

MEMORANDUM

Date: February 2, 2010

To: Chairperson and Members
Planning and Housing Committee

From: Cliff Johnson, MCIP
Director of Planning

Re: **Council Directive CD#R2009-12-07/2**
Integrated Community Sustainability Plan as Part of the Gas Tax Agreement

At its Regular Meeting held on December 7, 2009, Council approved a process to prepare the City's Integrated Community Sustainability Plan (ICSP) as part of the Gas Tax Agreement between the City and the Province. Council agreed to prepare the St. John's ICSP as an addendum to the St. John's Municipal Plan, which has sustainability as its basis. We have been advised by the Department of Municipal Affairs that this is a fully acceptable option for the preparation of an ICSP.

Attached please find the draft St. John's ICSP, which sets out the City's goals regarding the five pillars of sustainability:

- Environmental
- Cultural
- Social
- Economic
- Governance

When the St. John's Municipal Plan was prepared, there was extensive public participation in 2002 and 2003, including a series of neighbourhood meetings for the City's 21 planning areas, as well as workshops on specific planning issues. There was also a final public hearing chaired by an independent commissioner as required by the Urban and Rural Planning Act. City staff put together a list of community groups in business, environment, heritage, housing, and other fields, notifying them of the process and inviting their participation. There was extensive public comment and media coverage of the Municipal Plan review, and many of the comments and concerns were incorporated in the final Plan.

The Council Directive noted above for the ICSP called for the draft report to be referred to the Planning and Housing Committee, and then put forward for public review. City staff will post the report on the City's website, send it to identified community groups and interested citizens for their review, and compile the public comments and suggestions into the draft final report.

To meet the requirements of the Gas Tax Agreement, the completed ICSP, adopted by a vote of Council, must be submitted to the Department of Municipal Affairs by March 31, 2010. To ensure that we meet this deadline, staff recommend that we invite comments to be received by March 4, 2010. They can be compiled into the draft final report for Council's Regular Meeting on March 22, 2010. This would leave a few days to finalize the document and include any changes requested by Council before submitting it to the Province.

ST. JOHN'S

DEPARTMENT OF PLANNING

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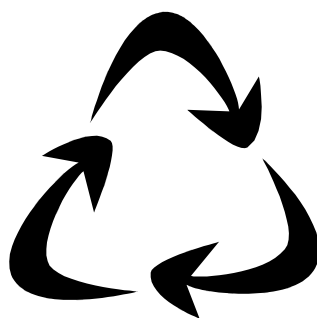
Recommendation

It is recommended that the Planning and Housing Committee direct staff to post the draft St. John's ICSP on the City's website and circulate copies to interested people, inviting comments by March 4, 2010. The comments will be compiled and a final report will be placed on the agenda for the Regular Meeting of March 22, 2010 for consideration of adoption/approval by Council.

Cliff Johnston, MCIP
Director of Planning

CJ/ck

Attachment



City of St. John's

Integrated Community Sustainability Plan

March 18, 2010

ST. JOHN'S

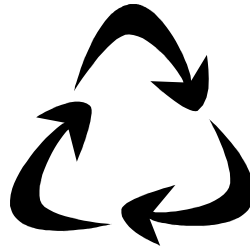
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This Integrated Community Sustainability Plan has been prepared by the City of St. John's
as part of our responsibilities under the Gas Tax Agreement
signed with the Province of Newfoundland and Labrador.

The ICSP is an addendum to the St. John's Municipal Plan; it is adopted by the St. John's Municipal
Council but is not a formal part of the Municipal Plan. Therefore, changes to the ICSP do not
require amendments under the Urban and Rural Planning Act.

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City of St. John's Integrated Community Sustainability Plan

The City of St. John's and the Province of Newfoundland and Labrador have signed a Local Government Gas Tax Agreement, in which the City committed to prepare an Integrated Community Sustainability Plan (ICSP). The Department of Municipal Affairs set out three options for an ICSP (see the ICSP section of their website at <http://www.ma.gov.nl.ca/ma/publications/icsp/index.html>). We have chosen the option of using the St. John's Municipal Plan with supplemental information as our ICSP.

The Gas Tax Agreement defines the ICSP as *"a long-term plan, developed in consultation with community members that provides direction for the cities, towns and regions to realize sustainability objectives it has for the environmental, cultural, social and economic dimensions of its identity."* These were the four (4) pillars of sustainability, to which a fifth pillar – governance – has been added.

Sustainability brings success over the long term. Tradition says that our harbour was discovered by John Cabot (Giovanni Caboto) on behalf of England in 1497, and there has been seasonal use for fishing since the early 1500s. The Town of St. John's, the first municipality in Newfoundland, was created in 1888 and raised to City status in 1921. We have been around for centuries and will sustain ourselves for a long time to come.

Planning and ICSPs

As defined by the Canadian Institute of Planners (www.cip-icu.ca), planning is:

"the scientific, aesthetic, and orderly disposition of land, resources, facilities and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities."

An ICSP looks at five pillars of sustainability:

- environmental
- cultural
- social
- economic
- governance

The process of planning for a community's future needs is in line with the requirements of an ICSP.

Under Newfoundland and Labrador's Urban and Rural Planning Act, 2000, Section 13, a municipal plan must consider a number of factors that have a bearing on the sustainability of a community, including:

- present and future land uses
- development in the coming ten years (this is the ten-year planning horizon)
- the physical, economic, and social environment; transportation networks, existing and proposed
- public works
- the protection of environmentally sensitive lands
- stormwater control and erosion control
- the protection, use, and development of natural resources
- the use and conservation of energy
- local economic activity; housing and facilities for senior citizens
- other matters

The St. John's Municipal Plan as Our ICSP



The St. John's Municipal Plan (posted on the City of St. John's website at <http://www.stjohns.ca/cityservices/planning/index.jsp>) is the St. John's Municipal Council's formal statement on land-use policies and future development. The St. John's Municipal Plan guides the use of all land and property in the City of St. John's, whether owned publicly or privately, in the overall interest of the municipality and its citizens. At its core, the Municipal Plan is intended to ensure that the city remains sustainable over the long term. It was approved by the St. John's Municipal Council in October 2003 and came into legal effect on December 5, 2003.

The Municipal Plan was adopted and approved under the authority of the Urban and Rural Planning Act. Its planning horizon is ten years, 2003 to 2013, with a review mandated every five years by the Act. The next Municipal Plan review has been deferred by Council until the St. John's Urban Region Regional Plan has been reviewed by the Province and the 15 municipalities (including St. John's) in this region; the result will be a new document called the Northeast Avalon Regional Plan (see www.nearplan.ca).

Meanwhile, the St. John's Municipal Plan – like any municipal plan – is amended from time to time as issues arise, such as for development applications that make sense but were not foreseen and cannot be accommodated under the existing Plan. In this way, the Plan is a living document, adapting to new circumstances while maintaining its goals and objectives.

The first St. John's Municipal Plan under the authority of the Planning Act was adopted in 1984, with a full review in 1990. Before that, a 20-year document called *Plan '91* (prepared in 1971) was adopted by Council in 1972 under the City of St. John's Act, not the Planning Act.

The St. John's Municipal Plan is implemented using the St. John's Development Regulations, and these have roots that go back to the St. John's Zoning By-Law, 1955.

Over time the City has expanded significantly in population (100,646 people as of the 2006 Census of Canada) and geographic size (480 square kilometres or 185 square miles), incorporating communities such as Goulds, Wedgewood Park, and Kilbride that were formerly separate. The Municipal Plan's residential land-use policies have sought to encourage a mix of housing types and sizes, while allowing home-based businesses as well as some local commercial developments to serve their neighbourhoods. There are important commercial and industrial areas designated, including the Downtown business district, the Avalon Mall/Kenmount Road area, O'Leary Industrial Park, Village Mall/Topsail Road area, sections of Torbay Road, the Clovelly commercial area, the Airport lands, and the East White Hills Road area. Parks and open spaces are distributed throughout the city and along ponds, rivers, and the coastal areas.

The Municipal Plan reserves almost half the land base of the City for rural, open-space, and watershed uses. City policies protect the watersheds that provide the City and nearby municipalities with drinking water: Windsor Lake, Bay Bulls Big Pond, Petty Harbour Long Pond, and the future water supply at Thomas Pond.



Vision and Consultations

The policies of the St. John's Municipal Plan and their future application are guided by the following Vision for the City of St. John's (Municipal Plan, page II-1):

“This Municipal Plan has been adopted to preserve and enhance the City of St. John's as one of the oldest continuous settlements in North America, as a home for its citizens, and as the economic engine of the Province of Newfoundland and Labrador.”

This Vision will be achieved through reinforcement of the physical and social features of the city that define its character, notably the harbour, the Downtown, and the many distinct communities within its boundaries. It is the goal of this Plan to continue to nurture the City of St. John's as a leading community in Atlantic Canada, and as a home that provides its residents with diverse and high quality housing, employment opportunities, and the full range of supporting services."

The St. John's Municipal Plan was prepared with extensive public participation in 2002 and 2003, including a series of neighbourhood meetings for the City's 21 planning areas, as well as city-wide public meetings and a final public hearing chaired by an independent commissioner as required by the Urban and Rural Planning Act. City staff put together a list of community groups in business, environment, heritage, housing, and other fields, notifying them of the process and inviting their participation. There was extensive public comment and media coverage of the Municipal Plan review, and many of the comments and concerns were incorporated in the final Plan.

Any time Council considers an amendment to its Municipal Plan, the Planning Act sets out the requirements for public participation. For each amendment, the City must certify that public consultation has been carried out and indicate its results. Most amendments include a public meeting chaired by a member of Council, in addition to the public hearing chaired by an independent commissioner, as set out in the Planning Act.

The City uses notices and information printed in the local newspapers, supplemented by information mailed to property owners in affected areas. In a typical year, the City's Department of Planning mails out 30,000 or more planning notices to properties in the vicinity of proposed developments (usually, within 150 metres or 500 feet of a development site). Since 2003, we have supplemented the mail-outs and newspaper ads with the City's website, www.stjohns.ca. The Municipal Plan, Development Regulations, maps, and a large amount of other municipal information is posted there and kept up to date. Applications and amendments are routinely posted online as a way for citizens to learn what is going on.

As our computerized information systems have improved, we have posted air photos covering the entire city on the website's Map Centre, including land-use zoning and other data. Many people are not comfortable using maps, but we find a greater number of people being able to refer to the air photos at public meetings or when mailed out in information packages.

As well, while we still mail our notices to property owners, we are now able to supplement that by mailing to tenants in basement apartments and apartment buildings if the information is on our assessment roll. This increases the reach of the information sent out.

Partnerships

The St. John's Municipal Council works with a variety of community and citizen groups for input and participation in municipal government. The City also partners with many Federal and provincial government departments and agencies and community groups to fund projects. See Appendix B for a list of committees and boards which the City has set up, or in which the City participates.



Goals



The thrust of the St. John's Municipal Plan is to achieve stability and manage change in established neighbourhoods while channelling logical growth in new areas, making best use of existing infrastructure (roads, parks, water and sewage services, and so on). The Plan's goals are:

- Protect and reinforce existing residential neighbourhoods.
- Reinforce existing commercial and industrial areas, supporting economic activity.
- Allow home-based business so people can work from home in a way that does not detract from their neighbourhoods.
- Reserve land for institutional uses such as schools, senior-citizen homes, public buildings, and places of worship.
- Accommodate agriculture, forestry, and rural land uses.
- Protect environmentally valuable areas such as riverbanks, the shorelines of lakes and ponds, and wetlands.
- Reserve the watersheds of the municipal water supply areas from development to ensure a safe supply of drinking water.

Five Pillars of Sustainability and Their Outcomes



The ICSP process sets out five pillars:

1. Environmental;
2. Cultural;
3. Social;
4. Economic, and
5. Governance sustainability.

These pillars lead to the main sustainability outcomes:

- Cleaner air.
- Cleaner water.
- Reduced emissions of greenhouse gases.

The references below cite the appropriate references from the St. John's Municipal Plan that address these pillars. All references are from Part III "City-Wide Objectives and Policies" of the St. John's Municipal Plan unless otherwise noted.

Please note that the St. John's Municipal Plan (Part I, Section 1.6 "Special Studies and Policy Documents") lists related studies that have a bearing on our municipal land-use planning. These

documents are referred to below where appropriate. Many of these are posted for viewing and printing on the Publications page of the City's website at <http://www.stjohns.ca/cityhall/publications.jsp>. All are summarized in Appendix A of this ICSP.

One strength of the St. John's Municipal Plan (Part III, page III-2) is its use of Land Use Assessment Reports (LUARs) for certain types of development applications. These reports are required where the impacts of a proposal cannot be evaluated adequately. The LUAR is mandatory under certain circumstances and can be called for in other circumstances at Council's discretion. Council sets the terms of reference for the report, and the developer or applicant hires qualified people to prepare it. After City staff confirm that the report meets the terms of reference, the report is circulated publicly for review and comment, and may be brought to a public meeting. An LUAR helps Council and other interested people understand the impacts of a development before it is built. In this way, developments may be more successful, thus more sustainable.

In addressing each of the five pillars below, the ICSP lists relevant policies written in the Municipal Plan. Selected policy goals and associated projects are set out in more detail, linking them to the main sustainability outcomes: cleaner air, cleaner water, and reduced emissions of greenhouse gases.

1. Pillar: Environmental Sustainability

The thrust of the St. John's Municipal Plan is to encourage compact urban form and an efficient pattern of land development. Relevant policies include:



Municipal Plan, Part III - "City-Wide Objectives and Policies"

Section 1.2.1 Development in Serviced Areas (starting on page III-4)

"The City shall encourage new development and redevelopment in areas serviced with municipal water and sewer, extending existing networks in adjacent areas where capacity is sufficient but, especially, emphasizing opportunities within currently serviced areas where existing systems can accommodate increased density or infill."

The goal of this policy is compact development, using existing water and sewage services. Projects to achieve the goal of compact development include:

- Maintain the existing residential and commercial land-use districts of the Municipal Plan, and avoid major extensions of these districts unless there is a shortage of serviced land in the vicinity. Keeping development compact controls the outward spread of settlement, which can result in cleaner air as people have shorter distances to travel for work, school, shopping, and recreation.
- Reinforce and refurbish existing major services. As an example, in its Multi-Year Capital Works Program, 2011-2020 (see Appendix D of the ICSP), the City proposes the Northeast Land Assembly Trunk Storm Sewer Replacement Project - Phase 3 - Quebec Street to Ottawa/Yellowknife Street intersection, \$3,000,000.

- The City also proposes the Northeast Land Assembly Trunk Storm Sewer Replacement - Phase 4 - Ottawa Street and Yellowknife Street intersection to Higgins Line, \$3,700,000. These projects arose out of a report that assessed infrastructure problems and flood damage in the wake of Hurricane Gabrielle in 2002.
- The City, with its funding partners, the Federal government, the Province, the City of Mount Pearl, and the Town of Paradise, has built and opened the Riverhead Wastewater Treatment Plant on the Southside Road, next to St. John's Harbour, serving a population of 130,000 people. This is providing primary sewage treatment to all the sanitary sewage that was being discharged untreated into the harbour. The outcome is cleaner water.

Other policies in the Municipal Plan that support environmental sustainability are:

Section 1.2.2 Development Density – encouraging increased population density.

Section 1.2.3 Residential Development – compatible mix of residential building types; compact renewal and infilling in older areas; integrated developments in new areas.

Section 1.2.4 Mixed Use – a mix of land uses in all areas.

Section 1.2.7 Reduce Automobile Trips – interrelated land uses so that people can find more services close to home, and encouraging walking, cycling, and the use of public transit.

Section 1.2.8 Public Transit Service - assist in increasing the use and viability of public transit by working with the St. John's Transportation Commission (Metrobus).

Section 1.2.9 Walking – encourage walking for transportation and recreation using sidewalks, trails in neighbourhoods, and longer trails such as the Grand Concourse and the East Coast Trail.

- The City operates the School Crossing Guard Program in co-operation with the Eastern School District, coordinating crossing guards at appropriate times of the school day for pedestrian crossings near schools. The aim is to ensure the safety of students on their way to and from school. The City also promotes the Walking School Bus Program, encouraging students to walk to school. The outcome is cleaner air and less greenhouse gases.

Section 1.2.10 Bicycling – the City encourages development patterns that facilitate bicycling for commuting to work and school and for recreation and exercise.

- The City, with funding support from the Province, has completed the Cycling Master Plan, at an estimated cost of \$5.4 million for its full development. Implementation will start in 2010 with \$1,583,000 from the Province for Phase 1. The outcome will be cleaner air as more people are encouraged to cycle.

Section 1.2.14 Municipal Services in Unserved Areas – this is intended to control unplanned development in rural areas.

Section 8 of the Municipal Plan (page III-31) addresses Resource and Environmental Areas, including the protection of the City's water supply areas, environmentally valuable areas such as wetlands and waterways, development buffers for these lands, and areas set aside for agriculture and forestry.



Relevant policies for Resource and Environmental Areas that aid in environmental sustainability include:

Sections 8.2.1 and 8.2.4 Environmentally Valuable Areas – sets out protection for significant lakes, ponds, wetlands, and rivers, including the 1:100-year floodline and a protective buffer at least 15 metres beyond.

Section 8.2.7 Natural Resource Areas – these include lands for agriculture, forests, watersheds, and mineral workings. The City's Agriculture Land-Use District uses the same boundary as the St. John's Urban Region Agricultural Development Area (ADA) as determined by the Province. In 2007, during the Province's review of the boundary of the ADA, the City made a submission asking the Province to make no large removals of land from the ADA and to continue protecting our agricultural land base. The report of the commissioner appointed by the Province is available at http://www.nr.gov.nl.ca/agric/fact_pubs/pdf/ReportDevelopmentAreaReviewCommission.pdf.



Aside from the Riverhead Sewage Treatment Plant, the City has been working with the Province and the Eastern Waste Management Committee to retrofit the Robin Hood Bay Sanitary Landfill to serve as the regional landfill for eastern Newfoundland. This is part of the Newfoundland and Labrador Waste Management Strategy. In the coming years more municipalities will start sending their solid waste to Robin Hood Bay:



- In 2010, the City's Waste Diversion Program will begin curbside collection for recyclable containers and fibres, following a multi-year pilot program in selected neighbourhoods. In 2011 collection will be expanded to include organic compostables. This will lead to less waste land-filled, therefore cleaner air and reduced greenhouse-gas emissions.
- Bulk garbage items that cannot be placed for regular collection are accepted at Robin Hood Bay. The City offers free bulk garbage pick-up in the spring and summer months.
- Leaf recycling and Christmas tree recycling is available at suitable times in the fall and winter, at locations provided by the City.
- There is a commercial ban on disposing of corrugated cardboard at Robin Hood Bay.
- In 2002-03, the City carried out a Methane Gas Study at Robin Hood Bay to study the feasibility of capturing methane gas from the landfill, potentially to generate electricity. The project, valued at \$30,000, was co-funded with the Green Municipal Funds of the Federation of Canadian Municipalities. The result is cleaner air and less greenhouse-gas emissions.
- In 2004-05, the City studied the possibility of retrofitting the H.G.R. Mews Community Centre, Mundy Pond Road, to use geothermal energy. The project cost \$67,500, shared with the FCM Green Municipal Fund. If implemented when the Mews Centre is redeveloped, the project will reduce greenhouse-gas emissions and lead to cleaner air.
- In 2009, the City signed the Calgary Climate Accord as part of its role in the World Energy Cities Partnership (see <http://www.energycities.org/accord.asp>). The signatories were Aberdeen, Scotland; Houston, USA, Perth, Australia; Port Harcourt, Nigeria; San

Fernando, Trinidad and Tobago; Stavanger, Norway; and Calgary, Halifax, and St. John's in Canada.

Along with the Municipal Plan, the City also takes environmental action through:

- St. John's Local Action Plan – Greenhouse Gas Reduction Strategy, 2006-2010.
- Watershed Management Plan, St. John's Regional Water Supply.
- St. John's Cycling Master Plan, 2008.

The City encourages developers to consider Leadership in Energy and Environmental Design (LEED) standards in their designs.

2. Pillar: Cultural Sustainability

The culture of St. John's includes our music, poetry, stories, natural heritage and our built heritage. Natural heritage – our hills, coastal cliffs, lakes and ponds, rivers, wetlands, and open areas – is protected and addressed under the preceding section, Environmental Factors.



The City of St. John's recognizes the contribution of the artistic community to our quality of life as well as the economic contribution made by artists. In October 2009, the St. John's Municipal Council adopted *Planning for a Creative Future: The City of St. John's Municipal Arts Plan*. It defines five strategic directions: (1) Funding the future; (2) Cultural space; (3) Collaboration with business; (4) Public engagement; and (5) Artist as an entrepreneur.



Our built heritage includes the older houses and buildings, mostly but not exclusively downtown, that give St. John's its character and charm. Older buildings such as the Anna Templeton Centre on Duckworth Street (the building is owned by the City), the Railway Coastal Museum (the former Newfoundland Railway Station) on Water Street, and the LSPU Hall (theatre and art gallery) on Victoria Street are also the location for cultural activities – art-making, art exhibitions, archives, historical displays, theatrical shows, and musical concerts.

- The City has an annual Special Events and Festivals Grant Program, supporting everything from the Signal Hill Tattoo to Festival 500: Sharing the Voices to the St. John's International Woman's Film Festival to the St. John's Storytelling Festival.
- The City funds the Lunchtime Concert Series at \$16,000 per year. These free concerts profile local musicians, who are selected through a juried process. The concerts take place in summertime at Harbourside Park's outdoor amphitheatre on Water Street, overlooking the harbour, and are enjoyed by citizens and tourists alike
- The City provides funding support to the Anna Templeton Centre (annual maintenance contribution plus capital investments such as the recent addition of an elevator), the Railway Coastal Museum (where the City Archives are located), the LSPU Hall (capital contribution to refurbish the building plus an annual sustaining grant of \$50,000).



- The City has supported the Johnson Geo Centre, the Grand Concourse Authority, the East Coast Trail Association, and a variety of other organizations.

In Part III, Section 7 "Heritage" (page III-29), the St. John's Municipal Plan sets out the St. John's Heritage Area -- proclaimed in 1977 as one of the first heritage conservation areas in



Canada -- in which the City encourages preservation, appropriate renovation, and adaptive reuse of buildings. Within the Heritage Area, there is the St. John's Ecclesiastical District, an exceptional collection of churches, schools, convents, and a monastery all in close proximity, which was proclaimed a National Historic District in 2009 by the Historic Sites and Monuments Board of Canada.

The City designates and protects specific buildings as Heritage Buildings (see Section 7.3.2, page III-30) and provides slate plaques to mark them.

The current list includes 129 buildings and is posted on the City's website at:

<http://www.stjohns.ca/cityservices/planning/pdfs/HeritageBldgs2008-05-01.pdf>.

The City maintains a Festivals Fund to support special events and cultural events. In 2002, we began The City as Canvas Project, which paints public murals on buildings and retaining walls, celebrating the history of our community. We promote "A St. John's Time", the annual series of summer festivals beginning with the George Street Festival, then the Royal St. John's Regatta at Quidi Vidi Lake and the Buskers Festival downtown, and ending with the Newfoundland and Labrador Folk Festival in Bannerman Park.



In recognition of the City's efforts at cultural sustainability, St. John's was proclaimed the Cultural Capital of Canada in 2006.

The City has an active Arts Advisory Committee. In addition, any community group can publicize its events on the City website's Calendar of Events, including music concerts, festivals, theatrical productions, and other events. This is a good clearinghouse to see what is going on, both at City Hall and in the wider community from day to day.

The City also operates two Visitor Information Centres for tourists: One downtown on Water Street, the other at St. John's International Airport in partnership with the Airport Authority and the Province.

3. Pillar: Social Sustainability

In terms of sustainability, we look at aspects of social life that help make life secure and enjoyable for people and make them want to live in this place rather than someplace else. The St. John's Municipal Plan considers social factors in its residential, commercial, institutional, and recreational policies.



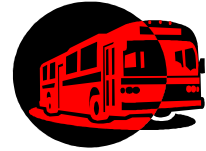
Relevant policies from Part III of the Municipal Plan are:

Section 1.2.3 Residential Development – a compatible mix of residential buildings in all zones – this enables people from different income levels to have

access to housing. The mix can be single detached houses (some with basement apartments), semi-detached or double houses, row houses or townhouses, and apartment buildings in rental and condominium ownership.

Section 1.2.4 Mixed Use – the mix of residential, commercial, and institutional land uses (having shopping and schools close to where people live) encourages a more convenient and walkable city.

Section 1.2.8 Public Transit Service – the City supports the St. John's Transportation Commission, which operates Metrobus:



- The City has assisted in the new Metrobus Transit Plan, including providing \$3.9 million to acquire land on Messenger Drive, off Kelsey Drive, for the new Metrobus Transit Terminal which will replace the terminal on Freshwater Road. We are also contributing approximately \$8 million toward the \$35 million construction cost, with the rest coming from the Federal government. The design will accommodate hybrid buses and other new technology and will meet Leadership in Energy and Environmental Design (LEED) standards. The outcome will be cleaner air and reduced greenhouse gases.
- The City operates a Para-Transit system for people with disabilities who cannot use Metrobus. Council adopted the recommendations of a system review in 2009 aimed at improving the service.
- In 2009 the City created the new staff position of Para-Transit Coordinator to improve the Para-Transit system. This will also have the outcome of cleaner air and reduced greenhouse gases.

Section 2.2.3 Provide an Adequate Land Supply – ensures an adequate supply of serviced land to meet future needs.

Section 2.2.4 Increase Housing Supply – realizing the primary role of the private market to provide housing, the City works with the Federal and provincial governments and private groups, including housing co-operatives, to provide housing for all income groups. The City maintains a stock of non-profit housing, encourages infill housing in existing neighbourhoods, and works for the rehabilitation and preservation of housing.



- To help implement this goal with respect to non-profit housing, the City's Multi-Year Capital Works Program (see Appendix D) proposes \$3,500,000 of refurbishment work on its stock of housing. Part of the refurbishment will renew or replace windows, doors, and insulation, leading to reduced greenhouse-gas emissions and cleaner air as less energy is consumed to heat the houses.
- The City is participating in the work of the Affordable Housing Action Committee and the St. John's Community Advisory Committee on Homelessness (see partnerships in Appendix B).
- As part of the redevelopment of the Pleasantville area by the Canada Lands Company, the City is partnering with other agencies to develop approximately 40 units of affordable housing.

Section 2.3.5 Neighbourhood Commercial – this permits convenience stores and other neighbourhood-level commercial uses, minimizing travel distances. The result is cleaner air and less greenhouse gases.

Section 5.2.2 Acquisition of Former Institutional Lands – where needed for recreation.

Section 6.2.1 Park Requirements – the City shall maintain a system of public parks, including city-wide parks such as Bowring, Bannerman, Victoria Parks, and neighbourhood parks.

- In 2009 the City completed a new Recreation and Parks Master Plan. One result is that we will move away from building small tot lots in new neighbourhoods and instead plan for larger neighbourhood parks that can serve citizens of all age groups. The outcome will be cleaner air as people do not have to travel long distances for recreation, plus better long-term health.
- The City's Multi-Year Capital Works Program (see Appendix D) calls for replacing the H.G. R. Mews Centre at a cost of \$22,000,000 and the Wedgewood Park Recreation Centre at \$14,500,000.
- The Capital Works Program sets out funding for the St. John's Recreation Centre of \$800,000; Kilbride Recreation Centre \$2,000,000; Southlands Recreation Centre \$2,000,000; Bannerman Park Pool \$1,500,000; Bowring Park \$2,500,000; and Lions Park Ballfield \$100,000.
- The Multi-Year Capital Works Program also calls for implementing the master plans for Bowring Park \$20,000,000, Bannerman Park \$5,000,000, and Victoria Park \$3,500,000. The outcome will be cleaner air as people can travel shorter distances for recreation.

Section 6.2.3 Pedestrian Trails and Paths – this includes sidewalks and footpaths within neighbourhoods as well as long-distance trails like the Grand Concourse and the East Coast Trail.



Section 6.2.4 Parks and Recreation Development – this sets out the policy requiring developers to create parks and trails in new areas according to the City's plans, then turn them over to the City as public property.

Section 6.2.5 Co-operation to Provide Parks and Recreation Services – this sets out the policy to work with the Eastern School District, the Province (for Pippy Park), and the Federal government (for Signal Hill and Cape Spear National Historic Sites).

4. Pillar: Economic Sustainability

The fourth pillar of sustainability is the economy. The St. John's Municipal Plan fosters commercial and industrial activities, including limited commercial activity in neighbourhoods and as home-based businesses. The City itself has a budget of over \$203 million in 2010, a large amount of which generates local economic activity.



The City developed its Economic Plan in 1997. Since then, the Department of Economic Development, Tourism and Culture has developed partnerships and programs to advance economic activity in St. John's. In 2010, the City will update its plan in a Strategic Economic Roadmap.

Relevant sections of Part III of the Municipal Plan include:

Section 2.3.5 Neighbourhood Commercial – this permits convenience stores and other neighbourhood-level commercial uses, minimizing travel distances. The result is cleaner air and less greenhouse gases.

Section 3.2.1 Adequate Service Levels – this calls on the City to provide ample scope for business expansion at suitable locations, and to help redevelop older areas that need revamping:

- The City markets St. John's as a place for business activity and investment. The marketing includes advertising, developing media programs, and attending trade shows, often in partnership with the Federal government (through the Atlantic Canada Opportunities Agency - ACOA), the Province, and the private sector. The City's annual marketing investment is \$60,000.
- In its recent report *City Magnets II: Benchmarking the Attractiveness of 50 Canadian Cities*, the Conference Board of Canada identified St. John's as one of the country's most attractive cities, one of only six (6) to score an overall "A". The report's premise is that cities which fail to attract new people will struggle to stay prosperous and vibrant. The report identified 41 elements which were assessed in seven (7) categories: society, health, economy, environment, education, innovation and housing.
- The City is a member of the board of the Downtown Development Commission and has provided annual funding for sidewalk refurbishment, new streetlights, and litter clean-up.
- In Quidi Vidi Village, the City purchased the Tucker Premises, a fishing premises and wharf, and plans to redevelop it as an incubator facility for beginning artists, with space to serve visitors and tour groups plus meeting space for the Quidi Vidi Village Foundation, a neighbourhood group.
- The City plans to expand the St. John's Convention Centre on New Gower Street and Water Street to broaden its appeal for conventions. In 2009 the City, working with Destination St. John's, ACOA, and the Province, completed a business-case analysis (see <http://www.stjohns.ca/cityhall/pdfs/ST.%20JOHN'S%20CONVENTION%20CENTRE%20REPORT.pdf>). The request for proposals for the design work closed in January 2010.



Section 3.2.2 Development Impacts – the City shall control any detrimental impacts from commercial development.

Section 4.2.1 Promote Existing Industrial Lands - the City shall reinforce its industrial areas, with an eye to good road access, space for growth, and separation from incompatible land uses.

Section 4.2.2 Planning for New Industrial Areas – the City shall plan for industrial growth as demand arises.

Section 4.3.2 Harbour Development – the City works with the St. John's Port Authority for industrial use of St. John's harbour, while protecting nearby land uses and marine navigation, and will ensure good road access to the regional highway system, the Airport, and other industrial lands.

Section 4.3.4 St. John's Airport Land Use District – the City works with the St. John's International Airport Authority to make best use of its lands and facilities, ensure good access to the city and the regional highway system, and separate residential land uses in accordance with the Noise Exposure Forecast (NEF) lines and the policies of the St. John's Urban Region Regional Plan.

- In the early 2000s, the City and the Airport Authority developed a plan for an industrial park along Torbay Road and RCAF Road, on airport lands and adjoining private lands.
- In 2008, the City provided \$1,000,000 to the Airport Authority to help develop a multipurpose aircraft facility for aircraft parking and deicing. This is helping to attract more military flights and other air traffic.

5. Pillar: Governance Sustainability

Governance is the fifth and final pillar of sustainability in the ICSP process. It refers to the ability and capacity to manage and operate a municipality for the long term.



St. John's is the oldest municipality in Newfoundland and Labrador, being organized as a Town in 1888, then being raised to the status of a City in 1921. During the Commission of Government period from 1933 to 1948, when the government of the Dominion of Newfoundland was appointed by Great Britain, Mayor Andrew Carnell was nicknamed the Mayor of Newfoundland because he, unlike the Commission of Government, was elected by popular vote.

St. John's has grown to a population of over 100,000 people, incorporating communities as diverse as Quidi Vidi Village, Kilbride, Wedgewood Park, Goulds, and many of the areas once administered by the former St. John's Metropolitan Area Board. These expansions have demonstrated the Province's confidence in the City's ability to govern.

The members of the St. John's Municipal Council are elected every four (4) years, as set by the Province. There is usually a good level of public interest and a large field of candidates. In a few cases, a seat on Council is decided by acclamation, but this is not the norm. The City introduced the option of voting by mail in 2001 and this has proved quite popular, being used by the majority of those who vote.



Council meets weekly, and members are readily available to citizens. Each member has an office at City Hall, plus an individual phone number with voicemail and an individual e-mail address. Council is set up as a mixed system for representation, with 11 members. There is a Mayor (paid as a full-time position and with a full-time administrative assistant), a

Deputy Mayor, four (4) councillors elected at large, and five (5) councillors elected to represent

each of the City's five wards. A citizen is invited to contact his or her ward councillor when needed, but is free to contact any member of Council.

The City has a one-stop service centre for all City services. Known as Access St. John's, the Citizen Service Centre is open during regular business days and is available by phone and online 24 hours a day, 7 days a week, using the phone number 311 (outside of St. John's, the number is 754-CITY or 754-2489). Access St. John's can be used for information, requests for service, registration for programs, comments, contact with members of Council, and complaints. It covers all aspects of the City's operation, from building permits to snowclearing, from recreation programs to garbage collection. The system has proved quite successful at serving our citizens.



On January 1, 2010, the City implemented the first phase of Project Velocity, its Enterprise Resource Planning (ERP) software. Preparation began in 2007.

The new software being introduced will integrate the various computer systems in each City department and will be used for:

- Recording and tracking requests from citizens for civic services.
- Forecasting, planning, scheduling, recording, costing and reporting all work related to services and infrastructure.
- Planning, managing, coordinating and costing projects for each municipal division or for joint projects between divisions.
- Human resources and payroll activities.
- Financial activities including asset management, general ledger entries, budgeting, and inventory.
- Issuing permits for building, development, parking.
- Handling property and civic assessments.
- Using and analyzing information from the City's geographic information system (GIS).
- Managing documents.

The City's 2010 budget is in excess of \$203 million, (See Appendix C). The City receives the majority of its revenues from taxes and fees collected from property owners, businesses, and applicants for various services. By provincial law, we are required to have a balanced budget each year. The City has no accumulated deficit and a low debt-service ratio of approximately 9.9% for 2010.

The City has a full complement of professional staff, including a Legal Department, to ensure that we operate in accordance with provincial laws and regulations, including the City of St. John's Act, the Urban and Rural Planning Act, and the Expropriation Act.

The St. John's Municipal Council uses a system of standing committees (see Appendix B) in areas such as Finance and Administration; Parks and Recreation; Planning and Housing; and Public Works, Environment and Protection. These committees made up of members of Council

and assisted by appropriate staff, meet regularly to review items and make recommendations to Council as a whole. The committee system works well and improves the functioning of Council.

Implementing the ICSP

The St. John's Municipal Plan was adopted and approved in 2003 and will remain in effect until at least 2013. This Integrated Community Sustainability Plan arises out of the land-use policies of the Municipal Plan and brings together other activities of the City of St. John's in fields as diverse as economic development, waste management, non-profit housing, and tourism marketing into a cohesive whole.

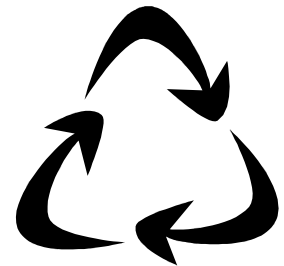
The St. John's Municipal Council and City staff are experienced in administering the Municipal Plan and evaluating development applications in light of its policies. We use the St. John's Development Regulations in our day-to-day activities regarding the development and use of land and property. All decisions, public meetings, proposed rezonings, and amendments to the Municipal Plan are done in accordance with the Urban and Rural Planning Act, from which the Municipal Plan derives its authority.

The City of St. John's commits itself to working in established partnerships with its citizens, advisory committees, regional committees and boards, neighbourhood groups, and others, and being open to new partnerships to advance the sustainability of our community.

The ICSP as an addendum to the Municipal Plan will be reviewed as required under the Gas Tax Agreement.

Conclusion

To conclude, the St. John's Municipal Plan fits the definition of an Integrated Community Sustainability Plan and its five pillars:



"a long-term plan, developed in consultation with community members, that provides direction for the [City] ... to realize sustainability objectives it has for the environmental, cultural, social, economic, [and governance] dimensions of its identity."

The St. John's Municipal Plan meets the requirement for an ICSP under the Local Government Gas Tax Agreement between the City and the Province. We are pleased to submit this ICSP as an addendum to complement the Municipal Plan.

APPENDIX A

Associated Plans and Reports

The following reports contribute to the sustainability of St. John's. Some are referred to specifically in the St. John's Municipal Plan, 2003. Many are subject to regular review.

St. John's Corporate Plan (3-year term)

St. John's Economic Plan, 1997 (being reviewed and updated as the Strategic Economic Roadmap for 2010)

St. John's Emergency Plan

City of St. John's Annual Reports – summarizing municipal activities each year

Downtown St. John's Strategy for Economic Development and Heritage Preservation, 2001

St. John's Heritage Areas, Heritage Buildings and Public Views, 2003

Planning for a Creative Future: The City of St. John's Municipal Arts Plan, 2009

St. John's Arts Community Strategy, 1999

St. John's Transportation Study, 1998

St. John's Cycling Master Plan, 2008

Metrobus Transit Plan

Recreation and Parks Master Plan, 2008-2018

Bowring Park Master Plan

Bannerman Park Master Plan

Victoria Park Master Plan

St. John's Urban Forest Management Master Plan, 2007

St. John's Local Action Plan – Greenhouse Gas Reduction Strategy, 2006-2010

St. John's Regional Water Supply, Watershed Management Plan

APPENDIX B

Committees Involved in the St. John's Municipal Council

The following is a list of the committees of Council, including standing committees, commissions, and other groups which play a role in our municipal government. They show the many partnerships between the City of St. John's and its citizens.

STANDING COMMITTEES

Each standing committee is chaired by a member of Council and reports to Council as a whole. Meeting notices for the standing committees are posted in the Calendar of Events on the City's website:

- **Audit Standing Committee**
- **Economic Development Standing Committee**
- **Finance and Administration Standing Committee**
- **Parks and Recreation Standing Committee**
- **Planning and Housing Standing Committee**
- **Public Works, Environment and Protection Standing Committee**
- **Tourism Standing Committee**

OTHER COMMITTEES OF COUNCIL

Animal Care and Control Committee

Includes the Society for the Prevention of Cruelty to Animals (SPCA).

Arts Advisory Committee

Includes the Association of Cultural Industries NL, artists in various fields, the NL Dept. of Tourism, Culture and Recreation, and other groups.

Arts Jury

Includes artists in various fields.

Heritage Advisory Committee

Includes Downtown Development Commission, Heritage Foundation of NL, Newfoundland Historic Trust, Canadian Home Builders Association – Eastern Newfoundland, and one resident of a heritage area.

Nomenclature Committee

For street names.

Police and Traffic Committee

Includes the Royal Newfoundland Constabulary, St. John's Transportation Commission (Metrobus), Truckers' Association, Downtown Development Commission, and others.

Rotary Park Committee

Includes Rotary Club, Town of Portugal Cove-St. Phillips, Grand Concourse Authority, and others.

St. John's Para Transit Committee

Includes Council representatives, the City's Para-Transit Co-ordinator (a new staff position created in 2009), the Coalition of persons with Disabilities, and several groups representing disabled persons.

Special Events Committee

Includes the St. John's Regional Fire Department, the Royal Newfoundland Constabulary, the NL Government Services Centre, NL Liquor Corporation, and others.

Taxi Committee

Includes Council representative, representatives of local taxi-stand owners and taxi drivers, para-transit representatives, and representatives of the general public who use taxis.

STAFF COMMITTEES WITH COUNCIL REPRESENTATION**Development Committee**

(Meets weekly to review all development applications)

STAFF COMMITTEES WITHOUT COUNCIL REPRESENTATION**Assessment and Taxation Advisory Committee****Tax-Blending Steering Committee**

Includes representatives of commercial property owners and assessors.

Grants Review Committee**Payment Review Board****JOINT COMMITTEES OF COUNCIL WITH EXTERNAL ORGANIZATIONS****Affordable Housing Action Committee**

Includes a Council representative, plus a variety of housing agencies, including Stella Burry Corporation, Canadian Home Builders Association – Eastern Newfoundland, NL Housing, the NL Department of Human Resources, Labour and Employment, the St. John's Community Advisory Committee on Homelessness, Eastern Health, Canada Mortgage and Housing Corporation, and others.

Condominium Services Review Committee

Includes Council representatives, Bonaventure Condominium Association, Windermere Condominium Association, Canadian Condominium Institute – NL Chapter, Hillshire Manor Residents, Clovelly Condominium Association, and others.

Council/Downtown Development Commission/Business Improvement Area Committee

Includes representatives of Council and of the DDC.

Cruise Ship Committee

Includes Council representatives, the St. John's Port Authority, Downtown Development Commission, Royal Newfoundland Constabulary, Craft Council of NL, Parks Canada, Canada Border Services Agency, Destination St. John's, NL Dept. of Tourism, Culture and Recreation, St. John's International Airport Authority, Transport Canada, various ships agents, various tour operators and transportation companies, the Johnson Geo Centre, the Railway Coastal Museum, and representatives of the general public.

Tree Committee

Includes Council representative, Landscape NL, the NL Association of Landscape Architects, St. John's Clean and Beautiful, Newfoundland Power (trimming around power lines), the Grand Concourse Authority, NL Dept. of Natural Resources, and various citizens.

Mayor's Advisory Committee on the Status of Persons with Disabilities

Includes Council representatives and members of advocacy groups for people with disabilities.

Mayor's Advisory Committee on Youth

Includes Council representatives, youth members, and members of the Community Centre Alliance and Shalom Inc.

Mayor's Advisory Committee on Seniors

Includes Council representatives, members of the Seniors Resource Centre NL, CARP – St. John's Avalon Chapter, Anglican Homes Inc., CN Pensioners Association, and various citizen representatives.

St. John's Sports and Entertainment (Mile One Centre)

Board of Directors.

REGIONAL COMMITTEES

These are committees of the various municipalities in the Northeast Avalon Region, including the City of St. John's:

Regional Fire Services

With the City of Mount Pearl

Regional Water Services

With the City of Mount Pearl and the Towns of Paradise, Conception Bay South, and Portugal Cove-St. Phillips.

Regional Waste Water Services

Council Representation.

Eastern Waste Management Committee

Council representation; covers eastern Newfoundland, including all the Avalon Peninsula.

Northeast Avalon Joint Council

This is a gathering of the municipal councils in the region, meeting regularly on issues of interest.

Northeast Avalon Regional Plan Review

This is the review of the St. John's Urban Region Regional Plan, 1976. The City is active on the Leadership Committee (the Minister of Municipal Affairs and elected municipal politicians) and the Technical Team (municipal and provincial staff).

St. John's Board of Trade

The City's Department of Economic Development, Tourism and Culture works with this Organization, and the City has a seat on the Board.

Northeast Avalon Regional Economic Development Board

Formerly known as the Capital Coast Development Alliance. The City is an active participant on this regional economic development (RED) board for Economic Zone 19.

Municipalities Newfoundland and Labrador

Formerly the Newfoundland and Labrador Federation of Municipalities. The City is active on MNL and has a seat on its Urban Municipalities Committee.

Federation of Canadian Municipalities

The City is a long-time participant in this national group, and a member of its Big-City Mayors Caucus.

COUNCIL-APPOINTED BOARDS/COMMITTEES WITH COUNCIL REPRESENTATION

St. John's Transportation Commission (Metrobus)

AD HOC COMMITTEES (Limited Term)

Poster By-Law Committee (**Currently inactive**)

Includes Council representation, Newfoundland Power, St. John's Clean and Beautiful,

Downtown Development Commission, NL Human Rights Association, and other groups

Soccer Field Construction Committee

EXTERNALLY APPOINTED BOARDS/COMMITTEES WITH COUNCIL REPRESENTATION

Bowring Park Foundation

C. A. Pippy Park Commission

Grand Concourse Authority

Quidi Vidi-Rennie's River Development Foundation

St. John's Clean and Beautiful

COUNCIL APPOINTED BOARDS/COMMITTEES WITHOUT COUNCIL REPRESENTATION

St. John's Local Board of Appeal

(For development and building applications)

St. John's Assessment Review Court

(For property assessments)

APPENDIX C
City of St. John's Budget 2010

(SEE ATTACHED)

APPENDIX D

Multi-Year Capital Works Program, 2011 to 2020

The following pages list the recommended projects for municipal capital works for the City of St. John's for the coming 10 years. The total cost is estimated at \$312,046,500.00 of which \$41,650,000.00 is proposed for the year 2011.

(SEE ATTACHED)

APPENDIX E

City of St. John's Organizational Chart

(SEE ATTACHED)

APPENDIX F

Submissions Received Regarding the Draft ICSP

The City advertised its draft Integrated Community Sustainability Plan in its regular weekly newspaper advertisements and on the City's website (www.stjohns.ca) in early February 2010 for public review and comment, to be received by March 5, 2010. We also sent the notice about the ICSP to a mailing list of over 300 local citizens and community groups via the Atlantic Planners Institute, Newfoundland and Labrador Branch.

All submissions are included here, with staff comments. Wherever possible, the public comments have been incorporated into the final version of the ICSP.

Submissions were received from the following:

- Mr. Bruce Pearce, St. John's Community Advisory Committee on Homelessness
- Mr. Lionel West
- Ms. Katie Temple
- Mr. Derek Sullivan, Chair, St. John's Board of Trade
- Ms. Elizabeth Oliver, Chair, Georgestown Neighbourhood Association

We thank all who took the time to review the ICSP.

(SEE ATTACHED)

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CITY OF ST. JOHN'S

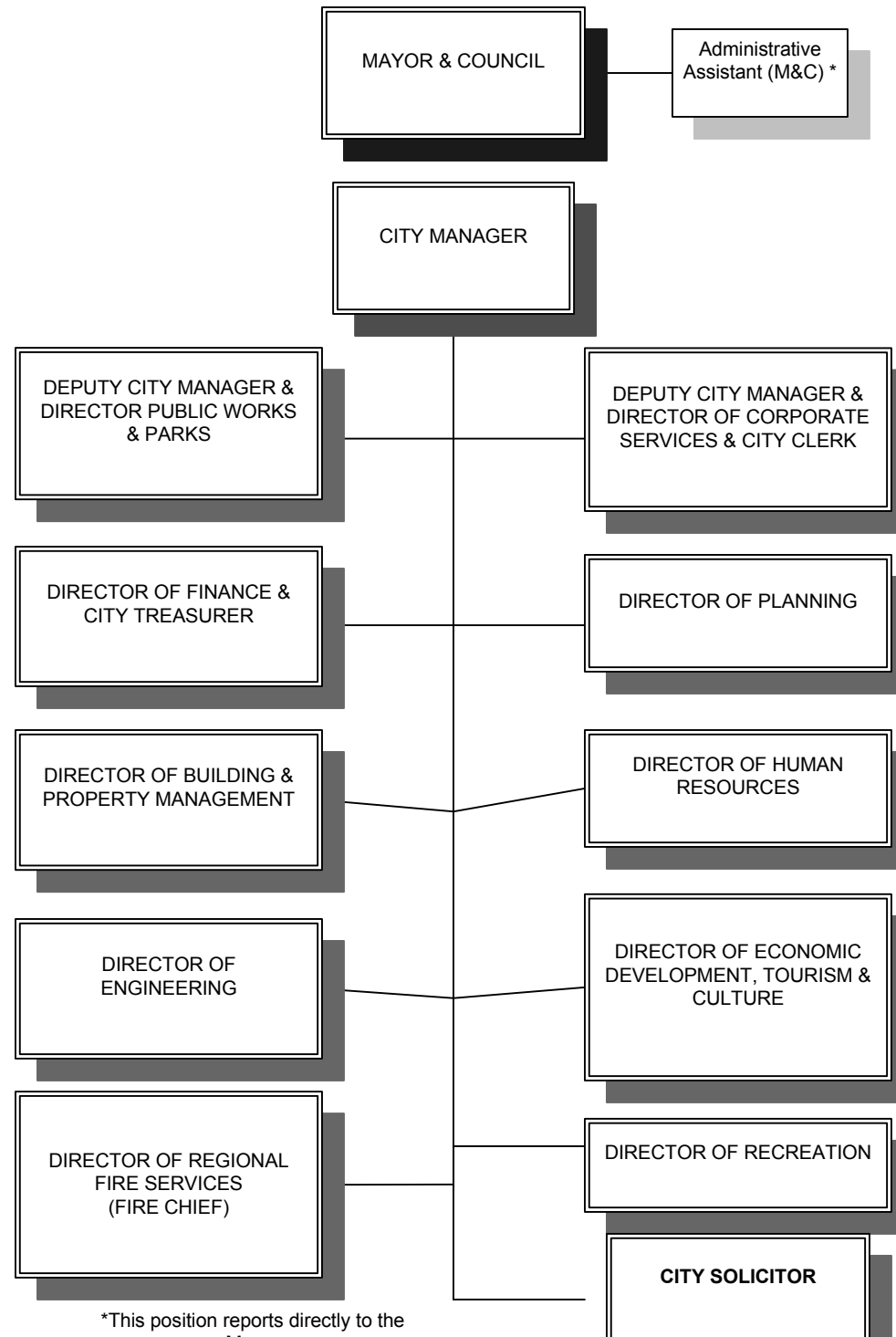
ESTIMATED REVENUE AND EXPENDITURE 2010

<u>REVENUE</u>		<u>EXPENDITURE</u>	
<u>TAXES:</u>		<u>GENERAL GOVERNMENT SERVICES:</u>	
Residential property tax (net)	\$64,000,000	Legislative	\$907,507
Business property tax (net)	28,300,000	General government	18,321,206
Business tax	22,600,000	Engineering services	4,866,248
Water sales commercial & municipality	14,305,603	Pensions and employee benefits	3,547,359
Water tax (net)	24,950,000	Other general government	615,875
Accommodation Tax	1,428,800		
Utility tax	5,500,000		
			\$28,258,195
	\$161,084,403	<u>PROTECTIVE SERVICES:</u>	
<u>GRANTS IN LIEU OF TAXES:</u>		Traffic enforcement	2,312,142
Government of Canada	1,125,000	Fire protection	17,964,562
Government of Canada agencies	550,000	Protective inspections	3,413,114
Government of Newfoundland agencies	60,000	Animal and pest control	976,169
	1,735,000		24,665,986
<u>SALES OF GOODS AND SERVICES:</u>		<u>TRANSPORTATION SERVICES:</u>	
General government services	1,184,320	Road transport	
Transportation services		Administration	743,819
Parking meters	1,482,000	Streets, roads and sidewalks	7,516,547
Other	182,000	Snow clearing	14,510,192
Environmental health services		Works depot	1,366,182
Tipping Fees	8,081,027	Traffic services	1,338,481
Other	200,400	Street cleaning	132,344
Recreation and cultural services	1,419,178		25,607,566
Other general services	249,358	Other transportation services	
	12,798,283	Parking meters	89,445
<u>OTHER REVENUE FROM OWN SOURCES:</u>		Street lighting	3,780,000
Business and amusement licences	106,800	Public transit	8,375,540
Construction and other permits	2,311,120	Disabled Para-Transit service	1,350,000
Traffic services revenue	2,000,000		39,202,551
Rents, concessions and franchises	18,750	<u>ENVIRONMENTAL HEALTH SERVICES:</u>	
Interest on investments	50,300	Water and Sewer Services	36,363,877
Interest on tax arrears	1,675,000	Garbage and waste collection and disposal	14,824,061
	6,161,970		51,187,938
<u>CONDITIONAL TRANSFERS FROM OTHER GOVERNMENTS:</u>		<u>DEVELOPMENT SERVICES:</u>	
Government of Newfoundland		Environmental planning and zoning	1,194,555
Recovery of debt charges	13,681,998	Housing and real estate	2,131,002
Municipal Operating Grant	3,101,300	Tourism and Economic development	2,166,497
Gas Tax Rebate	4,474,470		5,492,054
Government of Newfoundland agencies		<u>RECREATION AND CULTURAL SERVICES:</u>	
Rental housing projects	55,505	Parks and open spaces	7,351,241
	21,313,273	Recreation	7,109,072
<u>OTHER TRANSFERS:</u>		Civic Center Corporation	1,500,000
Transfer from other funds		Other recreation and cultural services	2,209,466
Assessments on water, sewer and street improvements	700,000		18,169,779
	700,000	<u>FISCAL SERVICES:</u>	
		Debt charges	
		Temporary debt	240,000
		Other long term debt	2,876,491
		Debenture debt	21,571,568
		Other debt charges	205,000
			24,893,059
		Transfers to reserves and other funds	
		Provision for uncollectible taxes	1,500,000
		Provision for obsolete inventories	50,000
		Contribution to 2010 Capital Works	10,373,368
			36,816,427
Total Revenue	<u>\$203,792,929</u>	Total Expenditure	<u>\$203,792,929</u>

Dennis O'Keefe, Mayor

Ronald G. Penney, City Manager

CITY OF ST. JOHN'S ORGANIZATIONAL CHART



*This position reports directly to the Mayor

MULTI-YEAR CAPITAL WORKS PROGRAM 2011 to 2020
RECOMMENDED PROJECTS

* Indicates (3 Year) Multi Year Capital Works
Application 2011 to 2014 submitted to the Province
for Approval.

Priority	Project	Total Cost	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Comments	Category
	New West End Fire Station - Replace Existing Facility With New Building, Location on Adjacent Site	\$3,300,000	\$2,000,000	\$1,300,000										PROP. MGMT.
	Public Works Depot Renovations- Next Phase of Renovations to "A" Block	\$13,000,000	\$1,300,000	\$6,500,000	\$5,200,000									PROP. MGMT.
	Wedgewood Recreation Centre - Replacement of Existing Facility	\$14,500,000	\$1,500,000	\$5,800,000	\$7,200,000									PROP. MGMT.
	Streets Rehabilitation (Annual Program)	\$4,500,000	\$1,500,000	\$1,500,000	\$1,500,000									STR
	Northeast Land Assembly Trunk Storm Sewer Replacement - Phase 3 - Quebec Street to Ottawa / Yellowknife Street intersection.	\$3,000,000	\$3,000,000										Priority 10 in 2002 Hurricane Gabrielle Report.	STD
	Northeast Land Assembly Trunk Storm Sewer Replacement - Phase 4 - Ottawa Street & Yellowknife Street intersection to Higgins Line	\$3,700,000		\$3,700,000									Priority 10 in 2002 Hurricane Gabrielle Report.	STD
	Dublin Road Sanitary Sewer Diversion	\$800,000	\$800,000											ST
	Elizabeth Avenue - Sanitary and Storm Sewer Replacement	\$5,000,000	\$3,000,000	\$2,000,000										LSR
	Hoyle Avenue	\$2,100,000		\$2,100,000									Install local storm sewer and connect to Kelly's Brook Trunk Storm Sewer	STD
	Dirty Brook Emergency Overflow Diversion	\$2,500,000			\$2,500,000									STD
	Carroll Drive - Bridge Replacement	\$1,500,000			\$1,500,000								New concrete bridge + overflow box culvert.	BRI
	Portugal Cove Road Sanitary Sewer Replacement (McNeely Street to Renouf Place)	\$700,000	\$700,000										Replace sanitary sewer from PC Road/New Cove Rd (hydro-brake manhole) to McNeely Street. B. O'Connell will have the sanitary sewer from PC Road /New Cove Road to manhole near #113 PC Road (where Dublins Road san. Sewer connects) TV inspected. B. O'Connell will have the Fire Hall, and other area residents as becomes necessary, contacted to see if they had plumbing problems on Nov. 29, 2008 A1.	ST
	Quidi Vidi Village Outfall Diversion	\$1,500,000			\$1,500,000								Will eliminate sewage outfalls to ocean at Quidi Vidi Gut	ST
	Battery Sewage Outfall Diversion to Temperance St.	\$1,000,000			\$1,000,000								Will eliminate sewage from Battery area discharging to Harbour	ST
	H.G.R. Mews Centre - Replacement of Existing Facility	\$22,000,000	\$2,200,000	\$8,800,000	\$11,000,000									PROP. MGMT.
	Streets Rehabilitation (Annual Program)	\$16,000,000				\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000		STR
	Cycling Master Plan Implementation	\$7,000,000				\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		TRA
	Upgrade Traffic Signals (Annual Program)	\$3,700,000				\$500,000	\$500,000	\$500,000	\$600,000	\$600,000	\$500,000	\$500,000		TRA
	Pedestrian Crossing Upgrade (Annual Program)	\$815,000				\$105,000	\$105,000	\$105,000	\$125,000	\$125,000	\$125,000	\$125,000		TRA
	Bridge Rehabilitation / Replacement (Annual Program)	\$9,000,000				\$1,000,000	\$1,000,000	\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000		BRI
	Retaining Wall Rehabilitation / Replacement (Annual Program)	\$3,900,000				\$500,000	\$500,000	\$500,000	\$600,000	\$600,000	\$600,000	\$600,000		RT
	Bay Bulls Road Street Upgrading - Phase 1 - Pitts Memorial Drive to Civic #46	\$1,980,000				\$1,980,000							Approximately 600 metres. Includes any underground infrastructure.	SRE
	Bay Bulls Road Street Upgrading - Phase 3 - Old Bay Bulls Road to Long Beach Street	\$2,520,000					\$2,520,000						Approximately 680 metres. Includes any underground infrastructure.	SRE
	Bay Bulls Road Street Upgrading - Phase 4 - Long Beach Street to Connolly's Lane	\$2,930,000						\$2,930,000					Approximately 1030 metres. Includes any underground infrastructure.	SRE
	Blackmarsh Road Reconstruction - Welland Street to Fitzgerald Place - Phase 2 - curb and gutter, catch basins, south side and finish asphalt	\$450,000				\$450,000							Includes c&g, sidewalk and catch basins on south side and surface course asphalt full width. Phase 1 was completed in 2002.	SRE
	Brookfield Road Upgrading - Phase 2 - Pearl Place to Civic #176	\$1,600,000				\$1,600,000							Includes 15-metre right-of-way + extending water, storm and sanitary.	SRE
	George Street Upgrading - Adelaide St to Water Street	\$2,500,000								\$1,000,000	\$750,000	\$750,000	Reconstruct street and install new water, sanitary and storm systems. George Street Redevelopment.	SRE



DEPARTMENT OF ENGINEERING

MULTI-YEAR CAPITAL WORKS PROGRAM 2011 to 2020

RECOMMENDED PROJECTS

* Indicates (3 Year) Multi Year Capital Works
Application 2011 to 2014 submitted to the Province
for Approval.

Priority	Project	Total Cost	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Comments	Category
	Goldstone Street - Street Upgrading (Pippy Place to Team Gushue Highway)	\$1,500,000									\$1,500,000		Widen and install sidewalks from Pippy Place to Team Gushue Highway. Class 'D' Estimate.	SRE
	Logy Bay Road / Selfridge Road - Street Upgrading	\$660,000				\$660,000								SRE
	Pine Bud Place - Sanitary Sewer Diversion	\$1,320,000				\$1,320,000							Alleviate chronic surcharge/flooding problem. (Estimated at \$880,000 in 2004 DW)	ST
	Southlands - Sanitary Trunk Sewer Flow Meter Chamber	\$350,000				\$350,000								ST
	Brookfield Plains - Sanitary Trunk Sewer Flow Meter Chamber	\$350,000					\$350,000							ST
	Rennies River Flood Proofing - Upstream / Downstream of Portugal Cove Road bridge	\$633,500				\$633,500							Estimate to floodproof area upstream of Portugal Cove Road Bridge and to remove sediment from beneath the bridge. Stabilize Rennies River bank adjacent to the former Duffett Property (\$223,500).	STD
	Kenmount Road Trunk Storm Sewer - Phase 1 - Thorburn Road to Peet Street	\$4,667,000						\$4,667,000					Priority 27 in 2002 Hurricane Gabrielle Report. DW Estimate September 2004	STD
	Kenmount Road Trunk Storm Sewer - Phase 2 - Peet Street to Blue Buoy Foods	\$4,414,000							\$4,414,000				Priority 26 in 2002 Hurricane Gabrielle Report. DW Estimate September 2004.	STD
	Kenmount Road Trunk Storm Sewer - Phase 3	\$6,849,000								\$6,849,000			DW Estimate September 2004 - Identified in 2002 post-Hurricane Gabrielle report.	STD
	Mundy Pond Storm Sewer Outfall - Storm Sewers from Blackler Ave and Blackmarsh Rd.	\$315,000					\$315,000						Requested by Brendan O'Connell for consideration in 2009 Capital Listing due to a silt filled pipe under the Mundy Pond soccer field. New outfall and ditch	STD
	Northeast Land Assembly Trunk Storm Sewer Replacement - Phase 5 - Higgins Line to Hunt's Lane	\$4,325,000				\$4,325,000							Priority 25 in 2002 Hurricane Gabrielle Report. Includes Higgins Line. Estimated at \$3,089,000 in 2004.	STD
	Shea Heights Flood Remedial/Control Works - Phase 2	\$1,440,000					\$1,440,000						Priority 17 in 2002 Hurricane Gabrielle Report. Linegar Avenue Storm Sewer and Urban Upgrade	STD
	Shea Heights Flood Remedial/Control Works - Phase 3 and following	\$4,126,000						\$4,126,000					Priority 30, 34, 38, 39 & 40 in 2002 Hurricane Gabrielle Report. Phase 3 and following - Learning Road Storm Sewer & Urban Upgrade (\$384,000), Dillon Crescent Storm Sewer and Urban Upgrade (\$900,000), Warford Road Storm Sewer & Urban Upgrade (\$1,636,000), Duggett Place Storm Sewer & Urban Upgrade (\$528,000), Hartery Crescent Storm Sewer & Urban Upgrade (\$768,000).	STD
	Stamp's Lane Reconstruction, Phase 1 - Empire Avenue to Terra Nova Road (including traffic signals)	\$500,000							\$500,000				Check Estimates	SRE
	Stamp's Lane Reconstruction, Phase 2 - Pennywell Road to Empire Avenue (including intersection)	\$600,000								\$600,000			Check Estimates	SRE
	Portugal Cove Road - Upgrade Water Transmission Main - Phase 1 from Newfoundland Drive New Cove Road	\$4,667,000					\$4,667,000							WTT
	Portugal Cove Road - Upgrade Water Transmission Main - Phase 2 from New Cove Road to Kerry Street	\$3,500,000						\$3,500,000						WTT
	Portugal Cove Road - Upgrade Water Transmission Main - Phase 3 from Kerry Street to Rawlins Cross	\$3,500,000							\$3,500,000					WTT
	Allandale-Mayor Water Transmission Main Replacement, Phase 1	\$5,000,000								\$5,000,000				WTT
	Allandale-Mayor Water Transmission Main Replacement, Phase 2	\$3,000,000									\$3,000,000			WTT
	Allandale-Mayor Water Transmission Main Replacement, Phase 3	\$3,000,000										\$3,000,000		WTT
	Water Metering Chambers to Southlands	\$450,000					\$450,000							WTT
	Signal Hill Reservoir	\$3,000,000										\$3,000,000		WTT
	St. John's North Expansion Zone	\$1,000,000									\$1,000,000			WTT
	Fahey Street Storm and Sanitary Sewer Remediation	\$1,000,000										\$1,000,000	DW	LSR
	Building Department													
	City Hall - Building structural upgrade	\$400,000								\$400,000				PROP. MGMT.
	City Hall - Expansion for office space	\$3,400,000									\$3,400,000			PROP. MGMT.
	Public Works Depot Renovations - "D" Block	\$6,000,000						\$1,000,000	\$5,000,000					PROP. MGMT.
	City Hall Annex - Building Envelope	\$1,500,000				\$750,000				\$750,000				PROP. MGMT.
	City Hall Annex - Skywalk Roof	\$250,000					\$250,000							PROP. MGMT.
	St. John's Recreation Centre	\$800,000					\$800,000							PROP. MGMT.
	Kilbride Recreation Centre	\$2,000,000									\$2,000,000			PROP. MGMT.
	Southlands Recreation Centre	\$2,000,000								\$2,000,000				PROP. MGMT.



MULTI-YEAR CAPITAL WORKS PROGRAM 2011 to 2020
RECOMMENDED PROJECTS

* Indicates (3 Year) Multi Year Capital Works
 Application 2011 to 2014 submitted to the Province
 for Approval.

Priority	Project	Total Cost	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Comments	Category
	Kenmount Fire Station	\$1,900,000				\$1,900,000								PROP. MGMT.
	Goulds Fire Station	\$2,500,000										\$2,500,000		PROP. MGMT.
	Property Management Facility	\$1,500,000							\$1,500,000					PROP. MGMT.
	Housing Sites	\$3,500,000										\$3,500,000		PROP. MGMT.
	Bannerman Park Pool	\$1,500,000										\$1,500,000		PROP. MGMT.
	Bowring Park	\$2,500,000						\$2,500,000						PROP. MGMT.
	Lions Park Ballfield	\$100,000				\$100,000								PROP. MGMT.
	Dept. of Public Works - Streets Division													
	Sidewalk Rehabilitation (Annual Program)	\$15,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000		STREETS
	New Sidewalks	\$5,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		STREETS
	Thermoplastic pavement markings for major intersections	\$1,000,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		STREETS
	(3) Ride-on Line Painting Machines	\$525,000	\$175,000	\$175,000	\$175,000									STREETS
	(3) Truck-Plow Sanders	\$750,000	\$250,000	\$250,000	\$250,000									STREETS
	Dept. of Public Works - Parks Division													
	Implementation of Bowring Park Master Plan	\$20,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000		PARKS
	Implementation of the Bannerman Park Master Plan	\$5,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		PARKS
	Implementation of the Victoria Park Master Plan	\$3,500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000					PARKS
	Upgrading playgrounds to improve accessibility	\$1,000,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		PARKS
	New bleachers for St. Pat's, Lions, and Victoria Parks	\$3,000,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000		PARKS
	Dept. of Public Works - Fleet Division													
	Replace deleted cranes and add two heavy-vehicle floor hoists	\$1,300,000	\$1,300,000											FLEET
	(2) Portable vehicle-lift systems	\$250,000	\$250,000											FLEET
	Replace four-post hoist	\$125,000				\$125,000								FLEET
	Replace two twin-arm hoists	\$110,000					\$110,000							FLEET
	Dept. of Public Works - Sanitation Division													
	Lift Arms for trucks	\$1,225,000	\$1,225,000											SANITATION
	Organics containers for residents	\$3,000,000	\$3,000,000											SANITATION
	Garbage containers for residents	\$4,600,000	\$4,600,000											SANITATION
	Recycling containers for residents	\$5,300,000	\$5,300,000											SANITATION
	Trash/recycling containers throughout city	\$500,000	\$500,000											SANITATION
	Public Works - Environmental Services													
	Watermain Rehabilitation (Annual Program)	\$6,000,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000		ESD
	Install Zone Water Meters (DMA)	\$400,000	\$200,000		\$200,000									ESD
	Howley Avenue pressure-reducing valve (PRV)	\$300,000			\$300,000									ESD
	Waterford Bridge Road PRV and associated w/m pipes	\$600,000	\$600,000											ESD
	Waterford Lane pressure-reducing valve (PRV)	\$300,000	\$300,000											ESD
	Upgrade Goulds Pump Station	\$600,000	\$600,000											ESD
	Upgrade Legion Pump Station	\$150,000	\$150,000											ESD
	Sewer Main Rehabilitation (Annual Program)	\$6,000,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000		ESD
	Sewer Lateral Rehabilitation (Annual Program)	\$5,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		ESD
	TOTALS	\$312,046,500	\$41,650,000	\$39,325,000	\$39,525,000	\$26,496,500	\$23,207,000	\$31,028,000	\$28,439,000	\$29,624,000	\$24,575,000	\$28,175,000		




Ken O'Brien/CSJ

2010/03/02 11:20 AM

To "Bruce Pearce" <bpearce@nl.rogers.com>

cc Dave Blackmore/CSJ@CSJ, Robert Bishop/CSJ@CSJ, Cliff Johnston/CSJ

bcc

Subject City of St. John's ICSP comments 

Bruce, thanks for your comments below about the ICSP and your suggestions for future funding programs, which we discussed on the phone. By copy of this e-mail, I'll let Dave Blackmore know about your ideas, and that you will follow up with him, particularly regarding affordable housing.

Regards,

Ken

.....
Ken O'Brien, MCIP -- Manager of Planning and Information

Phone 709-576-6121 Fax 709-576-8625 E-mail kobrien@stjohns.ca

ST. JOHN'S
DEPARTMENT OF PLANNING

City of St. John's, 10 New Gower Street, 3rd floor -- Mail: PO Box 908, St. John's, NL, Canada A1C 5M2

"Bruce Pearce" <bpearce@nl.rogers.com>



"Bruce Pearce"

<bpearce@nl.rogers.com>

2010/02/15 06:51 PM

To "Ken O'Brien" <kobrien@stjohns.ca>

cc

Subject RE: City of St. John's ICSP - comments invited

Hi Ken,

Wow - this looks BIG - \$300M. Perhaps you and I could have a quick word in the coming days to get a better sense of the works/initiatives proposed under the ICSP's Environmental and Social themes (areas I'm particularly interested in), and how the gas tax revenues will be utilized to meet related objectives. I searched for a reference to the City's Climate Change Action Plan which was adopted a few years ago under FCM's Partners for Climate Protection program - is it still in force as a tool for guiding the City's actions to reduce emissions? I have a few other ideas I'd like to bounce off you too (including the possibility of a dedicated Municipal Energy Efficiency Fund which could be used to incent green development and redevelopment in the City), and an Affordable Housing Fund which could do the same. Not sure if the ICSP is the place for these. I can be reached at 689-9615 when you have a moment.

Thanks for your work on this important initiative,

Bruce

Bruce Pearce
Community Development
St. John's Community Advisory Committee on Homelessness
91 Pleasant Street, St. John's, NL A1E 1L5
T (709) 689-9615 F (709) 739-3520
E bpearce@nl.rogers.com
www.growinghomes.org

<http://www.stjohns.ca/csj/NewsDetails?id=292>

The City of St. John's has prepared a draft Integrated Community Sustainability Plan (ICSP) as part of the Local Gas Tax Agreement between the City and the Government of Newfoundland and Labrador. The ICSP has been prepared as an addendum to the St. John's Municipal Plan which has sustainability as its basis. The Municipal Plan guides the use of all land and property in St. John's, whether owned privately or publicly, in the overall interests of the municipality and its citizens.

The draft ICSP sets out the City's goals regarding the five pillars of sustainability:

- a. Environmental
- b. Cultural
- c. Social
- d. Economic
- e. Governance

The City invites members of the public and interested groups and agencies to review the draft ICSP and to provide their comments on it by Friday, March 5, 2010. The draft ICSP may be viewed on the City's website (www.stjohns.ca) -click on "Recent News" or "Public Notices". Printed copies of the draft ICSP are available from the Department of Planning located on the 3rd floor of St. John's City Hall and the Citizen Service Centre located on the 1st floor of City Hall.

Anyone who wishes to comment on the draft ICSP is asked to submit their comments in writing to the City Clerk's Department by Friday, March 5, 2010. The contact information is as follows: (by mail: City Clerk's Department, City of St. John's, P.O. Box 908, St. John's, NL A1C 5M2; by fax: (709) 576-8474; by e-mail to cityclerk@stjohns.ca). Any written representations received by Friday, March 5, will be compiled by the City's Department of Planning and a final report will be prepared for the Regular Meeting of the St. John's Municipal Council to be held on Monday, March 22, 2010, at which time Council will make a decision with respect to the proposed adoption of the ICSP.

Enquiries on the draft ICSP may be referred to the City's Department of Planning at (709) 576-6121 or by e-mail: planning@stjohns.ca.



Ken O'Brien/CSJ

2010/03/17 08:50 PM

To: Lionel West,

cc

bcc

Subject: Fw: St. John's Integrated Community Sustainability Plan

Mr. West, I wanted to let you know that your submission and the others received will be included in an appendix to the report. It will be presented to Council March 22nd for consideration of adoption.

As I mentioned in an earlier e-mail, we have not included specific ways to measure progress at this time and will discuss that with the ICSP Manager at the Department of Municipal Affairs. This ICSP is our first cut at the process. Our understanding is that it will need to be updated regularly. If the draft report is ultimately approved by Council and accepted by Municipal Affairs, we can make improvements to it in a future version.

Regarding greenhouse gases, the City does have its Greenhouse Gas Emission Reduction Strategy, 2006-2010; see <http://www.stjohns.ca/cityservices/environment/climatechange.jsp>. I passed on your point about "green" initiatives with building codes to Dave Blackmore, our Director of Building and Property Management. We do encourage developers to consider the Leadership in Energy and Environmental Design (LEED) standards when planning development projects, and we will aim for LEED certification for the proposed new Metrobus terminal (see below).

As for downtown parking and public transit, I passed on your comment to Robin King, our Transportation Engineer, for consideration. The City is working with the Downtown Development Commission on a Downtown Parking Study, including on-street and off-street parking spaces, parking garages, public transit, and traffic demand management. We are also supporting the St. John's Transportation Commission (Metrobus) on its new \$35-million depot off Kelsey Drive. The facility will be constructed using \$26 million in federal money and approximately \$8 million from the City, in addition to the \$3.9 million we paid to buy the land.

Thank you for your comments on our draft ICSP.

Regards,

Ken O'Brien

Ken O'Brien, MCIP -- Manager of Planning and Information

Phone 709-576-6121 Fax 709-576-8625 E-mail kobrien@stjohns.ca

ST. JOHN'S
DEPARTMENT OF PLANNING

City of St. John's, 10 New Gower Street, 3rd floor -- Mail: PO Box 908, St. John's, NL, Canada A1C 5M2

Cliff Johnston/CSJ

Neil Martin

----- Forwarded by Phyllis Bartlett/CSJ on 2010/03/04 09:47 AM -----



Lionel West

<lionelwest@hotmail.com>

2010/03/01 01:41 PM

To: "cityclerk@stjohns.ca" <cityclerk@stjohns.ca>

cc

Subject: Integrated Community Sustainability Plan



In response to the invitation to make comments on the above plan I offer the following:-

I agree with the intent of the document. However I do wonder how the city is going to measure success. There appears to be no mention of this in the document.

A statement like "This will also have the outcome of cleaner air and reduced greenhouse gas." This is an assumption. How will this be measured? Do we know what the current output of greenhouse gas is in St. John's? Just because the city designates "neighbourhood services" does this mean citizens take advantage of it and drive their vehicles less, or do they use their vehicles for other purposes thus off-setting any savings because of the neighbourhood service?

I do not see any mention in the document of "green" initiatives concerning building codes. Does the city apply this to new developments? For example, mandatory water-saving shower heads or low-volume toilet cisterns. This applies to commercial developments. Do new buildings have to have re-cycled air flow or energy saving technology? Are developers encouraged to use the most of natural light etc etc?

How does the city's encouragement of more downtown parking conflict with the desire to improve public transport? The city currently has a proposal before it where the city is considering investing \$10 million to a parking garage. Would this \$10 million be better applied to public transport to achieve the goals of the ICSP?

What are the city's priorities?

As I say, this is a good step, but my chief concern is one of measurability. How is success measured?

Lionel



Ken O'Brien/CSJ

2010/03/17 03:44 PM

To: Katie Temple,

cc

bcc

Subject: Submission on St. John's ICSP

Ms. Temple, thank you for your submission on food security matters. We are incorporating the public comments received into the document wherever possible.

Regarding the preservation of farmland, the City does incorporate the Province's St. John's Urban Region Agricultural Development Area (ADA) into the St. John's Municipal Plan, as required by the Province. The boundary of our Agriculture Land-Use District follows the boundary of the ADA. As well, when the province reviewed the St. John's ADA under Commissioner Felix Collins in 2007, the City made a submission calling for the preservation of as much farmland as possible by resisting any calls to remove large areas of land from the ADA. The 2008 report on the ADA review is available at http://www.nr.gov.nl.ca/agric/fact_pubs/pdf/ReportDevelopmentAreaReviewCommission.pdf.

To provide support for civic agriculture, the City has offered help to community gardens of the MacMorran Community Centre at Mount Scio and of the Community Garden Alliance at Barnes Road. Our help has been in the form of planning advice and grants to community organizations; as well, at Mount Scio, the City funded a drilled well for water.

As for a food-policy working group, a local food purchasing policy, and a community food-security assessment and strategic plan, we are not in a position to make those commitments at this time. However, we could discuss these with you in the coming months to see if there is a role for the City.

All submissions, including yours, will be attached to the end of the ICSP for reference. Thanks for your interest in the ICSP process.

Ken O'Brien

.....
Ken O'Brien, MCIP -- Manager of Planning and Information
Phone 709-576-6121 Fax 709-576-8625 E-mail kobrien@stjohns.ca

ST. JOHN'S
DEPARTMENT OF PLANNING

City of St. John's, 10 New Gower Street, 3rd floor -- Mail: PO Box 908, St. John's, NL, Canada A1C 5M2

Ken O'Brien/CSJ

I respectfully submit the attached document to the draft Integrated Community Sustainability Plan. How will the submissions be considered and subsequently incorporated into the Plan?

Thank you
Katie Temple

[attachment "Submission ICSP Katie Temple.doc" deleted by Ken

O'Brien/CSJ1

Recommendations

St. John's could address the issue of food security and a more sustainable food system in the following ways:

1) Set up a food policy council (or a food working group)

This entity could advise the City on how to work towards supporting a sustainable food system. This working group could have representatives from different parts of the food system, such as farmers, retailers, processors, wholesalers, and food system scholars. These types of councils or working groups have been set up in many major cities in Canada and the United States. See list here with Canadian cities at the bottom:
<http://www.foodsecurity.org/FPC/council.html>

2) Support the preservation of farmland in the St. John's area

The St. John's area has some of the best farmland in Newfoundland and Labrador, and is also the prime location to serve the food needs of the majority of the population. Within its own borders, St. John's can ensure that any potential farmland is preserved rather than developed for other purposes.

3) Provide support for civic agriculture

St. John's could provide in-kind or financial support for community gardens and greenhouses. These provide both social and environmental benefits by bringing neighbourhoods and citizens together, as well as providing more opportunities for people to eat locally grown produce.

4) Create a local and sustainable food purchasing policy

For its own events, the City of St. John's could implement a policy of purchasing as much locally produced food as possible. This is currently being done at a number of government levels, universities and other institutions across Canada.

5) Conduct a community food security assessment

In order to find the baseline of food sustainability and food security in the City, an assessment could be conducted that would lead to recommendations on how to achieve these goals. This assessment could include indicators such as percentage of population reliant on food banks, numbers of people growing their own food, accessibility and location of grocery stores within the city, and so on.

6) Create a community food security strategic plan

The City could engage citizens in a community-wide process to create a strategic plan on food security. This would result in numerous recommendations not only for the city itself, but would also empower citizens to think of the multitude of ways that they can become involved in creating a more sustainable food system.

As the capital city of Newfoundland and Labrador, St. John's could play a leading role in enhancing food security for all of its citizens. Many of us would love to help the City work towards a more sustainable, healthy, and safe food system.

Respectfully,
Katie Temple

To: Department of Planning, City of St. John's
From: Katie Temple
Date: March 4, 2010
Re: Submission to St. John's ICSP

Please accept the following submission to the draft Integrated Community Sustainability Plan (ICSP).

Background

The ICSP represents an excellent opportunity to work towards greater environmental, social and economic sustainability in the City of St. John's. The Municipal Plan, which is the main foundation for the ICSP, addresses a number of important aspects of sustainability, such as transportation, employment, land use and others. However, one important item has not been addressed – food!

Food is integral to our lives in many ways – as sustenance, employment, tradition and entertainment. Increasingly we are beginning to realize that our current food system (encompassing the chain of activities through production, processing, storage, distribution, sale and so on), is inherently unsustainable. Food safety scares, greenhouse gas emissions, decreasing numbers of farmers, rising rates of obesity and other indicators are showing us that we need to fundamentally change our food system for the well being of ourselves and our descendants.

Municipalities and the planners who work for them have a significant role to play in addressing the sustainability of our food system. Although historically planners did not play this role, it is becoming a very important issue within the planning world. The Canadian Institute of Planners has addressed food as a significant theme at multiple conferences, and the upcoming Ontario Professional Planners Institute annual conference is focused primarily on food systems. In the United States, the American Planning Association has a policy guide on community and regional food planning.

Newfoundland and Labrador is in a particularly vulnerable position when it comes to food, therefore requiring initiatives at all levels. According to the our own Department of Natural Resources, we only have a 3-4 day supply of perishables on the island in the non-harvest season.



Ken O'Brien/CSJ

2010/03/17 09:27 PM

To Craig Ennis,

cc Ron Penney/CSJ, Cliff Johnston, Elizabeth Lawrence,

bcc

Subject Re: ICSP submission from the St. John's Board of Trade

Mr. Ennis and Mr. Sullivan, thanks for your recent letter on the City's draft Integrated Community Sustainability Plan. Your submission and the others received will be included as an appendix to the revised plan which will be presented to Council on March 22nd for consideration of adoption.

You point out that the Mews Centre study on geothermal energy, completed in 2004-05, is an important project (referred to on page 8 of the ICSP) and ask for an update. In response, we have added (on page 12) a reference to the proposed redevelopment of the Mews Centre in the City's Multi-Year Capital Works Program, as well as a reference on page 8.

Regarding Metrobus, once its new bus terminal is built on Merchant Drive off Kelsey Drive, the City will determine what happens with the present terminal on Freshwater Road. It may be considered for space for our Recreation Department, or else sold by public tender. I invite you to keep in touch on this matter.

We welcome your offer to work with the City and other groups on providing a range of housing for residents of all income levels. This is a factor in retaining residents in a city of choice.

We also welcome your participation in the City's updated Strategic Economic Roadmap. Regarding industrial land, your point is well taken that the City needs to attract rather than just meet industrial growth. The wording quoted in the ICSP (on page 13) is taken directly from the St. John's Municipal Plan. We recognize the perceived shortage of industrial land in St. John's. Several years ago, we worked with the St. John's International Airport Authority on a plan for an industrial park off Torbay Road and RCAF Road (see page 14), but to date there has been no interest in developing it. The Airport Authority is also exploring industrial uses off Portugal Cove Road.

Thanks to you and your members for your interest in the ICSP process.

Regards,

Ken O'Brien

.....
Ken O'Brien, MCIP -- Manager of Planning and Information

Phone 709-576-6121 Fax 709-576-8625 E-mail kobrien@stjohns.ca

ST. JOHN'S
DEPARTMENT OF PLANNING

City of St. John's, 10 New Gower Street, 3rd floor -- Mail: PO Box 908, St. John's, NL, Canada A1C 5M2

Ken O'Brien/CSJ

Neil Martin

----- Forwarded by Neil Martin/CSJ on 2010/03/05 10:48 AM -----



"Craig Ennis"

<CEnnis@bot.nf.ca>

To "Neil Martin" <NMartin@stjohns.ca>



2010/03/05 10:45 AM

cc "Ron Penney" <RPenney@stjohns.ca>
Subject ICSP submission

Good morning,

I hope you'll forgive that I'm sending an electronic copy and will send a hard copy in the mail considering the weather outside...

FYI, on the top of page two, what essentially we're saying is add a bit more information in the commentary on new industrial areas – it's really just a 'this could use more context and information' thing. Just want to make sure it wasn't misinterpreted or anything was lost in translation.

Hopefully you find this helpful, and thanks for providing the opportunity to comment on the ICSP.
Craig

Craig Ennis
Vice President, Policy & Communications

34 Harvey Road, 5th Floor

P.O. Box 5127, St. John's, NL A1C 5V5

T: 726-2961 ext. 3 | F: 726-2003 | www.bot.nf.ca



BOARD of TRADE

[attachment "Neil Martin re ICSP - March 5-2010.pdf" deleted by Ken O'Brien/CSJ]



St. John's
BOARD of TRADE
OFFICE OF THE CHAIR

BOARD OF TRADE BUILDING
34 HARVEY RD, 5TH FLOOR
P.O. BOX 5127
ST. JOHN'S, NL A1C 5V5
TEL (709) 726-2961
FAX (709) 726-2003
E-mail: mail@botnl.ca
Website: <http://www.botnl.ca>

March 5, 2010

Mr. Neil Martin
Deputy City Manager,
Director of Corporate Services & City Clerk
City of St. John's
P.O. Box 908, St. John's, NL A1C 5M2

Dear Mr. Martin:

Thank you for providing an opportunity for the St. John's Board of Trade to comment on the City of St. John's draft Integrated Community Sustainability Plan. The Board is encouraged by the City's planning efforts to support sustainability and is particularly pleased that sustainability is defined in a broad and strategic manner, as evidenced by the five pillars outlined in the Plan.

Our commentary and submission on this matter is short, as the City has provided a strong context and in depth information on how it manages sustainability across sometimes competing, but very much interrelated, issues. The Board recognizes that the City is often faced with challenges in managing such issues but plans such as this one are encouraging to stakeholders such as the Board and to the public at large.

We look forward to seeing the final report prepared for Council, and overall support the work that has been done on the draft report. We also appreciate the opportunity for contributions to be made by groups such as ourselves and the knowledge that this contribution will be related to Council by City staff. At any time, I would be happy to discuss any aspects of our submission on which you may want further information or context with you.

On behalf of the St. John's Board of Trade, best of luck with this work and in all the planning that is part of the City's work.

Sincerely,

Derek Sullivan
Chair

c.c. Mr. Ron Penney

Pillar 1: Environmental Sustainability

The Board of Trade is very encouraged by the language used to describe land use under the Environmental Sustainability pillar, particularly the recognition that 'keeping development compact controls the outward spread of settlement' and the benefits that this has on the City and its residents in the form of environmental health as well as urban beautification, cost control for services, and combating urban sprawl.

The Board is also very encouraged by the development of the Cycling Master Plan and would be quite open to discussing with the City how it can help throughout the implementation of this plan.

The retrofit of the H.G.R. Mews Community Centre is something that is not just environmentally sensitive but also a matter of importance as a recreational/health service. The Board would encourage the City to provide some more commentary or an update on the 2004-05 project as the Centre serves a large area of residents and has an economic impact on the City.

Pillar 2: Cultural Sustainability

The Municipal Arts Plan has been outlined in a strategic and forward looking manner, and that is to be commended. We are particularly encouraged by the focus on artists as entrepreneurs as this is sometimes overlooked as something people simply are required to support. The artistic community and the business community are linked, already, in many ways. Ensuring that local art is sustainable over the long term economically will ensure that local art will not be allowed to be overrun by external forces or simply fade over time.

Pillar 3: Social Sustainability

The Board is encouraged by the development of a new Metrobus Transit Terminal, particularly one that will encourage use of hybrid buses and other new technologies that can contribute to all aspects of sustainability. The Board would, at some point in the future, like to learn of any plans that the City may have for the space where the current Metrobus facility is located, such as zoning and potential development opportunities.

On the issue of housing, the Board welcomes recognition of the private sector as the primary provider of housing supply; however, we equally recognize the social role that governments at all levels have in providing housing supply. The Board would like to work with the City to ensure that this necessary infrastructure is available in the capital and that it supports a strong quality of life for all residents. This is certainly an area where our interests can be aligned as housing not only supports the construction or real estate sector but has a longer lasting impact on retaining residents (and employees) in a city of choice.

Pillar 4: Economic Sustainability

It is a sign of a strong partnership that the City has invited the Board to participate directly in the development of an updated Strategic Economic Roadmap, and we appreciate the invitation. Much of the Board's contribution on economic sustainability – and other sustainability matters – will occur within this process.

One point that the Board would make at the moment, as it is noted in the ICSP, refers to Section 4.2.2 of the Plan: Planning for New Industrial Areas. The language used in this section, "the City shall plan for industrial growth as demand arises" is notable. While it perhaps provides sufficient context for the provincial government, to whom the ICSP is being submitted, as a Board of Trade we would encourage the City to look at planning to **attract** industrial growth. Recognizing that the City already does significant work in business attraction, it may be a note on semantics: the current language without sufficient context could be taken to indicate that the City does not have a plan for industrial growth in advance of said growth. Having, and promoting, such a plan might be even more conducive to attracting potential developers. The Board suspects that there is more information and context that can be provided in this section, and would encourage the City to ensure that all readers are aware of the City's efforts in this regard.


Pillar 5: Governance

The Board is very encouraged by the implementation of Project Velocity, and applauds the City for taking on such an ambitious task to enhance all aspects of the City as an organization.

Finally, the Board's position remains that it is still in support of amalgamation; however, in the meantime, the Board encourages regional cooperation and the City's participation in the North East Avalon Regional Plan. Even outside of any official amalgamation, the City's interests are advanced when it acts in concert and cooperation for the provision of necessary public services with its neighbours and partners.



Ken O'Brien/CSJ
2010/03/29 02:49 PM

To eoliver@warp.nfld.net
cc Cliff Johnston/CSJ, Phyllis Bartlett/CSJ@CSJ
bcc
Subject Georgetown Neighbourhood Association response to ICSP 

Elizabeth, thank you for your submission regarding the City's Integrated Community Sustainability Plan. I regret that I only received your submission today.

The ICSP is based on the St. John's Municipal Plan and is an addendum to it. We chose this as our option for the ICSP in full consultation with the NL Department of Municipal Affairs, and have been in regular contact with their ICSP Manager.

The St. John's Municipal Plan, approved by Council in 2003 for a ten-year planning period in accordance with the Urban and Rural Planning Act, is in full legal effect. Though Council has postponed its review until the Northeast Avalon Regional Plan has been prepared, that does not affect the legitimacy of the Municipal Plan.

At its regular meeting on March 22, 2010, Council adopted the ICSP. We have forwarded it to Municipal Affairs for its review.

Thanks for your comments.

Regards,

Ken

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Ken O'Brien, MCIP -- Manager of Planning and Information
Phone 709-576-6121 Fax 709-576-8625 E-mail kobrien@stjohns.ca

ST. JOHN'S
DEPARTMENT OF PLANNING

City of St. John's, 10 New Gower Street, 3rd floor -- Mail: PO Box 908, St. John's, NL, Canada A1C 5M2

Phyllis Bartlett/CSJ

----- Forwarded by Phyllis Bartlett/CSJ on 2010/03/29 01:46 PM -----



Elizabeth Oliver
<eoliver@warp.nfld.net>
2010/03/05 11:18 AM

To Neil Martin <cityclerk@stjohns.ca>
cc
Subject Response to ICSP.doc

Please see attached.

Thank you.



Response to ICSP.doc

GEORGETOWN NEIGHBOURHOOD ASSOCIATION
ST. JOHN'S, NEWFOUNDLAND AND LABRADOR

Neil Martin
City Clerk
City of St. John's
March 5, 2010

Dear Mr Martin

The Georgestown Neighbourhood Association (GNA) is very concerned about the City of St. John's Integrated Community Sustainability Plan (ICSP).

The GNA questions whether it is reasonable or responsible to base this plan almost exclusively on the City's Municipal Plan for 2003 -- 2013. This is a document three years short of the end of its "planning horizon" dates. It is also two years overdue for a review, a review that has again just been postponed until the Northeast Avalon Regional Plan (NEAR) is completed. NEAR was expected to be completed by 2011; however, a quick look at the project's website would suggest NEAR is experiencing delays.

The GNA feels that the 2003 - 2013 Plan is very quickly moving past its "best by date" and that it should not be considered an adequate base for the ICSP.

But, for the sake of argument, let us put that aside, and also let us put aside the question as to whether the 2003 - 2013 Plan and associated documents provide an adequate roadmap to lead the City in the development of sustainability.

The GNA then wonders if it is reasonable or responsible to base the ICSP on a Plan which the City has frequently shown it does not really accept as a guideline for further development.

It is not our intention to list all the many actions and lacks of action which show the City sees little value in its own Plan, but a few should be mentioned:

- Urban sprawl has not been contained.
- Public transit, while improved, has not been made into a reasonable alternative for many private vehicles.
- Measures to limit traffic in the downtown core have not been made, and in fact, decisions are now before the City regarding plans to increase parking without any consideration as to the effect this has on traffic.

- Recycling is not being made compulsory.
- Cultural assets are not consistently valued, especially in the downtown core.
- Economic decisions too often over-emphasize short-term gains, such as construction jobs now, and under-emphasize the maintenance of existing assets.

The GNA also questions whether the City's approach to the ICSP even meets the requirements.

Quoting from the description of Option 1 (our italics):

Municipalities with an existing Municipal Plan can choose to *update* their existing Municipal Plan and use it as the basis for the ICSP. Municipalities with older Municipal Plans may *need to consider a series of amendments* to integrate sustainability values.

Furthermore the description states:

Or, *recently updated* Municipal Plans may already be acting as sustainability plans, and therefore these municipalities may only need to indicate how they are integrating sustainable planning into this document. The ICSP related goals should *reflect the same five year* cycle as the municipal plan.

The City seems to be arguing that, since it has made amendments, it has updated the plan. But these amendments were not made for the purpose of the ICSP. Nor can the current Plan be considered recent.

In conclusion, the GNA does not feel that the City has chosen the correct option for the development of its ISCP and, therefore, that this draft must be rejected. A new ICSP plan must be completed, with adequate study and meaningful public input.

It will be a major task to do this right. But it is worth doing right, not only to create a clear vision of how St. John's can work towards sustainability, but also because much of what needs to be done for the ICSP is also what is needs to be done in order to develop a new Municipal Plan which better addresses the needs of the City and its citizens.

Thank you.

Elizabeth Oliver

Chair

Georgetown Neighbourhood Association