

**AGENDA
REGULAR MEETING**

**February 20, 2017
4:30 p.m.**

ST. JOHN'S

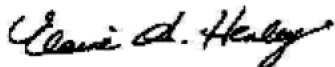
MEMORANDUM

February 17, 2017

In accordance with Section 42 of the City of St. John's Act, the Regular Meeting of the St. John's Municipal Council will be held on **Monday, February 20, 2017 at 4:30 p.m.**

This meeting will be preceded by a Special Meeting to be held on the same day in Conference Room A at **3:00 p.m.**

By Order



Elaine Henley
City Clerk

ST. JOHN'S

CITY MANAGER

AGENDA
REGULAR MEETING - CITY COUNCIL
February 20, 2017 – 4:30 p.m. – Council Chambers, 4th Floor, City Hall

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

3. ADOPTION OF THE MINUTES

- Minutes of February 13, 2017

4. BUSINESS ARISING FROM THE MINUTES

Included in the Agenda:

- a. Text Amendment to Development Regulations to allow a maximum height of 30m in the Commercial Regional (CR) Zone
St. John's Development Regulations Amendment No. 649, 2017
REZ 1600014
25 Sea Rose Avenue

Other Matters:

5. NOTICES PUBLISHED

6. PUBLIC HEARINGS

7. COMMITTEE REPORTS

- a. Community Services and Housing Standing Committee Report January 31, 2017

8. RESOLUTIONS

9. DEVELOPMENT PERMITS LIST

- February 9, 2017 – February 15, 2017

10. BUILDING PERMITS LIST

- February 20, 2017

11. REQUISITIONS, PAYROLLS AND ACCOUNTS

- Week Ending February 15, 2017

12. TENDERS/RFPS

- a. Tender 2017003 – Robin Hood Bay Landfill Materials Recovery Facility Conveyer Hood Installations

13. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

14. OTHER BUSINESS

15. ADJOURNMENT

**MINUTES
REGULAR MEETING - CITY COUNCIL
February 13, 2017 – 4:30 p.m. - Council Chambers**

Present Mayor D. O’Keefe
Deputy Mayor R. Ellsworth
Councillor T. Hann
Councillor A. Puddister
Councillor J. Galgay
Councillor D. Breen
Councillor B. Tilley
Councillor S. Hickman
Councillor S. O’Leary
Councillor W. Collins

Absent: Councillor D. Lane

Others Kevin Breen, City Manager
Lynnann Winsor, Deputy City Manager of Public Works
Jason Sinyard, Deputy City Manager of Planning, Engineering and
Regulatory Services
Ken O’Brien, Chief Municipal Planner
Tanya Haywood, Deputy City Manager of Community Services
Cheryl Mullett City Solicitor
Elaine Henley, City Clerk
Maureen Harvey, Legislative Assistant

CALL TO ORDER/ADOPTION OF AGENDA

SJMC2017-02-13/62R

Moved – Councillor Tilley; Seconded – Councillor Collins

That the agenda be adopted as presented.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

SJMC2017-02-13/63R

Moved – Councillor O’Leary; Seconded – Councillor Tilley

That the minutes of February 06, 2017 be approved as presented.

CARRIED UNANIMOUSLY

BUSINESS ARISING FROM THE MINUTES

Included in the Agenda

- a. Text Amendment to Development Regulations to allow a maximum height of 30m in the Commercial Regional (CR) Zone
St. John's Development Regulations Amendment No. 649, 2017
REZ 1600014
25 Sea Rose Avenue

SJMC2017-02-13/64R

Moved – Councillor Puddister; Seconded – Councillor Breen

That the above noted text amendment be deferred to facilitate a review of all submissions.

CARRIED UNANIMOUSLY

- b. St. John's Municipal Plan Amendment Number 134, 2017 and St. John's Development Regulations Amendment Number 614, 2017
Proposed Rezoning to the Commercial Neighborhood (CN) Zone
PDE# MPA1400004
198 & 204 Freshwater Road
Applicant: Dillon Consulting Ltd., on behalf of Shoppers Realty Inc.

SJMC2017-02-13/65R

Moved – Councillor Puddister; Seconded – Councillor O'Leary

That Council adopt-in-principle the resolutions for St. John's Municipal Plan Amendment Number 134, 2017, and St. John's Development Regulations Amendment Number 617, 2017, to rezone 198 & 204 Freshwater Road from the Residential High Density (R3) Zone to the Commercial Neighbourhood (CN) Zone for the redevelopment of Shoppers Drug Mart.

Further that Council adopt resolutions for St. John's Municipal Plan Amendment Number 134, 2017 and St. John's Development Regulations Amendment Number 617, 2017.

Further, that Council appoint Mr. Stan Clinton, MCIP, a member of the City's commissioner list, to conduct a public hearing on the proposed amendments. The proposed date for the public hearing is Tuesday, March 14, 2017, at 7pm at St. John's City Hall.

CARRIED UNANIMOUSLY

Notices Published

- a. 160 Brookfield Road – Rural Residential Infill (RRI) Zone
A two-part Discretionary Use application has been submitted requesting approval to occupy 160 Brookfield Road as both a Home Occupation for a Hair Salon and a Heavy Equipment Storage area in the rear yard. Three submissions received.
- A. The proposed Home Occupation for a hair salon will occupy a floor area of 40 m². There will be a maximum of 3 chairs for services; two for hair and one for nails. Some retail products related to the salon will be sold on site. Hours of operation will be Monday – Friday 9:30 am – 5:30 pm. The business will employ a maximum of three (3) people, the applicant plus two (2) employees. On-site parking is available at the rear of the property.
- B. The Heavy Equipment Storage area will be located at the rear of the property, in the northwest corner. The types of equipment being stored will include: air compressors, air tools, compaction equipment mini excavator and welders.

SJMC2017-02-13/66R

Moved – Councillor Puddister; Seconded – Councillor Tilley

That Council approve Part A of the application subject to all applicable City requirements. However, Part B is rejected due to the likelihood of adversely affecting abutting residential properties.

CARRIED UNANIMOUSLY

- b. 656 Main Road – Rural Residential Infill (RRI) Zone
An application for an extension to a Non-Conforming Use has been submitted for the Personal Home Care Facility located at 656 Main Road. The current facility is approximately 302 m² (41.4% extension) has been requested. On-site parking will be provided. No submissions received.

SJMC2017-02-13/67R

Moved – Councillor Puddister; Seconded – Councillor Tilley

That Council approve the application subject to all applicable City requirements.

CARRIED UNANIMOUSLY

COMMITTEE REPORTS

Development Committee Report – February 7, 2017

Council considered the above noted report dealing with the following matters:

1. Proposed Water Service Lateral in Flood Plain Buffer
488 Back Line – SUB1600017
2. Crown Land Lease for Agricultural Use South of Raymond's Brook and Robert E. Howlett Drive – CRW1700005

SJMC2017-02-13/68R

Moved – Councillor Puddister; Seconded – Councillor Collins

That the report and its recommendations be adopted as presented.

CARRIED UNANIMOUSLY

DEVELOPMENT PERMITS LIST

[Link to List](#)

Council considered, for information, the above-noted for the period February 2, 2017 to February 8, 2017.

BUILDING PERMITS LIST

[Link to List](#)

Council considered the Building Permits dated February 13, 2017 for the period February 2 – 8, 2017.

SJMC2017-02-13/69R

Moved – Deputy Mayor Ellsworth; Seconded – Councillor Hann

That the building permits list for the period February 2-8, 2017 be approved as presented.

CARRIED UNANIMOUSLY

REQUISITIONS, PAYROLLS AND ACCOUNTS

[Link to Memo](#)

Council considered the requisitions, payrolls and accounts for the week ending February 8, 2017.

SJMC2017-02-13/70R

Moved – Deputy Mayor Ellsworth; Seconded – Councillor Hann

That the requisitions, payrolls and accounts for the week ending February 8, 2017 in the amount of \$7,178,429.63 be approved as presented.

CARRIED UNANIMOUSLY

TENDERS/RFPS

Tender 2017004 – Mobile Generator

Council considered the above noted tender.

SJMC2017-02-13/71R

Moved – Deputy Mayor Ellsworth; Seconded – Councillor Hann

That in accordance with the Public Tendering Act, approval be given to award the above noted tender to the Battlefield Equipment in the amount of \$94,964.70 HST included.

CARRIED UNANIMOUSLY

NOTICES OF MOTION, RESOLUTIONS, QUESTIONS AND PETITIONS

- a. Petition re: Intersection Petition – Jonathan – Intersection of Temperance Street, Quidi Vidi Road and Battery Road.**

Councillor Galgay presented a petition on behalf of the residents in the above noted area requesting improvements to the said intersection. The petition was referred to the Police & Traffic Committee for consideration.

- b. Petition re: Use of Personal Fireworks in Residential Areas**

Councillor Galgay presented a petition requesting Council's intervention in the banning of fireworks in residential areas. The matter was referred to the Fire Chief for review.

Other Business

Decision Note dated February 7, 2017 re: Travel for Councillor Lane to attend Hospitality Newfoundland & Labrador Conference – Gander – February 21-23, 2017

Council considered the above noted Decision Note.

SJMC2017-02-13/72R

Moved – Deputy Mayor Ellsworth; Seconded – Councillor Hickman

That Council approve the costs associated with Councillor Lane attending the Stay Connection Conference hosted by Hospitality Newfoundland & Labrador, in Gander from February 22-24, 2017.

CARRIED UNANIMOUSLY

Decision Note dated February 8, 2017 re: Travel for Mayor O’Keefe and Councillor Galgay to attend 2017 FCM Annual Conference and Trade Show – Ottawa – June 1-4, 2017

Council considered the above noted Decision Note.

SJMC2017-02-13/73R

Moved – Councillor Collins; Seconded – Councillor Hickman

That Council approve the costs associated with Mayor Dennis O’Keefe and Councillor Galgay, and Councillor O’Leary attending the FCM’s 2017 Annual Conference and Trade Show in Ottawa from June 1-4, 2017.

CARRIED UNANIMOUSLY

Decision Note dated February 9, 2017 re: Additional Member – Victoria Park Foundation Board

Council considered the above noted Decision Note.

SJMC2017-02-13/74R

Moved – Councillor Galgay; Seconded – Councillor Tilley

That an invitation be extended to Mr. Mike Evoy to join the Victoria Park Foundation Board of Directors.

CARRIED UNANIMOUSLY

Decision Note dated February 3, 2017 re: Sale of Lane – 350 Water Street

Council considered the above noted Decision Note.

SJMC2017-02-13/75R

Moved – Deputy Mayor Ellsworth; Seconded – Councillor Breen

That Council approve the sale of land (shown in Schedule “A”) situate along the frontage of 350 Water Street, for a value of \$50/sq. ft., provided the final plan does not interfere with the minimum size required for City sidewalks/infrastructure.

CARRIED UNANIMOUSLY

Economic Update – February 2017

Councillor Hickman presented the Economic Update for February 2017.

Decision Note dated February 3, 2017 re: Grants Allocation

Council considered the above noted Decision Note.

Councillor Hickman removed himself from any discussion on this item on the basis of a declared conflict of interest.

SJMC2017-02-13/76R

Moved – Deputy Mayor Ron Ellsworth; Seconded – Councillor Collins

That Council approve the 2017 Grant Allocations for Community, Sport, Special Events and Festivals, Artists and Artist Organizations as follows:

Organization	Approved
Beagle Paws	\$ 3,300
Bridges to Hope	\$ 10,000
Buckmasters Circle CC	\$ 24,600
Canadian Mental Health Association *	\$ 5,000
Chapel Restoration Committee – Blackhead	\$ 1,000

Choices For Youth	\$ 12,000
Choices For Youth (Snowbusters)	\$ 25,000
Clean St. John's	\$ 60,000
Coalition of Persons with Disabilities	\$ 10,000
Downtown St. John's (Santa Shuttle)	\$ 7,500
Downtown St. John's (Buskers Festival)	\$ 4,500
Downtown St. John's (Reel Downtown)	\$ 2,500
East Coast Trail Association	\$ 25,000
Easter Seals NL	\$ 5,000
For the Love of Learning *	\$ 2,500
Friends of Victoria Park	\$ 19,600
Froude Avenue CC	\$ 24,600
Goulds 50+ Daffodil Club	\$ 1,000
Goulds Recreation Association (Winter Carnival)	\$ 1,200
Grand Concourse	\$ 36,000
Happy City St. John's *	\$ 1,500
Home Again Outreach Project	\$ 10,000
Jimmy Pratt Outreach	\$ 3,000
Johnson GEO Centre	\$ 60,000
Kids Help Phone (NL)	\$ 8,000
Kilbride 50+ Club	\$ 1,000
Kiwanis Music Festival	\$ 3,500
Macmorran CC	\$ 24,600
Newfoundland Symphony Orchestra	\$ 48,000
NL Sexual Assault Crisis and Prevention Centre	\$ 5,000
Non Sport Travel	\$ 3,200
North East Avalon D.A.R.E. Committee	\$ 2,500
Opera on the Avalon	\$ 15,000

Quidi Vidi Rennies River Development	\$ 25,000
Rabbittown Community Centre	\$ 20,600
Rainbow Riders	\$ 20,000
Resource Centre for the Arts (LSPU Hall)	\$ 50,000
School Lunch Association	\$ 8,000
Seniors Resource Centre	\$ 10,000
Signal Hill Tattoo	\$ 30,000
SPCA	\$ 3,300
St. John's Boys and Girls Club (MP,BC)	\$ 75,000
St. John's Northwest Rotary Music Festival	\$ 5,000
St. John's Public Libraries	\$ 8,000
The Duke of Edinburgh's Award NL	\$ 5,000
The Gathering Place	\$ 5,000
The Geraldine Rubia Centre * (formerly The Longside Club)	\$ 2,000
The Pottle Centre	\$ 7,000
Thrive CYN	\$ 15,000
Vera Perlin	\$ 10,000
Vibrant Communities (Community Sector Council)	\$ 20,000
Virginia Park Community Association	\$ 20,600
YWCA	\$ 5,000
Community Groups & Organizations Total Recommended	\$ 810,100

Organization	2017 Approved
Avalon Minor Hockey	\$12,500
Cricket NL *	\$1,500
Cygnus Gymnastics	\$17,000
Goulds Minor Hockey	\$9,700

Legends Swim Club	\$4,500
Prince of Wales Skating Club	\$15,200
Special Olympics	\$5,500
Sport Travel Allocation	\$15,000
St. John's Amateur Baseball	\$10,000
St. John's Minor Baseball	\$21,000
St. John's Minor Hockey	\$16,500
St. John's Sea Stars	\$2,500
St. John's Soccer Club	\$10,000
St. John's Soccer Club	\$22,000
Waterford Valley Softball	\$6,000
Sporting Groups & Organizations Total Recommended	\$168,900

NAME	Approved
Individuals	
Brown, Lois	\$1,500
Dolle, Anahareo *	\$700
Moyes, Louise	\$2,000
Panting, Lynn	\$2,000
Stoker, Sarah Joy	\$2,000
Bridger, Emily	\$1,000
Buckley, Rhonda	\$2,000
Dymond, Veronica *	\$1,000
Fardy, Mike	\$1,000
Feehan, David	\$1,000
Oates, Melanie	\$1,500
Sparkes, Christian	\$2,500
Westman, Cody	\$2,000

Burton, Maggie *	\$500
Coles, Megan	\$2,000
Hollett, Matthew *	\$500
Jones, Andy	\$2,500
MacGillivray, Jenina	\$1,500
Nolan, Heather *	\$500
Power, Craig Francis	\$1,000
Swanson, Anna	\$1,750
Walsh, Agnes	\$500
Blake Sisters *	\$500
Critch, Jacob *	\$500
Foster, Ian	\$1,000
Gilbert, Esmée (Mary Dear) *	\$1,000
King, Jen	\$1,500
Lahey, Kate *	\$1,500
Lawton, Rosemary *	\$1,500
McGee, Chris *	\$250
Meyers, Christopher *	\$1,500
Morgan, Pamela	\$2,500
Ryan, Sherry	\$2,000
Barry, Frank	\$500
Goodridge, Philip	\$500
Keating, David	\$750
King-Campbell, Sharon	\$1,500
Lawrence, Ruth	\$1,500
Murray, Morgan *	\$750
Stapleton, Berni *	\$2,500
Tilley, Sara	\$2,300

Tremblett, Andrew *	\$1,000
Connolly, Mike	\$750
Cummings, Matthew *	\$750
Gonzalez, Jose	\$1,000
Greeley, Kym	\$1,500
Jones, Philippa	\$2,500
Martinez, Maria (Pepa Chan)	\$1,500
Pelley, Rhonda	\$500
Singh, Anita	\$1,200
Stoddart, Kumi	\$750
Tomova, Veselina	\$1,500
Wells, Jason *	\$1,000
White, April	\$2,000
Individuals Subtotal	\$70,950

NAME	2017 Approved
Organizations	
Kittiwake Dance Theatre	\$4,000
Dance NL	\$4,500
Riddle Fence	\$10,000
Writers' Alliance of NL	\$10,000
City of St. John's Pipe Pand	\$2,000
Girls Rock NL	\$4,550
Newfoundland Symphony Youth Orchestra	\$5,000
PlayPianoNL *	\$2,500
Project Grace *	\$2,500
Strong Harbour Strings	\$2,500

Suzuki Talent Education Program *	\$2,000
Unpossible NL	\$3,500
Artistic Fraud of Newfoundland	\$10,000
NewfoundlandArtistX	\$3,000
Poverty Cove Theatre Company	\$3,500
RCA Theatre Company	\$9,000
White Rooster	\$3,000
Wonderbolt Productions	\$9,000
Assembly Advocacy	\$2,500
Craft Council Gallery	\$10,000
Eastern Edge	\$12,500
St. Michael's Printshop	\$10,000
Visual Artists NL	\$6,500
Organizations Subtotal	\$132,050

Artists & Arts Organizations Total	\$203,000
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Organization	2017 Approved
Association communautaire francophone de Saint-Jean	\$1,000
Community Centre Alliance of NL *	\$500
Huffin Puffin Marathon	\$2,000
Lawnya Vawnya Inc.	\$3,500
Mummers Festival	\$4,500
MUNIranians Association	\$500
Newfoundland & Labrador Folks Arts Society	\$16,500

Newfoundland Dance Presenters Inc. (Neighbourhood Dance Works)	\$9,000
Newfoundland Horticultural Society	\$250
Nickel Independent Film Festival	\$6,000
Shakespeare by the Sea Festival	\$3,500
Sound Arts Initiative, Inc.	\$3,500
St. John's International Women's Film Festival Inc.	\$10,000
St. John's Native Friendship Centre *	\$1,000
St. John's Pride Inc.	\$500
St. John's Short Play Festival *	\$1,000
St. John's Storytelling Festival Inc.	\$1,750
TEDxSt. John's *	\$500
Tely 10	\$10,000
Tombolo Multicultural Festival	\$500
Tuckamore Festival Inc.	\$6,000
Women's Work Festival	\$500
Wreckhouse Jazz & Blues Inc.	\$10,000
Special Events & Festivals	\$92,500

Additional Grants Approved at the Regular Meeting of Council on February 13, 2017	2017 Approved
Southlands Family Fun Day	\$1,200
School Lunch Association	\$2,000
Happy Cities	\$1,500

It was noted there is still \$30,000 available to be distributed at a later date.

**MOTION CARRIED WITH ONE ABSTENTION
COUNCILLOR HICKMAN**

ADJOURNMENT

There being no further business, the meeting adjourned at 5:49 p.m.

MAYOR

CITY CLERK

Building Permits List

Council's February 13, 2017 Regular Meeting

Permits Issued: 2017/02/02 To 2017/02/08

Class: Commercial

38 Golf Ave	Co	Retail Store	
106 Water St	Co	Office	
15 International Pl, Provident	Sn	Office	
207a Kenmount Rd	Sn	Eating Establishment	
16 Stavanger Dr, Unit 3	Cr	Eating Establishment	
541 Kenmount Road- 1st Floor	Rn	Office	
160 East White Hills Road	Nc	Communications Use	
			This Week \$ 395,200.00

Class: Industrial

This Week \$.00

Class: Government/Institutional

This Week \$.00

Class: Residential

11 Doyle St	Nc	Accessory Building	
416 Blackmarsh Rd	Co	Service Shop	
76 Barnes Rd	Rn	Townhousing	
21 Coronation St	Rn	Single Detached Dwelling	
9 Mabledon Pl	Rn	Single Detached Dwelling	
22 Spratt Pl	Rn	Single Detached Dwelling	
9 Wadland Cres, Unit 105	Rn	Apartment Building	
9 Wadland Cres, Unit 201	Rn	Apartment Building	
9 Wadland Cres, Unit 202	Rn	Apartment Building	
9 Wadland Cres, Unit 203	Rn	Apartment Building	
9 Wadland Cres, Unit 204	Rn	Apartment Building	
9 Wadland Cres, Unit 205	Rn	Apartment Building	
9 Wadland Cres, Unit 206	Rn	Apartment Building	
9 Wadland Cres, Unit 207	Rn	Apartment Building	
9 Wadland Cres, Unit 208	Rn	Apartment Building	
9 Wadland Cres, Unit 301	Rn	Apartment Building	
9 Wadland Cres, Unit 302	Rn	Apartment Building	
9 Wadland Cres, Unit 303	Rn	Apartment Building	
9 Wadland Cres, Unit 304	Rn	Apartment Building	
9 Wadland Cres, Unit 305	Rn	Apartment Building	
9 Wadland Cres, Unit 306	Rn	Apartment Building	
9 Wadland Cres, Unit 307	Rn	Apartment Building	
9 Wadland Cres, Unit 308	Rn	Apartment Building	
9 Wadland Cres, Unit 401	Rn	Apartment Building	
9 Wadland Cres, Unit 402	Rn	Apartment Building	
9 Wadland Cres, Unit 403	Rn	Apartment Building	
9 Wadland Cres, Unit 404	Rn	Apartment Building	
9 Wadland Cres, Unit 405	Rn	Apartment Building	
9 Wadland Cres, Unit 406	Rn	Apartment Building	
9 Wadland Cres, Unit 407	Rn	Apartment Building	
9 Wadland Cres, Unit 408	Rn	Apartment Building	

9 Wadland Cres, Unit 101 Rn Apartment Building
 9 Wadland Cres, Unit 102 Rn Apartment Building
 9 Wadland Cres, Unit 103 Rn Apartment Building

This Week \$ 720,000.00

Class: Demolition

This Week \$.00

This Week's Total: \$ 1,115,200.00

Repair Permits Issued: 2017/02/02 To 2017/02/08 \$ 3,500.00

Legend

Co Change Of Occupancy Sw Site Work
 Cr Chng Of Occ/Renovtns Ms Mobile Sign
 Ex Extension Sn Sign
 Nc New Construction Cc Chimney Construction
 Oc Occupant Change Dm Demolition
 Rn Renovations

Year To Date Comparisons			
February 13, 2017			
Type	2016	2017	% Variance (+/-)
Commercial	\$3,471,628.00	\$5,994,447.00	73
Industrial	\$0.00	\$0.00	#Div/0!
Government/Institutional	\$0.00	\$0.00	#Div/0!
Residential	\$3,307,611.00	\$3,452,685.00	4
Repairs	\$96,320.00	\$136,900.00	42
Housing Units(1 & 2 Family Dwelling	5	5	
Total	\$6,875,559.00	\$9,584,032.00	39

Respectfully Submitted,

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

MEMORANDUM

**Weekly Payment Vouchers
For The
Week Ending February 8, 2017**

Payroll

Public Works	\$ 872,549.96
Bi-Weekly Administration	\$ 887,684.18
Bi-Weekly Management	\$ 1,266,320.44
Bi-Weekly Fire Department	\$ 689,513.89
Accounts Payable	\$3,462,361.16

Total: \$ 7,178,429.63

ST. JOHN'S

DEPARTMENT OF FINANCE

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

DECISION/DIRECTION NOTE

Title: Text Amendment to Development Regulations to allow a maximum height of 30m in the Commercial Regional (CR) Zone
St. John's Development Regulations Amendment No.649, 2017
REZ 1600014
25 Sea Rose Avenue

Date Prepared: February 3, 2017

Report To: His Worship the Mayor and Members of Council

Councillor & Role: Councillor Art Puddister, Chair, Planning and Development Committee

Ward: 1

Decision/Direction Required:

To seek approval of Council to adopt St. John's Development Regulations Amendment 649, 2017, which would increase maximum building height in the Commercial Regional (CR) Zone from 15 metres to 30 metres.

Discussion – Background and Current Status:

The City received an application to amend the Development Regulations height restriction to allow a 6 storey office complex (7 storeys with the mechanical penthouse) at 25 Sea Rose Avenue.

The subject property is located in Planning Area 21 - Airport Environs/Clovelly Commercial, located in the Commercial General (CG) District and zoned Commercial Regional (CR).

The maximum allowable height in the CR Zone is 15 metres. The applicant wishes to build an office complex with a height of 28 metres which includes the height of the mechanical penthouse.

The subject property is adjacent to the St. John's International Airport who advise they have no objections. NAV CANADA who regulates air navigation, also advise they have no objections.

This amendment is a City-wide text amendment and applies to all CR zoned properties. On review, staff recommends increasing the minimum separation distance/buffer between commercial and residential zones from 3 metres to 10 metres to minimize the potential impacts on adjoining residential uses. This increase is consistent with the proposed new separation distance/buffer standards to be proposed under the new St. John's Development Regulations. A Municipal Plan amendment is not required.

At its regular meeting on January 9, 2017, Council accepted the recommendation from the Planning and Development Committee to advertise for public review and comment, Council Directive CD#R2017-01-09/24. The public comments received will be included in the agenda for the upcoming regular meeting of Council.

Key Considerations/Implications:

1. Budget/Financial Implications: Not Applicable.

The logo for the City of St. John's, featuring the words "ST. JOHN'S" in a bold, serif font. The letter "O" in "JOHN'S" is replaced by a stylized graphic of a signal tower or antenna.

2. Partners or Other Stakeholders:
Applicant, neighbourhood owners and employees, the St. John's International Airport Authority, NAV CANADA and the City.
3. Alignment with Strategic Directions/Adopted Plans:
City's Strategic Plan: Neighbourhoods build our City - Create neighbourhood focused plans.
4. Legal or Policy Implications:
Pursuant to Section 3.2.2 of the Municipal Plan, "The City shall ensure adequate control of commercial developments to limit any detrimental effects that may result from such developments".
5. Engagement and Communications Considerations: Not Applicable.
6. Human Resource Implications: Not Applicable.
7. Procurement Implications: Not Applicable.
8. Information Technology Implications: Not Applicable.
9. Other Implications: Not Applicable.

Recommendation:

It is recommended that Council adopt St. John's Development Regulations Amendment Number 649, 2017, which has the effect of increasing the allowable building height in the Commercial Regional (CR) Zone from 15 metres to 30 metres as well as increasing the separation distance/buffer where an Industrial, Commercial or Institutional Zone adjoins a Residential use. If the attached amendment is adopted by Council, it will then be referred to the Department of Municipal Affairs with a request for Provincial Registration in accordance with the provisions of the *Urban and Rural Planning Act*.

Prepared by/Signature:

Arthur MacDonald, MCIP – Planner III, Urban Design and Heritage

Signature: _____

Approved by/Date/Signature:

Ken O'Brien, MCIP – Chief Municipal Planner

Signature: _____

AMD/dlm

Attachments:

Resolutions
Location Map
Concept Renderings
Site Plan
Public Comments Received

**DRAFT RESOLUTION
ST. JOHN'S DEVELOPMENT REGULATIONS
AMENDMENT NUMBER 649, 2017**

WHEREAS the City of St. John's wishes to increase the allowable height limit in the Commercial Regional (CR) Zone as well as increase the separation distance between Commercial and Residential Zones.

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

- 1) **Repeal Section 10.21.3 (1)(f) and replace it with the following:**

“(f) Building Height (maximum) 30 m”

- 2) **Repeal Section 8.5.1 and replace it with the following:**

“8.5.1 Landscaped Buffer and Screen

Where an Industrial, Commercial or Institutional Zone adjoins a Residential Use, a 10m landscaped buffer and a screen at least 1.8m in height shall be provided. Notwithstanding, where a Commercial Local (CL) Zone adjoins a Residential Use, the landscaped buffer may be reduced to 6m and a screen at least 1.8m in height.”

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

IN WITNESS THEREOF the Seal of the City of St. John's has been hereunto affixed and this Resolution has been signed by the Mayor and the City Clerk on behalf of Council this ____ day of _____, 2017.

Mayor

MCIP

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

City Clerk

Council Adoption

Provincial Registration



SUBJECT PROPERTY

CR

40

CR

SEA ROSE AVE

HEBRON WAY

35

70

55

AIRPORT

25

80

47

15

CR

55

633

HUSSEY DR

46

48

50

CI

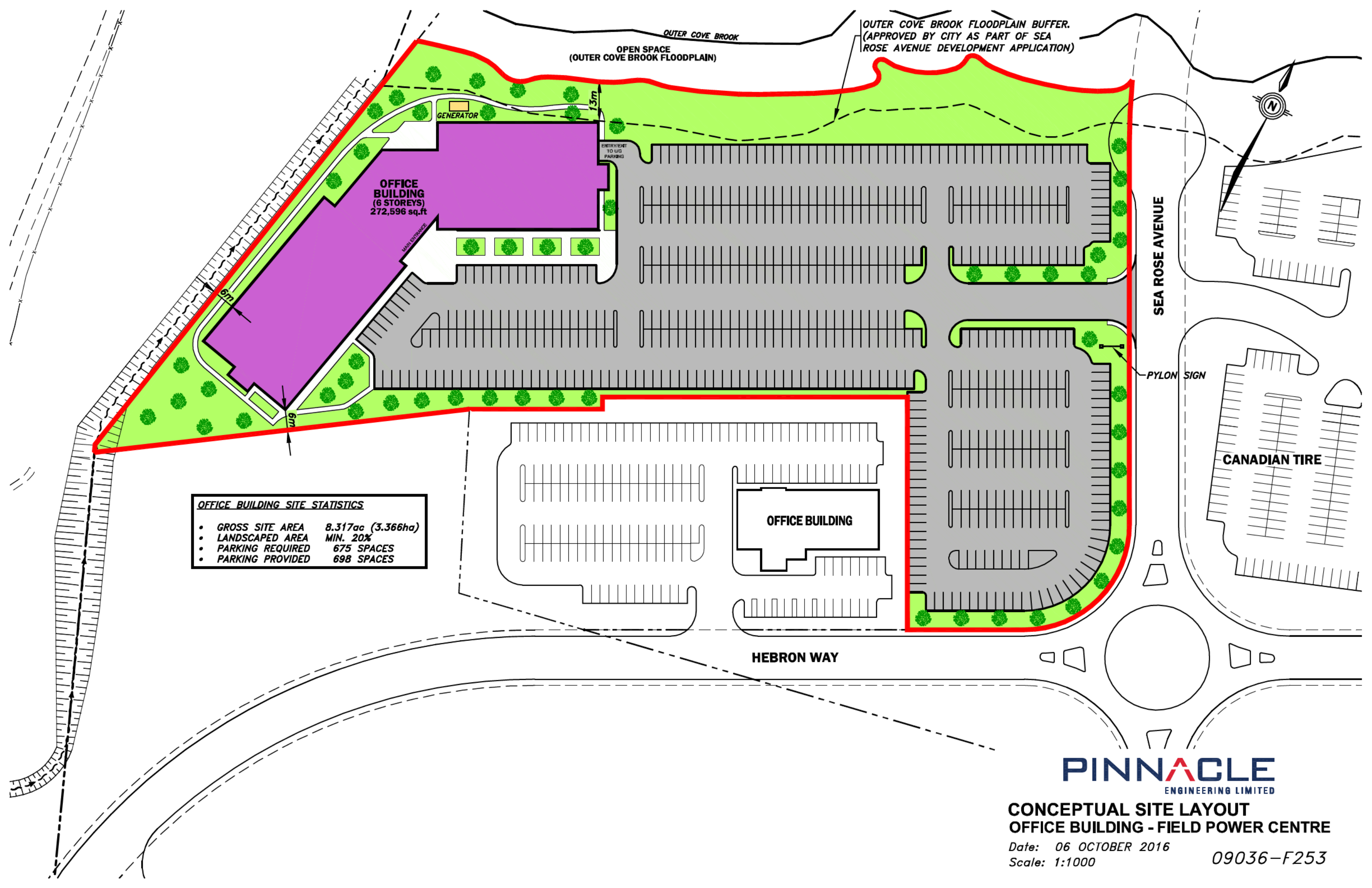
56

CI

60

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

W:\Engwork\Planw\applications 2016\rez1600014-25 sea rose avenue.mxd



OUTER COVE BROOK
 OPEN SPACE
 (OUTER COVE BROOK FLOODPLAIN)

OUTER COVE BROOK FLOODPLAIN BUFFER.
 (APPROVED BY CITY AS PART OF SEA
 ROSE AVENUE DEVELOPMENT APPLICATION)

OFFICE BUILDING
 (6 STOREYS)
 272,596 sq.ft

GENERATOR

ENTRY POINT
 TO UIG
 PARKING

OFFICE BUILDING SITE STATISTICS	
• GROSS SITE AREA	8.317ac (3.366ha)
• LANDSCAPED AREA	MIN. 20%
• PARKING REQUIRED	675 SPACES
• PARKING PROVIDED	698 SPACES

OFFICE BUILDING

SEA ROSE AVENUE

PYLON SIGN

CANADIAN TIRE

HEBRON WAY

PINNACLE
 ENGINEERING LIMITED

**CONCEPTUAL SITE LAYOUT
 OFFICE BUILDING - FIELD POWER CENTRE**

Date: 06 OCTOBER 2016
 Scale: 1:1000

09036-F253



LAT **KMK**
Architecture Inc. CAPITAL

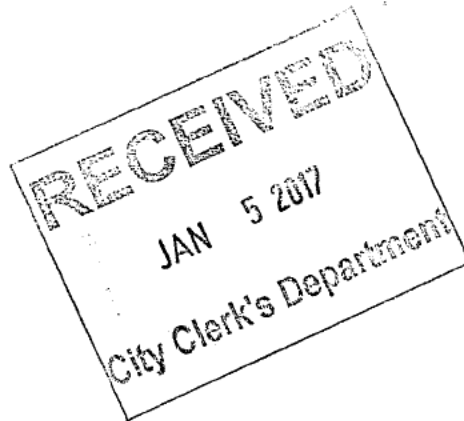
Perspective View

Scale: -

Sheet #: ASK-0113

Do not scale from this drawing. The Contractor is to verify all dimensions on site before proceeding with this work.

City of St. John's
City Clerk Office
PO Box 908,
St. John's, NL, A1C 5M2
Attention: Elaine Henley



January 4, 2017

Ms. Henley;

Please accept this letter as a formal objection by the Crosbie Group of Companies at 80 Hebron Way, St. John's to the rezoning application submitted by KMK Capital Group of Companies which has applied to build a six storey, 272,000 sq. foot office building at 25 Sea Rose Ave., St. John's.

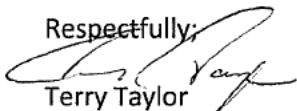
The project will require rezoning of the Commercial Zone height allowance for buildings of 15 meters to 28 meters in order for the applicant to position a building of this size within the footprint of the land.

Crosbie Groups Corporate Office is directly in front of the applicant's proposed building, a massive structure approximately covering 45,334ft²/floor. The shear height of the proposed building will definitely tower above any current structures in the area.

The dominating height of the building will definitely create an obstruction of our view of the surrounding area and as well decrease the amount of natural light into our building. There will also likely be significant effect on the wind with the increase in height as the site is currently very windy. We originally purchased the land with knowledge of the current height allowance of future buildings so our view of the airport would not be obstructed.

Please inform us of any public hearings that may occur regarding this application.

Respectfully;



Terry Taylor
VP Real Estate

Crosbie Group Limited & Member Companies



Re: Letter of Objection - Amendment to maximum building height - 25 Sea Rose Avenue

City Clerk and Council to: Megan Conway
Sent by: **Elaine Henley**

2017/01/27 01:04 PM

Cc: "cityclerk@stjohns.ca", Don Tulk, Jason Sinyard, Ken O'Brien,
Lindsay Lyghtle Brushett, Dave Wadden, Gerard Doran,
Andrea Roberts, Karen Chafe, Planning, Kathy Driscoll, Ashley

Good Afternoon Ms. Conway:

We acknowledge receipt of your email and advise that your concerns have been forwarded to the City's Department of Planning, Engineering and Regulatory Services for consideration.

We thank you for your feedback.

Elaine Henley
City Clerk

Megan Conway

To Whom it May Concern, Please find attached I...

2017/01/27 11:27:32 AM

From: Megan Conway [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Cc: Don Tulk [REDACTED]
Date: 2017/01/27 11:27 AM
Subject: Letter of Objection - Amendment to maximum building height - 25 Sea Rose Avenue

To Whom it May Concern,

Please find attached letter of objection from Cabox Properties Limited for the above stated amendment.

Regards,
Megan

Megan Conway, CPHR



**MADERRA
ENGINEERING**



Note: This email, including any attachments, may contain information which is confidential and may also be privileged. It is for the use of the intended recipient(s) only and any unauthorized distribution, copying or disclosure of this communication is strictly prohibited. If you have received this message in error, please notify the sender and then delete all versions of this message, along with any attachments. Thank you.



Letter_City of St. John's.pdf



CABOX PROPERTIES
LIMITED

January 26, 2017

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

Re: Amendment to maximum building height allowance in the CR Zone from 15m to 30m

Dear Ms. Henley,

Please accept this letter as a statement of objection by Cabox Properties Limited to the recent amendment consideration for the application of 25 Sea Rose Avenue development of a six-storey, 28m high office building. We believe the current amendment proposal will negatively affect our property and commercial office building at 45 Hebron Way, which is adjacent to the proposed development area.

The first objection is with respect to the existing road infrastructure, and ability to support an influx of traffic. The current roadways and traffic lighting in the surrounding area cannot sustain a daily addition of hundreds of vehicles, and will significantly increase hazards on the roads in the area.

Secondly, we have designed our building in such a way that lighting and views is of great importance to us. We chose to build in this area as low-height buildings allow a certain attractiveness to our property design. Obstruction of these views with high-height buildings will negatively affect appearance of the area, view from our building, and amount of natural light that enters into our building; and in turn, may negatively impact our ability to rent office space to tenants.

We greatly appreciate that you take these concerns into consideration during the review of this amendment, and kindly ask that we are informed of any public hearings we can take part in.

Regards,



Don Tulk
Cabox Properties Limited



Report/Recommendations
Community Services & Housing Standing Committee
January 31, 2017 @ 12:00 Noon, 4th Floor, City Hall
Conference Room A

Present: Deputy Mayor Ron Ellsworth, Chair
Councillor Bruce Tilley
Councillor Sandy Hickman
Councillor Danny Breen
Councillor Wally Collins (retired 1:04pm)
Councillor Jonathan Galgay (retired 1:08pm)
Councillor Art Puddister
Councillor Dave Lane (joined 12:32pm)
Kevin Breen, City Manager
Jason Sinyard, DCM, Planning Development and Regulatory Services
Tanya Haywood, Deputy City Manager, Community Services
Elizabeth Lawrence, Director, Strategy and Engagement
Natalie Godden, Manager, Family & Leisure Services (retired 2:10pm)
Beverly Skinner, Manager, Events and Services (joined 1:03pm)
Cindy McGrath, Manager, Humane Services
Judy Tobin, Manager, Housing (retired 2:08pm)
Maria Callahan, Affordable Housing and Development Facilitator
(retired 2:08pm)
Garrett Donaher, Transportation Engineer
Kenessa Cutler, Legislative Assistant

REPORT

1. Decision Note dated January 19, 2017 re: New Affordable Housing Plan

Maria Callahan, Affordable Housing and Development Facilitator, presented the above listed Decision Note. The current Affordable Housing Business Plan runs until September 2017, and with that a new plan must be developed. As a first step, the Harris Centre has been assisting with brainstorming ideas and a survey was launched in December 2016. Multiple stakeholder engagement initiatives are set to take place from January until May which will culminate in a Capstone Event in May to receive the recommendations brought forth. Staff will then prepare a draft 10 Year Affordable Housing Strategy which will be launched once approved by Council in the fall.

Moved – Councillor Hickman; Seconded – Councillor Collins

That the Committee recommends Council support the development of a new Affordable Housing Plan for the City of St. John's.

CARRIED UNANIMOUSLY

ST. JOHN'S

2. Decision Note dated January 19, 2017 re: Development Fees for Brookside Development Affordable Rental Units for Seniors

Judy Tobin, Manager of Housing, spoke to the above listed Decision Note which outlines a proposal to waive the development fees on 10 units of Investment in Affordable Housing (IAH) funded affordable rental units being developed by Brookside Development. This will serve as an incentive for private developers who are in receipt of this particular funding from Newfoundland and Labrador Housing and is in line with the City's Affordable Housing Business Plan.

Moved – Councillor Collins; Seconded – Councillor Galgay

That the Committee recommends that Council support providing a refund or equivalent reduction in related CSJ costs of the development fees associated with the 10 units of this affordable housing project being built in the Goulds by Brookside Development. And that a policy be written to carry this practice forward for other affordable housing projects meeting the following criteria:

- **The developer must be a private developer,**
- **they must be in receipt of IAH funding from Newfoundland and Labrador Housing, and**
- **the project must be aligned with the City's Affordable Housing Business Plan and the Seniors Housing Research Project.**

CARRIED UNANIMOUSLY

3. Decision Note dated January 25, 2017 re: Bike St. John's Task Force Final Report

Councillor Lane presented the above noted Bike St. John's Task Force Final Report and outlined the following recommendations:

Strategic direction:

- i. That the City commit to developing safe, comfortable, and convenient cycling infrastructure, policies, and programs.

Major Initiatives:

- ii. That the City establish an ongoing Bicycle Advisory Committee.
- iii. That the City approve \$125,000 to hire a consultant to assist with the preparation of a Comprehensive Bicycle Strategy and Master Plan. This includes \$90,000 already allocated and an additional \$35,000 in the 2018 budget.

Quick Win Projects:

- iv. That the City approve up to \$50,000 in the 2017 budget for the completion of the following quick win projects:

- a) That the City upgrade the T'Railway with signage, repairs, and automated usage monitoring equipment.
- b) That the City create a "Car Free Sunday Event" in partnership with community groups.
- c) That the City create a cycling education event.
- d) That the City develop a bike rack design competition in support of the local arts community.

Members discussed the ongoing concerns over bike lanes in residential areas and the frustration expressed by residents who can no longer park on the street.

The Committee unanimously accepted the recommendations detailed in the above noted report along with the following additional recommendation:

- **Until such a time that a Comprehensive Bicycle Strategy and Master Plan is in place, the bike lane parking ban on the following streets will not be enforced:**
 1. **Cowan Heights, including:**
 - a. **Frecker Drive**
 - b. **Canada Drive**
 - c. **Cowan Avenue (between Frecker Dr & Canada Dr)**
 2. **Airport Heights**
 - a. **Airport Heights Drive**
 - b. **Viscount Street**
 3. **Wicklow Street**
 4. **Campbell Avenue**
 5. **Anspach Street**
 6. **Cowan Avenue (between Topsail Road and Waterford Bridge Road)**

CARRIED UNANIMOUSLY

Deputy Mayor Ron Ellsworth, Chairperson
Community Services & Housing Standing Committee

DECISION/DIRECTION NOTE

Title: New Affordable Housing Plan

Date Prepared: January 19, 2017

Report To: Community Services & Housing Standing Committee

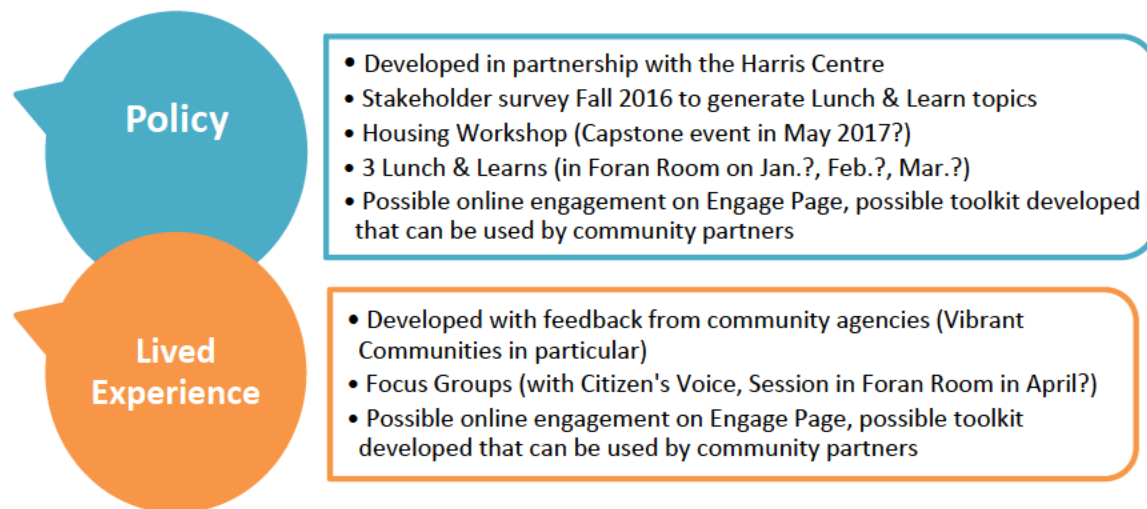
Councillor and Role: All

Ward: N/A

Decision/Direction Required: To seek support of Council on the development of a new Affordable Housing Plan for the City of St. John's

Discussion – Background and Current Status: The plan, Creating Opportunities, Housing Our Community - Affordable Housing Business Plan, City of St. John's, 2014-2017 was approved by Council in 2014. This plan runs until September 2017. We have started brainstorming ideas around a new Affordable Housing Plan for the City. The Harris Centre has been assisting us with this and have developed a survey with us as a first step. This survey, launched in December 2016 asked respondents for topic ideas for affordable housing lunch and learns. The first Lunch & Learn session will be held January 25, 2017.

We will have two concurrent streams for our **Stakeholder Engagement** (January-May 2017) {*this may change as we move along the process}:



This will culminate with a **Capstone Event** in May 2017 to receive stakeholder recommendations.

May-June 2017 Strategy Preparation: Prepare a draft Affordable Housing Strategy.

July 2017: The draft Affordable Housing Strategy will be posted on the Engage Page and we would gather further edits/feedback from residents struggling with securing affordable housing.

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September/October 2017: a final version of the Strategy will be reviewed by the AHWG and City Staff/Council. Once approved, we will then launch the new (10 year?) Affordable Housing Strategy at a public meeting.

Key Considerations/Implications:

- 1. Budget/Financial Implications:** As they relate to any meetings/sessions where food and refreshments will need to be provided, printing costs, etc. These costs are already accounted for in the budget for the Affordable Housing Business Plan.
- 2. Partners or Other Stakeholders:** The City's Affordable Housing Business Plan was built upon public and strategic stakeholder engagement, and the implementation continues to be guided and shaped by multi-stakeholder partnerships and processes. AHWG membership/other stakeholders as necessary.
- 3. Alignment with Strategic Directions/Adopted Plans:** The Affordable Housing Business Plan and encompasses the entire plan and implementation goals. The creation of a new Plan also supports and aligns with the following goals from the City's Strategic Direction:
 - Neighbourhoods Build Our City:
 - A Culture of Cooperation:
 - Fiscally Responsible:
 - Responsive and Progressive:
- 4. Legal or Policy Implications:** No legal implications identified at this time.
- 5. Engagement and Communications Considerations:** We are working with the Engagement and Communication Departments on this initiative.
- 6. Human Resource Implications:** None anticipated at this time.
- 7. Procurement Implication:** None anticipated at this time.
- 8. Information Technology Implications:** None anticipated at this time.
- 9. Other Implications:** May arise as we move along in this process.

Recommendation: That Council support the development of a new Affordable Housing Plan for the City of St. John's.

Prepared by/Signature: Maria Callahan, Affordable Housing & Development Facilitator

Approved by/Date/Signature: Judy Tobin, Manager of Housing Division

Attachments: N/A

ST. JOHN'S

DECISION/DIRECTION NOTE

Title: Development Fees for Brookside Development Affordable Rental Units for Seniors

Date Prepared: January 19, 2017

Report To: Community Services & Housing Standing Committee

Councillor and Role: All

Ward: N/A

Decision/Direction Required: Provide a refund or equivalent reduction in costs of the development fees on 10 units of IAH funded affordable rental units being developed by Brookside Development.

Discussion – Background and Current Status: A Seniors Housing Research Project was funded by the City of St. John's and the Province of Newfoundland Labrador in 2014. The study was prompted by the City's 2012 Age Friendly Survey in which local seniors identified housing as their top issue of concern, as well as the Seniors Housing Forum (also 2012) which identified that builders wanted more information on opportunities in the changing seniors housing market. In June 2014, Council adopted the Affordable Housing Business Plan, which includes a goal of creating 500 homes with our partners by 2017, including 100 age friendly homes. The report presents detailed market information and innovative ideas on how home builders can meet local needs and expand into this growing niche.

Demographics: Currently 20% of the City's population is over 60, by 2035, it will be 28%. Current average income of those over 60 is only \$24 540, however there is a high percentage of home ownership, and a significant group with assets to invest in more suitable housing forms (e.g. downsizing). Seniors represent a broad range of incomes and diverse needs, and the study identified these housing preferences via direct local consultation and national research:

- Want to age at home
- Prefer seniors only housing
- Want to downsize to homes which will allow them to live independently
- Want to live close to services and amenities
- Home maintenance is an issue
- Home modifications are not always possible
- Ideally want two bedrooms, accessible features and privacy

A recommendation that came out of the Seniors Housing Research Project (2014) states:

"7. Consider providing incentives, such as waiving all or a portion of development and building permit fees for developments that increase the supply of affordable rental housing for seniors."

Currently, development and building permit fees are waived for non-profit groups that develop affordable housing projects. Other affordable housing projects are evaluated on a case-by-case basis.

The project in development by Brookside Development is building 32 units for seniors in the Goulds. 10 of these units have received funding from Newfoundland & Labrador Housing's (NLHC) Investment in Affordable Housing

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(IAH) and will have set affordable rental amounts for a minimum of 10 years. More information on the Private Sector Affordable Housing IAH funding can be found here:

<http://www.nlhc.nf.ca/documents/programs/ahpPrivateSector.pdf>

An excerpt from the 2014 Proposal Call (link above) states:

“The 2014 Private Sector Proposal Call for the Investment in Affordable Housing (IAH) is a provincial/federal cost shared program delivered by Newfoundland Labrador Housing (NLHC). The purpose of this program is to assist in the creation of modest affordable rental housing which will benefit as many low income households as possible. A household under this initiative may include: independent seniors, persons with physical disabilities requiring accessible accommodations as well as single individuals and families. Units funded through this private sector initiative must be rented to households with a total annual income under the Maximum Income Limit (MIL) of \$32,500 (before taxes) as set by NLHC. This \$32,500 includes the income of all household members over 18 years of age.”

Providing a refund or equivalent reduction in related CSJ costs of the development fees associated with this project (10 units at \$2000 per unit for a total of \$20,000) are in line with the City’s Affordable Housing Business Plan and the recommendations put forward in the Seniors Housing Research Project (2014). Keith Ward, the owner of Brookside is committed to building affordable rental housing for seniors in the Goulds. From discussions with Mr. Ward he has advised that the associated costs with building affordable housing in the City (cost of land, servicing, fees, etc.) are high and act as a disincentive for private developers. The decision to waive the fees associated with IAH (or other similar funding stream) units would be a good step towards strengthening the industry as well as relationships by encouraging other developers to build much needed affordable housing for St. John’s residents.

Key Considerations/Implications:

- 1. Budget/Financial Implications:** The development fees being discussed are for the IAH funded units being developed by Brookside and total \$20,000.
- 2. Partners or Other Stakeholders:** The City's Affordable Housing Business Plan was built upon public and strategic stakeholder engagement, and the implementation continues to be guided and shaped by multi-stakeholder partnerships and processes. AHWG membership/other stakeholders as necessary.
- 3. Alignment with Strategic Directions/Adopted Plans:** The following City of St. John's Strategic Directions and Goals are directly aligned with the Affordable Housing Business Plan:
 - Neighbourhoods Build Our City
 - A Culture of Cooperation
 - Fiscally Responsible
 - Responsive and Progressive

Additionally, the Strategic Plan states that the City is responsive and progressive and is supportive of being flexible and solutions-focused with new approaches.

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4. **Legal or Policy Implications:** If the fees are waived, policy implications may arise as they relate to private affordable housing developments on a go forward basis.
5. **Engagement and Communications Considerations:** N/A
6. **Human Resource Implications:** N/A
7. **Procurement Implications:** N/A
8. **Information Technology Implications:** N/A
9. **Other Implications:** N/A

Recommendation: That Council recommend providing a refund or equivalent reduction in related CSJ costs of the development fees associated with this affordable housing project being built in the Goulds by Brookside Development.

Prepared by/Signature: Maria Callahan, Affordable Housing & Development Facilitator

Approved by/Date/Signature: Judy Tobin, Manager, Non Profit Housing

ST. JOHN'S

DECISION/DIRECTION NOTE

Title:	Bike St. John's Task Force – Final Report
Date Prepared:	January 25, 2017
Report To:	Community Services and Housing Standing Committee
Councillor and Role:	Deputy Mayor Ron Ellsworth
Ward:	n/a

Decision/Direction Required:

Direction is required on what steps the City of St. John's should take next with regard to cycling in the City.

Discussion – Background and Current Status:

The Current Cycling Master Plan (2009) implemented a variety of cycling facilities starting in 2010. Over time, feedback on these facilities and the lack of further action on cycling led to the creation of the Bike St. John's Task Force in 2015. A one year mandate was established to:

1. consider the current state of the Bike St. John's initiative
2. consider current Bike St. John's priorities and the direction of related City plans
3. recommend the next steps that would be appropriate for the City to take on the Bike St. John's initiative

The current status review: considered the history of the Cycling Master Plan (2009) and it's implementation; conducted three site visits; completed an extremely successful public opinion poll; reviewed data from the industry on the impacts of cycling use in communities; and, conducted a parking study to assess the impacts of bike lanes on on-street parking.

The results of this review were that residents of the City have a strong desire to see safe, comfortable, and convenient cycling facilities available to them. A strong majority agreed that it would be appropriate to change the layout of streets, including the removal of one side of parking in some areas, to accomplish this goal. The research reviewed showed strong evidence that increased cycling improves the health of the population, decreases the reliance on personal vehicles, reduces air pollution, improves performance of adjacent businesses, provides a cycling tourism attraction, and reduces overall spending on transportation infrastructure. It also found that concerns over impacts on local on-street parking are not borne out in an objective assessment.

Four overall themes were identified for future priorities. These themes were:

1. to support opportunities for safe cycling
2. to foster a cultural change in attitudes toward cycling
3. to ensure cycling is a viable transportation option
4. to push toward efficient and effective use of existing resources and future investments

ST. JOHN'S

An examination of the different types of facilities, the different material types available, network design considerations, and the different users that need to be considered was carried out. This resulted in several important findings. For example, when designing a cycling network it is important to consider the wide variety of people that may wish to use these facilities. Users could include a child on a park trail; a road racer on a training run; someone on a “fat bike” out enjoying the winter weather; a family taking advantage of the T’Railway; a mountain biker on the East White Hills; a tourist seeing the sites across the City; or, any number of other activities.

Three key next steps have been identified by the Task Force. First, a broad strategic direction needs to be established, second two major initiatives have been identified, and finally a selection of quick win projects has been identified to allow for immediate action.

Key Considerations/Implications:

1. Budget/Financial Implications

\$125,000 is required to complete a Comprehensive Bicycle Strategy and Master Plan.

\$90,000 was previously allocated for this work and approval would not impact the 2017 budget. \$35,000 of new funding would be required in the 2018 budget.

\$50,000 in the 2017 budget would be an appropriate allocation to complete most or all of the identified Quick Win projects in 2017.

2. Partners or Other Stakeholders

The Task Force included representation from multiple City divisions, a local cycling group, the Grand Concourse Authority, the RNC, and several members of the public at large.

3. Alignment with Strategic Directions/Adopted Plans

Providing support for cycling infrastructure and programs will contribute to these strategic directions and goals:

- Neighbourhoods Build Our City: Promote a safe and secure City & Improve neighbourhood-level services
- A City for All Seasons: Support year-round active transportation & Promote active and healthy living

4. Legal or Policy Implications

The priorities identified by the Task Force require some policies and/or practices to be updated to ensure proper consideration of cycling in City work.

5. Engagement and Communications Considerations

Future engagement will be required as the Bike St. John's initiative moves forward but none directly related to this decision/direction note.

6. *Human Resource Implications*

Staff time and resources will be consumed as this initiative moves forward.

7. *Procurement Implications*

A Comprehensive Bicycle Strategy and Master Plan as well as some Quick Win projects will require consultant and equipment tenders.

8. *Information Technology Implications*

N/A

9. *Other Implications*

The strategic direction established by this decision/direction will have a direct impact on all residents of St. John's well into the future.

Recommendation:

The Bike St. John's Task Force recommends that the City of St. Johns complete the following next steps. Other than the strategic direction these recommendations may be considered and approved individually.

Strategic direction:

- i. That the City commit to developing safe, comfortable, and convenient cycling infrastructure, policies, and programs.

Major Initiatives:

- ii. That the City establish an ongoing Bicycle Advisory Committee.
- iii. That the City approve \$125,000 to hire a consultant to assist with the preparation of a Comprehensive Bicycle Strategy and Master Plan. This includes \$90,000 already allocated and that an additional \$35,000 be considered in the 2018 Capital Budget.

Quick Win Projects:

- iv. That the City consider approval up to \$50,000 from the 2017 Capital Budget for the completion of the following quick win projects.
 - a. That the City upgrade the T'Railway with signage, repairs, and automated usage monitoring equipment.
 - b. That the City create a "Car Free Sunday Event" in partnership with community groups.
 - c. That the City create a cycling education event.
 - d. That the City develop a bike rack design competition in support of the local arts community.

In addition to these recommendations Council has expressed the wish to adjust parking regulations in select bicycle facilities. The details of this adjustment are provided in the attached *Bicycle Lane Parking Adjustment*.

Prepared by:

Garrett Donaher, Transportation Engineer

Signature: _____

Approved by:

Brendan O'Connell, Director of Engineering

Signature: _____

GD/

Attachments:

Bike St. John's Task Force – Final Report

Bike St. John's Public Opinion Poll

Bicycle Lane Parking Adjustment

BIKE ST. JOHN'S TASK FORCE – FINAL REPORT

Introduction

In July of 2010 City Council approved the implementation of the first phase of infrastructure identified in the 2009 Cycling Master Plan. By 2015 many of the facilities created by this round of implementation suffered from maintenance neglect and a lack of connectivity. Further, questions were raised in City Council as to whether there was any value at all in several on street facilities. In June of 2015 Council considered a status report on the 2009 Cycling Master Plan. This status report recommended that a Master Plan update be completed. At this time Council directed staff to form a committee to review the relevant issues and report back to council on the result. In February of 2016 Council approved the membership and terms of reference for a new Bike St. John's Task Force.

Over the course of 2016 the Bike St. John's Task Force completed many items in consideration of the relevant issues including:

- discussed the current state of cycling facilities in the City
- discussed the comments received by Council with respect to impacts of the existing infrastructure
- reviewed the petitions received opposing and in favour of the first round of implementation
- provided information to council on the relationship between cycling and parking
- initiated a process to incorporate cycling guidance in the NL Road User Guide (driver handbook)
- advanced a pilot project concept for Quidi Vidi Lake loop trail
- contributed to the Provincial Climate Change Strategy consultation process
- supported a local academic grant proposal to enhance cycling data and awareness in the region
- visited key sites with bike rides to Cowan Heights, Prince Philip Drive, and MacDonald Drive - downtown
- contributed to the 2017 Budget Consultation process
- discussed how the City may approach cycling into the future and what priorities would best address the concerns of the public
- conducted an online public opinion survey
- conducted a parking utilization study in areas affected by cycling lanes

This report documents the review, findings, and recommendations of the Bike St. John's Task Force. It begins by outlining the current status of cycling in St. John's, proceeds into an exploration of possible future priorities and concludes with a set of recommendations for council to consider with respect to cycling in the City over the long term.

Current State Review

1. Cycling Master Plan (2009)

In May 2007 a consulting team including Hatch Ltd, Marshall Macklin Monaghan, and Nova Consultants was retained by the City of St. John's to develop a Cycling Master Plan. In 2010 a subsequent risk assessment of the implementation plan was completed by a team including Delphi - McCormick Rankin and TRL.

In July of 2010 council approved implementation of Phase 1 and Phase 2 of the infrastructure recommended in the Cycling Master Plan.

In response to the public consultation completed as part of the Cycling Plan implementation there were several submissions concerning the proposed plan. There were petitions received from residents of Frecker Drive (262 signatures), Canada Drive (77 signatures), Newtown Road (69 signatures), Old Topsail Road (35 signatures) and two written letters. These 445 total signatures/letters were against the implementation of bicycle facilities, primarily due to the parking impacts in front of their homes. An online petition in support of the plan implementation, regardless of impacts, received 1,094 signatures.

In response to the public consultation and feedback received, City Council amended the implementation plan as part of their approval. **Table 1** details what cycling facilities were implemented as part of this approval.

Table 1	<i>Recommended</i>	<i>Council Approved</i>	<i>Completed</i>	<i>Parking Impact</i>
Phase 1				
Frecker Drive, Canada Drive, Hamlyn Road, Cowan Avenue	Bicycle Lanes	Bicycle Lanes	Yes	One Side, both in some areas
Captain Whelan, Columbus Drive, Prince Philip Drive	Multi-use Trail	Multi-use Trail	Yes	None
Cashin Ave Extension	Bicycle Lanes	Bicycle Lanes	Yes	None
Cowan Ave - Topsail to Waterford Bridge	Bicycle Lanes	Sharrows	Yes	One Side
Mundy Pond Road - Columbus to Ropewalk	Bicycle Lanes	Bicycle Lanes	Yes	Both Sides
Bennett Ave - Cashin to Hamilton	Sharrows	Sharrows	Yes	One side, both in some areas
Beaumont Street - Bennett to Campbell	Sharrows	Signed Only	Yes	One Side
Hamilton, Pleasant, Campbell	Signed Only	Signed Only	Yes	None
Newtown Road - Elizabeth to Merrymeeting	Sharrows	Signed Only	Yes	None
Merrymeeting	Signed Only	Signed Only	Yes	None
Bonaventure	Sharrows	Sharrows	Yes	None
Harbour Drive	Bicycle Lanes	Bicycle Lanes	No	One Side
O'Leary Ave	Bicycle Lanes	Bicycle Lanes	Yes	None
Larkhall, Wicklow	Sharrows	Sharrows	Yes	One Side, none in some areas
Hogan, Anspatch	Sharrows	Sharrows	Yes	One Side, none in some areas
James, Cornwall, Craigmillar	Signed Only	Signed Only	Yes	None
Topsail Road	Sharrows	Sharrows	Yes	Both Sides
Water Street	Signed Only	Signed Only	Yes	None
Blackhead Road	Bicycle Lanes	Bicycle Lanes	Signed Only	None
Signal Hill Road, Empire Ave, Forest Road, Quidi Vidi Village Road, Boulevard	Signed Only	Signed Only	Yes	None, one side in small area

Table 1	<i>Recommended</i>	<i>Council Approved</i>	<i>Completed</i>	<i>Parking Impact</i>
East White Hills Road	Bicycle Lanes	Bicycle Lanes	Yes	N/A
Churchill Ave	Sharrows	Sharrows	Yes	N/A
Selfridge Road	Bicycle Lanes	Bicycle Lanes	No	None
Airport Heights, Viscount	Bicycle Lanes	Bicycle Lanes	Yes	One Side
McNiven Place	Signed Only	Signed Only	Yes	None
Phase 2				
Virginia River Trail	Quidi Vidi to Winsor Lake	Phased Approach (Penney Crescent to Winsor Lake)	First Segment Only	N/A

2. Cowan Heights (Site Visit #1)

This, first of three, site visit focused on a neighbourhood served by existing cycling facilities. The other two sites visits are discussed under Future Priorities. In order to help understand the impacts and concerns of bicycle lanes on existing communities the Task Force conducted a site visit in Cowan Heights. This site visit included a bike ride around the neighbourhood with stops for discussion and observations at various points. This site visit included a number of cyclists, both experienced and inexperienced which led to great discussion and learning opportunities for the group. These discussion touched on the following points:

- The parking available was underutilized, however there were a few vehicles parked in the cycling lanes illegally which impacts cyclist safety and comfort.
- How on street bicycle lanes are less comfortable than off street trails
- How the cost of developing off street trails is higher than re-painting a wide road to implement on street bicycle lanes
- Selection of trail material, design of trail structure and maintenance implications
- Width required to provide safe multi-use facilities
- The group saw many other cyclists on the road and noted cyclist behaviour with respect to available infrastructure, desire lines, and perception of cyclists by other road users
- The advantages of highlighting our green spaces with trail infrastructure

3. Public Opinion Poll

From December 8 to December 19, 2016 the Bike St. John's Task Force conducted an online public opinion poll to better understand how the community feels about some of the issues that the Task Force is considering.

The questions in this poll were developed to be clear and simple while also providing a comparison point to the public survey that was conducted as part of the Recreation and Parks Master Plan in 2008.

Recreation and Parks Master Plan Survey (2008)

The 2008 survey asked residents “Does St. John’s need more of the following types of outdoor facilities?” A list of different facility types was then read to survey respondents. 73% stated that “Bicycle trails” were needed, this was the highest positive response of any type of facility. 61% also stated that “Walking trails” were needed.

In response to the question “Which outdoor facilities are needed the most?” 23% of respondents identified bicycle trails and 21% identified walking trails. These were the top two facility types by a wide margin.

When asked “Should the City of St. John’s commit extra funding to the following facilities?” respondents were 71% in favour of “cycling trails” and 68% in favour of “walking and cycling trails”. These were the second and fourth highest responses to this question¹. The 2008 survey also noted that >99% of respondents were willing to pay a modest increase in their property tax to fund the facilities they identified for extra funding.

Task Force Opinion Poll Results

1. In the past year did you use a bike
 - a. **27%** recreationally (just for fun or exercise/training)
 - b. **6%** purposefully (to get to work, the corner store, visit a friend, etc)
 - c. **39%** both recreationally and purposefully
 - d. **28%** neither (you have not cycled in the last year)

Comments on results: This looks like a really strong representation of people from across the board. The 28% in the “neither” category may be a bit low but overall an excellent response from a group that would not normally be engaged in a “cycling” survey.

2. How would you describe yourself with respect to cycling:
 - a. **24%** You are a strong, confident cyclist
 - b. **28%** You often or regularly use a bike to get somewhere you need to be, to exercise, or just to enjoy the ride.

¹ Highest response was “Multi-purpose community facilities such as the Mews Centre” (83%) and third was “Parks and green spaces” (69%).

- c. **33%** You don't bike much, or at all, but would try it more if you had a convenient route that felt safe and comfortable.
- d. **14%** You are not interested in cycling or have limitations that mean you can't bike.

Comments on results: We see a strong response from those who currently cycle in the first and second categories here. Interpretation of responses to the remainder of the survey needs to be careful to account for any overrepresentation of this group.

3. If you had a driveway and/or garage, how would you feel about bike facilities that require changes to the road in front of your home?
 - a. 2.96 average on 0 to 4 scale, 63% okay - If the road becomes narrower but all on-street parking and lanes are maintained.
 - b. 2.86 average on 0 to 4 scale, 60% okay - If on-street parking on only one side of the road is permitted.
 - c. 1.88 average on 0 to 4 scale, 34% okay - If there is no on-street parking permitted.

Comments on results: There is good support in the community for changes to streets that have limited impact on on-street parking for areas that have off-street parking available. There is little support for facilities that completely eliminate on street parking. Those not interested in cycling offered less support for all three options.

Do you have any other comments on how changes to the road may affect your feelings about bike facilities?

Key trends in open ended response were:

- 16% highlighted that safety was a big issue
- 18.5% mentioned some form of dedicated facility separate from vehicle traffic
- 7.8% mentioned education and enforcement
- 13.7% mentioned the importance of encouraging cycling
- 4.4% noted that parking needs to be accommodated

Comments on results: Most comments in this response were not directly related to the question being asked. The most relevant responses mentioned that some parking does need to be available for visitors or tradespeople.

4. **8.38/10** How safe and comfortable do you feel on a multi-use trail (such as T'Railway or along Columbus Drive)? [0 to 10 scale]



5. **4.90/10** How safe and comfortable do you feel on a bike lane (such as on Mundy Pond Road)? [0 to 10 scale]



6. **3.85/10** How safe and comfortable do you feel using sharrows (such as on Larkhall Street)? [0 to 10 scale]



7. **3.29/10** How safe and comfortable do you feel on a signed only route (such as on Merrymeeting)? [0 to 10 scale]



8. **2.74/10** How safe and comfortable do you feel using a regular street with no cycling facilities? [0 to 10 scale]

Comments on results: There was extremely strong support for multi-use trails across the board. Bike lanes were somewhat satisfying for regular cyclists but folks looking to cycle more, or not interested in cycling did not feel safe and comfortable on regular bike lanes. Other facility types were not attractive to many people at all. This response mirrors the feedback the City has had from the facilities constructed as a result of the 2009 Cycling Master Plan.

9. Do you have any ideas on what is needed for children to be able to cycle safely in our community?

Key trends in open ended response were:

- 48% mentioned some form of dedicated facility separate from vehicle traffic
- 37% mentioned education and enforcement
- 5% mentioned building traffic calming features into our communities

Comments on results: Here we see very strong support for separate facilities such as multi-use trails. Education of both drivers and cyclists, and enforcement of the rules of the road were also mentioned frequently. The City has less ability to deliver on these needs than it does with infrastructure.

10. Are you a parent

- **51%** parents
- **49%** non-parents

Comments on results: An even split of parents and non-parents in the survey pool is great to ensure a diverse mix of opinions. Generally the difference in response between these groups was very small. The one exception was that the parents in the survey tended to be in the older age groups, as would be expected.

11. **2.22/10** On a scale of 0-10 how satisfied are you with the City's existing bike network?

Comments on results: There is very little satisfaction with the current cycling network across the board. Especially with those who have experience cycling in the City.

12. **2.93/10** On a scale of 0-10 how safe do you feel on the City's existing bike network?

Comments on results: People of all groups tend to not feel very safe at all on the existing cycling network.

13. **90% Yes** Does St. John's need more bicycle trails?

Comments on results: There was strong agreement with this need which mirrors the high response of 73% in the Recreation and Parks Master Plan Survey (2008). Those who were not interested in cycling had a more mixed response with 47% in favour and 53% opposed. Other groups all had over 96% of responses in favour of more bicycle trails.

14. **7.47/10** One option to improve cycling infrastructure is to use existing walking trails and make them multi-use (walking and cycling). On a scale of 0-10, how supportive would you be of this option as part of a broader overall plan?

Comments on results: Most people strongly supported this use of our existing walking trails. As with the previous question the opinion of people not interested in cycling was split (5.54/10) and other groups were much more in favour.

15. Please indicate your age range

This survey

Age

Demographic Profile for St. John's

0.5%	<18	20.9%
6.2%	18-24	8.6%
27.0%	25-34	9.7%
36.9%	35-49	45.6% (35 -64)
24.3%	50-64	
5.1%	≥65	6%

Comments on results: The most underrepresented group in this survey were those under the age of 18 with only a few filling out the survey. Young adults (18-24) and seniors (65 or over) both responded at about the right level for the demographics. Those in the 25-34 bracket were most overrepresented followed by a large, but lower, overrepresentation for those in the 35 - 64 bracket. While the opinions of these two groups will come through stronger in the results of this survey this is acceptable from a policy perspective. These groups are most likely to be both paying for, and enjoying the benefit from, any changes to the transportation network over the coming years. All age groups were about evenly divided among the different groups of interest in cycling. The one exception to this was that those 65 and older were more likely to be in the group that is not interested in cycling.

16. Please indicate your gender

- 37% Female
- 58% Male
- 5% Prefer not to answer or Other

Comments on results: Industry research has indicated that those who identify as female will often feel less safe and comfortable while cycling than those who identify as male. This trend was born out in several of the questions in this survey. Women were, in particular: more likely to state they would cycle more if they had safe comfortable and convenient routes; less likely to feel safe today; very much less satisfied with the existing network; and, most likely to desire new trails. An adage in the industry is that by building a bicycle network that is attractive to women and children you can satisfy the needs of nearly all users. This seems to be supported by the variation displayed in this survey.

17. Do you live or work in St. John’s?

91% Yes

7% No, but I used to or I visit often

Comments on results: This question was included to ensure that response were received from those who would be impacted by the decisions made. This strong response from locals meets this goal very well.

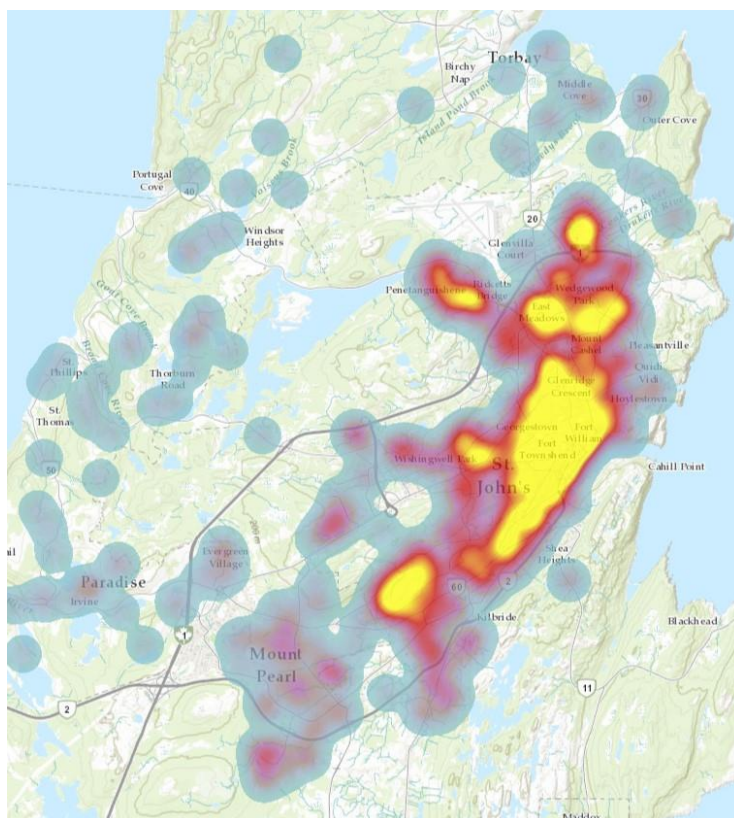
What is your postal code?

Comments on results: Out of the 1,893 complete responses received 1,373 provided a valid postal code that could be used to help understand where our respondents live. The table below highlights the percentage of valid postal codes received from each ward. This represents an excellent spread of responses. As expected, more responses were received from denser neighbourhoods across the City. This likely reflects that concerns and awareness about cycling are more prevalent in areas where our streets see more activity and the demands we place on them are higher.

Ward	Responses
1	18%
2	28%
3	12%
4	22%
5	7%

This shows that about 87% of all surveys responses received are St. John's residents. This compares to the 98% in the previous question that have personal or professional ties to St. John's.

The heatmap below shows from where the most responses were received.



18. If Council focused on ONE thing for cycling, what would it be?

Key trends in open ended response were:

- 41% mentioned some form of dedicated facility separate from vehicle traffic
- 21% mentioned education and enforcement
- 11% mentioned a well connected cycling network
- 15% mentioned the importance of encouraging safe cycling

Comments on results: It is clear from these results that a well connected network of separated cycling facilities where interaction with drivers is minimized would be the ideal scenario for most respondents.

4. *Industry Guidance on Cycling as a Public Priority*

A connected network of well designed cycling facilities would offer residents and visitors with a viable and competitive option for their daily transportation needs. This additional option in the transportation system encourages more cycling in the community and improves transportation equity. *Increased cycling improves the health of the population, decreases the reliance on personal vehicles, reduces air pollution, improves performance of adjacent businesses, provides a cycling tourism attraction, and reduces overall spending on transportation infrastructure.*

A wide selection of research is shown below providing more concrete values to the benefits described above. Overall, the importance of providing for and promoting cycling is clear.

An OECD report² on cycling and safety stated that “bicycles are an essential part of the urban mobility mix.” This report identifies the possibility of improving both cycling rates and safety by focusing on both when setting policy. It highlights the net health benefits of cycling and recommends a safe systems design approach which considers functionality, homogeneity, predictability, and forgiveness.

A Montreal study comparing punctuality and energy levels by mode of commuting, shows that cyclists are most likely to be punctual and energized when they arrive at work or school, compared to drivers, transit users and pedestrians.³

A European study found that the health benefits of cycling outweigh the risks associated with cycling.⁴ A study of inactivity in Canada found that \$6.8 billion worth of Canadian health care costs in 2009 could be attributed to inactivity.⁵ An Australian study found that incidental exercise such as active forms of transportation led to both economic savings and lives saved.⁶ Research out of MUN shows that a concerted effort must be made by the provinces to focus on the prevention of obesity in Canada to avoid the increased burden on our health care system.⁷

² ITF (2013) “Cycling safety: Key messages and recommendations” in Cycling, Health and Safety, OECD Publishing, Paris. http://www.keepeek.com/Digital-Asset-Management/oecd/transport/cycling-health-and-safety/cycling-safety-key-messages-and-recommendations_9789282105955-1-en#page1

³ Loong et al 2017. “On time and Ready to Go: An Analysis of Commuters’ punctuality and energy levels at work or school.” <http://www.sciencedirect.com/science/article/pii/S136984781630571X>

⁴ Benefit vs risk analysis of cycling for individual health: de Hurtig, et al. 2010. “Do the Health Benefits of Cycling Outweigh the Risks?” <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2920084/>

⁵ Ian Janssen, 2012 on the healthcare costs of physical inactivity in Canada: <http://www.nrcresearchpress.com/doi/full/10.1139/h2012-061#.WGLCwZKoUfI>

⁶ Study finds lives and money to be saved from incidental exercise <http://www.deakin.edu.au/about-deakin/media-releases/articles/study-finds-lives-and-money-to-be-saved-from-incidental-exercise>

⁷ Twells, et al. 2014. “Current and Predicted Prevalence of Obesity in Canada: A Trend Analysis.” <http://cmajopen.ca/content/2/1/E18> full

Active commuting to school was found in the US to have a significant relationship with measures of obesity. The results showed benefits for those who used an active mode of transportation to commute to school.⁸

The Atlantic Magazine's City Lab reviewed 12 major studies on the economic impact of converting street parking to bike lanes.⁹ They found that cyclists tended to visit businesses more often but spend less on each individual visit. The net result is that cycling facilities typically result in on par, or better, sales for local businesses. A study in Toronto¹⁰ found that visitors to the study area spent more per month if they arrived on foot or by bike than those who arrived by car. They also found that the merchants greatly overestimated the number of visitors who arrived by car and perceived a much greater vehicle parking shortage than their patrons.

The UK Department for Transportation assessed the value of infrastructure spending on cycling facilities. They found that for each dollar spent on cycling infrastructure approximately \$5.50 was returned in social benefit.¹¹ This benefit was made up mainly of physical fitness, trip quality, and reduced congestion with some additional benefits including safety, GHG emissions, and absenteeism.

5. *Fat Bike Sundays*

The City continues to work with those interested in being active to accommodate their needs. On a trial basis the City has provided access to Fat Bikers to use the groomed trails in Pippy Park. This is currently being done on Sunday evenings from 19:00-21:00. The first ride took place on Sunday, January 22 and initial indications are positive. Staff are on site assessing the impact on the trails. During these times trails remain open and are shared with skiers and those snow shoeing.

6. *Parking Occupancy*

In response to the concerns raised over on-street parking impacts the Task Force conducted a parking occupancy study in Cowan Heights and in Airport Heights with the help of the Traffic Division and the Parking Services Division.

⁸ Mendoza et al. 2011 on the benefits of active commuting to school for youth:
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3115568/>

⁹ The Complete Business Case for Converting Street Parking Into Bike Lanes
<http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>

¹⁰ Bike Lanes, On-Street Parking and Business: A Study of Queen Street West in Toronto's Parkdale Neighbourhood
http://www.tcat.ca/knowledge-centre/bike-lanes-on-street-parking-and-business_-a-study-of-queen-street-west-in-torontos-parkdale-neighbourhood/

¹¹ UK Department for Transportation Value for Money assessment of grants for cycling infrastructure:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf

These studies were conducted on a Thursday and Friday evening in the fall. Two nights of data for approximately 30 blocks in these two neighbourhoods were collected. Another two nights of data at these locations was collected after the bike lane parking ban was lifted in November.

The results of these surveys showed that there was a significant amount of parking available throughout the study area. In addition the parking behaviour was very similar before and after the parking ban was lifted. This leads to the conclusion that issues associated with a reduction of parking in areas where off-street parking is available are rare and isolated. It is unlikely for any resident or visitor in these areas to be unable to find on-street parking within a short distance from their destination under normal circumstances.

Future Priorities

Two site visits were conducted that specifically looked forward to the challenges of implementing new routes to help understand what priorities should be recommended. These visits complemented the existing facility site visit discussed above.

1. Prince Philip (Site Visit #2)

A site visit to the MUN, Health Sciences and Prince Philip Drive area was conducted to explore the challenges of developing a new cycling route. Discussion along the way touched on the following points:

- A road network had priorities from traffic movement to property access that can compete with different cycling facilities.
- Multi-use trails are more comfortable and feel safer
- Cross section boulevards have many benefits including separation from adjacent traffic. Especially on higher speed roads.
- The importance of proper connection points at the transitions between facilities and at intersections. For example, an unpaved boulevard at a street crossing creates a subtle but important barrier in the network.
- Design of a successful cycling route needs to consider many things including: grades, connectivity, directness, facility type, comfort, destinations. Grades are a particular challenge in a City with our topography and need to be carefully considered.
- The considerations of converting paths to multi-use trails such as sight lines, widths, user volume, amenities, and signage.

2. *MacDonald – Downtown (Site Visit #3)*

A site visit from MacDonald Jr. High School to the downtown area was conducted to explore the challenges of developing a cycling route along a desire line that is not served by a direct on-road route. The unique challenges presented by older and more mature neighbourhoods were also discussed. Key points of discussion along the way included:

- The competing priorities of providing direct routes vs. usage of quieter side streets
- The trade-off of using busier streets vs. adding turns on and off quieter streets
- Changes to intersection configurations that could permit new use patterns for cyclists
- Differences in route planning for “high end” facilities (like multi-use trails) vs. “low end” facilities (like signed only routes)
- The impact that including difficult/complex maneuvers on routes will have on perceived safety, comfort and convenience
- The need for parking in downtown residential areas
- The potential to make larger traffic pattern changes as part of a strategy to more efficiently use space in the road right of way
- The merits of routes that parallel dispersed activity centers when direct connections are more difficult. For example a route along Lemarchant/Harvey/Military could provide an access point to downtown without the need to construct infrastructure to overcome the difficult grades present as you enter down. Cyclists would be able to get as close as possible on a convenient route and then descend to their final destination.

3. *Overall Themes*

A key theme throughout the Task Force review of the current status of cycling, the feedback received and the commentary in the public opinion survey is safety. A key goal as the City moves forward should be to support opportunities for safe cycling. This includes both providing safe cycling infrastructure and establishing supportive programs and policies for safe cycling in our community. It also means fostering public awareness that cycling is a legitimate and welcome way of getting around in the city.

An example of a program promoting safe cycling are the CAN-BIKE education courses that the City has provided in the past. Policies promoting safe cycling would be proactive consideration of cycling routes in the development process or lobbying the provincial government for safe cycling legislation such as the “1 metre passing rule”.

Another key theme that has been prevalent through the review is the value of taking action to foster a cultural change in attitudes toward cycling. This change in attitude would serve to improve safety for cyclists, improve the health of the population as more people start cycling

in our community, and contribute to the economy through local businesses and vibrant cycling tourism market. Economic benefits were also discussed above.

By fostering a healthy cycling culture we can build an active City for the next generation. One where children have a safe and legal place to ride their bikes. One where residents have healthy active transportation options available to them.

The third key theme that was identified is to ensure cycling is a viable transportation option for most residents. By providing cycling as a transportation option the City can reduce congestion, reduce greenhouse gas emissions, contribute to transportation equity, improve the health of our community, and contribute to better safety for people using active transportation modes. Reduced congestion also means that those who don't choose to cycle will benefit from an investment in cycling infrastructure. Further vehicle emissions can trigger asthma and other health problems so the health benefit comes from both increased activity and fewer respiratory impacts.

Finally, a theme developed around the concept of efficiency. The Task Force found that there should be a strong push toward efficient and effective use of existing resources and future investments. This has several implications on how the City should move forward with cycling projects. We have an excellent walking trail network with the Grand Concourse Trail that can, in many locations, be enhanced to develop high quality multi-use facilities at a cost far below that required to develop new routes. In Phase 2 of the 2009 Cycling Master Plan the upper portion of the Virginia River Trail was converted in this way. The T' Railway also operates like this. Both have been great success stories from a cycling and active lifestyles perspective. An effective use of future investment means targeting funds toward high quality projects that are expected to show great benefit to the community rather than attempting to do the largest quantity of projects.

4. User Groups

The Task Force discussed several major different groups of people who cycle. The different needs and preferences of each. And how these opinions inform the types of infrastructure that should be provided.

Those who cycle as a hobby or for recreation vary widely. A recreational cyclist could be: a child on a park trail; a road racer on a training run; a fat biker out enjoying the winter weather; a family taking advantage of the T' Railway; a mountain biker on the East White Hills; a tourist seeing the sites across the City; or, any number of other activities.

Among these groups preferences include long uninterrupted bike lanes or shoulders that a road racer might use, through a multi-use trail that is more family friendly, to steep single track trails that more adventurous mountain bikers enjoy.

Those who cycle purposefully are a more homogeneous group. Whether you are travelling to the corner store, making a social call, going to work, or enjoying a meal out, when you are using your bicycle as your mode of transportation your concerns are more focused. For these people, what typically matters more is a direct route that is safe and comfortable. Bike parking at either end of the journey is important. The terrain is also an important factor, especially in St. John's. If you need to get somewhere on a schedule a steep grade can be a real impediment, doubly so if you are headed to work.

The Task Force also discussed how different levels of experience will inform the type of facilities that a person feels comfortable and safe using. For example, a strong and confident cyclist may feel that a standard bike lane is all that is required in most cases but someone less confident may prefer greater separation from motor vehicle traffic. Similarly, those who are not interested in cycling may view the available cycling infrastructure more in the light of what else could have been provided that better serves their needs.

No single type of facility will serve all these people. By developing a cycling system that is flexible and captures the needs of our most vulnerable cyclists we can ensure that the safety and comfort of cyclists is prioritized in infrastructure decisions.

5. Facility Types

The Task Force considered two major categories of cycling facilities and what they mean for the general public in terms of impacts and quality of route provided.

On-road facilities are those that make use of the same asphalt surface as general motor vehicle traffic. These facilities include a signed-only route, sharrows, a standard bike lane, and some types of enhanced bike lanes. The survey conducted shows that these types of facilities do not tend to be very attractive to the majority of St. John's residents.

Off-road facilities may be parallel to a street, or not, but are separated from motor vehicle traffic. At a minimum this separation is a standard roadside curb. At the other end of the spectrum this separation means that the facility is not in proximity to a roadway at all. Off road facilities include many forms of cycling tracks and trails.

There are also three key terms that are used when describing how a cycling facility interacts with other user types. These are:

- **Shared** - a facility where cyclists and other share the same physical space. This is the case for a signed-only route and a sharrow route (the space is shared with motor vehicles). It is also the case for a multi-use trail (the space is shared with pedestrians). Examples of these are shown below.



- Separate - a facility where cyclists and other users are on the same surface but are operating in their own defined space. For example, a bike lane is on the road with motor vehicles but both cyclists and motor vehicles operate within their own separate lanes. An examples of this is shown below. These facilities can also include those separated by a curb or barrier but are still on-road.



- **Exclusive** - a facility where cyclists are the only permitted users. Exclusive facilities are typically some form of cycle track and may be adjacent a street or following a dedicated cycling alignment. These facilities are less common as they typically require high cycling numbers to justify the dedication of space and infrastructure spending. We do not currently have these types of facilities in St. John's.

6. *Material Types*

The three most common materials used for cycling facilities are asphalt, concrete, and stone dust. Each has different benefits and drawbacks in terms of performance, cost, maintenance, and user preference.

Generally in a more natural environment a stone dust trail is well regarded. Maintenance of these trails is generally not an issue. However, a wet environment, especially in a flood prone area, the effort required to repair and rebuild a stone dust trail can be cumbersome. Crushed stone or rail bed ballast does not well serve the needs of most users of trails and is not recommended.

Asphalt is the most common material type for cycling facilities as it balances capital and maintenance costs. In our climate it is important to carefully design the base structure to ensure that freeze thaw action does not prematurely damage the surface.

Concrete is typically used in high use areas or where a distinct look is desired. It has the highest capital cost but can last with little maintenance cost for a very long time.

7. *Network Design*

The Task Force considered how different routes serve different user groups. Loop trails such as those that circle many local ponds generally serve a purely recreation function. Children or families take advantage of these routes as a recreational resource. However, they serve little use for people travelling longer distances or with a specific destination in mind.

Linear routes, on the other hand, can provide a recreational purpose but can also connect attractive destinations such that they are useful for both recreational and purposeful users.

A network of linear routes was found to be the ideal way to develop a cycling network to ensure that it serves the broadest number of people possible.

Many suggestions were made in the survey to provide wider sidewalks for use by cyclists. This would, in essence, replace some sidewalks with multi-use trails. This is a viable option in many cases but does require more right of way width. Excluding the cost of land, it often costs a similar amount to construct a typical concrete sidewalk compared to a typical asphalt multi-use trail.

Overcoming obstacles like stairs and steep grades is always a challenge in network design. Upgrading a trail with stairs to be suitable for cyclists can both leverage existing

infrastructure that is available and make the trail more accessible to users with limited mobility.

8. *Active Transportation*

The Task Force identified the need for the City to think more broadly and promote all forms of active transportation. There are many shared interests between different active modes and these can be promoted at the same time. For example, a multi-use trail serves a wide variety of active uses, not just walking or just cycling.

By considering all active modes holistically synergies can be achieved on capital and operating expense to develop these networks. General transportation choice and accessibility can be greatly improved by focusing resources on facilities that serve this wider user base.

Some aspects of facility design that serve cycling well also serve the needs of wheelchair, or other assistive device, users. Strollers, inline skates and other “wheeled” items also benefit from the choice to use a hard surfacing material. Asphalt as a trail surface is a great example of a choice made for the benefit of cyclists that has an enormous benefit to system accessibility.

While this is clearly not a zero sum game of competing active transportation interests the Task Force did find that there should, at least in the short term, be a focus on cycling to ensure that efforts remain effective and are not spread too thin.

The Task Force also found that broadening the goals of this work to include all of active transportation should be seriously considered in the future.

Next Steps

Three key next steps have been identified by the Task Force. First, a broad strategic direction needs to be established, second two major initiatives have been identified, and finally a selection of quick win projects has been identified to allow for immediate action. Each of these is described in more detail below.

1. *Strategic Direction*

In order to proceed on the Bike St. John's initiative a clear directive is required from Council. The fundamental question here is whether the City should commit to developing safe, comfortable, and convenient cycling infrastructure, policies, and programs.

If the decision of Council is to not move forward with support for cycling initiatives then the next step will be to consider which existing cycling facilities will be maintained and which will be discontinued. This would take the form of a follow up Decision Note outlining the facilities currently in place and their benefits/drawbacks.

If the decision of Council is to support cycling initiatives moving forward then the next step would be to develop a formal policy or guideline that would be the foundation of future

cycling related decisions, priorities, and efforts. In this case it is recommended that existing infrastructure be left in place until a long term plan can be developed as it would be premature to assume any individual link has no value to a future network.

It is proposed that key aspects of this policy or guideline would include:

1. Develop a City wide cycling network that is safe, comfortable, and convenient. When developing this cycling network prioritize:
 - a. the needs of less experienced cyclists over strong, confident, and experienced cyclists
 - b. well connected linear routes that serve both recreational and commuting purposes over loop routes that are purely recreational (take advantage of existing loop trails as part of linear route design where appropriate)
 - c. facilities that are physically separated¹² from motor vehicle traffic (including multi-use trails) over facilities that are separated by paint¹³
 - d. facilities that have separate space for the use of cyclists over facilities that share space¹⁴ with motor vehicles
2. Recognize that there are trade-offs in how we allocate the public resource of our streets
3. When possible, leverage other road development, or infrastructure work to construct cycling facilities more efficiently
4. With respect to on-street parking
 - a. On residential streets with no off-street parking maintain historic level of on-street parking for the residents
 - b. On residential streets where off-street parking is available minimize any impact to on-street parking, typically, maintain on-street parking on at least one side of the road for the convenience of residents
5. Include in all non-emergency street reconstruction and street rehabilitation projects consideration for how part of the right of way may contribute to the City wide cycling network
6. Include in all new development projects consideration for how streets, trails, and connections may contribute to the City wide cycling network

¹² Physically separated means that a curb or other barrier runs between the cycling route and vehicle traffic. Examples would be a multi-use trail (either adjacent a street or through a natural area) or a dedicated cycle track.

¹³ Separated by paint means that a painted line or hatched area is the only buffer between motor vehicles and cyclists. An example of this is a traditional bike lane.

¹⁴ In this context “shared space” means a facility that both motor vehicles and bicycles use. For example, the use of sharrows or a signed-only bicycle route that has no other bicycle facility.

2. *Major Initiatives*

Bicycle Advisory Committee

A bicycle advisory committee would allow City Council to have an ongoing resource that is focused on cycling issues. If approved a committee mandate would be developed to outline what tasks the committee would take on and how they would interact with the public, staff and council. Many ideas have been considered that could be included in the mandate including:

- Work as steering committee to guide master plan – ensuring that decisions are driven by citizens, committee, and council and that the consultant provides technical support
- Review of major development applications
- Review of streets rehab and construction project lists
- Review city policies and practices to ensure that consideration for cycling is included where appropriate
- Work as steering committee to complete approved bicycle projects
- Identify and propose possible bicycle projects
- Work as steering committee to guide implementation of master plan
- Consultation through online/collaborative means rather than in person meetings
- Mix of online work with fewer traditional meetings
- Administer a fixed annual budget for cycling projects

A bicycle advisory committee would likely have overlapping areas of interest with other committees that would need to be addressed in a Terms of Reference for the new committee. These possible overlaps include the:

- Accessibility & Inclusion Advisory Committee
- Downtown Advisory Committee
- Environmental Advisory Committee
- Municipal Advisory Committee on Youth
- Seniors' Advisory Committee

No fixed budget is required to establish a bicycle advisory committee. However, some mandate options include a budget allocation to complete small cycling projects each year.

Comprehensive Bicycle Strategy and Master Plan

A comprehensive bicycle strategy and master plan would allow the priorities identified by the Task Force to be reflected in an updated guiding document. This plan would identify the infrastructure, policies, and programs that would best serve the needs of the City based on findings of the Task Force.

Guided by the advisory committee suggested above this plan would formalize the priorities identified in this report. It would also apply these priorities to a design of a cycling network for the City. This network would be evaluated for feasibility and projects planned in order to best develop connectivity, usage, and success.

It is estimated that \$125,000 would be required to complete this comprehensive plan. \$90,000 has previously been allocated for this work and is available should council proceed with this item. Completion of this work would be over the course of 2017 and into 2018. It is estimated that \$75,000 would be used in 2017 and as such there are no new funds required in the 2017 budget to complete this plan.

3. *Quick Wins*

1. The T'Railway between the Railway Museum and Bowring Park is an excellent multi-use resource for the City. A project has been identified to upgrade this trail with improved signage, automated usage monitoring equipment, and perform other minor repairs. This project is estimated to cost in the vicinity of \$15,000 to \$20,000.
2. Create a "Car Free Sunday Event" on Water Street. Many municipalities dedicate one or more Sundays in the summer to a street festival where the road is closed to motor vehicle traffic and people are permitted to walk and bike along the road to visit the businesses and festival attractions. This event should be conducted in partnership with community groups to ensure success. This event would require an organizing champion and funding for emergency personnel.
3. Dedicate a day or weekend to a cycling education event in Bannerman Park, Bowring Park, or around Quidi Vidi Lake. This program could be provided to educate both cyclists and the general population on proper behaviour when cycling or when interacting with a cyclist. Funding would be required to staff an event like this. Attendance perks such as a bike helmet discount would help this become a successful event but would also require a funding commitment.
4. Develop a bike rack design competition to raise awareness and provide a prize in support of local artists. The resulting pieces would serve as functional public art. Prizes totalling approximately \$10,000 would be appropriate.

BIKE ST. JOHN'S TASK FORCE – FINAL REPORT

Bike St. John's Public Opinion Poll (2016)



Please help us better understand how people in St. John's feel about cycling in our City by filling out this survey.

Feel free to share it widely to help us reach as many people as possible: surveymonkey.com/r/BSJ-Opinion

1. In the past year did you use a bike... [choose one]
 - a. recreationally (just for fun or exercise/training)
 - b. purposefully (to get to work, the corner store, visit a friend, etc)
 - c. both recreationally and purposefully
 - d. neither (you have not cycled in the last year)

2. How would you describe yourself with respect to cycling [choose one]:
 - a. You are a strong, confident cyclist
 - b. You often or regularly use a bike to get somewhere you need to be, to exercise, or just to enjoy the ride.
 - c. You don't bike much, or at all, but would try it more if you had a convenient route that felt safe and comfortable.
 - d. You are not interested in cycling or have limitations that mean you can't bike.

3. If you had a driveway and/or garage, how would you feel about bike facilities that require changes to the road in front of your home? [0 - This is not acceptable, 2 - I don't have strong feelings one way or the other, 4 - This is okay with me, see below]
 - a. If the road becomes narrower but all on-street parking and lanes are maintained.
 - b. If on-street parking on only one side of the road is permitted.
 - c. If there is no on-street parking permitted.

Do you have any other comments on how changes to the road may affect your feelings about bike facilities?

	0 - This is not acceptable.	1	2 - I don't have strong feelings one way or the other.	3	4 - This is okay with me.	N/A
If the road becomes narrower but all on-street parking and lanes are maintained.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If on-street parking on only one side of the road is permitted.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If there is no on-street parking permitted.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any other comments on how changes to the road may affect your feelings about bike facilities?

4. How safe and comfortable do you feel on a multi-use trail (such as T’Railway or along Columbus Drive)? [0 to 10 scale]



5. How safe and comfortable do you feel on a bike lane (such as on Mundy Pond Road)? [0 to 10 scale]



6. How safe and comfortable do you feel using sharrows (such as on Larkhall Street)? [0 to 10 scale]



7. How safe and comfortable do you feel on a signed only route (such as on Merrymeeting)? [0 to 10 scale]



8. How safe and comfortable do you feel using a regular street with no cycling facilities? [0 to 10 scale]
9. Do you have any ideas on what is needed for children to be able to cycle safely in our community? [Free form text]
10. Are you a parent [Yes/No]
11. On a scale of 0-10 how satisfied are you with the City's existing bike network?
12. On a scale of 0-10 how safe do you feel on the City's existing bike network?

13. Does St. John's need more bicycle trails? [Yes/No]

14. One option to improve cycling infrastructure is to use existing walking trails and make them multi-use (walking and cycling). On a scale of 0-10, how supportive would you be of this option as part of a broader overall plan?

15. Please indicate your age range. [choose one]

- a. <18
- b. 18-24
- c. 25-34
- d. 35-49
- e. 50-64
- f. ≥65

16. Please indicate your gender

- a. Female
- b. Male
- c. Prefer not to answer
- d. Other (specify if you wish)

17. Do you live or work in St. John's?

- a. Yes
- b. No, but I used to or I visit often
- c. No

What is your postal code?

18. If Council focused on ONE thing for cycling, what would it be? [Free form text]

BICYCLE LANE PARKING ADJUSTMENT

Bicycle Lane Parking Adjustment

During the Community Services and Housing Standing Committee meeting on January 31, 2017 Council expressed the wish to modify the existing parking regulations of bicycle facilities in select areas where the greatest impact on local residents is perceived. These areas are:

1. Cowan Heights, including:
 - a. Frecker Drive
 - b. Canada Drive
 - c. Cowan Avenue (between Frecker Drive and Canada Drive)
2. Airport Heights
 - a. Airport Heights Drive
 - b. Viscount Street
3. Wicklow Street
4. Campbell Avenue
5. Anspach Street
6. Cowan Avenue (between Topsail Road and Waterford Bridge Road)

In these areas the following waiver would apply:

All parking restrictions associated with on street bicycle facilities on the street segments identified above will be removed immediately. Parking restrictions on these facilities will be revisited as part of a Comprehensive Bicycle Strategy and Master Plan.

This waiver is in addition to the decision of council to lift cycling facility parking restrictions during the winter months (SJMC2015-099-28/451R).

**DEVELOPMENT PERMITS LIST
DEPARTMENT OF PLANNING, ENGINEERING AND REGULATORY SERVICES
FOR THE PERIOD OF February 9, 2017 TO February 15, 2017**

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
RES		Home Office for Engineering Consultant	6 Berrigan Place	4	Approved	17-02-15
COM		Home Office for Industrial Surveying	4 Glenlonan Street	5	Approved	17-02-15

* Code Classification:
 RES - Residential INST - Institutional
 COM - Commercial IND - Industrial
 AG - Agriculture
 OT - Other

** This list is issued for information purposes only. Applicants have been advised in writing of the Development Officer's decision and of their right to appeal any decision to the St. John's Local Board of Appeal.

**Gerard Doran
Development Supervisor
Planning, Engineering and
Regulatory Services**

Building Permits List

Council's February 20, 2017 Regular Meeting

Permits Issued: 2017/02/09 To 2017/02/15

64 Pippy Pl	Co	Office
31 Queen's Rd	Co	Office
57 Blackmarsh Rd	Ms	Office
385 Empire Ave	Ms	Office
324 Frecker Dr	Ms	Retail Store
12 Gleneyre St	Ms	Clinic
12 Hebron Way	Ms	Eating Establishment
14 Hebron Way	Ms	Restaurant
25 Hebron Way	Ms	Restaurant
189 Higgins Line	Ms	Office
65 Kiwanis St	Ms	Retail Store
90 Logy Bay Rd	Ms	Club
431-435 Main Rd	Ms	Take-Out Food Service
10 Messenger Dr	Ms	Retail Store
87 Old Pennywell Rd	Ms	Retail Store
20 Peet St	Ms	Car Sales Lot
46 Robin Hood Bay Rd	Ms	Industrial Use
10 Stavanger Dr	Ms	Retail Store
415 Stavanger Dr	Ms	Restaurant
320 Torbay Rd	Ms	Club
370 Torbay Rd	Ms	Office
710 Torbay Rd	Ms	Retail Store
141 Torbay Rd	Ms	Office
30-70 White Rose Dr	Sn	Service Shop
199 Water St.	Cr	Retail Store
Avalon Mall, Bentley #495	Rn	Retail Store
334 Water St, 2nd Floor	Rn	Office
Avalon Mall, Sunglass Hut	Cr	Retail Store
20 Hebron Way	Sw	Other
30-70 White Rose Dr, Unit 1	Co	Club

This Week \$ 423,450.00

Class: Industrial

This Week \$.00

Class: Government/Institutional

This Week \$.00

Class: Residential

205 Petty Harbour Rd	Nc	Patio Deck
1 Bonnie Dr	Co	Home Office
64 Gander Cres	Rn	Single Detached Dwelling
45 Jasper St	Rn	Single Detached Dwelling
40 Stanford Pl	Rn	Single Detached Dwelling
40 Bennett Ave	Sw	Single Detached Dwelling

This Week \$ 83,200.00

Class: Demolition

This Week \$.00

This Week's Total: \$ 506,650.00

Repair Permits Issued: 2017/02/09 To 2017/02/15 \$ 30,000.00

Legend

Co	Change Of Occupancy	Sw	Site Work
Cr	Chng Of Occ/Renovtns	Ms	Mobile Sign
Ex	Extension	Sn	Sign
Nc	New Construction	Cc	Chimney Construction
Oc	Occupant Change	Dm	Demolition
Rn	Renovations		

Year To Date Comparisons			
February 20, 2017			
Type	2016	2017	% Variance (+/-)
Commercial	\$6,274,803.00	\$6,417,897.00	2
Industrial	\$0.00	\$0.00	0
Government/Institutional	\$0.00	\$0.00	0
Residential	\$3,387,411.00	\$3,535,885.00	4
Repairs	\$135,820.00	\$166,900.00	23
Housing Units(1 & 2 Family Dwelling)	5	5	
Total	\$9,798,034.00	\$10,120,682.00	3

Respectfully Submitted,

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

MEMORANDUM

**Weekly Payment Vouchers
For The
Week Ending February 15, 2017**

Payroll

Public Works	\$ 527,120.71
Bi-Weekly Casual	\$ 25,039.92
Accounts Payable	\$2,237,524.71

Total: \$ 2,789,685.34

ST. JOHN'S

DEPARTMENT OF FINANCE

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

NAME	CHEQUE #	DESCRIPTION	AMOUNT
CORROSION PROBE INC.,	1233	REPAIR PARTS	26,567.77
FAIRVIEW INVESTMENTS LTD	107236	COURT OF APPEL REFUND	200.00
KIRKLAND BALSOM & ASSOC.	107237	COURT OF APPEL REFUND	200.00
TURNER DRAKE & PARTNERS LIMITED	107238	COURT OF APPEL REFUND	1,600.00
MCINNES COOPER	107239	COURT OF APPEL REFUND	200.00
HAROLD WILLIAMS	107240	COURT OF APPEL REFUND	60.00
REGINA ANTHONY	107241	COURT OF APPEL REFUND	60.00
RA & ASSOCIATES INC.	107242	COURT OF APPEL REFUND	60.00
STANLEY FOOTE	107243	COURT OF APPEL REFUND	60.00
RONALD BRENNAN	107244	COURT OF APPEL REFUND	60.00
GREGORY & ASHLEY AYLWARD	107245	COURT OF APPEL REFUND	60.00
JOHNATHON CONNOLLY & RHONDA BRENNAN	107246	COURT OF APPEL REFUND	60.00
ANDREW & PHILIP QUINLAN	107247	COURT OF APPEL REFUND	60.00
CANADIAN MUSEUMS ASSOCIATION (CMA)	107248	MEMBERSHIP RENEWAL	517.50
ACCO BRANDS DIRECT	107249	OFFICE SUPPLIES	49.45
VOKEY'S JANITORIAL SERVICE	107250	JANITORIAL SERVICES	1,079.85
NEWFOUND DISPOSAL SYSTEMS LTD.	107251	DISPOSAL SERVICES	179.03
ORKIN CANADA	107252	PEST CONTROL	448.52
BRUCE W. CHAFE	107253	PROFESSIONAL SERVICES	160.00
PAJ CANADA COMPANY	107254	PROMOTIONAL ITEMS	970.84
BARACO-ATLANTIC CORPORATION	107255	PROGRESS PAYMENT	587,136.25
DESJARDINS FINANCIAL SECURITY	107256	PAYROLL DEDUCTIONS	660,230.96
CITY OF ST. JOHN'S	107257	REPLENISH PETTY CASH	206.40
ORTHOPEDIC SOLUTIONS	107258	PROTECTIVE FOOTWEAR	287.50
MASTEC CANADA INC.	107259	PROGRESS PAYMENT	71,644.75
NEWFOUNDLAND EXCHEQUER ACCOUNT	107260	REGISTRATION OF EASEMENT	100.00
PUBLIC SERVICE CREDIT UNION	107261	PAYROLL DEDUCTIONS	6,149.51
NEWFOUNDLAND POWER	107262	ELECTRICAL SERVICES	11,171.95
PARTS FOR TRUCKS INC.	107263	REPAIR PARTS	213.62
MCLOUGHLAN SUPPLIES LTD.	107264	ELECTRICAL SUPPLIES	2,119.22
GORDON BARNES	107265	PROFESSIONAL SERVICES	2,400.00
CITY OF ST. JOHN'S	107266	REPLENISH PETTY CASH	94.50
NEWFOUNDLAND EXCHEQUER ACCOUNT	107267	PAYROLL DEDUCTIONS	169,020.74
PATRICIA COLLINS	107268	COURT OF APPEL REFUND	60.00
MICHAEL FOLEY'S ACADEMY OF MARTIAL ARTS	107269	REAL PROGRAM	2,050.02
ACKLANDS-GRAINGER	107270	INDUSTRIAL SUPPLIES	2,909.43
ASHFORD SALES LTD.	107271	REPAIR PARTS	571.85
BABB SECURITY SYSTEMS	107272	SECURITY SERVICES	125.35
MIGHTY WHITES LAUNDROMAT	107273	LAUNDRY SERVICES	104.07
BRINK'S CANADA LIMITED	107274	DELIVERY SERVICES	907.30
RDM INDUSTRIAL LTD.	107275	INDUSTRIAL SUPPLIES	201.17
ROBERT BAIRD EQUIPMENT LTD.	107276	RENTAL OF EQUIPMENT	6,121.82
NEWFOUNDLAND EXCHEQUER ACCOUNT	107277	FILING FEES FOR STATEMENT OF CLAIM	100.00
SMS EQUIPMENT	107278	REPAIR PARTS	145.76
HUB TROPHIES & MEDICAL SUPPLIES	107279	NAME TAGS	20.13
TONY'S TAILOR SHOP	107280	PROFESSIONAL SERVICES	143.75

NAME	CHEQUE #	DESCRIPTION	AMOUNT
ROCKWATER PROFESSIONAL PRODUCT	107281	CHEMICALS	7,986.29
BRENKIR INDUSTRIAL SUPPLIES	107282	PROTECTIVE CLOTHING	591.24
BROWNE'S AUTO SUPPLIES LTD.	107283	AUTOMOTIVE REPAIR PARTS	240.96
SPECTRUM INVESTIGATION & SECURITY 1998 LTD.	107284	SECURITY SERVICES	1,804.93
WESTERN HYDRAULIC 2000 LTD	107285	REPAIR PARTS	1,600.80
THE OUTFITTERS	107286	PROTECTIVE CLOTHING	229.99
ATLANTIC TRAILER & EQUIPMENT	107287	REPAIR PARTS	7,360.00
STAPLES THE BUSINESS DEPOT - STAVANGER DR	107288	STATIONERY & OFFICE SUPPLIES	402.48
SPARTAN ATHLETIC PRODUCTS	107289	SPORTING SUPPLIES	207.00
TRIWARE TECHNOLOGIES INC.	107290	COMPUTER EQUIPMENT	134.55
NEW WORLD FITNESS	107291	MEMBERSHIP DUES FOR FIREFIGHTERS	248.26
CHESTER DAWE CANADA - O'LEARY AVE	107292	BUILDING SUPPLIES	2,254.00
AIR LIQUIDE CANADA INC.	107293	CHEMICALS AND WELDING PRODUCTS	367.35
ROGERS COMMUNICATIONS CANADA INC.	107294	DATA & USAGE CHARGES	226.35
SOBEY'S INC	107295	PET SUPPLIES	110.26
NORTH ATLANTIC SYSTEMS	107296	REPAIR PARTS	646.05
NORTRAX CANADA INC.	107297	REPAIR PARTS	80.25
MAC TOOLS	107298	TOOLS	517.50
NORTH ATLANTIC SUPPLIES INC.	107299	REPAIR PARTS	1,247.50
KENT	107300	BUILDING SUPPLIES	126.72
WALMART 3093-MERCHANT DRIVE	107301	MISCELLANEOUS SUPPLIES	138.69
COLONIAL GARAGE & DIST. LTD.	107302	AUTO PARTS	1,134.78
SUPPLY CHAIN MANAGEMENT ASSOCIATION ONTAIRO (SCMAO)	107303	MEMBERSHIP FEE	454.25
PETER'S AUTO WORKS INC.	107304	TOWING OF VEHICLES	12,901.43
CONSTRUCTION SIGNS LTD.	107305	SIGNAGE	2,702.50
SCARLET EAST COAST SECURITY LTD	107306	TRAFFIC CONTROL	7,930.26
MAXXAM ANALYTICS INC.,	107307	WATER PURIFICATION SUPPLIES	2,157.40
CRANE SUPPLY LTD.	107308	PLUMBING SUPPLIES	1,637.95
JAMES G CRAWFORD LTD.	107309	PLUMBING SUPPLIES	734.21
THOMAS ECONOMY GLASS	107310	PROFESSIONAL SERVICES	571.12
HARTY'S INDUSTRIES	107311	STEEL FLAT BAR	1,006.25
CUMMINS EASTERN CANADA LP	107312	REPAIR PARTS	3,660.03
CRAWFORD & COMPANY CANADA INC	107313	ADJUSTING FEES	1,265.00
DICKS & COMPANY LIMITED	107314	OFFICE SUPPLIES	807.38
MIC MAC FIRE & SAFETY SOURCE	107315	REPAIR PARTS	99.34
MADSEN POWER SYSTEMS	107316	REPAIR PARTS	61.76
DOMINION STORES #922	107317	MISCELLANEOUS SUPPLIES	155.53
SIGMA ALDRICH	107318	REPAIR PARTS	324.07
REEFER REPAIR SERVICES (2015) LIMITED	107319	REPAIR PARTS	62.96
RUSSEL METALS INC.	107320	METALS	670.45
CANADIAN TIRE CORP.-HEBRON WAY	107321	MISCELLANEOUS SUPPLIES	57.49
CANADIAN TIRE CORP.-MERCHANT DR.	107322	MISCELLANEOUS SUPPLIES	27.58
CANADIAN TIRE CORP.-KELSEY DR.	107323	MISCELLANEOUS SUPPLIES	413.34
EASTERN MEDICAL SUPPLIES	107324	MEDICAL SUPPLIES	552.00
ELECTRIC MOTOR & PUMP DIV.	107325	REPAIR PARTS	803.85
DOMINION STORE 935	107326	MISCELLANEOUS SUPPLIES	347.04

NAME	CHEQUE #	DESCRIPTION	AMOUNT
FASTSIGNS	107327	SIGNAGE	155.83
SSQ INSURANCE COMPANY INC.	107328	PAYROLL DEDUCTIONS	4,581.36
OMB PARTS & INDUSTRIAL INC.	107329	REPAIR PARTS	24.46
FRESHWATER AUTO CENTRE LTD.	107330	AUTO PARTS/MAINTENANCE	200.71
GAZE SEED 2015 INCORPORATED	107331	GARDENING SUPPLIES	107.73
PRINCESS AUTO	107332	MISCELLANEOUS ITEMS	862.87
IMPACT SIGNS AND GRAPHICS	107333	SIGNAGE	28.75
ENTERPRISE RENT-A-CAR	107334	RENTAL OF VEHICLES	3,332.25
CHAPTERS ST. JOHN'S	107335	BOOKS	34.48
OMNITECH INC.	107336	REPAIR PARTS	9,236.80
WOLSELEY CANADA INC.	107337	REPAIR PARTS	207.00
PETTY HARBOUR CANVAS CO. LTD.	107338	PROFESSIONAL SERVICES	1,102.85
XYLEM CANADA COMPANY	107339	REPAIR PARTS	2,318.40
STARGARDEN CORPORATION	107340	PROFESSIONAL SERVICES	977.50
THE WORKS	107341	MEMBERSHIP FEES	169.00
HARVEY'S OIL LTD.	107342	PETROLEUM PRODUCTS	56,251.66
MS GOVERN	107343	PROFESSIONAL SERVICES	5,313.00
GUILLEVIN INTERNATIONAL CO.	107344	ELECTRICAL SUPPLIES	526.13
RONA	107345	BUILDING SUPPLIES	1,675.57
BELL DISTRIBUTION INC.	107346	CELL PHONES & ACCESSORIES	57.48
SNF CANADA LTD.	107347	REPAIR PARTS	14,179.50
SOURCE-ATLANTIC INDUSTRIAL DISTRIBUTION	107348	REPAIR PARTS	622.11
UNIVAR CANADA	107349	CHEMICALS	960.48
CLEAN SWEEP PROPERTY MAINTENANCE	107350	PROFESSIONAL SERVICES	12,890.35
TIMEKEEPING SYSTEMS	107351	SUPPORT SUBSCRIPTION RENEWAL	1,880.25
IMPRINT SPECIALTY PROMOTIONS LTD	107352	PROMOTIONAL ITEMS	362.25
CHRIS SQUIRES ENTERPRISES INC.,	107353	RENTAL OF EQUIPMENT	370.59
YMCA OF NORTHEAST AVALON	107354	MEMBERSHIP FEE	500.00
WORK AUTHORITY	107355	PROTECTIVE CLOTHING	390.98
STANTEC ARCHITECTURE LTD.	107356	PROFESSIONAL SERVICES	23,175.73
SAFETY FIRST-SFC LTD.	107357	PROFESSIONAL SERVICES	23,682.08
XYLEM WATER SOLUTIONS CANADA	107358	REPAIR PARTS	4,329.90
ROCKET BAKERY & FRESH FOODS	107359	REFRESHMENT	57.91
MACKAY COMMUNICATIONS	107360	PROFESSIONAL SERVICES	517.77
JT MARTIN & SONS LTD.	107361	HARDWARE SUPPLIES	777.09
CUTTING EDGE LAWN CARE INC.,	107362	PROFESSIONAL SERVICES	4,140.00
VETERINARY SPECIALTY CENTRE OF NEWFOUNDLAND & LABRADOR	107363	PROFESSIONAL SERVICES	947.60
BACALAO NOUVELLE CUISINE NEWFOUNDLAND INC.,	107364	REFRESHMENT	108.16
WAJAX INDUSTRIAL COMPONENTS	107365	REPAIR PARTS	396.76
NEWFOUNDLAND DISTRIBUTORS LTD.	107366	INDUSTRIAL SUPPLIES	93.01
TRC HYDRAULICS INC.	107367	REPAIR PARTS	1,131.60
TOROMONT CAT	107368	AUTO PARTS	138.34
NORTH ATLANTIC PETROLEUM	107369	PETROLEUM PRODUCTS	17,886.40
WAY POINTS INC.	107370	REFUND OVERPAYMENT OF TAXES	677.34
PENNECON ENERGY HYDRAULIC SYSTEMS	107371	REPAIR PARTS	639.77
PBA INDUSTRIAL SUPPLIES LTD.	107372	INDUSTRIAL SUPPLIES	134.41

NAME	CHEQUE #	DESCRIPTION	AMOUNT
ORKIN CANADA	107373	PEST CONTROL	131.10
PETER PAN SALES LTD.	107374	SANITARY SUPPLIES	1,008.78
K & D PRATT LTD.	107375	REPAIR PARTS AND CHEMICALS	1,403.00
PROFESSIONAL UNIFORMS & MATS INC.	107376	PROTECTIVE CLOTHING	511.17
PURULATOR COURIER	107377	COURIER SERVICES	217.84
RIDEOUT TOOL & MACHINE INC.	107378	TOOLS	314.77
NAPA ST. JOHN'S 371	107379	AUTO PARTS	729.78
ROYAL FREIGHTLINER LTD	107380	REPAIR PARTS	1,561.55
LIFESAVING SOCIETY NFLD & LAB.	107381	AQUATIC RECERTIFICATION	19.00
S & S SUPPLY LTD. CROSSTOWN RENTALS	107382	REPAIR PARTS	49,384.04
ST. JOHN'S BOARD OF TRADE	107383	ADVERTISING	1,523.75
ST. JOHN'S PORT AUTHORITY	107384	RENTAL OF QUARRY SITE	12,757.14
ST. JOHN'S TRANSPORTATION COMMISSION	107385	CHARTER SERVICES	12,237.97
BIG ERICS INC	107386	SANITARY SUPPLIES	205.10
SAUNDERS EQUIPMENT LIMITED	107387	REPAIR PARTS	15,666.89
SANSOM EQUIPMENT LTD.	107388	REPAIR PARTS	2,625.93
SUPERIOR OFFICE INTERIORS LTD.	107389	OFFICE SUPPLIES	172.50
SUPERIOR PROPANE INC.	107390	PROPANE	729.84
TIBBS STARTERS & ALTERNATORS	107391	REPAIRS TO ALTERNATOR	368.00
TRACTION DIV OF UAP	107392	REPAIR PARTS	4,292.79
TULKS GLASS & KEY SHOP LTD.	107393	PROFESSIONAL SERVICES	270.60
FJ WADDEN & SONS LTD.	107394	SANITARY SUPPLIES	151.80
WATERWORKS SUPPLIES DIV OF EMCO LTD	107395	REPAIR PARTS	775.81
WEIRS CONSTRUCTION LTD.	107396	STONE/ROAD GRAVEL	544.34
WESCO DISTRIBUTION CANADA INC.	107397	REPAIR PARTS	1,182.47
SIEMENS CANADA LIMITED	107398	MOTOR/REPAIRS	1,983.75
WINDCO ENTERPRISES LTD.	107399	REPAIR PARTS	7,245.00
RECEIVER GENERAL FOR CANADA	107400	PAYROLL DEDUCTIONS	2,312.76
MECHANICAL COMPONENTS LTD.	107401	PROFESSIONAL SERVICES	2,382.80
SUPREME COURT OF NEWFOUNDLAND AND LABRADOR	107402	FILING FEES FOR STATEMENT OF CLAIM	123.00
INSTITUTE OF MUNICIPAL ASSESSORS	107403	WEBINAR	123.45
GOSS GILROY INC	107404	PROFESSIONAL SERVICES	1,725.00
CLOVER CONSTRUCTION INC.	107405	REFUND OVERPAYMENT OF TAXES	27.50
TODD ROBBINS SERVICES INC.	107406	PROFESSIONAL SERVICES	4,743.75
CHOICES FOR YOUTH INC.	107407	PIT COUNT	1,101.24
TYCO INTEGRATED SECURITY CANADA, INC.	107408	PROFESSIONAL SERVICES	365.70
BANK OF MONTREAL CORPORATE REAL ESTATE	107409	REFUND OVERPAYMENT OF TAXES	7,560.00
DOUGLAS SQUIRES	107410	LEGAL CLAIM	1,650.00
GFL ENVIRONMENTAL INC.	107411	PROFESSIONAL SERVICES	281.78
INTACT INSURANCE	107412	LEGAL CLAIM	1,591.93
DANIEL CHAFE	107413	REFUND OVERPAYMENT OF TAXES	571.33
FRANCES YOUNG	107414	REFUND OVERPAYMENT OF TAXES	1,323.38
JOAN KEOUGH	107415	REFUND OVERPAYMENT OF TAXES	1,418.14
REGINALD & MARJORIE KENNEDY	107416	REFUND OVERPAYMENT OF TAXES	1,183.11
RAFIK BADDOUR & SUSAN BANOU B-BADDOUR	107417	REFUND OVERPAYMENT OF TAXES	1,852.57
JOYCE ANDREWS	107418	RECREATION PROGRAM REFUND	16.00

NAME	CHEQUE #	DESCRIPTION	AMOUNT
CRITCH, ROBERT	107419	TELEPHONE EXPENSE	183.45
SHEPPARD, SUSAN	107420	MILEAGE - CROSSING GUARD PROGRAM	138.18
GUSHUE, RICK	107421	MILEAGE	6.76
STEPHEN WHITE	107422	INSTRUCTOR FEE	163.17
HARRIS & ROOME SUPPLY LIMITED	107423	ELECTRICAL SUPPLIES	1,057.10
HARVEY & COMPANY LIMITED	107424	REPAIR PARTS	5,582.54
BRISTOL DEVELOPMENT	107425	PROFESSIONAL SERVICES	255,783.00
CUTTING EDGE LAWN CARE INC.,	107426	PROFESSIONAL SERVICES	4,127.00
CUTTING EDGE LAWN CARE INC.,	107427	PROFESSIONAL SERVICES	13.00
Total: \$			<u>2,237,524.71</u>

MEMORANDUM

Date: February 16, 2017

To: Mr. Kevin Breen, Mr. Rick Squires, Ms. Elaine Henley

From: John Hamilton

Re: Council Approval for Tender 2017003 Robin Hood Bay Landfill Materials Recovery Facility Conveyor Hood Installations

The results of Tender 2017003 Robin Hood Bay Landfill Materials Recovery Facility Conveyor Hood Installations is as follows:

Vendor	Tendered Price
Newfoundland HVAC Ltd.	\$152,363.50
Tristar Mechanical Ltd	\$185,150.00
Air-Tite Sheet Metal Limited	\$243,570.00
G.J. Cahill & Company (1979) Limited	\$268,755.00
Exploits Welding and Machine Shop Ltd	\$324,185.00
Pennecon Energy M & M Engineering	\$394,447.70

It is recommended to award this tender to the lowest bidder Newfoundland HVAC Ltd. \$152,363.50, meeting specifications, as per the Public Tendering Act.

Taxes are included with submitted bid.

John Hamilton
Senior Buyer

ST. JOHN'S

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