

ST. JOHN'S

Regular Meeting - City Council Agenda

December 13, 2021

3:00 p.m.

4th Floor City Hall

Pages

1. CALL TO ORDER
2. PROCLAMATIONS/PRESENTATIONS
 - 2.1. Clean St. John's - Golden Broom Awards
3. APPROVAL OF THE AGENDA
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ST. JOHN'S

Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

December 6, 2021, 3:00 p.m.

Present: Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Ron Ellsworth
Councillor Sandy Hickman
Councillor Debbie Hanlon
Councillor Jill Bruce
Councillor Jamie Korab
Councillor Ian Froude
Councillor Carl Ridgeley

Regrets: Councillor Maggie Burton
Councillor Ophelia Ravencroft

Staff: Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Lynnann Winsor, Deputy City Manager of Public Works
Cheryl Mullett, City Solicitor
Susan Bonnell, Manager - Communications & Office Services
Ken O'Brien, Chief Municipal Planner
Karen Chafe, City Clerk
Kelly Maguire, Public Relations & Marketing Officer
Christine Carter, Legislative Assistant
Jennifer Squires, Legislative Assistant

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**

The Mayor called the meeting to order at 3:05 pm.

2. **PROCLAMATIONS/PRESENTATIONS**

2.1 **90th Anniversary of the St. John's Elks Club**

Ms. Rhonda Skanes, Director (Membership) for the St. John's Elks Lodge 245 was in attendance and spoke to the proclamation presentation.

3. **APPROVAL OF THE AGENDA**

3.1 **Adoption of Agenda**

SJMC-R-2021-12-06/577

Moved By Councillor Ellsworth

Seconded By Councillor Bruce

That the Agenda be adopted as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

4. **ADOPTION OF THE MINUTES**

4.1 **Adoption of Minutes - November 29, 2021**

SJMC-R-2021-12-06/578

Moved By Councillor Froude

Seconded By Councillor Bruce

That the minutes of November 29, 2021, be adopted as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

5. **BUSINESS ARISING FROM THE MINUTES**

6. DEVELOPMENT APPLICATIONS

6.1 Notices Published – 1 Campbell Avenue - DEV2100157

SJMC-R-2021-12-06/579

Moved By Councillor Korab

Seconded By Councillor Hickman

That Council approve the change in Non-Conforming Use at 1 Campbell Avenue from an Office Use to a Clinic Use for counselling/therapy services.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

6.2 Notices Published – 585 Torbay Road – DEV2100144

SJMC-R-2021-12-06/580

Moved By Councillor Korab

Seconded By Councillor Ridgeley

That Council approve the Discretionary Use application for a Restaurant at 585 Torbay Road.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

7. RATIFICATION OF EPOLLS

8. COMMITTEE REPORTS

9. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)

9.1 Development Permits List November 25 to December 1, 2021

10. BUILDING PERMITS LIST (FOR INFORMATION ONLY)

10.1 Building Permits List

11. REQUISITIONS, PAYROLLS AND ACCOUNTS

11.1 Weekly Payment Vouchers for the Week Ending December 1, 2021

SJMC-R-2021-12-06/581

Moved By Councillor Ellsworth

Seconded By Councillor Froude

That the weekly payment vouchers for the week ending December 1, 2021, in the amount of \$6,671,521.32 be approved as presented.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

12. TENDERS/RFPS

12.1 2021157 - HRV Service for Non-Profit Housing

SJMC-R-2021-12-06/582

Moved By Councillor Hickman

Seconded By Deputy Mayor O'Leary

That Council approve for award this open call to the lowest and sole bidder, Clean Air Solutions, for \$489,072.00 per year (HST Incl.) as per the Public Procurement Act.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

13. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

13.1 Notice of Motion - Heritage Designation By-Law - 265 Lemarchant Road

Notice of Motion - Heritage Designation By-Law - 265 Lemarchant Road

14. OTHER BUSINESS

14.1 Expropriation of Easement – 133 Blackmarsh Road

SJMC-R-2021-12-06/583

Moved By Councillor Korab

Seconded By Councillor Hanlon

That Council approve the Expropriation of land at the front of 133 Blackmarsh Road as shown in the attached survey, with final compensation to be negotiated with the property owner.

For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

14.2 **Council Representation – St. John’s Transportation Commission**

SJMC-R-2021-12-06/584

Moved By Councillor Froude

Seconded By Councillor Hickman

That Council approve the appointment of Councillor Ron Ellsworth to replace Deputy Mayor Sheilagh O’Leary as one of the three Council representatives sitting on the St. John’s Transportation Commission.

For (9): Mayor Breen, Deputy Mayor O’Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

14.3 **Art Procurement 2021**

SJMC-R-2021-12-06/585

Moved By Deputy Mayor O’Leary

Seconded By Councillor Hanlon

That Council approve the Art Procurement Jury’s recommendations for purchase as attached.

For (9): Mayor Breen, Deputy Mayor O’Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

14.4 **Galway Industrial Stormwater Detention**

SJMC-R-2021-12-06/586

Moved By Councillor Korab

Seconded By Councillor Ridgeley

That Council approve creation of regional stormwater detention facility in the climate change floodplain and buffer to support the Galway Industrial Area.

For (9): Mayor Breen, Deputy Mayor O’Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (9 to 0)

15. **ACTION ITEMS RAISED BY COUNCIL**

Mayor Breen recognized the solemn anniversary of the mass shooting and murders of fourteen women at Montreal's École Polytechnique 32 years ago today. He also noted that today is the National Day of Remembrance and Action on Violence against women.

16. **ADJOURNMENT**

There being no further business, the meeting adjourned at 3:40 pm.

MAYOR

CITY CLERK

2022 ACCOMMODATION TAX RESOLUTION

IT IS HEREBY RESOLVED that pursuant to the provisions of the City of St. John's Municipal Taxation Act and all other powers it enabling, the St. John's Municipal Council hereby fixes the Accommodation Tax at 4% of the amount charged for the accommodation, lodging or stay in a room in a building in the City which is:

- (a) licensed under the Tourist Establishments Act;
- (b) owned by the Memorial University of Newfoundland; or
- (c) located at the Littledale Conference Centre.

The said tax shall be due and payable quarterly by April 15th., July 15th., October 15th. and January 15th, 2022.

2022 DOWNTOWN ST. JOHN'S BUSINESS IMPROVEMENT AREA LEVY

IT IS HEREBY RESOLVED that pursuant to the provisions of the City of St. John's Act, and all other powers it enabling, the St. John's Municipal Council fixes the Downtown St. John's Business Improvement Area Levy for the 2022 fiscal year as follows:

Commercial properties located in the Downtown St. John's Business Improvement Area will be subject to 0.08 percent per annum of the assessed value of the property in respect of which the tax is imposed.

The said taxes shall be due and payable quarterly in arrears on March 31st, June 30th, September 30th, and December 31st, 2022.

RESOLUTION

IT IS HEREBY RESOLVED that pursuant to the provisions of the City of St. John's Municipal Taxation Act and all other powers it enabling, the St. John's Municipal Council hereby fixes the interest rate on arrears of tax and any other arrears of amounts owing to the City for the 2022 and previous fiscal years, at 1.25% per month, with the interest charged each month added to the balance owing and subject to interest in the following months.

2022 PROPERTY TAX RATE RESOLUTION - COMMERCIAL PROPERTIES

IT IS HEREBY RESOLVED that pursuant to the provisions of the City of St. John's Municipal Taxation Act and all other powers it enabling, the St. John's Municipal Council hereby fixes the commercial property tax rate for the 2022 fiscal year for commercial properties and the commercial portion of mixed commercial/residential properties, the real property tax rate is 2.69 percent per annum of the assessed value of the property in respect of which the tax is imposed.

The said taxes shall be due and payable quarterly in arrears on March 31st, June 30th, September 30th, and December 31st, 2022.

2022 PROPERTY TAX RATE RESOLUTION - RESIDENTIAL PROPERTIES

IT IS HEREBY RESOLVED that pursuant to the provisions of the City of St. John's Municipal Taxation Act and all other powers it enabling, the St. John's Municipal Council hereby fixes the real property tax rate for the 2022 fiscal year for residential properties and the residential portion of mixed commercial/residential properties, the real property tax rate is 0.83 percent per annum of the assessed value of the property in respect of which the tax is imposed.

The said taxes shall be due and payable half-yearly in advance on the 1st. day of January and the 1st. day of July, 2022.

2022 25% PROPERTY TAX REDUCTION FOR SENIOR CITIZENS RESOLUTION

IT IS HEREBY RESOLVED THAT A REDUCTION OF 25% OF THE PROPERTY TAX FOR 2022 BE PROVIDED TO SENIOR CITIZENS SUBJECT TO THE FOLLOWING CONDITIONS:

- (a) That the applicant is the assessed owner of the property as of January 1, 2022.
- (b) That the applicant occupies the property as his/her principal year-round residence.
- (c) That the applicant is in receipt of the guaranteed income supplement under the Old Age Security Act.

2022 BUSINESS TAX RATE ON UTILITIES RESOLUTION

IT IS HEREBY RESOLVED that pursuant to the provisions of the Taxation of Utilities and Cable Television Companies Act and all other powers it enabling, the St. John's Municipal Council hereby fixes the Municipal Business Tax rate on utilities at 2.5 percent of the gross revenue of any and all utilities derived within the City limits of the City of St. John's during the year January 1, 2021 to December 31, 2021.

The said tax shall be due and payable at the time and in the manner prescribed by the Lieutenant-Governor in Council in the regulations made pursuant to the said **Taxation of Utilities and Cable Television Companies Act**.

2022 WATER BY METER RESOLUTION

IT IS HEREBY RESOLVED that under the provisions of the City of St. John's Municipal Taxation Act, and all other powers it enabling, the Council hereby fixes the rates for Water by Meter effective January 1st, 2022, as follows:

Monthly Consumption Rates

\$6.31 per 1,000 gallons
or \$1.39 per cubic meter

Monthly Base Charge

5/8" meter	\$ 29.30
3/4" meter	44.02
1" meter	73.28
1½" meter	146.47
2" meter	233.65
3" meter	467.76
4" meter	747.72
6" meter	1,461.52
8" meter	2,337.76
10" meter	3,359.44

2022 WATER TAX RESOLUTION

IT IS HEREBY RESOLVED that under the provisions of the City of St. John's Municipal Taxation Act, and all other powers it enabling, the Water Tax shall be levied as follows:

For residential units and for commercial properties not taxed by water meters, the sum of Six Hundred and Twenty-Five Dollars (\$625.00) per annum per commercial unit for commercial properties or per residential unit for residential and apartment buildings.

The said tax shall be due and payable half-yearly on the 1st. day of January and the 1st. day of July, 2022.

BY-LAW NO.

ST. JOHN'S HERITAGE DESIGNATION (265 LEMARCHANT ROAD, PARCEL ID #13652) BY-LAW

PASSED BY COUNCIL ON _____, 2021

Pursuant to the powers vested in it under section 355 of 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 the heritage designation of 265 Lemarchant Road, Parcel ID #13652:

BY-LAW

1. This by-law may be cited as the St. John's Heritage Designation (265 Lemarchant Road, Parcel ID #13652) By-Law.
2. The building situate on property at 265 Lemarchant Road, Parcel ID #13652 is designated as a Heritage Building.

IN WITNESS WHEREOF the Seal of the City of St. John's has been hereunto affixed and this By-Law has been signed by the Mayor and City Clerk this _____ day of _____, 2021

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Request to Set Zone Standards for an Industrial General (IG) Lot (Subdivide Only) – 240 Danny Drive – SUB2100061

Date Prepared: December 8, 2021

Report To: Regular Meeting of Council

Councillor and Role: Councillor Jamie Korab, Development

Ward: Ward 5

Decision/Direction Required:

To seek approval to set the Zone Standards for a Lot in the Industrial General (IG) Zone at 240 Danny Drive.

Discussion – Background and Current Status:

An application was submitted by 10718 NFLD Inc. to create a new Lot at 240 Danny Drive. The property is situated in the Industrial General (IG) Zone where Zone Standards are at Council's discretion, as per the Envision Development Regulations. The application is for the subdivide of land only and a Development Application is required for any future proposed development. At this time only Lot Area and the Lot Frontage are being set to create the Lot; additional setbacks for the Building will be established once a Development Application is made.

The proposed Zone Standards for the Lot at 240 Danny Drive are as follows:

- Lot Area (minimum): 6.644 Hectares
- Lot Frontage (minimum): 227.82m (as measured from Danny Drive)

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: Envision Development Regulations Industrial General (IG) Zone Section (4) Zone Requirements.

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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 proposed Zone Standards for Lot Area and Lot Frontage in the Industrial General (IG) Zone at 240 Danny Drive.

Prepared by:

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

Approved by:

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

Report Approval Details

Document Title:	Development Committee - Request to Set Zone Requirements for Subdivide Only – 240 Danny Drive – SUB2100061.docx
Attachments:	
Final Approval Date:	Dec 8, 2021

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

Lindsay Lyghtle Brushett - Dec 8, 2021 - 3:09 PM

Jason Sinyard - Dec 8, 2021 - 3:21 PM

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Report of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

December 1, 2021, 9:30 a.m.

Present:

Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Maggie Burton
Councillor Ron Ellsworth
Councillor Sandy Hickman
Councillor Debbie Hanlon
Councillor Jill Bruce
Councillor Ophelia Ravencroft
Councillor Jamie Korab
Councillor Ian Froude
Councillor Carl Ridgeley

Staff:

Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Susan Bonnell, Manager - Communications & Office Services
Ken O'Brien, Chief Municipal Planner
Karen Chafe, City Clerk
Jennifer Squires, Legislative Assistant

Others

Linda Bishop, Senior Legal Counsel
Judy Tobin, Manager, Housing
Krista Gladney, Affordable Housing & Development Facilitator

1. Proposed Renaming of Entrance to St. Pats Ballpark

Councillor Burton inquired about the process for renaming. The Mayor replied that a request would be sent to the City Clerk and then reviewed by various City Departments to determine appropriateness. Community feedback may also be required for renaming. The City Manager further explained that the request would go to the City's Nomenclature Committee for review to avoid redundancy and ensure there were no concerns for emergency responders. Councillor Korab asked if the current request had been reviewed by the Nomenclature Committee, and if by naming the entrance the City would be taking on any additional responsibility for the entrance. The Mayor confirmed that the name had been reviewed and that it would not affect snow clearing or maintenance of the entrance.

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Hickman

That Council approve the request from St. John's Amateur Baseball to name the road entrance to St. Pat's Ballpark as "Gordon Breen Way".

MOTION CARRIED

2. 27 New Gower Street, Exterior Renovations and Extension

Councillor Hickman asked for clarification as to what was being recommended in the motion. The Chief Municipal Planner responded that the recommendation was to approve the renovations as proposed subject to the pergola being painted steel with wood as a secondary material, the black tile being natural black granite stone tile, and that screening be required for rooftop structures. Once the drawings are reviewed by Staff verifying the recommendations have been implemented, the development may not require additional approval to proceed.

Recommendation

Moved By Councillor Burton

Seconded By Councillor Ravencroft

That Council approve the proposed renovations and extension at 27 New Gower Street, as proposed on the drawings dated November 15, 2021, subject to the following:

- pergola being painted steel with wood as a secondary material;

- black tile being natural black granite stone tile; and
- requiring screening for any HVAC rooftop equipment.

MOTION CARRIED

3. 265 LeMarchant Road, Heritage Designation

Councillor Burton advised that there are many modern buildings in the City that are worthy of heritage designation, including City Hall, and that the property in question was listed as a modern building that would be appropriate for consideration for designation by the Built Heritage Experts Panel. The Deputy Mayor asked for clarification on the progress of the RFP, and if additional bids could be submitted. The City Manager informed Council that the RFP had been awarded and the developer was working with Staff on the development application. There is an issue with space for snow clearing and a request for additional land is being pursued with the Province. Councillor Burton asked if the finalization of the sale was dependent on the settlement of the land issue with the Province. Senior Legal Counsel responded that once the land is obtained by the City, the City will then put the title into the hands of the developer. The designation will permit the developer to submit a plan for adaptive reuse and design, and once reviewed and approved by the City, the land will then be conveyed as outlined in the RFP process.

Recommendation

Moved By Councillor Burton

Seconded By Deputy Mayor O'Leary

That Council approve the heritage designation of 265 LeMarchant Road and direct the Legal Department to amend Schedule C (Heritage Buildings) of the Heritage By-Law for Council's consideration.

MOTION CARRIED

4. Youth Engagement Strategy Update

Recommendation

Moved By Councillor Burton

Seconded By Councillor Bruce

That Council approve the creation of the Youth Engagement Working Group and direct staff to undertake the recruitment process.

MOTION CARRIED

Mayor

DECISION/DIRECTION NOTE

Title: Proposed Renaming of Entrance to St. Pats Ballpark

Date Prepared: November 17, 2021

Report To: Special Meeting of Council

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

Ward: N/A

Decision/Direction Required:

Council's approval is requested to rename the entrance to St. Pat's Ballpark after the late Gordon Breen.

Discussion – Background and Current Status:

Mayor Breen received a request from St. John's Amateur Baseball to name the road entrance to St. Pat's Ballpark after the late Gordon Breen and propose calling it "Gordon Breen Way". Gordon Breen's biography is attached.

The St. John's Regional Fire Department has been consulted and have reserved the proposed name for this purpose. As this is a driveway and not a city street, the address for the St. Pat's Ball Field will remain 22 Carpasian Road.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: St. John's Amateur Baseball
3. Alignment with Strategic Directions/Adopted Plans: A Connected City: A city where people feel connected, have a sense of belonging, and are actively engaged in community life.
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: PSA to general public
7. Human Resource Implications: N/A
8. Procurement Implications: N/A

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9. Information Technology Implications: N/A

10. Other Implications: N/A

Recommendation:

That Council approve the request from St. John's Amateur Baseball to name the road entrance to St. Pat's Ballpark as "Gordon Breen Way".

Prepared by:

Approved by:

Gordon Breen (aka Mr. Baseball) Biography

- Born March 2, 1928 in St. John's, NL
- Holy Cross was his alma mater
- Passed away August 21, 2020 at the age of 92
- Wife was Margaret (nee Keiley). She passed away in 1992 at the age of 61
- They had 7 children, 14 grandchildren and 3 great grandchildren (and counting...)
- Career spanned 32+ years with CN (CN Railway and CN Marine). Retired at age 55 in 1983
- Athlete (Baseball, hockey, soccer, bowling, golfing, basketball and softball)

Player	Coach	Builder	Volunteer
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- Inducted into the Newfoundland & Labrador Basketball Assoc Hall of Fame (Builder) in 1999
- Inducted into the St. John's Amateur Baseball Assoc Hall of Fame (Player) in 1983
- Inducted into the Baseball Newfoundland & Labrador Hall of Fame (Player) in 1984
- Inducted into the Newfoundland Sports Hall of Fame (Player) in 1985
- Inducted into Newfoundland & Labrador 5-Pin Bowling Assoc Hall of Fame (Player) in 2006

- 1987 Recognized by Government of Canada as Volunteer

(The Government of Canada proudly salutes Gordon Breen in grateful recognition of your contribution to your community.)

- 2002 Recognized by Government of Newfoundland & Labrador as Volunteer

(For Outstanding Efforts and Valuable Contribution to the Development of Recreation and Leisure Services that contribute to Improving the Quality of Life for the Citizens of your Community.)

Baseball Related Information from the NL Sports Hall of Fame page:

Gordon earned the title Mr. Baseball as he was a member of 14 St. John's all star baseball teams, 12 of which won the provincial championships. He played with Holy Cross in the Senior League for 17 years, being on 5 championship teams. He was elected MVP three times in provincial competition and three times in the St. John's league. In addition, he was the home run champion twice, RBI leader four times and hits leader three times in the St. John's league. In 12 seasons, he had a batting average of over .300. He coached the Newfoundland Terra Novas, who won the Canadian Junior Baseball Championships in 1966. He has served in a variety of executive capacities within St. John's, provincial and national baseball.

DECISION/DIRECTION NOTE

Title: 27 New Gower Street, Exterior Renovations and Extension

Date Prepared: November 23, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Heritage

Ward: Ward 2

Decision/Direction Required:

To seek approval for exterior renovations at 27 New Gower Street.

Discussion – Background and Current Status:

The City initially received an application for exterior renovations at 27 New Gower Street (formerly The Sundance nightclub and restaurant) to remove the exterior cladding to expose the original building. The existing concrete façade has since been restored and painted light grey. This work is part of a larger proposal to restore the mid-century architecture of the building for a Craft Brewery, Lounge and Restaurant. A development application has not been received to date for the extension, however the Discretionary Use of the Craft Brewery has been approved by Council. The applicant will be required to consolidate the building lots at 27 New Gower Street and 11-17 New Gower Street for the proposed development.

The subject property is located within Heritage Area 2, the Commercial District of the St. John's Municipal Plan and is zoned Commercial Downtown Mixed (CDM). The new Heritage By-Law will apply to the development. The By-Law states that:

- 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.
- Additions shall respect the rhythm and orientation of façade openings/fenestrations along the same elevation.
- 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.
- Renovations to existing out of character buildings which do not follow the Heritage Design Standards may be approved at the discretion of the Inspector.

Prior to being the Sundance, the building was home to Adelaide Motors Ltd. and W. Tiller Ltd. car dealerships. The applicant wishes to restore the building to echo the original design. They wish to expose the garage doors along George Street, replace the windows with more industrial looking windows, and restore the façade and garage door along New Gower Street. The

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renovations will also include the development of a multi-level deck between the existing building and the properties at 9 New Gower Street and 16 George Street.

The applicant previously presented at the August 25, 2021, Built Heritage Experts Panel (BHEP) meeting. The Panel and staff appreciate the applicant's vision to restore the building and offered some considerations as the design proceeds. Generally, the Panel suggested adding windows to blank facades, noted there may be opportunities to incorporate curved glass into the design, and stated that the curved window is an important part of the art deco style and that the ramp along New Gower Street should be incorporated into the design. It was also stated that the addition should feel like part of the building and not just an appendage.

At the time there was not enough detail on the proposed extension, so the BHEP recommended the following:

- Approval for the window and door sizes as provided by the applicant, with the caveat that the design shall not deviate from the curved window, and the ramping and railing tie in with the proposed design of the building.
- The Panel requests that plans be submitted showing both 16 George Street and 27 New Gower Street on all elevations to indicate how the two buildings would complement each other. Details on design and material of the addition (Phase 2) to be considered by the Panel in due course, giving full consideration to heritage and the art deco style of the building.

The applicant has now updated their design to include details on the extension including building materials, windows, doors, and decking. The part of the extension attaching to 27 New Gower will be brick on George Street, New Gower Street, and a portion of the façade facing the deck. The extension will then transition back to a concrete façade to match the existing façade. This section will also include black granite tile along New Gower Street to echo the original building. Windows include a mix of glass block, large storefront aluminium windows, and industrial looking aluminium windows with grills. The proposed deck will include a black iron fence and a painted steel pergola (with wood as a secondary material). The side of 16 George Street facing the deck will be brick, with some articulation to break up the blank façade. The applicant has incorporated the BHEP's comments by incorporating windows into the blank facades and incorporating the railing along New Gower Street into the overall design. The applicant noted in the meeting that the location of the rooftop HVAC system has not been finalized but the intention is that they will be centralized and screened.

The BHEP was pleased with the updated designs and recommended the following:

- Approval of the exterior renovations and proposed extension at 27 New Gower Street as presented, subject to confirmation of the pergolas being constructed of steel, confirmation of the black granite, and that proper screening be considered for all rooftop structures.

The Heritage By-Law requires new extensions to be in the character of the streetscape. In this case, the original building is being restored and the addition is in the character of the original building, while also being compatible with the design and massing of the adjacent properties. Following the meeting, staff confirmed with the applicant that the pergolas will be painted steel

and the black tile will be natural black granite stone tile. Staff agree with the BHEP's recommendation and have incorporated conditions on these materials into the recommendation, as they were not shown on the attached drawing. As the application proceeds through the development approval and building permit stages, the design will have to comply with the exterior elevations/renderings approved by Council.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners; the George Street Association.
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: In line with the St. John's Heritage By-Law and the St. John's Development Regulations.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Not applicable.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

That Council approve the proposed renovations and extension at 27 New Gower Street, as proposed on the drawings dated November 15, 2021, subject to the following:

- pergola being painted steel with wood as a secondary material;
- black tile being natural black granite stone tile; and
- requiring screening for any HVAC rooftop equipment.

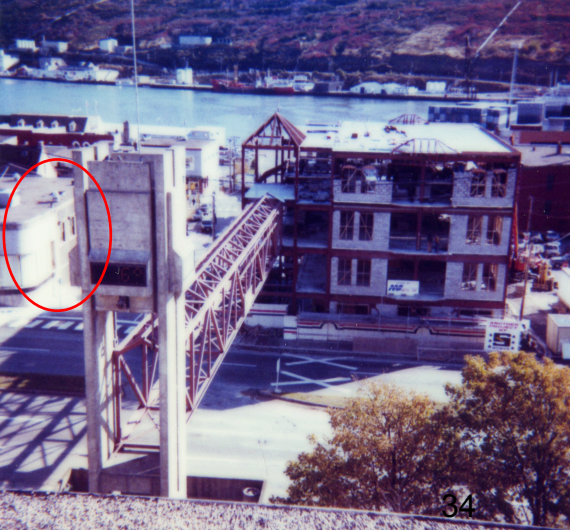
Prepared by: Ann-Marie Cashin, MCIP, Planner III – Urban Design & Heritage
Approved by: Ken O'Brien, MCIP, Chief Municipal Planner



City Of
St. John's
City Hall

City Of
St. John's
Annex









ARCHITECT: Parkin Architects, Engineers and Planners

CONTRACTOR: Seabord Construction Limited 36

SUBJECT: City Hall, St. John's, Nfld.

DATE: March 9, 1970



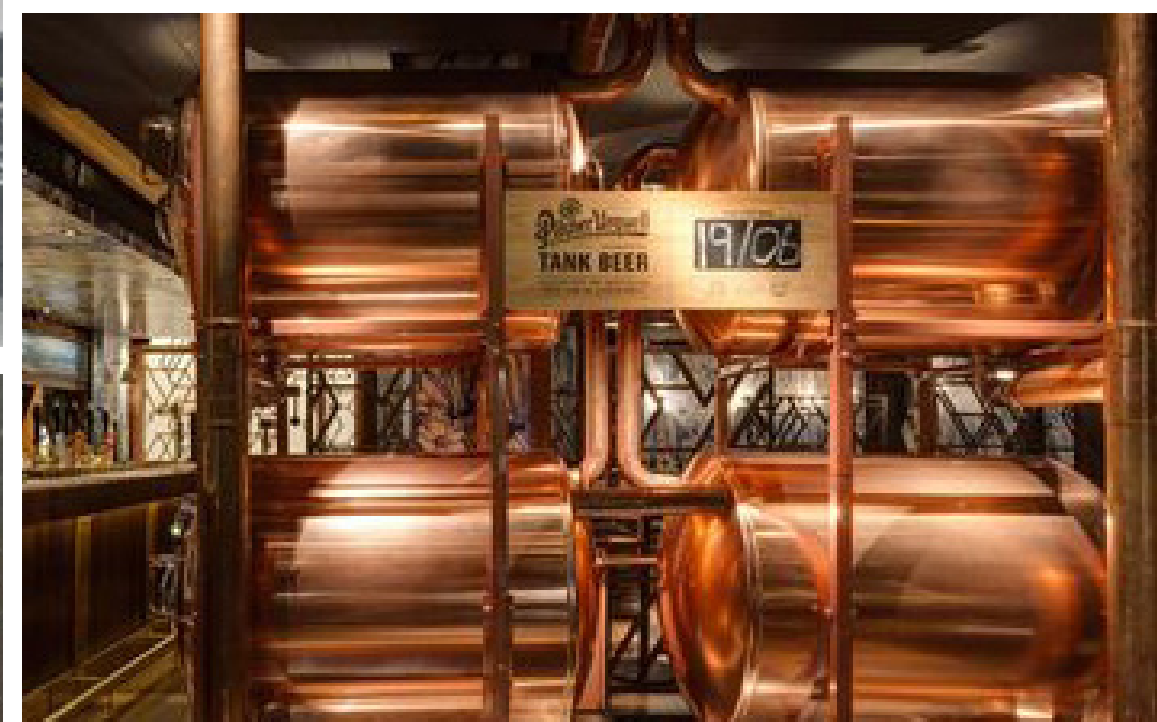
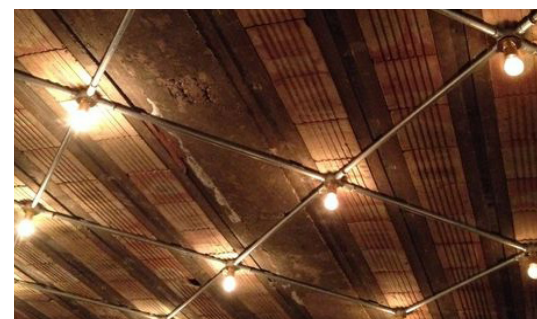
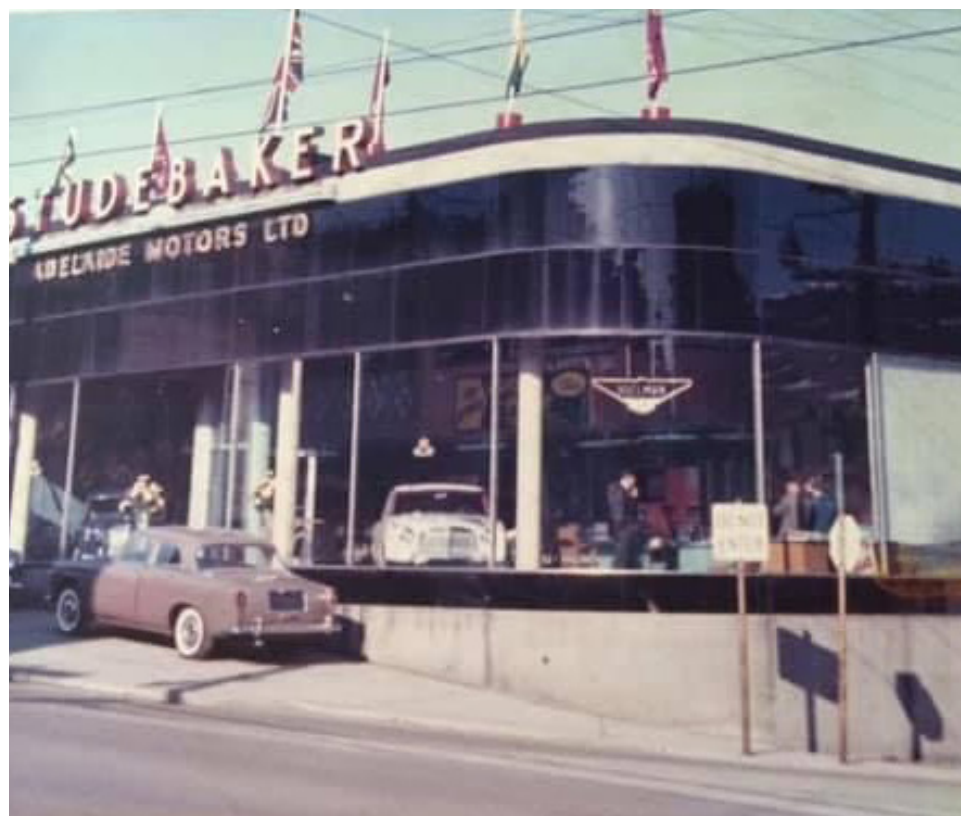
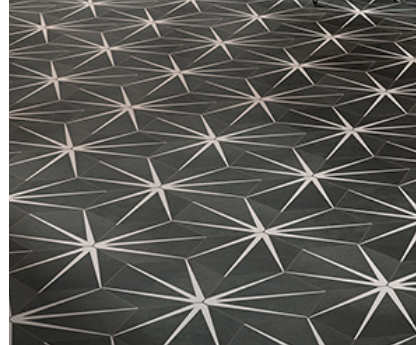
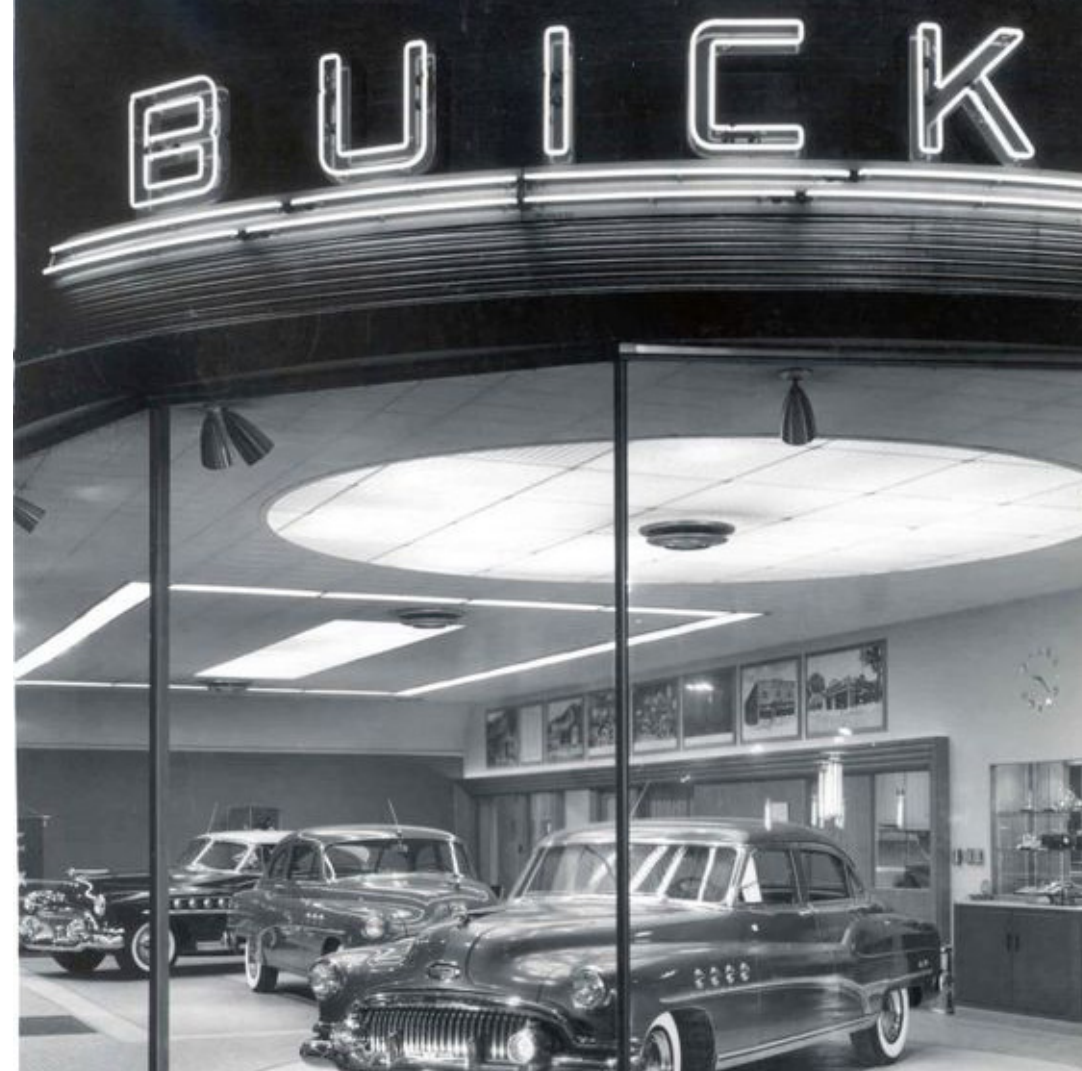
L2- 5 JOB STREET
ST. JOHN'S
NEWFOUNDLAND & LABRADOR
(709) 364-2637
HELLO@CARVELANDHELM.CA

NOVEMBER 15, 2021

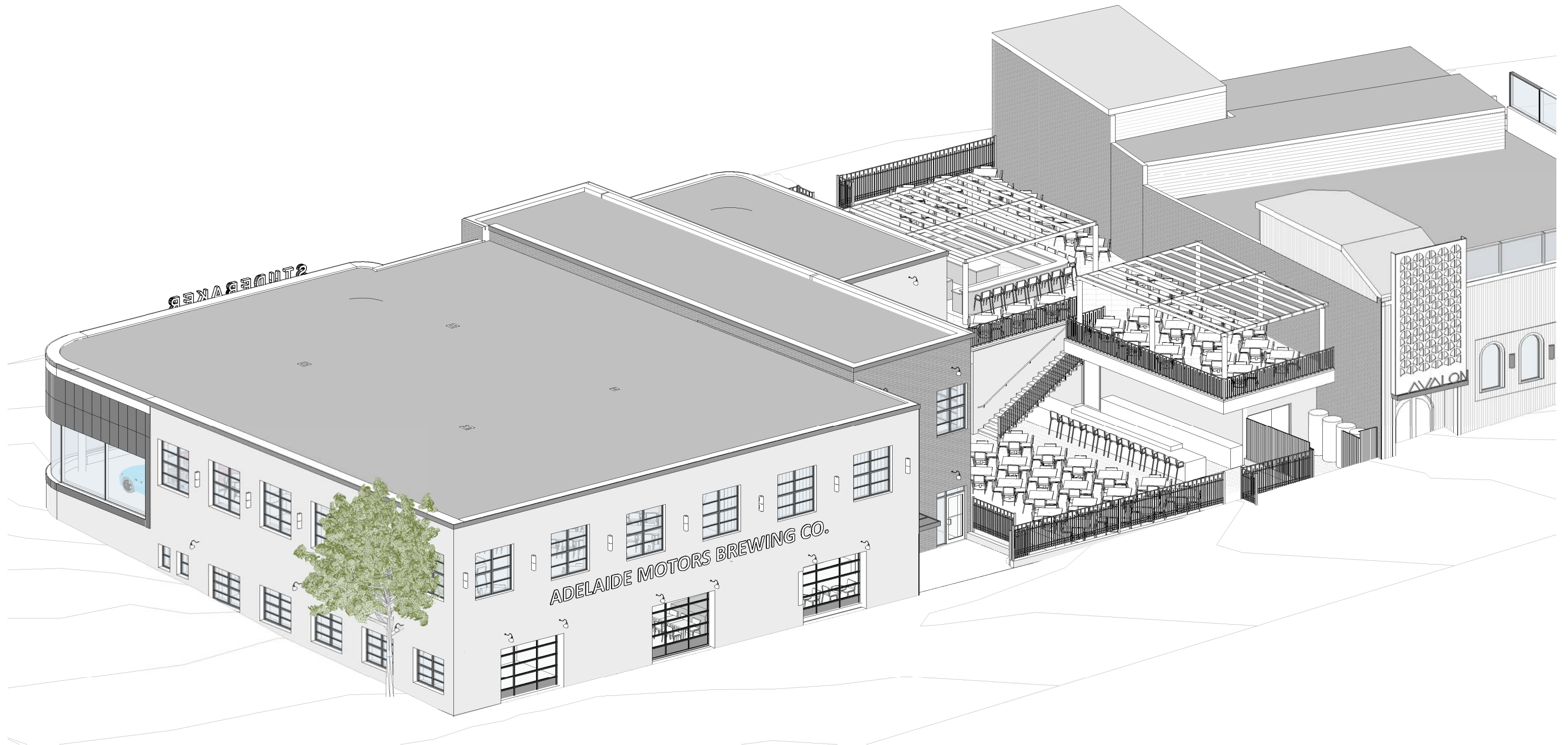
PROJECT NO.: 2143/44

Adelaide Motors Brewing Co.
Updated Schematic Design Presentation

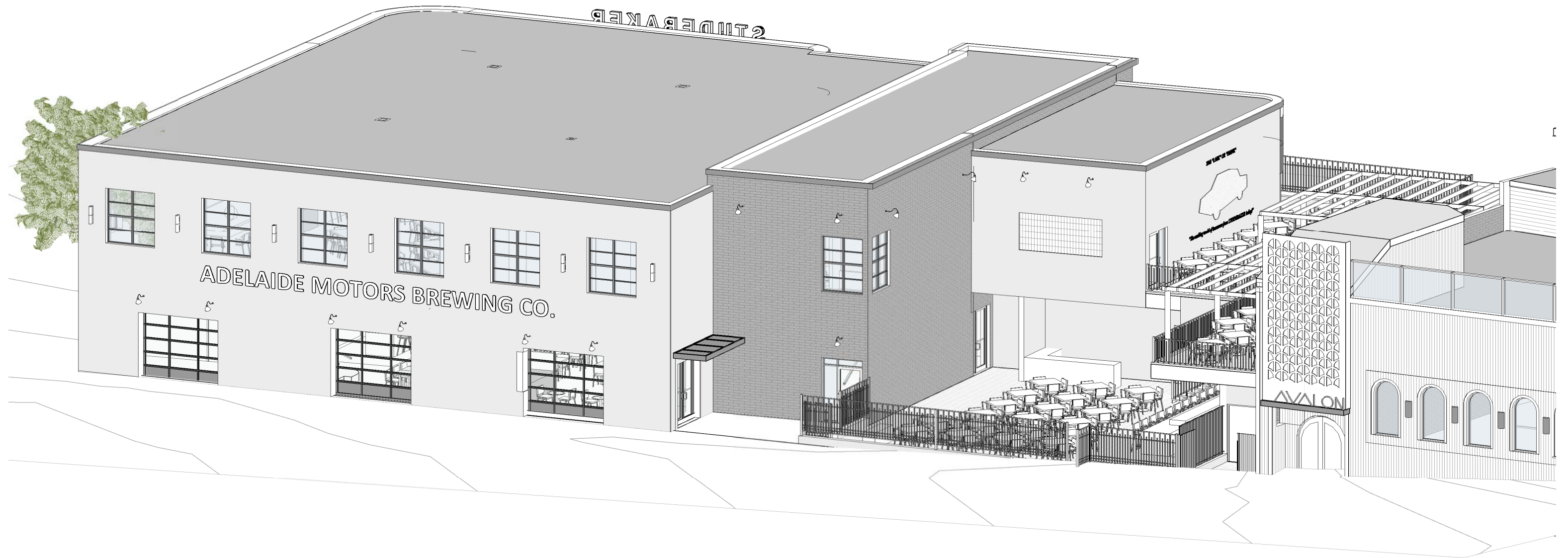
CARVEL
& HELM



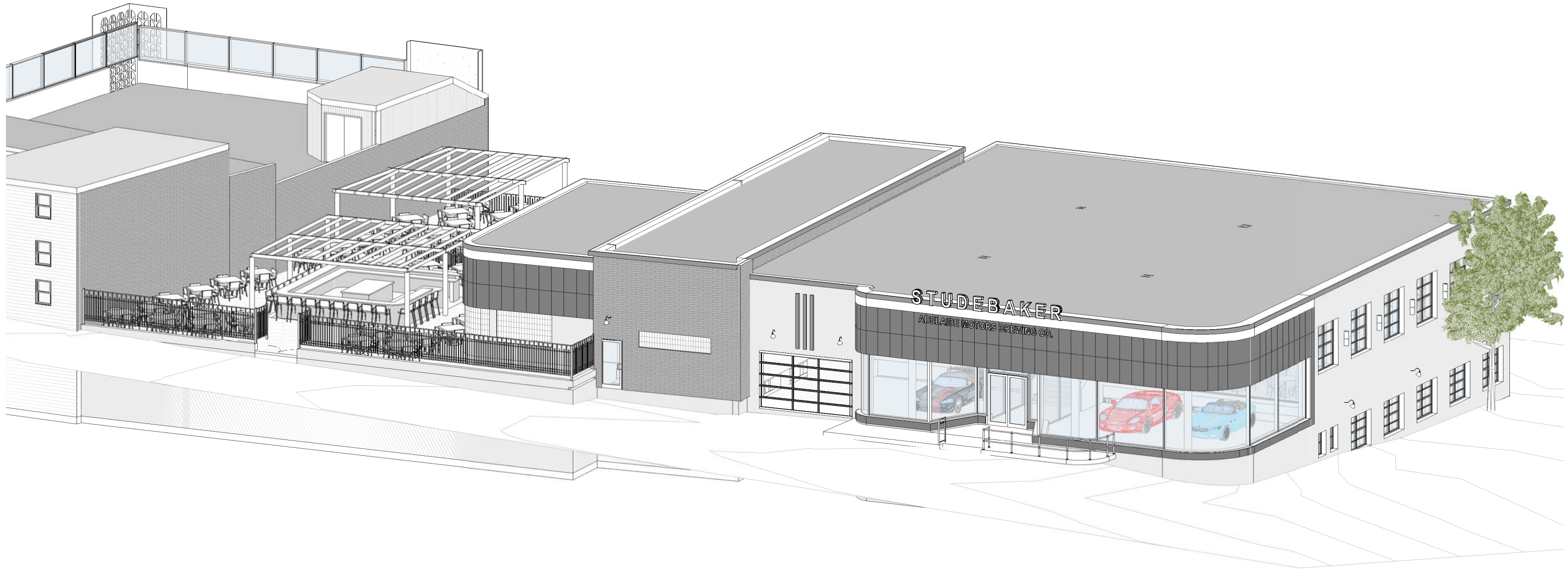
1.0 Perspective View - George Street Facing (with context of adjacent building)



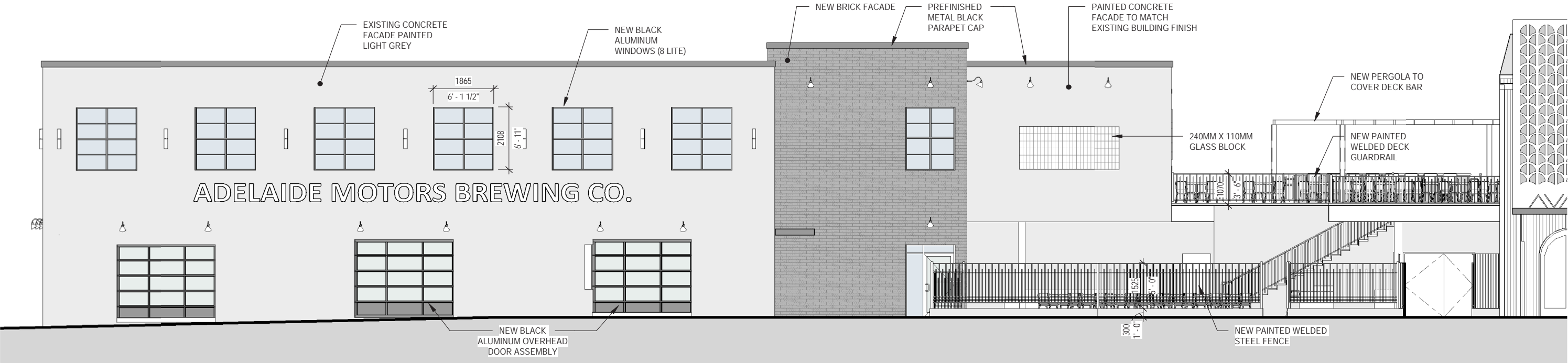
1.1 Perspective View - George Street Facing



1.2 Perspective View - New Gower Street Facing (with context of adjacent building)



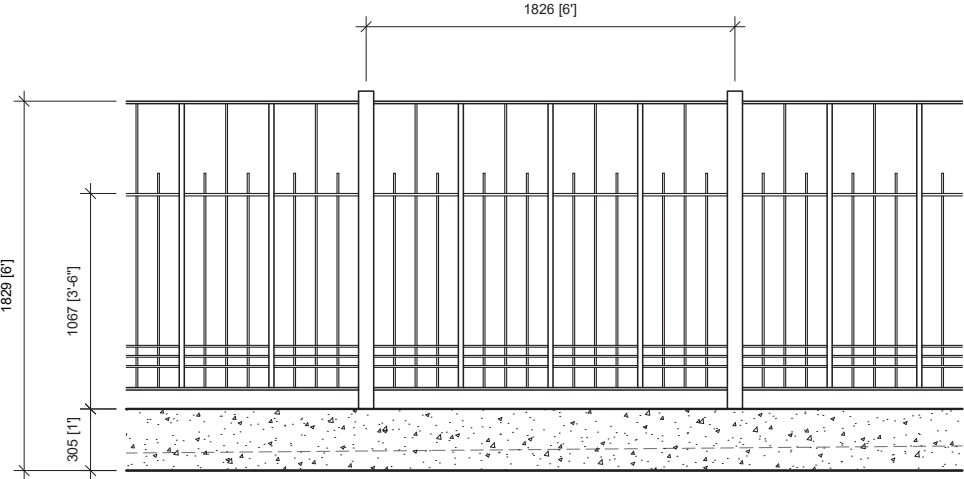
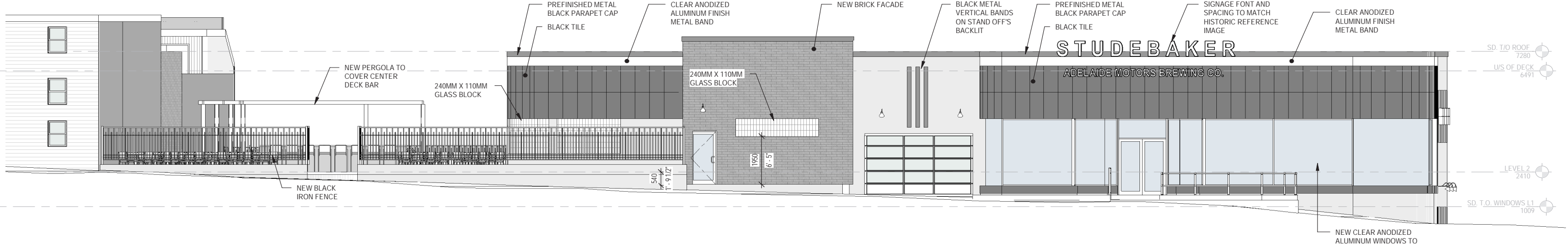
1.3 Schematic Exterior Elevation - George Street Elevation



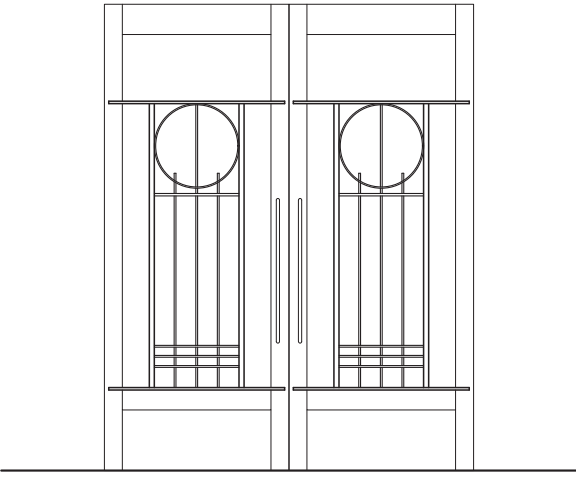
1.4 Perspective View - Building Extension & George Street Courtyard



1.5 Schematic Exterior Elevation - New Gower Street Elevation

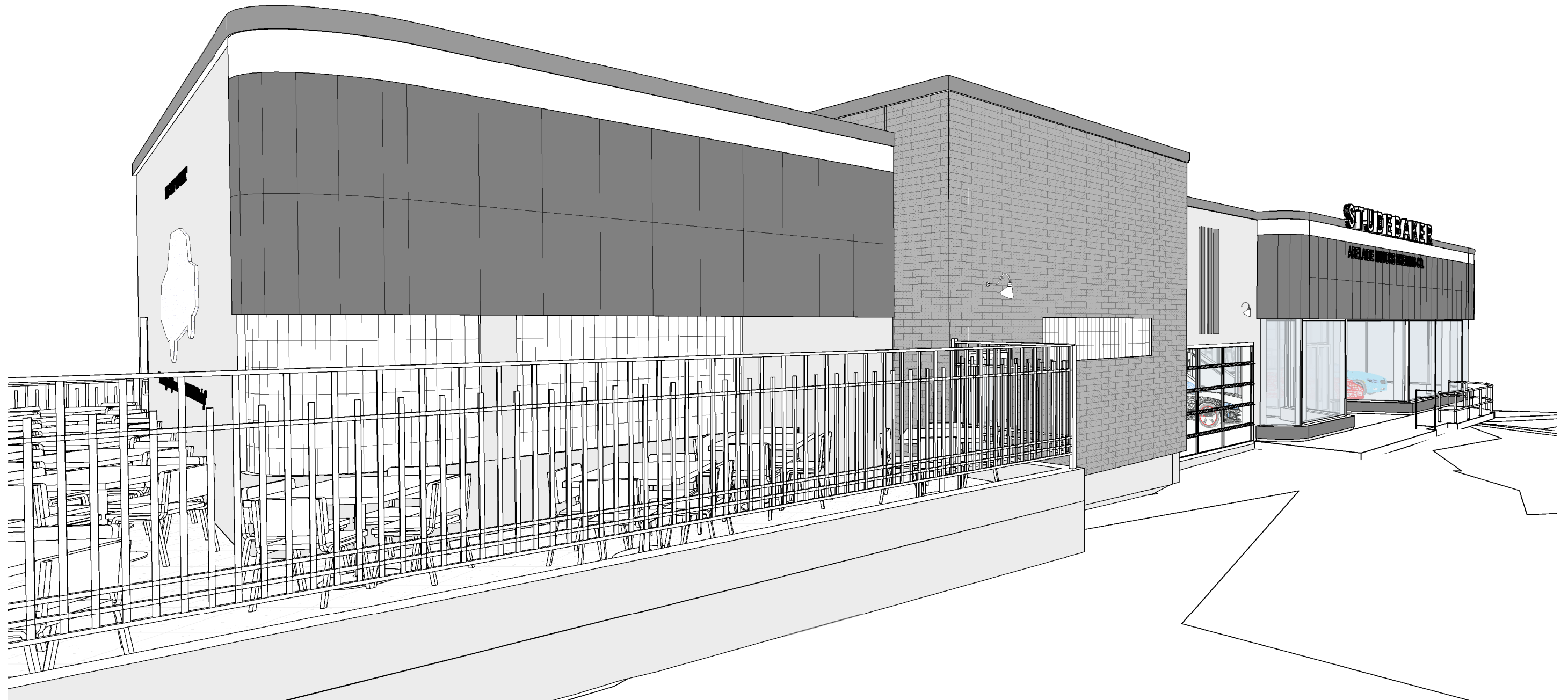


Typical Iron Fence Detail

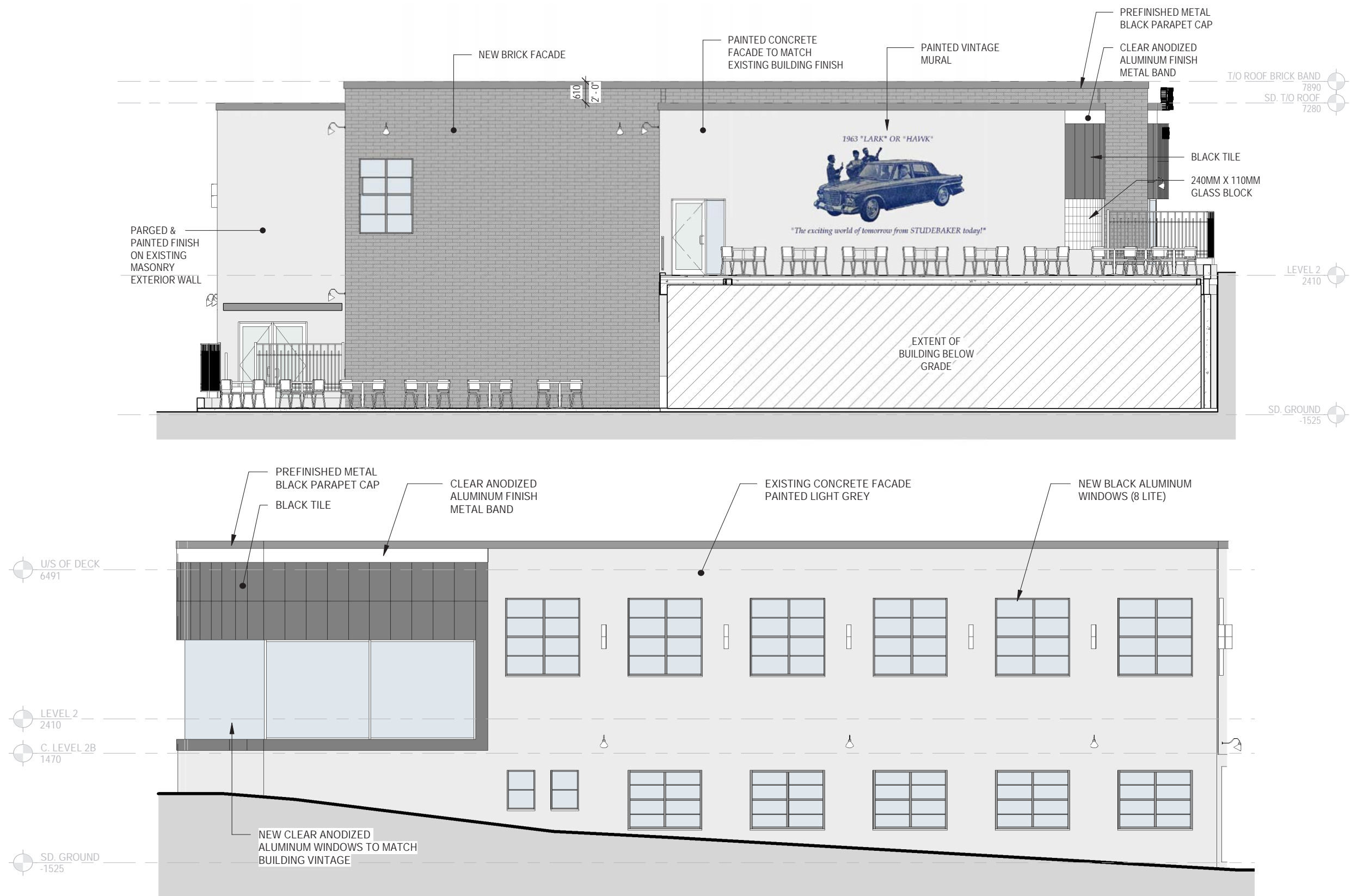


Typical Door and Gate Grille Detail

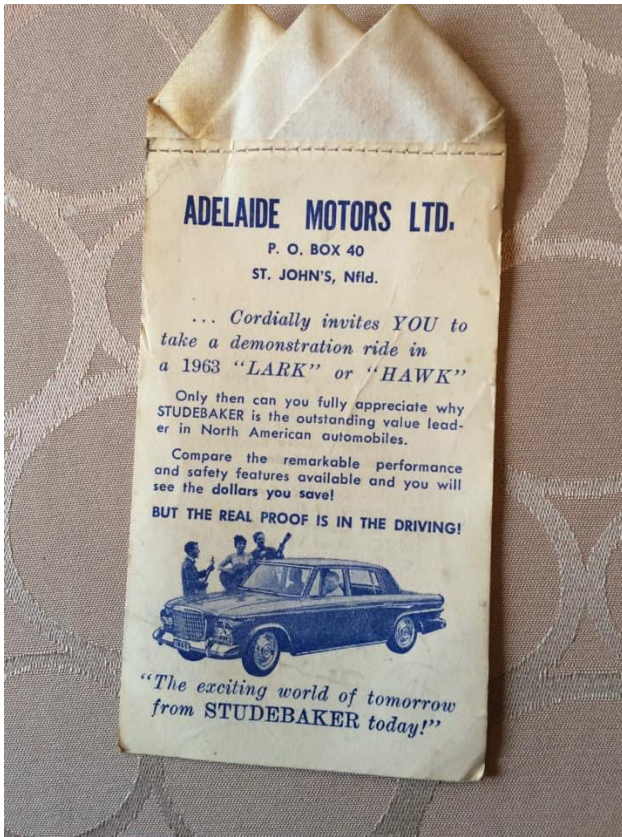
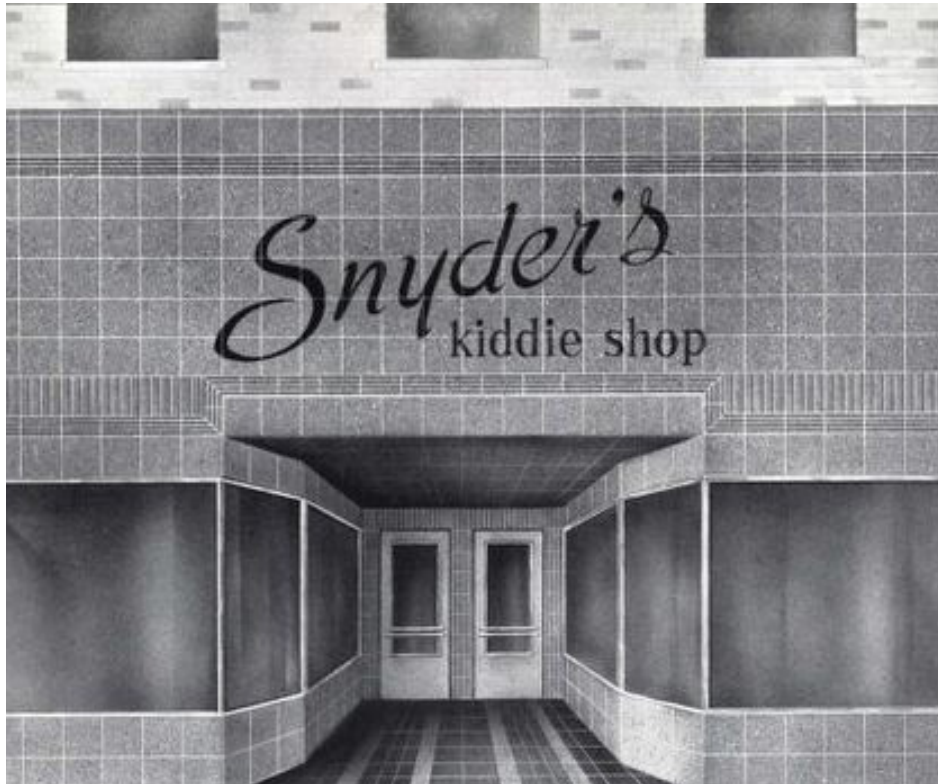
1.6 Perspective View - New Gower Street Extension and Access



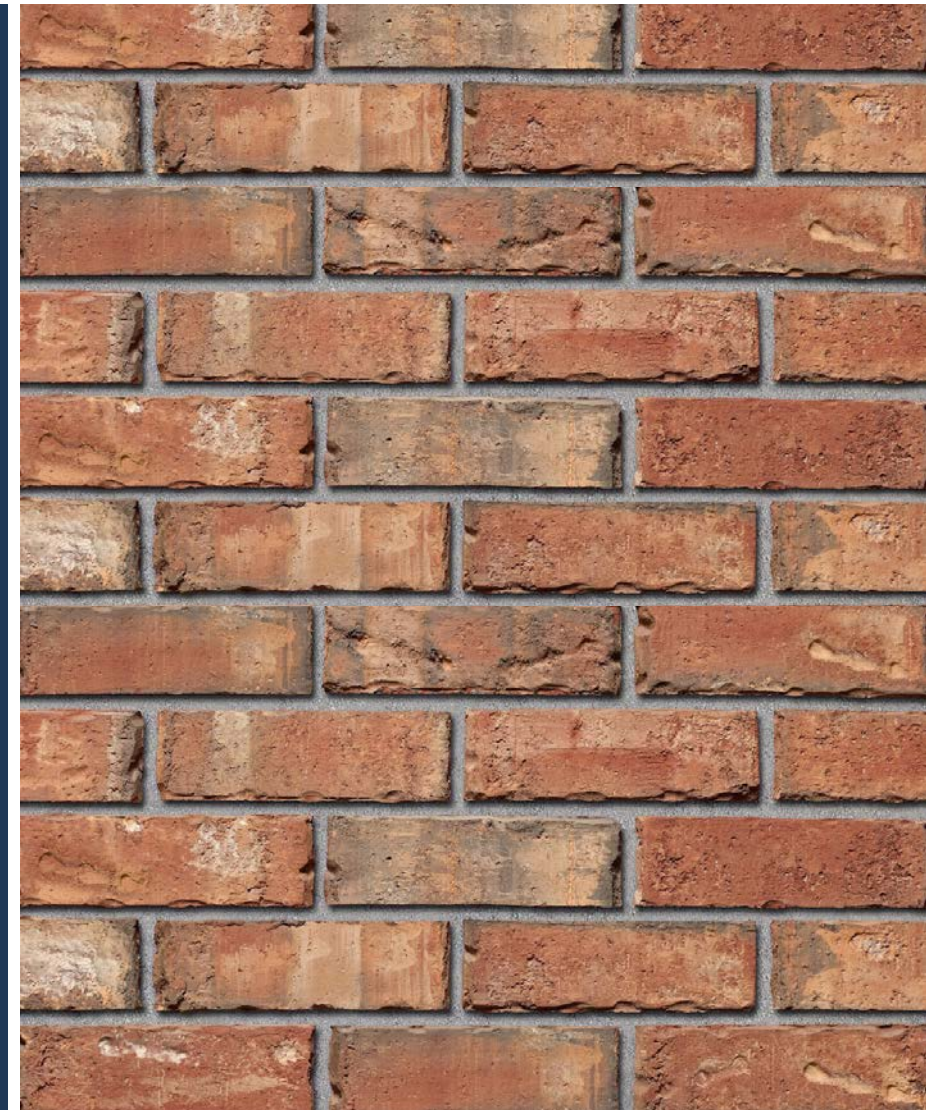
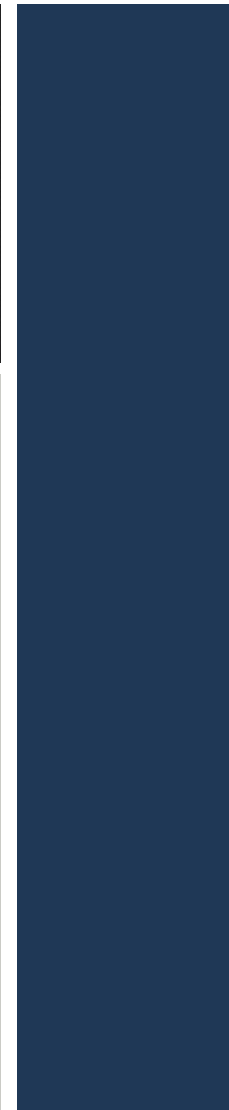
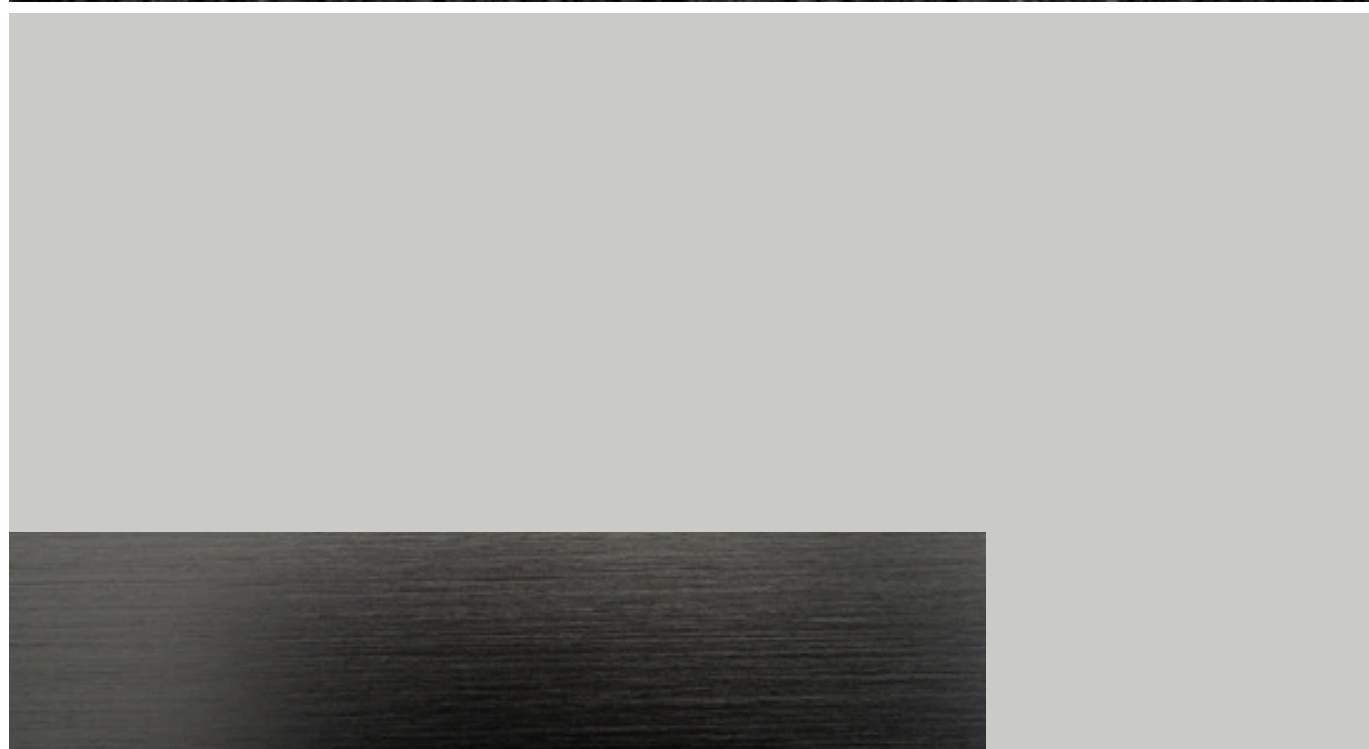
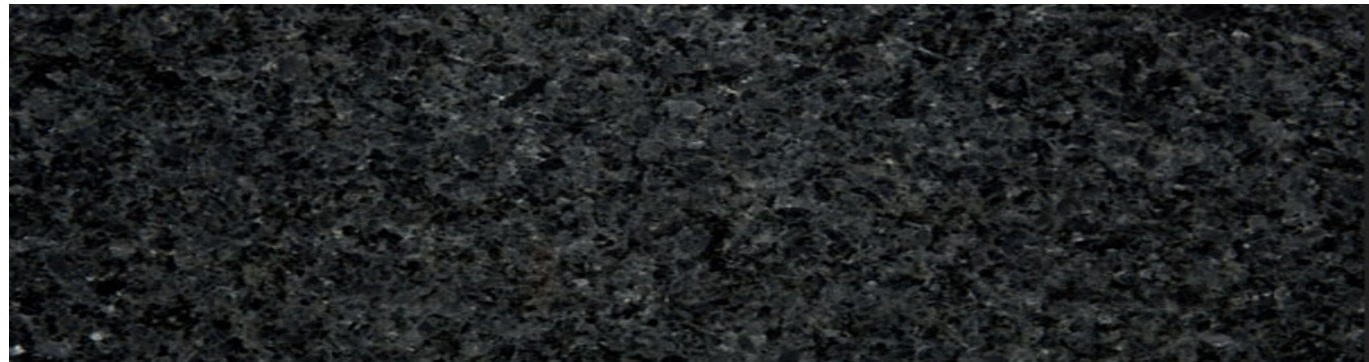
1.7 Schematic Exterior Elevations - Section Elevation of Exterior Decking (top) and Adelaide Elevation (bottom)



3.1 Schematic Exterior Inspiration at New Gower



3.2 Schematic Exterior Finishes



3.3 Existing Site Photos for Reference



DECISION/DIRECTION NOTE

Title: 265 LeMarchant Road, Heritage Designation

Date Prepared: November 23, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Heritage

Ward: Ward 2

Decision/Direction Required:

To seek approval to designate 265 LeMarchant Road (former West End Fire Station) as a Heritage Building.

Discussion – Background and Current Status:

In October 2020, the City issued a Request for Proposals (RFP) for the sale and development of the former West End Fire Hall at 265 LeMarchant Road (replaced several years ago by a new fire station at 215 Blackmarsh Road). Council's aim was to preserve the old building while encouraging new development and use for the vacant property. The RFP offered additional rating points for any applicant intending to designate the building as a Heritage Building.

The subject property is located within Heritage Area 3, is designated Institutional under the Envision St. John's Municipal Plan and is zoned Institutional Downtown (INST-DT). The property is owned by the City, however the potential purchaser wishes to seek heritage designation and therefore the City is initiating that process. Should Council designate the building, Heritage Use is discretionary in the INST-DT Zone. A Heritage Use would allow the building to be used for any use which, in Council's opinion, is compatible with the adjoining uses. The former Grace Hospital site is located behind the building, with a mix of residential, office, clinic and retail uses adjacent and opposite the site.

Once the sale is finalized and if the new owner applies to develop the site, the development application will be brought to the Built Heritage Experts Panel (BHEP) for review and recommendation to Council. There is no development application at this time.

In 2001, the Heritage Foundation of Newfoundland and Labrador (Heritage NL) prepared a Building Preservation Brief on the Central Fire Station and other St. John's fire halls (attached). This provides background information on how, following the Great Fire of 1892, St. John's was divided into three districts, each with its own fire station. The original West End Fire Station was located on New Gower Street, at the intersection with Bambrick's Street, close to the Horwood Lumber Company lot off Springdale Street (now the Fortis building). Due to deterioration of the wooden fire hall and the growth of the Cornwall Avenue area, it was recommended to build a new West End Fire Hall on LeMarchant Road to serve the rapidly increasing population there.

ST. JOHN'S

The “new” West End Fire Station was built between 1942 and 1944 by the firm of William D. McCarter, architect, with assistance of draughtsman Frederick Colbourne. As Robert Mellin notes in his book *Newfoundland Modern*, this was a time immediately before Confederation when modern designs and Art Deco architecture was emerging in Newfoundland, in part due to the influence of US troops in St. John’s and American pop culture. The Second World War directly influenced the design of the station because of the limited supply of building materials due to wartime rationing. The building was originally designed to be constructed of steel, but due to the uncertain availability of steel, it was changed to reinforced concrete. While construction began in 1942, it had to stop in November 1942 until the end of 1943 when steel-reinforcing bars (rebar) became available. Firefighting operations shifted to the LeMarchant Road location in 1945, and the old station was demolished in June 1946.

The fire hall is a two-storey structure with a three-bay garage and a basement. The façade is simple, with a slightly recessed row of upper windows and large, rounded columns that separate the garage bays. Originally there were three rounded columns, but one was removed in 1973 to accommodate two new garage doors. The main entrance originally had glass block, a common modernist material, in the transom and side lights, which has since been removed. The original signage (“West Fire Station”) of individual steel letters projecting from the building was typical of modern architecture.

An interesting fact is that the building was designed with stables in the basement and an outdoor manure pit (still on the east side of the building). In the 1940s, the government only had a single diesel snowplow, and this was not considered reliable to provide access to a fire site in heavy snow, and therefore horses and stables were still required.

The building has been renovated over time but much of its original design remains. Should the building be designated, the applicant would be encouraged to restore original features, such as glass block and original style of signage, or incorporate other modern elements into the design.

The West End Fire Hall is significant because it was the first of a cluster of modern buildings along LeMarchant Road designed by McCarter and Colbourne, such as the American Aerated Water Company Building at 278 LeMarchant Road (now provincially owned) and the Cornwall Theatre at 264 LeMarchant Road (now Smith Stockley). These buildings create an enclave of modern architecture which should be preserved. Additional information about this area is found in Heritage NL’s “LeMarchant Road: An Enclave of Mid-Century Modernist Structures in St. John’s, NL” (attached).

The West End Fire Station is a good surviving example of modern architecture and scores an 86 on the Heritage Designation Criteria. A draft State of Significance is attached, should Council decide to designate it.

In 2017, the BHEP reviewed a list of modern buildings in St. John’s that merit designation and the West End Fire Station was on it. As per the City of St. John’s Act, the City will continue work toward preserving heritage buildings, structures, lands or areas that collectively represent a cross-section of periods and styles in the city’s historical and cultural evolution.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Future property owner; heritage organizations.
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: Should the designation proceed, the Council will direct the Legal Department to amend the Heritage By-Law to include 265 LeMarchant Road as a Heritage Building.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Prior to designating the building, Council must issue a Notice of Motion at a regular Council meeting.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

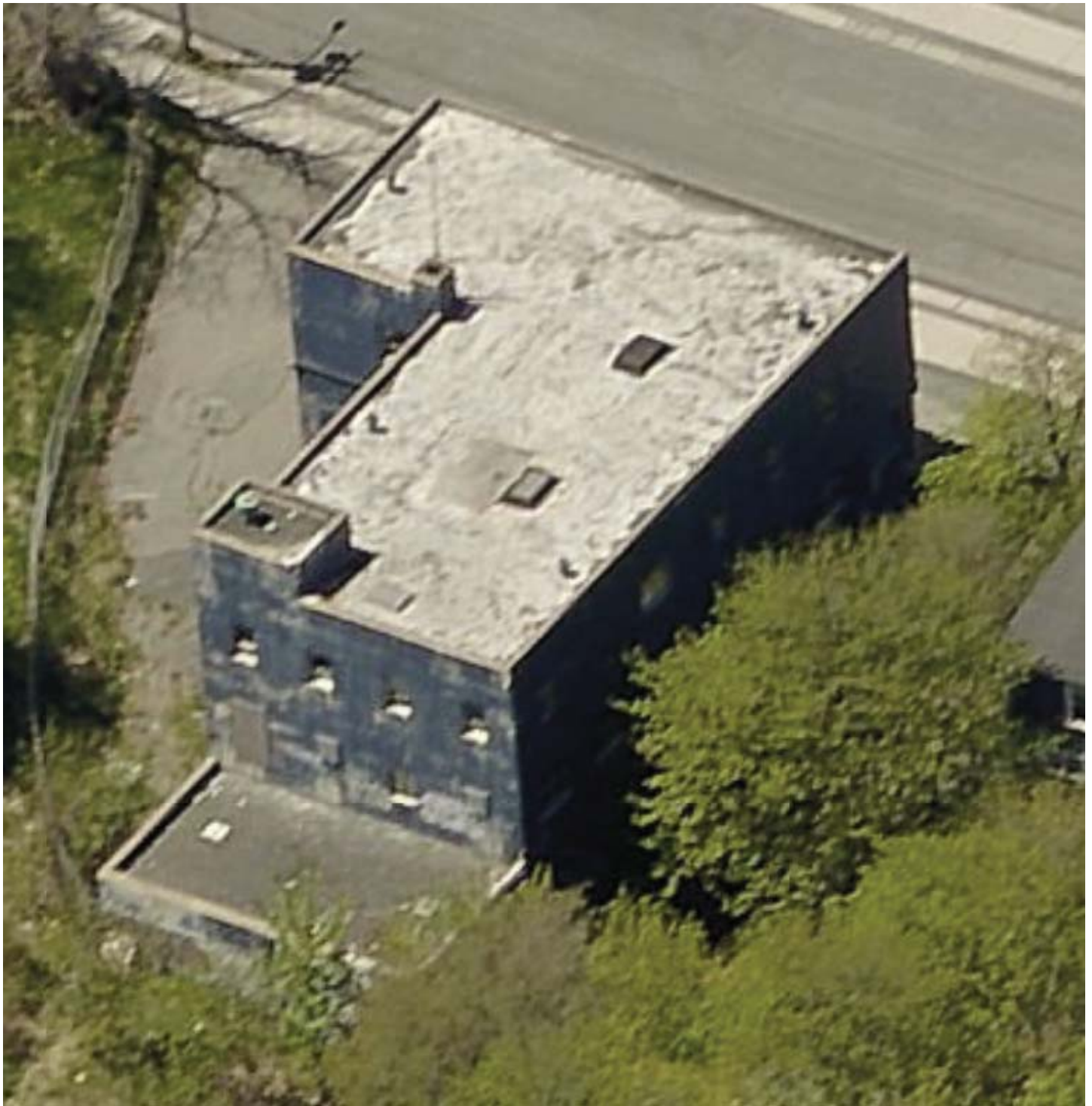
Recommendation:

That Council approve the heritage designation of 265 LeMarchant Road and direct the Legal Department to amend Schedule C (Heritage Buildings) of the Heritage By-Law for Council's consideration.

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












	PDE Heritage – FORM 1	Department of Planning, Development and Engineering			
	Heritage Building Designation				
PROPERTY LOCATION					
Civic Address: 265 LeMarchant Road					
Applicant Name: City of St. John's		Phone (h)		(c)	
Mailing Address:		Email:			
ARCHITECTURE (maximum 35)					SECTION A
		E	VG	G	F/P
1.	Style: Modern Architecture - good example if few survive.	20	10	5	0
2.	Construction: Early example of modern concrete buildings	15	8	4	0
3.	Age: 1944	10	8	5	0
4.	Architect: William D. McCarter and Frederick Colbourne made great contributions in St. John's	8	4	2	0
5.	Design: Good but some details have been removed	8	4	2	0
6.	Interior: Significant upgrades required	4	2	1	0
Sub Total		35			
HISTORY (maximum 35)					SECTION B
7.	Person: Group: St. John's Fire Fighters Association	25	10	5	0
8.	Event: Start of the emergence of Modern Architecture in St. John's	15	8	4	0
9.	Context: Start of suburban development in St. John's	10	5	2	0
Sub Total		31			
ENVIRONMENT (maximum 15)					SECTION C
10.	Continuity: Important in establishing the Modern Architecture in the area	5	3	1	0
11.	Setting: Setting contributes to the continuity or character of the street	5	3	1	0
12.	Landmark: A familiar structure in the context of the City.	5	3	1	0
Sub Total		9			
INTEGRITY (maximum 15)					SECTION D
13.	Site: Occupies its original site	5	3	1	0
14.	Alterations: Character retained on all sides.	5	3	2	0
15.	Condition: Satisfactory structural condition; roof may require replacing	5	3	2	0
Sub Total		11			
TOTAL SCORE		86			
SIGNATURE					
Reviewed by: <u>Ann-Marie Cashin</u> Date (yyyy-mm-dd) <u>2021-11-10</u>					

E - Excellent

VG - Very Good

G - Good

F/P - Fair/Poor

Statement of Significance



265 LeMarchant Road (West End Fire Station)

Formal Recognition Type

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

Description of Historic Place

265 LeMarchant Road is two-storey, concrete structure located in St. John's, NL. The designation is confined to the footprint of the building.

Heritage Value

265 LeMarchant Road has been designated because of its aesthetic and historic values.

265 LeMarchant Road achieves aesthetic value because it is a good surviving example of an early Modernist Architecture structure in St. John's. Features of this style include: clean, minimal lines, two storey concrete construction, smooth surface, flat roof, rounded columns, simple window and door design, and slightly recessed windows. The building was also designed with stables at the rear of the building. The original building contained glass block around the main entrance in the transom and side lights, as well as steel signage with individual lettering. Both elements are characteristics of Modernist Architecture but have since been removed. The building also originally had three rounded columns and three bays, however one column was removed in 1973 in order to install two new garage doors. The structure has been renovated over the years, but the character of the building remains generally unchanged.

The West End Fire Station was built at a time when the city was expanding away from the downtown and Modernist Architecture buildings were beginning to emerge in these

new suburban areas. This building achieves historic value because it was the first concrete building in the LeMarchant Road area and the start of a cluster of concrete building developments. The West End Fire Station was built between 1942 and 1944 by the firm of William D. McCarter, Architect, with assistance of his draughtsman, Frederick Colbourne. McCarter and Colbourne went on to design other concrete buildings such as the American Aerated Water Company Building at 278 LeMarchant Road (now a provincial owned building) and Colbourne designed the Cornwall Theatre at 264 LeMarchant Road (now Smith Stockley). These buildings create an enclave of Modern Architecture in St. John's and development the West End Fire Station played a prominent part in introducing that trend.

Source: Designated at a regular meeting of the St. John's Municipal Council held on _____. The St. John's Heritage Designation (265 LeMarchant Road, PID #13652) By-Law came into effect on _____, upon notice in The Newfoundland and Labrador Gazette.

Character Defining Elements

All elements that define the building's Modern Architecture design including:

- clean, minimal line
- two storey concrete construction
- smooth surface
- flat roof
- rounded columns
- simple window and door design

Location and History

Community	St. John's
Municipality	City of St. John's
Civic Address	265 LeMarchant Road
Construction	1942-1944
Builder	William D. McCarter, Architect, with assistance of his draughtsman, Frederick Colbourne.
Style	Modern
Building Plan	L-Shape

Additional Photos



Building Preservation Brief: Central Fire Station and other St. John's Fire Halls

prepared by the
Heritage Foundation of Newfoundland and Labrador



Dale Jarvis
Heritage Foundation of Newfoundland and Labrador
St. John's, Newfoundland
April 2001

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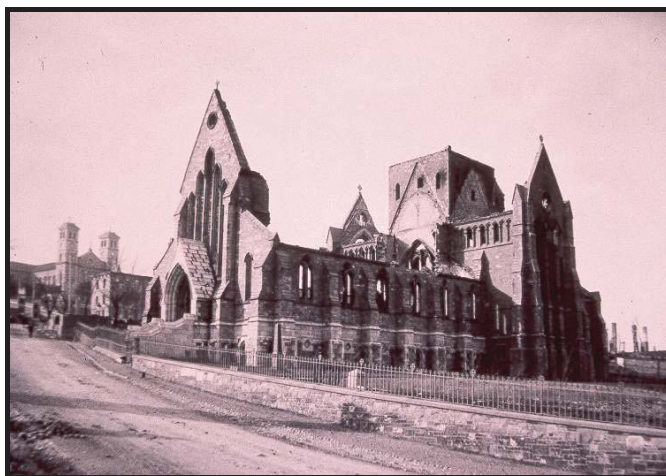
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The Great Fire and After

On the afternoon of July 8, 1892, a labourer dropped his lit pipe in the hay in the stable of Timothy O'Brien, close to the junction of Freshwater and Pennywell Roads at the top of Long's Hill, St. John's, Newfoundland. The hay caught fire, and soon so did the stable.

By some odd coincidence, the water supply to the area had been turned off that very morning in order to make some new connections of mains. It had been reconnected, but its force on the high ground was slight. A nearby water supply tank had been emptied the previous evening by firemen practising their hose work, and had not been filled.

The fire from the stable quickly grew, and fanned by strong winds coming from the north-west, it hurled sparks far and wide on the roofs of nearby wooden houses. For a month before hardly any rain had fallen. By the end of the day, nearly the entire city was reduced to ashes. Hundreds upon hundreds of houses and businesses burned to the ground. The total loss was estimated at \$13,000,000 with over 11,000 people left homeless. This was the St. John's Great Fire, perhaps the darkest single day in the history of the city.



Judge D.W. Prowse was approached to investigate the fire and the response of the local fire brigades. In his report Prowse described the organization of the fire brigades as "starved, mismanaged, rotten". He noted that if City Council was unwilling to improve the fire brigade, the Newfoundland Government would have to take steps to ensure that another Great Fire did not occur.

In November 1892 the Government acted on the advice of Prowse and sent John R. McCowen, the Superintendent of the Penitentiary, to tour fire departments elsewhere in North America and evaluate their equipment and organization. In January 1893 McCowen tabled his report with the Government, stating that the brigade was "disgracefully equipped" and making fourteen recommendations to improve the situation. He recommended either a paid fire department or a combined police and fire department, noting that a combined force would cost \$12,000 less.

In March 1893 John Sullivan of the Newfoundland Constabulary was sent to Montreal to buy the necessary equipment for the proposed fire department. Three new fire stations were commissioned to be built in June 1893 and were to be opened in November of that year. The openings were delayed, however, until April 1894. As well, legislation was passed in 1893 appointing a Board of Commissioners who supported the idea of a mixed police and fire department. The Fire Department Act of 1895 placed the proposed new force under the control of the Inspector-General of the

Constabulary, and it remained a part of the Constabulary until May 28th, 1957.

The legislation also divided St. John's into three districts, each of which contained one of three new fire stations. The Central district included the area between King's Road and Adelaide Street. The Eastern District included the area east of King's Road, and the Western District included the area west of Adelaide Street including the South Side. By the end of 1895 there were three new fire stations, housing in total twenty-two paid firemen. The Government worked out an arrangement to share the cost of the fire department with the St. John's Municipal Council.

Central Fire Station

The Board of Commissioners recommended that a new Central Station should be erected to form the headquarters of the department, to be equipped with 1 steam fire engine, 1 chemical engine, 2 Badcock chemical extinguishers, 1 hook and ladder truck, 1 horse hose reel, 1 ambulance wagon, 1 salvage or police patrol wagon, 3000 feet of hose, 8 horses, 10 men and 12 fire alarm boxes (Fox 95).

The site for the Central Station was chosen to be Fort Townshend, off Bonaventure Avenue. The site chosen was the former site of the old Government House, a two storey wooden dwelling house designed by Lt. John Caddy as the summer residence of the Governor of Newfoundland, which had been erected in 1779. Repaired and enlarged in 1812, it was found to be unfit for year round occupation by 1817, but continued as the official home of the Governor until the construction of the current Government House in 1829. By the late 1800's, there was nothing on that particular site, but the 1889 insurance atlas for St. John's does show a two-storey hose house south of where the building was to be constructed.

The fire hall building was constructed from 1893 to 1894, and is visible on the 1893-1907 city insurance atlas. The building was of wooden construction, 3 ½ storeys high with an imposing five storey tower in the south east corner. At the time of its construction the tower would have had a most commanding view of the entire city, and was the perfect location for a fire lookout. It was officially opened July 8, 1895.

Originally constructed to stand alone, there were a number of additions made to the station over



the years. By 1914, a narrow wooden hook and ladder shed was constructed along the west face of the building, with an exterior alarm bell tower to the immediate south west of the building. The station had a two storey stable at the rear, one outbuilding also behind the station, and was listed as having offices on the second floor.

Around 1921 or 1922, and visible on maps from 1925, the hook and ladder shed had been replaced with a two storey, shed roof addition, with two bays for trucks or wagons in the front facade. The addition had a dormitory at the front and rear of the second storey, with a large drill room in the centre. By 1925 as well, there was a two storey stable to the rear of the station proper, and the original outbuilding had been joined to the main hall by the construction of a one storey linking building.

The main floor of the station was used for the engines, cars and "all the necessary equipment for fighting fires" (City 26). The upper storeys were used as barracks for firefighters. A 1920 article in the *Newfoundland Quarterly* noted that:

Very excellent quarters have been provided for the single men of the Department [sic], who were formerly scattered in different parts of the City. They have a very large and airy dormitory and a dining room, kitchen, reading room and recreation room provide them with suitable conveniences. Everything is kept in a very clean and orderly manner. Other points of interest to the visitor are the drill room and apparatus controlling the fire signals throughout the City (City 26).

The upper levels of the Central Fire Hall, along with the East and West stations, also served as barracks for single constables of the Royal Newfoundland Constabulary until 1936. The words of a former constable barracked in the Central Fire Hall differ greatly from the glowing description of the *Newfoundland Quarterly* writer:

There were the fire trucks on the main floor, and some of them seventeen- or eighteen-hundred-pound horses were out in the back. In the morning around seven o'clock now, they'd start up the fire engines. Of course as soon as they started up the engines you know, the fumes from the trucks, the smell of the barn, and everything would just be stirred up, and it used to come right up through the three floors, right up the pole to the third. We slept there with the stink of that. We didn't have cots, we had bunks built up on the side of the wall. The hay was stored in another part of it there, and the fleas would get in the hay. There was fleas, and you name it. It was never as bad as that out to the seal fishery in my time (Kenny and Wentzel, 26).

In spite of the stink and the fleas, the Central Fire Station continued to use horses and stable them on site. As late as 1935, the station still housed a 1895 horse-drawn Merryweather model pumper.

Starting in the mid 1930s however, there were a number of changes made to the Fire Department,

largely the work of Patrick O'Neill. Patrick J. O'Neill was born at Witless Bay on March 10, 1883 and entered the police force in 1903. He was promoted to Sergeant in 1907, Head Constable in 1920, Superintendent in 1922, and on August 8 1934 was appointed to the new office of Chief of Police and Head of the St. John's Fire Department.



As Head of the Department, O'Neill was instrumental in its reorganization. His aim was to put the department on a footing equal to or better than departments elsewhere. His improvements included instituting a system of promotions and retirements, and an increase in numbers of paid employees to a total of forty men by 1935. O'Neill was also responsible for updating the city's fire alarm system and ordering two additional fire engines (Fox 124).

Changes in fire fighting technology, organization of the department, and deficiencies in the old wooden station meant that a new station was required. According to a dated photograph in the July 1937 edition of the *Newfoundland Quarterly*, the wood fire hall was standing on May 2nd of that year. Then, on the 25th of May, 1937, then Governor Humphrey Walwyn wrote the following letter to The Right Honourable Malcolm MacDonald, M.P., Secretary of State for Dominion Affairs:

I have the honour to inform you that it is necessary to build a new Central Fire Hall to replace the present building which was erected in 1894 and is a wooden structure consisting of a three-storey main block with a two-story side annex and a single-story rear annex. It was used jointly as a fire station and a residence for the unmarried men of the Newfoundland Constabulary until early in 1936 when the police were transferred to the newly erected barracks. In October last the Chief Engineer of the Department of Public Works made a detailed examination of the building. He reported that the whole structure was distorted to an alarming degree, beams were deflected and generally the building was in a most unstable condition. He advised that any attempt to strengthen the structure would be a waste of money. The building has been under constant observation and, to prevent an immediate collapse, it has been necessary to augment the trusses which carry the main floor.

2. To continue the use of the present building for any extended period would be to risk disaster and it is therefore a matter of urgency to proceed with the erection of a new fire station with the greatest possible dispatch. Plans have been prepared for a new concrete and steel framed structure 79 feet long x 68 feet wide consisting of a partly excavated basement, ground floor and upper floor.

The excavated portion of the basement (79 feet x 22 feet) contains the furnace room, fuel store, a small ammunition room and a miniature rifle range for police use. The whole of the ground floor is taken up with the fire fighting apparatus and stalls for five horses.

The upper floor provides the following accommodation:-

Dormitory for Firemen	30' 0" x 27' 0"
Day room for Firemen	31' 6" x 13' 0"
Tailor's Workshop	31' 0" x 17' 0"
Superintendent's Office	10' 6" x 7' 0"
Superintendent's Bedroom	11' 0" x 11' 0"
Officers Bedroom	11' 0" x 10' 6"
do.	11' 0" x 9' 0"
Police Drill Room	34' 0" x 27' 0"
Lavatory (3 W.C's, Urinal, 1 Bath, 1 Shower)	20' 0" x 11' 0"
Hay Store	27' 0" x 10' 6"
Feed Bins	25' 0" x 11' 0"

A hose-drying tower runs from the ground floor to the top of the building. A separate entrance to the drill room has been provided for the police. All external and basement walls are concrete. The rooms on the upper floors are formed by plastered wood stud partitions. The basement and ground floors are of concrete and the upper floor of wood supported by steel girders. The roof is covered with pitch and gravel. Steel window sashes are used throughout the building and the apparatus doors are specifically designed for rapid opening. The building is heated by low pressure steam radiators.

3. It is estimated that the new building will cost \$60,000 and, as it is proposed that the work should be begun with the least possible delay, the Commission of Government would be glad to receive by telegraph your authority to proceed. Provision has been included in the draft Estimates for 1937-38 (GN 38).

Demolition of the old structure and the construction of the new hall was underway at least by August of 1937, with a Mr. Thompson acting as foreman. The modern Central Fire Station was officially opened in 1938, the same year as a new Police Drill Hall was also opened at Fort Townshend. The building first appears on the 1942 Ryan map of St. John's.

The current fire hall is one of the older poured concrete buildings standing in St. John's. It is designed in a restrained Classical Revival style, most evident in its use of heavy exterior pilasters and heavy



cornice moulding. The building has a symmetrical facade, with large garage doors. Plans for the building were largely drawn up by a "C.H.C." of the Department of Public Works, while the steel framing plans for the building were drawn up by the United States Steel Products Co. and the American Bridge Co., of New York. The glass for the building was provided locally by Thomas Glass.

The building was constructed with a very slight pitch to the roof (1 in 48). Revised plans included a skylight over the tailor's shop and the inclusion of a quartermaster's store, also with a skylight. Originally, this building had multi-pane casement windows in the upper storey, with the lower storey windows being larger 12 pane windows, with the upper central 4 panes forming an operable awning style window. These windows were kept in the building at least until 1963. At some point after this they were replaced with windows of a more modern material and design, although the original window openings were maintained. Plans were also drawn up in 1943 for changes to the original kitchen and dining room layout, and additional plans for a large built in refrigerator were drawn up in 1944. Changes were proposed to the main doors in 1950, which had apparently been the cause of some problems. In 1952, further plans were drawn up for the construction of the drill tower which stands today to the north west of the building.

West End Fire Station

The Central Fire Station was supported by two sister stations, and two smaller sub-stations. The original West End Fire Station, or Fire Station #3, was constructed on New Gower Street, at the intersection of New Gower Street and what was then Bambrick's Street, close to the Horwood Lumber lot off Springdale Street. The exact date of its construction is not known, but a wooden building is shown, labelled as "Western Fire Station 3" on the 1880-1889 insurance atlas, with a 1 ½ storey stable at the rear and an "Alarm Bell" located quite close to the middle of New Gower Street. This structure was probably quite similar to that built by the Central Fire Station. The same fire station building is shown on the 1893-1902 insurance atlas, but the alarm bell was apparently moved off the street by this time.

The West End station was equipped circa 1895 with 1 steam fire engine, 1 horse hose reel, 2 Badcock chemical extinguishers, 2000 feet of hose, 3 horses, 6 men and 8 fire alarm boxes (Fox 95). By 1920 the station also boasted an American-LaFrance motor car, a combination chemical engine and hose car, with a 105 horse power six cylinder motor and ten inch electric searchlight. Concerns were raised at the time whether such a contraption would be able to navigate the winter streets of St. John's (City 26-27).

The West End Fire Station was on New Gower Street at least until July 1931, as it appears on dated maps drawn for the widening of the street. Like the old Central Station however, the wooden station had its fair share of problems. In November of 1938, Superintendent M. Codner wrote that the main stringers supporting the main floor of the building were so rotten, that there was a danger of the fire engine falling through the floor!

There were other reasons for a new station as well. In September of 1941, the Commissioner for Justice and Defense wrote,

I am very much alarmed at the rapidity with which all land in the vicinity of Cornwall Avenue is being built up. In another twelve months there will be practically nothing left. I therefore urge most strongly that a piece of land be acquired immediately for the purpose of the West End Fire Hall, and held until we are in a position to build. The area west and north of LeMarchant Road and Cornwall Avenue has, as you are aware become thickly populated in recent years and the expansion no in that direction has increased and continues to increase with great speed. It is essential for the protection of that area that a fire station should be placed there. In that location it will act as a protection for the lower part of the town to the same extent as the present Fire Hall (GN 13).

As a result, a more modern facility was constructed on LeMarchant Road, c1942. Unlike the Central Fire Station, the new West End Station was designed by an architect outside of the Department of Public Works. The building was designed by the firm of William D. McCarter, Architect, who had his offices in the Royal Bank Building, St. John's. Between 1942 and 1944, the firm drew up a very detailed series of blueprint plans, diagrams and sections, which have been deposited into the collections of the Provincial Archives.



The building at #205 LeMarchant Road first appears on the 1942 Ryan map of St. John's as an L-shaped concrete building. On the 1946 Insurance Atlas, the building is drawn as having 2 storeys and a basement, with stables at the rear. Interestingly, Bennett's Brook is shown on the 1942 plan as flowing to the west of the building, while the 1946 plan shows the brook flowing directly underneath the structure. For a number of years, both the LeMarchant Road Station and the wooden New Gower station were used. Operations shifted entirely to the LeMarchant location in 1945, and the old station was demolished in June of 1946.

East End Fire Station (Fire Station #2)

The East End Station on Duckworth Street is the newest of the three downtown fire halls. Like the

Central Station, it is the second fire hall on the site. Before the Great Fire of 1892, the spot was occupied by the Water Works pipe yard, and specifically by the pipe yard workshop and stores. The original station was constructed c1893-1895, and first appears on the 1893-1902 insurance atlas.

The original building was a wooden 3 ½ storey structure, with a two storey stable/hayloft in the rear. Its original 1895 equipment included 1 steam fire engine, 1 horse hose reel, 2 Badcock chemical extinguishers, 2000 feet of hose, 3 horses, 6 men and 15 fire alarm boxes (Fox 95). By 1925 it had introduced a motor combination chemical truck, and an ambulance wagon. By 1946 it had added a set of extension ladders. Photographs from the late 1940s show the wooden building still in existence.

Again, as time wore on, the wooden structure became less and less usable. From a series of letters to his superiors spanning several years, it seems that the then Superintendent F. Vivian fought an ongoing battle to keep the building in one piece. By 1942 the building was apparently in danger of collapse, and while repairs stabilized the building, it was the start of the end. By the mid forties there was no hot water for cleaning or other purposes. The windows were in deplorable condition, some falling out, many with no putty, forcing officers to move their beds to avoid rain and snow falling on them. Even the brass fireman's pole was in bad shape, sinking into the soft ground, and despite temporary fixes, unusable in times of emergency.

On July 8th, 1947, Vivian wrote,

The apparatus floor is of rough timber and holds dust and dirt which makes it impossible for it to be swept or washed clean. The floors in the dormitory and bedrooms are warped and twisted to such an extent that it even makes walking dangerous, this is due to the building sagging over a period of years. The window frames and sashes are practically falling out on the street. The chimney has been smoking for a long time and a short while ago it was swept and it still smokes, which makes life very uncomfortable when men are arranging their meals. The range is a very large one, infact [sic] it is a ship's range which has been in use for a number of years and it in my opinion has outlived its usefulness. The dining-room and kitchen where the men have to prepare and eat their meals is in a desperate condition which is due to the dilapidated condition of the building. The electric wiring is a knob and tube job and is definitely a fire hazard (GN 13).

Vivian closed his letter with the hope that "arrangements will be made within the year to have the East End Station replaced by a new one, as this is urgently needed" (GN 13). Apparently, his letters work, and the building was replaced with a concrete structure similar in design to the west end station. This building was designed by the Department of Public Works, with plans drawn up by the same "CHC" who drew up the plans for the Central Fire Station. A series of plans, dating from January to July of 1948, are currently on file at the Provincial Archives.



On the 1962 St. John's Insurance Atlas, the wooden fire hall has been replaced by the modern reinforced concrete station, two storeys high with a basement, very similar in design to the West End Station. The building is currently owned by the City of St. John's, and administered by the Department of Building and Property Management.

Sub-Stations

In addition to the three main stations, there were also two smaller sub-stations. The first was on Cookstown Road, at the intersection with Freshwater Road. This was a 1 ½ storey detached concrete building, with a 20,000 gallon capacity water storage tank. On the 1925 insurance atlas it is listed as a sub fire station, housing one steam engine, one hose reel, and 1,000 feet of hose. It first appears on the 1893-1907 insurance atlas listed as a "Fire Engine House". By 1920, there was also a fire hall on the Southside equipped with a hand fire engine, hose reels and ladders (City 27).

Heritage Recommendations

Central Fire Station

- The Central Fire Station is one of the oldest poured concrete buildings standing in the city, and is somewhat unique in an architectural context. Of the three downtown concrete fire stations, this is the finest example. It is in good condition, and is something of a local landmark. Given the construction of the building, it would be very difficult to move.
- If the building is to be demolished, it is the recommendation of the Heritage Foundation of Newfoundland and Labrador that proper steps be undertaken to ensure the building is properly documented. This should include a complete photographic record of the interior and exterior of the building and its demolition. Copies of all documentary material should be deposited in the collections of the Heritage Foundation of Newfoundland and Labrador, and the City of St. John's Archives.

Central Fire Station Additional Photographs



Front Facade, pilaster and door detail



Firefighters' Monument



Fire Station, rear facade



Training Tower

References

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Historical fire hall photographs courtesy Helen Miller, Archivist, City of St. John's Archives. Photos of Central Fire Station courtesy Heritage Foundation of Newfoundland and Labrador, taken April 2000. Original archival research by Dale G. Jarvis, Heritage Preservation Officer, Heritage Foundation of Newfoundland and Labrador.

List of Archived Drawings and Plans

1893 Central Station

Central Fire Hall (plans)

no date, 100-H-031 1.4.2

PANL R.G. 4.3 41/83 617-687

Proposed Addition to Central Fire Hall (Motor, Ladder, Truck Garage plans and elevations)

no date, 100-H-001 1.4.2

PANL R.G. 4.3 41/83 617-687

1937-38 Central Fire Hall

Details of Doorways, Drawn by CHC, Department of Public Works

24 April 1937, 100-H-018 1.4.2

PANL R.G. 4.3 41/83 617-687

Window Details, Drawn by CHC, Department of Public Works

1 May 1937, 100-H-019 1.4.2

PANL R.G. 4.3 41/83 617-687

Description Plans and Details of R.S. Beams and CI Columns,

Drawn by CHC, Department of Public Works

25 May 1937, Drawing No. S1, 100-H-014 1.4.2

PANL R.G. 4.3 41/83 617-687

Floor, Foundation and Roof Plans, Drawn by CHC, Department of Public Works

24 June 1937, Drawing No. 1, 100-H-035 1.4.2

PANL R.G. 4.3 41/83 617-687

Plans and Details Plumbing and Heating and Electrical Services

Drawn by CHC, Department of Public Works

24 June 1937, Drawing No SM1, 100-H-029 1.4.2

PANL R.G. 4.3 41/83 617-687

Reinforced Concrete Work - Beams, Slabs, Etc., Drawn by CHC, Department of Public Works

25 June 1937, Drawing No. R.C1, 100-H-015 1.4.2

PANL R.G. 4.3 41/83 617-687

North and West Elevations and Site Plan, Drawn by CHC, Department of Public Works
 27 June 1927, Drawing No. 3, 100-H-033 1.4.2
 PANL R.G. 4.3 41/83 617-687

South (Front) and East Elevations and Details of Cornice and Pilasters
 Drawn by CHC, Department of Public Works
 27 June 1927, Drawing No. 2, 100-H-032 1.4.2
 PANL R.G. 4.3 41/83 617-687

Section A-A, Section B-B, Drawn by CHC, Department of Public Works
 27 June 1937, Drawing No. 4, 100-H-034 1.4.2
 PANL R.G. 4.3 41/83 617-687

Central Fire Hall (framing), United States Steel Products Co. / American Bridge Co., New York
 16 July 1937, 100-H-005 1.4.2
 PANL R.G. 4.3 41/83 617-687

Revised Detail of Flashing, Drawn by CHC, Department of Public Works
 20 July 1937, 100-H-020 1.4.2
 PANL R.G. 4.3 41/83 617-687

Revised Layout of Ground Floor Steel Scheme B, Drawn by CHC, Department of Public Works
 Sept 27 1937, Drawing No. S2, 100-H-013 1.4.2
 PANL R.G. 4.3 41/83 617-687

Base Plate for Ground Floor Columns, Drawn by CHC, Department of Public Works
 2 Oct 1937, 100-H-021 1.4.2
 PANL R.G. 4.3 41/83 617-687

Plan Showing Revised Location and Layout of Dormitory and Details of Cubicles
 Drawn by CHC, Department of Public Works
 23 Oct 1937, Drawing No RD1, 100-H-025 1.4.2
 PANL R.G. 4.3 41/83 617-687

Revised Plan of First Floor, Drawn by CHC, Department of Public Works
 27 Oct 1937, Drawing No. R2, 100-H 028 1.4.R
 PANL R.G. 4.3 41/83 617-687

Revised Layout of Horse Stalls, Drawn by CHC, Department of Public Works
 Apr 22 1938, Drawing No. R3, 100-H-024 1.4.2
 PANL R.G. 4.3 41/83 617-687

Details of Hatch-way Ground Floor, Drawn by CHC, Department of Public Works
 Apr 26 1938, Drawing No. R4, 100-H-023 1.4.2
 PANL R.G. 4.3 41/83 617-687

Details of Shelving in Q-M Stores, Drawn by CHC, Department of Public Works
 30 May 1938, 100-H-022, PANL R.G. 4.3 41/83 617-687

Rifle Range, Drawn by CHC, Department of Public Works
 20 Sept 1938, 100-H-007 1.4.2
 PANL R.G. 4.3 41/83 617-687

Detail of Hose Hoist Block, Drawn by CHC, Department of Public Works
 30 Nov 1938, 100-H-017 1.4.2
 PANL R.G. 4.3 41/83 617-687

Plan of South East Corner of Basement Showing Kitchen and Dining Room for Firemen
 Drawn by CHC, Department of Public Works
 9 Nov 1943, 100-H-012 1.4.2
 PANL R.G. 4.3 41/83 617-687

North East Corner - First Floor (Dining Room and Kitchen)
 Drawn by CHC, Department of Public Works
 21 Nov 1943, 100-H-011 1.4.2
 PANL R.G. 4.3 41/83 617-687

Alterations (windows), Drawn by CHC, Department of Public Works
 11 Jan 1944, 100-H-009 1.4.2
 PANL R.G. 4.3 41/83 617-687

Details of Refrigerator, Drawn by CHC, Department of Public Works
 13 Jan 1944, 100-H-010 1.4.2
 PANL R.G. 4.3 41/83 617-687

New Stable for Fire Horses in Old Manure Pound. Drawn by CHC, Department of Public Works
 14 Feb 1944, 100-H-008 1.4.2
 PANL R.G. 4.3 41/83 617-687

Detail of Window Opening in Kitchen,
 10 May 1950, Drawn by TWS, 100-H-002 1.4.2
 PANL R.G. 4.3 41/83 617-687

Detail of Window Frame and Sashes for Kitchen Window,
13 May 1950, Drawn by TWS, 100-H-004 1.4.2
PANL R.G. 4.3 41/83 617-687

Details of #2 Rolltite Steel Frame with #1201 E.O. (Steel doors)
22 Aug 1950, Drawing No C8773, 100-H-016
PANL R.G. 4.3 41/83 617-687

Drill Tower Plans Elevations and Details, Drawn by CHC, Department of Public Works
21 Aug 1952, 100-A-003 1.4.2
PANL R.G. 4.3 41/83 617-687

Ground Floor Plan, Revised Plan
no date, 100-H-030 1.4.2
PANL R.G. 4.3 41/83 617-687

Isometric Drawing of Backstop Miniature Rifle Range
no date, 100-H-006 1.4.2
PANL R.G. 4.3 41/83 617-687

New Gower Street Station

West Fire Station Stable
100-H-014.161
PANL RG 4.3 41/83 1211-1279

Detail Storm Sash, Drawn by CHC
27 October 1942, 100-H-013
PANL RG 4.3 41/83 1211-1279

West End (LeMarchant Road) Station

Plan Showing Suggested Site for New West End Fire Hall
12/2/42, Drawn by CHC, 100-H-012
PANL RG 4.3 41/83 1211-1279

Complete blueprint series of Plans, Sections, Details and Elevations by
William D. McCarter, Architect, Royal Bank Building, St. John's
Drawn by FAC, dating 1942-1944
PANL RG 4.3 41/83 1211-1279

East End Fire Station

Preliminary Floor Plans, Drawn by CHC, Department of Public Works
24 Jan 1948, 710A 3-1-1
PANL RG 4.3 41/83 4571-4640

Floor Plans, Drawn by CHC, Department of Public Works
1 March 1948, 710A 3-1-1
PANL RG 4.3 41/83 4571-4640

Electrical Services, Drawn by CHC, Department of Public Works
1 March 1948, 711-C-3-1-1
PANL RG 4.3 41/83 4571-4640

East Fire Station (plans and sections)
no date, 711-D-3-1-1
PANL RG 4.3 41/83 4571-4640

Plumbing and Heating Plan, Fred W. Bishop, Heating and Piping Consultant
April 1948, 711-A-3-1-1
PANL RG 4.3 41/83 4641-4696

East Fire Station Erection Plan, Drawn for contractor Heap and Partners, Nfld Ltd.
By the Ingalls Iron Works Co, Birmingham, Ala.
23 April 1948, 710-E-3-1-1
PANL RG 4.3 41/83 4641-4696

East Fire Station Columns, Drawn for contractor Heap and Partners, Nfld Ltd.
By the Ingalls Iron Works Co, Birmingham, Ala.
5 May 1948, 710-G-3-1-1
PANL RG 4.3 41/83 4641-4696

Beams and Angles, Drawn for contractor Heap and Partners, Nfld Ltd.
By the Ingalls Iron Works Co, Birmingham, Ala., 14 June 1948
710-F-3-1-1, PANL RG 4.3 41/83 4641-4696

#433AX Hdwe. For Slidetite Door, 22 July 1948
Drawn by KEJ for Richards-Wilcox Canadian Co, 710H-3-1-1
PANL RG 4.3 41/83 4641-4696

Opening Mechanism for Centre Doors
no date, Drawn by KEJ for Richards-Wilcox Canadian Co, 712-H-3-1-1
PANL RG 4.3 41/83 4641-4696

Details of Automatic Firing, Fred W. Bishop, Heating and Piping Consultant
28 Oct 1948, 711-B-3-1-1
PANL RG 4.3 41/83 4641-4696

Revised Fixture and Piping Layout
5 Feb 1949, F. Bishop
PANL RG 4.3 41/83 4571-4640

LeMarchant Road: An Enclave of Mid-Century Modernist Structures in St. John's, NL



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By Eddy O'Toole and Jerry Dick

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Introduction

The 1940s brought significant change to St. John's. An influx of American and Canadian troops, who established bases in and around St. John's during the war, brought with them North American cultural influences and contributed to a booming economy and population growth. With this came new ways of thinking about buildings. The city's traditional Georgian and Victorian wood, brick and stone residential and commercial structures gradually gave way to buildings of a "Modernist" design. Often built of concrete and steel, these structures generally had little in the way of decoration with the exception of a number of Art Deco buildings.

Modernist architecture sought to break with the styles and "excessive" decorative treatments of the past and to employ a "modern" industrial

aesthetic where form was a direct expression of function. Some of the early modern buildings in the city reflected the Art Deco style, characterized by sleek lines but also fine craftsmanship, and a pastiche of decorative styles that represented luxury, glamour, exuberance, and faith in social and technological progress.

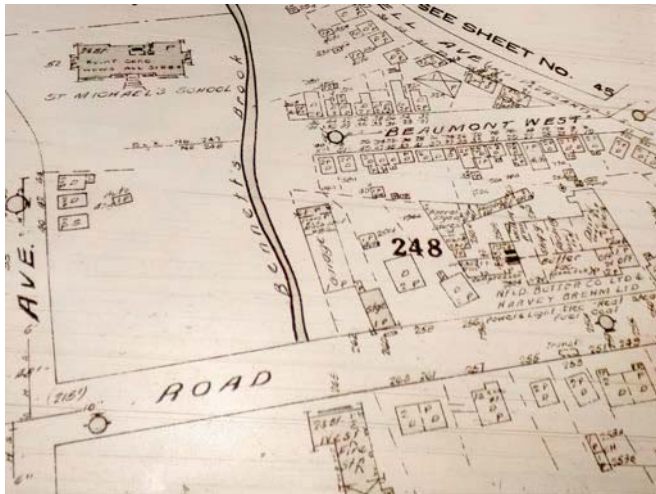
A cluster of buildings near the intersection of Bennett Avenue and LeMarchant Road are a testament to this era in St. John's which saw the city expand rapidly in the west end. While most have been changed over the years and have lost some of their original features, the simple elegance and refinement of these buildings remain. Most were designed by the St. John's architectural firm of McCarter and Colbourne which give these buildings a certain cohesion.

Below: An aerial photograph of the subject stretch of LeMarchant Rd. L-R: McCarter House, American Aerated Water Company, Cornwall Theatre, Cox House, Automobile Showroom, West Fire Station (opposite).

Source: Atlantic Guardian 5(4), July 1948, 14.



For a more detailed look at this era of architecture in Newfoundland and Labrador see Robert Mellin's 2011 book, *Newfoundland Modern: Architecture in the Smallwood Years 1949-1972* which was a source for much of the information in this report.



An excerpt from a 1946 insurance map depicting the corner of LeMarchant Rd. and Bennett Ave. West Fire Hall (bottom middle) and St. Michael's (top left) have already been constructed.
Source: *The Rooms Archives*.

Structures

West Fire Station (265 LeMarchant Rd.)

William D. McCarter and Frederick A. Colbourne



West Fire Station in the early 1960s.
Source: *The Rooms Archives*.

The earliest of the buildings in this cluster, the West Fire Station, was first conceived in January 1940 to service new development in the west end

of St. John's. Newfoundland's Chief of Police recognized that the city was moving westward and suggested three possible locations to replace the deteriorated Western Station on New Gower. High demand for land in the area of LeMarchant and Bennett increased the price of the two most desirable parcels. A portion of land at the rear of the government's Highroads Garage was unenthusiastically selected to be the station's site as it would have to be built immediately adjacent to an active brook. In addition to deliberating on an effective location, the Chief explored ideas to modernize accommodations from those that existed at the old Western Station. The building program for the new structure called for horse stables which the project architect opposed, "as the presence of horses in the same building is objectionable for many reasons" (Mellin 2011, 30).

Initial plans for the station were provided by Montreal architect A. J. C. Paine. The final construction plans were completed in April 1942 by local architect William D. McCarter and his draughtsman, Frederick A. Colbourne. On its upper floor, the two-storey structure was designed to house fifteen firemen and three officers. Below, a 55-foot, three-bay garage would house the station's equipment, with 12 feet. of additional accommodation for three horses. Horses were deemed more effective at hauling fire-fighting equipment through heavy snow than the fire trucks of the period. A full basement and hose tower were also included.

The station's facade was simple with subtle design elements including a slightly recessed row of upper windows and large, rounded columns that separated the three garage bays. Glass block, a common modernist material, was used for the transom and sidelights of the main entrance. The building's sign, located above the garage doors, was fabricated in individual steel letters projecting from the building in a clean, modern font.

The war effort delayed construction. Originally the building had been designed as a steel structure but steel shortages led to a change in design in 1942 to reinforced concrete. Difficulties in accessing steel reinforcing bars further delayed construction until the summer of 1944. During

this time, plans for the horse stables were moved from inside of the equipment garage to the basement level, accessible at the lower west side of the station. The building was finally occupied by the Fire Department the following summer.

A number of problems arose in the years after the West Fire Station's construction. As the structure settled, multiple cracks opened in its concrete joints which leaked when engines were washed or rain blew in. Additionally, its placement adjacent to the brook left the basement prone to flooding. When the storm drains of Lemarchant were clogged, water would rush down into this level and destroy all the horse feed and leave behind a layer of silt.

In June of 1973 the front facade's eastern-most column was removed and two new aluminum garage doors were installed onto the station. Since then, the glass blocks around the main entrance have been removed as well but the basic sense of the original design remains.

St. Michael's Anglican School, later I.J. Samson Jr. High (Bennett Ave.)

Frederick A. Colbourne



St. Michael's/I.J. Samson Junior High in 1954 during construction of the new west wing.

Source: St. Michael's Shield, Centre for Newfoundland Studies, MUN

As the city spread westward, additional schools were required in the area. Curtis Academy and St. Michael's Anglican School were the first to service this area of town. The former was built in a style common in the interwar period with somewhat classical detailing. St. Michael's, which later became I.J. Samson Jr. High, was, at the time of its construction, the largest Church of England school built in the province. It was designed by Colbourne in a much more pared-down fashion

than Curtis Academy. Its decoration was reduced to horizontal bands of recessed lines, a feature used by Colbourne on other buildings in the neighbourhood. The symmetrical two-storey structure was articulated with a slightly protruding central entrance and two side wings. Large window openings made of sets of three wood windows permitted lots of light to flood into the classrooms.

The school responded to the public's desire for more diverse programming than had previously been offered at most schools.

“bearing in mind the purpose in which the school was erected...we have refrained from offering one language and one science only, rather than an offering of two languages and two sciences as at present, . . . if you can prove to the people and the government that you are better citizens and better leaders because you have been educated in a large school, then other large schools will be built.” (George 1953)

By 1953 the already large school was struggling with overcrowding. The building, originally designed to accommodate 480, now held 780 pupils such that classes spilled into the halls and prospective students were being turned away (*Daily News* 1953). In 1954 a large west wing and auditorium were added, increasing overall capacity for classrooms as well as a dedicated space for sports, drama, and music. This addition employed Colbourne's horizontal banding and incorporated a large amount of glass block, common among his work of this period. This new wing supported an enrolment of 1028 in 1956.

“There is a School in Newfoundland,
In the city it does stand,
The School of St. Michael's is its name,
Where Many pupils have won fame.
Last year was built an extra wing
In which we learn to play and sing,
The classrooms are modern in every way,
Compared with any School today.

The Auditorium when complete
Will to the pupils be a treat,

Then of Physical Training we'll all partake,
And stronger children thus will make."
(Rendell 1954)

Since being acquired by the St. John's School Board in 1969, windows were replaced and a large skywalk connected the original and western structures on their second floor. In 2017 the building was demolished. While not a great architectural monument, the school, together with the other structures described in this article, formed a distinctive modernist precinct in the West End of St. John's, not to mention the memories that it held for many of its former students.

American Aerated Water Company (278 LeMarchant Rd.)

Frederick A. Colbourne and William D. McCarter



The AAWC is visible in the background of this 1956 photo of a Lions-Kiwanis safety patrol. Source: St. Michael's Shield, Centre for Newfoundland Studies, MUN.

Another project by Colbourne and McCarter was the American Aerated Water Company (AAWC), a soda-bottling operation situated one block south of St. Michael's on Lemarchant Rd. The company commissioned the construction of the building after its operations outgrew its first location on Barter's Hill. A new drive to meet "international pure food standards" influenced the sleek, modern styling of the factory.

"[AAWC] began laying plans for...an ultra-modern plant that would not only be a credit to the industry but which upon its completion has proven to be an architectural triumph." (Who's Who 1948)

The factory was built by McCarter's own construction firm, the Clayton Construction Company, and incorporated a number of features typically found on Colbourne and McCarter's buildings of the period. According to Mellin:

"[the] building incorporated Art Deco and modernist detailing. At night, the soda-bottling operation was visible through the large front windows and the glow from the illuminated roof lantern turned the building into a local landmark. The central lantern or beacon comprised a cube with circular windows on all sides. Two wide, horizontally ribbed bands, corresponding to the heights of the first and second floor windows, were cast in the concrete, providing a horizontal emphasis. These bands contrast with pronounced verticals in the form of curved concrete fins that frame the front entrance" (Mellin 2011, 31)

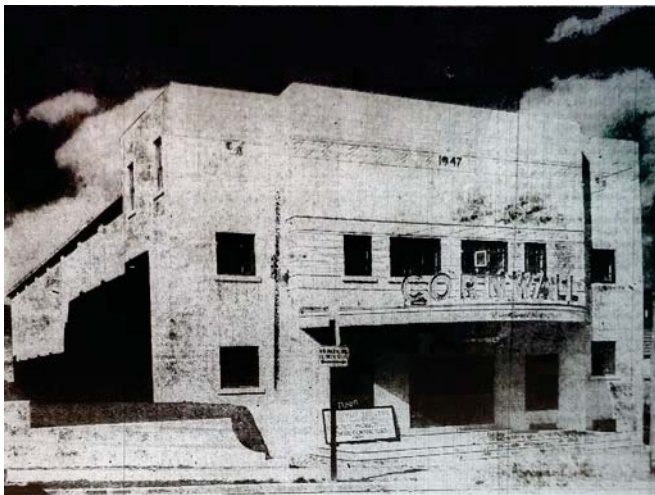
These fins echoed the columns separating the garage doors of the fire hall across the road. The building also made ample use of glass block which served to screen the interior workings of the building from public view but which admitted lots of natural light.



An AAWC ad published shortly before the move to LeMarchant Rd. Source: Newfoundland Board of Trade, Journal of Commerce, January 1946, 11.

While the company's production quadrupled it closed its doors a short five years later. The building was purchased by the Smallwood government for \$215,000 and it has remained a provincial government office building ever since, housing several different departments over the years. Until 1966 its excavated basement and rear trucking bay were used as storage for the Board of Liquor Corporation. During this time a garage door was added to the front elevation and an elevator at the rear, allowing for easier movement of stock around the premises. By 1954 two sections of glass block windows had been removed from the West end of the building. In the last couple of decades the lantern/beacon was also removed.

Cornwall Theatre (264 LeMarchant Rd.)
Luke, Little, and Mace (Montreal)



The Cornwall Theatre as it appeared at its opening.
Source: The Daily News, October 1948.

The most decorative of the modernist structures in this precinct is the building that, since 1961, houses plumbing supplier Smith Stockley. The Cornwall Theatre was built between 1947 and 1948 in an Art Deco style from plans by architects Luke, Little, and Mace of Montreal, the same architects as 1944's Paramount Theatre on Harvey Rd. It was built by Concrete Products Limited of St. John's as something of a proof-of-concept for local concrete construction at a cost of \$90,000 (Newfoundland Board of Trade 1948, 7). The theatre opened on October 8th, 1948 to a screening of *Sun Valley Serenade*, a

film nominated for Best Cinematography and Best Music at the 1942 Academy Awards.

Oh, by the way, before I go, would you have a dime to lend me?
You see, I want to go to the Cornwall this afternoon after school.
JIM BUTLER, Grade X.

Movie-going was a popular after-school activity among nearby students.Source: The Curtis Academy Magazine, June 1951, 79.

On the exterior Art Deco features, all of cast-in-place concrete, included a band of curtain-like motifs spanning the facade's third storey, flanked by two crests of the same design, embossed with the letters "CT." Rather ornate, nine-pane windows occupied the second floor, their mullions were arranged as a hash-symbol, with a large square centre on hinges that could be opened. Below this, a large neon sign and semi-circular marquee sheltered the main glass doors and a set of cascading concrete stairs. The 926 theatre auditorium at the rear of the building was constructed of concrete block.

Inside, floors were covered by Kentile or carpet, and wall lights were hidden from view to provide soft illumination throughout the space. In case of power failure, a battery-powered backup system was installed to engage automatically. The outfitting of the Cornwall Theatre was supervised by Alec MacKenzie of United Movies Ltd., who was praised by The Evening Telegram and the Daily News for creating a state-of-the-art experience:

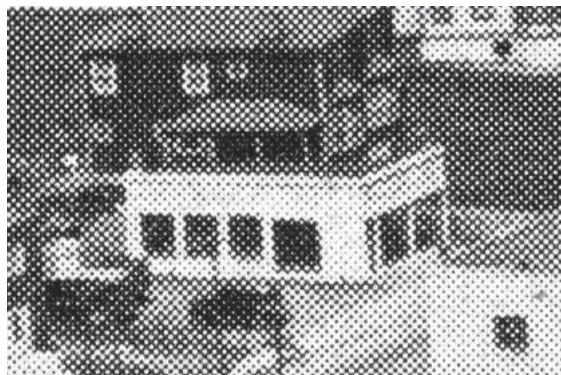
All in all, the New Cornwall Theatre is the last word in modern design and up to the minute layout. The fact that it is so completely equipped, despite present day shortages, reflects great credit on the owners and on Mr. Alec MacKenzie of United Movies Ltd. who has supervised the outfitting of this modern showplace.

The Cornwall Theatre was an up-to-date and well-appointed facility when it opened in 1948.
Source: Evening Telegram, October 1948.

The Neighbours

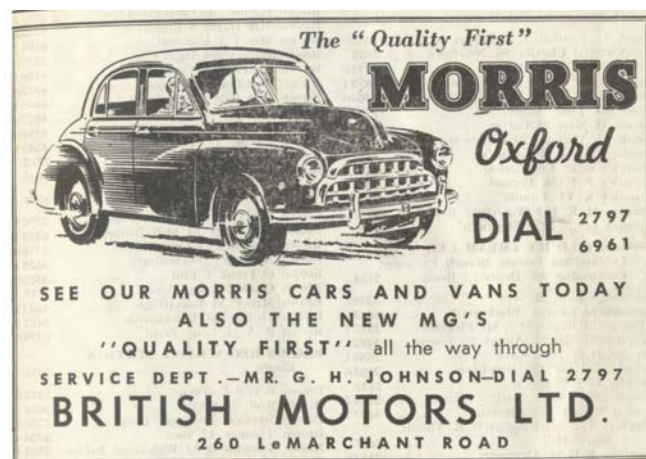
In addition to the four structures described above, several nearby structures were erected by the same architects and builders in the same period.

Automobile Showroom (260 LeMarchant Rd.)



View from aerial photo, page 1.

The storefront at 260 Lemarchant Road dates to the late 1940s and was designed in a style similar to Le Corbusier's early work. Aside from its few window sills and small roof moulding, the cast-in-place structure was simply composed of plate-glass and a smooth, white, facade. A street-side glass wall vertically occupied two thirds of the front facade, and was separated by concrete columns set back an inch from the main form. Looking across the street, this method mimics that of the columns which separate the West Fire Station's garage bay. This building was designed to serve as an automobile showroom. It was first occupied by Hudson Motor Cars followed by British Motors which remained until 1955. With many windows bricked in and a second floor added, it is substantially changed. It remains today as a show-floor for Smith Stockley.



This period ad employs a modern typeface reminiscent of the West Fire Station's signage.

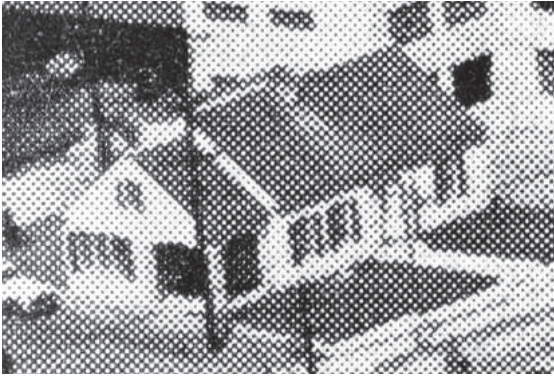
Source: Telephone directory, 1954, Avalon Telephone Company Ltd., 31

Cox House (262 LeMarchant Rd.)



View from aerial photo, page 1.

Number 262, the residence adjacent to the Cornwall Theatre, was built for Arch E. Cox and his wife. Cox was the chief engineer at McCarter's Clayton Construction. Cox's home is unique compared to even the most contemporary residential architecture in St. John's at the time in its very simple cubist form. While clad in clapboard, there is no ornamentation in the way of window trim or corner boards. Like some of the other buildings described here, the second storey windows are slightly recessed from the front façade, creating a discrete shadow line.

McCarter House (282 LeMarchant Rd.)*View from aerial photo, page 1.*

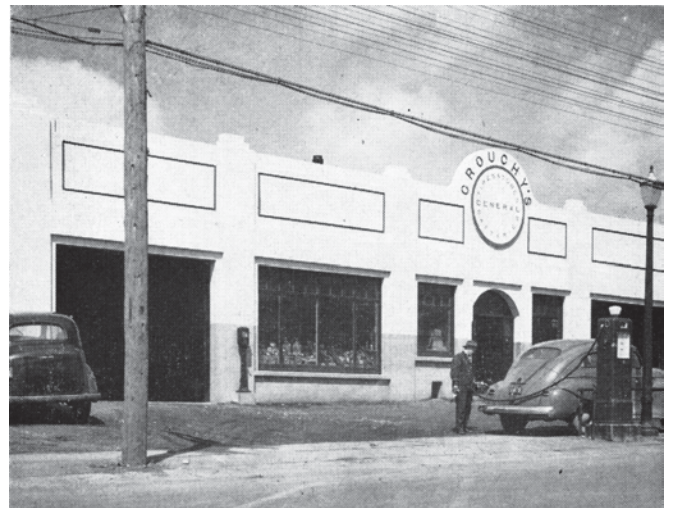
A building at the corner of Bennett and Lemarchant, also built by McCarter and, in fact constructed as the architect's residence, is something of an anomaly in the district. Built in 1948, the structure follows a vaguely Cape Cod style typical of what was found in many American suburbs of the time. It is curious that the architect of so many modern structures in St. John's chose as his home a more traditional building form. Today the building serves as a pharmacy and doctor's clinic.

Brookfield Ice Cream Factory (316 LeMarchant Rd.)

The 1947 expansion of the Brookfield Ice Cream Factory, circa 1960s. Source: 11-01-276, City of St. John's Archives.

Several doors down from the contiguous enclave described above are two further examples of mid-century construction. Brookfield Ice Cream had been established on LeMarchant Rd. since

1928 but was expanded in 1947 with a "playfully designed," Art Deco-inspired frontage (Mellin 2011, 137). The addition sported Pittsburgh Plate Glass's (PPG) "Vitrolite" glass cladding with glass block walls illuminating work areas as at the AAWC building. With this mid-century cladding now removed, the effect is conveyed today through a horizontal corrugated metal cladding in the original black-and-cream colour palette. A current development proposal would see the former factory demolished for the construction of a mid-size residential building.

Grouchy's (340 LeMarchant Rd.)

Grouchy's as it appeared circa 1948. Source: Atlantic Guardian 5(3), June 1948, 47.

The former Avalon Garage and Service Station, also known as Grouchy's after owner Frank Grouchy, is located a stone's throw from the Brookfield building. Built of cast-in-place concrete in 1929, Grouchy's exhibits Art Deco stylistic elements including the central rounded crest, stepped caps atop the repeated pilasters, and recessed rectangular panels along the frieze. The station, located on what was then on a major road artery leading in and out of the city, was meant to evoke the sleek sophistication of the automobile era. The building was eventually acquired by Brookfield (later Scotsburn) for use as a warehouse.

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DECISION/DIRECTION NOTE

Title: Youth Engagement Strategy Update

Date Prepared: November 25, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Youth Engagement

Ward: N/A

Decision/Direction Required:

Approve the formation of the Youth Engagement Working Group (YEWG) and direct staff to recruit for it.

Discussion – Background and Current Status:

In Oct. 2020 Council approved the [Youth Engagement Strategy](#) prepared by the Youth Engagement Action Team (YEAT). YEAT was a short-term task force designed to provide perspectives on how youth currently engage with the City of St. John's, identify barriers to engagement, determine tools for engagement, topics of interest to youth, and determine how the City could improve both how it communicates to youth, and how youth experience public engagement.

A series of recommendations were included in that report including the dismantling of the Youth Advisory Committee (YAC) and the creation of an ad hoc working group to review the recommendations and determine next steps.

For the past year, project staff have been working with the ad hoc committee, comprised of former YAC and YEAT members, as well as consulting with other staff internally on how to best action the recommendations.

Currently, it is the recommendation of the ad hoc committee to transition to a formal working group and to recruit for additional members to ensure diversity and inclusion. The Terms of Reference are included. Key differences between this WG and other City WGs are:

- WG will be co-chaired by staff and public member (at least for the first year)
- While there is an option for a two-year extension, additional years will be handled by the each to allow members flexibility.

As well, it should be noted that the membership for this committee is 18-30 years of age, in line with the recommendations of the ad hoc working group. Through this work it has been determined that the City already has many connections and opportunities to engage with school age youth up to 18 years of age.

ST. JOHN'S

Staff have also followed through on several of the recommendations from the Youth Engagement Strategy.

First, a Youth Panel has been created using the City's existing online EngageStJohns.ca platform. Youth within the 18–30-year age range will be able to opt in to the Panel thereby receiving engagement opportunities specific to them. They will also receive notifications about these engagements via text message, a preference expressed by many youth through the research. Promotion for the Panel will begin shortly, and an internal committee has been struck to ensure there are regular and ongoing topics of interest to youth included in the Panel. Panel members will have opportunities to win tokens of appreciation for their participation as well.

Secondly, the city has overhauled its social media channels. This was one of the recommendations of YEAT to ensure young people could follow the topics they were most interested in without having to follow all city channels and news.

Thirdly, preliminary work has been done on the creation of a Youth Ambassador Program. Given the Covid restrictions and challenges with having in-person events, this project was put on pause for now. The newly established WG will revisit this in 2022.

Key Considerations/Implications:

1. Budget/Financial Implications:
Cost to add SMS to EngageStJohns.ca for youth members expected to be less than \$500 annually. Tokens of appreciation to cost between \$200-300 annually. These projects will be funded through existing budget.
2. Partners or Other Stakeholders:
All organizations connected to youth within the target demographic.
3. Alignment with Strategic Directions/Adopted Plans:
Developing and implementing a Youth Engagement Strategy was an action item in the Strategic plan under the direction of creating a Connected City.
4. Legal or Policy Implications:
N/A
5. Privacy Implications:
The collection of information for the purposes of the Panel has been reviewed by the City's Access to Information and Privacy Coordinator. Privacy statements are available on EngageStJohns.ca as well.
6. Engagement and Communications Considerations:
Maintaining a focus on engagement with youth is key. A Communications Plan to support youth engagement and the strategy more broadly is in development.

7. Human Resource Implications:

Staff in Organizational Performance and Strategy (OPS) will support the work of the Youth Engagement Working Group.

8. Procurement Implications:

SMS was procured according to city policy.

9. Information Technology Implications:

The addition of SMS and integration with EngageStJohns.ca is managed by OPS staff with the external vendors.

10. Other Implications:

N/A

Recommendation:

That Council approve the creation of the Youth Engagement Working Group and direct staff to undertake the recruitment process.

Prepared by: Victoria Etchegary, Manager, Organizational Performance and Strategy

Approved by: Derek Coffey, Deputy City Manager, Finance and Administration

Report Approval Details

Document Title:	Youth Engagement Strategy Update.docx
Attachments:	- FINAL Terms of Reference - Youth Engagement Working Group.docx
Final Approval Date:	Nov 25, 2021

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

Derek Coffey - Nov 25, 2021 - 10:36 AM

1. GENERAL INFORMATION

Committee name:	Youth Engagement Working Group
Reporting to:	Committee of the Whole
Date of formation - expiration date:	TBC
Meeting frequency:	At least quarterly
Staff lead:	Victoria Etchegary, Organizational Performance and Strategy;
Other staff liaison:	As deemed necessary by lead staff as per Section 4.2.1
Council member:	Maggie Burton

2. PURPOSE

The Youth Working Group will oversee implementation of the Youth Engagement Strategy approved by Council in October 2020 and provide ongoing advice and guidance on how to best engage youth on City matters. The Working Group will provide perspective on topics that are of interest to youth, will recommend the most appropriate engagement tools and methods, and help identify barriers and gaps that might impact youth engagement. In doing so, the Working Group will consider the City's Engage! Policy and other relevant City policies, programs and tools including the City's Online Youth Panel. The Working Group will also consider how the City's established relationships with youth serving agencies can be leveraged to ensure engagement of hard-to-reach youth such as newcomers, youth at risk, and other vulnerable groups.

Working Group Relationship to Strategic Plan:

- A Connected City – A City where people feel connected, have a sense of belonging, and are actively engaged in community life.
- A Sustainable City – A City that is sustainable today and for future generations; economically, environmentally, and financially.

Other City Plans, Guides or Strategies:

All City Plans and Strategies

Other Distinct Deliverables and Considerations:

- The Working Group will provide youth perspectives on the development of strategies, policies or programs as requested by Council, staff, or other City body.

3. MEMBERSHIP AND COMPOSITION**3.1 COMPOSITION**

The Working Group will be comprised of youth with diverse backgrounds and perspectives as well as representatives from youth serving agencies.

3.1.1 Public Members**Public**

The Working Group will be comprised of no more than six (6) to eight (8) youth aged 18 to 30 consisting of Public members who are volunteers and will receive no compensation for participation. Preference will be given to residents of St. John's. A member of the public from this category will be elected by the group to Co-Chair the committee.

Organizations

The Working Group will be comprised of no more than two (2) to three (3) persons representing youth serving agencies. It is recommended that the organizational representatives be board members, executive directors or someone with decision making authority in the organization. Each organization may also appoint an alternate representative to attend committee meetings if the primary member is unable to attend.

Subcommittees

When deemed necessary, the Working Group may strike a sub working group to deal with specific issues or deliverables. Sub working groups must have at least one member from the larger Working Group. Sub working groups shall meet independently, reporting to the Working Group on specified meeting dates, or as deemed necessary by the Working Group Chair.

3.1.2 Staff and Council Members (Ex-Officio Members)**Lead Staff**

A Lead Staff will co-chair the working group as approved by the appropriate City executive or senior management. Other staff support/attendance may be requested by the Co-Chairs where required.

City Clerk

The City Clerk will provide support to the Working Group as determined by the Chair and the City Clerk.

Council

Given the profile of Youth and the City's commitment to improve youth engagement, a Council Champion will be assigned to this Working Group.

3.2 LENGTH OF TERM**Public**

Unless otherwise indicated, the 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 (one year at a time) 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.

Organizations

The role of an organization will depend on its relationship with the Working Group and ongoing ability to represent interests of a stakeholder group relevant to the purpose of the Working Group. Where appropriate, organizations will be required to alternate appointed representatives following the completion of each term.

Staff

A review of Staff role will occur every four years.

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 City Working Group 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 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 Working Group for the appointee.
- Unless otherwise expressed in this Terms of Reference, the limit on length of Working Group membership for any public member is one two-year term with possibility for extension for two more years, one year at a time.

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 Working Group would suffer from a lack of continuity (i.e. more than half of all members are replaced at once); if directly related to the Working Group's purpose as defined in its Terms of Reference.

4. ROLES, RESPONSIBILITIES AND REPORTING

4.1 ROLES AND RESPONSIBILITIES

Working Group roles include:

- Supporting the implementation of the Working Group's defined Purpose.
- Providing age specific resident and organizational based expertise.
- Working within given resources.

Shared Member Responsibilities:

Conduct

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

Attendance and Participation

Active participation in the Working Group 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. If a member declines two consecutive attempts to schedule a meeting or is unable to attend two consecutive scheduled meetings without justified absence, that member may be retired from the committee at the discretion of the City Clerk.

Working Group 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.

Voting

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

4.2 MEMBER ROLES AND RESPONSIBILITIES

4.2.1 City Staff

Lead Staff

- Co-Chair the Working Group.
- Act as a liaison between the Working Group and the City; linking across departments on issues relevant to committee work.
- Ensure the Working Group is informed about City policy, procedure, and available resources in reference to specific agenda items and provide procedural and/or technical advice to assist working group where appropriate.
- Lead the Working Group in the establishment of timelines, deadlines, creation of sub working groups.
- Request additional staff support/attendance as needed.
- Develop agendas for distribution.
- Incorporate input from the Working Group 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 Working Group and therefore they may be required to participate.

City Clerk

- To be responsible for legislative functions related to the working group operation, establishment, review, and term amendments. This includes leading or supporting day-to-day committee activities such as the co-ordination of meeting schedules and the external/internal distribution/posting of advisory committee agendas and reporting forms (i.e. meeting notes/minutes).
- Facilitate and support the recruitment and appointment process through assisting in the development of "Notice of Vacancy" contents 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 will oversee committee 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 Members

Members are expected to advise the City on how best to deliver on the purpose of the Working Group. Members will apply personal skills, knowledge and experience in carrying out functions commensurate with the defined purpose of the Working Group. Roles to include active participation in meetings; representing youth interests in the community. Organizational members will be conduits to/from their respective organizations. As such they will be expected to provide insight on behalf of organizational stakeholders and update their members on the work of the Working Group.

4.2.3 Council

Council members have a focused role. One council representative will act as Champion for the Working Group. The Council Champion will be encouraged to attend meetings and to act as a liaison between the Working Group and council.

In cases where an item of Working Group business (as detailed in a given meeting agenda) would benefit from having more than one council representative attend, it will be the responsibility of the Staff Co-Chair to inform council Champion.

4.3 REPORTING

The Youth Working Group shall report through the Committee of the Whole to City Council.

Standardized Reporting Process:

- The Staff Co-Chair Chair and City Clerk will complete reports for the Committee of the Whole
- The Staff, or a designate, will submit a report, along with any other Working Group updates, to its reporting department.

Notes:

- Council to be kept informed of Working Group activities through formal reporting and through the appointed Council Champion and on occasion Working Group Youth Co-Chair as deemed appropriate.
- Organizational representatives will be required to report (i.e. maintain open communication) with their respective organizations regarding the Working Group.

5. COMMITTEE RECRUITMENT AND SELECTION**5.1 RECRUITMENT, VACANCIES, AND APPLICATIONS**

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

A vacancy on a Working Group 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 Working Group 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 a City of St. John's Working Group will be made providing adherence with the following eligibility requirements:

1. Preference will be given to residents of St. John's. Exceptions may be made by the selecting body.
2. Organizational representatives must be based in or serve/do business within the City of St. John's.
3. Organizational representatives are not required to be residents of St. John's.

Commitment to Equity and Inclusiveness

The City of St. John's is strongly committed to equity and inclusiveness. In selecting Working Group members the City will aim to design processes that are transparent, accessible, and free of discrimination and to seek to remove barriers for disadvantaged groups.

Selection Criteria

In addition to eligibility requirements, an applicant's specific skills and experience will be important factors in committee selection. While all who meet the Eligibility Requirements outlined above are encouraged to apply, applicants with demonstrated participation in groups or initiatives with goals relevant to a Working Group'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 Working Group's will be notified by email. Selection will be managed by lead staff and City Clerk with input from committee members on gaps/target groups.

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 Youth Working Group in the spectrum of engagement will fall within the realm of "Involvement/Collaboration." This means that the Working Group will play an active role in the implementation of the Youth Engagement Strategy.

Working Groups 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

Taking into account recommendations from the Working Group Co-Chairs and Council Champion, the City Clerk and Lead Staff will review the Working Group terms of reference documents every two years. The purpose of this review will be to ensure that the operations and function of the Working Group are still aligned with its defined purpose (i.e. the Working Group remains relevant to City Plans).

7.2 MEETING AND SCHEDULES

Working Groups are to meet as often as required to oversee the implementation of the Youth Engagement Strategy. The exact frequency of Working Group meetings will be determined by the Co-Chairs in consultation with the WG.

To meet the committee meeting quorum, 50% + 1 voting members must be present.

Unless otherwise specified (generally one week prior to a meeting) Working Group meetings shall be held virtually or in person and every effort will be made to ensure flexibility in participation.

Meetings may be recorded.

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 Working Group activities. A conflict of interest may be real, potential, or perceived in nature. Conflict of interest may occur when a Working Group 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 Working Group member has a close personal relationship, directly or indirectly, regardless of the size of the benefit.

In cases where the Working Group 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 Working Group.

Confidentiality

All Working Group members are required to refrain from the use or transmission of any confidential or privileged information while serving with the Youth Working Group.

WORKING GROUP TERMS OF REFERENCE

ST. JOHN'S

Staff Liaison Name:

Signature: _____

Date: _____

Public Co-Chair Name:

Signature: _____

Date: _____

City Clerk Name:

Signature: _____

Date: _____

Building Permits List

Council's December 13, 2021 Regular Meeting

Permits Issued: 2021/12/02 to 2021/12/08

Class: Residential

1 Lake View Ave	Renovations	Single Detached Dwelling
10 Seminole Dr	New Construction	Single Detached Dwelling
11 Solway Cres	Accessory Building	Accessory Building
116 Penney Cres	Renovations	Single Detached Dwelling
119 Freshwater Rd	Renovations	Single Detached Dwelling
12 Mount Royal Ave	Accessory Building	Accessory Building
13 St. Shotts Pl	Accessory Building	Accessory Building
14 Polina Rd	Renovations	Single Detached w/ apt.
16 O'regan Rd	Renovations	Single Detached Dwelling
2 Banikhin Pl	Site Work	Driveway
244 Pennywell Rd	Renovations	Single Detached w/ apt.
33 Meadowbrook Dr	Extension	Mobile Home
36 Jordan Pl	Renovations	Single Detached Dwelling
4 Paddington Pl	Accessory Building	Accessory Building
42 Smith Ave	Site Work	Single Detached Dwelling
43 Oxen Pond Rd	Accessory Building	Accessory Building
5 Cape Fox St	New Construction	Single Detached w/ apt.
5 Symonds Ave	Renovations	Single Detached w/ apt.
50 Greenspond Dr	Accessory Building	Accessory Building
529 Thorburn Rd	Change of Occupancy	Single Detached Dwelling
7 Doheney Pl	Deck	Patio Deck
73 Maurice Putt Cres	New Construction	Single Detached w/ apt.
9 Halliday Pl	New Construction	Single Detached Dwelling

This Week: \$1,034,447.44

Class: Commercial

100 Churchill Ave	Site Work	Other
140 Water St	Change of Occupancy/Renovations	Office
141 Torbay Rd	Deck	Patio Deck
145 Aberdeen Ave	Change of Occupancy/Renovations	Office

2 Danny Dr	Sign	Service Shop
200 Water St	Sign	Retail Store
291 Water St	Change of Occupancy	Office
300 Kenmount Rd	Sign	Clinic
31 Doyle's Rd	Fence	Fence
43 Cashin Ave	Change of Occupancy	Eating Establishment

This Week: \$470,100.00

Class: Government/Institutional

10 St. Clare Ave	Change of Occupancy/Renovations	Church
------------------	------------------------------------	--------

This Week: \$1,325,521.00

Class: Industrial

This Week: \$0.00

Class: Demolition

This Week: \$0.00

This Week's Total: \$2,830,068.44

Repair Permits Issued 2021/12/02 to 2021/12/08: \$0.00

YEAR TO DATE COMPARISONS			
December 13, 2021			
TYPE	2020	2021	% VARIANCE (+/-)
Residential	\$49,180,044.85	\$61,442,998.46	25
Commercial	\$135,311,350.05	\$120,013,520.82	-11
Government/Institutional	\$677,431.00	\$34,894,428.00	5051
Industrial	\$3,000.00	\$4,164,500.00	138717
Repairs	\$3,386,153.90	\$4,766,337.57	41
TOTAL	\$188,557,979.80	\$225,281,784.85	19
Housing Units (1 & 2 Family Dwelling)	154	185	

Respectfully Submitted,

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

MEMORANDUM

Weekly Payment Vouchers For The Week Ending December 8, 2021

Payroll

Public Works \$ 397,824.30

Bi-Weekly Administration \$ 811,911.17

Bi-Weekly Management \$ 960,138.17

Bi-Weekly Fire Department \$ 908,131.76

Accounts Payable \$ 4,566,869.64

(A detailed breakdown available [here](#))

Total: \$ 7,644,875.04

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: 2021170 - Household Hazardous Waste Operational Services - Robin Hood Bay Waste Management Facility
Date Prepared: Monday, December 6, 2021
Report To: Regular Meeting
Councillor and Role: Councillor Sandy Hickman, Public Works
Ward: N/A

Department: Public Works
Division: Waste & Recycling
Quotes Obtained By: Sherri Higgins
Budget Code: 4334-52100
Source of Funding: Operating

Purpose:

To operate Household Hazardous Waste (HHW) building at Robin Hood Bay Waste Management Facility. Contractor is also responsible to remove and transport hazardous waste for disposal.

Results: ☐ As attached ☒ As noted below

Vendor Name	Bid Amount
Revolution Environmental Solutions LP	\$677,605.56
Pardys Waste Management	\$818,863.25

Expected Value: ☐ As above
☒ Value shown is an estimate only for a 2 year period. The City does not guarantee to buy specific quantities or dollar value.

Contract Duration: Two years with the possibility of three one-year extensions.

Bid Exception: None

Recommendation:

That Council approve for award this open call to the lowest bidder meeting specifications, Revolution Environmental Solutions LP, for \$677,605.56 (HST included) as per the Public Procurement Act.

Attachments:

ST. JOHN'S

Report Approval Details

Document Title:	2021170 - Household Hazardous Waste Operational Services - Robin Hood Bay Waste Management Facility.docx
Attachments:	
Final Approval Date:	Dec 6, 2021

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

Rick Squires - Dec 6, 2021 - 3:34 PM

Derek Coffey - Dec 6, 2021 - 3:36 PM

BID APPROVAL NOTE

Bid # and Name: 2021187 – Supply and Delivery of Water Treatment Chemicals
(Windsor Lake (WTP))
Date Prepared: Thursday, December 9, 2021
Report To: Regular Meeting
Councillor and Role: Councillor Sandy Hickman, Public Works
Ward: N/A

Department: Public Works
Division: Water and Wastewater
Quotes Obtained By: Sherry Kieley
Budget Code: Item #1 4122-55410, Item #2 4122-55409, Item #3 4122-55408,
Item #4 –4122-55407
Source of Funding: Operating

Purpose:

This open call was issued for the supply and delivery of water treatment chemicals used for membrane filter cleaning at the Windsor Lake Water Treatment Plant.

Results: ☒ As attached ☐ As noted below

Vendor Name	Bid Amount

Expected Value: ☐ As above
☒ Value shown is an estimate only for a 2 year period. The City does not guarantee to buy specific quantities or dollar value.

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

Bid Exception: None

Recommendation:

That Council approve for award open call 2021187 – Supply and Delivery of Water Treatment Chemicals (Windsor Lake WTP) to the lowest bidder meeting specification for each line item, as per the Public Procurement Act:

Rockwater Professional Products, Line 1 \$68,162.50 (HST excluded)

Brenntag Canada Inc. Line 2 \$210,000.00, Line 3 \$39,500.00, Line 4 \$76,000.00 (HST excluded).

ST. JOHN'S

Attachments:

Report Approval Details

Document Title:	2021187 - Supply and Delivery of Water Treatment Chemicals (Windsor Lake WTP) .docx
Attachments:	- 2021187 - Attachment to Bid Approval Note.pdf
Final Approval Date:	Dec 9, 2021

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

Rick Squires - Dec 9, 2021 - 2:08 PM

Derek Coffey - Dec 9, 2021 - 2:18 PM

2021187 - Supply and Delivery of Water Treatment Chemicals (Windsor Lake WTP)

		Brenntag Canada Inc.	Rockwater Professional Products
		<u>Submission 1</u>	<u>Submission 1</u>
<u>Line Item</u>	<u>Description</u>	<u>Total Price</u>	<u>Total Price</u>
1	Sodium Hypochlorite 12%	\$76,300.0000	<u>\$68,162.5000</u>
2	Citric Acid 50%	<u>\$210,000.0000</u>	Opted out of table
3	Sodium Bisulfite 38%	<u>\$39,500.0000</u>	Opted out of table
4	Sodium Hydroxide (Caustic) 25%	<u>\$76,000.0000</u>	Opted out of table

DECISION/DIRECTION NOTE

Title: Sale of City Land Adjacent to 11 Beech Place

Date Prepared: December 6, 2021

Report To: Regular Meeting of Council

Councillor and Role: Councillor Ian Froude, Planning

Ward: Ward 4

Decision/Direction Required:

Recommendation that Council approve the sale of City land adjacent to 11 Beech Place, as shown in red on the diagram below.

Discussion – Background and Current Status:

The owner of 11 Beech Place has approached the City requesting to purchase the parcel of land adjacent to his property, as shown in red on the attached diagram. This area has been used by the property owner since the house was built for driveway access. The property is now being sold. This request was circulated amongst the required City departments. Staff were agreeable to the sale of this property provided that the land would be subject to an easement for underground infrastructure and park/trail maintenance.

The purchase price will be established at \$5.00 per square foot, plus HST. The area in question is approximately 2,200 square feet. The exact area requested will be confirmed by a survey and will include the easement referenced above. The survey will be provided by the property owner. The property owner will also be required to consolidate this land with his existing property. The property owner has also agreed to pay the cost to upgrade the trail adjacent to the lands.

Key Considerations/Implications:

1. Budget/Financial Implications:
 - a. City to received \$5.00 per square foot for the sale of the land.
2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions/Adopted Plans:
 - a. An Effective City
4. Legal or Policy Implications:

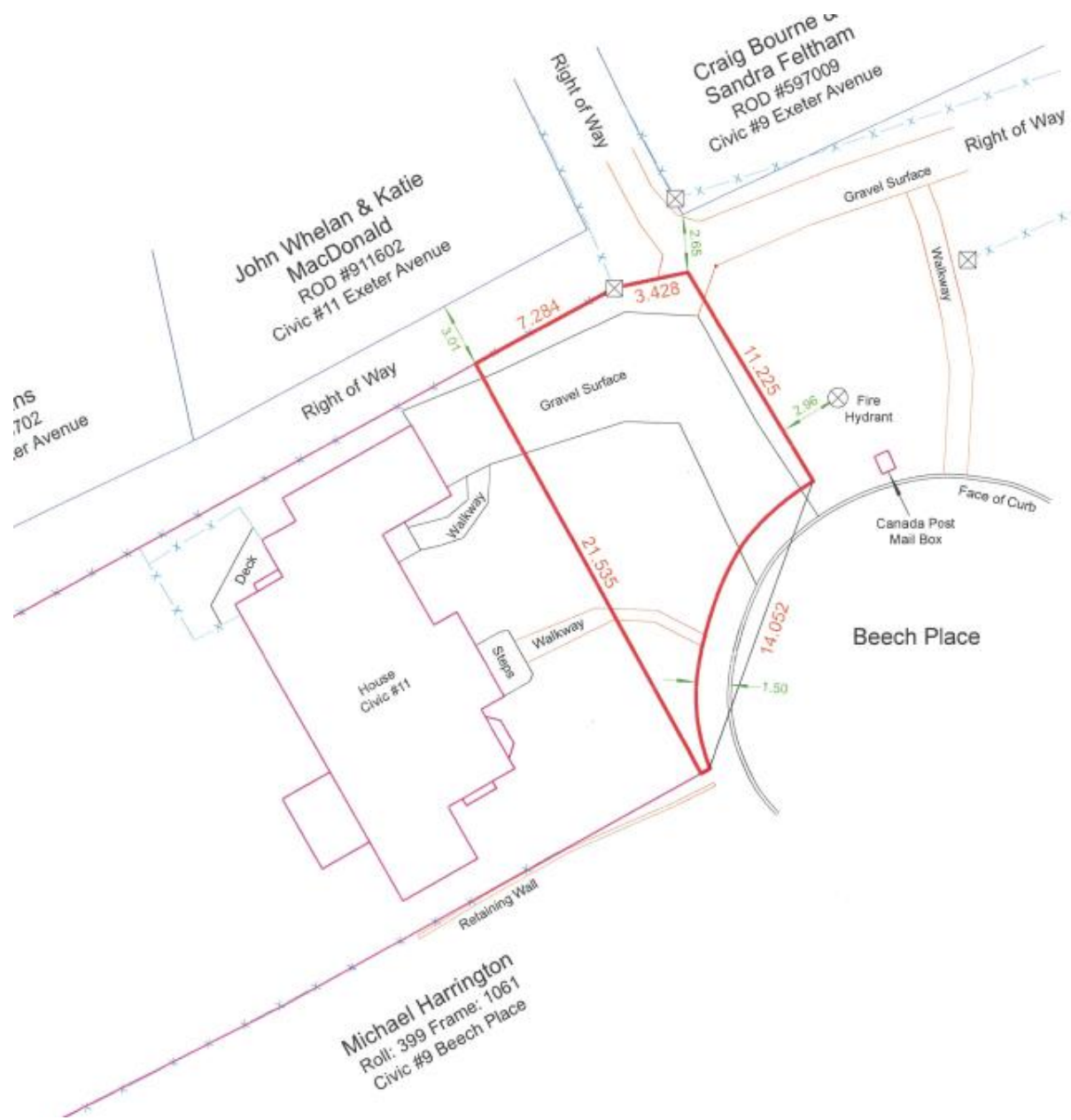
ST. JOHN'S

- a. A Deed of Conveyance will have to be prepared, subject to an easement for the underground infrastructure and park/trail maintenance.
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: N/A
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

Recommendation:

That Council approve the sale of City land adjacent to 11 Beech Place, as shown in red on the diagram below.

Prepared by: Linda Bishop, Senior Legal Counsel
Approved by: Cheryl Mullett, City Solicitor



Report Approval Details

Document Title:	Sale of City Land Adjacent to 11 Beech Place.docx
Attachments:	
Final Approval Date:	Dec 8, 2021

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

Cheryl Mullett - Dec 8, 2021 - 11:51 AM

DECISION/DIRECTION NOTE

Title: 120 Barnes Road, Adoption, REZ2100004 (Updated)

Date Prepared: December 7, 2021

Report To: Regular Meeting of Council

Councillor and Role: Councillor Ian Froude, Planning

Ward: Ward 2

Decision/Direction Required:

That Council adopt St. John's Development Regulations Amendment 2, 2021, that will reduce the minimum rear yard for residential dwellings in the Residential Downtown (RD) Zone from 6 metres to 3.5 metres.

Discussion – Background and Current Status:

The City received an application for an extension to an existing semi-detached dwelling at 120 Barnes Road. The property is zoned Residential Downtown (RD) and is within Heritage Area 3. The proposed extension is located at the rear of the house and will extend the house toward the side fence with 118 Barnes Road, making more indoor living space (see attached site plan). To consider the proposed extension, a reduction in minimum rear yard is required, as the existing rear yard is less than 6 metres deep.

The NL Department of Municipal and Provincial Affairs has set new submission standards for amendments. Before now, City staff put background information in the decision note, and the amendment only contained the resolutions. The new submission standards require us to include the background information in the body of the amendment.

To reduce duplication, we have not put the background info in the decision note like we used to do. See the amendment for a full description. To summarize, staff are recommending reducing the minimum rear yard in the RD Zone from 6 metres to 3.5 metres.

History of the Application

The initial draft of the Envision St. John's Development Regulations suggested a minimum 4.5 metre rear yard in the RD Zone. The idea was to fit the zoning to the reality that many downtown houses have small backyards. Under the standards of the 1994 Development Regulations, all these houses were on non-conforming lots – applying a suburban standard of 6 metres to properties that did not have that lot size.

After the initial idea of 4.5 metres, staff later examined 3 metres. Finally, based on feedback from the St. John's Regional Fire Department, this was changed to 3.5 metres (if someone were granted a variance to reduce the yard size by 10%, this would still be enough to meet the Fire Department's recommendation that no rear yard should be smaller than 3 metres deep).

ST. JOHN'S

The owner of 120 Barnes Road applied for their house extension under the St. John's Development Regulations, 1994, as amended; these have now been superseded.

At its July 13, 2021 regular meeting, Council decided to consider the amendment and advertise if for public comment. The public submissions and draft amendment were brought to the August 23, 2021 regular meeting to consider adoption. Council decided to defer the amendment and refer it to the City's Environment and Sustainability Experts Panel (ESEP). As a final decision had not been made when the Envision Development Regulations were approved, the minimum rear yard remains at 6 metres in the RD Zone, and an amendment to the Envision Development Regulations is required if Council wishes to proceed.

Public Consultation and Referral to the ESEP

Initially, some residents had concerns that the amendment would restrict the size of their backyards, however once it was explained that the standard is a minimum size, not a maximum size, they had no concerns. Some residents supported the amendment; others felt that reducing the minimum rear yard would prompt many house renovations and new builds downtown which would reduce the limited green space and vegetation even further. While there are many downtown properties where extensions may be possible, there are also many that do not meet the 6-metre requirement and thus have non-conforming rear yards. The intent of the amendment is to bring these properties into conformance and recognize the actual development pattern downtown. The City does not anticipate a surge of development applications for house extensions into rear yards. Using the subject property as an example, their extension is into the side yard but at the rear of the house. The amendment is needed because the existing rear yard is less than 6 metres and so is non-conforming, so they would not be able to expand their house and increase the degree of non-conformity.

During their meeting, the Environment Panel agreed with the amendment, recognizing that Section 7.6.1 of the Envision Development Regulations requires that front, side and rear yards are to be landscaped. Removal of urban trees on private property is a concern, however the Panel agrees that it is highly unlikely that this change would result in large-scale development of backyards. The Panel encourages the City to review its protection of the urban forest on public and private property. Following the meeting, Panel members asked about any concerns with increasing hard surfaces (larger house, therefore a larger roof) which could overtax the City's stormwater sewage system, and consider the importance of green space, soils, and trees to help reduce stormwater flows into the system.

Staff assert that stormwater drainage would be evaluated in each development application, depending on what is being proposed. The City's Stormwater Detention Policy applies to all developments. Downtown properties are exempt from the policy only if staff determine that the existing infrastructure has enough capacity. For the subject property on Barnes Road, there are no stormwater sewage concerns.

Rear-Yard Assessment

When this application was brought forward, Council directed staff to assess the existing rear yards in the Residential Downtown (RD) Zone to determine how many are greater or less than the minimum 6-metre requirement. Through discussions with our Land Information Services

(LIS) Division, we determined that the best way to assess the rear yards was manually, using air photos and property information from Mapcentre. Rear yards were measured from the back of each house to the rear property boundary. Where it seemed that there might be a rooftop deck extending out over the yard, we used pictometry (air photos taken at an angle) where possible. The data presented here may not be exact in all yards but indicates the approximate rear yard sizes for a sample of properties in the RD Zone.

There are approximately 2,452 residential parcels in the RD Zone, so we selected five (5) sample areas, making a 21.7% sample size of the entire RD Zone. Any property with a rear yard less than 6 metres deep is considered to be a non-conforming lot, as it does not meet the current standard. In the sample areas, rear yard sizes vary significantly. In sample area 4, 65% of properties had a non-conforming rear yard, while in sample area 5, only 30% did. Many properties that had a rear yard larger than 6 metres were much larger than 6 metres (these properties were typically narrow and quite deep). Overall, from the five sample areas, approximately 47.5% of the properties have a non-conforming rear yard. This indicates that the RD Zone standard is not reflecting the reality of downtown properties

Change in Amendment Number

In Council's regular meeting of August 23, 2021, the decision note for this matter was for St. John's Development Regulations Amendment Number 723, 2021. Since then, Council approved the new Envision Municipal Plan and Development Regulations, and we reset the amendment numbering. Therefore, this is now St. John's Development Regulations Amendment Number 2, 2021.

Land Use Report

As per Section 4.9(2)(a) of the Development Regulations, a land use report or LUR (formerly called a land use assessment report – we shortened the name) is required for applications to amend the Municipal Plan or the Development Regulations. Section 4.9(3) states that, where an LUR is required, but in the opinion of Council the scale or circumstances of the proposed Development does not merit an LUR, Council may accept a staff report instead. Given that this amendment was underway before this requirement came into effect, as well as the additional staff research, it is recommended to accept the staff report as the land use report here.

Next Steps

Council already approved a 10% variance to the minimum side yard requirement of 1.2 metres. However, the rear-yard amendment is required before the applicant could be approved to develop the house extension as proposed.

Should Council adopt the amendment, the documents will be forwarded to the Department of Municipal and Provincial Affairs for registration. There is no Municipal Plan amendment needed, therefore no commissioner's public hearing is required.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.

2. Partners or Other Stakeholders: Neighbouring residents and property owners; anyone who owns or lives in a house in the RD Zone.
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 text amendment to the St. John's Development Regulations is required. Fire safety was reviewed in consultation with the St. John's Regional Fire Department.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Has been publicly advertised.
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 adopt St. John's Development Regulations Amendment Number 2, 2021, which will reduce the minimum Rear Yard of residential dwellings (Single Detached Dwelling, Duplex, Semi-detached Dwelling, Townhouse, Apartment Building and Tiny Home Dwelling) in the Residential Downtown (RD) Zone from 6.0 metres to 3.5 metres.

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:	120 Barnes Road, Adoption, REZ2100004 (Updated).docx
Attachments:	- 120 Barnes Road - Adoption Attachments (Updated).pdf - Redacted Submissions - 120 Barnes Road.pdf
Final Approval Date:	Dec 8, 2021

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

Ken O'Brien - Dec 8, 2021 - 2:09 PM

Jason Sinyard - Dec 8, 2021 - 3:28 PM



SUBJECT PROPERTY

RD

RD

R2

R2

R2

BELVEDERE ST

BARNES RD

MCDUGALL ST

HOWLEY AVE

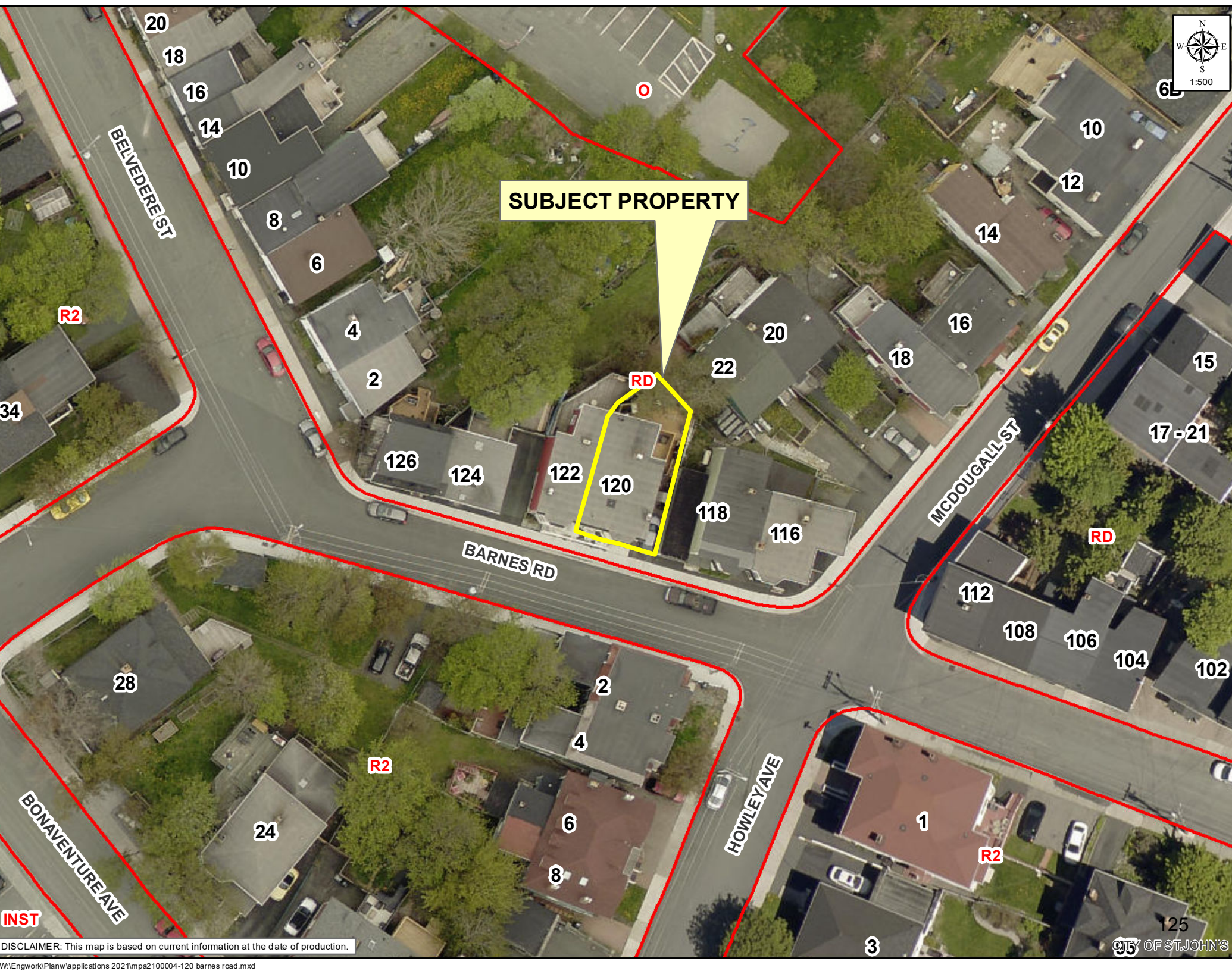
BONAVENTURE AVE

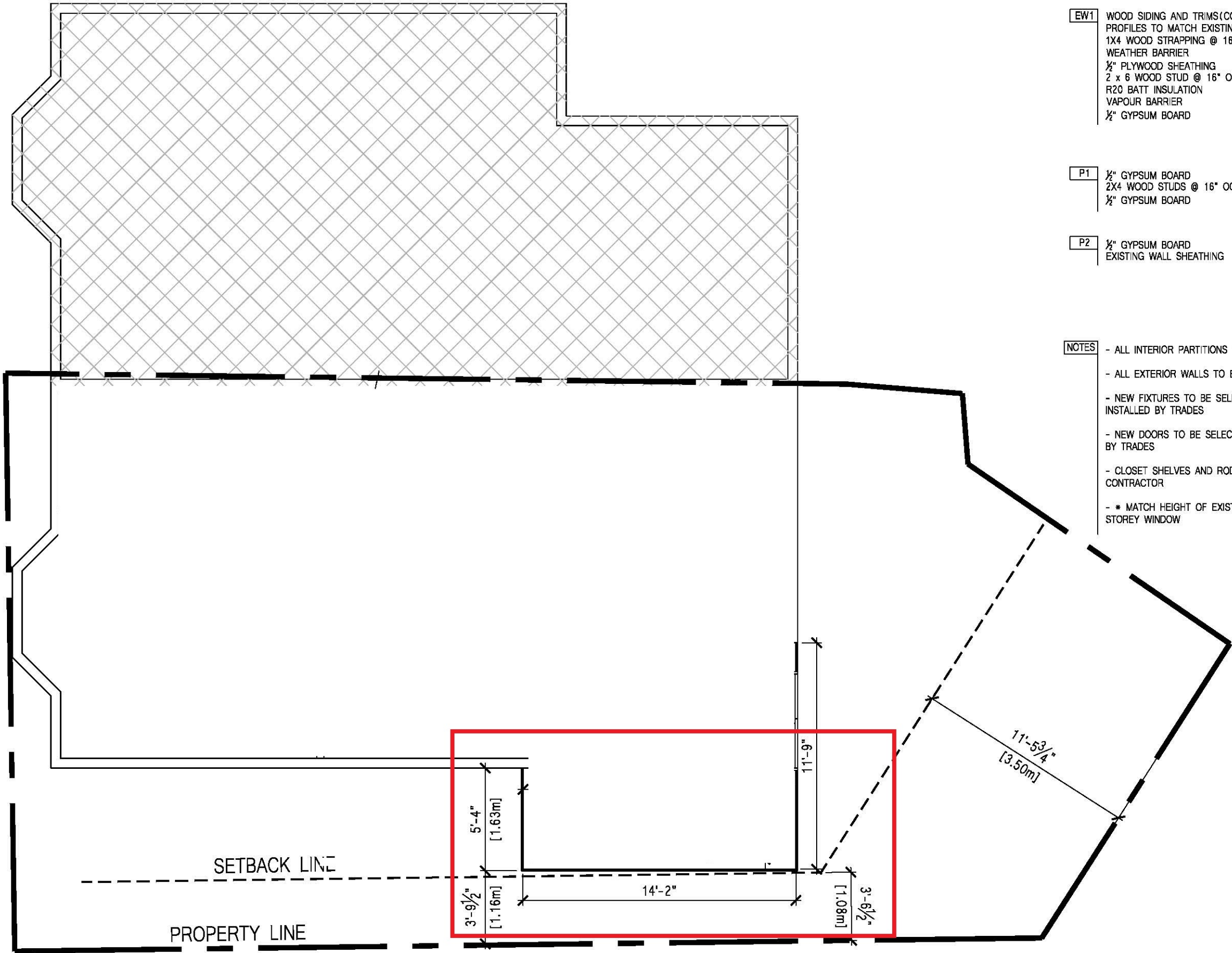
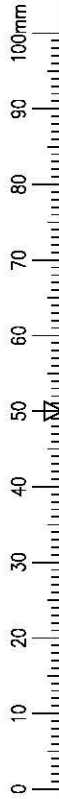
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DISCLAIMER: This map is based on current information at the date of production.

W:\Engwork\Planw\applications 2021\mpa2100004-120 barnes road.mxd

CITY OF ST. JOHN'S





EW1 WOOD SIDING AND TRIMS(COLOUR AND PROFILES TO MATCH EXISTING ADJACENT).
1X4 WOOD STRAPPING @ 16" OC
WEATHER BARRIER
1/2" PLYWOOD SHEATHING
2 x 6 WOOD STUD @ 16" OC
R20 BATT INSULATION
VAPOUR BARRIER
1/2" GYPSUM BOARD

P1 1/2" GYPSUM BOARD
2X4 WOOD STUDS @ 16" OC
1/2" GYPSUM BOARD

P2 1/2" GYPSUM BOARD
EXISTING WALL SHEATHING

- NOTES**
- ALL INTERIOR PARTITIONS TO BE P1 UNLESS NOTED
 - ALL EXTERIOR WALLS TO BE EW1 UNLESS NOTED
 - NEW FIXTURES TO BE SELECTED BY OWNER AND INSTALLED BY TRADES
 - NEW DOORS TO BE SELECTED BY OWNER AND INSTALLED BY TRADES
 - CLOSET SHELVES AND RODS TO BE INSTALLED BY TRIMS CONTRACTOR
 - * MATCH HEIGHT OF EXISTING ADJACENT SECOND STOREY WINDOW

PROJECT TITLE	126	LOCATION	120 BARNES ROAD, ST. JOHN'S NL	SCALE	3/16" = 1'-0"
				DRAWING NO.	A2-03
DRAWING TITLE	NEW MAIN FLOOR PLAN	ISSUED FOR PERMIT	A	2021.05.24	PRELIMINARY - NOT FOR CONSTRUCTION

0 10 20 30 40 50 60 70 80 90 100mm



NEW CONCRETE FOUNDATION - FORMING A
VENTILATED CRAWL SPACE - TOP OF
FOOTING 48" BELOW LOWEST ADJACENT
GRADE

PROPERTY LINE

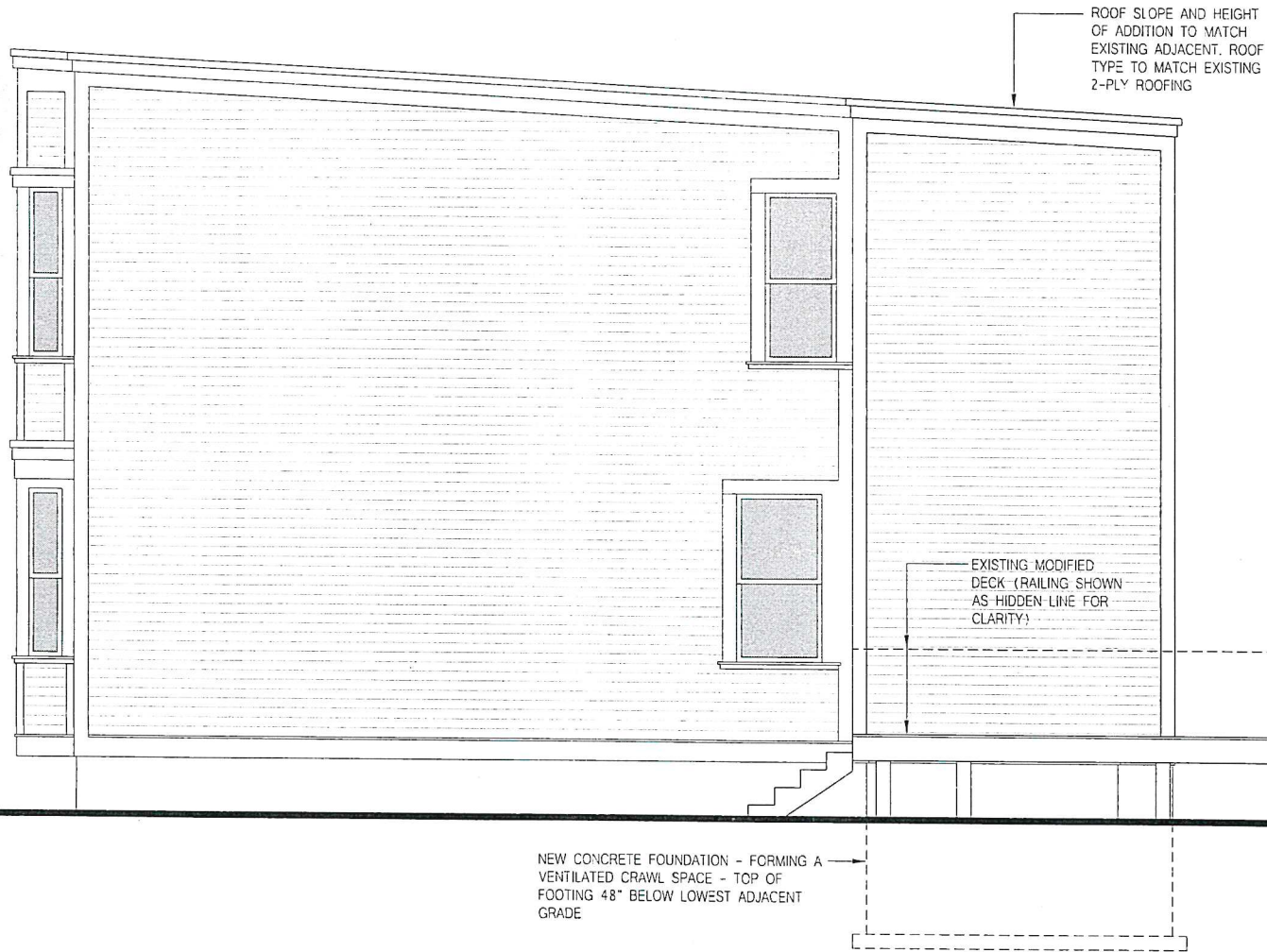
MATCH ALL SIDING
PROFILES AND TRIMS OF
ADDITION TO EXISTING
ADJACENT

ACCESS TO EXISTING
DECK (RAILING SHOWN
AS HIDDEN LINE FOR
CLARITY)

PRELIMINARY - NOT
FOR CONSTRUCTION

GOODYEAR RESIDENCE	120 BARNES ROAD, ST. JOHN'S NL	SCALE $\frac{1}{4}" = 1'-0"$	DATE 2016.02.16	PROJECT #13	
				A4-04	
				NEW FRONT ELEVATION	

0 10 20 30 40 50 60 70 80 90 100mm



PRELIMINARY - NOT
FOR CONSTRUCTION

PROJECT TITLE	120 BARNES ROAD, ST. JOHN'S NL			SCALE	1/4" = 1'-0"
	NEW SIDE ELEVATION			DATE	2016.02.16
PROJECT NO.	A			DESIGNED FOR PERMIT	A4-05

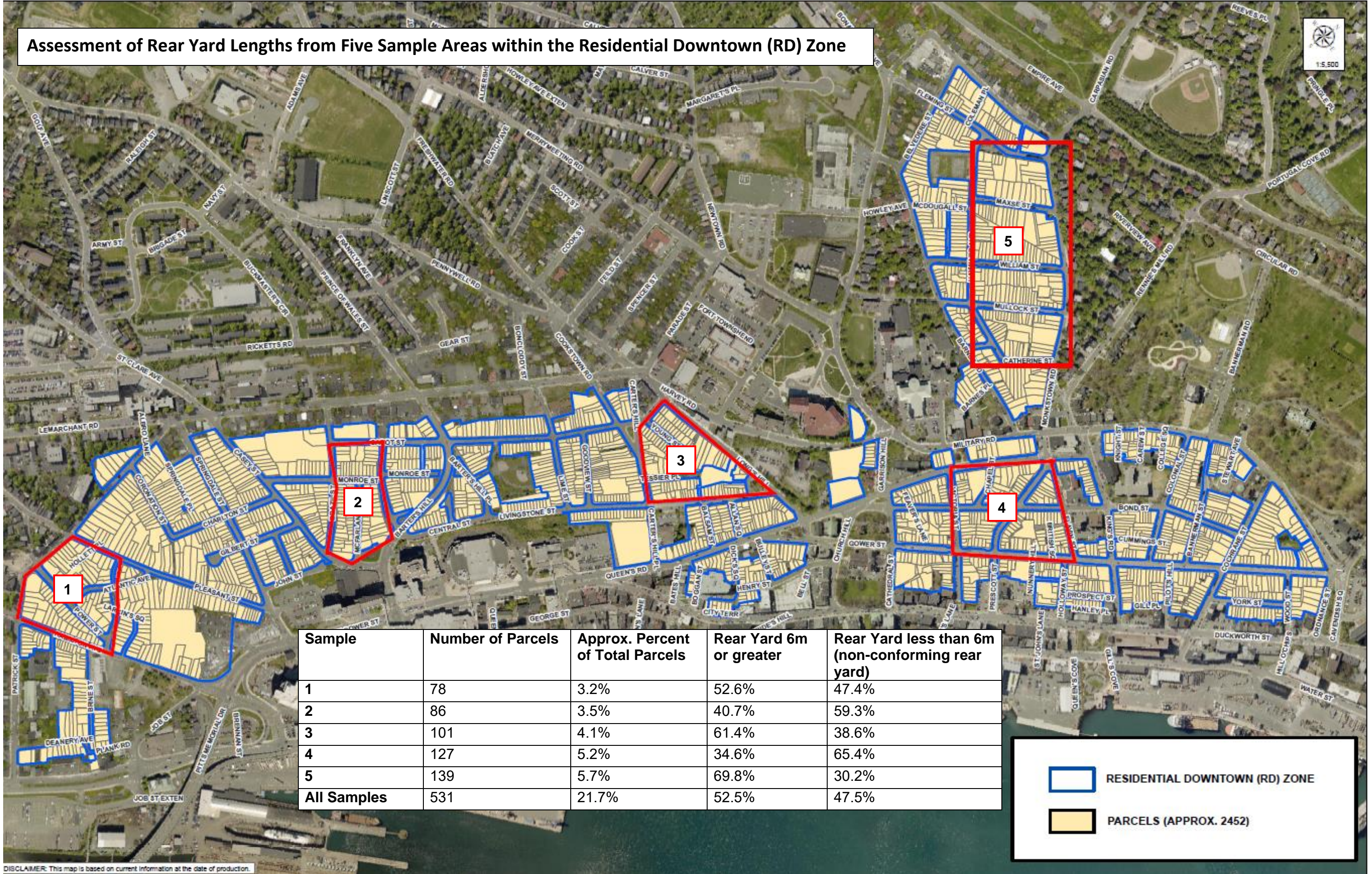
0 10 20 30 40 50 60 70 80 90 100mm



PRELIMINARY - NOT
FOR CONSTRUCTION

PROJECT TITLE: GOODYEAR RESIDENCE	DRAWING NO. 120 BARNES ROAD, ST. JOHN'S NL NEW REAR ELEVATION	SCALE		
		$\frac{1}{4}'' = 1'-0''$		
		DATE: 04/04/06		
		A	ISSUED FOR: CLIENT	2016.02.16
		A4-06		

Assessment of Rear Yard Lengths from Five Sample Areas within the Residential Downtown (RD) Zone



Sample	Number of Parcels	Approx. Percent of Total Parcels	Rear Yard 6m or greater	Rear Yard less than 6m (non-conforming rear yard)
1	78	3.2%	52.6%	47.4%
2	86	3.5%	40.7%	59.3%
3	101	4.1%	61.4%	38.6%
4	127	5.2%	34.6%	65.4%
5	139	5.7%	69.8%	30.2%
All Samples	531	21.7%	52.5%	47.5%

RESIDENTIAL DOWNTOWN (RD) ZONE

PARCELS (APPROX. 2452)

City of St. John's Development Regulations, 2021

St. John's Development Regulations Amendment Number 2, 2021

**Text Amendment to Reduce the Minimum Rear Yard Requirement
in the Residential Downtown (RD) Zone
Prompted by 120 Barnes Road**

December 2021



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

CITY OF ST. JOHN'S Development Regulations, 2021

Amendment Number 2, 2021

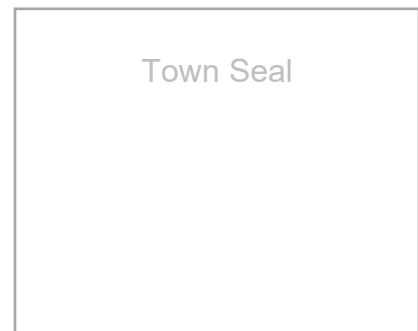
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the City of St. John's Development Regulations Amendment Number 2, 2021.

Adopted by the City Council of St. John's on the 13th day of December, 2021.

Signed and sealed this ____ day of _____.

Mayor: _____

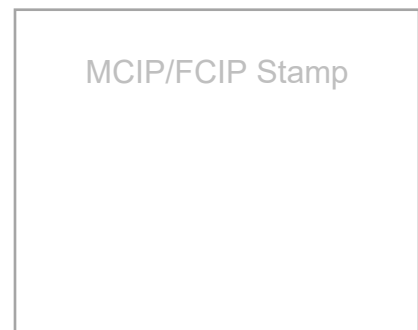
Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Development Regulations Amendment Number 2, 2021 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.

MCIP/FCIP: _____



CITY OF ST. JOHN'S

Development Regulations Amendment Number 2, 2021

BACKGROUND

The City of St. John's wishes to reduce the minimum Rear Yard for residential dwellings in the Residential Downtown (RD) Zone from 6 metres to 3.5 metres.

This amendment was prompted by an application to add an extension to an existing Semi-detached Dwelling at 120 Barnes Road. The dwelling has a non-conforming rear yard and the extension would not be permitted under the current minimum 6m rear yard standard. The recognition that many properties within the RD Zone have non-conforming rear yards came forward during the Envision St. John's public consultation. At one point the Envision St. John's Development Regulations proposed a reduced rear yard in the RD Zone, however Council requested more information prior to making a decision on the matter. As such, the Envision St. John's Development Regulations currently maintains a minimum 6 metres rear yard for all dwelling types in the RD Zone.

In order to get a better sense of existing rear yard distances, staff evaluated five sample areas in the RD Zone to determine what proportion of properties has rear yard less than 6m. While stats varied across the samples, overall almost 47.5% of properties sampled have a rear yard less than 6 metres. Therefore, in an effort to match the regulations to the reality of downtown neighbourhoods a minimum 3.5 metres rear yard is recommended.

The St. John's Regional Fire Department recommended that a rear yard should be no smaller than 3 metres, allowing safe access for firefighting and ensuring minimum separation between the backs of houses. If a minimum standard was set at 3 metres, then with a 10% variance, the rear yard could be reduced to 2.7 metres, which is too small. Therefore, the proposed minimum rear yard in the RD Zone is 3.5 metres. With a 10% variance, the smallest rear yard would be 3.15 metres, meeting the requirements of the Fire Department.

The proposed reduction in minimum rear yard from 6 metres to 3.5 metres would apply to all dwelling types in the RD Zone (Duplex Dwelling, Semi-detached Dwelling, Single Detached Dwelling, Townhouse, Apartment Building and Tiny Home Dwelling).

PUBLIC CONSULTATION

The proposed amendment was advertised on three occasions in The Telegram newspaper on July 17, July 24, and August 7, 2021. 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.

Further, the amendment was referred to the St. John's Environment and Sustainability Experts Panel for input.

ST. JOHN'S URBAN REGION REGIONAL PLAN

The proposed amendment is in line with the St. John's Urban Region Regional Plan. Properties zoned Residential Downtown are within the Urban Development designation of the Regional Plan. An amendment to the St. John's Urban Region Regional Plan would not be required to reduce the minimum rear yard requirements in the Residential Downtown (RD) Zone.

AMENDMENT REFERENCE NUMBER

This amendment was initially presented at the August 23, 2021 Regular Council Meeting. At that time the amendment was referenced St. John's Development Regulations Amendment Number 723, 2021. Council decided to defer adoption of the amendment and requested referral to the Environment and Sustainability Experts Panel and additional information on existing conditions. On November 5, 2021, the new St. John's Municipal Plan and Development Regulations, 2021 came into effect, replacing the previous St. John's Municipal Plan, 2003 and St. John's Development Regulations, 1994. Therefore, this amendment has been renumbered to St. John's Development Regulations Amendment Number 2, 2021.

ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 2, 2021

The City of St. John's Development Regulations, 2021 is amended by:

- 1) Repealing Section (3)(f) of the Residential Downtown (RD) Zone for Single Detached Dwelling and substituting the following:**

“(f) Rear Yard (minimum) 3.5 metres”

- 2) Repealing Section (4)(f) of the Residential Downtown (RD) Zone for Duplex Dwelling and substituting the following:**

“(f) Rear Yard (minimum) 3.5 metres”

- 3) Repealing Section (5)(f) of the Residential Downtown (RD) Zone for Semi-detached Dwelling and substituting the following:**

“(f) Rear Yard (minimum) 3.5 metres”

- 4) Repealing Section (6)(f) of the Residential Downtown (RD) Zone for Townhouse and substituting the following:**

“(f) Rear Yard (minimum) 3.5 metres”

- 5) Repealing Section (7)(f) of the Residential Downtown (RD) Zone for Apartment Building and substituting the following:**

“(f) Rear Yard (minimum) 3.5 metres”

- 6) Repealing Section (8)(f) of the Residential Downtown (RD) Zone for Tiny Home Dwelling and substituting the following:**

“(f) Rear Yard (minimum) 3.5 metres”

Stacey M. Corbett

From: Karen Chafe on behalf of CityClerk
Sent: Friday, August 6, 2021 4:14 PM
To: [REDACTED]; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Ken O'Brien; Karen Chafe; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) 120 Barnes Road

Good Afternoon:

Thank you for your submission. This confirms receipt. Members of Council will receive redacted copies of all submissions received before making a decision on this matter.

Sincerely

Karen Chafe
City Clerk

From: [REDACTED]
Sent: Friday, August 6, 2021 2:44 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 120 Barnes Road

Re: 120 Barnes Road

In regards to the application to amend the St. John's Development Regulations that would reduce the minimum rear yard for dwellings in the Residential Downtown Zone from 6 to 3.5 metres (and change side variance), I would like to register my immense opposition to this amendment. The current zoning allows for some space (albeit small) between an already very densely populated area. This amendment would encroach on property adjacency, adversely affect property values, and provide even less privacy in the downtown area. I fear this amendment would start a precedent in which we would see the downtown become an unattractive place to reside. Properties are already quite small and privacy and noise issues already exist, this amendment has the potential to exacerbate these issues.

Thank you for your time,

[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.

Karen Chafe

From: CityClerk
Sent: Thursday, July 15, 2021 3:37 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) 120 Barnes Road

Good Afternoon [REDACTED]:

I have forwarded your queries to the City's Department of Planning, Engineering and Regulatory Services for a response.

Elaine Henley
City Clerk
709-576-8202

From: [REDACTED]
Sent: Wednesday, July 14, 2021 12:10 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 120 Barnes Road

hi City Clerk

Is that house allowed to have separate apartments then?

Just asking because I was told I was not and the house I am attached to is not. And 120 Barnes is only meters from my house with no yard to speak of as is. I'm not protesting - I would just like to know what the various rules are for this small area of houses. of say 116 to 120 Barnes and 18-22 McDougall

[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.

Karen Chafe

From: CityClerk
Sent: Thursday, July 15, 2021 11:45 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) 120 Barnes Road

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.

Elaine Henley
City Clerk
709-576-8202

From: [REDACTED]
Sent: Thursday, July 15, 2021 10:22 AM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) 120 Barnes Road

To whom it may concern,

In the application of the above matter, I totally support their full endeavor.

I dont understand why the City is limiting developments in the RD Zone with these aggressive setbacks (3.5 M rear and 1.2M side.

With so many small and odd shaped lots (the latter applies in this case) taking development applications on a standard setback basis seems very limiting.

I own [REDACTED] nearby.

Bring opened minded development to the RD Zone....support densification of our downtown area. That's what progressive minded municipalities are doing all over the world.

Yours Truly,
[REDACTED]

[REDACTED]

[REDACTED]

Karen Chafe

From: [REDACTED]
Sent: Wednesday, August 4, 2021 9:29 AM
To: CityClerk
Cc: Maggie Burton
Subject: (EXT) 120 Barnes Rd application comments and question

Importance: High

Remain anonymous

Hello,

I am writing in regards to the application notice sent regarding 120 Barnes Road. The application notice states *that the City is considering a text amendment to the Regulations which proposes to reduce the minimum rear yard for dwellings in the RD Zone from 6.0 metres to 3.5 metres **prompted** by an application for an extension to a dwelling at 120 Barnes Road.*

Also, the notice states the *applicant at 120 Barnes is requesting a 10% side yard to accommodate a 1.08 metre side yard.*

According to the notice, the notice was sent to property owners within **150m** of the application site. We are located at [REDACTED] which is [REDACTED] from 120 Barnes Road so I am confused about where the changes and work are actually taking place.

The map provided along with the notice has the dwelling rear yard deduction occurring at "RD Zones" indicated by "RD" on the map at 38-34 Belvedere **and** 102 Barnes Road **and** 33-35 Maxse Street.

How can the rear yards at 38-34 Belvedere **and** 102 Barnes Road **and** 33-35 Maxse Street be reduced because of an application at 120 Barnes? If this is unrelated to the application but a City consideration, what is the purpose of the property reduction by the City?

Please confirm **which** (by indicating the street addresses) properties will have their rear yards reduced and who will be "owning" the extra property? For example if RD zone is reduced at 34 Belvedere by 3 metres then who will be using that 3 metres if not the property owner of 34 Belvedere?

This notice appears to be combining a property request from 120 Barnes along with a city amendment which is confusing and impacts many properties. I think this notice is dishonest and misleading. I request a re-issue of the notice with more clarity that layman can understand fairly without dispute or confusion. Also, if this is a property reduction by the City then it would be fair for the City to provide an explanation of why.

Georgetown neighbourhood is a tightknit community and changes to any property affect us all.

thank you,

[REDACTED]
Remain anonymous

Karen Chafe

From: [REDACTED]
Sent: Monday, August 9, 2021 11:32 AM
To: CityClerk
Subject: (EXT) 120 Barnes Road

Good morning,

I am a resident of [REDACTED] in St. John's. I am writing to note my concern about amending the minimum rear yard for down town residential dwellings from 6.0 to 3.5 m. I believe that this change will spark a number of renovations and new builds in the downtown area. This construction would reduce already limited green space and vegetation and secondly encourage the addition of drive ways to front yards (as houses can be developed further away from the road), further promoting car culture. These two concerns tie in to the city's commitment to a more sustainable future and climate action. Thank you for considering this while making your decision to amend this regulation.

Regards,

[REDACTED]

Sent from my iPhone

DECISION/DIRECTION NOTE

Title: 350 Kenmount Road and 9 Kiwanis Street, Adoption, MPA2000011

Date Prepared: December 7, 2021

Report To: Regular Meeting of Council

Councillor and Role: Councillor Ian Froude, Planning

Ward: Ward 4

Decision/Direction Required:

Following provincial release of the proposed amendment for 350 Kenmount Road/9 Kiwanis Street, Council may adopt St. John's Municipal Plan Amendment Number 5, 2021 and St. John's Development Regulations Amendment Number 7, 2021.

Discussion – Background and Current Status:

The City has received an application from Royal Garage Ltd. to rezone a portion of the lot at 350 Kenmount Road/9 Kiwanis Street from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone. The ownership changed since the application was submitted, and the new owner wishes to proceed with the amendment.

The NL Department of Municipal and Provincial Affairs has changed its submission standards for amendments. Previously, the City included background information in a decision note, and the amendment contained only the resolutions. The new submission standards require background information to be included in the body of the amendment. To reduce duplication, we have dropped the background info from the decision note.

Change in Amendment Reference Numbers

At its regular meeting on October 12, 2021, Council decided to proceed with the proposed amendments and asked that Municipal and Provincial Affairs issue provincial release for them. At that time the amendments were referenced as St. John's Municipal Plan Amendment 159, 2021 and St. John's Development Regulations Amendment 727, 2021. Since then, Council has adopted the new Envision Municipal Plan and Development Regulations and the numbering for amendments reset. Therefore, these are now referenced as Municipal Plan Amendment Number 5, 2021 and Development Regulations Amendment Number 7, 2021.

St. John's Urban Region Regional Plan Amendment and Public Hearing

Provincial release has been issued and Council may proceed with next steps: consider adopting them and setting a commissioner's public hearing. If a public hearing is organized and no objections to the amendment are received by two days beforehand, Council may cancel the hearing.

ST. JOHN'S

As a Regional Plan amendment is required to enable the municipal amendments, Council must co-ordinate our public hearing with the Regional Plan amendment hearing. Mr. Cliff Johnston, MCIP, has been appointed by the Minister as the commissioner for the Regional Plan amendment. It is recommended that Council also appoint Mr. Johnston, a member of the City's commissioner list, to conduct a virtual public hearing on the proposed municipal amendments. The suggested date for the hearing is Wednesday, January 12, 2022, at 7 p.m. via Zoom.

Land Use Report

As per Section 4.9(2)(a) of the Envision Development Regulations, a land use report (LUR) is required for all applications to amend the Municipal Plan or Development Regulations. Section 4.9(3) states that, where an LUR is required, but in the opinion of Council the scale or circumstances of the proposed development does not merit an LUR, Council may accept a staff report in lieu of the full report. Given that this amendment application was underway before this requirement came into effect, as well as that the proposed use already exists at this site, it is recommended to accept the staff report as the land use report for this application.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:
St. John's Strategic Plan 2019-2029 - A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: 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 the amendments are adopted, a public hearing will be advertised in accordance with the Envision 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:

That Council adopt the attached resolutions for St. John's Municipal Plan Amendment Number 5, 2021 and St. John's Development Regulations Amendment Number 7, 2021, and appoint

350 Kenmount Road and 9 Kiwanis Street, Adoption, MPA2000011

Mr. Cliff Johnston, MCIP, a member of the City's commissioner list, to conduct a virtual public hearing on the proposed municipal amendments. He will also conduct a simultaneous hearing for the Regional Plan amendments. The proposed date for the hearing is Wednesday, January 12, 2022, at 7 p.m. via Zoom.

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

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

Report Approval Details

Document Title:	350 Kenmount Road and 9 Kiwanis Street, Adoption, MPA2000011.docx
Attachments:	- 350 Kenmount Road - Adoption Attachment.pdf
Final Approval Date:	Dec 8, 2021

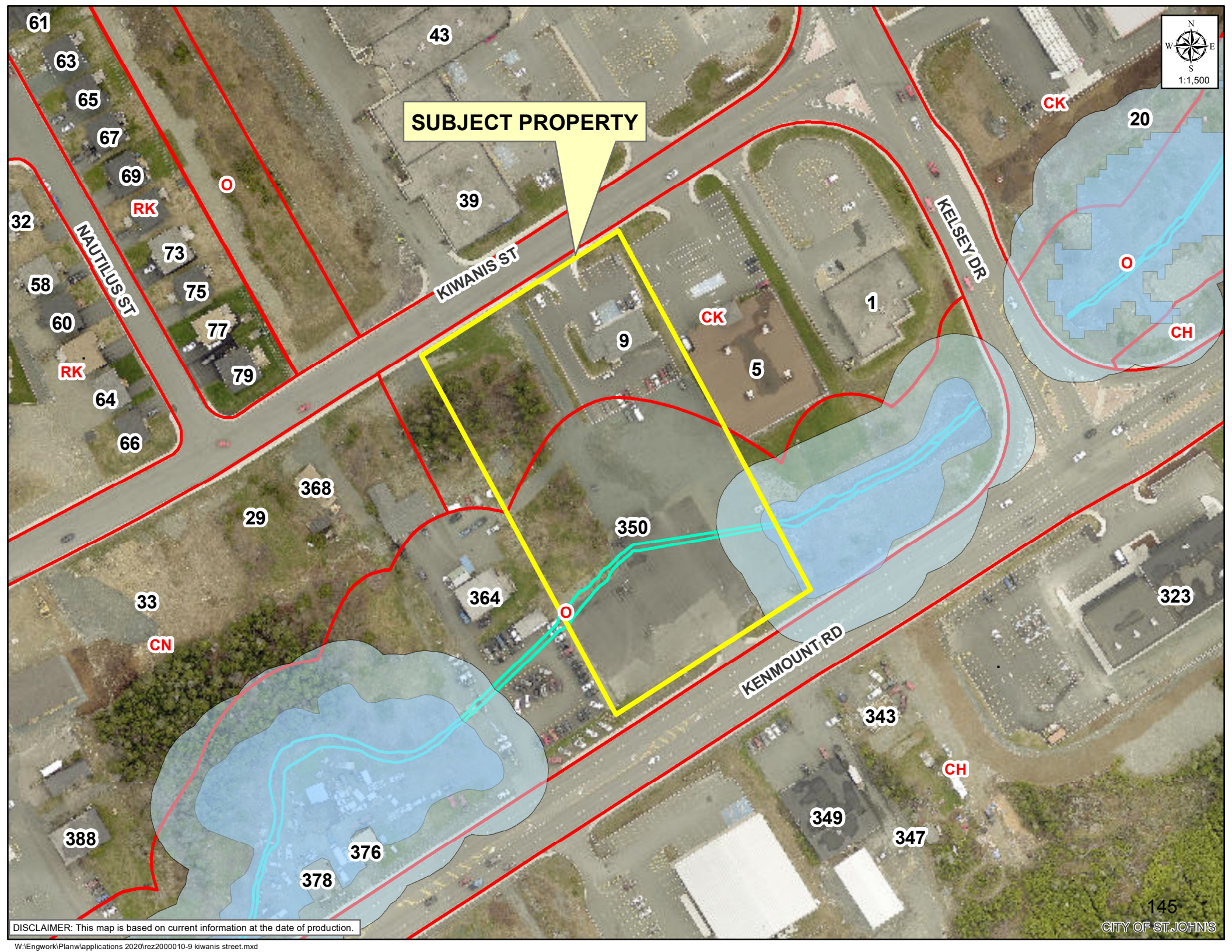
This report and all of its attachments were approved and signed as outlined below:

Ken O'Brien - Dec 8, 2021 - 2:28 PM

Jason Sinyard - Dec 8, 2021 - 3:25 PM



SUBJECT PROPERTY



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

W:\Engwork\Planw\applications 2020\rez2000010-9 kiwanis street.mxd

City of St. John's Municipal Plan, 2021

St. John's Municipal Plan Amendment Number 5, 2021

**Open Space Land Use District to
Commercial Land Use District for an existing Car Sales Lot
350 Kenmount Road / 9 Kiwanis Street**

December 2021



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

ST. JOHN'S Municipal Plan, 2021

Amendment Number 5, 2021

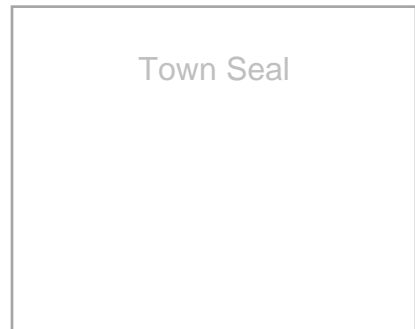
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Municipal Plan Amendment Number 5, 2021.

Adopted by the City Council of St. John's on the ____ day of [Click or tap to enter a date..](#)

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 5, 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 APPROVE

St. John's Municipal Plan, 2021

Amendment Number 5, 2021

Under the authority of sections 16, 17 and 18 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's:

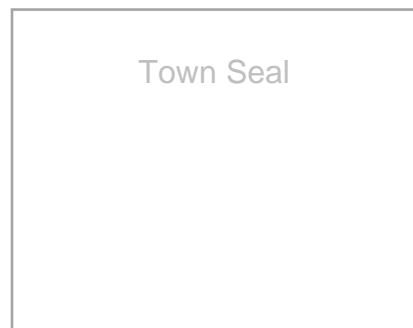
1. Adopted the St. John's Municipal Plan Amendment Number 5, 2021 on the ____ day of Click or tap to enter a date.;
2. Gave notice of the adoption of the St. John's Municipal Plan Amendment Number 5, 2021 by way of an advertisement inserted in the Telegram newspaper on the ____ day of Click or tap to enter a date., on the ____ day of Click or tap to enter a date.;; and
3. Set the ____ day of Click or tap to enter a date. at 7:00 p.m. virtually via Zoom for the holding of a public hearing to consider objections and submissions.

Now, under section 23 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's approves the St. John's Municipal Plan Amendment Number 5, 2021 on the ____ day of Click or tap to enter a date. as _____.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Municipal Plan Amendment Number 5, 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

Municipal Plan Amendment Number 5, 2021

BACKGROUND AND PURPOSE

The City of St. John's wishes to bring an existing car dealership into conformance by redesignating land at 350 Kenmount Road/9 Kiwanis Street from the Open Space Land Use District to the Commercial Land Use District and rezoning the land from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone.

The subject property is one lot with a dual civic address because it fronts on both Kiwanis Street and Kenmount Road. The property contains a car rental business and a car dealership. Ken Brook, part of the Rennie's River system, flows across the property in a long culvert roughly parallel to Kenmount Road.

A portion of the property fronting Kiwanis Street is within the CK Zone and the portion fronting Kenmount Road is within the O Zone, making the car dealership a non-conforming use. The purpose of this amendment is to bring the use into conformance as a permitted use in the CK Zone.

There is no development proposed at this time, however if the rezoning proceeds, the applicant would be able to redevelop the site for any uses in the CK Zone. Development would be required to meet all City policies and regulations.

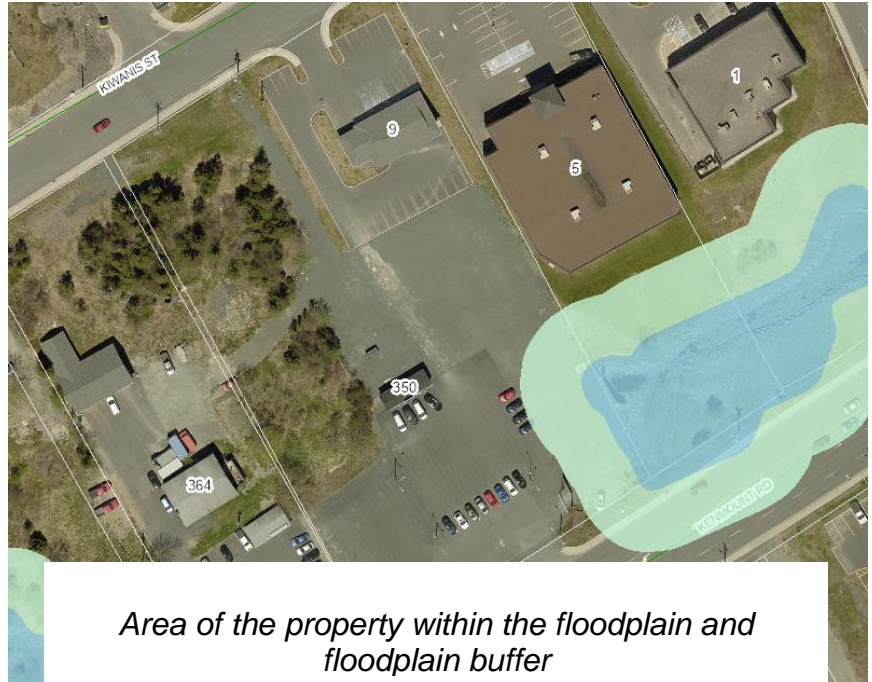
This portion of Kenmount Road is zoned Open Space (O) due to the floodplain and buffer for Ken Brook along the north side of the road. Ken Brook is part of the Rennie's River/Quidi Vidi Lake waterway system. In 2017 the property owner applied to install a long culvert on the property, replacing three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

ANAYLSIS

From Section 3.4 of the St. John's Municipal Plan, Development shall be prevented within the 1:100 year floodplain and within the buffer areas surrounding ponds, wetlands, rivers, major tributaries of rivers, or floodplain area, or any flood risk areas identified by the Department of Environment and Climate Change as identified under

the St. John's Development Regulations (Z-3 Flood Hazard Areas, Watersheds, Waterways and Wetlands Map).

A small portion of the property is still within the floodplain and buffer, so in the amendment below this area remains within the O Zone. The change to the CK Zone would apply to the portion of the lot that is no longer affected by the floodplain. As the flood hazard risk has been reduced for majority of the lot, it is recommended to proceed to redesignating the lot, as shown on the map, to the Commercial Land Use District and Commercial Kenmount Land Use Zone.



PUBLIC CONSULTATION

The proposed amendments were advertised on three occasions in The Telegram newspaper on September 11, September 18 and September 25, 2021. A notice of the amendments was also mailed to property owners within 150 metres of the application site and posted on the City's website and social media. Submissions received are included in the Council Decision Note dated October 5, 2021.

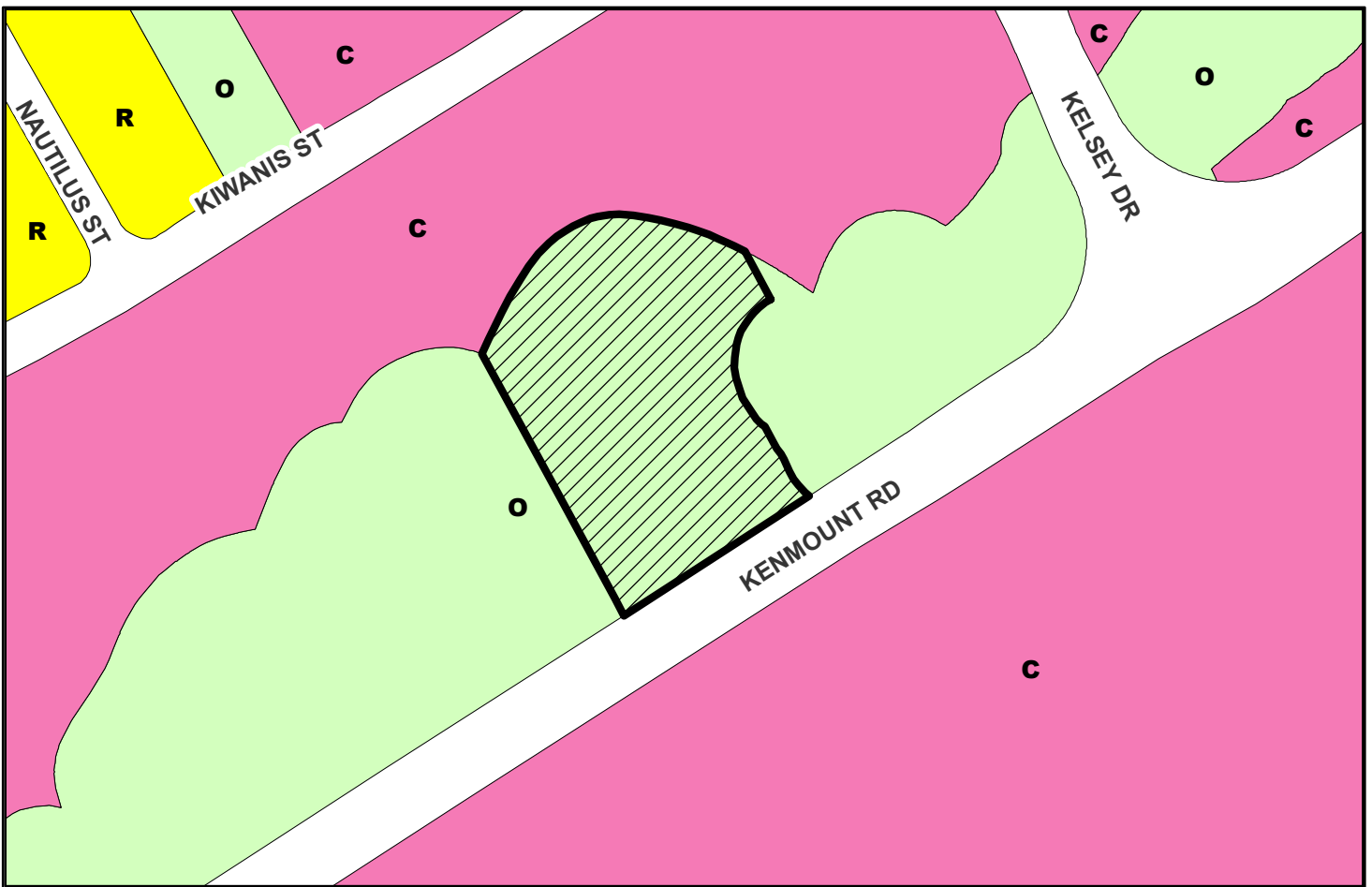
ST. JOHN'S URBAN REGION REGIONAL PLAN

An amendment to the St. John's Urban Region Regional Plan is also required. A map amendment from the Public Open Space designation to the Urban Development designation is required to support the City's amendments. A notice of the Regional Plan amendment was mailed to municipalities within the St. John's Urban Region, as required under the Urban and Rural Planning Act, 2000.

ST. JOHN'S MUNICIPAL PLAN AMENDMENT NUMBER 5, 2021

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

Redesignating land at 350 Kenmount Road/9 Kiwanis Street [Parcel ID# 5637] from the Open Space Land Use District to the Commercial Land Use District as shown on Future Land Use Map P-1 attached.

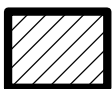


CITY OF ST. JOHN'S MUNICIPAL PLAN Amendment No. 5, 2021

[Future Land Use Map P-1]

2021 12 02 Scale: 1:1500
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
OPEN SPACE (O) LAND USE DISTRICT TO
COMMERCIAL (C) LAND USE DISTRICT**

**350 KENMOUNT RD / 9 KIWANIS ST
Parcel ID 5637**

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Provincial Registration

City of St. John's Development Regulations, 2021

St. John's Development Regulations Amendment Number 7, 2021

**Open Space (O) Land Use Zone to
Commercial Kenmount (CK) Land Use Zone
for an existing Car Sales Lot
350 Kenmount Road / 9 Kiwanis Street**

December 2021



URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO ADOPT

ST. JOHN'S Development Regulations, 2021

Amendment Number 7, 2021

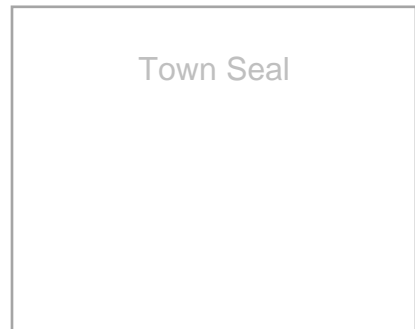
Under the authority of section 16 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's adopts the St. John's Development Regulations Amendment Number 7, 2021.

Adopted by the City Council of St. John's on the ____ day of [Click or tap to enter a date..](#)

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 7, 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 APPROVE

St. John's Development Regulations, 2021

Amendment Number 7, 2021

Under the authority of sections 16, 17 and 18 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's:

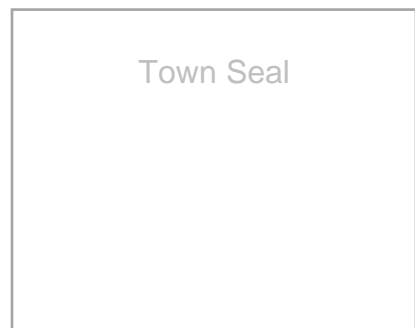
1. Adopted the St. John's Development Regulations Amendment Number 7, 2021 on the ____ day of Click or tap to enter a date.;
2. Gave notice of the adoption of the St. John's Development Regulations Amendment Number 7, 2021 by way of an advertisement inserted in the Telegram newspaper on the ____ day of Click or tap to enter a date., and on the ____ day of Click or tap to enter a date.; and
3. Set the ____ day of Click or tap to enter a date. at 7:00 p.m. virtually via Zoom for the holding of a public hearing to consider objections and submissions.

Now, under section 23 of the *Urban and Rural Planning Act, 2000*, the City Council of St. John's approves the St. John's Development Regulations Amendment Number 7, 2021 on the ____ day of Click or tap to enter a date. as _____.

Signed and sealed this ____ day of _____.

Mayor: _____

Clerk: _____



Canadian Institute of Planners Certification

I certify that the attached City of St. John's Development Regulations Amendment Number 7, 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 Amendment Number 7, 2021

PURPOSE

The City of St. John's wishes to bring an existing car dealership into conformance by redesignating land at 350 Kenmount Road/9 Kiwanis Street from the Open Space Land Use District to the Commercial Land Use District and rezoning the land from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone.

This amendment implements St. John's Municipal Plan Amendment 5, 2021, which is being processed concurrently.

PUBLIC CONSULTATION

The proposed amendments were advertised on three occasions in The Telegram newspaper on September 11, September 18 and September 25, 2021. A notice of the amendments was also mailed to property owners within 150 metres of the application site and posted on the City's website and social media. Submissions received are included in the Council Decision Note dated October 5, 2021.

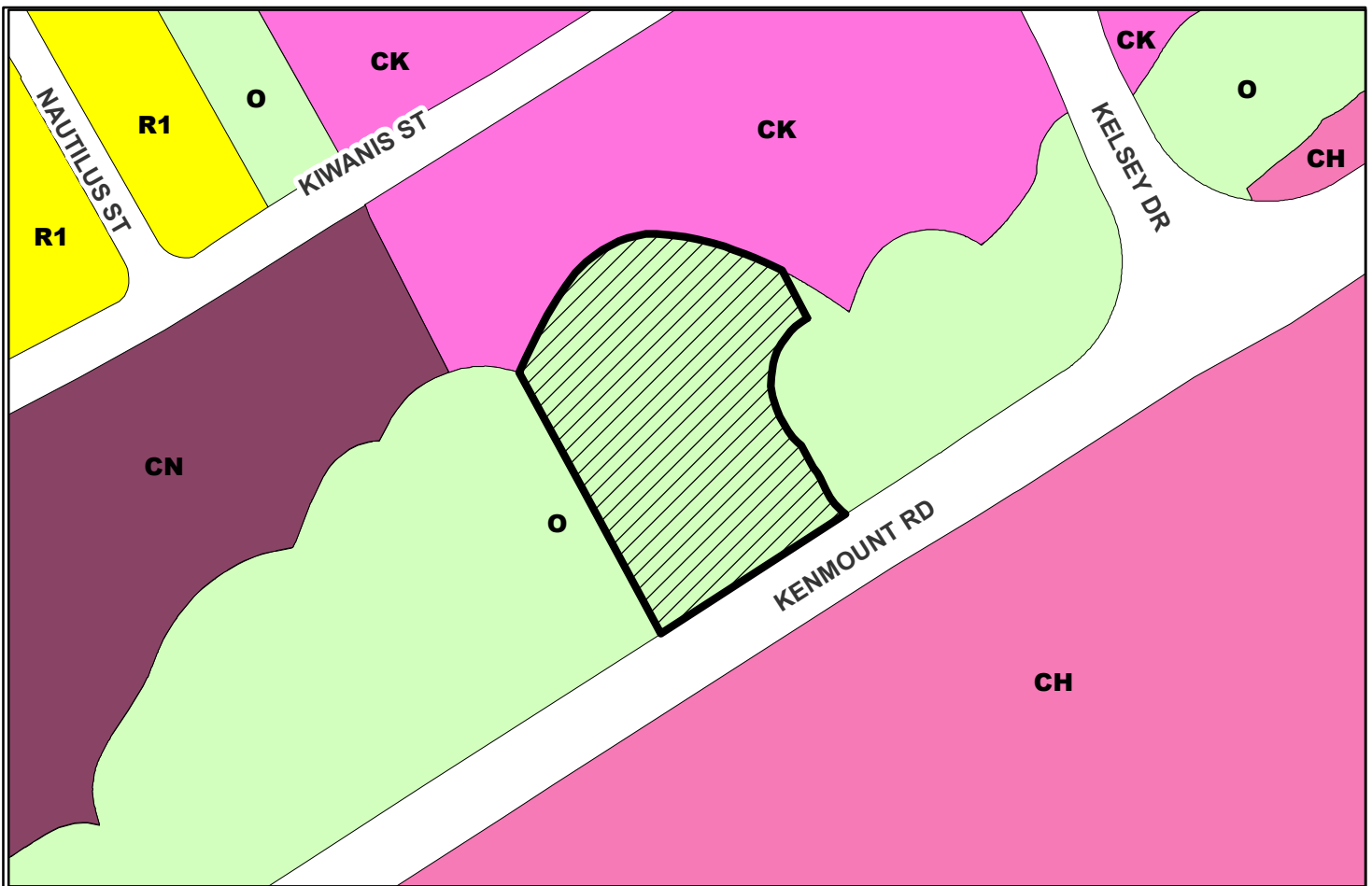
ST. JOHN'S URBAN REGION REGIONAL PLAN

An amendment to the St. John's Urban Region Regional Plan is also required. A map amendment from the Public Open Space designation to the Urban Development designation is required to support the City's amendments. A notice of the Regional Plan amendment was mailed to municipalities within the St. John's Urban Region, as required under the Urban and Rural Planning Act, 2000.

ST. JOHN'S DEVELOPMENT REGULATIONS AMENDMENT NUMBER 7, 2021

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

Rezoning land at 350 Kenmount Road/9 Kiwanis Street [Parcel ID# 5637] from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone as shown on City of St. John's Zoning Map attached.

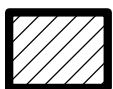


CITY OF ST. JOHN'S DEVELOPMENT REGULATIONS Amendment No. 7, 2021

[City of St. John's Zoning Map]

2021 12 02 Scale: 1:2000
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
OPEN SPACE (O) LAND USE ZONE TO
COMMERCIAL KENMOUNT (CK) LAND USE ZONE

**350 KENMOUNT RD / 9KIWANIS ST
Parcel ID 5637**

M.C.I.P. signature and seal

Mayor

City Clerk

Council Adoption

Provincial Registration

ST. JOHN'S URBAN REGION REGIONAL PLAN, 1976
AMENDMENT #9, 2020

City of St. John's:

**Regional Plan amendment to accommodate zoning change:
Kenmount Road at Kiwanis Street**

December 2020

URBAN AND RURAL PLANNING ACT, 2000

RESOLUTION TO APPROVE

ST. JOHN'S URBAN REGION REGIONAL PLAN AMENDMENT No. 9, 2020

Under the authority of section 16, 17 and 18 of the *Urban and Rural Planning Act 2000*, the Minister of Municipal and Provincial Affairs:

- a) adopted the St. John's Urban Region Regional Plan Amendment No. 9, 2020 on the ___ day of _____, 20__;
- b) gave notice of the adoption of the St. John's Urban Region Regional Plan Amendment No. 9, 2020 by advertisement inserted on the ___ day of _____, 20__, and the ___ day of _____, 20__ in *The Telegram* newspaper;
- c) set the ___ day of _____, 20__, at _____ pm, at _____ for the holding of a public hearing to consider objections and submissions.

Now under the authority of Section 23 of the *Urban and Rural Planning Act 2000*, the Minister of Municipal and Provincial Affairs hereby approves the St. John's Urban Region Regional Plan Amendment No. 9, 2020, as adopted on the ___ day of _____, 20__.

Minister of Municipal and Provincial Affairs

Signed and sealed before me at St. John's, Newfoundland and Labrador
this ___ day of _____, 2020.

Witness

URBAN AND RURAL PLANNING ACT, 2000
RESOLUTION TO ADOPT
ST. JOHN'S URBAN REGION REGIONAL PLAN AMENDMENT 9, 2020

Under the authority of Section 16 of the *Urban and Rural Planning Act, 2000*, the Minister of Municipal and Provincial Affairs hereby adopts St. John's Urban Region Regional Plan, 1976 Amendment No. 9, 2020.

Minister of Municipal and Provincial Affairs

Signed and sealed before me at St. John's, Newfoundland and Labrador

this ____ day of _____, 2020.

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached St. John's Urban Region Regional Plan, 1976 Amendment 9, 2020 was prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.



ST. JOHN'S URBAN REGION REGIONAL PLAN, 1976
AMENDMENT 9, 2020

BACKGROUND

In response to a proposed development application, the St. John's City Council is considering an amendment to its Development Regulations; specifically, a change to the zoning map for a specific parcel of land. The *Urban and Rural Planning Act, 2000* (the "Act") sets out the process for amending a Plan and Development Regulations. The St. John's Urban Region Regional Plan, 1976 ("the Regional Plan") sets out a framework for growth and development within the St. John's Urban Region. Amendments to Municipal Plans and Development Regulations prepared by municipalities in the St. John's Urban Region must conform to the Regional Plan.

The City is considering a rezoning from the Open Space (O) Zone to the Commercial Kenmount (CK) Zone to bring the site of an existing car sales lot, located at 350 Kenmount Road and 9 Kiwanis Street, into conformance with the St. John's Development Regulations. The subject property is partly designated 'Public Open Space' by the St. John's Urban Region Regional Plan.

If Council wishes to proceed to amend its Development Regulations to bring this site into conformance, an amendment to the Regional Plan is required prior to rezoning this property. The accompanying Regional Plan amendment would change the land use designation for the specific parcel of land from 'Public Open Space' to 'Urban Development'. This Regional Plan amendment would enable the City to re-zone the subject property to bring this site into conformance and enable Council to consider an extension to the commercial car lot operation.

The Minister is agreeable to the City undertaking the consultation process in consideration of the proposed amendment to the land use designation in the Regional Plan. The Regional Plan map amendment is to be processed simultaneously with the City's zoning amendment.

PUBLIC CONSULTATION

As the proposed zoning amendment triggers an amendment to the Regional Plan, the City of St. John's requested the Minister's authorization to undertake consultation regarding the change to the Regional Plan map required to enable the City's amendment to its land use zoning map.

The St. John's City Council published a notice in *The Telegram* newspaper on _____, 20__ soliciting comments on the proposed SJURRP Amendment 9, 2020, as well as the associated proposed amendments to the City's development regulations. The City also uses its website and social media forums to post information about amendments, and invite input. *Update to reflect comments or objections received.*

The City also follows the standard protocol for amendments to the Regional Plan by writing the other 14 municipalities subject to the St. John's Urban Region Regional Plan regarding its proposed amendment. *Update to reflect municipal responses received.*

Following consultations, if the City Council wishes to proceed with the amendment, it would then submit the amendment documentation respecting the consultation process for provincial review. Pending the outcome of provincial review and release, and adoption of the amendments by the respective authorities (the Minister is the authority for the Regional Plan; the Council is the authority for its Municipal Plan and Development Regulations), notices of adoption and public hearing would be published, and the commissioner's hearing would be the final opportunity for objections.

ST. JOHN'S REGION REGIONAL PLAN, 1976 AMENDMENT NO. 9, 2020

The St. John's Urban Region Regional Plan map is amended as follows:

- Proposed SJURRP re-designation from 'Public Open Space' to 'Urban Development' to support the City's proposed amendments to bring the subject property into compliance.

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

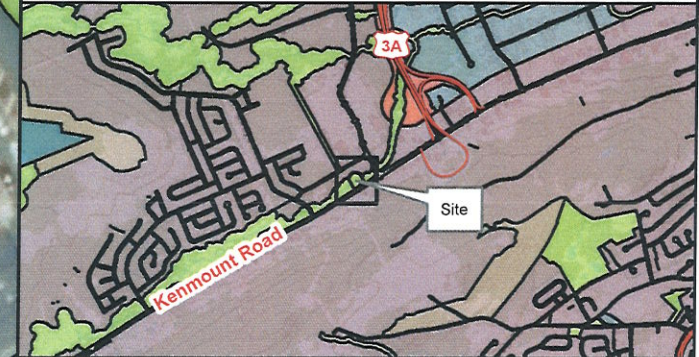
I certify that the attached St. John's Urban Region Regional Plan Amendment No. 9, 2020 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.





**St. John's Urban Region
Regional Plan Amendment No. 09, 2020
St. John's**

-  From 'Public Open Space' to 'Urban Development'
-  Urban Development
-  Public Open Space



St. John's Urban Region Regional Plan Amendment
REGISTERED

Number _____

Date _____

Signature _____

Signed this ____ day of _____, 20 ____.

Minister of Municipal and Provincial Affairs

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached St. John's Urban Region Regional Plan Amendment No. 9, 2020 has been prepared in accordance with requirements of the *Urban and Rural Planning Act, 2000*.

MCIP: 