



Urban Planning Committee - Agenda

Date: Tuesday, February 2, 2021
Time: 9:30 a.m. - 5:30 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.
Adjournment: 5:30 p.m.

Chair: B. Esslinger Vice Chair: M. Banga
Members: T. Caterina, B. Henderson

Please note: In response to the COVID-19 pandemic and the health risks associated with large group gatherings, all public participation at Council and Committee meetings is now being facilitated remotely. You can request to speak up until your item has been dealt with.

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

Pages

1. Call to Order and Related Business

- 1.1. Call to Order
- 1.2. Roll Call
- 1.3. Adoption of Agenda
- 1.4. Approval of Minutes

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- January 19, 2021, Urban Planning Committee

- 1.5. Protocol Items

2. Items for Discussion and Related Business

- 2.1. Select Items for Debate
- 2.2. Vote on Reports not Selected for Debate
- 2.3. Requests to Speak
Refer to Summary of Agenda Changes

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5.	Requests to Reschedule Reports None	
6.	Reports	
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6.2.	City Plan Implementation - Moving Forward with Focus Items 6.2, 6.3, 6.4 and 6.5 to be dealt with together.	17
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6.8.	Edmonton Design Committee Policies and Procedures	259
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9.	Private Reports None	
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11.	Adjournment	



Urban Planning Committee Minutes

January 19, 2021

9:30 a.m.

Council Chamber, 2nd floor, City Hall

Present: B. Esslinger, M. Banga, T. Caterina, B. Henderson, D. Iveson

1. Call to Order and Related Business

1.1 Call to Order

Councillor B. Esslinger called the meeting to order at 9:31 a.m., Tuesday, January 19, 2021.

1.2 Roll Call

Councillor B. Esslinger conducted roll call and confirmed the attendance of Members of Urban Planning Committee.

**Mayor D. Iveson is a Committee Member pursuant to section 15(3), Council Committees Bylaw 18156.*

Councillors M. Banga, T. Caterina and Mayor D. Iveson participated electronically.

Councillors T. Cartmell, J. Dziadyk, A. Knack and M. Walters; and K. Gibson, M. Barnes and R. Zheng, Office of the City Clerk, were also in attendance.

1.3 Adoption of Agenda

Moved by: B. Henderson

That the January 19, 2021, Urban Planning Committee meeting agenda be adopted.

In Favour (5): B. Esslinger, M. Banga, T. Caterina, B. Henderson, and D. Iveson

Carried (5 to 0)

1.4 Adoption of Minutes

Moved by: B. Henderson

That the December 1, 2020, Urban Planning Committee meeting minutes be adopted.

In Favour (5): B. Esslinger, M. Banga, T. Caterina, B. Henderson, and D. Iveson

Carried (5 to 0)

1.5 Protocol Items

There were no Protocol Items.

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 and 6.4.

2.2 Vote on Reports not Selected for Debate

Moved by: B. Henderson

That the recommendations in the following reports be approved:

- 5.1 Intermodal Hubs - Next Steps
- 5.2 Transit Mode Share - Increase and Impacts
- 5.3 High Level Line Society Project - Next Steps
- 5.4 Urban Gondola - Working Relationship Framework
- 5.5 Shared Parking Impact to High Demand Parking Area

- 5.6 Transportation Network Performance Indicators
- 5.7 Growth Investment Strategy

In Favour (5): B. Esslinger, M. Banga, T. Caterina, B. Henderson, and D. Iveson

Carried (5 to 0)

2.3 Requests to Speak

Moved by: B. Henderson

That Urban Planning Committee hear from the following speakers, in panels when appropriate:

- 6.1 Infill Compliance Team Annual Report 2020
 - 6.2 Infill Roadmap Initiative - 2021 Update
 - 6.3 Bylaw 19512 - Low Impact Development Update to the City of Edmonton Drainage Bylaw 18093
 - 6.4 Infill Fire Protection Cost Share Program - Update
1. M. Graham, Infill Development in Edmonton Association
 2. O. Rutar
 3. D. Kinnee, The Canadian Home Builders' Association - Edmonton Region
 4. D. Tolsma, The Canadian Home Builders' Association - Edmonton Region
 5. S. Hayes, The Canadian Home Builders' Association - Edmonton Region
 6. K. Merle, Residential Infill Working Group
 7. S. Bolton, Residential Infill Working Group
 8. J. Fuite, Residential Infill Working Group
 9. S. Cherdarchuk, Residential Infill Working Group

- 10.D. Cox, Residential Infill Working Group
 - 11.J. Hardstaff, Residential Infill Working Group
 - 12.D. Dennis, Residential Infill Working Group
 - 13.B. Zubot, Residential Infill Working Group
 - 14.S. Poole, Residential Infill Working Group
 - 15.C. Haraba, Residential Infill Working Group
 - 16.S. Kovach, Edmonton Federation of Community Leagues
 - 17.R. Eidick
 - 18.M. Samji, Infill Development in Edmonton Association
- In Favour (5): B. Esslinger, M. Banga, T. Caterina, B. Henderson, and D. Iveson

Carried (5 to 0)

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. 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 Intermodal Hubs - Next Steps

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 February 2, 2021, be approved.

Revised Due Date: February 2, 2021

5.2 Transit Mode Share - Increase and Impacts

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 February 2, 2021, be approved.

Revised Due Date: February 2, 2021

5.3 High Level Line Society Project - Next Steps

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 February 2, 2021, be approved.

Revised Due Date: February 2, 2021

5.4 Urban Gondola - Working Relationship Framework

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 February 2, 2021, be approved.

Revised Due Date: February 2, 2021

5.5 Shared Parking Impact to High Demand Parking Area

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 March 23, 2021, be approved.

Revised Due Date: March 23, 2021

5.6 Transportation Network Performance Indicators

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 March 23, 2021, be approved.

Revised Due Date: March 23, 2021

5.7 Growth Investment Strategy

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

That Urban Planning Committee recommend to City Council:

That the revised due date of February 1, 2021, Executive Committee, be approved.

6. Reports

6.1 Infill Compliance Team Annual Report 2020

Items 6.1, 6.2, 6.3 and 6.4 were dealt with together.

S. McCabe, Deputy City Manager, and K. Petrin, Urban Form and Corporate Strategic Development, made a presentation.

O. Rutar; D. Kinnee, The Canadian Home Builders' Association - Edmonton Region; K. Merle, S. Bolton, J. Fuite, S. Cherdarchuk, D. Cox, D. Dennis, B. Zubot and S. Poole, Residential Infill Working Group; S. Kovach, Edmonton Federation of Community Leagues; and R. Eidick, made presentations.

M. Graham, Infill Development in Edmonton Association; J. Hardstaff and C. Haraba, Residential Infill Working Group; D. Tolsma, The Canadian Home Builders' Association - Edmonton Region; and M. Samji, Infill Development in Edmonton Association, made presentations and answered questions.

S. McCabe, Deputy City Manager, K. Petrin, C. Rich and K. Sizer, Urban Form and Corporate Strategic Development; G. Cebryk, Deputy City Manager and O. Messinis, City Operations; R. Klatchuk, Communications and Engagement; and J. Inkpen and L. Ramaswamy, Office of the City Manager (Legal Services), answered questions.

Moved by: B. Henderson

1. That Administration prepare an unfunded service package for consideration by Council during the 2021 Spring Supplemental Operating Budget Adjustment, to explore increased resources for excavation inspections, and enforcement and compliance.
2. That Administration:
 - a. work with community and industry stakeholders to explore tools and approaches on how to ensure accountability related to private to private, and private to public issues throughout the construction process (for example the use of a compliance certificate)

- b. work with community and industry stakeholders to improve relationships between builders and neighbours, with consideration of implementation options and associated resources
- c. include an update on the dashboard implementation
and report back to Committee, as part of the annual update in Q1, 2022.

In Favour (4): B. Esslinger, M. Banga, T. Caterina, and B. Henderson

Carried (4 to 0)

6.2 Infill Roadmap Initiative - 2021 Update

Items 6.1, 6.2, 6.3 and 6.4 were dealt with together.

Moved by: B. Henderson

That the January 19, 2021, Urban Form and Corporate Strategic Development report UFCSD00122, be received for information.

In Favour (4): B. Esslinger, M. Banga, T. Caterina, and B. Henderson

Carried (4 to 0)

6.3 Bylaw 19512 - Low Impact Development Update to the City of Edmonton Drainage Bylaw 18093

Items 6.1, 6.2, 6.3 and 6.4 were dealt with together.

Moved by: B. Henderson

That Urban Planning Committee recommend to City Council:

That Bylaw 19512 be given the appropriate readings.

In Favour (4): B. Esslinger, M. Banga, T. Caterina, and B. Henderson

Carried (4 to 0)

6.4 Infill Fire Protection Cost Share Program - Update

Items 6.1, 6.2, 6.3 and 6.4 were dealt with together.

S. McCabe, Deputy City Manager, and S. Bohle, Urban Form and Corporate Strategic Development, answered questions.

Moved by: B. Henderson

That January 19, 2021, Urban Form and Corporate Strategic Development report CR_8162, be received for information.

In Favour (4): B. Esslinger, M. Banga, T. Caterina, and B. Henderson

Carried (4 to 0)

7. Responses to Councillor Inquiries

There were no Councillor Inquiries on the agenda.

8. Private Reports

There were no Private Reports on the agenda.

9. Notices of Motion and Motions without Customary Notice

Councillor B. Esslinger asked whether there were any Notices of Motion. There were none.

10. Adjournment

The meeting adjourned at 3:02 p.m., Tuesday, January 19, 2021.

Chair

City Clerk

High Level Line Society Project - Next Steps

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_7847, be received for information.

Previous Council/Committee Action

At the December 10, 2019, City Council meeting, the following motion was passed:

2. That Administration return to Committee with a brief analysis of:
 - How the insights and inclusive public engagement done by the High Level Line Society can be leveraged to support existing and planned City of Edmonton city-building projects, programs and initiatives.
 - A process to allocate \$85,000 to the High Level Line Society for its ongoing work, including whether any community benefits contribution from nearby development could be allocated.
 - Ways the City can use its charitable status to facilitate fundraising for design and project management costs.

Executive Summary

The High Level Society (the Society) is currently seeking funding to support their operations and completion of a design study to enhance and activate the four-kilometre active transportation corridor connecting MacEwan University downtown and the Strathcona neighbourhood.

On January 20, 2020, Administration provided a letter to the Society, confirming the alignment of the High Level Line Project with the City's strategic goals (Attachment 1). Additionally, the Society has engaged Administration and the Society's insights and project vision have been incorporated into several city-building projects such as the Downtown Public Places Plan.

Administration has identified two potential processes for Council to allocate funding to the Society: an operating grant or funding from the 2021 Council Contingency Fund. If Council chooses to provide funds to the Society, Administration would develop a funding agreement between the City and the Society. Community amenity contributions would not be an option at this time as the funding is for the society's operations, not a capital project.

The City, as a qualified donee under the *Income Tax Act*, can provide tax receipts to any event, program or capital project that is within City ownership. The High Level Line is not a City-owned project; therefore, the City cannot issue tax receipts.

Report

Alignment of engagement with city-building projects

To steward the vision of High Level Line, the Society has collaborated with Administration and also aligned its efforts with existing and planned City of Edmonton city-building projects, programs and initiatives. During the development of the Downtown Public Places Plan the Society engaged with Administration and this resulted in key elements of the High Level Line vision being embedded within the Plan. The Society will be engaged as part of future planning work related to the rehabilitation of High Level Bridge. These efforts demonstrate how future community-led initiatives can align with the City's strategic goals.

Further, the Society initiated conversations with Administration to identify areas for alignment with the Strathcona neighbourhood renewal. Specifically, the Society provided input on the alignment of a multi-use pathway along the Canadian Pacific Right-of-Way, a key element of the High Level Line vision.

The collaborative relationship that has evolved between the City and the Society provides shared benefits for both organizations, and is an example of how community-led initiatives may provide a significant role in city-building.

Processes for financial support

Administration has identified two potential processes to allocate \$85,000 to the High Level Line Society for their ongoing work. Administration would develop an agreement between the City and the High Level Line Society outlining the funding's terms and conditions for any of the options presented below:

Process A - Council could direct Administration to allocate \$85,000 from its base budget to provide an operating grant to the High Level Line Society. Given that the base budget is fully allocated, a reassessment of priorities would be required in order to accommodate this grant.

Process B - Council could direct that financial support for the Society be drawn from 2021 Council Contingency Fund. Council's contingency fund is available for emergent, one-time items subject to Council's approval. There is \$700,000 available in the fund, and no funds are currently allocated.

Community Benefits Contribution

City Policy C599 Community Amenity Contributions in Direct Control Provisions establishes the process and conditions to which community amenity contributions can be allocated. The Policy states that the purpose of community contributions are to offset impacts of development and provide a tangible and ongoing benefit to local residents.

The High Level Society is currently seeking funding to support their operations and leverage funds to advance a design study. As these activities will not deliver a physical asset to the community, the allocations of funds through community amenities contributions is not an option at this time to provide financial support for the High Level Line project.

If the High Level Line were to proceed with a capital project in the future, there may be an opportunity for community contributions, such as that outlined in Bylaw 19507 (zoning in Oliver at 111 Street and 100 Avenue) to be allocated to the project depending on the connection that can be achieved between this project and the impact of surrounding development.

Charitable status to facilitate fundraising

As a registered Canadian municipality, the City is not permitted under the legislative provisions of the *Income Tax Act* to extend or lend out its status as a "qualified donee" to other non-profit organizations that are not able to issue tax receipts on their own. The City can issue an official donation tax receipt if the City maintains direction and control over the use of the donated funds it receives, and donations must be applied by the City towards events, programs or capital projects that fall under its ownership.

At this time, funds being sought by the High Level Line Society are to support their operations and leverage the advancement of a design study. As the project is not a City-owned capital project, the City cannot issue tax receipts to donors to fulfil their fundraising, design and project management costs.

Budget/Financial

There is currently no budget allocated to provide the High Level Line Society a grant of \$85,000. However, options (including benefits and trade-offs of each) have been proposed for Committee's consideration.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is attractive and compact

Outcome(s)	Measure(s)	Result(s)	Target(s)
Communities are well-designed	Citizen perception survey: Well designed, attractive city	53 percent (2017)	No targets have been identified for this measure.

Attachments

1. Copy of letter from Administration to High Level Line Society

Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- B. Andriachuk, City Solicitor



January 20, 2020

Reference No.: 351484788-001

Mr. Kevin Dieterman, Chair
High Level Line Society
1009 Gillies Road
Sherwood Park AB T8A1C8

Re: City of Edmonton Support for the High Level Line Project

The City of Edmonton is pleased to provide this letter in support of the High Level Line Society's vision for the High Level Line project - an inspiring example of how community partnerships can foster collaborations across our city.

On December 3, 2019, the Urban Planning Committee expressed their support for this grassroots initiative and the Society's vision, and on December 10, 2019, City Council shared their support. The project imagines connecting existing urban spaces through a linear park spanning from Oliver to Strathcona to support walkability, connectivity, and social and economic objectives.

The Society's efforts also align with the City's strategic plan, *ConnectEdmonton*, by supporting its four inclusive goals: Healthy City, Urban Places, Regional Prosperity and Climate Resistance. As the City anticipates a population of two million people, the network envisioned by the High Level Line would create multifunctional public spaces for generations to enjoy, aligning with the objectives of *BREATHE: Edmonton's Green Network Strategy* and strengthening Edmonton's position as an attractive, connected and inclusive city.

The City of Edmonton encourages city builders to consider lending their support to advance this timely and exciting initiative. Community-led projects like the High Level Line underscore the significant contributions that residents and the community-at-large can make in shaping the places where Edmontonians live, gather, work and play. The City of Edmonton is happy to respond to any inquiries regarding this support.

Yours truly,

A handwritten signature in blue ink, appearing to read "Stephanie McCabe".

Stephanie McCabe, MAsc., P. Eng.
Deputy City Manager

c. Aileen Giebrecht, City Clerk, Office of the City Clerk

City Plan Implementation

Moving Forward With Focus

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report UFCSD00140, be received for information.

Executive Summary

This report provides the overarching implementation approach for advancing The City Plan, consisting of Planning Policy and Regulation, Process and Service Delivery, Data and Measurement, and People, Partnerships and Change Management in alignment with budget planning and development. Completed implementation will see The City Plan embedded within the City of Edmonton's Strategic Planning Framework to ensure that strategic actions, programs and services provided by the corporation are aligned with The City Plan's aspirations, and supports decision making for resource allocation through the budget process.

This report complements work currently underway across the corporation to advance The City Plan. Throughout Q1 2021 there will be a variety of reports presented on aspects of advancing The City Plan. To support Edmonton's growth, change and competitiveness, the City's policies and regulatory tools need to evolve.

While this report provides the corporate implementation approach, details of implementation initiatives will be provided in reports throughout 2021 and 2022. Reports have been cross-referenced where appropriate.

Report

The City Plan, approved on December 7, 2020, translates the vision and strategic goals of ConnectEdmonton into a comprehensive public policy document and physical growth strategy for Edmonton's future. This requires a shift in how Edmonton plans and prioritizes Administration's work to achieve a healthy, urban and climate resilient city that supports a prosperous region.

As Administration reimagines actions to recover from the COVID-19 pandemic and the economic recession, Reimagined City Building is one of the ways which will focus the City's recovery from the COVID-19 pandemic and the economic recession in accordance with the Big City Moves, implementing The City Plan, integrating the Corporate Business Plan and establishing targets with City Council.

The City Plan sets strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks. It does this by striking a balance between making something new or transformative while also stewarding and preserving the attributes most valued by Edmontonians to make for a safe and liveable city.

Strategic Planning Framework

The Strategic Planning Framework (Attachment 1) is the City's approach to achieve the Corporate Promise: *"Working together, aligned with City Council, we enable a better life for all Edmontonians."* It is also the way The City Plan will be implemented across the Corporation over time. The components of the Strategic Planning Framework are described in more detail as follows:

- *ConnectEdmonton* sets the direction. It is about Edmontonians' community vision, aspiration, and inspiration. This is Edmonton's highest level plan and it is about making transformational change.
- *The City Plan* identifies the choices. It articulates the choices we will make to become a healthy, urban and climate resilient city of two million people that supports a prosperous region.
- The *Corporate Business Plan* describes the actions. It is about the actions Administration will take within three streams (Making Transformational Impacts, Delivering Excellent Services and Managing our Corporation) and presents an integrated overview of the City of Edmonton's work over a four-year period.
- The *Capital and Operating Budgets* allocate the resources. It is about how Administration will deliver on the direction, choices and actions in order to create and be the city Edmontonians want.
- *Enterprise Performance Management* (EPM) monitors the performance. It is about continuously measuring and monitoring Administration's progress toward achieving the results Edmontonians care about.
- *Enterprise Risk Management* (ERM) is the assurance. It is Administration's plan to achieve the objectives by preparing for uncertainty and obstacles by seizing emerging opportunities.

By planning and prioritizing work in this way, efforts across the corporation will be coordinated to achieve the targets in The City Plan.

Implementation Approach

Administration prepared The City Plan Implementation Approach (Attachment 2) in tandem with final approval of The City Plan to support its roll-out and delivery over time. While there are many significant actions and changes that will take place in the coming years to achieve the desired transformational change, the overall

implementation approach provides structure and sequencing to support and coordinate efforts across Administration. This report outlines key initiatives and strategic actions occurring in the short term (2020-2022) and the medium term (2023-2026) with the intent to align with budget planning, and acknowledges that continuous evaluation, examination and adjustment will need to take place over the long term.

The implementation approach comprises:

- *Planning Policy and Regulation* which shapes the built form of Edmonton.
- *Process and Service Delivery* which determines how Administration plans, allocates resources, and delivers services so that Edmontonians are able to access and enjoy their city.
- *Data and Measurement* which guides Administration to determine how far and how fast, and communicates to Edmontonians the progress that was achieved.
- *People, Partnerships and Change Management* which outlines how the City of Edmonton takes Edmontonians on the journey, including both internal and external stakeholders.

More details of each are provided below.

Planning Policy and Regulation

The Zoning Bylaw Renewal Initiative and District Planning will shape Edmonton's built form for future generations, and are foundational to achieving The City Plan.

Zoning Bylaw Renewal is a comprehensive overhaul of our current Zoning Bylaw that includes rethinking how, what and why the City regulates in terms of zoning and land development. It will provide the necessary regulatory framework to help advance the strategic goals of ConnectEdmonton, implement The City Plan and transform the way we deliver land development services, as directed in the Corporate Business Plan. More details on this initiative and progress to date are included in Urban Form and Corporate Strategic Development report CR_7509, Zoning Bylaw Renewal Report #2, also on the February 2, 2021, Urban Planning Committee agenda.

Districts are diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs. The District Planning initiative will provide the framework for local services, amenities, land use and infrastructure planning; and will further articulate the concept of 15-minute districts.

A review of current land use policies will occur, with the intent to revise or repeal documents which have served their purpose. A lifecycle review process will be initiated to ensure land use policies remain updated and aligned to The City Plan.

In addition to the above mentioned work, Administration continues to advance other key Land Use Planning and Mobility initiatives that will update our tools and practices for the interconnected systems that shape our city. The status of the work currently underway is provided in Urban Form and Corporate Strategic Development report CR_8176, City Plan Implementation: Advancing Edmonton's Systems, also on the February 2, 2021, Urban Planning Committee agenda.

Process and Service Delivery:

A large body of work is currently underway to integrate The City Plan with strategic planning and service delivery processes. This work will be complementary to the budget planning and prioritization work already underway and the prioritized 2023 - 2026 budgets will be an accurate representation of overarching city building choices and financial trade offs required to deliver on the City's strategies. This includes updates to The Corporate Business Plan and integration with the budget planning process.

Updates to the Corporate Business Plan will reflect the newly approved City Plan. A number of Strategic Actions to advance The City Plan's Big City Moves have been identified, as outlined in Attachment 3, and will be incorporated into business plan updates taking place in the first quarter of 2021. Business plan updates will also reflect The City Plan's policy directions, COVID-19 operational and financial impacts (current and future), reimagined actions to respond to the pandemic, and impacts to operations as a result of recent budget reductions. In addition to 2021 business plan updates, work is currently underway to update the planning process to further align The City Plan, business planning and budgeting for future updates and budget cycles.

The prioritized 2023-2026 budget will align the capital and operating budgets to support the actions outlined in the Corporate Business Plan and City Plan.

Data and Measurement:

As part of the EPM framework, Administration will monitor progress on strategic measures and targets, and update The City Plan on an ongoing basis as required. ConnectEdmonton indicators and The City Plan strategic measures will be embedded within EPM so that measuring, monitoring, and reporting will take place in a consistent approach to managing the corporation. As implementation progresses, the EPM service measures will be updated to align with Policy Directions, along with an established business reporting cycle. In this way, Administration will be able to identify opportunities and develop effective strategies to achieve The City Plan Targets.

The following components will be embedded within EPM to support implementation of The City Plan:

- *Indicators*: A core aspect of ConnectEdmonton is monitoring the performance of the high level community indicators. These indicators are a reflection of the impact that Administration's actions have in the community and how much these changes are moving the dial toward each of the four transformational Strategic Goals.
- *Targets*: Outlined in The City Plan, they define bold community achievements to be reached as we grow to a city of two million people and report strategic progress.
- *Interim Targets*: To be created as part of measuring and monitoring progress of The City Plan. Interim Targets will be co-developed to support decision making in four year cycles and provide tangible progress tracking towards the longer term Targets
- *Strategic Measures*: To monitor the progress toward achieving the targets in each of the Big City Moves.

Alignment of ConnectEdmonton's four Strategic Goals and indicators with The City Plan's Big City Moves and Targets is outlined in Attachment 4. Currently there are findings presented in Urban Form and Corporate Strategic Development report CR_7810, Transit Mode Share - Increase and Impacts, also on the February 2, 2021, Urban Planning Committee agenda, on the actions required to achieve The City Plan target of 50 percent transit and active transportation mode share at a population of two million.

The Growth Management Framework sets out high level development priorities around physical, environment and social infrastructure investments and their fiscal implications. In response to the growth and the need to adapt the City's activation approach, Administration is scoping the growth management program described in detail in the February 1, 2021, Urban Form and Corporate Strategic Development report UFCSD00098, Growth Management Framework to Executive Committee. The results of the Growth Management Program will help inform the measurement model and future infrastructure investments.

People, Partnerships and Change Management

The introduction of The City Plan as a new strategic direction requires realignment in the way Administration and City Council plan, budget and work together to enable a better life for Edmontonians. With the approval and introduction of The City Plan, and the comprehensive replacement of 'The Ways' plans, there is a need to steer the organization to our new corporate direction. Actions across the corporation are required to activate this vision and make it a reality for staff, partners, and stakeholders.

Immediate actions to support activation of The City Plan included website updates, and launch of an interactive, mobile-first digital platform. Proactive and ongoing

promotion of the new content commenced in early 2021. City Building is an open invitation to work together with many partners and groups in the public and private sectors, non-profit organizations and Edmontonians alike that all have a role to play in building Edmonton's future.

Internally, training, knowledge building and specific supports will be deployed in early 2021 to build awareness of The City Plan among staff. A robust change management strategy will be developed in 2021 to support the changes required as the corporation refocuses efforts on the new strategic direction. *Activating The City Narrative* is a communications initiative to orient the City of Edmonton to The City Plan and create awareness and understanding among Edmontonians of the aspirations and choices in The City Plan.

City Plan implementation initiatives and changes to service delivery will include targeted, coordinated engagement with community and city building partners in alignment with the Relationship Based City initiative launched in 2020.

Public Engagement

Edmontonians engaged throughout the preparation of The City Plan (2018-2020) helped to shape the plan's structure, concept, policy, and approach. This included a diversity of groups, stakeholders and interests representing citizens, civil society, public institutions, regional municipalities, business and Indigenous communities.

Other Council Reports

Information provided in this report is complemented by the following reports to Committees of Council in the first quarter of 2021:

January 19, Urban Planning Committee - Infill Reports

- *CR_6801 Proposed Bylaw for Tree Preservation and Protection*
- *UFCSD00122 Infill Roadmap Initiative - 2021 Update*
- *CR_8099 Infill Compliance Team Annual Report 2020*
- *UFCSD00141 LID update to the City of Edmonton drainage*
- *CR_8162 Infill Fire Protection Cost Share Program - Update*
- *UFCSD00099 Safety codes permit bylaw (15894) - Update*

February 1, Executive Committee - Growth Management Reports

- *UFCSD00098 Growth Management Framework program*
- *CR_8034 Growth Investment Strategy*

February 2, Urban Planning Committee - City Plan Implementation Reports

- *CR_7509 Zoning Bylaw Renewal Report #2 - Initiative Update and Next Steps*
- *CR_8176 - City Plan Implementation - Advancing Edmonton's Systems*

- *CR_7810 Transit Mode Share - Increase and Impacts*
- *CR_4887 Intermodal Hubs - Next Steps*

February 16, Urban Planning Committee - City Plan Implementation Reports (continued)

- *CR_7623 Developer Sponsored Affordable Housing Program Review*

Corporate Outcomes and Performance Management

Corporate Outcome(s): Conditions of Success			
Outcome(s)	Measure(s)	Result(s)	Target(s)
People of all ages, backgrounds and abilities can thrive.	<ul style="list-style-type: none"> ● Uptake of low-income programs ● End Poverty Edmonton action items completed by City of Edmonton ● Land allocated for affordable housing ● Committed affordable housing units ● Completed affordable housing units (Permanent Supportive Housing) 	TBD	<ul style="list-style-type: none"> ● Less than 35% of average household expenditures spent on housing & transportation ● There is no chronic or episodic homelessness in Edmonton ● Nobody is in core housing need
Connections are built to welcome new residents; housing, recreation and employment centres are within reach.	<ul style="list-style-type: none"> ● Population within reasonable distance to Basic Services ● Transit Ridership per capita ● Bicycle paths/lanes per 100,000 population ● Population within 0.5km of public transit running at least 20 min during peak period ● Km of Public transport system per 100,000 population ● Daily trips using transit and active transportation by district 	TBD	<ul style="list-style-type: none"> ● 50% trips by transit & active transportation ● 15 minute districts that allow people to easily complete their daily needs
Our built environment meets the needs of the future and actively enables redevelopment.	<ul style="list-style-type: none"> ● Infill growth in nodes and corridors relative to Growth Management Framework ● Infill growth in districts relative to Growth Management Framework ● Housing growth distribution ● District population ● Developing, redeveloping, and future growth area population ● Capital Infrastructure Investments by District 	TBD	<ul style="list-style-type: none"> ● 50% of new units added through infill citywide ● 600,000 additional residents will be welcomed into the redeveloping area
New physical and economic opportunities are developed for ideas, talent and investment to come together.	<ul style="list-style-type: none"> ● Jobs in nodes and corridors ● Jobs in Innovation Corridor ● Citywide job relative to the Edmonton Metropolitan Region jobs ● Reliability of goods movement across and within Edmonton Metropolitan Region ● Industrial Land Supply 	TBD	<ul style="list-style-type: none"> ● Hold 70% of employment in Edmonton ● Nodes and corridors support 50% of all employment in Edmonton ● Innovation Corridor attracts 50,000 more jobs

	<ul style="list-style-type: none"> • Industrial, Commercial, Institutional Permits by District • Non Residential Tax Revenue by District 		
Edmonton is dedicated to preserving and protecting the environment through good design and conscious development decisions.	<ul style="list-style-type: none"> • Urban Forest • Recycled solid waste • Greenhouse gas emissions generated by City assets • Areas designated for natural protection • Green area (hectares) per 100,000 population 	TBD	<ul style="list-style-type: none"> • 2 million new urban trees planted • Net per person Green House Gas emissions are nearing zero • Total community-wide greenhouse gas emissions below 135 megatonnes carbon budget

Attachments

1. Strategic Planning Framework
2. The City Plan Implementation Approach
3. Big City Moves: Strategic Actions
4. Strategic Measures - City Plan Alignment with Indicators

Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- R. Smyth, Deputy City Manager, Citizen Services
- B. Andriachuk, City Solicitor

Attachment #1

THE STRATEGIC PLANNING CYCLE *What are the components?*



THE CORPORATE PROMISE

WORKING TOGETHER, ALIGNED WITH CITY COUNCIL, WE ENABLE A BETTER LIFE FOR ALL EDMONTONIANS.

Attachment #1



DIRECTION

Edmonton's Strategic Plan, **ConnectEdmonton**, outlines the community identified priorities and aspirations, including a Council approved vision for 2050, strategic goals, and principle. Strategic Goals facilitate progress towards the community's vision for Edmonton. While the vision has a 30-year perspective, the goals identify areas of transformation for the next 10 years. To measure what matters for the community, and to track if we are collectively moving in the right direction.



CHOICES

The **City Plan** is about the people, spaces and places in the city, and it will show, through networks, systems and nodes how the city will be built and will grow. It is a cohesive plan that will identify some of the key choices and levers for the City to make an impact on all of the strategic goals.



ACTIONS

The **Corporate Business Plan** aligns all of the City's work to the strategic goals; identifies the impact of projects and initiatives, and supports prioritization of work for a four-year period. It summarizes key work identified in department business plans and reflects budget decisions.



RESOURCES

The budgeting process for the **Capital and Operating Budgets** is driven by achieving the goals and priorities articulated by Council and Edmontonians, as outlined in the strategic and corporate plans. Priority Based Budgeting (PBB) will assist with allocation of resources to these goals and priorities.

Attachment #1



PERFORMANCE

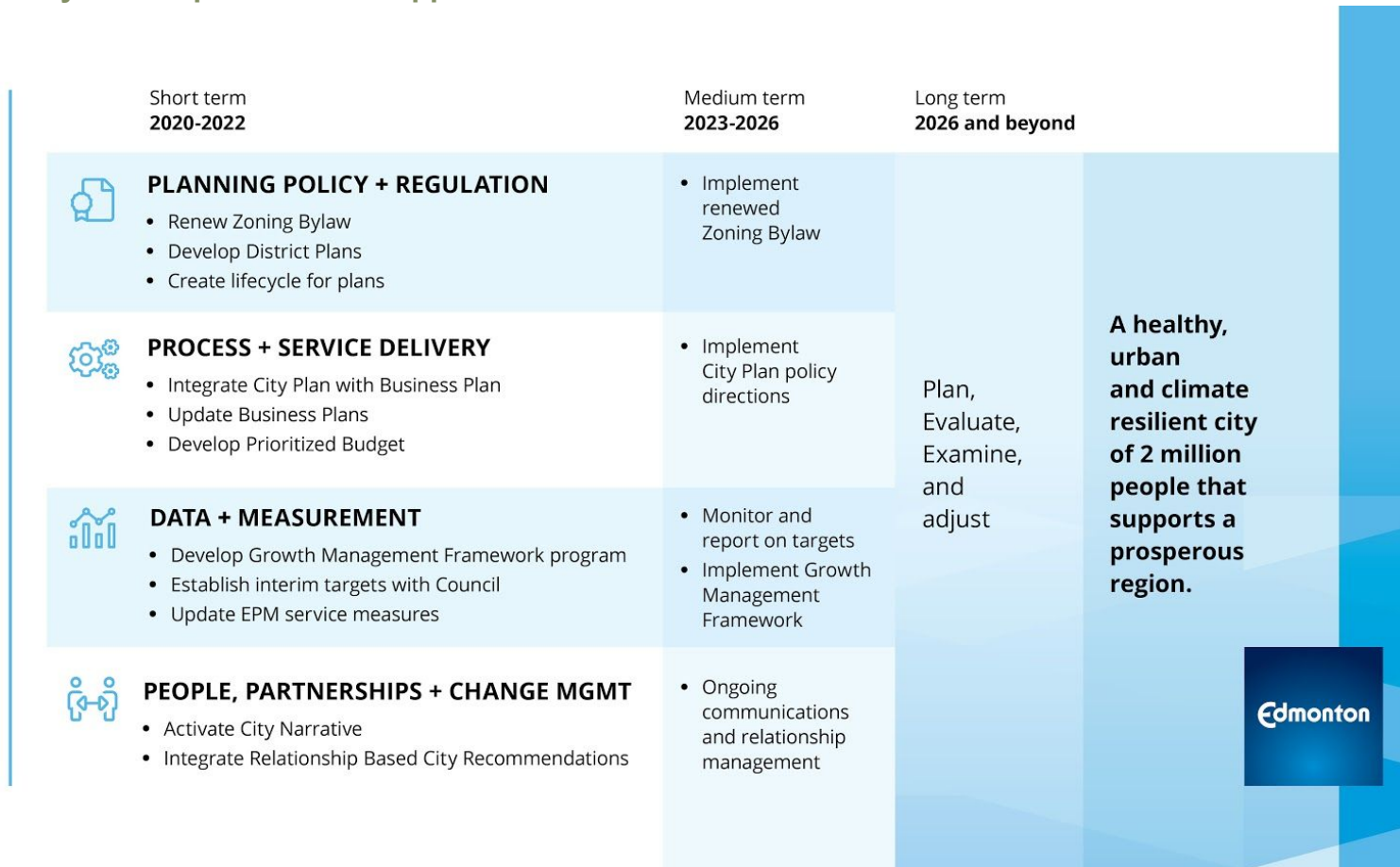
The **Enterprise Performance Management** Framework indicators provide evidence of progress towards achieving the strategic goals. Indicators monitor overall community well-being in an Edmonton context. Measures within the organization signal Administration's influence on the goals in transformational projects and day-to-day services. Reporting on progress will ensure continuous improvement and excellent service delivery.



ASSURANCE

Enterprise Risk Management (ERM) is our assurance. It is our plan to achieve our objectives by preparing for uncertainty and obstacles by seizing emerging opportunities. ERM helps the City of Edmonton to understand uncertainty and envision new ways to view our external environment. It focuses on the shift to opportunities, helping us stay ahead based on insights about uncertainty and how to manage it to our advantage.

The City Plan Implementation Approach



Note: Medium and long term initiatives are subject to refinement during detailed planning in 2021 and 2022.

City Building Initiatives Descriptions

Name	Description	Timeline	Lead Branch
1. Renew Zoning Bylaw Initiative	<p>A comprehensive overhaul of Edmonton's Zoning Bylaw that includes rethinking how, what and why the City regulates in terms of zoning and land development.</p> <p>The Zoning Bylaw Renewal Initiative consists of four projects:</p> <ol style="list-style-type: none"> 1. Writing a New Zoning Bylaw 2. Rezoning land to align with the new Zoning Bylaw 3. Providing Technology to manage the new Zoning Bylaw, and improving the on-line customer experience for planning and development services 4. Ensuring a smooth transition to the new Zoning Bylaw and technology through thoughtful Implementation 	<p>2021-2022</p> <p>Q3 Public Hearing</p>	Development Services
2. Develop District Plans and create lifecycles for land use policies	Develop 15 District Plans that are diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs.	Q4 2022	City Planning
3. Integrate City Plan with Business Plans	Updated templates for branch, department and corporate plans	Q1 2021	Service Innovation and Performance

4. Update Business Plans	Updated plans that accurately represent recovery needs, City Plan implementation, policy directions and support budget planning	Q1 2021	Service Innovation and Performance
5. Develop prioritized budget methodology	Budget planning and prioritization incorporating City Plan priorities for development of 2023-2026 budgets	2021-2022	Corporate Budget office

Name	Description	Timeline	Lead Branch
6. Develop Budgets 2023-2026	Implement budget prioritization methodology and develop 2023-2026 budgets	2022	Corporate Budget Office
7. Develop Growth Management Framework program	The Growth Management Framework will advance through the following phases: scoping, development, implementation and evaluation. The results of the scoping phase will lead to the development of the framework through 2021 and, once implemented, will impact existing policy, guide decision making, including budget and land development application recommendations, and be supported by monitoring, evaluation, and modelling impacts on priority growth areas.	Q4 2021	City Planning
8. Establish interim targets with Council	Develop a common understanding of success and corresponding targets in the first implementation horizon of 1.25 million people. Monitor progress on strategic measures and targets. Embed The City Plan Strategic Measures with performance	Q4 2021	Urban Growth and Service Innovation and Performance

Attachment 2

	measurement and monitoring (EPM) to ensure data-driven decision making		
9. Update Enterprise Performance Management service measures	Update Enterprise Performance Management measures and embed in the business and budget planning process	Q4 2021	Service Innovation and Performance
10. Activate City Narrative	Activation and continuation of City Narrative	2020-2023	Brand and Reputation

Name	Description	Timeline	Lead Branch
11. Integrate Relationship Based Recommendations	Mapping external relationships to services and developing strategies for managing relationships based on Relationship Based City Recommendations	2021	External Relations
12. Implement renewed Zoning Bylaw	Implementation and ongoing maintenance of the new Zoning Bylaw	2023 onwards	Development Services
13. Implement City Plan policy directions	Implement City Plan policy directions as mapped to Corporate Business Plan Programs and Services	2023	Branch Leadership

14. Monitor and report on targets	Develop reporting mechanism in alignment with Enterprise Performance Measurement program to monitor progress on targets and measures	2023-2026	Service Innovation and Performance
15. Implement Growth Management Framework	Produce 'Phasing and Staging Guide' for 1.25 Million threshold to link phasing and staging to program and service impacts.	2023	City Planning
16. Ongoing communications and relationship management	Develop and deliver information in accordance with the City Narrative. Proactive management of key relationships according to strategies developed in 2021.	ongoing	Corporate Wide
17. Cyclical process of Evaluate, Examine, Adjust and Operate	<p>To embed The City Plan within a predictable corporate process, it will be evaluated and updated annually in conjunction with larger corporate reporting, planning and budgeting processes.</p> <p>Cyclical: Evaluate Performance, Examine External Context, Adjust Plans and Operate</p>	2026 onwards	Corporate Wide

Big City Moves: Strategic Actions



- Climate Resilient Edmonton Adaptation Strategy and Action Plan
 - Implement Urban Forestry Management Program
 - Energy Transition Strategy
 - Implement 25-Year Waste Strategy
-



- Implement Zoning Bylaw Renewal Initiative
 - City Planning Framework
-



3. BIG CITY MOVE

A COMMUNITY OF COMMUNITIES

- District Planning
- Mobility Network Assessment
- Corporate Accessibility Action Plan



4. BIG CITY MOVE

INCLUSIVE AND COMPASSIONATE

- Implement Affordable Housing Strategy
- Implement Indigenous Framework
- Implement Community Safety and Wellbeing initiative
- Implement City of Edmonton actions in EdmontonPovertyEdmonton Road Map



5. BIG CITY MOVE

CATALYZE AND CONVERGE

- Develop and implement Economic Development Action Plan

HEALTHY CITY



URBAN PLACES



REGIONAL PROSPERITY



CLIMATE RESILIENCE



INCLUSIVE & COMPASSIONATE



TARGETS

- Less than 35% of average household expenditures spent on housing & transportation

- There is no chronic or episodic homelessness in Edmonton

- Nobody is in core housing need

STRATEGIC MEASURES	INDICATORS
Uptake of low-income programs	Housing Conditions Housing Cost Burden Income Inequality
End Poverty Edmonton action items completed by City of Edmonton	Poverty Homelessness
Land allocated for affordable housing	Discrimination and Racism Sense of Safety
Committed affordable housing units	Crime Sense of Community
Completed affordable housing units (Permanent Supportive Housing)	Sense of Connection Volunteerism Arts and Culture Personal Wellness

COMMUNITY OF COMMUNITIES



TARGETS

- 50% trips by transit & active transportation

- 15 minute districts that allow people to easily complete their daily needs

STRATEGIC MEASURES	INDICATORS
Population within reasonable distance to Basic Services	City Density Jobs and Housing
Transit Ridership per capita	Housing Diversity
Bicycle paths/lanes per 100,000 population	Small and Medium-Sized Businesses
Population within 0.5km of public transit running at least 20 min during peak period	
Km of Public transport system per 100,000 population	
Daily trips using transit and active transportation by district	

REBUILDABLE CITY



TARGETS

- 50% of new units added through infill citywide

- 600,000 additional residents will be welcomed into the redeveloping area

STRATEGIC MEASURES	INDICATORS
Infill growth in nodes and corridors relative to Growth Management Framework	Access to Amenities Mobility Choice Mobility Options
Infill growth in districts relative to Growth Management Framework	
Housing growth distribution	
District population	
Developing, redeveloping, and future growth area population	
Capital Infrastructure Investments by District	

CATALYZE & CONVERGE



TARGETS

- Hold 70% of employment in Edmonton

- Nodes and corridors support 50% of all employment in Edmonton
- Innovation Corridor attracts 50,000 more jobs

STRATEGIC MEASURES	INDICATORS
Jobs in nodes and corridors	Education Levels
Jobs in Innovation Corridor	Employment Growth
Citywide job relative to the Edmonton Metropolitan Region jobs	Gross Domestic Product Connectivity
Reliability of goods movement across and within Edmonton Metropolitan Region	Patents Startup Value Global Awareness
Industrial Land Supply	National Impression
Industrial, Commercial, Institutional Permits by District	Productivity
Non Residential Tax Revenue by District	Household Income

GREENER AS WE GROW



TARGETS

- 2 million new urban trees planted

- Net per person Green House Gas emissions are nearing zero
- Total community-wide greenhouse gas emissions below 135 megatonnes carbon budget

STRATEGIC MEASURES	INDICATORS
Urban Forest	Community Greenhouse Gas Emissions
Recycled solid waste	Energy Use
Greenhouse gas emissions generated by City assets	Renewable Energy Use
Areas designated for natural protection	Air Quality
Green area (hectares) per 100,000 population	Climate Change Adaptation
	Water Quality

Advancing City Plan:

Systems and Networks

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_8176, be received for information.

Executive Summary

Administration is working to advance the goals of ConnectEdmonton and the direction of The City Plan. This report provides an overview on the initiatives supporting the three interconnected systems that shape Edmonton and are required for growth - Planning and Design, Mobility and Managing Growth.

These initiatives include developing 15 District Plans, a framework to review and manage the City's existing planning tools, prioritizing future transportation initiatives, advancing mass transit and exploring opportunities to manage Edmonton's growth. Administration will be advancing this work through 2021 and 2022.

Report

Between 2018 and 2020, Edmontonians and the City engaged in the significant effort to plan for Edmonton's future. These plans became ConnectEdmonton and The City Plan, and they contain a shared and hopeful vision for what Edmonton can become. This vision will guide planning for years to come. However, as a result of the COVID-19 pandemic, the City has had to adjust to new challenges in pursuit of its goals.

To make these adjustments, Administration is reimagining City Building and focusing planning efforts on implementing the Big City Moves of The City Plan as part of the strategic response to recover from the pandemic and the economic recession.

As part of this work, Administration is advancing initiatives that will update the City's tools and practices for the three systems described in The City Plan: Planning and Design, Mobility and Managing Growth. These initiatives will:

- Prepare district plans for each of the City's 15 districts;
- Modernize Edmonton's City Planning Framework and repeal planning tools that have served their purpose;
- Prioritize Edmonton's future transportation investments in alignment with

Council's Goals and The City Plan;

- Develop guidelines and strategies that help plan future mass transit extensions and new routes that build on the bus network redesign; and
- Create a Growth Management Framework that will support financially efficient, compact city building in priority growth areas using policy, growth prioritization, infrastructure investment, incentives and targeted revenue generation tools to finance growth

This report and its attachments provide an overview of these initiatives and their alignment with The City Plan and ConnectEdmonton.

Planning and Design

District Planning in Edmonton

As Edmonton's population doubles to two million within its existing boundary, the planning and design of communities will become increasingly important. Under The City Plan, a network of 15 districts are identified for further planning to manage growth, create new opportunities for development and deliver great places that add to our city's liveability and vibrancy.

Districts are diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians rely on to meet their daily needs. They connect residential and employment opportunities, and enhance the ability for Edmontonians to live locally. District planning will help Edmonton become a "Community of Communities" - one of the five "Big City Moves" identified in The City Plan.

Administration has prepared an approach to create the 15 district plans. This work builds on public engagement input and work completed by The City Plan. The approach:

- Defines the purpose and role of district plans;
- Defines district plan content and functional requirements;
- Describes the relationship of district plans to other planning tools (e.g. strategies, geographic plans, guidelines, standards and bylaws) within a modernized City Planning Framework; and
- Describes how Administration will implement district planning in Edmonton.

In addition to district planning, the implementation of the City Plan's green and blue network will include the launch of the River Valley Planning Modernization. This initiative will see harmonization of policies and a fresh approach to how the City plans River Valley for the enjoyment of residents. The work will align with district plans to ensure the river valley and ravine system connects appropriately in each community.

Additional information regarding the approach for district planning and its project timeline is provided in Attachment 1.

City Planning Framework - Implementation

The City Planning Framework was created as an essential part of The City Plan. In order for The City Plan to succeed, other planning documents need to align with it and translate its direction to the specific areas or issues they address. This requires a logical system to simplify and manage both existing and future plans and guidelines.

The City Planning Framework will:

- Reduce the total number of planning tools (e.g. geographic plans, strategies, guidelines) by repealing those that have served their purpose;
- Provide Council, residents, and industry with a simplified planning landscape on which they can base their decisions and achieve City Building goals;
- Create a clear link between planning tools, corporate business planning and budget cycles;
- Define clear roles and accountability so Administration is able to manage workload and priorities related to planning tool maintenance; and
- Develop a clear and simple approach for how planning tools are administered, which can be communicated to all stakeholders.

The City Planning Framework and its project timeline is further described in Attachment 2.

Mobility

In addition to Planning and Design initiatives, a number of different mobility planning projects are underway to advance The City Plan. These include:

- A Mobility Network Assessment that prioritizes the City's future transportation investments;
- Defining strategies required to advance mass transit planning; and
- The Bike Plan Implementation Approach.

Mobility Network Assessment

Administration is undertaking a review of the City's mobility network operations and possible improvements city-wide. The Mobility Network Assessment will analyze the operational performance of both active and non-active modes of travel for the city now and when it grows to 1.25 million residents. Improvement scenarios to enhance network performance in alignment with City Plan targets will be developed and tested as part of this work.

A prioritized list of mobility network improvements will focus on efficiency and implementing City Plan outcomes. The Mobility Network Assessment will result in the development of a prioritization framework that will reflect priorities with The City Plan. Project outcomes will be used to inform Capital Budget processes.

Mass Transit Planning

The City Plan defines the mass transit network necessary to support development and the travel needs of two million Edmontonians. Mass transit planning work will help to further refine details of this network and establish an implementation plan for future mass transit priorities.

An outcome of mass transit planning will be recommendations for mass transit options for a population of 1.25 and 1.5 million residents. Scenarios to enhance network performance in alignment with City Plan will be developed and tested.

The second component of mass transit planning is preparation for preliminary route selection and the development of planning and design guidelines. This will provide unified guidance on route selection processes and design guidance for mass transit technologies, including high-floor LRT, BRT, Trams, and potential future technologies.

Integration of Mobility Options: Intermodal Hubs

Creating intermodal hubs that serve as critical origin, destination and transfer points within the mobility system is an element of City Plan implementation that combines mobility and land use. A summary of this work is presented in the February 2, 2021, Urban Planning Committee report CR_4887, Intermodal Hubs - Next Steps.

Bike Plan Implementation

The Bike Plan provides guidance for how the bike network will grow and identifies actions to better support biking in Edmonton. The Bike Plan Implementation Approach (a supplemental document to the Bike Plan) prioritizes projects and initiatives, and identifies resources associated with each priority. The Bike Plan Implementation Approach will be presented to Urban Planning Committee through a subsequent report in 2021.

Managing Growth

Along with planning and design, and mobility systems, managing growth is essential in achieving The City Plan's city building outcomes and realizing the Big City Moves. In response to anticipated growth and the need to adapt the City's activation approach, Administration is scoping the growth management program. This scoping project, and the larger growth management program, is described in the February 1, 2021, Urban

Form and Corporate Strategic Development report UFCSD00098, *Growth Management Framework*. Other work on growth management is presented in the February 1, 2021, Urban Form and Corporate Strategic Development report CR_8034, *Growth Investment Strategy*.

The results of this growth management work will inform future budgets and other implementation initiatives of The City Plan.

Implementation Integration

The initiatives highlighted in this report will build upon the foundation of The City Plan and advance the goals of ConnectEdmonton. Additional City Plan implementation work is described in the February 2, 2021, Urban Form and Corporate Strategic Development report UFCSD00140, *City Plan Implementation - Moving Forward with Focus*. Together, these reports describe how Administration is aligning initiatives and business planning to make the goals of The City Plan a reality.

The City Plan provides both a new Municipal Development Plan and Transportation Master Plan. This offers both a challenge and an opportunity to reorient the City’s work towards a shared vision for these domains. This will require both a change in how the City operates internally and in how the City works with partners, businesses, post-secondary institutions and residents. Together, these efforts will transform the way the city grows, how residents travel, and further improve the quality of life Edmontonians enjoy.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is attractive and compact; Edmontonians use public transit and active modes of transportation; Goods and Services move efficiently			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmontonians have the ability to live locally, with access to diverse and affordable housing options in communities that support their daily needs	See Community of Communities in the City Plan	To be determined	15 minute districts that allow people to easily complete their daily needs
Edmontonians live closer to what they need and are supported by walkable communities, active transportation networks and greater connectivity across all travel modes	See Community of Communities in the City Plan	To be determined	50 percent of trips are made by transit and active transportation
Edmonton’s growth and development mutually benefit the city and region	See A Rebuildable City in the City Plan	To be determined	50 percent of new units added through infill city-wide

Attachments

1. District Planning Approach in Edmonton
2. City Planning Framework Implementation

Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- B. Andriachuk, City Solicitor

District Planning Approach in Edmonton

Need for District Planning

The City Plan provides broad direction for the city's growth to two million people, generally directing new development to nodes and corridors throughout the city. Under The City Plan, a network of 15 districts are identified for further planning to manage growth, create new opportunities for development, and deliver great places that add to our city's liveability and vibrancy. In order to guide development towards the outcomes described in The City Plan, Edmonton requires geographic plans that provide more specific guidance and speak to the shorter term milestone of growth to 1.25 million people.

Outcomes

District Planning will produce a district plan for each of the city's 15 districts, and maps that will further define the boundaries of nodes and corridors. The creation of district plans will provide a means to connect The City Plan's Big City Moves and policies, and respond to local conditions. A key focus of district plans will be to advance the transformation of Edmonton into a 'Community of Communities' where districts:

- Identify growth priority areas for additional planning and investment;
- Apply growth management principles that support fiscal health;
- Identify infrastructure needs so growth and the provision of amenities are linked;
- Apply City Plan policies at the district level; and
- Address policy conflicts through consolidation and repeal of outdated and non-conforming secondary plans.

Considerations for District Planning

District Planning will proceed in close collaboration with the City Planning Framework project, to ensure that the role and relationship of district plans to other policy tools is clear (e.g. geographic plans, guidelines, regulations), including how they will be used to deliver policy guidance, inform planning decisions during review of land development applications and the Zoning Bylaw.

Administration will also give attention to how future planning work should be sequenced to best implement The City Plan. This includes identifying criteria for prioritizing which districts should have additional land use planning after initial district plans are approved, and how these may be measured to determine achievement of City Plan goals.

District Planning Approach

While district plans will be more geographically specific than The City Plan, they will be less so than typical Area Redevelopment Plans and Area Structure Plans. The preparation of district plans will draw heavily on information in The City Plan and other published documents rather than creating entirely new policy to accommodate growth to 1.25 million.

This approach will allow all 15 districts to be prepared in a compressed timeline. Preparing all district plans simultaneously is critical to transitioning the city from a patchwork of small plans to a consistent level of direction across the city in alignment with The City Plan, and to coordinate with the renewal of the Zoning Bylaw.

This initiative will be informed by leveraging existing data already gathered through preparation of The City Plan including technical studies, stakeholder input and public engagement. This information will be used to create a basic district plan structure that can be further refined as district plans are advanced to accommodate growth at each population threshold, and additional public engagement.

It is anticipated that preparation of 15 district plans will require approximately 18 months and coincide with completion of the Zoning Bylaw Renewal project in 2022.

Engagement

The idea of districts as a way of organizing the future city and city-building activities was born out of extensive City Plan engagement and modelling. This included creation of the transformational “Big City Move” ‘Community of Communities’. Out of this move came districts as a means of providing:

- A broader sense of community;
- More compact mixed use development that makes it easier and more enjoyable to walk, bike or take transit;
- Places to work, gather, create and connect to both natural and urban open spaces;
- More accessible and efficient amenities, services and transportation modes; and
- Greater equity and liveability throughout all of life’s phases.

Development of districts as a concept received widespread input, feedback and support from the public and City Plan Core Stakeholder group representing citizens, community, business, institutions, and government interests. Administration will undertake additional stakeholder and public engagement on the content of district plans to ensure it reflects the original intentions of The City

Plan and provides a meaningful bridge between this document and local planning considerations.

Project timeline

It is anticipated that the proposed bylaws for the 15 district plans will be advanced to public hearing in mid to late 2022 in alignment with the Zoning Bylaw renewal. Prior to that date, Administration will present the draft district plans to Urban Planning Committee in mid 2022 for information and feedback.

If the district plans are approved by City Council, Administration will present a work plan for information to Urban Planning Committee with respect to how district plans will evolve to accommodate growth to the next population threshold, 1.5 million.

City Planning Framework Implementation

In order to effectively implement and achieve the city-building goals and aspirations of The City Plan, a modernized approach to land use policy and plan development will be required. This will be accomplished through the City Planning Framework Implementation project.

The City Planning Framework implementation project will:

- Simplify and clarify the suite and purpose of planning tools (like ASPs, strategies and guidelines) so that the direction for planning decisions is more consistent;
- Align our process with budget cycles to better enable our projects to be appropriately resourced;
- Create lifecycles for our tools to ensure we are able to keep them up to date and appropriately resourced; and
- Complete an initial round of tool amendments and repeals of tools that have served their purpose.

A project outcome is improved customer experience where roles and processes are clear, providing a more streamlined and simplified planning and implementation approach designed to reduce complexity, redundancy and areas of policy conflict between planning tools.

This will be accomplished through the proactive monitoring and updating of the City's planning tools coupled with streamlined processes for how planning tools are created, adjusted and repealed over time.

The framework will help ensure that the right planning tools and implementation activities are strategically aligned to business planning and corporate budget cycles. In addition, given its timeline relative to that of District Planning, the framework will help clarify the role of district plans and help determine how other tools will inform District Planning.

Need for City Planning Framework

The need for this framework was set out by the work of The City Plan. As the extent of the shift that The City Plan was proposing became apparent, the need to modernize the policy landscape to support new direction became more pressing. The need was also identified for the City to be better positioned to manage its internal resources while enabling corporate adaptation as we implement The City Plan.

Outcomes

Outcomes of implementing the City Planning Framework will be:

- Reduction in the total number of planning tools by repealing those that have served their purpose,
- Providing Council, residents and the development industry with a simplified planning landscape on which they can be informed, base their decisions and achieve City Building goals,
- Creating a clear link between planning tools and corporate business planning and budget cycles,
- Defining clear roles and accountability so Administration is able to manage workload and priorities related to planning tool maintenance, and
- Developing a clear and simple approach for how planning tools are administered, which can be communicated to all stakeholders

Engagement

The City Planning Framework is focused primarily on establishing internal Administrative processes and structure. As such it is in a good position to leverage previous internal engagement undertaken in 2019 and to continue to engage internal stakeholders as the need arises.

Engagement with external stakeholders will occur throughout the course of the project and focus on sharing information on the project progress, proposed new processes, and gathering feedback.

Any proposed amendments or repeals of statutory plans will be subject to a Land Development Application and related engagement activities, and a Public Hearing.

Project timeline

It is anticipated that the City Planning Framework Implementation will be completed by early 2022. Key milestones are:

- Administration proposes bylaw amendments or repeals for land use plans in effect that have served their purpose - Q2 2021
- New lifecycle process for planning tools in place - Q1 2022
- Information report to Urban Planning Committee at the conclusion of the project, Q1 2022. This report will provide details on the new City Planning Framework and a work plan for 2022-2024 which will identify planning tools to be reviewed as part of the new ongoing cyclical review schedule.

Transit Mode Share

Increase and Impacts

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_7810, be received for information.

Previous Council/Committee Action

At the November 26, 2019, City Council meeting, the following motion was passed:

That through the City Plan, Administration explore what policy, transit investment, partnership and pricing mechanisms are required to increase transit mode share (triple or double over the short to medium term, for example 10 years) and explore the economic development impacts of increasing ridership.

Executive Summary

This interim report presents potential actions to achieve The City Plan's target of 50 percent transit and active transportation mode share at a population of two million. The target helps to achieve ConnectEdmonton's goals, address the Edmonton Declaration and support the integrated transportation and land use directions in The City Plan. Achieving a double or triple transit mode share in 10 years would require these actions to be accelerated and the activation of levers to be intensified. Even so, applying that intensity of change over a 10-year horizon in absence of similarly accelerated changes to land use, employment and density could be ineffective in increasing the transit ridership as requested in the motion. As Administration reimagines City Building in response to the COVID-19 pandemic and the economic recession, many factors that are foundational to mode shift, such as land use intensification and employment growth in the nodes and corridors as envisioned in The City Plan, may be challenged by short term market pressures.

The analysis found that adopting The City Plan Concept and investing in transit are not enough on their own to reach the 50 percent transit and active transportation mode share target. These actions must be coupled with implementation of the policies outlined in The City Plan and activating the levers of change (Attachment 1).

The degree to which the levers are engaged over time can vary. However, focused spending on transit and active transportation infrastructure, operations and increasing costs associated with private vehicle use are the most effective ways to reach the

50-percent target. Such changes would make the time and cost of travelling by transit competitive with car travel. This cannot happen through improvements to transit alone; a market transition is necessary which requires considerable time. Subsequent reports will outline developing a mode share target for a population of 1.25 million as part of a broader corporate effort to establish interim City Plan targets.

There are many impacts of the COVID-19 pandemic that will make achieving some of The City Plan targets more challenging. Over the next 10 years, Edmonton will need to focus on actions to regain ridership and select the most effective strategies to support mode shift that also align with economic recovery and affordability.

Report

The City Plan identifies a set of long-range targets for each of the Big City Moves. Making more of what Edmontonians need within reach by foot, rolling, bike and transit will be key to achieving the *Community of Communities* and *Greener As We Grow* Big City Moves. Achieving 50 percent of daily trips by active transportation and transit by the time our city is two million strong can be attained by realizing The City Plan's land use concept, implementing The City Plan policies and additionally, applying the levers of change.

Edmontonians' travel modes identified in the 2015 Household Travel Survey breakdown as follows:

- Nine percent of all daily trips are made by transit
- 13 percent of all daily trips are made by active transportation, such as walking, rolling and cycling
- 78 percent of all daily trips are made by car, either as a single driver or passenger

Modelled results for a population of two million indicate that:

In reaching the 50-percent target, Edmontonians' travel modes would break down as follows:

- 30 percent of all daily trips made by transit
- 20 percent of all daily trips made by active modes
- 50 percent of all daily trips made by car

Realizing The City Plan concept alone (combining land use intensification and mass transit without additional levers of change) is estimated to result in about a 30 percent transit and active transportation mode share. This share breaks down as follows:

- 15 percent of all daily trips made by transit
- 15 percent of all daily trips made by active modes

- 70 percent of all daily trips made by car

A 50 percent mode share represents a two and a half times increase in transit ridership over what was modelled in the City Plan Concept. To achieve the desired mode share, additional levers of change as identified in The City Plan are required.

It should be noted that accelerating the application of the levers with similar intensity in the 10-year horizon, in absence of comparable accelerated changes to land use, employment and density, could be ineffective in doubling or tripling the transit mode share.

Analysis and Findings

The City uses many analytical tools to understand possible future scenarios under a variety of conditions. The City of Edmonton's Regional Travel Model was used to examine the potential impact of different levers and the degree of effort that would be needed to achieve a 50 percent mode share of transit and active transportation at a population of two million. Historically, analysis has involved examining how individual levers such as an Edmonton Transit fare reduction could improve transit ridership. The analysis shows that individual levers applied in isolation will have modest impacts on achieving The City Plan's mode share target. To produce significant mode shift, the levers must be applied strategically and in combination with each other. Also important to note is that the Regional Travel Model considers current travel patterns and uses existing mobility technology which may change over time and have an impact on transit use and attraction.

Administration analyzed a number of scenarios, including various combinations of levers with a variety of policy directions and effort applied. The City Plan concept was the starting point for all scenarios, and levers were applied in addition to the implementation of The City Plan land use concept and mass transit network. One possible scenario tested in the model found the following levers and associated magnitudes of change to be effective in achieving the 50-percent transit and active transportation mode target:

Transit-related levers

- Coverage - repurpose traffic lanes to create dedicated transit lanes on most arterials and more direct bus connections between transit centres.
- Frequency - increase bus arrivals to every 10 minutes on key routes
- Fare - reduce cost of all transit fares
- Park and Ride capacity - increase the number of park and ride stalls

Automobile-related levers

- Household auto operating costs - double the costs associated with operating a car (e.g., road pricing such as tolls and congestion charges, fuel taxes, vehicle registration costs or mileage based charges).
- Parking costs - quadruple the cost of parking in established paid parking areas and introduce paid parking in all nodes and corridors.
- Car-free corridors - create select car-free corridors in the central districts.

The analysis found that the automobile related levers had the highest impact on improving the transit and active transportation mode share, and that all of the levers needed to be applied together to have a substantial impact. Application of these levers result in transit becoming more attractive to travellers as the time and cost of travelling by transit becomes comparable and competitive with car travel. A more detailed discussion on The City Plan levers of change used in the analysis is provided in Attachment 1.

Associated Economic Benefits

Studies, including those previously completed for the City, indicate that cities that provide a complete range of mobility options improve their economic competitiveness and sustainability. In particular, making transport efficient, in part through offering transit and active transportation as viable mobility options, can attract economic activity, and enhance productivity by improving connectivity and reducing time lost to travel. By extension, investments in the transit and active transportation networks that advance the 50 percent mode share target are in keeping with the City policy intention 3.2.1 to ensure that public infrastructure is designed to support a vibrant local economy and competitive business environment. Additional benefits include reduced household car ownership, improved climate outcomes, and improved public health from an increase in daily active transportation trips.

COVID-19 Impacts

Transit ridership across Canada has been negatively impacted by the COVID-19 pandemic. In Edmonton, ridership dropped to 25 percent of 2019 levels in the spring and has since been hovering around 45 percent. There are several factors that impact transit ridership during and after a global pandemic. Internal variables impacting ridership include safety and security, service design and faring; external variables include economic conditions and employment levels, including the COVID-19 impacts of remote work and online learning, as well as the status of public health emergencies. Safety and security are critical during a pandemic. The City has acted to provide reliable and safe transit service for riders - including essential workers - throughout COVID-19, including enhancing cleaning and disinfecting of transit buses, trains, transit

centres and LRT stations, as well as implementing a face coverings bylaw specific to transit.

Administration also has several deliverables through the 10-year transit strategy that will help recover ridership and enable future growth. To recover ridership in the next three years, Administration will focus on the following deliverables:

- Implementing the bus network redesign and first kilometre/last kilometre on demand pilot, introducing more flexible transit solutions for Edmontonians
- Further enhancing safety and security, including building actions through a Gender Based Analysis (GBA+) process with the community
- Implementing Smart Fare payment technology to automate fare payment
- Introducing Valley Line Southeast service to the transit network, and construction and service planning for Valley Line West
- Continue implementing the bus fleet electrification program, converting diesel buses to electric in support of climate resilience goals. Electric buses are more modern and offer better customer amenities

Next Steps

With the recent adoption of The City Plan and its associated targets, Administration will apply lessons learned and to further analyze strategic actions to achieve a 50 percent transit and active transportation mode share. Tripling or doubling ridership over a 10-year period is more accelerated than The City Plan concept contemplates. Achieving this would require accelerated implementation of the land use concept and mass transit network as well as policy levers.

As part of the broader corporate effort to establish interim City Plan targets, Administration will determine an interim target for mode share that is aligned with achieving The City Plan longer-term mode share target. In doing so, Administration will:

- Analyze actions needed in the short- and medium-term to achieve the interim mode share target
- Analyze the associated economic benefits and costs of increasing ridership
- Identify the high level budget required to support the potential infrastructure and transit service levels

COVID-19's impact on current transit ridership could necessitate adjusting the starting point for the interim mode share target. In applying the levers, Administration will consider which levers may be more or less palatable in the near term, being careful to consider impacts to affordability and economic stimulation. However, as Administration reimagines City Building in order to recover from the pandemic and the economic recession, many of the factors that are foundational to creating mode shift to transit and active transportation, such as land use intensification and employment growth in the nodes and corridors, may be challenged by market pressures and renewed preference for lower density housing in the short term. It is also unclear how a

potentially long term societal movement to online working and learning may directly and indirectly impact transit ridership. Administration is committed to monitoring these trends and developments and responding to ensure Edmontonians have a reliable and efficient public transit system that supports an excellent quality of life.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmontonians use public transit and active modes of transportation			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful	Mobility choice: Edmontonians who choose walking, biking, and/or public transit as their primary choice or main mode of transportation to work, school, and completing their other daily needs	2019: 18 percent to work 56 percent to a post-secondary institution 9 percent other	2019 Baseline
Edmonton is an environmentally sustainable and resilient city	Community Greenhouse Gas (Tonnes of carbon dioxide equivalents)	18.7 megatonnes, carbon dioxide equivalent (Dec 2018)	Reduce total community emissions to 35% below 2005 levels by 2035

Attachments

1. Applying The City Plan Levers of Change

Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- K. Armstrong, Deputy City Manager, Employee Services
- B. Andriachuk, City Solicitor

Applying The City Plan Levers of Change

The City Plan Levers of Change

Levers are the tools we use to make change happen and will be activated to different degrees to achieve desired results. Levers are tools, actions or approaches that the City can use to achieve outcomes and the Big City Moves.

The City Plan levers are:

- Policy
- Partnerships and Advocacy
- Incentives, Pricing and Subsidies
- Infrastructure Investment

Policy is a municipal planning instrument that can guide, direct, manage or shape how we provide strategic direction for land, infrastructure or services to influence or change the behaviour of residents and markets or market groups.

Partnerships and Advocacy require fostering relationships with private, community, institutional and not-for-profit entities to activate strategies, initiatives and actions to advance common goals, recognizing shared interests and aspirations.

Incentives, Pricing and Subsidies include applying a premium to cost or a reduction in cost to support a shared outcome or influence behaviour. This can include off-setting the costs of services and amenities for certain user groups or types of activities, or applying charges and fees for users through available funding mechanisms.

Infrastructure Investment is about providing capital or operational investment in physical infrastructure, City assets, services and planning activities to activate and encourage specific City Building Outcomes.

Policy Levers Applied to Achieve 50 Percent Mode Share

Policy Levers

The City Plan's land use concept and mass transit network were the starting point for the 50 percent technical analysis and modelling. The analysis also used relevant policies identified in The City Plan, such as:

- Trade-offs that redistribute road right-of-way away from cars to transit, such as dedicating existing car lanes to buses, to improve transit efficiency and travel time
- Shifting investment from road expansion to other modes (e.g., transit, bike lanes, etc.)
- Aligning capital and operating budgets with land use and growth management priorities
- Maximizing the efficiency of the existing transportation network through a holistic analysis of system capacity and targeted infrastructure improvements
- Managing parking and curbside space as a strategic asset, which recognizes its value as a public resource that may need to shift to meet emerging needs over time.

Pricing and Subsidy Levers

The analysis considered pricing mechanisms that doubled household auto operating and quadrupled parking costs, as compared to business as usual. Pricing mechanisms to increase auto operating costs could include road pricing such as tolls, congestion charges, fuel taxes, vehicle registration costs or mileage-based charges. Typically, road pricing strategies are coupled with infrastructure improvements, where the funds raised pay for road infrastructure or improve transit's people-moving capacity through operating and infrastructure investments. In addition, the analysis included increasing parking costs in areas where Edmontonians currently pay to park and introducing parking pricing across the nodes and corridors.

The analysis also applied a subsidy to reduce transit fares. Administration previously found applying transit fare reductions alone has a marginal impact on increasing transit ridership (October 28, 2019 Executive Committee report CR_7128 Ridership Recovery and Growth). Extending that learning to this analysis, transit connectivity and operational improvements were applied and found to be effective in contributing to increased transit ridership.

Partnerships Levers

Under current provincial legislation, the City does not have the authority to apply road pricing charges or vehicle operation taxes. However, the analysis assumed that such tools were available or that over the course of time, other orders of government would apply or allow the City to use such tools. In the future, should the City wish to use such levers, negotiation and partnership with other orders of government, industry, and stakeholders would be required. Some pricing mechanisms that increase the operating costs of vehicles already exist, such as the provincial fuel tax and the carbon levy instituted by the federal government.

Some grant funds that flow to the City as a result of these taxes have been used for transit investment.

Investment Levers

The City chooses to invest in certain areas by allocating operating and infrastructure budget. There are limits to the City's control on investment - sometimes, the City may allocate budget in response to funding opportunities and partnerships with other orders of government. In the analysis, Administration considered scenarios in which planned major roadway improvements would still continue for projects such as the Terwillegar Expressway and the free-flowing of Yellowhead Trail, while other major investments would be redirected to shift arterial lanes away from auto movement to transit service. The scenarios also applied changes to The City Plan mass transit network, including:

- Transit priority measures (e.g., transit-exclusive lanes) on key routes
- Increases in transit frequency during the peak and non-peak periods of the day
- Increases in planned and existing park and ride capacity
- More direct connections between transit centres
- First kilometer/last kilometer connections to mass transit stations

These improvements are expected to increase capital and operating budgets for transit service.

Intermodal Hubs - Next Steps

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_4887, be received for information.

Previous Council/Committee Action

At the May 24, 2017, Urban Planning Committee meeting, the following motion was passed:

That Administration prepare a draft strategy on the next steps for Intermodal Hubs as outlined in Attachment 4 of the May 24, 2017, Sustainable Development report CR_4480.

Executive Summary

The City Plan, approved at the December 7, 2020 City Council Meeting, provides strategic direction for the future of mobility in Edmonton. It proposes mobility hubs along mass transit routes to serve as critical origin, destination and transfer points within the mobility system. Intermodal hubs have many of the same characteristics of mobility hubs as they also provide connectivity with mobility systems that connect to the Edmonton region and beyond. This alignment creates an opportunity to consider the mobility hubs identified in The City Plan as potential intermodal hubs.

As part of implementation of The City Plan, Administration will apply levers of change to plan for and support the development of intermodal hubs. Ongoing policy work such as mass transit planning and district planning will provide opportunities to integrate direction for intermodal hubs into the City's policy framework. Partnerships and advocacy will also be critical because of the important role that mobility service providers and other stakeholders have in the planning and development of intermodal hubs in Edmonton.

Report

Intermodal hubs are places where travellers can transfer seamlessly between a variety of public and private transportation modes and are usually centred at major train, mass transit and bus stations or stops.

The City Plan identifies a mobility system that creates connections and provides opportunities for people and goods to move through and around the city in a safe and

accessible way. This system includes the expansion of Edmonton's mass transit network and the creation of mobility hubs.

The City Plan establishes mobility hubs as important places for trip origins, destinations and transfer points, and connections to different modes within the city's mobility system. They are strategically centred at mass transit stations within a node or along a corridor, as shown on Attachment 1. As such, mobility hubs have the potential to serve as intermodal hubs when they accommodate mobility network connections that provide access to the Edmonton metropolitan region and beyond.

Approach to Developing Intermodal Hubs

The levers of change (see Attachment 2) identified in The City Plan will be used to plan and develop intermodal hubs.

Policy Levers

Under the policy guidance of The City Plan, planning tools and studies will be used to further the implementation of the mass transit network. This work will include detailed review and planning for the proposed mobility hubs as well as seeking opportunities to integrate with other mobility services and networks to create intermodal hubs that serve the Edmonton metropolitan region and beyond.

Partnerships and Advocacy Levers

An effective intermodal hub requires collaboration and potential partnerships with external stakeholders and mobility service providers to ensure integration of local mobility systems with regional and national systems. Partners may include Edmonton International Airport, Alberta Transportation, Edmonton Metropolitan Region Board, Via Rail, regional municipalities and private mobility service providers. A potential Regional Transit Services Commission would also be a key stakeholder in the development of intermodal hubs.

Infrastructure Investment

Establishing mobility hubs will require strategic public infrastructure investment to support the mobility networks identified in The City Plan. To successfully integrate mobility hubs with existing and anticipated mobility infrastructure, future investment and design must consider a broad spectrum of mobility (e.g., public transit, secure bike parking, car-sharing) and supportive technologies (e.g., bicycle lock stations, electric charging stations). Recommended infrastructure investment to support intermodal hubs would be developed as part of further detailed planning and in coordination with partners.

Next Steps

With the approval of The City Plan, Administration is working on implementation projects that support the planning of intermodal hubs. This work will include identifying

whether intermodal hubs would be best supported by developing a standalone strategy or implemented via a different planning tool. Additionally, mass transit planning and district planning work will assist in identifying appropriate mobility hub locations for consideration in the expansion of Edmonton’s mass transit network for a 1.25 million population horizon.

Corporate Outcomes and Performance Management

Intermodal hubs support mode shift to transit and active transportation by ensuring the transit and active transportation networks are integrated across the mobility system.

Corporate Outcome(s): Edmontonians use public transit and active modes of transportation			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmontonians use public transit and active modes of transportation	Transit Ridership	86,715,541 transit rides (Dec 2019)	TBD (2021)
Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful.	Mobility choice: Edmontonians who choose walking, biking, and/or public transit as their primary choice or main mode of transportation to work, school, and completing their other daily needs	2019: 18 percent to work 56 percent to a post-secondary institution 9 percent other	2019 Baseline
Edmonton is an environmentally sustainable and resilient city	Community Greenhouse Gas (Tonnes of carbon dioxide equivalents)	18.7 megatonnes, carbon dioxide equivalent (Dec 2018)	Reduce total community emissions to 35% below 2005 levels by 2035

Attachments

1. Mobility Hub Backgrounder and Proposed Locations - Edmonton Mass Transit Study
2. Levers of Change - The City Plan

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- B. Andriachuk, City Solicitor

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services

Mobility Hub Backgrounder and Proposed Locations - Edmonton Mass Transit Study

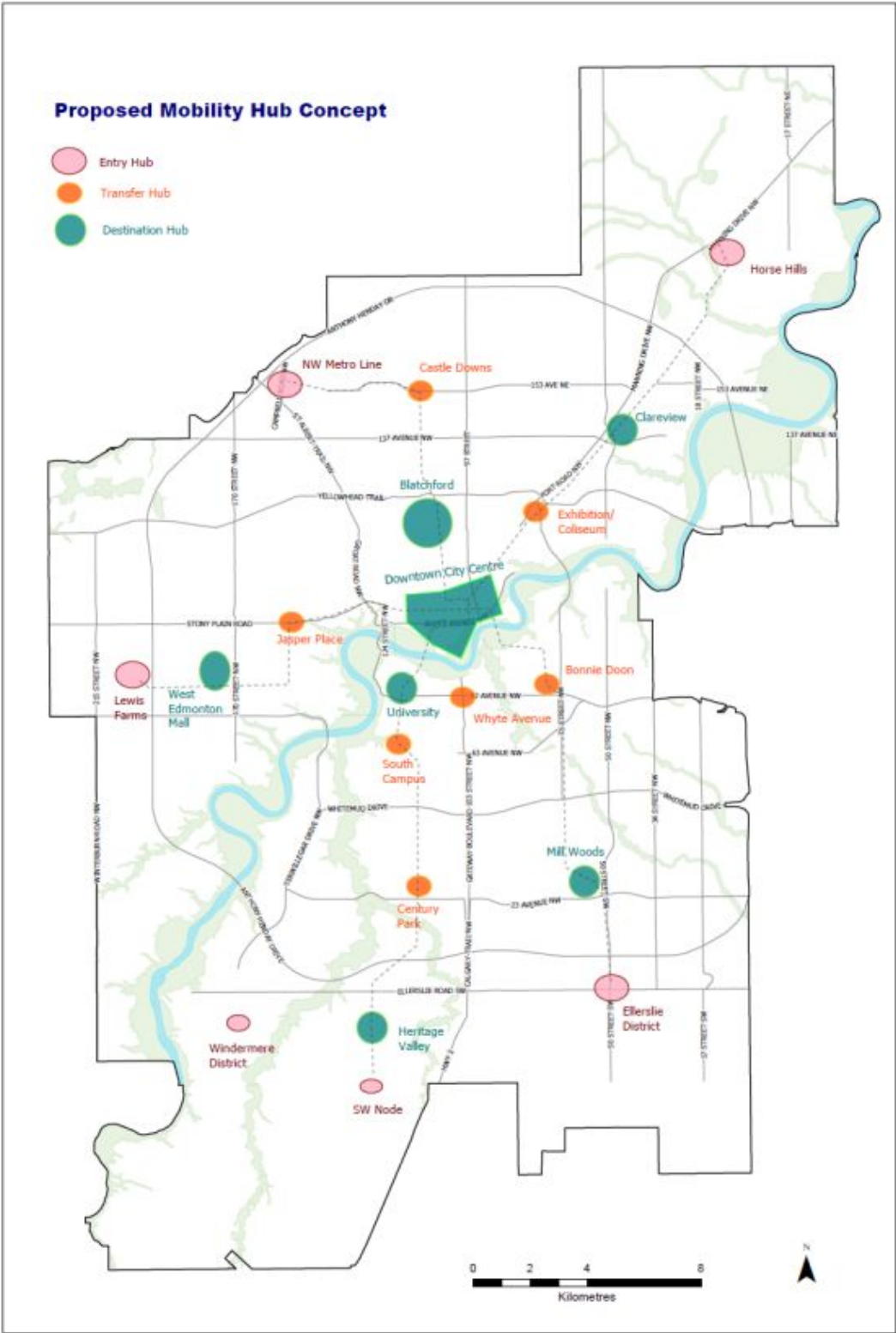
In support of The City Plan land use concept, a mass transit study was undertaken to analyze how Edmonton will build on the approved LRT network and create a broader mass transit network. The mass transit network established in The City Plan features a list of future mobility hub locations that, through further planning and design, will consider multimodal transportation integration and fit within the adjacent land uses. The City Plan identifies mobility hubs as an important form of transit infrastructure that will support and incentivize large scale transit-oriented development. They tie together important pieces of The City Plan and transit strategies.

Within the mass transit network, mobility hubs are strategically located at select mass transit stations and often within major or district nodes. They serve as critical places for trip origins, destinations and transfer points. They also create connectivity to different modes of transportation, which supports a mobility system that allows people to seamlessly move from one travel option to another and to conveniently fulfill their daily needs helping to transform Edmonton into a true Community of Communities. Mobility hubs are where different modes of transportation (both public and private) come together including walking, biking, transit and shared mobility options to create connections within Edmonton and to the region. Current examples of emerging mobility hubs include the Century Park and West Edmonton Mall.

Two factors are considered in mobility hub placement: the location of The City Plan's nodes, corridors and intersection points of mass transit routes. Through the consideration of these two factors, three types of mobility hubs exhibiting the following characteristics have been identified:

- Entry hub: typically situated at or near the end of a high-capacity mass transit lines;
- Transfer hub: Areas of significant mass transit network transfer points that combine high volume of passengers; and intensified development such as at a node or along a corridor;
- Destination hubs: typically at major nodes identified in The City Plan, home to a concentration of employment (destinations) and mixed land uses.

The map below illustrates the locations of the mobility hubs as identified in The City Plan.



Levers of Change (City Plan)

Levers are the tools the City uses to make change happen and will be activated to different degrees to achieve an outcome. Levers are tools, actions or approaches that the City can use to achieve outcomes and the Big City Moves.

The City Plan levers are:

- Policy
- Partnerships and Advocacy
- Incentives, Pricing and Subsidies
- Infrastructure Investment

Policy is a municipal planning instrument that can guide, direct, manage or shape how we provide strategic direction for land, infrastructure or services to influence or change the behaviour of residents and markets or market groups.

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Partnerships and Advocacy require fostering relationships with private, community, institutional and not for profit entities to activate strategies, initiatives and actions to advance common goals, recognizing shared interests and aspirations.

Infrastructure Investment is about providing capital or operational investment in physical infrastructure, City assets, services and planning activities to activate and encourage specific City Building Outcomes.

Zoning Bylaw Renewal Report #2

Initiative Update and Next Steps

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_7509, be received for information.

Previous Council/Committee Action

At the October 27, 2020, Urban Planning Committee meeting, the following motion was passed:

That Administration include how feedback and learnings will be incorporated into the Zoning Bylaw Renewal, as part of the Zoning Bylaw Renewal report to Urban Planning Committee in 2021.

At the December 8, 2020, City Council Public Hearing, the following motion was passed:

That Administration provide data, as part of the Zoning Bylaw Renewal Initiative, regarding Cannabis Retail regulations regarding separation distances.

Executive Summary

To support Edmonton's growth, change and competitiveness as a major Canadian city, the City's policies and regulatory tools need to evolve and align with Edmonton's long term city-building needs. The Zoning Bylaw Renewal Initiative is an integral part of this work, and represents a complete re-think of what, why and how the City regulates development to meet the changing needs of a diverse population in a growing city. It will provide the necessary regulatory framework to help advance the strategic goals of ConnectEdmonton, implement The City Plan and transform the way we deliver land development services, as directed in Edmonton's Corporate Business Plan with the goal to reduce red tape.

This report provides an update on the Zoning Bylaw Renewal Initiative's progress and outlines the work planned for the next phase of the project. Phase 1 of the initiative included research, determining the philosophy of the new Zoning Bylaw, and foundational activities, including engagement on a series of discussion papers, developing a decision making framework and GBA+ and Equity Toolkit, to prepare for

developing and building the new bylaw. Phase 2 of the initiative will include drafting the new bylaw and a corresponding zoning map, testing various implementation scenarios, and securing technology to support and create a user-friendly interface for the new Zoning Bylaw.

Additionally, this report includes data regarding cannabis stores, next steps for the review of cannabis separation distance requirements, and how feedback and learnings from the recent Zoning Bylaw Omnibus changes will be included in the Zoning Bylaw Renewal Initiative.

Report

The Zoning Bylaw Renewal Initiative is a multi-year comprehensive overhaul of the current Zoning Bylaw that includes rethinking how, what and why the City regulates in terms of zoning and land development. Renewing the Zoning Bylaw is a long overdue process in reimagining Edmonton's regulatory framework to deliver excellent services to the community and realize the vision of ConnectEdmonton and The City Plan. The proactive decisions made in Edmonton's new Zoning Bylaw will enhance Edmonton's competitive advantage, lay the groundwork for generations to come and help create a more equitable, open and caring city for all.

Why Renew?

It has been 20 years since the Zoning Bylaw has been renewed and almost 60 years since it has gone through an extensive overhaul. Many development regulations that were designed for a small prairie city in the 1960s are still shaping the built form of Edmonton today. This has led to a misalignment with long term city-building goals and strategies to support compact, mixed-use and sustainable development. The bylaw's rigid structure has also kept activities separated from each other, inhibiting innovative, collaborative and connected communities where housing and services are within easy access by residents. Increasingly complex and outdated rules and zones in the current Zoning Bylaw have acted as a barrier to economic development and emerging business models and building trends.

Renewing the Zoning Bylaw provides the opportunity to:

- Align with long term city-building goals and strategies
- Enhance and deliver excellent service to our community
- Advance equity and foster vibrant and inclusive communities
- Enable people, places, and businesses to thrive and prosper

The philosophy of the New Zoning Bylaw (Attachment 1) provides a more fulsome discussion on the need to renew Edmonton's Zoning Bylaw and the opportunities the initiative presents.

Approach and Work To-Date

Renewing the Zoning Bylaw is a large undertaking. To ensure the review is done in a comprehensive manner, the work has been separated into the following four **projects**:

1. Writing a **New Zoning Bylaw**
2. **Rezoning** land to align with the new Zoning Bylaw
3. Providing **Technology** to manage the new Zoning Bylaw, and improving the on-line customer experience for planning and development services
4. Ensuring a smooth transition to the new Zoning Bylaw and technology through thoughtful **Implementation**

Work on the projects will integrate, overlap and occur concurrently over the span of the initiative. The Zoning Bylaw Renewal Initiative will also involve a thorough and robust engagement and communications plan. Attachment 2 provides more information on the projects and phases of the Zoning Bylaw Renewal Initiative.

Goals and Approach for the New Zoning Bylaw

Combining feedback from stakeholders and residents from 2018 and 2019 with research into municipal best practices, jurisdictional scans, development trends, and direction from ConnectEdmonton and The City Plan, Administration identified four goals and an approach to drafting a new Zoning Bylaw. The goals of the new Zoning Bylaw are:

- Align with strategic policy and directions
- Support better development outcomes
- Be user-friendly for everyone with clear, purposeful and enforceable regulations
- Be efficient, effective, and adaptable

The approach to write a strategic, simplified and streamlined Zoning Bylaw includes:

- A Zoning Bylaw for everyone
- New layout and interface
- Accessible language
- Hybrid bylaw (incorporating elements of use-based, form-based, performance-based, and incentive-based zoning)
- Fewer and more enabling and inclusive zones
- Broader uses
- Purposeful and enforceable regulations

Decision Making Framework

Developing regulations for the new Zoning Bylaw will involve difficult decisions to determine whether something needs to be regulated in the bylaw and the level of regulation required to achieve a specific outcome. This process will be guided through a decision making framework which will include consideration of policy alignment,

engagement feedback, risks and tradeoffs, alternative means of regulations, and learnings from jurisdictional scans, best practices, and reviews of Subdivision and Development Appeal Board decisions, among others. The development and refinement of regulations will also consider feedback and learnings from the recent Omnibus amendments made to Zoning Bylaw 12800 in December 2019 and February 2021. For more information on the decision making framework, please refer to Attachment 3 - Choosing *What* to Regulate and *Why*: A Robust Process for Drafting Regulations.

GBA+ and Equity Toolkit

Since the early twentieth century, communities have used zoning to organize land use and minimize conflicts between different activities to protect public health, safety, and welfare of citizens and the environment. Over time and with social progress, the City has learned how zoning has separated more than just land uses — it has segregated people. Regardless of intention, zoning rules have and can lead to disproportionate impacts for some segments of the population. For this reason, zoning has a dual legacy: of promoting the public good and of exclusion.

Work must be done to ensure the new Zoning Bylaw does not systematically perpetuate, or unintentionally create, social inequities. To work towards creating a new Zoning Bylaw for everyone, Administration is partnering with the University of Alberta to study best practices in applying equity into a regulatory and policy framework.

One of the outcomes of this work is to create a Gender-Based Analysis Plus (GBA+) and Equity Toolkit that Administration can use to address the social inequities created or supported by the Zoning Bylaw. The toolkit will guide Administration on how best to consider concepts of equity and diversity while drafting regulations as part of a decision making framework. This will help guide the creation of equity measures, which will help to make the new Zoning Bylaw and the development it supports more inclusive and accessible for all Edmontonians. For more information on this work, please refer to Attachment 3.

Discussion Papers

Previous engagement and new strategic direction from ConnectEdmonton and The City Plan have charted a course for the new Zoning Bylaw. From July through November 2020, Administration released and engaged on a series of discussion papers which take those ideas and policies and translate them into a zoning context. The discussion papers help set the foundations for the new Zoning Bylaw by exploring various topics and zones, and proposing a new regulatory framework for development in Edmonton. The discussion papers provide an entry point into the renewal of the Zoning Bylaw and are meant to spark a conversation on zoning, giving Administration an opportunity to test ideas with and get feedback from the public and key

stakeholders. The papers demonstrate how the City will achieve the vision, goals, outcomes and directions outlined in The City Plan and other City policies.

The discussion papers can be found on the Engaged Edmonton platform and the City of Edmonton's external website. The list of topics covered in the discussion papers include:

- Nodes and Corridors
- Residential Zones
- Commercial & Industrial Zones
- Agriculture & Rural Zones
- Open Space & Civic Services Zones
- Special Area Zones
- Direct Control Zones
- Notification & Variances
- Overlays
- Signs
- Climate Resilience & Energy Transition
- Economy: Supporting Small Businesses

Attachment 4 summarizes the highlights of the discussion papers and outlines the key directions being considered for the new Zoning Bylaw. Changes may occur through the course of drafting the new bylaw, as informed by factors such as engagement, technical analysis, and application of the decision making framework. For instance, feedback to date has identified a number of directions requiring further research and analysis, such as:

- The zones and regulations proposed within each zone (e.g., the proposed number of residential zones)
- Some of the proposed approaches to climate resilience (e.g., development permit point system)
- Proposed approach to the use of Overlays
- Use and application of incentives
- Proposed approaches to notification
- Requirements for additional information or studies (e.g., urban design brief)

These are just some examples of possible changes in direction from what was presented in the discussion papers. A summary of the feedback received on the discussion papers, is included in Attachment 5 - What We Heard: Discussion Papers.

The City Plan Implementation

The Zoning Bylaw Renewal Initiative is one of the more significant actions needed to implement The City Plan. The Zoning Bylaw Renewal requires integration with several other City initiatives to enable efficient city building and support the transformational change envisioned in The City Plan. The short, medium and long term city building

initiatives are described in Attachment 2 of the February 2, 2021, Urban Form and Corporate Strategic Development report UFCSD00140, The City Plan Implementation.

Next Steps / Timeline

Early in 2021, Administration will transition into Phase 2 of the Zoning Bylaw Renewal Initiative: Develop and Build. This phase of the project is about drafting the new Zoning Bylaw, which will include creating the new bylaw’s structure, zones, regulations, and determining how everything fits together. During this phase Administration will procure, design, and build technology and a user interface that will serve the City’s business needs and make the bylaw easy to use. Administration will also begin work on updating processes and services that will be impacted by the new Zoning Bylaw.

The current initiative timeline below shows the next steps. Before presenting a draft bylaw to Urban Planning Committee, the next report, in June 2021, will feature direction on new uses, information on what a new zone will look like and a draft bylaw structure. The outcome of Phase 2 is a preliminary draft of the new Zoning Bylaw, which is planned to be presented to Urban Planning Committee in Q1 2022.



For a more detailed timeline of the Zoning Bylaw Renewal Initiative, please refer to Attachment 2 - Projects and Phases of the Zoning Bylaw Renewal Initiative.

Public Engagement

Engagement began in 2018 to understand how residents and applicants interact with the Zoning Bylaw and to gather input on the idea of renewing the Zoning Bylaw. In 2019, additional input was gathered to help refine the direction of the Zoning Bylaw Renewal Initiative, including whether simplification and consolidation of the bylaw is needed, what to regulate, and what changes are desired in a new Zoning Bylaw (see Attachment 6 - What We Heard Report 2018 - 2019).

Edmontonians have expressed their values and priorities for the future of the city through engagement for ConnectEdmonton and The City Plan, which set the strategic and policy direction for how Edmonton will change and grow to support a population of up to two million. Engagement on the new Zoning Bylaw focuses on the ‘how’, rather than revisiting the ‘what’ and ‘why’ questions of Edmonton’s future development outcomes. There are many ways to achieve these outcomes, leading to important engagement with Edmontonians about how the new Zoning Bylaw will help enable the

future land use and development envisioned by The City Plan while transforming the way we deliver land development services to Edmontonians (see Attachment 7: City Plan Engagement Data Analysis: Zoning).

The Zoning Bylaw Renewal Initiative discussion papers were the cornerstone of engagement for the new Zoning Bylaw project in Phase I. These papers were supported by public engagement through the Engaged Edmonton online platform and a number of webinars, presentations, and conversations with the public and targeted stakeholder groups (see Attachment 5 - What We Heard: Discussion Papers). Feedback from the discussion papers will be incorporated during the drafting of the new zones. Stakeholders and the public will have an opportunity to engage with the draft zones and provide feedback.

Data on Cannabis Retail Sales Separation Distances

Since the legalization of cannabis, 15 percent of Cannabis Retail Sales stores were granted variances to the required separation distance requirements by the Subdivision and Development Appeal Board. Not included as part of the Zoning Bylaw Renewal Initiative, but occurring peripherally, Administration is researching and monitoring the impacts of cannabis separation distance regulations. Due to the relatively recent introduction of the cannabis regulations, and to allow for a better understanding of their effectiveness, Administration intends to review separation distance requirements after the new Zoning Bylaw is implemented. For more information on this topic, please see Attachment 8 - Next Steps for Reviewing Separation Distances for Cannabis Retail Sales.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Conditions of Success			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Effective and efficient service delivery: Effective communication and collaboration with stakeholders, partners and citizens support the achievement of goals	Total number of people engaged through targeted and City-Wide engagement activities	2018 - 2019 Engagement: <ul style="list-style-type: none"> 692 total engaged 133 people directly engaged (targeted) 559 people engaged at city-wide events or surveys 2020 Online Engage Edmonton Engagement: <ul style="list-style-type: none"> 4238 total visits 3084 people aware 512 people informed 228 people engaged 2020 City-led stakeholder information sessions <ul style="list-style-type: none"> 6 Information sessions 	2018 - 2019 Engagement: <ul style="list-style-type: none"> 200 people engaged Engaged Edmonton Online Engagement: <ul style="list-style-type: none"> 1000 people aware 500 people informed 200 people engaged

	<p>Engage and communicate with the public in a wide variety of ways</p>	<p>For more information on the engagement results please refer to the What We Heard: Discussion Papers and the What We Heard Report 2018 - 2019.</p> <p>Communication occurred through a variety of channels:</p> <ul style="list-style-type: none"> ● Zoning Bylaw Newsletter: 418 subscribers ● Building Edmonton Newsletter: 1,377 subscribers ● Evolving Infill Newsletter: 1,583 subscribers ● Phase II Insight Survey: 187 responses ● Facebook: 59,253 people reached, 796 engaged users ● Instagram: 42,776 people reached, 749 engaged users ● Twitter: 63,667 Twitter impressions, 474 engagements 	<ul style="list-style-type: none"> ● 1 Survey ● 10 Public Engagement Events ● 6 Targeted stakeholder events ● 12 Discussion Paper Surveys ● 12 Discussion Paper Forums ● 1 General Poll ● 1 Q&A tool ● 1 General Feedback Form ● 5 Online Information Sessions ● 50 meetings with stakeholder groups
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Attachments

1. Philosophy of the New Zoning Bylaw
2. Projects and Phases of the Zoning Bylaw Renewal Initiative
3. Choosing What to Regulate and Why: Creating a Robust Process for Drafting Regulations
4. Discussion Paper Highlights
5. What We Heard: Discussion Papers
6. What We Heard Report 2018 - 2019
7. City Plan Engagement Data Analysis: Zoning
8. Next Steps to Review Separation Distances for Cannabis Retail Sales

Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- R. Smyth, Deputy City Manager, Citizen Services
- B. Andriachuk, City Solicitor

ZONING BYLAW RENEWAL INITIATIVE

PHILOSOPHY OF THE NEW ZONING BYLAW

Edmonton



THE DISCUSSION PAPERS

The discussion papers provide an entry point into the world of zoning by breaking it out into understandable parts and allowing Edmontonians to select topics that interest them. They explore various aspects of zoning and the new Zoning Bylaw, and provide the preliminary thinking and direction for the approach it may take. Please refer to the Overview of the Discussion Papers through our [website](#) for more information.

These papers are a **first attempt** at exploring potential directions for new zoning regulations. All Edmontonians – from developers to residents – were encouraged to explore the topics that interest them and provide feedback through the [Engaged Edmonton](#) platform. Information gathered through the discussion paper conversation will be used to help inform how the new Zoning Bylaw will be written.

TOPICS



PHILOSOPHY OF THE NEW ZONING BYLAW

1 NODES & CORRIDORS

2 RESIDENTIAL ZONES

3 COMMERCIAL & INDUSTRIAL ZONES

4 AGRICULTURE & RURAL ZONES

5 OPEN SPACE & CIVIC SERVICES ZONES

6 SPECIAL AREA ZONES

7 DIRECT CONTROL ZONES

8 NOTIFICATIONS & VARIANCES

9 OVERLAYS

10 SIGNS

11 CLIMATE RESILIENCE & ENERGY TRANSITION

12 ECONOMY



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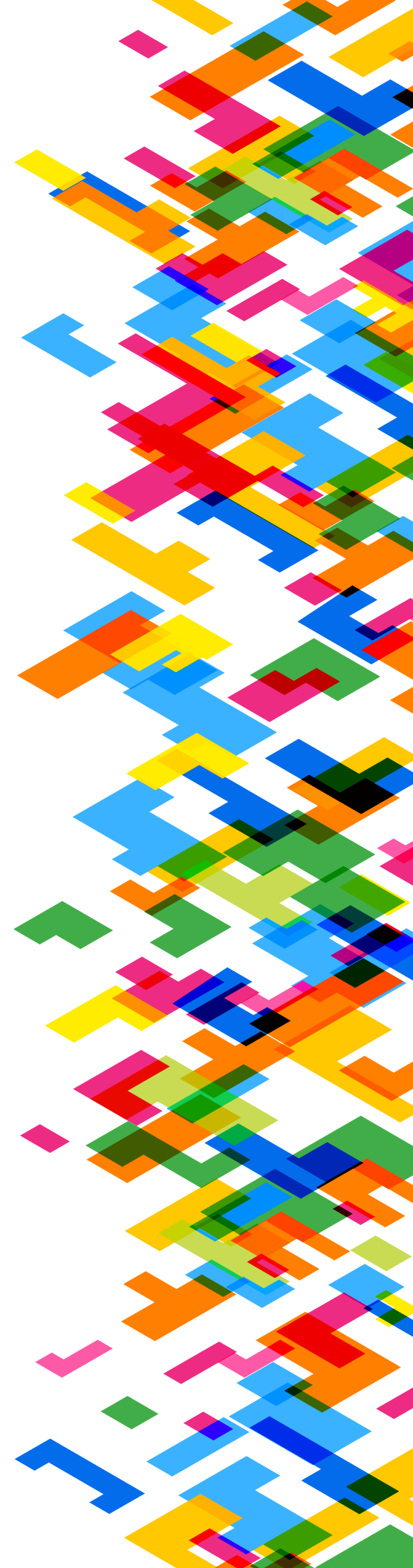
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INTRODUCTION

Edmonton is many things, but first and foremost it is **a gathering of people**. The city’s built form is a physical collection of our shared history and provides the backdrop for our social interactions, influencing the way we engage and understand each other. The interplay between our social and physical structures continually grows and changes **in response to global changes and to meet the needs of people who live here – their hopes and aspirations, their priorities and decisions**.

The City Plan and ConnectEdmonton describe our values and the **purposeful** decisions we must make to ensure we become a healthy, urban, climate resilient city of two million that supports a prosperous region. With the Zoning Bylaw Renewal Initiative, we’re taking those transformative city building ideas and asking how our built form can help us live out the values of ConnectEdmonton and The City Plan in an **equitable** way. This equity lens is a shift from previous ways of thinking about land use regulations. It impels us to consider the unintended social impacts of our regulations and take thoughtful and decisive action to create Everyone’s Edmonton.

The Big City Moves are an invitation to work together. They define bold, transformative priorities and create a set of opportunities for all who call Edmonton home. With the Zoning Bylaw Renewal, we are able to examine how each Move can be realized through zoning, and how those shifts will create an Edmonton for everyone.

- + How can the Zoning Bylaw support **Catalyzing and Converging**, resulting in a creative, innovative and collaborative city for all people and businesses to prosper?
- + How will zoning support **Greener as We Grow**, so that new development contributes to the protection and enhancement of Edmonton’s natural systems for present and future generations?
- + What do **Inclusive and Compassionate** zoning

regulations look like and how can we create options for a more equitable future?

- + How can zoning promote a **Community of Communities**, so all Edmontonians have access to the goods and services they need regardless of their neighbourhood?
- + What outcomes will we need to prioritize in the Zoning Bylaw to ensure Edmonton is a **Rebuildable City**, capable of adapting to change and disruptions while ensuring all Edmontonians have access to new opportunities?

Edmonton is at a unique crossroads. We have an opportunity to collectively **reimagine** how we want to experience our city and how our city’s infrastructure can help enhance our relationships with each other. While the Big City Moves help shape the structure of our city, the direction comes from Edmontonians. Transforming our city is a collective project that supports many voices, interests and ideas coming together to make things happen. **We welcome city builders to participate in the timely and essential process of renewing Edmonton’s Zoning Bylaw** to enhance our City’s competitive advantage and welcome one million more residents. The proactive decisions we make now will lay the groundwork for generations to come and help create a more equitable, open and caring city for all.

Let’s get started.



ABOUT THIS DOCUMENT

The **Philosophy of the New Zoning Bylaw** is intended to outline why Edmonton needs a new Zoning Bylaw and what outcomes it will support. It provides an overview of the guiding principles and approaches that will shape the new Zoning Bylaw, ensuring that future choices and decisions are strategically consistent.

This paper seeks to explore the following questions:

- 1 What is Zoning and the Zoning Bylaw?
- 2 Why renew the Zoning Bylaw?
- 3 What are we going to do?
- 4 How are we going to do it?
- 5 How do we decide on when and how we regulate?



The Zoning Bylaw Renewal Initiative will develop a strategic, simplified and streamlined Zoning Bylaw to enable people, places and businesses to thrive and prosper.

WHAT IS ZONING AND THE ZONING BYLAW?

Zoning is everywhere – from our parks and playgrounds, to garden suites and the downtown core. The purpose of zoning is to determine **what** can be built **where**. It sets the rules for where new buildings should go, what types of buildings they can be and what types of businesses and activities can happen on a property. **Zoning guides growth in an orderly way to minimize conflicts between different activities and can improve the safety, public health, and welfare of its citizens and the environment.**

Zoning is also the main tool used to implement municipal development plans. A municipal development plan provides residents and businesses information on how the municipality will address the current and future needs of the community, including land use, transportation systems, municipal services and environmental considerations. In Edmonton, The City Plan, a combined municipal development plan and transportation plan, sets the strategic direction for the way the city plans to grow to a population of two million people.

Rules for buildings and uses on private property in Edmonton combine to create the Zoning Bylaw. [Edmonton's Zoning Bylaw 12800](#) has been in

effect since 2001; this important legal document has the power to shape the physical form, and how we live in and engage with our city.

The Zoning Bylaw does not provide the rules for how a building is constructed, in terms of safety and construction materials – that is the role of the Alberta Building Code. Nor does it determine the rules for business licencing – that is the role of the Business Licence Bylaw. The City of Edmonton has a number of other bylaws aimed at ensuring the health, safety, and wellness of Edmontonians, such as the Community Standards Bylaw. Ensuring the right tools are used to achieve a particular outcome will be an important consideration for the new Zoning Bylaw.

The Zoning Bylaw is the instruction manual on how to build and use land in our city. To learn more about Zoning in Edmonton – read [What is Zoning?](#)

History of Zoning in Edmonton

To learn how our Zoning Bylaw has changed since its introduction in 1933 – read the [History of Zoning in Edmonton](#)

Legislated Requirement

The Municipal Government Act requires a Land Use Bylaw (aka Zoning Bylaw) for every municipality in Alberta. The bylaw must divide the municipality into land use districts (zones), regulate the use of land or buildings, and provide a process for making decisions on development permit applications.

WHY RENEW THE ZONING BYLAW?

For the first time in almost 20 years, Edmonton's Zoning Bylaw will go through a **comprehensive overhaul that involves rethinking how, what and why the City regulates in terms of zoning and land development.**

The following City directions outline why the Zoning Bylaw needs to be renewed and the opportunities in renewing now.

Evolving Strategic Policy and Directions

Since 2017, the City of Edmonton has made a concerted effort to update its policy framework to create a vision and direction for Edmonton's future. This vision is articulated in [ConnectEdmonton, Edmonton's Strategic Plan \(2019–2028\)](#).

ConnectEdmonton is the centrepiece, aspiration and inspiration of our city – it sets the direction for our future and outlines where we need to change today to realize our vision for Edmonton in 2050.

The City Plan translates the vision and strategic goals of ConnectEdmonton into a comprehensive public policy document and a physical growth strategy for Edmonton's future. It articulates the choices we need to make to become a healthy, urban and climate resilient city of two million people that supports a prosperous region. The City Plan provides direction on how Edmonton will need to grow to achieve a more compact, efficient and livable city. In order to achieve the outcomes of The City Plan, the City's planning tools, including the Zoning Bylaw, need to be consistent with and support The City Plan.

The current Zoning Bylaw (12800) has not been substantially updated in a comprehensive way since 2001. In 2001, this was largely a consolidation exercise designed to harmonize five different land use bylaws, carried over from the city's annexation in 1982. The last significant overhaul of the Zoning Bylaw was completed in 1961. Now, 60 years later, many development regulations that were designed for a small prairie city in the 60s are still shaping the built form of Canada's fifth largest city in 2020.

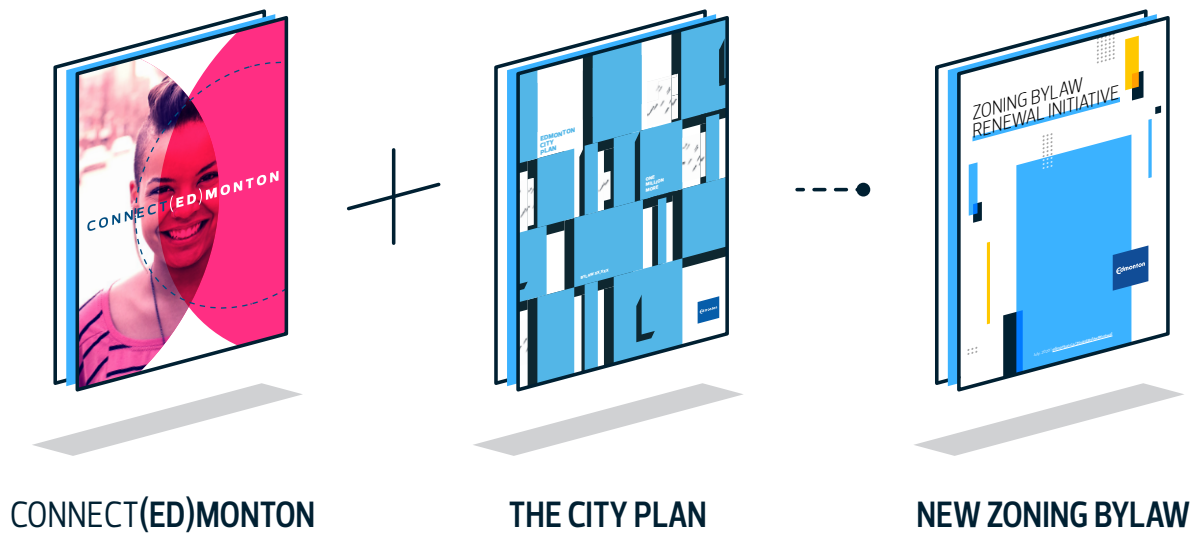
Edmonton has transformed into a big city and has a key leadership role to play in provincial, national and international contexts. The Edmonton of today requires an updated set of land use regulations that better reflects its current size and future direction. As a result of the recent evolution of the City's vision, goals, and long-range plan, the Zoning Bylaw is further misaligned with the Edmonton envisioned in those strategic policies. The current Zoning Bylaw:

- + **Does not align with long term city-building goals** – it does not support compact, mixed-used and sustainable development, or a Community of Communities linked by a network of Nodes and Corridors, as outlined in The City Plan.
- + **Does not foster vibrant and inclusive communities** – the inflexible nature of the bylaw keeps activities separated from each other, preventing the creation of collaborative and connected communities where housing, businesses, recreation and employment centres are all within easy access by residents.
- + **Acts as a barrier to economic development** – its growing complexity, and outdated zones, uses and regulations lack the adaptability necessary to accommodate new and emerging business models and building trends. The bylaw places administrative burden on businesses opening and growing in Edmonton.
- + **Includes systemic discrimination** – under the guise of protectionism, the bylaw has been used as an exclusionary tool to control certain segments of the population or business types.

Renewing Edmonton's Zoning Bylaw is a long overdue process and a rare opportunity to align our regulations with our long-range planning policies. Aligning the planning framework from the top down allows Edmontonians to follow a clear path from the aspirational language of policy through to the concrete changes that emerge in our neighbourhoods. It allows Administration and

Council to make more consistent and informed decisions on development proposals that will deliver on the vision of ConnectEdmonton and The City Plan. It also provides tools to enable Edmonton's city-builders and entrepreneurs to create the businesses, housing and amenities that bring life to our city.

Fig 1. Alignment with Strategic Policies



The City Plan Six Guiding Values

The City Plan has 6 Guiding Values that articulate how Edmontonians want to experience their future city.

- + I want to BELONG and contribute
- + I want to LIVE in a place that feels like home
- + I want opportunities to THRIVE
- + I want more ACCESS within my city
- + I want to PRESERVE what matters most
- + I want to be able to CREATE and innovate

These Guiding Values will inform the approach to the new Zoning Bylaw.

Delivering Excellent Services to Our Community

City building is a shared endeavour; achieving Edmonton’s vision and goals is undertaken by everyone who lives and does business in this city. The Zoning Bylaw is often the first exposure many Edmontonians have with the City’s planning and development services.

The City of Edmonton has a significant role to play in city building, including the delivery of land development services to Edmontonians. This includes the following services in relation to the Zoning Bylaw:

- + Issuing development permits, and conducting compliance activities and inspections
- + Processing land development applications for new neighbourhood plans, rezonings and subdivisions
- + Continuous improvement activities to enhance the experience of citizens and customers of planning and development services and operational efficiency of permit and inspection services

The delivery of excellent service is one of the key objectives of Edmonton’s Corporate Business Plan (2019–2022). This plan outlines and prioritizes the City actions needed to achieve ConnectEdmonton’s goals. The Corporate Business Plan identifies renewing Edmonton’s Zoning Bylaw as an opportunity to transform the way we deliver land development services to Edmontonians.

Through a series of public and stakeholder workshops, surveys, drop-in sessions and meetings in 2018 and 2019, the Zoning Bylaw team collected information on a wide range of topics, including user experiences with the bylaw. The following provides a summary of the issues identified with the current Zoning Bylaw from a service delivery perspective:

- + **Overly complex bylaw** – at over 800 pages in length it is difficult to navigate, hard to find and interpret the correct information, and is not accessible to all Edmontonians.
- + **Strict zoning rules and cumbersome regulations** – the high level of control and lack of clear intent of regulations is costly, frustrating and time consuming for all bylaw users.

- + **Outdated regulations** – provides barriers to innovative or sustainable designs, are unable to accommodate current or future market trends, and does not reflect the diversity of the City as it is today.
- + **Workarounds to overcome the failings of the Zoning Bylaw** – the past decade has seen a surge in amendments to the Zoning Bylaw and Direct Control zones, and a steady increase in appeals at the Subdivision and Development Appeal Board. These processes are costly for applicants and the City, and are a response to the misalignment of the bylaw with the types of development residents want to see in their city.

The quality of the Zoning Bylaw has a direct impact on the efficiency of our development permitting and inspection services. Unclear and outdated regulations slow down review and inspection times, create uncertainty and inconsistency in decision making, and lead to delays in the development process. This inefficient regulatory system impedes land development and business opportunities, adds time and cost to the development process, strains government resources and provides barriers to the built environment Edmontonians want.

The new Zoning Bylaw will create a modern regulatory environment that focuses on simplifying and streamlining requirements to support efficient service delivery. This renewed focus will allow the new Zoning Bylaw to serve the needs of all Edmontonians by removing unnecessary barriers for residents, businesses and developers that want to invest in our community.



City of Edmonton Land Development Services By the Numbers (2019)

Applications received:

1,395

Major development permits

66 average calendar days to issue

4,154

Minor development permits

24 average calendar days to issue

7,774

Home improvement permits

21 average calendar days to issue

335

Subdivision applications

120 average calendar days to conditionally approve complex, non-complex & change requests

41 average calendar days to conditionally approve lot splits

212

Rezoning applications

161 average calendar days to approve rezonings

240 average calendar days to approve combined rezoning and plan amendment

Inspections Conducted:

2,135

Development Compliance

1,614

Landscaping

1,024

Development Permit Inspections

ENABLING PEOPLE, PLACES AND BUSINESSES TO THRIVE AND PROSPER

There is a big opportunity here – **an opportunity to rethink how land and development is regulated in Edmonton and to collectively question whether we are regulating the right things.** Looking to the future, the new Zoning Bylaw needs to reimagine Edmonton's regulatory framework to better serve the needs and aspirations of the community, and enable Edmontonians to thrive and prosper.

Supporting greater flexibility, adaptability and service excellence will require a **different approach to regulation, and a willingness to let go of prescriptive control over specific and detailed development outcomes.**

What are we going to do?

The **New Zoning Bylaw** will:

- 1 Align with strategic policies and directions
- 2 Provide regulations that support better development outcomes
- 3 Be user-friendly for all audiences, with clear, purposeful and enforceable regulations
- 4 Be efficient and effective in its regulations and is adaptable over time

The City Plan Policy Directions

Develop regulations and processes that are efficient, streamlined and easily understood in order to enhance Edmonton's competitiveness for investors and entrepreneurs (3.1.3.5)

Adapt the planning and regulatory environment to support innovative business models and operations (3.2.1.1)

Align with Strategic Policies and Directions

The new Zoning Bylaw will provide the regulatory tools to advance City policy and directions. To demonstrate the ways that the new Zoning Bylaw will translate policy into regulation, the Discussion Papers provide an explicit link to relevant City policies. Discussion Papers can be found on the [Engaged Edmonton platform](#).

Support Better Development Outcomes

The zones, uses and regulations of the new Zoning Bylaw will strive for simplicity and flexibility. This will allow for greater innovation and resilience to changes in market conditions, and will ultimately accommodate a wider range of development. Using form- and performance-based approaches will support good urban design by providing flexibility for creativity and innovation, while mitigating land use impacts. This will help ensure that the new Zoning Bylaw follows The City Plan's Six Guiding Values for how Edmontonians want to experience their city. The new Zoning Bylaw will:

- + Enable compact, walkable, mixed use development that supports equitable **access** to employment, education and amenities.
- + Support the growth and resilience of a diverse economy so all Edmontonians have the opportunity to **thrive**.
- + Allow more adaptable development to give Edmontonians the opportunity to **create**.
- + Allow for diverse housing options that contribute to greater housing choice and affordability for Edmontonians to **live** in all neighbourhoods.
- + Support greater **climate resilience and energy efficiency**.
- + Foster inclusive and welcoming urban spaces and public places so all Edmontonians can **belong**.
- + Help mitigate land use impacts to **preserve** Edmonton's environment and maintain a high standard of living.

User-Friendly for Everyone

Edmonton's Zoning Bylaw is used by many people for many reasons. Residents, consultants, architects, builders, lawyers, and City of Edmonton staff all interact with the Zoning Bylaw for different purposes and have different familiarity with the regulations. The new Zoning Bylaw must serve all Edmontonians; as such, the new Zoning Bylaw will be more accessible and understandable for everyone, and with purposeful and clear regulations. The text of the bylaw will be easier to understand through the use of plain language where possible.

Efficient, Effective and Adaptable

The new Zoning Bylaw will focus on improving the user experience and supporting efficient service delivery. This means creating a regulatory environment where barriers to economic activity are minimized to help reduce time and cost to Edmontonians and businesses. Reducing regulatory barriers will help support a competitive economy by enabling streamlined business processes (e.g. self-service permitting and computer readability for simple permits). However, embracing regulatory efficiencies must be balanced against the need to address strategic policy, while ensuring health, safety and environmental stewardship for current and future Edmontonians.

Every regulation must be purposeful and clear in its intent. Deliberately re-evaluating what and why we regulate will help to rationalize each regulation and ultimately create a bylaw without unnecessary rules. Meaningful and effectively communicated regulations will improve the application, interpretation and enforcement of the new Zoning Bylaw. This will support greater efficiency and reduce costs and delays in permit review and compliance activities for Edmontonians and the development industry.

Cities change and evolve, and their regulatory needs change with them. The new Zoning Bylaw will be designed for greater adaptability to allow for new and emerging industries, development forms and market trends. An adaptable Zoning Bylaw can provide opportunities for businesses to innovate and to enable new forms of housing to meet the changing needs of Edmontonians. By recognizing change as a certainty, and planning for it instead of reacting to it, Edmonton will be better prepared to stay competitive and continue to serve its residents in the face of uncertainty and even major disruptions.

A STRATEGIC, SIMPLIFIED AND STREAMLINED ZONING BYLAW

Administration has combined **feedback from Edmontonians from 2018 and 2019 with research into municipal best practices, jurisdictional scans, development trends, and direction from new and emerging City policy** to inform the approach to drafting a new Zoning Bylaw

How are we going to do it?

The approach includes:

- + New Layout and Interface
- + Accessible Language
- + Hybrid Bylaw
- + Fewer, More Enabling and Inclusive Zones
- + Broader Uses
- + Purposeful and Enforceable Regulations
- + A Zoning Bylaw for Everyone

New Layout and Interface

A new layout and interface will improve user experience to enhance understanding of regulations and their impacts. The new Zoning Bylaw will be more approachable in its structure and presentation. It will have a consistent layout, with a unified design language for all diagrams and illustrations to clearly communicate regulations and intended outcomes in a more visual way. Zones will be organized using tables, charts, diagrams, and section headings designed to help users navigate the bylaw. There will be more relevant information listed in each zone to reduce cross referencing between sections, and administrative content such as definitions will be moved to the back end of the bylaw.

A new web interface will improve the user experience by integrating a variety of functions to help applicants and residents better understand the regulations governing a specific property.

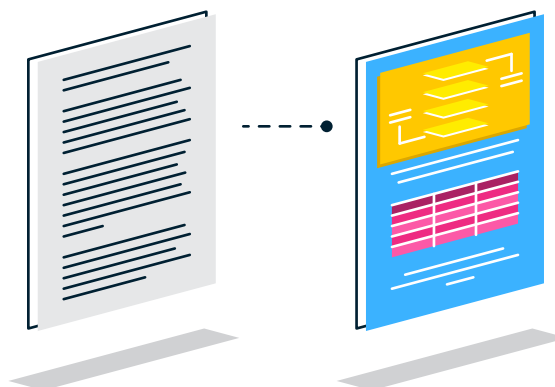
Accessible Language

The regulations of the new Zoning Bylaw need to be understood by most people while ensuring that the rules can be legally enforced. This means using simpler language and commonly-understood terms where possible, while minimizing the use of jargon. It also means including images or plainly written explanatory notes to help the reader understand complex concepts.

Hybrid Bylaw

The new Zoning Bylaw will follow a hybrid bylaw structure that would include Use-based zoning regulations and structure, while incorporating elements of Euclidean, performance-based and incentive-based zoning. This made-in-Edmonton approach will provide a variety of zoning tools, helping to ensure that the right tool can be used to achieve a particular outcome.

Fig 2. New Layout and Interface



Zoning Approach

Use-based, also known as Euclidean zoning, focuses on regulating activities and uses (e.g., residential, commercial, industrial), typically keeping each use separated from the other. The Euclidean approach, which is the predominant system of the existing Zoning Bylaw, remains useful for the regulation of simple, straightforward development.

Form-based zoning focuses on the form and massing of buildings but provides more flexibility in the activities and uses that take place within the buildings. Form-based zoning is useful for supporting well-designed buildings and streetscapes, while providing adaptability for future changes.

Performance-based zoning focuses on outcomes rather than prescriptive regulations, often to manage off-site impacts (e.g. shadows, vibrations, noise). This provides applicants and designers the flexibility to achieve the requirements in a variety of different ways.

Incentive-based zoning provides a base level of development rights and adds the opportunity for bonuses to encourage certain outcomes or goals. An example would be to allow for increased density if a set number of affordable housing units are provided.

Fewer, More Enabling and Inclusive Zones

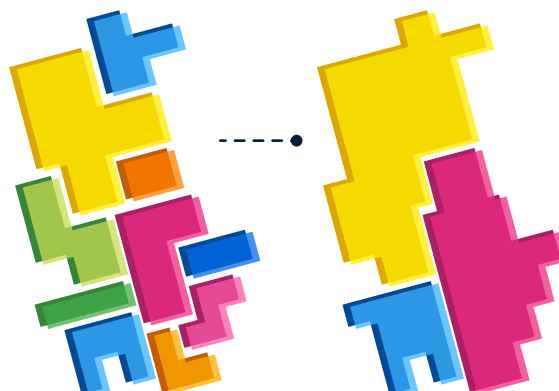
The current Zoning Bylaw is not always logical or consistent in its separation of zones. Many of the zones essentially do the same thing or contain a lot of overlap. For example, the bylaw has dozens of residential zones, often with little to no difference between them, but no true mixed use zones.

The new Zoning Bylaw will allow most standard zones to accommodate a range of built forms and uses. The standard zones will follow a clear progression to make sure there are distinct differences between each zone. Single-function zones will be reserved for the highest-risk uses that have the potential for greater land-use impacts, such as heavy industrial uses. The new bylaw will consolidate similar zones, accommodate a greater range of development outcomes, and ensure each zone aligns with Edmonton’s long-term city-building objectives. This will allow for flexibility in the types of buildings and the combination of uses based on the goal and purpose of the zone, and allow communities to adapt over time.

Standard Zones

Standard or conventional zones are those zones that generally apply across large geographic areas with similar characteristics. Every property in Edmonton is assigned a zone.

Fig 3. Fewer, More Enabling and Inclusive Zones



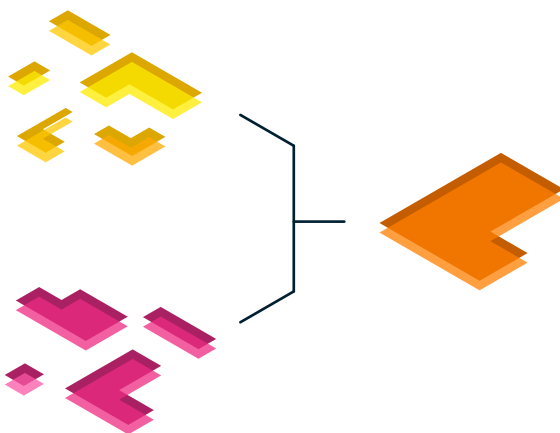
Broader Uses

The Zoning Bylaw currently has 127 different land uses, including some that are for niche or antiquated activities. It also contains some uses aimed at regulating on moral grounds, or in some cases attempts to regulate users (people) instead of uses. These approaches are a part of the Zoning Bylaw's discriminatory history and are contrary to the spirit of belonging and inclusion that Edmontonians value.

Combining uses will result in groups of broader use categories, similar to the General Retail Sales or General Industrial uses in the current Zoning Bylaw. This approach will allow for a greater range of activities to occur in a particular building or space, and will help future proof the new Zoning Bylaw through a more versatile, inclusive approach.

This change will require all bylaw users to get comfortable with a higher degree of flexibility and less prescriptive control. Uses must enable regulations to achieve the City's goals and policy outcomes, and not act as a blunt instrument to regulate residents' behaviours or isolated issues.

Fig 4. Combine Uses



Purposeful and Enforceable Regulations

The new Zoning Bylaw will have fewer regulations and thus less control. Reducing regulatory complexity makes it easier to build and do business in Edmonton, and opens the door for innovative and sustainable designs. As a result, there will be less control of development and some regulations will be removed from the bylaw, regulated differently or effectively addressed through other means.

The intent of each regulation and the outcome it is meant to achieve will be clearly communicated. This will remove the guesswork from development regulations and help make development and enforcement processes more predictable.

A Zoning Bylaw for Everyone

All Edmontonians should be able to participate in building the city envisioned in ConnectEdmonton and The City Plan. Regulations will need to be written through the lenses such as inclusivity, accessibility, reconciliation, age and gender. Administration will engage with subject matter experts and stakeholder groups throughout the development regulation writing process to ensure that the new Zoning Bylaw builds an Edmonton for everyone.

DECIDING ON WHEN AND HOW WE REGULATE

There will be some difficult decisions to make in drafting the new Zoning Bylaw. **Deciding what to regulate through zoning is just as important as deciding what not to regulate.** There will be benefits, risks and tradeoffs with each decision to ensure the new Zoning Bylaw balances achieving policy outcomes with regulatory burden.

Assumptions about what should be regulated will be critically re-examined, and decisions will be informed by a **rigorous decision making framework.**

Case Study: Open Option Parking

In June 2020 City Council approved an amendment to remove minimum parking requirements from the Zoning Bylaw. This change, known as Open Option Parking, represents a **philosophical shift** in how the City approaches regulation.

From 2018–2019 Administration undertook a Comprehensive Parking Review that looked at whether variation in parking demand could be explained by measurable factors that the City can regulate or control, like access to transit or population density. The analysis found that there was virtually no correlation between parking demand and these factors. In addition, a technical study found that there is an overall surplus of

on-site parking at all times of day and week in Edmonton. Together, this evidence suggests that minimum parking requirements had been ineffective at matching parking supply with demand. This resulted in an inefficient use of land and higher development costs that often served as a barrier to small business and a variety of housing forms.

This led to the conclusion that the Zoning Bylaw was not the right tool to regulate parking. Instead, with Open Option Parking, businesses and landowners are able to determine the amount of on-site parking they feel is needed for their particular operations, activities or lifestyle.

The Open Option Parking case study illustrates how, by fundamentally re-examining assumptions about what the Zoning Bylaw should regulate, the City was able to identify and eliminate a type of regulation that was not effectively supporting

long-term city-building objectives. The result is an approach that will better support choice and flexibility for Edmontonians, cost savings and efficiency for businesses, and ultimately a more compact, walkable, and vibrant Edmonton.

How will it work?

Every decision making framework needs a solid foundation. While the inputs and considerations of the framework will certainly change over time, the two fundamental questions it seeks to answer will not change. These two questions may seem obvious, but are really important to ask:

1. **Should** the Zoning Bylaw regulate this?
2. If yes, then to **what degree** should it be regulated?

Answering these two questions will support sound and justifiable decision making. If the Zoning Bylaw should regulate something, the degree to which it is regulated will need to balance competing interests and consider trade-offs. [Table 1](#) below outlines the proposed method (principles) for decision making.

Table 1. New Zoning Bylaw Decision Making Framework

Should we regulate it?	If yes, then to what degree?
<ul style="list-style-type: none"> + Legal obligation: Do we have a legal requirement to regulate this topic? + Policy alignment: Does regulating this topic align with The City Plan and other strategic policies and directions on land use and development? + Scope is clearly definable: Can the scope of the topic be clearly defined and understood? + Good planning practices/principles: Is it best practice to pursue regulating this topic with available data and literature? + Stakeholder and Public input: Do Edmontonians support regulating the topic? + Land use impact: Will not regulating this topic create land use impacts, either locally or city-wide? + Measuring land use impact: Is it possible to objectively measure the impact of the topic or will subjective measures be relied upon? + Weighing up the risks involved: What are the risks and trade-offs of regulating/not regulating and how much risk should be taken on this topic? + Enforceability: Can compliance with the regulation be easily determined, and can it be enforced? + Alternative means of regulation: Is the Zoning Bylaw the only feasible way for this topic to be regulated, or are there alternative means such as other bylaws or standards that would be more appropriate? 	<ul style="list-style-type: none"> + Health & Safety: What level of regulation is required to protect the health and safety of Edmontonians and the environment? + Risks & Trade-offs: What are the risks & trade-offs associated with different degrees of regulation for the topic and what is acceptable? + Consequences: What is the most cost-effective way to regulate the topic to achieve the desired outcome – for the public, businesses and government? + Consistency and timeliness of approval processes: Would the degree of regulation affect permitting and approval processes? + Predictability: Are the regulations and associated permitting requirements understandable and predictable? + Land use impact: The degree of regulation should be proportionate to the potential impact of not regulating. + City impact on local scale and city-wide scale: The degree and method of regulation must consider whether the impact of the topic applies locally or city-wide. + Monitoring: Can the regulation be monitored for effectiveness and continued relevance?

Note: The decision making framework is still in development. The framework is meant to serve as advice for Administration and decision makers. As the priorities and needs of Edmontonians and City Council change, the framework will also adapt accordingly.

CONCLUSION AND NEXT STEPS

Edmonton has changed dramatically since the current Zoning Bylaw was first drafted. Over the years, regulations have been added and amended to keep the Zoning Bylaw functional, but outdated regulations have remained in place. **This band aid approach has resulted in an overly complex and restrictive bylaw that does not support current city building goals or allow for innovative and sustainable designs.**

A new Zoning Bylaw presents a unique opportunity to question what the City regulates in terms of land development, why we regulate certain things and the impact those regulations have on the development process. It forces us to ask what the Zoning Bylaw should and shouldn't control, and how much control it should have in each instance. Regulations need to balance reducing regulatory burden with achieving policy outcomes in order to enable people, places and businesses to thrive and prosper, both now and in the future.

This is easier said than done. A series of discussion papers have been prepared to explore the various aspects of zoning and the Zoning

Bylaw, and provide the preliminary thinking and direction for the bylaw's new regulatory framework. These demonstrate how the City will achieve the vision, goals, outcomes and directions outlined in ConnectEdmonton, The City Plan and other City policies. Edmontonians were encouraged to explore the topics that interest them and provide feedback through [Engage Edmonton platform](#). The feedback received will help set the direction of the new Zoning Bylaw and subsequent implementation.



GET INVOLVED!

- For further information to get involved visit engaged.edmonton.ca
- For more information about the initiative visit edmonton.ca/zoningbylawrenewal
- For all other ideas and feedback regarding Zoning Bylaw Renewal Initiative, please use the [General Feedback Form](#)
- Subscribe to our [newsletter](#)
- Contact us at zoningbylawrenewal@edmonton.ca



ZONING BYLAW RENEWAL INITIATIVE

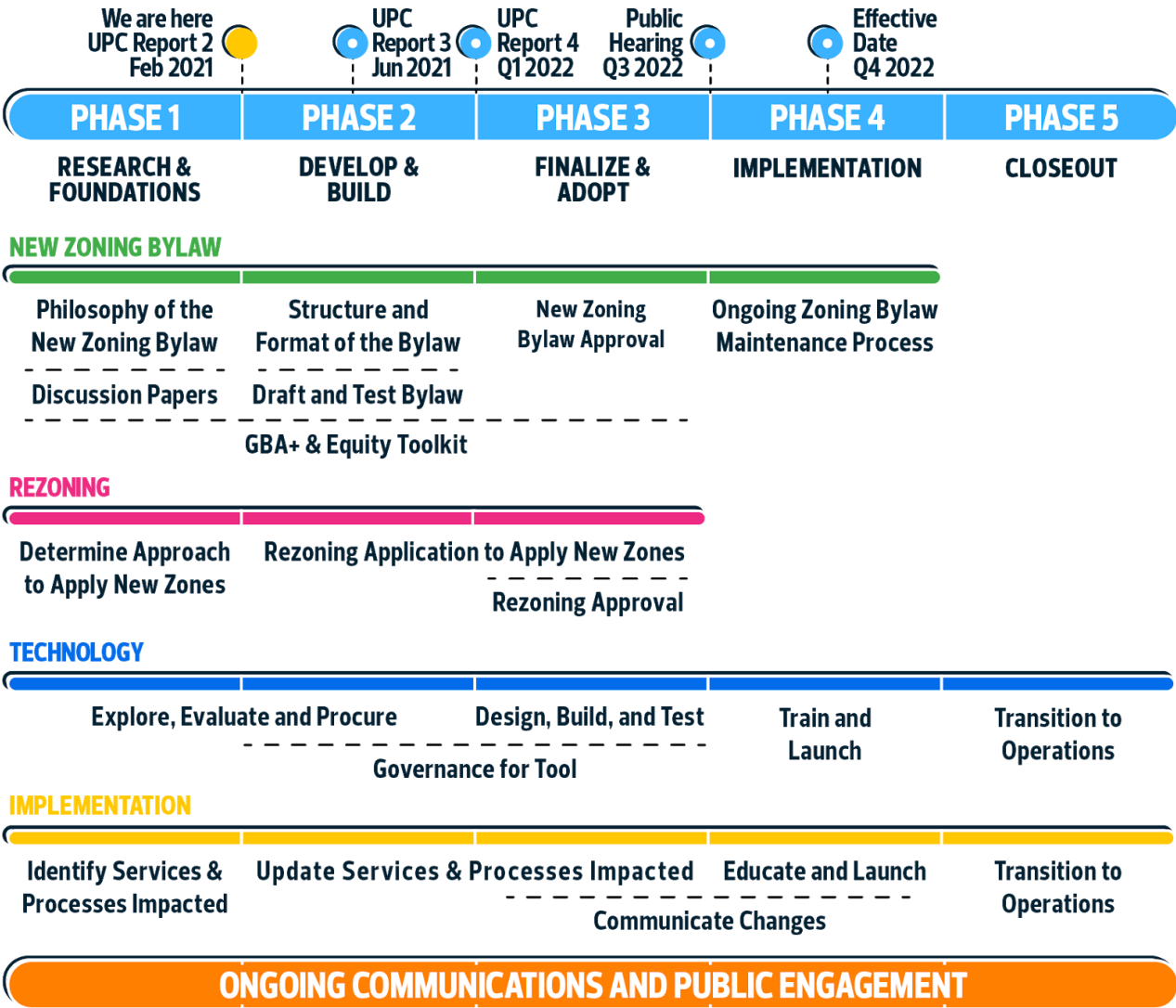
Edmonton

Projects and Phases of the Zoning Bylaw Renewal Initiative

The Zoning Bylaw Renewal Initiative comprises four projects occurring concurrently through four phases.

The following includes an overall schedule of how the four projects fit into the Zoning Bylaw Renewal Initiative timelines, an outline of work completed in Phase 1 - Research and Foundations, work anticipated for Phase 2 - Develop and Build, and metrics and targets for each of the four projects.

Overall Schedule of the Zoning Bylaw Renewal Initiative



Phase 1 Work

The majority of activities during Phase 1 set the foundation for drafting the new Zoning Bylaw. Some of these activities for the New Zoning Bylaw and Rezoning projects included:

- Developing a philosophy for the new Zoning Bylaw (see Attachment 1)
- Writing and publishing a series of discussion papers outlining the preliminary thinking on key topics and zones for the new Zoning Bylaw (posted on the Engaged Edmonton platform).
- Developing a decision making framework to guide the type of regulations to be included in the new bylaw, and the degree of regulation required to achieve a particular outcome (see Attachment 3)
- Initiating the GBA+ and Equity Toolkit and conducting interviews with a diverse cross-section of Edmontonians to help staff to draft regulations through an equity lens (see Attachment 3)
- Compiling the feedback received on the discussion papers in a What We Heard document (see Attachment 5)
- Analyzing and compiling zoning related feedback received as part of the City Plan engagement (see Attachment 7)
- Determining an approach to apply new zones

Activities related to the Technology and Implementation projects included:

- Researching how City staff, industry and the public experience and interact with the current Zoning Bylaw and gathering feedback on opportunities to improve the bylaw's interface
- Assessing business requirements and identifying what services and service areas will be impacted by the changes to the bylaw
- Identifying gaps in technology needed to implement the new bylaw
- Evaluating technology available to meet business needs

Phase 2 Work

In Phase 2 - Develop and Build - Administration will continue to focus on the New Zoning Bylaw and Rezoning projects. Activities will include:

- Completing jurisdictional reviews and researching best practices for zoning issues not covered during Phase 1
- Creating the structure of the new zones and new Zoning Bylaw
- Applying the decision making framework to ensure a consistent and transparent rationale for what is regulated and incorporating the GBA+ and Equity Toolkit to ensure equity considerations are included in the decision-making process
- Drafting the new zones and regulations for the new Zoning Bylaw

- Undertaking comprehensive stakeholder and public engagement and communication activities to gather feedback on the new draft Zoning Bylaw
- Testing the new Zoning Bylaw and developing scenarios to identify gaps, unclarity and regulation conflicts or issues
- Identifying regulatory issues that could be addressed by other bylaws or tools
- Preparing a new Zoning Map to correspond with the proposed zones
- Evaluating rezoning impacts to infrastructure with city building partners, such as EPCOR water and drainage, Parks and Open Spaces, Transportation, District Planning, etc.

Phase 2 activities related to the Technology and Implementation projects include:

- Procuring and designing the technology to meet the City’s business needs for the new Zoning Bylaw including a content management system and online notification
- Updating services and processes that will be impacted by the new Zoning Bylaw, including automation of non-complex development permits, application requirements, etc.
- Testing the implementation of the new Zoning Bylaw through various developing scenarios, including development permit applications to identify gaps, unclarity and regulation conflicts or issues

Objectives and Outcomes for the Zoning Bylaw Renewal Initiative

The following table provides information on the objectives and outcomes of the Zoning Bylaw Renewal Initiative and specific objectives and outcomes of the New Zoning Bylaw and Technology projects.

Zoning Bylaw Renewal Initiative

Initiative Goals	Initiative Objectives	Expected Outcomes
Goal 1 Develop a user-friendly Zoning Bylaw that is aligned with City Policies and directions	Objective 1.1 Create a cohesive experience for all users of the Zoning Bylaw	<ol style="list-style-type: none"> 1. The new Zoning Bylaw is easy to navigate for all users 2. The new Zoning Bylaw uses accessible language 3. The terminology in the new Zoning Bylaw will reflect the terminology in The City Plan, Business Licence Bylaw and Alberta Building Code and other relevant City policies 4. Improved on-line experience for customers

	<p>Objective 1.2 The new Zoning Bylaw enables the advancement of City policies and directions</p>	<ol style="list-style-type: none"> 1. Land use regulations collectively advance City policy and directions 2. The measures developed for the new Zoning Bylaw and associated processes support corporate targets/indicators for The City Plan and or ConnectEdmonton
<p>Goal 2 Streamline and simplify Zoning Bylaw regulations and associated services</p>	<p>Objective 2.1 Reduce the size of the Zoning Bylaw</p>	<ol style="list-style-type: none"> 1. Reduction of the number pages in the Zoning Bylaw by 50% 2. There will be a 60% reduction in the number of zones 3. There will be a 60% reduction in the number of land use classifications
	<p>Objective 2.2 Clear, purposeful and enforceable regulations for Edmontonians and a technical audience</p>	<ol style="list-style-type: none"> 1. After a 6 month transition period there will be a 25% reduction in development permit application missing information requests. 2. Minimal amendments to the Zoning Bylaw to provide clarity to regulations
	<p>Objective 2.3 Reduce the cost of delivering planning and development services</p>	<p>Within two years of the approved new Zoning Bylaw:</p> <ol style="list-style-type: none"> 1. 60% of all development permits will be minor permits 2. 30% of all development permits will be automated
<p>Goal 3 Rezone properties city-wide to align with the zones in the new Zoning Bylaw</p>	<p>Objective 3.1 An approach to rezoning all lands in Edmonton is developed and implemented</p>	<p>Successful application of new zones to properties in Edmonton</p>
	<p>Objective 3.2 There will be minimal reductions to property development rights</p>	<p>Closest equivalencies between zones will not include development rights more than 25% of the current development rights.</p>
<p>Goal 4 Ensure a smooth transition to a new Zoning Bylaw and</p>	<p>Objective 4.1 Minimal increase to the Development Process timelines</p>	<ol style="list-style-type: none"> 1. Application processing time (LDA's and Development Permits) will not increase by more than 15% during transition

new online tools (technology) for all stakeholders		2. The time for transitioning to the new Zoning Bylaw will not impact the application processes for more than six months
	Objective 4.2 Develop training and education materials for staff, applicants and Edmontonians before launch	Prior to 'in effect' date of the new Zoning Bylaw: 1. 90% of affected staff will have training completed 2. 90% of application forms, processes and training materials will be updated 3. 80% of the technical issues will be resolved 4. 75% of Industry surveyed will agree that they have a sufficient understanding of how to use the new Zoning Bylaw
Goal 5 Implement a thorough and robust engagement and communication plans	Objective 5.1 Build off the work and learnings of The City Plan project to develop the public engagement and communications plans to provide a cohesive experience for Edmontonians	1. The same methods and groups will be used for the Zoning Bylaw initiative 2. The same terminology will be used in the new Zoning Bylaw initiative engagement and communication
	Objective 5.2 Achieve high level of internal and external engagement through communication and engagement activities that is relatable and accessible to stakeholders	1. Minimum of 30 different agencies/stakeholders groups will have an opportunity to provide feedback 2. Use of at least four different approaches of public engagement (e.g. survey, feedback form, in person, on-line)

New Zoning Bylaw

Project Goals	Project Objectives	Expected Outcomes
Goal 1 The Zoning Bylaw aligns with strategic policies and directions,	Objective 1.1 The new Zoning Bylaw enables the advancement of City policies and directions	1. Land use regulations collectively advance City policy and directions

<p>including ConnectEdmonton, The City Plan and Planning Tools</p>	<p><i>Same as Initiative Goal 1, Objective 1.2</i></p>	<p>2. The measures developed for the new Zoning Bylaw and associated processes support corporate targets/indicators for The City Plan and or ConnectEdmonton</p>
<p>Goal 2 The Zoning Bylaw provides regulations that support better development outcomes</p>	<p>Objective 2.1 Zoning regulations support The City Plan and future District Plans</p> <ul style="list-style-type: none"> ○ 15 minute districts ○ Employment corridors ○ Affordability ○ Housing diversity 	<ol style="list-style-type: none"> 1. Mixed Use Zones will need to change by less than 20% when District Plans are implemented 2. There will be no new Special Area Zones to implement District Plans 3. There is a 40% decrease in the number of Direct Control Zones
<p>Goal 3 The Zoning Bylaw is user-friendly for all audiences, with clear, purposeful and enforceable regulations</p>	<p>Objective 3.1 Create a cohesive experience for all users of the Zoning Bylaw</p> <p><i>Same as Initiative Goal 1, Objective 1.1</i></p>	<ol style="list-style-type: none"> 1. The new Zoning Bylaw is easy to navigate for all users 2. The new Zoning Bylaw uses accessible language 3. The terminology in the new Zoning Bylaw will reflect the terminology in The City Plan, Business Licence Bylaw and Alberta Building Code and other relevant City policies 4. Improved on-line experience for customers
	<p>Objective 3.2 Clear, purposeful and enforceable regulations for Edmontonians and a technical audience</p> <p><i>Same as Initiative Goal 2, Objective 2.2</i></p>	<ol style="list-style-type: none"> 1. After a 6 month transition period there will be a 25% reduction in development permit application missing information requests. 2. Minimal amendments to the Zoning Bylaw to provide clarity to regulations
<p>Goal 4 The Zoning Bylaw is efficient and effective in its regulations and is adaptable over time</p>	<p>Objective 4.1 Reduce the size of the Zoning Bylaw</p> <p><i>Same as Initiative Goal 2, Objective 2.1</i></p>	<ol style="list-style-type: none"> 1. Reduction of the number pages in the Zoning Bylaw by 50% 2. There will be a 60% reduction in the number of zones 3. There will be a 60% reduction in the number of land use classifications

	<p>Objective 4.2 Create flexibility and adaptability in the Zoning Bylaw</p>	<ol style="list-style-type: none"> 1. The timeline to process amendments is reduced by 20% 2. There is a 40% decrease in the number of Direct Control Zones 3. Low Density to Low Density rezoning applications are no longer required 4. Light Industrial to Business Industrial rezoning applications are no longer required
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Rezoning

Project Goals	Project Objectives	Expected Outcomes
<p>Goal 1 Rezone properties city-wide to align with the zones in the new Zoning Bylaw in an organized and strategic manner</p>	<p>Objective 1.1 An approach to rezoning all lands in Edmonton is developed and implemented</p> <p><i>Same as Initiative Goal 3, Objective 3.1</i></p>	<p>Successful application of new zones to properties in Edmonton</p>
	<p>Objective 1.2 There will be minimal reductions to property development rights</p> <p><i>Same as Initiative Goal 3, Objective 3.2</i></p>	<p>Closest equivalencies between zones will not include development rights more than 25% of the current development rights.</p>

Technology

Project Goals	Project Objectives	Expected Outcomes
<p>Goal 1 Select and implement technology to enable management of the new Zoning Bylaw</p>	<p>Objective 1.1 Easy editing (text, images and tables) and uploading of text amendments to the new Zoning Bylaw</p>	<ol style="list-style-type: none"> 1. The time to upload a new amendment into the online Zoning Bylaw will be reduced by 50% per amendment
	<p>Objective 1.2</p>	<p>Remove Zoning Atlas and use AEGIS</p>

	Only one application software is acquired to manage the Zoning Bylaw map and City database	
Goal 2 Improve customer experience for planning and development services	Objective 2.1 Improve user-friendliness of an online Zoning Bylaw and Map Interface	The Zoning Bylaw and Map is easy to navigate for all users
	Objective 2.2 Increase useful Zoning Bylaw and site specific information available to the public and applicants prior to submitting their application	Ability to acquire quick, accurate information and interact with associated services (e.g. mapping)
	Objective 2.3 Increase consistency of planning decisions on applications related to zoning <i>Same as Initiative Goal 2, Objective 2.3</i>	<ol style="list-style-type: none"> 30% of all development permits will be automated General intent of regulations will be available to staff, applicants and the general public

Implementation

Project Goals	Project Objectives	Expected Outcomes
Goal 1 The transition to a new Zoning Bylaw is thoughtfully planned and effectively managed to minimize impacts to users of the Zoning Bylaw and associated services processes	Objective 1.1 Minimal increase to the Development Process timelines <i>Same as Initiative Goal 4, Objective 4.1</i>	<ol style="list-style-type: none"> Application processing time (LDA's and Development Permits) will not increase by more than 15% during transition The time for transitioning to the new Zoning Bylaw will not impact the application processes for more than six months
	Objective 1.2 Develop training and education materials for staff, applicants and Edmontonians before launch <i>Same as Initiative Goal 4, Objective 4.2</i>	<p>Prior to 'in effect' date of the new Zoning Bylaw:</p> <ol style="list-style-type: none"> 90% of affected staff will have training completed 90% of application forms, processes and training materials will be updated 80% of the technical issues will be resolved

		<p>4. 75% of Industry surveyed will agree that they have a sufficient understanding of how to use the new Zoning Bylaw</p>
<p>Goal 2 Update and streamline development permitting processes and services to align with the new Zoning Bylaw</p>	<p>Objective 2.1 Reduce the cost of delivering planning and development services <i>Same as Initiative Goal 2, Objective 2.3</i></p>	<p>Within two years of the approved new Zoning Bylaw:</p> <ol style="list-style-type: none"> 1. 60% of all development permits will be minor permits 2. 30% of all development permits will be automated

Choosing *What* to Regulate and *Why*: Creating a Robust Process for Drafting Regulations

Introduction and Integration

Achieving the equitable and aspirational city envisioned in The City Plan and ConnectEdmonton, and delivering excellent service requires balancing development regulations with a streamlined regulatory environment. Difficult decisions will need to be made through the Zoning Bylaw Renewal Initiative. Understanding this, Administration is developing a robust process for determining what the Zoning Bylaw should and should not regulate, and to what degree it should regulate. Referred to as the Decision Making Framework, it will also take equity considerations into account.

While municipalities commonly analyze land-use impacts and regulatory burden in their approaches to regulations, understanding how regulations can impact equity is a relatively new area of research. To ensure equity considerations are included in every aspect of the project, the Zoning Bylaw Renewal Initiative has partnered with the University of Alberta to create a GBA+ and Equity Toolkit. Though work on the toolkit is occurring separate from the Decision Making Framework, the two will be used together while drafting the new Zoning Bylaw's regulations to ensure equity considerations are part of the regulation writing process.

Decision Making Framework

Benefits, risks and tradeoffs will be considered with each decision to ensure the new Zoning Bylaw balances the goal of supporting policy outcomes with the goal of reducing the regulatory burden. Assumptions about what should be regulated will be critically re-examined and decisions will be informed by a decision making framework. The two primary questions that will be addressed through the decision making framework include:

1. Should the Zoning Bylaw regulate this?
2. If yes, then to what degree should it be regulated?

If the decision making framework process helps to determine that something should be regulated, Administration will consider a variety of factors on how and to what degree it should be regulated. This includes:

- Guidance from the Municipal Government Act and other City policies, bylaws and strategic plans
- A review of best practices and approaches taken by other jurisdictions to address specific zoning issues
- Evaluating regulations' effect on health and safety, land use impact, regional competitiveness, and cost to the applicant and the City

- Consulting feedback and learnings received throughout the Zoning Bylaw Renewal Initiative, including those related to the recent changes made to Zoning Bylaw 12800 through the Zoning Bylaw Omnibus in December 2020 and January 2021, the amendments made to eliminate parking minimums in June 2020, and the changes made to enable 'Missing Middle' housing in August 2019.

In addition to the factors mentioned above, Administration will also evaluate whether regulations proposed for the new Zoning Bylaw will result in more consistent decision making and predictability of service. The Decision Making Framework will prioritize regulations based on the risks, opportunities and tradeoffs associated with more or less regulation of certain aspects of development and land use. The framework will assist Administration in creating a new Zoning Bylaw that will support flexibility, innovation, and better service delivery, allowing people, places and businesses to thrive and prosper. In doing this, Administration will also consider the downstream impacts to affordability and livability in Edmonton. This requires us to understand the economics of development and how added costs are downloaded to the resident and business operator.

For more information about the decision making framework and the types of questions that will be answered while crafting regulations for the new Zoning Bylaw, please refer to Attachment 1 - Philosophy of the New Zoning Bylaw.

GBA+ and Equity Toolkit

With the Zoning Bylaw Renewal Initiative, Administration is taking direction from The City Plan and asking how the built form can help support an inclusive, compassionate and equitable Edmonton. This equity lens is a shift from previous ways of thinking about land use regulations.

To help embed equity considerations in all aspects of the Zoning Bylaw Renewal Initiative, the City is developing a Gender Based Analysis Plus (GBA+) and Equity Toolkit to explore and understand the unintended social impacts of our regulations, and to take thoughtful and decisive action to support the creation of inclusive and welcoming urban spaces. The GBA+ and Equity Toolkit will be developed in alignment with the City's GBA+ Framework, The Art of Inclusion, and other connected programs/initiatives.

The GBA+ and Equity Toolkit will provide planners with guidance on how best to consider concepts of equity and diversity when drafting zoning rules, including:

- Acknowledging assumptions and biases at the regulation writing stage
- Identifying social inequities and identity factors
- Listening to community perspectives

- Exploring equity measures that have been or can be taken to prevent or remove inequities

The toolkit will work in conjunction with the Decision Making Framework, thereby providing Administration with a robust approach to zoning regulations that considers the unintended social impacts of land-use regulations.

Academic Partnerships

To support the creation of the GBA+ and Equity Toolkit, Administration has partnered with the University of Alberta's School of Urban and Regional Planning on a SSHRC (Social Sciences and Humanities Research Council) funded research study to help address the following related questions:

- How can we apply and promote equity and substantive equality considerations in a zoning bylaw?
- How can we identify the inequities created by land use regulations generally, and specifically in the case of Edmonton?
- What human rights and equity issues should be considered when drafting land use regulations?
- What compromises may be necessary when addressing equity using such tools?

This study will include a thorough review of academic literature, best practices, and relevant case law to explore the intersections of equity, human rights, and land use regulation. Key actors — both local stakeholders identified by the City of Edmonton and experts from across Canada — will be interviewed in order to gain insight into how equity can be embedded into municipal regulations. The study will focus on Edmonton's Zoning Bylaw, exploring key amendments and controversial parts identified by stakeholders, to ascertain how zoning tools have caused or helped address inequity within the city in the past.

GBA+ and Equity Toolkit Design Process

Below is a general outline of the phases and work in progress for the GBA+ and Equity Toolkit.

Phase 1 - Research and Reflection (August 2020 - December 2020)

- Review City plans/policies for their diversity and equity commitments
- Connect with City committees/groups working on equity issues to identify potential alignments
- Perform a jurisdictional scan to determine best zoning and equity practices
- Outreach with underrepresented and marginalized communities to understand experiences with Edmonton's Zoning Bylaw
- Draft a paper that articulates the role of planners in addressing equity in the Zoning Bylaw

- Draft a paper that articulates community perspectives on Zoning Bylaw barriers/challenges/issues

Phase 2 - Development (August 2020 - July 2021)

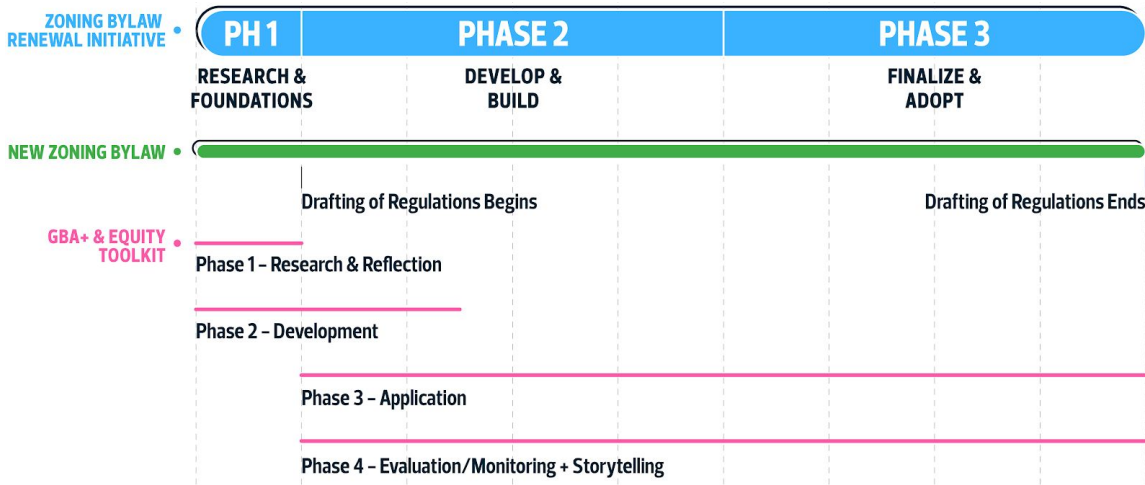
- Workshops with City teams and developing a GBA+ and Equity Toolkit prototype for drafting regulations
- Partner with the University of Alberta’s School of Urban and Regional Planning on a joint research study
- Refine and finalize the GBA+ and Equity Toolkit

Phase 3 - Application (January 2021 - June 2022)

- Draft Zoning Bylaw regulations using the GBA+ and Equity Toolkit
- Partner with the University of Alberta’s School of Urban and Regional Planning to develop a process on how to monitor/evaluate the GBA+ and Equity Toolkit’s effectiveness

Phase 4 - Evaluation/Monitoring and Storytelling (January 2021 - December 2022)

- Develop a process for how the GBA+ and Equity Toolkit will be monitored and used over time
- Continue to refine Zoning Bylaw regulations using the Toolkit
- Promote the GBA+ and Equity Toolkit to internal/external stakeholders
- Prepare a Lessons Learned Report to share with other City departments/teams



ZONING BYLAW RENEWAL INITIATIVE

DISCUSSION PAPER HIGHLIGHTS

Edmonton

DISCUSSION PAPER HIGHLIGHTS

The discussion papers provided an entry point into the world of zoning by breaking it out into understandable parts and allowing Edmontonians to select topics that interest them. They explored various aspects of zoning and the new Zoning Bylaw, and provided the preliminary thinking and direction for the approach it may take. This document compiles the [highlights](#) of the direction that was presented for each paper.

These papers were a [first attempt](#) at exploring potential directions for new zoning regulations.

All Edmontonians were encouraged to provide feedback through the [Engaged Edmonton](#) platform. The next steps include doing more in-depth research and analysis on the feasibility of some of the proposed ideas and incorporating the feedback from what we heard to inform the new Zoning Bylaw. While the ideas outlined in this document are being considered, further change is anticipated. For more information on the general approach to the bylaw please refer to the [Philosophy of the New Zoning Bylaw](#).

TOPICS



**PHILOSOPHY OF THE
NEW ZONING BYLAW**



1 NODES & CORRIDORS



2 RESIDENTIAL ZONES



**3 COMMERCIAL &
INDUSTRIAL ZONES**



**4 AGRICULTURE &
RURAL ZONES**



**5 OPEN SPACE &
CIVIC SERVICES ZONES**



6 SPECIAL AREA ZONES



**7 DIRECT CONTROL
ZONES**



**8 NOTIFICATIONS &
VARIANCES**



9 OVERLAYS



10 SIGNS



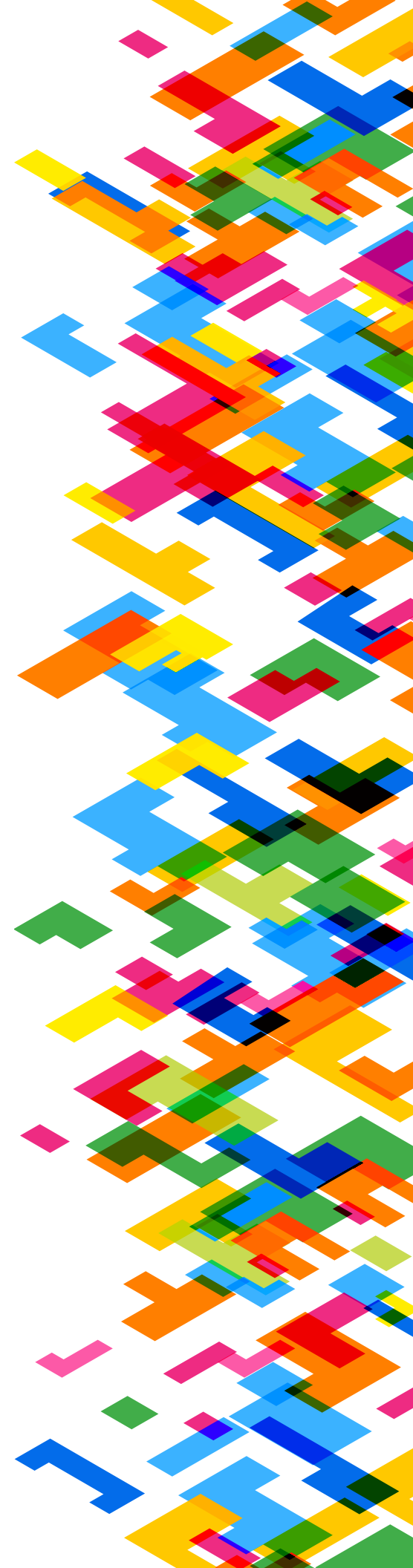
**11 CLIMATE RESILIENCE &
ENERGY TRANSITION**



12 ECONOMY

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NODES AND CORRIDORS

The Nodes and Corridors discussion paper represents Administration's **first attempt** at reimagining how the new Zoning Bylaw can build on the City Plan's concept of the **15-minute city and develop a regulatory framework to make the nodes and corridor model a reality.**

The following policy intentions and directions outline how the nodes and corridors network will shape life within Edmonton:

- + Nodes and corridors are **intensification areas designated for housing and job growth**. To create inclusive mixed use areas, a variety of businesses, housing types and community amenities will be encouraged.
- + An integrated city transportation network with **an emphasis on mass transit and mobility hubs**, is a defining characteristic of the proposed zones.
- + The new Zoning Bylaw can achieve the City Plan's goals of integrating high quality urban design by using regulations to ensure **the design of buildings and sites are contextually appropriate and enhance the pedestrian experience**.
- + The draft nodes and corridors zones will also align with the **Metropolitan Regional Growth Plan**, the proposed District Planning Framework, and support the **innovation corridor concept**.

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

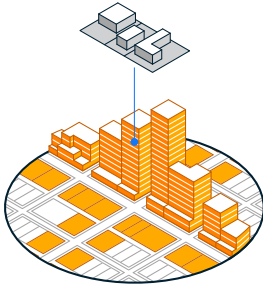
Key Directions Proposed

The following five items are the key actions/changes proposed in the Nodes and Corridors discussion paper.

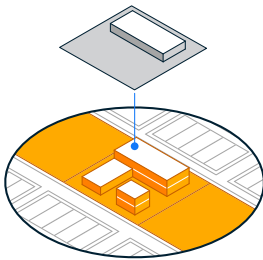


1 Three specific zones for mixed use development within the Nodes and Corridors framework

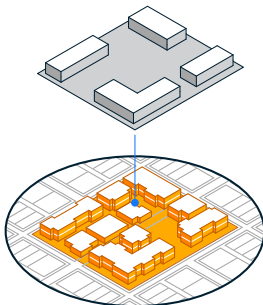
The City Plan’s approach to nodes and corridors is intended to direct investment, infrastructure enhancements and services to support greater density of people and jobs in a more sustainable way. Currently, Edmonton doesn’t have functional mixed use zones to achieve these objectives. To enable the development the City Plan envisions for the Nodes and Corridors network, three mixed use zones are proposed for the new Zoning Bylaw:



Mixed Use 1 Zone is intended to enable main street-type development similar to those you would see along Whyte Avenue or on 104 Street, with narrow front setbacks and a continuous building frontage along the street. It emphasizes the public realm through urban design that supports vibrant, walkable and accessible main street-like corridors and nodes. This zone will be primarily located within urban settings, pedestrian-oriented corridors and within some suburban contexts.



Mixed Use 2 Zone is intended to transition automobile-oriented sites to mixed-use pedestrian friendly development. It would be applied to sites greater than 2 ha in area, similar to Crestwood Centre, and will prioritize pedestrian movement, safety, and activity. This zone will allow for greater inward orientation of development with breaks in the building frontages to increase pedestrian movement and connectivity through the site.



The **Comprehensive Site Zone** is intended to transition large retail centres, shopping malls and sites greater than 2 ha, similar to Century Park, into high density, mixed use urban villages close to mass transit. As the areas will accommodate larger redevelopment, additional design information may be required at the initial development permit application to ensure the development integrates with the larger network and surrounding development.

2 Horizontal and Vertical Mixed Use

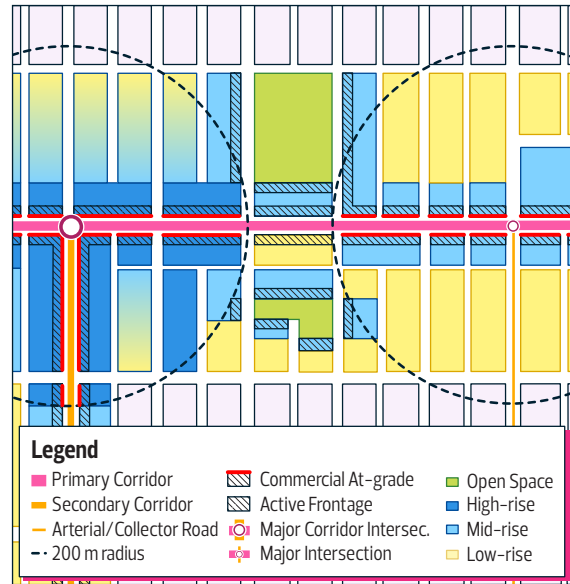
The mixed use zones will enable a broad range of uses and will allow for both vertical and horizontal mixed use development. Traditionally mixed use development is characterized by commercial at-grade and residential above, and sometimes zoning prevents residential uses at the ground level. However, allowing for variety in how land use is organized in new development will help the nodes and corridors intensify, thrive, and innovate. It will also help enable market-ready development that can adapt over time.



3 Context Modifiers

The discussion paper proposes using context modifiers as levers to increase land use intensity (height, floor area ratio, and density) based on a site's location within the network. For example, Major Nodes are intended to comprise of both mid and high-rise developments, whereas District Nodes are intended to accommodate mostly mid-rise and some high-rise development.

The paper proposes to categorize low-rise development as falling within the range of 3 to 6 storeys, mid-rise in the range of 7 to 12 storeys, and high-rise in the range of 13 to 26 storeys. Height modifiers would be applied to sites based on their location within the node or corridor hierarchy area outlined in The City Plan, and as guided by other higher policies and plans, such as District Planning.



Modifiers would also be used to apply certain use and design requirements. For example, active frontage, to require more frequent doors and windows at ground level would be applied along major streets, and commercial uses at-grade would be required for development within close proximity to major intersections. This will allow for a more visually interesting and interactive relationship between new shops and businesses and the public realm in key areas of the nodes and corridors network.

4 Urban Design

Nodes and Corridors will reflect a high standard of design for public and private development. They will contribute to an enhanced public realm that is connected, walkable, and celebrates Edmonton as a winter city. The nodes and corridor zones will integrate regulations that reflect the principles of the City's urban design policies that apply to podium, mid-rise, and tower configurations, setbacks and stepbacks, and building articulation that strengthen the relationship with the street and promotes human-scale development comfortable to pedestrians.

Additional work will be done to determine additional design information required, such as an urban design brief in relation to Edmonton Design Committee reviews and the City's urban design policies and guidelines.

5 Incentive Based Regulations

The discussion paper also proposes using standardized incentives-based regulations to encourage public amenity contributions within a development through bonusing provisions associated with additional height, floor area ratio, and/or dwelling units. So for example, this might include contributions that enhance a nearby playground in exchange for additional dwelling units for a new development. Incentive based regulations will continue to be explored for their use and application within the mixed use zones and to reduce the reliance on direct control zoning.

See the [Nodes and Corridors discussion paper](#) for more details.

RESIDENTIAL ZONES

The Residential Zones discussion paper represents Administration's **first attempt** at reimagining how the new Zoning Bylaw can serve our existing and future residents **with housing options for those of different means and in different stages of life.**

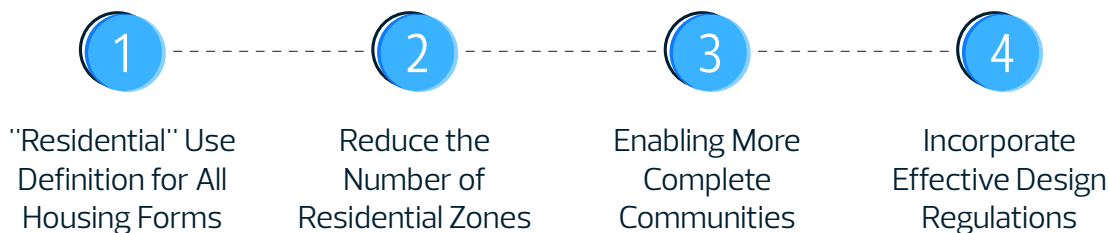
The proposed approach will achieve the following Big City Moves from The City Plan:

- + To establish a **"Community of Communities"** by creating **15-minute districts** where residents would have more access to businesses, services, and amenities within 15 minutes from where they live.
- + To become more **"Inclusive and Compassionate"** by providing more **housing options** in more neighbourhoods throughout the city to help ensure everyone has access to safe housing.
- + To become a **"Rebuildable City"** by supporting neighbourhoods as they **grow and redevelop** to adapt to the changing needs of Edmontonians

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

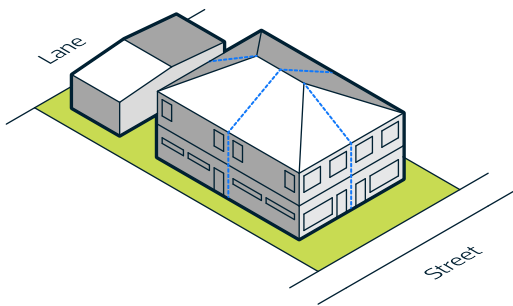
The following four items are the key actions/changes proposed in the Residential Zones discussion paper.



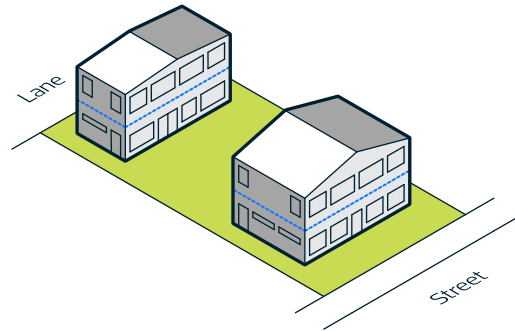
1 “Residential” Use Definition for All Housing Forms

Zoning Bylaw 12800 currently divides housing into different use definitions, based on the form of the building (such as single detached house, row house and garden suite). Rigidly defining housing in such a narrow prescribed way prevents sites from adapting to building and/or living trends. Rather than continuing to regulate based on multiple residential uses, the discussion paper proposes to have one use – Residential – and to focus regulations more on the form and massing of the building, in addition to site planning considerations like amenity space. This will allow sites to adapt to emerging trends and provide Edmonton with more housing options.

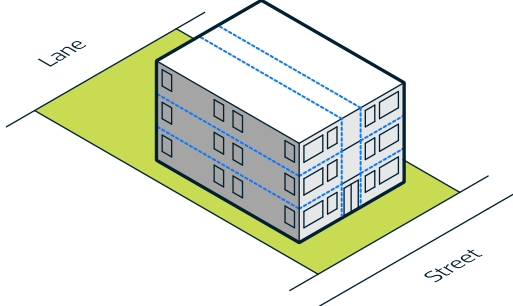
Four residential units



Four residential units



Six residential units



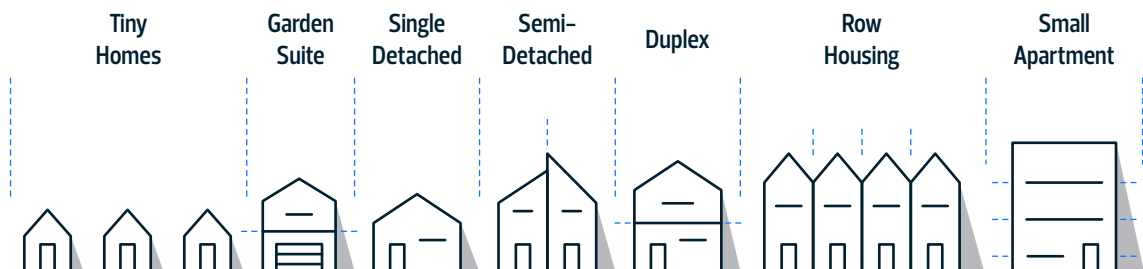
Six residential units



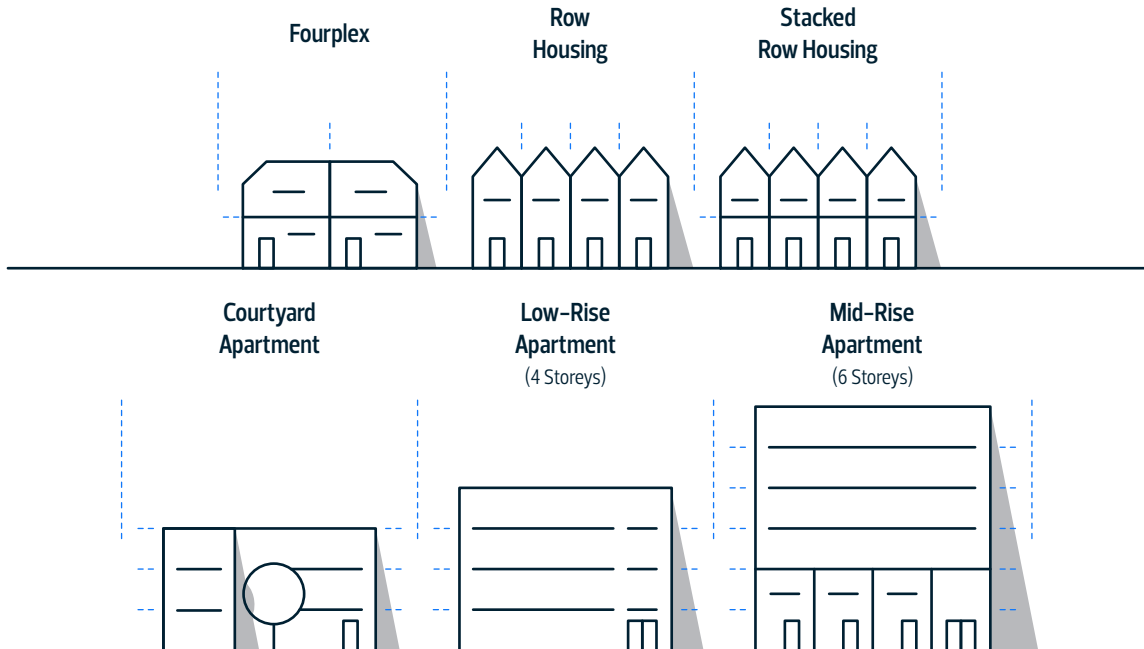
2 Reduce the Number of Residential Zones

There are 15 residential zones currently regulating housing in the urban area. Many of these residential zones are very similar to one another which creates both redundancy and complexity in the Zoning Bylaw without providing much additional opportunity in each zone. To simplify and streamline processes, Administration is proposing to consolidate down to the following two residential zones:

- + Small Scale Residential Zone for residences up to 3 storeys in height. This allows for a range of housing options and will be regulated by the number of units allowed on a housing site.



- + Low Rise Residential Zone for residences between three and six stories high. These zones will be located in areas supporting local nodes or other node and corridor areas. Limited non-residential uses would be allowed on the ground floor. Design regulations to reduce impact from the bulk of the building are also proposed.



- + Higher density residential developments that are higher than six storeys are proposed to be regulated through the mixed-use zones as proposed in the Nodes and Corridor discussion paper.

3 Enabling More Complete Communities

Recognizing the importance of neighbourhoods and living locally, the Residential Zones discussion paper proposes to enable local services in residential neighbourhoods. For example, the Small Scale Residential Zone would allow local neighbourhood services such as shops and cafes to develop without a rezoning on the condition that these are located beside existing non-residential sites. This will help enhance existing Local Nodes as discussed in The City Plan.

4 Incorporate Effective Design Regulations

Incorporating effective design regulations in the Zoning Bylaw will help create a sense of visual identity in neighbourhoods. Administration will explore where design regulations controlling different housing forms would be most appropriate. Another option being considered is retiring the Mature Neighbourhood Overlay, but identify effective regulations from the overlay and incorporating these into the proposed residential zones. This would also remove an additional layer of regulations for users to understand and navigate.

See the [Residential Zones discussion paper](#) for more details.

COMMERCIAL AND INDUSTRIAL ZONES

The Commercial and Industrial Zones discussion paper highlights Administrations **first attempt** at simplifying Edmonton’s commercial and industrial zones to create more **certainty and adaptability** while also introducing elements to implement the City Plan’s policies related to the **Non-residential Opportunities Network**.

The proposed approach will implement the policies of City Plan in four ways:

- + Ensuring safe development by managing potential risk associated with heavy industry, oil and gas facilities, pipelines, railway and utility corridors **through the provision of adequate buffers, separation distances, and effective transition zones.**
- + Encouraging investment and redevelopment by increasing development opportunities within the commercial and industrial zones by **allowing for a broader range and configuration of uses** in the commercial and light industrial zones and enhancing the development potential **to enable the adaptive reuse of existing development.**
- + Maintaining viability for industrial growth by restricting commercial uses in some areas **to preserve opportunities for industrial development.**
- + Enhancing pedestrian safety by ensuring new development is **walkable and well-designed.**

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

The following three items are the key actions/changes proposed in the Commercial and Industrial Zones discussion paper.

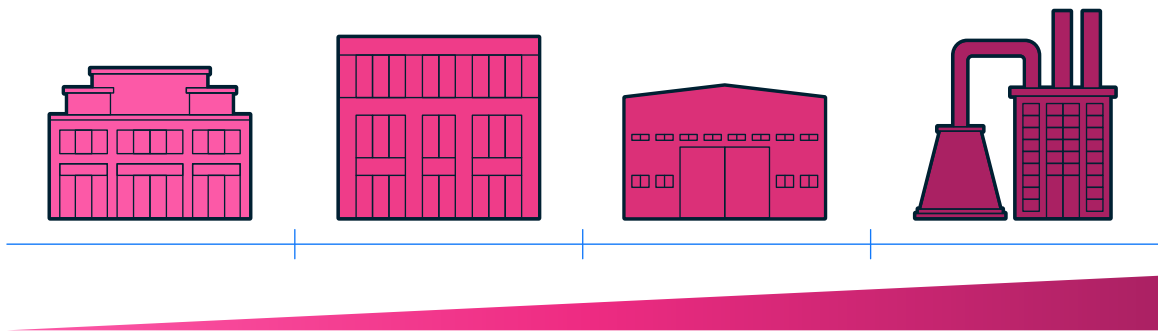


1 Simplify and Consolidate Commercial and Industrial Zones

Zoning Bylaw 12800 currently has seven standard commercial zones and five standard industrial zones. Several of these zones are similar and have overlapping development outcomes. To streamline and simplify regulations, Administration proposes to consolidate the commercial and industrial zones into four new standard zones:

- + **General Commercial Zone** for commercial development up to three storeys high that will be located in areas supporting node and corridor areas to meet the everyday needs of local and regional shoppers. This zone will also enable limited residential uses above the ground floor.
- + **Business Employment Zone** for commercial and light industrial activities up to six storeys high that will also be located in areas supporting node and corridors areas, and may be located in non-residential local node contexts. This zone will accommodate high quality light industrial, office, commercial and civic service developments where activities are occurring within a building. It will also serve as a transition zone to buffer adjacent more intensive industrial zones.
- + **General Industrial Zone** for light to medium industrial activities up to six storeys high that require larger sites. These developments may carry out a portion of their operations outdoors or require outdoor storage areas, but any nuisance activities would not extend beyond the boundaries of the site.
- + **Heavy Industrial Zone** for intensive industrial activities up to six storeys high or higher to accommodate specific industrial activities (such as smokestacks). This zone is proposed to accommodate developments that are incompatible with non-industrial and minor industrial uses due to their appearance, noise, odour, risk of toxic emissions, or other hazards. This zone would be generally located on the interior of industrial or agricultural areas in order to not impact the safety, use, amenity or enjoyment of surrounding zones.

Summary of Current and Proposed Commercial and Industrial Zones



Commercial Zone	Industrial Zones		
General Commercial	Business Employment	General Industrial	Heavy Industrial
Example Developments			
<ul style="list-style-type: none"> + Corner Stores + Medical Offices + Big Box Retail + Strip Malls + Offices 	<ul style="list-style-type: none"> + Business Centres/ Offices + Warehouses + Strip Malls 	<ul style="list-style-type: none"> + Warehouses + Storage Yards 	<ul style="list-style-type: none"> + Land Treatment + Chemical Processing + Hazardous Material Storage

2 Increase Development Certainty and Adaptability

To create zoning regulations that can maintain and enhance Edmonton's competitiveness for non-residential investment within the region, the discussion paper proposes to increase development certainty and adaptability by:

- + Including broader and more inclusive use categories in the General Commercial and Business Employment zones to allow for innovation and flexibility in businesses operations, products and/or services.
- + Dedicating moderate to heavier industrial activities to the General Industrial and Heavy Industrial zones will maintain industrial lands for industrial growth and will ensure impacts associated with these activities are minimized towards non-industrial uses and zones.
- + Future-proofing Edmonton's commercial and industrial development through requirements such as minimum ground floor heights that can facilitate the adaptive reuse of buildings as their purpose and use evolve over time.

3 Enhancing Pedestrian Safety and Urban Design

In large scale commercial and business industrial areas, development is often auto-oriented, leaving pedestrians having to navigate walking through parking lots, climbing fences, or walking down the side of incomplete roadways and drive-aisles to get to their destination. To ensure safer development for pedestrians, the discussion paper proposes to use design regulations to incorporate accessible pedestrian walkways through large parking areas and new development to locate closer and oriented towards the street in pedestrian oriented contexts.

To further enhance pedestrian comfort, safety, and building frontages the discussion paper proposes to include clear, objective, and measurable design regulations informed by the current Major Commercial Corridors Overlay and Main Streets Overlay.

See the [Commercial and Industrial Zones discussion paper](#) for more details.

AGRICULTURE AND RURAL ZONES

The Agriculture and Rural Zones discussion paper is Administration's **first attempt** to reimagine how Edmonton's agricultural and rural areas will be regulated in the new Zoning Bylaw.

The City Plan's policy framework **reserves agricultural lands to be used for agricultural purposes until Edmonton's future growth requires these lands to transition to another use.** As large tracts of farmland become less productive when fragmented and converted for other non-agricultural uses, existing rural areas will be used **to support limited agriculture-supporting activity in order to preserve prime farmland.** The City Plan also provides direction to support and expand urban agricultural activity within the city in order to strengthen Edmonton's food system.

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

The following three items are the key actions/changes proposed in the Agriculture and Rural Zones discussion paper.



1 One Agriculture Zone

This proposed zone is intended to protect viable agricultural properties from premature fragmentation and subdivision. It would support new and existing agricultural operations such as growing plants and crops and raising animals while also allowing agriculturally-supportive activities like farm tourism and farm cafes.

2 One Rural Zone

This proposed zone would allow limited commercial and industrial uses that generally do not require municipal servicing and would support Edmonton's rural community. These are intended to occur on sites that may already be fragmented and not suitable for agricultural activity. Existing rural residential development and existing rural mobile home parks would continue to be permitted, but future rural residential development would be prohibited. Renewable energy facilities may be appropriate if the land is not viable agricultural land and can be developed sensitively to the surrounding area context

3 Allow More Urban Agriculture in the City

The new Zoning Bylaw intends to support urban agriculture by allowing it more permissively in more areas of the city. It's proposed that outdoor urban agricultural activity with on-site sales be allowed throughout the city's residential and commercial zones without need for a development permit. However, livestock operations are still proposed to be prohibited in the urban areas of the city, while raising hens and bees would continue to follow existing regulations.

It is proposed that indoor urban agricultural activity would still require a development permit to consider situations where a new building is required or a conversion of existing space.

Other Considerations

Agricultural land annexed from Leduc County in 2019 will continue to be regulated by the **existing zoning regulations**, as agreed upon between the County and the City. The new Zoning Bylaw would apply if lands are rezoned.

See the [Agriculture and Rural Zones discussion paper](#) for more details.

OPEN SPACES AND CIVIC SERVICES

Edmonton's open space policies ensure decisions about development in open spaces, natural areas, and the river valley **balance preserving natural areas and providing access and amenities**. The Open Space and Civic Services discussion paper highlights Administrations **first attempt** to align a zoning framework with recently approved open space policy.

The City Plan's policies will implement the vision of the Green and Blue Network in four ways:

- + **Protect and enhance** natural systems
- + Ensure open space is **welcoming, inclusive and accessible for all**
- + Honour **indigenous connections** to the river valley and open space
- + Support development that is **sensitive to nature**

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

The discussion paper proposes the following three key action items/changes:



1 Consolidate Three Park Zones into One Urban Parks and Services Zone

The Urban Parks and Services Zone is proposed to regulate development on all parkland in Edmonton. This consists of school sites, community league space, intensive recreation opportunities, open space, sports fields, playgrounds and sites of interest. This zone will be applied primarily outside of the River Valley, but will contain those areas currently captured under the Activity Node Zone, such as the Edmonton Valley Zoo.

As part of the Urban Parks and Services Zone, the discussion paper proposes to:

- + Increase maximum building heights (compared to the Urban Services zone) to accommodate new school development and alterations
- + Explore alternative measurements for landscaping requirements
- + Ensure school site locations and site programming or park plans are approved by parks planning prior to development permit approval
- + Enable limited commercial opportunities on non-municipal and school reserve designated land

2 Retain Zones for Natural Areas, River Valley Activities, Urban Institutional Development, and Public Utilities

The discussion paper proposes to carry over the intent and purpose for the zones for natural areas, river valley activities, urban institutional development, and public utilities through the following zones:

- + Natural Areas Zone
- + River Valley Recreation Zone; and
- + Urban Institutional Zone
- + Public Utility Zone

Though the Urban Institutional Zone will be retained for locations such as Concordia University and MacEwan University, it is proposed that new urban institutional development would be candidates for the mixed use zones proposed for the Nodes and Corridors.

3 Retire the Community Services Zones

The Community Services (CS1/CS2/CS3/CS4) Zones were created to make use of approximately 20 surplus school sites for residential developments for first time home buyers. As these sites are intended for residential purposes and the developments are near completion, the discussion paper proposes to retire the Community Services Zones and rezone these sites to their closest applicable residential zone.

See the [Open Space and Civic Services Zones discussion paper](#) for more details.

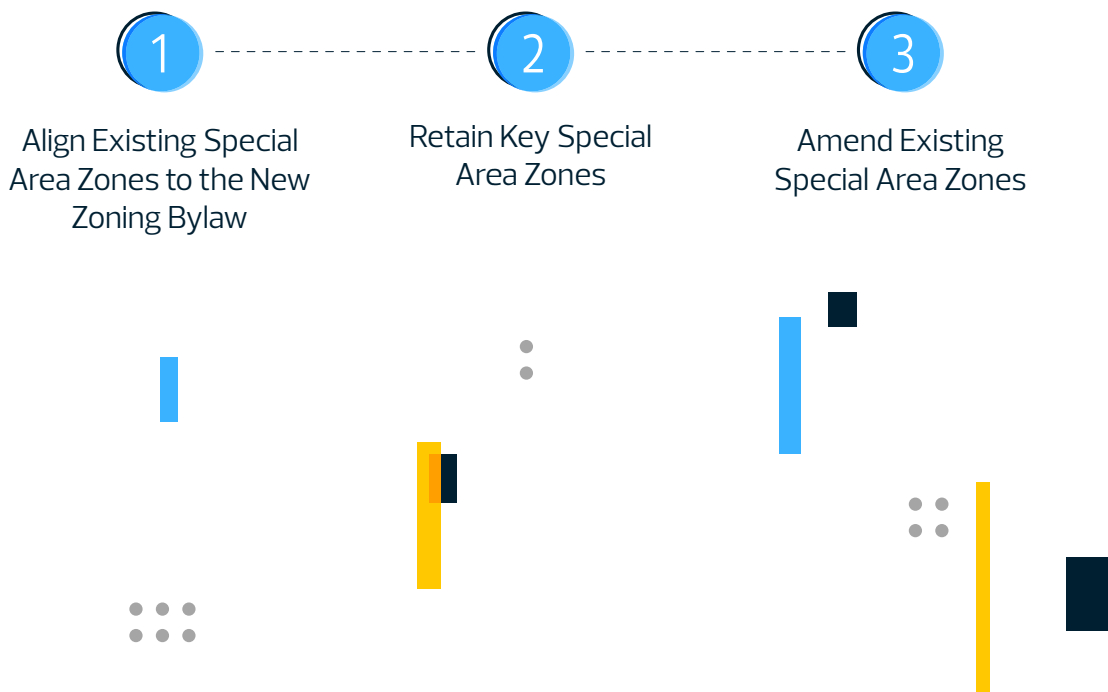
SPECIAL AREA ZONES

The Special Area Zones discussion paper represents Administration's **first attempt** at reimagining how the new Zoning Bylaw can serve to simplify and streamline development regulations for Special Areas. The proposed approach **reduces our reliance on special area zones by creating more flexible and adaptable standard zones**. This will simplify the development process and **help businesses thrive**.

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

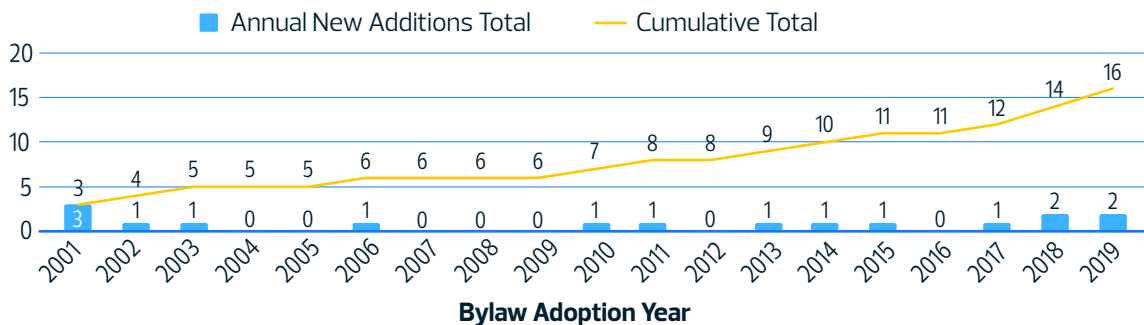
The following three items are the key actions/changes proposed in the Special Areas Zones discussion paper.



1 Align Existing Special Area Zones to the New Zoning Bylaw

Over the past two decades, there has been a dramatic increase in the number of Special Area Zones. While Special Area Zones serve an important purpose, their use adds a layer of complexity to development which impacts the Zoning Bylaw’s accessibility and can increase permitting timelines.

Special Area Additions to the Zoning Bylaw, by Year



As the new Zoning Bylaw is being written, Administration will develop an approach to align existing Special Area zones to the new Zoning Bylaw. This approach will involve rezoning some Special Area zones to the closest equivalent standard zone.

2 Align Existing Special Area Zones to the New Zoning Bylaw

Some Special Area zones will be retained in the new Zoning Bylaw because they fulfill a unique purpose. The following examples are four Special Areas that are proposed to be retained in the new Zoning Bylaw:

Special Area Name	Reason for Retention
910. Special Area Downtown	Further planning work will be done to align existing downtown statutory plans with The City Plan. This may inform the future zoning of this area. Information about the direction of the Downtown Special Area zones can be found in the Nodes and Corridors discussion paper .
970. Special Area Edmonton Energy and Technology Park	To enable the continued work of developing the Edmonton Energy and Technology Park.
997. Special Area Blatchford	To realize the innovative redevelopment of the Blatchford lands currently underway.
1000. Special Area Edmonton South	The terms of the recent annexation agreement require the City to maintain existing zoning on newly annexed lands, to ensure alignment with the former Leduc Land Use Bylaw. Over time, it is expected that these zones will be rezoned to new standard zones at the request of property owners, following a comprehensive planning process.

Further analysis will be required to identify other existing Special Area zones that will need to be retained.

3 Amend Existing Special Area Zones

Some of the retained Special Area zones may need to be amended to align with the new Zoning Bylaw. Potential amendments will be subject to many of the same considerations as rezonings, particularly ensuring alignment with the relevant statutory plans.

See the [Special Areas Zones discussion paper](#) for more details.

DIRECT CONTROL ZONES

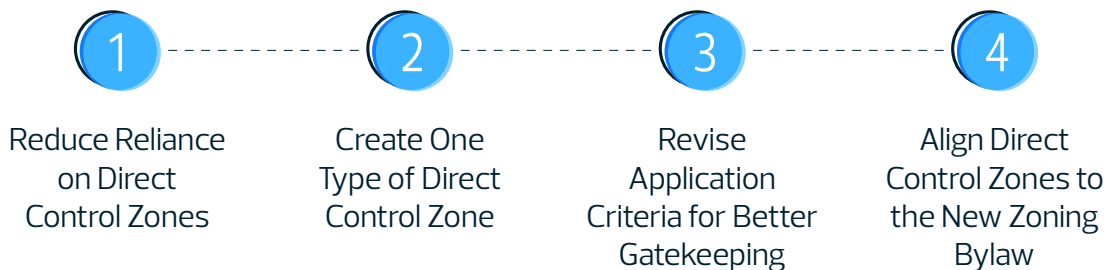
The Direct Control Zones discussion paper represents Administration's **first attempt** at reimagining how the new Zoning Bylaw can support **the use of standard zones** while clarifying **the appropriate use of Direct Control zoning**.

While Direct Control Zones serve an important function, they also **lack flexibility and adaptability over time, and add time and cost to the development process**. While it is important to ensure that unique development is regulated appropriately, Direct Control zones should only be used in limited, specific situations, otherwise **development will be over-regulated and Direct Control zones will hinder the development process more than aid it in the long term**.

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

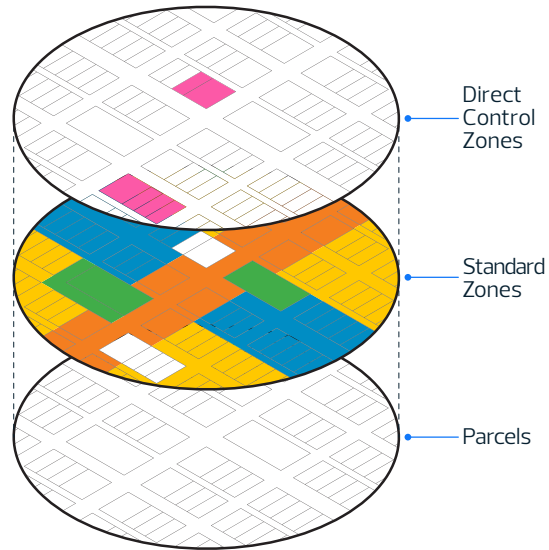
Key Directions Proposed

The following are four key directions proposed to help reduce the use of Direct Control zones in the new Zoning Bylaw.



1 Reduce Reliance on Direct Control Zones

Edmonton's outdated and inflexible Zoning Bylaw, coupled with an ongoing desire for certainty and control over development outcomes, have led to a proliferation of Direct Control zones. The new Zoning Bylaw proposes to simplify zones by consolidating uses and development regulations within standard zones. This will mean taking a new approach to regulation, with simpler and more adaptable standard zones that can accommodate a greater range of development and can be updated over time to align with market trends. As a result, the need to custom-zone sites and areas through the use of Direct Control zones will be reduced.



2 Create One Type of Direct Control Zone

To support the simplification and user-friendliness of the new Zoning Bylaw, it is proposed to collapse the two types of Direct Control zones (DC1 and DC2) into a single Direct Control zone. Having one Direct Control zone with a clearer purpose and application criteria guiding its use will contribute to a simplified regulatory approach and help provide straightforward direction to applicants, citizens, Council and Administration to ensure that the tool is used as intended.

3 Revise Application Criteria for Better Gatekeeping

A set of revised, clearly articulated criteria in the Zoning Bylaw will help to guide the appropriate use of Direct Control zones. The proposed criteria could be informed by asking the following questions:

- + Could the development be accommodated by a standard zone?
- + Is the uniqueness of the development site enough of a constraint to justify the creation of a Direct Control zone?
- + Does a statutory plan or the Historical Resources Act support the use of a Direct Control zone?

Gatekeeping the use of Direct Control zoning would need to be further supported by administrative changes to ensure the question of whether to use a Direct Control zone is given appropriate scrutiny. This will be a necessary step to support the culture shift that will be required to ensure that standard zones are recommended and used more frequently.

4 Align Direct Control Zones to the New Zoning Bylaw

Alongside the creation of the new Zoning Bylaw, Administration will develop options to align existing Direct Control zones with the new Zoning Bylaw. This approach could include rezoning to the closest equivalent standard zone, incorporating site-specific elements into the standard zones, or in limited circumstances, developing regulations that would allow for existing direct control regulations to more closely align with the new Zoning Bylaw.

See the [Direct Control Zones discussion paper](#) for more details.

NOTIFICATION AND VARIANCES

The Notifications and Variances discussion paper represents Administration's **first attempt** at reimagining how residents may be better notified about **rezoning and development permit applications**, and how to provide **clearer criteria** for how variances may be considered.

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed to Address Variances

1 Introduce Criteria to Consider When Granting a Variance

To consider more comprehensively whether a variance should be granted, to provide more transparency and a common understanding for all Zoning Bylaw users – whether they are a developer, builder, or resident – the discussion paper proposes to incorporate four criteria that would be used to consider whether a variance is appropriate in the new Zoning Bylaw:

- + Does the proposed variance meet the intent of the Municipal Development Plan (The City Plan)?
- + Does the proposed variance meet the general intent of the Zoning Bylaw?
- + Does the proposed variance create undue impacts on neighbouring properties?
- + Does the proposed variance address a practical difficulty such as a physical constraint of the site (e.g. unusual shape, topographic feature)?

Though the criteria will expand the scope for how variances will be considered, Administration is proposing to retain current restrictions on variances to maximum density, floor area ratio, and height.

2 Allow Variances to Site Width for Single Detached Housing

The current Zoning Bylaw restricts Administration's ability to grant variances to lot widths for rectangular lots for single detached house developments in the RF1, RF2, RF3 and RF4 zone. Administration is proposing to remove this restriction as it creates an inconsistency in whether this type of variance can be granted to the same type of lot and development depending on its location and zone. Removing this restriction would provide the same opportunity for the same residential development regardless of location in the city. It also re-establishes a fuller set of tools to determine the appropriateness of land subdivision and the proposed variance tests will provide guidance on whether future site width variances are appropriate.

Key Directions Proposed to Address Notifications

1 Require Development Application Signage at Beginning of Review Process

Currently, on site signage is required for specific development permit applications after it's been approved to inform residents of potential future construction. This limits opportunities for neighbours and the community to provide input or obtain information about the project earlier in the development review process. To address this, the discussion paper proposes to revise the signage requirements so that the on-site signage is posted at the start of the review process. If the application is approved, the sign would remain on-site until the development is completed.

2 Retire Newspaper Ads and Expand Online Notifications

The discussion paper proposes to retire the use of newspaper ads as a means to notify and inform residents about development permit applications and rezoning applications, and use online notification tools instead. Administration is currently upgrading the City's mapping software, which provides an opportunity to explore how maps can display development information. Administration is also researching technologies that allow residents to opt-in and request notification of development projects in their neighbourhood that they're interested in. With this, notifications will be better targeted to impacted and concerned residents. Such changes would be monitored to ensure effectiveness.

3 Changes to Mailed Notification

There are several changes proposed to mailed notifications for development permit applications:

- + Retire Class A notifications for development that meet all zoning regulations. Administration feels that this is not the most effective tool for communicating approved developments and that the combination of on-site signage and online notification would provide a suitable alternative.
- + Change who receives Class B notifications:
 - To include tenants of a building within the affected area. Administration believes that both the owner and occupant of the building could be affected by a proposed development so it would be fairer that both are notified.
 - Based on the impact of the variance, similar to how current community consultation notices are sent, as per the notification tiers shown below:

Notification Tier	"Class B" permit notices would be sent to:
Tier 1	<ul style="list-style-type: none"> + Owners and renters within 60m of the subject site + President of the Community League + Executive Director of the affected Business Improvement Area Association
Tier 2	Owners and renters of adjacent properties and across the lane
Tier 3	Owners and renters of adjacent properties

- + Retire Community Consultation notifications and rely on online notification methods and onsite signage to keep residents and the community informed.

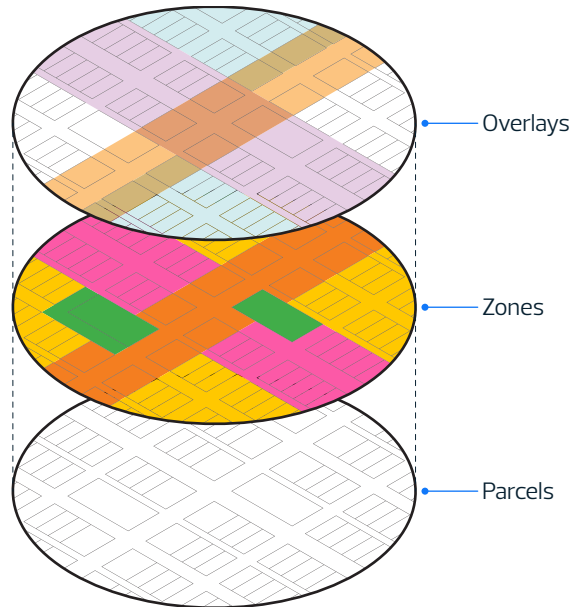
See the [Notifications and Variances discussion paper](#) for more details.

OVERLAYS

The Overlays discussion paper represents Administration's **first attempt** at reimagining how overlays can **support The City Plan's policy directions and building outcomes.**

The purpose of an overlay is to **control the built form, reduce risk (e.g., safety), and to preserve land for future, unknown uses.** Overlays help achieve a specific function across a geographical area, but over time they can deviate from this and can serve as an unnecessary barrier to development or act as a zone in their own right. Overlays have been created or had regulations added to them to address specific problems in need of an immediate fix. Assessing the validity and objectives of each overlay is necessary to determine if existing overlays are needed to direct desired development outcomes or if the outcomes could be controlled through conventional zoning.

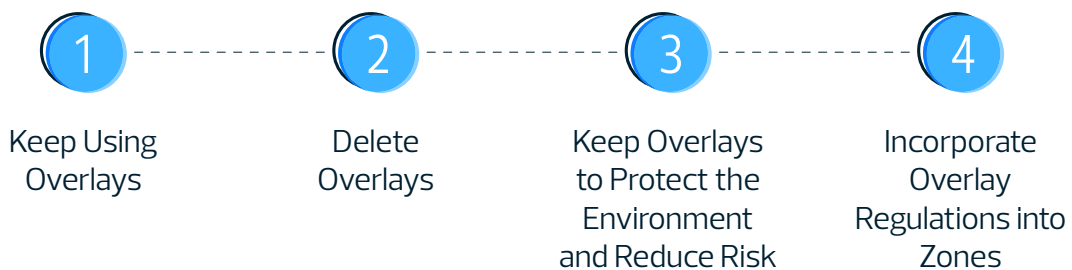
Through public consultation and assessment of overlays, Administration proposes to select a direction in Phase 2 of the Zoning Bylaw Renewal Initiative. The direction will be communicated to Council and the wider public at a future Urban Planning Committee meeting.



The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

Four options for how overlays can be integrated into the new Zoning Bylaw are proposed in this paper:



1 Keep Using Overlays

This approach acknowledges that overlays have a specific role to play in zoning and it is reasonable to carry forward the concept of controlling specific areas by modifying the standard zones. An assessment of existing overlays would still need to be undertaken to determine which ones are relevant and fit within the new zoning bylaw's framework and retire any that do not.

2 Delete Overlays

This approach rejects overlay's geographic nature in favour of a blanket approach and treats all lots in the city equally.

3 Keep Overlays to Protect the Environment and Reduce Risk

Rather than controlling design, the built form and other elements that may not be development-oriented, the use of overlays, under this approach, will be focused on the reduction of risk and the protection of public and private property. As such, the overlays in the new Zoning Bylaw would solely focus on establishing setbacks and no development zones in the public interest.

4 Incorporate Overlay Regulations into Zones

This approach calls for the removal of specific overlays that are ineffective and restrict development or that add an additional layer of complexity that does not align with the new Zoning Bylaw.

See the [Overlays discussion paper](#) for more details.

SIGNS

The Signs discussion paper represents Administration's **first attempt** at reimagining how the new Zoning Bylaw can serve to **simplify and streamline signage regulations.**

Signs in Edmonton have historically been considered a minor part of larger building projects. Sometimes their integration into a development may appear as afterthoughts. The current way signs are regulated has resulted in unintended consequences such as a **lack of integration of signs with development, minimal development standards and a confusing regulatory approach.** The proposed approach to sign regulation seeks to address these issues.

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

The following three items are the key actions/changes proposed in the Signs discussion paper.



1 Integrate Sign Regulations in New Zones

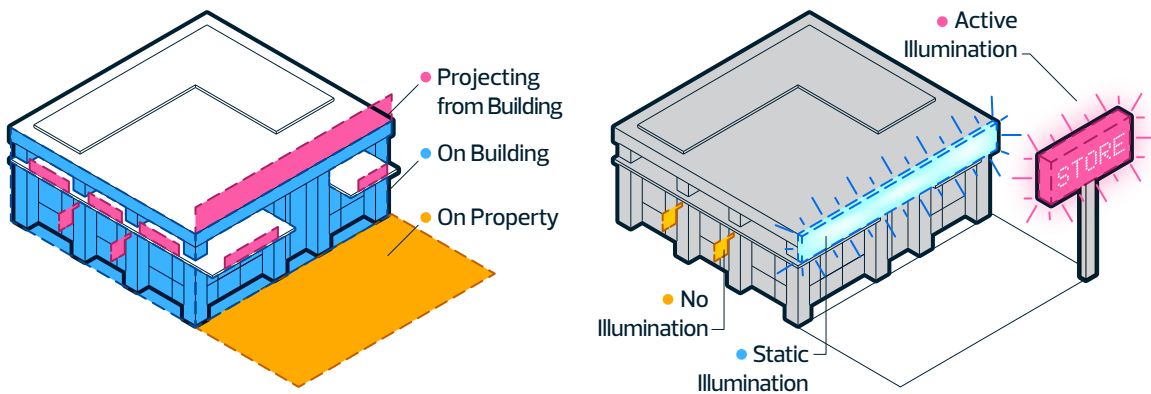
Sign regulations are currently spread throughout the Zoning Bylaw’s various sections, making it difficult for users to find and understand. The approach presented in the discussion paper proposes to remove existing Sign Schedules and embed applicable sign regulations into each new land-use zone. Regulations will be further simplified by shifting from lengthy text-based regulations to a matrix-based format, as seen below. This change will improve the user experience of the Zoning Bylaw by increasing ease of access for sign regulations

Example of Non-Illuminated Permanent Signs Development Regulations			
	Use	a. On building	b. Projecting from a building
Sign Area, maximum	Residential Use: Minor Home-Based Business	10.0 cm x 30.5 cm	N/A
	Residential Use: Major Home-Based Business	20 cm x 30.5 cm	N/A
	Indoor Sales and Service Use	May cover up to 50% of the face of the wall where it is displayed	

This table illustrates a potential method of displaying hypothetical permanent sign regulations within a new low-scale residential zone. Regulations in this table is for illustrative purposes only

2 Regulate Signs Based on Location and Illumination

Currently, the Zoning Bylaw regulates based on the sign type rather than the impact the sign has on surrounding areas. The proposed approach will see a focus on regulations by sign location (on a building, projecting from a building, or on the property) and further modified by level of illumination (active illumination, static illumination, or no illumination). An example can be seen below.



3 Align Regulations with New Sign Design Guidelines

Administration is currently in the process of developing Sign Design Guidelines to provide overarching design principles to inform the development of sign regulations for the new Zoning Bylaw. These guidelines will help ensure signs are well designed, integrated with the surrounding area and complement development on site, are visually interesting, and do not pose a safety hazard to drivers, cyclists and pedestrians.

See the [Overlays discussion paper](#) for more details.

CLIMATE RESILIENCE AND ENERGY TRANSITION

The Climate Resilience and Energy Transition discussion paper represents Administration's **first attempt** at integrating climate resiliency regulations in the Zoning Bylaw to help residents and businesses **reduce their emissions and adapt to climate change impacts.**

City Council has provided numerous directions to Administration that addressing climate change is a priority requiring a city-wide collaborative effort. These include:

- + **2018 Edmonton Declaration** pledging to limit global temperature rise to 1.5C
- + Council declaring a **Climate Emergency**
- + Policy direction from The City Plan to **address climate change in future development**
- + Recommendations from the **Climate Resilient Edmonton** strategy document
- + Recommendations from the **Energy Transition** strategy document
- + Recommendations from the **Getting to 1.5C** strategy document

The directions proposed are **subject to change** and will be refined as a result of further analysis and stakeholder feedback.

Key Directions Proposed

The following three items are the key actions/changes proposed in the Climate Resilience and Energy Transition discussion paper.



1 Introduce a Development Permit Point System

Administration proposes to implement a point system where different development projects are required to achieve a certain number of points of climate measure in order to be granted approval. The climate measures would be assigned a value based on a set of criteria, such as cost/ease to implement, complexity, effectiveness, etc. For example:

Example Climate Measure	Example Requirement	Example Point Value	Type of Development	Minimum Point Required
Net Zero Building	Whole building is net-zero	10	Single detached house	3
Solar panels	50% of a roof is covered with solar panels	3	Row housing project	5
Rain Garden	25% of the site is a rain garden	1	Multi-unit housing	10
etc.	etc.	etc.	etc.	etc.

Each project will be required to achieve a certain point value and applicants would then be able to choose from a menu of options on the climate measure that they feel best fits into their design. The point system offers flexibility and choice to the applicant without the City prescribing what must be incorporated while ensuring that each development has measures that will perform to address climate impacts. Performance bonuses could be provided to projects that go above and beyond the minimum point requirements.

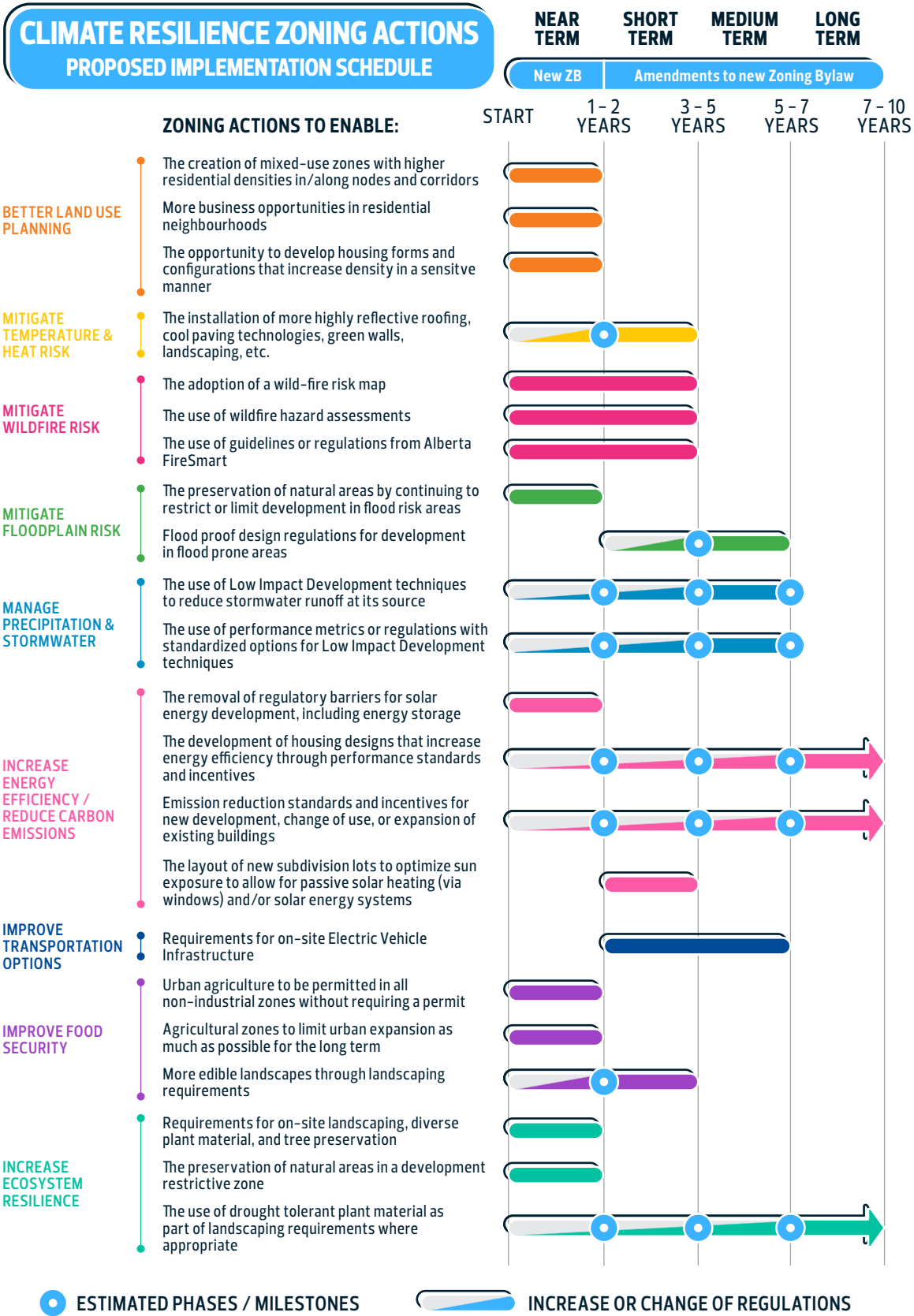
2 Coordinate with Supporting Resources, Tools and Programs

Climate change is a complex and urgent issue that requires a coordinated and collaborative effort from across the city to Administration to address. Incorporating new Zoning Bylaw regulations cannot be the only solution to tackle climate change. It will need to be coordinated with other research, funding mechanisms, strategies, and action programs to ensure the City's success.

3 Monitor and Adjust the Development Permit Point System Over Time

Administration recognizes that action on climate change requires the city to address a wide variety of issues and in an urgent manner. Administration also understands that any proposed climate action needs to balance future risks and impacts with the current economic conditions. As a result, the discussion paper proposes to implement the development permit point system incrementally over time.

Introducing and adapting the point system allows ongoing research on Edmonton-specific climate impacts to proceed that could provide appropriate recommendations for inclusion into the new Zoning Bylaw and the point system once these are completed. This would also allow time for the development industry and residents to increase the knowledge and skill capacity to incorporate climate measures into development projects and build up the supply chain necessary for widespread use by the industry.



See the [Climate Resilience and Energy Transition discussion paper](#) for more details.

ECONOMY: SUPPORTING SMALL BUSINESSES

The Economy: Supporting Small Businesses discussion paper presents Administration's [first attempt](#) at reimagining how the Zoning Bylaw can help support a thriving local business economy.

Potential small business owners experience many of the same constraints and barriers with the current Zoning Bylaw as other applicants and developers. However, adding to these challenges is that for a **first-time applicant**, the learning curve for the bylaw and permitting process can be steep and the applicant may not have the resources to get help navigating the process.

Key Directions Proposed

The Economy discussion paper builds on the ideas presented in the Philosophy of the New Zoning Bylaw document. The directions proposed are subject to change and will be refined as a result of further analysis and stakeholder feedback.

1 Encouraging Risk-Taking and Innovative Business Models

The new Zoning Bylaw will combine uses into broader use categories which can allow a greater range of activities to occur in a particular building or space. This will encourage risk-taking and support new business models by creating more opportunities for potential new businesses to find a home or existing businesses to quickly and easily shift their business model without the added time and cost associated with permitting. Grouping activities with generally similar impacts into fewer use categories will create a more versatile Zoning Bylaw with fewer barriers to business.

2 Attracting Business and Regional Competitiveness

An agile, less prescriptive Zoning Bylaw will allow Edmontonians greater ability to respond to major shifts in how we use land, office space and housing. Administration has heard from the development and business communities that the Zoning Bylaw is complex and that the process to obtain permits can be unpredictable and inconsistent. This perception negatively impacts the City's reputation as a preferred destination for capital, innovators, and entrepreneurs. Simplifying or removing unnecessary or ineffective regulatory barriers will help enable greater speed to market, increased clarity for Industry, and a wider range of development options.

3 Leveling the Playing Field

The new Zoning Bylaw will adopt a user-focused model and mindset in both creating the regulations and delivering accessible, empathetic and high-quality customer service. To do this, the new Zoning Bylaw will:

- + Use simpler language so regulations are easier to understand
- + Streamline and simplify regulations and use category to reduce regulatory complexity
- + Adopt a better layout and interface so the bylaw is easier to interpret and use for everyone.

These changes will help ensure all entrepreneurs are able to navigate the regulatory environment in order to open a business, rather than relying on businesses and stakeholders to have the expertise, experience and/or funds to work through the system.

See the [Economy discussion paper](#) for more details.



GET INVOLVED!

- For further information to get involved visit engaged.edmonton.ca
- For more information about the initiative visit edmonton.ca/zoningbylawrenewal
- For all other ideas and feedback regarding Zoning Bylaw Renewal Initiative, please use the [General Feedback Form](#)
- Subscribe to our [newsletter](#)
- Contact us at zoningbylawrenewal@edmonton.ca



ZONING BYLAW RENEWAL INITIATIVE

Edmonton

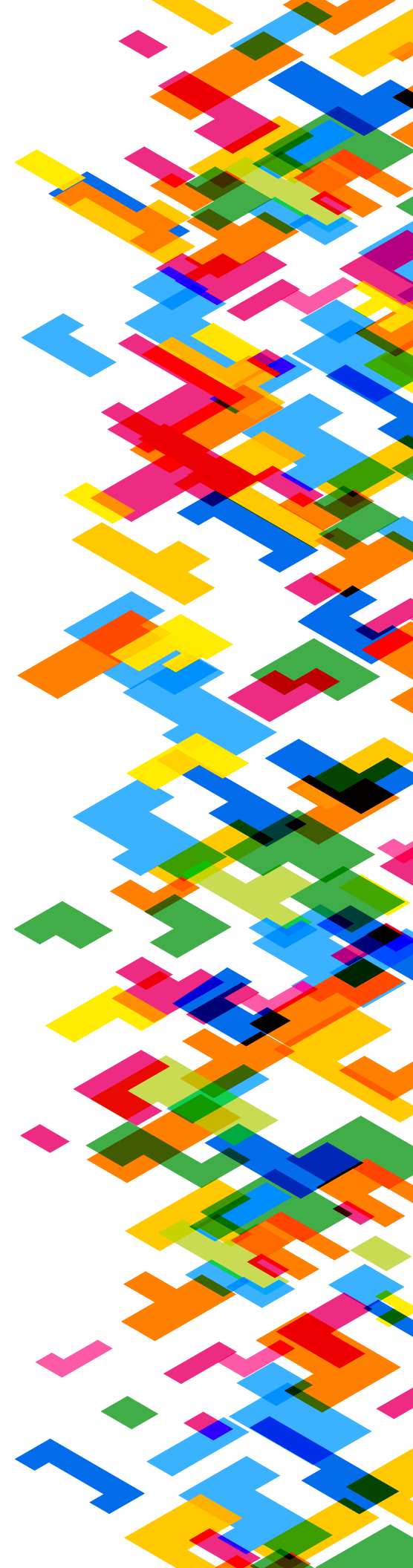
ZONING BYLAW RENEWAL INITIATIVE

WHAT WE HEARD: DISCUSSION PAPERS

Edmonton

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1. ENGAGEMENT OVERVIEW

The Zoning Bylaw Renewal Initiative is a multi-year comprehensive overhaul of Edmonton's Zoning Bylaw that includes **rethinking how, what and why the City regulates zoning and land development**. Renewing the bylaw provides the opportunity to align our city-building tools **from strategy to regulation** and ensure all Edmontonians and property owners have the **necessary tools** to build the city envisioned in ConnectEdmonton and as described in The City Plan.

Zoning allows City Council to set rules for where new buildings should go, their basic form, what types of buildings they can be, and what activities and businesses can happen there. Zoning guides **growth in an orderly way to minimize conflicts between different activities and can improve the safety, public health, and welfare of citizens and the environment**. The Zoning Bylaw is an important legal document that has the power to shape the physical form and how we live in and engage with our city.

1.1 Project Overview: Project Phase 1, Stage 2 of Engagement

Phase 1, Research and Foundations, sets the project up for success. Stage 1 of engagement for Phase 1 dates back to 2018. Through a series of public and stakeholder workshops, surveys, drop-in sessions and meetings, Administration collected information on a wide range of zoning topics, from what should and shouldn't be regulated, to how rezoning notices should be distributed. The feedback in Stage 1 helped refine the direction of the Zoning Bylaw Renewal Initiative and the philosophy and structure of the new Zoning Bylaw.

In Stage 2 of engagement for Phase 1 (spanning July – November 2020), Administration drafted 12 discussion papers that served as the basis for engagement. The papers explored various topics and zones, and provided the preliminary thinking and direction for the new Zoning Bylaw's regulatory framework, including a philosophy of the new bylaw informed by what we heard in Stage 1. The discussion papers were Administration's first attempt at reimagining the Zoning Bylaw and served as an entry point into the world of zoning, breaking zoning concepts out into understandable parts and allowing Edmontonians to select topics that interested them. They were posted on the City's website and Engaged Edmonton, the City's online engagement platform, along with a series of questions and surveys related to each discussion paper topic.

To supplement the discussion papers, Administration hosted digital engagement and information sessions related to specific papers to encourage discussion, solicit feedback and allow stakeholders the opportunity to ask questions. Feedback from the discussion papers and stakeholder information sessions will be reviewed and incorporated into the new Zoning Bylaw's first draft, which is scheduled to be completed by February 2022.

1.2 Engagement Objectives

Administration identified the following engagement objectives for the 12 discussion papers:

- + To help the project team refine approaches to the various topics in the new Zoning Bylaw
- + To invite stakeholders to engage in topics of their interest, at a level of their choice
- + To gather detailed feedback from subject matter experts and prime users of the Zoning Bylaw, including City of Edmonton staff
- + To invite feedback from members of the general public, targeting those who have signed up for the Zoning Bylaw Renewal newsletter online or during past engagement sessions

2. AUDIENCE

<p>General Public</p>	<p>Includes general public via social media, Engaged Edmonton promotions, and survey promotions</p> <p>Past participants who expressed interest in continuing to engage in the Zoning Bylaw Renewal Initiative (via newsletter sign-up)</p>
<p>Industry/Stakeholders</p>	<p>Industry stakeholders and organizations that have identified interest to engage on the new Zoning Bylaw.</p> <p>A Core Stakeholder Group of 80+ members, formed on the Integral City Model of engaging public institutions, business, and civil society (including community groups)</p>
<p>Internal City of Edmonton</p>	<p>Includes internal City of Edmonton staff who work in areas that will be affected by the new Zoning Bylaw, and those who work in areas and have subject matter expertise to inform the development of discussion papers.</p>

3. ENGAGEMENT STRATEGY AND ACTIVITIES

Pivoting to online engagement activities due to the COVID-19 pandemic, engagement on the discussion papers aimed **to create opportunities for the public and stakeholders to invest different amounts of time to engagement.** This involved providing different engagement options for participants to self-select the level of engagement they were able and willing to contribute to.

To build awareness of the discussion papers and communicate engagement opportunities, Administration:

- + Emailed stakeholders when discussion papers were released
- + Emailed internal audiences
- + Emailed newsletters to stakeholders regarding the release of discussion papers and asked stakeholders to visit the Engaged Edmonton platform
- + Conducted six stakeholder digital information sessions explaining the discussion paper and inviting questions about proposed directions for each topic
- + Attended approximately 15 various industry and community group meetings and presentations to share information and receive feedback on the discussion papers, including the Housing Coalition on Housing and Homelessness, the Central Area Committee of Community Leagues, the Executive Directors of Business Improvement Areas Associations, and the Edmonton Transition Climate Resilience Committee
- + Conducted monthly check-in meetings with key stakeholders, such as NAIOP Edmonton – Commercial Real Estate Development Association, Urban Development Institute – Edmonton Region, and Canadian Home Builders Association – Edmonton Region
- + Published social media posts to drive traffic to the Engaged Edmonton platform and the discussion papers
- + Published articles in the Building Edmonton Newsletter outlining discussion paper topics and driving audiences to Engaged Edmonton
- + Worked with industry partners and key stakeholders, such as the Edmonton Federation Community Leagues, to share information on the discussion papers with their membership, with each discussion paper release

Public engagement and the release of the discussion papers took place from **July to November 2020 in three batches**, as outlined in the table below.

Batch	Engagement Period	Discussion Paper Topics
1	July 13 – August 7, 2020	+ Agriculture and Rural Zones + Commercial and Industrial Zones + Direct Control Zones + Overlays
2	August 24 – September 18, 2020	+ Climate Resilience & Energy Transition + Economy: Supporting Small Business + Nodes and Corridors + Special Area Zones
3	October 19 – November 13, 2020	+ Open Space & Civic Services Zones + Residential Zones + Notifications and Variances + Signs

4. ENGAGED EDMONTON PLATFORM AND DATA COLLECTED

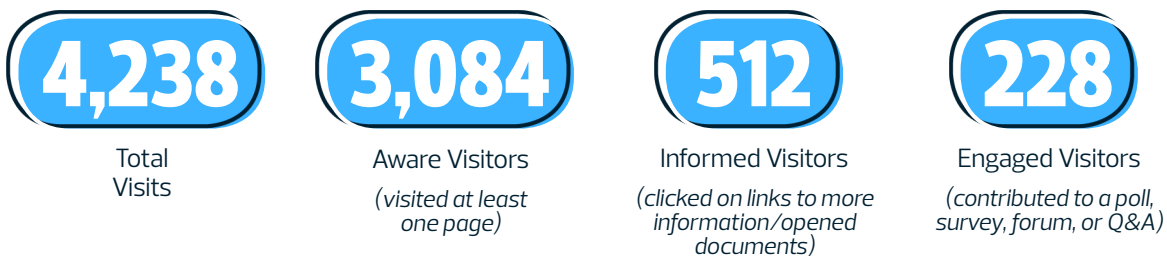
The Engaged Edmonton site hosts online engagement opportunities so that feedback **can help the City of Edmonton make decisions** on its policies, programs, projects, and services.

The Engaged Edmonton webpage for the Zoning Bylaw Renewal Initiative included links to the discussion papers and conversation starters for each paper available for download, as well as videos of the information session presentations. Additionally, a number of tools were available for participants, including:

- + **General question and answer page** to allow participants interested in the project, but not necessarily in a particular discussion paper to pose questions to the project team
- + **Short surveys** to allow interested participants to respond to questions about each discussion paper without having to create content for feedback on their own.
- + **Ideas and forum pages** to allow highly interested participants to engage at a deep level and provide detailed feedback and suggestions specific to each discussion paper. Each forum included a prompting question specific to the associated discussion paper and provided a transparent way for participants to view what others were contributing.

In addition to the feedback received through Engaged Edmonton, Administration also received **comments and feedback by email and in the information sessions.**

Total Number of Visitors



Description of Engaged Edmonton Visitor Types	
Aware	An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.
Informed	An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.
Engaged	Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware.

5. NEXT STEPS

5.1 How this information has and will be used

Feedback received through this phase will further inform the **drafting of the new Zoning Bylaw in the Phase 2** of the Zoning Bylaw Renewal Initiative, and will be referenced in the Implementation, Technology and Rezoning projects as they progress.

5.2 Future engagement opportunities

Public and stakeholder engagement **will continue throughout the Zoning Bylaw Renewal Initiative** (anticipated adoption of the new Zoning Bylaw in the later half of 2022).

6. DISCUSSION PAPER ENGAGEMENT SUMMARIES

Links to **engagement summaries** for the discussion papers:

1. Nodes and Corridors	8
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NODES AND CORRIDORS

The Nodes and Corridors discussion paper proposes how the new Zoning Bylaw can implement The City Plan’s concept of the **15-minute city through a network of nodes and corridors that are integrated with mass transit and mobility hubs**. The paper proposes to support mixed use areas that enable a range of businesses, housing types and community amenities through **three new mixed use zones** that are contextually appropriate and enhance the pedestrian experience.

Through engagement the public was asked to provide **their thoughts on the proposed mixed use zones**, whether three zones are enough to create **vibrant mixed use streets and destinations** within Edmonton, how mixed use zones could regulate **transitions from high-rise development to mid and low-rise development**, and what aspects buildings are important to regulate in relation to **different street types**.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform between **August 24 and September 18, 2020**. In addition to collecting feedback on the City’s Engaged Edmonton platform, **several virtual information sessions** on the discussion paper were held in **September** with interested stakeholders.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

There were 32 respondents that participated in the survey. There was general support for the proposed mixed use zones, but concern that the regulations would need to be flexible to respond to different contexts otherwise overlays or additional zones would be required. In order to ensure sensitive transitions from high to medium to low-rise development, participants felt that stepbacks are an important control factor in addition to setbacks. On building design by street typology, the requirement for active frontage design was seen as the most important factor to control as a means to make wider, faster streets more pedestrian friendly. There was general support for allowing horizontal mixed use and using context modifiers to create appropriate building heights, scale and built-form that respond to local areas. Street level pedestrian engagement was identified as important, as well as urban design to create unique buildings that can be active and attractive throughout the year, including during the winter months.

Forum / Ideas on Engaged Edmonton

Five ideas were submitted for the Nodes and Corridors discussion paper, including suggestions for active backstreets in denser areas and to activate backstreets with small storefronts; building regulations to mitigate noise and pollution into the zoning regulations and separating residential uses and pedestrians from traffic; increasing flexibility in the regulations to reduce reliance on Direct Control zones; and increasing bike connections to support commercial services provided by bike couriers and supporting bicycle commutes for residents.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from information sessions and written responses from stakeholders on the Nodes and Corridors discussion paper. A summary of the feedback included:

- + Support for fewer and more streamlined zones and using context modifiers to provide nuanced direction for density and massing
- + Infrastructure costs and deficits need to be addressed and supported by City Administration in order to make the proposed development changes a reality. The cost is too great for the developer to bear alone
- + Suggestions for form-based regulations not extending beyond height, setbacks and site coverage and to not require commercial at-grade
- + Support for horizontal and vertical mixed use to support development in these areas
- + Concerns regarding stepback requirements that can harm a project financially and identifying that articulation and/or reducing building massing can be achieved through alternative measures
- + Suggestions to conduct further analysis on bonusing provisions to avoid negating potential benefits
- + Suggestions for design regulations to be clear (not subjective) to be able to implement and enforce
- + Concern for urban design brief and requirements for other special studies (wind, sun/shadow, parking impacts, etc) and questions regarding who will implement and review the studies and relationship to the Edmonton Design Committee review
- + Concern for commercial at-grade requirements and suggestions to focus on active frontage and flexible mixed use configurations to support human-scale development and pedestrian activity
- + Mixed opinions on the use of incentives, some noted concern for using height as an incentive in the node and corridor areas that will be encouraged to have higher densities, and others supported the use of building incentives into regulations to achieve other city-wide goals such as financing public goods and affordable housing

Quotes from the Feedback

"It really feels like there are not enough zones to cover the distinctions required for major, district and local nodes and primary and secondary corridors. It feels like we need a zone for existing residential along corridors and nodes not just commercial."

"I like the idea of three zones. It's nice and simple. I think it can be enough as long as the regulations are flexible to serve different contexts. Keep this in mind or we may end up with more Overlays."

"It is already identified in the discussion paper, but the need for context modifiers to ensure mixed use developments are appropriate and complement local site area."

"Solid urban design is important for building vibrant urban spaces. It is encouraging to see that this is a common theme in the Nodes and Corridors zone."

"Community amenity contributions should be handled via a separate policy, not in the zones, and the same standards should apply to both DC zones and conventional zones."

"Rethink requirements for building setbacks and podium/tower configurations on small sites; setbacks are very costly, especially for small to medium sized buildings on small sites. Need to explore other mechanisms to encourage transition and good design. Tower /podium configuration on small sites removes many slim building design possibilities unnecessarily."

"Reference to 'high quality, durable exterior finishing materials'--is this necessary or a holdover from an era of ugly buildings? Why do we need this--what are we specifically looking to accomplish or prevent?"

"1 - 3 story commercial should be allowed. We need to think of mixed used neighborhoods not just sites. Setbacks and setbacks are expensive and should be given more than a floor bonus."

"The best way to design nodes is to meet the daily living needs of people with disabilities. I notice there is nothing about accessibility here which is not acceptable. If a small area can meet the needs of someone to be able to lead a rich and fulfilled life, this fine grain will work for everyone else. We espouse aging-in-place and yet rarely do our neighbourhoods accommodate aging needs or have adjacent amenities that work. Bring this lens to all the planning decisions and we might start having a decent city. Check the use of the ableist term: walkable."

RESIDENTIAL ZONES

The Residential Zones discussion paper represents Administration's **first attempt** at reimagining how the new Zoning Bylaw can serve our existing and future residents with housing options for those of different means and in different stages of life. The proposed approach will support the following **Big City Moves** from The City Plan:

- + To establish a **"Community of Communities"** by creating 15-minute districts where residents would have more access to businesses, services, and amenities within 15 minutes from where they live.
- + To become more **"Inclusive and Compassionate"** by providing more housing options in more neighbourhoods throughout the city to help ensure everyone has access to safe housing.
- + To become a **"Rebuildable City"** by supporting neighbourhoods as they grow and redevelop to adapt to the changing needs of Edmontonians.

The paper introduced several ideas about how residential neighbourhoods could be regulated differently in the new Zoning Bylaw in order **to provide more housing options and allow for more local services to be available closer to where people live**. Through public engagement, the public was asked to provide input about allowing more housing and more small businesses into neighbourhoods.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **October 20 to November 13, 2020**. Additionally, **5 information sessions** were conducted in **October and November** with various community and industry stakeholders.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

Many respondents indicated that allowing for more housing options could provide them with more opportunities to age in-place within their neighbourhood and bring new people to the community. This could create the support necessary to bring more services and businesses into the neighbourhood, strengthen the local economy, and support schools and transit. Other respondents also recognized that this could mean replacing the aging housing stock in their neighbourhood. However, the survey also indicated that the greatest concern with introducing more housing is the loss of mature trees, followed by the loss of sunlight and concerns about the design of the new buildings. Additional concerns include construction practices causing damage to property. 33% of the respondents did not raise any concerns.

71% of respondents supported the idea of allowing small business storefronts to be located on a residential property either in the front of the site or facing the lane. 13% were not sure. Explanations for the responses varied greatly. There were indications of support for entrepreneurs and small businesses, but concerns were also raised about impacts due to noise and traffic, as well as whether City infrastructure could support the additional activity. Several respondents would want more specific information about how it would be regulated before they could make a judgment on the idea.

86% of respondents supported the idea of local nodes and having businesses and amenities within a neighbourhood. Reasons include supporting the idea of a walkable, vibrant community and that these businesses or amenities already exist where they live.

Finally, about half of respondents were interested in building additional units on their property, mainly for secondary suites and garden suites. Of those who were not interested, they were either not in a position to do so because they're renting, live in a high-rise building, unable to afford the cost of development, or they preferred the use of their existing yard space.

Forum / Ideas on Engaged Edmonton

One idea was submitted, indicating a preference that neighbourhoods provide rear lane access for vehicles in order to leave an uninterrupted sidewalk for pedestrians and to allow for boulevard trees.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from information sessions and written responses from stakeholders on the Residential Zones discussion paper. A summary of the feedback included:

- + More information is wanted on how new development will be regulated through the new zones
- + Concerns and suggestions raised about how the height of buildings should be calculated and what the appropriate height should be for each proposed residential zone
- + Concerns about allowing more non-residential activity in residential neighbourhoods and whether these may create additional impacts or weaken demand for existing commercial areas
- + More clarity is needed around how non-residential uses will apply to this zone and where these can be located
- + Consider that more than two residential zones be used to accommodate and respect local neighbourhood culture and recognize locational context
- + Questions from industry stakeholders about the need to regulate and require common amenity area and units with more bedrooms
- + Comments about aligning development potential with servicing requirements being vital, such that understanding how drainage, water, electrical, and fire safety requirements will be calculated for new developments will determine how functional the proposed zones can allow for different housing options.

- + More clarity is wanted to understand how the 15-minute districts will be achieved and how the different land use mixes needed will be identified
- + There was some confusion around how the agricultural use would be applied differently between a rural and urban setting
- + There was a concern that barrier-free design requirements will add significant cost that may inhibit future development
- + A community league supported regulations mandating a minimum number of larger units in larger residential developments
- + If the Mature Neighbourhood Overlay was retired, a community was supportive of incorporating regulations from the overlay into the residential zone
- + Concerns that the proposed changes are deregulation without proper municipal oversight and enforcement on future development and redevelopment
- + Concerns about loss of sunlight, impacts on privacy, more noise
- + Some residents are interested in different housing forms: garden suites, live-work housing, co-housing
- + Questions were raised on why some residential areas won't be rezoned by the City to a higher density residential zone to align with The City Plan direction
- + There may be additional need to ensure regulations are enforced appropriately
- + Property assessment methods may need to change to reflect the changes to how land will be zoned in the city
- + Exploring ways the Zoning Bylaw could ensure appropriate electrical infrastructure is provided for future electrification of residential buildings to help meet climate goals

Quotes from the Feedback

"The need to replace residential buildings that are at or beyond their end of life is critical to neighbourhood renewal."

"The opportunity to have more housing options other than single family homes within my neighbourhood. I wish there were more low-rise and mid-rise apartment buildings on quiet roads."

"Any development that will activate alleys and "out of the way" places will be of value to build neighbourhood interest, convenience and safety while creating an economic development opportunity. Good design and management will be a critical component of any business plan that would have to be reviewed and assessed."

"The City should not promote an increase in pedestrian traffic in back alleys without first investing in the infrastructure and providing funding for enhancing the maintenance of what has historically been a utility/industrial corridor."

"This project can have huge implications on other parts of the City, but those implications may also be resoundingly positive."

"This is an opportunity for us to set the stage for future developments and put in place requirements that helps us achieve climate resilience goals at a residential level."

"It should be noted that limiting small apartment buildings to three storeys may not contribute to the equity piece the Zoning Bylaw Renewal seeks to accomplish as this housing form often does not include space for an elevator. Without an elevator, seniors or those with mobility aids may be precluded from accessing this housing form."

"The move to two residential zones is ambitious. While we support this move in theory, we believe it may lead to struggle in the real world (significant community opposition on a site-by-site basis), which will then lead to a reliance on direct control zones as a workaround."

"Limiting height to 10m makes it very difficult to develop certain product types that reflect market demand, such as three-storey skinny homes or drive-under townhomes."

"In communities that have front garage access even where a lane exists, the built form should shift to begin accommodating car access from the rear. This type of development immeasurably improves the pedestrian streetscape."

"Consider relaxing amenity area requirements especially where development is located near parks and other community amenities. Amenity area is another element that the market will dictate. For example, some consumers will choose to live in higher densities with less amenity area but near other amenities (parks, river valley, etc.). Other consumers will choose to live in single-detached products with more private amenity areas such as a backyard."

COMMERCIAL AND INDUSTRIAL ZONES

The Commercial and Industrial Zones discussion paper seeks to **simplify and streamline development regulations** for commercial and industrial development in Edmonton. The paper proposes to accomplish this by reducing the number of commercial zones from **seven to one**, and industrial zones from **five to three**. To further advance the City Plan’s policies related to the Non-residential Network, the discussion paper also proposes to:

- + Enhance **pedestrian safety** by ensuring new commercial development is walkable and well-designed.
- + Encourage **investment and redevelopment** with a broad range of opportunities in commercial and light industrial zones.
- + Maintain the **viability of industrial land** by limiting commercial opportunities in more intensive industrial zones.
- + Ensure **safe development** with zones that can minimize and buffer risk from intensive industrial activities.

Through public engagement, the public was asked their opinions on the proposed approach to Commercial and Industrial zones in the new Zoning Bylaw. Specifically, the **location of land uses** that require larger floor areas, like religious assemblies and community halls; and identifying factors that can contribute to **economic resilience** amongst changing market conditions.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **July 13 to August 7, 2020**. **Several online information sessions** were held for members of the commercial and industrial development industry and Business Improvement Areas on **August 5 and August 7, 2020**, respectively.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

In asking participants their thoughts on what should be used to differentiate the proposed General Commercial Zone from the Business Employment Zone, 36% of participants indicated that building size, design, and proximity to sensitive land uses such as residential or educational settings are appropriate measures. In response to whether civic service activities should be allowed in the commercial and industrial zones, 39.4% of participants thought civic services should be allowed in the General Commercial, Business Employment and the General Industrial zones. In response to the question on how commercial and industrial zones can be more resilient to changing market conditions, participants highlighted the need for flexibility with nearly half (49%) of survey respondents indicating that “ensuring regulations for the lands are flexible and adaptable to allow for innovation and new industries”.

Respondents were asked if they'd like to provide the project team with information that they should know about. From the feedback, participants noted:

- + Flexibility is important to reduce reliance on Direct Control zones
- + Flexible uses are needed to accommodate a variety of business types and the bylaw should minimize location constraints for specific businesses
- + Regulations should focus on how the building interacts with the street and impacts adjacent residential development
- + In regards to the proposed General Commercial Zone:
 - Desire for more flexible or increased height limits and not limiting taller development to the nodes and corridors
 - A need for further analysis on the viability of different built forms to inform new regulations, in particular whether or not restricting development in the proposed General Commercial zone to three storeys is appropriate, and assessing the cost and benefits of imposing setback and stepback requirements
 - Desire for mixed use design standards and ensuring building connections to sidewalks for better on site circulation
- + In regards to the proposed industrial zones:
 - The importance of restricting commercial development and maintaining limited amounts of non-residential land for industrial activities

Forum / Ideas on Engaged Edmonton

One comment was submitted in the forum suggesting that a significant challenge to the bylaw is that a number of zones have arbitrary height restrictions for buildings where the height has no impact to neighbours. No ideas on the Commercial and Industrial Zones discussion paper were provided.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from information sessions and written responses from stakeholders on the Commercial and Industrial Zones discussion paper. A summary of the feedback included:

- + The proposed reduction and simplification of Commercial and Industrial zones and use classes is a promising leap forward towards a rationalized Zoning Bylaw
- + A required 6 metre setback when abutting residential areas is an unnecessary barrier to small scale commercial infill and works to prevent a granular development pattern. Commercial infill often occurs on small sites, and 6 metre setbacks are very difficult to accommodate

- + The proposal to cap the height of neighbourhood commercial development at three storeys may be too restrictive, unless it will be complemented by a more flexible residential mixed-use zone
- + Concerns about including density restrictions for residential uses in commercial zones. Such regulations may be regressive and would go against the proposed philosophy and intent of the new Zoning Bylaw
- + There is a need for the process of re-evaluating current regulations for commercial/industrial zones and drafting new ones need to be consistent with the nature and expected urban form of mature areas, but also with the desire to create a higher level of integrated design performance in suburban areas

Quotes from the Feedback

"We live in an age where most industrial is not hazardous. So for the most part differentiating them is leading to more red tape that businesses in Edmonton are trying to survive. If it is not hazardous then maybe rethink why we are classifying that it needs to be away from everything else."

"Design requirements can make these uses appropriate in any zone. The question of risk seems more salient – is it safe to co-locate assembly uses in industrial areas where risks may be higher? If included in zones as conditional uses, what criteria will the [Development Officer] have to determine if appropriate?"

"The concentration and mix of heavy industry is a balance between economic synergy, public safety and environmental protection."

"I am concerned that control over some of the more contentious uses (adult stores, pawn stores, liquor stores, massage parlours, etc.) may be severely impeded in a more flexible, enabling environment with only one broadly defined zone."

"The inclusion of performance criteria into the proposed zone is integral and should be expanded to include characteristics of the development in how they distil in a principled way to the parcel use – such as how it relates to safety and articulation with neighbouring zones."

"Simplification of the commercial and industrial zones is appreciated. Allowing for cross-over use on a moderate basis I think is important to include so that services are readily available for workers in industrial areas and that light industry, such as brewing at somewhat larger volumes that currently allowed, can occur within commercial zones in the context of accompanying retail or food establishment basis."

"We have questions about what is meant by "compatibility" and to strongly encourage your team to reconsider the means by which it is achieved if indeed it is necessary. We strongly believe that small scale commercial uses are compatible with small scale residential, and is necessary as we grow into a city of 2 million people."

AGRICULTURAL AND RURAL ZONES

The Agriculture and Rural Zones discussion paper is Administration's **first attempt** to outline how Edmonton's agricultural and rural areas will be regulated in the new Zoning Bylaw.

The agricultural lands identified in The City Plan are intended to be used for **agricultural purposes** until such time that Edmonton's future growth requires these lands **to transition to another use**. Limited non-agricultural activity could also be contemplated in non-urban parts of Edmonton **to support agricultural activity** in these areas. The City Plan also provides direction to support and expand urban agricultural activity within the city in order to strengthen Edmonton's food system.

Through public engagement, the public was asked for their input on how **agricultural activities should be regulated** and how **non-residential development may occur** in rural parts of the city.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **July 13 to August 7, 2020**.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

A majority of respondents were in favour of farms being allowed to operate other retail activity that could provide support to the farm’s operations. A slim majority (53%) would allow food processing or storage facilities while only a few respondents supported other non-agricultural activity such as truck storage or gravel pits. Most respondents were in favour of allowing residents to grow and sell food on their property without a development permit. Written comments spoke of the need to preserve agricultural land with a greater commitment to infill development and to see more community gardens in neighbourhoods.

Forum Questions on Engaged Edmonton

Edmontonians were invited to respond to a forum question, “What should or should not be regulated in Edmonton’s new Agricultural and Rural zones?” Two responses were received on the forum question. One comment supported agricultural land protection because of issues related to climate change and food security. The other comment supported urban farming but preferred that the activity continue to be regulated to address issues with noise, nuisances, and storage.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received in the form of written responses from stakeholders on the Agriculture and Rural Zone discussion paper. A summary of the feedback included:

- + Suggestions to mitigate risk of urban food production in commercial or industrial areas where there may be contamination from the land or in the air
- + Comments about protecting agricultural land by focusing on infill development
- + Suggestions to ensure agricultural land protection does not hinder urban development
- + Support for food production in the city and more indoor and outdoor community gardens
- + Comments calling for the protection of ecological features within agricultural land

Quotes from the Feedback

- | *“We need to make food production as simple as possible for people and protect prime agricultural land.”*
- | *“Allow for community leagues to start community gardens without a two–four year process...I don’t have a green thumb but I would be down for some honey from a neighbour or to walk by some rhubarb that I could buy.”*

OPEN SPACE AND CIVIC SERVICES ZONES

The Open Space and Civic Services Zones discussion paper reflects Administration's **first attempt** to simplify the zoning framework for Edmonton's parks and open spaces, while ensuring alignment with the City's open space policies, which call for **a balance between preserving natural open spaces and providing access and amenities**.

Through public engagement, the public was asked about their thoughts on the proposal **to combine activities such as schools, parks and community leagues**, which are currently found in different zones, into one new Urban Parks and Services Zone. Participants were also asked what **elements of buildings are important to regulate** and their thoughts on the potential for **limited commercial activities** in neighbourhood parks.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **October 18 to November 13, 2020**. Additionally, **one information session** was conducted in **November** with industry stakeholders.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

For the question on whether or not the zones that schools, parks and community league halls are located in should be consolidated, 77.8% of participants supported combining these types of activities in the same zone, the proposed Urban Parks and Services Zone. In response to the question on what elements are important to regulate for buildings in the proposed Urban Parks and Services Zone, the majority of participants identified that location, height, and the design of buildings are all important elements to regulate.

Participants were also asked if they'd like to provide the project team with information that they should know moving forward. From the feedback, participants noted:

- + The importance of keeping the regulations flexible for schools to ensure provincial design requirements can be met
- + Suggestions that combining the Public Parks (AP) and Urban Services (US) zones could create ambiguity around who is responsible for maintaining these spaces
- + One community league indicated they would support digital signage to be permitted on community league lands and that concerns around brightness, light pollution, and distraction could be addressed through regulations
- + The need to ensure Natural Area Management Plans are enforced
- + Activities proposed for the "Civic Services" use needs to be narrowed based on land use patterns of activity
- + A suggestion to zone civic service buildings in separate zones from parks and to focus development on surplus school sites
- + The need to preserve green spaces and limit development in parks, while others noted the need to streamline approvals for libraries, schools, and community leagues to add accessory buildings or other amenities

Forum / Ideas on Engaged Edmonton

The one idea submitted to the Engaged Edmonton platform inquired about the possibility of allowing for some limited commercial activities in neighbourhood parks such as a small cafe or convenience store.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from an information session and through written responses from stakeholders on the Open Space and Civic Services discussion paper. Some highlights of the feedback included:

- + Support from community leagues to explore greater revenue generating activities and efficiencies in communicating to the wider communities, such as allowing for-profit activities to operate out of community league halls and for the development of electronic signage
- + Suggestions to explore ways to turn the Rollie Miles District Park into an open space destination including leasing land for residential development, expanding the recreation centre and permitting some commercial development to support the aforementioned uses
- + Questions on how energy transition and climate resilience strategies will impact the regulations of the proposed zones
- + Suggestion that split zoning for the Natural Areas Zone be limited to City owned lands
- + Concerns were expressed about the City Plan target to plant 2 million new urban trees and whether this will require developers to provide more trees through landscaping requirements
- + The development industry noted support for introducing a new way of calculating landscaping for school sites, for three zones to govern the city's open spaces, and the elimination of natural resource extraction within the River Valley

Quotes from the Feedback

"Overall the intentions are moving in a good direction and are developed in good spirit. It is interesting that the City is proposing twice as many open space zones as they are residential zones."

"It is somewhat difficult to comment on these zones as the regulations and standards are going to be quite important (i.e. Winter Cities, enhancements, developer funded parks, etc.). More meaningful feedback could be achieved with more information or at a later date when these documents are available."

"Reducing the number of zones is good. A grouping of related land uses in one zone is good. Simpler, clearer, and more efficient (less work to execute zonings, less red tape for planners, developers, builders and users."

"Public Parks should be restricted to park/recreational uses, and community gathering uses. Parks should have their own zone to protect the lands from other types of uses."

"Schools are expected to serve the community in a variety of ways beyond providing education. School site regulations need to be flexible to allow for compatible uses to exist within the school building. Indoor Sales and Services and Food, Culture, and Entertainment uses should be allowed as an accessory development to schools to allow the school to serve as a community gathering space."

"Green space is precious! When I hear people say "passive green space" I know that they don't think of parks and green space as the lungs of our community. Rec centres, arenas, libraries, and other civic buildings should be built on commercial or industrial land – where there is lots of room for the building AND its usually large parking lots! Once you build and pave over parks and green space – it is gone FOREVER!"

"While it may be expeditious for development officers to approve variances in these zones, allowing such could result in approval of projects which really should have gone to public consultation, particularly with respect to building enduring infrastructure in publicly owned land. Here delegation of such authority should be considered the exception rather than the norm."

"The development regulations should be flexible to allow for a variety of built forms. The size, shape and location of school sites vary greatly across the City. The context of the site must be considered for the construction of a school building. The need for variances when constructing a school building should be eliminated with the new conditional use and development regulations."

SPECIAL AREA ZONES

The Special Areas Zones discussion paper seeks to establish a **new approach** for how Special Areas are implemented in the new Zoning Bylaw. The Special Areas discussion paper proposes the following actions as part of the new approach to Special Area Zones:

- + **Align existing Special Area zones to the new Zoning Bylaw** by rezoning some Special Area zones to the closest equivalent zone.
- + **Retain key Special Area zones** as they fulfill a unique purpose.
- + **Amend existing Special Area zones** to ensure alignment with the relevant statutory plans and overall direction of the new Zoning Bylaw.

Through public engagement, the public was asked their opinions on the proposed approach to Special Area zones. Respondents had the opportunity to comment on their **level of comfort** with relying on standard zones rather than Special Area zoning, and provide feedback on any issues which may arise as a result of that direction.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **August 24 to September 18, 2020**.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

Respondents are generally comfortable with the proposed approach to Special Areas with a slim majority of survey respondents (52%) indicating a high level of support for relying more on standard zones than Special Areas. Three respondents (15%) indicated either a low or no level of comfort. Generally, respondents were supportive of the change and did not foresee many issues with this proposed approach. Respondents noted the importance of appropriate notification to property owners prior to Special Areas being rezoned. Additionally, some respondents indicated that changing to an equivalent standard zone may result in the loss of some features of the current Special Area zone.

Respondents were asked to provide the project team with information that they should know about. From the feedback, participants noted:

- + A need for more flexible standards which incorporate the best aspects of the Special Area zones and include opportunities for small scale commercial uses within neighborhoods
- + Including rationale in the new Zoning Bylaw for why the retained Special Area zones are considered "special" or unique. Currently, it is difficult to determine the difference between Special Area and standard zoning
- + A reduction in the number of Special Area zones would be helpful but it is important to retain some as they do serve a useful purpose

Forum / Idea / Questions on Engaged Edmonton

Three ideas were submitted to the online Engaged Edmonton forum. These included creating more flexible standard zones to uphold the principles of The City Plan. One respondent suggested that more greenspace should be reserved in the city for recreational activities. Another suggested that the Zoning Bylaw should be supportive of Edmonton being carbon neutral by 2050. And finally, that the Zoning Bylaw should not require a Special Area zone for environmental features such as district energy sharing, or on-site water treatment.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from written responses from stakeholders on the Special Area Zones discussion paper. Some highlights of the feedback included:

- + Creating new standard zones, which will be applied city-wide, will require future engagement with industry
- + There is a need to ensure that if unique built forms or ideas are desired, industry still has the tools supported by Administration to create these areas
- + The need for Special Areas will remain in the future and that the practice should not be abolished

Quotes from the Feedback

"The City has correctly identified that the need for Special Area Zones has increased complexity and barriers to development. However, it is important to recognize that most Special Area Zones are developer-sponsored, as a reaction to cumbersome City requirements. If the use of these are to be avoided in the future, the City must become highly responsive to industry when it is identified that standard zones need improving. A formal feedback, testing, and amending mechanism within the City to keep zones relevant should be established."

"Rezoning existing zones have an impact on current owners and residents and should be consulted."

"Broader standard zones should support this change."

"Should not be issues provided all stakeholders are properly notified in time so they can register to have a voice in the change process."

"When we create a special area zone we also need to complete the associated plan amendment to ensure conformance. Any rezoning or updates cause [sic] by this update to standard zones should be done closely with the affected developers and should be completed as administrative updates."

DIRECT CONTROL ZONES

Direct Control zones are currently used to allow development where it cannot be accommodated by a standard zone. The new Zoning Bylaw will allow **more flexibility within standard zones to support a reduction in the number of Direct Control zones that are required**, making it easier to grow Edmonton according to the goals and directions outlined in ConnectEdmonton and The City Plan.

Through public engagement, the public was asked about their **experience with Direct Control zones** in Edmonton's current Zoning Bylaw, and in what **circumstances** they think a Direct Control zone should be used.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **July 13 to August 7, 2020**. Additionally, **three information sessions** focused on Direct Control zoning were conducted in **July and August** with various community and industry stakeholders.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

A majority of survey respondents (72.5%) believe combining DC1 and DC2 zones and revising application criteria will help clarify the reasons for using a Direct Control zone, and have a medium to high level of comfort with relying more on standard zones than Direct Control zones when a property is rezoned (74.4%). Many respondents noted that a shift away from Direct Control zoning will only be successful if the standard zones support good development outcomes, with several respondents specifying that greater flexibility in the standard zones is required to support innovation and adaptability.

Respondents had a range of familiarity and opinions about Direct Control zoning. Some value the certainty that Direct Control zoning provides, while others find it to be too prescriptive and costly. Some respondents feel that Direct Control zones allow developers to build outside of current plans and community direction, and a significant percentage (30%) did not know what DC2 means.

Forum / Ideas on Engaged Edmonton

In addition to the feedback provided from the surveys, participants were asked about their experience with Direct Control Zones in the current bylaw and under what circumstances Direct Control Zones should be used.

Two responses were provided on the forum page. One participant shared their experience of a Direct Control rezoning in their community and how the public engagement required by this process was difficult but resulted in better outcomes for the community. This participant sees value in the decision-making control that Direct Control zoning provides Council, allowing for a more transparent process in which community interests are taken into consideration. Another participant noted that because Area Redevelopment Plans are seldom used, Direct Control zoning is particularly important for large site redevelopment to ensure integration with the surrounding context and consider public input.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from written responses from stakeholders on the Direct Control Zones discussion paper. A summary of the feedback included:

- + Direct Control zoning is often used even when a standard zone could achieve the intended outcomes, in order to provide the community greater control over the process
- + A cultural shift is required within Administration to decrease the prevalence of Direct Control Zones. This change will be difficult as Direct Control rezoning provides a process to hear and accommodate community feedback
- + Innovation can be achieved without the need for a custom zone. Standard zones will need to be responsive to current and emerging trends. Direct Control zones should be reserved for truly unique developments
- + Concerns were expressed that while fewer Direct Control zones are a positive there is a chance the City will be less open to them in the future
- + Building adaptability into the new Zoning Bylaw is important to enable and facilitate a broader range of development and to support the long-term vision and goals of the new City Plan. Form-based and performance-based zoning should be the primary focus of the standard zones

- + Direct Controls could be better defined if the application criteria was more rigorous and applied to the following situations:
 - Proposed development exceeds the density or development intensity allowed in a standard zone
 - To pilot new development forms that are exceptional or innovative
 - Where the physical constraints of the site warrant special consideration
 - To implement the policies of The City Plan
 - To protect historical, cultural and environmentally sensitive areas
- + If using fewer Direct Control zones, a better understanding of how community contributions, affordable housing and other Direct Control-specific outcomes can be achieved in their absence

Quotes from the Feedback

"Our standard zones need to have much more flexibility so there is not a need to DC everything."

"I think this will only be successful if a lot of work goes into the standard zones to make people reasonably comfortable."

"Direct Control is a site specific zoning, with it own established protocols for public consultation. Clear criterion and the careful use of the zoning preserves public trust of the planning process."

"The direct control application criteria proposed in the Discussion Paper is far too broad and will not reduce the number of direct control zones."

"If a direct control is needed, that should be an indicator that zoning is not creative enough to capture the innovative ideas of developers and we get the same old same old. Zoning is too restrictive and prescriptive."

"In 2015 a developer proposed a DC2 Rezoning in my community. When asked what a DC2 meant, he replied, "it means I get to build whatever I want."

NOTIFICATIONS AND VARIANCES

The Notifications and Variances discussion paper represents Administration's **first attempt** at thinking about:

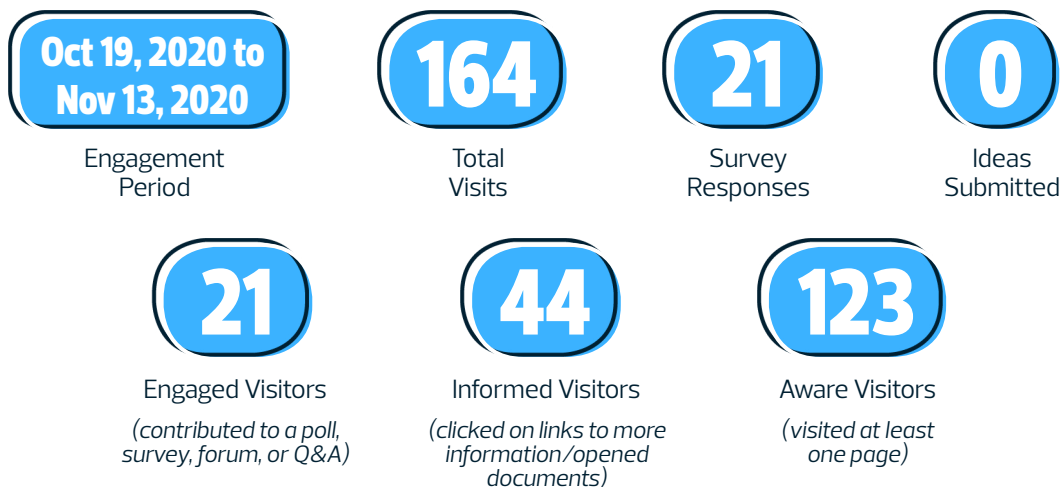
- + How residents may be better **notified about rezoning and development permit applications**; and
- + How to provide **clearer criteria** for how variances (which are requests for exceptions to zoning regulations that can't be met) may be considered.

Through public engagement, the public was asked about their thoughts on whether they would find **development application signage** useful, the type of development application they find **most important for a development notice**, and the level of **discretion City staff should have** in granting variances.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **October 19 to November 13, 2020**. Additionally, **two information sessions** were conducted in **October and November** with various community and industry stakeholders.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

The majority of survey respondents (71%) preferred receiving email over text message as a method of notification about proposed developments. Respondents cited the ability to save the email, felt the amount and type of information that can be communicated is more suitable as an email, and felt email is more convenient. Some respondents still preferred mailed notices. The same number of respondents (71%) also indicated that they were likely or very likely to seek out more information about a proposed development project if they saw a sign installed on site. The survey also asked the type of information that the respondent would be interested in finding out through the sign or other forms of notification. Responses varied, but generally centered around the form and appearance of the development, including the height, the amount of parking provided, and any deviation from what's required through the Zoning Bylaw. Overall, there was no clear consensus on how notification should be improved or how variances should be considered; comments ranged from the opinion that there is too much notification to too little, and that variances should either be broadened or further restricted.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from the information sessions and written responses from stakeholders on the Notifications and Variances discussion paper. Some highlights of the feedback included:

- + General support for the proposed criteria that could be used to determine whether a variance is appropriate
- + Comments about defining more clearly or providing examples of how the criteria will be used to determine whether a variance will be granted
- + Stakeholders were generally supportive of using more diverse tools, including more online tools, to inform residents about proposed developments
- + Some concerns, questions, and clarification needed about the types of development that would require a sign to be posted on site
- + Comments indicating the importance of ensuring that proposed development information is kept up-to-date, whether it is on a sign, a website, or other online tool

Quotes from the Feedback

"The level of detail in the development notice is better consumed on a computer screen than a mobile device, therefore, I think email is more appropriate. Most people have smartphones and they receive email as well as text so through email you get better penetration than text alone."

"I believe the City provides more than enough notification and opportunity for public feedback already. We live in a major city - it is wildly unreasonable for people to expect personal notifications and the ability to comment and contribute to every single new development around them. This is a very small-town mentality that a lot of residents hold on to, or weaponize to disrupt new development in the city."

"A platform where Leagues could opt into online notifications is attractive as many Leagues experience issues with mailed notifications including that the mail is not always checked in a timeline conducive to appeal periods."

"I do not support eliminating Class A letters yet. Before doing this I would like to see much improved online info as discussed above. If a phase out is done it should be strongly publicised with clear directions on how to access the information by the new alternate means."

"I'm of the opinion that the zoning reg shouldn't restrict density or FAR at all. These are not features of a building that affect how my neighbourhood works. Site width - which I'm reading as mandatory sideyard rules - is mostly restricted in the wrong direction by existing zoning, forcing neighbourhoods to have tons of wasted space between buildings... The opposite restriction - requiring buildings to use their available width - might be easier to justify."

"There needs to be a clear definition for "minor variance"; ie. up to 10% from design guidelines as set out in the bylaw, as exists in some provincial jurisdictions."

"Allow for more variances. Variances shouldn't be based just on demonstrated hardship or unique circumstances."

"Immediate neighbours that perceive they would be negatively affected by the granting of a variance are unlikely to be satisfied with a justification pointing to benefits to the broader community. Is the City comfortable with that possibility?"

OVERLAYS

The Overlays discussion paper seeks to explore **what overlays are** and identify **how they function as a zoning tool** by analyzing how they are applied in other jurisdictions and within the Edmonton context. The paper groups overlays into three broad categories: **risk reduction, controlling the built form, and preserving land for future, unknown uses**. To further advance The City Plan's policies and the project goals of the Zoning Bylaw Renewal, four key directions are proposed:

- + **Keep using overlays** as they have been in the current Zoning Bylaw, but modify and streamline the regulations to align with the functionality of the new bylaw
- + **Delete all existing overlays** in favour of a blanket approach that treats all lots within the city equally
- + **Keep the overlays that protect** the environment and reduce risk to the city's natural areas and private property
- + **Incorporate existing overlay regulations** into the applicable new zones

The purpose of engagement for this paper was to gauge how the public and key stakeholders felt about overlays and whether the City should continue to **employ them as a land use decision making tool**.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform between **July 13 and August 7, 2020**. In addition, it was presented at **three meetings** with community and industry stakeholders for feedback.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

The feedback from Engaged Edmonton indicated that the majority of respondents (75%) believe that overlays are a useful tool and should be used in the new Zoning Bylaw to some extent. Of the 32 respondents to the survey, twelve respondents felt that all overlays should be carried forward, while ten respondents felt that overlays serve a purpose but should be applied with intent. Ten respondents felt that Administration should remove the existing overlays from the new Zoning Bylaw and incorporate relevant regulations into the underlying zones. When asked what characteristics should be considered when using overlays to control built form, the primary response was to protect against environmental risk. The second most popular response was to control for heritage and historical built form. Other important responses included protecting against industrial risk, supporting good urban design and attracting investment into specific areas.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from information sessions and written responses from stakeholders was submitted to the project team in response to the Overlays discussion paper. Some highlights of the feedback included:

- + That existing overlays which control the built form should be removed and incorporated into the regulations of the underlying zone. Overlays like the Mature Neighbourhood Overlay (MNO) preserve the city's core in time and don't allow these neighbourhoods to evolve
- + Forced design through regulation (i.e. location of doorways, articulation) is not an effective way to achieve our city building outcomes. Any overlay should focus on density, function and reuse of housing stock (i.e. how many households, allowing for multi-generational use)
- + The MNO needs to be addressed specifically as its own element of Zoning Bylaw Renewal, as many communities feel their neighbourhoods would be in jeopardy if it was removed altogether
- + If overlays are retained, they should align with The City Plan's six guiding values
- + Risk mitigation overlays should be addressed in either higher level plans (Area Structure Plans) or within the special requirements section of the bylaw
- + EFCL provided an analysis of the regulations of the MNO they felt would be best suited to be retained should it be removed or adjusted in some way. These included the front setback, contextual regulations, the required 40% rear yard rule, height, and rear lane access

Quotes from the Feedback

"Yes, I support the use of overlays; however, the overlay should be cross referenced in the underlying zone so that the overlay cannot be "missed" by land owners wanting to develop or redevelop their land."

"No. I believe they add unnecessary regulatory layers which make approvals' processes more confusing, which take longer and cost the applicant more, generally lead to frustration. I think they reinforce the perception that Edmonton is not a city which is open for business."

"The question of whether or not to use overlays seems to me excessively focused on process instead of outcomes. An overlay is neither inherently good or bad, and can be effective or ineffective depending on how it's written."

"Overlays have historically been used in Edmonton as stifling tools to reduce development potential, but that need not be the case. Shift the philosophy--overlays could be an effective, organized mechanism to ensure good planning and design outcomes without resorting to DC1s and DC2s. Don't throw the baby out with the bathwater."

SIGNS

The Signs discussion paper introduces a **new, simplified approach to permanent signage regulations**, with minor updates to temporary signs. This proposed approach introduces regulations based on a **sign's location on a property and its level of illumination**.

Through public engagement, the public was asked their opinions on the proposed approach to **new signage regulations** in the new Zoning Bylaw. Questions asked include: gauging the **level of support** for this new approach, **level of concern** about potential proliferation of billboards throughout the city and determining **important factors** of sign design.

Engagement Activities

The Signs discussion paper was posted to the City's Engaged Edmonton public engagement website from **October 19 to November 13, 2020**. During this period, members of the public had the opportunity to review and provide feedback on the proposed approach to the new sign regulations.

An online information session was held for members of the sign industry on **August 5, 2020**.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

During the October 19 to November 13, 2020, public review period, the online survey received 23 responses. Survey respondents were generally supportive of the approach for the three different sign types (on-building, projecting from a building and on-property). A majority (87%) indicated that they support this approach, while the remaining (13%) respondents indicated "maybe" in terms of supporting the approach. Less than half of respondents (43%) felt very concerned about the potential proliferation of billboards throughout the city. It was noted among respondents that it is important to balance the needs for businesses to ensure their business visibility and to mitigate impacts of visual clutter.

Feedback Summary

- + General support for categorizing sign types based on location on the property and by illumination level
- + Support for moving signage regulations into each land use zone, as opposed to individual schedules of the Zoning Bylaw
- + General considerations were suggested for this project, including the number of signs on a site, safety issues around signs near roadways and sign provisions for larger sites with multiple tenants
- + Alignment with Area Structure Plans (ASPs) needs to be considered as some ASPs have sign regulations of their own which can contradict the new Zoning Bylaw regulations or over-complicate matters

Quotes from the Feedback

"The idea of using more imagery/diagrams and colour coded tables is great. This will make navigating signage regulations much simpler and quicker. I'm happy to see the city moving in this direction."

"Consider whether in addition to regulating a maximum number of each type of sign, maximum total number of signs must be included. This is particularly important in commercial zones and direct control districts."

"It is sensible and reasonable to have zone specific sign regulations, it is good to keep the sign regulations within the zoning bylaw rather than in a separate bylaw. The rules as they are laid out are very clear and understandable."

"Kudos to the City on extending its simplification approach to the review of signs regulations contained in the Edmonton Zoning Bylaw. We agree that current signs regulations are among the least user-friendly in the Zoning Bylaw and seem somewhat disconnected from the design and urban form that the different zones are supposed to strive for."

"If Edmonton is to become a Light-Efficient Community, a program it has already started, then there must be bylaws which support that endeavour and enforcements which ensure that the bylaws are indeed being followed."

CLIMATE RESILIENCE & ENERGY TRANSITION

The City of Edmonton recognizes that climate change will have wide ranging effects on **the city, its residents, and its future prosperity and sustainability**. City Council has signaled through The City Plan, the Climate Emergency Declaration, the Getting to 1.5oC document, and other policy directions that **addressing climate change is a priority that requires a city-wide collaborative effort**.

The Climate Resilience and Energy Transition discussion paper outlines a proposed **strategy to implement regulations into the Zoning Bylaw** in order that will help residents and businesses become more **climate resilient**.

Through public engagement, the public was asked about their input on whether they felt that the proposed strategies to implement climate resilience zoning regulations **would be effective**.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **August 24 to September 18, 2020**. Additionally, **three information sessions** were conducted in **September 2020** with various community and industry stakeholders.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Survey Questions on Engaged Edmonton

34 respondents participated in this survey. There was no clear preference for whether climate change zoning regulations should be implemented as a requirement, incentive, or both. When asked to rank the strategy most important to implement in the Zoning Bylaw, having buildings capable of charging electric vehicles was ranked the highest, followed by reducing floodwater risk, enabling rooftop solar panels, and reducing emissions on new buildings. Respondents indicated that the effectiveness of the zoning regulation in reducing climate impacts was the most important consideration, but many respondents also indicated strong preferences for considering cost and ease of implementation.

Ideas on Engaged Edmonton

There were 35 submissions on additional ideas to consider in addressing climate change through the Zoning Bylaw. Respondents suggested that building roofs should be required to be designed to be able to install solar panels, disincentivizing building demolition, designing new neighbourhoods to be electric-only (i.e. no natural gas lines), incentivizing diverse landscaping, and balancing the need for solar access.

Feedback Summary

In addition to the feedback received through the Engaged Edmonton platform, feedback was also received from information sessions and written responses from stakeholders on the Climate Resilience and Energy Transition discussion paper. A summary of the feedback included:

- + Concerns about climate resilience requirements creating costs that make development unaffordable if implemented all at once
- + Need to better understand city infrastructure requirements to support transition to increased electricity usage
- + Ensuring climate resilient regulations do not overlap with requirements under the Building Code
- + Concerns that using third-party certification for climate resilient projects will add cost and prolong review timelines
- + Climate resilient technologies should be incentivized, not regulated
- + Concern about regional coordination of climate actions to maintain competitive advantage
- + Concerns about added cost or time in order to comply with the proposed development permit point system
- + Support for increasing density across the city to reduce infrastructure costs and carbon emissions from transportation
- + Questions about whether climate change regulations belong in the Zoning Bylaw or in a separate bylaw
- + Incorporate Light Efficient Community directions into the Zoning Bylaw
- + Interest from multiple stakeholders in how the development permit point system could provide flexibility in achieving outcomes for developments

Quotes from the Feedback

"Starting with achievable measures to ease the community into these ideas and changes is important. While we need to move far and fast to mitigate and adapt to climate change, we don't want to alienate industry. Having a stepped approach should be considered (if possible)."

"Reduce Carbon emissions, get to net zero carbon ASAP, Become a leader in this, and we'll really be on the map."

"The climate crisis is a health crisis like COVID-19 and should be discussed that way. Also, requirements for net-zero new construction should be increased much more quickly because they represent at least a 30 year commitment to the carbon footprint of that building."

"The city is not taking responsibility to teach Edmontonians and Industry what the next wave will look and be like. They are requiring things before knowledge, experience, expertise and demand is there. First we need education then incentives then regulation."

"Creating regulations that are adaptive and flexible is key to stakeholder buy-in, and avoiding dedicating excessive resources to application review and approvals. A Development Permit Points system allows development and redevelopment to be creative and allows industry to adapt to different aspects of the regulations over time."

ECONOMY: SUPPORTING SMALL BUSINESS

The Economy: Supporting Small Businesses discussion paper presents Administration's **first attempt** at reimagining how the Zoning Bylaw can help support a **thriving local business economy**.

Potential small business owners experience many of the **same constraints and barriers** with the current Zoning Bylaw as other applicants and developers. However, adding to these challenges is that for a **first-time applicant**, the learning curve for the bylaw and permitting process **can be steep** and the applicant **may not have the resources** to get help navigating the process.

Through public engagement, the public was asked their **level of support** for consolidating use classes and allowing a greater range of businesses in a given location, and how a more flexible bylaw and streamlined permitting process would affect their **ability to open a business**.

Engagement Activities

Public engagement on this paper was undertaken through the Engaged Edmonton platform from **August 24, 2020 to September 18, 2020**. Additionally, **one information session** was conducted in **September** with the Urban Development Institute - Edmonton Region.

Engaged Edmonton Data Collection



Note that 1 visitor may be associated with multiple visits

Feedback Summary

The following includes feedback from Engaged Edmonton, the information session and written responses from stakeholders:

- + A majority of respondents (57.1%) fully support reducing as many barriers to business as possible and 42.9% of respondents partially agree that flexibility is good, but exceptions must be made for specific business types
- + A majority of respondents (61.9%) indicated that a more flexible Zoning Bylaw and streamlined permitting process would make a difference in their ability to open. For those that indicated it would affect them, over half (53.8%) said it would be the biggest factor behind whether they would be able to ever open at all

Ideas on Engaged Edmonton

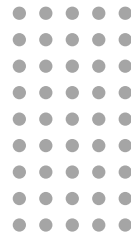
One idea was submitted suggesting that the Zoning Bylaw should allow for accessory commercial units similar to laneway housing, but for a small business like a micro cafe, bakery, or craft store, that would bring vibrancy to Edmonton's communities.

Quotes from the Feedback

"The best time to start a new enterprise is at the bottom of an economic cycle, all orders of government must adopt policy to nurture the green shoots of the emerging new economy."

"Trust that businesses can operate and not affect their neighbours. There should not be a need for home based business permits now that we know we can all work from home just fine."

"Flexibility is good, but impact on neighbours and especially residential areas needs to be considered, and they need the opportunity to question the business."



GET INVOLVED!

- For further information to get involved visit engaged.edmonton.ca
- For more information about the initiative visit edmonton.ca/zoningbylawrenewal
- For all other ideas and feedback regarding Zoning Bylaw Renewal Initiative, please use the [General Feedback Form](#)
- Subscribe to our [newsletter](#)
- Contact us at zoningbylawrenewal@edmonton.ca



ZONING BYLAW RENEWAL INITIATIVE

Edmonton

ZONING BYLAW RENEWAL INITIATIVE

2018 & 2019 PUBLIC ENGAGEMENT EVENTS: WHAT WE HEARD

Edmonton

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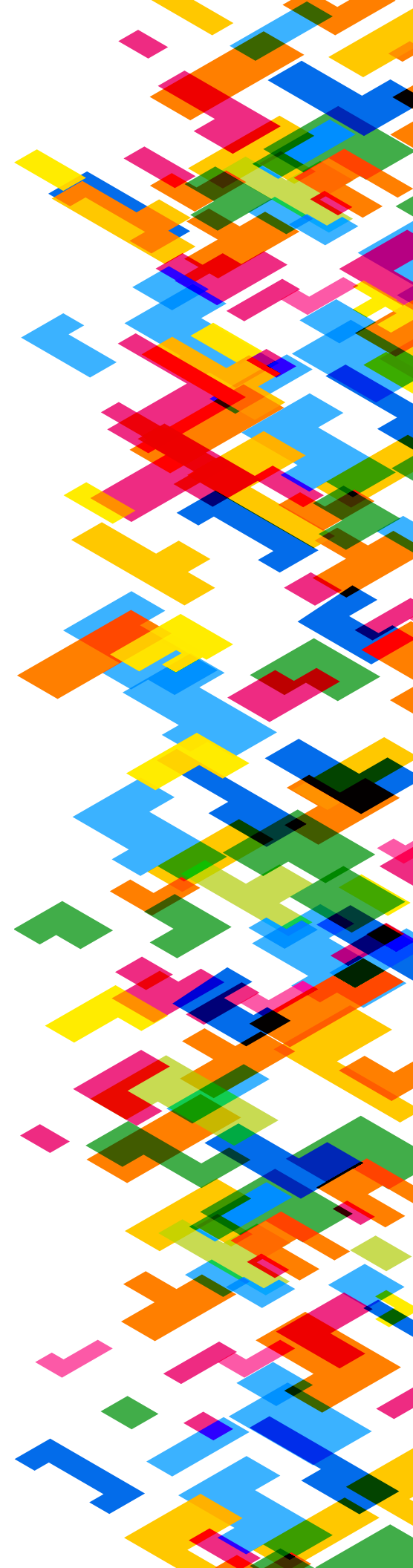
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1. ENGAGEMENT OVERVIEW

1.1. Project Overview: Project Phase I, Stage I of Engagement

The City is conducting a complete review and renewal of Edmonton’s Zoning Bylaw. The [Zoning Bylaw Renewal Initiative](#) is a multi-year comprehensive overhaul of Edmonton’s Zoning Bylaw that includes rethinking how, what and why the City regulates zoning and land development. Renewing the bylaw provides the opportunity to align our city-building tools from strategy to regulation and ensure all Edmontonians and property owners have the necessary tools to build the city envisioned in ConnectEdmonton and as described in The City Plan.

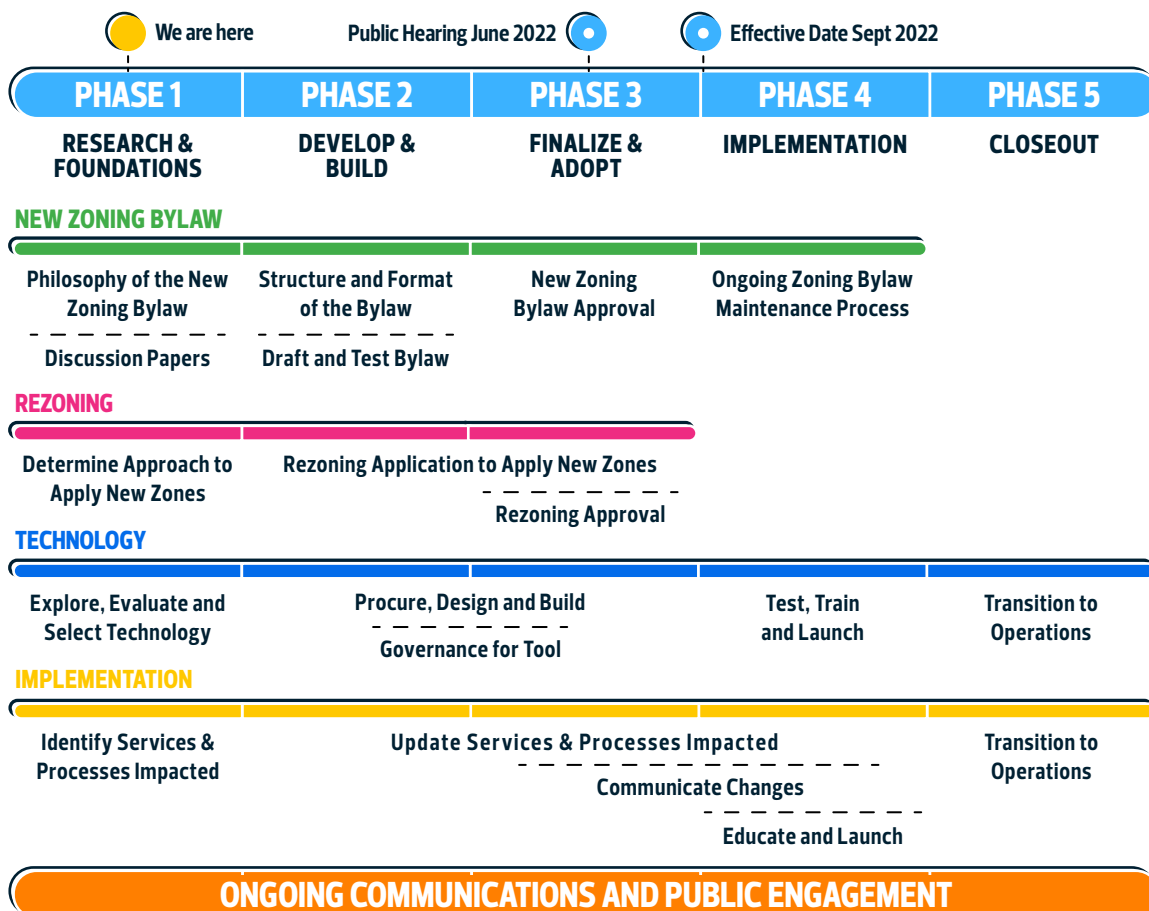
Zoning allows City Council to set rules for where new buildings should go and their basic form, what types of buildings they can be, what activities and businesses can happen there. Zoning guides growth in an orderly way to minimize conflicts between different activities and can improve the safety, public health, and welfare of its citizens and

environment. The Zoning Bylaw is an important legal document that has the power to shape the physical form and how we live in (or engage with) our city.

Phase I, Research and Foundations, sets the project up for success. In Stage I of engagement (spanning 2018–2019), broad questions were asked to develop an understanding of our community’s interactions with the current Zoning Bylaw, and aspirations for the new Zoning Bylaw.

Engagement began in 2018 to understand how residents and applicants interact with the bylaw and to gather input on the prospect of renewing the Zoning Bylaw. In 2019, input was gathered to help refine the direction of the Zoning Bylaw Renewal Initiative, including whether simplification and consolidation of the bylaw is needed, what to regulate, and what changes are desired in a new Zoning Bylaw.

Fig 1. General Timeline Zoning Bylaw Renewal Initiative



1.2. Engagement Objectives

Phase I, Stage I communications and engagement objectives were to:

- + Build awareness of the Zoning Bylaw Renewal Initiative
- + Help inform the direction and philosophy of the Zoning Bylaw Renewal Initiative
- + Gather and consider input on preferences between a form-based, use-based, or performance-based bylaw
- + Introduce an ongoing conversation around what to regulate and not regulate
- + Understand the typical resident's user experience with the bylaw
- + Understand and consider current barriers to accessing the Zoning Bylaw and the current notification processes
- + Build an email contact list for the Zoning Bylaw Renewal Initiative

Outcomes of these objectives are described in [Section 4, What We Heard](#) of this document.

1.3. Strategy

Initial engagement began in 2018 through project attendance at Engage Edmonton pop-up events. To introduce the project and build an email contact list, Engage Edmonton events offered exposure to interested and engaged Edmontonians across the city. These events were also a good opportunity to demonstrate connections between the Zoning Bylaw Renewal Initiative and other related projects, such as The City Plan.

In 2019, conversations continued in more detail, ranging from in-depth workshops, partnered engagement with The City Plan project, and a general survey. Providing a range of tactics allowed exposure to a larger audience. Information collected about current user experiences and potential approaches to zoning provided a foundation for the philosophy and structure of the new Zoning Bylaw and the basis to propose specific directions on a variety of topics. The work of drafting the proposed directions for the new Zoning Bylaw and then the bylaw itself started in 2020 and will continue through 2022.

2. AUDIENCE

Table 1. Public Engagement Audience

Industry/Stakeholders	<p>Industry groups who have reached out and inquired about the status of the new Zoning Bylaw and current engagement</p> <p>The City Plan Stakeholder Group, formed on the Integral City Model of engaging Public Institutions, Business, and Civil Society (including community groups) - 80+ members</p>
General Public	<p>Includes past participants who expressed interest in continuing to engage in the Zoning Bylaw Renewal Initiative (via newsletter sign-up)</p> <p>General public advertised to via social media, Engage Edmonton promotions, and survey promotions</p>

3. DESCRIPTION OF ENGAGEMENT ACTIVITIES

Table 2. Description of Engagement Activities

Date (Location)	Audience (attendance)	Event/Format	General Questions
October 11, 2018 (Southgate Centre)	General Public (32 participants)	<p>Engage Edmonton Pop-up Sessions</p> <p>Participants used sticky notes and spoke to project team members to share their feedback on how they interacted with the Zoning Bylaw.</p>	<ul style="list-style-type: none"> + What aspects of the Renewal project are of interest to you? + How would you like to be involved in the project? + What resources do you need to participate effectively?
October 25, 2018 (Londonderry Mall)	General Public (35 participants)		
October 30, 2018 (West Edmonton Mall)	General Public (43 participants)		
November 8, 2018 (Mill Woods Town Centre)	General Public (15 participants)		
November 15, 2018 (Edmonton Tower)	General Public (73 participants)		

Date (Location)	Audience (attendance)	Event/Format	General Questions
January 31, 2019 (Canadian Home Builders' Association – Edmonton Region and Urban Development Institute – Edmonton Region)	Industry (13 participants)	Facilitated Workshop	<ul style="list-style-type: none"> + What does a successful zoning bylaw look like? + What are important things for us to regulate? + What are less important things for us to regulate? + What information do you want to know about development happening in your area? + How would you like to learn about it? How should this information be shared with residents? + What are you looking for in a commercial / mixed-use zone? + What are you looking for in an industrial zone? + Are there challenges in the existing ZB? What are they? + What types of Uses belong in this type of zone? + What criteria did you use? + Are there Uses that don't fit in this type of zone?
March 27, 2019 (Infill Development in Edmonton Association and Edmonton Federation of Community Leagues)	Industry (12 participants)		
June 15, 2019 (Deep Dive workshop)	Open Invite (Public) (21 participants)		
June 26, 2019 (Small Businesses and Indigenous Businesses)	Industry (10 participants)		
June 27, 2019 (Multicultural Health Brokers)	Stakeholders (11 participants)		
July 3, 2019 (Edmonton Youth Council)	Stakeholders (25 participants)		
July 16, 2019 (NAIOP (Commercial Real Estate Development Association) Industrial Workshop)	Industry (9 participants)		
August 20, 2019 (NAIOP (Commercial Real Estate Development Association) Mixed-use Commercial Workshop)	Industry (32 participants)		

Date (Location)	Audience (attendance)	Event/Format	General Questions
May 3, 2019 (Jane's Walk – A Re-buildable City: Edmonton's Zoning Bylaw Renewal (co-lead with The City Plan project))	General Public (20 participants)	Pop-up Engagement Event Participants engaged in several activities through workshop sessions to discuss the preferred grouping and simplification of land uses. Sticky notes and photographs were used to capture group feedback. Participants engaged through pop-up events had the opportunity to record which types of development regulations mattered most to them by placing dots on a regulation worksheet.	<ul style="list-style-type: none"> + What is your preference between a form-based, use-based, or performance-based bylaw? + What should the new Zoning Bylaw regulate and not regulate? + What are current barriers and what direction should a new Zoning Bylaw take?
June 6 – 18, 2019 (The City Plan – Zoning Bylaw Joint Engagements (5 events city-wide))	General Public (54 participants)		
July 21, 2019 (Downtown Quarters Farmers Market)	General Public (27 participants)		
July 26 – 27, 2019 (K-Days)	General Public (57 participants)		
July 30, 2019 (Edmonton Service Centre)	General Public (16 participants)		
August 12 – 30, 2019 (Zoning Bylaw Renewal Project Survey)	General Public (187 participants)	Online Survey	<ul style="list-style-type: none"> + Do you support or oppose Administration's goal of reducing the complexity of the bylaw and rethinking what we regulate? + Would you support or oppose grouping land uses with similar impacts into broader categories? + What is your preferred approach to zoning? + What are your suggestions to improve on the clarity of language for the Zoning Bylaw? + What information do you want to know about development happening in your area?
Total number of activities: 26	Total number of participants: 692		

Fig 2. Pop-up Engagement Event



4. WHAT WE HEARD ABOUT...

This section summarizes all of the above engagement activities into **general themes**. A summary of each theme is included to **highlight the major findings** of what we heard under each topic.

4.1. The direction and philosophy of the Zoning Bylaw Renewal Initiative

Designing a new Zoning Bylaw

Edmontonians were asked about the approach that they'd like to see for a new Zoning Bylaw. This will help inform the approach the project team will take in writing new zones and development regulations and guide the type of development that gets built. Respondents from the workshops and pop-up sessions indicated that a building's appearance and its impact on surrounding neighbours are the most important aspects that a Zoning Bylaw should regulate. These findings indicate that a hybrid approach is preferable to incorporate aspects of both form-based and performance-based Zoning Bylaw styles, resulting in a custom made-in-Edmonton approach.

Respondents indicated that externalities from new development are important to regulate where possible and should be considered in the new Zoning Bylaw. Some impacts identified include how new development affects stormwater runoff, fire hazards in drier climates, and that the new bylaw should include regulations to increase climate resilience (reduced hardscaping, encourage biodiversity through landscaping, etc.).

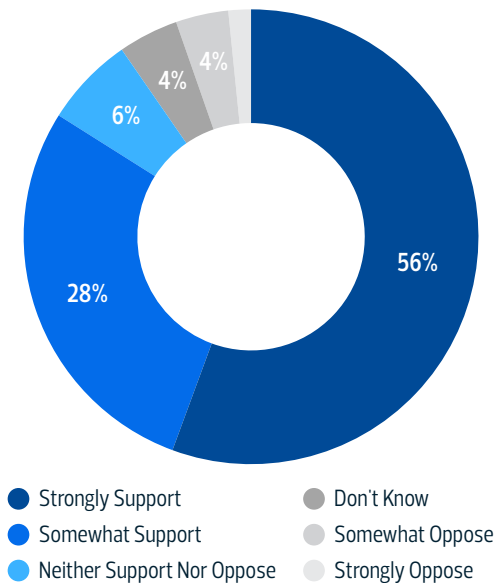
The option to implement a purely use-based zoning bylaw, or a zoning bylaw that focuses on the activities occurring within a building, was less favoured by respondents. The project team will take these preferences into consideration when selecting a format for the new Zoning Bylaw.

A need for simplification, consolidation, and flexibility in industrial zoning

Industry stakeholders identified that they desire fewer zones and need increased certainty from industrial zones. These zones need to be more flexible and adaptable to accommodate Edmonton's varied energy service market. Simplified zones are required for low-impact industrial services such as storage yards for fleet vehicles, pipe laydown, and construction equipment. Participants noted that developers may be unsure of what the specific use of the property will be. They need a flexible zone so they may construct buildings to house a range of uses.

Reducing complexity and rethinking what we regulate

Fig 3. Online Survey Question – Complexity of the Zoning Bylaw
Do you support or oppose Administration's goal of reducing the complexity of the bylaw and rethinking what we regulate? Why?



187 Responses were collected in August 2019

A majority of respondents to the survey felt that the current Zoning Bylaw (Bylaw 12800) is too difficult to use and understand in its current state. Simplification and streamlining of zones and regulations is desired to encourage a bylaw that is easier for all users to understand. Respondents noted that it would be beneficial to include graphics to explain complex planning concepts and provide explanations.

A theme of reducing red-tape and complexity emerged in the responses, with respondents asking for simpler development permit processes which would result in decreased timelines to receive a permit. Respondents voiced concerns related to over-simplification of regulations leading to the creation of "grey areas" where regulations are open to interpretation. Striking a balance between simplifying regulations and enforceability is key to creating effective regulations in the Zoning Bylaw.

The "Other" response category includes concerns around increased density and associated development issues in mature neighbourhoods, suggestions for improvements to regulations, and community standards concerns.

Quotes:

"Anytime something complex can be broken down and easier to understand, that's a good thing. It's also beneficial to occasionally consider what areas need more or less regulation. Doing things one way just because that's the way they've always been done isn't going to advance or improve anything."

"There are too many exceptions to the standard rules to know what applies to a specific site."

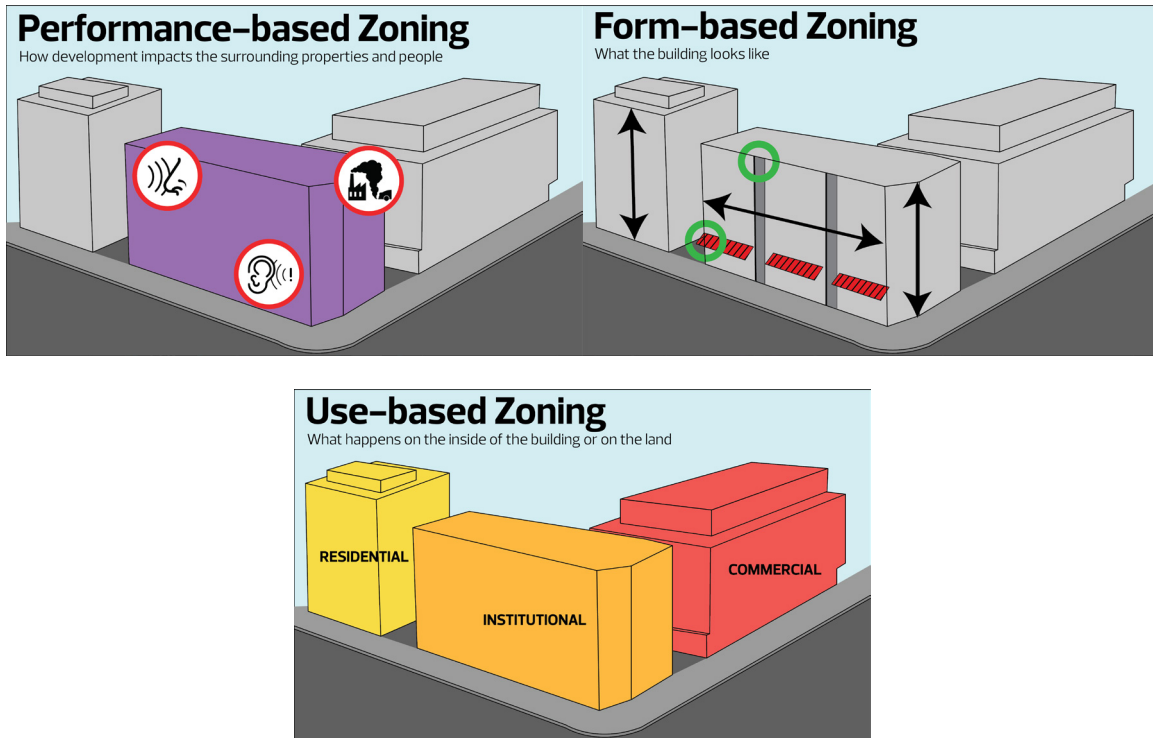
"The bylaw is very difficult to navigate. It over regulates in some areas and under regulates in others. The lack of a consistent approach to regulations is frustrating, time wasting and expensive."

4.2. Preferences between a form-based, use-based, or performance-based bylaw

Preference on approach to zoning

Fig 4. Online Survey Question – Preference on approach to zoning

Online Survey Question: Please choose from the following three options your most preferred approach to zoning to your least preferred approach to zoning.



187 survey participants responded to this question. Comments may be recorded into multiple categories.

Table 3. Results Online Survey Question – Preference on approach to zoning

	Form-based Zoning	Use-based Zoning	Performance-based Zoning
First Choice	23%	21%	56%
Second Choice	29%	41%	30%
Third Choice	48%	38%	14%

Form-based zoning

43 survey participants selected form-based zoning as their first choice. Respondents who selected form-based zoning as their preferred approach commented that this approach allows for flexible designs and may achieve a cohesive look within neighbourhoods. The potential for a mix of uses that form-based zoning permits was seen as desirable, with many commenting that encouraging mixed-use development will improve neighbourhood walkability and reduce car dependency. While participants who selected this approach agreed with the principles of form-based zoning, concerns were also raised around the need to ensure compatibility between different uses in mixed-use settings.

Use-based zoning

38 survey participants selected use-based zoning as their first choice. Survey participants that selected use-based zoning as their first choice indicated that they preferred and appreciated the certainty that the current use-based zoning framework provides. Some respondents felt the purpose of the Zoning Bylaw is to separate land uses. Some feedback in the "Other" category include concerns related to redevelopment in established neighbourhoods and considerations for housing seniors.

Performance-based zoning

104 survey participants selected performance-based zoning as their first choice. Survey respondents who selected performance-based zoning felt that impact to surrounding properties is the most important aspect to regulate. Regulating negative externalities increases certainty for existing property owners and maintains a standard quality of life. Respondents also commented that this approach takes into consideration the needs of existing residents and provides a holistic approach to new development, assessing various impacts. Responses in the "Other" category include perspectives on specific development examples, and other development issues such as parking.

Quotes:

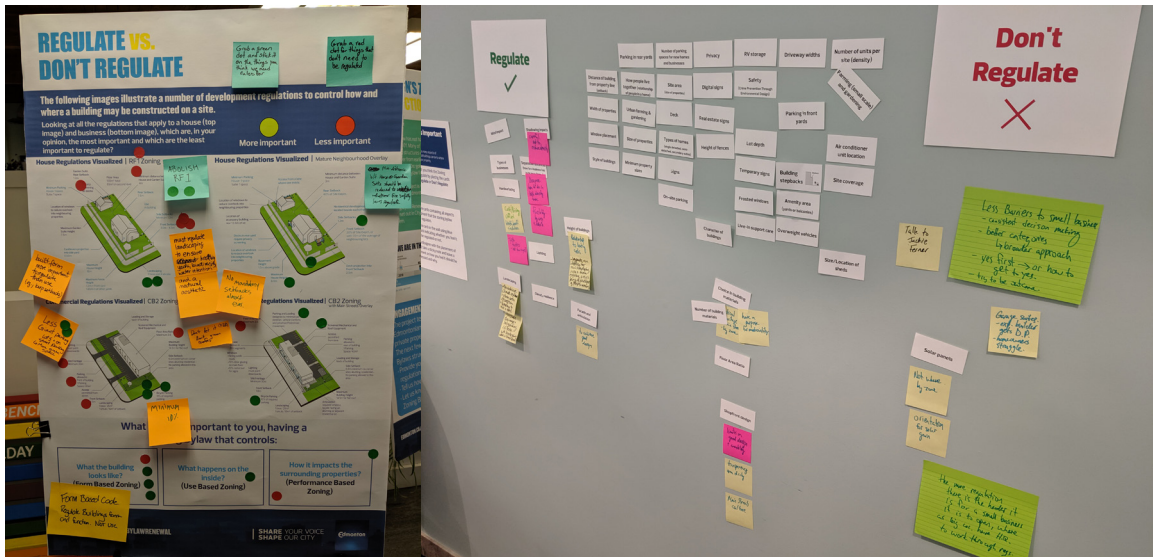
"We need to mix uses. Not separate them! The world is also changing fast. We can't anticipate how people are going to live and work in 10 years, let alone 30 or 40. Making sure that buildings engage the street, encourage interaction, negative impacts are mitigated make more sense than trying to separate uses. Separate uses also really undermine certain groups of people more than others, namely women, children, seniors, people with limited incomes and those with limited mobility."

"I do not care what's happening on the inside if it doesn't have a major impact on the surrounding neighbourhood."

"I think it is important that streets appear to have a cohesive form. The activities that are colocated do not need to share the same function, and this does not allow for a neighbourhood in which all services are available locally."

4.3. What to regulate and not regulate

Fig 5. Regulate/don't regulate activities during engagement



What to regulate and not regulate

Online Survey Question: If you feel there is an element related to what development the zoning bylaw should or should not regulate, please feel free to add it in the space below and explain why.

112 survey participants responded to this question. Multiple development aspects were recorded and sorted into Regulate, Don't Regulate, and Other.

Some topics that were commonly recommended to regulate include floor area, landscaping, maximum density, architectural design, height, side yards, and outdoor lighting and signage. Some topics that were commonly suggested to not regulate include privacy screening, site coverage, window locations, and parking spaces, as well as some topics including landscaping, maximum height, and maximum density, which had mixed opinions from respondents. There was not consistent agreement on topics to regulate and not regulate, and these topics will be explored further through future engagement.

4.4. The user experience with the current Zoning Bylaw

Reducing Barriers and Streamlining Regulations

Members of the small business community noted that more regulations can be a barrier for small businesses, especially in comparison to larger companies with more resources to navigate the regulations and development process. This carries a financial cost as well. Consistency, a broader approach with fewer categories, and guidance on how to achieve the desired outcomes would help to reduce barriers.

Development industry representatives noted that they would like to see a shift in the way development is regulated, with a focus on essential regulations including height, density and signs.

1) Minimum on-site parking requirements have since been removed from Zoning Bylaw 12800. New changes to enable Open Option Parking are effective as of July 2, 2020. For more information, visit <https://www.edmonton.ca/offstreetparking>

Concerns about excessive current parking requirements and restrictions on land uses

Stakeholders stated that minimum requirements for parking spaces were too high¹. They noted that the developer/business owner is taking on the risk of opening a new business. They should assume the risk if they desire to provide less parking than required by the Zoning Bylaw. The City introduces unnecessary roadblocks in the development process by requiring minimum parking requirements and prohibiting certain uses in a zone.

4.5. Current barriers to accessing the Zoning Bylaw and the current notification process

Simplification of zoning regulations

Through pop-up events, workshops and surveys, residents stated that existing zoning regulations are difficult to understand or interpret. Many felt that the language used in the bylaw is too technical and that graphics should be used to help illustrate planning concepts.

Complexity of the Zoning Bylaw

Participants stated that the document structure and user interface of the current Zoning Bylaw is difficult to navigate. As an example, it was noted that the development of a simple structure like a deck requires the applicant to cross-reference many sections of the Zoning Bylaw to determine the appropriate dimensions. This sentiment was further captured in survey responses.



Language of the Zoning Bylaw

Online Survey Question: Please provide any suggestions you have to improve on the clarity of language for the Zoning Bylaw.

111 survey participants responded to this question. Comments may be recorded into multiple categories.

Table 4. Results Online Survey Question – Language of the Zoning Bylaw

Suggestions	Number of Responses
Support use of plain language principles in developing a new Zoning Bylaw	60
Concerns regarding interpretation and enforcement of regulations. Simplified regulations may be vague and open to interpretation	38
Other	12
Include diagrams to describe regulations	9
Provide an interpretation guide or use a sidebar to include more information or rationale for regulations	6
The existing regulations should be kept to retain clear interpretation	5
No Comment	3

A majority of survey respondents were receptive to the idea of using plain language principles to draft regulations in the new Zoning Bylaw. Participants commented that the plain language version of the sample regulation was easier to understand compared to the existing Zoning Bylaw text. However, concerns were noted around the potential for regulations to be misinterpreted because they are not specific enough.

Multiple respondents cautioned against creating “grey areas” where regulations would be open to interpretation as they may not be prescriptive

enough. An approach to mitigate these concerns was also brought forward by survey participants through suggestions for developing a Zoning Bylaw interpretation guide which would provide additional clarification for plain language regulations.

Responses in the “Other” category include suggestions for formatting text, including use of bullet points and capitalization of terms. Other responses included specific changes to the example text.

Notifications

Online Survey Question: What information do you want to know about development happening in your area?

124 participants responded to this question.

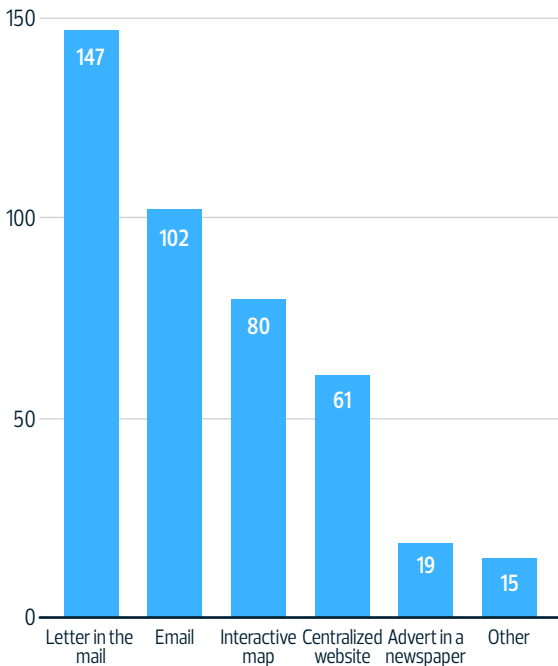
Table 5. Results Online Survey Question – Notifications

Sample responses representing common sentiments	
Provide elevation drawings of proposed developments	Habitable space within the development (maximum number of people)
Exact location of development	What, Where, and When. Those are the key things I would want to know
Provide multiple notification formats	The specific use and size of the development

Online Survey Question: How would you like to be notified about development happening in your area?

187 participants selected multiple options.

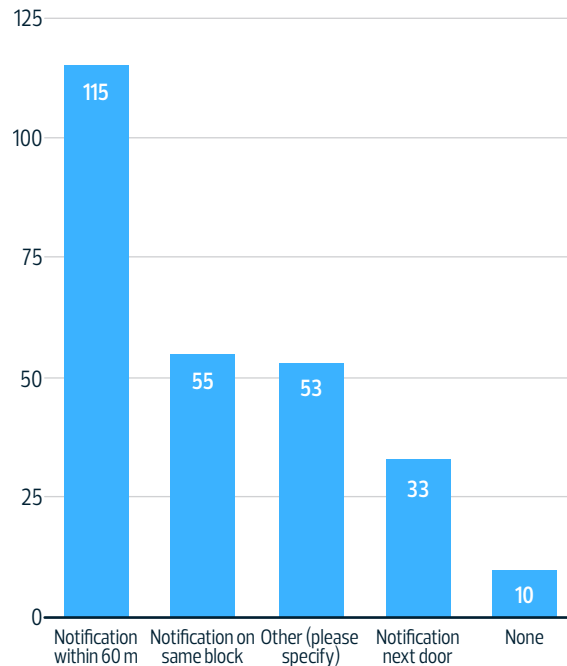
Fig 6. Results Online Survey Question 2 – Notifications



Online Survey Question: What distance from a proposed development do you think residents should be notified?

187 participants selected multiple options.

Fig 7. Results Online Survey Question 3 – Notifications



5. NEXT STEPS

5.1. How this information has and will be used

This information will be used to refine the philosophy and structure of the new Zoning Bylaw, to draft a series of discussion papers on specific aspects of the new Zoning Bylaw, and to inform the drafting of the new Zoning Bylaw itself. Data collected from this stage of engagement will continue to be referenced throughout the project as it is relevant to all subsequent stages.

Some responses collected concerning parking minimums have subsequently been addressed through the removal of parking minimums from the Zoning Bylaw, effective July 2, 2020.

5.2. Future engagement opportunities

Public and Stakeholder engagement will continue throughout the Zoning Bylaw Renewal Initiative (anticipated adoption of the new Zoning Bylaw is in 2022). Engagement on the discussion papers is occurring from July through October 2020. Feedback on these discussion papers will further inform the philosophy and specific aspects of the new Zoning Bylaw.



ZONING BYLAW RENEWAL INITIATIVE

Edmonton

ZONING BYLAW RENEWAL INITIATIVE

CITY PLAN ENGAGEMENT DATA ANALYSIS: ZONING

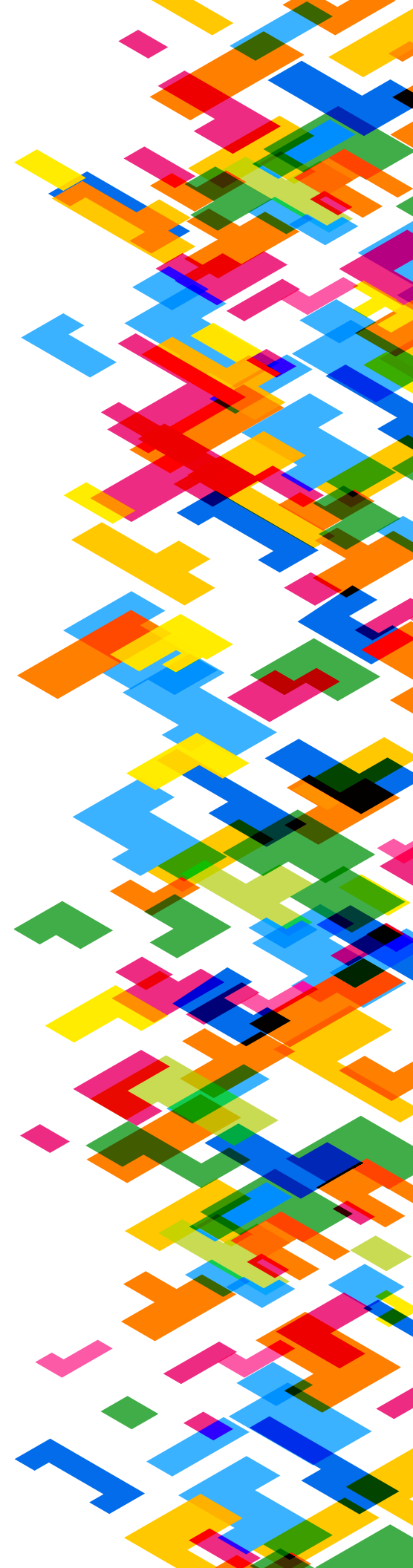
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Content prepared by
POPULUS Community Planning Inc. and Green Space Alliance

September 2020 | edmonton.ca/ZoningBylawRenewal
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INTRODUCTION

The City Plan guides Edmonton's growth to a healthy, urban, and climate resilient city of two million people that supports a prosperous region. It combines a Municipal Development Plan and Transportation Master Plan, and includes strategic direction in environmental planning, social planning and economic development.

The City Plan was formed based on the input of thousands of Edmontonians from 2018–2020, and sets new directions for Edmonton's long term growth and planning. The comprehensive nature of the plan and its engagement means that it can inform at a fundamental level the city-building outcomes of other planning work, including the Zoning Bylaw Renewal Initiative.

The City Plan's public engagement data was re-analyzed through a zoning lens, in support of the development of Edmonton's new Zoning Bylaw. This document provides a high-level summary of the relevant themes of that analysis. Selected quotes have been included for illustrative purposes.

In reviewing the existing City Plan Engagement Data, the following work was completed:

- + Review of roughly 2000 previously coded, written comments from pop-up events including City Plan HQ (Phase 2), Coffee Chats (Phase 3B), Community Meetings (Phase 3B), October 2019 Pop-Ups (Phase 4); and
- + Review of workshop materials from Core Stakeholder Workshops, and Public Workshops.

Comments are organized by theme and relevance to the Zoning Bylaw Renewal Initiative.

EMERGING THEMES

Land Use

Land use topics were the most common theme found in the City Plan engagement data. Participants provided a range of inputs on the topic of land use including: the scale of new geographic districts, the importance of community planning, fairness in planning, and seeking slow growth in the fringes of the city.

Lot by Lot Rezoning – Participants in public engagement sessions were concerned that individual zoning changes are often contentious when done on a lot by lot basis. In contrast, participants also continued to raise concerns about past rezoning amendments that allowed major changes like lot splitting to occur.

Planning Not Understood – Public participants indicated that they did feel they had a good understanding of the planning process or of the Zoning Bylaw. Some comments also indicated that there was a lack of trust in the transparency of the process with one comment stating that it “feels like a secret society and [they] only hear about things after they happen.”

Zoning currently has poor public engagement. Hard to understand much of the materials. Too much to review in a short amount of time. We need criteria to evaluate the intended result of the plan/process.

Compatible Uses – When it comes to identifying compatible uses, public comments supported neighbourhood commercial spaces that were easily accessible in their neighbourhoods.

Types of businesses included small local shops, neighbourhood groceries but not liquor or cannabis stores. Participants were also interested in seeing commercial spaces better integrated into neighbourhoods.

There aren't local shops within neighbourhoods – they are all on busy corners.

Compatible Density – Participants had differing opinions about what kinds of areas would be appropriate for additional density to be developed. Some would like to see more density in all neighbourhoods, while others felt that it would only be appropriate along certain corridors, or along arterial roads, or within certain development areas like the core neighbourhoods or only in Downtown.

Types of Units – Some participants were interested in seeing the City take a more active role in managing the types of units found in Edmonton, particularly promoting or requiring family oriented rentals (3+ bedroom units), multi-generational housing and low income housing opportunities.

Lot Splitting – Lot splitting continues to be a point of contention among residents in mature neighbourhoods who feel that skinny homes do not meet the local context of their neighbourhoods.

Transportation/Mobility

Transportation and mobility were also common topics raised in meetings and pop-ups. Throughout the engagement data, there was a desire to see transit service improved for riders, improve accessibility, consider winter conditions, and generally expand opportunities for different modes of transportation. Opinions were divided about how changes to the transportation network should impact drivers.

Driving City – Participants indicated that there are significant parts of the city where driving a car is needed to get around. It was identified that this is because housing is too far from commercial areas, transit is not reliable or active transportation is not seen as a viable option. Without major changes to mobility and land use, these areas will continue to be car-dependent into the future. Specific areas that were identified included most mature suburbs like Mill Woods as well as new suburbs in the south of Edmonton.

Develop along Green Transportation Corridors – It is important to co-locate new medium, high-density, and mixed-use developments alongside major green transportation corridors, like frequent bus transit, LRT, and bike routes. Participants also felt that developing higher density facilities like seniors-oriented housing along transit corridors would be positive.

Parking Requirements – In general, there were mixed concerns around parking and parking requirements. Comments indicated that new uses in existing buildings were challenged by off-street

parking requirements. In contrast, there were also concerns about how popular neighbourhood destinations cause parking issues for neighbours. Some participants also noted that there is an emerging need to require electric vehicle charging in new developments.

We need to loosen up parking requirements. Especially for arts and culture. The Aviary struggles with parking.

Emerging Mobility Trends – There was continued attention to providing additional storage/parking facilities for bicycles in new developments. Participants also identified ongoing concerns about scooters blocking sidewalks or ride-hailing services waiting in traffic because they do not have access to taxi parking spaces. These kinds of mobility should be considered when designing new developments. This might include providing designated scooter parking locations or taxi/Uber pick-up locations in busy locations.

Density and Transit – There was a clear message that increased density and commercial areas should be used to support higher quality transit services throughout the City and especially along important transportation corridors.

I wish transit centres had more commercial development & residential development around them.

Environment

For additional recent engagement focused on Environmental impacts and climate change see the engagement documents associated with the Energy Transition Strategy Update at https://www.edmonton.ca/city_government/city_vision_and_strategic_plan/energy-transition-strategy-update.aspx.

Importance of Environment – Participants commonly identified the importance of including environmental planning considerations in all planning decisions. This included a range of key environmental considerations including river water quality, wildlife areas, and impacts of pollution.

| *Our environment is the most important thing.*

| *Keep nature natural, plant more native plants, low maintenance.*

River Valley and Ravines – The most common natural area discussed by participants was the North Saskatchewan River Valley and Ravine System. This was identified as an important natural feature that serves as a biodiversity hotspot, recreation area and an escape from the city. Overall, comments were most interested in seeing these areas preserved in the long term. In addition, there continues to be differing opinions about the inclusion of business opportunities in the River Valley. Some participants indicated that they felt the City should not allow any commercial operations in the River Valley or on the river. In contrast, others indicated that additional operations should be explored in the

River Valley, especially in areas that have already been disturbed from their natural state like Louise McKinney Park or Hawrelak Park.

Relationship to Built Spaces – Participants raised the idea that the city should have a series of natural corridors that provide both natural space for wildlife and transportation connections.

Public Spaces – Comments were clear that private developments should not be allowed to modify public park spaces and especially the river valley and ravine system. In addition, participants were commonly concerned about public and private developments that removed trees and did not replace them on-site.

Private Yards – Participants commonly raised ideas that the City should be encouraging the use of private front yards to enhance the environment and local systems by promoting naturalized gardens and vegetable gardens.

Low Impact Development – In general, participants who brought up Low Impact Development (LID) principles were very supportive of them as a way to reduce strain on the environment and infrastructure systems.

Relationship to Built Spaces – Participants raised the idea that the city should have a series of natural corridors that provide both natural space for wildlife and transportation connections.

Climate Change and Resilience

For additional detailed descriptions of public engagement results directly related to the topic of Climate Change and Resilience please also see the following resources:

- + [Climate Resilience and Our Future City – City Plan September 2018 – June 2019](#)
- + [Energy Transition Strategy – Phase 1 What We Heard Report – September 2019 – May 2020](#)

Climate Lens – In general, participants were quick to identify the importance of including climate considerations in all planning decisions. The importance of including the climate lens was emphasized to that point that there are comments requesting that the City use Climate to replace “Connect” as the overarching theme of ConnectEdmonton.

Zero Emissions Transportation – Participants commonly identified that being able to move around their neighbourhoods without the use of a car, either by transit, bike or walking would help them lower the carbon emissions.

Renewable Energy – Participants were interested in seeing renewable energy sources designed into new developments both at an individual building level and for an entire community. Participants also indicated that the City should explore opportunities to implement renewables including using a tax levy or requiring it in new developments. Despite the overall support for renewable energy, participants were generally not supportive of existing plans to use portions of the River Valley for renewable energy generation.

Make developers include solar/renewable energy on all new development.

Reducing Greenhouse Gas Emissions –

Edmontonians felt that greenhouse gas emissions should be reduced. This included generating more energy through solar and geothermal. It also includes developing district energy systems and using larger tracts of land for solar energy production. Despite this, comments also indicated that certain places like the River Valley should not be used for solar farms.

Renovate and Retrofit Heritage Buildings –

Vacant and heritage buildings should be able to be renovated and retrofitted to preserve Edmonton’s historic areas. It is possible to renovate the interior of buildings and maintain the façade: green retrofits.

Electric Vehicle Parking –

Although it was not a common comment, some participants indicated that the City should require electric vehicle charging stations in mid- to long-term parking spaces like park-and-ride and the airport to support the viability of electric vehicles.

Green Incentives – Incentives and rebates to undertake green renovations in Edmonton are desirable but are more applicable for the Building Code than for the Zoning Bylaw.

Green Energy – Participants also indicated that they supported implementing renewable energy systems into new and existing buildings in Edmonton. The Zoning Bylaw should fully support the use of renewables by removing limits on height or encroachment by solar panels.

Urban Design

Engagement participants commonly associate zoning with recent community conversations and engagement on heritage preservation and infill development, particularly lot splitting.

Heritage Buildings – The City should do more to support retaining and revitalizing heritage buildings.

Scale of Lots – In general, people felt that older, wider lots were more desirable. Several negative comments about lot splitting and its impacts on mature Neighbourhoods were also received.

Market Forces – There was some concern from stakeholders and members of the public who felt that Edmonton's housing market is not in a place that supports the development of missing middle or mid-rise developments despite opportunities from zoning and policy.

Density or built form desired at the policy level is misaligned with what the market is ready for yet or wants.

Housing

Housing is many people's most immediate interaction with the Zoning Bylaw. Issues of housing affordability and housing options were front of mind throughout the engagement process. Similar to urban design, opinions on neighbourhood character and housing density were commonly shared.

Affordability – Housing should be affordable throughout the city. This includes affordable housing for targeted groups including seniors, people with disabilities and low-income groups. Edmonton's affordability is seen as a major advantage compared to other cities in Canada, but others felt that the cost of housing has increased too much in recent years. Some people were concerned that there were existing areas that have seen too much investment in affordable housing that is causing significant negative impacts to the surrounding community.

Connected Housing – New housing should be well connected to employment, schools, and amenities. It was common to see comments seeking housing that was within walking distance of these amenities as well as parks and other destinations. Some participants also highlighted that this was especially important for people living in affordable housing who might not be able to afford the cost of owning a car.

Need more options for housing – The city should support more housing types between single detached houses and apartments in all neighbourhoods including mature areas.

Neighbourhood character – New housing should fit the character of the neighbourhood. There is a sense that new buildings are not as attractive as older buildings and do not necessarily fit with neighbourhood character.

Density – There was more acceptance for greater density in the central parts of the city. In general, it is not clear that residents are aware that new suburban areas are more dense than older suburbs. There is generally not agreement about where new density should be located. Comments contained a range of perspectives about where density should be located within the city and in individual neighbourhoods.

Redevelopment Sites – Some participants identified opportunities for seniors oriented or affordable housing to be developed within existing neighbourhoods specifically on surplus school sites, or other vacant parcels. Participants were especially excited because this would allow them to continue to live in their own neighbourhoods in the long term. Despite these comments, there were also some participants who continued to be concerned about using green space for housing.

They should use surplus school sites for seniors and low-income housing. When I get old, I want to stay in my neighbourhood.

Economic and Community Development

Economic development, including economic diversification, support for local business, and the creation of new business opportunities were raised by public and stakeholder participants throughout the engagement period.

Local Districts – Comments indicated a desire to “live locally” with access to food that has been grown locally and supports small business all within walking distance or a short bike/transit ride. In addition, this also meant having a local population that was dense enough to support those local businesses in a sustainable manner.

I have access to all of the services & amenities I need within 25–30 minutes of travel via bike or transit, and I don't have to risk my safety to do that.

Economic Development – Participants often noted that the City should be taking action to make doing business easier in the city. This included notes like reducing restrictions around starting businesses and also lowering taxes and directly supporting local entrepreneurs through grants and incentives.

Business Opportunities – Some comments raised concerns that the business environment contained too much risk for local entrepreneurs and that the City should do what it can to expand the spaces where local businesses can be established and operate from.

Negative Business Clusters – Some participants felt some business clustering should not be supported. This was primarily around businesses that some felt have negative impacts like pawn shops, liquor stores and pharmacies in areas with existing social issues.

Parks

Edmontonians consider the river valley as the heart or “jewel” of Edmonton. Responses were split in terms of how to best approach this asset – focusing on preservation, or recreation and/or useability.

River Valley Uses – Participants provided a mix of responses related to how the River Valley should be used. For many participants, the River Valley is a unique asset in Edmonton and there are a wide range of uses including recreation and natural system services. Some participants felt that the current uses in the River Valley should not be changed moving forward but others indicated that the City should consider a wider range of acceptable activities in the River Valley and ravine system.

I would use the river valley if there were places to eat with a view.

Vacant Parcels – The City should actively pursue converting vacant, derelict, or contaminated parcels into park space throughout the city.

City should put pressure on derelict sites or brownfield so that it's not unsightly. Turn them into gardens or parks.

Community Amenities

Most frequently, participants discussed a desire for grocery stores and cafes within walking distance of their homes.

Community Vibrancy – Some participants would like to see more focus on having a greater mix of land uses and amenities located within neighbourhoods and within walking distance from more people’s homes and offices.

Neighbourhood Grocery Stores – Participants wanted to have access to local grocery stores in their neighbourhoods.

Location of Amenities – Some people were concerned that the City was not making good decisions around the location of some public services like libraries when it located them near certain businesses like bars.

Disruption and Resilience

In planning for a city of two million people, it was acknowledged that the next period of growth will come with unknown disruptions and thus a need for civic resilience.

Flexibility and Adaptation – Business stakeholders were most interested in seeing zoning regulations that provide opportunities to be adapted to meet changing needs in the market and emerging technologies.

New Development – Participants proposed ideas including requiring all new homes to be built to net zero standards and incorporate low impact stormwater management systems and clean energy production in all new developments.

Online Presence – Some participants felt that the City’s website was one of the best in North America. They were particularly impressed by the Open Data portal and what was available there. Continuing to make planning and zoning information available transparently online will serve to make the planning process more transparent for residents and non-planners.

HOW THIS DATA WILL BE USED

The emerging themes from The City Plan Public Engagement Data will be used to inform the drafting of the new Zoning Bylaw. It will be considered alongside data collected on the discussion papers and through further engagement activities for the Zoning Bylaw Renewal Initiative. Engagement will continue to seek to understand a balance between public, industry, municipal, and stakeholder needs.



GET INVOLVED!

- Visit edmonton.ca/zoningbylawrenewal
- For ideas and feedback regarding Zoning Bylaw Renewal Initiative, please use the [General Feedback Form](#)
- Subscribe to our [newsletter](#)
- Contact us at zoningbylawrenewal@edmonton.ca



ZONING BYLAW RENEWAL INITIATIVE

Edmonton

Next Steps to Review Separation Distances for Cannabis Retail Sales

At the September 22, 2020 Public Hearing Council approved a rezoning that provided an exemption to the minimum separation distance required between cannabis stores¹ in a direct control zone in Oliver. During the discussion at the meeting, Council asked if a city wide policy to amend the separation distance between cannabis stores should be considered as part of the Zoning Bylaw Renewal Initiative based on knowledge gained since the legalization of cannabis.

The conversation of separation distances was raised again at the December 8, 2020 Public Hearing where Council approved a rezoning that modified how the separation distance requirement is measured between a cannabis store and a public library in a direct control zone in Mill Woods Town Centre. At the Public Hearing, Council passed a motion directing Administration to provide data on the separation distance requirements. This attachment provides an overview of the following:

- Current status of the separation distance requirements for cannabis stores in Zoning Bylaw 12800 and other jurisdictions, for reference
- Development Permits issued for cannabis stores
- Subdivision and Development Appeal Board decisions that approved variances to the separation distance requirements
- Impacts of the cannabis store separation distance requirements
- The monitoring Administration will undertake to help inform a review of the separation distances after the new Zoning Bylaw is implemented

Current Status

In 2018, Council approved amendments to Zoning Bylaw 12800 to include land use regulations to enable cannabis stores in advance of cannabis legalization. Currently, Zoning Bylaw 12800 requires the following separation distances for cannabis stores:

- 200 metres from another cannabis store
- 200 metres from a site of a:
 - Public library
 - Public or private education service
 - Provincial health care facility
- 100 metres from a site of a:
 - Municipal and school reserve
 - Community recreation facility
 - Public lands zoned Public Parks (AP) or Metropolitan Recreation (A)

¹ For the purposes of this attachment, Cannabis Retail Sales, as defined in Zoning Bylaw 12800, is referred to as cannabis stores.

The 200 metre separation distance required from the site of a cannabis store to the site of a public or private education service exceeds the 100 metre separation distance required by the Government of Alberta in the Alberta Gaming, Liquor & Cannabis Regulation legislation. Although zoning is typically not intended to regulate the market of specific industries, Edmonton’s separation regulations are informed by a variety of factors, including provincial cannabis regulations, public engagement and the intent to provide an evenly distributed opportunity across the city for cannabis locations.

Although Zoning Bylaw 12800 requires a minimum separation distance of 200 metres between cannabis stores, a Development Officer can exercise discretion to vary this distance by 20 metres. The 200 metre separation distance is based on public engagement feedback that indicated that large separation distances between cannabis stores is not necessary, but cannabis stores should not be clustered on the same block or at a particular intersection.

The 200 metre separation distance for cannabis stores was also informed by insights gained from other municipalities and an assessment of typical block lengths in commercial areas, most of which were found to be 200 metres. It was determined that a 200 metre separation between cannabis stores would prevent the clustering of cannabis stores in main street areas as a precautionary measure to ensure that the new industry would not be concentrated at the outset of legalization. The zoning regulations for cannabis stores were intended to provide a balanced approach to separation distances to address concerns about incompatibility of cannabis stores and places where minors gather, and the impacts of clustering cannabis stores.

In review of other larger municipalities in Alberta (with populations greater than 50,000), it was found that a number of municipalities require separation distances of varying distances between cannabis stores and between cannabis stores and schools, parks and libraries, and other land uses, as outlined in the table below.

Municipality	Separation Distance Requirements
Calgary	<ul style="list-style-type: none"> ● 300 metres from any other cannabis store ● 100 metres from site that is designated as a municipal and school reserve ● 150 metres from a site that has an emergency shelter or a school (with the exception of specific zones in regional shopping centres and the downtown) ● Must not abut a liquor store (with the exception of specific zones in regional shopping centres and the downtown)

Red Deer	<ul style="list-style-type: none"> ● Cannot be co-located with the retail sale of tobacco and/or pharmaceuticals, a drinking establishment, microbrewery or liquor, beer, and/or wine sales use ● Cannot be located adjacent or connected to a drinking establishment, microbrewery or liquor, beer, and/or wine sales use ● 100 metres away from a school as defined by the <i>School Act</i>, other than early childhood services programs or homeschool sites ● 300 metres from a: <ul style="list-style-type: none"> ○ Provincial health care facility ○ Schools operated by Red Deer Public School District, Red Deer Regional Catholic Schools, and Conseil Scolaire Centre-Nord ○ Day care facility ○ Indoor City-operated recreation facility
Lethbridge	<ul style="list-style-type: none"> ● 100 metres from a site of a: <ul style="list-style-type: none"> ○ Provincial health care facility ○ School ○ School or municipal reserve
St. Albert	<ul style="list-style-type: none"> ● 100 metres from any other cannabis store ● 100 metres from a site of a provincial health care facility ● 150 metres from a site of a elementary or secondary school ● Exemptions are provided to the distance required from a provincial health care facility and schools when the sites are separated by a major arterial roadway ● Limits variances to separation distance requirements to a maximum of 10 metres
Medicine Hat	<ul style="list-style-type: none"> ● 100 metres from a site of a: <ul style="list-style-type: none"> ○ Provincial health care facility ○ School ○ Public library ○ Recreation facility ○ School reserve or municipal reserve that has been planned for use as a future school site ○ The development authority can vary the 100 metre requirement up to 10% ● 25 metres from a site of a: <ul style="list-style-type: none"> ○ Emergency shelter ○ Addiction treatment and recovery service ○ Community health service ○ Day care facility ○ Public playground ○ The development authority can vary the 25 metre requirement up to 20%
Grande Prairie	<ul style="list-style-type: none"> ● No more than three cannabis stores can be located within 360 metre radius of each other ● 180 metres between cannabis stores in the downtown district when the stores are facing the same street ● 100 metres from a site of a: <ul style="list-style-type: none"> ○ Provincial health care facility

	<ul style="list-style-type: none"> ○ Addiction treatment facility ● 150 metres from a site of a elementary school (not applicable in the specific zones downtown) ● 300 metres from a site of a high school (not applicable in the specific zones downtown)
Airdrie	<ul style="list-style-type: none"> ● No specific separation distances noted; however, the bylaw refers to the requirements in the Alberta Gaming, Liquor & Cannabis Regulation ● Includes a specific map for where cannabis stores are permitted, discretionary and prohibited
Strathcona County	<ul style="list-style-type: none"> ● 100 metres from a site of an existing or future: <ul style="list-style-type: none"> ○ Public health care facility ○ Public or private education facility
Wood Buffalo	<ul style="list-style-type: none"> ● In the Urban Service Area - 150 metres from a site of a: <ul style="list-style-type: none"> ○ Elementary school ○ Junior high school ○ High school ○ College ○ Hospital ○ Child care facility ○ Alcohol and drug rehabilitation centre ● In the Rural Service Area and Hamlets - 100 metres from a site of a: <ul style="list-style-type: none"> ○ Elementary school ○ Junior high school ○ High school ○ Park ● The development authority can vary the separation distance of to 10% ● Cannabis stores cannot be located on a parcel abutting an existing property that is being used for a residential purpose on its main floor, but can be allowed on the main floor of a mixed-use building

Research and Monitoring

Since the legalization of cannabis in 2018, Administration has been monitoring development permit decisions for cannabis stores. In 2019, changes were made to the regulations to clarify the separation distance requirements and to provide exemptions to the separation distances for large shopping mall sites.

Administration also initiated a cannabis research project in 2019 to study the negative health or criminal outcomes associated with the clustering of cannabis stores. However, due to the COVID-19 pandemic, the research project has been put on hold indefinitely.

Complaint Data

To better understand if cannabis stores are creating impacts that generate complaints, Administration reviewed calls made to 311 regarding cannabis stores. Based on the data, there have been 12 complaints made since 2018 related to concerns of a cannabis store not having a business licence. Since 2018, there have also been 95 bylaw complaints related to cannabis, but only 13

related to cannabis retail stores. The following is a breakdown of these bylaw complaints:

- 71 were related to smoking and odours associated with cannabis, either: near an entrance of a property or business (13 - including one near a cannabis store); in a private residential property (23); in a private commercial property (12 - including three cannabis stores); in a public area (8); in a public park or parkland (19); on school grounds (1); associated with a cannabis production facility (3); or associated with a cannabis vaping accessories store (1)
- 7 included a sign for a cannabis store not having a valid permit
- 4 were related to litter from cannabis product packaging
- 1 complaint was the result of a neighbour being not in favour of a rezoning to allow for a cannabis store
- 1 included lighting associated with a cannabis store extending beyond the property

None of the complaints examined illustrate an obvious relationship with cannabis separation distance requirements. However, it should be noted that the absence of such data is not proof that separation distances are unnecessary - it is possible that the current separation distances may be contributing to the lack of complaints.

Subdivision and Development Appeal Board Decisions

Since the legalization of cannabis, 213 development permits and 108 business licences have been issued for cannabis retail stores. Of these, 33 (15%) were approved by the Subdivision and Development Appeal Board to vary the separation distance requirements for cannabis stores.

A breakdown of the decisions made by the Subdivision and Development Appeal Board related to separation distances is included in the table below.

Required a Variance to	SDAB Approved (% of total permits approved)	SDAB Refused	Discontinued / Withdrawn	SDAB Assumed No Jurisdiction
Another cannabis store	9 (4 %)	4	3	1
A site with a public library	8 (5%)	1	0	0
A site with a public or private education service	10 (5%)	2	0	0
A site that is	10	2	0	1

zoned for parkland (A or AP)	(5%)			
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Notes:

- Seven of the appeals included a combination of separation distance variance requests. For example, one application required a variance to the separation distance required from a site with a park, a site with a public or private school, and site with a public library.
- One appeal that the Subdivision and Development Appeal Board assumed no jurisdiction due to the appeal not being filed in time included a variance request to the separation distance between cannabis stores and a variance to the distance required from a site that is zoned for parkland.

Of these decisions eight approvals included variances to the separation distance required between cannabis stores in excess of 20 metres, which is beyond what the Development Officer has the authority to vary.

In cases where a variance was granted, some common themes for supporting the variance included factors relating to:

- Location - major arterial roadways would separate or create a significant barrier between the cannabis stores
- Context - the variance would not create an adverse effect in a high density neighbourhood with a diverse range of businesses
- Visibility - the sight lines between cannabis stores or between cannabis stores and a public library, school, or park not being visible from each other's location due to the siting and location of premises on their respective sites such that there would be visual separation
- Travelling distance - the travel path compared to physical distance from one location to the other would be more than 200 metres
- Lack of community objection to the proposed development

Two decisions that resulted in a refusal to vary the separation distance did consider the impact the variance would have on the diversity of businesses within the portion of the main street affected. One decision upheld the 200 metre separation distance required from a school site due to the Subdivision and Development Appeal Board determining they could not vary the separation distance to schools on the basis of jurisdiction. Four other decisions that resulted in a refusal were due to the limitations of direct control provisions, such that the variance to the provisions would not be following the direction of Council.

Impact of Cannabis Store Separation Distance Regulations

Overall, the majority of cannabis stores approved comply with the separation distances required, which has helped ensure certainty in the development permit process, an evenly distributed opportunity for cannabis store locations, and limited multiple cannabis stores occurring on the same block.

Though the majority of cannabis stores comply with the separation distance requirements, there have been some consequences of the separation distance requirements when applicants do not act on their development permits to commence operations. When this occurs, other applicants still have to maintain a 200 metre distance from an approved cannabis store regardless of whether it is in operation, and in some instances the market is constrained for a period of time. In addition, if a cannabis store does operate but then closes at a later date, the separation distance remains in effect until a subsequent development permit for that space changes to another use.

Another impact of the separation distance requirement is that neither the Development Officer nor the Subdivision and Development Appeal Board can vary the minimum separation distance requirements for cannabis stores located in direct control zones. Due to this limitation, applicants seeking to operate a cannabis store in a direct control zone that does not meet the minimum separation distance requirements must get an approval for an exemption by Council through a rezoning process.

Next Steps and Other Considerations

Although removing separation distances for cannabis stores would be consistent with the goals of the Zoning Bylaw Renewal Initiative to simplify regulations and remove barriers to economic development, regulations for cannabis stores are still fairly new. Due to the need to focus resources on the Zoning Bylaw Renewal Initiative, Administration does not propose to complete a full review and potential amendment of cannabis separation distances at this time. Such a review would be expected to generate public and stakeholder interest and require thorough engagement in addition to the research and analysis required to inform a potential policy shift.

Administration will continue to monitor the decisions related to cannabis stores over the next three years, spanning in the renewal and implementation of the new Zoning Bylaw. Once the new Zoning Bylaw is implemented, Administration will conduct a review of separation distance requirements for cannabis stores to determine whether they should be reduced or removed. This would provide a total of five years of data and allow additional time for the broad public adjustment to the legalization of cannabis.

To help determine whether or not separation distances should be reduced or removed, Administration will use a decision making framework (see Attachment 3) and will also consider the impacts related to the following:

- Provincial requirements resulting in cannabis storefront screening
- Court of Appeal cases regarding Subdivision and Development Permit decisions related to cannabis separation distances

- Provincial changes to eliminate the maximum percentage of cannabis store licences held by a single company
- The cannabis research study, provided the study recommences

If there is a desire to reduce the separation distance required between cannabis stores, the impact of the Alberta Gaming, Liquor and Cannabis Commission's requirements for cannabis products to be screened from view from outside should be given further consideration. The effect of this requirement tends to result in stores screening entire storefronts with opaque materials or other displays. This screening occurs despite crime prevention through environmental design regulations in Zoning Bylaw 12800, which are intended to enhance safety through passive surveillance, and Main Street Overlay regulations intended to support a vibrant pedestrian-oriented environment. If the separation distance requirements are relaxed there may be a cumulative impact on the streetscape and safety if there are too many opaque storefronts in one area.

Additionally, the City is currently involved in a Court of Appeal case involving three development permit decisions made by the Subdivision and Development Appeal Board, where variances were granted to the 200 metre separation distance required between cannabis stores and public libraries. The Court of Appeal decision may impact future decisions the Subdivision and Development Appeal Board makes regarding variances granted to the separation distance requirements.

Furthermore, the Government of Alberta recently amended the Gaming, Liquor and Cannabis Regulations to remove the 15 percent cap on the number of cannabis licences any one company can hold in Alberta. This change is intended to reduce red tape and is anticipated to create more competition among cannabis retailers. This change could impact the number of cannabis store applications the City sees in the future, potentially including locations in proximity to existing stores.

Analysis of Development Permit Variances - 2019 Annual Report

Recommendation

That Administration cease the annual reporting on development permit variances analysis.

Previous Council/Committee Action

At the June 10, 2013, Executive Committee meeting, the following motion was passed:

That Administration prepare an annual report on planning approvals that will include an analysis of development permit variances.

Executive Summary

This report provides information on planning approvals, refusals and development permit variances issued in 2019. Variances are limited exceptions to a specific rule defined in the Zoning Bylaw that is requested during a development permit application. Variances are an important part of the development permit process as they can help accommodate site specific constraints or other hardships, provided that the changes do not have significant impacts to surrounding properties. A high rate of variances can indicate that development trends may have outpaced the ability for zoning rules to adapt to emerging needs, priorities and market conditions. Administration tracks development permit variance trends to identify potential opportunities to amend the Zoning Bylaw and subsequently streamline the development permit process.

In 2019, there was a 16 percent decrease in total permit volumes compared to 2018. A detailed review of nine permit categories showed an overall slight increase in variances, from eight percent of permits in 2018, to nine percent in 2019. Identified trends in variances will be used to inform ongoing initiatives related to the Zoning Bylaw Renewal Initiative.

Report

Development permits are required for a range of development types in Edmonton. Proposed developments are assessed against the regulations of Zoning Bylaw 12800 as part of the development permit process. If the proposed development adheres to the Zoning Bylaw, the assigned Development Officer must issue a development permit. In instances where the proposed development does not meet all Zoning Bylaw

regulations, the Development Officer may consider refusing the proposal or granting a variance. Variances allow certain regulations to be relaxed to accommodate site specific constraints or other hardships, provided they do not significantly impact surrounding properties. In instances where a variance is granted, the permit is classified as a discretionary development.

Notice of the Development Officer's decision is provided to all property owners within 60 metres of the discretionary development, along with local Community Leagues and Business Improvement Areas. These parties have the opportunity to appeal the variance to the Subdivision and Development Appeal Board, which may choose to uphold or overturn the Development Officer's decision. Applicants whose permits are refused may also choose to appeal to the Subdivision and Development Appeal Board, which then sends notice to the same parties noted above. This process is the same for any development permits that contemplate discretionary uses.

From January 1, 2019, to December 31, 2019, Development Services issued 16,684 development permits. This is a 16 percent (3,240 permit) decrease from 2018. The following nine categories of development permits were selected for a detailed analysis of variances, representing 7,048 permits in total:

- Single Detached Housing
- Garden Suites
- Semi-detached Housing
- Multi-family Residential Projects
- House Additions
- Accessory Buildings
- Uncovered Decks
- Residential Sales Centres
- Major Commercial and Industrial Projects

These nine categories have the most significant impact on the built form as they represent new buildings, and associated minor structures like sheds or decks.

Analysis of Variances

Of the 7,048 permits issued for these nine development permit types, 630 (9 percent) were issued at least one variance. Individual development permits were examined to identify which Zoning Bylaw regulations the permit did not meet, for example setbacks or landscaping requirements. The permits were also sorted by those issued in the Mature Neighbourhood Overlay and those in established and new neighbourhoods to highlight situational factors which may influence a variance. The details of this analysis can be found in Attachment 1 - Development Permit and Variance Analysis.

An analysis of refused permits is included in this report. According to the analysis, less than one percent of applications were refused. This points to both a high level of initial compliance with zoning regulations, and the efforts of Development Officers to work collaboratively with applicants to achieve compliance with regulations through the development approvals process. More detail is available in Attachment 1 - Development Permit and Variance Analysis.

Historical Comparison of Variance Rates and Issued Permits

Administration completed a historical comparison of variance rates within the nine development permit types between 2018 and 2019. The total number of approved permits was consistent, but there was a slight increase in the percentage of total approved permits with variances year over year. Overall number of permits issued with variances within the Mature Neighbourhood Overlay increased from 18 percent to 21 percent year over year. Overall number of permits issued with variances outside of the Mature Neighbourhood Overlay increased from 5 to 6 percent year-over-year.

The annual reporting of variances tracks the effectiveness of previous Zoning Bylaw amendments in reducing variances, and identifies areas where updates may be required. Observations in development permit variance data collected through these annual reports will be used to inform new development regulations as part of the Zoning Bylaw Renewal Initiative. Further details of permitting volumes and variances issued can be found in Attachment 2 - Historical Comparison of Issued Permits, 2015-2019.

Analysis of Subdivision and Development Appeal Board Decisions

Within the nine permit types analyzed, as well as other common commercial permit types, a total of 123 development permit decisions were appealed to the Subdivision and Development Appeal Board. Of the 33 development permit approval appeals, the Board upheld 24 (73 percent) and overturned 1 (3 percent) approval issued by the Development Authority. Eight (24 percent) of the approval appeal submissions were outside of the Board's jurisdiction. Of the 90 appeals related to development permit refusals, the Board upheld 13 (14 percent) and overturned 67 (74 percent) refusals issued by the Development Authority. Ten (2 percent) of the refusal appeal submissions were outside of the Board's jurisdiction. Further details are provided in Attachment 3 - Subdivision and Development Appeal Board Appeals Summary, 2019.

Next Steps

Administration recommends ceasing the annual reporting on development permit variances analysis. Administration is focused on the comprehensive overhaul of the City's current Zoning Bylaw which is expected to be completed in 2022. Review of frequently issued variances to Zoning Bylaw 12800 will help inform the new Zoning Bylaw. Current data about issued development permits is provided on the City's public Open Data website and can be viewed, and visualized, by permit and class type.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is attractive and compact			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Greater certainty in the development permit application process	Number of variances as a proportion of development permits issued within the nine permit categories analyzed	Total number of development permits issued within the nine permit categories analyzed in 2019: 7,048 and 2018: 7,942 Total number of variances issued within the nine permit categories analyzed in 2019: 630 (9%) and 2018: 651 (8%)	Decrease in proportion of variances

Risk Assessment

Risk Element	Risk Description	Likelihood	Impact	Risk Score (with current mitigations)	Current Mitigations	Potential Future Mitigations
Employees	Staffing resources will be diverted from the Zoning Bylaw Renewal	5- Almost Certain	2 - Moderate	10 - Medium	Prioritization of work plan	Reduction of lower priority tasks

Attachments

1. Development Permits and Variance Analysis
2. Historical Comparison of Variance Rates and Issued Permits
3. Subdivision and Development Appeal Board Appeals Summary, 2019

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- B. Andriachuk, City Solicitor
- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services

Development Permit and Variance Analysis

This attachment includes information on both approved and refused permits.

Approved Permits

Administration issued a total of 16,684 development permits between January 1, 2019 and December 31, 2019. This is a 16 percent (3,240 permits) decrease compared to the same period in 2018.

Frequency of variances

Nine development types were selected for detailed analysis of variances issued by Development Officers, including:

- Single Detached Housing
- Garden Suites
- Semi-detached Housing
- Multi-family Residential Projects
- House Additions
- Accessory Buildings
- Uncovered Decks
- Residential Sales Centres
- Major Commercial and Industrial Projects

During 2019, a total of 7,048 development permits were approved city-wide for these development types. Of this total, 630 (9 percent) were approved with at least one variance. Within the Mature Neighbourhood Overlay boundary, 1,567 permits were approved under the nine residential development types and 322 (21 percent) of which included at least one variance.

Outside of the Mature Neighbourhood Overlay, 5,481 permits were approved and 308 (6%) variances across nine types were issued. The frequency of variances is summarized in the sections below and detailed in Table 1 and Table 2 found at the end of this attachment. Development permit appeals submitted to the Subdivision and Development Appeal Board are located in Attachment 3 - Subdivision and Development Appeal Board Appeals Summary, 2019.

The Development Officer generally does not have authority to vary height, density, and floor area ratio.

Variances by Building Type

Single Detached Housing

This category includes Single Detached Housing and Single Detached Housing

with Secondary Suites. Across the city, a total of 3,281 permits were approved, of which 138 (4 percent) had at least one variance.

Within the Mature Neighbourhood Overlay boundary, a total of 420 Single Detached Housing development permits were approved, 69 (16 percent) of which had variances. The most common variance within the Mature Neighbourhood Overlay was a reduction to the required rear setback.

Between 2018 and 2019, the rate of variances for Single Detached Housing in the Mature Neighbourhood Overlay increased from three percent to four percent, as permit volumes decreased by 33 percent. The slight increase in variance rate for Single Detached Housing within the Mature Neighbourhood Overlay may be attributed to lower permitting volumes.

Outside of the Mature Neighbourhood Overlay boundary, a total of 2,861 development permits were approved, 69 (2 percent) of which had variances. The most common variance granted outside of the Mature Neighbourhood Overlay was a reduction in the required side setback. The variance rate is consistent with 2018 figures.

Garden Suites

Across the city, a total of 70 permits were approved for Garden Suites, 27 of which (39 percent) had at least one variance.

Within the Mature Neighbourhood Overlay, a total of 57 permits for Garden Suites were approved, 24 (42 percent) of which had variances. The most common variance was an increase in the maximum Garden Suite floor area.

Outside of the Mature Neighbourhood Overlay, a total of 13 permits were approved, three (23 percent) of which had a variance. The most common variance was an increase in site coverage.

Semi-detached Housing

Across the city, a total of 491 permits were approved for semi-detached housing, of which 55 (11 percent) had at least one variance.

Within the Mature Neighbourhood Overlay, a total of 80 permits for Semi-detached Housing were approved, 29 (36 percent) of which had variances. The most frequent variance was related to a reduction in the required minimum site width.

Outside of the Mature Neighbourhood Overlay, a total of 411 permits for Semi-detached Housing were approved, 26 (6 percent) of which required a variance. The most common variance granted was related to a reduction in the

required minimum site width.

Multi-family Residential Projects

Multi-family Residential Projects include Row Housing and Apartments. Across the city, 68 permits were approved for multi-family residential projects. Of these, 45 (66 percent) had variances.

In the Mature Neighbourhood Overlay, a total of 39 permits for Multi-family Residential Projects were approved, 25 (64 percent) of which had a variance. The most frequent variance type was a reduction in the number of required parking spaces.

Outside the Mature Neighbourhood Overlay, a total of 29 permits were approved, 20 (69 percent) of which had a variance. The most frequent variance granted for these permits were a reduction in the required distance between buildings located on the same site.

House Additions

House Additions include additions and covered decks. Across the city, there were 147 development permits approved, 37 (25 percent) of which had at least one variance.

In the Mature Neighbourhood Overlay, a total of 71 permits for House Additions were approved, 18 (25 percent) of which had variances. The most frequent variance was a reduction in the minimum required Rear Setback. Updates to the Mature Neighbourhood Overlay that were brought forward in December 2018 may be attributed to the decrease in variances observed in mature neighbourhoods.

Outside of the Mature Neighbourhood Overlay, a total of 76 permits were approved, 19 (25 percent) of which had variances. The most frequent variance granted was a reduction in the rear setback.

Accessory Buildings

This category includes detached garages, sheds, and similar structures. Across the city, a total of 1,621 permits were approved, 105 (6 percent) of which had at least one variance.

Within the Mature Neighbourhood Overlay, a total of 587 permits for Accessory Buildings were approved, 71 (12 percent) of which had variances. Of these, the most frequent variance was an increase in the permitted site coverage.

Outside of the Mature Neighbourhood Overlay, 1,034 permits were approved, 34 (3 percent) of which had variances. The most frequent variance was for a reduction to the side setback.

Uncovered Deck

Uncovered decks require a development permit when they are greater than 0.60 metres in height. Across the city, a total of 1,039 permits were approved, 115 (11 percent) of which had at least one variance.

Within the Mature Neighbourhood Overlay, a total of 244 permits for uncovered decks were approved, 53 (22 percent) of which had variances. The most frequent variance was to increase the permitted site coverage.

Outside of the Mature Neighbourhood Overlay boundary, a total of 795 permits for uncovered decks were approved, 62 (8 percent) of which had variances. The most frequent variance was increasing the permitted projection into the rear setback.

Residential Sales Centre

Residential Sales Centres, also known as showhomes, facilitate pre-construction sales of new residential developments. Across the city, there were 77 permits approved, 9 (12 percent) of which had at least one variance.

Within the Mature Neighbourhood Overlay, a total of 3 permits for Residential Sales Centres were approved. These permits did not contain variances.

Outside of the Mature Neighbourhood Overlay, a total of 74 permits for Residential Sales Centres were approved, 9 (12 percent) of which had variances. The most frequent variance was related to the reduction of required parking stalls.

Major Commercial and Industrial Projects

Major Commercial and Industrial projects include new construction of commercial and industrial buildings. Across the city, 254 permits were approved, 99 (39 percent) of which included at least one variance.

The Mature Neighbourhood Overlay does not apply to commercial and industrial zones, however the overlay boundary has been used to describe the general location of projects. Within the Mature Neighbourhood Overlay boundary, a total of 66 permits for Major Commercial and Industrial Projects were approved, 33 (50 percent) of which had variances. The most frequent variance was to decrease the number of required parking stalls.

Outside of the Mature Neighbourhood Overlay boundary, a total of 188 permits for Major Commercial and Industrial projects were approved, 66 (35 percent) of which had variances. The most frequent variance was related to the reduction of required landscaping.

Refusals by Building Type

Overall, within the nine development types analyzed, a nominal amount of development permits were refused (32), less than one percent by development type total, when compared to all permits issued in 2019. This indicates a high level of compliance with Zoning Bylaw regulations for new developments and the efforts of Development Officers to work collaboratively with applicants to achieve compliance with regulations through the development approval process.

Attachment 3 provides a more fulsome look at the number of refused permits appealed to the Subdivision and Development Appeal Board. The totals in Attachment 3 do not align with refusal totals reported in Attachment 1 - Development Permit and Variance Analysis. This is because applicants may forego appealing the Development Officer's decision or because there may be remaining appeals from the previous year that are processed during this year's reporting period. The analysis of appeals in Attachment 3 also includes other commercial permit types that are not captured in the review of refused applications found in Attachment 1 - Development Permit and Variance Analysis.

The frequency of refusals is summarized in the sections below and detailed in Table 3.

Single Detached Housing

This category includes Single Detached Housing and Single Detached Housing with Secondary Suites. Within the Mature Neighbourhood Overlay, a total of 13 development permits were refused. The most common reason for refusal was a reduction to the required rear setback. No permits were refused outside the Mature Neighbourhood Overlay.

Garden Suites

Within the Mature Neighbourhood Overlay, a total of 5 permits for Garden Suites were refused. The most common reason for refusal was an increase in permitted height. No permits were refused outside the Mature Neighbourhood Overlay.

Semi-detached Housing

There were no development permits refused by a Development Officer for Semi-detached Housing.

Multi-family Residential Projects

Multi-family Residential Projects include Row Housing and Apartments. Across the city, a total of 4 permits were refused.

Within the Mature Neighbourhood Overlay, 2 permits were refused. The reasons for refusal include a reduction to the required rear setback and an increase in permitted density.

Outside of the Mature Neighbourhood Overlay, 2 permits were refused. Reasons for refusal include an increase in permitted floor area ratio and density and a reduction in the number of required parking spaces.

Accessory Buildings

This category includes detached Garages, sheds, and similar structures. Across the city, a total of 6 permits were refused.

Within the Mature Neighbourhood Overlay, a total of 5 permits for Accessory Buildings were refused. Of these, the most frequent reason for refusal was an increase in allowable height.

Outside of the Mature Neighbourhood Overlay, 1 permit was refused. The reason for refusal was for an increase in allowable height.

Uncovered Deck

There were no development permits refused by a Development Officer for Uncovered Decks.

Residential Sales Centre

There were no development permits refused by a Development Officer for Residential Sales Centres.

Major Commercial and Industrial Projects

Major Commercial and Industrial projects include new construction of commercial and industrial buildings. Across the city, a total of 4 permits were refused.

Within the Mature Neighbourhood Overlay, 1 permit was refused. The reasons for refusal include an increase to the permitted floor area ratio and height, and a reduction to the required number of bicycle parking spaces.

Outside of the Mature Neighbourhood Overlay, 3 permits were refused. The reasons for refusal include an increase in allowable height, and a reduction in required site area and landscaping.

Table 1: Summary of Development Permits Approved in 2019

	Number of Development Permits Approved	Number of Development Permits Approved with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
Single Detached Housing	3,281	138 (4%)	420	69 (16%)	2,861	69 (2%)
Garden Suites	70	27 (39%)	57	24 (42%)	13	3 (23%)
Semi-detached Housing	491	55 (11%)	80	29 (36%)	411	26 (6%)
Multi-Family Residential Project	68	45 (66%)	39	25 (64%)	29	20 (69%)
House Additions	147	37 (25%)	71	18 (25%)	76	19 (25%)
Accessory Buildings	1,621	105 (6%)	587	71 (12%)	1,034	34 (3%)
Uncovered Decks	1,039	115 (11%)	244	53 (22%)	795	62 (8%)
Residential Sales Centre	77	9 (12%)	3	0 (0%)	74	9 (12%)
Major Commercial /Industrial	254	99 (39%)	66	33 (50%)	188	66 (35%)
Total	7,048	630 (9%)	1,567	322 (21%)	5,481	308 (6%)

Table 2: Common Variances Granted by Development Permit Type

	Site Coverage	Site Width	Front Setback	Side Setback	Rear Setback	Parking
Single Detached Housing	14	11	15	24	40	0
Garden Suites	4	0	0	2	1	1
Semi-detached Housing	2	17	2	4	6	0
Multi-Family Residential Project	1	2	9	7	3	15
House Additions	2	0	1	5	24	0
Accessory Buildings	40	0	1	30	13	0
Uncovered Decks	32	0	0	2	2	0
Residential Sales Centre	0	0	0	1	0	9
Major Commercial/ Industrial	0	0	10	6	0	32

* This table covers the six most common variance types. The totals may not add up to the total number of permits issued with variances as some permits have multiple variances.

Table 3: Summary of Permits Refused in 2018

	Number of development permits refused by Development Officer	Number of refused development permits located in the Mature Neighbourhood Overlay	Number of refused development permits located outside the Mature Neighbourhood Overlay	Number of refused Permits Approved by the Subdivision and Development Appeal Board
Single Detached Housing	13	13	0	13
Garden Suites	5	5	0	5
Semi-detached Housing	0	0	0	0
Multi-Family Residential Project	4	2	2	4
House Additions	1	1	0	1
Accessory Buildings	6	5	1	6
Uncovered Decks	0	0	0	0
Residential Sales Centre	0	0	0	0
Major Commercial/Industrial	3	1	2	3
Total	32	27	5	32

Historical Comparison of Variance Rates and Issued Permits

Table 1 highlights the increase in permits issued with a variance, from eight percent in 2018 to nine percent in 2019.

Table 1 - Historical Comparison of Variance Rates and Issued Permits				
Analysis Year	Permits Approved within Development Types Analyzed	Trend	Percentage of Permits with a Variance	Trend
2019	7,048	▼	9%	▲
2018	7,942		8%	

Key findings within the Mature Neighbourhood Overlay (compared to permits issued in 2018) are summarized in Table 2 and show an overall increase in permits issued with variances.

Table 2 - Key Findings within the Mature Neighbourhood Overlay			
Development Type	Trend	Percentage of Permits with a Variance	
		2019	2018
All Development Types	▲	21%	18%
Specific Development Types			
Single Detached Housing	▲	16%	12%
Garden Suites	▲	42%	38%
Semi-detached Housing	▼	36%	42%
Multi-Family Residential Projects	▲	64%	59%
House Additions	▼	25%	64%

Key findings outside the Mature Neighbourhood Overlay (compared to permits issued in 2018) are summarized in Table 3 and show an overall increase in permits issued with variances.

Table 3 - Key Findings outside of the Mature Neighbourhood Overlay
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Development Type	Trend	Percentage of Permits with a Variance	
		2019	2018
All Development Types	▲	6%	5%
Specific Development Types			
Single Detached Housing	=	2%	2%
Garden Suites	▲	23%	7%
Semi-detached Housing	▲	6%	3%
Multi-Family Residential Projects	▼	69%	72%
House Additions	▼	25%	26%

Historical Comparison of Issued Permits, 2015 - 2019

The following charts compare the number of annual Development Permits issued from 2015 to 2019. These totals include approved permits issued by a Development Officer and refused permits overturned by the Subdivision and Development Appeal Board. More information about refused permits can be found in Attachment 3

Single Detached Housing

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	3,281	138 (4%)	420	69 (16%)	2,861	69 (2%)
2018	3,966	137 (3%)	628	77 (12%)	3,338	60 (2%)
2017	3,581	198 (6%)	447	92 (21%)	3,134	106 (3%)

Attachment #2

2016	3,043	200 (7%)	316	91 (29%)	2,727	108 (4%)
2015	3,900	489 (13%)	248	67 (27%)	3,652	422 (12%)

Garden Suites

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	70	27 (39%)	57	24 (42%)	13	3 (23%)
2018	80	26 (33%)	66	25 (38%)	14	1 (7%)
2017	63	34 (54%)	49	29 (59%)	14	5 (36%)
2016	56	19 (34%)	50	18 (36%)	6	2 (33%)
2015	31	15 (48%)	21	10 (48%)	10	5 (50%)

Semi-detached Housing

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	491	55 (11%)	80	29 (36%)	411	26 (6%)
2018	533	50	88	37	445	13

Attachment #2

		(9%)		(42%)		(3%)
2017	631	47 (7%)	107	43 (40%)	524	4 (1%)
2016	611	71 (12%)	88	42 (48%)	523	29 (6%)
2015	887	88 (10%)	102	33 (32%)	785	55 (7%)

Multi-Family Residential Project

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	68	45 (66%)	39	25 (64%)	29	20 (69%)
2018	68	44 (65%)	39	23 (59%)	29	21 (72%)
2017	128	66 (52%)	44	30 (68%)	84	36 (43%)
2016	159	92 (58%)	33	29 (88%)	126	63 (50%)
2015	155	107 (69%)	22	18 (82%)	133	89 (67%)

House Additions

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a

Attachment #2

						variance
2019	147	37 (25%)	71	18 (25%)	76	19 (25%)
2018	199	94 (47%)	111	71 (64%)	88	23 (26%)
2017	221	95 (43%)	138	72 (52%)	83	23 (28%)
2016	284	91 (32%)	153	55 (36%)	131	36 (28%)
2015	357	94 (26%)	179	59 (33%)	178	35 (20%)

Accessory Buildings

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	1,621	105 (6%)	587	71 (12%)	1,034	34 (3%)
2018	1,625	105 (6%)	709	55 (8%)	916	50 (5%)
2017	1,599	132 (8%)	716	61 (9%)	883	71 (8%)
2016	1,578	168 (11%)	585	77 (13%)	993	91 (9%)
2015	1,897	200 (11%)	521	76 (15%)	1,376	124 (9%)

Uncovered Decks

Attachment #2

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	1,039	115 (11%)	244	53 (22%)	795	62 (8%)
2018	1,167	89 (8%)	250	26 (10%)	917	63 (7%)
2017	1,351	84 (6%)	267	29 (11%)	1,084	55 (5%)
2016	1,593	170 (11%)	292	48 (16%)	1,301	122 (9%)
2015	1,616	165 (10%)	273	34 (13%)	1,343	131 (10%)

Residential Sales Centre

	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	77	9 (12%)	3	0 (0%)	74	9 (12%)
2018	78	14 (18%)	1	0 (0%)	77	14 (18%)
2017	113	64 (57%)	1	0 (0%)	112	64 (57%)
2016	86	47 (55%)	1	1 (100%)	85	46 (54%)
2015	148	63	1	1	147	62

		(43%)		(100%)		(42%)
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Major Commercial and Industrial Projects

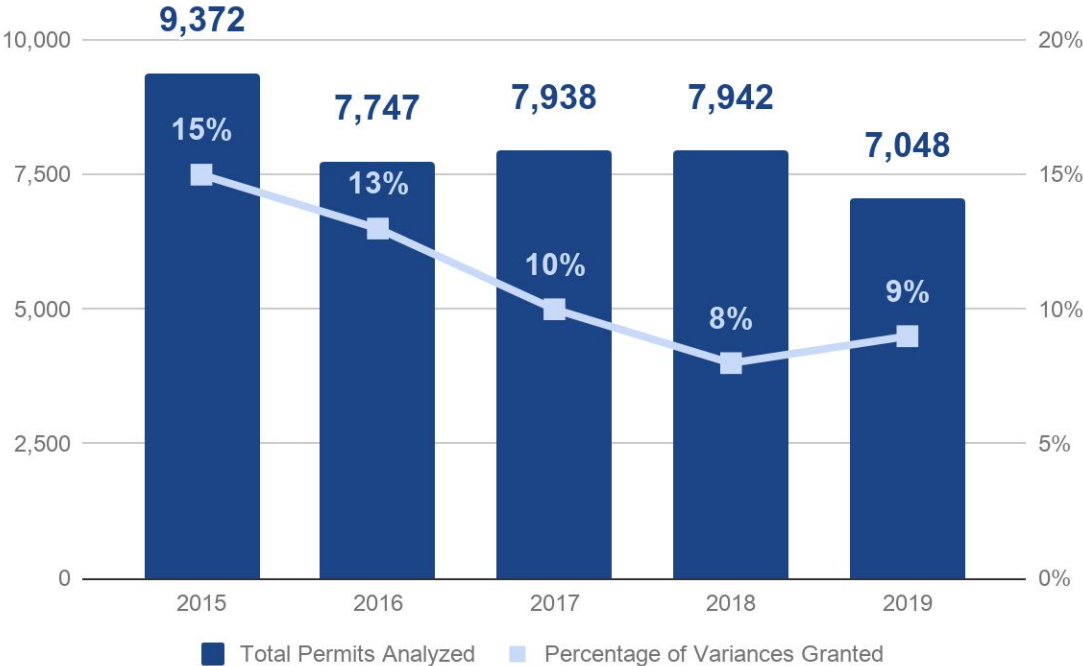
	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	254	99 (39%)	66	33 (50%)	188	66 (35%)
2018	226	92 (40%)	59	35 (59%)	167	57 (34%)
2017	251	103 (41%)	73	31 (42%)	178	72 (40%)
2016	337	173 (51%)	81	44 (54%)	256	129 (50%)
2015	380	162 (43%)	80	43 (54%)	300	119 (40%)

Total Permits Analyzed

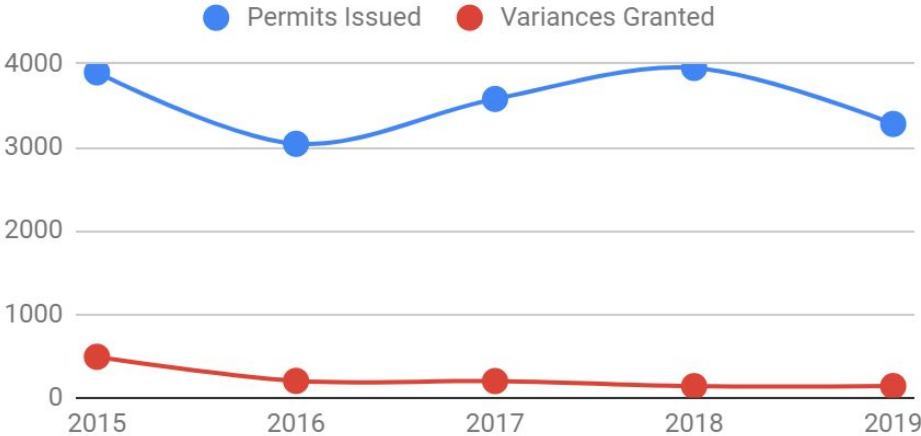
	Number of Development Permits Issued	Number of Development Permits Issued with a Variance	Number of development permits located in the Mature Neighbourhood Overlay	Number of development permits located in the Mature Neighbourhood Overlay with a variance	Number of development permits located outside the Mature Neighbourhood Overlay	Number of development permits located outside the Mature Neighbourhood Overlay with a variance
2019	7,048	630 (9%)	1,567	322 (21%)	5,481	308 (6%)
2018	7,942	651 (8%)	1,951	349 (18%)	5,991	302 (5%)
2017	7,938	823 (10%)	1,842	387 (21%)	6,096	436 (7%)

2016	7,747	1,031 (13%)	1,599	405 (25%)	6,148	626 (10%)
2015	9,371	1,383 (15%)	1,447	341 (24%)	7,924	1,042 (13%)

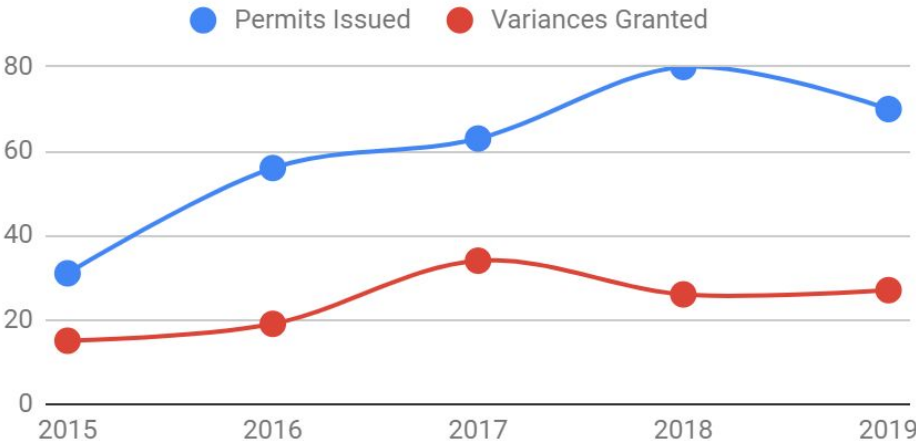
Graph 1: Comparison of Development Permits Analyzed and Percentage of Variances Granted



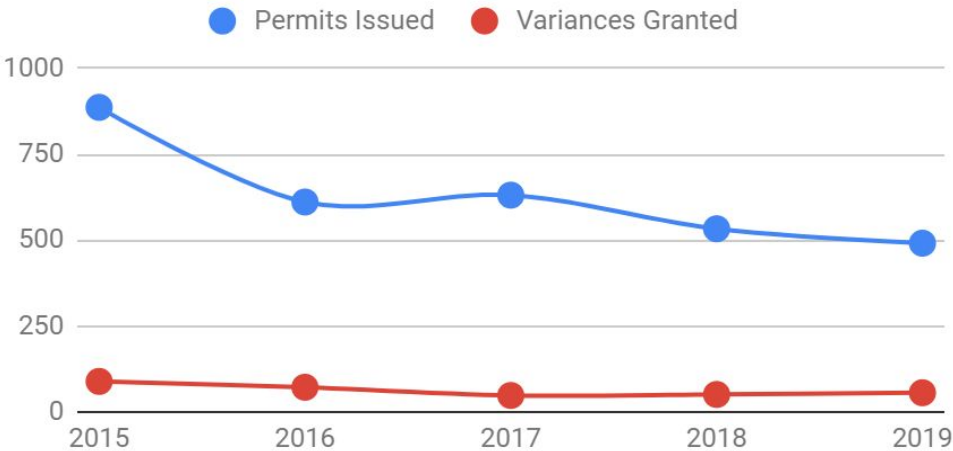
Single Detached House Permits Issued and Variances Granted



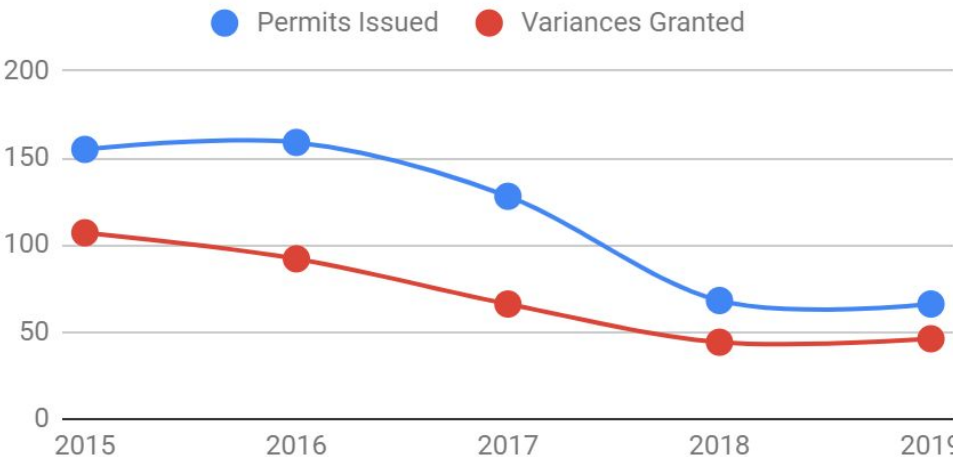
Garden Suite Permits Issued and Variances Granted



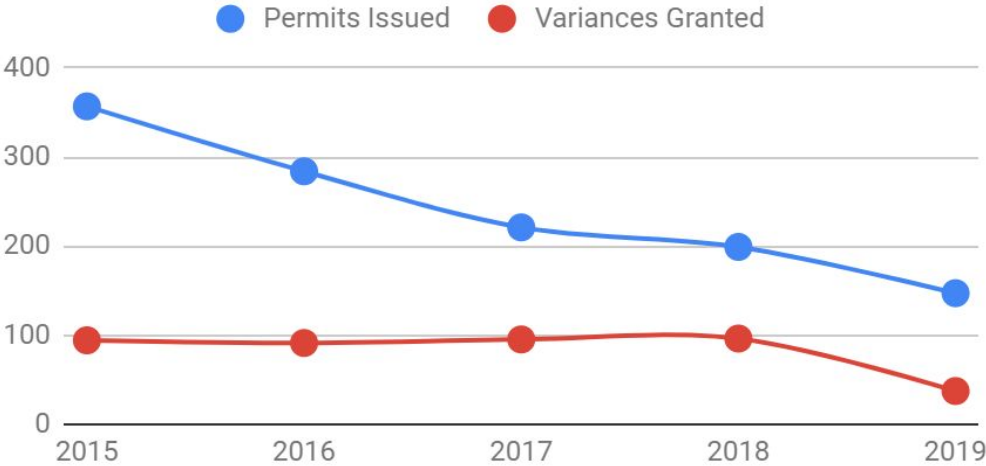
Semi-detached House Permits Issued and Variances Granted



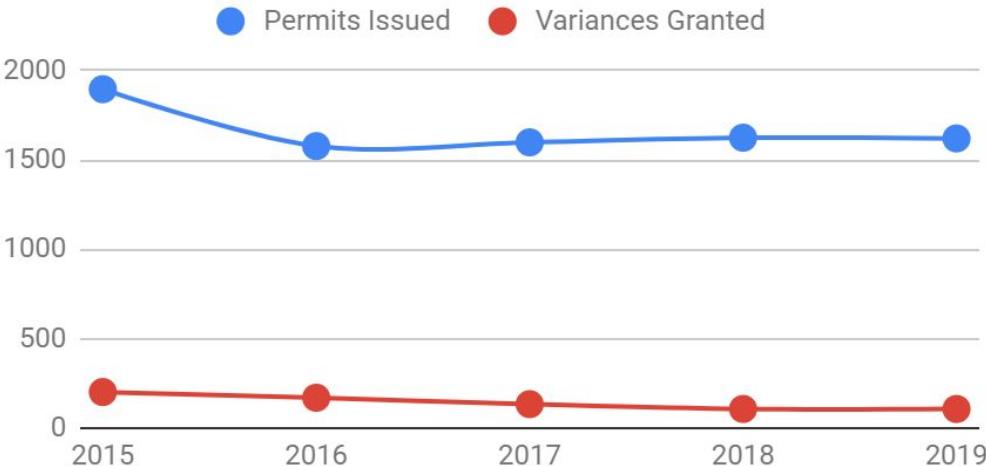
Multi-Family Residential Project Permits Issued and Variances Granted



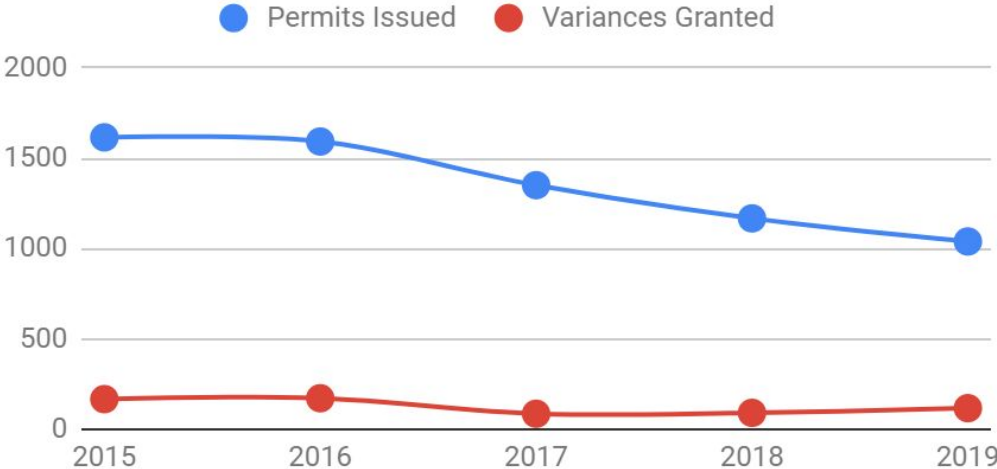
House Addition Permits Issued and Variances Granted



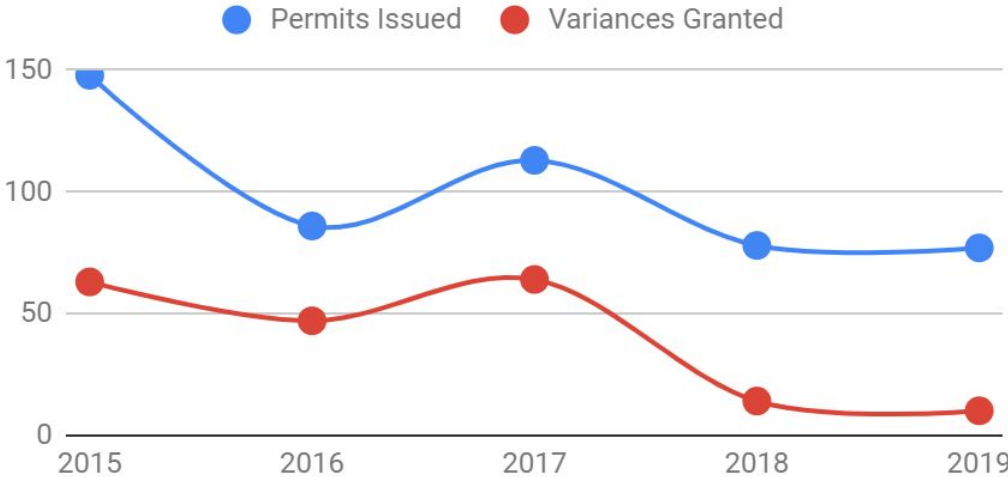
Accessory Building Permits Issued and Variances Granted



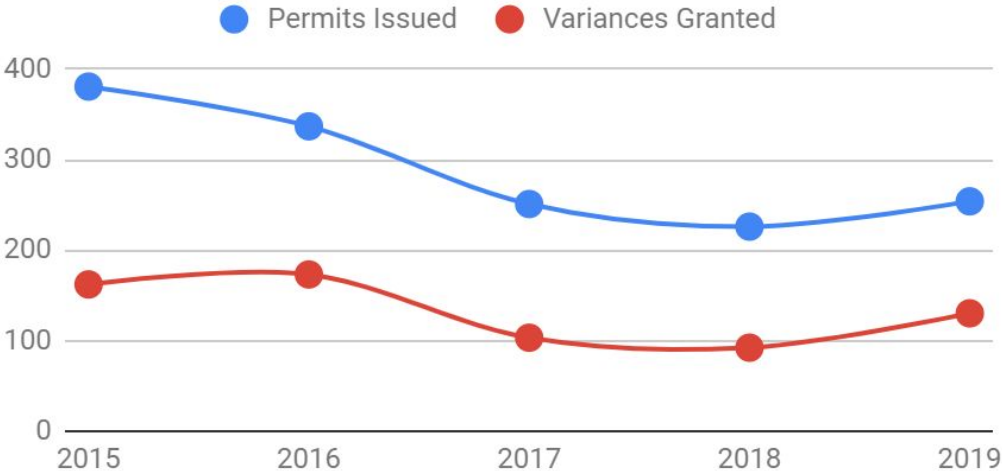
Uncovered Deck Permits Issued and Variances Granted



Residential Sales Centre Permits Issued and Variances Granted



Major Commercial/Industrial Project Permits Issued and Variances Granted



Subdivision and Development Appeal Board Appeals Summary, 2019

The Subdivision and Development Appeal Board hears from people who have been affected by a decision of the Development Authority under the Zoning Bylaw. If a permit is refused, the applicant may appeal to the Board and, in certain circumstances, if a permit is approved, affected parties, such as nearby neighbours, may appeal to the Board.

The decision of the Subdivision and Development Appeal Board is based on criteria set out in Section 687(3) of the Municipal Government Act. The considerations for granting a variance by the Subdivision and Development Appeal Board are the same considerations reviewed by the development officer, however the Subdivision and Development Appeal Board is not subject to the same restrictions. The Subdivision and Development Appeal Board does not have to consider unnecessary hardship or practical difficulties (Section 11.4 of Zoning Bylaw 12800). More information about the authority of the Development Officer and Subdivision and Appeal Board can be found in the recent [Notifications and Variances Discussion Paper](#) as part of the Zoning Bylaw Renewal Initiative.

In evaluating a potential variance, the Development Officer considers whether the project "unduly interferes with the amenities of the neighbourhood" or "materially interferes or affects the use, enjoyment and value of neighbourhood parcels of land" as per the Municipal Government Act (MGA). The Development Officer is not permitted to vary uses, height, floor area ratio or density maximums. Additionally, minimum width of a site for new single detached housing in some residential zones cannot be varied. No variances to the general purpose statement of a Zone or Overlay can be made.

In 2019, a total of 123 appeals were made to the Board, including 33 appealed approvals and 90 appealed refusals. This includes the nine development permit types analyzed, as well as other commercial permit types such as change of use and exterior alteration. Overall the analysis shows that the number of permit decisions that are appealed are a small proportion of the total number of decisions.

The Board upheld 73 percent of the 33 appealed approvals issued by the Development Authority, and overturned 74 percent of the 90 appealed refusals issued by the Development Authority.

The following tables and text provide an overview of the outcome of Board decisions and the variances that were granted or refused. These totals may not necessarily align with refusal totals reported in Attachment 1 - Development

Permit and Variance Analysis, as it includes change of use and exterior alteration permits for commercial developments, applicants may forego appealing the Development Officer's decision, or because remaining appeals from the previous year may be processed during this year's reporting period.

Table 1: Approved Permits appealed to the Board

Permit Type	Total Number of Approved Permits Analyzed with Decisions Appealed to the Board	Number of Approvals Upheld by the Board	Number of Approvals Overturned by the Board	Number of Approvals where the Board had No Jurisdiction*
Single Detached Housing	4	1 (25%)	0	3 (75%)
Garden Suites	0	0	0	0
Semi-detached Housing	0	0	0	0
Multi-family Residential Projects	12	10 (83%)	0	2 (17%)
House Additions	0	0	0	0
Accessory Buildings	3	3 (100%)	0	0
Uncovered Deck	3	3 (100%)	0	0
Residential Sales Centre	0	0	0	0
Major Commercial and Industrial Projects	1	1 (100%)	0	0
Other Commercial Projects**	10	6 (60%)	1 (10%)	3 (30%)
Total	33	24 (73%)	1 (3%)	8 (24%)

Table 2: Refused Permits appealed to the Board

Permit Type	Total Number of Refused Permits Analyzed with Decisions Appealed to the Board	Number of Refusals Upheld by the Board	Number of Refusals Overturned by the Board	Number of Refusals where the Board had No Jurisdiction*
Single Detached Housing	21	2 (10%)	19 (90%)	0
Garden Suites	8	1 (13%)	7 (88%)	0
Semi-detached Housing	3	1 (33%)	1 (33%)	1 (33%)
Multi-family Residential Projects	7	0	7 (100%)	0
House Additions	2	1 (50%)	1 (50%)	0
Accessory Buildings	12	2 (17%)	9 (75%)	1 (8%)
Uncovered Deck	3	0	3 (100%)	0
Residential Sales Centre	0	0	0	0
Major Commercial and Industrial Projects	2	0	2	0
Other Commercial**	32	6	18	8
Total	90	13 (14%)	67 (74%)	10 (2%)

Percentages may not necessarily sum to 100% due to rounding.

*Common reasons for the Subdivision and Development Appeal Board to have no jurisdiction in an appeal decision include: late filing of appeal or withdrawal of appeal by the appellant.

**Other Commercial Projects include change of use and exterior alterations to commercial buildings.

Single Detached Housing

Four approval decisions were appealed to the Subdivision and Development Appeal Board.

- One appealed approval decision was upheld by the Board. This permit included variances to: a reduction in the rear setback, an increase in the projection of eaves into the front and rear setbacks and an increase in projection of the deck into the rear setback
- The Board had no jurisdiction in three approval decisions. The appeals were withdrawn in two cases. One appeal was filed late.

Twenty-one refusal decisions were appealed to the Subdivision and Development Appeal Board.

- Two appealed refusal decisions were upheld by the Board. Reasons for refusal in these permits include an increase in permitted height and site coverage. One of these permits proposed to include a parking pad in the front setback.
- Nineteen appealed refusal decisions were overturned by the Board. Reasons for refusal in these permits include an increase in the permitted number of driveways, increased garage width, an increase in the permitted height and a reduction of side setbacks.
- Of those 19 overturned refusal decisions, four applications (19%) proposed to include front driveways where a lane was already present. These four applications also contained additional variances unrelated to front driveways.

Garden Suites

There were no approval decisions appealed to the Subdivision and Development Appeal Board.

Eight refusal decisions were appealed to the Subdivision and Development Appeal Board.

- One appealed approval decision was upheld by the Board. This permit included variances to: an increase in permitted height and site coverage and increases to the permitted main and second floor area
- Seven appealed refusal decisions were upheld by the Board. These permits included variances to: an increase in permitted height, a reduction to the side setbacks and increases to the main and second floor area.

Semi Detached Housing

There were no approval decisions appealed to the Subdivision and Development Appeal Board.

Three refusal decisions were appealed to the Subdivision and Development Appeal Board.

- One appealed refusal decision was upheld by the Board. The reason for refusal includes a decrease in the required side setback.
- One appealed refusal decision was overturned by the Board. The reason for refusal includes an increase in permitted height.
- The Board had no jurisdiction in one refusal decision. This appeal was withdrawn.

Multi-Family Residential Projects

Twelve approval decisions were appealed to the Subdivision and Development Appeal Board.

- Ten appealed approval decisions were upheld by the Board. These permits included variances to: a decrease in the number of required parking and loading spaces, a reduction to the front setback and a reduction to the tower setback.
- The Board had no jurisdiction in two approval decisions. These appeals were withdrawn.

Seven refusal decisions were appealed to the Subdivision and Development Appeal Board.

- Seven appealed refusal decisions were overturned by the Board. Some reasons for refusal contained in these permits include: an increase in the permitted Floor Area Ratio, a reduction in the front and rear setbacks.

House Additions

There were no approval decisions appealed to the Subdivision and Development Appeal Board.

Two refusal decisions were appealed to the Subdivision and Development Appeal Board.

- One appealed refusal decision was upheld by the Board. Reasons for refusal contained in this permit include: provision of a rear attached garage, where a rear detached garage was required, and a reduction in the required rear setback.
- One appealed refusal decision was overturned by the Board. Reasons for refusal contained in this permit include: a reduction in the required front and side setbacks and an increased eave projection into the side yard.

Accessory Buildings

Three approval decisions were appealed to the Subdivision and Development Appeal Board.

- Three appealed approval decisions were upheld by the Board. These permits included variances to: a reduction in the required side setback and an increase in permitted site coverage.

Twelve refusal decisions were appealed to the Subdivision and Development Appeal Board.

- Two appealed refusal decisions were upheld by the Board. Reasons for refusal contained in these permits include: a decrease in the required side setback, providing vehicular access from a side yard on a corner property rather than a lane and incompatible building design with the surrounding area.
- Nine appealed refusal decisions were overturned by the Board. Reasons for refusal contained in this permit include: an increase in permitted height and site coverage.
- The Board had no jurisdiction in one refusal decision. These appeals were withdrawn.

Uncovered Decks

Three approval decisions were appealed to the Subdivision and Development Appeal Board.

- Three appealed approval decisions were upheld by the Board. Some variances contained in these permits include: an increase in the permitted projection into a rear setback.

Three refusal decisions were appealed to the Subdivision and Development Appeal Board.

- Three appealed refusal decisions were overturned by the Board. Reasons for refusal contained in this permit include: development unsuitably located within the North Saskatchewan River Valley and Ravine System Protection Overlay, and increased projections into setbacks.

Residential Sales Centres

There were no approval or refusal decisions appealed to the Subdivision and Development Appeal Board.

Major Commercial and Industrial Projects

One approval decision was appealed to the Subdivision and Development Appeal Board.

- This approval decision was upheld by the Board. This permit contained a variance to the landscaping ratio of deciduous trees to coniferous trees and shrubs.

Two refusal decisions were appealed to the Subdivision and Development Appeal Board.

- Two appealed refusal decisions were overturned by the Board. Reasons for refusal contained in these permit include: a reduction in the required number of parking spaces, a reduction to the required side setback and required landscaping provision.

Other Commercial Projects

This category includes change of use development permits, including those for cannabis retail sales.

Ten approval decisions were appealed to the Subdivision and Development Appeal Board.

- Six appealed approval decisions were upheld by the Board.
 - Two of these permits included variances to: a reduction in the required number of parking and loading spaces, and a reduction in the required tree height
 - Four of these appealed permits contained no variances, however they were deemed as a discretionary development within the Direct Control zone, requiring notification letters to be delivered to surrounding property owners.
- One appealed approval decision was overturned by the Board. This permit contained variances, however the application was deemed as a discretionary development within the Direct Control zone, requiring notification letters to be delivered to surrounding property owners.
- The Board had no jurisdiction in three approval decisions. These appeals were withdrawn.

Thirty-two refusal decisions were appealed to the Subdivision and Development Appeal Board.

- Six appealed approval decisions were upheld by the Board. Reasons for refusal contained in these permits include: provision of a nightclub as a discretionary use in the (UW) Urban Warehouse Zone, a reduction in the minimum separation distance between cannabis stores, and a reduction in the required number of parking spaces.
- Eighteen appealed approval decisions were overturned by the Board. Reasons for refusal contained in these permits include: a reduction in the minimum separation distance between cannabis stores, reduction in the required setback abutting a residential area and provision of Child Care

Services as a discretionary use in the (RF1) Single Detached Residential Zone.

- The Board had no jurisdiction in eight approval decisions. Four of these appeals were Leave to Appeal. Two appeals were withdrawn and one appeal was filed late.

Edmonton Design Committee Policies and Procedures

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_7736, be received for information.

Previous Committee Action

At the October 22, 2019, City Council meeting, the following motion was passed:

That Administration bring a report on the Edmonton Design Committee policies and procedures review. The report shall consider how recommendations of EDC influence development approval processes and contribute to the Committee achieving its mandate.

Executive Summary

This report provides a summary of the Edmonton Design Committee Review that was undertaken to ensure the continued efficiency, effectiveness and relevance of the Committee, and, in particular, to improve the impact of its recommendations on the development approval process, leading to good urban design outcomes for both private and publicly funded projects, in alignment with ConnectEdmonton and The City Plan. The review identifies key actions which can be implemented by preparing administrative and committee procedures, and as required, amendments to Edmonton Design Committee Bylaw 14054.

Report

In late 2018, Administration in partnership with the Edmonton Design Committee (EDC) initiated a formal review of the Committee and its scope, structure, processes and procedures. Over the course of 2019, internal and external stakeholders such as the design and development industry, as well as Council members, were engaged in order to identify issues and possible solutions to ensure the continued efficiency, effectiveness and relevance of the Committee. The results of this engagement are summarized in Attachment 1 - What We Heard Report.

A key focus of the review is the impact of Committee recommendations on the development approval process. The review also addresses issues related to

submission requirements and procedures, as well as Committee scope (e.g., project type and geographic location) in the interest of increasing the efficiency and effectiveness of the EDC.

Edmonton Design Committee Recommendations and the Development Approval Process

Recommendations made by the Edmonton Design Committee to applicants, Administration and Council have a major impact on the development approval process, and in turn, the quality of urban design in both the private and public realm in Edmonton. Well-designed urban places are central to the strategic vision of both ConnectEdmonton and The City Plan.

Edmonton Design Committee recommendations ensure development proposals align with current best practice and leverage the diverse perspectives and professional experiences of Committee members to encourage high-quality urban design. Committee recommendations frequently include urban design guidance to inform the continued discussion between applicants and Administration or Council as a project progresses through the development approval process.

Edmonton Design Committee recommendations fall into one of three categories:

- **Support** - The development proposal generally reflects good urban design and should proceed as designed.
- **Support with conditions** - The development proposal requires some refinement. The Committee provides conditions giving urban design guidance to both the applicant and Administration as the project progresses. Additional review by the Committee may or not be required.
- **Non-support** - The proposal requires significant refinement. The Committee provides commentary giving urban design guidance to both the applicant and Administration as the project progresses. Additional review by the Committee is expected.

Issues

Internal and external stakeholder engagement identified the following issues specifically related to the impact of EDC recommendations on the development approval process:

- Industry, Administration and the Committee have expressed confusion about how recommendations of 'support with conditions' and 'non-support' specifically impact the development approval process

- Industry and Administration have identified that at times Committee recommendations provide questionable design guidance; i.e., recommendations are unclear, unbalanced and out-of-scope
- Industry has identified that the value of Committee recommendations and design guidance is a direct reflection of the expertise of Committee Members.

Actions

The Edmonton Design Committee Review identifies a number of actions related to the efficiency and effectiveness of the EDC. With specific reference to Committee recommendations, the following actions have been identified:

- **Ensure a high-performing Committee** through improved recruitment, accountability, training and evaluation. In particular:
 - **Develop a more rigorous and proactive recruitment strategy** Under the current process, the EDC Chair works with the representative professional associations and groups to recruit potential Committee members. The Review recommends that all Committee members proactively engage in outreach with their respective organizations and groups, attending board meetings, annual general meetings and other events to recruit new applicants for Committee vacancies.
 - **Prepare Committee position descriptions** including roles, responsibilities, skills and qualities. These position descriptions are required (as per City Policy C575C), but will also assist in the recruitment of high-calibre professionals and the annual evaluation of Committee members.
 - **Improve Committee training** for both new and current Committee members, focusing on EDC Bylaw 14054 and other Committee procedures, as well as relevant City bylaws and procedures (eg. C575C, Bylaws 18155 and 18156).
 - **Update Committee member evaluation processes** in concert with the preparation of Committee position descriptions, with a particular focus on Committee specific functions and expectations.
- **Clarify the advisory function of the Committee**, clearly defining 'support', 'non-support' and 'support with conditions' for the benefit of both the Committee and Administration. Specific focus should be directed to how recommendations of 'non-support' provide guidance to Development Officers and File Planners, and otherwise impact development approval processes and decisions.
- **Clarify the scope of the Committee's review** to focus primarily on urban design matters and not issues of a technical or procedural nature. Under this action, the current EDC Principles of Urban Design would be reintroduced as the basis for the Committee's review and recommendations. In the future, the

Principles will be updated to align with The City Plan and other relevant City policy and strategy.

- **Ensure impactful Committee recommendations** that are balanced, insightful and clearly communicated. Recommendations should identify both the strengths and weaknesses of a proposed design, include clear design guidance, and as appropriate, context to the Committee’s recommendation. This approach contributes to a more positive interaction between applicants and the EDC, but more importantly, provides a more comprehensive assessment for Development Officers, File Planners, and in the case of rezoning applications, City Council.

Next Steps

Administration, in consultation with the Edmonton Design Committee, will implement actions identified in the Edmonton Design Committee Review as follows:

- **Prepare Committee procedures** for those aspects of Committee function and scope not addressed in other City Bylaws and policies. This work is scheduled to be completed by the end of Q2 2021.
- **Update administrative procedures** including Committee position descriptions, improved Committee recruitment and training, and updated performance evaluations. This work is also scheduled to be completed by the end of Q2 2021.
- **Amend EDC Bylaw 14054** as needed to reflect changes to the mandate and scope of the Committee, membership and related issues. This work is scheduled to be completed by the end of Q2 2021.

Public Engagement

Internal and external engagement on the Edmonton Design Committee review has been undertaken through a combination of in-person and online methodologies. Engagement is described in detail in Attachment 1 - What We Heard Report.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is attractive and compact			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Communities are well-designed	Edmontonians' Assessment: Well-designed Attractive City	53 percent (2017)	No targets have been identified for this measure

Attachments

1. Edmonton Design Committee Review What We Heard Report

Others Reviewing this Report

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- B. Andriachuk, City Solicitor



CR_7736 Attachment 1 - Edmonton Design Committee Review What We Heard Report



October 2020

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4. Next Steps	3

Appendices

INTRODUCTION

The EDC Policies and Procedures review has been undertaken to ensure that the Edmonton Design Committee remains a relevant voice in the planning and design conversation being undertaken in Edmonton. The review was initiated by the EDC, and is being undertaken by Administration with the support of the EDC.

This document captures engagement with a number of different stakeholder groups. The intent of the engagement was to not only identify current issues and concerns with the EDC, but also to imagine how the EDC could function differently in the future.

This document describes two broad phases of engagement: initial engagement (Part 1) undertaken to provide input and direction to review process, and subsequent engagement (Part 2) to ensure the Policy and Procedures Review document not only reflects what was heard, but also captures the best possible approach to future changes to the EDC.

1. Initial Engagement

In late 2018 Administration, with the support of the EDC, developed a number of engagement opportunities with both internal and external stakeholders. More detail on the engagement program is below.

Engagement	Stakeholder Group	Results
Committee Workshop	Committee	Appendix A
Drop-in Sessions	Internal and external stakeholders	Appendix B
Questionnaire	General public	Appendix C
Interviews	Past applicants, past Committee members, City Architect	Appendix D
Other Engagement	Urban Development Institute, City Council	Appendix E

Engagement Summary

Appendix E contains an overall summary of the engagement program at the outset of the Policies and Procedures Review project. In order to make sense of the findings, comments have been grouped into the following themes:

- Submission Requirements, Timing and Scheduling
- EDC Structure, Makeup and Performance
- Communication and Feedback
- Overall Value of EDC

These themes are presented below.

Issue / Opportunity	Discussion
Submission Requirements, Timing and Scheduling	
1 Clarifying and simplifying submission requirements and procedures	<p>Submissions are often onerous and costly</p> <p>The submission process is not clear</p> <p>Submissions are often incomplete</p>
2 Reducing wait times and impacts on overall project schedules	<p>Wait times are too long. Applicants often hold spots and subsequently cancel, affecting the capacity of Committee</p> <p>Some Applicants are unaware of EDC timeframes, inadvertently affecting project schedules</p>
EDC Structure, Scope and Procedures	
3 Ensuring EDC is a high functioning committee	<p>Need to recruit and retain experienced professionals + interested citizens</p> <p>Committee members inconsistently follow procedures and rules of order</p> <p>Deliberations and meetings are often long and contribute to 'decision fatigue'</p>
4 Ensuring the right projects are being reviewed by EDC	<p>Value of Committee is being misdirected, and that increased demand compromises the capacity, efficiency and effectiveness of Committee</p>
5 Ensuring the scope and focus of EDC's review is appropriate, including Principles of Urban Design	<p><u>Principles of Urban Design</u> are out of date and rarely referred to</p> <p>Committee review and commentary is sometimes perceived as being out of scope or not relevant to projects (eg. the review of DC regulations)</p>
6 Ensuring the review process, and the purpose, application and impact of motions, remains relevant	<p>Ensure the Committee has the right tools and that they are used appropriately and consistently (eg. walk-ons), and that the motions and recommendations align with other City approval processes</p>
7 Improving both the informal and formal processes	<p>Informals could be more informal and 'crit-like' with lower submission expectations</p> <p>Formal comments are often perceived as negative, subjective and generally unhelpful. City projects feel particularly targeted.</p> <p>Formal and informal comments are sometimes inconsistent</p>
Communication + Feedback	
8 Ensuring motions and recommendations are clear and meaningful	<p>Motions and recommendations are often not clear or communicate specific intention, and often do not reflect the conversation between the Applicant and Committee</p>
9 Improving communication with Council	<p>There is an opportunity for Council to receive input on more than rezonings</p> <p>Correspondence to Council (and others) does not communicate the full Committee discussion</p>

Communication + Feedback (Continued)

- | | | |
|----|---|---|
| 10 | Creating a process for Applicants and the public to provide feedback to EDC | Feedback on EDC is often through upper level management and Councillors |
|----|---|---|
-

2. Edmonton Design Committee Review - Report

In late 2019 and early 2020, the focus of the Policy and Procedures Review shifted to the development of a EDC Review report, including a number of recommended actions to ensure the continued effectiveness, efficiency and relevance of the EDC.

During this period, engagement primarily focused on follow-up conversations with stakeholders originally interviewed during Part 1. Additional engagement included:

- Online survey tool
- Presentation to / conversation with Urban Development Institute (Planning Committee)
- Presentation to / conversation with the Alberta Association of Architects (Core Stakeholder Group).

Engagement Summary - Incorporating What We Heard

This subsequent engagement identified a number of additional items of consideration, which have been incorporated into the EDC Review report. These include:

- Establishing partnerships to achieve advocacy goals.
- Including post-mortems as a part of annual EDC retreats
- Confirming that the EDC should operate as an advisory committee
- Ensuring Committee members have access to basic planning information
- Further leveraging project synopses, providing information well in advance of meetings
- Revisiting terms for Committee members
- Clarifying the role of the Alberta Association of Architects in recruitment
- Encouraging young designers to take part; and offering coaching opportunities
- Better aligning the review of City projects with major milestones (eg. public engagement)
- Ensuring that City projects in industrial areas are also reviewed by the EDC
- Strengthening relationships with other design review panels (eg. Calgary)
- Including references to City Policy C575C (including training and performance evaluation)
- Ensuring greater respect / appreciation of different professional perspectives
- Exploring opportunities for EDC representation at Public Hearing

3. NEXT STEPS

Administration will present the Policy and Procedures Review to Urban Planning Committee in late 2020. Following this, Administration will develop detailed action plans focusing on three key areas- amending EDC Bylaw 14054, developing a terms of reference, and assisting the EDC in the development of annual workplans.

APPENDICES

APPENDIX A / ONLINE QUESTIONNAIRE RESULTS

Introduction

Between October and December 2018, Administration created an online questionnaire to gather feedback on past EDC experience. The results of the questionnaire are as follows:

1. Have you interacted with the Edmonton Design Committee (EDC) in the past?

Yes	80%
No	12%
Not sure / Don't know	8%

25 participants

1a. What best represents your past interaction with EDC?

Property Owner / Developer	30%
Consultant	60%
Other (please specify)	10%

20 participants

2. In the past have you...

Had an Informal Pre-consultation with EDC?	80%
Submitted a Formal Submission to EDC?	95%

20 participants

3. Did the Pre-Consultation clarify requirements and expectations in advance of the Formal Submission?

Yes	63%
No	38%

16 participants

3c. Why did you say that?

- It provides an opportunity for the Committee to clearly identify areas of concern and

opportunities to improve the project.

- Having presented 4+ projects for Pre-Consultation, I can't recall receiving much in the way of significant feedback that has influenced the design. Given the time required in preparing a submission, I question the value of the Pre-Consultation.
- The level of interaction with Owners/Consultants is increasing which is a good sign of a collaborative approach.
- the concepts of edc should not talk to aesthetics but more to the quality of the urban environment.
- The Committee did not express opinions from the formal letter at the pre-consultation.
- Only to an extent. We've found on multiple occasions that the Pre-Consultation comments are inconsistent with the Formal Submission comments, and do not provide adequate or fair preparation for the Formal Submission. More attention should be paid by the Committee to providing this consistency of feedback across submissions. Formal meeting minutes for the pre-consultations could be beneficial.
- We spent a lot of extra time trying to address the requests and feedback of the Committee, only to have the submission denied at the formal anyhow. A lot of the feedback requested information and details that were not yet developed and didn't need to be developed for a development permit, so it is odd that the dp and edc requirements are even connected in the process.

3d. Do you feel the Pre-Consultation contributed to a successful Formal Submission?

Yes	63%
No	38%

16 participants

3e. Why did you say that?

- Issues identified in the pre-consultation could be addressed, leading to support at the formal submission.
- In my experience, the most successful projects (those supported by EDC) are the ones that either have not had a Pre-Consultation, or ones where the design changed dramatically due to budget constraints following the Pre-Consultation. Projects that have had positive Pre-Consultations are the ones that seem to receive conditions and negative feedback at the Formal EDC presentation.
- Any input we can get on behalf of our projects is a positive in developing a solution that builds stronger communities and avoids confrontational situations.
- because we were able to address why or why not we were able to implement suggestions by EDC. If no pre-consultation, there may not be the opportunity to study EDC suggestions

to determine if they work and are reasonable or feasible.

- the urban environment is an area that needs people have experienced and researched many places commenting on its quality without an experienced background is detrimental to projects because comments are based only on assumptions and not experience
- In the past it was less prescribed which left some feeling unprepared. I think the pre consultations have set clear expectation that can be or need to be addressed appropriately.

3f. How could the Pre-consultation process be improved to contribute to a successful Formal Submission?

- The Committee can identify what steps are required for each specific project to lead to a successful outcome. If this is too challenging to provide at this stage, then perhaps Pre-Consultations should only be encouraged for large scale projects where the meeting provides clarification on potential support.
- We have undertaken to invite City of Edmonton Planners and Development Officer(s) to participate in key design meetings. This is working well in that these individuals can effectively influence the outcome and develop a sense of ownership in a collaborative setting.
- Written comments or an email clarifying EDC comments would help in addressing issues or concerns in the formal. Also, it should be OK for EDC members to say they have no issues or concerns instead of trying to find negatives. If there are no issues or concerns, it would be good to hear what is positive about the design - even if there are concerns, it is good to understand what is positive.
- Individuals involved should prove through photos, writing, videos, interviews etc... that they have visited, studied, researched and or lived in multiple places that their opinions are based on multiple experiences and they can articulate those ideas in an understandable and critical way
- Committee should be more honest and forthcoming about their objections to the design, elements that would lead to a non-support that could be addressed before the formal.
- Guidelines and benchmark references would help ignite or confirm a desired design expression.
- During pre-con, provide meaningful feedback with respect to design principles versus being hung up on building details. Detail discussion should happen at formal presentation.
- It would be interesting to feel inspired, when walking away from a pre-consultation with the EDC.
- Perhaps, inspired by the amazing project precedents that the EDC had brought forward as suggestion to look at that might be similar typology to the project being presented, as example.
- Consistent feedback from members and wait times to get a meeting that won't compromise

the project.

- Formal minutes by EDC
- Consistency between members present at Pre-Consultation and Formal Consultation
- More open dialogue. Meetings are too formal and stiff. It is often difficult to gauge how Committee members actually feel. Some questions are cryptic and not helpful to consultants.
- More clear and precise comments
- EDC should be informed about dp requirements. Do not ask for details that fall outside the jurisdiction of the dp. Or, disconnect the two entirely and have the edc submission either before or after DP.
- Less subjective

4. To what extent do you agree or disagree with the following statements regarding your interaction with EDC.

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	No opinion
Overall the EDC review process leads to a better design	16%	40%	32%	8%	4%	0%
The EDC review process helps me better collaborate with City Administration	8%	32%	28%	24%	4%	4%
The EDC Formal Submission process is easy to understand	12%	28%	20%	24%	4%	12%
It is easy to get more information if needed	8%	32%	24%	8%	16%	12%
The EDC Formal Submission requirements are reasonable	8%	28%	20%	24%	12%	8%

The time to get a booking is reasonable	8%	8%	20%	28%	20%	16%
The EDC Principles of Urban Design help inform better design outcomes	24%	36%	16%	12%	12%	0%

25 participants

Overall the EDC review process leads to a better design

Strongly agree	16%
Somewhat agree	40%
Neither agree nor disagree	32%
Somewhat disagree	8%
Strongly disagree	4%
No opinion	0%

25 participants

The EDC review process helps me better collaborate with City Administration

5 Strongly agree	8%
4 Somewhat agree	32%
3 Neither agree nor disagree	28%
2 Somewhat disagree	24%
1 Strongly disagree	4%
No opinion	4%

25 participants

The EDC Formal Submission process is easy to understand

Strongly agree	12%
Somewhat agree	28%

Neither agree nor disagree	20%
Somewhat disagree	24%
Strongly disagree	4%
No opinion	12%

25 participants

It is easy to get more information if needed

Strongly agree	8%
Somewhat agree	32%
Neither agree nor disagree	24%
Somewhat disagree	8%
Strongly disagree	16%
No opinion	12%

25 participants

The EDC Formal Submission requirements are reasonable

Strongly agree	8%
Somewhat agree	28%
Neither agree nor disagree	20%
Somewhat disagree	24%
Strongly disagree	12%
No opinion	8%

25 participants

The time to get a booking is reasonable

Strongly agree	8%
Somewhat agree	8%
Neither agree nor disagree	20%
Somewhat disagree	28%

Strongly disagree	20%
No opinion	16%

25 participants

The EDC Principles of Urban Design help inform better design outcomes

Strongly agree	24%
Somewhat agree	36%
Neither agree nor disagree	16%
Somewhat disagree	12%
Strongly disagree	12%
No opinion	0%

25 participants

4. Would you like to add any comments regarding your interaction with EDC?

- My only interactions are as an observer and occasional reporter; I appreciate the questions the Committee asks of development proponents, and appreciate the work they put into raising the design bar in Edmonton.
- I do notice some developers do not respect the Committee enough to have all of the requested materials on hand for their formal presentations. I think the Committee should have the power to refer those developers to a later date if they are not fully prepared to present.
- I have participated in submissions for multiple projects at EDC and have not found it to be a very valuable process. While most projects have received EDC support, a few have had conditions that I believed were unreasonable.
- My biggest issue is that (some) Committee members overstep their bounds. I would like to see a more focused attempt at limiting the discussion to the Urban Principles, and with more respect given for a client's budget. Aside from this, the EDC process adds a fair amount of time, cost, effort, and risk to a project.
- With that said, I do believe there is a place for a design review board in our City that enforces a certain standard of urban design. I would be interested in asking the Committee members if they feel they are making a difference with the projects at the low-end of the design spectrum. To me, this is where the focus should be.
- Comments provided by the Committee are thorough, well thought and clear.

- Ensure that the individuals on the Committee participate from an unbiased and informed position. Smart people lead to the best design for our communities.
- Again, I think it is ok for EDC members to give positive feedback on what is right with a design instead of trying to find something negative - if there is not anything negative. Constructive recommendations that contribute positively to the environment are of course welcomed. Reinforce that these are only recommendations and that there could be a plethora of reasons for why EDC recommendations cannot be implemented.
- Rewrite EDC's PUD. A terrible repetitive document.
- Encourage brief submittals.
- It has been difficult mostly their comments are very loosely based and its hard to take when its coming from a person who does not have experience in the field of urban design nor experience in many different types of urban spaces, are more educated, experienced and truly critical panel needs to be vetted. The fault I believe is not in the panel itself but in its selection process. I think its an important panel that needs to continue but with the right people who have a critical educated experienced opinion.
- My history with this process is that it has been just that, a process, as opposed as something to look forward to. Such as being in design school and being excited to present a project to a group of peer because you know that you are going to get some healthy design-critique / advice back from multiple people. If you have a shitty design...you hear about it quickly. If you have a great design, great discussion results. Again, it would be interesting if the pre-con. and formal presentation process was actually fun. Or more rewarding...again, knowing that somehow this process is going to actually going to inform a design and push the boundary of what design in Edmonton can be.
- This is a touch challenge for the new EDC. How do you re-brand the whole thing and actually make it fun?
- Update your processes internally.
- Adds MONTHS to the current timelines
- Committee member comments often do not seem to be guided by the "Principles of Urban Design" document. This can make the process feel arbitrary and beyond the mandate of the Committee.
- No comment

5. To what extent do you agree or disagree with the following statements regarding the scope and makeup of EDC.

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	No opinion
Questions and comments from the Committee are clear and insightful	12%	28%	24%	20%	12%	4%
Letters from the Committee are clear and easy to understand	20%	20%	32%	16%	4%	8%
Representation on the Committee is appropriate for a wide range of different projects	16%	32%	24%	16%	12%	0%
The scale, type and location of projects being reviewed by EDC is appropriate	4%	40%	24%	24%	8%	0%

25 participants

Questions and comments from the Committee are clear and insightful

Strongly agree	12%
Somewhat agree	28%
Neither agree nor disagree	24%
Somewhat disagree	20%
Strongly disagree	12%
No opinion	4%

25 participants

Letters from the Committee are clear and easy to understand

Strongly agree	20%
Somewhat agree	20%
Neither agree nor disagree	32%
Somewhat disagree	16%
Strongly disagree	4%
No opinion	8%

25 participants

Representation on the Committee is appropriate for a wide range of different projects

Strongly agree	16%
Somewhat agree	32%
Neither agree nor disagree	24%
Somewhat disagree	16%
Strongly disagree	12%
No opinion	0%

25 participants

The scale, type and location of projects being reviewed by EDC is appropriate

Strongly agree	4%
Somewhat agree	40%
Neither agree nor disagree	24%
Somewhat disagree	24%
Strongly disagree	8%
No opinion	0%

25 participants

5a. Would you like to add any comments regarding the scope and makeup of the Committee

- I think the Committee makeup is well-rounded and represents a broad range of design experience and expertise, though I wonder if it wouldn't benefit from a participating city planner as well?
- I am pleased to see the scope of EDC is expanding to TOD and large sites, and hopefully to newly aspiring main streets as well. I hope the city will provide them with the resources necessary to manage this expanded mandate.
- It should include more developers with actual experience in development, not just consultants.
- Previous comments apply
- The Committee is too large and there should be representation from the development community. Members at large should not be professionals that practice in a area represented on the EDC, but rather truly be members at large. There should be a screening process as to whether a development proposal should go to EDC (ie) size of the project. Location in Edmonton should not matter and in fact, some of the suburban developments should do in front of EDC to ensure proper design and planning principles are adhered to.
- I found the Committee members to be well qualified. They were positive and effective in their questions . It was a good experience
- the scope should be varied but again experience in comments from the panel should be utmost
- Committee often struggles with understanding their role, going into a 'design by Committee' mode where they express personal opinions rather than professional, constructive insight to improve the design.
- I have also experience members disputing the program of the facility and its relevance. Interventions that are at best inappropriate.
- The scope is questionable for the amount of people and resulting length of time that it take to book a pre-con or formal presentation.
- I find the make-up even more questionable. Again, i expect, as a member of the consulting industry (and tax payer) an extremely high-caliber group of design professional or members of the community with either a vast amount of construction experience or a vast amount of travel experience related to design and studying design and therefore being able to comment and provide insight as to precedents throughout the world.
- The jurisdiction and scope should be updated.
- Expertise in Design is a must

- A diverse group of professionals would be preferred and those with actual development experience so that comments are valuable and so that comments lead to better design more often. It would be beneficial if projects outside of the core areas could have the option to present to EDC if they want additional feedback on proposed designs, but I do understand that the current Committee is overwhelmed with application reviews and stays late and for multiple days to get through the applications which doesn't seem fair or appropriate.

6. Is there anything else you would like to tell us about the Edmonton Design Committee?

- I think EDC has done a lot to raise the design bar in Edmonton. I couldn't say if the process is onerous for developers or not, but I just want to say I value their work and hope the city also values their work enough to give them what they need to work with an expanded mandate.
- The EDC is a critical asset to ensure exemplary design and development in Edmonton
- No
- I would encourage members to express when they like a project and what is positive and valuable about a project. If a member truly does not see any negatives in a project, they should not say they do just for the sake of saying something. Learning from the good can be just as powerful as learning from the negative.
- Good choices of Committee members
- keep it but - with better critiques who are educated and experienced in urban design
- Membership should be renewed more often and efforts should be made to increase the level of expertise of the members.
- I'm happy to live in a city like Edmonton where design culture is taken seriously. I promote the EDC and am happy to take any of the project I work on in front of that Committee. I simply wish I walked away from each experience feeling creatively inspired.
- Process for appealing or seeking further clarity/discussion on EDC decisions is not clear.
- A submission template should be developed
- There is potential for this to be more value add to projects, and it shouldn't be a blanket requirement or it starts to lose purpose and value. This Committee needs to have representation to incorporate big picture and future thinking but also needs to be composed of persons who have professional training and background as they can lead to changes that will impact our entire city for many many years to come.

APPENDIX B / EXTERNAL STAKEHOLDER INTERVIEWS

Introduction

In early 2019, Administration undertook interviews with a number of stakeholders regarding previous experience with EDC. Interviews were conducted with a developer (1), architects (9), planners (2), landscape architects (2) and previous Committee members (2). The results of these interviews are as follows:

- Very inconsistent. No feel of what way a discussion will go... particularly - comments are out of left field.
- Comments are sometimes subjective.
- Sometimes the comments suggest a lack of trust with the consultants.
- Value engineering should be considered as part of the EDC review process.
- Sometimes the comments are minor - the projects should just get approved.
- Public art for City projects - often architects had an idea of the intent, but not good enough for the Committee.
- City projects are perceived to be held to a higher standard... unfortunate since the City hires good architects.
- What's going to happen when projects are re-budgeted, and will projects have to come back to EDC continually?
- Not really an issue with timeframes - appreciates that we try to accommodate through cancellations, additional meetings.
- Overall feels that EDC has been a benefit. EDC makes City have to hire good consultants and pursue good design. Used in scoring consultants during procurement. Consultants appreciate it.
- Might not be the difference between a very good and an outstanding building.
- Doesn't like to have to come back and back (ie. why are projects being 'refused'?)
- EDC should do a retreat for the Committee.
- Members should be evaluated and adjusted as necessary.
- No opinion on making informals more informal (consultants are doing SD reports anyway)
- EDC shouldn't be making comments outside of the project scope.
- Needs to be consistency in comments (ie. between meetings and comments - different meetings and presentations are sometimes treated differently).
- Good projects should be complemented... effort should be acknowledged

- EDC gives leverage with clients.
- EDC is costly - developer pays out of pocket up to DP and very rarely recoup costs.
- Have we thought about doing this during day? - There would be benefits for consultants (work / life balance). City might have to pay higher per diems - which might legitimize the Committee further. If they see themselves more as professionals, perhaps they will behave differently.
- EDC can be a soapbox for Committee members.
- Timing can be an issue.
- Need to be mindful of MGA and 41 day turnaround for DPs.
- Project gatekeeping would be helpful.
- There should be different checklists - tower vs. small projects.
- Younger DOs tend to like checklists.

- EDC boundary should focus on arterials, corridors, etc.
 - Principles of Urban Design poorly written and needs to be refreshed.
 - Can projects be filtered by zoning, use, floor area, etc?
 - Need to reduce printing - costly.
 - There should be a way to easily connect directly to the display to be able to view a model or similar from a consultant's desktop.
-

- Things have changed in the last year.
 - Committee has been asking more thoughtful questions (has been pleasantly surprised), and could be more thoughtful
 - The only moment where design can be discussed.
 - Sitting on the Committee not seen as desirable. Raising the bar might encourage a higher quality of applicant - it should be an honor, not a chore.
 - Committee - personal biases come out
 - Typos - undermine the overall value of the conversation.
 - Nitpicking comments are more about ego and individual than the projects.
 - Not really helped projects (formal), whereas informal have been very helpful.
 - EDC wants to be aspirational - this can be done at the informal presentation.
 - How to deal with projects that change - either between informal and formal, or even after formal.
 - EDC should not be a hammer to beat people down, but instead to set the bar.
 - EDC spends time building narrative around a project - history, etc.
 - Should the role of the Committee be to stop design? Does the Committee have the expertise to judge design?
 - The process depends on the people around the table.
 - Principles of Urban Design should be the framework.
 - Clients sometimes see EDC as a wildcard - and the comments undermine the process.
 - Can the EDC submission be combined with DP?
 - Materials board - maybe doesn't add value - hard to get samples and at that point it is aspirational; ie. often changes during the development approval / CD process.
 - Should Committee members be automatically reappointed?
 - Should we work with professional organizations to improve the situation?
-

- Generally good comments, sometimes too specific.
 - Sometimes applicants have to present projects that are not well aligned with the Principles of Urban Design.
 - Informals provide an opportunity to bring tough clients into, and gain an appreciation of, a design conversation.
 - Nitpicky comments compromise the ability of the Committee and the Applicant to have a meaningful design confirmation. Committee members should be reprimanded for this behavior.
 - Having a planner present an overview is of value. Is there value having the Applicant hear the overview?
-

- When EDC was a Committee of the Mayor, it seemed to have more teeth.
- EDC needs more teeth, perhaps the requirement for EDC is more embedded in the zoning bylaw?
- Could there be an 'EDC lite' for small projects?
- Filtering projects by criteria such as floor area may work as long as the limits are compatible with corridors (ie. Main street). Projects could also be filtered by type and size / designed by an architect.
- Submission requirements could be better explained - what is needed and WHY?
- Comments need to match discussion, sometimes they are too generic.
- Architectural object vs. context is a central urban design issue.
- Streamline the process for smaller projects.
- Sometimes comments are too technical in nature (ie. CPTED, energy model).
- Calgary has focused more on the public realm interface vs. the architecture.
- Could a pre-app be combined with an informal in some way?

- Sometimes EDC isn't aware of the full range of project issues.
- Comments are sometimes too broad, sometimes far too detailed.
- Overall the process can be helpful.
- Informals should be more informal - more conversational, more like a crit.

- Often the comments are not insightful.
- Sometimes the comments are predictable.
- EDC can feel like a checkbox.
- Informal could be more informal - maybe smaller / 1x1 interaction.
- Maybe the informal is more of a meeting than a presentation.
- How to deal with projects, such as commercial projects, that keep changing?
- How to deal with those elements of the architecture that are inherently subjective?
- How to adequately deal with 'big' projects (eg. LRT)?
- Concern that design can affect cost.
- Need different requirements for rezonings vs. development permits.

- Could projects be 'approved' at an informal?
- Could EDC be on SLIM?
- Had a good experience but had a good project to start.
- Questions are often not valid.
- Need better development industry representation.
- Should public art be judged by EDC?
- Is EDC an approval body?
- We should trust that applicants can fully address technical issues (eg. energy models). Are these kinds of conversations better directed to informal vs. formal presentations?

-
- Need to be careful that projects don't come at the wrong time (eg. in the rezoning process). How do we deal with design changes, and does a project have to keep coming back to EDC?
 - Should a rezoning project come to EDC only after it's been circulated and the applicant has made changes?
 - Would like to see Committee review projects in more detail, comments are often too high level / not as hard hitting.

-
- EDC can provide focus to design (as it congeals).
 - Can convince clients of the strength of an idea and the need to stick with it.
 - In the private sector there is little awareness of urban design - EDC is seen as another approval process, and often viewed with cynicism.
 - Urban design is generally common sense and easy for clients to understand.
 - Informal requirements are not clear.
 - Would like informals to be even more informal - more conversational,
 - Need to be careful that at informals projects are not too refined.
 - Sometimes comments are not clear.
 - Sometimes comments deal with architecture and not urban design.
 - Continuity in Committee members an issue.
 - Okay with Committee composition, and okay with comments by non-architects.
 - Terms for Committee members may be too long.
 - Night renders don't give a fair impression of design intent.
 - Comments sometimes are too detailed.

-
- Why are rezonings going to EDC?
 - Going to EDC is an expensive exercise.
 - Often the discussion with EDC is what the Applicant is already discussing with DOs.
 - Why is EDC often focused on parking issues?
 - Should be able to positively comment on projects; things tend to be more collaborative here in Edmonton than in other municipalities.
 - Don't like showing floor plans as part of rezoning applications.
 - Suggestion for timing - informal coordinated with first circulation, have second iteration before going back to EDC for formal.
 - Why does EDC ask about community consultation or public amenity contributions?
 - Informals need to be more conversational, so that elements of the project can be validated.
 - Okay with preambles from file planners.
 - Need constructive feedback on packages and presentations.

-
- IIS (City) is not aware of EDC requirements - need to educate them.

-
- Concern about decision fatigue - especially given the length of some meetings?
 - There should be an annual board retreat.
 - There should be training provided to the Committee, and in particular, the Chair.

APPENDIX C / ENGAGEMENT SUMMARY

Introduction

The table below summarizes the engagement detailed in Appendices A and B. In order to make sense of the findings, they have been grouped into the following themes:

- Submission Requirements, Timing and Scheduling
- EDC Structure, Makeup and Performance
- Communication and Feedback
- Overall Value of EDC
- Other

Comment - by Theme	Origin
SUBMISSION REQUIREMENTS, TIMING AND SCHEDULING	
1 Submission Requirements / Procedures	
Onerous and costly. Can compromise affordability of projects	Consult / Other
EDC requirements (lighting, signage) often misaligned with DP requirements	
IIS is not aware of EDC requirements or when to come to EDC.	Admin
Requirements should not be an issue - most consultants are preparing SD reports anyway.	Consult
Materials board - Is it of value given the challenges of putting one together?	Consult
Submission requirements need to be better explained (website, brochure)- what is needed and why?	Consult
Simplify requirements (eg. no construction details)	Other
Encourage electronic submissions	EDC
Need to have different, clear requirements for rezonings vs. development permits	Admin / EDC
Informal requirements are not clear	Consult
Night renders shouldn't be used - don't give a fair impression of design intent	Consult
Develop submission template / example	Consult
Encourage shorter submissions	Consult
Submissions are often incomplete - no formal process to review / accept / refuse	Admin / EDC / Other
2 Timing and Scheduling	
At what point in a circulation should a rezoning come to EDC?	Consult
How to review projects that keep changing? (ie. commercial projects)	Consult
Can EDC better integrate with other approval processes (eg DPs)	Consult
Can rezonings and development permits be combined?	Other
Current method of scheduling difficult to manage (ie cancellations)	Admin
Wait times are too long, submission times are too long	Other

EDC STRUCTURE, SCOPE AND PROCEDURES	
3 Committee Makeup and Performance	
Evaluate members annually - not automatic reappointment	Consult
Should there be a board retreat to orient the Committee?	Admin
Should training provided to the Committee, and in particular, the chair?	Admin
Continuing education for Committee members	EDC
More urban designers, less architects	Other
Need better / more development industry member(s)	Consult
Review Committee members' terms - potentially increase from 1 to 2 years	Consult / EDC
Sitting on EDC presently not seen as desirable - should be peer review, not 'volunteer'	Consult / Other
Ensure appropriate professional / organizational representation	EDC
Should be a 'true' member-at-large	Consult
Committee needs to demonstrate more professional experience	Consult
Can Administration be a member of EDC (ex-officio?)	Admin
Committee members inconsistently follow procedures and rules of order	EDC / Admin
Meetings are too long / concern re: decision fatigue	Council
Has EDC considered meeting during the day?	Consult
4 Geography / Project Type	
Could there be a screening process?	Consult / Other
Can there be different processes based on scale - eg. tower vs. small projects	Consult
Limit projects by floor area - as long as limits are compatible with other regs (ie. Main street)	Consult
Limit by type and size of project (ie. when designed by an architect)	Consult
Why not include suburban developments? Could encourage as optional	Consult
Consider requiring all high rises - regardless of location - to come to EDC	Other
Clarify what City projects need to come to EDC	IIS / Other
Consider adding view corridors	Other
Consider adding EDC boundary to SLIM maps	Other
Should EDC look at heritage designations? Special study areas?	Other
Consider that EDC can add value to non-traditional projects (ie laneway housing)	Other
Consider adding more 124, Garneau, Strathcona, Stony Plain Road (west of 142)	Other
Consider all city gateways	Other
Consider reducing Calgary Trail requirements	Other
Exclude exterior alterations except along nodes and corridors	Other
Include digital signs	Other

5 Committee Scope and Focus	
Lenses	
How is public art reviewed given separate EAC process	Consult
Technical review of projects (eg energy modelling, CPTED)	Consult
Dealing with aspects of design that are inherently subjective	Consult
Principles of Urban Design	
Should be the framework, but needs to be refreshed.	Admin / Consult / EDC
Should reference WInter City design, new Energy code and Edmonton Declaration; emphasize context	Other
Should align with City Plan	Other
EDC does not want PUD to become a checklist.	EDC
Best practice vs. subjectivity	Consult
Scope of work	
EDC often unnecessarily challenges City project's scope.	IIS
Committee Focus / level of detail and refinement	
Committee confusion re: EDC / DP submission	Admin
Committee confusion re: Rezoning / DP- level of detail, reviewing DC regs	Admin / Consult
6 Recommendations and Motions - Purpose, Application and Impact	
Is it EDC's role to halt design? Does EDC have the expertise to judge design?	Consult
Not helpful to keep returning to EDC (ie. why is the Committee 'refusing' projects?)	Consult
Tabling projects causes scheduling problems	Admin
Consistency in review (table / admin walk-on, etc)	Admin
Relationship with the development approval process (recommending or approving)	Admin
Clarify relationship between EDC and Development Incentive Program	Other
Clarify impact of non-support	Other
Clarify Walk-on procedures (applicant? Administration)	Other
EDC recommendations need more teeth	Consult
City projects held to a higher standard, with too detailed comments.	IIS
Not clear how to appeal / seek clarity on outcomes	Consult
7 Informals and Formals	
Informals (Good / Neutral)	
Not onerous - consultants should be doing SD reports anyway	Consult
The only moment where design can be discussed.	Consult
EDC wants to be aspirational - this can be done at the informal	Consult

Involving tough clients provides them an appreciation of the design conversation	Consult
Encourage City projects to come for informals	Other
Informals - Observations	
Need to be careful that at informals projects are not too refined (eg FEP)	Consult
Requiring information beyond level of refinement required of DP	Consult
Informals - ideas	
Could projects be 'approved' at an informal?	Consult
Informals should be more informal - more conversational, more like a crit, more 1 x 1	Consult
Could a pre-app be combined with an informal in some way?	Consult
Limit informals to larger projects	Consult
At informals identify what could lead to support or non-support	Consult
Encourage design teams to invite COE staff to internal design meetings	Consult
Provide written comments from informals	Consult
Formals - Observations	
Lack of consistency between informals and formals	Consult
Sometimes a positive formal leads to negative informal	Consult
How to adequately deal with 'big' projects (LRT) - adjust presentation times	Consult
Committee Comments @ Formals	
Very inconsistent, with comments sometimes out of left field	Consult
Often subjective	Consult
Sometimes the comments suggest a lack of trust with the consultants (eg. FEP)	Consult
Good projects should be complemented.	Consult
Often personal biases / soapbox	Consult
Detailed comments undermine a meaningful design conversation	Consult
Architectural object / aesthetics vs. urban context	Consult
Urban design vs. zoning (parking)	Other
Sometimes the comments are predictable.	Consult
Comments are too high level / not hard hitting.	Consult
Committee should reference best practice and built examples	Consult
Committee Procedures and Practices - General	
Meetings	
Has EDC considered meeting during the day?	Consult
Project Synopses	
Are valuable Is there value having the Applicant hear the overview?	Consult
Is there value having the Applicant hear the overview?	Consult

Is there value having the Planner hear the deliberation?	Admin
Presentations	
Connecting directly to TV / projector (ie. for movie)	Consult
Making Applicants be responsible for their presentations	Admin
COMMUNICATION AND FEEDBACK	
8 Letters to Applicants	
Letters - needs to be consistency in comments (ie. between meetings and comments)	Consult
Sometimes comments (letter) are not clear.	Consult
9 Communication with Council	
There are communication gaps with EDC (Council perspective)	Council
No mechanism to determine effectiveness of EDC communication to Council	EDC
Current communication does not reflect actual conversation - just outcome of deliberation	EDC
10 Ongoing feedback with Stakeholders	
There is no process for ongoing communication with, and feedback from, stakeholders	Other
OVERALL VALUE OF EDC	
Overall Value (Good / Neutral)	
EDC gives leverage with clients	Consult
Can convince clients of the strength of an idea and the need to stick with it.	Consult
Overall Value (Bad / Concerned)	
EDC is perceived as a checkbox.	Consult
Little awareness of EDC in private sector - EDC is see as another approval process - cynical	Consult
OTHER	
Current bylaw too procedural, should be amended	Other
Best practice review needed to inform change	Other

Process for Review and Design and Construction Standards of Culs-de-sac

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report UFCSD00008, be received for information.

Previous Council/Committee Action

At the August 17/19, 2020, City Council meeting, the following motion was passed:

That Administration provide a report on the process and implications to revise the design and construction standards to limit the development of cul-de-sacs and detail the resulting potential savings within our snow and ice budget.

Executive Summary

Culs-de-sac are used to maximize land use efficiency and to respond to development constraints and market demand. Cul-de sac design and neighbourhoods that incorporate their use in the broader local road network do pose challenges to the delivery of residential services, including snow and ice control and waste collection. Past reviews of design standards highlighted opportunities for increased efficiency of snow clearing and waste collection along culs-de-sac. Administration routinely reviews design and construction standards to ensure they reflect current corporate outcomes. Work to consider removal or to limit the use of culs-de-sac is not currently in Administration's work plan and would require reallocation of resources to complete.

Report

More than 3,000 culs-de-sac have been built in various forms in Edmonton, reflecting the design standards of the time they were built. Presently, culs-de-sac are often used in response to land use constraints that place limitations on neighbourhood and street design, such as natural features, stormwater management facilities and pipeline rights-of-way. Culs-de-sac are desirable for some residents, considered to be quiet, low traffic roadways.

Administration regularly reviews design and construction standards in consultation with our city building partners and identifies areas to be updated. In 2018, Administration engaged with internal partners and the development industry with a goal of improving

waste collection and snow clearing efficiency along culs-de-sac. The engagement resulted in revised design standards, increasing the cul-de-sac radius from 11 metres to 12 metres. During the engagement, Administration heard that the development industry uses culs-de-sac to respond to development constraints, improve land use efficiency, to respond to market demands and can be designed to support walkability.

Process to Remove or Limit Culs-De-Sac From Complete Streets Design and Construction Standards

Work required to revise the Complete Streets Design and Construction standards would include the following steps:

- Conduct a literature review on neighbourhood design and identify how culs-de-sac may impact city outcomes.
- Review the current state in other Canadian cities and international examples.
- Gather public feedback on community design preferences.
- Engage with internal and external city building partners, including development industry representatives, to understand impacts such as financial implications to land development and City’s tax revenue.
- Collect data on how cul-de-sac design affects snow clearing costs. More than one winter season may be required to gather enough detailed data to show cost differentials on operational efficiencies.
- Develop a policy for Council consideration to remove or limit culs-de-sac.

Work to remove or limit culs-de-sac from future use including analysis of data to understand the financial implications is not currently included in the Administration’s workplan. Undertaking the work outlined above would require reallocating resources away from priority implementation projects of The City Plan such as District Planning and Mass Transit Planning. It is expected that the work would take approximately 12-18 months to complete.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is attractive and compact.			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmonton is attractive and compact	Communities are well-designed	53 percent (2017)	55 percent (2018)

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- B. Andriachuk, City Solicitor