AGENDA PACKAGE PART 1:

Part 1 contains materials requiring Decisions:

a. Agenda
b. Item 4 Minutes from October 2\textsuperscript{nd}, 2015
c. Item 8 a. 2014-2044 Revised Employment Report
d. Item 10 Metropolitan Structure (3 Maps)*
e. Item 12 Briefing Note: Policy Objectives and Policy Directions*
f. Item 12 a. Working Glossary*

*Note: When you are reviewing the Policy Objectives and Policy Directions it’s helpful to have a copy of the Work Glossary and the Metropolitan Structure Maps available. You will also find additional supporting materials related to the Metropolitan Structure(Slides 14-23) in the PowerPoint deck in Part 3 and the Policy Objectives and Policy Directions (Slides 25-90)
Growth Plan Update Task Force

Agenda

Friday December 11, 2015
8:30 a.m. – 4:00 p.m.
La Cite Francophone – Hall Jean-Louis Dentinger
8627 rue-Marie-Gaboury (91 Street), Edmonton

Meeting Objective:
To obtain Task Force feedback and support for the refined Metropolitan Structure, and initial draft Policy Objectives and Policy Directions to inform the development of Growth Plan 2.0 update.

Agenda Items

1. Call to Order – Mayor Roxanne Carr, Chair
2. Chair Opening Remarks
3. Approval of Agenda – Mayor Roxanne Carr, Chair
4. Approval of Minutes of October 2, 2015 – Mayor Roxanne Carr, Chair
5. CAO Consultation Review
   5a. Review of CAO Consultation Feedback/Input – Hassan Shaheen

   **Recommended Motion:** That the Growth Plan Update Task Force accept the CAO Consultation input as information to further inform the Growth Plan 2.0 update.

6. CRB Committee Consultation – Sharon Shuya
   6a. Land Use and Planning Committee
   6b. Housing Committee
   6c. Transit Committee
   6d. Governance Priorities and Finance Committee

   **Recommended Motion:** That the Growth Plan Update Task Force accept the CRB Committee Consultation input as information to further inform the Growth Plan 2.0 update.
7. **Carry Over Items from October 2, 2015 Task Force Meeting** – Hassan Shaheen

   7a. **Naming of Transportation & Transit Policy Area – Consultant Recommendation**

   **Recommended Motion:** That the Growth Plan Update Task Force accept the Consultant's recommendation to change the names of the Transportation Policy area to Transportation Choices and to remove the word 'choices' from the Communities & Housing policy area to avoid overuse of the word 'choice'.

8. **Supporting Analysis (handout provided at meeting)** – Hassan Shaheen/Darren Young

   8a. Revised 2014-2044 Regional Employment Analysis
   8b. 2014 Baseline Land Need Analysis

   **Recommended Motion:** That the Growth Plan Update Task Force approve the methodology for revising the 2014-2044 Regional Employment forecast for the purpose of updating the Growth Plan.

   **Recommended Motion:** That the Growth Plan Update Task Force accept the Baseline Land Need Analysis as information.

9. **Coffee Break (10:15-10:30 a.m.)**

10. **Metropolitan Structure** – Melanie Hare

11. **Lunch Break (12:00-12:45 p.m.)**

12. **Policy Objectives & Policy Directions** – Melanie Hare/Barry Huybens

   12a. Integration of Land Use and Infrastructure
   12b. Community & Housing
   12c. Agriculture
   12d. Transportation Choice

   **Recommended Motion:** That the Growth Plan Update Task Force support the initial draft Policy Objectives and Policy Directions for Integration of Land Use & Infrastructure, Communities & Housing, Agriculture and Transportation Choice as the basis for developing policies for the Growth Plan update 2.0.

   **Recommended Motion:** That the Growth Plan Update Task Force supports the refined Metropolitan Structure approach as the basis for developing policies for the Growth Plan 2.0 update.
13. **Next Steps** – Sharon Shuya

13a. Provincial Engagement – Cross Ministerial Committee
13b. Initial draft Table of Contents for GPU 2.0

14. **Adjournment**

**Next Meeting Date:**
February 11, 2015
Chateau Louis Conference Centre
Following the Board Meeting
12:00 noon – 4:30 p.m.

*A copy of the accompanying PowerPoint presentation is included at the end of the agenda package.*
Growth Plan Update Task Force

Friday, October 2, 2015
9:00 a.m. – 4:00 p.m.
Nisku Recreation Centre – Banquet Room
606 – 18 Avenue, Nisku

Members:
Roxanne Carr, Strathcona County (Chair)
Lisa Holmes, Town of Morinville (Vice Chair)
Don Iveson, City of Edmonton
Stew Hennig, City of Fort Saskatchewan (alternate)
Cathy Heron, City of St. Albert
John Schonewille, Leduc County
Ralph van Assen, Village of Warburg

Provincial Liaison:
Victoria Brown

Regional Technical Advisors:
David Hales
Greg Hofmann
Clayton Kittlitz
Peter Ohm

Strategic Advisor:
Barry Huybens

Consultants:
Melanie Hare, Urban Strategies
Hassan Shaheen, ISL Engineering & Land Services

Regrets:
Peter Vana, Regional Technical Advisor

CRB Staff:
Malcolm Bruce, CEO
Sharon Shuya, Project Manager
Neal Sarnecki, Project Manager
Stephanie Chai, Project Manager
Brandt Denham, GIS Coordinator
Lisa Saskiw, Administrative Assistant

Guests:
Nolan Crouse, Board Chair
Grant Bain, Leduc County
Laura Bruno, UDI-Edmonton Region
Lindsey Butterfield, City of Edmonton
Gibby Davis, City of Edmonton
Linton Delaine, Strathcona County
Paresh Dhariya, Town of Devon
Cathy Ducharme, Strathcona County
Jordan Evans, Leduc County
Susan Evans, Sturgeon County
Ed Gibbons, City of Edmonton
Connie Gourley, ISL
Ryan Hall, Strathcona County
Jacquie Hansen, City of Edmonton
Michelle Hay, City of Leduc
Debra Irving, City of Spruce Grove
Michael Klasson, Sturgeon County
Cory Labrecque, City of Leduc
Jeff Laurien, Government of Alberta
Marnie Lee, Strathcona County
Lori Lumsden, Town of Redwater
Craig Mahovsky, Sturgeon County
Eleanor Mohammed, Town of Beaumont
Bonnie Riddell, Strathcona County
Rod Shaigec, Parkland Country
Adryan Slaght, City of St. Albert
Collin Steffes, Sturgeon County
Ken Voitt, City of Leduc
Patty Walker, City of Fort Saskatchewan
Michael Walters, City of Edmonton
Matthew Wispinski, City of Edmonton
1. **Call to Order**

Chair, Mayor Roxanne Carr called the meeting to order at 9:10 a.m.

2. **Chair’s Opening Remarks**

3. **Approval of Agenda**

   **Motion:** That the Growth Plan Update Task Force agenda of October 2, 2015 be approved.
   **Moved by:** Mayor Lisa Holmes, *Town of Morinville*
   **Decision:** Carried unanimously

4. **Approval of Minutes, August 27, 2015**

   **Motion:** That the Growth Plan Update Task Force minutes of August 27, 2015 be approved.
   **Moved by:** Councillor Cathy Heron, *City of St. Albert*
   **Decision:** Carried unanimously

   Mayor Iveson arrived at 9:15 a.m.
   Victoria Brown arrived at 9:33 a.m.

5. **External Stakeholder Consultant Review**

   a. **Review of Stakeholder Input**

      **Motion:** That the Growth Plan Update Task Force accept the External Stakeholder input as information to further inform the Growth Plan 2.0 update.
      **Moved by:** Councillor Stew Henning, *City of Fort Saskatchewan*
      **Decision:** Carried unanimously

   b. **Transit and Mobility Policy Area**

      **Motion:** That the Growth Plan Update Task Force direct the consultants to review the naming of the Transportation & Mobility policy area and bring back a recommendation that encompasses the context of a broad range of mobility options.
      **Moved by:** Mayor Don Iveson, *City of Edmonton*
      **Decision:** Carried unanimously

   Mayor Carr relinquished the Chair to Consultant Barry Huybens in order to lead the Task Force through the next agenda item.


   a. **What responsibilities go along with responsible growth?**
   b. **Ag Policies...what needs to be considered?**
   c. **Communities and Housing – Core Housing Need...how to address in Plan update?**
7. **Coffee Break**

Facilitator Barry Huybens relinquished the Chair back to Mayor Carr following discussion.

8. **Lunch Break**

Mayor Carr relinquished the Chair to facilitator Barry Huybens in order to continue to lead the Task Force through the agenda item.

Facilitator Barry Huybens relinquished the Chair back to Mayor Carr following discussion.

9. **Planning Approach – Tiers and Metropolitan Structure Discussion**

   **Motion:** That the Growth Plan Update Task Force support the Metropolitan Structure approach as the basis for developing policies for the Growth Plan 2.0 update.

   **Moved by:** Councillor John Schonewille, Leduc County

   **Decision:** Carried unanimously

10. **Next Steps**

11. **Adjournment**

   It was agreed by unanimous consensus that the Growth Plan Update Task Force meeting be adjourned.

   Meeting adjourned at 3:20 p.m.

   **Next Meeting:** December 11, 8:30 a.m. – 3:30 p.m., La Cite Francophone, Hall Jean-Louis Dentinger

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Task Force Chair, Roxanne Carr
Edmonton Capital Region
2014 Employment

DRAFT

October 2015
Background

To inform the analysis of major employment areas in the Edmonton Capital Region, the base year information has been updated to include the most recent available data from Federal and Municipal Census results. In addition, the employment projections for the Capital Region have been harmonized with the labour force consistent with the population projections for the region.

In 2014, the Edmonton Capital Region is estimated to total 725,545 jobs. This 2014 employment estimate, prepared by Applications Management Consulting, adds 100,745 jobs to the CRB 2014 figure of 624,800. This adjustment results from a determination of the labour force that is implied by the working age population in the CRB approved population for 2014, and assumptions regarding labour force participation and unemployment rate as applicable in 2014.

- The total labour force estimated for 2014 from the approved CRB 2014 population figure is 768,477. This figure is based upon the following:
  - The CRB approved 2014 population figure for the Capital Region is 1,254,500
  - The implied labour force for this population is estimated at approximately 768,477 people. Assuming a labour force participation rate of 73% and an unemployment rate of approximately 5.5%, the total number of employed workers in 2014 would be 725,545.

The adjusted total employment figure of 725,545 for the Capital Region in 2014 aligns with Statistics Canada labour force survey estimates the 2014 employment reported for the Edmonton CMA of 749,000. While the boundary for the Edmonton CMA is not exactly the same as the Edmonton Capital Region, the two geographies are similar.

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1 CRB Population and Employment Projections, 2014-2044 (with population adjustments to reflect 2014 municipal census results). This is an update to the Capital Region Population and Employment Projections prepared by Stokes Economic Consulting in September 2013.

2 Participation rate and unemployment rate for 2014 Edmonton CMA based on Statistics Canada, CANSIM, table 282-0135.

Employment Breakdown by Municipality

The 2014 adjusted total employment for the Edmonton Capital Region has been disaggregated by municipality. As part of this update, recent analysis and studies on employment in the region have been taken into consideration. This includes the following:

- In late 2013, Applications Management Consulting prepared an updated 35 year population and employment projection for the City of Edmonton. This analysis was prepared to align with the Capital Region Board High Scenario population and employment projections. The employment projections were modified to be internally consistent with population using a similar methodology as described above.

- In 2014, as part of the Alberta Transportation Regional Transportation Model, Applications Management Consulting generated various growth scenarios for Strathcona County. These included growth options in Bremnar and Colchester. The base year for the analysis was 2014 and as part of this work, Applications prepared an estimate of the 2014 employment in Strathcona County.

- Early 2015 Leduc County engaged Applications Management Consulting to assist in development of the Leduc Growth Management Strategy. As part of this work, a baseline assessment of employment in the County was undertaken. This included a review of the recent Edmonton International Airport Economic Impact Study. Employment at the airport includes jobs related to airline, aviation operations, ground transportation, aviation support, cargo, food and beverage, inspection and policing services, car rental and parking, non aviation services, accommodation and retail. In addition, recent information on the number of businesses and employees in the Nisku Industrial Park and Leduc Industrial Park was reviewed and incorporated in the 2014 employment estimate for Leduc County.

- Parkland County recently conducted an Employment and Industrial Land Strategy that reported an estimated 11,700 jobs in 2014 in the County.

- A review of the Sturgeon County 2011 estimate of employment from Statistics Canada National Household Survey reports the estimated employment to be 7,180. Based on this estimate for 2011, the employment has been advanced to 2014 using the 2014 population estimate for Sturgeon County, and a similar employment/population ratio as in 2011. In 2014 it is estimated the employment for Sturgeon County is 7,555.

The above provide context for recent employment information and studies that have occurred in the region that help to inform the 2014 employment estimate for municipalities across the Capital Region. Figure 1 below presents the CRB approved 2014 employment in comparison to the adjusted 2014 employment by municipality.

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7 CRB Population and Employment Projections, 2014-2044 (with population adjustments to reflect 2014 municipal census results). This is an update to the Capital Region Population and Employment Projections prepared by Stokes Economic Consulting in September 2013.
### Figure 1: Employment by Municipality

<table>
<thead>
<tr>
<th>Municipality</th>
<th>2014 CRB Employment</th>
<th>2014 Employment Update</th>
<th>Difference</th>
<th>2044 Employment Update</th>
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<tr>
<td>Beaumont</td>
<td>2,300</td>
<td>2,474</td>
<td>174</td>
<td>8,022</td>
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<tr>
<td>Bon Accord</td>
<td>200</td>
<td>200</td>
<td>0</td>
<td>412</td>
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<tr>
<td>Bruderheim</td>
<td>300</td>
<td>300</td>
<td>0</td>
<td>551</td>
</tr>
<tr>
<td>Calmar</td>
<td>400</td>
<td>508</td>
<td>108</td>
<td>802</td>
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<tr>
<td>City of Leduc</td>
<td>11,700</td>
<td>16,230</td>
<td>4,530</td>
<td>23,985</td>
</tr>
<tr>
<td>County of Parkland</td>
<td>10,600</td>
<td>11,700</td>
<td>1,100</td>
<td>20,550</td>
</tr>
<tr>
<td>Devon</td>
<td>1,800</td>
<td>1,930</td>
<td>130</td>
<td>3,310</td>
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<tr>
<td>Edmonton</td>
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<td>564,098</td>
<td>79,198</td>
<td>909,065</td>
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<td>Fort Saskatchewan</td>
<td>7,800</td>
<td>12,341</td>
<td>4,541</td>
<td>21,275</td>
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<tr>
<td>Gibbons</td>
<td>500</td>
<td>651</td>
<td>151</td>
<td>1,135</td>
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<tr>
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<tr>
<td>Spruce Grove</td>
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<td>2,448</td>
<td>19,043</td>
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<td>Sturgeon County</td>
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<td>Warburg</td>
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<td>654</td>
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<tr>
<td></td>
<td>624,800</td>
<td>725,545</td>
<td>100,745</td>
<td>1,197,345</td>
</tr>
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</table>
Acreage Lot – A small lot created through the subdivision of an un-subdivided quarter section within the rural context for the purpose of rural residential use. Often two acreage lots are permitted per quarter section in County land use bylaws.

Affordable Housing – Rental or ownership housing that is affordable and targeted for long-term occupancy to households with household costs 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 (principal and interest), property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal service.

Agricultural Impact Statement – Analysis of the potential effects on agricultural lands and activities when a project involves acquiring and converting agricultural lands to non-agricultural uses (e.g., residential, commercial, industrial and infrastructure in the urban context and country residential and rural industrial in the rural context).

Agricultural Land Conversion – The loss of agricultural land to urban uses (e.g., residential, commercial, industrial, infrastructure, etc.) or to non-agricultural rural uses (e.g., country residential, rural industrial, etc.).

Agricultural Land Fragmentation – The loss and/or reduction of contiguous areas of agricultural land interspersed with land parcels for urban uses (e.g., residential, industrial, commercial, infrastructure, etc.) and non-agricultural land parcels for rural uses (e.g., country residential, rural industrial, etc.). Fragmentation comprises a two-fold process: (a) the loss of contiguous land for agricultural production making it less desirable for farmers who are seeking to farm large contiguous parcels of land; and (b) the creation of small parcels and/or odd-shaped parcels that are difficult to utilize large equipment (ability to turn or in some cases even access the property in question).

Agricultural Resources – The land and on-farm buildings, equipment, processing and handling facilities and agri-business activities that contribute to the production, preparation and marketing of crops, livestock and livestock products as a commercial enterprise.

Agriculture – Pertains to the production of food and fibre as well as related services including education, motivated by either profit or lifestyle.

Area Redevelopment Plan (ARP) – A type of statutory plan adopted by a municipal council by bylaw that provides a framework for the future redevelopment of a defined area in
accordance with Section 634 of the MGA.

**Area Structure Plan (ASP)** – A type of statutory plan adopted by a municipal council by bylaw that provides a framework for future subdivision and development of a defined area in accordance with Section 633 of the MGA. ASPs are typically adopted to guide future subdivision and development in greenfield areas.

**Biodiversity** – The assortment of life on Earth – the variety of genetic material in all living things, the variety of species on Earth and the different kinds of living communities and the environments in which they occur.

**Brownfield** – Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized or vacant.

**Built-Up Urban Area** – All lands located within the limits of the developed urban area within plans of subdivision that were registered prior to 2015.

**Canada Land Inventory (CLI) Soil Class Rating System** – Provides an indication of the agricultural capability of land. The classes indicate the degree of limitation imposed by the soil in its use for mechanized agriculture. The CLI class for each parcel of land is determined by the dominant CLI class for the parcel, usually a quarter-section of land. Soil classes range from 1 to 7, with Class 1 soils having no significant limitations and Class 7 having the most severe limitations in terms of its capacity for arable culture or permanent pasture. Other classes include Class 8 (unclassified soils) and Class O (organic soils).

**CLI Class 1 Soils** – Soils in this class have no significant limitations in use for crops. The soils are deep, are well to imperfectly drained, hold moisture well with plant nutrients. They can be managed and cropped without difficulty. Under good management they are moderately high to high in productivity for a wide range of field crops.

**CLI Soil Class 2 Soils** – Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices. The soils are deep and hold moisture well. The limitations are moderated and the soils can be managed and cropped with little difficulty. Under good management the soils are moderately high to high for productivity from a fairly wide range of crops.

**CLI Class 3 Soils** – Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices. The limitations are more severe than for class 2 soils. They affect one or more of the following practices: timing and ease of tillage, planting and harvesting, choice of crops, and methods of conservation. Under good management they are fair to moderately high in productivity for a fair range of crops.

**Centres** – Areas where significant levels of growth and intensification should be focused to optimize infrastructure and cluster services and amenities.

**Commuter Bus** – Regional transit service from larger urban communities to key destinations in the Metropolitan Core and Metropolitan Area.
Compact Development – A land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), proximity to transit, and reduced need for infrastructure. Compact development can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Community – Complete communities meet people’s needs for daily living at all ages and provide convenient access to a mix of jobs, local services, a full range of housing, community infrastructure and multi-modal transportation choices, appropriate to the size and scale of the community.

Community Infrastructure and Services – Public facilities and services that support the needs of the community including libraries, recreation centres, police stations, social services, medical offices, parks and playgrounds.

Connectivity – Having the parts or elements joined or linked together

Conservation – See Preservation.

Core Housing Need – Refers to households that are unable to afford shelter that meets adequacy, suitability or affordability needs and it spends 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable. Core Housing Need meets all three housing standards: Adequate housing are reported by their residents as not requiring any major repairs; Affordable dwellings 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 meets all of the adequacy, suitability and affordability standards; or of its housing does not meet one or more of these standards, but it has sufficient income to obtain alternative local housing that is acceptable (meets all these standards).

Corridor – A passageway or route such as a major arterial roads, transit corridor for moving people and goods, pipeline, utility power transmission corridors, regional water and waste corridors and recreation corridors.

Country Residential, Estate – Fully serviced multi-parcel subdivisions designed to accommodate higher density country residential development though smaller lot sizes. Like traditional country residential subdivisions, estate country residential subdivisions often feature limited public open spaces in accordance with the municipal and environmental reserve dedication requirements of the MGA, while offering lot sizes similar to those within cluster country residential subdivisions. Estate country residential subdivisions are compatible with, and transitional land uses between, traditional country residential and urban residential developments.

Country Residential, Serviced Existing/Planned Multi-Lot – Rural land that has been subdivided to create multiple residential lots that are connected to municipal or communal services, and designed to group or “cluster” the residential uses together on smaller lots by applying conservation design principles in order to maximize the retention of open space. (Formerly Country Residential, Cluster)
Country Residential, Unserviced Existing/Planned Multi-Lot Residential – The subdivision of rural lands that creates multiple residential lots that are serviced with wells or cisterns and septic systems or by connection to communal water and sanitary services. *(formerly Country Residential, Traditional)*

Cumulative Effects Management Approach – Consideration of the outcomes for an area considering the environmental, economic and social effects and implementing tools with plans to ensure that these effects are balanced, considering the combined effects of past, present and foreseeable activities.

Downtown Edmonton – Central core of the City of Edmonton. It is home to principal business, employment, cultural and entertainment for the Capital Region with concentration of regional services and amenities.

Employment Area, Major – Area designated for significant concentrations of business and economic activities with regional significance.

Employment Area, Minor – Area designated for some business and economic activities that are of local significance, contributing to a complete community concept for smaller communities (e.g., Entwistle Industrial Park in the Hamlet of Entwistle), rather than being of regional significance (e.g., Acheson).

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

Fragmentation of Land – The division of land through the subdivision process resulting in a lack of interconnection between land uses.

Green Infrastructure – The ecological processes, both natural and engineered, that provide economic and environmental benefits in urban and rural areas.

Greenfield Area - Future – Area for growth that is located outside of existing built-up or previously planned areas through the conversion of growth that has not been previously developed, or has been developed for low intensity uses such as agriculture, to more intense forms of development

Greenfield Density Target – Residential density target that applies to greenfield areas.

Greyfield – Developed properties that are not contaminated. They usually include underutilized or vacant former commercial properties.

Growth – Increase in population and jobs over time relative to current population and jobs. Growth can be accommodated through the conversion of rural lands to urban, or within the existing built-up area through redevelopment and intensification.

Growth Concept – Overall strategy and depiction of how the Capital Region can manage and optimize growth.
**Growth Hamlet** – A hamlet located in the Rural Area Tier that is anticipated to capture some growth based on approved municipal development plan policy, infrastructure and servicing capacity, proximity to employment areas, their role as service centres to surrounding rural areas, adopted area structure plans, etc. Growth hamlets include: New Sarepta in Leduc County; Entwistle in Parkland County; Ardrossan, Josephburg and South Cooking Lake in Strathcona County; and Cardiff and Vêlèneve in Sturgeon County.

**Intensification** – The development within the existing built-up area at a higher density than currently exists through: redevelopment; the development of vacant and/or underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings.

**Intensification Areas** – Lands identified by municipalities or the CRB with an urban area that are to be the focus for accommodating intensification. Intensification areas include **Rural Centres**, **Urban Centres**, **the Downtown Edmonton**, **TOD Centres**, **Local Centres** and other major opportunities that may include infill, **redevelopment**, **brownfield sites**, the expansion or conversion of existing buildings and **greyfields**.

**Intensification Target** – An intensification target is the amount of growth to be achieved within the Built-Up Urban Area.

**Interface Zones** – Areas where significant development is not expected but where, given the proximity to urban development, pressures on existing rural landscapes, agricultural lands and natural systems need to be addressed with clear policies and strategies. Some of these pressures may include conversion of these lands into non-agricultural land uses (e.g., country residential and rural industrial subdivisions) or premature extension of the urban development footprint onto these lands.

**Intermunicipal Development Plan** – A type of statutory plan adopted by two or more municipal councils by bylaw in accordance with Section 631 of the MGA that applies to lands that are of mutual interest to the participating municipalities, typically along their shared boundaries. An intermunicipal development plan (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.

**Lakeshore Residential** – Residential or resort subdivisions of small parcels along lakeshores typically developed with vacation homes or moved in dwellings where residents are typically seasonal and maintain a permanent home elsewhere.

**Land Evaluation and Site Assessment (LESA)** – A rating system developed by the United States Department of Agriculture (USDA) for the assessment of agricultural land. LESA assists in identifying farmland for protection by taking into account not only soil quality but other factors that affect agricultural practices. LESA combines soil quality factors with other factors that affect the suitability of the site for continued agricultural use. LESA comprises the following four components:
1. LE (Land Evaluation): soil-based factors (such as CLI ratings).
2. SA-1 (Site Assessment): other agricultural factors such as size of parcel; current level of farm sales; soil and water conservation practices.
3. SA-2 (Site Assessment): factors measuring development pressure such as proximity of residential, commercial and industry zoning; proximity of agricultural or rural zoning.
4. SA-3 (Site Assessment): factors measuring other public values such as historic or scenic values; environmental considerations.

**Lifeline Transit** – Transit connection to smaller communities capturing off-peak medical, shopping and recreation trips that link smaller communities to nearby large centres.

**Local Centres** – An area identified by a municipality for some higher density development at a lower scale than Urban Centres.

**Local Level of Service** – Provides services to meet the daily needs of the local community. Includes: local employment; specialized local transit; convenience retail and small scale entertainment uses; some levels of primary education; small community centres and limited recreation facilities; limited government services; and potential for small medical offices.

**Market Affordable Housing** – Rental or ownership housing that is modest in form and specification and is capable of being produced for moderate income households without upfront or on-going direct government subsidies (e.g. through regulatory relaxations, efficient design, tax incentives, etc.).

**Market Housing** – Housing that is supplied by the private market without direct government subsidies.

**Metropolitan Area Tier** – The area with a densely populated urban core, satellite cities/towns and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure.

**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.

**Metropolitan Structure** – A detailed illustration depicting how land uses, transportation networks, infrastructure, open spaces and natural features are organized with related policies and implementation mechanisms.

**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 intensification of 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.
Municipal Development Plan – A type of statutory plan adopted by a municipal council by bylaw in accordance with Section 632 of 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). A municipal development plan (MDP) is a mandatory statutory plan for municipalities with a population of 3,500 or more.

Natural Living Systems – A system made 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 (including flora and fauna), and ecosystems.

Near-Urban Lands – Agricultural or rural lands on the periphery of the boundaries of urban municipalities (cities, towns and villages) and unincorporated urban communities (urban service areas and hamlets) in the Capital Region.

Non-Market Housing – Housing that is operated and funded or created through direct government subsidies and includes different categories of housing based on the associated services needed by the clients.

Outline Plans – A non-statutory plan adopted by municipal council, typically by resolution, that provides a framework for future subdivision and development of a defined area. An outline plan often implements a statutory plan by providing specific content and detail to guide the subdivision and development approval processes.

Preservation (or Conservation) – To protect; to save from harm.

Prime Agricultural Lands – Lands that include specialty crop lands and/or Canada Land Inventory (CLI) Class 1, 2 and 3 soils, all of which have little if any limitations for cropping activities. There are seven soil classes of land, prime as per our understanding (and definition) refers to the top three classes. Class 3 soils should be included since it is land that can be cropped as well as serve as a base to produce hay and/or serve as pasture for livestock operations (e.g., cattle, horses, sheep, goats, and other grazing animals).

Rapid Transit – Transit that provides frequency of service including heavy rail, light rail and commuter bus including buses in dedicated lanes.

Regional – Impacts more than one jurisdiction within the Capital Region.

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 (e.g., post-secondary institutions, hospitals, bridges, highways, major interchanges, light rail transit, regional water/wastewater systems, power transmission systems, etc.).

Regional Level of Service – Provides services to meet the needs of the entire Capital Region. Includes: a broad base of employment including regional central business district; bus, rail and commuter transit service; all types of convenience, major and specialized retail; all levels of primary and secondary education and post-secondary institutions; regional sports and entertainment facilities, recreation facilities and cultural institutions; all government...
services – federal, provincial and municipal; and regional hospitals and specialized health care facilities.

**Regional Transportation Corridor** – A thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people across a significant portion of the region. A transportation corridor includes any or all of the following: highways and major arterial roads for moving people and goods; rail lines for moving people and goods; and transit routes including buses and light rail for moving people; cycle lanes and sidewalks for accommodating cyclists and pedestrians.

**Regional Transportation Network** – A region-wide collection 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 regional transportation roadways/highways, transit facilities and services, transit stations, cycle lanes, bus lanes, high-occupancy vehicle lanes, rail facilities, park and ride lots, rest stops, inter-modal and intermunicipal terminals.

**Residential Density, High** – Apartments greater than four storeys.

**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 low-rise apartments no greater than four storeys.

**Resilient Community** – A community that has the ability to anticipate, absorb, accommodate or recover from the effects of a hazardous event in a timely and efficient manner.

**Rural** – Areas where there is a lower concentration of people and buildings 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 activities, and rural industrial developments.

**Rural Area Tier** – The wider Capital Region consisting of rural working landscapes with agricultural lands, natural areas and resource extraction areas that are supported by small urban communities (e.g., towns, villages and hamlets).

**Rural Centre** – Designated urban areas intended to accommodate some mixed use development at higher intensities within the Rural Area Tier, including the downtowns and central areas of towns and villages within the Rural Tier.

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

**Specialized Transit** – Transit for people with mobility challenges
Sub-Regional – An area at a scale larger than one community, within which urban and rural communities share common infrastructure, regional assets and services, have the potential to leverage related economic areas and link proximate areas to accommodate both people and job growth.

Sub-Regional Centre – A centre that provides a sub-regional level of service to serve the immediate community and the wider sub-regional area.

Sub-Regional Level of Service – Provides services to meet the needs of the immediate community and wider sub-regional area. Includes: 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.

Supportive Housing – Housing that accommodates many types of households with varying needs such as seniors, people with disabilities, etc.

Sustainability – Relates to understanding the interconnections and continuity of economic, environmental and social aspects of human society and the non-human environment.

Sustainable Community – A community that manages its resources in such a way that it meets its current needs while ensuring adequate resources are available for future generations.

Sustainable Development – Development that meets the needs of the present without compromising the ability of future generations to meet their needs.

Systems Approach – An approach to integration that recognizes the interdependence and interaction of parts of a system. It views the systems in a holistic manner.

Tiered Planning Framework – A framework to reflect, respond and plan for the diversity and different contexts within a region. It is a mechanism to introduce tailored policies to respond to different urban and rural contexts.

Transit Corridors – Transit corridors with existing and planned rapid transit including LRT/BRT or regional commuter bus service.

Transit-Oriented Development (TOD) – Compact mixed use development that has high levels of employment and/or residential densities to support frequent 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, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.

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, etc.).
Urban Centre – Designated areas to concentrate mixed use development at higher intensities in urban communities within the Metropolitan Area Tier.

Urban Community – An urban municipality or an unincorporated urban community.

Urban Community, Incorporated – See Urban Municipality.

Urban Community, Unincorporated – An urban service area (i.e., Sherwood Park) or hamlet (e.g., Cardiff, New Sarepta, etc.) recognized by Alberta Municipal Affairs that is under the jurisdiction of a specialized municipality (i.e., Strathcona County) or a municipal district (i.e., Lamont County, Leduc County, Parkland County and Sturgeon County) within the Capital Region.

Urban Municipality (or Urban Community, Incorporated) – A municipality within Alberta that is incorporated as either a city, town, village or summer village. Note that although there are summer villages within the Capital Region, no summer villages are member municipalities of the CRB.

Value-added Agricultural Industry – As defined by Agriculture Canada, a project that can clearly demonstrate it adds value to a primary agricultural product and includes agricultural product manufacturing, food-processing activities, and non-food-processing activities. Activities related to an agricultural value-added enterprise can take place on or off the farm. Examples include, but are not limited to: separating, grading, cleaning, and packaging produce; making jam from berries; converting milk into cheese to sell in roadside stores; adding a canning or pickling operation to a farm business; and activities such as producing fibre-board from hemp or straw. Agri-tourism, organic farming, storage, distribution, and transportation are not considered to be agricultural value-added activities.

Value-added Agriculture – 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).

Watershed – An area that is drained by a river and its tributaries.

Wetlands – Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants.
Drafting Policy Approach and Policy Objectives

The Phase 1A Growth Plan Review project identified a number of policy gaps in the existing 2010 Growth Plan. One of the primary Phase 1A recommendations was to address key gaps in the existing Growth Plan, including affordable housing, economic competitiveness, water and air quality, agricultural lands and implementation mechanisms; emphasize the integration of land use, transportation and infrastructure planning as a fundamental growth management principle.

The draft policy objectives and initial policy directions respond to these recommendations, and provide a new integrated regional direction to plan and manage growth in the Capital Region.

As part of the third stage of the Growth Plan Update – Policy Development, the project team has drafted *initial policy objectives* and *initial policy directions* for each of the policy areas.

- This material builds on the related *Growth Plan principles and regional issues* identified by the Task Force, CAOs and regional stakeholders over the summer of 2015.
- This material is based on the *tiered planning approach* and *initial regional metropolitan structure mapping*, indicated on the attached map.
- The initial policy directions will provide a *foundation to draft Growth Plan policies* to achieve the approved principles.
- This material has been presented to the municipal CAOs on November 6th and revised with redlines to reflect their input.

During the Task Force meeting, we will be discussing specific questions following a brief presentation on each Policy Area.

**Discussion Questions** are indicated in this Briefing Note.

**NOTE:** In the Powerpoint slide deck under Agenda Item 12 you will find additional material to support some of the policy tools and planning concepts identified in this Briefing Note.

*The Metropolitain Structure Map* plus *the Working Glossary* are important reference materials to support the policy objectives and policy directions.
### Reading the Policy Objectives

Shaded blue text indicates text endorsed by the Task Force at the August 27, 2015 meeting.

**Policy Objective:** initial Policy Objective related to the Principle and Policy Area

**Initial Policy Direction:** Provides a summary of the policy topic and initial policy direction for further consideration

**Cross-Reference to Existing Policies**

- *(New)* – indicates a *new* policy direction that is *not included* in the 2010 Growth Plan.
- *(Existing - Revised)* indicates the cross-reference to the related policy in the 2010 Growth Plan.

**Planning Tiers**

- Where there is a *explicit reference to a policy tier*, the policy direction applies only to that tier.
- When there is *no explicit reference to a policy tier*, the policy direction applies to all three tiers (Rural Tier, Metropolitan Area, and Metropolitan Core).

*Redlined text* indicates text that has been revised to address comments from the CAOs.
Policy Area: Integration of Land Use and Infrastructure

Related Schedule – Metropolitan Structure

**Principle:** Achieve compact growth that optimizes infrastructure investment. We will make the most efficient use of our infrastructure investments by prioritizing growth where infrastructure exists and optimizing use of new and planned infrastructure.

**What are we trying to achieve?**

1. A clear definition of where, how and under what conditions to grow over the next 30 years to guide both residential and job growth
2. Logical, efficient and financially sustainable regional growth patterns
3. Contiguous and compact development and redevelopment patterns to minimize the development footprint, and optimize existing and new infrastructure
4. An excellent quality of life within the region, with access to amenities and services
5. Coordination and logical phasing of regionally significant infrastructure planning and investment
6. A growth strategy to minimize the cumulative impacts on the environment and reduce greenhouse gas emissions

**What are the priority issues the Growth Plan Update needs to address?**

1. Establish a development pattern that is compact and contiguous by defining criteria for urban and rural growth.
2. Identify mixed-use and higher density centres and areas to concentrate people and jobs
3. Promote the use of under-utilized infrastructure through redevelopment and intensification of existing built-up areas
4. Prioritize investment and funding of regional infrastructure to support planned growth
5. Identify mechanisms for integrating and coordinating growth and infrastructure plans at the municipal and regional levels, including a regional evaluation framework to:
   a. Approve statutory plans and outline plans; and
   b. Harmonize regionally significant infrastructure plans
6. Harmonize regionally significant infrastructure policies and standards across the region
Policy Objective #1: Establish a compact and contiguous development pattern to accommodate employment and population growth to 2044

Initial Policy Directions

1.1 (New) Definition and Overview of Growth. Accommodate population and employment growth by:

- intensifying existing built-up urban areas including infill and redevelopment in the central areas of existing communities, transit-serviced areas, brownfield sites and existing employment areas;
- building compact and contiguous developments in greenfield areas; and
- permitting growth of country residential development through infill and intensification of existing country residential areas and cluster country residential areas.

In the Rural Area, population and employment growth will be accommodated by:

- directing new growth to future greenfield areas and the existing urban built-up areas within towns, villages and hamlets to optimize existing servicing capacity and transportation connections;
- permitting growth of country residential development to infill and intensification of existing country residential areas and cluster country residential areas; and
- focusing employment growth in the Industrial Heartland, agricultural sector, recreation areas, resource extraction and processing, and in rural industrial areas to support rural job growth and economic development.

In the Metropolitan Area, population and employment growth will be accommodated by:

- directing intensification in the built-up areas of existing urban communities;
- planning for and building future compact greenfield areas with a diverse and compatible mix of land uses including a range and mix of housing and employment types;
- planning for and building transit-oriented communities with higher densities in existing or planned transit serviced areas with active transportation opportunities; and
- focusing employment growth in economic clusters in identified employment areas.

In the Metropolitan Core, population and employment growth will be accommodated by:

- directing intensification in the built-up area of the Core;
- planning and building transit-oriented communities within the Core with the highest level of density in the region in areas with existing and planned LRT service;
- developing Downtown Edmonton as a regional downtown with a mix of uses and activities with high-density residential development and major office, commercial and civic employment; and
- focusing employment growth in economic clusters in identified employment areas including major office within the Downtown Edmonton and the expansion of government, health, and education sectors in the Metropolitan Core.
1.2 (New) Compact Growth Pattern - Identify, plan and phase growth based on a responsible and compact growth pattern to accommodate the population and employment forecasts to 2044. Identify new urban land (future greenfield areas) to accommodate population and employment growth to 2044 in the Rural Area and Metropolitan Area.

1.3 (Existing - Revised II.B) Employment Areas - Plan, protect and preserve major employment areas for current and future employment uses, and promote the growth of employment nodes in proximity to where people live to reduce commute times.

1.4 (Existing – Addendum No. 1- Compatibility) Transition of Land Uses – Require a transition of land uses for heavy industry, airports and energy corridors, and protect existing and future land uses from incompatible uses through appropriate transitions of land uses.

1.5  (New) Monitoring and Reporting - CRB and member municipalities will monitor and report on municipal population and employment growth, and the proportion of growth accommodated through intensification of the Built-Up Area and for planned and as-build densities of future greenfield areas.

Policy Objective #2: Promote growth within existing built-up areas to optimize existing infrastructure and minimize the development footprint with intensification and density targets ranging for each tier

Initial Policy Directions

2.1 (New) Intensification of the Built-Up Urban Area - Plan for and encourage intensification within defined Built-Up Urban Areas to optimize and enhance the use of existing infrastructure and align transit service and growth.

2.2 (Revised – III. D. iii) Intensification Areas - Develop and implement local growth strategies and policies for intensification within municipal development plans and other statutory plans and guidelines that will:
   - identify, plan and protect for existing, planned and future infrastructure to support intensification;
   - identify intensification areas to support the achievement of an intensification target, recognizing Rural Centres, Urban Centres and TOD Centres and brownfield areas as the key focal areas for intensification and that Downtown Edmonton will have the highest level of intensification, density and mix of uses in the region; and
   - Prepare policies to identify and support the appropriate type and scale of development.

2.3 Intensification – Land Use and Built Form Direction - Intensification within the Built-Up Urban Area will be planned, designated and developed to:
   - provide a mix of land uses in a compact form, including a mix of residential and employment uses;
support the renewal and reinvestment of existing urban communities to create complete communities;
• enhance active transportation and local and regional transit connectivity; and
• provide higher density housing and affordable housing options in transit-serviced areas and in proximity to employment areas.

2.4 (New) Intensification Target - Introduce an intensification target that requires a percentage of growth to be accommodated in the Built-Up Urban Area; targets will range for the Rural Area, Metropolitan Area and Metropolitan Core.

2.5 (New) Infrastructure to Support Intensification – Prioritize the planning and development of infrastructure in municipalities that meet the intensification target and prioritize growth within the existing Built Up Urban Area.

Policy Objective #3: Plan and develop future greenfield areas in an orderly and phased manner that contributes to the creation of complete communities and transit-supportive development patterns

3.1 (New) Future Greenfield Areas – Land Use and Development Form - Designate, plan and develop future greenfield areas in a phased and orderly manner that:
• provides a mix of land use in a compact form, including a mix of residential and employment uses to support the creation of complete communities;
• incorporates an interconnected street network, compact urban form and open space network to support active transportation and transit viability; and
• provides for a mix of housing forms and affordable housing options in areas close to existing and planned employment areas with opportunities for transportation and multimodal connections.

3.2 (New) Future Greenfield Areas – Location Criteria – Designate future greenfield areas in local municipal development plans in locations that:
• are part of an existing urban community, or contiguous to an existing urban development approved in a municipal development plan;
• are adjacent to existing or planned infrastructure or supports the logical and orderly extension of infrastructure;
• have long-term municipal water and wastewater servicing capacity to accommodate the planned development;
• in the Metropolitan Area, the member municipality must demonstrate that there is no reasonable alternative to avoid Class 1, 2 and 3 Prime Agricultural Lands.
• in the Rural Area, if future greenfield areas are located within an urban municipality, the member municipality must demonstrate that there is no reasonable alternative to avoid future development of the Class 1, 2 and 3 Prime Agricultural Lands;
• in the Rural Area, future greenfield areas will not be permitted on Class 1, 2 and 3 Prime Agricultural Lands located outside of an urban municipality;
3.3 (New) Planning and Developing Future Greenfield Areas – Density Targets - Ensure future greenfield areas are planned and developed in compact and contiguous manner that meets a minimum greenfield density target, ranging for the Metropolitan Area and Rural Area, for a defined planning horizon.

3.4 (New) Phasing Growth - Establish and implement phasing strategies to ensure the orderly and contiguous progression of development of future greenfield areas. Phase the development of future greenfield areas to ensure that prime agricultural lands remain in operation for as long as possible, growth is feasible, and are coordinated and aligned with regional infrastructure.

Policy Objective #4: Identify mixed-use and higher density centres as areas to concentrate people and jobs with density ranging for each tier

Initial Policy Directions

4.1 (New) Centres in each Tier - Identify and plan for a range of centres including Rural Centres in the Rural Area, Urban Centres in the Metropolitan Area and Downtown Edmonton in the Metropolitan Core as locations to concentrate mixed-use and higher density development, focus investment in infrastructure and public services, and encourage a range of amenities and employment opportunities; Introduce people and job targets ranging for each tier.

4.2 (Existing - Revised – II. B, C) TOD Centres - Identify, plan and develop TOD Centres in the Metropolitan Area and Metropolitan Core to concentrate higher density development in locations that align with existing and planned regional transit service. Introduce people and job targets for TOD Centres, ranging for the Metropolitan Area and Metropolitan Core.

Discussion Questions:
- Do you agree with the identified the Urban Centres, Downtown Edmonton, Rural Centres and TOD Centres in the Metropolitan Structure? Are there any gaps?
- Should we use targets as a mechanism to encourage growth in these areas?
- Is a population + jobs target for Downtown Edmonton, Urban Centres and TOD Centres required to encourage the employment component of complete communities?

Policy Objective #5: Accommodate rural growth in appropriate locations and with a sustainable level of servicing

Initial Policy Directions

5.1 (New) Growth Hamlets - In the Rural Area, identify and plan for growth hamlets with infrastructure and servicing capacity as locations to focus growth and accommodate the population and employment forecasts to 2044.

5.2 (Existing – Revised III. E. i) Serviced Existing/Planned Multi-Lot Country Residential (formerly Cluster Country Residential) – Allow infill/further subdivision of Serviced
Existing Multi-Lot Country Residential in identified locations. No new or expanded areas for Serviced Existing/Planned Multi-Lot Country Residential will be allowed.

5.3 (Existing – Revised October 2009 Addendum 2.5 v.) – Unserviced Existing/Planned Multi-Lot Country Residential – No new or expanded areas for Unserviced Existing/Planned Multi-Lot Country Residential (locations that are not designated or zoned for country residential) be allowed. Allow infill/further subdivision of Unserviced Existing/Planned Multi-Lot Country Residential subject to the following criteria:
- As infill development, meaning the use of land with country residential designation, or the re-subdivision of existing CR lots;
- In existing fragmented areas;
- On lower class soils (C.L.I. Soil Class 4 or higher); and
- Where a biophysical assessment is performed and appropriate measures are taken to protect the ecological value of the area.

Policy Objective #6: Prioritize investment and funding of regional infrastructure to support planned growth

Initial Policy Directions

6.1 (Existing - Revised – II A iv) Regional Infrastructure Priorities - Identify priorities for regional infrastructure through regional level plans, such as the IRTMP and other CRB approved plans to target and focus public investments in support of population and employment growth in the region.

6.2 (Existing V A ii) Infrastructure Corridors - Identify and protect lands and corridors for infrastructure, transportation, utility and energy corridors identified in CRB approved regional plans.

6.3 (Existing – Revised V. A i) – Regional Advocacy - Work with other orders of government and member municipalities and regional authorities to ensure the long-term and wise use of land and infrastructure, and identify lands for and plan regional infrastructure, transportation utility and energy corridors.

Discussion Questions

- Do you agree with the initial draft Policy Objectives and Policy Directions?
- What concerns do you have or areas for clarification?
Policy Area: Communities & Housing

Principle: Recognize and celebrate the diversity of communities and promote an excellent quality of life across the region. In planning for growth, we will recognize and respond to the different contexts and scales of communities and provide a variety of housing choice with easy access to transportation, employment, parks and open spaces, and community and cultural amenities.

What are we trying to achieve?

1. Complete communities to meet people’s needs for daily living at all ages and provide convenient access to a mix of jobs, local services, community infrastructure and multi-modal transportation choices, appropriate to the scale of the community
2. Sustainable and resilient communities across the region
3. A region of inclusive communities that is supportive of seniors and vulnerable members of the population
4. A diversity of affordable housing options to meet evolving regional demographics and needs to accommodate the projected growth to 2044
5. Housing options in proximity to services, employment and transit serviced areas, with multi-modal mobility choices to major employment areas
6. Promotion of social and supportive housing to address core housing needs across the Region
7. Influence other orders of government to provide social and supportive housing through successful regional advocacy

What are the priority issues the Growth Plan Update needs to address?

1. Plan communities to respond to changing demographics over the next 30 years
2. Provide a range of housing options throughout the region in a form appropriate to the scale and context of each community
3. Provide social and supportive housing (where appropriate) to address core housing need across the region, with provincial support and funding
4. Recognize the distinct character of each community in the region while promoting diversity of amenities, services and housing within all communities
5. Encourage transit-supported higher density residential growth through the renewal and intensification of existing communities and development of compact greenfield neighbourhoods
6. Address implications of rural residential and country residential development and the level of service required to support the residential forms in a metropolitan area context
Policy Objective #1: Accommodate new growth in existing communities to foster and strengthen complete communities

Initial Policy Directions

The policies in this section are designed to promote complete communities, which meet people’s needs for living at all ages and provide convenient access to a mix of jobs, local services, a full range of housing, community infrastructure and multi-modal transportation choices. They recognize that there is a spectrum of completeness across the tiers. In the Rural Area, the elements of a complete community might be distributed throughout a sub-region rather than concentrated in a single community; in the Metropolitan Area, the elements of a complete community might be provided throughout a municipality; and in the Metropolitan Core, the elements of a complete community might all be available within a single neighbourhood.

1.1 (New) New Communities – Accommodate growth in existing communities of cities, towns, villages and hamlets.

1.2 (New) Focus Growth Within Centres with an Appropriate Level of Service – Develop centres within each tier to provide a level of service appropriate to their role within the Capital Region as follows:

a. Plan Rural Centres to deliver a local level of service consisting of:
   • local employment;
   • lifeline transportation services;
   • convenience retail and small scale entertainment uses;
   • some levels of primary education;
   • small community centres and limited recreation facilities;
   • limited government services; and
   • potential for small medical offices.

b. Building upon the components of a local level of service, plan Urban Centres and Rural Centres that have been identified as Sub-regional Centres to deliver a sub-regional level of service consisting of:
   • broad base of service, office, government and institutional employment;
   • local and commuter transit service;
   • convenience and major retail and entertainment uses;
   • all levels of primary and secondary education and potential for satellite campuses of post-secondary institutions;
   • social and supportive services to support non-market housing;
   • major community centres and recreation facilities;
   • some government services; and
   • hospitals or community health centres.
c. **Building upon the components of a sub-regional level of service**, recognize **Downtown Edmonton** as the primary centre within the Capital Region, delivering the highest level of regional service consisting of:

- broad base of employment including the regionally significant central business district;
- bus, rail and commuter transit service;
- all types of convenience, major and specialized retail and regional entertainment uses;
- all levels of primary and secondary education and post-secondary institutions;
- regional sports and entertainment facilities, recreation facilities and cultural institutions;
- provincial legislature and all levels government services – federal, provincial and municipal; and
- regional hospitals and specialized health care facilities such as the Cross Cancer Institute, Mazankowski Alberta Heart Institute and Stollery Children’s Hospital

1.3 *(Existing – Revised – II. D. iii)* **Complete Communities in Future Greenfield Areas** – Develop future greenfield areas as complete communities that:

- are accessible and age-friendly;
- are compact, mixed-use;
- support transit, cycling and walking;
- provide a diversity of housing options in terms of density and built form;
- incorporate an interconnected street network and urban form to support active transportation and transit viability;
- provide high quality parks, trails and open spaces; and
- integrate local services and amenities with residential development, within buildings/and or within a five minute walk.

**Policy Objective #2: Provide a range of housing options throughout the region**

**Initial Policy Directions**

2.1 *(Existing – Revised – III. D. i)* **Housing Diversity** – Provide a diversity of types, forms and tenures of housing to support a variety of lifestyle options, and meet the needs of all residents and the evolving demographics in the region, including vulnerable members of the population.

2.2 *(New)* **Housing Supply** – Increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density and by encouraging private developers to supply affordable housing including market rental housing.
2.3 (New) Centres – Direct the greatest density and diversity of housing in terms of tenure, affordability and form, including townhomes and low, mid and high-rise buildings to centres within each tier at a scale appropriate to the community.

Policy Objective #3: Provide affordable housing to address core housing need across the region

Affordable housing includes market affordable housing and non-market social and supportive housing. For reference: Housing affordability can be described using a housing continuum which ranges from subsidized housing to “pure” market housing.

Initial Policy Directions

3.1 (Existing – Revised Housing Plan Table 8 #2) – Housing Needs Assessments and Capital Region Housing Plan – Continue to support the sub-regions in the development and implementation of sub-regional Housing Needs Assessments to identify current and future housing needs (Non market and Market affordable) and provide input to the development of a rolling ten-year Capital Region Housing Plan.

3.2 (Existing – Revised Housing Plan Principle #2) – Affordable Housing Funding – Work with the other orders of government, and private sector and not-for-profit organizations to advocate for the regional housing priorities and the resources to meet the needs of sub-regions as identified in the sub-regional Housing Needs Assessments.

3.3 (Existing – Revised Housing Plan) - Location of Non-Market and Market-Affordable Housing – Plan for market and non-market housing throughout the region based on sub-regional housing needs, prioritizing locations such as Rural Centres, Urban Centres and Downtown Edmonton.
3.4 (New) – Non-Market Housing and Social and Supportive Services in Downtown Edmonton and the Metropolitan Core – Recognize and support Downtown Edmonton and the Metropolitan Core’s distinct role as the primary location for non-market housing in the region and the tier with the highest concentration of social and supportive services.

3.5 (New) Encouraging Market Affordable Housing – Encourage the provision of market affordable housing by the private sector through the review and updating of municipal policies, bylaws and standards with consideration to the following:
- secondary suites policies
- streamlined and prioritized approvals processes
- density bonusing provisions
- alternative infrastructure and development standards; and
- flexibility in zoning and inclusionary zoning.[confirm with MGA]

3.6 (New) Monitoring and Reporting and Advocacy - CRB and member municipalities will monitor and report on progress towards meeting sub-regional housing need; and advocate on behalf of the region and work with the Province, federal government, and other authorities to provide funding for affordable housing to address core housing need.

Discussion Questions:
- Do you agree with the initial draft Policy Objectives and Policy Directions?
- What concerns do you have or areas for clarification?
- Do the policy directions provide appropriate direction to achieve a mix of housing types in the region?
Policy Area: Agriculture

Principle: Ensure the wise management of prime agricultural resources. In the context of metropolitan growth, we will ensure the wise management of agricultural resources to continue a thriving agricultural sector.

What are we trying to achieve?

1. A clear definition of where and how communities grow in a way that protects and conserves prime agricultural lands and limits the consumption of prime agricultural lands for urban growth
2. Direction on where and when agricultural lands can develop for non-agricultural uses and rural residential development
3. A strategy to minimize fragmentation and conversion of prime agricultural lands and conflicts between adjacent non-agricultural and agricultural uses
4. Growth and diversity in the region’s agricultural sector
5. Plan and coordinate infrastructure to support and enhance the agricultural sector
6. Partnerships with the Province and other key stakeholders for the wise management of agricultural lands

What are the priority issues the Growth Plan Update needs to address?

1. Sustain prime agricultural lands at the regional level
2. Promote growth of the region’s agricultural sector, including food production and processing, as a key regional economic driver
3. Plan and coordinate infrastructure to support and enhance the agricultural sector
4. Manage near neighbour impacts on agriculture operations
5. Address pressures for non-agricultural development in rural areas on prime agricultural lands [e.g., new agricultural acreage, multi-lot country cluster residential, rural residential, all types of industrial] and fragmentation of agricultural lands
6. Define mechanisms, in partnership with the Province of Alberta, to wisely manage agricultural lands
Policy Objective #1: Ensure a supply of prime agricultural lands is identified and preserved in the region to support a diverse range of economic and social activities over time as the region grows, and to provide a local source of food security for future generations

Initial Policy Directions

1.1 (New) Capital Region Land Evaluation and Site Assessment Tool - Develop and implement a Capital Region Land Evaluation and Site Assessment (LESA) program to identify priority prime agricultural lands for preservation in the Metropolitan Area and Rural Area Planning Tiers. Until the LESA is completed use C.L.I. Soil Classes 1, 2 and 3 as the basis for identifying prime agricultural lands for preservation.

1.2 (New) Preservation of Prime Agricultural Lands - Coordinate and collaborate to align municipal statutory and outline plans and intermunicipal plans with the Growth Plan to preserve priority prime agricultural lands identified in the region and to grow the agricultural sector.

Policy Objective #2: Plan and coordinate use of agriculture supportive land use planning tools and agricultural land conservation tools

Initial Policy Directions

2.1 (New) Regional Agriculture Master Plan - Prepare a Capital Region Agriculture Master Plan to provide a framework for protecting and maintaining the region’s prime agricultural land base, growing and diversifying the agri-economy, and guiding agriculture supportive infrastructure investment. The Regional Agriculture Master Plan will:

- provide a region-wide profile of agriculture in the Capital Region utilizing data from federal and provincial government sources, Agriculture Master Plans completed by member municipalities, and key agriculture stakeholders;
- identify new agriculture opportunities by tier in the region to focus economic development activities and support diversification of the agriculture sector;
- plan, and identify future infrastructure needs to support a growing agricultural industry including supplies, equipment, services, processing, and distribution;
- provide further policy direction on how priority prime agricultural lands should be addressed in the Rural Area and Metropolitan Area tiers;
- provide specific policy direction on urban agriculture regarding opportunities to allow for specific and limited livestock to be raised subject to public nuisance and safety requirements, and community gardens on Municipal Reserve lands in urban areas across the region;
- identify implementation mechanisms to ensure municipal statutory plans and outline plans, and zoning conforms to the Regional Agriculture Master Plan including policies to designate priority prime agricultural lands to be preserved;
- provide direction on areas of large agricultural holdings to be maintained in the region.
• identify regional infrastructure to support the growth of and investment in the agricultural sector in the region; and
• provide a Terms of Reference for an Agriculture Impact Assessment which will serve as basis for determining the impacts of growth on/conversion of the region’s agricultural land base, agricultural production capacity and agri-economy.

2.2 (New) Agriculture Impact Assessment - In the Rural Area and Metropolitan Area, require an Agriculture Impact Assessment for regional infrastructure projects and member municipalities statutory plans and outline plans to determine the impacts of growth on/conversion of the region’s agricultural land base, agricultural production capacity and agri-economy prior to any change in land use designation or zoning to other and uses.

2.3 (New) Conservation Easements - In the Rural Area and Metropolitan Area, promote Conservation Easements to preserve special agricultural areas with unique value to the region.

2.4 (New) Regional Advocacy – Engage with the agricultural industry sector and other key stakeholders to advocate to and gain Provincial support for enacting legislation to protect prime agricultural lands as a unique and finite resource that supports a diverse range of economic and social activities associated with agriculture and rural communities, and establish a range of legal mechanisms to enable preservation and a clear transition between urban and rural lands to minimize land use conflicts.

Policy Objective #3: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses

Initial Policy Directions

3.1 (New) Fragmentation and Conversion of Prime Agricultural Lands – Rural Area – In the Rural Area, fragmentation and conversion of prime agricultural lands for non-agricultural uses outside the boundaries of urban municipalities and hamlets will not be allowed except where the need can be demonstrated for development related to resource extraction and major employment areas identified in this Growth Plan.

3.2 (New) Fragmentation and Conversion of Prime Agricultural Lands – Metropolitan Area - In the Metropolitan Area, fragmentation and premature conversion of prime agricultural lands for urban uses will not be allowed unless the development meets the following criteria:

• lands are contiguous with the existing developed urban area;
• lands are required to meet population and employment forecasts to 2044;
• lands proposed for conversion are included in a municipal statutory plan or outline plan that is in accordance with the density and intensification targets of this Growth Plan;
• lands proposed for conversion comply with the Regional Agriculture Master Plan; and
• mitigative measures are implemented to protect adjacent agricultural lands and operations from near neighbor impacts.
3.3 (New) Monitoring and Reporting – CRB will monitor and report annually on the fragmentation and conversion of prime agricultural lands for non-agricultural uses in the Rural Area and Metropolitan Area by compiling and analyzing digital data from member municipalities on prime agricultural land conversion to other uses.

**Discussion Questions:**
- Are the criteria in Policy directions 3.2 with respect to fragmentation and conversion of Prime Agricultural Lands in the Rural Area and Metropolitan Area appropriate? Are there other factors that should be considered?

**Policy Objective #4: Promote efficient agriculture production and plan infrastructure to support the agricultural sector**

**Initial Policy Directions**

4.1 (New) Large Contiguous Agricultural Areas - Identify, plan and maintain large contiguous agricultural areas in the Rural Area to enable efficient agricultural production and support the agricultural sector in the region.

4.2 (New) Lot Creation – Lot creation on prime agricultural land in Rural Areas is permitted where the severed and retained lots are intended for agricultural uses and provided the minimum lot size is 160 acres.

4.3 (New) Infrastructure to Support Agriculture - Plan and coordinate with the Province, member municipalities and industry stakeholders to provide supportive infrastructure to attract new agricultural opportunities within each tier, grow and diversify the agriculture sector in the region.

**Discussion Questions:**
- Should a minimum farm size parcel be considered as a mechanism to restrict fragmentation?

**Policy Objective #5: Diversify and grow the agri-economy**

**Initial Policy Directions**

5.1 (New) Regional Economic Development Strategy for Agriculture - Pursue an economic development strategy for the agriculture sector in the region that:
- encourages diversification and investment in the agriculture sector including food production and processing including urban agriculture activities, equine operations, livestock operations, commercial agricultural activities, agri-tourism and bio-energy industrial activities, market development and supportive infrastructure programs;
- promotes and supports urban agriculture opportunities for specific and limited livestock subject to public nuisance and safety requirements;
- supports local food production for specialized operations such as market gardens, greenhouses and nurseries; and
supports small livestock operations.

Discussion Questions:

- Do you agree with the initial draft Policy Objectives and Policy Directions?
- What concerns do you have or areas for clarification?
The following policy area was not presented to the CAOs.

**Policy Area: Transportation Choice**

**Principle: Ensure Effective Regional Mobility.** Recognizing the link between efficient movement of people and goods and regional prosperity, we will work towards an integrated multi-modal regional transportation system.

**What are we trying to achieve?**

1. An efficient, cost-effective and integrated regional transportation network to support growth and connect the region
2. Coordinatation of land use and transportation networks to support the efficient movement of people, goods and services through the region and beyond
3. A mode shift towards transit, active transportation and shared auto use at levels that recognize the urban and rural contexts within the region

**What are the priority issues the Growth Plan Update needs to address?**

1. Encourage a mode shift to transit, high-occupancy vehicles and active transportation networks appropriate to the scale of the community or area within the metro area.
2. Coordinate land use and transportation to support the efficient and safe movement of people, goods and services.
3. Develop and maintain municipal and inter-municipal transit systems to create an integrated and seamless inter-municipal transit network
4. Establish transit funding priorities and a long-term investment strategy with regional and provincial alignment
5. Explore long-term potential for regional commuter rail service
Policy Objective #1: Encourage a mode shift to transit, high-occupancy vehicles and active transportation modes appropriate to the scale of the community.

Initial Policy Directions

1.1 (Revised – IV B. iii and iv) Alternatives to Single-Occupant Private Automobile Transportation – Develop and maintain local and regional transit or high-occupancy vehicle facilities and services that provide the region’s citizens with competitive alternatives to single-occupant private automobile transportation within their municipality, to neighbouring municipalities and key regional assets, during peak travel periods. This includes:

- within the Metropolitan Core, provision of high-order transit such as LRT, Commuter Rail, Bus Rapid Transit, Express Bus Service; this should be provided at the highest level of service in the region, coupled with supportive highest density mixed use development around LRT stations. In areas within the Core that are not served by LRT, bus-based transit service should offer similar levels of service (in terms of frequency and service reliability);
- within the Metropolitan Area, provision of high-order transit such as LRT, Commuter Rail, Bus Rapid Transit, Express Bus Service;
- enhancement of the speed and reliability of local and regional transit services;
- within the Metropolitan Core and Metropolitan Area, provision of dedicated bus lanes and/ or other transit priority measures such as bus on shoulder operation, transit queue jumps and advance signal pre-emption schemes to isolate transit vehicle from prevailing congestion; and
- work with the provincial government to ensure that provincial investment in provincial highways within the metro region are aligned with and supportive of the regional mode shift goals and strategies by including transit preferential features.

1.2 (New) Land Use and Transportation Decisions – Pursue land use and transportation decisions that gradually diminish exclusive reliance on private autos for mobility and access. This includes:

- a greater proportion of higher density residential, commercial development;
- a higher mix of mixed use development in close proximity to transit corridors;
- strategies that designate parking as more of a shared resource;
- separation of housing costs from parking costs; and
- pursuit of retail development models that are less car-oriented.

1.3 (New) Active Transportation Facilities - Develop context appropriate active transportation facilities to offer travelers safe, non-motorized travel choices to their destinations.
1.4 (New) Regional Transportation Network – Plan, develop and maintain a regional transportation network to encourage a mode shift away from private automobile transportation, including the following actions:

- build and maintain transit facilities to connect regional citizens with major job destinations, major post-secondary education sites, major health centres and major cultural and entertainment venues as well as the Edmonton International Airport;
- integrate transit facilities and services with other modes including walking cycling and driving;
- ensure improved accessibility of the transit system throughout its service area;
- provide “life-line services” to selected outlying Rural communities to connect citizens with services and amenities that are not locally available;
- consider alternative regional transit governance structures to improve region-wide efficiency and remove barriers to the use of regional transit services;
- harmonize a regional fare system;
- develop a regional transit information system; and
- incent in regional branding and marketing to promote transit and active transportation.

Policy Objective #2: Develop and maintain a network of regionally significant roadways that enables the movement and accessibility of people and goods to, from and within the region.

Initial Policy Directions

2.1 (New) Regional Roadway Network Classification - Define a regional roadway network and related classification system consisting of arterials, expressways and freeways (i.e. fig 2 from IRTMP)

2.2 (New) Regional Roadway Network - Accessibility - Develop and maintain a regional roadway network to provide a level of vehicular mobility and accessibility that, in its implementation, aligns with the policy directions of the Growth Plan.

2.3 (New) Regional Roadway - Goods Movement – Identify a regional network of goods movement routes and over-dimensional load routes to serve regional goods movement needs and that is well integrated with land use sites that require good truck accessibility.

2.4 (New) Regional Transportation System – Traffic Congestion - Manage and moderate the effects growing traffic congestion in the transportation system through multiple strategies that include:
selective and targeted system upgrades;
consider congestion-pricing measures within the Metropolitan Area to incentivize different transportation choices;
mitigation of safety hot-spots;
consider and support car-sharing schemes;
adoption of traffic management and intelligent transportation measures; and
provision of transit or active mode alternatives, where appropriate.

Policy Objective #3: Coordinate and integrate land use and transportation facilities and service to support the efficient and safe movement of people, goods and services.

Initial Policy Directions

3.1 (New) Coordinate and Integrate Land Development - Coordinate and integrate land development and transportation infrastructure delivery by:

- actively managing the type and location of land uses with transportation infrastructure to optimize efficiency, convenience and safety of movement of people and goods; and
- actively managing the type, scale and locations of land use types so as to maximize the desired transportation policy outcomes.

Policy Objective #4: Develop a long-term transportation investment strategy and shorter-term implementation priorities in coordination with provincial and federal partners.

4.1 (New) Transportation Strategy and Plan - Continue to develop and update a region-wide transportation strategy and plan,

- periodically update the region’s transportation capital priorities as input to municipal, provincial and federal capital plans; (i.e. the report approved by the Board and sent to province for input to their 3-year capital plan); and
- incorporate planned transportation system improvements into proponents’ submissions to the Regional Evaluation Framework (REF) process to ensure that land development/growth proposals are adequately supported by the appropriate transportation infrastructure.
Policy Objective: 5: Support Edmonton International Airport (YEG) as northern Alberta’s primary air gateway to the world

5.1 (New) Higher Transit Service to the Edmonton International Airport - Provide effective, fast and reliable high order transit service to the Edmonton International Airport.

5.2 (New) Roadway Access to Edmonton International Airport - Ensure an effective network of roadway access routes to the Edmonton International Airport that includes built-in redundancy and alternatives to QE2 Highway

5.3 (New) Airport Access Routes - Ensure that airport access routes include transit preferential features to isolate bus-based transit services from road congestion.

5.4 (New) Aircraft Vacinity Planning Area Regulation (AVPA) - Ensure regional land use plans are compliant with Airport Vacinity Protection Area Regulation (AVPA)(AR 55/2006).

Discussion Questions:

- Do you agree with the initial draft Policy Objectives and Policy Directions?
- What concerns do you have or areas for clarification?
- Do we need to consider other airports in the region?
First chapter should create the forward looking view of Regional Growth... tied into the need for the plan to set the region up for success in an increasingly Globally Economic Competitive marketplace to set the context for the Plan. Includes 2064 Vision, Guiding Principles, and the priority issues the Plan will address.

Second chapter contains the Context and background to inform the Plan - Challenges facing the region and Opportunities for the future supported by our history, forecasts for growth, regional assets etc. (The details to support this chapter should be included in a separate Technical Document). We will introduce upfront the concepts of population and job growth, economic development, investment, housing deficit and infrastructure gap to service growth, and cost of growth, etc. The reader will fully appreciate why the plan is needed.

Third chapter contains the Framework for Growth needs to establish the foundation for the plan that puts emphasis on a strategic, spatial and integrated approach to managing growth & infrastructure investment in the region. Includes the Metropolitan Structure, Tiers, Growth Concept including relationships of corridors, centers, rural, urban, servicing population/employment nodes, etc.

Fourth chapter contains the Policy Areas – will include the suite of integrated policies from the 6 policy areas. This chapter must be highly referenceable and easy to navigate by all regional stakeholders. Includes some context, policy objectives and key outcomes.

Fifth chapter- Implementation - includes Monitoring and Reporting of the Growth Plan and changes to the Regional Evaluation Framework. This chapter must be highly referenceable and easy to navigate by all regional stakeholders. Should include any supporting recommendations for future consideration i.e. Governance and include Transition Policies, timelines and direction for the integration of the critical policy areas of the current plan with
the Plan update. Identify what further collaboration, coordination and partnerships are required to ensure the success of the Plan.

6.0 Appendices

6.1 Glossary

6.2 Maps, Charts, and Schedules

Includes **Population & Employment Forecast** and explanation for how the information will be used.

**Land Supply Analysis** – explanation of the analysis and key assumptions and an explanation for how the information was used.

6.3 Regulation, CRB Mandate and Legislative Requirements

6.4 Process for preparing the Plan – include the details and scope of consultations

6.5 Resource Requirements – (To support Plan Implementation)

6.6 Member Municipalities and Acknowledgements including the major contributing entities (TF, RTAC, CAO’s, CRB Administration, etc.) should be last Appendix

6.7 Alignment to Provincial Plans, and other Regional Plans (Matrix with explanatory text)

TECHNICAL Appendix