

APPENDIX “B” – WRITTEN SUBMISSIONS (1 Clift’s-Baird’s Cove)

-----Original Message-----

Sent: Thursday, March 12, 2020 9:54 AM

To: [REDACTED]

Subject: Sonco - Clift's- Baird's

I am submitting my letter of concerns and objections to the Sonco Clift's-Baird's Development project.

There is a serious issue with lack of actual commitment to our heritage and culture protection in our already damaged and tiny heritage district downtown. This project is yet another frustrating and fatiguing example of this.

Big business development projects such as Soncor's are submitting proposals in clear disregard and dismissal of set rules and clearly from meetings appear to lack respect for the citizens and the heritage district. Instead of this proposal (and others) being rejected, the city begins to make amendments to accommodate Soncor and others. The city and Soncor (as well as other big developers) are also ignoring the Federal laws and Parks Canada laws for heritage districts. It seems as if the old adage laws are meant to grow broken is the theme for our tiny valuable and important heritage district and surrounding nature.

I am a resident of downtown. I choose to live here because of the heritage, the culture and the nature. But over the years, as I walk about I see less and less of it. Trees are disappearing along with the views to the character, the heritage style architecture, the hills and harbour. They are being replaced with tall, imposing, out of character buildings for big business. It's destroying site lines in all directions and creating cold wind tunnels and long shadows. It is eliminating the amazing unique tiered nature of our st.johns with its rolling hills that we climb from harbour drive upward. It doesn't only destroy these things for the residents of downtown but obviously to our tourist.

This imposing out of character hotel structure clearly negatively interferes with the site lines to and from Clift's-Baird's horizontally and laterally.

And they are even demanding sidewalk overhangs and higher additional builds and air-rights.

These are the public's rights. The right to have our cultural and heritage districts protected; the rights to have our nature and views in all directions protected; and to protect what makes out city special and unique.

It is not ok to continuously be subservient to big corporations. We actually don't need more imposing hotels and business offices. We clearly are overburdened with such and we have numerous parking garages downtown to support them. Obviously, downtown in general has more than enough imposing hotels and condos along with the B&Bs and a sprawling Air B&B community. We are not needy have-nots. We have a gem of a downtown and we need to protect and enhance it properly; not amend every rule to a large corporation at the expense of heritage, culture, nature and rights/benefits to citizens who live here. Tourism as a factor is dependent on protecting what is unique to us and our downtown.

Beyond ignoring the rules currently set by city, by the province and by the federal government, this proposal is also expecting to obtain air rights, additional height and an undetermined usage. No on all accounts is absolutely necessary. Necessary to stop a wrong now and to stop future wrongs. This proposal is not just one slippery slope but many. It must be stopped.

The non-sensical rule that was established ten plus years ago giving that area exemption from heritage district must be corrected. Its common sense and necessary to do so; and this issue must be highlighted to the public as clearly most are unaware of this questionable designation that serves not the citizens, not the district and not the city but one that serves big business. That area in question is in a significant and designated heritage area. There is no debating that and the do-as you please questionable rule must be corrected. Regardless, the federal rule for heritage districts overrides it and cannot be dismissed or broken.

In summary, this proposal is an imposing and disrespecting plan that breaks numerous rules from the city level to federally. It disrespects the tiered geography of our downtown. It damages site lines in all directions. It interferes with our heritage structures - it by no means creates a frame for the Supreme Court building upward or creates a frame for part of the harbour as stated by the developer. That is just not true. The design is out of character and interfering; it belongs elsewhere. The air rights are public rights and we need to maintain control - citizens need their protected areas protected. The heights rules must be standardized and done so with the intent to protect the heritage districts, the culture, the character, the tiered landscape of our downtown, the nature with its surrounding hills and small harbour and of course for the downtown residents and those citizens who enjoy and work here as well. Sonco must not be allowed to go higher and/or to go wider. They need to amend their design. They must not be granted discretionary use application. Sonco must clearly state it's intent and it cannot be discretionary. Its time to recognize and protect the treasure we have and the right to that for citizens now and in the future. The parking garage was a mistake - and now it's headed to become a much bigger mistake unless the council steps up and does what is right and what is legally expected of them.

Thank you for your time, for reviewing my objections and including them in your document.

[REDACTED]

[REDACTED]

Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 10:10 AM
To: [REDACTED] CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: Atlantic Place Development

Good Morning [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Sunday, March 8, 2020 7:59 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: Atlantic Place Development

I wish to voice my concern regarding the proposed development of Atlantic Place. While I agree something needs to be done to this eyesore, the overhang is NOT a reasonable addition. This overhang will affect all of the buildings around. It will block light from Clift's-Baird's cove and will interfere with the courthouse building.

Again, while I agree that Atlantic Place needs modernization I do not support the overhang that is proposed. Please do not move forward with this.

Thank you,
[REDACTED]

Sent from my iPhone

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Any correspondence with employees, agents, or elected officials of the City of St. John's may be subject to disclosure under the provisions of the Access to Information and Protection of Privacy Act, 2015, S.N.L. 2015, c.A-1.2.

Colin Baird
Gateacre Limited
P.O.Box 638
Baird's Cove, St. John's, NL
A1C 5K8

March 5, 2019

Tel: 709.722.9810

Re: Proposed Parking Garage hotel

For: The office of the City Clerk

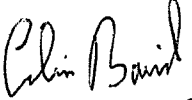
This letter is written on behalf of Gateacre Limited, owner/manager of the properties on the eastern side of Baird's Cove, it is concerning the construction of the proposed hotel. We would like to express a couple of concerns we have regarding the proposal, specifically the overhang and the proposed encroachment that will result.

We believe the overhang to be ill suited for this area and the look and the size of the overhang as shown on page 28 of the Parkhotel report is surely out of context with the downtown and with the heritage area of the city particularly, Heritage Area 1, which includes the majority of Baird's Cove, and the city, has stated, "has the most significant heritage resources and streetscapes", and it claims it will be protected, "with standards to ensure their continued preservation." This doesn't seem consistent, as the look and feel at street level will also be changed dramatically from the overhang, changing the atmosphere of the area, impacting local, visitors and tourists alike. Additionally the streetscape featuring the Court House (from the Harbour Drive) will be diminished drastically. The overhang will also have a great effect on all our tenants and their employees, their customers and those who use the cove, including us, due to the additional shadows, winds, rainwater runoff and snow.

The proposed encroachment in the cove, which presently includes the sidewalks when completed, should not be further set out into the cove than the width of the existing sidewalk. It is important that with increased traffic, access to the cove from the east and west on the harbour drive should be maintained.

We hope that due consideration is given to our concerns and the city will maintain their heritage standards and choose to omit the overhang by not provide the necessary air rights.

Sincerely,


Colin Baird

Karen Chafe

From: Elaine Henley
Sent: Wednesday, February 26, 2020 4:23 PM
To: [REDACTED] CouncilGroup
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: THE NEW HOTEL GOING ON TOP OF ATLANTIC PLACE

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, February 26, 2020 3:28 PM
To: CouncilGroup <councilgroup@stjohns.ca>
Subject: THE NEW HOTEL GOING ON TOP OF ATLANTIC PLACE

I feel that this development needs to be looked at a lot more closely. It seems that there ARE NO CITY REGULATIONS that stand firm in the face of development. Overtime a new development comes along the regulations are waived. I would like to see this held until the meeting in March. Respectfully yours. [REDACTED] ps I tried to send this to the City Clerk but it kept rebounding.

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Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 10:15 AM
To: [REDACTED] CityClerk
Cc: Maggie Burton; Ken O'Brien; Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Lindsay Lyghtle Brushett; Planning
Subject: RE: Clift's Cove-Bairds Cove Amendment.

Good Morning [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Monday, March 9, 2020 9:18 AM
To: CityClerk <cityclerk@stjohns.ca>
Cc: Maggie Burton <mburton@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>
Subject: Clift's Cove-Bairds Cove Amendment.

Re; City of St. John's Hotel Proposal Amendment

I wish to inform you that I strongly oppose this amendment now under consideration by the Mayor and Councillors for the following reason.

The proposal is absurd.

The proposal is ridiculous.

And in reality merits no more discussion than that.

How can our City Councillors even consider adding such a blight to our downtown, where have you been all these years when our citizens spoke loudly and clearly that's we wanted our iconic downtown protected as much as possible. A lot of you were elected just for that very reason, that you would protect our our heritage areas, our cultural landscapes , and heaven help us ,our extra special and unique Harbour.

This error is even worse than Parks Canada's attempt to mess around with fencing Signal Hill and you were all aware of that public outcry.

Councillors, you must all be aware that Signal Hill and the Harbour are sacred places to the residents of St. John's. Mess around with them at your peril. Surely you are not all that insensitive.

I must also ask you, does St. John's really need another hotel downtown? Is that what market statistics indicate? This is the era of the coronavirus as well(in more ways than one)which negatively affects the gathering of large numbers of people.

And why would you all go against the advice of City staff. Why bother to pay them salaries.

If you are insensitive enough approve this ridiculous amendment , I can see the next big fight is with the Province. We can only hope they will be more protective of our heritage values than you.

Regards,

[REDACTED]

[REDACTED]

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██████████
St. John's, NL
██████████

March 4th, 2020

Planning and Development Committee
City of St. John's
10 New Gower Street,
St. John's, NL

A1C 5M2

Re: *Commentary – Public Hearing, 1 Clift's Baird's Cove*

Attention: Ms. Maggie Burton, Planning and Development Lead

Dear Ms. Burton:

The proposal to amend the St. John's Development Regulations with respect to a text amendment to the Atlantic Parking Garage District and Atlantic Place Parking Garage Zone does, at least superficially, address many aspects of the Municipal Plan that the citizens of this community have endorsed. They fall strictly into the category of "Planning" and are ostensibly black and white: increase in permissible building height, increase in floor-area-ratio, and addition of proposed commercial/office use (in the downtown).

I for one, cannot argue against the merit of such proposals. They reflect sustainability goals, specifically as they address density and other laudatory ideals about planning. However, I find this to be an exceptionally narrow focus that distills important architectural concepts and questions conveniently down to coloured blobs on a map. This is the essence of what this amendment proposal is about, and when it is approved (as it probably should be for the reasons cited above) it will be used to defend architectural travesties and excuse the oversight of missed opportunities.

You see, the public's arguments against such developments are not *planning* arguments. So that it is with great likelihood, various aesthetic, community and sustainability arguments raised in objection to the proposal will be ruled out of context or out of order, especially when placed in the context of the pseudo-engagement-meeting process format that has been adopted by the City in recent years – essentially guaranteeing that people will not be permitted to have their say, legitimate or otherwise.

Invariably, these amendments represent the barn door. The approval process leaves that door open. Thereafter, the discussions on aesthetics, community and sustainability will be the horses that have long fled into the forests and fields as lost opportunities.

So please allow me to dispense with the metaphors and examine specifically what these issues might potentially be, for these are alluded to in the Decision/Direction Note of February 13th, despite, based on the current “planning” process, having no legitimacy there whatsoever. I cannot even see why they have been raised as they fall outside of the context. But because there is no other recourse, we must give them air at this time (despite the fact that they can be ruled or recognized as beyond the planning discussion).

Air Rights

The Note states that *“Portions of the hotel which are proposed to extend over the sidewalk along Harbour Drive and Clift’s-Baird’s Cove. (sic) If this design proceeds, any encroachment over City-owned land will require Council’s approval and a lease of air rights from the City’s Legal Department.”*

This has been noted despite having nothing to do with the amendment at hand. Therefore we must conclude that it is a concern. And it should be. In fact, it should be the most critical concern stemming from this entire approval process!

Air rights, like many urban components we take for granted, are the birthright of the citizens of St. John’s. They should never be *given* away. They should be used as a powerful bargaining chip for the common good. They should only ever be traded for something that contributes to the built environment and never offered as something to make design more palatable or to enhance a developer’s profitability.

Clift’s Baird’s Cove offers a window to the very heart and soul of St. John’s by framing one of the few architectural treasures in this city that has not been put to demolition. In architectural charrettes, discussions and musings for decades, this lane has been prized for its potential as an urban gathering place, a plaza, a community focus/attraction because of its location and context. Do we wish to forever draw the shade on this window of opportunity?

If we acknowledge that Clift’s Baird’s Cove has the aforesaid potential, we should surmise what the obstacles are to turning this into a *pedestrian only* plaza that would benefit not only downtown commercial establishments but also patrons. The only valid reason for vehicular traffic on Clift’s Baird’s is access and egress to the parking garage. What if we collectively said to the developer, “We’d like to trade off air rights for a reconfigured parking garage access off Harbour Drive” ?

I would submit to you that this is the real opportunity to make the parking garage palatable. The demand for street level commercial space in the west end of the Baird property and the east end of the garage could be substantial. It may actually lead to a permanent canopy over the whole lane.

However it seems that council is inclined to simply give away air rights rather than use them as a powerful bargaining tool for the people of this City.

Aesthetic Issues

The Note says: *“There has been a mixed reaction for this development. Many of the submissions against the development discussed the additional height and the design of the building. Some feel that the building is too modern for this area and will block views.”*

Again, it is odd that a planning Note should include such an observation. If raised as a critique of the design in a public forum, it could be ruled irrelevant. Still, here it is, so I feel compelled to respond as it forms one of the pillars of my message to you in this letter.

As I have said in the past, the City has no policy on what a development should ***aspire*** to be. The people of St. John’s have always had a great deal to say about ugly buildings. It would probably rank higher as a priority than traffic if they thought there was any point in pursuing an argument that was clearly not quantifiable. But the Decision/Direction Note, having mentioned this, goes on to simply boil it down to an issue of height and the potential for limiting views, which, for the record, I believe to be jejune.

The issue is not about height. The issue is about the motley juxtaposition of (what appears to be) a collection of sea-cans or shipping containers posing as architecture. It is also about the local design trope of a bright colour palette as being representative of this place. **IT IS NOT** - except for the relatively recent residential invention / evolution. The benighted urge to apply this to commercial and/or public buildings is farcical at best.

But how can this be packaged as a planning issue? I fear that in the context of *public engagement* that has been coached and massaged by PR types, it will be dismissed (despite being broached by planners).

Improvements to the Existing and Sustainability

The Note also states: *“Other submissions to the City stated that this is a good addition to the downtown and believe the proposed building will be an improvement from the existing parking garage.”* These are conspicuous sentiments with only the rationale missing. We must, presumably, infer the “Why?”.

Unfortunately, most of the public and members of council would argue that whatever can be done to improve the most horrific blight on the City’s urban fabric must be a good thing. To this I would say “Perhaps.” At this point in time nobody really knows. There are no guarantees in place. Here’s why:

The parking garage is a rusting hulk. A corrosion magnet. Enveloping it in a screen will conveniently hide the problem while keeping redevelopment costs low. The “free air” nature of perforated or linked material means that no additional money will have to be expended on a mammoth mechanical system to remove exhaust emissions.

The garage, being constructed of one of the worst possible materials for such a structure, will continue to deteriorate because of sodium-laden air and vehicles dripping road salt. That is unless the developer commits to a budget that includes a particulate blast down to white metal of every steel component, and, under controlled environmental conditions, the coating of these components with a marine grade epoxy or polyurethane. I suspect that there is no such appetite or intention for this. So if hiding this (huge) problem constitutes improvement in the minds of some then so be it. It is far from a resolution.

The renowned building scientist Joseph Lstiburek has argued that ugly buildings (as is the case for this amendment) are not sustainable. His rationale is based on the idea that such buildings instill no pride, and therefore there is little or no impetus on the part of owners to maintain them beyond a minimum standard predicated by law or tenant potential. Will this proposal instill pride? Will it beguile us? I think not.

The designers suggested that a supply vessel could be the motif for the parking garage blank canvas. Is this the image we wish to portray to the world? Hanging onto the false notion of offshore riches and a fossil fuel industry that is politically obsolescent?

The alternative offer to enter into some kind of artistic competition to create a two-dimensional image for the elevation facing the harbour smacks of a design devoid of real aesthetic creativity or materiality in the first place. It is appliqué. A PR appeasement. A spoonful of sugar. It reminds me of the ruse employed by Loblaw's to quiet the Memorial Stadium development backlash: offering to build the Cygnus Gym for children. You'd have to have been some kind of child hater not to let Loblaw's wreak their havoc upon Quidi Vidi Park.

Therefore I would ask what guarantees the developer has put in place that will prevent the current eyesore from being another (albeit redeveloped) eyesore 10, 20 or 30 years from now? Go have a close look at the Loblaw's example. It's not holding up particularly well.

Final Thoughts

In conclusion, any intelligent individual can hardly argue the merit of the strictly *planning* changes proposed. But what of all the real problems with this development, most notably the wasted potential or aesthetic pitfalls? What is the forum for these issues?

Allowing these changes to proceed suggests tacit approval of the development's design. That will be the developer's argument. That will be council's argument. However, it is wrong. It is bereft of any guidelines.

The citizens of St. John's asked for Urban Design Guidelines when "engagement" sessions were held for the new municipal plan. Such guidelines were fundamental to the adopted plan, yet they still do not exist. We cannot address design issues in the context of planning changes.

It is a horse without a bridle.

Yours very truly,

A handwritten signature in blue ink, appearing to read 'J.B. Case', with a long horizontal stroke extending to the right.

James B. Case

Fellow of the Royal Architectural Institute of Canada
NLAA Honorary Member for Life

CC: Mayor of St. John's
Deputy Mayor of St. John's
Councilors



March 6, 2020

Ms. Elaine Henley
City Clerk
City of St. John's
P.O. Box 908
St. John's, NL
A1C 5M2

Dear Ms. Henley;

Re: Proposed Hotel Development – 1 Clift's Baird Cove – Parkhotel

This letter is in response to an application to the City of St. John's by a property owner, Sonco Group Inc., for approval to build a hotel above the Atlantic Place parking garage at 1 Clift's Baird Cove, St. John's. We understand that on February 17, 2020, the City adopted St. John's Municipal Plan Amendment Number 147, 2020 and St. John's Development Regulations Amendment Number 680, 2020 and has given notice of its intent to seek registration of the amendments from the Minister of Municipal Affairs and Environment, in accordance with the Urban and Rural Planning Act. This will involve a Municipal Plan Amendment and Development Control amendments.

This is to register Destination St. John's strong objections to this development as presented. The reasons are two-fold. Firstly, the design and overall positioning of this hotel property does not appear to be consistent with the vision for the City and downtown as outlined in the City's draft Municipal Plan *Envision*. Critical urban design guidelines referenced in the plan, have not yet been developed, so approving the current application from Sunoco Group Inc. would be pre-mature.

Destination St. John's has had an opportunity to review the draft final copy of the City's Municipal Plan "Envision", the City's principal planning document. In this document, which was developed after a year-long intensive public engagement process, the Framework for Growth states that "The role of historic downtown is also recognized for its importance to our culture, heritage and economy". The City Vision states that "citizens have strong sense of identity and appreciation of their cultural, natural and built heritage and the arts" and that "St. John's attracts and welcomes investment, residents and visitors from the region, the province and around the world." Highlights of this report referencing plans for the downtown and the importance of protecting our heritage and culture have been captured in Attachment "A" to this letter.

The second reason for our objection is that, from a tourism perspective, this proposed hotel development is misaligned with the brand and image of St. John's and our downtown. Downtown St. John's is known for its uniqueness and authenticity, and for the preservation and celebration of our culture and history. If we do not protect this brand, St. John's will begin to look like any other city in Canada. The proposed design of this building is one that could fit in many cities in Canada, but not in St. John's. We just have to think about our skyline and how this image would sit against the historic roof lines of the Basilica, the Courthouse or the Rooms. This development will take away from the historic nature of the downtown which is an iconic attraction in and of itself.

Destination St. John's is the destination marketing organization for the greater St. John's region and its mandate is to promote the region for tourism visitation. It is commonly known that there are no accidental tourists in Newfoundland and Labrador. Visitors who travel to the Province and to the City of St. John's are very intentional visitors drawn to the destination because of its culture, heritage, food and dialects which are unlike any other place in the world. The city is connected to nature, being surrounded by dramatic landscape, wildlife, icebergs and hiking trails. We are home to the oldest street in North America. A tremendously important part of the city's character and charm is our downtown core.

There have been two bodies of research done in the St. John's region in the last two years that can inform the City and its approach in terms of its stewardship of our downtown given the hidden gem that it is. These studies are the Northeast Avalon Destination Development Plan (NEADDP) and the Destination Think! Destination Assessment report. The findings and recommendations of these reports speak to the need for the City to recognize that urban tourism is a primary economic generator for the region, that the downtown is a core anchor attraction for the destination and that the City must assume a stewardship role for the development of the downtown. The reports emphasize that downtown is a unique experience that encapsulates the people, the culture and the history of the City and they highlight the risks associated with the downtown modernizing and losing its charming appeal to visitors. Without a proper development plan, that is followed and enforced, St. John's risks losing its uniqueness and appeal and increased visitation by visitors from around the world.

We urge you to decline this application from the developer. The approval of this particular hotel development would be a one-off decision that is inconsistent with *Envision*, the City's proposed Municipal Plan. A decision to proceed will have an irreversible negative impact on the brand and image of the downtown eroding the City's charm and appeal to residents and visitors alike. Please do not allow our City's downtown to lose its uniqueness and authenticity and to become like any other city in Canada.

Yours sincerely,



Elizabeth Taylor
Chair

cc. DSJ Board of Directors
Cathy Duke, CEO

Attachment

Attachment "A"

The following statements in the City's Municipal Plan *Envision* speak to the misalignment of this development with the vision for the downtown. The Plan specifically states:

- *The City's intent is to maintain the essential character of the neighborhood, while allowing appropriate growth and development (p.2-8);*
- *The Downtown will remain an important employment and retail centre. The City recognizes the importance of preserving the historic character of the downtown and the contribution that it makes to the local economy through tourism and the arts. Through urban design, the City will determine the appropriate size, scale and location of new development that can be accommodated within the historic downtown, in order to increase opportunities for new development" (p.2-9);*
- *Attention to urban design will be required so that development can be achieved in a manner that enhances and adds value to the character of existing neighborhoods (p.4-4);*
- *4.7 Heritage – Today different economic pressures, such as rising land values and the and demand for office use in the downtown, have the potential to change this historic landscape.....Preservation of historic districts provides tremendous economic benefits, stimulating commercial activity through increased tourism activity and spending;*
- *5.5 Tourism – Tourism makes a significant contribution to the City's economy, providing various business opportunities and employment. St. John's is a major tourism destination and is promoted as providing authentic visitor experiences. A key piece of this experience is the vibrant, cultural heritage of the city within the context of a unique built heritage, particularly in the downtown;*
- *6.1 Urban Design – Citizens and organizations consulted as part of the review for this plan called for measures that will result in greater comfort and walkability, the preservation of natural areas, scenic views and other cultural features, and buildings designed to fit appropriately into the urban and rural landscape, including more mixed-use areas. These measures speak to a desire for improved design in our downtown, commercial areas, neighborhoods, and all other areas of the city. Good urban design is about making connections between people and places, movement and urban form, nature and the built environment. It is about place making, incorporating environmental stewardship, social equity and economic viability into the creation of places with distinct beauty and identity.....Urban design is also needed in the downtown, where there is a desire to preserve heritage assets, while encouraging and accommodating new development;*
- *6.1 Urban Design Strategic Objectives: Maintain the city's unique heritage and character with a particular emphasis on downtown, by balancing preservation of existing heritage structures and streetscapes with new appropriate development.....Develop urban design guidelines for areas identified for intensification and the downtown;*

- *6.1 Urban Design Built Form – Ensure tall buildings are designed and sited to contribute positively to the skyline of the city; designed with pedestrian scale at the base and a prominent roofline; be integrated with adjacent areas by stepping down to lower scale buildings and neighborhoods;*
- *6.1 Urban Design Public Realm – Encourage new development and redevelopment that contributes to the public realm through architectural design, particularly in areas of heavy pedestrian traffic such as.....the downtown;*
- *6.3 Urban Design – Development in the Downtown. Develop detailed urban guidelines for the downtown that address built form, the height, and bulk of buildings and their relationship to the street and to each other;*
- *6.4 Building Height (d) - The existing scale of buildings along the streetscape, along with the areas cultural and architectural significance and heritage requirements, will guide overall building design and will help determine the appropriate scale and scope of new buildings and development;*
- *Planning Area 1 – Downtown – To optimize the location and operation of religious, public assembly, tourism and recreation uses through: The development of an attractive urban environment that will emphasize the importance of the City's heritage and preserve the existing amenities and views of the Harbour and Southside Hills from streets and open spaces.*

Karen Chafe

From: CityClerk
Sent: Wednesday, March 4, 2020 3:13 PM
To: Bruce Dyke; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: Parkhotel

Good Afternoon Mr. Dyke:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Bruce Dyke <bdyke@omt.nf.net>
Sent: Tuesday, March 3, 2020 3:00 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: Parkhotel

I would like to register my concerns and disapproval of the suggested addition to the parking garage and in general to the downtown heritage area.

For 25 years we have had offices in one of the premier heritage buildings downtown directly across from the garage. For the life of me I do not understand the need for ANOTHER hotel downtown and certainly not one intruding on the Zone 1 heritage buildings.

When Atlantic Place and the garage were originally built there were strenuous objections to its height and lack of any redeeming architectural value.

Today it seems as nothing has changed with the decision making at City Hall by people who apparently do not live downtown and who ignore cultural values in our historic buildings.

Two time's ugly is still ugly!!

Kind regards,

Bruce Dyke
President, CEO
Ocean Management & Trading Co. Ltd
Integrated Logistics (NL) Inc.
Tel: 709-739-4036 (Ext 225)
Cell|: 709-682-2673

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Karen Chafe

From: CityClerk
Sent: Wednesday, March 4, 2020 3:16 PM
To: [REDACTED]; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: Baird's Cove

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From [REDACTED]
Sent: Tuesday, March 3, 2020 4:48 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: Baird's Cove

I'm writing to you with hope that this building that is being proposed for Atlantic Place does NOT get passed ! I strongly dislike the overhang ! I believe the other side of this road is designated "heritage " how can this new building blend in with this area !

Have you people gone over to the court house steps and looked down at the harbor and visualized this building! What a sight for our cruise ships gliding in through the Narrows and this is what they see ! And the colors ! Really ! It doesn't belong here .

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Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 10:04 AM
To: [REDACTED]
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: FW: 1 Clift's Baird's Cove
Attachments: Shrimpton and Sharpe, An Inner City in Decline_St Johns, Newfoundland (1980).pdf

Good Morning [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Saturday, March 7, 2020 4:59 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: 1 Clift's Baird's Cove

Dear City Council,

I object to this proposed redevelopment of Atlantic Place. Given the sheer brutality of the building's aesthetic, its impersonal/anti-pedestrian and car-scale footprint, and the dearth of anything of significance on offer for townies and townie small business.

While I understand that all that is being requested is a lifting of the height restriction, on principle we should be doing everything we can to bring this monstrosity on our waterfront to its end of life. Broader still, we need to be having a frank conversation on public space and what kinds of concessions we should be demanding from private developers in such cases as these. Hotels are generally for visitors, not the people who actually live here, and Atlantic Place was a big mistake – maybe even the biggest.

Other than that, why anyone would be building more downtown office space with such high vacancies is beyond me. And as far as the retail goes, what will the rent be at these places? How long will they remain vacant? If there is anything at all here being put forward in the public interest, then I don't see it.

Private property has its limits, and between the jigs and reels, the city should be doing everything in their power to take charge and facilitate a development with something for everyone, not just wealthy CFA vacationers and conference attendees.

For some historical context, attached is a piece from Mark Shimson and Christopher A. Sharpe on the subject. (Essentially, aside from the myriad of other issues, the building was overbudget and heavily subsidized by the city.)

“The Atlantic Place complex, as originally proposed, was meant to revitalize the downtown retail environment, provide additional office space and be crowned by a major hotel. The presence of the eleven floor, 300-room hotel in the original plans was a prime factor in guaranteeing its acceptance by City Council. The developer, Andrew Crosbie (brother of former Progressive Conservative Minister of Finance, John Crosbie), was given major concessions at the negotiation stage. One of them concerned parking. Existing bylaws require 900 indoor parking spaces for a development of this size. However under the agreement between Council and the developer (which was kept secret until late 1978) the developer provided only 105 spaces, **while the city, at its own expense, built an attached parking garage for 728 cars on the harbour side of the block. The design and construction work for this garage, paid for by the city, was performed by the developer of Atlantic Place itself, at a cost of \$8 million, \$6 million more than the developer’s original estimate.**” (Pg. 101-102)

<https://www.erudit.org/fr/revues/uhr/1980-v9-n1-uhr0892/1019351ar.pdf>

Sincerely,



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An Inner City in Decline: St. John's, Newfoundland

Mark Shrimpton et Christopher A. Sharpe

Volume 9, numéro 1, juin 1980

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<https://doi.org/10.7202/1019351ar>

Résumé de l'article

Le centre de la ville de St. John's a connu, entre 1971 et 1976, le plus fort taux de dépeuplement d'un noyau urbain au Canada. Cette dépopulation est attribuable en partie à la baisse de la natalité, phénomène qui touche toute l'Amérique du Nord, mais elle s'explique aussi par la détérioration du milieu commercial et résidentiel et par le constant aménagement de nouvelles aires résidentielles et commerciales dans la banlieue. Certaines des principales causes de la dégradation du centre de la ville sont étudiées, y compris la non-planification de l'aménagement par l'administration municipale. Sont examinées également les conséquences, tant salutaires que néfastes de différentes politiques du gouvernement fédéral.

AN INNER CITY IN DECLINE:

ST. JOHN'S, NEWFOUNDLAND

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Mark Shrimpton and Christopher A. Sharpe

Résumé/Abstract

Le centre de la ville de St. John's a connu, entre 1971 et 1976, le plus fort taux de dépeuplement d'un noyau urbain au Canada. Cette dépopulation est attribuable en partie à la baisse de la natalité, phénomène qui touche toute l'Amérique du Nord, mais elle s'explique aussi par la détérioration du milieu commercial et résidentiel et par le constant aménagement de nouvelles aires résidentielles et commerciales dans la banlieue. Certaines des principales causes de la dégradation du centre de la ville sont étudiées, y compris la non-planification de l'aménagement par l'administration municipale. Sont examinées également les conséquences, tant salutaires que néfastes de différentes politiques du gouvernement fédéral.

The inner core of St. John's suffered a higher rate of population loss between 1971 and 1976 than that of any other Canadian metropolitan area. In part the depopulation resulted from lower levels of fertility, a phenomenon affecting all of North America. Population loss, however, has also been influenced by the deterioration of the commercial and residential environment of the core, and by the continued development of housing and commercial space in the suburbs. Some of the major causes of inner city deterioration are discussed, including the lack of development control on the part of the municipal government. The impact, both beneficial and harmful, of various federal government policies is also examined.

* * *

Large parts of the fabric of metropolitan St. John's, Newfoundland are indistinguishable from areas in many other Canadian cities. Twentieth century suburbs, especially those dating from the middle of the century, tend to be physically homogeneous and unremarkable. But the inner city of St. John's is a fascinating and in many ways unique area. It consists of street after street of Victorian clapboard terraces, some running along the contours and others plunging down the precipitous slopes which lead to the edge of the harbour. In an overall sense, the inner city is

charming, but this charm is also a serious weakness. The narrow lots, the steep slopes and the age of the dwellings all combine to create an environment not in great demand by the consumption-oriented middle-class household which tends to find housing and neighborhood more suited to its aspirations in the suburbs.

The inner city cannot, of course, be frozen in time and preserved. Time and the changing space economy have already caused the disappearance of the oldest original structures and businesses along Water Street, the main

LEGEND—LÉGENDE

CENSUS SUBDIVISION — SUBDIVISION DE RECENSEMENT

URBANIZED CORE: NOYAU URBANISÉ

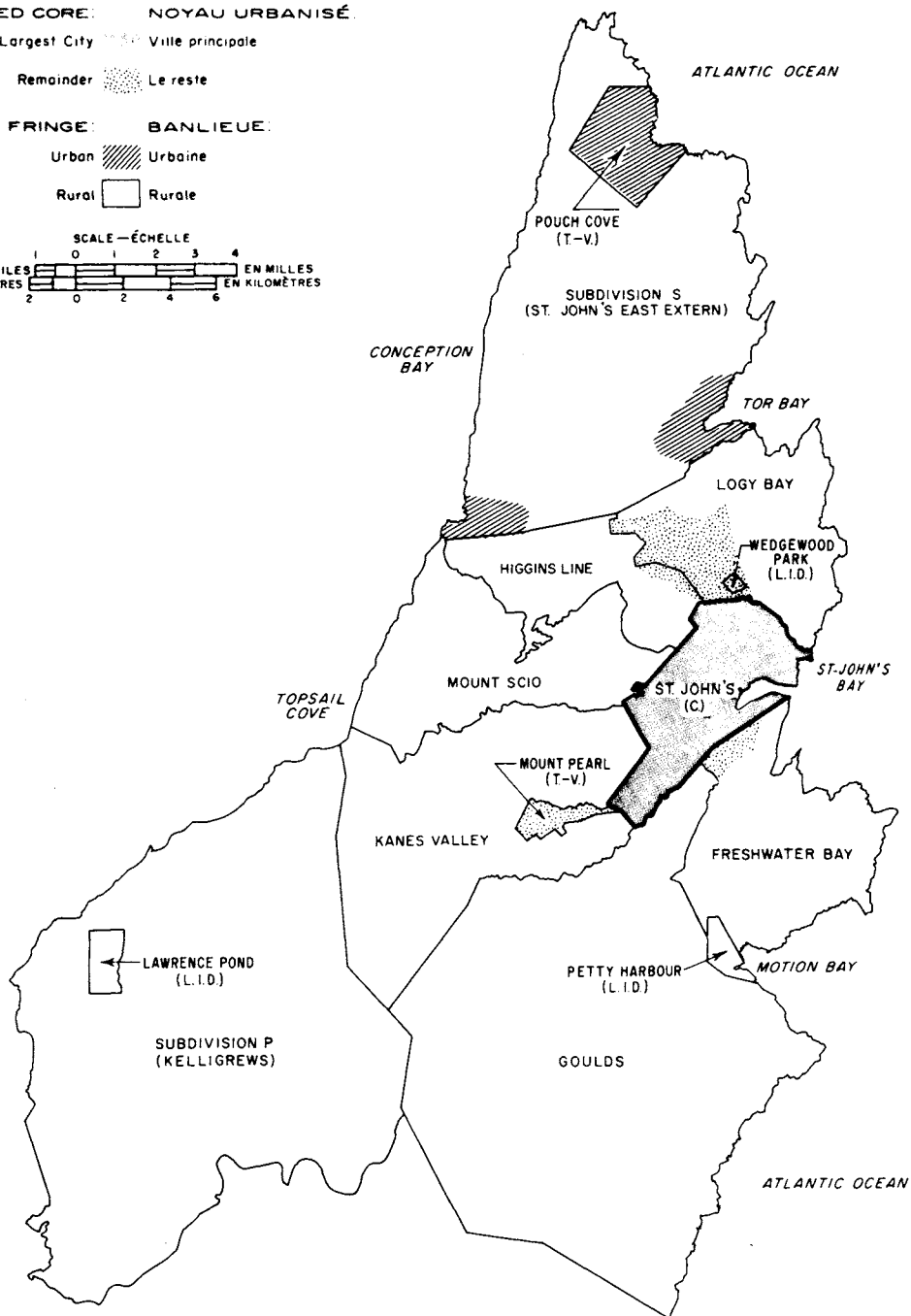
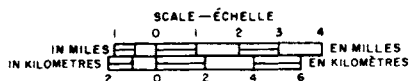
Largest City: Ville principale

Remainder: Le reste

FRINGE: BANLIEUE:

Urban: Urbaine

Rural: Rurale



downtown commercial artery. The only part of the inner city that is left in anything like its original late eighteenth century form is the residential segment.¹ These inner city residential areas provide St. John's with its largest concentration of low and moderate cost housing. However, the future of this stock depends in no small measure on the maintenance and enhancement of vitality in the central city's office and commercial sector. Unfortunately, as this paper demonstrates, such vitality has not been much in evidence in recent years. At the end of the Second World War St. John's was a compact city with a population of about fifty thousand (see Table I). Commercial and retail activity was concentrated along Water Street, while most manufacturing was associated with the adjacent harbour. Residential

development was at generally high densities, especially in the row houses of the East and West Ends which had been constructed after the catastrophic fire of 1892. Many of these buildings were in poor structural condition and lacked basic services.

These problems were enumerated in the reports of the 1942 Commission of Enquiry on Housing and Town Planning in St. John's.² The third report, a *General Review of Housing Conditions: Outline of Proposals for Remedies* noted that:

there is a very serious degree of over-crowding and ... a large proportion of our houses are of a very low grade (p. 9), [and] the quality of the housing available to the poor and low-income classes in St.

TABLE I

Population, City of St. John's, 1901-1976

1901	29,594
1911	32,242
1921	36,444
1935	39,886
1946	44,603
1951	52,873
1956	57,078
1961	63,633
1966	79,884
1971	88,100
1976	86,576

Sources: *City of St. John's, Draft Master Plan Report, Plan 91*, Volume 3, 1970; and *Census of Canada: Population and Housing Characteristics by Census Tracts: St. John's, 1971 and 1976*.

John's is, on the whole, deplorable (p. 108).

It went on to outline these housing deficiencies and to review the existing housing agencies. Its conclusion was that "private enterprise does not meet the need" and after a discussion of the housing agencies of the United States, Canada, Australia and Sweden, it recommended the establishment of a St. John's Housing Corporation.

The first goal of this Corporation was to be "to develop some suburban lands to the north of the City and accommodate there such families as desire to go. For this we require sewerage in the Northern Valley and an external semicircular road to facilitate the establishment of bus loops and a tram line."³ The fifth report of the Commission provided *Detailed Proposals and Provisional Estimates for Suburban Extension and Housing*, including an engineer's report and plan. It recommended the acquisition of 574 acres (232 hectares) plus a 158 acre (64 hectare) "annex." These proposals were rapidly accepted and implemented. The St. John's Housing Corporation was established in July, 1944,⁴ and construction work started in October of the same year.

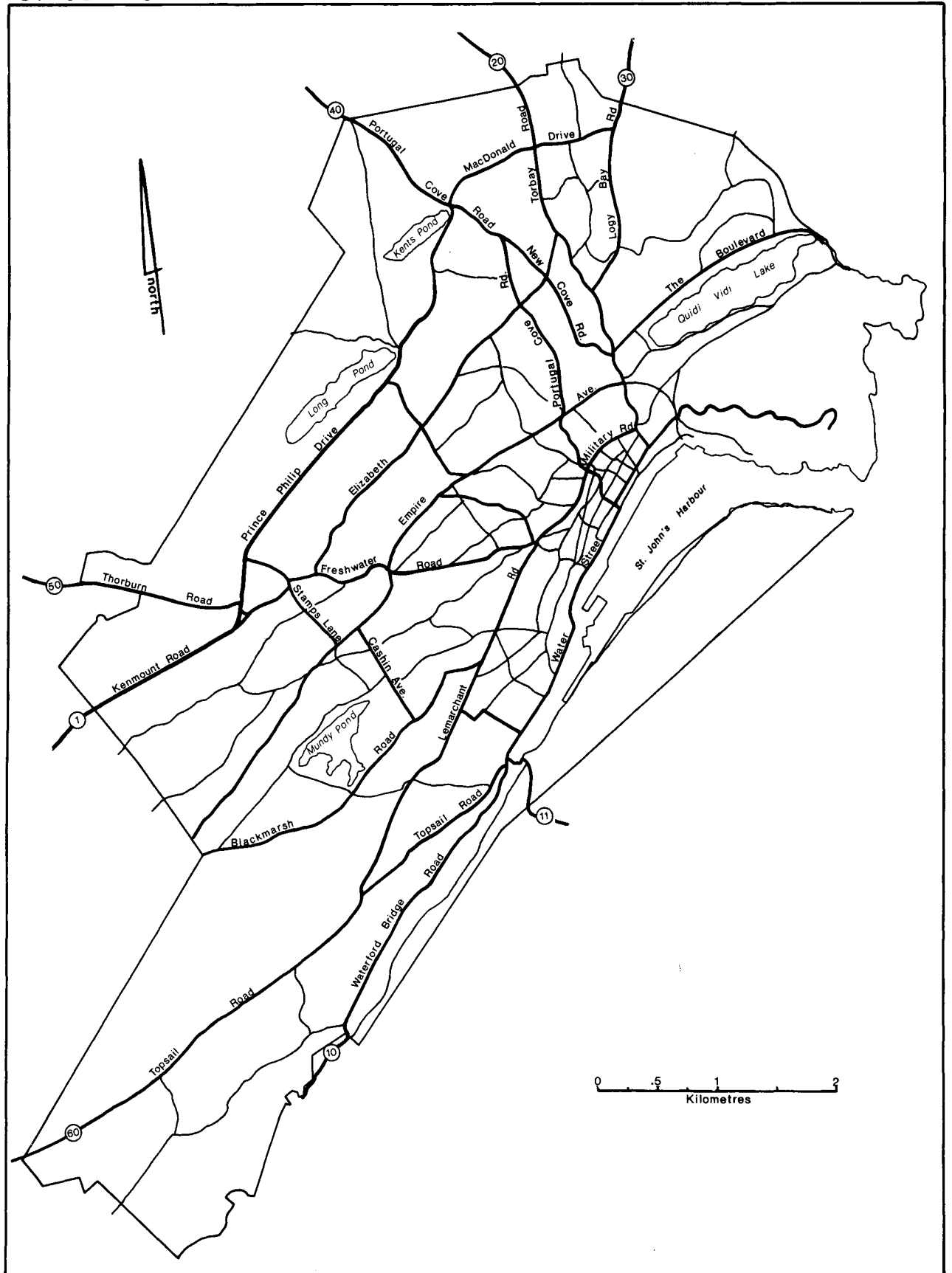
St. John's is probably unique among Canadian cities with respect to the degree of government involvement in post-war housing. The St. John's Housing Corporation, the St. John's Housing Authority (a public housing agency), and Central (now "Canada") Mortgage and Housing Corporation (CMHC) have all been very active. Virtually the whole inner city is covered by Neighbourhood Improvement Programme (NIP) and Residential

Rehabilitation Assistance Programme (RRAP) areas, the proportion of National Housing Act (NHA) funding of new housing is high, and a substantial proportion of construction has occurred, and is likely to continue to occur, in land banks in the city or adjacent Newtown. This involvement was particularly strong during the period 1944 to 1961. In the latter year Churchill Park accounted for about 29 per cent of the area of the city and 58 per cent of all post-war housing. Over 36 per cent of all the city's single detached dwellings and 24 per cent of its apartments were located in the area, housing 21 per cent of the population and 22 per cent of the families.⁴

The Churchill Park development represented the start of the suburbanization of St. John's. Post-war economic and demographic growth, spurred by Confederation in 1949, resulted in a population increase of over two-thirds between 1951 and 1971 (from 52,173 to 88,100). The majority of this increase resulted from peripheral expansion, with substantial outward revision of the city limits. Indeed, this outward expansion only served to disguise a pattern of increasing and expanding population loss at the centre. The Downtown census tracts experienced population declines at least as early as the first half of the 1950s, while by 1971 the entire pre-war area plus much of Churchill Park was losing population. During the period 1971 to 1976 the St. John's CMA had a population increase of 9.4 per cent. However, this period saw little extension in the city limits, and for the first time the city lost population (at a rate of 2.1 per cent).

While much of this loss is

ST. JOHN'S



explicable in terms of the suburbanization which can be expected of any growing metropolitan area, the loss from the inner city of St. John's has recently accelerated to alarming levels. Between 1951 and 1961 the two tracts immediately adjacent to the central business district had a loss of 11.2 per cent. In the next decade the loss was 17.8 per cent. Then, during the five year period 1971 to 1976, there was a decline of 24.4 per cent.

Inner city population loss is neither recent, nor unique to St. John's. The phenomenon was widespread in Canadian inner cities during the 1961-71 period (see Table II).⁶ The largest percentage loss (17.8 per cent) occurred in St. John's, although a number of other cities, notably Ottawa, Saint John and Winnipeg, suffered rates of loss nearly as severe. What is most alarming is the rate of loss over the five years between 1971 and 1976, when the St. John's inner city, which again suffered more heavily than any other Canadian Census Metropolitan Area (CMA) for which comparable rates can be calculated, lost nearly one quarter of its 1971 population.

The net result of this depopulation, not surprisingly, has been an aging of the population, because of the substantial losses suffered by the younger, and especially the school-age population (0-14 years:-34 per cent; 14-24 years:-25 per cent). This rate of loss can be expected to have significant effects on the distribution of infrastructure within the city. The closing of several inner city schools is the most obvious result of the shifting demography. Since 1970, the Avalon Consolidated School Board has opened five new elementary schools,

two of which lie outside the city. The Board has closed fourteen during the same period, eight within the city and three within the area defined as the central core.

At least part of the population loss can be attributed to declining levels of fertility in the Canadian population as a whole. In the St. John's inner city the fertility index (number of children aged 0-4 per 1000 women aged 15-44) was 40.6 in 1971 and 35.5 in 1976, and this decline resulted in a 13 per cent loss of children aged 0-4. The total decline in this youngest age group over the five year period was 35 per cent in the inner city, compared with only -1.4 per cent in the CMA as a whole. About a third of the decline can be attributed to reduced levels of fertility, while the rest is a result of out-migration.

Despite such losses, in 1976 this area was the home of over 11,000 people and therefore had a greater population than any community in the Province, other than St. John's itself, Corner Brook and Labrador City. The area is clearly an important source of housing and, especially and increasingly, low income housing. In the context of a 9 per cent decline in the total number of households, the number of non-family households increased by 42 per cent. One-person households increased by 58 per cent and in 1976 represented 16 per cent of the total, and the number of family persons dropped by 27 per cent. The number of one-family households declined by 16 per cent. In spite of the rapid rates of change for non-family households, the relatively small base means that such units still do not make up a very large proportion of the total

TABLE II
 PER CENT POPULATION CHANGE
 CANADIAN METROPOLITAN INNER CITIES
 1961-1976

	<u>1961-71</u> ¹	<u>1971-76</u> ²	<u>1961-76</u> ¹
CALGARY	1.16	-9.89	-8.84
MONCTON	4.39	-5.95	-1.83
HALIFAX	-12.19	-11.87	-26.34
HAMILTON	0.70	-11.57	-10.95
KITCHENER	17.69	-12.31	3.20
LONDON	-15.14	-16.01	-28.73
MONTREAL	-6.36	-11.54	-17.24
OSHAWA	8.87	-6.13	2.14
OTTAWA	-17.61	-13.33	-28.59
QUEBEC	-10.11	-13.52	-22.26
REGINA	-13.29	-14.23	-25.63
SAINT JOHN	-13.23	-19.78	-30.40
ST. CATHARINES-NIAGARA	1.48	-10.52	-9.19
ST. JOHN'S	-17.80	-24.40	-37.76
SASKATOON	-16.12	-7.35	-22.29
SUDBURY	-8.87	-15.61	-23.09
TORONTO	5.10	-11.01	-6.47
WINDSOR	0.71	-13.50	-12.88
WINNIPEG	-16.09	-13.56	-27.47
THUNDER BAY	n.c.	-7.60	n.c.
VICTORIA	n.c.	-3.23	n.c.

1. Figures derived from *Census of Canada: Population and Housing Characteristics by Census Tracts*, 1961, 1971, 1976.

2 From *The Canadian Inner City, 1971-76: A Statistical Handbook*.



An abandoned house on Gower Street.



A dilapidated, vacant house on Victoria Street.

number of inner city households. Slightly more than 80 per cent of all inner city residents were still in family groupings. However, nearly a quarter (21 per cent) were single parent families and 14 per cent single-parent families with one or more children aged less than 18 years. Since 81 per cent of the heads of such one-parent families were unemployed in 1976, many are obviously living in poverty. Typically, the mean inner city income is less than the mean suburban income (the inner city family income was only 71 per cent of that for the rest of the C.M.A. in 1971) and the last decennial census indicated that nearly half (43 per cent) of all inner city families were below the poverty line.

The decline in the population of the inner city and, more particularly, the reduction in the number of households have clearly introduced some slack into the housing market. It is impossible, given the imprecision of the census data and the lack of records at the municipal level, to define exactly what stock adjustments have taken place in the inner city.

The census provides data only on the occupied dwelling units and nothing on the total stock. CMHC data are stripped of all locational information and cannot be grafted on to the census figures. But, by comparing the differences between the number of occupied dwelling units in 1971 and 1976, an indication of how much inner city stock was unused at the end of that period can be obtained. The 9 per cent reduction in the number of households translates to 281 units.

While the accuracy of this figure is open to debate, it is clear that there is a substantial

vacant inventory in the inner city. The market weakness thus revealed is exacerbated by the continued production of suburban and exurban housing, and it is a weakness which may hinder seriously the efforts being made, albeit on a localized basis, to restore old St. John's as a residential environment.

Many possible causes for contemporary inner city deterioration have been suggested in the literature, most of which can be considered as either push or pull factors.⁷ The pull factors, especially rapid growth in the suburban housing stock, are well represented in St. John's. The number of occupied dwelling units in the CMA as a whole increased by 24 per cent from 1971 to 1976. While most of these 7,400 units have been provided through private sector activity, over 600 are new public housing on the city's fringes, and approximately 1,000 have appeared on the Federal-Provincial land banking project of Mount Pearl Newtown.

It is clear that federal housing and land development programmes (notably the Assisted Home Ownership Programme, AHOP) have supported the suburban housing market very actively in recent years to the detriment of the inner city. The balkanization of municipal jurisdiction in the metro region and the inability or unwillingness of the provincial government to finalize the plans for the introduction of regional government make it impossible to impose any kind of integrated control over the proliferation of suburban and exurban housing and services. Similarly, shopping centre developers have been able to blackmail municipalities by threatening to locate malls, and hence a part of the tax base, in

other jurisdictions.⁸

The effect of unco-ordinated policy in generating pull factors in the context of the depopulation and deterioration of the inner city is reinforced by the operation of push factors, several of which are unique to St. John's. A number of events have combined to create a very uncertain environment in the core - an environment which is not only responsible for the out-migration of population and business activity but for the hesitation on the part of potential new development. The regional lack of policy is repeated at the municipal level. St. John's has no adopted city plan, much less a clear development strategy for the central core, and in the absence of the kind of control which only such a plan can provide, development of the inner city has progressed in a haphazard and unco-ordinated manner. One result of this lack of policy was a loss of confidence in the ability of the core to support new development. Here we will briefly discuss two major developments which, because of their side effects and uncertain prospects, have been causes of disarray.

Atlantic Place is an incomplete retail and office complex on the south side of Water Street. Its proponents hailed it as a reversal of the movement of retail activity to suburban malls that had dominated the retail scene since 1967. Statistics Canada data show a steady decline in the inner city's share of the retail market since 1961. Between that year and 1971 its proportion of the CMA's retail receipts declined from 55.4 to 27.9 per cent, while the number of establishments fell by 29 per cent.⁹ Since 1971, with the closure of at least five major

businesses, including Sears (moving to a new mall) and the flag-ship Ayres, and the expansion of one regional mall and the opening of a second, the situation has continued to deteriorate.

The original plan called for Atlantic Place to have 105,000 square feet of retail space. However, three years after it opened in its present unfinished state, some of this space remains vacant. While it may not be the case that suburban malls, *per se* have caused a deterioration of the retail trade of the inner city, they have certainly contributed to an unprecedented and, some would say, excessive expansion of the gross retail space in the city. Comparable cities on the mainland have between fifteen and twenty square feet of retail space per capita, and this is generally accepted as a healthy provision.¹⁰ A rough estimate for St. John's shows a current figure of twenty-seven square feet per capita. This level of retail space provision may reflect the historic role of St. John's as the regional shopping centre, but this role is now being seriously undermined as a result of the construction of new malls "around the bay," in Whitbourne, Placentia, Carbonear and beyond.

The apparent overprovision of retail space cannot but result in a smaller slice of the retail dollar for individual merchants¹¹ and especially those in the inner city who cannot provide consumers with free parking, protection from the elements and a pleasant environment and whose elderly buildings generate high labour and overhead costs. All of these factors militate against successful head-on competition between the inner city and the malls, but this is not to



Atlantic Place from Water Street. The main Ayre's store, closed in 1979, is in the foreground.



Atlantic Place from the Southside Hills. The parking garage is the lower building to the right of the main complex.

say that inner city business cannot survive and prosper. A recent study by Memorial's School of Business blames the relative decline of the inner city's retail sector on the downtown business people for having failed to identify and pursue, individually and collectively, other marketing opportunities. The recent renovation of the historic Murray premises indicate an increasing awareness of alternative retail strategies.

As a result of the decline in the importance of the C.B.D., and perhaps also as a reflection of the loss engendered by the closing of so many businesses, the physical environment was allowed to deteriorate. The delapidation of many premises, allied to the large number of vacant buildings, did

nothing to arrest the decline and likely further contributed to it. The same may be said of Atlantic Place, the appalling design and excessive scale of which are totally inappropriate to the Downtown.

The Atlantic Place complex, as originally proposed, was meant to revitalize the downtown retail environment, provide additional office space and be crowned by a major hotel. The presence of the eleven floor, 300-room hotel in the original plans was a prime factor in guaranteeing its acceptance by City Council. The developer, Andrew Crosbie (brother of former Progressive Conservative Minister of Finance, John Crosbie), was given major concessions at the negotiation stage. One of them concerned parking. Existing bylaws



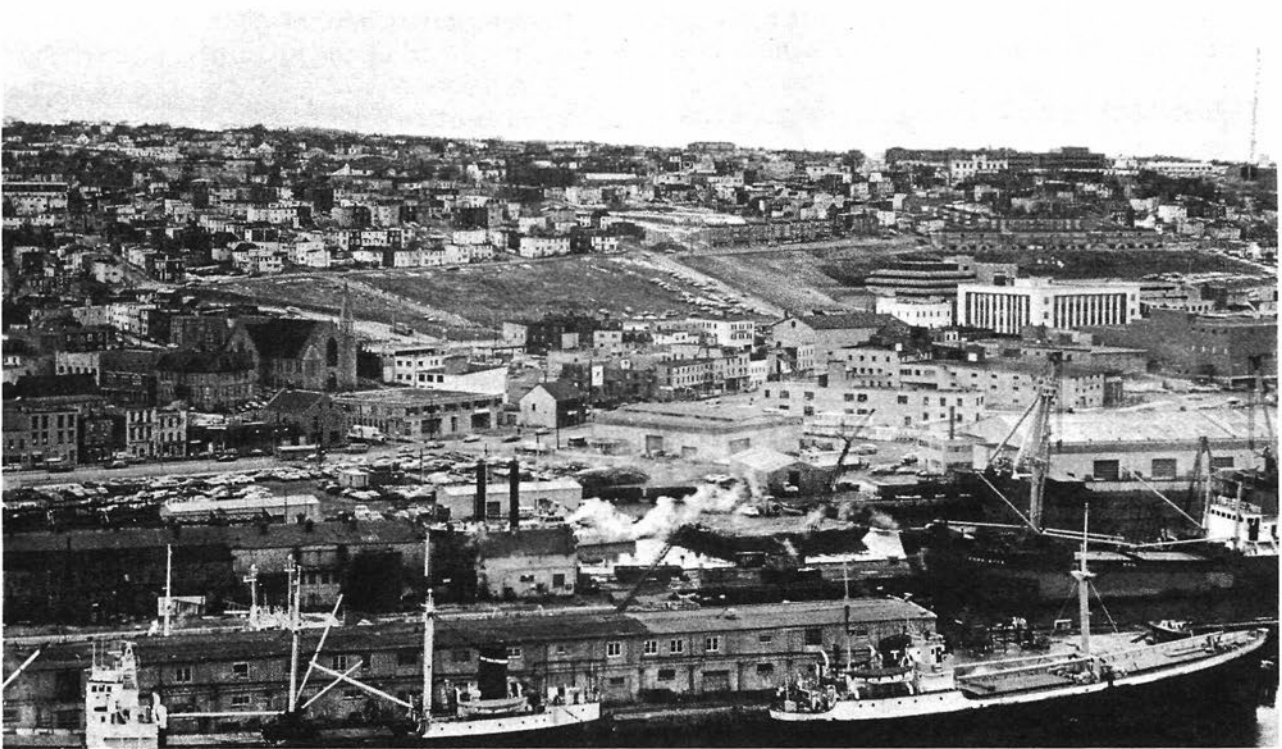
The Murray premises, built as a mercantile warehouse in 1849; rehabilitated and converted to boutiques in 1979.

require 900 indoor parking spaces for a development of this size. However under the agreement between Council and the developer (which was kept secret until late 1978) the developer provided only 105 spaces, while the city, at its own expense, built an attached parking garage for 728 cars on the harbour side of the block. The design and construction work for this garage, paid for by the city, was performed by the developer of Atlantic Place itself, at a cost of \$8 million, \$6 million more than the developer's original estimate.

Early in 1978, the city indicated that it planned to sue the developer for breach of contract because of non-compliance with the original proposal. However, in November, on the strength of the voting power of the conservative old guard on Council, a revised agreement with the developer was accepted, giving \$2 million in tax concessions over the next ten years and relieving him of the obligation to build the hotel. He has an option, running until July 1, 1986, to build either a hotel tower or an office building. Perhaps the only positive factor about the project is that it represents major, recent and unprofitable capital investment in the downtown. The developer is understandably anxious to encourage downtown revitalization.

In the final analysis, though, the whole Atlantic Place debacle illustrated how little control Council was willing to assert over development. Its apparent refusal to accept the principal of strong municipal control of development can be argued to be a basic cause of the atmosphere of uncertainty which surrounds the future of the inner city.

The second major source of uncertainty is the large (2.1 hectare) vacant property to the west of City Hall, now commonly known as "the Trizec site." Formerly a densely settled residential area, it was cleared as part of an urban renewal scheme in the late 1950s. After a long search for a developer, an option on the land was taken by Trizec in October 1974, to enable them to put in place a gargantuan, \$75 million redevelopment scheme. The plan, bitterly but unsuccessfully opposed by many because of its scale, called for three towers: two office buildings of twenty-eight and twenty-one storeys and a sixteen storey hotel, all three perched on a seven storey base. The first phase, including a 300 room hotel, a 600 car garage, 350,000 square feet of office and 100,000 square feet of retail space, was to have been completed by the end of 1977. While the final installment of the purchase price for the land was paid in August of 1977, no construction work took place. In November, 1976 Trizec informed the city that they were declining to proceed with development at that time, largely because (it was claimed) the provincial government had backed out of an agreement to rent a large part of the office space at a time when, with 300,000 square feet of office space already vacant in the area, the development of any new office space in the absence of a guaranteed tenant was unwise. The existence of an agreement, much less the abrogation of one, has been denied by the provincial government. In the meantime the city had fulfilled its contractual obligations, including completion of the controversial Harbor Arterial road. This nine mile limited access highway cost over \$52 million and links the



St. John's from the Southside Hills. The "Trizec Site" is in the middle of the photograph; City Hall is immediately to the right.

Downtown to the Trans Canada Highway.

In January, 1978 Council decided to take legal action against Trizec for breach of contract. However in August, 1979 a settlement was reached whereby Trizec sold the land back to the city for the original purchase price. The city is currently deciding how best to proceed with the development of this land which has now been vacant for nearly twenty years. Their decision will be crucial as this is the only significant vacant land left in the Downtown. Thus, while the city has regained control of this land it is still contributing to an environment of uncertainty.

The picture presented so far has been one of inner city decline initiated by suburbanization,

accelerated by a lack of urban or regional policy and exacerbated rather than slowed by major projects in the area. But attempts are being made to improve the physical fabric of the inner city, and, while they are also suffering from a lack of overall planning, they are worthy of analysis.

St. John's has been a major recipient of Neighborhood Improvement Programme funding. The Downtown is ringed by the five NIP areas which were approved between 1975 and 1978. The intention of the programme was to "improve the amenities of neighbourhoods and the housing and living conditions of the residents" (NHA, Part III.1, Sec. 27.1), although the NIP programme itself did not affect the housing stock directly except by providing funds for the clearance of sub-standard units.

A total of \$9.8 million has been approved for these five N.I.P. areas since 1975, and 83 per cent of this sum has already been committed. The main activities have been the creation or rehabilitation of neighbourhood parks and street and sidewalk repairs. It is still too early to know the effects of this infusion of money in terms of providing a base for the revitalization of the inner core. Furthermore, it is interesting to speculate the degree to which this work would have been paid for out of the city's capital works budget had NIP funding not been available.

In addition it can be argued that the inner NIP areas, because of their contiguity with the deteriorating core, do not meet some of the criteria established by CMHC. NIP areas are to be so located that:

1. there are no indications of major construction or development plans which will cause major changes in land use within the area.
2. there are no conditions inside *or outside* the neighbourhood which will continue to exert a major negative influence.¹²

It seems undeniable that a continued decline of the core area enclosed by the ring of NIP neighbourhoods cannot help but have a negative impact. The uncertainty surrounding the possible effects of the Harbour Arterial and the future status of the former Trizec site is not conducive to stability. Further, the commercial core is hemmed in by these neighbourhoods, and the lack of a city plan and the demonstrated unwillingness of the city to exert strong development

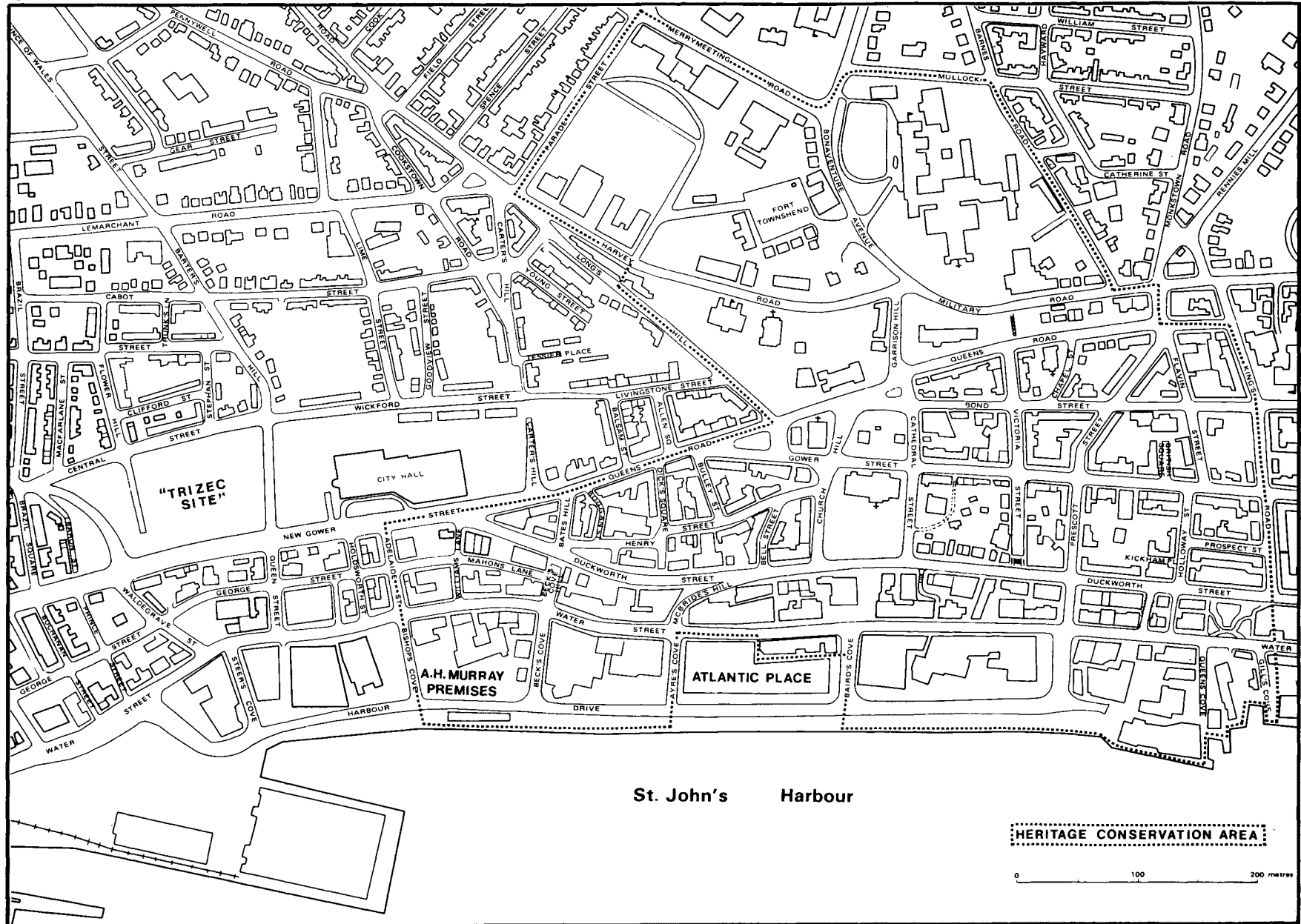
control provide no guarantee that these neighbourhoods will not be encroached upon by non-conforming development. In any case the residential streets function as commuter parking areas and, in the absence of significant off-street parking space, further deter settlement.

NIP areas are eligible for Residential Rehabilitation Assistance Programme funds and here again there are indications that a considerable amount of activity is underway. To the end of September 1979, 769 loans had been approved in the five NIP areas, for a total value of \$4.7 million. However, there are indications that the programme is running into difficulties, evidenced by the number of loans cancelled by householders after approval. The primary reason appears to be that many households expected free money to bring their homes up to standard, but many of the homes, especially in the West End, will require an amount greater than the grant portion of the loan to rehabilitate.

It is clearly too early to know what the long-term results of this programme will be. Many individual households are benefitting from it, but the aggregate effect on neighbourhoods will not be observable for some time.

Finally, the efforts that have been made within the inner core itself to preserve and protect the urban heritage of old St. John's must be examined. The Area Conservation Programme sponsored by Heritage Canada is designed to foster the preservation of the architectural heritage. The operating body in the city is the St. John's Heritage foundation, and

CENTRAL ST. JOHN'S



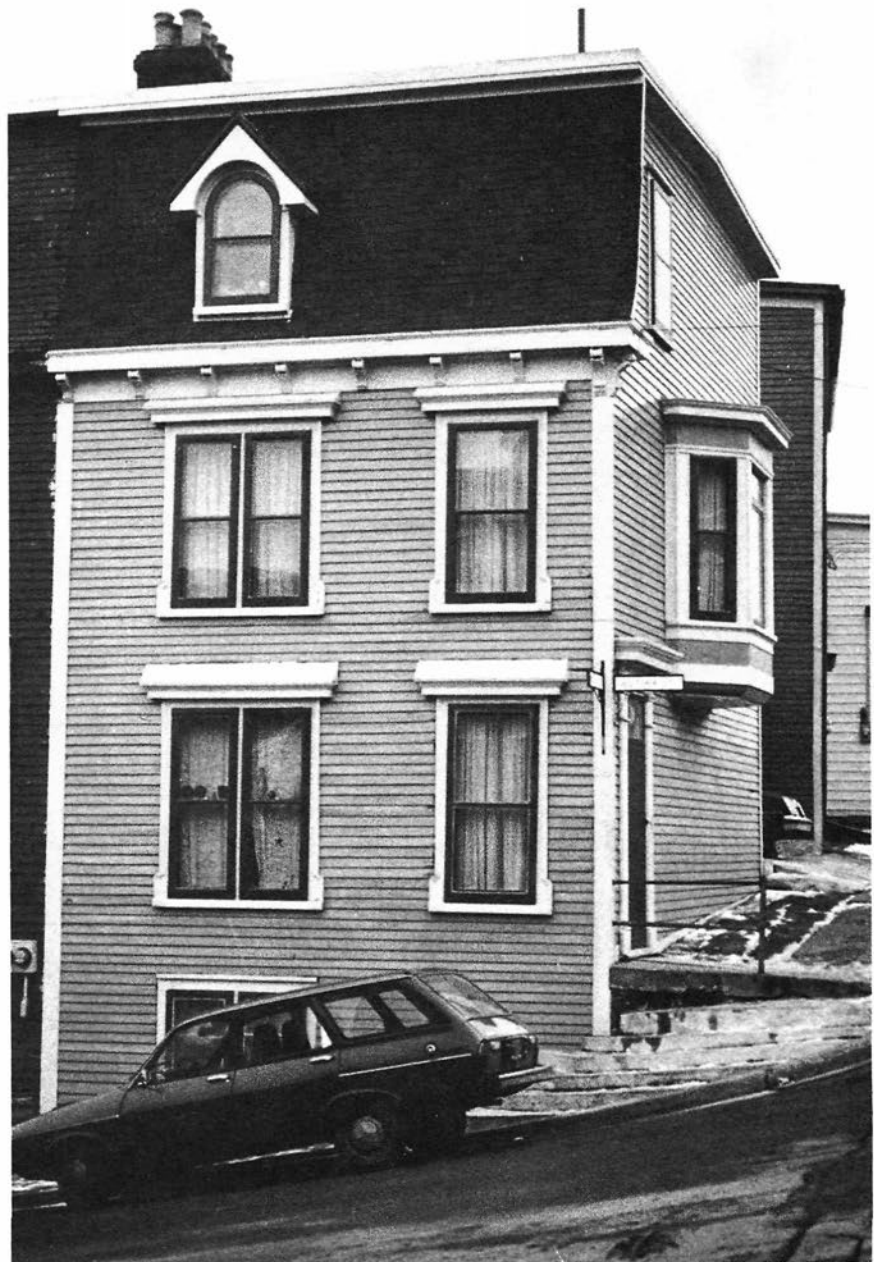
their efforts are concentrated in an Area Conservation Zone defined by a by-law passed in June 1977.¹³

The Foundation purchases residential and commercial property, restores the exterior, rehabilitates the interior and then offers the property for sale or rent. To date they have renovated twenty-three residential and two

commercial buildings. The aim is two-fold: to rehabilitate individual properties and to act as a catalyst for private activity in the same area. While it is not the overt aim to sponsor gentrification, the costs involved in restoring these houses make it inevitable that this will happen.

A vital question is how much demand there is going to be for

A house on the corner of Victoria and Bond Streets, rehabilitated in 1978 by the St. John's Heritage Foundation.



these units, when, for a lower price a middle-class household with children could buy a new house in Newtown, Mount Pearl or Kilbride and have some land and a more attractive neighbourhood environment in terms of schools, parks and some other facilities. If the houses currently offered are sold, indicating a strong demand for the package of house and neighbourhood that is offered, then one might claim the start of a trend towards a firming up of the market. It could then be claimed that the residential parts of the inner city can be "saved." But the fundamental question, so common to many cities where we see this sort of a return to the inner city is - "for whom" is the city being saved? The inner city is a major source of low incoming housing, and it is as low income housing that it must be renovated.

The NIP, RRAP and Heritage Conservation programmes, the latest changes to the N.H.A. and rising energy costs all favour a revitalization of the inner city. The recent renovation of the Murray premises by the St. John's Heritage Foundation, with substantial financial assistance from Parks Canada and the provincial government, suggests continued business interest in the core. A movement of new provincial and federal government departments into downtown offices will also increase the vitality of the area, as may the evolution of the offshore oil industry.

Yet there are other critical developments, upon which may depend the success of all the above projects. Until recently there has been an anti-planning bias in the city, but the balance of power in Council has shifted and progress is being made towards replacing

ad hoc decision making with policy. It is to be hoped that this trend will continue. If it does not, individual projects and programmes will continue to be in conflict. Residential renovation will be undermined by unco-ordinated policy and traffic flows and by continued peripheral construction of low income dwellings. Water Street retailing will suffer from the need of heavy traffic to use it to get to the Harbour Arterial and by unlimited mall development in the urban fringe, and an overall climate of decay and uncertainty will deter further investment and encourage disinvestment.

* * *

NOTES

- 1 Like all wooden cities, St. John's has suffered heavily from fires. Relatively large conflagrations destroyed parts of the city in 1816, 1817, 1819 and 1846. The most serious damage was done by the fire of 1892 which erased virtually all structures in what is now the inner city.
- 2 The Commission produced a total of five reports: *First Interim Report: City Architect, Building Regulations, etc.*, November 1942; *Second Interim Report: King's Bridge Road Junction*, February 1943; *Third Interim Report: General Review of Housing Conditions; Outline of Proposals for Remedies*, June 1943; *Fourth Interim Report: Temporary Regulations to secure the width of future streets, etc.*, n.d.; and *Fifth Interim Report: Detailed Proposals and Provisional Estimates for Suburban Extension and Housing*, January 1944. All

- were published by King's Printer, St. John's.
- 3 *General Review of Housing Conditions*, p. 109.
 - 4 *Acts of the Honourable Commission of Government for Newfoundland*, 26, July 20th, 1944.
 - 5 Figures derived from Dominion Bureau of Statistics, *Census of Canada: Population and Housing Characteristics by Census Tracts, St. John's, 1961*.
 - 6 The inner city boundaries used here are those developed by CMHC for their analysis of inner city population change. See *The Canadian Inner City, 1971-76: A Statistical Handbook* (Ottawa: Policy Development Division, CMHC: 1979).
 - 7 One of the earliest references to the push-pull dictotomy is C.C. Colby, "Centrifugal and Centripital Forces in Urban Geography," *Annals. Assoc. Amer. Geog.*, 23 (1933): 1-20. More recent sources include the seminal study by G.M. Hoover and R. Vernon, *Anatomy of a Metropolis* (Cambridge, Mass.: Harvard University Press, 1959), and the following: B.J.L. Berry, "The Decline of the Aging Metropolis," in G. Sternlieb and J.W. Hughes, eds., *Post-Industrial America* (New Brunswick, N.J.: C.U.P.R., Rutgers University, 1975); R. McLemore, et. al., *The Inner City: Problems, Trends and Federal Policy* (M.S.U.A. Discussion Paper, B. 74.9); C.A. Leven, ed., *The Mature Metropolis* (Lexington, Mass.: D.C. Heath 1978); and L.S. Bourne, *Perspective on the Inner City: Its Changing Character, Reasons for Decline and Revival* (Research Paper 95, Centre for Urban and Community Studies, University of Toronto, 1978).
 - 8 A classic case here involved a proposal by Atlantic Shopping Centres Ltd. to construct a 150,000 square foot mall just inside St. John's city limits. It was rejected on a number of grounds, whereupon the proposal was re-submitted to St. John's Metropolitan Area Board for a site just outside the city. This new mall is now accepted as a *fait accompli*, despite suggestions that the city of St. John's might seek a court order to prevent construction.
 - 9 Figures derived from 1961 *Census of Canada: Retail Trade, Business Location Statistics, Metropolitan Areas by Census Tracts*; and 1971 *Census of Canada: Retail Trade, Business Location Statistics, Metropolitan Areas by Census Tracts* (Catalogue 97-704).
 - 10 *Commercial land use survey, St. John's, 1974*, p. 11. Report prepared for the Planning Office, City of St. John's by the Department of Geography, Memorial University of Newfoundland.
 - 11 In October 1979 there were six foreclosures of locally run businesses in the Village regional shopping mall, just prior to its first anniversary. The Village is owned by Atlantic Place developer Andrew Crosbie.
 - 12 The Neighborhood Improvement Program was authorized as Part

111.1, Section 27 of the National Housing Act 1953-54, c. 23, s.1., as amended by Bill C-133, First Session, Twenty-Ninth Parliament. Section 27.1 (2)(a) stipulates that CMHC and the province will enter into an agreement which will, among other things, "set out the criteria upon the basis of which neighbourhoods in respect of which contributions or loans are to be made may be selected." The general guidelines for neighborhood eligibility, including those cited here, are outlined in CMHC Information bulletin NHA 5128-6.

- 13 The Heritage By-Law of the City of St. John's, enacted by Council on June 22nd, 1977.

Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 9:50 AM
To: [REDACTED] CityClerk
Cc: CouncilGroup; Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: proposed Parkhotel architecture

Good Morning [REDACTED]

We thank you for your feedback. I have copied Council on this email to ensure that your submission is considered prior to reaching a decision on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Friday, March 6, 2020 4:32 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: re: proposed Parkhotel architecture

To St. John's City Council:

I am writing to add my voice to those expressing concern over the proposed architectural design of the Parkhotel planned for Harbour Drive and Clift's-Bairds Cove.

Specifically, I am concerned about the proposed architectural overhang which will project 27.5 feet over Clift's-Baird's Cove.

The increase in overall height of the hotel development will already create a greater visual and physical barrier from downtown to the Harbour (as well as from the Harbour to downtown) than currently exists. To add an additional obstruction — such as this overhang — will destroy one of the remaining clear sightlines from Water St., the Courthouse, and above, to the Harbour.

The developers of this project assert at the beginning of the LUAR that "The Parkhotel project...is only possible because of all of the great things happening in Newfoundland right now." One of those very great things, of course, and one of the major attractions of our city, is its history, vernacular architecture, and harbour geography.

As someone who has worked downtown for more than thirty years, I have a deep and abiding affection and respect for the historicity of this city and its downtown core in particular. I worry greatly about St. John's losing its historic integrity and charm in developers' attempts to capitalize on it — killing the goose that lays the golden egg.

I urge City Council not to approve the Parkhotel's planned overhang which, in addition to projecting out of the development's property boundaries into public/City space, would irrevocably obstruct the general view to and from the Harbour. I urge City Council to protect **OUR beautiful city's historic and architectural integrity. And I hope that City Council will** consider the public's right to enjoy views of our Harbour — and **not just the interests of developers.**

Thank you for your consideration of this.

Respectfully yours,

A black rectangular redaction box covering the signature of the sender.

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Karen Chafe

From: CityClerk
Sent: Tuesday, March 3, 2020 12:35 PM
To: Locations Realty Corp; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: 1 Clift's Baird's Cove (Atlantic Place Parking Garage)

Good Afternoon:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Locations Realty Corp <info@locationsrealty.com>
Sent: Monday, March 2, 2020 3:12 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: RE: 1 Clift's Baird's Cove (Atlantic Place Parking Garage)

TO: OFFICE OF THE CITY CLERK.

As principles of aforementioned properties which are in close proximity with 331 Water Street, we absolutely support the proposed amendment.

Regards,

DAVID LEVINE - Director, 152, 168 Water Street

FIRST METRO COMMERCIAL REALTY CORP. - 202,302,304 Water Street -

SIR HUMPHREY LTD. - 177-183 Duckworth

December 2nd, 2019

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Any correspondence with employees, agents, or elected officials of the City of St. John's may be subject to disclosure under the provisions of the Access to Information and Protection of Privacy Act, 2015, S.N.L. 2015, c.A-1.2.

OBJECTION

1 Clift's Baird's Cove -
City of St. John's Hotel
Text Amendment

Submitted by:



March 9th, 2020

Development in historic places should not try and be "*iconic*" as it is "*the history and structures of a historic place that is iconic and must be respected*".

UNESCO



You are seeking input regarding a requested text amendment to the proposed new City Plan that will result in a 12 story structure on the harbour front next to Atlantic Place.

A text amendment that will allow for a 4 story hotel to be built on top of a parking garage.

I am opposed to this proposed text amendment as I was opposed to the previous council's approval of up to a 11 story structure for the site and its approval in the 1980s to construct a garage on the site.

3 wrongs do not make a right.

This text amendment will result in a hotel being built on top of a parking lot on our waterfront in an area deserving of special consideration, for its immense 500 year history, see Appendix 1.

Therefore I do not agree with the proposed text amendment for the following 8 reasons:

1. The professional planning staff at City Hall did not recommend this amendment to Council for approval. They therefore recommended against it.

Most Councillors, past and present, have had limited training and expertise in urban planning for modern development in historic settings, so it is therefore important that Councillors respect the guidance and recommendations they receive from their professional staff at City Hall.

Let's not forget St. John's and the City, up to this point, have been respected across Canada for their success in planning, protecting and developing their heritage buildings, landscapes and streetscapes. This has only happened

because of the quality of the professional planning staff at City Hall.

Why are some Councillors therefore now varying from this, at this point in our history, when it is more important than ever that our City continues to grow a sustainable downtown cultural tourism industry. An industry that relies on our historic buildings and districts to exist.

This is especially important when the proposed text amendment and its subsequent development will significantly impact adjacent historic structures and the national historic districts designated of National Historic Significance by the Government of Canada, the Province and the City of St. John's.

It is also incorrect for some Council members to say that this proposed development does not impact the historic setting of the downtown historic districts or that it is not located in a place of immense historical importance.

I would like to remind some Council members that the harbour has a history that dates back 500 years, a site of historical importance in North America for European and other nations of the world, before it was even settled by our English and Irish ancestors.

It is a harbour that was a major fishing port for European nations as early as the 1500s and to protect its lucrative

fishery Newfoundland was claimed for England by Elizabeth 1 in 1583, right on the shores of St. John's harbour.

The waterfront has also been a hub of commercial, business, transportation for many nations of the world including Holland, France, Spain, England, Japan, Portugal and Russia.

It has been a place where fish was made, where schooners took salt fish to the world and a place where ships were built and repaired.

Coastal transportation boats, naval defence vessels, the first steel boats in the Province and international fishing fleets and yachts from all over the world were repaired, serviced and built on the shores of St. John's harbour.

But first and foremost it was a harbour where our merchant marines in the Second World War departed from to save convoy ships in peril.

The port where our first 500 departed from and for most never returned to.

It is where Newfoundlanders left for the Second World War and a harbour that serviced a North American military naval fleet going to and from Europe.

A place that welcomed service men home and those who came from Canada and America to construct their bases.

City councillors may have also forgotten our harbour was also the home to our early naval governors and where the sealing fleet annually departed from.

It greeted dignitaries and royalty with great grand fare and the Queen, Prince Charles and Diana and their sailing vessel the Britannia have all arrived and departed from our historic harbour.

Today It is a center for our North Atlantic oil industry and a port for our own fishing fleet.

For all these above-noted reasons it is now a place that tourists seek out when visiting our City and those that visit from Europe and other destinations by cruise ship that usually disembark right in front of the parking garage.

The proposed development also borders on a significantly and historically important judicial center with a spectacular Court House that was designed to be seen from the harbour and it has been a place of judicial importance since 1720 and designated of National Historical Significance in 1981.

The proposed development also borders a historic commercial district also designated of National Historical Significance in 1987 by the Historic Sites and Monuments

Board of Canada that includes the remaining Baird's building right on historic Baird's Cove.

A Cove built by an historically important family, the Baird's, contributed to the economic growth of our City and the Country for almost 150 years. A family that still owns I believe, the commercial building on Water Street, that was built after the great fire of 1892, but known more today as the London, New York and Paris Building, see Appendix 2.

2. To refuse the proposed amendment as it will allow for a modern intrusion that is out of scale, form, colour and mass and proportion to its existing historic environment in the historic commercial and institutional district of St. John's.

3. To refuse the proposal as it will also visually impact the historic integrity and authenticity of the historic landscape it sits amongst including the proposed building overhang above Baird's Cove. There is no overhang architecture now or ever has been in our architectural building designs and this is not the place to introduce such a feature.

The Council must have realized such a square and voluminous proposal for our historic waterfront is in complete opposition to the beautiful aesthetics of our centuries old wooden voluminous fishing premises, or our stately romansque style designed Courthouse, the only stone courthouse in Newfoundland and Labrador, and the

fourth courthouse to occupy the strategic location overlooking the harbour on Baird's cove since 1730.

Other building forms the Council could have used to evaluate this proposal against include the brick commercial and retail buildings located on the Water Street, designated as a National Historic District by the Government of Canada.

.

4 To refuse the proposed text amendment as the development's visual impact stretches to the Ecclesiastical District National Historic Site and it will completely obliterate the view from the harbour of the internationally important Anglican Cathedral, considered to be one of the best example of Gothic architecture in the new world.

A Cathedral built to be seen from the harbour and a Cathedral which is part of a district of international importance.

The amendment request also actually contradicts other aspects of the draft Plan now before the Department of Municipal Affairs for their consideration.

You see the new proposed Envision City Plan, page 2 to 10 actually states it will protect the Ecclesiastical District National Historic Site, not hide it from residents and the public.

It goes on to say the downtown blocks of row housing, streetscapes and public spaces that are unique in the City are to be preserved. That would include our air space.

It also states Design Guidelines will be prepared for the commercial areas of the Downtown addressing such things as site specific parameters for height, bulk and form of buildings as well as exterior design elements.

The City Councillors are therefore asking to have a text amendment that contradicts what the new plans says about this area.

If approved the text amendment will also impede the appreciation of a historic district including one that dates to 1699 and one that shaped the educational, social, charitable, political and religious development of Newfoundland.

A District worthy of full appreciation and anticipation for viewing by residents and visitors from the harbour.

Also the Church district is an important place for cruise ship visitors. A District other Cities would do everything in their power to protect and present, like is done in Old Quebec.

The churches actually received 15,000 visits last August alone from Cruise Ship visitors and they need these visitors

to create revenue, so these magnificent churches can be maintained and enjoyed for future generations.

5. To refuse the proposal, as the parking garage should not have been allowed to have been constructed in the first place and that three wrongs do not make a right.

Citizens in the 1980's rightly opposed the parking garage at that time as it disrespected in form, mass, scale and design the historic identity and significance of the historical landscape of St. John's harbour.

Also planning for Cities have advanced since the 1980s and the use of standards and guidelines for new development is now a requirement in most jurisdictions that have historic centers.

These guidelines outline that there is a right and a wrong way to introduce hotel density into a historic city and a right and wrong place for this development to occur.

This is not the type or place for this proposal. It does not belong here. The West end of the City, away from our precious nationally designated heritage districts, buildings and harbour is a more suitable location for this proposal.

6. The proposal if approved will also impact the Provincial interests in growing the tourism and cruise ship industries where it's prime arrival and departure place is right in front of

this proposed out of scale hotel with a parking garage draped in fabric!!!

The Department of Tourism's web site identifies that visitors to our city want travel experiences that have pleasurable walking experiences, where they see historic sites and attractions and have authentic and meaningful city cultural experiences visiting museums, churches and connecting with artisans and people. **Residents want this quality experience as well, as a nice place to visit must be first and foremost a nice place to live.**

Most Cities work to refurbish their ports and cruise ship arrival points as welcoming, accessible and attractive terminals that promote their heritage and culture, as is done in places like Barcelona, Bermuda and PEI.

The proposal will also block views of a significant part of our historic city that visitors want to see. As such it will degrade the quality of experiences by residents and tourists alike visiting the harbour and as such it will degrade our cultural tourism potential.

This amendment will also allow a development that will clearly open up old biases about Newfoundland.

An amendment that will allow a development that will easily be seen as nothing more than a laughing stock and a Newfie Joke. A hotel on top of a parking garage!!! at the

entrance of one of the worlds most important heritage cities!! Really.

Citizens were outraged that Signal Hill was going to build a fence to block the views of the City. Wait until citizens see this planned hotel and how it will block views of our historic city and have a development that looks like shipping containers on a fully draped parking garage! Really!

7. That this proposed text amendment be turned down as it has not been developed based on national and international development and architectural standards for modern developments in historic settings.

8. That the proposed text amendment be turned down as once approved it will open the door to further requests for spot plan revisions to increase heights and allow historically incongruent "top hat" development on all buildings in our heritage areas.

Also a Council member saying that it will create new heritage is laughable and insulting to informed citizens of our City.

Instead the Council should be requiring development that meets architectural standards and guidelines for new construction in historic urban settings that are followed by other historic cities and architects throughout North America and around the globe.

These Standards and Guidelines for new architecture in historic settings are readily available.

The Guidelines and Standards for new construction in historic settings have been in place since 2005 and specifically outline that development in historic places should not try to be **"iconic in its own right"** as the **"history and structures of the historic place is what is iconic and must be respected"**.

As the proposed amendment will allow a structure with a hotel that does not meet these standard and I expect the planning process did not include a review of the history of the place, before the development was approved as outlined, therefore the proposed development is **"in breach of these national and international Standards"**.

It is also specifically in breach of Standards that directs Cities and architects to achieve **quality** in modern development proposals by **respecting** and **referencing** the heritage and place and the traditional volumes and heights, roofscapes, scale, colour and cladding of the traditional buildings and institutions of the place and setting.

First and foremost new development is to be insubordinate to the real heritage and authenticity of the place.

Unesco actually states that Cities and Architects, in historic districts, have an obligation to respect the historic elements that are of social and economic importance to past, current and future generations and that the historic urban landscape is embedded with current and past social expressions that are place based and form the identity of the place and its people.

The historical significance of a place is gained from its gradual evolution over a period of time and therefore it expresses the economic and socio-cultural values pertaining to its society.

This proposed text amendment, that will allow it to proceed, does not belong in one of the most historic districts in North America, that evolved over a 500 year period.

Some of the City Councillors are not aware of these Standards and Guidelines and this is troubling especially if they are not going to take the advice of their professional staff.

At the same time Councillors were making this decision to request the amendment to the proposed City Plan the City's Planning department was making arrangements to have one of the worlds best architects for planning modern developments in historic places and settings visit City Hall

and provide a training opportunity for its staff, councillors and interested members of the public.

Most Councillors did not take advantage of this training opportunity except Councillor Burton and Councillor Jamieson and Mr. Hickman went for half the day.

So, where is there accountability to the public on these matters as the Councillors are just temporary custodians of an immense heritage they have inherited and where uninformed decision making can destroy what has taken hundreds of years to create.

I do not know why some of the Councillors do not value what their citizens do, see Appendix 3, and why they do not understand that some aspects of our city are more important than just new monies and revenue from development permits. Why do they not stand up to pressuring from developers.

The lack of action to protect our City's heritage by some of our Councillors is unacceptable.

Our Province and Canada do their best to ensure our heritage resources are commemorated and the City needs to do more to ensure for its protection.

We need to see more plan amendments to protect our Cities heritage not to diminish it.

Appendix 1 The Harbour in the 1500's - 500 Years Ago

There is no where in North America more historically important than St. John's Harbour.

One of Europe's first centers of trade, commerce and settlement in the Western Hemisphere. A place of universal importance and value to not just local residents but as an important part of our world identity.

It was declared in 1583 a England's first overseas Colony to protect England's interest in maximizing the highly economic profitability associated with the Cod Fishery, a fishery that changed the world and as such has had St. John's as its main global harbour.

By the 1500's Spain, France, Holland and Portugal were using St. John's harbour as their New World base. By 1519 St. John's harbour was located on a Portuguese map of the new world.

There was permanent habitation in St. John's by English settlers in 1620 where they lived and worked around St. John's Harbour. Later West Country merchants operated their immense fishing premises and migratory fishery from the shorelines of the harbour but they were later replaced in 1800's by resident merchants such as the Scottish Murray's and Baird's.

Appendix 2 The Baird Family and Baird's Cove

Baird's Cove is named after a family that has made a significant contribution to the commercial business of St. John's and our economic development for over 100 years.

James Baird came to Newfoundland from Scotland in 1844 where his father had been in business. By 1853 James Baird had established his own importing and draping business with his brother David. By the early 1880's James had expanded into the fishery supply business and wholesaler and retailer of groceries, wines and spirits and dry goods. After the fire of 1892 he rebuilt their premises on a much larger scale and later was involved in the sealing and whaling industries. By the 20th century the Baird Company grew into a major fish exporter having survived the bank crash of 1894 taking over the assets of several local bankrupt companies.

In 1908 the business was once again destroyed by fire and again it was rebuilt.

Baird was also prominent in developing many local industries in the city including wooden, clothing, shoe and boot factories, a bakery, a foundry and was President of the St. John's Gas and Light Company.

Today's citizens recognize their remaining building on Water Street as the former location of the New York, London and Paris retail store.

Their immense contributions and heritage at this location needs to be reflected and not by a shipping container style development above a parking garage.

Appendix 3 Valuing the Harbour

[REDACTED], my [REDACTED] father, has memories of the harbour that span almost a century.

My Father, like many of our citizens, wants to see the harbour and its heritage respected by our elected officials as it had a significant role in forging our identity and the development of the society we enjoy today.

My father however does not need to quote standards and guidelines to express this or his opinions about this proposed development. .

My father you see spent much of his working career at the harbour building and repairing ships such as our coastal transportation boats, naval defence vessels, the first steel boats in the Province and looking after fishing fleets from all over the world. When I was growing up it was common for us to have Japanese, Spanish or Russian Captains and their Officers at our home for supper.

The harbour is also where my fathers remembers his grandfather, [REDACTED], arriving as a Captain of his Grand Bank schooner, a schooner as big as the Bluenose, with a crew of men and always laden down with cod fish.

It is where my father remembers leaving every June as a young boy aboard a coastal boat such as the Kyle or the Northern Ranger to spend his summers in Catalina.

He remembers it is where all Newfoundlanders arrived and departed from when visiting the capital city for business, educational, health or family reasons.

It is also where his father worked from as a Chief Engineer for the Scottish Reid Newfoundland Company and their Alphabet Fleet coastal service.

It was where his other grandfather from Scotland, [REDACTED], came as an engineer to help Mr. Reid build his railway. His picture hangs in the Coastal Marine Railway at the head of the harbour. It is the only picture we have of him.

He remembers the industry of the harbour and all those who worked hard. He remembers his grandfather repairing the sails of his schooner or seeing fish loaded onto schooners for export around the world and people selling fish and flippers on the harbour from its many piers and premises.

But first and foremost in his mind it is a harbour he sailed out of in stormy weather during the Second World War as a merchant marine to save convoy ships in peril.

The port he reminds us is also where our first 500 departed from and for most never to return to.

He goes on to say it is where Newfoundlanders also left for the Second World War and a harbour that serviced a North American naval fleet going to and from Europe.

A place that welcomed service men home and those who came from Canada and American to construct their bases.

It is in this context my father says that this text amendment will allow a proposal that has no meaning to this place and a development that no one can identify with.

He goes on to say it is an amendment that will allow for a development that is nothing more than a monstrosity and one that is disrespectful to all of those who built and sacrificed their lives for the future we enjoy in the City today.

It is a place of inherited legacy and one deserving more respect by all our City Councillors and those who approve developments and those who design its buildings.

⋮

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Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 9:42 AM
To: [REDACTED]; CityClerk
Cc: CouncilGroup; Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: Clifts-Bairds Cove Proposed Hotel Construction

Good Morning:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Friday, March 6, 2020 2:40 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: Clifts-Bairds Cove Proposed Hotel Construction

Hello

I am writing to share my thoughts on the proposed hotel construction on the Atlantic place parking structure on the side of Cliffs-Bairds cove.

As a member of the downtown community I feel it is not in keeping with the look and feel of historic downtown.

This area is seen by all cruise ship tourists as they port in St. John's and is much loved by them, they enjoy so much to see Canada's oldest city in it's true form not as box hotels and flashy tourist stops.

Please consider the impact this will have on our community and our city skyline once complete!

I feel it would be worth much more to our city and our tourism to improve or fill the empty spaces that lay vacant.

Thank you
[REDACTED]

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Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 10:14 AM
To: NL Historic Trust
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: FW: Public Hearing - 1 Clift's Baird's Cove
Attachments: 1CliftsBairdsCove.pdf

Good Morning:

We thank you for your feedback and advise that your submission will be presented to Council for consideration prior to a final decision being reached by Council.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From:
Sent: Monday, March 9, 2020 8:32 AM
To: CityClerk <cityclerk@stjohns.ca>
Subject: Public Hearing - 1 Clift's Baird's Cove

Good morning,

Please find comments regarding 1 Clift's Baird's Cove attached.

Thank you,
Board of Directors
Newfoundland and Labrador Historic Trust

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Newfoundland and Labrador Historic Trust
www.historictrust.ca
facebook [NLHistoricTrust](#)
twitter [@NL Historic Trust](#)

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NEWFOUNDLAND & LABRADOR
HISTORIC TRUST
— est 1966 —

9 March 2020

Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillors Burton, Collins, Froude, Hanlon, Hickman, Jamieson, Korab, Lane, and Stapleton
City of St. John's
P.O. Box 908
St. John's, NL A1C 5M2

Re: 1 Clift's Baird's Cove / A. P. Parking Garage

Dear Mayor Breen, Deputy Mayor O'Leary, and Councillors Burton, Collins, Froude, Hanlon, Hickman, Jamieson, Korab, Lane, and Stapleton:

We are writing in opposition to the proposed text amendments to the St. John's Municipal Plan and Development Regulations for 1 Clift's Baird's Cove as they relate to the development of the A.P. Parking Garage. We would also like to address several misconceptions and deficiencies in process and fact on the part of councillors voting in favour of these amendments. Please consider the following:

- The decision before Council is a change to zoning, not the approval of a design. Nevertheless, approving members of Council have repeatedly cited the design as an improvement over current conditions. It is imperative that Council understand the difference. Elements of the design considered "improvements" (i.e. renovations to the existing garage) may never be implemented and the final design may become as bulky and bland as Atlantic Place with no further input from Council.
- The *Envision St. John's Draft Municipal Plan* includes several provisions which suggest the proposal is inappropriate or premature:
 - Section 6.1.6 reads: "ensure that tall buildings are designed and sited to: contribute positively to the skyline of the city; [...] be integrated with adjacent areas by stepping down to lower-scale buildings and neighbourhoods." In terms of skyline the proposal represents a flattening along Harbour Drive, blocking views of the distinctive terraced layout of downtown without contributing positively. The proposal in no way "steps down" to the buildings on Water Street and instead exacerbates the height difference.
 - Section 6.3.2 reads: "Develop detailed urban design guidelines for the downtown that address built form, the height and bulk of buildings and their relationship to the street and to each other." Approving the proposed zoning changes at this time, before the area has been properly analysed by experts and appropriate recommendations made,

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PO Box 2403, St. John's, Newfoundland and Labrador, Canada, A1C 6E7
coordinator@historictrust.ca
www.historictrust.ca

would be premature. The development of such guidelines may very well preclude a development of this scale in this location.

- At the February 17th meeting of council both Councilor Hickman and Mayor Breen expressed confusion over Councilor Lane's comments regarding "public space." Councilor Lane was likely referring not to the subject property but Clift's Baird's Cove itself – a historically open right-of-way with incredible potential to become a vibrant public square. The proposal inexplicably ignores its own property line and extends over this public space. This is not a case of a property-owner doing what they like with their own property or using views to which they are entitled. They instead propose appropriating public views to which they have no claim.
- Council has thus far neglected to consider impacts on neighbouring historic resources and, in particular, the St. John's Court House National Historic Site. The Statement of Significance for the St. John's Court House lists "views to and from the building and St. John's Harbour" among its Character-Defining Elements - the tangible and cultural features that contribute to the heritage value of a historic place and which must be retained to preserve its heritage value. Allowing this development to extend beyond its site, into the historically open cove, will absolutely impact views to and from the Court House and diminish its heritage integrity.



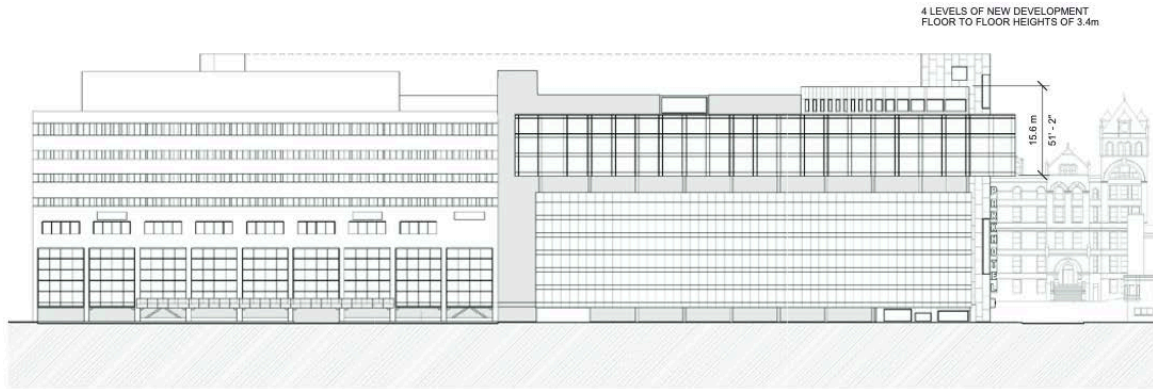
The St. John's Court House has enjoyed unobstructed views to and from the harbour for more than 100 years.

The City of St. John's recently hosted a workshop with Parks Canada architect David Scarlett on the "Standards and Guidelines for the Conservation of Historic Places in Canada." Councilor Hickman attended part of the day and Councilor Burton the whole day. Guideline 4.1.5, Visual Relationships, states that "the visual relationships between elements of [...] heritage districts, can influence the user experience." It goes on to discourage "introducing a new feature that alters or obscures the visual relationships in the cultural landscape, such as constructing a new building as a focal point, when a character-defining vista was traditionally terminated by the sky." This is precisely what is proposed. It should be noted that St. John's is lagging most other Canadian cities in adopting the Standards and Guidelines.

- Also at the February 17th meeting Mayor Breen asserted that "[the proposal is] not as high as the current Atlantic Place." This is false. According to the publicly available LUAR the proposal is precisely the same height as Atlantic Place.

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Proposed 4-storey hotel addition

Image from the 1 Clift's Baird's Cove LUAR indicating identical height.

The proposed amendments (and particularly the bump in FAR) would additionally allow floor space at these upper stories beyond what has been illustrated.

- It should be noted that this proposal paradoxically grew out of a plan in 2011 to limit the height of the AP Parking Garage to its current 8 stories. While Council is in no way bound to the unrealized desires of past Councils, such intentions should be considered. At what point did massing akin to Atlantic Place change from unacceptable to desirable?

The Trust is opposed to the proposed text amendments and urges Council to vote against them. Should they be approved we further ask that air rights over public rights-of-way not be sold or leased to the proponent. Public air rights should never be transferred without a compelling case and demonstrable public benefit, and the proponent has not articulated a single reason for the request.

Sincerely,

Board of Directors

Newfoundland & Labrador Historic Trust

The Newfoundland and Labrador Historic Trust is dedicated to the preservation of the province's buildings and landscapes and their importance to communities.

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coordinator@historictrust.ca
www.historictrust.ca

Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 10:08 AM
To: [REDACTED] CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: harbour drive parking garage development

Good Morning:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Sunday, March 8, 2020 11:56 AM
To: CityClerk <cityclerk@stjohns.ca>
Subject: harbour drive parking garage development

Dear City Council:

Please do not allow this bad development to go ahead. The proposed building is a truly bad design for many, many reasons and not just because seems derivative of the Fogo Island Inn, which works on Fogo Island but not in downtown St. John's.

Any city planner will also tell you that building very tall buildings on the waterfront is just bad design. The view of waterfront is a collective treasure belongs to all citizens of St. John's, not just tourists who pay a hotel bill (besides which the travel industry is an inherently fragile one as recents news events have shown).

[REDACTED] the Baird Building where this building will potentially overhang Clift Baird's Cove by 28 feet. This proposed will permanently alter the feel of the street and the buildings around it, which I believe is in a heritage zone. The "eyesore" of the parking garage was built precisely because of short-sighted thinking; you want to be sure you're not making the same mistake twice over.

The parking garage might be bad enough, but allowing this building to go ahead would be like "putting lipstick on the pig." Please vote to postpone or cancel this project altogether until there can be a transparent and public process of engagement with residents on how they want to develop their downtown.

Sincerely,

[REDACTED]

[REDACTED]

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Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 10:10 AM
To: [REDACTED] CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: I do not support Atlantic Place

Good Morning [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

-----Original Message-----

From: [REDACTED]
Sent: Sunday, March 8, 2020 8:02 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: I do not support Atlantic Place

I wish to voice my concern regarding the proposed development of Atlantic Place. While I agree something needs to be done to this eyesore, the overhang is NOT a reasonable addition.

This overhang will affect all of the buildings around. It is poorly designed and looks like a shipping container hanging off Atlantic Place.

Again, while I agree that Atlantic Place needs modernization I do not support the overhang that is proposed. Please do not move forward with this.

Thank you,
[REDACTED]

Sent from my iPhone

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Karen Chafe

From: CityClerk
Sent: Monday, March 9, 2020 2:08 PM
To: [REDACTED] CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: Comments on 1 Clift's Barid's Cove Amendments

Good Afternoon:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Monday, March 9, 2020 1:30 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: Comments on 1 Clift's Barid's Cove Amendments

To the City Clerk and Council Members,

Height:

I believe that the height of the hotel isn't a problem from street level, but it blocks historic sight-lines out towards Southside from the businesses and homes behind. Furthermore, a very large portion of the colourful streets terraced behind it will be obscured from photographs of the downtown's 'scape, one of the most iconic and important draws to the city for tourists.

Cladding:

The City has acknowledged that we are in a climate emergency, yet this proposal seeks to clad an entire new-build and existing garage in steel and aluminum. Firstly, this bad for building efficiency with regards to heating and cooling. Secondly, the garage's screen will inevitably rust due to the strong salt winds from the harbour, quickly resulting in an eyesore and increased stormwater pollution. We should only be approving for more innovative and crisis-aware materials for structure and cladding — especially in such an influential location.

Roof:

This structure will immortalize a large swath of green-less land within the downtown. As this region is already starved for urban vegetation, it should be a condition for projects of this size and shape to include planning for a green roof. Lacking

this, this project continues to snub the climate emergency council has proclaimed and further appropriates the status quo.

Best,

[REDACTED]

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Karen Chafe

From: Elaine Henley
Sent: Monday, March 9, 2020 2:05 PM
To: [REDACTED]
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: FW: Atlantic Place Hotel Proposal

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Access St. John's <service@stjohns.ca>
Sent: Monday, March 9, 2020 12:33 PM
To: CouncilGroup <councilgroup@stjohns.ca>
Cc: Janet Adams <jadams@stjohns.ca>
Subject: Fw: Atlantic Place Hotel Proposal

This came in on the web.

Tks
Violet

Access St. John's

Web Service

Call: 311 or 709-754-2489

Fax: 709-576-7688

From: [REDACTED]
Sent: Monday, March 9, 2020 12:13 PM
To: Access St. John's <service@stjohns.ca>
Subject: Re: Atlantic Place Hotel Proposal

Honorable Mayor, Deputy-Mayor and Councillors

Further to my earlier email, it is now my sad understanding that the hotel has been approved, but that the developer is now seeking an exemption with respect to building height.

As I have already noted, City Council has, to its credit, sought to preserve historic views of downtown residents, other citizens, and tourists. City zoning, density and height restrictions are there for a reason. They were implemented after some unfortunate earlier decisions, including the striking ugliness and intrusion of Atlantic Place and its parking garage, as they currently are.

[REDACTED] I hope you will not decide to breach these restrictions and thereby provide hotel guests with fine views at the cost of those of us and our downtown neighbours, other citizens, and tourists. By doing so, you would reduce the attractiveness (and property values and tax base) of our inner city neighbourhoods, and encourage people to sell and move away from the downtown, with secondary adverse effects on local businesses (stores, cafes, restaurants, etc.).

Sincerely

[REDACTED]

From: [REDACTED]
Sent: March 9, 2020 11:24 AM
To: service@stjohns.ca <service@stjohns.ca>
Subject: Atlantic Place Hotel Proposal

Honorable Mayor, Deputy-Mayor and Councillors

I am writing again, on behalf of my partner, [REDACTED], and myself, to express our continued opposition to the proposed hotel on top of the Atlantic Place Parking Garage.

We live at [REDACTED], a property I purchased in the 1980s in large part because of its location and, in particular, the view. We and our [REDACTED] neighbours enjoy a fine panorama of the Downtown, Harbour, and Southside Hills. The City, to its credit, has sought to preserve such views of downtown residents, as well as other citizens and tourists. I was working in the City Planning Department during some early efforts re zoning and height restrictions. This was after some unfortunate earlier decisions, including the striking ugliness and intrusion that is Atlantic Place and its parking garage.

There has subsequently been general success in preserving classic views, through height restrictions and encouraging the construction of larger buildings in the West End of the Downtown. However, the proposed hotel on top of the Parking Garage seems almost to have been designed to destroy the views of downtown residents, other citizens, and tourists. Its alignment, like a wall parallel to the Harbour, could have

been selected to block as much of and as many views as possible. Our property, many adjacent ones, and the Tessier Place Park would lose sight of a large section of the Harbour, more than doubling the effect of Atlantic Place itself. And the artist's rendition of the proposed hotel show it making the Atlantic Place structures even uglier!

We hope our City Council will decide to vote against this proposed intrusion, rather than deciding to provide visiting hotel guests with fine views at the cost of downtown residents, other citizens, and tourists. That would reduce the attractiveness (and property values and residential tax base) of downtown neighbourhoods, and encourage people to sell and move away from the Downtown and our great City.

Please don't hesitate to contact us [REDACTED] if you would like to discuss this matter further!

Sincerely

[REDACTED]

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Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 3:33 PM
To: Shanna Fitzgerald
Subject: Fwd: 1. No to the the proposed hotel at 1 Clift's Baird's Cove 2. Yes to a plan/design for downtown with real rules and regulations and codes

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:25:17 PM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: 1. No to the the proposed hotel at 1 Clift's Baird's Cove 2. Yes to a plan/design for downtown with real rules and regulations and codes

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Janet Adams <jadams@stjohns.ca>
Sent: Tuesday, March 10, 2020 12:10 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: FW: 1. No to the the proposed hotel at 1 Clift's Baird's Cove 2. Yes to a plan/design for downtown with real rules and regulations and codes

From: [service@stjohns.ca](#) <[service@stjohns.ca](#)>
Sent: Monday, March 9, 2020 5:11 PM
To: [REDACTED] Janet Adams <[jadams@stjohns.ca](#)>
Subject: Re: 1. No to the the proposed hotel at 1 Clift's Baird's Cove 2. Yes to a plan/design for downtown with real rules and regulations and codes

Evening your concerns have been forward to the council

Regards,

Mona

From: [REDACTED]

Sent: Monday, March 9, 2020 3:26 PM

To: service@stjohns.ca

Subject: 1. No to the the proposed hotel at 1 Cliff's Baird's Cove 2. Yes to a plan/design for downtown with real rules and regulations and codes

Re: the proposal to waive the height restrictions for the proposed hotel at 1 Cliff's Baird's Cove.

This building will affect views from all over downtown - not only private homes but businesses, public buildings and walking in our beautiful city.

The City, to its credit, has sought to preserve historic views of downtown residents, as well as other citizens and tourists. City Planning Department zoning and height restrictions rules are there for a reason. They were implemented after some unfortunate earlier decisions, including the striking ugliness and intrusion that is Atlantic Place and its parking garage.

On a second adjacent matter: To the City's discredit - it seems that there is not a real design or plan for the downtown. It is not acceptable that these toddler-esque pushing of boundaries by developers are landing in the lap of the Council over and over again. I am not paying my taxes to have the Council involved in separate, hodge-pode decisions. There is a planning department and there is senior management - I plead with senior management to make a recommendation that a design and plan be developed along with the appropriate rules for developers.

And please let's not use Atlantic Place - a development that Mayor Adams put in place even with overwhelming opposition. A model of the downtown dream it is not!

Back to Baird Cove -

There has been general success in preserving classic views, through height restrictions and encouraging the construction of larger buildings in the West End of the Downtown. However, the proposed hotel on the Parking Garage seems almost to have been designed to destroy views. Its alignment, like a wall parallel to the Harbour, could have been selected to block as much of and as many views as possible. In doing so, it would remove from our sight a large section of the Harbour, more than doubling the effect of Atlantic Place itself. And the artists rendition of the proposed hotel show it making the Atlantic Place structures even uglier!

Do not decide to provide visiting hotel guests with 12 floors of fine views - at the cost of downtown residents, citizens, and tourists, please....

Thanks,

[REDACTED]

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Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 3:34 PM
To: Shanna Fitzgerald
Subject: Fwd: Clift's Baird's Cove proposal

Follow Up Flag: Follow up
Flag Status: Flagged

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:30:24 PM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: Clift's Baird's Cove proposal

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Janet Adams <jadams@stjohns.ca>
Sent: Tuesday, March 10, 2020 12:11 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: FW: Clift's Baird's Cove proposal

From: service@stjohns.ca <service@stjohns.ca>
Sent: Monday, March 9, 2020 7:20 PM
To: Janet Adams <jadams@stjohns.ca>
Subject: Re: Clift's Baird's Cove proposal

From: [REDACTED]
Sent: Monday, March 9, 2020 1:15 PM
To: service@stjohns.ca
Subject: Clift's Baird's Cove proposal

Hi,

I do not support the proposal to waive the height restriction in place for downtown St. John's for the hotel at 1 Clift's Baird's Cove. I ask the city to maintain the current height of the building or not more than 4 stories if any development is to happen at this property

[REDACTED]

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Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 3:33 PM
To: Shanna Fitzgerald
Subject: Fwd: Atlantic Place Hotel

Follow Up Flag: Follow up
Flag Status: Flagged

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:27:24 PM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: Atlantic Place Hotel

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Janet Adams <jadams@stjohns.ca>
Sent: Tuesday, March 10, 2020 12:11 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: FW: Atlantic Place Hotel

From: service@stjohns.ca <service@stjohns.ca>
Sent: Monday, March 9, 2020 5:18 PM
To: Janet Adams <jadams@stjohns.ca>
Subject: Re: Atlantic Place Hotel

From: [REDACTED]

Sent: Monday, March 9, 2020 4:24 PM

To: service@stjohns.ca

Subject: Atlantic Place Hotel

I am writing regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove.

This building will affect views from all over downtown - not only private homes but businesses, public buildings and tourists!

The City, to its credit, has sought to preserve historic views of downtown residents. City Planning Department zoning and height restrictions rules are there for a reason! They were implemented after some unfortunate earlier decisions, including the striking ugliness and intrusion that is Atlantic Place and its parking garage.

There has been some ugly decisions regarding building in the city lately that are further eroding our views; such as the hotel at the bottom of Pleasant Street. You used to be able to see out towards the narrows and Signal Hill from Patrick and that is gone!! The building is set on land that should have served as a gateway to the City, instead an ugly building and the continued growth of construction to what end!!!

We hope you will not decide to provide visiting hotel guests with 12 floors of fine views - at the cost of downtown residents who live here year-round, pay taxes and support our local economy too!

Your efforts to "build" St John's should have started when you allow vacancies to be the norm and new construction king of the only parts of St John's those worshipped tourists want to see! When does the "City" council open their eyes and start an actual plan for preserving the spirit of my city!

A City the tourists' and residents want to see!

[REDACTED]

Downtown Resident

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Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 10:01 AM
To: Shanna Fitzgerald
Subject: Fwd: Submission for Public Meeting 1Clift's-Baird's Cv March 11, 2020
Attachments: Letter re 1Clift's-Baird'sCv Final.docx; Attachment1 2013 Submission.docx; Attachment 2 2018 Submission.docx

Follow Up Flag: Follow up
Flag Status: Flagged

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 9:57:39 AM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: Submission for Public Meeting 1Clift's-Baird's Cv March 11, 2020

Good Morning [REDACTED]

We thank you for your feedback and advise all submissions will be presented to Council for consideration prior to reaching a final decision on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Monday, March 9, 2020 3:23 PM
To: CityClerk <cityclerk@stjohns.ca>
Cc: Ken O'Brien <kobrien@stjohns.ca>
Subject: Submission for Public Meeting 1Clift's-Baird's Cv March 11, 2020

Please accept my submission for inclusion with the materials for the meeting On March 11. It consists of three files

1. A Document outlining my concerns with the current proposal including those related to the text and map amendments.

2. Attachment 1 for this Document which is actually the submission I made in 2013 regarding the development on the site.
3. Attachment 2 for this Document which is an e-mail I sent to the public meeting in 2018.

I hope this is not too confusing way to submit. I felt it would be more manageable for the commissioner not to have it all in one manuscript.

If you have any concerns please do not hesitate to contact me.

Thank-you for your time and your consideration



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Submission On Clift's-Baird's Cv Proposal: March 11, 2020

1. Opposed to Text and Map Amendments

I am writing to express my opposition to the proposed development on top of the AP Parking Garage, and specifically, in this instance, to the Text and Map amendments proposed in the Resolution following that will allow increasing a height to a 12 storey building rather than the 11 storey one which proposed in 2014. The current iteration of the SONCO's proposal is primarily for a hotel, plus related amenities and offices

RESOLUTION ST. JOHN'S MUNICIPAL PLAN AMENDMENT NUMBER 147, 2020

1. Amend Section 3.3.6 A.P. Parking Garage District by removing the following Building Height and Bulk subsection:

“Building Height and Bulk - In this District, the maximum building height is limited to 11 Storeys and the maximum Floor Area Ratio is limited to 2.25”.

2. Amend Map III-2 (Downtown Building Control Map) by substituting the property at 1 Clift's-Baird's Cove (Parcel ID #34257 & 139734) as follows:

“Areas allowing a building height not exceeding 12 storeys/47 m and a floor area ratio not exceeding 2.5.”

Further, separate from that actual text and map amendments, I would request that the City assure that the inclusion of Office Space and Retail as discretionary uses be constrained to that directly related to the operation of the hotel and garage. And additionally that any use of the proposed restaurant, lounge, sauna, and by those other than hotel guests and staff be reviewed with respect to parking availability.

2. Rationale for Requests

- a) Previous Submission to Council: I have attached my two previous submissions to requests for public input (2013 and 2018) on plans for this site - Attachments 1 and 2. As many of my concerns remain the same I feel it unnecessary to reiterate them again here but would ask the Commissioner to consider them.
- b) Inappropriate Development and potential Broadening of Scope: This has been a 7-8 year process originating in December 2012. In 2014, the City wrote the 11 storey (a three storey hotel on top of the AP Parking Garage) proposal into the New Municipal Plan being developed at the time. This was done despite objections by citizens concerning potential impact on the historic area and its industry, the precedent it could set regarding increasing the building heights on Water St, non-support of the New Plan being submitted, and the inappropriateness of the structure for the historic area. This new

submission (2019) for an extra storey just increases the potential for these negative impacts given the magnitude of the development is now 25% greater.

Additionally, it appears to me that the proposed new wording in Resolution Item 2 above opens the door for construction of any 12 storey building in that lot. While I do not approve of spot zoning which, in essence this was what was done in 2014, at least by linking the development wording to the AP Garage, at least could save us from a new dark hole similar to the one we have been in for the last 7 or 8 years.

- c) Scope Creep: In my opinion the approval of this extra storey justifies incremental scope creep. Now at the whim of the developer we have a 12 -storey building that overhangs the sidewalk on Baird's Cove and Harbour Drive. Additionally Discussion/Direction Note in the March 11th notice package, the following statement points out the very real possibility of additional requests for enlarged project scope

...."applicants could later apply for a Variance on the building height to allow additional height; however, as per Section 8.4(6) of the Development Regulations, this type of application would be referred to Council for consideration of approval.... "

Given this, developers could request further height to facilitate potential income that would make the construction more profitable and their opinion more viable. Alternatively they could request a variance because some things were not discovered until detailed engineering and design plans were produced. Inevitably this will come with a request for an increase in FAR. Again given the sensitivity of the location, increasing project size will be an issue.

- d) Possible Parking Implications for discretionary uses and use of amenities

The proponent indicates that there would be a shortage of 21 parking spaces should the proposal proceed; however, i). An arrangement could be made with regard to street parking and ii) the hotel and Atlantic Place parking needs will not overlap. The number one reason I hear from people who live north of Empire Ave for not going downtown is lack of parking. Further encroachment on street level parking will not help other businesses downtown. If the hotel anticipates allowing public access to the amenities (Spa, restaurant, and retail area) I would suggest that there will overlap parking requirement in the already crowded garage.

- e) Lack of precise information on intensity of Citizen Concerns: Some of the justifications provide in the package for considering this text amendment include statements like:

There has been a mixed reaction for this development. Many of the submissions against the development discussed the additional height and the design of the building. Some feel that the building is too modern for this area and will block views, and,

Other submissions to the City stated that this is a good addition to the downtown and believe the proposed building will be an improvement from the existing parking garage. Some felt that the design is unique and that the harbour front retail is a welcome addition

References to “some” and “many” in the background material should be quantified and substituted with specific numbers (which should excluded members of council and the developer’s teams as they get there input in other ways), and should include number back to initial opportunities in for citizen input in 2013. This would provide a better picture of the actual support (or not) for the development in general

I think it would be worthwhile both from the perspective of a) providing information to current participants, and, b) providing a historical context for current councillor who have not be involved since the onset to help inform their decision making process on this matter.

3. Related Activity regarding AP Garage Proposals to Date.

As noted previously this has been a 7-8 year journey. In December 2012 Sonco made it first request to Council for approval in principle to explore construction of a 3 storey hotel on top of the AP Parking Garage. The Development came up for public discussion in May 2013. A request for public input at that time was delayed until October 2013. At that time there was considerable public objection and I, in addition to many others wrote with concerns (See Attachment 1 for my letter of 7 years ago which outlined my concerns many of which are still current).

At the time, Council was in the process of seeking input to a new municipal plan and development regulations. Despite citizen concerns, Council altered the specific zone for Atlantic Place that allowed changes/addition to the height to 11 stories (including a 3 storey hotel on the AP Garage) into the new Municipal Plan and Development Regulations that were being prepared in 2014.

To the best of my knowledge the Draft Municipal Plan and Development Regulation were submitted to the provincial government in 2017. (Both are still listed on the City’s website as Draft-2019)

In 2018 and a new proposal is submitted by SONCO for a 12-storey development, i.e., one requiring a text amendment to a Municipal Plan that had only just been submitted to the Provincial Government, and to my knowledge has not yet been approved. At that time I submitted an e-mail outlining concern and again these points are still valid. (See Attachment 2 for e-mail submission to the 2018 request for input. At that time I was advised that in due course we would be able to comment in a LUAR which became public in December of 2019.

Given a) the level of concern that has been raised over the years about the development, and b) the almost 8-year path to this decision point, I think that the City should provide a document clarifying the path of the various proposals and input opportunities, and where these sit in the various development and policy decision processes.

At this point one wonders if we actually have an approved Municipal Plan and Development Regulations, and if not why not.

4. Concerns

I continue have many of the same concerns with this proposal that I have raised in previous submissions, e.g., precedent setting for building heights in the area, non-support of the City's strategic vision as stated the Draft Plan, inappropriate proposal for this region, etc.. The City obviously does not share these concerns or it would not have allowed this proposal to continue.

At least now there is a proposal on one type of building: a hotel. In recent years there have been two hotels constructed in the Downtown (the ALT: the black box container port and the lower-end Hilton – The Garden Hilton Inn). The AirBnB market is cutting into to the hotel market in the City (there are 3 on my block on William St). You will never be able to market a hotel sitting on the top of a garage as high-end establishment. This development will just eat into an already troubled market. Presumably the addition of an extra floor will further contribute to this problem.

The hotel, as designed is, really inappropriate in this setting. If it were to be built at all (I will admit to you that I don't like abstract art either☺) it should be placed in some more modern portion of the City. The building is out of proportion. It towers over, and with this design, shouts over everything in the older part of the City.

The City, and the Province, is promoting tourism as a significant post-carbon industry. This hotel will not present a welcoming image for that industry. Tourist travel to for "authentic" experience. International tourists and national and international conference attendees (who in part, select their conference locations for week they will stay afterward) will be looking for this experience. This proposal including the current purposed over-hang on Clift's-Baird's Cove will block the last view that people arriving by sea will have of the old city. This would be a great shame given the Court House, a recognised historic site, is a natural access to the old town.

Conclusion:

In closing, I reiterate, that I respectfully ask that the City not recommend proposed text and map amendments to the Draft Municipal Plan: April 2019 and Draft Development Regulations: February 2019 that would allow the additional storey and accompanying amenities to be added to the proposal.

Thank-you for your kind consideration of my concerns.



See Attachments:

- 1 2013 Submission
- 2 2018 E-mail Submission

Attachment 1: 2013 Submission

October 29, 2013

TO: Neil Martin, City Clerk
P.O. Box 908,
St. John's, NL
A1C 5M2

FROM: [REDACTED]

Re: A.P. Parking Garage – hotel/residences

Dear Mr. Martin

I am writing with regard to the proposal to build a three-storey hotel or set of apartment/condos on top of the AP Parking Garage and the developer's request for approval in principle to proceed. I have a number of concerns, some of a more general nature including process potential impacts on the surrounding infrastructure and one or two to the specific proposal. I have itemized these concerns below.

For ease of reading I have summarized my position on the actions that I feel should be taken in the first Section, i.e., Section A and I have provided a rationale for these points in Section B.

Section A: Summary of Requested Actions.

1. This proposal should not be approved because it is as the proposal indicates the development is well outside what is allowed under the current Municipal Plan and the Development Regulations.
2. This proposal should not be approved because if a group cannot managed to make money on operating a parking garage in a city that has such a parking problem that garages are being built hand over fist, one would question the ability of the owner/operators to make a successful venture of a hotel / condo development.
3. Citizens have been advised that the west – end of the downtown has been zoned for higher rise building thus creating an opportunity to protect the integrity of the heritage area of the east end. I building that will be almost 4 times the height of the water street façade certainly does not support the intent this decision nor does it “protect the architectural scale of the downtown. I council want so to attempt to camouflage poor decisions of previous era perhaps the garage could be screened as it stands.
4. The new Municipal Plan, for which the consultations concluded a year, should be released and discussed prior to decisions being made on a development of this magnitude.

Should the Council want to continue to consider this proposal:

5. The developer should be required to submit one option can be evaluated against the Municipal Plan, including the impact on infrastructure, the needs and requirements of residents, including those most affected in the nearby neighborhoods. A set of high-end condos will have a different impact on many factors than a hotel.
6. Council should commission a study on the Impact on existing street infrastructure and traffic flow and congestion in, and to and from, the downtown of all the new developments approved and in construction, prior to approval of this or other development of this scale and scope. This study should be made available to the public. .

Should the decision on this proposal already be made which would not be unlikely given there has been dialogue between the City and the developer since 2011:

7. The City should assure that the design concept as presented be implemented and not some modification.
8. The proponent should be required to operate the garage at times when the public needs the space e.g. evening after 8:00 PM an week-ends which has not been their practice to date.
9. The use approved should have no option for change. If one reviews the proponent's website the only buildings listed are the one that their offices are in, the AP Garage and buildings that are or house casinos. It is worrisome.

Section B: Rationale for Requested Actions

1 General Concerns

- a) Planning should be the practice, not arbitrary changes to Regulations and Zone Requirements to suit the needs of a specific site/ developer .

The letter from Mr. O'Brien & Mr. Boundridge of May 2013 indicates that;

- A) on April 11 2011 the City initiated a process to amend the Municipal Plan and Development Regulations,
- B) City Staff wrote the owner of the AP Parking Garage of the intention to limit the use of the building to its current use,
- C) other property owners in the area were a advise that the plan was to maintain the use of the property as it currently existed,
- D) the Council agreed to delay decisions on amendment to the Development Regulations with regard to the AP Garage to require that it remain a Garage.

The City is embarking on its St. John's Municipal Plan Review, which will begin with the Mayor's Symposium on Feb. 25, 2012, and will take approximately a year and a half to complete (City of St. John's Website). Councilor Hann advised participants that this meeting was the first step in the review of the plan (See Press Release attached)

Was Council considering changing the regulations for this already special zone in advance of the Plan review which it planned to announce within a few months? Surely this request was just

part of data gathering for the Plan and should not be, at the stage, have developers looking for approval in principle and city staff recommending to Council that the developer, in essence, be allowed to circumvent any **number** of the rules and regulations by use of the ever convenient “text amendments” to its own regulations. It seems a strange way to govern

That aside, 18 months have passed since the Mayor’s Symposium and approximately a year has passed since the last public meeting on the new plan.

- a) Why have we not seen a draft Plan against which to judge this or other proposal? Surely there has been sufficient to produce more than the few page summary that is currently on the city website. Has something delayed the production or publication of the draft plan?
- b) If the plan is not available, those making decisions should read the minutes of the public meetings when making them. While the meetings, particularly the three or four that would include comment on this area did agree that a mix of old and complementary new buildings were acceptable there were many issues raised about access to the harbor, the already existing congestion on streets leading to the downtown, the need for a more pedestrian/ bicycle friendly, human scale environment, the for more green space, etc. . Where does this development fit in this vision articulated by the citizens?

Even if the City asked for ideas from this owner, it would seem appropriate at this juncture, that decisions should be held for until the new Municipal Plan has been circulated for comment.

- b) This and other significant developments in the downtown should not be considered before the new (2013) Municipal Plan and Development Regulations are approved.

Public meetings on the new Plan were held over a year ago. Residents who attended were told at these meetings that it was likely we would see a consolidation released in the fall (2012). A year has now past and we have yet to see the draft Plan. I attended three of the meetings. Residents are expected to comply with every minutia of the regulations in renovating or building homes no matter the cost. While people were amenable to new development in the downtown, indiscriminate use of text amendments to accommodate specific developments was considered detrimental to the ambiance and quality of existence in the downtown. This practice is unfair to the residents and to other entrepreneurs in the City who accept their role in preserving the human scale and heritage feel of what is a very small area of the old City intact for future generations. The next generation will need to be able to capitalize on the City’s uniqueness for personal and economic opportunities when oil money is gone.

c) Precedent for Buildings to the East

I have observed of late that each time the City allows a developer to in essence break the City’s rules and regulation the next group that wants to break the guidelines says “me too”. The most recent example was the request to construct a very dense and higher than regulation building complex on the 83 and 90 Duckworth St. The proponents argued with some validity that the City had allowed the Marriott to alter the rules so they should be allowed to do the same.

The owners of the block of buildings immediately to the east of the AP Garage will surely be well positioned to argue that they too should be allowed to the rules adjusted to their needs. There is no reason why they should refrain from requesting a text amendment. After all there will be 11 storey buildings on either side of the block. 11 stories is almost 4 times as high as the existing street scape and dangerously close to the 15 storey block proposed by Fortis recently. This may well provide short term gain for a few and even some short term additional tax revenue but the long term health of the City will be better served by other decisions.

- d) Scenario planning should be undertaken by the City on the impacts of the east west street infrastructure in the downtown (Water and Duckworth) and access road (Monkstown; Rennie's Mill and Old Topsail and Hamilton)

di) Downtown Streets

The city staff letter states that the only impact on municipal infrastructure would be relate to the traffic division's potential concerns about access on Harbour Drive. This seems a particularly limited view of the matter. This proposal is the latest in a series that will increase traffic and strain on the already overtaxed street infrastructure of the older districts of the City, i.e., those street south of Empire Ave.

I feel that there are two issues here, one directly regarding the proposed hotel entrance and the second regarding the cumulative effect of another busy building in this very small area with limited infrastructure. It should be noted that there is little if any discussion in the submission regarding the impact and requirements of residences : they will obviously be quite different from a hotel with a greater impact on parking and traffic congestion among other things.

The Hotel Entrance: The idea that that upscale business persons will want to enter a hotel from a four lane road, with a fenced security area on one side and with little else but unattended parking garages and the backs of closed buildings on the proposed hotel side is ill conceived . Imagine yourself arriving in a strange city the 12:30 or 3:00AM flight and unloading yourself and your luggage in that type of area: not likely. The Water Street entrance will become the functional entrance for this and other reasons. The resulting traffic will further contribute to the Water St. congestion (see next sections)

Cumulative Effect of buildings under construction or approved: Traffic heading either east or west on Water or Duckworth at certain times in the business day is already very heavy and it can take 20 minutes to get from Springdale Street to Prescott. There are limited opportunities to exit Water Street once you get on it. Use of Harbour Drive is only a temporary diversion as traffic must ultimately enter or exit onto Water. Duckworth and Water Streets were built for streetcars and horses, not the amount of traffic high-rise buildings. Already when there are activities at Mile One, traffic already frequently backs up into Queen's Road almost to the churches and on Duckworth to the condo development. ⁱ¹

¹ When a Festival 500 afternoon concert let out at about 3:45 in July the traffic on Duckworth extended back to Cathedral Street. As one who was trying to go west at the time, I can attest that I almost lost the side of my car as I was in the left-hand lane (having finally gotten off Duckworth into this assigned lane)

In the last few years Council has approved the construction of the 14 story building at 351 Water, the Fortis Building on the bottom of Springdale, extension to the Convention Centre; the complex of condo buildings on Duckworth, the extension to the Marriott, and has given approval for development of sites on the bottom of Hamilton and recently there was a public meeting on a 6-storey building on George and Springdale. Each developer holds that its proposal will have no significant impact in the traffic in intersections, parking, congestion, shadows etc. Presumably the City in conducting due diligence reviews uses a data analysis model to check both a) the assertions of those with an interest in the construction that the impact will be minimal, and b) the cumulative effect of the immediate proposal as well as those mentioned above will have on nearby streets and neighbourhoods. The cumulative effect on functionally the very limited street can already be experienced when travelling east of west during any busy hour.

I wonder, since that City has access to a GIS data base whether it has conducted its own metadata analysis to predict the impact on traffic flow and street infrastructure when all these buildings, including this hotel/ condo-apartment building are fully occupied with the accompanying activities that go with them, people coming for meetings, visitor to condo owners etc.. If so, it would be very helpful to see this analysis at this public meeting. If not at any planned public meeting, I wonder if this type of analysis could be made available for viewing through the website before this or other similar development decisions are made related to this already congested area.

dii) Infrastructure leading to the downtown:

Recently the City has had to place street calming devices on “Old Topsail” Road and I know that there has been an attempt by the residents of Monkstown Road to have the speed limit reduced. These, to me, are indicators that infrastructure leading to the downtown is becoming stressed. Very few relatively narrow roads lead directly from the newer regions of the City to the downtown. As the residents are indicating through their requests the through traffic is already a concern. At this point only the relevant construction and related workers are travelling to the downtown: one can only imagine the impact on the few “feeder” streets and the surrounding neighborhoods and drivers seek alternate routes when all these buildings are fully functioning.

Again I would suggest that the development of realistic scenarios that could be shared with the public should be considered before yet another major construction site is decided upon.

2. Issues Specific to the Proposal

intending to go straight through the intersection. Unfortunately I did not see the SUV that was behind me and signaling left as they cut right in front of me to get to the left turning lane where the new Convention Centre construction is occurring. Of course I do not know if the driver was frustrated with having been in the long lane of slowly moving traffic that extended back beyond Bates Hill at that stage and just wanted out, or whether he legitimately had to turn there. Either way I was the accident that almost happened due to the congestion.

a) Parking:

ai) *Hours of Operation*

Local Businesses: The Atlantic Place Parking Garage was built to accommodate the parking for those people working in and doing business in Atlantic Place. At this point, it is not truly public parking. It is, for instance, closed on week-ends and after 8:00PM when there was much traffic downtown with no place to park. Perhaps if this garage were open for longer periods with fees collected like the Delta the garage would produce more revenue. Therefore be of some use to local business trying to develop locally owned and operated business in the City core. This could decrease the need for other garages to be built and increase the access to the downtown on the week-ends for people who will otherwise shopping at malls and box stores.

Parking for Hotel/Condo : Will the proponents be required to operate the garage 24 hours a day or will the cars related to the hotel/ residence be parking on the streets at night further congesting the available street parking spaces as well as increasing the overall traffic as people circle looking for places?

aii) *50 Parking Spaces*

The developers maintain that the 50 parking spaces that will be required for the hotel will have minimal impact give the total of 720 spaces. As one who has had occasion to use the AP Garage on a few occasions to attend meetings or other functions in Atlantic Place, I would guestimate that 100 to 150 spaces are all that are available to “ the public”: the remainder are rented long term by organization and people working in Atlantic Place. We visitors are all quite used to parking “ in the sky dome” as the local parlance has it. The hotel will likely remove 1/3 of the “public” spaces. Perhaps the developer can be asked to provide a more realistic discussion of the impact on parking.

In addition, 50 spaces seems a low estimate to accommodate all the people who would have to work in the hotel.

Similarly, if the scenario that allows development of 18 residential units per floor is approved this amounts to 54 apartments/ condos. The developer has allowed for less than one car per residence. Again I find this unrealistic. At least a portion of what will be high-end units will have more than one car and occupants will likely entertain visitors on occasion. Again this would appear to underestimate the potential impact on street infrastructure.

If the ultimate proposal is for a hotel; the current submission states that there will be not assembly points egg. banquet halls; casinos, restaurants etc.. If there will ever be any change to this the implications for parking should be considered at that time.

e) Present one option:

The proposal should have contained a specific option, not three different potential approaches each with quite different impacts. It is difficult to provide focused comment without a specific proposal on the table.

Creating yet another spot zone, i.e., the suggestion that this building be put in a bonus zone which will allow for additional height leaves any number of doors open for additional height in the near or far term. Should the City continue to pursue this proposal the zoning change be quite clear on the additional height and also the allowable use. Given concern above, it should not be left open to allow casinos and other like businesses which seem to be the principal types of business listed on the proponent's website.

As you can likely tell from the comments, I am apprehensive about this proposal. Thank-you for your kind consideration of my concerns.

Sincerely,

A black rectangular redaction box covering the signature area.

Mayor's Symposium Brings Residents Together

More than 100 residents helped the City of St. John's launch its Municipal Plan Review with the Mayor's Symposium on Saturday, Feb. 25 at City Hall.

The Mayor's Symposium was facilitated by the Rural Secretariat and used keypad technology to allow residents to determine and rank their priorities for the next 10 years based on a series of broad development related questions.

"We have heard loud and clear from our residents that our standard form of public consultation has not been working and we needed to try something different," says Councillor At Large Tom Hann, chair of the Planning and Housing Standing Committee. "This was a very unique engagement process for us and I would like to thank all of the residents who took part and helped provide input which we will use to plan our next level of public consultations."

Participants were broken up into round tables, with each table having a facilitator and a recorder who captured what residents were saying. The day centred around seven discussion questions and a series of keypad polling questions. All of the results from the day were captured and will be released.

"It was wonderful to see a room full of residents who so clearly care about our City and the direction we are going," says Mayor Dennis O'Keefe. "This was a great opportunity for us to get their opinions on a number of key areas that are dealt with in our Municipal Plan and I would like to thank everyone for taking the time to participate in what was a very interesting day for us all."

The Mayor's Symposium was the first step in the Municipal Plan review process which is anticipated to take a year and a half to complete and will be guided by a citizen advisory group.

The Municipal Plan Review will take at least **18 months to complete** and additional meetings based on the data gathered at the Mayor's Symposium will be scheduled.

"This is the first step of a long journey," says Councillor Hann. "I hope everyone will remain as engaged and passionate about this process as the residents who registered for our Mayor's Symposium. It was a great experience and for those of us on Council who stayed as observers it was a great opportunity to get immediate input from a large cross-section of our City."

For further information:

Jennifer Mills
Communications Officer
City of St. John's
Phone: 709-570-2037
Cell: 709-690-7586
E-mail: jmills@stjohns.ca

Tom Hann
Councillor At Large
Chair, Planning and Housing Committee
City of St. John's
Phone: 576-8219
E-mail: thann@stjohns.ca

Attachment 2

E-mail to Council Monday September 24, 2018.

Proposed Hotel on On Top of AP Parking garage.

Mon 2018-09-24 7:31 PM

September 24, 2018

TO: Mayor and Councillors

From:



Re: AP Parking Garage and Hotel and Draft Development Regulations

My letter will not be long as my primary purpose is to state categorically that I disagree with the latest proposal for the hotel on top of the AP Parking Garage. As some may remember, I had concerns about the first proposal and submitted a letter on the matter, a copy of which I have attached should you wish to review it. My concerns are much the same but magnified with new proposal. And add to this, the design as proposed is awful. It is inappropriate in so many ways. You have only to look at the City's 2017 Draft Municipal Plan to know that this does not fit within any of the strategic vision. I know that the Council is considering this proposal on its agenda tonight and hopefully this will disappear.

Precedent for Buildings to the East: Although it is covered in the letter attached, I will highlight here, that aside from the inappropriateness of the height, bulk, scale and impact on many views of this hotel, approval will open the door to a renewed proposal from the Fortis for a block of 15-storey buildings immediately to the east. After all there will be 11/12 storey buildings on either side of the block (the old Fortis building and the AP Hotel). Most Council members may remember there was considerable public outcry in 2010 related to that proposal. 12 stories is approximately 4 times as high as the existing street scape and dangerously close to the 15-storey block that was proposed. This may well provide short term gain for a few and even some short term additional tax revenue but the long term health of the City will be better served by other decisions.

Development Regulations: One last point before I conclude, what became of the discussion that was occurring in the spring about the draft development regulations including building heights in the

downtown? I continue to wonder, why the “spot heights” are applied to the AP buildings. How they got there and, more importantly, why they continue to exist?

Thank-you for your consideration of my concern and opinion.

[REDACTED]

[REDACTED]

Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 3:49 PM
To: Shanna Fitzgerald
Subject: Fwd: Hotel proposal

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:36:17 PM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: Hotel proposal

Good Afternoon:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Janet Adams <jadams@stjohns.ca>
Sent: Tuesday, March 10, 2020 12:11 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: FW: Hotel proposal

From: service@stjohns.ca <service@stjohns.ca>
Sent: Monday, March 9, 2020 10:14 PM
To: Janet Adams <jadams@stjohns.ca>
Subject: Fw: Hotel proposal

..

From: [REDACTED]
Sent: Monday, March 9, 2020 9:56 PM
To: service@stjohns.ca
Subject: Hotel proposal
To Whom it May Concern:

We are writing regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove. This building will affect views from all over downtown - not only private homes but businesses, public buildings and walking in our beautiful city.

The City, to its credit, has sought to preserve historic views of downtown residents, as well as other citizens and tourists. City Planning Department zoning and height restrictions rules are there for a reason. They were implemented after some unfortunate earlier decisions, including the striking ugliness and intrusion that is Atlantic Place and its parking garage.

There has been general success in preserving classic views, through height restrictions and encouraging the construction of larger buildings in the West End of the Downtown. However, the proposed hotel on the Parking Garage seems almost to have been designed to destroy views. Its alignment, like a wall parallel to the Harbour, could have been selected to block as much of and as many views as possible. In doing so, it would remove from our sight a large section of the Harbour, more than doubling the effect of Atlantic Place itself. And the artists rendition of the proposed hotel show it making the Atlantic Place structures even uglier!

We hope you will not decide to provide visiting hotel guests with 12 floors of fine views - at the cost of downtown residents, other citizens, and tourists. That would reduce the attractiveness (and property values and residential tax base) of downtown neighbourhoods, and encourage people to sell and move away from the Downtown and our great City.

[REDACTED]

[REDACTED]

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Any correspondence with employees, agents, or elected officials of the City of St. John's may be subject to disclosure under the provisions of the Access to Information and Protection of Privacy Act, 2015, S.N.L. 2015, c.A-1.2.

From: [Karen Chafe](#)
To: [Shanna Fitzgerald](#)
Subject: Fwd: Clift's Baird's Cove Hotel Submission
Date: Tuesday, March 10, 2020 3:48:52 PM

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:37:56 PM
To: [REDACTED] CityClerk <cityclerk@stjohns.ca>
Cc: Maggie Burton <mburton@stjohns.ca>; Hope Jamieson <hjamieson@stjohns.ca>; Sheilagh O'Leary <soleary@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>
Subject: RE: Clift's Baird's Cove Hotel Submission

Good Afternoon [REDACTED]

Duly noted.

We will replace your original submission with the most current one.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Tuesday, March 10, 2020 12:34 PM
To: CityClerk <cityclerk@stjohns.ca>
Cc: Maggie Burton <mburton@stjohns.ca>; Hope Jamieson <hjamieson@stjohns.ca>; Sheilagh O'Leary <soleary@stjohns.ca>
Subject: Clift's Baird's Cove Hotel Submission

Dear City Clerk:

I ask that you replace the submission I sent yesterday re the Clift's Baird's Cove Hotel proposal with the attached submission I have dated March 9th and 10th.

I had incomplete information available to me on the weekend when I prepared this submission so I corrected this matter this morning. I have just changed recommendation number one in the attached submission and the other recommendations are as I had stated yesterday.

I apologize for the inconvenience this may cause.

Thank you for your consideration of this matter.

[REDACTED]

Sent from my iPad

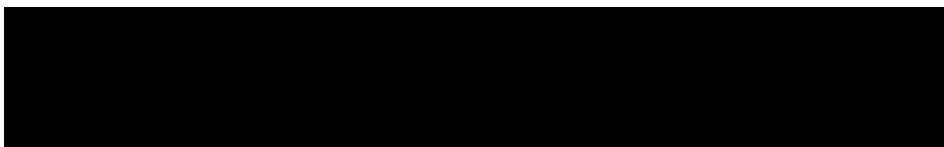
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OBJECTION

1 Clift's Baird's Cove -
City of St. John's Hotel
Text Amendment

Submitted by:



March 9th and 10th,
2020

Development in historic places should not try and be "*iconic*" as it is "*the history and structures of a historic place that is iconic and must be respected*".

UNESCO



You are seeking input regarding a requested text amendment to the proposed new City Plan that will result in a 12 story structure on the harbour front next to Atlantic Place.

A text amendment that will allow for a 4 story hotel to be built on top of a parking garage.

I am opposed to this proposed text amendment as I was opposed to the previous Council's approval of up to a 11 story structure for the site and its approval in the 1980s to construct a garage on the site.

3 wrongs do not make a right.

This text amendment will result in a hotel being built on top of a parking lot on our waterfront in an area deserving of special consideration, for its immense 500 year history, see Appendix 1.

Therefore I do not agree with the proposed text amendment for the following 8 reasons:

1. The Decision Note sent to Council on this matter dismissed the impact the proposed development would have on historic environment in which this project would sit. While it is technically not in a Heritage Area as defined by the City, it will however impact the identity and the appreciation of the National Historic Water Street Commercial District, the Water Street Court House National Historic Site, the Water Street Baird's Premises located on Baird's Cove and the St. John's Ecclesiastical District National Historic Site.

Full information is therefore important to be provided to the City councillors by the BHEP when a proposal of this magnitude is being brought forward that will have a long lasting impact on a landscape composed of, spaces, buildings and streetscapes.

It is therefore incorrect in the Decision Note for the City to say that this proposed development does not impact the historic setting of the downtown historic districts or that it is not located in a place of immense historical importance.

It also does not identify all the stakeholders that will be impacted such as Churches and the Basilica Foundation in the Ecclesiastical District National Historic Site or the Newfoundland Historic Trust.

I would like to remind The City that our the harbour is historic despite the fact that an earlier Council dismissed this matter.

The harbour has a history that dates back 500 years, a site of historical importance in North America for European and other nations of the world, before it was even settled by our English and Irish ancestors.

Therefore the harbour front needs special consideration and caution by Council when considering monumental developments at a place that has a great historical and personal value to its Citizens.

The development if approved would sit on a harbour front that was a major fishing port for European nations as early as the 1500s and claimed for England by Elizabeth 1 in 1583, to protect our lucrative fishery.

The waterfront has been a hub of commercial, business, transportation for many nations of the world including Holland, France, Spain, England, Japan, Portugal and Russia.

It has been a place where fish was made, where schooners took salt fish to the world and a place where ships were built and repaired. Coastal transportation boats, naval defence vessels, the first steel boats in the Province and international fishing fleets and yachts from all over the world were repaired, serviced and built on the shores of St. John's harbour.

But first and foremost it was a harbour where our merchant marines in the Second World War departed from to save convoy ships in peril.

The port where our first 500 departed from and for most never returned to.

It is where Newfoundlanders left for the Second World War and a harbour that serviced a North American military naval fleet going to and from Europe.

A place that welcomed service men home and those who came from Canada and America to construct their bases.

The City may have also forgotten our harbour was also the home to our early naval governors and where the sealing fleet annually departed from.

It greeted dignitaries and royalty with great grand fare and the Queen, Prince Charles and Diana and their sailing vessel the Britannia have all arrived and departed from our historic harbour.

Today It is a center for our North Atlantic oil industry and a port for our own fishing fleet.

For all these above-noted reasons it is now a place that tourists seek out when visiting our City and those that visit from Europe and other destinations by cruise ship that usually disembark right in front of the parking garage.

The proposed development borders on a significantly and historically important judicial center with a spectacular Court House that was designed to be seen from the harbour and it has been a place of judicial importance since 1720 and designated of National Historical Significance in 1981.

The proposed development borders a historic commercial district also designated of National Historical Significance in 1987 by the Historic Sites and Monuments Board of

Canada that includes the remaining Baird's building right on historic Baird's Cove.

A Cove built by an historically important family, the Baird's, contributed to the economic growth of our City and the Country for almost 150 years. A family that still owns I believe, the commercial building on Water Street, that was built after the great fire of 1892, but known more today as the London, New York and Paris Building, see Appendix 2.

2. To refuse the proposed amendment as it will allow for a modern intrusion that is out of scale, form, colour and mass and proportion to its existing historic environment in the historic commercial and institutional district of St. John's.

3. To refuse the proposal as it will also visually impact the historic integrity and authenticity of the historic landscape it sits amongst including the proposed building overhang above Baird's Cove. There is no overhang architecture now or ever has been in our architectural building designs and this is not the place to introduce such a feature.

The BHEP must have realized such a square and voluminous proposal for our historic waterfront is in complete opposition to the beautiful aesthetics of our centuries old wooden voluminous fishing premises, or our stately romansque style designed Courthouse, the only stone courthouse in Newfoundland and Labrador, and the

fourth courthouse to occupy the strategic location overlooking the harbour on Baird's cove since 1730.

Other building forms the BHEP could have used to evaluate this proposal against include the brick commercial and retail buildings located on the Water Street, designated as a National Historic District by the Government of Canada.

4 To refuse the proposed text amendment as the development's visual impact stretches to the Ecclesiastical District National Historic Site and it will completely obliterate the view from the harbour of the internationally important Anglican Cathedral, considered to be one of the best example of Gothic architecture in the new world.

A Cathedral built to be seen from the harbour and a Cathedral which is part of a district of international importance.

The amendment request also actually contradicts other aspects of the draft Plan now before the Department of Municipal Affairs for their consideration.

You see the new proposed Envision City Plan, page 2 to 10 actually states it will protect the Ecclesiastical District National Historic Site, not hide it from residents and the public.

It goes on to say the downtown blocks of row housing, streetscapes and public spaces that are unique in the City are to be preserved. That would include our air space.

It also states Design Guidelines will be prepared for the commercial areas of the Downtown addressing such things as site specific parameters for height, bulk and form of buildings as well as exterior design elements.

The City Councillors are therefore asking to have a text amendment that contradicts what the new plans says about this area.

If approved the text amendment will also impede the appreciation of a historic district including one that dates to 1699 and one that shaped the educational, social, charitable, political and religious development of Newfoundland.

A District worthy of full appreciation and anticipation for viewing by residents and visitors from the harbour.

Also the Church district is an important place for cruise ship visitors. A District other Cities would do everything in their power to protect and present, like is done in Old Quebec.

The churches actually received 15,000 visits last August alone from Cruise Ship visitors and they need these visitors

to create revenue, so these magnificent churches can be maintained and enjoyed for future generations.

5. To refuse the proposal, as the parking garage should not have been allowed to have been constructed in the first place and that three wrongs do not make a right.

Citizens in the 1980's rightly opposed the parking garage at that time as it disrespected in form, mass, scale and design the historic identity and significance of the historical landscape of St. John's harbour.

Also planning for Cities have advanced since the 1980s and the use of standards and guidelines for new development is now a requirement in most jurisdictions that have historic centers.

These guidelines outline that there is a right and a wrong way to introduce hotel density into a historic city and a right and wrong place for this development to occur.

This is not the type or place for this proposal. It does not belong here. The West end of the City, away from our precious nationally designated heritage districts, buildings and harbour is a more suitable location for this proposal.

6. The proposal if approved will also impact the Provincial interests in growing the tourism and cruise ship industries where it's prime arrival and departure place is right in front of

this proposed out of scale hotel with a parking garage draped in fabric!!!

The Department of Tourism's web site identifies that visitors to our city want travel experiences that have pleasurable walking experiences, where they see historic sites and attractions and have authentic and meaningful city cultural experiences visiting museums, churches and connecting with artisans and people. **Residents want this quality experience as well, as a nice place to visit must be first and foremost a nice place to live.**

Most Cities work to refurbish their ports and cruise ship arrival points as welcoming, accessible and attractive terminals that promote their heritage and culture, as is done in places like Barcelona, Bermuda and PEI.

The proposal will also block views of a significant part of our historic city that visitors want to see. As such it will degrade the quality of experiences by residents and tourists alike visiting the harbour and as such it will degrade our cultural tourism potential.

This amendment will also allow a development that will clearly open up old biases about Newfoundland.

An amendment that will allow a development that will easily be seen as nothing more than a laughing stock and a Newfie Joke. A hotel on top of a parking garage!!! at the

entrance of one of the worlds most important heritage cities!! Really.

Citizens were outraged that Signal Hill was going to build a fence to block the views of the City. Wait until citizens see this planned hotel and how it will block views of our historic city and have a development that looks like shipping containers on a fully draped parking garage! Really!

7. That this proposed text amendment be turned down as it has not been developed based on national and international development and architectural standards for modern developments in historic settings.

8. That the proposed text amendment be turned down as once approved it will open the door to further requests for spot plan revisions to increase heights and allow historically incongruent "top hat" development on all buildings in our heritage areas.

Also a Council member saying that it will create new heritage is laughable and insulting to informed citizens of our City.

Instead the Council should be requiring development that meets architectural standards and guidelines for new construction in historic urban settings that are followed by other historic cities and architects throughout North America and around the globe.

These Standards and Guidelines for new architecture in historic settings are readily available.

The Guidelines and Standards for new construction in historic settings have been in place since 2005 and specifically outline that development in historic places should not try to be **"iconic in its own right"** as the **"history and structures of the historic place is what is iconic and must be respected"**.

As the proposed amendment will allow a structure with a hotel that does not meet these standard and I expect the planning process did not include a review of the history of the place, before the development was approved as outlined, therefore the proposed development is **"in breach of these national and international Standards"**.

It is also specifically in breach of Standards that directs Cities and architects to achieve **quality** in modern development proposals by **respecting** and **referencing** the heritage and place and the traditional volumes and heights, roofscapes, scale, colour and cladding of the traditional buildings and institutions of the place and setting.

First and foremost new development is to be insubordinate to the real heritage and authenticity of the place.

Unesco actually states that Cities and Architects, in historic districts, have an obligation to respect the historic elements that are of social and economic importance to past, current and future generations and that the historic urban landscape is embedded with current and past social expressions that are place based and form the identity of the place and its people.

The historical significance of a place is gained from its gradual evolution over a period of time and therefore it expresses the economic and socio-cultural values pertaining to its society.

This proposed text amendment, that will allow it to proceed, does not belong in one of the most historic districts in North America, that evolved over a 500 year period.

So where is there accountability to the public on these matters as City Councillors are just temporary custodians of an immense heritage they have inherited and where uninformed decision making can destroy what has taken hundreds of years to create.

I do not know why some of the Councillors do not value what their citizens do, see Appendix 3, and why they do not understand that some aspects of our city are more important than just new monies and revenue from

development permits. Why do they not stand up to pressuring from developers.

Our Province and Canada do their best to ensure our heritage resources are commemorated and the City needs to do more to ensure for their protection.

We need to see more plan amendments to protect our Cities heritage not to diminish it.

Appendix 1 The Harbour in the 1500's - 500 Years Ago

There is no where in North America more historically important than St. John's Harbour.

One of Europe's first centers of trade, commerce and settlement in the Western Hemisphere. A place of universal importance and value to not just local residents but as an important part of our world identity.

It was declared in 1583 a England's first overseas Colony to protect England's interest in maximizing the highly economic profitability associated with the Cod Fishery, a fishery that changed the world and as such has had St.Johns's as its main global harbour.

By the 1500's Spain, France, Holland and Portugal were using St. John's harbour as their New World base. By 1519

St. John's harbour was located on a Portuguese map of the new world.

There was permanent habitation in St. John's by English settlers in 1620 where they lived and worked around St. John's Harbour. Later West Country merchants operated their immense fishing premises and migratory fishery from the shorelines of the harbour but they were later replaced in 1800's by resident merchants such as the Scottish Murray's and Baird's.

Appendix 2 The Baird Family and Baird's Cove

Baird's Cove is named after a family that has made a significant contribution to the commercial business of St. John's and our economic development for over 100 years.

James Baird came to Newfoundland from Scotland in 1844 where his father had been in business. By 1853 James Baird had established his own importing and draping business with his brother David. By the early 1880's James had expanded into the fishery supply business and wholesaler and retailer of groceries, wines and spirits and dry goods. After the fire of 1892 he rebuilt their premises on a much larger scale and later was involved in the sealing and whaling industries. By the 20th century the Baird Company grew into a major fish exporter having survived the bank crash of 1894 taking over the assets of several local bankrupt companies.

In 1908 the business was once again destroyed by fire and again it was rebuilt.

Baird was also prominent in developing many local industries in the city including wooden, clothing, shoe and boot factories, a bakery, a foundry and was President of the St. John's Gas and Light Company.

Today's citizens recognize their remaining building on Water Street as the former location of the New York, London and Paris retail store.

Their immense contributions and heritage at this location needs to be reflected and not by a shipping container style development above a parking garage.

Appendix 3 Valuing the Harbour

██████████, my ██████████ father, has memories of the harbour that span almost a century.

My Father, like many of our citizens, wants to see the harbour and its heritage respected by our elected officials as it had a significant role in forging our identity and the development of the society we enjoy today.

My father however does not need to quote standards and guidelines to express this or his opinions about this proposed development.

My father you see spent much of his working career at the harbour building and repairing ships such as our coastal transportation boats, naval defence vessels, the first steel boats in the Province and looking after fishing fleets from all over the world. When I was growing up it was common for us to have Japanese, Spanish or Russian Captains and their Officers at our home for supper.

The harbour is also where my fathers remembers his grandfather, [REDACTED], arriving as a Captain of his Grand Bank schooner, a schooner as big as the Bluenose, with a crew of men and always laden down with cod fish.

It is where my father remembers leaving every June as a young boy aboard a coastal boat such as the Kyle or the Northern Ranger to spend his summers in Catalina.

He remembers it is where all Newfoundlanders arrived and departed from when visiting the capital city for business, educational, health or family reasons.

It is also where his father worked from as a Chief Engineer for the Scottish Reid Newfoundland Company and their Alphabet Fleet coastal service.

It was where his other grandfather from Scotland, [REDACTED], came as an engineer to help Mr. Reid build his railway. His picture hangs in the Coastal Marine Railway at the head of the harbour. It is the only picture we have of him.

He remembers the industry of the harbour and all those who worked hard. He remembers his grandfather repairing the sails of his schooner or seeing fish loaded onto schooners for export around the world and people selling fish and flippers on the harbour from its many piers and premises.

But first and foremost in his mind it is a harbour he sailed out of in stormy weather during the Second World War as a merchant marine to save convoy ships in peril.

The port he reminds us is also where our first 500 departed from and for most never to return to.

He goes on to say it is where Newfoundlanders also left for the Second World War and a harbour that serviced a North American naval fleet going to and from Europe.

A place that welcomed service men home and those who came from Canada and American to construct their bases.

It is in this context my father says that this text amendment will allow a proposal that has no meaning to this place and a development that no one can identify with.

He goes on to say it is an amendment that will allow for a development that is nothing more than a monstrosity and one that is disrespectful to all of those who built and sacrificed their lives for the future we enjoy in the City today.

It is a place of inherited legacy and one deserving more respect by all our City Councillors and those who approve developments and those who design its buildings.

:

.

Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 3:48 PM
To: Shanna Fitzgerald
Subject: Fwd: Regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:35:30 PM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: Regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove

Good Afternoon:

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Janet Adams <jadams@stjohns.ca>
Sent: Tuesday, March 10, 2020 12:11 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: FW: Regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove

From: service@stjohns.ca <service@stjohns.ca>
Sent: Monday, March 9, 2020 8:13 PM
To: Janet Adams <jadams@stjohns.ca>
Subject: Re: Regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove

From: [REDACTED]

Sent: Monday, March 9, 2020 7:57 PM

To: service@stjohns.ca

Subject: Regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove

I am writing regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove. The City, to its credit, has sought to preserve historic views of downtown residents, as well as other citizens and tourists. City Planning Department zoning and height restrictions rules are there for a reason. They were implemented after some unfortunate earlier decisions, including the striking ugliness and intrusion that is Atlantic Place and its parking garage. There has been general success in preserving classic views, through height restrictions and encouraging the construction of larger buildings in the West End of the Downtown. However, the proposed hotel on the Parking Garage seems almost to have been designed to destroy views. Its alignment, like a wall parallel to the Harbour, could have been selected to block as much of and as many views as possible. In doing so, it would remove from our sight a large section of the Harbour, more than doubling the effect of Atlantic Place itself. And the artists rendition of the proposed hotel show it making the Atlantic Place structures even uglier! I - amongst many others - hope you will not decide to provide visiting hotel guests with 12 floors of fine views - at the cost of downtown residents, other citizens, and tourists. That would reduce the attractiveness (and property values and residential tax base) of downtown neighbourhoods, and encourage people to sell and move away from the Downtown and our great City

Sincerely yours,

[REDACTED]
St. John's

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Shanna Fitzgerald

From: Karen Chafe
Sent: Tuesday, March 10, 2020 3:33 PM
To: Shanna Fitzgerald
Subject: Fwd: Halt rezoning for Atlantic Place

Follow Up Flag: Follow up
Flag Status: Flagged

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From: CityClerk <cityclerk@stjohns.ca>
Sent: Tuesday, March 10, 2020 3:28:33 PM
To: [REDACTED]
Cc: Andrea Roberts <aroberts@stjohns.ca>; Ann-Marie Cashin <acashin@stjohns.ca>; Ashley Murray <amurray@stjohns.ca>; Dave Wadden <dwadden@stjohns.ca>; Gerard Doran <gdoran@stjohns.ca>; Jason Sinyard <jsinyard@stjohns.ca>; Karen Chafe <kchafe@stjohns.ca>; Ken O'Brien <kobrien@stjohns.ca>; Lindsay Lyghtle Brushett <LLyghtleBrushett@stjohns.ca>; Planning <planning@stjohns.ca>
Subject: FW: Halt rezoning for Atlantic Place

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Janet Adams <jadams@stjohns.ca>
Sent: Tuesday, March 10, 2020 12:11 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: FW: Halt rezoning for Atlantic Place

From: service@stjohns.ca <service@stjohns.ca>
Sent: Monday, March 9, 2020 5:19 PM
To: Janet Adams <jadams@stjohns.ca>
Subject: Re: Halt rezoning for Atlantic Place

From: [REDACTED]
Sent: Monday, March 9, 2020 5:09 PM
To: service@stjohns.ca
Subject: Halt rezoning for Atlantic Place
Dear City of St Johns,

We are writing regarding the proposal to waive the height restrictions for the proposed hotel at 1 Clift's Baird's Cove.

The City, to its credit, has sought to preserve historic views of downtown residents, as well as other citizens and tourists. City Planning Department zoning and height restrictions rules are there for a reason. They were implemented after some unfortunate earlier decisions, including the striking ugliness and intrusion that is Atlantic Place and its parking garage.

There has been general success in preserving classic views, through height restrictions and encouraging the construction of larger buildings in the West End of the Downtown. However, the proposed hotel on the Parking Garage seems almost to have been designed to destroy views. Its alignment, like a wall parallel to the Harbour, could have been selected to block as much of and as many views as possible. In doing so, it would remove from our sight a large section of the Harbour, more than doubling the effect of Atlantic Place itself. And the artists rendition of the proposed hotel show it making the Atlantic Place structures even uglier!

We hope you will not decide to provide visiting hotel guests with 12 floors of fine views - at the cost of downtown residents, other citizens, and tourists. That would reduce the attractiveness (and property values and residential tax base) of downtown neighbourhoods, and encourage people to sell and move away from the Downtown and our great City.



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