



City Council - Agenda

Date: Tuesday, July 4, 2023
Time: 9:30 a.m. - 9:00 p.m.
Location: Council Chamber, 2nd floor, City Hall

Call to Order: 9:30 a.m.
Lunch: Noon - 1:30 p.m.
Recess: 3:30 p.m. - 3:45 p.m.
Dinner: 5 p.m. - 6 p.m.
Adjournment: 9 p.m.

Continuation: Wednesday, July 5, 2023
Call to Order: 9:30 a.m.
Lunch: Noon - 1:30 p.m.
Recess: 3:30 p.m. - 3:45 p.m.
Dinner: 5 p.m. - 6 p.m.
Adjournment: 9 p.m.

Deputy Mayor: K. Tang
Acting Mayor: J. Rice

Please note: Members of the public may choose to participate at Council and Committee meetings in person or remotely. You can request to speak up until your item has been dealt with. The public is invited to view in-progress meetings online via the Agenda, Council on the Web or City Council's YouTube Channel.

For additional information, contact the Office of the City Clerk at (780) 496-8178.

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 - 1.3. Adoption of Agenda

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11. Notices of Motion and Motions without Customary Notice

12. Adjournment



City Manager and City Auditor Performance Evaluation Committee Minutes

June 6, 2023

3 p.m.

River Valley Room, 1st floor, City Hall

Present: J. Rice, S. Hamilton, A. Paquette, A. Sohi

1. Call to Order and Related Business

1.1 Call to Order and Land Acknowledgement

Councillor J. Rice called the meeting to order at 3:11 p.m., Tuesday, June 6, 2023, and acknowledged that City Manager and City Auditor Performance Evaluation Committee meets on the traditional land of Treaty 6 Territory and Métis Homelands. The Chair also acknowledged the diverse Indigenous peoples whose ancestors' footsteps have marked this territory for centuries such as: Cree, Dene, Sauteaux, Blackfoot, Nakota Sioux, as well as Métis and Inuit, and now settlers from around the world.

1.2 Roll Call

Councillor J. Rice conducted roll call and confirmed the attendance of Members of the City Manager and City Auditor Performance Evaluation Committee.

Mayor A. Sohi is a Committee Member pursuant to section 15(3), Council Committees Bylaw 18156.

Councillors K. Principe, A. Stevenson; and A. Giesbrecht, City Clerk and R. Yusuf, Office of the City Clerk, were also in attendance.

1.3 Adoption of Agenda

Moved by: S. Hamilton

That the June 6, 2023, City Manager and City Auditor Performance Evaluation Committee meeting agenda be adopted with the following changes:

Additions:

- 7.1 Consultant Update
(Private pursuant to sections 17, 19 and 24 of the *Freedom of Information and Protection of Privacy Act*)
- 7.2 Contract Update
(Private pursuant to sections 24 and 25 of the *Freedom of Information and Protection of Privacy Act*)

In Favour (3): J. Rice, S. Hamilton, and A. Paquette

Carried (3 to 0)

1.4 Approval of Minutes

Moved by: A. Paquette

That the May 8, 2023, City Manager and City Auditor Performance Evaluation Committee meeting minutes be approved.

In Favour (3): J. Rice, S. Hamilton, and A. Paquette

Carried (3 to 0)

2. Items for Discussion and Related Business

2.1 Select Items for Debate

The following items were selected for debate: 7.1 and 7.2.

2.2 Vote on Reports not Selected for Debate

All items were selected for debate.

2.3 Requests to Speak

There were no Requests to Speak.

2.4 Requests for Specific Time on Agenda

There were no requests for items to be dealt with at a specific time on the agenda.

3. Reports to be Dealt with at a Different Meeting

There were no Reports to be Dealt with at a Different Meeting.

4. Requests to Reschedule Reports

There were no Requests to Reschedule Reports.

5. Unfinished Business

There was no Unfinished Business on the agenda.

6. Public Reports

There were no Public Reports on the agenda.

7. Private Reports

Moved by: S. Hamilton

That City Manager and City Auditor Performance Evaluation Committee meet in private pursuant to sections 17 (disclosure harmful to personal privacy), 19 (confidential evaluations), 24 (advice from officials) and 25 (disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act* for the discussion of items 7.1 and 7.2.

In Favour (3): J. Rice, S. Hamilton, and A. Paquette

Carried (3 to 0)

City Manager and City Auditor Performance Evaluation Committee met in private at 3:18 p.m., Tuesday, June 6, 2023.

Moved by: J. Rice

That City Manager and City Auditor Performance Evaluation Committee meet in public.

In Favour (4): J. Rice, S. Hamilton, A. Paquette, and A. Sohi

Carried (4 to 0)

City Manager and City Auditor Performance Evaluation Committee met in public at 4:07 p.m., Tuesday, June 6, 2023.

7.1 Consultant Update

The following member of the delegation made a presentation and answered questions:

- M. Fix, MNP

The following member of the delegation answered questions:

- C. Lavin, MNP

A. Giesbrecht, City Clerk, answered questions.

Moved by: S. Hamilton

That the City Manager and City Auditor Performance Evaluation Committee recommend to City Council:

1. That the actions in Attachment 1 of the June 6, 2023, Office of the City Clerk report OCC01928, be approved.
2. That the June 6, 2023, Office of the City Clerk report OCC01928 remain private pursuant to sections 17 (disclosure harmful to personal privacy), 19 (confidential evaluations) and 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act*.

In Favour (4): J. Rice, S. Hamilton, A. Paquette, and A. Sohi

Carried (4 to 0)

7.2 Contract Update

A. Giesbrecht, City Clerk, made a presentation and answered questions.

Moved by: A. Paquette

1. That the actions as outlined in Attachment 1 of the June 6, 2023, Office of the City Clerk report OCC01930, be approved.
2. That the June 6, 2023, Office of the City Clerk report OCC01930 remain private pursuant to sections 24 (advice from officials) and 25 (disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*.

In Favour (4): J. Rice, S. Hamilton, A. Paquette, and A. Sohi

Carried (4 to 0)

8. Motions Pending

There were no Motions Pending on the agenda.

9. Notices of Motion and Motions without Customary Notice

Councillor J. Rice asked whether there were any Notices of Motion. There were none.

10. Adjournment

The meeting adjourned at 4:15 p.m., Tuesday, June 6, 2023.

Chair

City Clerk



City Council Public Hearing Minutes

June 12, 2023

9:30 a.m.

Council Chamber, 2nd floor, City Hall

Present: A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, J. Wright

1. Call to Order and Related Business

1.1 Call to Order and Land Acknowledgement

Acting Mayor K. Tang called the meeting to order at 9:30 a.m., Monday, June 12, 2023, and acknowledged that City Council meets on the traditional land of Treaty 6 Territory and Métis Homelands. The Chair also acknowledged the diverse Indigenous peoples whose ancestors' footsteps have marked this territory for centuries such as: Cree, Dene, Saulteaux, Blackfoot, Nakota Sioux, as well as Metis and Inuit, and now settlers from around the world.

1.2 Roll Call

Acting Mayor K. Tang conducted roll call and confirmed the attendance of Members of City Council.

Councillor A. Salvador was absent with notice for a portion of the meeting.

Councillor J. Rice was absent without notice for a portion of the meeting.

Mayor A. Sohi was absent with notice.

T. Ward, T. Orbell and E. Norton, Office of the City Clerk, were also in attendance.

**Clerk's note: Councillor A. Paquette was absent after the original scheduled adjournment time.*

1.3 Adoption of Agenda

Moved by: S. Hamilton

Seconded by: J. Rice

That the June 12, 2023, City Council Public Hearing agenda be adopted.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

1.4 Protocol Items

There were no Protocol Items.

2. Explanation of Public Hearing Process

2.1 Call for Persons to Speak

Acting Mayor K. Tang explained the public hearing process. T. Ward, Office of the City Clerk, asked whether there were any persons present to speak to the following bylaws, in panels:

Charter Bylaw 20506

The following speakers registered in favour:

1. J. Steingahs, Cidex (to answer questions only)
2. S. Itani, Cidex (to answer questions only)

Charter Bylaw 20505

The following speakers registered in favour:

1. A. Elmikkawi (to answer questions only)
2. T. Sharif (to answer questions only)

Charter Bylaw 20507

The following speakers registered in favour:

1. R. Heath
2. W. Yin, BM Homes Ltd. (to answer questions only)
3. S. Pan (to answer questions only)

Charter Bylaw 20509

The following speaker registered in favour:

1. J. Booth, Situate

Charter Bylaw 20508

The following speaker registered in favour:

1. R. Heinrichs, Stantec (to answer questions only)

Bylaws 20492 and 20493

The following speakers registered in favour:

1. J. Hutton, Arcadis (to answer questions only)
2. K. Rowe, Cantiro (to answer questions only)

Charter Bylaw 20495

The following speakers registered in favour:

1. R. Eidick, EINS (to answer questions only)
2. A. Olsen, EINS

The following speakers registered in opposition:

1. R. Trehan
2. A. Hameed, Tweddle Place Community Group
3. J. Yang
4. V. Estrom, on behalf of A. Richardson
5. D. Archibold
6. L. Findlater
7. D. Bauwens, North Millbourne Community League
8. R. Hensel, North Millbourne Community League

Bylaws 20489, 20490 and Charter Bylaw 20491

The following speaker registered in favour:

1. R. Eidick, EINS

The following speakers registered in opposition:

1. M. Payne
2. J. Powell
3. K. Johannsen
4. B. Payne

3. **Bylaws and Related Reports**

Moved by: T. Cartmell

Seconded by: J. Wright

That the Public Hearing on the following Bylaws be closed:

- 3.2 Charter Bylaw 20505 - To allow for a mix of small scale housing, Elmwood Park
- 3.3 Charter Bylaw 20507 - To allow low rise multi-unit housing, Belgravia
- 3.5 Charter Bylaw 20508 - To allow for a variety of small scale residential housing with flexibility in lot sizes and widths, Marquis
- 3.6 Bylaw 20492 - To amend the Windermere Area Structure Plan
- 3.7 Bylaw 20493 - To amend the Keswick Neighbourhood Structure Plan

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: T. Cartmell

Seconded by: J. Wright

That the following Bylaws be read a first time:

- 3.2 Charter Bylaw 20505 - To allow for a mix of small scale housing, Elmwood Park
- 3.3 Charter Bylaw 20507 - To allow low rise multi-unit housing, Belgravia
- 3.5 Charter Bylaw 20508 - To allow for a variety of small scale residential housing with flexibility in lot sizes and widths, Marquis
- 3.6 Bylaw 20492 - To amend the Windermere Area Structure Plan
- 3.7 Bylaw 20493 - To amend the Keswick Neighbourhood Structure Plan

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: T. Cartmell
Seconded by: J. Wright

That the following Bylaws be read a second time:

- 3.2 Charter Bylaw 20505 - To allow for a mix of small scale housing, Elmwood Park
- 3.3 Charter Bylaw 20507 - To allow low rise multi-unit housing, Belgravia
- 3.5 Charter Bylaw 20508 - To allow for a variety of small scale residential housing with flexibility in lot sizes and widths, Marquis
- 3.6 Bylaw 20492 - To amend the Windermere Area Structure Plan
- 3.7 Bylaw 20493 - To amend the Keswick Neighbourhood Structure Plan

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: T. Cartmell
Seconded by: J. Wright

That the following Bylaws be considered for third reading:

- 3.2 Charter Bylaw 20505 - To allow for a mix of small scale housing, Elmwood Park
- 3.3 Charter Bylaw 20507 - To allow low rise multi-unit housing, Belgravia
- 3.5 Charter Bylaw 20508 - To allow for a variety of small scale residential housing with flexibility in lot sizes and widths, Marquis
- 3.6 Bylaw 20492 - To amend the Windermere Area Structure Plan
- 3.7 Bylaw 20493 - To amend the Keswick Neighbourhood Structure Plan

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: T. Cartmell
Seconded by: J. Wright

That the following Bylaws be read a third time:

- 3.2 Charter Bylaw 20505 - To allow for a mix of small scale housing, Elmwood Park
- 3.3 Charter Bylaw 20507 - To allow low rise multi-unit housing, Belgravia
- 3.5 Charter Bylaw 20508 - To allow for a variety of small scale residential housing with flexibility in lot sizes and widths, Marquis
- 3.6 Bylaw 20492 - To amend the Windermere Area Structure Plan
- 3.7 Bylaw 20493 - To amend the Keswick Neighbourhood Structure Plan

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

3.1 Charter Bylaw 20506 - To extend a “sunset clause” regulation, Queen Alexandra

The following member of Administration's delegation made a presentation and answered questions:

- C. St. Aubin, Urban Planning and Economy

The following members of Administration's delegation answered questions:

- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy
- J. Inkpen, Office of the City Manager (Legal Services)
- A. McLellan, Urban Planning and Economy

Acting Mayor K. Tang asked if Council Members have any clarifying questions of anyone registered to speak.

The following speaker answered questions:

- J. Steingahs, Cidex

Acting Mayor K. Tang asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: M. Janz
Seconded by: E. Rutherford

That the Public Hearing on Charter Bylaw 20506 be closed.

In Favour (10): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (10 to 0)

Moved by: M. Janz
Seconded by: E. Rutherford

That Charter Bylaw 20506 be read a first time.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: M. Janz
Seconded by: E. Rutherford

That Charter Bylaw 20506 be read a second time.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: M. Janz
Seconded by: E. Rutherford

That Charter Bylaw 20506 be considered for third reading.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: M. Janz
Seconded by: E. Rutherford

That Charter Bylaw 20506 be read a third time.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

3.2 Charter Bylaw 20505 - To allow for a mix of small scale housing, Elmwood Park

This item was not selected for debate and was dealt with as part of item 3. Charter Bylaw 20505 received three readings.

3.3 Charter Bylaw 20507 - To allow low rise multi-unit housing, Belgravia

This item was not selected for debate and was dealt with as part of item 3. Charter Bylaw 20507 received three readings.

3.4 Charter Bylaw 20509 - To allow for low rise multi-unit housing, Grovenor

The following member of Administration's delegation made a presentation:

- C. St. Aubin, Urban Planning and Economy

The following speaker made a presentation and answered questions in favour:

- J. Booth, Situate

The following member of Administration's delegation answered questions:

- C. St. Aubin, Urban Planning and Economy

Acting Mayor K. Tang asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: A. Knack

Seconded by: J. Wright

That the Public Hearing on Charter Bylaw 20509 be closed.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: A. Knack

Seconded by: J. Wright

That Charter Bylaw 20509 be read a first time.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: A. Knack

Seconded by: J. Wright

That Charter Bylaw 20509 be read a second time.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: A. Knack

Seconded by: J. Wright

That Charter Bylaw 20509 be considered for third reading.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

Moved by: A. Knack

Seconded by: J. Wright

That Charter Bylaw 20509 be read a third time.

In Favour (11): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

3.5 Charter Bylaw 20508 - To allow for a variety of small scale residential housing with flexibility in lot sizes and widths, Marquis

This item was not selected for debate and was dealt with as part of item 3. Charter Bylaw 20508 received three readings.

3.6 Bylaw 20492 - To amend the Windermere Area Structure Plan

This item was not selected for debate and was dealt with as part of item 3. Bylaw 20492 received three readings.

3.7 Bylaw 20493 - To amend the Keswick Neighbourhood Structure Plan

This item was not selected for debate and was dealt with as part of item 3. Bylaw 20493 received three readings.

3.8 Charter Bylaw 20495 - To allow for convenience commercial and personal service uses, Tweddle Place

The following member of Administration's delegation made a presentation:

- P. Bekederemo, Urban Planning and Economy

The following speaker made a presentation and answered questions in favour:

- A. Olsen, EINS

The following speakers made presentations and answered questions in opposition:

- A. Hameed, Tweddle Place Community Group
- R. Trehan
- J. Yang
- V. Estrom, on behalf of A. Richardson
- D. Archibold
- L. Findlater
- D. Bauwens, North Millbourne Community League
- R. Hensel, North Millbourne Community League

The following members of Administration's delegation answered questions:

- J. Inkpen, Office of the City Manager (Legal Services)
- P. Bekederemo, Urban Planning and Economy
- F. Saeed, Urban Planning and Economy
- T. Pawlyk, Urban Planning and Economy

Deputy Mayor A. Salvador asked if Council Members have any clarifying questions of anyone registered to speak.

The following speaker answered questions:

- A. Olsen, EINS

Deputy Mayor A. Salvador asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: K. Tang

Seconded by: A. Knack

That Charter Bylaw 20495 be referred back to Administration to work with the applicant on additional engagement with the community.

The following speaker answered questions:

- R. Eidick, EINS

The following member of Administration's delegation answered questions:

- T. Pawlyk, Urban Planning and Economy

In Favour (5): T. Cartmell, S. Hamilton, A. Knack, J. Rice, and K. Tang

Opposed (7): A. Salvador, M. Janz, A. Paquette, K. Principe, E. Rutherford, A. Stevenson, and J. Wright

Defeated (5 to 7)

Moved by: A. Knack

Seconded by: A. Stevenson

That the Public Hearing on Charter Bylaw 20495 be closed.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: A. Knack

Seconded by: A. Stevenson

That Charter Bylaw 20495 be read a first time.

In Favour (8): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, A. Stevenson, and J. Wright

Opposed (4): K. Principe, J. Rice, E. Rutherford, and K. Tang

Carried (8 to 4)

Moved by: A. Knack

Seconded by: A. Stevenson

That Charter Bylaw 20495 be read a second time.

In Favour (8): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, A. Stevenson, and J. Wright

Opposed (4): K. Principe, J. Rice, E. Rutherford, and K. Tang

Carried (8 to 4)

Moved by: A. Knack

Seconded by: A. Stevenson

That Charter Bylaw 20495 be considered for third reading.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: A. Knack

Seconded by: A. Stevenson

That Charter Bylaw 20495 be read a third time.

In Favour (8): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, A. Stevenson, and J. Wright

Opposed (4): K. Principe, J. Rice, E. Rutherford, and K. Tang

Carried (8 to 4)

3.9 Bylaw 20489 - To amend the Ellerslie Area Structure Plan

3.10 Bylaw 20490 - To amend the Ellerslie Neighbourhood Structure Plan

3.11 Charter Bylaw 20491 - To allow for low rise multi-unit housing, Ellerslie

Bylaws 20489, 20490 and Charter Bylaw 20491 were dealt with together.

The following member of Administration's delegation made a presentation:

- P. Bekederemo, Urban Planning and Economy

The following speaker made a presentation and answered questions in favour:

- R. Eidick, EINS

The following speakers made presentations and answered questions in opposition:

- M. Payne
- J. Powell
- B. Payne

A handout provided by M. Payne was distributed to Members of Council and a copy was filed with the Office of the City Clerk.

The following members of Administration's delegation answered questions:

- P. Bekederemo, Urban Planning and Economy
- T. Ford, Urban Planning and Economy
- T. Pawlyk, Urban Planning and Economy
- J. Inkpen, Office of the City Manager (Legal Services)
- F. Saeed, Urban Planning and Economy
- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy
- J. Tiwana, Urban Planning and Economy

Deputy Mayor A. Salvador asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: K. Tang

Seconded by: J. Wright

That the Public Hearing on Bylaws 20489, 20490 and Charter Bylaw 20491 be closed.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: K. Tang

Seconded by: J. Wright

That Bylaws 20489, 20490 and Charter Bylaw 20491 be read a first time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: K. Tang

Seconded by: J. Wright

That Bylaws 20489, 20490 and Charter Bylaw 20491 be read a second time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: K. Tang

Seconded by: J. Wright

That Bylaws 20489, 20490 and Charter Bylaw 20491 be considered for third reading.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: K. Tang
Seconded by: J. Wright

That Bylaws 20489, 20490 and Charter Bylaw 20491 be read a third time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: K. Tang
Seconded by: E. Rutherford

That, as part of the Growth Management Framework report update, Administration include information on the gaps and opportunities for the full buildout of approved neighbourhoods within the developing areas, and specifically Wernerville Country Residential Special Study Area, to achieve complete communities.

In Favour (11): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (11 to 0)

4. Notices of Motion and Motions without Customary Notice

Deputy Mayor A. Salvador asked whether there were any Notices of Motion. There were none.

5. Adjournment

The meeting adjourned at 5 p.m., Monday, June 12, 2023.

Chair

City Clerk



City Council Minutes

June 13, 2023

9:30 a.m.

Council Chamber, 2nd floor, City Hall

Present: A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, J. Wright

1. Call to Order and Related Business

1.1 Call to Order and Land Acknowledgement

Deputy Mayor A. Salvador called the meeting to order at 9:30 a.m., Tuesday, June 13, 2023, and acknowledged that City Council meets on the traditional land of Treaty 6 Territory and Métis Homelands. The Chair also acknowledged the diverse Indigenous peoples whose ancestors' footsteps have marked this territory for centuries such as: Cree, Dene, Saulteaux, Blackfoot, Nakota Sioux, as well as Métis and Inuit, and now settlers from around the world.

**Clerk's note: The June 13, 2023, City Council meeting was held over two days: June 13, 2023 and June 14, 2023.*

1.2 Roll Call

Deputy Mayor A. Salvador conducted roll call and confirmed the attendance of Members of City Council.

Mayor A. Sohi was absent with notice.

A. Corbould, City Manager; and A. Giesbrecht, City Clerk, E. Norton, M. de Guzman and C. Martin, Office of the City Clerk, were also in attendance.

1.3 Adoption of Agenda

Moved by: S. Hamilton

Seconded by: J. Rice

That the June 13, 2023, City Council meeting agenda be adopted with the following change:

Deletion:

- 9.2 Alberta's Industrial Heartland Association Designated Industrial Zone Water Intake Project

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

1.4 Approval of Minutes

Moved by: A. Knack

Seconded by: T. Cartmell

That the minutes from the following meetings be approved:

- May 10, 2023, City Council - Non-Regular
- May 15, 2023, City Council Public Hearing
- May 16/17, 2023, City Council
- May 30, 2023, City Council Public Hearing
- June 7, 2023, City Council - Non-Regular

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

1.5 Protocol Items

1.5.1 Indigenous Framework Artwork Unveiling (A. Salvador)

Deputy Mayor A. Salvador, on behalf of City Council, recognized that four Indigenous artworks have been permanently installed at City Hall, as part of National Indigenous History Month. The City of Edmonton remains

committed to building strong relationships with all Indigenous Peoples as it actively works to confront bias and honour treaty commitments. As part of the Indigenous Framework video series, Deputy Mayor A. Salvador, introduced a video presentation, “Spirit and Art: Learning Through Stories”. It’s a featurette on the artworks collection that was created by the four artists of the Indigenous artworks.

1.5.2 Muttart Conservatory receives Edmonton Tourism Attraction of the Year Award (A. Salvador)

Deputy Mayor A. Salvador, on behalf of City Council, recognized that on June 2, 2023, the Muttart Conservatory received the Edmonton Tourism Attraction of the Year Award, tied for first with West Edmonton Mall. The award honours the best attractions in the city and recognizes venues that stand out for their appeal to all visitors.

1.5.3 Transportation Association of Canada Technical Awards (A. Salvador)

Deputy Mayor A. Salvador, on behalf of City Council, announced The Electric and Hydrogen Vehicle Expo, held last September, was recognized by the Transportation Association of Canada, as they awarded the Electric and Hydrogen Vehicle Expo their 2023 Educational Achievement Award. One of Edmonton’s climate resilience and energy transition priorities is to increase electric vehicle adoption through increased awareness, knowledge and public confidence.

2. Items for Discussion and Related Business

2.1 Select Items for Debate

The following items were selected for debate: 6.1, 6.2, 6.3, 7.1, 7.4, 7.6, 9.1 and 9.3.

2.2 Vote on Reports not Selected for Debate

Moved by: A. Knack

Seconded by: E. Rutherford

That the recommendations in the following reports be approved:

- 5.1 Edmonton Police Service Funding Formula - Additional Information
- 7.2 Blatchford Renewable Energy - Funding Opportunity
- 7.3 2023 Tax Public Auction Resolution

- 7.5 Options to Address Catalytic Converter Theft
- 9.4 Housing Accelerator Fund: Application and Investment Plan
- 9.5 City of Edmonton Youth Council - 2023 Membership Report and Reappointment Recommendations
- 9.6 Consultant Update

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

2.3 Requests to Speak

There were no Requests to Speak.

2.4 Requests for Specific Time on Agenda

Moved by: J. Wright

Seconded by: K. Tang

That the following item be dealt with at a specific time on the agenda:

- 9.3 Advisory Committees of Council (Policy Review) - Governance Review - Second item of business, on Wednesday, June 14, 2023

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

2.5 Vote on Bylaws not Selected for Debate

Moved by: T. Cartmell

Seconded by: J. Rice

That the following Bylaws be read a first time:

- 8.1 Bylaw 20402 - To authorize the City of Edmonton to construct, finance and assess Residential Concrete Curb Crossing Local Improvements

- 8.4 Bylaw 20112 - Bylaw to Designate the Magrath Mansion as a Municipal Historic Resource

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: T. Cartmell

Seconded by: J. Rice

That the following Bylaws be read a second time:

- 8.1 Bylaw 20402 - To authorize the City of Edmonton to construct, finance and assess Residential Concrete Curb Crossing Local Improvements
- 8.2 Bylaw 20488 - To amend Revised Bylaw 18985, as amended by Bylaws 19240, 20048 and 20217, to authorize the City of Edmonton to undertake, construct and finance Community Revitalization Levy Projects, Downtown CRL
- 8.3 Bylaw 20304 - City of Edmonton Ward Boundaries and Council Composition Bylaw (Amendment No. 4)
- 8.4 Bylaw 20112 - Bylaw to Designate the Magrath Mansion as a Municipal Historic Resource

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: T. Cartmell

Seconded by: J. Rice

That the following Bylaws be considered for third reading:

- 8.1 Bylaw 20402 - To authorize the City of Edmonton to construct, finance and assess Residential Concrete Curb Crossing Local Improvements

- 8.4 Bylaw 20112 - Bylaw to Designate the Magrath Mansion as a Municipal Historic Resource

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: T. Cartmell

Seconded by: J. Rice

That the following Bylaws be read a third time:

- 8.1 Bylaw 20402 - To authorize the City of Edmonton to construct, finance and assess Residential Concrete Curb Crossing Local Improvements
- 8.2 Bylaw 20488 - To amend Revised Bylaw 18985, as amended by Bylaws 19240, 20048 and 20217, to authorize the City of Edmonton to undertake, construct and finance Community Revitalization Levy Projects, Downtown CRL
- 8.3 Bylaw 20304 - City of Edmonton Ward Boundaries and Council Composition Bylaw (Amendment No. 4)
- 8.4 Bylaw 20112 - Bylaw to Designate the Magrath Mansion as a Municipal Historic Resource

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

3. Councillor Inquiries

There were no Councillor Inquiries.

4. Reports to be Dealt with at a Different Meeting

There were no Reports to be Dealt with at a Different Meeting.

5. Requests to Reschedule Reports

5.1 Edmonton Police Service Funding Formula - Additional Information

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

That the revised due date of July 4, 2023, City Council, for the Financial and Corporate Services report FCS01542, Edmonton Police Service Funding Formula - Additional Information, be approved.

Revised Due Date: July 4, 2023, City Council

6. Unfinished Business

6.1 Bylaw 20497 - Amendments to Bylaw 14040 Edmonton Police Commission

The following member of Administration's delegation made a presentation and answered questions:

- K. Stolarz, Deputy City Clerk

A. Giesbrecht, City Clerk, answered questions.

The following member of Administration's delegation answered questions:

- N. Jacobsen, Office of the City Manager (Legal Services)

Moved by: S. Hamilton

Seconded by: K. Principe

That Bylaw 20497 be read a first time.

Amendment:

Moved by: A. Stevenson

Seconded by: K. Tang

That Bylaw 20497 be amended to change the term limit from ten years to six years.

In Favour (11): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Opposed (1): K. Principe

Carried (11 to 1)

Motion, put:

Moved by: S. Hamilton

Seconded by: K. Principe

That Bylaw 20497, as amended, be read a first time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: S. Hamilton

Seconded by: K. Principe

That Bylaw 20497, as amended, be read a second time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: S. Hamilton

Seconded by: K. Principe

That Bylaw 20497, as amended, be considered for third reading.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: S. Hamilton

Seconded by: K. Principe

That Bylaw 20497, as amended, be read a third time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

6.2 City Plan - New Urban Trees

The following members of Administration's delegation made a presentation and answered questions:

- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy
- C. McKeown, City Operations

A. Giesbrecht, City Clerk, answered questions.

The following member of Administration's delegation answered questions:

- A. Corbould, City Manager

Amendment 2 to Motion 3 on the Floor (Made at the May 16/17, 2023, City Council meeting - item 7.4 City Plan - New Urban Trees):

Moved by: E. Rutherford

Seconded by: A. Knack

That "data collection" be inserted after "including" and "immediate changes to start to capture the scope and scale of tree loss on private property be inserted after " policy recommendations", so that the motion reads:

That Administration provide a report including data collection, draft options, outlining the appropriate mechanism to preserve trees on private land across Edmonton and that the options may include bylaws, permitting or policy recommendations and immediate changes to start to capture the scope and scale of tree loss on private property.

With the unanimous consent of City Council, Councillor E. Rutherford withdrew the amendment.

Withdrawn

Motion 3 on the Floor (Made at the May 16/17, 2023, City Council meeting - item 7.4 City Plan - New Urban Trees):

Moved by: A. Knack

Seconded by: M. Janz

That Administration provide a report, including draft options, outlining the appropriate mechanism to preserve trees in private land across Edmonton and that the options may include bylaws, permitting or policy recommendations.

Due Date: Fourth Quarter 2024, Urban Planning Committee

**Clerk's note: Refer to "Motion 3, as Amended, put" for the final wording of Motion 3.*

Reconsideration of Amendment 1 to Motion 3 passed at the May 16/17, 2023, City Council meeting:

Moved by: A. Stevenson

Seconded by: J. Wright

That the following amendment passed at the May 16/17, 2023, City Council meeting, be reconsidered:

Amendment 1 to Motion 3:

That "during demolition and new construction", after "preserve trees", be deleted.

In Favour (11): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Opposed (1): J. Rice

Carried (11 to 1)

**Clerk's note: The voting requirement to reconsider a motion (amendment) previously adopted is 2/3 present.*

Amendment 1 to Motion 3, put (Made at the May 16/17, 2023, City Council meeting - item 7.4 City Plan - New Urban Trees):

Moved by: A. Salvador

Seconded by: A. Stevenson

That "during demolition and new construction", after "preserve trees", be deleted.

With the unanimous consent of City Council, Councillor A. Salvador withdrew the amendment.

Withdrawn

Amendment 3 to Motion 3:

Moved by: T. Cartmell

Seconded by: A. Paquette

That the motion on the floor be substituted with the following:

That Administration provide a report to protect trees on private land during development/redevelopment which includes:

- draft new and/or changes to existing bylaws, regulations and policies, community outreach, public education, operational and enforcement resources and budget adjustment needed to support program implementation and promote compliance; and
- an implementation plan that outlines a phased approach, resources required, associated budget.

Due Date: Fourth Quarter 2024

**Clerk's note: Councillor T. Cartmell's above-noted amendment was considered a substitute amendment to Councillor A. Knack's Motion 3 on the Floor. The substitute motion is a form of amendment applied when the desire is to amend a motion in several different, non-consecutive places.*

City Council met in private at 3:22 p.m., Tuesday, June 13, 2023.

The following members of Administration's delegation answered questions:

- A. Corbould, City Manager
- J. Inkpen, Office of the City Manager (Legal Services)
- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy
- C. McKeown, City Operations

City Council met in public at 4:33 p.m., Tuesday, June 13, 2023.

**Clerk's note: The motions to move in private and in public are under section 9. Private Reports.*

Amendment 3 to Motion 3, put:

Moved by: T. Cartmell

Seconded by: A. Paquette

That the motion on the floor be substituted with the following:

That Administration provide a report to protect trees on private land during development/redevelopment which includes:

- draft new and/or changes to existing bylaws, regulations and policies, community outreach, public education, operational and

enforcement resources and budget adjustment needed to support program implementation and promote compliance; and

- an implementation plan that outlines a phased approach, resources required, associated budget.

Due Date: Fourth Quarter 2024

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Motion 3, as Amended, put:

Moved by: A. Knack

Seconded by: M. Janz

That Administration provide a report to protect trees on private land during development/redevelopment which includes:

- draft new and/or changes to existing bylaws, regulations and policies, community outreach, public education, operational and enforcement resources and budget adjustment needed to support program implementation and promote compliance; and
- an implementation plan that outlines a phased approach, resources required, associated budget.

Due Date: Fourth Quarter 2024

In Favour (6): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, and J. Wright

Opposed (6): A. Salvador, K. Principe, J. Rice, E. Rutherford, A. Stevenson, and K. Tang

Defeated (6 to 6)

6.3 Bylaw 20388 - Amendments to Vehicle for Hire Bylaw 17400

The following member of Administration's delegation made a presentation and answered questions:

- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy

The following members of Administration's delegation answered questions:

- L. Heise, Urban Planning and Economy
- N. Jacobsen, Office of the City Manager (Legal Services)
- A. Corbould, City Manager

Moved by: J. Wright

Seconded by: K. Tang

That Bylaw 20388 be read a first time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: J. Wright

Seconded by: K. Tang

That Bylaw 20388 be read a second time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: J. Wright

Seconded by: K. Tang

That Bylaw 20388 be considered for third reading.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: J. Wright

Seconded by: K. Tang

That Bylaw 20388 be read a third time.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: J. Wright

Seconded by: K. Tang

That the Mayor, on behalf of City Council, write a letter to the provincial Minister of Finance to advocate for:

1. legislative changes to exempt taxis from the direct compensation for property damage insurance model; and/or
2. approval of an alternative insurance policy option that provides coverage and benefits comparable to the S.P.F. No. 9 policy applicable to transportation network vehicles, as this industry is an extension of the public transportation system.

In Favour (8): A. Salvador, A. Knack, A. Paquette, K. Principe, J. Rice, A. Stevenson, K. Tang, and J. Wright

Opposed (4): T. Cartmell, S. Hamilton, M. Janz, and E. Rutherford

Carried (8 to 4)

7. Public Reports

7.1 Spring 2023 Supplemental Capital Budget Adjustment - 2023-2026 Capital Budget

The following members of Administration's delegation made a presentation and answered questions:

- A. Corbould, City Manager
- S. Padbury, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services

The following members of Administration’s delegation answered questions:

- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- B. Meikle, Financial and Corporate Services
- P. Ladouceur, Integrated Infrastructure Services
- C. Walbaum, Integrated Infrastructure Services
- R. Jevne, Community Services

Moved by: A. Knack

Seconded by: J. Wright

1. That adjustments to the 2023-2026 Capital Budget, as outlined in Attachment 4 of the June 13, 2023, Financial and Corporate Services report FCS01658, be approved.
2. That the adjustment to the 2023-2026 Capital Budget, as outlined in Attachment 8 of the June 13, 2023, Financial and Corporate Services report FCS01658, be approved.
3. That Attachment 8 of the June 13, 2023, Financial and Corporate Services report FCS01658 remain private pursuant to section 29 (information that is or will be available to the public) of the *Freedom of Information and Protection of Privacy Act*.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: A. Salvador

Seconded by: A. Knack

That Administration, as part of the Fall 2023 Supplementary Budgets, provide options to fund the introduction of a new multi-year Dedicated Renewal Fund with successive annual tax levy increases.

Motion, put:

**Clerk's note: With the unanimous consent of City Council, "with" was replaced with "including but not limited to, potential".*

Moved by: A. Salvador
Seconded by: A. Knack

That Administration, as part of the Fall 2023 Supplementary Budgets, provide options to fund the introduction of a new multi-year Dedicated Renewal Fund, including but not limited to, potential successive annual tax levy increases.

Due Date: Fall 2023 Supplemental Operating and Capital Budget Adjustments

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

7.2 Blatchford Renewable Energy - Funding Opportunity

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

That the adjustments to the 2023-2026 Blatchford Renewable Energy Utility capital budget, as outlined in Attachment 2 of the May 9, 2023, Integrated Infrastructure Services report IIS01821, be approved.

7.3 2023 Tax Public Auction Resolution

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

1. That the 2023 Tax Public Auction be held on October 26, 2023, in Council Chamber, City Hall, commencing at 10 a.m.
2. That the reserved bid be set for all properties at fair market value and that the market value be determined by an independent appraisal of each property.
3. That the Terms and Conditions of Sale as outlined in Attachment 1 of the June 13, 2023, Financial and Corporate Services report FCS01867, be approved.

7.4 Monthly Update on the Transit Safety Plan and the Downtown Core - Verbal report

The following members of Administration's delegation made a presentation and answered questions:

- J. Flaman, Deputy City Manager, Community Services
- D. Hunter, City Operations
- T. Girvan, Urban Planning and Economy

The following members of Administration's delegation answered questions:

- R. Barkway, Acting Deputy City Manager, Communications and Engagement
- C. Hotton-MacDonald, City Operations
- D. Jones, Community Services
- B. Latchford, Urban Planning and Economy

The following members of the delegation answered questions:

- D. McIntyre, Edmonton Police Service
- R. Kaboni, Bent Arrow Traditional Healing Society

Moved by: K. Tang

Seconded by: A. Paquette

That the June 13, 2023, City Operations verbal report CO01907, be received for information.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

7.5 Options to Address Catalytic Converter Theft

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

That the Mayor, on behalf of City Council and with input from the Edmonton Police Commission, the City of Calgary, and Alberta Municipalities, write letters to the Government of Canada and the Government of Alberta to amend and strengthen existing legislation

regulating the import and manufacture of vehicles, and the regulation of scrap metal dealers and recyclers

7.6 Neighbourhood Entrance Signs on Private Property

The following member of Administration's delegation answered questions:

- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy

Moved by: J. Wright

Seconded by: T. Cartmell

That Administration establish a developer contributed maintenance fund applicable to new signs/features as outlined in Option 3 and Attachments 1 and 2 of the June 1, 2023, Urban Planning and Economy report UPE01472.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

8. Bylaws

8.1 Bylaw 20402 - To authorize the City of Edmonton to construct, finance and assess Residential Concrete Curb Crossing Local Improvements

This item was not selected for debate and was dealt with as part of item 2.5. Bylaw 20402 received three readings.

8.2 Bylaw 20488 - To amend Revised Bylaw 18985, as amended by Bylaws 19240, 20048 and 20217, to authorize the City of Edmonton to undertake, construct and finance Community Revitalization Levy Projects, Downtown CRL

This item was not selected for debate and was dealt with as part of item 2.5. Bylaw 20488 received second and third readings.

8.3 Bylaw 20304 - City of Edmonton Ward Boundaries and Council Composition Bylaw (Amendment No. 4)

This item was not selected for debate and was dealt with as part of item 2.5. Bylaw 20304 received second and third readings.

8.4 Bylaw 20112 - Bylaw to Designate the Magrath Mansion as a Municipal Historic Resource

This item was not selected for debate and was dealt with as part of item 2.5. Bylaw 20112 received three readings.

9. Private Reports

Moved by: K. Tang

Seconded by: A. Stevenson

That City Council meet in private pursuant to sections 21 (disclosure harmful to intergovernmental relations) and 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act* for the discussion of items 6.2 and 9.1.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

City Council met in private at 3:22 p.m., Tuesday, June 13, 2023.

Moved by: A. Knack

Seconded by: J. Rice

That City Council meet in public.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

City Council met in public at 4:33 p.m., Tuesday, June 13, 2023.

9.1 Regional Update

The following members of Administration's delegation made a presentation and answered questions:

- A. Corbould, City Manager
- C. Hotton-MacDonald, City Operations

The following member of Administration's delegation answered questions:

- D. Vriend, City Operations

Moved by: J. Rice
Seconded by: J. Wright

1. That the June 13, 2023, City Operations report CO01920, be received for information.
2. That the June 13, 2023, City Operations report CO01920 remain private pursuant to sections 21 (disclosure harmful to intergovernmental relations) and 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act*.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

9.2 Alberta's Industrial Heartland Association Designated Industrial Zone Water Intake Project

This item was deleted from the agenda (see item 1.3).

9.3 Advisory Committees of Council (Policy Review) - Governance Review

Moved by: J. Rice
Seconded by: A. Stevenson

That City Council meet in private pursuant to sections 17 (disclosure harmful to personal privacy), 23 (local public body confidences), 24 (advice from officials) and 27 (privileged information) of the *Freedom of Information and Protection of Privacy Act* for the discussion of item 9.3.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

City Council met in private at 11:52 a.m., Wednesday, June 14, 2023.

The following members of Administration's delegation made a presentation and answered questions:

- A. Giesbrecht, City Clerk
- K. Stolarz, Deputy City Clerk

The following members of Administration's delegation answered questions:

- A. Corbould, City Manager
- M. Plouffe, City Solicitor
- M. Everett, Office of the City Clerk
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services

Moved by: E. Rutherford

Seconded by: S. Hamilton

That City Council meet in public.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

City Council met in public at 4:45 p.m., Wednesday, June 14, 2023.

Moved by: K. Tang

Seconded by: S. Hamilton

1. That the recommendations, as outlined in revised Attachment 9 of the June 13, 2023, Office of the City Clerk report OCC00580, be approved.
2. That the June 13, 2023, Office of the City Clerk report OCC00580 remain private pursuant to sections 17 (disclosure harmful to personal privacy), 23 (local public body confidences) and 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act*.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

9.4 Housing Accelerator Fund: Application and Investment Plan

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

1. That the recommendations for Edmonton's Housing Accelerator Fund Action Plan, as outlined in Attachment 1 of the June 2, 2023, Community Services report CS01900, be approved.
2. That the June 2, 2023, Community Services report CS01900 remain private pursuant to sections 24 (advice from officials) and 25 (disclosure harmful to economic and other interests) of the *Freedom of Information and Protection of Privacy Act*.

9.5 City of Edmonton Youth Council - 2023 Membership Report and Reappointment Recommendations

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

1. That the individuals listed in revised Attachment 1 of the June 5, 2023, Office of the City Clerk report OCC01910, be reappointed to the City of Edmonton Youth Council, for the term of September 1, 2023, to August 31, 2024.
2. That the June 5, 2023, Office of the City Clerk report OCC01910 and Attachments 2 and 3 remain private pursuant to sections 17 (disclosure harmful to personal privacy) and 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act*.
3. That revised Attachment 1 of the June 5, 2023, Office of the City Clerk report OCC01910 remain private pursuant to section 29 (information that is or will be available to the public) of the *Freedom of Information and Protection of Privacy Act*.

9.6 Consultant Update

This item was not selected for debate and was dealt with as part of item 2.2. The following motion carried:

1. That the actions in Attachment 1 of the June 6, 2023, Office of the City Clerk report OCC01928, be approved.
2. That the June 6, 2023, Office of the City Clerk report OCC01928 remain private pursuant to sections 17 (disclosure harmful to personal privacy), 19 (confidential evaluations) and 24 (advice from

officials) of the *Freedom of Information and Protection of Privacy Act*.

10. Motions Pending

There were no Motions Pending on the agenda.

11. Notices of Motion and Motions without Customary Notice

11.1 Changes to Council Calendar - July 2023 (S. Hamilton)

Councillor S. Hamilton requested permission to make a motion without customary notice regarding changes to the July 2023 Council Calendar.

A. Giesbrecht, City Clerk, answered questions.

Moved by: T. Cartmell

Seconded by: J. Rice

That Council waives the rules on providing notice of motion as set out in section 32 of Bylaw 1811 - Council Procedures Bylaw to allow Councillor S. Hamilton to make a motion without customary notice regarding changes to the July 2023 Council Calendar.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

Moved by: S. Hamilton

Seconded by: J. Rice

That the Orders of the Day for the July 4/5, 2023, City Council meeting be changed as follows:

Tuesday, July 4, 2023:

- Dinner - 5 p.m. to 6 p.m.
- Recess - 9 p.m.

Wednesday, July 5, 2023, continuation:

- Dinner - 5 p.m. to 6 p.m.
- Adjournment - 9 p.m.

In Favour (12): A. Salvador, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, K. Tang, and J. Wright

Carried (12 to 0)

12. Adjournment

The meeting adjourned at 4:55 p.m., Wednesday, June 14, 2023.

Chair

City Clerk



City Council Public Hearing Minutes

June 26, 2023

9:30 a.m.

Council Chamber, 2nd floor, City Hall

Present: A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, J. Wright

1. Call to Order and Related Business

1.1 Call to Order and Land Acknowledgement

Mayor A. Sohi called the meeting to order at 9:32 a.m., Monday, June 26, 2023, and acknowledged that City Council meets on the traditional land of Treaty 6 Territory and Métis Homelands. The Chair also acknowledged the diverse Indigenous peoples whose ancestors' footsteps have marked this territory for centuries such as: Cree, Dene, Saulteaux, Blackfoot, Nakota Sioux, as well as Metis and Inuit, and now settlers from around the world.

1.2 Roll Call

Mayor A. Sohi conducted roll call and confirmed the attendance of Members of City Council.

Mayor A. Sohi and Councillors T. Cartmell, E. Rutherford, A. Salvador and A. Stevenson were absent with notice for a portion of the meeting.

Councillor K. Tang was absent with notice.

T. Ward, T. Orbell and R. Yusuf, Office of the City Clerk, were also in attendance.

1.3 Adoption of Agenda

Moved by: S. Hamilton

Seconded by: J. Rice

That the June 26, 2023, City Council Public Hearing agenda be adopted with the following change:

Replacement attachment:

- 3.6 Charter Bylaw 20518 - To allow for a high density residential building, Boyle Street - Attachment 1

In Favour (9): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, A. Stevenson, and J. Wright

Carried (9 to 0)

1.4 Protocol Items

There were no Protocol Items.

2. Explanation of Public Hearing Process

2.1 Call for Persons to Speak

Mayor A. Sohi explained the public hearing process. T. Ward, Office of the City Clerk, asked whether there were any persons present to speak to the following bylaws, in panels:

Charter Bylaw 20512

The following speaker registered in favour:

1. R. Visser (to answer questions only)

Charter Bylaw 20504

The following speakers registered in favour:

1. C. Davis, Davis Consulting (to answer questions only)
2. R. Rehman, Qualcio (to answer questions only)

Bylaw 20520 and Charter Bylaw 20521

The following speakers registered in favour:

1. C. Nicholas, MLC Land (to answer questions only)
2. Y. Lew, Stantec (to answer questions only)

Bylaw 20517 and Charter Bylaw 20518

The following speakers registered in favour:

1. B. Murray, BA Studios (to answer questions only)
2. M. Katanbaf, Tarjan Group (to answer questions only)
3. N. Halonen (to answer questions only)
4. W. Yin, Evertrust Development (to answer questions only)
5. P. Zhou (to answer questions only)

Charter Bylaw 20519

The following speaker registered in favour:

1. R. Kirstiuk, City of Edmonton (to answer questions only)

Charter Bylaw 20516

The following speaker registered in favour:

1. L. Patterson, Logic Realty (to answer questions only)

Charter Bylaw 20522

The following speakers registered in favour:

1. A. Olsen, EINS
2. R. Eidick, EINS (to answer questions only)

The following speakers registered in opposition:

1. B. McLaughlin
2. K. Fung

Charter Bylaw 20167

The following speakers registered in favour:

1. T. Loreman, Concordia University of Edmonton
2. J. Gendrom
3. T. Smith
4. M. Hundert (to answer questions only)
5. D. Smarsh

Bylaw 20514 and Charter Bylaw 20515

The following speakers registered in favour:

1. M. Borys, Casia Developments
2. M. Ouellette, Casia Developments (to answer questions only)

The following speakers registered in opposition:

1. N. Douglas
2. C. Zeiss, King Edward Place Condo Association
3. M. Alcock

3. **Bylaws and Related Reports**

Moved by: J. Rice

Seconded by: A. Knack

That the Public Hearing on the following Bylaws be closed:

- 3.2 Bylaw 20504 - Road closures of portions of Maskekosihk Trail (23 Avenue NW), Stillwater
- 3.7 Charter Bylaw 20519 - To provide an area of public land for active and passive recreational purposes, Pleasantview
- 3.8 Charter Bylaw 20516 - To allow for a mix of small scale housing, Glenora

In Favour (10): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, and J. Wright

Carried (10 to 0)

Moved by: J. Rice

Seconded by: A. Knack

That the following Bylaws be read a first time:

- 3.2 Bylaw 20504 - Road closures of portions of Maskekosihk Trail (23 Avenue NW), Stillwater
- 3.7 Charter Bylaw 20519 - To provide an area of public land for active and passive recreational purposes, Pleasantview
- 3.8 Charter Bylaw 20516 - To allow for a mix of small scale housing, Glenora

In Favour (10): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, and J. Wright

Carried (10 to 0)

Moved by: J. Rice

Seconded by: A. Knack

That the following Bylaws be read a second time:

- 3.2 Bylaw 20504 - Road closures of portions of Maskekosihek Trail (23 Avenue NW), Stillwater
- 3.7 Charter Bylaw 20519 - To provide an area of public land for active and passive recreational purposes, Pleasantview
- 3.8 Charter Bylaw 20516 - To allow for a mix of small scale housing, Glenora

In Favour (10): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, and J. Wright

Carried (10 to 0)

Moved by: J. Rice

Seconded by: A. Knack

That the following Bylaws be considered for third reading:

- 3.2 Bylaw 20504 - Road closures of portions of Maskekosihek Trail (23 Avenue NW), Stillwater
- 3.7 Charter Bylaw 20519 - To provide an area of public land for active and passive recreational purposes, Pleasantview
- 3.8 Charter Bylaw 20516 - To allow for a mix of small scale housing, Glenora

In Favour (10): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, and J. Wright

Carried (10 to 0)

Moved by: J. Rice

Seconded by: A. Knack

That the following Bylaws be read a third time:

- 3.2 Bylaw 20504 - Road closures of portions of Maskekosihek Trail (23 Avenue NW), Stillwater
- 3.7 Charter Bylaw 20519 - To provide an area of public land for active and passive recreational purposes, Pleasantview

- 3.8 Charter Bylaw 20516 - To allow for a mix of small scale housing, Glenora

In Favour (10): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Stevenson, and J. Wright

Carried (10 to 0)

3.1 Charter Bylaw 20512 - To allow for industrial businesses and limited compatible non-industrial businesses, Mistatim Industrial

The following member of Administration's delegation answered questions:

- A. Huizinga, Urban Planning and Economy

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: E. Rutherford

Seconded by: A. Knack

That the Public Hearing on Charter Bylaw 20512 be closed.

In Favour (11): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (11 to 0)

Moved by: E. Rutherford

Seconded by: A. Knack

That Charter Bylaw 20512 be read a first time.

In Favour (11): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (11 to 0)

Moved by: E. Rutherford

Seconded by: A. Knack

That Charter Bylaw 20512 be read a second time.

In Favour (11): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (11 to 0)

Moved by: E. Rutherford

Seconded by: A. Knack

That Charter Bylaw 20512 be considered for third reading.

In Favour (11): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (11 to 0)

Moved by: E. Rutherford

Seconded by: A. Knack

That Charter Bylaw 20512 be read a third time.

In Favour (11): A. Sohi, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (11 to 0)

3.2 Bylaw 20504 - Road closures of portions of Maskekosihk Trail (23 Avenue NW), Stillwater

This item was not selected for debate and was dealt with as part of item 3. Bylaw 20504 received three readings.

3.3 Bylaw 20520 - To amend the Rosenthal Neighbourhood Structure Plan

3.4 Charter Bylaw 20521 - To allow for a range of ground-oriented housing forms with flexible lot sizes and widths, including row housing, Rosenthal

Bylaw 20520 and Charter Bylaw 20521 were dealt with together.

The following member of Administration's delegation made a presentation:

- A. Huizinga, Urban Planning and Economy

The following speakers answered questions in favour:

- C. Nicholas, MLC Land
- Y. Lew, Stantec

The following members of Administration's delegation answered questions:

- F. Saeed, Urban Planning and Economy
- A. Huizinga, Urban Planning and Economy
- T. Pawlyk, Urban Planning and Economy
- K. Petrin, Acting Deputy City Manager, Urban Planning and Economy

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak.

The following speakers answered questions:

- C. Nicholas, MLC Land
- Y. Lew, Stantec

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: A. Knack

Seconded by: J. Rice

That the Public Hearing on Bylaw 20520 and Charter Bylaw 20521 be closed.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

Moved by: A. Knack

Seconded by: J. Rice

That Bylaw 20520 and Charter Bylaw 20521 be read a first time.

In Favour (8): A. Sohi, T. Cartmell, S. Hamilton, A. Knack, A. Paquette, K. Principe, J. Rice, and J. Wright

Opposed (4): M. Janz, E. Rutherford, A. Salvador, and A. Stevenson

Carried (8 to 4)

Moved by: A. Knack
Seconded by: J. Rice

That Bylaw 20520 and Charter Bylaw 20521 be read a second time.

In Favour (8): A. Sohi, T. Cartmell, S. Hamilton, A. Knack, A. Paquette, K. Principe, J. Rice, and J. Wright

Opposed (4): M. Janz, E. Rutherford, A. Salvador, and A. Stevenson

Carried (8 to 4)

Moved by: A. Knack
Seconded by: J. Rice

That Bylaw 20520 and Charter Bylaw 20521 be considered for third reading.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

Moved by: A. Knack
Seconded by: J. Rice

That Bylaw 20520 and Charter Bylaw 20521 be read a third time.

In Favour (8): A. Sohi, T. Cartmell, S. Hamilton, A. Knack, A. Paquette, K. Principe, J. Rice, and J. Wright

Opposed (4): M. Janz, E. Rutherford, A. Salvador, and A. Stevenson

Carried (8 to 4)

3.5 Bylaw 20517 - To amend the Stadium Station Area Redevelopment Plan

3.6 Charter Bylaw 20518 - To allow for a high density residential building, Boyle Street

Bylaw 20517 and Charter Bylaw 20518 were dealt with together.

The following member of Administration's delegation made a presentation:

- C. St. Aubin, Urban Planning and Economy

The following speakers made presentations in favour:

- M. Katanbaf, Tarjan Group
- B. Murray, BA Studios

The following member of Administration's delegation answered questions:

- C. St. Aubin, Urban Planning and Economy

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: A. Stevenson

Seconded by: A. Salvador

That the Public Hearing on Bylaw 20517 and Charter Bylaw 20518 be closed.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

Moved by: A. Stevenson

Seconded by: A. Salvador

That Bylaw 20517 and Charter Bylaw 20518 be read a first time.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

Moved by: A. Stevenson

Seconded by: A. Salvador

That Bylaw 20517 and Charter Bylaw 20518 be read a second time.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

Moved by: A. Stevenson
Seconded by: A. Salvador

That Bylaw 20517 and Charter Bylaw 20518 be considered for third reading.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

Moved by: A. Stevenson
Seconded by: A. Salvador

That Bylaw 20517 and Charter Bylaw 20518 be read a third time.

In Favour (12): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, A. Stevenson, and J. Wright

Carried (12 to 0)

3.7 Charter Bylaw 20519 - To provide an area of public land for active and passive recreational purposes, Pleasantview

This item was not selected for debate and was dealt with as part of item 3. Charter Bylaw 20519 received three readings.

3.8 Charter Bylaw 20516 - To allow for a mix of small scale housing, Glenora

This item was not selected for debate and was dealt with as part of item 3. Charter Bylaw 20516 received three readings.

3.9 Charter Bylaw 20522 - To allow for row housing, Parkview

The following member of Administration's delegation made a presentation:

- C. St. Aubin, Urban Planning and Economy

The following speaker made a presentation and answered questions in favour:

- A. Olsen, EINS

The following speakers made presentations and answered questions in opposition:

- B. McLaughlin
- K. Fung

The following members of Administration's delegation answered questions:

- J. Johnson, Office of the City Manager (Legal Services)
- C. St. Aubin, Urban Planning and Economy
- F. Saeed, Urban Planning and Economy

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak.

The following speaker answered questions:

- K. Fung

The following member of Administration's delegation answered questions:

- C. St. Aubin, Urban Planning and Economy

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: S. Hamilton

Seconded by: A. Salvador

That the Public Hearing on Charter Bylaw 20522 be closed.

In Favour (10): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

Moved by: S. Hamilton

Seconded by: A. Salvador

That Charter Bylaw 20522 be read a first time.

In Favour (10): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

Moved by: S. Hamilton

Seconded by: A. Salvador

That Charter Bylaw 20522 be read a second time.

In Favour (10): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

Moved by: S. Hamilton

Seconded by: A. Salvador

That Charter Bylaw 20522 be considered for third reading.

In Favour (10): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

Moved by: S. Hamilton

Seconded by: A. Salvador

That Charter Bylaw 20522 be read a third time.

In Favour (10): T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

3.10 Charter Bylaw 20167 - To preserve the Magrath Mansion as a designated Municipal Historic Resource while allowing for a range of uses, Highlands

The following member of Administration's delegation made a presentation:

- C. St. Aubin, Urban Planning and Economy

The following speakers made presentations and answered questions in favour:

- T. Loreman, Concordia University of Edmonton
- J. Gendron
- T. Smith
- D. Smarsh

The following speaker answered questions in favour:

- M. Hundert

The following members of Administration's delegation answered questions:

- F. Saeed, Urban Planning and Economy
- C. St. Aubin, Urban Planning and Economy
- J. Johnson, Office of the City Manager (Legal Services)

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: A. Salvador

Seconded by: J. Rice

That the Public Hearing on Charter Bylaw 20167 be closed.

In Favour (11): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (11 to 0)

Moved by: A. Salvador

Seconded by: J. Rice

That Charter Bylaw 20167 be read a first time.

In Favour (11): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (11 to 0)

Moved by: A. Salvador

Seconded by: J. Rice

That Charter Bylaw 20167 be read a second time.

In Favour (11): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (11 to 0)

Moved by: A. Salvador

Seconded by: J. Rice

That Charter Bylaw 20167 be considered for third reading.

In Favour (11): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (11 to 0)

Moved by: A. Salvador

Seconded by: J. Rice

That Charter Bylaw 20167 be read a third time.

In Favour (11): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (11 to 0)

3.11 Bylaw 20514 - To amend the Strathcona Area Redevelopment Plan

3.12 Charter Bylaw 20515 - To allow for a mid and high rise building with a public plaza and limited commercial uses, Ritchie

Bylaw 20514 and Charter Bylaw 20515 were dealt with together.

The following member of Administration's delegation made a presentation:

- C. St. Aubin, Urban Planning and Economy

The following speaker made a presentation in favour:

- M. Borys, Casia Developments

The following speakers made presentations in opposition:

- C. Zeiss, King Edward Place Condo Association
- M. Alcock

The following members of Administration's delegation answered questions:

- C. St. Aubin, Urban Planning and Economy
- J. Johnson, Office of the City Manager (Legal Services)
- F. Saeed, Urban Planning and Economy

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak.

The following speakers answered questions:

- C. Zeiss, King Edward Place Condo Association
- M. Alcock

Mayor A. Sohi asked if Council Members have any clarifying questions of anyone registered to speak. There was no one.

Moved by: A. Salvador

Seconded by: A. Knack

That the Public Hearing on Bylaw 20514 and Charter Bylaw 20515 be closed.

In Favour (11): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, K. Principe, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (11 to 0)

Moved by: A. Salvador

Seconded by: A. Knack

That Bylaw 20514 and Charter Bylaw 20515 be read a first time.

In Favour (9): A. Sohi, T. Cartmell, S. Hamilton, A. Knack, A. Paquette, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Opposed (1): M. Janz

Carried (9 to 1)

Moved by: A. Salvador

Seconded by: A. Knack

That Bylaw 20514 and Charter Bylaw 20515 be read a second time.

In Favour (9): A. Sohi, T. Cartmell, S. Hamilton, A. Knack, A. Paquette, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Opposed (1): M. Janz

Carried (9 to 1)

Moved by: A. Salvador

Seconded by: A. Knack

That Bylaw 20514 and Charter Bylaw 20515 be considered for third reading.

In Favour (10): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

Moved by: A. Salvador

Seconded by: A. Knack

That Bylaw 20514 and Charter Bylaw 20515 be read a third time.

In Favour (10): A. Sohi, T. Cartmell, S. Hamilton, M. Janz, A. Knack, A. Paquette, J. Rice, E. Rutherford, A. Salvador, and J. Wright

Carried (10 to 0)

4. Notices of Motion and Motions without Customary Notice

4.1 Safe and Inclusive Public Spaces (E. Rutherford)

Councillor E. Rutherford stated that at the next regular meeting of City Council, the following motion would be moved:

1. That Administration take the following actions:

a. Explore measures and opportunities within the Public Spaces Bylaw to create safe access and inclusive public spaces on all protected grounds.

b. Draft a report on what would be needed to work with 2SLGBTQIA+ individuals, groups, employees, and organizations to and develop a 2SLGBTQ+ community advisory committee and a 2SLGBTQIA+ Action Plan for the City to enhance support and services for the 2SLGBTQIA+

community, address rising hate, and create safe and inclusive public spaces.

2. And that, based on the recent RCMP 2SLGBTQ+ advisory statement, the Mayor, on behalf of Council, draft a letter to other orders of government highlighting concern about rising hate and discrimination towards the 2SLGBTQIA+ community and urging legislative changes and resources to address this as well as an invitation to meet and discuss the matter and work collaboratively on actions.

- Notice of Motion Given: June 26, 2023, City Council Public Hearing

5. Adjournment

The meeting adjourned at 3:42 p.m., Monday, June 26, 2023.

Chair

City Clerk

Requests to Reschedule Reports

City Council

July 4, 2023

5.1 Edmonton Police Service Funding Formula - Additional Information
Financial and Corporate Services - FCS01542

Original Due Date: July 4, 2023, City Council

Revised Due Date: August 22, 2023, City Council

- This report is being requested to reschedule at the direction of the June 20, 2023, Agenda Review Committee.

Recommendation:

That the revised due date of August 22, 2023, City Council, for the Financial and Corporate Services report FCS01542, Edmonton Police Service Funding Formula - Additional Information, be approved.

**Item 7.1 (CO01908) Monthly Update on the Transit
Safety Plan and the Downtown Core -
Verbal report**



Edmonton

Monthly Verbal Update on the Transit Safety Plan and the Downtown Core

Item 7.1 & 7.2
July 4, 2023, City Council

Outline

- Updates and Context
 - Downtown Vibrancy
 - Chinatown
 - Healthy Streets Operations Centre (HSOC)
 - Emergency Shelter Use and Encampments
- Transit Questions from June 14, 2023 Council Meeting
- Transit Safety
 - Safety
 - Perception of Safety
 - Wellbeing
 - Integration
- What To Expect at the Next Monthly Verbal Update

Updates and Context: Downtown Vibrancy

- Funding to support projects led by businesses and organizations
 - Downtown Vibrancy Fund & Meet Me Downtown Grant
 - Downtown Vibrancy Fund: 13 applications
 - Meet Me Downtown: 36 applications
- Funding to support safety-focused projects
 - Overdose Prevention and Response Team funding extended to end of year
 - Drug poisoning prevention and response in transit system, downtown pedway system, and surrounding streets
- City-led projects to support a safe and welcoming environment
 - Meet Me Downtown
 - Clean City Initiative
 - Lighting

Updates and Context: Chinatown

- Update on Chinatown Security Funding (private security), either continued or transition back to EPS/bylaw (HSOC) for primary complaints handling.
- The decision to grant a development permit to the proposed Boyle Street Community Hub recently upheld at a meeting of the Subdivision and Development Appeal Board (SDAB).
- Revalidation of the Chinatown strategy work is nearing completion.
- Engagement on the \$10.1 million (as approved in 2023-2026 Capital Budget) supplement to neighbourhood renewal to begin over the summer.
- 70 per cent of the funds from the \$1 Million Chinatown Recovery Fund have been distributed.
- Relationships between Chinatown stakeholders are fraying and this is creating some risks to efficient delivery of services.

Updates and Context: Healthy Streets Operations Centre (HSOC)

- Media event held on June 22 at Healthy Streets Operations Centre building.
- Memorandum of Understanding is in final stages of review and approval.
- Positive Outcomes to date:
 - Average total crime severity in the healthy streets boundaries decreased from 114.7 in November 2022 to 85.8 in March 2023.
 - Onsite paramedics assessed 170 individual patients, thereby redirecting 113 ambulance trips.
- Peace Officers are fully staffed.
- Community Safety Liaisons (CSLs) and Fire Rescue are now integrated into the Community Safety Teams.

Updates and Context: Emergency Shelter Use

- Emergency shelters are regularly at capacity or near capacity despite the warmer weather: 1,317 individuals unhoused or in shelters (~624 use shelters; ~693 sleeping rough)
- The Government of Alberta has committed funding for additional emergency shelter spaces for winter 2023/24, supplementing the 627 permanent shelter spaces.
 - Will result in approximately 1,200 funded shelter spaces for winter 2023/24.
- City of Edmonton providing funding support to the Al Rashid Mosque for an additional 50 shelter spaces during extreme weather activations.
- Administration not anticipating that any additional options from the Indigenous-Led Shelter will be ready to implement for winter 2023/24.

Updates and Context: Encampments

- The 5,090 encampment complaints registered in 2023 represent a 61% increase from this time last year. McCauley, Downtown and Boyle Street are in the top five neighbourhoods for complaint volume.
- Prompt reoccupation of locations cleared of encampments continues to be a challenge in the downtown core.
- Extreme weather activations and adequate resourcing have also slowed response efforts.

Questions from June 14, 2023 Council Meeting

Transit Safety - Total Investments Over the Last Five Years (All Orders of Government)

Government of Canada	<ul style="list-style-type: none">• \$375,000 grant to renovate 101 Street transit shelter
Government of Alberta	<ul style="list-style-type: none">• \$5 million one-year grant for transit cleaning and safety• 50 police officers (Edmonton Police Service) dedicated to transit safety
City of Edmonton	<ul style="list-style-type: none">• \$14.1 million, ongoing, including: increasing the number of TPOs and ETS Control Centre staff; adding COTT and security guards; delivering continuous Transit Operator training• \$3.9 million, one-time for three years, for the Enhanced Transit Safety Plan• \$12.8 million capital for operator shields and CCTV cameras on conventional bus fleet

Questions from June 14, 2023 Council Meeting

Transit Safety - Overall Calls for Service

Time Period: June 1 - 21, 2023	
Top Three Source of Calls	Emergency Blue Phones: 36, 7% Transit Watch: 131, 25% Security Guards: 359, 68%
Ridership	3,048,199
Total Non-criminal Incidents	1,244

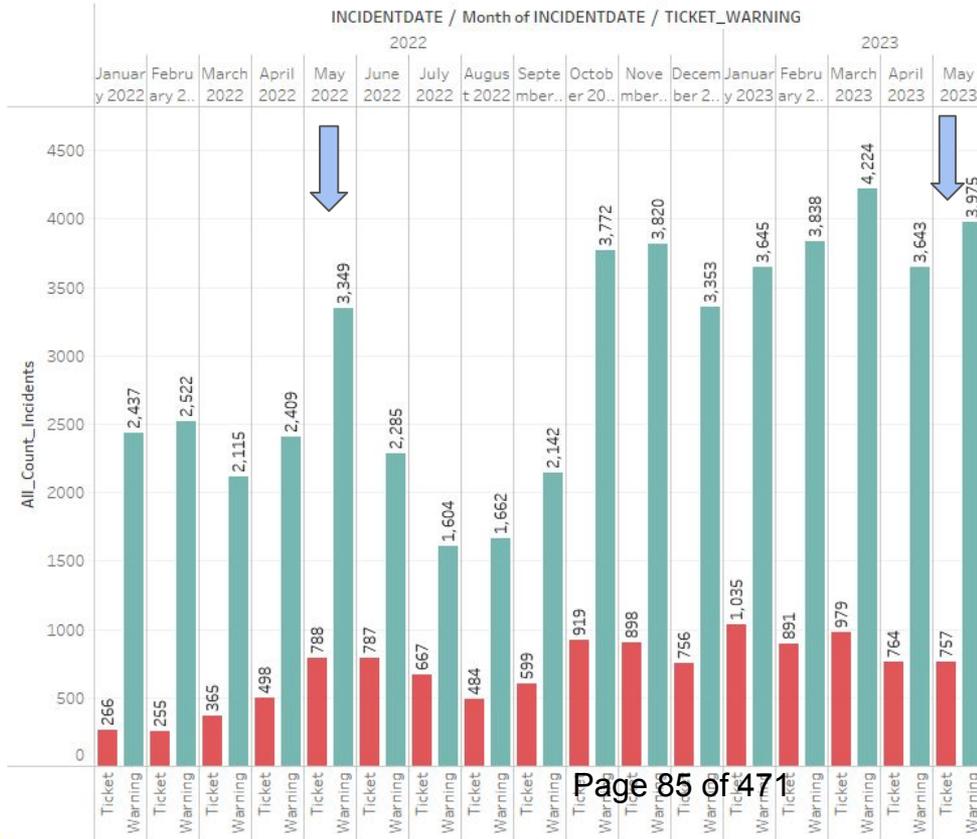
Questions from June 14, 2023 Council Meeting

Non-criminal incidents by station

Time Period: June 1 - 21, 2023	
Security Incidents (non-criminal)	Stations *Top 10 busiest stations
0	Davies, Heritage Valley, McKernan/Belgravia
1 - 10	Abbottsfield, Capilano, Castledowns, Health Sciences*, Leger, Lewis Farms, Meadows, NAIT, South Campus, Westmount
11 - 25	Corona*, Eaux Claires, Jasper Place, MacEwan, Mill Woods, Stadium, West Edmonton Mall*, Government Centre
26 - 50	Bay, Century Park*, Clareview*, Kingsway, Northgate, University*
51+	Belvedere, Churchill*, Coliseum*, Southgate*, Central

Questions from June 14, 2023 Council Meeting

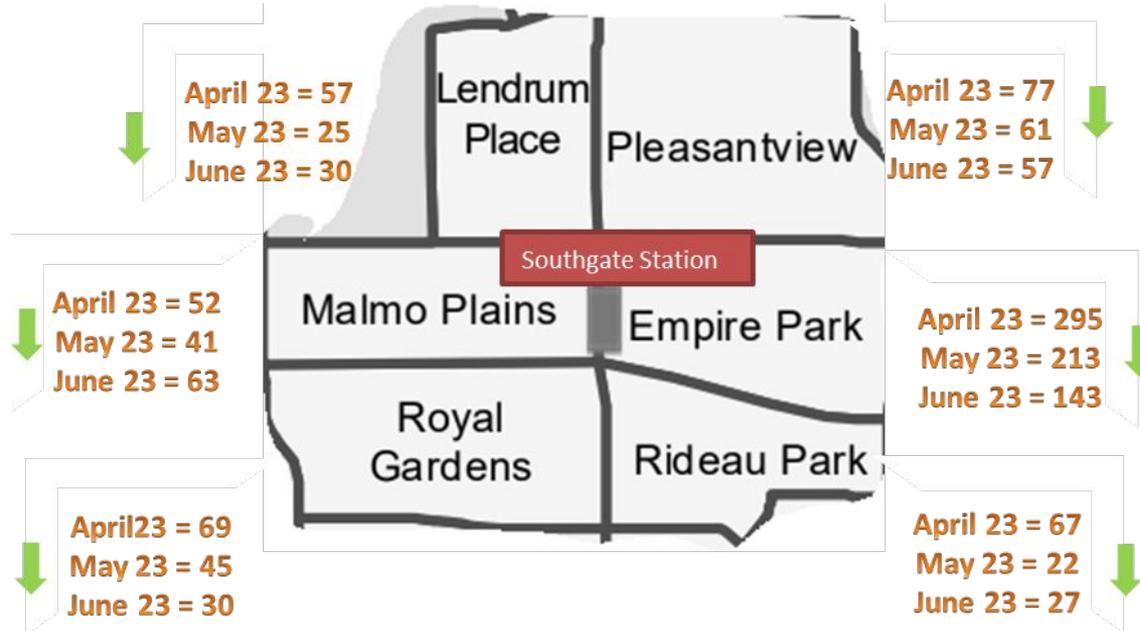
Transit Safety - Ticketing and Warning Data (System-wide)



Observation
 Comparing May 2022 to May 2023, there is an increase in the number of warnings issued and reduction in tickets issued

Questions from June 14, 2023 Council Meeting

Southgate LRT Station Neighbouring Community Calls*



Questions from June 14, 2023 Council Meeting

Service Time and Frequency Distribution of Non-criminal Incident Calls (Southgate 2023)

Service Time	April 2022	April 2023		May 2022	May 2023	
Owl Peak	7%	3%	↓	9%	3%	↓
AM Peak	18%	9%	↓	23%	21%	↓
Midday Peak	16%	13%	↓	17%	13%	↓
PM Peak	29%	25%	↓	15%	22%	↑
Evening Peak	18%	34%	↑	24%	29%	↑
Late Night Peak	11%	17%	↑	11%	12%	↑
Total	100%	100%		100%	100%	

Observation

Comparing April 2022 to April 2023, there is a decrease in the number of calls received in the Owl, AM, Evening and Midday Peak.

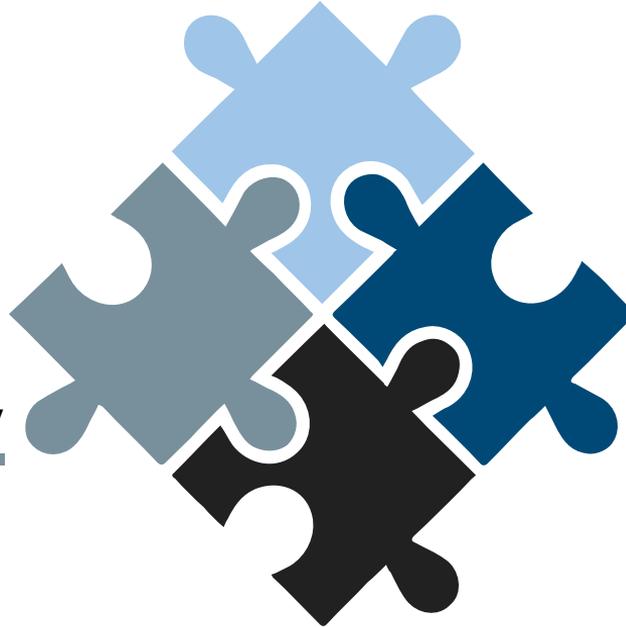
Enhanced Transit Safety Plan

Safety

All people are physically safe in transit spaces

Perception of Safety

Edmontonians perceive transit to be safe and are not deterred to use transit for safety reasons



Well-Being

Edmontonians are connected to culturally appropriate supports, reducing the use of transit spaces for non-travel purposes

Integration

Transit safety is strengthened through collaboration between City of Edmonton, Edmonton Police Service and Bent Arrow

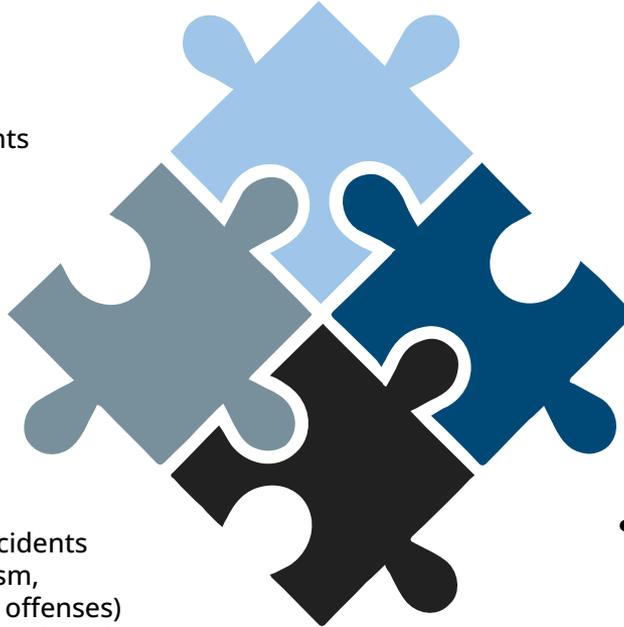
Transit Safety - Key Measures

Safety

- Crime severity index
- Crime incidents
 - Violent incidents (weapons, assaults, harassment)
- Medical incidents

Perception of Safety

- Crime incidents
 - Non violent incidents (theft, vandalism, mischief, drug offenses)
- Surveys, media and social media



Well-being

- Community outreach interactions and engagements
- Nightly transit lockup counts
- Number of physical transportations connected to an agency, service or resource
- Ethnographic research results

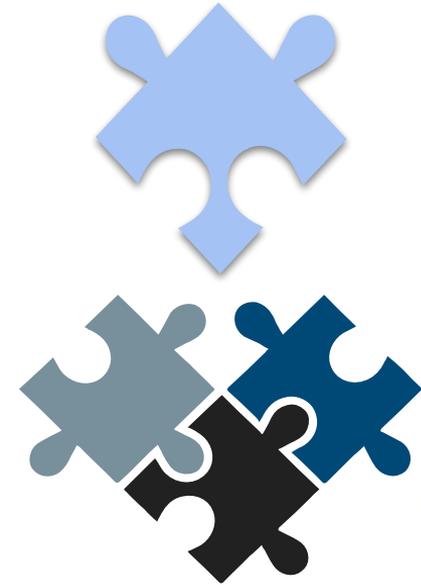
Integration

- Qualitative data (stories, anecdotal evidence)
 - How well we work together
 - Information sharing
- Number of TPO referrals to COTT
- Percentage of individuals reporting increase confidence in COTT, TPOs and other enforcement
- Media and social media (qualitative)

Transit Safety - Safety Data at Century Park LRT Station*

Safety

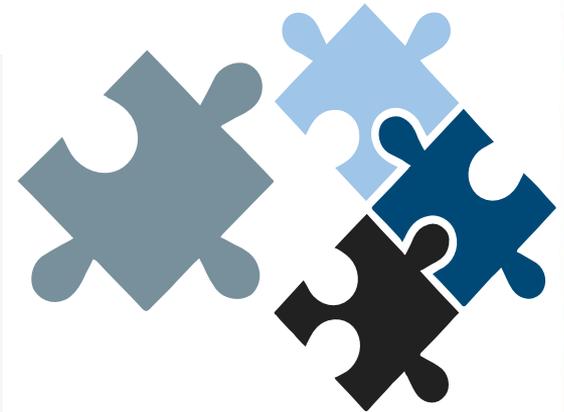
Measure	May 2022	May 2023	Source
Violent incidents (Assaults, Weapons, Harassment, Threats)	5	3	EPS
Medical Incidents	1	2	ETS
Crime Severity Index	In Development		EPS



Transit Safety - Perception of Safety Data at Century Park LRT Station*

Perception of Safety

Measure	May 2022	May 2023	Source
Non-Violent (Arrest, Breach, Bylaw, Disturbance, Drugs, Mischief)	18	26	EPS
Vandalism (average)	\$443	\$1,151	ETS
TPO Calls for Service	41	31	ETS

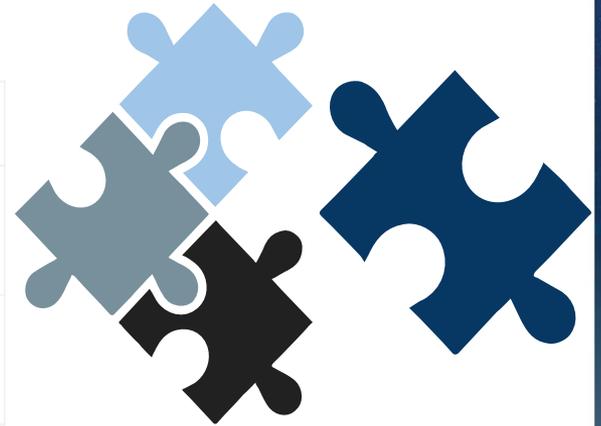


Edmonton

Transit Safety - Well-being Data at Century Park LRT Station*

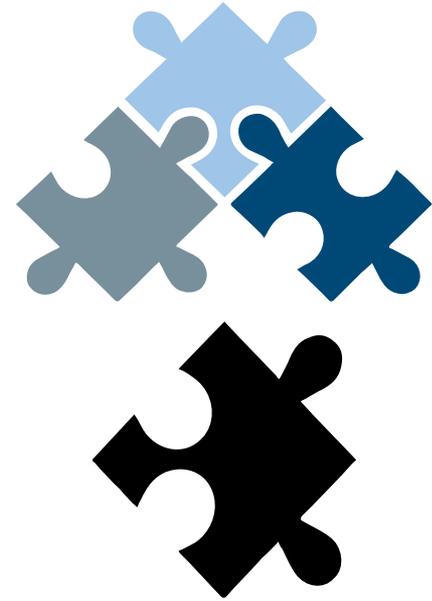
Well-being

Measure	May 2022	May 2023	Source
Outreach Interactions	17	24	Bent Arrow
Outreach Engagements	N/A	6	Bent Arrow
COTT Booth Engagements	N/A	48	CSN

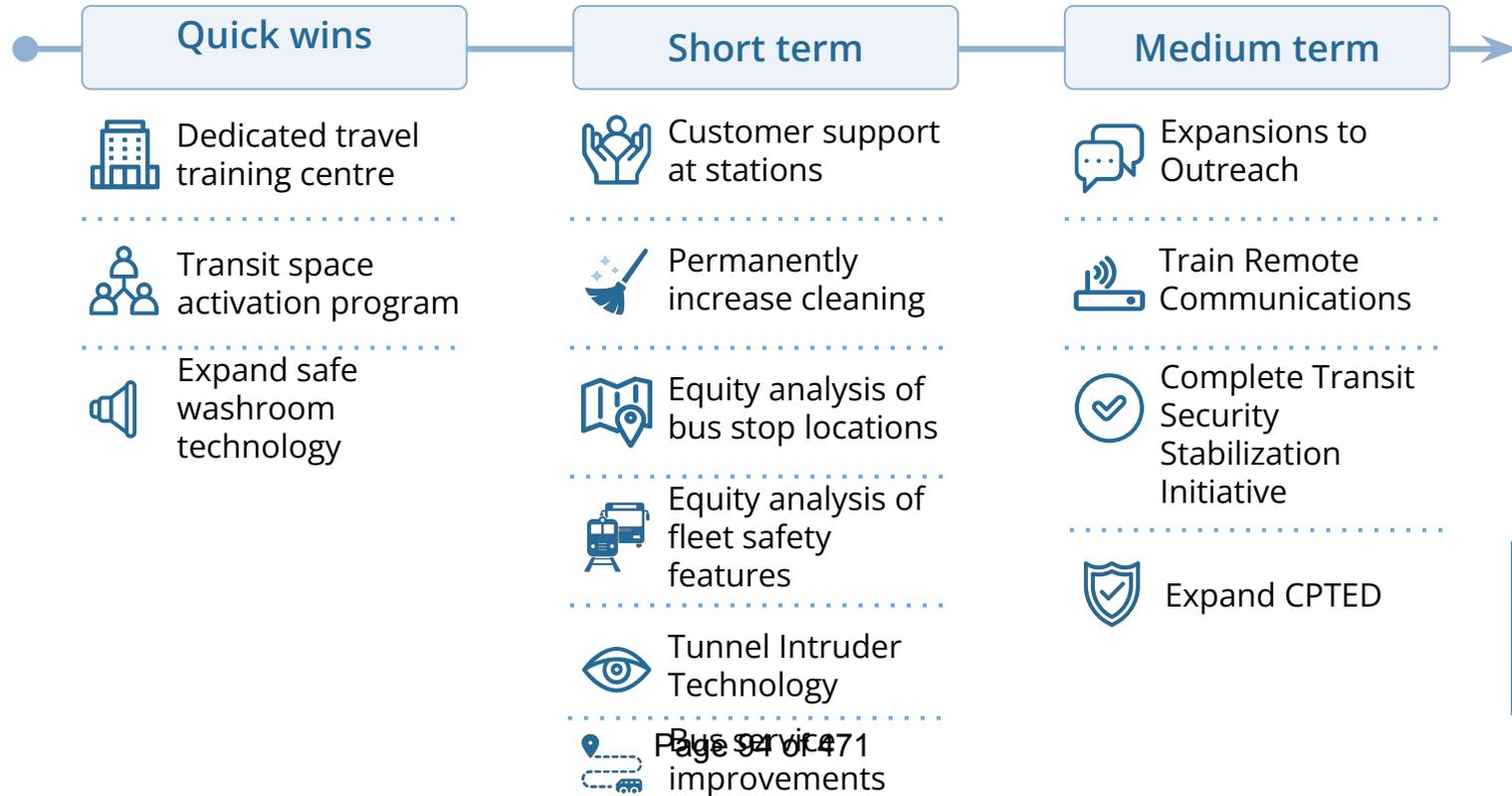


Transit Safety - Integration

- Integration data is under development
- Integrated Call and Evaluation (ICE) Dispatch will help parties work more efficiently
- TRACS teams (EPS) in place
- Repeat offenders
- Formalizing the Data and Analytics Joint Working Group



Transit Safety - Opportunities to Further Enhance Transit Safety



What To Expect at the Next Monthly Verbal Update

- Enhanced Transit Safety Work Plan (Gantt Chart)
- Update on the 2023/24 winter response
 - Expected challenges and requirements as we approach winter
- New measures
- Update on the integration of Valley Line into Enhanced Transit Safety

Thank you. Questions?

IMPLEMENTATION OF THE EDMONTON TRANSIT SYSTEM SAFETY PLAN

RECOMMENDATION

That the July 4, 2023, City Operations report CO01834, be received for information.

Requested Council Action	Information only		
ConnectEdmonton's Guiding Principle	ConnectEdmonton Strategic Goals		
CONNECTED This unifies our work to achieve our strategic goals.	Healthy City		
City Plan Values	LIVE.		
City Plan Big City Move(s)	A community of communities	Relationship to Council's Strategic Priorities	Mobility Network
Corporate Business Plan	Serving Edmontonians		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> N/A 		
Related Council Discussions	<ul style="list-style-type: none"> OCM01037, Transit Safety and Security, City Council, February 22, 2022 CO01229, Transit Safety and Security Interim Update, City Council, May 24, 2022 OCM01303, Bylaw 19983 - Amending Bylaw 8353 Conduct of Transit Passengers Bylaw, City Council, June 7, 2022 CS01566, Community Outreach Transit Team, Community and Public Services Committee, March 20, 2023 CO01725, Administration Response - ETSAB Report: Youth and Their Perception of Safety on ETS, Urban Planning Committee, March 21, 2023 OCM01797, Advancing Edmonton's Safety and Security, Community and Public Services Committee, May 1, 2023 CO01907, Monthly Update on the Transit Safety Plan and the Downtown Core - Verbal Report, City Council, June 13/14, 2023 CO01908, Monthly Update on the Transit Safety Plan and the Downtown Core - Verbal Report, City Council, July 4/5, 2023 		

Implementation of the Edmonton Transit System Safety Plan

Previous Council/Committee Action

At the March 21, 2023, Urban Planning Committee meeting, the following motion was passed:

That Administration provide a progress report on implementation of the Transit Safety Plan, approved by Council in February 2022, and that the report includes an overview of key performance indicators and program outcomes and outlines opportunities to further enhance transit safety and security.

Executive Summary

- Demonstrating a commitment to providing safe transit spaces for all, a number of critical investments have been made to enhance transit safety and security. As additional Enhanced Transit Safety Plan actions are completed, Council will receive information through monthly verbal updates.
- Considering the rider journey, Administration identified additional areas where further enhancements could improve safety and security for all in transit spaces. Investment opportunities include service improvements, space activation, personnel, technology enhancements and infrastructure modifications.
- Following Council direction, Administration can bring forward a more detailed plan for Council's consideration, outlining specific actions to be undertaken, proposed timing and an outline of budget impacts.

REPORT

Public transit is a critical component of transportation mode shift and greenhouse gas emission reduction targets set out in The City Plan. The City Plan envisions a vibrant and prosperous city with an integrated transportation network, providing residents with convenient and equitable options. Safe, reliable and accessible public transit enables economic prosperity by connecting people to their workplaces, educational opportunities and shopping districts. A robust transit system is foundational, including an evolved mass transit network that supports mobility and connects all areas of the city.

Transit facilities are intended to play a central role in the heart of a community, providing spaces that are active, vibrant and a welcoming forum for public life. Activation of transit spaces can be supported by greater integration of stations into the urban fabric. In alignment with The City Plan, the City has advanced designs of transit station areas to support compact, mixed-use development, provide community amenities and facilitate multimodal connections.

Challenges with transit safety and security are felt in major cities across North America. In April 2023, the Canadian Urban Transit Association (CUTA) released a report highlighting recommendations from a national Transit Safety Task Force (Attachment 1). In addition to recommendations for transit agencies, several recommendations for the federal and provincial governments were included related to addressing supportive housing, extreme weather, mental health and substance use.

Implementation of the Edmonton Transit System Safety Plan

In Alberta, larger municipalities are experiencing these same challenges and have continually collaborated and shared best practices. The City of Edmonton has implemented the majority of the CUTA Task Force recommendations, including developing a multidisciplinary and integrated transit safety plan, creating multidisciplinary outreach teams, investing in security and enforcement personnel and continuing enhanced cleaning. The future opportunities outlined below further align with CUTA's recommendations.

Enhanced Transit Safety Plan Progress

Safety and security have many dimensions, including individual and community, cultural, physical, social and psychological, and the perception and experience of safety is different for every person. Both short and long-term strategies are needed to promote safety and security in service of greater goals of inclusion and economic prosperity as the perception and experience of safety is a critical enabler to larger outcomes. Reflecting the vision of The City Plan, aligned to the Economic Action Plan, and nested under the umbrella of the Community Safety and Well-Being Strategy, three partnership-based city activations – Downtown Vibrancy, Chinatown Recovery and the City-wide Transit Safety Plan – are focusing the City's actions to achieve a safe, vibrant and welcoming community for Edmontonians, businesses and visitors.

Downtown Edmonton and the adjacent neighbourhoods are the centre of the city — they are the educational, economic, governance and cultural heartbeat of a community of more than one million people. The downtown core was one of the most significantly impacted areas as a result of the direct and indirect impacts of the COVID-19 pandemic; however, the City of Edmonton, in collaboration with the Government of Alberta, Government of Canada, Edmonton Police Service, Bent Arrow Traditional Healing Society, and other community partners are demonstrating collaboration, integration and investment to heighten safety to increase vibrancy in the downtown core.

As part of the commitment to providing safe transit spaces for all, a number of critical investments have been made over the past several years to enhance transit safety and security as outlined in Attachment 2. All of this work is nested under the Enhanced Transit Safety and Security Plan as approved by City Council in February 2022. Tenets of the plan include:

- integrating enforcement as well as social support efforts and resources;
- developing shared goals and measures of success; and
- ensuring a comprehensive, integrated approach to transit safety.

As presented in the June 13/14, 2023, City Council meeting, City Operations report CO01907 Monthly Update on the Transit Safety Plan and the Downtown Core - Verbal, progress through proactive measures undertaken are demonstrated through targeted site-specific interventions that have been piloted at Southgate LRT Station and Transit Centre. An example of this is the joint deployment of EPS and Transit Peace Officers that has been trialed in select LRT stations, including at Southgate and some north end stations. The initial results of these joint deployment initiatives have been positive and Administration is pursuing more sustained, fully integrated joint deployment strategies.

Implementation of the Edmonton Transit System Safety Plan

Further updates on implementation of the Enhanced Transit Safety Plan will be provided in the July 4, 2023, City Operations report CO01908 Monthly Verbal Update on the Transit Safety Plan and the Downtown Core.

Program Outcomes and Key Performance Indicators

As referenced in the June 13/14, 2023, City Operations report CO01907 Monthly Update on the Transit Safety Plan and the Downtown Core - Verbal, the Enhanced Transit Safety Plan focuses on four key pillars: Integration, Safety, Perception of Safety and Well-being.

Within each pillar, Administration has identified short, medium and long term outcomes and has started to gather available measures that are aligned to them. These are organized into placemats, which outline the short-term, medium-term and long-term outcomes related to the four streams of work, as well as the associated key performance indicators. The placemats are provided as Attachment 3.

Integration

Integration is the ongoing work to ensure that all of the areas involved in transit safety are working together to build:

- integrated governance structures,
- operational procedures,
- communication strategies,
- data and analytics platforms,
- deployment of resources and
- problem solving initiatives.

The long-term goal is that Transit safety is strengthened through collaboration between the City of Edmonton, Edmonton Police Service and Bent Arrow. Integration ensures that all partners approach transit spaces with the appropriate authorities, knowledge, skill and abilities, which increases the level of trust riders and transit employees have in the City of Edmonton's ability to provide them with a consistent and safe experience.

Integration is an aspect of the enhanced Transit Safety Plan that is more challenging to measure and evaluate than the other three pillars. In order to analyze how well the integration efforts are progressing, qualitative data and milestone tracking will be used to document and evaluate efforts. Further work is underway to identify and develop new measures and targets with EPS and Bent Arrow to create an integrated evaluation framework and scorecard.

Safety

The safety pillar refers to conventional aspects of safety - what has been traditionally measured by counts of criminal activity, number of operator assaults, or other measurements that capture what is physically happening in these spaces. Activities within this pillar relate to what safety improvements are being employed in and with transit spaces - both proactively and reactively - to promote a safer environment. Depending on what is required, activities within this pillar could include increased outreach or enforcement.

Implementation of the Edmonton Transit System Safety Plan

The long-term outcome for the Safety pillar is to ensure that all people are physically safe in transit spaces. To achieve this long-term outcome, sustained reductions in the measures identified in Attachment 3 are required in the short and medium term.

To achieve these reductions, Administration has convened joint initiatives such as:

- alignment of TPO schedules and facility maintenance activities to help ensure a safe environment for maintenance staff,
- facility lock-up pilots at some transit and LRT stations,
- proactive hotspot policing,
- assignment of addresses and wayfinding tools for pedways and tunnels and
- Crime Prevention Through Environmental Design (CPTED) audits.

Perception of Safety

Perception of Safety refers to how it feels to be in transit spaces. Activities within this pillar include space activation, CPTED improvements or a uniformed presence.

The long term goal or outcome of this pillar is that Edmontonians perceive transit to be safe and are not deterred for safety reasons. The perception of safety in transit spaces is impacted not only by the occurrence of safety-related incidents measured in the Safety pillar, but by how it feels to be in transit spaces. By reducing vandalism at transit facilities and implementing safety measures, Administration expects to see improved perception of safety scores within ongoing customer satisfaction surveys, as well as increased ridership.

To achieve this, the following activities will be implemented:

- increased cleaning program,
- transit facility activation and programming and
- increased security guard presence.

These activities will be highlighted and shared through ongoing communications about the work underway to improve transit safety.

Well-Being

This pillar encompasses the wraparound, balanced and culturally appropriate supports that are needed for those turning to transit spaces for many different reasons. The work is aligned with the Well-Being pillar of the Community Safety and Well-Being Strategy. The long-term goal is that Edmontonians are connected to culturally appropriate supports, reducing the use of transit spaces for non-travel purposes.

To achieve this, in the short and medium term the Community Outreach Transit Teams (COTT) will need to be effectively utilized to bridge marginalized Edmontonians to appropriate services. In addition, oversight will be required to ensure that initiatives that aim to reduce crime do so through appropriate enforcement that does not penalize poverty and social support interventions.

Implementation of the Edmonton Transit System Safety Plan

The measures that have been identified to date to evaluate this relate largely to the work done by the COTT initiative, and further work is underway to identify additional measures through ethnographic research in transit spaces and collaboration with the EPS.

The Transit Rider Journey

In 2018, Administration developed a customer journey map for transit service (Attachment 4). At the broadest level, the transit rider journey includes awareness of the service, exploring service options, planning a trip, travelling and follow-up after the trip is completed. Work to improve the rider experience, including transit safety and security, impacts steps across the rider journey.

To further understand the journey, Administration has segmented the experience into the following steps:

- Travelling to first stop/station
- Waiting to board transit vehicle
- On-board transit vehicle
- During a transfer
- Exiting transit vehicle
- Travelling to final destination

These points in the transit journey have been used in ETS surveys of riders and non-riders to understand areas of high performance and identify opportunities for improvement. In 2022, overall rider satisfaction was 82 per cent, an increase from 81 per cent in 2021.

As part of the annual rider satisfaction survey, riders are asked about their overall perception of safety and their perception of safety along the transit journey. In 2022, 68 per cent of riders felt safe throughout their trip. The journey points where riders reported feeling unsafe are noted in the table below.

Where Riders Reported Feeling Unsafe	Percentage
Travelling to first stop/station	8%
Waiting to board a transit vehicle	10%
Riding on-board a transit vehicle	14%
During a transfer	7%
Exiting a transit vehicle	6%
Travelling to final destination	5%

Opportunities to further enhance transit safety and security can be considered within each step in this journey.

Opportunities to Further Enhance Transit Safety and Security

Implementation of the Edmonton Transit System Safety Plan

Considering the rider journey, Administration has identified additional areas where further enhancements could improve safety and security for all in transit spaces, in no particular order. These future opportunities include the following:

- 1. Dedicated Travel Training Centre** - There are opportunities to expand travel training to more riders to provide detailed training about how to use transit, including safety and security features in the rider's journey. ETS is currently developing an expanded travel training model to provide trip planning and navigation support to more groups such as youth, newcomers, seniors and persons with disabilities. This work could be further enhanced by establishing a dedicated travel training centre, similar to other transit agencies in Canada, which would provide a teaching hub with supporting transit infrastructure such as a dedicated bus to support travel training activities.
- 2. Bus Service Improvements** - Increasing transit ridership is one of the greatest opportunities to improve transit safety and security, while also supporting inclusion, mode shift and climate goals. A common principle in city planning and urban design is "eyes on the street," meaning that public spaces need to have a continuous presence of people who provide natural surveillance. Improved service coverage and frequency in all time periods, such as continuing to expand off-peak service, will support ridership growth and help increase natural surveillance at major stops and stations.

When service is frequent and reliable, riders can be confident they will experience a short wait time. This is particularly important at bus stops in the off-peak periods. While the Bus Network Redesign significantly increased the frequency and availability of service on evenings and weekends, there are still many areas citywide that do not have frequent transit service in all time periods.

Administration is preparing information that will be brought forward in third quarter 2023 that will present further opportunities to improve bus service for Edmontonians as part of the transit network.

- 3. Transit Space Activation Program** - There are 43 transit centres and LRT stations throughout the city, and more will be added with the growth of the Mass Transit Network. While transit spaces are places that people travel through in their journey, they also play a vital part of the local community. Over time, transit spaces have an opportunity to become more central to positive neighbourhood identities and places where people feel comfortable spending time. Activities to make transit spaces more welcoming, vibrant and inviting community spaces will support district plans and building a community of communities.

Over the past several years, ETS has advanced several space activation projects, including partnering with festivals to bring performances into transit stations, Transit Ambassadors in stations as part of the Rediscover ETS campaign and partnering with local artists to develop new art installations. This space activation could be broadened to create a more fulsome Transit Space Activation Program, which would identify priority locations and establish a year round calendar of activities. Collaboration with community partners would be an essential component of this program. Collaboration for this program could include:

Implementation of the Edmonton Transit System Safety Plan

- Working with neighbourhood organisations near specific transit stations, such as nearby schools, businesses and community leagues to support community-led activations. This would help build a local sense of ownership and pride in the respective stations.
- Developing positive community-based activities into spaces to influence behaviour of people from those communities.
- Partnering with arts organizations and festivals to bring installations and performances to transit spaces.
- Providing resources and supports for pop-up activities, such as incentives for busking, and security resources to support pop-up activities.
- Repurposing an unused space within a transit facility to support local community needs.

- 4. Add Customer Support at Stations** - By adding an in-person customer support function at transit stations, riders can receive support about trip planning, wayfinding and transit faring. This would add more staff presence and align with the CUTA recommendation about increasing staff visibility in transit facilities. This approach is used in other transit agencies such as the Toronto Transit Commission and Translink.
- 5. Permanently Increase Enhanced Cleaning** - Providing clean transit facilities, buses and LRVs could improve safety for all and improve the rider experience. Permanent funding could increase the span of service, frequency and type of cleaning in facilities and on the fleet. This could follow the completion of the 2023 enhanced cleaning Government of Alberta grant.
- 6. Transit Security Investment** - Further investment in the Transit Security teams could result in increased Transit Peace Officers, as well as the administrative, training and analytic resources to support the team.
- 7. Explore Future Expansions to Outreach Support Services** - Explore expanding outreach support services as may be needed and appropriate, while continuing to work with other outreach and social supports to ensure a spectrum of care is available and coordinated.
- 8. Expand Crime Prevention Through Environmental Design (CPTED) Evaluation & Implementation** - CPTED reviews are currently completed as part of capital renewal projects of transit stations when they are due for renewal, and implementation depends on project funding. This work could be enhanced through dedicated funding to support the implementation of smaller-scale solutions not related to facility renewal cycles. This expanded approach to CPTED would also include more proactive community engagement in the audit process.
- 9. Equity Analysis of Bus Stop Locations** - Bus stop locations have an impact on service accessibility and rider safety. Administration is analyzing bus stop locations in areas with a higher proportion of seniors and persons with disabilities to identify opportunities to improve

Implementation of the Edmonton Transit System Safety Plan

access to transit. This work could be expanded to include all neighbourhoods. It presents opportunities for improving access and rider safety at bus stops, aligned with ETS service standards, by adjusting stop locations and/or adding more stops within routes.

- 10. Equity Analysis of Fleet Safety Features** - Incorporating equity analysis to review safety features included in the transit fleet and related infrastructure could identify barriers and lead to greater access and awareness of safety features for all riders. As an example, it could include reviewing the accessibility of emergency buttons and pull bars.
- 11. Bus Shelter Amenities** - Bus shelters and related amenities impact rider safety. In addition to reviewing the placement of bus stops and shelters using equity analysis, redesigning bus shelters can also improve reliability of the infrastructure and reduce risks of vandalism. With community engagement, new shelter design could also improve access.
- 12. Tunnel Intruder Technology** - There has been an increase in volume of trespassers, including in areas within stations that are off-limits to riders, as well as LRT tunnels. These trespassing events present a high risk to safety for staff and the intruders. As an example, trespassing in an LRT station could result in interactions with the LRT track, Light Rail Vehicles (LRVs) and the overhead electrical system that powers the vehicles (catenary). Installing tunnel intruder technology can alert the ETS Control Centre of the trespassing event and lead to a more timely incident response.
- 13. Expand Safe Washroom Technology** - Administration is currently testing technology that alerts the Control Centre when there has been no movement from a person in a washroom, which could signal a drug poisoning incident and alert ETS to the need for an emergency response. Should the testing produce positive results, this system could be expanded to all washrooms in transit facilities.
- 14. Train Remote Communications System** - This technology would enable a quick and reliable exchange of critical information and data between train operations and the ETS Control Centre, to provide access to the surveillance camera feeds within the LRVs, improving surveillance and incident response. The system also provides real-time train position information and would enable Administration to measure train boardings.

Budget/Financial Implications

Following Council direction, Administration can bring forward a more detailed plan for Council's consideration outlining specific actions to be undertaken, proposed timing, and an outline of budget impacts to inform the Fall 2023 Supplemental Operating and Capital Budget Adjustments.

COMMUNITY INSIGHT

Throughout the inception and implementation of the Enhanced Transit Safety Plan, Administration has been listening to feedback from transit riders through ongoing customer satisfaction surveys, reports of concerns through 311 and Transit Watch, social media, and through direct correspondence with City Council.

Implementation of the Edmonton Transit System Safety Plan

On a citywide level, insights from monthly transit rider satisfaction surveys over the past year indicate that overall satisfaction with safety was 57 per cent in April 2023, representing a decrease of one percent from 58 per cent in March 2023 and a 14 per cent decrease from 71 per cent in April 2022. Consistent themes of the feedback that continue to emerge are concerns around personal safety, identification of social issues which impact perceptions of safety within transit spaces, as well as requests for additional safety measures. Administration has heard from transit riders that there is an urgent need for compassionate solutions to support transit spaces that are inclusive, welcoming and safe.

For non-riders, perception of safety is a significant factor in determining whether or not to choose transit. The 2022 annual non-rider survey found that of those non-riders who reported they stopped using transit because they had concerns, most (79 per cent) reported concerns about their personal safety. When non-riders were asked what ETS could do to increase their likelihood of taking transit in the future, the most frequently mentioned service enhancements were better safety and security measures.

Administration has also engaged directly with community members and organizations on specific transit safety projects. As an example, for work undertaken at Southgate LRT Station and Transit Centre, Administration convened stakeholders from EPS, Southgate Mall and the Malmo Plains community to work collaboratively on holistic, sustained solutions to address safety and security concerns in these connected areas. By pooling together data, plans and resources, activities to improve safety and security in these areas were integrated more efficiently and effectively than if stakeholders acted on their own. Stakeholders noted their appreciation for the integrated approach, and lessons learned from this project can be carried forward and scaled-up as further projects are undertaken.

This body of work continues to be informed by significant listening and learning from the community. In the coming months, Administration will continue to seek further community insights through in-depth research on riders perceptions of safety, including how different demographics vary in their perceptions of transit safety, and what are the implicit and explicit drivers of transit safety perceptions. As various strategies are implemented, Administration evaluates their effectiveness in partnership with community stakeholders and service delivery partners. Working in an iterative and relationship-focused way provides the foundation for an openness to trial new approaches and seize opportunities for change.

GBA+

Edmonton Transit Service ridership consists of diverse riders who hold a range of identity factors and lived experiences. Travel behaviours in recent years have shown there are more riders who identify as women using transit than other genders. Newcomers, essential workers, seniors, people with disabilities, students and families rely on transit to connect with their community, employment, education and medical needs. At the same time, public transit spaces are a crossroad where complex issues beyond the scope of any transit operator are playing out. Edmontonians who are unhoused, have mental health or addiction issues, or are otherwise marginalized often seek shelter in transit and transit-adjacent spaces due to a lack of (or

Implementation of the Edmonton Transit System Safety Plan

perceived lack of) better options. Because of the history of colonization and residential schools, Indigenous peoples are often overrepresented within these marginalized populations.

The City of Edmonton uses GBA+ to help make evidence-based decisions, challenge assumptions, and adjust programs, services and spaces to offer enhanced life experiences for those experiencing marginalization in Edmonton. Representing different perspectives and experiences are key to the effectiveness of transit safety initiatives. Administration will continue to engage people through the different intersectional lenses that may represent them and define their experiences in Edmonton, and as part of the engagement work discussed in the Community Insight section above. Administration will also actively engage with marginalized people in transit spaces to ensure that these views are captured.

By offering culturally appropriate support and connections to services to marginalized Edmontonians in transit spaces, Administration hopes to enable sustained improvements in people's lives, as well as within transit spaces directly. Measures to improve transit safety and security ultimately increases the well-being of all people within these spaces, including marginalized Edmontonians, ETS' ridership and staff, and makes it easier for non-riders to choose transit.

ATTACHMENTS

1. Canadian Urban Transit Association Transit Safety Task Force Recommendations
2. Recent Investments in Transit Safety and Security
3. Enhanced Transit Safety Plan Logic Model Placemats
4. Transit Service Journey Map



Transit Safety Task Force

Final Recommendations – FOR INFORMATION

April 12, 2023



TO INSPIRE AND INFLUENCE
THE EVOLUTION OF
INTEGRATED URBAN MOBILITY

*INSPIRER ET INFLUENCER
L'ÉVOLUTION DE LA
MOBILITÉ URBAINE INTÉGRÉE*

Recommendation Development

Recognizing that safety concerns on public transit at times reflect broader societal complexities, CUTA has developed the following broad-based recommendations intended for transit agencies, partnering organizations and all levels of government.

Addressing societal complexities occurring on public transit often extend beyond the purview of transit agencies, CUTA calls on all levels of government to come to the table to address this issue with appropriate funding and other supports.

Recommendation Development

Objectives:

- Acknowledge current working approaches to transit safety
 - Integrate feedback and research from transit agencies on the five focus areas
 - Put forward recommendations on the broader societal considerations impacting public transit and the support transit agencies require from other levels of government to address these considerations
 - Recommendations are national in scope and not agency specific
 - Identify the time scale and accountability for each recommendation (immediate, medium term: 1-2 years, long term: 2+ years)
- Participating agencies in the task force include TransLink, Calgary Transit, Edmonton Transit Service, Toronto Transit Commission, York Region Transit and Société de transport de Montreal

Focus Areas

CUSTOMER & STAFF SAFETY (2)

- Transit Safety Plan
- Resourcing
- Communications & Technology
- Infrastructure
- Training

SUBSTANCE USE

- Substance use in transit facilities
- Connection to the opioid crisis

HOUSING & SUPPORTS

- Using transit as shelter space
- Connection to the housing crisis

MENTAL HEALTH

- Conduct and safety on transit
- Partnership models with service providers

Transit Safety Plan

<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p> <p>In consultation with the municipality and other applicable partners</p>	<p>1) Transit agencies should develop a Multidisciplinary and Integrated Transit System Safety Plan that assesses the following:</p> <ul style="list-style-type: none"> A. Recent actions taken to improve transit safety B. Desired outcomes and required resourcing (from the transit agency and involved partners) C. Identified accountability for who is responsible for delivering on each program/initiative in the Transit Safety Plan D. Safety bylaws, policies, and practices E. Infrastructure that is currently in place F. Gaps/opportunities/call to action to work with the Province and community service providers to address complex societal considerations including mental health, substance use and housing, which are not the purview of the transit agency G. Develop a protocol for involving equity-deserving groups in the development of transit safety initiatives and programs
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Multidisciplinary Working Group

<p>Timing: Immediate</p> <p>Accountability: Transit Agency with support from the Municipality, Regional Authorities (if applicable) and Province</p>	<p>2) A multidisciplinary working group should be formed. It can be led by the municipality, regional authorities, or the Province and it should be accountable for the following:</p> <ul style="list-style-type: none"> A. Developing and implementing strategies to support and respond to transit safety challenges B. Developing programs and identifying resources (staff and funding) from the transit system, municipal departments (e.g. shelters and housing), the local health authority, emergency services, local community service providers and the Province C. Identify who is accountable for the delivery of programs documented in the transit safety plan D. Defining roles and responsibilities for partners, with reference to collective outcomes, procedures, rules, supports, enforcement (when applicable), reporting and evaluation measures E. Integrated data reporting from the transit agencies, social service providers and emergency services to inform program design and evaluation. Ensure occurrence reports include demographic information such as age, gender and ethnicity to better understand safety concerns towards vulnerable transit users. F. Quarterly progress reports on the transit safety plan, with adjustments as needed based on lived experience, perspectives from front-line staff and data
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Resourcing

<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>3) Explore ways to enhance staff visibility in the transit system</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency in consultation with municipal partners</p>	<p>4) Continue to invest in safety, security and enforcement positions</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency, Municipality, Community Service Partners, Province</p>	<p>5) Creation of multidisciplinary ad hoc project teams to address issues</p>
<p>Timing: Immediate</p> <p>Accountability: Municipality, Province</p>	<p>6) Ensure regulations (e.g. bylaws) are in place to give special constables and/or the Police the ability to curb dangerous and unlawful behaviour on transit systems</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency, Municipality, Community Service Partners, Province</p>	<p>7) Explore partnerships to create multidisciplinary teams for outreach to vulnerable individuals with a harm-reduction, community-safety, and well-being approach. Outreach programs should focus on building relationships with vulnerable users to establish trust and more effectively deliver resources.</p>

Communications & Technology

<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>8) Implement a continuous customer safety marketing campaign highlighting safety measures, informing customers how to report incidents, and communicating behaviours that are not tolerated in public spaces</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>9) Reduce barriers for customers to receive help with customer safety text messaging services and/or apps</p>
<p>Timing: Medium Term</p> <p>Accountability: Transit Agency, Telecom Providers</p>	<p>10) Introduce cell service throughout transit facilities including tunnels and underground stations</p>

Infrastructure

<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>11) Enhance station cleaning and explore introducing in-service cleaning during the day for areas with continuous cleanliness issues</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>12) Conduct Crime Prevention Through Environmental Design (CPTED) reviews of transit stations and facilities that are experiencing a heightened level of customer and employee safety concerns</p>

Staff Safety

<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>13) Explore opportunities to introduce de-escalation training for front-line transit staff (e.g. operators, customer service, station maintenance, cleaners, etc.)</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>14) Ensure that staff are aware of current transit safety initiatives provided by the transit system and community service partners (e.g. mental health outreach workers – if applicable). Ensure staff are up to date on Standard Operating Procedures related to customer and staff safety.</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency, Municipality, Province</p>	<p>15) Leverage Occupation Health & Safety committees, programs, hazard assessments and control measures to increase staff safety and address current and evolving trends</p>
<p>Timing: Medium</p> <p>Accountability: Federal Government</p>	<p>16) The Government of Canada should strengthen penalties for assault of all transit workers by amending subsection 269.01 of the Criminal Code to include all transit workers, not just transit operators.</p>

Housing and Supports

<p>Timing: Immediate</p> <p>Accountability: Provincial/Federal Government</p>	<p>17) Provincial and federal governments should develop a housing-first approach for individuals experiencing homelessness and related issues on transit systems</p>
<p>Timing: Medium Term</p> <p>Accountability: Provincial/Federal Government</p>	<p>18) Provincial and federal governments should ensure the sustainability of new permanent supportive housing, including units developed through the federal government’s rapid housing initiative, by working together to fund associated wraparound services.</p>

Housing and Supports

<p>Timing: Immediate</p> <p>Accountability: Province</p>	<p>19) Provincial governments should fund overnight access and intake to social service providers so that complex individuals requiring support can have 24-hours access to services</p>
<p>Timing: Immediate</p> <p>Accountability: Province</p>	<p>20) Provincial governments should fund an extreme cold weather shuttle service from transit stations and terminals to local area shelters during non-revenue hours. Explore providing shuttle services to cooling centres during times of extreme heat.</p>
<p>Timing: Immediate</p> <p>Accountability: Municipality, Province, Federal Government</p>	<p>21) All levels of government should work together to fund daytime warming and cooling centres to reduce sheltering in place on transit systems</p>
<p>Timing: Immediate</p> <p>Accountability: Transit Agency</p>	<p>22) Have transit agencies post crisis hotline and community outreach numbers and emergency shelter locations at key transit locations</p>

Substance Use

Timing: Immediate Accountability: Province	23) Depending on the jurisdiction, leverage established legal, enforcement and/or social support tools to prevent illicit drug use in transit stations, including diverting activity to alternate sites, if/where sanctioned
Timing: Medium Term Accountability: Province	24) Collaborate with provincial governments to create drug treatment programs

Mental Health

<p>Timing: Immediate</p> <p>Accountability: Transit Agency, Mental Health Providers</p>	<p>25) Explore partnerships with mental health service providers with outreach workers positioned within the transit system to assist transit staff</p>
<p>Timing: Immediate</p> <p>Accountability: Province</p>	<p>26) Request provincial governments develop an accelerated handoff initiative between police officers/special constables and health professionals for individuals apprehended with mental health concerns</p>
<p>Timing: Medium Term</p> <p>Accountability: Province</p>	<p>27) Provincial governments should provide transit agencies with dedicated mental health outreach case management services for individuals with repeated mental health concerns</p>

Next Steps

- Consult with ATU/Unifor/CUPE to identify areas of shared interest
- Media release and backgrounder

Contact

- Simon Minelli, Director Research, Technical Services and Industry Programs: Minelli@cutaactu.ca
- David Cooper, Principal, Leading Mobility Consulting: David@leadingmobility.com

Recent Investments in Transit Safety and Security

City Council has made a number of critical investments over the past several years to enhance transit safety and security. These investments have addressed important foundational elements by increasing security personnel, supporting vulnerable populations, and addressing technology and infrastructure gaps.

These investments include:

- Increasing the number of Transit Peace Officers.
- Establishing the Community Outreach Transit Teams (COTT).
- Introducing security guards in transit spaces as an additional layer of security personnel.
- Creating a three-year Transit Safety Director position to oversee implementation of the Transit Safety Plan.
- Implementing operator compartment shields on all buses to protect transit operators.
- Installing cameras on the full bus fleet.
- Creating a washroom attendant program.

Administration has also advanced several initiatives within existing resources.

These initiatives include:

- Developing artificial intelligence tools to assist with deployment.
- Adding a text option for Transit Watch.
- Advertising campaigns to inform riders of transit safety tools.
- Implementing drug poisoning prevention teams.
- Conducting a comprehensive review of bylaws related to public places.
- Increasing dispatching capacity.
- Expanding school outreach.
- Station announcements to create a family-friendly environment.

Several initiatives have been supported with funding from external sources, including a grant from the Government of Canada to renovate the 101 Street shelter to improve environmental design, and a grant from the Government of Alberta to support cleaning and related improvements to transit facilities.



Edmonton

Enhanced Transit Safety Plan

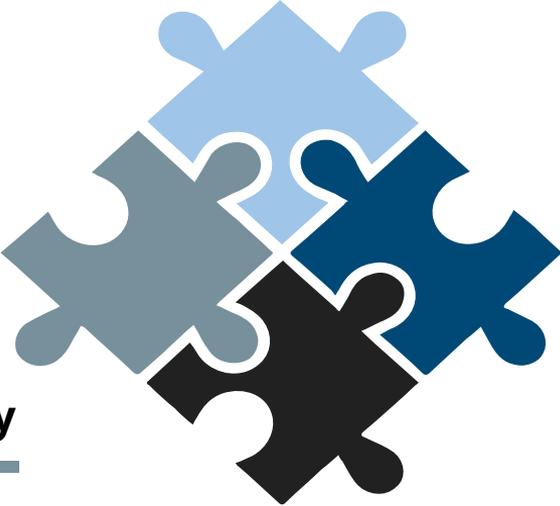
Logic Model Placemats

Enhanced Transit Safety Plan

Goal: Transit spaces are safe and support the well-being of all Edmontonians

Safety

Well-Being



Perception of Safety

Integration



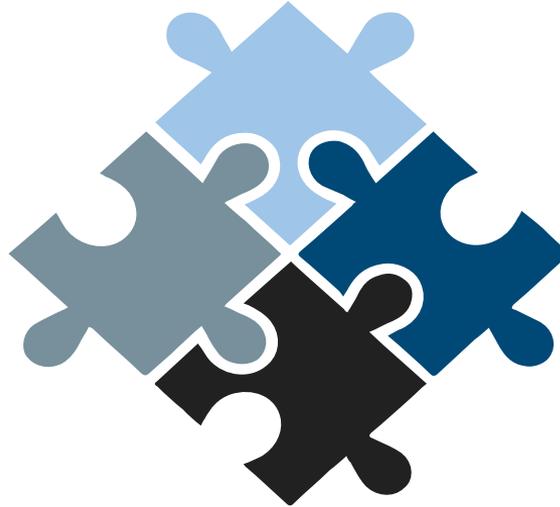
Long-Term Outcomes

Safety

All people are physically safe in transit spaces

Perception of Safety

Edmontonians perceive transit to be safe and are not deterred to use transit for safety reasons



Well-Being

Edmontonians are connected to culturally appropriate supports, reducing the use of transit spaces for non-travel purposes

Integration

Transit safety is strengthened through collaboration between City of Edmonton, Edmonton Police Service and Bent Arrow

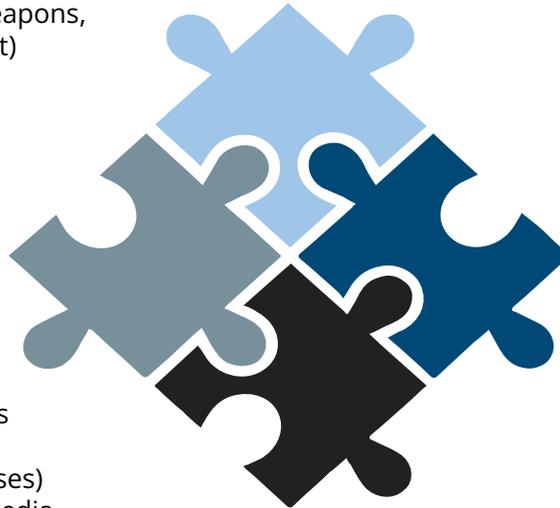
Key Measures

Safety

- Crime severity index
- Crime incidents
 - Violent incidents (weapons, assaults, harassment)
- Medical incidents

Perception of Safety

- Crime incidents
 - Non violent incidents (theft, vandalism, mischief, drug offenses)
- Surveys, media and social media



Well-Being

- Community outreach interactions and engagements
- Nightly transit lockup counts
- Number of physical transportations connected to an agency, service or resource
- Ethnographic research results

Integration

- Qualitative data (stories, anecdotal evidence)
 - How well we work together
 - Information sharing
- Number of TPO referrals to COTT
- Percentage of individuals reporting increase confidence in COTT, TPOs and other enforcement
- Media and social media (qualitative)

Safety

Long-Term Outcome

- All people are physically safe in transit spaces

Medium-Term Outcomes

- A sustained annual decrease in safety incidents in Edmonton transit spaces

Short-Term Outcomes

- Improved safety and security for public transit riders
- Reduced operator assaults
- Reduced criminal incidents on transit property
- Reduced mischief and disorder
- Employees working in transit and transit facilities feel safe at work because employee safety incidents have been reduced
- Appropriate enforcement of transit bylaws
- Reduction in calls for service

Key Activities

- Alignment of TPO schedules and facility tasks to ensure safe environment
- Proactive hotspot policing
- Problem solving initiatives
- Bystander Awareness Campaign
- Downtown Pedways Working Group
- Facility maintenance
- New complaint process for employees
- Artificial intelligence
- Addresses & wayfinding for pedways/tunnels
- Crime prevention through environmental design
- Mobile connectivity throughout transit spaces (PWG)

Measures

- Crime severity index
- Crime incidents
 - Violent incidents (weapons, assaults, harassment)
- Medical incidents

Perception of Safety

Long-Term Outcome

- Edmontonians perceive transit to be safe and are not deterred to use transit for safety reasons

Medium-Term Outcomes

- Transit riders perceive transit to be safe and are not deterred to use transit for safety reasons

Short-Term Outcomes

- Perception of safety is not a deterrent for increased ridership
- Vandalism at transit facilities and assets does not impact transit users perception of safety
- Transit facilities are clean and vibrant
- Transit users have safer commutes due to safety measures in transit spaces
- Transit users feel safe and secure throughout the transit system

Key Activities

- Transit facility animation and programming
- Increased presence of security guards
- Increased cleaning program
- Crime prevention through environmental design (CPTED) facility improvements
- Integrated communications plan
- Proactive hotspot policing

Measures

- Crime incidents
 - Non violent incidents (theft, vandalism, mischief, drug offenses)
- Surveys, media and social media

Well-Being

Long-Term Outcome

- Edmontonians are connected to culturally appropriate supports, reducing the use of transit spaces for non-travel purposes

Medium-Term Outcomes

- Transit supports the City's most vulnerable citizens by facilitating their access to the resources they need

Short-Term Outcomes

- Increased collaboration among social agencies, EPS and City administration to support public transit user safety
- Reduction in calls for service
- Transit spaces are animated and welcoming
- Bridge Edmontonians in need of shelter through COTT
- Reduction in crime in transit spaces due to social support interventions and enforcement

Key Activities

- Shelter shuttles
- Extreme weather response
- Claireview approach
- Southgate approach
- Facility animations

Measures

- Community outreach interactions and engagements
- Nightly transit lockup counts
- Number of physical transportations connected to an agency, service or resource
- Ethnographic research results

Integration

Long-Term Outcome

- Transit safety is strengthened through collaboration between City of Edmonton, EPS and Bent Arrow

Medium-Term Outcomes

- Sustained integrated deployment in transit spaces

Short-Term Outcomes

- Increased collaboration among social agencies, EPS and City Administration to support public transit user safety
- Sustained integrated deployment model
- Transit safety data is reliable and widely available
- Pedway management framework that clarifies ownership and agreement in this space
- Downtown pedway stakeholders understand the different actors authorities
- Increase in proactive information-sharing related to security incidents
- TPOs have increased awareness and understanding of COTT and its services

Key Activities

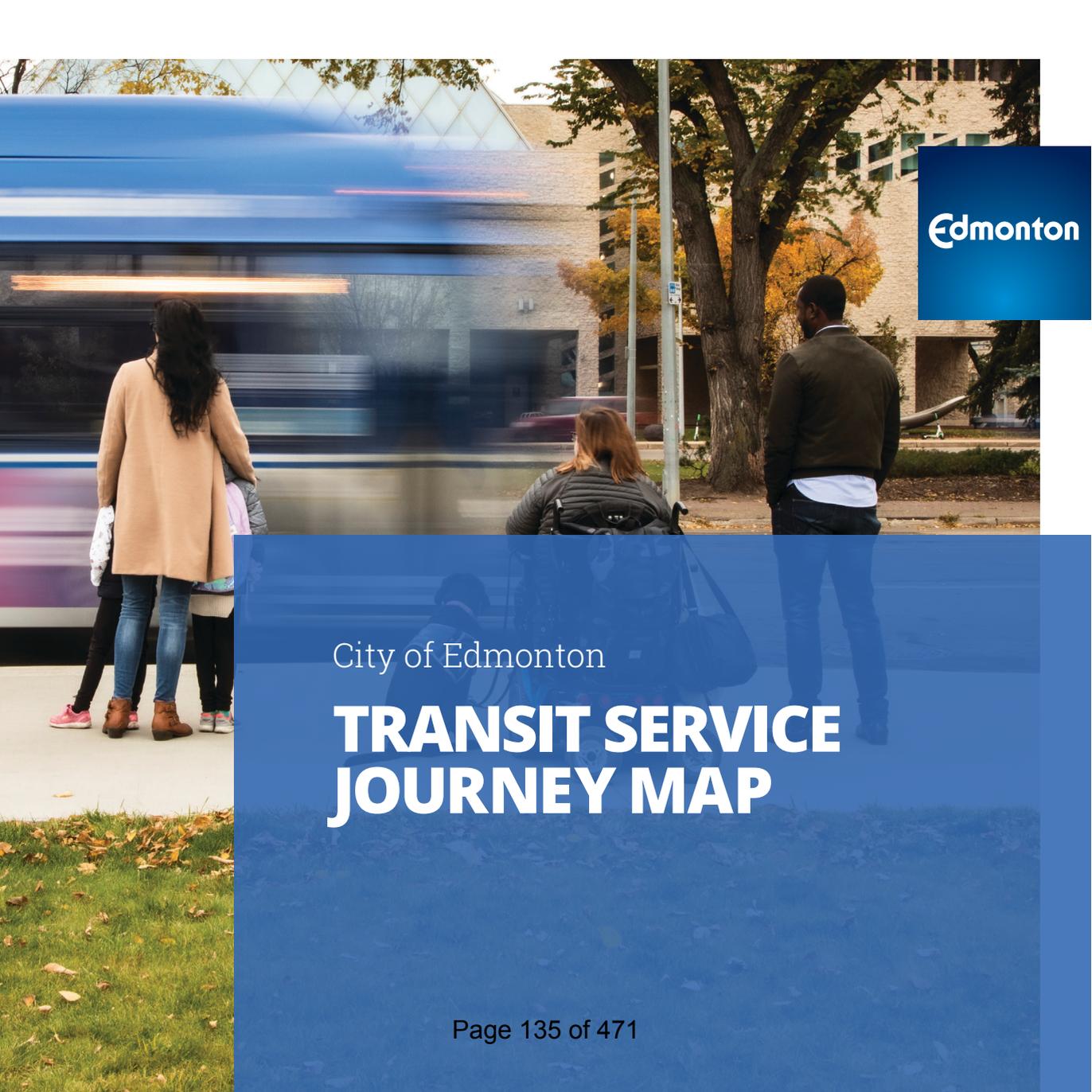
- Integrated dispatch / within COE
- Integrated call dispatch / COE, EPS, Crisis Diversion, Outreach and others
- Shared communication strategy / Comms, TST
- Development of MOU between Bent Arrow, EPS and COE
- Downtown Pedway Working Group (Feb. 2022)
- Southgate collaboration - mall, Malmo Community, EPS
- Transit safety data integration
- Collaboration with UofA, MacEwan, NAIT

Measures

- Qualitative data (stories, anecdotal evidence)
 - How well we work together
 - Information sharing
- Number of TPO referrals to COTT
- Percentage of individuals reporting increase confidence in COTT, TPOs and other enforcement
- Media and social media (qualitative)

The logo for the City of Edmonton, featuring the word "Edmonton" in white text on a blue rectangular background.

Edmonton

A photograph of a transit stop. A blurred blue and white transit vehicle is moving from left to right. Three people are waiting: a woman in a tan coat on the left, a person in a wheelchair in the center, and a man in a dark jacket on the right. The background shows a brick building and trees with autumn foliage.

City of Edmonton

TRANSIT SERVICE JOURNEY MAP

ABOUT THE TRANSIT SERVICE MAP

Edmonton Transit Service supports Edmontonians in their travel with our network of buses, LRT trains, as well as our paratransit service. The system supports approximately 87,000,000 rides each year in getting people where they need to go.

This visualization provides the City with an at-a-glance snapshot of the current state of transit service. This map will allow the City to understand residents who use transit, as well as their journeys, and will guide strategic decisions around where to focus improvement and innovation.

MAP ELEMENTS



JOURNEY MAP

This shows a high-level overview of the current experience with Edmont Transit Service. High and low points—as well as opportunities—are highlighted to note areas where there is a window to excel.



PERSONAS

Personas are representations of different residents who interact with Edmonton Transit Service. They indicate the specific goals, needs and activities which require support and understanding.

HOW TO USE THIS MAP



Understand

Read through each persona to deepen customer insight and follow the journey map for an understanding of the big picture. Considering persona needs, struggles and joy points helps foster a respectful workplace and supports delivery of excellent services safely.



Explore

Consider the customer journey and opportunities to improve their experience with your services. Think about possible ways to deliver excellent services, particularly ways that address multiple gaps at once. Prioritize solutions that impact multiple parts of the customer journey. Consider multiple solutions before selecting an option.



Create a Solution

Test possible solutions in each stage of the journey map, keeping in mind each persona's particular needs and emotions. Consider how your team will communicate and/or support this new change.

THE RESEARCH

This project is focused on helping understand users' needs and attitudes through a variety of research activities. Creating the personas and mapping their journeys provide a framework to excel in delivering satisfactory user-centric services.

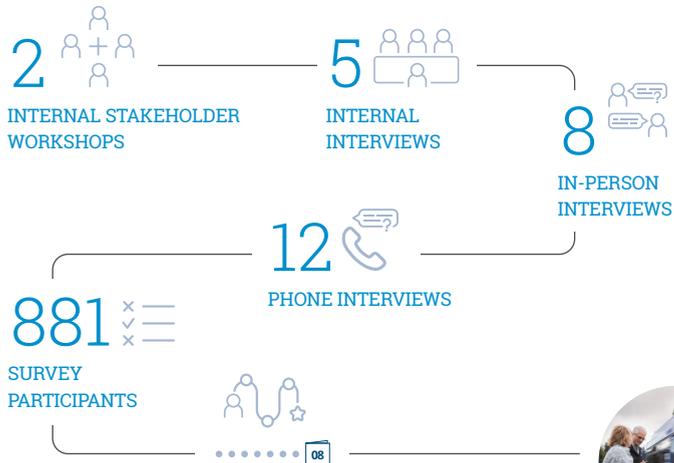
This research focused on bringing together the voices of users of Edmonton Transit Service, including internal and external research activities. The journey map illustrates the insights gained; highlighting key touchpoints, persona emotions and opportunities to improve services.



WHERE WE STARTED

"For City Operations, our key focus is on improving service delivery to meet the expectations of citizens and customers."

Gord Cebryk,
Deputy City Manager



TRANSIT SERVICE FUTURE

This map is part of a set of eight maps outlining Edmontonians' experience with City Operations, as part of a larger initiative across the City to become a user-centric organization.



Comfortable

Conventional Transit

ROUHEE

GOAL:

GET AROUND THE CITY WITH A MODE OF TRANSPORT THAT SUITS HER LIFESTYLE

Rouhee feels very comfortable when she's taking transit and is confident that if something goes wrong, she will be able to figure it out. While she isn't completely carefree on transit, she does find that she is happy with the system overall and is willing to explore new routes, provided they don't require a lot of transfers.

"I know I will arrive at my destination—you don't have to do anything except get on."

AWARENESS



Rouhee has been aware of public transit in the City for as long as she can remember, but discovered more about the service through use over time. She discovered ETS@Work only when she started working at a company that offers it.

EXPLORING



She learned more about transit online and through the experience of taking trips. Rouhee checked out the City of Edmonton website as well as other online resources like ETS Trip Planner and Google Maps. If offered, she applies to ETS@Work.

PLANNING



Rouhee uses a monthly pass or tickets, but spare change is a backup. Right before going to work, she'll check ETS Trip Planner to confirm times. For new destinations, she'll use Google Maps or ETS Trip Planner a few hours before leaving.

TRAVELLING



The majority of the time, Rouhee feels her transit trips run smoothly. She takes transit to and from work. While Rouhee wishes she could cut some time off her commute by biking to the stop and placing her bike on the bus rack, it becomes challenging given the restrictions during this time frame. For recreational trips, she might bring her bike. If Rouhee is on a new route, she'll follow directions and avoid certain areas of the City. If there are transit issues, she'll reroute using her smartphone or call 311.

FOLLOW-UP



Rouhee usually only reports safety concerns or major events to the driver or 311. She expects to hear back, but doesn't in some situations. For minor issues, she tends to just talk to friends and family about it.

OF THE ROUHEEs SURVEYED...

36%



Found Navigating a Detour a Positive Experience

44%



Are Stressed or Very Stressed by Unexpected Changes, Delays or Missed Rides

10%



Feel Uneasy When Taking a New Route Alone

53%



Hear Back From the City When They Follow Up



KIM

Conventional Transit

“I have felt unsafe on the LRT, and many LRT stops in the downtown area make me uneasy.”

GOAL:

HAVE A SMOOTH RIDE WITH EDMONTON TRANSIT SERVICE

Kim finds conventional transit intimidating, whether he rides it every day or rarely. He's worried that he will get lost or not know what to do if something goes wrong. In addition to his anxiety of being stranded, he is also concerned for his personal safety while riding transit, so he avoids travelling at night as well as to areas he considers unsafe.

AWARENESS



Kim has been aware of public transit in the City for as long as he can remember. He found out about Edmonton's different subsidized fare programs later in life.

EXPLORING



He found that it wasn't particularly easy to figure out how to use the system. Kim used the City of Edmonton website, as well as Google, to find more information. He applied to any fare programs for which he was qualified.

PLANNING



Kim mostly uses a monthly pass or tickets, but rarely cash. He plans trips the day before with the ETS Trip Planner or Google Maps, whether he's commuting to work or meeting friends.

TRAVELLING



He's a little nervous that something might happen that he's not prepared to handle. Due to safety concerns, Kim likes to take his trips during the day, avoiding certain areas. He will typically walk to transit for all his trips, whether it's his daily commute or for a special event. If anything goes wrong with his trip, Kim will often walk further distances to get to his destination. If it's a nice day, he might take transit into work, but choose to walk home.

FOLLOW-UP



Kim will sometimes report issues to the driver or 311. These issues will include safety concerns as well as other concerns he might have.

OF THE KIMs SURVEYED...

19%



Found Navigating a Detour a Positive Experience

71%



Are Stressed or Very Stressed by Unexpected Changes, Delays or Missed Rides

41%



Feel Uneasy When Taking a New Route Alone

37%



Hear Back From the City When They Follow Up



SUSIE

DATS and Conventional

GOAL:

NAVIGATE THE TRANSIT SYSTEM SMOOTHLY TO ALLOW FOR TRAVEL AROUND THE CITY

Susie takes conventional transit as well as DATS. She is grateful for DATS when conventional transit is not an option for her, such as the winter months or for trips with multiple transfers. She can feel limited by DATS, but she has taken steps to learn the system. Susie tends to find conventional transit intimidating. She worries about getting lost or not being able to board a bus or train. In addition, she is concerned for her personal safety, so she avoids travelling at night or in areas that she considers unsafe.

“People can’t see you’re disabled from behind—they can’t see your cane. They push you.”

AWARENESS

Susie was aware that the City of Edmonton has public transit but she recently found out about the DATS service. She would have used it sooner if she had known it was an option.

EXPLORING

Susie finds conventional transit challenging to learn. She receives basic information from her doctor about DATS and how she can apply. She contacts the DATS Client Service Centre for guidance before applying to the program herself. She receives assistance with the medical forms and waits for the DATS application to be processed.

PLANNING

For routine DATS trips, Susie sets up a subscription. For other trips, she will call three days in advance and wait on hold until she can reach a representative. It can be challenging to reserve her desired time slot due to limited availability, booking hours, long hold times and a lack of online resources. She is typically unsuccessful with same-day booking attempts.

TRAVELLING

Susie will take conventional transit trips when the timing, destinations or flexibility of service support her needs. Conventional transit trips can be nerve-racking for Susie as she is concerned about safety and accessibility. When taking DATS trips, Susie gets ready for her 30 minute pick-up window, boards the bus and waits for her stop. To prepare for her return trip, she finds an area to sit until her ride arrives. If her ride is late, Susie becomes anxious and will reach out to DATS. She is unaware that she can track her pick-up and struggles at times with the baggage restrictions.

FOLLOW-UP

Susie considers which issues to report and which to let go. She typically won't report issues she feels will be ignored. Susie calls DATS and leaves a message to report a concern and on occasion will follow-up to highlight an outstanding service experience. Usually, she receives a response about issues she's reported in.

Edmonton Transit Service is an integral part of City operations. Let's take a look at how ETS supports the customer journey and consider ways to build upon these successes.

TRANSIT TRIUMPHS

RELIABLE

ETS supports residents all over the City, providing efficient service they can count on while also keeping them up-to-date with the latest transit information, including routes, service interruptions and guidelines.



Building on the success of the ETS trip planning tools and providing additional information at vital touchpoints in the journey, will help riders make educated route choices.

SAFE

ETS works tirelessly to provide safe and inclusive spaces for transit users. Both transit representatives and drivers are important stewards in the process, providing essential information, support and reassurance.



Further efforts can be put towards providing riders with an understanding of how ETS manages safety incidents as well as providing clear channels to follow up on issues.

CONVENIENT

Transit is a crucial part of a connected City network, providing essential links between neighbourhoods and contributing to the City's vital growth and urban development.



Working to support multi-modal travel with bike networks, Park & Ride facilities and increased accessibility, helps further ETS' reach as a sustainable and integrated City service.



MAKING IT SIMPLE

Transit systems are complex. Supporting residents in their navigation of the system helps promote confidence while using transit. Providing updates and clear directions that account for riders with

a range of abilities allows them to make educated route choices.

Look for this icon in the Pain Points to find places to simplify the experience

IMPROVING COMFORT

Providing a place where residents feel safe and comfortable, both physically and mentally, is essential in providing outstanding service. Dirty locations, harassment, and accessibility obstacles increase stress. A welcoming space

that provides materials to empower riders will reduce worry and encourage residents to use this valuable service with confidence.

Look for these icons in the Pain Points to find places to improve comfort and access

RESIDENT SATISFACTION

75% "satisfied" or "very satisfied" by the service provided.

PHASES

OPPORTUNITIES

EMOTIONS

- Rouhee**
Get around the City with a mode of transport that suits her lifestyle.
- Kim**
Have a smooth ride with Edmonton Transit Service.
- Susie**
Have a smooth ride with Edmonton Transit Service.

JOY POINTS

PAIN POINTS

- SIMPLICITY**
Materials, signage, or messaging is unclear to residents.
- COMFORT**
The environment is unwelcoming to residents.
- ACCESS**
Obstacles that prevent different kinds of riders from using the system.

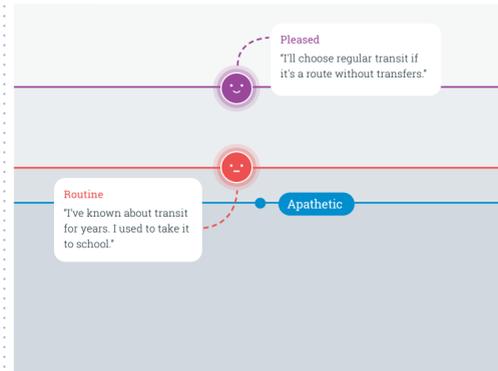
LEGEND

- Information
- Time
- Communication
- Spaces
- Routes
- People

AWARENESS

Develop awareness

Make residents aware of all the different services they can benefit from.



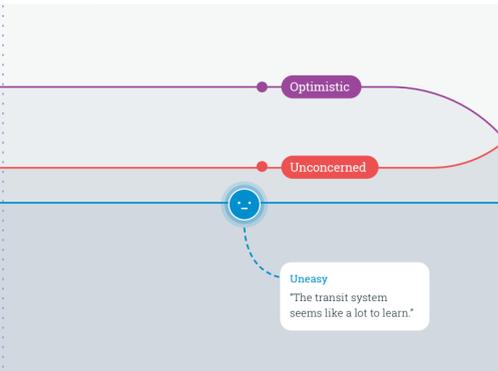
ETS@Work is seen as a great work perk.

- Not knowing about different services offered by ETS.

EXPLORING

Set them up for success

Provide simple materials so residents can learn the system before their first ride as well as during it.

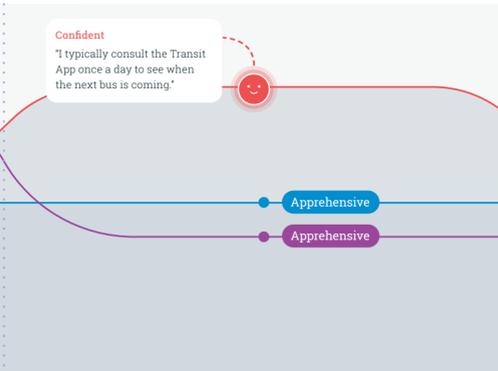


- Not sure what they should know to be successful.
- Unclear where to go to get a basic introduction to the system.

PLANNING

Lend a hand

Give residents all the knowledge they need to reach their destinations easily and with confidence.



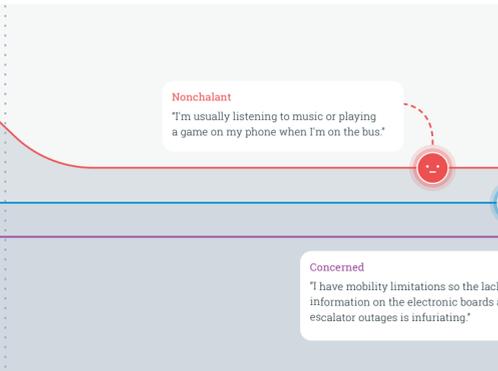
Timely updates provide riders with key information when they need it the most.

- Not sure what payment options are.
- Not sure where to get tickets.
- Trip planning tools don't account for construction and closures.
- Transit not available at the time needed.
- Number of transfers can prevent people from taking transit.

TRAVELLING

Reassure them

Create a simple, comfortable environment from the moment a customer shows up to the moment they leave.



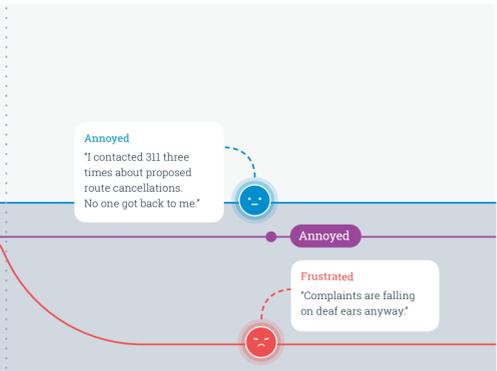
Driver provided helpful or needed guidance with directions or routes.

- Text updates are not in real time.
- Route lists not restocked on the bus.
- Worried about new routes and getting lost.
- Unable to get real-time information without smartphone data.
- Hard to secure strollers or mobility aids while on transit.
- Wait areas at transit centres don't always give a good view of incoming buses.
- Feel unsafe when using transit, particularly at night.
- Uncomfortable environment (i.e. dirty plastic seats, bad smells, people smoking near bus shelters, bus windows open in the winter).
- Not enough space in the priority seating area or on the bus.
- Can't find elevators or proper exits at the stations.
- Some bus lines near transit centres do not go through the transit centre.

FOLLOW-UP

Communication is key

Provide clear responses to make residents feel heard and show you value their feedback.



Issue was addressed and rider never experienced the same problem again.

- Not hearing back on what is happening to correct the issue.
- Expecting to get more resolution information and follow-up from the City after flagging an issue.



Edmonton

Monthly Verbal Update on the Transit Safety Plan and the Downtown Core

Item 7.1 & 7.2
July 4, 2023, City Council

Outline

- Updates and Context
 - Downtown Vibrancy
 - Chinatown
 - Healthy Streets Operations Centre (HSOC)
 - Emergency Shelter Use and Encampments
- Transit Questions from June 14, 2023 Council Meeting
- Transit Safety
 - Safety
 - Perception of Safety
 - Wellbeing
 - Integration
- What To Expect at the Next Monthly Verbal Update

Updates and Context: Downtown Vibrancy

- Funding to support projects led by businesses and organizations
 - Downtown Vibrancy Fund & Meet Me Downtown Grant
 - Downtown Vibrancy Fund: 13 applications
 - Meet Me Downtown: 36 applications
- Funding to support safety-focused projects
 - Overdose Prevention and Response Team funding extended to end of year
 - Drug poisoning prevention and response in transit system, downtown pedway system, and surrounding streets
- City-led projects to support a safe and welcoming environment
 - Meet Me Downtown
 - Clean City Initiative
 - Lighting

Updates and Context: Chinatown

- Update on Chinatown Security Funding (private security), either continued or transition back to EPS/bylaw (HSOC) for primary complaints handling.
- The decision to grant a development permit to the proposed Boyle Street Community Hub recently upheld at a meeting of the Subdivision and Development Appeal Board (SDAB).
- Revalidation of the Chinatown strategy work is nearing completion.
- Engagement on the \$10.1 million (as approved in 2023-2026 Capital Budget) supplement to neighbourhood renewal to begin over the summer.
- 70 per cent of the funds from the \$1 Million Chinatown Recovery Fund have been distributed.
- Relationships between Chinatown stakeholders are fraying and this is creating some risks to efficient delivery of services.

Updates and Context: Healthy Streets Operations Centre (HSOC)

- Media event held on June 22 at Healthy Streets Operations Centre building.
- Memorandum of Understanding is in final stages of review and approval.
- Positive Outcomes to date:
 - Average total crime severity in the healthy streets boundaries decreased from 114.7 in November 2022 to 85.8 in March 2023.
 - Onsite paramedics assessed 170 individual patients, thereby redirecting 113 ambulance trips.
- Peace Officers are fully staffed.
- Community Safety Liaisons (CSLs) and Fire Rescue are now integrated into the Community Safety Teams.

Updates and Context: Emergency Shelter Use

- Emergency shelters are regularly at capacity or near capacity despite the warmer weather: 1,317 individuals unhoused or in shelters (~624 use shelters; ~693 sleeping rough)
- The Government of Alberta has committed funding for additional emergency shelter spaces for winter 2023/24, supplementing the 627 permanent shelter spaces.
 - Will result in approximately 1,200 funded shelter spaces for winter 2023/24.
- City of Edmonton providing funding support to the Al Rashid Mosque for an additional 50 shelter spaces during extreme weather activations.
- Administration not anticipating that any additional options from the Indigenous-Led Shelter will be ready to implement for winter 2023/24.

Updates and Context: Encampments

- The 5,090 encampment complaints registered in 2023 represent a 61% increase from this time last year. McCauley, Downtown and Boyle Street are in the top five neighbourhoods for complaint volume.
- Prompt reoccupation of locations cleared of encampments continues to be a challenge in the downtown core.
- Extreme weather activations and adequate resourcing have also slowed response efforts.

Questions from June 14, 2023 Council Meeting

Transit Safety - Total Investments Over the Last Five Years (All Orders of Government)

Government of Canada	<ul style="list-style-type: none">• \$375,000 grant to renovate 101 Street transit shelter
Government of Alberta	<ul style="list-style-type: none">• \$5 million one-year grant for transit cleaning and safety• 50 police officers (Edmonton Police Service) dedicated to transit safety
City of Edmonton	<ul style="list-style-type: none">• \$14.1 million, ongoing, including: increasing the number of TPOs and ETS Control Centre staff; adding COTT and security guards; delivering continuous Transit Operator training• \$3.9 million, one-time for three years, for the Enhanced Transit Safety Plan• \$12.8 million capital for operator shields and CCTV cameras on conventional bus fleet

Questions from June 14, 2023 Council Meeting

Transit Safety - Overall Calls for Service

Time Period: June 1 - 21, 2023	
Top Three Source of Calls	Emergency Blue Phones: 36, 7% Transit Watch: 131, 25% Security Guards: 359, 68%
Ridership	3,048,199
Total Non-criminal Incidents	1,244

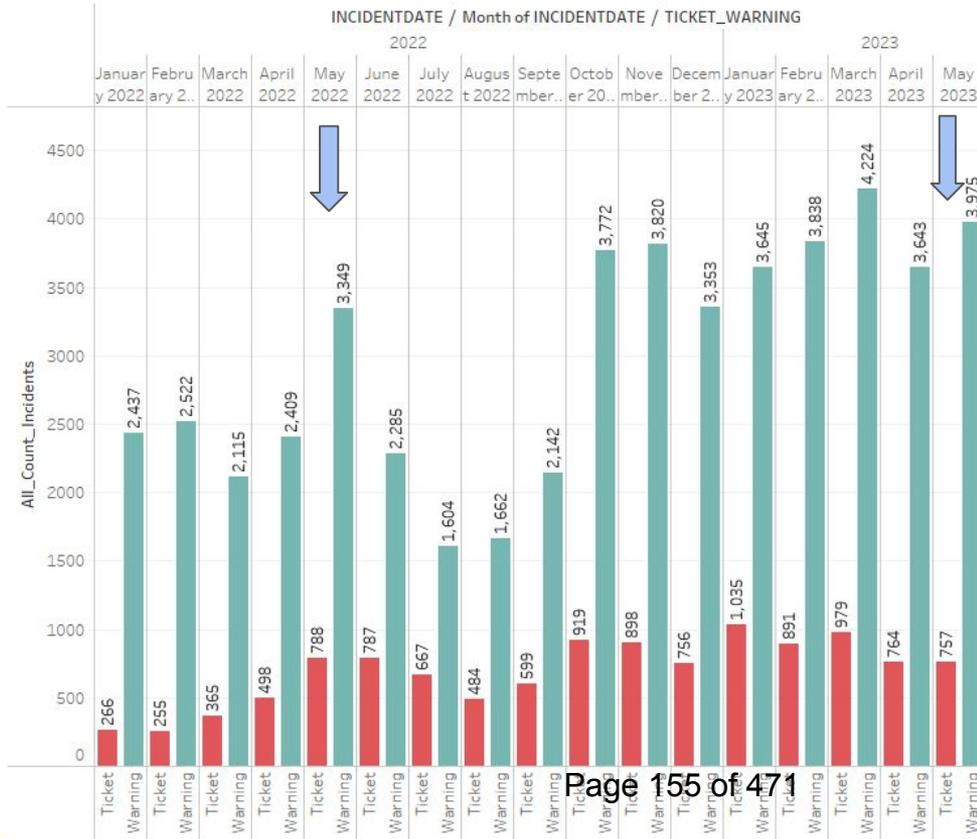
Questions from June 14, 2023 Council Meeting

Non-criminal incidents by station

Time Period: June 1 - 21, 2023	
Security Incidents (non-criminal)	Stations *Top 10 busiest stations
0	Davies, Heritage Valley, McKernan/Belgravia
1 - 10	Abbottsfield, Capilano, Castledowns, Health Sciences*, Leger, Lewis Farms, Meadows, NAIT, South Campus, Westmount
11 - 25	Corona*, Eaux Claires, Jasper Place, MacEwan, Mill Woods, Stadium, West Edmonton Mall*, Government Centre
26 - 50	Bay, Century Park*, Clareview*, Kingsway, Northgate, University*
51+	Belvedere, Churchill*, Coliseum*, Southgate*, Central

Questions from June 14, 2023 Council Meeting

Transit Safety - Ticketing and Warning Data (System-wide)

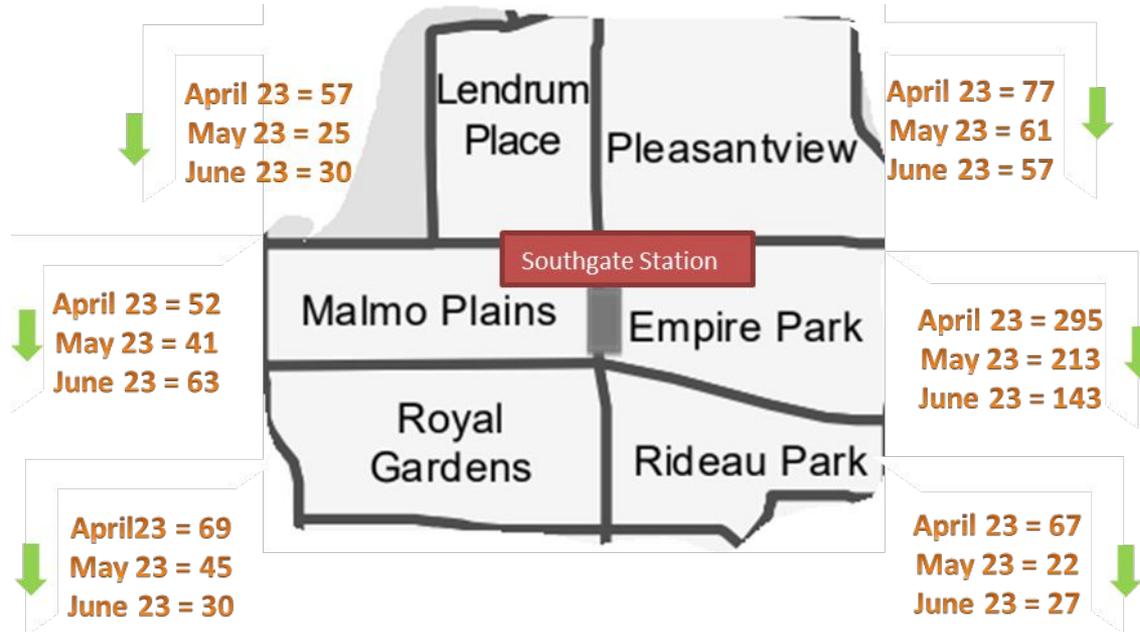


Observation
 Comparing May 2022 to May 2023, there is an increase in the number of warnings issued and reduction in tickets issued



Questions from June 14, 2023 Council Meeting

Southgate LRT Station Neighbouring Community Calls*



Questions from June 14, 2023 Council Meeting

Service Time and Frequency Distribution of Non-criminal Incident Calls (Southgate 2023)

Service Time	April 2022	April 2023		May 2022	May 2023	
Owl Peak	7%	3%	↓	9%	3%	↓
AM Peak	18%	9%	↓	23%	21%	↓
Midday Peak	16%	13%	↓	17%	13%	↓
PM Peak	29%	25%	↓	15%	22%	↑
Evening Peak	18%	34%	↑	24%	29%	↑
Late Night Peak	11%	17%	↑	11%	12%	↑
Total	100%	100%		100%	100%	

Observation

Comparing April 2022 to April 2023, there is a decrease in the number of calls received in the Owl, AM, Evening and Midday Peak.

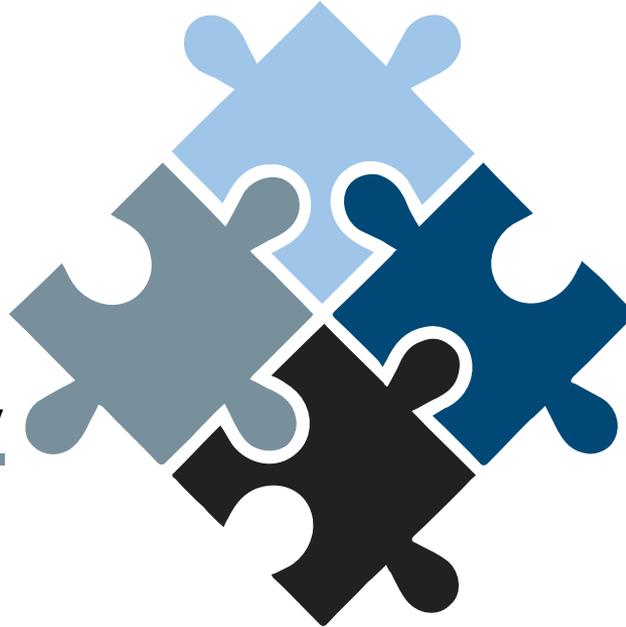
Enhanced Transit Safety Plan

Safety

All people are physically safe in transit spaces

Perception of Safety

Edmontonians perceive transit to be safe and are not deterred to use transit for safety reasons



Well-Being

Edmontonians are connected to culturally appropriate supports, reducing the use of transit spaces for non-travel purposes

Integration

Transit safety is strengthened through collaboration between City of Edmonton, Edmonton Police Service and Bent Arrow

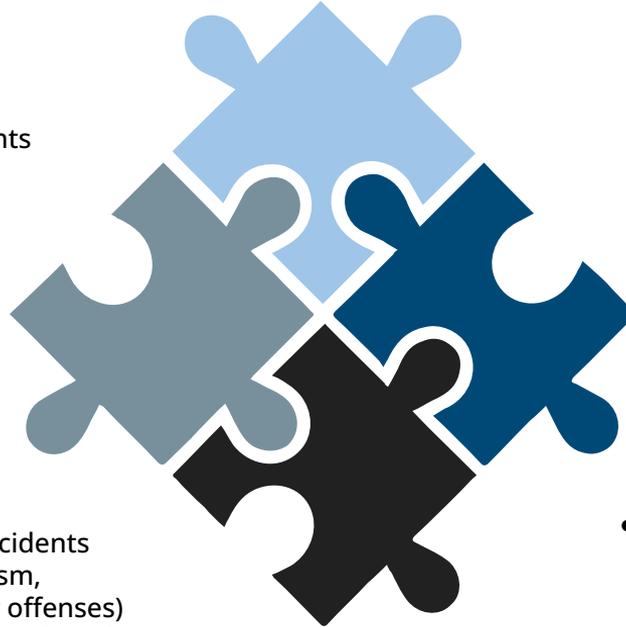
Transit Safety - Key Measures

Safety

- Crime severity index
- Crime incidents
 - Violent incidents (weapons, assaults, harassment)
- Medical incidents

Perception of Safety

- Crime incidents
 - Non violent incidents (theft, vandalism, mischief, drug offenses)
- Surveys, media and social media



Well-being

- Community outreach interactions and engagements
- Nightly transit lockup counts
- Number of physical transportations connected to an agency, service or resource
- Ethnographic research results

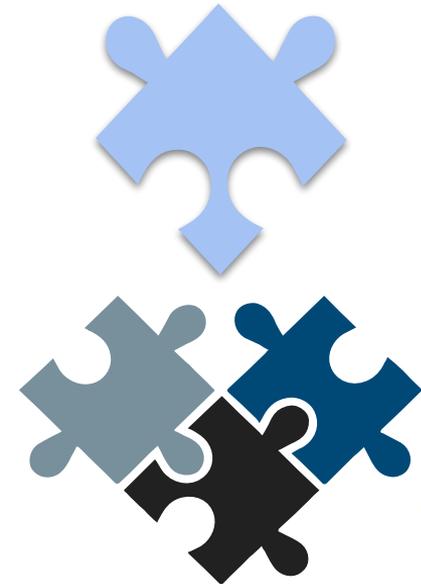
Integration

- Qualitative data (stories, anecdotal evidence)
 - How well we work together
 - Information sharing
- Number of TPO referrals to COTT
- Percentage of individuals reporting increase confidence in COTT, TPOs and other enforcement
- Media and social media (qualitative)

Transit Safety - Safety Data at Century Park LRT Station*

Safety

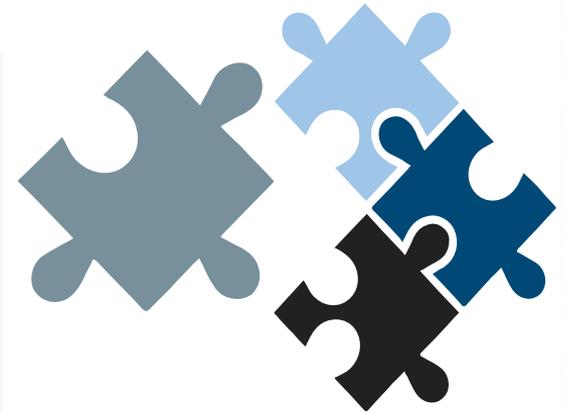
Measure	May 2022	May 2023	Source
Violent incidents (Assaults, Weapons, Harassment, Threats)	5	3	EPS
Medical Incidents	1	2	ETS
Crime Severity Index	In Development		EPS



Transit Safety - Perception of Safety Data at Century Park LRT Station*

Perception of Safety

Measure	May 2022	May 2023	Source
Non-Violent (Arrest, Breach, Bylaw, Disturbance, Drugs, Mischief)	18	26	EPS
Vandalism (average)	\$443	\$1,151	ETS
TPO Calls for Service	41	31	ETS

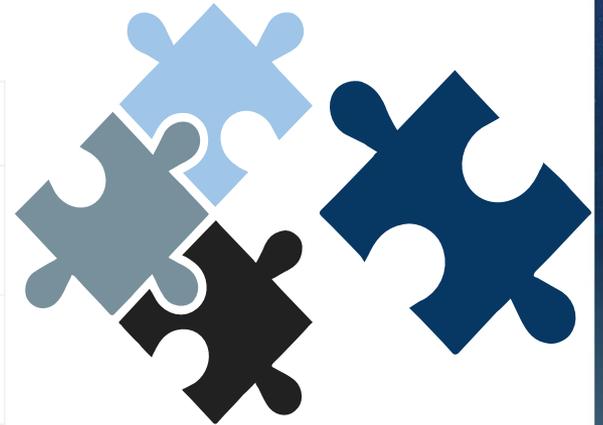


Edmonton

Transit Safety - Well-being Data at Century Park LRT Station*

Well-being

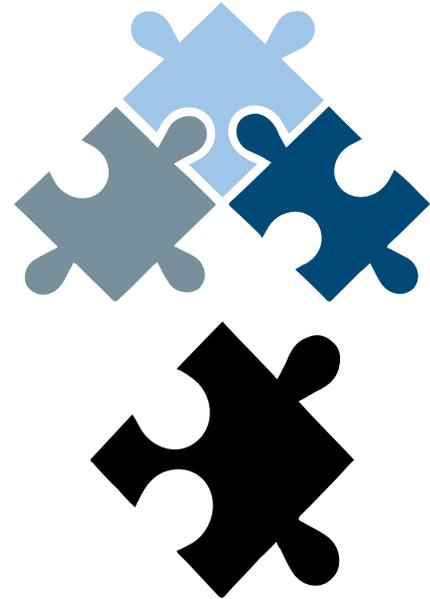
Measure	May 2022	May 2023	Source
Outreach Interactions	17	24	Bent Arrow
Outreach Engagements	N/A	6	Bent Arrow
COTT Booth Engagements	N/A	48	CSN



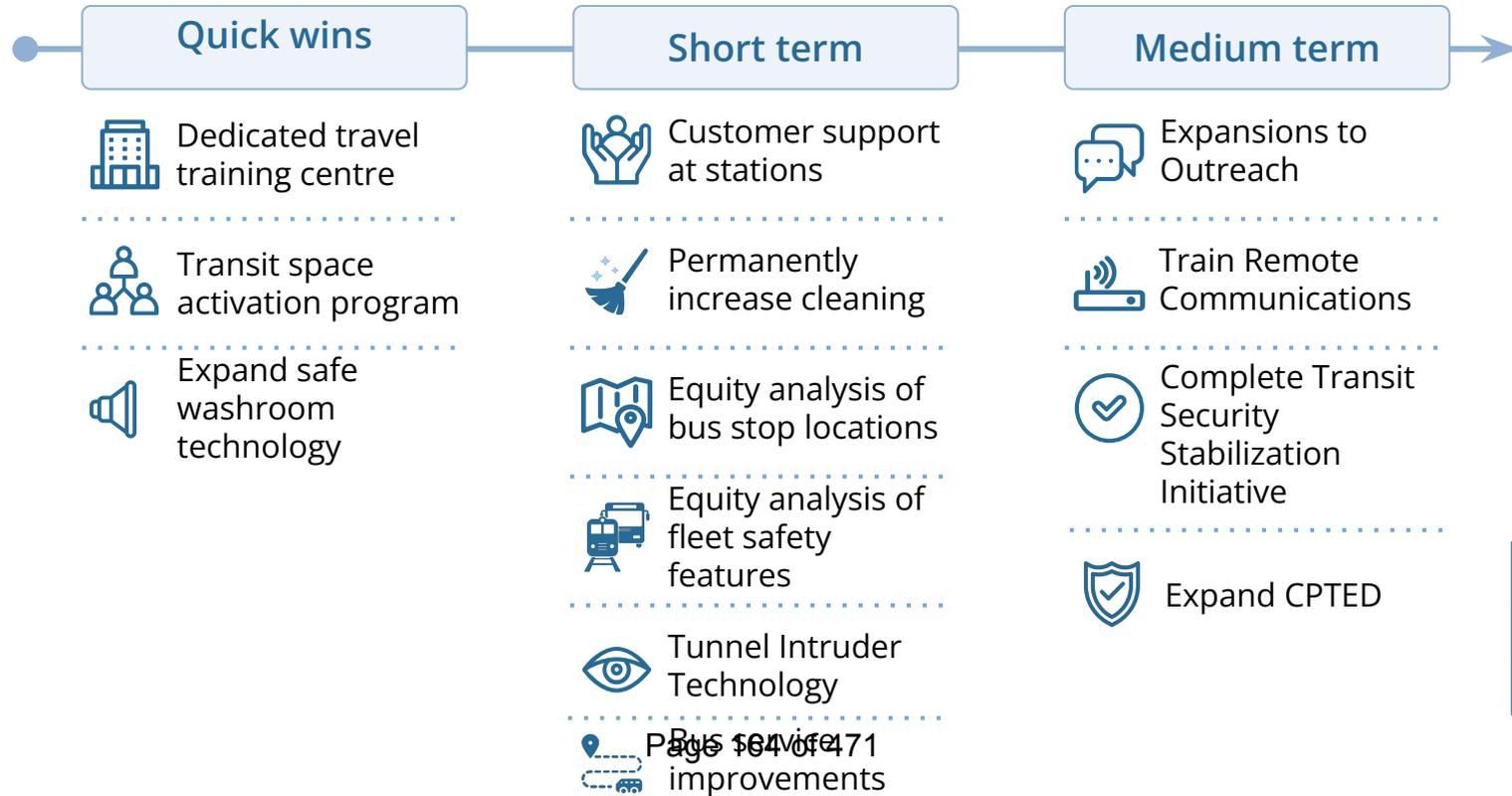
Edmonton

Transit Safety - Integration

- Integration data is under development
- Integrated Call and Evaluation (ICE) Dispatch will help parties work more efficiently
- TRACS teams (EPS) in place
- Repeat offenders
- Formalizing the Data and Analytics Joint Working Group



Transit Safety - Opportunities to Further Enhance Transit Safety



What To Expect at the Next Monthly Verbal Update

- Enhanced Transit Safety Work Plan (Gantt Chart)
- Update on the 2023/24 winter response
 - Expected challenges and requirements as we approach winter
- New measures
- Update on the integration of Valley Line into Enhanced Transit Safety

Thank you. Questions?

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

RECOMMENDATION

That the July 4, 2023, Community Services report CS01919, be received for information.

Requested Council Action	Information Only		
ConnectEdmonton's Guiding Principle	ConnectEdmonton Strategic Goals		
CONNECTED	Healthy City		
City Plan Values	BELONG. LIVE. THRIVE. ACCESS.		
City Plan Big City Move(s)	Inclusive and compassionate	Relationship to Council's Strategic Priorities	Community safety and well-being
Corporate Business Plan	Transforming for the future		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> • Community Safety and Well-Being Strategy • Corporate Homelessness Plan • Enhanced Transit Safety Plan • Indigenous Framework • Missing and Murdered Indigenous Women and Girls (2SLGBTQIA+) Action Plan • Anti-Racism Strategy • Truth and Reconciliation Municipal Response Plan • Corporate Accessibility Plan 		
Related Council Discussions	<ul style="list-style-type: none"> • OCM00991, Community Safety and Well-Being Strategy, City Council, May 24, 2022 		

Executive Summary

- The Community Safety and Well-Being Strategy (the Strategy) is a transformative and citywide roadmap to ensure each person who makes Edmonton home feels a sense of purpose, safety and stability. The Strategy is rooted in reconciliation, anti-racism and equity, and is broad and

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

holistic in nature, recognizing that dimensions of safety and well-being are interconnected and intersectional.

- Implementing the Strategy must balance the needs for immediate responses to safety and well-being concerns, and the longer-term strategy of investing in root cause, prevention-focused interventions. Ultimately, this will result in improved community resilience and long-term, sustainable safety and well-being (Attachments 1 and 2).
- Since the Strategy was approved, implementation milestones include:
 - Forming a Community Collaboration Model.
 - Refining of short and medium term outcomes (Attachment 3).
 - Implementing Community Safety and Well-Being investments (Attachment 4).
 - Releasing Phase 1 of a public dashboard and ongoing development of an Evaluation Framework.
 - Identifying upcoming milestones (Attachment 6).

REPORT

Community Safety and Well-Being Strategy Vision

The Community Safety and Well-Being Strategy was approved by Council on May 24, 2022 as a transformative and city-wide roadmap. The Strategy advances The City Plan Big City Move of Inclusive and Compassionate. Rooted in reconciliation, anti-racism and equity, the Strategy balances the need to address immediate concerns of community safety and well-being today with a root cause, long-term, prevention-focused approach across seven interconnected pillars of action.

Implementing the Strategy involves multiple partners, including the City of Edmonton, community organizations, businesses and others. Together, these organizations work to achieve outcomes that improve social inclusion, connection and belonging, and address complex, systemic social challenges, such as houselessness, safety and racism.

Defining Safety and Well-Being

The Strategy recognizes that safety and well-being are based on individual experience. The Strategy defines safety and well-being through an equity-based approach to recognize and include a diverse range of perspectives and experiences.

Safety is defined by three core dimensions:

- Cultural safety is the feeling of all people feeling respected and safe when they interact with systems. Culturally safe services are free of racism and discrimination. People are supported to draw strengths from their identity, culture and community.¹
- Physical safety is the absence of physical injury or harm.
- Social and psychological safety is the sense of feeling safe with other people. A socially safe setting is one in which people feel secure and free to be themselves.

¹indigenoushealthnh.ca/cultural-safety

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

Well-being includes social inclusion, purpose, connection and belonging in relation to self, land and culture as described in the City's Well-Being Framework.² Well-being also includes Social Determinants of Health³ such as education, income and access to health services.

Evidence^{4 5 6 7} demonstrates that particular communities, such as racialized communities, Indigenous Peoples, houseless Edmontonians and 2SLGBTQIA+ communities, face increased rates of safety concerns and barriers to their well-being including harassment, systemic barriers, victimization, inequitable access to basic needs and social exclusion.

Strategy Components

The Strategy is comprised of four key elements:

- Strategic Direction
- Community Collaboration
- Action and Investments
- Evaluation, Reporting and Continuous Improvement

Strategic Direction

The Strategy advances The City Plan guiding values, outcomes and Big City Move of Inclusive and Compassionate. Inclusive and Compassionate focuses on human-centred design where people of all ages, backgrounds and abilities can thrive. It is where the Indigenous roots of the Edmonton region are celebrated and where newcomers feel welcome and at home. By focusing on building a community that emphasizes inclusivity and compassion, the City of Edmonton and Edmontonians will reduce poverty, provide attainable and affordable housing and eliminate homelessness.

The Strategy's strategic goals are described through guiding principles, pillars, and outcomes:

- Guiding Principles articulate the City's overall values and commitment to being data-informed, equity-based, person-centered, trauma-informed, and community-driven.
- Pillars represent the essential elements for success:
 - Anti-Racism
 - Reconciliation
 - Pathways in and out of Poverty
 - Equitable Policies, Procedures, Standards and Guidelines
 - Well-Being
 - Crime Prevention and Crisis Intervention

² urbanwellnessedmonton.com/soulful-city

³ canada.ca/en/public-health/services/health-promotion/population-health/what-determines-health.html

⁴ canada.ca/en/employment-social-development/programs/poverty-reduction/national-advisory-council/reports/2022-annual.html

⁵ 150.statcan.gc.ca/n1/pub/85-002-x/2020001/article/00009-eng.htm

⁶ 150.statcan.gc.ca/n1/daily-quotidien/230322/dq230322a-eng.htm

⁷ homelesshub.ca/about-homelessness/legal-justice-issues/trauma-and-victimization

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

- Safe and Inclusive Spaces.
- Outcomes set direction and identify the City's strategic goals over the short-, medium- and long-term. During Q1 and Q2 2023, outcomes from the May 24, 2022 Office of the City Manager report OCM00991 Community Safety and Well-Being Strategy were refined (see Attachment 2) to ensure they are:
 - Clear and understandable
 - Focused on areas within City influence
 - Measurable

Community Collaboration

The Strategy spans areas of individual, community, municipal, provincial, and federal responsibility, emphasizing the critical need for collaboration, integration and coordination. The Community Collaboration Model is the mechanism by which the City is working with community partners, businesses, communities and leaders to implement the Strategy over the coming years and identify shared goals, priorities, and opportunities, and achieve collective impact.

The Community Collaboration Model is made up of action-focused, collaborative teams called "constellations". These teams address priority issues related to the Strategy's pillars, outcomes, social systems, sectors or existing multi-sectoral partnership tables. The model plans to leverage the expertise and resources of both existing and emergent constellations to achieve the Strategy's goals.

Formation of the Community Collaboration Model is underway with community partners focused on mapping existing constellations, identifying governance components of the model and identifying opportunity areas for the investment of remaining Community and Safety Well-Being funds.

- The approach is intended to leverage existing community resources, partnerships and initiatives to drive outcomes.
- Opportunities to include lived and living experiences will continue to be explored and incorporated into the model.
- The City will act as a convener and support to bring together and leverage community expertise, wisdom and ideas through various constellations.
- As the Strategy continues to advance, additional collaboration with businesses, post-secondary institutions, and other orders of government and broader community partners will occur.

Action and Investments

In 2021, \$21.9 million was allocated from the Community Safety and Well-Being funds held in Financial Strategies (Community Safety and Well-Being Fund) for Community Safety and Well-Being initiatives, with \$5.5 million in 2021 and an additional \$16.4 million in 2022, with the intention to fund programs and initiatives focused on prevention and root causes.

The following chart outlines the impact of 2022 Community Safety and Well-Being funding.

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

Pillar	Example Action	Example Impact of 2022 Funding
Anti-Racism, Reconciliation, Well-Being, Safe and Inclusive Spaces, Pathways in and out of Poverty, Crime Prevention and Crisis Intervention	Community Grants	\$1.59 million was awarded to diverse community organizations including the Youth Empowerment and Support Services (YESS), which received funding to expand the NEXUS 24/7 Sleep Shelter. In addition to more spaces, a new approach and resources have enabled increased staff understanding about skills and capacities a youth arrives with, to build on those skills and customize work with youth in a trauma-informed manner. An additional \$500,000 for community-based grants will be awarded on an annual basis from 2023-26.
Anti-Racism, Safe and Inclusive Spaces	Anti-Racism Grants	\$1.17 million in grants were awarded to support local initiatives and activities that promote anti-racism approaches to community safety within four areas: community justice, mental health, employment, and social participation. Grants supported programs such as the African Canadian Civic Engagement Council's 'Women and Gender Based Violence Prevention Program', Edmonton Mennonite Centre for Newcomers' Rainbow Home: Addressing Racism and Homophobia to Create a Safe and Welcoming Edmonton for LGBTQ+ Newcomers and Edmonton Federation of Community Leagues' Creating Intercultural/Anti-Racism Dialogues in Edmonton Community Leagues project. \$1.2 million in additional funding for community-based organizations will be awarded on an annual basis from 2023-26.
Reconciliation	Truth and Reconciliation Municipal Response Plan	2022 funding supported a variety of actions including a Residential School Monument, the Grandin Government Centre Renaming, a fire pit at City Hall, Indigenous Framework Implementation for City of Edmonton departments, Indigenous Framework Annual Gathering, National Day for Truth and Reconciliation and \$500,000 Event and Community Sponsorships (including Alberta Indigenous Games).
Well-Being	Living Hope and the Community Mental Health Action Plan	2022 funding has been used to support various activities including no-cost suicide prevention training and community initiatives such as Momentum Walk-In Counselling Society Anchor Men's Group and Hoarding Disorder Foundation of Alberta Support Group. It has also supported planning work for the development of an Edmonton Strategy for Community Mental Health and Community-led Governance Model, as well as part of project team staffing costs for Canadian Mental Health Association and United Way.

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

Poverty, Well-Being	Bridge Healing Centre	The Royal Alexandra Hospital, in collaboration with the Jasper Place Wellness Centre, has opened a one-year Bridge Healing Centre pilot project. The site will be operational until April 30, 2024 and helps individuals who are experiencing homelessness meet their basic needs while working towards obtaining permanent housing.
Crime Prevention and Crisis Intervention	Integrated Call Evaluation and Dispatch Centre (ICED)	To date, the ICED Project has created a governance structure, steering committee and working groups; undertaken extensive stakeholder consultation with community and other agencies across Canada; created multi-agency call pathways to ensure that the right partnered response; and completed a business case. Properties have also been viewed to identify an integrated dispatch facility. Commencing operations in 18-24 months.
Poverty, Crime Prevention and Crisis Intervention	24/7 Crisis Diversion	The 24/7 Crisis Diversion program contributes to addressing issues of poverty, mental health, and addiction by helping people in crisis connect with the best available resources to support their needs. \$250,000 in funding was used in 2022 to enhance 24/7 Diversion team capacity to accommodate for increased demand during cold weather months (November 2022-April 2023). Funding further supported the co-develop process for the new data management system and app. REACH continues to engage additional community partners in the co-development of the expansion, including onboarding additional steering committee members and co-developing evaluation with partners and people with lived experience.

During the 2023-2026 budget process, Administration recommended allocation of funding to additional Community Safety and Well-Being initiatives, programs and actions. Recommendations were based on an impact assessment process. The assessment process considered investments' impact towards Community Safety and Well-Being outcomes, with a focus on balancing the needs for immediate responses to safety and well-being concerns today and the longer-term strategy of investing in upstream interventions.

Attachment 3 outlines the full list of 2022-2026 investments funded through the Community Safety and Well-Being Fund and Attachment 5 outlines related Strategies, Plans and Policies that advance Community Safety and Well-Being pillars and outcomes.

Community Safety and Well-Being is a community-driven strategy and community partner involvement is critical to understand a wider systems-view and identify strategic investments that will achieve maximum impact going forward. Following further collaboration with community partners in June 2023, Administration will bring forward recommended priority initiatives for Council's consideration at the Fall Supplemental Operating Budget Adjustment discussions for the remaining Community Safety and Well-Being funds:

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

- 2023: \$4.40 million (\$1.86 million ongoing, \$2.54 million one-time)
- 2024: \$1.86 million (ongoing)
- 2025: \$4.36 million (ongoing)
- 2026: \$4.35 million (ongoing)

Unallocated ongoing funding for the years 2023 and 2024 is \$1.86 million, increasing to \$4.36 million in 2025 (\$4.35 in 2026).

Evaluation, Reporting and Continuous Improvement

The Community Safety and Well-Being Evaluation Framework will be completed by fall 2023. The Framework will utilize a variety of data sources that set out a robust evaluative approach to measure achievement of outcomes, system shifts, and the impact of continuous learning on efforts. The Framework will incorporate Indigenous ways of knowing, as well as equity-based measures.

To enhance transparency and deepen the public's understanding and awareness of safety and well-being information in Edmonton, Administration developed a Community Safety and Well-Being Dashboard. The Dashboard is grounded in the Strategy, pillars and outcomes and will be implemented in three phases as the strategy advances:

- Phase 1 (July 2023) will focus on providing baseline information about safety and well-being trends in Edmonton over time. This includes trends related to housing needs, poverty, crime and well-being factors.
- Phase 2 (Q4 2023) will include initial measures from the City of Edmonton's Community Safety and Well-Being Evaluation Progress to evaluate short-, medium- and long-term impact of the Strategy.
- Phase 3 (Q1 2024) will explore opportunities to incorporate community-based data to provide a holistic view of safety and well-being. This will be explored through ongoing community collaboration meetings with community partners over summer 2023 and into early fall 2023.

Continuous improvement will be applied as the Strategy advances to find opportunities to optimize impact, pivot where needed, and make progress towards Community Safety and Well-Being outcomes. Regular reporting will be provided to Council to share progress and identify upcoming milestones.

Upcoming Milestones

Various Community Safety and Well-Being milestones are scheduled for Q3 to Q4 2023.

Council and Committee Reports related to Community Safety and Well-Being priorities such as housing, transit safety and mental health and addictions (Attachment 6) will be presented in the upcoming months.

The Community Safety and Well-Being Community Collaboration Model will continue to be implemented and additional community-based grants will be launched to support organizations to advance anti-racism, community safety and well-being and MMIGW2S+ work. Community

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

partners will also be invited to provide input to inform recommendations that will be brought to Fall SOBA to determine allocation of the remaining Community Safety and Well-Being funding.

In Q3 2023 and Q1 2024, the Community Safety and Well-Being Dashboard will be further enhanced through the addition of the Community Safety and Well-Being Evaluation Framework measures and be updated regularly to remain timely and relevant.

COMMUNITY INSIGHT

As a relationship-based city, community wisdom and voice is at the heart of the Strategy. Administration is developing a Community Collaboration Model to center the voices of community in the advancement of Strategy outcomes, initiatives and actions. This model will build on the lived and living experience perspectives shared through the 2020 Public Hearings, insights from ongoing public engagement and research initiatives, and initial consultation with community partners on the Community Safety and Well-Being Framework.

In June 2023, community partner gatherings were held to help develop the Community Safety and Well-Being Community Collaboration Model. As the Community Collaboration Model continues to be developed and implemented, there will be frequent and ongoing opportunities to connect with the community, identify shared goals and coordinate activities.

Ongoing testing of various strategy components and other priorities will be aligned with Administration's guiding Community Safety and Well-Being values:

- Wisdom comes from many sources.
- Together we will listen, learn and lead.
- Meaningful change requires us to do things differently.
- We may have different, but complementary, definitions of success.

GBA+

The perception of safety and well-being will vary from person to person, depending on each subjective experience. The Strategy recognizes particular communities, such as racialized communities, Indigenous peoples, houseless Edmontonians and 2SLGBTQIA+ communities, face increased rates of safety concerns and threats to their well-being.

It is critical to understand the differing experiences and perspectives of communities to make progress towards an inclusive, equitable and compassionate vision of safety and well-being. Specialized interventions, approaches and initiatives will be needed and cannot be 'one size fits all.' There also needs to be a critical lens applied to acknowledge biases and how they may contribute to perceptions of safety, stigmatization, stereotypes or assumptions about particular communities.

The voices of various equity-deserving communities are critical to the successful implementation of the Strategy and will be sought out through community partners in the Community Collaboration Model, direct conversations with persons with lived and living experience, and ongoing feedback to the City through related strategies and initiatives such as the Anti-Racism Strategy, MMWIG2S+ and other priorities.

COMMUNITY SAFETY AND WELL-BEING STRATEGY IMPLEMENTATION UPDATE

The Strategy recognizes that equity deserving communities are routinely approached through a deficit model, and while important to understand the inequities and disparities occurring, it is equally important to understand the assets and strengths of communities in their promotion and protection of safety and well-being. Through the Strategy, there is an opportunity to better understand community assets to form a comprehensive picture of safety and well-being in Edmonton.

ATTACHMENTS

1. Transforming Edmonton's Response to Safety and Well-Being
2. Community Safety and Well-Being Strategy Spectrum of Action
3. Current Community Safety and Well-Being Strategy Outcomes
4. Community Safety and Well-Being Strategy Investments and Municipal Services
5. Related City of Edmonton Strategies, Plans and Policies
6. Upcoming Community Safety and Well-Being Related Reports

Transforming Edmonton's Response to Safety and Well-Being

The Community Safety and Well-Being Strategy is underpinned by a number of evidence-based and data-driven approaches. These approaches will enable Edmonton to transform its response to complex social challenges and achieve long-term improvements to safety and well-being for all who make Edmonton home.

Root Cause Analysis seeks to understand why and how challenges occur in order to most effectively address them over the short-, medium- and long-term. This approach calls for collaborative, comprehensive and sustained efforts to transform underlying conditions, not just the visible symptoms of issues. For example, rather than focusing on the number of emergency shelter beds needed for those experiencing homelessness, the Strategy asks how and why people are falling into homelessness, and focuses on root causes such as poverty, trauma, addictions, mental health, lack of affordable housing, social exclusion and racism.

Prevention is an evidence-based approach to avoid and intervene in social challenges before they occur or worsen. While the full spectrum of responses, including emergency responses, are needed to improve safety and well-being, prevention is the most cost-effective, permanent solution to address social issues, rather than solely focusing on short-term responses that do not consider wider context^{1,2,3,4,5,6}. Attachment 1 details the continuum of responses from emergency to preventative.

Systems Change embraces complexity and interconnectedness of safety and well-being to achieve lasting, transformative change. The Strategy utilizes the FSG Systems Change Triangle⁷ and focuses on six domains of action in three

¹ Ministry of Community Safety and Correctional Services. (2017). Community Safety and Well-Being Planning Framework: A Shared Commitment in Ontario. Ottawa: MCSCS.

² Cohen, L., Chavez, V., & Chehimi, S. (2010). Prevention is primary: strategies for community well being. San Francisco: John Wiley & Sons.

³ Cure Violence: A Public Health Model to Reduce Gun Violence Jeffrey A. Butts, Caterina Gouvis Roman, Lindsay Bostwick, Jeremy R. Porter Annual Review of Public Health 2015 36:1, 39-53.

⁴ A New Direction: A Framework for Homelessness Prevention, Canadian Observatory on Homelessness.
⁵ <https://cichprofile.ca/>

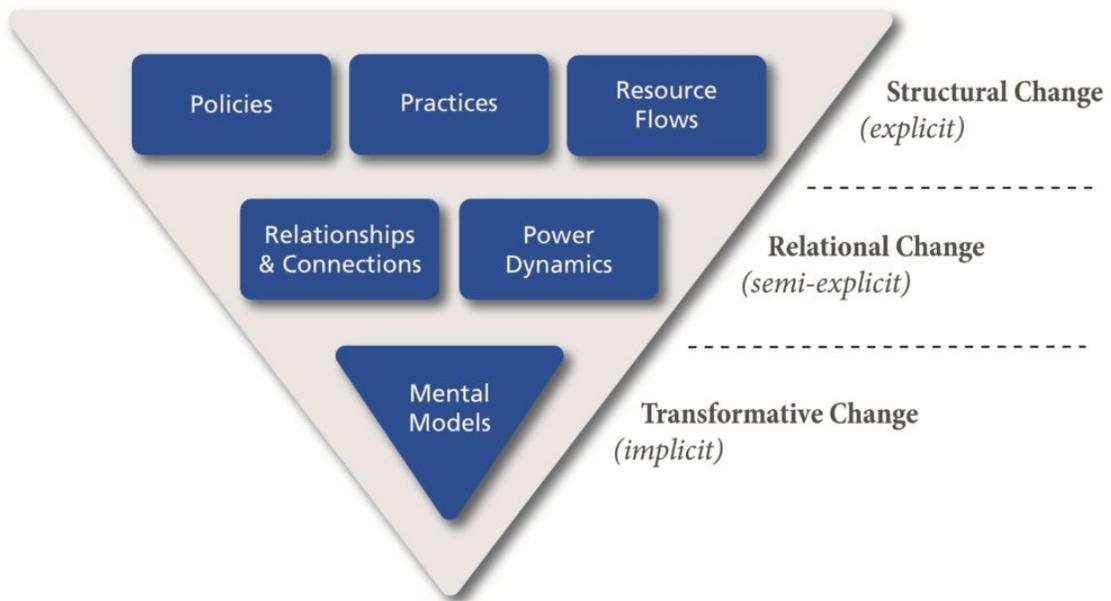
⁶ Vallée, M. (2010). Crime Prevention and Community Safety: A Conceptual Overview. *International Journal of Child, Youth and Family Studies*, 1(1), 1-20. <https://doi.org/10.18357/ijcyfs112010171>

⁷ fsg.org/blog/new-article-water-systems-change/

categories below. Collective action is required across various sectors, systems and organizations to achieve long-term positive impact.

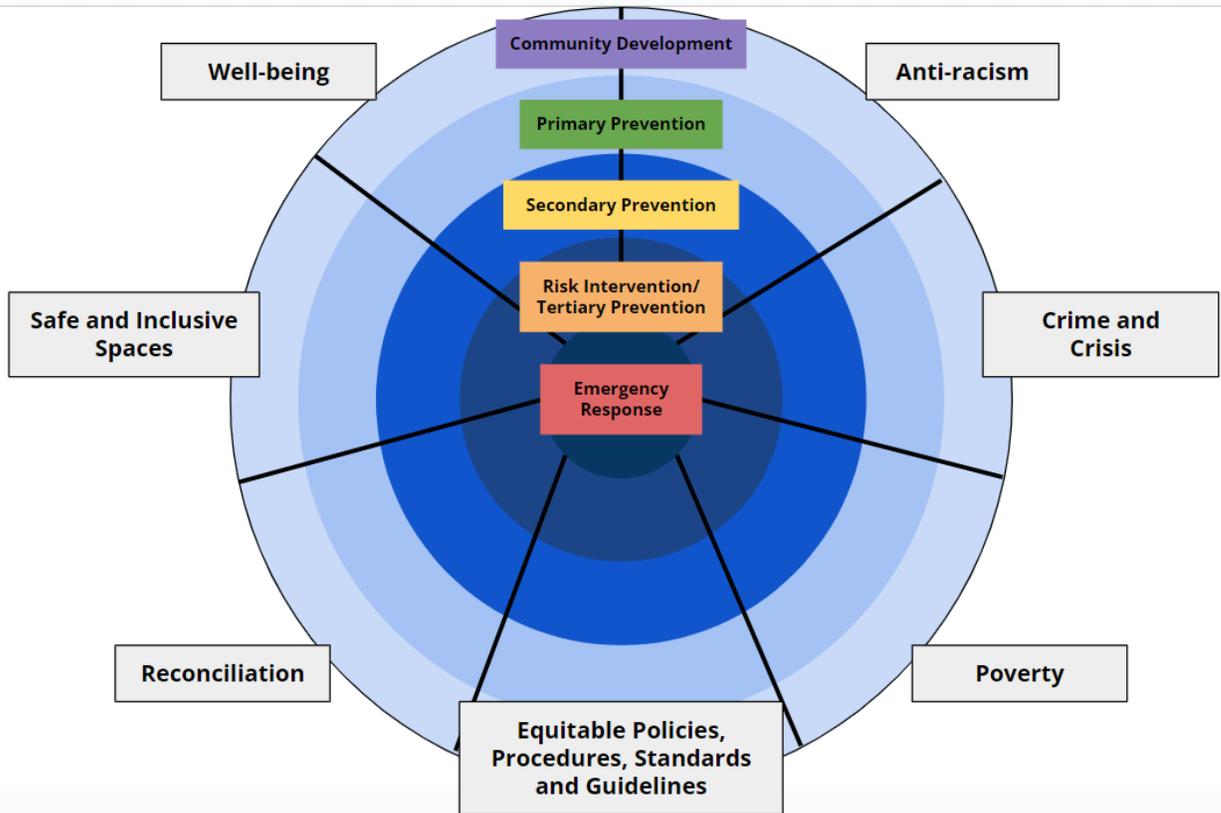
- **Structural Change**
 - Legislation, principles, rules and guidelines, including bylaws, policies, procedures and standards
 - Informal and formal practices
 - Resources including money, people, knowledge, information and other assets are allocated and distributed
- **Relationships and Power**
 - Relationships, including the quality of connections and communication occurring between different actors in the system especially among those with differing histories and viewpoints
 - Power dynamics, including the distribution of decision-making power, authority and both formal and informal influence among individuals and organizations
- **Transformative Change**
 - Mental modes, including habits of thought, deeply held beliefs and assumptions and taken-for-granted ways of operating that influence how we think, what we do and how we talk

FSG Systems Change Triangle



Community Safety and Well-Being Strategy Spectrum of Action

The Community Safety and Well-Being Strategy utilizes the Ontario Ministry of Solicitor General’s Community Safety and Well-Being Planning Framework¹ to identify the continuum of responses that are needed to meaningfully respond to complex challenges such as houselessness, mental health, safety concerns and racism.



¹<https://www.ontario.ca/document/community-safety-and-well-being-planning-framework-booklet-3-shared-commitment-ontario/section-2-community-safety-and-well-being-planning>

Attachment 2

The continuum includes:

Emergency Response	Includes immediate and reactionary responses that may involve a sense of urgency like police, fire, emergency medical services or a person being apprehended under the Mental Health Act.
Risk Intervention (Tertiary Prevention)	Intensive interventions that provide support or treatment to those already affected by a problem or issue to address immediate needs and to reduce the impact of the issue after it has occurred. Tertiary prevention typically involves targeted or individualized activities for people or groups experiencing a specific problem
Secondary Prevention	Occurs when protective factors address or modify risk factors before restorative supports are required.
Primary Prevention	The active pursuit of individual, family and community protective factors that help individuals, families, and communities build resiliency and lead to the well-being of self and others.
Community Development	Is the practice of building connections and capacity with people so they can work together on common issues and opportunities

While each category of response is important and necessary for a holistic response to safety and well-being challenges, evidence and research demonstrates that the most effective permanent solutions are preventative in focus. This means averting or lessening harm and risk, rather than solely responding after harm occurs.

Examples of prevention within each of the Pillars include:

Pillar	Community Development/Prevention Examples
Anti-Racism	<ul style="list-style-type: none"> Providing anti-racism training to empower and educate individuals about unconscious biases and address discrimination and racism before it happens.
Reconciliation	<ul style="list-style-type: none"> Recognizing and promoting Indigenous practices, ways of knowing, language and traditions to help strengthen Indigenous identity and community, as detailed in the Calls to Action in the Truth and Reconciliation Report.
Safe and Inclusive Spaces	<ul style="list-style-type: none"> Proactively investing in public spaces and infrastructure aimed at increasing the number of and improving safe and inclusive spaces.

Attachment 2

Equitable Policies	<ul style="list-style-type: none">Utilizing an equity-based and anti-racist approach to developing policies, programs and services to address systemic barriers and promote cultural diversity and inclusion.
Poverty	<ul style="list-style-type: none">Increasing the supply of affordable housing and other housing supports to prevent houselessness.
Well-Being	<ul style="list-style-type: none">Investing in and developing accessible and equitable programs and services focused on promoting connection to culture, recreation, connection and community.
Crime Prevention and Crisis Intervention	<ul style="list-style-type: none">Providing early childhood-focused programs and services. Studies indicate that high-quality early learning and child care has positive effects on child cognitive and social development, including self-control and other behaviours that may impact criminal involvement later in life.²

² Anders, John, Andrew C. Barr, and Alexander A. Smith. 2023. "The Effect of Early Childhood Education on Adult Criminality: Evidence from the 1960s through 1990s." *American Economic Journal: Economic Policy*, 15 (1): 37-69. DOI: 10.1257/pol.20200660

Current Community Safety and Well-Being Strategy Outcomes

Short- and medium- term outcomes have been further refined to ensure they are clear and understandable, measurable and focus on areas of City influence, based on best practice and learnings from other municipalities and organizations.

Pillar	Short- and Medium-Term Outcomes	Long-Term Outcome(s)
Anti-Racism	<ol style="list-style-type: none"> 1. Increased public awareness of Edmonton’s diverse cultures, histories, identities, knowledge systems and worldviews. 2. Increased education to eliminate racism, sexism, gender-based violence, homophobia, and transphobia within the City and in the community including ways to intervene and provide allyship. 3. Strengthened support for grassroots, Indigenous and racialized-led organizations through sustainable funding and capacity building support. 4. Reduced, with the intent of eliminating, incidents of racism and discrimination in City-owned and operated spaces. 5. Strengthened trust between the City and members of Indigenous and racialized communities through meaningful relationship building. 6. The City of Edmonton amplifies advocacy efforts of Indigenous and racialized organizations to other orders of government and funders. 7. Improved equity of access for Indigenous and racialized communities in City of Edmonton recreation opportunities. 8. Increased support available in community to individuals impacted by racism and hate-based violence through culturally affirming activities and services that foster healing from trauma and the causes of violence and lateral violence. 	<ol style="list-style-type: none"> 1. Policies and structures are anti-racist, reconciliatory and support equity and inclusion. 2. Individuals and communities who have experienced systemic racism and historical trauma are included, valued and respected.

	<ol style="list-style-type: none"> 9. Strengthened relationships with and increased involvement of Indigenous and racialized communities in informing City policy, program and project development and evaluation to reflect lived experience and community wisdom. 10. Enhanced inclusive hiring practices to increase representation of equity-deserving groups in leadership roles and in general employment at the City of Edmonton, ensuring attention to Indigenous and racialized peoples. 11. Increased City of Edmonton accountability for anti-racism work in Edmonton. 12. Enhanced collection, analysis and reporting on disaggregated City of Edmonton employee generated data related to racism and intersectional themes. 13. Increased use of disaggregated community demographic data to influence decision-making and service provision of City programs and services. <p>*Note these are aligned with Anti-Racism Strategy outcomes</p>	
<p>Reconciliation</p>	<ol style="list-style-type: none"> 1. Increased number of City staff embracing the Indigenous Framework's four roles in their interactions with Indigenous people. 2. Increased City staff knowledge of Indigenous cultures, traditions, and worldviews through education and learning opportunities. 3. City of Edmonton staff/leadership/Council and Indigenous people build relationships through hosting and participating in events together. 4. City of Edmonton staff/leadership/Council and Indigenous people celebrate success and milestones in the reconciliation journey together. 	<ol style="list-style-type: none"> 1. Edmontonians, Indigenous Peoples, and the City have authentic, interconnected relationships that honour, understand, and collaboratively integrate Indigenous experiences, histories, and

	<ol style="list-style-type: none"> 5. Reduced, with the intent of eliminating, systemic racism and discrimination that Indigenous Peoples face in Edmonton. (*Tied to the Anti-Racism Pillar*) 6. Increased communication between Indigenous People and City staff regarding the City of Edmonton’s progress and steps taken in relation to the Indigenous Framework. 7. Increased safety for Indigenous people in City spaces and buildings. Indigenous Peoples report feeling welcome in City spaces and buildings. 8. Indigenous Peoples report seeing themselves and their cultures reflected in City’s spaces. 9. Elimination of systemic barriers for Indigenous Peoples in gaining employment with the City of Edmonton. 10. Create and grow career development opportunities for Indigenous employees. 11. Increased Indigenous representation in governance and leadership. 12. Increased formal relationships with Indigenous communities and governments. 13. Increased recognition of the right to self-determination in pursuit of economic and social development. 14. The City of Edmonton fulfills its commitments as outlined in the Truth & Reconciliation Calls to Action Municipal Response Plan. The committed Calls to Action are resourced and implemented. 15. The City of Edmonton fulfills its commitments as outlined in the Missing & Murdered Indigenous Women and Girls Calls for Justice Municipal Response Plan. The committed Calls for Justice are resourced and implemented. 16. The City of Edmonton will understand and apply the United Nations Declaration on the Rights of Indigenous Peoples as a foundation of our work (in particular with the Indigenous Framework). 	<p>cultures.</p>
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	<p>17. Increased use of decolonized methodologies for policy, procedure and program development and reviews.</p> <p>*Note these are aligned with the Indigenous Framework</p>	
<p>Safe and Inclusive Spaces</p>	<ol style="list-style-type: none"> 1. Increased City of Edmonton staff awareness and understanding of different dimensions and experiences of safety and well-being including those of equity-deserving communities. 2. Increased coordinated and focused investment towards programs and initiatives that create safety and inclusion in community and City-owned spaces for equity-deserving communities such as Indigenous communities, racialized communities, women and girls, and 2SLGBTQ+ Communities. 3. Strengthened collaboration and partnerships with community-based organizations, service providers and other stakeholders to better support those experiencing safety and well-being barriers and challenges. 4. Enhanced community participation (including Indigenous, racialized and other equity-based perspectives) in the development, ownership and stewardship of equity-driven initiatives and programs that promote safe and inclusive spaces. 5. Increased animation and promotion of inclusive physical spaces for the purpose of connection and well-being across lines of difference (income, socioeconomic status, gender, ethnicity, culture, etc). 6. Enhanced environmental and infrastructure asset design towards achieving safe and inclusive physical spaces. 	<ol style="list-style-type: none"> 1. Communities are supported and empowered to lead the cultivation and sustainment of safe, inclusive, vibrant, sustainable and resilient spaces.
<p>Equitable Policies, Procedures, Standards and</p>	<ol style="list-style-type: none"> 1. City of Edmonton staff have increased understanding, knowledge, and skills to apply equity principles and considerations to program, policy and project development. 2. Increased use of GBA+, equity-based and decolonized 	<ol style="list-style-type: none"> 1. People making Edmonton home have enriched experiences through

<p>Guidelines</p>	<p>methodologies for reviewing, amending, establishing, implementing and evaluating bylaws, policies and procedures.</p> <ol style="list-style-type: none"> 3. Increased support for and coordination of collaborations and partnerships with equity-focused stakeholders in the development and improvement of safety and well-being programs, services and initiatives. 4. Increased transparency, community involvement and ethical governance of collection, analysis and interpretation of equity-based and disaggregated data, including consideration for OCAP principles¹. 5. Increased diverse representation in City governance & leadership roles and accountability & oversight bodies, including Agencies, Boards and Commissions. 6. Enhanced collection and intersectional analysis, and interpretation of data in evaluation of city programming. 7. Increased opportunities for equity-deserving communities through social procurement and grant opportunities. 8. Removal of systemic barriers to City programs, services and processes to enhance safety and well-being of equity-deserving communities. 	<p>equitable access to programs, services, and spaces.</p>
<p>Pathways In and Out of Poverty</p>	<ol style="list-style-type: none"> 1. City invests in sustainable funding for programs, initiatives and projects that address and aim to eliminate poverty. 2. Increased involvement of individuals with lived experience in the development of policy, programs, services, and practices that prevent, address and aim to eliminate poverty and homelessness. 3. Edmontonians and Community organizations have knowledge of City-run or City-funded resources that can support journeys out of poverty. 	<ol style="list-style-type: none"> 1. Edmontonians have the economic, social and cultural resources to have a quality of life that sustains and facilitates full and meaningful

¹ <https://fnigc.ca/ocap-training/>

	<ol style="list-style-type: none"> 4. Increased advocacy to other orders of government and funders for programs, grants and services that prevent, address and aim to eliminate poverty and homelessness. 5. Increased supply of safe, accessible and appropriate affordable housing and supportive housing units to address homelessness 6. Increased support for and coordination of collaborations and partnerships with organizations, agencies and other orders of government in the development and improvement of strategy, programs, services and initiatives that focus on preventing, addressing and eliminating poverty and homelessness. 	<p>participation in the community.</p>
<p>Crime Prevention and Crisis Intervention</p>	<ol style="list-style-type: none"> 1. Increased inclusion of Indigenous, racialized and equity-deserving communities' perspectives in developing and improving crime prevention and crisis intervention programs, services and initiatives. 2. Increased transparency in the public complaint process for City of Edmonton Peace Officers and bylaw officers. 3. Increased diversity of community representation in City of Edmonton crime and crisis-related accountability and oversight bodies. 4. Increased training of alternative response options that reduce the number of use of force incidents 5. Increased disaggregated demographic data collection in order to inform crime & crisis prevention and intervention strategies. 6. Increased professional development opportunities for peace and bylaw officers, leadership and civilian staff to build diverse, inclusive, anti-racist organizational cultures. 7. Improved transparency of work expectations and outcomes for peace and bylaw officers. 	<ol style="list-style-type: none"> 1. All people feel safe and secure throughout the city because crime has been reduced through community-collaboration and culturally appropriate approaches.
<p>Well-being</p>	<ol style="list-style-type: none"> 1. Increased employee understanding of the City of Edmonton's 	<ol style="list-style-type: none"> 1. Edmontonians have

	<p>work to improve multiple dimensions of individual and community well-being.</p> <ol style="list-style-type: none"> 2. Increased support for and coordination of collaborations/partnerships to remove barriers to well-being and recreation opportunities. 3. Increased support for opportunities that improve child and youth well-being. 4. Increased animation and promotion of spaces for the purpose of connection across lines of difference (such as socioeconomic status, age, race, ethnicity, ability and housing status) and well-being. 5. Increased involvement of Indigenous, racialized and equity-deserving perspectives in the development of City programs, services, and initiatives related to well-being. 6. Increased opportunities for Edmontonians to feel more connected to body and self, friends, family and community, land culture, the sacred and purpose or 'the human project'. 	<p>the capacity and opportunity to pursue experiences of connection to self, body, land, arts and culture, community, human development and spirit.</p>
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Community Safety and Well-Being Strategy Investments and Municipal Services

This attachment provides information about 2022-26 Community Safety and Well-Being investments and ongoing Municipal Services that drive Community Safety and Well-Being Strategy outcomes.

2022-26 Investments

The following table provides updates on 2022-26 initiatives, programs and projects that were funded through CSWB funds held within the financial strategies corporate budget to advance CSWB Strategy pillars and outcomes. The funding varies from ongoing, one time, and in some cases funding a portion of a program or service.

	Pillar	Action	Funding Amount	Description
1	Anti-Racism, Reconciliation, Pathways in and out of Poverty, Safe and Inclusive Spaces, Crime Prevention and Crisis Intervention, Well-Being	Community Safety And Well-Being Grant	2022: \$1.59 million (one-time) 2023: additional \$500,000/year for four years	In 2022, 25 Community Safety and Well-Being grants were awarded to diverse community organizations working on innovative projects to advance Strategy outcomes. Examples include: <ul style="list-style-type: none"> • Roots on 6 by the Islamic Family and Social Services Association, which supports arts and culture events that allow diverse community members to share their culture and connect across cultures. • Safety Support pilot projects by the Hoarding Disorder Foundation of Alberta. The pilot events provide trauma-informed support for individuals with Hoarded Homes in crisis and at risk of losing housing. A model for customized intervention has been developed including wrap around support teams as well as capacity building and sustainment resources. • Youth Empowerment and Support Services (YESS) to expand the NEXUS 24/7 Sleep Shelter. In addition to more spaces, a new approach and resources have enabled increased staff understanding about skills and capacities a youth arrives with, to build on those

Attachment 4

				<p>skills and customize work with youth in a trauma-informed manner.</p> <p>In Q4 2023, the next CSWB Grant intake will open to support additional projects.</p>
2	Anti-Racism	Anti-Racism Strategy	2022: \$2.0 million (one-time)	<ul style="list-style-type: none"> • Funding supported the development of an Advisory Panel that has been convened to recommend the structure, scope, and resource requirements for an Independent Anti-Racism Body. Administration is also re-aligning resources to create a new High Level Office for Anti-Racism by Q4. • An Anti-Black Racism Action Plan is being finalized with community, building on the What We Heard report. The City will provide a comprehensive response in fall 2023. • The City and Community partners are piloting an internship for equity-deserving youth within Council offices.
3	Anti-Racism	Anti-Racism Grant	<p>2021: \$1.4 million (one-time)</p> <p>2023: additional \$1.2 million/year for four years</p>	<ul style="list-style-type: none"> • Of the \$1.4 million allocated in 2021, \$195,000 was utilized for honorariums and engagement in 2021 and 2022. • As well, \$1.17 million in grants were awarded to support local initiatives and activities that promote anti-racism approaches to community safety within four areas: community justice, mental health, employment, and social participation. • Grants supported programs such as the African Canadian Civic Engagement Council's 'Women and Gender Based Violence Prevention Program', Edmonton Mennonite Centre for Newcomers' Rainbow Home: Addressing Racism and Homophobia to Create a Safe and Welcoming Edmonton for LGBTQ+ Newcomers and Edmonton Federation of Community Leagues' Creating Intercultural/Anti-Racism Dialogues in Edmonton Community Leagues project. The remaining \$31,000 has been carried forward to be allocated in future years.

Attachment 4

				<ul style="list-style-type: none"> \$1.2 million per year will be awarded on a multi-year basis starting in 2023.
4	Reconciliation	Indigenous Framework	2022: \$811,000 (ongoing) for 7.0 FTEs *CSWB-funded portion	The City's Indigenous Framework Corporate and Department Teams continue to meet regularly and work on action plans. With the presentation of the City's MMIWG2S+ Action Plan and Truth and Reconciliation Municipal Response Plan, Administration will work together to ensure alignment on internal efforts.
5	Reconciliation	Indigenous Led Encampment Outreach	2022: \$900,000 (ongoing)	This outreach team is in the process of being identified and will be responsible for the delivery of Indigenous cultural services, frontline services, outreach, support and housing services to Indigenous people experiencing homelessness and living in encampments.
6	Reconciliation	Indigenous Led Shelter	\$2022: 1.0 million (one-time)	The City is advancing concept planning and working with Indigenous-led community partners to develop the project scope and outcomes and to complete a functional program and a site location analysis in Q4 2023.
7	Reconciliation	kihcihkaw askî (Sacred Land)	2023: \$182,000 2024: \$184,000 2025: \$186,000 2026: \$188,000 (ongoing)	Sacred Earth will create a permanent accessible urban Indigenous traditional healing and cultural centre for all people within the city, eliminating the need to travel to attend spiritual / cultural events. Construction on the project has finished and final landscaping updates will be completed as weather allows. The City has partnered with the Indigenous Knowledge and Wisdom Centre (IKWC) to operate kihcihkaw askî. A grand opening is being planned for September 2023. Both federal and provincial partners have been approached to support this transformational initiative.
8	Reconciliation	Truth and Reconciliation Municipal Response Plan	2023: \$1.1 million 2024: \$1.4 million 2025: \$1.0 million 2026: \$1.0 million (ongoing)	The City of Edmonton is developing and implementing a Truth and Reconciliation Municipal Response Plan to address the Calls to Action where the City has responsibility and opportunity to advance reconciliation. The plan will follow a similar structure to the MMIWG2S+ Municipal Response and be organized around four categories: awareness, addressing, resurgence and

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				<p>advocacy.</p> <p>Funding has supported:</p> <ul style="list-style-type: none"> • \$100,000 for Residential School Monument • \$350,000 for Grandin Government Centre Renaming • \$500,000 Event and Community Sponsorships (including Indigenous Games) • \$25,000 Fire Pit at City Hall • \$100,000 Indigenous Framework Implementation for each Department • \$25,000 Indigenous Framework Annual Gathering • \$40,000 National Day for Truth and Reconciliation
9	Reconciliation	Missing and Murdered Indigenous Women and Girls (MMIWG2S+) Municipal Response Plan	<p>2023: \$1.0 million 2024: \$1.3 million 2025: \$1.3 million 2026: \$1.3 million (ongoing)</p>	<p>Reclaiming Power and Place: The Final Report of the National Inquiry into Missing and Murdered Indigenous Women and Girls (2019) revealed that persistent and deliberate human and Indigenous rights violations and abuses are the root cause behind Canada's staggering rates of violence against Indigenous women, girls and 2SLGBTQQIA+ people. In response, the City is undertaking actions that address the Calls for Justice related to the City's policies, programs and services. Development is underway, including timeline and budget requirements which will include short-, medium-, and long-term actions under the themes of awareness building, addressing underlying causes, and Indigenous resurgence. A grant program is also currently in development with the aim of launching the grant in Q4. The program will be announced on a City of Edmonton webpage when available.</p>
10	Well-Being, Safe and Inclusive Spaces	The City of Edmonton Community Investment Operating Grant	<p>2021-2022: \$3.75 million/year for two years</p>	<p>This grant provides operating assistance to Edmonton's non-profit organizations. 2021 and 2022 grants have been disbursed to various community organizations. 2023 grant applications are currently being reviewed and were funded via tax levy rather than Community Safety and Well-Being.</p>
11	Well-being	Edmonton Public Library's Sing, Sign,	<p>2022: \$200,000 (one-time)</p>	<p>This funding increased support to families with children from birth to age three by helping children develop the literacy skills</p>

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		Laugh and Learn program		they need in the critical early years. With the funding, from June 1st to September 30 2022, EPL was able to offer an additional 276 classes to 3,370 participants/families at 28 locations.
12	Well-Being, Poverty, Anti-Racism, Reconciliation	RECOVER Urban Wellbeing	2022: \$250,000 (one-time) 2023: \$350,000 (ongoing)	The funding was used to support several prototypes (including Soloss as a compliment to employee assistance programs at frontline social service agencies); to host critical design ethnography workshops for City staff and social service agency staff; to support the Catalyst group (diverse community leaders that support RECOVER); and to deepen understanding of Indigenous perspectives on wellbeing and ethical space making.

<p>13</p>	<p>Well-Being</p>	<p>Living Hope Suicide Prevention Plan and Community Mental Health Action Plan</p>	<p>2022: \$1.3 million (ongoing)</p>	<p>Living Hope and the Community Mental Health Action Plan are collaborating on the development of a renewed suicide prevention implementation plan and a comprehensive strategy for community mental health.</p> <p>2022 funding provided support for various community mental health and addictions initiatives such as:</p> <ul style="list-style-type: none"> • CMHA Distress Line Volunteer Training • Radius Community Health and Healing • Enhanced Drug Poisoning Outreach • Momentum Walk-In Counselling Society's Counselling Program • Council of Canadians of African and Caribbean Heritage Mental Health and Hip-Hop Music program • Support for two staff positions for Boyle Street/Streetworks • Drug Poisoning Dashboard Coordinator • Islamic Family and Social Services Association Family Youth Mental Wellness Lead <p>2022 funding was also used to support planning work for the development of an Edmonton Strategy for Community Mental Health, Community-led Governance Model and renewal of the Edmonton suicide prevention implementation plan (formerly Living Hope), as well as part of project team staffing costs for CMHA-ER and United Way.</p> <p>2023 funding has been used to support various suicide prevention activities including no-cost suicide prevention training and community initiatives such as Momentum Walk-In Counselling Society Anchor Men's Group and Hoarding Disorder Foundation of Alberta Support Group.</p>
<p>14</p>	<p>Well-Being</p>	<p>Extreme Weather Response</p>	<p>2022: \$1.0 million (ongoing)</p>	<p>The City of Edmonton's Extreme Weather Response implements City Policy C620 to ensure the health and safety of all Edmontonians, particularly those who are vulnerable to extreme weather conditions. When activated the City's extreme weather</p>

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				response supports the collaborative multi-agency efforts, including extreme weather bus routes, outreach on ETS, and water stations during extreme heat, that are required to ensure that vulnerable people experiencing homelessness have options that safeguard them from dangerous weather conditions. The ongoing funding ensures the consistent, orderly and reliable implementation of the extreme weather policy and associated activities.
15	Well-Being	Drug Poisoning Response	2022: \$25,000 (Narcan Supply) (one-time) 2023: \$370,000 2024: \$412,000 (ongoing)	2022 funds were used to purchase Narcan kits. 2023 funding will support work on two City Council motions exploring a drug checking program and developing recommendations to reduce drug poisoning injuries and deaths in Edmonton. Targeted engagement began in March 2023 and is ongoing.
16	Well-being	Kids Kottage	2023-26: \$300,000/year for 4 years	Operational funding is being provided to Kids Kottage to support the programs offered and help increase the number of families served.
17	Safe and Inclusive Spaces, Pathways in and Out of Poverty, Well-Being	Edmonton Community Development Company (ECDC)	2022: \$280,000 (one-time)	<p>The \$280,000 subsidy offset operational expenses and prioritized projects on lands where land purchase agreements have been completed with the City of Edmonton. Examples of work in 2022 include:</p> <ul style="list-style-type: none"> • Contracting a project manager to support development of the ArtsCommon 118 project • Looking for partners to support land development projects based on results of community engagement • Relaunching the website to focus on their developments <p>ECDC identified that the development of a new strategic plan would start in the fall of 2022, which will focus on revitalizing Edmonton's core neighbourhoods through the development of land purchased from the City of Edmonton, building new homes for families on formerly derelict properties and ongoing support of the McCauley Development Cooperative.</p>

18	Safe and Inclusive Spaces	REACH Neighbourhood Organizing Initiative	2023-26: \$350,000 (multi-year)	<p>This funding supports communities in the development of neighborhood community safety strategies and councils, convening stakeholders, co-design of infrastructure, networks and safer spaces, and capacity building to help communities sustain safety projects on their own.</p> <p>2023-26 funding will support initiatives including: Chinatown Safety Council, Safer McCauley, Downtown Community League, as well as the neighbourhoods of Inglewood, Woodcroft, Prince Charles, Leefield, and Alberta Avenue District. Additional projects that support preventive approaches to community safety and help develop grassroots community leadership are included as they emerge. Safer McCauley currently remains active sharing community resources with stakeholders, engaging on social media, and keeping its contact database up to date. A new McCauley Community League board of directors will be elected in June and re-igniting the safety council will be explored following this.</p>
19	Safe and Inclusive Spaces	Transit Safety	2022: \$1.7 million (one-time)	<p>In February 2022, Edmonton City Council approved the enhanced Transit Safety and Security Plan which outlines a set of actions to further improve safety and security in public transit spaces throughout Edmonton. Initiatives funded through this include: expanded COTT by adding 3 additional teams for 3 years (which include 3 Transit Peace Officers and 3 Outreach Workers), allocation of a project director to oversee operations, addition of an Outreach Coordinator to the Social Development branch, an additional vehicle for COTT and two Sergeant positions for Transit Peace Officers.</p>

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20	Safe and Inclusive Spaces	Problem Properties	2022: \$915,000 (one-time) 2023: \$1.12 million 2024 \$1.2 million (ongoing)	The Problem Property Initiative addresses highly problematic occupied and unoccupied properties in Edmonton that generate frequent and serious complaints and/or safety concerns. The coordinated efforts of multiple City departments, Alberta Health Services, the Edmonton Police Service, and the Government of Alberta present a united and consistent approach to the complex issues associated with problem properties. In 2022, funding was used for staffing a dedicated centralized office to address problem properties that included a Program Coordinator, 4 Municipal Enforcement Officers, a Neighbourhood Resource Advisor and Analyst. A Data Scientist also provided data support around public safety. Hiring difficulties resulted in the Community Safety Liaison position only being filled in November. The remaining will be either carried forward to 2023 to complete several projects including the website, tenant and landlord toolkit, data collection and public facing dashboards and information / engagement sessions with communities regarding problem properties or has been released.
21	Safe and Inclusive Spaces	Community Property Safety Team	2022: \$850,000 (one-time)	The Community Property Safety Team is a pilot project that was developed in the first quarter of 2022 to address the worsening problem of fires occurring in unsecured vacant properties. It is a joint initiative between Edmonton Fire Rescue Services and the City of Edmonton's Community Standards and Neighbourhoods Branch. The pilot will run from April 11, 2022, to the end of 2023. Three people were hired to assist with this program. Thus far they have engaged with a total of 531 properties through discovery, referral or complaint.
22	Pathways in and out of poverty, Well-Being	Bridge Healing Centre	2022: \$290,000 (one-time)	The Royal Alexandra Hospital, in collaboration with the Jasper Place Wellness Centre, has opened a one-year Bridge Healing Centre pilot project. The site will be operational until April 30, 2024 and help individuals who are experiencing homelessness meet their basic needs while working towards obtaining permanent housing.
23	Pathways In and	Women's Shelters	2022: \$880,000	Funding supported SAGE Seniors, Wings of Providence Society,

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	Out of Poverty, Well-Being, Crime Prevention and Crisis Intervention		(one-time)	Edmonton Women's Shelter Ltd and Catholic Social Services to support programs in the areas of mental health supports, cultural supports and nursing services. The Alberta Council of Women's Shelters received funding to provide support for individuals and families with precarious immigration status and precarious housing situations, working in cooperation with the Women's Shelters.
24	Pathways in and out of Poverty, Crime Prevention and Crisis Intervention	REACH 24/7 Diversion	2022: \$250,000 (ongoing)	The 24/7 Crisis Diversion program contributes to addressing issues of poverty, mental health, and addiction by helping people in crisis connect with the best available resources to support their needs. \$250,000 in funding was used in 2022 to enhance 24/7 Diversion team capacity to accommodate for increased demand during cold weather months (Nov 2022-April 2023). Funding further supported the co-develop process for the new data management system and app. REACH continues to engage additional community partners in the co-development of the expansion, including onboarding additional steering committee members and co-developing evaluation with partners and people with lived experience.
25	Pathways in and out of Poverty	EndPoverty Edmonton (EPE)	2022: \$2.1 million (ongoing)	EndPovertyEdmonton advances system and policy changes that will help to eliminate poverty in Edmonton from the root level by coordinating innovative partnerships and developing collaborative approaches that will significantly impact poverty. Some ongoing initiatives include working with the early learning and care community to design, promote, and build an integrated system of high-quality, inclusive, and affordable early learning and care in Edmonton; partnering with the Indigenous Circle, the Indigenous community, and the City of Edmonton on the development of an Indigenous Culture and Wellness Centre in Edmonton; working to identify strategies to address the impact of racism to eliminate poverty; and several initiatives in which EPE brokers partnerships between people, community organizations, government, educational institutions, and industry to develop innovative approaches to creating good jobs for Edmontonians facing barriers to employment.

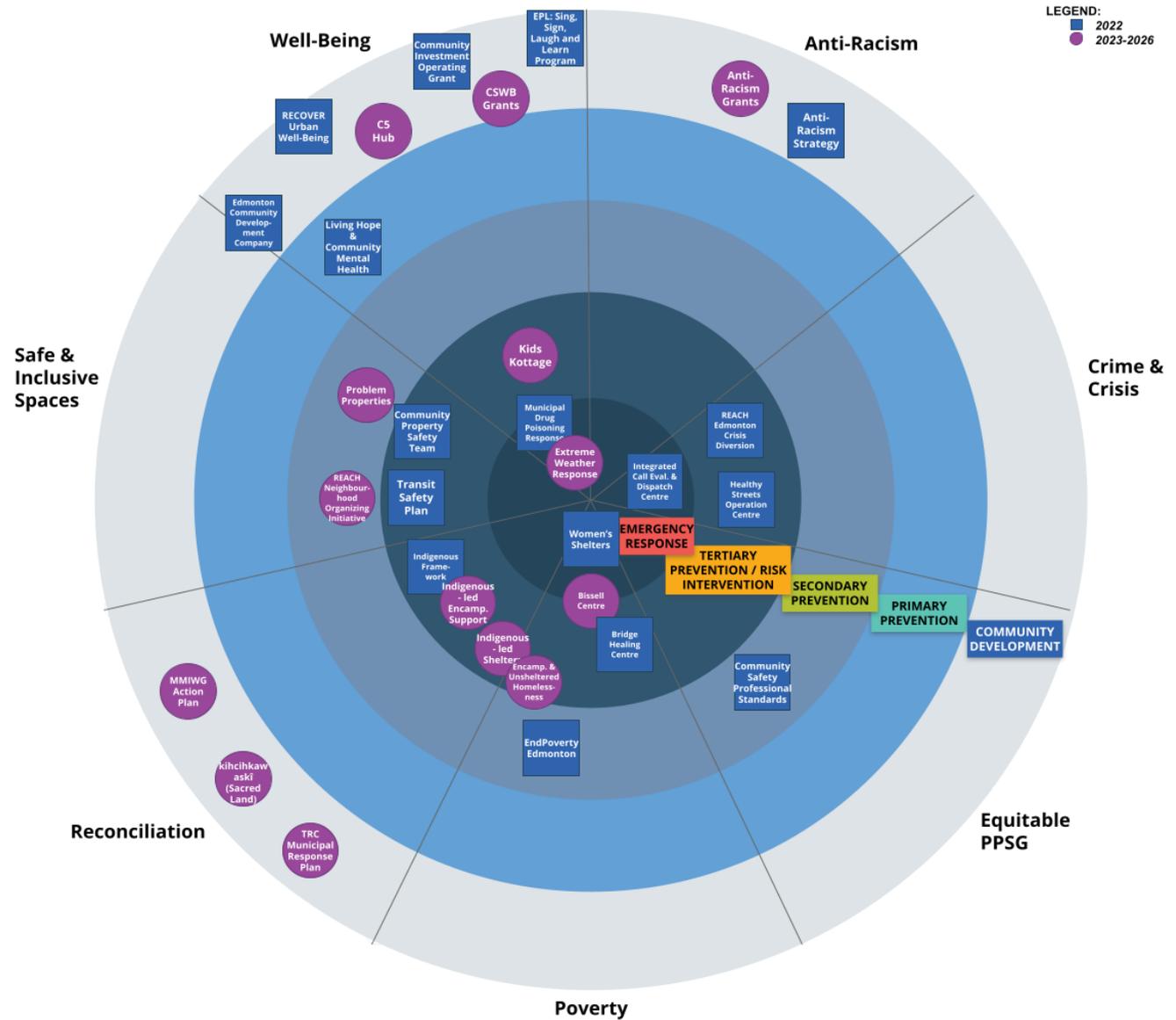
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<p>26</p>	<p>Pathways in and out of Poverty, Safe and Inclusive Spaces</p>	<p>Encampment and Unsheltered Homelessness</p>	<p>2023: \$250,000 (one-time) (Prototyping)</p> <p>2024 \$1.2 million (ongoing) (Clean-up)</p>	<p>In support of the Enhanced Encampment Response Action Plan, funding supports ongoing encampment clean-up starting in 2024 and the development of prototypes based on lived experience engagement.</p> <p>Prototype development is underway focused on the following areas:</p> <ol style="list-style-type: none"> 1) How might we increase access to healthcare services for individuals living in encampments? 2) How might we create the conditions for encampment occupants to keep their encampments clean while waiting for housing? 3) How might we reduce the probability of encampment fires? 4) Testing the Soloss prototype with encampment occupants (trauma and loss) 5) A Solutions Lab on encampments supported by Canada Mortgage Housing Corporation (CMHC) <p>Within the clean and safe prototype, contractors will provide individualized, human-centred support to individuals on the Active Priority List residing in low-risk encampments while working on securing housing. Contractors will complete on-site check-ins with encampment residents at least once a week to ensure their encampments are clean and safe. During each check-in, teams will go through the Clean and Safe Encampment Checklist and ensure that all standards are being met or create a plan to remedy the concern.</p>
<p>27</p>	<p>Pathways in and out of Poverty, Well-being</p>	<p>Bissell Centre</p>	<p>2023-26: \$500,000 (ongoing)</p>	<p>Funding covered operating costs that support the organization to provide connections to individuals and families to have sustainable livelihoods, secure housing, and meet their basic daily needs.</p>
<p>28</p>	<p>Pathways in and out of Poverty, Well-Being</p>	<p>Continuing Subsidies for C5 North East Community Hub</p>	<p>2023-26 \$300,000/year for 4 years</p>	<p>Operational funding has been provided to the C5 Community Hub for 2023 to ensure integrated social supports to children, youth and families in the Northeast community are available and are culturally appropriate to help achieve a poverty free community.</p>

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29	Crime Prevention and Crisis Intervention	Integrated Call Evaluation and Dispatch Centre	2023: \$1.5 million 2024: \$2.1million (ongoing)	The Integrated Call Evaluation and Dispatch (ICED) Project commenced in May 2022. To date, the ICED Project has created a governance structure, steering committee and working groups; undertaken extensive stakeholder consultation with community and other agencies across Canada; created multi-agency call pathways to ensure that the right partnered response to ensure the best community and individual outcomes is achieved; and completed a business case. Properties have also been viewed to identify an integrated dispatch facility. ICED will commence operations in 18-24 months.
30	Crime Prevention and Crisis Intervention	Healthy Streets - Operation Centre (HSOC)	2023: \$2.0 million 2024: \$2.9 million (multi-year) *City portion	HSOC is an opportunity for deeper, consistent collaboration to address general crime and disorder in a focused geographic area (113 St - 79 St / 118 Ave - 97 Ave). HSOC utilizes an integrated systemic approach between the Edmonton Police Service, City of Edmonton Administration, the Province, Alberta Health Services and partner organizations. To date, 22 FTE Peace Officers, 3 Fire Rescue FTES, and 2 Community Safety Liaisons have been hired to support HSOC.
31	Equitable Policies	Community Safety Professional Standards	2022: \$415,000 (ongoing)	The Community Standards and Neighbourhoods Branch is working on modernizing the workforce through building a professional standards and subject matter specific training area for the branch. This area will oversee the peace officer professional standards investigations and policies, as well as the upkeep of their professional designations and recertifications in training. A Development and Logistics Coordinator has been hired and an internal audit process will begin shortly.

This graphic maps Community Safety and Well-Being investments according to Strategy Pillars and the Continuum of Action.



Remaining Community Safety and Well-Being Funds

Annual amounts (in thousands)	2021	2022	2023	2024	2025	2026
Fall 2020 SOBA	\$5,500	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000
Fall 2021 SOBA	-	\$10,943	\$10,943	\$10,943	\$10,943	\$10,943
Transfers from FSR/Carryforwards	-	-	\$2,100 ¹	\$6,623	-	-
Total Available	\$5,500	\$21,943	\$24,043	\$28,566	\$21,943	\$21,943
2021 Fall SOBA Allocations	\$5,500	\$13,530	\$3,250	\$3,250	\$3,250	\$8,413
CSWB Update May 2022 (OCM00991 Attachment 1)	-	\$8,413	\$12,391	\$14,644	\$5,903	\$5,903
2023-2026 Operating Budget Approved Service Packages	-	-	\$3,398	\$8,717	\$8,080	\$8,087
Adjustment to Encampment Response SP - City Manager Memo	-	-	\$250	(\$250)	-	-
REACH - Neighbourhood Organizing Initiative service package (Jan 31, 2023 Council Meeting)	-	-	\$350	\$350	\$350	\$350
Total Allocated to date	\$5,500	\$21,943	\$19,639	\$26,711	\$17,583	\$17,590
Total Available as at July 4, 2023	\$nil	\$nil	\$4,404	\$1,855	\$4,360	\$4,353

¹ Note: \$2.1M was reallocated within Financial Strategies to be specifically designated for CSWB purposes. This is within the CFO delegated authority and does not require a motion of Council (per Section 13 (b) of the City Administration Bylaw 16620 and line 41 of the Common Authority Chart)

Municipal Services

This table outlines ongoing, municipally delivered services that drive Community Safety and Well-Being Strategy impact and outcomes.

Pillars	Municipal Service	Service Examples
<p>Well-Being, Equitable Policies, Safe and Inclusive Spaces</p>	<p>Recreation and Cultural Programming Service is a public service providing recreation, cultural and leisure programming for program participants with diverse needs, abilities and interests</p>	<ul style="list-style-type: none"> ● Attractions - operation, animation and programming for City attractions ● River Valley Parks - programming, operations and animation of river valley parks and facilities ● Recreation and Sport Centres - operation, programming and animation of recreation and sport spaces
<p>Well-Being, Equitable Policies, Safe and Inclusive Spaces</p>	<p>Recreational and Sport Facility Access Service is a public service providing access to recreational and sport facilities</p>	<ul style="list-style-type: none"> ● Community Centres - operations and management of community and seniors centres ● Golf Operations and Programming - municipal golf courses ● Stadiums and Sports Fields - operation, programming and animation
<p>Safe and Inclusive Spaces, Crime Prevention and Crisis Intervention</p>	<p>Bylaw and Provincial Act Enforcement Service is a public service providing bylaw and provincial act enforcement.</p>	<ul style="list-style-type: none"> ● Bylaw and Provincial Act Enforcement - provides protection for the health, safety and welfare of Edmontonians by promoting compliance with our community standards, provincial acts and bylaws ● Bylaw Dispatch - public subservice providing call evaluation, dispatch and coordination intended to support bylaw compliance

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<p>Well-being, Safe and Inclusive Spaces</p>	<p>Community and Neighbourhood Services is a public service providing community and neighbourhood supports</p>	<p>Community and Neighbourhood Capacity Building for local leadership, community involvement and prioritization of community and neighbourhood needs using community and neighbourhood development approaches</p>
<p>Pathways in and out of Poverty, Well-being</p>	<p>Community Safety Service is a public service providing a community safety approach to communities and neighbourhoods</p>	<p>Community Safety Clean Up provides collaboration with Edmontonians and the administering of programs to reduce litter, prevent graffiti and collect needles to keep the city clean, safe and attractive.</p> <p>Community Safety Prevention and Response provides identification and response to community safety incidents in collaboration with Edmontonians, businesses and organizations</p>
<p>Pathways in and out of Poverty, Anti-Racism, Reconciliation, Well-being</p>	<p>Affordable Housing & Homelessness Service is a public service providing affordable housing and services to address homelessness.</p>	<p>Housing provides financial and project development support to organizations that deliver housing, programs and services to people in need of affordable housing and homelessness services. For 2023-26, City Council has approved approximately \$170 million in funding for housing and homelessness prevention.</p>
<p>Reconciliation, Anti-Racism, Pathways in and out of Poverty, Well-Being</p>	<p>Community Granting Service is a public service providing funding and community granting.</p>	<p>Community Grants and Funding provides grants and funding to organizations, community groups/agencies to support and advance programs and services that align with City goals and outcomes.</p> <p>Family and Community Support Services (FCSS) is a partnership with the provincial government. For 2023-26, over \$20 million in FCSS funding has been awarded annually to community organizations to work on primary and secondary preventive social services to support the following</p>

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		priorities - healthy social emotional development, positive mental health, healthy relationships, and poverty reduction & homeless prevention. The overall outcome is to increase social inclusion and equity through these programs and services, community development initiatives and social infrastructure initiatives . The FCSS program also supports capacity building, evaluation, learning opportunities and intentional relationship building to build a stronger, more connected social services sector in our community.
Well-Being, Pathways in and out of Poverty, Anti-Racism, Reconciliation	Intergovernmental and Institutional Coordination Service is a supporting service providing external relations, intergovernmental and institutional coordination services.	Indigenous Relations provides intergovernmental relations, consultation, community development, support, engagement and planning with Indigenous communities and leading key priorities around reconciliation
Well-Being, Pathways in and out of Poverty, Anti-Racism, Reconciliation	Social Systems Navigation and Support Service is a public service providing care and support for individuals facing barriers and coordination with partners to address social issues and advance systems change.	Individual Care provides support to individuals experiencing vulnerabilities and facing barriers through education, advocacy, referral to resources, and targeted collaboration with community partners, businesses and government. For example, the Financial Empowerment Program connects Edmontonians living on a low income to resources, education and information needed to reach financial stability and security.

Related City of Edmonton Strategies, Plans and Policies

The following table outlines City of Edmonton strategies, plans and policies that have strategic linkages to the CSWB Strategy and will drive impact to achieve CSWB outcomes.

	Pillar(s)	Strategy, Plan or Policy	Description
1	All	The City Plan	The CSWB Strategy advances the Big City Move of “Inclusive and Compassionate” which is rooted in concepts and efforts to improve equity, end poverty, eliminate racism and make clear progress towards Truth and Reconciliation.
2	All	ConnectEdmonton	The CSWB Strategy aligns with the strategic goal of Healthy City: “Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians.”
3	Reconciliation	Indigenous Framework	Through the adoption of this Framework, it is the responsibility of each and every City of Edmonton employee to forge stronger relationships with the descendants of the original inhabitants of this land, and to recognize we all have roles to play in our journey towards reconciliation. The Indigenous Framework is designed to be a living initiative that will change and adapt as our relationships grow and mature.

4	Reconciliation	Missing and Murdered Indigenous Women and Girls (2SLGBTQIA+) Action Plan	<i>Reclaiming Power and Place: The Final Report of the National Inquiry into Missing and Murdered Indigenous Women and Girls (2019)</i> revealed persistent and deliberate human and Indigenous rights violations, and abuses are the root cause behind Canada's staggering rates of violence against Indigenous women, girls and 2SLGBTQIA people. In response, the City is undertaking actions ¹ that address the Calls for Justice related to the City's policies, programs and services.
5	Reconciliation	Truth and Reconciliation Municipal Response Plan	The City of Edmonton is implementing a Truth and Reconciliation (TRC) Municipal Response Plan ² to address the Calls to Action where the City has responsibility and opportunity to advance reconciliation. A comprehensive March 2023 update can be found linked in the footnote below ³ .
6	Reconciliation	Urban Reserve Strategy	Administration continues to work with interested First Nations in the exploration and development of Urban Reserves; with a Strategy approved by Council in 2021. An MOU was signed with Bigstone Cree Nation to work together to explore options for an urban reserve.
7	Reconciliation Anti-Racism	Commemoration Policy	The development of a new policy to replace Policy C459 - Statuary Policy is underway. The project is in the stakeholder engagement planning phase. Additionally, an interim guideline for community-led statuary projects is in development for projects that have been put on hold while the policy is developed.

¹pub-edmonton.escribemeetings.com/Meeting.aspx?Id=57df4bc9-8d2d-4c3e-a72b-d7c535c4b134&Agenda=PostMinutes&lang=English&Item=30&Tab=attachments

²pub-edmonton.escribemeetings.com/Meeting.aspx?Id=21445495-3cf3-41c7-bf06-57e2e99a8b14&Agenda=PostMinutes&lang=English&Item=27&Tab=attachments

³pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=179221

8	Anti-Racism	Anti-Racism Strategy	The Anti-racism Strategy brings our community together to improve equity, end poverty, eliminate racism and make clear progress toward Truth and Reconciliation. We acknowledge that this is complex and multifaceted work and are developing a number of different approaches to address that complexity head on. Together, we will create a City - a home - where every individual, in all their unique diversity, belongs. Heritage Month, and more. This is still a work in progress, but we're learning how to better amplify the already good work occurring in the community.
9	Anti-Racism	Anti-Black Racism Action Plan	To support the UN International Decade for People of African Descent proclamation and advance its Anti-Racism Strategy, City Administration is working with Edmonton communities to co-create an Anti-Black Racism Action Plan ⁴ . This action plan is driven and guided by Edmonton's Black communities and their needs, and supported and facilitated by the municipal government of Edmonton.
10	Well-Being	Well-Being Framework	RECOVER Urban Well-Being tests ideas that could improve well-being within their communities. Work is done within a well-being framework, towards the outcome of people feeling a deep sense of connection and balance. This is done by conducting deep research and then co-designing solutions that are often community-based and are designed to help people feel more connected to themselves, the land, and others, as a means of building community, healthy people, and safe, vibrant space.

⁴ <https://www.edmonton.ca/sites/default/files/public-files/EdmontonAnti-BlackRacismActionPlan.pdf>

12	Well-Being	Living Hope Suicide Implementation Plan and Community Mental Health Plan	A renewed implementation plan for suicide prevention and strategy for community mental health for Edmonton is in development through Living Hope and Community Mental Health Action Plan. This involves large-scale synthesis of knowledge, stakeholder engagement, assessment of various data sets, and community sense making.
13	Well-Being	Extreme Weather Response Policy	The extreme weather response implements City Policy C620 to ensure the health and safety of all Edmontonians, particularly those who are vulnerable to extreme weather conditions.
14	Well-Being Safe and Inclusive Spaces	Public Washrooms Strategy	The city-wide public washroom strategy has the overall objective of improving access to public washrooms, enhancing user experience and management of existing public washroom facilities.
15	Safe and Inclusive Spaces	Safe Cities and Safe Public Spaces Global Initiative	<p>The City's Gender Based Violence and Sexual Assault Prevention Initiative is dedicated to ending gender-based violence and sexual assaults in Edmonton.</p> <p>Under this initiative, in 2016, Edmonton became the second city in Canada to join the United Nations Women Safe Cities and Safe Public Spaces Global program.</p> <p>As a Safe City, we are committed to innovative approaches to preventing and addressing sexual violence against women and girls in public spaces.</p>

16	Safe and Inclusive Spaces	Edmonton’s Downtown Core and Transit System Safety Plan	In an effort to build a stronger, safer and more inclusive Edmonton, the City has developed Edmonton’s Downtown Core and Transit System Safety Plan. This Plan summarizes the many ways the City has responded—and will continue to respond—to ensure the health and safety of Edmontonians.
17	Safe and Inclusive Spaces	Chinatown Strategy	The Chinatown Strategy is a broad economic development approach supported by placemaking and actionable community-led programming components. The Chinatown Recovery Fund is \$1 million - 65% of which focuses on safety and security issues.
18	Safe and Inclusive Spaces	Downtown Vibrancy Strategy	The Downtown Vibrancy Strategy is an agile and nimble approach to supporting vibrancy, based on collaboration and partnership with community stakeholders with a vested interest in the future of downtown Edmonton. It includes finding creative solutions to activate spaces and increase foot traffic, which contributes to both the vibrancy and safety of downtown.
19	Safe and Inclusive Spaces, Crime Prevention and Crisis Intervention	Public Spaces Bylaw	The Public Spaces Bylaw Review project ⁵ was presented to the Community and Public Services Committee on September 9, 2022 when Administration presented its project plan to conduct a full scale review and revision of applicable bylaws that address behaviours and enforcement in transit and other public spaces. City Administration will review all of the public spaces bylaws to develop a comprehensive, new bylaw to replace the existing bylaws.

⁵ <https://pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=162174>

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20	Crime Prevention and Crisis Intervention	Enhanced Transit Safety and Security Plan	Approved in February 2022, the Enhanced Transit Safety Plan builds on previous work, namely the Transit Safety and Security Framework (2018), to enhance collaboration and integration to increase safety in Edmonton's transit spaces and support the system's wellbeing . To accomplish this, the City is partnering with the Edmonton Police Service and Bent Arrow Traditional Healing Society to develop a holistic approach to the issues currently impacting the transit system. As part of this plan, a Director of Transit Safety was hired to oversee the work in Fall 2022.
21	Equitable Policies	Social Procurement Policy	In June 2022, the City brought forward to Executive Committee an updated Sustainable Procurement Policy which included consideration of the Indigenous Procurement Framework. Council approved the Sustainable Procurement Policy on July 4, 2022. Work has begun on the implementation of the 6 recommendations in the Indigenous Procurement Framework.
22	Equitable Policies, Anti-Racism, Reconciliation	Art of Inclusion: D&I Framework	The Art of Inclusion: Our Diversity & Inclusion Framework is the City of Edmonton's aspirational view of an inclusive workplace and the path that we will take to get there.
23	Equitable Policies	Corporate Accessibility Plan	The Corporate Accessibility Plan includes 70 accessibility actions that will be implemented between 2021 and 2024 to support the City's commitment to making Edmonton a more accessible city for all.

24	Equitable Policies	Accessibility for People with Disabilities Policy	The City of Edmonton’s Accessibility Policy guides the development and implementation of City policies and civic engagement, programs and services, communications and technology, employee services, and infrastructure (facilities, open spaces, and transportation) to ensure full consideration of the needs of all individuals and their diverse abilities.
25	Equitable Policies, Reconciliation	Indigenous Procurement Framework	This framework is one step in the journey of reconciliation. Through taking steps to address the systematic barriers that exist for Indigenous businesses in how the City procures more than \$1 billion per year in services and goods, the City supports the Truth and Reconciliation Call to Action 92.
27	Poverty	Affordable Housing Strategy	The Updated Affordable Housing Strategy is currently in its sixth and final phase of work, which includes developing the implementation plan in collaboration with other business areas within the City of Edmonton. Following the finalizing of the implementation plan in spring, a monitoring and evaluation framework will be designed to track performance of the Strategy. The complete strategic framework will be before City Council for final approval in Fall 2023.
28	Poverty	Enhanced Encampment Response Plan	This plan sets out how the City, in collaboration with community partners and other orders of government, will evolve its response to encampments by increasing emphasis on supporting individuals living in encampments as they transition to more permanent housing options.

29	Poverty	Corporate Homelessness Plan	The first phase of the Corporate Homelessness plan which is centred mainly on research is nearly complete. A project update went to Community and Public Services Committee on May 31 (CS01732). In addition to providing an update on the work underway, it will also highlight next steps to prepare the new Corporate Homelessness Plan, including an accountability and evaluation framework, by the end of 2023.
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Upcoming Community Safety and Well-Being Related Reports

	Pillar	Department	Report Name	Description	Committee / Council	Date
1	Pathways In and Out of Poverty, Well-Being	Community Services	CS01751 Rapid Housing Initiative Recommendations & Update	This report seeks approval for Rapid Housing Initiative - Project Stream recommendations. This includes details on specific projects and the City's financial contributions.	City Council	Q3 2023
2	Pathways In and Out of Poverty, Well-Being	Community Services	CS01881 Enhanced Encampment and Unsheltered Homelessness Response Plan - Recommended Next Steps	This report will provide an update on the Expression of Interest process for the Indigenous-led shelter and transitional spaces and the submissions received. Administration will recommend next steps for further work to address unsheltered homelessness among Indigenous people and others in Edmonton.	Community and Public Services Committee	Q4 2023

Attachment 6

3	Pathways In and Out of Poverty, Well-Being	Community Services	CS01661 Edmonton's Plan to Prevent and End Homelessness - Lessons Learned	This report provides an overview of Homeward Trusts' "Updated Community Plan to End Homelessness". The updated plan sets priorities to 2026 and is founded on three key goals: eliminating chronic and episodic homelessness by 2022; preventing future homelessness; and developing an integrated systems response to homelessness.	Executive Committee	Q4 2023
4	Pathways In and Out of Poverty, Well-Being	Community Services	CS00738 Affordable Housing Contributions Approach	This report outlines options for a replacement approach for securing affordable housing contributions through the development process.	Urban Planning Committee	Q4 2023
5	Pathways In and Out of Poverty,	Community Services	CS01727 GEF Seniors Housing -	Administration will work with GEF Seniors	Executive Committee	Q4 2023

Attachment 6

	Well-Being		Annual Financing Reporting	Housing to provide annual financial reporting including all deficits and in-year variances.		
6	Pathways In and Out of Poverty, Well-Being	Community Services	CS01752 Indigenous Housing Grant Program - Fall 2023 Grant Award recommendations	This report seeks approval of grant funding affordable housing agreement with the applicants for the Indigenous Housing Grant Program - Fall 2023 Grant Award.	Executive Committee	Q4 2023
7	Pathways In and Out of Poverty, Well-Being	Community Services	Affordable Housing Investment Program - Fall 2023 Grant Award	This report seeks approval of grant funding affordable housing agreement with the applicants for the fall 2023 Affordable Housing Investment Program.	Executive Committee	Q4 2023
8	Pathways In and Out of Poverty, Well-Being	Community Services	Updated Affordable Housing Strategy	This report provides the updated elements of City of Edmonton's Updated Affordable Housing Strategy and seeks Council's review	Community and Public Services Committee	Q4 2023

Attachment 6

				and approval.		
9	Pathways In and Out of Poverty, Well-Being	Community Services	CS01853 Updated Plan to End Homelessness	This report provides an overview of Homeward Trusts' "Updated Community Plan to End Homelessness". The updated plan sets priorities to 2026. It is founded on three key goals: eliminating chronic and episodic homelessness by 2022; preventing future homelessness; and developing an integrated systems response to homelessness.	Community and Public Services Committee	Q4 2023

Attachment 6

10	Pathways In and Out of Poverty, Well-Being	Community Services	CS01492 Review of the Good Neighbour Plan	This report will present findings of the review of the “Good Neighbour Plan” for affordable housing from an equity and anti-racism lens. Administration will engage tenants and housing operators, explore alternatives and promising practices to build relationships with community and consider mechanisms to include good neighbour principles in market developments.	Executive Committee	Q4 2023
11	Pathways In and Out of Poverty, Well-Being	Community Services	CS01798 Indigenous-Led Supportive Housing	This report will provide information on how Indigenous-led organizations may be successfully positioned to become recipients of City-led supportive housing projects	Executive Committee	Q4 2023

Attachment 6

				through future Rapid Housing Initiative funding rounds.		
12	Pathways In and Out of Poverty, Well-Being	Community Services	CS01744 Mortality Rates and Edmonton's Homeless Population	Administration will present, on behalf of the Office of the Chief Medical Examiner, a report on deaths related to unhoused populations.	Community and Public Services Committee	Q4 2023
13	Pathways In and Out of Poverty, Well-Being	Community Services	CS01758 Surplus School Sites Policy Review and Recommendations	This report seeks approval of the Surplus School Sites Policy Review and recommendations.	Executive Committee	Q4 2023
14	Pathways In and Out of Poverty, Well-Being	Community Services	CS01757 Homeward Trust Foundation - 2023 City of Edmonton Subsidy	This report seeks approval of the terms of the 2023 subsidy agreement between the City of Edmonton and Homeward Trust Foundation, to provide operational support in the fulfillment of its objectives.	Executive Committee	Q4 2023

Attachment 6

15	Safe and Inclusive Spaces	City Operations	CO01907 Monthly update on Transit Safety Plan and Downtown Core - Verbal Report		City Council	Q3 2023
16	Safe and Inclusive Spaces	Office of the City Manager	Community Property Safety Team	This report is seeking support for the continued Community Property safety Team (CPST) work	Community and Public Services Committee	Q4 2023
17	Safe and Inclusive Spaces	Integrated Infrastructure Services	Standards for Public Realm Infrastructure	This report responds to the following motion: "that Committee that includes stakeholder engagement and outlines: 1. how standards are determined for public realm infrastructure such as crosswalks, shared use paths, bike lanes, boulevards and sidewalks; 2. proposed changes and analysis on what could be updated to be explicit to improve active transportation	Urban Planning Committee	Q4 2023

Attachment 6

				safety/accessibility and operational effectiveness, including standardization of raised crosswalks/intersections , pedestrian through zones, active pathways, boulevards, etc.		
18	Safe and Inclusive Spaces	City Operations	CO01907 Monthly update on Transit Safety Plan and Downtown Core - Verbal Report		City Council	Q4 2023
19	Safe and Inclusive Spaces	City Operations	CO01907 Monthly update on Transit Safety Plan and Downtown Core - Verbal Report		City Council	Q4 2023
20	Safe and Inclusive Spaces	Urban Planning and Economy	UPE01709 Chinatown Strategy	This report will highlight initiatives and progress on the Chinatown Strategy.	Executive Committee	Q4 2023
21	Safe and Inclusive Spaces	Office of the City Manager	OCM01136 Bylaw XXXXX- Amendments to		Community and Public Services	To Be Scheduled

Attachment 6

			Bylaw 8353 - Conduct of Transit Passengers		Committee	
22	Well-Being	Community Services	CS01242 Reducing Drug Poisoning Injuries - Recommendation and Draft Submission to Health Canada and Intergovernmental Advocacy	This report provides recommendations for reducing drug poisoning injuries and deaths in Edmonton as identified through targeted engagement.	Community and Public Services Committee	Q4 2023
23	Well-Being	Community Services	Mental Health and Addiction Within city of Edmonton	Administration will present, on behalf of the Executive Director for Addictions and Mental Health Edmonton Zone (AHS), a report related to the state of addictions and mental health in the Edmonton Zone.	Community and Public Services Committee	Q4 2023
24	Anti-Racism	Community Services	CS01746 Community Grant	This report will provide information on the	Community and Public	Q4 2023

Attachment 6

			Participatory Budget Pilot Program	progress made related to the pilot program focused on the allocation of \$300,000 Anti Racism grant funding using a participatory budgeting approach.	Services Committee	
25	Anti-Racism	Community Services	Updates to City Policy C529 Immigration and Settlement	This report provides information and updates to the review of City Policy C529 Immigration and Settlement.	Community and Public Services Committee	Q4 2023
26	Equitable Policies, Procedures, Standards and Guidelines	Office of the City Manager	OCM01576 Lived Experience and Sharing Perspectives - Standing Committees		Community and Public Services Committee	To Be Scheduled

Community Safety and Well-Being Strategy Implementation Update

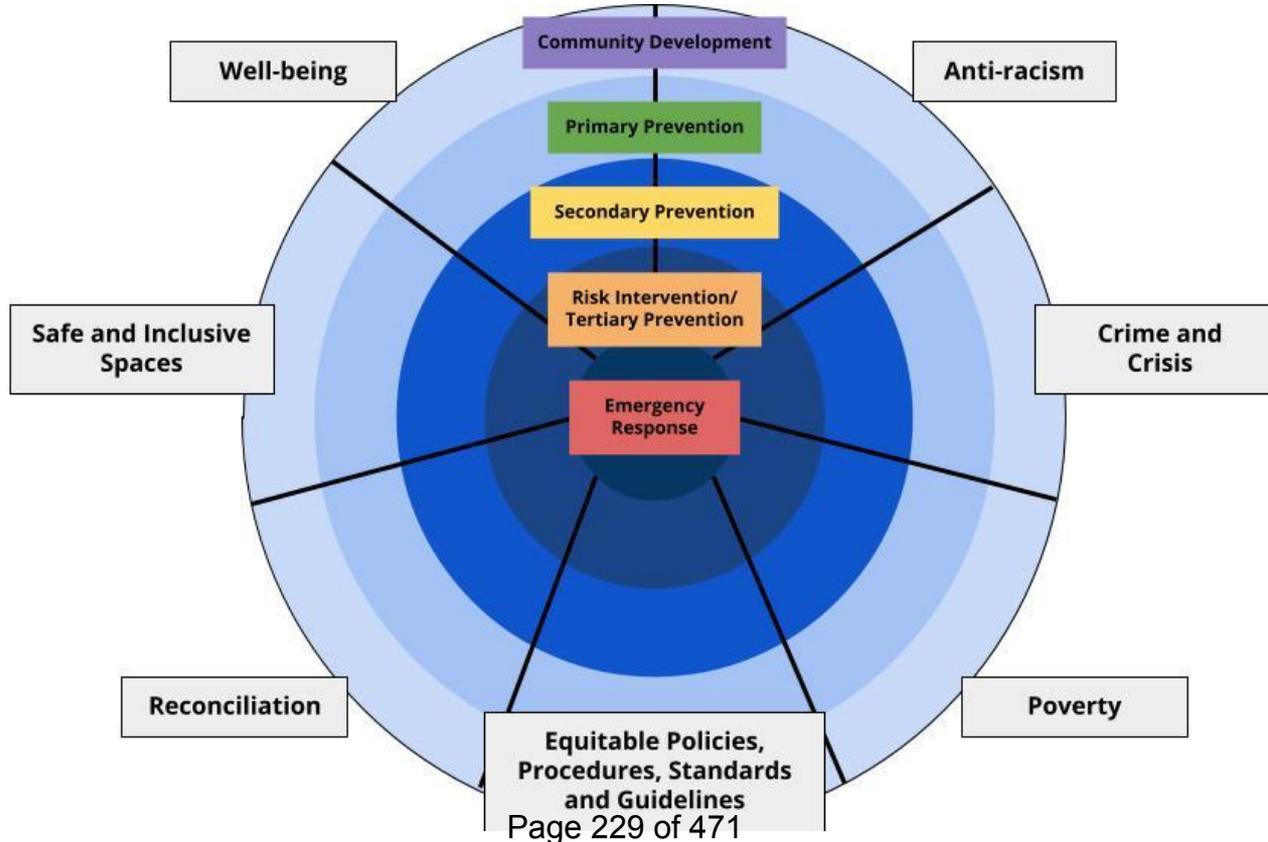
July 4, 2023 City Council

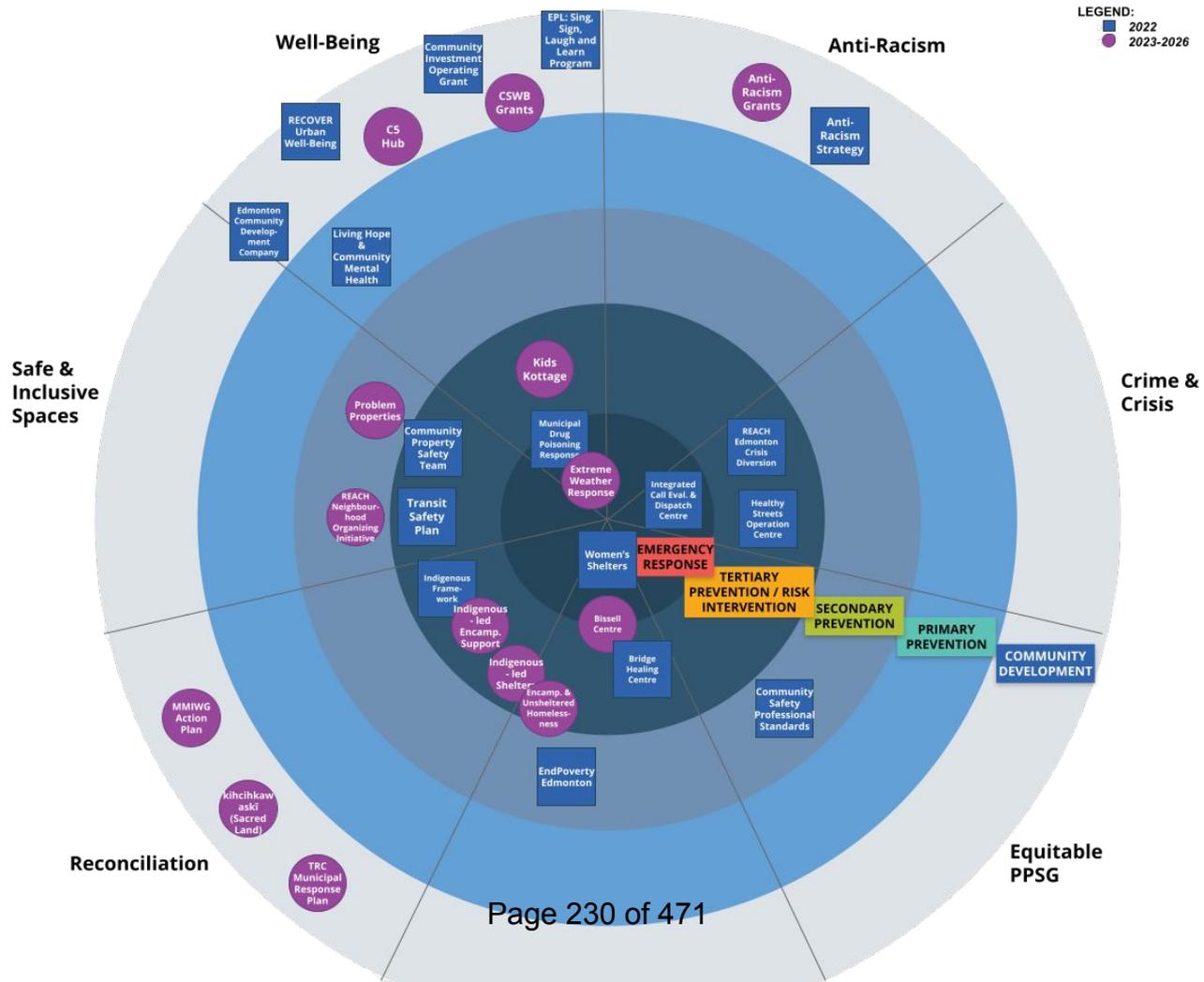
Community Safety and Well-Being Vision

- Purpose, safety, stability for all who make Edmonton home
- Rooted in reconciliation, anti-racism, removal of systemic barriers
- Tackles complex interconnected social issues such as houselessness, safety, poverty, racism and social exclusion



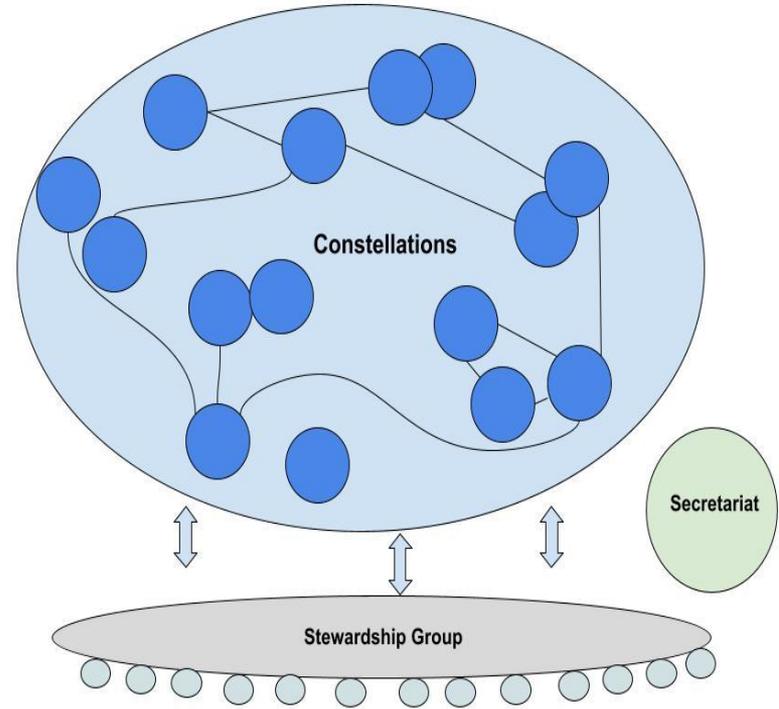
Community Safety and Well-Being Vision



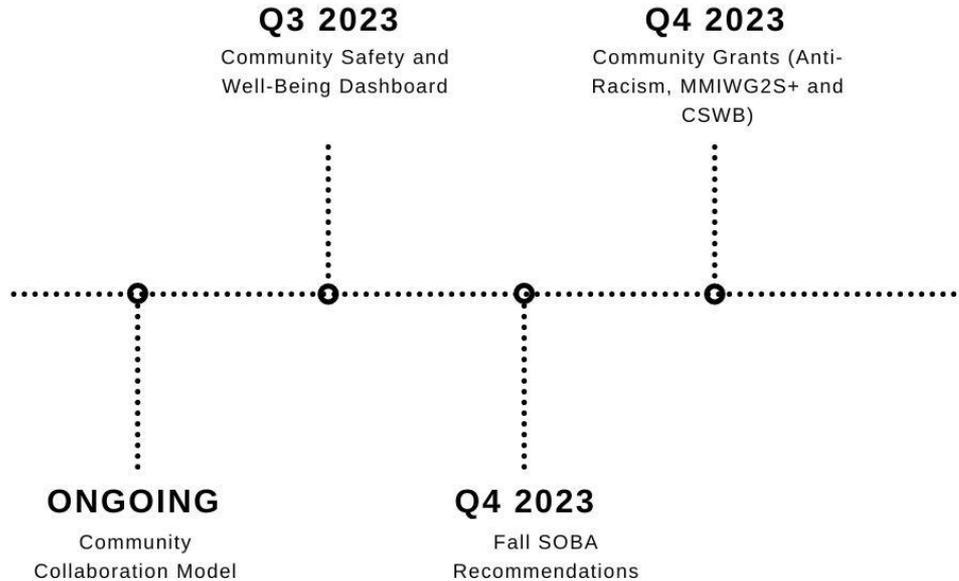


Community Collaboration

- City-wide and cross-sectoral
- Work underway on draft Collaboration Model
- More work to come to deepen relationships and confirm logistics



Upcoming Milestones



**Item 7.4 (CS01751) - Rapid Housing Initiative -
Recommendations and Update**

Report to be distributed when available

FIRESMART PROGRAM GRANT

RECOMMENDATION

That Administration proceed with the FireSmart Program grant application, as outlined in Attachment 1 of the July 4, 2023, City Operations report CO01916.

Requested Council Action	Decision required		
ConnectEdmonton's Guiding Principle	ConnectEdmonton Strategic Goals		
CONNECTED	Climate Resilience		
City Plan Values	THRIVE. PRESERVE.		
City Plan Big City Move(s)	Greener as we grow	Relationship to Council's Strategic Priorities	Climate adaptation and energy transition
Corporate Business Plan	Serving Edmontonians		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> N/A 		
Related Council Discussions	<ul style="list-style-type: none"> N/A 		

Executive Summary

- The Forest Resource Improvement Association of Alberta is offering a grant through the FireSmart program to develop a Wildfire Hazard and Risk Assessment.
- The development of a Wildfire Hazard and Risk Assessment and a future citywide wildfire strategy supports Edmonton's goal of climate resilience and strengthens the City's response to climate change by helping to mitigate the risks of increasingly frequent and intense wildfires.
- Administration has submitted an expression of interest for the FireSmart grant program and has been invited to submit a full project proposal (grant application), which requires written support from City Council. If Council approves the recommendation directing Administration to

FIRESMART PROGRAM GRANT

proceed with the application as outlined in Attachment 1, that will be considered Council's written support.

- Pending Council and the Forest Resource Improvement Association of Alberta's approval, the FireSmart grant would fully fund the development of a pilot Wildfire Hazard and Risk Assessment for the Whitemud planning district, which would support Administration in the future development of a citywide strategy to manage wildfire risk.

REPORT

The increased frequency and intensity of wildfires in recent years, as well as the growth of extreme weather events and a drier climate, have highlighted the need for comprehensive risk mitigation planning. Administration receives and responds to numerous inquiries a year regarding wildfire risk in the City's natural and naturalized areas.

The Forest Resource Improvement Association of Alberta is offering a grant to develop a Wildfire Hazard and Risk Assessment. The development of this type of assessment and a future citywide wildfire strategy would improve Edmonton's response to climate change. This aligns with the Climate Resilient Edmonton: Adaptation Strategy and Action Plan's goal of ensuring that Edmontonians and regional partners are informed, prepared for, can respond to and recover from increasing frequency and severity of extreme weather. Learnings from this pilot project could further support the plan's action item of undertaking a wildfire vulnerability and risk study under future climate conditions. A wildfire risk assessment would have a range of positive impacts on public safety, urban forest, climate resilience and biodiversity efforts, should an urban wildfire occur.

In February 2023, Administration submitted an expression of interest to the Forest Resource Improvement Association of Alberta for a FireSmart Program grant. In total, \$40,000 was requested, which would cover the full assessment cost. The Association approved the expression of interest and the City was asked to move forward with a full project proposal (Attachment 1). The full proposal requires written support from City Council to demonstrate that Council is aware and committed to the project. If Council approves the recommendation directing Administration to proceed with the application as outlined in Attachment 1 of this report, that will satisfy this requirement.

Current Wildfire Risk Mitigation

Administration is leading projects to ensure that management practices are in place to minimize the probability and severity of wildland fires in Edmonton, in alignment with the National Research Council's National Guide for Wildland Urban Interface Fires. This involves understanding wildfire risk in Edmonton and identifying higher risk areas, as well as assessment and removal of excessive build-up of organic material in natural areas that could fuel wildfires.

In addition to managing risk in wildland and urban areas, Administration focuses on communicating risk to residents through burning restrictions and fire bans. Firefighters are prepared to respond to wildfires through internal training programs and special wildland firefighting resources and equipment. Using industry standard best practices, the Emergency

FIRESMART PROGRAM GRANT

Operations Centre can be mobilized to coordinate resources and support response and recovery activities.

Wildfire Hazard and Risk Assessment Pilot

Administration's grant application focuses on a pilot Wildfire Hazard and Risk Assessment specifically for the Whitemud District, which is one of the fifteen districts in Edmonton's District Network as outlined in The City Plan. Using funding from the Forest Resource Improvement Association of Alberta, this district was selected as the ideal location for the pilot because it contains a large amount of forested, natural areas and has a higher wildfire risk than other districts. Previous fire risk studies that have been completed in the area will provide additional insight. This pilot is a starting point for developing a citywide wildfire risk strategy, which will provide much needed direction for managing wildfire risk in Edmonton, including:

- Public education and outreach.
- Creation of a Wildfire Resilience Committee to improve inter-agency coordination and empower communities to become more wildfire resilient.
- Cross-jurisdictional management and understanding of fire risk.

Pending Council and the Forest Resource Improvement Association of Alberta's approval, Administration will deliver a final Wildfire Hazard and Risk Assessment in Q2 2024.

Administration intends to move forward with the pilot project and future citywide strategy even without grant funding; however, the need to utilize existing budget may impact project plans or timelines.

Budget/Financial Implications

If Council approves the grant application to the Forest Resource Improvement Association of Alberta, the City could be the recipient of a \$40,000 grant to fund the development of a pilot Wildfire Hazard and Risk Assessment.

As an outcome of the pilot, the ongoing annual hazard mitigation assessment can be covered through existing budgets. However, any additional work or expansion of the citywide wildfire risk strategy will be reviewed once the pilot is completed with considerations of potential funding requirements.

Legal Implications

If the City is the recipient of a \$40,000 grant from the Forest Resource Improvement Association of Alberta, the City may be required to enter into a grant agreement, which may place certain legal obligations on the City with respect to the use of the grant funding and reporting requirements, among others.

COMMUNITY INSIGHT

The University of Alberta completed a Fire Risk Model for the City of Edmonton in 2021. This analysis was the first step to understanding the Wildland Urban Interface fire risk in Edmonton and how it is projected to change over time as the climate changes. The model indicated that fire risk will increase over time.

FIRESMART PROGRAM GRANT

Stakeholders of the pilot Wildfire Hazard and Risk Assessment include businesses, organizations, Indigenous communities, internal staff, utility and other companies. Development and implementation of the future wildfire risk strategy would involve additional engagement. If the City receives the grant funding, Administration plans to engage with stakeholders during the development of the assessment for the pilot, specifically those involved with land-use planning, emergency response, and land management. Communications with other stakeholders may occur during the implementation phase of the assessment to ensure that the community understands the importance of wildfire resiliency.

GBA+

The City of Edmonton has a high potential for large scale wildfires, in part due to the vast amount of forested and grassland within City limits. Wildfire risk disproportionately affects individuals living near or in these areas. Exposure to wildfire smoke also poses greater health risks to those with respiratory or cardiovascular conditions, seniors and those who work outside.

The development of the Wildfire Hazard and Risk Assessment and future citywide wildfire risk strategy will include input from various stakeholder groups to help identify and mitigate wildfire risks to different populations.

ATTACHMENTS

1. FireSmart Program Grant Application
2. Fire Rescue Services Letter of Support



PRIVATE Forest Resource Improvement Association of Alberta
PRIVATE
 ADVANCE \D 3.0 P.O. Box 11094, Main Post Office,
 Edmonton, Alberta T5J 3K4 ADVANCE \D 3.0

EOI # (from RFP invitation)	EOI-23-04
Project Title	City of Edmonton Whitemud District Wildfire Hazard and Risk Assessment
Project Type	Planning

FRIAA FIRESMART PROGRAM

Request for Proposal Summary - Application Form & Template

FRIAA-FFP MARCH 2023, RFP

Submission Deadline: May 8, 2023 4pm MST

Attn: FRIAA Administrator

Telephone: 780-429-5873

Submission Portal:

<https://friaa.ab.ca/program-submissions/>

Applicant Information

FireSmart Discipline - Project Information

Primary Eligible Activity		Term of Project	Amount of Funding Applied for
Planning (e.g. FireSmart community plans - wildfire preparedness guides, wildfire mitigation strategies)	<input type="checkbox"/> Emergency planning (e.g. develop or update procedures and response plans)	June 2023 to March 2024	\$40,000

Applicant has been in contact with a FRIAA Field Liaison to discuss the specified application activity. **(REQUIRED)**

Applicant has substantially completed all other FRIAA FireSmart projects, particularly in this discipline. **(REQUIRED)**

Agency Support Attachments:

- Project Support Letter from Fire Department / Fire Emergency Service Provider, **OR** the Fire Department/Fire Emergency Service Provider is the applicant of this project – **REQUIRED**. (If submitted with the EOI, do not need to resubmit.)
- Project Support Letter from Wildfire Management Branch – Forestry, Parks and Tourism - strongly encouraged. (If submitted with EOI, do not need to resubmit.)
- Cover Page of Current Approved Plan, if one exists. (If submitted with EOI, do not need to resubmit.)

Acknowledged by Applicant

- Band Council Resolution (attached for applications from Alberta First Nations)
- Settlement Council Resolution (attached for applications from Métis Settlements) or President of Métis Co-operative/Enterprise/Local Municipality Council Resolution (for applications from Municipalities)

The Applicant acknowledges that it has read, understands and agrees with the requirements, terms and conditions of the FRIAA FireSmart Program (the "Program"), the Request for Proposal (the "RFP") and Program Outline, and the FRIAA FireSmart Project Grant Agreement (the "PGA") and by its submission of this Application and its Proposal acknowledges and agrees that the Applicant shall be bound by the requirements, terms and conditions of the Program, the RFP and Program Outline, the PGA and FRIAA's policies, procedures protocols and guidelines as well as any and all requirements and directions as may be determined by FRIAA's Board of Director at its sole discretion. The Applicant also acknowledges and agrees that this Application and Proposal may be accepted by FRIAA on further terms and conditions which shall be binding on the Applicant and that the acceptance of this Application and Proposal does not represent a commitment by FRIAA to fund all or any of the activities proposed therein.



Authorized Representative (as named above)

May 4, 2023

Date

City of Edmonton Application

1. Project Overview (Values-At-Risk)

1.1 DESCRIPTION OF PLAN(S) THAT WILL BE DEVELOPED

- Wildfire Hazard and Risk Assessment (WHRA)

1.2 DESCRIPTION OF VALUES-AT-RISK IN THE COMMUNITY/PROJECT LOCATION

- Other: This project will encompass an entire district within the City of Edmonton municipality and thus includes multiple values-at-risk including critical infrastructure, standards values and all other infrastructure, including green infrastructure.

2. Project Location (Access and Egress)

The project is located within the City of Edmonton municipality which falls within the Central Parkland Ecoregion. Given the large scale of the City, it was determined that for this proposal, a pilot area would be selected from the 15 planning districts within the City of Edmonton. Therefore, the Whitemud planning district has been selected as the pilot project location. This district was selected as there have been previous fire risk studies completed on this area and it has a large amount of forested natural areas.

The City of Edmonton is surrounded by other municipalities and counties, agricultural lands, a Provincial Park, Indigenous lands, forested areas and waterways. Approximately 48% of the City land base is vegetated. Specifically for the Whitemud district, it is surrounded by other districts but is unique in that it has both a large ravine running through the interior and the North Saskatchewan river running along the western border. It is also bordered by three major transportation highways.

The City of Edmonton has a Fire Services Department with 30 Fire Rescue Service Stations located across the City, with more planned as the City expands. Within the Whitemud district, there are three Fire Rescue Service Stations. There are numerous potential evacuation routes given the size of the City and surrounding transportation network. However, the City of Edmonton has a high potential for conflagration. This is in part due to the vast amount of forested and grassland within City limits, as well as our lower ability to extinguish a wildland fire given that our Fire Services Department is focused more on structural firefighting, and is not equipped with the tools or techniques to fight a significant wildland fire or multiple wildland fires simultaneously.

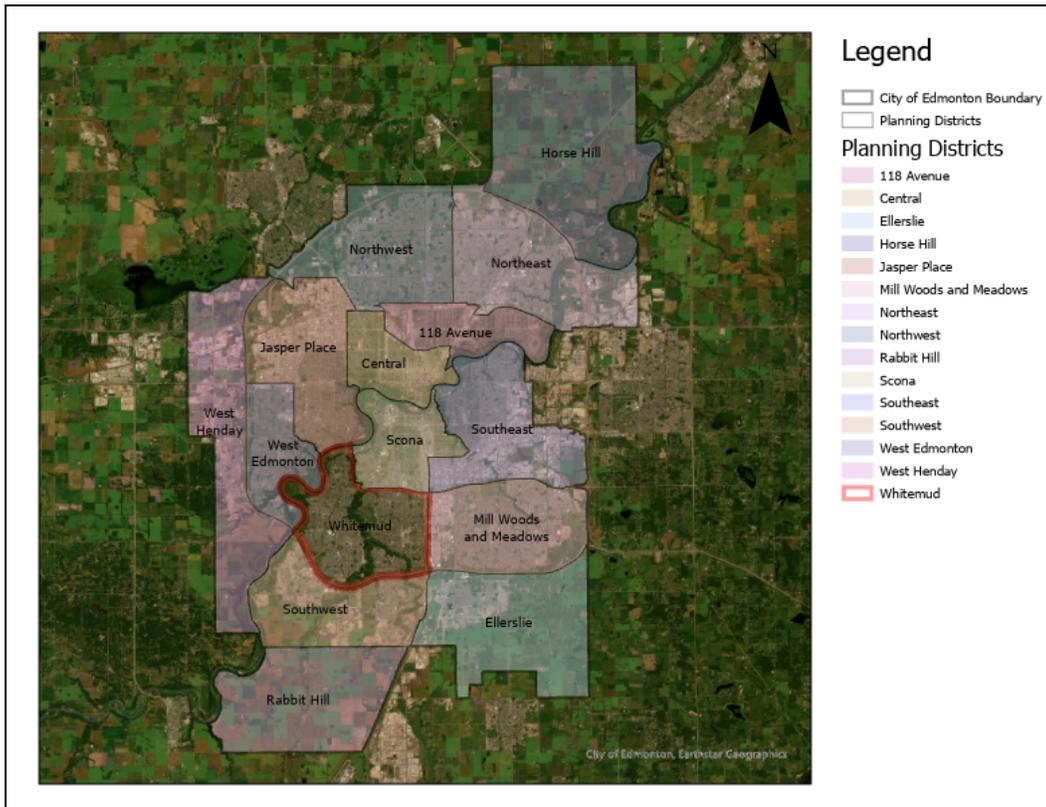


Figure 1. Aerial map of the City of Edmonton including the 15 planning districts. The Whitemud district that will be the planning area for this project is outlined in red.

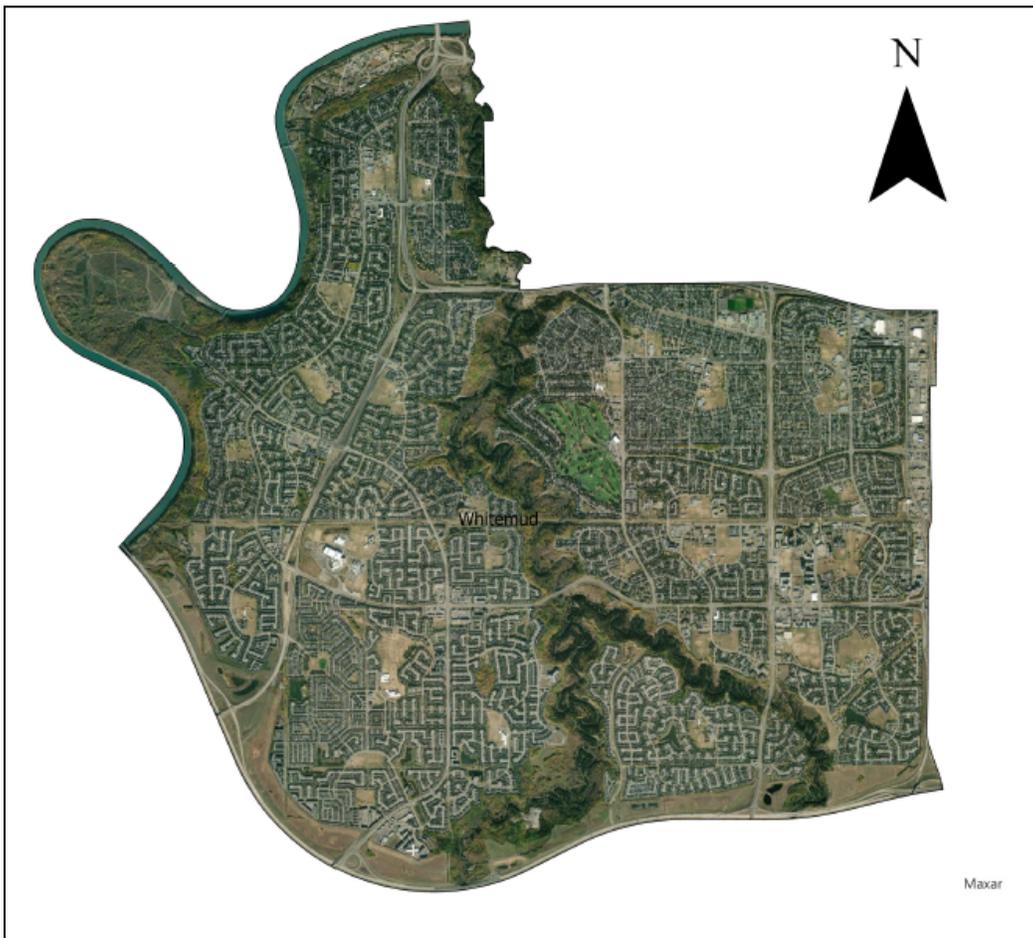


Figure 2. Aerial map of the Whitemud Planning District.

3. Emergency Services Engagement

3.1 INDICATION OF ENGAGEMENT AND SUPPORT OF FIRE EMERGENCY SERVICES PROVIDER(S)

Communications and meetings with Fire Rescue Services have taken place multiple times over the past several years in regards to the need to become a more wildfire resilient community, yet little to no action has been taken due to lack of capacity. With respect to this proposal, our Senior Fire Protection Engineer was engaged. Positive feedback was received and willingness to partake in the project as it moves forward. A letter of support from our Fire Rescue Services Department was submitted with the EIO.

3.2 INDICATION OF REVIEW AND SUPPORT WILDFIRE MANAGEMENT BRANCH

An email was sent to our regional Forestry, Tourism and Parks (AFTP) Wildfire Management Branch (WMB), however a response was not received prior to submitting this proposal. We will continue to reach out and engage our WMB as we move forward with this project.

4. Project Scope and Priority

4.1 DESCRIBE THE PROJECT SCOPE

The scope of this project will be to develop a pilot Wildfire Hazard and Risk Assessment (WHRA) for the Whitemud planning district in the City of Edmonton. The WHRA will focus on the forested river valley and ravine areas within the district. The project will follow the process outlined in the FireSmart Guidebook for Community Protection (2013) and will utilize previous analyses completed on fire risk for the City of Edmonton.

As the City does not have a wildfire specialist, a qualified consultant will be sought through the City's procurement process. The intent is to begin the procurement process of this project in the summer of 2023 and complete the final report prior to the end of Q1 2024.

The WHRA will help the City of Edmonton to better understand the wildfire hazard in the Whitemud district and will provide a starting point for next steps to begin identifying, prioritizing and implementing FireSmart strategies. In addition, much of the forested areas in the Whitemud district are considered 'Preservation Zones'. Therefore it will be critical in this project to ensure cross jurisdictional management and understanding of fire risk, and develop a strategy prioritization of values.

4.2 DESCRIBE IN DETAIL YOUR APPROACH AND PROJECT PLAN

- (a) Detailed work plan

The first step of the project will be to develop a project team composed of internal stakeholders. The roles of key City staff from Fire Rescue Services, Urban Planning and Economy, and City Operations Departments will be determined and will either be part of the Steering Committee, Working Group or Advisory Group. Once a project team is established, the procurement process to hire a qualified consultant for the project will be initiated. The City of Edmonton's procurement process generally takes approximately 120 days to complete. While the procurement process is occurring, the City's Working Group team will begin gathering the data and information required for the WHRA, as well as put together the documents required for the procurement.

Once a consultant has been awarded, a project kick-off meeting will occur with the City project team and the consultant. This kickoff meeting will go through the scope of the project, timelines, deliverables, and the information required to begin the WHRA. Once the supporting documentation and data is provided to the consultant, subsequent regular meetings will be set up to ensure the project is staying on track, and to get regular internal feedback on the assessment modeling and report. In addition, meetings will be held to gather City

expertise and perspective on wildfire hazard and risk in the Whitemud planning district, along with constant email communications.

At this time, public engagement is still being determined as to whether it will occur as part of this project, or whether it will be completed at a later date (this will be determined when completing the Project Charter). Should public engagement occur, the methodology will be discussed with the awarded consultant and will likely consist of presentations and feedback sessions to the various community leagues. As part of the WHRA, field assessments may be required and will be organized with the consultant and City project team. Once the WHRA is complete, internal City staff will complete ground truthing in Q2 2024 using summer staff.

As the project will overlap with seasonal holidays, the deadline for the project is set for March 2024. This is to ensure there is adequate time to complete the WHRA given the likelihood of project team members being on vacation during the months of December and January.

(b) Work schedule / milestones

Set up project team and develop Project Charter	Jun 2023
Initiate consultant tender process (City Project Team)	Jun 2023
Bi-weekly internal project team meetings (City Project Team)	July-Sept 2023
Complete consultant tender process by selecting a qualified consultant (City Project Team)	Sept 2023
Project kick-off meeting (City Project Team & Consultant) + <i>Progress Report 1</i>	Oct 2023
Provide supporting documentation and data (City Project Team)	Oct 2023
Analysis of data and documentation (Consultant)	Oct 2023
Field Assessments (Consultant and City Project Team)	Oct to Nov 2023
Develop WHRA (Consultant) + <i>Progress Report 2</i>	Nov 2023
Public Engagement (Consultant) - To Be Determined	Jan 2024
Review Draft WHRA (City Project Team) + <i>Progress Report 3</i>	Feb 2024
Finalize WHRA (Consultant) + <i>Final Progress Report</i>	Mar 2024

(c) Project management

The City of Edmonton follows an established process-based approach to project management which allows for consistent and predictable project management practices. The processes specific to this project will be: Project Initiation, Scope Management, Schedule Management, Cost Management, Quality Management, Communication and Stakeholder Management, Risk Management, Procurement and Contract Management, Change Management, Resource Management and Project Close.

Quality management for the project will be developed and administered by the City project team. All the deliverables will be reviewed for completeness and correctness by our internal reviewers before delivery. Experienced technical advisors and upper management reviewers part of the Steering Committee and Advisory Group will participate at milestone reviews, providing input and guidance to the project team. Any nonconforming deliverables will be identified and recorded. The City project team will then summarize the results, issues,

concerns, suggestions and lessons learned, and generate a quality control summary report.

Change management strategies will be in place prior to the project starting to ensure that any changes are proactively managed, including cost control. Should any changes be required, a change request must be submitted and reviewed. An impact analysis of the change request will include: impact of the change request, impact of not implementing the change request, alternatives to the change request and the recommended action. If approved and the change results in a need for a contract amendment, a change order process will be initiated.

Currently, the project will be overseen by Courtney Teliske, lead Ecologist with the City of Edmonton's Natural Area Operations team. Courtney has a Masters of Science and a Masters of Forestry, as well as her Professional Biologist Designation. She has taken fire behavior courses, and has been conducting wildfire risk assessments and completing fire risk mitigation for approximately 7 years with the City of Edmonton. Courtney was a subject matter expert for the Fire Risk Model completed for the City of Edmonton, and oversaw a student project which prioritized fire risk in the City's natural areas.

4.3 DESCRIPTION OF ANTICIPATED PROJECT OUTCOMES

The outcome of the project will be a pilot WHRA that can be used as a starting point to begin creating FireSmart implementation plans for the Whitemud district. In addition, this project will give the City of Edmonton staff the experience and expertise to set up a FireSmart Committee and continue to develop WHRA's for each of the 15 planning districts within the City of Edmonton.

The WHRA itself will help the City of Edmonton to prioritize its various ecological, economic, social and environmental values and ensure we are meeting the City's Municipal Development Plan's (The City Plan, 2020) strategic goals: Healthy City, Urban Places, Climate Resilience and Regional Prosperity. It will determine the role of each of the stakeholders and the importance of being accountable as it relates to community wildfire resilience. Key FireSmart actions will be an important outcome of the assessment and will provide the City with the foundation of understanding the risks and strategizing the various mitigation strategies that can work to reduce our overall wildfire risk.

4.4 DESCRIPTION OF HOW THE PROPOSED ACTIVITIES LINK TO CURRENT FIRESMART PLANS

Currently, the City of Edmonton does not have any comprehensive FireSmart plans and lacks interdepartmental communication on what FireSmart activities are taking place within the various departments. Each of the departments work on specific pieces of FireSmart, but do so with little coordination between departments. This assessment will help to provide a starting point to understand the wildfire hazard and risk in the Whitemud Planning District, and offer a holistic view of the risk mitigation activities that are and should be taking place, who is accountable and how we can work together with our stakeholders to create a more resilient community.

With regards to previous work, the University of Alberta (UofA) completed a Fire Risk Model for the City of Edmonton in 2021. This analysis was the first step to understanding the wildland urban interface fire risk in the City and how it is projected to change over time as the climate changes. The model indicated that fire risk will only increase over time. Therefore, it is crucial for the City to begin reducing the risk of fire.

4.5 DESCRIBE AUTHORIZATIONS TO CONDUCT THE PROPOSED WORK

No permits or authorizations will be required for this project as it is largely a desktop based assessment. Future implementation of the FireSmart strategies may require permits and authorizations should vegetation modification be required.

5. Community Engagement

5.1 DESCRIBE THE APPLICANT AND PROJECT PARTNERS

The City of Edmonton is the capital of the province and has a population of approximately 1 million people. The CoE is committed to ensuring safe spaces while maintaining the ecological integrity of its natural areas and is eager to begin actively preventing and mitigating its wildland urban interface fire risk as the City looks to double its population by the year 2050. Currently wildfire specialists have not been identified. However they will be engaged with as the City continues to develop this project and will be considered a key subject matter expert throughout the length of the project.

The Fire Risk Model completed by the UofA will be used as a source of data to help develop the plan as it can guide the City to the areas that may have higher risk and should be considered priority. The City of Edmonton has numerous other GIS layers that will be used in the plan development. Layers that may be used are but are not limited to: zoning parcels, land and vegetation inventory, land ownership, maintainer, critical infrastructure, etc. Other wildfire data from the federal and provincial government will be explored as part of this project.

5.2 DESCRIBE THE STAKEHOLDERS

Stakeholders of the WHRA include the Whitemud district residents, businesses, organizations, Indigenous communities, internal staff, utility and other companies, facilities and visitors. These stakeholders will all play a critical role in the assessment, whether it is in the development stage or implementation stage. Certain stakeholders will be engaged directly during the project, specifically those involved with land-use planning, emergency response, and land management. Others will be engaged in the implementation of the project to ensure that the community understands the importance of wildfire resiliency.

The City of Edmonton has several means of engaging its stakeholders that will be utilized. These include Community Insight Surveys, updates through social media and the City website, as well as reaching out directly to indigenous communities, Community Leagues, utility companies, and homeowner and business associations.

5.3 PROJECT SUPPORT

A letter of support from Fire Services was provided with the EIO. We are still in the process of securing the Municipal Council Resolution, and will be submitted at a later time. Wildfire resilience is linked to multiple City goals including climate resilience, wildland management and emergency planning/response, and is included in high-level corporate plans such as the City Plan, Ribbon of Green, Open City Initiative and ConnectEdmonton.

6. Funding Requested

6.1 DESCRIBE PROJECT BUDGET AND FUNDING REQUEST

The City of Edmonton will be procuring a qualified consultant with extensive experience in wildfire risk assessments and FireSmart. Therefore, a detailed project budget is not available at this time. The high level estimated services and costs based on inquiries to multiple consultants are as follows:

- 1) Project management - \$2500
- 2) Data and information collection and review - \$5000
- 3) Stakeholder engagement - \$4500
- 4) Field assessments - \$9600
- 5) Wildfire Assessment Modelling - \$4000
- 6) WHRA - Values at risk ID - \$4000
- 7) Report Mapping - \$3000
- 8) Report Writing - \$4000

An estimated detailed breakdown is provided in section 6.3. A 10% contingency will be added to the funding request.

The City's procurement process is as follows:

1. The Sourcing Phase will issue a sourcing event in Ariba, which will allow us to receive bid submissions through ARIBA Discovery, and respond to any inquiries from potential vendors. Sourcing events are posted publicly by our Corporate Procurement Buyer to Ariba Discovery with a notification posted to Alberta Purchasing Connection (APC).
2. The Evaluate Phase is the period following receipt of bid submissions from participants in which scoring is completed and a successful party is selected or a shortlist of participants is created. A decision is made to either go to negotiation or award the contract.
3. The Negotiate Phase is an optional step. The negotiation phase allows the City and the Successful Participant to engage in negotiation of specific terms, conditions and/or the scope of work included in the original RFEOI.
4. The Award Phase occurs once the Sourcing Event and Negotiations are complete and an agreement has been reached between the City and the Supplier.

6.2 DESCRIBE OTHER (NON-FRIAA OR IN-KIND) SOURCES OF FUNDING

As a large municipal organization, the City of Edmonton has the ability to leverage internal resources and staff to provide expertise on this project. Therefore, many internal resources will be used for the project. The consultant tendering process will use the City's internal contract procurement resources. Once the consultant has been tendered, a project team with internal City Staff will be created. At least one representative from each City Department considered a stakeholder in the WHRA will be part of the project team and will be required to be actively engaged in the project. This includes attending meetings, providing input and feedback, and reviewing drafts of the WHRA.

Currently, a representative from Fire Services, Open Space Planning, City Operations, Environment and Climate Resilience, and Development Services are considered key stakeholders and will be part of the Working Group project team. It is estimated that approximately 10% of their time will be required to be allocated to this project. Other key internal staff will be a Communications Advisor, Neighbourhood Resource Coordinators, Senior Buyer, Project Sponsor, and Senior Leadership. They will partake in the project as advisors and be more active at different milestones in the project, but will not require consistent dedicated time. Any field assessments will be covered through our City mileage reimbursement policy and will not be considered a project expense.

6.3 DETAILED PROJECT BUDGET

Activity Type	Description	Unit Quantity	Unit Type	Unit Price	Total
Project Expenses					
	Consultant Project Management	20	hour	\$ 125	\$ 2,500
	Consultant Data and Information Collection	50	hour	\$ 100	\$ 5,000
	Stakeholder Engagement (TBD)	40	hour	\$ 112	\$ 4,500
	Field Assessments	6	day	\$ 1,600	\$ 9,600
	Wildfire Assessment Modelling	35	hour	\$ 115	\$ 4,000
	WHRA - Values at Risk Identification	35	hour	\$ 115	\$ 4,000
	Report Mapping	25	hour	\$ 120	\$ 3,000
	Report Writing	40	hour	\$ 100	\$ 4,000
	Contingency	~10% of project expenses			\$ 3,400
	Sub-total				\$ 40,000
In-kind Services					
	Project Manager (Courtney Teliske)	160	hour	\$ 50	\$ 8,000
	Working Group (Procurement, Meetings, Emails, Field Assessments, Progress Reports,	480	hour	\$ 50	\$ 24,000

	Review Drafts and Final Report)				
	Advisory Group (Review Communication material, Contract Procurement, and Review Drafts)	80	hour	\$ 50	\$ 4,000
	Steering Committee (Review Drafts, Approval any Change Requests)	40	hour	\$50	\$ 2,000
	Stakeholder Engagement (TBD)	20	hour	\$100	\$ 2,000
Sub-total					\$ 40,000
Non-FRIAA Funding	None				
Total Project Budget					\$ 80,000

6.4 PROGRESS REPORTING SCHEDULE

Regular progress reports will be sent to FRIAA for reporting. The first will be sent shortly after project initiation once a consultant has been procured and the project kickoff meeting has been completed in October 2023. A second progress report will be submitted at partial progress completion in November 2023 once the WHRA has begun to be developed. A third progress report will be submitted once a draft assessment is complete in February 2024 and will have a draft copy of the plan attached. Finally, the last progress report will be submitted with the final WHRA report at the project completion in March 2024.

6.54 PAYMENT SCHEDULE

It is preferred that one financial report be submitted at the project completion.

7. Additional Information

7.1 ADDITIONAL INFORMATION

Since completing the Fire Risk Modeling work, the City of Edmonton is eager to become a more wildfire resilient community and begin prioritizing values, engaging the community and stakeholders, and outlining the various FireSmart activities that are currently taking place or require further action. As a vast organization, it's crucial for the City of Edmonton to have consistent corporate information which begins with having an assessment in place that can be referenced by all the internal departments and stakeholders, which will lead to a holistic City-wide approach to fire risk mitigation.



February 15, 2023

Ms. Courtney Teliske
Senior Biological Sciences Technologist
City of Edmonton, Parks and Roads Services
Kennedale Community Services
12830 - 58 Street NW
Edmonton, AB T5A 4L3

Dear Ms. Teliske:

Wildland Urban Interface (WUI) Risk Mitigation Strategy

On behalf of Edmonton Fire Rescue Services, I am writing to express our full support for the Wildland Urban Interface (WUI) risk mitigation strategy submitted by the City of Edmonton, Parks and Roads Services. As a fire department that serves a community that is susceptible to WUI fires, we understand the importance of proactive and effective measures in preventing and minimizing those fires. The increased frequency and intensity of WUI fires in recent years, as well as the growth of extreme weather events and a drier climate, have highlighted the urgent need for comprehensive risk mitigation planning.

We believe that the proposed plan will be an effective tool in addressing this issue. The plan's focus on public education and outreach, as well as land-use planning, legislation, and fuel management, aligns well with our mission to protect life and property from fire. We are excited to see the plan's emphasis on the importance of community involvement in WUI risk mitigation efforts. Edmonton Fire Rescue Services continues to build a more resilient and fire-resistant community by engaging and empowering residents and stakeholders.

We also appreciate the plan's recognition of the importance of communication and collaboration. Edmonton Fire Rescue Services is committed to ensuring that our personnel are well-trained and well-equipped to respond to WUI fires. The plan's emphasis on interagency cooperation and coordination will be critical in facilitating effective response efforts.

In conclusion, the proposed WUI risk mitigation plan is an important step in addressing the significant risks associated with these fires in Edmonton. We commend our Parks and Roads Services partners for their thoughtful and thorough approach to this issue, and look forward to working with them and other stakeholders in implementing the plan's recommendations. Implementation of the plan will reduce the risks associated with WUI fires and help protect the lives and property of our residents.

Thank you for your attention to this important matter.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Joe Zatylny', with a stylized flourish at the end.

Joe Zatylny
Fire Chief, Edmonton Fire Rescue Services



2023 COUNCIL AND COMMITTEE CALENDAR CHANGE

RECOMMENDATION

That the following changes to the 2023 Council and Committee calendar, be approved:

New Meeting Added:

- That a December 1, 2023, Special City Manager and City Auditor Performance Evaluation Committee meeting from 2 p.m. to 3 p.m. be scheduled.

Meeting Cancellation:

- That the August 1, 2023, Agenda Review Committee meeting be cancelled.

Orders of the Day Adjustments to Existing Meetings

- That the September 5, 2023, Agenda Review Committee meeting orders of the day be changed from 8:30 a.m. to 9:30 a.m. to 8:30 a.m. to 9:00 a.m.
- That the September 19, 2023, Agenda Review Committee meeting orders of the day be changed from 8:30 a.m. to 9 a.m. to 8:30 a.m. to 9:30 a.m.
- That the December 5, 2023, Agenda Review Committee meeting order of the day be changed from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.

Date Change and Orders of the Day Adjustment

- That the September 6, 2023, Council Services Committee meeting from 9:30 a.m. to 12 p.m. be rescheduled to September 15, 2023 and that orders of the day be from 1:30 p.m. to 5:00 p.m.

Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment:

- That the Council and Committee calendar changes, as outlined in Attachment ____ of the Office of the City Clerk report OCC01941, be approved.

Report Purpose

Council decision required.

2023 COUNCIL AND COMMITTEE CALENDAR CHANGE

REPORT

This report proposes changes to the 2023 Council and Committee calendar to address scheduling requirements and conflicts. This report also recommends a number of changes for the Fall 2023 Supplemental Operating Budget Adjustment and the Supplemental Capital Budget Adjustment so that they could both be approved by the end of November. The following changes are recommended:

New Meeting Added:

- That a December 1, 2023, Special City Manager and City Auditor Performance Evaluation Committee meeting from 2 p.m. to 3:00 p.m. be scheduled.
 - This meeting is required to start the 2023/2024 performance evaluation process.

Meeting Cancellation:

- That the August 1, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9:00 a.m. be cancelled.
 - This meeting is not required due to recess.

Order of the Day Adjustments to Existing Meetings:

- That the September 5, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9:30 a.m. be changed to 8:30 a.m. to 9:00 a.m.
 - This change is to move the quarterly review of agendas to September 19, 2023.
- That the September 19, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.
 - This change is to facilitate the quarterly review of agendas.
- That the December 5, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.
 - This change is to facilitate the quarterly review of agendas.

Date Change and Orders of the Day Adjustment:

- That the September 6, 2023, Council Services Committee meeting from 9:30 a.m. to 12 p.m. be rescheduled to September 15, 2023 from 1:30 p.m. to 5 p.m.
 - This meeting will reschedule the September 6, 2023, Council Services Committee for Integrity Commissioner and Ethics Advisor participation.

Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment:

2023 COUNCIL AND COMMITTEE CALENDAR CHANGE

- Council and Committee calendar changes are also required if Council wishes to complete the Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment by the end of November 2023.
 - Two options are provided for Council's consideration in Attachment 1 and Attachment 2.

ATTACHMENTS

1. OCC01941 - Option 1: Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment Council and Calendar Changes
2. OCC01941 - Option 2: Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment Council and Calendar Changes



2023 COUNCIL AND COMMITTEE CALENDAR CHANGE

RECOMMENDATION

That the following changes to the 2023 Council and Committee calendar, be approved:

Additions:

- That a September 15, 2023, Council Services Committee meeting from 1:30 p.m. to 5 p.m. be scheduled.
- That a December 1, 2023, City Manager and City Auditor Performance Evaluation Committee meeting from 2 p.m. to 3 p.m. be scheduled.

Cancellations:

- That the August 1, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be cancelled.
- That the September 6, 2023, Council Services Committee meeting from 9:30 a.m. to 12 p.m. be cancelled.

Adjustments:

- That the September 5, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9:30 a.m. be changed to 8:30 a.m. to 9:00 a.m.
- That the September 19, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.
- That the December 5, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.

Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment:

- That the Council and Committee calendar changes, as outlined in Attachment ____ of the Office of the City Clerk report OCC01941, be approved.

Report Purpose

Council decision required.

2023 COUNCIL AND COMMITTEE CALENDAR CHANGE

REPORT

This report proposes changes to the 2023 Council and Committee calendar to address scheduling requirements and conflicts. This report also recommends a number of changes for the Fall 2023 Supplemental Operating Budget Adjustment and the Supplemental Capital Budget Adjustment so that they could both be approved by the end of November. The following changes are recommended:

Additions:

- That a September 15, 2023, Council Services Committee meeting from 1:30 p.m. to 5 p.m. be scheduled.
 - This meeting will reschedule the September 6, 2023, Council Services Committee for Integrity Commissioner and Ethics Advisor participation.
- That a December 1, 2023, City Manager and City Auditor Performance Evaluation Committee meeting from 2 p.m. to 3:00 p.m. be scheduled.
 - This meeting is required to start the 2023/2024 performance evaluation process.

Cancellations:

- That the August 1, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be cancelled.
 - This meeting is not required due to recess.
- That the September 6, 2023, Council Services Committee meeting from 9:30 a.m. to 12 p.m. be cancelled.
 - This meeting will be replaced by the September 15, 2023, Council Services Committee meeting.

Adjustments:

- That the September 5, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9:30 a.m. be changed to 8:30 a.m. to 9:00 a.m.
 - This change is to move the quarterly review of agendas to September 19, 2023.
- That the September 19, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.
 - This change is to facilitate the quarterly review of agendas.
- That the December 5, 2023, Agenda Review Committee meeting from 8:30 a.m. to 9 a.m. be changed to 8:30 a.m. to 9:30 a.m.
 - This change is to facilitate the quarterly review of agendas.

2023 COUNCIL AND COMMITTEE CALENDAR CHANGE

Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment:

- Council and Committee calendar changes are also required to complete the Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment by the end of November 2023.
 - Council is asked to approve one of two options. Options are in Attachment 1 and Attachment 2.

ATTACHMENTS

1. OCC01941 - Option 1: Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment Council and Calendar Changes
2. OCC01941 - Option 2: Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment Council and Calendar Changes

Option 1: Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment Council and Calendar Changes

Revised Calendar (October - December 2023)

The following is a calendar view of the changes described below. Changes are in yellow.

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
October 2023				
2 National Day for Truth & Reconciliation	3 City Council Public Hearing 930 - 5	4 City Council 930-5	5 City Council continuation (if required) 930-5	6
9 Thanksgiving Day	10 Community and Public Services Committee 930-5	11 Urban Planning Committee 930-5	12 EMRB Board of Directors ABMunis Executive Committee	13 Executive Committee 930-5
16 City Council Public Hearing (Zoning Bylaw) 930-5	17 City Council Public Hearing (Zoning Bylaw) continuation 930-5	18 City Council Public Hearing (Zoning Bylaw) continuation 930-5	19 EPC Edmonton Global Mid-Year Update	20 EMRB Special Board Meeting
23 City Council - Non-regular 930-12 Code of Conduct Sub-committee 130-5	24 City Council (Organizational mtg) 930-5	25 City Council continuation 930-5 AMSC/AMSOS MUNIX ABMunis Board of Directors	26 ABMunis Board of Directors *Budget agenda release	27

Replacement Attachment 1

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
30 Community and Public Services Committee 930-5	31 Urban Planning Committee 930-5			
November 2023				
		1 Executive Committee 930-5 ABMunis Audit and Finance Committee EPCOR Q3 Review	2	3 Utility Committee 930-5
6 City Council Public Hearing 930-5	7 City Council 930-5 (*including Budget presentation)	8 City Council continuation 930-5	9 City Council Non-Regular 930-5 ABMunis Executive Committee	10 HomeEd AGM
13 Remembrance Day in Lieu RECESS WEEK	14 RECESS WEEK	15 RECESS WEEK	16 ABMunis Board of Directors EMRB EPC RECESS WEEK	17 ABMunis Sustainability and Environment Committee EMRB Special Board Meeting RECESS WEEK

Replacement Attachment 1

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
<p style="text-align: right;">20</p> <p>City Council Public Hearing 930-5</p>	<p style="text-align: right;">21</p> <p>City Council Budget 930-5</p>	<p style="text-align: right;">22</p> <p>City Council Budget continuation 930-5</p>	<p style="text-align: right;">23</p> <p>APEX Board of Directors Explore Edmonton Mid-Year Shareholder</p>	<p style="text-align: right;">24</p> <p>ABMunis Municipal Governance Committee</p>
<p style="text-align: right;">27</p> <p>City Council Budget continuation 930-5</p>	<p style="text-align: right;">28</p> <p>City Council Budget continuation 930-5</p>	<p style="text-align: right;">29</p> <p>City Council Budget continuation 930-5 ABMunis Investment Advisory Committee</p>	<p style="text-align: right;">30</p> <p>Audit Committee 930-5 ABMunis Economic Strategy Committee</p>	
December 2023				
				<p style="text-align: right;">1</p> <p>Special City Manager and City Auditor Performance Evaluation Committee 2-3 ABMunis Infrastructure Committee</p>
<p style="text-align: right;">4</p> <p>Community and Public Services Committee 930-5</p>	<p style="text-align: right;">5</p> <p>Urban Planning Committee 930-5</p>	<p style="text-align: right;">6</p> <p>Executive Committee 930-5 ABMunis Small Communities Committee AMSC Board Meeting</p>	<p style="text-align: right;">7</p> <p>ABMunis Executive Committee</p>	<p style="text-align: right;">8</p> <p>ABMunis Safe and Healthy Communities Committee</p>

Replacement Attachment 1

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
11 City Council Public Hearing 930-5	12 City Council 930-5	13 City Council continuation 930-5 AMSC/AMSCIS MUNIX	14 EMRB Board of Directors ABMunis Board of Directors EPC	15 City Council - Non-regular 930-5 EMRB Special Board Meeting
18 City Council Public Hearing (Zoning Bylaw), if required (from October) 930-5	19 Explore Edmonton Mid-Year Meeting	20	21	22

*External Boards days in purple

*Current calendar not provided, refer to edmonton.ca/meetings or [Google Calendar](#).

Additions

- That an October 5, 2023, City Council - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 3, 2023, Utility Committee meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 7, 2023, City Council meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 8, 2023, City Council - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 9, 2023, City Council - Non-Regular (Civic Agency shortlisting) meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 21, 2023, City Council Budget meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 22, 2023, City Council Budget - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 27, 2023, City Council Budget - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 28, 2023, City Council Budget - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 29, 2023, City Council Budget - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a December 4, 2023, Community and Public Services Committee meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a December 5, 2023, Urban Planning Committee meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a December 6, 2023, Executive Committee meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a December 11, 2023, City Council Public Hearing meeting from 9:30 a.m. to 5 p.m. be scheduled.
- That a December 13, 2023, City Council - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a December 15, 2023, City Council - Non-Regular (Civic Agency interviews and appointments) meeting from 9:30 a.m. to 5 p.m. be scheduled.

Cancellations

- That the October 6, 2023, City Council continuation from 9:30 a.m. to 5 p.m. be cancelled.
- That a November 8, 2023, City Council - Non-Regular (ABC Interviews) meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the November 21, 2023, City Council meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the November 22, 2023, City Council - Continuation from 9:30 a.m. to 5 p.m. be cancelled.

Replacement Attachment 1

- That the November 27, 2023, Community and Public Services Committee meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the November 28, 2023, Urban Planning Committee meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the November 29, 2023, Executive Committee meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the December 1, 2023, Utility Committee meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the December 4, 2023, City Council Non-Statutory Public Hearing - Budget meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the December 5, 2023, City Council Public Hearing meeting from 9:30 a.m. to 5 p.m. be cancelled.
- That the December 6, 2023, City Council Budget meeting from 9:30 a.m. - 5 p.m. be cancelled.
- That the December 8, 2023, City Council Budget - Continuation from 9:30 a.m. - 5 p.m. be cancelled.
- That the December 11, 2023, City Council Budget - Continuation from 9:30 a.m. - 5 p.m. be cancelled.
- That the December 13, 2023, City Council Budget - Continuation from 9:30 a.m. - 5 p.m. be cancelled.
- That the December 15, 2023, City Council Budget - Continuation from 9:30 a.m. - 5 p.m. be cancelled.

Option 1: Fall 2023 Supplemental Operating Budget Adjustment and Supplemental Capital Budget Adjustment Council and Calendar Changes

Revised Calendar (October - December 2023)

The following is a calendar view of the changes described below. Changes are in yellow.

Q4 2023 Calendar with Proposed Changes				
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October 2023				
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9 Thanksgiving Day	10 Community and Public Services Committee 930-5	11 Urban Planning Committee 930-5	12 EMRB Board of Directors ABMunis Executive Committee	13 Executive Committee 930-5
16 City Council Public Hearing (Zoning Bylaw) 930-5	17 City Council Public Hearing (Zoning Bylaw) continuation 930-5	18 City Council Public Hearing (Zoning Bylaw) continuation 930-5	19 EPC Edmonton Global Mid-Year Update	20 EMRB Special Board Meeting
23 City Council - Non-regular 930-12 Code of Conduct Sub-committee 130-5	24 City Council (Organizational mtg) 930-5	25 City Council continuation 930-5 AMSC/AMSOS MUNIX ABMunis Board of Directors	26 ABMunis Board of Directors *Budget agenda release	27

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
30 Community and Public Services Committee 930-5	31 Urban Planning Committee 930-5			
November 2023				
		1 Executive Committee 930-5 ABMunis Audit and Finance Committee EPCOR Q3 Review	2	3 Utility Committee 930-5
6 City Council Public Hearing 930-5	7 City Council 930-5 (*including Budget presentation)	8 City Council continuation 930-5	9 City Council Non-Regular 930-5 ABMunis Executive Committee	10 HomeEd AGM
13 Remembrance Day in Lieu RECESS WEEK	14 RECESS WEEK	15 RECESS WEEK	16 ABMunis Board of Directors EMRB EPC RECESS WEEK	17 ABMunis Sustainability and Environment Committee EMRB Special Board Meeting RECESS WEEK

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
20 City Council Public Hearing 930-5	21 City Council Budget 930-5	22 City Council Budget continuation 930-5	23 APEX Board of Directors Explore Edmonton Mid-Year Shareholder	24 ABMunis Municipal Governance Committee
27 City Council Budget continuation 930-5	28 City Council Budget continuation 930-5	29 City Council Budget continuation 930-5 ABMunis Investment Advisory Committee	30 Audit Committee 930-5 ABMunis Economic Strategy Committee	
December 2023				
				1 City Manager and City Auditor Performance Evaluation Committee 2-3 ABMunis Infrastructure Committee
4 Community and Public Services Committee 930-5	5 Urban Planning Committee 930-5	6 Executive Committee 930-5 ABMunis Small Communities Committee AMSC Board Meeting	7 ABMunis Executive Committee	8 ABMunis Safe and Healthy Communities Committee

Q4 2023 Calendar with Proposed Changes				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
11 City Council Public Hearing 930-5	12 City Council 930-5	13 City Council continuation 930-5 AMSC/AMSCIS MUNIX	14 EMRB Board of Directors ABMunis Board of Directors EPC	15 City Council - Non-regular 930-5 EMRB Special Board Meeting
18 City Council Public Hearing (Zoning Bylaw), if required (from October) 930-5	19 Explore Edmonton Mid-Year Meeting	20	21	22

*External Boards days in purple

*Current calendar not provided, refer to edmonton.ca/meetings or [Google Calendar](#).

Additions

- That an October 5, 2023, City Council - Continuation from 9:30 a.m. to 5 p.m. be scheduled.
- That a November 3, 2023, Utility Committee meeting from 9:30 a.m. to 5 p.m. be scheduled.
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Replacement Attachment 2

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November 2023				
		<p style="text-align: right;">1</p> <p>Executive Committee 930-5 ABMunis Audit and Finance Committee EPCOR Q3 Review</p>	<p style="text-align: right;">2</p>	<p style="text-align: right;">3</p> <p>Utility Committee 930-5</p>
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COMMUNITY AND PUBLIC SERVICES COMMITTEE REPORT
Stakeholder Engagement and Recommendations Regarding Indoor Shisha Consumption

Recommendation of the Committee

That the June 19, 2023, Urban Planning and Economy report UPE01602, be received for information.

History

- At the June 19, 2023, Community and Public Services Committee meeting, the June 19, 2023, Urban Planning and Economy report UPE01602 was considered.
- The Committee heard from R. Schindler and C. Sikora, Alberta Health Services; R. Sorensen, Action on Smoking and Health Canada; A. Nanda, Edmonton Hookah Cultural Society; and O. Yaqub, Islamic Family.

Attachment

June 19, 2023, Urban Planning and Economy report UPE01602

Related motions passed at the June 19, 2023, Community and Public Services Committee meeting

Motion:

That the June 19, 2023, Urban Planning and Economy report UPE01602, be received for information.

Amendment:

- That “Community and Public Services Committee recommend to City Council”, be inserted before, “That the June 19, 2023, Urban Planning and Economy report UPE01602, be received for information”.

Motion as Amended, put:

- That Community and Public Services Committee recommend to City Council:
That the June 19, 2023, Urban Planning and Economy report UPE01602, be received for information.

STAKEHOLDER ENGAGEMENT AND RECOMMENDATIONS REGARDING INDOOR SHISHA CONSUMPTION

RECOMMENDATION

That the June 19, 2023, Urban Planning and Economy report UPE01602, be received for information.

Requested Council Action	Information only		
ConnectEdmonton's Guiding Principle	ConnectEdmonton Strategic Goals		
CONNECTED This unifies our work to achieve our strategic goals.	Healthy City		
City Plan Values	ACCESS		
City Plan Big City Move(s)	Inclusive and Compassionate	Relationship to Council's Strategic Priorities	Community Safety and Well-Being
Corporate Business Plan	Serving Edmontonians		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> • Bylaw 14614 - Public Places Bylaw • Bylaw 20002 - Business Licence Bylaw 		
Related Council Discussions	<ul style="list-style-type: none"> • CR_6146 Shisha Lounges - Crime and Disorder Issues, Community and Public Services Committee, July 4, 2018 • CR_6235 - Bylaw 18571 - Amendment to Public Places Bylaw 14614 Shisha and Waterpipe Smoking, Community and Public Services Committee, October 3, 2018 • CR_7332 - Bylaw 18891 - Amendment to the Public Places Bylaw 14614 Shisha and Waterpipe Smoking, Community and Public Services Committee, June 26, 2019 • UFCSD00344 Shisha Lounge Establishments - Business Licence Class Options, Community and Public Services Committee, April 28, 2021 • Motion Pending - Bylaw Amendment for Indoor Shisha Consumption, City Council, November 14, 2022 		

Stakeholder Engagement and Recommendations Regarding Indoor Shisha Consumption

Previous Council/Committee Action

At the November 14, 2022, City Council meeting, the following motion was passed:

That Administration engage with stakeholders, including Alberta Health Services, and provide a report with recommendations on potential bylaw amendments for indoor shisha consumption.

Executive Summary

- City Council approved amendments to the Bylaw 14614 - Public Places, in June 2019 to align the definitions of indoor smoking of cannabis, tobacco and shisha. This action effectively led to prohibition of all indoor smoking including shisha consumption in public places. These amendments also had the impact of supporting the health of employees and the public.
- This report provides an overview of focused stakeholder engagement and an analysis of potential risk mitigation measures with respect to allowing indoor shisha consumption.
- Through research and stakeholder engagement:
 - Alberta Health Services (AHS) has reaffirmed that there is no safe level of secondhand smoke exposure and no effective way to completely eliminate secondhand smoke in non-smoking areas of an establishment.
 - Ventilation and isolation engineering information supplied by stakeholders has reaffirmed that there are no solutions to fully eliminate the risk of exposure to secondhand or thirdhand smoke.
 - Stakeholder feedback has reaffirmed that there are differing opinions on the cultural relevance of smoking shisha - with some communities continuing to emphasize its social significance, and others maintaining that the practice is outdated.
- Administration's position is that indoor shisha consumption in public places poses serious unmitigated health risks and does not recommend advancing bylaw amendments to enable indoor shisha consumption in public places.
- Should there be further direction from Council to proceed with bylaw amendments, changes to both the Bylaw 14614 and Bylaw 20002 - Business Licence would be required and include further research and public engagement.

REPORT

Background

In July 2018, Committee directed Administration to bring forward amendments to the Public Places Bylaw to prohibit the indoor consumption of shisha (July 4, 2018, Community and Public Services Committee report CR_6146, Edmonton Police Commission: Shisha Lounges - Crime and Disorder Issues). These amendments aligned the definitions of smoke or smoking to include

Stakeholder Engagement and Recommendations Regarding Indoor Shisha Consumption

cannabis, tobacco product or tobacco-like product or electronic cigarette. Administration engaged with affected stakeholders to determine an appropriate operative date. This action led to the prohibition of all indoor smoking in public places, including shisha consumption, effective July 1, 2020.

In early 2021, the indoor consumption of shisha and hookah was revisited at Community and Public Services Committee (January 20, 2021, Community and Public Services Committee motions pending report, Shisha Lounge Establishments - Business Licence Class Options), with stakeholders from the Edmonton Hookah Cultural Society (EHCS) speaking to the impact the ban had on their communities. A motion was passed at this meeting, directing Administration to provide a report with business licence options, which would effectively enable the indoor consumption of shisha in public places.

In April 2021, Administration presented business licensing options to Committee that would allow for indoor shisha smoking (April 28, 2021, Community and Public Services Committee report UFCSD00344, Shisha Lounge Establishments - Business Licence Class Options). Administration also identified that any changes to enable indoor consumption would also require amendments to Bylaw 14614 - Public Places, which prohibited the practice. At the meeting, EHCS presented engineering drawings for proposed smoking rooms and health and ventilation experts provided information on the air quality and health concerns related to waterpipe smoking. A motion was made to allow indoor shisha smoking, but it was not passed by Committee.

On October 25 and 28, 2022, this topic was again revisited at Community and Public Services Committee through a motion pending (Bylaw Amendment for Indoor Shisha Consumption (J. Wright)). Stakeholders from EHCS and other health and advocacy groups shared their perspectives - and Nanda & Company, the firm representing EHCS, requested that Administration complete a Gender Based Analysis Plus (GBA+) in addition to a review of potential risk mitigation measures that could support the consumption of shisha in businesses. In November 2022, City Council directed Administration to engage with stakeholders, including AHS, and provide a report with recommendations on potential bylaw amendments for indoor shisha consumption.

Jurisdictional Scan

Administration completed a jurisdictional scan of rules pertaining to smoking in public places of several municipalities across Canada. The scan identified that there is no set precedent across Canada, with each jurisdiction defining what can and cannot be smoked indoors, and with different mitigation measures set in place (Attachment 1).

Review of Proposed Mitigation Solutions

The City's Safety Codes team reviewed and analyzed a Shisha Lounge Ventilation and Isolation engineering report provided by stakeholders interested in allowing indoor shisha consumption. The engineering report provides several ventilation approaches to mitigate smoke spread to non-smoking areas, however, none of the proposed solutions indicate the risk would be fully eliminated.

The findings from Administration's review of the engineering report along with other relevant data are included in Attachment 2, and highlight that:

Stakeholder Engagement and Recommendations Regarding Indoor Shisha Consumption

- According to Health Canada and the United States. Centers for Disease Control, there is no safe level of exposure to secondhand smoke.
- The City of Edmonton is not a cognizant authority as defined in The American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 62: Ventilation for Acceptable Indoor Air Quality. This means that the City has neither expertise or jurisdiction to determine an acceptable concentration level of smoke within an indoor space, and this should be left to the health authorities. The ASHRAE Standard is the adopted standard within the National Building Code (Alberta Edition).

Conclusion

Based on review of the proposed mitigation solutions, jurisdictional scan and public health feedback, Administration recommends that Bylaw 14614 and Bylaw 20002 should not be amended with respect to indoor shisha consumption. This is based on the public health risks of indoor smoking, both to patrons and workers, and a lack of available options to eliminate the risk.

Considerations

- The current ban aligns effectively with the ConnectEdmonton strategic goal of a Healthy City. Edmonton has taken proactive measures to help improve public health and if indoor consumption of tobacco-like products were to be permitted by the City, it would impact the health of Edmontonians and has the potential to undermine the public's trust in Edmonton's commitment to Healthy City and public health.
- There are over 4,000 deaths annually in Alberta from smoking (Attachment 3). Tobacco, tobacco-like, and non-tobacco products all contribute to this number.
- Ventilation and physical separation do not eliminate secondhand or thirdhand smoke.
- Alberta Health Services (AHS) and Action on Smoking and Health's (ASH) shared the position that there is no safe level of secondhand or thirdhand smoke and that even in ventilated spaces, indoor smoking creates significant health risks.
-

The current ban ensures consistency and equality to all businesses and their patrons that may wish to pursue indoor smoking in Edmonton. Amending Bylaw 14614 and Bylaw 20002 to permit indoor shisha consumption would create inequity for businesses that want to allow indoor consumption of tobacco (e.g. cigar lounges) and could introduce opportunities for these businesses to pursue legalization of other forms of consumption.

Should Committee direct Administration, changes to both Bylaw 14614 and Bylaw 20002 would be required. These changes would require further research and engagement.

COMMUNITY INSIGHT

In February and March 2023, Administration conducted focused stakeholder engagement with Alberta Health Services, Action on Smoking and Health (ASH), a business owner who had recently submitted an inquiry to the City regarding shisha consumption and two community members who were directly impacted by the ban. Details of the focused stakeholder engagement are outlined in Attachment 4. Highlights of the feedback from the different stakeholders are

Stakeholder Engagement and Recommendations Regarding Indoor Shisha Consumption

summarized below. Should Administration be directed to make amendments to Bylaw 14614 and Bylaw 20002, further research and engagement would be required.

Public Health Feedback

Feedback from AHS and ASH was focused on the impacts of smoking and secondhand smoke. Full details on AHS' feedback can be found in Attachment 3. Major concerns raised included:

- Significant risks to those with underlying health conditions that can be aggravated by exposure to secondhand smoke.
- Risks associated with nicotine as well as the presence of other carcinogens in non-tobacco products such as herbal shisha.
- Vulnerability of youth, who are more likely to experiment with water pipes, seeing them as a novel experience and who are often not made aware of the adverse health effects.
- Controls such as ventilation and physical separation are not sufficient. Non-partaking members of the public may need to enter designated smoking rooms, whether for servicing, cleaning, inspections, enforcement or other purposes and there is no scenario that completely eliminates the smoke or secondhand smoke in these rooms.
- City Council has established equal parameters for all hospitality businesses by prohibiting all forms of smoking in public establishments. This equality will be undermined by exempting hookah bars, since these establishments will then have a competitive edge over other businesses that is based on the promotion of a public health hazard.

The risk of third-hand smoke exposure, which includes third-hand smoke and other toxic chemicals that can often remain on surfaces such as smartphones or in children's toys for years.

The response also cited support for maintaining the regulations within Bylaw 14614 as is, noting that it provides equity to business operations, workers, the public and reduces occupational hazards.

Social and Cultural Feedback

Administration conducted interviews with two community members who were directly impacted by the ban - one was a former shisha lounge owner and member of the Eritrean community and the other a young Muslim woman who previously visited shisha lounges. Administration also interviewed a new business owner who inquired with the City about shisha consumption in a new business. Feedback is varied with regards to the cultural and social significance of indoor shisha consumption. Some of the key insights shared by them include:

- There is cultural significance for people of African and South Asian descent. Consuming shisha plays a large role in how these communities congregate and keep in touch with each other.
- Shisha cafes/lounges can provide a safe environment for those in the impacted communities, specifically women, who want to gather with friends in a more relaxed environment.
- In the religion of Islam, adherents do not consume alcohol. Smoking shisha is a different way to relieve stress.

Stakeholder Engagement and Recommendations Regarding Indoor Shisha Consumption

- In Attachment 3, AHS notes that the Islamic Family and Social Services Association, Muslim Link Edmonton and Hindu Society of Alberta had expressed concern to the City as a result of the November 2022 motion at City Council. They indicated that they do not support amending the ban and maintain their position that indoor shisha consumption is an outdated practice that does not reflect their cultures in the modern world.

GBA+

The City of Edmonton used a GBA+ process to identify potential inequities regarding indoor shisha consumption. Administration was able to connect with two impacted community members, a young Muslim woman who previously visited shisha lounges, and a former shisha lounge owner and member of the Eritrean community.

Additional GBA+ process may be required for future engagement, should Administration be directed to make amendments to Bylaw 14614 and Bylaw 20002.

ATTACHMENTS

1. Jurisdictional Scan Summary - Indoor Shisha Consumption
2. Review of Engineering Report
3. AHS Responses to Discussion on Indoor Consumption of Shisha
4. 2023 Indoor Shisha Engagement - What We Heard Report

Jurisdictional Scan Summary - Indoor Shisha Consumption

Note: for Alberta jurisdictions where only tobacco and cannabis are prohibited, it is likely that non-tobacco and non-cannabis products such as herbal shisha and non-tobacco vapes would be allowed. However, further research would need to be conducted in these jurisdictions. There are also certain exceptions under the Government of Alberta's *Tobacco, Smoking and Vaping Reduction Act* that may apply in some Alberta jurisdictions.

Alberta Municipalities (in alphabetical order)		
Municipality	Bylaw restrictions on smoking indoors in a public place	Other relevant requirements/Information
Airdrie, AB	Smoking any substance is prohibited.	N/A
Banff, AB	Smoking any substance is prohibited.	N/A
Beaumont, AB	Smoking any substance is prohibited.	N/A
Brooks, AB	Smoking tobacco is prohibited.	Smoking in a designated smoking area in accordance with the <i>Tobacco, Smoking and Vaping Reduction Act</i> is allowed.
Calgary, AB	Smoking tobacco or cannabis is prohibited.	Smoking in a designated smoking area in accordance with the <i>Tobacco, Smoking and Vaping Reduction Act</i> is allowed.
Camrose, AB	Smoking tobacco or cannabis is prohibited.	N/A
Cold Lake, AB	Smoking any substance is prohibited.	N/A
Fort McMurray, AB	Smoking any substance is prohibited.	N/A
Jasper, AB	Smoking any substance is prohibited. In some situations, smoking in some	'Exclusive accommodation spaces' are defined as commercial accommodation

Attachment 1

	exclusive accommodation spaces is allowed.	units within a designated public building, for rental on a short-term basis which have separate private entrances and do not share any spaces with other residents of the building.
Leduc, AB	Smoking in a lounge or tavern if it is physically separated from the public facility is allowed. Cannabis is not allowed in these separated rooms.	Physical Separation is defined as floor to ceiling walls with separate entry through its own doors, and ventilated so as to prevent smoke from migrating into non-smoking areas.
Lethbridge, AB	A previous bylaw regulating smoking was repealed in April 2022.	The <i>Tobacco, Smoking and Vaping Reduction Act</i> applies.
Red Deer, AB	Smoking any substance is prohibited.	N/A
Spruce Grove, AB	Smoking any substance is prohibited in indoor public places. However, smoking, other than tobacco or cannabis products, can be permitted in a private lounge.	Private lounge is defined as a stand-alone building that does not share any walls or other structures - and that has an independent ventilation system.
St. Albert, AB	Smoking any substance is prohibited.	N/A
Stony Plain, AB	Smoking of cannabis in any indoor public place is prohibited. There are no other bylaws on tobacco or other substances.	The <i>Tobacco, Smoking and Vaping Reduction Act</i> applies.
Strathcona County /Sherwood Park, AB	There was an attempt to pass a bylaw prohibiting indoor smoking in public places in 2018, however, it was voted down.	The <i>Tobacco, Smoking and Vaping Reduction Act</i> applies.
Other Canadian Municipalities <i>(in alphabetical order)</i>		
Municipality	Summary of smoking rules	Additional requirements if applicable

Attachment 1

Montreal, QC	Cigar, pipe and shisha lounges are allowed.	Lounges must have a valid permit and obey all conditions set by the government.
Ottawa, ON	Smoking any substance is prohibited.	Several shisha lounges continue to illegally operate, and are subject to regular enforcement, including fines, court summons, etc. In some cases, The City of Ottawa has also started to penalize landlords. This was confirmed after a call with a municipal bylaw officer regarding enforcement practices.
Regina, SK	Smoking any substance is prohibited, however there are exemptions for traditional spiritual or cultural practices or ceremonies.	The consent of the owner is required.
Toronto, ON	Smoking any substance is prohibited.	Several shisha lounges may be operating illegally in the area. Confirmation of enforcement approach was not received from the City of Toronto.
Vancouver, BC	Smoking is allowed specifically in enclosed premises that are not open to the public, and private clubs or smoking clubs, where the purpose is to allow patrons, customers or other persons to smoke. They do not allow smoking in public places.	N/A
Winnipeg, MB	There appear to be no bylaws on smoking.	N/A

Review of Engineering Report

The City's Safety Codes team reviewed the "Shisha Lounge Ventilation and Isolation" Engineering Report (the "Report") provided by stakeholders interested in allowing indoor shisha consumption.

Indoor Air Quality Standards

The American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 62: Ventilation for Acceptable Indoor Air Quality (ASHRAE 62), is the adopted standard within the National Building Code (Alberta Edition), and provides minimum ventilation rates used to determine compliance with Code-acceptable indoor air quality requirements.

The City of Edmonton is not a cognizant authority as defined in ASHRAE 62. This means that the City has neither expertise or jurisdiction to determine an acceptable concentration level of smoke within an indoor space, and this should be left to the health authorities. According to Health Canada and the United States. Centers for Disease Control there is no safe level of exposure to secondhand smoke.

ASHRAE periodically issues position papers on specific topics of emergent interest to public policy makers. ASHRAE's July 2020-July 2023 position paper¹ on Environmental Tobacco Smoke states the following:

- A building and its systems can reduce only odour and discomfort, but cannot eliminate exposure when smoking is allowed inside or near a building.
- Even when all practical means of separation and isolation of smoking areas are employed, adverse health effects from exposure in non-smoking spaces in the same building cannot be eliminated.
- Based on the above, Standards and Guidelines shall not prescribe ventilation rates or claim to provide acceptable indoor air quality in smoking spaces.

Building ventilation systems are designed to introduce fresh air into a space to dilute contaminants generated by people--such as carbon dioxide and odours - or from objects such as volatile organic compounds (VOCs). This approach is called dilution ventilation. As ventilation rates to the space are increased, the concentration level of contaminants decreases but cannot reach zero to fully eliminate indoor air contaminants.

¹ASHRAE Board of Directors. (2020, July 1). *ASHRAE Position Document on Environmental Tobacco Smoke*. ASHRAE.

Review of the Shisha Lounge Ventilation and Isolation Report

The Report provides several ventilation approaches to mitigate smoke spread to non-smoking areas; however, none of the proposed solutions indicate the risk would be fully eliminated.

The most compelling approach proposed in the Report suggests using pressurization of spaces to ensure that air movement flows from non-smoking areas into the smoking area, and is then exhausted. The article this approach is based on, states that this approach results in 90 per cent exhaust efficiency of smoke. This confirms that while a mechanical approach can significantly reduce smoke in a place, it cannot fully eliminate or guarantee infiltration of smoke into adjoining spaces.

The other approaches in the Report did not make claim of any specific exhaust efficiency for smoke.

Conclusion

The Report appears to summarize potential engineering approaches and existing literature for a proposed project, but does not appear to include any results or data collected from a real world test of a purpose-built solution. The true performance of this project as proposed is therefore still unknown.

Furthermore, the report does not identify any theoretical or practical solution that is capable of generating a zero exposure level. Based on Alberta public health authorities' position that there is no safe level of exposure to secondhand smoke, Administration has concluded that the report does not provide any engineering solution that will eliminate the public safety risks of indoor smoking.

1. Can you describe the impacts of secondhand smoke and if possible, the differences between tobacco and non-tobacco secondhand smoke?

- Is there any data or information you could provide that could be included as an attachment to the Committee report?

There is no new health information to support changing the bylaw to allow for the indoor consumption of shisha. Smoking continues to have a significant impact on health in Alberta with over 4000 deaths annually.¹ Waterpipe smoking and vaping, as well as having their own risks, increase the likelihood of smoking cigarettes.

Messages and ads about hookah products often say they are herbal and don't have tobacco. But this is misleading. Studies in Alberta have also found that "herbal shisha" can contain tobacco/nicotine in spite of labelling that it does not. As the health risks from combustion of herbal shisha are similar to those from tobacco shisha including exposure to carcinogens, similar protections are indicated.ⁱ

- Laboratory studies report that water only filters the nicotine without any significant impact on the other harmful chemicals.ⁱⁱ
- Several laboratory studies showed that switching to herbal products has no significant impact on harmful content of both mainstream and sidestream smoke.^{iii,iv} Studies on the air quality in waterpipe smoking venues in Canada and USA (where only herbal products were supposed to be smoked) showed that, in addition to the existence of nicotine vapour in some of those venues, the air quality was far from been healthy and represents public health risk for waterpipe smokers and non-smokers, and occupational hazards for employees.^{iii,v,vi,vii,viii,ix,x}

A 2020 review of published literature on options for waterpipe regulation found all waterpipe products with or without nicotine produce toxicants in similar quantities as cigarettes.^{xi} It also found charcoal and electrical heating both increased toxicant emissions in different ways.

- A study conducted in Germany on electronically heated steam stone in waterpipe showed that electronic waterpipe released various harmful substances that significantly impact the indoor air quality.^{xii}
- In an American study examining the impact of waterpipe smoke on alveolar cells, showed that electronically-heated shisha smoke caused significant alveolar cell damage and death. The author concluded that "neither tobacco nor charcoal are needed for those cytotoxic effects to occur".^{xiii}

¹ For the 14 percent of adult smokers in Alberta, commercial tobacco use is responsible for 4,394 deaths (Canadian Community Health Survey 2009-2019, Statistics Canada), and more than \$772 million in health care costs (Canadian Substance Use Costs and Harms 2021, Canadian Centre on Substance Use and Addiction).

The review also identified how the social experience and sharing increased the risks of infectious diseases being transferred from one smoker to another. This risk of waterpipe smoking promoting the spread of infectious disease was seen with COVID outbreaks in which waterpipe smoking was an associated activity.

- Hookah smoking contributes to the spread of communicable diseases including meningitis, herpes and COVID-19 transmission.^{xiv} For these reasons, the World Health Organization (WHO) recommends a ban on all waterpipe smoking in all workplaces and public places. Many countries in the Middle East including Saudi Arabia, and Kuwait have imposed bans on waterpipe use to curb the spread of coronavirus. The cities of Abu Dhabi and Dubai in United Arab Emirates, Cairo, Egypt, and New Delhi, India have recently banned hookahs at cafes and restaurants as a precaution against the spread of coronavirus.

There are significant harms associated with the smoking of “herbal” (non-tobacco) shisha not only for those partaking but others that would be exposed as well including workers. Anytime a hookah product is burned, it releases harmful chemicals. Burning hookah, including hookah that doesn’t have tobacco, still creates cancer-causing chemicals. The levels of these cancer-causing chemicals in hookah smoke are the same as or even higher than tobacco products. Smoke from hookah has been linked to the same diseases as smoking cigarettes, such as cancer, heart disease, lung disease, and pregnancy problems.

WHO found that a hookah user may inhale as much smoke in a 1-hour session as someone who smokes 100 or more cigarettes. These chemicals are in the smoke that you breathe in from the waterpipe. They’re also in the second-hand smoke that you breathe out. This means that if you’re around hookah smoke, including if you work in hookah bars, you’re at risk for health problems from second-hand smoke.

- From a public health perspective allowing a device, that within 45 minutes of a smoking session can produce about 50 L of smoke with poorly characterized chemical constituents, is not aligned with clean air and occupational health and safety legislation.

Waterpipe smoking in public settings has been banned in several Middle Eastern countries where it has been smoked for centuries like Syria, Lebanon, Turkey, and Jordan. The East African nations such as Tanzania, Rwanda, and Kenya have banned smoking of waterpipe based on the WHO’s concerns about its lethal effects on human health. The Southeast Asian countries like Singapore, and many jurisdictions across India have also banned hookah bars and lounges. In weighing risks outlined here against benefits, there were no foreseeable benefits to public health.

2. If City Council makes the decision to reverse the ban on indoor shisha consumption, what requirements should be put in place to mitigate exposure to secondhand smoke to:

- Patrons who are not interested in participating in shisha smoking? For example, are engineered “smoking rooms” with different or separate ventilation/HVAC systems sufficient?

According to Health Canada and the U.S. Centers for Disease Control there is no safe level of exposure to secondhand smoke.^{xv,xvi} Secondhand smoke contains dozens of toxins that pose significant health risks especially to those with underlying health conditions such as asthma, allergies and heart disease. Secondhand smoke from hookah pipes is just as harmful as secondhand smoke from cigarettes.ⁱⁱⁱ Both the firsthand and secondhand smoke produced by shisha use contain known carcinogens at levels equal to or greater than that of tobacco products.

- Permitting the allowance of shisha use in a smoking room will not provide adequate protection, and will expose all individuals on the premises to dangerous levels of secondhand smoke. No service area in a shisha establishment will be free from secondhand smoke.

Controls such as ventilation and physical separation are not sufficient, and there is no scenario that completely eliminates the need for non-partaking members of the public to enter a designated smoking room.

- Significant and long-standing evidence indicates that HVAC systems do not provide full protection from secondhand smoke in indoor public places and that only effective method to adequately protect non-smokers is to completely eliminate smoking indoors. There is no practical means of ventilating secondhand smoke, and for this reason ASHRAE (American Society of Heating and Refrigeration Engineers), North America’s leading authority on indoor air ventilation, heating and cooling, is now recommending against the construction and operation of separately ventilated smoking rooms.^{xvii}

- Employees?

It is important to note that eliminating risks to the public including workers is not possible outside of the current comprehensive indoor smoking ban. Controls such as ventilation and physical separation are not sufficient.

- In 2020, ASHRAE reaffirmed its position that the only means of avoiding health effects and eliminating indoor environmental tobacco smoke exposure is to ban all smoking activity inside and near buildings.^{xvii}

One of its strengths of the City of Edmonton’s *Public Places Bylaw 14614* is the emphasis on the protection of workers from significant occupational hazard of exposure to second-hand smoke, vape and shisha. *Bylaw 14614* promotes health equity for members of the public, workers in the hospitality industry, and equity in health standards for businesses by minimizing harms and protecting health.

- There are significant harms associated with the smoking of shisha not only for those partaking but others that would be exposed as well including workers. All workers deserve full and uniform protection from secondhand smoke in the workplace including those who work in the hospitality sector. Many of the people working in these establishments are earning the minimum wage and may already be confronting health inequalities as a result. Their exposure to secondhand smoke at work represents another health inequality that simply adds injury to insult.
- Many of these workers are in vulnerable positions with precarious employment and they simply cannot demand a smoke-free workplace. Many of these workers are unable to demand a smoke-free workplace without risking serious employment consequences. The health of all workers benefit from a completely smoke-free workplace, regardless of their occupation or wage level. City Council needs to protect these vulnerable workers from secondhand smoke on the job.
 - o Other parties (e.g. neighbouring businesses, AHS inspectors, AGLC inspectors, City of Edmonton staff, etc.)

A gold-standard level of health protection for Edmontonians of all cultural backgrounds requires the removal of exemptions for specific places or specific products, thus removing the resultant inequities for specific businesses, groups, or members of the public. We remain unable to support proposals seeking exceptions that pose a health risk and are not aligned with public health standards.

- City Council has created a level playing field for all hospitality businesses by prohibiting all forms of smoking in public establishments. This level playing field will be undermined by exempting hookah bars since these establishments will have a competitive edge over other businesses that is based on the promotion and presence of a public health hazard.
- Establishments that seek to operate within a business model to provide for the indoor consumption of tobacco-like products remain misaligned with the City's desire to protect its public, the City's need to protect workers, and the City's vision and goals.

According to Alberta Health Services (AHS) Safe and Healthy Environments:

- To enter a residence or business to conduct an inspection, AHS Inspectors are required to complete training, wear personal protective equipment (PPE) where applicable, ensure appropriate handling/disposal of materials, and practice in a well-ventilated area.
- AHS Inspectors are not expected to enter a site or indoor space where smoking is actively taking place.
- If an AHS Inspector identifies suspicious activity or a hazardous environment upon entry into a site, the AHS Inspector sends a referral to Alberta Occupational Health & Safety for further site inspection.

Hookah bars received a lengthy 15-year exemption from the ban on smoking in restaurants and bars. This extended delay provided these establishments with a tremendous amount of time to adjust their business plans in anticipation of a ban on hookah smoking in bars and restaurants.

3. Should minors not be allowed at any time?

- Are there age restrictions on who is allowed to work in these establishments?

Edmonton's current restrictions on waterpipe smoking follow the best practices of the WHO Eastern Mediterranean Region to regulate waterpipe use.^{xviii} Prohibition of waterpipe use in public places is recommended, similar to smoking. This is in recognition that waterpipe use is rising rapidly in the Eastern Mediterranean region particularly among women and young people. This increase is due to the misperception that waterpipe smoking is less harmful than smoking cigarettes and users' lack of knowledge of the health dangers. In response to this global public health concern this practice is banned in public settings where it is of cultural prominence including Turkey, Jordan, Syria, Lebanon, and Kuwait.

- Waterpipe users from different cultural backgrounds gave similar explanations for their motivations for initiation including, not cultural practice, but access, flavor, trend, and curiosity.^{xix,xx} Evidence has revealed that this behavior was linked by some to impropriety and indignity especially among women, and it was described as a shameful and disrespectful to the society.^{xxi,xxii}
- Those above terms were voiced by a participant, in a qualitative study conducted in Calgary, that has cultural ties to that region indicating that her parents were embarrassed when her relatives in the country of origin knew about her smoking the waterpipe.^{xxiii}

Contemporary waterpipe use is spreading among new non-traditional users, particularly youth and young adults. Ethno-cultural traditions are said to play only a minor role in the rising popularity of contemporary waterpipe use among new users.ⁱⁱⁱ As a result, international public health organizations identify waterpipe smoking as a growing public health issue with significant negative health effects.

- In a study conducted in USA among students who smoke waterpipe and that have cultural ties to Middle Eastern countries, only 4% of participants described waterpipe smoking as an important part of their culture.^{xxiv}
- In Alberta, analyses of students in Grades 9-12 show that 17.7% have tried hookah and 45.9% believe hookah to be less harmful than smoking cigarettes.^{xxv} Therefore, we stress the role of society in a young person's familiarity with shisha, perceived acceptability of smoking behaviors, and facilitating ease of access as important considerations for regulations that promote public health.

4. Has AHS been involved in helping with any mitigation efforts for other Alberta cities that have decided to allow shisha lounges?

- Have any citizens contacted AHS with concerns or questions regarding these lounges in other parts of the province?

AHS has been working with other municipalities and agencies to increase awareness of the hazards of water pipe smoking and implement measures to protect persons from exposure to tobacco and non-tobacco herbal shisha for a number of years since the health risks have been recognized. There has been an increased effort to implement protection since Alberta's Chief Medical Officer of Health recommended in 2012 to prohibit the use of waterpipe smoking in public places, workplaces.^{xxvi}

AHS has been contacted by other municipal and government agencies with regard to health and safety concerns that have been associated with shisha lounges. In Calgary, there was a multi-agency initiative involving AHS, City of Calgary Fire Department, Building Inspectors, Bylaw Officers, Calgary Police and Alberta Gaming, Liquor & Cannabis (AGLC) that identified a number of health and safety issues related to the operation of these lounges.ⁱ

- Findings included illegal switches to allow shutting off of ventilation systems to reduce operating costs and liquid nicotine that could be added to shisha.
- AHS has treated both patrons and staff from shisha lounges for carbon monoxide poisoning. For some patients their treatment required air transport to Edmonton for treatment in a hyperbaric oxygen chamber.

Hookah smoking has been prohibited in dozens of Canadian communities including 12 Alberta municipalities. The City of Edmonton has been a leader in protecting its residents from secondhand smoke in workplaces and public places for the past four decades.

- There has been a similar trend across Canada to ban all waterpipe smoking in public places, including non-tobacco "herbal" hookah smoking. Eight provinces and territories prohibit smoking of all waterpipe products, including herbal non-tobacco waterpipe products, in places where smoking is banned including Quebec, New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland/Labrador, Yukon Territory, Northwest Territories, and Nunavut.
- In 2022, AHS has worked with- and offered public health recommendations and guidance to the following municipalities surrounding both indoor- and outdoor smoking prohibitions:
 - Edmonton Zone: Edmonton, Leduc, Strathcona County
 - Calgary Zone: Calgary, Airdrie, Banff, Chestermere, Cochrane
 - North Zone: Wood Buffalo
 - South Zone: Lethbridge, Medicine Hat

In November 2022, the Islamic Family and Social Services Association, Muslim Link Edmonton and Hindu Society of Alberta had expressed concern to City of Edmonton in response to Committee bringing to City Council a proposal on potential bylaw amendments for indoor shisha consumption.

- These local organizations represent many of the communities most affected by this issue, and have indicated that they do not support amending this ban.
- Local organizations point to data indicating hookah lounge patronage is not exclusive to cultural identity, despite claims by the shisha industry.
- Community organization leaders maintain their position that indoor shisha consumption in hookah lounges is an outdated practice, and thus does not reflect their cultures in the modern world.

5. Under the Tobacco, Smoking and Vaping Reduction Act there is an exemption for Cigar Lounges with specific requirements for operating. If the ban were to be reversed by City Council, would these be acceptable requirements to have in place for hookah lounges?

AHS' assessment is that the specific requirements for cigar lounges under the Tobacco Smoking and Vaping Reduction Act provide insufficient protection and recommend that municipalities not weaken their current levels of protection under their municipal bylaws to allow cigar lounges to operate. Cigar smoke contains the same carcinogens and harmful particle emissions as cigarette smoke. Separating smokers from nonsmokers, cleaning the air or ventilating the building, cannot achieve eliminating exposure of nonsmokers to secondhand smoke. The only effective means of reducing the risk for adverse health outcomes is to eliminate indoor smoking activities.

In 2012, the Alberta Government, in collaboration AHS, published the *Environmental Public Health Indoor Air Quality Manual*.^{xxvii} The manual states that a control measure for carcinogenic polycyclic aromatic hydrocarbons (PAHs) is to eliminate indoor tobacco smoking. The manual proceeds specifically to dissect environmental tobacco smoke (ETS), through review of compelling evidence, concluding that the only effective means of reducing the risk for adverse health outcomes is to eliminate indoor smoking activities. The manual also emphasizes that control measures such as ventilation and dedicated smoking rooms are not recommended as, “even separately enclosed, separately exhausted, negative-pressure smoking rooms do not keep secondhand smoke from spilling into adjacent areas”.

Similar conclusions have been made by other leading public health expert groups. The US Surgeon General published an extensive report on the evidence and determined there is no risk-free level of exposure to secondhand smoke.^{xxviii} They also concluded that separating smokers from nonsmokers, cleaning the air or ventilating the building, cannot achieve eliminating exposure of nonsmokers to secondhand smoke.

WHO also recommend complete removal of the pollutant (tobacco smoke) through 100% smoke-free environments as the only effective strategy to provide an acceptable level of protection from secondhand smoke, given that ventilation does not reduce exposure to safe levels and are therefore, not recommended. They also highlight there is no scientific basis for the exemption of particular spaces as every person is vulnerable to the harms of secondhand smoke exposure, and universal application of smoke-free legislation is needed for the critical principle of protecting human rights.

The conclusions made by health experts support ASHRAE's current policy that standards and guidelines shall not prescribe ventilation rates, or claim to provide acceptable indoor air quality in smoking spaces.^{xvii} ASHRAE shares the position that the only means of avoiding health effects and eliminating indoor environmental tobacco smoke exposure is to ban all smoking activity inside and near buildings. Where smoking is permitted, they recommend that building design practitioners educate and inform their clients of the limits of engineering controls of ETS exposure.

6. Is there any possibility that any of these exemptions are going to be removed in the near future?

AHS' current advice to municipalities is to ensure that their own bylaws do not allow for the operation of cigar lounges. In the public consultations that Alberta held for the Tobacco and Smoking Reduction Act review, health groups and some tobacco industry groups had recommended stronger protections against exposure to smoking and vaping. There is no mention in the review of the exemption that was provided for cigar lounges, so it is unclear what the basis for this exemption was or effectiveness of the requirements.

As for trends, there are increasing restrictions being placed on combustible tobacco products in Canada and other jurisdictions. For example, Canada has just completed consultations on requiring warning labels on individual cigarettes and cigars.^{xxvii}

New Zealand passed legislation in December 2022 with the intent to eliminate most smoking by 2025.^{xxx} Its measures prohibit the sale of tobacco products to any person born after January 1, 2009 (creation of a tobacco free generation) and substantial reduction in the number of tobacco retailers, perhaps as much as 95% and reducing the amount of nicotine in tobacco products. New Zealand's Tobacco End Game strategy which is aimed at eliminating the burden of tobacco related diseases is looked on as a potential model by other countries including Canada. Canada has also committed to a significant reduction in tobacco use to less than 5%.^{xxxi}

7. Can you tell us if there is anything happening with respect to legalization of cannabis lounges, including any potential space/ventilation requirements for Cannabis lounges?

There are no legal or licensed cannabis cafes and lounges in Canada. The Netherlands is in the process of restricting on-premise use in cafes. The City of Amsterdam has announced in early February 2023 that smoking cannabis in the Red-Light District will be prohibited starting from mid-May.^{xxxii} British Columbia has indicated that there will not be indoor consumption spaces for smoked cannabis.^{xxxiii}

Under the Gaming, Liquor and Cannabis Act and Regulations, AGLC prohibits use of cannabis in licensed premises.^{xxxiv} The regulation states that:

- No person may smoke, vape or use cannabis
- No cannabis licensee may permit any person to smoke, vape or use cannabis in licensed premises.

Canadian Centre on Substance Use and Addiction and AHS prepared a policy brief on public health and safety considerations surrounding on-premise cannabis use.^{xxxv} The brief notes that “those working on cannabis policy must keep in mind that revenue generation is not among the stated purposes of the Cannabis Act. The objectives of the Cannabis Act are to protect young person from accessing cannabis, to protect public health and safety, and to reduce the burden on the criminal justice system.”

The public health and safety concerns with cannabis cafes / lounges related to the on premise smoking or vaping of cannabis or consumption of cannabis edibles include:

- Smoke and vapour include health risks related to indoor air quality, carcinogens and adverse physiological effects similar to those seen with second hand tobacco smoke.
- Normalization of cannabis use in public leads to increases in rates of use, including renormalizing of all forms of smoking/vaping particularly for youth.
- Intoxication, impaired driving, overconsumption^{xxxvi}
 - o Delayed onset of effect: up to 30 mins after inhalation and longer for edibles.
 - o Longer duration of effects: lasting up to 6 hours
- Federal production licenses require all cannabis and related ingredients to be handled in a federally licensed processing facility, and produced in a separate building than conventional food products with regular testing for contaminants.^{xxxvii}

While ventilation can limit THC levels for those exposed to second-hand cannabis smoke, there are no engineering approaches, including current and advanced dilution ventilation and air cleaning technologies, that demonstrate complete control of health risks from second-hand smoke and vapour exposure in spaces where smoking and vaping is practiced.^{xvii, xxxviii}

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Appendix

Alberta Health Services would like to acknowledge the following members who contributed to the development of this response on public health considerations related to indoor shisha consumption:

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What We Heard Report

Indoor Shisha Consumption

June 2023

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SHAPE OUR CITY

Edmonton

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Project Overview

The indoor consumption of shisha in restaurants and lounges has appeared in front of Community and Public Services Committee (Committee) and City Council a number of times over the last few years. In July 2018, Committee directed Administration to bring forward amendments to the Public Places Bylaw to prohibit the indoor consumption of shisha, after a report on crime and disorder issues was presented by Edmonton Police Services (EPS). At that time, Administration engaged with affected stakeholders to determine an appropriate coming into force date, but did not complete gender-based analysis plus (GBA+). In July 2020, the Public Places Bylaw 14614 was amended to align the definitions of indoor smoking of tobacco and tobacco-like products, including shisha and hookah. This action led to prohibition of all indoor smoking in public places, including shisha consumption.

In January 2021, this topic returned to Committee, with some stakeholders from the Edmonton Hookah Cultural Society (EHCS) speaking to the impact it had on their communities. The issue was referred back to Administration to summarize the amendments required to create business licensing options if certain criteria were met.

In April 2021, Administration presented a report for information to Committee, which included information on potential business licence class options for shisha lounges and information on which bylaws would require amendments. At this meeting, stakeholders from EHCS presented engineering drawings for proposed smoking rooms. Additionally, information was provided by Alberta Health Services (AHS), other health and advocacy groups and heating, ventilation and air conditioning (HVAC) experts. The motion put forward was *"that Administration work with stakeholders to evaluate mitigation measures that will address the primary concerns of the City and Alberta Health Services, and prepare amendments to Business Licence Bylaw 13138 to establish a separate business licence category to permit smoking shisha/hookah indoors with additional conditions, and amendments to Public Places Bylaw 14614 to allow indoor shisha smoking"*. This motion did not pass at Committee.

In October 2022, a Councillor brought forward a motion at Committee to have *"Administration engage with stakeholders, including Alberta Health Services, to evaluate mitigation measures by the shisha industry and provide a report with the results."* Stakeholders from two health organizations spoke at the Committee meeting, as well as a Nanda and Company, the representative appearing on behalf of the Edmonton Hookah Cultural Society (EHCS). EHCS requested a fair process to be undertaken with regards to ensuring a proper GBA+ review, and a review of their proposed mitigation measures. This motion was requisitioned to Council without a recommendation from Committee.

In November 2022, City Council passed an amended motion that *"Administration engage with stakeholders, including Alberta Health Services, and provide a report with recommendations on potential bylaw amendments for indoor shisha consumption."* At this meeting, Administration spoke to the capacity for engagement and informed Council that this engagement would be limited in scope, not open to the general public and focused primarily on the proposed mitigations from impacted stakeholders. Administration committed to speaking with AHS and impacted community members that came forward

to better understand the cultural significance of smoking shisha, the health impacts of indoor shisha consumption and any other considerations.

The Role of the Public

The City's public engagement spectrum defines the level of influence public or stakeholders have in engagement processes. The role of the stakeholders during this engagement was at the **ADVISE** level on the City of Edmonton's Public Engagement Spectrum. The City invited a targeted group of stakeholders to participate in this engagement. The general public was not consulted due to the limited scope.

Visit edmonton.ca/PublicEngagement for more information on the City's public engagement process.



Who and How We Engaged

City of Edmonton Administration conducted focused stakeholder engagement in February and March 2023 with AHS, Action on Smoking and Health (ASH), Nanda & Company (representing EHCS), and several impacted community members.

Community Engagement

Nanda & Company provided Administration with contact information for two members of the impacted communities. These individuals - a young Muslim woman who previously attended shisha lounges and a former shisha lounge owner who is also a member of the Eritrean community - were interviewed. Additionally, a business owner who had inquired to the City about shisha consumption was also interviewed.

Administration extended the original deadline for stakeholder interviews, but received no further contacts to interview. Due to limitations of privacy legislation, Administration was unable to utilize business licensing records to identify and contact additional stakeholders.

Engagement with Public Health Organizations

Administration interviewed representatives from AHS and ASH to better understand the health impacts of secondhand smoke, the potential mitigations that should be in place if bylaw amendments to allow indoor shisha consumption were implemented, and the safety measures that should be in place for employees potentially working in these environments. Questions were also posed to AHS about the Tobacco, Smoking and Vaping Reduction Act and whether any changes to the legislation were forthcoming.

Engagement with Other Stakeholders

Administration attempted to engage with Alberta Occupational Health and Safety and the Community Services Advisory Board but did not hear back in time for circulation of its report to Committee.

GBA+ Spotlight

The City of Edmonton used a GBA+ process to identify potential inequities in our engagement practices. Administration was able to connect with two impacted community members, as described above. Administration also connected with a new business owner who had recently inquired about offering indoor shisha consumption.

What We Asked

Administration interviewed several representatives from AHS, including the Lead Medical Officer of Health for the Edmonton Zone, and the Medical Officer of Health for the Tobacco, Vaping and Cannabis Program and the Manager of Safe Built Environments. Each interview was conducted as a one-hour meeting to further understand the impacts of smoking shisha indoors on public health. The following questions were asked:

- Can you describe the impacts of secondhand smoke and, if possible, the differences between tobacco and non-tobacco secondhand smoke?
- If City Council makes the decision to reverse the ban on indoor shisha consumption, what requirements should be put in place to mitigate exposure to secondhand smoke to patrons not interested in smoking, employees or other parties?
- What age restrictions should exist in these restaurants or lounges?
- Has AHS been involved in helping with any mitigation efforts for other Alberta cities that have decided to allow shisha lounges?
- Have any Albertans contacted AHS with concerns or questions regarding these lounges in other parts of the province?
- Under the Alberta Tobacco, Smoking and Vaping Reduction Act there is an exemption for cigar lounges with specific requirements for operating. If the ban were to be reversed by City Council, would these be acceptable requirements to have in place for hookah lounges?
- Is there any possibility that any of these exemptions are going to be removed in the near future?
- Can you tell us if there is anything happening with respect to legalization of cannabis lounges, including any potential space / ventilation requirements for Cannabis lounges?

ASH was asked a similar set of questions, excluding questions that were specific to AHS and questions about the Act.

Stakeholders from the impacted communities were asked to describe their experiences with shisha. The following questions were asked:

- Could you please describe the significance of smoking shisha for you? Is there a cultural aspect for you? If so, could you please tell me more about that?
- Given the current state of shisha consumption in Edmonton, what has been the experience or impacts to your community?
- From your perspective, what changes could be made to the current state of shisha consumption in Edmonton?
- Is there anything else you want to share with us regarding the indoor consumption of shisha?

For the stakeholder who was part of an impacted community and also a former shisha lounge owner, Administration asked some additional questions:

- Can you tell us what type of business you have?
- We want to understand your experience and the impacts to your business, recognizing that the July 2020 ban coincided with the COVID-19 pandemic. Can you tell us how your business model has changed since then?
- Did you have any mitigation measures in place to reduce secondhand smoke exposure?
- Is there anything else you would like to share about your business or the indoor consumption of shisha?

What We Heard

Alberta Health Services

Administration met with AHS to discuss the impacts of smoking and secondhand smoke. They provided answers verbally and also followed up with an attachment of their answers to the questions posed by Administration. Details are included in Attachment 4 of the June 19, 2023 Committee package - AHS Responses to Discussion on Indoor Shisha Consumption.

Action on Smoking and Health

Administration conducted a verbal interview with ASH, a health and advocacy organization that works to reduce and prevent tobacco use in Alberta and beyond. According to ASH:

- 20% of Edmonton residents have health conditions that are aggravated by exposure to secondhand smoke including those with asthma, allergies and heart disease. To these individuals, the presence of secondhand smoke in public settings can be very harmful and indoor consumption of these products is a discriminatory practice that affects people with physical disabilities. These individuals should not be denied entry to any public establishments due to the presence of secondhand smoke.
- Any organic material that is burned at a low temperature to the point of combustion produces dozens to hundreds of hazardous compounds, many of which have no safe level of exposure.

- There is a burden to repeatedly engaging public health organizations on this issue who already have numerous priorities to address, including reducing health inequities.
- The ASHRAE position paper states that secondhand smoke cannot be eliminated within a building when there are smoking rooms inside.
- The City of Edmonton has not compromised other public health standards in recent years.
- The use of shisha is a recreational activity, it is not sacred or religious. The use of tobacco by Indigenous peoples is a sacred cultural use.

Impacted Community Members

Administration worked with Nanda & Company, a representative of the Edmonton Hookah Cultural Society, to connect with individuals in the communities that have been impacted by the ban on indoor shisha consumption. Administration interviewed two individuals - a former shisha lounge operator who is also a member of the Eritrean community, and a young Muslim woman who previously visited shisha lounges. Additionally, Administration interviewed a business owner who had recently inquired with the City about offering shisha consumption at their business. The following points were raised:

- Shisha has cultural recreational significance for people of African and South Asian descent, as well as for the Muslim community. Shisha consumption plays a large role in how these communities congregate and keep in touch with each other.
- Businesses act like community centres in many ways. The ban has significantly impacted the way that people from different cultures and different aspects of life come together.
- The economic impact of the ban to some businesses has been significant. In some cases shisha consumption accounted for 60% of their revenue.
- Shisha cafes/lounges provided a safe environment for Muslim, hijab wearing women and those in the impacted communities who wanted to gather with friends in a more relaxed and safe environment. The young woman interviewed explained that she does not feel safe in a club atmosphere, and these lounges offered her an alternative.
- In the religion of Islam, adherents do not consume alcohol. Smoking shisha is a different way to relieve stress.
- It is popular in Afghanistan - particularly among men.

Next Steps

Administration will be presenting a report, including the findings from this engagement, to the Community and Public Services Committee on June 19, 2023. If Council directs Administration to provide further information or recommended bylaw amendments, further engagement with impacted community members and public health organizations may be required.



EXECUTIVE COMMITTEE REPORT

Terwillegar Drive Stage 2 Expansion - Environmental Impact Assessment and Site Location Study Amendment

Recommendation of the Committee

1. That the amendment to the Terwillegar Drive Stage 2 Expansion Environmental Impact Assessment, as outlined in Attachment 1 of the June 23, 2023, Integrated Infrastructure Services report IIS01838, be approved.
2. That the Site Location Study for the Rainbow Valley Road Parking Lot expansion, as outlined in Attachment 2 of the June 23, 2023, Integrated Infrastructure Services report IIS01838, be approved.
3. That the location of the proposed Rainbow Valley Road Parking Lot expansion, as outlined in Attachment 2 of the June 23, 2023, Integrated Infrastructure Services report IIS01838, be deemed essential and approved pursuant to Section 3.5.3 of the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188.

History

At the June 23, 2023, Executive Committee meeting, the June 23, 2023, Integrated Infrastructure Services report IIS01838 was considered.

Attachment

June 23, 2023, Integrated Infrastructure Services report IIS01838

TERWILLEGAR DRIVE STAGE 2 EXPANSION

Environmental Impact Assessment and Site Location Study Amendment

RECOMMENDATION

That Executive Committee recommend to City Council:

1. That the amendment to the Terwillegar Drive Stage 2 Expansion Environmental Impact Assessment, as outlined in Attachment 1 of the June 23, 2023, Integrated Infrastructure Services report IIS01838, be approved.
2. That the Site Location Study for the Rainbow Valley Road Parking Lot expansion, as outlined in Attachment 2 of the June 23, 2023, Integrated Infrastructure Services report IIS01838, be approved.
3. That the location of the proposed Rainbow Valley Road Parking Lot expansion, as outlined in Attachment 2 of the June 23, 2023, Integrated Infrastructure Services report IIS01838, be deemed essential and approved pursuant to Section 3.5.3 of the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188.

Requested Council Action		Decision required	
ConnectEdmonton's Guiding Principle		ConnectEdmonton Strategic Goals	
CONNECTED This unifies our work to achieve our strategic goals.		N/A	
City Plan Values	N/A		
City Plan Big City Move(s)	N/A	Relationship to Council's Strategic Priorities	Conditions for service success
Corporate Business Plan	Managing the corporation (Environmental Stewardship)		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> • North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188 		

TERWILLEGAR DRIVE STAGE 2 EXPANSION - Environmental Impact Assessment and Site Location Study Amendment

Related Council Discussions

- IIS00839, Terwillegar Drive Stage 2 Expansion - Environmental Impact Assessment and Site Location Study, City Council, March 14, 2022

Executive Summary

- This report requests City Council's approval of an amendment to the Terwillegar Drive Stage Two Expansion Environmental Impact Assessment to account for the expansion of the Rainbow Valley Road parking lot within the River Valley (Attachment 1). Subsequent to the approval of the Environmental Impact Assessment at the March 14, 2022, City Council meeting, the expansion of the existing parking lot was added to the scope of the project to address construction disruptions and stakeholder needs, requiring an amendment of the previously approved assessment.
- This report also requests City Council's approval of the Site Location Study for the parking lot expansion (Attachment 2) and that the planned location of the expanded parking lot in the River Valley be deemed essential by City Council.
- The expansion of the Rainbow Valley Road Parking Lot will provide temporary overflow parking for Snow Valley Ski Club during Stage Two construction and will serve as a permanent facility for River Valley patrons.
- The Environmental Impact Assessment amendment describes the project's potential environmental impacts on surface water, fish habitat, soils, vegetation and wildlife. Given that the parking lot expansion area comprises maintained grasses with limited environmental sensitivities, the negative impacts are anticipated to be minimal given the implementation of mitigation measures through design and construction, as well as restoration of the area around the parking lot following construction.
- The Site Location Study concludes the parking lot is dependent on its location within the River Valley and if located elsewhere would not serve its intended purpose. Financial, social, environmental and institutional factors limit the feasibility of the location of the expansion project outside of the River Valley. Therefore, the location in the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188, boundary is considered essential.
- Approval of this report demonstrates the City's commitment to environmental reviews, environmental permitting, environmentally sound design, and ensuring the City's environmental stewardship objectives are met during the construction of this project.

REPORT

Construction of the Terwillegar Drive Stage Two Expansion commenced in April 2023. As described in the March 9, 2022, Integrated Infrastructure Services report IIS00839, Terwillegar Drive Stage 2 Expansion - Environmental Impact Assessment and Site Location Study, many components of Stage Two fall within the boundaries of Bylaw 7188 - North Saskatchewan River Valley Area Redevelopment Plan and, require an Environmental Impact Assessment pursuant to

TERWILLEGAR DRIVE STAGE 2 EXPANSION - Environmental Impact Assessment and Site Location Study Amendment

that Bylaw. At the March 14, 2022, City Council meeting, City Council approved the Environment Impact Assessment for the upgrades within the River Valley.

Subsequent to the approval of the Environmental Impact Assessment, the expansion of the existing Rainbow Valley Road parking lot within the River Valley was added to the scope of the project. The expansion of the parking lot was recommended to provide temporary overflow parking, at the request of Snow Valley Ski Club, while the designated overflow parking lot, located north of the Rainbow Valley Bridges, is closed to facilitate bridge renewal. As the parking lot expansion must be constructed to the same standards as a permanent facility, the expansion will remain in place following Stage Two construction to serve the parking high demand from Whitemud Park patrons.

The parking lot expansion area is located along the south side of Rainbow Valley Road, southeast of the Rainbow Valley bridges, within the River Valley. As a result, an Environmental Impact Assessment is required for this upgrade. The location of the parking lot expansion falls within the area examined as part of the previous assessment but did not consider the parking lot design. Therefore, an amendment outlining additional environmental impacts and mitigation measures is required.

The existing gravel Rainbow Valley Road parking lot is approximately 51 metres (east/west) by 22 metres (north/south) in size and comprises about 28 parking stalls, including four barrier-free spots. The expansion will be located south of the existing parking lot and will result in a total of 64 stalls, including four barrier-free stalls (a net increase of 36 stalls). The surface will be gravel, however, a concrete pad will be constructed for the barrier-free stalls.

This report also seeks City Council's approval of the Site Location Study included in Attachment 2 for the parking lot expansion and that the planned location of the expanded parking lot in the River Valley be deemed essential by City Council.

The amendment to the Environmental Impact Assessment in Attachment 1 outlines baseline environmental conditions in the parking lot expansion area and identifies adverse environmental impacts and how they can be eliminated, minimized, or mitigated through design or construction measures.

The Environmental Impact Assessment describes the land in the parking lot expansion area which consists of maintained grasses, as well as adjacent treed areas east of the site. The area is located away from a waterbody, but the topography directs surface water towards the Whitemud Creek which supports fish habitat. Key environmental features include the presence of native topsoil and subsoil and habitat with the potential to support wildlife features such as bird nests. There is also the potential to encounter contamination from existing uses.

The potential impacts and mitigation measures identified in the March 9, 2022, Integrated Infrastructure Services report IIS00839, remain applicable to the parking lot expansion. Some of the additional impacts and mitigations identified in the amendment report, related to the permanent parking lot expansion, include:

TERWILLEGAR DRIVE STAGE 2 EXPANSION - Environmental Impact Assessment and Site Location Study Amendment

Surface water and fish habitat:

- Potential impacts include changes to local drainage patterns due to the increase in the size of the parking lot.
- Mitigation measures include managing additional stormwater runoff by incorporating permanent measures such as grading, erosion and sediment control, and if possible Low Impact Development (LID) drainage, as well as including temporary erosion and sediment control measures as part of the project Environmental Construction Operation (ECO) plan. Construction work must also follow all applicable regulatory requirements and the City of Edmonton contractors' environmental responsibilities. Impacts and mitigation measures for sedimentation or contamination of Whitemud Creek from construction activities are addressed in the March 9, 2022, Integrated Infrastructure Services report IIS00839.

Soils and salt contaminated soils

- Potential impacts include loss and contamination of soil from construction, exposure of contaminated soils located within the existing parking lot area, as well as the transfer of salt contaminated soils.
- Mitigations include adhering to the measures outlined in the assessment during construction, such as minimizing the extent and duration of soil exposure and managing soils with indications of potential contamination, including mitigation measures such as erosion and sediment control as part of the project ECO Plan, as well as following all measures in the project's Contaminated Soils Management Strategy. Construction work must also follow all applicable regulatory requirements and City of Edmonton contractors' environmental responsibilities and conditions in the City's environmental review.

Vegetation

- Potential impacts include loss of maintained grasses, potential damage to trees, shrubs and maintained grasses, as well as introduction and/or spread of weed species. No tree removals are anticipated to facilitate this parking lot expansion.
- Mitigations include developing a restoration plan that includes native species, requiring the contractor to include this area in the project's Tree Preservation Plan including obtaining a Public Tree Permit, coordinating with City groups regarding landscaped vegetation removal and restoration, as well as following the protocols outlined in the assessment as part of the construction such as the cleaning requirement. Construction work must also follow all applicable regulatory requirements, the City of Edmonton contractors' environmental responsibilities and conditions in the City's environmental review.

Wildlife

- Potential impacts include disturbance of active bird nests due to construction activities and sensory disturbance to wildlife from construction noise and lighting.
- Mitigations include designing temporary lighting to minimize light spills, following the measures outlined in the assessment during construction such as limiting construction activities to the daytime and directing lighting to the project area, as well as following recommendations in the project's Tree Preservation Plan to avoid incidental damage to

TERWILLEGAR DRIVE STAGE 2 EXPANSION - Environmental Impact Assessment and Site Location Study Amendment

trees. Construction work must also follow all applicable regulatory requirements and City of Edmonton contractors' environmental responsibilities. The parking lot expansion will maintain similar overall conditions as exist today and are not anticipated to significantly impact wildlife habitat and connectivity.

The Site Location Study in Attachment 2 contains a summary of the location analysis and justification, as well as a review of financial, social, environmental and institutional constraints that make the parking lot expansion area inside the River Valley essential. The Site Location Study highlights that the parking lot is dependent on its current location in the River Valley as it is intended to serve patrons of Snow Valley and Whitemud Park. Locations outside of the River Valley were not considered as they would not reasonably function and serve their intended purpose. Alternative configurations for expanding the parking lot at its current location were considered. Expanding the parking lot to the south was recommended to avoid an existing tree stand to the east of the facility.

The expansion of the Rainbow Valley Road parking lot will allow for improved access for recreational and active transportation uses in the River Valley while minimizing adverse environmental and user impacts, in alignment with the North Saskatchewan River Valley Area Redevelopment Plan, Breathe: Edmonton's Green Network Strategy, Ribbon of Green, The City Plan, and other plans and policies.

Considering financial, social, environmental and institutional constraints, the Site Location Study highlights that a River Valley location is essential because:

- Constructing a new parking lot outside of the River Valley would cost significantly more;
- Social and institutional benefits of the parking lot are tied to its location in the River Valley. It is intended to serve patrons of Snow Valley and Whitemud Park, supporting local businesses and enhancing access to recreational, ecological and cultural uses; and
- Expanding the current parking lot avoids disturbing another area. While some environmental impacts are anticipated, they are anticipated to be minimal with the application of the measures outlined in the amending environmental assessment.

Budget/Financial Implications

The parking lot expansion is funded along with Stage Two of the Terwillegar Drive Expansion through Capital Profile 19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging, currently part of the 2023-2026 Capital Budget.

Legal Implications

Section 3.5.3 of Bylaw 7188 requires City Council to approve the amendment to the Terwillegar Drive Stage Two Expansion Environmental Impact Assessment (Attachment 1) before the expansion of the Rainbow Valley Road parking lot can proceed to construction.

In addition, Section 3.5.3 of Bylaw 7188 requires City Council to approve the attached Site Location Study (Attachment 2) for the parking lot expansion and that the location of the expansion be deemed essential by City Council.

COMMUNITY INSIGHT

As noted in the March 9, 2022, Integrated Infrastructure Services report IIS00839, the planning and design of Stage Two of the Terwillegar Drive expansion was informed by public and stakeholder input gathered at the “advise” level of engagement through several engagement opportunities. Input was considered alongside City plan and policies, technical requirements and funding availability, providing the project team with local and contextual knowledge that was considered when completing the detailed design.

Following the above noted engagement, communications and information sharing were conducted with members of the public, area residents and stakeholders. This included additional focused stakeholder meetings and a pre-construction information drop-in event that was held in April 2023 to share the final designs for Stage Two, including the parking lot expansion area, and to outline what Edmontonion can expect during construction.

Through the engagement, Snow Valley Ski Club shared concerns about a lack of parking as a result of the required closure of their currently designated overflow parking lot, specifically citing concerns about impacts to their operations and business. Through discussions with this directly-impacted stakeholder, the project team committed to looking at options to expand the existing Rainbow Valley Road parking lot. The project team also committed to reviewing other concerns related to noise, visual impacts and site access. Members of the public in attendance at the event did not share any significant concerns about the parking lot expansion from an environmental perspective.

Information about the parking lot expansion scope and findings of the Environmental Impact Assessment and Site Location Study was also shared via email in April 2023 with environmental groups, including Edmonton River Valley Conservation Coalition, North Saskatchewan River Valley Conservation Society, River Valley Alliance and Sierra Club. The groups were offered the opportunity for a meeting to learn more about the environmental considerations and share additional feedback. A response was received from the River Valley Alliance and they did not express any concerns. At the time of writing this report, an acknowledgement was received from the North Saskatchewan River Valley Conservation Society noting that they were reviewing the information shared with them. The Edmonton River Valley Conservation Coalition responded with a number of questions and concerns, which are addressed in this report. No response was received from Sierra Club at the time of writing this report.

Administration is committed to ensuring communications and information sharing continue with members of the public, area residents and stakeholders during construction. A project webpage has been set up with contact information and regular construction-related communications are planned.

GBA+

The planning process for the Terwillegar Drive Stage 2 Expansion identified a diverse range of stakeholders, including area residents, roadway users and community organizations potentially impacted by the project. This work included providing a range of communication tactics and

TERWILLEGAR DRIVE STAGE 2 EXPANSION - Environmental Impact Assessment and Site Location Study Amendment

public engagement strategies to mitigate or remove barriers to equity and to support equality of outcomes during the engagement process. Opportunities included an online event, one-on-one stakeholder meetings, direct contact with the project team and a drop-in pre-construction event. This allowed the project team to gather feedback from different perspectives to identify additional design considerations to mitigate or remove barriers to equity and support equality of outcomes such as connection points for active transportation.

The parking lot expansion will include four barrier-free parking stalls with a concrete surface to ensure access for users with mobility challenges.

ATTACHMENTS

1. Environmental Impact Assessment Amendment - Rainbow Valley Road Parking Lot - Revision 001
2. Site Location Study - Terwillegar Drive Stage 2 Rainbow Valley Road Parking Lot Expansion - Bylaw 7188/18889 Amendment

Date:	May 9, 2023	File:	2021-3981
To:	Achyut Adhikari	Page:	Page 1 of 8
From:	Deanna Joly, P.Ag.		
Project:	Terwillegar Drive Stage 2 Upgrades		
Subject:	Bylaw 7188 Amendment - Rainbow Valley Road Parking Lot - Revision 002		

Associated Engineering Alberta Ltd. (Associated) has prepared this memo as an amendment to the Terwillegar Drive Stage 2 Environmental Impact Assessment (EIA) previously submitted to the City of Edmonton in January 2022. An assessment of potential environmental impacts regarding the permanent expansion of the existing south gravel parking lot is provided for review by the City of Edmonton as an addition to this project.

1 ADDITIONAL FOOTPRINT

The proposed area of parking expansion is located along Rainbow Valley Road, southeast of the Rainbow Valley Road bridges within 15-12-52-25-W4M. The existing parking lot is approximately 22 meters by 51 meters and consists of 28 parking stalls (including 4 barrier-free). Increases to the area will be required to accommodate an additional 36 stalls (including 4 barrier-free), as shown in [Appendix A](#). The expansion will be located to the south of the existing gravel lot. Most of the surface will remain as gravel; however, installation of concrete pads will be required at the barrier free parking stalls.

Please refer to attached drawings for more details on scope of work and construction methods.

2 ENVIRONMENTAL SENSITIVITIES

Environmental sensitivities examined as part of the EIA did not include the additional area of parking; this is an additional scope item. The project area has been reviewed from a desktop level using existing government databases and aerial imagery. Environmental sensitivities that have the potential to be impacted by parking are listed below. For additional details of these sensitivities, please refer to Sections 3 and 6 of the project-wide EIA.

- Surface Water and Soils
 - Presence of native and/or anthropogenic topsoil and subsoil.
- Vegetation
 - Primarily landscaped vegetation (City-maintained turf) with the occurrence of patches of trees to the east.
- Wildlife
 - Presence of habitat with the potential to support wildlife features such as bird nests.
- Contamination
 - Existing use by vehicles and possible contamination by road debris and fluids.

3 IMPACTS AND MITIGATION MEASURES

Potential environmental impacts identified in the EIA report are applicable to the planned parking lot expansion. In addition, the mitigation measures developed to address these potential environmental impacts also remain applicable.

MEMO

Table 2. Mitigation Measures to Address Environmental Impacts of the Permanent Parking Lot Expansion

Ecosystem Component	Environmental Impact	Mitigation Measures for Planning and Design Phase	Mandatory Mitigation Measures for Construction Phase
Soils – Areas of native soil or fill	Contamination of soils from spills from construction materials equipment.	N/A	<ul style="list-style-type: none"> • Install drip trays beneath stationary equipment. • Include material storage and handling practices in the project-specific ECO Plan with awareness that groundwater in open excavation may be an important environmental sensitivity. • Use double-containment for hazardous material storage.
Soils – Exposed soils during construction phase, specifically during unfrozen conditions.	Erosion of exposed soil resulting in loss of materials.	N/A	<ul style="list-style-type: none"> • Minimize the extent and duration of soil exposure, especially during periods when the ground is not frozen. • Include an ESC Plan in the project-specific ECO Plan. • Install and maintain appropriate ESC measures throughout construction with attention to areas of exposed soil as well as stockpiled materials.
Soils – Areas of contaminated soils exposed during construction	Exposure and disturbance of contaminated soils located within the existing parking lot area.	N/A	<ul style="list-style-type: none"> • Remove all debris from the site prior to any excavation work. • Assess any soils encountered during ground disturbance with indications of potential contamination (e.g., odours, staining, or sheen) for PCOCs. These soils may need to be managed.
Surface Water and Soils – Stormwater Runoff	Changes to local hydrology patterns with increases in impervious surfaces (concrete - barrier free parking stalls).	Consider the volume and rate of stormwater runoff that will be directed into the surrounding areas from the development of the project and incorporate grading and permanent erosion and sediment control (ESC) measures into design of the project.	<ul style="list-style-type: none"> • Include temporary ESC measures in the project specific ECO Plan to control the volume and/or rate of water runoff from the construction area.



Memo To: Achyut Adhikari
 May 09, 2023
 - 5 -

Ecosystem Component	Environmental Impact	Mitigation Measures for Planning and Design Phase	Mandatory Mitigation Measures for Construction Phase
Vegetation – Landscaped vegetation in the study area	Removal and damage of landscaped vegetation, including trees, shrubs and maintained grass from construction activities	<ul style="list-style-type: none"> • Include landscaped trees in detailed design and avoid conflicts with these trees. • Require contractor to include tree protection for landscaped trees as part of the Tree Preservation Plan. • Develop a restoration plan in detailed design that includes revegetation with native species to restore vegetated areas that are disturbed through construction. The plan is intended to replace the total asset value of trees removed during construction. • Coordinate with the City’s Urban Forestry and Parks and Landscape groups regarding removal of landscaped vegetation needed to support construction and operation of the project. 	<ul style="list-style-type: none"> • Include landscaped trees in the project-specific Tree Preservation Plan. • On City lands, ensure vegetation removal is only completed by contractors under the direction of members from Urban Forestry and/or Parks and Landscape. • Implement the restoration plan as soon as possible following construction to encourage the establishment of vegetation as soon as possible.
Vegetation – Existing populations of weeds and non-native plants	Introduction and/or spread of weed populations and non-native plants through construction.	Use native species in restoration plan.	<ul style="list-style-type: none"> • Clean equipment prior to arrival on site and after completion of work before equipment is moved to new location. • Delineate areas of weed infestation and avoid the use of machinery in these areas if possible.



Memo To: Achyut Adhikari
 May 09, 2023
 - 6 -

Ecosystem Component	Environmental Impact	Mitigation Measures for Planning and Design Phase	Mandatory Mitigation Measures for Construction Phase
Wildlife – Actively nesting birds adjacent to construction limits	Disturbance of active bird nests adjacent to construction activities.	Plan for removal of vegetation outside of the general bird nesting period of mid February to late August.	<ul style="list-style-type: none"> • Control noxious weeds in construction area through mechanical means such as hand pulling. <p>Coordinate with Project Management Team to ensure that the removal of vegetation is completed prior to construction activities.</p> <ul style="list-style-type: none"> • For vegetation removal within the general bird nesting period of mid February to late August, complete a pre-construction nest sweep.
Wildlife – Sensory perceptions of individuals using habitats near construction	Interference of hearing or sight from construction noise or use of artificial light during construction.	<ul style="list-style-type: none"> • Include lights with low lumen output and dim the luminaire output, as needed. Note that current lights are to be 34 W luminaires dimmed to 31% of their output. • Design lights with a type IV light distribution to minimize potential light spilling into the surrounding area. 	<ul style="list-style-type: none"> • Limit construction activity to a timeframe between 7 a.m. and 9 p.m. • Direct any construction lighting towards construction area and avoid the project of light out into the surrounding area. • Keep construction area clean of garbage and waste and avoid feeding or harassment of wildlife.
Contamination – Salinity impacted soils	Deposition of salts and other road contaminants from vehicles to soils at site.	Check contaminated site reports for recommendations.	Follow all mitigation measures provided in the project Contaminated Soils Management Strategy (Appendix B).

4 CLOSURE

This memo was prepared to provide supplemental information on the proposed expansion of the existing Whitemud Park parking lot as part of the Terwillegar Drive Stage 2 Upgrades. Information on the proposed parking lot expansion was made available following the submission of the EIA report to the City of Edmonton.

If you have any questions or comments, please contact the undersigned at 587-772-0662 or zieglera@ae.ca.

Prepared by:

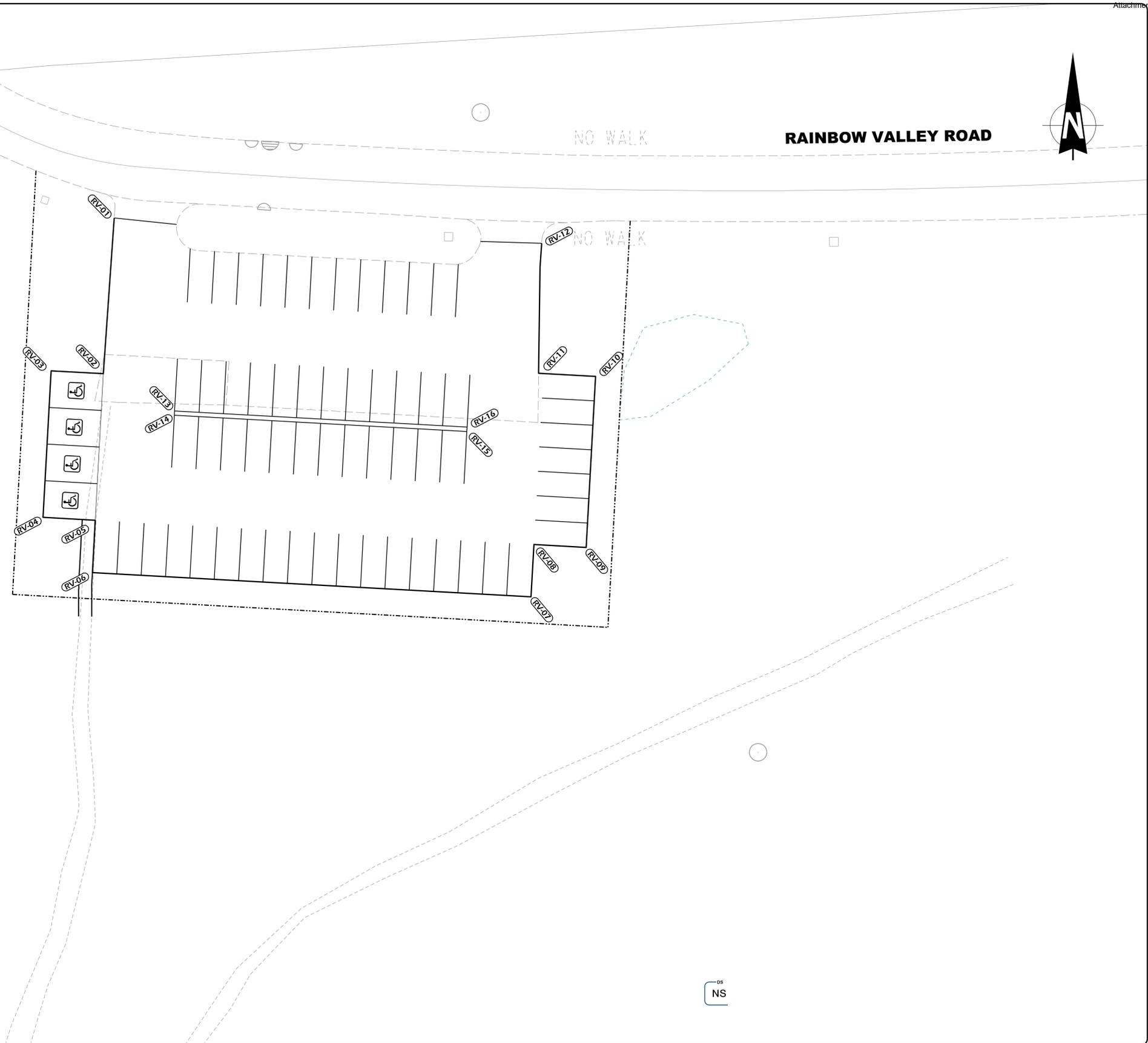
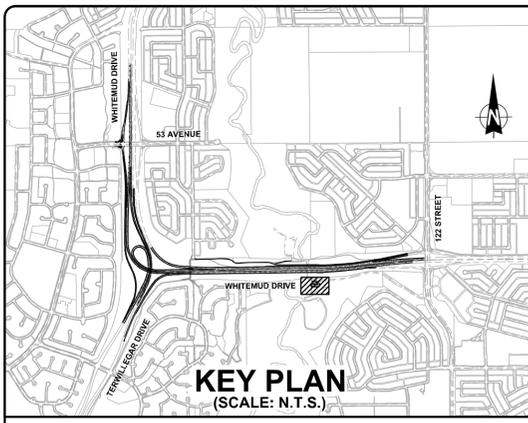


Deanna Joly, P.Ag.
Environmental Scientist
dj

Reviewed by:



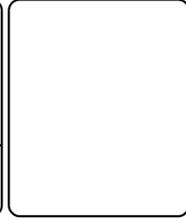
April Ziegler, P.Biol.
Specialist, Regulatory Advisor



NO.	REVISIONS	BY	DATE	APP'D
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CONTRACT NO.	2343		
NO.	ISSUE	BY	DATE
1	TENDER AWARD		

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FILE NUMBER	
CONSTRUCTION ENGINEER	DATE
GENERAL SUPERVISOR	DATE



PERMIT TO PRACTICE
CIMA CANADA INC.
RM SIGNATURE: *Kate Gill*
RM APEGA ID #: 47605
Date: 2022-Sep-29
PERMIT NUMBER: P8204
The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

APPROVED FOR CONSTRUCTION

PROFESSIONAL ENGINEER ALBERTA
ALEX NIEPSU
29 Sep. 2022
ID # 85601

TRANS. PLANNING AND DESIGN SUPERVISOR	<i>Patrick M. Dwyer</i>	DATE	October 23, 2022
DEPARTMENT / BRANCH		APPROVAL	

DATE	October 31, 2022
SURVEY	
JOB NO.	E00760B
SCALE	1:250
DESIGNED	DATE: 08/11/22
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Edmonton INTEGRATED INFRASTRUCTURE SERVICES
INFRASTRUCTURE DELIVERY BRANCH

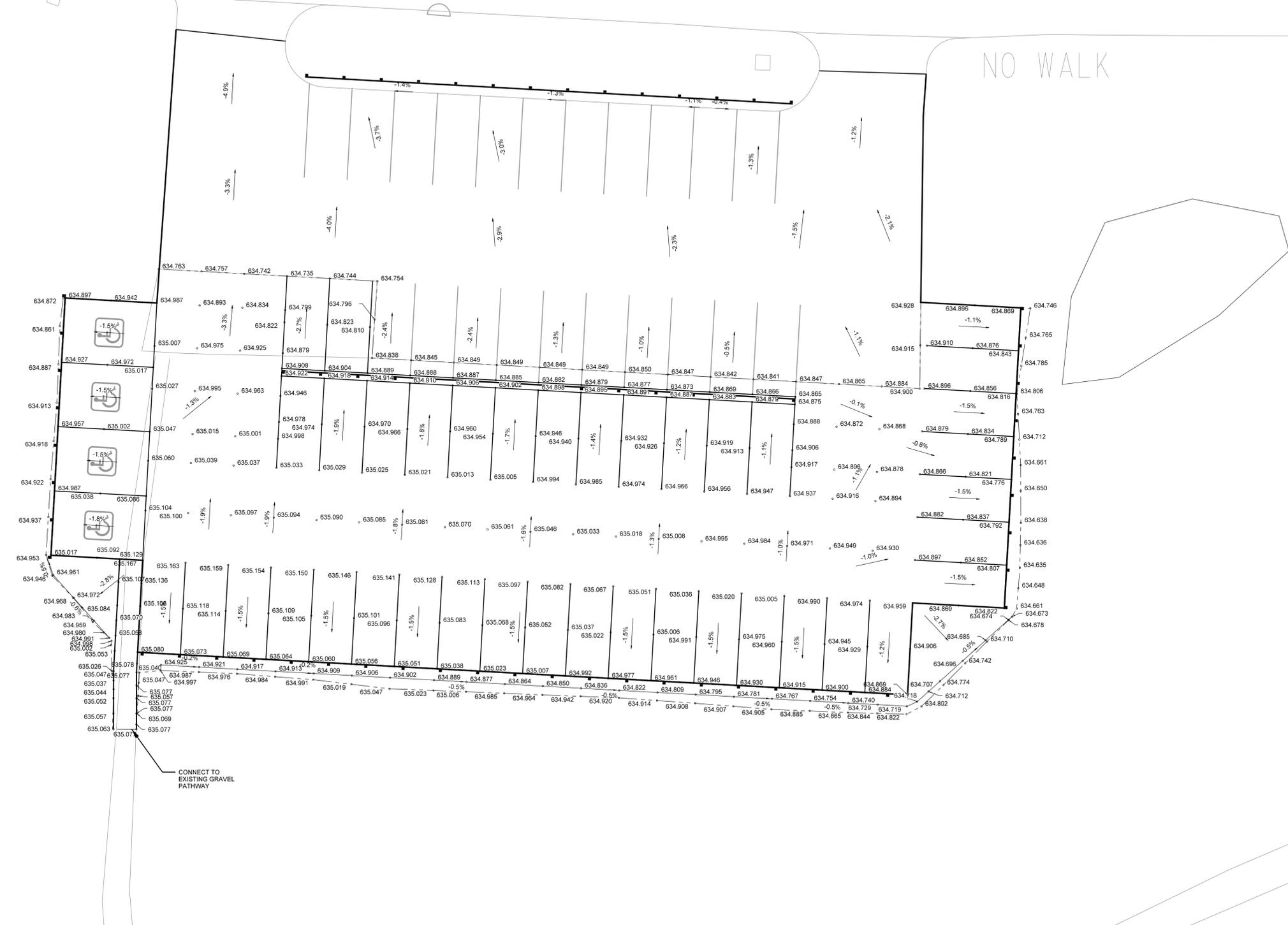
PROJECT **TERWILLEGAR DRIVE EXPANSION - STAGE 2**
RAINBOW VALLEY ROAD PARKING LOT EXPANSION
ALIGNMENT PLAN

DRAWING **RAVA 232 A01**

MATCH LINE
SEE WHIT 232 G09

NO WALK

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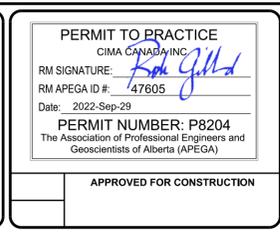


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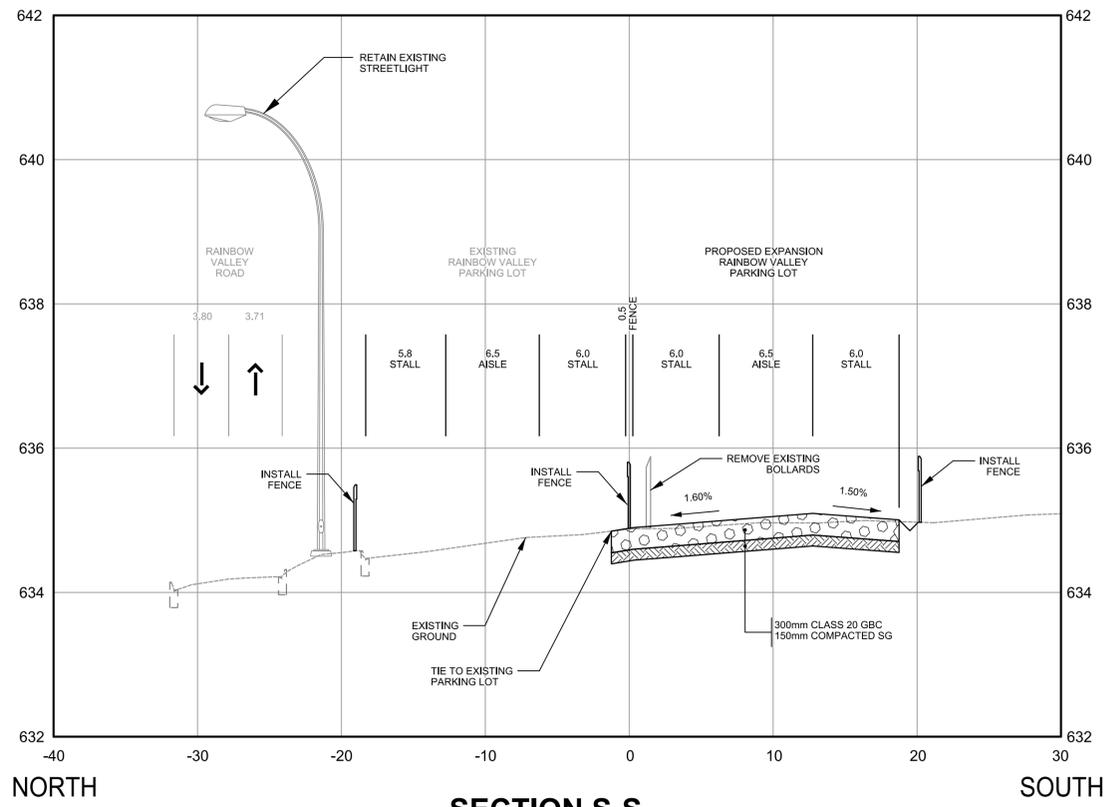
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RM APEGA ID #: 47605	
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The Association of Professional Engineers and Geoscientists of Alberta (APEGA)	
APPROVED FOR CONSTRUCTION	



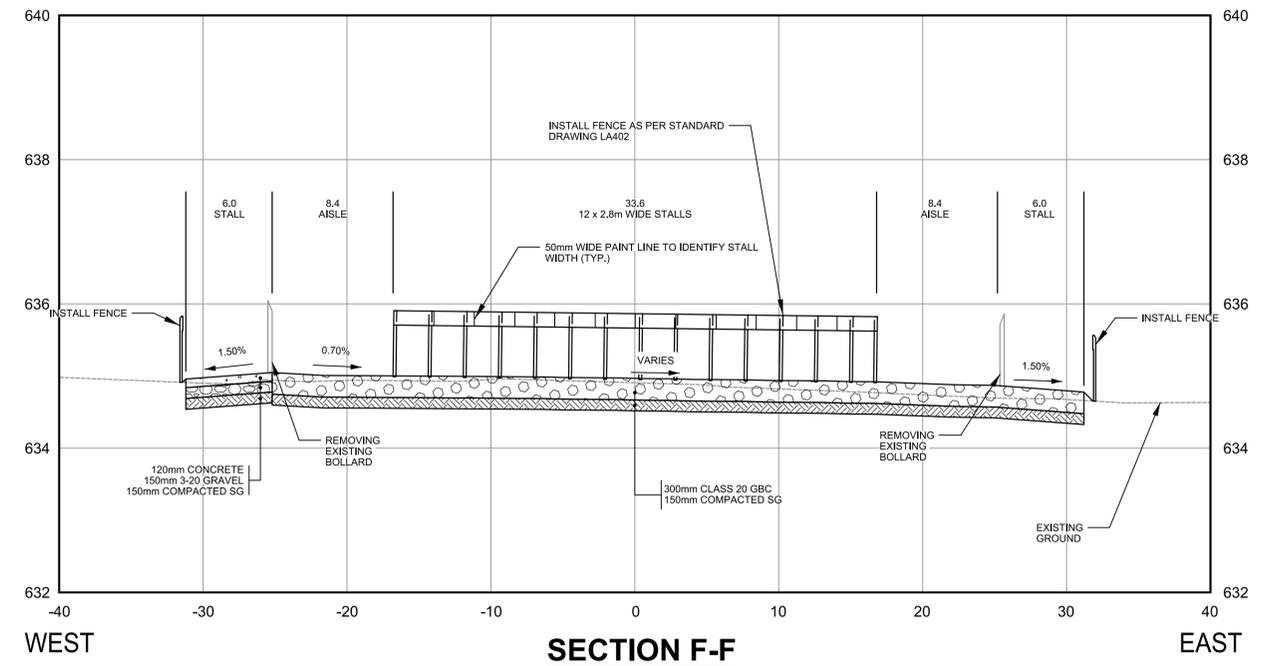
DEPARTMENT / BRANCH	APPROVAL	DATE
	<i>Patricia M. Smyke</i>	October 23, 2022

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SURVEY	DATE: 08/10/20	PROJECT
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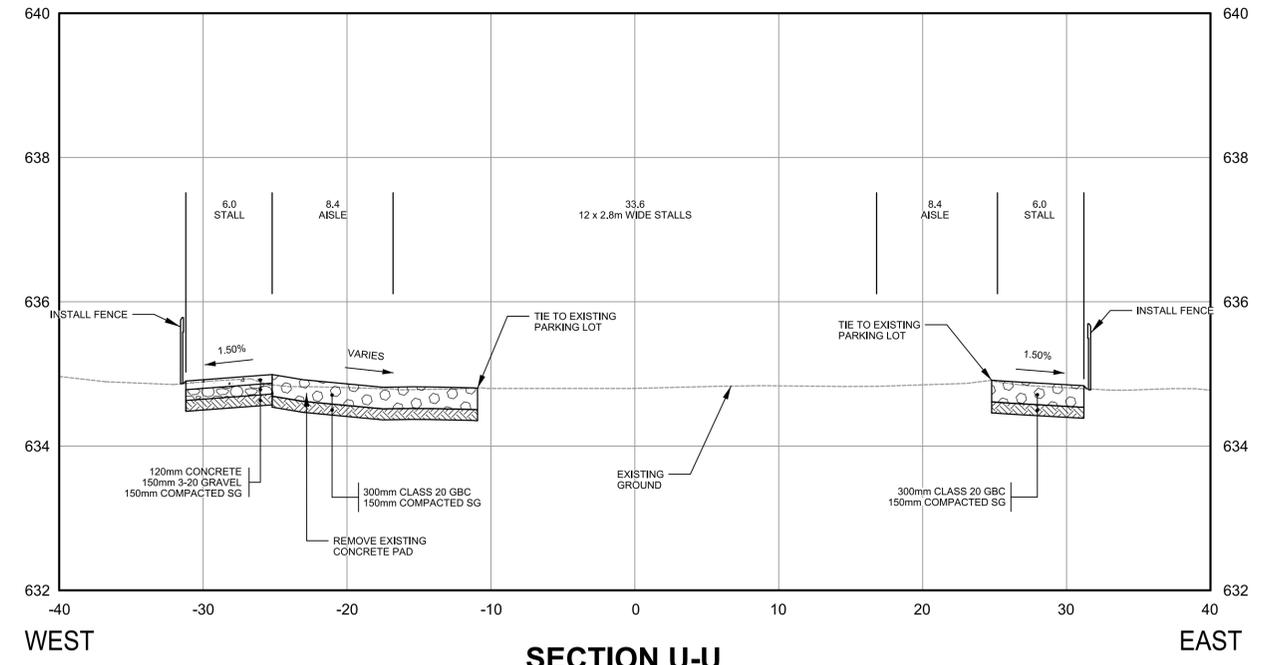
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RAINBOW VALLEY ROAD PARKING LOT EXPANSION		
GRADING PLAN		
RAVA 231 G01		



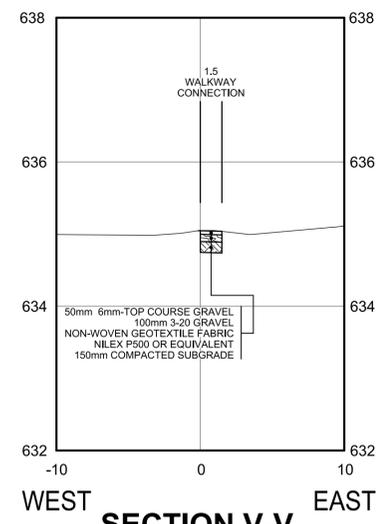
SECTION S-S
 STA 0+050
 LOOKING EAST
 (SEE DRAWING: RAVA 231 D01)



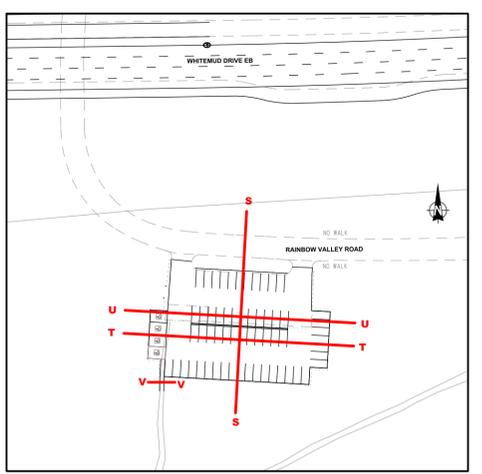
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SECTION U-U
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SECTION V-V
 STA 0+008
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KEY PLAN
 (SCALE: N.T.S.)

NOTE:
 1. INSTALL FENCE AS PER STANDARD DRAWING LA402

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CIMA CANADA INC.	
RM SIGNATURE: <i>Kate Gill</i>	
RM APEGA ID #: 47605	
Date: 2022-Sep-29	
PERMIT NUMBER: P8204	
The Association of Professional Engineers and Geoscientists of Alberta (APEGA)	
APPROVED FOR CONSTRUCTION	

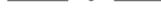


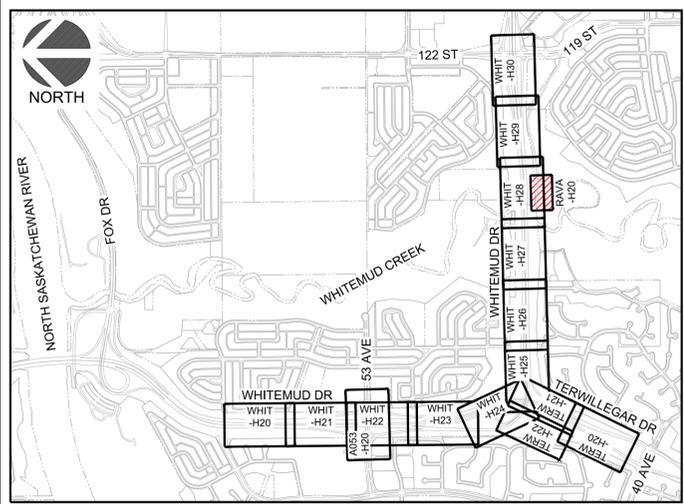
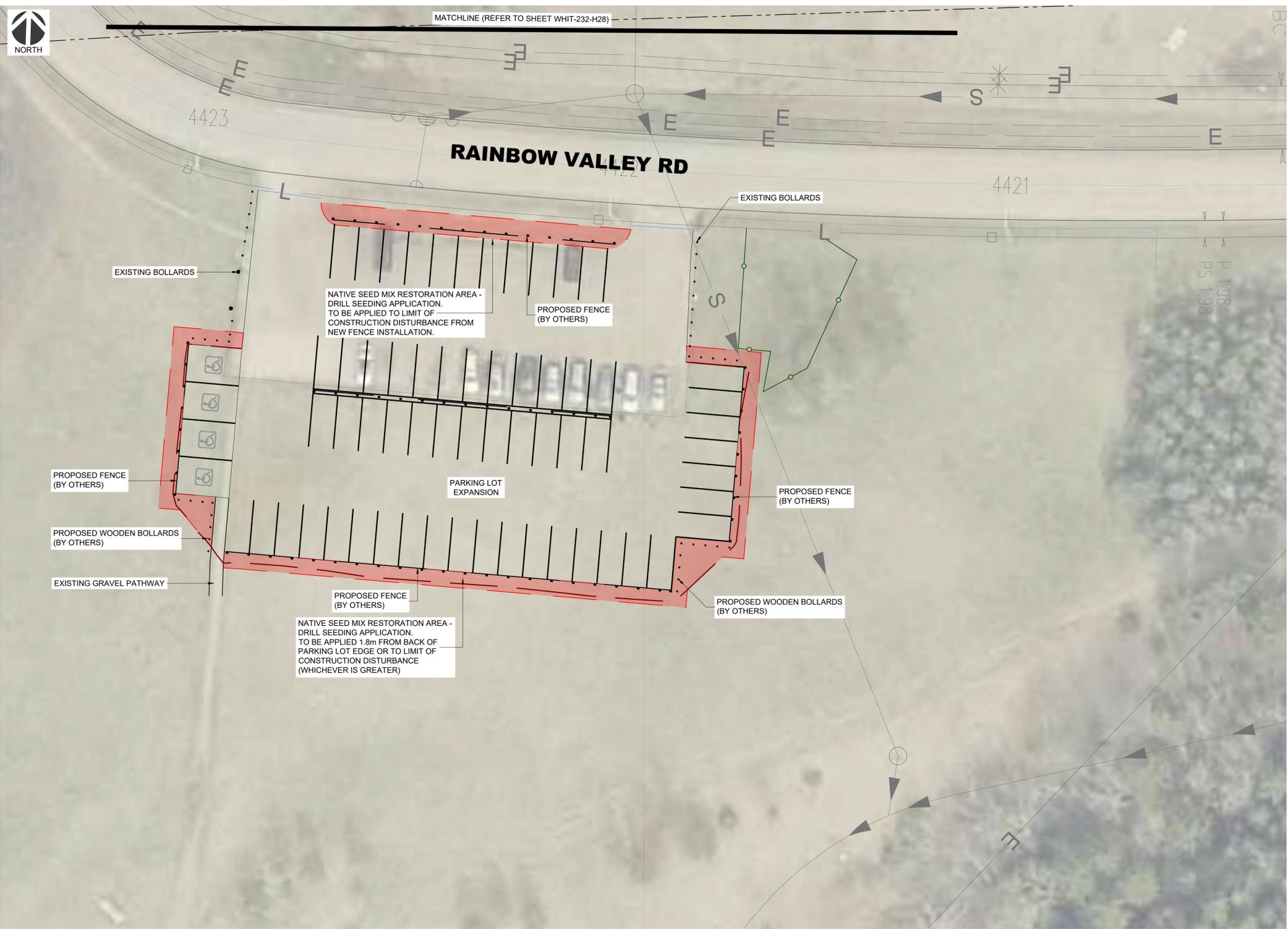
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Edmonton		INTEGRATED INFRASTRUCTURE SERVICES
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PROJECT		
TERWILLEGAR DRIVE EXPANSION - STAGE 2		
RAINBOW VALLEY ROAD PARKING LOT EXPANSION		
SECTIONS S, T, U		
DRAWING		
RAVA 231 X01		

LEGEND

-  PROPOSED RETAINING WALL (BY OTHERS)
-  EXISTING INFORMAL TRAIL
-  RETAINED MAINTENANCE ACCESS ROUTE
-  PROPOSED CUT & FILL LIMITS (BY OTHERS)
-  PROPOSED FENCING (BY OTHERS)
-  PROPOSED TREE PROTECTION FENCING
-  33.57% PROPOSED SLOPE (BY OTHERS)
-  NATIVE SEED MIX RESTORATION AREA - HYDROSEEDING APPLICATION C/W TACKIFIER AND 300mm DEPTH NATIVE/IMPORTED TOPSOIL
-  NATIVE SEED MIX RESTORATION AREA - DRILL SEEDING APPLICATION C/W 300mm DEPTH NATIVE/IMPORTED TOPSOIL (1.8m WIDTH STRIP ALONG PROPOSED SUP)



- GENERAL NOTES:**
1. REFER TO SHEET TERW-231-H00 FOR GENERAL NOTES REGARDING RESTORATION WORK.
 2. REFER TO SHEET TERW-231-H00 FOR NATURALIZATION ZONE TYPES AND COMPOSITIONS (BY OTHERS).
 3. DIMENSIONS SHOWN ARE IN METERS UNLESS NOTED OTHERWISE.

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NO.	REVISIONS	BY	DATE	APP'D	

PROGRAM NO. **19-22-9006**

CONTRACT NO. **2343**

NO.	ISSUE	BY	DATE

CONSTRUCTION RETURN

CONTRACTOR _____

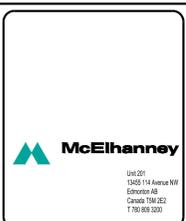
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CONSTRUCTION ENGINEER DATE _____

GENERAL SUPERVISOR DATE _____



APPROVED FOR CONSTRUCTION

DATE _____

Page 341 of 471

71 DEPARTMENT / BRANCH	APPROVAL	DATE

TRANSPORTATION INFRASTRUCTURE DELIVERY	DATE
SURVEY	DATE
JLH	02/24/23
JOB NO. E00780A	
DESIGNED	DATE
DB	02/24/23
CHECKED	DATE
DB	02/24/23

Edmonton INTEGRATED INFRASTRUCTURE SERVICES
INFRASTRUCTURE DELIVERY BRANCH

PROJECT **TERWILLEGAR DRIVE EXPANSION - STAGE 2**
RAINBOW VALLEY ROAD PARKING LOT EXPANSION
LANDSCAPE RESTORATION

DRAWING **RAVA-231-H20**



April 25, 2023

Reference No. 468053049-001

To: Christopher Wintle ,Transportation Planning and Design, IIS

From: Achyut Adhikari, Planning and Environment Services, UPE

Subject: AA23-10 EIA Amendment for Rainbow Valley Road Parking Lot Expansion Project-Sign off

We have completed our review of the Rainbow Valley Road Parking Lot Expansion Project EIA Amendment report. This letter confirms that the Administration has no further concerns with the proposed development under the North Saskatchewan River Valley Area Redevelopment Plan (NSRV ARP). Please adhere to the following conditions and advice provided by reviewers.

Please note the proposed development meets the definition of a major facility, and as such, City Council must approve the EIA and SLS, and must deem the proposed location in the River Valley as essential, to ensure the policy requirements of the NSRV ARP are satisfied. In addition, the following advisements and conditions apply to the project:

Comments from Urban Growth and Open Space Strategy (Planning and Environmental Services):

It was understood that the purpose of an EIA amendment is to create additional permanent public parking for Whitemud Park users. The parking lot expansion scope was not identified within the original EIA issued for the work on Terwillegar Drive Stage 2. Currently, the existing lot often operates at or exceeds capacity during various times of the year due to the popularity of the walking trails in the area.

It appears that the EIA Amendment in general has appropriately outlined detailed environmental assessment methodology, potential effects of the proposed Project and identified mitigation measures to minimize or address potential adverse environmental effects of the Project.

The expansion will be within the existing manicured open space in general and there are no impacts expected to the natural environment. If there are impacts that require tree removal, the project should ensure proper City requirements including appropriate restoration work as outlined in the EIA reporting.

We recommend the project team to ensure the additional parking surface generated stormwater will be managed using the applicable LID approach if possible. The project should ensure the pre-development runoff natural drainage pattern will be maintained and the project will not result in any kind of point sources that could result in erosion and sedimentation along the open space and river valley environment.

The project should implement best construction practices to avoid invasive spread during construction and ensure sound engineering practices to avoid heavy equipment and vehicles along the river bank.

Engineering Services (IIS) Comments:

Please see the memo attached separately.

River Valley Parks and Facilities Comments:

- no concerns on expansion. Will further support Whitemud Park trail users
- would like to speak with PM regarding signage opportunities at the parking lot and incorporation into parking expansion

Parks and Roads Services (Natural Area Operation)

NAO is in support of the parking expansion with the following conditions:

1. No trees are removed or impacted.
2. No work is within 10 m of natural stand edges (where grass gets tall). This includes laydown/ stockpiling/access.
3. Consult Forestry at treepreservation@edmonton.ca for the nearby 'stand alone' trees.
4. A Public Tree Permit is required, please submit a Tree Preservation Plan with the application.
5. Please ensure all mitigation measures are followed and every alternative is considered that can lead to minimal disturbance.
6. Please consider planting native trees in the green space to offset the loss of green space in the immediate area.
7. A pre-and post-construction inspection will need to be conducted. Please contact parkslandscapeinventory@edmonton.ca to schedule the inspection.
8. Please be advised that all prohibited noxious and noxious weeds are to be controlled by the proponent within the project limits for the duration of the project (Weed Control Act 2008).
9. Any damages that occur to the tree(s) canopy, trunk or roots/boulevard (from your team or any subcontractors on site) fall under the Corporate Tree Management Policy (C456C).

Open Space Inspection Comments

1. A pre-construction inspection prior to accessing the site and a post-construction inspection once parkland restoration has occurred will be conducted by Open Space Inspection Services. Email: parkslandscapeinventory@edmonton.ca to request inspections.
2. This project may require a Parkland Access Permit. Please contact Parkland Management to obtain a permit prior to scheduling a pre site inspection. Email: prsparklandmanagement@edmonton.ca
3. There is no unapproved parking on Parkland.
4. Vehicle and equipment travel in all areas must not traverse open space and must be limited to specified and planned minimally impactful haul routes. Travel must also be away from low areas where water retention may occur. Travel must also be away from low areas where water retention may occur. Travel must also not occur during inclement weather or within a minimum of 48 hours after major inclement weather events.
5. In the case where there is significant damage to the site, a repair and restoration plan will have to be tailored to the scope and complexity of the damage and approved by PARS. The cost and implementation of this will be borne by the program, not PARS Open Space Operations. These steps will be the responsibility of the proponent prior to the inspection and acceptance by PARS.
6. All damages to natural areas must be restored to pre-existing conditions with approved (by NAO) natural grasses/vegetation as required and the maintenance (watering, weed

- control and public access control measures) of restored natural areas will be the responsibility of the proponent until the natural area planting material is established, inspected and accepted by PARS.
7. Any damaged ornamental turf areas shall be repaired with sod (topdress and seed is not acceptable) and all maintenance (erosion control, watering, mowing, public access control and weed control) of the restored areas will be the responsibility of the proponent until established, inspected and accepted by PARS. All sod must be butt joined to the existing turf surfaces. Blending of these areas is not acceptable. A 50mm depth cut for sod application is not adequate. A minimum of 100mm depth and vertical cut is required, followed by adding and rolling topsoil prior to sod placement. Soil compaction mitigation must occur on subsoil areas prior to topsoil placement.
 8. Any lay down, staging or haul route area on Parkland must be approved and fenced, with no vehicular or project activity outside of the fenced area. There should be no access to the lay down, staging or haul route area to ensure public safety. The restoration of the entire area must be repaired to the existing conditions as per ornamental turf repair above. Soil compaction protection, aeration and re-sodding; including the maintenance (eg watering, mowing, weed control and public access control measures) of restored turf areas will be the responsibility of the proponent until the sod is established and accepted by PARS. Email: parkslandscapeinventory@edmonton.ca to request a laydown area pre inspection.
 9. Public access control measures should be in place and maintained post construction to prevent the public from accessing areas that have been newly landscaped. In order to ensure the success of the restoration areas, the project should also consider the installation of fencing and informational signage around areas to discourage disturbance of the area by the public. Please be aware that native species can take longer to establish than many ornamental landscaping species or traditional turf grasses. It is for this reason that considerations for protection of restoration areas are strongly recommended.
 10. Soil compaction protection (rig matting or other approved) on the site is required prior to any activity (normally where there is a large number of existing trees in close proximity).
 11. All other damages to parkland inventory (curbs, roads, trails, paths, furniture, fixtures, signs, trees, shrub beds, etc) must be restored to pre-existing conditions and CoE Construction Standards and PARS inspection and acceptance.
 12. Erosion Control Measures must be in place and maintained post construction to prevent overland drainage washout on areas that have been newly landscaped (especially slopes). The project should also consider the installation of fencing and informational signage around areas to discourage disturbance of the area by the public.
 13. Site drainage must not be affected by this project. Any overland drainage issue or concern that is a result of this project will be corrected and repaired by the project/developer/contractor, not the City of Edmonton.
 14. Please note that the disturbance areas will need to be weed free to pass the FAC inspection. Therefore, the contractor should ensure they have an adequate weed control plan in place and that it is adhered to throughout the entire warranty period.
 15. All holes must be filled immediately to ensure public safety. This includes mitigating settlement that would create a future trip hazard.
 16. A [Public Tree Permit](#) will be required for all work within 5 meters of a boulevard or open space tree and 10 meters from a natural stand, as per [Public Tree Bylaw 18825](#). Prior to construction, all City of Edmonton trees within 5 meters of the construction area shall be protected in accordance with the [Tree Preservation Guidelines](#), as well as to designate the trees outside the Access Activity area on City Lands. Please be advised that all costs associated with the removal, replacement or transplanting of trees shall be covered by the

- applicant as per the Corporate Tree Management Policy (C456C). The City of Edmonton will schedule and carry out all required tree work involved with this project.
17. Hard-surface access routes are preferred for large equipment.
 18. Use of the area must be managed carefully to prevent any spills or release of contaminants.
 19. There is no dumping or stockpiling on the site.
 20. This project must not create any safety risk to the general public that has access to this site.
 21. The site is left in an intended state that meets the City's satisfaction.

General Conditions:

- 1) All mitigation measures and commitments outlined by City reviewers must be incorporated into the construction work plan.
- 2) The proponent is responsible for seeking approval for any other regulatory permits from provincial and federal agencies.
- 3) Please contact the Neighbourhood Resource Coordinator Chris Auton (780-496-5924) in the area to ensure appropriate community notification.
- 4) For potential impacts to City parks and facilities:
 - a) Hard surface access/haul routes are preferred.
 - b) Please ensure restoration of the site occurs and meets existing site conditions. All damages to parkland must be restored to City of Edmonton Construction Standards and City Operations' satisfaction.
 - c) Noxious weeds shall be managed and controlled as required within any fenced area and should be the responsibility of the contractor/department during construction.
 - d) Signage must be posted indicating a project contact person and phone number for inquiries.
- 5) All trail closures shall adhere to the City's Trail Closure Procedures. All trail closure activities must be approved through River Valley Operations prior to construction and closure of trails. Please contact **Braeden Holmstrom** (Team Leader, River Valley & Horticulture) at **587-986-2841** to obtain the necessary trail closure approvals. This shall be done a minimum of two weeks in advance of planned construction.
- 6) Please attach this letter for any further City of Edmonton approvals.

Should you have any questions or concerns, please contact me by e-mail or by phone at 780-496-4846.

Regards,

Achyut Adhikari

INTEGRATED INFRASTRUCTURE SERVICES
Infrastructure Planning & Design
Engineering Services Section

City of Edmonton
11004 - 190 Street NW
Edmonton, AB T5S 0G9
Tel.: 780.496.6770



edmonton.ca

Memorandum

Date: April 21, 2023

File: 508.001; CAD: 925+32-24

Posse: No.468053049-001

TO: Achyut Adhikari, Ecological Planner
Planning & Environment Services, Urban Planning and Economy

FROM: Max Dassanayake, M.Eng., P.Eng., Geotechnical Engineer
Engineering Services, Integrated Infrastructure Services

SUBJECT: AA23-10 Geotechnical Review of Project Review Form
Rainbow Valley Road Parking Lot Expansion Project-EIA Amendment

I have reviewed the circulation memorandum issued for the Rainbow Valley Road Parking Lot Expansion Project under the Project Review Form No. AA23-10.

It is understood that as part of the "Terwillegar Drive Stage 2 Upgrades and Rainbow Valley Bridge Renewal and Widening Draft Concept Stormwater Management Plan", completed by Associated Engineering Ltd., the existing "[Whitemud Park Parking Lot](#)", adjacent to the [Rainbow Valley Road NW](#), will be increased in capacity to accommodate 30 more gravelled parking spaces. The Whitemud Drive NW and the Whitemud Creek are located about 70 m to the north and 130 m to the west, respectively. Additionally, It's understood that it is desired to increase the number of parking spaces to accommodate increased public use of the Whitemud Park and the ravine system.

Based on my review of the circulation memorandum, I have the following comments for your consideration:

1. The proponent must ensure that during construction activities, no water or other fluids are discharged onto or toward the River Valley slopes.
2. The proponent must assure construction debris is not dumped within the River Valley lands. Any costs incurred with disposing excess material off site (i.e.,

laboratory testing, transportation, landfill disposal, etc.) is the responsibility of the proponent.

3. Proper Erosion and Sediment Control (ESC) measures must be implemented during the construction of the parking lot extension to avoid directing any sediment laden run-off toward the Whitemud Creek.
4. It is assumed that the proponent will be responsible for all Health, Safety, and Environment (HSE) considerations during site work.
5. Any damage to the turf, vegetation, sidewalks, curbs, roadways, and any City owned and operated infrastructure, which may result from the construction shall be restored to pre-construction conditions in compliance with City standards.
6. All refuelling, cleaning, and maintenance of equipment must be conducted at locations away from River Valley lands to prevent potential for environmental contamination, and appropriate spill containment kits must be maintained on site at all times.
7. Suitable environmental protection practices must be imposed to prevent and contain potential spills of fuels, oils, lubricants, and other hazardous materials arising from construction activities. All spills must be reported to the City's 24/7 spill hotline at 780-496-6666. Placement of drip trays underneath stationary equipment is advised.

Based on review of the PRF information received, it appears that the proposed work will involve limited geotechnical risk to the river valley lands. Provided that appropriate due diligence and good local construction techniques and practices are employed by the proponent and their agents during the site work, and the above guidelines and recommendations are adhered to, I would have no further questions or objections in regard to proceeding with the proposed bridge rehabilitation work.

If you have any questions regarding these comments, please contact me at (780) 293-0097.

MSD

SITE LOCATION STUDY

City of Edmonton

Terwillegar Drive Stage 2 Rainbow Valley Road Parking Lot Expansion Bylaw 7188/18889 Amendment



MAY 2023

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1 INTRODUCTION

1.1 Project: Terwillegar Drive Stage 2 – Parking Lot Expansion

Associated Engineering Alberta Ltd. was retained by CIMA to complete a site location study (SLS) for the Terwillegar Drive Stage 2 project. A previous SLS for the project area was submitted and approved by the City of Edmonton in early 2022 this SLS corresponds to a proposed parking lot expansion south of the Rainbow Valley Road bridges, east of Whitemud Creek (Associated Engineering 2022). This proposed amendment to the project area falls within the North Saskatchewan River Valley Area Redevelopment Plan boundary (Bylaw 7188/18889) (City of Edmonton 2020a).

1.2 Regulatory Requirements

Pursuant to the North Saskatchewan River Valley Area Redevelopment Plan (ARP), all proposals for the development of a major facility that is publicly owned or is developed on public land shall be subject to an SLS, detailing financial, social, environmental, and institutional constraints that make the river valley location essential. The Whitemud Creek ravine falls within the North Saskatchewan River Valley ARP. This SLS outlines the constraints of a parking lot expansion as part of the Terwillegar Drive Stage 2 project for review and approval by Edmonton City Council. This report is submitted in conjunction with a memorandum outlining environmental sensitivities to meet the requirements of Bylaw 7188/18889 (Associated Engineering 2023).

2 PROJECT DESCRIPTION

The City of Edmonton and the project team proposed to expand the current gravel parking lot of Whitemud Park by approximately 30 stalls. The purpose of this expansion was to provide temporary overflow parking for Snow Valley; however, a permanent lot was recommended to be built in alignment with standards of permanent facilities. Currently, the existing lot often operates at or exceeds capacity during various times of the year due to the popularity of the walking trails in the area. Additionally, this expansion will create more overflow parking for the ski hill and other Snow Valley attractions when the existing parking lot immediately north of the Rainbow Valley Bridges is unavailable due to construction activities. Construction access for the parking lot expansion will be via Rainbow Valley Road.

3 PROJECT SCOPE

The proposed area of parking expansion is located along Rainbow Valley Road, southeast of the Rainbow Valley Road bridges within ATS 15-12-52-25-W4M. The existing parking lot is approximately 22 m by 51 m and consists of 28 parking stalls (including four that are barrier free). The size of the area will be increased to accommodate a total of 64 stalls (including four barrier free), a net increase of 36 stalls. The expansion will be located to the south of the existing gravel lot. Most of the surface will remain as gravel; however, concrete pads will be installed at the barrier-free parking stalls.

4 LOCATION ANALYSIS AND JUSTIFICATION

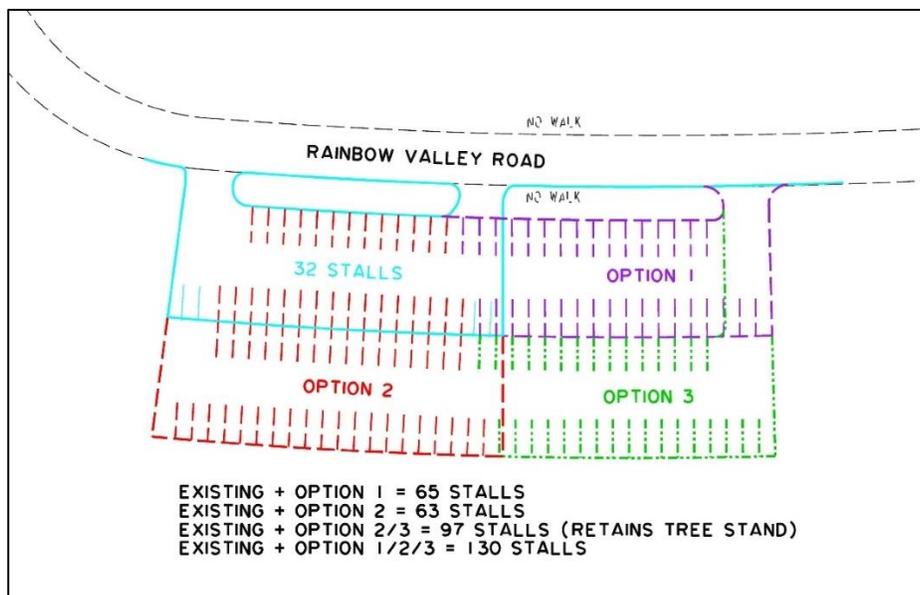
4.1 Alternative Location Review

Q: What other locations were considered for this project, including other river valley and non-river valley locations?

Given the location of the existing parking lot, the expansion was not considered for construction outside the boundary of the North Saskatchewan River Valley ARP. However, the project team considered various alternative configurations

for the Whitemud Park parking lot expansion. **Figure 4-1** illustrates three expansion options that were weighed and considered in various combinations.

Figure 4-1 Configuration Options for Parking Lot Expansion



Option 1:

- Option 1 involved expanding the parking lot to the east of the existing lot.
- Option 1 disturbed a stand of trees and was therefore not considered desirable.

Option 2:

- Option 2 involved expanding the parking lot to the south of the existing lot.
- Option 2 disturbed only grassed areas and was therefore considered more desirable than Option 1.

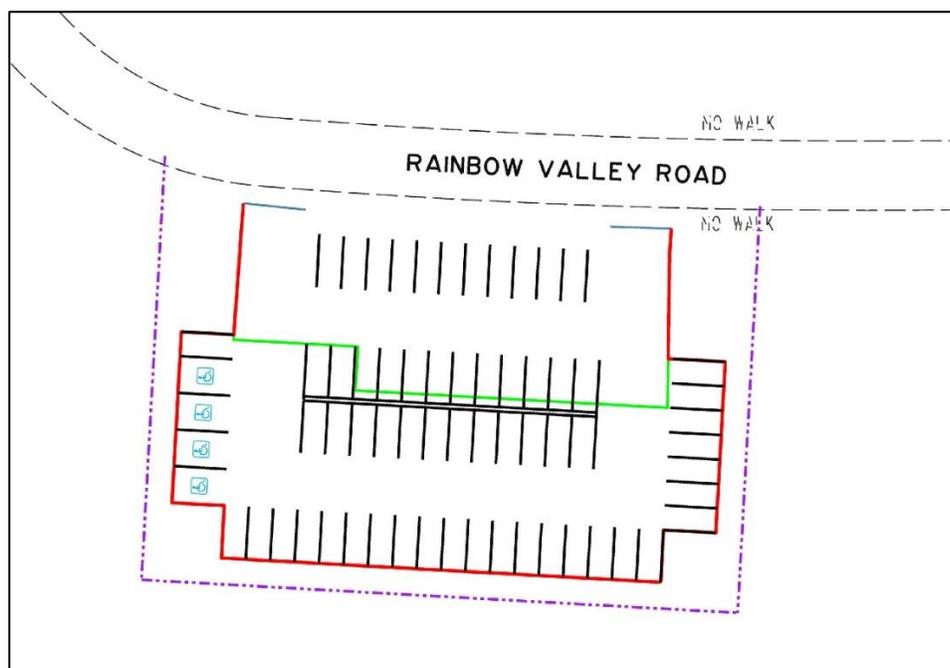
*Note that Option 2 was eventually further modified to include two bulb-outs to incorporate additional parking.

Option 3:

- Option 3 existed only in combination with Option 2 or both Options 1 and 2. It would be located southeast of the existing lot.
- Option 3 would disturb an area that was potentially being considered for a future storm pond and would have resulted in more stalls than needed at this time.

For these reasons, expanding the existing parking lot in the direction of Option 2 (**Figure 4-2**) was the preferred alternative and was brought forward to the City team for review and consideration. Option 2 (existing lot plus expansion to the south) was selected for further review, and the decision was made to expand slightly on the east and west sides with additional perpendicular stalls, including the barrier-free stalls. These side extensions do not affect the tree stand on the east or encroach on space for a potential future storm pond. This modified option was approved, and design of the parking lot expansion proceeded on this basis.

Figure 4-2 Modified Option 2 – Approved Design



4.2 River Valley Dependencies

Q: Could the proposed project reasonably function at a location outside the North Saskatchewan River Valley Area Redevelopment Plan boundary?

Given the unique purpose and location of this parking lot, which provides additional convenient parking and access for the public to Whitemud Park and Snow Valley attractions, no consideration was given to designing and building separate additional parking infrastructure outside the North Saskatchewan River Valley ARP boundaries. The addition of a separate parking facility outside the ARP would not reasonably function and serve its purpose, as it provides access to the Whitemud Creek ravine and on its proximity to the park system and ski hill.

Q: Is the project dependent on either the river valley and ravine location or the users of the park system?

Yes, the expanded parking lot is dependent on the Rainbow Valley location as there are already many users of the park system in that area and the existing parking lot is already undersized for the number of users at this location.

4.3 Overview of Bylaws, Plans, and Policies

The following bylaws, plans, and policies apply to the development of the proposed Terwillegar Drive Stage 2 project.

4.3.1 North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 18889 (Amendment to 7188)

Bylaw 7188/18889 protects the ecological value of the North Saskatchewan River Valley and regulates works conducted within it (City of Edmonton 2020a). The Plan is “based on the fundamental philosophy that a continuous open system, interspersed with recreational activity nodes, can meet the diverse demands for recreation in an urban

setting and yet protect the river valley environment.” It is a policy of this Plan that major public facilities shall not be constructed or expanded unless their location within the river valley is deemed essential and approved by City Council (this report). The major goals and the project-specific considerations are summarized in [Table 4-1](#).

Table 4-1 Major Goals of Bylaw 18889/7188

Goal	Project Specific
To ensure the preservation of the natural character and environment of the North Saskatchewan River Valley and Ravine System	Disturbance will be limited as much as possible, and no significant adverse environmental effects are expected from the expanded parking lot. The Bylaw 7188 amendment memorandum, included in this submission package, outlines several measures to mitigate adverse environmental effects and steps to preserve or restore the natural character and environment during construction. After construction, the effects on the environment are anticipated to be minimal.
To establish a public metropolitan recreation area	The proposed parking lot will allow more Edmontonians to use the dedicated pedestrian bridge and surrounding trails, during and after construction.
To provide the opportunity for recreational, aesthetic, and cultural activities in the Plan area for the benefit of Edmontonians and visitors of Edmonton	Expanded parking areas will provide more residents with additional access to areas of recreational and cultural activities.
To consider environmental factors when planning for use in the River Valley	The attached Bylaw 7188 amendment memorandum details several environmental mitigation measures for construction of the parking lot expansion.
To control the expansion and construction of major facilities and minimize the adverse impacts of major facilities on the natural environment and park development	The parking lot design option selected for construction uses existing access points and aims to maximize additional vehicle access to nearby trails and recreational activities while limiting new disturbance to manicured turf and tree stands.

4.3.2 Drainage Bylaw, Bylaw 18093

Bylaw 18093 regulates surface drainage on public and private land and fosters the well-being of the environment by prohibiting the release of dangerous or hazardous materials into the sewerage system (City of Edmonton 2020c). Releases of water into storm sewers and watercourses must adhere to the requirements for restricted wastes in Schedule B of this Bylaw. Mitigation measures, including erosion and sediment controls, are to be incorporated into the environmental construction operations plan to maintain compliance with this Bylaw during the construction phase of the project.

Project Specific: During construction, mitigation measures must be in place to prevent releases of prohibited wastes and control releases of restricted wastes into the sewerage system and/or watercourses, in accordance with this Bylaw.

4.3.3 Corporate Tree Management Policy C456C

Edmonton's tree canopy, including all ornamental trees and natural treed areas on City property, will be procured, maintained, protected, and preserved by the City. Projects must take necessary steps to protect and preserve City trees impacted by construction activities (City of Edmonton 2020b).

Project Specific: No tree removal is required for parking lot expansion.

4.3.4 Community Standards Bylaw, Bylaw 14600

The Community Standards Bylaw 14600 (City of Edmonton 2007a) regulates noise within the City. Under this Bylaw, construction is restricted to between 7 a.m. and 9 p.m., except on Sundays and holidays, when construction is restricted to between 9 a.m. and 7 p.m.

Project Specific: Construction of the parking lot expansion will be planned within the time frames described in this Bylaw. If work outside the Bylaw hours is required, a permit will be obtained.

4.3.5 Parkland Bylaw, Bylaw 2202

This Bylaw regulates the conduct and activities of people on parkland to promote the safe, enjoyable, and reasonable use of such property and to protect and preserve natural ecosystems for the benefit of all citizens of the City.

Project Specific: Access onto parkland will be required for construction of the parking lot expansion. A parkland access permit will be obtained for access within areas covered under the Bylaw.

4.3.6 Natural Area Systems Policy C531

This Policy is implemented to safeguard the City of Edmonton's natural capital and associated ecological services through conserving, protecting, and restoring natural uplands, wetlands, waterbodies, and riparian areas as an integrated and connected system throughout the City (City of Edmonton 2007b). The purpose of this Policy is to:

- Enhance and sustain the quality of life for Edmontonians;
- Conserve, protect, and restore biodiversity throughout Edmonton, recognizing the urban context that Edmontonians work within;
- Ensure consistent, uniform, and equitable conservation practices that are based on the best available science;
- Direct administration to:
 - Plan the City so that ecological systems will function effectively at neighbourhood, city, and regional scales
 - Conserve natural area systems in discharging their duties
 - Require ecological information to support planning and development applications
- Conserve, protect, and restore natural area systems through the physical planning and development process, according to the provisions of municipal, provincial, and federal policy and legislation;
- Encourage voluntary conservation and corporate and private sponsorship of natural areas;
- Promote the awareness and participation of landowners, the general public, and non-government organizations in conserving, preserving, and restoring natural areas; and
- Incorporate the local ecological knowledge of Edmonton's citizens and organizations in our decisions.

Project Specific: The project will enhance the quality of life for Edmontonians by providing improved access to natural areas in the Whitemud Park ravine. The parking lot expansion design was chosen based on limitation of disturbance and protection of existing natural areas, while still achieving the benefit of additional parking stalls for users.

4.3.7 Breathe: Edmonton's Green Network Strategy

Edmonton's green network is an integrated system of open spaces, municipal parks, and it connects areas that provide value to residents and the environment (City of Edmonton 2017). Breathe: Edmonton's Green Network Strategy is a transformative strategy, meant to grow and adapt as the City grows, to ensure that neighbourhoods are supported by a network of open space for the next 30 years. It sets the direction for sustainable care and expansion of open spaces and how to preserve the integrity of our open space environment in the City.

Project Specific: Expanded parking options adjacent to Whitemud Creek would improve the connection of open spaces and municipal parks in Whitemud Park and the many trails that connect the surrounding local neighbourhoods.

4.3.8 Ribbon of Green SW + NE

The Ribbon of Green provides strategic direction to guide the protection and responsible use of the Edmonton River Valley and ravine system over the next 20 years (City of Edmonton 2020d). Previous versions of this document were developed in 1990 and 1992 and are now being consolidated into an updated version that can be used moving forward. Throughout these revisions, the goal remains the same: to conserve the natural features of the River Valley (wildlife, vegetation, and cultural resources) for future generations to prevent exploitation, destruction, or neglect. The vision for Ribbon of Green is:

The North Saskatchewan River Valley and Ravine System is a protected, connected landscape that supports ecological resilience and promotes healthy living through opportunities for recreation, active transportation, learning, and gathering in the tranquility of nature.

Project Specific: Project planning will limit and avoid, where possible, activities that have the potential to impact natural habitats in the project area. Various mitigation measures have been developed to limit effects on vegetation and wildlife in the area, especially within the river valley.

4.3.9 ConnectEdmonton: Edmonton's Strategic Plan 2019–2028

This strategic plan provides the collective vision for a future Edmonton and focus as the City grows (City of Edmonton 2019). The four strategic goals that focus on transformational change required in the next 10 years include:

1. **Healthy City** – Edmonton is a neighbourly city, with community and personal wellness that embodies and promotes equity for all Edmontonians.
2. **Urban Places** – Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful.
3. **Regional Prosperity** – Edmonton grows prosperity for its metro region by driving innovation, competitiveness, and relevance for its businesses at the local and global levels.
4. **Climate Resilience** – Edmonton is a city transitioning to a low-carbon future, has clean air and water, and is adapting to a changing climate.

Project Specific:

1. **Healthy City** – An expansion of the existing parking lot in the river valley provides direct access to recreational and personal wellness opportunities for more Edmontonians.

2. **Urban Places and Regional Prosperity** – By improving accessibility, expanded parking options are likely to bring more people from the nearby neighbourhoods and existing ski hill, aerial park, and campground.

4.3.10 The Way We Green, Edmonton's Environmental Strategic Plan

The City of Edmonton protects, preserves, and improves the North Saskatchewan River Valley and Ravine System as an accessible year-round place for recreation and activity for people of all ages (City of Edmonton 2011).

Project Specific: The project directly improves the connections within the river valley and makes it more accessible for recreation and activity year-round.

4.3.11 The Way We Live, Edmonton's People Plan

The City of Edmonton provides for the well-being of its citizens through outstanding parks, natural, green, and public spaces (City of Edmonton 2010a).

Project Specific: The project improves access to these parks and natural spaces for more Edmontonians.

4.3.12 For the Love of Winter, WinterCity Strategy Implementation Plan

The strategy and implementation plan for transforming Edmonton into a world-leading winter city by focusing on four "winter pillars": life, design, economy, and story (City of Edmonton 2013).

Project Specific: The project meets all four winter pillars, including the following goals:

- **Winter Life**
 - Make it easier to go play outside: Provide more opportunities for outdoor activity
 - Improve winter transportation for pedestrians, cyclists and public transit users
- **Winter Design**
 - Design our communities for winter safety and comfort
- **Winter Economy**
 - Increase the capacity and sustainability of Edmonton's winter festivals
- **Our Winter Story**
 - Celebrate the season and embrace daily living in a cold climate

5 CONSTRAINTS ANALYSIS

5.1 Financial

Q: What are the financial constraints that limit the feasibility of locating the project outside the river valley?

To locate the parking lot expansion outside of the river valley would result in additional costs compared to expanding adjacent to the existing gravel pad.

5.2 Social

Q: What are the social constraints that limit the feasibility of locating the project outside the river valley?

Increased vehicle access spaces located outside the river valley would not have the same social impact as within the river valley. Many Edmontonians and visitors know of the North Saskatchewan River Valley and visit the trails for recreation and enjoyment of nature. The facilities in Snow Valley also draw visitors to the area; therefore, maximizing the accessibility of the area and increasing the number of people likely to visit the area.

5.3 Environmental

Q: What are the environmental constraints that limit the feasibility of locating the project outside the river valley?

Expanding parking near the current bridges and associated access infrastructure rather than in a new location avoids disturbing a larger area, which in turn limits the disturbance to vegetation and wildlife.

Although there will be some impacts to the natural environment during construction, the Bylaw 7188 amendment memorandum included with this application outlines mitigation measures to limit or eliminate the impacts on wildlife during construction. Following construction of the parking lot, the operational environmental impacts are expected to be minor.

5.4 Institutional

Q: What are the institutional constraints that limit the feasibility of locating the project outside the river valley?

An expanded parking area will increase the usability of an already highly use existing trail network that connects to Whitemud Park. Additionally, visitors are already attracted to the area and visit the ski hill, aerial park, and campground. This option is more economical and efficient than expanding parking at a lesser-known site that is less familiar to residents.

6 CONCLUSION

After assessing the financial, social, environmental, and institutional constraints, the proposed project would have an overall benefit to Edmontonians and other potential visitors to the area. Increasing access to the River Valley aligns with the goals and policies of the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 18889 (previously 7188), and other City of Edmonton plans and policies. It will serve to connect people with nature and will provide an opportunity to celebrate the area's ecological, recreational, and cultural value.

Construction will not commence until the Edmonton City Council has approved the SLS and approval amendment information, as per the direction provided in the North Saskatchewan River Valley Area Redevelopment Plan.

CLOSURE

This report was prepared for the City of Edmonton for approval under the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 18889/7188.

The services provided by Associated Engineering Alberta Ltd. in the preparation of this report were conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practising under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,

Associated Engineering Alberta Ltd.

Prepared by:



Deanna Joly, P.Ag.
Environmental Scientist

Reviewed by:



April Ziegler, P.Biol.
Specialist, Regulatory Advisor

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City of Edmonton

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https://www.edmonton.ca/sites/default/files/publicfiles/assets/RibbonofGreenSW_NEPlanJune2020.pdf?cb=1628742756. Accessed March 2023.



EXECUTIVE COMMITTEE REPORT

Downtown District Energy Initiative - Project Update

Recommendation of the Committee

1. That the agreements between the City of Edmonton and EPCOR Utilities Inc. (or an affiliate) for the design, build, financing, operation and maintenance of the Downtown District Energy System, as outlined in Attachment 2 of the June 23, 2023, Integrated Infrastructure Services report IIS01386, be approved, and that the agreements be in form and content acceptable to the City Manager.
2. That the budget adjustments to capital profiles 20-83-9001 - Downtown District Energy Initiative and CM-83-0001 - District Energy Network Strategy and District Energy Nodes, as outlined in Attachment 4 of the June 23, 2023, Integrated Infrastructure Services report IIS01386, be approved.
3. That an amendment to the construction funding agreement between the City of Edmonton and the Francis Winspear Centre of Music, as outlined in the June 23, 2023, Integrated Infrastructure Services report IIS01386, be approved, and that the agreement be in form and content acceptable to the City Manager.

History

- At the June 23, 2023, Executive Committee meeting, the June 23, 2023, Integrated Infrastructure Services report IIS01386 was considered.
- The Committee heard from S. Tam, Creative Energy; and B. Chalmers, ATCO Gas.

Attachment

June 23, 2023, Integrated Infrastructure Services report IIS01386

DOWNTOWN DISTRICT ENERGY INITIATIVE

Project Update

RECOMMENDATION

That Executive Committee recommend to City Council:

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Requested Council Action	Decision required		
ConnectEdmonton's Guiding Principle	ConnectEdmonton Strategic Goals		
CONNECTED This unifies our work to achieve our strategic goals.	Climate Resilience		
City Plan Values	CREATE.		
City Plan Big City Move(s)	Greener as we grow	Relationship to Council's Strategic Priorities	Climate adaptation and energy transition
Corporate Business Plan	Transforming for the future		
Council Policy, Program	<ul style="list-style-type: none"> Edmonton's Community Energy Transition Strategy 		

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

or Project Relationships	<ul style="list-style-type: none">• District Energy Strategy
Related Council Discussions	<ul style="list-style-type: none">• IIS01164, Downtown District Energy Initiative - Development Update, Executive Committee, June 29, 2022

Executive Summary

- The Downtown District Energy Initiative supports City Council's 10 year Climate Resilience objectives, The City Plan and is identified as a “big win action” in Edmonton’s Community Energy Transition Strategy. The Growth Plan for the Downtown District Energy Initiative provides the blueprint for a thriving and climate resilient downtown core.
- Approximately 50 existing buildings and two future developments have been identified to potentially connect to the Downtown District Energy Initiative. Connecting all these buildings could result in 61,000 tonnes of carbon dioxide (CO₂) being reduced annually at full build out which is expected in the 2040 timeframe; however, they come with a significant capital investment.
- Work on the first phase of the initiative, connecting Winspear, Century Place and Chancery Hall from a central plant built at Winspear has advanced and the District Energy Building at Winspear is almost complete.
- Advanced design considerations, scope adjustments and construction inflationary pressures have led to an increase to the overall capital costs for the first phase of the initiative of \$7.7 million and an adjusted operating shortfall.
- In order to continue to establish the foundation of this important climate and energy resilience initiative, Administration is recommending to fund the capital shortfall with funding from existing profiles within approved capital budgets. Any potential funding requests for operating impacts will be discussed with Council in future supplemental operating budget adjustment reports.
- Aligning with Edmonton’s District Energy Strategy, Administration is implementing near term goals, which includes further technical and economic work in identified nodes including the downtown, the development of supporting policies and seeking out private investment.

REPORT

The Downtown District Energy Initiative supports City Council’s 10-year Climate Resilience objectives, The City Plan and is identified as a “big win action” in Edmonton’s Community Energy Transition Strategy.

The first phase of the initiative includes the construction of a Central District Energy Plant at the Winspear and includes connections to the Winspear, including the current completion project, and the City-owned Century Place and Chancery Hall. EPCOR will be responsible for the District Energy Infrastructure through a design, build, operate, maintain and finance agreement while Winspear will be responsible for the construction of the District Energy Building.

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

After a recent change to adjust the project scope from a combined heat and power system to a heating-only based system, utilizing boiler technology and Executive Committee approved amendment to the Early Works Contract between EPCOR and the City (June 29, 2022, Integrated Infrastructure Services report IIS01164, Downtown District Energy Initiative - Development Update), the project has progressed on several fronts.

Phase 1 - Project Update

District Energy Infrastructure

EPCOR has advanced the design of the District Energy Infrastructure for Phase 1 of the initiative, based upon a heating only system. This included the development of a new design basis memorandum and advancing the design in certain focus areas. During this period, meetings, site visits and workshops were held both with the City and the Winspear project teams to review needs and to gain greater clarity on the project and costs. With the removal of the combined heat and power units, the electrical design for the system underwent a complete redesign. With an updated scope and more advanced design work, the capital costs for the District Energy Infrastructure are currently about \$6.4 million over the approved capital costs (see Table 1 and Table 2 in the Budget/Financial Implications section). The removal of the combined heat and power units and microgrid provided savings; however, design advancements and more scope adjustments did offset a significant portion of the gained savings. The updated price also continues to show continuous escalation in material prices and construction indexes.

District Energy Building Construction

With adjustment to the project scope leading to some delays and increased costs as a result of ongoing construction escalation issues, the construction of the District Energy Building at the Winspear has been advancing. It is currently anticipated to be completed by the end of 2023. The District Energy Building is built on the second floor above Winspear's loading dock and will provide a 460 square meter space to house the District Energy Infrastructure for Phase 1 with the opportunity to increase generation capacity for future phases.

In order to complete construction of the District Energy Building, the construction funding agreement between the City of Edmonton and the Francis Winspear Centre for Music approved by City Council on August 31, 2020 (CR 8386, Downtown District Energy Initiative Winspear Agreement), requires an amendment to increase by \$1.3 million from \$7.1 million to \$8.4 million (see Table 1 and Table 2 in the Budget/Financial Implications section). This increase is required to address cost escalations as well as experienced delays and changes to the design required for the Energy Centre that have been identified as the construction has progressed.

With the adjusted original capital budget, consisting of District Energy Infrastructure and Building of \$28.2 million, the updated total capital costs are now \$35.9 million (see Table 1 and Table 2 in the Budget/Financial Implications section), which represents an overall increase of 27 per cent, within the range of accuracy for checkpoint 3 of -20 to +30 per cent.

Operating Requirements

Once construction of the District Energy Building and Infrastructure are complete, the assets will be put in service and the Utility will begin to provide heating. As such, the Utility will begin to collect revenues and incur operating and maintenance costs. An update to the financial model for

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Phase 1 was completed and the ongoing operating requirement was adjusted to the new project scope of heating only. As a result, the operating funding shortfall in the first year of the project is currently estimated to be \$1.1 million (see Table 3 in the Budget/Financial Implications section for the impact over the 2023-2026 period).

The increases are mainly a result of the switch to the boiler only scenario and updated commodity forecasts for natural gas, which represents the most constant variable for the operating phase of the initiative. Attachment 1 summarizes the changes in project capital and operating funding shortfall in the first year of the initiative.

Updated Term Sheet

During development and negotiation of acceptable definitive agreements for the project, Administration and EPCOR have determined that in order to complete the agreements certain revisions are required to the term sheet which was approved by City Council on February 8, 2021 (CR 8257, Downtown District Energy Initiative - Expansion Opportunities). The revisions are reflected in Attachment 2 - Downtown District Energy Project - Adjusted Term Sheet. A summary of the revisions are:

1. Change to the anticipated capital cost of Phase 1 of the project which is to be reflected in the City's capital repayment amounts.
2. In order to more accurately reflect operating costs, the calculation of operating payments to EPCOR has changed from an annual percentage increase to an approach that would see the costs revisited on a regular (every five year) basis.
3. EPCOR will provide customer care service for the utility instead of entering commercial energy agreements with the customers given that there are only two customers for this phase (the City and the Winspear).
4. Electricity generation and distribution has been removed with the project now focusing on thermal energy.

Growth of Downtown District Energy

The further development of the Downtown District Energy Initiative is one key objective outlined in the City's Community Energy Transition Strategy. Typical with District Energy projects, the feasibility and economics improve with its connected growth. As the situation is slightly different from a regulated utility and service area for connection, as seen in Blatchford, the connections in the downtown core will have to be negotiated through agreed upon terms and conditions between the building owner/operator and the utility.

In the last few months EPCOR and Administration have worked on feasibility studies with interested parties in the downtown, such as the Station Lands developments and the Village at ICE District Lands. The available information was integrated in the development of a growth plan identifying this opportunity. This growth plan showcases the technical, financial and environmental challenges and opportunities for the long term plan for development.

The growth plan identified 50 existing buildings and two future developments (Station Lands and ICE District) to potentially connect to the Downtown District Energy Initiative. These buildings represent over 2.2 million square meters of floor area and 103 megawatts (MW) of peak heating

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

and 90 MW of peak cooling demand. These buildings range from hotels, office buildings, commercial and residential buildings. Aggregating these buildings into a District Energy network translates to a significant reduction in installed equipment capacity compared to the individual building level, and is one of key advantages to implementing District Energy.

The growth plan identifies the second phase, consisting of City Hall, Stanley A. Milner Library and the Citadel Theater, as an immediate and relatively short-term opportunity, presumably between 2028 and 2030. These buildings together represent a doubling of the peak heating demand and serviced floor area and can be serviced through the installation of more generation capacity at the District Energy Plant at the Winspear. The phased development approach would continue to build clusters to the north of the downtown area and would eventually require the construction of a second Energy Centre, as the generation capacity and space requirement of the first one would be exceeded. The last two development phases would comprise building clusters to the west and south of the downtown. This phased approach, and connected buildings, together with a proposed location for the second Energy Centre can be found in Attachment 3 of this report.

The growth plan also highlights that while Phase 1 depends on natural gas fired boilers, lower or zero carbon energy sources need to and will become more prevalent in future phases of the buildout to fully achieve the climate and energy resilience objectives. Greenhouse gas emission impact could be reduced by 96 per cent for about 61,000 tonnes of annual CO₂ compared to the business-as-usual development scenario utilizing traditional heat and cooling energy sources. This reduction could be achieved through a combination of approaches as the Downtown District Energy Initiative is phased in and built out: electric boilers and chilled water plants (powered with renewable electricity), a planned geo-exchange field at the Station Lands development and primarily waste heat recovery from EPCOR's Gold Bar Wastewater Treatment Plant. The integration of these renewable and low carbon energy sources would happen over time and at distinct project phases where projected energy sales would justify these larger investments. The initially installed natural gas boilers would remain in place and part of a larger system as peaking and back up infrastructure only.

A significant opportunity identified for effluent heat recovery above is EPCOR's Gold Bar Wastewater Treatment Plant. The opportunity to recover heat from the treated effluent before discharging to the North Saskatchewan River and pipe it through a transmission line into the downtown for utilization represents a key win for the Downtown District Energy Initiative, but also needs to be analyzed further in terms of technical feasibility, project risks and financial impacts to the business case.

More work is needed to identify the capital and operating investment including associated revenues over all project phases between today and 2050. This includes the capital and operating costs for Energy Centres and equipment, distribution piping systems, Energy Transfer Stations, geo-exchange field costs, and initial estimates about the potential to recover waste heat from the Gold Bar Wastewater Treatment Plant, offset by sale revenue of thermal energy (heating and cooling) to determine the levelized costs of greenhouse gas reductions for the full Downtown District Energy Initiative.

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

The value proposition for building owners and developers in the downtown would be comparable utility costs, a combination of reduced infrastructure investment and space savings in their buildings, the opportunity to receive renewable energy and support their sustainability goals and ambitions and the reduced operating and maintenance costs resulting from the utility connection. As mentioned above, more detailed and economic analysis is needed to further detail the opportunity and pathway to a growing Downtown District Energy System. This work is planned as part of the overall District Energy Strategy implementation, which is described further below.

Impact on the Energy Transition and District Energy Strategy

In 2021, Edmonton City Council adopted the updated Community Energy Transition Strategy, designed to ensure the City's climate targets are aligned with meeting the Paris Agreement commitment of limiting global temperature rise to 1.5 °C. The Strategy is targeting a 35 per cent reduction in greenhouse gas (GHG) emissions (relative to 2005 levels) by 2025, a 50 per cent reduction by 2030, and net-zero emissions by 2050.

Reducing emissions from heating and cooling buildings will be a key part of achieving Edmonton's climate targets. Commercial, residential and institutional buildings together account for 38 per cent of the City's GHG emissions (from space heating, cooling and electricity use). The City is targeting a 19 per cent reduction in building emissions through deep energy retrofits of existing buildings and a further 36 per cent reduction in City-wide emissions through "Energy Systems Transformation", which includes both low-carbon electricity supply and low-carbon district energy systems for thermal energy supply.

The "Energy Systems Transformation" pathway identified in the Community Energy Transition Strategy includes a "City-wide decarbonized district energy network" to provide emissions-free thermal energy to connected buildings. The development and growth of the Downtown District Energy Initiative was identified as one key action in the Strategy. The development growth plan for the Downtown District Energy Initiative will help in facilitating this opportunity over the next years and decades.

Edmonton's first District Energy Strategy¹, which supports the Community Energy Transition Strategy, was released in 2022. The Strategy outlines the City's role in facilitating more systems implementation to decarbonize Edmonton's heating and cooling energy systems from buildings and businesses. The strategy lays out a full vision of a growing network of District Energy nodes, which eventually over time have the potential to grow to a more denser and efficient District Energy network, focusing on improving energy resilience and reducing greenhouse gas emissions.

Administration is working on the implementation of the near term goals of the District Energy Strategy, which includes establishing the technical and economic feasibility for District Energy in specific nodes (Downtown, River Crossing, Exhibition Lands, Bonnie Doon), developing supporting policies, regulation and bylaws, and in addition seeking out a private partner(s) investment to develop systems in priority District Energy nodes, which includes the the growth of the

¹ <https://www.edmonton.ca/sites/default/files/public-files/District-Energy-Strategy.pdf?cb=1666469467>

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Downtown District Energy Initiative, which is grounded in the operation of the first phase of the initiative presented in this report.

Budget/Financial Implications

To address the current capital funding shortfall, Administration is recommending two adjustments to the approved capital budget:

1. a transfer from profile CM-83-0001 - District Energy Network Strategy and District Energy Nodes to 20-83-9001 - Downtown District Energy Initiative, and
2. a funding source adjustment to convert previously approved self-liquidating debt to tax-supported.

Once construction is completed, operations will commence and the Utility will begin to collect revenues, and incur operating and maintenance costs. The full operational impact will be addressed through a future operating budget adjustment when a more detailed estimate is possible. If the recommendations are approved, they would have no immediate net impact to the City's capital budget, however other considerations are outlined below.

Overview

At this time, the Utility has not been formally set up and is in the early stages of development. Utilities generally require a customer base that reaches a critical mass to ensure financial sustainability. Without an established customer base of critical mass or the ability of the current customer base to cover the operating and capital requirements, some form of cash infusion for initial capital investment would likely be required. Administration is currently working on the implementation of the near term goals of the District Energy Strategy and the build out of potential District Energy Systems nodes identified.

The current financial model, provided by EPCOR, is based on rate revenue charged at a "Business as Usual" level. The financial model reflects the current phase 1 development stage (Chancery Hall, Century Place, and Winspear) and does not include financial impacts of potential future expansions outlined in Attachment 3. As such, additional financial model enhancements (i.e. impacts of expansion, related City of Edmonton debt financing impacts, etc.) and fiscal policy work will be needed to understand what is required to ensure financial sustainability and when that would occur. This will also provide further clarity on the amount of cash infusion that is required to fund the initial capital investments and to ensure the financial sustainability of the district energy system.

In the interim, risks of not proceeding with phase 1 of the initiative at this time would very likely result in further capital and operating costs increases. In addition, any construction delays will push out the date of project completion, which may impact the timing of meeting certain client and partner commitments, especially the Winspear's completion project but also partner commitments where current feasibility studies are ongoing.

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Capital Funding Shortfall

Capital costs incurred to-date are approximately \$6.4 million. The remainder of capital costs expected to be incurred by the end of 2023 is \$2.3 million for a total of \$8.7 million (expenditures for the District Energy Building being built at the Winspear Centre and development support).

Design and construction of the District Energy Infrastructure by EPCOR is expected to begin later this year with work finishing in the second quarter of 2025. At that time, the District Energy assets will be turned over to the City of Edmonton. As the infrastructure will also be partially financed by EPCOR, the commencement of a 30 year loan from EPCOR to pay back the costs of construction will also begin at that time. The current estimate of the loan at this time is \$13.8 million. This is the amount that is being financed through EPCOR and will be finalized by EPCOR closer to completion of construction as costs are confirmed.

An updated breakdown of costs by initiative/timeline is shown in Table 1 below:

Table 1 - Project Spend (\$millions):

	2023 (LTD) Actuals	2023 Forecast	2024-2025 Forecast	Total
District Energy Building (COE)				
Previously Approved	6.3	0.8	0.0	7.1
New Requested Funding	0.0	1.3	0.0	1.3
Subtotal - District Energy Building	6.3	2.1	0.0	8.4
District Energy Infrastructure (EPCOR)				
Previously Approved	0.0	0.0	20.8	20.8
New Requested Funding	0.0	0.0	6.4	6.4
Subtotal - District Energy Infrastructure	0.0	0.0	27.2	27.2
Development Support (COE)				
Previously Approved	0.1	0.2	0.0	0.3
Subtotal - Development Support	0.1	0.2	0.0	0.3
Total	6.4	2.3	27.2	35.9
Budget Approval Status				
Previously Approved	6.4	1.0	20.8	28.2
New Requested Funding	0.0	1.3	6.4	7.7
Total	6.4	2.3	27.2	35.9

The increase in required capital funding from \$28.2 million to \$35.9 million, resulting in a requested funding increase of \$7.7 million, is related to \$1.3 million for the District Energy

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Building and \$6.4 million for the District Energy Infrastructure for increased construction cost estimates. For further information on progress updates to date, please see Attachment 1.

The breakdown of funding sources for the previously approved budget (Capital Profile 20-83-9001 Downtown District Energy Initiative) and the new funding request by project component is shown in Table 2 below:

Table 2 - Project Funding Summary (\$millions):

	PAYG	FSR	SLD	Budget Approved	Budget Request	Total
District Energy Building (COE)	7.1	0.0	0.0	7.1	1.3	8.4
District Energy Infrastructure (EPCOR)	7.0	0.0	13.8	20.8	6.4	27.2
Development Support (COE)	0.0	0.3	0.0	0.3	0.0	0.3
Total	14.1	0.3	13.8	28.2	7.7	35.9

The original approved budget of \$28.2 million included a “cash infusion” from the City of Edmonton of approximately \$14.4 million (PAYG - \$14.1 million; Financial Stabilization Reserve (FSR) - \$0.3 million). This included \$7.1 million to build the District Energy Building, \$7.0 million of funding to EPCOR for the City of Edmonton’s portion of the District Energy Infrastructure, and \$0.3 million for development support. In addition, \$13.8 million was approved and funded through self liquidating debt (SLD) for the remainder of the District Energy Infrastructure being designed, built, and financed by EPCOR.

Administration has considered pay-as-you-go to fund the capital shortfall of \$7.7 million. As presented to Council at the June 13, 2023, City Council meeting through the Spring 2023 Supplemental Capital Budget Adjustment (report FCS01658) pay-as-you-go is in a deficit balance of \$10.1 million, therefore is not available for this purpose.

Administration’s recommendation is to continue to finance the expansion of the district energy system through use of debt financing. A fully developed and sustainable utility, with sufficient and sustainable rate revenues (i.e. established customer base) would use self-liquidating debt (repaid through future rate revenues) to finance utility capital. As mentioned above, Administration does not currently have a thorough understanding of the financial sustainability of the Downtown District Energy after full expansion and is not certain sufficient revenues would be generated through the district energy system to fund the debt servicing payments. Additionally it is not unreasonable for a utility to require cash infusions or tax-levy support in its early stages. Accordingly, the recommendation is to fund the \$7.7 million capital budget shortfall, through tax-supported debt.

Administration is currently updating its Q2 2023 debt reporting, which includes an assessment of the City’s debt servicing compared to its debt servicing limits in accordance with Council Policy C203D - Debt Management Fiscal Policy. After the 2023-2026 capital budget deliberations the City did not have any tax-supported debt servicing room available. Administration is currently updating debt servicing forecasts and debt servicing limits based on adjustments approved by

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Council through the Spring 2023 Supplemental Capital Budget Adjustment on June 13, 2023 (report FCS01658) that impact debt, and other updates required for debt limit forecasts.

In order to limit the amount of new tax-supported debt, Administration recommends repurposing \$7.7 million of previously approved tax-supported debt intended to be used for planning and design of future district energy nodes, including Downtown, River Crossing, Exhibition Lands, Heritage Valley, and the Bonnie Doon redevelopment. During the 2023-2026 capital budget deliberations, City Council approved capital profile CM-83-0001 - District Energy Network Strategy and District Energy Nodes, for \$34.5 million of tax-supported debt financing to fund planning and design work for future district energy nodes.

The full impact of transferring approved capital funding and tax supported debt from this profile will need to be further evaluated to determine impacts and likely scope reductions of this previously approved work. The recommended capital budget adjustments are provided in Attachment 4.

Funding Source Adjustment to Self-Liquidating Debentures

As noted previously, the original capital budget for profile 20-83-9001 - Downtown District Energy Initiative included \$13.8 million in funding from self-liquidating debentures, which at the time of approval were expected to be repaid using utility rate revenue. Based on the changes to the project scope outlined in this report and the uncertainty related to the future expansion of the district energy systems and related financial sustainability (i.e. future expansion is required to generate the necessary revenues to pay for the capital), Administration is recommending a funding source adjustment to convert these self-liquidating debentures to tax-supported debt (recommendation 2 in Attachment 4). If future expansion is approved, and rates are sufficient to cover previously approved capital and new capital discussed in this report, a future funding source adjustment will be brought forward to convert a portion of this debt back to self-liquidating. Until such time, the debt servicing payments required on approved capital spending should be funded with tax levy.

Operating Impacts of Capital and Operating Shortfall

Based on the current phase of development, the annual operating and maintenance shortfall is currently projected to be approximately \$1.1 million in the first year of operation increasing to a shortfall of \$1.9 million in 2026. The operating shortfall includes business as usual revenues generated through the district energy utility and expenses required to operate the district energy system. The expenditures comprise:

- Capital repayments (loan payments) to EPCOR related to the \$13.8 million of the District Energy Infrastructure financed through EPCOR.
- Operating service payments to EPCOR to maintain and operate the District Energy Infrastructure.
- Natural gas purchases.
- Debt servicing costs related to the \$7.7 million in tax-supported debt servicing proposed to fund the additional costs discussed in this report.

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The first year of operation will not commence until after construction of the District Energy Infrastructure is completed by EPCOR. First year of operation is currently estimated to begin as of the second quarter of 2025.

For a breakdown of net operating results for the 2023-2026 period, please see Table 3 below. Please note that 2025 is a partial year as operations are estimated to begin as of the second quarter of the year.

Table 3 - Net Operating Shortfall Summary (\$millions):

	2023	2024	2025	2026	Total
REVENUES					
Total Revenues (BAU)	0.0	0.0	0.3	0.7	1.0
EXPENSES					
Payments to EPCOR					
Loan Payments - EPCOR Financing	0.0	0.0	0.4	0.8	1.2
Operating Service Payments	0.0	0.0	0.3	0.6	0.9
Subtotal - Payments to EPCOR	0.0	0.0	0.7	1.4	2.1
Natural Gas Purchases	0.0	0.0	0.3	0.6	0.9
Debt Servicing - City Financing	0.0	0.0	0.4	0.6	1.0
Total - Expenses	0.0	0.0	1.4	2.6	4.0
Net Operating Shortfall	0.0	0.0	(1.1)	(1.9)	(3.0)

Financial sustainability of the utility is contingent on future system expansions and bringing on more customers as identified in the Downtown District Energy development growth plan described above. As previously noted, future expansions are currently being investigated and will be factored into future financial modeling as information becomes available. Additional financial modeling will also be required to better determine future operating needs and resulting revenue impacts due to future expansions. If no future expansions are pursued, the annual operating shortfall will progressively increase to approximately \$3.6 million in Year 30. If the operating shortfall is funded through the tax-levy, the estimated tax increase in each of 2025 and 2026 is estimated to be 0.05 per cent and 0.04 per cent respectively.

The current estimates for the operating shortfalls are preliminary and will be updated based on the most current information at the time before bringing forward any operating budget adjustments. Administration will bring forward the necessary adjustments to the operating budget to fund the projected shortfall at the Fall 2023 Supplemental Operating Budget Adjustment.

Legal Implications

Public utilities owned or operated by municipalities providing service within that municipality are generally regulated by their municipal councils, as they are exempt from Alberta Utilities

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Commission regulation pursuant to s. 78(2) of the *Public Utilities Act*, RSA 2000, c P-45. Public utilities that are not owned or operated by municipalities that supply water, heat, light or power are regulated by the Alberta Utilities Commission. Municipally controlled corporations are exempt from regulation by the Alberta Utilities Commission with respect to utilities that provide water or steam within a municipality pursuant to s. 75.4 of the *Municipal Government Act*.

Since the initial customers for the Downtown District Energy System are limited to the City and Winspear, and are further limited to only three buildings in total, it would be appropriate for the service and rates for the service to be determined by the City through contract.

COMMUNITY INSIGHT

Regular project updates have been provided and presented to the Energy Transition Climate Resilience Advisory Committee (ETCRAC) and have informed engagement for the Community Energy Transition Strategy. Administration has also been in ongoing communications with Winspear about the integration of the Downtown District Energy Initiative into their completion project, which aligns the development of both projects and ensures thermal energy can be provided when it is required. As part of the future project development, EPCOR and Administration are planning public consultation activities for the surrounding community to achieve awareness of the project and the overall initiative.

GBA+

The Downtown District Energy Initiative supports City Council's 10-year Climate Resilience objectives, the City Plan, and was identified as a "big win" in Edmonton's Community Energy Transition Strategy. The initiative is not directly public facing, and while there would be no changes in economical impact as a result of the project, the reduction of greenhouse gas emissions and the gain in energy resilience will be net positive impacts on a community level. In addition the direct liability towards Edmontonians is limited. The project does not foresee any medium or long term impact to residents or visitors in the downtown area as a result of construction activities.

RISK ASSESSMENT

Risk Element	Risk Description	Likelihood	Impact	Risk Score (with current mitigations)	Current Mitigations	Potential Future Mitigations
If recommendation is approved						
No high risks, with score above 12 identified						
If recommendation is not approved						
Environmental	Project would not advance - Opportunity for Downtown District Energy would be significantly halted or lost	5 - Almost Certain	3 - Major	15 - High	Project approach would need to be evaluated but key aspects (District Energy Plant) at Winspear would be lost	

DOWNTOWN DISTRICT ENERGY INITIATIVE - Project Update

Financial/ Reputational	Winspear Expansion Project and overall	5 - Almost Certain	3 - Major	15 - High	Winspear would have lost space and revenue opportunities for District Energy Building. Winspear would need to develop its own heating plant for the expansion project.	
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ATTACHMENTS

1. Capital and Operating Costs Development - Project Budget - Downtown District Energy Initiative
2. Downtown District Energy Project - Adjusted Term Sheet
3. Development Growth Plan for the Downtown District Energy Initiative
4. Capital Budget Adjustments

Capital and Operating Costs Development - Project Budget - Downtown District Energy Initiative

		Feb 2021	June 2022	June 2023
Update Report	[-]	CR 8257	IIS 01164	IIS 01386
District Energy Building	[\$]	\$7,126,908	\$7,126,908	\$8,376,908
District Energy Infrastructure	[\$]	\$20,773,092	\$27,170,000	\$27,190,000
Development Support	[\$]	\$329,000	\$329,000	\$329,000
Total Project	[\$]	\$28,229,000	\$34,625,908	\$35,895,908
Delta	[\$]		\$6,396,908	\$7,666,908
	[%]		23%	27%
Accuracy of Capital Estimate	[%]	-30 to +50%	-20% to +30%	-20% to +30%
Operating Shortfall in Year 1	[\$/year]	\$400,000	\$400,000	\$1,100,000
Average GHG Reductions over 20 years	[tCO ₂ /year]		-(1,154)	401
Scope	[-]	CHP+Boilers +Cooling	CHP+Boilers	Boilers

Downtown District Energy Project - Adjusted Term Sheet
(Note: Operations Period based on a July to June fiscal year)

Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet	Revisions to Non-Binding Term Sheet to be approved
Parties	
<p>1) EPCOR Power Development Corporation or an affiliate thereof, a corporation registered pursuant to the laws of the Province of Alberta (“EPCOR”); and</p> <p>2) The City of Edmonton, (“City”)</p>	
1. Project Development	
<p><u>Oversight Framework</u>: The Parties agree to develop an oversight framework and form a Committee, guiding the joint strategic planning, operation and growth of the district energy system in downtown Edmonton (the “Project”). The Parties agree that the Memorandum of Understanding between the Parties dated July 10, 2020 (the “MOU”), as amended, is not superseded or replaced in any way by this Term Sheet and confirm their intention that the MOU will continue to apply to the development of the Project in accordance with the terms contained therein.</p>	
2. Construction and Operation	
<u>a. Primary Relationship Agreement</u>	

<p>Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet</p>	<p>Revisions to Non-Binding Term Sheet to be approved</p>
<p>i. There will be a primary relationship agreement that will address the Parties' responsibilities with respect to the Project (the "Primary Agreement"). The Primary Agreement will take a form that best represents the relationship - a design, build, finance, operate and maintain agreement, concession agreement or other similar form;</p>	
<p>ii. The City will own all infrastructure constructed pursuant to the Primary Agreement;</p>	
<p>iii. The Primary Agreement will provide for a 30-year operations and maintenance period, subject to change if required pursuant to applicable legislation, and such period will commence upon completion of construction; and</p>	
<p>iv. Pursuant to the Primary Agreement and the customer agreements EPCOR will take primary responsibility for the design, construction, financing, operation and maintenance of the Project.</p>	
<p>1. EPCOR will subcontract the design and construction work to a third party and may subcontract all or a portion of the operation and maintenance work to a third party, including an EPCOR affiliate.</p>	
<p>2. EPCOR and the City will finance the design and construction costs for the Project. It is currently anticipated</p>	<p>2. EPCOR and the City will finance the design and construction costs for the Project. It is currently anticipated</p>

Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet	Revisions to Non-Binding Term Sheet to be approved
<p>that the City will contribute approximately \$7,000,000 to the Project (in addition to the cost of the alterations required at the Winspear Centre) in the form of progress payments during construction. EPCOR will finance the remainder of the approximately \$14,000,000 in capital costs.</p>	<p>that the City will contribute approximately <u>\$13,400,000</u> to the Project (in addition to the cost of the alterations required at the Winspear Centre) in the form of progress payments during construction. EPCOR will finance the remainder of the approximately <u>\$13,771,000</u> in capital costs.</p>
<p>3. EPCOR will be compensated for the financing and operations and maintenance work required by the Primary Agreement and/or customer agreements through payment of a top up fee from the City, as owner, and recovery of electricity and thermal energy rates from customers of the Project, including the City as customer.</p>	<p>3. EPCOR will be compensated for the financing and operations and maintenance work required by the Primary Agreement and/or customer agreements through payment of a top up fee from the City, as owner, and recovery of electricity and thermal energy rates from customers of the Project, including the City as customer</p>
<p>i. It is currently anticipated that EPCOR will require an annual fee of approximately \$2,400,000 in the first year of the operations period, which includes: 1) a fixed amount totalling approximately \$1,563,000 (subject to an adjustment mechanism as outlined below) for operations and maintenance and capital repayment, and 2) a variable amount, forecasted at \$837,000, that is to be treated as flow-through. The fees indicated above may be subject to adjustment and negotiation by the Parties, acting reasonably.</p>	<p>i. It is currently anticipated that EPCOR will require an annual fee of approximately <u>\$1,327,000</u> in the first year of the operations period, which includes: 1) a fixed amount totalling approximately <u>\$540,000</u> (subject to an adjustment mechanism as outlined below) for operations and maintenance and <u>2) capital repayment, and 2) a variable amount, forecasted at \$837,000, that is to be treated as flow-through</u>. The fees indicated above may be subject to adjustment and negotiation by the Parties, acting reasonably. <u>The City will pay the variable amounts (for commodities) directly instead of as a flow through.</u></p>
<p>ii. EPCOR will be paid the annual fee through the monthly collection of electricity and thermal energy rates from</p>	<p>ii. <u>The City will pay</u> EPCOR will be paid the annual fee <u>monthly by topping up</u> the monthly collection of electricity and</p>

<p>Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet</p>	<p>Revisions to Non-Binding Term Sheet to be approved</p>
<p>customers pursuant to customer agreements and a top up payment from the City pursuant to the Primary Agreement.</p>	<p>thermal energy rates from customers <u>that will be collected by EPCOR on behalf of the City pursuant to customer agreements.</u> and a top up payment from the City pursuant to the Primary Agreement.</p>
<p>iii. The operations and maintenance and capital repayment fees will be increased by 5% per year for the first 5 years of the operations period. After the first 5 years of the operations period, the operations and maintenance and capital repayment fees will be increased by application of a mutually agreed to index. The operation and maintenance and capital repayment fees will be subject to achievement of performance metrics with payment deduction.</p>	<p>iii. The operations and maintenance and capital repayment fees will be increased <u>according to a rebasing methodology. Every five years the operating and maintenance fees will be adjusted to the forecasted operations and maintenance costs for the next 5 year period. Between rebasing, the operating and maintenance fees will be increased by application of a mutually agreed index.</u> by 5% per year for the first 5 years of the operations period. After the first 5 years of the operations period, the operations and maintenance and capital repayment fees will be increased by application of a mutually agreed to index. <u>The capital repayment fees will be increased by 5% per year for the first 4 years of the operations period and 2% per year for the remaining years.</u></p> <p>The operation and maintenance and capital repayment fees will be subject to achievement of performance metrics with payment deduction <u>or incentive.</u></p>
<p>iv. The cost of commodities required for operation of the Project, including gas costs, electricity costs (net of sales of excess electricity from the CHP into the grid), delivery</p>	<p>iv. The cost of commodities required for operation of the Project, including gas costs, electricity costs (net of sales of excess electricity from the CHP into the grid), delivery</p>

Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet	Revisions to Non-Binding Term Sheet to be approved
charges, carbon levy and any other charges associated with the commodities will be charged to the customers as a flow through in proportion to their relative usage.	charges, carbon levy and any other charges associated with the commodities will be charged to the customers as a flow through in proportion to their relative usage.
<u>b. Winspear Centre Lease</u>	
i. EPCOR will enter into a Lease Agreement with the Francis Winspear Foundation for access to and use of the space at the Winspear Centre housing the CHP. The Lease Agreement will terminate, or be transferable, upon termination of the Primary Agreement.	i. EPCOR will enter into a Lease Agreement with the Francis Winspear Foundation for access to and use of the space at the Winspear Centre housing the <u>energy centre</u> CHP. The Lease Agreement will terminate, or be transferable, upon termination of the Primary Agreement.
<u>c. Customers</u>	
i. The initial buildings to be served by the system will be Century Place, Chancery Hall and the Winspear Centre. The City will be the customer for Century Place and Chancery Hall and the Francis Winspear Foundation will be the customer for the Winspear Centre.	
ii. EPCOR will be responsible for negotiating and entering into the customer agreements required for the provision of service to the above-noted buildings. Binding customer agreements, including the provision of any security that EPCOR determines is necessary, or binding construction commitment agreements with each customer must be in place prior to EPCOR commencing construction of the	ii. EPCOR will be responsible for <u>billing and customer care services, including managing</u> negotiating and entering into the customer agreements required for the provision of service to the above-noted buildings. Binding customer agreements, including the provision of any security that EPCOR determines is necessary, or binding construction commitment agreements with each customer must be in

Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet	Revisions to Non-Binding Term Sheet to be approved
Project.	place prior to EPCOR commencing construction of the Project.
iii. The Parties will determine the rate structure applicable to the customer agreements, provided that such rate structure will be consistent with the principles set out in this Term Sheet.	iii. The City Parties will determine the rate structure applicable to the customer agreements, provided that such rate structure will be consistent with the principles set out in this Term Sheet.
3. Expansion	
a. EPCOR will be provided a right of first refusal to design, build, finance, operate and maintain services required in connection with any expansion to the Project beyond the initial three buildings, provided that EPCOR will be entitled to earn a rate of return commensurate with the level of risk on such services.	
b. The Primary Agreement will contemplate a mechanism for potential adjustment of the annual operations and maintenance and capital repayment fee in the future based on expansion and the fact that the City's investment has contributed to the cost of excess system capacity that can be used for future growth.	
c. The City may determine that certain expansions of the system would require further Council approval and regulation of rates through a utility bylaw and any such	c. The City may determine that certain expansions of the system would require further Council approval and regulation of rates through a utility bylaw and any such

Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet	Revisions to Non-Binding Term Sheet to be approved
expansion will be subject to Council approval, provided that if such Council approval or regulation of rates represents a change to the commercial arrangements then EPCOR will have termination rights pursuant to the Primary Agreement, the customer agreements and any agreement in place with respect to the expansion.	expansion will be subject to Council approval, provided that if such Council approval or regulation of rates represents a change to the commercial arrangements then EPCOR will have termination rights pursuant to the Primary Agreement; the customer agreements and any agreement in place with respect to the expansion.
4. Definitive Agreements and Conditions Precedent	
a. Below is a summary of the various legally binding agreements required to complete the Project (the “Definitive Agreements”):	
i. Primary Agreement between the City and EPCOR;	
ii. Agreements with respect to land rights required for the construction, operation and maintenance of the system, if any, which will be entered by the City;	
iii. Lease Agreement between EPCOR and the Francis Winspear Foundation for access to and use of the space at the Winspear Centre housing the CHP;	iii. Lease Agreement between EPCOR and the Francis Winspear Foundation for access to and use of the space at the Winspear Centre housing the energy <u>centre</u> CHP ;
iv. Customer Agreements between EPCOR and customers (including the City) for service to Century Place, Chancery Hall and the Winspear Centre;	iv. Customer Agreements between EPCOR and customers (including the City) for service to Century Place, Chancery Hall and the Winspear Centre;
v. Design-Build subcontract between EPCOR and a third	

<p>Attachment #1 of the February 1, 2021, Integrated Infrastructure Services report CR_8257 - Non-Binding Term Sheet</p>	<p>Revisions to Non-Binding Term Sheet to be approved</p>
<p>party;</p>	
<p>vi. Operations and Maintenance subcontract between EPCOR and a third party, if applicable; and</p>	
<p>vii. Interface Agreement – EPCOR will determine if this is required.</p>	<p>vii. Interface Agreement – EPCOR will determine if this is required.</p>
<p>b. The parties acknowledge that the following are conditions precedent to the Definitive Agreements noted:</p>	
<p>i. Customer agreements acceptable to EPCOR will be a condition precedent to the Primary Agreement;</p>	<p>i. Customer agreements acceptable to EPCOR will be a condition precedent to the Primary Agreement;</p>
<p>ii. City borrowing bylaw regarding EPCOR financing is a condition precedent to the Primary Agreement;</p>	
<p>iii. AUC Approval of the CHP system for the Primary Agreement and Design-Build subcontract between EPCOR and a third party; and</p>	<p>iii. AUC Approval of the CHP system for the Primary Agreement and Design-Build subcontract between EPCOR and a third party; and</p>
<p>iv. Approval of the EDTI application for the electricity grid connection for the Primary Agreement and Design-Build subcontract between EPCOR and a third party.</p>	<p>iv. Approval of the EDTI application for the electricity grid connection for the Primary Agreement and Design-Build subcontract between EPCOR and a third party.</p>

Capital Budget Adjustments

1. Recosting and Scope Change Adjustment - Increase

Profile Number	Profile Name	Funding Source	2023	2024	2025	2026	Beyond 2026	Total
20-83-9001	Downtown District Energy Initiative	Tax-Supported Debt	1,916,727	3,833,454	1,916,727	-	-	7,666,908
CM-83-0001	District Energy Network Strategy and District Energy Nodes	Tax-Supported Debt	-	(3,833,454)	(3,833,454)	-	-	(7,666,908)

The Downtown District Energy Initiative project requires an additional \$7,666,908 in funding due to advanced design considerations, scope adjustments, and inflationary pressures, as outlined in the June 23, 2023, Integrated infrastructure Services report IIS01386. The funding source for this adjustment will be a transfer of tax-supported debt from existing capital profile CM-83-0001 - District Energy Network Strategy and District Energy Nodes. The impact of removing \$7,666,908 from this profile will need to be further evaluated to determine scope reductions of this previously approved work.

2. Funding Source Adjustment

Profile Number	Profile Name	Funding Source	2023	2024	2025	2026	Beyond 2026	Total
20-83-9001	Downtown District Energy Initiative	Self-Liquidating Debentures	(13,771,441)	-	-	-	-	(13,771,441)
20-83-9001	Downtown District Energy Initiative	Tax-Supported Debt	13,771,441	-	-	-	-	13,771,441

This funding source adjustment is required to convert \$13,771,441 of self-liquidating debentures into \$13,771,441 of tax-supported debt. This adjustment is recommended based on the changes to the project scope outlined in the June 23, 2023, Integrated infrastructure Services report IIS01386 and the uncertainty related to the future expansion of the district energy systems and related financial sustainability (i.e. future expansion is required to generate the necessary revenues to pay for the capital). If future expansion is approved, and rates are sufficient to cover previously approved capital, a future funding source adjustment will be brought forward to convert a portion of this debt back to self-liquidating. Until such time, the debt servicing payments required on approved capital spending should be funded with tax levy.

BYLAW 20391

To amend Revised Bylaw 19163, as amended by Bylaw 20188, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging

RECOMMENDATION

That Bylaw 20391 be read a first time.

Purpose

To amend Revised Bylaw 19163, as amended by Bylaw 20188, to increase the borrowing authority by \$43.82 million from \$122.20 million to \$166.02 million.

Readings

Bylaw 20391 is ready for first reading only.

Advertising and Signing

This Bylaw will be advertised in the Edmonton Journal on Friday, July 7, 2023, and Friday, July 14, 2023. The Bylaw cannot be signed and thereby passed prior to Tuesday, August 1, 2023.

Position of Administration

Administration supports this Bylaw.

Report Summary

This Bylaw amendment will increase the borrowing authority by \$43.82 million from \$122.20 million to \$166.02 million.

REPORT

The history of the borrowing bylaw is as follows:

- At the February 19, 2020 City Council meeting, Revised Bylaw 19163 was passed;
- At the May 24, 2022 City Council meeting, Bylaw 20107, amending Revised Bylaw 19163, was passed; and

BYLAW 20391 - To amend Revised Bylaw 19163, as amended by Bylaw 20188, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging

- At the August 15, 2022, City Council meeting, Bylaw 20188, amending Revised Bylaw 19163, was passed.

During the 2023-2026 Capital Budget deliberations from November 30, 2022, to December 16, 2022, Council approved an increase in the total cost in profile 19-22-9006 Terwillegar Drive Expressway Upgrades - Alternate Staging by \$45.09 million from \$239.63 million to \$284.73 million. As a result, this bylaw amendment will increase the borrowing authority by \$43.82 million from \$122.20 million to \$166.02 million.

In accordance with section 258 of the *Municipal Government Act*, RSA 2000, c. M-26, where an increase to the cost of capital property exceeds 15 per cent of the original cost of the capital property then the borrowing bylaw must be advertised.

Bylaw 20391 will be resubmitted for second and third readings after the advertising and the expiration of the associated petition period.

COMMUNITY INSIGHTS

Borrowing bylaws reflect a legislative requirement of the borrowing process. As a result, no community insight is undertaken with respect to the borrowing bylaw process. Where required by the *Municipal Government Act*, borrowing bylaws are advertised.

ATTACHMENTS

1. Bylaw 20391
2. Revised Bylaw 19163 Redline Version
3. Capital Profile 19-22-9006

OTHERS REVIEWING THIS REPORT

- M. Plouffe, City Solicitor

CITY OF EDMONTON

BYLAW 20391

Bylaw 20391 to amend Revised Bylaw 19163, as amended by Bylaw 20188, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging

WHEREAS:

- A. The Council of the City of Edmonton on February 19, 2020 duly passed Revised Bylaw 19163, as amended by Bylaw 20188 duly passed on August 15, 2022, authorizing the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging (“Project”), and also authorizing the Mayor and Chief Administrative Officer to borrow the sum of \$122,200,000.00 for a period of twenty-five (25) years with the principal and interest to be repaid in semi-annual or annual instalments;
- B. The borrowing authority for the Project will be increased by \$43,821,000.00 from \$122,200,000.00 to \$166,021,000.00; Furthermore, the total cost of the Project is now \$284,726,000.00 as a result of previously approved adjustments;

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. Revised Bylaw 19163 is amended in the preamble, Section (B), thereof by deleting the figure “\$239,631,000.00” as it appears and by substituting the figure “\$284,726,000.00”.
2. The said Bylaw is further amended in the preamble, Section (D), thereof by deleting the figure “\$122,200,000.00” as it appears and by substituting the figure “\$166,021,000.00”.
3. The said Bylaw is further amended in the preamble, Section (E), thereof by deleting the words “2019 - 2022 Capital Budget” as it appears and by substituting the words “2019 - 2022 and 2023 - 2026 Capital Budgets”.
4. The said Bylaw is further amended in the preamble, Section (G), thereof by deleting the paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2021 is \$3,546,570,054.36 as calculated in accordance with the *Debt Limit Regulation*, A.R. 255/2000, as amended, no part of which is in arrears;” as it appears and by substituting a new paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;”.
5. The said Bylaw is further amended in Sections (1) and (2), thereof by deleting the figure “\$122,200,000.00” as it appears and by substituting the figure “\$166,021,000.00”.
6. The said Bylaw is further amended by replacing Schedule “A” with Schedule “A” as attached.

Schedule "A"

Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging
25 Years
(in thousands of dollars)

Project Number	Project Name	Estimated Total Cost	Grants	Pay-As-You-Go	Borrowing Request	2022 and Prior	2023	2024	2025	2026	2027
19-22-9006	Terwillegar Drive Expressway Upgrades - Alternate Staging	\$ 284,726	\$ 116,500	\$ 2,205	\$ 166,021	\$ 30,913	\$ 83,287	\$ 8,000	\$ 26,821	\$ 15,000	\$ 2,000
		\$ 284,726	\$ 116,500	\$ 2,205	\$ 166,021	\$ 30,913	\$ 83,287	\$ 8,000	\$ 26,821	\$ 15,000	\$ 2,000

CITY OF EDMONTON

REVISED BYLAW 19163

A Bylaw to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging

WHEREAS:

- A. The Council of the City of Edmonton has decided to issue a bylaw pursuant to Sections 251 and 258 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging (the “Project”);
- B. The City of Edmonton has made plans, specifications and estimates for the said Project and confirms the total cost of the said Project is ~~\$239,631,000.00~~ \$284,726,000.00;
- C. There are grants or contributions to be received or applied to the said Project as detailed in Schedule "A";
- D. In order to construct and complete the said Project, it will be necessary for the City of Edmonton to borrow the sum of ~~\$122,200,000.00~~ \$166,021,000.00 for the terms and conditions referred to in this bylaw and as detailed in Schedule “A”;

- E. The above expenditure was approved by the City of Edmonton in its estimate of capital expenditures through the ~~2019 - 2022 and 2023 - 2026 Capital Budgets~~~~2019 - 2022 Capital Budget~~;
- F. The City of Edmonton will repay the indebtedness over a period of twenty-five (25) years in semi-annual or annual instalments, with interest not exceeding nine per cent (9%) per annum;
- G. The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;~~The amount of the existing debenture debt of the City of Edmonton on December 31, 2021 is \$3,546,570,054.36 as calculated in accordance with the Debt Limit Regulation, A.R. 255/2000, as amended, no part of which is in arrears;~~
- H. The probable lifetime of the Project is a minimum of twenty-five (25) years;
- I. All required approvals for the Project have been obtained and the Project is in compliance with all Acts and Regulations of the Province of Alberta;

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. That for the purpose of said Project, the sum of ~~\$166,021,000.00~~~~\$122,200,000.00~~ will be borrowed by way of debenture on the credit and security of the City of Edmonton at large.
2. The debentures to be issued under this Bylaw shall not exceed the sum of ~~\$166,021,000.00~~~~\$122,200,000.00~~, and may be in any denomination not exceeding the

amount authorized by this Bylaw and shall be dated having regard to the date of the borrowing.

3. The debentures shall bear interest during the currency of the debentures, at a rate not exceeding nine per cent (9%) per annum, payable semi-annually or annually.
4. The debentures shall be issued for a period of twenty-five (25) years and the City of Edmonton will repay the principal and interest in semi-annual or annual instalments.
5. For the purpose of this Bylaw, the Chief Elected Official (as defined by the *Municipal Government Act*) means the Mayor, and the Chief Administrative Officer (as defined by the *Municipal Government Act*) means the City Manager of the City of Edmonton. At least two of the following positions; the Mayor, the Chief Financial Officer, or the City Manager, shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.
6. The debentures shall be signed by at least two of the following positions: the Chief Financial Officer, the City Manager or the Mayor of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.
7. There shall be levied and raised in each year of the currency of the debentures a rate or rates, in an amount sufficient to pay the principal and interest falling due in such year on such debentures by a rate sufficient therefore on all the taxable property in the City and collectible at the same time and in the same manner as other rates.
8. The indebtedness is contracted on the credit and security of the City of Edmonton at large.

9. The net amount realized by the issue and sale of debentures authorized under this Bylaw shall be applied only for the purposes for which the indebtedness was created.

10. This Bylaw shall take effect on the day of the final passing thereof.

Revised Bylaw 19163 passed by Council February 19, 2020

Amendments:

Bylaw 20107 Revision, May 24, 2022

Bylaw 20188, August 15, 2022

Schedule "A"

Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging
25 Years
 (in thousands of dollars)

Project Number	Project Name	Estimated Total Cost	Grants	Pay-As-You-Go	Borrowing Request	2022 and Prior	2023	2024	2025	2026	2027
19-22-9006	Terwillegar Drive Expressway Upgrades - Alternate Staging	\$ 284,726	\$ 116,500	\$ 2,205	\$ 166,021	\$ 30,913	\$ 83,287	\$ 8,000	\$ 26,821	\$ 15,000	\$ 2,000
		<u>\$ 284,726</u>	<u>\$ 116,500</u>	<u>\$ 2,205</u>	<u>\$ 166,021</u>	<u>\$ 30,913</u>	<u>\$ 83,287</u>	<u>\$ 8,000</u>	<u>\$ 26,821</u>	<u>\$ 15,000</u>	<u>\$ 2,000</u>

Schedule "A"

Integrated Infrastructure Services Project, Terwillegar Drive Expressway Upgrades - Alternate Staging
25 Years
 (in thousands of dollars)

Project Number	Project Name	Estimated Total Cost	Grants	Pay-As-You-Go	Borrowing Request	2021 and Prior	2022	2023	2024
19-22-9006	Terwillegar Drive Expressway Upgrades - Alternate Staging	\$ 239,631	\$ 116,500	\$ 931	\$ 122,200	\$ 15,445	\$ 75,255	\$ 23,500	\$ 8,000
		<u>\$ 239,631</u>	<u>\$ 116,500</u>	<u>\$ 931</u>	<u>\$ 122,200</u>	<u>\$ 15,445</u>	<u>\$ 75,255</u>	<u>\$ 23,500</u>	<u>\$ 8,000</u>

CAPITAL PROFILE REPORT

PROFILE NAME:	TERWILLEGAR DRIVE EXPRESSWAY UPGRADES - ALTERNATE STAGING	FUNDED
PROFILE NUMBER:	19-22-9006	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning and Design	LEAD MANAGER: Pascale Ladouceur
PROGRAM NAME:		PARTNER MANAGER: Craig McKeown
PARTNER:	Parks and Roads Services	ESTIMATED START: January, 2019
BUDGET CYCLE:	2023-2026	ESTIMATED COMPLETION: December, 2027

Service Category: Roads	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	284,726
80	20	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	284,726

PROFILE DESCRIPTION

This profile is for the planning, design and delivery of an integrated, multi-modal roadway upgrading plan to accommodate the projected growth of travel demand in Southwest Edmonton. This plan consists of converting Terwillegar Drive to an expressway (Stage 1), upgrades to the Whitemud Drive/Terwillegar Drive interchange and the rehabilitating/widening the Rainbow Valley Bridges (Stage 2) and upgrading the Anthony Henday Drive /Terwillegar Drive interchange (Stage 3). This profile includes approved funding as part of the Fall 2019 Supplemental Capital Budget Adjustment (SCBA) for the Stage 1 upgrades between Rabbit Hill Road and Whitemud Drive and Stage 2, as well as funding from the Province of Alberta towards the completion of Stage 1, transit and active mode elements in Stage 2, and Stage 3.

Funding approved as part of the Fall 2019 SCBA includes a total of \$104 million towards the following scope of work:

- Stage 1: Planning, design and delivery of the widening of Terwillegar Drive to four lanes in each direction between Rabbit Hill Road and Whitemud Drive (three for motor vehicles and one dedicated lane for transit)
- Stage 2: Planning, design and delivery of supporting upgrades to the Whitemud Drive/Terwillegar Drive interchange, including transit priority measures.
- Stage 2: Planning, design and delivery of supporting upgrades to Whitemud Drive between Fox Drive and 122 Street, including widening and associated upgrades.
- Stage 2: Planning, design and delivery of rehabilitation and widening of the Rainbow Valley Bridges, including transit priority measures.
- Stage 2: Planning and design of the 142 Street pedestrian/cyclist bridge over Whitemud Drive.

In July 2020, the Province of Alberta announced additional funding allowing for the completion of additional stages of the Terwillegar Drive Expressway project, including:

- Stage 1: Delivery of the widening of Terwillegar Drive to four lanes in each direction between Anthony Henday Drive and Rabbit Hill Road (three for motor vehicles and one dedicated lane for transit).
- Stage 1: Delivery of a new shared-use path along the east side of Terwillegar Drive
- Stage 2: Delivery of the 142 Street pedestrian/cyclist bridge over Whitemud Drive.
- Stage 3: Planning, design and delivery of upgrades to the Anthony Henday Drive / Whitemud Drive interchange, including an additional northbound bridge, ramp upgrades, transit priority measures and Terwillegar Drive/170 Street widening.

PROFILE BACKGROUND

Terwillegar Drive is a major arterial, constructed starting in the 1980s with the intention that it would ultimately become a freeway. Whitemud Drive was originally planned as a facility to accommodate the movement of goods, services and people by motor vehicles. A new plan centred around upgrading Terwillegar Drive to an expressway emerged in mid-2017. In October 2018, Urban Planning Committee approved a motion to advance the expressway plan for Terwillegar Drive.

In the Spring 2019 SCBA, funding was approved for Stage 1 of the plan as well as the planning and design of Stage 2. This funding included partnership funding through the Alberta Community Transit Fund (ACTF). In fall 2019, the ACTF was cancelled and this Capital Profile (19-22-9006) was prepared to account for the elimination of the Province's funding. Funding was approved for an alternate staging plan in the Fall 2019 SCBA. In July 2020, the Province of Alberta committed funding towards the plan, allowing for the completion of all three stages. This amended profile captures the originally approved scope of work and the additional scope of work included in the Province's funding commitment.

PROFILE JUSTIFICATION

During peak hours, traffic along portions of Terwillegar Drive approaches the available capacity thresholds, resulting in congestion and delays for motorists and a reduction of the speed and reliability of transit services. Additionally, active modes are poorly accommodated along Terwillegar Drive, with major gaps and substandard east/west connections. Upgrades are required to accommodate the anticipated travel demand growth in Southwest Edmonton. This includes accommodating planned transit services and the planned active transportation network (District Connector Network), as well as addressing critical congestion and safety issues along Terwillegar Drive.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience, by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternatives to this profile include the previously approved alternate staging plan (19-22-9006) and advancing the previous freeway plan for Terwillegar Drive. The alternate staging plan included the widening of Terwillegar Drive to four lanes in each direction between Rabbit Hill Road and Whitemud Drive, supporting upgrades to the Whitemud Drive/Terwillegar Drive interchange, supporting upgrades to Whitemud Drive between Fox Drive and 122 Street, the rehabilitation and widening of the Rainbow Valley Bridges, as well as the planning and design of the 142 Street pedestrian/cyclist bridge over Whitemud Drive. Completing only the alternate staging plan would potentially result in the loss of the Provincial funding and lost opportunity support the City's four strategic goals. The previously approved freeway plan would not reflect public priorities, achieve direction from Edmonton's City Council and align with emerging City plans and policies.

COST BENEFITS

Tangible benefits include decreased travel time, decreased collision rates, decreased emissions, improved transit use and improved connectivity and access for active modes. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity and transit service in the area.

KEY RISKS & MITIGATING STRATEGY

The key risks for this program include the funding being approved prior to Checkpoint #3, potential budget and schedule issues due to the complexity of widening the existing Rainbow Valley Bridges and public perception of the project and construction impacts. Mitigation strategies include advancing the project to Checkpoint #3 as quickly as possible to refine the estimates of cost, budget and schedule, ensuring transparent project management to monitor and control the program's scope, schedule and budget, and information sharing with the public to share details about the project, including the construction impacts.

RESOURCES

Planning and design will be completed using several consultants retained through a competitive procurement process. Construction will be completed by one or more contractors retained through the City's tendering process.

CONCLUSIONS AND RECOMMENDATIONS

To address critical congestion issues along this corridor, improve the accommodation of transit, and advance planning and design of active mode upgrades, it is recommended that funding for this project be approved.

CHANGES TO APPROVED PROFILE

2020 Spring SCBA (#20-11, CM-08): Transfer \$1.3 million of Pay-as-you-go funding from Profile 19-22-9004 (previously approved Terwillegar Drive Stage 1 profile) to the new alternate staging profile 19-22-9006 and apply against carry forward costs for planning and design from 2019 and earlier.

2022 Spring SCBA (#22-10, 3.2-2): This scope change is required to allow for integration of the renewal work for the Rainbow Valley Bridges with the bridge widening included in the Terwillegar Drive Expressway Upgrade project. The total cost of this work is estimated to be \$19,500,000, and would be funded with tax-supported debt. This funding is required now to allow the preliminary construction activities to advance without unnecessarily extending the overall construction schedule or adding additional expense by having it advance separately.

CAPITAL PROFILE REPORT

PROFILE NAME: **Terwillegar Drive Expressway Upgrades - Alternate Staging**
 PROFILE NUMBER: **19-22-9006**
 BRANCH: **Infrastructure Planning and Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	71,200	23,500	8,000	-	-	-	-	-	-	-	102,700
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Administrative	1,300	-	-	-	-	-	-	-	-	-	1,300
	2020 Cap Capital Budget Adj (one-off)	27,800	37,000	25,500	21,000	4,200	1,000	-	-	-	-	116,500
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Capital Budget Adj (one-off)	905	-	-	-	-	-	-	-	-	-	905
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Council	19,500	-	-	-	-	-	-	-	-	-	19,500
	2022 Cap Budget Request for Next Cycle	-	-	-	26,821	15,000	2,000	-	-	-	-	43,821
	2022 Cap Carry Forward	-76,291	76,291	-	-	-	-	-	-	-	-	-
	Current Approved Budget	44,414	136,791	33,500	47,821	19,200	3,000	-	-	-	-	-
Approved Funding Sources	Pay-As-You-Go	1,421	783	-	-	-	-	-	-	-	-	2,205
	Provincial Grant	12,079	52,721	25,500	21,000	4,200	1,000	-	-	-	-	116,500
	Tax-Supported Debt	30,913	83,287	8,000	26,821	15,000	2,000	-	-	-	-	166,021
	Current Approved Funding Sources	44,414	136,791	33,500	47,821	19,200	3,000	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	44,414	136,791	33,500	47,821	19,200	3,000	-	-	-	-	284,726
	Requested Funding Source											
	Pay-As-You-Go	1,421	783	-	-	-	-	-	-	-	-	2,205
	Provincial Grant	12,079	52,721	25,500	21,000	4,200	1,000	-	-	-	-	116,500
	Tax-Supported Debt	30,913	83,287	8,000	26,821	15,000	2,000	-	-	-	-	166,021
Requested Funding Source	44,414	136,791	33,500	47,821	19,200	3,000	-	-	-	-	-	284,726

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)	Construction	32,690	136,791	33,500	47,821	19,200	3,000	-	-	-	-	-	273,002
	Design	11,724	-	-	-	-	-	-	-	-	-	-	11,724
	Total	44,414	136,791	33,500	47,821	19,200	3,000	-	-	-	-	-	284,726

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE												
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

BYLAW 20401

To amend Revised Bylaw 19161, as amended by Bylaw 20210, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, New Transit Bus Garage

RECOMMENDATION

That Bylaw 20401 be read a first time.

Purpose

To amend Revised Bylaw 19161, as amended by Bylaw 20210, to increase the borrowing authority by \$316 million from \$51 million to \$367 million.

Readings

Bylaw 20401 is ready for first reading only.

Advertising and Signing

This Bylaw will be advertised in the Edmonton Journal on Friday, July 7, 2023, and Friday, July 14, 2023. The Bylaw cannot be signed and thereby passed prior to Tuesday, August 1, 2023.

Position of Administration

Administration supports this Bylaw.

Report Summary

This Bylaw amendment will increase the borrowing authority by \$316 million from \$51 million to \$367 million.

REPORT

The history of the borrowing bylaw is as follows:

- At the February 19, 2020, City Council meeting, Revised Bylaw 19161 was passed;
- At the May 24, 2022 City Council meeting, Bylaw 20107, amending Revised Bylaw 19161, was passed; and

BYLAW 20401 - To amend Revised Bylaw 19161, as amended by Bylaw 20210, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, New Transit Bus Garage

- At the September 12, 2022, City Council meeting, Bylaw 20210, amending Revised Bylaw 19161, was passed.

During the 2023-2026 Capital Budget deliberations from November 30, 2022, to December 16, 2022, Council approved an increase in the total cost in profile 20-20-2022 New Transit Bus Garage by \$316 million from \$51 million to \$367 million. As a result, this bylaw amendment will increase the borrowing authority by \$316 million from \$51 million to \$367 million.

In accordance with section 258 of the *Municipal Government Act*, RSA 2000, c. M-26, where an increase to the cost of capital property exceeds 15 per cent of the original cost of the capital property then the borrowing bylaw must be advertised.

Bylaw 20401 will be resubmitted for second and third readings after the advertising and the expiration of the associated petition period.

COMMUNITY INSIGHTS

Borrowing bylaws reflect a legislative requirement of the borrowing process. As a result, no community insight is undertaken with respect to the borrowing bylaw process. Where required by the *Municipal Government Act*, borrowing bylaws are advertised.

ATTACHMENTS

1. Bylaw 20401
2. Revised Bylaw 19161 Redline Version
3. Capital Profile 20-20-2022

OTHERS REVIEWING THIS REPORT

- M. Plouffe, City Solicitor

CITY OF EDMONTON

BYLAW 20401

Bylaw 20401 to amend Revised Bylaw 19161, as amended by Bylaw 20210, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, New Transit Bus Garage

WHEREAS:

- A. The Council of the City of Edmonton on February 19, 2020 duly passed Revised Bylaw 19161, as amended by Bylaw 20210 duly passed on September 12, 2022, authorizing the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, New Transit Bus Garage (“Project”), and also authorizing the Mayor and Chief Administrative Officer to borrow the sum of \$51,000,000.00 for a period of twenty-five (25) years with the principal and interest to be repaid in semi-annual or annual instalments;
- B. The borrowing authority for the Project will be increased by \$316,000,000.00 from \$51,000,000.00 to \$367,000,000.00; Furthermore, the total cost of the Project is now \$367,000,000.00 as a result of previously approved adjustments;

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. Revised Bylaw 19161 is amended in the preamble, Sections (B) and (D), thereof by deleting the figure “\$51,000,000.00” as it appears and by substituting the figure “\$367,000,000.00”.
2. The said Bylaw is further amended in the preamble, Section (E), thereof by deleting the words “2019 - 2022 Capital Budget” as it appears and by substituting the words “2019 - 2022 and 2023 - 2026 Capital Budgets”.
3. The said Bylaw is further amended in the preamble, Section (G), thereof by deleting the paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2021 is \$3,546,570,054.36 as calculated in accordance with the *Debt Limit Regulation*, A.R. 255/2000, as amended, no part of which is in arrears;” as it appears and by substituting a new paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;”.
4. The said Bylaw is further amended in Sections (1) and (2), thereof by deleting the figure “\$51,000,000.00” as it appears and by substituting the figure “\$367,000,000.00”.
5. The said Bylaw is further amended by replacing Schedule “A” with Schedule “A” as attached.

Schedule "A"

**Integrated Infrastructure Services Project, New Transit Bus Garage
25 Years
(in thousands of dollars)**

Project Number	Project Name	Estimated Total Cost	Borrowing Request	2022 and Prior	2023	2024	2025	2026	2027	2028
20-20-2022	New Transit Bus Garage	\$ 367,000	\$ 367,000	\$ 1,882	\$ 51,618	\$ 47,500	\$ 97,500	\$ 92,500	\$ 63,250	\$ 12,750
		\$ 367,000	\$ 367,000	\$ 1,882	\$ 51,618	\$ 47,500	\$ 97,500	\$ 92,500	\$ 63,250	\$ 12,750

CITY OF EDMONTON

REVISED BYLAW 19161

A Bylaw to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, New Transit Bus Garage

WHEREAS:

- A. The Council of the City of Edmonton has decided to issue a bylaw pursuant to Sections 251 and 258 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, New Transit Bus Garage (the “Project”);
- B. The City of Edmonton has made plans, specifications and estimates for the said Project and confirms the total cost of the said Project is ~~\$51,000,000.00~~ \$367,000,000.00;
- C. There are no grants or contributions to be received or applied to the said Project;
- D. In order to construct and complete the said Project, it will be necessary for the City of Edmonton to borrow the sum of ~~\$51,000,000.00~~ \$367,000,000.00 for the terms and conditions referred to in this bylaw and as detailed in Schedule “A”;

- E. The above expenditure was approved by the City of Edmonton in its estimate of capital expenditures through the ~~2019 - 2022 and 2023 - 2026 Capital Budgets~~~~2019 - 2022 Capital Budget~~;
- F. The City of Edmonton will repay the indebtedness over a period of twenty-five (25) years in semi-annual or annual instalments, with interest not exceeding nine per cent (9%) per annum;
- G. ~~The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;~~~~The amount of the existing debenture debt of the City of Edmonton on December 31, 2021 is \$3,546,570,054.36 as calculated in accordance with the *Debt Limit Regulation*, A.R. 255/2000, as amended, no part of which is in arrears;~~
- H. The probable lifetime of the Project is a minimum of twenty-five (25) years;
- I. All required approvals for the Project have been obtained and the Project is in compliance with all Acts and Regulations of the Province of Alberta;

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. That for the purpose of said Project, the sum of ~~\$367,000,000.00~~~~\$51,000,000.00~~ will be borrowed by way of debenture on the credit and security of the City of Edmonton at large.

2. The debentures to be issued under this Bylaw shall not exceed the sum of ~~\$367,000,000.00~~~~\$51,000,000.00~~, and may be in any denomination not exceeding the amount authorized by this Bylaw and shall be dated having regard to the date of the borrowing.
3. The debentures shall bear interest during the currency of the debentures, at a rate not exceeding nine per cent (9%) per annum, payable semi-annually or annually.
4. The debentures shall be issued for a period of twenty-five (25) years and the City of Edmonton will repay the principal and interest in semi-annual or annual instalments.
5. For the purpose of this Bylaw, the Chief Elected Official (as defined by the *Municipal Government Act*) means the Mayor, and the Chief Administrative Officer (as defined by the *Municipal Government Act*) means the City Manager of the City of Edmonton. At least two of the following positions; the Mayor, the Chief Financial Officer, or the City Manager, shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.
6. The debentures shall be signed by at least two of the following positions: the Chief Financial Officer, the City Manager or the Mayor of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.
7. There shall be levied and raised in each year of the currency of the debentures a rate or rates, in an amount sufficient to pay the principal and interest falling due in such year on such debentures by a rate sufficient therefore on all the taxable property in the City and collectible at the same time and in the same manner as other rates.

8. The indebtedness is contracted on the credit and security of the City of Edmonton at large.
9. The net amount realized by the issue and sale of debentures authorized under this Bylaw shall be applied only for the purposes for which the indebtedness was created.
10. This Bylaw shall take effect on the day of the final passing thereof.

Revised Bylaw 19161 passed by Council February 19, 2020

Amendments:

Bylaw 20107 Revision, May 24, 2022

Bylaw 20210 September 12, 2022

Schedule "A"

Integrated Infrastructure Services Project, New Transit Bus Garage
25 Years
 (in thousands of dollars)

Project Number	Project Name	Estimated Total Cost	Borrowing Request	2022 and Prior	2023	2024	2025	2026	2027	2028
20-20-2022	New Transit Bus Garage	\$ 367,000	\$ 367,000	\$ 1,882	\$ 51,618	\$ 47,500	\$ 97,500	\$ 92,500	\$ 63,250	\$ 12,750
		<u>\$ 367,000</u>	<u>\$ 367,000</u>	<u>\$ 1,882</u>	<u>\$ 51,618</u>	<u>\$ 47,500</u>	<u>\$ 97,500</u>	<u>\$ 92,500</u>	<u>\$ 63,250</u>	<u>\$ 12,750</u>

Schedule "A"

Integrated Infrastructure Services Project, New Transit Bus Garage
25 Years
 (in thousands of dollars)

Project Number	Project Name	Estimated Total Cost	Borrowing Request	2021 and Prior Year	2022	2023	2024
20-20-2022	New Transit Bus Garage	\$ 51,000	\$ 51,000	\$ 945	\$ 5,055	\$ 45,000	\$ -
		<u>\$ 51,000</u>	<u>\$ 51,000</u>	<u>\$ 945</u>	<u>\$ 5,055</u>	<u>\$ 45,000</u>	<u>\$ -</u>

CAPITAL PROFILE REPORT

PROFILE NAME:	NEW TRANSIT BUS GARAGE	FUNDED
PROFILE NUMBER:	20-20-2022	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning and Design	LEAD MANAGER: Pascale Ladouceur
PROGRAM NAME:		PARTNER MANAGER: Carrie Hotton-MacDonald
PARTNER:	Edmonton Transit Service	ESTIMATED START: July, 2020
BUDGET CYCLE:	2023-2026	ESTIMATED COMPLETION: December, 2028

Service Category:	Public Transit	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	367,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	367,000

PROFILE DESCRIPTION

This profile includes the land acquisition, planning, design and delivery for a new transit garage for electric and diesel buses, including required maintenance and storage spaces, control centres and supporting facilities.

Specifically, the following activities are anticipated:

- Complete functional programming for the new southeast garage, Davies, Ellerslie expansions and the resulting Paterson operational impacts to PDDM Checkpoint 2.
- Advance concept and preliminary design for Davies and Ellerslie expansions towards PDDM Checkpoint 3.
- Advance planning for establishing the satellite facility and the acceleration of the upgrades to the electric bus charging infrastructure of Centennial Garage and Kathleen Andrews Transit Garages.
- Acquisition of land to advance to concept and preliminary design for the new southeast garage.

The profile also includes the detailed design and delivery of the new southeast garage (PDDM Checkpoint 3 to 5), if support is received for grants from the Federal Government. Tax supported debt is held in abeyance pending a grant from the Federal Government.

PROFILE BACKGROUND

This profile supports municipal public transit initiatives, with an emphasis on safe, affordable, accessible and environmentally sustainable public transportation options in and between communities. This new profile will fund a transit bus garage as this project is seen as contributing to the broader transit network, and help to achieve enhanced transit service, mode shift, and reduced emissions.

The work completed under this profile is guided by the Edmonton Transit Service Fleet Storage, Operations and Maintenance Facility Strategy, designed to guide the renewal and development of existing and future Edmonton Transit Service fleet storage and maintenance facilities to address the growth, capacity and electrification needs of the fleet through to 2040. Transitioning to a zero-emission transit fleet is a core objective of this work and currently calls for up to 440 electric buses to replace diesel buses by 2030. The Strategy recommends the construction of two new operations and maintenance garages in the southeast and northwest quadrants of the city, enabling a fully electrified bus fleet. The Strategy also recommends a progressive series of upgrades, renewals and expansion projects within existing facilities to accommodate growth, capacity and electrification.

This integrated strategy considers all aspects and infrastructure needed for the storage, operations and maintenance of buses allowing ETS to be responsive to riders' needs. The Strategy includes being more efficient with City resources and identifying what is needed now and in the future. With the foundation of the transit network established, the Strategy supports future city and ridership growth.

PROFILE JUSTIFICATION

Edmonton Transit Services facilities are at full capacity for storage and maintenance of the bus fleet. Temporary structures are already in use at Ferrier Garage to provide additional capacity. In order to support the electrification and/or growth of the fleet, additional maintenance and storage space is required. To prepare for this, New Transit Bus Garage - Planning & Design was brought forward for consideration to prepare for the opportunity to deliver this facility within the 2023-26 Capital Budget.

STRATEGIC ALIGNMENT

This project is linked to the objectives of the City Council approved Greenhouse Gas Management Plan for Civic Operations 2019-30, as well as the potential for bus fleet expansion required to support improvement or growth in the bus network services. Edmonton Transit Services does not currently have extra capacity for bus storage and maintenance. Temporary storage in tents are already used at Ferrier Garage.

ALTERNATIVES CONSIDERED

Three scenarios were explored as options to address and guide the renewal and development of existing and future ETS fleet storage, operations and maintenance facilities. The recommended scenario, which is the Edmonton Transit Service Fleet Storage, Operations and Maintenance Facility Strategy, is designed to meet the City's objectives for growth and electrification, resulting from the hybrid scenario. The recommended approach and strategy builds on the existing storage and maintenance facilities, adds capacity and diversifies fuel sources.

No other alternative allows the City of Edmonton to meet its growth requirements, the Energy Transition Strategy and City Operations Greenhouse Gas Management Plan as well The City Plan.

COST BENEFITS

This profile is intended to allow for the development of the project to a level of detail that will enhance information to Council to make better-informed capital investment decisions.

This profile will ensure there is early investment in planning and design to support a detailed business case; a structured process to evaluate readiness, scope & prioritization; and increased confidence in budget and schedule estimates.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Approval of this capital profile allows for the completion of planning and design in accordance with the PDDM process. Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Additionally, funds will be allocated to the delivery of the new garage if support is received for grants from the Federal Government.

CHANGES TO APPROVED PROFILE

2022 Spring SCBA (#22-10, 3.2-1): This scope change is required to fund the acquisition of land to advance to concept and preliminary design for the new southeast garage in "20-20-2022 - New Transit Bus Garage", which is a critical component to the implementation of the ETS Fleet Storage and Maintenance Facility Strategy. Additional details are provided in the June 7, 2022 Integrated Infrastructure Services report "IIS01208 - ETS Fleet Storage Facility Update and Land Acquisition".

CAPITAL PROFILE REPORT

PROFILE NAME: **New Transit Bus Garage**

FUNDED

PROFILE NUMBER: **20-20-2022**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning and Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	6,000	-	-	-	-	-	-	-	-	-	-	6,000
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Capital Budget Adj (one-off)	9	-	-	-	-	-	-	-	-	-	-	9
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Council	-	45,000	-	-	-	-	-	-	-	-	-	45,000
	2022 Cap Budget Request for Next Cycle	-	2,500	47,500	97,500	92,500	63,250	12,750	-	-	-	-	316,000
	2022 Cap Capital Budget Adj (one-off)	-9	-	-	-	-	-	-	-	-	-	-	-9
	2022 Cap Carry Forward	-4,109	4,109	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	1,891	51,609	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000	
Approved Funding Sources													
Pay-As-You-Go	9	-9	-	-	-	-	-	-	-	-	-	-	
Tax-Supported Debt	1,882	51,618	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000	
Current Approved Funding Sources	1,891	51,609	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000	

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	1,891	51,609	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000
	Requested Funding Source												
	Pay-As-You-Go	9	-9	-	-	-	-	-	-	-	-	-	-
	Tax-Supported Debt	1,882	51,618	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000
Requested Funding Source	1,891	51,609	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)	Construction	-4,109	4,109	37,500	87,500	87,500	62,500	12,500	-	-	-	-	287,500
	Design	6,000	2,500	10,000	10,000	5,000	750	250	-	-	-	-	34,500
	Land	-	45,000	-	-	-	-	-	-	-	-	-	45,000
	Total	1,891	51,609	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE												
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

BYLAW 20393

To authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement

RECOMMENDATION

That Bylaw 20393 be read a first time.

Purpose

To authorize the City of Edmonton to borrow the sum of \$25 million to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement.

Readings

Bylaw 20393 is ready for first reading only.

Advertising and Signing

This Bylaw will be advertised in the Edmonton Journal on Friday, July 7, 2023, and Friday, July 14, 2023. The Bylaw cannot be signed and thereby passed prior to Tuesday, August 1, 2023.

In accordance with sections 251 and 258 of the *Municipal Government Act*, RSA 2000, c. M-26, a long-term borrowing made for the purpose of financing a capital property for more than five years requires that the borrowing bylaw be advertised.

Position of Administration

Administration supports this Bylaw.

Report Summary

This Bylaw provides debt financing for the Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement.

BYLAW 20393 - To authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement

REPORT

During the 2023-2026 Capital Budget deliberations from November 30, 2022, to December 16, 2022, Council approved capital profile CM-12-0300 Valley Zoo Animal Enclosure Renewal and Enhancement with a total project cost of \$35.92 million. This profile addresses updates to a number of enclosures and infrastructure to ensure the zoo continues to keep pace with evolving standards and industry best practices into the future. Funding comprises \$10.92 million of Pay As You Go and \$25 million of tax supported debentures.

The total borrowing for the project will be \$25 million, of which \$24.76 million will be new borrowing and \$242,000 will be the application of debentures previously borrowed under Bylaw 19980, a Bylaw to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo - Nature's Wild Backyard Phase II. Project 22-12-9007 - Valley Zoo - Nature's Wild Backyard Phase II was originally budgeted to cost \$50.30 million with \$44.90 million of tax-supported debt as a financing source. During the 2023-2026 Capital Budget deliberations from November 30, 2022, to December 16, 2022, this project was canceled. A total of \$242,000 was actually borrowed under Bylaw 19980. This excess borrowing will be transferred to Bylaw 20393, a Bylaw to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement.

Bylaw 20393 will be resubmitted for second and third readings after the advertising and the expiration of the associated petition period.

Once Bylaw 20393 receives second and third readings, Bylaw 19980 will be amended to reduce borrowing authority.

COMMUNITY INSIGHTS

Borrowing bylaws reflect a legislative requirement of the borrowing process. As a result, no community insight is undertaken with respect to the borrowing bylaw process. Where required by the *Municipal Government Act*, borrowing bylaws are advertised.

ATTACHMENTS

1. Bylaw 20393
2. Capital Profile CM-12-0300

OTHERS REVIEWING THIS REPORT

- M. Plouffe, City Solicitor

CITY OF EDMONTON

BYLAW 20393

Bylaw 20393 to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement

WHEREAS:

- A. The Council of the City of Edmonton has decided to issue a bylaw pursuant to Sections 251 and 258 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, to authorize the City of Edmonton to undertake, construct and finance Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement (the “Project”);
- B. The City of Edmonton has made plans, specifications and estimates for the said Project and confirms the total cost of the said Project is \$35,917,000.00;
- C. There are no grants or contributions to be received or applied to the said Project;
- D. In order to construct and complete the said Project, it will be necessary for the City of Edmonton to borrow the sum of \$25,000,000.00 for the terms and conditions referred to in this bylaw and as detailed in Schedule “A”;

- E. The above expenditure was approved by the City of Edmonton in its estimate of capital expenditures through the 2023 - 2026 Capital Budget;
- F. The City of Edmonton will repay the indebtedness over a period of twenty-five (25) years in semi-annual or annual instalments, with interest not exceeding nine per cent (9%) per annum;
- G. The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;
- H. The probable lifetime of the Project is a minimum of twenty-five (25) years;
- I. All required approvals for the Project have been obtained and the Project is in compliance with all Acts and Regulations of the Province of Alberta;

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. That for the purpose of said Project, the sum of \$25,000,000.00 will be borrowed by way of debenture on the credit and security of the City of Edmonton at large.
2. The debentures to be issued under this Bylaw shall not exceed the sum of \$25,000,000.00, and may be in any denomination not exceeding the amount authorized by this Bylaw and shall be dated having regard to the date of the borrowing.
3. The debentures shall bear interest during the currency of the debentures, at a rate not exceeding nine per cent (9%) per annum, payable semi-annually or annually.

4. The debentures shall be issued for a period of up to twenty-five (25) years and the City of Edmonton will repay the principal and interest in semi-annual or annual instalments.
5. For the purpose of this Bylaw, the Chief Elected Official (as defined by the *Municipal Government Act*) means the Mayor, and the Chief Administrative Officer (as defined by the *Municipal Government Act*) means the City Manager of the City of Edmonton. At least two of the following positions; the Mayor, the Chief Financial Officer, or the City Manager, shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.
6. The debentures shall be signed by at least two of the following positions: the Chief Financial Officer, the City Manager or the Mayor of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.
7. There shall be levied and raised in each year of the currency of the debentures a rate or rates, in an amount sufficient to pay the principal and interest falling due in such year on such debentures by a rate sufficient therefore on all the taxable property in the City and collectible at the same time and in the same manner as other rates.
8. The indebtedness is contracted on the credit and security of the City of Edmonton at large.
9. The net amount realized by the issue and sale of debentures authorized under this Bylaw shall be applied only for the purposes for which the indebtedness was created.

Schedule "A"

**Integrated Infrastructure Services Project, Valley Zoo Animal Enclosure Renewal and Enhancement
25 Years
(in thousands of dollars)**

Project Number	Project Name	Estimated Total Cost	Pay-As-You-Go	Borrowing Request	2023	2024	2025	2026
CM-12-0300	Valley Zoo Animal Enclosure Renewal and Enhancement	\$ 35,917	\$ 10,917	\$ 25,000	\$ 2,000	\$ 5,000	\$ 8,000	\$ 10,000
		\$ 35,917	\$ 10,917	\$ 25,000	\$ 2,000	\$ 5,000	\$ 8,000	\$ 10,000

Of the \$25,000 borrowing authority, \$242 will be applied from previous borrowing on bylaw 19980 and the remaining \$24,760 will represent new debenture borrowing.

CAPITAL PROFILE REPORT

PROFILE NAME:	VALLEY ZOO ANIMAL ENCLOSURE RENEWAL AND ENHANCEMENT	FUNDED
PROFILE NUMBER:	CM-12-0300	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning and Design	LEAD MANAGER: Pascale Ladouceur
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community Recreation and Culture	ESTIMATED START: January, 2023
BUDGET CYCLE:	2023-2026	ESTIMATED COMPLETION: December, 2026

Service Category:	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	35,917
33	67	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	35,917

PROFILE DESCRIPTION

Throughout the zoo and aquarium industry, standards and guidelines for the care and welfare of animals are constantly evolving. To ensure the Edmonton Valley Zoo keeps pace with industry best practice, this profile will update enclosures and infrastructure for various animals in its collection. With the unfunding of Nature's Wild Backyard Phase II, animal enclosures and infrastructure that were supposed to be addressed through that project are still in need of improvements. An assessment of the various enclosures and infrastructure will be conducted and prioritized for implementation in the 2023-2026 capital budget cycle.

PROFILE BACKGROUND

The Valley Zoo was originally developed as the Storyland Zoo, which opened to the public on July 1st, 1959. In the ensuing 63 years, the Zoo has undertaken many initiatives aimed at improving the quality of life of its animal inhabitants, improving zoological practices, and providing an ever greater depth of experience for guests.

This work accelerated in the early 2000's, with City Council approving a new zoo master plan which committed to education, conservation, stewardship and engagement. The first major redevelopment project of the Valley Zoo master plan was Arctic Shores, Polar Extremes Phase I, which opened to great acclaim in 2012. This work continued with the opening of the Edventure Lodge, and Entry and Wander in 2014, and Nature's Wild Backyard Phase 1 in 2019.

While these projects have made significant improvements to the revitalization of the zoo to improve elements of conservation, engagement, education and stewardship, they have not addressed all of the aging infrastructure. As CAZA standards and best practices continue to evolve, the zoo must continue to make changes and updates to remain relevant.

PROFILE JUSTIFICATION

The Zoo has been undergoing a dramatic transformation into a recognized centre for research, education, conservation and a place where high quality of life for the animals is the top priority. While much of the Zoo has benefitted from capital development upgrades in recent years resulting in state of the art animal enclosures, there are still areas of the Zoo that have started to show their age. As the Zoo's animal collection evolves, so must the enclosures they are housed in.

STRATEGIC ALIGNMENT

Greener As We Grow: Promotes concepts of conservation science, environmental stewardship and biodiversity, The Valley Zoo provides patrons and residents the opportunity to understand the natural world, allowing them to make informed choices about how their actions may impact it. Provides an important role in the preservation of "at risk" species through its conservation programs including the Grevy Zebras and Keas.

Rebuildable City: Updates and revises existing infrastructure within the Valley Zoo rather than constructing all new facilities.

ALTERNATIVES CONSIDERED

An alternative to renewal and enhancement of the existing enclosures and infrastructure is to implement Nature's Wild Backyard Phase II and fund a supplemental capital profile for the enclosures not being addressed in NWBY PII. As City Council has indicated there are many competing interests this budget cycle, the next best option is to renew and enhance the existing infrastructure as reflected in this capital profile.

COST BENEFITS

Tangible Benefits:

- Improves or replaces aging infrastructure
- Enhanced animal handling spaces

Intangible Benefits:

- Ensures that the Valley Zoo maintains pace with changes to industry best practices.

KEY RISKS & MITIGATING STRATEGY

Undertaking this project is expected to encounter risks typical to any construction project within the Valley Zoo. As the City has completed several such projects over the last two decades within the zoo, including those with significantly larger scopes of work, existing risk management best practices and mitigation strategies will be available for use on this project.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Community Recreation and Culture will follow Procurement and Human Resources Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

The Edmonton Valley Zoo is an important and unique facility within the City. It provides a valuable contribution to the cultural fabric of the City and enhances the public's understanding of the concepts of conservation and environmental stewardship. However, animal care standards and the Zoo's animal collection change over time and require continual upgrades to keep pace with evolving industry best practices.

CAPITAL PROFILE REPORT

PROFILE NAME: **Valley Zoo Animal Enclosure Renewal and Enhancement**
 PROFILE NUMBER: **CM-12-0300**
 BRANCH: **Infrastructure Planning and Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Budget Request for Next Cycle	-	3,232	7,363	12,395	12,927	-	-	-	-	-	-	35,917
	Current Approved Budget	-	3,232	7,363	12,395	12,927	-	-	-	-	-	-	35,917
Approved Funding Sources													
	Pay-As-You-Go	-	1,232	2,363	4,395	2,927	-	-	-	-	-	-	10,917
	Tax-Supported Debt	-	2,000	5,000	8,000	10,000	-	-	-	-	-	-	25,000
	Current Approved Funding Sources	-	3,232	7,363	12,395	12,927	-	-	-	-	-	-	35,917

BUDGET REQUEST		Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Revised Budget (if Approved)		-	3,232	7,363	12,395	12,927	-	-	-	-	-	-	35,917
Requested Funding Source													
	Pay-As-You-Go	-	1,232	2,363	4,395	2,927	-	-	-	-	-	-	10,917
	Tax-Supported Debt	-	2,000	5,000	8,000	10,000	-	-	-	-	-	-	25,000
	Requested Funding Source	-	3,232	7,363	12,395	12,927	-	-	-	-	-	-	35,917

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Construction	-	-	2,826	12,395	12,927	-	-	-	-	-	-	28,148
	Design	-	3,232	4,538	-	-	-	-	-	-	-	-	7,769
	Total	-	3,232	7,363	12,395	12,927	-	-	-	-	-	-	35,917

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2026				2027				2028				2029			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community Recreation and Culture	-	-50	-50	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-50	-50	-	-	-	-	-	-	-	-	-	-	-	-	-

BYLAW 20511

To amend Bylaw 19618, to authorize the City of Edmonton to construct, finance and assess Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood

RECOMMENDATION

That Bylaw 20511 be given the appropriate readings.

Purpose

To amend Bylaw 19618, by increasing the borrowing authority by \$219 from \$130,249 to \$130,468, as a result of increasing the assessable metres of frontage by 17 metres from 10,072 metres to 10,089 metres.

Readings

Bylaw 20511 is ready for three readings.

A majority vote of City Council on all three readings is required for passage.

If Council wishes to give three readings during a single meeting, then prior to moving third reading, Council must unanimously agree “That Bylaw 20511 be considered for third reading.”

Position of Administration

Administration supports this Bylaw.

Report Summary

Bylaw 20511 amends Bylaw 19618, to increase the borrowing authority, to accurately reflect the actual metres of frontage and to replace with a revised schedule A.

REPORT

At the April 19, 2021, City Council meeting, Bylaw 19618 was passed.

Under the *Municipal Government Act*, a local improvement bylaw may be passed before the actual costs of a local improvement have been determined. A municipality may amend a local improvement

BYLAW 20511 - To amend Bylaw 19618, to authorize the City of Edmonton to construct, finance and assess Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood

tax rate once over the life of the local improvement if necessary. Bylaw 20511 amends Bylaw 19618, Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood to reflect the actual cost of the project and the actual assessable metre of frontage.

Bylaw 20511 amends Bylaw 19618, by the following:

- Increasing the borrowing authority by \$219 from \$130,249 to \$130,468.
- Increasing the assessable metres of frontage by 17 metres from 10,072 metres to 10,089 metres.
- And by including a revised Schedule "A".

COMMUNITY INSIGHT

The City engages with the public when a local improvement plan is proposed for the affected areas. When a local improvement is proposed, the City must prepare a local improvement plan and send notice to the property owners who will be liable to pay the local improvement. If the affected property owners are not in favour of this local improvement, the affected property owners may file a petition as set out in sections 222 to 226 and 392 of the *Municipal Government Act*. These petitions must be filed and received by the City's Chief Administrative Officer within 30 days from the notices being sent. If no sufficient petitions have been received, the City may proceed with the preparation of a local improvement bylaw. In accordance with section 460 of the *Municipal Government Act*, a complaint about a local improvement tax must be made within one year after it is first imposed. Where a local improvement tax rate has been revised under section 403(3), a complaint may be made about the revised local improvement tax whether or not a complaint was made about the tax within the year after it was first imposed. A complaint must be made within one year after the local improvement tax rate is revised.

Council must pass a separate local improvement bylaw for each local improvement. Local improvement bylaws are prepared in accordance with sections 263, 397 and 398 of the *Municipal Government Act*. In the case that sufficient petitions are received, the City cannot proceed with the local improvement.

ATTACHMENTS

1. Bylaw 20511
2. Bylaw 19618 Redline Version

OTHERS REVIEWING THIS REPORT

- M. Plouffe, City Solicitor

CITY OF EDMONTON

BYLAW 20511

Bylaw 20511 to amend Bylaw 19618, to authorize the City of Edmonton
to construct, finance and assess Decorative Street Lights Local
Improvements in the Malmo Plains Neighbourhood

WHEREAS:

- A. The Council of the City of Edmonton on April 19, 2021 duly passed Bylaw 19618, authorizing the City of Edmonton to construct, finance and assess the Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood (“Project”), and also authorizing the Mayor and Chief Administrative Officer to borrow the sum of \$130,249.00 for a period of fifteen (15) years with the principal and interest to be repaid in semi-annual or annual instalments;
- B. It has been determined that the cost of the said Project has increased from \$130,249.00 to \$130,468.00. It has also now been determined that the total assessable metres of frontage of the said Project authorized by Bylaw 19618 should be 10,089 metres not 10,072 metres, as provided for in the said bylaw. As a result of the listed changes, it has also now been determined that within the said bylaw the original Schedule “A” be replaced with a revised Schedule “A”.

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. Bylaw 19618 is amended in the preamble, Sections (D), thereof by deleting the figure “\$130,249.00” as it appears and by substituting the figure “\$130,468.00”.
2. The said Bylaw is further amended in the preamble, Section (F), thereof by deleting the paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2019 is \$3,202,765,050.41 as calculated in accordance with the *Debt Limit Regulation*, A.R. 255/2000, as amended, no part of which is in arrears;” as it appears and by substituting a new paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;”.
3. The said Bylaw is further amended in the preamble, Section (H), thereof by deleting the figure “10,072” as it appears and by substituting the figure “10,089”.
4. The said Bylaw is further amended in Sections (4) and (5), thereof by deleting the figure “\$130,249.00” as it appears and by substituting the figure “\$130,468.00”.
5. The said Bylaw is further amended in Section (8), thereof by deleting the second sentence: “The Mayor and the City Manager shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.” as it appears and by substituting the new second sentence: “At least two of the following positions; the Mayor, the Chief Financial Officer, or the City Manager, shall authorize such bank or financial institution to

make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.”.

6. The said Bylaw is further amended in Section (9), thereof by deleting the paragraph: “The debentures shall be signed by the Mayor and the City Manager of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.” as it appears and by substituting the new paragraph: “The debentures shall be signed by at least two of the following positions: the Chief Financial Officer, the City Manager or the Mayor of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.”.
7. The said Bylaw is further amended by replacing Schedule “A” with Schedule “A” as attached.

PROPOSED DECORATIVE STREET LIGHTS CONSTRUCTION 2021 LOCAL IMPROVEMENT
LOCAL IMPROVEMENT PROJECT 16 - MALMO PLAINS NEIGHBOURHOOD
\$12.93 CASH COST PER METRE
UNIT RATE OF \$1.03 PER METRE PER YEAR FOR 15 YEARS

L.I. PLAN No.	PART	REF.	SIDE	ON	FROM	TO	ASSESSABLE LENGTHS (METRES)	PROPERTY SHARE (\$)
16	10	A	S/N	50 AVENUE	116 STREET	50 AVENUE DEAD END	250	\$ 3,233
		B	S/N	50 AVENUE	115A STREET	115 STREET	122	1,578
		C	S/N	49 AVENUE	116A STREET	49 AVENUE DEAD END	287	3,711
		D	S/N	48 AVENUE	115 STREET	48 AVENUE DEAD END	729	9,426
		E	E/W	116A STREET	49 AVENUE	50 AVENUE	92	1,190
		F	E/W	116 STREET	48 AVENUE	51 AVENUE	401	5,185
		G	E/W	115A STREET	48 AVENUE	50 AVENUE	357	4,617
11	11	A	S/N	46 AVENUE	116A STREET	46 AVENUE DEAD END	278	3,595
		B	E/W	117A STREET	46 AVENUE	48 AVENUE	313	4,048
		C	E/W	117 STREET	46 AVENUE	48 AVENUE	314	4,060
		D	E/W	116A STREET	46 AVENUE	48 AVENUE	355	4,591
12	12	A	S/N	50 AVENUE	MALMO ROAD	114B STREET	534	6,905
		B	N	49 AVENUE	114 STREET	114A STREET	125	1,617
		C	S/N	48 AVENUE	114A STREET	115 STREET	168	2,173
		D	E/W	114B STREET	48 AVENUE	50 AVENUE	355	4,591
		E	W	114A STREET	48 AVENUE	49 AVENUE	85	1,100
		F	E/W	114 STREET	49 AVENUE	50 AVENUE	66	854
		G	E	48 AVENUE	114 STREET	114A STREET	185	2,393
13	13	A	S/N	50 AVENUE	111A STREET	112 STREET	411	5,315
		B	S/N	49 AVENUE	111A STREET	MALMO ROAD	515	6,659
		C	S/N	48 AVENUE	111A STREET	48 AVENUE WEST	190	2,457
		D	S	48 AVENUE	48 AVENUE EAST	48 AVENUE WEST	151	1,953
		E	E/W	48 AVENUE	48 AVENUE NORTH	48 AVENUE SOUTH	205	2,651
		F	E/W	48 AVENUE	48 AVENUE CUL-DE-SAC	MALMO ROAD	63	815
		G	E/W	111A STREET	48 AVENUE	50 AVENUE	240	3,104
		H	E/W	112 STREET	49 AVENUE	50 AVENUE	106	1,371
14	14	A	S/N	46 AVENUE	113A STREET	115 STREET	647	8,366
		B	S/N	46 AVENUE	111A STREET	113A STREET	332	4,293
		C	E/W	113A STREET	46 AVENUE	MALMO ROAD	215	2,780
		D	E/W	111A STREET	46 AVENUE	48 AVENUE	371	4,798
15	15	A	S/N	MALMO ROAD	113A STREET	115 STREET	503	6,504
		B	W	MALMO ROAD	49 AVENUE NORTH	49 AVENUE SOUTH	45	582
		C	E/W	MALMO ROAD	49 AVENUE	51 AVENUE	235	3,039
		D	E/W	115 STREET	46 AVENUE	51 AVENUE	606	7,836
		E	E/W	MALMO ROAD	49 AVENUE	113A STREET	238	3,078
							10,089	\$ 130,468
TOTAL ANNUAL PAYMENT							\$ 10,391.67	

CITY OF EDMONTON

BYLAW 19618

A Bylaw to authorize the City of Edmonton to construct, finance and assess Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood

WHEREAS:

- A. The Council of the City of Edmonton has decided to issue a bylaw pursuant to Sections 251, 263, and 404, of the *Municipal Government Act*, R.S.A. 2000, c. M-26, to authorize the City of Edmonton to construct, finance and assess Decorative Street Lights Local Improvement in the Malmo Plains Neighbourhood (the “Project”);
- B. If, after a local improvement tax rate has been set, the actual cost of the local improvement is higher than the estimated cost on which the local improvement tax rate is based, the Council may revise the rate pursuant to Section 403(3) of the *Municipal Government Act*, R.S.A. 2000, c. M-26;
- C. Section 399 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, provides as follows:

The undertaking of a local improvement may be started, the local improvement tax bylaw may be passed and debentures may be issued before or after the actual cost of the local improvement has been determined;

- D. In order to construct and complete the said Project, it will be necessary for the City of Edmonton to borrow the sum of ~~\$130,468.00~~~~\$130,249.00~~ for the property owner's share on the terms and conditions referred to in this bylaw;
- E. The City of Edmonton will repay the indebtedness over a period of fifteen (15) years in semi-annual or annual instalments, with interest not exceeding nine per cent (9%) per annum, payable semi-annually or annually;
- F. ~~The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears; The amount of the existing debenture debt of the City of Edmonton on December 31, 2019 is \$3,202,765,050.41 as calculated in accordance with the Debt Limit Regulation, A.R. 255/2000, as amended, no part of which is in arrears;~~
- G. The estimated lifetime of the Project is a minimum of fifteen (15) years;
- H. The proposed construction will serve about ~~10,089~~~~10,072~~ assessable metres of frontage;
- I. All required approvals for the Project have been obtained and the Project is in compliance with all Acts and Regulations of the Province of Alberta; and
- J. The Council of the City of Edmonton has given proper notice of intention to undertake the Project, the costs or a portion of the costs thereof to be assessed against abutting owners in accordance with the attached Schedule "A", and no sufficiently signed and valid petition against the said Project has been received by Council.

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. That a unit tax rate of \$1.03 per assessable metre per annum for fifteen (15) years be set for the Project, residential and commercial standard, undertaken in 2021. For condominium titled units the assessable metres for the frontage and/or flankage of the condominium plan, where the local improvement is undertaken, will be divided by the number of titled condominium units. Each titled condominium unit will bear a per parcel share of such amount as calculated in this section 1 and as applicable as calculated in section 2.
2. With respect to parcels of land which are districted RF1, RF2, RF3, RF4, RPL, RR, RSL, PU, US, A, AP, and RMH pursuant to Bylaw No. 12800, as amended, otherwise known as the Zoning Bylaw of Edmonton, and with respect to local improvement construction;
 - a) The assessed frontage (the abutting portion of the parcel) shall be calculated, dependent on the parcel shape and dimensions by using one of the following methods:
 - i) for parcels of land having equal front and rear parcel dimensions, the assessed frontage shall be equal to the abutting parcel dimension,
 - ii) for irregular shaped parcels of land having a front and rear parcel dimension that are different but do not exceed the other by more than twice as much, the assessed frontage shall be equal the average lot dimensions of the front and rear of the parcel;

- iii) for odd or pie shaped parcels of land having a front and rear parcel dimension that are different and exceed the other by more than twice as much, the assessed frontage shall be equal to the average of the front length of the parcel and the scaled dimension of the rear of the parcel (based on a projection of the shortest parcel flankage length being imposed to that point on the longest parcel flankage length) and this average shall not exceed by more than two times the front length of the parcel.
 - b) with respect to the side or flankage of such parcels, they shall be assessed fifteen per cent (15%) of the total number of lineal metres along the side or flankage thereof abutting the road where the local improvement is undertaken.
3. That the foregoing unit tax rate was calculated based on a two and three hundred-fifty-three-thousandths per cent (2.353%) interest charge per annum for a fifteen (15) year assessment.
4. That for the purpose of the Project the sum of ~~\$130,468.00~~~~\$130,249.00~~ will be borrowed by way of debenture on the credit and security of the City of Edmonton at large, of which amount the sum of ~~\$130,468.00~~~~\$130,249.00~~ is to be collected by way of local improvement assessment as provided in Schedule "A".
5. The debentures to be issued under this Bylaw shall not exceed the sum of ~~\$130,468.00~~~~\$130,249.00~~, and may be in any denomination not exceeding the amount authorized by this Bylaw and shall be dated having regard to the date of the borrowing.

6. The debentures shall be payable in lawful money of Canada and shall bear interest during the currency of the debentures, at a rate not exceeding nine per cent (9%) per annum, payable semi-annually or annually.
7. The debentures shall be issued for a period of fifteen (15) years and the City of Edmonton will repay the principal and interest in semi-annual or annual instalments.
8. For the purpose of this Bylaw, the Chief Elected Official (as defined by the *Municipal Government Act*) means the Mayor, and the Chief Administrative Officer (as defined by the *Municipal Government Act*) means the City Manager of the City of Edmonton. At least two of the following positions; the Mayor, the Chief Financial Officer, or the City Manager, shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture. ~~The Mayor and the City Manager shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.~~
9. ~~The debentures shall be signed by at least two of the following positions: the Chief Financial Officer, the City Manager or the Mayor of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures. The debentures shall be signed by the Mayor and the City Manager of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.~~
10. After applying the local improvement assessments, there shall be levied and raised in each year of the currency of the debentures a rate on all benefiting properties in the City of

Edmonton, collectible at the same time and in the same manner as other taxes, in an amount sufficient to pay any of the principal and interest falling due in such year on such debentures.

11. The indebtedness is contracted on the credit and security of the City of Edmonton at large.
12. During the currency of the debentures, there shall be raised annually for payment of the owners' portion of the cost and interest thereon, by local improvement assessment, the respective sums shown as yearly payments on Schedule "A" and there is hereby imposed on all lands fronting or abutting on that portion of the streets or places whereon the improvements are to be laid, a local improvement assessment sufficient to cover the owners' portion of the cost of the said work and the interest thereon payable at the unit rate or rates set forth in said Schedule "A". The local improvement assessment shall be in addition to all other rates and taxes.
13. The net amount realized by the issue and sale of debentures authorized under this Bylaw shall be applied only for the purposes for which the indebtedness was created.
14. This Bylaw shall take effect on the day of the final passing thereof.

Bylaw 19618 passed by Council April 19, 2021

PROPOSED DECORATIVE STREET LIGHTS CONSTRUCTION 2021 LOCAL IMPROVEMENT
 LOCAL IMPROVEMENT PROJECT 16 - MALMO PLAINS NEIGHBOURHOOD
 \$12.93 CASH COST PER METRE
 UNIT RATE OF \$1.03 PER METRE PER YEAR FOR 15 YEARS

L.I. PLAN No.	PART	REF.	SIDE	ON	FROM	TO	ASSESSABLE LENGTHS (METRES)	PROPERTY SHARE (\$)
16	10	A	S/N	50 AVENUE	116 STREET	50 AVENUE DEAD END	250	\$ 3,233
		B	S/N	50 AVENUE	115A STREET	115 STREET	122	1,578
		C	S/N	49 AVENUE	116A STREET	49 AVENUE DEAD END	287	3,711
		D	S/N	48 AVENUE	115 STREET	48 AVENUE DEAD END	729	9,426
		E	E/W	116A STREET	49 AVENUE	50 AVENUE	92	1,190
		F	E/W	116 STREET	48 AVENUE	51 AVENUE	401	5,185
		G	E/W	115A STREET	48 AVENUE	50 AVENUE	357	4,617
11		A	S/N	46 AVENUE	116A STREET	46 AVENUE DEAD END	278	3,595
		B	E/W	117A STREET	46 AVENUE	48 AVENUE	313	4,048
		C	E/W	117 STREET	46 AVENUE	48 AVENUE	297	3,841
		D	E/W	116A STREET	46 AVENUE	48 AVENUE	355	4,591
12		A	S/N	50 AVENUE	MALMO ROAD	114B STREET	534	6,905
		B	N	49 AVENUE	114 STREET	114A STREET	125	1,617
		C	S/N	48 AVENUE	114A STREET	115 STREET	168	2,173
		D	E/W	114B STREET	48 AVENUE	50 AVENUE	355	4,591
		E	W	114A STREET	48 AVENUE	49 AVENUE	85	1,100
		F	E/W	114 STREET	49 AVENUE	50 AVENUE	66	854
		G	E	48 AVENUE	114 STREET	114A STREET	185	2,393
13		A	S/N	50 AVENUE	111A STREET	112 STREET	411	5,315
		B	S/N	49 AVENUE	111A STREET	MALMO ROAD	515	6,659
		C	S/N	48 AVENUE	111A STREET	48 AVENUE WEST	190	2,457
		D	S	48 AVENUE	48 AVENUE EAST	48 AVENUE WEST	151	1,953
		E	E/W	48 AVENUE	48 AVENUE NORTH	48 AVENUE SOUTH	205	2,651
		F	E/W	48 AVENUE	48 AVENUE CUL-DE-SAC	MALMO ROAD	63	815
		G	E/W	111A STREET	48 AVENUE	50 AVENUE	240	3,104
		H	E/W	112 STREET	49 AVENUE	50 AVENUE	106	1,371
14		A	S/N	46 AVENUE	113A STREET	115 STREET	647	8,366
		B	S/N	46 AVENUE	111A STREET	113A STREET	332	4,293
		C	E/W	113A STREET	46 AVENUE	MALMO ROAD	215	2,780
		D	E/W	111A STREET	46 AVENUE	48 AVENUE	371	4,798
15		A	S/N	MALMO ROAD	113A STREET	115 STREET	503	6,504
		B	W	MALMO ROAD	49 AVENUE NORTH	49 AVENUE SOUTH	45	582
		C	E/W	MALMO ROAD	49 AVENUE	51 AVENUE	235	3,039
		D	E/W	115 STREET	46 AVENUE	51 AVENUE	606	7,836
		E	E/W	MALMO ROAD	49 AVENUE	113A STREET	238	3,078
							10,072	\$ 130,249
TOTAL ANNUAL PAYMENT \$							10,374.16	

PROPOSED DECORATIVE STREET LIGHTS CONSTRUCTION 2021 LOCAL IMPROVEMENT
 LOCAL IMPROVEMENT PROJECT 16 - MALMO PLAINS NEIGHBOURHOOD
 \$12.93 CASH COST PER METRE
 UNIT RATE OF \$1.03 PER METRE PER YEAR FOR 15 YEARS

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	D	E/W	116A STREET	46 AVENUE	48 AVENUE		355	4,591
12	A	S/N	50 AVENUE	MALMO ROAD	114B STREET		534	6,905
	B	N	49 AVENUE	114 STREET	114A STREET		125	1,617
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	D	E/W	111A STREET	46 AVENUE	48 AVENUE		371	4,798
15	A	S/N	MALMO ROAD	113A STREET	115 STREET		503	6,504
	B	W	MALMO ROAD	49 AVENUE NORTH	49 AVENUE SOUTH		45	582
	C	E/W	MALMO ROAD	49 AVENUE	51 AVENUE		235	3,039
	D	E/W	115 STREET	46 AVENUE	51 AVENUE		606	7,836
	E	E/W	MALMO ROAD	49 AVENUE	113A STREET		238	3,078
							10,089	\$ 130,468
TOTAL ANNUAL PAYMENT							\$ 10,391.67	

CITY OF EDMONTON

BYLAW 20511

Bylaw 20511 to amend Bylaw 19618, to authorize the City of Edmonton to construct, finance and assess Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood

WHEREAS:

- A. The Council of the City of Edmonton on April 19, 2021 duly passed Bylaw 19618, authorizing the City of Edmonton to construct, finance and assess the Decorative Street Lights Local Improvements in the Malmo Plains Neighbourhood (“Project”), and also authorizing the Mayor and Chief Administrative Officer to borrow the sum of \$130,249.00 for a period of fifteen (15) years with the principal and interest to be repaid in semi-annual or annual instalments;
- B. It has been determined that the cost of the said Project has increased from \$130,249.00 to \$130,468.00. It has also now been determined that the total assessable metres of frontage of the said Project authorized by Bylaw 19618 should be 10,089 metres not 10,072 metres, as provided for in the said bylaw. As a result of the listed changes, it has also now been determined that within the said bylaw the original Schedule “A” be replaced with a revised Schedule “A”.

THEREFORE, THE COUNCIL OF THE CITY OF EDMONTON DULY ASSEMBLED ENACTS AS FOLLOWS:

1. Bylaw 19618 is amended in the preamble, Sections (D), thereof by deleting the figure “\$130,249.00” as it appears and by substituting the figure “\$130,468.00”.
2. The said Bylaw is further amended in the preamble, Section (F), thereof by deleting the paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2019 is \$3,202,765,050.41 as calculated in accordance with the *Debt Limit Regulation*, A.R. 255/2000, as amended, no part of which is in arrears;” as it appears and by substituting a new paragraph “The amount of the existing debenture debt of the City of Edmonton on December 31, 2022 is \$3,940,329,274.54 as calculated in accordance with the City of Edmonton Debt Management Fiscal Policy C203D, no part of which is in arrears;”.
3. The said Bylaw is further amended in the preamble, Section (H), thereof by deleting the figure “10,072” as it appears and by substituting the figure “10,089”.
4. The said Bylaw is further amended in Sections (4) and (5), thereof by deleting the figure “\$130,249.00” as it appears and by substituting the figure “\$130,468.00”.
5. The said Bylaw is further amended in Section (8), thereof by deleting the second sentence: “The Mayor and the City Manager shall authorize such bank or financial institution to make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.” as it appears and by substituting the new second sentence: “At least two of the following positions; the Mayor, the Chief Financial Officer, or the City Manager, shall authorize such bank or financial institution to

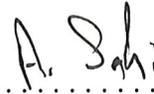
make payments to the holder of the debentures, on such date and in such amounts as specified in the repayment schedule forming part of each debenture.”.

6. The said Bylaw is further amended in Section (9), thereof by deleting the paragraph: “The debentures shall be signed by the Mayor and the City Manager of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.” as it appears and by substituting the new paragraph: “The debentures shall be signed by at least two of the following positions: the Chief Financial Officer, the City Manager or the Mayor of the City of Edmonton and the City Manager shall affix thereto the corporate seal of the City of Edmonton to the debentures.”.
7. The said Bylaw is further amended by replacing Schedule “A” with Schedule “A” as attached.

8. This Bylaw shall take effect on the day of the final passing thereof.

READ a first time this	4th	day of	July	2023;
READ a second time this	4th	day of	July	2023;
READ a third time this	4th	day of	July	2023;
SIGNED AND PASSED this	4th	day of	July	2023.

THE CITY OF EDMONTON



.....
MAYOR



.....
CITY CLERK

PROPOSED DECORATIVE STREET LIGHTS CONSTRUCTION 2021 LOCAL IMPROVEMENT
LOCAL IMPROVEMENT PROJECT 16 - MALMO PLAINS NEIGHBOURHOOD
\$12.93 CASH COST PER METRE
UNIT RATE OF \$1.03 PER METRE PER YEAR FOR 15 YEARS

LI PLAN No.	PART	REF.	SIDE	ON	FROM	TO	ASSESSABLE LENGTHS (METRES)	PROPERTY SHARE (\$)
16	10	A	SN	50 AVENUE	116 STREET	50 AVENUE DEAD END	250	\$
		B	SN	50 AVENUE	115A STREET	115 STREET	123	
		C	SN	49 AVENUE	116A STREET	49 AVENUE DEAD END	287	
		D	SN	48 AVENUE	115 STREET	48 AVENUE DEAD END	729	
		E	EW	116A STREET	49 AVENUE	50 AVENUE	92	
		F	EW	116 STREET	48 AVENUE	51 AVENUE	401	
		G	EW	115A STREET	48 AVENUE	50 AVENUE	357	
11	A	SN	46 AVENUE	116A STREET	116A STREET	46 AVENUE DEAD END	278	
	B	EW	117A STREET	46 AVENUE	48 AVENUE	48 AVENUE	313	
	C	EW	117 STREET	46 AVENUE	48 AVENUE	48 AVENUE	314	
	D	EW	116A STREET	46 AVENUE	48 AVENUE	48 AVENUE	355	
12	A	SN	50 AVENUE	MALMO ROAD	114B STREET	114B STREET	534	
	B	N	49 AVENUE	114 STREET	114A STREET	114A STREET	125	
	C	SN	48 AVENUE	114A STREET	115 STREET	115 STREET	165	
	D	EW	114B STREET	48 AVENUE	50 AVENUE	50 AVENUE	352	
	E	W	114A STREET	48 AVENUE	49 AVENUE	49 AVENUE	85	
	F	EW	114 STREET	49 AVENUE	50 AVENUE	50 AVENUE	66	
13	G	E	48 AVENUE	114 STREET	114A STREET	114A STREET	183	
	A	SN	50 AVENUE	111A STREET	112 STREET	112 STREET	411	
	B	SN	49 AVENUE	111A STREET	MALMO ROAD	MALMO ROAD	515	
	C	SN	48 AVENUE	111A STREET	48 AVENUE WEST	48 AVENUE WEST	190	
	D	S	48 AVENUE	48 AVENUE EAST	48 AVENUE WEST	48 AVENUE WEST	151	
	E	EW	48 AVENUE	48 AVENUE NORTH	48 AVENUE SOUTH	48 AVENUE SOUTH	205	
	F	EW	48 AVENUE	48 AVENUE CUL-DE-SAC	MALMO ROAD	MALMO ROAD	63	
	H	EW	111A STREET	48 AVENUE	50 AVENUE	50 AVENUE	240	
14				112 STREET	50 AVENUE	50 AVENUE	105	
	A	SN	46 AVENUE	113A STREET	113 STREET	113 STREET	647	
	B	SN	46 AVENUE	111A STREET	113A STREET	113A STREET	532	
	C	EW	113A STREET	46 AVENUE	MALMO ROAD	MALMO ROAD	215	
15	D	EW	111A STREET	46 AVENUE	48 AVENUE	48 AVENUE	371	
	A	SN	MALMO ROAD	113A STREET	113 STREET	113 STREET	503	
	B	W	MALMO ROAD	49 AVENUE NORTH	49 AVENUE SOUTH	49 AVENUE SOUTH	45	
	C	EW	MALMO ROAD	49 AVENUE	51 AVENUE	51 AVENUE	235	
	D	EW	113 STREET	46 AVENUE	51 AVENUE	51 AVENUE	605	
	E	EW	MALMO ROAD	49 AVENUE	113A STREET	113A STREET	233	
TOTAL ANNUAL PAYMENT							\$	10,391.67
TOTAL ANNUAL PAYMENT							\$	130,468

City of Edmonton Youth Council - 2023 Appointment Recommendations

Public Members	Appointment Term
<p><u>Appointments (4)</u></p> <p>Kenton Francis Cardinal Speena Dalal Emily Yang Harsehaj Kaur</p>	<p>September 1, 2023 to August 31, 2024 September 1, 2023 to August 31, 2024 September 1, 2023 to August 31, 2024 September 1, 2023 to August 31, 2024</p>

Here is a brief public introduction as provided by the new appointees:

Kenton Francis Cardinal

Kenton Cardinal is a member of Onicikiskwapowin (Saddle Lake Cree Nation #125). From a young age, Kenton has always been passionate about politics. He took time off in 2017 engaging in the “MLA for a Day” program in Amiskwaciwâskahikan. Kenton later served as Confederacy of Treaty 6 Youth Councillor in 2020-2021, engaging in Indigenous Politics. In 2022, Kenton ran in the Onicikiskwapowin election being the youngest candidate to run in generations. Though Kenton was unsuccessful, he maintains optimism to pursue Indigenous Politics again in the near future.

Kenton is a student in the heart of Amiskwaciwâskahikan, studying Political Science with a minor in Native studies at the University of Alberta. Kenton most recently signed onto the Indigenous Governance and Partnership Certificate offered by the faculty of Native Studies.

Speena Dalal

Speena Dalal is a third year student at the University of Alberta, pursuing honours in Political Science (major). She spent most of her junior high and high school times debating and involving in figure skating.

Speena is currently part of AIESEC, the world’s largest youth-run NGO, and also a member of Outrun the Stigma, which helps eliminate the stigma around mental health disorders. In her free time, she loves running and reading mystery books.

Emily Yang

Emily Yang is an active and enthusiastic volunteer for her community, having served as Co-Chair of the Projects Subcommittee on the City of Edmonton Youth Council

Attachment 1

and as Co-President of Old Scona Academic's Chinese Cultural Club. Emily loves being part of grassroots change in her City and wants to further her impact. She is passionate about spreading multilingualism and multiculturalism.

Emily is the founder of Leaders in Literacy, a youth-led organization dedicated to empowering youth to learn new languages through initiatives like Mandarin Classes and ESL writing competitions. Emily also likes playing soccer with her school club and doing figure skating.

Harsehaj Kaur

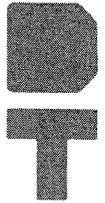
Harsehaj Kaur is an 18-year-old incoming student at the University of Alberta in the Faculty of Arts. She is always dedicated to helping others to the best of her abilities and collectively achieves a higher standard in all of the initiatives she takes on. Harsehaj currently serves as the co-chair of the Policy Subcommittee on the City of Edmonton Youth Council, where she supports her team's work on anti-racism, public transit, and food insecurity, as a Youth-At-Large.

Harsehaj has spearheaded Youth Focus Groups at Dr. Anne Anderson High School to amplify the voices of the student body to enact positive change within the school community surrounding the topic of belonging. She has volunteered countless hours at her school by taking on numerous projects and events in which she has held leadership positions, including execution and planning of events, and maintaining team support and morale.

Harsehaj took advantage of the AP Capstone program at Dr. Anne Anderson High School to conduct her own research surrounding the impacts of workplace sexism on the mental health of women in the legal field. She hopes to continue researching on this topic as an undergraduate student at the University of Alberta. Harsehaj maintained honors with distinction in all three years of high school.

Harsehaj believes in taking risks, inclusivity, and helping the community, and this is evident in all the work she has done during her time in Edmonton. Having invested so much time and dedication to the school and her community, it's no surprise that she was nominated for the Michael A Strembitsky Award of Excellence, and a class valedictorian for the first graduating class at Dr. Anne Anderson High School.

EDMONTON DOWNTOWN BUSINESS ASSOCIATION



April 12, 2023

Alison Archer
Bennett Jones LLP
3200 Telus House, South Tower
10020 100 Street NW
Edmonton AB T5J 0N3

Dear Alison:

Re: NOMINATION TO THE EDMONTON DOWNTOWN BUSINESS ASSOCIATION BOARD OF DIRECTORS

We are delighted that you have accepted nomination for Director of the Board of the Edmonton Downtown Business Association. Our strategic priorities are:

1. Serving as the leading voice & convening force in Downtown Recovery.
2. Ensuring the Downtown Community is active in solutions to systemic social issues.
3. Generating continuous service value for members.
4. Creating and promoting a remarkable, attractive Downtown experience.

Your involvement is vital to all parts of these priorities.

The formal process required by the City is to have your nomination, as approved by the Board of Directors, now approved by City Council. This process is started immediately, and we will advise you as soon as we know the appointment has been confirmed.

For our official records, in accordance with the City Bylaw governing the Association, please sign below, scan and return a copy of this letter to Mary Davies, Director of Finance & Admin at mdavies@edmontondowntown.com

Once again, thank you for choosing to join our Board of Directors.

Yours truly,

Mark Anderson

Mark Anderson (Apr 12, 2023 13:07 MDT)

Mark Anderson
Vice-Chair
Edmonton Downtown Business Association

Having been so nominated, I hereby agree to serve as a Director on the Edmonton Downtown Business Association board.


Alison Archer

4/17/2023
Dated:



May 10, 2023

Mike Perry
KPMG LLP
2200 Enbridge Center
10175 101 Street NW
Edmonton AB T5J 0H3

Dear Mike:

Re: **NOMINATION TO THE EDMONTON DOWNTOWN BUSINESS ASSOCIATION BOARD OF DIRECTORS**

We are delighted that you have accepted nomination for Director of the Board & Treasurer of the Edmonton Downtown Business Association. Our strategic priorities are:

1. Serving as the leading voice & convening force in Downtown Recovery.
2. Ensuring the Downtown Community is active in solutions to systemic social issues.
3. Generating continuous service value for members.
4. Creating and promoting a remarkable, attractive Downtown experience.

Your involvement is vital to all parts of these priorities.

The formal process required by the City is to have your nomination, as approved by the Board of Directors, now approved by City Council. This process is started immediately, and we will advise you as soon as we know the appointment has been confirmed.

For our official records, in accordance with the City Bylaw governing the Association, please sign below, scan and return a copy of this letter to Mary Davies, Director of Finance & Admin at mdavies@edmontondowntown.com

Once again, thank you for choosing to join our Board of Directors.

Yours truly,


Keenan Pascal (May 14, 2023 20:46 MDT)

Keenan Pascal
Chair
Edmonton Downtown Business Association

Having been so nominated, I hereby agree to serve as a Director on the Edmonton Downtown Business Association board.


Mike Perry (May 15, 2023 12:34 MDT)

Mike Perry

May 15, 2023

Dated:

Edmonton Regional Airports Authority (ERAA) - Reappointment Recommendations

Members	Appointment Term
<u>Reappointments (2)</u> Mona Hale Carman McNary	January 1, 2024 to December 31, 2027 January 1, 2024 to December 31, 2027

Attachment 1

Audit Committee Public Member - Reappointment Recommendation

Member	Appointment Term
<u>Reappointment (1)</u> Christopher Burrows	January 1, 2024 to December 31, 2027



MOTIONS PENDING REPORT

10.1 Safe and Inclusive Public Spaces (E. Rutherford)

Councillor E. Rutherford stated that at the next regular meeting of City Council, the following motion would be moved:

1. That Administration take the following actions:
 - a. Explore measures and opportunities within the Public Spaces Bylaw to create safe access and inclusive public spaces on all protected grounds.
 - b. Draft a report on what would be needed to work with 2SLGBTQIA+ individuals, groups, employees, and organizations to and develop a 2SLGBTQ+ community advisory committee and a 2SLGBTQIA+ Action Plan for the City to enhance support and services for the 2SLGBTQIA+ community, address rising hate, and create safe and inclusive public spaces; and
2. That, based on the recent RCMP 2SLGBTQ+ advisory statement, the Mayor, on behalf of Council, draft a letter to other orders of government highlighting concern about rising hate and discrimination towards the 2SLGBTQIA+ community and urging legislative changes and resources to address this as well as an invitation to meet and discuss the matter and work collaboratively on actions.
 - Notice of Motion Given: June 26, 2023, City Council Public Hearing