Regular Meeting - City Council
Agenda

October 17, 2022
3:00 p.m.
4th Floor City Hall

1. CALL TO ORDER

2. PROCLAMATIONS/PRESENTATIONS
   2.1. Proclamation - International Credit Union Day

3. APPROVAL OF THE AGENDA
   3.1. Adoption of Agenda

4. ADOPTION OF THE MINUTES
   4.1. Adoption of Minutes - October 11, 2022

5. BUSINESS ARISING FROM THE MINUTES

6. DEVELOPMENT APPLICATIONS
   6.1. Request to Relieve Parking Spaces for 3 Townhouses with Subsidiary Dwelling Units – 13-15 O’Neil Avenue – SUB2200025
   6.2. Notices Published – 161 Thorburn Road - DEV2200131

7. RATIFICATION OF EPOLLS

8. COMMITTEE REPORTS
   8.1. Committee of the Whole Report - October 5, 2022
      1. Pedestrian Activated Street Crossings Service Improvements
      2. Windsor Lake Water Treatment Plant Equipment Reserve Fund Replacement of Secondary Cell 2 and 3 Membrane Modules
3. Autism Society Representative

4. Accessible Pedestrian Signal Working Group

5. Accessible Parking Working Group

6. Inclusion Representation on City Committees

9. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)
   9.1. Development Permits List October 6 - 12, 2022

10. BUILDING PERMITS LIST (FOR INFORMATION ONLY)
    10.1. Building Permit List

11. REQUISITIONS, PAYROLLS AND ACCOUNTS
    11.1. Weekly Payment Vouchers Ending Week of October 12, 2022

12. TENDERS/RFPS
    12.1. 2022166 - Supply and Install Playground Equipment
    12.2. 2022089 – Ornamental Lighting Equipment

13. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

14. OTHER BUSINESS
    14.1. SERC – George Street Mardi Gras
    14.2. Ratification of CUPE Local 1289 Collective Agreement and Application of General Wage Increases to Management/Council

15. ACTION ITEMS RAISED BY COUNCIL

16. ADJOURNMENT
Proclamation

International Credit Union Day
October 20, 2022

WHEREAS: credit unions are financial cooperatives, democratically owned and operated and founded by people working together toward economic advancement; and

WHEREAS: credit unions embrace a “people-helping-people” philosophy that supports the growth of healthy, vibrant communities; and

WHEREAS: credit unions have championed the idea that people from all walks of life should have access to affordable financial services offered by credit unions; and

WHEREAS: credit unions empower people to improve their economic situations in 118 nations around the world as more than 86,000 credit unions that serve the financial needs of 375 million members, including NLCU in the City of St. John’s.

THEREFORE: I, Mayor Danny Breen, do hereby proclaim that Thursday, October 20, 2022, as International Credit Union Day in the City of St. John’s and that all citizens recognize the many contributions credit unions have made to the communities in this province, and honor and express appreciation for the service and commitment of credit unions.

Signed at City Hall, St. John’s, NL on this 17th day of October, 2022.

Danny Breen, Mayor
Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

October 11, 2022, 3:00 p.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: 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
      Cheryl Mullett, City Solicitor
      Karen Chafe, City Clerk
      Kelly Dyer, Communications & PR Officer
      Brian Head, Acting Deputy City Manager, Public Works
      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**

2. **PROCLAMATIONS/PRESENTATIONS**

3. **APPROVAL OF THE AGENDA**
   
   3.1 **Adoption of Agenda**

   SJMC-R-2022-10-11/453

   **Moved By** Councillor Hanlon
   **Seconded By** Councillor Ravencroft

   That the Agenda be adopted as presented.

   For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and Councillor Ridgeley

   **MOTION CARRIED (10 to 0)**

4. **ADOPTION OF THE MINUTES**

   4.1 **Adoption of Minutes - October 3, 2022**

   SJMC-R-2022-10-11/454

   **Moved By** Councillor Bruce
   **Seconded By** Deputy Mayor O'Leary

   That the minutes of October 3, 2022, are adopted as presented.

   For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and Councillor Ridgeley

   **MOTION CARRIED (10 to 0)**

5. **BUSINESS ARISING FROM THE MINUTES**

6. **DEVELOPMENT APPLICATIONS**

7. **RATIFICATION OF EPOLLS**
8. COMMITTEE REPORTS

9. DEVELOPMENT PERMITS LIST (FOR INFORMATION ONLY)
   9.1 Development Permits List September 29 to October 5, 2022
   Council considered the Development Permits List for information.

10. BUILDING PERMITS LIST (FOR INFORMATION ONLY)
    10.1 Building Permit List
    Council considered the Building Permits List for information.

11. REQUISITIONS, PAYROLLS AND ACCOUNTS
    11.1 Weekly Payment Vouchers Ending Week of October 5, 2022
    SJMC-R-2022-10-11/455
    Moved By Councillor Ellsworth
    Seconded By Councillor Burton
    That the weekly payment vouchers for the week ending October 5, 2022,
    in the amount of $3,574,286.64 be approved as presented.
    For (11): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton,
    Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor
    Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and
    Councillor Ridgeley

    MOTION CARRIED (11 to 0)

12. TENDERS/RFPS
    12.1 2022180 – Supply and Delivery of Gloves
    SJMC-R-2022-10-11/456
    Moved By Councillor Hickman
    Seconded By Councillor Korab
    That Council approve for award this Open Call to the lowest bidder
    meeting specifications, Source Atlantic Ltd for $33,625.40 (HST excluded)
    per year as per the Public Procurement Act.
For (11): Mayor Breen, Deputy Mayor O’Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (11 to 0)

12.2 2022174 - 2022 Bridge Rehabilitation Program - Contract 4 - Whalesback Bridge Bowring Park

Deputy Mayor O’Leary asked Staff to provide clarification on the location of the bridge. The Deputy City Manager of Planning, Engineering and Regulatory Services responded that the bridge is located across from the Scotia Recycling Facility on Waterford Bridge Road. The pedestrian bridge is no longer needed due to the number of adjacent options to cross the river and as such will be removed.

SJMC-R-2022-10-11/456
 Moved By Councillor Hickman
 Seconded By Councillor Ridgeley

That Council approve for award this open call to lowest and sole bidder, Talon Energy Services Inc, for $144,894.19 (HST Incl.) as per the Public Procurement Act.

For (11): Mayor Breen, Deputy Mayor O’Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (11 to 0)

13. Notices of Motion, Resolutions Questions and Petitions

14. Other Business

14.1 Advisory Committee to inform Creative Innovation District

Mayor Breen referenced the establishment of a creative innovation district to support economic development in the creative sector. The committee
will have representation from a cross section of the business and arts communities. The work is expected to take one year to complete.

SJMC-R-2022-10-11/457
Moved By Councillor Korab
Seconded By Councillor Ellsworth

That Council approve to extend invitation to:

- Florian Villaumé, CEO, techNL
- Paula Mendonça, Director of Innovation and Entrepreneurship, Memorial University
- Justin Fong, Sales and Marketing Director, Quidi Vidi Brewery
- Rhonda Tulk-Lane, CEO, MusicNL
- Jennice Ripley, Executive Director, Newfoundland Independent Filmmakers Co-Operative (NIFCO)
- Colin Corcoran, Vice President, Finance and Special Projects, Genesis Centre
- Chrissy Dicks, Executive Director, Lawnya Vawnya
- Amy Henderson, Executive Director, Business and Arts NL
- Chair, Mayor Danny Breen, Council lead, Economic Development

For (11): Mayor Breen, Deputy Mayor O’Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (11 to 0)

14.2 SERC – SurrealEstate Road Closure

SJMC-R-2022-10-11/458
Moved By Councillor Hanlon
Seconded By Councillor Ellsworth

That Council approve the road closure requested for the filming of SurrealEstate season 2 from October 24 – 28.
For (11): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Ravencroft, Councillor Korab, Councillor Froude, and Councillor Ridgeley

MOTION CARRIED (11 to 0)

15. **ACTION ITEMS RAISED BY COUNCIL**

15.1 **Street Naming Policy**

Deputy Mayor O'Leary advised Council that she had received a number of emails requesting that the Street Naming Inventory be inclusive of artists that have made a contribution to our City. She then asked the City Clerk for an update on the City's Street Naming Policy. The City Clerk advised that the Deputy Mayor's emails had been forwarded to the Policy Analyst and that the new policy was in the process of being finalized. The Policy will include a street names inventory which may incorporate the Deputy Mayor's suggestion. Once ready, the Policy will come to Council for consideration.

15.2 **Recent Articles on Affordable Housing and Homelessness in Tessier Park and Downtown**

Councillor Ravencroft addressed two recent articles in The Telegram concerning crime and social and economic issues in Tessier Park and homelessness in the Downtown area. She advised that the City is aware of the issues and is doing everything within its jurisdiction to address them. She stated that the key thing that needs to be done to eradicate homelessness is to provide housing. Staff have been working hard to reduce the vacancy rate in the City's non-profit housing, and community partners have been engaged to liaise directly with the homeless population and connect them with resources they may avail of. She further advised that the Livingstone Street stairs would soon be repaired, and that the recent resolution of Council to support the concept of a Guaranteed Livable Basic Income will further address the economic realities detailed in the articles. Councillor Ravencroft has been in contact with a number of community partners and the business community to further address these issues.
Councillor Ravencroft then clarified that the City was not responsible for any of the affordable housing units on Livingstone Street. She further noted that there were significant resources allocated for the repair of these units at the provincial level. She then advised that although there is a lack of resources and recognizing the desire for non-carceral solutions, all criminal activity should be reported to the RNC. She asked that those wishing to advocate for ending homelessness to do so by advocating for an increase in housing stock and the improved application of harm reduction principles as well as an increase in discourse surrounding mental health with the Province. She further advocated for a harm reduction site in the Downtown area and for sensitivity when it comes to those facing the social and economic issues as noted in the articles.

15.3 **Tely 10**

Councillor Ridgeley asked the Deputy City Manager of Community Services why the Tely 10 took place on a Saturday instead of a Sunday. The Deputy City Manager responded that this was a one-time circumstance due to the postponement of the event over the Summer. The availability of resources, such as parking enforcement, was limited, and organizers wished to avoid conflict with other races scheduled for October. Tely 10 organizers are already in the process of scheduling the 2023 race for a Sunday.

16. **ADJOURNMENT**

There being no further business, the meeting adjourned at 3:32 p.m.

_________________________
MAYOR

_________________________
CITY CLERK
Title: Request to Relieve Parking Spaces for 3 Townhouses with Subsidiary Dwelling Units – 13-15 O’Neil Avenue – SUB2200025
Date Prepared: August 26, 2022
Report To: Regular Meeting of Council
Councillor and Role: Councillor Jamie Korab, Development Ward: Ward 2

Decision/Direction Required:
Request to relieve parking for 3 Townhouses with Subsidiary Dwelling Units at 13-15 O’Neil Avenue.

Discussion – Background and Current Status:
An application was submitted to subdivide land to construct 3 Townhouses, each with a Subsidiary Dwelling Unit at 13-15 O’Neil Avenue. As per Section 8.3 of the Envision Development Regulations, 1 parking space is required for each Residential Dwelling Unit. Each of the proposed Townhouses will contain an apartment which will require 2 parking spaces per Lot, for a total of 6 parking spaces. 1 parking space is proposed for each of Lot, and the applicant is request parking relief for 3 parking spaces.

The applicant provided the following justification for parking relief:

- All units, both top and bottom, are designed as accessible units for use by Go Bus clients, so 3 driveways should be adequate as clients will likely not have vehicles;
- The location is close to all amenities (walkable);
- There is a bus stop at the bottom of St. Clare Avenue;
- Reduced parking is proposed to reduce cars with our carbon footprint and the environment in mind;
- The cost of operating a vehicle today is prohibitive, there are many who are opting for public transportation; and
- A green, net-zero unit which is very energy efficient is proposed, and there will be no problem finding a suitable tenant looking for a lovely home.
Development Committee reviewed the proposal and is concerned that the plans as presented will result in illegal parking on either the lawns or on O'Neil Avenue, where there is no overnight on-street parking. Both scenarios would be a hindrance to snow storage and snow clearing operations. Parking on the lawn is enforced under the Residential Property Standards By-Law. As the vehicle is parked on private property is it a more cumbersome enforcement process than illegal parking on the street. Parking on the lawn also generates neighbourhood complaints regarding esthetics. Although the applicant states they are seeking to sell the units to those without a vehicle, after the units are sold neither the applicant nor the City will have control over the future driving requirements of the owners or who may subsequently purchase the units.

As per Section 8.12 of the Regulations, where an applicant wishes to provide a different number of parking spaces other than those required, Council shall require a Parking Report. Where in the opinion of Council that the change requested does not merit a Parking Report, Council may accept a staff report in lieu, which is presented as this Decision Note.

**Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.

2. Partners or Other Stakeholders: Not applicable.

3. Alignment with Strategic Directions:

   A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.


5. Accessibility and Inclusion: Not applicable.

6. Legal or Policy Implications: St. John’s Envision Development Regulations Sections 8.3 “Parking Standards” and 8.12 “Parking Report”.

7. Privacy Implications: Not applicable.

8. Engagement and Communications Considerations: Not applicable.

9. Human Resource Implications: Not applicable.

10. Procurement Implications: Not applicable.
11. Information Technology Implications: Not applicable.

12. Other Implications: Not applicable.

Recommendation:
That Council reject the request for parking relief for 3 parking spaces at 13-15 O’Neil Avenue as the lack of parking spaces may result in cars parking on lawns due to no overnight parking on the Street and snow clearing problems.

Prepared by:
Andrea Roberts, P. Tech, Senior Development Officer
Planning, Engineering & Regulatory Services

Approved by:
Jason Sinyard, P. Eng., MBA, Deputy City Manager
Planning, Engineering & Regulatory Services
### Report Approval Details

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<th>Development Committee - Request to Relieve Parking for 3 Townhouses – 13-15 O'Neil Avenue – SUB2200025.docx</th>
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<td>Attachments:</td>
<td>- 13-15 O'NEIL AVENUE.pdf</td>
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<td>Final Approval Date:</td>
<td>Aug 26, 2022</td>
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This report and all of its attachments were approved and signed as outlined below:

**Lindsay Lyghtle Brushett - Aug 26, 2022 - 9:56 AM**

**Jason Sinyard - Aug 26, 2022 - 11:19 AM**
13-15 O'NEIL AVENUE

COMMON BOUNDARY BETWEEN Civic #13 & 15

UNITS #1/2
LOT AREA = 256 sq.m

UNITS #5/4
LOT AREA = 206 sq.m

UNITS #5/6
LOT AREA = 243 sq.m

ONE CAR DRIVEWAY

9.35m  7.02m  8.17m

O'NEIL AVE
DECISION/DIRECTION NOTE

Title: Notices Published – 161 Thorburn Road - DEV2200131

Date Prepared: October 11, 2022

Report To: Regular Meeting of Council

Councillor and Role: Councillor Jamie Korab, Development

Ward: Ward 4

Decision/Direction Required:
A Discretionary Use application has been submitted for a seasonal Retail Use at 161,169 and 171 Thorburn Road.

Discussion – Background and Current Status:
The proposed Retail Use is a haunted Halloween and Christmas walk. The walks are directed, and spectators will encounter props, actors, sounds, music, décor and lights. The walk operates from October 1 to December 30 from 6pm to 9:30pm nightly, with a matinee from 1pm to 4pm by request. The walk begins at 161 Thorburn Road (tickets sales) and then runs through the properties of 161, 169 and 171 Thorburn Road, with the tour taking approximately 10 minutes. There will be 20 employees on site and 45 parking spaces are provided. The proposed application site is in the Rural Residential Infill (RRI) Zone.

One (1) submission was received. The concern raised was 3 months of nightly high traffic until 9:30pm would be too much of a disturbance, particularly the Halloween walk, which may include screaming. It was suggested by the resident that the use only operate 2 weeks for Halloween and 3 weeks for Christmas, 4 days a week rather than 7 days a week. Additionally, ending at 9pm so that all traffic stops (including the 20 or so employees) by 9:30pm.

The application was referred to the Transportation Division, who advised there were no issues with this same application last year during Halloween. They will continue to monitor this year’s event and take appropriate action if necessary. Last year it was recommended that the applicant assign a staff member to direct traffic and parking onsite, and place signage at the end of the driveway if the onsite parking lot becomes full. The business is proposed to operate until 11p.m., which follows the City’s Noise By-Law.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.

2. Partners or Other Stakeholders: Property owner and neighboring property owners.
3. **Alignment with Strategic Directions:**

   A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

Choose an item.

4. **Alignment with Adopted Plans:** St. John’s Envision Municipal Plan and Development Regulations.

5. **Accessibility and Inclusion:** Not applicable.

6. **Legal or Policy Implications:** St. John’s Envision Development Regulations Section 10.5 “Discretionary Uses” and Section 10 “Rural Residential (RRI) Zone”.

7. **Privacy Implications:** Not applicable.

8. **Engagement and Communications Considerations:** Public advertisement in accordance with Section 4.8 Public Consultation of the St. John’s Envision Development Regulations. The City has sent written notices to property owners within a minimum 150-metre radius of the application sites. Application have been advertised in The Telegram newspaper at least twice and are posted on the City’s website. Written comments received by the Office of the City Clerk are included in the agenda for the regular meeting of Council.

9. **Human Resource Implications:** Not applicable.

10. **Procurement Implications:** Not applicable.

11. **Information Technology Implications:** Not applicable.

12. **Other Implications:** Not applicable.

**Recommendation:**
That Council approve the Discretionary Use application for a seasonal Retail Use at 161, 169 and 171 Thorburn Road from October 1 to December 30 to allow Halloween and Christmas themed walks. The applicant may be required to undertake further parking and traffic modifications should the need arise.

**Prepared by:**
Lindsay Lyghtle Brushett, MCIP Supervisor – Planning & Development Planning, Engineering and Regulatory Services

**Approved by:**
Jason Sinyard, P.Eng, MBA Deputy City Manager Planning, Engineering and Regulatory Services
# Report Approval Details

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

Lindsay Lyghtle Brushett - Oct 12, 2022 - 1:23 PM

Jason Sinyard - Oct 12, 2022 - 3:41 PM
To City Council,

My name is [REDACTED] and I live with my partner [REDACTED]. We are [REDACTED] the proposed Retail Use parking lot.

Although the proposed festive walks sound like a lot of fun, 3 months of nightly high traffic until 9:30pm is too much. Particularly the Halloween walk, which I imagine is aimed at generating a lot of screaming.

I would therefore suggest 2 weeks for Halloween, and 3 weeks for Christmas, 4 days a week rather than 7. Additionally, ending at 9pm so that all traffic stops (including the 20 or so employees) by 9:30pm. The current proposal as it stands is too much of a disturbance.

Many thanks in considering the opinions of us living around here.

Regards,
1. **Pedestrian Activated Street Crossings Service Improvements**

Councillor Hickman referred Council to the Decision Note which provides options for discussion for improving the service response time for the snow clearing of intersections with Pedestrian Activated Controls. He noted that these crossing points include locations that are push button activated, as well as those that are on automated recall.
The Deputy City Manager of Public Works reviewed the current process, the priorities and the set completion times. The information that was provided by the public, through various engagement opportunities indicated the importance of ensuring that Priority 1 streets and sidewalks were cleared effectively. It also determined that snow clearing response time at 122 selected pedestrian crossings could be hastened through additional resources. Currently, the Parks and Open Spaces Division does not have the capacity to increase the service level at those pedestrian crossings with current resources.

The Deputy City Manager briefly reviewed each of the four options prepared for Council to consider and noted that Option 3 is the recommendation coming from Staff.

Councillor Burton inquired as to when the clearing would begin and was advised by the Deputy City Manager that it would be after the street widening had been completed, which is 24 hours after a snow fall event. It was noted as well that Option 3 reduces the time by 50%.

Councillor Burton advised that she is supportive of Option 3 and feels that this will be a positive move.

Councillor Hickman sought clarification on whether this includes Metrobus stops, Ms. Windsor advised that it does not, as Metrobus is responsible for the snow clearing around their shelters.

Deputy Mayor O’Leary thanked the Staff for bringing these options forward and noted her support for option three, and that she is not interested in contracting out the service. She added that the improvements for clearing of stairways for improved access has been great to see and well received by residents.

The question was asked if this is to be brought into this coming winter season how it would affect the budget. The City Manager advised Council that this would be for the upcoming season.

Recommendation

Moved By Councillor Hickman
Seconded By Councillor Ellsworth

That Council consider Option 3 if a service level enhancement is contemplated. Option 3 is outlined as follows:

Pedestrian activated traffic control crossing locations cleared within **72 hours** after the completion of street widening operations.

- 8 City employees
- 1 supervisor
- 2 leased loaders
- 2 light duty truck
• Cost - $270,015

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

MOTION CARRIED (9 to 0)

2. **Windsor Lake Water Treatment Plant Equipment Reserve Fund**
   **Replacement of Secondary Cell 2 and 3 Membrane Modules**

   **Recommendation**
   **Moved By** Councillor Hickman
   **Seconded By** Councillor Bruce

   That Council make funding available through the Windsor Lake Equipment Reserve Fund to support the purchase of membrane filter modules for Secondary Cell #2 and #3 at the Windsor Lake Water Treatment Plant.

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

   MOTION CARRIED (9 to 0)

3. **Autism Society Representative**

   **Recommendation**
   **Moved By** Councillor Hanlon
   **Seconded By** Councillor Ellsworth

   The Inclusion Advisory Committee recommends that Mr. Paul Walsh, Autism Society Representative, remain on the Inclusion Advisory Committee as well as the St. John’s Transportation Commission for the remainder of his term, providing that:

   • Mr. Walsh recuses himself from speaking or voting on matters that relate to the services of the SJTC at meetings of the IAC; and

   • Mr. Walsh recuses himself from speaking or voting on matters that relate to IAC’s accessible transportation positions or recommendations during meetings of the SJTC.

   For (9): Mayor Breen, Deputy Mayor O'Leary, Councillor Burton, Councillor Ellsworth, Councillor Hickman, Councillor Hanlon, Councillor Bruce, Councillor Korab, and Councillor Ridgeley
4. **Accessible Pedestrian Signal Working Group**

Councillor Hanlon gave an overview of the recommendation being brought forward for Council to provide direction to staff to operate Pedestrian Signals on recall in the pedestrian core area and that any expansion of pedestrian recall will be conducted by a working group formed with the Inclusion Advisory Committee.

Staff is considering the following approach and looking for feedback from the Inclusion Advisory Committee prior to making any recommendations to council.

- Pedestrian core would remain on full time recall
- Outside the pedestrian core, pedestrian recall would be based on vehicle and pedestrian volumes, and feedback from Metrobus and other stakeholders including working group as recommended by Inclusion Advisory committee
- Seasonally, some intersections outside the pedestrian core would be switched to recall for winter with dates aligning with public works parking ban

Councillor Ellsworth raised the concern that the City, as a corporate community, should already be looking at every aspect of City services with an inclusion lens and always have that perspective. He wanted to ensure that this is being followed and is automatically used. The City Manager advised that there has been a focus on accessibility and inclusion and in every Decision and Information Note it is included. Councillor Hanlon added that it is a current policy and practice.

Ms. Natalie Godden, Manager - Healthy City & Inclusion, advised that there is an accessibility and inclusion key consideration/implication included in every Decision and Information Note. This particular issue deals with requests for Inclusion Advisory Committee representation on other committees. Having a staff person as the representative at the table is seen as the best option so that all perspectives are brought forward and communicated back to the Inclusion Advisory Committee.

**Recommendation**

**Moved By** Councillor Hanlon  
**Seconded By** Councillor Ellsworth

The IAC Recommends that the Accessibility & Inclusion Facilitator act as a liaison between the IAC and the Pedestrian Signals Working Group to ensure that jurisdictional scans and research of best practices is completed as part of the consultations with the IAC. Final recommendations will be vetted through the IAC Committee for their input and recommendations.
5. **Accessible Parking Working Group**

Councillor Hanlon advised Council that the City’s Inclusion Advisory Committee has recommended that Council approve the development of an Accessible Parking Working Group which will work to improve accessible parking and make recommendations on:

- a public engagement process about accessible parking concerns of City regulated spaces; and
- a public awareness and education campaign, which includes invisible disabilities, concerning accessible parking and accessible parking permits.

The working group will report to the Inclusion Advisory Committee and provide advice and recommendations for improved accessible on-street parking in the City.

Members of Council were supportive of this initiative and look forward to seeing the recommendations that will be brought forward. It was also noted that an education component is important for the public to raise awareness of the importance of designated parking spots and to not park in those spots without proper permits.

**Recommendation**

**Moved By** Councillor Hickman  
**Seconded By** Deputy Mayor O’Leary

That Council approve the development of an Accessible Parking Working Group, reporting to the Inclusion Advisory Committee, to provide advice and recommendations for improved accessible on-street parking in the City of St. John’s.

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

**MOTION CARRIED (9 to 0)**
6. **Inclusion Representation on City Committees**

Councillor Hanlon advised Council of the recommendation for approval coming forward from the Inclusion Advisory Committee regarding inclusion representation on City Committees.

The recommendation is that Accessibility & Inclusion Staff act as a liaison between the IAC and City Departments and Committees to ensure that jurisdictional scans and research of best practices is completed as part of the consultations with the IAC. Final recommendations will be vetted through the IAC Committee for their input and recommendations.

Deputy Mayor O’Leary expressed her support for this direction and understands that with so much inclusion engagement with the IAC it would not be reasonable to expect the volunteers to be on these committees and that using the Staff is a great balance.

Councillor Hanlon gave her thanks and appreciation to Ms. Natalie Godden for all of her work on these initiatives and invited the public to refer any issues or suggestions where improvements can be made, to the City.

**Recommendation**

*Moved By* Councillor Hanlon  
*Seconded By* Deputy Mayor O’Leary

The IAC recommends that Accessibility & Inclusion Staff act as a liaison between the IAC and City Departments and Committees to ensure that jurisdictional scans and research of best practices is completed as part of the consultations with the IAC. Final recommendations will be vetted through the IAC Committee for their input and recommendations.

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

**MOTION CARRIED (9 to 0)**
Title: Pedestrian Activated Street Crossings Service Improvements

Date Prepared: September 13, 2022

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman, Public Works

Ward: N/A

Decision/Direction Required:
To consider improving the service response time for the snow clearing of intersections with Pedestrian Activated Controls. These crossing points include locations that are push button activated, as well as those that are on automated recall.

Discussion – Background and Current Status:
The Parks and Open Spaces Division is responsible for the snow clearing and ice control of intersection crossing points with pedestrian activated traffic controls. The division is also responsible for the snow clearing and ice control of City owned buildings, steps and laneways, municipal parks and selected trails.

Currently, the servicing of pedestrian activated traffic control crossing locations commences on the third overnight shift following a snowfall. The clearing of these pedestrian crossings is not possible during daytime hours, due to high traffic volumes.

Current Process:
The Parks and Open Spaces Division responds to weather events in order of designated priority:

- **Priority 1 (Completion within 24 hours)** - City buildings (33 sites) and associated parking lots (38 sites)
- **Priority 2 (Completion within 48 hours)** - Downtown steps and laneways (New Gower St., Duckworth St., George St. and connecting laneways and streets (14 sites), Bowring Park (12 sites), Bannerman Park (6 sites)
- **Priority 3 (Completion with 96 hours)** - Steps and laneways south of the Topsail Rd to Military Rd elevation (31 sites), Crosswalks (22 sites) access laneways in school areas (33 sites), salt box service (54 sites)
- **Priority 4 (Completion within 144 hours)** - Steps and laneways north of the Topsail Rd to Military Rd elevation (19 sites), pedestrian activated traffic control crossings (100 sites)
- **Shoveling locations** – 115
- **Heavy equipment locations** – 206
It should be noted that in the event that a subsequent snowfall occurs prior to the completion of all priorities, restarting the routes will be necessary, before advancing. This situation is quite common during mid-winter and often leads to delays in the service to low priority sites.

**Service Level Enhancement**

Information provided by the public, through the various sidewalk snow clearing engagement opportunities, indicated the importance of ensuring that Priority 1 streets and sidewalks were cleared effectively.

Following an assessment of completion times and service levels at pedestrian activated traffic control crossing locations, it was determined that snow clearing response time at the 122 selected pedestrian crossings could be hastened through additional resources.

The Parks and Open Spaces Division does not have the capacity to increase the service level at these pedestrian crossings, within its current resources.

**Options**

1. Pedestrian activated traffic control crossing locations cleared within **24 hours** after the completion of street widening operations.
   - 18 City employees
   - 1 supervisor
   - 10 leased loaders
   - 5 light duty trucks
   - Cost - $691,395

2. Pedestrian activated traffic control crossing locations cleared within **48 hours** after the completion of street widening operations.
   - 11 City employees
   - 1 supervisor
   - 5 leased loaders
   - 3 light duty trucks
   - Cost - $409,081

3. Pedestrian activated traffic control crossing locations cleared within **72 hours** after the completion of street widening operations.
   - 8 City employees
   - 1 supervisor
   - 2 leased loaders
   - 2 light duty trucks
   - Cost - $270,015
4. Pedestrian activated traffic control crossing locations cleared within 24 hours after the completion of street widening operations.
   - Contracted service
   - $633,600

**Key Considerations/Implications:**

1. Budget/Financial Implications:
   Increased cost for all levels of enhanced service.

2. Partners or Other Stakeholders:
   - Inclusion Advisory Committee

3. Alignment with Strategic Directions/Adopted Plans:
   - A City That Moves
   - A Connected City
   - An Effective City

4. Legal or Policy Implications:
   NA

5. Privacy Implications:
   NA

6. Engagement and Communications Considerations:
   Service level change to be communicated to the general public.

7. Human Resource Implications:
   Additional employees to be recruited.

8. Procurement Implications:
   Additional equipment to be sourced.

9. Information Technology Implications:
   NA

10. Other Implications:
    Should options 1, 2 or 3 be selected, employees and equipment could potentially be available for additional snow clearing responsibilities after their core duties have been addressed.

**Recommendation:**
That Council consider Option 3 if a service level enhancement is contemplated.
Report Approval Details

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<td>Sep 14, 2022</td>
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This report and all of its attachments were approved and signed as outlined below:

**Brian Head - Sep 14, 2022 - 2:18 PM**

**Lynnann Winsor - Sep 14, 2022 - 2:32 PM**
DECISION/DIRECTION NOTE

Title: Windsor Lake Water Treatment Plant Equipment Reserve Fund Replacement of Secondary Cell 2 and 3 Membrane Modules

Date Prepared: September 26, 2022

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman, Public Works

Ward: N/A

Decision/Direction Required:
To seek a decision on proceeding with a purchase from the Equipment Reserve Fund to replace existing membrane filter modules in Secondary Cell #2 and #3 at the Windsor Lake Water Treatment Plant.

Discussion – Background and Current Status:
The Windsor Lake Water Treatment Plant Equipment Reserve Fund is being requested to be used for the purchase of membrane filter modules for Secondary Cell #2 and #3. The existing membrane modules that were installed in July 2015 have reached the end of their useful life and need to be replaced with new, identical modules from the same equipment manufacturer for which the filtration system is designed, tested and certified to operate with.

The total estimated cost for the membrane modules, including freight and delivery, is approximately $220,000.00.

Key Considerations/Implications:

1. Budget/Financial Implications:
   Sufficient funding has been identified through the Reserve Fund to support this purchase. The current balance of the Windsor Lake Water Treatment Plant Capital Reserve (0000-36889) is $1,008,718.09.

2. Partners or Other Stakeholders:
   N/A

3. Alignment with Strategic Directions:
   A Sustainable City: Be financially responsible and accountable.
   Development of an Equipment Reserve Fund at the Windsor Lake Water Treatment Plant provides the ability to replace critical equipment in a timely and budgeted manner, avoiding unplanned maintenance and unexpected costs.
4. Alignment with Adopted Plans:
   N/A

5. Accessibility and Inclusion:
   N/A

6. Legal or Policy Implications:
   N/A

7. Privacy Implications:
   N/A

8. Engagement and Communications Considerations:
   N/A

9. Human Resource Implications:
   N/A

10. Procurement Implications:
    The estimated timeframe for delivery of the membrane filter modules is approximately 14-16 weeks from receipt of written purchase order.

11. Information Technology Implications:
    N/A

12. Other Implications:
    N/A

**Recommendation:**
That Council make funding available through the Windsor Lake Equipment Reserve Fund to support the purchase of membrane filter modules for Secondary Cell #2 and #3 at the Windsor Lake Water Treatment Plant.

**Prepared by:** Shawn Haye, Manager – Water Treatment

**Approved by:** Andrew Niblock, Director – Environmental Services
Report Approval Details

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

**No Signature - Task assigned to Lynnann Winsor was completed by workflow administrator Karen Chafe**

Lynnann Winsor - Sep 28, 2022 - 3:11 PM

Lynnann Winsor - Sep 28, 2022 - 3:26 PM
Decision/Direction Required:
Direction is sought from the Inclusion Advisory Committee (IAC) with respect to the retention of Mr. Paul J. Walsh on the Committee as the representative for the Autism Society of NL (ASNL).

Discussion – Background and Current Status:
The Autism Society recently appointed Mr. Paul Walsh as their representative on the Inclusion Advisory Committee. Subsequently, it was questioned whether or not Mr. Walsh would be in a conflict of interest by serving on the Committee as he is also the Chairperson of the St. John’s Transportation Commission (SJTC). The issue of public transportation is commonly discussed as part of IAC’s agenda, particularly as it relates to advocacy of accessible public transportation by both Metrobus and GoBus, both of which fall under the purview of the St. John’s Transportation Commission. Mr. Walsh has offered his resignation to the Commission on this basis so he could become a fully participating member of the Inclusion Advisory Committee.

Subsequently, Council agreed that should Mr. Walsh want to retain both positions, he has been directed to bring the conflict of interest to the attention of both the SJTC and the IAC at your next scheduled meetings so that you are informed of the issue and approve of Mr. Walsh’s continued service to both bodies provided that:

- Mr. Walsh recuses himself from speaking or voting on matters that relate to the services of the SJTC at meetings of the IAC; and
- Mr. Walsh recuses himself from speaking or voting on matters that relate to IAC’s accessible transportation positions or recommendations during meetings of the SJTC.

Key Considerations/Implications:
1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: members represented by the Autism Society of NL, the St. John’s Transportation Commission and the Inclusion Advisory Committee
3. Alignment with Strategic Directions:

A City that Moves: Expand and maintain a safe and accessible active transportation network.

An Effective City: Ensure accountability and good governance through transparent and open decision making.

4. Alignment with Adopted Plans: N/A

5. Legal or Policy Implications: Section 7.3 of the IAC Terms of Reference re: Conflicts of Interest and Confidentiality

6. Privacy Implications: as noted in Section 5

7. Engagement and Communications Considerations: N/A

8. Human Resource Implications: N/A

9. Procurement Implications: N/A

10. Information Technology Implications: N/A

11. Other Implications: N/A

Recommendation:
That the IAC relay to Council their consensus or dissent in relation to the continued membership of Paul J. Walsh as ASNL’s representative on the IAC on the following basis:

- Mr. Walsh recuses himself from speaking or voting on matters that relate to the services of the SJTC at meetings of the IAC; and
- Mr. Walsh recuses himself from speaking or voting on matters that relate to IAC’s accessible transportation positions or recommendations during meetings of the SJTC.

Prepared by:  
Approved by:
### DECISION/DIRECTION NOTE

**Title:** Pedestrian Signal Operations recall  
**Date Prepared:** August 10, 2022  
**Report To:** Committee of the Whole  
**Councillor and Role:** Councillor Maggie Burton, Transportation & Regulatory Services  
**Ward:** N/A

---

**Decision/Direction Required:**

This Decision Note provides an overview of the city’s pedestrian signals, including the Accessible Pedestrian Signals (APS), and their operation strategies.

**Discussion – Background and Current Status:**

Signalized intersections are designed with a pedestrian walk signal for the safety of pedestrians. There are a total of 113 signalized intersections in the city programmed with pedestrian walk signal.

**Pedestrian Signal Operation**

The pedestrian signal at signalized intersections can be configured in two ways:

1. **pedestrian actuation mode**
2. **pedestrian recall (automated) mode.**

During pedestrian actuation, the walk light is activated when a person pushes the button. During pedestrian recall, a call for walk signal is placed automatically in every cycle without a need for pressing the push button. Pedestrian recall improves the pedestrian experience in busy pedestrian areas and improves accessibility for all pedestrians. However, it may negatively impact operation of road network if not used appropriately. Some of the potential drawbacks of pedestrian recall are listed below.

- May increase delays to vehicles and transit
- May impact fire emergency response time
- May increase congestion and vehicle idling resulting in more GHG emissions
- May create safety issues due to driver frustration

In general, pedestrian recall is appropriate in areas with high pedestrian volume where someone is crossing the street at almost every light cycle. For crossings with an
intermediate/low level of pedestrian demand, it is important that pedestrian recall be implemented with a careful consideration to have a balanced approach considering impact to all road users.

**Recent History of Pedestrian Recall**

Prior to the COVID-19 response in May of 2020, pedestrian recall was used only where required based on high pedestrian volumes and at some locations in the winter if the pushbuttons are inaccessible due to snow accumulation. This strategy attempts to provide the least delay to all users of the intersection regardless of the mode.

At the outset of the COVID-19 response in May of 2020 the city implemented pedestrian recall full time at all signalized intersections. The main objective of this strategy was to reduce transmission of the virus.

In November 2020, a pedestrian “core” area was identified to remain on full time pedestrian recall. Shown in Figure 1, the “core” was defined by a line starting at Springdale Street and Water Street then following Springdale Street, Lemarchant Road, St. Clare Avenue, Campbell Avenue, Ropewalk Lane, Empire Avenue, Stamps Lane, Freshwater Road, Elizabeth Avenue, Rennie’s River, Portugal Cove Road, Rennie’s Mill Road, Military Road, Cavendish Square, and ending at Cavendish Square and Duckworth Street.

The pedestrian core area includes 30 signalized intersections, of which 29 are on pedestrian recall. The intersection of Harvey Road/Long’s Hill/LeMarchant Road was switched back to its normal timing plan to facilitate transit operations.

Outside the pedestrian core there are 83 signalized intersections. 30 of these switch to recall for the winter season.
Figure 1: Pedestrian “Core” Area
Accessible Pedestrian Signals

To improve accessibility for people with vision loss, traditional traffic signals can be equipped with additional features known as Accessible Pedestrian Signals (APS). Typically, APS provide audible and vibrotactile indications that act as the walk signal for people with vision loss. The APS walk sound is activated once a pedestrian presses a push button and holds it for 3 seconds installed as part of the pedestrian signal. The city has so far installed APS at 21 intersections dispersed across the city as shown in Figure 2: Location of Accessible Pedestrian Signals (APS) in the city, 2022.

In addition to regular press and hold actuation, Key2Access includes use of mobile apps or fobs programmed to activate crossing signals without having to press push button. Key2Access is used at 6 intersections city wide.

All APS in the city need to be activated by a pedestrian. No audible indications of the walk signal are on recall.
To expand the installation of APS at signalized intersections, the city has allocated a separate fund under the Annual Accessible Pedestrian Program. Currently, there is a $86,190.62 available under this program. The target is to install APS technology at two to three new intersections each year. Whenever feasible, other funding opportunities, including development work and capital funding, are used to install APS signals. Moving forward APS will be installed at all new intersections and when we upgrade or rehab existing intersections.

Where do we go from here?

Staff is considering the following approach and looking for feedback from the Inclusion Advisory Committee prior to making any recommendations to council.

- Pedestrian core would remain on full time recall
- Outside the pedestrian core, pedestrian recall would be based on vehicle and pedestrian volumes, and feedback from Metrobus and other stakeholders including working group as recommended by Inclusion Advisory committee
- Seasonally, some intersections outside the pedestrian core would be switched to recall for winter with dates aligning with public works parking ban

Key Considerations/Implications:

1. Budget/Financial Implications:
   There is currently $86,190.62 remaining in the APS budget.

2. Partners or Other Stakeholders:
   Inclusion Advisory Committee, CNIB, Transit, Fire Department

3. Alignment with Strategic Directions:

   Pedestrian signal operations are integral part of the strategic direction “A City that Moves.” This direction is described as follows with emphasis added on mode share related language:
   Changing demographics mean the way people move around the city is shifting. Our transportation network needs to provide all people and businesses access to options for travelling where they want to go. By focusing on safety and balance this direction attempts to make a safer transportation network for everyone, regardless of their mode of travel.
A City that Moves: Expand and maintain a safe and accessible active transportation network.

A Connected City: Increase and improve opportunities for residents to connect with each other and the City.

4. Alignment with Adopted Plans:
   N/A

5. Accessibility and Inclusion:
   N/A

6. Legal or Policy Implications:
   N/A

7. Privacy Implications:
   N/A

8. Engagement and Communications Considerations:
   N/A

9. Human Resource Implications:
   N/A

10. Procurement Implications:
    N/A

11. Information Technology Implications:
    N/A

12. Other Implications:
    N/A

**Recommendation:**
That Council provide direction to staff to operate Pedestrian Signals on recall in pedestrian core area and any expansion of pedestrian recall will be carried out by working group formed with Inclusion Advisory Committee.

**Prepared by:** Amer Afridi, Manager Transportation Engineering
Report Approval Details

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<tr>
<td>Attachments:</td>
<td>- Overview of City's Pedestrian Signals_Final.pdf</td>
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<tr>
<td>Final Approval Date:</td>
<td>Aug 3, 2022</td>
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This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Aug 3, 2022 - 9:08 AM

Jason Sinyard - Aug 3, 2022 - 12:30 PM
Decision/Direction Required:
The City’s Inclusion Advisory Committee recommended that Council approve the development of an Accessible Parking Working Group which will work to improve accessible parking and make recommendations on:

- a public engagement process about accessible parking concerns of City regulated spaces; and
- a public awareness and education campaign, which includes invisible disabilities, concerning accessible parking and accessible parking permits

Discussion – Background and Current Status:
During the July 7th Inclusion Advisory Committee (IAC) meeting staff were asked to prepare a decision note for committee input consideration and recommendation to Council regarding the formation of an Accessible Parking Working Group.

Accessible parking is regulated by the Provincial Buildings Accessibility Regulations under the Accessible Buildings Act and the Accessible Parking Regulations under the Highway Traffic Act, however the City is responsible for on-street accessible parking within City limits. The City’s By-Laws require that accessible parking spaces must be designated with signage but there are no minimum number of spaces and locations are determined based on operations in the area and demand from the public. In residential areas, they are based on requests from residents with a Service NL permit. On-street accessible parking is not enforced or monitored by the provincial government.

Other municipal jurisdictions have also addressed concerns with accessible parking in absence of provincial guidelines. Halifax recently improved accessible parking through engagement with the public which guided the development of their Accessible Parking Guidelines for on-street parking. Similarly, Victoria, BC developed an Accessible Parking Working Group which established a review process and guidelines for consideration.

Key Considerations/Implications:

1. Budget/Financial Implications:
a. Costs associated with the development of a public awareness campaign and hosting public engagement sessions may ensue.

2. Partners or Other Stakeholders:
   a. Accessible Parking Permit Holders
   b. Businesses within on-street parking spaces
   c. Inclusion Advisory Committee
   d. Healthy City and Inclusion Staff
   e. Planning, Engineering and Regulatory Services
   f. Communications
   g. Organizational Performance and Strategy

3. Alignment with Strategic Directions:

   A City that Moves: Improve safety for all users on a well-maintained street network.

   A Connected City: Develop and deliver programs, services and public spaces that build safe, healthy and vibrant communities.

4. Alignment with Adopted Plans:
   a. Healthy City Strategy
   b. Envision St. John’s

5. Accessibility and Inclusion:
   a. The Accessibility & Inclusion Facilitator will ensure that the work and recommendations of this working group are in line with best practices and accessibility legislation.

6. Legal or Policy Implications: None

7. Privacy Implications: None

8. Engagement and Communications Considerations:
   a. A Communications Plan may be required
   b. A Public Engagement Plan may be required

9. Human Resource Implications: None

10. Procurement Implications: None

11. Information Technology Implications: None

12. Other Implications: None

Recommendation:
That Council approve the development of an Accessible Parking Working Group, reporting to the Inclusion Advisory Committee, to provide advice and recommendations for improved accessible on-street parking in the City of St. John’s.

Prepared by: Trisha Rose, Facilitator – Accessibility & Inclusion

Approved by:
Report Approval Details

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<th>Document Title:</th>
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This report and all of its attachments were approved and signed as outlined below:

Natalie Godden - Sep 14, 2022 - 11:16 AM

Tanya Haywood - Sep 15, 2022 - 2:39 PM
# Development Permits List
For October 6 to October 12, 2022

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<tr>
<th>Code</th>
<th>Applicant</th>
<th>Application</th>
<th>Location</th>
<th>Ward</th>
<th>Development Officer’s Decision</th>
<th>Date</th>
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<tr>
<td>RES</td>
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<td>Development of Vacant Lot for Single Detached Dwelling</td>
<td>36 Barrows Road</td>
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* Code Classification:
  - RES - Residential
  - INST - Institutional
  - COM - Commercial
  - IND - Industrial
  - AG - Agriculture
  - OT - Other

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

Lindsay Lyghtle Brushett
Supervisor – Planning & Development

____________________________________________________
**Permits List**

*Council's October 17, 2022 Regular Meeting*

Permits Issued: 2022/10/06 to 2022/10/12

**BUILDING PERMITS ISSUED**

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<td>New Construction</td>
<td>Single Detached Dwelling</td>
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<td>12 Tobin Cres</td>
<td>Deck</td>
<td>Patio Deck</td>
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<td>147 Hamlyn Rd</td>
<td>Fence</td>
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<td>15 Dartmouth Pl</td>
<td>Change of Occupancy/Renovations</td>
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<td>Renovations</td>
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<td>216 Topsail Rd</td>
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<td>22 Kieley Dr</td>
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<td>78 Diamond Marsh Dr</td>
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<tr>
<td>823b Main Rd</td>
<td>Change of Occupancy</td>
<td>Home Office</td>
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This Week: $1,395,445.52

**Commercial**

| Location                  | Permit Type                  | Structure Type                  |

49
16 Queen St    Sign    Place Of Assembly
37 Cookstown Rd    Renovations    Other
65a Lemarchant Rd    Site Work    Office
8-10 Rowan St    Sign    Pharmacy

This Week: $26,650.96

Government/Institutional

Location Permit Type Structure Type

This Week: $0.00

Industrial

Location Permit Type Structure Type

This Week: $0.00

Demolition

Location Permit Type Structure Type

This Week: $0.00

This Week's Total: $1,422,096.48

REPAIR PERMITS ISSUED: $54,200.00

NO REJECTIONS

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<td>TOTAL</td>
<td>$200,323,305.44</td>
<td>$161,801,217.63</td>
<td>-19</td>
</tr>
<tr>
<td>Housing Units (1 &amp; 2 Family Dwelling)</td>
<td>144</td>
<td>196</td>
<td></td>
</tr>
</tbody>
</table>
Respectfully Submitted,

_______________________________________
Jason Sinyard, P.Eng., MBA
Deputy City Manager
Planning, Engineering and Regulatory Services
Weekly Payment Vouchers
For The
Week Ending October 12, 2022

Payroll

Public Works $ 424,611.98
Bi-Weekly Administration $ 877,111.36
Bi-Weekly Management $ 924,590.82
Bi-Weekly Fire Department $ 993,185.72

Accounts Payable $ 3,675,792.19

(A detailed breakdown available here)

Total: $ 6,895,292.07
BID APPROVAL NOTE

Bid # and Name: 2022166 - Supply and Install Playground Equipment
Date Prepared: Monday, October 17, 2022
Report To: Regular Meeting
Councillor and Role: Councillor Sandy Hickman, Public Works
Ward: N/A

Department: Public Works
Division: Parks & Open Spaces
Quotes Obtained By: Sherry Kieley
Budget Code: PWP-2017-841
Source of Funding: Capital

Purpose:
This open call was issued for the supply and installation of playground equipment at Della Drive and Gould Recreation Complex.

Results: ☐ As attached ☒ As noted below

<table>
<thead>
<tr>
<th>Vendor Name</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coastline Specialties Ltd.</td>
<td>$167,750.50</td>
</tr>
<tr>
<td>EMCO</td>
<td>$182,703.95</td>
</tr>
</tbody>
</table>

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

Contract Duration: One year from date of issue

Bid Exception: None

Recommendation:
That Council approve for award open call 2022160 – Supply and Install Playground Equipment to the lowest bidder meeting specification, Coastline Specialties Ltd., for $167,750.50 (HST included) as per the Public Procurement Act.

Attachments:
Report Approval Details

<table>
<thead>
<tr>
<th>Document Title:</th>
<th>2022166 - Supply and Install Playground Equipment.docx</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachments:</td>
<td></td>
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<tr>
<td>Final Approval Date:</td>
<td>Oct 11, 2022</td>
</tr>
</tbody>
</table>

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

Rick Squires - Oct 11, 2022 - 8:48 AM

Derek Coffey - Oct 11, 2022 - 9:02 AM
BID APPROVAL NOTE

Bid # and Name: 2022089 – Ornamental Lighting Equipment
Date Prepared: Thursday, October 13, 2022
Report To: Regular Meeting
Councillor and Role: Councillor Maggie Burton, Transportation & Regulatory Services
Ward: N/A

Department: Planning, Engineering & Regulatory Services
Division: Engineering
Quotes Obtained By: Sherry Kieley
Budget Code: ENG-2022-111
Source of Funding: Operating

Purpose:
This open call was issued for the supply and delivery of ornamental lighting parts for the Downtown LED Lighting Retrofit to increase illumination, reduce light pollution, and efficient LED technology. This is funded under a Municipal Infrastructure Funding Agreement under the Investing In Canada Program (ICIP).

Results: ☐ As attached ☒ As noted below

<table>
<thead>
<tr>
<th>Supplier</th>
<th>Bid Name</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Graybar Canada</td>
<td>Submission 1</td>
<td>Disqualified</td>
</tr>
<tr>
<td>Guillevin International</td>
<td>Submission 1</td>
<td>Disqualified</td>
</tr>
<tr>
<td>Graybar Canada</td>
<td>Solera Fixtures</td>
<td>Disqualified</td>
</tr>
<tr>
<td>Guillevin International</td>
<td>ALTERNATE LIGHTING OPTION</td>
<td>Disqualified</td>
</tr>
<tr>
<td>Guillevin International</td>
<td>Alternate lighting option 3</td>
<td>Disqualified</td>
</tr>
<tr>
<td>McLoughlan Supplies Ltd.</td>
<td>Submission 1</td>
<td>$503,838.00</td>
</tr>
<tr>
<td>Graybar Canada</td>
<td>Lumenpulse</td>
<td>$579,900.17</td>
</tr>
<tr>
<td>Guillevin International</td>
<td>Alternate lighting option 2</td>
<td>$581,229.55</td>
</tr>
<tr>
<td>Rexel Atlantic</td>
<td>Submission 1</td>
<td>$626,883.40</td>
</tr>
</tbody>
</table>

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

Contract Duration: Delivery is 16 weeks from receipt of purchase order.
Bid Exception: None

Recommendation:
That Council approve for award open call 2022089 – Ornamental Lighting Equipment to the lowest bidder meeting specification, McLoughlan Supplies Ltd, for $503,838.00 (HST Included) as per the Public Procurement Act.

Attachments:
DECISION/DIRECTION NOTE

Title: SERC – George Street Mardi Gras

Date Prepared: October 11, 2022

Report To: Regular Meeting of Council

Councillor and Role: Councillor Debbie Hanlon, Special Events Regulatory Committee

Ward: N/A

Decision/Direction Required: Seeking Council approval of the road closure, noise by-law extension, and extension of alcohol sales associated with the George Street Mardi Gras on Saturday October 29.

Discussion – Background and Current Status: George Street Mardi Gras features a live DJ and costume contest in Prince Edward Plaza. The Special Events Regulatory Committee has met with the organizers, and are working through logistics of this event.

George Street Mardi Gras – Saturday October 29, 8pm – 12am
- Road closure request on George Street from Adelaide Street to Water Street.
- Noise By-Law extension requested until 3am.
- Extension of alcohol sales requested until 3am.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A

2. Partners or Other Stakeholders: George Street Association

3. Alignment with Strategic Directions: N/A

   A Connected City: Develop and deliver programs, services and public spaces that build safe, healthy and vibrant communities.

4. Alignment with Adopted Plans: N/A

5. Accessibility and Inclusion: N/A

6. Legal or Policy Implications: N/A

7. Privacy Implications: N/A
8. Engagement and Communications Considerations: N/A

9. Human Resource Implications: N/A

10. Procurement Implications: N/A

11. Information Technology Implications: N/A

12. Other Implications: N/A

**Recommendation:**
That Council approve the road closure, noise by-law extension, and extension of alcohol sales associated with the George Street Mardi Gras on Saturday October 29.

**Prepared by:** Christa Norman, Special Projects Coordinator  
**Approved by:** Erin Skinner, Supervisor – Tourism and Events
Report Approval Details

<table>
<thead>
<tr>
<th>Document Title:</th>
<th>SERC - George Street Mardi Gras.docx</th>
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</table>

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

**Erin Skinner - Oct 11, 2022 - 9:26 AM**

**Tanya Haywood - Oct 11, 2022 - 1:52 PM**
DECISION/DIRECTION NOTE

Title: Ratification of CUPE Local 1289 Collective Agreement and Application of General Wage Increases to Management/Council

Date Prepared: October 13, 2022

Report To: Regular Meeting of Council

Councillor and Role: Councillor Ron Ellsworth, Finance & Administration

Ward: N/A

Decision/Direction Required:

1) Ratification of the Collective Agreement between the City of St. John’s and CUPE Local 1289.

2) Approval to apply the general wage increases negotiated with CUPE Local 1289 to Management and Council.

Discussion – Background and Current Status:

The City and CUPE Local 1289 have reached a tentative Collective Agreement for the period of July 1, 2022 – June 30, 2026. The Union ratified the agreement on October 11, 2022. It is now being brought to Council for a ratification vote. The key terms of the tentative agreement are as follows:

<table>
<thead>
<tr>
<th>Tentative Agreement Between the City of St. John’s and CUPE Local 1289</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Duration</strong></td>
</tr>
<tr>
<td><strong>General Wage Increase</strong></td>
</tr>
<tr>
<td><strong>Signing Bonus</strong></td>
</tr>
</tbody>
</table>
Key Considerations/Implications:

1. Budget/Financial Implications:

As previously reported to Council, the estimated cost of the negotiated general wage increases are as follows:

- 2022 - $1,047,000
- 2023 - $3,304,000
- 2024 - $5,519,000
- 2025 - $8,152,000

The estimated cost of paying out the signing bonus to CUPE Local 1289 employees is $300,000.

2. Partners or Other Stakeholders:

3. Alignment with Strategic Directions:

   A Sustainable City: Be financially responsible and accountable.
   
   An Effective City: Work with our employees to improve organizational performance through effective processes and policies.

4. Alignment with Adopted Plans:

5. Accessibility and Inclusion:

6. Legal or Policy Implications:

7. Privacy Implications:

8. Engagement and Communications Considerations:

9. Human Resource Implications:

10. Procurement Implications:

11. Information Technology Implications:

12. Other Implications:
Recommendation:

That Council ratify the Collective Agreement negotiated with CUPE Local 1289 and approve applying the general wage increases negotiated with CUPE Local 1289 to Management and Council. This will ensure that pay equity and an appropriate wage differential is maintained between Managers/Supervisors and their direct reports.

Prepared by: Sarah Hayward, Director – Human Resources

Approved by:
## Report Approval Details

<table>
<thead>
<tr>
<th>Document Title:</th>
<th>Ratification of CUPE Local 1289 Collective Agreement and Application of Negotiated Wage Increases to Management and Council.docx</th>
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**Derek Coffey - Oct 13, 2022 - 12:13 PM**