

EDMONTON FEDERATION OF COMMUNITY LEAGUES

Planning and Development Committee Meeting



Victoria Park Iceway, Edmonton. Source: City of Edmonton.

January 29, 2020 @ 6:00 PM

EFCL Offices, 7103-105 Street

Prepared by Stephanie Kovach

Voting Members: Ron Favell (B), Troy Aardema (D), Stephen Poole (E), Stephen Raitz (I), Dave Sutherland (J), Vesna Farnden (H), Suzanne MacKinnon (L)

Volunteers: Andrea Wilhelm (F), Elaine Solez (I), Hassaan Zuberi (L)

Vacancies: A, C, G, K

2.0 - Agenda
2.1 - Approval of Agenda

Item 2.1

- 1.0 Call to Order**
 - 1.1 Welcome and Introductions

- 2.0 Agenda (6:00 pm)**
 - 2.1 Approval of Agenda (pg. 1)

- 3.0 Approval of Planning and Development Committee Meeting Minutes (6:00-6:10 pm)**
 - 3.1 November 27, P&DC Meeting Minutes (pgs. 2-5)
 - 3.2 Review of Action Items from the November Meeting (pg. 6)

- 4.0 Calendar (6:10-6:15 pm)**
 - 4.1 Important Upcoming Dates (pg.7)

- 5.0 Discussion Items (6:15-8:00 pm)**
 - 5.1 Expedited Infill Permits **(UPDATE)** (pg. 8-11)
 - 5.2 Residential Street Speeds **(UPDATE)** (pg. 12-18)
 - 5.3 Comprehensive Parking Review **(UPDATE)** (pg. 19)
 - 5.4 Options for Managing Short Term Rentals (pgs. 20 -22)
 - 5.5 Zoning Bylaw Work Plan (pgs. 23-26)
 - 5.6 Proactive Projects (pg. 27)

- 6.0 Reports (pg. 28) (8:00-8:30 pm)**
 - 6.1 District News (pg. 28)

3.0 - Approval of October 30 Meeting Minutes

3.1 - November 27 Meeting Minutes

Item 3.1

November 27 - Post Meeting Summary

1. Zoning Bylaw Renewal
 - a. Reviewed answers provided by admin
 - b. Information from admin is still very tentative. The hope is that the PDC is signalling to admin that we have an interest in mixed-use zoning and hope that however the regulations are written, they are flexible!
2. Infill Expedited Permit
 - a. Reviewed answers provided by admin
 - b. **ACTION:** Find out what the compliance mechanism is (FAQ on infillemonton.com on certification program)
3. Bus Network Redesign
 - a. Discussed the BNR, with members of the committee sharing the following comments:
 - Need to invest more money into the network if we want to increase ridership
 - Discussion about busses from St. Alberta and Sherwood Park not picking up Edmonton riders. Regional transit - occurring over winter, early spring - if Edmonton partners with SP, SA, etc it would reduce a duplication of routes
 - Regarding the annual review of routes - a year may be too long to find out how things are working - there may need to be a touch point at the 6 month mark
 - Launch should occur as early as possible in August to ensure students are prepared for the school year
 - Need for a very comprehensive communications strategies so people are prepared
 - For the communities receiving the on-demand pilot, the City can use Community Leagues to get information out to residents
 - One consideration regarding the private option over the public option is that a private service might not be perceived as trustworthy as ETS is (GBA+) to customers

- How long will the wait be for on demand service? Will different areas of the city have a dedicated van? If not, what happens if all the vans are deployed to one area? How will this impact wait times?

- **ACTION:** Which communities will be in the on-demand pilot?

4. Safe Mobility Strategy (2021-2025)

a. Discussed the new strategy replacing the Road Safety Strategy

- EPS is going to have dedicated traffic officers for every zone with selective enforcement going on in high impact areas (Yellowhead and 149th for example)
- In R. Favell’s first year on the job, there were 129 traffic fatalities
- Discussion about how photo radar is actually not that effective, but the threat of jail or losing demerit points

- **ACTION:** Submit a letter to CSPC commending focus on lived experience

5. Three Approaches - Open Option to Regulating Parking

a. Reviewed the open option to regulating parking

- Still some concern over the management of suburban park and ride behaviour
- Don’t want to create nuisance parking situations in neighbourhoods
- The City could lease parking spaces from malls
- E. Solez pointed out the “regulatory items of interest” could already be done under the current approach to regulating parking
- Discussion of how landlords can charge extra for parking spaces, which leads residents to simply park on the street instead of paying for a stall
- Discussion of how many people use their garage for storage as opposed to for their vehicles
- Need for flexibility and discretion to figure out what the right amount of parking actually is because at present we have an overabundance in some places and a need in others

b. Discussed the three approaches being contemplated by administration for parking regulation and the pros and cons of each:

Approach 1 - Full Implementation

Pros	Cons
	Few North American cities have tried such sweeping parking reform so we don’t have any examples to draw from

- If a reduction in parking minimums eventually leads to parking spilling over into the street, one option the city has is to implement paid parking meters. This may be a tough pill for some residents to swallow though. One way to make this more palatable would be to reinvest all the dollars collected from the

parking meters back into that neighbourhood and be completely transparent about how those dollars was spent.

Approach 2 - Phased Implementation

Pros	Cons
<p>If the phases are an appropriate length (5 years vs. 20 years), this may be the best approach in terms of monitoring the impacts and letting Citizens acclimatize</p>	<p>If phased, the drawbacks of open parking in general could be drawn out over a long period of time.</p> <p>There's a certain goal in mind (, livable, walkable, dense communities) and you're simply stretching out that process to get to that goal - whats the point if you're taking that long to get there.</p> <p>Some worry open parking won't be realized if its phased. Phase 1 is a bit redundant - Phase 2 should be rolled into Phase 1 to make the regulations more impactful from the get go.</p> <p>Phasing might get in its own way. If you don't open up the system to do what its supposed to do (e.g. sharing between uses) then you might not be creating a successful model.</p>

Approach 3 - Zone Implementation

Pros	Cons
<p>The integration of context into the blended rate was positive to some, problematic to others. While this approach may be better able to respond to context (e.g. inner core is being designed for high density, ready access to transit, with access to commercial uses so we can respond to that via parking reductions that may be more appropriate than they are in the deep suburbs) but we may no longer be actively trying to build low density communities anyhow.</p>	<p>Drawbacks are too big and result in the same problem we have now (too much parking in some places and too little in others)</p> <p>If it becomes restricted by zone we may see more DC2s to meet various shifting needs and varieties of developments depending on where the ZB goes</p>

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Other discussion points

- Bits of 2 and bits of 3 are positive:
 - In approach 2, phasing may be a good idea as long as the phases are not too long. Phase 1 and 2 of Approach 1 should happen simultaneously. In approach 3, integrating context is positive.
- Concern that homeowners, builders, developers will keep over providing parking - situations where homeowners pave over their lawns
- Some concern that community can't provide input into parking provision anymore, but on the flip side they don't get to have a say when there is too much parking either
 - If a variance is requested, citizens can provide feedback
 - But where is the ZB going? A DC2 may no longer exist for organizations or developers to get a variance
- DO should retain some authority in the administration of parking provision
 - Need for assurance on how the City will maintain their responsibility to the citizenry in making sure city building is not totally developer driver
 - Need for context from our citizens as they are experts in their neighbourhoods
 - Need to not remove responsibility of the City in any of these approaches because there is concern if it becomes developer choice entirely without the City mediating at all looking at the public interest it could cause scenarios where developer provides no parking even if its in the best interest of the community

ACTION: Attempt to summarize this feedback for December 2, 2019.

3.0 - Approval of November 27 Meeting Minutes

3.2 - Review of Action Items from November 27

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ACTION	<u>RE</u> : Expedited Infill Pilot Determine what the compliance mechanism is	<i>Incomplete</i> ✓
ACTION	<u>RE</u> : Bus Network Redesign Connect with CoE to determine which communities will be in the on-demand pilot **TBD if Council approves funding in Feb 2020**	<i>Need more info</i> -----
ACTION	<u>RE</u> : Safe Mobility Strategy (2021-2025) Draft a letter commending the focus on 'lived experience' over an exclusive focus on collision data	<i>Incomplete</i> X
ACTION	<u>RE</u> : Open Option Parking Implementation Draft a letter summarizing the feedback from PDC members	<i>Complete</i> ✓

**4.0 - EFCL Planning Committee Calendar
January, February, March**

4.1 - Important Upcoming Dates

Item 4.1

January	
28	Open Option Parking Implementation @ UPC
29	PDC Meeting
February	
8	David Engwicht @ Forest Terrace Heights @ 930am, David Engwicht @ La Cite 7PM
25	Short Term Rentals @ UPC
26	Residential Street Speeds @ CSPC + PDC Meeting
March	
25	PDC Meeting

5.0 - Discussion Items

5.1 - Expedited Infill Permits - Questions Answered (UPDATE)

Item 5.1

BACKGROUND INFORMATION

Participants in the Expedited Infill Review Process will be subject to the terms and conditions of the Expedited Infill Compliance Mechanism (a full breakdown is available [here](#)) At the November PDC meeting, members of the committee wondered what the “compliance mechanism” was:

Appendix A: Expedited Infill Compliance Mechanism

1. Definitions

Participants refers to applicants who have successfully completed the Program and are applying for development permit applications under the Process.

Process Administrators refers to two Planners from the Strategic Initiatives team and one Development Officer from the Residential Approvals team who administer the Process.

2. Purpose

The purpose of the compliance mechanism is two-fold, to ensure that Participants in the Expedited Infill Program:

- A) Submit complete development permit applications and;
- B) Conduct construction-related activities in a manner that is safe and in accordance with municipal and provincial requirements and other legal requirements for development.

The compliance mechanism will operate using a cumulative points-based system, in which Participants, upon failing to submit a complete development permit application or receiving issuance of a ticket, violation notice/notice to comply, or Municipal Government Act order for included construction-related offences, will accumulate points.

Reaching or exceeding a total of 30 points over the course of their participation in the Process will constitute a Participant ineligible to continue to participate in the Process and receive expedited review timelines until successful steps for re-entry have been completed.

A full breakdown of infractions included within the compliance mechanism and their point values will be explained in greater detail below and may be found below in Attachment 1.

A) Development Permit Applications: 10 Points

Participants are required to submit complete applications for development permits to be eligible to participate in the Process and receive expedited review timelines.

A development permit application¹ may be deemed incomplete by a Development Officer if additional information is required to complete a technical review of the application or if there are errors contained within the application.

A Development Officer may deem an application incomplete if:

- Fees have not been paid
- [Application requirements](#) for development permits are not met, including the provision of all required plans, maps, drawings, and other documents
- There are inconsistencies between submitted documents and/or application forms
- Documents are submitted using improper formats

Each incomplete development permit application that is received through the Expedited Infill Program will be recorded by Process Administrators and 10 points will be added to the Participants cumulative points total.

B) Construction-related Activities: Severity-based Point Assignments

Participants are required to conduct construction-related activities on active work sites² in a manner that is safe and in accordance with all municipal and provincial requirements for development.

Several construction infractions have been assigned point values according to the following measures of severity:

- Potential to cause reasonable harm, injury, or death to members of the public, contractors and site visitors, and/or future occupants
- Potential to create lasting and/or irreversible impacts to surrounding private properties and/or public property including damage to City infrastructure including City-owned trees
- Potential for the activity to generate impacts to the use and enjoyment of public and private spaces, including the potential to generate privacy concerns for neighbouring properties

Upon issuance of a ticket, violation notice/notice to comply, or Municipal Government Act order for any of the included offences, the construction infraction will be recorded by Process Administrators and the corresponding points value will be added to the Participants cumulative points total.

For the purpose of the Expedited Infill Program, tickets or Municipal Government Act orders under appeal will still be recorded and considered by Process Administrators as contributing to a Participants cumulative point score, regardless if they are sustained by the Courts.

3. Monitoring and Enforcement

Process Administrators will be responsible for monitoring and enforcement of the compliance mechanism. Process Administrators will regularly monitor Participants to identify and record whether incomplete applications have been submitted and/or whether a Participant has received any tickets, violation notices/notices to comply, or Municipal Government Act orders for any active infill construction site for which they are the applicant on file.

The compliance mechanism for each Participant will come into effect upon the date by which the Participant submits their first development permit application through the Process. Any incomplete applications previously submitted by the Participant, and/or any tickets, violation notices/notices to comply, or Municipal Government Act orders received by the Participant prior to this date will not be considered within the compliance mechanism.

Participants will be notified via e-mail warning by Process Administrators when they reach 20 points. Participants will be notified via e-mail by Process Administrators when they reach or exceed 30 points and become ineligible to participate in the Process and ineligible to receive expedited review timelines. Removal of the Participant from the Process will be effective immediately upon reaching or exceeding the threshold of 30 points. Any subsequent development permit applications submitted by the Participant will not receive expedited review timelines but can still be received and reviewed via the regular development approvals process.

At any point, irrespective of their cumulative points total, Participants who are found to have undertaken development without a development permit will be subject to automatic removal from the Process.

The compliance mechanism will remain in effect for the entirety of the Expedited Infill Pilot.

4. Re-entry

Participants wishing to re-enter the Process upon removal must successfully retake all courses offered by IDEA within the education Program. As per the discretion of IDEA, Participants will be required to pay all relevant course fees.

¹ For the purpose of this compliance mechanism, only development permit applications which are submitted through the Expedited Infill Process will be considered.

² For the purpose of this compliance mechanism, construction infractions on all sites under which the Participant has been issued a development permit, including those not submitted through the Expedited Infill Process, will be considered.

5.0 - Discussion Items

5.2 - Residential Street Speeds Project (UPDATE)

Item 5.2

BACKGROUND INFORMATION

On May 14, 2019 City Council advanced discussions to reduce residential and collector speed limits within our communities by directing City Administration to draft Bylaws that may result in:

- A city-wide default speed limit of 40 km/hr on both local residential and collector roadways
- A default limit of 30 km/hr on both local residential and collector roadways in high-density neighbourhoods located in Central Edmonton, which is being referred to as the Core Zone.

Following this motion, the Edmonton Federation of Community Leagues (EFCL) sought to understand Community League perceptions around liveability of their neighbourhoods and how they interact with city streets.

In collaboration with a committee of Community League volunteers from across the city, the EFCL undertook a literature review and prepared an informational handbook and an extensive online survey. The survey was conducted to understand our members preferences for managing road safety through speed limits, traffic calming infrastructure and other mechanisms. Read the full report [here](#).

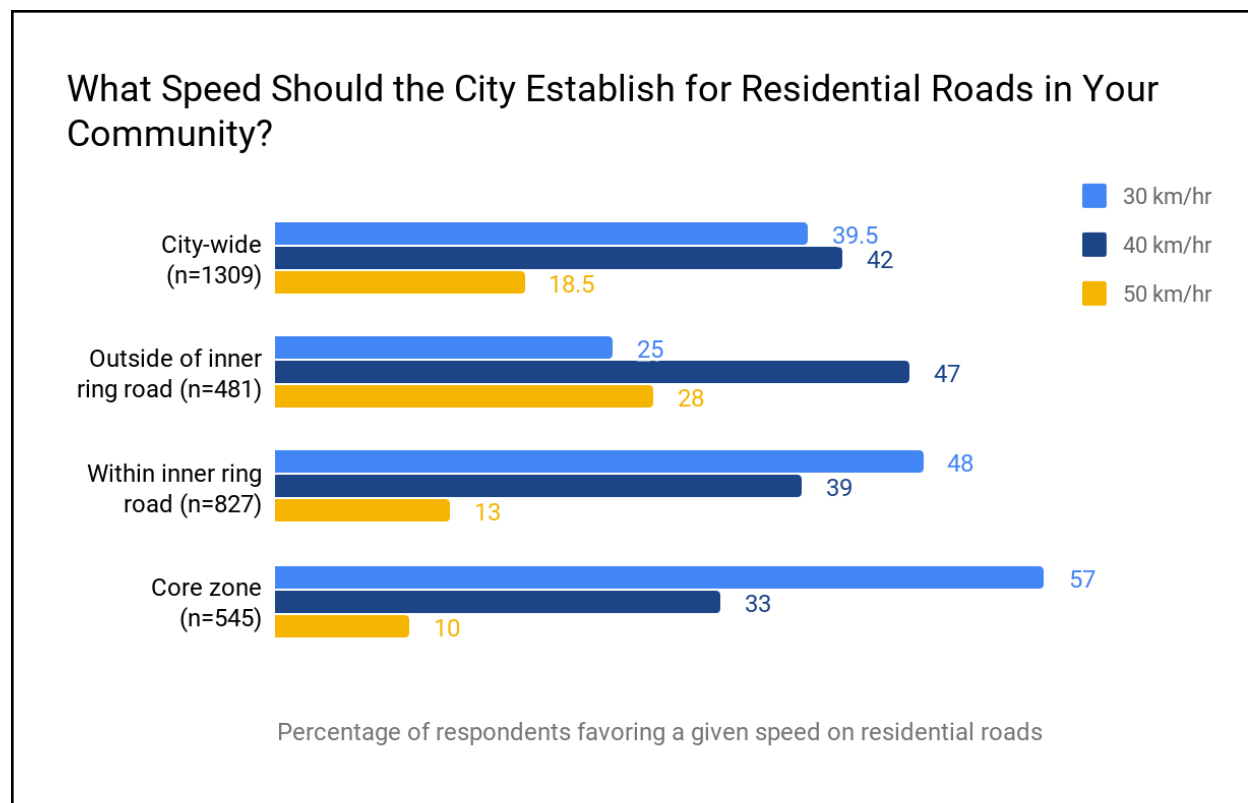
The data collected through this survey will help to inform the EFCL's advocacy efforts in 2020 as City Council debates speed limit reductions and the City of Edmonton works to update the Safe Mobility Strategy (2021-2025).

On February 26, 2020 at the Community and Public Services Committee meeting, administration will be presenting different scenarios for neighbourhood speed reductions.

RESULTS

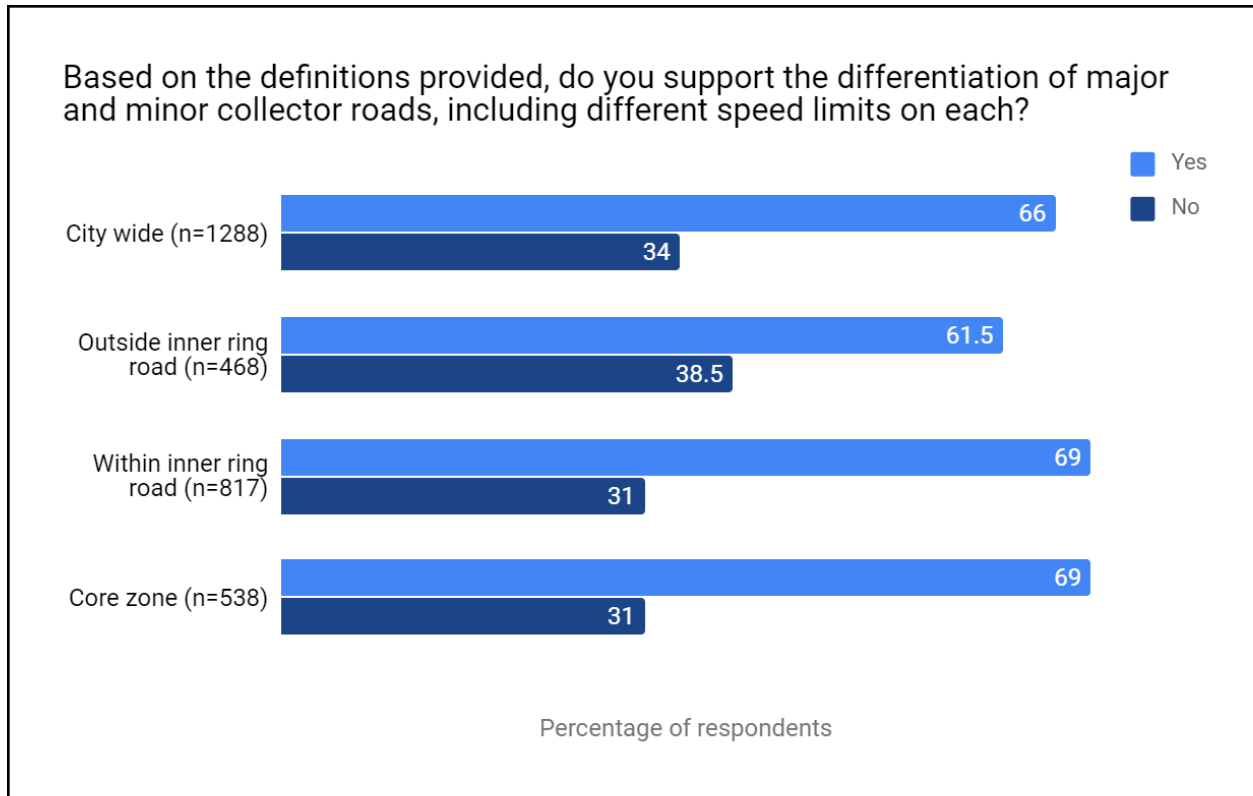
Speed Limits - Residential

There is strong support for a reduction of residential speed limits across the city, with 81.5% (1067) of all respondents indicating a desire to see a reduction in speed limits from 50km/hr on residential roads. However, our respondents were split between 40km/hr (42%) and 30 km/hr (39.5%). The support for 30km/hr grows stronger as you approach the core of the city.



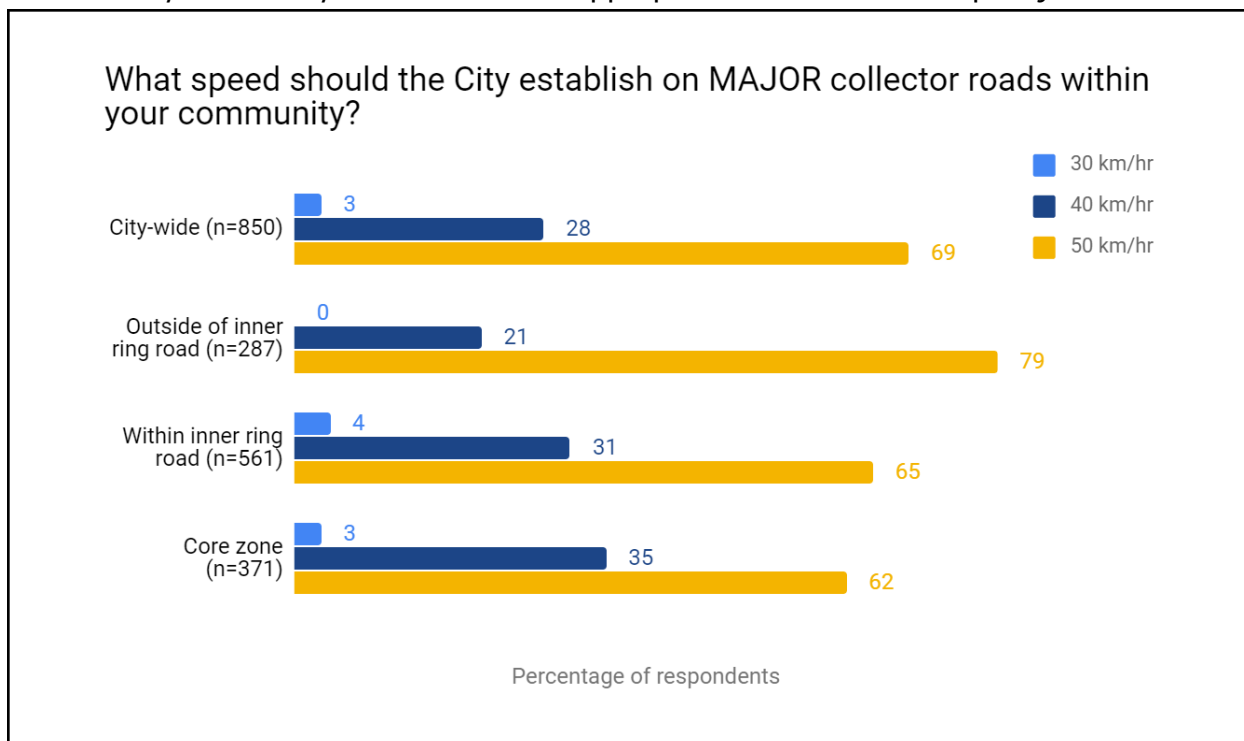
Speed Limits - Collectors

Citywide, the majority of respondents indicated support for establishing separate definitions for major and minor collector roads, including different speed limits on each.

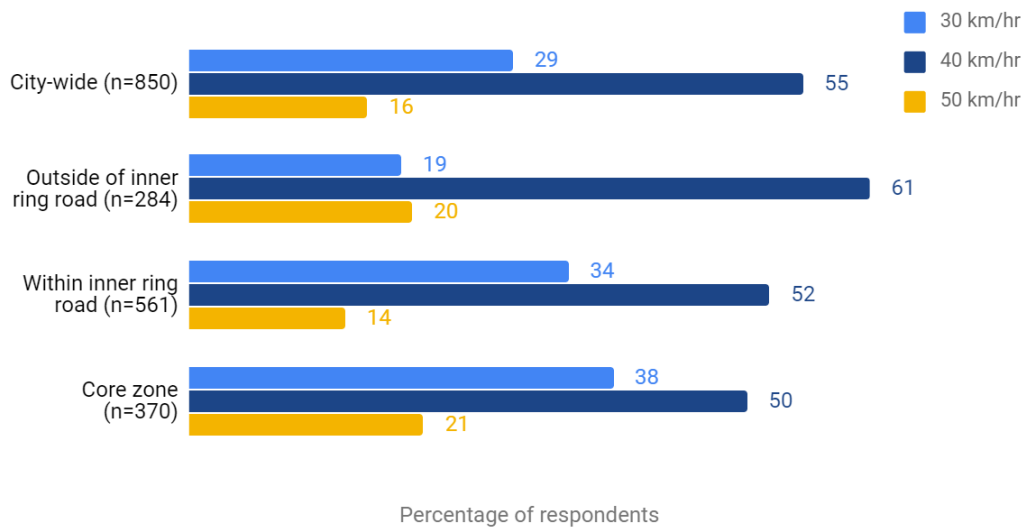


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Respondents who indicated YES, they supported the differentiation of major and minor collector roads were then asked what speed they supported on each of the respective road type. 69% indicated 50km/hr is an appropriate speed for **major** collector roads (defined as being wider and busier) and 55% indicated 40km/hr was an appropriate speed for **minor** collector roads (defined as being narrower and less busy). Across geographic areas, appetite for a reduction on **minor** collector roads was very strong, with 84% of respondents indicating either 30km/hr or 40km/hr would be more appropriate on these lower capacity roads.

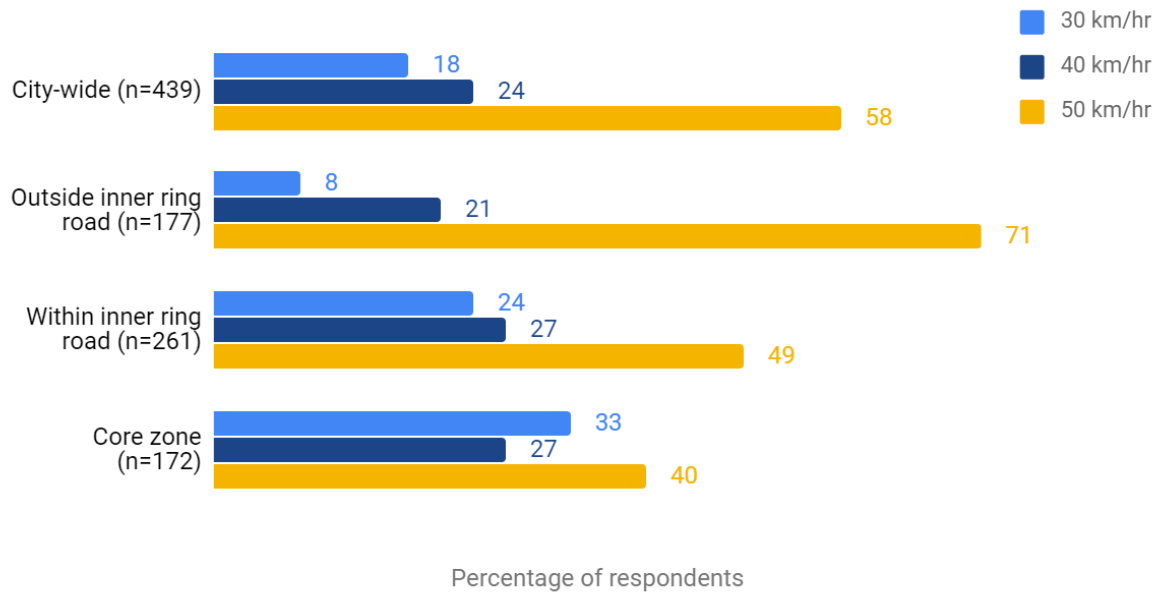


What speed should the City establish on MINOR collector roads within your community?

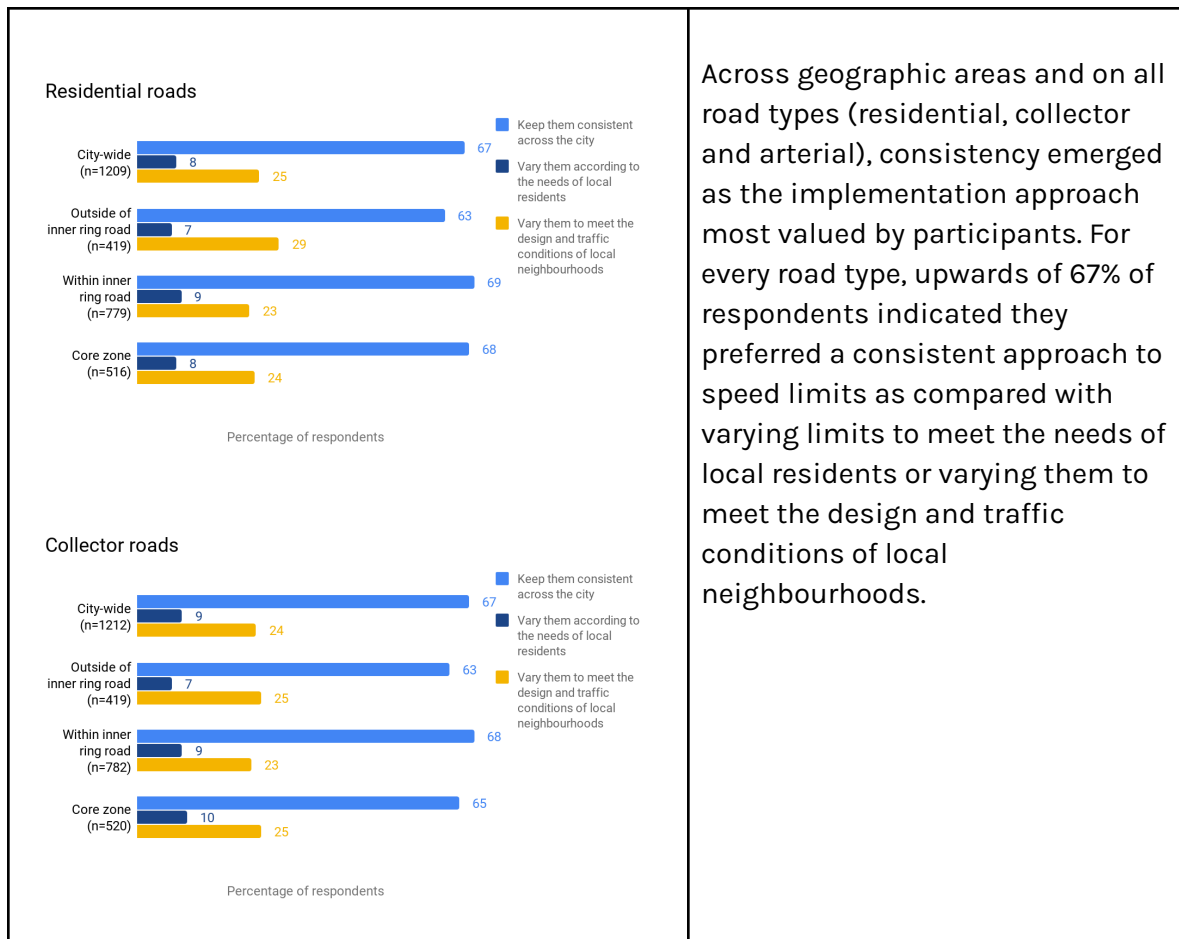


Respondents who indicated NO, they did NOT support the differentiation of major and minor collector roads were then asked what speed they supported on both road type, irrespective of their capacity. City-wide, 58% of these respondents wanted to see these roads maintained at 50 km/hr, with 42% indicating they'd like them reduced. Support for maintaining collectors at 50km/hr was most pronounced outside of the inner ring road and less so closer to the core of the city.

What speed should the City establish on both MAJOR and MINOR roads within your community?



Implementation scenarios



Across geographic areas and on all road types (residential, collector and arterial), consistency emerged as the implementation approach most valued by participants. For every road type, upwards of 67% of respondents indicated they preferred a consistent approach to speed limits as compared with varying limits to meet the needs of local residents or varying them to meet the design and traffic conditions of local neighbourhoods.

DIRECTION FROM THE BOARD OF DIRECTORS

On January 9, 2020 J. Samsanow and S.Kovach presented the findings to the Board of Directors, who voted to support the following position:

- 30km/hr on residential roads city-wide
- 40km/hr on minor collector roads city-wide
- 50km/hr on major collector roads city-wide

OPPORTUNITIES TO PROVIDE FEEDBACK

- Administration will be presenting different scenarios for speed limit reductions on February 26 at the Community and Public Services Committee meeting.

5.0 - Discussion Items

5.3 - Open Option Parking Implementation (UPDATE)

Item 5.3

BACKGROUND INFORMATION

Administration explored the following three options for implementing open parking in Edmonton:

1. Full Implementation	2. Phased Implementation	3. Zoned Implementation
Eliminates minimum parking requirements city-wide and zone-wide in one approach.	Eliminates minimum parking requirements over the course of four phases.	Eliminates minimum parking requirements based on zoning requirements.

Administration is recommending scenario one, full implementation of the open option in one step.

Benefits	Drawbacks
<ul style="list-style-type: none">• Increased choice• Less costly to build developments targeted at people with fewer or no cars (e.g. affordable housing)• Regulations are predictable and consistent• Data shows that many motorists will not go to a destination that does not provide “free” parking, and Administration expects that the market will respond accordingly and provide enough parking to serve its own interests• Less costly to maintain empty stalls if converted to a different use• More efficient and cost effective to manage <i>existing</i> parking supply than to keep creating more	<ul style="list-style-type: none">• Distrust that the free market will supply residential and non-residential developments that are desired by future owners or tenants• Relatively new concept so hard to compare against other jurisdictions• If less parking is built than the site generates, there may be increased demand for on street parking in some areas• Potential to cause alarm for some citizens if on street parking is managed through pricing or time limited parking

On January 28, 2020 UPC voted to move open option parking implementation via scenario one (full implementation) to Public Hearing.

5.0 - Discussion Items

5.4 - Options to Manage the Impacts of Short Term Rentals

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BACKGROUND INFORMATION

Short term rentals (e.g. AirBnb, VRBO, HomeAway) provide residential rental accommodation for less than 30 consecutive days. They are either:

- Rental of an entire dwelling
- Rental of an individual room or space in a home where the host lives

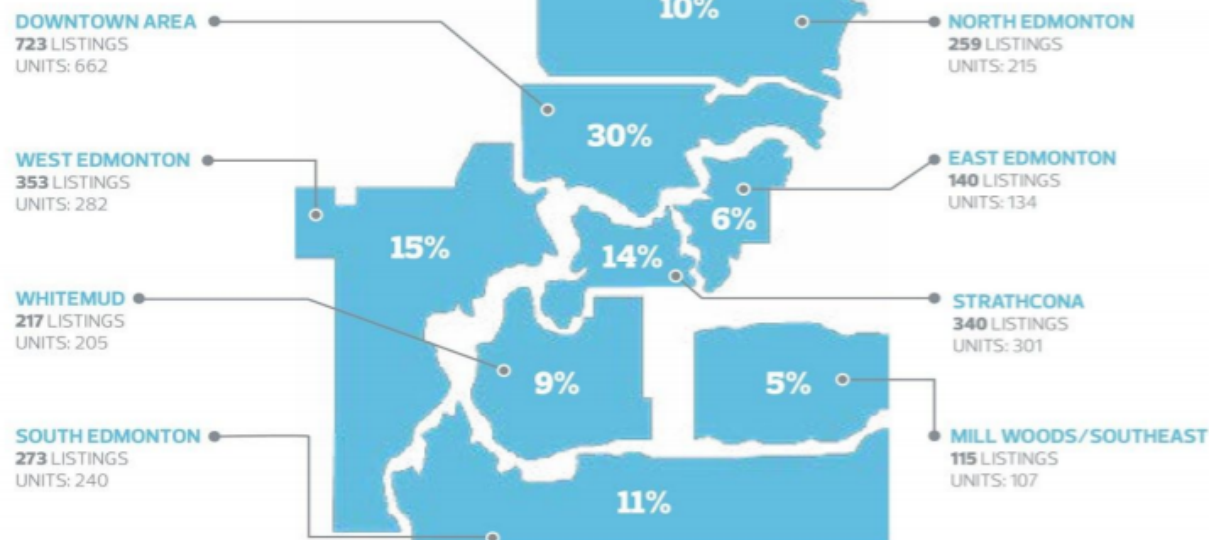
In order to operate a short term rental, the property owner must obtain:

1. A short-term residential rental accommodate license (failing to meet a condition under this classification is \$2,000)
2. A property inspection with Alberta Health Services
3. A building permit if there are changes to the physical floor plan of the property

SHORT TERM RENTALS IN EDMONTON

- There were 2,150 active short term rentals in Edmonton as of August 2019 (up from 44 units in 2014)
- 30% of such rentals are concentrated in the downtown core, with others being spread throughout Edmonton
- 63% of the 2,150 rentals are whole units, 37% are private rooms within a house
- There are 1434 hosts in Edmonton, 82% of which operate only one unit

LISTINGS BY NEIGHBORHOOD



Source: Host Compliance LLC & City of Edmonton

Map 1: Map showing the distribution of Short Term Rental Properties in Edmonton

POTENTIAL ISSUES

- Short term rentals may compete with housing for local residents - operating short term rentals may be more profitable than long term rentals, causing a decrease in rental stock. At present, this trend is most pronounced in markets like Toronto and Vancouver, where vacancy rates are about 1%.
- Listings where the property owner does not live in the city- if there are issues with the short term renter and the owner does not live in the City, it can be hard to have immediate action taken if there are issues with the current tenants.
- Listings where guests are not verified in person
- Disruption for neighbours - people cite issues like noise, waste, and concerns for safety but enforcement can be difficult because the city lacks the resources to respond to bylaw complaints immediately - when they do get to the file, the person in question may have already moved on (there were 36 complaints associated with short-term rentals between April 2018 and May 2019, the majority of which related to waste being put out too early)
- Tourism levy - the Hotel Association complains that homeshares have an unfair advantage because when a unit is booked at a hotel, the sale comes with a 4%

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tourism levy, which funds Travel Alberta. Home shares do not pay into this levy.
The Province is contemplating imposing a tourism levy on Short Term Rentals.

Motion - At the August 27, 2019, City Council meeting, the following motion was passed:

That Administration explore potential bylaw changes to manage concerns regarding short term rentals, including:

- A development permit process for “entire rental” properties;
 - Increased property tax rates, fees, or levies in lieu for “entire rental” properties; (remit fees could be collected by AirBnB and then paid out to the province, which is done in some other jurisdictions)
 - Measures to hold online rental platforms accountable to complaints raised about hosts;
 - The potential for an additional fee to be directed to support affordable housing and tourism;
 - Complaint thresholds that would result in license suspension and/or removal and report back to Urban Planning Committee.
-

AUTHORITY TO REGULATE

- Provincial - Residential Tenancies Act, Innkeepers Act (they can also impose levies and a tourism levy is being contemplated)
 - Municipal - Bylaw complaints related to nuisance (e.g. noise, garbage, parking), Business licensing
 - Condo Boards - Can ban short term rentals as per their bylaws
-

QUESTIONS TO CONSIDER

1. Benefits of Short Term Rentals? Drawbacks?
 2. Have you heard of issues in your own community with Short Term Rentals operating and creating disturbances? What could have mitigated these disturbances short of the rental not existing in the first place?
 3. What parts of the motion make the most sense for us to explore?
 4. A group representing Alberta hotels is advocating for AirBnBs to be restricted to certain residential zones. Thoughts?
-

OPPORTUNITIES TO PROVIDE FEEDBACK

- Short Term Rentals will be discussed at Urban Planning Committee on February 25

5.0 - Discussion Items

5.5 - Zoning Bylaw Work Plan

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2020 Work Plan

#	Project	Anticipated Timelines	Motion/Rationale for Work Item
Zoning Bylaw Renewal Project - 2020 Overview			
1	Zoning Bylaw Renewal UPC Report #2 - Structure and What We Heard	Q2 2020 Urban Planning Committee	Administration initiated - Summarizing the results of 2019 public engagement (with The City Plan) and how that will be translated into the Zoning Bylaw framework. Providing an overview of the proposed structure of the bylaw, including an outline of proposed sections and zones.
2	Zoning Bylaw Renewal Discussion Papers	Q2 2020 To be posted on project webpage	Development of discussion papers to highlight the approaches that the new Zoning Bylaw will take for the creation of new zones and regulations.
3	Zoning Bylaw Renewal UPC Report #3 - Framework for a New Zoning Bylaw	Q4 2020 Urban Planning Committee	Administration initiated - Previewing the general direction proposed for new zones and regulations, and providing information on how the new Zoning Bylaw will address major issues.
4	Internal and External Stakeholder Engagement	Throughout Zoning Bylaw Renewal Project	Collect public and stakeholder feedback on Zoning Bylaw Renewal discussion papers and proposed approach to new zones. Public engagement events/processes related to creation of Preliminary Draft Zoning Bylaw.
Other Projects			
5	Options for Cash-in-Lieu of Parking	January 28, 2020 Urban Planning Committee	Motion - At the May 7, 2019 Urban Planning Committee meeting, the following motion was passed: That Administration prepare a report that explores high level policy options for: developer payments in lieu of minimum parking requirements to contribute to public transit, and/or high density parking that facilitates transit options in lieu of minimum

			parking requirements, and provide a recommended option if applicable.
6	Open Option Parking Implementation	January 28, 2020 Urban Planning Committee	<p>Motion - At the May 7, 2019, Urban Planning Committee meeting, the following motion was passed:</p> <p>That Administration advance the implementation of Approach 2 as described in the May 7, 2019, UFCSD report CR_6707 and return with a report to Committee, including:</p> <ul style="list-style-type: none"> • a comprehensive review of on-street parking implications; • further research to determine significant predictors of all types of parking demand, and how these predictors affect on-site demand; • development of implementation scenarios, including draft bylaw amendments, that consider a one-step implementation and/or a phased, transitional approach, and different zoning categories (eg. downtown / core, commercial/industrial, core residential, suburban residential, institutional, stadium area), including the impact on each. • implementation of the other regulatory amendments as outlined in Attachment 6
7	Zoning Bylaw Text Amendments 2020 Work Plan	February 11, 2020 Urban Planning Committee	Administration initiated - To set out anticipated projects for 2020.
8	Short Term Rentals - Potential Bylaw Amendments	February 25, 2020 Urban Planning Committee	<p>Motion - At the August 27, 2019, City Council meeting, the following motion was passed:</p> <p>That Administration explore potential bylaw changes to manage concerns regarding short term rentals, including:</p> <ul style="list-style-type: none"> • a development permit process for "entire rental" properties;

			<ul style="list-style-type: none"> ● increased property tax rates, fees, or levies in lieu for "entire rental" properties; ● measures to hold online rental platforms accountable to complaints raised about hosts; ● the potential for an additional fee to be directed to support affordable housing and tourism; ● complaint thresholds that would result in license suspension and/or removal <p>and report back to Urban Planning Committee.</p> <p>The Zoning Bylaw team will provide support to this project and provide any relevant regulatory recommendations.</p>
9	Future Cannabis Lounge Regulations	February 26, 2020 Community and Public Services Committee	<p>Motion - At the November 6, 2019, City Council meeting, the following motion was passed:</p> <p>That, as part of the Citizen Services report CR_6506 - Future Cannabis Lounge Regulations currently scheduled for the February 26, 2020, Community and Public Services Committee meeting, that Administration include the following:</p> <ul style="list-style-type: none"> ● A cross jurisdictional scan of cannabis lounge regulations ● Economic benefits of cannabis lounges ● Recommendations for regulation of cannabis lounges in Edmonton <p>The Zoning Bylaw team will provide support to this project and provide any relevant regulatory recommendations.</p>
10	Wind Study Analysis	June 2020 Urban Planning Committee	<p>Motion - At the October 15, 2019, Urban Planning Committee meeting, the following motion was passed:</p> <p>Wind Studies Terms of Reference. That Administration provide a report on terms of reference for wind studies, including testing and comfort criteria.</p>

			The Zoning Bylaw team will provide support to this project and propose the necessary text amendments.
11	Analysis of Development Permit Variances - 2019 Annual Report	June 2020 Urban Planning Committee	<p>Motion - At the June 10, 2013, Executive Committee meeting, the following motion was passed:</p> <p>That Administration prepare an annual report on planning approvals that will include an analysis of development permit variances.</p>
12	Omnibus 2020	Q3 2020 Public Hearing	<p>Administration initiated - Annual clean-up of the Zoning Bylaw consisting of housekeeping changes and corrections of minor errors and typographical omissions.</p>

5.0 - Discussion Items
5.6 - Proactive Project - Idea Generation

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BACKGROUND INFORMATION

In the New Year, it is the Community Planning Advisors goal to have the EFCL's Planning and Development Committee work on a proactive project and/or resource.

Because the Zoning Bylaw Renewal project will result in fewer circulations there may be more time this year to focus some of our energies on producing a resource or workshop or making inroads on some goals the committee previously wanted to work on, but didn't feel they had the time.

QUESTIONS TO CONSIDER

1. What are the critical issues for the near future?
2. What do Leagues need from us?
3. How much time investment from committee members during a committee meeting is reasonable?

6.0 - Reports

6.1 DISTRICT NEWS