

**AGENDA
REGULAR MEETING**

**December 18, 2017
4:30 p.m.**

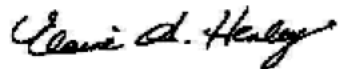
ST. JOHN'S

MEMORANDUM

December 15, 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, December 18, 2017 at 4:30 p.m.**

By Order



Elaine Henley
City Clerk

ST. JOHN'S

CITY MANAGER

AGENDA
REGULAR MEETING - CITY COUNCIL
December 18, 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 December 11, 2017

4. BUSINESS ARISING FROM THE MINUTES

a. Notices Published

A Discretionary Use application has been submitted by Connie Parsons School of Dance Ltd. to develop a portion of the existing lot at 1 Kent Place as a Parking Lot. The addition to the parking area will be approximately 78 m² and will provide parking for up to 17 vehicles. (Submissions attached)

- b. Decision Note dated September 11, 2017 re: Proposed Dwelling and Crown Land Grant Referral – 180, 182 and 184 Signal Hill Road – DEV1700091

5. NOTICES PUBLISHED

- A Discretionary Use application has been submitted requesting permission to change the occupancy of 7-9 Queen Street from a Restaurant to a Lounge. No submissions received.

6. PUBLIC HEARINGS

7. COMMITTEE REPORTS

- a. Development Committee Report – December 12, 2017
- b. Committee of the Whole Report – December 13, 2017

8. RESOLUTIONS

9. DEVELOPMENT PERMITS LIST

- Development Permits List – December 7, 2017 to December 13, 2017

10. BUILDING PERMITS LIST

- Building Permits List – December 7, 2017 to December 13, 2017

11. REQUISITIONS, PAYROLLS AND ACCOUNTS

- Payroll and Accounts – Week ending December 13, 2017

12. TENDERS/RFPS

- a. Tender 2017204 – Tactical Clothing – St. John's Regional Fire Department
- b. Tender 2017224 – Gloves – St. John's Regional Fire Department
- c. Tender 2017231 – Equipment Rental – Robin Hood Bay
- d. Tender 2017232 – Weighscales, Municipal Depot
- e. Tender 2017234 – Rolloff Truck Service – Robin Hood Bay
- f. Tender 2017214 – Robin Hood Bay Articulating Dump Truck
- g. Tender 2017150 – Fire Department Supplies and Equipment

13. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

14. NEW BUSINESS

- a. Decision Note dated December 13, 2017 re: Travel for Mayor Danny Breen
- b. Decision Note dated December 14, 2017 re: Sale of City Land – 1 Chapel Street – 104 Bond Street.

15. OTHER BUSINESS

16. ADJOURNMENT

MINUTES

REGULAR MEETING - CITY COUNCIL

December 11, 2017 – 4:30 p.m. - Council Chambers, 4th Floor, City Hall

Present Mayor Danny Breen
Deputy Mayor Sheilagh O’Leary
Councillor Maggie Burton
Councillor Dave Lane
Councillor Debbie Hanlon
Councillor Deanne Stapleton
Councillor Hope Jamieson
Councillor Jamie Korab
Councillor Ian Froude
Councillor Wally Collins
Councillor Sandy Hickman (left at 6:00 pm)

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

CALL TO ORDER/ADOPTION OF AGENDA

SJMC2017-12-11/563R

Moved – Councillor Jamieson; Seconded – Councillor Hanlon

That the agenda be adopted as presented with the following additions:

- **2018 Accommodation Tax Resolution**
- **2018 Downtown St. John’s Business Improvement Area Levy Resolution**
- **2018 Interest Rate Resolution**
- **2018 Property Tax Rate Resolution – Commercial Properties**
- **2018 Property Tax Rate Resolution – Residential Properties**
- **2018 25% Property Tax Reduction for Senior Citizens Resolution**
- **2018 Business Tax Rate on Utilities Resolution**
- **2018 Water by Meter Resolution**
- **2018 Water Tax Resolution**

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

SJMC2017-12-11/564R

Moved – Councillor Lane; Seconded – Councillor Collins

That the minutes of December 4, 2017 be adopted.

CARRIED UNANIMOUSLY

Deputy Mayor O’Leary referenced her request to amend the minutes of the November 27, 2017 meeting referencing child minding for Council as well as staff at Public Meetings. She then made the following motion:

SJMC2017-12-11/565R

Moved – Deputy Mayor O’Leary; Seconded – Councillor Burton

To rescind her amendment to the minutes of November 27, 2017 referencing child minding and further to adopt the original minutes as had been presented.

CARRIED UNANIMOUSLY

BUDGET 2018

Councillor Lane presented the Budget 2018. He advised the review of the budget netted significant savings for the City totaling over \$13 million. He referenced Continuous Improvement training for City staff which will add value to the services the City provides.

He noted a balanced budget of \$294,591,088 for 2018 which represents a marginal increase of 0.1% increase over 2017 and further does not require a change in mil rates.

SJMC2017-12-11/566R

Moved – Councillor Lane; Seconded – Councillor Collins

To adopt Budget 2018 as presented with the attached resolutions:

[Link to Website](#)

- **2018 Accommodation Tax Resolution**
- **2018 Downtown St. John’s Business Improvement Area Levy Resolution**
- **2018 Interest Rate Resolution**
- **2018 Property Tax Rate Resolution – Commercial Properties**

- **2018 Property Tax Rate Resolution – Residential Properties**
- **2018 25% Property Tax Reduction for Senior Citizens Resolution**
- **2018 Business Tax Rate on Utilities Resolution**
- **2018 Water by Meter Resolution**
- **2018 Water Tax Resolution**

All members present outlined their reasons for either supporting or rejecting the budget, after which time, the question of the motion was called.

**CARRIED WITH
COUNCILLORS FROUDE, BURTON AND JAMIESON DISSENTING**

BUSINESS ARISING FROM THE MINUTES

NOTICES PUBLISHED

- An application was received by the City to develop semi-detached dwellings (2 units) at **69 & 71 Charter Avenue** as part of a larger development that started at 55 Charter Avenue.

SJMC2017-12-11/567R

Moved – Councillor Burton; Seconded – Councillor Korab

That Council approve the above noted application at 67 & 71 Charter Avenue subject to all applicable City requirements.

CARRIED UNANIMOUSLY

- A Discretionary Use application has been submitted requesting permission to change the occupancy of **7-9 Queen Street** from a Restaurant to a Lounge.

SJMC2017-12-11/568R

Moved – Councillor Burton; Seconded – Deputy Mayor O’Leary

That Council defer the above noted application at 7-9 Queen Street to allow the applicant an opportunity to provide additional information.

CARRIED UNANIMOUSLY

- A Discretionary Use application has been submitted requesting permission to use **3220 Trans-Canada Highway** to expand the Harbour Arterial Mineral Workings Area.

SJMC2017-12-11/569R

Moved – Councillor Burton; Seconded – Councillor Froude

That Council defer the above noted application at 3220 Trans-Canada Highway to allow for an environmental assessment.

CARRIED UNANIMOUSLY

COMMITTEE REPORTS

Development Committee Report – December 5, 2017

[Link to Report](#)

Council considered the above noted report and the recommendations therein.

- **Crown Land Permission to Upgrade a Private Road
CRW1700006
41B Sugarloaf Place
Fisheries, Forestry & Agrifood Agency**

SJMC2017-12-11/570R

Moved - Councillor Burton; Seconded – Councillor Lane

That Council approve the Crown Land Permission referral subject to a Development Application being made and providing all necessary documents for review and approval.

CARRIED UNANIMOUSLY

DEVELOPMENT PERMITS LIST

[Link to List](#)

Council considered as information, the above noted for the period November 30, 2017 to December 6, 2017.

BUILDING PERMITS LIST

[Link to List](#)

Council considered, for approval, the above noted for the period dated November 30, 2017 to December 6, 2017.

SJMC2017-12-11/571R

Moved – Councillor Stapleton; Seconded – Councillor Hanlon

That the building permits list dated November 30, 2017 – December 6, 2017 be adopted as presented.

CARRIED UNANIMOUSLY

REQUISITIONS, PAYROLLS AND ACCOUNTS

[Link to Memo](#)

Council considered the requisitions, payrolls and accounts for the week ending December 6, 2017.

SJMC2017-12-11/572R

Moved – Councillor Hanlon; Seconded – Councillor Burton

That the requisitions, payrolls and accounts for the week ending December 6, 2017 in the amount of \$ 4,479,170.98 be approved as presented.

CARRIED UNANIMOUSLY

TENDERS/RFPS

Council Approval for Tender 2017239 – VMWare (Renewal)

Council considered the above noted.

SJMC2017-12-11/573R

Moved – Councillor Hickman; Seconded – Councillor Lane

That the tender be awarded to the lowest bidder meeting specifications Powerland Computers in the amount of \$40,621.93, as per the Public Tendering Act.

This contract is for a one year period with the option to extend for one additional year.

(Including Taxes HST.)

CARRIED UNANIMOUSLY

Council Approval for Contract Award without Tender Invitation – Key2Act

Council considered the above noted.

SJMC2017-12-11/574R

Moved – Councillor Burton; Seconded – Councillor Froude

ST. JOHN'S

That the contract be awarded, as per Deputy City Manager – Finance & Administration, to Key2Act who is the sole supplier of the software licensing and maintenance for the Wennsoft software program used by the City. The cost is \$46,138.00 (USD) and as of December 5, 2017 was \$ 58,502.98 (CAD).

Taxes are not included in the quoted price.

CARRIED UNANIMOUSLY

Council Approval - Tender 2017229 – Security Services Robin Hood Bay Waste Facility

Council considered the above noted.

SJMC2017-12-11/575R

Moved – Councillor Korab; Seconded – Councillor Stapleton

That the tender be awarded to the lowest bidder meeting all specifications, Scarlet East Coast Security Ltd. in the amount of \$130,812.50., as per the Public Tendering Act.

(Including Taxes HST.)

CARRIED UNANIMOUSLY

NOTICES OF MOTION, RESOLUTIONS, QUESTIONS AND PETITIONS

OTHER BUSINESS

3-1-1 Call Centre Services from 11PM (23:00) to 7AM (07:00) & Statutory Holidays

Council considered the above noted Decision Note.

SJMC2017-12-11/576R

Moved – Councillor Hickman; Seconded – Councillor Stapleton

That Council approve outsourcing call answering services to 3-1-1 from January to June 2018 as a six month pilot project between the hours of 11 PM to 7 AM seven days per week plus all statutory holidays (24 hr).

The pilot project will include a robust evaluation to assess efficiency and effectiveness. At the end of the pilot project a report based on the evaluation will be submitted to Council for review.

CARRIED UNANIMOUSLY

Economic Update December 2017

Council considered the above noted for information purposes.

Council Referrals and Staff Requests

- Deputy Mayor O’Leary spoke to child minding for Council, staff and the public at after hour Public Meetings. She requested staff explore high schools who require volunteer hours as part of their curriculum and determine if this could be a means for students to acquire hours to meet their course requirements.
- Councillor Burton referenced three recent traffic accidents over the weekend and asked that staff provide a set of comprehensive collision data. Councillor Hanlon spoke to this and advised the same report was being prepared for her and she would share it with Councillor Burton once she received it.
- Councillor Hanlon referenced Southside Hills near the City’s Water Treatment plant and acknowledged previous indications to plant trees/vegetation behind this location. She asked staff to investigate options to secure creating this development.
- Councillor Collins raised concerns with lack of lighting on Pitts Memorial Drive and asked that staff follow-up this request.

ADJOURNMENT

There being no further business, the meeting adjourned at 6:06 p.m.

MAYOR

CITY CLERK

ADOPTION OF MINUTES

SJMC2017-12-11/564R

Moved – Councillor Lane; Seconded – Councillor Collins

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Development Committee Report – December 5, 2017

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CRW1700006
41B Sugarloaf Place
Fisheries, Forestry & Agrifood Agency**

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Moved - Councillor Burton; Seconded – Councillor Lane

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ST. JOHN'S

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- Councillor Collins raised concerns with lack of lighting on Pitts Memorial Drive and asked that staff follow-up this request.

ADJOURNMENT

There being no further business, the meeting adjourned at 6:06 p.m.

MAYOR

CITY CLERK

REPORTS/RECOMMENDATION

Development Committee

December 5, 2017 – 10:00 a.m. – Conference Room A, 4th Floor, City Hall

- 1. Crown Land Permission to Upgrade a Private Road
CRW1700006
41B Sugarloaf Place
Fisheries, Forestry & Agrifood Agency**

It is recommend that council approve the Crown Land Permission referral subject to a Development Application being made and providing all necessary documents for review and approval.

**Jason Sinyard
Deputy City Manager – Planning, Engineering & Regulatory Services
Chairperson**

Addendum to Regular Minutes of December 11, 2017

DECISION/DIRECTION NOTE

Title: Crown Land Permission to Upgrade a Private Road
CRW1700006
41B Sugarloaf Place
Fisheries, Forestry & Agrifood Agency

Date Prepared: December 5, 2017 (Date of next meeting: January 8, 2018)

Report To: His Worship the Mayor and Members of Council

Councillor & Role: Maggie Burton, Planning and Development Lead

Ward: 2

Decision/Direction Required:

To seek approval for a Crown Land Permission to upgrade a private road to access land which is located in the Town of Logy Bay- Middle Cove- Outer Cove.

Discussion – Background and Current Status:

The Provincial Department of Municipal Affairs and Environment has referred an application to the City, requesting permission to upgrade a private road way by cutting brush, and resurfacing the road.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Not applicable.
3. Alignment with Strategic Directions/Adopted Plans: Not applicable.
4. Legal or Policy Implications: Not applicable.
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.

ST. JOHN'S

Recommendation:

It is recommended that the Crown Land Permission referral be approved subject to a Development Application being made and providing all necessary documents for review and approval.

Prepared by - Date/Signature:

Ashley Murray- Assistant Development Officer

Signature: Ashley Murray

Approved by - Date/Signature:

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

Signature: [Signature]

AAM/dlm

Attachments: Not applicable.

Addendum to Regular Minutes of December 11, 2017

DEVELOPMENT PERMITS LIST
DEPARTMENT OF PLANNING, ENGINEERING AND REGULATORY SERVICES
FOR THE PERIOD OF Nov 30, 2017 TO Dec 6, 2017

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
RES		Home Office for Admin of S&S Education	33A Eric Street	2	Approved	17-11-30
COM		Art Studio	396 Back Line	5	Approved	17-11-30
RES	79899 Newfoundland & Labrador Corp	8 Unit Apartment Building & 5 Townhouses	50 Bennett Avenue	2	Approved	17-12-01
COM		Butcher/ Meat Processing Facility	47 Lundrigan's Road	5	Approved	17-12-04
IND	Modern Holding Ltd.	Crown Land License for Heavy Equipment Storage	2568 Trans-Canada Highway	5	Rejected - Not permitted in the C-2 Zone.	17-12-06
COM	Powers Brown Architecture	4 Storey Office Building & Site Work	20 Hebron Way	1	Approved	17-12-06

* 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 Appeals.

Gerard Doran
Development Supervisor
Planning, Engineering and
Regulatory Services

Addendum to Regular Minutes of December 11, 2017

Building Permits List

Council's December 11, 2017 Regular Meeting

Permits Issued: 2017/11/30 to 2017/12/06

Class: Commercial

655 Topsail Rd, Unit 711	Co	Eating Establishment
286 Torbay Rd, Unit 5	Co	Retail Store
115 Kelsey Dr	Sn	Eating Establishment
80 Kenmount Rd, Pet Zone	Sn	Retail Store
160 Southlands Blvd	Sn	Mixed Use
75 Tiffany Crt	Sn	Office
673 Topsail Rd	Sn	Retail Store
215 Water St, Unit 304-305	Cr	Office
575 Newfoundland Dr	Rn	Service Station
Pier 14 Water St	Nc	Accessory Building
90 Duckworth St	Rn	Other
115 Kelsey Dr, Jumping Bean	Cr	Eating Establishment
2630 Trans Canada Hwy	Rn	Retail Store
430 Topsail Rd, Salvation Army	Cr	Retail Store
20 Hebron Way	Sw	Office
134 Airport Heights Dr	Nc	Home For Aged

This Week \$ 24,813,677.00

Class: Industrial

This Week \$.00

Class: Government/Institutional

This Week \$.00

Class: Residential

41 Gallipoli St, Lot 230	Nc	Single Detached Dwelling
29 Great South Bay Dr, Lot 10	Nc	Single Detached Dwelling
50 Lilac Cres, Lot 86	Nc	Single Detached Dwelling
65 Maurice Putt Cres, Lot 305	Nc	Single Detached Dwelling
75 Maurice Putt Cres, Lot 310	Nc	Single Detached Dwelling
87 Maurice Putt Cres, Lot 316	Nc	Single Detached Dwelling
19 Otter Dr	Nc	Accessory Building
29 Sprucedale Dr	Nc	Accessory Building
16 Stanford Pl, Lot 29	Nc	Single Detached Dwelling
35 Tupper St	Nc	Accessory Building
46 Willenhall Pl	Nc	Accessory Building
128 Donovan's Rd	Co	Home Office
33 Eric St	Co	Home Office
19 Gosling St	Cr	Subsidiary Apartment
23 First Ave	Ex	Single Detached Dwelling
122 Quidi Vidi Rd	Ex	Single Detached Dwelling
104 Campbell Ave	Rn	Single Detached Dwelling
61 Frecker Dr	Rn	Single Detached & Sub.Apt
8 Mcneily St	Rn	Single Detached Dwelling
35 Whiteway St	Rn	Single Detached Dwelling

This Week \$ 1,578,030.00

Addendum to Regular Minutes of December 11, 2017

Class: Demolition

57 Margaret's Pl

Dm Single Detached Dwelling

This Week \$ 285,000.00

This Week's Total: \$ 26,676,707.00

Repair Permits Issued: 2017/11/30 To 2017/12/06 \$ 24,400.00

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			
December 11, 2017			
TYPE	2016	2017	% VARIANCE (+/-)
Commercial	\$22,597,558.00	\$170,400,164.00	39
Industrial	\$5,500.00	\$5,110,000.00	93
Government/Institutional	\$6,053,109.00	\$1,952,594.00	-68
Residential	\$74,697,550.00	\$86,157,905.00	15
Repairs	\$4,463,979.00	\$3,242,198.00	-27
Housing Units (1 & 2 Family Dwelling)	238	205	
TOTAL	\$207,817,696.00	\$266,862,861.00	28

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

MEMORANDUM

**Weekly Payment Vouchers
For The
Week Ending December 6, 2017**

Payroll

Public Works	\$ 450,622.73
Bi-Weekly Casual	\$ 34,115.07
Accounts Payable	\$ 3,994,433.18

Total: \$ 4,479,170.98

Addendum to Regular Minutes of December 11, 2017

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
SUNRISE ANIMAL HOSPITAL LTD.	114093	PROFESSIONAL SERVICES	554.60
JELLY BEAN ENTERTAINMENT	114094	ENTERTAINMENT	522.00
RBC GLOBAL SERVICES/RBC INVESTOR SERVICES	114095	PAYROLL DEDUCTIONS	1,098,113.55
ST. JOHN'S TENNIS ASSOCIATION	114096	2017 CAPITAL GRANT	100,000.00
WENDY MUGFORD	114097	EMPLOYMENT RELATED EXPENSES	23.00
ENCON GROUP INC.	114098	HEALTH PREMIUMS	438.31
BREAKWATER BOOKS LTD.	114099	PROMOTIONAL ITEMS	126.59
MICRO-TECH COMPUTER CENTER INC	114100	COMPUTER EQUIPMENT	714.72
BELL ALIANT	114101	TELEPHONE SERVICES	1,935.07
JAGREEN ENTERPRISES LTD.	114102	PROMOTIONAL ITEMS	177.91
TINA NOSEWORTHY	114103	REFUND RENT SECURITY DEPOSIT	255.00
LORRAINE HILLER	114104	REFUND RENT SECURITY DEPOSIT	251.92
MARILYN HALLERAN	114105	REFUND RENT SECURITY DEPOSIT	300.00
WADE & SHIRLEY PARSONS	114106	REFUND RENT SECURITY DEPOSIT	250.84
BARNABLE, JOANNE	114107	REFUND RENT SECURITY DEPOSIT	255.00
SHAWN NEYLAN	114108	LEGAL CLAIM	100.00
ALYSSA'S PROPERTY SERVICES PRO INC.,	114109	PROFESSIONAL SERVICES	5,670.12
ACKLANDS-GRAINGER	114110	INDUSTRIAL SUPPLIES	963.67
RBC INVESTOR & TREASURY SERVICES	114111	CUSTODY FEES	718.75
ACAPULCO POOLS	114112	RECREATION SUPPLIES	960.41
COMFORT AIR LTD.	114113	PROFESSIONAL SERVICES	460.00
AUTOMOTIVE SUPPLIES 1985 LTD.	114114	AUTO SUPPLIES	37.46
MIGHTY WHITES LAUNDROMAT	114115	LAUNDRY SERVICES	137.02
NEWFOUNDLAND EXCHEQUER ACCOUNT	114116	FILM FEE	10.00
HAROLD SNOW & SONS	114117	PROFESSIONAL SERVICES	213.62
CANADIAN BROADCASTING CORP.	114118	RENTAL TOWER SPACE	410.38
ROCK CONSTRUCTION CO LTD	114119	PROGRESS PAYMENT	93,040.76
SME LIMITED	114120	SANITARY SUPPLIES	39.85
D PETERS BRONZE & BRASS	114121	NAME PLATES	511.75
SOBEY'S INC	114122	PET SUPPLIES	146.16
CLEARWATER POOLS LTD.	114123	POOL SUPPLIES	2,059.01
HAZMASTERS INC.	114124	CHEMICALS	170.78
PETER'S AUTO WORKS INC.	114125	TOWING OF VEHICLES	433.54
LONG & MCQUADE	114126	REAL PROGRAM	113.85
SUNRISE ANIMAL HOSPITAL LTD.	114127	PROFESSIONAL SERVICES	583.93
WAJAX POWER SYSTEMS	114128	REPAIR PARTS	783.39
ISLAND WIDE IRRIGATION	114129	PROFESSIONAL SERVICES	759.00
CADILLAC SERVICES LTD.	114130	REFUND SECURITY DEPOSIT	14,600.00
CANADIAN TIRE CORP.-HEBRON WAY	114131	MISCELLANEOUS SUPPLIES	203.44
CANADIAN TIRE CORP.-MERCHANT DR.	114132	MISCELLANEOUS SUPPLIES	116.10
COLE-PARMER CANADA INC.	114133	ANALYZER CHLORINE LIQUID	797.05
HOME DEPOT OF CANADA INC.	114134	BUILDING SUPPLIES	896.08
21ST CENTURY OFFICE SYSTEMS 1992 LTD.	114135	OFFICE SUPPLIES	425.50

Addendum to Regular Minutes of October 11, 2017

NAME	CHEQUE #	DESCRIPTION	AMOUNT
OMB PARTS & INDUSTRIAL INC.	114136	REPAIR PARTS	8.63
VITALSINE	114137	MAINTENANCE AGREEMENT	17,017.70
CENTAUR PRODUCTS ATLANTIC INC.	114138	RECREATION SUPPLIES	851.00
ATLANTIC CRANE & MATERIAL HANDLING	114139	PROFESSIONAL SERVICES	2,069.24
GUILLEVIN INTERNATIONAL CO.	114140	ELECTRICAL SUPPLIES	194.49
GRAYMONT (NB) INC.,	114141	HYDRATED LIME	21,305.13
HOLLAND NURSERIES LTD.	114142	FLORAL ARRANGEMENT	718.75
IDEXX LABORATORIES	114143	VETERINARY SUPPLIES	209.50
WESTECH INDUSTRIAL LTD.	114144	REPAIR PARTS	943.00
KANSTOR INC.	114145	REPAIR PARTS	341.17
CUSTOM CARD CANADA	114146	REPAIR PARTS	189.75
THE TOY BOX	114147	REPAIR PARTS	102.93
MEDICAL MART ATLANTIC	114148	SAFETY SUPPLIES	193.51
STAPLES ADVANTAGE	114149	OFFICE SUPPLIES	371.67
QUESTICA INC.	114150	PROFESSIONAL SERVICES	23,791.90
DISTRIBUTION NOW	114151	REPAIR PARTS	257.18
GROENEVELD LUBRICATION SOLUTIONS INC	114152	PROFESSIONAL SERVICES	1,086.75
MEMORIAL UNIVERSITY OF NFDL.	114153	EMPLOYEE TRAINING	2,472.50
VETERINARY SPECIALTY CENTRE OF NEWFOUNDLAND & LABRAD	114154	PROFESSIONAL SERVICES	984.40
ENGLOBE CORP	114155	PROFESSIONAL SERVICES	22,531.96
BACALAO NOUVELLE CUISINE NEWFOUNDLAND INC.,	114156	CATERING SERVICES	511.91
BELL MOBILITY PAGING	114157	PAGING SERVICES	98.61
QUALITY CARE HEARING	114158	SAFETY SUPPLIES	368.00
ORNAMENTAL CONCRETE LTD.	114159	CONCRETE/CEMENT	199.64
PROVINCIAL WOODPRODUCTS LTD.	114160	BUILDING MATERIALS	75.16
ROYAL FREIGHTLINER LTD	114161	REPAIR PARTS	2,831.80
SAMEDAY WORLDWIDE	114162	COURIER SERVICES	59.00
SMITH STOCKLEY LTD.	114163	PLUMBING SUPPLIES	1,866.04
SPORTSCRAFT 1990 LTD.	114164	SPORTING EQUIPMENT	2,380.34
ERIC TAYLOR LTD.	114165	PROGRESS PAYMENT	205,911.80
TRACTION DIV OF UAP	114166	REPAIR PARTS	4,361.36
UNITED SAIL WORKS LTD.	114167	VINYL COVER	1,190.25
CANSEL	114168	REPAIR PARTS	72.45
ORTHOPEDIC SOLUTIONS	114169	PROTECTIVE CLOTHING	218.50
LORRAINE MCDONALD	114170	REFUND SECURITY DEPOSIT	4,294.00
SPARTAN FITNESS	114171	RECREATION SUPPLIES	250.24
NEWFOUNDLAND ASSOCIATION OF APPRAISAL INSTITUTE OF CAN	114172	WORKSHOP FEES	75.00
SHARON ADAMSON & TREVOR MORRISSEY	114173	REFUND OVERPAYMENT OF TAXES	461.42
VINCENT & MRS. M. MCDONALD	114174	REFUND OVERPAYMENT OF TAXES	239.59
JOHN & ELLEN GOUGH	114175	REFUND OVERPAYMENT OF TAXES	378.94
LESLIE MCGRATH, SR.	114176	LEGAL CLAIM	148.35
STAPLES THE BUSINESS DEPOT - KELSEY DR	114177	OFFICE SUPPLIES	611.68
NEWFOUNDLAND EXCHEQUER ACCOUNT	114178	CADO LICENSE RENEWAL	350.00

Addendum to Regular Minutes for 2016-2017, 2017

NAME	CHEQUE #	DESCRIPTION	AMOUNT
TRICCO ELECTIC	114179	REFUND SECURITY DEPOSIT	60.50
NOVELTY ENGRAVERS PLUS INC.	114180	NAME PLATES	51.75
GARY & LINDA WAY	114181	REFUND OVERPAYMENT OF TAXES	1,171.73
JAMES & JANICE SHEPPARD	114182	REFUND OVERPAYMENT OF TAXES	1,157.60
KAREN CHILDS	114183	LEGAL CLAIM	91.99
SALTWIRE, THE TELEGRAM, BOUNTY POINT	114184	ADVERTISING	2,208.00
SNT SOLUTIONS	114185	PROFESSIONAL SERVICES	4,043.56
CITY OF ST. JOHN'S	114186	REPLENISH PETTY CASH	292.33
RECEIVER GENERAL FOR CANADA	114187	PAYROLL DEDUCTIONS	379.97
NEWFOUNDLAND EXCHEQUER ACCOUNT	114188	PAYROLL DEDUCTIONS	139,618.66
CAMPBELL'S COMPLETE RENTALS	114189	RENTAL OF EQUIPMENT	345.00
THE UNIFUND ASSURANCE COMPANY	114190	LEGAL CLAIM	5,821.70
WILLIAM HILLIER	114191	MILEAGE	34.07
NEWFOUNDLAND POWER	EFT000000003782	ELECTRICAL SERVICES	122,194.14
ROGERS COMMUNICATIONS CANADA INC.	EFT000000003783	DATA & USAGE CHARGES	134.38
ROGERS COMMUNICATIONS CANADA INC.	EFT000000003784	DATA & USAGE CHARGES	713.00
DARLENE SHARPE	EFT000000003785	CLEANING SERVICES	750.00
NORTH ATLANTIC PETROLEUM	EFT000000003786	PETROLEUM PRODUCTS	122,233.54
SAFETYNL	EFT000000003787	PROFESSIONAL SERVICES	4,000.00
PIK-FAST EXPRESS INC.	EFT000000003788	BOTTLED WATER	29.00
DESTINATION ST. JOHN'S	EFT000000003789	DSJ 2018 PREMIUM PARTNERSHIP FEE	402.50
DICKS & COMPANY LIMITED	EFT000000003790	OFFICE SUPPLIES	181.61
VOKEY'S JANITORIAL SERVICE	EFT000000003791	JANITORIAL SERVICES	539.35
DESJARDINS FINANCIAL SECURITY	EFT000000003792	PAYROLL DEDUCTIONS	656,885.59
NEWFOUND DISPOSAL SYSTEMS LTD.	EFT000000003793	DISPOSAL SERVICES	179.03
BARRY MACKAY CONSULTANT	EFT000000003794	COMPUTER EQUIPMENT REPAIRS	138.00
TYCO INTEGRATED SECURITY CANADA, INC.	EFT000000003795	SECURITY SERVICES	566.09
PAJ CANADA COMPANY	EFT000000003796	PROMOTIONAL ITEMS	599.87
NEWFOUNDLAND POWER	EFT000000003797	ELECTRICAL SERVICES	494,889.18
ROGERS COMMUNICATIONS CANADA INC.	EFT000000003798	DATA & USAGE CHARGES	3,773.14
ALYSSA'S PROPERTY SERVICES PRO INC.	EFT000000003799	PROFESSIONAL SERVICES	8,505.17
GORDON BARNES	EFT000000003800	PROFESSIONAL SERVICES	2,400.00
HARRIS & ROOME SUPPLY LIMITED	EFT000000003801	ELECTRICAL SUPPLIES	2,102.99
PARTS FOR TRUCKS INC.	EFT000000003802	REPAIR PARTS	12,073.52
WENDY MUGFORD	EFT000000003803	EMPLOYMENT RELATED EXPENSES	23.00
COURAGE, SCOTT	EFT000000003804	MILEAGE	85.55
BURTON, PAUL	EFT000000003805	EMPLOYMENT RELATED EXPENSES	232.21
AFONSO GROUP LIMITED	EFT000000003806	SEWER INSPECTIONS	414.00
ACTION CAR AND TRUCK ACCESSORIES	EFT000000003807	REPAIR PARTS	835.06
ASHFORD SALES LTD.	EFT000000003808	REPAIR PARTS	310.73
ATLANTIC PURIFICATION SYSTEM LTD	EFT000000003809	WATER PURIFICATION SUPPLIES	3,083.40
AVALON FORD SALES LTD.	EFT000000003810	AUTO PARTS	49.11
BABB SECURITY SYSTEMS	EFT000000003811	PROFESSIONAL SERVICES	844.10

Addendum to Request Minutes & Expenses 2017

NAME	CHEQUE #	DESCRIPTION	AMOUNT
KELLOWAY CONSTRUCTION LIMITED	EFT000000003812	CLEANING SERVICES	115.00
HERCULES SLR INC.	EFT000000003813	REPAIR PARTS	6.62
BATTLEFIELD EQUIPMENT RENTALS	EFT000000003814	RENTAL OF EQUIPMENT	517.50
SMS EQUIPMENT	EFT000000003815	REPAIR PARTS	575.17
CABOT PEST CONTROL	EFT000000003816	PEST CONTROL	1,311.09
ROCKWATER PROFESSIONAL PRODUCT	EFT000000003817	CHEMICALS	3,907.82
DBA CONSULTING ENGINEERS LTD.	EFT000000003818	PROFESSIONAL SERVICES	8,085.94
FARRELL'S EXCAVATING LTD.	EFT000000003819	ROAD GRAVEL	3,315.58
WESTERN HYDRAULIC 2000 LTD	EFT000000003820	REPAIR PARTS	1,627.32
BDI CANADA INC	EFT000000003821	CHEMICALS	146.83
AMEC FOSTER WHEELER ENVIRONMENT & INFRASTRUCTURE	EFT000000003822	PROFESSIONAL SERVICES	11,535.33
THE OUTFITTERS	EFT000000003823	RECREATION SUPPLIES	4,370.00
ATLANTIC TRAILER & EQUIPMENT	EFT000000003824	REPAIR PARTS	206.98
CABOT BUSINESS FORMS AND PROMOTIONS	EFT000000003825	OFFICE SUPPLIES	1,170.47
LIFE SAFETY SYSTEMS	EFT000000003826	PROFESSIONAL SERVICES	160.89
CANADA POST CORPORATION	EFT000000003827	POSTAGE SERVICES	13.78
CANADIAN CORPS COMMISSIONAIRES	EFT000000003828	SECURITY SERVICES	318.69
AIR LIQUIDE CANADA INC.	EFT000000003829	CHEMICALS AND WELDING PRODUCTS	13,040.97
COASTAL DOOR & FRAME LTD	EFT000000003830	DOORS/FRAMES	915.40
CAPITAL PRE-CAST	EFT000000003831	REPAIR PARTS	379.50
MAC TOOLS	EFT000000003832	TOOLS	352.32
KENT	EFT000000003833	BUILDING SUPPLIES	1,924.27
ATLANTIC HOME FURNISHINGS LTD	EFT000000003834	APPLIANCES	832.60
DULUX PAINTS	EFT000000003835	PAINT SUPPLIES	512.53
PF COLLINS CUSTOMS BROKER LTD	EFT000000003836	DUTY AND TAXES	535.53
COLONIAL GARAGE & DIST. LTD.	EFT000000003837	AUTO PARTS	5,354.53
CONSTRUCTION SIGNS LTD.	EFT000000003838	SIGNAGE	170.20
COUNTER CORNER LTD.	EFT000000003839	BUILDING SUPPLIES	476.33
CRANE SUPPLY LTD.	EFT000000003840	PLUMBING SUPPLIES	2,063.10
FASTENAL CANADA	EFT000000003841	REPAIR PARTS	576.11
CUMMINS EASTERN CANADA LP	EFT000000003842	REPAIR PARTS	1,139.34
CREDIT RECOVERY 2003 LIMITED	EFT000000003843	CREDIT COLLECTIONS	103.50
CRAWFORD & COMPANY CANADA INC	EFT000000003844	ADJUSTING FEES	4,462.50
DICKS & COMPANY LIMITED	EFT000000003845	OFFICE SUPPLIES	2,002.74
MADSEN DIESEL & TURBINE INC.	EFT000000003846	REPAIR PARTS	218.50
REEFER REPAIR SERVICES (2015) LIMITED	EFT000000003847	REPAIR PARTS	10,191.31
THYSSSENKRUPP ELEVATOR	EFT000000003848	ELEVATOR MAINTENANCE	115.00
RUSSEL METALS INC.	EFT000000003849	METALS	1,161.50
CANADIAN TIRE CORP.-KELSEY DR.	EFT000000003850	MISCELLANEOUS SUPPLIES	574.72
EASTERN MEDICAL SUPPLIES	EFT000000003851	MEDICAL SUPPLIES	1,575.50
NATIONAL ENERGY EQUIPMENT INC.	EFT000000003852	REPAIR PARTS	380.11
EMCO SUPPLY	EFT000000003853	REPAIR PARTS	138.54
BASIL FEARN 93 LTD.	EFT000000003854	REPAIR PARTS	127.77

Addendum to Request Minutes of December 11, 2017

NAME	CHEQUE #	DESCRIPTION	AMOUNT
EMERGENCY REPAIR LIMITED	EFT000000003855	AUTO PARTS AND LABOUR	9,038.30
REDWOOD CONSTRUCTION LIMITED	EFT000000003856	REFUND SECURITY DEPOSIT	1,000.00
FRESHWATER AUTO CENTRE LTD.	EFT000000003857	AUTO PARTS/MAINTENANCE	1,953.79
PRINCESS AUTO	EFT000000003858	MISCELLANEOUS ITEMS	747.49
COASTLINE SPECIALTIES	EFT000000003859	PROFESSIONAL SERVICES	4,197.50
STELLAR INDUSTRIAL SALES LTD.	EFT000000003860	INDUSTRIAL SUPPLIES	74.75
BOOMIT	EFT000000003861	PROFESSIONAL SERVICES	483.00
PROVINCIAL FENCE PRODUCTS	EFT000000003862	FENCING MATERIALS	2,021.36
WOLSELEY CANADA INC.	EFT000000003863	REPAIR PARTS	1,030.40
H & R MECHANICAL SUPPLIES LTD.	EFT000000003864	MECHANICAL SUPPLIES	1,297.27
ELECTRONIC WARFARE ASSOCIATES- CANADA LTD.	EFT000000003865	PROFESSIONAL SERVICES	3,270.60
XYLEM CANADA COMPANY	EFT000000003866	PROFESSIONAL SERVICES	758.71
HARVEY & COMPANY LIMITED	EFT000000003867	REPAIR PARTS	2,916.04
HARVEY'S OIL LTD.	EFT000000003868	PETROLEUM PRODUCTS	1,312.65
BRENNTAG CANADA INC	EFT000000003869	CHLORINE	23,194.52
RONA	EFT000000003870	BUILDING SUPPLIES	478.49
HICKMAN MOTORS LIMITED	EFT000000003871	AUTO PARTS	276.09
HOLDEN'S TRANSPORT LTD.	EFT000000003872	RENTAL OF EQUIPMENT	1,748.00
HONDA ONE	EFT000000003873	REPAIR PARTS	300.80
SOURCE ATLANTIC INDUSTRIAL DISTRIBUTION	EFT000000003874	REPAIR PARTS	2,546.11
UNIVAR CANADA	EFT000000003875	CHEMICALS	3,667.12
PENNECON ENERGY TECHNICAL SERVICE	EFT000000003876	PROFESSIONAL SERVICES	310.85
CLEAN SWEEP PROPERTY MAINTENANCE	EFT000000003877	PROFESSIONAL SERVICES	718.75
CH2M HILL	EFT000000003878	PROFESSIONAL SERVICES	116,191.10
IMPRINT SPECIALTY PROMOTIONS LTD	EFT000000003879	PROMOTIONAL ITEMS	3,363.64
UMBRELLA SECURITY	EFT000000003880	ALARM MONITORING	3,643.20
BOSCH REXROTH CANADA CORP.	EFT000000003881	REPAIR PARTS	1,936.57
KAVANAGH & ASSOCIATES	EFT000000003882	PROFESSIONAL SERVICES	13,444.65
WORK AUTHORITY	EFT000000003883	PROTECTIVE CLOTHING	258.75
KENT BUILDING SUPPLIES-STAVANGER DR	EFT000000003884	BUILDING MATERIALS	156.15
CENTINEL SERVICES	EFT000000003885	REPAIR PARTS	270.25
DULUX PAINTS - OLD PENNYWELL RD	EFT000000003886	PAINT SUPPLIES	484.93
VOHL INC.,	EFT000000003887	REPAIR PARTS	1,364.64
MODERN MILLWORK & CABINETS LTD.	EFT000000003888	PROFESSIONAL SERVICES	6,881.60
C&S SNOW CLEARING LTD.	EFT000000003889	PROFESSIONAL SERVICES	6,200.40
WSP CANADA INC.	EFT000000003890	PROFESSIONAL SERVICES	12,746.03
JJ MACKAY CANADA LTD.	EFT000000003891	PARKING METER KEYS	22,188.88
MIKAN INC.	EFT000000003892	LABORATORY SUPPLIES	644.69
FOUGERE MENCHENTON ARCHITECTURE	EFT000000003893	PROFESSIONAL SERVICES	6,601.00
SHORELINE LUBRICANTS & INDUSTRIAL SUPPLY	EFT000000003894	CHEMICALS	1,219.94
PRINTERS PLUS	EFT000000003895	TONER CARTRIDGE	80.50
WAJAX INDUSTRIAL COMPONENTS	EFT000000003896	REPAIR PARTS	1,164.50
NEWFOUNDLAND DISTRIBUTORS LTD.	EFT000000003897	INDUSTRIAL SUPPLIES	1,288.69

Addendum to Regular Minutes of December 11, 2017

NAME	CHEQUE #	DESCRIPTION	AMOUNT
NEWFOUNDLAND DESIGN ASSOCIATES	EFT000000003898	PROFESSIONAL SERVICES	17,701.75
NL KUBOTA LIMITED	EFT000000003899	REPAIR PARTS	82.85
TOROMONT CAT	EFT000000003900	AUTO PARTS	61,293.71
NORTH ATLANTIC PETROLEUM	EFT000000003901	PETROLEUM PRODUCTS	15,288.38
NOVA CONSULTANTS INC.	EFT000000003902	PROFESSIONAL SERVICES	23,381.23
GCR TIRE CENTRE	EFT000000003903	TIRES	3,381.12
THE HUB	EFT000000003904	BUSINESS CARDS	2,308.63
K & D PRATT LTD.	EFT000000003905	REPAIR PARTS AND CHEMICALS	545.04
RIDEOUT TOOL & MACHINE INC.	EFT000000003906	TOOLS	1,987.09
S & S SUPPLY LTD. CROSSTOWN RENTALS	EFT000000003907	REPAIR PARTS	23,833.31
ST. JOHN'S TRANSPORTATION COMMISSION	EFT000000003908	CHARTER SERVICES	1,288.15
BIG ERICS INC	EFT000000003909	SANITARY SUPPLIES	1,177.11
SAUNDERS EQUIPMENT LIMITED	EFT000000003910	REPAIR PARTS	9,126.29
SANSOM EQUIPMENT LTD.	EFT000000003911	REPAIR PARTS	1,627.66
SMITH'S HOME CENTRE LIMITED	EFT000000003912	HARDWARE SUPPLIES	367.29
STEEFAB INDUSTRIES LTD.	EFT000000003913	STEEL	943.37
TULKUS GLASS & KEY SHOP LTD.	EFT000000003914	PROFESSIONAL SERVICES	754.41
WATERWORKS SUPPLIES DIV OF EMCO LTD	EFT000000003915	REPAIR PARTS	2,117.97
WEIRS CONSTRUCTION LTD.	EFT000000003916	PROGRESS PAYMENT	57,837.72
BELL MOBILITY INC. RADIO DIVISION	EFT000000003917	MAINTENANCE CHARGES & REPAIRS	2,210.30
MAGNUM CONTRACTING LTD.	EFT000000003918	PROFESSIONAL SERVICES	19,152.10
SOBEYS ROPEWALK LANE	EFT000000003919	MISCELLANEOUS SUPPLIES	44.17
TYCO INTEGRATED SECURITY CANADA, INC.	EFT000000003920	PROFESSIONAL SERVICES	418.60
CAN-AM PLATFORMS & CONSTRUCTION LTD.	EFT000000003921	PROGRESS PAYMENT	12,286.44
TUCKER, WALLY	EFT000000003922	CLOTHING ALLOWANCE	239.99
KEATING, GREG	EFT000000003923	EMPLOYMENT RELATED EXPENSES	900.61
HAYES, CHAUNCEY	EFT000000003924	EMPLOYMENT RELATED EXPENSES	211.60
FREEMAN, EARLE	EFT000000003925	VEHICLE BUSINESS INSURANCE	148.35
ANGELA BLANCHARD	EFT000000003926	MILEAGE	76.88
SPURRELL, SHALANE	EFT000000003927	CLOTHING ALLOWANCE	125.00
FRANCIS SHEA	EFT000000003928	MILEAGE	18.10
ALANNA WICKS	EFT000000003929	EMPLOYMENT RELATED EXPENSES	59.78
DWAYNE JORDAN	EFT000000003930	EMPLOYMENT RELATED EXPENSES	169.19
FUTURA WORK WEAR	EFT000000003931	PROTECTIVE CLOTHING	13,745.38
ARMTEC LP	EFT000000003932	REPAIR PARTS	460.00
VALLEN	EFT000000003933	PROTECTIVE CLOTHING	1,045.36
DOMINION STORE 935	EFT000000003934	MISCELLANEOUS SUPPLIES	543.27
PLATINUM CONSTRUCTION CO LTD	EFT000000003935	PROGRESS PAYMENT	121,033.36
Total:			\$ 3,994,433.18

Addendum to Regular Minutes on December 17, 2013

NAME	CHEQUE #	DESCRIPTION	AMOUNT
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3,994,433.18

Addendum to Regular Minutes of December 11, 2017

NOTICES PUBLISHED

Applications which have been advertised in accordance with the requirements of Section 5.5 of the St. John's Development Regulations and which are to be considered for approval by Council at the **Regular Meeting of Council on December 18, 2017.**

Ref #	Property Location/ Zone Designation	Ward	Application Details	Floor Area (square metres)	# of Employees (includes the applicant)	# of On-Site Parking Spaces	Written Representations Received	Planning and Development Division Notes
1	Commercial Central Mixed (CCM) Zone	2	A Discretionary Use application has been submitted requesting permission to change the occupancy of 7-9 Queen Street from a Restaurant to a Lounge. The business will occupy a total floor area of 186 m ² and will operate Monday-Wednesday 11 a.m.-2 a.m., and Thursday-Sunday 11 a.m.-3 a.m. No on-site parking is provided.	186 m ²			no Submissions received	The Planning and Development Division recommends approval of the application subject to all applicable City requirements
2	Residential Low Density (R1) Zone	4	A Discretionary Use application has been submitted by Connie Parsons School of Dance Ltd. to develop a portion of the existing lot at 1 Kent Place as a Parking Lot. The addition to the parking area will be approximately 78 m ² and will be used in conjunction with the existing lot at 77 Portugal Cove Road.	78 m ²			24 Submissions received (attached)	The Planning and Development Division recommends approval of the application subject to all applicable City requirements

The Office of the City Clerk and the Department of Planning, Development & Engineering, in joint effort, have sent written notification of the applications to property owners and occupants of buildings located within a minimum 150-metre radius of the application sites. Applications have also been advertised in The Telegram newspaper on at least one occasion and applications are also posted on the City's website. Where written representations on an application have been received by the City Clerk's Department, these representations have been included in the agenda for the Regular Meeting of Council.

10 November 2017

HTC Project: 172086

Connie Parsons School of Dance Ltd.
77 Portugal Cove Road
St. John's, Newfoundland
A1B 2M4



ATTENTION: CONNIE PARSONS
DIRECTOR/OWNER

RE: PROPOSED PARKING LOT EXPANSION CONNIE PARSONS SCHOOL OF DANCE LTD— 77 PORTUGAL COVE ROAD

Ms. Parsons,

Harbourside Transportation Consultants (HTC) has completed a site assessment of the proposed parking lot expansion for Connie Parsons School of Dance located at 77 Portugal Cove Road. Connie Parsons School of Dance is located on the southwest corner of the intersection of Portugal Cove Road and Kent Place, a local cul-de-sac road (Figure 1). Connie Parsons School of Dance is accessed through Kent Place.



Figure 1 – Study area



Connie Parsons School of Dance Operations

Connie Parsons School of Dance has operated out of the 77 Portugal Cove Road building for 18 years. The school offers a wide range of dance classes for children as young as 18 months to adults. The school offers both recreational and Intensive Dance Division classes. Five years ago, the school restructured from a large recreational school of approximately 400 students to a new focus on an Intensive Dance Division. The school now features approximately 250 students who are involved in programs with multiple classes.

The School of Dance's current hours of operations are listed below:

- Monday – Thursday: 3:30 to 10:00pm
- Friday: 3:30 to 7:30pm
- Saturday: 9:00am to 5pm
- Sunday: 1:00 to 9:00pm

The school features two studios and offers two separate classes at a time. The length of a class varies from 30 to 60 minutes. Typically, a recreation class will only last 45 mins, however, the Intensive Dance Division students take a combination of classes and will usually stay at the studio for over two hours. Class sizes averages 10-12 students, where the largest class has 18 students and the smallest class 5 students. When two classes are offered simultaneously, 20-24 students would be present in the building.

For younger level classes parents will typically take ten minutes to drop their children and help them put on their shoes on; the studio reports only 4 to 5 parents will stay for the duration of the class. Older children are typically dropped off at the door so no parking is required. The studio makes an effort to stagger class times when possible in attempt to alleviate any congestion/parking problems on Kent Place associated with pick up and drop off of students.

In addition, a specialized dance supply store, The Dance Spectrum Inc. operates from the 77 Portugal Cove Road building. Customers of the store mainly consist of the school of dance students and their parents who are already in the building. The store reports an average of 2-5 customers a day who are not already visiting the building for the school of dance. The store's hours of operations are listed below:

- Monday – Thursday: 10:00am to 6:00pm
- Friday: 10:00am to 5:00pm
- Saturday: 9:00am to 5pm
- Sunday: Closed

At any given time, a maximum of four employees are present in the building:

- One store employee
- One office manager
- Two dance teachers (one per studio)

Parking Lot Expansion Plans

The school's current parking lot has an entrance/exit on Kent Place and an exit only on Portugal Cove Road. The original parking lot at the back of the building currently accommodates only 8 parking spaces, 3 additional parking spaces are provided along the driveway exiting on Portugal Cove Road. On-street parking restrictions are in place on both sides of Kent Place. On-street parking is restricted to 2-hour parking

between 9AM and 5PM Monday through Friday on the north side of Kent Place and on-street parking is prohibited on the south side of the street.

The low level of on-site parking results in higher volumes and on-street parking demand on Kent Place. An issue the school has attempted to mitigate over the years by recommending the use of commercial parking lots nearby, staggered class times and reminders to clients about the parking rules and regulations on Kent Place.

In July of 2017, CRP Holdings Inc. owned by Connie Parsons purchased 1 Kent Place, the property adjacent to the school of dance (shown in blue in Figure 1) creating the opportunity to expand the school's parking lot. The school of dance is proposing to expand their parking lot onto the driveway of 1 Kent Place property to alleviate traffic and parking issues on Kent Place. The 1 Kent Place house would not be affected and remain a rental property owned by CRP Holdings. **The proposed expansion only includes a parking lot expansion, there are no plans to expand the school of dance building or operations; therefore, traffic volumes and parking demand will not be affected by the proposed expansion.**

The school submitted an application to the City for discretionary use of the R1 driveway at 1 Kent Place to be used to expand the A2 parking lot. This application was rejected by City Council on September 18th, 2017.

A topographic survey of the area was completed in November 2017, the existing conditions plan can be found in Appendix A. The survey data was used to prepare a conceptual design of the parking lot. The proposed expansion layout shown in Figure 2 creates an additional 5 parking spaces at the back of the building, for a total of 16 parking stalls. The plan also includes a new driveway for 1 Kent Place. A full-size drawing is included in Appendix A.

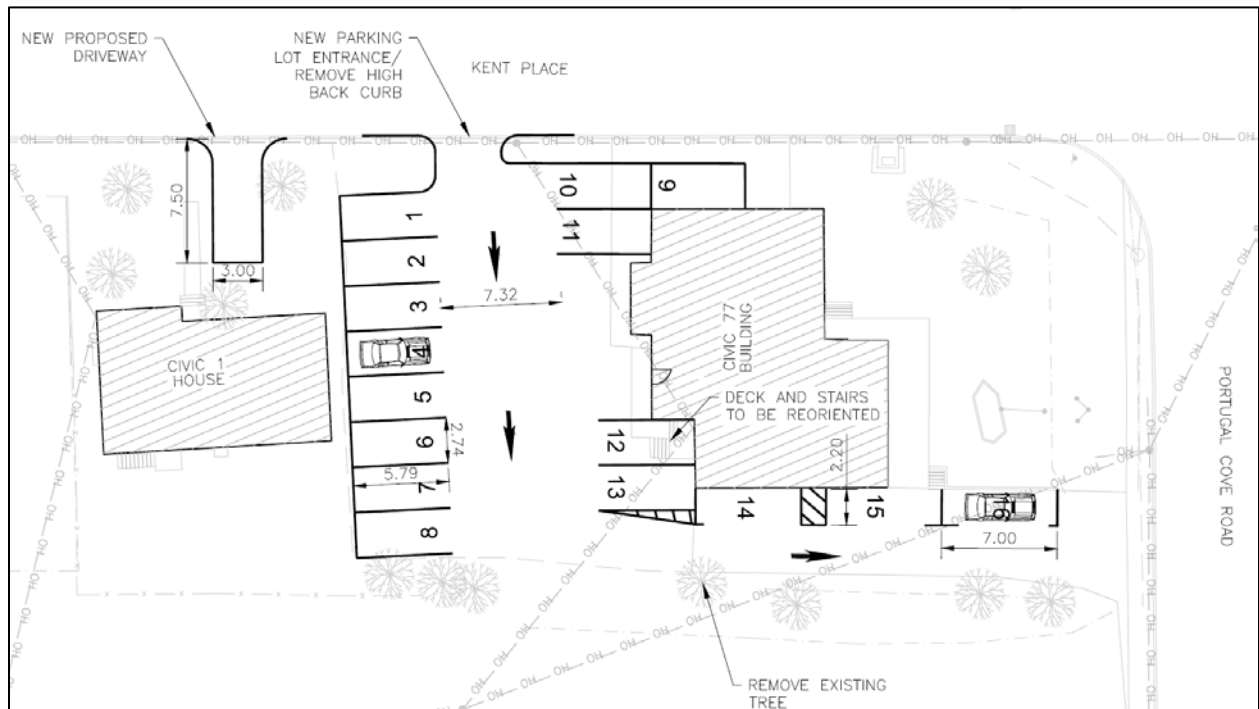


Figure 2 – Parking lot expansion plan



Suite 306 - Terrace on the Square
8 Rowan Street, PO Box 23169
St. John's, NL, A1B 4J9

Tel: (709) 579.6435 ♦ www.harboursideengineering.ca

The proposed expansion will increase on-site parking by 5 stalls. Given that there are no plans to expand the school of dance, the parking demand will remain the same once the parking lot expansion is in place. As a result, this improvement will directly reduce demand for on-street parking on Kent Place. In addition, a larger parking lot with more spaces will reduce the number of vehicles who drive onto Kent Place and circle around the end of the cul-de-sac because no parking is available.

Harbourside Transportation Consultants appreciates the opportunity to carry out this assignment. If you have questions or comments regarding this report, feel free to contact the undersigned.

Yours truly,

Harbourside Transportation Consultants
Robin King, P. Eng.
Senior Transportation Engineer, Principal
709.579.6435
rking@harboursideengineering.ca

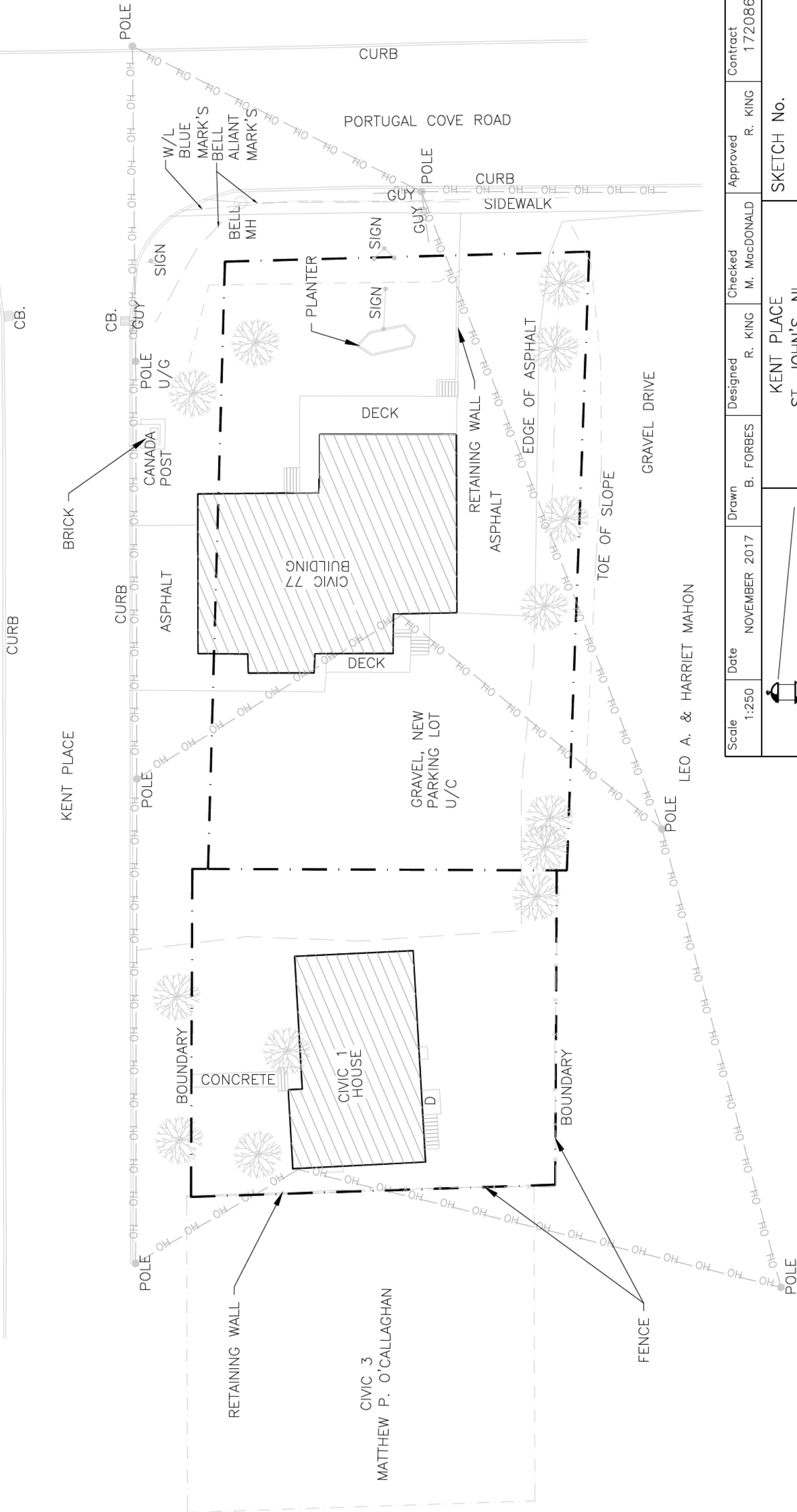
Appendix A –Drawings



Suite 306 - Terrace on the Square
8 Rowan Street, PO Box 23169
St. John's, NL, A1B 4J9
Tel: (709) 579.6435 ♦ www.harboursideengineering.ca

APPENDIX A

Drawings



KENT PLACE


CIVIC 3
MATTHEW P. O'CALLAGHAN

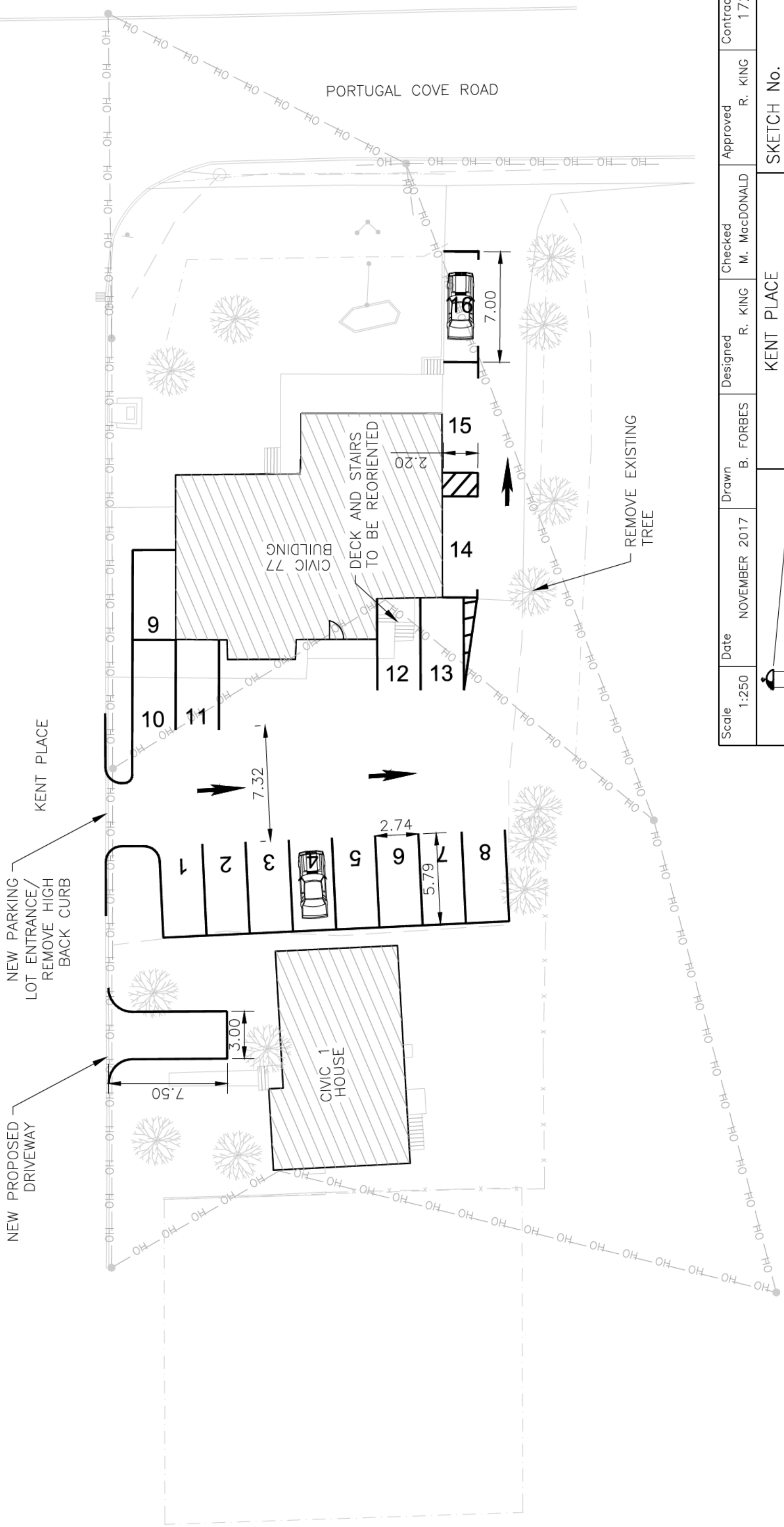
CIVIC 77 BUILDING


PORTUGAL COVE ROAD

GRAVEL DRIVE

LEO A. & HARRIET MAHON

Scale 1:250	Date NOVEMBER 2017	Drawn B. FORBES	Designed R. KING	Checked M. MacDONALD	Approved R. KING	Contract 172086
			KENT PLACE ST. JOHN'S, NL EXISTING CONDITIONS		SKETCH No. CSK - 01	



Scale 1:250	Date NOVEMBER 2017	Drawn B. FORBES	Designed R. KING	Checked M. MacDONALD	Approved R. KING	Contract 172086
			SKETCH No. CSK - 02			
KENT PLACE ST. JOHN'S, NL PARKING LOT UPGRADES - CONNIE PARSONS SCHOOL OF DANCE						



Re: Discretionary Use Application - Connie Parsons School of Dance Ltd . 

City Clerk and Council to: Amy Bishop

2017/10/24 10:42 AM

Sent by: **Elaine Henley**

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

Good Morning Mr. & Mrs. Bishop:

We acknowledge receipt of your email and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.


All submissions received will be forwarded to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Amy Bishop

To whom it may concern: We are writing in supp...

2017/10/24 09:29:03 AM

From: Amy Bishop 
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/24 09:29 AM
Subject: Discretionary Use Application - Connie Parsons School of Dance Ltd.

To whom it may concern:

We are writing in support of Ms. Parson's application. We reside at 31 Portugal Cove Road and view Ms. Parsons as a responsible corporate citizen. Her property is tidy and well-maintained and adheres to our understanding of the city's noise bylaws. She is an active community member and contributes much to the neighbourhood landscape. The Portugal Cove Road/Elizabeth Avenue neighbourhood is a vibrant mix of commercial and residential properties. We believe that in choosing to live or operate a business in such a mixed-use neighbourhood means that all parties must be respectful of those around them. Ms. Parsons has gone to considerable expense to expand her parking lot, ensuring that her clientele are not parking on the street in any way that may impact her neighbours. We feel this demonstrates a sensible approach and a fair way to achieve balance with her residential neighbours. She is not increasing traffic through the neighbourhood, merely providing existing customers with a better place to park. Improving the parking situation will not contribute to noise or any other issue we can think of. We respectfully ask that council allow this application to pass. It will free up on street parking, reduce traffic congestion and improve visibility for those turning onto Portugal Cove Road from Kent Place. We see no negatives to this change in our neighborhood and view it purely as a positive and respectful effort by a business member of our community.

With respect,
Robert and Amy Bishop
31 Portugal Cove Road

Sent from my iPhone



Re: Parking lot petition-Kent place dance studio - local residents support 

City Clerk and Council to: Connie Parsons

2017/10/24 10:34 AM

Sent by: **Elaine Henley**

Cc: cityclerk, Jason Sinyard, Ken O'Brien, Lindsay Lyghtle
Brushett, Dave Wadden, Gerard Doran, Andrea Roberts, Karen
Chafe, Planning, Kathy Driscoll, Ashley Murray

Good Morning Ms. Parsons:

We acknowledge receipt of your email and advise that your petition and comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.


All submissions received will be referred to the Council prior to reaching a final decision.

Elaine Henley
City Clerk

Connie Parsons

[Please see attached: PARKING LOT PETITION...](#)

2017/10/23 06:29:31 PM

From: Connie Parsons 
To: cityclerk@stjohns.ca
Date: 2017/10/23 06:29 PM
Subject: Parking lot petition-Kent place dance studio - local residents support

Please see attached:

PARKING LOT PETITION - a discretionary use application has been submitted by Connie Parsons School of Dance Ltd. to extend the current parking lot at 77 Portugal Cove Road by incorporating the driveway section of the property at 1 Kent Place. This is an application for a parking lot expansion. It is NOT an expansion of the business and does not involve any commercialization of the residential property. The house at 1 Kent Place will remain a residence in a residential zone. WE, THE UNDERSIGNED, ARE LOCAL RESIDENTS WHO LIVE IN THE IMMEDIATE AREA OF THE SUBJECT PROPERTY. WE SUPPORT THIS DISCRETIONARY USE APPLICATION AS SUBMITTED BY CONNIE PARSONS. Please see attached PDF

Scanned with TurboScan.



Doc - Oct 23 2017 - 6-22 PM.pdf

Sent from my iPhone

PARKING LOT PETITION - A Discretionary Use application has been submitted by Connie Parsons School of Dance Ltd. to extend the current parking lot at 77 Portugal Cove Road by incorporating the driveway section of the property 1 Kent Place. This is an application for a parking lot expansion. It is NOT an expansion of the business and does not involve any commercialization of the residential property. The house at 1 Kent Place will remain a residence in a residential zone. WE, THE UNDERSIGNED, ARE LOCAL RESIDENTS WHO LIVE IN THE IMMEDIATE AREA OF THE SUBJECT PROPERTY. WE SUPPORT THIS DISCRETIONARY USE APPLICATION AS SUBMITTED BY CONNIE PARSONS SCHOOL OF DANCE LTD.

Eleanor Young - Richard [redacted] Emerson Street.
C. Parrott [redacted] Emerson Street
P. Walsh [redacted] Emerson St.
J. A. Beckett [redacted] " "
June Osmond [redacted] Portugal Cove Rd
Shelia Rowe [redacted] Emerson St.
Amy Todd [redacted] Emerson St.
Katy Van Gulley [redacted] Emerson St.
Bernice [redacted] " "
Coral [redacted] " "
[redacted] [redacted] Emerson St.
Chloe May [redacted] Emerson St.



Re: Petition - discretionary use application 

City Clerk and Council to: Connie Parsons

2017/10/17 11:59 AM

Sent by: **Elaine Henley**

Cc: cityclerk, Jason Sinyard, Ken O'Brien, Lindsay Lyghtle
Brushett, Dave Wadden, Gerard Doran, Andrea Roberts, Karen
Chafe, Planning, Kathy Driscoll, Ashley Murray

Good Morning Ms. Parsons:

We acknowledge receipt of your email and advise that your petition has been forwarded to the City's Department of Planning, Engineering and Regulatory Services.


All submissions will be provided to Council for consideration prior to a final decision being reached.

Elaine Henley
City Clerk

Connie Parsons

[The following petition is signed by the parents/cu...](#)

2017/10/16 11:59:41 PM

From: Connie Parsons 
To: cityclerk@stjohns.ca
Date: 2017/10/16 11:59 PM
Subject: Petition - discretionary use application

The following petition is signed by the parents/customers of Connie Parsons School of Dance Ltd. They all support the application for discretionary use - to extend the parking lot of 77 Portugal Cove Road by using the driveway portion of 1 Kent Place.

Thank you,
Connie Parsons
Owner/director
CPSOD Ltd.

Please see attached:

Scanned with [TurboScan](#).



Doc - Sep 13 2017 - 10-42 PM.pdf

Sent from my iPhone

PARKING LOT PETITION

We, the clients of Connie Parsons School of Dance, strongly support a parking lot expansion at 77 Portugal Cove Road/1 Kent Place. It would be more convenient for us as parents, safer for our children during drop-off & pick-up, and keep us off the street of Kent Place for parking. We will still utilize nearby lots if our studio parking lot is full. We are aware of the parking regulations on Kent Place & do not want the risk of receiving parking tickets when we bring our children to dance lessons. We fully support this solution to our current limited parking. Please vote in favour of discretionary use, allowing 1 Kent Place to be used to expand the parking lot of 77 Portugal Cove Road. Thank you.

Mary Rogers	Star
Anthony	Paul
Aleppad	Jennifer Gorman
Escher	Heather Hodder
[Signature]	Kelly Jackson Pritchett
[Signature]	[Signature]
[Signature]	Angela
Caroline Jones	Maureen Edwards
[Signature]	Connie Madden
Renee Cui	Karen Thorne
Thylis Martin	Jacyn Lewis
Josie Sembray	[Signature]
Mary Suganme	Renee Cui

Shirley Lewis
Suzanne McBride
Donna Perry
Samuel Hyde
Lacey Churchill
Lisa Lee
Kirsten Payne
Senny Wragg
Roy Lou
Phyllis
Barbara
~~Constance Parsons~~
Joan Johnson
Mabel Cole
~~Sheila~~
Nicolle Rollins
Ashley Inoue
Melissa Humphreys
Lacey Churchill
Dorothy Martin
Beth Wilson
Julia Kelly

Missy Davis
Patricia Cousins
Amanda Khurana
Doree Singlet
Diane Brown
Antonia Francis
Suzanne Mulloney
Cathy Scott
Brian Scott
Arlene
Deborah
Jill B
Evelyn Bouteau
Tammy Collins
Pearse
Gretchen
Phyllis
Kinsie Thorne
~~Donna~~
D. Collett
Julia May
Cathy Davis

Rebbie French

~~John T. O'D~~
Charles Dalley
Michelle Wees

~~S. Clarke~~

Kathleen Hickey

Mikayla Fowney

Nicole Power

Laura Murphy



Re: Positive Recommendation for Parking Lot application - 77 Portugal Cove Road/1 Kent Place 📎

City Clerk and Council to: Connie Parsons

2017/10/23 01:21 PM

Sent by: **Elaine Henley**

Cc: cityclerk, Jason Sinyard, Ken O'Brien, Lindsay Lyghtle
Brushett, Dave Wadden, Gerard Doran, Andrea Roberts, Karen
Chafe, Planning, Kathy Driscoll, Ashley Murray, Council_group

Good Afternoon:

We acknowledge receipt of your email and advise that your comments have been forwarded to both the City's Department of Planning, Engineering and Regulatory Services as well as the Mayor and Council for consideration.

Elaine Henley
City Clerk

Connie Parsons

October 18th, 2017 Dear Mayor Breen, Deputy...

2017/10/23 12:21:45 PM

From: Connie Parsons [REDACTED]
To: cityclerk@stjohns.ca
Date: 2017/10/23 12:21 PM
Subject: Positive Recommendation for Parking Lot application - 77 Portugal Cove Road/1 Kent Place

October 18th, 2017

Dear Mayor Breen, Deputy Mayor O'Leary, and city councillors,

I, Connie Parsons, have re-submitted an application to the City of St. John's, requesting to use the driveway portion of 1 Kent Place (R1) to improve/increase the parking lot of Connie Parsons School of Dance at 77 Portugal Cove Road (A2). My intention is to make things more convenient for the customers of Connie Parsons School of Dance (CPSOD) and better for the neighbourhood by increasing the number of parking spaces on site and decreasing the number of cars requiring on street parking. It is a logical & effective use of space, using two adjacent properties; both of which I own.

There is nothing complex about this issue. The issue is a lack of parking. The solution is more parking. It is a parking lot extension only. It is NOT a business expansion or an application to commercialize a residential home. It is NOT commercial creeping. It is about a minimal increase in the lot size to get the maximum number of cars off the street. It is about increased safety for the customers of CPSOD and the children in the neighborhood. It is about improving a situation and being progressive by solving an ongoing inconvenience.

The department of planning, engineering and regulatory services issued two permits back in July allowing preparatory construction and paving. (I have temporarily held off on paving, pending approval of this application). The city engineering & planning department recommended approval of this discretionary use application which will be put forth to city council. This current application is about joining two properties as one; so that curb work can be done and parking space lines can be properly indicated. It's about making the most effective use of space.

I have been operating my business as a permitted use in an A2 commercial zone for 18 years, and will be here for many more years to come. I pay approximately \$15,000.00 a year in city & business operating tax to do so. I contribute to the arts community, the economy, and the lives of many young children. My intentions are always sincere and good. I hosted a meeting at my studio in August, as a courtesy to the neighbours, to explain the facts of the proposed parking lot extension. I learned from the residents at that meeting that there are several frustrations related to living with a commercially zoned property on the edge of a residential neighbourhood. Although I can not solve all concerns, I can try to help with the parking/traffic problem. A main issue for years has always been the traffic on the street (Kent Place) and a lack of parking. That is exactly the reason for this application. I am aiming to improve the traffic/parking issue in the neighbourhood with this parking lot expansion plan.

I truly believed this would be a welcome improvement for the neighbourhood, as it would help alleviate the traffic on the cul-de-sac & reduce the need for on street parking. With more parking spaces available on my own land, there would be less need for people to drive up to the end of the cul-de-sac to circle around. The flow of traffic would be more contained to the end of the street where people enter the lot. It would also make things safer for studio clients and safer for the kids in the area. If this application is not approved, nothing will change. We will still have the same parking and traffic issue. With this proposal, there is an opportunity to improve the current situation. It certainly will NOT make anything worse. This application is for a PARKING LOT EXTENSION ONLY. It is NOT an application for future business growth or future commercialization of a residential property. There is NO COMMERCIAL CREEPING involved.

As a business owner I spend every day listening to my customers, addressing their needs and offering help and solutions. I pride myself on my strong communication with my customers and would certainly have been the same with the residents had they ever addressed me directly. It is unfortunate that I have been viewed as unaccommodating or unconcerned about the quality of living of the residents in my area. That could not be further from the truth. When we received a noise complaint from the city last October, I spoke with Sylvester Crocker at city hall. City by-law states that quiet time is between

11pm-7am. I do not operate during those hours, so It was determined that I was not in violation. However, I have taken measures to ensure that we are as quiet as possible so as not to impact anyone in the future. Our music is kept as much to ourselves as possible. All teachers were asked to be mindful of volume levels, and we have since installed a full air-conditioning system, so there is no need for us to open our windows; so the sound should no longer escape at anytime. As requested, I have posted notices inside the studio and on the doors as you enter my building, to remind clients of parking rules & regulations. As well, I sent out an email to studio families before the first day of classes this year reminding them of the same. As promised, I will continue to remind my customers and students of parking options, regulations, & restrictions throughout the year on a regular basis.

I assure you there are no plans to commercialize the house at 1 Kent Place. It is a residential house and it will remain a residential home. I hired a new teacher last year and I needed a place for her to live. She does not drive, so this proximity to work is perfect. I also needed an area for more storage space. I saw 1 Kent Place as a perfect solution to the years of traffic/parking problems. The driveway portion of the property would be just enough land to extend the studio parking lot, increases the number of parking spaces, and help alleviate the street congestion, by getting more cars off the road and onto my own land. I would also, finally, have more land of my own in which to push snow in the winter season. These reasons are why it was worth it to me to buy this property adjacent to my business.

Perhaps it would be helpful to know that Connie Parsons School of Dance Ltd., nor The Dance Spectrum Inc. (clothing store) own the house. I own a third company, CRP Holdings Inc., who's sole purpose is buying and renting properties. This company owns the house at 1 Kent Place. (It also owns other properties in the city of St. John's and throughout Atlantic Canada).

Some further information that may be of helpful interest: My business internal structure has changed a lot over the years too. We were once a very huge recreational school of approximately 400 students. Now, with a different business model and new focus, we have an Intensive Dance Division with about 200 students....so fewer bodies take multiple classes in a row. When these kids do get dropped off, it is for longer periods of time. (2hrs+) as opposed to numerous recreational kids coming and going every 45min-hour. I still have some recreational students, particularly on the weekends, but not like years ago. This change in business model alone, should reflect in less traffic congestion outside the building. Things have the potential to get better for the local residents, not worse. I have no plans of expansion, and the number of bodies entering and exiting my building will remain the same. I am suggesting a parking lot extension NOT a business expansion.

I am aiming to increase convenience for my customers and to solve a neighbourhood traffic/parking issue. I am simply trying to get more cars off the street and more children (customers) safely in and out of my building by using the driveway portion of the R1 land as part of my parking lot. We stand to gain 7 to 9 more spaces; exact number to be determined by the city planning and engineering department once final engineered drawings are examined. This is equivalent to the same number of cars that would fill a cul-de-sac.

I have included a photograph of the land intended for the parking lot as well as the preliminary drawings of the proposed lot, as it was submitted to the city.

Essentially, the residents, the city, and myself, should all be on the same page, working towards a common goal; that is to decrease traffic and parking on Kent Place. Please seriously consider approval of this application for discretionary use, as it is a solution to a problem, and a chance for positive change and improvement in this area of the city of St. John's.

Sincerely,

Connie Parsons

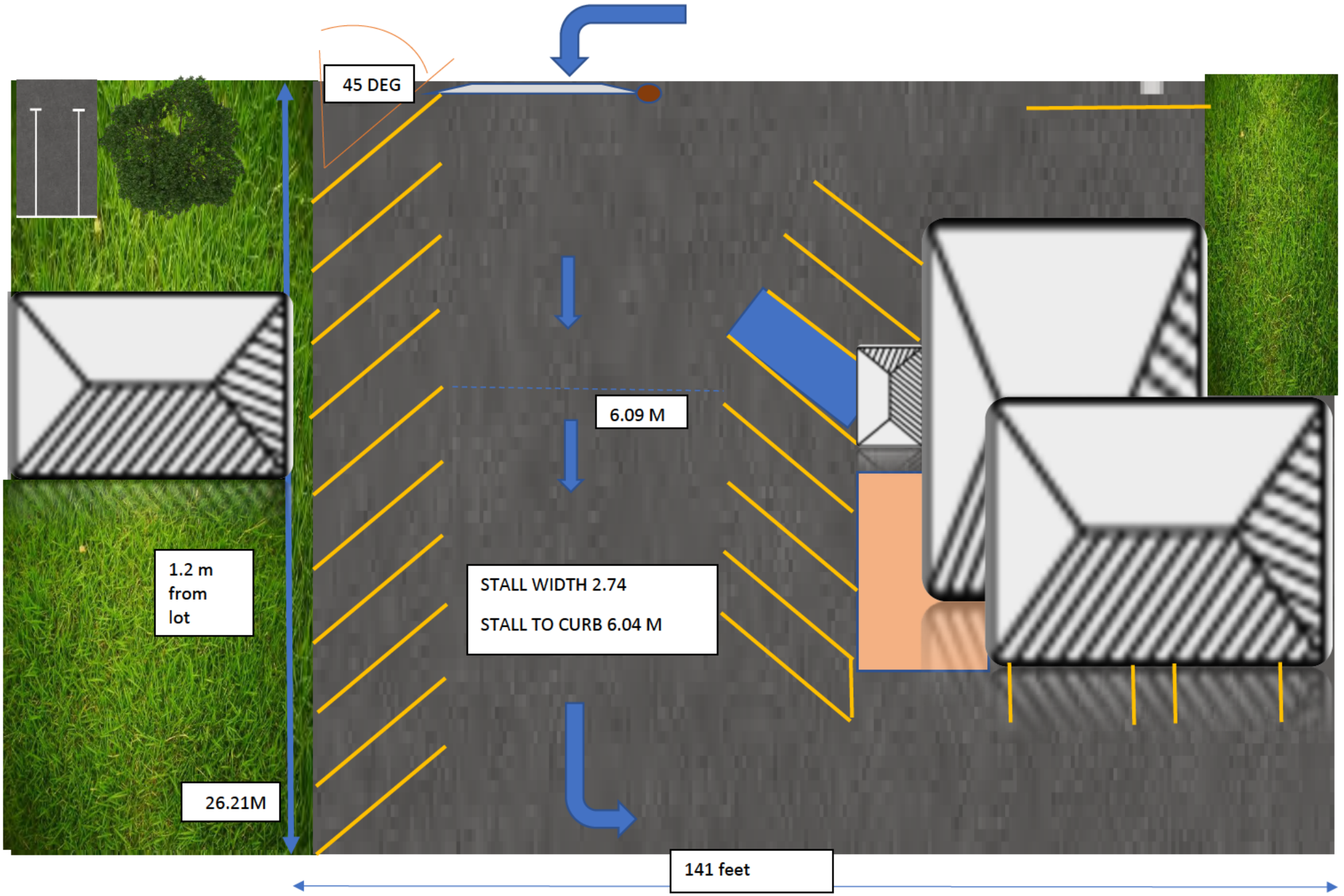
Owner/Director – Connie Parsons School of Dance Ltd.



IMG_9137.JPG



kent place rd4.pdf





St. Charles Community Center
1000 St. Charles Ave.
St. Charles, MO 63075
(314) 771-1111

St. Charles Community Center
1000 St. Charles Ave.
St. Charles, MO 63075
(314) 771-1111

Multiple orange traffic barriers with the word 'PYRAMID' printed on them, arranged in a line across the gravel lot.

PYRAMID

PYRAMID

PYRAMID



Re: Parking expansion at 1 Kent place. 📎

City Clerk and Council to: Heather

2017/10/25 02:32 PM

Sent by: **Elaine Henley**

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

Good Afternoon:

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

All submissions received will be referred to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Heather

City council of St John's, I am writing this letter in...

2017/10/25 01:32:12 PM

From: Heather [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/25 01:32 PM
Subject: Parking expansion at 1 Kent place.

City council of St John's,

I am writing this letter in response to the proposal put forth by Connie Parsons regarding expansion of her parking lot on 1 Kent place .My daughters have been students of Cpsod since 2011. During that time Connie Parsons has shown our family nothing but professionalism and kindness. Each year we receive emails reminding everyone of the parking restrictions on the street and encouraging people to use the business parking close by if her lot is full, rather than park on the culdesac. (I have copies of these emails) Of course the street does become more congested during class change over, but having a bigger parking lot would only alleviate that and cut down on the amount of traffic entering into the culdesac. The issue at hand seems to be lack of parking and the solution would be to increase the parking available.....which is exactly what cpsod is trying to achieve with the expansion of the parking lot. While I understand residents on the street being frustrated with issues in the past (ie the situation of an ambulance

several years ago), limiting the parking to one side of the street which has already occurred should prevent that from happening again. They describe their street as a "traffic nightmare" and "a dangerous place" , I would think then that residents would want to work together to help fix this supposed problem? Wouldn't more parking work towards that goal?

Reading through the letters online that have been submitted to your office regarding to this matter, I'm bothered by the way Connie parsons is being painted as someone with a "careless attitude". That could not be further from the truth, on numerous occasions she has shown us to be a kind, caring individual who is not just running a business, but in fact trying to share her passion for dance with young people of all ages. I hope council can look at this with a fresh set of eyes and make the right decision here.

Regards

Heather Hodder

Sent from my iPhone



Re: Connie Parsons School of Dance parking lot expansion 

City Clerk and Council to: Helen Loveless

2017/10/23 09:59 AM

Sent by: **Elaine Henley**

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

Good Morning Ms. Loveless:

We acknowledge receipt of your email and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.

All submissions received will be provided to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Helen Loveless

Hello, my name is Helen Loveless and my daug...

2017/10/20 02:40:52 PM

From: Helen Loveless [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/20 02:40 PM
Subject: Connie Parsons School of Dance parking lot expansion

Hello, my name is Helen Loveless and my daughter Mackenzie has been dancing at Connie Parsons School of Dance for the last 15 years. I am writing this letter to ask you to consider CPSOD's application for a parking lot expansion. We live in St Philips and years ago when we were deciding which Dance school would be right for us, Connie's School came highly recommended. We were not disappointed. My daughter is 17 now and has grown into a talented, confident, athletic young woman and without a doubt, dance and CPSOD has played a big part in that.

Connie's school has a multitude of positives but through the years one consistent negative has been the parking. Lack of space has meant driving around in circles waiting for a spot, or trying to tuck into a spot on the street without offending the neighbours or potentially getting a ticket. But more relevant for us now is the fact that Mackenzie has her licence and is teaching at CPSOD. So between her own classes and the classes she teaches, she is there a lot. But she will often ask us to drive her because she is nervous about the parking. She is afraid she won't be able to get a spot and therefore either be late or get into a situation that as a new driver, would make her feel uncomfortable. I understand the first application for expansion was denied due in part to public outcry from the neighbours. Forgive me but I don't get it. This new plan means getting more spaces on the premises, and therefore less traffic on the street. Please look at this application again and seriously consider the positives, because in my mind they definitely far outweigh any possible negatives.

Thank you.

Helen Loveless

Sent from my iPhone



Re: Connie Parson's School of Dance - Parking Lot Improvements 

City Clerk and Council to: The Murphys

2017/10/24 10:41 AM

Sent by: **Elaine Henley**

Cc: cityclerk, Jason Sinyard, Ken O'Brien, Lindsay Lyghtle
Brushett, Dave Wadden, Gerard Doran, Andrea Roberts, Karen
Chafe, Planning, Kathy Driscoll, Ashley Murray

Good Morning:

We acknowledge receipt of your email and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.


All submissions received will be forwarded to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

The Murphys

Dear Sir/Madam: I am writing this E-Mail to expr...

2017/10/23 08:44:10 PM

From: The Murphys 
To: cityclerk@stjohns.ca
Date: 2017/10/23 08:44 PM
Subject: Connie Parson's School of Dance - Parking Lot Improvements

Dear Sir/Madam:

I am writing this E-Mail to express my concerns with the City's decision earlier this fall denying a parking lot expansion for the Connie parson's School of Dance.

As a parent who has had a child as a student at the School for a number of years, I was dumbfounded when I had heard that the City had denied the requested parking lot expansion.

I am quite familiar with the traffic congestion issues that occur on Kent Place primarily as a result of traffic related to the drop off and pick-up of students at the Dance School. Upon learning of the proposed expansion of the lot, I naturally assumed that this would address the concerns of the residents and parents and provide a safer environment for the children. A win-win outcome for all parties.

I understand that the Planning Department had provided the proponent with conditional approval in support of the proposed changes. I have yet to find good rationale as to why Council went against the recommendations of the expertise within the planning department. From a personal perspective, the proposed solution and investment by the proponent appeared to be a logical solution to the issue. I believe that the recent denial by the City amounts to nothing more than maintaining the status quo - it does nothing to solve or suggest a solution to the issue.

I understand that the Dance School has re-applied to the City to seek approval for the intended parking lot expansion.

I am hopeful that Council will support this development and maintain support for the ongoing viability and growth of small business within the City.

Sincerely,
Jeanette Barry



Re: Connie parsons parking lot 
City Clerk and Council to: Jennifer Gill
Sent by: **Elaine Henley**

2017/10/24 10:32 AM

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

Good Morning Ms. Gill:

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


All submissions received will be referred to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Jennifer Gill

[Hello, I am writing to express my concern over th...](#)

2017/10/23 04:11:27 PM

From: Jennifer Gill 
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/23 04:11 PM
Subject: Connie parsons parking lot

Hello,

I am writing to express my concern over the parking lot at Connie Parsons School of Dance being turned down for expansion. As a parent of a child who attends there, I find it can often be unsafe for my child and I (my child is only 4 years old) to have to park well up the street from the studio and have to walk down street and cross the road, where there is no crosswalk. I believe it is much safer for children to park on the actual lot and not have to walk in inclement weather and cross the road. I urge you to allow this lot to expand. Some children who attend this dance school are as young as 18 months old. It is a safety issue and a larger lot will permit these young children to be much closer to the studio.

Thank you for your consideration,
Jennifer Gill



Fw: 1 Kent Place
Planning to: Kenessa Cutler
Sent by: **Donna L Mullett**

2017/10/27 12:07 PM

----- Forwarded by Donna L Mullett/CSJ on 2017/10/27 12:07 PM -----

From: Elaine Henley/CSJ
To: Maureen Harvey/CSJ@CSJ
Cc: Jason Sinyard/CSJ@CSJ, Ken O'Brien/CSJ@CSJ, Lindsay Lyghtle Brushett/CSJ@CSJ, Dave Wadden/CSJ@CSJ, Gerard Doran/CSJ@CSJ, Andrea Roberts/CSJ@CSJ, Karen Chafe/CSJ@CSJ, Planning/CSJ@CSJ, Kathy Driscoll/CSJ@CSJ, Ashley Murray/CSJ@CSJ
Date: 2017/10/13 10:26 AM
Subject: Fw: 1 Kent Place

FYI

ELAINE A. HENLEY
City Clerk
Office of the City Clerk
10 New Gower Street
P.O. Box 908
St. John's NL A1C 5M2
Telephone - (709) 576-8202
Cell - (709) 691-0451

----- Forwarded by Elaine Henley/CSJ on 2017/10/13 10:26 AM -----

From: Sheilagh O'Leary/CSJ
To: "Judi Carroll" [REDACTED]
Cc: citycouncil@stjohns.ca, Elaine Henley/CSJ@CSJ
Date: 2017/10/13 06:59 AM
Subject: Re: 1 Kent Place

Judi,

First of all, congratulations!

Thank you for resubmitting your comments. I am cc'ing our city clerk to ensure this is noted in the agenda for this application.

Kind Regards,
Sheilagh O'Leary
Deputy Mayor
City of St. John's
(709) [576-8363](tel:7095768363)

Sent from my iPhone

On Oct 12, 2017, at 10:27 PM, Judi Carroll <carrolljudi7@gmail.com> wrote:

This email is a copy of one that I had previously sent to the former city councillors and

mayor. Since a new council has been elected, Ms. Parsons has once again submitted her request for further development of her dance studio property. A meeting was held tonight, October 12, but I couldn't attend as my daughter just had a baby. I submit my email to let the mayor and all (new) councillors know that my view has not changed on this.

Subject: Connie Parsons School of Dance/1Kent Place

I am writing to voice my protest against further development in any way of the above address. There have been so many problems with Connie Parsons School of Dance ever since it opened. Kent Place is a small cul de sac off the very busy Portugal Cove Road. How a child hasn't gotten injured or killed here is a miracle. Cars are parked all over the street from September to June. Several years ago Connie Parsons expanded her business, promising the neighbourhood that she would be renting parking spaces at Allen's Video and another business. I know for a fact that she never paid for any rented space at Allen's. The reality is that cars come and go picking up or dropping off children with no regard for the people on Kent Place. When winter comes, and the street is slippery, it is very easy to slide into one of these cars. Since she opened, there are an additional 10 young children living here. My husband and I added on an apartment to our house for my elderly parents in 2011. In February of 2013 my 92 year old mother needed an ambulance. The ambulance couldn't get in on the street with all the cars parked everywhere. The driver of the ambulance kept sounding the siren on Portugal Cove Road, but not one person moved his/her car. My neighbour had to walk down the road and ask the individual drivers to move. When I contacted Connie Parsons I was told to not post anything on her website, but to contact her personally. Then she went on to block access to me on her site. Something has to be done. When she first came here, we were told that there would be no disruption whatsoever, and that she had arranged for ample parking. This has not happened. She has already expanded once, getting additional students, with more cars coming here. We bought a house on a cul de sac for a reason, pay taxes like everybody else, and shouldn't have to deal with this. No one would want this on his street. I don't know what can be done at this stage. The street has become very dangerous as it is, but if she is allowed to do further development, it will only get worse. Thank you for your anticipated solution.

Judi Carroll
Dave Carroll
18 Kent Place



Sent from my iPad



Re: Re 1 Kent Place 
City Clerk and Council to: June Osmond
Sent by: **Elaine Henley**

2017/10/23 10:10 AM

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

Good Morning Ms. Osmond:

We acknowledge receipt of your email and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.


All submissions received will be referred to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

June Osmond

[I am a resident of this neighbourhood and we ha...](#)

2017/10/21 10:59:39 AM

From: June Osmond 
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/21 10:59 AM
Subject: Re 1 Kent Place

I am a resident of this neighbourhood and we have received 2 letters of notice regarding this issue because we own 2 houses in this neighbourhood. We reside at 85 Portugal Cove Rd and also own the house at 2 Emerson St.

I walk through Kent Place on a daily basis and have often observed the street blocked with parked cars. There have also been times when some parents of the Connie Parsons School of Dance have had to park on Emerson Street because of the shortage of parking at the dance studio.

As a neighbour, I feel that Connie Parsons has a good business operation here with many neighbourhood children and others benefiting from it.

She takes good care of her property, has reasonable operating hours and runs a quiet business. This business is an asset to the neighbourhood.

Now regarding the parking issue...since Connie has already purchased 1 Kent Place in good faith, I see no logical reason why she should not be permitted to include the driveway portion of 1 Kent Place with her existing parking lot.

The only thing Council needs to do it put a stipulation on the permit to say that if she sells the house at 1 Kent Place, the driveway belonging to that property must revert to be part of the house at the time of sale.

Other than that I see no issue with Connie Parsons creating a level parking lot, incorporating this driveway into her existing studio parking lot.

It would be safer for children coming from and go to the dance studio. It would free up the street for residents coming and going.

It would also make it easier for plows clearing Kent Place in the winter.

Thank you for taking the time to read this letter and I hope that common sense will prevail here resulting in Connie getting her permit to precede!

Sincerely yours,

June Osmond

(Neighbourhood resident)



Re: Submission letter 
City Clerk and Council to: Karen Thorne
Sent by: **Elaine Henley**

2017/10/24 10:41 AM

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

Good Morning Ms. Thorne:

We acknowledge receipt of your email and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.

All submissions received will be forwarded to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Karen Thorne

To whom it may concern, I am writing concernin...

2017/10/24 08:37:13 AM

From: Karen Thorne [REDACTED] >
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/24 08:37 AM
Subject: Submission letter

To whom it may concern,

I am writing concerning the application to expand the parking lot of Connie Parsons School Of Dance using part of the property located at Kent Place. I am a parent and employee of Connie Parsons School Of Dance. I have been going there for 17 years now. I have watched my daughter become a beautiful dancer and teacher, and it is all because of Connie. Connie is always thriving on making things better for her students and staff. Making the parking lot bigger will be a positive impact on everyone concerned. More cars on the lot mean less on the street and that would mean keeping the kids safer. I think the number one concern should be keeping the children safe! Thank you for your time in reading my letter. Have a great day.

Karen Thorne

Sent from my iPhone



Re: Parking at Connie Parsons School of Dance 

City Clerk and Council to: Katie Oldford

2017/10/24 10:43 AM

Sent by: **Elaine Henley**

Cc: cityclerk, Jason Sinyard, Ken O'Brien, Lindsay Lyghtle
Brushett, Dave Wadden, Gerard Doran, Andrea Roberts, Karen
Chafe, Planning, Kathy Driscoll, Ashley Murray

Good Morning Ms. Oldford:

We acknowledge receipt of your email and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.

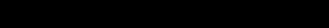
All submissions received will be forwarded to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Katie Oldford

To Whom It May Concern, I am one of the older...

2017/10/24 10:24:54 AM

From: Katie Oldford 
To: cityclerk@stjohns.ca
Date: 2017/10/24 10:24 AM
Subject: Parking at Connie Parsons School of Dance

To Whom It May Concern,

I am one of the older students at Connie Parsons School of Dance, as well as a Ward 1 voter.

Since I am one of the older students my classes usually take place after dark. When I arrive for my class the parking lot is often full which means I have to park off-site and walk to the studio to get to class and then walk back to my car afterward. I and my fellow students often feel very unsafe when walking to and from our cars parked off-site after dark, so much so that we will use a buddy system when walking, or if someone was able to park on-site we will all get a ride to our cars rather than walk.

If the proposed changes to the parking lot at the school were implemented parking space would be increased and the need to park off-site would be eliminated, resulting in an increased feeling of safety for all of the driving-age students. The changes really would make a difference in our general feeling of safety in the city as some of us are at the studio almost every day of the week.

Thank you for your consideration of this matter, and I once again ask that you allow the parking lot to be completed.

Kind Regards,
Catherine Oldford



Re: Letter of Support for Parking Lot Expansion : Kent's Place 

City Clerk and Council to: Collett, Krista

2017/10/19 09:35 AM

Sent by: **Karen Chafe**

Cc: "cityclerk@stjohns.ca", Planning Group List for Submission
from General Public

Hello Ms. Collett:

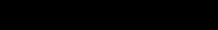
Thank you for your submission. Via this email, it is being forwarded to our Dept. of Planning, Engineering & Regulatory Services for their review and consideration.

Karen Chafe
Supervisor - Office of the City Clerk
PO Box 908
St. John's, NL A1C 5M2

"Collett, Krista"

Hi, This is a letter of support to expand the Conn...

2017/10/17 05:39:17 PM

From: "Collett, Krista" 
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/17 05:39 PM
Subject: Letter of Support for Parking Lot Expansion: Kent's Place

Hi,

This is a letter of support to expand the Connie Parsons School of Dance (CPSOD) parking lot which is located on Kent's Place, St. John's. I will outline my safety concerns below and I hope they will be strongly considered when a decision is made.

I have two daughters who have been dancing at CPSOD studio for the past 10 years. I am dropping and picking my children up 7 days a week, sometimes multiple times a day. The size of the current parking lot is not sufficient to allow most parents to park and wait for their children to finish dance class. Therefore, the road on Kent's place is often utilized. I am extremely concerned over the safety of our children. These students are expected to walk down a long (often icy and dark) street to their parents who have to park on the road to wait for their children. It is also important to note that the street parking available on Kent's place is on one side of the street, which is unfortunately the side that does not allow parents to see their children leave the studio and therefore watch for their safety. The side that does allow parents to see their children is a NO STOP zone. This has been very concerning and an expanded parking lot would certainly help address these issues.

What makes the situation even more dangerous for these children is the aggressive driving and behaviour I have witnessed from the residents of Kent's place. On numerous occasions, I have seen residents drive their cars very fast while the CPSOD students are walking to their vehicles and I have even witnessed hand gestures. On one particular occasion, I did not have anywhere to park, so I circled around the cul-de-sac. My daughter saw me driving east on Kent's place and she started walking out to the road. I had planned to pull up to the CPSOD door when I saw her come out, but being 9 years old, she didn't realize my intent. Unfortunately, I had to stop in the middle of the road to let her in our vehicle. At the same time, a resident of Kent's place was heading west on this road and she became very aggressive in both her driving style and display of hand gestures. I was very worried she would strike my daughter with her vehicle and I was also concerned about the behaviour my child was witnessing. At

this time, I was doing nothing wrong but ensuring the safety of my nine year old child leaving ballet class. The anger displayed by the resident and the safety concern I had for my child could have both been avoided with a larger parking lot.

With the current parking lot, the inability to park on the `better` side of the road, the icy conditions that winter will soon bring us and the increased tension with Kent's place residents, I have now become even more concerned for the safety of these children. Connie Parsons saw a wonderful opportunity to address these safety concerns. A larger parking lot will allow parents to obtain a parking spot so they can walk in the studio to obtain their children in a safe manner. Even if parents choose not to go in the studio, they can at least park in the parking lot so children do not have to walk on the street where they are at currently at risk of a motor vehicle injury. Approving an expanded parking lot at CPSOD will help decrease the parked and idling cars on Kent's place. This will not only help with the safety of the dance students, but also of the children living and playing on this street as well. The driving factor for this decision should be the safety of all children and I hope the city council takes this concern seriously.

Kind Regards,
Krista Collett

Krista Collett RN BScN MN
Faculty Lecturer



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

October 23, 2017

To Whom It May Concern:

As parents of dance students of Connie Parsons School of Dance for the past decade, Connie Parsons has always had the safety of both the neighbourhood children and her students in mind. She is responsive with ongoing communication via email and signage in the studio to remind parents to obey and respect the parking regulations on Kent Place and always emphasizes extra parking available in the parking lot of Former Allan's Video and Carson Wagonlit Travel Management. She has always been diligent in communicating and responding to her customers when they bring a concern or suggestion forward. She always responds in a timely manner regardless of the outcome, a response is always provided. We feel that the expansion of the parking lot of CPSOD will benefit both the residents and the customers by removing vehicles off Kent Place. As a result of this, there will be less congestion on Kent Place, creating a safer environment for the neighbourhood children and students of CPSOD. The expansion of this parking lot demonstrates Connie Parsons forward thinking and problem solving skills in response to this critical issue. The concerns were brought to her attention by residents and customers and she took it upon herself to rectify the solution at hand.

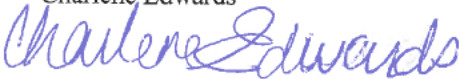
As parents we are disappointed in the outcome of this proposal and feel all the above demonstrates the positive intent of the parking lot proposal. Connie Parsons is not only a successful Entrepreneur, she is also a dedicated dance instructor, role model, mentor, and loving mother of four. Her professionalism, dedication, and strong work ethic is demonstrated through her continuous commitment to preparing her students to achieve their goals in guiding them in their future endeavours. Her constant creativity is exemplified in the daily work she so diligently completes to stay up to date with the latest trends. This comes second nature to Connie Parsons as she nurtures learning and development for her students.

After reading the above, we are confident you will re-evaluate the parking lot proposal and recognize Connie Parsons has a genuine regard for others and strives to offer nothing but the best for all impacted.

Kind regards,
Jennifer Tremblett



Charlene Edwards



Krista Payne



Dance moms of aspiring dancers.

Office of the City Clerk,
P.O. Box 908,
St. John's, NL
A1C 5M5

Attention : Mayor Danny Breen; Deputy Mayor Sheilagh O'Leary; Councillors: Wally Collins, Sandy Hickman, Dave Lane, Maggie Burton; Ian Froude; Deanne Stapleton; Debbie Hanlon; Hope Jamieson; Jamie Korab

RE: Application to be submitted to Council, November 6, 2017, to develop a portion of the existing lot at 1 Kent Place, which is located in the Residential Low Density (R1) Zone, as a Parking Lot.

I wish to submit my object to the application made by Connie Parsons to develop a portion of the existing residential property at 1 Kent Place, as an extension to her existing commercial property, the Connie Parsons School of Dance Ltd. and The Dance Spectrum (clothing store) at 77 Portugal Cove Road, as a Parking Lot. As you are no doubt aware, this matter was dealt with by the previous Council on September 18, 2017, and was unanimous rejected.

However, for the information of the new Council, I wish to bring you up-to-date on some the problems the Dance School has caused on our residential cul-de-sac.

I have lived on this cul-de-sac for well over 60 years. Since that time I have seen 77 Portugal Cove Road go through many changes from a residential site to a variety of commercial uses. Up until the expansion of the Connie Parsons School of Dance Ltd. and The Dance Spectrum Inc. (clothing store), the commercial uses of this site have posed no problem or conflicts with the residential nature of Kent Place. Previous uses such as the real estate board, doctor's office and the original small version of a dance school were able to contain their respective parking on site.

Over the years, the expansion of the Connie Parsons Dance School resulted in a significant increase of on-street parking on our residential cul-de-sac. As you are probably aware, Kent Place is a short cul-de-sac (12 houses) with a narrow roadway and no sidewalks, making it very congested when cars are parked and/or stopping on both sides of the street. It has been especially difficult for me, as well as other residents, to get in and out of our driveways. Service trucks, including oil delivery, have had challenges manoeuvring on the street when cars are parked here. Pedestrians are also impacted not to mention the potential safety issues for young children living on the street, as well as children coming to and from the Dance School, that cannot be seen behind parked cars.

I would point out that Kent Place did have No Parking Signs on both sides of the street when George G.R. Parsons was in operation many years ago. I would also point out that the sidewalk on Kent Place was a landscaped area with concrete blocks as a walkway. When the lots were sold, this was part of the serviced lots. Over the years, the area was never maintained by the City, the concrete blocks crumbled and disappeared and the Dance School paved and took over the area as parking spaces for the business.

Although I do not know the exact year the NO PARKING signs were removed, it was after the Dance School opened. Residents were not notified of the change and we made numerous complaints to the City of St. John's at the time and requested that the NO PARKING signs be replaced. We were ignored and our concerns and requests fell on deaf ears.

Recently, I questioned the right of residents/pedestrians to walk on the sidewalk and how many feet were allotted as a walkway. Apparently, many City employees are not aware that such a right of way exists. I was told I could walk on the road facing the traffic. It is amazing how our quiet residential cul-de-sac changed over time without any discussion or notification with the residents.

In the winter, snow storage is a challenge on Kent Place due to the lack of sidewalks and the steep grades on the front lawns on the north side of the road. Therefore, much of the snow storage is on the street making the road even narrower. The amount of on-street parking generated by the Dance School (last year, I have counted up to 20-25 cars at a time) has made Kent Place almost impassable by residential traffic and has prompted concerns over fire trucks and emergency vehicular access. There has already been one incident when an ambulance was delayed from getting to a residence.

While I appreciated the Parking Committee looking into the parking issue on Kent Place in 2009-2010, the maximum 2 hour parking 9 a.m. to 6 p.m. Monday to Friday on the north side did nothing to address our needs as residents. Two hour parking limitations do not address the problem, as I am sure you are aware people move their cars slightly to get around this restriction or ignore it altogether.

In a letter dated February 16, 2010, to Dawn Corner, Traffic Division, I asked for consideration for our preferred option that No Parking Anytime be installed on both the north and south sides of Kent Place with the ADDITION of 2 visitor parking passes to be issued to each home to allow family and friend to be exempted from the no parking rule. This alternative has been successfully employed in other communities across the country (for example, the community of Hillhurst in Calgary, AB) and we felt it was the best possible solution to manage the on-street parking situation that would still allow friends and family to park on our street. We were totally ignored and my letter didn't even merit an acknowledgement by City staff.

When Connie Parsons expanded her business a few years ago, she advised me that she had acquired parking at Allan's Video and that she had Council approval to continue with her business plans. It was the first I heard of it, and with all the approvals from the City in place, there was very little I could do. I am still astounded at how such an extension to accommodate 400 clients at the time could be approved without the City understanding the negative impact on our residential neighbourhood.

When Connie Parsons came to my house in August 2017 to advise of further expansion to the Dance School parking lot, she advised me that the spaces she had available for used at Allan's parking lot may not be available any more as the business has been sold. The spaces at Allan's made little difference to the traffic on Kent Place as they got very little, if any, use.

Again, early October 2017, Connie Parsons came to my house to advise the arrangements were made with Allan's and Harvey's Travel for parking. As far as I know, this is not the case.

Since August 2017, the hours of operation at The Dance School have changed at least three times.

In August 2017, the Connie Parson's Dance School website indicated that the school would operate 7 days a week 10:00 a.m. to 10:00 p.m. It also indicated that there would be a number of new programs for the Fall of 2017. This information has since been removed.

In October 2017, the website indicates hours of operation 8:30 a.m. to 5:00 p.m. Monday to Friday. Closed Saturday and Sunday. This is not the case as there have been classes there on Saturday and Sunday.

In her recent letter, hand-delivered early October 2017, to residents of Kent Place, she indicated regular weekday business hours are 3:00 p.m. to 10:00 p.m. She did not address the weekend hours but the School is open evenings and weekends.

Connie Parsons advised that she does not intend to expand her business and that her clients have dropped from 400 to 200 clients. Connie indicated to me that her request to extend her parking lot was for the current clients. I would point out that the current parking lot at 77 Portugal Cove Road is seldom used by cars that are dropping off or picking up children. The drop off and waiting area is Kent Place, not 77 Portugal Cove Road parking lot, not Allan's parking lot and not Harvey's Travel parking lot.

When Connie Parsons came to my home concerning her intentions to expand her parking lot onto Kent Place, she advised me that she had all the permits necessary to continue and that they have been in place since June and July 2017. In August/September 2017, demolition of a small garage, the removal of the fence between the commercial parking lot at 77 Portugal Cove Road and residential property at 1 Kent Place and the extension to Parking Lot was well underway. I understand there were no permits in place and, eventually, after many calls to the City the work was stopped.

In Connie Parsons letter to residents, she advised her "**third company CRP Holdings Inc. owns 1 Kent Place, who's sole purpose is buying and renting properties**". With regards to 1 Kent Place, she stated "**I also needed an area for more storage**". "**I would also, finally, have more land of my own in which to push snow in the winter season**".

I have to question how Council could possibly consider a commercial property to make such inroads on the use of a residential property and allow for the extension of a commercial parking lot at 77 Portugal Cove Road to occupy part of the residential property at 1 Kent Place. **Connie Parsons has made it quite clear in her letter that she intends to use 1 Kent Place for the storage of business materials such as props, specialty dance and active wear etc., and the dumping of snow from a commercial site.** It would appear that commercial and residential uses are two separate issues. By allowing storage related to the dance school and clothing store at 1 Kent Place, it further extends the dance school and clothing businesses and will further increase traffic to our street as well as potential safety issues for children and residents.

Kent Place is a residential neighbourhood, not a parking lot, not a storage site and not a dumping ground for snow from a commercial business.

As a concerned resident from Kent Place, I am requesting that this matter be reviewed by Council and I am seeking your support to stop all expansion to the dance school and the parking lot; to have the fence separating 1 Kent Place to the parking lot at 77 Portugal Cove Road replaced; that the Traffic Division monitor the parking on Kent Place on a daily basis, especially from 4:00p.m. to 9:00 p.m.; and that 1 Kent Place continue as part of the R1 neighbourhood.

The number of parking spaces indicated on the most recent diagram would appear to be questionable and some appear to be to the curb and obstruct the space which was and should continue to be our walkway. Although it is not indicated on the diagram, the space on the side of the building facing Kent Place was and is still used as parking spaces. In the past, this has interfered with the use of the walkway as well as snow clearing.

There is very little, if anything, to gain by the by the construction of a bigger parking for 77 Portugal Cove Road. The present parking lot is not fully utilized. Vehicles dropping off and picking up children/clients seldom, if ever, use the present parking lot.

As you can see from my letter, Connie Parsons website and business plans change from month to month.

I have to wonder how the City could allow 77 Portugal Cove Road to expand to such an size to accommodate 400 clients at the time, as well as establish a clothing store, without realizing the impact on the neighbourhood. The information regarding the operation of this business changes from day to day. The details of this business with regards to hours of operation, number of clients, noise levels coming from the school, etc., needs to be well-known so that appropriate regulations can be established and enforced.

This dance school and clothing store has already negatively impacting our quality of life as well as our property values.

No further development should be allowed.

Thank you.

Margaret Power
5 Kent Place
St. John's, NL
[REDACTED]

October 20, 2017



Re: Connie Parsons School of Dance Parking Lot Expansion 

City Clerk and Council to: nicole robbins

2017/10/24 10:36 AM

Sent by: **Elaine Henley**

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

Dear Ms. Robbins:

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

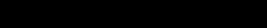
All submissions received will be forwarded to Council for consideration prior to reaching a final decision.

Elaine Henley
City CLerk

nicole robbins

[Dear City of St. John's, I am writing this letter in r...](#)

2017/10/23 06:57:59 PM

From: nicole robbins 
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/23 06:57 PM
Subject: Connie Parsons School of Dance Parking Lot Expansion

Dear City of St. John's,

I am writing this letter in regards to the parking lot expansion at Connie Parsons School of Dance. I have been dancing at Connie Parsons for 19 years have been a teacher at the studio for 3 years, and also work at The Dance Spectrum Inc., the dancewear store located in the basement of Connie Parsons School of Dance.

When I first heard about the idea of a parking lot expansion I cannot even begin to explain my excitement. The parking at the studio has been an issue for many years, forcing more and more people to park on the street. The idea and plans made up for the parking lot expansion bring nothing but positive changes. With a bigger parking lot it would completely take all of the cars off of the street, which is what the neighbours are pleading for. Without the parking lot expansion, the cars will remain on the road, making no further progression in helping clear the street.

Having such limited parking is becoming a safety issue for our studio. With so many children coming and going from the studio it is very dangerous for them to have to walk through the parking lot and across the street where there is the very limited "2 hour parking limit." Children should not have to cross over the street, increasing risks just to get to their parents car when a parking lot expansion idea is in place.

A bigger parking lot will absolutely bring nothing but positive things to the studio, and more

importantly to the neighbours living on Kent Place. I understand that with a bigger parking lot people are naturally going to expect more cars to show up but this is most definitely not the case. The number of cars are not going to increase as the studio is most definitely not increasing, the number of cars on the street are going to majorly decrease.

While I understand that it must be frustrating having a busy business on the end of your cul de sac, it has been a place of business for many many years so it is nothing new to expect. Before the studio there was another business there so neighbours should be used to the cars coming and going, and it is definitely time for a new parking lot to expand.

I hope that you read this and begin to understand that a parking lot expansion is nothing but a good thing, looking out for the safety of our students, parents and staff, as well as the happiness of our neighbours having a clear street.

Thank you,
Nicole Robbins



Re: Connie Parsons School of dance 

City Clerk and Council to: Pam Parsons

2017/10/17 12:01 PM

Sent by: **Elaine Henley**

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

Good Morning Ms. Parsons:

We thank you for your feedback and advise that your comments have been forwarded to the City's Department of Planning, Engineering and Regulatory Services.


All submissions received will be referred to Council for consideration prior to a final decision being reached.

Elaine Henley
City Clerk

Pam Parsons

To whom it may concern , I am a parent of two y...

2017/10/17 12:18:28 AM

From: Pam Parsons 
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/17 12:18 AM
Subject: Connie Parsons School of dance

To whom it may concern ,

I am a parent of two young students at Connie Parsons's school of dance . I am supporting the expansion of the parking lot.

I have had my children dance there for years now and it really needs to be bigger. It is great for everyone . It is actually very small right now and inconvenient for all the customers especially for us parents with small kids we have to stay and park .

Thanks Pamela Martin

Sent from my iPhone

17 Katie Place
St. John's, NL
A1A 0H4

October 21, 2017

Re: Application, 1 Kent Place

To Whom It May Concern:

I am writing concerning the application to expand the parking lot of Connie Parsons School of Dance (CPSOD), using part of the property located at 1 Kent Place.

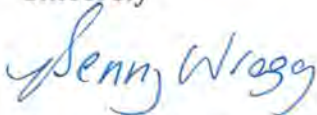
My name is Penny Wragg, and my daughter has been dancing at CPSOD since 2011. Part of the reason why I chose CPSOD is that it is run by a local resident of St Johns, Connie Parsons who chooses to give back to the community. The quality of the dance instruction that my daughter receives is paramount, and I have experienced the care and commitment that Ms. Parsons has for all of her students.

As a customer/client of CPSOD, I do realize that while the dance studio is zoned in a commercial space, the adjoining Kent Place is residential. I do obey the traffic rules and park on one side of the street when the CPSOD parking lot is full, but I acknowledge that often the cul-de-sac can be crowded with cars, and the winter months are especially difficult. When I was informed of the plans for CPSOD to expand their parking lot, I was delighted. Not only would the improved parking lot expand the number of available parking spaces for CPSOD clients, but it will also help to alleviate the need for cars to drive further into Kent Place's cul-de-sac. The expanded parking lot will allow for nine extra cars - which means there will be nine cars that do not have to park on Kent Place.

As a parent of young children, I understand the residents of Kent Place concerns for safety of their children. I do believe the CPSOD parking lot expansion plan that is being proposed is in the best interest of the residents, and would be a win-win situation. By rejecting the expanded parking lot proposal, clients of CPSOD will continue to park on Kent Place, when the CPSOD parking lot is full, and no one will be happy.

If you wish to further discuss this matter with me, please feel free to contact me. I sincerely hope that the new city council considers this application, and gives it due consideration.

Sincerely

A handwritten signature in blue ink that reads "Penny Wragg". The signature is written in a cursive, flowing style.

Penny L. Wragg



Re: Connie Parson's School of Dance Parking Lot Expansion (1 Kent Place) 

City Clerk and Council to: Ruth Simmons

2017/10/23 01:22 PM

Sent by: **Elaine Henley**

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

Good Morning Ms. Simmons:

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

All submissions received will be forwarded to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Ruth Simmons

I am writing in support of the parking lot expansi...

2017/10/23 12:55:47 PM

From: Ruth Simmons [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/23 12:55 PM
Subject: Connie Parson's School of Dance Parking Lot Expansion (1 Kent Place)

I am writing in support of the parking lot expansion. My daughter has attended dance classes there since 2012. There have been many occasions when dropping her off or picking her up that the lot has been full and we have had to park on Kent Place. I understand that the residents of Kent Place do not like the additional traffic on their street, which I completely understand, and I would prefer not to park on Kent Place and cross with my daughter as it would be safer for her as well if we were able to park in the lot. We have also parked in the lots down on Elizabeth Avenue but this means walking up Portugal Cove Road, and in the winter the sidewalks are usually covered in snow and we have to walk on the street which is also very dangerous. It seems to me that it would be in the best interest of both the children attending the dance school as well as the residents of Kent Place if the parking lot was expanded. It would hopefully take all of the school's traffic off of Kent Place since we would then be able to park in the lot and exit on the other side onto Portugal Cove Road. This would be safer for both the residents of Kent Place as well as the children attending dance classes.

Thank you for your consideration,
Ruth-Ann Simmons



Fw: Kent Place
Planning to: Kenessa Cutler
Sent by: **Donna L Mullett**

2017/10/27 11:56 AM

----- Forwarded by Donna L Mullett/CSJ on 2017/10/27 11:56 AM -----

From: City Clerk and Council/CSJ
To: sean coady <scoadylockup@hotmail.com>
Cc: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>, Jason Sinyard/CSJ@CSJ, Ken O'Brien/CSJ@CSJ, Lindsay Lyghtle Brushett/CSJ@CSJ, Dave Wadden/CSJ@CSJ, Gerard Doran/CSJ@CSJ, Andrea Roberts/CSJ@CSJ, Planning/CSJ@CSJ, Kathy Driscoll/CSJ@CSJ, Ashley Murray/CSJ@CSJ, Karen Chafe/CSJ@CSJ
Date: 2017/10/26 04:08 PM
Subject: Re: Kent Place
Sent by: Karen Chafe

Hello Mr. Coady:

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

All submissions received will be referred to Council for consideration prior to reaching a final decision.

Karen Chafe
Acting City Clerk

sean coady

As a parent who has kids that dance at Connie P...

2017/10/25 02:33:55 PM

From: sean coady [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/25 02:33 PM
Subject: Kent Place

As a parent who has kids that dance at Connie Parsons School of Dance I feel so badly for the residents of Kent Place. The problem is that parents of the kids at the dance studio do not respect the parking signage on Kent Place. Parent hate to be inconvenienced and thus refuse to obey the parking by law. I would love to see parking enforcement at Kent Pl from approx 6pm-8pm. These are the busiest times at the dance studio. As a parent I often park elsewhere and simply walk to the studio in order to retrieve my kids. Walking is not a bad thing.

Sean Coady



Re: Kent Place 

City Clerk and Council to: sean coady

2017/10/17 12:02 PM

Sent by: **Elaine Henley**

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

Good Morning Mr. Coady:

We thank you for your feedback and advise that your comments have been referred to the City's Department of Planning, Engineering and Regulatory Services.

All submissions received will be referred to Council for consideration prior to a final decision being reached.

Elaine Henley
City Clerk

sean coady

As a parent who has kids that dance at Connie P...


2017/10/17 09:52:28 AM

From: sean coady <scoadylockup@hotmail.com>
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/17 09:52 AM
Subject: Kent Place

As a parent who has kids that dance at Connie Parsons School of Dance I feel so badly for the residents of Kent Place. The problem is that parents of the kids at the dance studio do not respect the parking signage on Kent Place. I park nearby and simply walk to the studio to retrieve my kids. Walking is good for you.

Sean Coady



Re: Application- 1 Kent Place 

City Clerk and Council to: Susan

Sent by: **Elaine Henley**

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

2017/10/23 10:13 AM

Good Morning Ms. Clarke:

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

All submissions received will be referred to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Susan

To whom it may concern, I work for Connie Pars...

2017/10/21 05:44:49 PM

From: Susan [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/21 05:44 PM
Subject: Application- 1 Kent Place

To whom it may concern,

I work for Connie Parsons School of Dance and also live in Kent Place.

CPSOD is a great, fun and friendly place to work and we wish to make the whole experience for our lovely clients hassle free. I can't believe that the schools' neighbours who spend much of their time complaining about cars parked on the street and being unpleasant to our clients would object to Connie Parsons making the car park bigger. It would certainly help alleviate the problem and get more cars OFF the street and into our lot. I'm also in disbelief that the past council supported their objection which is purely built up from grievances of living on the street rather than thinking about the actual practicalities & perks of a bigger lot. Connie wanted to make this improvement for the school for our benefit and the neighbours.....no hidden agenda just a solution to an on-going problem which for the time being will now stay the same. This is plain to see for everyone, backed up by the huge number of statements of disbelief and support for Connie Parsons on social media after the last plan was rejected.

Connie was kind enough to facilitate a neighbourhood meeting to get everyone on the same page regarding the parking lot plans. This meeting however which I attended myself, was turned around and used by the residents as a chance to take a personal attack at Connie herself and her business. They are basing their feelings about the car lot on grudges they have against Connie rather than seeing the benefits that the extended lot would offer. Recently I was surprised and disappointed to learn that there was another meeting for the residents of Kent Place, yet I was not invited. A meeting for the residents should not take place without all of the residents having the chance to attend.

Ultimately, extending the parking lot would benefit both the school and the residents of Kent Place. Leaving it the same will leave the residents with the same parking and traffic issues as they experience now.

Thank you for your time,

Susan Clarke



Re: Discretionary Use Application - 77 Portugal Cove Road/1 Kent Place 

City Clerk and Council to: Susan Collins

2017/10/20 12:12 PM

Sent by: **Elaine Henley**

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

Good Afternoon Ms. Collins:

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.

All submissions received will be provided to Council for consideration prior to a reaching a final decision.

Elaine Henley
City Clerk

Susan Collins

Good Day Mayor Breen, Deputy Mayor O'Leary...

2017/10/19 04:58:04 PM

From: Susan Collins [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>, "citycouncil@stjohns.ca" <citycouncil@stjohns.ca>
Date: 2017/10/19 04:58 PM
Subject: Discretionary Use Application - 77 Portugal Cove Road/1 Kent Place

Good Day Mayor Breen, Deputy Mayor O'Leary and City Councillors,

I write as a concerned resident of Kent Place regarding the current Discretionary Use Application submitted to develop, into a parking lot, a portion of the existing lot at 1 Kent Place, which is located in a Residential Low Density Zone. The application has been submitted by the Connie Parsons School of Dance located at 77 Portugal Cove Road, the property adjacent to 1 Kent Place.

Please note: St. John's City Council previously voted on this application and rejected it unanimously during the September 18, 2017 Council Meeting.

With a new council in place following the St. John's Municipal election, the applicant has re-submitted her application, virtually unchanged from the original.

Since the formation of the Connie Parson School of Dance, residents of Kent Place have been continually forced to make noise complaints and submit concerns about vehicular traffic. We have also endured compromised access to our homes and problems in emergency servicing. Living on this small cul-de-sac has become a nightmare for the current residents. The continued expansion of the commercial facility into 1 Kent Place will only make matters worse. It is an insidious form of 'creeping commercialism' into our quiet residential neighbourhood.

The residential area of Kent Place includes 12 established homes. Access to the street is limited as it is older narrow street. There are 10 children who have their homes on Kent Place. Protection of our families must be our first priority.

The increased size of the commercial establishment onto the residential street places an increased risk of growth in the commercial activity at Connie Parsons Dance Studio. Between her two business, the dance school and the retail store, she currently operates 7 days per week, 12 hours a day. Allowing the discretionary use of an R1 zone will further exacerbate the issue for the residents as Ms. Parsons can continue to grow her business. It is already a problem!

At a public meeting on Friday, August 26th 2017 arranged by Deputy Mayor O'Leary, Ms. Parsons was questioned how many clients she has at had her studio, which she stated approximately 200. However, in a public interview with Ms. Parsons for the RBC Canadian Women Entrepreneur Awards, she stated that she has approximately 400 students. Who knows what the true number is?

In the previous discretionary use application the applicant advised that an additional 9 parking spots will be gained, however in a subsequent clarification from the city the number of parking spaces was removed. There has been inconsistent information provided throughout this whole application. Upon review of the City of St. John's Commercial Parking Regulations we now believe that the net benefit resulting from this proposal would be much less than the 9 proposed, perhaps even a net benefit of zero.

Although, some may argue that the additional parking spaces will alleviate some of the residents' concerns, it will certainly not come close to fixing the existing problem. In fact, it will allow Ms. Parsons' commercial enterprise to further enter our residential neighbourhood and add bring additional problems for the residents.

We ask that this commercial intrusion into our neighbourhood NOT be approved by Council. We all have made significant investments into our homes on this small cul-de-sac over the last number of years. Our property values will certainly be negatively impacted and the quiet enjoyment of our homes will be further interrupted.

The applicant's care-less attitude towards the residents of this cul-de-sac, her lack of communication regarding her planning/expansion efforts and her inaccurate estimate of the size of her clientele should be cautions to the City. Managing the growing parking issues already on the street before someone gets hurt should be everyone's first priority, not adding commercial growth.

Based on the above noted concerns, I respectfully ask that you vote AGAINST this Discretionary Use application.

Sincerely,
Susan Collins
8 Kent Place



Fw: Discretionary Use Application - 1 Kent Place

Planning to: Stacey Fallon
Sent by: **Donna L Mullett**

2017/11/02 11:45 AM

----- Forwarded by Donna L Mullett/CSJ on 2017/11/02 11:42 AM -----

From: City Clerk and Council/CSJ
To: Susan Collins <susancollins80@hotmail.com>
Cc: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>, Jason Sinyard/CSJ@CSJ, Ken O'Brien/CSJ@CSJ, Lindsay Lyghtle Brushett/CSJ@CSJ, Dave Wadden/CSJ@CSJ, Gerard Doran/CSJ@CSJ, Andrea Roberts/CSJ@CSJ, Karen Chafe/CSJ@CSJ, Planning/CSJ@CSJ, Kathy Driscoll/CSJ@CSJ, Ashley Murray/CSJ@CSJ
Date: 2017/10/25 10:51 AM
Subject: Re: Discretionary Use Application - 1 Kent Place
Sent by: Elaine Henley

Good Morning Ms. Collins:

We acknowledge receipt of the signed petition and advise that it has been referred to the City's Department of Planning, Engineering and Regulatory Services.

All submissions received will be referred to Council for consideration prior to reaching a final decision.

Elaine Henley
City Clerk

Susan Collins

Good Day, Attached please find a petition signe...

2017/10/24 09:21:49 PM

From: Susan Collins [REDACTED]
To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>
Date: 2017/10/24 09:21 PM
Subject: Discretionary Use Application - 1 Kent Place

Good Day,

Attached please find a petition signed by the Residents of Kent Place regarding the current Discretionary Use Application for 1 Kent Place.

Best Regards,
Susan



Petition Kent Place - Discretionary Use Application - Sept 5 2017.pdf


August 28, 2017

City of St. John's – Office of the City Clerk

Re: Application - 1 Kent Place

A Discretionary Use application has been submitted to develop a portion of the existing lot at 1 Kent Place, which is located in the Residential Low Density (R1) Zone, as a Parking Lot. The parking area will be approximately 78 m² and provide parking for nine vehicles.

We, as residents of Kent Place oppose the Discretionary Use application to develop a portion of the existing lot at 1 Kent Place, as a Parking Lot.

Name	Address	Signature
Joseph Sobol		
Barbara Clancy		BClancy
Margaret Power		Margaret Power
Diane & James Carroll		J. Carroll
Ignacio Diaz		I Diaz
Harriet Mason		H Mason
Matthew O'Callaghan		Matthew O'Callaghan
John Mullins		John Mullins
Susan Collins		SC
Melanie Smith		Melanie Smith
Donna Wadden		DWadden

DECISION/DIRECTION NOTE

Title: Proposed Dwelling and Crown Land Grant Referral – 180, 182 and 184 Signal Hill Road – DEV1700091

Date Prepared: September 11, 2017 (Date of next meeting: September 18, 2016)

Report To: His Worship the Mayor and Members of Council

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

Ward: 2

Decision/Direction Required: Approval of Crown Land Grant Referral together with the approval of the construction of a dwelling at 180,182 & 184 Signal Hill Road.

Discussion – Background and Current Status:

An application has been submitted to build a single detached dwelling on properties to be consolidated at 180,182 and 184 Signal Hill Road. There are currently three (3) single storey dwellings occupying the subject properties which are proposed to be demolished to accommodate the proposed development. The combined floor area of these three (3) dwellings is 670 square metres. The proposed dwelling will be (two) 2 storey, with a total floor area of 630 square metres.

Pursuant to Development Regulations the property is situated in the Comprehensive Development Area Signal Hill/Battery where the construction of a single detached dwelling is a permitted use. The maximum Building Height in the Comprehensive Development Area Signal Hill/Battery is one (1) storey, not exceeding 4.5 metres to the peak of the roof from the centre of the lot and not exceeding two (2) storeys from the downhill side of the lot. The proposed dwelling complies with this.

This property is also affected by the Footprint and Height Control Overlay for the Battery Development Area. All abutting properties whose views may be impacted, have been notified of the application and were provided with the Land Use Assessment Report (LUAR). Only the owner of 176 Signal Hill Road has expressed concerns about the proposed development, specifically concerns about the impact on a portion of their view and access to their property. The Crown Land application has been modified to address the access concerns of 176 Signal Hill Road and the height of proposed dwelling has been lowered.

While there is limited impact of the view of Civic 176, it is important to note that Council has the discretion to protect views within this Comprehensive Development Area. However pursuant to the Battery Development Area Footprint and Height Control Overlay the proposed dwelling complies with the specific height limitation of the Comprehensive Development Area Signal Hill/Battery.

ST. JOHN'S

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
Lands Branch-Department of Fisheries and Land Resources
3. Alignment with Strategic Directions/Adopted Plans:
Comprehensive Development Area Signal Hill/Battery and The Battery Development Area
4. Legal or Policy Implications:
Section 7.12 Non-Conforming Uses
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:

Council approve the Crown Land Referral and the Proposed Dwelling for 180, 182 and 184 Signal Hill Road.

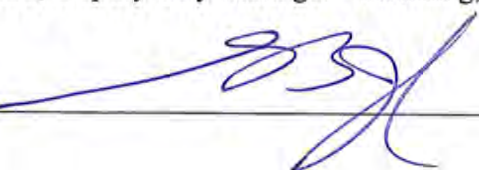
Prepared by - Date/Signature:

Gerard Doran – Development Supervisor

Signature:  _____

Approved by - Date/Signature:

Jason Sinyard, Deputy City Manager - Planning, Development and Engineering

Signature:  _____

GD/dlm

Attachments:

Photos from LUAR

Location of Subject Property
180-184 Signal Hill Road



Photos of Properties
182 and 184 Signal Hill Road



184 Signal Hill Road

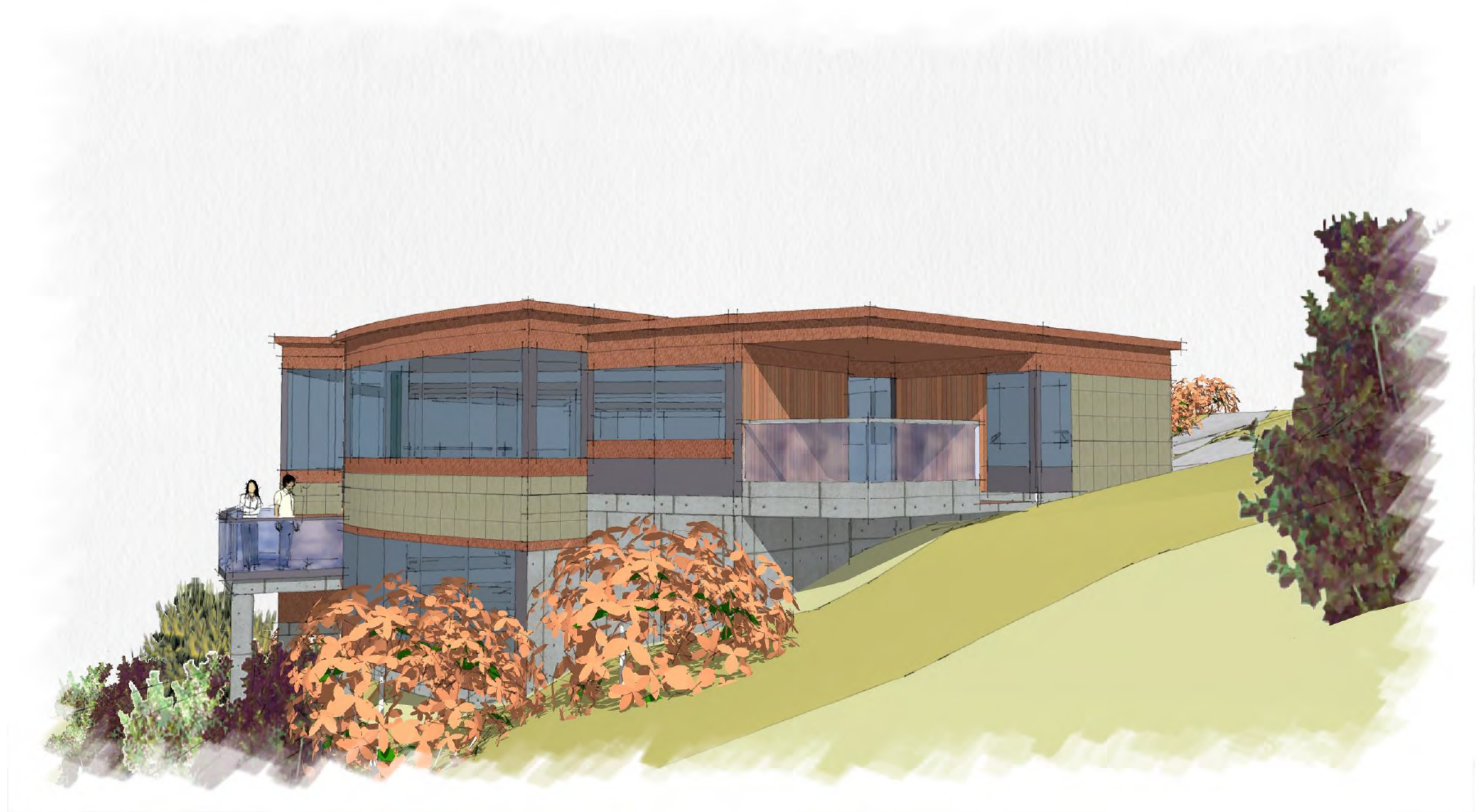


Panoramic View of Properties and Slope



Signal Hill House

Revised Development Application and Land Use Assessment



Philip Pratt Architect

August 3, 2017

Background

Lisa and Craig Dobbin have purchased four properties off of Murphy's Row on Signal Hill. The original intention, to replace four existing houses with one three bedroom single family house has been modified in response to concerns expressed by an adjoining owner.

The properties which comprise Civic numbers, 178, 180, 182, and 184 Signal Hill Road, are interspersed by several small pieces of Crown Land. An application has been made to acquire this land.

As part of the process, the owners will continue to work with the City and surrounding owners to improve shared access and site services, upgrade landscape, upgrade utilities, and to protect views in accordance with the Battery Development Guidelines.

Neighbour Concerns

The owner of 176 Signal Hill Road has expressed several concerns about the proposal including possible; loss of access to back and sides of house, decline in property value, diminished view of her house, conformance to guidelines in general, and landscape and trees blocking view.

Her main concern has been the loss of view of parts of the Harbour.

Revised Proposal

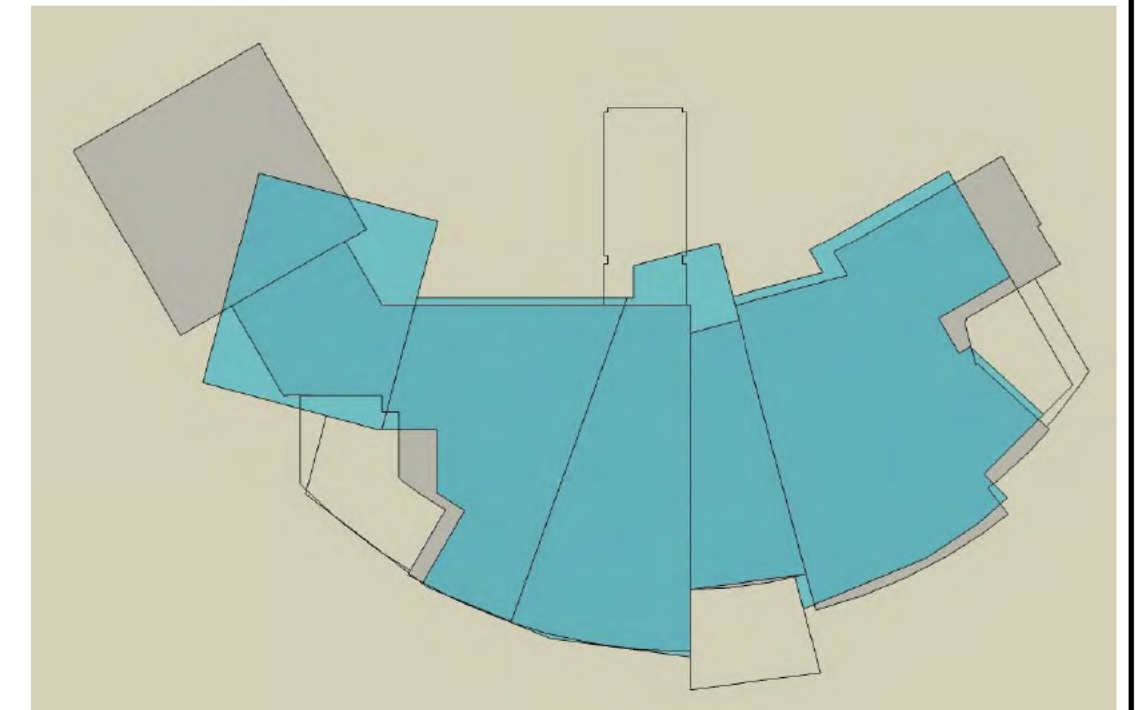
This revised proposal, while similar in concept to the original, has been modified to address several valid concerns. These include:

- The configuration of the driveway,

- Shape and form of the house.

- Reduce footprint and floor area by about 10%
- Lower and step the roof height and profile.

The only original 'Battery' house, #178 will be maintained and renovated.



Crown Land Application

The Crown Land being requested, is in small irregular pieces, (shown in magenta), between and adjoining private properties.

The purpose of the application is to allow rationalization of the properties, improve safety of driveways, and to facilitate sensible development.

The land is entirely within the CDA Signal Hill Zone, and does not abut the Open Space Zone.

As stated in the original application, we will be happy to coordinate acquisition with adjoining owners. This means that land abutting #176 for example should be available to them.

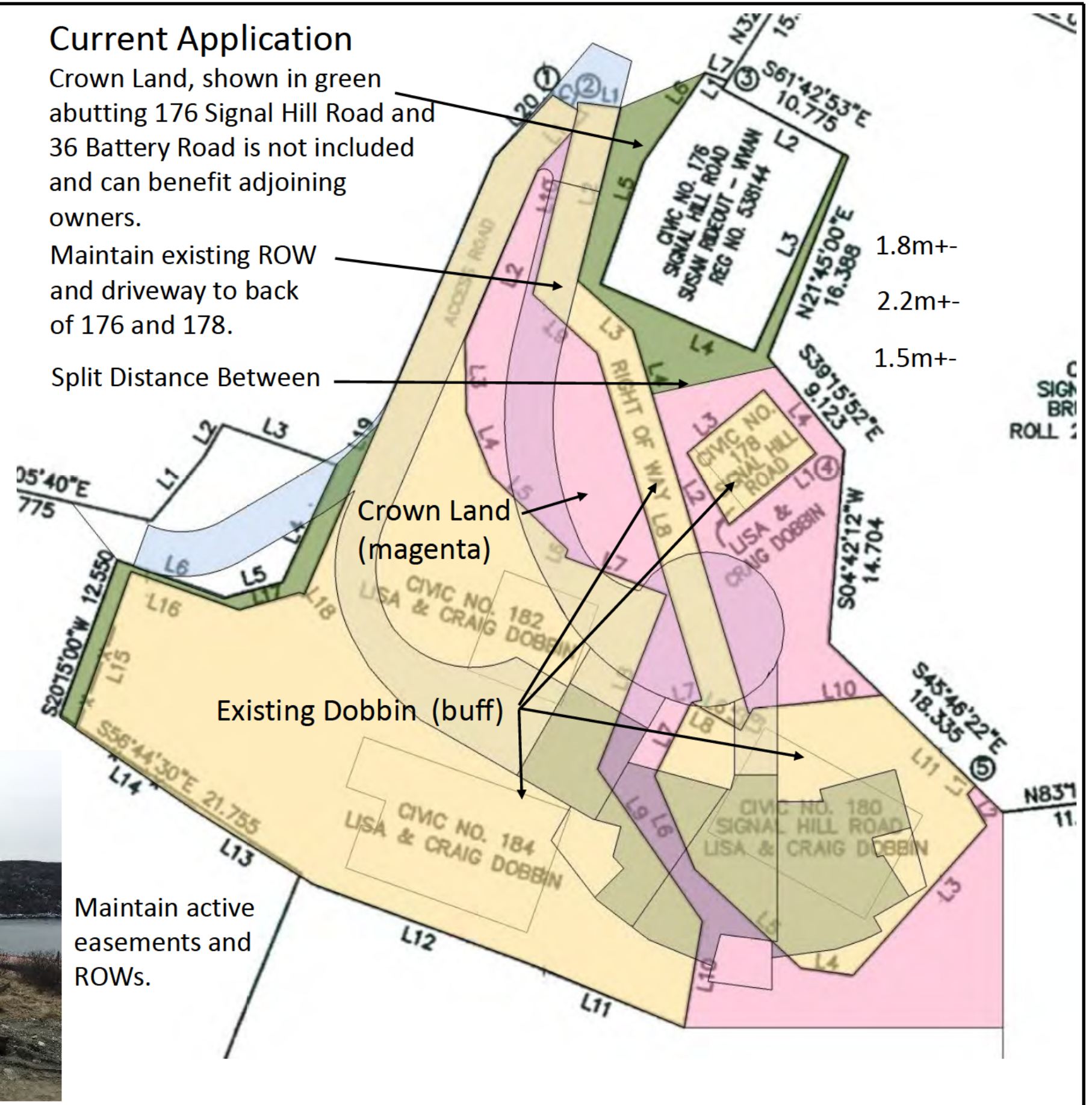


Current Application

Crown Land, shown in green abutting 176 Signal Hill Road and 36 Battery Road is not included and can benefit adjoining owners.

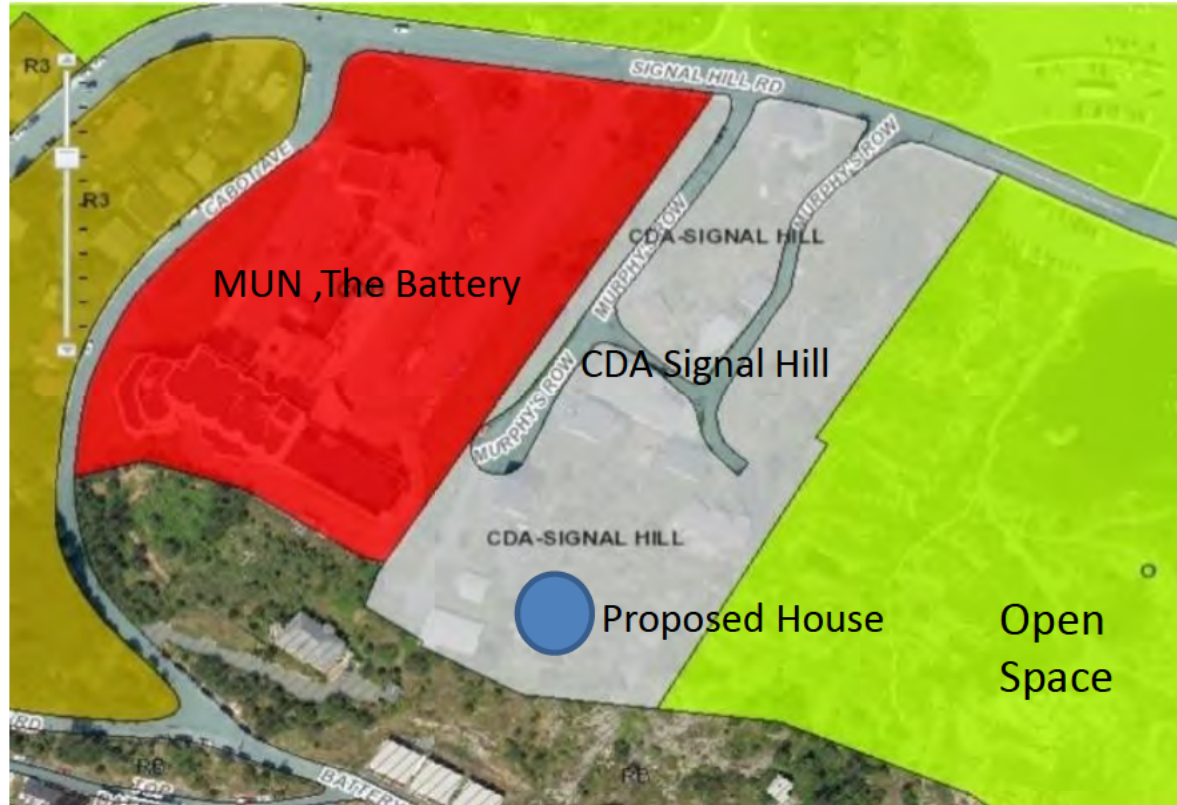
Maintain existing ROW and driveway to back of 176 and 178.

Split Distance Between



Existing Zoning CDA Battery

The CDA Battery zone permits Single Family Houses, The site is subject to St. John’s Development Regulations section 10.47.3, and to the Battery Development Guidelines.



Battery Development Guidelines

We also believe that the original, and this proposal meets the intent of the Guidelines, certainly this is our intention. We understand that two approaches are anticipated in the Guidelines. Obvious conformity should receive fairly routine approval. Projects such as this, outside the norm, require a ‘Comprehensive Architectural Design’ and a Land Use Impact Analysis.

This is a process, that while specific in some regards, such as building height, requires judgement and interpretation in others. For example, we have shown that there is some reduction in view in one area, but have offset this by improving it in others. It is a matter of judgement if it is equivalent. We understand that the City is the final Arbitrator in this matter.

Design Approach

The Design Information and analysis that follows shows how the project ‘reflects and respects’ its context, relates to its neighbours, including views, and will improve site service infrastructure. The project will confirm to all applicable codes and regulations.

Development Information	
Site Area incl. cr. land	2528m2 +/-
Footprint incl. garage	315m2 12%
Developed Area 2 floors	400m2 (net)
Landscape	1530 m2 60%



Site Servicing Notes

Site servicing will be coordinated with adjoining owners and the CITY. Detailed design will follow, but the principles include: reconfigure and replace 4 existing services, remove some existing poles and OH wires, reconfigure driveways and reduce grades to improve safety.

Site Lighting

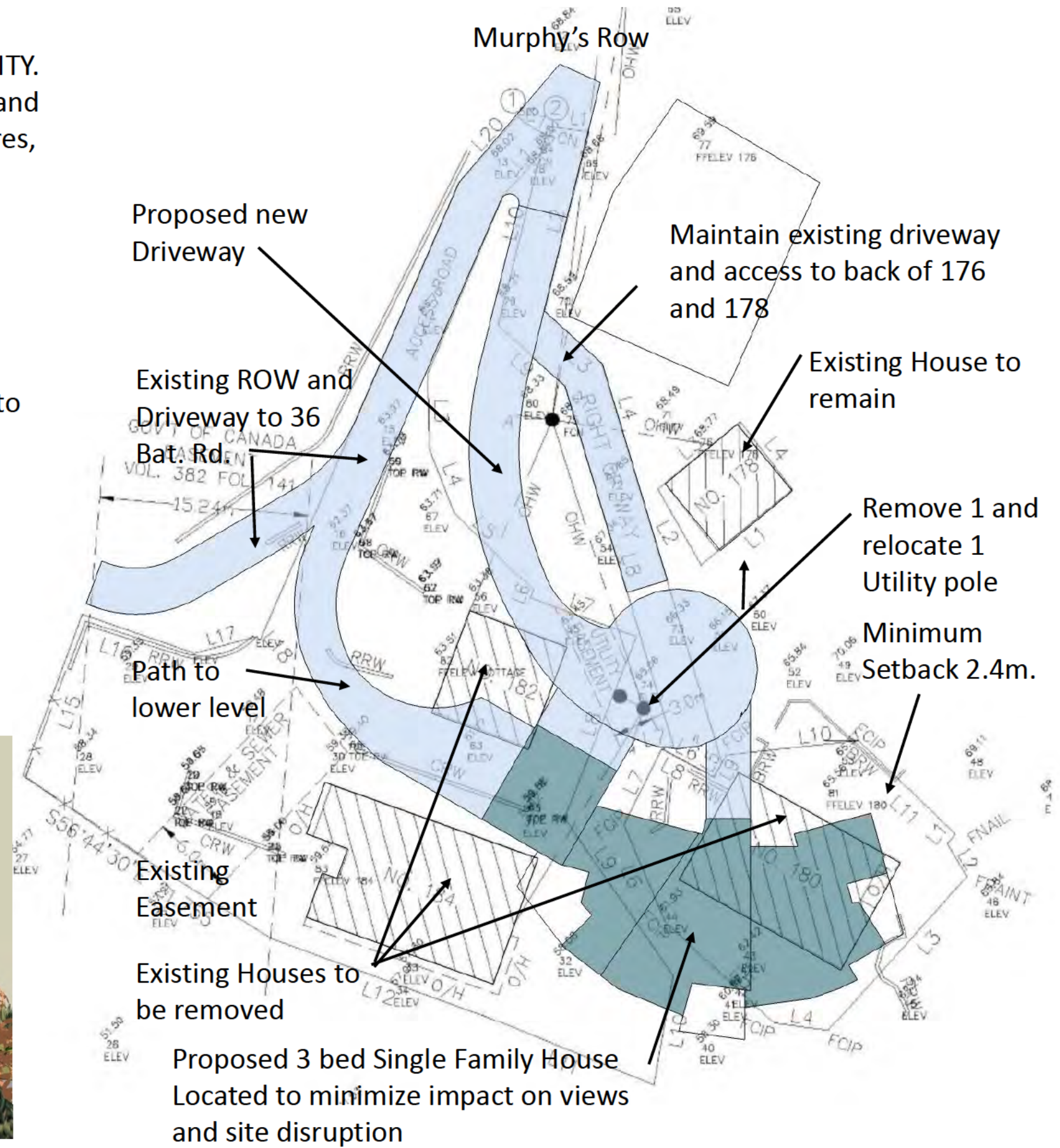
Subdued directed lighting, at the minimum level for safety, will replace 1 of 2 large pole mounted street lights.

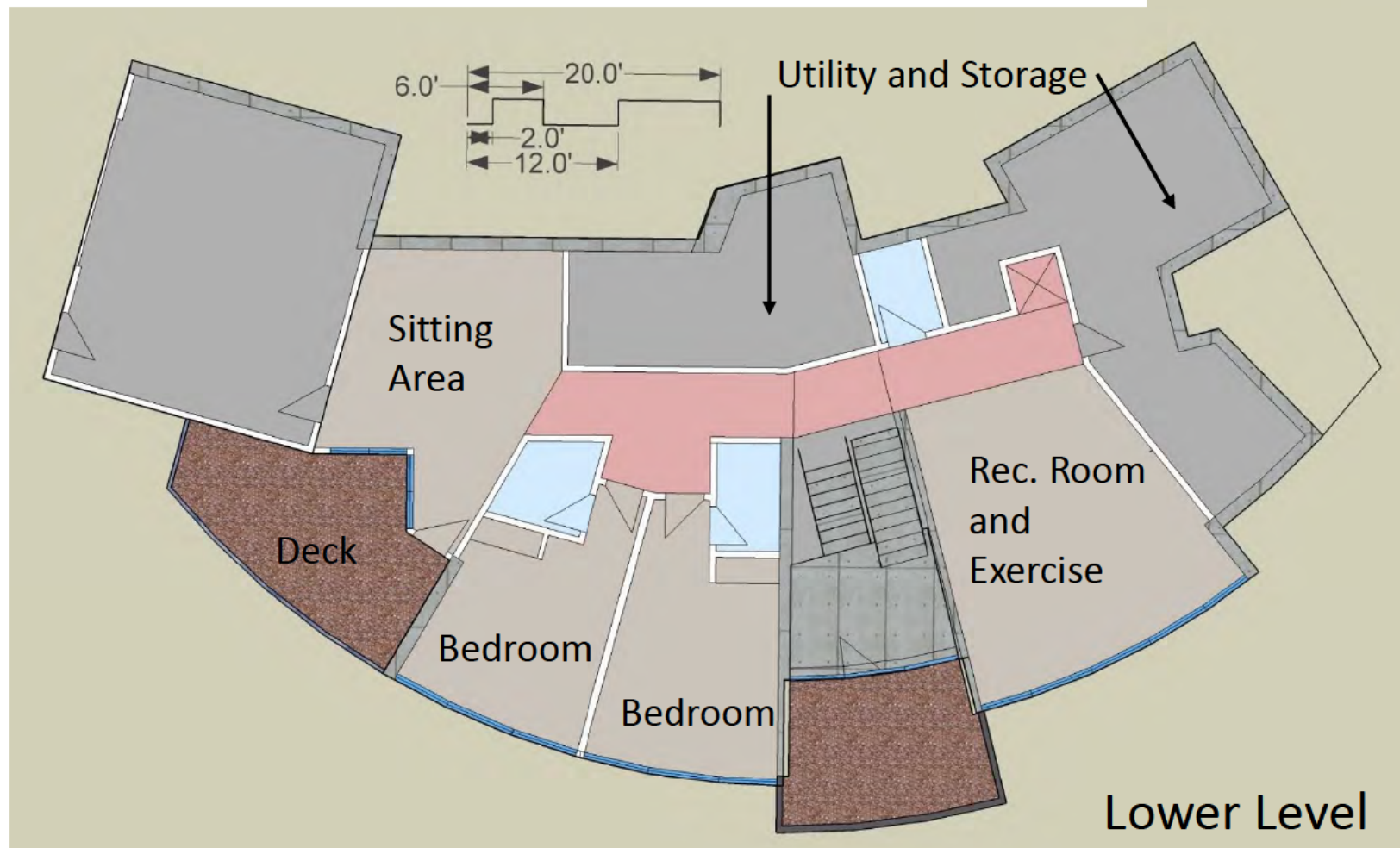
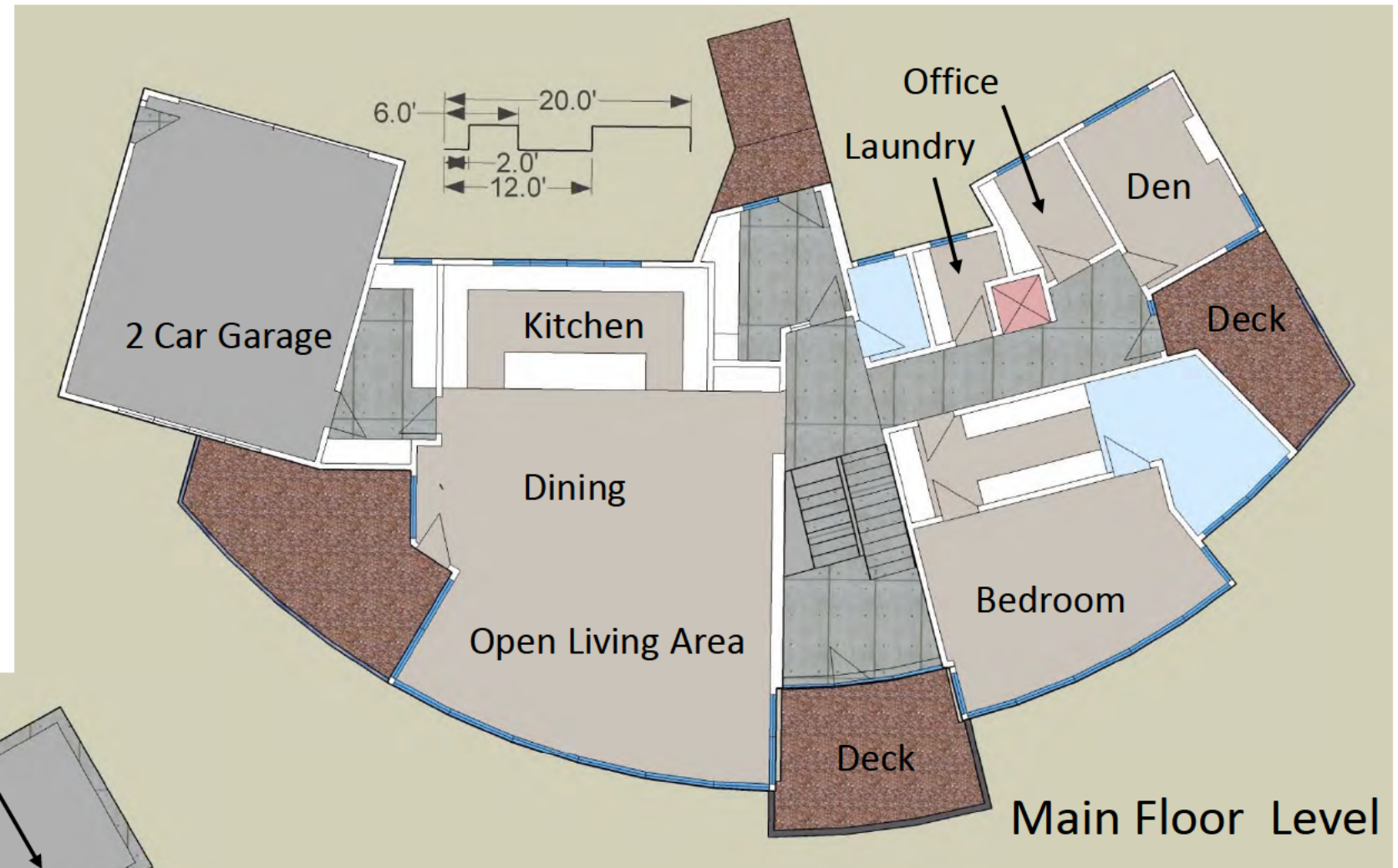
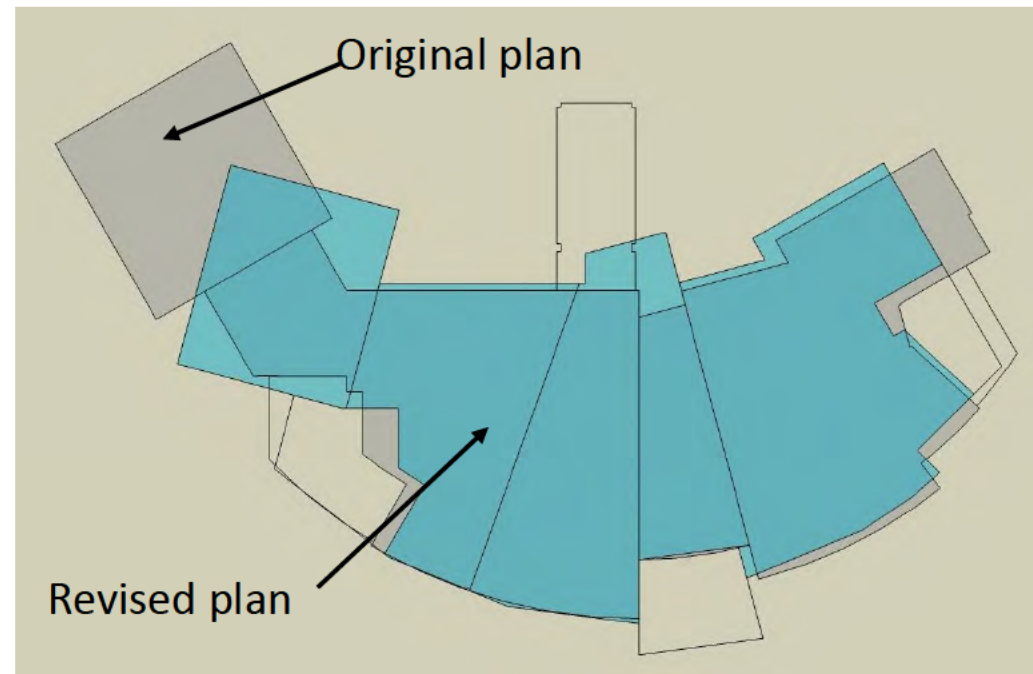
Landscape Notes

Landscape design will work with existing topography and features to balance cut and fill. Local source aggregates will be used for driveways and walls. Planting selection will be based on natural habitat, shelter, and screening.

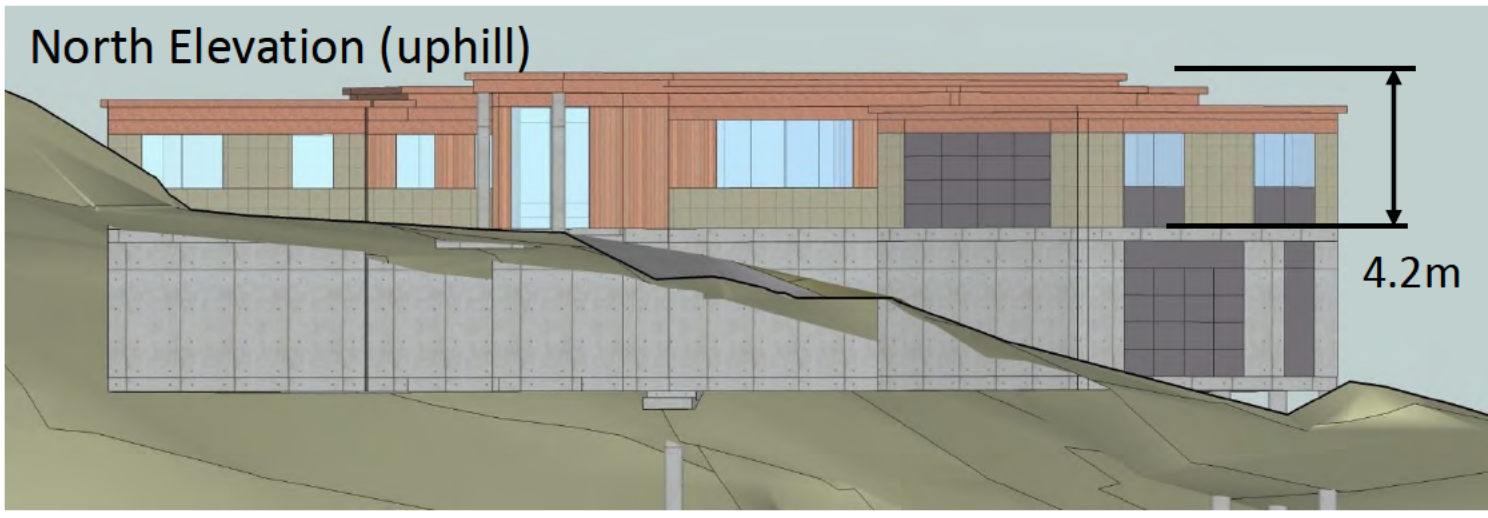
The issue of trees and utilities blocking views in the Battery and other areas is significant but not addressed in the regulations. This is already happening between #180 and #184.

A key feature of this proposal is that low growing species will be selected for any areas that impact view from #176.



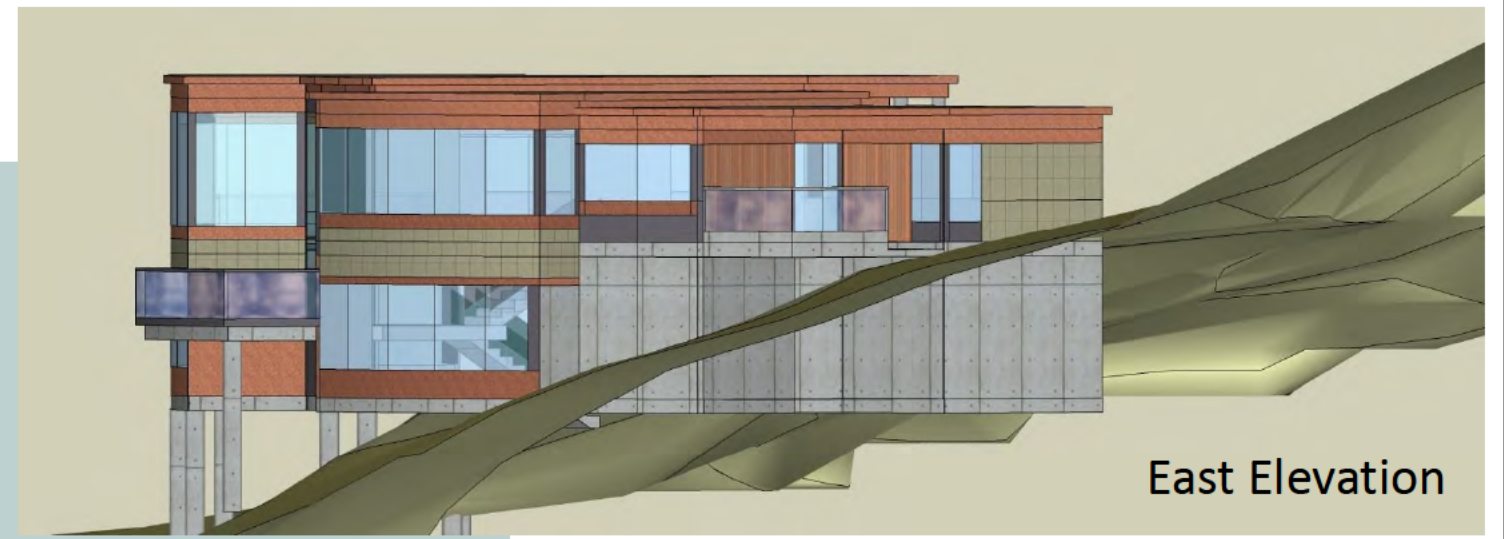
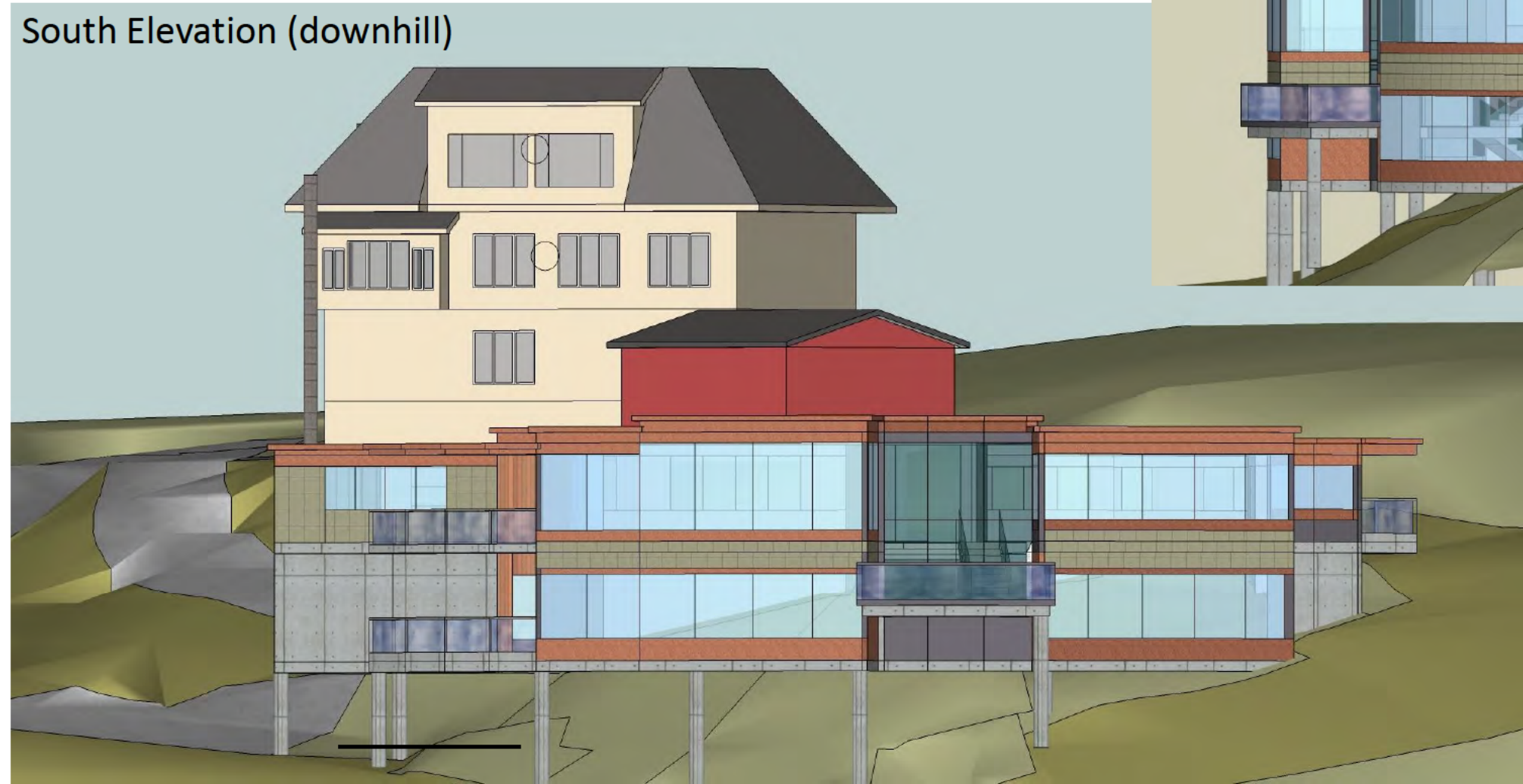


Areas	Finished (net)	Total (gross)
Main Floor	220m ²	315m ²
Lower Floor	166m ²	315m ²
Total	386m²	630m²



Building Height

1 Storey, 4.5m max on uphill side,
2 Storeys on downhill side.



Exterior Materials

- Glass, clear and tinted
- Painted Aluminum Frames
- Copper Facias and Details
- Red wood Siding
- Calcium Silica Masonry
- Architectural Finish Concrete
- Roofing will be Architectural Granulated Finish, subdued colour.

Discussion

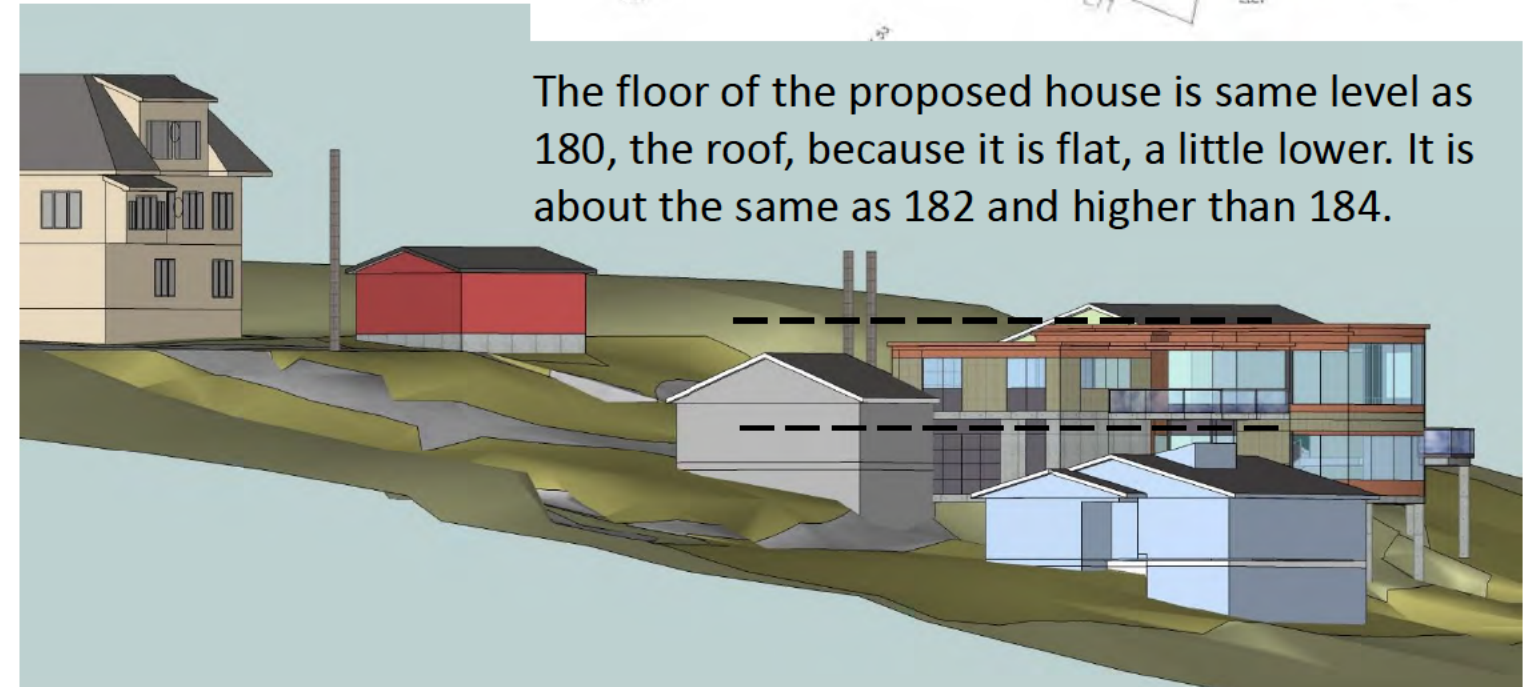
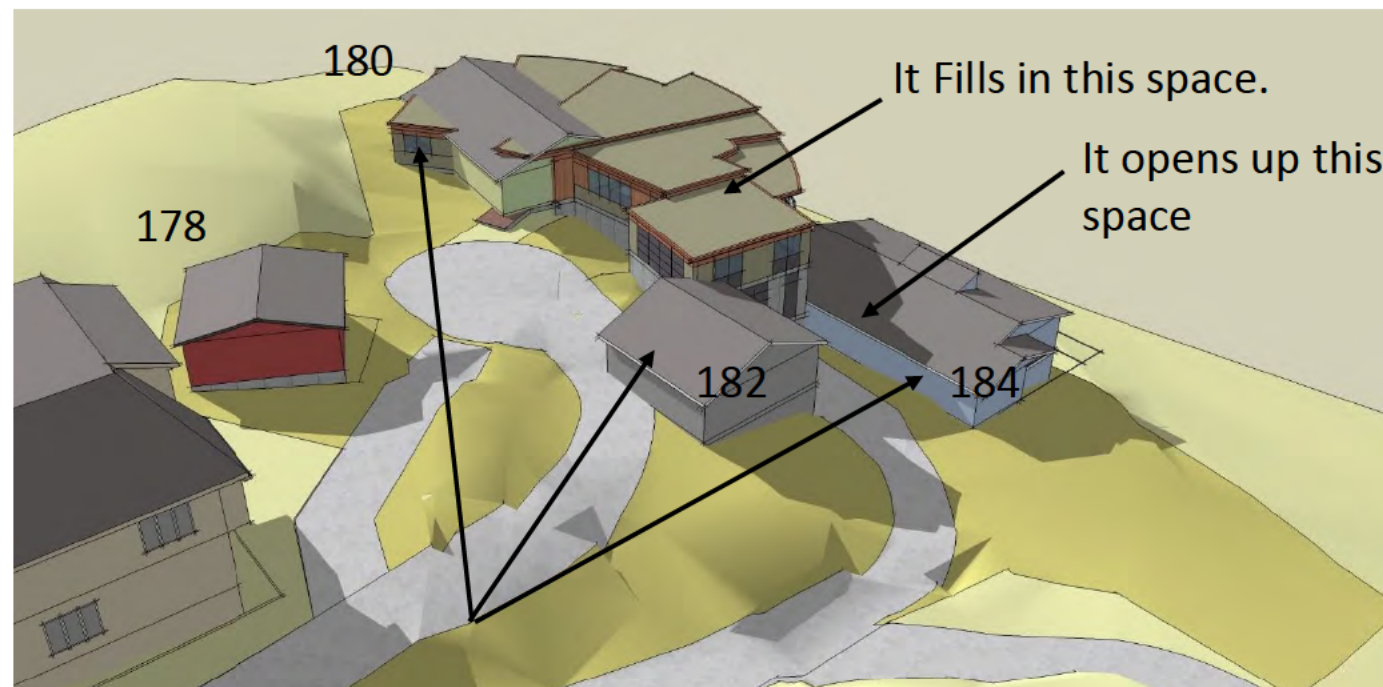
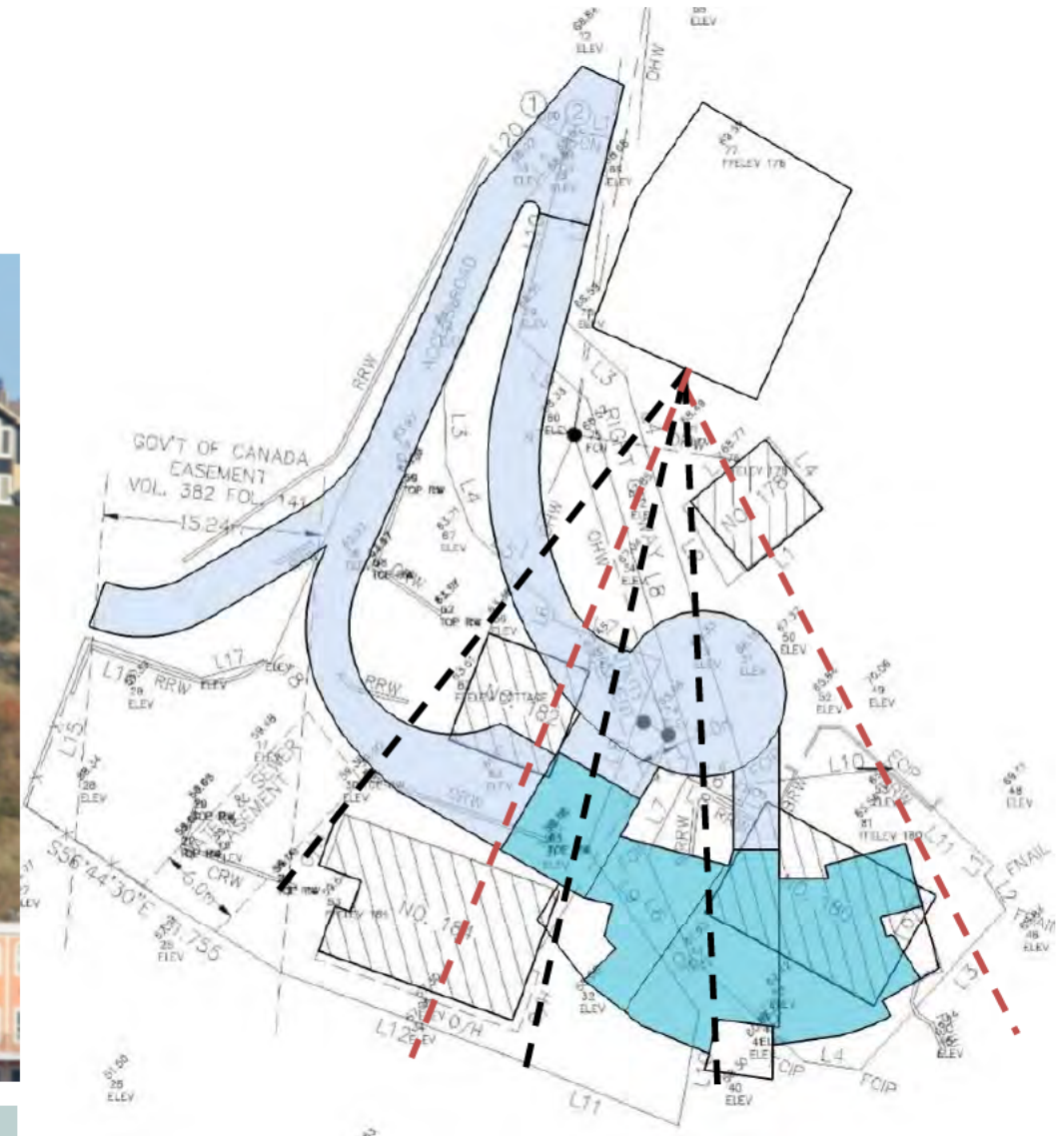
This proposed 1 storey, (2 down hill) single family house falls within, and meet the requirements of the CDA Battery zone.

It is slightly more complicated In respect to the Battery Overlay Guidelines. While the Overlay does not permit expansion of 182 and 184 and permits only small lateral additions to 178 and 180, it does however permit replacement of houses. In this case, we are maintaining one, and replacing three houses with one house. In terms of height, the new house is higher than 184, but lower than 180 and 178.

The lateral extent is less than that of the existing houses.

The footprint, 315m², and total area, 630M² of the new house is less than the combined totals of the three houses to be replaced. Their totals are 335m² and 670m².

While the new house has a different shape it actually has less lateral impact than exiting houses.



Imagery and Form

This is a 'modern' house, lots of glass, curved forms, metals, architectural concrete, inside and out, all softened by natural redwood. The form has evolved to fit the site, from constraints such as the topography, and the need to protect views, and from opportunities, such as the landform, and in particular the panoramic views. At a finished area of about 2700sf. on the main floor, 4300sf. in total, it is not large for this type of house or for the immediate area.



View of the Battery

The proposed house is located in an area of Signal Hill, that has a mixture of styles and different size buildings. Most of the nearby houses are new and have no real connection with the older Battery buildings. The Guidelines in this regard, outline two key principles, 'Respect and reflect' the context, and not stand out or visually dominate. We try to achieve these by;

- Working the house into the site, as opposed to using extensive cut and fill.

- Breaking the organic form into components that conform to the traditional 2/3 ratios as opposed to being long or high.

- Selecting materials and colors, including the roof, that relate to the natural features and landscape, as opposed to being bright and vivid.

- The house is seen against the hillside and other houses, and not visible on the skyline when seen from the Downtown or the Harbour.



View Analysis

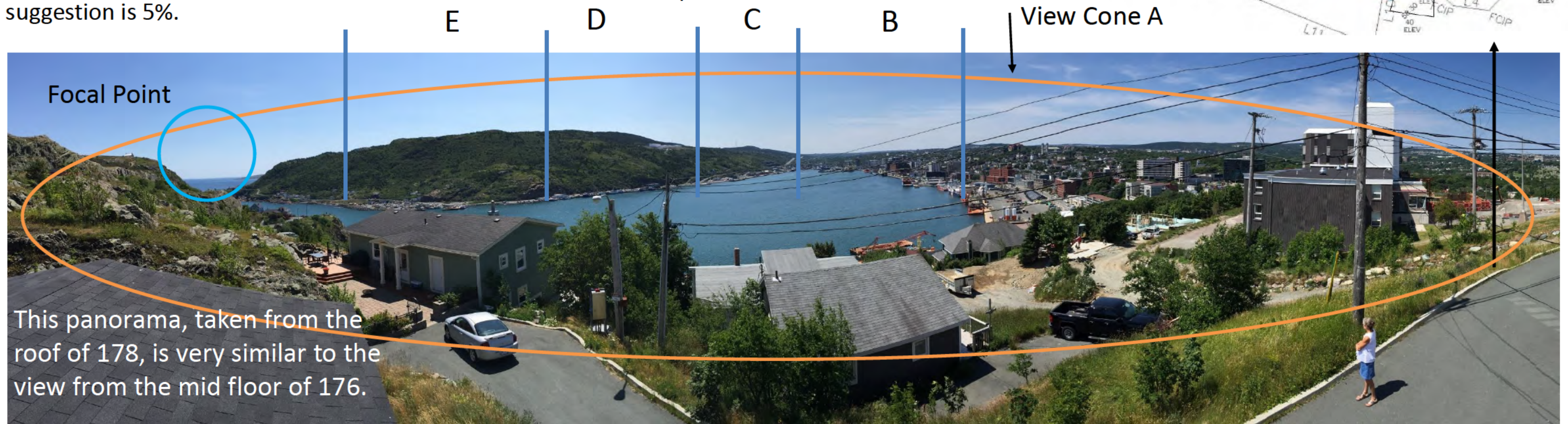
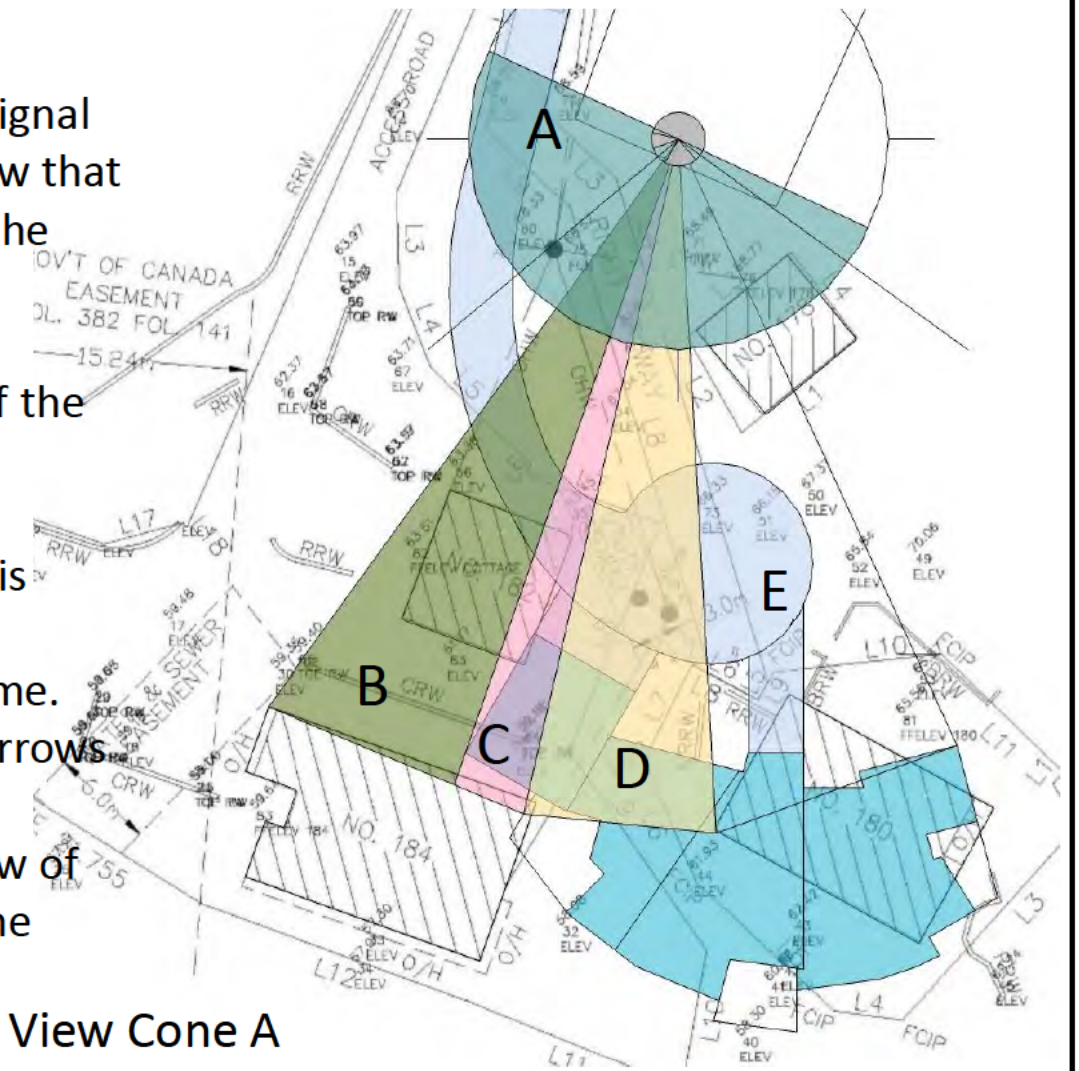
Protection of View is a key components of the Guidelines, and the main concern in this case. It is worth being clear about definitions, and as specific as possible, because inevitably there is some subjectivity involved.

View Cone, is the total horizontal and vertical view
 A Focal Point, is a significant but focused area.
 A Glimpse is a small view such as between two Houses. It is only significant if it is the only view. The area between 180 and 184 would be a glimpse if not for the trees and poles, it would not be significant because it is only a small part of the view cone.
 The View Point is the place from which one views.

The Guidelines do not say that there should be no interference, but that it should be limited. The suggestion is 5%.

Net Impact

The projected views from 3 levels of #176 Signal Hill Road (as shown on pages 10,11,12) show that on balance, while there is some change to the view cone, there is no or very little net loss. The view cone A is at least 180 deg. wide. Area B, about 16 deg. gains view because of the removal of 2 houses. Area C, about 7 deg. loses view. Area D, between the houses, about 22deg, is arguably a bit worse. Area E, the area above 180, is about the same. Areas to the left and right, including the Narrows and Downtown have no change. Looking down there is no change to the view of the Boat Basin, and there is a better view the Harbour Apron.



This panorama, taken from the roof of 178, is very similar to the view from the mid floor of 176.

These projected views have been based on stitched photos taken from 176 Signal Hill Road, and on a 3 D model of the site and proposed houses. There is some inherent distortion in the perspective views and focal length of lenses, however they are reasonably accurate, especially in the important central areas.



From Mid Floor as is

From Mid Floor as proposed

Existing house, 178, to be maintained

No change

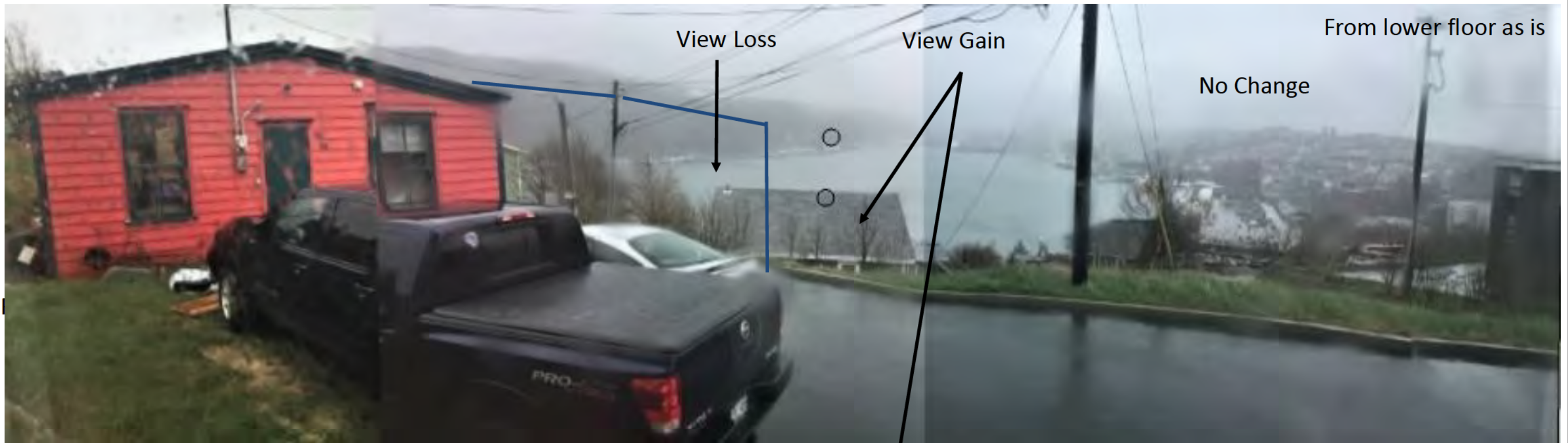
About the same, area E

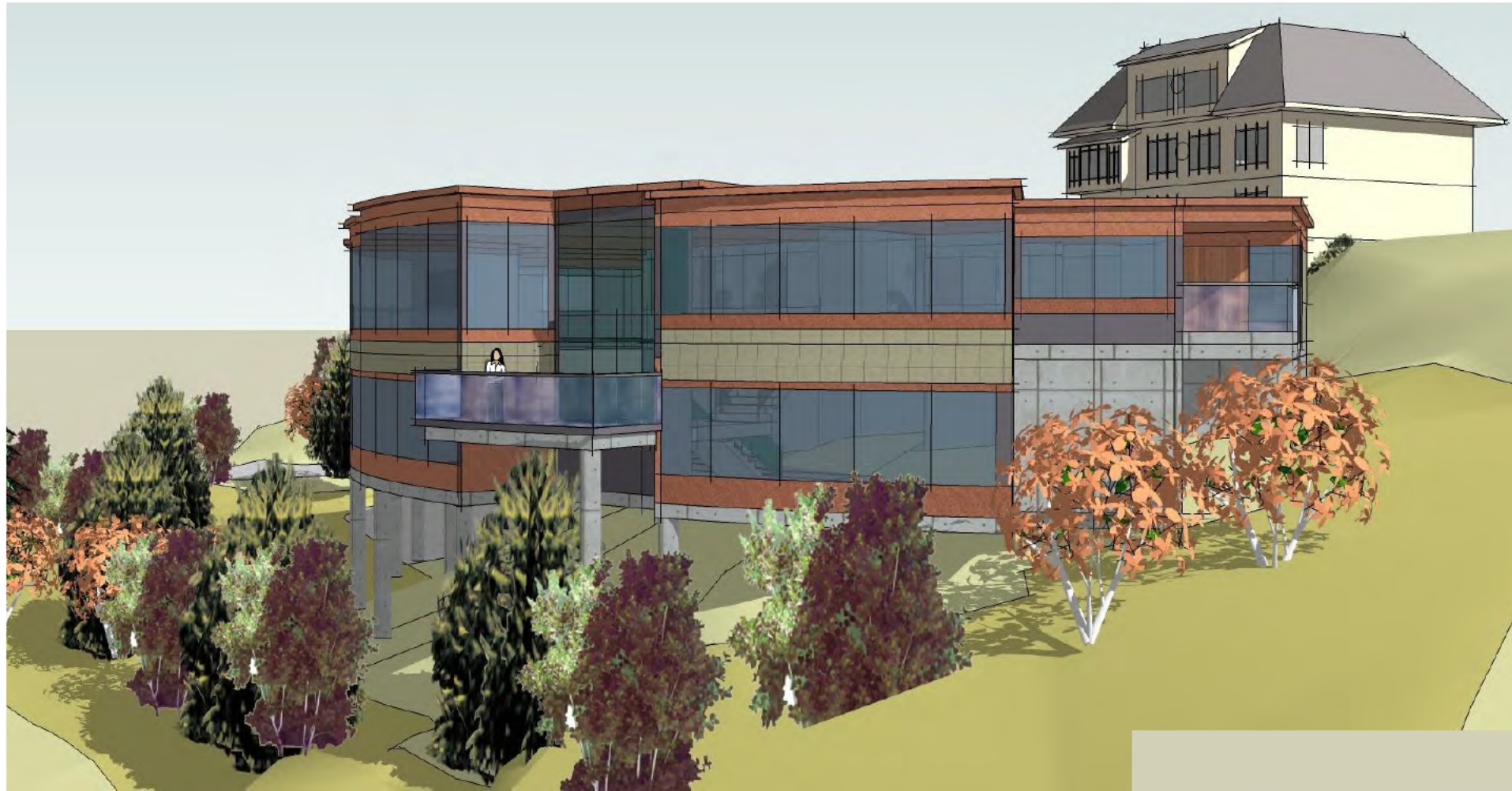
Slightly diminished, area D

Diminished view of Harbour in this area, C

Better view of Harbour and dock, area B







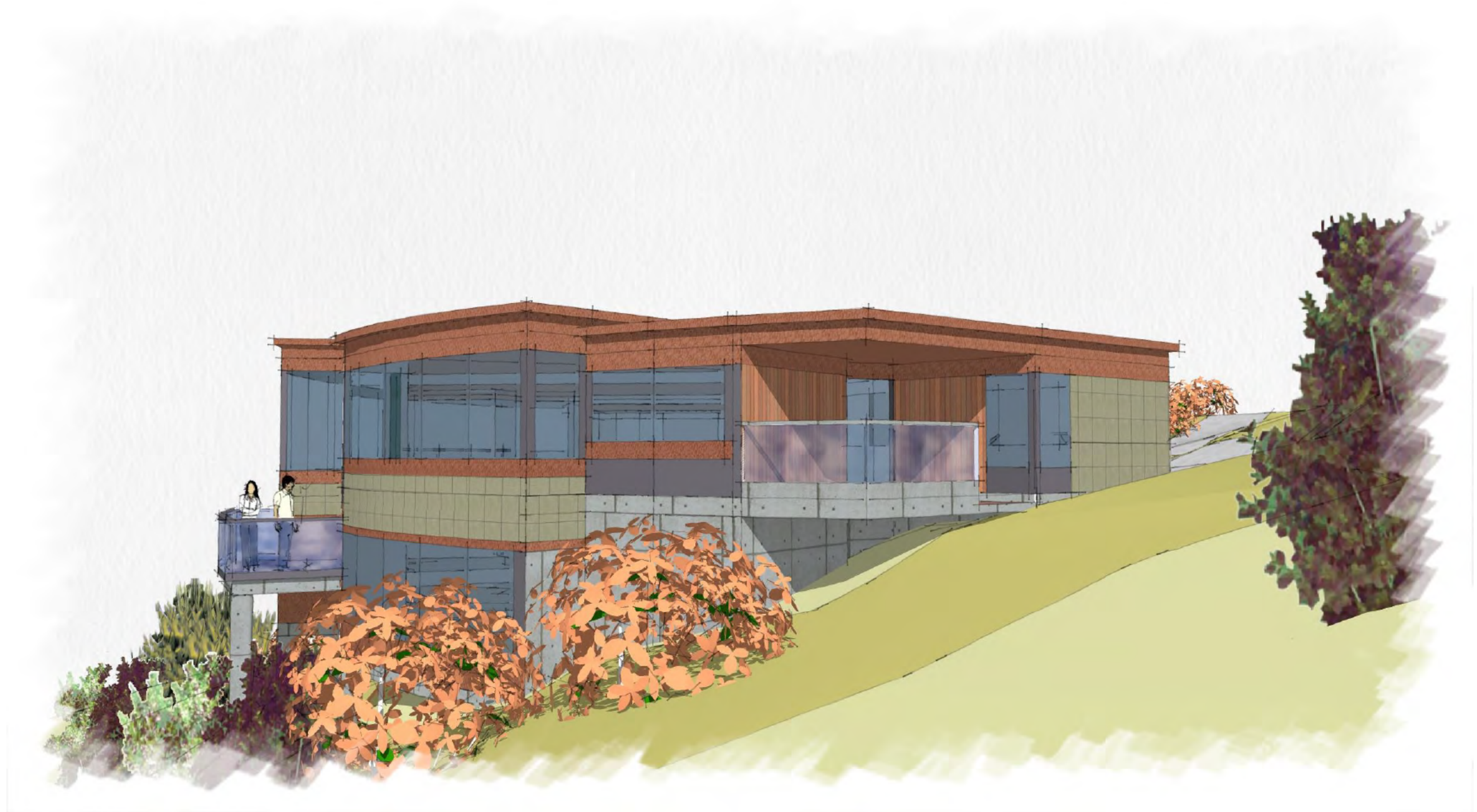
This new single family house meets the requirements of the CDA Battery Zone, and Battery Development Guidelines. It is a thoughtfully designed house. While it is 'modern' in style, it is intended to blend and be unobtrusive when seen from the Downtown and the Harbour. From up close it has the same blend of muted materials, responds to the landscape and topography, and organizes a poorly maintained group of properties and services. This new proposal has been modified in conjunction with the Guidelines to respect the concerns of neighbours.

In terms of the overall objectives of the Guidelines, this proposal;
Rationalizes and organizes development,
Protects existing views and privacy,
Improves quality,
Maintains the image of the Battery,
Rehabilitates an original Battery house.



Signal Hill House

Revised Development Application and Land Use Assessment Additional Information



Philip Pratt Architect

Sept 7, 2017

Discussion

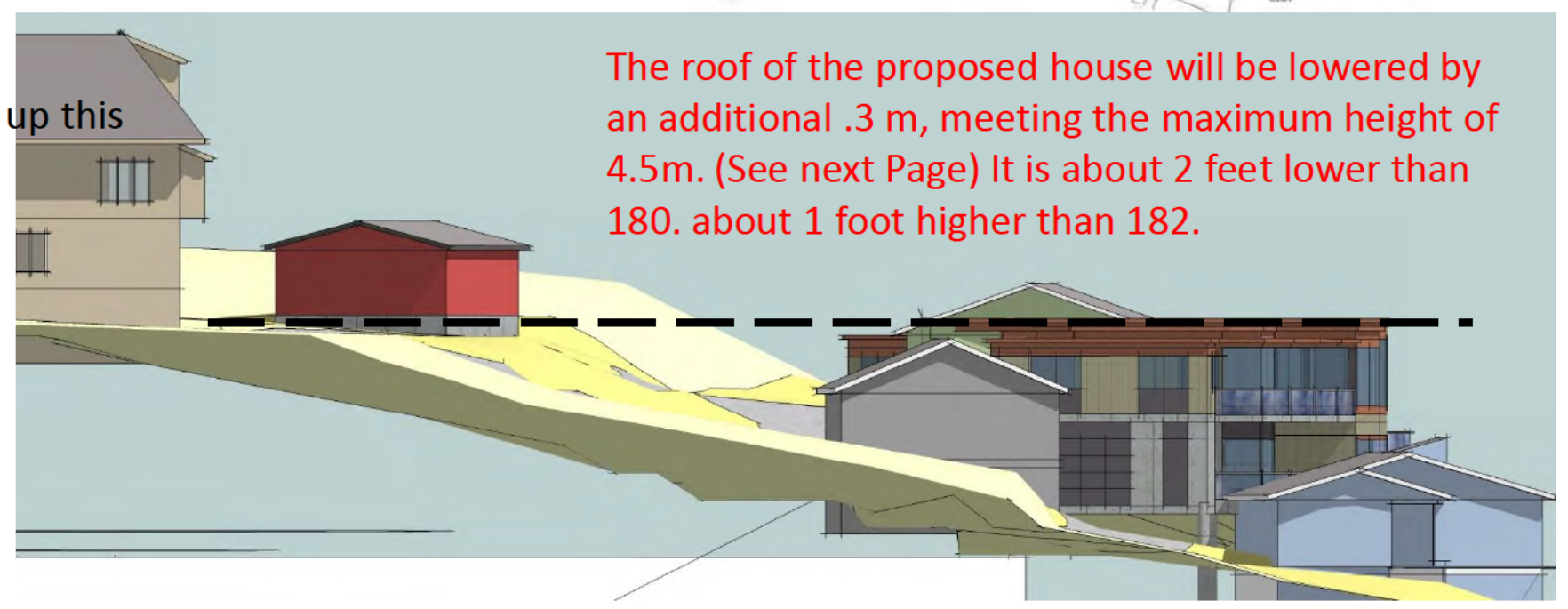
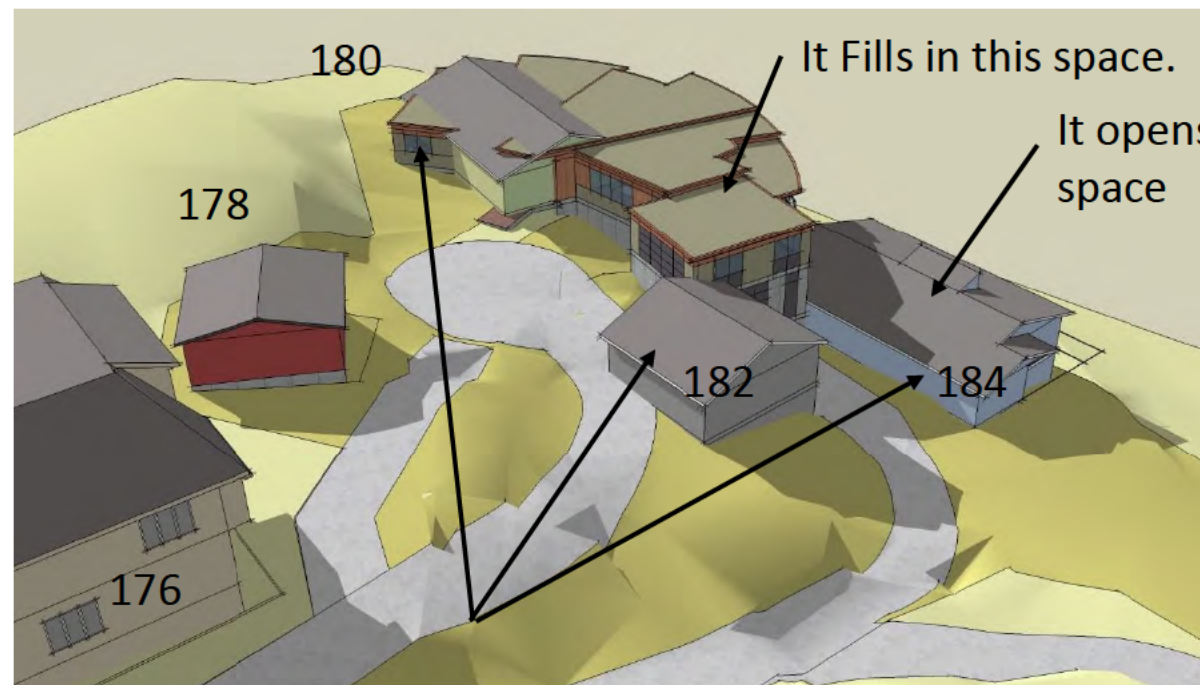
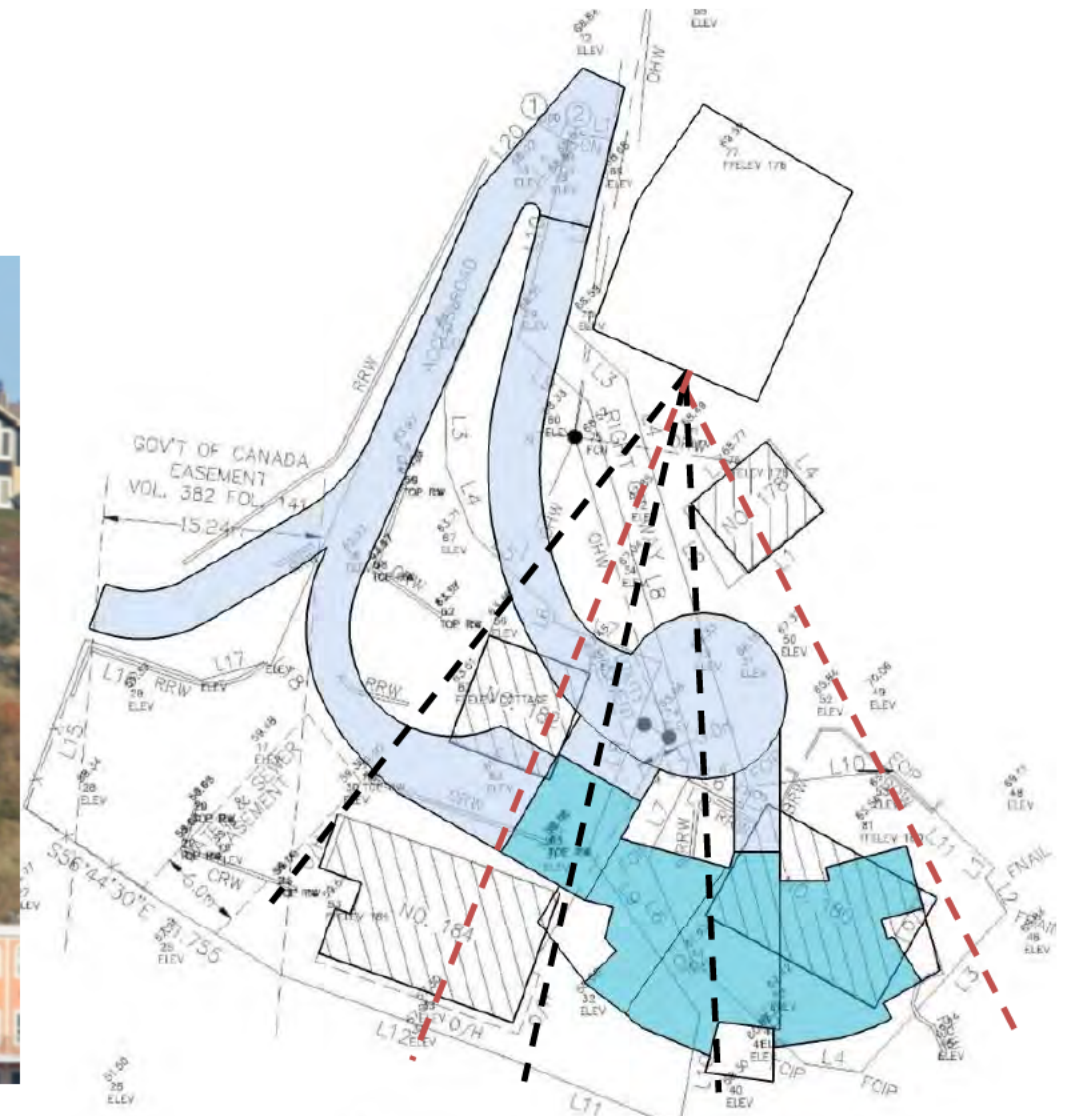
This proposed 1 storey, (2 down hill) single family house falls within, and meets the requirements of the CDA Battery zone.

It is slightly more complicated In respect to the Battery Overlay Guidelines. While the Overlay does not permit expansion of 182 and 184 and permits only small lateral additions to 178 and 180, it does however permit replacement of houses. In this case, we are maintaining one, and replacing three houses with one house. In terms of height, the new house is higher than 184, but lower than 180 and 178.

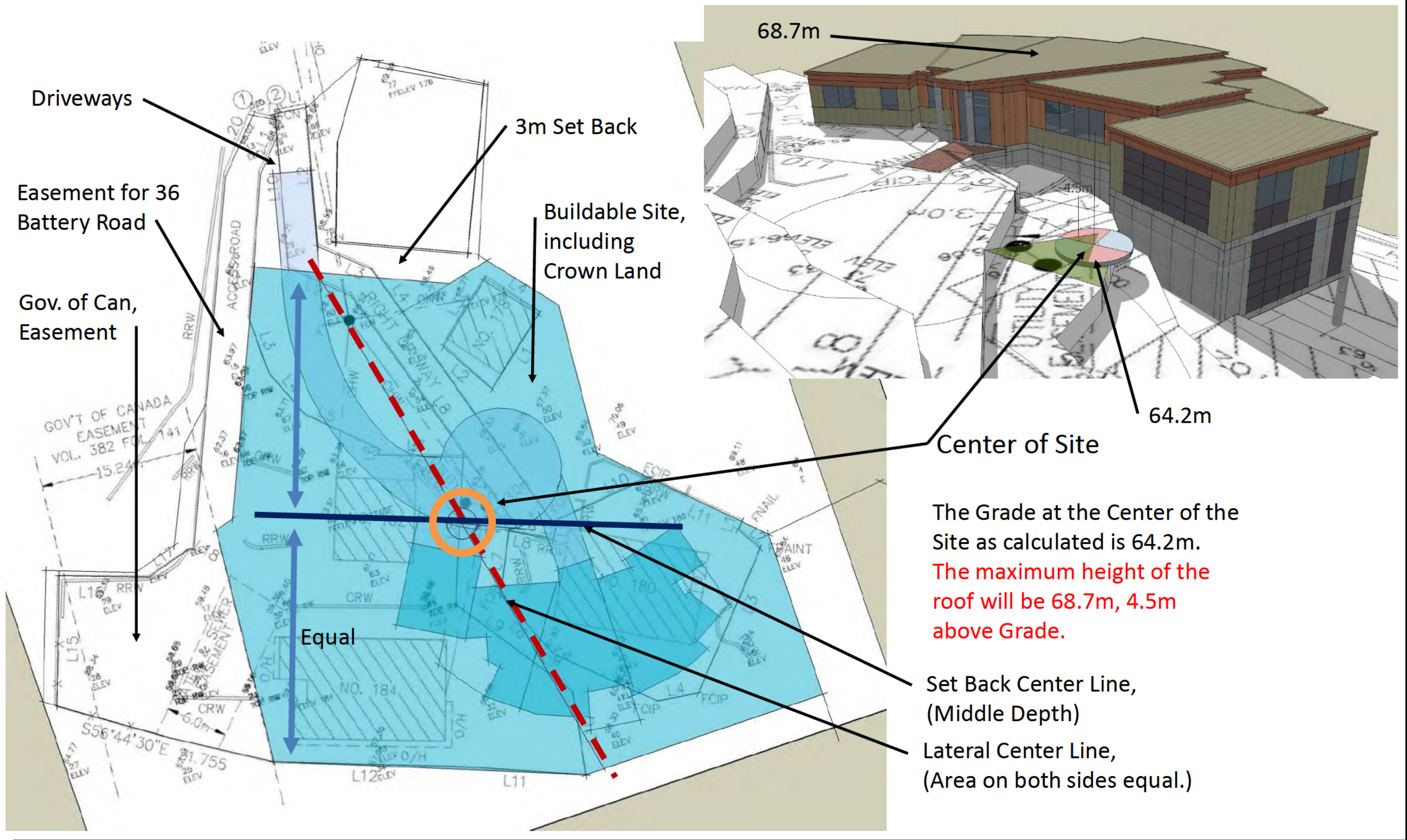
The lateral extent is less than that of the existing houses.

The footprint, 315m², and total area, 630M² of the new house is less than the combined totals of the three houses to be replaced. Their totals are 335m² and 670m².

While the new house has a different shape it actually has less lateral impact than exiting houses.



The roof of the proposed house will be lowered by an additional .3 m, meeting the maximum height of 4.5m. (See next Page) It is about 2 feet lower than 180. about 1 foot higher than 182.



View Analysis

Protection of View is a key components of the Guidelines, and the main concern in this case. It is worth being clear about definitions, and as specific as possible, because inevitably there is some subjectivity involved.

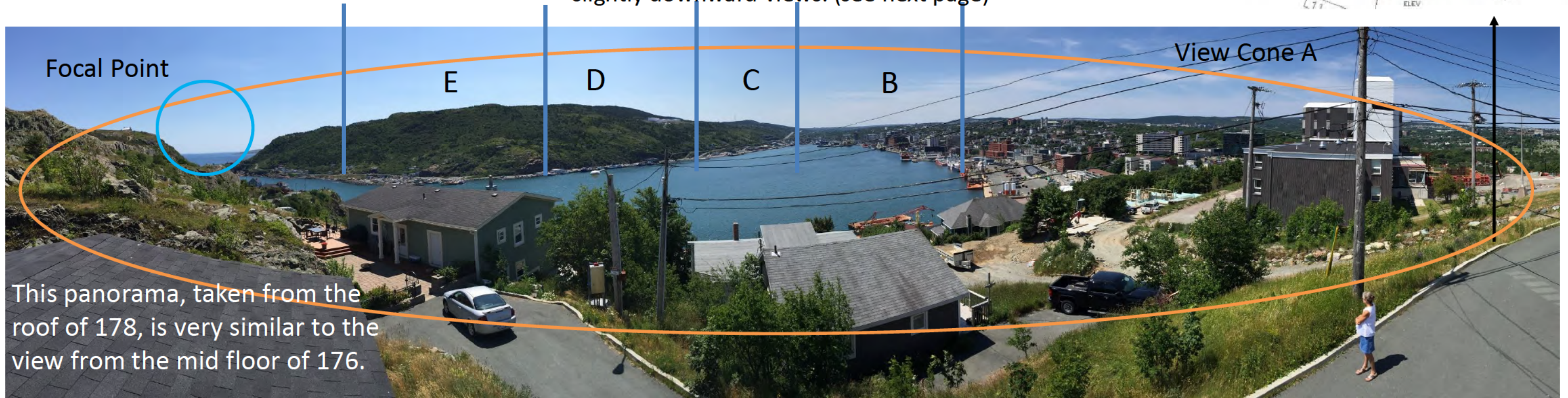
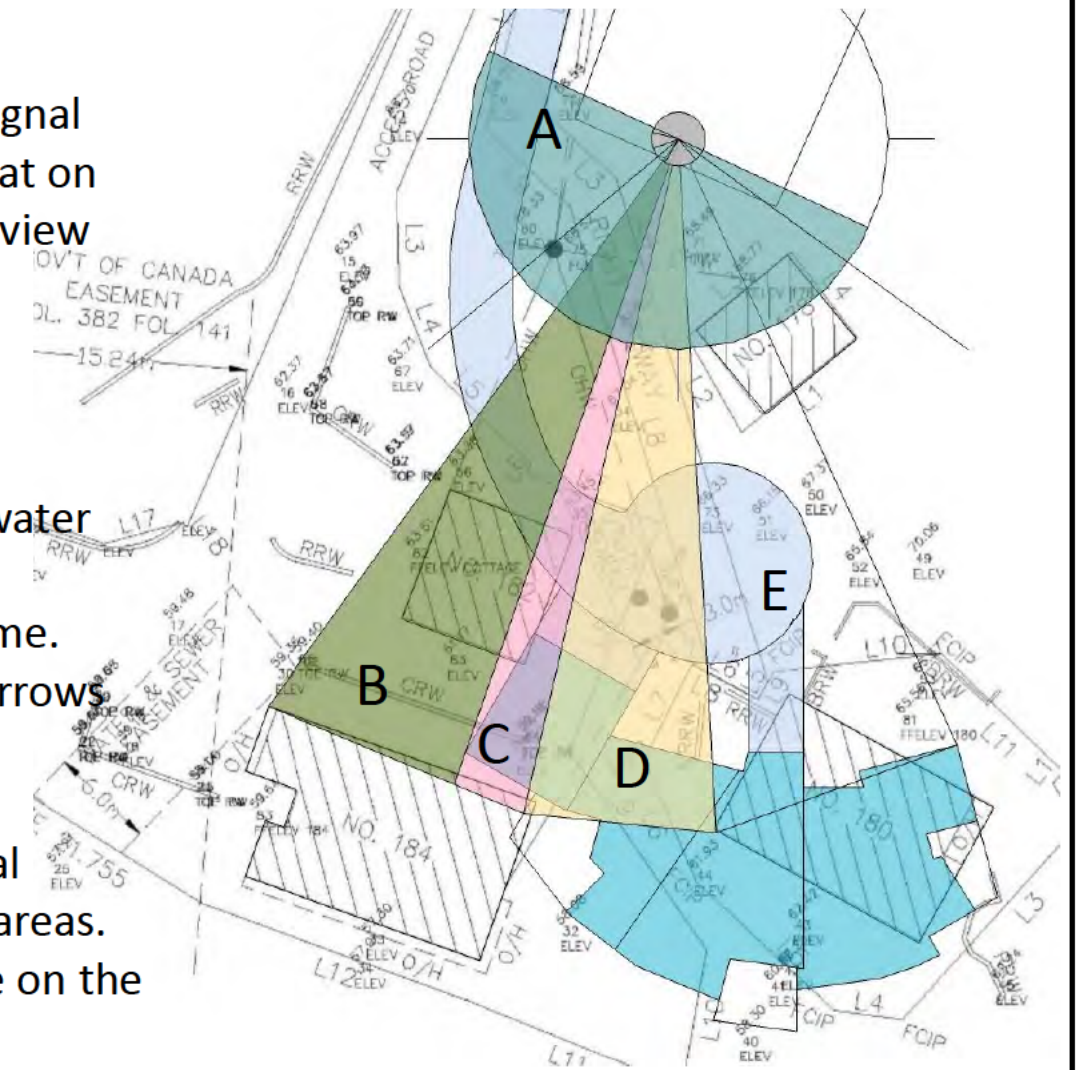
View Cone, is the total horizontal and vertical view
 A Focal Point, is a significant but focused area.
 A Glimpse is a small view such as between two Houses. It is only significant if it is the only view. The area between 180 and 184 would be a glimpse if not for the trees and poles, it would not be significant because it is only a small part of the view cone.
 The View Point is the place from which one views.

The Guidelines do not say that there should be no interference, but that it should be limited. The suggestion is 5%.

Net Impact

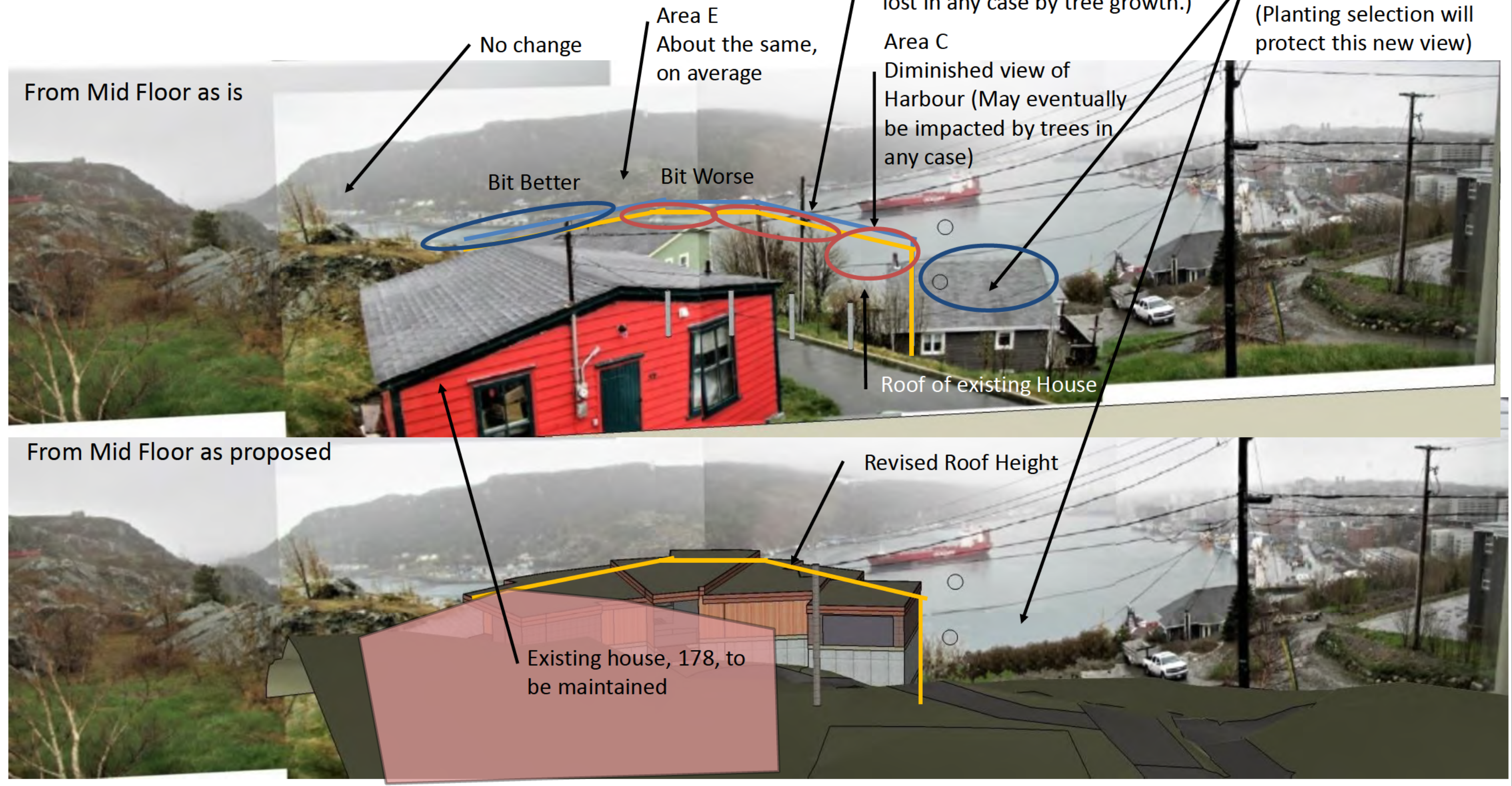
The projected views from Level 2 of #176 Signal Hill Road (as shown on next page) shows that on balance, while there is some change to the view cone, there is no or very little net loss. View Cone A is at least 180 deg. wide. Area B gains view, 2 houses removed. Area C loses view. Area D, between the houses, loses some water view, but is impacted by trees and poles. Area E, the area above 180, is about the same. Areas to the left and right, including the Narrows and Downtown have no change.

There is actually no impact on the horizontal (horizon line) panorama view in any of the areas. The Impacts, both positive and negative are on the slightly downward views. (see next page)



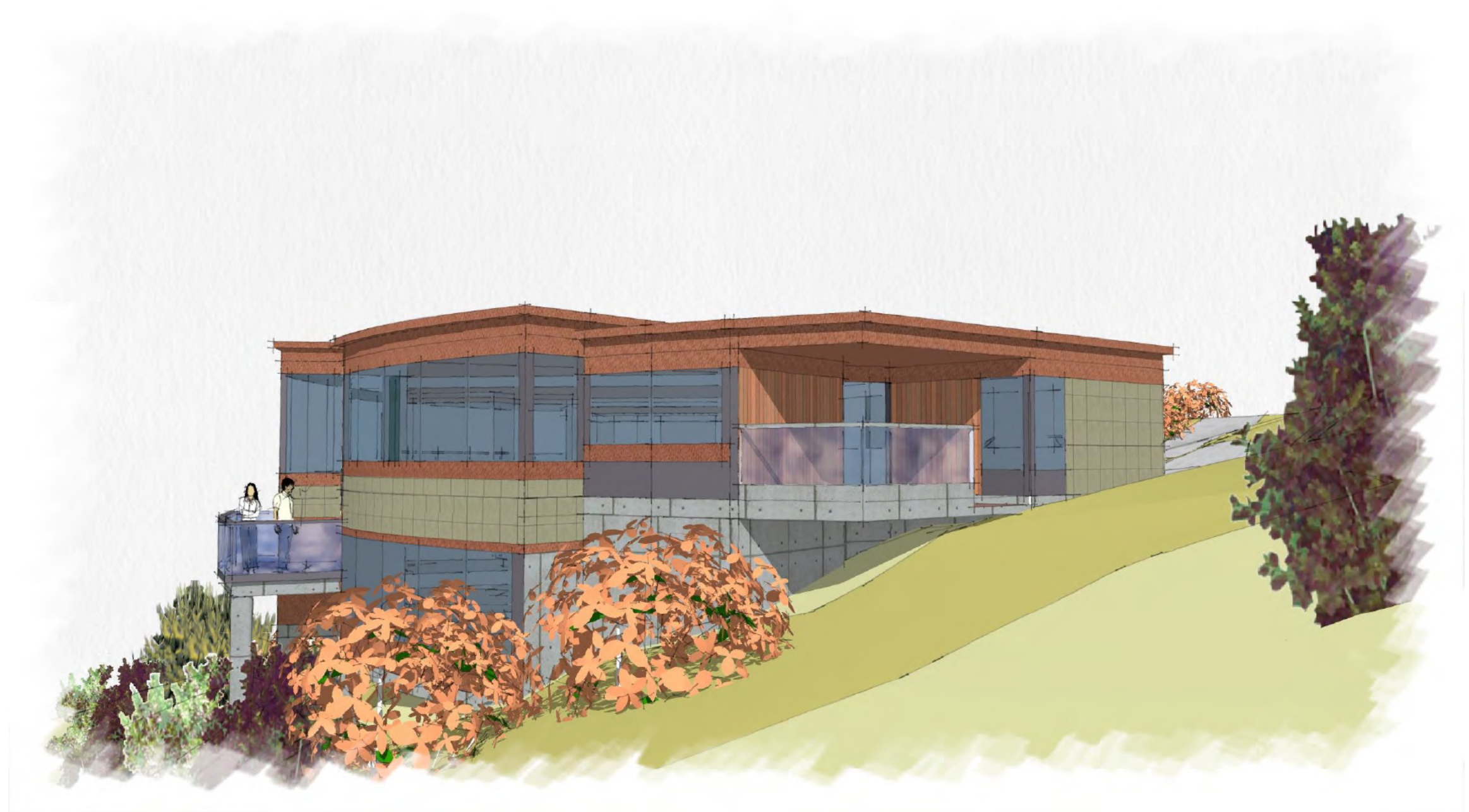
This panorama, taken from the roof of 178, is very similar to the view from the mid floor of 176.

These projected views have been based on stitched photos taken from 176 Signal Hill Road, and on a 3 D model of the site and proposed houses. There is some inherent distortion in the perspective views and focal length of lenses, however they are reasonably accurate, especially in the important central areas.



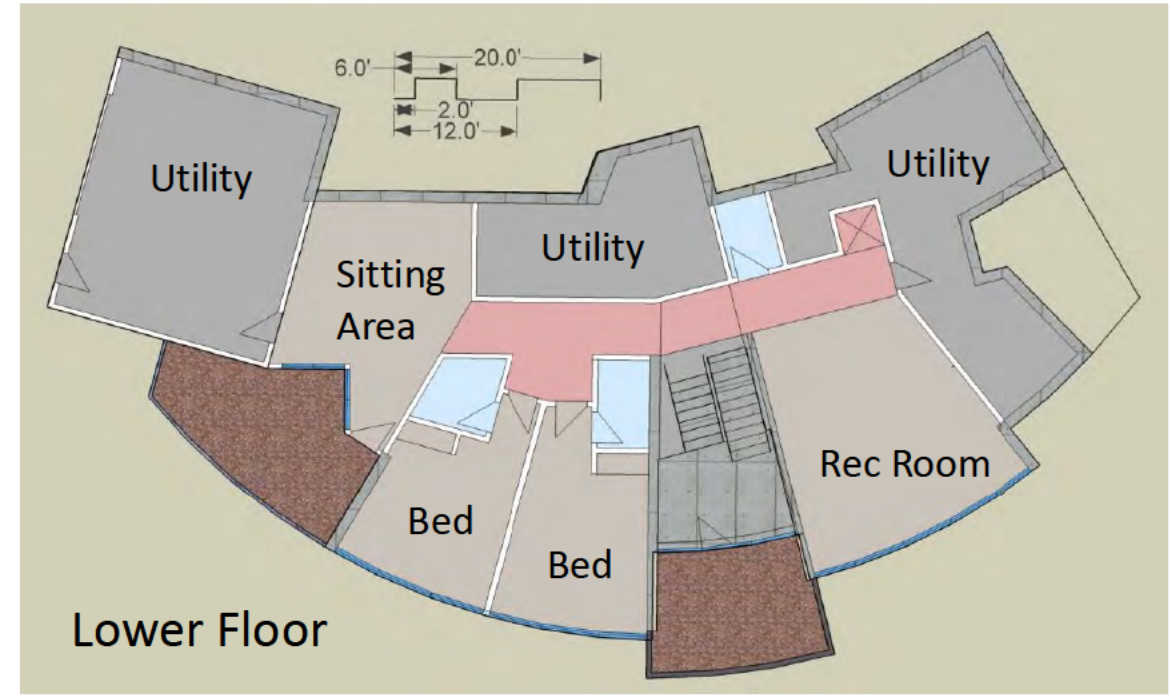
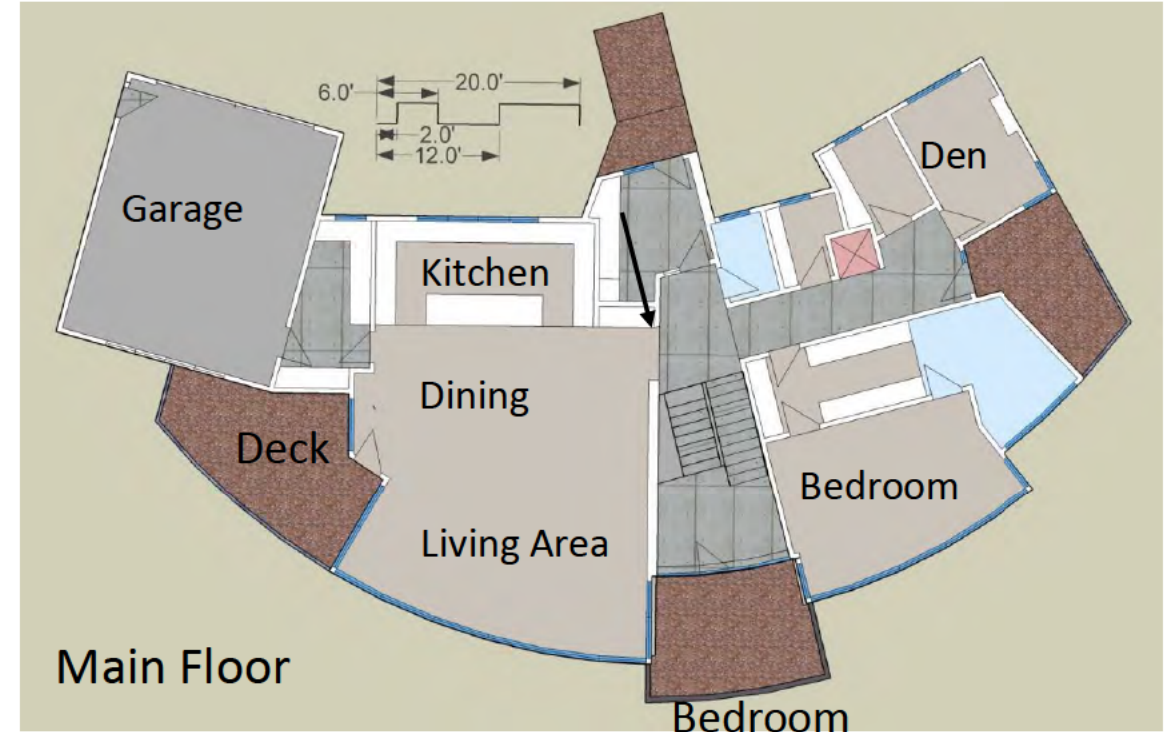
Signal Hill House

Revised Development Application and Land Use Assessment Summary and Overview



Philip Pratt Architect

October 31, 2017



Design Notes

The house is strongly influenced by the site, and Battery Guidelines.
 Only 1 story is visible on the uphill side, the lower floor is half underground.

Floor Areas (Gross includes Garage and Basement)

	Finished	Gross
Main Floor	2370sf.	3390sf.
Lower Floor	1786sf.	3390sf.
Total	4156sf.	6780sf.

Background

Lisa and Craig Dobbin have purchased four properties off of Murphy's Row on Signal Hill. The intention is to replace three of the four existing houses with one three bedroom single family house. The design has been modified several times in response to concerns expressed by an adjoining owner.

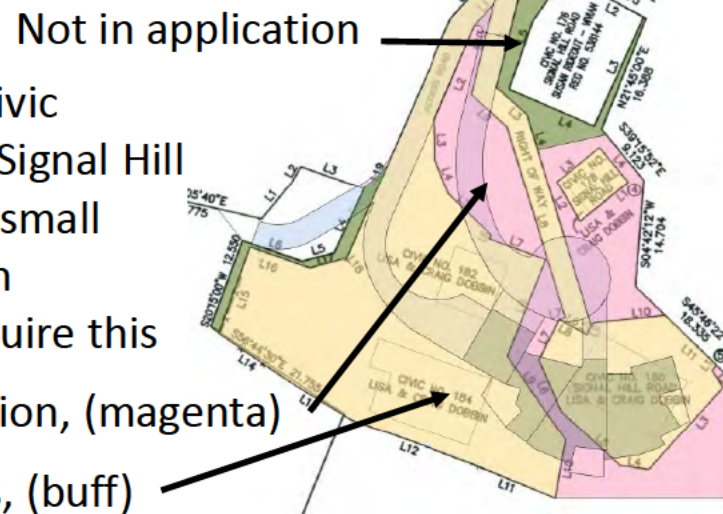
As part of the process, the owners will continue to work with the City and surrounding owners to improve shared access and site services, upgrade landscape, upgrade utilities, and to protect views in accordance with the Battery Development Guidelines.

Crown Land

The properties which comprise Civic numbers, 178, 180, 182, and 184 Signal Hill Road, are interspersed by several small irregular pieces of Crown Land. An application has been made to acquire this land.

Crown Land Application, (magenta)

Dobbin Properties, (buff)



As is condition when acquired

- 3 of 4 Houses are semi derelict.
- Unsightly utilities and City Lift Stn.
- Unsafe driveways.
- Haphazard Site Development
- Uncontained Tree Growth



Site Servicing Notes

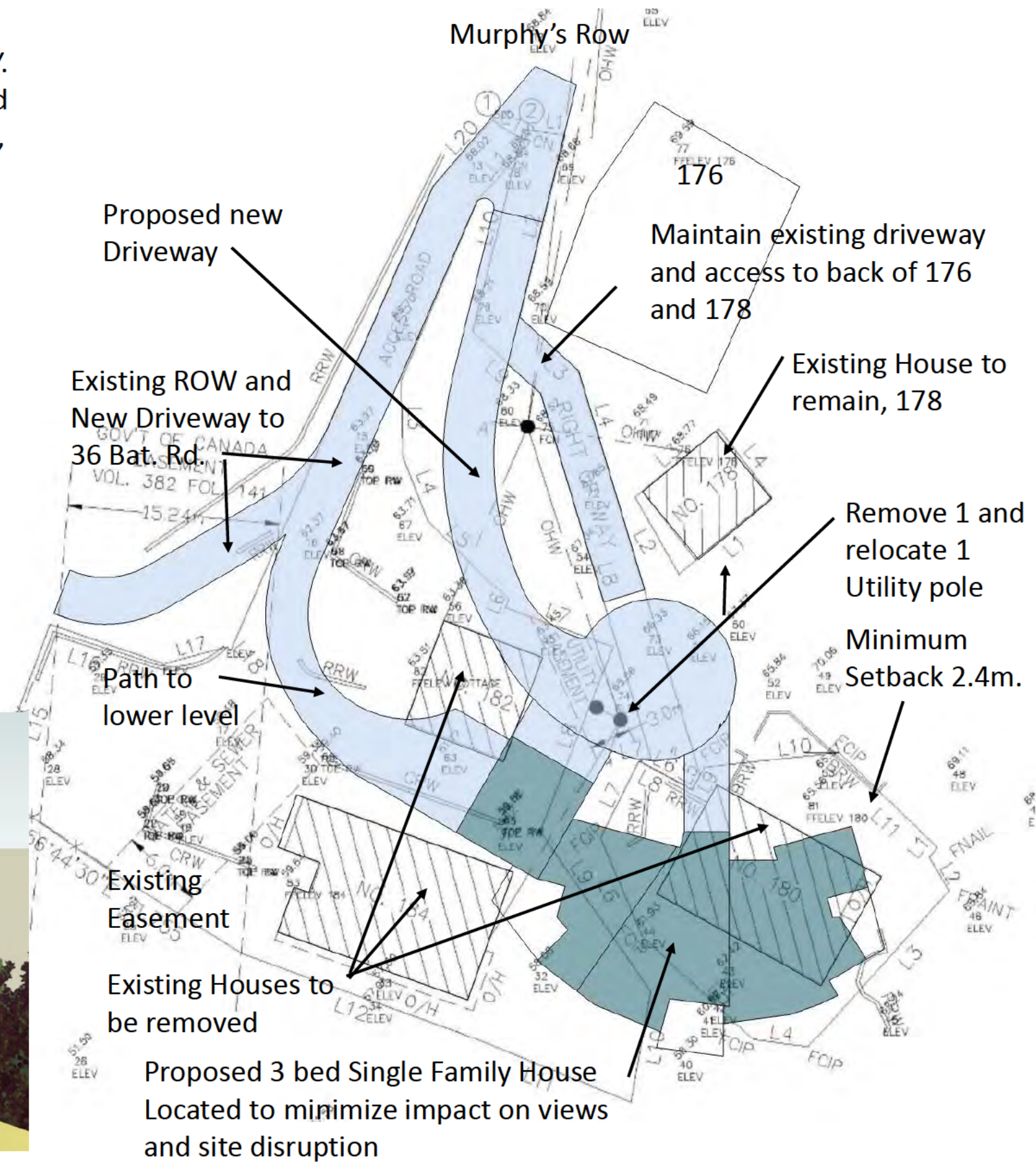
Site servicing will be coordinated with adjoining owners and the CITY. Detailed design will follow, but the principles include: reconfigure and replace 4 existing services, remove some existing poles and OH wires, reconfigure driveways and reduce grades to improve safety.

Landscape Design

Landscape will be professionally designed and executed. A key feature, although not required by the Guidelines, will be species and foliage control so that views from adjoining properties are not degraded over time, as is now the case.

Key Features

- The total footprint and floor area of the new house is less than the existing to be removed.
- The lateral extent of the house is smaller.
- Safer Driveways.
- Rationalized and less unsightly utilities.



Chronology

The properties were purchased in June and August of 2016. An application for Crown Land in Dec. 2016 was followed by a Development application and LUAR in May, 2017.

There were several cycles of redesign and submission in response to comments by Dr. S. Rideout-Vivian, owner of 176 Signal Hill road.

The final LUAR was submitted on August 3. The Planning and Development Committee recommended approval in September.

Key Concerns Raised

Include Crown Land, Property value, access to back of property, adherence to Guidelines. These have in general been addressed.

The main issue has been impact on Views from 176.



The House

Has a modern and contemporary design.

Muted colours and a broken form help the house blend into the hillside.

It does not intrude on the skyline.

It is similar in size to several neighbours.

Regulatory Issues

The CDA Signal Hill Zone permits Single Family Houses, The site is subject to St. John's Development Regulations section 10.47.3, and to the Battery Development Guidelines.

Battery Development Guidelines

Development control in the Battery has proved to be difficult because of the small irregular, mostly non conforming sites, These Guidelines, which are an additional layer of control, have been developed by the City.

Key objectives include:

- Protect existing private properties, especially views.
- Facilitate renovations, additions, and new construction.
- Provide a fair and transparent mechanism that:
 - Has criteria for new construction.
 - Allows the City to evaluate proposals objectively.

Process

There are two mechanisms;

A 'Footprint and Height Control Overlay' defines permitted change for each property. This is effectively a short form that facilitates design and evaluation.

A Land Use Assessment, which includes 3D modelling, is used for more complicated projects. This is the process used for this project.

View Analysis

Protection of View is a key components of the Guidelines. It is worth being clear about definitions, and as specific as possible, because inevitably there is some subjectivity involved.

View Cone, is the total horizontal and vertical view

A Focal Point, is a significant but focused area.

A Glimpse is a small view such as between two Houses. It is only significant if it is the only view.

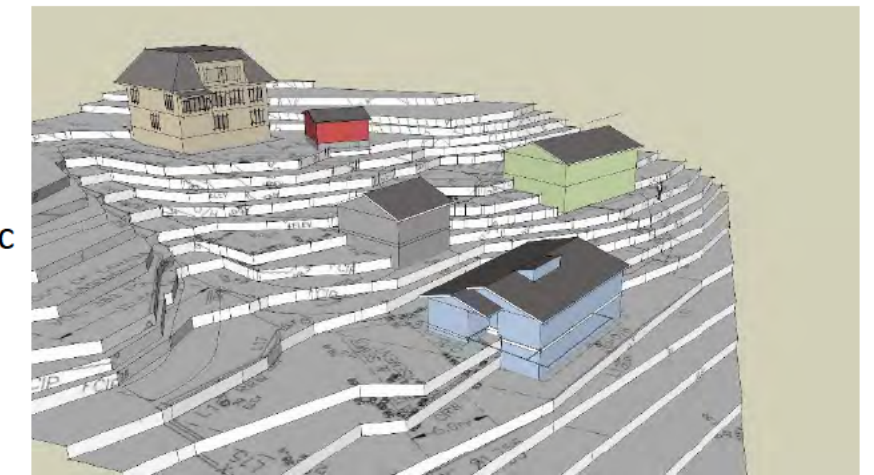
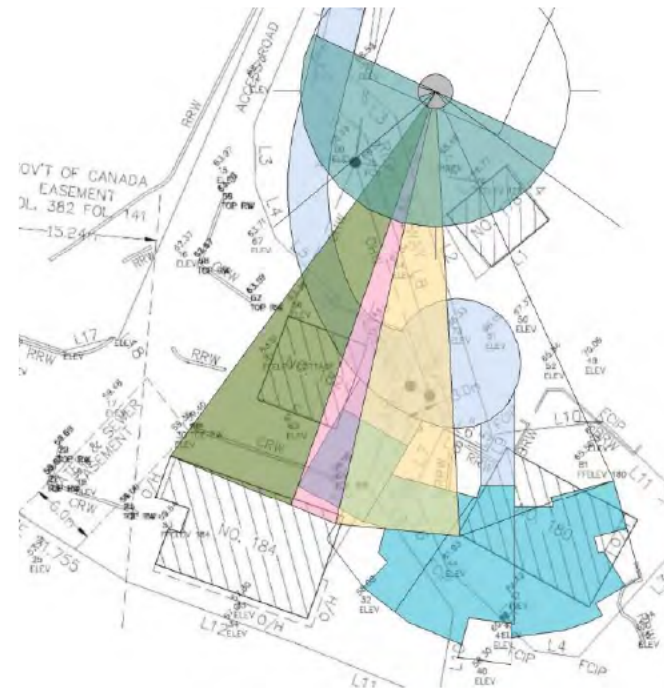
The View Point is the place from which one views.

The Guidelines anticipate that renovation or new construction can have some impact.

An acceptable criteria for interference of View has been established at 5%.

Methodology

Various forms of graphic analysis were used to determine the impact on view. 3D modelling, based on a detailed topographic survey proved to be most effective.



Detailed Topo Survey and 3D Model



Reference Point for Height Control



This panorama, taken from the roof of 178, is very similar to the view from the mid floor of 176.

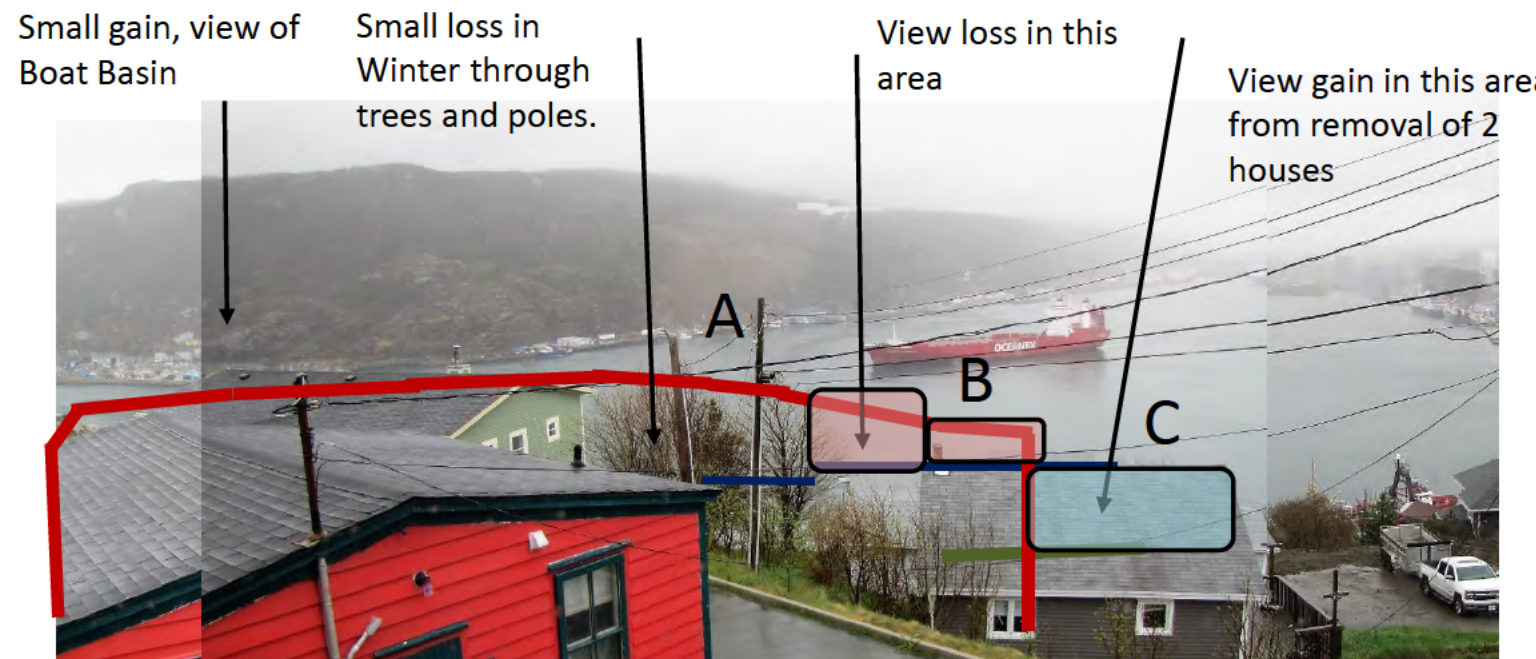
Process

A 3 D model of the proposed house is superimposed on the site model showing existing houses. The profile, in red, from the same angle, in this case the middle of the middle floor, is transferred to the photograph, showing impact, D.



Design Approach

The House has been designed to conform to the Guidelines. It overlaps with 180 and fills in an area A that is already compromised, view loss in B is offset by view gain in C. The net impact is very close to neutral.



Stitched Photographs taken from the View Point, eye level, middle of Mid Floor. Other View Points in the house show slightly different but basically similar impact

Overall Impact

The overall impact D is a relatively small part of the total view cone. It is certainly less than the 5% criteria.





The House

This is a 3 Bedroom Single Family house. It is smaller in total than the 3 it replaces. The design is modern and contemporary. Muted Colours and a broken form do not stand out against the hillside. It is 1 story on the uphill side, 2 downhill, and does not protrude on the skyline. With a finished area of 415sf. It is similar in size to several others nearby.

Is designed and located to protect the Views from uphill.

The Site

It improves services, removes a City Lift Stn., and removes visual clutter. Landscape will protect long term views. Driveway safety is improved. It removes 2 and renovates 1 semi derelict structure.

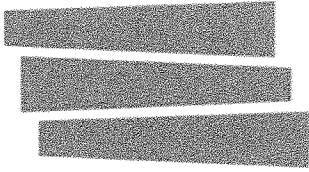
Regulations

It conforms with area Zoning. It is designed and conforms to all aspects the Battery Guidelines.

Ongoing

We will continue to work with the City and surrounding owners to improve and protect the area. By redeveloping a disorganized group of properties it will improve property values.





NEWFOUNDLAND & LABRADOR
HISTORIC TRUST
— est 1966 —

14 November 2017

City of St. John's
P.O. Box 908
St. John's NL A1C 5M2

Attention: Danny Breen, Sheilagh O'Leary, Deanne Stapleton, Hope Jamieson, Jamie Korab, Ian Froude, Wally Collins, Maggie Burton, Dave Lane, Sandy Hickman, Debbie Hanlon

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

Re: Proposal for 6,780 square foot Single Family Home at 180, 182 and 184 Signal Hill Road (the "Proposed House")

The Proposed House does not meet the requirements of the Footprint and Height Control Overlay ("Overlay") developed in the Battery Guideline Development Study ("Battery Study") and ultimately adopted (with minor modification) as an appendix to the Development Regulations.¹ The Overlay requires that new structures in the Battery be confined to the footprint of an existing structure.² The decision to approve or not approve this project is, therefore, a discretionary decision of Council. The issue is whether the Land Use Assessment Report (LUAR) "...demonstrates to Council's satisfaction that the proposed development is acceptable."³

The wording quoted above comes from the Battery Guideline Development Study ("Battery Study"), which states, "In the case that an owner wants to expand or build in excess of the Overlay, the onus should be on them to demonstrate through a L.U.A.R. that it

¹ Development Regulation Appendices are here:

http://www.stjohns.ca/sites/default/files/CSJ_FileUpload/Planning/Development%20Regulations%20Appendices%20September%20202017.pdf

² The Overlay states: "**Building a new replacement house is possible as long as it is no bigger than the existing, on the same footprint and conforms to these guidelines.**"

³ Development Regulations, s. 7.28

The Newfoundland Historic Trust is a non-profit, membership-driven organization dedicated to the preservation of the built heritage of Newfoundland and Labrador through advocacy, research and education since 1966.

PO Box 2403, St. John's, Newfoundland and Labrador, Canada, A1C 6E7

www.historictrust.ca

is an acceptable development.”⁴ The determination of whether the Proposed House is acceptable must be made with reference to the analysis and discussion contained in the Battery Study. The architect of the Proposed House, Philip Pratt, recognizes that the contents of the Battery Study must inform the assessment of what is “acceptable.” In materials he has submitted to Council he has stated that, “The site is subject to St. John’s Development Regulations...and to the Battery Development Guidelines.”⁵ Mr. Pratt describes the Guidelines as, “...an additional layer of control.”⁶

The restrictions on size in the Overlay are described by the author of the Battery Study as **“...the key recommendation. Controlling the size of buildings is the only way to protect views and the image of The Battery.”**⁷ When the Overlay is not being complied with, the overriding concern is to “...protect the image of the Battery.”⁸ Expansion of existing structures should “...not visually stand out...”⁹ Per the Battery Study, a building stands out if it is:

1. Bigger than the norm (out of scale)
2. Out of proportion
3. On the skyline or along against the hillside
4. Brightly coloured or otherwise in contrast with its neighbours.¹⁰

With new construction, the Battery Study identified five key components that make a house stand out:

1. Size – If the house is noticeably larger than average.
2. Colour – If it is bright or distinctive.
3. Style – If it is definable or out of context, such as mansard roof or neo Victorian.
4. Form – If the house is not fairly square and plain.
5. Location – If it is visible on the skyline or isolated against the hillside.¹¹

The Proposed House “stands out.” Building footprints in the Battery measured 667 square feet, on average, in 2004.¹² Dr. Rideout’s house, 176 Signal Hill Road, has a footprint

⁴ Battery Study, p. 22

⁵ Signal Hill House Revised Development Application and Land Use Assessment Summary and Overview dated October 31, 2017, p. 4

⁶ Signal Hill House Revised Development Application and Land Use Assessment Summary and Overview dated October 31, 2017, p. 4

⁷ Battery Study, p. 22

⁸ Battery Study, p. 14

⁹ Battery Study, p. 14

¹⁰ Battery Study, p. 14

¹¹ Battery Study, p. 10

¹² Battery Study, Figure 4.4 E bullet point 7 [this page is not numbered but it follows page 15 in the Battery Study]


of 900 square feet. The Proposed House has a footprint of 3,390 square feet.¹³ **At 5 times larger than the average footprint and 3.7 times larger than the footprint of Dr. Rideout's house, the footprint of the Proposed House is substantially larger than average.**

The square footage of the Proposed House is also substantially larger than average. Dr. Rideout's house at 176 Signal Hill Road is 2,700 square feet. Her house is described in the Overlay as being "large for the area" and "out of proportion." At 6,780 square feet, the Proposed House is 2.5 times larger than Dr. Rideout's.

Size and scale are the primary concerns with the Proposed House. There are other concerns, however: Although there is an effort made to respond to the area's natural (rather than built) features, the design does not make any references to the historic character of the area and the proposed materials (redwood, concrete, and copper) are not contextual. The design is **distinctive** and the style is out of context for the Battery. The form is not fairly square and plain, as recommended in the Battery Study. Additionally, developments like this one reduce density – the property owners are proposing turning three single family homes into one.

Council has the opportunity to start improving this part of the Battery and to stop the creep of inappropriate and out of scale buildings. Prior to a vote on this application, the Trust believes that Council should consult with the Built Heritage Experts Panel for its recommendation with respect to the proposal. Given the importance of this historic neighbourhood to the City, any recommendation from the Built Heritage Experts Panel should be made public.

Sincerely,



for: **Dr. Cory Thorne, President**
NEWFOUNDLAND AND LABRADOR HISTORIC TRUST

Cc – Cheryl Mullett

Enclosure – Battery Development Guideline Study

¹³ Signal Hill House Revised Development Application and Land Use Assessment Summary and Overview dated October 31, 2017, p. 1

The Newfoundland Historic Trust is a non-profit, membership-driven organization dedicated to the preservation of the built heritage of Newfoundland and Labrador through advocacy, research and education since 1966.

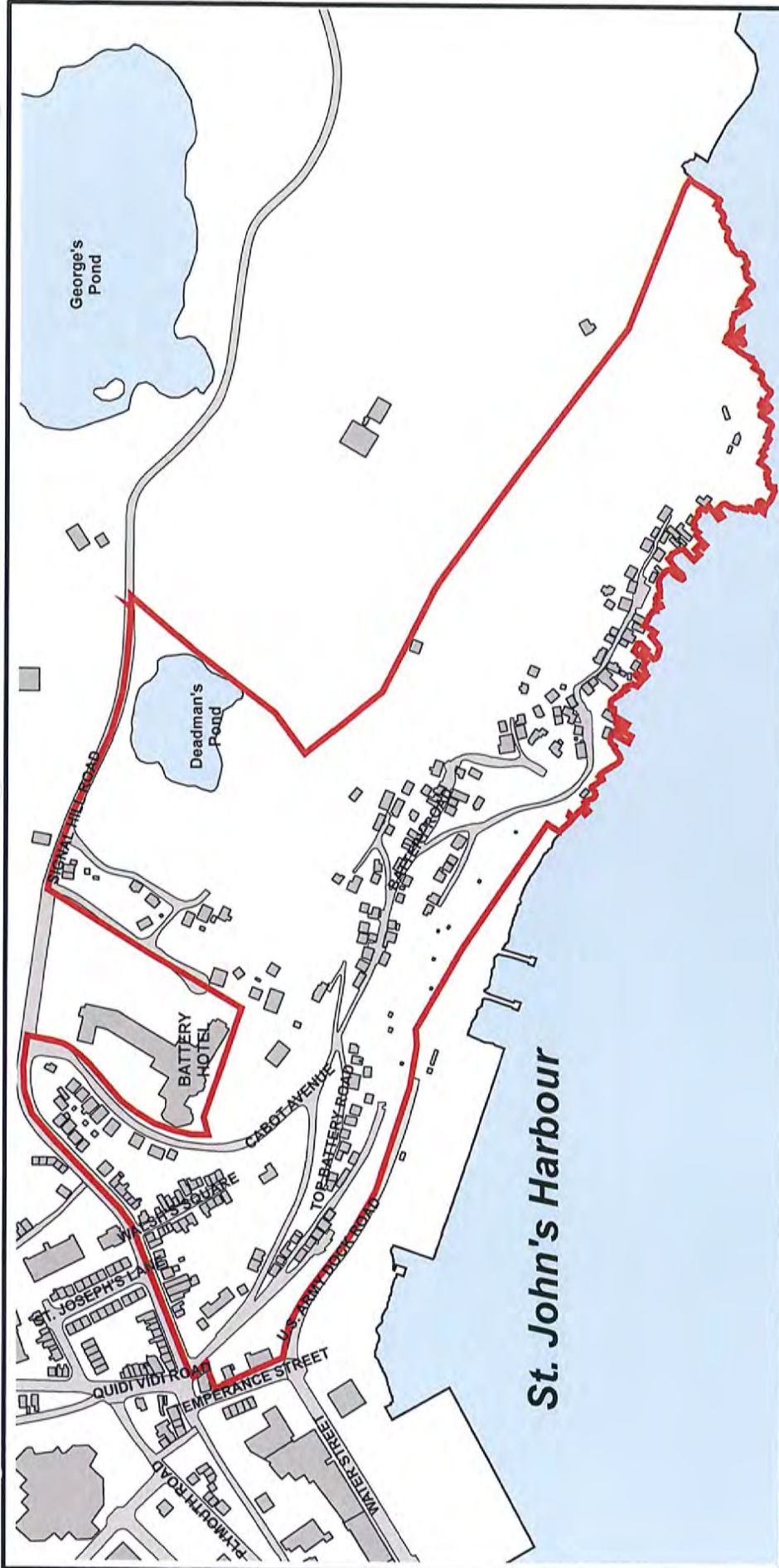
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APPENDIX VII – Map I – Battery Development Area

And

Footprint and Height Control Overlay



**CITY OF ST. JOHN'S
DEVELOPMENT REGULATIONS
[MAP 1]**

 BATTERY DEVELOPMENT AREA

M.C.I.P. signature and seal

Mayor

Director of Corporate Services/City Clerk

Council Adoption

Provincial Registration

ST. JOHN'S

Scale = 1:5000 DEPARTMENT OF PLANNING Gazette Date: July 24, 2009

Appendix A: Footprint and Height Control Overlay for the Battery Development Area

June 2009

Street & Civic Number	Vertical Expansion	Horizontal Expansion
Battery Road		
4 Battery Road	NO/HA3	P/R3
6 Battery Road	NO/HA3	P/R3
8 Battery Road	NO/HA3	P/R3
10 Battery Road	NO/HA3	P/R3
12 Battery Road	NO/HA3	P/R3
14 Battery Road	NO/HA3	P/R3
16 Battery Road	NO/HA3	P/R3
22 Battery Road	NO/HA3	P/R3
24 Battery Road	NO/HA3	P/R3
34 Battery Road	NO/SIZE	NO/SPACE
42 Battery Road	V1	PB
44 Battery Road	NO/SIZE	PB
46 Battery Road	V1	PB
50 Battery Road	NO/SIZE	PB
51 Battery Road	NO/VIEW	PB
53 Battery Road	NO/VIEW	PB
54 Battery Road	NO/VIEW	NO/SPACE
55 Battery Road	NO/VIEW	PB
56 Battery Road	V1	PB
57 Battery Road	NO/VIEW	PB
58 Battery Road	NO/VIEW	PB
59 Battery Road	NO/VIEW	PB
60 Battery Road	NO/VIEW	NO/SPACE
63 Battery Road	NO/VIEW	NO/VIEW
64 Battery Road	NO/VIEW	PB
65 Battery Road	NO/VIEW	PB
67 Battery Road	NO/VIEW	NO/VIEW
68 Battery Road	NO/VIEW	PB
70 Battery Road	NO/VIEW	PB
71 Battery Road	NO/VIEW	PL
72 Battery Road	NO/VIEW	NO/SPACE
74 Battery Road	NO/VIEW	NO/SPACE
75 Battery Road	V1	NO/SPACE
76 Battery Road	NO/VIEW	PF
80 Battery Road	NO/VIEW	NO/SPACE
82 Battery Road	NO/VIEW	NO/SPACE
84 Battery Road	NO/VIEW	NO/SPACE
86 Battery Road	NO/VIEW	NO/SPACE
88 Battery Road	NO/VIEW	NO/LOC
90 Battery Road	V1	PB

Street & Civic Number	Vertical Expansion	Horizontal Expansion
Lower Battery Road		
1 Lower Battery Road	NO/VIEW	NO/SPACE
2 Lower Battery Road	NO/VIEW	NO/SPACE
3 Lower Battery Road	NO/VIEW	NO/SPACE
4 Lower Battery Road	V1	NO/SPACE
Middle Battery Road		
1 Middle Battery Road	NO/VIEW	NO/SPACE
2 Middle Battery Road	NO/VIEW	NO/SPACE
3 Middle Battery Road	NO/VIEW	NO/SPACE
5 Middle Battery Road	NO/SIZE	NO/SPACE
6 Middle Battery Road	NO/SIZE	NO/SPACE
7 Middle Battery Road	NO/SIZE	PB
9 Middle Battery Road	NO/VIEW	NO/SPACE
10 Middle Battery Road	NO/VIEW	NO/SPACE
14 Middle Battery Road	NO/VIEW	PF
15 Middle Battery Road	NO/VIEW	PF
Top Battery Road		
1 Top Battery Road	NO/SPACE	NO/SPACE
2 Top Battery Road	V1	NO/SPACE
3 Top Battery Road	V1	NO/SPACE
4 Top Battery Road	V1	NO/SPACE
5 Top Battery Road	V1	PB
6 Top Battery Road	NO/SPACE	PB
7 Top Battery Road	V1	PF
8 Top Battery Road	NO/SPACE	NO/SPACE
9 Top Battery Road	V1	NO/SPACE
10 Top Battery Road	V1	PL
East Middle Battery Road		
1 East Middle Battery Road	V1	PB
2 East Middle Battery Road	V1	PB
4 East Middle Battery Road	V1	PB
5 East Middle Battery Road	NO/VIEW	PB
6 East Middle Battery Road	NO/VIEW	PB
7 East Middle Battery Road	NO/VIEW	NO/SPACE

Street & Civic Number	Vertical Expansion	Horizontal Expansion
Outer Battery Road		
1 Outer Battery Road	NO/VIEW	PF
2 Outer Battery Road	V1	NO/SIZE
3 Outer Battery Road	NO/VIEW	NO/SIZE
4 Outer Battery Road	NO/VIEW	NO/VIEW
6 Outer Battery Road	NO/VIEW	NO/VIEW
7 Outer Battery Road	NO/VIEW	NO/VIEW
13 Outer Battery Road	NO/VIEW	NO/SPACE
14 Outer Battery Road	NO/VIEW	NO/VIEW
15 Outer Battery Road	NO/VIEW	PR, PB
16 Outer Battery Road	NO/VIEW	PB
17 Outer Battery Road	NO/VIEW	NO/SIZE
18 Outer Battery Road	NO/VIEW	PB
19 Outer Battery Road	NO/VIEW	NO/VIEW
22 Outer Battery Road	V1	PB
23 Outer Battery Road	NO/VIEW	PB
24 Outer Battery Road	NO/VIEW	NO/SPACE
26 Outer Battery Road	NO/VIEW	PB
28 Outer Battery Road	NO/VIEW	NO/SPACE
29 Outer Battery Road	NO/VIEW	NO/VIEW
33 Outer Battery Road	NO/VIEW	PB
36 Outer Battery Road	NO/VIEW	PB
37 Outer Battery Road	NO/VIEW	NO/VIEW
38 Outer Battery Road	NO/VIEW	PB
40 Outer Battery Road	NO/VIEW	NO/VIEW
42 Outer Battery Road	NO/VIEW	PB
43 Outer Battery Road	NO/VIEW	NO/VIEW
45 Outer Battery Road	V1	PB
52 Outer Battery Road	NO/VIEW	NO/VIEW
Cabot Avenue		
1 Cabot Avenue	NO/HA3	PR3
3 Cabot Avenue	NO/HA3	PR3
5 Cabot Avenue	NO/HA3	PR3
7 Cabot Avenue	NO/HA3	PR3
9 Cabot Avenue	NO/HA3	PR3
11 Cabot Avenue	NO/HA3	PR3
13 Cabot Avenue	NO/HA3	PR3
36 Cabot Avenue	NO/VIEW	NO/VIEW

Street & Civic Number	Vertical Expansion	Horizontal Expansion
Hipditch Hill		
1 Hipditch Hill	NO/VIEW	NO/VIEW
2 Hipditch Hill	NO/VIEW	NO/SPACE
4 Hipditch Hill	V1	NO/VIEW
6 Hipditch Hill	V1	PR, PB
9 Hipditch Hill	V1	PB
10 Hipditch Hill	NO/LOC	NO/LOC
11 Hipditch Hill	V1	PB
14 Hipditch Hill	V1	PL
17 Hipditch Hill	NO/VIEW	NO/VIEW
18 Hipditch Hill	NO/VIEW	PR, PB
Fort Waldegrave		
1 Fort Waldegrave	NO/VIEW	NO/VIEW
2 Fort Waldegrave	NO/VIEW	NO/SPACE
3 Fort Waldegrave	NO/VIEW	NO/VIEW
4 Fort Waldegrave	NO/VIEW	PL
6 Fort Waldegrave	NO/VIEW	NO/SPACE
8 Fort Waldegrave	NO/VIEW	NO/SPACE
10 Fort Waldegrave	NO/VIEW	NO/SPACE
11 Fort Waldegrave	NO/VIEW	NO/VIEW
12 Fort Waldegrave	V1	PL
Walsh's Square		
2 Walsh's Square	NO/HA3	PR3
3 Walsh's Square	V1	PR3
4 Walsh's Square	NO/HA3	PR3
5 Walsh's Square	NO/HA3	PR3
6 Walsh's Square	NO/HA3	PR3
7 Walsh's Square	NO/HA3	PR3
9-11 Walsh's Square	V1	PR3
10 Walsh's Square	NO/HA3	PR3
12 Walsh's Square	NO/HA3	PR3
14 Walsh's Square	NO/HA3	PR3
15 Walsh's Square	NO/HA3	PR3
16 Walsh's Square	NO/HA3	PR3
17 Walsh's Square	NO/HA3	PR3
18 Walsh's Square	NO/HA3	PR3
19 Walsh's Square	NO/HA3	PR3
20 Walsh's Square	NO/HA3	PR3
21 Walsh's Square	NO/HA3	PR3
22 Walsh's Square	NO/HA3	PR3
23 Walsh's Square	NO/HA3	PR3
27 Walsh's Square	NO/HA3	PR3

Street & Civic Number	Vertical Expansion	Horizontal Expansion
Signal Hill Road		
12 Signal Hill Road	V1	PR3
14 Signal Hill Road	NO/HA3	PR3
16 Signal Hill Road	NO/HA3	PR3
18 Signal Hill Road	V1	PR3
20 Signal Hill Road	V1	PR3
20A Signal Hill Road	NO/HA3	PR3
22 Signal Hill Road	NO/HA3	PR3
24 Signal Hill Road	NO/HA3	PR3
26 Signal Hill Road	NO/HA3	PR3
30 Signal Hill Road	NO/HA3	PR3
32 Signal Hill Road	NO/HA3	PR3
38 Signal Hill Road	NO/HA3	PR3
40 Signal Hill Road	NO/HA3	PR3
44 Signal Hill Road	NO/HA3	PR3
46 Signal Hill Road	NO/HA3	PR3
48 Signal Hill Road	NO/HA3	PR3
50 Signal Hill Road	NO/HA3	PR3
52 Signal Hill Road	NO/HA3	PR3
54 Signal Hill Road	NO/HA3	PR3
56 Signal Hill Road	NO/HA3	PR3
58 Signal Hill Road	NO/HA3	PR3
60 Signal Hill Road	NO/HA3	PR3
62 Signal Hill Road	NO/HA3	PR3
70 Signal Hill Road	NO/HA3	PR3
100 Signal Hill Road	NO/SIZE	NO/SIZE
150 Signal Hill Road	NO/HA3	PR3
152 Signal Hill Road	NO/HA3	PR3
156 Signal Hill Road	Possible one storey infill	
158 Signal Hill Road	V1	PB
162 Signal Hill Road	V1	PL
164 Signal Hill Road	V1	PL
166 Signal Hill Road	V1	PR
168 Signal Hill Road	NO/SIZE	NO/SIZE
170 Signal Hill Road	NO/VIEW	PB
172 Signal Hill Road	Possible one storey infill	
176 Signal Hill Road	NO/SIZE	NO/SIZE
178 Signal Hill Road	NO/VIEW	PB
180 Signal Hill Road	NO/VIEW	PL, PB
182 Signal Hill Road	NO/VIEW	NO/SIZE
184 Signal Hill Road	NO/VIEW	NO/SIZE

LEGEND

Vertical Expansion

No = no, not permitted
V1 = 1 storey addition possible

Horizontal Expansion

No = No
P = Possible, subject to ownership, suitability of land and zoning requirements

PF = Possible Front (when viewed from road)
PL = Possible Left (when viewed from road)
PR = Possible Right (when viewed from road)
PB = Possible Back (when viewed from road)
PR3 = Possible, subject to R3 zone requirements

NO/ - Reasons for not permitting expansion

NO/HA3 = does not conform to HA3 guidelines
NO/VIEW = probable interference with existing or potential views
NO/SIZE = existing building or expansion is large for area or is out of proportion
NO/SPACE = not enough space around building
NO/LO = inappropriate location

Notes

- A horizontal expansion can be no higher than the height of the existing building
- A peaked roof is considered a storey
- Building a new replacement house is possible as long as it is no bigger than the existing, on the same footprint and conforms to these guidelines
- These guidelines are not intended to apply to minor adjustments as required for life safety

FINAL DRAFT REPORT

The Battery Development Guideline Study

Prepared for:

The City of St. John's
P. O. Box 908
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June 14, 2004

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Appendix A

Proposed Modifications to Existing Zone Designations

Appendix B

Proposed Changes to Heritage Area Guidelines for The Battery

Appendix C

Footprint and Height Control Overlay

1.0 INTRODUCTION

1.1 BACKGROUND

Two recent studies, the “St. John’s Heritage Areas, Heritage Buildings and Public Views Study” (Heritage & Views Study), and the “Downtown St. John’s Strategy for Economic Development and Heritage Preservation” (Downtown Strategy) have recognized the importance of The Battery as a good place to live, and as a tourism and quality of life resource for the City. At the same time, the studies recognized that there are increasing pressures to redevelop properties in the area, leading to a concern that there is a threat to the very qualities that make it unique.

The Battery was identified in the Heritage and Views Study as an area that needs special attention because of its unique character. While the area is recognized as being of Heritage value, the Proposed Heritage Area Regulations for the downtown are not by themselves adequate. Similarly, private views which were not previously considered in the Heritage and Views Study are a very important component of almost all of the residential properties.

It is in this context that this Report is being prepared as part of a mechanism that will lead to guidelines and regulations for The Battery that will benefit everyone.



Fig 1.1 View of The Battery

1.2 OBJECTIVES

The objectives of this Study are to suggest mechanisms that will help:

- Rationalize the ongoing redevelopment of The Battery,
- Maintain and improve the quality of the area as a place to live, as a place to visit or walk through, and as a visual and economic resource for the City.
- Protect existing private views and privacy.

- Protect and enhance existing public views and open spaces.
- Reduce visual clutter, such as wires and wire poles, haphazard fences, and retaining walls.
- Ensure that Rules and Regulations are fair and explicit for existing and future property owners, and are easy to administer.
- Encourage rehabilitation of existing houses and infrastructure and new infill where appropriate.



Fig 1.2 A view from Fort Amherst that shows some of the new developments.

1.3 APPROACH AND PROCESS

As with the Heritage and Views Study, the approach is very hands on. Familiarity of the study team with the area and issues, discussions with key groups such as City staff, the Heritage Advisory Committee and residents are used to advantage in developing the guidelines. We have walked the streets, photographed and measured buildings, scrutinized the area and extensively utilized the City's new mapping.

As a way of helping us understand the physical characteristics of The Battery, and the potential impact of any new development on the visual character of the area, or its impact on private and public views, we have developed a three-dimensional computer model of the area. It includes topographic features, roadways and individual buildings.

In general, the process has included:

- A description of The Battery including existing regulations, the key characteristics that need to be protected, and the rationale for doing so.
- Development of criteria for evaluation, and suggestions for zoning and regulatory change.
- Development of a Footprint and Building Height Overlay (FHO) with specific limits for each property in terms of allowable vertical or horizontal expansion or new construction.
- Outline of proactive measures for open spaces and public infrastructure.

2.0 DEVELOPMENT OF THE BATTERY

2.1 HISTORY OF DEVELOPMENT

The Battery area developed partially as a fishing village in the Newfoundland tradition, and partially because of its proximity to St. John's. Like any number of communities that were located to be near the fishing grounds, The Battery is characterized by narrow roads, houses clinging to the cliffs, and a seemingly haphazard form. Its proximity to St. John's has allowed it to be more crowded than a typical fishing village further contributing to its unique character.

Over the years, the number of residents engaged in the fishery has declined and its residential character increased. Officially a part of the City since incorporation in 1888, it remained largely unserviced until the mid 70s when water and sewer lines were extended, the roads improved, and many of the retaining walls rebuilt.

The community is built at the base of Signal Hill, the higher elevations of which are a part of the Signal Hill National Historic Site, and a very prominent landmark for St. John's.



Fig 2.1A St .John's from The Battery, 1885



Fig 2.1B A recent photograph from the same location

2.2 EXISTING DEVELOPMENT REGULATIONS

The Battery, as are all parts of the City, is governed by several sets of codes and regulations. The most important, in terms of this work, are the St. John's Municipal Plan, which establishes the overall framework and authority, and the Development Regulations including the Zoning Regulations. The Heritage Area regulations which work well in the rest of the Downtown are not adequate in The Battery because of its unique character.

Existing Zones in The Battery Include

Residential - High Density (R3) zone, Residential Battery (RB), a zone that recognizes the special character of the area, Comprehensive Development Area (CDA) Signal Hill, and Commercial Office Hotel (COH)

Zones Adjoining The Battery

Open Space (OS), Industrial General (IG), and Commercial Central Mixed Use (CCM) zones are located immediately next to The Battery. While the OS zone protects the north and east sides, possible developments in the IG and CCM zones to the southwest need to be considered.



2.2A The character comes from the eclectic mix as much as the heritage character of individual buildings



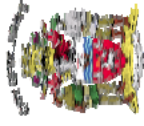
2.2B The narrow streets and irregular properties defy conventional zoning.

2.3 APPLICATION OF EXISTING REGULATIONS

Without going into detail about the specific zone requirements in terms of lot size, set backs, and building heights, it is fair to say that almost all of the existing properties do not meet the specific minimum requirements. For example, the R3 and RB zones require side yards of 1.2m, backyards of 6m and set backs of 4.5m, the CDA zone for Signal Hill limits height to one storey.

Applications for minor changes have over the years usually been approved as appropriate non conforming uses however many recent applications have been for major additions or relatively large new houses. These applications have tested the limits of this process. The existing zoning and regulations and the system of informal tolerances are no longer appropriate.

The implications of the fact that very few existing properties, not to mention proposed expansions, meet existing zoning are significant. Under strict application of current regulations, most would probably not be approved. The development guidelines that are suggested in this study are no more limiting than this, and will be less restrictive than existing regulations for most properties.



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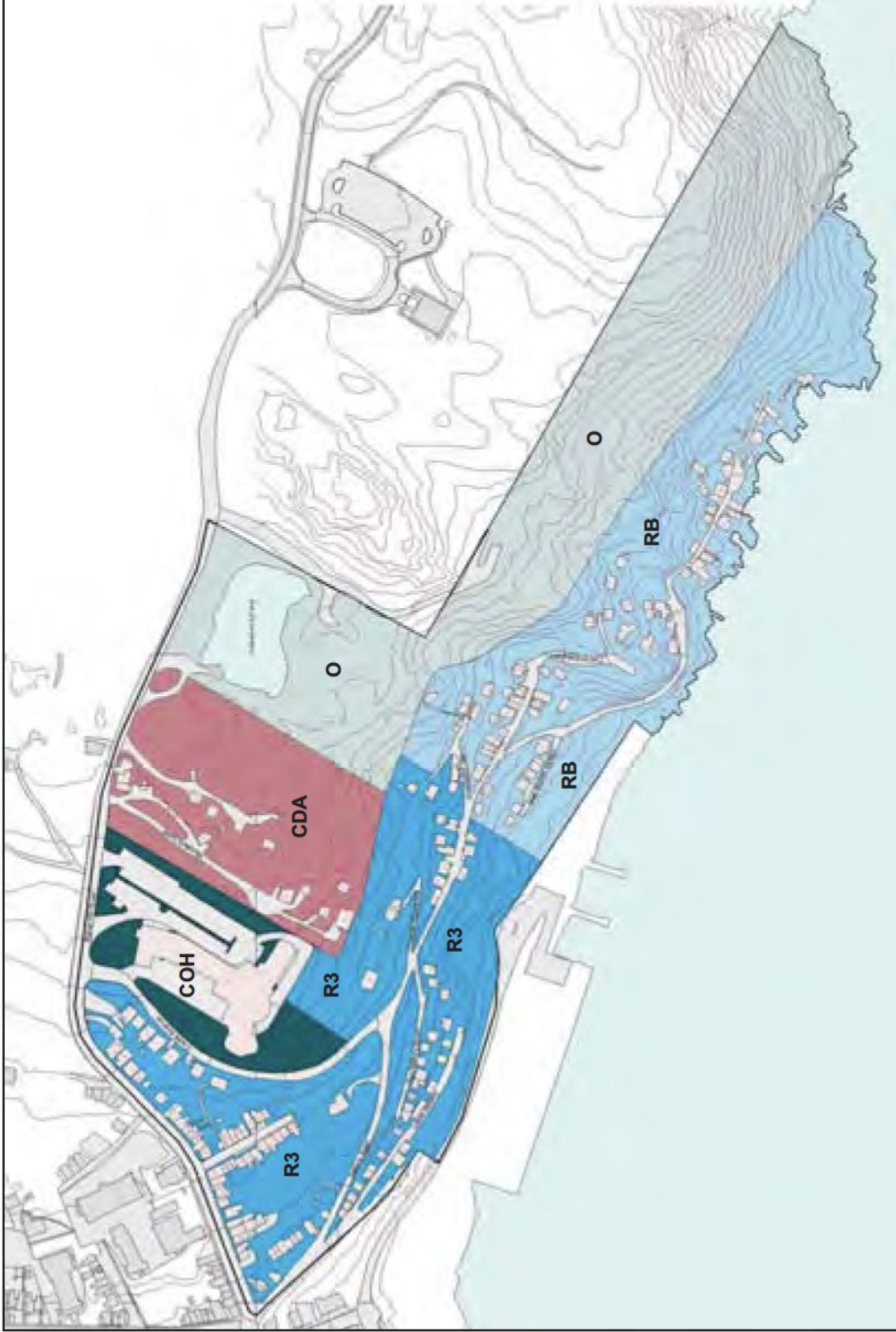
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Figure 2.2

Existing Zones
and Study Area
Boundaries



3.0 VISUAL CHARACTERISTICS OF THE BATTERY

3.1 TOPOGRAPHY AND LOCATION

Its location at the entrance to St. John's Harbour, and the steep hillside are what really form the character of The Battery. Houses and sheds are built from the water's edge to an elevation of approximately 75m. There are very few level areas and an average slope of approximately 45 degrees. There are numerous retaining walls and steep rock faces.

It is the steep hillside that creates the views of and from The Battery, that are so important. There is widespread acknowledgement that The Battery possesses a unique character. Images of homes clinging to the hillside appear on countless promotional items, websites and postcards.



Fig 3.1A Rocks and Cliffs at the Narrows



Fig 3.1 B Houses Clinging to the Edge

Views important to The Battery's special character fall into three categories, views to The Battery from outside, views out from The Battery, and, views within The Battery. The Heritage and Views Study identified a number of visual resources and view points which relate to The Battery. Indeed, The Battery and its surrounding landscape, comprise some of the City's most important Downtown views.

3.2 Views From The Battery

The Battery generally faces southwest, looking towards the Harbour and South Side Hills. Most properties and open spaces have some form of view. They vary with some having 180 degrees panoramic views, from the Narrows around the Harbour basin, over the Downtown to Fort William. Other properties have more limited view cones because they are blocked by land forms or existing structures. In some cases, the views are just narrow spaces between buildings. If these narrow spaces are the only view from a house or open space, they become even more significant.

It is also important to realize that the view cones have a vertical as well as a horizontal component. Views may look down over a group of houses to the waterfront or up across the side of the hill. In general, the view of the water is considered to be as or more important than its lateral extent.

Fort Waldegrave has been recognized as a Primary View Point to the City's Downtown and the Narrows. The Fort's prominent placement as a public space at the edge of Outer Battery Road also helps protect the views from many private properties. In addition to Fort Waldegrave, there are other important public views from The Battery that need protection.



3.2 A View of the Narrows from Fort Waldegrave



3.2B Typical View Between Houses

3.3 Views of The Battery

Views of The Battery occur from various locations throughout the Downtown and the Southside. The most significant are the close to mid range views from Fort Amherst and the middle of the Harbour on the Southside, and from the Fort William area on the north side. A series of dramatic views are visible from the Harbour to boats entering and leaving the narrows from the apron on the Southside and from Harbour Side Park on the north. Views of The Battery from the Fairmont Hotel and other buildings in the Fort William Area are an important amenity for them.



3.3A Distant Views from the West end of the Harbour



3.3B View from a building at Fort William

The Battery is composed of mostly residential buildings and some sheds. Other than The Battery Hotel and a couple of recent large houses, none of the buildings stand out. This random pattern of similarly sized houses is a large part of what makes The Battery a distinctive place. The built pattern on the hill side provides a dramatic backdrop to the Harbour. Significant views to the Narrows and Signal Hill from the War Memorial and Harbour apron, in part, include The Battery.



3.3C Wintertime Panorama from the South Side



3.3D Part of a Panorama from the Harbour Apron.

3.4 Views Within The Battery

Within The Battery there are several areas with special character and views which help form its sense of place as a traditional fishing village. The disorganized street and building layouts that follow the natural topography contributes strongly to its historic, village character. The sheds and stages at the waters edge are a particularly important part of making it intriguing particularly to visitors. Views of the waterfront are most dramatic from the trailways and the tour boats.



3.4A View of the Narrows



3.4B Typical View in The Battery

3.5 Roads, Paths and Open Spaces

Within The Battery, undeveloped open spaces, roads and paths are part of the unique experience for tourists and residents alike. The area's narrow lanes, steep rocky hills and ocean exposure provide a number of "special character areas" which should be recognized and protected. The roads are pretty well the only level areas. The spaces between the buildings are essential for maintaining its image from outside, and the views that occur from inside.

Unfortunately, visual clutter is a problem. Wires and wire poles are the main culprits but unsightly fences and walls also create a negative image. While trees are usually considered to be major amenity in any area, there is the potential they will interfere with views and sunlight in the highly built areas. A policy that controls certain kinds of trees in selected areas needs to be considered. Selective planting can also be a mechanism for screening particularly unsightly infrastructures.



5A Typical picturesque scape in the Outer Battery



3.5B A Front Yard taking full advantage of some open space.

3.6 Architecture Form and Style

The visual quality of The Battery is distinctive, not only from the rest of St. John's, but also from a typical Newfoundland fishing village. It is a random closely spaced group of mostly small and simple houses. It is denser than most outports, and while the forms are simple, there is some variation in shape as they jostle for space on the hillside.

The majority of houses are two or three stories high on the down hillside and one or two stories on the up hillside. The majority are detached, with a square or slightly vertical proportion, especially as seen from the harbour side. There are a lot of decks, bridges and overhangs that add visual interest.

Most houses were built in the early to mid 1900s. Originally, they would have had the typical wood clapboard, wide trims and double hung windows. The forms were simple with flat or nearly flat roofs and very little decoration. Shape varied to suite the topography.

Clapboard siding and double hung windows gave way in the 70s and 80s to vinyl siding and changes in window forms. In the 80s and 90s there has been more emphasis on the views, with an increase in picture windows and decks.



3.6A Simple forms that together form a compelling image. 3.6B The built pattern as seen in this 1980s photograph



3.6C View from the Harbour Apron that shows the typical grouping of simple forms and the impact of some of the new buildings.

Since the late 90s there have been several major renovations, and large new houses, with an even bigger emphasis on views and decks. The style of these houses reflects more individuality than previously and they may be more self conscious than is appropriate. There are five key components that make an individual house stand out when seen in context:

- Size – If the house is noticeably larger than average.
- Colour – If it is bright or distinctive.
- Style – If it is definable or out of context, such as mansard roof or neo victorian.
- Form – If the house is not fairly square and plain.
- Location – If it is visible on the skyline or isolated against the hillside.

3.7 Building Condition and Redevelopment

The condition of individual buildings varies from excellent to dilapidated. While the majority of houses that have not been extensively renovated can be characterized as in fair condition, many are in need of repair. Many of them have not been renovated at all, or in a way that takes advantage of their inherent views and amenity. With the increase in interest in The Battery, applications for repair will multiply and inevitably include larger additions, demolition and new construction. While on one hand, each will want to take advantage of the view, they will also be concerned about impact on and from nearby property.



3.7A Renovation



3.7B Renovation 2

3.8 The Battery from a Distance

When we think of The Battery, we generally visualize the Middle and Outer Battery, but it also includes at least for the purpose of this Study, the areas around Signal Hill Road and The Battery Hotel. Within this definition of The Battery, there are several spatially distinct areas

- Signal Hill Road and Walsh’s Square are similar in character to Downtown St. John’s.
- Cabot Avenue has a suburban feel with newer one storey house forms.
- The Murphy’s Lane area is unorganized with a lot of open space.
- The most distinctive Battery character starts at the intersection of Battery Road and Middle Battery Road. There are then a series of “neighbourhoods” at least in terms of

building groupings including the area around Top Battery Road and the Middle Battery and Hipditch Hill, the Fort Waldegrave area and Inner, Middle and Outer Battery.



3.8A Signal Hill and Battery Road



3.8B Cabot Avenue



3.8C Murphy's Lane



3.8D Middle and Outer Battery

The dominant feature is the random scatter of houses. Other than The Battery Hotel, buildings do not break the skyline. They show a distinctive texture when seen against the hill. This varies from season to season as the dominant background colours change. Most houses because of the vinyl siding are white or light pastel in colour. These show up strongly in the summer but are less visible when seen against a snow cover. Newer renovations are tending to use deeper colours. Several recent renovations stand out because of their size proportion, style or colour.



3.8E Typical Panorama of The Battery

4.0 DEFINING THE PHYSICAL CHARACTERISTICS

4.1 DESCRIBING THE BATTERY

The objectives of this section are to describe The Battery in a way that is logical and specific, and from which we can develop workable regulations.

- Public and private views.
 - Identify public and private properties that now have a view and to what extent.
 - Define what we mean by a view.
 - Develop principles for protecting views.
- The image of The Battery as seen from outside.
 - Define a limited number of key representative vantage points.
 - Identify the important elements that contribute to the image.
- The visual and spatial character of buildings within The Battery.
 - Identify the key architectural elements in terms of scale/form and style/material that define the character.
- The visual and spatial character of open areas within The Battery.
 - Identify the key open spaces and pathways.
 - Identify the key pieces of infrastructure that affect the image and how they can be improved.



4.1 View from the Port Corporation

4.2 PROTECTING PROPERTIES WITH A VIEW

Types of Views

There are different ways of defining a view. It may be a panorama, a view of the water, a view of a focal point such as the Narrows, a glimpse such as a view between two houses. Views and view planes are composed of a viewpoint (the area from which one is looking), a visual resource (the object or panorama that is being looked at), and the view cone (the lateral and sometimes vertical extent of a view; it may be a full 360 degrees or a very narrow angle).

Originally the intent was to plot views graphically on a property-by-property basis. During the analysis it became obvious that almost all properties have a view. Some are more dramatic than others, but to plot them all, especially the private views, is too complex to be useful. However it is obvious that there is a simple relationship at work. Buildings high up and in the back do not block views, those downhill in the front can block views but are unlikely to have theirs blocked. Buildings in the middle are more problematic and require more attention. It was on this basis that a photographic and on site inventory was carried out.



4.2A Panorama View that also looks down to the water

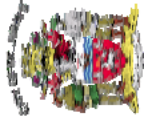


4.2B Houses with different types of views.

Some of the Key Principles

In order to protect views, and based on the existing configuration of buildings, the main principle is that a building can be added to if the addition does not significantly interfere with another property's view. The key term is "significantly". We suggest that it is significant interference if it is:

- Too close or too big, and interferes with more than 5% of a view cone.
- Interferes with a view of a focal point, such as the Narrows.
- Interferes with a glimpse (narrow view cone) especially if it is the only view.



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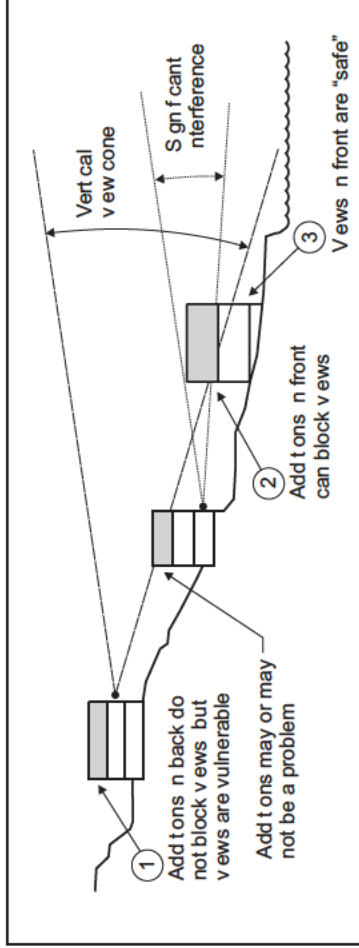
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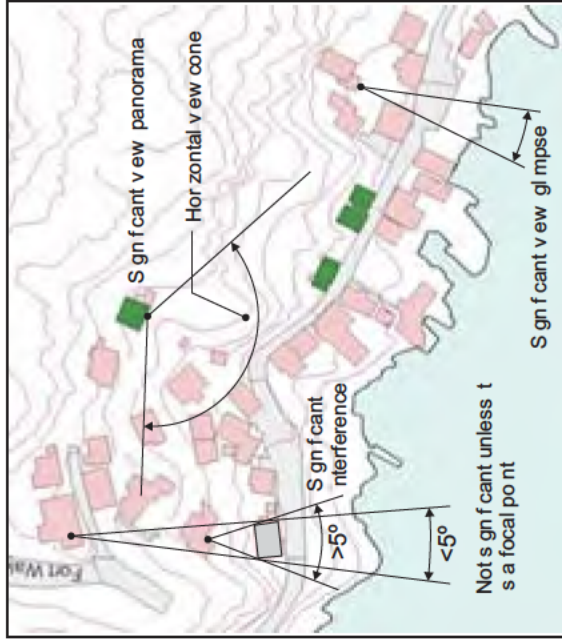
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of Newfoundland

Figure 4.2 C

View
Analysis



- 1 Houses in back do not block views
- 2 Houses in front or in the middle may block views
- 3 Houses in front have "safe" views
- 4 When houses are close together they are more likely to block views



4.3 PROTECTING THE IMAGE OF THE BATTERY

Views from the Harbour and Downtown

We have discussed the importance of the image of The Battery as seen from the Harbour and the Downtown and observed that it is based on the random pattern of small houses seen against the hillside. But what does this actually mean and how can it be defined.

As with views from The Battery, there is an almost limitless series of vantage points from which you can see The Battery. Some are more strategic than others, in particular the mid distance views from low down, and the views from the cluster of buildings at Fort William.

Figures 4.3A, 4.3B illustrate several key observations:

- Other than the Battery Hotel and 2 or 3 houses, buildings do not tend to visually break the horizon of the hill. There is a concern that development in areas off Signal Hill Road could create a new and different feel on the skyline.
- Development that is out of step with the historic pattern of small forms nestled in the landscape may be the most significant threat to visible community character. There are several visual clusters that run together, with few individual buildings standing out.
- Development of Harbour side industrial land may have significant impact on its appearance, and views to and from The Battery. Noise, lighting and other factors may also be a problem.

Some of the Key Principles

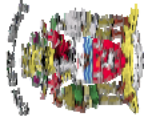
- In order to protect the image of The Battery, the main principle is that a building can be added to if it does not visually stand out by being:
 - Bigger than the norm (out of scale).
 - Out of proportion.
 - On the skyline or along against the hillside.
 - Brightly coloured or otherwise in contrast with neighbours.



4.3A View from the Southside



4.3B View from the Fairmont Hotel



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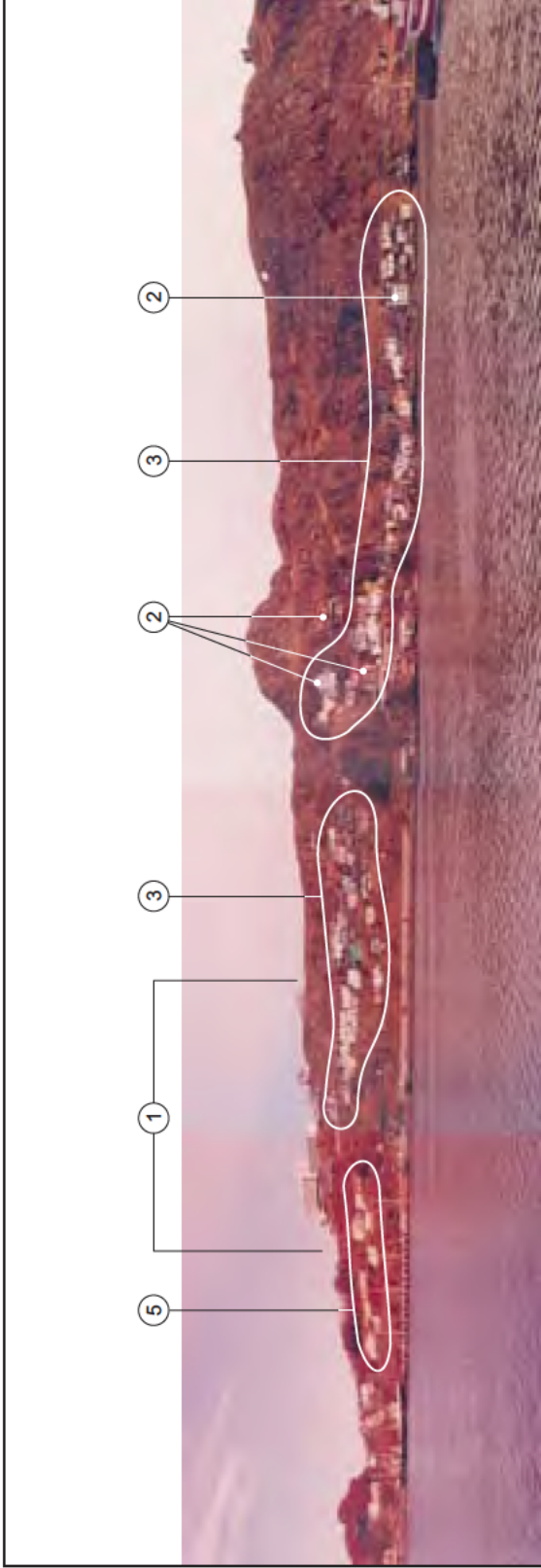
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Figure 4.3 C

**Image of the
Battery
Analysis**



- ① Area where buildings break the skyline
Buildings on the skyline stand out
- ② Isolated large out-of-proportion and brightly coloured buildings stand out
- ③ Most houses are visually connected in groups
- ④ The image changes with the vantage point and from season to season
- ⑤ Development in this area may threaten the image of the Battery and views from the

4.4 VISUAL AND SPATIAL CHARACTER OF BUILDINGS

Typical House Forms

As discussed, the typical house forms are small with flat roofs, have irregular footprints to suit the topography, and a proportion as seen from the downhill side between $2/3 - 3/2$. There are very few very tall or very long buildings. In terms of scale and materials, the original uniformity of narrow, clapboard, wide trims, double hung windows, muted colours has broken down into a more eclectic mix.



4.4A Typical Houses at the Intersection of Middle Battery Rd



4.4B Simple Forms on the Hillside



4C Houses on Signal Hill Road are more like those in the Downtown

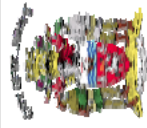


4.D The Sheds and wharves are also a very important part of the image and character

Some of the Key Principles

In order to protect the architectural and spatial character of The Battery, the main requirements are that a building can be renovated, added to or newly constructed if:

- It does not use stylistic elements such as Mansard roofs, neo Victorian styling or exotic materials such as cedar shingles.
- Roofs are flat or nearly flat.
- Narrow clapboards and wide trims are used.
- It does not use slider and small horizontal windows.
- It selects from a series of standard details for railings, walkways and balconies.
- The proportion is kept between $2/3$ and $3/2$ for the downhill side.
- The maximum height is 3 storeys on the downhill side (subject to view impact analysis)



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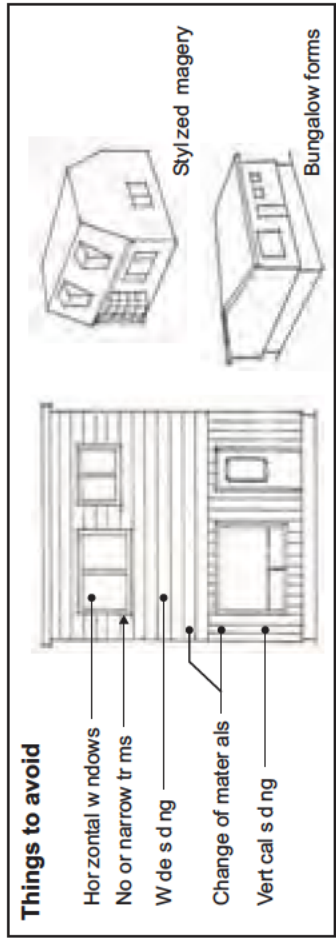
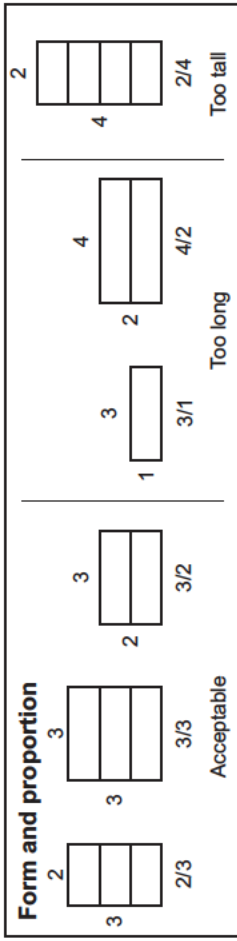
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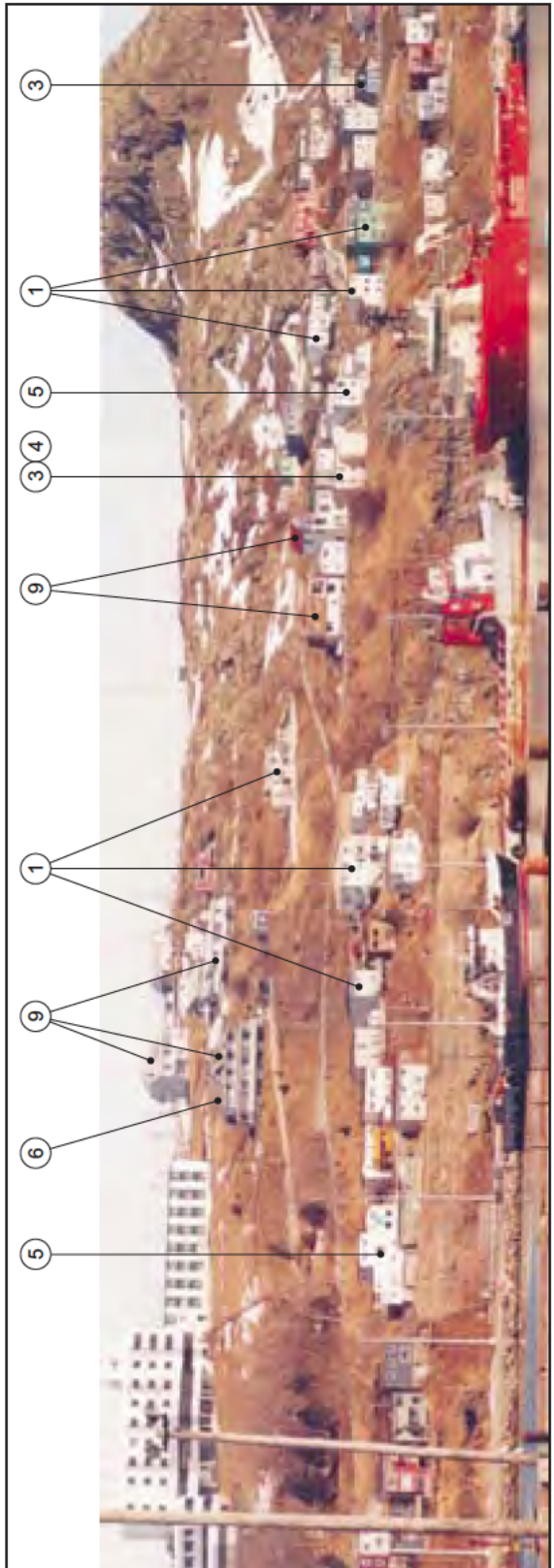
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Figure 4.4 E

Architectural
Analysis



- 1 Dominant form is square or nearly square with flat roof
- 2 Proportion as seen from downhill is 2/3 to 3/2
- 3 Original materials are 4" clapboard and wide trim
- 4 Original windows are wood double hung
- 5 Renovations done in the 1970's and early 1990's done with vinyl siding, windows picture windows, decks and balconies in white or pale colours
- 6 Most recent renovations and new construction return to wood clapboards and trim, keeping big windows, decks and balconies in deeper colours
- 7 Average size of footprint is 62m² (667 ft²)
- 8 Maximum height is 3 storeys downhill
- 9 Houses on the skyline and houses that are out of proportion very large, strong in style or painted bright colours stand out



4.5 PROTECTING THE VISUAL AND SPATIAL CHARACTER OF THE BATTERY OPEN SPACES

Open Areas in The Battery

The character of open areas is as with the built form, largely defined by the topography and the views. Views of the natural features and the buildings occur throughout the area, especially from the streets and paths which are the only level areas. The rock faces, the stages and open areas along the waters edge are particularly attractive. The open spaces are an important part of the visual image from inside and outside The Battery.



4.5A The Roads are an important part of the open space

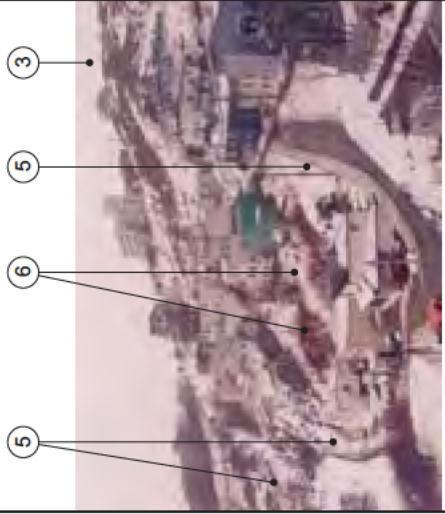
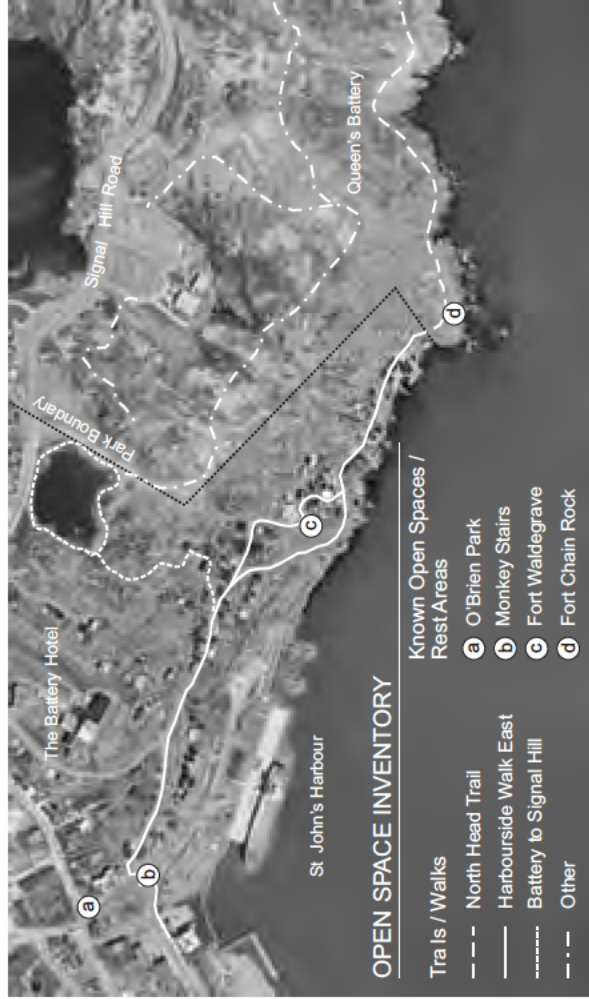


4.5B Open spaces are small and steep

Some of the Key Principles

- Landscape, or at least clean up public unused open spaces.
- Protect views from these spaces.
- Promote pedestrian friendly design including way-finding, rest areas, and street detailing.
- Reduce clutter by utilizing standard details for utility infrastructure, walls and rails and encourage a tidy appearance of private and public spaces.
- Identify and preserve connectivity of the public path network through community; including future connections.
- Develop lookout areas in suitable open spaces that respect neighbours' views and privacy.
- Promote visual access to Harbour waters by maintaining key open spaces on the Waterfront.
- Acquire suitable spaces for neighbourhood parking as they become available. Encourage visitors to park outside the area.
- Locate public amenities with sensitivity for adjacent residents, use signing to promote respect for residents' privacy.
- Use design (i.e. surfacing changes, furnishings and signing) to clearly distinguish public and private realm.

- ① Streets and paths are an important part of open space
- ② Most open space is steep and rocky
- ③ There is a lot of open space on the perimeter and water's edge
- ④ Open areas at the water's edge are particularly important
- ⑤ There is a lot of visual clutter from wires, an assortment of walls (some in poor condition), railis, fences and other infrastructure
- ⑥ Open spaces are becoming overgrown with poor quality vegetation



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Figure 4.5 C
Open Space Analysis

5.0 POSSIBLE REGULATORY MECHANISMS

5.1 OBJECTIVES

The objectives of this section are to suggest mechanisms that will on one hand protect the important characteristics of The Battery while at the same time encouraging as much renovation, enlargement of the small houses, and new construction as possible. It is necessary to be specific in terms of:

- Whether an addition is permitted, if so by how much.
- Permitted location and maximum size of any new structures.
- Form, scale, style and materials that are appropriate.

5.2 MECHANISMS

It is strategic to realize that development in The Battery is already controlled and that very few properties could be enlarged without being a non conforming use. The problem is that these uses are frequently seen as being non objective or arbitrary.

Existing Mechanisms

- Zoning, Development, and Building Regulations,
- National Building Code Regulations as expressed through the St. John's Building Regulations.
- City Engineering and Safety Standards with respect to roads, retaining walls and snow clearing.
- The St. John's Fire Department requirements.

Additional Mechanisms

- Heritage Area designations specific to The Battery with appropriate design controls.
- Refinement of CDA The Battery, (CDAB) Residential Battery (RB), and the R3 zone in The Battery.
- Specific height, bulk and use restrictions for the IG zone immediately adjoining The Battery.
- Specific footprint and height controls that are derived from the visual image analysis, public and private view plane analysis and Heritage Area Design Controls.
- Proactive measures such as the consolidation of public open space, and clean up of utilities.

6.0 SPECIFIC RECOMMENDATION

6.1 INTENT

The intent of this section is to suggest specific measures that will achieve the objectives of this study. Recommendations are made for modifications to Zoning Regulations and Boundaries, establishment of a Heritage Area for The Battery, a Footprint and Height Control Overlay, and Proactive Measures for Open Spaces.

6.2 MODIFY EXISTING ZONE REQUIREMENTS TO BETTER SUIT THE BATTERY CHARACTERISTICS

Residential – High Density (R3) Zone and Heritage Area 3 (HA3)

- Realign the boundary as shown on Fig 6.3.
- Add a designation of HA3 to the R3 area.
- Add maximum building height of three storeys from downhill side for all types of buildings for the R3 zone.
- All developments will be subject to the Footprint and Height Control Overlay.

Comprehensive Development Area, Signal Hill The Battery (CDAB)

- Realign the boundary as shown on Fig. 6.3.
- Add building size, form and style limits.
- Allow two storey houses where indicated.
- All developments will be subject to the Footprint and Height Control Overlay.

Residential Battery (RB) Zone

- Realign the boundary as shown on Fig. 6.3.
- Relax the RB zone requirements in terms of set backs and site areas.
- Delete duplex and semi-detached dwelling as permitted forms.
- Add a maximum height for all types, three storeys on downhill side, two storeys on uphill side.
- All developments will be subject to Footprint and Height Control Overlay.
- Add building size, form and style limits.

Open Space (O) Zone

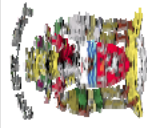
- No buildings should be permitted that are visible from the Downtown or the Harbour.
- All developments will be subject to Footprint and Height Control Overlay.

Industrial General (IG) Zone (In the Area Below The Battery)

- Eliminate salvage yard as possible use.
- 10.28.4 Zone Requirements, as determined by Council, maximum height should be limited to three storeys/11.25m from lowest adjacent grade.
- Development should be subject to a L.U.A.R. with particular reference to visual image, colour, lighting, noise, and dust.

6.3 DESIGNATE ZONE BOUNDARIES BASED ON SIMILAR CHARACTERISTICS

Sub Area	Designation
1. Signal Hill, Walsh's Square and Cabot Avenue	R3 and Heritage Area 3 (HA3)
2. Murphy's Lane and Cabot Avenue	CDA Signal Hill The Battery (CDA) and Heritage Area Battery (HAB)
3. (A) Middle Battery and Top Battery (B) Middle Battery/Hipditch Hill and Fort Waldegrave (C) Outer Battery	Residential Battery (RB) and Heritage Area Battery
4. All Areas	Footprint and Height Control Overlay



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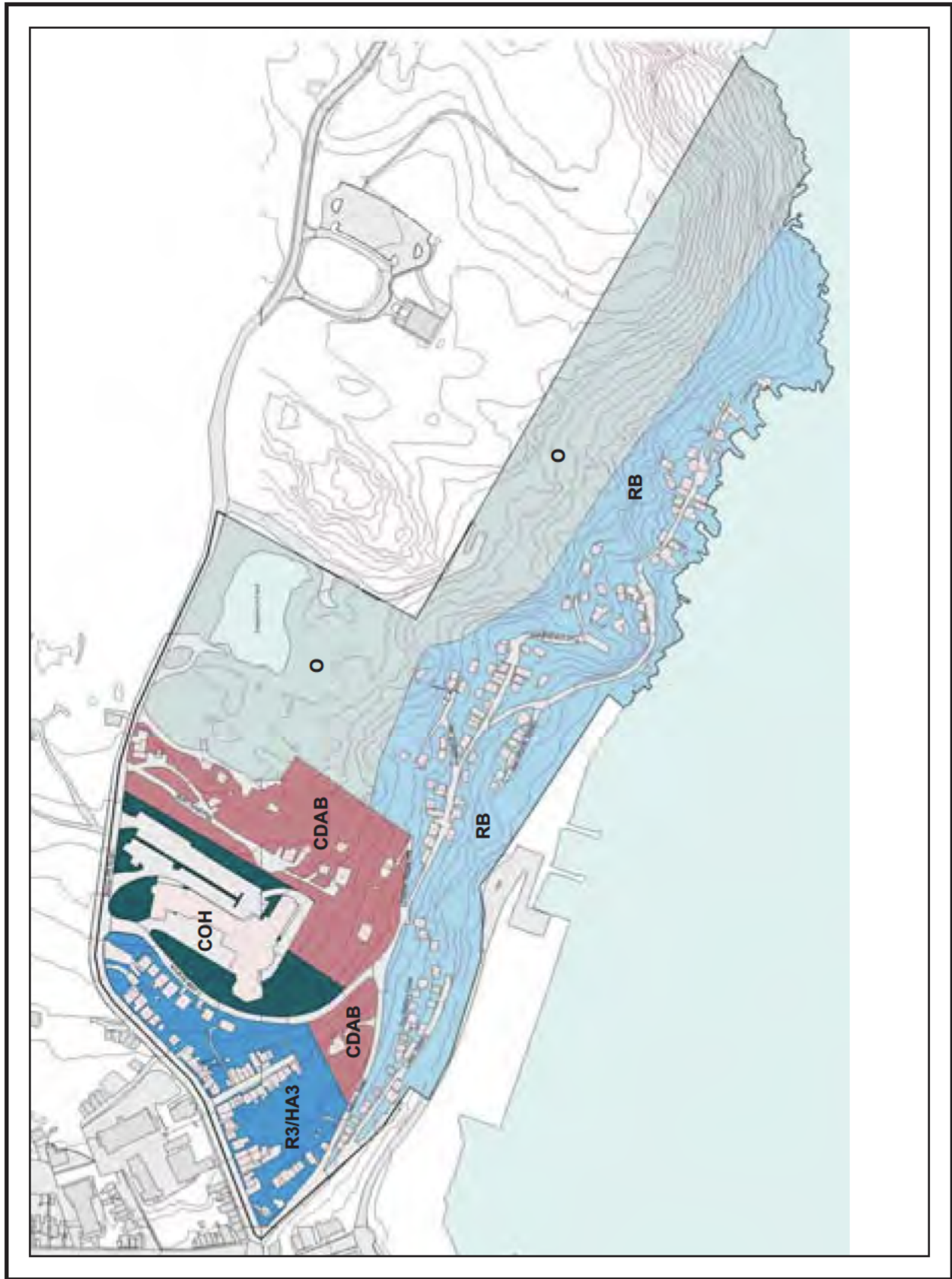
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Figure 6.3

Proposed
Zones



6.4 ESTABLISH HERITAGE AREA GUIDELINES FOR THE BATTERY (HAB)

The requirements for the HAB are a modification of those for HA3. The specific modifications are included in Appendix B. They can be either mandatory or voluntary.

6.5 ESTABLISH A FOOTPRINT AND HEIGHT CONTROL OVERLAY FOR ALL RENOVATIONS AND NEW DEVELOPMENT

The Footprint and Height Control Overlay has been developed from the various components of this study, including:

- View plane analysis and area modeling.
- On location and photographic analysis of all buildings.
- Analysis of the image of The Battery from the Harbour and the Downtown.
- Heritage Area 3 and proposed Heritage Area Battery guidelines.

A map and list of all properties is included as Appendix C

6.6 PROACTIVE MEASURES

In addition to regulations to control private development, there are a number of proactive measures that fall within the public realm that will improve the area, help with its protection, and influence private development.

Land Assembly and Consolidation

Inventory of crown lands, City owned lands and lands of indeterminate ownership. Acquisition or quieting, if feasible, into public ownership. Land can then be zoned as open space or if appropriate resold or traded for private use within guidelines.

Crown Land Acquisition

Ensure that no crown land is sold for private development unless it fits within the recommendations of this report.

Capital Projects

Public and private sector projects in The Battery include:

- Undertake repairs to upgrade unsightly pieces of public infrastructure, improve walking and driving surfaces, and trailways.
- Develop additional public viewing and rest areas.
- Encourage Nfld. Light & Power, the Telephone Company, and the Cable companies to clean up some of the unsightly wires. Burying some sections would be an options.
- Carry out a landscape program to remove problematic trees that will block views or undermine services. Encourage appropriate forms of planting.

7.0 RATIONALE FOR PROPOSED DEVELOPMENT REGULATIONS

7.1 *ACHIEVING EQUITY*

The principle to be established is fair.. If one person can achieve an increase in amenity or property value by adding a story as an example, why should someone else not be permitted to do the same, just because it blocks a view. Why should someone not be permitted to join two houses just because it will change the image of The Battery. There are several principles that can help guide decision making:

- Does a property owner have the legal right to do now in terms of existing zoning.
- Does a property owner have the moral right to do now in terms of past practices.
- Is the existing balance and relationship(s) between properties.

Existing regulations are inappropriate. On one hand they are too restrictive if interpreted to the letter. On the other, if they are relaxed they become, or at least are perceived to be, arbitrary.

7.2 *RATIONALE FOR SPECIFIC REGULATIONS*

Realigning the Boundaries or Sub Areas

These changes reflect more closely, the existing pattern of development and open space.

Designation of Signal Hill Road and Cabot Avenue as HA3

This area is similar to the Downtown. Because of its strategic importance, Heritage Area 3 is an important designation. It will not only improve the area in general but will also lead to an increase in property amenity and value as experienced in the other Heritage Areas.

It also provides a mechanism for rationalizing the height of houses in this area. Almost all are two stories and the provision for additions not being more than ½ story above the average of neighbours is consistent with the Heritage Area designation.

Establish Building Size, Form, Style Guidelines for RB Zone

While not intended to be as restrictive as HA3, this provides a mechanism for influencing development and control of new construction or renovations so that they fit in with the neighbourhood and do not stick out. It also provides the rationale for limiting the size of buildings on the hillside.

Relaxation of RB and CDA Requirements

This recognizes the fact that very few of the properties even come close to meeting set back and other requirements.

The Footprint and Height Control Overlay

This is the key recommendation. Controlling the size of buildings is the only way to protect views and the image of The Battery. The specific recommendations are derived from work in the previous sections.

8.0 SUGGESTED APPROVAL PROCESS

8.1 GENERAL APPROACH

The approval process should be similar to that for the other Heritage Areas in the Downtown. There will however, need to be a mechanism for resolving ambiguity particularly in respect to the Footprint and Height Control Overlay. Every effort has been made to ensure that it is accurate and achieves the desired objectives, and should be considered as such. However there may be discrepancies that need to be rectified, or innovative design solutions that will justify a change.

- In the case of property owners that feel that they may suffer from an adjoining development, there should be a limited time for appeal prior to the designation being finalized.
- In the case that an owner wants to expand or build in excess of the Overlay, the onus should be on them to demonstrate through a L.U.A.R. that it is an acceptable development. This could include 3 dimensional or other analysis. An example would be a proponent who wants to build a proportionately long house might demonstrate that by breaking up the form it looks like two separate houses,
- The arbitrator for this process should be the Heritage Advisory Committee.

9.0 SUMMARY AND CONCLUSIONS

There is no question that The Battery is a good place to live, offers tremendous views and amenity, and is a visual and community resource for St. John's.

In order to protect these qualities, appropriate regulations are required. The net effect will be that more properties can be developed or added to than under strict interpretation of present regulations. While some may consider them unfair, the reality is that very few properties if any will have less opportunity than they do now. Those that will not be allowed to expand will be primarily the ones on the front that have a secure view. They will benefit from the sense of stability that the new regulations will deliver.

This report describes The Battery and rationalizes the reasons that lead to the key recommendations. If adopted and followed, property values in The Battery will continue to increase, major or minor repairs will be carried out with confidence and the area will continue to be a visual delight for residents and visitors alike

APPENDIX A - PROPOSED MODIFICATIONS TO EXISTING ZONE DESIGNATIONS

Residential – High Density (R3) Zone and Heritage Area 3 (HA3)

- Realign the boundary as shown on Fig 6.3.
- Add a designation of HA3 to the R3 area.
- Add maximum building height of three storeys from downhill side for all types of buildings for the R3 zone.
- All developments will be subject to the Footprint and Height Control Overlay.

Comprehensive Development Area, Signal Hill The Battery (CDAB)

- Realign the boundary as shown on Fig. 6.3.
- Add building size, form and style limits.
- Allow two storey houses where indicated.
- All developments will be subject to the Footprint and Height Control Overlay.

Residential Battery (RB) Zone

- Realign the boundary as shown on Fig. 6.3.
- Relax the RB zone requirements in terms of set backs and site areas.
- Delete duplex and semi-detached dwelling as permitted forms.
- Add a maximum height for all types, three storeys on downhill side, two storeys on uphill side.
- All developments will be subject to Footprint and Height Control Overlay.
- Add building size, form and style limits.

Open Space (O) Zone

- No buildings should be permitted that are visible from the Downtown or the Harbour.
- All developments will be subject to Footprint and Height Control Overlay.

Industrial General (IG) Zone (In the Area Below The Battery)

- Eliminate salvage yard as possible use.
- 10.28.4 Zone Requirements, as determined by Council, maximum height should be limited to three storeys/11.25m from lowest adjacent grade.
- Development should be subject to a L.U.A.R. with particular reference to visual image, colour, lighting, noise, and dust.

- 10.5 **RESIDENTIAL-HIGH DENSITY (R3) ZONE**
(See Section 5.1.4 - Development Above the 190 Metre Contour)
- 10.5.1 Permitted Uses
Residential:
- (a) Accessory Building (subject to Section 8.3.6) (1995-06-09)
 - (b) Bed and Breakfast (1998-10-23)
 - (c) Boarding or Lodging House
(accommodating between five (5) and sixteen (16) persons) (1999-04-16)
 - (d) Duplex Dwelling
 - (e) Home Office (subject to Section 7.9) (1997-08-08)
 - (f) Semi-Detached Dwelling
 - (g) Single Detached Dwelling
 - (h) Subsidiary Apartment
 - (i) Townhousing (except for the Battery neighbourhood of
Planning Area 2, where Townhousing is not a permitted Use.) (1999-08-20)
- Recreational:
- (j) Park
- 10.5.2 Discretionary Uses (subject to Section 5.8)
- (a) Adult Day Care Facility (subject to Section 7.3)
 - (b) Day Care Center and Nursery School (subject to Section 7.6)
 - (c) Converted Building (2002-01-02)
 - (d) Heritage Use
 - (e) Home Occupation (subject to Section 7.8)
 - (f) Infill Housing (subject to Section 7.10)
 - (g) Parking Lot (subject to Section 7.13)
 - (h) Planned Unit Development (subject to Section 5.10.3)
 - (i) Public Utility

10.5.3 Zone Requirements

The following requirements shall apply to:

(1) *Bed and Breakfast:*

The same requirements as established for the Dwelling types in this Zone. (1998-10-23)

(2) *Boarding or Lodging House:*

The same requirements as established for the Dwelling types in this Zone.

(3) *Converted Building*

(a) <i>Lot Area (minimum)</i>	560 m ²
(b) <i>Building Height (maximum)</i>	3 storeys
(c) <i>Side Yard on Flanking Road (minimum)</i>	2 metres
(d) <i>Rear Yard (minimum)</i>	4.5 metres
(e) <i>Landscaping of Lot (minimum)</i>	20% (2002-02-01)

(4) *Duplex Dwelling:*

(a) <i>Lot Area (minimum)</i>	350 m ²
(b) <i>Lot Frontage (minimum)</i>	14 m
(c) <i>Building Line (minimum)</i>	4.5 m
(d) <i>Side Yards (minimum)</i>	Two of 1.2 m (1994-11-04)
(e) <i>Side Yard on Flanking Road (minimum)</i>	4.5 m
(f) <i>Rear Yard (minimum)</i>	6 m

(5) *Semi-Detached Dwelling*

(a) <i>Lot Area (minimum)</i>	188 m ² per Dwelling Unit (1997-03-07)
(b) <i>Lot Frontage (minimum)</i>	15 m; 7.5 m per Dwelling Unit
(c) <i>Building Line (minimum)</i>	4.5 m

	(d) Side Yards (minimum)	Two fo 1.2m (1994-11-04)
	(e) Side Yard on Flanking Road (minimum)	4.5 m
	(f) Rear Yard (minimum)	6 m
(5)	Single Detached Dwelling	
	(a) Lot Area (minimum)	300 m ²
	(b) Lot Frontage (minimum)	16 m (1994-11-04)
	(c) Building Line (minimum)	4.5 m
	(d) Side Yards (minimum)	1.2 m (1994-11-04)
	(e) Side Yard on Flanking Road (minimum)	4.5 m
	(f) Rear Yard (minimum)	6 m
(6)	Townhousing:	
	(a) Lot Area (minimum)	140 m ² per Dwelling Unit
	(b) Lot Frontage (minimum)	5.5 m per Dwelling Unit
	(c) Building Line (minimum)	0 m
	(d) Side Yard for End Unit Townhouses (minimum)	1.2 metres (2002-07-05)
	(e) Side Yard on Flanking Road (minimum)	2.4 m
	(f) Rear Yard (minimum)	6 m
(7)	Day Care Centre and Nursery School in a non-residential Building:	
	(a) Lot Size (minimum)	450 m ²
	(b) Lot Frontage (minimum)	15 m
	(c) Landscaping on Lot (minimum)	Subject to Section 8.5.1 (1998-09-11)

W3

(8) Add Maximum height for all types, 3 storeys on downhill side.

10.47 COMPREHENSIVE DEVELOPMENT AREA (CDA)
(See Section 5.1.4 - Development Above the 190 Metre Contour)

10.47.1 Comprehensive Development Area Zones

The Comprehensive Development Areas under these Regulations are set out below:

CDA DESIGNATIONS	DESCRIPTION
1	Handlyn/Blackmarsh
2	Village Park (Genge)
3	Bay Bulls Road
4	Bay Bulls Road
5	Old Ferry Harbour Road
6	Quidi Vida
Southlands	Southlands
Signal Hill /Battery	Signal Hill (1994-07-08) /Battery

10.47.2 Permitted Uses - All CDAs

Agriculture:

(a) *Agriculture - Livestock (See Section 7.15)* (2002-11-29)

(b) *Forestry*

(c) *Horticultural Operations (See Section 7.16)* (2002-11-29)

Residential:

(d) *Dwelling Unit Accessory to Agriculture-Livestock, Horticultural Operations or Forestry Use*

Recreational:

(e) *Park*

Other:

(f) *Existing uses*

- (g) Reconstruction and replacement of and additions to existing buildings, provided that Council may refuse permission for a replacement or reconstruction if it is of the opinion that such a replacement or reconstruction would adversely affect the development of the CDA.

10.47.3 Discretionary Uses and Requirements

With the exception of uses listed under Section 10.47.2, no Development may be permitted in a Comprehensive Development Area unless a Planned Unit Development Plan has been approved by Council for all or part of the CDA.

The uses that may be entertained within a CDA are as follows:

- | | | |
|------------|---|---|
| CDA - 1 | - | Residential Uses, Commercial Uses, Parks, Public Utilities |
| CDA - 2 | - | Residential Uses, Parks, Public Utilities |
| CDA - 3 | - | Single Detached Dwellings, Parks, Public Utilities |
| CDA - 4 | - | Single Detached Dwellings, Parks, Public Utilities |
| CDA - 5 | - | Single Detached Dwellings, Parks, Public Utilities |
| CDA - 6 | - | Residential Uses, with a maximum allowable density of 50 Dwelling Units per net hectare |
| Southlands | - | Subject to an approved Development Scheme under the Municipal Plan - Residential, Neighbourhood-serving Commercial, Public, Public Utilities, and Recreational Uses |

Signal Hill/Battery Single Detached Dwellings **2 storeys on downhill side**, Park, Public Utility (1994-07-08)

- **Building size - maximum footprint . . . m²,**
- **Maximum Height - 2 storeys on downhill side.**
A roof with a slope greater than 2/12 counts as a storey.
- **Proportion as seen from downhill side between 2/3 and 3/2.**
- **No roof decks.**
- **No mansard roofs.**
- **Subject to Footprint and Height Control Overlay.**

10.8 **RESIDENTIAL BATTERY (RB) ZONE**
 (See Section 5.1.4 - Development Above the 190 Metre Contour)

10.8.1 Permitted Uses

Residential:

- (a) Accessory Building (subject to Section 8.3.6) (1995-06-09)
- (b) Bed and Breakfast (1998-10-23)
- (c) Boarding or Lodging House
 (accommodating between five (5) and sixteen (16) persons) (1999-01-15)
- (d) Duplex Dwelling **(Delete)**
- (e) Home Office (subject to Section 7.9) (1997-08-08)
- (f) Semi-Detached Dwelling **(Delete)**
- (g) Single Detached Dwelling
- (h) Subsidiary Apartment

Recreational

- (i) Parks

10.8.2 Discretionary Uses (subject to Section 5.8) (1995-06-09)

- (a) Adult Day Care Facility (subject to Section 7.3)
- (b) Custom Workshop
- (c) Harbour Related Uses
- (d) Heritage Uses
- (e) Home Occupation (subject to Section 7.8)
- (f) Infill Housing (subject to Section 7.10)
- (g) Parking Lot (subject to Section 7.13)
- (h) Planned Unit Development (subject to Section 5.10.3)
- (i) Public Utility
- (j) Residential Retail Store (subject to Section 7.17) (1995-06-09)

10.4.3 Zone Requirements

The following requirements shall apply to:

(1) *Bed and Breakfast:*

The same requirements as established for the Dwelling types in this Zone. (1998-10-23)

(2) Boarding or Lodging House

The same requirements as established for the Dwelling types in this Zone

(3) Duplex Dwelling: **(Delete)**

(a)	Lot Area (minimum)	300 m ²
(b)	Lot Frontage (minimum)	15 m
(c)	Building Line (minimum)	4.5 m
(d)	Side Yards (minimum)	Two of 1.2 m (1994-11-04)
(e)	Side Yard on Flanking Road (minimum)	4.5 m
(f)	Rear Yard (minimum)	6 m

(4) Semi-Detached Dwelling: **(Delete)**

(a)	Lot Area (minimum)	150 m ² per Dwelling Unit (1997-03-07)
(b)	Lot Frontage (minimum)	15 m
(c)	Building Line (minimum)	4.5 m
(d)	Side Yards (minimum)	Two of 1.2 m (1994-11-04)
(e)	Side Yard on Flanking Road (minimum)	4.5 m
(f)	Rear Yard (minimum)	6 m

- (5) Single Detached Dwelling:
- (a) Lot Area (minimum) ~~300m²~~ Existing 150 m²
 - (b) Lot Frontage (minimum) ~~10m~~ (1994-11-04) Existing or 10 m
 - (c) Building Line (maximum) ~~4.5m~~ 4.5 m / 0
 - (d) Side Yards (minimum) ~~1.2m~~ (1994-11-04) Existing or 1.2 m
 - (e) Side Yard on Flanking Road (minimum) ~~2.5m~~ 1.2 m
 - (f) Rear Yard (minimum) ~~4.5m~~ 4.5 m / 0

(6) For all Building Types
(See Page 10-103 for Notes here)

RE:

Except - 3 storeys on downhill side

10.33 OPEN SPACE (O) ZONE
(See Section 5.1.4 - Development Above the 100 Metre Contour)

10.33.1 Permitted Uses

Recreational:

- (a) Park
- (b) Recreational Use
- (c) *Other Uses accessory to Uses above*
- (d) *Accessory Building (1995-09-15)*

10.33.2 Discretionary Uses (subject to Section 5.8)

- (a) Cemetery
- (b) Place of Assembly
- (c) Public Utility
- (d) Uses accessory to Agriculture, Forestry and Fishing

10.33.3 Zoning Requirements:

As determined by Council

**No Building in Areas visible from
the Downtown**

10.28 INDUSTRIAL, GENERAL (IG) ZONE
 (See Section 5.1.4 - Development Above the 190 Metre Contour)

10.28.1 Permitted Uses (Except for Freshwaterbay Offshore Base Area as identified under the "St. John's Urban Region Regional Plan, Freshwaterbay Amendment 1987, Schedule A"):

Commercial:

- (a) Accessory Commercial Use related to another permitted Use in this Zone
- (b) Accessory Dwelling Unit
- (c) Parking Area
- (d) *Recycling Depot* (1997-11-21)
- (e) Warehousing
- (f) Wholesale Business

Industrial:

- (g) Fish Processing and Packing
- (h) Harbour Use
- (i) Industrial Use
- (j) Light Industrial Use
- (k) Mineral Working (subject to Section 7.11)
- (l) Salvage Yard (subject to Section 7.18) **(Delete)** (1995-06-09)
- (m) Transportation Depot
- (n) Transportation Terminal

Other:

- (o) Public Utility

10.28.2 Freshwaterbay (St. John's) Permitted Uses

- (a) Industrial - Offshore Oil and Gas Exploration and Development Service Base, together with related docking, loading, repair, storage, maintenance and administrative facilities and compatible Industrial Uses.

10.28.3 Discretionary Uses (subject to Section 5.8)

Recreational:

- (a) Park
- (b) Recreational Use

Other

- (c) Day Care Center and Nursery School (subject to Section 7.6)
- (d) *Helicopter Operation and Maintenance Facility (1995-06-09)*
- (e) Public Use
- (f) *Sanitary Landfill and/or Waste Recycling Facility (subject to a Land Use Impact Assessment under Sections 5.6 and 5.7);*
- (g) *any development in a Rural District as set out under the St. John's Municipal Plan and/or any development which is not serviced by municipal sewer and water services (subject to a Land Use Impact Assessment under Section 5.6). (1995-09-15)*

10.28.4 Zone Requirements: **For Area adjacent to The Battery**

- **As determined by Council**
- **Maximum Height, 3 storeys, 11.25 m from lowest adjacent grade.**
- **Subject to L.U.A.R. in respect visual image, colour, lighting, noise dust, others as may be determined.**

APPENDIX B – PROPOSED CHANGES TO HERITAGE AREA
GUIDELINES FOR THE BATTERY

Table 2.4.1 Terminology and Concepts (Heritage Area Battery)

COMPONENTS	DISCUSSION OF COMPONENTS
SCALE/Form	
Building Size	
Height	Number of storeys or actual height, usually measured from main street front. Most common are 2-3 for downhill side, 1-2 for up hillside.
Proportion	Ratio of height over width, usually simple numbers such as. 3/2. This proportion is most common and should be maintained.
Ground Floor Area / Total Area	Size of building footprint/total area of all floors. The average footprint is ____SF +/-
Building Form	
Footprint Shape	Typically rectangular, however there are many projections, and irregular shapes.
Vertical Shape	Section or profile including set backs, low roofs, and roof shape. Most roofs are flat or nearly flat.
Projections	
Bays for windows	Not common in The Battery.
Porch/Veranda	Projections at main entrances. Common in the Battery.
Canopies	Not common.
Balconies/Decks/Walks	Common, multitude of styles and materials
Roof Decks	Rare on original buildings.
STYLE/MATERIAL	
Name of Style	Some styles have a name, i.e., Victorian Mansard.
Roof Form	
Typical Shapes	Flat, mansard, hipped, gable or a combination are examples. Roof form is a key component of building style. Flat most common for The Battery
Material	Slate, wood shingles, asphalt shingles are examples.
Wall Texture	
Siding Style/Material	Originally 4" clapboard, 6" trims for residential and some commercial buildings. Many buildings now have vinyl siding, New renovations are reverting to clapboard.
Trim Style/Material	Usually wood 6"-8" at corners and around openings. Sometimes articulated. Drip molds, sills, and water tables, are integral parts of trims. Many have disappeared but are being used in new renovations.
Details/Decorations	Varies from elaborate to none. Groups of houses usually have similar types of detail. Brackets are the most common. Very little detail is used in The Battery.
Railings	Wood or cast iron, details vary from elaborate to plain, usually plain in The Battery.
Foundation	Foundations in The Battery can be very prominent. There is a range of materials. Many are dilapidated.

COMPONENTS	DISCUSSION OF COMPONENTS
Store Front	Defines front of main floor on most commercial buildings. Usually they have large windows, inset doors, signage boards, and elaboration of detail. Single or double doors usually have ½” glass. Storefronts are an essential part of the character of commercial buildings. Not common in The Battery.
Openings/Fenestration	The size, proportion, spacing, and type of opening, is a defining characteristic and is generally consistent between styles.
Window Style	<u>Residential</u> , most are double hung, 30-36” wide, 52-72” inches high, proportion and spacing is important, usually with 6” trims. Usually single, sometimes in pairs or bays. Many in The Battery have been replaced with sliders or picture windows.
Window Material	Wood is traditional material with wood storm windows.
Window Pattern	Originally symmetrical and balanced in the facade.
Door Style	Usually only single door in front of houses, size, the amount of detail, and style varies. Usually wood panel with ½ glass.
Door Material	Wood is traditional
Color Scheme	Wood clapboard and trims were painted. Original St. John’s colors were predominantly dark with limited palette of gray, green, red, brown and buff. White was also fairly common in The Battery.
SITE & MISCELLANEOUS	
Landscape & Site Work	There is very little formal landscaping.
Trees & Shrubs	Not common. There is a concern that trees in open areas may start to block views.
Fences and Rails	Common in The Battery and important parts of building and streetscapes. Wood is most common. Many fences and rails are unsightly. Important for safety.
Retaining Walls	Common to The Battery and important parts of building and streetscapes. Many are in poor condition and are unsightly.

2.4.2 Permitted Change for the Heritage Areas

This table outlines as a guide the changes that are permitted in the three heritage areas. They are defined in terms of the components of building character.

The objectives are to encourage simple forms – 2-3 stories maximum on downhill side, detached or looking like they are detached. Encourage clapboard and trims, but allow other styles, flat roofs, sizes no bigger than the ninety percentile – proportion as seen from downhill side 2/3, 3/2, decks, bridges are encouraged, roof decks are not. Suggest standard details for railings, decks, fences and guardrails, irregular footprints are ok)

Table 2.4.2 Permitted Change

Component	Heritage Area 1 Essentially no change	Heritage Area 2 Minimum change	Heritage Area 3 Some change	Comments	Battery Heritage Area
SCALE/FORM					
Building Size					
Height	No change	Within 1/2 storey of average of neighbors.		Maximum three storeys residential, four storeys commercial.	Within 1/2 storey of average of neighbors. Maximum 3 on downhill side,...
Proportion	No change	No change except as covered by above	No change except as covered by above		3/3, 2/3, 3/2
Ground Floor Area	No change	Addition at back.	Addition at back.		Only as allowed by FHO
Total Area	No change	No bigger than larger of immediate neighbors.	No bigger than larger of neighbors + 25%.		No bigger than larger of neighbors + 25%. No larger than __SF
Building Form					
Footprint Shape	Only as required by Life Safety or Accessibility for commercial buildings, consideration for functional changes to make reuse economically viable	Addition at back	Addition at back		Only as allowed by FHO.
Vertical Shape		No change	Addition at back.		Only as allowed by FHO.
Other					

Projections					
Bays for windows	No change	Add bays if in context of neighbors.	Add bays if in context of neighbors.		Bays are permitted.
Canopies	Fabric canopies subject to specific design approval.	Fabric or fixed canopies subject to specific design approval.	Fabric or fixed canopies subject to specific design approval.		Not permitted
Balconies / Decks	No change	Possible at side/back not at front.	Not at front.		Decks are permitted. Encourage standard details. No unfinished pressure treated lumber.
Roof Decks	Not permitted	Not permitted	Not permitted	Possible exception is deck on low roof in Area 2 or 3.	Permitted but not encouraged on low roof. Not permitted on top roof.

STYLE/MATERIAL

Roof Form

Typical Shapes	No change	No change.	No change or rebuild in context with neighbors.		Encourage flat or nearly flat. No mansard roofs. No steep gable roofs.
Material	More practical material i.e., asphalt shingles, metal vs. copper.	More practical material i.e., asphalt shingles, metal vs. copper.	More practical material i.e., asphalt shingles, metal vs. copper.		Flat or asphalt shingles only.

Wall Texture

Siding Style	No change	No change	No change		
Siding Material	No change	Deep Color vinyl, 4" Clapboard only. Wood trims required.	Deep Color vinyl, 4" Clapboard only.	Specific styles and colors to be approved.	Encourage wood but permit vinyl.

Trim Style	No change	No change	No change		Encourage wide trims.
Trim Material	No change	No change	Wide vinyl trim.	Specific styles and colors to be approved.	Encourage wood but permit vinyl.
Details	No change	No change, but more durable material	No change or possible reduction.		- No elaborate details. - No unpainted pressure treated lumber.
Railings	As required by code, use original style	As required by code, use similar style.			As required by code. Encourage use of standard details.
Foundation	As required by structure, use original material.	As required by structure.	As required by structure.		As required by structure.
Store Front	More durable materials if they look like original. Signage as per sign law.	More durable materials if they look like original. Signage as per sign law.	More durable materials if they look like original. Signage as per sign law.	Storefront changes require specific drawings and details.	Encourage for small commercial uses.

Openings

Window Style	No change	No change	No change		- Encourage double hung esp. on non view sides of house. - No horizontal slider windows. - Picture windows are acceptable
Window Material	More durable i.e., painted aluminum, but not vinyl.	More durable i.e., painted aluminum or vinyl inserts			More durable i.e., painted aluminum or vinyl windows.
Window Pattern	No change	None on front, possible additional windows on back for view and lighting.	None on front, possible additional windows on back for view and lighting.	i.e. Change a single double hung to two side by side. No picture windows	Encourage organized pattern.
Door Style	No change	No change	No change		
Door Material	More durable material.	More durable material.			More durable material.

Colour Scheme					
Colours	Original or historic St. John's palette.	Heritage palette	Heritage palette		No bright colours. Muted mid tones preferred.

SITE & MISCELLANEOUS

Front Set Back	No change	In line with at least one neighbor, front veranda and steps in context.	In line with at least one neighbor, front veranda and steps in context.	No single car garages, or under building bays except for three or more houses in a row.	Discourage but as per FHO
Side Yards	No change	No change	As per zoning.		Do not block existing views. Subject to FHO.
Back Yards	No change	As per zoning	As per zoning		Do not block existing views. Subject to FHO.
Trees & Shrubs	Thinning and trimming.	Thinning and trimming.	Thinning and trimming.		Low bushes only to not block views.
Fences and Rails	As required by code, original style	As required by code, similar style.	As required by code, similar style.		Suggest 3 or 4 standard details.
Walls	Necessary repair, original materials.	Necessary repair, appropriate material	Necessary repair, appropriate material		Suggest 3 or 4 standard details.

New Buildings, Major Renovations to Out of Character Buildings

Heritage Area 1

- Option 1 – replicate scale/form, style/material as defined above.
- Option 2 – for alternative proposals, a comprehensive architectural design package showing relationships to the concept of “conforming” with the original.

For Heritage Area 2 & 3

- Option 1 – conform to scale/form, style/material as defined above.
- Option 2 – for alternative proposals, a comprehensive architectural design package showing relationships to the concept of “respecting or reflecting” with the original.

For Heritage Area Battery

- Zone and Heritage Area Requirements
- Subject to Footprint and Height Control Overlay
- Subject to Guidelines.

Notes

- For commercial buildings consideration can be given to functional changes that help make reuse economically viable.
- Changes as required for Life Safety or Accessibility are permitted. Design must be sensitive to scale, form, style and materials.
- All changes must conform to applicable codes and regulations in effect in St. John's.

APPENDIX C FOOTPRINT AND HEIGHT CONTROL OVERLAY

Appendix C: Footprint and Height Control Overlay

Street and Civic Number	Vertical Expansion	Horizontal Expansion
BATTERY ROAD		
4 BATTERY ROAD	NO/HA3	P/R3
6 BATTERY ROAD	NO/HA3	P/R3
8 BATTERY ROAD	NO/HA3	P/R3
10 BATTERY ROAD	NO/HA3	P/R3
12 BATTERY ROAD	NO/HA3	P/R3
14 BATTERY ROAD	NO/HA3	P/R3
16 BATTERY ROAD	NO/HA3	P/R3
22 BATTERY ROAD	NO/HA3	P/R3
24 BATTERY ROAD	NO/HA3	P/R3
34 BATTERY ROAD	NO/SIZE	NO/SIZE
42 BATTERY ROAD	V1	PB
44 BATTERY ROAD	NO/SIZE	PB
46 BATTERY ROAD	V1	PB
50 BATTERY ROAD	NO/SIZE	PB
51 BATTERY ROAD	NO/VIEW	PB
53 BATTERY ROAD	NO/VIEW	PB
54 BATTERY ROAD	NO/VIEW	NO/SPACE
55 BATTERY ROAD	NO/VIEW	PB
56 BATTERY ROAD	V1	PB
57 BATTERY ROAD	NO/VIEW	PB
58 BATTERY ROAD	NO/VIEW	PB
59 BATTERY ROAD	NO/VIEW	PB
60 BATTERY ROAD	NO/VIEW	NO/SPACE
63 BATTERY ROAD	NO/VIEW	NO/V EW
64 BATTERY ROAD	NO/VIEW	PB
65 BATTERY ROAD	NO/VIEW	PB
67 BATTERY ROAD	NO/VIEW	NO/V EW
68 BATTERY ROAD	NO/VIEW	PB
70 BATTERY ROAD	NO/VIEW	PB
71 BATTERY ROAD	NO/VIEW	PL
72 BATTERY ROAD	NO/VIEW	NO/SIZE
74 BATTERY ROAD	NO/VIEW	NO/SPACE
75 BATTERY ROAD	V1	NO/SIZE
76 BATTERY ROAD	NO/VIEW	PF
80 BATTERY ROAD	NO/VIEW	NO/SIZE
82 BATTERY ROAD	NO/VIEW	NO/SPACE
84 BATTERY ROAD	NO/VIEW	NO/SPACE
86 BATTERY ROAD	NO/VIEW	NO/SPACE
88 BATTERY ROAD	NO/VIEW	NO/LOC
90 BATTERY ROAD	V1	PB

Street and Civic Number	Vertical Expansion	Horizontal Expansion
LOWER BATTERY ROAD		
1 LOWER BATTERY ROAD	NO/V EW	NO/SPACE
2 LOWER BATTERY ROAD	NO/V EW	NO/SPACE
3 LOWER BATTERY ROAD	NO/V EW	NO/SPACE
4 LOWER BATTERY ROAD	V1	NO/SPACE
MIDDLE BATTERY ROAD		
1 MIDDLE BATTERY ROAD	NO/V EW	NO/SPACE
2 MIDDLE BATTERY ROAD	NO/V EW	NO/SPACE
3 MIDDLE BATTERY ROAD	NO/V EW	NO/SPACE
5 MIDDLE BATTERY ROAD	NO/SIZE	NO/SPACE
6 MIDDLE BATTERY ROAD	NO/SIZE	NO/SPACE
7 MIDDLE BATTERY ROAD	NO/SIZE	PB
9 MIDDLE BATTERY ROAD	NO/V EW	NO/SIZE
10 MIDDLE BATTERY ROAD	NO/V EW	NO/SIZE
14 MIDDLE BATTERY ROAD	NO/V EW	PF
15 MIDDLE BATTERY ROAD	NO/V EW	PF
TOP BATTERY ROAD		
1 TOP BATTERY ROAD	NO/SIZE	NO/SPACE
2 TOP BATTERY ROAD	V1	NO/SPACE
3 TOP BATTERY ROAD	V1	NO/SPACE
4 TOP BATTERY ROAD	V1	NO/SPACE
5 TOP BATTERY ROAD	V1	PB
6 TOP BATTERY ROAD	NO/SIZE	PB
7 TOP BATTERY ROAD	V1	PF
8 TOP BATTERY ROAD	NO/SIZE	NO/SIZE
9 TOP BATTERY ROAD	V1	NO/SPACE
10 TOP BATTERY ROAD	V1	PL
EAST MIDDLE BATTERY		
1 EAST MIDDLE BATTERY	V1	PB
2 EAST MIDDLE BATTERY	V1	PB
4 EAST MIDDLE BATTERY	V1	PB
5 EAST MIDDLE BATTERY	NO/V EW	PB
6 EAST MIDDLE BATTERY	NO/V EW	PB
7 EAST MIDDLE BATTERY	NO/V EW	NO/SPACE

LEGEND

Vertical Expansion

No = No, not permitted
V1 = 1 storey addition possible

Horizontal Expansion

No = No
P = Possible, subject to ownership, suitability of land and zoning requirements
PF = Possible Front (when viewed from road)
PL = Possible Left (when viewed from road)
PR = Possible Right (when viewed from road)
PB = Possible Back (when viewed from road)
PR3 = Possible, subject to R3 zone requirements

NO/ - Reasons for not permitting expansion

NO/HA3 = does not conform to HA3 guidelines
NO/VIEW = probable interference with existing or potential views
NO/SIZE = existing building or expansion is large for area or is out of proportion
NO/SPACE = not enough space around building
NO/LOC = inappropriate location

Notes

- A horizontal expansion can be no higher than the height of the existing building
- A peaked roof is considered a storey
- All renovations and proposed expansions are subject to ownership of land, adherence to building code and regulations of authority having jurisdiction
- Although there may be more than one reason for not permitting expansion, only one reason is listed

Appendix C: Footprint and Height Control Overlay

Street and Civic Number	Vertical Expansion	Horizontal Expansion
OUTER BATTERY ROAD		
1 OUTER BATTERY ROAD	NO/VIEW	PF
3 OUTER BATTERY ROAD	NO/VIEW	NO/SIZE
4 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
6 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
7 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
13 OUTER BATTERY ROAD	NO/VIEW	NO/SPACE
14 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
15 OUTER BATTERY ROAD	NO/VIEW	PB
16 OUTER BATTERY ROAD	NO/VIEW	PB
17 OUTER BATTERY ROAD	NO/VIEW	NO/SIZE
18 OUTER BATTERY ROAD	NO/VIEW	PB
19 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
22 OUTER BATTERY ROAD	V1	PB
23 OUTER BATTERY ROAD	NO/VIEW	PB
24 OUTER BATTERY ROAD	NO/VIEW	NO/SPACE
26 OUTER BATTERY ROAD	NO/SIZE	PB
28 OUTER BATTERY ROAD	NO/SIZE	NO/SPACE
29 OUTER BATTERY ROAD	NO/VIEW	NO/SIZE
33 OUTER BATTERY ROAD	NO/VIEW	PB
36 OUTER BATTERY ROAD	NO/VIEW	PB
37 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
38 OUTER BATTERY ROAD	NO/SIZE	PB
40 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
42 OUTER BATTERY ROAD	NO/VIEW	PB
43 OUTER BATTERY ROAD	NO/VIEW	NO/V EW
45 OUTER BATTERY ROAD	V1	PB
52 OUTER BATTERY ROAD	NO/VIEW	NO/V EW

Street and Civic Number	Vertical Expansion	Horizontal Expansion
HIPDITCH HILL		
1 HIPDITCH HILL	NO/V EW	NO/VIEW
2 HIPDITCH HILL	NO/V EW	NO/SPACE
4 HIPDITCH HILL	V1	NO/SIZE
6 HIPDITCH HILL	V1	PR,PB
9 HIPDITCH HILL	V1	PB
10 HIPDITCH HILL	NO/LOC	NO/LOC
11 HIPDITCH HILL	V1	PB
14 HIPDITCH HILL	V1	PL
17 HIPDITCH HILL	NO/V EW	NO/SIZE
18 HIPDITCH HILL	NO/V EW	PR,PB
FORT WALDEGRAVE		
1 FORT WALDEGRAVE	NO/SIZE	NO/SIZE
2 FORT WALDEGRAVE	NO/V EW	NO/SPACE
3 FORT WALDEGRAVE	NO/SIZE	NO/SIZE
4 FORT WALDEGRAVE	NO/V EW	PL
6 FORT WALDEGRAVE	NO/V EW	NO/SPACE
8 FORT WALDEGRAVE	NO/V EW	NO/SPACE
10 FORT WALDEGRAVE	NO/V EW	NO/SPACE
11 FORT WALDEGRAVE	NO/SIZE	NO/SIZE
12 FORT WALDEGRAVE	V1	PL

LEGEND

Vertical Expansion

- No = No, not permitted
- V1 = 1 storey addition possible

Horizontal Expansion

- No = No
- P = Possible, subject to ownership, suitability of land and zoning requirements
- PF = Possible Front (when viewed from road)
- PL = Possible Left (when viewed from road)
- PR = Possible Right (when viewed from road)
- PB = Possible Back (when viewed from road)
- PR3 = Possible, subject to R3 zone requirements

NO/ - Reasons for not permitting expansion

- NO/HA3 = does not conform to HA3 guidelines
- NO/VIEW = probable interference with existing or potential views
- NO/SIZE = existing building or expansion is large for area or is out of proportion
- NO/SPACE = not enough space around building
- NO/LOC = inappropriate location

Notes

- A horizontal expansion can be no higher than the height of the existing building
- A peaked roof is considered a storey
- All renovations and proposed expansions are subject to ownership of land, adherence to building code and regulations of authority having jurisdiction
- Although there may be more than one reason for not permitting expansion, only one reason is listed

Appendix C: Footprint and Height Control Overlay

Street and Civic Number	Vertical Expansion	Horizontal Expansion
SIGNAL HILL ROAD		
12 SIGNAL HILL ROAD	V1	PR3
14 SIGNAL HILL ROAD	NO/HA3	PR3
16 SIGNAL HILL ROAD	NO/HA3	PR3
18 SIGNAL HILL ROAD	V1	PR3
20 SIGNAL HILL ROAD	V1	PR3
20A SIGNAL HILL ROAD	NO/HA3	PR3
22 SIGNAL HILL ROAD	NO/HA3	PR3
24 SIGNAL HILL ROAD	NO/HA3	PR3
26 SIGNAL HILL ROAD	NO/HA3	PR3
30 SIGNAL HILL ROAD	NO/HA3	PR3
32 SIGNAL HILL ROAD	NO/HA3	PR3
38 SIGNAL HILL ROAD	NO/HA3	PR3
40 SIGNAL HILL ROAD	NO/HA3	PR3
44 SIGNAL HILL ROAD	NO/HA3	PR3
46 SIGNAL HILL ROAD	NO/HA3	PR3
48 SIGNAL HILL ROAD	NO/HA3	PR3
50 SIGNAL HILL ROAD	NO/HA3	PR3
52 SIGNAL HILL ROAD	NO/HA3	PR3
54 SIGNAL HILL ROAD	NO/HA3	PR3
56 SIGNAL HILL ROAD	NO/HA3	PR3
58 SIGNAL HILL ROAD	NO/HA3	PR3
60 SIGNAL HILL ROAD	NO/HA3	PR3
62 SIGNAL HILL ROAD	NO/HA3	PR3
70 SIGNAL HILL ROAD	NO/HA3	PR3
100 SIGNAL HILL ROAD	NO/SIZE	NO/SIZE
150 SIGNAL HILL ROAD	NO/HA3	PR3
152 SIGNAL HILL ROAD	NO/HA3	PR3
158 SIGNAL HILL ROAD	V1	PB
162 SIGNAL HILL ROAD	V1	PL
164 SIGNAL HILL ROAD	V1	PL
166 SIGNAL HILL ROAD	V1	PR
168 SIGNAL HILL ROAD	NO/SIZE	NO/SIZE
170 SIGNAL HILL ROAD	NO/VIEW	PB
176 SIGNAL HILL ROAD	NO/SIZE	NO/SIZE
178 SIGNAL HILL ROAD	NO/VIEW	PB
180 SIGNAL HILL ROAD	NO/VIEW	PL PB
182 SIGNAL HILL ROAD	NO/VIEW	NO/SIZE
184 SIGNAL HILL ROAD	NO/VIEW	NO/SIZE

Street and Civic Number	Vertical Expansion	Horizontal Expansion
WALSH'S SQUARE		
2 WALSH'S SQUARE	NO/HA3	PR3
3 WALSH'S SQUARE	V1	PR3
4 WALSH'S SQUARE	NO/HA3	PR3
5 WALSH'S SQUARE	NO/HA3	PR3
6 WALSH'S SQUARE	NO/HA3	PR3
7 WALSH'S SQUARE	NO/HA3	PR3
9-11 WALSH'S SQUARE	V1	PR3
10 WALSH'S SQUARE	NO/HA3	PR3
12 WALSH'S SQUARE	NO/HA3	PR3
14 WALSH'S SQUARE	NO/HA3	PR3
15 WALSH'S SQUARE	NO/HA3	PR3
16 WALSH'S SQUARE	NO/HA3	PR3
17 WALSH'S SQUARE	NO/HA3	PR3
18 WALSH'S SQUARE	NO/HA3	PR3
19 WALSH'S SQUARE	NO/HA3	PR3
20 WALSH'S SQUARE	NO/HA3	PR3
21 WALSH'S SQUARE	NO/HA3	PR3
22 WALSH'S SQUARE	NO/HA3	PR3
23 WALSH'S SQUARE	NO/HA3	PR3
27 WALSH'S SQUARE	NO/HA3	PR3
CABOT AVENUE		
1 CABOT AVE	NO/HA3	PR3
3 CABOT AVE	NO/HA3	PR3
5 CABOT AVE	NO/HA3	PR3
7 CABOT AVE	NO/HA3	PR3
9 CABOT AVE	NO/HA3	PR3
11 CABOT AVE	NO/HA3	PR3
13 CABOT AVE	NO/HA3	PR3
36 CABOT AVE	NO/SIZE	NO/SIZE

LEGEND

Vertical Expansion

No = No, not permitted
V1 = 1 storey addition possible

Horizontal Expansion

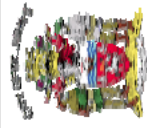
No = No
P = Possible, subject to ownership, suitability of land and zoning requirements
PF = Possible Front (when viewed from road)
PL = Possible Left (when viewed from road)
PR = Possible Right (when viewed from road)
PB = Possible Back (when viewed from road)
PR3 = Possible, subject to R3 zone requirements

NO/ - Reasons for not permitting expansion

NO/HA3 = does not conform to HA3 guidelines
NO/VIEW = probable interference with existing or potential views
NO/SIZE = existing building or expansion is large for area or is out of proportion
NO/SPACE = not enough space around building
NO/LOC = inappropriate location

Notes

- A horizontal expansion can be no higher than the height of the existing building
- A peaked roof is considered a storey
- All renovations and proposed expansions are subject to ownership of land, adherence to building code and regulations of authority having jurisdiction
- Although there may be more than one reason for not permitting expansion, only one reason is listed



**Battery Development
Gu del nes Study**

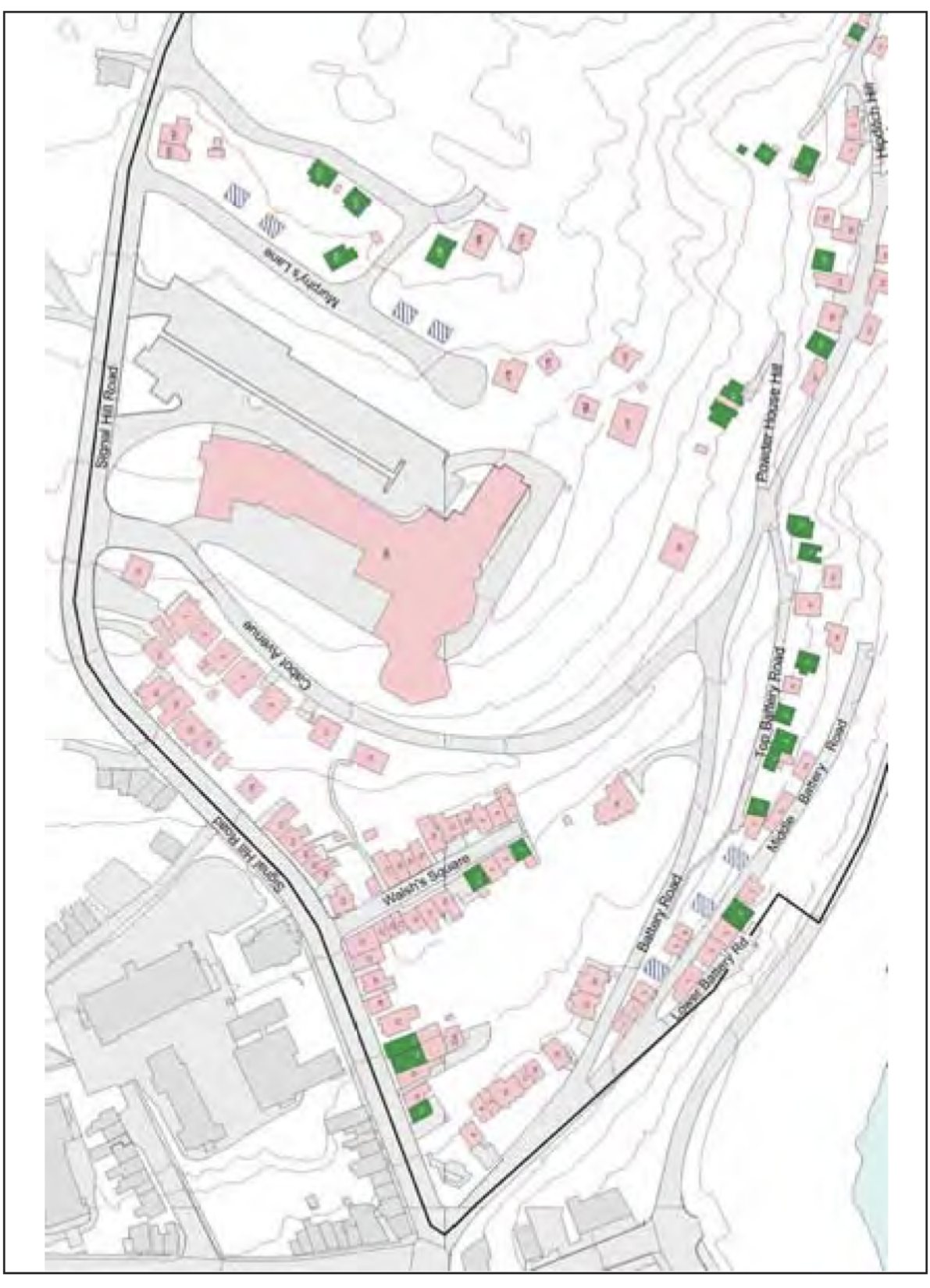
Consultants
PHB GROUP INCORPORATED
 7 Pleck Road
 St. John's, NL
 Canada A1E 1H3
 Telephone 709.576.8163
 Toll Free 1.888.576.8162
 Fax 709.579.9813
 email: phb@phbgroup.com

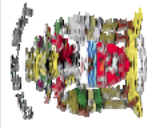
TRACT CONSULTING INC.
 100 LeMarchant Rd.
 St. John's, NL
 Canada A1C 2S6
 Telephone 709.738.2488
 Fax 709.738.2489
 email: tract@nfld.com

Alv n S mms
 Department of Geography
 Memorial University
 of Newfoundland

- Legend**
- Existing building
 - Possible 1 story addition
 - Possible infill opportunity

Appendix C
Footprint and Height Control Overlay
PART 1





Battery Development Gu del nes Study

Consultants



7 Pleck Road
St. John's, NL
Canada A1E 1H3
Tel: 709.576.8163
Toll Free: 1.888.576.8162
Fax: 709.579.9813
email: phb@phbgroup.com

TRACT CONSULTING INC.

100 LeMarchant Rd.
St. John's, NL
Canada A1C 2K6
Tel: 709.738.2488
Fax: 709.738.2489
email: tract@nfld.com

Alv n S mms

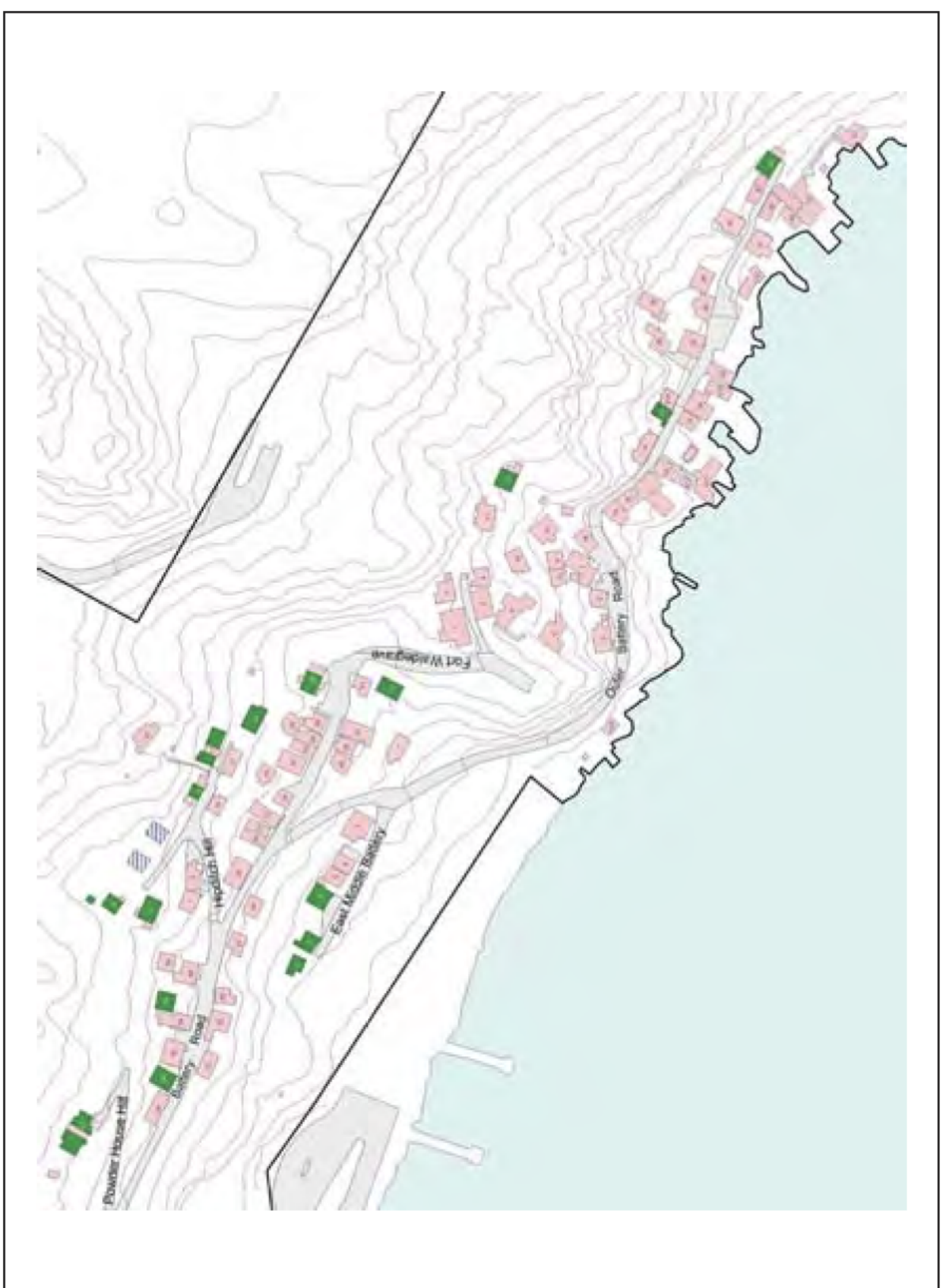
Department of Geography
Memorial University
of Newfoundland

Legend

-  Existing building
-  Possible 1 storey addition
-  Possible infill opportunity

Appendix C

Footprint and Height Control Overlay **PART 2**



NOTICES PUBLISHED

Applications which have been advertised in accordance with the requirements of Section 5.5 of the St. John's Development Regulations and which are to be considered for approval by Council at the **Regular Meeting of Council on December 18, 2017.**

Ref #	Property Location/ Zone Designation	Ward	Application Details	Floor Area (square metres)	# of Employees (includes the applicant)	# of On-Site Parking Spaces	Written Representations Received	Planning and Development Division Notes
1	Commercial Central Mixed (CCM) Zone	2	A Discretionary Use application has been submitted requesting permission to change the occupancy of 7-9 Queen Street from a Restaurant to a Lounge. The business will occupy a total floor area of 186 m ² and will operate Monday-Wednesday 11 a.m.-2 a.m., and Thursday-Sunday 11 a.m.-3 a.m. No on-site parking is provided.	186 m ²			no Submissions received	The Planning and Development Division recommends approval of the application subject to all applicable City requirements
2	Residential Low Density (R1) Zone	4	A Discretionary Use application has been submitted by Connie Parsons School of Dance Ltd. to develop a portion of the existing lot at 1 Kent Place as a Parking Lot. The addition to the parking area will be approximately 78 m ² and will be used in conjunction with the existing lot at 77 Portugal Cove Road.	78 m ²			24 Submissions received (attached)	The Planning and Development Division recommends approval of the application subject to all applicable City requirements

The Office of the City Clerk and the Department of Planning, Development & Engineering, in joint effort, have sent written notification of the applications to property owners and occupants of buildings located within a minimum 150-metre radius of the application sites. Applications have also been advertised in The Telegram newspaper on at least one occasion and applications are also posted on the City's website. Where written representations on an application have been received by the City Clerk's Department, these representations have been included in the agenda for the Regular Meeting of Council.

REPORTS/RECOMMENDATION

Development Committee

December 12, 2017 – 10:00 a.m. – Conference Room A, 4th Floor, City Hall

**1. Request for Building Line Setback for 2 Lots
48 Wicklow Street – SUB1700029**

It is recommended that Council approve the 6 metre Building Line setback for both proposed dwellings..

**2. Crown Land Grant Amendment to Remove Use Clause (E-17807) for
a Parcel off Pastureland Road near Dog Pond – CRW1700029**

It is recommended that Council approve the request to amend the Crown Land Grant to remove the Boy Scout camp use clause.

**Jason Sinyard
Deputy City Manager – Planning, Engineering & Regulatory Services
Chairperson**

DECISION/DIRECTION NOTE

Title: Crown Land Grant Amendment to Remove Use Clause (E-17807) for a Parcel off Pastureland Road near Dog Pond – CRW1700029

Date Prepared: December 14, 2017

Report To: His Worship the Mayor and Members of Council

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

Ward: 5

Decision/Direction Required:

To seek approval from Council for permission to amend a Crown Land Grant to remove the Boy Scout Camp use from the existing grant.

Discussion – Background and Current Status:

A Crown Land application was submitted to amend an existing Crown Land Grant for a 0.8 ha parcel to remove the ‘use clause’ from the previous grant. The land is no longer used as a Boy Scout Camp.

Key Considerations/Implications:

1. Budget/Financial Implications: Not Applicable.
2. Partners or Other Stakeholders:
Government of Newfoundland and Labrador, Crown Lands Division
3. Alignment with Strategic Directions/Adopted Plans: Not Applicable.
4. Legal or Policy Implications: Not Applicable
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 approve the request to amend the Crown Land Grant to remove the Boy Scout camp use clause.

AAR/dlm

Prepared by/Signature:

Andrea Roberts- Development Officer

Signature: _____



Approved by/Date/Signature:

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

Signature: _____



Attachments: Map

DECISION/DIRECTION NOTE

Title:	Request for Building Line Setback for 2 Lots 48 Wicklow Street – SUB1700029
Date Prepared:	December 12, 2017 (Date of next meeting: December 18, 2017)
Report To:	His Worship the Mayor and Members of Council
Councillor and Role:	Councillor Maggie Burton, Planning & Development Lead
Ward:	4

Decision/Direction Required:

To seek approval for a 6 metre Building Line setback to accommodate the construction of 2 new dwellings as a result of lot subdivision at 48 Wicklow Street.

Discussion – Background and Current Status:

An application was submitted to demolish a dwelling and subdivide the lot to create 2 new dwellings at 48 Wicklow Street. The property is situated in the Residential Low Density (R1) Zone where the minimum Building Line for existing streets or service streets is to be established by Council. The proposed set back of 6 metres is consistent with neighboring properties on the street.

Key Considerations/Implications:

1. Budget/Financial Implications: Not Applicable.
2. Partners or Other Stakeholders: Not Applicable.
3. Alignment with Strategic Directions/Adopted Plans: Not Applicable.
4. Legal or Policy Implications:
Section 8.4, Section 10.3.3. (1) (c) (ii) and Section 8.3.1 of the St. John's Development Regulations
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.

ST. JOHN'S

Recommendation:

It is recommended that Council approve the 6 metre Building Line setback for both proposed dwellings.

Prepared by/Signature:

Andrea Roberts – Development Officer

Signature: _____



Approved by/Date/Signature:

Jason Sinyard, Deputy City Manager – Planning, Engineering and Regulatory Services

Signature: _____



AAR/dlm

Attachments: Not Applicable.

**REPORT
COMMITTEE OF THE WHOLE
December 13, 2017 – 9:00 am– Council Chambers, 4th Floor, City Hall**

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

Staff: Kevin Breen, City Manager
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Derek Coffey, Deputy City Manager – Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Lynnann Winsor, Deputy City Manager of Public Works
Cheryl Mullett, City Solicitor
Elaine Henley, City Clerk
Ken O’Brien, Chief Municipal Planner
Garret Donaher, Manager – Transportation Engineering
Natalie Godden, Manager – Family & Leisure Services
Victoria Etchegary, Manager – Organizational Performance & Strategy
Gerard Doran, Development Supervisor
Stacey Fallon, Legislative Assistant

Approximately 15 members of the general public were also in attendance.

DELEGATIONS

- a. 1 Kent Place – Discretionary Use Application
Connie Parsons, Connie Parsons School of Dance
- b. 1 Kent Place – Discretionary Use Application
Andrew Wadden, Legal Counsel for Residents of Kent Place
- c. 83 Empire Avenue – Single-detached Dwelling Development Application
Doreen Neville, Owner

NEW BUSINESS

1. PLANNING & DEVELOPMENT – COUNCILLOR BURTON

a. Built Heritage Report – November 28, 2017

Councillor Burton presented the above noted report and outlined the following 3 recommendations:

Item 1 – 33 Victoria Street, Decision note dated November 20, 2017

Recommendation

Moved – Councillor Burton; Seconded – Deputy Mayor O’Leary

That the Committee approve the proposed change in roof line form a mansard roof to a flat roof at 33 Victoria Street.

CARRIED UNANIMOUSLY

Item 2 – 17 Balson Street – Decision note dated November 20, 2017

Recommendation

Moved – Councillor Burton; Seconded – Deputy Mayor O’Leary

That the Committee have the applicant revise the application to not have the Trasom windows included. It could then be approved in line with Heritage Regulations without going back to the Built Heritage Experts Panel.

CARRIED UNANIMOUSLY

Item 3 – 83 Empire Avenue – Decision note dated November 17, 2017

Recommendation

Moved – Councillor Burton; Seconded – Councillor Hickman

That the Committee approve the application as per the staff recommendation despite the rejection recommended by the Built Heritage Experts Panel.

CARRIED UNANIMOUSLY

b. Built Heritage Report – December 6, 2017

Councillor Burton presented the above note report and outlined the following 2 recommendations.

Item 1 – 354 Water Street – Decision note dated November 17, 2017

Recommendation

Moved – Councillor Burton; Seconded – Councillor Stapleton

That the Committee approve the exterior façade renovations at 354 Water Street subject to existing cladding remaining the same and suggesting that black iron railing be installed as opposed to glass.

CARRIED UNANIMOUSLY

Item 2 – 180 -184 Signal Hill Road – Decision note dated November 22, 2017

Recommendation

Moved – Councillor Burton; Seconded – Councillor Froude

That the Committee reject the recommendation that the application, as currently designed, be rejected.

CARRIED UNANIMOUSLY

2. FINANCE AND ADMINISTRATION – COUNCILLOR LANE

a. Repeal – Policy: 02-01-05 – Computer Passwords - November 23, 2017

Councillor Lane presented the above noted decision note to the Committee.

Recommendation

Moved – Councillor Lane; Seconded – Councillor Burton

That the Committee repeal Policy: 02-01-05 – Computer Passwords.

CARRIED UNANIMOUSLY

3. PUBLIC WORKS & SUSTAINABILITY – COUNCILLOR FROUDE

a. Regional Wastewater Committee Report – November 30, 2017

Councillor Froude presented the above noted report and outlined the following recommendation.

Item 1 - Regional Wastewater 2018 budget and 2017 Financial Update

Recommendation

Moved – Councillor Froude; Seconded – Councillor Hickman

That the Committee adopt the Regional Wastewater 2018 budget as presented.

CARRIED UNANIMOUSLY

b. Regional Water Committee Report – November 30, 2017

Councillor Froude presented the above noted report and outlined the following recommendation.

Item 1 - Regional Water 2018 budget and 2017 Financial Update

Recommendation

Moved – Councillor Froude; Seconded – Councillor Hickman

That the Committee adopt the Regional Water 2018 budget as presented.

CARRIED UNANIMOUSLY

4. COMMUNITY SERVICES & EVENTS – COUNCILLOR KORAB

a. Childcare for Council and Public Meetings – December 7, 2017

The above noted was brought forward to the Committee for Information by the Deputy City Manager of Community Services. After discussion ensued the City Manager asked Council for clear direction noting that research and reports take time and resources. He further illustrated that if this is something that Council is going to pursue, than staff need a directive from Council to move forward.

Recommendation

Moved – Councillor Burton; Seconded – Deputy Mayor O’Leary

That the Committee direct staff to do more research on best practices to identify where the gaps exist in our services for childminding during public engagement sessions and move forward with the program.

**MOTION LOST WITH
MAYOR BREEN, AND COUNCILLORS COLLINS,
KORAB, HANLON, STAPLETON AND
HICKMAN DESSENTING**

It was noted that with the satisfaction survey going out to the residents that a question should be added to this survey on the topic of how we can better involve families in engagement.

- b. Vacancies and New Applicants for Seniors Advisory Committee - November 24, 2017

Councillor Korab presented the above noted to the Committee.

Recommendation

Moved – Councillor Korab; Seconded – Councillor Froude

That Subsequent to the appointment of Seniors Advisory Committee Members by Council on February 21, 2016 and in order to maximize participation at the Seniors Advisory Committee, based on recent resignations, the following people be appointed/reaffirmed to the Seniors Advisory Committee in accordance with Section 3.1.1 of the Terms of Reference.

Citizen Reps (up to 5)

- 1. Sam Wells (Chair) – extend until February 21, 2019**
- 2. Patsy Yetman – extend until February 21, 2019**
- 3. Glenda Reid – December 2017 – November 2019**
- 4. Richard Murphy – December 2017 – November 2019**
- 5. Ruby Constantine – December 2017 – November 2019**

Organization Reps (up to 5)

- 1. Lorraine Lowe – Seniors Resource Centre – extend until February 21, 2019**
- 2. Neil Hamilton – CARP – extend until February 21, 2019**
- 3. Sharron Callahan – CARP – extend until February 21, 2019**
- 4. Neil Moores – NLPSPA – December 2017 – November 2019**

Community Representative

- 1. Devonne Ryan – December 2017 – November 2019**

CARRIED UNANIMOUSLY

- c. Kenmount Terrance- Skate Park Memorial Plaque - December 5, 2017

Councillor Korab presented the above noted decision note to the Committee.

Recommendation

Moved – Councillor Korab; Seconded – Councillor Froude

That a memorial plaque in honor of Justin Tobin be placed at the Kenmount Terrace Skate Park.

CARRIED UNANIMOUSLY

5. TRANSPORTATION – COUNCILLOR HANLON

- a. Winter Avenue Traffic Calming Project –Next Steps – December 5, 2017

Councillor Hanlon presented the above noted decision note to the Committee.

Recommendation

Moved – Councillor Hanlon; Seconded – Hickman

That the Committee approve the evaluation of the Winter Avenue Traffic Calming project as part of the broader Rennie’s River East Traffic Pattern Review.

**CARRIED WITH
COUNCILLOR JAMIESON DESSENTING**

Mayor Danny Breen
Chairperson

DEVELOPMENT PERMITS LIST
DEPARTMENT OF PLANNING, ENGINEERING AND REGULATORY SERVICES
FOR THE PERIOD OF Dec 7, 2017 TO Dec 13, 2017

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
IND	Modern Holdings Limited	Crown Land License for Storage of Heavy Equipment	2568 Trans-Canada Highway	5	Rejected- Not permitted in the OR Zone.	17-12-06
RES		Building lot for Single Family Dwelling	7 Heffernan's Line	5	Approved	17-12-08
RES		Building Lot for Single Family	18 Maxwell Place	2	Approved	17-12-08
RES	Maidment Consulting Inc	Construction of Dwelling on Vacant Lot	154 Waterford Bridge Road	3	Approved	17-12-11

* 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 December 18, 2017 Regular Meeting

Permits Issued: 2017/12/07 to 2017/12/13

Class: Commercial

336 Freshwater Rd	Co	Retail Store
39 Aviation Crt	Sn	Warehouse
10 Eastland Dr	Sn	Office
94 Elizabeth Ave, Wph Law	Sn	Office
40-70 Hamlyn Rd, H & R Block	Sn	Office
130 Kelsey Dr, Suncor	Sn	Office
35 Kenmount Rd	Sn	Restaurant
460 Topsail Rd	Sn	Restaurant
445 Torbay Rd, Paint Shop	Sn	Retail Store
146-152 Water St	Sn	Retail Store
396 Back Line	Nc	Fence
2700 Trans Canada Hwy	Nc	Accessory Building
Avalon Mall Unit 0105/Sunrise	Cr	Retail Store
240 Waterford Bridge Rd(Tower)	Rn	Office
279 Portugal Cove Rd - Nacho	Cr	Restaurant
35 Kenmount Rd	Rn	Eating Establishment
Avalon Mall,Lavie En Rose,0135	Cr	Retail Store

This Week \$ 1,029,200.00

Class: Industrial

This Week \$.00

Class: Government/Institutional

This Week \$.00

Class: Residential

18 Burling Cres	Nc	Accessory Building
79 Cornwall Ave	Nc	Accessory Building
95 Diamond Marsh Dr, Lot 140	Nc	Single Detached & Sub.Apt
127 Diamond Marsh Dr, Lot 125	Nc	Single Detached Dwelling
85 Dillon Cres	Nc	Accessory Building
7 Heffernan's Line	Nc	Single Detached Dwelling
1 Leonard J. Cowley St	Nc	Single Detached Dwelling
21 Mcconnell Pl	Nc	Accessory Building
60 Old Bay Bulls Rd	Nc	Accessory Building
65 Sugar Pine Cres	Nc	Accessory Building
26 Wabush Pl	Nc	Patio Deck
9 Spencer St	Co	Home Office
23 Adventure Ave	Cr	Subsidiary Apartment
133 Cabot St	Cr	Subsidiary Apartment
117 Ropewalk Lane, Choices	Cr	Other
87 Buckmaster's Cir	Rn	Townhousing
89 Buckmaster's Cir	Rn	Townhousing
91 Buckmaster's Cir	Rn	Townhousing
93 Buckmaster's Cir	Rn	Townhousing
95 Buckmaster's Cir	Rn	Townhousing
97 Buckmaster's Cir	Rn	Townhousing
99 Buckmaster's Cir	Rn	Townhousing
101 Buckmaster's Cir	Rn	Townhousing
157 Buckmaster's Cir	Rn	Townhousing
161 Buckmaster's Cir	Rn	Townhousing

165 Buckmaster's Cir	Rn	Townhousing
169 Buckmaster's Cir	Rn	Townhousing
173 Buckmaster's Cir	Rn	Townhousing
177 Buckmaster's Cir	Rn	Townhousing
181 Buckmaster's Cir	Rn	Townhousing
185 Buckmaster's Cir	Rn	Townhousing
91 Castle Bridge Dr	Rn	Single Detached Dwelling
21 Edison Pl	Rn	Semi-Detached Dwelling
5 Whiteway St	Rn	Single Detached & Sub.Apt
23 Channing Pl	Sw	Single Detached Dwelling
1 Regina Pl	Sw	Single Detached Dwelling
120 Stavanger Dr, Suite 301	Sw	Office

This Week \$ 1,180,956.00

Class: Demolition

This Week \$.00

This Week's Total: \$ 2,210,156.00

Repair Permits Issued: 2017/12/07 To 2017/12/13 \$ 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			
December 18, 2017			
TYPE	2016	2017	% VARIANCE (+/-)
Commercial	\$123,768,349.00	\$171,429,364.00	39
Industrial	\$9,500.00	\$5,110,000.00	53689
Government/Institutional	\$6,053,109.00	\$1,952,594.00	-68
Residential	\$90,256,455.00	\$87,338,861.00	-3
Repairs	\$4,474,279.00	\$3,245,698.00	-27
Housing Units (1 & 2 Family Dwelling)	246	209	
TOTAL	\$224,561,692.00	\$269,076,517.00	20

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

MEMORANDUM

Weekly Payment Vouchers For The Week Ending No, 2017

Payroll

Public Works	\$ 541,830.24
Bi-Weekly Administration	\$ 877,465.50
Bi-Weekly Management	\$ 948,629.55
Bi-Weekly Fire Department	\$ 856,877.18
Accounts Payable	\$ 3,526,470.23

Total: \$ 6,751,272.70

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
MARGARET E. MILLER	114192	REFUND OVERPAYMENT OF TAXES	300.46
CITY OF ST. JOHN'S	114193	REPLENISH PETTY CASH	600.00
BDO CANADA LIMITED	114194	PROFESSIONAL SERVICES	767.25
ACKLANDS-GRAINGER	114195	INDUSTRIAL SUPPLIES	1,057.75
SUMMIT BUILDERS LTD.	114196	REFUND SECURITY DEPOSIT	15,000.00
LAW LIBRARY - LAW SOCIETY OF NEWFOUNDLAND	114197	PHOTOCOPYING AT LAW LIBRARY	17.25
CABOT AUTO GLASS & UPHOLSTERY	114198	CLEANING SERVICES	460.00
BRODI SPECIALTY PRODUCTS LTD	114199	LUBRICANT	964.62
E TUCKER AND SONS LTD.	114200	PROFESSIONAL SERVICES	1,027.81
MIGHTY WHITES LAUNDROMAT	114201	LAUNDRY SERVICES	50.60
MUNICIPAL CONSTRUCTION LIMITED	114202	SAND AND GRAVEL	5,283.50
ROBERT BAIRD EQUIPMENT LTD.	114203	RENTAL OF EQUIPMENT	789.91
NEWFOUNDLAND EXCHEQUER ACCOUNT	114204	REGISTRATION OF EASEMENT	196.40
CANADIAN PAYROLL ASSOCIATION	114205	SEMINAR FEES	458.85
PRINT THREE	114206	PHOTOCOPYING SERVICES	177.33
SCMA NL	114207	MEMBERSHIP RENEWAL	454.25
STAPLES THE BUSINESS DEPOT - STAVANGER DR	114208	STATIONERY & OFFICE SUPPLIES	577.68
NEW VALVE SERVICE & CONSULTING	114209	PROFESSIONAL SERVICES	1,397.25
THOMSON REUTERS CANADA	114210	SUBSCRIPTION RENEWALS	1,449.65
CANCELLED	114211	CANCELLED	0.00
SOBEY'S INC	114212	PET SUPPLIES	4,048.91
NORTRAX CANADA INC.,	114213	REPAIR PARTS	6,734.34
NEWFOUNDLAND GLASS & SERVICE	114214	GLASS INSTALLATION	2,811.37
SUBWAY	114215	MEAL ALLOWANCES	164.20
HAZMASTERS INC.	114216	CHEMICALS	792.35
CABOT READY MIX LIMITED	114217	PROFESSIONAL SERVICES	265.65
WAJAX POWER SYSTEMS	114218	REPAIR PARTS	55.32
CADILLAC SERVICES LTD.	114219	REFUND SECURITY DEPOSIT	2,000.00
ATLANTIC HOSE & FITTINGS	114220	RUBBER HOSE	185.08
ATLANTIC WHOLESALERS LTD.	114221	AFTER SCHOOL PROGRAM SUPPLIES	508.86
CANADIAN TIRE CORP.-HEBRON WAY	114222	MISCELLANEOUS SUPPLIES	399.88
CANADIAN TIRE CORP.-MERCHANT DR.	114223	MISCELLANEOUS SUPPLIES	1,361.52
JAMES R EALES EQUIP RENTAL LTD	114224	PROFESSIONAL SERVICES	4,485.00
EDWARD RAYMOND	114225	REFUND SECURITY DEPOSIT	3,051.95
ECONOMY DRYWALL SUPPLIES	114226	BUILDING SUPPLIES	974.81
HOME DEPOT OF CANADA INC.	114227	BUILDING SUPPLIES	2,716.08
J & N EXCAVATING & CONTRACTING	114228	REFUND SECURITY DEPOSIT	6,000.00
EATON INDUSTRIES (CANADA) COMPANY	114229	PROFESSIONAL SERVICES	1,725.00
RATECH ELECTRONICS LTD.	114230	REPAIR PARTS	942.51
OMB PARTS & INDUSTRIAL INC.	114231	REPAIR PARTS	1,006.81
ANNA TEMPLETON CENTRE	114232	REAL PROGRAM	279.50
EASTERN PROPANE	114233	PROPANE	156.40

NAME	CHEQUE #	DESCRIPTION	AMOUNT
ATLANTIC CRANE & MATERIAL HANDLING	114234	PROFESSIONAL SERVICES	838.75
POWER BROTHERS INC. POWER'S SALVAGE	114235	REPAIR PARTS	12.83
INDUSTRIES MACHINEX INC.	114236	PROFESSIONAL SERVICES	14,064.99
GUILLEVIN INTERNATIONAL CO.	114237	ELECTRICAL SUPPLIES	658.97
HEATING PRODUCT 1978 LTD.	114238	STEAM COILS	744.95
CANADIAN WATER & WASTEWATER ASSN. (CWWA)	114239	CONFERENCE SPONSORSHIP	6,900.00
MARTIN & LEVESQUE UNIFORMS INC	114240	PROTECTIVE CLOTHING	8,748.63
HISCOCK RENTALS & SALES INC.	114241	HARDWARE SUPPLIES	312.36
BRANDT POSITIONING TECHNOLOGY	114242	PROFESSIONAL SERVICES	692.59
BUSCH SYSTEMS INTERNATIONAL INC.,	114243	REPAIR PARTS	11,197.03
SCOTIA RECYCLING (NL) LIMITED	114244	REPAIR PARTS	1,422.39
TIMEKEEPING SYSTEMS	114245	SOFTWARE RENEWAL	1,960.75
IDEXX LABORATORIES	114246	VETERINARY SUPPLIES	1,044.38
TRANE CANADA CO.	114247	SERVICE AGREEMENT	1,868.75
NEWFOUNDLAND EXCHEQUER	114248	REFUND OVERPAYMENT OF RENT	937.00
MEDICAL MART ATLANTIC	114249	SAFETY SUPPLIES	656.78
LAWLOR'S TROPHIES & ENGRAVING LTD	114250	BRASS PLATES	123.17
BELFOR PROPERTY RESTORATION	114251	PROFESSIONAL SERVICES	460.00
DR. JAMISEN MERCER	114252	MEDICAL EXAMINATION FEE	20.00
MEMORIAL UNIVERSITY OF NFLD.	114253	EMPLOYEE TRAINING	989.00
DR. JEFF WHITE	114254	MEDICAL EXAMINATION FEE	160.00
KONICA MINOLTA BUSINESS SOLUTIONS CANADA LTD.	114255	LEASING OF OFFICE EQUIPMENT	26.70
INFRASTRUCTURE SOLUTIONS INC.,	114256	PROFESSIONAL SERVICES	5,650.00
DR. FRANK FIFIELD	114257	MEDICAL EXAMINATION FEE	20.00
DEL EQUIPMENT - MONCTON	114258	COMPUTER EQUIPMENT	9,257.50
S.E.A. ELECTRICAL LTD.	114259	REFUND SECURITY DEPOSIT	484.00
SABLE BUILDING & DESIGN	114260	REFUND SECURITY DEPOSIT	3,000.00
JEFF BRAYE - WEB WORKS	114261	PROFESSIONAL SERVICES	242.08
MONARCH MANAGEMENT SERVICES LTD.	114262	REFUND SECURITY DEPOSIT	1,000.00
CANCELLED	114263	CANCELLED	0.00
STARLITE ELECTRIC LTD.	114264	REFUND SECURITY DEPOSIT	72.60
CITY OF ST. JOHN'S	114265	REPLENISH PETTY CASH	226.57
ST. JOHN AMBULANCE ASSOCIATION	114266	FIRST AID SUPPLIES	337.85
TRACTION DIV OF UAP	114267	REPAIR PARTS	433.65
DR. PETER ROBBINS	114268	MEDICAL EXAMINATION FEE	125.00
ASSOCIATION OF CANADIAN ASSESSORS' COUNSEL	114269	MEMBERSHIP RENEWAL	35.00
DR. WAYNE BUTTON	114270	MEDICAL EXAMINATION FEE	20.00
DR. MEGAN ROBBINS	114271	MEDICAL EXAMINATION FEE	20.00
ROBERT & GLORIA BROWN	114272	REFUND OVERPAYMENT OF TAXES	2,682.30
CRAIG FOLLETT	114273	REFUND SECURITY DEPOSIT	100.00
DR. D.R. CHAULK	114274	MEDICAL EXAMINATION FEE	75.00
CANCELLED	114275	CANCELLED	0.00

NAME	CHEQUE #	DESCRIPTION	AMOUNT
HEATHER HARDING-LEGAULT	114276	REFUND GO BUS PASS	58.00
CLARKE, RAY	114277	REFUND SECURITY DEPOSIT	846.63
RAPHAEL & JOANNA CLARKE	114278	REFUND OVERPAYMENT OF TAXES	33.08
ERNEST & CAROLINE LAYMAN	114279	REFUND OVERPAYMENT OF TAXES	519.03
GARRY & VIRGINA MCNEIL	114280	REFUND OVERPAYMENT OF TAXES	295.22
DEREK & JENNIFER BERLIN	114281	REFUND OVERPAYMENT OF TAXES	565.58
WAYNE FOLEY	114282	REFUND OVERPAYMENT OF RENT	12.90
STEVE HANN	114283	LEGAL CLAIM	186.30
CANCELLED	114284	CANCELLED	0.00
DR. CYRIL RICHE	114285	MEDICAL EXAMINATION FEE	20.00
DR. F. K. ESSAJI	114286	MEDICAL EXAMINATION FEE	20.00
ST. JOHN'S NATIVE FRIENDSHIP CENTRE	114287	CATERING SERVICES	358.23
NEWFOUNDLAND EXCHEQUER ACCOUNT	114288	POLICE REPORT	30.00
DR. ROD MCCARTHY	114289	MEDICAL EXAMINATION FEE	20.00
SUZUKI TALENT EDUCATION PROGRAM	114290	REAL PROGRAM	390.00
FIRST INSURANCE FUNDING OF CANADA	114291	INSURANCE	555.45
ST. PAUL FIRE & MARINE INSURANCE COMPANY	114292	LEGAL CLAIM	28,937.30
HICKEYS TIM-BR MART	114293	BUILDING SUPPLIES	1,819.30
ADR INSTITUTE	114294	CONFERENCE SPONSORSHIP	750.00
MARK WEBBER MAGIC	114295	ENTERTAINMENT	125.00
PROTEK INDUSTRIES LIMITED	114296	REPAIR PARTS	17,767.50
THE GREEN SIGN COMPANY	114297	ADVERTISING	577.21
SASSY TUNA	114298	REAL PROGRAM	235.00
HIGH FIVE	114299	RECREATION SUPPLIES	2,764.48
ATLANTIC PLANNER INSTITUTE - NL BRANCH (API)	114300	MEMBERSHIP RENEWAL	100.00
APRIL KNEE	114301	REFUND OVERPAYMENT OF RENT	524.58
BUSSEY HORWOOD LAW GROUP	114302	LEGAL CLAIM	69.00
BRIAN FINN	114303	ENTERTAINMENT	150.00
SUSSEX PLACE INC.	114304	COURT OF APPEAL REFUND	60.00
BEST BUY CANADA LIMITED	114305	COMPUTER EQUIPMENT	2,552.38
RIMS CANADA COUNCIL	114306	CONFERENCE FEE	1,000.00
GE INTELLIGENT PLATFORMS CANADA COMPANY	114307	SOFTWARE RENEWAL	91,899.00
DR. GERALD POWER	114308	MEDICAL EXAMINATION FEE	20.00
SHIFT PEOPLE DEVELOPMENT	114309	PROFESSIONAL SERVICES	2,760.00
DR. LINDA IVANY	114310	MEDICAL EXAMINATION FEE	20.00
WALL TO WALL SCAFFOLDING AND CONSTRUCTION LTD.	114311	RENTAL OF EQUIPMENT	9,637.00
DR. MEGHAN MATTHEWS	114312	MEDICAL EXAMINATION FEE	20.00
DF BARNES FABRICATION LTD.	114313	PROFESSIONAL SERVICES	828.00
TELUS	114314	CELL PHONES	74,203.90
KELLOWAY INVESTMENTS LTD	114315	SNOW CLEARING & ICE CONTROL	1,919.84
EAST COAST MARINE & INDUSTRIAL	114316	MARINE & INDUSTRIAL SUPPLIES	157.67
FLO HOLDINGS LTD.	114317	REFUND SECURITY DEPOSIT	1,909.16

NAME	CHEQUE #	DESCRIPTION	AMOUNT
RANGER ENTERPRISES	114318	REFUND SECURITY DEPOSIT	1,183.60
KARWOOD CONTRACTING	114319	REFUND SECURITY DEPOSIT	444.92
KARWOOD CONTRACTING	114320	REFUND SECURITY DEPOSIT	3,555.08
RANGER ENTERPRISES	114321	REFUND SECURITY DEPOSIT	816.40
FLO HOLDINGS LTD.	114322	REFUND SECURITY DEPOSIT	90.84
ERIC TAYLOR LTD.	114323	PROGRESS PAYMENT	310,188.99
NEWFOUNDLAND POWER	EFT000000003936	ELECTRICAL SERVICES	67,919.72
MCLOUGHLAN SUPPLIES LTD.	EFT000000003937	ELECTRICAL SUPPLIES	3,343.72
JONES, CHRISTINA	EFT000000003938	EMPLOYMENT RELATED EXPENSES	88.75
POWER TINA	EFT000000003939	EMPLOYMENT RELATED EXPENSES	32.06
BURTON, JOHN	EFT000000003940	EMPLOYMENT RELATED EXPENSES	50.00
CABOT BUSINESS FORMS AND PROMOTIONS	EFT000000003941	LEASE OF OFFICE SPACE	16,834.56
GENTARA REAL ESTATE LP	EFT000000003942	LEASE OF OFFICE SPACE	27,609.60
PUBLIC SERVICE CREDIT UNION	EFT000000003943	PAYROLL DEDUCTIONS	4,116.39
DARLENE SHARPE	EFT000000003944	CLEANING SERVICES	6,222.00
RICK PRICE	EFT000000003945	MILEAGE	74.55
AFONSO GROUP LIMITED	EFT000000003946	SEWER INSPECTIONS	3,243.00
ACTION CAR AND TRUCK ACCESSORIES	EFT000000003947	AUTO PARTS	253.56
SERVICEMASTER CONTRACT SERVICE	EFT000000003948	CLEANING SERVICES	1,276.50
APEX CONSTRUCTION SPECIALTIES INC.	EFT000000003949	REPAIR PARTS	777.80
ASHFORD SALES LTD.	EFT000000003950	REPAIR PARTS	403.48
ATLANTIC OFFSHORE MEDICAL SERV	EFT000000003951	MEDICAL SERVICES	2,519.41
BABB SECURITY SYSTEMS	EFT000000003952	REPAIR PARTS	363.40
KELLOWAY CONSTRUCTION LIMITED	EFT000000003953	CLEANING SERVICES	34,361.25
HERCULES SLR INC.	EFT000000003954	REPAIR PARTS	544.84
TOWN OF CONCEPTION BAY SOUTH	EFT000000003955	GARBAGE COLLECTION	500.00
SMS EQUIPMENT	EFT000000003956	REPAIR PARTS	677.81
CABOT PEST CONTROL	EFT000000003957	PEST CONTROL	363.98
ROCKWATER PROFESSIONAL PRODUCT	EFT000000003958	CHEMICALS	3,479.10
BLACK & MCDONALD LIMITED	EFT000000003959	PROFESSIONAL SERVICES	219.65
PRINT & SIGN SHOP	EFT000000003960	SIGNAGE	499.10
MSC INDUSTRIAL SUPPLY ULC	EFT000000003961	REPAIR PARTS	2,157.00
OVERHEAD DOORS NFLD LTD	EFT000000003962	REPAIRS TO DOORS	787.52
DBA CONSULTING ENGINEERS LTD.	EFT000000003963	PROFESSIONAL SERVICES	5,054.25
KELLOWAY INVESTMENTS LTD	EFT000000003964	TRANSPORTATION SERVICES	16,754.78
CANSEL SURVEY EQUIPMENT INC.	EFT000000003965	PROFESSIONAL SERVICES	287.51
WESTERN HYDRAULIC 2000 LTD	EFT000000003966	REPAIR PARTS	9,068.90
ATLANTIC TRAILER & EQUIPMENT	EFT000000003967	REPAIR PARTS	1,270.50
AIR LIQUIDE CANADA INC.	EFT000000003968	CHEMICALS AND WELDING PRODUCTS	7,203.46
COASTAL DOOR & FRAME LTD	EFT000000003969	DOORS/FRAMES	2,021.70
TRANSOFT SOLUTIONS INC.	EFT000000003970	SOFTWARE UPGRADE	1,472.00
CAPITAL PRE-CAST	EFT000000003971	REPAIR PARTS	414.00

NAME	CHEQUE #	DESCRIPTION	AMOUNT
LAT49 ARCHITECTURE INC.	EFT000000003972	PROFESSIONAL SERVICES	8,193.75
NORTH ATLANTIC SUPPLIES INC.	EFT000000003973	REPAIR PARTS	168.87
KENT	EFT000000003974	BUILDING SUPPLIES	805.85
DULUX PAINTS	EFT000000003975	PAINT SUPPLIES	290.03
COLONIAL GARAGE & DIST. LTD.	EFT000000003976	AUTO PARTS	1,163.56
CONSTRUCTION SIGNS LTD.	EFT000000003977	SIGNAGE	3,443.40
SCOTT WINSOR ENTERPRISES INC.,	EFT000000003978	REMOVAL OF GARBAGE & DEBRIS	14,152.25
COUNTER CORNER LTD.	EFT000000003979	BUILDING SUPPLIES	449.02
SCARLET EAST COAST SECURITY LTD	EFT000000003980	TRAFFIC CONTROL	17,626.20
JAMES G CRAWFORD LTD.	EFT000000003981	PLUMBING SUPPLIES	735.08
CUMMINS EASTERN CANADA LP	EFT000000003982	REPAIR PARTS	1,009.14
KENDALL ENGINEERING LIMITED	EFT000000003983	PROFESSIONAL SERVICES	769.18
CRAWFORD & COMPANY CANADA INC	EFT000000003984	ADJUSTING FEES	1,452.00
DICKS & COMPANY LIMITED	EFT000000003985	OFFICE SUPPLIES	12,654.25
EAST COAST HYDRAULICS	EFT000000003986	REPAIR PARTS	1,327.54
REEFER REPAIR SERVICES (2015) LIMITED	EFT000000003987	REPAIR PARTS	2,066.96
THYSSENKRUPP ELEVATOR	EFT000000003988	ELEVATOR MAINTENANCE	1,023.50
RUSSEL METALS INC.	EFT000000003989	METALS	112.70
CANADIAN TIRE CORP.-KELSEY DR.	EFT000000003990	MISCELLANEOUS SUPPLIES	829.46
EAST COAST MARINE & INDUSTRIAL	EFT000000003991	MARINE & INDUSTRIAL SUPPLIES	1,337.33
ELECTRIC MOTOR & PUMP DIV.	EFT000000003992	REPAIR PARTS	45.71
ELECTRONIC CENTER LIMITED	EFT000000003993	ELECTRONIC SUPPLIES	17.08
NATIONAL ENERGY EQUIPMENT INC.	EFT000000003994	PROFESSIONAL SERVICES	199.59
EMCO SUPPLY	EFT000000003995	REPAIR PARTS	6,893.00
ENVIROMED ANALYTICAL INC.	EFT000000003996	REPAIR PARTS AND LABOUR	1,077.26
ESRI CANADA	EFT000000003997	TRAINING PROGRAM	1,966.50
DOMINION STORE 935	EFT000000003998	MISCELLANEOUS SUPPLIES	910.35
BASIL FEARN 93 LTD.	EFT000000003999	REPAIR PARTS	1,493.28
EMERGENCY REPAIR LIMITED	EFT000000004000	AUTO PARTS AND LABOUR	17,600.87
REDWOOD CONSTRUCTION LIMITED	EFT000000004001	REFUND SECURITY DEPOSIT	2,000.00
CONTROL PRO DISTRIBUTOR INC.	EFT000000004002	REPAIR PARTS	212.83
FRESHWATER AUTO CENTRE LTD.	EFT000000004003	AUTO PARTS/MAINTENANCE	2,997.65
PRINCESS AUTO	EFT000000004004	MISCELLANEOUS ITEMS	890.76
ENTERPRISE RENT-A-CAR	EFT000000004005	RENTAL OF VEHICLES	15,599.75
REVOLUTION ENVIRONMENTAL SOLUTIONS LP/TERRAPURE	EFT000000004006	PROFESSIONAL SERVICES	423.20
D.W. MECHANICAL	EFT000000004007	REPAIR PARTS	6,965.15
PROVINCIAL FENCE PRODUCTS	EFT000000004008	FENCING MATERIALS	359.95
WOLSELEY CANADA INC.	EFT000000004009	REPAIR PARTS	2,203.08
MADSEN CONSTRUCTION EQUIPMENT INC.	EFT000000004010	REPAIR PARTS	81.74
HARRIS & ROOME SUPPLY LIMITED	EFT000000004011	ELECTRICAL SUPPLIES	1,303.81
HARVEY & COMPANY LIMITED	EFT000000004012	REPAIR PARTS	969.60
BRENNTAG CANADA INC	EFT000000004013	CHLORINE	9,064.01

NAME	CHEQUE #	DESCRIPTION	AMOUNT
HICKMAN MOTORS LIMITED	EFT000000004014	AUTO PARTS	44.46
IRVING OIL MARKETING GP	EFT000000004015	GASOLINE & DIESEL PURCHASES	3,663.49
HOLDEN'S TRANSPORT LTD.	EFT000000004016	RENTAL OF EQUIPMENT	1,276.50
FLEET READY LTD.	EFT000000004017	REPAIR PARTS	1,429.89
HONDA ONE	EFT000000004018	REPAIR PARTS	1,017.97
SOURCE ATLANTIC INDUSTRIAL DISTRIBUTION	EFT000000004019	REPAIR PARTS	1,258.25
UNIVAR CANADA	EFT000000004020	CHEMICALS	5,682.84
PENNECON ENERGY TECHNICAL SERVICE	EFT000000004021	PROFESSIONAL SERVICES	1,470.79
CH2M HILL	EFT000000004022	PROFESSIONAL SERVICES	97,031.92
IMPRINT SPECIALTY PROMOTIONS LTD	EFT000000004023	PROMOTIONAL ITEMS	9,780.45
UMBRELLA SECURITY	EFT000000004024	ALARM MONITORING	82.80
PRINTER TECH SOLUTIONS INC.,	EFT000000004025	REPAIRS TO EQUIPMENT	620.04
BOSCH REXROTH CANADA CORP.	EFT000000004026	REPAIR PARTS	903.10
KAVANAGH & ASSOCIATES	EFT000000004027	PROFESSIONAL SERVICES	9,261.81
KERR CONTROLS LTD.	EFT000000004028	INDUSTRIAL SUPPLIES	746.12
VOHL INC.,	EFT000000004029	REPAIR PARTS	2,554.47
MARTIN'S FIRE SAFETY LTD.	EFT000000004030	SAFETY SUPPLIES	671.60
JJ MACKAY CANADA LTD.	EFT000000004031	PARKING METER KEYS	11,304.16
MIKAN INC.	EFT000000004032	LABORATORY SUPPLIES	32,556.10
FOUGERE MENCHENTON ARCHITECTURE	EFT000000004033	PROFESSIONAL SERVICES	3,300.50
PRINTERS PLUS	EFT000000004034	TONER CARTRIDGE	2,300.00
WAJAX INDUSTRIAL COMPONENTS	EFT000000004035	REPAIR PARTS	225.39
NU-WAY EQUIPMENT RENTALS	EFT000000004036	RENTAL OF EQUIPMENT	7,567.00
NEWFOUND DISPOSAL SYSTEMS LTD.	EFT000000004037	DISPOSAL SERVICES	79,565.46
NEWFOUNDLAND DISTRIBUTORS LTD.	EFT000000004038	INDUSTRIAL SUPPLIES	1,079.53
NL KUBOTA LIMITED	EFT000000004039	REPAIR PARTS	18.91
TOROMONT CAT	EFT000000004040	AUTO PARTS	1,512.76
NORTH ATLANTIC PETROLEUM	EFT000000004041	PETROLEUM PRODUCTS	35,152.84
PBA INDUSTRIAL SUPPLIES LTD.	EFT000000004042	INDUSTRIAL SUPPLIES	260.47
PARTS FOR TRUCKS INC.	EFT000000004043	REPAIR PARTS	1,609.40
K & D PRATT LTD.	EFT000000004044	REPAIR PARTS AND CHEMICALS	1,544.45
PROFESSIONAL UNIFORMS & MATS INC.	EFT000000004045	PROTECTIVE CLOTHING	8,636.04
RIDEOUT TOOL & MACHINE INC.	EFT000000004046	TOOLS	117.71
S & S SUPPLY LTD. CROSSTOWN RENTALS	EFT000000004047	REPAIR PARTS	11,867.87
ST. JOHN'S PORT AUTHORITY	EFT000000004048	RENTAL OF QUARRY SITE	5,602.32
ST. JOHN'S TRANSPORTATION COMMISSION	EFT000000004049	CHARTER SERVICES	5,567.00
SAUNDERS EQUIPMENT LIMITED	EFT000000004050	REPAIR PARTS	9,095.20
WATERWORKS SUPPLIES DIV OF EMCO LTD	EFT000000004051	REPAIR PARTS	1,081.53
WEIRS CONSTRUCTION LTD.	EFT000000004052	STONE/ROAD GRAVEL	253.42
BELL MOBILITY INC. RADIO DIVISION	EFT000000004053	MAINTENANCE CHARGES & REPAIRS	1,630.84
SOBEYS ROPEWALK LANE	EFT000000004054	MISCELLANEOUS SUPPLIES	50.38
GFL ENVIRONMENTAL INC.	EFT000000004055	PROFESSIONAL SERVICES	14,469.59

NAME	CHEQUE #	DESCRIPTION	AMOUNT
DYNAMIC SOUNDS MUSIC STUDIO INC.	EFT000000004056	REAL PROGRAM	1,742.50
WADDEN, DAVID	EFT000000004057	VEHICLE BUSINESS INSURANCE	381.95
CROWE, DAVID	EFT000000004058	MILEAGE	119.45
FRANCIS SHEA	EFT000000004059	MILEAGE	18.10
SHERRY MERCER	EFT000000004060	MILEAGE	23.92
STACEY ROBERTS	EFT000000004061	MILEAGE	14.98
BRUCE PEARCE	EFT000000004062	EMPLOYMENT RELATED EXPENSES	187.34
PITTMAN, FRED	EFT000000004063	EMPLOYMENT RELATED EXPENSES	50.00
ALYSSA BRENNAN	EFT000000004064	MILEAGE	25.60
KRISTA GLADNEY	EFT000000004065	EMPLOYMENT RELATED EXPENSES	55.52
KRISTA WALSH	EFT000000004066	TUITION	450.00
SIMONE LILLY	EFT000000004067	MILEAGE	46.14
FUTURA WORK WEAR	EFT000000004068	CLOTHING ALLOWANCES	404.80
HARRIS CANADA SYSTEMS INC.	EFT000000004069	REPAIR PARTS	2,737.58
FORT GARRY FIRE TRUCKS LTD.	EFT000000004070	FIRE TRUCKS	463,183.33
ENGINEERED PIPE GROUP	EFT000000004071	REPAIR PARTS	4,785.62
BCL INDUSTRIAL INC.	EFT000000004072	PROFESSIONAL SERVICES	36,456.13
VALLEN	EFT000000004073	PROFESSIONAL SERVICES	345.00
MODERN PAVING LTD.	EFT000000004074	ASPHALT	2,930.81
BAMBRICK, VANESSA	EFT000000004075	EMPLOYMENT RELATED EXPENSES	21.84
NEWFOUNDLAND & LABRADOR HOUSING CORP. (NLCH)	EFT000000004076	PROFESSIONAL SERVICES	7,848.54
MODERN PAVING LTD.	EFT000000004077	PROGRESS PAYMENT	221,656.25
ANCHORAGE CONTRACTING LTD.	EFT000000004078	PROGRESS PAYMENT	193,771.80
REDWOOD CONSTRUCTION LIMITED	EFT000000004079	PROGRESS PAYMENT	226,600.02
PYRAMID CONSTRUCTION LIMITED	EFT000000004080	PROGRESS PAYMENT	205,144.17
WEIRS CONSTRUCTION LTD.	EFT000000004081	PROGRESS PAYMENT	409,474.40
CAN-AM PLATFORMS & CONSTRUCTION LTD.	EFT000000004082	PROGRESS PAYMENT	60,557.85
PENNECON ENERGY TECHNICAL SERVICE	EFT000000004083	PROGRESS PAYMENT	166,107.26
CAN-AM PLATFORMS CONSTRUCTION LTD	EFT000000004084	PROGRESS PAYMENT	71,998.63
Total:			\$ 3,526,470.23

MEMORANDUM

Date: December 13, 2017

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

From: Sherri Higgins– Buyer

Re: Council Approval - Tender 2017204 – Tactical Clothing – St. John's Regional Fire Department

This tender was required because 100% cotton uniforms are a part of the annual clothing allotment (2017) for Suppression Personnel (186 personnel) as per article 22.01- "clothing" in the IAFF Current collective agreement. Two shirts and two pants shall be supplied to all suppression personnel on an annual basis.

Tactical Clothing – St. John's Regional Fire Department	
TENDER #2017204 – October 30, 2017- 1:00 PM	
Chandler	\$46,822.71
Uniform Works Limited	\$66,651.24
Professional Uniforms and Mats	\$67,156.04

It is recommended to award this Tender to the lowest bidder meeting all specifications, Chandler, as per the Public Tendering Act.

This contract is for a one year period with the option to extend for one additional year.

Taxes (HST) included

Sherri Higgins

ST. JOHN'S

DEPARTMENT OF FINANCE

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

MEMORANDUM

Date: December 12, 2017
To: Mr. Kevin Breen, Mr. Rick Squires, Ms. Elaine Henley
From: Sherri Higgins– Buyer
Re: Council Approval - Tender 2017224 – Gloves - St. John's Regional Fire Department

Fire Fighting Gloves are an integral component of the Fire Fighters Personal Protective Ensemble (PPE). This tender was required for 250 pairs in the immediate. Approximately 200 pairs for distribution and the further 50 pairs as stock items.

Gloves - St. John's Regional Fire Department	
TENDER #2017224 – November 24, 2017- 12:45 PM	
Martin's Fire Safety Ltd.	Disqualified \$16,459.38
Rocky Mountain Phoenix Emergency Vehicles, Equipment & Service	Disqualified \$28,747.13
First Response Supply Inc.	Disqualified \$33,896.25
K&D Pratt	\$34,212.50
Micmac Fire & Safety Source Ltd.	\$34,500.00

It is recommended to award this Tender to the lowest bidder meeting all specifications, K&D Pratt, as per the Public Tendering Act.

This contract is for a two year period with the option to extend for one additional year.

Taxes (HST) included

Sherri Higgins

ST. JOHN'S

DEPARTMENT OF FINANCE

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

MEMORANDUM

Date: December 12, 2017

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

From: John Hamilton

Re: Council Approval for Tender 2017231 – Equipment Rental RHB
(Standing Offer)

This tender is for the purpose of establishing a price agreement for Heavy Equipment Rentals located at Robin Hood Bay. We are providing sources of supply at pre-arranged pricing and terms for the day to day operational needs of the various city departments. User departments will use **Purchase Orders** to rent vehicles when required.

The lowest bidder of items required will be approached first to supply.

The results of Tender 2017231 – Equipment Rental RHB (Standing Offer) are as attached see below.

It is recommended to award this tender to the four (4) vendors fully meeting specifications, as per the Public Tendering Act.

JAT excavating inc
Newfound Disposal Systems Limited
Hubert Murphy (2009) Limited
Gladneys Bus Ltd

Taxes are included with submitted bid.

John Hamilton
Senior Buyer

ST. JOHN'S

DEPARTMENT OF FINANCE

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

2017231 - Equipment Rental c/w Operator (RHB) - Quote Form - 2017231 Heavy Equipment Rental (RHB)

JAT excavating inc					
Description	Hour	Day	Week	Month	Quarterly
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket	\$ 119.0000	\$ 892.0000	\$ 4,500.0000	\$ 18,000.0000	\$ 57,990.0000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include a Hydraulic Breaker of 5000 ft. lbs. impact Class 3 or greater and to include Heavy Duty 1 – 1/2 yd. bucket	\$ 194.0000	\$ 1,455.0000	\$ 8,730.0000	\$ 34,920.0000	\$ 104,760.0000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket and/or equivalent ditching bucket	\$ 119.0000	\$ 892.0000	\$ 4,500.0000	\$ 1,800.0000	\$ 57,990.0000
ARTICULATED DUMP TRUCK(s) (JD 250D Cat 725 or equivalent) operator included all-wheel drive in the fourteen (14) cubic yard capacity 230 kW / 23600 kg (310 hp / 26 ton) size range.					
ARTICULATED LOADER(s) (Cat 950H JD 644J or equivalent) operator included in the 145 kW / 18000 kg (190 hp / 20 ton) size range equipped with matching rock bucket (near 3.75 cubic yard) with teeth	\$ 150.0000	\$ 1,123.0000	\$ 5,344.0000	\$ 19,238.0000	\$ 57,714.0000
Rental of DUMP TRUCK(s) [Tandem] operator included with a box capacity of 10 cubic metres (13 cubic yards) and a gross vehicle cargo weight capacity to exceed 11000 kg (12 tons). Note: Dump Trucks operating at Robin Hood Bay are required to be licenced per Provincial Regulations.	\$ 75.0000	\$ 563.0000	\$ 2,672.0000	\$ 9,618.0000	\$ 28,854.0000

Newfound Disposal Systems Limited					
Description	Hour	Day	Week	Month	Quarterly
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket	\$ 113.0000	\$ 860.0000	\$ 4,140.0000	\$ 17,800.0000	\$ 53,400.0000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include a Hydraulic Breaker of 5000 ft. lbs. impact Class 3 or greater and to include Heavy Duty 1 – 1/2 yd. bucket	\$ 194.0000	\$ 1,400.0000	\$ 7,200.0000	\$ 30,960.0000	\$ 92,880.0000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket and/or equivalent ditching bucket	\$ 194.0000	\$ 1,400.0000	\$ 7,200.0000	\$ 30,960.0000	\$ 92,880.0000
ARTICULATED DUMP TRUCK(s) (JD 250D Cat 725 or equivalent) operator included all-wheel drive in the fourteen (14) cubic yard capacity 230 kW / 23600 kg (310 hp / 26 ton) size range.	\$ 113.0000	\$ 860.0000	\$ 4,140.0000	\$ 17,800.0000	\$ 53,400.0000
ARTICULATED LOADER(s) (Cat 950H JD 644J or equivalent) operator included in the 145 kW / 18000 kg (190 hp / 20 ton) size range equipped with matching rock bucket (near 3.75 cubic yard) with teeth					
Rental of DUMP TRUCK(s) [Tandem] operator included with a box capacity of 10 cubic metres (13 cubic yards) and a gross vehicle cargo weight capacity to exceed 11000 kg (12 tons). Note: Dump Trucks operating at Robin Hood Bay are required to be licenced per Provincial Regulations.					

Hubert Murphy (2009) Limited

<u>Description</u>	<u>Hour</u>	<u>Day</u>	<u>Week</u>	<u>Month</u>	<u>Quarterly</u>
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket	\$ 165.0000	\$ 1,237.5000	\$ 5,475.0000	\$ 20,475.0000	\$ 58,150.0000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include a Hydraulic Breaker of 5000 ft. lbs. impact Class 3 or greater and to include Heavy Duty 1 – 1/2 yd. bucket	\$ 235.0000	\$ 1,935.0000	\$ 9,175.0000	\$ 35,350.0000	\$ 101,000.0000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket and/or equivalent ditching bucket	\$ 165.0000	\$ 1,237.5000	\$ 5,475.0000	\$ 20,475.0000	\$ 58,150.0000
ARTICULATED DUMP TRUCK(s) (JD 250D Cat 725 or equivalent) operator included all-wheel drive in the fourteen (14) cubic yard capacity 230 kW / 23600 kg (310 hp / 26 ton) size range.	\$ 132.5000	\$ 1,052.5000	\$ 4,906.2500	\$ 18,700.0000	\$ 51,550.0000
ARTICULATED LOADER(s) (Cat 950H JD 644J or equivalent) operator included in the 145 kW / 18000 kg (190 hp / 20 ton) size range equipped with matching rock bucket (near 3.75 cubic yard) with teeth					
Rental of DUMP TRUCK(s) [Tandem] operator included with a box capacity of 10 cubic metres (13 cubic yards) and a gross vehicle cargo weight capacity to exceed 11000 kg (12 tons). Note: Dump Trucks operating at Robin Hood Bay are required to be licenced per Provincial Regulations.	\$ 80.0000	\$ 638.7500	\$ 3,093.7500	\$ 11,375.0000	\$ 32,625.0000

Gladneys Bus Ltd

<u>Description</u>	<u>Hour</u>	<u>Day</u>	<u>Week</u>	<u>Month</u>	<u>Quarterly</u>
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket	\$ 129.8800	\$ 1,103.9800	\$ 5,844.0000	\$ 23,378.4000	\$ 75,979.8000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include a Hydraulic Breaker of 5000 ft. lbs. impact Class 3 or greater and to include Heavy Duty 1 – 1/2 yd. bucket	\$ 169.8800	\$ 1,443.9800	\$ 7,644.6000	\$ 30,578.4000	\$ 99,379.8000
TRACK EXCAVATOR (operator included) with a minimum operating weight of 18000 kg (20 tons) a minimum of 90 kW (120 hp) and to include Heavy Duty 1 – 1/2 yd. Bucket and/or equivalent ditching bucket	\$ 129.8800	\$ 1,103.9800	\$ 5,844.0000	\$ 23,378.4000	\$ 75,979.8000
ARTICULATED DUMP TRUCK(s) (JD 250D Cat 725 or equivalent) operator included all-wheel drive in the fourteen (14) cubic yard capacity 230 kW / 23600 kg (310 hp / 26 ton) size range.					
ARTICULATED LOADER(s) (Cat 950H JD 644J or equivalent) operator included in the 145 kW / 18000 kg (190 hp / 20 ton) size range equipped with matching rock bucket (near 3.75 cubic yard) with teeth					
Rental of DUMP TRUCK(s) [Tandem] operator included with a box capacity of 10 cubic metres (13 cubic yards) and a gross vehicle cargo weight capacity to exceed 11000 kg (12 tons). Note: Dump Trucks operating at Robin Hood Bay are required to be licenced per Provincial Regulations.	\$ 129.8800	\$ 1,103.9800	\$ 5,844.6000	\$ 3,378.4000	\$ 75,979.8000

MEMORANDUM

Date: December 13, 2017
To: Mr. Kevin Breen, Mr. Rick Squires, Ms. Elaine Henley
From: Jessica Squires– Buyer
Re: Council Approval - Tender 2017232 Municipal Depot Scales Supply and Install

This tender is to supply and install a new set of scales to replace those at the Municipal Depot on Blackler Avenue. The current set of scales have passed their useful life and are no longer operational. Multiple City Divisions use the scales as part of their operations at the Depot.

Municipal Depot Scales Supply and Install	
TENDER #2017232 – December 5, 2017, 2017 12:45PM	
Hi-Tech Scales Ltd.	\$53,848.75

It is recommended to award this tender to the lowest and only bidder, as shown above, meeting the specifications for the Municipal Depot Scales Supply and Install, as per the Public Tendering Act.

Taxes (HST) included

Jessica Squires

ST. JOHN'S

DEPARTMENT OF FINANCE

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

MEMORANDUM

Date: December 12, 2017

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

From: John Hamilton

Re: Council Approval for Tender 2017234 – Roll-Off Truck Service RHB
(Standing Offer)

Purpose of this standing offer is to provide Roll-Off Container Services at the Robin Hood Bay Waste Management Facility. This is a Two (2) year agreement with an optional year in 2020.

The results of Tender 2017234 – Roll-Off Truck Service RHB (Standing Offer) is as follows:

<u>Vendor</u>	<u>Yearly Rate</u>	<u>Total Value</u>
Newfound Disposal Systems Limited	\$389,160.00	\$ 778,320.00
GFL environmental	\$538,200.00	\$1,076,400.00

It is recommended to award this tender to the lowest bidder meeting specifications **Newfound Disposal Systems Limited \$389,160.00** per year, as per the Public Tendering Act.

Taxes are included with submitted bid.

John Hamilton
Senior Buyer

ST. JOHN'S

DEPARTMENT OF FINANCE

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

MEMORANDUM

Date: December 14, 2017
To: Mr. Kevin Breen, Mr. Rick Squires, Ms. Elaine Henley
From: Sherri Higgins– Buyer
Re: Council Approval - Tender 2017214 – Robin Hood Bay Articulating Dump Truck Lease

The lease of two articulating dump trucks is meet the daily operational requirements of the regional Robin Hood Bay Waste Management Facility. These dump trucks are primarily used to transport cover material to ensure adequate covering of waste materials that are landfilled on a daily basis. Trucks must be suitable to drive in off-road conditions and must be capable of handling large volumes of cover material.

Robin Hood Bay Articulating Dump Truck Lease	
TENDER #2017214 – October 30, 2017- 1:00 PM	
Toromont CAT	\$1, 052, 991.06
SMS Equipment Inc.	\$1, 207, 155.00

It is recommended to award this Tender to the lowest bidder meeting all specifications, Toromont CAT, as per the Public Tendering Act.

This contract is for a five year period.

Taxes (HST) included

Sherri Higgins

ST. JOHN'S

DEPARTMENT OF FINANCE

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

MEMORANDUM

Date: December 14, 2017
To: Mr. Kevin Breen, Mr. Rick Squires, Ms. Elaine Henley
From: Sherri Higgins– Buyer
Re: Council Approval - Tender 2017150 – Fire Department Supplies & Equipment

This tender is to provide Supplies & Equipment to the St. John's Regional Fire Department. These items will be stocked in the City's Central Stores to ensure accessibility on an as required basis.

Fire Department Supplies & Equipment	
TENDER #2017150 – September 14, 2017	
Boivin et Gauvin Inc.	\$16, 203.40
Micmac Fire & Safety Source Ltd.	\$14, 929.80
K&D Pratt	\$9, 205.59
Brenkir Industrial Supply	\$9, 102.05
Source Atlantic Ltd.	\$5, 831.94
Acklands-Grainger Inc.	\$4, 941.60
Eastern Medical Supplies Ltd.	\$4, 700.00

The results of Tender 2017150 Fire Department Supplies & Equipment are stated on the spreadsheet below. This tender contains 84 items which are each awarded individually. Shown above is the cumulative total of the items for each of the lowest bids and includes all of the bids received.

It is recommended to award this tender to the lowest bidders, as shown above, meeting the specifications for various Fire Department Supplies & Equipment, as per the Public Tendering Act.

This contract is for a one year period with the option to extend for two additional one year periods.

Taxes (HST) extra to price quoted

Sherri Higgins

ST. JOHN'S

DEPARTMENT OF FINANCE

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

Section 1 - Chemicals

Item #	Item Description	Boivin et Gauvin Inc.		BRENKIR INDUSTRIAL SUPPLY		First Response Supply Inc.		Micmac Fire & Safety Source Ltd.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02730	FOAM, CLASS B 3% AFFF (SJRFD)	\$ 153.50	\$ 1,535.00	\$ 171.00	\$ 1,710.00	\$ 273.91	\$ 2,739.10	\$ 120.00	\$ 1,200.00
S02783	SOLUTION, EYE WASH REFILL 1L (SJRFD(\$ 46.60	\$ 1,398.00	\$ 17.60	\$ 528.00			\$ 19.75	\$ 592.50
S02790	POWDER, DRY CHEMICAL CLASS "A" FIRES 20L PAIL (SJRFD)			\$ 98.12	\$ 196.24			\$ 95.00	\$ 190.00

Item #	Item Description	Acklands-Grainger Inc		Source Atlantic Ltd		K&D Pratt		Eastern Medical Supplies Ltd.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02730	FOAM, CLASS B 3% AFFF (SJRFD)			\$ 247.03	\$ 2,470.30	\$ 150.00	\$ 1,500.00		
S02783	SOLUTION, EYE WASH REFILL 1L (SJRFD(\$ 13.86	\$ 415.80	\$ 19.97	\$ 599.10	\$ 19.95	\$ 598.50	\$ 15.00	\$ 450.00
S02790	POWDER, DRY CHEMICAL CLASS "A" FIRES 20L PAIL (SJRFD)	\$ 77.10	\$ 154.20	\$ 85.40	\$ 170.80	\$ 95.00	\$ 190.00		

Section 2 - Clothing

Item #	Item Description	Boivin et Gauvin Inc.		BRENKIR INDUSTRIAL SUPPLY		First Response Supply Inc.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02752	DEVICE, PERSONAL FLOATATION PFD RED SARS VEST MV560	\$ 231.8600	1,159.30	\$ 259.5100	1,297.55		
S02785	SUIT, NON ENCAPSULATED LEVEL "B" CHEM MAX 2XL (SJRFD	\$ 173.2400	3,118.32	\$ 28.9000	\$ 520.20		
S02786	SUIT, NON ENCAPSULATED LEVEL "B" CHEM MAX 3XL (SJRFD	\$ 185.9200	3,346.56	\$ 31.5000	\$ 567.00		

Item #	Item Description	Eastern Medical Supplies Ltd.		Acklands-Grainger Inc		Source Atlantic Ltd	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02752	DEVICE, PERSONAL FLOATATION PFD RED SARS VEST			\$ 228.0200	1,140.10	\$ 207.1500	1,035.75
S02785	SUIT, NON ENCAPSULATED LEVEL "B" CHEM MAX 2XL			\$ 30.9300	\$ 556.74	\$ 25.3900	\$ 457.02
S02786	SUIT, NON ENCAPSULATED LEVEL "B" CHEM MAX 3XL			\$ 33.9300	\$ 610.74	\$ 27.3100	\$ 491.58

Item #	Item Description	Micmac Fire & Safety Source Ltd.		K&D Pratt	
		Unit Price	Extended Price	Unit Price	Extended Price
S02752	DEVICE, PERSONAL FLOATATION PFD RED SARS VEST MV560	\$ 270.0000	1,350.00	\$ 101.0000	\$ 505.00
S02785	SUIT, NON ENCAPSULATED LEVEL "B" CHEM MAX 2XL (SJRFD	\$ 31.5000	\$ 567.00	\$ 164.0000	2,952.00
S02786	SUIT, NON ENCAPSULATED LEVEL "B" CHEM MAX 3XL (SJRFD	\$ 36.0000	\$ 648.00	\$ 164.0000	2,952.00

Section 3 - Hydrant & Hose Fittings

Item #	Item Description	Boivin et Gauvin Inc.		BRENKIR INDUSTRIAL SUPPLY		First Response Supply Inc.		Micmac Fire & Safety Source Ltd.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02705	CONNECTION, REDUCER FEMALE 65MM (3.25 X 5V) -100MM	\$ 159.53	\$ 638.12					\$ 140.00	\$ 560.00
S02706	KEY, HARD SUCTION (SJRFD)							\$ 260.00	\$ 2,600.00
S02708	CONNECTION, REDUCER MALE 2 1/2" (3.25 X 5V) TO 4" STOP	\$ 150.94	\$ 1,509.40					\$ 160.00	\$ 1,600.00
S02709	WYE, GATED 2 1/2 (3.25 X 5v)	\$ 691.88	\$ 2,767.52					\$ 830.00	\$ 3,320.00
S02710	WYE, NON GATED (3.25 X 5V) 2.5" (SJRFD)								
S02712	ST. JOHN THREAD 5(5.925 X 5v) ROCKER LUG FEMALE SWIVE	\$ 231.28	\$ 462.56					\$ 350.00	\$ 700.00
S02713	2.5 " Siamese (3,25 x 5v)								
S02714	REDUCER, 65MM (3.25 X 5V) FEM TO 38MM NPSH MALE (SJ	\$ 42.08	\$ 210.40					\$ 30.20	\$ 151.00
S02723	ADAPTER, DOUBLE MALE 2.5" (3.25 X 5V) (SJRFD)	\$ 39.65	\$ 237.90					\$ 27.30	\$ 163.80
S02724	ADAPTER, DOUBLE MALE 38MM NPSH (SJRFD)	\$ 22.49	\$ 112.45					\$ 22.30	\$ 111.50
S02725	ADAPTER, DOUBLE FEMALE 2.5" (3.25 X 5V) (SJRFD)	\$ 60.68	\$ 364.08					\$ 53.25	\$ 319.50
S02726	ADAPTER, DOUBLE FEMALE 38MM NPSH (SJRFD)	\$ 29.72	\$ 148.60					\$ 33.10	\$ 165.50
S02736	2 1/2 hydrant gate (3,25 x 5v)	\$ 275.96	\$ 1,103.84			\$ 399.99	\$ 1,599.96	\$ 330.00	\$ 1,320.00
S02737	EDUCTOR, INLINE W/36" HOSE AND CONNECT 1 1/2"							\$ 815.00	\$ 1,630.00
S02746	NOZZLE, CELLAR 1 1/2" NPSH (SJRFD)							\$ 720.00	\$ 1,440.00
S02747	NOZZLE, CHIMNEY 1 1/2" NPSH SNUFFER HEAD (SJRFD)							\$ 980.00	\$ 1,960.00
S02748	NOZZLE, MEDIUM EXPANSION 1 1/2" NPSH FEM SWIVEL							\$ 240.00	\$ 480.00
S02749	NOZZLE, PIERCING 1 1/2" NPSH TASK FORCE TIPS (SJRFD)							\$ 1,050.00	\$ 2,100.00
S02750	NOZZLE, SOLID STRIKE/STRAIGHT BORE 1 1/2" NPSH							\$ 490.00	\$ 490.00
S02760	CONNECTION, STORZ HYDRANT CANRON THREAD							\$ 190.00	\$ 380.00
S02761	CONNECTION, STORZ HYDRANT PLEASANTVILLE							\$ 190.00	\$ 380.00
S02764	Gated Wye 38 mm NPSH (SJRFD)	\$ 213.88	\$ 855.52					\$ 195.00	\$ 780.00
S02765	Gated Wye 65 mm (3.25 x 5V) to 38 mm NPSH (SJRFD)	\$ 409.34	\$ 1,637.36					\$ 450.00	\$ 1,800.00
S02766	NOZZLE, AKRON 1 3/4" W/1735 NPSH PISTOL HANDLE							\$ 1,340.00	\$ 1,340.00
S02767	NOZZLE, AKRON 2 1/2" (3.25 x 5V) PISTOL GRIP W/COMBO							\$ 1,440.00	\$ 1,440.00
S02810	SHAPER, STREAM AKRON BRASS STYLE 3488 (SJRFD)							\$ 466.50	\$ 1,866.00

Section 3 - Hydrant & Hose Fittings - Continued

Item #	Item Description	Eastern Medical Supplies Ltd.		Acklands-Grainger Inc		Source Atlantic Ltd		K&D Pratt	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02705	CONNECTION, REDUCER FEMALE 65MM (3.25 X 5V)					\$ 368.48	\$ 1,473.92	\$ 286.52	\$ 1,146.08
S02706	KEY, HARD SUCTION (SJRFD)							\$ 49.50	\$ 495.00
S02708	CONNECTION, REDUCER MALE 2 1/2" (3.25 X 5V)					\$ 357.85	\$ 3,578.50	\$ 252.60	\$ 2,526.00
S02709	WYE, GATED 2 1/2 (3.25 X 5v)							\$ 1,385.00	\$ 5,540.00
S02710	WYE, NON GATED (3.25 X 5V) 2.5" (SJRFD)							\$ 574.88	\$ 3,449.28
S02712	ST. JOHN THREAD 5(5.925 X 5v) ROCKER LUG FEMALE					\$ 289.49	\$ 578.98	\$ -	\$ -
S02713	2.5 " Siamese (3,25 x 5v)					\$ 149.15	\$ 596.60	\$ 574.88	\$ 2,299.52
S02714	REDUCER, 65MM (3.25 X 5V) FEM TO 38MM NPSH MALE					\$ 52.85	\$ 264.25	\$ 65.00	\$ 325.00
S02723	ADAPTER, DOUBLE MALE 2.5" (3.25 X 5V) (SJRFD)					\$ 48.21	\$ 289.26	\$ 65.00	\$ 390.00
S02724	ADAPTER, DOUBLE MALE 38MM NPSH (SJRFD)					\$ 43.69	\$ 218.45	\$ 50.00	\$ 250.00
S02725	ADAPTER, DOUBLE FEMALE 2.5" (3.25 X 5V) (SJRFD)					\$ 88.27	\$ 529.62	\$ 85.00	\$ 510.00
S02726	ADAPTER, DOUBLE FEMALE 38MM NPSH (SJRFD)					\$ 57.30	\$ 286.50	\$ 60.00	\$ 300.00
S02736	2 1/2 hydrant gate (3,25 x 5v)							\$ 359.71	\$ 1,438.84
S02737	EDUCTOR, INLINE W/36" HOSE AND CONNECT 1 1/2"							\$ 698.00	\$ 1,396.00
S02746	NOZZLE, CELLAR 1 1/2" NPSH (SJRFD)							\$ 932.80	\$ 1,865.60
S02747	NOZZLE, CHIMNEY 1 1/2" NPSH SNUFFER HEAD (SJRFD)							\$ 1,206.56	\$ 2,413.12
S02748	NOZZLE, MEDIUM EXPANSION 1 1/2" NPSH FEM SWIVEL							\$ 288.23	\$ 576.46
S02749	NOZZLE, PIERCING 1 1/2" NPSH TASK FORCE TIPS (SJRFD)							\$ 1,278.06	\$ 2,556.12
S02750	NOZZLE, SOLID STRIKE/STRAIGHT BORE 1 1/2" NPSH ELKHART								
S02760	CONNECTION, STORZ HYDRANT CANRON THREAD								
S02761	CONNECTION, STORZ HYDRANT PLEASANTVILLE, HYDRANT								
S02764	Gated Wye 38 mm NPSH (SJRFD)					\$ 381.38	\$ 1,525.52	\$ 375.00	\$ 1,500.00
S02765	Gated Wye 65 mm (3.25 x 5V) to 38 mm NPSH (SJRFD)					\$ 305.73	\$ 1,222.92	\$ 597.50	\$ 2,390.00
S02766	NOZZLE, AKRON 1 3/4" W/1735 NPSH PISTOL HANDLE							\$ 795.00	\$ 795.00
S02767	NOZZLE, AKRON 2 1/2" (3.25 x 5V) PISTOL GRIP W/COMBO							\$ 940.31	\$ 940.31
S02810	SHAPER, STREAM AKRON BRASS STYLE 3488 (SJRFD)							\$ 193.75	\$ 775.00

Section 4 - Tools & Equipment

Item #	Item Description	Boivin et Gauvin Inc.		BRENKIR INDUSTRIAL SUPPLY		First Response Supply Inc.		Micmac Fire & Safety Source Ltd.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02732	BACKPACK, YELLOW POLY W/BRASS PUMP							\$ 175.00	\$ 525.00
S02733	VENTILATOR, GAS POWERED POSITIVE PRESSURE			\$ 2,950.00	\$ 5,900.00				
S02291	TOWEL, TORK LINTFREE WHITE (SJRFD ONLY)			\$ 61.91	\$ 866.74				
S02675	TARP, 9' X 12' WOVEN POLYETH W/RUST RESIST GROMMETS	\$ 10.36	\$ 828.80	\$ 9.90	\$ 792.00				
S02678	BLADE, RECIPROCATING SAW WRECKER 6" (SJRFD)	\$ 19.16	\$ 1,916.00	\$ 17.16	\$ 1,716.00				
S02679	BLADE, RECIPROCATING SAW AX 9" (SJRFD)	\$ 24.44	\$ 2,444.00	\$ 22.55	\$ 2,255.00				
S02704	SQUEEGEE, FLOOR 24" RUBBER BLADE (SJRFD)	\$ 38.42	\$ 461.04	\$ 23.70	\$ 284.40				
S02711	WRENCH, STORZ 4"-6" (SJRFD)	\$ 25.03	\$ 250.30			\$ 39.99	\$ 399.90	\$ 28.00	\$ 280.00
S02715	POLE, PIKE 4' FIBERGLASS HANDLE D-GRIP (SJRFD)	\$ 61.87	\$ 371.22			\$ 169.99	\$ 1,019.94	\$ 65.00	\$ 390.00
S02716	POLE, PIKE 4' FIBERGLASS HANDLE STRAIGHT GRIP (SJRFD)	\$ 44.44	\$ 444.40			\$ 147.76	\$ 1,477.60	\$ 70.00	\$ 700.00
S02717	POLE, PIKE 8' FIBERGLASS HANDLE STRAIGHT GRIP (SJRFD)	\$ 72.05	\$ 720.50			\$ 206.91	\$ 2,069.10	\$ 110.00	\$ 1,100.00
S02718	POLE ,PIKE DRY-WALL HOOK 4' FIBERGLASS HANDLE D-GRIP	\$ 89.60	\$ 537.60			\$ 236.10	\$ 1,416.60	\$ 139.00	\$ 834.00
S02719	KEY, HOSE UNIVERSAL SPANNER (SJRFD)	\$ 18.15	\$ 181.50			\$ 68.20	\$ 682.00	\$ 17.90	\$ 179.00
S02720	TOOL, HOOLIGAN 36" (SJRFD)	\$ 238.76	\$ 1,910.08			\$ 494.80	\$ 3,958.40	\$ 255.00	\$ 2,040.00
S02721	HEAD, REPLACEMENT BOLT CUTTER 3 IN 1 JET			\$ 43.40	\$ 173.60				
S02722	AXE, 36" W/FIBERGLASS HANDLE W/PIKE HEAD (SJRFD)	\$ 60.50	\$ 726.00	\$ 43.88	\$ 526.56	\$ 147.25	\$ 1,767.00	\$ 55.00	\$ 660.00
S02727	BATTERY, MILWAUKEE M18 RED LITHIUM (SJRFD)	\$ 279.68	\$ 1,118.72	\$ 256.00	\$ 1,024.00				
S02728	PACKAGE, BLITZ FIRE COMBO XXC-52 "NO SUBSTITUTES"							\$ 4,550.00	\$ 4,550.00
S02729	CUTTER, BOLT 3 IN 1 JET "NO SUBSTITUTES" (SJRFD)			\$ 6.50	\$ 26.00				
S02731	BAR, CROW 36" FORGED HIGH CARBON, BEVELED CHISEL, SL	\$ 27.06	\$ 81.18	\$ 45.50	\$ 136.50				
S02734	HAMMER, RUBBER (SJRFD)	\$ 11.13	\$ 44.52	\$ 6.50	\$ 26.00			\$ 18.60	\$ 74.40
S02735	HAMMER, SLEDGE 8 LBS W/36" FIBERGLASS HANDLE, DOUB	\$ 57.95	\$ 231.80	\$ 49.75	\$ 199.00			\$ 65.00	\$ 260.00
S02738	LADDER, STEP 8' FIBERGLASS HEAVY DUTY RATED 375LB OR	\$ 408.09	\$ 816.18	\$ 258.12	\$ 516.24				
S02739	LADDER, STEP 4' FIBERGLASS HEAVY DUTY RATED 375LB OR	\$ 225.24	\$ 900.96	\$ 144.63	\$ 578.52				
S02740	KIT, LED STREAMLIGHT HANDHELD FLASHLIGHT ORANGE W/	\$ 161.89	\$ 323.78	\$ 182.50	\$ 365.00	\$ 241.50	\$ 483.00	\$ 175.00	\$ 350.00
S02741	LIGHT, FLOOD MILWAUKEE M18 TRUEVIEW LED HP (SJRFD)	\$ 252.26	\$ 504.52	\$ 216.20	\$ 432.40				
S02742	KIT, STREAMLIGHT LIGHT BOX ORANGE C/W BATTERY AND S	\$ 207.22	\$ 414.44	\$ 229.31	\$ 458.62	\$ 303.50	\$ 607.00	\$ 225.00	\$ 450.00
S02743	LIGHT, PORTABLE SCENE STREAMLIGHT (SJRFD)	\$ 823.80	\$ 1,647.60	\$ 840.35	\$ 1,680.70	\$ 1,238.90	\$ 2,477.80	\$ 930.00	\$ 1,860.00
S02744	LIGHT, MILWAUKEE M18 TRUEVIEW STAND LIGHT (SJRFD)	\$ 384.00	\$ 768.00	\$ 358.54	\$ 717.08				
S02745	RING, LIFE ORANGE 24" RING BUOY (SJRFD)	\$ 136.34	\$ 545.36	\$ 79.50	\$ 318.00				

Section 4 - Tools & Equipment - Continued

Item #	Item Description	Boivin et Gauvin Inc.		BRENKIR INDUSTRIAL SUPPLY		First Response Supply Inc.		Micmac Fire & Safety Source Ltd.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02751	REGULATOR, OXYGEN T HANDLE SELECT FLOW STYLE								
S02753	PYLON, ORANGE W/REFLECTIVE 28" (SJRFD)	\$ 27.94	\$ 279.40	\$ 17.00	\$ 170.00	\$ 290.00	\$ 2,900.00	\$ 27.20	\$ 272.00
S02754	OIL, CHAIN SAW BAR 4 LITRE (SJRFD)	\$ 14.54	\$ 116.32	\$ 15.02	\$ 120.16				
S02755	CHAIN, SAW 16" BAR - 23RD3-67 (SJRFD)	\$ 68.65	\$ 274.60	\$ 60.92	\$ 243.68				
S02757	SAW, CUT OFF STIHL TS-410 "NO SUBSTITUTES" (SJRFD)	\$ 1,395.57	\$ 2,791.14	\$ 1,634.08	\$ 3,268.16				
S02758	SAW, MILWAUKEE RECIPROCATING M-18 FUEL SAWZALL C/	\$ 596.88	\$ 2,387.52	\$ 549.40	\$ 2,197.60				
S02759	TOOL, SEATBELT CUTTER AND GLASS PUNCH COMBO (SJRFD)	\$ 19.18	\$ 191.80	\$ 39.05	\$ 390.50	\$ 98.50	\$ 985.00	\$ 17.50	\$ 175.00
S02762	BAG, THROW ROPE ORANGE (SJRFD)	\$ 69.15	\$ 276.60	\$ 17.81	\$ 71.24			\$ 75.00	\$ 300.00
S02763	FLARE, TIGER LED RECHARGEABLE (SJRFD)	\$ 147.56	\$ 442.68	\$ 276.25	\$ 828.75				
S02787	LASHING, 3/8" WHITE NYLON DOUBLE BRAIDED ROPE			\$ 0.52	\$ 624.00				
S02788	BLADE, STEEL 12" CUT OFF SAW 1" ARBOR 0835 010 7003 (S	\$ 14.15	\$ 424.50	\$ 12.11	\$ 363.30				
S02789	BLADE, MASONARY 12" CUT OFF SAW 1" ARBOR 0835 020 7	\$ 14.15	\$ 42.45	\$ 12.11	\$ 36.33				
S02791	BINOCULARS, 10X50 POWER MAGNIFICATION (SJRFD)			\$ 90.20	\$ 270.60	\$ 178.88	\$ 536.64		
S02796	CHAIN, CARBIDE FOR QV8000 VENT SAW (SJRFD)	\$ 184.40	\$ 2,212.80	\$ 221.65	\$ 2,659.80				

Section 4 - Tools & Equipment - Continued

Item #	Item Description	Eastern Medical Supplies Ltd.		Acklands-Grainger Inc		Source Atlantic Ltd		K&D Pratt	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02732	BACKPACK, YELLOW POLY W/BRASS PUMP							\$ 160.00	\$ 480.00
S02733	VENTILATOR, GAS POWERED POSITIVE PRESSURE PETROL								
S02291	TOWEL, TORK LINTFREE WHITE (SJRFD ONLY)			\$ 91.09	\$ 1,275.26				
S02675	TARP, 9' X 12' WOVEN POLYETH W/RUST RESIST GROMMETS			\$ 9.66	\$ 772.80	\$ 5.19	\$ 415.20		
S02678	BLADE, RECIPROCATING SAW WRECKER 6" (SJRFD)			\$ 3.11	\$ 311.00	\$ 13.98	\$ 1,398.00		
S02679	BLADE, RECIPROCATING SAW AX 9" (SJRFD)			\$ 4.09	\$ 409.00	\$ 18.38	\$ 1,838.00		
S02704	SQUEEGEE, FLOOR 24" RUBBER BLADE (SJRFD)			\$ 11.12	\$ 133.44	\$ 18.41	\$ 220.92	\$ 29.95	\$ 359.40
S02711	WRENCH, STORZ 4"-6" (SJRFD)					\$ 68.71	\$ 687.10	\$ 29.95	\$ 299.50
S02715	POLE, PIKE 4' FIBERGLASS HANDLE D-GRIP (SJRFD)							\$ 124.65	\$ 747.90
S02716	POLE, PIKE 4' FIBERGLASS HANDLE STRAIGHT GRIP (SJRFD)							\$ 114.53	\$ 1,145.30
S02717	POLE, PIKE 8' FIBERGLASS HANDLE STRAIGHT GRIP (SJRFD)							\$ 183.27	\$ 1,832.70
S02718	POLE ,PIKE DRY-WALL HOOK 4' FIBERGLASS HANDLE D-GRIP							\$ 161.56	\$ 969.36
S02719	KEY, HOSE UNIVERSAL SPANNER (SJRFD)								
S02720	TOOL, HOOLIGAN 36" (SJRFD)			\$ 382.37	\$ 3,058.96			\$ 310.00	\$ 2,480.00
S02721	HEAD, REPLACEMENT BOLT CUTTER 3 IN 1 JET								
S02722	AXE, 36" W/FIBERGLASS HANDLE W/PIKE HEAD (SJRFD)			\$ 76.93	\$ 923.16			\$ 92.43	\$ 1,109.16
S02727	BATTERY, MILWAUKEE M18 RED LITHIUM (SJRFD)			\$ 250.22	\$ 1,000.88	\$ 237.20	\$ 948.80		
S02728	PACKAGE, BLITZ FIRE COMBO XXC-52 "NO SUBSTITUTES"							\$ 6,014.53	\$ 6,014.53
S02729	CUTTER, BOLT 3 IN 1 JET "NO SUBSTITUTES" (SJRFD)					\$ 69.43	\$ 277.72		
S02731	BAR, CROW 36" FORGED HIGH CARBON, BEVELED CHISEL			\$ 12.54	\$ 37.62			\$ 116.61	\$ 349.83
S02734	HAMMER, RUBBER (SJRFD)			\$ 12.00	\$ 48.00	\$ 5.24	\$ 20.96		
S02735	HAMMER, SLEDGE 8 LBS W/36" FIBERGLASS HANDLE			\$ 255.49	\$ 1,021.96	\$ 43.08	\$ 172.32		
S02738	LADDER, STEP 8' FIBERGLASS HEAVY DUTY RATED 375LB			\$ 132.69	\$ 265.38	\$ 203.41	\$ 406.82		
S02739	LADDER, STEP 4' FIBERGLASS HEAVY DUTY RATED 375LB			\$ 94.29	\$ 377.16	\$ 113.45	\$ 453.80		
S02740	KIT, LED STREAMLIGHT HANDHELD FLASHLIGHT ORANGE			\$ 68.00	\$ 136.00	\$ 276.96	\$ 553.92	\$ 119.78	\$ 239.56
S02741	LIGHT, FLOOD MILWAUKEE M18 TRUEVIEW LED HP (SJRFD)			\$ 205.00	\$ 410.00	\$ 197.78	\$ 395.56		
S02742	KIT, STREAMLIGHT LIGHT BOX ORANGE C/W BATTERY			\$ 228.11	\$ 456.22			\$ 304.89	\$ 609.78
S02743	LIGHT, PORTABLE SCENE STREAMLIGHT (SJRFD)			\$ 700.06	\$ 1,400.12	\$ 479.14	\$ 958.28	\$ 1,226.29	\$ 2,452.58
S02744	LIGHT, MILWAUKEE M18 TRUEVIEW STAND LIGHT (SJRFD)			\$ 329.00	\$ 658.00	\$ 332.08	\$ 664.16		
S02745	RING, LIFE ORANGE 24" RING BUOY (SJRFD)			\$ 147.5300	\$ 590.12			\$ 92.5000	\$ 370.00

Section 5 - Gloves

Item #	Item Description	Boivin et Gauvin Inc.		BRENKIR INDUSTRIAL SUPPLY		First Response Supply Inc.		Micmac Fire & Safety Source Ltd.	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02825	GLOVES, NITRILE (S) LATEX/ POWDER FREE MEETS ASTM; D6	\$ 9.99	\$ 999.00	\$ 7.60	\$ 760.00	\$ 35.48	\$ 3,548.00	\$ 16.50	\$ 1,650.00
S02826	GLOVES, NITRILE (M) LATEX/POWDER FREE MEETS ATSM; D6	\$ 9.99	\$ 999.00	\$ 7.60	\$ 760.00	\$ 35.48	\$ 3,548.00	\$ 16.50	\$ 1,650.00
S02827	GLOVES, NITRILE (L) LATEX/POWDER FREE MEETS ASTM; D6	\$ 9.99	\$ 999.00	\$ 7.60	\$ 760.00	\$ 35.48	\$ 3,548.00	\$ 16.50	\$ 1,650.00
S02828	GLOVES, NITRILE (XL) LATEX/POWDER FREE MEETS ATSM; D	\$ 9.99	\$ 999.00	\$ 7.60	\$ 760.00	\$ 35.48	\$ 3,548.00	\$ 16.50	\$ 1,650.00

Item #	Item Description	Eastern Medical Supplies Ltd.		Acklands-Grainger Inc		Source Atlantic Ltd		K&D Pratt	
		Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
S02825	GLOVES, NITRILE (S) LATEX/ POWDER FREE MEETS ASTM; D6	\$ 10.50	\$ 1,050.00	\$ 15.30	\$ 1,530.00	\$ 10.57	\$ 1,057.00	\$ 0.19	\$ 18.64
S02826	GLOVES, NITRILE (M) LATEX/POWDER FREE MEETS ATSM; D6	\$ 10.50	\$ 1,050.00	\$ 15.30	\$ 1,530.00	\$ 10.57	\$ 1,057.00	\$ 0.19	\$ 18.64
S02827	GLOVES, NITRILE (L) LATEX/POWDER FREE MEETS ASTM; D6	\$ 10.50	\$ 1,050.00	\$ 15.30	\$ 1,530.00	\$ 10.57	\$ 1,057.00	\$ 0.19	\$ 18.64
S02828	GLOVES, NITRILE (XL) LATEX/POWDER FREE MEETS ATSM; D	\$ 10.50	\$ 1,050.00	\$ 15.30	\$ 1,530.00	\$ 10.57	\$ 1,057.00	\$ 0.19	\$ 18.64

DECISION/DIRECTION NOTE

Title: Travel – Mayor Danny Breen
Date Prepared: December 14, 2017
Report To: Regular Meeting of Council – December 18, 2017
Ward: N/A

Decision/Direction Required:

Seeking approval for Mayor Danny Breen to travel in his role as Mayor to represent the City at the following meetings:

- a. Big City Mayor Caucus meetings – November 29-December 1, 2017; mid-February 2018; late Fall 2018
- b. Canadian Sport Tourism meetings – Halifax (Mayor sits on panel)
- c. Big City Mayor Caucus/FCM meetings – Halifax - May 29-June 4, 2018
- d. World Energy Cities Partnership meetings - Houston – May 2019
- e. Urban Municipalities Caucus meetings – Grand Falls-Windsor – January 18 – 20, 2018
Further dates for Urban Municipalities meetings to be confirmed

Discussion – Background and Current Status:

- Mayor Breen will attend meetings to represent Council.

Key Considerations/Implications:

1. Budget/Financial Implications

- The cost to attend these meetings has been budgeted under the travel budget for Mayor and Council.

2. Partners or Other Stakeholders

N/A

3. Alignment with Strategic Directions/Adopted Plans

- Effective Organization
- A Culture of Cooperation

4. Legal or Policy Implications

N/A

5. Engagement and Communications Considerations

N/A

6. Human Resource Implications

N/A

ST. JOHN'S

7. Procurement Implications

N/A

8. Information Technology Implications

N/A

9. Other Implications

N/A

Recommendations:

It is recommended that Council approve the travel and associated costs for Mayor Breen to attend the meetings outlined above.

Prepared and Approved by: Elaine Henley, City Clerk

Signature:

Attachments: None

ST. JOHN'S

DECISION/DIRECTION NOTE - Regular

Date Prepared: December 14, 2017
Report to: Mayor and Council
Councillor and Role: Councillor Jamieson, Ward Councillor
Title: Sale of City Land – 1 Chapel Street – 104 Bond Street
Ward: Ward 2

Decision/Direction Required:

Recommendation on Sale of City land situate at the side of 1 Chapel Street – 104 Bond Street

Discussion – Background and Current Status:

The owner of 1 Chapel Street and 104 Bond Street has requested to purchase the subject property to extend construction on his property.

This request has been circulated amongst the appropriate City Departments who do not object to the sale.

The purchase price (\$1,022.60) has been established at a rate of \$10.00 per square foot plus HST and administrative fees.

Key Considerations/Implications:

1. Budget/Financial Implications
 - N/A
2. Partners or Other Stakeholders
 - N/A
3. Alignment with Strategic Directions/Adopted Plans
 - Fiscally Responsible
4. Legal or Policy Implications:
 - Deed will have to be prepared. Purchaser has provided survey at his own cost.
5. Engagement and Communications Considerations
 - N/A
6. Human Resource Implications
 - N/A

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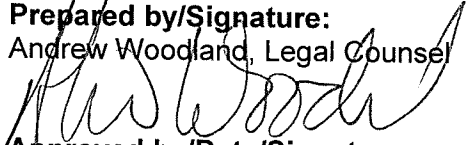
7. Procurement Implications
 - N/A
8. Information Technology Implications
 - N/A
9. Other Implications
 - N/A

Recommendation:

It is recommended that Council approve the sale of the strip of land at the side of 1 Chapel Street – 104 Bond Street for the negotiated price.

Prepared by/Signature:

Andrew Woodland, Legal Counsel

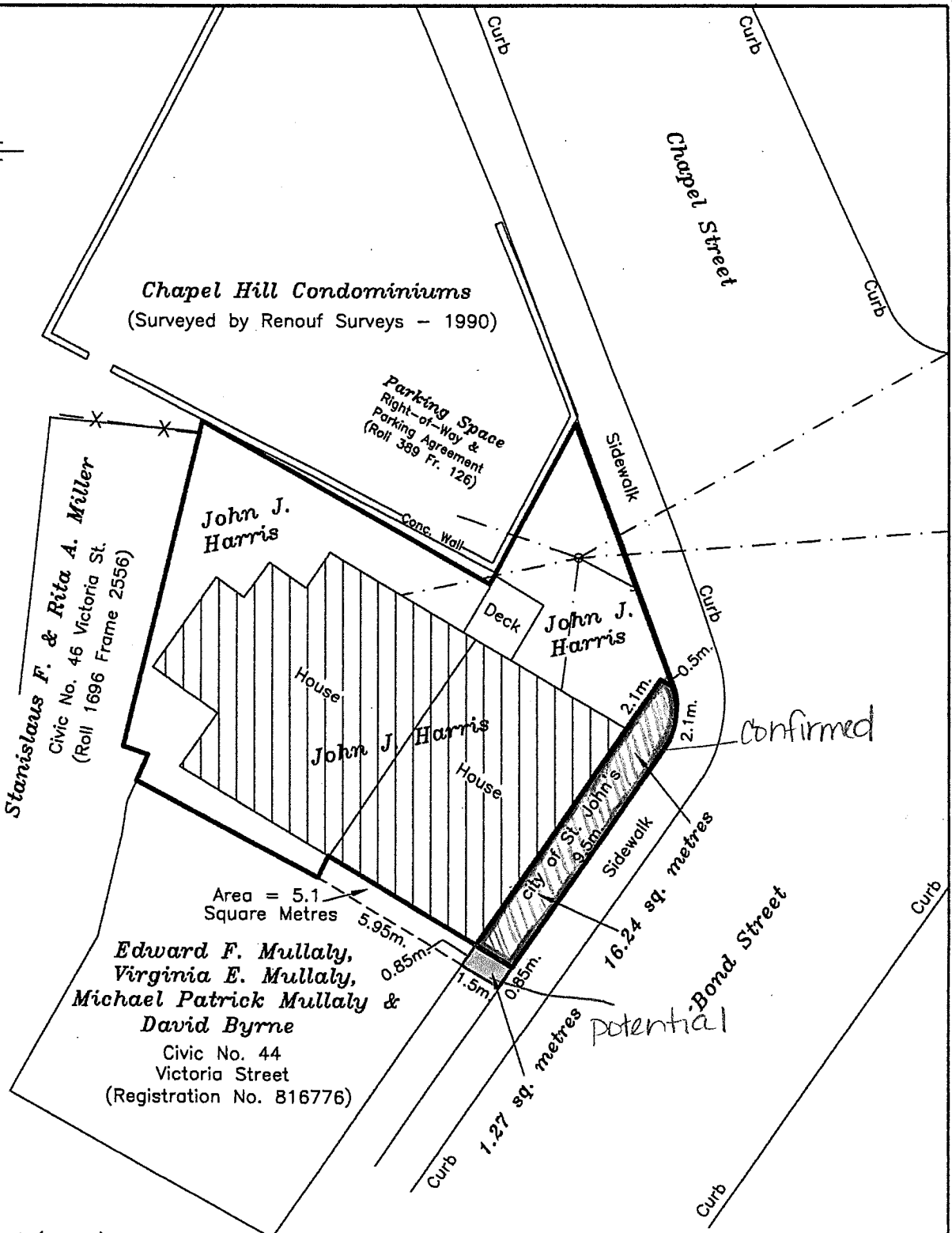
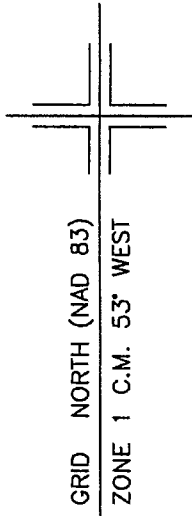


Approved by/Date/Signature:

Linda Bishop, Senior Legal Counsel
December 14, 2017

Attachments:

ST. JOHN'S



Reference Monument (NAD83)
 80G2143 N 5 262 957.055m.
 E 319 507.594m.

- X— — Fence Line
- F.P. — Fence Post
- S.F.P. — Steel Fence Post
- — Utility Line
- — Pole
- — Guy Wire
- P.I.P. — Placed Iron Pin.
- F.I.P. — Found Iron Pin.

All Distances are Horizontal Ground Distances and Metric.
 Scale Factor of 0.999880 used in co-ordinate computations

SKETCH ONLY

	Aubrey K. Burt Surveys Ltd. Newfoundland Land Surveyor	
	331 Indian Meal Line P.O. Box 1095, Torbay, NL, A1K 1K7 Email: aubrey@akbsurveyors.nf.net	Torbay (709) 437-1088 St. John's (709) 738-3363 Facsimile: (709) 437-1084
	Client: <i>John Harris</i>	
	Location: Civic 1-5 Chapel Street, St. John's, NL	
	Scale: 1 : 200	Date: October 04, 2017
Surveyed By: A.B. M.B. B.N. D.B	Job No.: 2017-443	