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Absorbed Land - Those lands that are ready for residential, commercial or industrial development from a planning approvals perspective (i.e., lands that are "shovel-ready" where the zoning is in place and the subdivision has been registered). This includes zoned and subdivided lands that are already developed.

Active Transportation - Human powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed.

Aerotropolis - A regional economic generator concept that provides a broad base of economic benefits to all municipalities in the Region through access to the Edmonton International Airport (EIA) and interconnected with regional infrastructure and transportation systems.

Affordable Housing - Rental or owned housing that is affordable and targeted for long term occupancy costing less than 30% of before tax household income. Shelter costs include the following: for renters (rent and any payments for electricity, fuel, water and other municipal services); and for owners (mortgage payments for principal and interest, property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal services).

Age-friendly Community - An accessible and inclusive community that is designed to meet the needs of residents as they age by optimizing opportunities for health, participation and security.

Agriculture - The growing, raising, managing and/or sale of livestock (cattle, pigs, sheep, horses, game animals, poultry (hens, chickens, turkeys, chicks, game birds, other poultry), crops (hay, field crops, tree fruits or nuts, berries or grapes, vegetables, seed), foods or other agricultural products (e.g., trees, greenhouse or nursery products, mushrooms, sod, honey), horticulture and agri-food related value added enterprises including education, motivated either by profit or lifestyle.

Agricultural Impact Assessment - An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socio-economic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures for reducing any adverse impacts; considers compensation such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential development.

Agricultural Land - Land use in which agriculture is either a permitted or discretionary use under a municipal land use bylaw or Metis settlement in which the land is situated or is permitted pursuant to the Municipal Government Act (MGA); land that is subject to an approval, registration or authorization; or land described in an Alberta Land Stewardship Act (ALSA) regional plan, or in a conservation easement, conservation directive or Transfer Development Credits (TDC) scheme as those terms are defined in the ALSA, that is protected, conserved or enhanced as agricultural land or land for agricultural purposes (as defined by Government of Alberta Agricultural Operation Practices Act).

Agricultural Land, Prime - Lands that include Class 2 and 3 soils according to the Land Suitability Rating System (LSRS) used by the Government of Alberta. These lands are equivalent to Canada Land Inventory (CLI) Class 1, 2 and 3 soils. Prime agricultural lands are shown on Schedule 11. (See Land Suitability Rating System)
Agricultural Resources - The land and on farm buildings, equipment, processing and handling facilities and agricultural business activities that contribute to the production, preparation and marketing of crops, livestock and livestock products as a commercial enterprise.

Agriculture, Value-added - The addition of a process or service to an agricultural raw material being produced by the farmer (producer). This may include some form of processing (milling, drying, cleaning, sorting, slaughtering, distilling (winery), or direct marketing such as farm gate sales, farmer’s markets or direct distribution).

Airshed - A geographic area that experiences similar air quality because of emissions, topography and meteorology.

Ambient Air Quality - The quality of outdoor air existing in our surrounding environment. It is typically measured near ground level, away from direct sources of pollution.

Area Redevelopment Plan (ARP) - A statutory plan adopted by a municipality by bylaw in accordance with the MGA to provide a framework for the future redevelopment of a defined area of land.

Area Structure Plan (ASP) - A statutory plan adopted by a municipality by bylaw in accordance with the MGA to provide a framework for the subsequent subdivision and development of a defined area of land. ASPs include major area structure plans (MASPs), local area structure plans (LASPs) and Area Concept Plans (ACPs) that are adopted by bylaw in accordance with the MGA.

Aspirational Target - Member municipalities will plan to work toward achieving the target by 2044 and will demonstrate how they are working toward this target in their municipal development plans and other statutory plans. The aspi- rational target will be applied to the geographic area delineated by the member municipality.

Brownfield - Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized, vacant or abandoned. The expansion and redevelopment of brownfield sites may involve the remediation of hazardous or contaminated substances or pollutants.

Built-up Urban Area - All lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016. Built-up urban areas are shown conceptually on Schedule 2 and will be delineated in detail by member municipalities as part of the implementation of this Plan.

Centres - Areas that reflect differing roles, levels of services and ability to accommodate growth. Centres are indicated on Schedule 2 and include rural centres, sub-regional centres, urban centres, downtown Edmonton and transit-oriented development (TOD) centres.

Downtown Edmonton - The regional-scale centre of the metropolitan core and central core of the City of Edmonton, with a concentration of regionally significant amenities and services, the highest levels of residential and employment density, mixed use development, higher order transit services and active transportation options.

Rural centre - Urban area in the rural area that provides a local level of service to serve their own community, with potential to accommodate higher density mixed use development, appropriate size and scale of the community. Rural centres include the central areas of towns, villages and some growth hamlets.

Sub-regional Centre - A centre in the rural area that provides a sub-regional level of service to meet the needs of their own community and those in the wider area. Sub-regional centres have potential to accommodate higher density mixed use development, appropriate to the scale of the community. This includes Morinville, Devon and the Town of Lamont.

Transit Oriented Development Centre (TOD) - Areas around major transit stations where transit oriented development with mixed use development and/or intensive employment uses should be planned. The City of Edmonton’s TOD Guidelines for planned TOD Centres are shown in Schedule 2 with refinements based on directions emerging from the updating of the 2010 Capital Region Board Growth Plan.

Urban Centre - Central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed use development at higher intensities in the metropolitan area, and include downtowns and central areas of urban communities.

Centres Density Target - An aspirational target for people+jobs/gross hectare (gha) or dwelling units per net residential hectare (du/nrha) for TOD centres and urban centres and sub-regional centres with a population of over 5000. Centres density targets vary within the policy tiers. [See Aspirational Target, Transit-oriented Development (TOD)]

Climate Change - A long term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events.

Community Infrastructure and Services - Public facilities and services that support the needs of a municipality including but not limited to: libraries, recreation centres, police stations, social services, medical offices, parks and playgrounds.
Commuter Transit Service - Regional transit service from larger urban communities to key destinations in the metropolitan core and metropolitan area.

Compact Development or Compact Form - A land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.

Complete Community - Includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system. The elements of a complete community will vary depending on the policy tier and the size and scale of a community meaning the amount, diversity and range of affordable housing, jobs, amenities and facilities and generally increasing from the rural area, to the metropolitan area and metropolitan core.

Complete Region - The Edmonton Metropolitan Region that is made up of complete communities at varying levels of service, which together provide a diversity of jobs, housing, services, institutions and amenities to meet residents’ daily and occasional needs.

Connectivity - Having the parts or elements joined or linked together.

Conserve - As defined in the provincial Land-use Framework, 2008 (LUF), the responsible preservation, management and care of our land and of our natural and cultural resources. For the purpose of this Growth Plan, this definition shall also apply to prime agricultural lands and Natural Living System policies.

Contiguous - Being in actual contact, sharing a common border, touching or connected through an unbroken sequence. Adjacent to a built-up urban area or planned area approved for urban development through a statutory plan.

Conversion of Agricultural Land - The change from an agricultural use to a non-agricultural use (e.g., residential, commercial, industrial, infrastructure, etc.) or to non-agricultural rural uses (e.g., country residential, industrial, linear infrastructure such as roads etc.).

Conversion of Employment Lands - The change from an employment land use (industrial, commercial, office) to a non-employment use (residential etc.).

Core Housing Need - Refers to those households unable to obtain shelter that is adequate, suitable or affordable to their needs, or those who spend 30% or more of their gross income to pay the median rent of alternative acceptable local housing. Adequate housing does not require any major repairs; affordable housing costs less than 30% of total before-tax household income; and suitable housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements. A household is not in core housing need if its housing does not meet one or more of these standards, and has sufficient income to obtain alternative local housing that is acceptable (meets all these standards).

Corridor - A designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors.

Country Residential - The subdivision of rural lands to create multiple unserviced country residential lots in which households are responsible to provide their own on-site water and private sewage systems. (See Private Sewage System)

Build-out of Country Residential areas - The development of country residential lots in areas with existing municipal zoning and/or land use permissions.

Net Country Residential - The supply of country residential lots available in a municipality resulting from the addition of new country residential lots and the removal of pre-existing approved country residential lots (as a result of conversion to agricultural or other non-residential uses).

Development - Means a change of use of land or a building; the construction of a building; an extraction or stockpile; or change in intensity of use, as per the definition in the MGA.

Downtown Edmonton - See Centres.

Eco-Industrial - An industrial development designed to reduce its environmental impact. Eco-industrial approaches can include a closed loop production cycle to tackle a broad set of environmental challenges such as soil and water pollution, species preservation, energy management, resource efficiency and air quality.

Ecological Design - Any form of design that minimizes environmentally destructive impacts by integrating itself with living processes (e.g., low impact development).

Ecological Networks - A coherent system of natural and semi-natural landscape elements.

Ecosystem - A biological environment consisting of all the organisms living in a particular area, as well as all the non-living, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.
Edmonton Metropolitan Region (the Region) - means the geographic area known as the Capital Region, as defined by the CRB Regulation to include its members.

Edmonton Metropolitan Regional Structure to 2044 (Schedule 2) is a schedule in the Plan that spatially depicts and describes how land uses, transportation networks, infrastructure, open spaces and natural features are organized with related policies and implementation mechanisms. Consists of three policy tiers - metropolitan core, metropolitan area and rural area.

Energy Corridors - Identified multiple-use corridors for regional power infrastructure (electricity transmission (138kv and larger) and bulk system substations) and regional petroleum pipeline infrastructure (transmission pipelines and feeder lines) within and beyond the Region. Energy Corridors are shown on Schedule 8B.

Environmental Assets - Components of nature including air, land, water, organic and inorganic matter and living organisms, and all interacting natural systems.

Environmentally Sensitive Area (ESA) - A landscape element or area with important and/or unique environmental characteristics essential to the long term maintenance of biological diversity, soil, water or other natural processes, both within the ESA and in a regional context.

Food Security - Availability of and access to food of sufficient quantity and quality to meet the nutritional needs of a healthy and active life.

Fragmentation - The process of reducing the size and connectivity of an area.

In the context of natural living systems, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive.

In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses, and can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure.

Grandfathering - The exemption of statutory plans that were approved previous to the adoption of this Plan from the application of its guiding principles, objectives and policies. The effective date to identify statutory plans subject to grandfathering is determined by the Minister of Municipal Affairs and reflected in the Capital Region Board Regulation.

Green Building - The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building’s life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.

Greenfield Area - An area for future urban growth in an urban community located outside of the built-up urban area or previously planned areas.

Habitat - The sum of the environmental conditions in which an organism lives, or the physical and biological environment that provides essential food, water and shelter for an organism.

Hamlet - An unincorporated urban community within a municipal district or specialized municipality with: five or more dwellings (e.g., the majority on parcels less than 1,850 ft²); a generally accepted name and boundary; and parcels of land used for non-residential purposes. Hamlets are designated by municipal districts and specialized municipalities and each designation must specify the hamlet’s name and boundaries.

Higher Order Transit - Transit infrastructure and service that is high-speed, frequent, reliable and comfortable. It may include heavy rail, light rail, commuter, and express or limited bus service using dedicated corridors or lanes and other transit-preferential features.

Housing Continuum - A framework used to identify a full range of housing options required to meet the diverse housing needs of the population as a whole. It extends from subsidized and affordable non-market housing required by low-income households at one end to “pure” market housing appropriate for medium and higher income households at the other.

Impacts - Refers to a measure of the tangible and intangible effects (consequences) of one thing or entity’s action or influence upon another.

Infill - The development of vacant lots within previously developed areas. (See Redevelopment)

Inland Port - An area around the Edmonton International Airport (EIA), providing transportation, logistics, supply chain solutions to connect Alberta’s economy to global markets. (See Port Alberta)
Glossary

Intensification - Development at a higher density than currently exists in built-up urban areas, major employment areas and local employment areas through: redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings (See Infill and Redevelopment).

Intensification Areas - Lands identified by municipalities within built-up urban area to accommodate intensification. Intensification areas can include rural centres, sub-regional centres, urban centres, downtown Edmonton, the metropolitan core, TOD centres and brownfield sites. (See Intensification, Built-Up Urban Area).

Intensification Target - An aspirational target for the amount of residential growth to be achieved within a built-up urban area. Intensification targets will be measured as the percentage of new residential dwellings that are constructed within the built-up urban area of an urban community each year.

Intermunicipal Development Plan (IDP) - A statutory plan adopted by two or more municipalities by bylaw in accordance with the MGA that applies to lands of mutual interest to the participating municipalities, typically along their shared boundaries. An IDP includes: procedures to resolve or attempt to resolve conflicts between the participating municipalities; procedures to amend or repeal the IDP; and provisions relating to administration of the IDP. It may also prescribe future land use and development as well as other matters considered necessary by the municipal councils.

Land Evaluation and Site Assessment Tool - A rating system developed by the United States Department of Agriculture (USDA) for the assessment of agricultural land. This tool assists in identifying farmland for preservation by taking into account not only soil quality but other factors that affect agricultural practices such as size of parcel, current level of farm sales, soil and water conservation practices; factors measuring development pressure such as proximity of residential, commercial and industry zoning and proximity of agricultural or rural zoning and factors measuring other public values such as historic or scenic values and environmental considerations. A similar tool will be developed and customized for the Region as part of the Regional Agriculture Master Plan.

Land Need Analysis - A land use analytical process to determine the gross amount of land required to facilitate future growth based on foundational population and employment forecasts or projections and evidence-based quantitative land generator assumptions (e.g., household sizes, density and intensification multipliers, etc.).

Land Suitability Rating System (LSRS) - The Agriculture and Agri-Food Canada soil classification system that is used by the Government of Alberta to determine soil classification. The LSRS uses the same Class and Sub class designation system as the Canada Land Inventory (CLI) system, but the LSRS is slightly more specific than the CLI system with a few more factors taken into consideration for defining subclasses. The LSRS system also allows for the classification of organic soils that could not be done with the CLI system. Essentially, differences between the two systems are minor and the LSRS system can be substituted for the older CLI system without substantially changing the use implications. The classification system addresses the suitability or capability of land for sustained agricultural production but does not assess the productivity of the land. Classifications are useful for identifying factors such as topography, climate or drainage that may limit agricultural production and is not intended as a means of setting property values. Under the LSRS classification system, prime agricultural lands are Class 2 and 3 soils. These classes are equivalent to CLI Class 1, 2 and 3.

Low Impact Development (LID) - A land planning and engineering design approach for managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.

Lifeline Transportation - A transportation service that connects smaller communities to larger ones to satisfy irregular or occasional travel needs otherwise not available, for medical, shopping and recreational purposes. Lifeline transportation services may include various modes of public transportation, including community bus, large passenger van, contracted taxi services or a variety of privately provided services.

Local Employment Area - Localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or rural areas with existing resource based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand and gravel) and forestry activities, etc. Local employment areas may be located within an existing urban community, or outside of urban communities in the rural area.

Local Level of Service - A range of services that meet the daily needs of the local community and may include: local employment, convenience retail and small scale entertainment uses; some or all levels of primary and secondary education; small community centres and recreation facilities; services with potential for local or commuter transit service; limited government services; potential for small medical offices or emergency medical services; and potential for social and supportive services.

Local Employment Area - Localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or rural areas with existing resource based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand and gravel) and forestry activities, etc. Local employment areas may be located within an existing urban community, or outside of urban communities in the rural area.

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Major Employment Area - An area with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. This includes existing larger scale urban and rural industrial parks, Alberta’s Industrial Heartland, the lands around Edmonton International Airport and regional airports. Shown conceptually on Schedule 3A.

Major Transit Station - Transit station with higher order transit service.

Market Affordable Housing - Rental or ownership housing that is modest in form and specification and capable of being produced for moderate income households without upfront or ongoing direct government subsidies.

Market Housing - Housing supplied by the private market without direct government subsidies.

Metropolitan Area Tier - The area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure, shown on Schedule 2.

Metropolitan Core Tier - The contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and the highest concentration of regionally significant amenities and services including downtown Edmonton; a major employment area, shown on Schedule 2.

Metropolitan Region - An area consisting of a densely populated urban core and its less populated surrounding area, interconnected by industry, infrastructure, and housing. A Metropolitan Region generally comprises multiple jurisdictions and municipalities, and may include one or more urban areas, as well as satellite cities, towns and intervening rural areas that are socio-economically tied to the urban core, typically measured by commuting patterns.

Minimum Greenfield Density - See Greenfield Area.

Mitigation Measures - Measures to eliminate reduce or control the frequency, magnitude, severity of exposure to adverse impacts, or to minimize the potential impact of development. Mitigation for a proposed development means the elimination, reduction or control of adverse environmental impacts and agricultural impacts of new development through the use of buffering techniques. Buffering techniques are a proven tool to help mitigate and minimize conflict areas between different land uses and can be applied in a municipal statutory plan, infrastructure plan, or individual application. Examples of some buffering techniques that provide a spatial and visual barrier include: fencing (no access), landscaping, vegetated berms, Municipal Reserves (with appropriate fencing, signage and vegetative and spatial barriers), community agricultural plots, stormwater management facilities, ecological/vegetative buffers, increased setback requirements for new development that has the potential to create disturbance and adversely impact an established land use that differs from the proposed land use(s).

Mixed Use Development - Development that mixes compatible residential, commercial, institutional and recreational land uses within buildings or in close proximity in order to increase density, reduce development footprint through land use and improve public accessibility to amenities.

Multi-modal transportation - The availability or use of more than one form of transportation, such as automobiles, walking, cycling, transit, rail (commuter/freight), trucks, air and marine.

Multi-use Corridors - A dedicated land area for co-location of linear infrastructure that supports critical economic linkages and is in the public interest. May include one or more of the following: public highways and roads; electricity transmission lines; high-speed rail and rail; pipelines; water management; telecommunication towers and underground fibre-optic cables; and recreation trails.

Municipal Development Plan (MDP) - A statutory plan adopted by a municipality by bylaw in accordance with the MGA that: addresses future land use and development within the municipality; coordinates land use, growth patterns and infrastructure with adjacent municipalities (if there are no IDPs in place); and provides for transportation systems, municipal services and facilities (either generally or specifically).

Natural Living System - A system of natural features and areas, linked and connected by natural corridors that are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These areas include the North Saskatchewan River Basin, provincial parks and other areas of ecological significance.

Non-agricultural Land Uses - Land uses for other than agricultural purposes including residential, industrial, commercial, institutional and recreational uses, resource extraction (e.g., gravel pits, coal mining (surface), oil and gas), landfill sites, highways and other uses.

Non-market Housing - Housing that is funded, created and operated through direct government subsidies and includes different categories of housing based on needs of the clients. Non-market housing is further segmented into categories – Affordable Housing and Subsidized Housing (See Affordable Housing and Subsidized Housing)

Non-statutory Plan - A plan adopted by a municipality by resolution to address land use planning or master planning needs.
In the land use planning context, a non-statutory plan can include an outline plan, a conceptual scheme, a concept plan, etc.

In the master planning context, a non-statutory plan can provide a framework for the delivery of infrastructure or services (e.g., transportation master plan, parks and open space master plan, cultural master plan, etc.), or the promotion of economic development (e.g., agriculture master plan, etc.).

**Open Space** - Passive and structured leisure and recreation areas in the Region that enhance the aesthetic quality and conserve the environment. Open space includes parks, recreation and tourism attractions, and natural areas.

**Park and Ride Facility** - A facility located at the terminus of the LRT line and will intercept regional LRT customers at convenient points of access.

**Planned Area** - An area subject to a previously adopted statutory or non-statutory plan below the MDP or IDP level. This includes plans adopted before the approval of the Edmonton Metropolitan Region Growth Plan as well as those adopted before the approval of the 2010 Capital Region Board Growth Plan.

**Policy Tiers** - A planning framework to reflect, respond and plan for the diversity and different contexts within the Edmonton Metropolitan Region. It is a mechanism to tailor growth policies to respond to size and scale of communities across the Region. The policy tiers reflect different levels of service in the Region and are informed by a regional land need analysis.

**Port Alberta** - A joint venture between the Edmonton Economic Development Corporation (EEDC) and the EIA that is part of a major employment and logistics management area in the south end of the region's metropolitan area.

Port Alberta comprises a regional network of roads, rail, airports; a foreign trade zone (FTZ) and Edmonton International Trade Program; and innovation technology, professional services, and manufacturing facilities.

**Prime Agricultural Lands** - See Agricultural Lands, Prime.

**Private Sewage Systems** - On-site private systems for the management and/or treatment of wastewater as provided for in the Alberta Private Sewage Systems Standard of Practice (SOP), includes, but not limited to: holding tanks; packaged sewage treatment plants; lift stations (system internal to a building that pumps effluent to an off-site, municipal (low pressure) sewer line); treatment fields, treatment mounds, subsurface drip dispersal and irrigation, litter fermented humic (LFH) at grade treatment systems, open discharges, evaporative and storage lagoons, and privies (Note: The SOP also addresses septic tanks, sand filters, gravel filters, effluent and settling tanks, but these are components of the other listed systems, not systems in themselves). (See Country Residential)

**Protection or Protect** - To maintain the long term land use of a major employment area or maintain lands for a planned and future regional corridor.

**Recreation Corridor / Areas** - Public and private lands acquired in the public interest to conserve and protect natural features, landscapes and resources, and/or to provide passive recreation space with limited or no development (e.g., school yards, public parks, parks adjacent to water courses and/or water bodies, and recreation areas).

Recreation corridors provide for pedestrian, bicycle and light vehicle access, and are generally fall in the 250 to 400m range, depending on the adjoining development patterns.

**Regional Buffer Areas** - Land that separates significant regional uses from other land uses for the purposes of safety and risk management, compatibility or conservation, shown on Schedule 9. Regional buffer areas ensure that appropriate setbacks from significant regional land uses (e.g., EIA, Transportation and Utility Corridors, Alberta's Industrial Heartland, petrochemical clusters and major river valleys) are provided to protect these uses, and the land in proximity to them. Regional buffer areas may include, but are not limited to: recreation corridors; transitional development, agricultural land and passive open space.

**Regional Arterial Roads** - Arterial roads carry relatively high numbers of people and goods from one part of a municipality to another, or from one municipality to another within a region. Arterial roads typically do not provide direct property access, although direct property access to commercial establishments or groups of commercial establishments is common in urban areas. Arterial roads will typically connect with lower order roadways (e.g., collectors and locals) which provide direct property access. Arterial roads connect with other arterials and lower order roads by way of level intersections which are controlled by yield control, stop control or traffic signals. Spacing of intersections along arterials can vary widely, but should generally fall in the 250 to 400m range, depending on the adjoining development patterns.

**Regional Assets** - Economic drivers and wealth generators (e.g., Alberta’s Industrial Heartland (AIHA), EIA, Aerotropolis and post-secondary education institutions, and healthcare facilities).

**Regional Commuter Shed** - A defined area identified in Schedule 7 that will explicitly be subject to Part B. Regional Policies, Policy 4.4.4.d and e. The regional commuter shed boundary is defined by the highway or road identified in...
Schedule 7 plus 800 metres beyond the outermost edge of the highway or road right-of-way.

Regional Context Statement (RCS) - A written statement prepared by member municipalities identifying how their strategic level planning documents or their existing MDPs will be brought into conformance with the Plan until such time as they bring their MDP into full compliance. RCSs are to be approved by council resolution and submitted to the CRB for information.

Regional Expressways - Expressways are a form of arterial roads that are intended to operate at higher speeds than arterials with no direct property access. Expressways are typically intended to operate at speeds of 70 -100km/hr and typically intersect with other arterials in a roadway network. Intersections along expressways are typically further apart; 800 -1600metres. Intersections along expressways may be either at grade or may be grade separated. Expressways may or may not be an interim stage towards a fully free-flowing facility with no at-grade intersections. Expressways should be planned and design to respect the adjoining context in terms of access spacing, right of way, speed and design standard; expressways in urban areas should be designed to urban standards. Expressways within urban or urbanizing areas should have lower speed and closer intersection spacing than in rural areas.

Regional Food System - Consists of food production, processing, storage, transportation, buying and selling, eating, and waste management within the Region.

Regional Freeways - Freeways are a type of arterial roadway that is aimed at conveying people and goods over relatively large distances and at relatively high speeds. Freeways may extend through just a single municipality across multiple municipalities or across multiple regions and provinces. Freeways are by definition aimed at rapid and conflict-free movement of people and goods and therefore have no at-grade intersections with other crossing roadways; all intersections are grade-separated and there are no direct accesses to any adjoining lands. Speeds along freeways are typically higher than on arterial roads and fall in the 80km/hr to 110km/hr range with the higher speed range being more common and appropriate in rural environments. Interchange spacing on urban freeways should be in the 1600 to 3200 metres range with actual spacing to be determined by the needs and development patterns and intensities of the adjoining areas.

Regional Infrastructure - Infrastructure developed by one or more levels of government and/or regional service commissions to provide services to citizens and businesses, and to support the function of a regional economy. This includes transportation and energy corridors.

Regional Level of Service - Services that meet the needs of a substantial portion of the Edmonton Metropolitan Region. This includes, but not limited to: a broad base of employment in downtown Edmonton; bus, rail and commuter transit services; all types of convenience, major and specialized retail; all levels of primary, secondary education and post-secondary institutions; regional hospitals and specialized health care facilities; regional sports and entertainment facilities; recreation facilities and cultural institutions; and all government services – federal, provincial and municipal.

Regional Transportation System - A region wide group of interconnected transportation facilities consisting of corridors and rights-of-way that facilitate the movement of people, goods and services via multiple modes. This includes, but is not limited to: regional transportation roads/highways, transit facilities and services, transit stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, park and ride facilities, rest stops, and inter-modal and intermunicipal terminals.

Residential Density, Low - Consists of single-detached, semi-detached and duplex housing forms as well as manufactured homes.

Residential Density, Medium - Consists of triplex, stacked townhouses, row housing and apartments less than five storeys.

Residential Density, High - Consists of apartments greater than four storeys.

Resilience - The capacity of a system to withstand and bounce back intact from environmental or human disturbances.

Responsible Growth - Development that incorporates land uses and resources to enhance quality of life for current and future generations; and is accountable to the long term financial implications including the operation, maintenance and capital costs associated with growth; and the management of resources and agricultural land base.

Resource Extraction Areas - Areas currently used for large scale exploration, extraction, processing and reclamation of natural resources, with existing uses shown on Schedule 3C.

Rural - An area with a lower concentration and dispersed of settlement pattern compared to urban areas. Rural areas typically include farms, natural areas, rural residential uses (e.g., acreages, country residential subdivisions and lakeshore residential subdivisions), resource extraction areas, recreation areas, and rural industrial developments (including agri-business).

Rural Area Tier - Lands outside of the metropolitan area within the wider Edmonton Metropolitan Region, consisting of rural working landscapes with agricultural lands, major employment areas and local employment areas, natural living systems; recreation areas and resource extraction areas, counties, towns, villages incorporated hamlets and country
residential development with some local levels of service and community amenities, shown on Schedule 2.

**Rural Centre** - See Centres.

**Social Housing** - Primarily rental housing that requires ongoing operating subsidies to make it affordable to households with incomes that are generally between 65–80% of the median renter income for their household size.

**Special Study Area** - An area identified to address intermunicipal or regional growth issues that may require special policy consideration within the Plan to support the vision, guiding principles and objectives and will be addressed in accordance with the process outlined in Part C. Section 5.2.4.2 of the Plan.

**Specialized Transportation** - Public transit and other transportation service for people with mobility challenges. Specialized transit may include various modes of public transportation, including, but not limited to: community bus; large passenger van; and contracted taxi services that are specially equipped to accommodate mobility-challenged individuals typically restricted to travel in a wheelchair.

**Statutory Plan** - A plan adopted by a municipality by bylaw in accordance with the MGA including IDPs, MDPs, ASPs and ARPs.

**Sub-Area Structure Plan** - An area structure plan or area development plan that is subordinate to another higher order area structure plan (ASP) or area redevelopment plan (ARP). Municipalities use various terms to describe plans that are approved using the area structure plan and area development plan provisions of the MGA, such as area concept plans, neighborhood structure plans, local area structure plans, etc. Higher order ASPs cover larger areas, set principles and development objectives for the plan area, and include an overall development concept. Sub-Area Structure Plans are typically proposed at the neighborhood level and contain levels of detail that are less conceptual than higher order ASPs.

**Sub-regional -** An area larger than one community in which urban and rural communities share common infrastructure, regional assets and services, and have the potential to leverage related economic areas and link proximate areas to accommodate people and job growth.

**Sub-regional Centre** - See Centres.

**Sub-regional Services** - May include: broad base of employment; local and commuter transit service; convenience and major retail and entertainment uses; all levels of primary and secondary education; social and supportive services to support non-market housing; major community centres and recreation facilities; some government services; and hospitals or community health centres.

**Subsidized Housing** - Housing where direct subsidies are provided, enabling rents to be established on a rent-geared-to-income basis so that the housing is affordable for a range of low-income and/or special needs households.

**Transit Corridors** - Existing or planned dedicated right of way for transit vehicles (buses or trains) or a right of way for a multitude of modes. Existing and planned transit corridors would accommodate bus service and/or rail transit.

**Transit Oriented Development (TOD)** - Compact mixed use development that has high levels of employment and/or residential densities to support higher order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.

**Transit Oriented Development Centre (TOD Centre)** - See Centres.

**Unabsorbed Land** - Lands that are planned for future residential, commercial or industrial development per approved statutory plans or non-statutory land use plans, but are not yet through the final two prerequisite planning approvals before becoming “shovel-ready” (i.e., zoning is not yet in place, subdivision has not yet been registered, or both).

**Urban** - Areas where there is a concentration of people and buildings, such as cities, towns and villages as well as unincorporated urban communities such as urban services areas (e.g., Sherwood Park) or hamlets (e.g., Cardiff, New Sarepta).

**Urban Centre** - See Centres.

**Urban Community** - An urban municipality (village, town or city), or existing unincorporated urban community within rural and specialized municipalities (e.g., urban service area, hamlet, etc.). This does not include neighbourhoods, areas or districts within larger communities.

**Value-added agriculture** - See agriculture, value-added

**Watershed** - An area of land, bounded by topographic features, that drains into a shared destination such as a river, stream, lake, pond or ocean. The size of a watershed can be tiny or immense and its boundaries and velocity of flow are determined by land forms such as hills, slopes and mountain ranges that direct water. Within each large watershed, there are many smaller watersheds. For example, a small creek that flows into the Sturgeon River has its own watershed, but is also part of the larger Sturgeon River watershed, which is part of the much larger North Saskatchewan River Watershed (NSWA 2006).

**Wetlands** - Land saturated with water long enough to promote formation of water altered soils, growth of water
tolerant vegetation and various kinds of biological activity that are adapted to the wet environment. Wetlands are highly diverse, productive ecosystems that provide a host of ecological services and form an integral component of Alberta’s diverse landscapes.