

# ST. JOHN'S

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## Committee of the Whole Agenda

August 5, 2020

9:00 a.m.

4th Floor City Hall

### Pages

1. Call to Order
2. Approval of the Agenda
3. Adoption of the Minutes
  - 3.1 Adoption of Minutes - July 22, 2020 3
4. Presentations/Delegations
5. Finance & Administration - Councillor Dave Lane
6. Public Works & Sustainability - Councillor Ian Froude
  - 6.1 St. John's Transportation Commission - Q2 Financial Statement 8
7. Community Services - Councillor Jamie Korab
8. Special Events - Councillor Hope Jamieson
9. Housing - Deputy Mayor Sheilagh O'Leary
10. Economic Development - Mayor Danny Breen
11. Tourism and Culture - Councillor Debbie Hanlon
12. Governance & Strategic Priorities - Mayor Danny Breen
13. Planning & Development - Councillor Maggie Burton
  - 13.1 750 Kenmount Road - Zone Line Interpretation - DEV1400357 17
  - 13.2 78 McNiven Place - Zone Line Interpretation - INT1900047 20

13.3	5 and 7 Little Street - MPA2000003	23
13.4	6 Lambe's Lane - MPA2000005	37
14.	<b>Transportation and Regulatory Services - Councillor Sandy Hickman</b>	
15.	<b>Other Business</b>	
16.	<b>Adjournment</b>	

# ST. JOHN'S

## Minutes of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

July 22, 2020, 9:00 a.m.

Present: Mayor Danny Breen  
Deputy Mayor Sheilagh O'Leary  
Councillor Dave Lane  
Councillor Sandy Hickman  
Councillor Debbie Hanlon  
Councillor Deanne Stapleton  
Councillor Hope Jamieson  
Councillor Jamie Korab  
Councillor Ian Froude  
Councillor Wally Collins

Regrets: Councillor Maggie Burton

Staff: Kevin Breen, City Manager  
Derek Coffey, Deputy City Manager of Finance & Administration  
Tanya Haywood, Deputy City Manager of Community Services  
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services  
Lynnann Winsor, Deputy City Manager of Public Works  
Cheryl Mullett, City Solicitor  
Susan Bonnell, Manager - Communications & Office Services  
Ken O'Brien, Chief Municipal Planner  
Karen Chafe, Supervisor - Office of the City Clerk

Others Edmundo Fausto, Sustainability Co-ordinator  
Christa Norman, Special Projects Co-ordinator

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### 1. Call to Order

**2. Approval of the Agenda**

**Recommendation**

**Moved By** Deputy Mayor O'Leary

**Seconded By** Councillor Stapleton

That the agenda be adopted as presented.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Jamieson, Councillor Korab, Councillor Froude, and Councillor Collins

**MOTION CARRIED (10 to 0)**

**3. Adoption of the Minutes**

**3.1 Adoption of Minutes - July 8, 2020**

**Recommendation**

**Moved By** Councillor Lane

**Seconded By** Councillor Froude

That the minutes of July 8, 2020 be adopted as presented.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Jamieson, Councillor Korab, Councillor Froude, and Councillor Collins

**MOTION CARRIED (10 to 0)**

**4. Presentations/Delegations**

**4.1 Presentation by PerSISStence Theatre Company re: Votes for Women 100**

Jenn Deon of PerSISStence Theatre Company conducted a presentation regarding an event entitled "Votes for Women 100" scheduled to take place in October 2021.

The project overview is as follows:

1. Oversee the development, promotion and implementation of all activities that commemorate and reflect upon 100 years of women gaining the right to vote in the municipality of St. John's, becoming the first women



in Newfoundland and Labrador to achieve the right to do so

2. Promote the continuing relevance of intersectional feminism through all activities

Four main events scheduled are as follows:

1. Ladies Reading Rooms – first Tuesday of each month at the E.B. Foran room from April-October 2021, each themed to a different aspect of the struggle for women's equality in both 1921 & 2021

2. Women's March Through Time – Sat Oct 16, 2021

3. The Mirror, by Trudy Morgan-Cole – a professional theatre production surrounding the life of Armine

Gosling, LSPU Hall from Oct 20-24, 2021

4. Commemorative statue of Armine Gosling placed in Bannerman Park – unveiling Oct 23, 2021

The request to the City is as follows:

1. In-kind

- Permissions and infrastructure support for Women's March TBD
- Permission to install a statue in Bannerman Park
- Enthusiasm, participation and promotion!

2. Financial

• 2020

- An additional \$5,000 to our 2020 arts jury grant, for a total of \$10,000 towards project administration

• 2021 (anticipated)

- An additional \$5,000 to our 2021 arts jury grant, for an expected total of \$10,000 towards project administration
- Statue sponsorship in 2021 (TBD – expected levels to range from \$2,500-\$10,000)

A discussion period ensued with the Committee expressing gratitude to the organization for taking on this important and memorable initiative. It was agreed that Council would consider the request and respond once it has done so.

5. **Finance & Administration - Councillor Dave Lane**

6. **Public Works & Sustainability - Councillor Ian Froude**

**6.1 Environment and Sustainability Experts Panel Report - June 26, 2020**

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

**Recommendation**

**Moved By** Councillor Froude

**Seconded By** Deputy Mayor O'Leary

That Council consider electric vehicle spaces in new construction regulations.

That Council consider providing guidance for bicycle spaces and facilities in new construction regulations.

For (10): Mayor Breen, Deputy Mayor O'Leary, Councillor Lane, Councillor Hickman, Councillor Hanlon, Councillor Stapleton, Councillor Jamieson, Councillor Korab, Councillor Froude, and Councillor Collins

**MOTION CARRIED (10 to 0)**

- 7. **Community Services - Councillor Jamie Korab**
- 8. **Special Events - Councillor Hope Jamieson**
- 9. **Housing - Deputy Mayor Sheilagh O'Leary**
- 10. **Economic Development - Mayor Danny Breen**
- 11. **Tourism and Culture - Councillor Debbie Hanlon**
- 12. **Governance & Strategic Priorities - Mayor Danny Breen**
- 13. **Planning & Development - Councillor Maggie Burton**
- 14. **Transportation and Regulatory Services - Councillor Sandy Hickman**
- 15. **Other Business**
- 16. **Adjournment**

There being no further business the meeting adjourned at 9:47 am.

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Mayor



St. John's  
Transportation  
Commission

June 30

2020

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## QUARTER 2 FINANCIAL STATEMENTS

Issued: JUNE 20, 2020

**Note to reader:** The figures contained herein are unaudited and for discussion purposes and may change as a result of timing issues and other best estimates used in preparation.

### 1. Response to COVID-19:

#### **METROBUS:**

- a. COVID-19 response kits and procedures were distributed throughout all areas of the Metrobus offices and placed in company vans to deal with potential situations where an employee starts to experience coronavirus symptoms at work.
- b. PPE kits were compiled for transit operators to use on wheelchair accessible buses when securing and unbuckling securement straps for mobility devices since it requires the operator to breach social distancing guidelines. Maintenance employees are required to wear full PPE when doing bus changes.
- c. Supports such as employee wellness resources were shared with employees including EAP information, and resources were forwarded to managers and supervisors about managing in uncertain times.
- d. Reminders about reporting of symptoms and contact with positive Covid-19 cases were circulated to all employees.
- e. With the reduction in the service schedule, junior temporary transit operators were issued layoffs but remain eligible for recall if needed.
- f. With the reduction in the number of passengers permitted on board buses to nine (effective March 24<sup>th</sup>), as per provincial directives, notices were placed in bus interiors and transit shelters for the information of our customers.
- g. Pre-screening questions were developed for transit operators to help identify essential travel.
- h. Due to Service Reductions related to COVID-19 outbreak, a new shift was implemented for maintenance employees on April 2nd to have two mutually exclusive shifts in case of a positive COVID-19 case.
- i. Due to passenger restrictions of nine as per the Department of Health, transit supervisors have been picking up passengers (one at a time) when possible. Where riders could not board due to the maximum load limits, a spare bus has been used each day in the morning and afternoon in various locations throughout the city to accommodate passengers. Taxis were used on occasion if necessary.
- j. April 11th, Metrobus was informed by Eastern Health that a person with COVID-19 had travelled on our bus on April 19th. Two (2) transit operators of that bus were informed and required to self isolate for 14 days. Both returned after 14 days as they had not contracted the virus. Staff assisted Eastern Health with contact tracing.
- k. Effective with the move to Alert Level 3 on June 8<sup>th</sup>, Eastern Health increased the passenger limit to nineteen (19) passengers. At times when physical distancing is not possible, passengers are encouraged to wear masks.
- l. Ridership has increased with the move to Alert Level 3 with June average weekday ridership at approximately 41% of June 2019 weekday ridership.

#### **GOBUS:**

- a. Effective April 13th, due to significant decreases in demand, GoBus drivers were back on the road in limited capacity after a two-week self-isolation period.
  - b. Hours of operation have been reduced slightly. The last pickup each day is moved to:
    - 10:30 PM (from midnight weekdays)
    - 2:00 AM on Fridays and Saturdays
  - c. Drivers are completing direct trips rather than shared rides to support distancing efforts.
  - d. MVT staff are screening bookings to support public health directives (essential travel only) and asking anyone who is unwell to stay home and contact 811. A small number (9) of non-essential trips were denied.
  - e. Effective with the move to Alert Level 3 on June 8<sup>th</sup>, there was a return to shared-ride service when Eastern Health increased the passenger limit to fifty percent (50%) capacity. At times when physical distancing is not possible, passengers are encouraged to wear masks.
  - f. Demand has risen slightly with the move to Alert Level 3 (up from a daily average of 80 trips to 150) and again, with the move to Alert Level 2 on June 25<sup>th</sup> (daily average of approximately 225 – approximately 32% normal levels).
2. In May, Memorial University, College of the North Atlantic and other post-secondary institutions announced that most of their academic programs will be offered online for the fall semester.
  3. Eligibility assessments for GoBus service resumed on June 8th. Horizon has all appropriate precautions in place as per public health directives and are working to reschedule all missed appointments.

**ST. JOHN'S TRANSPORTATION COMMISSION**

QUARTERLY RESULTS SUMMARY 2020

For the Two Quarters Ended June 30, 2020



	Q1	APR	MAY	JUN	Q2	YEAR TO DATE	BUDGET	VARIANCE	%
SJMC subsidy	3,506,530	1,273,050	1,044,960	1,048,100	3,366,110	6,872,640	6,628,830	243,810	3.7%
Passenger revenue	1,255,785	225,295	182,986	254,954	663,235	1,919,020	2,943,370	-1,024,350	-34.8%
Mount Pearl revenue	249,627	99,125	97,379	97,172	293,676	543,303	512,680	30,623	6.0%
Paradise revenue	64,510	23,699	23,643	24,341	71,683	136,193	139,600	-3,407	-2.4%
Transit advertising revenue	36,853	4,706	5,286	8,075	18,067	54,920	93,500	-38,580	-41.3%
The Link revenue	0	0	0	0	0	0	0	0	
Community Bus revenue	24,380	7,832	7,724	8,464	24,020	48,400	49,980	-1,580	-3.2%
Other	37,908	7,902	10,519	6,039	24,460	62,368	74,700	-12,332	-16.5%
<b>Total Revenues</b>	<b>5,175,593</b>	<b>1,641,609</b>	<b>1,372,497</b>	<b>1,447,145</b>	<b>4,461,251</b>	<b>9,636,844</b>	<b>10,442,660</b>	<b>-805,816</b>	<b>-7.7%</b>
Operators salaries	1,390,026	519,516	387,777	397,890	1,305,183	2,695,209	2,865,790	170,581	6.0%
Operations salaries	337,861	138,832	108,767	103,214	350,813	688,674	676,350	-12,324	-1.8%
Diesel fuel expense	434,120	88,764	81,974	94,854	265,592	699,712	1,045,220	345,508	33.1%
Advertising expense	31,440	7,318	8,914	8,897	25,129	56,569	61,280	4,711	7.7%
Transit advertising expense	22,030	7,209	5,824	5,928	18,961	40,991	49,140	8,149	16.6%
The Link expense	0	0	0	0	0	0	4,440	4,440	
Community Bus expense	25,887	8,352	9,195	10,423	27,970	53,857	50,370	-3,487	-6.9%
Other	91,783	21,340	19,175	19,884	60,399	152,182	179,450	27,268	15.2%
<b>Total Operations</b>	<b>2,333,147</b>	<b>791,331</b>	<b>621,626</b>	<b>641,090</b>	<b>2,054,047</b>	<b>4,387,194</b>	<b>4,932,040</b>	<b>544,846</b>	<b>11.0%</b>
Garage salaries	556,260	236,097	177,163	174,119	587,379	1,143,639	1,193,810	50,171	4.2%
Wash salaries	89,509	48,919	37,022	37,257	123,198	212,707	167,210	-45,497	-27.2%
Stock parts, tires & lubricants	193,968	59,108	54,933	82,325	196,366	390,334	428,920	38,586	9.0%
Building & yards	38,780	1,932	13,969	5,452	21,353	60,133	61,140	1,007	1.6%
Utilities	145,475	34,570	30,386	19,699	84,655	230,130	241,700	11,570	4.8%
Other	110,658	17,348	21,092	16,859	55,299	165,957	133,950	-32,007	-23.9%
<b>Total Maintenance</b>	<b>1,134,650</b>	<b>397,974</b>	<b>334,565</b>	<b>335,711</b>	<b>1,068,250</b>	<b>2,202,900</b>	<b>2,226,730</b>	<b>23,830</b>	<b>1.1%</b>
Administration salaries	229,618	87,794	70,409	70,409	228,612	458,230	456,560	-1,670	-0.4%
Payroll tax	52,784	20,392	16,791	15,979	53,162	105,946	107,890	1,944	1.8%
Benefits	433,866	153,152	128,639	126,771	408,562	842,428	889,400	46,972	5.3%
Pension expense	335,038	124,931	104,395	102,312	331,638	666,676	683,990	17,314	2.5%
Fleet insurance	80,608	26,828	26,828	26,828	80,484	161,092	173,520	12,428	7.2%
Other	121,595	33,074	36,307	32,551	101,932	223,527	240,930	17,403	7.2%
<b>Total Finance &amp; Admin</b>	<b>1,253,509</b>	<b>446,171</b>	<b>383,369</b>	<b>374,850</b>	<b>1,204,390</b>	<b>2,457,899</b>	<b>2,552,290</b>	<b>94,391</b>	<b>3.7%</b>
Loan interest expense	37,688	9,102	6,465	5,922	21,489	59,177	87,600	28,423	32.4%
Bank loan payments	291,000	97,000	97,000	98,000	292,000	583,000	644,000	61,000	9.5%
<b>Total Debt</b>	<b>328,688</b>	<b>106,102</b>	<b>103,465</b>	<b>103,922</b>	<b>313,489</b>	<b>642,177</b>	<b>731,600</b>	<b>89,423</b>	<b>12.2%</b>
<b>METROBUS Surplus/(Cost)</b>	<b>125,599</b>	<b>-99,969</b>	<b>-70,528</b>	<b>-8,428</b>	<b>-178,925</b>	<b>-53,326</b>	<b>0</b>	<b>-53,326</b>	
Ridership	722,507	62,868	73,659	108,719	245,246	967,753	1,579,427	-611,674	-38.7%
Kilometers	685,347	209,083	216,439	216,548	642,070	1,327,417	1,538,030	-210,613	-13.7%
Hours	32,812	9,913	10,012	10,085	30,010	62,822	72,678	-9,856	-13.6%
Diesel litres	426,639	114,436	118,084	121,267	353,787	780,426	906,771	-126,345	-13.9%

## ST. JOHN'S TRANSPORTATION COMMISSION

QUARTERLY RESULTS SUMMARY 2020

For the Two Quarters Ended June 30, 2020



	Q1	APR	MAY	JUN	Q2	YEAR TO DATE	BUDGET	VARIANCE	%
SJMC subsidy	1,170,960	423,460	371,620	348,060	1,143,140	2,314,100	2,303,180	10,920	0.5%
Pass sales	50,156	4,798	6,589	10,963	22,350	72,506	143,000	-70,494	-49.3%
Mount Pearl admin fee	15,240	4,775	7,855	5,500	18,130	33,370	36,440	-3,070	-8.4%
Government grant	23,625	7,875	7,875	7,875	23,625	47,250	47,400	-150	-0.3%
<b>Total Revenue GOBUS</b>	<b>1,259,981</b>	<b>440,908</b>	<b>393,939</b>	<b>372,398</b>	<b>1,207,245</b>	<b>2,467,226</b>	<b>2,530,020</b>	<b>-62,794</b>	<b>-2.5%</b>
MVT subsidy	847,646	52,326	66,913	112,811	232,050	1,079,696	2,259,210	1,179,514	52.2%
Administration salaries	32,292	12,116	9,693	9,973	31,782	64,074	65,780	1,706	2.6%
Payroll tax	649	243	195	200	638	1,287	1,300	13	1.0%
Benefits	3,717	1,403	1,121	1,147	3,671	7,388	7,090	-298	-4.2%
Pension expense	2,113	813	650	650	2,113	4,226	3,950	-276	-7.0%
Professional fees	4,183	426	0	2,885	3,311	7,494	9,480	1,986	20.9%
Computer expense	10,630	26,936	6,691	6,735	40,362	50,992	49,400	-1,592	-3.2%
Other	11,851	1,997	1,728	3,170	6,895	18,746	29,920	11,174	37.3%
	<b>913,081</b>	<b>96,260</b>	<b>86,991</b>	<b>137,571</b>	<b>320,822</b>	<b>1,233,903</b>	<b>2,426,130</b>	<b>1,192,227</b>	<b>49.1%</b>
Loan interest expense	3,533	827	578	518	1,923	5,456	6,890	1,434	20.8%
Bank loan payments	48,000	16,000	16,000	17,000	49,000	97,000	97,000	0	0.0%
<b>Total Debt</b>	<b>51,533</b>	<b>16,827</b>	<b>16,578</b>	<b>17,518</b>	<b>50,923</b>	<b>102,456</b>	<b>103,890</b>	<b>1,434</b>	<b>1.4%</b>
<b>GOBUS Surplus/(Cost)</b>	<b>295,367</b>	<b>327,821</b>	<b>290,370</b>	<b>217,309</b>	<b>835,500</b>	<b>1,130,867</b>	<b>0</b>	<b>1,130,867</b>	

ST. JOHN'S TRANSPORTATION COMMISSION  
KEY PERFORMANCE INDICATORS  
JUNE, 2020



	6 MTHS	6 MTHS	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
KEY PERFORMANCE INDICATORS	2020	2019	2019	2018	2017	2016	2015
PASSENGERS PER HOUR	16.03	23.00	24.21	22.08	21.47	22.12	22.80
ENERGY EFFIC. (Diesel / Rev Hours)	11.59	14.51	14.36	14.49	12.12	11.07	12.97
FINANCIAL PERFORMANCE (Op Rev / Op Cost)	21.8%	30.8%	32.7%	31.2%	33%	30%	32%
MAINTENANCE EFFIC. (Bus Maint / Rev Hours)	30.47	26.98	26.68	25.59	25.06	25.88	24.32
AVERAGE FARE	1.98	1.89	1.87	1.92	1.95	1.76	1.79
OPERATING REVENUE / HOUR	32.69	44.35	46.40	43.80	43.47	40.87	42.92
TOTAL COST PER RIDER	10.01	6.72	6.44	6.97	6.99	6.95	6.78

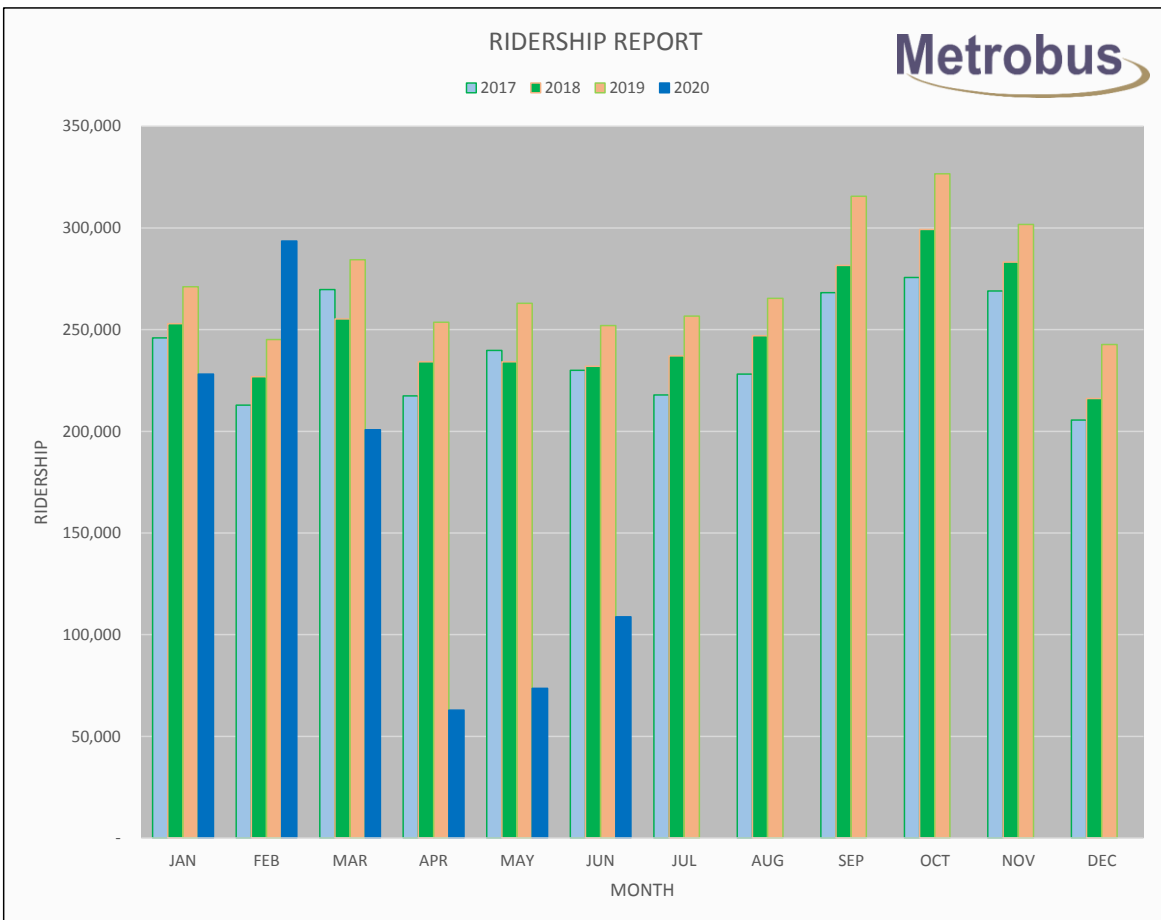
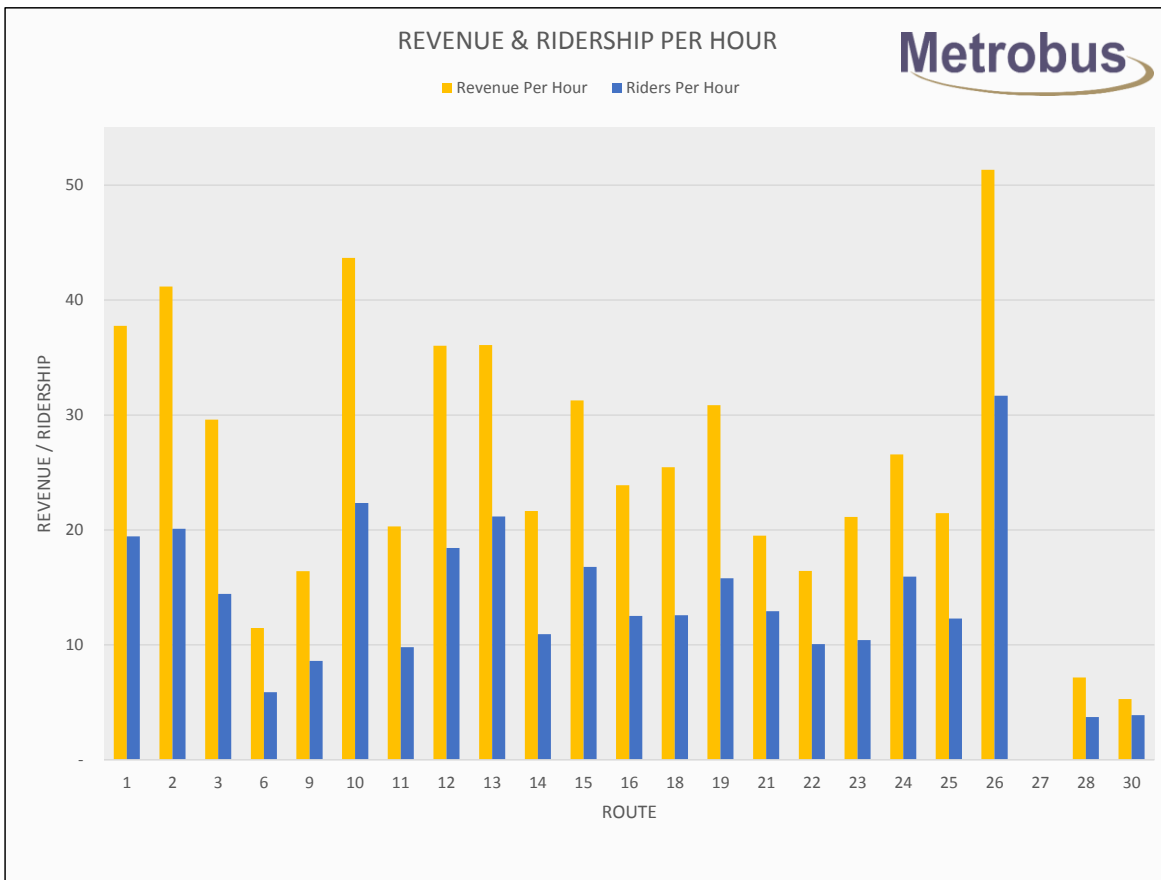
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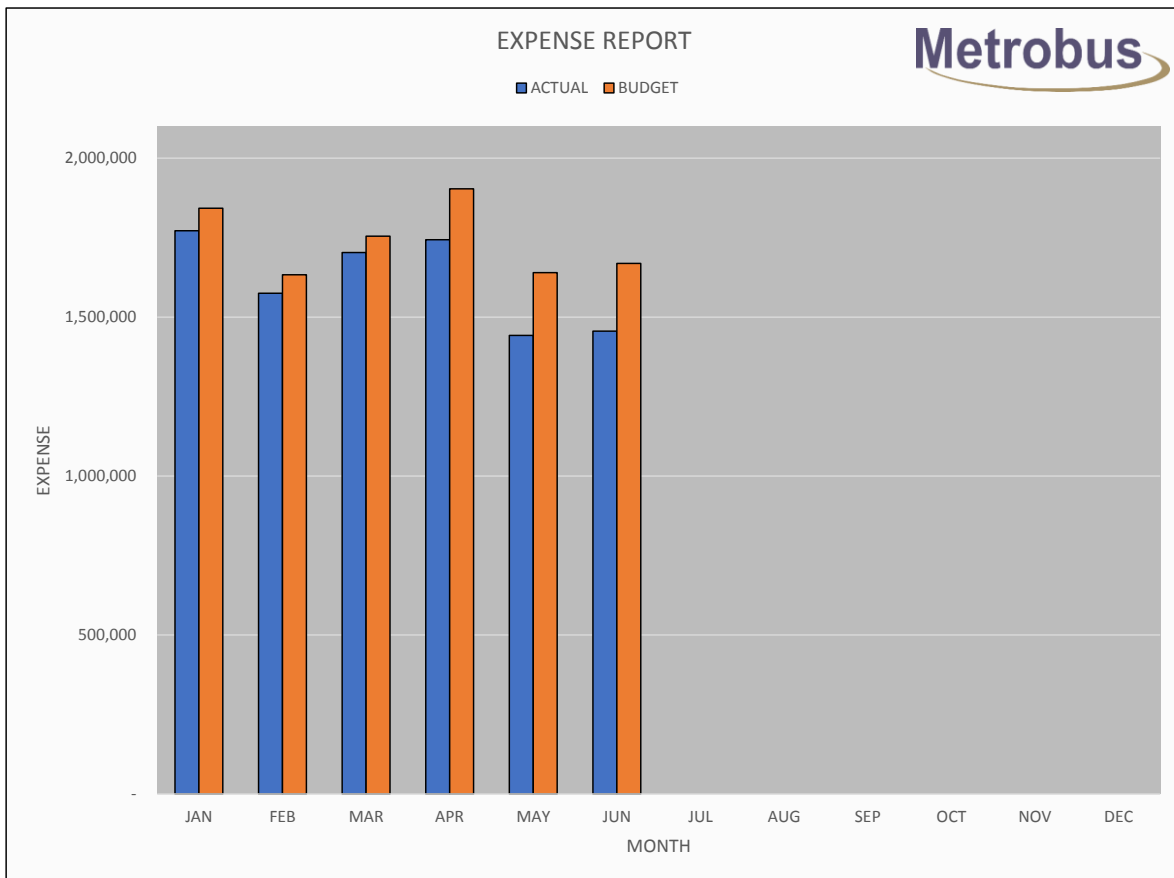
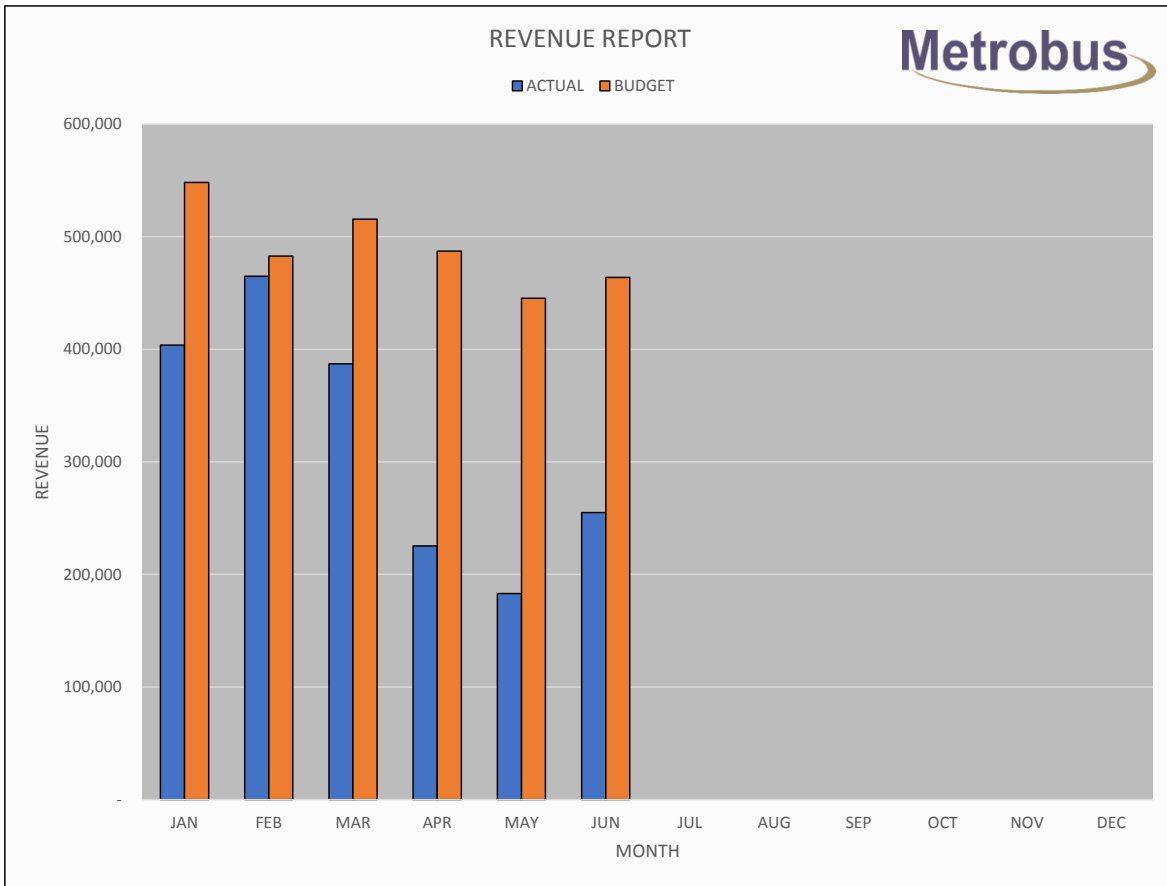
ST. JOHN'S TRANSPORTATION COMMISSION  
KEY PERFORMANCE INDICATORS  
JUNE, 2020

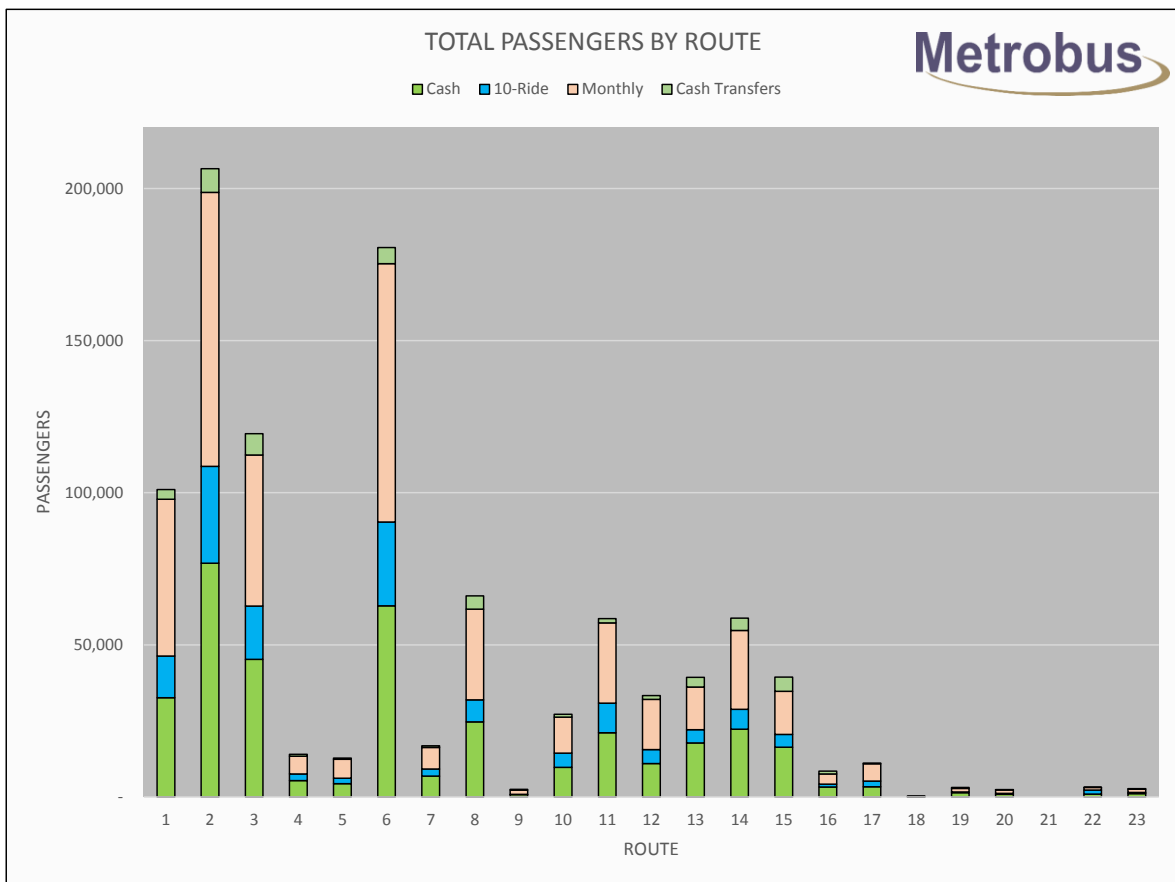


	6 MTHS	% of	6 MTHS	% of	TOTAL	% of	TOTAL	% of	TOTAL	% of	TOTAL	% of	TOTAL	% of
KEY PERFORMANCE INDICATORS	2020	Paid Trips	2019	Paid Trips	2018	Paid Trips	2018	Paid Trips	2017	Paid Trips	2016	Paid Trips	2015	Paid Trips
BUS TRIPS	22,434	59.5%	48,413	59.3%	98,012	60.5%	89,970	60.5%	72,581	56.1%	78,520	67.2%	78,711	74.7%
TAXI TRIPS	13,513	35.8%	29,932	36.7%	58,085	35.8%	51,870	34.9%	49,297	38.1%	29,891	25.6%	19,571	18.6%
<b>TOTAL TRIPS</b>	<b>35,947</b>		<b>78,345</b>		<b>156,097</b>		<b>141,840</b>		<b>121,878</b>		<b>108,411</b>		<b>98,282</b>	
NO SHOWS	1,776	4.7%	3,274	4.0%	5,985	3.7%	6,832	4.6%	7,474	5.8%	8,405	7.2%	7,058	6.7%
<b>TOTAL PAID TRIPS</b>	<b>37,723</b>		<b>81,619</b>		<b>162,082</b>		<b>148,672</b>		<b>129,352</b>		<b>116,816</b>		<b>105,340</b>	
CANCELLATIONS	47,051	124.7%	33,524	41.1%	70,239	43.3%	57,627	38.8%	24,825	19.2%	12,935	11.1%	12,730	12.1%
GOBUS rides on METROBUS	5,122	13.6%	10,719	13.1%	23,976	14.8%	19,346	13.0%	14,264	11.0%	8,741	7.5%	4,807	4.6%

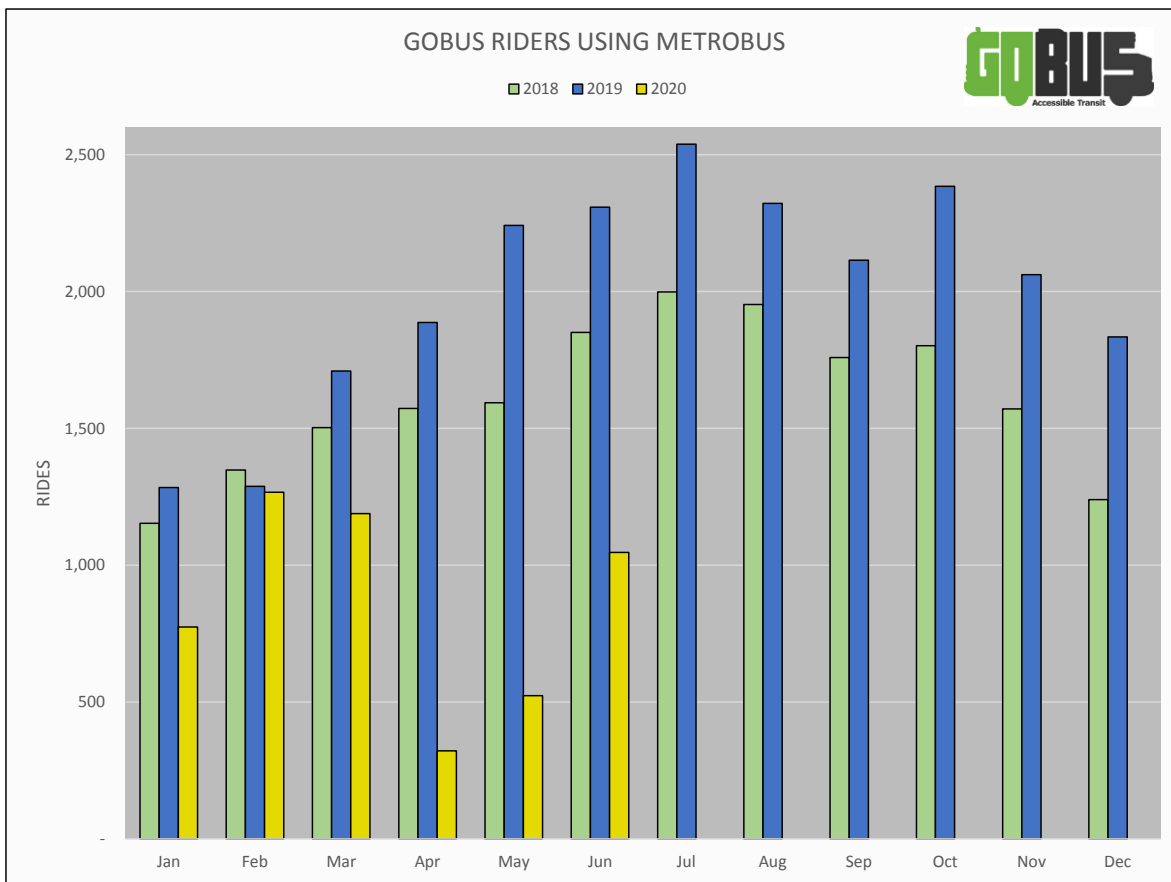
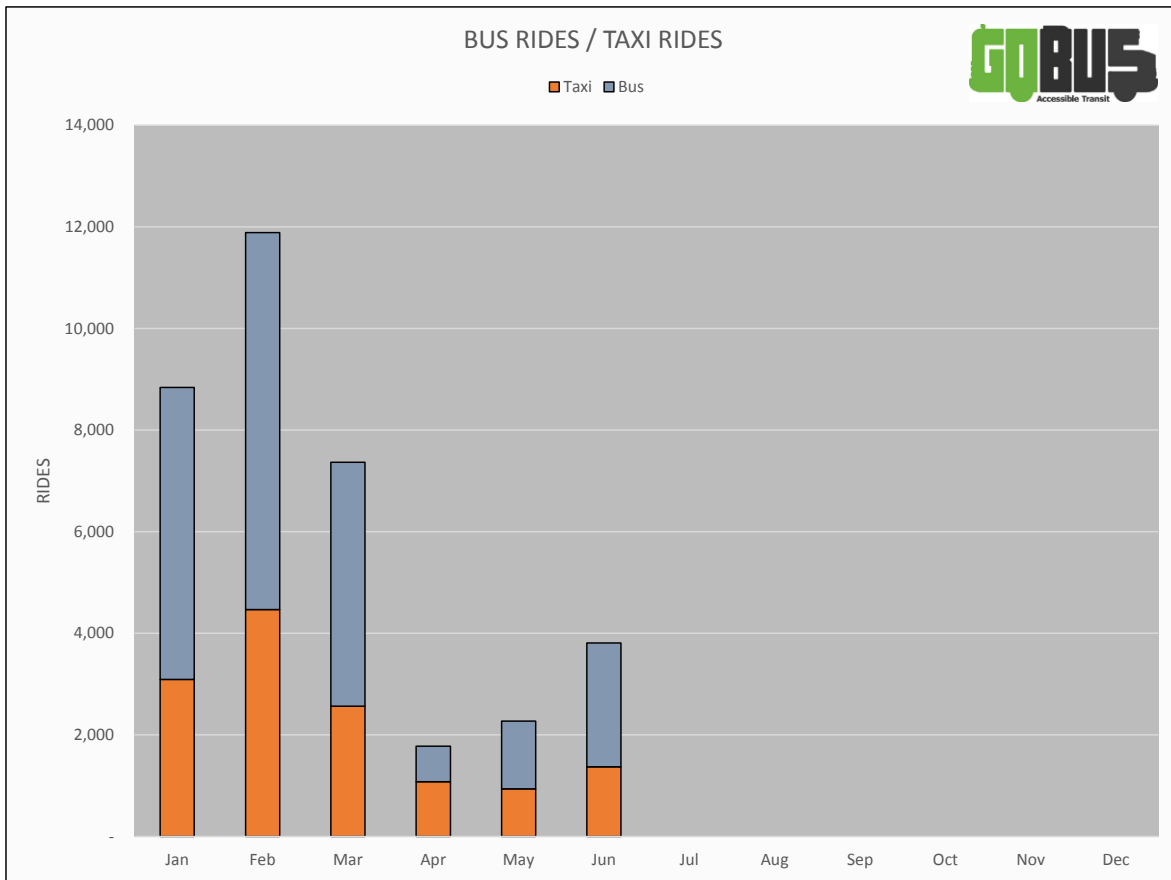








ROUTE	REVENUE HOURS	DIRECT BILLING	REVENUE	COST	RC RATIO
					YTD
1	5,033.04		\$190,040.76	\$810,898.01	23.4%
2	9,882.50		\$407,034.64	\$1,590,760.49	25.6%
3	7,786.60		\$230,523.05	\$1,253,184.67	18.4%
6	2,277.84		\$26,106.98	\$364,181.00	7.2%
9	1,436.99		\$23,580.20	\$231,446.34	10.2%
10	7,848.17		\$342,813.94	\$1,263,343.32	27.1%
11	1,663.05		\$33,767.99	\$267,595.20	12.6%
12	3,348.43		\$120,642.30	\$539,357.45	22.4%
13	108.51		\$3,916.14	\$17,700.08	22.1%
14	2,401.42		\$51,981.68	\$386,448.93	13.5%
15	3,408.18		\$106,564.36	\$548,955.08	19.4%
16	2,564.91		\$61,298.86	\$412,649.68	14.9%
18	2,869.10		\$73,042.62	\$461,620.60	15.8%
19	3,463.85		\$106,871.57	\$557,846.31	19.2%
21	2,682.25	\$399,991.58	\$52,295.03	\$431,576.74	12.1%
22	748.05	\$143,311.41	\$12,292.60	\$120,477.00	10.2%
23	1,046.00		\$22,101.15	\$168,185.21	13.1%
24	16.58		\$440.52	\$2,708.22	16.3%
25	228.12		\$4,897.49	\$36,975.89	13.2%
26	75.00		\$3,850.91	\$12,233.63	31.5%
27	0.00	\$0.00	\$0.00	\$0.00	
28	840.02	\$42,375.00	\$6,023.09	\$64,657.00	9.3%
30	655.16	\$136,193.33	\$3,462.17	\$107,035.80	3.2%
	<b>60,383.77</b>	<b>\$721,871.32</b>	<b>\$1,883,548.07</b>	<b>\$9,649,836.64</b>	<b>19.5%</b>



# INFORMATION NOTE

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**Title:** 750 Kenmount Road interpret zone lines

**Date Prepared:** July 29, 2020

**Report To:** Committee of the Whole

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

**Ward:** Ward 4

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**Issue:** Interpret zone lines at Kenmount Crossing, Phase 2 – H3 Development – PER file DEV1400357.

## **Discussion – Background and Current Status:**

The property in question is located mostly in the Industrial General (IG) Zone, with its frontage along Kenmount Road in the Commercial Highway (CH) Zone. The zones were introduced several years ago, corresponding to the developer's original development plan.

Recently, in planning for Phase 2 of its Kenmount Crossing development, the developer realized that not all of the subject property is in the IG Zone. There is a sliver in the northwest corner in the Rural (R) Zone; an area in the northeast corner in the Comprehensive Development Area (CDA) Kenmount Zone, and a slice all along the eastern boundary in the CDA Kenmount Zone. A small slice in the Open Space (O) Zone along the eastern boundary will not be changed, as the Open Space Zone is based on floodplain mapping for Ken Brook.

The original rezonings to accommodate what is now called Kenmount Crossing took place in 2013. I interpreted zone lines in 2017 for the boundary between the CH Zone and the IG Zone, as the development plan and the location of a proposed road changed.

At the time of the rezonings in 2013, the City used the property information supplied by the developer. The current property boundaries appear to predate 2013 but were not provided to the City when we did the original rezonings. The developer did not identify the discrepancy between zone boundaries and property boundaries until recently.

Under the St. John's Development Regulations, Section 3.4 "Boundaries of Zones", where the boundary of a zone is uncertain and substantially follows a street or lot lines, the street or the lot lines can be deemed to be the boundary of the zone. Therefore, in this case, I can interpret the boundary between the IG Zone and the other adjoining zones (the Rural Zone and the CDA Kenmount Zone) so that it runs along the property boundaries. Corresponding changes will be made to the Municipal Plan map for the boundaries between the Urban Development – Southlands Kenmount District and the Rural District.

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**Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: The property owner and adjoining properties.
3. Alignment with Strategic Directions/Adopted Plans: Not applicable.
4. Legal or Policy Implications: This is in accordance with rules of interpretation in the St. John's Development Regulations, Section 3.4 "Boundaries of Zones".
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Not applicable.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

**Conclusion/Next Steps:** At 750 Kenmount Road, on lands that are part of Kenmount Crossing, Phase 2, by H3 Developments Ltd., the zone boundary between the Industrial General (IG) Zone, the Rural (R) Zone and the Comprehensive Development Area (CDA) Kenmount Zone are interpreted to run along the property boundary. Corresponding changes will be made to the Future Land Use Map of the St. John's Municipal Plan. This accords with the rules of zone interpretation in Section 3.4 of the St. John's Development Regulations.

**Report Approval Details**

Document Title:	750 Kenmount Rd interpret zone lines.docx
Attachments:	
Final Approval Date:	Jul 29, 2020

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

**Jason Sinyard - Jul 29, 2020 - 8:20 PM**

# INFORMATION NOTE

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**Title:** 78 McNiven Place Zone Line Interpretation INT1900047

**Date Prepared:** July 30, 2020

**Report To:** Committee of the Whole

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

**Ward:** Ward 1

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**Issue:** Interpret the zone line to extend the R1 Zone for the last house on McNiven Place.

## **Discussion – Background and Current Status:**

The property in question is at the end of McNiven Place on the north side and is zoned Open Space (O). The property owner wishes to extend his property in the Residential Low Density (R1) Zone by acquiring City land to have a lot with 70 feet (21 metres) frontage. The City's Parks and Open Space Division has confirmed that they have no intended use for this land and do not object to the property owner expanding his property slightly. No objections were raised by other City staff.

Under the St. John's Development Regulations, Section 3.4 "Boundaries of Zones", where the boundary of a zone is uncertain and substantially follows a street or lot lines, the street or the lot lines can be deemed to be the boundary of the zone. Therefore, in this case, with the sale of City land to expand the owner's lot, I can interpret the boundary between the O Zone and the R1 Zone so that it runs along the new property boundary. Corresponding changes will be made to the Municipal Plan map for the boundaries between the Open Space District and the Residential Low Density District.

## **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring property owners and the City.
3. Alignment with Strategic Directions/Adopted Plans: Not applicable.
4. Legal or Policy Implications: This is in accordance with rules of interpretation in the St. John's Development Regulations, Section 3.4 "Boundaries of Zones".
5. Privacy Implications: Not applicable.





6. Engagement and Communications Considerations: Not applicable.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

**Conclusion/Next Steps:** At 78 McNiven Place, on land which the City will sell to the property owner to expand his lot slightly, the zone boundary between the Open Space (O) Zone and the Residential Low Density (R1) Zone is interpreted to run along the new property boundary. A corresponding change will be made to the Future Land Use Map of the St. John's Municipal Plan. This accords with the rules of zone interpretation in Section 3.4 of the St. John's Development Regulations.

### Report Approval Details

Document Title:	78 McNiven Place zone line interpretation.docx
Attachments:	
Final Approval Date:	Jul 30, 2020

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

**Jason Sinyard - Jul 30, 2020 - 11:27 AM**

# DECISION/DIRECTION NOTE

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**Title:** 5 and 7 Little Street, MPA2000003

**Date Prepared:** July 28, 2020

**Report To:** Committee of the Whole

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

**Ward:** Ward 4

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## **Decision/Direction Required:**

To consider a rezoning application for land at 5 and 7 Little Street from the Residential Medium Density (R2) Zone to the Apartment Low Density (A1) Zone to allow a 3-storey Personal Care Home. An amendment to the St. John's Municipal Plan is also required.

## **Discussion – Background and Current Status:**

The City has received an application from Lat 49, on behalf of Nevada Properties Inc., for a 3-storey Personal Care Home at 5 and 7 Little Street. The properties are currently zoned Residential Medium Density (R2) in which Personal Care Home is not permitted. The applicant has requested to rezone the properties to the Apartment Low Density (A1) Zone which allows Personal Care Homes as a permitted use. The two properties will be required to be consolidated prior to development and the buildings located on the properties will be demolished should the application proceed.

The proposed development will house 70 to 100 residents, include 5 single-suites and 42 double-suites, and will have on-site amenities such as a commercial kitchen, dining area, multipurpose/amenity space, bathing facilities, and all other necessary facilities as required by the provincial government. Level 1 and Level 2 care (based on provincial standards) will be available.

The subject properties have a total area of 4,524 m<sup>2</sup> (~48,890 ft<sup>2</sup>) and have access along both Hoyles Avenue and Little Street. Due to the sloped nature of the site, the applicants have designed the main entrance off Hoyles Avenue. The adjacent properties are zoned R2, however within the larger neighbourhood there is a mix of zoning which includes Residential Low Density (R1), Residential High Density (R3), trails and parks within the Open Space (O) zone and areas of local commercial. The surrounding housing includes a mix of single-detached dwellings, semi-detached dwellings and townhouses, as well as the Rabbittown Community Centre.

The properties are designated Residential Low Density under the St. John's Municipal Plan. An amendment is required to re-designate the properties to Residential Medium Density in order to consider the A1 Zone. As per Section 2.3.2 of the Municipal Plan, the Residential Medium Density District shall permit zones providing for various residential uses. Subject to a

# ST. JOHN'S

Land Use Assessment Report (LUAR), the City may permit zones to allow such other High Density Residential uses as may be deemed by Council to be compatible with Medium Density Residential uses. Therefore, it is recommended that the applicant prepare an LUAR prior to consideration of rezoning. Draft terms of reference for it are provided for Council's review.

As per Section 2.2.2 of the Municipal Plan, the City shall promote more intensive use of existing services through infill, rehabilitation, and redevelopment projects. Further, Section 2.2.5(2) states the City shall work toward enhancing neighbourhoods by encouraging the development/redevelopment of quality housing within these areas, capitalizing on any opportunities to diversify same. This is consistent with the housing objectives in the draft Envision Municipal Plan which encourage a range of housing to create diverse neighbourhoods for all ages, income groups and family types. Personal Care Homes in appropriate residential areas make neighbourhoods more age-friendly and allow seniors the ability to "age in place". The proposed amendment will allow more housing options in this neighbourhood and given the variety of nearby properties, the proposed development would be complementary.

More information is required before staff can complete our development and engineering review. This information will be provided by the applicants in the LUAR. Municipal water and sewer infrastructure is available in Little Street and there is sanitary sewer and water infrastructure in Hoyles Avenue. The developer will be required to provide a detailed servicing plan for review and approval. The applicant indicated that they will be seeking parking relief, however a dimensioned parking layout will be required for the parking review. If parking relief is requested, it would be subject to Council's approval at a later stage.

#### **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:  
*St. John's Strategic Plan 2019-2029 - A Sustainable City* – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: An amendment to the St. John's Municipal Plan and Development Regulations is required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Public consultation is required following completion of the Land Use Assessment Report.
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.

9. Information Technology Implications: Not applicable.

10. Other Implications: Not applicable.

**Recommendation:**

That Council consider amendments to the St. John's Municipal Plan and Development Regulations to rezone land from the Residential Medium Density (R2) Zone to the Apartment Low Density (A1) Zone at 5 and 7 Little Street, and approve the attached draft Terms of Reference for a Land Use Assessment Report to consider a Personal Care Home at this location.

Further, upon submission of a satisfactory Land Use Assessment Report, that Council refer the application to a digital Public Meeting chaired by an independent facilitator for public input and feedback.

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

### Report Approval Details

Document Title:	5 and 7 Little Street, MPA2000003.docx
Attachments:	- 5 and 7 Little Street - COTW Attachments.pdf
Final Approval Date:	Jul 29, 2020

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

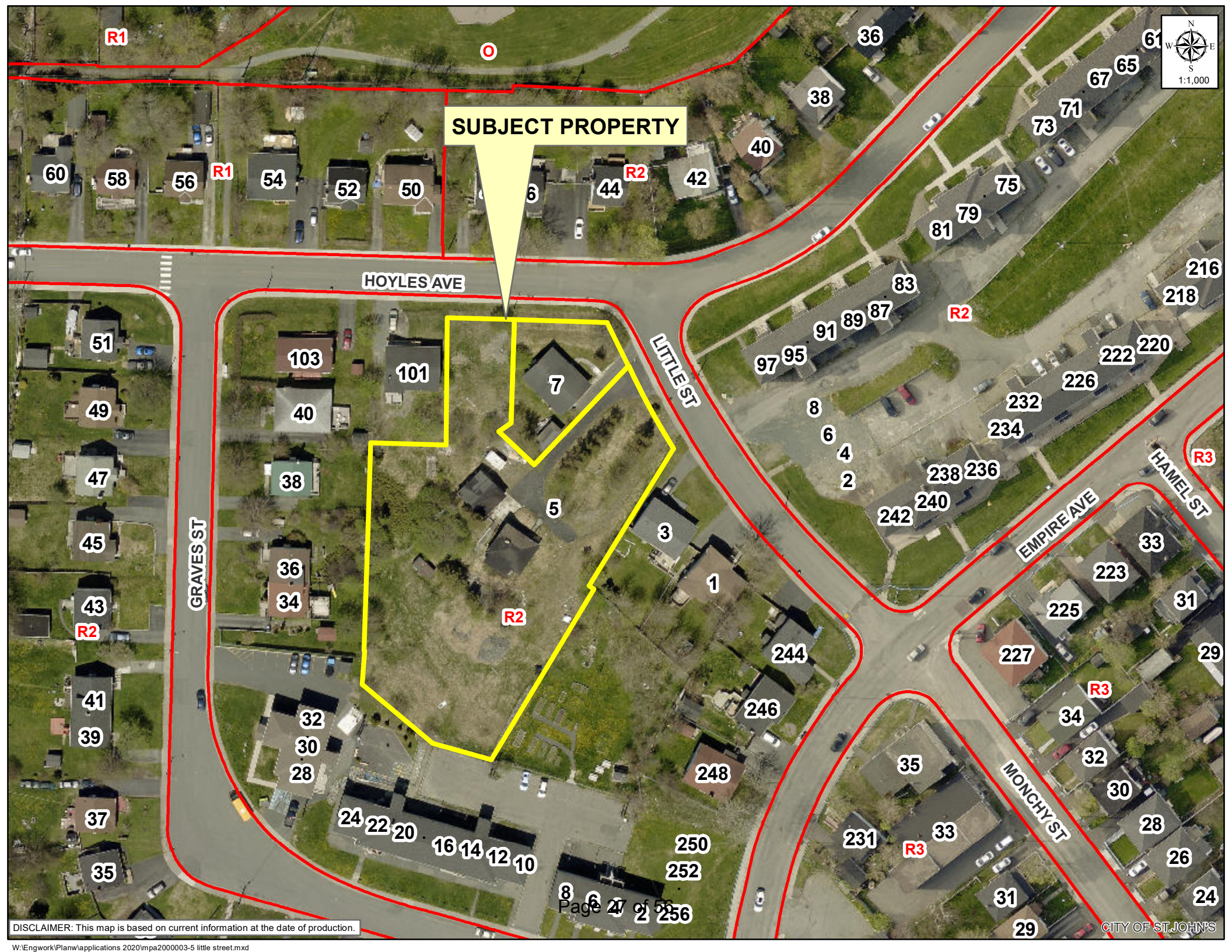
**Ken O'Brien - Jul 29, 2020 - 12:24 PM**

**Jason Sinyard - Jul 29, 2020 - 8:18 PM**



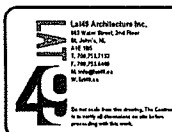
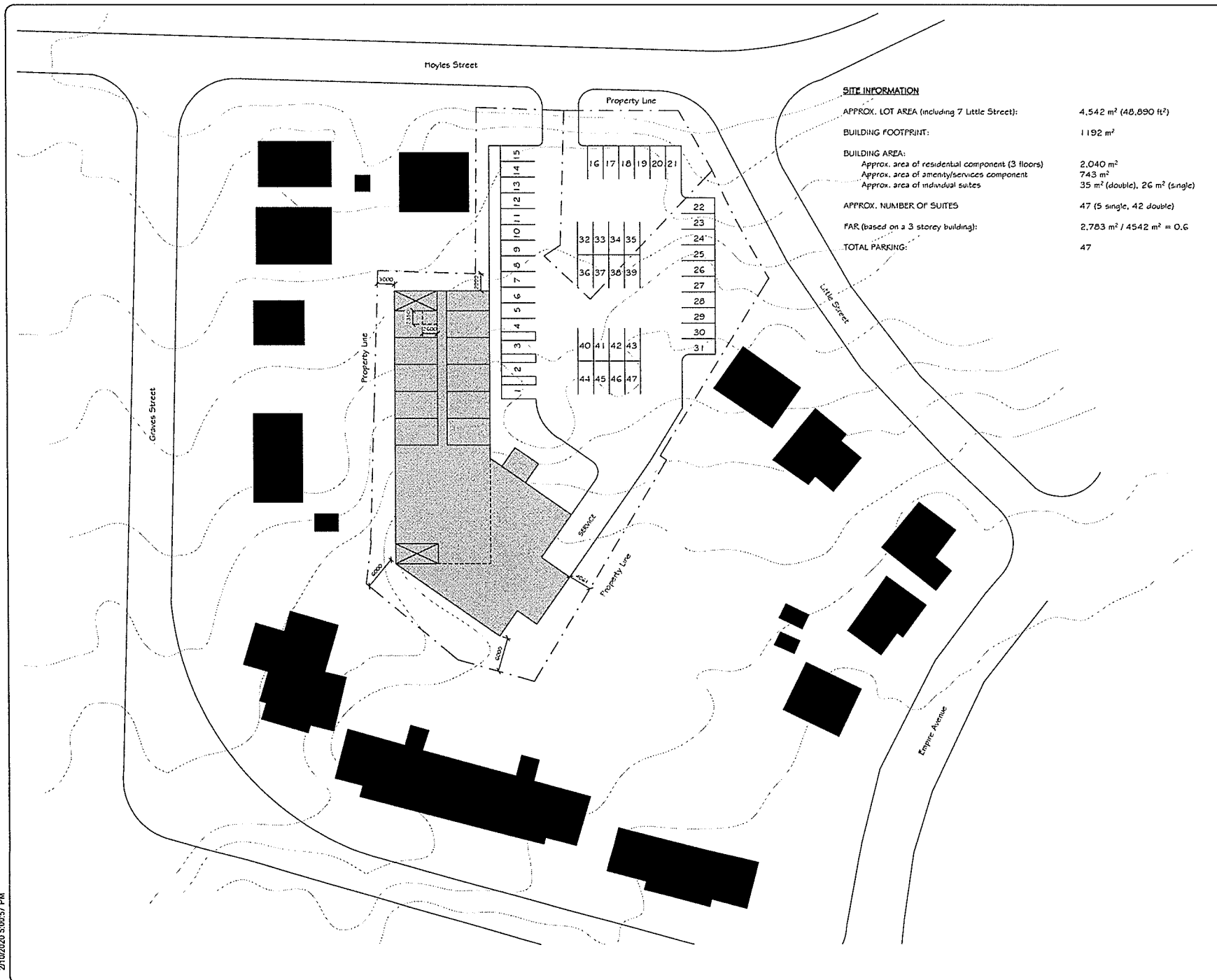


**SUBJECT PROPERTY**



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





Stamp:

Sub Consultant:

Revisions:

N.T.S.

Client:

Nevida

Project:

Hoyles Street Development

Location:

Bumpy Road  
St. John's, NL

Site Plan

Scale: 1:250

Date: December 20, 2019

Drawn By: Author

Checked By: Checker

Job Number: 19-1579

A-102



**TERMS OF REFERENCE  
LAND USE ASSESSMENT REPORT (LUAR)  
APPLICATION FOR A PERSONAL CARE HOME AT  
5 AND 7 LITTLE STREET  
PROPONENT: LAT 49 AND NEVIDA PROPERTIES INC.**

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The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

**A. Building Use.**

- Identify the size of the proposed building by:
  - Gross Floor Area, and
  - Floor Area Ratio (FAR).
- Identify all proposed uses/occupancies within the building by their respective floor area.

**B. Elevation & Building Materials**

- Provide elevations of the proposed building.
- Identify the finish and colour of exterior building materials.

**C. Building Height & Location**

- Identify graphically the exact location with a dimensioned civil site plan:
  - Location of the proposed building in relation to neighbouring buildings;
  - Proximity of the building to property lines and identify setbacks;
  - Identify any stepbacks of higher storeys from lower storeys (if applicable);
  - Identify any encroachment over property lines;
  - Identify the height of the building;
  - Information on the proposed construction of patios/balconies (if applicable);
  - Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks;
  - Identify any rooftop structures; and
  - Identify if the building will be sprinklered or not, and location of the nearest hydrant.
- Provide street scape views/renderings of the proposed building from the following locations:
  - Along the property frontage at Hoyles Avenue;
  - Along the property frontage at Little Street.
- Provide a Legal Survey of the property showing the consolidated lots.

**D. Exterior Equipment and Lighting**

- Identify the location and type of exterior lighting to be utilized. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.

- Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.

**E. Landscaping & Buffering**

- Identify with a landscaping plan, details of site landscaping (hard and soft).
- Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.

**F. Snow Clearing/Snow Storage**

- Provide information on any snow clearing/snow removal operations.

**G. Off-street Parking and Site Access**

- Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.
- Identify the number and location of bicycle parking to be provided.
- Provide a dimensioned and scaled plan of parking structure lot, including circulation details.
- Identify the location of all access and egress points, including pedestrian access.

**H. Municipal Services**

- Provide a preliminary site servicing plan.
- Identify points of connection to the City's sanitary sewer, storm sewer and water system.
- Provide the sanitary rate generated by the proposed development.
- The proposed development will be required to comply with the City's stormwater detention policy. Provide stormwater rate generated by the proposed development for the maximum 10-year climate change rainfall and information on how onsite stormwater detention will be managed.

**I. Public Transit**

- Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements.

**J. Construction Timeframe**

- Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
- Indicate on a site plan any designated areas for equipment and materials during the construction period.

## 10.4 RESIDENTIAL-MEDIUM DENSITY (R2) ZONE

(See Section 5.1.4 - Development Above the 190 Metre Contour)

### 10.4.1 Permitted Uses

#### Residential:

- (a) Accessory Building (subject to Section 8.3.6) (except for the properties at 591-609 Southside Road) **(1995-06-09)(2015-06-12)**
- (b) Bed and Breakfast (subject to Section 7.27)(Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Bed and Breakfast is not a Permitted Use) (except for the properties at 591-609 Southside Road) **(1998-10-23)(2002-11-15)(2008-01-25) (2015-06-12)**
- (c) Boarding or Lodging House (accommodating between five (5) and sixteen (16) persons) (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Boarding or Lodging House is not a Permitted Use) (except for the properties at 591-609 Southside Road) **(1999-04-16)(2002-11-15)(2015-06-12)**
- (d) Duplex Dwelling (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Duplex Dwelling is not a Permitted Use but a Discretionary Use and is subject to Section 5.8, and at 172 Mundy Pond Road, where Duplex Dwelling is not a Permitted Use) (except for the properties at 591-609 Southside Road) **(2002-11-15)(2012-09-13)(2015-06-12)**
- (e) Home Office (subject to Section 7.9) (except for the properties at 591-609 Southside Road) **(1997-08-08)(2015-06-12)**
- (f) Semi-Detached Dwelling (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Semi-Detached Dwelling is not a Permitted Use but a Discretionary Use and is subject to Section 5.8) (except for the properties at 591-609 Southside Road) **(2002-11-15)(2015-06-12)**
- (g) Single Detached Dwelling (see Section 10.4.3(5) - Zone Requirements where the application site is located in that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street) **(2002-11-15)**
- (h) Subsidiary Apartment (except for the properties at 591-609 Southside Road) **(2015-06-12)**
- (i) Townhousing (Except for that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street where Townhousing is not a Permitted Use but a Discretionary Use and is subject to Section 5.8; and Planning Area 13 - Shea Heights, where Townhousing is not a Permitted Use; and that section of Planning Area 2 - land located between Quidi Vidi Village Road and Cuckhold's Cove Road, west of Quidi Vidi Village and known as the Connor's Estate and Clarke Estate, where Townhousing is not a Permitted Use and at 172 Mundy Pond Road where Townhousing is not a Permitted Use. (except for the properties at 591-609 Southside Road) **(2001-11-09) (2002-11-15)(2003-10-17)(2012-09-13)(2014-09-26)(2015-06-12)**

**R2**

Recreational:

- (j) Park (except for the properties at 591-609 Southside Road) (2015-06-12)

Other

- (k) Family Home Child Care Service (subject to Section 7.6) (except for the properties at 591-609 Southside Road) (2004-05-14) (2015-06-12)

10.4.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility (subject to Section 7.3) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (b) Day Care Centre (subject to Section 7.6) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (c) Heritage Use (except for the properties at 591-609 Southside Road) (2015-06-12)
- (d) Home Occupation (subject to Section 7.8) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (e) Multiple Dwelling not exceeding 6 Dwelling Units (subject to Section 10.4.3(8) (except for the properties at 591-609 Southside Road) (2010-03-05) (2015-06-12)
- (f) Parking Lot (subject to Section 7.13) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (g) Planned Unit Development (subject to Section 5.10.3) (except for the properties at 591-609 Southside Road) (2015-06-12)
- (h) Private Park (except for the properties at 591-609 Southside Road) (2007-10-05) (2015-06-12)
- (i) Public Utility(except for the properties at 591-609 Southside Road) (2015-06-12)
- (j) Residential Retail Store (subject to Section 7.17) (except for the properties at 591-609 Southside Road) (1995-06-09)(2015-06-12)

10.4.3 Zone Requirements

The following requirements shall apply to:

- (1) Bed and Breakfast:(subject to Section 7.27) (2008-01-25)
- The same requirements as established for the Dwelling types in this Zone. (1998-10-23)
- (2) Boarding or Lodging House:
- The same requirements as established for the Dwelling types in this Zone.
- (3) Duplex Dwelling:
- |     |                                      |                    |              |
|-----|--------------------------------------|--------------------|--------------|
| (a) | Lot Area (minimum)                   | 510 m <sup>2</sup> |              |
| (b) | Lot Frontage (minimum)               | 17 m               |              |
| (c) | Building Line (minimum)              | 6 m                |              |
| (d) | Side Yards (minimum)                 | Two of 1.2 m       | (1994-11-04) |
| (e) | Side Yard on Flanking Road (minimum) | 6 m                |              |
| (f) | Rear Yard (minimum)                  | 6 m                |              |

**R2**

(4) Semi-Detached Dwelling:

(a)	Lot Area (minimum)	270 m <sup>2</sup> per Dwelling Unit	(1997-03-07)
(b)	Lot Frontage (minimum)	18 m; 9 m per unit	
(c)	Building Line (minimum)	6 m	
(d)	Side Yards (minimum)	Two of 1.2 m	(1994-11-04)
(e)	Side Yard on Flanking Road (min.)	6 m	
(f)	Rear Yard (minimum)	6 m	

(5) Single Detached Dwelling:

(a)	Lot Area (minimum)	350 m <sup>2</sup>	(1994-11-04)
(b)	Lot Frontage (minimum)	12 m	(1994-11-04)
(c)	Building Line (minimum)	6 m	
(d)	Side Yards (minimum)	Two of 1.2 m	(1994-11-04)
(e)	Side Yard on Flanking Road (min.)	6 m	
(f)	Rear Yard (minimum)	6 m	
(g)	Landscaping Front Yard	At least 50% of the Front Yard shall be landscaped. However, the Director of Building and Property Management, or designate, may vary this requirement where, in his/her opinion, it is deemed to be warranted and desirable. (2004-04-08)	

Note: If the application site is located in that section of Planning Area 11 at Eastbourne Crescent & Bavidge Street then development of Single Detached Dwellings must be in accordance with the Residential Low Density (R1) Zone Requirements for Single Detached Dwellings as follows: (2002-11-15)

(a) Lot Area (minimum)	450 m <sup>2</sup>
(b) Lot Frontage (minimum)	15 m
(c) Building Line (minimum)	6 m
(d) Side Yards (minimum)	Two of 1.2 m
(e) Side Yard on Flanking Road (min.)	6 m
(f) Rear Yard (minimum)	6 m
(g) Landscaping Front Yard	At least 50% of the Front Yard shall be landscaped. However, the Director of Building and Property Management, or a designate, may vary this requirement where, in his/her opinion, it is deemed to be warranted and desirable. (2004-04-08)

(6) Townhousing:

(a)	Lot Area (minimum)	180 m <sup>2</sup> per Dwelling Unit	
(b)	Lot Frontage (minimum)	6m per Dwelling Unit	(1994-11-04)
(c)	Building Line (minimum)	0 m	
(d)	Side Yard for End Unit Townhouses (min.)	1.2 metres	(2002-07-05)
(e)	Side Yard on Flanking Road (min.)	3 m	
(f)	Rear Yard (minimum)	6 m	

(7) Day Care Centre in a non-residential Building:

(a)	Lot Size (minimum)	450 m <sup>2</sup>	
(b)	Lot Frontage (minimum)	15 m	
(c)	Landscaping on Lot (minimum)	Subject to Section 8.5.1	(1998-09-11)

**R2**

(8) Multiple Dwelling

- (a) Maximum # of Dwelling Units: 6
- (b) Minimum Density: 90m<sup>2</sup> Lot Area per Dwelling Unit
- (c) Minimum Lot Frontage: 6 metres per Ground Floor Dwelling unit
- (d) Maximum Building Height: 3 storeys
- (e) Building Line (minimum): 6 metres
- (f) Rear Yard (minimum): 6 metres
- (g) Side Yards (minimum): Two of 1.2 metres
- (h) Side Yard on Flanking Road (min.): 6 metres
- (i) Off-Street Parking Spaces (min.): 1 space per Dwelling Unit
- (j) Landscaping Front Yard: At least 40% of the Front Yard shall be landscaped.  
However, the Director of Building and Property  
Management or a designate may vary this requirement  
where, in his/her opinion, it is deemed  
warranted and desirable. (2010-03-05)

## 10.12 APARTMENT LOW DENSITY (A1) ZONE

(See Section 5.1.4 - Development Above the 190 Metre Contour Elevation)

### 10.12.1 Permitted Uses

Notwithstanding the following, the only Permitted Use allowed on property situate at Civic #640-642 Empire Avenue (Parcel ID# 36337-38135) shall be a Seniors' Apartment Building (subject to Section 7.18). **(2013-03-29)**

#### Residential:

- (a) Accessory Building (subject to Section 8.3.6) **(1995-06-09)**
- (b) Apartment Building
- (c) Home Office (subject to Section 7.9) **(1997-08-08)**
- (d) Seniors' Apartment Building (subject to Section 7.18)
- (e) Townhousing

#### Recreational:

- (f) Park

#### Other:

- (g) Day Care Centre (subject to Section 7.7)
- (h) Personal Care Home **(2017-10-06)**

### 10.12.2 Discretionary Uses (subject to Section 5.8)

- (a) Adult Day Care Facility (subject to Section 7.3)
- (b) Convenience Store in Apartment Building (subject to Section 7.5)
- (c) Home Occupation (subject to Section 7.8)
- (d) Parking Lot (subject to Section 7.13)
- (e) Planned Unit Development (subject to Section 5.10.3)
- (f) Private Park **(2007-10-05)**
- (g) Public Utility
- (h) Service Shop (subject to Section 7.19) **(1995-06-09)**
- (i) Uses Complementary to an Apartment Building **(2003-08-22)**
- (j) Uses Complementary to a Seniors' Apartment Building (subject to Section 7.18) **(2007-02-09)**
- (k) Semi-Detached Dwelling

### 10.12.3 Zone Requirements

The following requirements shall apply to :

- (1) Apartment Building:
  - (a) Lot Area (minimum) 750 m<sup>2</sup>
  - (b) Lot Frontage (minimum) 20 m
  - (c) Lot Coverage (maximum) 35%
  - (d) Floor Area Ratio (maximum) 1.0
  - (e) Density (maximum) Not more than 1 Dwelling Unit per 120 m<sup>2</sup> of Lot Area

- |     |  |  |
|-----|--|--|
| (f) | Building Height (max.)                               | 3 Storeys (not exceeding 12m) except for the property at Civic Number 70 Freshwater Road (and referred to as the former Murphy Estate) and the property at Civic Number 421-425 Main Road where the maximum building height is limited to two (2) storeys (not exceeding 8 metres). <b>(2007-02-09) (2007-07-27)</b> |
| (g) | Building Line (minimum)                              | 7 m  |
| (h) | Side Yards (minimum)                                 | 1 m per Storey   |
| (i) | Side Yard on Flanking Road (min.)                    | 6 m  |
| (j) | Rear Yard (minimum)                                  | 6 m  |
| (k) | Landscaping on Lot (minimum)                         | 35%  |
| (l) | Number of Parking Spaces Per Dwelling Unit (minimum) | 1.2  |

(2) Townhousing:

- |     |   |                                      |                     |
|-----|---|--------------------------------------|---------------------|
| (a) | Lot Area (minimum)                      | 180 m <sup>2</sup> per Dwelling Unit |                     |
| (b) | Lot Frontage (minimum)                  | 6 m per Dwelling Unit                |                     |
| (c) | Building Line (minimum)                 | 0 m                                  |                     |
| (d) | Side Yard for End Unit Townhouses (min) | 1.2 metres                           | <b>(2002-07-05)</b> |
| (e) | Side Yard on Flanking Road (minimum)    | 6 m                                  |                     |
| (f) | Rear Yard (minimum)                     | 7 m                                  |                     |

(3) Personal Care Home:

**(2017-10-6)**

- |     |                                      |                               |
|-----|--------------------------------------|-------------------------------|
| (a) | Lot Area (minimum)                   | 750m <sup>2</sup>             |
| (b) | Lot Frontage (minimum)               | 20m                           |
| (c) | Lot Coverage (maximum)               | 35%                           |
| (d) | Building Height (maximum)            | 3 Storeys (not exceeding 12m) |
| (e) | Building Line (minimum)              | 7m                            |
| (f) | Side Yard (minimum)                  | 1m per Storey                 |
| (g) | Side Yard on Flanking Road (minimum) | 6m                            |
| (h) | Rear Yard (minimum)                  | 6m                            |
| (i) | Landscaping on Lot (minimum)         | 35%”                          |

(4) Semi-Detached Dwelling:

**(2017-12-29)**

- |     |                                      |                                     |
|-----|--------------------------------------|-------------------------------------|
| (a) | Lot Area (minimum)                   | 270m <sup>2</sup> per Dwelling Unit |
| (b) | Lot Frontage (minimum)               | 18m; 9m per Dwelling Unit           |
| (c) | Building Line (minimum)              | 0m                                  |
| (d) | Side Yards (minimum)                 | Two of 1.2m                         |
| (e) | Side Yard on Flanking Road (minimum) | 6m                                  |
| (f) | Rear Yard (minimum)                  | 6m”                                 |



# DECISION/DIRECTION NOTE

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**Title:** 6 Lambe's Lane, MPA2000005

**Date Prepared:** July 28, 2020

**Report To:** Committee of the Whole

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

**Ward:** Ward 4

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## **Decision/Direction Required:**

To consider a rezoning application for land at 6 Lambe's Lane from the Institutional (INST) Zone to the Apartment High Density (A3) Zone to allow a 200-unit student apartment development. An amendment to the St. John's Municipal Plan is also required.

## **Discussion – Background and Current Status:**

The City has received an application from Werkliv for three 6-storey Apartment Buildings that will contain a total of 200 student residential units. The property is currently zoned Institutional (INST), in which Apartment Building is not a listed use. The applicant has asked that the property be rezoned to Apartment High Density (A3), where Apartment Building is a permitted use. The house on the site will be demolished should the application proceed.

Werkliv seeks to develop a new residential project that caters to the university student population. They state that the demand for high quality living options for 2<sup>nd</sup> and 3<sup>rd</sup> year students is high and that affordable furnished rentals close to campus may be hard to find. Their goal is to provide students with options and to densify a site close to Memorial University.

The subject property is 2.27 acres (9,194 m<sup>2</sup>) and surrounded by institutional buildings and uses accessory to Memorial University. The property abuts the Aquarena and St. Augustine's Church to the east, and Memorial's alumni engagement office and other university facilities to the south and west. The CBC TV and Radio building and a university parking lot are situated north of the property, with St. Andrew's Elementary School, Prince of Wales Collegiate and St. James United Church to the west.

The property is designated Institutional under the St. John's Municipal Plan and an amendment is required to consider the residential use. The Residential High Density District would allow the A3 Zone. As per Section 2.3.3 of the Municipal Plan, buildings in a Residential High Density District shall not exceed four storeys. Subject to a Land Use Assessment Report (LUAR), selected areas may be zoned to allow heights not exceeding ten storeys or a Floor Area Ratio (FAR) of 2.0. Therefore, an LUAR is required to consider a building higher than 4 storeys and a text amendment is required for an FAR greater than 2.0 as proposed. Draft LUAR terms of reference are attached for Council's review.

# ST. JOHN'S

The application has been reviewed by development and engineering staff, however more information is required in the LUAR before staff can complete the review. The property does not have direct access to the City's water and sewer systems, so a site servicing plan is required. This application is unique in that the applicant is requesting parking relief for all parking requirements. The City's Traffic Engineering Division have indicated that they can consider zero off-street parking for the proposed development. More information is requested in the LUAR to determine if such things as onsite bicycle parking, carshare, taxi, pick-up/drop-off or other vehicle space will be provided.

The City's Parks and Open Space Division have identified that the site is dominated by healthy, mature trees, with a mix of English oak, sycamore maple, horse chestnut, European beech and mountain ash. The City's Landscape Development Policy and Street Tree Planting Standards require that the existing landscape character be preserved to an extent reasonable and feasible. This includes preserving existing trees and incorporating new trees into the landscape to obtain a tree density outlined in the City's Street Tree Planting Standard. Therefore, staff have requested a Tree Plan/Inventory in the LUAR and have recommended consideration for preserving the existing trees and incorporating them into the site plan.

#### **Key Considerations/Implications:**

1. Budget/Financial Implications: Not applicable
2. Partners or Other Stakeholders: Neighbouring residents and property owners, including Memorial University.
3. Alignment with Strategic Directions/Adopted Plans:  
*St. John's Strategic Plan 2019-2029 – A Sustainable City* – Plan for land use and preserve and enhance the natural and built environment where we live.
4. Legal or Policy Implications: Amendments to the St. John's Municipal Plan and Development Regulations are required.
5. Privacy Implications: Not applicable.
6. Engagement and Communications Considerations: Required public consultation will occur later (following completion of the LUAR).
7. Human Resource Implications: Not applicable.
8. Procurement Implications: Not applicable.
9. Information Technology Implications: Not applicable.
10. Other Implications: Not applicable.

**Recommendation:**

That Council consider amendments to the St. John's Municipal Plan and Development Regulations to rezone land from the Institutional (INST) Zone to the Apartment High Density (A3) Zone at 6 Lambe's Lane to allow a 200-unit student apartment development, and approve the attached draft terms of reference for a Land Use Assessment Report to consider Apartment Buildings at this location.

Further, upon receiving a satisfactory Land Use Assessment Report, that Council refer the application to a digital Public Meeting chaired by an independent facilitator for public input and feedback.

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

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

**Report Approval Details**

Document Title:	6 Lambe's Lane, MPA2000005.docx
Attachments:	- 6 Lambe's Lane - COTW Attachments.pdf
Final Approval Date:	Jul 30, 2020

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

**Ken O'Brien - Jul 30, 2020 - 9:45 AM**

**Jason Sinyard - Jul 30, 2020 - 10:44 AM**





INST

PIPPY PARK

SUBJECT PROPERTY

WESTERLAND RD

7

6

1

INST

LAMB'S LANE

20

INST

ELIZABETH AVE

283

285

287

289 R1

291

293

9

310



**TERMS OF REFERENCE  
LAND USE ASSESSMENT REPORT (LUAR)  
APPLICATION FOR APARTMENT BUILDINGS AT  
6 LAMBE'S LANE  
PROPONENT: WERKLIV**

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The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

**A. Building Use**

- Identify the size of the proposed building by:
  - Gross Floor Area, and
  - Floor Area Ratio (FAR).
- Identify all proposed uses/occupancies within the building by their respective floor area.

**B. Elevation & Building Materials**

- Provide elevations of the proposed building.
- Identify the finish and colour of exterior building materials.

**C. Building Height & Location**

- Identify graphically the exact location with a dimensioned civil site plan:
  - Location of the proposed building in relation to neighbouring buildings;
  - Proposed upgrades to Lambe's Lane;
  - Proximity of the building to property lines and identify setbacks;
  - Identify width of the access between the buildings;
  - Identify any setbacks of higher storeys from lower storeys (if applicable);
  - Identify any encroachment over property lines (if applicable);
  - Identify the height of the buildings;
  - Information on the proposed construction of patios/balconies (if applicable);
  - Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks;
  - Identify any rooftop structures; and
- Provide a Legal Survey of the property.

**D. Exterior Equipment and Lighting**

- Identify the location and type of exterior lighting to be utilized. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
- Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.

**E. Landscaping & Buffering**

- Identify with a landscaping plan, details of site landscaping (hard and soft).
  - Consideration should be given to tree preservation and incorporating existing trees into future site development. Indicate through a tree plan/inventory which trees will be preserved.
- Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
- Identify any additional street-level elements, such as weather protection measures at entrances, street furniture, etc.

**F. Snow Clearing/Snow Storage**

- Provide information on any snow clearing/snow removal operations. Onsite snow storage areas must be indicated.

**G. Off-street Parking and Site Access**

- Identify the number and location of bicycle parking to be provided.
- Identify if there will be onsite carshare, taxi, pick-up/drop-off, or other vehicle space.
- Identify how vehicle circulation will be managed during move-in move-out periods.
- Indicate if there will be transit pass arrangements.
- Identify the location of all access and egress points, including pedestrian access.
- Provide a minimum 6.0m buffer between the property boundary and any onsite curb/structure.
- Provide pedestrian connection to the north side of the Aquarena.
- Indicate if access can be provided to the Aquarena parking lot such that emergency access can be improved.
- Indicate how garbage will be handled onsite. The location of any exterior bins must be indicated and access to the bins must be provided.

**H. Municipal Services**

- Provide a preliminary site servicing plan.
- Identify if the building will be sprinklered or not, and location of the nearest hydrant and siamese connections.
- Identify points of connection to existing sanitary sewer, storm sewer and water system.
- Provide the proposed sanitary and storm sewer generation rates.
- The proposed development will be required to comply with the City's stormwater detention policy. Provide stormwater rate generated by the proposed development for the maximum 10-year climate change rainfall and information on how onsite stormwater detention will be managed.

**I. Public Transit**

- Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements.

**J. Construction Timeframe**

- Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
- Indicate on a site plan any designated areas for equipment and materials during the construction period.





Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | 902 266 2941 | greg@zzap.ca

May 8, 2020

Lindsay Lyghtle Brushett, MCIP  
Planner III

Department of Planning, Engineering & Regulatory Services, City of St. John's  
John Murphy Building (City Hall Annex), 4th floor

**Re: Zone Amendment Application for 6 Lambes Lane (PID: 17287)**

Lindsay:

On behalf of our client, Werkliv Inc, ZZap Consulting Inc. is pleased to submit this Planning application for a proposed multi-unit residential project in Saint John's NL. To support this application submission, the following materials are enclosed.

- Site Plan & Renderings
- Application fee – paid with credit card
- Werkliv intro package & brief portfolio

**Summary of Development Proposal**

Werkliv is seeking to develop a new residential project that aims to cater to the diverse student population in St. John's. The demand for high quality living options for 2nd and 3rd year students is high. Affordable furnished rentals this close to campus is tough to find. We believe students are looking for more options. Many are currently living in the basements of older homes or a 20-25 minute walk from campus. By building apartments with higher bedroom counts Werkliv densify sites closest to universities. This reduces the

rental pressure on the residential communities closest to campus, relaxing rental inflation and allowing families to move back in.

Our client's intention is to redevelop the lands at 6 Lambes Lane (PID: 17287). These lands are currently zoned Institutional. The development intention for PID: 17287 is to demolish the existing structures and develop approximately 200 units contained within three 6 storey structures.

As such, we request that Council consider the rezoning of the subject property to A3 (Apartment High Density) with an amendment to the zone to allow for a greater Floor Area Ratio (F.A.R), greater residential density, and reduced parking requirements. These amendments are outlined in the "Zone Comparison Table" below.

Zone Comparison Table

Policy	Current Zone Requirements (Institutional)	A-3 Zone Requirements	Proposal Request
Floor Area Ratio	1	2	2.82
Residential Density	N/A	153 units	200 units
Front Setbacks	6 metres	6m	6m
Side Setback	1 metre per storey (6m max)	1 metre per storey (6m max)	6m
Rear Setback	6m	6m, plus 1m per storey over 6 storeys	6m
Parking Spaces per unit	N/A	1.25	0
Maximum Height	3 storeys	10 storeys	6 storeys
Lot Coverage	50%	40%	35%

## Site Context

### *Location*

The subject site is located at 6 Lambes Lane with a total land area of approximately 2.27 acres (9,194sm). The site is currently zoned Institutional (INST) under the existing St. John's Municipal Plan and Development Regulations. The site is immediately surrounded by uses accessory to Memorial University (MUN), and most of the surrounding lands are under the University's purview. To the east, the subject property abuts The Works: Aquarena, and St. Augustine's Church. To the south and west, the site is adjacent to MUN's alumni engagement office and other university facilities. The CBC building and a MUN parking lot are situated to the north of the subject property.

### *Amenities*

The subject property is well serviced by a number of amenities. Multiple churches, St. Andrew's Elementary School, and Prince of Wales Collegiate High School are all within a block of the subject site. Looking further, Memorial University's recreation facilities, classrooms, and Health Sciences Centre are all located within a 10-minute walk of the site.

### *Onsite Parking*

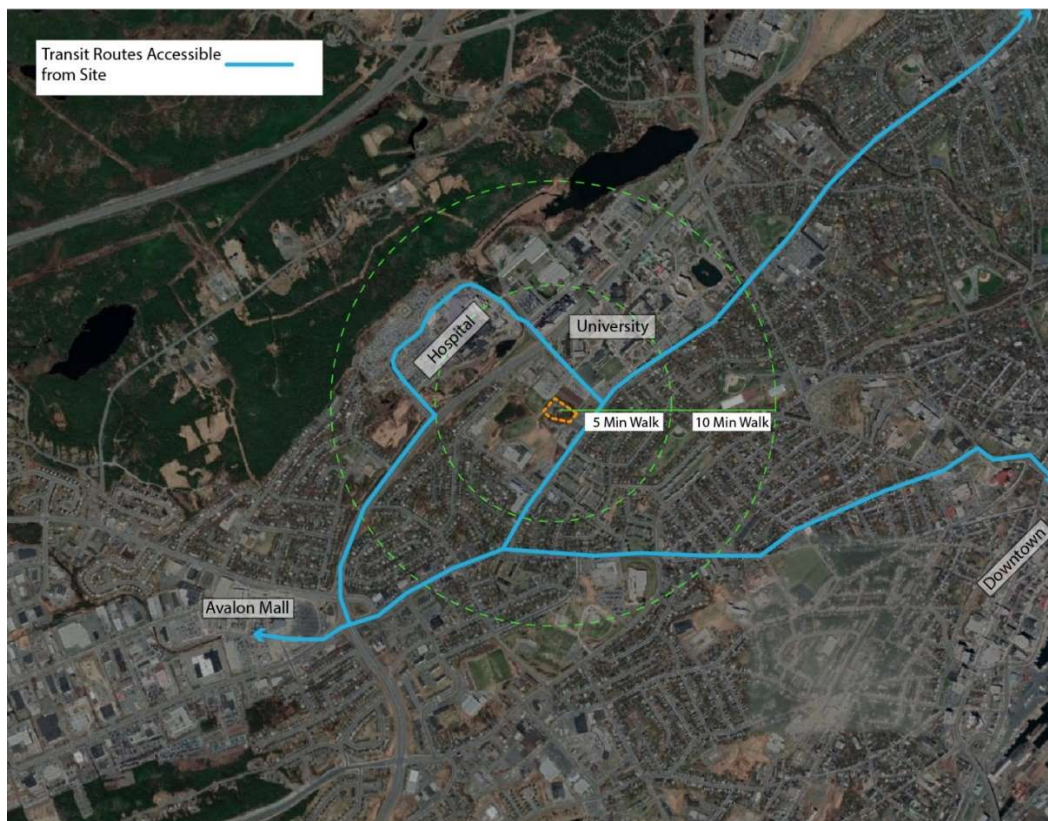
As discussed in preliminary meetings with City staff, we are requesting a minimum parking ratio of zero. Earlier discussion and emails confirmed that the city staff are in agreement that a parking requirement is not necessary for this location. This is based on:

1. The ideal site location.
2. Werkliv's experience with other similar projects.
3. Surrounding transit routes.
4. Gen Z culture around car ownership.

Our experience indicates that a successful student residential facility located this close to amenities is sought after by the student population, thereby reducing their dependence on automobile ownership.

### *Transit*

The subject site is well serviced by 3 transit routes. The number 2, number 5, and number 10. The combination of these three lines provides transit service between the Village Mall, Avalon Mall, Downtown Saint John's, and Memorial University. The proximity to transit further increases the number of amenities easily accessible from the site.



## Planning Rationale

The existing municipal plan has been in place since 2003 and does not contemplate non-institutional uses on this site. The upcoming Envision St. John's plan also does not contemplate non-institutional uses on this site given the existing residential/office use has been there for so long.

While there is no direct contemplation for residential uses in existing policy, there are several general and residential policies in the Municipal Plan that contemplate the way in which Council should consider new residential development. These are outlined in the table below:

	Policy	Applicability to Proposal
1. General Policies		
1.2.1 Development in Serviced Areas	The City shall encourage new development and redevelopment in areas serviced with municipal water and sewer extending existing networks in adjacent areas where capacity is sufficient but, especially, emphasizing opportunities within currently serviced areas where existing systems can accommodate increased density or infill.	The current office use is serviced with a residential sized lateral to the rear of the property. As part of the development proposal, properly sized services will be upgraded and extended into the site.
1.2.2 Development Density	The City shall encourage increased density in all areas where appropriate.	The proposed site is an ideal candidate for increased density. The site is well serviced by several amenities including, groceries, schools, and recreation facilities. This coupled with transit routes for access to further services and amenities. Increased density on this site also poses little impact on the surrounding existing residential uses. The site is primarily abutted by institutional and recreational lands and separated from the nearest residential uses by a major collector road.

1.2.3 Residential Development	The City shall:	
1.2.3.1	increase densities in residential areas where feasible and desirable from a general planning and servicing point of view;	From a general planning perspective, this proposal is in alignment as it provides a housing typology that is missing within the City, as well as locating residential density in a well serviced area close to the employment/education centre of its intended clientele. The proposed project will be serviced by municipal water and sewer systems.
1.2.3.2	encourage a compatible mix of residential buildings of varying densities in all zones;	The proposal contributes to the overall residential mix of the area by allowing for alternative types of housing tenure.
1.2.3.3	encourage conservation, compact renewal, and infill in the older parts of the City; and	N/A. Proposal is not located in historic part of St. John's
1.2.3.4	minimize sprawl by encouraging large-scale integrated developments in all expansion areas.	N/A site is not located within an expansion area.
1.2.14 Municipal Services in Unserviced Areas	Residential Development shall not be permitted unless adequately serviced with municipal roads, water distribution, sewage disposal, and electrical distribution systems. Where such development is contemplated in unserviced areas, it shall only be permitted after evaluation of the level of municipal services required, and the adequacy of private water and sewage disposal systems provided.	Although the site is not currently serviced with appropriate municipal services, the design team is currently working with the St. Johns Engineering Department to determine the most efficient connection. The option currently under consideration is to upgrade Lambes Lane to include municipal services.

	Development in unserved areas that are intended to be serviced with municipal water and sewer systems shall be controlled in accordance with a comprehensive development plan for future urban development of the area, to ensure that future urban development shall not be compromised by interim rural development of the area.	
2. Residential Policies		
2.2.5.2	The City, through this Plan and appropriate zoning regulations shall work toward enhancing neighbourhoods by encouraging the development/redevelopment of quality housing within these areas, and as well, capitalizing on any opportunities to diversify same.	This proposal enhances the existing neighbourhood by providing a needed alternative form of housing, diversifying the existing housing stock.
5. Open Space Policies		
5.2.3	Where Institutional lands such as schools or churches have traditionally provided open space or recreation uses and acquisition is determined not to be desirable or feasible, the City shall encourage the provision or open space or recreation use as part of any redevelopment of such lands.	Onsite amenity space will be provided as part of the development project.

Based on the rationale outlined in this letter, we request that Council consider the proposed zone amendment to permit the proposed development on the subject property.

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, the public and Council throughout the application process. Should you have any questions, comments, or concerns with regards to this application, please do not hesitate to contact the undersigned.

Sincerely,

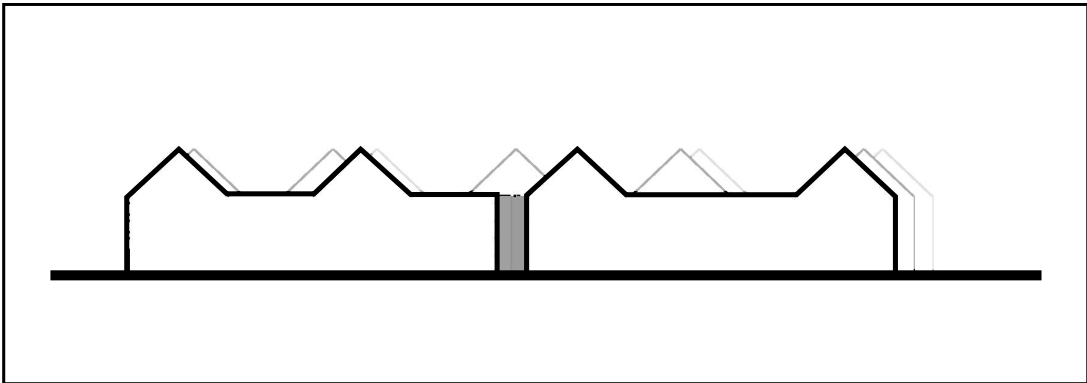
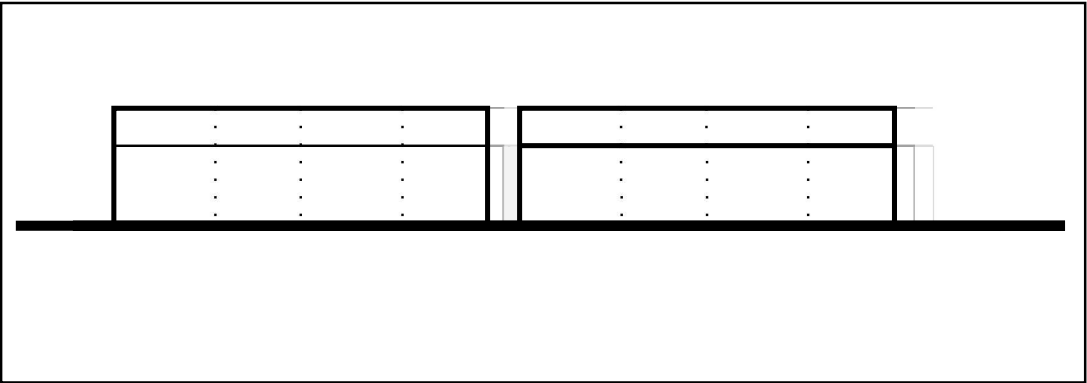
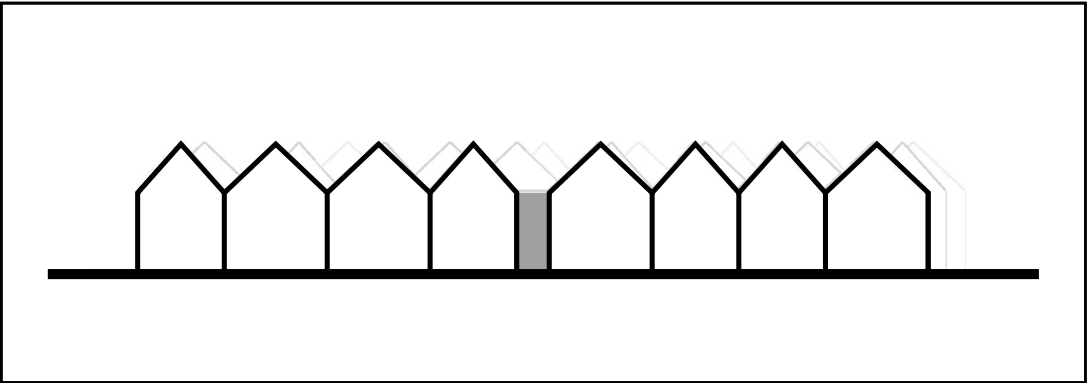
  
Greg Zwicker, MCIP, LPP



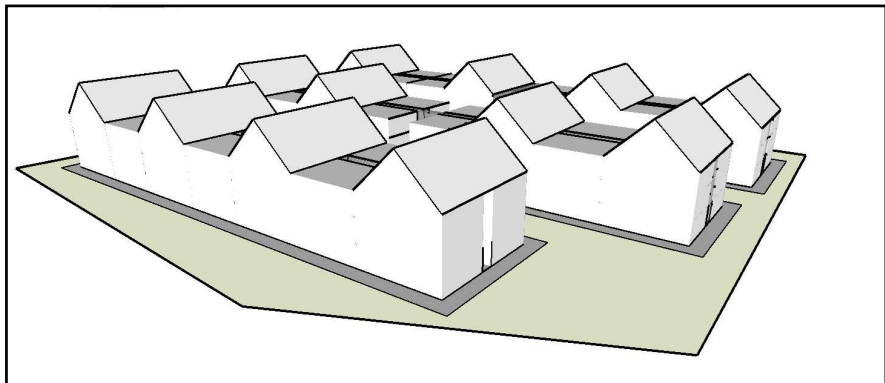
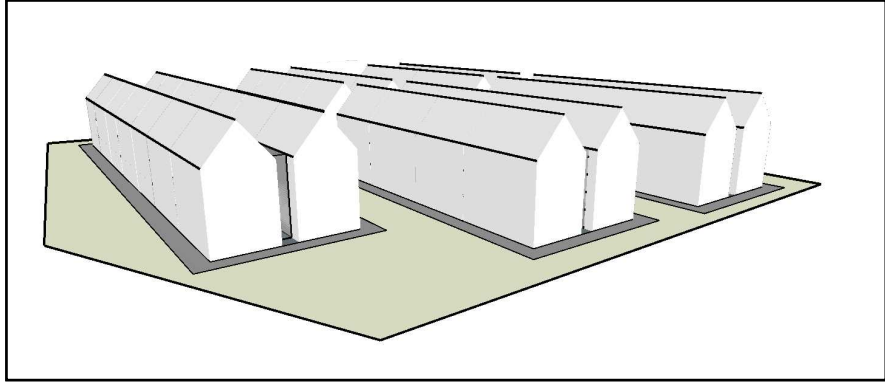
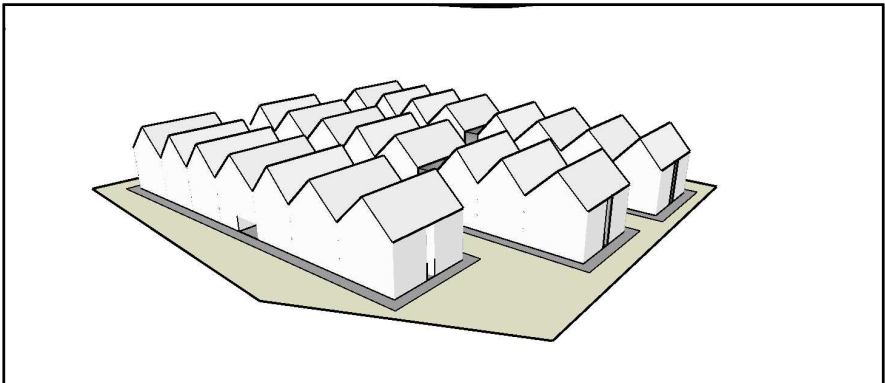
# INTENT

The Altantic Canadian vernacular, celebrated in NFLD in particular, has a strong focus on simple forms and strong roof lines. There is a historic building culture of simple, useful and . We began our design process by studying the various housing forms of the area, and creating a series of “building blocks” which can be arranged many ways to form this new community. Some of these examples are shown below.

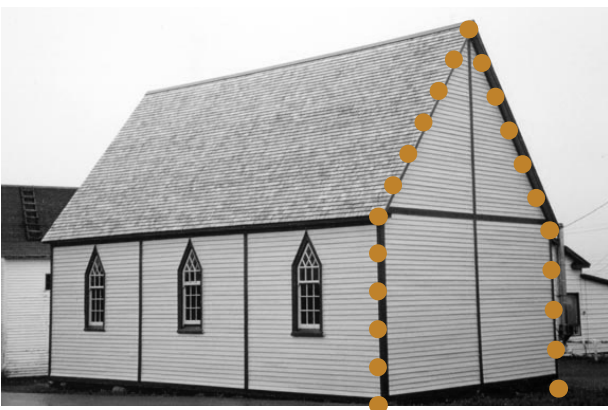
## FORM



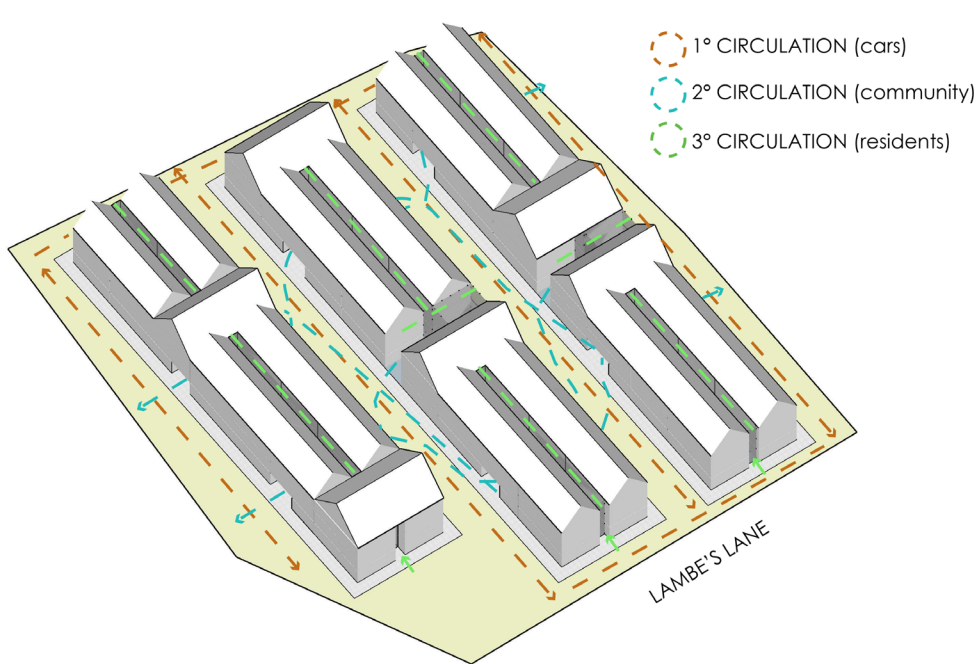
## MASS



## INSPIRATION



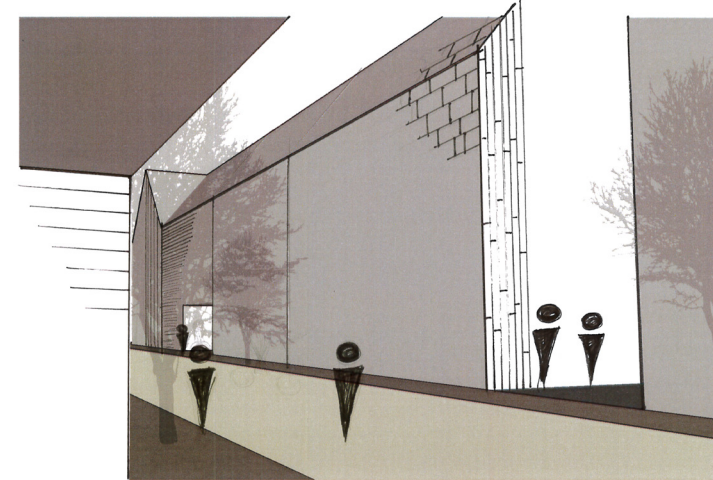




## FLOW

Primary circulation: the large laneways created between rows for users as well as emergency vehicles. Green space, Activity.  
Secondary circulation: punctures in mass of buildings to allow users to cut through space and move more naturally. Avoid feeling of being in a barracks.  
Tertiary: Internal circulation in buildings, central core for efficient use of space and shared exits. Central break in longer building to meet exiting needs.

## MATERIALS



The consistent plane allows the changing of material textures/orientation to be noticeable details. Changing the textures creates variety as one walks down the streets.

The breaks in the rows and pass through spaces create moments to view into the other streets and places for community interaction. Increasing the walkability of the community using interesting textures and materials at the human scale, will help to eliminate the feeling of institutional housing.

## INSPIRATION

Keeping the main form of the building simple, with minimal changes in the plane, will simplify construction and keep consistency in the unit layouts, allowing the idea of modular building to be more easily explored.

Using the pedestrian laneway as a green space fosters meeting and connection between the residents.

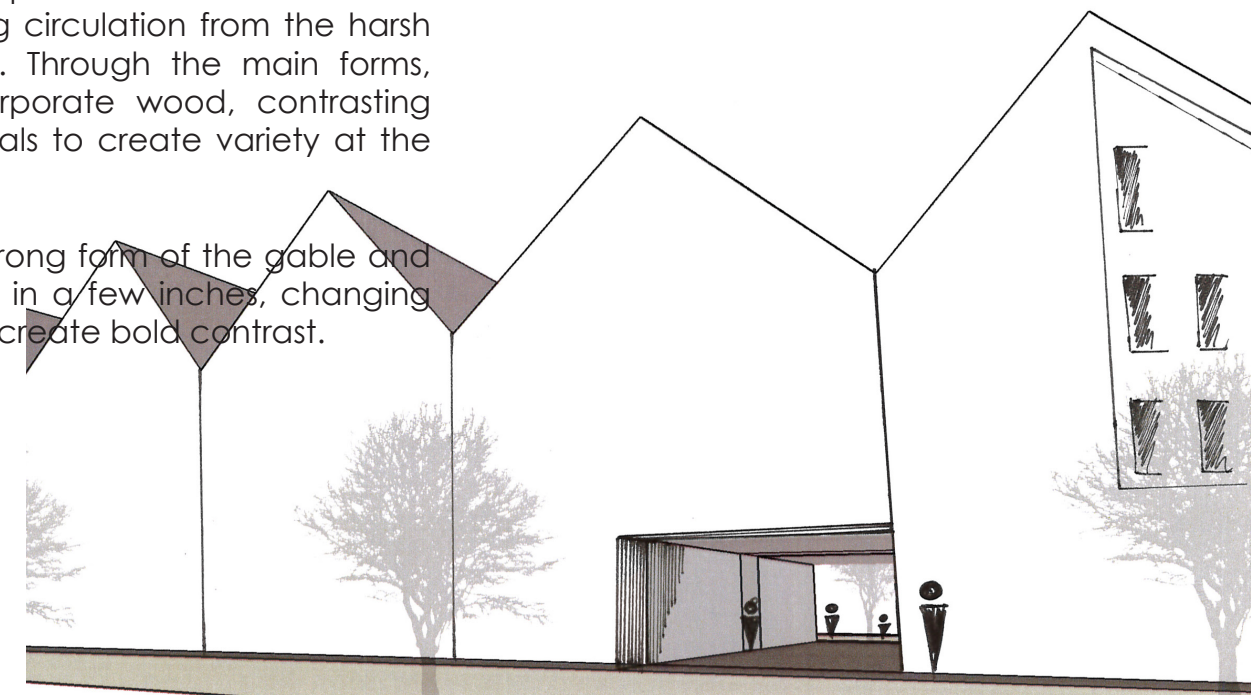
Playing with window proportions and material tones will transform a long rectangular building into smaller "houses".



## CONTRAST

Pass throughs reminiscent of entry wind-breaks consistent with the typology of the area. These will protect the entries into the internal building circulation from the harsh NFD elements. Through the main forms, they can incorporate wood, contrasting colours, or metals to create variety at the human level.

Play with the strong form of the gable and set the facade in a few inches, changing the material to create bold contrast.







Zwicker  
Zareski  
architecture +  
planning

1 Canal Street, Dartmouth, NS B2Y 2W1 | ZZap.ca

**WerkLiv**

## LAMBE'S LANE

PRELIMINARY CONCEPT DESIGN

CONCEPTUAL RENDER - AERIAL

THIS DRAWING IS NOT INTENDED TO BE USED FOR CONTRACT PRICING OR FABRICATION PURPOSES. ALL CONTENT IS SUBJECT TO CHANGE

A-3

0 5.08.2020





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**WerkLiv**

## LAMBE'S LANE

PRELIMINARY CONCEPT DESIGN

## CONCEPTUAL RENDER - PEDESTRIAN

THIS DRAWING IS NOT INTENDED TO BE USED FOR CONTRACT PRICING OR FABRICATION PURPOSES. ALL CONTENT IS SUBJECT TO CHANGE

A-4

0 5.08.2020



# SITE ANALYSIS

As the conceptual design progresses, all design explorations will follow the same site design requirements with regards to height, lot coverage, building setbacks, etc.

## DESIGN FEATURES

- scale allows for possibility of wood construction
- 3 buildings with a mix of 4/5/6 story sections
- opportunity for phased construction
- 3 elevators for barrier free access to all buildings
- break up long building mass into smaller “houses”
- each “house” changes roof slope/material
- pedestrian only within site

PRELIMINARY SITE INFORMATION	
SITE AREA	9,194 M <sup>2</sup>
BUILDING FOOTPRINT	3,260 M2 (35,100 SF)
LOT COVERAGE (%)	35%
GFA	16,770 M2 (180,500SF)
# UNITS	200
BUILDING HEIGHT	6 STOREYS (20M)

