

June 19, 2019

Email: [REDACTED]

Dear [REDACTED]

Re: Request for Access to Information under Part II of the Access to Information and Protection Privacy Act (the ATIPP Act, 2015)

On May 29, 2019, the City of St. John's received your request for access to the following information:

A copy of the report dated April 23, 2015 West Community Centre, St. John's, NL – Site Selection Process Report.

Enclosed is the information you requested. Note that while the contents of the report were considered confidential at the time of writing, this no longer applies. Please be advised that you may ask the Information and Privacy Commissioner to review the processing of your access request, as set out in Section 42 of the ATIPP Act. A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner:

Office of the Information and Privacy Commissioner
2 Canada Drive; P. O. Box 13004, Stn. A, St. John's, NL. A1B 3V8
Telephone: (709) 729-6309; Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to Section 52 of the Act.

If you have any further questions, please feel free to contact me by telephone at 576-8429 or by e-mail at kcutler@stjohns.ca.

Yours truly,



Kenessa Cutler
ATIPP Coordinator

ST. JOHN'S

CONFIDENTIAL MEMORANDUM

To: Mr. Gordon Tucker, Manager Capital Works, Buildings, City of St. John's

From: Architecture49 / WSP Canada Inc.

Date: April 23, 2015

Re: Part 2: Site Selection Process, West Community Centre, St. John's, NL

1. Introduction

A49 / WSP have been commissioned to carry out a three-phased study encompassing building programming requirements, site selection and conceptual design of the proposed West Community Centre. A draft Programming Report has previously been submitted to the City of St. John's by A49 / WSP, as Part 1 of this project.

This memorandum relates specifically to Part 2 of the project, the site selection process. Our objective is to assist the City of St. John's in their assessment of candidate sites for the proposed West Community Centre. A49 / WSP utilized a multi-disciplinary team to conduct the site review process comprising of Civil and Traffic Engineers, Architects, a Landscape Architect, and a Planner.

2. Sites

Five candidate sites were provided to the A49 / WSP Team by the City of St. John's Project Lead for evaluation. It is our understanding that other possible sites were considered, but were pre-screened and not brought forward to be considered by the A49 / WSP Team to include in the Site Selection matrix as a vetting process ruled them out as viable sites. A further pre-screening of the five sites was carried out by A49 / WSP to ensure that the sites met a minimum area and a minimum parcel width or depth. We recommended that the candidate sites be a minimum of 3 hectares (for the combined site and building program¹) and have a minimum parcel width or depth of 170 metres. All of the candidate sites met these minimum criteria. General locations of the five candidate sites are shown on Figure A-1, Appendix A and are described in the following sections.

¹ Note that the draft, Part 1, Programming Report has proposed a gross square footage for the building of 75,775 sf (7,040 m²); this could be achieved with a building footprint of approximately 80 x 90 m. The Part 1 report also established an occupancy load of 1,947. Based on a parking ratio of 3.2 spaces per 1,000 sf, we have estimated a parking requirement of 240 spaces. Further allowing for vehicular circulation on 3 or 4 sides of the building and a property boundary offset of 10-15 m, we have estimated a minimum site area requirement (including building) of 3 hectares. This estimate will need to be revisited subject to location of chosen site relative to the overall catchment, transit service and AT connections. It may also need to be increased to accommodate any major site specific components such as on-site septic systems, stormwater detention ponds, major grade changes or major site additions such as ice surfaces or playing fields.

2.1 Site A: Brookfield Road at Tobin's Road

Ward:	5	Site Area:	Approx. 7 hectares
Configuration:	360 x 320m rectangle	Zoning:	Rural (R)
Ownership:	Provincial / Crown (assumed)	Frontage:	Approx. 100m Tobin's Rd & 500m on Pitts Memorial Dr

Description: This site is wooded and slopes gently away from Heavy Tree Road and backs onto Pitts Memorial Drive. The site is located within 200m of the existing Heavy Tree Road / Pitts Memorial Highway Drive and will have good proximity to the proposed Brookfield Road / Team Gushue Highway interchange. The site will also likely have frontage along the proposed Team Gushue Highway connector road.

2.2 Site B: Brookfield Road opposite Tobin's Road

Ward:	5	Site Area:	Approx. 8 hectares
Configuration:	460 x 300m triangular	Zoning:	Rural (R)
Ownership:	Private (assumed)	Frontage:	Approx. 460m

Description: This partially wooded triangular shaped parcel sits to the north of Brookfield Road around one kilometer from the Pitts Memorial Drive interchange at Commonwealth Avenue. The site slopes gently to the east.

2.3 Site C: Brookfield Road west of Bowring Park

Ward:	5	Site Area:	Approx. 6 hectares
Configuration:	Approx. 180 x 350m rectangle	Zoning:	Residential – Low Density (R1)
Ownership:	Private (assumed)	Frontage:	Approx. 80m

Description: This single parcel site has approximately 80m of frontage along Brookfield Road. The parcel slopes gently up and away from Brookfield Road before cresting and falling down and southward toward a watercourse adjacent to Pitts Memorial Drive. Open fields near the road frontage give way to densely wooded slopes to the rear. There is residential development immediately east of site and agricultural land to the west.

2.4 Site D: New Pennywell Road

Ward:	4	Site Area:	Approx. 8 hectares
Configuration:	Irregular	Zoning:	Rural (R)
Ownership:	Provincial / Crown (assumed)	Frontage:	15m on New Pennywell Road & Approx. 500m on Pennywell Connector

Description: This combination of parcels offers an effective 400 x 200m development site. While it only has a limited frontage on New Pennywell Road, there is potential for around 500m of frontage, and both eastward and westward access onto the proposed Team Gushue Highway connector road. The combined site is currently wooded and includes a hilltop that reaches an elevation of about 175m and slopes to the north to meet the Pennywell Connector around elevation 155m.

2.5 Site E: Southlands Boulevard

Ward:	5	Site Area:	Approx. 5 hectares
Configuration:	Rectangular	Zoning:	Commercial-Regional (CR)
Ownership:	Private (assumed)	Frontage:	Approx. 600m

Description: This is a wooded single parcel surrounded by roads and with gentle grades. This site is located 500m south of the Pitts Memorial Drive along Southlands Boulevard.

3. Site Selection Methodology

The site selection methodology was based on the use of a Site Selection Matrix to record the objective scoring of the five candidate sites against 17 pre-established criteria. This comparative analysis allowed a ranking of the sites to be developed for consideration by the City to support their final decision making.

The criteria and their applied weightings and scoring were established by A49 / WSP based on their previous experience on similar assessment projects. Criteria have been tailored carefully to meet the specific requirements and priorities expressed by the City's Steering Committee and the specific project.

The 17 criteria included in the Matrix evaluation were broken down into three categories:

- A. Physical
- B. Economic
- C. Planning and Other

A description of the three categories, the 17 criteria and details of each criterion are included in Section 4. The scored Matrix comparison of the sites is included in Appendix B. A draft of the un-populated Matrix with the proposed site criteria, weighting and scoring was reviewed with and approved by the City's Steering Committee and the City's Project Lead on January 28, 2015.

After site analysis was carried out by the A49 / WSP team, the Matrix was populated by applying a comparative score for each site for each of the 17 criteria. A score of 0 to 3 was applied (0 being low and 3 being high). In general, the scores indicate the following:

- Score of 0 indicates poor, or not applicable
- Score of 1 is adequate
- Score of 2 is good
- Score of 3 is very good

As shown in the Matrix spreadsheet, each given score is multiplied by the associated weight factor for the particular criterion to generate a 'weighted score'. A subtotal of the weighted scores for each site is shown for each of the three categories (A: Physical, B: Economic, and C: Planning and Other). An Overall Score for each site (i.e. the sum of the weighted scores of all 17 criteria) is also shown at the bottom of the Matrix in Appendix B.

4. Site Analysis and Criteria Considerations

A49 / WSP's proposal outlined the methodology that would be employed for the Site Selection Matrix process. Due to the confidentiality of the candidate sites being considered, the City's Project Lead indicated to the Consultants that Key Informant Interviews regarding site selection should not be

conducted and the Public Open House to discuss site criteria should not take place at this time. We therefore relied on information gathered through requests and questions sent to the City's Project Lead, desktop study, available mapping and site visits. An interview with the Province was also conducted regarding the Team Gushue Highway to gather information related to estimated timelines for construction phasing and potential access options.

The desktop study relied heavily on information extracted from the City's MapCentre and GIS mapping as well as basic service information provided by the City. It should be noted that mapping only showed topography at 5m interval and basic services information.

Site visits were carried out by the A49 / WSP team during the first week of March; winter site conditions and restricted access to private property allowed only limited review of the sites. Table 1 describes each of the 17 criteria used in the Matrix and provides the weight factor applied to each criterion.

4.1 Table 1 – Criteria Descriptions

Category A: Physical Criteria (Max Weighted Score of 57 points per site)		
Criteria	Criteria Descriptions and Data Sources	Weight Factor
A1: Site Capacity	The review focused on the ability of the site to accommodate the recommended building program, a basic site program and exterior amenities, etc. Primary concerns included the scale, configuration and topography of the candidate site. Attempts were made to identify any possible physical restrictions or environmental constraints, e.g. wetlands. Note that sites had already been pre-screened to ensure a minimum 3 hectare site area and 170m width.	4
A2: Site Access	The review included consideration of access location and proximity to major roads serving the St. John's West area. This category assumes Team Gushue Highway is operational. Sites within close proximity to higher class roads such as near an interchange to Team Gushue Highway, Pitts Memorial Drive or near Columbus Drive score higher than sites located along congested local or collector streets. Sites with good proximity to multiple higher class roads score higher as the facility can be served from multiple directions.	4
A3: Transit and Active Transportation (AT)	Considerations for each site include review of sidewalk and trails serving the areas adjacent to the site, and access to the public transit network. Sites with good sidewalk and trail access and good transit service score high. Future proposed trails outlined in the <i>Parks and Open Space Master Plan</i> were also reviewed. Scoring assumes that an extension, or enhancement, of bus service will be provided to sites not currently served by daily transit.	3
A4: Neighbourhood Compatibility	This review assessed the overall compatibility of the proposed development with adjacent uses. This included whether the facility would have a significant visual or physical impact on the neighbourhood or any significant negative impact on adjacent development potential. Review also looked at whether any neighbouring land uses might affect the enjoyment of the facility by users.	2
A5: Site Synergies	This review looked for existing or potential positive site adjacencies with neighbouring properties, facilities or land uses such as recreational facilities, parkland, educational facilities or other attractors and generators. An assessment was also made of whether there was potential to share site elements (e.g. overflow parking, site access, stormwater detention, etc.). An isolated site with no apparent synergies scores lower than a site with positive synergies.	1

A6: Visibility & Legibility	This review attempted to assess how the location of the candidate site impacted its potential visibility, prominence and overall legibility within the community. Potential for good site legibility, clear building prominence and easy navigation to the facility were considered. Sites with strong visual connections from major transportation routes and / or other key locations scored higher than sites removed from prominent visibility.	2
A7: Future Expansion Potential	This review looked at whether the candidate site offered any potential for future expansion of programs or facilities. In scoring, an attempt was made to reflect the scale, configuration and topography of additional land and to indicate whether expansion would be at the expense of other existing land uses. In general, if undeveloped land was available within or immediately adjacent to the candidate site, a higher score would be given.	2
A8: Security	This included a review of the potential public safety or security concerns associated with the candidate site. An attempt was made to assess whether the site's location might raise any public or staff security concerns either during or after public hours, and whether the site offered any natural surveillance opportunities to assist in its development in accordance with crime prevention principles. It is acknowledged that the value of this review is limited without knowing the actual building and site layout.	1
Category B: Economic Criteria (Max Weighted Score of 36 points per site)		
Criteria	Criteria Descriptions and Data Sources	Weight Factor
B1: Site Acquisition Costs	This review assessed the likely availability and order of magnitude of acquisition costs for the candidate site. Research into ownership was very limited at this stage as the Team was requested by the City's Project Lead to maintain confidentiality with respect to sites under consideration. In general, the scores reflect assumptions as to whether the candidate sites were municipally, provincially or privately owned.	3
B2: On-site Development Costs	This review attempted to reflect the potential costs associated with earthworks and / or environmental operations required to create a pad-ready site. In general, flat greenfield sites scored high under this category. Sites where there are likely costs associated with building demolition, contamination remediation or geotechnical concerns scored low.	3
B3: Site Services Costs	Site servicing costs considered the availability of municipal water, sanitary and stormwater, piped infrastructure and three-phase power near the site which could be extended to service the proposed facility. Underground servicing information was obtained from the City's Geographic Information System MapCentre to review watermain and sewer services adjacent to each site. Sewer services were shown as one linetype, so it is unknown if these are combined sewer systems or if standalone sanitary and storm systems exist. Also, it is unknown if service connections will be permitted to the 750mm diameter watermain near Brookfield Road. For sites not near underground services, property area and topography were reviewed for the potential of an on-site septic system, stormwater detention facility and potable well with fire water storage. Also, potential need to extend existing sidewalks to the site was reviewed. Sites with proximity to underground services, three-phase power and existing neighbourhood sidewalks scored higher in this category.	3
B4: Building Capital Costs	An attempt was made to reflect any likely variation in building capital costs that might be applicable to the candidate site by virtue of its location, elevation or exposure. We did note that an exposed, windy site may raise structural concerns or limit siding options and that a building on a former landfill site may need to include a methane collection system.	2

B5: Operating Expenses	Similar to criterion B4, the Team attempted to identify any potential long-term building operating costs that might arise by virtue of a candidate site's location, elevation, or environmental condition.	1
Category C: Planning & Other Criteria (Max Weighted Score of 33 points per site)		
Criteria	Criteria Descriptions and Data Sources	Weight Factor
C1: Plan Policies and Development Regulations	This criterion looked at site compliance with / consideration of municipal plan policies and development regulations. Municipal planning documents include the Draft: Envision St. John's Municipal Plan (2014) and St. John's Development Regulations (Sept. 2014). Zone information for the candidate sites was reviewed to determine if recreation facilities are a primary or permitted use or if a rezoning would be required to permit the proposed development. Note that this review would typically involve discussions with municipal planning staff to gather additional feedback, however, due to the confidentiality concerns related to individual properties, these interviews were not permitted.	2
C2: Population Catchment	<p>This criterion considered proximity of candidate sites to the target user catchment (i.e. existing population, anticipated growth areas, senior and youth populations). Note that the Team did not receive an actual boundary line from City staff showing the target catchment area of the West Community Centre. For this study, we are assuming that western wards of the City (Wards 3, 4 and 5) are included in the catchment area. Detailed population information from the Recreation & Parks Master Plan (2008), the St. John's Park & Open Space Master Plan (2014) and information by Ward from ESRI was reviewed for this study. Typically, projection information would be received and discussions would also be conducted with municipal planning staff to gain an understanding of where substantial residential growth is projected, however, such interviews were not permitted due to confidentiality related to individual land parcels. The Team relied on their local knowledge of development based on their expertise and experience working on projects in the City, as well as limited projection data (2019) from ESRI.</p> <p>Ward 4 currently has the highest population of the three wards. There is ongoing development and additional growth anticipated in both Ward 4 and Ward 5. Further consideration was also given to ease of user access, and to populations of seniors and youth. Ward 4 has the highest population of Youth (0 – 17 years) and Older Adults (55 – 64 years and 65+) when compared to Ward 3 and Ward 5. It appears that the population 'centre' of the catchment area would be located in Ward 3, which is located between Wards 4 and 5. Based on our Team's knowledge and conversations with the City's Project Lead, we anticipated moderate population growth in the Kenmount Terrace area (Ward 4) and substantial population growth in the Southlands and Glencrest areas (Ward 5) over the next 10 – 15 years. We anticipated this growth shifting the population centre point for the catchment area further west within Ward 3. Typically sites closer to the center of the catchment area scored higher than sites located further away from the 'centre'.</p>	4

<p>C3:</p> <p>Site Availability</p>	<p>This review focused on issues related to whether the candidate site was likely to be immediately available for development or whether other infrastructure projects (i.e. highway development) might affect the timeliness or phasing of the project. Is the site readily available or would development be subject to delays associated with transfer of land? If the development of the site was considered to be contingent on action by other parties, required phasing with other projects or would be subject to delays associated with transfer of land or requiring site remediation, it generally scored lower.</p>	<p>3</p>
<p>C4:</p> <p>Master Planning Documents</p>	<p>This criterion considered the sites ability to meet goals and direction of St. John's Recreation & Parks Master Plan (2008) and St. John's Park & Open Space Master Plan (2014). These documents were reviewed and consideration was given to the question 'is the site consistent with these recreational and open space goals and plans?' Note that interviews with planning and / or recreation staff could not be conducted to verify our understanding of these documents or confirm that these documents are consistent with the goals of the City. The Recreation Master Plan and Parks & Open Space Master Plan were reviewed, and where applicable, consideration was given to their relation to the candidate sites. The City's Open Space Master Plan does not speak to indoor recreation facilities, but does indicate priority outdoor facility projects. Our review was to confirm that sites do not conflict with these projects. Additionally, information from this Plan was considered in criterion A3 (Transportation and Active Transpiration), A5 (Site Synergies) and C2 (Population Catchment). The City's Recreation Master Plan specifically discussed indoor recreation facility requirements. There is also a focus on providing for youth and seniors needs. In general, the plan states that, specific to indoor facilities, the City should:</p> <ul style="list-style-type: none"> • Reinvest in existing aging infrastructure • Create a multi-purpose leisure centre in each of the City's three service Zones • Invest strategically in high needs neighbourhoods • Partner with others including health authorities, schools, the YM-YWCA and NLHC 	<p>2</p>

5. Candidate Site Scoring Summary

A summary of the scoring for each site is included in Table 2. The table includes scores for each of the three primary categories, as well as the total Overall Score for each site. More detail of the individual scores for each site is included in Appendix B with a description of criteria highlights provided in Appendix C. A summary of the findings for each site is included in the following sections.

Table 2 – Summary of Matrix Scoring

CATEGORY	Site A	Site B	Site C	Site D	Site E
A. Physical Criteria	47	38	30	53	41
B. Economic Criteria	23	20	26	20	26
C. Planning & Other Criteria	13	13	18	19	14
Overall Score	83	71	74	92	81

5.1 Site A: Brookfield Road at Tobin's Road

This site ranks 2nd overall, scoring a total of 83 points. It is a greenfield site, with good highway access, and ranks second in the Physical Criteria category. Being an un-serviced site, however, it has a middle ranking in the Economic Criteria category and ranks low in the Planning Criteria category due to poor catchment proximity and concerns over the timely development potential considering the phasing of Team Gushue Highway in this area.

5.2 Site B: Brookfield Road opposite Tobin's Road

Site B ranked the lowest overall, scoring a total of 71 points. It shares many of the attributes of the neighbouring Site A; it is an unserviced, greenfield site, with decent highway access, like the neighbouring Site A. Site B, however, ranks fourth in all three categories. Some of the Physical Criteria factors limiting its overall score are poorer visibility and expansion potential, and questionable convenience of future access.

5.3 Site C: Brookfield Road west of Bowring Park

Site C ranked 4th overall, scoring a total of 74 points. As a serviced, greenfield site, it ties for first ranking in the Economic Criteria category with Site E. Being located close to the center of the catchment area, and readily developable, it also scores reasonably well in the Planning Criteria. It ranks lowest, however, in the Physical Criteria category due to a number of mediocre scores associated with access, poor expansion potential, less visibility than other sites and questionable neighbourhood compatibility.

5.4 Site D: New Pennywell Road

This is the 1st ranked site, scoring a total of 92 points. It scores very well in the Physical Criteria category due to the proximity to the highway connector, which offers good highway access combined with decent potential for transit and active transportation connections. As a hillside site, the site ranks low in the Economic Criteria category; however, with good catchment proximity and access, it scores very well in the Planning Criteria category.

5.5 Site E: Southlands Boulevard

This site ranks 3rd overall, with a total of 81 points. As a serviced, greenfield site it ties for first ranking in the Economic Criteria category. The site has a reasonable score in the Physical Criteria category though it loses points for lower visibility compared to other sites. It ranks third in the Planning Criteria category due to a lower catchment proximity and poor compliance with recreational and open space planning goals outlined in the Planning Documents.

6. Conclusion

6.1 Site Selection Matrix Results

The Site Selection Matrix provides a tool for the comparative analysis of the candidate sites by combining multiple variables into a single measure to assist decision making. The Matrix has allowed a ranking of the sites to be developed for consideration by the City to support their ongoing decision-making process. It is important to keep in mind that multiple criteria analysis is a tool that aids in decision making, and rankings alone should not be used to deem sites suitable or unsuitable. This analysis provides a high-level starting point for the City to help compare candidate sites. Further, detailed study would be required (i.e. geotechnical studies, environmental assessments, title / legal investigations, etc.) to provide a more definitive conclusion on any site.

The completed Matrix is included in Appendix B, while Table 2 (above) provides a summary of both the category subtotals and the overall weighted score for each of the five candidate sites. Table 2 shows that the highest overall rankings went to Site D (New Pennywell Road) with Site A (Brookfield Road at Tobin's Road) coming in second and Site E (Southlands Boulevard) a close third. A closer look at the relative rankings within each of the three categories shows that some sites have mid-range scores in all three categories (e.g. A and B), while two of the sites (Site C and D) rank both first in a category and tie for last in a category; this likely accounts for the relatively close spread in the overall scores; a 25 point spread in a possible 126 overall points.

6.2 Study Limitations

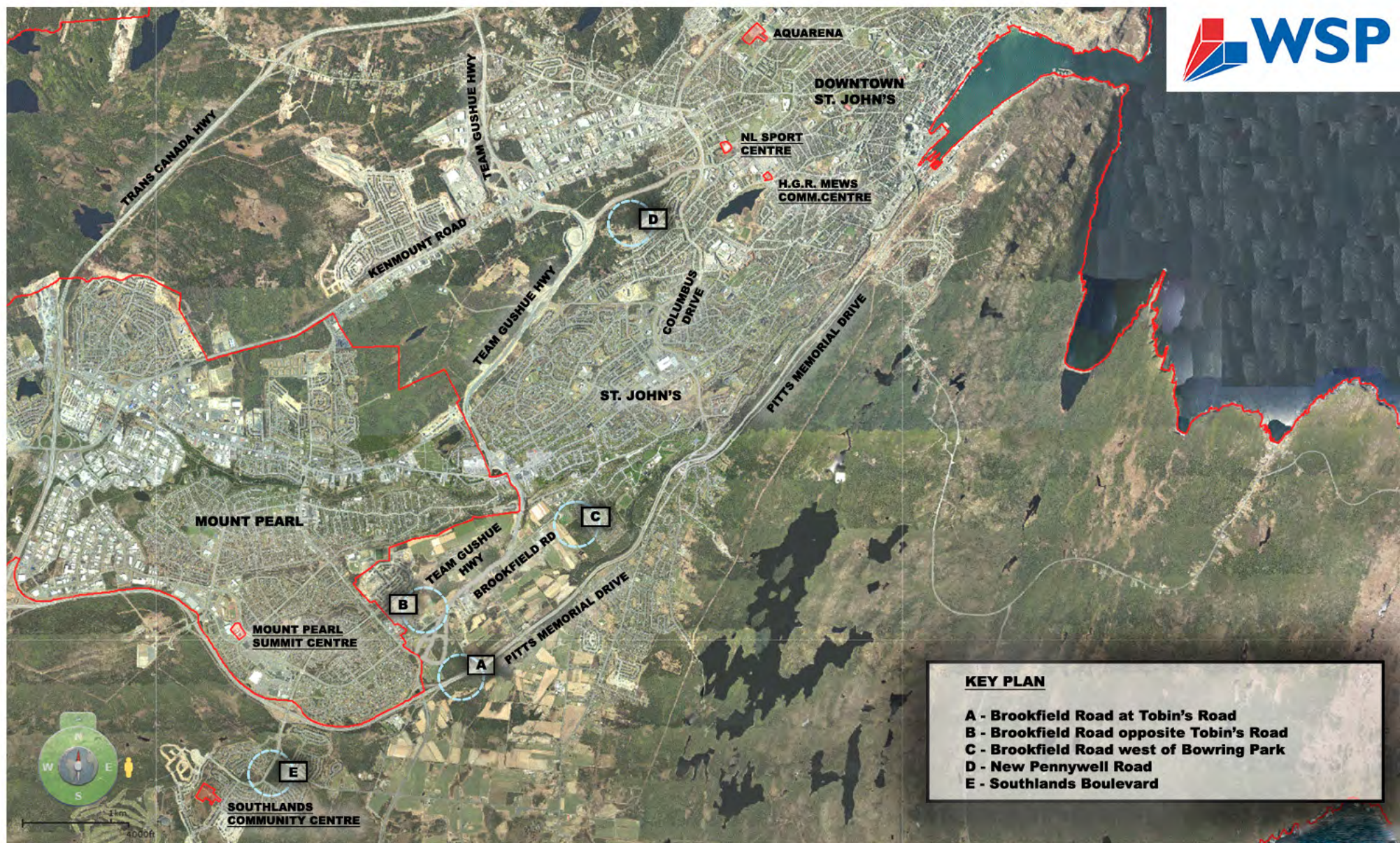
The intent of this study is to help support the City in determining a suitable site for the proposed West Community Centre. Although site selection matrices / multiple criteria analysis are considered a valid approach in understanding the suitability of sites, there are limitations to the methodology and this study that should be considered. We have outlined some of our data limitations in the main body of the memorandum. Other limitations include:

1. Weighting of criteria was based on judgement as determined by the A49 / WSP Team and vetted through the Steering Committee. A sensitivity test, also known as a test for robustness, of the weighting factors indicated that the ranks remained relatively stable (with the exception of Site A and Site E switching relative overall rank). This gives an indication that the relative weighting applied to the criteria did not heavily influence the final ranks of the sites being examined.
2. There may also be additional criteria that could be considered that were not included in this study such as '*proximity to existing indoor recreation facilities*' which we were instructed not to consider as part of the Matrix at this time.
3. The measure used to score the criteria can also be seen as a study limitation. A simplification of reality occurs when scoring criteria. Mapped data and site visits were used to gather site specific information. Site visits / access have been limited, in most cases, to roadside reviews during winter conditions.
4. Input from individuals' knowledge of the sites is extremely useful in providing information not captured through documentation, mapped data or site visits. Due primarily to concerns over confidentiality, access to key informants and detailed services information has been very limited. At this point there has also been no public input into the criteria, criteria weighting (i.e. relative importance), or site specific information.

Note that opportunities will likely exist for the City to build upon these findings when further information becomes available.

Appendix A

Candidate Sites Location Map



Appendix B

Site Selection Matrix

APPENDIX B: St JOHN'S WEST COMMUNITY CENTRE: SITE SELECTION MATRIX. (Page 1 of 2)

Dated: April 23, 2015

GIVEN SCORES	0 = POOR	1 = ADEQUATE	2 = GOOD	3 = VERY GOOD
WEIGHTED SCORE = WEIGHT FACTOR x GIVEN SCORE				

SITE A	SITE B	SITE C	SITE D	SITE E
Brookfield Road at Tobin's Road	North of Brookfield Road opposite Tobin's Road	Brookfield Road west of Bowring Park	New Pennywell Road	Southlands Boulevard

CATEGORY A PHYSICAL CRITERIA			SITE A SCORES		SITE B SCORES		SITE C SCORES		SITE D SCORES		SITE E SCORES	
CRITERIA	CRITERIA DESCRIPTION	WEIGHT FACTOR	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE
A1	Site Capacity: the ability of the site to accommodate the recommended building program, site program and all exterior amenities etc. Is the scale and configuration of the property suitable. Are there any likely physical or topographical restrictions or environmental constraints e.g wetlands?	4	3	12	3	12	2	8	3	12	3	12
A2	Site Access: access to collector roads, emergency access, impact on local road network. Does the road frontage offer good site access potential. Will the site access require off-site works such as turning lanes or traffic signals? Note: this scoring assumes that the Team Gushue Highway is completed as currently proposed.	4	3	12	2	8	2	8	3	12	2	8
A3	Transit and Active Transportation (AT): access to public transit network, safe sidewalk connections. access to AT network transit. Does the site have a regular, convenient bus service, or can that be readily achieved through enhancement of existing service? Is the site 'walkable'? Are there any sidewalks, crosswalks, designated bike routes and trails?	3	1	3	1	3	2	6	3	9	2	6
A4	Neighbourhood Compatibility: overall compatibility of the proposed development with adjacent uses. Will the development have a significant visual or physical impact on the neighbourhood? Will any neighbouring land uses impact future users of the site? Will there be any significant negative impact on adjacent development potential?	2	3	6	3	6	1	2	3	6	2	4
A5	Site Synergies: existing, or potential, positive site adjacencies. Does the site have positive adjacencies with other recreational facilities, parkland, educational facilities or other attractors and generators. Is there potential to share site elements e.g. overflow parking, site access, stormwater detention etc?	1	0	0	0	0	0	0	0	0	0	0
A6	Visibility & Legibility: visibility of the site, and building, from the community and potential for prominence legibility and easy navigation. Any strong visual connections from major transportation routes and/or from other key locations into the site? Potential for good site legibility or building prominence? Will the site, and building location, promote easy navigation to the facility?	2	3	6	2	4	1	2	3	6	1	2
A7	Future Expansion Potential: issues related to future expansion of programs or facilities Does the site offer potential for future expansion of programs or facilities?	2	3	6	2	4	1	2	3	6	3	6
A8	Security: potential public safety or security concerns. Does the site location raise any public, or staff, security concerns either during or after public hours? Does the site offer any natural surveillance opportunities and can it likely be developed in accordance with CPTED principles?	1	2	2	1	1	2	2	2	2	3	3
CATEGORY A SITE SUBTOTALS (MAX. 57 POINTS PER SITE)			47		38		30		53		41	

APPENDIX B: St JOHN'S WEST COMMUNITY CENTRE: SITE SELECTION MATRIX (Page 2 of 2)

Dated: March 30th, 2015

GIVEN SCORES	0 = POOR	1 = ADEQUATE	2 = GOOD	3 = VERY GOOD
WEIGHTED SCORE = WEIGHT FACTOR x GIVEN SCORE				

SITE A	SITE B	SITE C	SITE D	SITE E
Brookfield Road at Tobin's Road	North of Brookfield Road opposite Tobin's Road	Brookfield Road west of Bowring Park	New Pennywell Road	Southlands Boulevard

CATEGORY B ECONOMIC CRITERIA		
CRITERIA	CRITERIA DESCRIPTION	WEIGHT FACTOR
B1	Site Acquisition Costs likely acquisition costs and terms of ownership of the site What is current ownership status and what effect will that have on site acquisition costs? Are there any access, service or drainage easements, or other covenants, which may limit development potential or affect acquisition costs.	3
B2	On-site Development Costs: likely costs associated with earthworks and/or environmental operations Are there any anticipated costs such as demolition, contamination remediation, or clearing and grubbing? Will mitigation of microclimatic conditions involve significant effort and cost?	3
B3	Servicing Costs: availability of water, sanitary, storm or power service and associated issues and/or likely costs Is water supply and sanitary sewer connections available or space available for on site septic? Is storm sewer connection available or space available for on site storage? Is power or natural gas on site? Will off-site sidewalk connections be required?	3
B4	Building Capital Costs: any site dis/advantages related to building capital construction costs Does the existing sitework or buildings offer any relative capital cost saving.	2
B5	Operating Expenses: any site dis/advantages related to potential operating costs Does the site affect any occupancy costs, administrative expenses, programming expenses and/or other operating costs?	1
CATEGORY B SITE SUBTOTALS (MAX. 36 POINTS PER SITE)		

SITE A SCORES		SITE B SCORES		SITE C SCORES		SITE D SCORES		SITE E SCORES	
GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE
2	6	1	3	1	3	2	6	1	3
2	6	2	6	2	6	1	3	3	9
1	3	1	3	3	9	2	6	2	6
3	6	3	6	3	6	2	4	3	6
2	2	2	2	2	2	1	1	2	2
23		20		26		20		26	

CATEGORY C PLANNING & OTHER CONSIDERATIONS		
CRITERIA	CRITERIA DESCRIPTION	WEIGHT FACTOR
C1	Plan Policies and Development Regulations compliance with and consideration of municipal plan policies and development regulations. Are municipal plan policies and development regulations such as land use or height controls consistent with proposed development or would a rezoning be required or plan amendment be required?	2
C2	Population Catchment proximity of candidate site to target user catchment (i.e. existing population, anticipated growth areas, senior and youth populations) Proximity of candidate site to existing residents, and anticipated future residential growth. Consideration of youth and senior populations.	4
C3	Site Availability issues related to site availability and timeliness or phasing of proposed development. Is the site readily available or would development be subject delays associated with transfer of land? Would development be contingent on action by other parties or require phasing with other projects.	3
C4	Master Planning Documents consideration of the site's ability to meet goals and direction of the City's Recreation Master Plan and Parks & Open Space Plan Is the site consistent with other recreational and open space goals and plans?	2
CATEGORY C SITE SUBTOTALS (MAX. 33 POINTS PER SITE)		

SITE A SCORES		SITE B SCORES		SITE C SCORES		SITE D SCORES		SITE E SCORES	
GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE	GIVEN SCORE	WEIGHTED SCORE
2	4	2	4	1	2	2	4	2	4
1	4	1	4	2	8	2	8	1	4
1	3	1	3	2	6	1	3	2	6
1	2	1	2	1	2	2	4	0	0
13		13		18		19		14	

OVERALL SITE SCORES (MAX. 126 POINTS PER SITE)

SITE A	SITE B	SITE C	SITE D	SITE E
83	71	74	92	81

Appendix C

Candidate Sites Scoring Rationale

1. Site A: Brookfield Road at Tobin's Road

The scale, configuration and gentle topography of the site generally present no challenge to development, even if the site program is found to require extra infrastructure such as an on-site septic (**A1 score of 3, A7 score of 3**).

The main access to the site would likely be off a future Team Gushue Highway connector, providing very good overall highway access in multiple directions. Temporary construction access and / or future service access may be available via Tobin's Road (**A2 score of 3**).

Transit services is available with transfer at Village Mall, however convenient AT connectivity are likely to be poor or non-existent (**A3 score of 1**). The facility would likely have no negative impact in its current agricultural setting (**A4 score of 3**).

The site's isolated location would likely result in no positive adjacencies (**A5 score of 0**).

Proximity to multiple highways could result in high visibility and building legibility (**A6 score of 3**) and would also offer a reasonable level of natural surveillance around the facility (**A8 score of 2**).

The site is currently under provincial control (**B1 score of 2**). There are no other anticipated on-site development costs, though some temporary access costs may be required (**B2 score of 2**).

The City's GIS MapCentre data shows an existing 750mm diameter watermain in Heavy Tree Road with reasonable proximity to the site, however we are unsure if permission can be obtained to connect the site service to this pipe. Connection would likely require costly pressure-reducing infrastructure. As well, the MapCentre data does not show any piped stormwater or sanitary infrastructure in this area. The requirement for an on-site septic system will create high servicing costs and the possibility of a requirement for a well and fire water storage tank also create high servicing costs. On-site stormwater control would be required before releasing stormwater from the site (**B3 score of 1**).

There are no anticipated additional building capital costs associated with the site (**B4 score of 3**). The relative isolation of the site from other facilities may result in some operational inefficiencies and inflated costs (**B5 score of 2**).

The property is currently zoned Rural (R). The R zone mainly permits residential and agricultural uses, as well as parks. Recreational uses are permitted as a discretionary use (may be permitted by Council subject to special conditions or controls). A rezoning would not be required (**C1 score of 2**). Site A does not particularly have an advantage to meet the directions of the Recreation and Parks plans, but also does not appear to contradict the plans (**C4 score of 1**).

The site is located in Ward 5 in the southwestern portion of the anticipated user catchment. The location, however, offers convenient highway access, in multiple directions to much of that catchment. Ward 4 currently has the greatest population of the wards in the catchment area. There is growth anticipated in both Ward 4 and Ward 5. Considering existing settlement and the future growth areas, it appears that the population 'centre' of the catchment area would be located in Ward 3. Further consideration is given to populations of seniors and youth. Based on mapping from the City's Recreation and Parks Master Plan, Ward 5 (where the site is located) has a lower seniors population 55 – 64 years and 65+ than Ward 3 and Ward 4. It also appears to have lower child and youth population (0 – 17 years) compared to Ward 3, but a slightly higher child and youth population compared to Ward 4 (**C2 score of 1**).

Site development is likely to be subject to finalizing of Team Gushue Highway connector road design geometry. Temporary construction access may allow construction of the facility to precede the highway construction but the suitability of this site is ultimately contingent on the completion of the Brookfield Road / Team Gushue Highway interchange (**C3 score of 1**).

2. Site B: Brookfield Road opposite Tobin's Road

The scale and topography of this site generally presents no challenge to the programmed development. The triangular configuration of undeveloped land and small watercourse may however limit layout and future expansion options, though minor site program expansions, such as an on-site septic, could likely be accommodated (**A1 score of 3, A7 score of 2**).

Though the site currently fronts on Brookfield Road, any future access would likely be off a cul-de-sac. The site will have good access to the future Team Gushue Highway and to the Pitts Memorial Highway, though current highway plans indicate access eastward onto Brookfield Road may be circuitous (**A2 score of 2**).

Transit service is available with transfer to Village Mall, however convenient AT connectivity are likely to be poor to non-existent (**A3 score of 1**). The facility would likely have no negative impact in its agricultural setting (**A4 score of 3**). Its isolated location would likely result in no positive adjacencies (**A5 score of 0**).

Proximity to the Team Gushue highway would result in good visibility (**A6 score of 2**), but only a limited level of natural surveillance around the facility is anticipated (**A8 score of 1**).

The site is currently assumed to be under private control (**B1 score of 1**). There are no other anticipated on-site development costs (**B2 score of 2**).

The City's GIS MapCentre data shows an existing 750mm diameter watermain in Brookfield Road with reasonable proximity to the site, however we are unsure if permission can be obtained to connect the site service to this pipe. Connection would likely require costly pressure-reducing infrastructure. As well, the MapCentre data does not show any piped stormwater or sanitary infrastructure in this area. The requirement for an on-site septic system will create high servicing costs and the possibility of a requirement for a well and fire water storage tank also create high servicing costs. On-site stormwater control would be required before releasing stormwater from the site (**B3 score of 1**).

There are no anticipated additional building capital costs associated with the site (**B4 score of 3**). The relative isolation of the site from other facilities may result in some operational inefficiencies and inflated costs (**B5 score of 2**).

The property is currently zoned Rural (R). The R zone mainly permits residential and agricultural uses, as well as parks. Recreational uses are permitted as a discretionary use (may be permitted by Council subject to special conditions or controls). A rezoning would not be required (**C1 score of 2**). Site B does not particularly have an advantage to meet the directions of the Recreation and Parks plans, but also does not appear to contradict the plans (**C4 score of 1**).

The site is located in Ward 5 in the southwestern portion of the anticipated user catchment. The site's proximity to the Brookfield Road / Team Gushue Highway interchange will offer reasonable highway access in multiple directions to much of the catchment. Ward 4 currently has the greatest population of the wards in the catchment area. There is growth anticipated in both Ward 4 and Ward 5. Considering

existing settlement and the future growth areas, it appears that the population 'centre' of the catchment area would be located in Ward 3. Further consideration is given to populations of seniors and youth. Based on mapping from the City's Recreation and Parks Master Plan, Ward 5 (where the site is located) has a lower seniors population 55 – 64 years and 65+ than Ward 3 and Ward 4. It also appears to have lower child and youth population (0 – 17 years) compared to Ward 3, but a slightly higher child and youth population compared to Ward 4 (**C2 score of 1**).

Subject to the land transfer, site development would not be contingent on construction of the Team Gushue Highway. Temporary construction access would be available from Brookfield Road (**C3 score of 1**).

3. Site C: Brookfield Road west of Bowring Park

The scale and topography of this site generally presents no challenge to its development, but potential limited parcel width of 180m for undeveloped land and limited parcel size may constrain future layout options expansion (**A1 score of 2, A7 score of 1**).

With access solely onto Brookfield Road, the site will have local road access eastward toward the City and westward, a distance of 2 kilometres, to gain highway access to both the existing Pitts Memorial Highway and proposed Team Gushue Highway. Lesters' farm market is located to the west of the site, on Brookfield Road, and may lead to some local, seasonal traffic congestion (**A2 score of 2**).

Transit service currently extends along Brookfield Road; there is some potential for a local on-street AT connection. There is also a possibility of a trail connection from the site eastward, around 600m distance, to Bowring Park (**A3 score of 2**). The facility would likely have limited negative impact on nearby residential development, or on the agricultural setting to the west. However, concern was noted that there is the potential impact on enjoyment of facility users due to seasonal manure spreading (**A4 score of 1**). The site would likely have no positive adjacencies (**A5 score of 0**).

The wooded rear of the property will likely form a visual barrier from the Pitts Memorial Drive into the site and there will likely be limited visibility from the proposed Team Gushue highway to the north (**A6 score of 1**). A limited road frontage will restrict natural surveillance from Brookfield Road but nearby housing should lead to some foot traffic and limited surveillance from the housing (**A8 score of 2**).

The site is currently privately owned (**B1 score of 1**). There are no anticipated on-site development costs (**B2 score of 2**).

The City's GIS MapCentre data shows a 300mm diameter watermain in Brookfield Road, which we assume would be available for connection. MapCentre also shows an existing 300mm diameter sewer just to the east of the site in Brookfield Road. We assume that this is a sanitary sewer and would have capacity to handle this type of development. On-site stormwater control would be required before releasing stormwater to the rear of site and/or to the Brookfield Road open-ditch system. (**B3 score of 3**). There are no anticipated additional building capital costs associated with the site (**B4 score of 3**). The relative isolation of the site may result in some operational inefficiencies and inflated costs (**B5 score of 2**).

The property is currently zoned Residential – Low Density (R1). The R1 zone permits residential uses, parks and some discretionary uses (which does not include indoor recreation facilities). To permit an indoor recreation facility, the property would need to be rezoned (**C1 score of 1**). Site C does not

particularly have an advantage to meet the directions of the Recreation and Parks plans, but also does not appear to contradict the plans **(C4 score of 1)**.

The site is located in Ward 5 in the southwestern portion of the anticipated user catchment. The location offers relatively timely access eastward to local neighbourhoods and westward to the larger catchment via existing and future highways. The site is located in Ward 4, but in proximity to the boundary of Ward 3. Ward 4 currently has the greatest population of the wards in the catchment area. There is growth anticipated in both Ward 4 and Ward 5. Considering existing settlement and the future growth areas, it appears that the population 'centre' of the catchment area would be located in Ward 3. Further consideration is given to populations of seniors and youth. Based on mapping from the City's Recreation and Parks Master Plan, Ward 5 (where the site is located) has a lower seniors population 55 – 64 years and 65+ than Ward 3 and Ward 4. It also appears to have lower child and youth population (0 – 17 years) compared to Ward 3, but a slightly higher child and youth population compared to Ward 4 **(C2 score of 2)**.

This private site should have limited restrictions on development timing once ownership transfer is completed **(C3 score of 2)**.

4. Site D: New Pennywell Road

The scale and configuration of the overall site generally presents no challenge to its development though the topography may dictate layout options. **(A1 score of 3, A7 score of 3)**.

A main access onto the Team Gushue Highway Connector would provide very good highway access and facilitate good access eastward onto Columbus Ave. **(A2 score of 3)**.

Extension of transit service to the site, via the proposed connector road is considered very feasible as is an AT connection eastward to meet the pedestrian and cycling facilities on Columbus Ave. A pedestrian connection southward from the site, onto New Pennywell Road, is also possible **(A3 score of 3)**.

The facility would likely have no negative impact on the residential neighbourhood to the south, which is buffered by a treed slope **(A4 score of 3)**. Its location would likely result in no positive adjacencies **(A5 score of 0)**.

Its hillside location and elevation would result in very good visibility and legibility and offer extensive views out toward the city centre **(A6 score of 3)**. The connector frontage would offer only a limited level of natural surveillance around the facility, but some foot traffic to New Pennywell Road would increase surveillance levels **(A8 score of 2)**.

The site is currently believed to be under provincial control **(B1 score of 2)**. Development of the site may well require some cut and fill **(B2 score of 1)**.

The City's GIS MapCentre data shows a watermain with unknown diameter in New Pennywell Road, which we assume would be available for connection. However, boosting may be required to achieve adequate pressures at the site, which would be costly. MapCentre also shows an existing 300mm and 400mm diameter sewer in New Pennywell Road, which we assume to be sanitary with adequate capacity to handle this type of development. On-site stormwater control would be required before releasing stormwater from the site **(B3 score of 2)**.

There may be additional building capital costs associated with the exposed nature of the site (**B4 score of 2**). The potential need to accommodate internal grade changes and the exposed nature of the site may result in some additional operational costs (**B5 score of 1**).

The property is currently zoned R (Rural). The R zone mainly permits residential and agricultural uses, as well as parks. Recreational uses are permitted as a discretionary use (may be permitted by Council subject to special conditions or controls). A rezoning would not be required (**C1 score of 2**). Site D is located in relatively close to schools, greater numbers of children and greater numbers of seniors (i.e. higher needs neighbourhoods) which is a direction in the Recreation Master Plan (**C4 score of 2**).

The site is located to the northern side of the anticipated user catchment. The location offers relatively timely access both into the core of the catchment via Columbus Ave and to the larger catchment via the Team Gushue Highway. The site is located in the southern portion of Ward 4 in close proximity to the Ward 3 boundary. Ward 4 currently has the greatest population of the wards in the catchment area. There is growth anticipated in both Ward 4 and Ward 5. Considering existing settlement and the future growth areas, it appears that the population 'centre' of the catchment area would be located in Ward 3. Further consideration is given to populations of seniors and youth. Based on mapping from the City's Recreation and Parks Master Plan, Ward 4 (where the site is located) has a significantly higher seniors population 55 – 64 years and 65+ compared to Ward 5 and a slightly higher seniors population compared to Ward 3. Ward 4 appears to have lower child and youth population (0 – 17 years) compared to Ward 3 and 5. However, the site is in close proximity to Ward 3 which has the highest youth population (**C2 score of 2**).

Acquisition and assembly of the site may require effort and time. While the timeframe for completion of the connector road is considered to be relatively short, the site cannot be developed without access to the connector (**C3 score of 1**).

5. Site E: Southlands Boulevard

The scale, configuration and gentle topography of the site generally present no challenge to development or future expansion (**A1 score of 3, A7 score of 3**).

The parcel has frontage on three sides and backs onto private housing to the east. Primary site access options would likely exist off Southlands Boulevard or Ruby Line and provide indirect access to the Pitts Memorial Highway to the north. Traffic leaving the site would generally head northward on Southlands Boulevard rather than be dispersed (**A2 score of 2**).

While regular transit service is currently not available, expansion and enhancement of service presents no major challenge. Additionally, while local AT connectivity may be possible, this would apply to a very small portion of the overall catchment (**A3 score of 2**). The facility could potentially have a minor impact on surrounding residences (**A4 score of 2**). The site's location would likely result in no positive adjacencies (**A5 score of 0**).

This site location would likely result in low visibility (**A6 score of 1**) but the residential setting would result in a good level of natural surveillance around the facility (**A8 score of 3**).

The site is currently under private control (**B1 score of 1**). There are no other anticipated on-site development costs (**B2 score of 3**).

The City's GIS MapCentre data shows a watermain in Ruby Line, which we assume is 200mm diameter and would be available for connection. However, there appears to be uncertainty with the capacity of the watermain in this area, which presents concern that it may not be adequate for this type of development. Additional servicing costs may be required to increase capacity of the watermain in the area. MapCentre also shows an existing 800mm diameter sewer in Southlands Boulevard, and 200mm and 300mm diameter sewers in Ruby Line, which we assume to be sanitary with adequate capacity to handle this type of development. On-site stormwater control would be required before releasing stormwater from the site **(B3 score of 2)**. There are no additional anticipated building capital costs associated with the site **(B4 score of 3)**. The relative isolation of the site may result in some operational inefficiencies and inflated costs **(B5 score of 2)**.

The property is currently zoned Commercial-Regional (CR). The CR zone permits a number of commercial uses including eating establishments and retail stores. Recreational use and libraries are also permitted uses. The zone requirements (i.e. height, setbacks, etc.) for recreational uses within the CL zone are as determined by Council **(C1 score of 2)**. Site E does not particularly have an advantage to meet the directions of the Recreation and Parks plans. The Recreation Master Plan also directly recommends that "Within the Southern Zone there would be no Zone Level Leisure Centre as the population does not warrant same. Instead, there will be a Super Neighbourhood Centre." Further to this, the Plan states "As the South Zone population grows, it would be possible to add onto this facility to the point where it would be considered a full zone level Recreation Complex." The Southlands site is furthest away from the population 'centre' of the catchment area, and based on the directions of the Recreation Plan, this would likely not be an adequate location to building a major zone-level complex currently. Rather a 'third' zone level centre would be constructed in the 'southern' zone when need warrants by adding facilities to existing 'neighbourhood' centres **(C4 score of 0)**.

The site is located in the southwestern portion of the anticipated user catchment and has indirect highway access. The site is located in Ward 5. Ward 4 currently has the greatest population of the wards in the catchment area. There is growth anticipated in both Ward 4 and Ward 5. Considering existing settlement and future growth areas, it appears that the population 'centre' of the catchment area would be located in Ward 3. Of the sites considered, this site is furthest away from Ward 3. Further consideration is given to populations of seniors and youth. Based on mapping from the City's Recreation and Parks Master Plan, Ward 5 (where the site is located) has a lower seniors population of 55 – 64 years and 65+ than Ward 3 and Ward 4. It also appears to have lower child and youth population (0 – 17 years) compared to Ward 3, but a slightly higher child and youth population compared to Ward 4 **(C2 score of 1)**.

This private site should have limited restrictions on development timing once ownership transfer is completed **(C3 score of 2)**.