

**AGENDA
REGULAR MEETING**

**Tuesday, October 15, 2019
4:30 p.m.**

ST. JOHN'S

MEMORANDUM

October 11, 2019

In accordance with Section 42 of the City of St. John's Act, the Regular Meeting of the St. John's Municipal Council will be held on **Tuesday, October 15, 2019 at 4:30 p.m.**

By Order



Elaine Henley
City Clerk

ST. JOHN'S

CITY MANAGER

ST. JOHN'S

Regular Meeting - City Council Agenda

October 15, 2019

4:30 p.m.

4th Floor City Hall

Pages

1. CALL TO ORDER
2. PROCLAMATIONS/PRESENTATIONS
 - 2.1 Proclamation - Energy Efficiency Week
 - 2.2 Proclamation - Credit Union Day
 - 2.3 Proclamation - Rogers Hometown Hockey
3. APPROVAL OF THE AGENDA
 - 3.1 Adoption of Agenda - October 15, 2019
4. ADOPTION OF THE MINUTES
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11. BUILDING PERMITS LIST

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15. OTHER BUSINESS

16. ADJOURNMENT

ST. JOHN'S

Minutes of Regular Meeting - City Council

Council Chamber, 4th Floor, City Hall

October 7, 2019, 4:30 p.m.

Present: Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Maggie Burton
Councillor Dave Lane
Councillor Sandy Hickman
Councillor Deanne Stapleton
Councillor Jamie Korab
Councillor Wally Collins

Regrets: Councillor Debbie Hanlon
Councillor Hope Jamieson
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
Cheryl Mullett, City Solicitor
Elaine Henley, City Clerk
Ken O'Brien, Chief Municipal Planner
Shanna Fitzgerald, Legislative Assistant

Others: Brian Head, Manager of Parks & Open Spaces - Public Works

Land Acknowledgement

The following statement was read into the record:

“We respectfully acknowledge the Province of Newfoundland & Labrador, of which the City of St. John's is the capital City, as the ancestral homelands of the Beothuk. Today, these lands are home to a diverse population of indigenous and other peoples. We would also like to acknowledge with respect the diverse

histories and cultures of the Mi'kmaq, Innu, Inuit, and Southern Inuit of this Province.”

1. CALL TO ORDER

2. PROCLAMATIONS/PRESENTATIONS

2.1 Presentation of Royal Canadian Humane Association Canada Bravery Award to Mike Stapleton

2.2 VOCM Cares/Metrobus Food Sharing - October 4 - 14, 2019

2.3 Disability Employment Awareness Month – October

3. APPROVAL OF THE AGENDA

3.1 Agenda of October 7, 2019

SJMC-R-2019-10-07/420

Moved By Councillor Korab

Seconded By Councillor Stapleton

That the agenda be adopted as presented.

MOTION CARRIED

4. ADOPTION OF THE MINUTES

4.1 Adoption of the Minutes of September 30, 2019

SJMC-R-2019-10-07/421

Moved By Councillor Collins

Seconded By Councillor Hickman

That the minutes of September 30, 2019 be adopted as presented.

MOTION CARRIED

5. BUSINESS ARISING FROM THE MINUTES

5.1 Decision Note dated September 24, 2019 re: St. John's Development Regulations Amendment Number 701, 2019, Text Amendment to the Commercial Central Retail (CCR) Zone for a maximum building height of 18 metres, REZ 1900013, 331 Water St.

Approved via E-poll on September 30, 2019

SJMC-R-2019-10-07/422**Moved By** Councillor Burton**Seconded By** Deputy Mayor O'Leary

That Council adopt St. John's Development Regulations Amendment Number 701, 2019, which will increase the maximum allowed height from 15 metres to 18 metres in the Commercial Central Retail (CCR) Zone. If the attached amendment is adopted by Council, it will then be referred to the Department of Municipal Affairs and Environment with a request for Provincial Registration in accordance with the provisions of the Urban and Rural Planning Act.

MOTION CARRIED

5.2 Decision Note dated September 16, 2019 re: Proposed Residential Dwelling, Residential Battery (RB) Zone, DEV 1900148, 52 Outer Battery Road

SJMC-R-2019-10-07/423**Moved By** Councillor Burton**Seconded By** Councillor Stapleton

That this item is deferred to a future meeting of Council.

MOTION CARRIED

6. NOTICES PUBLISHED

6.1 25-27 Stavanger Drive - Commercial Regional (CR) Zone - Ward 1

A Discretionary Use application has been submitted requesting approval to operate a Place of Amusement for a Golf Simulator at 25-27 Stavanger Drive.

The business will have a floor area of 306 m² and will operate seven days a week from 10 a.m. – 11 p.m. The applicant is also applying for a Recreations Facility Liquor License. The business will employ 1 full time and 2 part time employees and will have 4 simulators which can be used by a maximum of 4 users. On-site parking is provided.

No submissions received.

SJMC-R-2019-10-07/424

Moved By Councillor Stapleton

Seconded By Councillor Korab

That the application be approved subject to all applicable City requirements.

MOTION CARRIED

6.2 21 Anthony Ave - Residential Low Density (R1) Zone - Ward 3

A Discretionary Use application has been submitted by Twin Rinks to develop the existing lot of 21 Anthony Avenue, which is location in the Residential Low Density (R1) Zone, as a Parking Lot.

The parking area will be approximately 800 m2 and will provide parking for approximately 26 vehicles. The parking area will be used in conjunction with the existing arena and will satisfy Section 7.13 of the St. John's Development Regulations.

1 submission received.

SJMC-R-2019-10-07/425

Moved By Councillor Korab

Seconded By Councillor Collins

That the application be approved subject to all applicable City requirements.

MOTION CARRIED

6.3 46 Kenmount Road - Commercial Highway (CH) Zone - Ward 4

A Discretionary Use application has been submitted by Crombie REIT requesting approval to construct and operate a second Eating Establishment with Drive-Thru at 46 Kenmount Road.

The drive thru will service a national fast food franchise with floor area of 250.8m2, and will operate Monday to Friday, 6 – 12 a.m., Saturday and Sunday 7 - 12 a.m. The application is advertised in accordance with Section 7.30 "Drive-Thru Facilities" of the St. John's Development Regulations. On-site parking is provided.

1 submission received.

Previously, staff was directed to complete a jurisdictional review of other Canadian municipalities to analyze various approaches to drive-thrus. Results will come back to Council in the coming months. This information will be submitted to Committees such as Seniors, Environmental and Sustainability, Inclusion, Food Policy etc. for review and will be forwarded to the City Business Round Table.

SJMC-R-2019-10-07/426

Moved By Councillor Lane

Seconded By Councillor Korab

That the application be approved subject to all applicable City requirements.

For (6): Mayor Breen, Councillor Lane, Councillor Hickman, Councillor Stapleton, Councillor Korab, and Councillor Collins

Against (2): Deputy Mayor O'Leary, and Councillor Burton

MOTION CARRIED (6 to 2)

7. PUBLIC HEARINGS/MEETINGS

8. COMMITTEE REPORTS

8.1 Development Committee Items Referred from October 1, 2019

1. **Decision note dated October 1, 2019 re: Crown Land Grant for Residential Building Lot - Residential Low Density (R 1) Zone - CRW1900017 - 34A Maxwell Place**

SJMC-R-2019-10-07/427

Moved By Councillor Burton

Seconded By Councillor Collins

That Council approved the proposed Grant as Residential Dwelling is permitted within the R1 Zone and the proposed lot will meet all minimum zone requirements.

MOTION CARRIED

2. **Decision note dated October 1, 2019 re: Crown Land Grant for Residential Building Lot - Residential Low Density (R1) Zone - CRW1900019 - 40 Maxwell Place**

SJMC-R-2019-10-07/428

Moved By Councillor Burton

Seconded By Councillor Collins

That Council approved the proposed Grant as Residential Dwelling is permitted within the R1 Zone and the proposed lot will meet all minimum zone requirements.

MOTION CARRIED

3. **Decision note dated October 1, 2019 re: Crown Land Grant to Extend Commercial Property - CRW1900014 - 148 East White Hills Road**

SJMC-R-2019-10-07/429

Moved By Councillor Burton

Seconded By Deputy Mayor O'Leary

That the Crown Land Grant be approved, with the following conditions:

1. Conveyance of a 1.5 metre strip of land to the City should the Crown Land grant be approved by the Department of Fisheries and Land Resources;
2. Final approval is subject to the submission of a Development application and subject to all Planning, Engineering & Regulatory Services requirements.

MOTION CARRIED

4. **Decision note dated October 1, 2019 re: NL Power Pole in Floodplain Buffer - Residential Low Density (R1) Zone - INT1900067 - Wicklow Street**

SJMC-R-2019-10-07/430

Moved By Councillor Burton

Seconded By Councillor Hickman

That Council allow Newfoundland Power to replace the utility power poles within the floodplain buffer.

MOTION CARRIED

8.2 Special Events Advisory Committee Report of October 3, 2019

1. Event: 'Rex' Season 2

Dates: October 21 and October 22, 2019

Detail: Film Shoot

SJMC-R-2019-10-07/431

Moved By Councillor Korab

Seconded By Councillor Stapleton

That Council approve the road closures for the filming of Rex Season 2 as requested.

MOTION CARRIED

9. RESOLUTIONS

10. DEVELOPMENT PERMITS LIST

11. BUILDING PERMITS LIST

11.1 Building Permits List for the period September 26 to October 2, 2019

SJMC-R-2019-10-07/432

Moved By Councillor Hickman

Seconded By Councillor Burton

That the Building Permits List for the period September 26 - October 2, 2019 be approved as presented.

MOTION CARRIED

12. REQUISITIONS, PAYROLLS AND ACCOUNTS

12.1 Weekly Payment Vouchers for the Week Ending October 2, 2019

SJMC-R-2019-10-07/433

Moved By Councillor Lane

Seconded By Deputy Mayor O'Leary

That the weekly payment vouchers in the amount of \$7,296,700.29 for the week ending October 2, 2019 be approved as presented.

MOTION CARRIED

13. TENDERS/RFPS

13.1 Bid Approval Note - Emergency Replacement of Filter 6 Underdrain at BBBP

Approved via E-poll on October 2, 2019

SJMC-R-2019-10-07/434

Moved By Councillor Collins

Seconded By Councillor Hickman

That Council award this emergency contract award without open call to Anthratech Western Inc. (AWi) in the amount of \$385,880.00 (HST Extra) to allow for the replacement of the filter #6 underdrain immediately.

MOTION CARRIED

13.2 Bid Approval Note - 2019055 - Waste Collection Services

SJMC-R-2019-10-07/435

Moved By Councillor Hickman

Seconded By Councillor Stapleton

That this open call is awarded to the lowest bidder that meets specifications, GFL Environmental Inc., as per the Public Procurement Act, for \$170,611.40 excluding HST.

MOTION CARRIED

13.3 Bid Approval Note - 2019206 - Snow Clearing

SJMC-R-2019-10-07/436

Moved By Councillor Korab

Seconded By Deputy Mayor O'Leary

That this open call be awarded to the lowest bidder that meets specifications, Gerald O'Driscoll, as per the Public Procurement Act for \$173,034.75 HST included.

MOTION CARRIED

13.4 Bid Approval Note - 2019210 - Supply and Install Flooring at St. John's Recreational Centre

SJMC-R-2019-10-07/437

Moved By Councillor Korab

Seconded By Councillor Burton

That this open call 2019210 Supply and Install Flooring at the St. John's Recreation Centre be awarded to Baker Flooring (\$126,750.70 HST Included) the lowest submission meeting specifications as per the Public Procurement Act.

MOTION CARRIED

13.5 Request for Proposals (RFP) - 2019181 - Uniforms

SJMC-R-2019-10-07/438

Moved By Councillor Lane

Seconded By Councillor Hickman

That this RFP is awarded as per the attached summary report provided by Purchasing based on an evaluation of the proposals by the City's evaluation team as per the Public Procurement Act.

MOTION CARRIED

13.6 Bid Approval Note - 2019101 - Mat Rentals

SJMC-R-2019-10-07/439

Moved By Councillor Lane

Seconded By Councillor Burton

That open call 2019101 Mat Rentals be awarded to Canadian Linen and Uniform Service Co. (\$40,285.29 HST Included) per year the lowest bidder meeting specifications as per The Public Procurement Act.

MOTION CARRIED

14. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

15. OTHER BUSINESS

16. ADJOURNMENT

There being no further business, the meeting adjourned at 5:20 pm.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: Proposed Residential Dwelling
Residential Battery (RB) Zone
DEV1900148
52 Outer Battery Road

Date Prepared: September 16, 2019

Report To: His Worship the Mayor and Members of Council

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

Ward: 2

Decision/Direction Required:

To seek rejection to convert Fishing stage to a Residential Dwelling in the Residential Battery (RB) Zone.

Discussion – Background and Current Status:

An application was submitted to rebuild the existing fishing stage to be used as a residential dwelling.

Residential Use is permitted in the Residential Battery (RB) Zone; however, the subject property does not have frontage on a public street and would require an easement over an adjacent property to secure access. The proposed lot also has no City services available for drainage, sanitary facilities, or domestic water supply. The proposed would be considered a premature development, as per Section 5.1.3(3) of the Development Regulations where Council has Discretionary Powers with all development.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Not applicable.
3. Alignment with Strategic Directions/Adopted Plans: Not applicable.
4. Legal or Policy Implications:
Section 5.1.3(3) Discretionary Powers
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Not applicable.

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

Recommendation:

It is recommended that Council reject the proposed demo/rebuild for residential dwelling.

Prepared by - Date/Signature:

Ashley Murray, Development Officer II

Signature: _____

Ashley Murray

Approved by - Date/Signature:

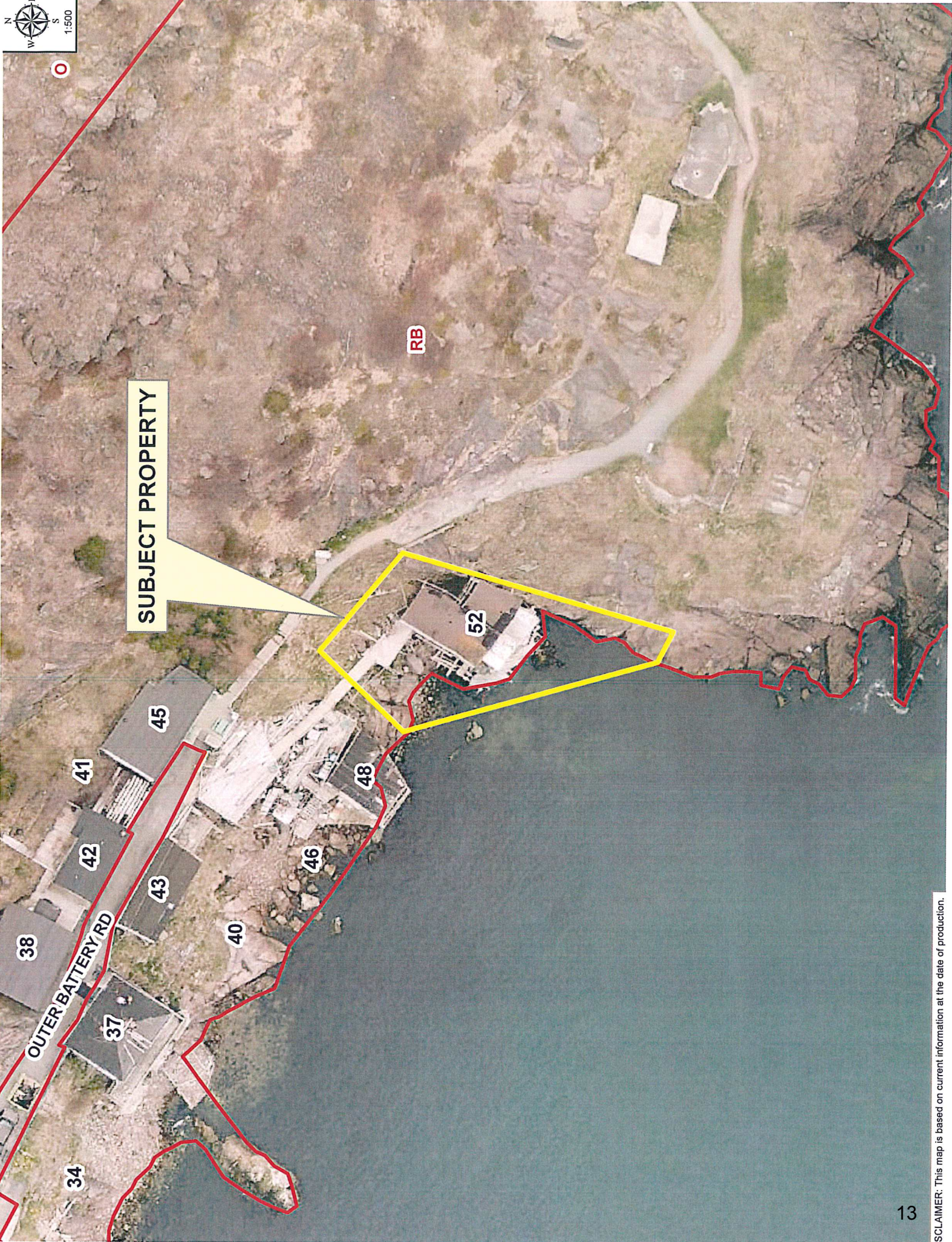
Jason Sinyard, P. Eng., MBA Deputy City Manager
Planning, Engineering & Regulatory Services

Signature: _____

JS

AAM/dlm

Attachments: Location Map



DECISION/DIRECTION NOTE

Title: St. John's Development Regulations Amendment 703, 2019
Proposed Text Amendment to Consider Body Rub Parlours as a Permitted Use in Various Commercial Zones

Date Prepared: October 8, 2019

Report To: His Worship the Mayor and Members of Council

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

Ward: N/A

Decision/Direction Required:

To consider a text amendment to the St. John's Development Regulations to add Body Rub Parlour as a Permitted Use in the following commercial Zones: Commercial Highway, Commercial Regional, Commercial Mixed Use, Commercial Central Mixed and Commercial Kenmount. An amendment to the St. John's Municipal Plan would not be required.

Discussion – Background and Current Status:

Council placed a moratorium on the approval of new massage parlors in 2015 (see Council Directive CD#R2015-02-23/13). In the interim, staff prepared the draft Envision St. John's Development Regulations which create a new definition of massage parlor (so it is no longer included under other definitions), set out separation standards from schools, daycares and so on, and made it a Permitted Use in a variety of commercial zones. As a Permitted Use, an application for a massage parlour would not have to be advertised.

The draft Envision Regulations were adopted-in-principle by Council on March 4, 2019 and sent to the Province. We await provincial release, so we can continue the process of bringing them into effect. Meanwhile, this amendment package is being brought forward by request of Council, to effect change now.

Due to concerns expressed by registered massage therapists, staff propose replacing "Massage Parlor" with "Body Rub Parlour", a term used in Toronto, Vancouver and other municipalities in western Canada.

Under the existing Development Regulations "Massage parlours" or "Body Rub Parlours" (as defined for this memo) are considered under the defined use of "Service Shop" and are permitted in many of the city's commercial zones, along with two residential zones (Residential Mixed Use and Residential Quidi Vidi Zones). Prior to being processed as a Service Shop, the use was also considered under the definition of Clinic.

Under the draft Envision St. John's Development Regulations, Body Rub Parlours (Massage Parlours) have been defined and identified as a permitted land use in several commercial

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zones, along with siting criteria, which sets a minimum distance from a Residential Zone or Apartment Zone, school, daycare, place of worship or the Newfoundland National War Memorial.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Nearby Property owners and residents where this land use could be proposed.
3. Alignment with Strategic Directions/Adopted Plans: City's Strategic Plan 2019-29: A Sustainable City – Plan for land use.
4. Legal or Policy Implications: This amendment package is intended to introduce a new regulatory approach so that Council can lift its moratorium on massage parlours. The public discussion of worker safety in these businesses must be addressed by the Province. The discussion of whether illegal activity occurs, while an important matter of public policy, is not within the powers of the City to determine.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Referred to a Public Meeting.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

It is recommended that Council consider the proposed text amendment to allow Body Rub Parlour as a Permitted Use in various Commercial Zones throughout the City. It is recommended that the amendment be advertised for public review and comment and that a public meeting be held on Wednesday, November 6, 2019 in the Foran/Greene Room, City Hall. Following the public meeting the amendment would be referred to a regular meeting of Council for consideration, along with the removal of the moratorium relating to new development applications for body rub parlours.

Prepared by/Signature:

Lindsay Lyghtle Brushett, MCIP – Planner III

Signature: _____

Approved by - Date/Signature:

Ken O'Brien, MCIP, Chief Municipal Planner

Signature: _____

LLB/dlm

Attachments:

Resolution (draft)

G:\Planning and Development\Planning\2019\Mayor & Council\Mayor - Body Rub Parlour - October 9 2019\llb.docx

**RESOLUTION
ST. JOHN'S DEVELOPMENT REGULATIONS
AMENDMENT NUMBER 703, 2019**

WHEREAS the City of St. John's wishes to allow Body Rub Parlour as a Permitted Use in the following areas: Commercial Central Mixed (CCM) Zone, the Commercial Highway (CH) Zone, the Commercial Mixed Use (CM) Zone, the Commercial Regional (CR) Zone and the Commercial Kenmount (CK) Zone.

BE IT THEREFORE RESOLVED that the City of St. John's hereby adopts the following text amendments to the St. John's Development Regulations in accordance with the provisions of the Urban and Rural Planning Act:

1) Add Section 2 Definitions:

"BODY RUB PARLOUR means a Building, or part of a Building, where massage or similar services are provided by persons who are not registered Massage Therapists and does not include a Clinic or Service Shop".

2) Repeal Section 2 Definitions of "Clinic" and "Service Shop" and substitute the following:

"CLINIC means a Building or part of a Building used by physicians, dentists or other health care professionals, their staff and their patients, for the purpose of consultation, diagnosis or treatment of human non-residential patients, and may include medical laboratories or an ancillary pharmacy, but does not include a Body Rub Parlour".

"SERVICE SHOP means a Building, or part thereof, where personal services are provided. Without limiting the generality of this definition, a Service Shop may include a barber shop, hair salon, tailoring shop, but does not include a Body Rub Parlour".

3) Amend Section 7 Special Developments to add:

"7.35 BODY RUB PARLOUR

A Body Rub Parlour shall not be permitted within:

- (a) 50 metres of the Newfoundland War Memorial;
- (b) 25 metres of a Residential Zone or an Apartment Zone; or
- (c) 150 metres of a School, a Place of Worship or Daycare Centre".

4) Add Section 10.20.1 Permitted Uses in the Commercial Highway (CH) Zone:

"(ee) Body Rub Parlour"

- 5) Add Section 10.21.1 Permitted Uses in the Commercial Regional (CR) Zone:
“(ff) Body Rub Parlour”
- 6) Add Section 10.22.1 Permitted Uses in the Commercial Mixed Use (CM) Zone:
“(bb) Body Rub Parlour”
- 7) Add Section 10.23.1 Permitted Uses in the Commercial Central Mixed (CCM) Zone:
“(bb) Body Rub Parlour”
- 8) Add Section 10.26.1 Permitted Uses in the Commercial Kenmount (CK) Zone:
“(dd) Body Rub Parlour”.

BE IT FURTHER RESOLVED that the City of St. John’s requests the Minister of Municipal Affairs and Environment to register the proposed amendment in accordance with the requirements of the Urban and Rural Planning Act, 2000.

IN WITNESS THEREOF the Seal of the City of St. John’s has been hereunto affixed and this Resolution has been signed by the Mayor and the City Clerk on behalf of Council this ____ day of _____, **2019**.

Mayor

MCIP
I hereby certify that this Amendment
has been prepared in accordance
with the Urban and Rural Planning
Act, 2000.

City Clerk

Council Adoption

Provincial Registration

ST. JOHN'S

Report of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

October 2, 2019, 9:00 a.m.

Present:	Mayor Danny Breen Deputy Mayor Sheilagh O'Leary Councillor Maggie Burton Councillor Dave Lane Councillor Sandy Hickman Councillor Debbie Hanlon Councillor Deanne Stapleton Councillor Hope Jamieson Councillor Jamie Korab Councillor Ian Froude Councillor Wally Collins
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 Ken O'Brien, Chief Municipal Planner Karen Chafe, Supervisor - Office of the City Clerk Maureen Harvey, Legislative Assistant Shanna Fitzgerald, Legislative Assistant
Others	Garrett Donaher - Manager - Transportation Engineering

1. Planning & Development - Councillor Maggie Burton

- 1.1 **Decision note dated September 23, 2019 re: Application to Rezone Land to the Residential Medium Density (R2) Zone for development of 4 Townhouses - REZ1900012 - 98 Cornwall Avenue (corner of Glenview Terrace)**

Recommendation**Moved By** Councillor Burton**Seconded By** Deputy Mayor O'Leary

That Council consider the proposed rezoning at 98 Cornwall Avenue from the Residential Low Density (R1) Zone to the Residential Medium Density (R2) Zone. It is further recommended that the application be advertised and referred to a Public Meeting chaired by an independent facilitator. Following the public meeting, the application would be referred to a regular meeting of Council for consideration of adoption.

MOTION CARRIED**2. Transportation - Councillor Debbie Hanlon****2.1 Decision note dated September 26, 2019 re: Rapid Rectangular Flashing Beacons – Rawlins Cross**

Councillor Wally Collins joined the meeting at 9:15 am.

Recommendation**Moved By** Councillor Hanlon**Seconded By** Councillor Jamieson

That Rapid Rectangular Flashing Beacons equipment warranted for future crosswalk improvements be purchased early and installed at the Monkstown Road and King's Road crossings into the centre of Rawlins Cross pending the outcome of the pilot project.

MOTION CARRIED**2.2 Decision note dated September 26, 2019 re: Road Safety Initiatives****Recommendation****Moved By** Councillor Hanlon**Seconded By** Councillor Jamieson

That the following approach to implementing Road Safety Initiatives is approved as recommended.

I. Enforcement

Continue to collaborate with the RNC and work with the Province to support a Provincial photo enforcement initiative.

II. Education & Programming

Coordinate a neighbourhood pace car program and explore possible opportunities to support walking school bus initiatives lead by external organizations

III. City Policy, Priorities, and Maintenance

Incorporate small improvements as part of the annual sidewalk repair program. Update and digitize the City's pavement markings master file by funding the work through a separate targeted capital expenditure.

IV. Engineering

Implement targeted infrastructure countermeasures at suitable crosswalk locations. Locations will be assessed and prioritized prior to a tender being issued for the work. Improve accessibility of parking through small infrastructure projects.

MOTION CARRIED

Mayor Danny Breen
Chairperson

DECISION/DIRECTION NOTE

Title: Application to Rezone Land to the Residential Medium Density (R2) Zone for development of 4 Townhouses
REZ1900012
98 Cornwall Avenue (corner of Glenview Terrace)

Date Prepared: September 23, 2019

Report To: Committee of the Whole

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

Ward: 3

Decision/Direction Required:

To consider a rezoning application for 98 Cornwall Avenue from the Residential Low Density (R1) Zone to the Residential Medium Density (R2) Zone to allow 4 Townhouses. An amendment to the St. John's Municipal Plan would not be required.

Discussion – Background and Current Status:

The City has received an application to develop 4 Townhouses at 98 Cornwall Avenue (corner of Glenview Terrace). The property is currently zoned Residential Low Density (R1) which does not allow the proposed use. The applicant has requested to rezone the property to the Residential Medium Density (R2) Zone in which Townhouses are a permitted use. The property is vacant but was previously a gas station (Esso), which is a non-conforming use under the R1 Zone. The properties surrounding 98 Cornwall Avenue are zoned Residential Low Density (R1) and mainly are single detached dwellings.

The property is designated Residential Low Density under the St. John's Municipal Plan. This District applies to those areas with a predominance of single detached dwellings and as per Section 2.3.1 of the Municipal Plan, subject to a Land Use Assessment Report (LUAR), the City may permit zones to allow medium density residential uses that Council may deem to be compatible. Therefore, the property could be rezoned to R2 without an amendment to the Municipal Plan. Given the small scale of the proposed development, it is recommended that this staff report be accepted as the LUAR.

The St. John's Municipal Plan (Section 2.2.2) states that the City shall promote more intensive use of existing services through infill, rehabilitation and redevelopment projects, while working toward enhancing neighbourhoods by encouraging the development/redevelopment of quality housing, as well as capitalizing on any opportunities to diversify such housing (Section 2.2.5(2)). Envision St. John's also encourages a range of housing to create more diverse neighbourhoods for all ages, income groups and family types. The proposed townhouses would provide variety in the local housing form and help to increase density in an appropriate manner. The proposed design is complementary to existing single-family homes in the

ST. JOHN'S

neighbourhood. Corner lots are an appropriate place to encourage higher density development, as they are considered transition areas: built form (building height) tends to be slightly higher along busier, main streets (in this case Cornwall Avenue) and then transitions to a lower building height as development moves toward more predominately residential streets. The permitted height difference between the R2 and R1 Zones is 3 storeys as opposed to 2 storeys (maximum), although the current proposal is designed as only one storey.

There are no engineering concerns with the proposed amendment. The property survey shows 98 & 100 Cornwall Avenue as one property. If the rezoning application is considered, a subdivision application would be required. The proposed lot configuration will be finalized to meet the City's Development Regulations.

As the site was a former gas station, the applicant will be required to provide certification prior to the development stage that appropriate remediation was completed in compliance with Government Services standards.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders:
Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:
City's Strategic Plan 2019-2029: A Sustainable City – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications:
An amendment to the St. John's Development Regulations is required to rezone property on the Zoning Map.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations:
Advertisement of the proposed amendment. Recommended to be advertised for a Public Meeting chaired by an independent facilitator.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

Recommendation:

It is recommended that Council consider the proposed rezoning at 98 Cornwall Avenue from the Residential Low Density (R1) Zone to the Residential Medium Density (R2) Zone. It is further recommended that the application be advertised and referred to a Public Meeting chaired by an independent facilitator. Following the public meeting, the application would be referred to a regular meeting of Council for consideration of adoption.

Prepared by/Signature:

Lindsay Lyghtle Brushett, MCIP – Planner III

Signature: _____

Approved by/Date/Signature:

Ken O'Brien, MCIP – Chief Municipal Planner

Signature: _____

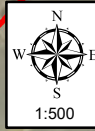
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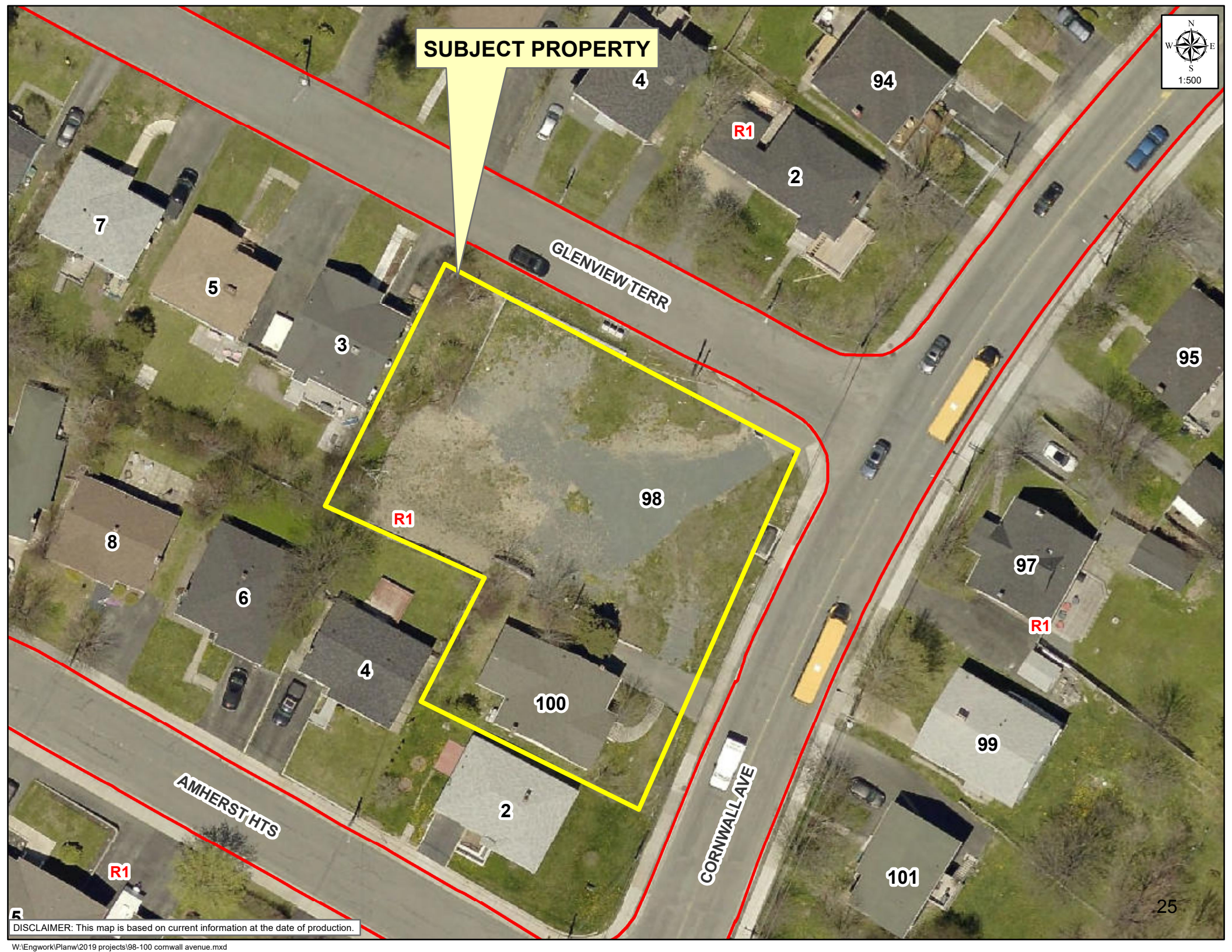
Zoning Map

Site Plan

R2 Zone Table

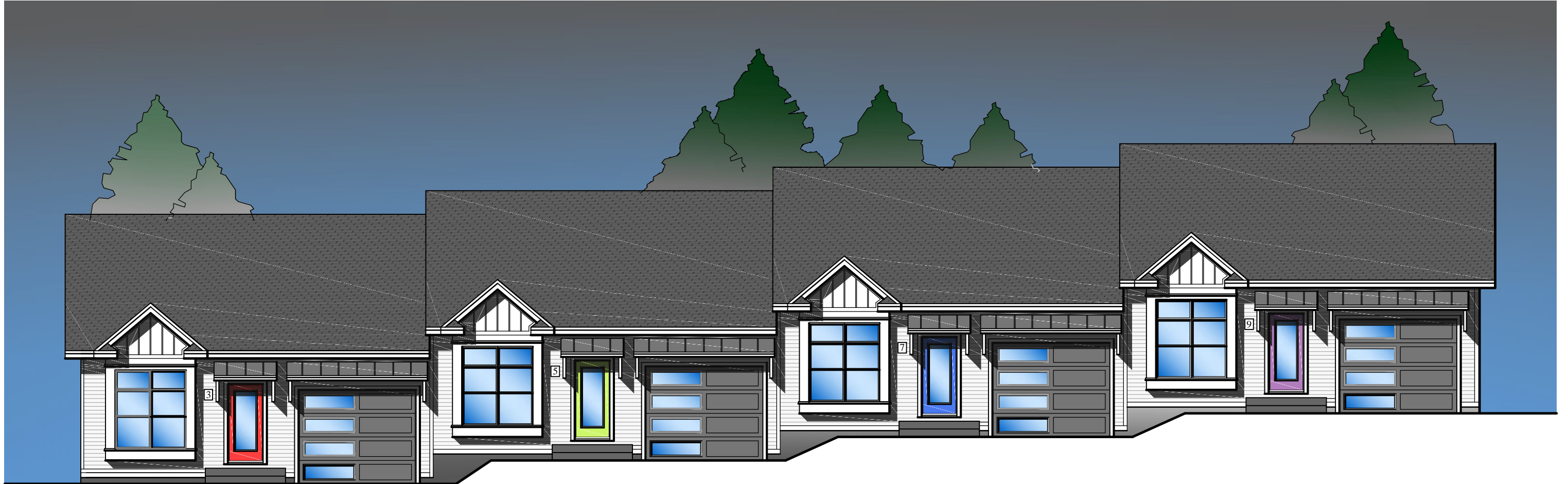


SUBJECT PROPERTY



5
DISCLAIMER: This map is based on current information at the date of production.





Cornwall Avenue Townhouse Development
 Front Elevation

Title: Rapid Rectangular Flashing Beacons – Rawlins Cross
Date Prepared: September 26, 2019
Report To: Committee of the Whole
Councillor/Theme: Debbie Hanlon - Transportation
Ward: Ward 2

Decision/Direction Required:

Decision is required to support the advanced purchase of Rapid Rectangular Flashing Beacon crosswalk improvement equipment.

Discussion – Background and Current Status:

Rapid Rectangular Flashing Beacons (RRFBs) are flashing LED beacon signs mounted at the side of the roadway that are activated by pedestrians who wish to cross the street. These treatments help improve crosswalk safety by getting drivers' attention and improving their yield compliance to pedestrians at the crossing. They are normally used at crosswalk locations where a traffic signal is not needed but an enhancement to a marked crossing is warranted.

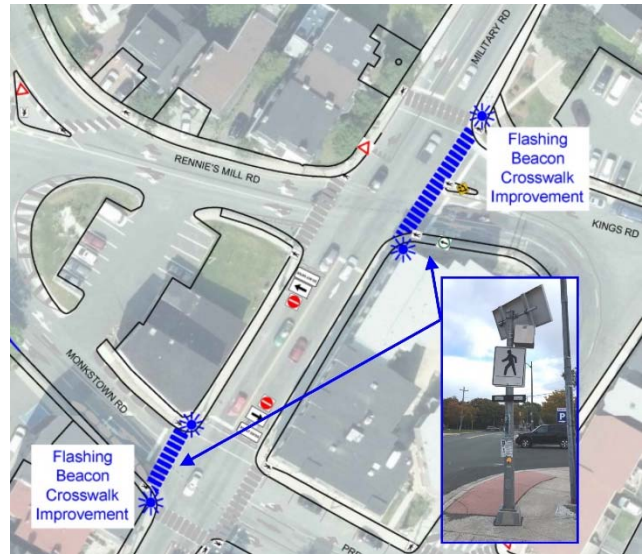
The purchase of RRFB equipment is required for warranted crosswalk installations recently identified through the City's Crosswalk Improvement Program. Additional equipment may also be required for the City's Road Safety Initiatives program. To accommodate this need City staff plan to issue a standing offer tender for the supply of RRFB equipment soon.

While the design of warranted crosswalks are ongoing, the opportunity exists to order RRFBs earlier than otherwise required for future installations. Equipment ordered early could be installed at Rawlins Cross while the pilot project awaits a final decision. Should the pilot be approved for permanent installation, funds would need to be identified to cover the cost of these RRFBs as part of that project.

Given that this equipment has a separate need identified there is no risk of throw away capital costs to make this improvement.

Preparation of the final report and recommendation on the Rawlins Cross pilot project is ongoing and will be issued once collision statistics for the area are received and analyzed. Feedback received on the project to date has identified the crosswalks on Monkstown Road and King's Road that cross into the centre of the area (along Military Road) as being of highest concern. A permanent design, if approved, would include RRFB enhancements at these crosswalks to in addition to other geometric and landscape improvements.

This information was shared with participants who completed the public feedback survey conducted in April/May of 2019. Participants were asked:



If the project is approved for permanent installation, would you like to see the key features noted above added as soon as possible? (I.e., before the complete reconstruction work is started.)

- Yes, make these improvements ASAP.
- No, keep the area as it is now until all of the permanent changes can be done at the same time.

Over 1,750 people answered the question and 73% answered in support of the advanced installation while 27% were not in favour.

Key Considerations/Implications:

1. Budget/Financial Implications

The estimated cost of an RRFB installation for a single crosswalk is \$25,000. The portion required for equipment itself is approximately \$4,000 per fixture. Three warranted locations are currently on the Crosswalk Improvement Program list for a total of six fixtures. Four to five fixtures would be required to cover the improvements contemplated at Rawlin's Cross. The cost of the equipment purchase would be funded through the Crosswalk Improvement Program which currently has \$100,000 available.

2. Partners or Other Stakeholders n/a

3. Alignment with Strategic Directions/Adopted Plans

This does not directly address any of the actions identified in the 2019 Action Plan for the 2019 – 2022 City of St. John’s Strategic Plan. However, it does support goal M2 to “Improve safety for all users on a well-maintained street network.”

4. Legal or Policy Implications n/a

5. Privacy Implications n/a

6. Engagement and Communications Considerations

The City’s communications department will inform the public about the improvements to the crosswalks, prior to installation of new equipment. A general update on the status of the pilot projects would also be provided.

7. Human Resource Implications n/a

8. Procurement Implications

Any purchasing would adhere to Procurement legislation and policy.

9. Information Technology Implications n/a

10. Other Implications n/a

Recommendations:

It is recommended that RRFB equipment warranted for future crosswalk improvements be purchased early and installed at the Monkstown Road and King’s Road crossings into the centre of Rawlins Cross pending the outcome of the pilot project.

Prepared by/Date:

Anna Snook, Transportation Systems Engineer

Signature: _____

Approved by/Date:

Garrett Donaher, Manager - Transportation Engineering

Signature: _____

Title: Road Safety Initiatives
Date Prepared: October 8, 2019
Report To: His Worship the Mayor and Members of Council
Councillor/Theme: Debbie Hanlon - Transportation
Ward: All

Decision/Direction Required:

Direction is required to approve the recommended approach to implementing Road Safety Initiatives.

Discussion – Background and Current Status:

The City of St. John's undertakes several programs to improve safety and create a balanced road network. These existing programs include:

- **Annual traffic calming program**
\$50,000 budget approved annually
The City's Traffic Calming Policy (approved May 3, 2011) evaluates streets throughout the City to determine if there are issues with excessive speed or volume of traffic. Streets are ranked in this process and a pooled fund is maintained to implement traffic calming projects starting with those ranked as highest need.
- **Annual accessible pedestrian signal program**
\$50,000 budget approved annually
This program funds the equipment needed and installation of accessible pedestrian signals at intersection across the City. Intersections are identified in partnership with the CNIB.
- **Annual sidewalk repair program**
\$700,000 budget approved annually
Public Works currently completes repair and/or replacement of sidewalks throughout the City each year. Replacement and repair work reinstates prior conditions in a like-for-like manner and does not include changes to existing design. Some improvements to curb ramp accessibility are included when possible.

- **Annual pedestrian crossing program**

\$50,000 budget approved annually

This program identifies pedestrian crossings that warrant infrastructure improvements. Projects completed under this fund may include intersection reconfigurations, curb extensions or medians, addition of signals, and similar work at locations of high pedestrian volume.

In the 2019 - 2021 Capital Budget Council approved the creation of three new programs.

- **Annual intersection safety program**

proposed \$200,000 annual funding, subject to approval

The City has begun a review of collision data to identify higher risk locations on our road network that will establish the foundation of this program. The program will fund the implementation of countermeasures at these locations in a targeted road safety improvement approach.

- **Annual sidewalk infill program**

\$451,000 allocated from 2019 Capital, ongoing annual allocation to be determined

This new program allows the City to be proactive by constructing new sidewalks where they are missing or insufficient today. Street segments with no sidewalks are ranked under this program and capital funding used to complete those found to be most important. The evaluation system considers factors such as proximity to schools and transit; traffic on the adjacent street; closure of gaps in the sidewalk network among others.

- **Road Safety Initiatives**

\$300,000 allocated from 2019 Capital, ongoing annual allocation to be determined

This new program is the subject of this decision note. Each of the programs described above have clear criteria by which projects are selected and implemented. There are, however, many community concerns raised that do not qualify under any of the programs above. This program is intended to target those concerns.

Road Safety Initiatives Program

A wide variety of concerns within the scope of road safety are also commonly raised by residents of the City. These can be roughly divided into two main themes:

Active Transportation Based Concerns	Vehicle Based Concerns
<ul style="list-style-type: none">• Desire for improving or enhancing a crosswalk to feel safer crossing a street• Improving accessibility of our transportation network, particularly parking and sidewalks• Difficulty getting around as a pedestrian, particularly in the winter• Attitudes toward different travel modes and public health	<ul style="list-style-type: none">• Perceived high speeds, particularly on residential roads• Perceived dangerous driving, particularly by those believed to live outside the area concerned• Behaviour of detouring drivers during street construction projects• Adherence to regulatory signs / traffic control

Several different approaches to address these and other general road safety concerns are outlined in the three sections below:

1. Enforcement

Enforcing laws of the Highway Traffic Act (HTA) that keep the road system safe is critical to ensuring road safety. The City's role in enforcing this act is limited to parking violations pursuant to a Delegation of Authority by the Provincial Government. Within the City, the Royal Newfoundland Constabulary (RNC) is responsible for enforcing the HTA.

RNC Traffic Enforcement

The RNC is responsible for enforcing moving violations within the City of St. John's. The City maintains open lines of communication with the RNC to collaborate on traffic concerns.

Photo Enforcement Legislation

The Department of Transportation and Works has begun exploring the capabilities of the technology and has completed a pilot project that used photo radar to track driver speeds in construction zones on Provincial highways. Photo enforcement of traffic laws has not been tested in the City. Several legislative amendments are required at the provincial level to link speed and red-light monitoring technology with automatic ticketing of offending motorists. Many provinces across the country have taken this step introducing legislation to allow photo enforcement and adopting programs to reinvest increased ticketing revenue back into road safety projects.

The province has announced work on photo enforcement legislation and introduced the concept in the first session of the 49th General Assembly on June 10, 2019. It is expected that the necessary amendments to the Highway Traffic Act will be debated in the upcoming fall session. If approved the necessary legislative regulations would then be drafted to enable photo enforcement within the province.

Once legislation is introduced, the City may have the opportunity to support a Provincial program that uses this technology to enforce speed limits and/or red lights on City streets. It is anticipated that support would be limited to facilitating installation of infrastructure only and not include maintenance of the infrastructure or enforcement of moving violations.

It is recommended that the City continue to collaborate with the RNC. Additionally, that the City work with the Province to support a Provincial photo enforcement initiative.

2. Education and Programming

Educational or awareness campaigns and municipal policies can be used to change the attitudes and culture of road users. These initiatives foster community engagement and participation and can promote the positive values of road safety.

Walking School Bus Program

A walking school bus is a form of coordinated supervision for a group of children walking to school through their neighbourhood along a set route. The concept began as a grass roots effort to promote safe active transportation for children and has taken off into established programs across Canada.

Programs are typically spearheaded by community partners including parents, schools, and not-for-profit organizations. They offer a valuable service to parents of children living within walking distance of their schools who do not qualify for bus service. Walking School Bus programs offer safety, physical activity, convenience, and social benefits.

Municipalities are generally not directly involved in Walking School Bus programs for liability, privacy, and logistical reasons. School administration is responsible for managing and protecting student information. This information is important for setting up a successful program and is not shared with the City. While the City currently supports walk-to-school safety through the crossing guard program, these trained City employees

are not directly responsible for the ongoing care of the students and student information is not required.

It is therefore recommended that the City explores ways in which support for Walking School Bus initiatives could be offered indirectly (not a City lead program) to organizations, groups, or individuals interested in establishing a program.

Neighbourhood Pace Car Program

A neighbourhood pace car program is an awareness campaign where interested drivers make a personal pledge to drive at or below the posted speed limit, driving with courtesy and respect of other road users, and to display a decal or sticker on their vehicle. The intent of the program is to calm traffic by encouraging positive driving behaviour and speed awareness. Many drivers who would participate in the program are already practicing good driver behaviour. By displaying a pace car decal, it is hoped that others will be reminded and encouraged to do the same.

The City could consider implementing a program for residents to commit to acting as a neighbourhood pace car driver. If a pace car program is implemented, decals could be made available at public City facilities for those interested to pick up.

Parachute, a national Canadian charitable organization, has developed pace car programming and resources available to Canadians. Many municipalities have chosen to use these available resources rather than developing their own. They provide an online version of a pace car 'pledge' and provide removable window cling decals free of charge for interested organizations to distribute. The City should be cautious in how it implements such a program to ensure that it is not creating an expectation that the City is in any way evaluating, testing or representing that these drivers are safe.



Parachute Window Decal

Speed Feedback Signs

A radar speed feedback sign is an interactive sign that displays a message to the driver as the vehicle approaches. Existing feedback signs in the City display the speed to the motorist but other jurisdictions have used alternatives such as short text messages or simple graphic displays. The City has a total of 32 digital speed feedback signs in operation. Of these signs, 18 are installed at permanent locations, 12 are semi-permanent and can be periodically relocated to different pole locations, and two are on

trailers and can be easily moved from site to site for temporary deployment at suitable locations. While this sign equipment is managed by transportation engineering, their purpose is one of education and awareness for drivers. Temporary locations selected for these displays are generally areas where traffic calming is warranted but implementation of other countermeasures hasn't yet been completed or where a temporary targeted awareness campaign is appropriate.

Research indicates that without a perception of enforcement, drivers may disregard these devices over time and that the effectiveness of these signs is limited. Each pair of permanently installed feedback signs (one facing each direction) costs approximately \$40,000 not including ongoing maintenance costs. It is noted that this is about the same price as a small roadway infrastructure installation, such as a raised crosswalk or curb extension, which offer additional proven safety benefits. For this reason, physical improvements to slow traffic are preferable.

It is recommended that the City coordinate a neighbourhood pace car program and explore possible opportunities to support Walking School Bus initiatives lead by external organizations. Funding requirements to pursue these initiatives are relatively low and would be covered under the general Road Safety Initiatives budget.

3. City Policy, Priorities, and Maintenance

A number of City policies and maintenance programs support ongoing road safety. In particular, snow clearing, and sidewalk maintenance play a big role in keeping our streets safe.

Sidewalk Repair

As previously noted, the City completes an annual sidewalk repair/replacement program. This program is currently limited to replacing the sidewalk as it previously existed and does not include making significant changes to the sidewalks.

Although most of the sidewalk repairs completed as part of this program are limited to small sections or very localized spot repairs, an opportunity exists to coordinate small scale improvements with this ongoing work. For example, if repairs are needed next to a commercial driveway the sidewalk could be extended across to improve pedestrian safety and experience and potentially save in future on driveway entrance grind and patch work.

There may also be opportunities to increase the number of curb ramps replaced with a more accessible treatment. Additional small improvements could include removing small obstacles from the sidewalk such as fire hydrants or traffic sign posts (where these can be relocated). Costs to complete these improvements will depend on the scope and number of improvements that can be coordinated with the planned repairs. The approximate cost to extend driveway across a 10m access is \$6,000, relocating a fire hydrant is about \$3,000, and installing a new accessible curb ramp is under \$2,000.

Allocating a portion of the Road Safety Initiatives budget to cover the additional expense of incorporating small sidewalk improvements into the existing program creates an opportunity for efficiency and systematic improvement.

Snow Clearing Priorities / Resources

The City's Public Works Department is responsible for maintaining over 1,400 lane kilometres of roadways. This includes clearing over 170 kilometres of sidewalk in the winter. Winter road maintenance contributes directly to the safety of all road users and is critical for maintaining the accessibility of the road network. How principles of road safety for all users could affect snow clearing practice is beyond the scope of this initiative.

Pavement Markings

The ongoing maintenance of pavement markings ensures the continued safe operation of our streets. Historical hard-copy records are kept of these paint line layouts with new lane and intersection layouts being digitized and consolidated when possible. This fragmented record system creates inconsistencies and inefficiencies. In addition, there are opportunities to make the pavement markings we specify more efficient to place and maintain.

A single updated digital record of all City pavement markings would facilitate successful management of this infrastructure. Having a single accurate resource for this information would improve efficiency, allow for streamlined review and implementation of potential changes, and ultimately help ensure that the correct markings are being painted on the streets.

It is estimated that up to \$100,000 could be required to undertake this initiative and convert all historical records to digital format using an external contractor.

Wear and replacement of these markings also poses a significant maintenance task. While a digitized record of pavement markings would help with re-painting, the City is also exploring more durable marking materials that could extend the life of markings

through multiple seasons. These alternative techniques could not only reduce overall maintenance requirements but could also improve pavement marking visibility and road safety particularly in the late winter and spring.

Once a suitable durable pavement marking technology has been selected, consideration could be given to allocating capital funds to help purchase equipment and supplies required to test and/or implement these new methods and materials.

District Speed

The concept of district speed or neighbourhood speed limits simply describe a decrease in posted speed limits through neighbourhoods. While many municipalities are currently debating the merits of this approach and considering implementation, academic research completed to date has not yet supported the practice. Studies have found that simply reducing a posted speed limit without any increase in enforcement or physical changes to the road environment has very little, if any, impact on drivers' operating speed. The most successful cases of district speed implementation were coupled with on-street traffic calming and targeted enforcement campaigns. Changing a posted speed limit is not considered a traffic calming tool.

When a posted speed limit changes there is a corresponding change in public perception and expectation of lower speeds. By only changing the posted limit on a street, this expectation is set without any supporting countermeasures. This could create a scenario of risk compensation or a false sense of security, where road users expect a safer lower-speed environment and behave less cautiously on a street where the operating speeds have not actually decreased.

The speed limit on City streets is 50 km/hr unless otherwise posted. There are many streets with lower posted speed limits including Elementary school zones and areas where the road geometry requires a lower operating speed. To create a district speed area signage must be posted on each entry and exit to that area. Estimated costs start at \$400 per gateway transition. The number of gateways required for a zone depends on the roadway network and zone boundaries selected but generally increases in areas with denser street networks.

In addition to an implementation cost, creating district speed areas would directly impact the City's current traffic calming policy. The existing policy's screening criteria considered the measured operating speeds on a street compared to the posted speed limit. By changing the posted speed limit baseline of streets, all of the street rankings completed prior to changes would have to be updated and re-ranked. The ranked priority of streets would change and streets that are currently at the top of the list that

have been in line for traffic calming implementation could be ranked below streets with adjusted speed limits. The sensitivity of the screening criteria to speed would be significantly increased and other factors would be minimized by comparison. This policy would need to be reviewed and re-evaluated to determine how the ranking system would need to be recalibrated for streets with lower than warranted posted speeds.

It is recommended that the City does not pursue a district speed approach at this time. Staff will continue to monitor best practices around this approach and the idea could be revisited once more studies and information is available on how a district speed limit can be successfully implemented.

Vision Zero

Vision Zero is a road safety investment strategy that specifically targets the reduction of serious injury and fatal car crashes in a road network with the long-term goal of eliminating them entirely and improving road safety for all users. The success of a Vision Zero policy is fundamentally linked to a corresponding investment in road safety.

Public safety is the most important concern of transportation engineering and the Road Safety Initiatives program will help contribute to Vision Zero values. While the City does not have a formal Vision Zero policy, the City's annual intersection safety program will contribute directly to a Vision Zero approach by implementing targeted countermeasures to address locations with higher than expected collision history.

If Council wishes to adopt a formal Vision Zero policy, the initiative would require an external consultant to conduct an audit of City policy and programs to develop recommendations aimed at improving practices to support a Vision Zero goal.

Temporary Traffic Calming (Construction)

Traffic patterns in areas of major construction projects are temporarily impacted by lane closures and detours. Projects that require longer-term traffic interruptions can result in drivers avoiding the area and taking different nearby routes sometimes through residential streets. When this happens, the City receives requests from residents of the nearby streets experiencing a temporary increase in traffic for measures to mitigate the change.

Each construction project and location are unique. The ultimate impact on travel patterns depends significantly on the duration of the work, the level of delay caused by the work zone, and the available alternate routes in the area. The traffic control

requirements for many projects continuously change as work progresses and potential detour routes may also change and adjust accordingly.

Installation of traffic calming measures may not be supported by neighbourhood residents and may result in displacing construction traffic to another route. Furthermore, most construction work including roadwork is completed seasonally. This creates a limited timeframe for the work to occur, ensuring that traffic interruptions will also be limited. Installation of temporary traffic calming measures on potential alternate routes is therefore not practical for most projects.

The City could consider reviewing the need for temporary traffic calming on alternate routes impacted by major projects that may cause significant ongoing traffic disruption in areas with residential streets impacted by detouring traffic. If implemented this practice would need to be considered as part of the traffic control plan for each project to ensure that any measures taken are coordinated with the timing of traffic interruptions and are appropriate for the project context. Contract costs can be expected to increase commensurate with requirements for temporary traffic calming measures.

Transportation Master Plan

The St. John's Transportation Study prepared in 1998 is the most recent city-wide review of transportation in St. John's. Since the study was completed two decades ago, the recommended transportation infrastructure improvements included in the report have largely been completed and the City has continued to grow and develop. To evaluate the existing transportation system and to develop a comprehensive and sustainable long-term transportation strategy, a Transportation Master Plan for the City of St. John's is required.

A Transportation Master Plan (TMP) is a guiding strategic document that establishes how a municipality will address its current and future transportation needs based on a vision and values established early in the project. Preparing a TMP involves quantifying and modelling existing travel demands and patterns, forecasting future transportation demands, and considering public and stakeholder feedback to define transportation policy and determine an appropriate infrastructure program.

The City has begun collecting data as the first phase of this process. Once sufficient data is compiled an external consultant will be required to move forward with the next steps of modelling and forecasting travel patterns. The final phase of this project will involve engaging stakeholders and the public in project consultation, assessing and recommending infrastructure improvements, developing supportive municipal policy.

This comprehensive review offers another opportunity to address transportation policy and practices and could include a review of road safety issues identified in this report.

It is recommended that a portion of the Road Safety Initiatives budget be allocated to supplement the annual sidewalk repair program and allow for the coordination of small improvements where possible.

Updating and digitizing the City's pavement markings master file would contribute to road safety through improved maintenance and would also improve the efficiency of the pavement marking program. The funds necessary to do so could be allocated from the existing Road Safety Initiatives budget or provided through a targeted capital expenditure.

4. Engineering

Making physical changes to road infrastructure is one of the most effective ways to change road user behaviour. There are proven safety countermeasures to address roadway departure, intersection, and pedestrian and bicycle crashes. These infrastructure changes can be used to reduce driver speeds, improve visibility of road users, signal a change in the street environment, and eliminate potential vehicle conflicts at intersections. They are proven effective through academic research and are endorsed by national and international agencies. Examples of these countermeasures include, but are not limited to, the following:

- Vertical Deflections - A "bump" designed to make driving fast uncomfortable. Common tools include speed humps, speed cushions, and raised crosswalks
Approximately cost: \$3,000-\$5,000 per installation
- Crosswalk Curb Extensions - Moving the curb closer to the centre of the road and narrowing the travel lanes creates a short distance for pedestrians to cross. These treatments have added benefits of improving the visibility of pedestrians approaching the crosswalk and reducing driver speeds.
Approximate cost: \$20,000-\$40,000 per installation (assuming no stormwater or other infrastructure is impacted)
- Medians and Pedestrian Crossing Islands – A median, the area between opposing lanes of traffic, can be raised with a curb to limit access and turning movements along a busy stretch of roadway (reducing potential conflicts) and can also be used to provide a protected refuge area in the centre of a road for crossing pedestrians.
Approximate cost: \$2,000 + \$500 per linear metre for 3m wide sod median

- Rapid Rectangular Flashing Beacons (RRFBs) – Flashing LED beacon signs mounted at the side of the roadway that are activated by crossing pedestrians. These treatments help get drivers' attention and improve yield compliance to pedestrians at the crossing and are appropriate for locations where a traffic signal is not needed but an enhancement to a marked crossing is warranted.
Approximate cost: \$30,000 for solar powered installation

Engineering countermeasures are selected based on the underlying risk and context of the improvement location. Some of these tools are also used as part of traffic calming projects, the difference is that a traffic calming project uses countermeasures as part of a comprehensive strategy for a street or area rather than at an individual location to address an identified risk.

Numerous requests for infrastructure changes to improve road safety at locations throughout the City are received each year. Some of these concerns are address through other established improvement and repair programs or strategies previously discussed while others fall outside these programs or do not qualify based on set program criteria.

Project Candidate List

City staff have compiled resident and Council feedback to identify locations of concern, the majority of which are regarding pedestrian crossing exposure and safety at crosswalks. These locations are listed as candidates for potential improvements below.

Road Safety Initiatives: Project Candidate List

Primary projects (recommended for evaluation / prioritization)	
Newfoundland Drive, crosswalk at Civic 333-312	Ward 1
Newfoundland Drive, crosswalk at Cheshire Street	Ward 1
Newfoundland Drive, crosswalk at Civic 338/St Paul's Jr High	Ward 1
Larkhall Street, crosswalk at Vinnicombe Street/Larkhall Academy & Leary's Brook Jr. High	Ward 4
Canada Drive, crosswalk at Civic 115-116/Cowan Heights Elem.	Ward 3
Mundy Pond Road, crosswalk at St Teresa's Elementary	Ward 3
Ennis Avenue, crosswalk at Hutton Rd/Vanier Elementary	Ward 1
Middleton Street, crosswalk at Virginia Park Elementary	Ward 1
Ladysmith Drive, crosswalk at Ariel Place (Kenmount Terrace Community Centre)	Ward 4
Teakwood Drive, crosswalk at Southlands Boulevard	Ward 5
Doyle's Road, crosswalk at Goulds Elementary	Ward 5
Golf Avenue, crosswalk at St. Clare Avenue (the long one)	Ward 2

Pennywell Road, crosswalk(s) at Bishop Abraham Elementary	Ward 2
Newtown Road, crosswalk at Howley Avenue	Ward 2
Bond Street, crosswalk at Bishop Field Elementary	Ward 2
University Avenue, crosswalk at St. Andrews Elementary	Ward 4
Teakwood Drive, crosswalk at Palm Drive/Southlands Community Centre	Ward 5
Military Road, crosswalk at Carew Street	Ward 2
Smithville Crescent, crosswalk at Long Pond Rd/Strawberry Marsh Road	Ward 4
Cowan Avenue, crosswalks at Frecker Drive intersection	Ward 3
Blackhead Road, crosswalk at Linegar Avenue/Jordan Place	Ward 5

An engineering evaluation of each location will be completed as the next step of this program. The candidate projects will be assessed and prioritized based on existing field conditions including crossing distance, desire lines, sightlines, proximity to schools, and vehicle speeds. Locations where improvements can be coordinated with upcoming planned road work will be identified to take advantage of project efficiencies.

Appropriate countermeasures for the locations will be selected, designs will be developed, and costs for implementation will be estimated. Based on the anticipated project costs, a tender for work at the prioritized locations will be prepared and issued for the 2020 construction season.

Screened-Out Projects

Some of the locations considered would require significant intersection reconfiguration to address, were not deemed feasible, or were found to not have supporting justification from a road safety standpoint. These locations are listed as secondary projects or projects that are not recommended to proceed.

Road Safety Initiatives: Screened-out Project List

Secondary projects (not recommended at this time)	
Hamlyn Road at Village Mall/Civic 470 commercial access	Ward 3
Empire Avenue Westbound Route at Rennie's Mill Rd intersection	Ward 2/4
Harvey Road/Military Road/Bonaventure Avenue/Garrison Hill intersection	Ward 2
Torbay Road/Logy Bay Road intersection	Ward 1/2

Exeter Avenue at Elizabeth Avenue	Ward 4
Prince of Whales/Adams Avenue/Pennywell Rd intersections	Ward 2
Hamilton Avenue/Albany Street/Shaw Street intersections	Ward 3
Project not justified / feasible (not recommended for further consideration)	
Macbeth Drive between Otter Drive and Gairlock Street	Ward 1
Bay Bulls Road at Old Bay Bulls Road	Ward 5

Some of the projects that would require intersection reconfiguration, including a westbound route at Empire Avenue at Rennie's Mill Road and the Torbay Road/Logy Bay Road intersection, would also require further external study and design. Given that the estimated cost and scope required to address these locations would far exceed the allocated budget, they are listed as secondary projects and are not recommended to be completed at this time as part of this program.

The concerns raised regarding the corner of Macbeth Drive between Otter Drive and Gairlock Street were reviewed as part of this list. This review found that measured operating speeds around the corner were not excessive. The request to potentially close Gairlock Street at Macbeth Drive was also considered. City right-of-way needed to create a turnaround suitable for accommodating maintenance vehicles is not available and property acquisition would be required. Furthermore, closing the street connection would not reduce the number of vehicles travelling along Macbeth Drive. The project will therefore not be given further consideration.

Concerns regarding potential northbound road departure at the intersection of Bay Bulls Road and Old Bay Bulls Road (south) were also assessed. Collision records for the location were reviewed and no significant incidence of this collision type was found.

Downtown Accessible Parking

In addition to infrastructure countermeasures, there is an opportunity to improve safety and accessibility of our City parking by adding and/or improving the curb ramps associated with our 'blue zone' parking. Where necessary, curb ramp improvements can be funded from this program to improve parking safety and accessibility, particularly on street and in the downtown.

It is recommended that the majority of the Road Safety Initiatives budget be allocated to implement small infrastructure countermeasures at suitable locations to improve overall road safety based on the list above.

Accessibility improvements for parking will also be included as part of the Road Safety Initiatives program.

Key Considerations/Implications:

1. Budget/Financial Implications

In the 2019 Capital Budget process Council has allocated \$300,000 to fund these initiatives.

Funding to update and digitize the City's pavement marking master file could be completed under this program or provided through a targeted capital expenditure. It is estimated \$100,000 could be required to undertake this initiative and convert all historical records to digital format using an external contractor.

2. Partners or Other Stakeholders

n/a

3. Alignment with Strategic Directions/Adopted Plans

This initiative falls under the City's strategic direction of "A City That Moves" and contributes to Goal M2.6 "Implement small traffic and road improvement projects throughout the city to address concerns of residents and improve road safety".

4. Legal or Policy Implications

The Legal Department will participate as requested in this initiative.

5. Privacy Implications

n/a

6. Engagement and Communications Considerations

Feedback from residents was used to identify candidate improvement locations.

Infrastructure work that is completed as part of this program will be accompanied by typical public notices for road work.

A pace car program would rely on advertising to notify the public of the program.

In the future, if photo enforcement were to be implemented, it would require an extensive public awareness campaign.

Transportation Engineering will meet with Marketing and Communications to review the initiatives and identify areas to be developed further through comprehensive advertising and public relations strategies.

7. Human Resource Implications

Staff time will be required to implement this program.

8. Procurement Implications

Any purchasing would adhere to Procurement legislation and policy.

9. Information Technology Implications

n/a

10. Other Implications

n/a

Recommendations:

The following approach to implementing Road Safety Initiatives is recommended:

I. Enforcement

Continue to collaborate with the RNC and work with the Province to support a Provincial photo enforcement initiative.

II. Education & Programming

Coordinate a neighbourhood pace car program and explore possible opportunities to support walking school bus initiatives lead by external organizations

III. City Policy, Priorities, and Maintenance

Incorporate small improvements as part of the annual sidewalk repair program.

Update and digitize the City's pavement markings master file through a separate targeted capital expenditure.

IV. Engineering

Implement targeted infrastructure countermeasures at suitable crosswalk locations. Locations will be assessed and prioritized prior to a tender being issued for the work.

Improve accessibility of parking through small infrastructure projects.

Prepared by/Date:

Anna Snook, Transportation System Engineer

Signature: _____

Approved by/Date:

Garrett Donaher, Manager – Transportation Engineering

Signature: _____

Attachments: n/a

Traffic Calming Policy

The City's Traffic Calming Policy is a 33 page document that can be found on the City website here:

<http://www.stjohns.ca/publications/traffic-calming-policy>

Policy: 08-01-01 | Snow Clearing Priority (Streets and Sidewalks)

Purpose

To provide for priorities in snow clearing.

Policy Statement

1. 1. The City shall provide snow clearing to all publicly maintained streets within its boundaries. The priority for clearing is as follows:
 - Priority 1 - major and minor arterials
 - Priority 2 - collector roads
 - Priority 3 - residential streets
 - Priority 4 - private laneways and roads (where agreed upon by the City).
2. Notwithstanding the above priorities: through streets with steep hills will be classified as Priority 1; streets on Metrobus routes, dead end streets with steep hills, and streets next to school areas will be classified as a minimum Priority 2.
3. The City shall snow clear designated sidewalks within its boundaries fronting schools, seniors complexes and City facilities.
4. Sidewalks along some designated major arterials will be cleared as quickly as possible after widening has been completed for the purpose of snow storage (future snowfall).

Policy: 08-01-02 | Street Snow Clearing

Purpose

To outline the City's strategy for the plowing and removal of snow from City streets.

Policy Statement

1. Immediately upon the recognition of slippery street conditions, the City will commence application of a salt, a salt/brine liquid mix or sand where deemed necessary (the choice being made in accordance with the City's Ice Control Policy 08-01-03 governing use of each), but without any attempt to mechanically

- remove the snow from the street surface except through the melting effect of the applied salt.
2. If snow continues to accumulate past a depth of 4 to 5 cm., then plowing will begin.
 3. If snow continues to accumulate past a depth of 10 to 15 cm, a piece of equipment will be assigned to each snow clearing route as defined on our route mapping system.
 4. Throughout all stages, streets will be cleared bases on the priority as defined in the Snow Clearing Priority Policy 08-01-01.
 5. If the severity of a storm dictates that all streets cannot be kept open, then the objective of the snow clearing operations will be to maintain a reasonable continuous flow of traffic on as many of the high priority streets as possible. Equipment will not attempt to clear the low priority streets, even periodically, unless it can do so without letting the high priority streets become impassable.
 6. As weather and availability of equipment and operators permit, all streets will eventually be fully cleared, in priority order. Full clearing will include the entire street surface, from curb to curb, when possible, including parking lanes where applicable, but subject to there being sufficient space behind the curbs for safe banking of snow. Clearing may also include sidewalks in certain areas if so stipulated in the Sidewalk Snow Clearing Policy 08-01-04.
 7. Where insufficient space exists for safe banking of snow behind the curb lines, snow banks may be permitted to encroach upon adjacent parking or driving lanes, provided that a reasonable traffic flow is still possible, until such time as full width can be restored by blowing and/or loading and removal of additional snow. Such operations will not take place until weather, traffic, and other conditions permit it to be done safely, and the necessary equipment is not otherwise engaged in more essential clearing operations.
 8. Any and all snow clearing operations may be suspended at any time if deemed necessary for reasons of safety and effectiveness. This will include such considerations as the rate of snow fall and drifting, traffic and driving conditions, visibility, damage to equipment or property, operator fatigue, and equipment maintenance requirements.
 9. Implementation of this policy, including the exercise of discretionary decision making authority, is the responsibility of the Manager of Streets and Parks.

Policy: 08-01-03 | Ice Control

Purpose

Control of ice and snow on City streets by application of salt, a salt/brine liquid mix and/or sand.

Policy Statement

1. Immediately upon the recognition of slippery street conditions, the City will commence application of salt, a salt/brine liquid mix or sand.
2. If the slippery condition is caused by falling snow, and the rate of accumulation and/or temperature is such that salt does not have any significant effect, then further application will be suspended until such time as conditions warrant its use again.
3. Application of the specified material shall be by means of vehicle-mounted mechanical spreading units. In areas where such units cannot effectively operate, salt storage boxes may be placed to allow for spreading by hand, by either City employees or motorists.
4. In areas where the application is of salt alone, as specified herein, the rate and frequency of application shall be sufficient to provide traction upon application, and subsequent melting of accumulated snow and ice, where reasonable.
5. Materials for ice control, and the areas for use of each, will be as follows:
 - a. With the exception of those streets noted in (b) and (c) below salt only, without any sand content, will be applied to all including major/minor arterials and collectors in areas where abutting properties use wells as a source of water.
 - b. Sand only, without any salt content, will be applied to all gravel-surfaced streets.
 - c. Sand only, without any salt content, will be applied to all residential areas where abutting properties use wells as a source of water.
6. Ice control for surfaces other than streets shall, if approved, be in accordance with other relevant City policies.

Policy: 08-01-04 | Sidewalks Snow Clearing

Purpose

Snow clearing on City sidewalks.

Policy Statement

7. Sidewalk snow clearing will be carried out only in areas fronting schools, seniors complexes and City-owned facilities, and along designated major arterial streets.
8. Clearing of larger accumulations of snow will be by means of plowing, blowing, and/or loading and removal, as may be deemed adequate and effective.
9. There will be no attempt to keep sidewalks continuously clear during a snow fall. There may be periodic clearing of areas of high pedestrian traffic volumes in preparation for peak periods, but generally sidewalks will not be cleared until no further accumulations are immediately forthcoming, either from additional snow fall or from street clearing operations.
10. Equipment dedicated specifically to sidewalk snow clearing, and not usable in any higher-priority street clearing, will begin work immediately upon the above conditions being met. Equipment suitable for clearing of streets will be re-assigned to sidewalk snow clearing only after all streets are fully cleared.
11. Other provisions of this policy notwithstanding, sidewalks may be cleared in areas other than those stipulated, or with a frequency of priority higher than specified, if such clearing is done incidentally, as a part of normal street snow clearing. For example, in areas without curb line obstructions, it may be advisable to blade snow banks back behind the sidewalks to allow room for further accumulations later in the year. No such action will be taken as a commitment on the part of the City to keep that area clear in the future, unless it is specifically designated for snow clearing.

Policy: 08-01-05 | Snow Clearing of Private Lanes

Purpose

Snow clearing and ice control on privately owned lanes.

Policy Statement

1. This service will be provided only in instances where a formal request for same has been made by one or more residents of the subject lane, and it has been determined that all of the following conditions have been satisfied:

- a. There are a minimum of two or more residential dwellings serviced by the lane
 - b. There are no obstructions, restrictions, or conditions which preclude or unreasonably hinder the use of the City's usual ice control units or snow clearing equipment.
 - c. The request has been formally approved by Council.
2. Upon the request being approved in compliance with the above conditions, then the subject lane will be listed for regular snow clearing and ice control as needed.
3. This work will be undertaken only when the necessary equipment is no longer engaged in, nor required for, snow clearing or ice control operations on public streets.
4. The City will not attempt to implement or enforce any form of parking ban or restriction on private lanes. It will be the responsibility of the residents of the lane to ensure that operations are not hindered or prevented by the presence of their vehicles, and if such hindrance becomes a frequent problem, then the City's service will be discontinued.
5. Provision of these services will not be taken as a commitment on the part of the City to upgrade or maintain these lanes, nor to provide any City service other than as stipulated herein.

Policy: 08-01-07 | Snow Clearing of Off-Street Parking Lots

Purpose

Snow clearing and ice control of off-street parking lots.

Policy Statement

6. This policy will apply only to those parking lots which have been designated by the City, with the owners' permission, as places for off-street parking by residents of an area during the seasonal on-street parking ban.
7. This work will be undertaken only when the necessary equipment is no longer engaged in, nor required for, snow clearing or ice control operations on public streets.

Policy: 08-01-08 | Assistance to Emergency Vehicles

Purpose

Response to requests for special assistance to emergency vehicles during ice control and snow clearing operations.

Policy Statement

1. During ice or snow conditions, and while City equipment is actively engaged in operations related thereto, the City will comply to the maximum possible extent with any request from recognized emergency response agencies for pre-clearing of routes, escorting emergency vehicles or other special assistance in instances where life, health or property is at risk.
2. All requests for emergency assistance must come through the emergency 911 system.
3. Such agencies include, but are not necessarily limited to Police Departments, Fire Departments, Ambulance Services, and the Emergency Measures Organization. Provided that the request originates from such an agency, then assistance will be provided to their own vehicles or to designated vehicles of any other public, commercial or private concern which are being operated by or for the requesting agency, or in conjunction with its own activity.
4. Such assistance will be provided only within City boundaries. If assistance is required beyond the boundaries, then the requesting agency should be advised to contact the applicable bordering municipality or the Department of Works, Services and Transportation, as applicable.

REPORTS/RECOMMENDATION
Special Events Advisory Committee Report
October 10, 2019

Event: Rogers Hometown Hockey
Date: October 19 & 20
Detail: Festival

Further to the approval provided during the September 16 regular meeting of council, Rogers Hometown Hockey requests the following:

1. Cancellation of the previously approved closure of Carnell Drive.
2. Closure of Lake Avenue, at the location indicated, for the following times:

Saturday, October 19 – 9am to 6pm

Sunday, October 20 – 10am to 11pm

- A traffic control company will be hired to implement the closure.
- Access to Dominion will be maintained via Lake Avenue and Kings Bridge Road.



Recommendation

SEAC recommends, from a regulatory perspective, that the above noted road closure be approved.

The above noted event is subject to the conditions set out by the Special Events Advisory Committee.

**Tanya Haywood
Deputy City Manager – Community Services**

DECISION/DIRECTION NOTE

Title: Proposed Third Accessory Building in the Watershed
INT1900107
961-963 Thorburn Road, Town of Portugal Cove – St. Philip's

Date Prepared: October 10, 2019

Report To: His Worship the Mayor and Members of Council

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

Ward: Town of Portugal Cove – St. Philip's

Decision/Direction Required:

To reject the application for a proposed third Accessory Building (greenhouse) in the Watershed.

Discussion – Background and Current Status:

An application was submitted for approval of a greenhouse at 961-963 Thorburn Road, which is located within the Broad Cove Protected Watershed. Only 1 accessory building is recommended in the Watershed, and the maximum floor area which is considered for an accessory Building in the Watershed is 30m², as determined by Council. There are already 2 existing accessory buildings on the property, and the applicant has proposed a third accessory building of 14.5m². As there are already 2 accessory buildings on this lot, the third building is not recommended.

Key Considerations/Implications:

1. Budget/Financial Implications: Not Applicable.
2. Partners or Other Stakeholders:
Town of Portugal Cove – St. Philip's
3. Alignment with Strategic Directions/Adopted Plans: Not Applicable.
4. Legal or Policy Implications:
Section 104 of the City of St. John's Act
5. Privacy Implications: Not Applicable.
6. Engagement and Communications Considerations: Not Applicable.
7. Human Resource Implications: Not Applicable.

ST. JOHN'S

- 8. Procurement Implications: Not Applicable.
- 9. Information Technology Implications: Not Applicable.
- 10. Other Implications: Not Applicable.

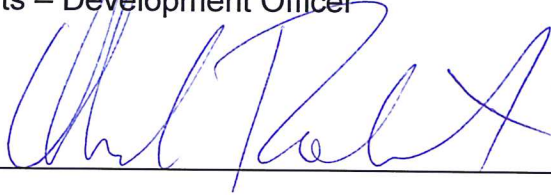
Recommendation:

It is recommended that the application for the third Accessory Building (greenhouse) be rejected as the combined floor area of all accessory buildings exceeds the maximum size and number for Accessory Buildings within a protected watershed, as determined by Council.

Prepared by/Signature:

Andrea Roberts – Development Officer

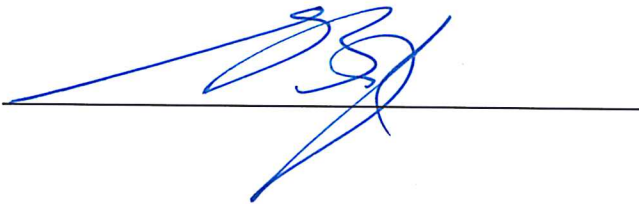
Signature: _____



Approved by/Signature:

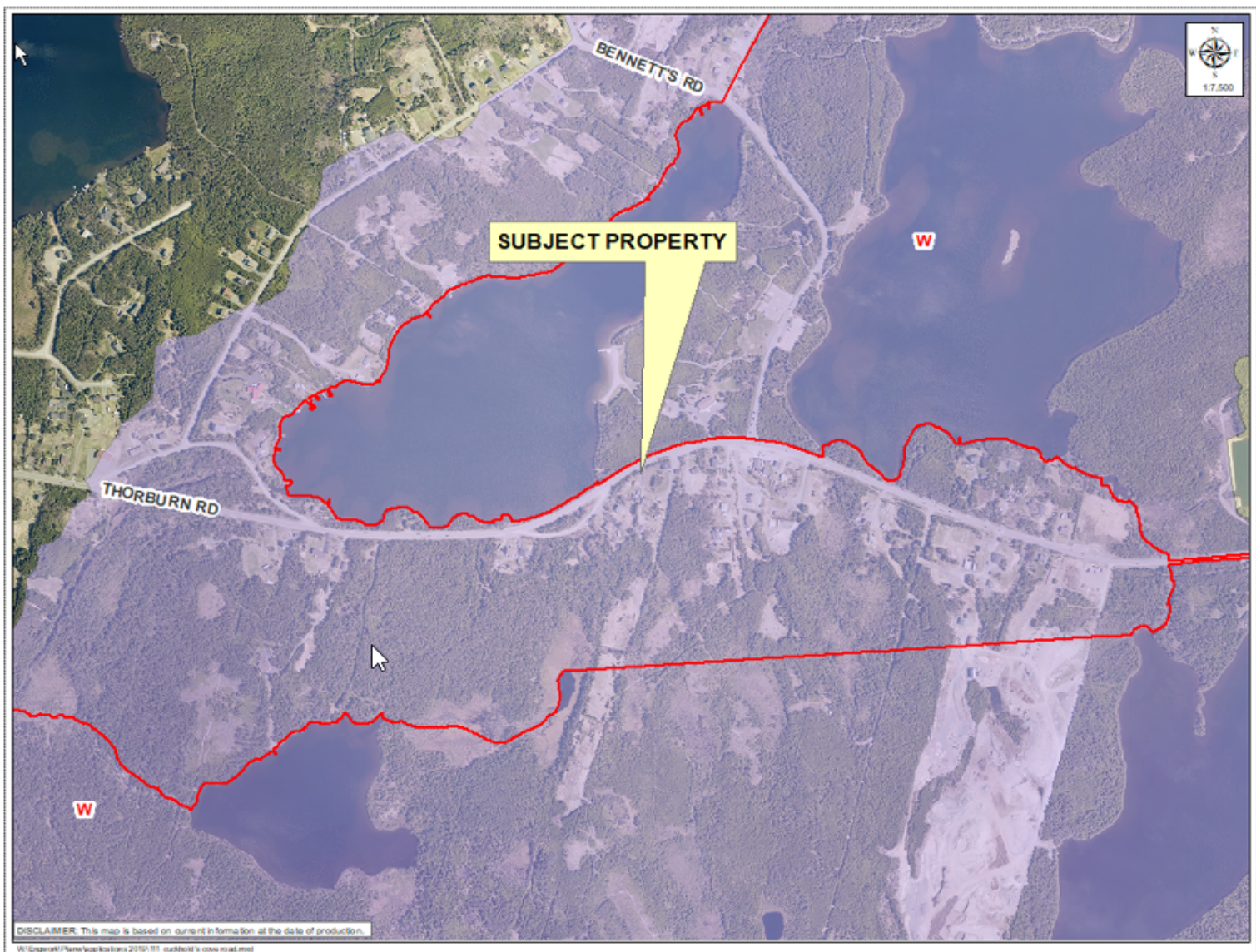
Jason Sinyard, Deputy City Manager, Planning, Engineering & Regulatory Services

Signature: _____



AAR/dlm

Attachments: Map



DEVELOPMENT PERMITS LIST
DEPARTMENT OF PLANNING, ENGINEERING AND REGULATORY SERVICES
FOR THE PERIOD OF October 3, 2019 TO October 9, 2019

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
INST	Redwood Construction	Cleaning/ Grubbing & Site Prep	160 Southlands Blvd	5	Approved	19-10-07
COM	MP Partnership Limited	Restaurant with Drive Thru	5 Navigator Avenue	1	Approved	19-10-07
RES	Gibraltar Homes Ltd.	11 Lot Subdivision	21-29 & 33-41B Malka Drive	1	Approved	19-10-08
COM	Carrick Engineering	Services Installed to Commercial Accessory Building	75 Airport Road	1	Approved	19-10-08
IND		Accessory Building	52 Barrows Road	2	Rejected in accordance Sections, 8.1.2, 10.29.1, 10.29.2 of the St. John's Development Regulations	19-10-09

<p>*</p> <p>Code Classification:</p> <p>RES - Residential INST - Institutional</p> <p>COM - Commercial IND - Industrial</p> <p>AG - Agriculture</p> <p>OT - Other</p>	
<p>**</p> <p>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.</p>	

Gerard Doran
Development Supervisor
Planning, Engineering and Regulatory Services

Permits List

Council's October 15, 2019 Regular Meeting

Permits Issued: 2019/10/03 to 2019/10/09

BUILDING PERMITS ISSUED

Residential

Location	Permit Type	Structure Type
131 Forest Rd	Renovations	Single Detached Dwelling
14 Munich Pl	New Construction	Single Detached w/ apt.
141 Penney Cres	Renovations	Single Detached Dwelling
144 Donovan's Rd	Accessory Building	Accessory Building
21 Ridgemount St	Extension	Single Detached Dwelling
244 Pennywell Rd	Renovations	Single Detached w/ apt.
287 Hamilton Ave	Deck	Patio Deck
29 Sequoia Dr	Fence	Fence
38 Francis St	Deck	Patio Deck
4 Quebec St	Site Work	Single Detached Dwelling
42 Macbeth Dr	Renovations	Single Detached Dwelling
5 Howley Ave Exten	Renovations	Semi Detached Dwelling
518 Main Rd	Accessory Building	Accessory Building
80 Linegar Ave	Site Work	Single Detached Dwelling

This Week: \$260,580.00

Commercial

Location	Permit Type	Structure Type
131 Cochrane Pond Rd	Sign	Retail Store
146-152 Water St	Change of Occupancy/Renovations	Commercial School
160 Southlands Blvd	Site Work	Clearing/Grubbing
2-4 Hallett Cres	Accessory Building	Accessory Building
271 Brookfield Rd	Change of Occupancy	Mixed Use
340 East White Hills Rd	Sign	Industrial Use
48 Kenmount Rd	Change of Occupancy/Renovations	Retail Store
7 Navigator Ave	New Construction	Restaurant
85 Quidi Vidi Rd	Renovations	Retail Store
95 Bonaventure Ave	Renovations	Communications Use

This Week: \$1,377,700.00

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

413 Empire Ave Demolition Bank

This Week: \$3,531.00

This Week's Total: \$1,641,811.00

REPAIR PERMITS ISSUED: \$81,525.00

NO REJECTIONS

YEAR TO DATE COMPARISONS			
October 15, 2019			
TYPE	2018	2019	% Variance (+/-)
Residential	\$62,826,719.00	\$34,681,385.14	-45
Commercial	\$233,008,852.00	\$120,319,401.97	-48
Government/Institutional	\$12,683,470.00	\$2,440,150.00	-81
Industrial	\$5,000.00	\$1,737,266.07	34645
Repairs	\$2,244,000.00	\$2,109,983.50	-23
TOTAL	\$310,768,041.00	\$161,288,186.68	-48
Housing Units (1 & 2 Family Dwelling)	126	90	

Respectfully Submitted,

Jason Sinyard, P.Eng., MBA

Deputy City Manager
Planning, Engineering and Regulatory Services

MEMORANDUM

Weekly Payment Vouchers For The Week Ending October 9, 2019

Payroll

Public Works	\$ 447,387.38
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Bi-Weekly Casual	\$ 36,084.15
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Accounts Payable	\$ 2,342,703.99
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Total:	\$ 2,826,175.52
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ST. JOHN'S

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

NAME	DESCRIPTION	AMOUNT
SCMA NL.	MEMBERSHIP RENEWAL	454.25
WILLIAM CASEY	REFUND SECURITY DEPOSIT	251.39
AMANDA BAILEY	REFUND SECURITY DEPOSIT	300.00
ULTRAMAR HOME ENERGY	FURNACE CONTRACT	281.74
NEWFOUNDLAND POWER	ELECTRICAL SERVICES	14,088.65
CITY OF ST. JOHN'S	REPLENISH PETTY CASH	182.31
BELL ALIANT	TELEPHONE SERVICES	1,095.35
JAMES J. O'MARA PHARMACY MUSEUM	RAILWAY EVENT	47.00
ZAINAB JERRETT	REFUND SECURITY DEPOSIT	200.00
NEWFOUNDLAND EXCHEQUER ACCOUNT	FILING FEE	100.00
EASTERN HEALTH	AMBULANCE SERVICES	115.00
NEWFOUNDLAND EXCHEQUER ACCOUNT	REGISTRATION OF TWO DEVELOPMENT AGREEMENTS	200.00
ROYAL CANADIAN LEGION NEWFOUNDLAND & LAB. COMMAND	WREATH	79.40
JUDI CARROLL	BAILIFF SERVICES	202.00
TROJAN TECHNOLOGIES INC	PROFESSIONAL SERVICES	220,892.00
WHITES POOL & SPAS LTD o/a Clearwater Pools	POOL SUPPLIES	568.48
SIGMA ALDRICH	CHEMICALS	348.57
EATON INDUSTRIES (CANADA) COMPANY	PROFESSIONAL SERVICES	1,526.74
CRITTERS N' THINGS	PET SUPPLIES	212.74
ENNIS PAINT INC	PAINT SUPPLIES	103.50
GUY BADCOCK	BAILIFF SERVICES	249.00
MICROSOFT CANADA INC.	SOFTWARE RENEWAL	25,353.36
THE STEVENS COMPANY	VETERINARY SUPPLIES	504.56
SUMMIT VETERINARY PHARMACY INC.,	VETERINARY SUPPLIES	282.90
DR. SHARON RIPLEY	MEDICAL EXAMINATION FEE	20.00
LIFTOW LIMITED C/O T8092	REPAIR PARTS	130.09
PETHEALTH SERVICES INC.,	PETPOINT LICENSE & SERVICE FEES	5,807.50
STAPLES ADVANTAGE	OFFICE SUPPLIES	48.30
ESOLUTIONS GROUP LIMITED	SOFTWARE RENEWAL	14,950.00
KONICA MINOLTA BUSINESS SOLUTIONS CANADA LTD	LEASING OF PHOTOCOPIER	1,824.91
ROCK SAFETY INDUSTRIAL LTD.	REPAIR PARTS	26,058.82
WHOLESALE CLUB	SUPPLIES FOR RECREATION PROGRAM	689.36
ALTUS GROUP	COURT OF APPEAL REFUND	400.00
ROGERS ROGERS MOYSE LAW	LEGAL CLAIM	212.75
PRAXAIR PRODUCTS INC.	CARBON DIOXIDE	109.19
NEWFOUNDLAND EXCHEQUER ACCOUNT	PUBLICATION IN NL GAZETTE	115.74
GERALD LEWIS	REFUND SECURITY DEPOSIT	100.00
CHARLES & DAPHNE PITTMAN	REFUND OVERPAYMENT OF TAXES	1,447.55
RON LEDREW	REFUND SECURITY DEPOSIT	500.00
KELLY FORD	LEGAL CLAIM	692.07
CANADA POST OFFICE BUILDINGS	REFUND OVERPAYMENT OF TAXES	13,050.00
HENRY BROWN	REFUND OVERPAYMENT OF TAXES	205.38
ESTATE OF GEORGE COURAGE	REFUND OVERPAYMENT OF TAXES	133.96
AVALON SPORTS INC.	RENTAL OF TECHNIPILEX BUILDING	1,150.00
ERIKA KIRKPATRICK	REFUND SECURITY DEPOSIT	114.00

NAME	DESCRIPTION	AMOUNT
ROEBOTHAN MCKAY & MARSHALL, IN TRUST FOR BAHRIJA MURIC	LEGAL CLAIM	10,000.00
ROEBOTHAN MCKAY & MARSHALL, IN TRUST FOR AVDULAH SHAQIRI	LEGAL CLAIM	18,000.00
DR. COLLEEN KIRBY	MEDICAL EXAMINATION FEE	20.00
CIBC MORTGAGES INC.	REFUND OVERPAYMENT OF TAXES	1,653.47
DONOVAN HOMES LIMITED	REFUND OVERPAYMENT OF TAXES	500.50
DR. ROBERT WOODLAND	MEDICAL EXAMINATION FEE	40.00
DR. KATHY CREWE	MEDICAL EXAMINATION FEE	40.00
EARL J. NOBLE	PROFESSIONAL SERVICES	600.00
RONCALLI ELEMENTARY	RENTAL OF GYM	80.00
DR. L.W. ADAMS	MEDICAL EXAMINATION FEE	20.00
STREET CAPITAL	REFUND OVERPAYMENT OF TAXES	1,683.00
ALLAN LEWIS JERRETT	REFUND OVERPAYMENT OF TAXES	46.24
FRANK O'DEA	REFUND LOCAL BOARD OF APPEAL PROCESSING FEE	115.00
CANADIAN BAR ASSOCIATION	MEMBERSHIP RENEWAL	1,253.50
DR. A.R. ROLFE	MEDICAL EXAMINATION FEE	20.00
PAUL DUNNE CONTRACTING	REFUND LOCAL BOARD OF APPEAL PROCESSING FEE	194.68
RANDY WALSH	REFUND SECURITY DEPOSIT	115.00
AIDEN & KIMBERLEY CRAIG	REFUND SECURITY DEPOSIT	6,000.00
PROVINCIAL INVESTMENTS INC.	COURIER SERVICES	7.60
NPR GP INC.	REFUND OVERPAYMENT OF TAXES	90,356.62
RAVENSBURGER NORTH AMERICA, INC.	PROMOTIONAL ITEMS	1,414.50
DR. MARCUS HANCOCK	MEDICAL EXAMINATION FEE	20.00
ATLANTIC CANADA AEROSPACE & DEFENCE	FINANCIAL SUPPORT FOR MEETINGS & CONVENTIONS	750.00
DR. SANTHI MURTHY	MEDICAL EXAMINATION FEE	20.00
INNOTEX INC.	REPAIR PARTS	109.94
DOWNTOWN ST. JOHN'S	CHRISTMAS PARADE REGISTRATION FEE	200.00
SALTWIRE, THE TELEGRAM, BOUNTY PRINT	ADVERTISING	4,197.30
DIANE M. DALY	REFUND OVERPAYMENT OF TAXES	1,924.89
PAMELA HAWKINS & ALEX GREENE	REFUND OVERPAYMENT OF TAXES	261.95
PAUL DUNNE CONTRACTING	REFUND SECURITY DEPOSIT	205.32
RAYMOND C. MARSHALL	REFUND OVERPAYMENT OF TAXES	649.39
PUBLIC SERVICE CREDIT UNION	PAYROLL DEDUCTIONS	5,110.80
COLFORD, SHERRY	TRAVEL REIMBURSEMENT	2,275.70
CLARKE, ELIZABETH	TRAVEL REIMBURSEMENT	2,577.02
NEWFOUNDLAND POWER	ELECTRICAL SERVICES	47,729.77
ROGERS COMMUNICATIONS CANADA INC.	DATA & USAGE CHARGES	134.38
PARTS FOR TRUCKS INC.	REPAIR PARTS	4,046.36
NEWFOUNDLAND POWER	ELECTRICAL SERVICES	9,817.88
MCLOUGHLAN SUPPLIES LTD.	ELECTRICAL SUPPLIES	834.55
HARRIS & ROOME SUPPLY LIMITED	ELECTRICAL SUPPLIES	1,857.48
ROGERS COMMUNICATIONS CANADA INC.	DATA & USAGE CHARGES	34,776.49
PUROLATOR INC.	COURIER SERVICES	165.36
SMITH STOCKLEY LTD.	PLUMBING SUPPLIES	1,596.50
EMCO SUPPLY	REPAIR PARTS	2,704.83
NEWFOUNDLAND POWER	ELECTRICAL SERVICES	87,234.81

NAME	DESCRIPTION	AMOUNT
DANIEL LEBLANC	TRAVEL ADVANCE	1,527.86
ROGERS COMMUNICATIONS CANADA INC.	DATA & USAGE CHARGES	52.30
PRECISION EXCAVATION LTD.	PROGRESS PAYMENT	68,311.67
WATERWORKS SUPPLIES DIV OF EMCO LTD	REPAIR PARTS	14,075.23
ADT SECURITY SERVICES CANADA	MONITORING AND/OR MAINTENANCE CHARGES	139.55
GRECO PIZZA	MEAL ALLOWANCES	150.40
AFONSO GROUP LIMITED	SEWER INSPECTIONS	3,726.00
RBC INVESTOR & TREASURY SERVICES	CUSTODY FEES	718.75
ATLANTIC OFFSHORE MEDICAL SERV	MEDICAL SERVICES	1,472.00
ATLANTIC PURIFICATION SYSTEM LTD	WATER PURIFICATION SUPPLIES	6,389.16
AUTOMOTIVE SUPPLIES 1985 LTD.	AUTO SUPPLIES	453.91
KELLOWAY CONSTRUCTION LIMITED	CLEANING SERVICES	41,905.97
RDM INDUSTRIAL LTD.	INDUSTRIAL SUPPLIES	783.98
ROBERT BAIRD EQUIPMENT LTD.	RENTAL OF EQUIPMENT	1,974.78
NEWFOUNDLAND EXCHEQUER ACCOUNT	ANNUAL OPERATING FEE	2,504.70
STAPLES THE BUSINESS DEPOT - MP	OFFICE SUPPLIES	130.96
BELBIN'S GROCERY	CATERING SERVICES	1,299.33
SMS EQUIPMENT	REPAIR PARTS	2,234.25
HAROLD SNOW & SONS	HARDWARE SUPPLIES	354.94
CABOT PEST CONTROL	PEST CONTROL	537.05
BEST DISPENSERS LTD.	SANITARY SUPPLIES	173.19
ROCKWATER PROFESSIONAL PRODUCT	CHEMICALS	2,726.59
NEWCAP BROADCASTING LTD.	PUBLIC ANNOUNCEMENTS	3,622.50
PRINT & SIGN SHOP	SIGNAGE	593.40
OVERHEAD DOORS NFLD LTD	REPAIRS TO DOORS	134.55
CANSEL SURVEY EQUIPMENT INC.	OFFICE SUPPLIES	41.03
FARRELL'S EXCAVATING LTD.	ROAD GRAVEL	4,245.53
FIRE TECH SYSTEMS LIMITED	FIRE SUPPLIES	1,051.79
FLAGHOUSE INC	RECREATIONAL SUPPLIES	999.63
BDI CANADA INC	CHEMICALS	304.91
CITY OF MOUNT PEARL	MEMBERSHIP FOR SUMMIT	339.00
ATLANTIC TRAILER & EQUIPMENT	REPAIR PARTS	101,711.75
STAPLES THE BUSINESS DEPOT - STAVANGER DR	STATIONERY & OFFICE SUPPLIES	551.27
CABOT BUSINESS FORMS AND PROMOTIONS	OFFICE SUPPLIES	583.63
SPARTAN ATHLETIC PRODUCTS	SPORTING SUPPLIES	1,320.20
PRACTICA LIMITED	SCOOP BAGS	821.85
CANADA POST CORPORATION	POSTAGE SERVICES	102.53
CANADIAN CORPS COMMISSIONAIRES	SECURITY SERVICES	20,740.80
AIR LIQUIDE CANADA INC.	CHEMICALS AND WELDING PRODUCTS	24,057.71
HISCOCK'S SPRING SERVICE	HARDWARE SUPPLIES	454.46
SOBEY'S INC	PET SUPPLIES	1,854.86
JOE JOHNSON EQUIPMENT INC.	REPAIR PARTS	1,249.97
NORTH ATLANTIC SUPPLIES INC.	REPAIR PARTS	431.25
KENT	BUILDING SUPPLIES	266.74
ATLANTIC HOME FURNISHINGS LTD	APPLIANCES	884.29


NAME	DESCRIPTION	AMOUNT
EXECUTIVE BUS LTD	TRANSPORTATION SERVICES	15,308.64
DULUX PAINTS	PAINT SUPPLIES	81.30
COLONIAL GARAGE & DIST. LTD.	AUTO PARTS	102.62
CONSTRUCTION SIGNS LTD.	SIGNAGE	12,992.95
SCARLET EAST COAST SECURITY LTD	TRAFFIC CONTROL	24,433.77
BUREAU VERITAS CANADA (2019) INC	WATER PURIFICATION SUPPLIES	380.65
CRANE SUPPLY LTD.	PLUMBING SUPPLIES	610.78
JAMES G CRAWFORD LTD.	PLUMBING SUPPLIES	1,630.48
ENVIROSYSTEMS INC.	PROFESSIONAL SERVICES	52,881.03
FASTENAL CANADA	REPAIR PARTS	557.50
ENGINEERING & ENVIRONMENTAL PRODUCTS	REPAIR PARTS	7,061.92
DICKS & COMPANY LIMITED	OFFICE SUPPLIES	18,932.95
MIC MAC FIRE & SAFETY SOURCE	SAFETY SUPPLIES	72.97
EAST COAST HYDRAULICS	REPAIR PARTS	759.30
HITECH COMMUNICATIONS LIMITED	REPAIRS TO EQUIPMENT	16,035.60
REEFER REPAIR SERVICES (2015) LIMITED	REPAIR PARTS	10,793.02
THYSSENKRUPP ELEVATOR	ELEVATOR MAINTENANCE	458.69
GOODLIFE FITNESS	FITNESS MEMBERSHIP	637.30
CANADIAN TIRE CORP.-HEBRON WAY	MISCELLANEOUS SUPPLIES	266.12
CANADIAN TIRE CORP.-KELSEY DR.	MISCELLANEOUS SUPPLIES	1,598.96
EAST CHEM INC.	CHEMICALS	491.41
EASTERN MEDICAL SUPPLIES	MEDICAL SUPPLIES	241.50
ENVIROMED ANALYTICAL INC.	REPAIR PARTS AND LABOUR	149.50
STOKES INTERNATIONAL	CITATION CORDS	312.74
HOME DEPOT OF CANADA INC.	BUILDING SUPPLIES	342.78
DOMINION STORE 935	MISCELLANEOUS SUPPLIES	914.47
IPS INFORMATION PROTECTION SERVICES LTD.	PAPER SHREDDED ON SITE	189.75
OMB PARTS & INDUSTRIAL INC.	REPAIR PARTS	20,430.86
FRESHWATER AUTO CENTRE LTD.	AUTO PARTS/MAINTENANCE	2,597.09
GREENWOOD SERVICES INC.	OPEN SPACE MAINTENANCE	4,186.00
GLOBALSTAR CANADA SATELLITE CO	SATELLITE PHONES	419.70
STELLAR INDUSTRIAL SALES LTD.	INDUSTRIAL SUPPLIES	57.50
ENTERPRISE RENT-A-CAR	RENTAL OF VEHICLES	1,955.00
OMNITECH INC.	REPAIR PARTS	4,077.90
WOLSELEY CANADA INC.	REPAIR PARTS	14,517.87
DELL CANADA INC.	COMPUTER SUPPLIES	1,961.32
EASTERN PROPANE	PROPANE	138.00
HARVEY & COMPANY LIMITED	REPAIR PARTS	8,501.45
HARVEY'S OIL LTD.	PETROLEUM PRODUCTS	1,797.31
MIOVISION TECHNOLOGIES INC.	PROFESSIONAL SERVICES	2,069.86
GUILLEVIN INTERNATIONAL CO.	ELECTRICAL SUPPLIES	590.48
BRENNTAG CANADA INC	CHLORINE	20,683.00
HISCOCK RENTALS & SALES INC.	HARDWARE SUPPLIES	304.75
HOLDEN'S TRANSPORT LTD.	RENTAL OF EQUIPMENT	2,277.00
HONDA ONE	REPAIR PARTS	222.59

NAME	DESCRIPTION	AMOUNT
SOURCE ATLANTIC INDUSTRIAL DISTRIBUTION	REPAIR PARTS	1,415.57
CAR GUYS APPEARANCE CENTER INC.	AUTO CLEANING	183.94
UNIVAR CANADA	CHEMICALS	10,532.42
SHOOTER'S CHOICE LTD.	REPAIR PARTS	624.20
INFINITY CONSTRUCTION	TOPSOIL	230.00
RESCUE 7 INC.,	RECREATIONAL SUPPLIES	1,649.10
SCOTIA RECYCLING (NL) LIMITED	TOUCH SCREEN 10"	18,518.22
IRC NEWFOUNDLAND LTD.	REPAIR PARTS	284.63
IMPRINT SPECIALTY PROMOTIONS LTD	SAFETY BOOTS	287.50
HICKMAN DODGE JEEP CHRYSLER	AUTO PARTS	85.05
ONX ENTERPRISE SOLUTIONS LIMITED	SOFTWARE RENEWAL	2,035.50
ISLAND HOSE & FITTINGS LTD	INDUSTRIAL SUPPLIES	534.34
PINNACLE ENGINEERING (2018) LIMITED	PROFESSIONAL SERVICES	56,483.36
TRANE CANADA CO.	PROFESSIONAL SERVICES	1,105.98
BOSCH REXROTH CANADA CORP.	REPAIR PARTS	303.28
WORK AUTHORITY	CLOTHING ALLOWANCE	89.70
KENT BUILDING SUPPLIES-STAVANGER DR	BUILDING MATERIALS	244.26
S & H CODNER'S CONSTRUCTION	PROFESSIONAL SERVICES	24,257.90
CENTINEL SERVICES	REPAIR PARTS	227.70
KERR CONTROLS LTD.	INDUSTRIAL SUPPLIES	1,469.70
KIRKLAND BALSOM & ASSOC.	COURT OF APPEAL REFUND	200.00
CARMICHAEL ENGINEERING LTD.	PROFESSIONAL SERVICES	2,953.18
BELFOR PROPERTY RESTORATION	PROFESSIONAL SERVICES	345.00
J.A. LARUE	REPAIR PARTS	2,507.00
MARK'S WORK WEARHOUSE	PROTECTIVE CLOTHING	1,575.99
ALYSSA'S PROPERTY SERVICES PRO INC.	PROFESSIONAL SERVICES	26,879.82
WHELAN'S MOTOR WORKS LTD.	PROFESSIONAL SERVICES	1,782.50
REXEL CANADA ELECTRICAL INC.,	REPAIR PARTS	354.66
MIKAN SCIENTIFIC INC.	REPAIR PARTS	2,194.44
VETERINARY SPECIALTY CENTRE OF NEWFOUNDLAND & LABRADOR	PROFESSIONAL SERVICES	243.80
SHORELINE LUBRICANTS & INDUSTRIAL SUPPLY	CHEMICALS	227.13
CAPITAL AUTO CENTRE & GLASS REPAIR	AUTO PARTS	270.25
NEWFOUNDLAND DISTRIBUTORS LTD.	INDUSTRIAL SUPPLIES	1,470.22
NL KUBOTA LIMITED	REPAIR PARTS	1,959.88
NEWFOUNDLAND POWER	ELECTRICAL SERVICES	400,179.32
NORTH ATLANTIC PETROLEUM	PETROLEUM PRODUCTS	87,551.88
PENNECON HYDRAULIC SYSTEMS LTD	REPAIR PARTS	33.51
PBA INDUSTRIAL SUPPLIES LTD.	INDUSTRIAL SUPPLIES	40.25
GCR TIRE CENTRE	TIRES	4,036.93
K & D PRATT LTD.	REPAIR PARTS AND CHEMICALS	5,534.88
RIDEOUT TOOL & MACHINE INC.	TOOLS	753.14
NAPA ST. JOHN'S 371	AUTO PARTS	24.83
THE ROYAL GARAGE LIMITED	AUTO PARTS	745.60
ROYAL FREIGHTLINER LTD	REPAIR PARTS	68.67
S & S SUPPLY LTD. CROSSTOWN RENTALS	REPAIR PARTS	9,162.45

NAME	DESCRIPTION	AMOUNT
ST. JOHN'S TRANSPORTATION COMMISSION	CHARTER SERVICES	7,313.75
BIG ERICS INC	SANITARY SUPPLIES	515.87
SAUNDERS EQUIPMENT LIMITED	REPAIR PARTS	7,940.51
SANSOM EQUIPMENT LTD.	REPAIR PARTS	9,151.58
SMITH'S HOME CENTRE LIMITED	HARDWARE SUPPLIES	29.88
TRACTION DIV OF UAP	REPAIR PARTS	3,320.59
TULK'S GLASS & KEY SHOP LTD.	PROFESSIONAL SERVICES	491.34
URBAN CONTRACTING JJ WALSH LTD	PROPERTY REPAIRS	299.00
WATERWORKS SUPPLIES DIV OF EMCO LTD	REPAIR PARTS	1,720.59
WINDCO ENTERPRISES LTD.	FLAGS	575.87
THE WORKS	MEMBERSHIP FEES	169.60
GLENN BARNES, MRAIC	PROFESSIONAL SERVICES	2,377.76
TURNER DRAKE & PARTNERS LIMITED	COURT OF APPEAL REFUND	400.00
BELL MOBILITY INC. RADIO DIVISION	MAINTENANCE CHARGES & REPAIRS	610.21
DR. Z. AZHER	MEDICAL EXAMINATION FEE	20.00
NL HOUSING & HOMELESSNESS NETWORK INC.	GRANT FOR LANDLORD ENGAGEMENT POSITION	16,126.63
CLIFF JOHNSTON	PROFESSIONAL SERVICES	250.00
PAJ CANADA COMPANY	PROMOTIONAL ITEMS	1,804.80
SOS 4 KIDS INC.	HOME ALONG SAFETY FOR KIDS PROGRAM	828.00
DAVID HARRISON	PROFESSIONAL SERVICES	1,121.25
WINSOR, MICHELLE	EMPLOYMENT RELATED EXPENSES	65.74
MACDONALD, WILLIAM	MILEAGE	71.81
STANLEY, KEITH	EMPLOYMENT RELATED EXPENSES	50.00
WADDEN, DAVID	VEHICLE BUSINESS INSURANCE	364.00
KANE, SUSAN	VEHICLE BUSINESS INSURANCE	318.00
CLARKE, ELIZABETH	MILEAGE	24.82
LETTO, LORI	MILEAGE	20.26
MELISSA COCHRANE	MILEAGE	61.98
JONATHAN TIMMINS	EMPLOYMENT RELATED EXPENSES	178.18
BLAIR MCDONALD	VEHICLE BUSINESS INSURANCE	35.00
RON SINYARD	VEHICLE BUSINESS INSURANCE	240.00
KNOX, BRUCE	MILEAGE	58.97
RACHEL SKANES	MILEAGE	110.22
KYLE KEARSEY	EMPLOYMENT RELATED EXPENSES	130.00
PAUL PORTER	VEHICLE BUSINESS INSURANCE	113.00
CISCO SYSTEMS CAPITAL CANADA CO.	SOFTWARE RENEWAL	9,004.05
VALLEN	REPAIR PARTS	1,201.90
INTERNATIONAL NAME PLATE SUPPLIES LTD.	SIGNAGE	259.28
BRUNET INC	SERVICE AGREEMENT RENEWAL	1,055.40
WITLESS BAY HOME HARDWARE LTD	BUILDING MATERIALS	2,461.00
NEWFOUNDLAND DESIGN CIVIL LTD.	PROFESSIONAL SERVICES	12,926.00
IDOCTORNL	PROFESSIONAL SERVICES	225.00
WEIRS CONSTRUCTION LTD.	PROGRESS PAYMENT	153,012.83
SMITH STOCKLEY LTD.	PLUMBING SUPPLIES	483.28
ROGERS COMMUNICATIONS CANADA INC.	DATA & USAGE CHARGES	289.80

NAME	DESCRIPTION	AMOUNT
MCLOUGHLAN SUPPLIES LTD.	ELECTRICAL SUPPLIES	200.38
COFFEY, DEREK	TRAVEL REIMBURSEMENT	194.05
DOWNTOWN ST. JOHN'S	BIA CASH RECEIPT	22,075.18
STACY GARDNER	TRAVEL ADVANCE	1,848.90
HARRIS & ROOME SUPPLY LIMITED	ELECTRICAL SUPPLIES	159.18
NEWFOUNDLAND POWER	ELECTRICAL SERVICES	158,948.88
TOTAL: \$		<u><u>2,342,703.99</u></u>

BID APPROVAL NOTE

Bid #	2019178		
Bid Name	Supply and Delivery of Janitorial Products		
Department	Public Works	Division	Various
Budget Code	Charged to various user department operating budgets as required		
Source of Funding	<input checked="" type="radio"/> Operating <input type="radio"/> Capital <input type="radio"/> Multiyear Capital		
Purpose	The open call is to provide Janitorial Products to Public Works. These items will be stocked in the City's central stores to ensure accessibility on an as required basis.		
Results	<input checked="" type="radio"/> As attached <input type="radio"/> As noted below		
	Vendor Name		Bid Amount
Expected Value	<input type="radio"/> As above <input checked="" type="radio"/> Value shown is an estimate only for a 1 year period. The City does not guarantee to buy any specific quantities or dollar value.		
Contract Duration	7 months, option to extend for two additional 1 year periods.		
Bid Exception	<input checked="" type="radio"/> None <input type="radio"/> Contract Award Without Open Call <input type="radio"/> Professional Services		
Recommendation	This open call contains three sections, two of which are awarded in whole and one which is awarded item by item. It is recommended to award this open call to the lowest qualified bidders meeting specifications for the Supply and Delivery of Janitorial Products, as per the Public Procurement Act.		
Supply Chain Buyer	Jessica Squires		
Supply Chain Manager		Date	19 10 10
Deputy City Manager*		Date	

*Only required for a bid exception (contract award without open call or professional services).



The following section was awarded item by item:

Table	Vendor	Amount
Section 1 - Janitorial Supplies	Fastenal Canada, Ltd	\$ 21,786.09
	Rockwater Professional Products	\$ 16,102.56
	Rock Safety Industrial Ltd.	\$ 6,302.82
	FJ Wadden & Sons Ltd.	\$ 3,896.16
	B and B Sales	\$ 407.55
	Total:	\$ 48,495.18

The following sections were awarded in whole:

Table	Vendor	Amount
Section 2 - Toilet Paper and Paper Towel	Best Dispensers Ltd	\$ 13,785.53
Section 3 - Garbage Bags	Rockwater Professional Products	\$ 36,225.10

Vendor Award Totals	Rockwater Professional Products	\$ 52,327.66
	Fastenal Canada, Ltd	\$ 21,786.09
	Best Dispensers Ltd	\$ 13,785.53
	Rock Safety Industrial Ltd.	\$ 6,302.82
	FJ Wadden & Sons Ltd.	\$ 3,896.16
	B and B Sales	\$ 407.55
	Annual Total:	\$ 98,505.81
	Contract Total (3 years):	\$ 295,517.43

2019178 - Supply and Delivery of Janitorial Products - Section 1

				Best Dispensers Ltd		B and B Sales limited		FJ WADDEN & SONS LTD.		Fastenal Canada, Ltd.		Rockwater Professional Products		Peter Pan Sales Ltd.		Rock Safety Industrial Ltd.	
Item #	Item Description	UOM	Usage	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
111591	CLEANER HAND NATURAL KLEEN ORANGE 4.75L # 043 WITH PUMICE	EA	60			\$ 26.70	\$1,602.00	\$ 21.45	\$1,287.00	\$ 19.37	\$1,162.20	<u>\$ 15.45</u>	<u>\$927.00</u>			\$ 16.95	\$1,017.00
112847	MOP YAGHT C/W HANDLE (225 G)	EA	1			\$ 4.50	\$4.50			\$ 13.21	\$13.21	<u>\$ 3.98</u>	<u>\$3.98</u>			\$ 5.95	\$5.95
112904	CLEANER FLR DEGRSER CITROSCLN/DUSTBANE SURFC KLEEN+ 20L PAIL	EA	14			\$ 69.20	\$968.80	\$ 48.30	\$676.20	\$ 61.77	\$864.78	\$ 38.55	\$539.70			<u>\$ 33.33</u>	<u>\$466.62</u>
112938	CLEANER TILE BATHROOM TILEX 475ML	EA	129							\$ 4.32	\$557.28	<u>\$ 3.05</u>	<u>\$393.45</u>			\$ 3.99	\$514.71
113936	CREAM SKIN STEALTH 8 OZ	EA	71									<u>\$ 5.85</u>	<u>\$415.35</u>			\$ 13.99	\$993.29
1410	SOAPHAND WATERLESS "GEL" ANTISEPTIC 4 OZ ISAGEL ETHYL ALCHL/NO RINSE	EA	569							\$ 2.53	\$1,439.57	\$ 2.19	\$1,246.11			<u>\$ 1.94</u>	<u>\$1,103.86</u>
1861	CLEANER BAKING SODA 250G CLEAN/NEUTRAL BATT CONNECTORS	EA	1									\$ 4.95	\$4.95			<u>\$ 1.95</u>	<u>\$1.95</u>
3482	CLEANER DEGREASER 4L ECO-MAX# EMAX40004 PRISM CHEMICALS	EA	9					\$ 14.95	\$134.55	\$ 12.80	\$115.20	\$ 12.90	\$116.10			<u>\$ 11.90</u>	<u>\$107.10</u>
3483	CLEANER DEGREASER BREAK-UP 1.5L D2.4 HOSE QUICK CONN.JOHNSTON	EA	80					<u>\$ 3.02</u>	<u>\$241.60</u>	\$ 134.15	\$10,732.00	\$ 77.85	\$6,228.00			\$ 19.99	\$1,599.20
3484	WIPE DISINFECTANT CLNR 160 SHT JOHNSON VIROX 5RTU 53810	PKG	327			\$ 12.30	\$4,022.10	<u>\$ 10.00</u>	<u>\$3,270.00</u>	\$ 13.15	\$4,300.05	\$ 18.85	\$6,163.95			\$ 16.99	\$5,555.73
3485	CLEANER GLASS/MULTI PUR 1.5L JOHNSON GLANCE HOSE QUICK CONN	EA	2					<u>\$ 2.40</u>	<u>\$4.80</u>	\$ 43.50	\$87.00	\$ 39.50	\$79.00			\$ 47.50	\$95.00
3486	POLISH 3M SS CLEAN/POLISH 600 SPR/TIN	EA	85			\$ 10.45	\$888.25			\$ 10.84	\$921.40	<u>\$ 8.05</u>	<u>\$684.25</u>			\$ 9.99	\$849.15
3487	CLEANER GEN PURPOSE 5L JOHNSON G P FWD QUICK CONNECT ATTACH	EA	6							\$ 41.13	\$246.78	\$ 99.50	\$597.00			<u>\$ 27.75</u>	<u>\$166.50</u>
3489	CLEANER GEN PURPOSE 5L JOHNSON STRIDE QUICK CONN ATTACH	EA	31							\$ 186.45	\$5,779.95	<u>\$ 89.45</u>	<u>\$2,772.95</u>			\$ 119.00	\$3,689.00
3490	DISINFECTANT 1.5L VIREX Z56 JOHNSON (HOSE QUICK CONNECT)	EA	46					<u>\$ 3.01</u>	<u>\$138.46</u>	\$ 197.81	\$9,099.26	\$ 39.85	\$1,833.10			\$ 29.99	\$1,379.54
3492	SANITIZER HAND 1L REFILL PURELL	EA	23							\$ 14.16	\$325.68	\$ 12.45	\$286.35			<u>\$ 12.00</u>	<u>\$276.00</u>
3760	TOWEL MULTIPURPOSE CLOTH T90 CNTR PULL TORK SPEEDY AUTO 550137	EA	90	\$ 12.88	\$1,159.20							<u>\$ 7.75</u>	<u>\$697.50</u>			\$ 18.47	\$1,662.30
45328	BROOM PUSH POLY PRO FIBRE 36"C/W HANDLE	EA	11			\$ 22.80	\$250.80			\$ 27.01	\$297.11	\$ 20.45	\$224.95			<u>\$ 15.65</u>	<u>\$172.15</u>
47407	COMPOUND SWEEPING SUPER EFFICACE 20KG	BOX	19			\$ 13.45	\$255.55	<u>\$ 12.70</u>	<u>\$241.30</u>	\$ 12.96	\$246.24	\$ 22.00	\$418.00			\$ 15.65	\$297.35
52985	CLEANER PINE DISINFECTANT/DEODORANT 4L "FACTORY SEALED"	EA	254			\$ 17.95	\$4,559.30	\$ 9.35	\$2,374.90	<u>\$ 7.40</u>	<u>\$1,879.60</u>	\$ 13.75	\$3,492.50			\$ 38.10	\$9,677.40
53249	POLISH FURNITURE SPRAY 350G	EA	1			\$ 5.50	\$5.50			\$ 5.14	\$5.14	\$ 7.95	\$7.95			<u>\$ 4.99</u>	<u>\$4.99</u>
57091	TISSUE TOILET SM 1 PLY 1000 SHTS 48 RL/CASE	RL	5280	\$ 0.64	\$3,368.11			\$ 0.73	\$3,854.40	\$ 1.12	\$5,913.60	<u>\$ 0.55</u>	<u>\$2,904.00</u>	\$ 0.60	\$3,150.58	\$ 0.74	\$3,907.20
58180	COMPOUNDABSORBING OIL-DRI #11001 12.5KG CLAY BASED ONLY NO SUBSTIT	BAG	1174							<u>\$ 8.89</u>	<u>\$10,436.86</u>	\$ 12.85	\$15,085.90			\$ 9.95	\$11,681.30
63628	CLEANER HAND SMALL BLUELABEL 400G	EA	18									<u>\$ 5.95</u>	<u>\$107.10</u>			\$ 9.00	\$162.00
63867	CLEANER HAND LARGE BLUELABEL 2KG	EA	13									<u>\$ 14.25</u>	<u>\$185.25</u>			\$ 28.00	\$364.00
70870	RAG WIPING 100% FLEECY 25 LB BAG 40 PER SKID	BAG	467			\$ 14.80	\$6,911.60			<u>\$ 12.99</u>	<u>\$6,066.33</u>	\$ 15.25	\$7,121.75			\$ 27.00	\$12,609.00
76216	DEODORANT LIQUID DISAPPEAR 750ML	EA	416			\$ 7.15	\$2,974.40			\$ 7.43	\$3,090.88	<u>\$ 2.95</u>	<u>\$1,227.20</u>			\$ 12.99	\$5,403.84
83014	INSECTICIDE SPRAY HORNET KILLER 350G	EA	97							<u>\$ 7.08</u>	<u>\$686.76</u>	\$ 8.95	\$868.15			\$ 8.42	\$816.74
89144	CLEANER SODIUM HYPOCHLORITE NOT TO EXC 3% JAVEX HARMONIE 3.6L	EA	1170					\$ 4.39	\$5,136.30			<u>\$ 2.75</u>	<u>\$3,217.50</u>			\$ 5.18	\$6,060.60
92205	TOWEL INDUSTRIAL PAPER A-TORK	RL	310							<u>\$ 7.49</u>	<u>\$2,321.90</u>	\$ 7.75	\$2,402.50			\$ 9.20	\$2,852.00
S00199	SOAP HAND CERTAINTY CLEARLY GREEN 1L REFILL	BAG	459							\$ 12.16	\$5,581.44	<u>\$ 5.45</u>	<u>\$2,501.55</u>			\$ 44.80	\$20,563.20
S00277	CLEANER LYSOL DISINFECTANT	EA	7			\$ 9.05	\$63.35			\$ 6.03	\$42.21	\$ 7.15	\$50.05			<u>\$ 5.95</u>	<u>\$41.65</u>
S00886	CLEANER CASCADE ACTION PACS	EA	160							\$ 11.97	\$1,915.20	<u>\$ 0.22</u>	<u>\$34.88</u>			\$ 1.69	\$270.40
S01491	DISPENSER PUMP - HAND CLEANER #10H	EA	5			<u>\$ 2.15</u>	<u>\$10.75</u>					\$ 3.95	\$19.75			\$ 29.00	\$145.00
S01747	TOWEL PAPER FOLDED 09120 M F 10 X 400 PART # 111110-620	CS	14	\$ 21.77	\$304.78					<u>\$ 3.54</u>	<u>\$49.56</u>	\$ 22.85	\$319.90			\$ 21.50	\$301.00
S02291	TOWEL TORK LINTFREE WHITE	EA	23									\$ 14.15	\$325.45			<u>\$ 13.90</u>	<u>\$319.70</u>
S02601	TABLECLOTH 40" X 300' WH L-006 BANQUET ROLL	EA	171			\$ 34.20	\$5,848.20	\$ 39.64	\$6,778.44	\$ 23.19	\$3,965.49	\$ 39.90	\$6,822.90	\$ 34.98	\$5,981.58	<u>\$ 21.30</u>	<u>\$3,642.30</u>
S02701	DETERGENT DISH 18.9L (INDUSTRIAL DISHWASHER)	EA	14			\$ 71.40	\$999.60			<u>\$ 13.97</u>	<u>\$195.58</u>	\$ 64.45	\$902.30			\$ 69.00	\$966.00
S02703	CLEANER PUMICE GRILL STONE (SJRFD)	EA	25							<u>\$ 5.98</u>	<u>\$149.50</u>	\$ 25.60	\$640.00			\$ 11.44	\$286.00
S02704	SQUEEGEE FLOOR 24" RUBBER BLADE (SJRFD)	EA	32			<u>\$ 12.40</u>	<u>\$396.80</u>			\$ 24.98	\$799.36	\$ 17.30	\$553.60			\$ 13.97	\$447.04
S02983	DEGREASER SPRAY FX-9 1L BIODEGRADABLE	EA	4							\$ 8.27	\$33.08	<u>\$ 7.65</u>	<u>\$30.60</u>			\$ 72.43	\$289.72

BID APPROVAL NOTE

Bid #	2019208		
Bid Name	Supply and Delivery of Tires		
Department	Public Works	Division	Fleet
Budget Code	Charged to various user department operating budgets as required		
Source of Funding	<input checked="" type="radio"/> Operating <input type="radio"/> Capital <input type="radio"/> Multiyear Capital		
Purpose	The open call is to provide Tires to Fleet. These items will be stocked in the City's central stores to ensure accessibility on an as required basis.		
Results	<input checked="" type="radio"/> As attached <input type="radio"/> As noted below		
	Vendor Name	Bid Amount	
Expected Value	<input type="radio"/> As above <input checked="" type="radio"/> Value shown is an estimate only for a 1 year period. The City does not guarantee to buy any specific quantities or dollar value.		
Contract Duration	2 years, option to extend for 1 additional year.		
Bid Exception	<input checked="" type="radio"/> None <input type="radio"/> Contract Award Without Open Call <input type="radio"/> Professional Services		
Recommendation	This open call contains four sections which are each awarded in whole. It is recommended to award this open call to the lowest qualified bidders meeting specifications for the Supply and Delivery of Tires, as per Public Procurement Act.		
Supply Chain Buyer	Jessica Squires		
Supply Chain Manager	<i>Rick Squires</i>	Date	2019 10 10
Deputy City Manager*		Date	

*Only required for a bid exception (contract award without open call or professional services).

ST. JOHN'S

2019208 - Supply and Delivery of Tires

	OMB Parts & Industrial Ltd.		GCR Tire Centre		Classic Truck and Trailer Tirecraft
	<u>Submission 2</u>	<u>Submission 1</u>	<u>Bid 1</u>	<u>Bid 2</u>	<u>Submission 1</u>
Section 1 - Light Duty Tires	\$35,735.10	\$34,942.75	<u>\$34,891.03</u>	\$37,282.97	\$42,517.80
Section 2 - Heavy Duty Tires	Opted out of table	\$131,596.80	<u>\$128,044.88</u>	\$155,927.40	\$162,503.05
Section 3 - Loader and Grader Tires	Opted out of table	<u>\$31,626.15</u>	\$35,156.56	\$35,156.56	\$45,480.20
Section 4 - Trailer Tires	Opted out of table	\$981.51	<u>\$859.76</u>	\$859.76	\$1,070.65