

AGENDA

Committee of the Whole

Wednesday, January 23, 2019

9am

**Council Chamber
4th Floor, City Hall**

ST. JOHN'S

AGENDA
COMMITTEE OF THE WHOLE
January 23, 2019 – 9 a.m. – Council Chambers, 4th Floor, City Hall

1. Call to Order

2. Approval of the Agenda

3. Adoption of the Minutes

- a. Committee of the Whole Minutes: December 19, 2018

4. Delegations

- a. Film Industry in St. John's – Dorian Rowe & Laura Churchill
- b. Bike St. John's Master Plan – Garrett Donaher, Anna Bauditz, & Victoria Etchegary

5. Public Works & Sustainability – Councillor Ian Froude

Items for Discussion

- a. Decision Note dated January 9, 2019 re: Petty Harbour Long Pond Water Treatment Plant Capital Reserve Fund Supply and Install of Ultraviolet Light (UV) Reactor

6. Transportation – Councillor Debbie Hanlon

Consent Agenda

- a. Information Note dated January 17, 2019 re: Bike St. John's Master Plan Update and Public Consultation

Items for Discussion

- a. Decision Note dated January 7, 2019 re: Turn Restrictions at Exmouth Street & Weymouth Street

7. Other Business

8. Adjournment

MINUTES

COMMITTEE OF THE WHOLE

December 19, 2018 – 9:00 am – Council Chamber, 4th Floor, City Hall

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

Regrets Councillor Debbie Hanlon

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

Other Staff who were in attendance to address specific agenda items included:

Cindy McGrath, Manager, Humane Services
Heather Hillier, Shelter Veterinarian
Scott Winsor, Manager, Construction Engineering
Elizabeth Lawrence – Director of Economic Development, Culture &
Partnerships
Heather Mills-Snow, Strategy and Economic Development Officer

No members of the public or media were present.

Adoption of the Agenda

The agenda was adopted as presented.

Adoption of the Minutes

Moved – Councillor Jamieson; Seconded – Councillor Collins

That the Committee of the Whole minutes dated December 5, 2018 be adopted as presented.

CARRIED UNANIMOUSLY

Public Works & Sustainability – Councillor Ian Froude

Environmental Advisory Committee Report – December 4, 2018

Committee Membership – Climate Change Expertise

Recommendation

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

That Council authorize the recruitment of a climate change adaptation and mitigation expert for inclusion on the Environmental Advisory Committee.

CARRIED UNANIMOUSLY

Community Services & Events – Councillor Jamie Korab

Decision Note dated December 4, 2018 re: Revision of Low Cost Spay/Neuter Program

Recommendation

Moved – Councillor Korab; Seconded – Councillor Burton

To approve the implementation of new program combining in house spays with private veterinary clinic neutering of cats. Applications to start January 2019.

- **Males outsourced at a new fee of \$135.00**
- **Females spayed in house at a new fee of \$140.00**
- **Same number of female surgeries to be performed as in previous years**
- **Increase in male surgeries from 140 up to 400**

CARRIED UNANIMOUSLY

Economic Development, Tourism & Culture – Deputy Mayor Sheilagh O’Leary

Information Note dated December 19, 2018 re: Roadmap 2021, Highlights 2017 – mid 2018

The above cited was considered for information purposes only. The Deputy Mayor

provided an overview and highlights of Roadmap 2021 to the Committee.

Council recognized the Ocean Superclusters and the opportunities presented to the City and the province as well as the importance of the City's downtown. They further commended staff for their work.

Councillor Burton requested staff provide some historical information and background on the City and the downtown area as this information would be most valuable to Council.

Governance & Strategic Priorities – Mayor Danny Breen

Information Note dated December 10, 2018 re: Council Chambers Technology Upgrade – Project Update

The above noted was considered for information purposes only. The following are the next steps to the process:

- The Council Chambers Technology Upgrade is proceeding as planned with a significant portion of the Council Chamber Technology Upgrade Project already having been completed.
- A final RFP process is currently being conducted to procure the required software solution to complete the remainder of the project scope.
- It is anticipated that the completed Council Technology Upgrade will afford significant benefits to the City in the way the business process and operational enhancements for the Office of the City Clerk as well as increased avenues for making the Council proceedings available to a larger segment of the public in an easy and accessible manner.

The City Clerk noted eScribe had been awarded the contract at Council on December 17, 2018. This software would enhance and improve the Council agenda creation and be implemented in April 2019. She further advised this program would be beneficial and provide live streaming of the Council meeting.

Council asked if training in such would be provided to them. The City Clerk advised she would work with the vendor to schedule such training with Council, Senior Executives and staff.

Planning & Development – Councillor Maggie Burton

Information Note dated December 12, 2018 re: Rennie's River Flood Mitigation – Phase 2A

The above noted was discussed by the Committee and considered for information purposes. The Manager of Construction Engineering provided an overview to the Committee noting the Province was anxious to work with the City to create a committee to review all projects and aid in the approval process tying all Environmental Review reports into one. The Deputy Mayor questioned the proposed Mental Health facility

and flood plain issues and was advised the intent was for this new committee to review and consider all issues.

Councillor Froude raised concern with the possibility of the weir not being constructed and questioned how difficult it would be to incorporate proposed changes in case it wasn't erected. Staff advised they were cautiously optimistic the weir would proceed. Councillor Froude asked about the impact on the upstream of Rennie's River and berming and staff advised the intent was for issues to be addressed at the new committee.

Councillor Jamieson asked that accessibility be considered when dealing with the trails. Staff advised accessibility would be addressed however, they could not change an existing stairway.

Councillor Froude questioned existing trees on the trail with impending excavation and asked that measures be taken to ensure no root system damage. He further asked if area residents would be provided updates on the development and staff noted the normal engage process would be implemented.

Adjournment

There being no further business the meeting adjourned at 10:23 a.m.

Mayor Danny Breen
Chairperson

DECISION/DIRECTION NOTE

Title: Petty Harbour Long Pond Water Treatment Plant Capital Reserve Fund Supply and Install of Ultraviolet Light (UV) Reactor

Date Prepared: January 9, 2019

Report To: Committee of the Whole

Councillor & Role: Councillor Ian Froude, Public Works and Sustainability Lead

Ward: Not ward specific

Decision/Direction Required:

To seek a decision on proceeding with a purchase from the Capital Reserve Fund to replace the existing UV #2 at the Petty Harbour Long Pond Water Treatment Plant (WTP).

Discussion – Background and Current Status:

Funding from the Petty Harbour Long Pond WTP Capital Reserve Fund is requested for the purchase of a new UV reactor and required auxiliary electrical equipment. The existing UV reactor was purchased in 2002 and is approaching the end of its anticipated life cycle. Recent operational issues with the existing UV reactor has warranted the replacement.

The total estimated cost to replace the UV reactor, including the cost of the equipment, decommissioning of the current system, installation of the new system and integration into the industrial control system is approximately \$325,000.00.

Key Considerations/Implications:

1. Budget/Financial Implications

The Petty Harbour Long Pond WTP has identified sufficient funds within the Capital Reserve Fund to support this equipment replacement project. A detailed breakdown of 2016-2019 contributions made through this Program is provided as follows:

0000-36890 Reserve for Petty Harbour Long Pond WTP

2016 Contribution	\$350,000
2017 Contribution	\$350,000
2018 Contribution	\$350,000
2019 Contribution (Pending)	\$350,000
Balance	\$1,400,000

2. Partners or Other Stakeholders

N/A



3. Alignment with Strategic Directions/Adopted Plans

- **Strategic Plan Goal: *Fiscally Responsible***

Development of the Capital Reserve Fund provides the Petty Harbour Long Pond WTP with the ability to replace essential equipment in a timely manner.

4. Legal or Policy Implications

N/A

5. Engagement and Communications Considerations

N/A

6. Human Resource Implications

N/A

7. Procurement Implications

The estimated delivery time for the replacement UV reactor is approximately 16 to 20 weeks from award.

8. Information Technology Implications

N/A

9. Other Implications

N/A

Conclusion/Next Steps:

The UV reactors are essential disinfection equipment for the Petty Harbour Long Pond WTP. It is recommended that funding be made available through the Capital Reserve Fund to support this purchase.

Prepared by/Signature:

Shawn Haye, P.Eng.
Manager, Water Treatment

Signature: _____

Approved by/Date/Signature:

Andrew Niblock, B.Sc.
Director, Environmental Services

Signature: _____



Approved by/Date/Signature:

Lynnann Winsor, P.Eng, M.A.Sc.
Deputy City Manager, Public Works

Signature: _____

Attachments:

N/A

ST. JOHN'S

INFORMATION NOTE

Title: Bike St John's Master Plan Update and Public Consultation
Date Prepared: January 16, 2019
Report To: Committee of the Whole
Councillor and Role: Debbie Hanlon - Transportation
Ward: n/a

Issue:

Information about the Bike St John's Master Plan development of the in advance of upcoming public engagement sessions.

Discussion – Background and Current Status:

In February 2017, Council adopted the recommendations of the Bike St. John's Task Force Final Report. Council committed to developing safe, comfortable and convenient cycling infrastructure, policies, and programs, and committed to completing a comprehensive bicycle strategy and master plan (CD-R2017-02-20/7). Council hired Trace Planning and Design to complete the master plan in June 2018 (CD-R2018-06-18/14).

In September and October of 2018, Trace used a variety of methods to collect information about where and why people currently ride bikes, and about the barriers and opportunities for cycling in St John's. The following table outlines the fall 2018 engagement opportunities and number of participants. The information collected through these events was used to develop the draft Bike St. John's Master Plan including draft network map and vision statement.

<i>Event</i>	<i>Date</i>	<i>Location</i>	<i>Number of people engaged</i>
Cycling Workshop (by invitation)	September 5, 2018	City Hall	8 people (cyclists)
Bike Fest (a one-day street festival promoting cycling which included educational and fun activities, and a public engagement tent for the St John's Bike Master Plan)	September 14, 2018	Water Street	Despite poor weather conditions, approximately 300 people at any given time with an estimated total of over 1000 attendees. One on one engagement with approximately 5-10% of attendees.
Public Open House	September 17, 2018	City Hall	52 people

School Session	September 18, 2018	École Mary Queen of Peace	20 grade 6 students
St. John's Inclusion Advisory Committee	October 3, 2018	Paul Reynolds Centre	18 committee members
University Session	October 3, 2018	MUN Campus	12 attendees
School Session	October 4, 2018	Cowan Heights School	20 grade 5 students
Online Survey	Ongoing, launched September 17, 2018	Online	200+ responses

A draft bike network map has now been developed and will be shared with council and the public for comment on Wednesday January 23rd through Saturday January 26th. The draft plan aims to connect residents to their neighbourhoods and the greater region using natural areas and street corridors that link economic, recreation and cultural destinations. Material presented through this round of consultation will cover the following topics.

The focus of the draft network at this stage is a **backbone network** which represents a minimal core network of high quality, safe and comfortable cycling routes. The backbone network will be supported by **connecting routes** to bring quality cycling infrastructure closer to people and their destinations. The backbone network will also help to prioritize projects ensuring a citywide network is in place enabling residents to access key destinations.

The **draft network** includes several areas where alternate routes are available to complete a basic connection. Through the upcoming engagement efforts these will be explored, and routing choices will be made as a result. Feedback on all elements of the network will also be welcome to ensure the best information is used to inform the final routes recommended.

One of the key pieces proposed in the draft network is to **upgrades to existing Grand Concourse walking trails**, converting them to shared-use paths. Trails would be enhanced where needed for the safety and comfort of people walking and riding bicycles.

The draft network also identifies a **preliminary facility type** for each route. The type of facility shown (for example, multi-use trail, painted bike lane, physically separated bike lane, etc.) favours modal separation of active transportation users from motor vehicle traffic wherever possible. This was highlighted as important to residents through the Bike St. John's Task Force process and during engagement events in the fall of 2018. It is important to note that the facility type shown at this stage may change as specific routes are investigated in more detail.

Challenge points are marked on the draft network map indicating areas where feasibility and/or cost may be an issue. Through public and stakeholder engagement, it's expected that more challenge points will be added and that solutions or alternatives may be identified.

Multi-modal hubs are marked at key destinations, including around the edges of downtown. These are proposed as a concept to serve the downtown area where tight streets, motor vehicle activity, and steep hills are significant barriers to comfortable cycling. The concept of these multi-modal hubs is to get people to the edge of downtown and provide them with convenient and secure bike parking where they can comfortably continue their trip on foot or by bus. Multi-modal hubs are located near existing transit stops. Additionally, the Metrobus fleet is equipped with bike racks. It's important to note that this concept still allows confident cyclists to ride their bikes downtown and that bike parking throughout the downtown would still be encouraged.

A refined **vision for cycling in St John's** is being presented to council and the public for feedback. It was developed starting with previous vision statements from the 2009 Cycling Master Plan and the 2017 Bike St. John's Task Force, and with public engagement input from September 2018. It also aligns with the City's draft Strategic Plan 2019-2022. This new vision statement was endorsed by the Bike St. John's Advisory Committee at their December 18th meeting. The vision for cycling in St. John's is:

A safe, inclusive, and convenient cycling network that is well-connected and reflective of the city's unique topography and climate. As part of an integrated mobility network it is supported by policies and programs that promote a cycling-friendly culture.

Public and stakeholder engagement events will be held in late-January 2019, as outlined in the following schedule:

<i>Event</i>	<i>Date</i>	<i>Time</i>	<i>Location</i>
Advisory Committee Session (by invitation)	Tuesday, January 22	11:30 a.m. to 1:30 p.m.	City Hall, Foran/Greene Room 10 New Gower Street
Committee of The Whole Presentation	Wednesday, January 23	9 a.m.	City Hall, Council Chambers
Public drop-in session	Wednesday, January 23	5 to 8 p.m.	Cowan Heights United Church 141 Frecker Drive
Public drop-in session	Thursday, January 24	5 to 8 p.m.	City Hall, Foran/Greene Room 10 New Gower Street
Public drop-in session	Friday, January 25	1 to 3 p.m.	Paul Reynolds Community Centre, 35 Carrick Drive
Public drop-in session	Saturday, January 26	9 a.m. to 2 p.m.	St. John's Community Market 245 Freshwater Road

During the drop-in, open house-styled, sessions participants are asked to provide feedback on the vision statement, review the draft network concept, compare different bike route and facility options, and share opinions with the project team. The project team is specifically looking for feedback on these issues:

1. Vision statement (public feedback on draft vision statement)
2. Route selection (For example, comparing route options to bike from point A to B)
3. Bike facility type (Compare your comfort level using different facility types such as painted bike lanes, multi-use trails, etc.)
4. Surface materials (For example, should gravel or asphalt be used on multi-use trails?)

The feedback received during the upcoming engagement sessions will be used to refine the draft Bike St. John's Master Plan, draft network map and validate the current vision statement.

Key Considerations/Implications:

1. *Budget/Financial Implications* n/a
2. *Partners or Other Stakeholders*
Residents, Visitors, Memorial University, Grand Concourse, Advisory Committees
3. *Alignment with Strategic Directions/Adopted Plans*
The outlined strategies present opportunities to contribute to the following City strategic directions:
 - Neighbourhoods Build Our City: Improve neighbourhood-level services & Deliver alternative methods for City services and information
 - A City for All Seasons: Support a weather resilient city & Support year-round tourism and industry activity
 - Fiscally Responsible: Develop appropriate user fee policies & Explore cost-sharing programs/foundations/models
4. *Legal or Policy Implications*
Bylaw change for will be required for milt-us path upgrades of Grand Concourse trails.
5. *Engagement and Communications Considerations*
As discussed above
6. *Human Resource Implications* n/a
7. *Procurement Implications* n/a
8. *Information Technology Implications* n/a
9. *Other Implications* n/a

Conclusion / Next Steps:

Project team will incorporate feedback from advisory committees, Council, general public into Bike St. John's Master Plan draft.

Prepared by:

Marianne Alacoque - Transportation System Engineer

Signature: _____

Approved by:

Garrett Donaher, Manager - Transportation Engineering

Signature: _____

DECISION/DIRECTION NOTE

Title:	Turn Restrictions at Exmouth Street & Weymouth Street
Date Prepared:	January 7, 2019
Report To:	Committee of the Whole
Councillor/Theme:	Debbie Hanlon - Transportation
Ward:	Ward 4

Decision/Direction Required:

Direction is required to approve the recommended traffic calming changes in the Larkhall Street neighbourhood.

Discussion – Background and Current Status:

The City has received complaints from residents of the Larkhall Street neighbourhood concerning speeding and short-cutting through the neighbourhood.

Both Exmouth Street and Weymouth Street provide a quick route for non-local traffic to gain access to the signalized intersection at Wicklow Street and Prince Philip Drive by-passing two sets of signals along Thorburn Road and those seeking the on-street parking on Larkhall Street while working at the hospital or attending university.

To address resident concerns regarding short-cutting and help deter non-local traffic, a set of traffic restrictions is being recommended for **Exmouth Street** and **Weymouth Street**:

1. A “No Entry” restriction would be placed at the intersection of Weymouth Street and Wicklow Street. Vehicles would only be able to exit from Weymouth Street at this point.
2. Left turns at the intersection of Exmouth Street and Thorburn Road would be prohibited. Drivers needing to make these left turns would need to reroute to Larkhall Street.

These restrictions are summarized in the diagram below.

With a no entry restriction at the intersection of Weymouth Street and Wicklow Street vehicles would only be able to exit from Weymouth Street at this point. To achieve this new “Do-Not-Enter” signs would be installed at the Intersection of Weymouth Street and Wicklow Street. Infrastructure support for this change would typically follow by constructing a curb extension spanning the inbound lane of Wicklow Street, subject to design and operational considerations.

With a no left turns restriction at the intersection of Exmouth Street and Thorburn Road new “No Left Turn” signs would need to be installed along with revised pavement markings. Infrastructure support for this change would typically follow by constructing a median island on Thorburn Road, subject to design and operational considerations.



Key Considerations/Implications:

1. Budget/Financial Implications

Small additional demand on paint and sign budgets.

Rough estimate of curb extension for Weymouth Street restriction \$60,000

Rough estimate of median island for Exmouth Street restriction \$40,000

If these infrastructure components are advanced to implementation, they would be funded out of the Annual Traffic Calming Program budget.

2. Partners or Other Stakeholders

n/a

3. Alignment with Strategic Directions/Adopted Plans

The recommendations contribute to the strategic direction and goal noted below:

Neighbourhoods Build our City: Improve neighbourhood-level services

4. Legal or Policy Implications

n/a

5. Engagement and Communications Considerations

Residents of the affected area have been surveyed and greater than the necessary 60% are in favour of these restrictions.

6. Human Resource Implications

n/a

7. Procurement Implications

n/a

8. Information Technology Implications

n/a

9. Other Implications

n/a

Recommendations:

1.
 - a. To implement a no entry restriction at Weymouth Street and Wicklow Street.
 - b. For staff to pursue construction of a curb-extension at this location to further enforce the restriction. Construction would occur based on merits and feasibility.
2.
 - a. To implement a no left turns restriction at Exmouth Street and Thorburn Road.
 - b. For staff to pursue construction of a median island at this location to further enforce the restriction. Construction would occur based on merits and feasibility.

Prepared by:

Steve Fagan, Supervisor – Traffic Analysis

Signature: _____

Approved by:

Garrett Donaher, Manager - Transportation Engineering

Signature: _____