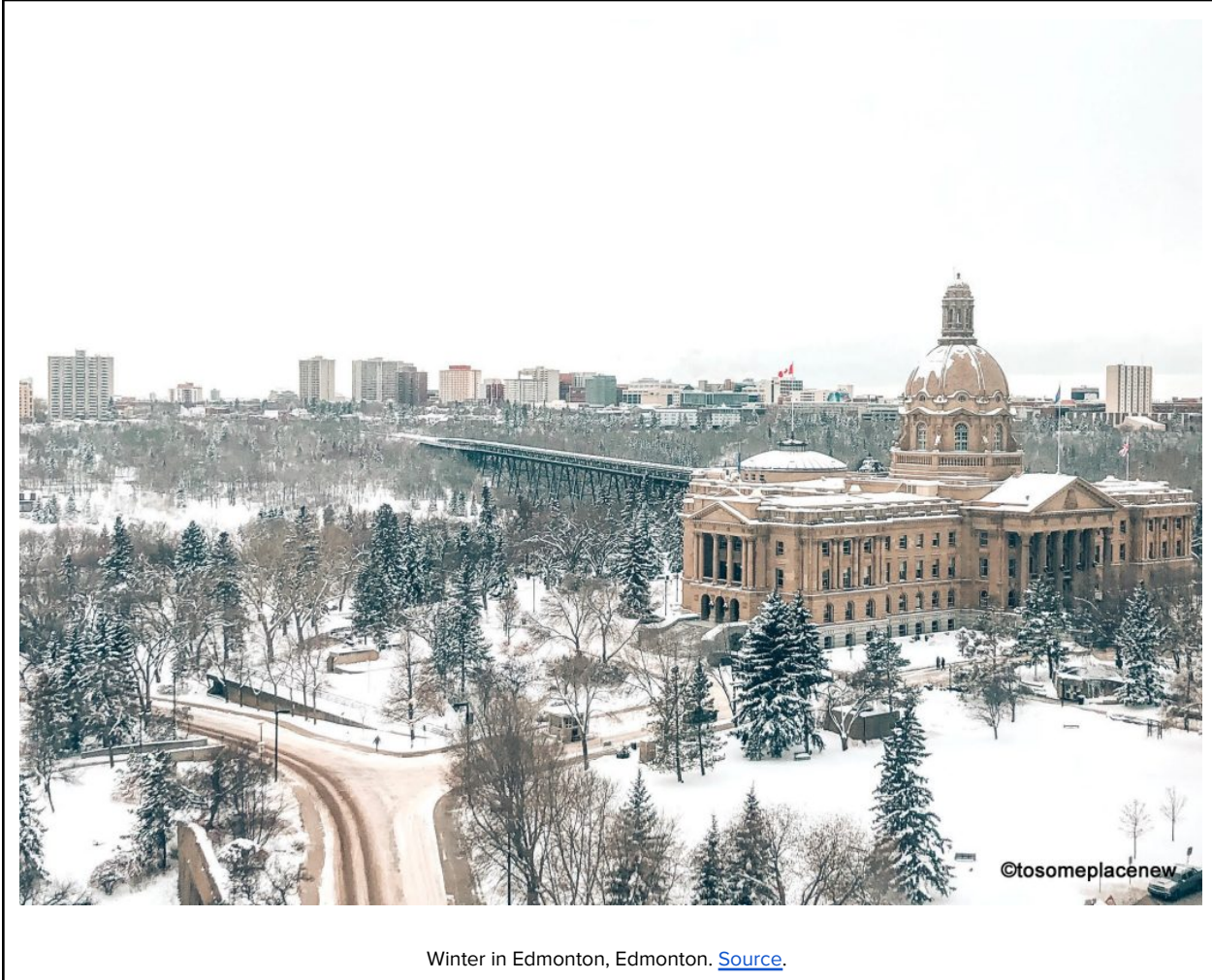


EDMONTON FEDERATION OF COMMUNITY LEAGUES

## Planning and Development Committee Meeting



**November 25, 2020 @ 6:00 PM**

Remote Meeting

Prepared by Stephanie Kovach

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**Voting Members:** Troy Aardema (D), Stephen Poole (E), Stephen Raitz (I), Dave Sutherland (J), Suzanne MacKinnon (L)

**Volunteers:** Vesna Farnden (F), Elaine Solez (I), Hassaan Zuberi (L)

**Minutes:** Angelika Matson

**Vacancies:** A, C, G, H, 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

- 2.1 Approval of Agenda (pg. 2)

#### 3.0 Approval of PDC Meeting Minutes

- 3.1 November 4, P&DC Meeting Minutes (pgs. 3-11)
- 3.2 Review of Action Items from the November 4 Meeting (pg. 12)

#### 4.0 Calendar

- 4.1 Important Upcoming Dates (pg. 13)

#### 5.0 Discussion Items

- 5.1 Safe Mobility Strategy (pg. 14-18)
- 5.2 Zoning Bylaw Omnibus (pg. 19-24)
- 5.3 Janes Walk (pg. 25)

#### 6.0 Reports (pg. 28 ) (8:10-8:30 pm) (pg. 26)

- 6.1 District News

### 3.0 - Approval of September 30 Meeting Minutes

#### 3.1 - September 30 Meeting Minutes

Item 3.1

#### November 4, 2020

Members in attendance: Troy Aardema (D), Stephen Poole (E), Dave Sutherland (J), Stephen Raitz (I), Suzanne MacKinnon (L)

Volunteers in attendance: Vesna Farnden (F), Elaine Solez (I)

EFCL staff in attendance: Stephanie Kovach (CPA), Laura Cunningham-Shpeley (ED, EFCL)

Guests in attendance: Trevor Illingworth (CoE), Christian Lee (CoE), Calvin Chan (CoE), Robert Rutherford (CoE)

Regrets: Hassaan Zuberi (L)

#### **Item #1 Zoning Bylaw Renewal - CoE Presentation + Q&A**

- T. Illingworth presented an overview of the Renewal project
- C. Chan presented an overview of the Residential Zoning paper
  - Explained the intent is to move away from use definitions focused on the form of the building (e.g. single family dwelling, rowhouse, garden suite) and move to a single use where a building can be used for living regardless of how many dwellings are on a site.
  - The use will now define the activity itself (in this case, the use and activity are living) and the zone will regulate what the appropriate form of the building will be
  - The number of units on a site will be determined based on the size of the lot, with setbacks, site coverage and height being used to control the size of the building
- C. Chan presented an overview of where the MNO may be headed
  - Some features of the MNO prevent more dense or innovative forms of housing to be built
  - Emphasized the importance of design and the need to incorporate effective regulations from the MNO into the Small Scale Residential (SSR) Zone and have those rules applied across the whole city
- C. Chan explained the need for more non-residential opportunities (e.g. Ritchie Market)
  - Would be subject to location criteria

- Would be similar in scale to residential and only permissible on sites adjacent to existing nodes
- Such sites would be able to convert to commercial without having to apply for rezoning (would also consider the demand for it)
- Mid-rise and high-rise would be regulated through mixed use zones
- City staff asked the following questions to generate discussion:
  - 1. What are some design regulations that would be important to retain in residential zones?
  - 2. What do you think of the proposal to easily allow a range of housing types in all residential areas?
  - 3. Thoughts on allowing more non-residential business opportunities on local node sites or allowing micro-businesses to operate on residential properties?
- E. Solez commented that while she is please some MNO regulations have been incorporated, she doesn't believe enough of them have
  - Noted that the City is thinking about a variety of housing configurations that would not be possible with MNO regulations (e.g. grouping tiny houses on a lot would require a 7.5m rear setback as opposed to the 40% rear set back required in the MNO)
  - Explained she lives in a neighbourhood with large lots that continues to have redevelopment in the form of single detached housing and she doesn't anticipate they will have other forms developed aside from secondary suites and garden suites
  - The lots are large so if you have a 7.5m rear setback rather than 40% and you have a 1.2m side setback instead of the contextual setback based on width of the lot, you are going to have monstrously sized houses in neighbourhoods like Windsor Park, Belgravia, and Glenora
  - Expressed that the regulations should be conditional based on the housing type (e.g. if its a tiny house, then grant a 7.5m setback, but not if its a single family dwelling) because otherwise, giant houses will have an impact on neighbouring properties (including ability to have a garden or utilize solar panels)
  - C. Chan commented that there will be other features that will limit the size of buildings, such as site coverage and that the City will have to look at a variety of tools to determine what the appropriate scale of a building on an appropriate site is.
- E. Solez asked if the City is contemplating that all high rise residential buildings will have ground floor commercial?
  - C. Chan responded they are anticipating a mix of horizontal and vertical mixed use development in mixed use zones, which is to say some buildings will not have ground floor commercial
  - C. Chan also commented that the papers are just an exploration and are meant to get people talking and to solicit feedback

- D. Sutherland commented that he would like to see some work done on design regulations. For example, the City has been encouraging row housing on corner lots instead of mid-block. This results in row houses getting built on a corner where you get a blank, dead wall on one side. Would like to see more design regulation regarding how these walls can better interact with the public realm.
- D. Sutherland asked if the ZB team is working with the Edmonton Design Committee (EDC) to help enshrine some of the things they look at when evaluating buildings? He commented this could also take some of the workload off of them because if regulations were built into the bylaw, they wouldn't necessarily have to be presented to the EDC for approval.
  - C. Lee responded that on December 1, the Urban Design team is scheduled to bring a report to Urban Planning Committee (UPC) regarding procedures and policies that exist for the EDC. The EDC spends a lot of time on projects that they don't necessarily need to see. They will be reexamining the threshold of density required to go in front of the EDC. They want to focus on projects that have bigger impacts on the public realm.
  - C. Lee commented that they don't want design regulations to be prohibitive of good development, but that they will take D. Sutherlands feedback on building best practices into the ZB.
  - T. Illingworth commented that the flanking wall on row houses is something the team is looking at as its something that has come up at nearly every RF3 rezoning at City Council.
  - E. Solez commented she saw a good development where one of the end units was turned and its entrance was on the flanking wall.
- S. Raitz asked for clarification around why the City might be considering a 3 m front setback, but contextual
  - C. Chan commented that generally people are supportive of the setback regulation so it was put forth as an initial idea. However, if they hear back that there are disagreements or alternatives, they will welcome changes.
  - E. Solez commented that she is a strong proponent of the contextual setback because in neighbourhoods like hers that have had 30 years of infill with a contextual setback, the idea that new builds will be staggered is alarming and people prefer uniformity.
  - S. Raitz commented that the question we need to ask ourselves is what do we want uniformity to look like in 25, 50, 100 years? He noted that he has witnessed development in his neighbourhood not utilize all the space available as best as possible. Huge front yards are often underutilized and they are inefficient. He noted that he doesn't necessarily think a contextual approach is bad, but that how we view the contextual approach is something to give more thought to.
- S.Mackinnon commented that she is enjoying the evolution of this process and that she believes it is going in the right direction. She commented that everything appears to be

very simplified which may usher in some changes landowners are reluctant to see happen.

- S. MacKinnon asked how will this tension be managed? C. Chan responded that they recognize there will be tension. T. Illingworth also commented that just because the door is open doesn't mean people will step through. T. Illingworth also shared that with the removal of minimum parking requirements, developers are still providing parking.
- S. MacKinnon shared some concern around micro businesses potentially creating nuisance situations and asked what they are visualizing? C. Chan responded they are exploring this opportunity as a way to respond to challenges of access and employment in neighbourhoods re: CoVID. Some people may not have the capital to lease space somewhere so the team is exploring allowing them to "open" a small operation at the front or back of their home site. They will determine if there is enough interest in this for them to pursue it or not.
- T. Illingworth shared the upcoming phases in the project:
  - Transitioning into the next phase starting at the end of November, will begin to dig into regulations
  - Unsure what form future engagement will take given CoVID and new engagement consultant being hired
  - Philosophy @ UPC in January
  - What We Heard (Discussion Papers) @ UPC in February
  - New Bylaw to Council in June of 2022

## ***Item #2 Zoning Bylaw Renewal Papers - PDC Discussion***

### **RESIDENTIAL ZONES**

- S. Kovach asked the group for their impressions
  - E. Solez commented that while people may give some pushback, she is not surprised to see low-density rolled together into one zone. Commented that she does not object to mixed forms, however feels they may be being too idealistic with their equity lens as she doesn't believe affordable housing will be built on a one million dollar piece of land.
  - S. Raitz commented that if it becomes easier and more efficient to build those smaller units and you're able to have higher density on a lot that costs a million dollars, then we may actually see an uptake in neighbourhoods where it can't currently occur. He commented that we may not see it in neighbourhoods like Windsor Park or Belgravia, but perhaps in Parkallen or North Glenora.
  - S. MacKinnon - commented that the simplicity of the proposals is seductive. She noted that if she was a developer she'd be interested in making as money as possible, but as a homeowner she may not be interested in having density beside her.

- D. Sutherland - commented that he anticipates some difficult upcoming conversations with Community Leagues around this. He believes the changes are positive, but that we're only just getting used to the idea of lot splitting.
- E. Solez - shared that in some ways, people do come around a bit faster, especially if they like the design and if the form isn't too disruptive (e.g. some folks in her neighbourhood would prefer a row of townhouses over a row of skinny houses)
- D. Sutherland - commented there is a shortage of senior housing.
- S. Kovach asked the group for their experiences with ARP amendments
  - E. Solez noted that she sees them being updated very frequently
  - E. Solez commented that she worked on the 109th street corridor ARP and has yet to see any evidence of any redevelopment that is in line with what was envisioned for development there.
  - D. Sutherland explained that the impression we heard from City Council in 2016 is that the City will not be doing new ARPs with communities anymore
  - S. Kovach shared that she has unofficially heard that the forthcoming District Plans will replace ARPs, but that she is unsure how much existing ARPs will inform the development of these new plans.
  - S. Raitz commented that another dissonant point we have with implementing ARPs is that they're mainly for landuse and we don't often see transportation being integrated as well as it should be. He shared that in the case of 109th street, the transportation options don't appear to be compelled to change as much as the land use has, even though the likelihood of people choosing to live on this corridor is very low if it continues to look and act the way it does (i.e. as a major thoroughfare with little to offer in terms of the pedestrian or cycling realm)
  - S. Raitz added that he hopes that District Plans offer a vision that integrates both land use and transportation in order to compel stronger direction to have liveable streets that look different than what we have today
- S. Kovach asked the group what features of the MNO they would like to see downloaded into the underlying SSR Zone
  - D. Sutherland, E. Solez, and S. Raitz agreed garages being oriented to the back lane where one exists is essential
  - E. Solez noted contextual setbacks, side setbacks, and rear setbacks are important to her
  - S. MacKinnon responded that there will be a minority of people who can make single family homes fit into those parameters, but that they exist in order to ensure other forms get built
- S. Kovach asked the group on their thoughts of 3 storey permissible heights in mature neighbourhoods
  - E. Solez commented that she knows some people will be upset, but that she feels it is reasonable

- E. Solez shared that a 3 storey walk up is able to house eight, two-bedroom units and is the same size as some of the enormous single family homes she sees
- S. MacKinnon commented that limiting these developments to three storeys does not necessarily contribute to the equality piece because it may not actually be a housing form seniors can access if it doesn't have an elevator, which may not contribute to goals of allowing seniors to age in place
- S. Kovach asked the group for additional feedback
  - S. MacKinnon commented that micro businesses could have both negative and positive impacts. On the negative end, it could have the effect of having front facing garages in mature neighbourhoods (i.e. interrupts the pedestrian realm) and it could bring variability not always welcome in the neighbourhood, but on the positive end it could be exactly what some neighbourhoods are looking for (e.g. uniqueness, sense of place, sense of community)
  - E. Solez commented that she enjoys the inclusion of the conditional use concept as she believes a lot can be done with it. For example, it could help mitigate some of the negative impacts a micro business might have on the neighbourhood (litter, noise) while still providing a positive corner where you could get a local service.
- S. MacKinnon inquired as to the City's thoughts on other plans in effect
  - S. Kovach shared that Edmonton is a city of many plans and that her impression is that the City is trying to simplify this hierarchy

#### **NOTIFICATIONS AND VARIANCES**

- S. Kovach explained the new approach to variances, including recent amendments that the DO will have more power to approve a variance
  - E. Solez commented that she does not believe the new approach will generate more appeals at SDAB. She explained that the structure with the new zones will have fewer regulations so she feels there will be fewer requests for variances anyhow.
- S. Kovach explained the new approach to notifications and asked for feedback
  - D. Sutherland and E. Solez commented they like the idea of earlier onsite signage, but noted that signage would need to be updated as the application evolves and expressed concern the City would need to keep it updated to keep the neighbourhood in the loop
- S. Kovach asked for feedback on the phasing out of newspaper ads
  - E. Solez commented this can only be done after the online notification system is more robust
  - S. Raitz commented that as a person who has had to create many of these ads, he too finds them ineffective. However, when they were implemented in the past, it was done for good reason and at one point, it did have a better reach.



How does the City anticipate they will continue to capture the audience that currently does see these notices?

- S. Raitz also commented he would like to see local media still engaged in the sharing of this information, even over social media

### **CIVIC SERVICE ZONES**

- S. Kovach and L. Cunningham-Shpeley explained the Tripartite negotiations and the motion going to council to enable small scale commercial uses on League land
- E. Solez shared she would like some attention to be paid to the financing piece with regards to new rec centres, such as Rollie Miles. She explained the group working on this has discussed how developers could build commercial or residential developments above parking lots because while it's considered park space, it's not usable park space. The developer could lease the space from the City and pay an annual payment instead of property tax (?) and finance the project in this way.

### **DIGITAL SIGNS**

- S. Kovach explained that she has had direction from leadership to ask for changes to civic service zones to allow digital signage
  - E. Solez commented this is necessary for Leagues because while some people are leary about them, the messaging can be changed remotely which is necessary for volunteers.
  - E. Solez also commented that in addition to allowing digital signage on parkland, she would encourage the ZB team to contemplate allowing revenue producing digital signage. In the case of Rollie Miles, they could orient it towards Calgary trail, not pristine parkland.
  - S. MacKinnon offered that there is a different impact in the suburban context, where most CL land is undeveloped lawn with no building so these ideas may not be applied equally.

### **Item #3 Safe Mobility Strategy**

- S. Kovach explained two actions from the Safe Mobility Strategy of interest to Community Leagues: YEG Safe Mobility Makeovers and the Safe Speeds Toolkit
  - E. Solez asked if these programs would come at any cost to the community?
- S. Kovach asked the group to envision what the YEG Safe Mobility Makeovers could look like:
  - E. Solez - planters to narrow the intersection, allowing “slow down” signs on the boulevards, installation of stop signs in appropriate places as directed by the community
  - S. Raitz - curb extensions using materials other than cement (e.g. bollards, planters, etc), incorporate opportunities for community art in order to marry art making, community building and traffic calming (see: Holyrood Park Bench program)

- S. Raitz - good opportunity for Edmontonians to connect with City Administration outside of an open house as they work together for the betterment of the neighbourhood. Commented that he'd like to see this an exercise in bridge building between those building and regulating the streetscape, and those who use them.
- D. Sutherland - would like to see the opportunity to fill in random/misplaced slip lanes. These dead spaces could be closed off and turned into a public space (See: <https://usa.streetsblog.org/2018/07/13/cities-are-replacing-dangerous-slip-lanes-with-space-for-people/>)
- D. Sutherland - would like to see an opportunity to strengthen the angle of curbs. At present, many are designed in a way that you don't need to slow down at all to turn.
- D. Sutherland - would like to see more interventions that are visual in nature and make the street more interesting, which encourages people to slow down
- E. Solez - walking school buses
- S. Poole - likes the concept of trialing interventions with cheap materials like paint and cones so that residents can share their input before the concrete is poured
- S. Kovach asked the group what are some tools the group could develop with regards to communicating about safe speeds that Leagues would actually use:
  - S. Raitz - encourage them to piggyback on existing events (e.g. Open Streets)
  - E. Solez - could create a stand alone event where big groups of people safely takeover the street (e.g. bike parade, silly parade)
  - S. Raitz - provide resources so that communities can create their own "shared streets"
- S. Kovach asked the group how the City can manage those instances where some people are excited about the changes and others are not
  - S. Poole - explain the interventions are temporary and ask people for their feedback, modifying as you go
  - D. Sutherland - set expectations ahead of time, clearly show why the need for the interventions exist and when soliciting feedback after, make it very clear that these changes are needed but what changes could be made to make them better. Be intentional about steering the conversation to "how to make it better," rather than "do you like it or not."
  - S. MacKinnon - be sure to be mindful about addressing the core of the problem. Often when people are speeding, the issue is not that they are reckless and want to make neighbors feel unsafe, it could be that they are busy and want to get home.
  - S. Raitz - find ways to celebrate the change and not just assume it will be all negative feedback. Host a block party. It will help people be more attuned to how these changes could be fun.

## **District News**

- District News
  - T. Aardema (D) - LRT approved to Lewis Farms. Some contention with the approved rezoning application for a solar farm on EPCOR's EL Smith lands.
  - S. Poole (E) - no news.
  - V. Farnden (F) - not totally involved with the League in her new neighbourhood yet.
  - S. Raitz (I) - noticed a lot of development was at a standstill due to CoVID, but now they're rapidly coming through. Rollie Miles meetings occurred in Fall and now waiting for the report to go to Council.
  - E. Solez (I) - Bateman project underwent a dramatic change from two 17 storey towers to one six storey block. She suspects this was a cost decision that we'll likely start seeing more off. She shared that there is a bit of a contentious development happening in Windsor Park that is two storeys taller than what the neighbourhood initially thought it would be. However, the additional density will come in the corner furthest away from the low-density residential in the neighbourhood. Next week, Windsor Park will go before the Historic Edmonton Review panel to designate their park as a historic resource because it was designed in the 1950s. They are restoring a retaining wall using roman blocks, which are being sourced from a nearby house that is being demolished.
  - D. Sutherland (J) - Strathearn Heights is going back for a new rezoning. The City has completed collecting feedback for new PSH developments in King Edward Park and Forest Terrace Heights.
  - S. MacKinnon (L) - shared that there is an ongoing "buzz" around the surplus school site she mentioned a few meetings ago. Has noticed there are a few bus stops that have gone up that say "future bus stop." The community has had some that say the same for the last 7 years.

## **Other items**

- None

**The meeting adjourned at 8:30pm**

**3.0 - Approval of September 30 Meeting Minutes**

3.2 - Review of Action Items from November 4

**Item 3.2**

<b>ACTION</b>	<u>RE:</u> Zoning Bylaw Renewal - Summarize PDC feedback and info session feedback and forward to team	<i>Complete</i> ✓
<b>ACTION</b>	<u>RE:</u> Safe Mobility Strategy - Summarize PDC feedback and forward to team	<i>Complete</i> ✓

**4.0 - EFCL Planning Committee Calendar  
November, December, January**

4.1 - Important Upcoming Dates

**Item 4.1**

**\*\*A list of all Council meetings can be found [here](#)\*\***

- To adhere to physical distancing practices, City Hall is only open to registered speakers at Council or Committee meetings
- The public may view in-progress meetings online at: [Council on the Web](#), [City Council's Youtube Channel](#)

<b>November</b>	
25	PDC Meeting
<b>December</b>	<b>**No PDC Meeting This Month**</b>
1	Safe Mobility Strategy @ UPC
3	Supplemental Budget
<b>January</b>	
19	Zoning Bylaw Renewal - Philosophy @ UPC, Infill Compliance Team Annual Report @ UPC
27	PDC Meeting

## 5.0 - Discussion Items

### 5.1 - Safe Mobility Strategy (2021-2025)

Item 5.1

#### BACKGROUND INFORMATION

The **Safe Mobility Strategy** 2021-2025 is **Edmonton's** approach to advancing Vision Zero. Vision Zero is the goal of zero traffic-related fatalities and serious injuries on our streets by 2032.

#### THEMES AND DRAFT KEY ACTIONS

1. Community of Safe Communities	
<p><b>Traffic Safety Community Activation</b></p> <p>Programming, tools and support to empower Edmontonians so they can influence and participate in safe and livable streets in their community, including:</p> <ul style="list-style-type: none"> <li>• <b>Vision Zero Street Labs</b> (formerly <b>YEG Safe Mobility Makeovers</b>): combine Edmontonians' lived experience and City staff technical expertise to collaboratively identify and implement customized, creative and flexible solutions that address traffic safety concerns outside of Neighbourhood Renewal.</li> <li>• <b>Safe Speeds Toolkit</b>: support the implementation of Speed Limit Reductions and address ongoing speeding concerns in neighbourhoods. Enable communities to access tools such as portable driver feedback signs, creative signage and visual awareness options, and location specific data and information to educate and communicate about speeding issues.</li> </ul> <p style="color: red; text-align: center;">**These actions would need to be endorsed by Council and funding would need to be approved from the Traffic Safety Automated Enforcement Reserve (TSAER)**</p> <p><b>Vision Zero Development Initiative</b></p> <p>Create a toolkit and certification process for developers and the City to work collaboratively to seek Vision Zero developments.</p>	<p><b>Vision Zero Street Labs</b></p> <ol style="list-style-type: none"> <li>1. Community indicates desire to work with the City. City looks at their situation to confirm its the best program for their needs (e.g. if Neighbourhood Renewal is scheduled for next year, they will roll program into renewal)</li> <li>2. League and CoE work together to identify issues, understand root problems and set goals. Tools like walk audits and an engagement toolkit could be provided.</li> <li>3. Look at what was gathered and create a plan of action. Community members would determine what intervention they wanted to try to address the problem.</li> <li>4. Implement and evaluate.</li> </ol>

<p><b>Positive Enforcement Campaigns</b> Action new and creative opportunities to use enforcement data and presence to recognize and reward safe driving behaviours.</p> <p><b>Speed Limit Reduction</b> Implement default residential speed limit reduction to 40 km/hr, including on Whyte Ave, Jasper Ave and high pedestrian areas to make our streets calmer, quieter, and safer for people walking, biking, driving and enjoying their neighbourhood.</p>	<p>Because permits may be needed, this process could take up to 4 months.</p> <p>Communities outside of the High Injury Network will still be eligible, but they likely won't have access to the same tools.</p>
<p><b>2. Safety at Every Step</b></p>	
<p><b>Safe Crossings</b> Enable people walking, biking, and rolling to safely cross streets with engineering measures through an enhanced approach to the current Crosswalks program. Will look to implement the right measures in the right locations using a variety of tools, from temporary curb extensions to full signals.</p> <p><b>School Safety</b> Continued progress implementing traffic safety upgrades at 48 schools with elementary students in Edmonton. Program will be completed in 2022.</p> <p><b>Project Integration</b> Partner with areas across the City to provide integrated, consistent safety support to transportation projects and programs, including:</p> <ul style="list-style-type: none"> <li>• Add crash and equity analysis data as a criteria for the Bike Plan location prioritization and future arterial renewal projects</li> <li>• Conduct safety reviews for new and existing transit stop locations on collector and arterial roads</li> <li>• Leverage crash and equity analysis data to support route and scheduling planning for Snow and Ice Control in creating a safe and livable winter mobility network.</li> </ul> <p><b>Vision Zero and City Policy</b> Review and update City of Edmonton transportation policy to ensure alignment to Vision Zero safety principles, standards and applications, including the production of internal toolkits for</p>	

<p>colleagues across the City who support the transportation network to tangibly live out Vision Zero.</p>	
<p><b>3. Listen, Learn, Lead</b></p>	
<p><b>Strategic Collaboration with the Edmonton Police Service</b></p> <ul style="list-style-type: none"> <li>• Provide data and analytics and partner on programs to:</li> <li>• Support strategic location selection and scheduling of EPS in-person traffic enforcement and City-led mobile automated enforcement</li> <li>• Escalate repeat and serious offenses identified through automated enforcement for EPS action</li> <li>• Be present in and with the community to educate on the importance of traffic safety</li> </ul> <p><b>Safe Mobility Academic Working Group</b></p> <p>Develop a multidisciplinary research program (including academics specializing in urban planning, public health, psychology and human behaviour and engineering) to enable holistic and integrated research and tangible safety and livability outcomes.</p> <p><b>Expanded Monitoring Technology</b></p> <p>Test and implement new road monitoring equipment that expands and diversifies information needed to better understand what's happening on Edmonton's streets, including near-crashes, when and how people are travelling, and road user actions and behaviours in order to implement the right actions and measures to increase safety and livability.</p> <p><b>Data Sharing Partnerships</b></p> <p>Partner with organizations and different levels of government to explore new sources of data beyond crash reports. Information, such as crash data when motor vehicles are not involved and in depth injury reporting, is necessary to develop a more accurate understanding of what is happening on Edmonton streets.</p>	
<p><b>4. Equitable Safety</b></p>	
<p><b>Proactive Safety Reviews</b></p> <p>Address systemic inequities by conducting proactive safety reviews in the highest crash neighbourhoods that are not accessing traditional channels to initiate change, such as 311. This work will build understanding as to why crashes are</p>	



happening more frequently in some neighborhoods than others and how it impacts people's lives.

**Project Prioritization Criteria**

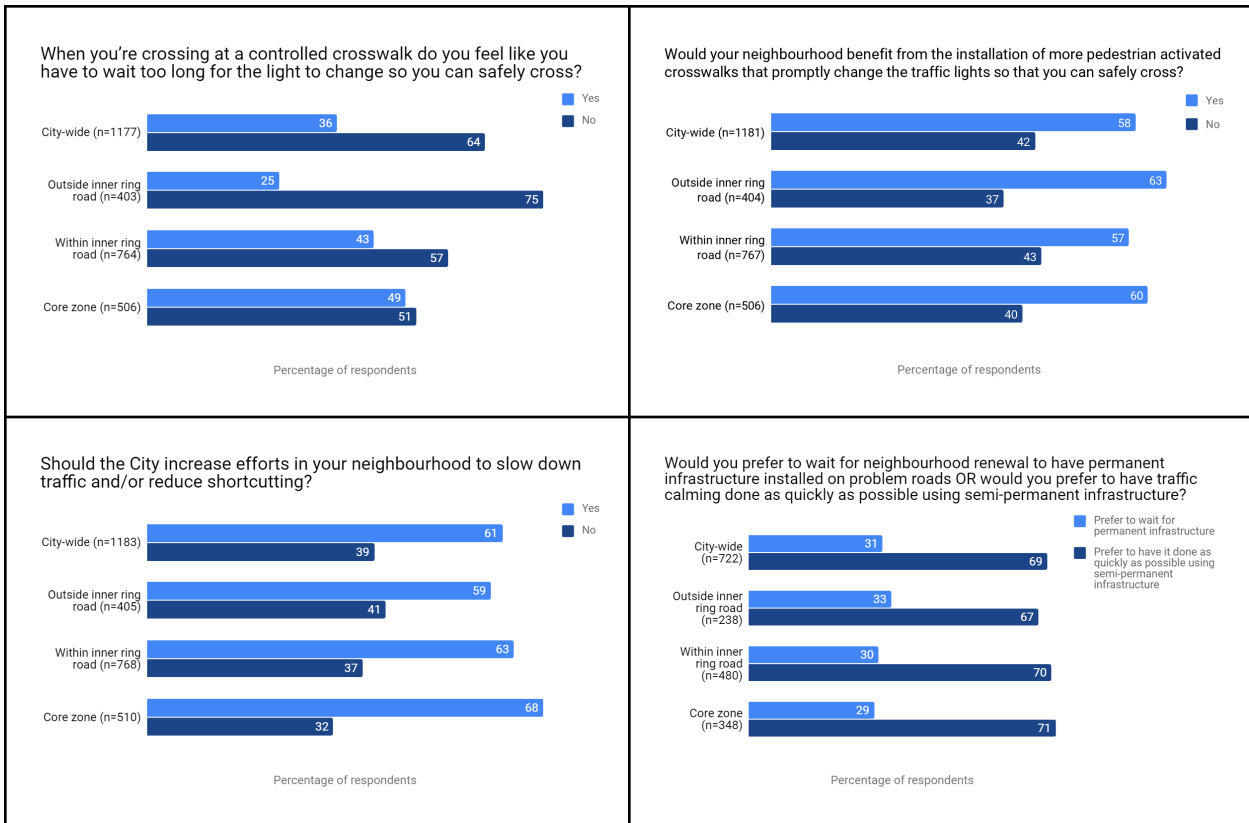
Include equity-seeking neighbourhoods from the High Injury Network and those disproportionately impacted by safety issues as key project prioritization criteria.

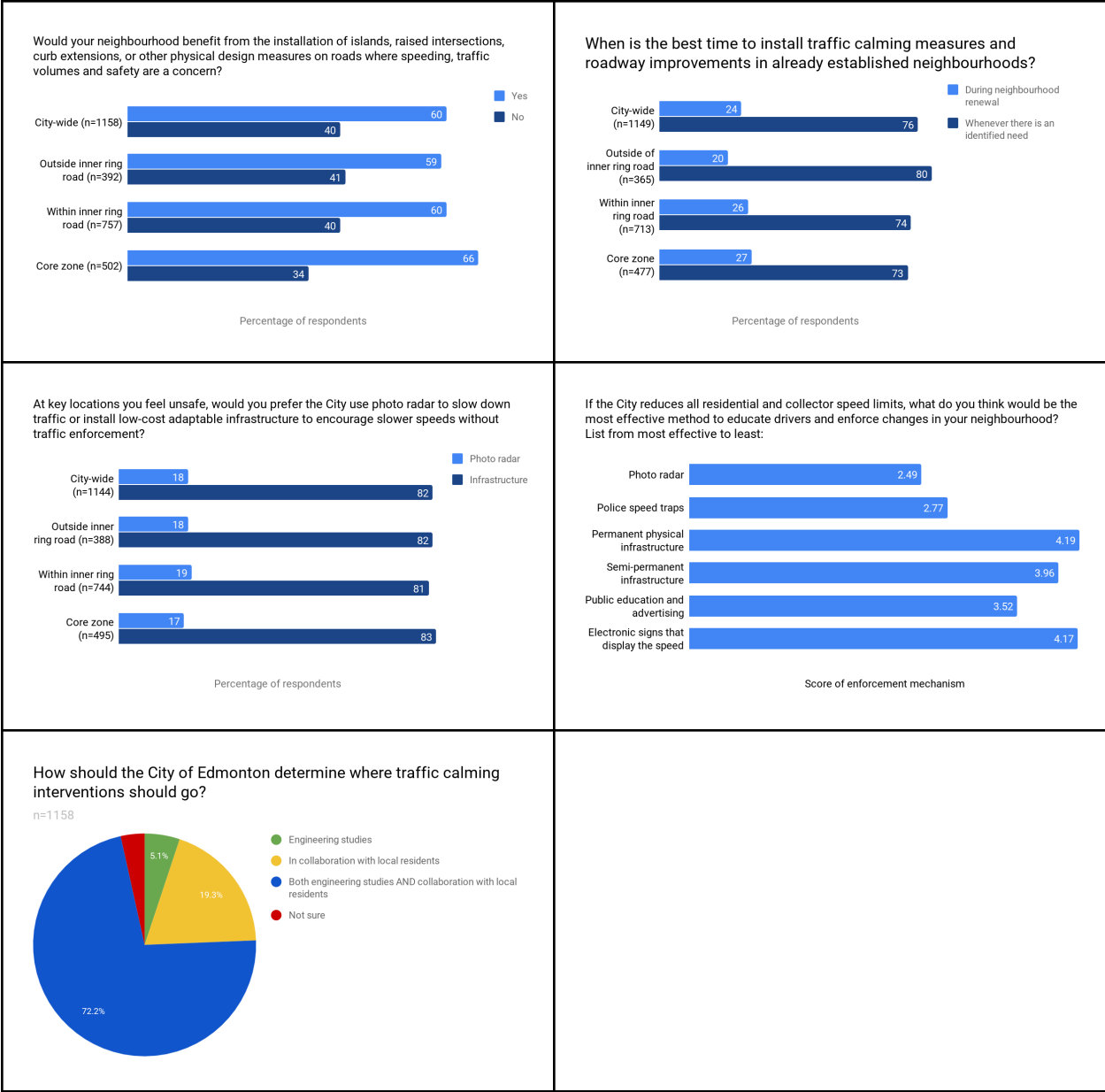
**Build Focused Relationships To Address Inequity**

Strengthen and establish relationships with organizations and people from equity-seeking communities to continually work towards removing barriers and creating solutions to safety issues.

**RESULTS FROM EFCL STREET SAFETY SURVEY**

**Item 5.1**





**QUESTIONS TO CONSIDER**

1. Regarding the Vision Zero Street Labs (formerly Safe Mobility Makeovers), what features would you add or omit to make this program more impactful?
2. To focus advocacy efforts, of the key themes, what actions do you feel are most important to Community Leagues?

## 5.0 - Discussion Items

### 5.2 - Zoning Bylaw Omnibus Amendments

Item 5.2

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#### BACKGROUND INFORMATION

In October of 2020, City Administration circulated Omnibus amendments to the Zoning Bylaw. Generally, Omnibus amendments are of a “clean up” nature. However, the amendments being proposed in this package are more robust.

Stakeholders were given the opportunity to provide comment, but the circulation period was only one week. In general, stakeholders are afforded at least four to six weeks to respond to amendments of this nature.

What follows is a brief summary of the comments the EFCL provided to City Administration and City Council Urban Planning Committee, which can be reviewed in full [here](#):

1. The circulation period of one week is too short of a timeframe for members of the public to meaningfully engage with amendments of this nature
2. Many of the proposed amendments were purported to be “discussed” in Zoning Bylaw discussion papers that had yet to be released
3. Some members of the community have reported disillusionment with the engagement process for the Zoning Bylaw Renewal upon seeing these amendments

City Administration was directed to engage with the EFCL following their presentation of these amendments at the Urban Planning Committee meeting in late October.

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#### THE AMENDMENTS

The full package can be viewed [here](#):

1. [Omnibus Report](#) - Overview
2. [Attachment 1](#) - Bold Moves Overview *\*focus at PDC meeting*
3. [Attachment 2](#) - Bold Moves Amendments and Rationale *\*focus at PDC meeting*
4. [Attachment 3](#) - Clean-up Amendments and Rationale

#### BOLD MOVES AMENDMENTS

Many of the moves represent opportunities to refocus, reprioritize and reimagine how services are delivered. This is especially true where a change allows Administration to redirect staff attention from relatively low risk, low impact developments and instead redeploy those resources to focus on developments with higher impact on the community. In some of these cases that means that there will be less direct oversight of certain types of development and consequently, an opportunity for fewer process and regulatory barriers, improving service overall. For these moves to be effective in the long run, it will require that there is trust, shared

accountability, and a mutual understanding of acceptable risk between Administration, Council, the public, and businesses.

It's important to note that several of the moves presented in Attachment 1 are currently being examined through the Zoning Bylaw Renewal Initiative. However, Administration is presenting these changes as an option to Council in an effort to reduce red tape during a time of unprecedented economic hardship, to make more effective use of our human and financial resources, and to better enable development outcomes which align with the City Plan prior to the completion of the replacement of the Zoning Bylaw in 2022.

Amendment	Rationale
<i>Attachment # 1 &amp; 3 - Bold Moves</i>	
Change of definition to some residential buildings to allow for the conversion of buildings, such as Single Detached Housing, into Duplex Housing or Semi-detached Housing. (pg. 2)	<ul style="list-style-type: none"> <li>● To allow for more opportunities for 'gentle density' using existing housing stock by way of converting one building into two <u>without having to rebuild</u></li> <li>● 'Gentle density' is a term which describes densification where units are added without making appreciable changes to scale, massing, or character.</li> </ul>
Change of definition for Garden Suites to allow Garden Suite development alongside additional housing types, specifically Semi-detached Housing and row housing. (pg. 3)	<ul style="list-style-type: none"> <li>● Presently, Garden Suites are only permitted to be developed on sites with a single-detached home. If approved, this amendment is meant to increase opportunities for densification</li> </ul>
Change of definition for Multi Unit Housing To allow for the development of Dwellings in conjunction with Commercial Uses. (pg. 4)	<ul style="list-style-type: none"> <li>● This amendment will expand opportunities for mixed-use development, primarily in commercial zones.</li> </ul>
Changes in definition to variances To allow the Development Officers to consider variances in more scenarios, specifically in cases where there is neither practical difficulties nor hardship. (pg. 5)	<ul style="list-style-type: none"> <li>● Currently, the bylaw requires that an applicant demonstrate hardship or practical difficulties in order for a variance to be considered.</li> <li>● In practice, this means where there are neither practical difficulties nor hardship, that a variance cannot be granted. This applies even if granting the variance would result in</li> </ul>

	<p>development outcomes that further the realization of The City Plan and otherwise have no different impact on neighbours and neighbourhoods than a similar but-unvaried design would.</p> <p><i>Can not vary: 1) uses in the zone, 2) the max height, 3) max density, 4) max FAR, or 5) the purpose statement of the zone.</i></p> <p><i>The MGA dictates a variance can not: 1) impact neighbouring enjoyment of their property, or 2) interfere with neighbourhood amenities</i></p>
<p>Changes to development permits to allow for those patios and outdoor retail spaces which were developed through the temporary patio and outdoor retail space program to continue without a Development Permit <i>(The Bylaw is set to expire at the end of December)</i> (pg. 7-8)</p>	<ul style="list-style-type: none"> <li>• The amendment reduces process barriers for patios of eating and drinking establishments to allow these establishments to maintain their CoVID patios through the winter season. Applies to outdoor retail space as well.</li> <li>• The amendment also generally allows new patios and outdoor retail spaces consistent with those allowed by the temporary program to be developed without a permit.</li> </ul>
<p>Changes to development permits to allow for <u>interior basement alterations</u> to be completed without a development permit (pg. 9)</p>	<ul style="list-style-type: none"> <li>• Proposed amendment enables effective service delivery and reduced regulatory barriers.</li> <li>• This eliminates the requirement for a Development Permit for interior basement development. This amendment does not exempt such developments from requiring a Building Permit, which may be required depending on the nature of the alterations.</li> <li>• This amendment <b>maintains</b> the requirement for Secondary Suites and other developments which would increase the number of Dwellings to be approved through a Development Permit.</li> </ul>
<p>Changes to notifications to eliminate the requirement to send a notification for a Class A Development (pg. 12)</p> <p><i>Not advanced by UPC</i></p>	<ul style="list-style-type: none"> <li>• Class A developments are those developments or demolitions in mature neighbourhoods that adhere to all the rules of the Bylaw.</li> <li>• The neighbours most likely to be impacted by these developments are those that are immediately adjacent to a site, and in most circumstances would be able to learn about the development as effectively from the notification signage posted on site as they might from a notification letter.</li> </ul>

	<ul style="list-style-type: none"> <li>● <b>Notification to neighbours of a Class A Permitted Development is purely informational as Class A permits cannot be appealed.</b></li> </ul>
<p>Changes to notification requirements CLASS B Discretionary Permits to eliminate the requirement to <u>advertise in a daily newspaper</u> when a Class B permit is issued (pg. 13)</p>	<ul style="list-style-type: none"> <li>● Information regarding development in neighbourhoods is presently available in a variety of formats, including through the required development notification signage on site (which includes contact information for the builder), the notifications sent out when a Class B Discretionary Permit has been approved, on maps.edmonton.ca, and through the City’s Open Data Portal which includes current data updated on a daily basis</li> <li>● <b>Class B permit decisions would still be mailed to adjacent property owners.</b></li> </ul>
<p>Changes to notification requirements for Rezoning Applications to eliminate the requirement to advertise proposed rezonings in a newspaper. (pg. 15)</p>	<ul style="list-style-type: none"> <li>● In 2014, the Edmonton Journal had a 7.1% readership, with no indication this number has increased.</li> <li>● Should this amendment move forward, the Administration will not stop advertising in this way until an alternative communication strategy is developed.</li> <li>● This strategy may include continued advertising in the newspaper (to route the public to more detailed information online), making improvements to the City’s website, and changes to on-site signage content.</li> </ul>
<p>Changes to objects prohibited in a residential zone to allow for mechanical devices (e.g. air conditioners) to be located in the side yard (pg. 18)</p>	<ul style="list-style-type: none"> <li>● At present, if a site has a side width of 9.0m or less, the mechanical device must be located in the rear yard</li> <li>● Since passing in 2013, this regulation has not significantly reduced or mitigated issues and disputes arising from nuisances produced by air conditioner units.</li> <li>● Proposed deletion enables effective service delivery by eliminating the need to regulate the siting of air conditioner units in this particular way. This amendment does not remove other regulations in the bylaw pertaining to screening of HVAC equipment.</li> <li>● During compliance scenarios that involve nuisances from air conditioners, it is exceedingly rare that this regulation would be used to resolve the complaint or issue.</li> <li>● Typically these issues are resolved through mediation (formal and informal), and when enforcement officers take more action, they typically do not rely on this land use regulation, but rather apply the Community Standards Bylaw.</li> </ul>

	<ul style="list-style-type: none"> <li>● Where noise is a nuisance, there are other ways to make changes that lessen the impact and allow for compliance with the Community Standards Bylaw. For example through scheduling use of the unit, shrouding, and maintenance.</li> </ul>
<p>Changes to allow for <a href="#">Major Home Based Businesses</a> to be developed on sites that contain both Secondary Suites and Garden Suites (pg. 24)</p>	<ul style="list-style-type: none"> <li>● To support local business with fewer regulatory barriers.</li> <li>● <b>Major Home Based Business</b> means development consisting of the Use of an approved Dwelling or Accessory building by a resident of that Dwelling for one or more businesses that may generate more than one business associated visit per day.</li> <li>● The business Use must be secondary to the Residential Use of the building and shall not change the residential character of the Dwelling or Accessory building.</li> <li>● <b>This Use includes Bed and Breakfast Operations but does not include General Retail Sales, Cannabis Retail Sales or Cannabis Production and Distribution.</b></li> </ul>
<p>Changes to RF1, RF2 and RF3 zones to allow a Garden Suite AND Secondary Suite to be developed in conjunction with Semi-Detached housing. (pg. 25)</p>	<ul style="list-style-type: none"> <li>● At present, only <b>one of</b> a Secondary Suite or a Garden Suite may be developed in conjunction with Semi-Detached housing. Both are permitted to be developed in conjunction with Single-Detached housing.</li> <li>● This will increase opportunities for densification.</li> </ul>
<p>Changes to Garden Suites to allow for Garden suites in combination with Secondary Suites (pg. 26)</p>	<ul style="list-style-type: none"> <li>● This amendment allows Garden Suites in combination with Secondary Suites and additional housing types, specifically Semi-detached Housing and Multi-unit Housing in the form of row housing.</li> </ul>
<p>Changes to development permit inspections to be eliminated for Row Housing outside of the Mature Neighbourhood Overlay (pg. 29)</p>	<ul style="list-style-type: none"> <li>● In 2019, 99% of inspections in Greenfield contexts passed, while only 52% of inspections in mature neighbourhoods passed.</li> <li>● Administration can still elect to conduct inspections in Greenfield contexts.</li> <li>● Resources can be deployed more efficiently to address mature neighbourhood redevelopment.</li> </ul>

## 5.0 - Discussion Items

5.3 - Jane's Walks

Item 5.3

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### BACKGROUND INFORMATION

Placeholder for discussion if time permits.





**6.1 District News**