

## City Charter Regulation Implementation Status Report - September 2020

## City Charter Regulation Provisions

Policy Area	Status	Target Implementation Date	Status Update	Action Required to Enable the Change if Desired	Considerations
Affidavit evidence [Section 4(28)]	Recommended	TBD		Process Change	Legal Services will work with enforcement areas to determine situations where this provision could reduce officer time in court, and balance this with the increased procedural steps to use this provision
Climate change mitigation and adaptation plans [Section 4(30)]	On Schedule	2020	<p>The Mitigation Plan (<i>Edmonton's Community Energy Transition Strategy</i>) and Adaptation Plan (<i>Climate Resilient Edmonton: Adaptation Strategy and Action Plan</i>) are complete.</p> <p>There is a need to determine the process and the timing for informing the province that these plans are published on the City's website as this communication can be done separately or together with the City Plan.</p>	Policy / Resolution	The mitigation plan and the adaptation plan have both been provided to City Council. The mitigation plan was approved in 2015. The Adaptation plan was received by Council for information in late 2018. The intent is to inform the province that both of these plans are published on the City website via a comprehensive package of approval with the municipal development plan and transportation master plan..
Default maximum speed limits [Section 6]	On Schedule	Q4 2020	On June 22, 2020, City Council passed the first reading of Charter Bylaw 19282, which under the <i>Alberta Traffic Safety Act</i> , indicates the City's wish to reduce the	Bylaw	<p>Potential benefit: may allow flexibility for Council to respond to traffic issues</p> <p>Potential risks: extensive public engagement requirements; no liability protections for varied</p>

			<p>city-wide default residential speed limit from 50 km/h to 40 km/h.</p> <p>The public will have an opportunity to comment and provide input at a Public Hearing where the applicable bylaws will be presented on November 4-5, 2020.</p>		<p>traffic rules</p>
<p>Supplementary assessments on land [Section 4(17)]</p>	<p>Initiate Planning</p>		<p>The use of this power will first require consultation both internally and externally.</p>	<p>Bylaw</p>	<p>This new revenue power will need to be weighed with other revenue powers gained through the <i>Municipal Government Act</i>. Including supplementary assessments of development land would, however, be more consistent with the City's current approach of including supplemental assessments on all other completed improvements. Consultation with the City/Developer subcommittee will be required, especially since there is a risk that this change could result in increased cost to developers. This will go with other developer-related initiatives in the Charter.</p>
<p>Building code energy excellence [Section 7(2)]</p>	<p>Initiate Planning</p>				<p>More autonomy on establishing certain building code elements will help Edmonton mitigate greenhouse gas emissions, improve energy efficiency, and transition to renewable energy consistent with the goals of Edmonton's Community Energy Transition Strategy. Having additional control of the building code can also assist the City of Edmonton implementing practices such as low-impact development to align with local issues relating to climate change.</p>

					Implementation of this change will require stakeholder consultation, and consideration needs to be given to the potential increase in construction costs.
Assessment complaint period for non-residential and residential properties with more than 3 dwelling units [Section 4(27)]	On Hold		Assessment and Taxation is currently reviewing this opportunity.	Bylaw	Branch is reviewing this provision before proceeding with next steps.
Define derelict and contaminated property [Section 4(16a) (16b)]	Future Consideration		A report on subclasses will be presented to the Executive Committee on October 16, 2020.	Bylaw	While adopting new subclasses may incentivize or penalize development/lack of development on these sites, the classes remain subject to the maximum 5:1 ratio. Sub-classing also requires clear definitions and a well laid out inspection mechanism.
Land use bylaws [Section 4(35)]	Future Consideration	Incorporated into the 2018-2021 Zoning Bylaw Renewal project		Bylaw	This change can be explored and leveraged through the Zoning Bylaw Renewal project. This will be a complex process.

## City Charter Amendment Regulation Provisions

Policy Area	Status	Target Implementation Date	Status Update	Action Required to Enable the Change if Desired	Considerations
Off-Site Levies	Delayed	Q1 2022	<p>There has been a pause on engagement due to COVID, and therefore work with industry stakeholders has been on hold since March. Work will recommence in October 2020, and an update on stakeholder engagement will be provided to the Executive Committee in December 2020.</p> <p>Intermunicipal and transportation highway connector levies are not being contemplated at this time.</p>	Bylaw	The legislation requires the municipality to consult in good faith with stakeholders in the development of the off-site levy. As such engagement is an important component of the overall process to develop the off-site levy bylaw. Administration is bringing a report to council with an update on the off site levy initiative.
Debt Limits	Initiate Planning		Administration is working towards getting the required credit rating and revising the City of Edmonton Debt Management Fiscal Policy to replace the debt limit regulation.		The City must establish a debt limit policy and debt servicing policy as existing provincial debt limits will not apply.
Inclusionary Housing	Initiate Planning		Preliminary engagement with development industry stakeholders has taken place. Administration will consider the cumulative impacts of any new development charges.	Zoning Bylaw Amendments	Stakeholder engagement will be carried out through the course of Inclusionary Housing policy development. Impacts of implementation will be considered in the context of other development charges, such as off-site levies.