored.</p> <p>Elements of the building design integrate masonry motifs found among surrounding ecclesiastical buildings.</p> <p>The building forms are articulated with dormers and bump outs similar in scale to the surrounding context.</p> <p>Materials with texture break up the surface tension of vertical planes.</p> | <p>The objective has been accomplished.</p> |



|   | Charrette Recommendation  | Design Response  | Proponent’s Response   |
|---|---|--|--|
| 7 | <b>Institutional relationship on the block:</b> The development’s massing and siting should reference the historically “campus-like” setting of the block, which contained low, large footprint buildings, with some narrow tall elements (e.g. spires, dormers) surrounded by ample green space. Where possible, this former use should be interpreted through the integration of portions of the remaining heritage building. | <p>As in the original, the townhouses are attached to the Residence. Key visual elements, in particular the projecting gables, are strong references to the original Parish Hall.</p> <p>The separate residential building further back on the site in fact enhances the “campus-like” setting.</p> <p>While not a direct reference, the stacked balconies mirror the vertical elements from the original building as well as the Kirk, and Gower Street Church.</p> | <p>Design of all aspects has been conscious of the physical and historic contexts.</p> <p>As with many things, this is a matter of balance. The design team has tried to make the buildings feel like they belong without being imitations and feel like they are new without being overt.</p> |



|   | Charrette Recommendation   | Design Response  | Proponent's Response  |
|---|--|--|---|
| 8 | <b>Public contribution and amenity:</b> Site planning should preserve as much contiguous green space and mature trees as possible. Public access to green space should be encouraged and shared with the adjacent Kirk site, including through a connection that links Harvey Road and Queens Road.  | See Item 4 above   | The redesign has enlarged the contiguous green space and protected the mature trees as much as possible.                            |
| 9 | <b>Approval and engagement process:</b> In future, more extensive public engagement outside of a mandatory public meeting should be required as a part of development approvals in St. John's. Ideally, engagement should occur before and in tandem with the design process to establish guiding objectives, understand the tangible and intangible cultural heritage values of the site and workshop urban design and heritage concerns. | The feedback and recommendations to date have informed the design and strengthened the proposed development. | Statutory change is supported by the proponent. There will ongoing engagement with the stakeholders through the evaluation process. |



Given the phasing of the proposed development, the proposed mixed ownership structure of the completed development and the shared use of driveways and utility easements, the following is a description of the proposed legal constructs through the development cycle.

Currently, the site is 100% owned by Parish Lane Development Inc. (“PLDI”) incorporated in Newfoundland and Labrador (corporation number 80276).

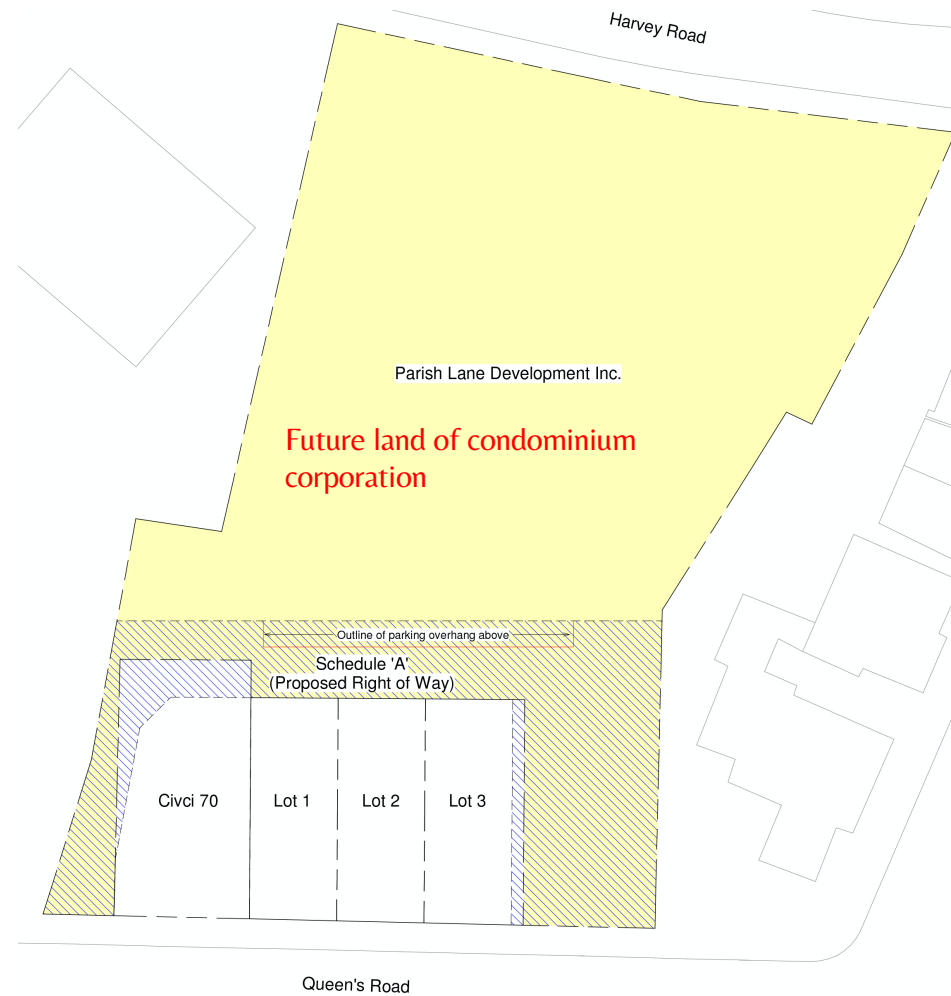
The overall concept is as follows:

1. Queen’s Road Townhouses and existing residence: Freehold land with access to a right of way by the owners of the townhouses. These owners will also grant a partial easement to other parcel owners.
2. Parish Lane Residences: Establish a Newfoundland and Labrador condominium corporation where the owners have full title to the individual residences and an undivided interest in the shared parts of the property. A component of the shared parts of the property will include access to the right of way and use of an overhang a section of the right of way.

Table J1 summaries the proposed ownership through the development cycle while Figure J1 provides a graphic representation of the various land parcels.

| Parcel                 | Ownership of Parcel |                                   |                                   | Rights   |
|------------------------|---------------------|-----------------------------------|-----------------------------------|--|
|                        | Current Status      | Phase 2                           | Phase 3                           |  |
| 70 Queen's Road House  | PLDI                | Freehold transferred to purchaser | No Change                         | Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners. |
| Lot 1                  | PLDI                | Freehold transferred to purchaser | No Change                         | Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners. |
| Lot 2                  | PLDI                | Freehold transferred to purchaser | No Change                         | Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners. |
| Lot 3                  | PLDI                | Freehold transferred to purchaser | No Change                         | Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners. |
| Right of way           | PLDI                | PLDI                              | PLDI                              | Not applicable   |
| Parish Lane Residences | PLDI                | PLDI                              | Establish condominium corporation | Unencumbered use of right of way   |
| Overhang               | PLDI                | PLDI                              | Condominium corporation           | Air right use of right of way above 42.6 meters elevation  |

**Figure J1**  
**Graphic Representation of Property Ownership after Phase 2 Completion**



**Proposed Easement Parameters**

Parish Lane Development Inc. – **Grantor**

Each Future Freehold title owners – **Grantee**

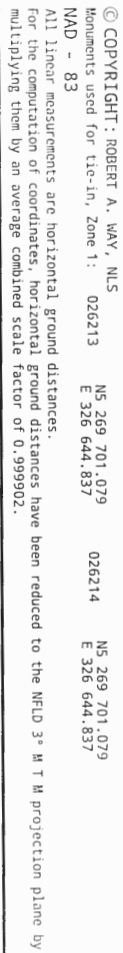
And

Condominium Corporation (to be incorporated) - **Grantee**

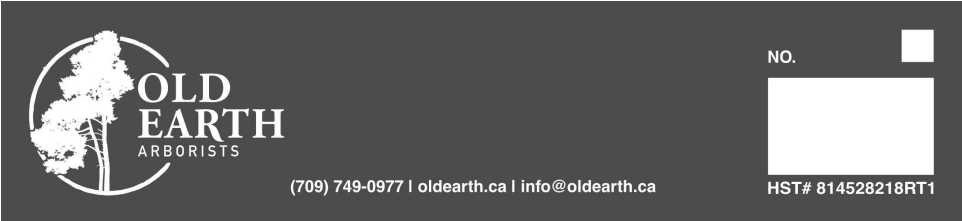
After standard words of conveyance of the freehold title to each of the 4 freehold owners the following wording would apply.:

**THE GRANTOR HEREBY GRANTS** unto the Grantee the full right, liberty and easement to a right of way for persons and vehicles to pass and repass over the piece or parcel of land of the Grantor as described and delineated on Schedule “A” annexed hereto (the “ROW”) **TO HOLD** the same unto the Grantee, and the Grantee’s heirs, executors, administrators and assigns forever, **RESERVING NEVERTHELESS THEREFROM UNTO THE GRANTOR** the right to allow the development over that portion of the ROW as is generally delineated on Schedule “A”, of an overhang extending from abutting property of the Grantor, **AND THE GRANTEE AGREES** that the future cost of upkeep of the ROW, including, without limiting the generality of the foregoing, snow removal, repair, replacement, and general maintenance, shall be borne by the Grantee in proportion to the total number of other freehold and condominium units as shall also be granted an easement over the ROW from time to time.

### Figure J2







Budget Proposal

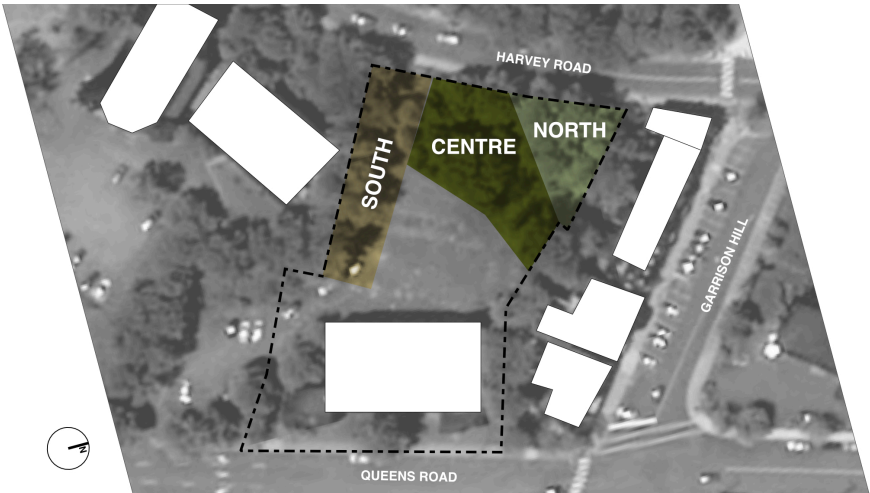
For  
Parish Lane Development  
Attn: Richard Pardy

**SITE ADDRESS**  
66-70 Queens Rd.  
St. John's, NL

Old Earth Arborists to provide personnel, equipment and consulting services to facilitate planned development, tree retention and maintain general health of existing tree assets at Parish Lane grounds.

Tree pruning and removal operations will be performed to highest standards of arboriculture practices. All work areas to be well defined to pedestrian and vehicle traffic, public areas shall be kept clear of brush and debris, as is reasonable during the execution of work.

Work is itemized based on phase and area of work, see diagram for defined regions.



| PRUNING  |  |  |
|--|--|--|
| Trees are climbed into upper crown and pruned thoroughly to minimize stem or branch failure, while highlighting tree form. Crown cleaning to include; removal of crossing, crowded limbs, new vertical growth, fortification of weakly attached or overreaching limbs, correction of failed limbs, dead wooding to standard of 1". Pre-construction clearance pruning to reduce risk of stem or branch injury by machinery. Clearance from structures by 4m and 5m from roofs, raise limbs 3m above pathways, and 4.5m above driveways. Work sites will be thoroughly cleaned and cleared of debris daily. |  |  |
| South – 15 significant trees   |  |  |
| Centre   |  |  |
| North – 6 significant trees  |  |  |

| REMOVALS   |  |  |
|--|--|--|
| Tree take-downs to facilitate construction, daylight and provide spacing to established trees in conservation areas. Removal of mature trees in construction zone and declining or standing dead stems at property boundaries. Young growth/non-mature trees in understory of tree protection areas to be thinned manually to avoid root damage and severing by machinery. All work to be performed using arborist methodology; directional control, rigging operations where required. All wood and debris to be processed, chipped and hauled from site. |  |  |
| South – 5 significant trees  |  |  |
| Centre – 7 significant trees and understory tree clearing  |  |  |
| North – understory trees   |  |  |

| CONSULTING   |  |  |
|--|--|--|
| <ul style="list-style-type: none"><li>• Consultation, physical locating and instruction for erection of fixed-temporary construction fencing, staking and flagging, designating Tree Protection Zones, inclusive of signage;</li><li>• Provide written excavation standards, inclusive of critical root zone information, root severing and grading/piling consequential affects;</li><li>• 4x 1hr availability for consulting with excavation contractor, foundation/formwork contractor, framing/envelope contractor and landscape contractor;</li><li>• 8 hrs excavation supervision, manual root pruning where required;</li><li>• Recommendations of monetary retainer to sub-contractors performing excavation, grubbing, demolition, civil and landscape work;</li><li>• Community availability and neighbourhood engagement;</li><li>• Screen planting/privacy considerations.</li></ul> |  |  |

| 2 YEAR PHASED MAINTENANCE   |  |  |
|---|--|--|
| Tree maintenance budget inclusive of general observations and reporting, risk assessments performed after significant weather events and practical remediation and maintenance services to existing trees for one day per year after completion of project. |  |  |



## Specific Comments

|     |                  |   |
|-----|------------------|---|
| 1 a | Side yards       | See C2, Page 36, and Appendix J for update  |
| 1 b | Boundary Lines'  | See C2, Page 36, and Appendix J for updates |
| 1 c | FAR for each Lot | See Page 9 and Appendix J                   |

## Projected Entrance

An additional commitment is made to incorporate elements of the projected entrance in the townhouse design. (See Page 10 for additional information and conceptual image)

## General Comments

|    |                                    |  |
|----|------------------------------------|--|
| 1  | Existing Trees                     | An Arborist has been appointed and plan has been sent to the City Arborist.  |
| 2  | Landscape                          | Detailed landscape plans will be prepared by a qualified landscape architect.  |
| 3  | Retaining Wall on Harvey Rd.       | Work will be designed so that developer's works can be independent from City's works.  |
| 4  | Pedestrian access from Harvey Rd.  | See Page 38 for revisions.   |
| 5  | Bike Parking                       | See page 34 and 38 for revisions.  |
| 6  | Pedestrian Connection              | The pedestrian connection from Queens Road to Harvey Road was considered redundant in the Design Charrette.  |
| 7  | Waste Management and Garbage Truck | Level P0 will be reconfigured during detailed design to accommodate better truck movement and snow storage. In addition, the waste management strategy will be refined to include latest unobtrusive and environmentally practical technology. <b>See Pages 34 and 38</b> for revisions. |
| 8  | Snow Storage                       | See Pages 34 and 38 for revisions.   |
| 9  | Sidewalk on P1                     | See Page 34 for revisions.   |
| 10 | Bike Parking                       | See Pages 34 and 38 for revisions.   |
| 11 | Entry to P1                        | See Page 38 for revision.  |
| 12 | Accessible Parking                 | Meets requirements and will adhere to 'Universal Design Standards'.  |
| 13 | Detail Design Stage                | Proponent is committed to working in conjunction with the City during all design stages.   |