

**AGENDA
REGULAR MEETING**

**February 11, 2019
4:30 p.m.**

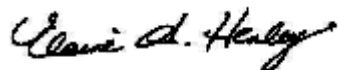
ST. JOHN'S

MEMORANDUM

February 7, 2019

In accordance with Section 42 of the City of St. John's Act, the Regular Meeting of the St. John's Municipal Council will be held on **Monday, February 11, 2019 at 4:30 p.m.**

By Order



Elaine Henley
City Clerk

ST. JOHN'S

CITY MANAGER

AGENDA

REGULAR MEETING - CITY COUNCIL

February 11, 2019 – 4:30 p.m. – Council Chamber, 4th Floor, City Hall

1. CALL TO ORDER

2. PROCLAMATIONS/PRESENTATIONS

3. APPROVAL OF THE AGENDA

4. ADOPTION OF THE MINUTES

- Minutes of February 4, 2019

5. BUSINESS ARISING FROM THE MINUTES

- a. St. John's Municipal Plan Amendment Number 151, 2019 and
St. John's Development Regulations Amendment Number 688, 2019
Text Amendment to Enable Distillery as a Discretionary Use
MPA1800008
140 Harbour Drive
Applicant: Project Peat Inc./Wooden Walls Distilling
- b. Information Note dated February 6, 2019 re: Interpreting Zone Lines behind 263
to 269A Blackmarsh Road (DEV1900006)

6. NOTICES PUBLISHED

- a. A change of Non-Conforming Use Application has been submitted by Gaze
Seed requesting permission to change the occupancy of **1 Campbell Avenue**
to Retail Use for the purpose of selling seeds, bagged soils, garden tools, etc.
- b. A Discretionary Use application has been submitted by 62374 Newfoundland &
Labrador Ltd. requesting approval to construct and operate a quick service
restaurant with drive-thru at **263-269 Blackmarsh Road**.
- c. Discretionary Use application has been submitted requesting permission to
occupy a portion of the Accessory Building at **558 Thorburn Road** as an
Online Retail Car Sales business.

7. PUBLIC HEARINGS/MEETINGS

8. COMMITTEE REPORTS

- a. Development Committee Report – February 5, 2019

9. RESOLUTIONS

10. DEVELOPMENT PERMITS LIST

- Development Permits List – January 31 – February 6, 2019

11. BUILDING PERMITS LIST

- Building Permits List – January 31 – February 6, 2019

12. REQUISITIONS, PAYROLLS AND ACCOUNTS

- Payroll and Accounts – Week Ending February 6, 2019

13. TENDERS/RFPS

- a. Tender 2019003 – Lease of Mini Excavator

14. NOTICES OF MOTION, RESOLUTIONS QUESTIONS AND PETITIONS

15. OTHER BUSINESS

- a. Decision Note dated January 31, 2019 re: Robin Hood Bay (RHB) Equipment Reserve - Supply and Deliver One Compact Wheel Loader and One Skid Steer for RHB Material Recovery Facility
- b. Decision Note dated February 7, 2019 re: Sale of City Land – Adjacent 94 Duckworth Street
- c. Decision Note dated February 7, 2019 re: Travel – Federation of Canadian Municipalities (FCM) 2019 Annual Conference and Trade Show – Quebec City, QC – May 30 to June 2, 2019
- d. February 2019 Economic Update

16. ADJOURNMENT

MINUTES

REGULAR MEETING - CITY COUNCIL

February 4, 2019 – 4:30 p.m. – Foran/Greene Room, 4th Floor, City Hall

Present Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Maggie Burton
Councillor Dave Lane
Councillor Sandy Hickman
Councillor Debbie Hanlon
Councillor Deanne Stapleton
Councillor Jamie Korab
Councillor Ian Froude
Councillor Wally Collins

Regrets Councillor Hope Jamieson

Others Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager, Community Services
Lynnann Winsor, Deputy City Manager, Public Works
Jason Sinyard, Deputy City Manager, Planning, Engineering & Regulatory Services
Cheryl Mullett, City Solicitor
Elaine Henley, City Clerk
Ken O'Brien, Chief Municipal Planner
Karen Chafe, Supervisor – Office of the City Clerk

Land Acknowledgement

The following statement was read by Mayor Breen

"We respectfully acknowledge the Province of Newfoundland & Labrador, of which the City of St. John's is the capital City, as the ancestral homelands of the Beothuk. Today, these lands are home to a diverse population of indigenous and other peoples. We would also like to acknowledge with respect the diverse histories and cultures of the Mi'kmaq, Innu, Inuit, and Southern Inuit of this Province."

CALL TO ORDER/ADOPTION OF AGENDA

SJMC2019-02-04/062R

Moved – Councillor Korab; Seconded – Councillor Hanlon

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

- **Decision Note date January 31, 2019 re: 2019 Retaining Wall Program**

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

SJMC2019-02-04/063R

Moved – Councillor Collins; Seconded – Councillor Stapleton

That the minutes of January 28, 2019 be adopted as presented.

CARRIED UNANIMOUSLY

COMMITTEE REPORTS

Development Committee Report – January 22, 2019

1. Request to Build Accessory Building in the Flood Plain Buffer
INT1900011
659 Main Road

SJMC2019-02-04/064R

Moved – Councillor Burton; Seconded – Councillor Collins

That Council approve the request for the development of the new Accessory Building in the Flood Plain Buffer, subject to all Planning, Engineering & Regulatory Services requirements.

CARRIED UNANIMOUSLY

2. Proposed Interim Parking Lot
345 Water Street
DEV190009

SJMC2019-02-04/065R

Moved – Councillor Burton; Seconded – Councillor Hanlon

That Council approve the Interim Parking lot for a period of 6 months subject to the following:

1. **Site plan must be in accordance with the City of St. John's Commercial Development Policy and all applicable City requirements.**
2. **All site work (asphalt, drainage, etc.) required must be completed within 6 months of approval as per approved site plan. If not completed the Parking Lot shall lose its designation as such and shall cease to be used for the parking of motor vehicles.**

CARRIED UNANIMOUSLY

Committee of the Whole Report – January 23, 2019

1. 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
-

SJMC2019-02-04/066R

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

As 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.

CARRIED UNANIMOUSLY

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

SJMC2019-02-04/067R

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

That the application be deferred for one week

CARRIED UNANIMOUSLY

DEVELOPMENT PERMITS LIST

Council considered, for information, the development permits list for the period January 24, 2019 to January 30, 2019.

BUILDING PERMITS LIST

Council considered the above noted for the period of January 24, 2019 to January 30, 2019.

SJMC2019-02-04/068R

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

That Council approve the above cited building permits list as presented.

CARRIED UNANIMOUSLY

REQUISITIONS, PAYROLLS AND ACCOUNTS

Council considered the requisitions, payrolls and accounts for the week ending January 23, 2019.

SJMC2019-02-04/069R

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

That the requisitions, payrolls and accounts for the week ending January 30, 2019 in the amount of \$4,407,683.62 be approved as presented.

CARRIED UNANIMOUSLY

TENDERS

Decision Note dated January 31, 2019 re: Request for Proposals: 2019 Retaining Wall Program

SJMC2019-02-04/070R

Moved – Councillor Froude; Seconded - Councillor Hickman

That Council direct the detailed design, contract administration and inspection services for this project to be awarded to DMG Consulting Limited in the amount of \$383,956.25 (HST included).

CARRIED UNANIMOUSLY

Development Committee Report – January 22, 2019 re: Crown Land Grant for extension to Private Property CRW1900002 – 32 Petty Harbour Road (deferred from last week).

SJMC2019-02-04/071R

Moved – Councillor Burton; Seconded – Councillor Collins

That Council approve recommendation of the Development Committee report from January 22, 2019 to reject the Crown Land Grant application for the above noted property.

CARRIED UNANIMOUSLY

OTHER BUSINESS

Deputy Mayor O'Leary

- Expressed condolences to Derek Holmes, notable artist and muralist whose art work can be seen throughout the City. She requested that the Communications Division post a display of his work on the City's website.

Councillor Hickman:

- Referenced his suggestion about heated sidewalks from last week's meeting. It was agreed that the matter be deferred to the next Committee of the Whole to ascertain whether staff should pursue the feasibility of a study in this regard.

Councillor Froude:

- Referenced problems with on-street parking on Terra Nova Road and Larkhall St. which is causing an issue for access to community mailboxes. He requested that staff review these two sites for parking restrictions given the over-use of on-street parking. Councillor Burton suggested that this issue be reviewed City-wide.

ADJOURNMENT

There being no further business, the meeting adjourned at 5:00 p.m.

MAYOR

CITY CLERK

DECISION/DIRECTION NOTE

Title: St. John's Municipal Plan Amendment Number 151, 2019 and
St. John's Development Regulations Amendment Number 688, 2019
Text Amendment to Enable Distillery as a Discretionary Use
MPA1800008
140 Harbour Drive
Applicant: Project Peat Inc./Wooden Walls Distilling

Date Prepared: February 5, 2019

Report To: His Worship the Mayor and Members of Council

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

Ward: 2

Decision/Direction Required:

Following cancellation of the Public Hearing, Council may proceed with the next steps in the amendment process for St. John's Municipal Plan Amendment Number 151, 2019, and St. John's Development Regulations Amendment Number 688, 2019.

Discussion – Background and Current Status:

The City has received an application for a distillery at 140 Harbour Drive (former Templeton's paint store). The property is zoned Commercial Central Retail – Water Street West (CCR- Water Street West) which does not permit a Distillery. Amendments to the St. John's Municipal Plan and Development Regulations are required to add Craft Brewery/Distillery as a definition and to set conditions around the use. The intent of the amendment is to allow small-scale facilities to produce onsite, to include a tasting room, and to consider other associated uses, such as a restaurant or small-scale retail.

The property is designated in the Commercial Downtown District under the St. John's Municipal Plan. Distillery is not included in Section 3.3.4 of the Municipal Plan and therefore an amendment to the Municipal Plan is required.

Once a definition for Craft Brewery/Distillery is added to the Development Regulations, additions to a number of other zones are required in order to recognize existing craft breweries such as Yellowbelly Brewery, the new brewpub being developed at 90 Duckworth Street, and Quidi Vidi Brewery. It is also recommended to include the use in other appropriate commercial and industrial zones. This includes adding Craft Brewery/Distillery as a permitted use in the Commercial Industrial (CI) Zone and the Industrial General (IG) Zone and as a discretionary use in the Industrial Quidi Vidi (IQ) Zone, the Commercial Central Mixed Use (CCM) Zone, the Commercial Central Retail (CCR) Zone, the Commercial Highway (CH) Zone, the Commercial Mixed Use (CM) Zone, and the Commercial Regional (CR) Zone. The discretionary uses in the CCR-Water Street West Zone include all uses referenced in the CCR Zone, therefore by adding Craft Brewery/Distillery as a discretionary use in the CCR Zone, it will also be included in the CCR- Water Street West Zone.

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At the Regular Meeting of Council on December 17, 2018, Council decided to proceed with the proposed amendments. Following provincial release and adoption of the amendments on January 14, 2019, a public hearing was scheduled. The public hearing scheduled for February 7, 2019 was cancelled in accordance with the Urban and Rural Planning Act, as no objections were received. One submission in support of the development was received. Council may proceed with the next steps in the amendment process.

As part of the approval process, it is also recommended that Council approve the Discretionary Use of 140 Harbour Drive for a Distillery in the Commercial Central Retail – Water Street West Zone, as advertised subject to Section 5.5. The applicant will still be responsible to submit detailed drawings for review by various staff prior to issuance of a building permit, and it will be mandatory for the development to adhere to all applicable life safety codes, building codes and fire safety codes.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders:
Neighbouring residents and property owners.
3. Alignment with Strategic Directions/Adopted Plans:
Neighbourhoods Build our City – Maintain and position downtown as a distinct neighbourhood.
4. Legal or Policy Implications:
A text amendment to the St. John's Municipal Plan and Development Regulations is required.
5. Engagement and Communications Considerations: Not applicable.
6. Human Resource Implications: Not applicable.
7. Procurement Implications: Not applicable.
8. Information Technology Implications: Not applicable.
9. Other Implications: Not applicable.

Recommendation:

It is recommended that Council approve the attached resolutions for St. John's Municipal Plan Amendment Number 151, 2019 and St. John's Development Regulations Amendment Number 688, 2019, as adopted. If approved, the amendments will be referred to the Department of Municipal Affairs and Environment, with a request for Provincial Registration in accordance with the provisions of the Urban and Rural Planning Act.

As part of the approval process, it is also recommended that Council approve the Discretionary Use of 140 Harbour Drive for a Distillery in the Commercial Central Retail – Water Street West Zone, as advertised subject to Section 5.5.

Prepared by/Signature:

Ann-Marie Cashin, MCIP – Planner III, Urban Design and Heritage

Signature: _____

Approved by/Date/Signature:

Ken O'Brien, MCIP – Chief Municipal Planner

Signature: _____

AMC/dlm

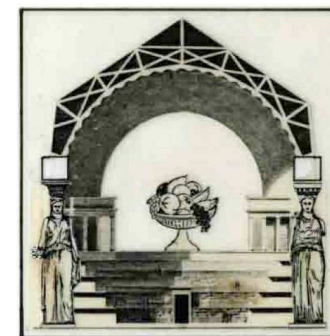
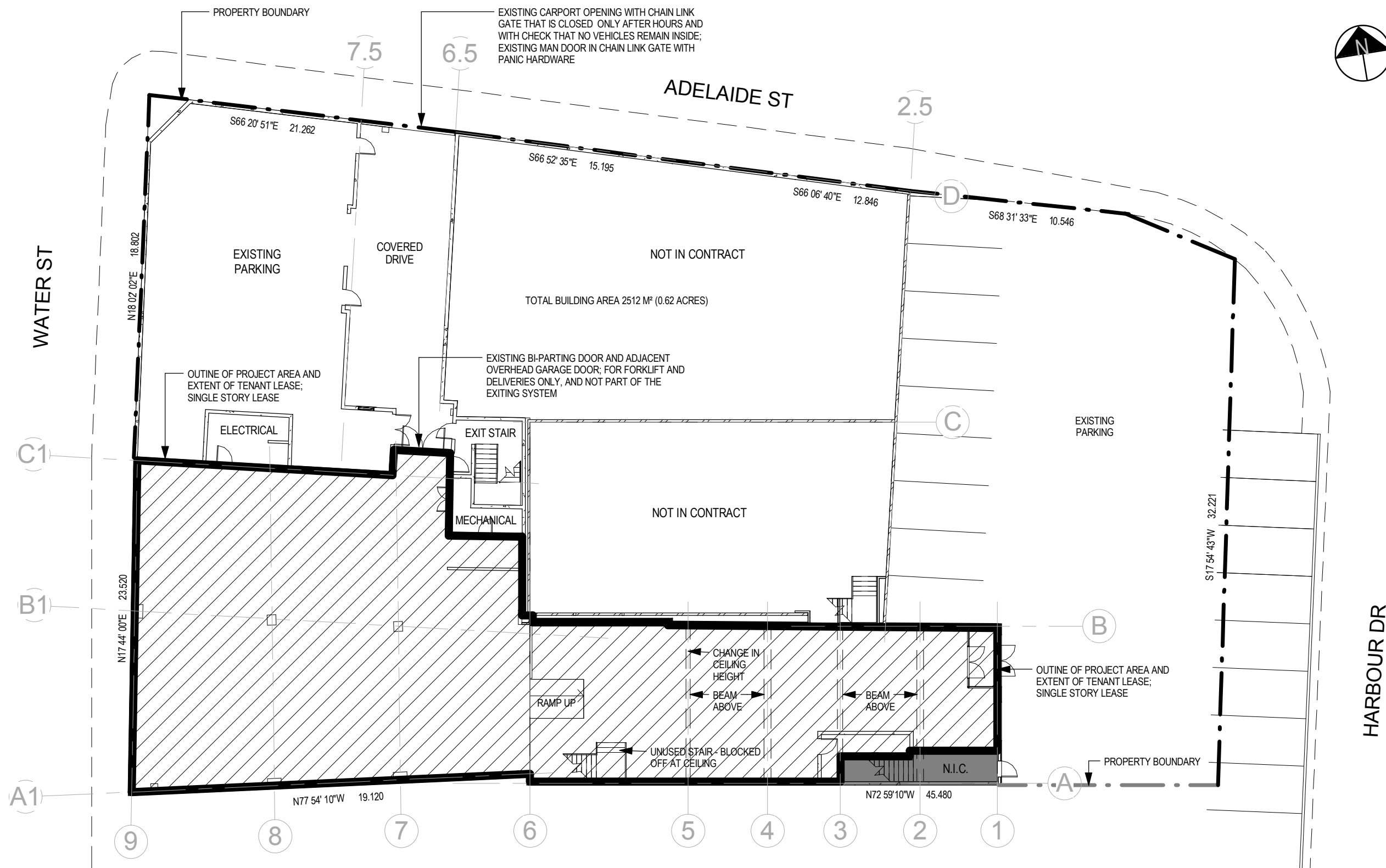
Attachments:

Location Map
Site Plan and Floor Plan
Amendments



Subject Properties
140 Harbour Drive &
343 Water Street





FRESH FRUIT &
ARCHITECTURE
MONTREAL . MIAMI . ST. JOHNS

SHEET NAME
**EXISTING SITE
PLAN**

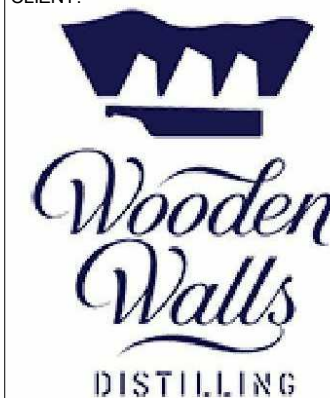
PROJECT NAME
**WW - TENANT
FITUP**

DATE
2018-10-14

REVISION DATE



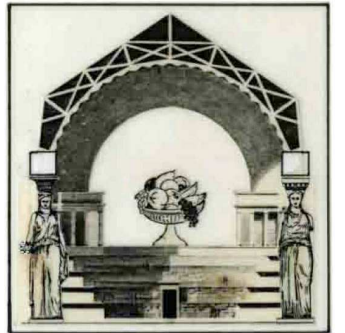
CLIENT:



SHEET
NO.

These plans,
specifications, and all
work shall comply with
the Canadian Building
Standards Code

1
OF
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FRESH FRUIT &
ARCHITECTURE
MONTREAL . MIAMI . ST. JOHNS

SHEET NAME
**PROPOSED NEW
FLOORPLAN**

PROJECT NAME
**WW - TENANT
FITUP**

DATE
2018-10-14
REVISION DATE



SEAL AR#9319FL . NCARB#69305 . AR#205NL
grant vito genova

CLIENT:

Wooden Walls
DISTILLING

SHEET NO.
4
OF
00

These plans, specifications, and all work shall comply with the Canadian Building Standards Code



1 LEVEL 1 - GENERAL FLOORPLAN
1/16" = 1'-0"

**RESOLUTION
ST. JOHN'S MUNICIPAL PLAN
AMENDMENT NUMBER 151, 2019**

WHEREAS the City of St. John's wishes to accommodate Craft Brewery/Distillery as a land use that could be considered in the Commercial General, Commercial Highway and Commercial Downtown Land Use Districts.

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

- 1. Amend Section 3.3.2 General - Commercial, Conditional Zones by adding:
"8. Craft Brewery/Distillery"**
- 2. Amend Section 3.3.3 Commercial – Highway, Conditional Zones by adding:
"4. Craft Brewery/Distillery"**
- 3. Amend Section 3.3.4 Commercial – Downtown, Conditional Zones by adding:
"8. Craft Brewery/Distillery"**

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

IN WITNESS THEREOF the Seal of the City of St. John's has been hereunto affixed and this Resolution has been signed by the Mayor and the City Clerk on behalf of Council this _____ day of _____, 2019.

Mayor

City Clerk

Council Adoption

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

Provincial Registration

RESOLUTION
ST. JOHN'S DEVELOPMENT REGULATIONS
AMENDMENT NUMBER 688, 2019

WHEREAS the City of St. John's wishes to allow a Craft Brewery/Distillery as a Permitted Use in the Commercial Industrial (CI) Zone, the Industrial General (IG) Zone and the Industrial Quidi Vidi (IQ) Zone, and as a Discretionary Use in the Commercial Central Mixed Use (CCM) Zone, the Commercial Central Retail (CCR) Zone, the Commercial Highway (CH) Zone, the Commercial Mixed Use (CM) Zone, and the Commercial Regional (CR) Zone.

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

1) Add Section 2 Definitions:

“CRAFT BREWERY/DISTILLERY means a facility which is licensed by the Province to produce, sell and distribute beer, wine, or other liquor or distilled spirits and shall include a tasting room open to the public. Retail sales or Restaurant may be permitted.

2) Amend Section 7 Special Developments to add:

“7.34 CRAFT BREWERY/DISTILLERY

Craft Brewery/Distillery shall:

- (a) Have all processing and storage contained within a building, except in an industrial zone, and
- (b) The area dedicated to production and storage shall not exceed 500 m².”

3) Add Section 10.20.2 Discretionary Uses:

“(g) Craft Brewery/Distillery”

4) Add Section 10.21.2 Discretionary Uses:

“(f) Craft Brewery/Distillery”

5) Add Section 10.22.2 Discretionary Uses:

“(i) Craft Brewery/Distillery”

6) Add Section 10.23.2 Discretionary Uses:

“(h) Craft Brewery/Distillery”

7) Add Section 10.25.2 Discretionary Uses:

“(d) Craft Brewery/Distillery”

8) Add Section 10.27.1 Permitted Uses, Industrial:

“(bb) Craft Brewery/Distillery” and renumber remaining uses.

9) Add Section 10.28.1 Permitted Uses, Industrial:

“(g) Craft Brewery/Distillery” and renumber remaining uses.

10) Add Section 10.29.2 Discretionary Uses, Industrial:

“(f) Craft Brewery/Distillery”

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

IN WITNESS THEREOF the Seal of the City of St. John’s has been hereunto affixed and this Resolution has been signed by the Mayor and the City Clerk on behalf of Council this ____ day of _____, **2019**.

Mayor

MCIP

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

City Clerk

Council Adoption

Provincial Registration

INFORMATION NOTE

Title:	Interpreting Zone Lines behind 263 to 269A Blackmarsh Road (DEV1900006)
Date Prepared:	February 6, 2019
Report to:	His Worship the Mayor and Members of Council
Councillor and Role:	Councillor Maggie Burton, Planning lead
Ward:	3
Issue:	To interpret the Commercial Neighbourhood (CN) Zone line

Discussion – Background and Current Status:

The land in question is a linear strip that runs behind (south of) properties between 263 and 269A Blackmarsh Road. The entire block on the south side of Blackmarsh Road between Mercer's Lane and Columbus Drive (civic numbers 257 269A Blackmarsh) was rezoned to the Commercial Neighbourhood (CN) Zone in the early 2000s. This was in anticipation of future redevelopment of these residential lots for commercial purposes. The Dominion supermarket had been built across the road, and with steady traffic to and from Columbus Drive, many property owners felt that commercial zoning was the way to go.

In 2015, Council rezoned portions of the old James Lane right-of-way to the CN Zone to accommodate the proposed development of a restaurant with drive-through service. Only the portions of land needed at the time were rezoned, and they have since been acquired from the City by the developer. Other parts of the right-of-way were left in the Residential Medium Density (R2) Zone, reflecting the residential uses in the area.

Now that the developer is proceeding with the development, the plans include a larger development with several buildings and commercial uses – a coffee shop with drive-through, a convenience store and a gas station. It now makes sense to consider the zoning of the remnant strip of the James Lane right-of-way behind some of the houses in the CN Zone.

Under Section 7.30 of the Development Regulations, the separation distance required for a drive-through is no less than 10 metres from a residential zone. In the current situation, given the lot dimensions and site plan of the new commercial development, the drive-through lane would be within 10 metres of the R2 Zone, which is a remnant strip of land on the old James Lane right-of-way. No residential development would be possible, as that strip is land-locked behind Blackmarsh Road properties. Its only road frontage is a small strip alongside Columbus Drive at a location where access could never be permitted, even if it was desirable (which it is not). The houses that are left along that section of Blackmarsh are all zoned CN, so the R2 Zone makes even less sense to be left as is.

Under the St. John's Development Regulations, Section 3.4 "Boundaries of Zones", where the boundary of a zone is uncertain and substantially follows lot lines, the lot lines shall be deemed to be the boundary

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of the zone. Also, where a zoning boundary runs substantially parallel to a street line, the boundary can be determined to run parallel to the street line. In this case, the developer has acquired parts of the former James Lane right-of-way, which runs substantially parallel to Blackmarsh Road. Other portions remain in the ownership of the City.

Therefore, in this case, I have interpreted the boundary of the CN Zone to run substantially parallel to Blackmarsh Road and exclude the remnant R2 Zone. This change also applies to the Future Land Use Map of the St. John's Municipal Plan, where I have interpreted the boundary of the Commercial General (CG) District to run substantially parallel to Blackmarsh Road, excluding the remnant Residential Low Density (RLD) District.

All of the subject property along the former James Lane right-of-way behind the properties between 263 and 269A Blackmarsh Road will be included in the CN Zone and the CG District. We will redraw the Zoning Map and the Future Land Use Map in this area to exclude the R2 Zone and the RLD District, as these are remnants from when James Lane ran up through this area.

Key Considerations/Implications:

1. **Budget/Financial Implications:** Not applicable.
2. **Partners or Other Stakeholders:**
The property owner and adjoining properties.
3. **Alignment with Strategic Directions/Adopted Plans:** Not applicable.
4. **Legal or Policy Implications:**
This is in accordance with the St. John's Development Regulations, Section 3.4 "Boundaries of Zones".
5. **Engagement and Communications Considerations:** Not applicable.
6. **Human Resource Implications:** Not applicable.
7. **Procurement Implications:** Not applicable.
8. **Information Technology Implications:** Not applicable.
9. **Other Implications:** Not applicable.

263 to 269A Blackmarsh Road – February 6, 2019

Conclusion/Next Steps:

As per the rules of interpretation of Section 3.4 of the St. John's Development Regulations, along the remnant of the James Lane right-of-way behind the properties from 263 to 269A Blackmarsh Road, I have interpreted the boundary of the CN Zone and the CG District to run substantially parallel to Blackmarsh Road. This will remove the remnant R2 Zone and RLD District.

Prepared by/Date/Signature:

Ken O'Brien, MCIP, Chief Municipal Planner

Signature: _____

Approved by/Date/Signature:

Jason Sinyard, P.Eng., MBA – Deputy City Manager – Planning, Development and Engineering

Signature: _____

KOB/dlm

Attachment: Map of the area

G:\Planning and Development\Planning\2019\Mayor & Council\Mayer - 263-269A Blackmarsh Rd - Interpret Zone Line Feb 6 2019(kob).docx



NOTICES PUBLISHED

Applications which have been advertised in accordance with the requirements of Section 5.5 of the St. John's Development Regulations and which are to be considered for approval by Council at the **Regular Meeting of Council on February 11, 2019.**

Ref #	Property Location/ Zone Designation	Ward	Application Details	Floor Area (square metres)	# of Employees (includes the applicant)	# of On-Site Parking Spaces	Written Representations Received	Planning and Development Division Notes#
1	1 Campbell Avenue Residential Medium Density (R2) Zone	2	A change of Non-Conforming Use Application has been submitted by Gaze Seed requesting permission to change the occupancy of 1 Campbell Avenue to Retail Use for the purpose of selling seeds, bagged soils, garden tools, etc. Hours of operation will be seven days a week from 9 a.m. - 6 p.m. The retail portion of the building will occupy 139 m ² of floor area, and the remaining 139m ² of floor area will be used for office and storage use. The business will employ 4-6 employees. On-site parking is provided.	139 m ²	4-6		no Submissions Received	The Planning and Development Division recommends approval of the application subject to all applicable City requirements
2	263-269 Blackmarsh Road Commercial Neighbourhood (CN) Zone	3	A Discretionary Use application has been submitted by 62374 Newfoundland & Labrador Ltd. requesting approval to construct and operate a quick service restaurant with drive-thru at 263-269 Blackmarsh Road . The business will occupy a total floor area of 241.5m ² , and will operate seven days a week from 9 – 1 a.m. The application is advertised in accordance with Section 7.30 “Drive-Thru Facilities” of the St. John’s Development Regulations. On-site parking is provided.	241.5m ²			1 Submission Received (attached)	The Planning and Development Division recommends approval subject to the purchase of a parcel of City owned land at the Anspach Street entrance to the site.
3	558 Thorburn Road Rural Residential/ Rural (RR/R) Zone	4	A Discretionary Use application has been submitted requesting permission to occupy a portion of the Accessory Building at 558 Thorburn Road as an Online Retail Car Sales business. The business will occupy a floor area of 63 m ² with two vehicles stored inside the Accessory Building. The business will operate Monday to Friday from 9a.m.–5p.m. with vehicle pick-up by appointment only with a max of 4 appointments per day. The business will employ two employees. Customer parking is provided.	63 m ²	2		1 Submission Received (attached)	The Planning and Development Division recommends approval of the application subject to all applicable City requirements

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

Signed written statement - Application for 263-269 Blackmarsh Road - Discretionary Use application for quick service restaurant with drive-through

To: Office of the City Clerk, City of St. John's

A quick service restaurant has submitted an application to construct and operate a drive through, which is a Discretionary Use, under Section 7.30 "Drive-Through Facilities" of the St. John's Development Regulations.

I write today as a private citizen of St. John's, not representing any organization, to ask that we consider the impact of this drive-through.

I am not opposed to the quick service restaurant or the location.

However, I ask whether the construction of another drive-through in the City of St. John's (especially when there are already at least 2 near this area, for example at Mundy Pond and Water Street West) is compatible with our municipal goals. My concerns fall into three categories:

- a) Particulate matter - air pollution. A drive-through is one long line of idling cars. It is simply a concentration of idling vehicles, which is the exact opposite direction I would like the City of St. John's to go; we need less cars and less idling, not more. While we don't think about this much in our daily lives, idling cars produce very dangerous substances. We do not perceive this risk clearly because it is constant and always around us, but sadly the (for example) CO₂, CO, NO_x, VOCs, and PM_{2.5} produced by idling cars are associated with negative health outcomes, such as cardiovascular disease, respiratory disease, and cancer, especially for children. Studies show that "**air pollution is one of the most important risk factors for premature mortality**" in Canada (source: Health Canada - please see attached report). Every single one of us is already being exposed to air pollution in the City of St. John's every day. To the point that might be made "it's only a few cars, it's not that bad", I would reply: studies have shown that there is "no evidence of an exposure threshold" - which means that even small increases can increase premature mortality. Premature mortality means losing loved ones unnecessarily. We don't always have to wonder why so many people get heart disease and cancer. Sometimes part of the answer is right in front of us. Can we casually accept more citizens of the City of St. John's being exposed to more life-shortening pollution, just for convenience?

- b) Litter - the increase in trash. A drive-through does not allow for many other options to reduce waste (one cannot use a reusable mug at a drive-through, nor use the porcelain dishes that the restaurant may provide for indoor use). Every person going through is creating waste that cannot be easily dealt with. Because of the plastic liner that coats the inside of coffee cups, they cannot be recycled. They are an additional burden to our Robin Hood Bay waste management facility, both in volume and in processing cost. And since drive-throughs often take the consumer far from any receptacle (trash can) because they are no longer at the restaurant, litter can become even more of a problem. I have personally picked up thousands of pieces of trash right here in St. John's through my litter clean-ups. I can tell you that the vast majority of the pieces that I pick up are coffee cups (for example, please see my photos attached). The City of St. John's should not have to rely on private citizens to clean up all this trash - they should **create an urban environment where trash is less likely to be produced**, especially the kind of trash that can never be recycled.
- c) Obesogenic environments - the lack of activity inherent in every drive-through purchase. Physical activity is one of the most important determinants of health. The majority of Canadians, and especially Newfoundlanders, do not get their recommended physical activity under our national guidelines. One of the reasons for this is that most Canadian environments, especially the City of St. John's, are not structured to easily allow for daily physical activity. But more walkable cities and opportunities to get active can help increase our health, and we can create that together - that's exactly what the City of St. John's is trying to do with our transit plan, biking plan, mixed neighbourhoods, infill, and greenways, for example. By contrast, a drive-through is one less chance for our citizens to get a few more steps in while breaking up the period of sitting in a vehicle that can be so harmful to health (behind the catchy "sitting is the new smoking", there is much evidence to suggest that regularly sitting for more than 30 minutes is associated with health problems). Newfoundlanders and Labradorians children are overweight - a full 36.4% of them, much higher than the national average. In the City of St. John's, **33.2% of adults are obese**. One in three, clinically obese, in our fair City. To work to reduce this, we need many things, but one of them is to simply get people moving more. A drive-through further reduces these options for our population.

Many citizens may write to express concerns about development in their neighbourhoods - things like noise and traffic congestion, or the type of restaurant. None of the issues I've mentioned above fall into these categories - this is not a NIMBY (not in my backyard) or a statement against the restaurant as my concerns are relevant to drive-throughs, anywhere. Council and staff play an important role in shaping the environment we live in. I ask whether we want to vote for an environment that promotes **more** pollution, **more** trash, and **less** walking.

Thank you,

Laura King

[REDACTED]

[REDACTED]

Civic address:

[REDACTED]

Sources and further information:

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Yes, sitting too long can kill you, even if you exercise. Susan Scutti, CNN. <https://www.cnn.com/2017/09/11/health/sitting-increases-risk-of-death-study/index.html>



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Health Impacts of Air Pollution in Canada

An estimate of premature mortalities



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Summary

A large body of scientific evidence has accumulated over the last 25 years attributing air pollution to a wide range of significant adverse health effects, ranging from respiratory symptoms to development of disease and premature mortality. Advances in understanding over this period in both the health and atmospheric science have provided the ability to quantitatively estimate the impacts on human health of major air pollutants. In general, these estimates depend on an evaluation of population exposure (both short-term and long-term) to specific pollutants and evidence from scientific studies of the relationship between exposure and increased risk of adverse health effects, including mortality. In Canada and internationally, health impact estimates identify air pollution as one of the most important risk factors for premature mortality.

The approach for quantitatively estimating the population health impacts of air pollution is well recognized by health science organizations internationally. The objective of this analysis is to update and enhance an earlier Health Canada publication (Judek et al. 2004), based on recent scientific advancements. Compared with previous estimates, the new scientific information provides more specific analysis of cause of death associated with exposure to air pollution. In addition, updated air pollution data are also available for all of Canada, and the new estimates apply to the entire Canadian population instead of being limited to the larger urban centres. The analysis presented here makes use of these advances to provide an update of previous efforts by Health Canada to quantify air pollution health impacts.

Health Canada estimates the number of annual mortalities in Canada that can be attributed to air pollution from human sources in North America to be 14,400 deaths. This estimate is based on both acute and chronic exposure to air pollution, and covers all internal causes of mortality, with additional detail regarding some specific causes of death (cardiovascular, respiratory). The selected mortality endpoints were considered the most appropriate in generating an estimate of air pollution-related premature mortality for Canada.

Rationale

Air pollution is recognized globally as a major health risk. Exposure to ambient air pollution, for example, increases the risk of premature mortality from heart disease, stroke and lung cancer. Air pollution is currently considered the fourth-leading mortality health risk in the world and was responsible for one in ten deaths in 2013 (or 5.5 million premature mortalities worldwide) (World Bank and IHME, 2016). As the estimated number of mortalities attributable to air pollution has increased over the years, managing air pollution remains a priority.

This analysis is intended to provide a comprehensive estimate of mortality in Canada related to ambient levels of fine particulate matter (particulate matter with an aerodynamic diameter of less than 2.5 micrometres or $PM_{2.5}$), ozone (O_3) and nitrogen dioxide (NO_2). These pollutants were selected based on robust epidemiological evidence of adverse health impacts as well as our ability to accurately estimate their ambient levels and spatial distribution across Canada. This analysis is an update and an enhancement of Health Canada's earlier efforts for quantitatively estimating the population health impacts of air pollution in Canada (e.g. Judek et al. 2004).

Estimates of air pollution attributable mortality have been developed globally and for many countries in the world (Cohen et al. 2017; IHME and HEI, 2017; WHO, 2016). Such estimates have indicated that air pollution, especially $PM_{2.5}$, is the most important environmental risk factor known, and is among the most important general risk factors impacting human health. In Canada, estimates of air pollution attributable mortality have been developed by Health Canada in 2004 (Judek et al. 2004), by the Canadian Medical Association in 2008 (CMA, 2008), and by Stieb and co-authors in 2015 (Stieb et al. 2015). In general, all such estimates depend on an evaluation of population exposure (both short-term and long-term) to specific pollutants and evidence from scientific studies of the mathematical relationship between exposure and increased risk of mortality

(referred to as concentration response functions or CRFs). Estimates of air pollution attributable mortality are expected to change over time, due to continuous improvements regarding data availability and methodology, both in terms of epidemiology and the spatial representations of air pollution exposure, as well as changes in population health and demographics. For example, new scientific information enhances specific analyses of causes of death associated with exposure to air pollution. In addition, new air pollution data and modelling tools provide better estimates of air pollution levels for all regions of Canada. Further, quantitative health impact estimates now apply to the entire Canadian population instead of being limited to the larger urban centres.

The objective of this analysis is to provide an updated estimate of air pollution attributable mortality in Canada based on the best available science and data. The method described here is considered to be comprehensive and appropriate for the Canadian context.

Methods

Pollutants included in the estimate

This analysis of air pollution health impacts in Canada focusses on PM_{2.5}, NO₂, and O₃. These three pollutants have been most consistently associated with mortality in epidemiological studies and exert the largest impact on adverse health outcomes. Further, ambient concentration maps covering all of Canada are available for PM_{2.5}, NO₂ and O₃. Carbon monoxide (CO) and sulphur dioxide (SO₂) were also examined in this analysis.

For each of these pollutants (PM_{2.5}, NO₂ and O₃), there is robust scientific evidence of health effects at very low concentrations, and no evidence of an exposure threshold: that is, any incremental increase in air pollutant concentration is associated with an increased risk of adverse health outcomes. The current analysis estimates the mortality that is associated with the incremental ambient air pollutant levels resulting from human source (anthropogenic) emissions in North America only. Health impacts associated with “background” pollutant concentrations (which include emissions from natural and non-North American sources) were not included. This approach was taken given that anthropogenic emissions are generally targeted for the purposes of air quality management.

Calculating the background concentrations of air pollution

Estimating background concentrations for PM_{2.5}, NO₂ and O₃ is complex and involves a combination of qualitative (i.e. expert judgment) and quantitative (i.e. evidence-based or data-driven) approaches based on concentration measurements at rural and remote monitoring sites. This results in a set of *monthly-average* background concentrations for O₃, which has a strong seasonal cycle in its ambient concentrations, and *annual-average* background concentrations for NO₂ and PM_{2.5}. Regional differences likely exist in the background concentrations, but for the purposes of this analysis, a single background concentration was chosen. Very low concentrations at rural and remote sites are used to establish the background concentrations based on one of the two following methods:

1. The data from rural and remote measurement sites are separated into sectors of different air mass origin and the background concentrations are selected as the monthly or annual average concentrations associated with the sectors containing no major anthropogenic sources; or
2. Many years of rural and remote measurement data are plotted in a time series that allows a qualitative selection of the lowest values that are, in turn, considered to be most representative of background air masses.

The estimated average background concentrations for Canada using the above methods are 1.8 µg/m³ for PM_{2.5} (annual), 0.2 ppb for NO₂ (annual), and 25.8 ppb (annual) and 28 ppb (May-September) for O₃.

Calculating the contribution from anthropogenic sources to air pollution

Quantifying the health impacts of air pollution for Canada requires measurements of air pollution in all areas. Air pollution monitoring in Canada, however, only occurs at a number of discrete monitoring stations across the country. Therefore national estimates of ambient air pollution levels (i.e. exposure surfaces including both anthropogenic and natural and non-North American contributions) are produced for PM_{2.5}, NO₂ and O₃ by combining a number of data sources as described below. Ambient concentrations are averaged over three years of data available to ensure that results are not influenced by annual variations in concentrations.

- o Estimates of median annual PM_{2.5} concentration for 2010–12 were derived from remote sensing observations from three satellite instruments: Multi-angle Imaging SpectroRadiometer (MISR), Moderate Resolution Imaging Spectroradiometer (MODIS), and Sea-viewing Wide Field-of-view Sensor (SeaWiFS) (Boys et al. 2014; Crouse et al. 2015; Stieb et al. 2015; van Donkelaar et al. 2010, 2013, 2015). The median annual PM_{2.5} concentration estimates were available on a grid with a spatial resolution of approximately 10 km × 10 km.
- o O₃ estimates of both (1) the annual average and (2) the average of the daily 8-hour maximum in the warm seasons for 2007–2009 were derived from an interpolation technique that weighs and combines modelled O₃ forecasts with measurements (observations) of O₃ (Robichaud and Ménard 2014; Kalnay 2003). The modelled O₃ forecast was provided by the Canadian and Hemispheric Regional Ozone and NO_x System (CHRONOS) operational regional air quality forecast model (Pudykiewicz et al. 1997), while measurements came from the Canadian Air and Precipitation Monitoring Network (CAPMon) and the Canadian National Air Pollution Surveillance (NAPS) network. The combination of modelled and observed values (also termed objective analysis) improves estimates of ambient O₃ concentrations over areas lacking monitoring data compared to standard interpolation techniques. Estimates for Canada were available with 21 km horizontal resolution.
- o NO₂ concentrations were estimated using a national land use regression model developed using data from the NAPS network, the Aura satellite (NASA 2011) and the Goddard Earth Observing System chemical transport model (GEOS-Chem 2011) (Hystad et al. 2011; Lamsal et al. 2008). Estimates were based on data for the period 2009–2011. The NO₂ estimates were available on a grid with a spatial resolution of approximately 10 km × 10 km.

Air pollution concentration estimates were provided as a surface of grid cells, which was then mapped to the Canadian population (using the 2006 census) by area weighting based on 478,780 dissemination blocks. From the area-weighted values for each dissemination block, population-weighted air pollution concentrations were estimated for all 288 census divisions of Canada. The national population-weighted average ambient concentrations were 6.5 µg/m³ for PM_{2.5}, 38.8 ppb for annual O₃, 43.6 ppb for summer O₃ (May–September), and 8.5 ppb for NO₂.

With respect to short-term exposures, changes in annual average exposure were assumed to equal the average change in daily exposure (Stieb et al. 2015). Air pollutant concentrations attributable to anthropogenic emissions (i.e. above-background pollutant concentrations) were then estimated by subtracting the average background concentrations from the ambient concentrations.

Calculating the mortality due to air pollution

The total mortality attributable to air pollution was estimated for ambient concentrations of PM_{2.5}, O₃ and NO₂ above background concentrations. The analysis was conducted using Health Canada's Air Quality Benefits Assessment Tool (AQBAT) (Judek et al. 2012). The AQBAT model produces an estimate of the number of premature deaths and other health outcomes in Canada. Health effect information for the three air pollutants is included in the form of CRFs. A CRF is a statistically derived estimate, from a single study or a meta-analysis of multiple studies, of the percentage of excess health risk for a given endpoint (in this case, mortality) associated with a unit increase in the ambient pollutant concentration (e.g. per 1 µg/m³ of PM_{2.5}).

CRF values for PM_{2.5} mortality from ischemic heart disease (IHD), cerebrovascular disease (CVD), lung cancer (LC) and chronic obstructive pulmonary disease (COPD), for adults 25 years and over, are included (Shin et al. 2013). This mirrors the approach employed in the Global Burden of Disease (GBD) analyses (Cohen et al. 2017; Lim et al. 2010; www.healthdata.org/gbd), led by the Institute for Health Metrics and Evaluation (IHME), and the World Health Organisation (WHO), which include estimates on air quality and health impacts across the world. However, IHD, CVD, LC and COPD are a subset of all internal cause (non-accidental) mortality. All internal cause mortality is also reported and is the main metric for the current report. CRFs were calculated for all internal cause mortality for PM_{2.5} from a Canadian cohort (Crouse et al. 2012), for NO₂ from Canadian data (Burnett et al. 2004), and O₃ from an American cohort (Jerrett et al. 2009).¹ CRF values for the three pollutants are reported in Table 1. CRFs can be input as a distribution function in the calculations, accounting for inherent uncertainty in the CRF estimates. Monte Carlo simulations employing 10,000 iterations were used to propagate this uncertainty in the CRFs. The model generates a central estimate of the most likely health impacts equal to the mean of the output distribution, as well as low- and high-end estimates equal to the 2.5th and 97.5th percentiles of the output distribution.

Age-specific baseline incidence rates (of the mortality types in question) for the target population were included to estimate the number of excess health outcomes (i.e. mortalities) associated with the increased risk due to a change in air pollutant concentration. Health outcomes were considered to have no threshold for effect (i.e. effects were assumed to occur at all levels of exposure).

Baseline mortality rates are a key factor in estimating the count of premature mortalities for a pollutant concentration change. Baseline cause- and age-specific mortality rates were derived from counts of mortality obtained for each census division (CD) with the exception of Québec where these data were not available. Québec mortality counts for each CD were derived by applying national age- and cause-specific rates to the population age distribution of individual CDs. Rates are averaged over the three most recent years of available data to improve stability (Stieb et al. 2015).

In the context of this analysis, CRFs pertaining to acute exposure were derived from studies examining effects of air pollutants in the days before death, while CRFs pertaining to chronic exposure were derived from studies of air pollutants averaged over the years prior to death.

Results

Reducing ambient PM_{2.5} concentrations in Canada from current to background levels would result in an 8.1% (95% confidence interval (CI) 2.5–19.3%) reduction in mortality from the four selected causes identified above. This is equivalent to 5,600 annual mortalities attributable to chronic exposure to PM_{2.5} in Canada. Alternatively, 4.3% (95% CI 2.3–6.2%) of all internal causes of death are attributable to above-background concentrations of PM_{2.5}, representing 9,500 deaths per year.

It is estimated that 0.6% (95% CI 0.2–1.0%) of all internal causes of death in Canada can be attributed to acute exposure of the Canadian population to above-background concentrations of NO₂ (i.e. mortality that occurs a few days after an elevation in ambient NO₂). This represents 1,300 mortalities a year.

Acute exposure to above-background O₃ was associated with 1.1% (95% CI 0.7%–1.4%) of all internal cause mortality (2,400 deaths per year), whereas chronic exposure to above-background O₃ was linked with 5.7% of respiratory-related mortalities (95% CI 2.0–9.4%), equivalent to 1,200 respiratory mortalities per year.

The results for PM_{2.5} appear in Stieb et al. (2015), whereas results for NO₂ and O₃ are based on supplementary analyses. Additional details are included in Table 1.

¹ For PM_{2.5}, CRFs have been developed for all internal cause mortality, as well as for specific causes: IHD, LC, CVD, and COPD. For example, see Crouse et al. (2012) and (Stieb et al. 2015). The all cause internal mortality endpoint generally leads to higher mortality estimates than the four specific causes of death.

Overall, the total mortality attributable to anthropogenic air pollution in Canada is estimated to be 14,400 deaths per year, based on air pollutant concentrations from 2007 to 2012.² Specifically, this represents the estimated population health impacts of PM_{2.5}, O₃ and NO₂.

Because people are exposed concurrently to multiple air pollutants in ambient air, rather than to individual pollutants in isolation, it is difficult in epidemiological studies to separate the true independent effects of individual pollutants. Where possible, the CRFs employed in this analysis were derived from statistical models that included the other pollutants, providing a measure of adjustment for possible overlapping effects among pollutants. However, it is still possible that there is double counting of effects among pollutants, or that effects attributed to one pollutant are not fully disentangled from those attributed to other pollutants.

Discussion

This estimate of 14,400 deaths per year represents Health Canada's current estimate of the number of annual mortalities in Canada that can be attributed to air pollution from human sources in North America. Similar estimates have been produced in the past. In 2004, Health Canada provided an estimate of 5,900 deaths per year in 8 major Canadian census divisions, which included approximately a third of the national population (Judek et al. 2004). In 2008, the Canadian Medical Association extrapolated monitoring data to all of Canada, estimating that 21,000 deaths could be attributed to ambient PM_{2.5} concentrations (including background and above-background concentrations). The most recent IHME GBD estimates for mortality attributable to air pollution in Canada are 7,100 for PM_{2.5} and 690 for O₃ (IHME and HEI 2017). Although these numbers appear to diverge, the underlying science is consistent. Variations or discrepancies between estimates may occur owing to differences in the data and methods used to calculate air pollution health impacts, and especially in assignment of concentration levels to the population. For example, the use of different CRFs can influence estimates. As mentioned previously, CRFs for PM_{2.5} exist for all internal causes or for specific causes of mortality (i.e. IHD, LC, COPD, and CVD). A CRF also depends on the population or cohort from which it is derived; Canadian data are more appropriate than European or even American data. The air pollution exposure estimates (i.e., the exposure surface for Canada) can also differ based on the chemical transport models and the monitoring data used to estimate ambient air pollution levels in Canada and in some cases the methods used to extrapolate monitored data to the entire population. Mortality estimates also depend on detailed demographic data, such as population count and distribution, as well as baseline rates of mortality in Canada. The data and method used in the current analysis are considered to be more comprehensive and appropriate for the Canadian context than previous estimates as they integrate new science and knowledge on the health effects of air pollution in Canada.

In this analysis, an estimated North American background concentration was applied as the reference for the calculation. This approach was taken given that anthropogenic emissions are generally targeted for the purposes of air quality management. Even if air pollution levels are low in Canada compared with those in other developed nations,³ recent Canadian studies show attributable mortality even at quite low pollutant concentrations (Crouse et al. 2015).

The GBD estimates by the IHME are based on four specific causes of death for PM_{2.5} (i.e. IHD, LC, COPD, and CVD) and one for O₃. (i.e. COPD). This is particularly appropriate for estimating air pollution impacts globally given the potentially wide variation throughout the world in underlying cause-specific mortality rates. However, the evidence that exposure to ambient PM_{2.5} air pollution has impacts beyond these four diseases made the use of a CRF based on all internal causes of mortality the most appropriate choice in generating an estimate for Canada.

In this analysis, three different methods (Satellite observations coupled to a chemical transport model for PM_{2.5}, ground observations coupled to another chemical transport model for O₃, and a land use regression

² PM_{2.5}: 2010-2012; O₃: 2007-2009; NO₂: 2009-2011

³ www.who.int/phe/health_topics/outdoorair/databases/cities/en/

model informed by various data sources for NO₂) were applied to calculate exposure of the Canadian population to each of the three pollutants; unfortunately the data periods are not exactly the same. These three estimation methods provide the best available national exposure estimates for each pollutant and despite the inconsistencies they provide the best exposure estimate available at this time. Health Canada and Environment and Climate Change Canada are currently collaborating on the evaluation of approaches to developing a more coherent integrated exposure estimate that can be updated annually or biannually.

It must be noted that variations in health impact estimates are to be expected in future updates by Health Canada. Variations or discrepancies between estimates may occur owing to, for example: different data or methods to assess population exposure to air pollutants; different exposure–response or concentration–response relationships; or differences in the baseline rates of mortality in Canada. Mortality estimates can be especially influenced by values used for exposure–response relationships, which are regularly updated as new data is produced, becomes available, and is integrated in the existing epidemiologic data sets. In addition, if annual trends are generated from the analyses, the health impact estimates will be recalculated for all years included in the analysis to ensure that trends are internally consistent.

Further, Health Canada estimates may differ from those published by international agencies, such as the IHME (GBD reports), the HEI and the WHO. However, estimates by Health Canada and others should converge and show similar trends.

Conclusions

Air pollution is recognized globally as a leading risk factor for premature mortality, based on the weight of evidence available in a robust database of international epidemiological studies and supporting evidence from toxicological investigations. As a result of extensive research and assessment, including comprehensive review by Health Canada, PM_{2.5}, NO₂, and O₃ have been found to exert the largest population health impacts.

Health Canada estimates that 14,400 deaths per year in Canada can be attributed to human sources of these three air pollutants. The current analysis estimates the mortality associated with the incremental ambient air pollutant levels resulting from human source emissions as air quality management measures generally target these emissions.

The data and method used in the current analysis (e.g. background concentrations, CRFs) integrate new science and knowledge on the health effects of air pollution in Canada compared with previous Canadian estimates. They are more comprehensive and appropriate, and provide the best exposure estimate available at this time.

Table 1. Estimate of premature mortalities attributable to above-background levels of air pollution: results, analysis parameters, and sources

Pollutant	PM _{2.5}	NO ₂	O ₃
Number of mortalities (% of baseline mortality)	9,500 (4.3%) – all cause mortality; chronic exposure 5,600 (2.5%) – 4 specific causes of mortality; chronic exposure	1,300 (0.6%) – acute exposure	2,400 (1.1%) – acute exposure 1,200 (0.6%) – chronic exposure
Causes of death	All (excluding external causes, e.g. accidents, suicide) 4 causes: IHD, LC, CVD, COPD	All (excluding external causes, e.g. accidents, suicide)	Acute: All (excluding external causes, e.g. accidents, suicide) Chronic: Respiratory
CRF – % increase per Δx	All: 10% per 10 µg/m ³ IDH: 27.7% per 10 µg/m ³ LC: 16.9% per 10 µg/m ³ CVD: 17.9% per 10 µg/m ³ COPD: 9.2% per 10 µg/m ³	1.5% per 20 ppb	Acute: 1.7% per 20 ppb Chronic: 8.2% per 20 ppb
Source of CRF	All: Crouse et al. 2012 4 causes: Shin et al. 2013	Burnett et al. 2004 (supplementary analysis model including CO, NO ₂ , O ₃ , SO ₂)	Acute: Burnett et al. 2004 (supplementary analysis model including CO, NO ₂ , O ₃ , SO ₂) Chronic: Jerrett et al. 2009
Morbidity effects also estimated	Yes	No	Yes
Years of exposure data	2010–2012	2009–2011	2007–2009
Source of exposure data	Satellite observations; van Donkelaar et al. 2015	National model incorporating observations from NAPS monitors, satellite observations, land use patterns and distance from highways and major roads; Hystad et al. 2011	Combination of values from the CHRONOS air quality forecast model and observations from NAPS monitors; Robichaud and Ménard 2014

National population weighted average ambient concentration	6.5 µg/m³	8.5 ppb	38.8 ppb (annual) 43.6 ppb (May-Sept)
Estimated natural background concentration	1.8 µg/m³	0.2 ppb	25.8 ppb (annual) 28 ppb (May-Sept)
Results previously published	Stieb et al. 2015	No	No

CHRONOS: Canadian and Hemispheric Regional Ozone and NO_x System; COPD: chronic obstructive pulmonary disease; CRF: concentration-response function; CVD: cerebrovascular disease; IHD: ischemic heart disease; LC: lung cancer; µg/m³: micrograms per cubic metre; NAPS: National Air Pollutant Surveillance network; ppb: parts per billion

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Health *at a Glance*

Adjusting the scales: Obesity in the Canadian population after correcting for respondent bias

by Tanya Navaneelan and Teresa Janz

Highlights

- One in four adult Canadians, or about 6.3 million people, were obese in 2011–2012. Since 2003, the proportion of Canadians who were obese has increased 17.5%.
- More men than women were obese, and obesity has increased more for men than women over the past eight years.
- The lowest proportions of obese people were found in Canada's three largest cities (Toronto, Montréal, Vancouver) and in areas of southern British Columbia; the highest levels were found in Atlantic Canada, the Prairies, the Territories, and smaller cities in northern and southwestern Ontario.

Obesity is best described as a condition in which excess body fat has accumulated to such an extent that a person's health may be adversely affected. Obesity has become one of the world's greatest health concerns and threatens to undo gains made in life expectancy during the 20th century.^{1,2} An extensive body of research has found associations between excess body weight and numerous chronic conditions, including type 2 diabetes, hypertension, cardiovascular disease, gallbladder disease and certain types of cancer. Nevertheless, the amount of excess fat, its distribution throughout the body, and the associated health consequences, can vary considerably between individuals.^{3,4} Despite cultural norms that stigmatize excess weight, and

strong evidence of its adverse health effects, the prevalence of obesity continues to rise.⁵

This paper presents obesity estimates adjusted for certain biases in self-reported data. Adjusted estimates for adult Canadians by age, sex, and geography, that have not been previously reported, are provided using data from the Canadian Community Health Survey (CCHS).⁶

Why adjust self-reported data?

At Statistics Canada, obesity is determined in health surveys using the body mass index (BMI), a relative measure of weight and height (see **About the body mass index**). BMI can be computed using self-reported values, where the

respondent is asked their height and weight, or by directly measuring respondents' height and weight.

Although directly measured data provide more accurate estimates of obesity it is more costly and time-consuming to gather. Gathering measured data means interviewers require special training, and people may be less likely to participate because they find it more intrusive.

Self-reported data is less expensive and easier to gather than measured data: this is beneficial when sampling large numbers of people. However, self-reported data is subject to respondent biases—people may not know their height or weight or their response may reflect perceived social and cultural norms about the ideal height and weight. Consequently, people tend to underestimate their weight and overestimate their height, resulting in an underestimation of the prevalence of obesity.^{7,8,9}

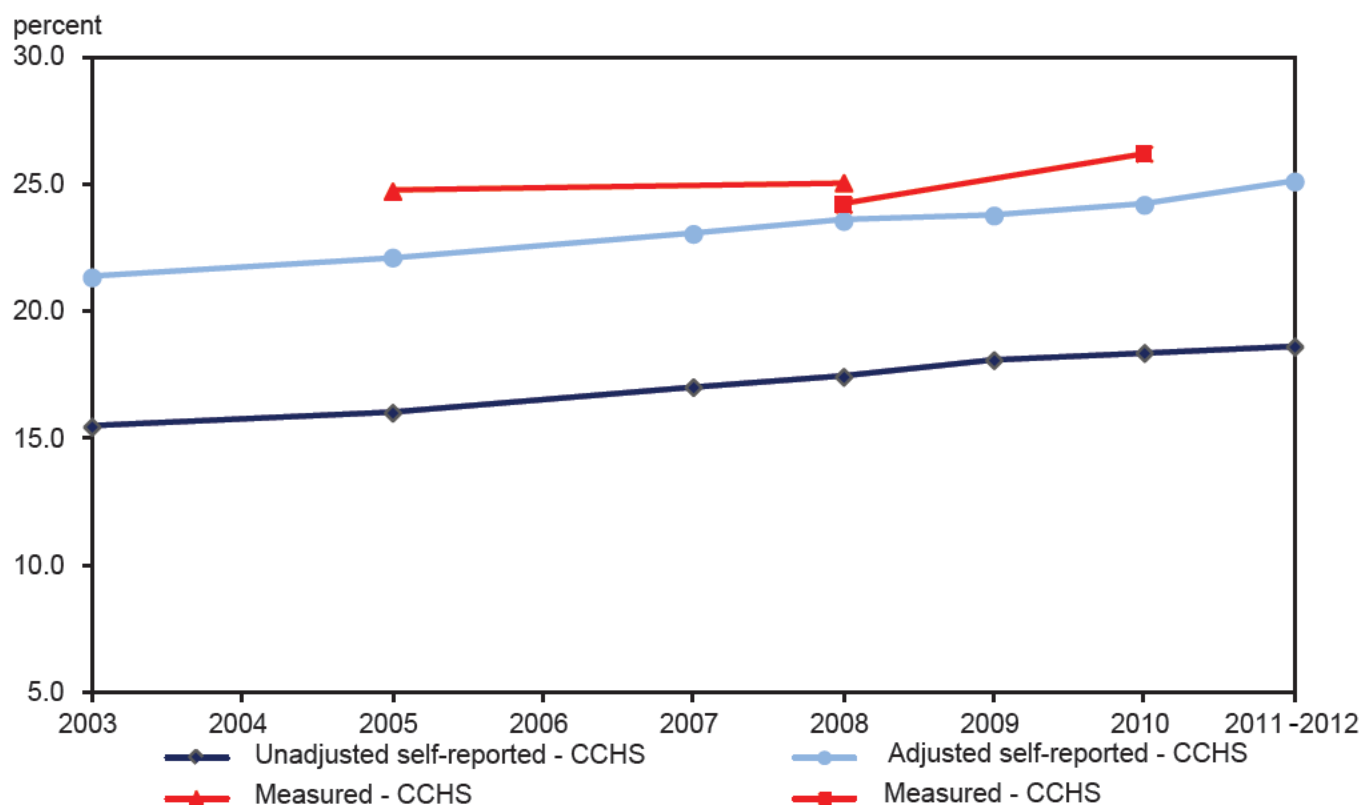
Correction equations were developed so that self-reported data, which offers the advantage of large sample size, could be adjusted for respondent biases to approximate measured estimates, which are more accurate.¹⁰

Measured, unadjusted self-reported, and adjusted self-reported estimates of obesity are shown in Chart 1. Measured data resulted in the highest estimates of obesity. Unadjusted self-reported data yielded the lowest estimates—seven to eight percentage points lower than the measured estimates. Adjusting this self-reported data produced national estimates more in line with the measured estimates.

Highest levels of obesity found in men and in the middle-aged

The adjusted prevalence of obesity among Canadians¹¹ aged 18 and over was 24.8% in 2011–2012. This means that

Chart 1
Prevalence of obesity, by type of estimate: unadjusted self-reported, adjusted self-reported, and measured; household population aged 18 to 79, Canada, 2003 to 2011–2012



Note: The Canadian Health Measures Survey (CHMS) collects data on a multi-year cycle; the Canadian Community Health Survey (CCHS) collects data yearly. Data from the CHMS are plotted in the middle of the time period during which it was collected. That is CHMS data collected from 2007 to 2009 are plotted at 2008, and data collected from 2009 to 2011 are plotted at 2010. This chart presents statistics for the Canadian population aged 18 to 79 only. This is to enable comparison with the measured figures from the CHMS which does not collect data on individuals over the age of 79.

Source: Canadian Community Health Survey, cycles 2.1, 3.1, 4.1, 2008, 2009, 2010, 2011–2012; Canadian Health Measures Survey, cycles 1 and 2.

The correction equations

The correction equations used in this article were developed using the 2005 Canadian Community Health Survey. This survey included a sample of respondents whose height and weight were collected using both self-reported and measured data. These results were then compared to assess the level of bias between self-reported and measured data. The resulting correction equations were published in:

"The feasibility of establishing correction factors to adjust self-reported estimates of obesity" by Sarah Connor Gorber, Margot Shields, Mark S. Tremblay and Ian McDowell, Health Reports, September 2008, Statistics Canada Catalogue no. 82-003-X

The Gorber et al. article presents four possible correction methods. Because the bias differs between the sexes, each possible method produced different equations for males and females. This paper uses the 'Reduced Model 4' equations, as recommended by Gorber et al.

one in four adult Canadians, or approximately 6.3 million people, were obese, 17.5% more than in 2003.

During 2011–2012, overall obesity levels were higher¹² for males, 26.1%, than for females, 23.4% (Chart 2). Males 35 and older had higher levels of obesity than females in that age range. However, among those aged 18 to 34, there were no differences in obesity between the sexes.

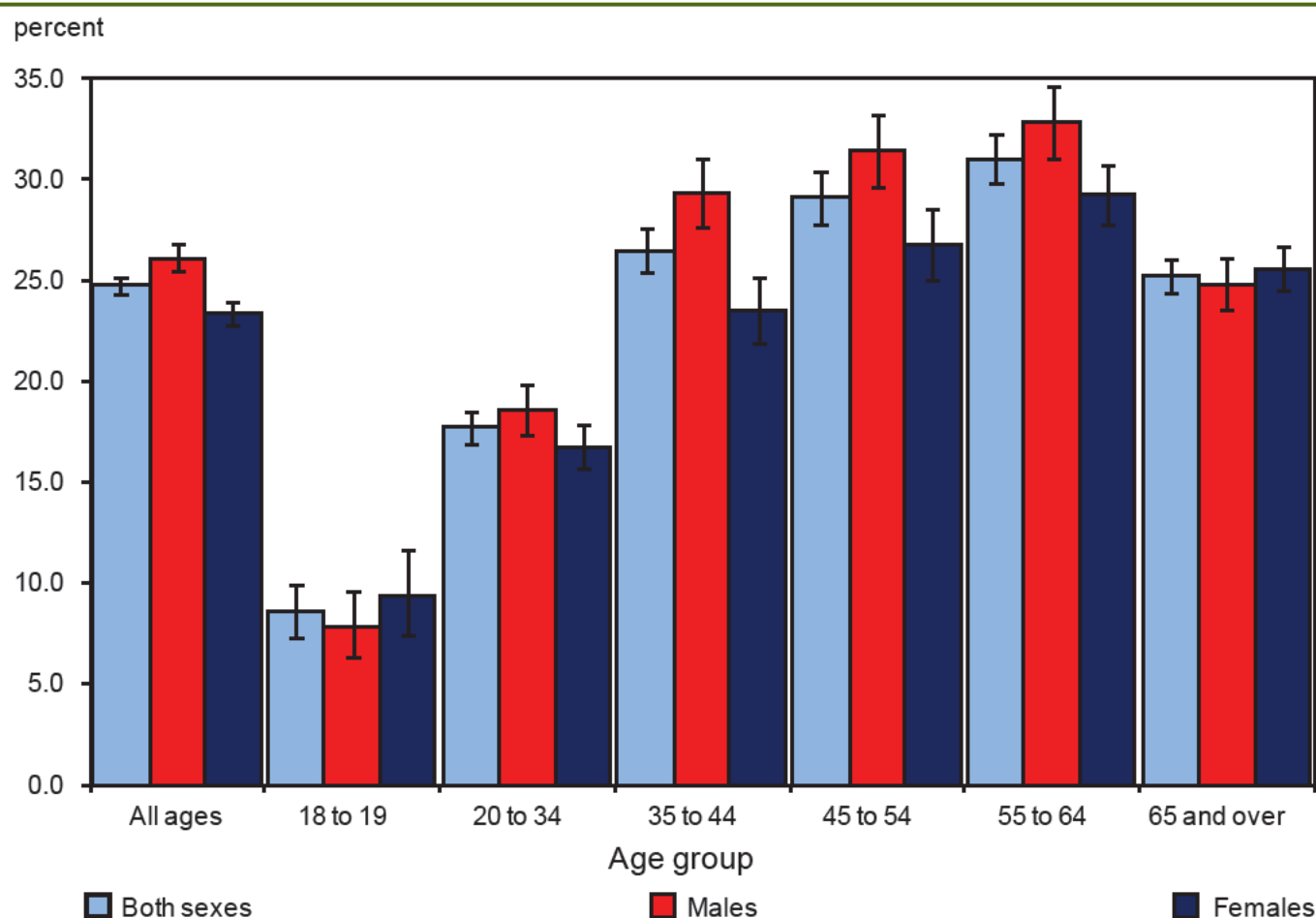
Over time, obesity has increased more for men than women. Between 2003 and 2011–2012, the prevalence of obesity rose 17.9% among men and 16.8% among women.

Age is also related to obesity. Considering both sexes together, those aged 18 to 34 were significantly less likely to be obese than any other age group. The middle-aged, those aged 35 to 64, were the most likely to be obese.

Obesity can be explored further by dividing it into three classes: Class I – BMI of 30.0 to 34.9; Class II – BMI of

Chart 2

Prevalence of obesity, adjusted self-reported, by age group and sex, household population aged 18 and over, Canada, 2011–2012



Note: The lines overlaid on the bars in this chart indicate the 95% confidence interval. They enable comparison of statistical differences between estimates.

Source: Canadian Community Health Survey, 2011–2012.

35.0 to 39.9; and Class III – BMI of 40.0 or more (see **About the body mass index**). Like overall obesity, the prevalence of Class III obesity, the level associated with the highest level of health risk, has increased, from 1.8% in 2003 to 2.5% in 2011–2012.

While a greater proportion of men were obese, women were more likely to be Class III obese: 3.0% of obese women were Class III compared to 2.0% of obese men. This reflects the fact that obese women, on average, had higher BMIs than obese men. The average BMI among obese women was 34.8; among obese men, 33.9.

Obesity in British Columbia and Quebec lower than national level

A major advantage of adjusting self-reported data is that it enables Statistics Canada to gather observations from larger samples of individuals. Larger samples are needed to produce

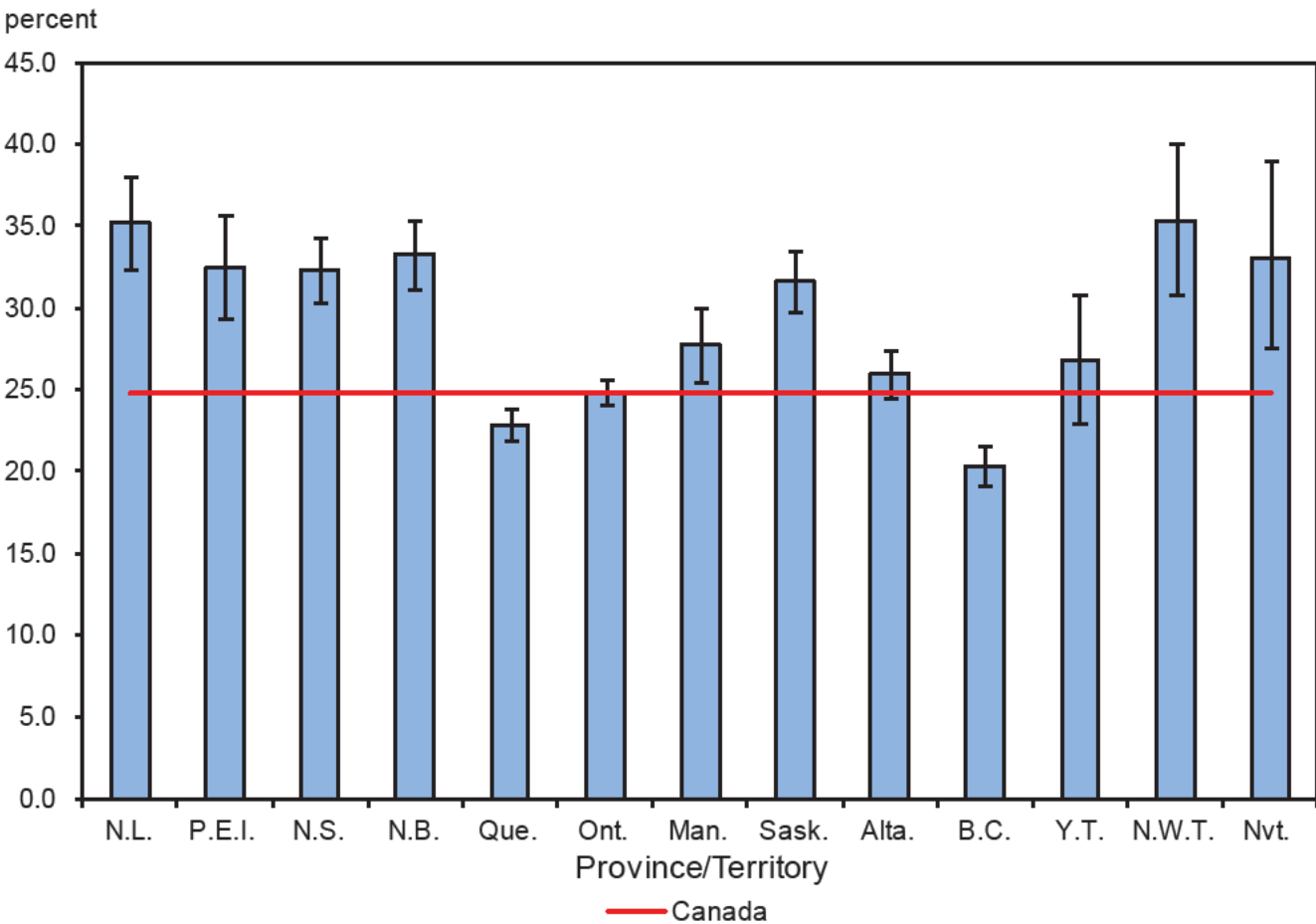
estimates for smaller geographic areas, such as provinces and health regions.¹³ It is not practical to collect such large samples of measured data,¹⁴ but adjusting self-reported data can yield results that approximate measured data.

Across the country, the prevalence of obesity in the provinces varied greatly in 2011–2012 (Chart 3). Two provinces stand out for having the lowest levels of obesity—British Columbia, 20.4%, and Quebec, 22.8%.

Provinces/territories where obesity levels were higher than the national average were:

• Northwest Territories	35.3%
• Newfoundland and Labrador	35.2%
• New Brunswick	33.2%
• Nunavut	33.0%
• Prince Edward Island	32.4%

Chart 3
Prevalence of obesity, adjusted self-reported, by province/territory, household population aged 18 and older, Canada, 2011–2012



Note: The lines overlaid on the bars in this chart indicate the 95% confidence interval. They enable comparison of statistical differences between estimates.

Source: Canadian Community Health Survey, 2011–2012.

- Nova Scotia 32.3%
- Saskatchewan 31.6%
- Manitoba 27.7%.

The prevalence of obesity in Ontario, Alberta and Yukon did not differ from the national average. Previous research has found similar patterns of obesity distribution throughout the country.^{15,16}

Broken down by sex, the data showed this same provincial pattern with one exception: the prevalence of obesity among women in Quebec, 22.3%, was not statistically different from the prevalence for all Canadian women. The lower level of obesity in Quebec appears to be the result of less obesity among the province's men, 23.3%, compared to Canadian men in general.

Less obesity in health regions containing major cities and in southern British Columbia

Provinces can be further divided into smaller geographic areas such as **health regions**. At this level of geography the variation in obesity was even greater, ranging from a low of 11.3% to a high of 40.8% (see Appendix A for a list of obesity prevalences by health region).

Health regions are health administrative areas defined by provincial ministries of health. For complete Canadian coverage, each northern territory represents a health region. There were 110 health regions in 2012.¹⁷

The lowest levels of obesity were in health regions that contain Canada's three largest cities or their surrounding areas: Région de Montréal, 19.9%; York Regional Health Unit, 19.0%; City of Toronto Health Unit, 17.7%; and Vancouver Health Service Delivery Area, 11.3%. These obesity levels were all lower than the national prevalence of 24.8%. The remaining health regions with lower prevalences were all in British Columbia: South Vancouver Island Health Service Delivery Area, 20.1%; Richmond Health Service Delivery Area, 13.0%; and North Shore/Coast Garibaldi Health Service Delivery Area, 12.4%.

In contrast, 51 health regions had obesity levels that were higher than the national average (Figure 1 and Appendix A). The highest levels tended to be found in mostly rural health regions in the Atlantic and Prairie Provinces. The five health regions with the highest estimates were:

- Zone 7 (Miramichi area), New Brunswick 40.8%

- Mamawetan/Keewatin/Athabasca, Saskatchewan 40.3%
- Sunrise Regional Health Authority, Saskatchewan 39.9%
- Cape Breton District Health Authority, Nova Scotia 39.7%
- Northern Regional Health Authority, Manitoba 38.9%.

Lower than average obesity in Canada's three largest CMAs and other CMAs in British Columbia and Quebec

Obesity levels also varied considerably when using another type of geography—**census metropolitan areas (CMAs)**—to analyze patterns of obesity (see Table 1). These trends tended to mirror the results found at the provincial and health region level.

Table 1:
Prevalence of obesity, adjusted self-reported, by census metropolitan area, household population aged 18 and over, Canada, 2011–2012

Census Metropolitan Area	Prevalence (%)	95% confidence interval ¹
Saint John	38.1*	(32.3 to 44.3)
Greater Sudbury	33.8*	(29.0 to 39.0)
St. John's	33.2*	(28.2 to 38.6)
Brantford	32.1*	(25.8 to 39.0)
Hamilton	31.3*	(27.5 to 35.4)
Saskatoon	31.3*	(26.9 to 36.0)
Thunder Bay	30.7*	(26.5 to 35.2)
Oshawa	28.7	(24.5 to 33.4)
Windsor	27.7	(22.9 to 33.0)
Moncton	27.6	(23.2 to 32.5)
Regina	27.1	(23.2 to 31.5)
Halifax	27.0	(23.4 to 30.9)
St. Catharines–Niagara	27.0	(23.3 to 31.0)
London	25.8	(22.4 to 29.4)
Barrie	25.6	(21.4 to 30.3)
Peterborough	25.1	(20.2 to 30.6)
Canada	24.8[†]	(24.3 to 25.2)
Ottawa–Gatineau	24.5	(22.2 to 26.8)
Winnipeg	24.4	(21.3 to 27.8)
Edmonton	24.2	(21.4 to 27.2)
Abbotsford–Mission	23.9	(18.7 to 30.1)
Kitchener–Cambridge–Waterloo	23.7	(20.5 to 27.1)
Guelph	23.3	(18.8 to 28.6)
Trois-Rivières	22.4	(17.5 to 28.1)
Calgary	22.1	(19.5 to 25.0)
Montréal	21.5*	(19.9 to 23.1)
Kingston	21.2	(16.3 to 27.0)
Québec	20.9*	(18.5 to 23.6)
Saguenay	20.7	(17.0 to 25.0)
Toronto	20.2*	(18.8 to 21.6)
Sherbrooke	20.2	(16.2 to 24.8)
Victoria	19.6*	(16.4 to 23.2)
Vancouver	17.4*	(15.6 to 19.4)
Kelowna	17.0*	(12.7 to 22.4)

* significantly different from the reference category (p < 0.05)

[†] reference category

1. Confidence intervals indicate the precision of an estimate. Confidence intervals are usually set at 95%, which means that 95% of the time, the true value will fall within the confidence interval. Wide confidence intervals indicate that there is high variability associated with the estimate, thus, the estimate should be interpreted and compared with due caution. When two estimates have confidence intervals that overlap (i.e. a number can occur within both intervals) this means that there is no statistically significant difference between the estimates.

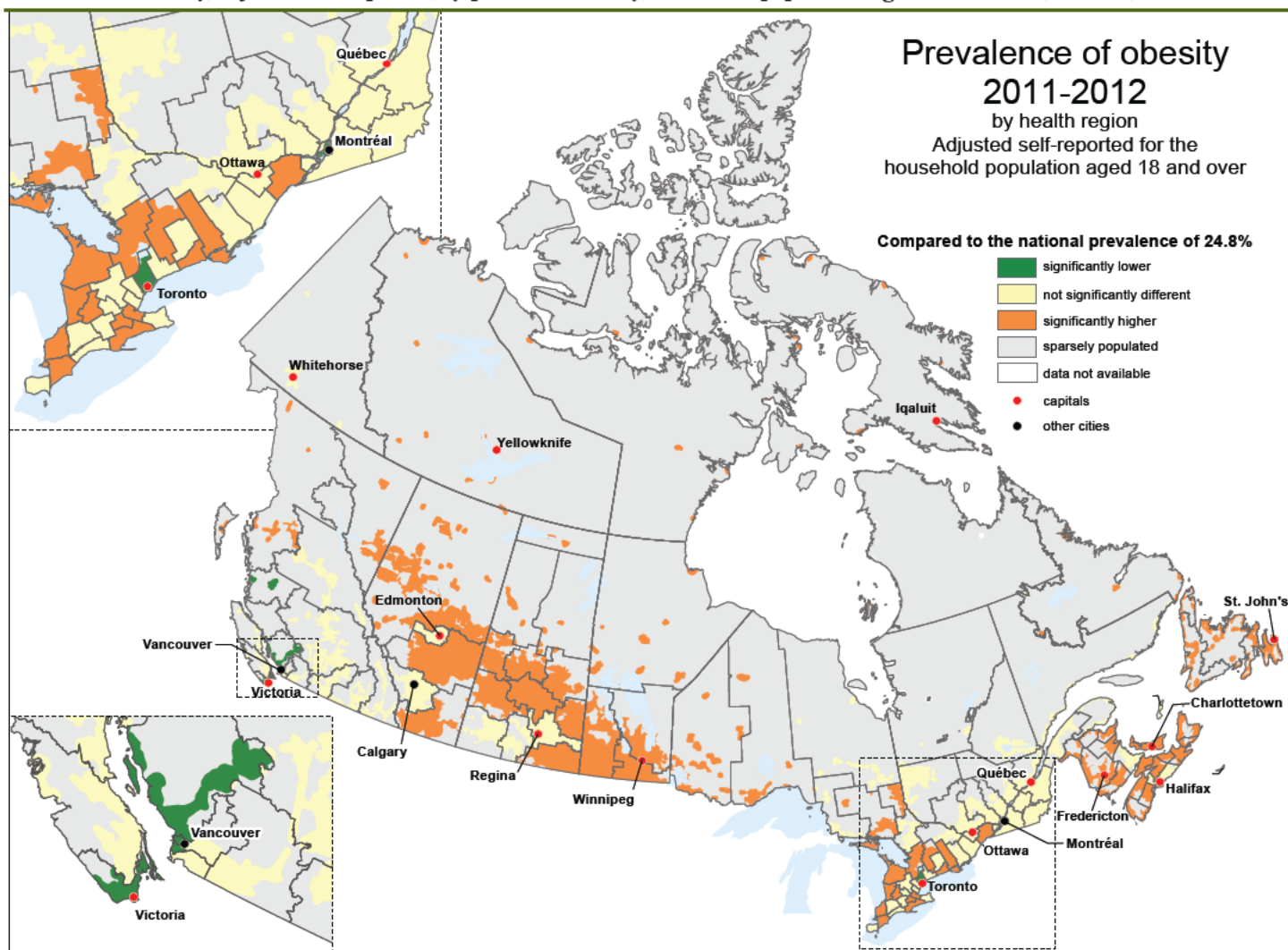
Source: Canadian Community Health Survey, 2011–2012.

Census metropolitan areas (CMAs) are formed by one or more adjacent municipalities centered on a population core. A CMA must have a total population of at least 100,000 of which 50,000 or more must live in the core. To be included in the CMA, other municipalities must have a high degree of social and economic integration with the core. There were 33 CMAs in Canada in 2012.

Levels of obesity lower than the 24.8% national average were found in the three largest CMAs—Toronto, Montreal, Vancouver—and other smaller CMAs in British Columbia and Quebec, specifically:

• Kelowna, British Columbia	17.0%
• Vancouver, British Columbia	17.4%
• Victoria, British Columbia	19.6%
• Toronto, Ontario	20.2%
• Québec, Quebec	20.9%
• Montréal, Quebec	21.5%

Figure 1
Prevalence of obesity, adjusted self-reported, by province/territory, household population aged 18 and older, Canada, 2011–2012



Source: Canadian Community Health Survey, 2011–2012. Produced by the Geography Division for the Health Statistics Division, Statistics Canada, 2014.

In comparison, obesity levels tended to be higher than the national average in CMAs located in the Atlantic Provinces and in northern and southwestern Ontario, specifically in

- Saint John, New Brunswick 38.1%
- Greater Sudbury, Ontario 33.8%
- St. John's, Newfoundland and Labrador 33.2%
- Brantford, Ontario 32.1%
- Hamilton, Ontario 31.3%
- Saskatoon, Saskatchewan 31.3%
- Thunder Bay, Ontario 30.7%.

This paper provides a first overview of adjusted self-reported obesity estimates for various levels of geography. While these numbers do not account for differences in the demographic composition of geographic areas, previous research has found that the demographic structure of a population can be related to its prevalence of obesity.^{18,19} These adjusted estimates may be used in future research to more fully explore disparities in obesity between geographic areas.

Summary

Estimates of obesity based on self-reported data tend to be lower than estimates based on measured data because of biases in how people report their weight and height. Self-reported data, which is less expensive and easier to obtain than measured data, can be adjusted to more closely reflect measured values.

Adjusted estimates for 2011–2012 show that the people most likely to be obese were males, those aged 35 to 64, and people who lived in the Prairies, the Territories, Atlantic Canada, or smaller cities in northern and southwestern Ontario. Conversely, Canadians aged 18 and 34, and people living in the three largest CMAs (Toronto, Montréal, Vancouver), as well as in southern British Columbia, were the least likely to be obese.

About the body mass index

The body mass index (BMI) is a commonly used method of assessing excess weight.²⁰ BMI is a ratio that consists of an individual's weight relative to their height. It is calculated by dividing a person's weight in kilograms by their height in meters squared.

BMI= $\frac{\text{weight in kilos}}{\text{height in metres}^2}$

BMI ranges are classified into categories based on health risk. This paper uses the classification system adopted by Health Canada and by the World Health Organization, which allows for comparisons between populations and makes it possible to identify individuals and groups at increased health risk.^{3,4}

Table 2:
BMI classification by health risk

Category	BMI (kg/m2)	Risk of developing health problems
Underweight	Less than 18.5	Increased
Normal ¹	18.5 to 24.9	Least
Overweight	25.0 to 29.9	Increased
Obese – Class I	30.0 to 34.9	High
Obese – Class II	35.0 to 39.9	Very high
Obese – Class III	40.0 or more	Extremely high

1. For people 65 years of age and older the normal range may begin at a BMI slightly above 18.5 and extend into the overweight range.
Note: This classification system is not intended for use with people under 18 years of age or pregnant or lactating women.

Limitations of BMI

Although BMI is a widely used method for assessing excess weight, it has several limitations. BMI does not directly measure body fat, nor does it take into account the distribution of fat throughout the body.⁴ Previous research has found that abdominal fat has a greater association with morbidity and mortality than fat located in other areas of the body.^{4,21,22} In addition, BMI may not work as intended for certain groups of people, including those who are still growing, very lean, very muscular, very tall, or very short, as well as for certain ethnic and racial groups.⁴

Tanya Navaneelan and Teresa Janz are analysts with the Health Statistics Division.

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11. Pregnant women and respondents who did not provide a height or weight were excluded from the study population.
12. All differences reported in this article are significant at the 95% level.
13. The correction equation used in this analysis was based on national-level data. We have applied this equation to lower levels of geography. However, as data is mainly presented by BMI classification level and not specific BMI values, this should not significantly impact the results.
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Appendix

A. Prevalence of obesity, adjusted self-reported, by health region, household population aged 18 and over, Canada, 2011–2012

Code	Health region	Province/ territory	Prevalence (%)	95% confidence interval ¹
1307	Zone 7 (Miramichi area)	N.B.	40.8*	(33.1 to 49.0)
4714	Mamawetan / Keewatin / Athabasca	Sask.	40.3*	(33.1 to 48.0)
4705	Sunrise Regional Health Authority	Sask.	39.9*	(33.8 to 46.4)
1258	Cape Breton District Health Authority	N.S.	39.7*	(35.1 to 44.5)
4604	Northern Regional Health Authority	Man.	38.9*	(33.1 to 45.0)
1014	Labrador–Grenfell Regional Integrated Health Authority	N.L.	38.5*	(31.5 to 46.1)
1210	South Shore/ South West Nova	N.S.	38.2*	(33.8 to 42.9)
1302	Zone 2 (Saint John area)	N.B.	37.5*	(32.8 to 42.5)
3539	Huron County Health Unit	Ont.	37.1*	(30.8 to 43.8)
4603	Interlake–Eastern Regional Health Authority	Man.	36.5*	(31.2 to 42.2)
1240	Pictou County/Guysborough Antigonish Strait	N.S.	36.3*	(31.5 to 41.5)
4710	Prairie North Regional Health Authority	Sask.	36.2*	(30.1 to 42.8)
1012	Central Regional Integrated Health Authority	N.L.	36.1*	(31.2 to 41.3)
1013	Western Regional Integrated Health Authority	N.L.	36.0*	(30.5 to 41.9)
6101	Northwest Territories	N.W.T.	35.3*	(30.8 to 40.2)
4707	Heartland Regional Health Authority	Sask.	35.1*	(29.4 to 41.1)
1223	Annapolis Valley District Health Authority	N.S.	35.0*	(29.1 to 41.5)
1304	Zone 4 (Edmundston area)	N.B.	34.7*	(27.6 to 42.6)
3563	Timiskaming Health Unit	Ont.	34.7*	(27.0 to 43.3)
4708	Kelsey Trail Regional Health Authority	Sask.	34.5*	(27.4 to 42.3)
1011	Eastern Regional Integrated Health Authority	N.L.	34.3*	(30.4 to 38.4)
1305	Zone 5 (Campbellton area)	N.B.	34.3*	(28.8 to 40.2)
1230	Colchester East Hants/ Cumberland	N.S.	34.0*	(28.8 to 39.7)
3561	Sudbury and District Health Unit	Ont.	34.0*	(29.6 to 38.6)
4605	Southern Health	Man.	34.0*	(30.1 to 38.1)

4701	Sun Country Regional Health Authority	Sask.	33.6*	(28.9 to 38.6)
3554	Perth District Health Unit	Ont.	33.4*	(27.4 to 40.0)
5951	Northwest Health Service Delivery Area	B.C.	33.2*	(28.2 to 38.5)
3558	The Eastern Ontario Health Unit	Ont.	33.0*	(29.4 to 36.9)
6201	Nunavut	Nvt.	33.0*	(27.6 to 39.0)
3540	Chatham–Kent Health Unit	Ont.	32.7*	(26.9 to 39.0)
3549	Northwestern Health Unit	Ont.	32.7*	(26.8 to 39.2)
4835	North Zone	Alta.	32.7*	(29.8 to 35.7)
1100	Prince Edward Island	P.E.I.	32.4*	(29.4 to 35.6)
1306	Zone 6 (Bathurst area)	N.B.	32.3*	(27.3 to 37.6)
1303	Zone 3 (Fredericton area)	N.B.	32.2*	(27.9 to 36.8)
3542	Lambton Health Unit	Ont.	32.2*	(27.3 to 37.4)
4833	Central Zone	Alta.	32.2*	(29.0 to 35.6)
3527	Brant County Health Unit	Ont.	32.1*	(25.8 to 39.0)
3534	Haldimand–Norfolk Health Unit	Ont.	32.1*	(27.6 to 37.0)
4706	Saskatoon Regional Health Authority	Sask.	31.9*	(27.8 to 36.2)
3535	Haliburton, Kawartha, Pine Ridge District Health Unit	Ont.	31.6*	(27.2 to 36.4)
4602	Prairie Mountain Health	Man.	31.5*	(27.4 to 35.9)
3562	Thunder Bay District Health Unit	Ont.	31.3*	(27.3 to 35.4)
3537	City of Hamilton Health Unit	Ont.	31.1*	(26.4 to 36.1)
3538	Hastings and Prince Edward Counties Health Unit	Ont.	31.1*	(26.7 to 35.8)
4709	Prince Albert Parkland Regional Health Authority	Sask.	31.1*	(25.3 to 37.5)
5953	Northeast Health Service Delivery Area	B.C.	31.1*	(25.3 to 37.5)
3526	District of Algoma Health Unit	Ont.	30.8	(23.5 to 39.2)
4703	Cypress Regional Health Authority	Sask.	30.5	(24.7 to 37.0)
5952	Northern Interior Health Service Delivery Area	B.C.	30.5	(25.0 to 36.6)
3543	Leeds, Grenville and Lanark District Health Unit	Ont.	30.4	(24.5 to 36.9)
3533	Grey Bruce Health Unit	Ont.	30.3*	(26.1 to 35.0)
3557	Renfrew County and District Health Unit	Ont.	30.0	(24.4 to 36.3)
4831	South Zone	Alta.	29.9*	(26.6 to 33.3)

3552	Oxford County Health Unit	Ont.	29.6	(24.1 to 35.8)
3556	Porcupine Health Unit	Ont.	29.6	(24.5 to 35.3)
5911	East Kootenay Health Service Delivery Area	B.C.	29.4	(24.2 to 35.3)
3568	Windsor-Essex County Health Unit	Ont.	29.2	(24.2 to 34.7)
3560	Simcoe Muskoka District Health Unit	Ont.	29.1*	(26.0 to 32.5)
3536	Halton Regional Health Unit	Ont.	29.0	(24.4 to 34.1)
1301	Zone 1 (Moncton area)	N.B.	28.8	(25.2 to 32.8)
4704	Regina Qu'Appelle Regional Health Authority	Sask.	28.4	(24.7 to 32.4)
2409	Région de la Côte-Nord	Que.	28.2	(24.1 to 32.6)
2411	Région de la Gaspésie-Îles-de-la-Madeleine	Que.	28.1	(24.1 to 32.4)
2408	Région de l'Abitibi-Témiscamingue	Que.	28.0	(24.2 to 32.2)
3546	Niagara Regional Area Health Unit	Ont.	27.8	(24.3 to 31.6)
3530	Durham Regional Health Unit	Ont.	27.7	(23.4 to 32.4)
3547	North Bay Parry Sound District Health Unit	Ont.	27.5	(22.4 to 33.2)
3531	Elgin-St. Thomas Health Unit	Ont.	27.3	(22.9 to 32.2)
1269	Capital District Health Authority	N.S.	26.9	(23.5 to 30.7)
3566	Wellington-Dufferin-Guelph Health Unit	Ont.	26.8	(22.6 to 31.4)
6001	Yukon	Y.T.	26.8	(23.1 to 30.9)
4702	Five Hills Regional Health Authority	Sask.	26.1	(21.2 to 31.7)
2407	Région de l'Outaouais	Que.	26.0	(22.3 to 30.1)
2404	Région de la Mauricie et du Centre-du-Québec	Que.	25.5	(22.0 to 29.4)
2414	Région de Lanaudière	Que.	25.5	(22.3 to 29.1)
3544	Middlesex-London Health Unit	Ont.	25.5	(21.9 to 29.5)
5942	Central Vancouver Island Health Service Delivery Area	B.C.	25.5	(21.7 to 29.8)
Canada[†]			24.8	(24.3 to 25.2)
3555	Peterborough County-City Health Unit	Ont.	24.7	(20.0 to 30.1)
2410	Région du Nord-du-Québec	Que.	24.6	(20.2 to 29.6)
3551	City of Ottawa Health Unit	Ont.	24.5	(21.8 to 27.5)

5943	North Vancouver Island Health Service Delivery Area	B.C.	24.5	(19.7 to 30.1)
2413	Région de Laval	Que.	24.2	(20.7 to 28.1)
4834	Edmonton Zone	Alta.	24.2	(21.4 to 27.2)
5923	Fraser South Health Service Delivery Area	B.C.	24.0	(19.0 to 29.9)
3565	Waterloo Health Unit	Ont.	23.8	(20.9 to 26.9)
4601	Winnipeg Regional Health Authority	Man.	23.8	(20.5 to 27.3)
5921	Fraser East Health Service Delivery Area	B.C.	23.8	(19.3 to 29.1)
2416	Région de Montérégie	Que.	23.7	(21.0 to 26.5)
5914	Thompson/Cariboo Health Service Delivery Area	B.C.	23.6	(18.9 to 29.0)
3553	Peel Regional Health Unit	Ont.	23.5	(21.0 to 26.2)
3541	Kingston, Frontenac and Lennox and Addington Health Unit	Ont.	23.3	(18.6 to 28.8)
2415	Région de Laurentides	Que.	23.1	(19.9 to 26.6)
2402	Région du Saguenay-Lac-Saint-Jean	Que.	23.0	(19.7 to 26.7)
4832	Calgary Zone	Alta.	22.9	(20.4 to 25.7)
2405	Région de l'Estrie	Que.	22.5	(18.5 to 27.2)
2412	Région de la Chaudière-Appalaches	Que.	22.2	(19.0 to 25.8)
2403	Région de la Capitale-Nationale	Que.	21.6	(19.0 to 24.5)
2401	Région du Bas-Saint-Laurent	Que.	21.3	(17.5 to 25.6)
5912	Kootenay-Boundary Health Service Delivery Area	B.C.	21.2	(16.6 to 26.8)
5922	Fraser North Health Service Delivery Area	B.C.	21.0	(17.5 to 25.0)
5913	Okanagan Health Service Delivery Area	B.C.	20.8	(16.7 to 25.7)
5941	South Vancouver Island Health Service Delivery Area	B.C.	20.1*	(16.9 to 23.7)
2406	Région de Montréal	Que.	19.9*	(17.7 to 22.4)
3570	York Regional Health Unit	Ont.	19.0*	(16.2 to 22.0)
3595	City of Toronto Health Unit	Ont.	17.7*	(15.6 to 19.9)
5931	Richmond Health Service Delivery Area	B.C.	13.0*	(9.5 to 17.6)
5933	North Shore/Coast Garibaldi Health Service Delivery Area	B.C.	12.4*	(8.9 to 17.1)
5932	Vancouver Health Service Delivery Area	B.C.	11.3*	(9.3 to 13.7)

[†] reference category

* significantly different from the reference category ($p < 0.05$)

1. Confidence intervals indicate the precision of an estimate. Confidence intervals are usually set at 95%, which means that 95% of the time, the true value will fall within the confidence interval. Wide confidence intervals indicate that there is high variability associated with the estimate, thus, the estimate should be interpreted and compared with due caution. When two estimates have confidence intervals that overlap (i.e. a number can occur within both intervals) this means that there is no statistically significant difference between the estimates.

Source: Canadian Community Health Survey, 2011–2012.

Karen Chafe

From: CityClerk
Sent: Tuesday, January 22, 2019 11:00 AM
To: Don Roberts; CityClerk; Karen Chafe; Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Gerard Doran; Jason Sinyard; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: 558 Thorburn Rd on line retail car sales business

Good Afternoon Mr. Roberts:

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

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

Elaine

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: Don Roberts [REDACTED]
Sent: Monday, January 21, 2019 3:17 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: 558 Thorburn Rd on line retail car sales business

With reference to this application I spoke to your employee Donna that this is a home base business which I have no problem with as long as the rules and guidelines are kept. But what concerns me is if down the road the owner decides that he'll like to have a used car lot and because he has the proposed business already there for a number of years and only a few people are against the used car lot that the application will be approved. Being a property owner in that area and plans to build a new home I would not want the possibility of having a used car lot just two building lots down the road on the other side of me.

From

Don Roberts
[REDACTED]
St. John's

**REPORT TO COUNCIL
DEVELOPMENT COMMITTEE MEETING
February 5, 2019 – 10:00 a.m. – Conference Room A, 4th Floor, City Hall**

**1. Request for Pump Station in the Watershed – INT1800128
Southview Drive, Town of Paradise**

Recommendation

It is recommended that the pump station be approved with the following conditions:

1. The installation of the pump station does not imply approval for the new residential development within the City of St. John's portion of Southview Drive. Residential Use is neither a permitted nor a Discretionary Use in the Watershed (W) Zone.
2. The pump station can only be used to service dwellings within the Town of Paradise. Should new dwellings be requested along Southview Drive within the Town of Paradise, they must be developed in accordance with the Watershed Agreement between the City of St. John's and the Town of Paradise.

**2. Proposed Ceramics Studio (Change of Non-Conforming Use)
DEV1900002
8-10 Spencer Street**

Recommendation

It is recommended that Council approve the reassignment of the Development Agreement to the current applicant of the Ceramic Studio.

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

DECISION/DIRECTION NOTE

Title: Request for Pump Station in the Watershed
INT1800128
Southview Drive, Town of Paradise

Date Prepared: February 5, 2019

Report To: His Worship the Mayor and Members of Council

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

Ward: Town of Paradise

Decision/Direction Required:

To seek approval for a pump station which was constructed in the Watershed, located on Southview Drive within the Town of Paradise.

Discussion – Background and Current Status:

An application was submitted for approval of a pump station which was already constructed on Southview Drive, within the Town of Paradise, near the border of the City of St. John's. The property is located within the Broad Cove Protected Watershed, where Section 104 of the City Act indicates that with the written recommendation of the City Manager, a permit may be issued for a building in the Watershed. It is determined that the pump station can be defined as a building.

The Town of Paradise has indicated that this pump station will be used to service existing dwellings in Paradise. The approval of this pump station and subsequent municipal services will decrease the impact on the Watershed, as the area is currently unserved.

Key Considerations/Implications:

1. Budget/Financial Implications: Not Applicable.
2. Partners or Other Stakeholders:
Town of Paradise
3. Alignment with Strategic Directions/Adopted Plans: Not Applicable.
4. Legal or Policy Implications:
Section 104 of the City of St. John's Act, and The Watershed Agreement Between the City of St. John's and the Town of Paradise
5. Engagement and Communications Considerations: Not Applicable.
6. Human Resource Implications: Not Applicable.

ST. JOHN'S

7. Procurement Implications: Not Applicable.
8. Information Technology Implications: Not Applicable.
9. Other Implications: Not Applicable.

Recommendation:

It is recommended that the pump station be approved, with the following condition:

1. The installation of the pump station does not imply approval for new residential development within the City of St. John's portion of Southview Drive. Residential Use is neither a permitted nor a Discretionary Use in the Watershed (W) Zone.
2. The pump station can only be used to service dwellings within The Town of Paradise. Should new dwellings be requested along Southview Drive within the Town of Paradise, they must be developed in accordance with the Watershed Agreement Between the City of St. John's and the Town of Paradise.

Prepared by/Signature:

Andrea Roberts – Development Officer

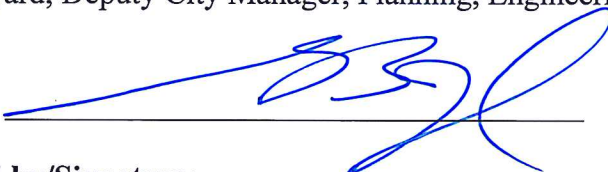
Signature: _____



Approved by/Signature:

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

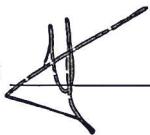
Signature: _____



Approved by/Signature:

Kevin Breen, City Manager

Signature: _____



AAR/dlm

Attachments: Map



Pump Station Location

10958.201015

1357.63064

1589.47423

1656.63099

2342927/633648

33141.020065

60466.821236

69369.402596

66615.91247

DECISION/DIRECTION NOTE

Title:

Proposed Ceramics Studio (Change of Non-Conforming Use)
DEV1900002
8-10 Spencer Street

Date Prepared:

January 5, 2019 (Date of Next Meeting: January 11, 2019)

Report To:

His Worship the Mayor and Members of Council

Councillor and Role:

Councillor Maggie Burton, Planning and Development Lead

Ward:

2

Decision/Direction Required:

To seek approval from Council regarding a Change of Non-Conforming Use application for the purpose of a Ceramic Studio.

Discussion – Background and Current Status:

An application was submitted requesting occupancy of the subject property.

An application for the identical use was approved by Council in 2015. All permits are currently in place for a studio except that there will be a new applicant for the proposed business. The current development agreement is with the original applicant/developer. The development agreement needs to be assigned to the new developer and consent from the property owner must be granted to allow the reassignment of the development agreement to the new applicant. This necessary consent has been given by the property owner.

Key Considerations/Implications:

1. Budget/Financial Implications: Not Applicable.
2. Partners or Other Stakeholders: Not Applicable.
3. Alignment with Strategic Directions/Adopted Plans: Not Applicable.
4. Legal or Policy Implications:
Section 7.12.4 of the Development Regulations, Change of Non-Conforming Use
5. Engagement and Communications Considerations: Not Applicable.
6. Human Resource Implications: Not Applicable.
7. Procurement Implications: Not Applicable.

ST. JOHN'S

8. Information Technology Implications: Not Applicable.

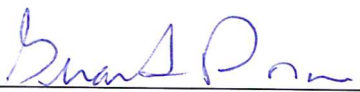
9. Other Implications: Not Applicable.

Recommendation:

It is recommended that Council approve the reassignment of the Development Agreement to the current applicant of the Ceramic Studio.

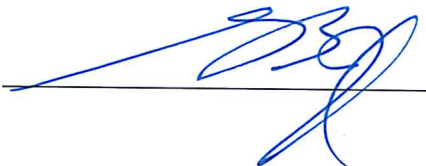
Prepared by/Signature:

Gerard Doran, Development Supervisor
Planning, Engineering & Regulatory Services

Signature: _____

Approved by/Date/Signature:

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

Signature: _____

GD/dlm

Attachments: Not Applicable.



PARADE ST

FRESHWATER RD

SUBJECT PROPERTY

R3

6A

8

SPENCER ST

14A

CCM

R3

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

W:\Engwork\PlanWap\applications 2019\dev1900002-6-10 spencer street.mxd

DEVELOPMENT PERMITS LIST
DEPARTMENT OF PLANNING, ENGINEERING AND REGULATORY SERVICES
FOR THE PERIOD OF January 31, 2019 TO February 6, 2019

Code	Applicant	Application	Location	Ward	Development Officer's Decision	Date
COM	WHL Holdings Ltd.	Clearing & Grubbing	18 International Place	1	Approved	19-02-01

*	Code Classification:			
	RES	- Residential	INST	- Institutional
	COM	- Commercial	IND	- Industrial
	AG	- Agriculture		
	OT	- Other		
**	This list is issued for information purposes only. Applicants have been advised in writing of the Development Officer's decision and of their right to appeal any decision to the St. John's Local Board of Appeal.			

Gerard Doran
Development Supervisor
Planning, Engineering and
Regulatory Services

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Building Permits List

Council's February 11, 2019 Regular Meeting

Permits Issued: 2019/01/31 to 2019/02/06

Class: Commercial

67 Major's Path, Unit 101	Co	Office
285 Pennywell Rd	Co	Home Occupation
171 Water St	Co	Restaurant
40 Aberdeen Ave	Ms	Service Shop
40 Aberdeen Ave	Ms	Clinic
40 Aberdeen Ave	Ms	Retail Store
10 Elizabeth Ave	Ms	Retail Store
9 Hallett Cres	Ms	Retail Store
102 Kenmount Dr	Ms	Hotel
25 Kenmount Rd	Ms	Retail Store
193 Kenmount Rd	Ms	Service Shop
32-34 Pippy Pl	Ms	Retail Store
260 Portugal Cove Rd	Ms	Retail Store
35 Ridge Rd	Ms	Recreational Use
415 Stavanger Dr	Ms	Restaurant
430 Torbay Rd	Sn	Eating Establishment
Avalon Mall, Claire's	Cr	Retail Store
Avalon Mall, Units 0435 & 0440	Rn	Retail Store
326 Freshwater Rd	Rn	Commercial Garage
Avalon Mall, A&W, Fc03	Rn	Restaurant
139 Water St	Rn	Office
324 Freshwater Rd, Suzuki	Ex	Car Sales Lot
70 Southern Shore Hwy, Site 1	Rn	Public Utility

This Week \$ 5,775,728.00

Class: Industrial

This Week \$.00

Class: Government/Institutional

This Week \$.00

Class: Residential

80 Pearltown Rd	Nc	Single Detached & Sub.Apt
100 Watson St	Co	Home Office
264 Anspach St	Cr	Subsidiary Apartment
14 Downing St	Rn	Single Detached Dwelling
576 Empire Ave	Rn	Single Detached Dwelling
226 Green Acre Dr	Rn	Single Detached Dwelling
11 Jennmar Cres	Rn	Single Detached Dwelling
4 Victoria St	Rn	Townhousing

This Week \$ 213,200.00

Class: Demolition

This Week \$.00

This Week's Total: \$ 5,988,928.00

Repair Permits Issued: 2019/01/31 To 2019/02/06 \$.00

Legend

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

YEAR TO DATE COMPARISONS			
February 11, 2019			
TYPE	2018	2019	% VARIANCE (+/-)
Commercial	\$17,610,803.00	\$8,871,669.00	-50
Industrial	\$0.00	\$0.00	0
Government/Institutional	\$2,000,000.00	\$0.00	0
Residential	\$9,904,341.00	\$1,777,080.00	-82
Repairs	\$113,500.00	\$98,750.00	-13
Housing Units(1 & 2 Family Dwelling	12	2	
TOTAL	\$29,628,644.00	\$10,747,499.00	-64

Respectfully Submitted,

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

MEMORANDUM

Weekly Payment Vouchers For The Week Ending February 6, 2019

Payroll

Public Works	\$ 768,206.68
Bi-Weekly Administration	\$ 978,679.93
Bi-Weekly Management	\$ 859,840.45
Bi-Weekly Fire Department	\$ 817,201.04
Accounts Payable	\$ 4,252,746.77

Total: \$ 7,676,674.87

ST. JOHN'S

DEPARTMENT OF FINANCE

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

NAME	CHEQUE #	DESCRIPTION	AMOUNT
NEWFOUNDLAND EXCHEQUER ACCOUNT	119644	PHOTOCOPYING ACCOUNT AT REGISTRY OF DEEDS	50.00
THERESA ARNDT	119645	BENEFICIARIES FOR GROUND RENT & ARREARS	66.66
BUSSEY HORWOOD LAW GROUP	119646	LEGAL CLAIM	17,500.00
NOEL FINN	119647	REFUND SECURITY DEPOSIT	255.00
BUSSEY HORWOOD LAW GROUP	119648	LEGAL CLAIM	17,500.00
AVALON TOWING SERVICES INC.	119649	TOWING SERVICES	2,678.65
LANDSCAPE Nfld. & LABRADOR	119650	MEMBERSHIP FEES	177.08
STAPLES THE BUSINESS DEPOT - STAVANGER C	119651	STATIONERY & OFFICE SUPPLIES	1,054.47
NORTRAX CANADA INC.,	119652	REPAIR PARTS	301.27
STEELE HONDA	119653	AUTO PARTS	215.38
STEELE COMMUNICATIONS	119654	ADVERTISING	460.00
COUNTRY TRAILER SALES 1999 LTD	119655	REPAIR PARTS	879.75
3M CANADA COMPANY	119656	AEROBIC SUPPLIES	1,342.82
CITY WIDE TWO	119657	LEGAL CLAIM	1,638.72
LSW WEAR PARTS LIMITED	119658	REPAIR PARTS	15,237.50
THE WORKS	119659	MEMBERSHIP FEES	127.20
INDUSTRIES MACHINEX INC.	119660	PROFESSIONAL SERVICES	11,982.15
CANADIAN PARKING ASSOCIATION (CPA)	119661	MEMBERSHIP FEES	598.00
INDACHEM INC.,	119662	REPAIR PARTS	28,594.75
PATTISON OUTDOOR ADVERTISING	119663	ADVERTISING	2,300.00
GARFIELDS CARBIDE SHARPENING SERVICES	119664	PROFESSIONAL SERVICES	160.00
JOHNSON CONTROLS LTD.	119665	PROFESSIONAL SERVICES	1,182.41
ADR ATLANTIC INSTITUTE	119666	MEMBERSHIP FEES	352.19
LIFTOW LIMITED C/O T8092	119667	REPAIR PARTS	1,998.85
STAPLES ADVANTAGE	119668	OFFICE SUPPLIES	5,487.72
INDUSTRIAL SCIENTIFIC CANADA ULC	119669	SUBSCRIPTION RENEWAL	595.26
ENGLOBE CORP	119670	PROFESSIONAL SERVICES	12,135.95
FEDEX	119671	COURIER SERVICES	52.75
PRAXAIR PRODUCTS INC.	119672	CARBON DIOXIDE	1,939.02
SPEEDY GLASS	119673	WINDSHIELD REPAIRS	1,102.36
ATLANTIC PROVINCES ECONOMIC COUNCIL	119674	MEMBERSHIP FEES	450.00
STAPLES THE BUSINESS DEPOT - KELSEY DR	119675	OFFICE SUPPLIES	321.99
CREATIVE CITY NETWORK OF CANADA	119676	MEMBERSHIP FEES	1,055.00
NEIGHBOURHOOD DANCE WORKS	119677	FUNDRAISER	300.00
CAREW, ANNE MARIE	119678	LEGAL CLAIM	817.25
RCAP	119679	LEASING OF OFFICE EQUIPMENT	363.64
ZURICH INSURANCE CO.	119680	LEGAL CLAIM	6,149.41
THE UNIFUND ASSURANCE COMPANY	119681	LEGAL CLAIM	7,677.83
CAMBRIDGE ENVIRONMENTAL PRODUCTS INC	119682	MEDICAL SUPPLIES	1,270.75
ADS PUBLISHING	119683	ADVERTISING	1,449.00
SOS 4 KIDS INC.	119684	HOME ALONE SAFETY KITS	1,692.33
WAYNE SMITH	119685	REFUND SECURITY DEPOSIT	100.00
CHRISTOPHER LAPORTE	119686	REFUND PARKING PERMIT	175.00
CATHY GREEN	119687	REFUND GARBAGE BIN	65.00
ARTHUR FRANCIS MORGAN	119688	REFUND OVERPAYMENT OF TAXES	5,134.71

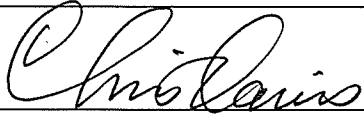
NAME	CHEQUE #	DESCRIPTION	AMOUNT
MARIE SPURRELL	119689	REFUND OVERPAYMENT OF TAXES	1,279.33
ECS CARES INCORPORATED	119690	REPAIR PARTS	237.71
IGNITE COLLABORATION SERVICES GROUP INC	119691	PROFESSIONAL SERVICES	54,347.17
INTERNATIONAL NAME PLATE SUPPLIES LTD.	119692	NAME PLATES & SIGNS	437.32
HARBORSIDE ENGINEERING CONSULTANTS	119693	PROFESSIONAL SERVICES	35,075.00
AVOLON TOWING SERVICES INC.	119694	TOWING SERVICES	196.35
CITY OF ST. JOHN'S	119695	REPLENISH PETTY CASH	416.75
SHERA PROPERTIES LIMITED	119696	REFUND SECURITY DEPOSIT	31,956.36
HEALTH CARE FOUNDATION	EFT000000013311	PAYROLL DEDUCTIONS	8.00
CUPE LOCAL 569	EFT000000013312	PAYROLL DEDUCTIONS	30,680.61
CUPE LOCAL 1289	EFT000000013313	PAYROLL DEDUCTIONS	17,403.28
NAPE	EFT000000013314	PAYROLL DEDUCTIONS	647.09
CITY HALL SOCIAL CLUB	EFT000000013315	PAYROLL DEDUCTIONS	4,918.40
SUPPORT ENFORCEMENT AGENCY	EFT000000013316	WAGE GARNISHMENTS	2,675.66
HB GROUP INSURANCE MANAGEMENT	EFT000000013317	EMPLOYEE PAYROLL DEDUCTIONS	32,939.44
IAFF, LOCAL 1075	EFT000000013318	PAYROLL DEDUCTIONS	25,906.77
NEWFOUNDLAND POWER	EFT000000013319	ELECTRICAL SERVICES	16,015.02
NEWFOUNDLAND POWER	EFT000000013320	ELECTRICAL SERVICES	46,024.08
CG HVAC SERVICES	EFT000000013321	PROFESSIONAL SERVICES	6,354.14
WAJAX INDUSTRIAL COMPONENTS	EFT000000013322	REPAIR PARTS	63.18
ACKLANDS-GRAINGER	EFT000000013323	INDUSTRIAL SUPPLIES	63.97
AFONSO GROUP LIMITED	EFT000000013324	SEWER INSPECTIONS	828.00
ACTION CAR AND TRUCK ACCESSORIES	EFT000000013325	AUTO PARTS	651.54
ASHFORD SALES LTD.	EFT000000013326	REPAIR PARTS	126.44
ATLANTIC OFFSHORE MEDICAL SERV	EFT000000013327	MEDICAL SERVICES	2,264.72
TOYS "R" US CANADA LTD	EFT000000013328	SUPPLIES - RECREATION PROGRAMS	921.45
AUTOMOTIVE SUPPLIES 1985 LTD.	EFT000000013329	AUTO SUPPLIES	919.08
B & B SALES LTD.	EFT000000013330	SANITARY SUPPLIES	8.86
RDM INDUSTRIAL LTD.	EFT000000013331	INDUSTRIAL SUPPLIES	24.21
ROBERT BAIRD EQUIPMENT LTD.	EFT000000013332	RENTAL OF EQUIPMENT	8,293.98
HERCULES SLR INC.	EFT000000013333	REPAIR PARTS	21.28
STAPLES THE BUSINESS DEPOT - MP	EFT000000013334	OFFICE SUPPLIES	449.23
TOWN OF CONCEPTION BAY SOUTH	EFT000000013335	GARBAGE COLLECTION	250.00
PREMA NEWFOUNDLAND	EFT000000013336	REPAIR PARTS	202.28
BELBIN'S GROCERY	EFT000000013337	CATERING SERVICES	522.76
SMS EQUIPMENT	EFT000000013338	REPAIR PARTS	5,680.89
HAROLD SNOW & SONS	EFT000000013339	HARDWARE SUPPLIES	513.65
CABOT PEST CONTROL	EFT000000013340	PEST CONTROL	415.04
BEST DISPENSERS LTD.	EFT000000013341	SANITARY SUPPLIES	173.19
ROCKWATER PROFESSIONAL PRODUCT	EFT000000013342	CHEMICALS	10,601.57
RICOH	EFT000000013343	LEASING OF OFFICE EQUIPMENT	6,180.61
BROWNE'S AUTO SUPPLIES LTD.	EFT000000013344	AUTOMOTIVE REPAIR PARTS	16.85
FIRE TECH SYSTEMS LIMITED	EFT000000013345	FIRE SUPPLIES	891.25
FLAGHOUSE INC	EFT000000013346	RECREATIONAL SUPPLIES	1,846.73
ATLANTIC TRAILER & EQUIPMENT	EFT000000013347	REPAIR PARTS	5,865.00

NAME	CHEQUE #	DESCRIPTION	AMOUNT
LIFE SAFETY SYSTEMS	EFT000000013348	SPRINKLER SYSTEM MODIFICATIONS	901.60
CANADIAN CORPS COMMISSIONAIRES	EFT000000013349	SECURITY SERVICES	33,728.71
AIR LIQUIDE CANADA INC.	EFT000000013350	CHEMICALS AND WELDING PRODUCTS	252.54
HISCOCK'S SPRING SERVICE	EFT000000013351	HARDWARE SUPPLIES	1,836.87
CAPITAL PRE-CAST	EFT000000013352	PROFESSIONAL SERVICES	11,816.25
CBCL LIMITED	EFT000000013353	PROFESSIONAL SERVICES	3,496.00
ATLANTIC HOME FURNISHINGS LTD	EFT000000013354	APPLIANCES	947.60
HAZMASTERS INC.	EFT000000013355	CHEMICALS	3,151.00
DULUX PAINTS	EFT000000013356	PAINT SUPPLIES	140.92
COLONIAL GARAGE & DIST. LTD.	EFT000000013357	AUTO PARTS	4,108.79
CONSTRUCTION SIGNS LTD.	EFT000000013358	SIGNAGE	4,461.66
SCARLET EAST COAST SECURITY LTD	EFT000000013359	TRAFFIC CONTROL	1,463.38
MAXXAM ANALYTICS INC.,	EFT000000013360	WATER PURIFICATION SUPPLIES	869.40
JAT EXCAVATING INC.	EFT000000013361	PROFESSIONAL SERVICES	2,837.36
JAMES G CRAWFORD LTD.	EFT000000013362	PLUMBING SUPPLIES	859.75
SHU-PAK EQUIPMENT INC.	EFT000000013363	REPAIR PARTS	331,200.00
ENVIROSYSTEMS INC.	EFT000000013364	PROFESSIONAL SERVICES	31,277.70
NEWFOUND CABS	EFT000000013365	TRANSPORTATION SERVICES	419.69
FASTENAL CANADA	EFT000000013366	REPAIR PARTS	2,055.34
CUMMINS CANADA ULC	EFT000000013367	REPAIR PARTS	2,533.39
ROGERS ENTERPRISES LTD	EFT000000013368	TRAINING PROGRAM	379.50
CRAWFORD & COMPANY CANADA INC	EFT000000013369	ADJUSTING FEES	1,045.00
DICKS & COMPANY LIMITED	EFT000000013370	OFFICE SUPPLIES	5,063.04
EAST COAST HYDRAULICS	EFT000000013371	REPAIR PARTS	3,023.70
HITECH COMMUNICATIONS LIMITED	EFT000000013372	REPAIRS TO EQUIPMENT	14,759.10
REEFER REPAIR SERVICES (2015) LIMITED	EFT000000013373	REPAIR PARTS	13,226.51
NORTH ATLANTIC MARINE SUPPLIES & SERVIC	EFT000000013374	REPAIR PARTS	366.10
DOMINION RECYCLING LTD.	EFT000000013375	PIPE	126.50
THYSSENKRUPP ELEVATOR	EFT000000013376	ELEVATOR MAINTENANCE	649.75
MUNICIPALITIES NEWFOUNDLAND AND LABR/	EFT000000013377	MEMBERSHIP FEES	54,274.48
CAHILL TECHNICAL SERVICES	EFT000000013378	PROFESSIONAL SERVICES	1,872.49
CANADIAN TIRE CORP.-KELSEY DR.	EFT000000013379	MISCELLANEOUS SUPPLIES	254.07
EASTERN MEDICAL SUPPLIES	EFT000000013380	MEDICAL SUPPLIES	908.50
EASTERN TURF PRODUCTS	EFT000000013381	REPAIR PARTS	4,650.06
ELECTRONIC CENTER LIMITED	EFT000000013382	ELECTRONIC SUPPLIES	32.52
EMERGENCY REPAIR LIMITED	EFT000000013383	AUTO PARTS AND LABOUR	12,017.50
FRESHWATER AUTO CENTRE LTD.	EFT000000013384	AUTO PARTS/MAINTENANCE	8,345.32
IMPACT SIGNS AND GRAPHICS	EFT000000013385	SIGNAGE	1,115.50
BURSEY CLEANERS LIMITED	EFT000000013386	CLEANING SERVICES	741.75
STELLAR INDUSTRIAL SALES LTD.	EFT000000013387	INDUSTRIAL SUPPLIES	130.64
ENTERPRISE RENT-A-CAR	EFT000000013388	RENTAL OF VEHICLES	9,389.29
D.W. MECHANICAL	EFT000000013389	REPAIR PARTS	1,452.66
HARVEY & COMPANY LIMITED	EFT000000013390	REPAIR PARTS	10,958.48
A HARVEY & CO. LTD.	EFT000000013391	ROAD SALT	6,003.81
HARVEY'S OIL LTD.	EFT000000013392	PETROLEUM PRODUCTS	1,302.72

NAME	CHEQUE #	DESCRIPTION	AMOUNT
GUILLEVIN INTERNATIONAL CO.	EFT0000000013393	ELECTRICAL SUPPLIES	66.84
BRENNTAG CANADA INC	EFT0000000013394	CHLORINE	14,230.57
GRAYMONT (NB) INC.,	EFT0000000013395	HYDRATED LIME	44,594.70
FDM SOFTWARE	EFT0000000013396	SOFTWARE RENEWAL	61,315.95
HOLDEN'S TRANSPORT LTD.	EFT0000000013397	RENTAL OF EQUIPMENT	5,376.25
SOURCE ATLANTIC INDUSTRIAL DISTRIBUTION	EFT0000000013398	REPAIR PARTS	4,521.29
UNIVAR CANADA	EFT0000000013399	CHEMICALS	17,415.42
TOTAL CANADA INC.	EFT0000000013400	REPAIR PARTS	1,459.43
RESCUE 7 INC.,	EFT0000000013401	RECREATIONAL SUPPLIES	1,981.45
CERTIFIED LABS	EFT0000000013402	CHEMICALS	786.26
HICKMAN DODGE JEEP CHRYSLER	EFT0000000013403	PURCHASE OF VEHICLES	125,978.13
CHRIS SQUIRES ENTERPRISES INC.,	EFT0000000013404	PROFESSIONAL SERVICES	259.42
BOSCH REXROTH CANADA CORP.	EFT0000000013405	REPAIR PARTS	1,759.50
KAVANAGH & ASSOCIATES	EFT0000000013406	PROFESSIONAL SERVICES	24,980.01
ADVOCATE PRINTING & PUBLISHING	EFT0000000013407	CALENDARS	866.92
DALLAS MERCER CONSULTING INC.,	EFT0000000013408	PROFESSIONAL SERVICES	575.00
CENTINEL SERVICES	EFT0000000013409	REPAIR PARTS	1,932.00
KERR CONTROLS LTD.	EFT0000000013410	INDUSTRIAL SUPPLIES	1,144.25
VOHL INC.,	EFT0000000013411	REPAIR PARTS	1,877.33
CARMICHAEL ENGINEERING LTD.	EFT0000000013412	PROFESSIONAL SERVICES	5,616.60
CANADIAN AV INC.,	EFT0000000013413	PROFESSIONAL SERVICES	2,126.35
J.A. LARUE	EFT0000000013414	REPAIR PARTS	24,135.66
MARK'S WORK WEARHOUSE	EFT0000000013415	PROTECTIVE CLOTHING	675.09
MARTIN'S FIRE SAFETY LTD.	EFT0000000013416	SAFETY SUPPLIES	185.15
MCDONALD'S HOME HARDWARE	EFT0000000013417	HARDWARE SUPPLIES	57.39
DISTRIBUTION NOW	EFT0000000013418	REPAIR PARTS	329.48
SUMMIT PLUMBING & HEATING LTD.	EFT0000000013419	PROFESSIONAL SERVICES	10,074.38
CAPITAL AUTO CENTRE & GLASS REPAIR	EFT0000000013420	AUTO PARTS	609.50
DEL EQUIPMENT - MONCTON	EFT0000000013421	REPAIR PARTS	2,597.36
BACKFLOW SPECIALISTS LTD.	EFT0000000013422	PROFESSIONAL SERVICES	1,495.00
WAJAX INDUSTRIAL COMPONENTS	EFT0000000013423	REPAIR PARTS	7,853.43
NEWFOUNDLAND DISTRIBUTORS LTD.	EFT0000000013424	INDUSTRIAL SUPPLIES	181.85
TOROMONT CAT	EFT0000000013425	AUTO PARTS	675.91
NORTH ATLANTIC PETROLEUM	EFT0000000013426	PETROLEUM PRODUCTS	110,194.44
GCR TIRE CENTRE	EFT0000000013427	TIRES	35,684.19
PARTS FOR TRUCKS INC.	EFT0000000013428	REPAIR PARTS	175.90
POWERLITE ELECTRIC LTD.	EFT0000000013429	ELECTRICAL PARTS	212.75
K & D PRATT LTD.	EFT0000000013430	REPAIR PARTS AND CHEMICALS	3,069.24
PURULATOR INC.	EFT0000000013431	COURIER SERVICES	400.91
RIEOUT TOOL & MACHINE INC.	EFT0000000013432	TOOLS	228.85
THE ROYAL GARAGE LIMITED	EFT0000000013433	AUTO PARTS	29.44
ROYAL FREIGHTLINER LTD	EFT0000000013434	REPAIR PARTS	4,197.81
S & S SUPPLY LTD. CROSSTOWN RENTALS	EFT0000000013435	REPAIR PARTS	7,004.46
ST. JOHN'S BOARD OF TRADE	EFT0000000013436	CONFERENCE FEE	1,150.00
ST. JOHN'S PORT AUTHORITY	EFT0000000013437	RENTAL OF QUARRY SITE	5,758.05

NAME	CHEQUE #	DESCRIPTION	AMOUNT
SAUNDERS EQUIPMENT LIMITED	EFT000000013438	REPAIR PARTS	21,992.42
SANSOM EQUIPMENT LTD.	EFT000000013439	REPAIR PARTS	12,362.98
SMITH STOCKLEY LTD.	EFT000000013440	PLUMBING SUPPLIES	1,780.77
SPEEDY AUTOMOTIVE LTD.	EFT000000013441	AUTOMOTIVE SUPPLIES	235.80
SUPERIOR OFFICE INTERIORS LTD.	EFT000000013442	OFFICE SUPPLIES	4,505.70
TRACTION DIV OF UAP	EFT000000013443	REPAIR PARTS	14,822.13
TRICO LIMITED	EFT000000013444	REPAIR PARTS	345.00
TULKS GLASS & KEY SHOP LTD.	EFT000000013445	PROFESSIONAL SERVICES	743.51
WATERWORKS SUPPLIES DIV OF EMCO LTD	EFT000000013446	REPAIR PARTS	7,714.04
WESCO DISTRIBUTION CANADA INC.	EFT000000013447	REPAIR PARTS	162.10
BELL MOBILITY INC. RADIO DIVISION	EFT000000013448	MAINTENANCE CHARGES & REPAIRS	1,949.25
EASTERN WASTE MANAGEMENT	EFT000000013449	TRAINING PROGRAM	7,150.00
HILL ADVISORY SERVICES	EFT000000013450	PROFESSIONAL SERVICES	4,945.00
FLYNN CANADA LIMITED	EFT000000013451	PROFESSIONAL SERVICES	34,063.00
TODD ROBBINS SERVICES INC.	EFT000000013452	PROFESSIONAL SERVICES	3,047.50
KROWN PROPERTY INVESTMENTS	EFT000000013453	APPLIANCES	2,003.80
PROTEK INDUSTRIES LIMITED	EFT000000013454	REPAIR PARTS	1,184.50
SQUIRES, PAULA	EFT000000013455	EMPLOYMENT RELATED EXPENSES	372.22
YOUNG, CORALIE	EFT000000013456	EMPLOYMENT RELATED EXPENSES	22.94
BLAIR MCDONALD	EFT000000013457	MILEAGE	36.03
MARIANNE ALACOQUE	EFT000000013458	EMPLOYMENT RELATED EXPENSES	5,792.20
FUTURA WORK WEAR	EFT000000013459	CLOTHING ALLOWANCES	209.30
GE INTELLIGENT PLATFORMS CANADA COMPA	EFT000000013460	REPAIR PARTS	89,980.76
IMP SOLUTIONS	EFT000000013461	REPAIR PARTS	25,339.10
CUBEX LTD.	EFT000000013462	REPAIR PARTS	2,906.77
SALTWIRE, THE TELEGRAM, BOUNTY PRINT	EFT000000013463	ADVERTISING	5,281.54
VALLEN	EFT000000013464	REPAIR PARTS	1,002.62
LEADING EDGE GROUP	EFT000000013465	PROFESSIONAL SERVICES	5,951.25
TELUS	EFT000000013466	CELLULAR PHONE	460.00
TOXYSKAN INC.	EFT000000013467	RENEWAL OF TOXY SCAN	2,771.50
FLEETMIND SOLUTIONS LTD.	EFT000000013468	PROFESSIONAL SERVICES	3,263.70
PARSONS PAVING LTD.	EFT000000013469	PROFESSIONAL SERVICES	45,833.25
ALLTASK EXCAVATING INC	EFT000000013470	SNOW CLEARING SERVICES	18,751.09
CB AUTOMATION INC.	EFT000000013471	PROFESSIONAL SERVICES	591.10
ALLISON P. JAMIESON	EFT000000013472	PROFESSIONAL SERVICES	1,250.00
REDWOOD CONSTRUCTION LIMITED	EFT000000013473	PROGRESS PAYMENT	45,315.41
BURSEY EXCAVATING & DEVELOPMENT LTD.	EFT000000013474	PROGRESS PAYMENT	38,800.08
CANCELLED	EFT000000013475	CANCELLED	0
HARRIS & ROOME SUPPLY LIMITED	EFT000000013476	ELECTRICAL SUPPLIES	113.47
RBC GLOBAL SERVICES/RBC INVESTOR SERVICE	EFT000000013477	PAYROLL DEDUCTIONS	1,166,826.72
PUBLIC SERVICE CREDIT UNION	EFT000000013478	PAYROLL DEDUCTIONS	3,166.39
JONES, CHRISTINA	EFT000000013479	EMPLOYMENT RELATED EXPENSES	125.78
NEWFOUNDLAND POWER	EFT000000013480	ELECTRICAL SERVICES	477,160.96
MINE SAFETY APPLIANCES LLC	EFT000000013481	REPAIR PARTS	555,826.18
TOTAL: \$			4,252,746.77

BID APPROVAL NOTE

Bid #	2019003		
Bid Name	Lease of Mini Excavator		
Department	Public Works	Division	Water and Wastewater
Budget Code	4131-52626		
Source of Funding	☒ Operating ☐ Capital ☐ Multiyear Capital		
Purpose	Reason – lease of mini excavator to conduct repairs on water and sewer infrastructure.		
Results	☒ As attached ☐ As noted below		
	Vendor Name		Bid Amount
Expected Value	☒ As above ☐ Value shown is an estimate only for a year period. The City does not guarantee to buy any specific quantities or dollar value.		
Contract Duration	60 Months		
Bid Exception	☒ None ☐ Contract Award Without Open Call ☐ Professional Services		
Recommendation	It is recommended to award this open call to the lowest bidder that meets specifications, Atlantic Powertrain, as per the Public Procurement Act		
Supply Chain Buyer	Sherri Higgins		
Supply Chain Manager		Date	February 7, 2019
Deputy City Manager*		Date	

*Only required for a bid exception (contract award without open call or professional services).

ST. JOHN'S

2019003

Lease of Mini Excavator

Closing Date: Tuesday, January 29, 2019

Vendor

Submissions

Atlantic Powertrain & Equipment Inc.	\$69,630.66
Wajax Equipment	\$72,968.19
Reefer Repair Services	\$76,529.97
Atlantic Trailer and Equipment Ltd	\$87,941.88
Nortrax Canada Inc.	\$89,920.11
NL Kubota Ltd.	\$95,451.15

DECISION/DIRECTION NOTE

Title: Robin Hood Bay (RHB) Equipment Reserve
Supply and Deliver One Compact Wheel Loader and One Skid Steer for
RHB Material Recovery Facility

Date Prepared: January 31, 2019

Report To: His Worship the Mayor and Members of Council

Councillor and Role: N/A

Ward: Not ward specific

Decision/Direction Required:

To seek Council decision to proceed with a purchase to supply and deliver a compact wheel loader and a skid steer to replace the existing loader and skid steer being used at the RHB Material Recovery Facility.

Discussion – Background and Current Status:

Funding from the RHB Equipment Reserve is requested to be utilized for the purchase of a new compact wheel loader and skid steer for the operations at the Material Recovery Facility (MRF). As the owner of the site, all the mobile equipment being used at the MRF is supplied by the City and the contracted operator of the MRF (Scotia Recycling) is obliged to maintain all equipment supplied by the City as per the terms of the existing contract.

In 2018, the City received a request to replace the existing equipment as it was requiring persistent and costly maintenance. The existing equipment was supplied in 2010. The City's Fleet Division completed an assessment of the units and determined that replacement was advisable.

The total estimated cost to supply and deliver replacement units is approximately \$250,000.

Key Considerations/Implications:

1. Budget/Financial Implications

Robin Hood Bay has identified sufficient funds within the RHB Equipment Reserve to support the purchase of this equipment. A detailed breakdown of 2016-2018 contributions made through the program is provided as follows:

0000-36885 Reserve for Robin Hood Bay Equipment Replacement

2016 Contribution	\$325,958
2017 Contribution	\$524,679
2018 Contribution (interest only to date)	\$70,371
Balance	\$4,294,905

ST. JOHN'S

2. Partners or Other Stakeholders

N/A

3. Alignment with Strategic Directions/Adopted Plans

Fiscally Responsible

Development of the equipment reserve provides the Robin Hood Bay Waste Management Facility 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

Procurement process will follow the requirements of the provincial *Public Procurement Act*, 2018.

8. Information Technology Implications

N/A

9. Other Implications

N/A

Recommendation:

It is recommended that funding be made available through the RHB Equipment Reserve to support the supply and delivery of this equipment.

Prepared by/Signature:

Andrew Niblock, B.Sc.

Director, Environmental Services

Signature: _____

Approved by/Date/Signature:

Lynnann Winsor, M.A.Sc., P.Eng.

Signature: _____

DECISION/DIRECTION NOTE – Regular Meeting

Date Prepared: February 7, 2019

Report to: His Worship the Mayor and Members of Council

Councillor and Role: Councillor Hope Jamieson, Ward Councillor

Title: Sale of City Land – Adjacent 94 Duckworth Street

Ward: Ward 2

Decision/Direction Required:

Recommendation on sale of City Land adjacent to 94 Duckworth Street.

Discussion – Background and Current Status:

In early 2018 the City sold 90 Duckworth Street, the former East End Fire Hall. During that sale the City retained a small parcel of land between 90 and 94 Duckworth Street, with the intention of rectifying an emergency exit requirement for 94 Duckworth Street. We have been in discussions with the owner of 94 Duckworth Street and she is agreeable to purchasing this land to secure her emergency exit access and to potentially utilize this land as a parking spot.

The purchase price of \$3,050.00 has been established at a rate of \$20.00 per square foot, plus HST and administrative fees. The area available is 137.24 square feet, based on the survey completed by the City in 2016.

Key Considerations/Implications:

1. Budget/Financial Implications
 - City to receive \$3,050.00 for the sale of the property plus administrative fees.
2. Partners or Other Stakeholders
 - N/A
3. Alignment with Strategic Directions/Adopted Plans
 - Fiscally Responsible



4. Legal or Policy Implications:
 - Deed of Conveyance will have to be prepared.
5. Engagement and Communications Considerations
 - N/A
6. Human Resource Implications
 - N/A
7. Procurement Implications
 - N/A
8. Information Technology Implications
 - N/A
9. Other Implications
 - Provide an emergency exit access for this property that did not previously exist, but which is required.

Recommendation:

It is recommended that Council approve the sale of the property adjacent to 94 Duckworth Street for the negotiated price.

Prepared by/Signature:

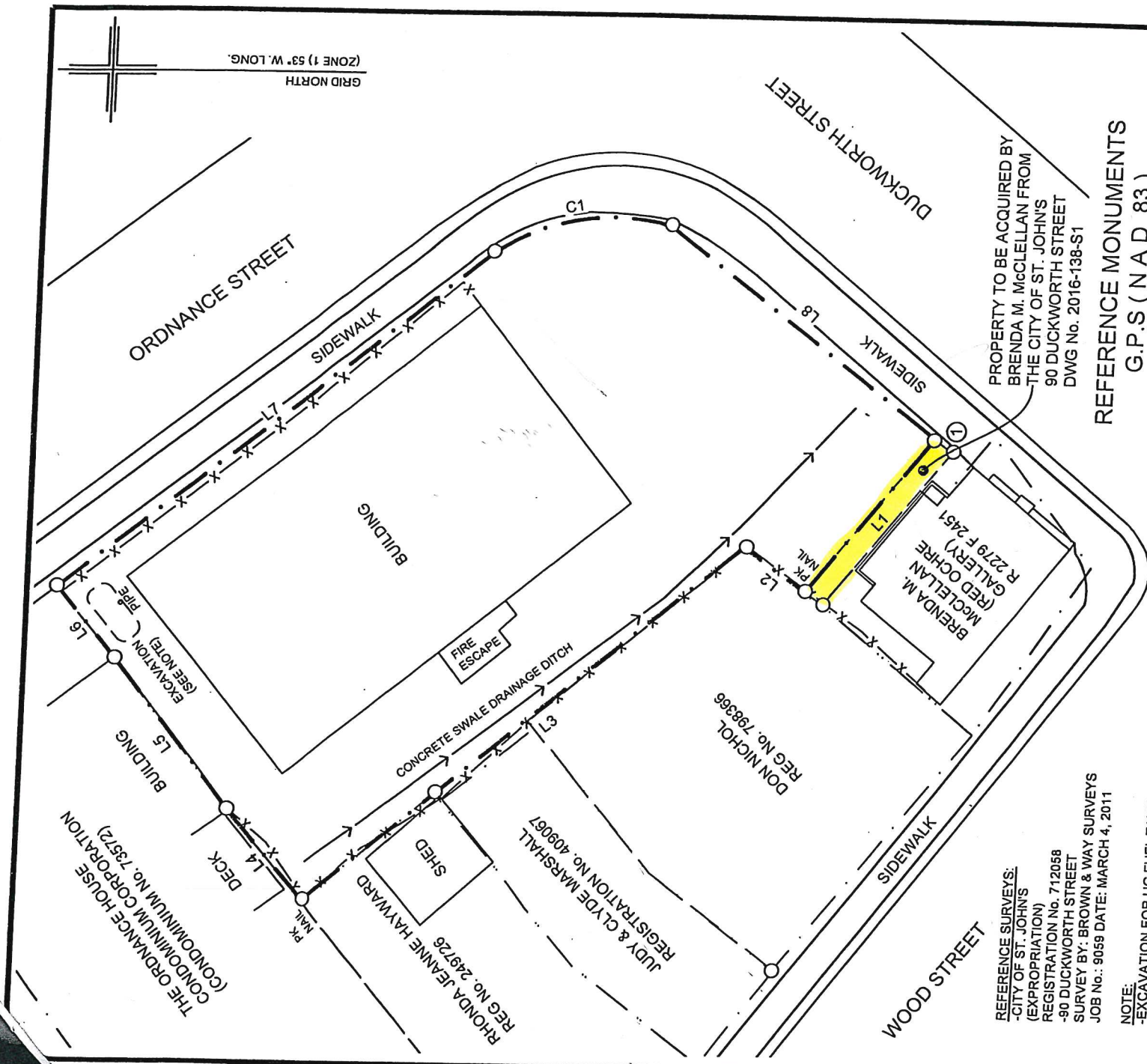
Andrew Woodland, Legal Counsel

Approved by/Date/Signature:

Cheryl Mullett, City Solicitor
February 7, 2019

Attachment: Survey

ST. JOHN'S



REFERENCE SURVEYS:
-CITY OF ST. JOHN'S
(EXPROPRIATION)
REGISTRATION No. 712058
-90 DUCKWORTH STREET
SURVEY BY: BROWN & WAY SURVEYS
JOB No.: 9059 DATE: MARCH 4, 2011

NOTE:
-EXCAVATION FOR UG FUEL TANK
(DIMENSIONS UNKNOWN)

REFERENCE MONUMENTS
G.P.S (NAD 83)

N5 270 154.468 m
E 327 290.937 m

APPROX AREA 35' x 5' = 175 sq ft
EST. RANGE = \$20-\$30 PER SQ. FT

① N 5 270 154.468 m
E 327 290.937 m

LINE	BEARING	DISTANCE (m)
L1	N51°25'00"W	10.658
L2	N34°28'00"E	4.067
L3	N39°58'00"W	29.917
L4	N49°31'42"E	6.210
L5	N52°15'06"E	10.139
L6	N50°22'54"E	4.969
L7	S39°12'57"E	28.673
L8	S37°05'00"W	18.362

LEGEND

- PLACED IRON PIN
- FOUND IRON PIN
- PROPERTY SURVEYED
- - - FENCE LINES

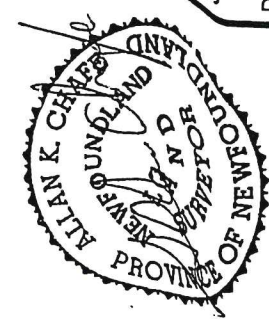
SCALE FACTOR USED: 0.999904

NOTE: THIS PLAN CERTIFIES THE INFORMATION AS OF THE DATE SHOWN AND ONLY OF THIS DATE.

NUM	ARC (m)	RADIUS (m)	BEARING	DISTANCE (m)
C1	9.918	11.440	S09°42'32"E	9.610

AREA = 832.34 m²

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DR. BY: S.P.
CHD. BY: A.C.
DATE: AUG. 23, 2017

SCALE: 1:300

DWG. 2016-138-S2
No.:

ST. JOHN'S

CORPORATE INFORMATION SERVICES

PROPERTY SURVEY FOR
CITY OF ST. JOHN'S
90 DUCKWORTH STREET

DECISION/DIRECTION NOTE

Title: Travel – Federation of Canadian Municipalities (FCM)
2019 Annual Conference and Trade Show – Quebec City, QC – May 30 to June 2, 2019

Date Prepared: February 7, 2019

Report To: Regular Meeting of Council – February 11, 2019

Ward: N/A

Decision/Direction Required: Seeking approval for Mayor Danny Breen and Councillors Ian Froude and Dave Lane to attend the FCM Annual Conference and Trade Show in Quebec City from May 30 to June 2, 2019.

Discussion – Background and Current Status:

- FCM's 2019 Annual Conference and Trade Show is being held in Quebec City, May 30 to June 2, 2019.
-

Key Considerations/Implications:

1. Budget/Financial Implications

- The cost to attend this meeting has been budgeted under the travel budget for Mayor and Council.

2. Partners or Other Stakeholders

- Federation of Canadian Municipalities (FCM)

3. Alignment with Strategic Directions/Adopted Plans

- A Culture of Cooperation

4. Legal or Policy Implications

N/A

5. Engagement and Communications Considerations

N/

6. Human Resource Implications

N/A

7. Procurement Implications

N/A

ST. JOHN'S

8. Information Technology Implications

N/A

9. Other Implications

N/A

Recommendations:

It is recommended that Council approve Mayor Danny Breen and Councillors Ian Froude and Dave Lane to attend the FCM Annual Conference and Trade Show in Quebec City from May 30 to June 2, 2019.

Prepared and Approved by//Signature: **Elaine Henley, City Clerk**

Attachments: None

ST. JOHN'S

Economic Update February 2019



The **New Housing Price Index** for St. John's Metro was 98.0 in November 2018 down -1.0%*

The **Consumer Price Index** for St. John's Metro was 136.4 in December 2018 up 0.5%*

Retail trade for Newfoundland and Labrador was \$734 million in November 2018 down -5.2%*

* same month in the previous year. Source: Statistics Canada



... as of December 2018

Labour Force	121,000 (down 0.6%)
Unemployment Rate	7.5% (down 1.1 pts)
Employment	111,300 (up 1.7%)
Participation Rate	65.2% (up 0.1 pts)

St. John's CMA, seasonally adjusted, three-month moving average. Percentage change reflects the same month previous year. Source: Statistics Canada

Business Briefs



NL business investment intentions expected to increase in 2019: BDC

A new BDC survey shows 36% of entrepreneurs in N.L. plan to increase investments in their own companies in 2019, the most optimistic in the country. The high confidence in Newfoundland and Labrador is due to additional investment in the oil sector over the next few years. The production of oil from the Hebron offshore platform has been increasing over the last few months and it's forecast to increase in 2019. A strengthening oil sector is encouraging more entrepreneurs to invest in their companies. Confidence in the economy in Atlantic Canada declined from 65% last year to 59% this year – one of the key reasons business owners are holding back investments. View the report at www.bdc.ca.

St. John's Real Estate Market

The overall office vacancy rate decreased slightly in the fourth quarter 2018 to 19.7% down from 21.4% in 2017, according to Cushman & Wakefield Atlantic. The average asking rent for the fourth quarter 2018 was \$34.77 per square foot in the St. John's metro area compared to \$34.78 in the fourth quarter 2017.

The overall industrial vacancy rate in St. John's metro decreased to 15.3% in the fourth quarter 2018 down from 18.2% in 2017. The average asking rent increased slightly in the fourth quarter 2018 to \$11.33 per square foot compared to \$11.21 in the fourth quarter 2017.

In the residential market, housing starts decreased by 5.4% in the City of St. John's to 280 units compared to 296 starts in 2017. In the St. John's metro area, housing starts fell by 12.7% to 632 units in 2018 compared to 763 started in 2017.

Major Construction Projects City of St. John's, 2018 >\$10 million

Private investment

Winslowe Ridge Retirement living, 11 L'anse aux Meadows Cres

\$10.8

Bill Matthews Volkswagen, 90 Kelsey Dr.

\$11.0

ExxonMobil, 20 Hebron Way

\$11.3

Costco, 75 Danny Dr.

\$12.5

Long-term care facility 240 Waterford Bridge Rd.

\$26.5

Canopy Growth, 390 East White Hills Rd.

\$48.5

Not a complete list of projects.



City Building Permits (year to date)

As of February 4, 2019 the value of:

- **Commercial** permits were down 82% to \$3,095,941 for 2019 over \$17,341,803 for 2018
- **Industrial** permits were valued at \$0 for 2018 and 2019
- **Government/Institutional** permits were down from \$2,000,000 in 2018 to \$0 in 2019*
- **Residential** permits were down 80% over 2018: \$1,563,880 for 2019 over \$7,888,011 for 2018
- **Repair** permits were down 63%, from \$60,500 in 2018 to \$98,750 in 2019
- **Total** value of all permits was down 83% to \$4,758,571 for 2019 over \$27,290,314 for 2018

** Note that this data does not include the full range of permit activity undertaken by the provincial government and Memorial University.*



Business Approvals

No. 4 restaurant, 288 Duckworth St.
Mad Lad Marketing Inc., 5 Job St.
Wine Rack-It, 655 Topsail Rd.
The Rec Room, Avalon Mall
Hakim Optical, Village mall
Avalon Holographics Inc., 240 Waterford Bridge Rd.
Elixir Lounge, 260-268 Water St.
Dollarama, 354 Water St.
Feshii, 50 White Rose Dr.
Utec Survey, 21 Hallett Cres.
Electronics repair, 18 Harbour View Ave.

Home-based Businesses

Music lessons, 67 MacBeth Dr.
Construction contractor, 29-33 King's Hill Rd.
Business consulting, 101 Waterford Bridge Rd.
Office for offsite car detailing, 42 Ennis Ave.
Massage therapist, 285 Pennywell Rd.
Cleaning business, 100 Watson St.

2019 Total 17

- Regular 11
- Home-based 6

City Initiatives



Economic Review 2018 St. John's metro

Real gross domestic product (GDP) is estimated to have increased by 1.0% to \$17.1 billion (in \$2012) in 2018, primarily due to an increase in oil production. Excluding the oil and gas industry, the St. John's metro economy, has measured by GDP, is estimated to have declined by 2.2%. Employment in the St. John's CMA increased by 0.7% to 110,700 while the unemployment rate remained unchanged at 8.4%. Household income increased by a modest 0.5% in 2018 to \$11.0 billion. The slow growth in household income was reflected in retail sales which decreased by 0.8% to \$4.0 billion.

The population of the St. John's CMA was estimated to be 220,500 as of July 1, 2018, a 0.6% increase from 2017. The full report can be found in the publications section at stjohns.ca.

Upcoming Events

Feb 12 [Get Insta-Growth with Instagram](#)
Feb 18 [Expanding your markets to Europe?](#)
Feb 21 [BOMA NL Real Estate Forum](#)
Feb 21 [NLOWE - Passport for Growth - Diversify your Market](#)
Feb 22 [Deliver Your Message with Poise, Confidence, Clarity, and Character](#)
Feb 26 [Noia 2019 AGM & Industry Achievement Awards](#)
Mar 7 [Business ideas in ocean tech](#)
Mar 21 [Geoscience Day](#)



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