

ST. JOHN'S

Environment & Sustainability Experts Panel

June 26, 2020

1:30 p.m.

Virtual

Pages

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
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6. OTHER BUSINESS
7. DATE AND TIME OF NEXT MEETING
8. ADJOURNMENT

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Environment & Sustainability Experts Panel Minutes

May 28, 2020

2:00 p.m.

Virtual

Present: Kieran Hanley, MBA - Sustainable Economic Growth, Chair
Councillor Ian Froude, Council Representative
Joel Finnis, PhD - Climate Science & Resilience
Krista Langthorne, BA, SEBT - Resilience & Natural Resources
Pablo Navarro - Socio-cultural & Quality of Life
Joseph Daraio, PhD, PEng - Sustainable Urban Planning & Resilience
Michel Wawrzkow, PEng, PGeo - Natural Environment & Resilience

Regrets: Dennis Knight, MSc, MCIP - Sustainable Urban Planning & Economic Growth

Staff: Edmundo Fausto, Sustainability Coordinator
Shanna Fitzgerald, Legislative Assistant

1. **CALL TO ORDER**
2. **APPROVAL OF THE AGENDA**

Moved By Michel Wawrzkow

Seconded By Joel Finnis

That the agenda be adopted as presented.

MOTION CARRIED

3. ADOPTION OF THE MINUTES

3.1 Adoption of Minutes - May 6, 2020

Moved By Kieran Hanley

Seconded By Joseph Daraio

That the minutes of May 6, 2020 be adopted as presented.

MOTION CARRIED

4. BUSINESS ARISING

4.1 Chair Nomination and Introduction

At the kick-off meeting of the Environment and Sustainability Experts Panel, members were invited to self-nominate for the chair position. One self-nomination was received from Kieran Hanley. After confirmation there were no other nominations, Kieran Hanley was appointed as Chair of the Committee.

4.2 St. John's Mitigation and Adaptation Baseline and Background Reports

The Panel reviewed the above cited reports and concur that it is appropriate to use these as the primary source of information to inform the discussions in the next steps of the Sustainability Plan.

4.3 Multistakeholder Working Group Membership

The proposed membership of the Multi-stakeholder Working Group was provided to the Panel and at the meeting of May 6 members were invited to review and provide their comments via email. The Panel recommended the additions of NL Department of Natural Resources, CCNL, NAACAP and AIM NET to the Working Group.

Members recommended inclusion of youth. The role of youth activist groups and/or representatives from high school organizations in Climate Change issues was discussed. The lessons from the Youth Engagement Action Team engagement will be reviewed to inform how to include youth in a meaningful way. The Youth Advisory Committee will be consulted on the process.

The Panel concurred that the membership has been reviewed and the membership proposed is a meaningful cross-section of perspectives from

the community to inform the Sustainability Plan. A letter of invitation to the organizations approved by the Panel to date will be sent. Members were encouraged to provide contacts within the noted organizations to the Sustainability Coordinator to help focus out-reach to the approved organizations in the Working Group.

The Panel asked for an outline of the engagement process, activities and next steps of the Multi-stakeholder Working Group. A draft will be circulated to the Panel before the next meeting.

5. NEW BUSINESS

5.1 Review of Parking Requirements for Section 8 of the Envision St. John's Development Regulations

The Sustainability Coordinator provided a brief overview of Parking Requirements in Section 8 of the Envision St. John's Development Regulations. This item was referred to the Panel at the Regular Council meeting of May 11, 2020.

During discussion, the following was noted:

- One of the substantial changes is the addition of maximums. Some jurisdictions have eliminated parking requirements altogether. Staff has proposed a reduction of the minimums and addition of maximums.
- Members considered what the parking standards should be and if there should be standards at all. The size of parking spaces for compact cars should be considered.
- Parking requirements for electric vehicles was noted to be mentioned briefly in the document with no further discussion on electric vehicles in the regulations. There has been some work from staff on evaluating what City regulations could be reviewed regarding electric vehicles and consultation for the Sustainability Plan will very soon be underway. Consultation with the stakeholders, as well as NL Hydro and Newfoundland Power was noted as required.
- Review of the parking requirements is an opportunity to add the electric vehicle requirements. The Panel will respond and identify electric vehicles as a gap and advise next steps to address that gap.
- Members discussed if minimums are often exceeded. They were informed that they have been exceeded in some cases.

- The Panel noted that bicycle parking requirements are potentially positive and can create a space for alternative transportation.
- Additionally, public transportation planning efforts in the City are ongoing. The Transportation Division continues to work on mode-share targets to reduce vehicular movement through the City by switching to alternative forms of transportation such as public transit, foot, or bicycle.
- Hydrological impacts of parking minimums/maximums should be reviewed.
- The Panel noted the potential to highlight the use of Low Impact Development to support stormwater management and flood prevention. Development guidelines usually address this along with other drainage requirements. The Envision Plan is dealing with the number of parking spots.

The Panel was tasked to review over the next 2-3 weeks and provide feedback for inclusion in the recommendation to Council.

6. OTHER BUSINESS

6.1 Drive Thru Referral

Periodically at Council there has been discussion surrounding Drive Thrus. This matter was referred to the Environment and Sustainability Experts Panel in October 2019, before the panel was formed. A report is expected to come forth for Council's review from staff and the Healthy City Strategy Steering Committee, and eventual referral to this Committee is anticipated.

7. DATE AND TIME OF NEXT MEETING

Proposed date of June 26, 2020.

Purpose of next meeting:

1. Review of Section 8 of the Envision St. John's Development Regulations
2. Final multi-stakeholder membership plan and youth engagement

8. ADJOURNMENT

There being no further business, the meeting adjourned at 2:53 pm.

2020-05-28

CHAIRPERSON, KIERAN HANLEY

DECISION/DIRECTION NOTE

Title: Review of Parking Requirements for Section 8 of the Envision St. John's Development Regulations .docx

Date Prepared: April 30, 2020

Report To: Regular Meeting of Council

Councillor and Role: Councillor Maggie Burton, Planning & Development

Ward: N/A

Decision/Direction Required:

That Council consider the following revised parking requirements for Section 8 of the Envision St. John's Development Regulations.

Discussion – Background and Current Status:

In February 2019, Council approved a Notice of Motion (R2019-02-18/2) directing staff to review the City's current parking minimums and identify any opportunities to reduce or eliminate parking minimums in certain areas of the City or for certain types of development.

As the Envision St. John's Development Regulations (adopted in principle by Council on March 4, 2019 and sent to the Province for provincial release) are close to being complete, staff from Planning, Development, and Engineering (Transportation) reviewed Section 8 "Parking Requirements". For some uses, current parking standards are excessive and the required parking lots are underused, or developers keep requesting parking relief for applications such as personal care homes. For places of amusement, places of assembly, lounges, and recreational uses, we have changed the way parking is calculated to ensure sufficient spaces.

Based on staff's knowledge of parking situations across the city, along with information in the *Parking Generation Guide* of the Institute of Transportation Engineers (ITE), all uses in the parking standards table were reviewed. Staff also evaluated parking standards from 8 Canadian cities: Halifax Regional Municipality, Regina, Richmond, Edmonton, Hamilton, London, Toronto and Ottawa.

Staff propose creating a **minimum and maximum requirement** for each use. Minimum parking standards ensure that basic parking demand on a specific site is satisfied; this has always been the City's approach. The attached chart shows the proposed minimum and maximum parking requirements in comparison to the existing minimum standards in the current Development Regulations (and draft Envision Regulations). Many of the uses have reduced minimum parking requirements.

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Maximum standards establish an upper limit on parking supply. Setting a maximum is intended to ensure that developers do not build excessive amounts of parking that is not used frequently. This is not common but sometimes happens.

The following changes are proposed for the City's parking standards:

- Developments will need to provide required parking spaces within a minimum to maximum range.
- Developments in Intensification Areas shall meet but not exceed the minimum parking requirements. Intensification Areas are so designated because they are well served by public transit.
- Non-residential development in the Downtown Parking Area is required to provide 50 percent of the required minimum and maximum parking requirements.
- Residential development in the Downtown Parking Area is subject to the standard minimum and maximum requirements.
- Residential development of 5 dwelling units or less which is located along Water Street and Duckworth Street in the Downtown Parking Area is not required to provide parking.

Where an applicant wishes to provide a different amount of parking than set out in Section 8, a **Parking Report** will be required. The Parking Report shall provide information for Council to decide whether parking relief or the provision of additional parking spaces is acceptable for the Development. At a minimum, a Parking Report would address the parking generation rates for the Development (pre- and post-development), the parking duration (short term or long term), available parking in the area (private/public on-street, parking lots and garages), the effects on traffic flow or local parking options, traffic to and from the Development, neighbourhood impacts, and other available transit options in the area. A 10-percent variance can also be used to meet parking requirements when the number of spaces being considered is minimal.

In cases where the applicable parking requirement cannot be met, Council may consider a cash-in-lieu payment or a shared parking agreement if the parking lot/garage is located within 400 metres of the Development, or some combination of both options.

As part of the consideration for parking, **bicycle parking** will be required for all new developments, including apartment buildings, retail use and office use. The standards include number of parking spaces, appropriate siting and devices to secure bicycles.

Parking standards can be used to encourage the forms of development that the City favours through policy. The minimum/maximum approach allows for less parking across the range of uses than previously required. However, this is still a traditional approach to parking standards. Non-traditional options such as eliminating parking minimums or enforcing lower parking maximums are possible but have broader consequences and should not be evaluated in isolation. For example, if significantly less parking supply is provided, then other means of transportation such as public transit must be elevated to fill the demand for personal mobility.

Where the provision of a cash-in-lieu payment for parking or bicycle spaces is approved, Council may wish to consider placing these funds into a sustainable transportation fund for future projects to support the move towards further reductions in parking spaces.

Further, Council may wish to consider parking requirements for electric vehicles. The City's Sustainability Coordinator has completed preliminary work on this but it deserves separate attention as part of wider environmental initiatives.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Developers and residents of the city.
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: A change to the draft Envision Development Regulations.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Public advertisement of Section 8 when the Envision Municipal Plan and Development Regulations are adopted.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications:

Recommendation:

That Council consider the proposed changes to the parking requirements of Section 8 for the draft Envision St. John's Development Regulations. Further, that the proposed changes be advertised when the Envision St. John's Municipal Plan and Development Regulations are advertised following adoption by Council.

Prepared by/Signature:

Lindsay Lyghtle Brushett, MCIP – Planner III

Approved by/Date/Signature:

Ken O'Brien, MCIP – Chief Municipal Planner

Report Approval Details

Document Title:	Review of Parking Requirements for Section 8 of the Envision St. John's Development Regulations .docx
Attachments:	- Section 8 Parking Requirements (20-04-30).pdf - Parking Standards Comparision Chart 2020-04-30.pdf
Final Approval Date:	May 5, 2020

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

Ken O'Brien - May 5, 2020 - 9:53 AM

Jason Sinyard - May 5, 2020 - 11:46 AM

Section 8 – Parking Requirements:

8.1 PLANNED MIXED DEVELOPMENT

This section shall not apply to Planned Mixed Developments.

8.2 GENERAL PARKING REQUIREMENTS

- (1) Every Development shall have off-street parking in accordance with these Regulations and provincial Designated Mobility Impaired Regulations.
- (2) Where the calculation of required parking spaces results in a fractional number, that number shall be rounded to the nearest whole number with 0.5 rounded up to the next whole number.

8.3 PARKING STANDARDS

Except in the Downtown Parking Area and Intensification Areas, and where Council amends the parking spaces required under Section 8.11, the following parking requirements apply. This section provides the number of parking spaces that must be provided (minimum) and which shall not be exceeded (maximum).

Type or Nature of Building	Range of Parking Spaces	
	Minimum	Maximum
Adult Day Centre (Commercial)	1 parking space for every 3 employees together with 1 parking space for every 100 m ² of Gross Floor Area	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area
Adult Day Centre (Residential)	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area
Apartment Building	<u>Dwelling Size</u> <u>Minimum</u>	<u>Dwelling Size</u> <u>Minimum</u>
	Studio 0.8	Studio 1.2
	1 Bedroom Dwelling 0.9	1 Bedroom Dwelling 1.2
	2 Bedroom Dwelling 1.0	2 Bedroom Dwelling 1.5
	3 Bedroom Dwelling 1.2	3 Bedroom Dwelling 2.0
	or Greater	or Greater
	Visitor parking:	

Type or Nature of Building	Range of Parking Spaces	
	Minimum	Maximum
	0 visitor parking spaces for the first 7 Dwellings; 1 visitor parking space per 7 Dwellings thereafter	Maximums are summed for building and inclusive of visitor parking
Bank	1 parking space for every 30 m ² of Net Floor Area	1 parking space for every 15 m ² of Net Floor Area
Bed and Breakfast	1 parking space for every 2 guest rooms or suites used as a part of the Bed and Breakfast	1 parking space for every guest room or suite used as a part of the Bed and Breakfast
Car Sales Lot	1 space for every 30m ² of Gross Floor Area for the building and 1 space for every automobile stored, kept or displayed for sale	1 space for every 30m ² of Gross Floor Area for the building and 1 space for every automobile stored, kept or displayed for sale
Clinic	1 parking space for every 20 m ² of Gross Floor Area	3 parking spaces for every consultation/treatment room
Commercial Garage	1 parking space for every 50 m ² of Gross Floor Area	1 parking space for every 15 m ² of Gross Floor Area
Daycare Centre	1 parking space for every 3 employees together with 1 parking space for every 100 m ² of Gross Floor Area	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area
Dry Cleaning Establishment	1 parking space for every 100 m ² of Net Floor Area	1 parking space for every 15 m ² of Net Floor Area
Funeral Home	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area
Gas Station	1 parking space for every 2 gas pumps and 1 parking space for every 30 m ² of Net Floor Area used for retail	1 parking space for every gas pump and 1 parking space for every 15 m ² of Net Floor Area used for retail
Health and Wellness Clinic	1 parking space for every 5m ² Gross Floor Area	1 parking space for every 2m ² Gross Floor Area
Heritage Use	To be determined by Council	To be determined by Council
Home Occupation	Zero if on-street parking is available	4 parking spaces
Hotel	1 parking space for every 4 guest rooms or suites together with 1 parking space for every 5 m ² of banquet/conference/meeting space	1 parking space for every 2 guest rooms or suites together with 1 parking space for every 4 m ² of banquet/conference/meeting space
Light Industrial	1 parking space for every 100 m ² of manufacturing area, provided this is not less than 3 parking spaces per tenant or establishment	1 parking space for every 20 m ² of Net Floor Area

Type or Nature of Building	Range of Parking Spaces	
	Minimum	Maximum
Lodging House	1 parking space for every 2 rented rooms or suites used as a part of the Lodging House	1 parking space for every rented room or suite used as a part of the Lodging House
Long Term Care Facility / Hospital	1 space for every 10 beds	1 space for every 5 beds
Lounge	1 parking space for every 10 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area
Micro Unit Dwelling	No parking required	1 parking space for every 5 units
Office	1 parking space for every 50 m ² of Net Floor Area	1 parking space for every 20 m ² of Net Floor Area
Personal Care Home	1 space for every 5 Dwelling Units	1 space for every 2 Dwelling Units
Place of Amusement Place of Assembly	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area
Place of Worship	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area
Pocket Neighbourhood	0.5 parking spaces per Dwelling Unit	1.2 parking spaces per Dwelling Unit
Recreation Use	5 parking spaces per acre	5 parking spaces per acre of passive recreation space plus number of parking spaces equivalent to 50% of the occupancy capacity of Building and Sports Fields
Residential Use, except Tiny Home Dwelling and Micro Unit Dwelling	1 parking space for every Dwelling Unit	2 parking spaces within 6m of the Street Line
Restaurant	Gross Floor Area is 200 m ² or less, no parking space is required Gross Floor Area is above 200 m ² but not greater than 500 m ² : 1 parking space for every 20m ² of Gross Floor Area Gross Floor Area greater than 500 m ² : 1 parking space for every 10 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area
Retail Use	If the Gross Floor Area is 200 m ² or less, no parking space is required. 1 parking space for every 30 m ² of Net Floor Area	1 parking space for every 10 m ² of Net Floor Area

Type or Nature of Building	Range of Parking Spaces							
	Minimum	Maximum						
Service Shop	Gross Floor Area is 200 m ² or less, no parking space is required. 1 parking space for every 30 m ² of Net Floor Area or 1.5 parking spaces for every work station, whichever is greater.	1 parking space for every 15 m ² of Net Floor Area or 4 parking spaces for every work station, whichever is greater						
Shopping Centre	1 parking space for every 40 m ² of gross leasable area.	1 parking space for every 20 m ² of gross leasable area.						
Tiny Home Dwelling	No parking required	2 parking spaces						
Townhouse Cluster	1 parking space per Dwelling Unit	<table><tr><td><u>Dwelling Size</u></td><td><u>Minimum</u></td></tr><tr><td>2 Bedroom Dwelling or Less</td><td>1.5</td></tr><tr><td>3 Bedroom Dwelling or Greater</td><td>2.0</td></tr></table>	<u>Dwelling Size</u>	<u>Minimum</u>	2 Bedroom Dwelling or Less	1.5	3 Bedroom Dwelling or Greater	2.0
<u>Dwelling Size</u>	<u>Minimum</u>							
2 Bedroom Dwelling or Less	1.5							
3 Bedroom Dwelling or Greater	2.0							
Training School	1 parking space for every 50 m ² of Net Floor Area	1 parking space for every 20 m ² of Net Floor Area						
Veterinary Clinic	1 parking space for every consultation/treatment room	4 parking spaces for every consultation/treatment room						
Warehouse	1 parking space for every 100 m ² of storage area	1 parking space for every 20 m ² of storage area						

8.4 CHURCHILL SQUARE

The parking requirement for any Commercial Development in the Churchill Square Retail Area as set out on Map 3 shall be established at one (1) parking space per 40 square metres of net Floor Area. All public parking within the Churchill Square Retail Area is reserved for public use.

8.5 DOWNTOWN PARKING AREA

The Downtown Parking Area is shown on Map 2.

8.5.1 Non-Residential Parking in the Downtown Parking Area

For non-Residential Development in the Downtown Parking Area, the minimum and maximum number of required parking spaces shall be 50 percent of those shown in Section 8.3.

8.5.2 Residential Parking in the Downtown Parking Area

- (1) Residential Development on Water Street or Duckworth Street having 5 Dwelling Units or less: no parking spaces are required. Residential Development on Water Street or Duckworth Street having 6 or more Dwelling Units shall comply with the parking space requirements in Section 8.3.
- (2) All other Residential Development in the Downtown Parking Area, other than on Water Street or Duckworth Street, shall comply with the parking space requirements in Section 8.3.

8.5.3 Damage or Destruction of Development

Where a Building located in the Downtown Parking Area is destroyed, damaged or deteriorated so as to render it uninhabitable or unfit for use, it may be repaired, renovated or reconstructed on the same Lot, for the same Use, within 3 years of the date of its destruction, removal or being adjudged uninhabitable or unfit for use by the Manager of Regulatory Services subject to:

- (a) the number of parking spaces approved for the Development prior to destruction, damage or deterioration of the Building being maintained; and
- (b) additional parking spaces, or cash in lieu, or a combination of both as required to be provided in respect of any increase in Net Floor Area, number of guest rooms or suites, banquet/conference/meeting space, or number of Dwelling Units as the case may be.

8.6 INTENSIFICATION AREAS

Parking Requirements for all Developments in an Intensification Area (Map 8) shall meet, and not exceed, the Minimum Parking Requirements in Section 8.3.

8.7 PARKING LOTS OUTSIDE THE DOWNTOWN PARKING AREA

- (1) A Parking Lot outside the Downtown Parking Area shall:
 - (a) be situated on the same Lot as the Use which it serves, or is associated with, unless Council determines otherwise or the Parking Lot does not serve, or is not associated with, any other Use;
 - (b) have a Buffer of 6 metres from any Street Line and a Buffer of 3 metres from any other Lot Line; and where abutting a Residential Use have a privacy fence not less than 1.8 metres in height;

- (c) have lighting which is not directed onto abutting properties; and
 - (d) covered with a suitable material in accordance with the Commercial Development Policy.
- (2) A Parking Lot outside the Downtown Parking Area may have a structure for the use of attendants, provided such structure does not exceed 5 m² and 4.5 metres in height, and is not located on the Buffer.

8.8 TEMPORARY PARKING LOT

- (1) Council may relax or waive the requirements provided for a temporary Parking Lot.
- (2) Approval for a temporary Parking Lot shall be for no more than three (3) years and may, upon written application, be extended for up to an additional two (2) years, for a total of five (5) years.
- (3) Upon expiration of the Approval provided for in Subsection 8.8(2), a temporary Parking Lot shall not be used for the parking of vehicles unless an approval for a permanent Parking Lot is issued in relation to same.

8.9 OFF-STREET LOADING AND TRUCK PARKING

Every Development for a Commercial, Industrial, or Institutional Use outside the Downtown Business Improvement Area (Map 6) shall have a loading space on the Lot which is 10 metres long and 3.5 metres wide with a vertical clearance of 4.5 metres which loading space has access to a Street.

8.10 ACCESS/EGRESS POINTS

Access/Egress points to or from a Street for a Development shall be approved by Transportation Engineering.

8.11 PARKING REPORT

- (1) Where an applicant wishes to provide a different number of parking spaces other than that required by this Section, Council shall require a Parking Report.
- (2) Notwithstanding Subsection (1), Council may require a Parking Report as part of any Development application review process.

- (3) The terms of reference for a Parking Report shall be approved by Transportation Engineering.
- (4) A Parking Report shall address at a minimum: parking generation rates for the Development including pre- and post-development; parking duration (short/long term); available parking in the area (private/public on-street, parking lots and garages); effects on traffic and local parking; traffic to and from the Development; neighbourhood impact; other available transit options.
- (5) Where in the opinion of Council the change requested does not merit a Parking Report, Council may accept a staff report in lieu of a Parking Report.
- (6) A Parking Report, and any supporting studies or plans, shall be prepared at the expense of the applicant.

8.12 CASH IN LIEU

Where requested by the applicant, Council may accept the following:

- (1) Provision of a cash-in-lieu payment in satisfaction of all or part of the parking requirements in an amount as may be established by Council from time to time;
- (2) Shared parking agreement where the shared Parking Lot or Parking Garage is located within 400 metres of the Development; or
- (3) A combination of cash-in-lieu and shared parking.

8.13 BICYCLE PARKING

Developments containing an Apartment Building, Office Use and/or Retail Use shall providing parking space for bicycles as follows:

Type or Nature of Building	Parking Requirements
Apartment Building	1 bicycle parking space for every 2 residential units
Office Use with 500 m ² to 3200 m ² of Net Floor Area	2 bicycle parking spaces
Office Use greater than 3200 m ² of Net Floor Area	4 bicycle parking spaces for every 3200 m ²
Retail Use with 500 m ² to 3200 m ² of Net Floor Area	2 bicycle parking spaces
Retail Use greater than 3200 m ² of Net Floor Area	4 bicycle parking spaces for every 3200 m ²

- (1) Bicycle parking spaces shall be provided on the same Lot as the Development.

- (2) Bicycle Parking spaces shall be located near the building entrance and be equipped with a device to allow the bicycle to be secured.
- (3) Where bicycle parking cannot be provided Council may accept the provision of a cash-in-lieu payment in satisfaction of all or part of the bicycle parking requirement in an amount as may be established by Council from time to time.

NOTES:

- 1. Add Map of Intensifications Areas from the Envision St. John's Municipal Plan to the Development Regulations.
- 2. Variance definition: include any numeric value within the Development Regulations, not just Section 10 (Zone Requirements)

Parking Standards Comparison Chart

The following chart shows the proposed Minimum and Maximum Range of Parking Spaces for all Uses in the Development Regulations. Parking Standards from the current Development Regulations (and draft Envision Regulations) are also provided for comparison. Those Uses identified in **yellow** have had the minimum parking standard reduced. Those Uses identified in **blue** have had changes to the way parking is calculated. Any Uses not identified has had no change in minimum parking requirements.

Type or Nature of Building	Range of Parking Spaces (New)		Parking Standards (Current Development Regulations & draft Envision Regulations)																
	Minimum	Maximum																	
Adult Day Centre (Commercial)	1 parking space for every 3 employees together with 1 parking space for every 100 m ² of Gross Floor Area	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area	Where no drop off zone on site – 1 parking space for every 3 employees together with 1 parking space for every 30 metres square of Gross Floor Area Where a drop off zone on site – 1 parking space for every 3 employees together with 1 parking space for every 15 metres square of Gross Floor Area.																
Adult Day Centre (Residential)	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area	1 parking space together with 1 parking space for every 30 metres square of Gross Floor Area of the Adult Day Centre																
Apartment Building	<table><tr><td><u>Dwelling Size</u></td><td><u>Minimum</u></td></tr><tr><td>Studio</td><td>0.8</td></tr><tr><td>1 Bedroom Dwelling</td><td>0.9</td></tr><tr><td>2 Bedroom Dwelling</td><td>1.0</td></tr></table>	<u>Dwelling Size</u>	<u>Minimum</u>	Studio	0.8	1 Bedroom Dwelling	0.9	2 Bedroom Dwelling	1.0	<table><tr><td><u>Dwelling Size</u></td><td><u>Minimum</u></td></tr><tr><td>Studio</td><td>1.2</td></tr><tr><td>1 Bedroom Dwelling</td><td>1.2</td></tr><tr><td>2 Bedroom Dwelling</td><td>1.5</td></tr></table>	<u>Dwelling Size</u>	<u>Minimum</u>	Studio	1.2	1 Bedroom Dwelling	1.2	2 Bedroom Dwelling	1.5	Current Regulations: A1 Zone: 1.2 parking spaces for every Dwelling Unit A2 and A3 Zones: 1.25 parking spaces for every Dwelling Unit
<u>Dwelling Size</u>	<u>Minimum</u>																		
Studio	0.8																		
1 Bedroom Dwelling	0.9																		
2 Bedroom Dwelling	1.0																		
<u>Dwelling Size</u>	<u>Minimum</u>																		
Studio	1.2																		
1 Bedroom Dwelling	1.2																		
2 Bedroom Dwelling	1.5																		

Type or Nature of Building	Range of Parking Spaces (New)		Parking Standards (Current Development Regulations & draft Envision Regulations)
	Minimum	Maximum	
	3 Bedroom Dwelling 1.2 or Greater Visitor parking: 0 visitor parking spaces for the first 7 Dwellings; 1 visitor parking space per 7 Dwellings thereafter	3 Bedroom Dwelling 2.0 or Greater Maximums are summed for building and inclusive of visitor parking	Envision: 1.2 parking spaces for every Dwelling Unit
Bank	1 parking space for every 30 m ² of Net Floor Area	1 parking space for every 15 m ² of Net Floor Area	1 parking space for every 15 metres square of Net Floor Area
Bed and Breakfast	1 parking space for every 2 guest rooms or suites used as a part of the Bed and Breakfast	1 parking space for every guest room or suite used as a part of the Bed and Breakfast	1 parking space for every 2 bedrooms used as a part of the Bed and Breakfast
Car Sales Lot	1 space for every 30m ² of Gross Floor Area for the building and 1 space for every automobile stored, kept or displayed for sale	1 space for every 30m ² of Gross Floor Area for the building and 1 space for every automobile stored, kept or displayed for sale	To be determined by Council
Clinic	1 parking space for every 20 m ² of Gross Floor Area	3 parking spaces for every consultation/treatment room	3 parking spaces for every consultation/treatment room
Commercial Garage	1 parking space for every 50 m ² of Gross Floor Area	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 30 metres square of Gross Floor Area
Daycare Centre	1 parking space for every 3 employees together with 1 parking space for every 100 m ² of Gross Floor Area	1 parking space for every 3 employees together with 1 parking space for every 15 m ² of Gross Floor Area	Where no drop off zone on site – 1 parking space for every 3 employees together with 1 parking space for every 30 metres square of Gross Floor Area; Where a drop off zone on site – 1 parking space for every 3

Type or Nature of Building	Range of Parking Spaces (New)		Parking Standards (Current Development Regulations & draft Envision Regulations)
	Minimum	Maximum	
			employees together with 1 parking space for every 15 metres square of Gross Floor Area
Dry Cleaning Establishment	1 parking space for every 100 m ² of Net Floor Area	1 parking space for every 15 m ² of Net Floor Area	1 parking space for every 50 metres square of Net Floor Area
Funeral Home	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area	1 parking space for every 5 metres square of Gross Floor Area
Gas Station	1 parking space for every 2 gas pumps and 1 parking space for every 30 m ² of Net Floor Area used for retail	1 parking space for every gas pump and 1 parking space for every 15 m ² of Net Floor Area used for retail	2 parking spaces for every 2 gas pumps, 1 parking space for every 30 metres square used for administrative purposes together with 1 parking space for every 15 metres square of Net Floor Area
Health and Wellness Clinic	1 parking space for every 5m ² Gross Floor Area	1 parking space for every 2m ² Gross Floor Area	1 parking space for every 25 metres square of studio area together with 1 parking space for every 30 metres square of Net Floor Area used for administration
Heritage Use	To be determined by Council	To be determined by Council	To be determined by Council
Home Occupation	Zero if on-street parking is available	4 parking spaces	To be determined by Council
Hotel	1 parking space for every 4 guest rooms or suites together with 1 parking space for every 5 m ² of	1 parking space for every 2 guest rooms or suites together with 1 parking space for every 4 m ² of	1 parking space for every 3 guest rooms or suites together with 1 parking space for every 5 metres

Type or Nature of Building	Range of Parking Spaces (New)		Parking Standards (Current Development Regulations & draft Envision Regulations)
	Minimum	Maximum	
	banquet/conference/meeting space	banquet/conference/meeting space	square of banquet/conference/meeting space
Light Industrial	1 parking space for every 100 m ² of manufacturing area, provided this is not less than 3 parking spaces per tenant or establishment	1 parking space for every 20 m ² of Net Floor Area	1 parking space for every 50 metres square of manufacturing area
Lodging House	1 parking space for every 2 rented rooms or suites used as a part of the Lodging House	1 parking space for every rented room or suite used as a part of the Lodging House	1 parking space for every 2 bedrooms used as a part of the Lodging House
Long Term Care Facility / Hospital	1 space for every 10 beds	1 space for every 5 beds	To be determined by Council
Lounge	1 parking space for every 10 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area	1 parking space for every 5 metres square of seating area
Micro Unit Dwelling	No parking required	1 parking space for every 5 units	No parking required
Office	1 parking space for every 50 m ² of Net Floor Area	1 parking space for every 20 m ² of Net Floor Area	1 parking space for every 30 metres square of Net Floor Area
Personal Care Home	1 space for every 5 Dwelling Units	1 space for every 2 Dwelling Units	1 parking space for every 15 metres square of Gross Floor Area
Place of Amusement Place of Assembly	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area	1 parking space for every 10 metres square of seating area or 1 parking space for every 3 seats, whichever is greater, excepting movie theatres which shall have 1 parking space for every 3.7 seats

Type or Nature of Building	Range of Parking Spaces (New)		Parking Standards (Current Development Regulations & draft Envision Regulations)
	Minimum	Maximum	
Place of Worship	1 parking space for every 15 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area	1 parking space for every 9 metres square of Gross Floor Area
Pocket Neighbourhood	0.5 parking spaces per Dwelling Unit	1.2 parking spaces per Dwelling Unit	1 parking space per Dwelling Unit
Recreation Use	5 parking spaces per acre	5 parking spaces per acre of passive recreation space plus number of parking spaces equivalent to 50% of the occupancy capacity of Building and Sports Fields	Number of parking spaces equivalent to 10% of the occupancy capacity of Building and site
Residential Use, except Tiny Home Dwelling and Micro Unit Dwelling	1 parking space for every Dwelling Unit	2 parking spaces within 6m of the Street Line	1 parking space for every Dwelling Unit
Restaurant	Gross Floor Area is 200 m ² or less, no parking space is required Gross Floor Area is above 200 m ² but not greater than 500 m ² : 1 parking space for every 20m ² of Gross Floor Area Gross Floor Area greater than 500 m ² : 1 parking space for every 10 m ² of Gross Floor Area	1 parking space for every 5 m ² of Gross Floor Area	1 parking space for every 5 metres square of seating area together with 12 parking spaces where take out service is offered
Retail Use	Gross Floor Area is 200 m ² or less, no parking space is required.	1 parking space for every 10 m ² of Net Floor Area	1 parking space for every 15 metres square of Net Floor Area

Type or Nature of Building	Range of Parking Spaces (New)		Parking Standards (Current Development Regulations & draft Envision Regulations)						
	Minimum	Maximum							
	1 parking space for every 30 m ² of Net Floor Area								
Service Shop	Gross Floor Area is 200 m ² or less, no parking space is required. 1 parking space for every 30 m ² of Net Floor Area or 1.5 parking spaces for every work station, whichever is greater.	1 parking space for every 15 m ² of Net Floor Area or 4 parking spaces for every work station, whichever is greater	1 parking space for every 15 metres square of Net Floor Area or 3 parking spaces for every work station, whichever is greater						
Shopping Centre	1 parking space for every 40 m ² of gross leasable area.	1 parking space for every 20 m ² of gross leasable area.	One parking space per 20 m2 of gross leasable area.						
Tiny Home Dwelling	No parking required	2 parking spaces	No parking required						
Townhouse Cluster	1 parking space per Dwelling Unit	<table><tr><td><u>Dwelling Size</u></td><td><u>Minimum</u></td></tr><tr><td>2 Bedroom Dwelling or Less</td><td>1.5</td></tr><tr><td>3 Bedroom Dwelling or Greater</td><td>2.0</td></tr></table>	<u>Dwelling Size</u>	<u>Minimum</u>	2 Bedroom Dwelling or Less	1.5	3 Bedroom Dwelling or Greater	2.0	1 parking space per Dwelling Unit
<u>Dwelling Size</u>	<u>Minimum</u>								
2 Bedroom Dwelling or Less	1.5								
3 Bedroom Dwelling or Greater	2.0								
Training School	1 parking space for every 50 m ² of Net Floor Area	1 parking space for every 20 m ² of Net Floor Area	1 parking space for every 5 metres square of instruction area together with 1 parking space for every 30 metres square of Net Floor Area used for administrative purposes						
Veterinary Clinic	1 parking space for every consultation/treatment room	4 parking spaces for every consultation/treatment room	3 parking spaces for every consultation/treatment room						
Warehouse	1 parking space for every 100 m ² of storage area	1 parking space for every 20 m ² of storage area	1 parking space for every 100 metres square of storage area						

Draft Recommendation of EV Parking Requirements for Section 8 of the Envision St. John's Development Regulations

The recommendations outlined for the St. John's parking regulations to include electric vehicle ("EV") infrastructure aims to reduce costs associated with installing charging infrastructure, reduce GHG emissions, improve access to EV charging infrastructure, prepare for future EV charging needs, and increase EV adoption.

Incorporating EV charging infrastructure into the City's parking requirements will help prepare St. John's for EVs, as a proactive cost reducing approach. It is important to anticipate the future needs of EV charging infrastructure. Savings by installing EV charging infrastructure at time of construction could typically be 30-40% compared to the cost of installation after facility has been constructed. Essentially savings accrue based on:

1. Significantly reduced civil work costs (75%),
2. Reduced electrical works and foundation costs (20%)

The St. John's City Council declared climate mitigation and adaptation as a strategic priority for the city and committed to the development of specific GHG emissions reduction targets for 2030 and 2050 and, ultimately, actions and strategies for St. John's to achieve its targets. Increasing EV charging infrastructure will assist in meeting GHG targets. According to the *City of St. John's Energy and Greenhouse Gas Inventory*, Transportation consumed approximately 41% of the energy use (gasoline and diesel) and emitted 59% of the community's GHGs in 2018.

Public EV charging infrastructure play a significant role in encouraging the adoption of EVs. Research conducted by the U.S. Department of Energy ("DOE") has shown that workplace charging minimizes range anxiety, which is drivers' concern that an EV battery will run out of power before completing a trip. This research indicates that more than 40% of EV charging occurs at the workplace. Further, 14% of EV drivers need workplace charging to complete their daily commutes. Workplace charging also contributes to the visibility and consumers' familiarity with EVs, which can be important for spurring market adoption. According to the DOE, employees who are offered workplace charging are six times more likely to drive an EV than the average worker. Workplace charging also improves access to charging for individuals with limited or no residential charging options.

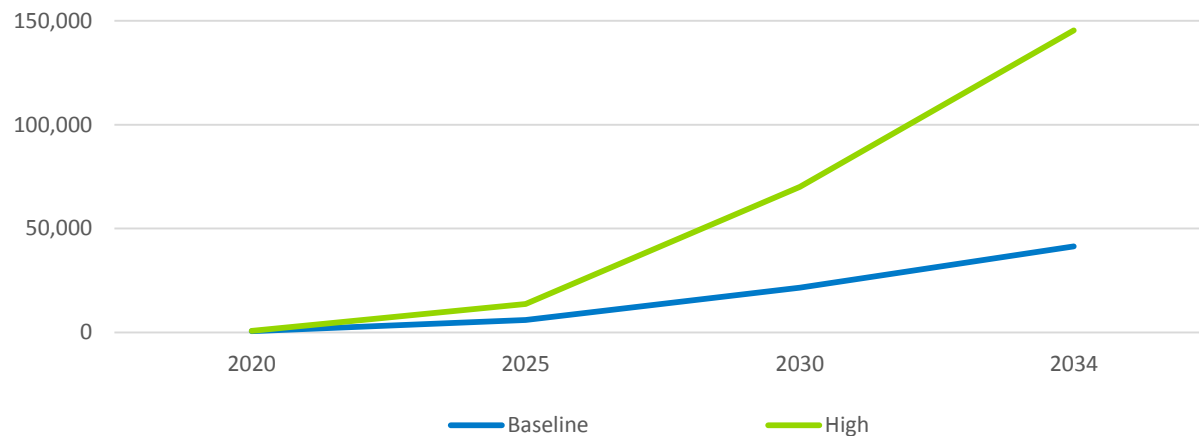
In 2018, Newfoundland Power and Newfoundland and Labrador Hydro initiated a comprehensive market assessment ("the Potential Study") of potential for electrification, conservation and demand management technologies for the 2020-2034 timeframe, with the assistance of Dunskey Energy Consulting.¹ The study used Newfoundland and Labrador specific inputs and assumptions to assess the electrification potential and corresponding opportunities and challenges.

Figure 1 shows the baseline and high scenarios for provincial EV adoption forecasted for the study period of 2020 through 2034.

¹ Newfoundland Power and Hydro commissioned Dunskey Energy Consulting to complete the Potential Study. Dunskey Energy Consulting, located in Montreal and Toronto, provides expertise in assessing the potential for adoption of energy efficiency, demand management, renewable energy and clean mobility solutions.

Draft Recommendation of EV Parking Requirements for Section 8 of the Envision St. John's Development Regulations

Figure 1
Electric Vehicle Potential
(Total Number of Electric Vehicles)



In the baseline scenario, uptake of EVs results in approximately 41,000 EVs on the road in the province by 2034. In the high scenario, adoption could increase to over 145,000 EVs by 2034. In both the baseline and high scenario, reducing the costs associated with installing infrastructure will be important to help meet demand for charging.

Definitions:

Electric vehicle means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries

Electrical Vehicle Supply Equipment (EVSE) an AC charge station as defined in the Canadian electrical code.

Energized means is electrically connected to, or is, a source of voltage. An energized parking spot is charger ready but does not require an EVSE be installed until later as required.

Level 2 (L2) refers to a 208/240 Volt, less than or equal to 80 Amps continuous AC circuit as defined in the Society of Automotive Engineers (SAE) J1772 standard.

Level 2 Managed (L2M) refers to Level 2 AC charging capability that varies electrical power to EVSE loads.

The minimum number of off-street parking spaces and electric vehicle infrastructure that shall be provided and maintained in respect of each land use or building class shall be in accordance with the following tables and in accordance with the land uses as set out in the table below.

Type or Nature of Building	Minimum Energized	Minimum Charging Level
Adult Day Care Facility (Non-residential)	10%	L2M
Adult Day Care Facility (Residential)	10%	L2M

Draft Recommendation of EV Parking Requirements for Section 8 of the Envision St. John's Development Regulations

Apartment building	15%	L2M
Bank	10%	L2M
Bed and Breakfast	10%	L2M
car sales lot	10%	L2M
Clinic	10%	L2M
Commercial Garage	10%	L2M
Day Care Center	10%	L2M
Dry Cleaning Establishment	10%	L2M
Funeral home	10%	L2M
Gas Station	0%	L2M
Health and wellness clinic	10%	L2M
Heritage Use	0%	
Home Occupation	0%	
Hotel	10%	L2M
Light Industrial	10%	L2M
Lodging House	0%	
Long term care facility/Hospital	10%	L2M
Lounge	10%	L2M
Micro unit dwelling	0%	L2M
Office	10%	L2M
Personal Care Home	10%	L2M
Place of Amusement, or Place of Assembly Or Auditorium (excluding a Movie Theatre)	10%	L2M
Place of Worship	10%	L2M
Residential Use, except Tiny Home Dwelling and Micro Unit Dwelling	0%	
Restaurant	10%	L2M
Retail Use	10%	L2M
Service shop	10%	L2M
Shopping Center	10%	L2M
Tiny Home Dwelling	0%	
Townhouse Center	0%	
Training School	10%	L2M
Veterinary Clinic	10%	L2M
Warehouse	10%	L2M

Draft Recommendation of EV Parking Requirements for Section 8 of the Envision St. John's Development Regulations

Exceptions to the above are as follows:

- 5 or more parking spaces would be required before the above recommendations would need to be implemented.
- Where the calculation of a parking requirement results in a fractional number, the number shall be rounded up to the nearest whole number where the fractional portion equals or exceeds 0.5.
- EV energy management systems or "load sharing" can be used to meet the requirements.

Utility Impacts

Any addition of electrical load will require an increase in capacity of the service equipment that the utility will install. This is usually determined during the application for service and the utility equipment is installed to meet the needs of the building. In the case of a General Service (commercial) Customer, this will not have a major impact on the Company's Distribution Standards as they are written to instruct the design technologist in the size of equipment to install based on a submitted connected load.

Climate Ready St. John's Plan Engagement Process

STRATEGIC DIRECTIONS



1

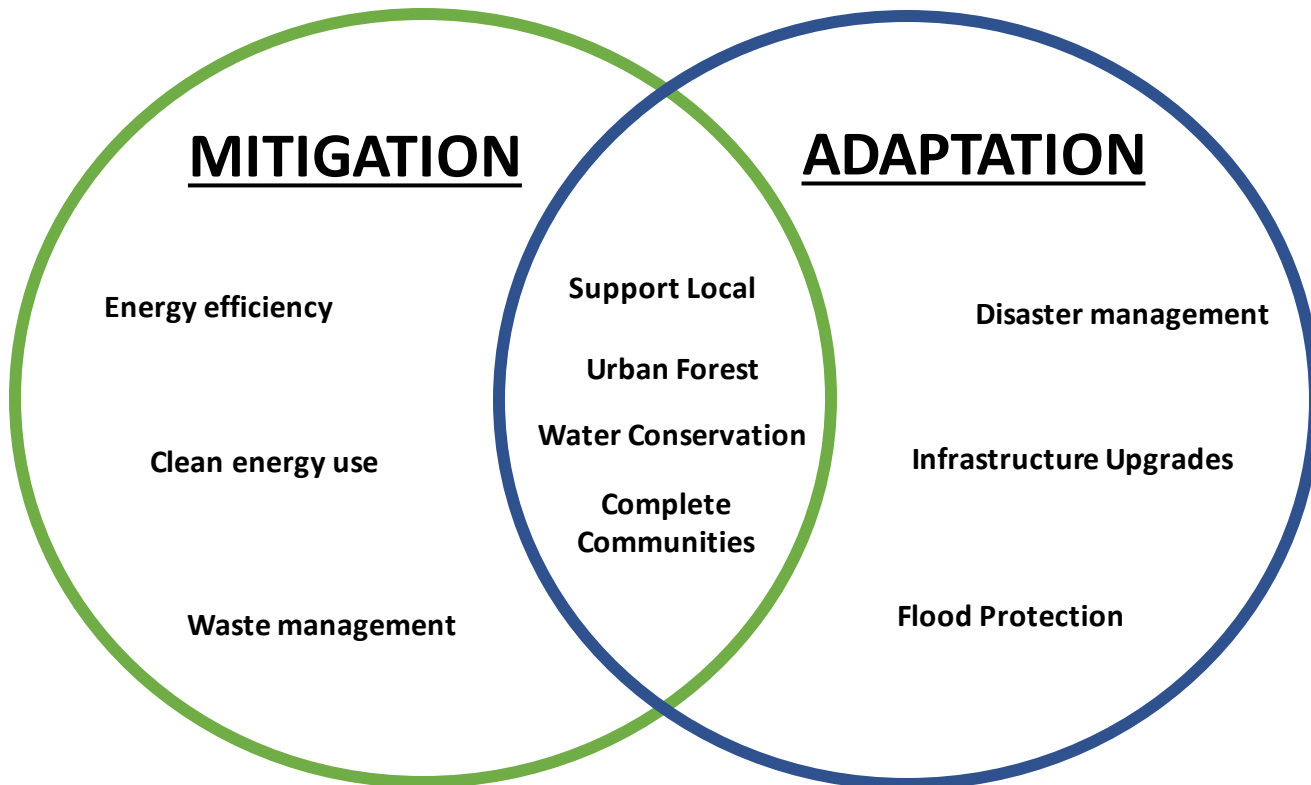
A SUSTAINABLE CITY

A city that is sustainable today and for future generations; economically, environmentally and financially.

Every decision the City makes impacts sustainability today and into the future. Focusing on policy and strategy that supports a vision for a strong economy, values the environment we live in, supports progressive land use planning, and clearly demonstrates value for money to residents, St. John's will be an affordable and sustainable place to live and do business.

Approach to Sustainability

Low Carbon Resilience (LCR) is an approach that focuses on integrating climate change strategies that reduce greenhouse gas emissions (mitigation) and reduce vulnerability to climate change impacts (adaptation). Helping St. John's become a "Climate Ready" city.



Strategically aligning climate adaptation and emissions reduction can enhance the effectiveness of both strategies, avoid risks, and generate economic, ecological, and social benefits.

ACT-Adapt Simon Fraser University

Proposed Guiding Principles

Commitment

Demonstrate proactive leadership to sustain progress

Inclusiveness

Actively engage and foster shared responsibility for action

Relevance

Develop locally-relevant goals and solutions

Integration

Integrate mitigation and adaptation considerations throughout decision making

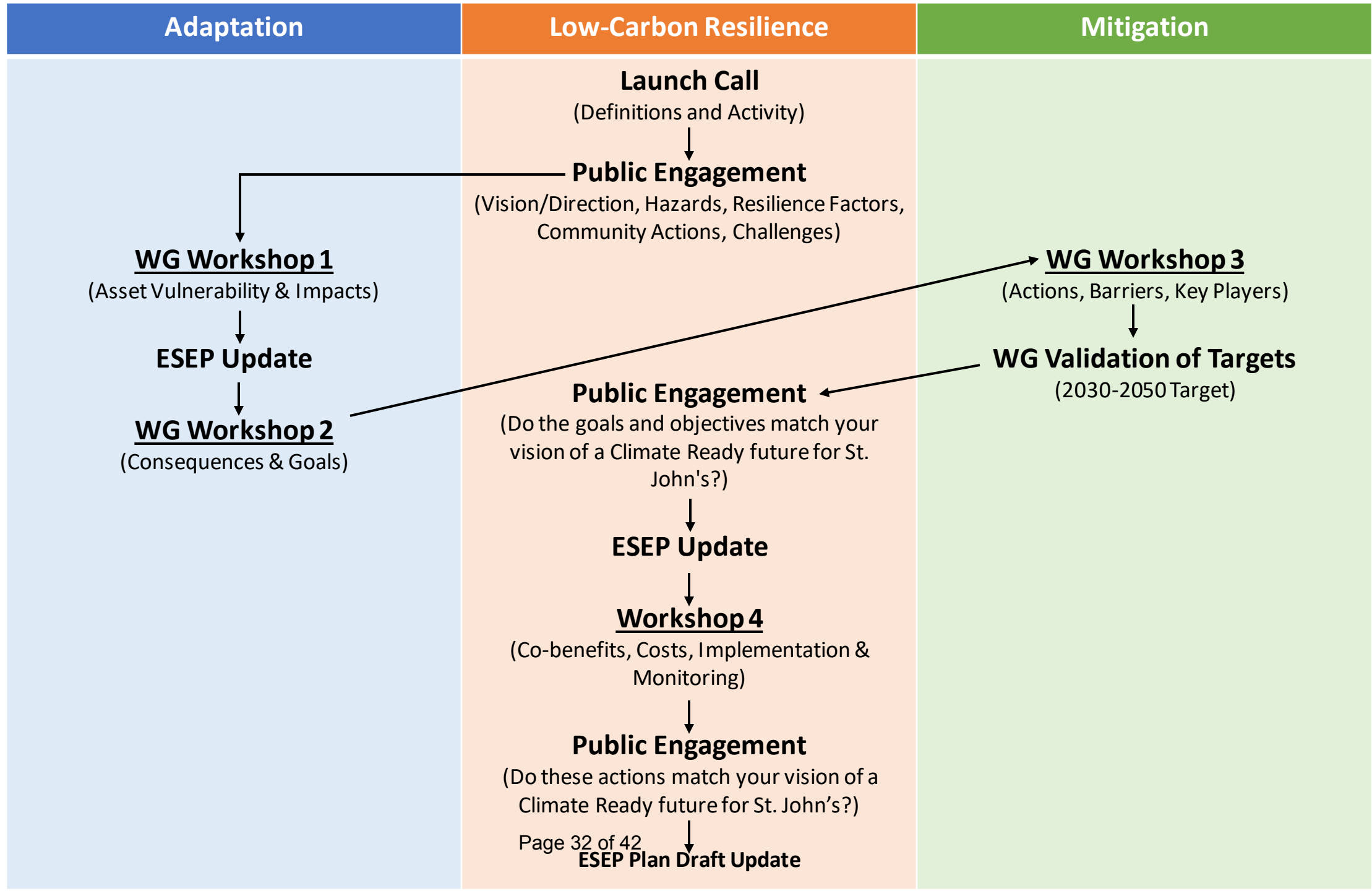
Evidence Based

Consider current climate science, knowledge, and best management practices, while committing to ongoing learning

Risk-Based

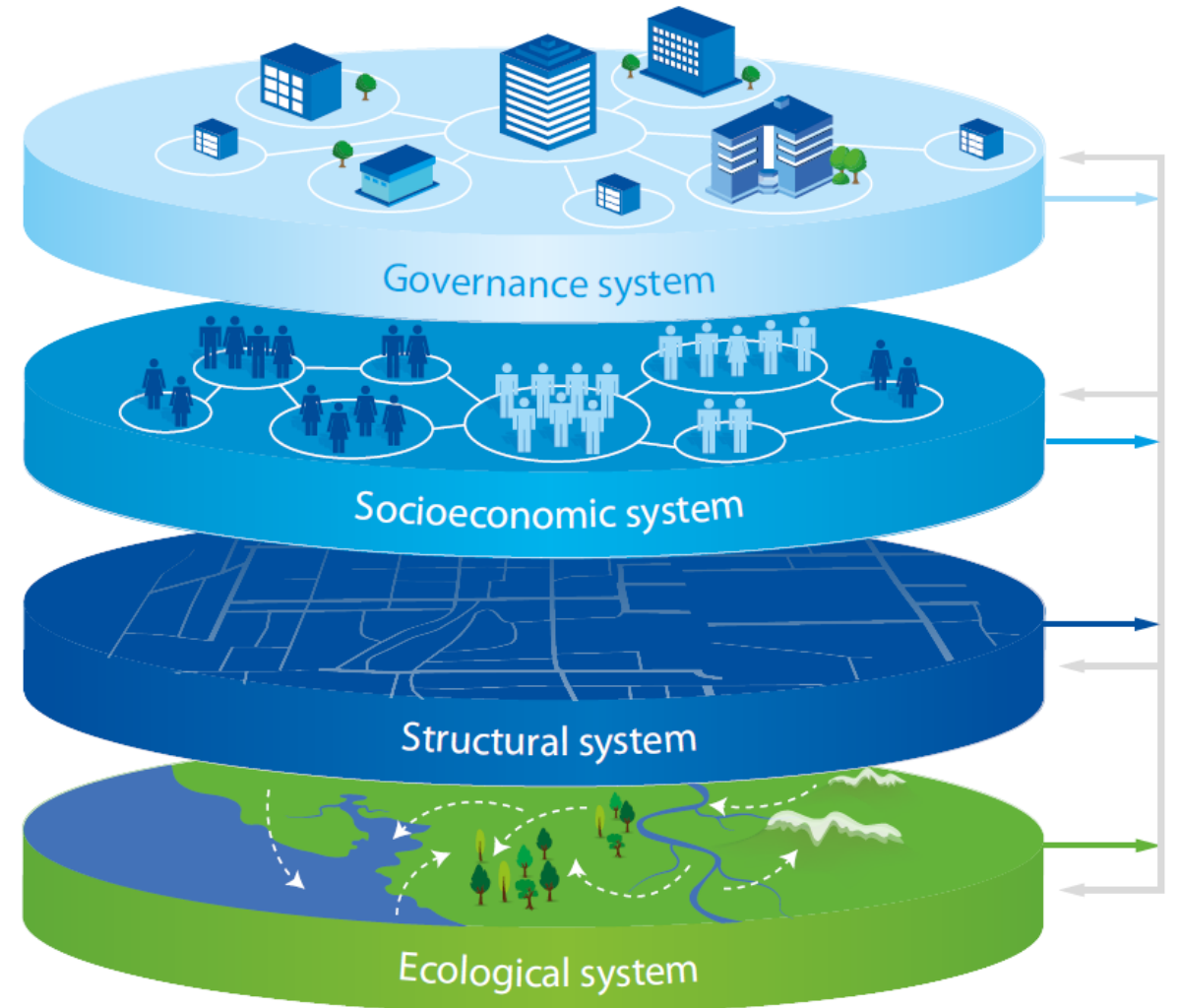
Use a risk-based approach to manage uncertainty in decision making

Process



Planning to Adapt Systems

- For Adaptation, this Framework visualizes the Community as a set of Systems that interact with each other.
- Stakeholders within each of the 3 Community Systems, and City of St. John's Staff and Council will be involved in the process



Energy and GHG Mitigation Planning

- Like in Adaptation planning, the Energy and GHG discussion is organized across 4 Systems
- Stakeholders within each of the 4 Community Systems, and City of St. John's Staff and Council will be involved in the process
- A "low-carbon" city simply means one whose power needs are derived not primarily from carbon-intensive sources (such as fossil fuels), but from less carbon-intensive energy sources (such as hydroelectric power, wind, solar, gas, biofuels).

Greenhouse Gas Emissions:

The **Residential** sector consumed 28% of the total energy and emitted 15% of the GHGs. **15%**

Transportation consumed approximately 41% of the energy use (gasoline and diesel) and emitted 59% of the community's GHGs. **59%**

The **Institutional/Commercial/Industrial sector** consumed 31% of the energy and emitted 23% of the GHG emissions. **23%**

Waste (solid and wastewater) contributed 3% of the community's GHG emissions. **3%**

1) Stakeholder Sustainability Team – Kick-off

(Conference Call & Activity)

- Presentation:
 - City Background, Concepts & Definitions,
 - Past Climatic Impacts, GHG Emissions Challenge, and Engagement Process
- Activity:
 - ☐ What climatic Shocks and Stresses have affected your System?
 - ☐ What helps the city bounce back from climatic shocks and stresses? How are we doing?
 - ☐ In your role what do you observe that is happening already in St. John's to build Resilience or Adapt to climate hazards in your System?
 - ☐ In your role what do you observe that is happening already in St. John's to reduce greenhouse gas emissions in the _____ system?
 - ☐ In your role what do you observe are our Community's Challenges to achieve Low-carbon Resilience?
 - ☐ What would St. John's look like if it achieved "Low-Carbon Resilience"?

Outputs:

- 1) **Context & Perceptions**
- 2) **Agreement on Hazards**
- 3) **Factors of Resilience**
(e.g., housing affordability, skills matching, emergency response, water management)
- 4) **Current Climate Adaptation & Climate Mitigation Actions**
- 5) **Challenges**
- 6) **Vision**

2) Early Public Engagement

(EngageStJohns.ca & Social Media, and Materials for Self-held workshops)

Goal: Identify what Climatic Shocks and Stresses Impact St. John's and what climate mitigation actions are occurring within the community

Package for Community Groups to gather response to questions such as:

- ☐ What Neighbourhood are you in?
- ☐ What Ward do you live in?
- ☐ What climatic Shocks and Stresses have affected St. John's?
- ☐ What climatic Shocks and Stresses have you experienced in St. John's?
- ☐ What helps the city bounce back from climatic shocks and stresses? How are we doing?
- ☐ What do you observe that is happening already in St. John's to build Resilience or Adapt to climate hazards? What would you like to see more of?
- ☐ In your role what do you observe that is happening already in St. John's to reduce greenhouse gas emissions? What would you like to see more of?
- ☐ In your role what do you observe are our Community's Challenges to achieve Low-Carbon Resilience?
- ☐ What would St. John's look like if it achieved "Low-Carbon Resilience"?

Outputs:

- 1) **Context & Perceptions**
- 2) **Agreement on Hazards**
- 3) **Factors of Resilience**
(e.g., housing affordability, skills matching, emergency response, water management)
- 4) **Current Climate Adaptation & Climate Mitigation Actions**
- 5) **Challenges**
- 6) **Vision**

3) MSST-Workshop 1 - Assessing Vulnerability to Climate Change

(Conference Call Facilitated use of Online Tools,)

Activity 1: Identify Assets (Homework)

- What assets/services does this area have/provide? List assets in your area within your System (Including: Infrastructure, networks, programs, skills, services, businesses, people, land, organizations, institutions, government, natural features, funding sources, etc.)
- Are there other emerging resource/assets?

Activity 2: Identifying Impacts & Opportunities

- What are the impacts from climate change on the asset in your system (e.g., flooding, coastal damage, vector disease, fires)?
- What are the opportunities that may come from the changes in climate (e.g., longer tourism season, lower heating use)?

Post-Call - Activity 3: Assessing Vulnerability (Online Survey)

- For each impact to each asset, identify how vulnerable they are (High, Med, Low).

Introduction to Consequence Scoring Definitions...

Outputs:

- 1) Assets**
(Stormwater pipes, roads, bridges, food bank, clinics, tourists, crops)
- 2) Impacts from climate change**
- 3) Opportunities from climate change**
- 4) Prioritization of impacts based on vulnerability**

4) MSST-Workshop 2 - Climate Change Risk Ranking

(Online Survey Tools and Conference Call Facilitation)

Activity 1: Consequence Scoring (Homework)

- Use a scale from 1-5 to rank each impact's (with high or medium vulnerability) magnitude across the categories of:
Social, Economic, and Environmental consequences

Activity 2: Create End-state System Goals

Answer the following question in 1 sentence for each Focus Area:

- Once St. John's is "Climate Ready", what will our community members, stakeholders, and visitors say about this System in St. John's?

Activity 3: Create Objectives for Addressing Impacts

- Draft an active statement for each of the highest risk impacts (e.g., Increased Heat leading to drier summers -
Reduce the amount of potable water used during summer)

Activity 4: Identify "Key Players"

- Who is thought to be responsible for this Objective?
- Who else makes decisions that affect this Objective?
- Who else should be involved/informed?

Outputs:

- 1) Risk-Based Ranking of Impacts
- 2) End-state System Goals
- 3) Objectives to Address Impacts
- 4) Key-Players

5) MSST-Workshop 3 — Energy Planning and GHG Mitigation

(Homework, Online Tools and Conference Call Facilitation)

Activity 1: Sharing Action/Experience (Homework)

- What are some of the most important actions taken to address climate change in your System? (Review inputs at Launch meeting)

Activity 2: Brainstorm Actions

- Map tool to brainstorm opportunities to reduce energy use and fossil fuel reliance across the City
 - 1 map annexation map across the City,
 - 1 map of transportation routes,
 - 1 map for Low-carbon energy generation opportunities.
- Solid Waste Management brainstorm opportunities

Activity 3: Identify Barriers

- In your experience, what are the largest barriers face in acting on climate change in your system?

Activity 4: Identify Key Players in your focus area for Mitigation

- Who is thought to be responsible for energy use in this System?
- Who else makes decisions that affect the energy use in this System?
- What data sets are you aware of, that could help move energy mapping forward?

Outputs:

1) energy opportunities and solutions to increase local energy production and conservation

2) Identifying synergies between industry stakeholders

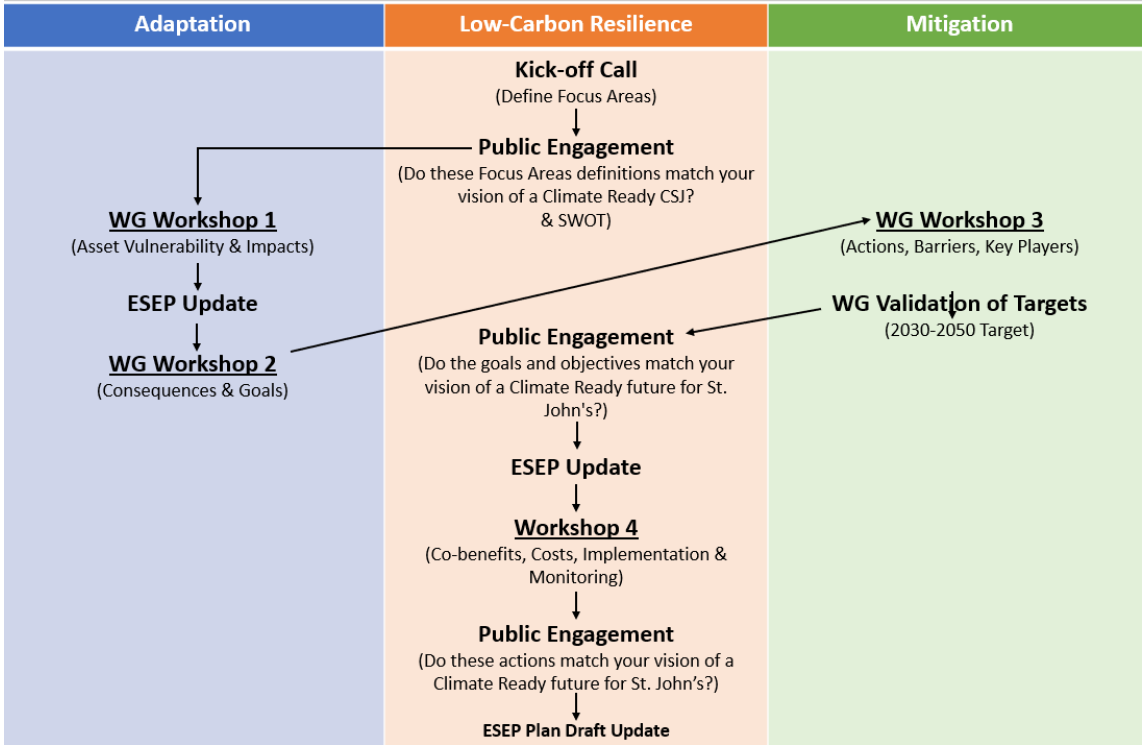
6) Public Engagement - Goals and Objectives

(Engagestjohns.ca; Social Media)

Do these goals and objectives match your vision of a Climate Ready future for St. John's?

Strongly Agree ----- Strongly Disagree

- Goal 1
- Goal 2
- Goal 3
- Goal 4
- Please Comment..



7) Workshop 4

(Online Survey Tools and Conference Call Facilitation)

Activity 1: Synergies and co-benefits

- Review Mitigation and Adaptation actions and identify synergies, co-benefits or compromises.

Activity 2: Identify Estimated Costs & Funding Sources

- Estimated cost (H,M,L) and identify potential sources of funding or funding partnerships.
- What funding sources are you aware of to support the objectives within your system?

Activity 3: Responsibility for Implementation

- Discuss which of the stakeholders and City should Lead and who should support.
- Would you be interested in forming part of a longer term implementation focused partnership?

Activity 4: Discuss Monitoring & Reporting

- What metrics could be used to track progress towards the goals?
- At what frequently should this item be reported on to be able to assess change (some items take time to evolve)?

Outputs:

- 1) Synergies and co-benefits**
- 2) Estimated Costs and funding opportunities**
- 3) Partnerships for Implementation**
- 4) Monitoring and Reporting Framework**

8) Public Engagement- Feedback on Plan

(EngageStJohns.ca; Social Media)

Does this plan match your vision of a Climate Ready future for St. John's?

Strongly Agree ----- Strongly Disagree

- Goal 1 ...
 - Objective
 - Action
- Goal 2
 - Objective
 - Action
 - Action
- Goal 3
 - Objective
 - Action
- Goal 4
 - Objective
 - Action

Are there other Implementation considerations? Page 42 of 42

