

ST. JOHN'S

Committee of the Whole Agenda

December 14, 2022

9:30 a.m.

4th Floor City Hall

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ST. JOHN'S

Minutes of Committee of the Whole - City Council Council Chambers, 4th Floor, City Hall

November 30, 2022, 9:30 a.m.

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

Regrets: Councillor Maggie Burton
Councillor Debbie Hanlon
Councillor Ophelia Ravencroft
Councillor Ian Froude

Staff: Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Lynnann Winsor, Deputy City Manager of Public Works
Cheryl Mullett, City Solicitor
Karen Chafe, City Clerk
Christine Carter, Legislative Assistant

Others Scott Winsor, Director of Engineering
Amer Afridi, Manager, Transportation Engineering
Edmundo Fausto, Sustainability Coordinator
Victoria Etchegary, Manager, Organizational Performance & Strategy
Trisha Rose, Facilitator, Accessibility & Inclusion
Kelly Dyer, Communications & Public Relations Officer
Steve Fagan, Supervisor, Traffic Analysis
Lalita Thakali, Transportation Engineer

1. **Call to Order**

Mayor Breen called the meeting to order at 9:30 am.

2. **Approval of the Agenda**

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Bruce

That the agenda be adopted as presented.

For (7): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Korab, and Councillor Ridgeley

MOTION CARRIED (7 to 0)

3. **Adoption of the Minutes**

3.1 **Adoption of Minutes - November 16, 2022**

Recommendation

Moved By Councillor Korab

Seconded By Councillor Ellsworth

That the minutes of November 16, 2022, be adopted as presented.

For (7): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Korab, and Councillor Ridgeley

MOTION CARRIED (7 to 0)

4. **Presentations/Delegations**

4.1 **Presentation of Resident Satisfaction Survey**

Ms. Victoria Etchegary, Manager of Organizational Performance & Strategy provided Council with a brief overview of the results of the 2022 Resident Satisfaction Survey.

She advised that based on feedback from Council, the sample size was increased to 600 resulting in a better margin of error this year of +/- 4.0 percentage points 19 times out of 20. The survey was contracted to MQO Research through a Request for Proposals. Questions used were guided by specific city information needs at this time to benchmark against 2018 and 2020 with some consideration for housing, finance and health impacts.

Ms. Etchegary noted that these surveys provide the foundation for continuous improvement and ongoing performance measurement on the implementation of the strategic plan and the delivery of City programs and services. Citizen surveys are used in municipalities across the country.

Ms. Etchegary provided highlights from this year's survey which include:

- 10% decrease in perception of quality of life (back to 2018 levels)
- 20% decrease in overall satisfaction with city programs (back to near 2018 levels)
- 13% decrease in citizens' perception of value for tax dollars (back to 2018 levels)
- Affordable housing remains the top priority for non-essential capital spending followed by initiatives to improve energy efficiency, reduce greenhouse gases, and reduce operating costs
- 90% of citizens believe the city should balance investments in quality of life and core services
- The gap analysis, which identifies the difference between the perceived importance of each program area and residents' level of satisfaction shows program areas remaining in the same categories as 2022 for the most part. While there are some changes in level of importance, all programs and services rated eight or higher in importance by more than half of respondents. Some statistically significant changes to satisfaction scores in twelve of the twenty program areas as noted in the report. That said, the areas for primary priority, secondary priority, sustain and reinforce, and watch and maintain, remain largely unchanged. Metrobus and GoBus Accessible Taxi move into primary priority for 2022.
- There was generally an increase in uptake of online services.
- Some differences in satisfaction, quality of life, and value for tax dollars among various demographic groups.
- Generally positive perceptions of the city as a place to make a life, being welcoming and being on the right track.
- One in five residents is struggling financially in their households.
- Just one half of residents say their housing is affordable while the majority say it is adequate.
- Overall, two thirds of residents note having excellent or good physical and mental health.

There were some noted differences between subgroups including differences among renters versus homeowners, incomes levels, and age demographics. While ward data has a higher margin of error and should be considered in that context, Ward 4 noted a higher quality of life. Ward 1 was the most satisfied with city services and Ward 5 was the least satisfied with city services.

Mayor Breen thanked Ms. Etchegary for providing Council with this overview and added that he is not surprised with the decrease in some areas compared to the results from 2020 as there have been a lot of challenges and the results may reflect how residents view things that are happening around them, such as the housing shortage, the increase and concerns with crime in neighbourhoods, and concerns related to health care.

The Mayor noted the importance of inter-governmental partnerships to seek funding and continued work with non-governmental organizations to deal with issues such as affordable housing. This data can also be shared with other levels of government to champion for projects and causes.

Ms. Etchegary also added that many people when responding to questions during a survey may often group all levels of government together and not have a clear understanding of the responsibilities and jurisdiction related to issues like crime and health care, but they are important in the lives of residents in the City.

The data from this survey will be reviewed with each of the various City departments and committees so that the responses can be reviewed and used in decision making and planning going forward.

5. **Finance & Administration - Councillor Ron Ellsworth**
6. **Public Works - Councillor Sandy Hickman**
7. **Community Services - Deputy Mayor Sheilagh O'Leary**
8. **Inclusion - Councillor Debbie Hanlon**

8.1 Inclusion Advisory Committee Report - November 24, 2022

1. BlindSquare Event Wayfinding Pilot Project Recommendations

Deputy Mayor O'Leary presented the Decision Note outlining the recommendations from the Inclusion Advisory Committee regarding the BlindSquare Event Wayfinding Pilot.

The Deputy Mayor asked whether the android capacity for this App is anticipated to be available in 2023 for use during the Pedestrian Mall. Ms. Trisha Rose, Facilitator, Accessibility & Inclusion advised that the most up to date information that she has from the developer is that the android App is now ready for release, and it is expected before the end of the year or very early in the new year.

Feedback received from those with android devices indicated that they felt that it was a two-tier level of service and it was unfair that they were not able to access the service.

It was agreed that it was a great tool, and Council looks forward to having it available for all users next summer at the 2023 Pedestrian Mall.

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Ellsworth

That Council approve continued use of the BlindSquare technology as a wayfinding and navigation tool at the 2023 Downtown Pedestrian Mall pending the anticipated release of an android version.

For (7): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Korab, and Councillor Ridgeley

MOTION CARRIED (7 to 0)

9. **Housing - Councillor Ophelia Ravencroft**
10. **Economic Development, Tourism & Immigration - Mayor Danny Breen**
11. **Arts & Culture - Deputy Mayor Sheilagh O'Leary**
12. **Governance & Strategic Priorities - Mayor Danny Breen**
13. **Planning - Councillor Ian Froude**
14. **Development - Councillor Jamie Korab**
15. **Transportation and Regulatory Services - Councillor Maggie Burton**

15.1 Traffic Calming Policy Update (November 30,2022)

Councillor Jill Bruce presented the Decision Note on the proposed changes to the City's current Traffic Calming Policy and introduced Mr. Amer Afridi, Manager of Transportation Engineering, who reviewed each of the proposed changes and provided the rationale for each.

- **Collision History** – currently points are given to historical collisions that are only related to vulnerable road users. The revised scoring scheme considers additional collisions such as property damage only (PDO) and fatal/injury collisions as well as collisions related to

vulnerable road users. The proposed change is to consider PDO and fatal/injury collisions in the revised scoring.

- **Traffic Volume Threshold** - The maximum score allocated to traffic volume for both Local and Collector roads is 25 points. Based on 2011 Policy, Local roads get points from 900 vehicle per day (vpd) and reach maximum value at 2150 vpd. Similarly, Collector roads get points from 3000 vpd and reach maximum value at 5,500 vpd. Previous review (***DN March 2021 and IN Dec 2020***) recommended revising this upper volume threshold to make the scoring more sensitive to higher traffic volumes. Based on the sample of traffic volume data reviewed for the City's Local and Collector streets, their upper volume threshold 2150 vpd and 5500 vpd, respectively, seems reasonable, and no proposed change to the upper volume thresholds for Local and Collector.
- **Non-local Traffic Volume:** Non-local traffic volume is difficult and expensive to measure accurately. Also, this factor is closely related to the total traffic volume, which is already part of the scoring system. Having non-local traffic volume factor, often a busy street gets points for the same matter twice. Therefore, previous review (***DN March 2021 and IN Dec 2020***) recommended removing this from scoring scheme. Jurisdiction scan also shows that this factor is rarely used in scoring by other municipalities. The proposed Change is to remove non-local traffic volume in the revised screening and scoring scheme.
- **Street Context:** In previous reviews it was recommended to add more weights to street context, which is addressed by the following changes in the revised scoring scheme:
 - Points for sidewalk is increased by 5 points for Local Road. With this, the maximum point a street (Local or Collector) can get for sidewalk is 10. Score will be allocated based on the proportion of sidewalk for the given street as follows: If a street has sidewalks on both sides of the street, it gets no point; for each 20% missing sidewalk, 2 points is given; street gets maximum 10 points when there is missing sidewalk on both sides.
 - Some additional locations such as playgrounds, licensed childcare centers, library and retail stores are identified as pedestrian generators.
 - Adjacent Land Use is added as a new factor to provide weights related to land use context. With this scoring, street in a residential

area, irrespective of whether it be a Local or Collector, gets additional points based on the proportion of residential area fronting the street. A street gets 5 points if it is a fully residential area; 1 point is reduced for every 20% non-residential area, reaching 0 point when it is a fully non-residential area. Proposed Change: Above mentioned street context related components are added in revised scoring scheme.

- **Traffic Speed:** It was recommended that the score be developed for target speed. From Jurisdictional scan, all other municipalities have scoring for speed based on posted speed limit; and therefore, will keep same as in 2011 Policy. The maximum score for traffic speed is increased to 30 points; however, there will be no change in the scoring criteria, meaning a Local street gets 1 point for each 1 km/hr above posted speed and a Collector gets 1 point for each 1 km/hr above threshold (i.e., posted speed + 5 km/hr).

Proposed Changes:

- Scoring for traffic speed to be based on the posted speed limit.
 - Increase maximum score for traffic speed to 30 points
 - A separate program/plan to formulate in future to evaluate speed reduction as a traffic initiative. Progress on this plan will depend on staff resource.
- **Removed Factors:** Three factors, namely, transit route, EMS route and block length, are removed from the revised scoring scheme. This aligns with the practices across other Canadian municipalities. Proposed Change: Remove transit route, EMS route and block length from the revised scoring scheme to be aligned with other jurisdictions.
 - **Interrelated factors:** It was recommended that the score be developed for interrelated factors (*DN March 2021*). From Jurisdictional scan, no other municipalities use scoring criteria for interrelated factors.

Proposed Change: it is recommended not to develop interrelated factors.

- **Request Initiation:** In the updated policy, a petition would be required to initiate the traffic calming process. The petition intends to minimize resources spent in evaluating streets which may not proceed due to insufficient resident support at the later stage of implementation. For the updated policy, it is proposed request initiator will obtain signatures from at least 25% of households on their street for the petition. Similar approaches have been practiced by other municipalities in Canada. A

standard format for petition would be included in the updated policy and readily available to residents for use.

Proposed Change: Petition required from 25% of households for the requested street.

- **Formalize Temporary Implementations:** Based on the current practice, City first installs temporary traffic calming measures prior to the permanent ones. This approach provides an opportunity to testing and evaluating their impact for both residents/road users and the technical team and have proved to be more effective. It was recommended to formalize this practice (***DN March 2021***).

In the current practice, a public survey is conducted prior to implementation of the temporary measures. In the follow-up discussion with the Council held in September 2022, this survey was recommended to be removed from the traffic calming process.

Proposed Change:

- Install temporary traffic calming measures for warranted locations.
 - Remove public survey step prior to the implementation of temporary measures.
- **Public Survey:** The public participation is key part of implementing permanent traffic calming measures in their neighborhoods. For this, public survey will be conducted by staff. This is the only survey that will give an opportunity to the residents to provide their input before the permanent installation.

According to the 2011 Policy, 60% of the affected residents would need “yes” vote to move to next step of implementation. In practice, this requirement for public survey was changed to “60% of responded survey”. This provision assigns “neutral” opinion on resident that do not respond. Previous review recommended to formalize this current practice (***DN March 2021***)

To make the traffic calming process more participatory, it is proposed that the minimum response rate of at least 50% +1 household response rate be considered for the survey in addition to the 60% support rate criteria. This means, if a street for traffic calming has a total of 100 HHs, at least 51 HHs would have to participate in the survey with 30.6 HHs supporting the installation. Similar approach is currently adopted in other municipalities in Canada.

Proposed Change: Consider the minimum response rate for public survey to be 50%+1 household with support from at least “60% of the responded” household.

- **Annual Priority List:** Current policy simply follows the ranking list when selecting the project for implementation. Whenever a new street is evaluated and is warranted for traffic calming, street ranking could change, thereby impacting the priority for the implementation. For the updated policy, it was recommended to prioritize top 10 streets for implementation of traffic calming in each fiscal year so that it will allow technical team to prepare a systematic plan for implementation for the given fiscal year (***DN March 2021***).

Proposed Change: With the current staffing capacity staff can annually, prioritize a range of between 5 to 10 streets/segments for implementation.

- **Re-evaluation Timeline:** Based on 2011 Policy, if a street gets excluded from traffic calming for not meeting any of the traffic calming process criteria, it will have to wait at least 2 years for the next consideration. It is recommended that re-evaluation timeline be changed from 2-year to 5-year to allow more time to focus on new requests and optimize the resources (***DN March 2021***). If there is a major change in the traffic pattern, that street will be exempted from the evaluation timeframe due to constraint.

Proposed Change: Re-evaluation timeframe to be 5-year period.

- **Cul-de-sacs and Crescents/P-loops:** Current policy does not screen out cul-de-sacs, crescents, and P-loops. Due to the nature of these streets, they never scored high enough to be eligible for traffic calming in the past. That means, there is a wastage of time and money for data collection and analysis to assess their eligibility. As such, the updated policy could be streamlined by excluding these from consideration, thereby focusing on most needed locations. Crescent could be sometimes long; therefore, limitation of 300 m is considered for their exclusion from traffic calming.

Proposed Change: Screen out cul-de-sacs, P-loops and crescents that are less than 300 meters.

- **New Development/Rehab Works:** It was recommended to include provision for the application of traffic calming tools to the projects identified under new developments and road rehabs (***DN March 2021***). This aligns with the [Envision St. John's Municipal Plan 2021](#) stating "Require new development to anticipate and implement traffic calming measures consistent with the principles and objectives of the City's

Traffic Calming Policy, so that proactive measures can be applied before traffic problems arise.”

It is important that the traffic calming measures considered for these projects would not unduly affect service of emergency vehicles, transit buses and other vehicles, and would not create safety concerns. Examples of traffic calming measures suitable for this type of projects are roundabouts, curb extensions and raised crosswalks. These projects typically do not involve public consultation on the traffic calming features; however, Staff may need to discuss with stakeholders such as schools and Metrobus, where needed.

In case of streets that are under the traffic calming potential list (score above 30) and are considered for City’s street rehab project, these streets would be given higher priority. The general traffic calming process to follow for this kind of project would be same as for the normal streets.

Proposed Change:

- Consider traffic calming tools to the projects identified for new developments.
 - Streets qualified for traffic calming and considered for Rehab projects to be aligned with Rehab projects for implementation.
- **Speeding Issue in Arterial Roads:** In the follow-up discussion with the Council (September 2022), speeding issue in arterial roads was discussed. This road category falls outside of the Traffic Calming Policy. Traffic Calming policy applies to local and collector streets. Police enforcement program with RNC can be initiated to address speeding concerns along arterial street.

Proposed Strategy: It is recommended that a police committee be formed with internal and external stakeholders. This committee could meet three times a year to discuss and implement effective enforcement program.

Members of Council discussed the proposed changes as presented by Mr. Afridi and sought clarification on some particular areas including:

- whether major changes would warrant consultations with residents
- using data from previous complaints when making changes in areas
- bump-out usage and their importance for slowing traffic and making roads safer for pedestrians and cyclists

- having street calming incorporated during street rehabilitation
- formation of a speed committee for recommendations and feedback to Council, could include crossing guards
- pros and cons of surveying residents after temporary traffic calming
- changes to transit and EMS routes – ensuring that the general public are aware of this change, providing a list of streets where traffic calming will not be possible due to the EMS/transit routes and that transit & EMS stakeholders be consulted on any issues
- whether a re-evaluation of streets for traffic calming can be considered before the 5 years set. Staff advised that they need to catch up with the requested locations and that two years is not possible, unless there are cases out of the norm they can consider.
- Implementing traffic calming into new developments/streets, and the use of traffic impact assessments, narrower streets, which does make for slower driving rates
- different speeds for different classes of streets should be looked at in the future.
- a communications strategy for the Traffic Calming policy for residents
- use of the provincial collision database, and stakeholder involvement

Recommendation

Moved By Councillor Bruce

Seconded By Councillor Ellsworth

That Council approve changes to the traffic calming policy process presented in this Decision Note for the Updated Traffic Calming Policy.

For (7): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Korab, and Councillor Ridgeley

MOTION CARRIED (7 to 0)

16. Sustainability - Councillor Maggie Burton & Councillor Ian Froude

16.1 Corporate Buildings Energy Performance Contract

Mr. Kevin Breen, City Manager, briefed Council on the Corporate Energy Performance Contract Implementation Decision Note which if approved would direct staff to proceed with the implementation of the Corporate Buildings Energy Performance Contract a “self-funded” program to modernize building systems, reduce deferred maintenance, improve

facility resilience, and reduce greenhouse gas emissions through guaranteed energy savings.

The City of St. John's has committed to be an effective and a sustainable City today and for future generations and has re-enforced its ongoing commitment to act by improving organizational performance, investing in infrastructure upgrades, and contributing to action on climate change. This includes the Resilient St. John's Community Climate Plan, adopted unanimously by council in March 2022, and the City Corporate Climate Plan adopted unanimously by council in May 2021. St. John's is committed to the following targets in their Corporate Climate Plan:

- 40% reduction by 2030 and stretch target of 50% by 2030 from 2018 emissions.
- Net-zero by 2050 at the latest.

Buildings and facilities represent one of the most significant capital and operating costs of a municipality. The City of St. John's over 40 buildings (counting only city operated administration, recreation, firehalls, depots, water treatment, waste water treatment, the Mary Brown's Centre & SJCC) have a utility cost of over \$6.7M per year. These utility costs were particularly impacted by rising fuel costs in the last year.

Mr. Breen advised that Mr. Edmundo Fausto, the City's Sustainability Coordinator, has been working with Honeywell on energy saving opportunities to meet these goals, and we now need to decide on funding for the projects. Funding is accessible through various programs, which will see half of the costs for these initiatives implemented, and the remainder will be seen through savings once these initiatives are in place.

Mr. Fausto presented the recommendations to Council which include:

- Council approves staff to submit a capital (w/ Grant) application to FCM for their Pathway to Net-Zero Capital & Grant Program (knowing that decisions on proposals to FCM may take up to 6 months).
- That Council proceeds with the assumption the Project will require the City to capitalize up to \$6,661,630 which will be repaid 100% from savings guaranteed through the EPC.
- Council directs staff to not delay implementation until FCM provides a decision.

- The main grant for this project is the CCCF grant and it has a time-limited implementation period, so it is important to commence implementation.
- Secondly, the pricing for material continues to go up and the pricing for the program proposed (with guarantee) can only held until year-end.
- Under the existing grants arrangement, we have a \$9.9M project that would be paid back fully through energy savings over the specified term of the program (15 years). If we are retroactively awarded the FCM capital grant it will only improve the outcomes of the EPC.

Recommendation

Moved By Councillor Ellsworth

Seconded By Deputy Mayor O'Leary

That Council directs staff to enter the implementation phase of the Energy Performance Contract Phase 1 Program, and that staff be authorized to establish the financing mechanism necessary for the City's portion of program costs up to \$6,661,630.

That Council directs staff to submit a Capital and Grant proposal to FCM to support the implementation phase of the Energy Performance Contract.

For (7): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Korab, and Councillor Ridgeley

MOTION CARRIED (7 to 0)

17. Other Business

17.1 Mobile Vending on the Parking Lot of Holy Heart High School

Recommendation

Moved By Councillor Bruce

Seconded By Deputy Mayor O'Leary

That Council grant permission to allow mobile vending on the parking lot of Holy Heart High School for the aforementioned event.

For (7): Mayor Breen, Deputy Mayor O'Leary, Councillor Ellsworth, Councillor Hickman, Councillor Bruce, Councillor Korab, and Councillor Ridgeley

MOTION CARRIED (7 to 0)

18. Adjournment

There being no further business the meeting adjourned at 11:13 am.

Mayor

DECISION/DIRECTION NOTE

Title: Regional Wastewater Reserve Fund Purchase – Redundant Bar Screen at the Riverhead Wastewater Treatment Plant

Date Prepared: November 28, 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 the purchase of a redundant bar screen funded through the Regional Wastewater Equipment Reserve.

Discussion – Background and Current Status:

Bar screens are installed in the headworks of wastewater treatment plants to capture debris from the sewer as it enters the plant. Failure to remove this debris can cause equipment breakdowns and process upsets within the wastewater treatment plant. Installation of a redundant bar screen will improve the reliability of the headworks process. The plant was designed with the space provisions for a redundant bar screen.

The Regional Wastewater Equipment Reserve is being requested to be used for the design, supply and installation of a redundant bar screen. This work is estimated to cost \$1,500,000 and there is sufficient funds within the reserve. When project is complete, there will be approximately \$2,300,000 remaining in reserve.

Key Considerations/Implications:

1. Budget/Financial Implications:
The Regional Wastewater System has identified sufficient funds within the Regional Wastewater Equipment Reserve to support this purchase.
2. Partners or Other Stakeholders:
The City of St. John's, the City of Mount Pearl and the Town of Paradise.
3. Alignment with Strategic Directions:

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



4. Alignment with Adopted Plans:
Strategic Plan Goal: An Effective City
Ensure accountability and good governance through transparent and open decision making.
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:

Recommendation:

That Council approve access to funding from the Regional Wastewater Equipment Reserve to support this purchase.

Prepared by: Daniel Martin, Manager – Regional Facilities

Approved by:

Report Approval Details

Document Title:	Regional Wastewater Reserve Fund Purchase – Redundant Bar Screen at the Riverhead Wastewater Treatment Plant.docx
Attachments:	
Final Approval Date:	Dec 7, 2022

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

Andrew Niblock - Dec 7, 2022 - 12:54 PM

Lynnann Winsor - Dec 7, 2022 - 1:15 PM

DECISION/DIRECTION NOTE

Title: Regional Water Reserve Fund Purchase – Replacement of Filter Underdrains at the Bay Bulls Big Pond Water Treatment Plant

Date Prepared: November 28, 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 filter underdrain replacements funded through the Regional Water Equipment Reserve.

Discussion – Background and Current Status:

Two filter underdrains have previously been replaced at the Bay Bulls Big Pond water treatment plant and the four remaining filter underdrains are now required to be replaced as they have reached end of life. The filter underdrain system is the supportive structure that holds the multi-media filters and direct water flows during the backwash sequences.

The Regional Water Equipment Reserve is being requested to be used for the replacement of the four remaining filter underdrains. This work is estimated to cost \$2,700,000 and there is sufficient funds within the reserve. When project is complete, there will be approximately \$250,000 remaining in reserve.

Key Considerations/Implications:

1. Budget/Financial Implications:
The Regional Water System has identified sufficient funds within the Regional Water Equipment Reserve to support this project.
2. Partners or Other Stakeholders:
The City of St. John's, City of Mount Pearl, Town of Paradise, Town of Conception Bay South and the Town of Portugal Cove – St. Phillips.
3. Alignment with Strategic Directions:
An Effective City: Ensure accountability and good governance through transparent and open decision making.
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:

A conventional filter cannot operate without a functioning underdrain. The treatment process would be compromised both in terms of the quantity and quality of drinking water produced.

Recommendation:

That Council approve access to funding from the Regional Water Equipment Reserve to support this project.

Prepared by: Daniel Martin, Manager – Regional Facilities

Approved by:

Report Approval Details

Document Title:	Regional Water Reserve Fund Purchase – Replacement of Filter Underdrains at the Bay Bulls Big Pond Water Treatment Plant.docx
Attachments:	
Final Approval Date:	Dec 7, 2022

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

Andrew Niblock - Dec 7, 2022 - 12:56 PM

Lynnann Winsor - Dec 7, 2022 - 1:16 PM

DECISION/DIRECTION NOTE

Title: Canada Drive Active Transportation and Safety Improvements
Date Prepared: December 7, 2022
Report To: Committee of the Whole
Councillor and Role: Councillor Jamie Korab, Development
Ward: Ward 3

Decision/Direction Required:

Decision is required about which type of active transportation route to design and build on Canada Drive.

Discussion – Background and Current Status:

In 2019, the Bike St John's Master Plan was adopted by council. The vision of the plan is to build “a safe, inclusive, and convenient cycling network that is well-connected, attractive and reflective of the City’s unique topography and climate. As part of an integrated mobility network, this is supported by policies and programs that promote a cycling friendly culture.”

Canada Drive is identified as one of the corridors in the “backbone cycling network.”

An active transportation route along Canada Drive will connect the existing shared-use path on Columbus Drive to the shared-use path under the Team Gushue extension in Mount Pearl. It will ultimately connect with Kelly’s Brook trail via Columbus Drive to create an important east-west route at the core of the cycling backbone network.

Preliminary Facility Type Evaluation

A preliminary evaluation was completed to determine which facility types were appropriate options for the Canada Drive corridor. A shared roadway (sharrows), painted bike lanes, unidirectional protected bike lanes on each side of the street, bidirectional bike path on one side of the street, and shared-use path were evaluated at this stage. All options included on-street parking on at least one side of the street and widened sidewalks. Based on the preliminary assessment, two facility types were determined to be appropriate and were then brought forward for public and stakeholder engagement.

Public and Stakeholder Engagement

Active transportation facility options presented for public and stakeholder feedback were:

- A bi-directional bike path on one side of the street, sidewalks on both sides of the street, with parking on one side only; or



- A shared-use path (SUP) on one of the street, sidewalk on the other side, with parking allowed on both sides.

The following is a summary of what we heard from the general public through engagement.

- Most people are generally happy to hear about streetscape changes to improve active transportation. Some people suggest the city is not going far enough to implement safe and comfortable active transportation infrastructure. Others suggest bike lanes are not needed and are not a good use of taxpayer money.
- There is no definitive agreement on which option is preferred.
- Sidewalk snow clearing is a major concern regarding the project. Among people who want to use the new active transportation route, there are questions about its usefulness if it is not adequately maintained in the winter.
- There are concerns about sightlines and sidewalk snow clearing priority on the north side of the street and some concerns about connectivity and safety throughout the street.

The following is a summary of what we heard from residents on Canada Drive.

- Parking is reported as very important among the people who live on Canada Drive. This is an important factor in their preference for the shared-use-path option. In a typical day, half of the participants from Canada Drive would use one on-street parking space; half would use none.
- Sidewalk snow clearing is a major concern regarding the project. Among people living on Canada Drive, the extra width of SUP/sidewalk/bike lanes in front of their homes puts an additional strain on those clearing their driveways.
- Concerns about sightlines on the north side of the street with front lawn embankments adjacent to driveways

The following is what we heard from Metrobus.

- There are 5 bus stops within the project scope. Most of these are on the south side of the street.
- Bus stops must be upgraded to improve accessibility by providing accessible bus stop pads.

The following is a summary of what we heard from the two primary & elementary schools on Canada Drive.

- Active transportation is important to the schools. Many students walk or bike to school. Most students live close enough to school that they do not qualify for bussing.
- Prompt sidewalk and pathway snow clearing is critical because otherwise families can't rely on pathways to walk & bike to school.

- There are a lot more vehicles during drop-off on bad weather days which indicates that a lot of students are walking or biking to school.
- There are concerns about vehicle congestion and left-turns at school access and Cowan Avenue intersection.
- Some students take Metrobus afterschool and use the bus stop in front of Cowan Heights School.

Sustainable Active Mobility Advisory Committee (SAMAC) Input

Following the public engagement and the release of the What We Heard Report, the Sustainable Active Mobility Advisory Committee had their first meetings as a new committee. This Canada Drive project and the summary of what we heard from engagement were brought to this committee for discussion on September 22, 2022. What was heard through public and stakeholder engagement, and the discussions with SAMAC that ensued, contributed to staff's evaluation of the facility type and route alignment options. A recommendation for a shared-use path on the south side of Canada Drive was presented to Council's Committee of the Whole on November 14, 2022. Council requested to see a recommendation from SAMAC to help inform their decision about active transportation facility type and route alignment. This project was brought back to SAMAC on December 1, 2022 for the committee to vote on the recommendation.

Members of the Sustainable and Active Mobility Advisory Committee support the recommendations of Staff regarding the Shared Use Path for Canada Drive and ask that Council consider the concerns raised regarding snow-clearing, accessibility, and safety.

The following is a summary of what we heard from SAMAC.

- Winter maintenance is critical. The route must be cleared and usable all year round for people to feasibly rely on walking, biking, or transit. Design should support efficient winter maintenance.
- Ensure that inclusion and accessibility is considered in the development of any transportation infrastructure. Consider the importance of curb cuts, tactile plates, transit stops, traffic signals and the safety of those with disabilities.
- Ensure the surface of the path maintains a continuous elevation when crossing driveways. Consider keeping driveway ramps outside of the shared-use path. Where sidewalks meet driveways, the cross-slope and repetitive lowering and raising of the sidewalk is challenging for people of varied ages and abilities to use.
- When choosing a surface material, whether asphalt or concrete, keep the comfort of a variety of users in mind.
- Continue to monitor the volume of different types of users on the path over time.
- Consider including raised crosswalks for comfort and safety of people using the shared-use path.
- Consider the addition of bus shelters or space for future bus shelters.

Active Transportation Facility Type Evaluation

The following is a summary of the rationale supporting staff's recommendation for a shared-use path on the south side of Canada Drive.

Safety Enhancements: A shared-use path with parking on both sides of the street provides greater flexibility to use curb extensions and add road safety enhancements including pedestrian crossing improvements.

Transit: A shared-use path with parking on both sides of the street provides greater flexibility in roadway space to improve transit stops. Bus stops can be placed on curb extensions, increasing comfort, safety and transit efficiency.

Expected active transportation volumes: As a general guideline, a shared-use path is expected to be a comfortable facility for up to 100 users per hour. Given the measured active transportation volumes in other areas of the city and the context of the Canada Drive corridor, a shared-use path is expected to be an appropriate facility type for people of all ages and abilities long term.

Resident impact: A shared-use path is the preferred option of Canada Drive residents. This option would maintain parking on both sides of the street and reduce resident snow clearing, both of which were important to residents.

Inclusion and Accessibility: A shared-use path on the south side of the street is being recommended in consideration of accessibility. The additional right of way space to improve transit access and pedestrian crossings, the expected number of shared-use path users, and the winter maintenance considerations support this facility type recommendation.

Cost: Based on high-level preliminary estimates, a shared-use path would cost less than the bidirectional bike lane option.

Snow clearing: A shared-use path can be more efficiently maintained in the winter compared to separated bike and pedestrian facilities. This has impacts to active transportation users, city operations, Canada Drive residents, students going to school and people using transit. Having a snow-cleared facility that can be used by people walking, wheeling, running, and biking was noted as very important to all stakeholders.

Active Transportation Route Alignment Evaluation

Sightlines: Embankments on private property lawns present sightline issues along the north side of Canada Drive. There are relatively few sightline issues to address on the south side of the street.

Winter maintenance: The south side is currently ranked higher priority for sidewalk snow clearing. Given the topography of the street, an active transportation facility on the south side of the street is relatively easier for winter maintenance.

Transit: Four of the five bus stops within the project area are located on the south side of the street. Convenient integration of active modes and transit are best supported by an active transportation route on the south side of Canada Drive.

Key Considerations/Implications:

1. Budget/Financial Implications:

- The shared-use path will require improved snow clearing and seasonal maintenance. The costs associated with ongoing maintenance will be brought forward for council's consideration in the future.
- Since sections of Canada Drive are identified for street rehabilitation in 2023 and future years, any changes to the use of the street are best made during the design and construction phase. Piggybacking on rehabilitation work, will help reduce overall cost and avoid extra construction along the corridor.
- The City of St. John's has applied for funding for this project under a cost-shared program with the federal and provincial governments.

2. Partners or Other Stakeholders:

- Residents of the City of St John's
- Schools on Canada Drive (St Matthews and Cowan Heights Elementary)
- Residents of Canada Drive and Cowan Heights
- SAMAC
- Metrobus

3. Alignment with Strategic Directions:

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

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

4. Alignment with Adopted Plans:

In the 2019 Bike St John's Master Plan, Canada Drive is identified as one of the corridors in the "backbone cycling network."

Council has committed to working towards a sustainable mode share target of 16% to be achieved by 2030 and 22% by 2050 (Decision Note November 2022). To achieve this target the City must continue to invest more in transit, pedestrian, and bike facilities

5. Accessibility and Inclusion: Accessibility and inclusion is a critical consideration for all transportation infrastructure design and construction. The city's Accessibility and Inclusion Facilitator may be consulted as needed.

6. Legal or Policy Implications: n/a
7. Privacy Implications: n/a
8. Engagement and Communications Considerations: Council's decision about the facility type and route alignment will be communicated to the residents and stakeholders who participated in the the engagement process.
9. Human Resource Implications: n/a
10. Procurement Implications: Procurement for the engineering design of Canada Drive will follow council's decision about the facility type and route alignment for this corridor.
11. Information Technology Implications: n/a
12. Other Implications: n/a

Recommendation:

That Council approve the design and construction of a shared-use path on the south side of Canada Drive.

Prepared by: Marianne Alacoque, Transportation Systems Engineer
Approved by: Amer Afridi, Manager Transportation Engineering

Report Approval Details

Document Title:	Canada Drive Active Transportation and Safety Improvements.docx
Attachments:	
Final Approval Date:	Dec 8, 2022

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

No Signature found

Amer Afridi - Dec 7, 2022 - 4:38 PM

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

Scott Winsor - Dec 8, 2022 - 11:17 AM

Jason Sinyard - Dec 8, 2022 - 12:22 PM

DECISION/DIRECTION NOTE

Title: Pedestrian Core Expansion and Winter Pedestrian Recall
Date Prepared: December 7, 2022
Report To: Committee of the Whole
Councillor and Role: Councillor Maggie Burton & Councillor Ian Froude, Sustainability
Ward: N/A

Decision/Direction Required: Pedestrian Core Expansion and Winter Pedestrian Recall

Discussion – Background and Current Status:

Council recommended staff to finalize a list of pedestrian recall locations within the City in consultation with Inclusion Advisory Committee (IAC) and Sustainable and Active Mobility Advisory Committee (SAMAC) and come up with the list of finalized locations for council approval.

All stake holders were in agreement, however it was noted by Judy Powell of Metrobus that they had concerns with potential delays and maintaining transit schedules and performance. Metrobus has meetings scheduled with transit operators in January to discuss performance at various intersections. The City will meet with Metrobus in the new year to discuss its findings

Recommendation 1: Pedestrian Core Expansion

Following recommendation from SAMAC working group and IAC committee the following intersections were recommended and approved for pedestrian core expansion.

1. Empire Ave @ King's Bridge Road
2. Elizabeth Ave @ New Cove Road
3. Elizabeth Ave @ Torbay Road
4. Elizabeth Ave @ Portugal Cove Road

Recommendation 2: Winter Pedestrian Recall

Every winter, the City programs pedestrian signal recall in areas with some challenges for accessibility. This is primarily based on pedestrian usage and the ability to access the push buttons in the event of ice/snow build up. The City's goal is to balance the needs of the community as a whole when considering changes to traffic and pedestrian signal operation. Some of the factors considered are Pedestrian volume, traffic volume, transit routes, emergency response, safety, accessibility, and environmental sustainability. The following intersections are recommended and approved for pedestrian recall in winter.



1. Kings Bridge Rd @ Kennas Hill @ The Boulevard @ New Cove Rd
2. Stavanger Dr @ Aberdeen Ave
3. Stavanger Dr @ Dominion Access
4. Torbay Rd @ Highland Dr/Penney Ln
5. Torbay Rd @ Newfoundland Dr
6. Torbay Rd @ Pearson St
7. Portugal Cove Rd @ Airport Hgts Dr/Majors Path
8. Allandale Rd @ Confederation Bldg
9. Hamilton Ave @ Patrick St
10. Blackmarsh Rd @ Mercers Ln/Dominion
11. Blackmarsh Rd @ Blackler Ave/Hamilton Ave
12. Prince Phillip Dr @ Livyers Loop/Morrissey Ave
13. Lemarchant Rd @ Bennett Ave
14. Lemarchant Rd @ Campbell Ave/Pleasant St.
15. Water St @ Job St/CN Station
16. Bay Bulls Rd @ Old Petty Harbour Rd
17. Southlands Blvd @ Ruby Line
18. Topsail Rd @ Burgeo St.
19. Topsail Rd @ Cowan Ave
20. Topsail Rd @ Forbes St
21. Waterford Bridge Rd @ Brookfield Rd
22. Canada Dr @ Hamlyn Rd
23. Canada Dr @ Cowan Ave
24. Columbus Dr @ Mundy Pond Rd
25. Columbus Dr @ Brier Ave
26. Kenmount Rd @ Avalon Mall/Polina
27. Kelsey Dr @ Kiwanis St
28. Kelsey Dr @ Messenger Dr
29. Thorburn Rd @ Mount Scio Rd

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
 - a. Transportation Division
 - b. Community Services Department
 - c. Sustainable and Active Mobility Advisory Committee
 - d. Inclusion Advisory Committee
 - e. Metrobus
3. Alignment with Strategic Directions:

A Sustainable City: Work collaboratively to create a climate-adapted and low-carbon city

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

Choose an item.

- 4. Alignment with Adopted Plans:
 - a. St. John's Corporate Climate Plan
 - b. Healthy City Strategy

- 5. Accessibility and Inclusion:

Consultation with Inclusion Advisory Committee

- 6. Legal or Policy Implications: N/A

- 7. Privacy Implications: N/A

- 8. Engagement and Communications Considerations:

Any changes in pedestrian signals will be communicated with the public through our communications team

- 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 recommendations as presented to the IAC on Nov 24th and SAMAC on Dec 1st. Once approved we will implement the new core expansion in the field and activate the winter pedestrian recall as well when winter weather begins. Winter pedestrian recall will stay in place until weather becomes favorable and accessible to all. Winter pedestrian recall will be implemented recurringly for Winters to come, until council decides otherwise.

Further discussions will be held with Metrobus in the new year.

Prepared by: Bill MacDonald

Approved by:

Report Approval Details

Document Title:	Pedestrian Core Expansion and Winter Pedestrian Recall 2022.docx
Attachments:	
Final Approval Date:	Dec 8, 2022

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

No Signature found

Amer Afridi - Dec 7, 2022 - 4:42 PM

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

Scott Winsor - Dec 8, 2022 - 11:17 AM

Jason Sinyard - Dec 8, 2022 - 1:55 PM

DECISION/DIRECTION NOTE

Title: Youth Engagement Working Group Membership
Date Prepared: November 21, 2022
Report To: Special Meeting of Council
Councillor and Role: Councillor Jill Bruce, Youth Engagement Working Group
Ward: N/A

Decision/Direction Required:

Approval of a new member of the Youth Engagement Working Group (YEWG) as directed by lead staff.

Discussion – Background and Current Status:

The City's Youth Engagement Working Group oversees the implementation of the Youth Engagement Strategy approved by Council in October 2020 and provides ongoing advice and guidance on how to best engage youth on City matters.

In October of 2022, Staff reached out to a YEWG member to determine if they were still interested in remaining on the working group. As per the terms of reference, 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. The member had missed three scheduled Youth Engagement Working Group meetings in a row. In their response, they indicated that they were no longer interested in remaining a member of the working group, and as such a replacement would be required. As all membership applications remain on file for a period of two years for consideration should a vacancy occur and given that over 70 individuals expressed interest, staff returned to their list of applicants resulting from the call placed in Winter of 2022. During the selection review process, applicants were ranked via a rubric of qualities: diversity, passion, and value, all of which were based on the responses to the following questions:

- Why do you want to be involved with the Youth Engagement Working Group?
- How would the Youth Engagement Working Group benefit from your involvement?

Applicants were also given the opportunity to identify as either 2SLGBTQIA +, indigenous, a person with a disability, or a visible minority, to ensure the working group is representative of the youth community. Rankings were then averaged, and of the remaining candidates, staff are recommending Jil Medon for appointment to the YEWG.

Key Considerations/Implications:



ST. JOHN'S

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders: N/A
3. Alignment with Strategic Directions:

A Connected City: Increase and improve opportunities for residents to connect with each other and the City.
4. Alignment with Adopted Plans: Youth Engagement Strategy
5. Accessibility and Inclusion: Applicants were given opportunity to identify as 2SLGBTQIA +, indigenous, a person with a disability, or a visible minority, to ensure the working group is representative of the youth community.
6. Legal or Policy Implications: N/A
7. Privacy Implications: N/A
8. Engagement and Communications Considerations: Communications Staff advertised and promoted the original call for members.
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 appoint Jil Medon to the Youth Engagement Working Group.

Prepared by: Jennifer Squires, Legislative Assistant

Approved by: