Growth Plan Update Task Force

Meeting Objective:
To obtain final direction and approval of the Policy Objectives and Policy Directions as the basis to inform the development of the Plan Policies and Planning Framework for Growth Plan 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 December 11, 2015 – Mayor Roxanne Carr, Chair
5. Plan Table Of Contents – Melanie Hare

**Recommended Motion**: That the Growth Plan Update Task Force approve the draft Table of Contents and recommend the draft Table of Contents be approved by the Board as the basis for preparing the update of the Capital Region Growth Plan.

6. Municipal Administration Feedback on Growth Plan Policy Objectives and Directions – Sharon Shuya (verbal)

**Recommended Motion**: That the Growth Plan Update Task Force accept the feedback from Capital Region Board Municipal Administrations as information to inform the Growth Plan Update 2.0.
7. **Working Papers Discussion** – *Melanie Hare (verbal)*

The Working Papers provide additional material to be considered in the development of the Growth Plan direction and policies. This is an opportunity for the Task Force to ask any questions about the content of the Working Papers. The Working Papers have been distributed prior to the agenda package and are available on the CRB website.

8. **Policy Directions - Inputs**

8a. **Employment Analysis** – *Hassan Shaheen*

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**Recommended Motion**: That the Growth Plan Update Task Force accept the Consultant’s recommendation to pursue a diversified employment strategy to inform the policy directions for the Growth Plan Update 2.0.

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8b. **Land Need Analysis** – *Hassan Shaheen/Darren Young*

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**Recommended Motion**: That the Growth Plan Update Task Force approve Scenario x to inform the direction of policy development of the Growth Plan Update 2.0.

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8c. **Special Study Area – Sturgeon County** – *Malcolm Bruce (verbal)*

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**Recommended Motion**: That the Growth Plan Update Task Force accept the proposal from Sturgeon County to provide policy recommendations for consideration by the Task Force to address growth in the Sturgeon Valley by April 1, 2016.

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9. **Coffee Break (10:15 - 10:45 a.m.)**

10. **Policy Areas – Amended Policy Objectives & Directions** – *Melanie Hare/Barry Huybens*

i. Integration of Land Use and Infrastructure

ii. Communities & Housing

iii. Agriculture

iv. Transportation Systems

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**Recommended Motion**: That the Growth Plan Update Task Force approve the amended Policy Objectives and Policy Directions and recommend the amended Policy Objectives and Directions be approved by the Board as the basis for developing the Growth Plan Update 2.0 policies.

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11. **Lunch Break (12:30 - 1:00 p.m.)**
12. **Remaining Policy Areas** – Melanie Hare/Barry Huybens
   
i. **Economic Competitiveness & Employment**
   
ii. **Natural Living Systems**

   **Recommended Motion:** That the Growth Plan Update Task Force approve the Policy Objectives and Policy Directions and recommend the Policy Objectives and Directions be approved by the Board as the basis for developing the Growth Plan Update 2.0 policies.

13. **GPU 2.0 Future Work & Strategic Initiatives** – Malcolm Bruce

   **Recommended Motion:** That the Growth Plan Update Task Force approve the initial Future Work and Strategic Initiatives and recommends the initial list be approved by the Board for consideration, after the Growth Plan Update is approved by the Board.

14. **Next Steps**
   
**14a. Project Workplan** – Sharon Shuya

**14b. Board Engagement Plan** – Mayor Roxanne Carr, Chair

   **Recommended Motion:** That the Growth Plan Update Task Force approve the Board Engagement Plan and directs CRB Administration to proceed with the Implementation.

* A copy of the accompanying PowerPoint presentation is included at the end of the agenda package.

15. **Adjournment**

   **Next Meeting Date:**
   
   *April 13, 2016*

   La Cite Francophone – Hall Jean-Louis Dentinger
   8627 rue-Marie-Gaboury (91 Street), Edmonton
   8:30 a.m. – 4:00 p.m.
Growth Plan Update Task Force

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

Members:
Roxanne Carr, Strathcona County (Chair)
Lisa Holmes, Town of Morinville (Vice Chair)
Don Iveson, City of Edmonton
Gale Katchur, 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
Peter Vana

Strategic Advisor:
Barry Huybens

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

CRB Staff:
Malcolm Bruce, CEO
Sharon Shuya, Project Manager
Neal Sarnecki, Project Manager
Stephanie Chai, Project Manager
Loreen Lennon, Communications Manager
Leslie Chivers, Operations Manager
Brandt Denham, GIS Coordinator
Amanda Borman, Executive Assistant
Lisa Saskiw, Administrative Assistant

Guests:
Nolan Crouse, Board Chair
Grant Bain, Leduc County
Jerry Bouma, Bouma & Toma Consulting
Laura Bruno, UDI-Edmonton Region
Lindsey Butterfield, City of Edmonton
Sherry Cote, Town of Bruderheim
Gibby Davis, City of Edmonton
Linton Delaineys, Strathcona County
Susan Evans, Strurgeon County
Troy Fleming, City of Fort Saskatchewan
Ed Gibbons, City of Edmonton
Connie Gourley, ISL
Ryan Hall, Strathcona County
Michelle Hay, City of Leduc
Debra Irving, City of Spruce Grove
Greg Krischke, City of Leduc
Jeff Laurien, Government of Alberta
Michael Laveck, Town of Devon
Marnie Lee, Strathcona County
Sylvain Losier, City of Leduc
Craig Mahovsky, Strurgeon County
Gilles Prefontaine, City of St. Albert
Bonnie Riddell, Strathcona County
Kelly Rudyk, Strathcona County
Adryan Slaght, City of St. Albert
Janel Smith, City of Fort Saskatchewan
Collin Steffes, Strurgeon County
Pamela Steppan, Strathcona County
Peter Tarnawsky, Strurgeon County
Ken Woitt, City of Leduc
Patty Walker, City of Fort Saskatchewan
1. Call to Order

Vice Chair, Mayor Lisa Holmes called the meeting to order at 8:43 a.m.

2. Chair’s Opening Remarks

3. Approval of Agenda

   Motion: That the Growth Plan Update Task Force agenda of December 11, 2015 be approved.
   Moved by: Councillor John Schonewille, Leduc County
   Decision: Carried unanimously

4. Approval of Minutes, October 2, 2015

   Motion: That the Growth Plan Update Task Force minutes of October 2, 2015 be approved.
   Moved by: Mayor Don Iveson, City of Edmonton
   Decision: Carried unanimously

   Mayor Ralph van Assen arrived at 8:52 a.m.

5. CAO Consultation Review

   a. Review of CAO Consultation Feedback/Input

      Motion: That the Growth Plan Update Task Force accept the CAO Consultation input as information to further inform the Growth Plan 2.0 update.
      Moved by: Councillor John Schonewille, Leduc County
      Decision: Carried unanimously

6. CRB Committee Consultation

   a. Land Use & Planning Committee
   b. Housing Committee
   c. Transit Committee
   d. Governance, Priorities & Finance Committee

      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.
      Moved by: Councillor John Schonewille, Leduc County
      Decision: Carried unanimously
7. Carry Over Items from October 2, 2015 Task Force Meeting

a. Naming of Transportation & Transit Policy Area

Motion: That the Growth Plan Update Task Force accept the Consultants recommendation to change the names of the Transportation Policy Area to Transportation Systems and to remove the word ‘choices’ from the Communities & Housing Policy Area to avoid over use of the word ‘choice’.

Moved by: Mayor Don Iveson, City of Edmonton
Decision: Carried unanimously

8. Supporting Analysis

a. Revised 2014-2044 Regional Employment Analysis

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.

Moved by: Councillor Cathy Heron, City of St. Albert
Decision: Carried

b. 2014 Baseline Land Need Analysis

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

Moved by: Mayor Don Iveson, City of Edmonton
Decision: Carried

Mayor Carr (Task Force Chair) and Mayor Katchur arrived at 9:58 a.m.

9. Coffee Break

10. Metropolitan Structure

11. Lunch

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

12. Policy Objectives & Policy Directions

a. Integration of Land Use & Infrastructure
b. Community & Housing
c. Agriculture
d. Transportation Choice
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 Systems as the basis for developing policies for the Growth Plan 2.0 update.
Moved by: Mayor Gale Katchur, City of Fort Saskatchewan

A recorded vote was requested by Councillor John Schonewille, Leduc County.

Voted in Favor: Edmonton, Fort Saskatchewan, Morinville, St. Albert, Strathcona County, Warburg
Voted not in Favor: Leduc County
Decision: Carried

Motion: That the Growth Plan Update Task Force support the refined Metropolitan Structure approach as the basis for developing policies for the Growth Plan 2.0 update.
Moved by: Mayor Lisa Holmes, Town of Morinville

A recorded vote was requested by Councillor John Schonewille, Leduc County.

Voted in Favor: Edmonton, Fort Saskatchewan, Morinville, St. Albert, Strathcona County, Warburg
Voted not in Favor: Leduc County
Decision: Carried

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

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

14. Adjournment

Motion: That the Growth Plan Update Task Force meeting be adjourned.
Moved by: Councillor John Schonewille, Leduc County
Decision: Carried unanimously

Meeting adjourned at 4:04 p.m.

Next Meeting: The Task Force requested CRB Administration to find an alternate date for the next meeting to be held early in February – TBC.
1.0 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.

2.0 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.

3.0 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.

4.0 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.

5.0 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**

____________________________________________________________________________________
Major Employment Areas
Employment Forecast 2014-2044

February 2016
Summary

In 2015, the Capital Region Board (CRB) retained Applications Management Consulting Ltd. to develop employment projections for 18 defined Major Employment Areas within the Edmonton Capital Region. The employment projections serve an important role in understanding the potential for non-residential growth across Major Employment Areas in the Region.

Employment Control Total

The high growth employment projections completed for the CRB in 2013 have been used as the starting point for this analysis. 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. The updated base year employment for the Edmonton Capital Region is 725,545. In addition, the employment projections for the Capital Region have been harmonized with the labour force to be consistent with the population projections approved by the CRB. These adjusted employment forecast totals for the Capital Region have been used as the basis for determining the total employment to be allocated in the region. Based on this adjustment, total employment for the Edmonton Capital Region is estimated to be 1,197,500 jobs by 2044.

Purpose of the Analysis

The purpose of the analysis is to evaluate the growth potential of defined Major Employment Areas in the Capital Region. This includes:

- An estimate of the total employment by industry (2-digit NAICS) for each defined Major Employment Area.
- An estimate of the land area that would be consumed by development associated with employment growth in each of the Major Employment Areas and the available supply of land that would be available for development at the end of the forecast period.

The 18 defined Major Employment areas are as depicted in the following figure.
EMPLOYMENT SCENARIOS

Four scenarios have been defined to evaluate the potential for growth and development in the Major Employment Areas. The total employment allocated to the Major Employment Areas in each scenario varies somewhat depending on the growth potential defined in that scenario and the ability of the defined Major Employment Areas to accommodate growth in these sectors.

The four scenarios have been defined by the combinations of two dimensions:

- **Economic Diversification**: Two economic diversification dimensions were defined as follows:
  - **Status Quo**: This represents a continuation of the status quo composition of the regional economy as it largely exists today, with the energy sector being the most significant individual driver of economic growth.
  - **Economic Diversification**: This represents a shift in economic growth to a greater reliance on sectors other than energy to drive economic growth.

- **Geographic Distribution**: Within the possible location of business and industrial development across the Major Employment Areas, there is some potential to encourage and promote the spatial location of development in the region. The geographic distribution scenarios are defined as follows:
  - **Core**: Where land use and other considerations allow, more growth has been allocated to the downtown, NW and SE industrial areas of Edmonton that fall between the Yellowhead and Whitemud freeways. This scenario would reflect policies and promotional activities that would encourage growth to be more concentrated in the Core of the region.
Dispersed: Where land use and other considerations allow, more growth is allocated to areas in proximity to the Anthony Henday including industrial areas in the region both inside and outside of Edmonton.

**Evolving Industry Composition of Growth**

The Economic Diversification scenario assumes a reduction in the role of the energy sector as the primary driver of regional growth and allocates more growth to other industries. Shifts in industry activity in the Economic Diversification scenario include: Manufacturing (6.9% in 2014 to 8.0% in 2044 Diversification Scenario); Finance and Insurance (3.6% in 2014 to 4.7% in 2044 Diversification Scenario); and Professional, scientific and technical services (8.5% in 2014 to 10.1% in 2044 Diversification Scenario).

The allocation of employment by major industry group (2 digit NAICS) is summarized in the figure below.

**2014, 2044 Status Quo and 2044 Diversification Industry Profile**

![Diagram showing the allocation of employment by major industry group from 2014 to 2044 Status Quo and 2044 Diversification Industry Profile.](image-url)

1. Agriculture, forestry, fishing and hunting
2. Mining, quarrying, and oil and gas extraction
3. Utilities
4. Construction
5. Manufacturing
6. Wholesale trade
7. Retail trade
8. Transportation and warehousing
9. Information and cultural industries
10. Finance and insurance
11. Real estate and rental and leasing
12. Professional, scientific and technical services
13. Management of companies and enterprises
14. Administrative and support, waste management and remediation services
15. Educational services
16. Health care and social assistance
17. Arts, entertainment and recreation
18. Accommodation and food services
19. Other services (except public administration)
20. Public administration
EMPLOYMENT PROJECTIONS FOR SELECTED MAJOR EMPLOYMENT AREAS

The Major Employment Areas with the most significant change in employment between the Status Quo and Economic Diversification Scenarios include: Regional Core, Edmonton Energy and Technology Park, Northwest Industrial, Edmonton International Airport and Greater Area and Alberta’s Industrial Heartland. This is primarily the result of less reliance on the energy sector and an increase in development potential in some Major Employment Areas that can accommodate the growth sectors.

2014, 2044 STATUS QUO DISPERSED AND 2044 DIVERSIFICATION DISPERSED - MAJOR EMPLOYMENT AREAS

LAND ABSORPTION

The estimated land absorption based on the employment projections ranges from 43,758 gross hectares in the Economic Diversification - Core Scenario to 50,105 gross hectares in the Status Quo-Dispersed Scenario. The potential for saving land is greatest when comparing the forecast results for the Status Quo - Diversified scenario with the Economic Diversification - Core scenario. The former would absorb more than 6,000 more ha.
Concentration of employment in the Core would save just over 1,000 ha in the Status Quo scenario and approximately 1,500 ha in the Economic Diversification Scenario. Economic Diversification holds the greatest potential for conservation of business/industrial lands in the Major Employment Areas. In both the Dispersed and Core scenarios, Economic Diversification would save approximately 5,000 ha.

**Conclusions**

The evolution of the regions economy to a state that is more diversified and less reliant on the Oil and Gas sector offers a number of benefits:

- Greater economic stability and resilience.
- Less land consumption and reduced footprint.
- Better leverage and promotion of the region’s knowledge economy.
Land Need Analysis

The purpose of this Briefing Note is to summarize the results of a range of growth management scenarios (using a variety of assumptions) and to assess the implications of those scenarios on land need, both urban and rural. These scenarios will inform the Task Force as to potential of the policy directions in advance of policy development for the Growth Plan Update.

Part A of this Briefing Note provides a high level summary of the findings of the analysis, while Part B documents the details of the analysis.

Part A – High Level Summary

Background:

Key policy objectives underlying the Growth Plan Update include minimizing fragmentation and conversion of agricultural lands, accommodating new growth in existing communities to foster and strengthen these communities, maximizing the efficient use of infrastructure, and in turn, minimizing the cost of operations and maintenance that comes with an ever expanding urban footprint. In responding to population growth pressures, and to achieve the above objectives, the Growth Plan Update will introduce policies and targets to increase residential densities within Greenfield areas and encourage the intensification of built-up urban areas.

A land need analysis has been undertaken to assist in understanding the effect of different policies to maximize the utilization of infrastructure, achieve compact and contiguous growth and preserve agricultural land. Based on the population projections for the Growth Plan Update various growth management scenarios have been run through a land need model to quantify the estimated consumption of land for residential, commercial, and institutional uses within the Capital Region. The scenarios are a means to test and explore potential Greenfield residential density and intensification targets as they apply to the regional growth pattern.

A separate analysis undertaken by Applications Management has confirmed that there is a sufficient amount of industrial land available to accommodate the projected employment growth within the Capital Region’s major employment areas. The Applications Management analysis is not a part of this analysis.

Land Need Scenarios:

Four growth management scenarios were prepared and assessed using varying assumptions:

- **Base Case** (Business as Usual) - is informed by policy within the current Growth Plan.
- **Scenario 1** (Moderate Change) moderately increases densities and introduces moderate intensification allocation targets.
- **Scenario 2** (Rural Distribution) varies Scenario 1 by redistributing population growth within the rural portions of counties to their hamlets.
• **Scenario 3** (Significant Change) significantly increases densities and introduces higher intensification allocation targets, while also redistributing population growth within the rural portions of counties to their hamlets.

Details of the assumptions and analysis of the land need for each scenarios are found in Part B of this Briefing Note.

**Conclusion:**

All three growth management scenarios generate smaller regional footprints in 2044 compared to the Base Case. These smaller regional footprints in turn:

- extend the life of agricultural lands by preventing premature fragmentation or conversion (see Table 1);
- strengthen communities by facilitating growth in existing communities rather than in new communities;
- maximize use of existing infrastructure and future infrastructure investments; and,
- minimize the costs of operations and maintenance of future urban areas.

**Table 1 – Example of Agricultural Lands Maintained by Scenario Compared to Base Case**

<table>
<thead>
<tr>
<th>Land Need Scenario</th>
<th>Overall Land Need (Qtrs)</th>
<th>Lands Maintained for Agricultural (Qtrs)</th>
<th>Increased efficiency (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Case (“Business as Usual”)</td>
<td>764.8</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Scenario 1 (“Moderate Change”)</td>
<td>670.1</td>
<td>94.7</td>
<td>12%</td>
</tr>
<tr>
<td>Scenario 2 (“Rural Redistribution”)</td>
<td>544.3</td>
<td>220.5</td>
<td>29%</td>
</tr>
<tr>
<td>Scenario 3 (“Significant Change”)</td>
<td>355.8</td>
<td>409</td>
<td>53%</td>
</tr>
</tbody>
</table>

**Recommendation:**

All of the growth management scenarios modeled result in some reduction in the region’s overall land need under different assumptions of densification and intensification. The results of this analysis illustrates the effect different policy assumptions have on land need and supports moving away from the Base Case.

Scenario 1 establishes minimum densities for all rural communities, raises minimum density targets in the Metropolitan Area, and applies a range of intensification targets for all built-up areas to capitalize on opportunities to redevelop mature areas and brownfields. The Rural Area outside of towns, villages, hamlets, and Sturgeon Valley essentially remains unchanged. The effect is 12% efficiency in land need and therefore the preservation of 95 quarter sections of agricultural land. This scenario consumes less land than the Base Case though consumes the most land compared to Scenarios 2 or 3.

Scenarios 2 and 3 represent a more holistic application of the policy directions by applying higher density and intensification goals compared to Scenario 1. The effect supports the growth and viability of rural communities and even more agricultural land is preserved. Further, municipalities are able to maximize the use of existing infrastructure and investment in future infrastructure and save on operating and maintenance costs when development is more compact and denser.

Taking into consideration the Principles of the Growth Plan and what we are trying to achieve in terms of a sustainable growth pattern for the Edmonton Metropolitan Region, the Core Project Team
recommends that the Task Force use the growth management approach and associated assumptions of either Scenarios 2 or 3 as the basis to guide the development of policies for the Growth Plan Update.

Part B – Analysis Details

Background:

Key policy objectives underlying the Growth Plan Update include minimizing fragmentation and conversion of agricultural lands, accommodating new growth in existing communities to foster and strengthen these communities, and maximizing the efficient use of infrastructure. In responding to population growth pressures, and to achieve these objectives, the Growth Plan Update may introduce policies and targets to increase residential densities within Greenfield areas and intensify built-up urban areas.

A land need analysis has been undertaken to assist in the formulation of policy to maximize the utilization of infrastructure, achieve compact and contiguous growth and preserve agricultural land. Using the most recent CRB-accepted population projections (2013, as amended in early 2015), four scenarios have been run through a land need model to quantify the estimated consumption of land for residential, commercial and institutional uses within the Capital Region. The scenarios are a means to test and explore potential Greenfield residential density and intensification targets.

The first scenario, or Base Case, is “business as usual” under the current Growth Plan. From there, the update scenarios introduce increasing levels of residential Greenfield density and intensification allocation assumptions as a means to minimize the extent of the regional development footprint in 2044, and thereby minimize the loss of agricultural lands, achieve complete communities, and facilitate efficient use of infrastructure. A variation of the first update scenario reallocates the population growth within the counties from their rural areas (e.g., country residential subdivisions, agricultural acreages, etc.) to their urban communities (i.e., hamlets) in the second update scenario.

Base Case Details:

The Base Case, or the “business as usual” scenario, is based on the current Growth Plan prepared in 2009 and approved in 2010.

Within urban communities in the Metropolitan Area, midpoints of current Greenfield residential density target ranges are applied – 27.5 to 37.5 dwelling units per net residential hectare (du/nrha).¹

In the Rural Area:

- 20 to 22.5 du/nrha are applied to towns;
- 17.5 du/nrha is applied to villages;
- 15 to 17.5 du/nrha are applied to hamlets;
- 2.0 dwelling units per gross residential hectare (du/grha) is applied to Sturgeon Valley within Sturgeon County; and
- 0.8 du/grha is applied to the rural portions of the five counties.

¹ Note that no Greenfield residential density target is applied to the Metropolitan Core as it has no greenfield areas.
As the current Growth Plan does not include any form of intensification allocation targets, the Base Case excludes any assumptions that a percentage of new residential growth will occur in built-up areas.

There is one exception to this for the Base Case to acknowledge the existing market for intensification within Edmonton. In recent history, Edmonton has on average accommodated 15% of its new dwelling starts within the existing built-up areas through intensification such as redevelopment and infill development.

**Scenario 1 Details:**

Scenario 1, or the “moderate change” scenario, increases density assumptions and introduces intensification allocation assumptions for all urban communities within the Capital Region.

In the **Metropolitan Area**, Greenfield residential density assumptions range from 30 to 42.5 du/nrha (compared to 27.5 to 37.5 du/nrha in the Base Case).

In the **Rural Area**:
- 25 du/nrha is applied to towns;
- 20 du/nrha is applied to villages;
- 17.5 to 20 du/nrha are applied to hamlets;
- 7.0 du/grha is applied to Sturgeon Valley (up from 2.0 du/grha); and
- 0.8 du/grha is applied to the rural portions of the five counties, excluding Sturgeon Valley.

In terms of intensification, the percentages of new residential dwelling units assumed to be allocated to built-up areas are:
- 25% in Edmonton (to reflect the City’s municipal development plan policy target);
- 10% to 17.5% in the portion of the **Metropolitan Area** beyond Edmonton;
- 2.5% to 7.5% in the towns, villages and hamlets within the **Rural Area**.

**Scenario 2 Details:**

Scenario 2, or the “rural redistribution” scenario, is a variant of Update Scenario 1. It is the same as Scenario 1 except for two differences affecting growth in the **Rural Area**. First, in Scenario 2, half of the population growth in Sturgeon Valley occurs in an urban form. That is, 50% of its growth is accommodated at the urban Greenfield residential density of 30 du/nrha, while 50% remains at the rural residential density of 7.0 du/grha. Second, Scenario 2 reallocates population growth within the five counties so that the majority of their population growth occurs in their urban communities (i.e., hamlets) instead of rural areas (e.g., country residential subdivisions, agricultural acreages, etc.).

The intent of Scenario 2 is to focus **Rural Area** growth in the counties’ urban communities in order to preserve a greater amount of agricultural lands, strengthen their urban communities, and maximize utilization of infrastructure within their urban communities.

**Scenario 3 Details:**

Scenario 3, or the “significant change” scenario, builds on the reallocations within Scenario 2 by introducing much more aggressive increases in Greenfield residential density and intensification allocation assumptions.
In the Metropolitan Area, Greenfield residential density assumptions range from 40 to 55 du/nrha (compared to 27.5 to 37.5 du/nrha in the Base Case).

In the Rural Area:
- 30 du/nrha is applied to towns;
- 25 du/nrha is applied to villages;
- 20 to 25 du/nrha are applied to hamlets;
- 40 du/nrha is applied to urban portion of the Sturgeon Valley within Sturgeon County;
- 15 du/grha is applied to the rural balance of Sturgeon Valley; and
- 2.0 du/grha is applied to the rural portions of the five counties, excluding Sturgeon Valley.

In terms of intensification, the percentages of new residential dwelling units assumed to be allocated to built-up areas are:
- 35% in Edmonton;
- 20% in the portion of the Metropolitan Area beyond Edmonton;
- 10% in the towns, villages and hamlets within the Rural Area.

The intent of Scenario 3 is to maximize the preservation of agricultural lands, strengthen all municipalities within the Capital Region, and maximize utilization of local and regional infrastructure throughout the Capital Region.

Scenario Outcomes:

Table 2 presents the urban, rural and overall land need of the four scenarios.

<table>
<thead>
<tr>
<th>Geography</th>
<th>Base Case</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quarter Sections Needed</td>
<td>%</td>
<td>Quarter Sections Needed</td>
<td>%</td>
</tr>
<tr>
<td>Urban Land Need</td>
<td>443.3</td>
<td>58.0</td>
<td>379.4</td>
<td>56.6</td>
</tr>
<tr>
<td>Urban communities within Metro Area</td>
<td>410.3</td>
<td>53.6</td>
<td>352.3</td>
<td>52.6</td>
</tr>
<tr>
<td>Urban communities beyond Metro Area</td>
<td>33.0</td>
<td>4.3</td>
<td>27.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Sturgeon Valley (urban)</td>
<td>—</td>
<td>—</td>
<td>3.4</td>
<td>0.6</td>
</tr>
<tr>
<td>Rural Land Need</td>
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Policy Approach and Draft Policy Objectives

Part 1. Introduction and Context

Background

In July 2013, the Capital Region Board (CRB) approved a Project Charter for the 5 Year review and update of the CRB’s 2010 Growth Plan – Growing Forward. The project to update the Plan started with a comprehensive review of the current Growth Plan (Phase 1A Growth Plan Review and Policy Evaluation). The final report from Project 1A recognized the strengths of the existing 2010 Growth Plan and identified a number of key findings and recommendations to be considered. Some of the major recommendations included: the need for a clear imperative for the plan and cohesive vision; the need to recognize the diversity within the region; to align growth patterns with infrastructure plans and investment; and to focus on economic competitiveness as a key driver of growth and prosperity.

It was also suggested that in the absence of provincial direction in some areas the CRB may wish to consider taking a leadership role in addressing crucial areas such as agriculture lands, water and air quality, affordable housing, employment and to identify more explicit implementation mechanisms to monitor and report on the outcomes from the Plan.

Context

Since the approval of Project 1A in September 2014, the following Phase 2 deliverables have been completed: 50 Year Vision and Guiding Principles; identification of six Policy Areas plus Implementation; and a draft Metropolitan Regional Structure which identifies the three Planning Tiers. For each Policy Area, issues and outcomes have been identified to inform the initial Policy Objectives and initial Policy Directions found in this document.

- This material builds on the Growth Plan Vision and Guiding Principles and regional issues identified by the Task Force, CAOs and regional stakeholders over the summer of 2015.
- The Policy Areas and Policy Objectives are the output from looking at regional issues and their priorities. Initial Policy Directions are built on the Policy Objectives and will form the basis for the actual Policies, yet to be developed.
- In the development of the Policy Directions, the Planning Tiers have been taken into consideration. Reference Edmonton Metropolitan Regional Structure to 2044 map. The Edmonton Regional Metropolitan Structure to 2044 map is a WORK IN PROGRESS. The recommended delineation of the Planning Tiers will be informed by
the Land Need Analysis to be completed in March 2016. A brief explanation of the Edmonton Regional Metropolitan Structure to 2044 is provided below.

- The initial Policy Directions build upon, refine and where necessary add to the existing 2010 Growth Plan policies.
- Key pertinent policies in other CRB regional plans will be embedded within the final Growth Plan policies including policies contained in the Integrated Regional Transportation Master Plan (IRTMP), Regional Corridors Master Plan, and Housing Plan.
- A parallel process is underway to develop the Implementation Plan (March/ April).
- This material will continue to evolve over the next several months based on further consultation with stakeholders and therefore remains a WORK IN PROGRESS.

How to Read this Document

Shaded blue text indicates content approved by the CRB, as of September 2015.

PREAMBLE: Provides the context for the Policy Area

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 which has been revised to align with the direction of the Growth Plan Update

Planning Tiers

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

Implementation

At the end of each Policy Area there is a set of strategies, actions and processes related to implementation which will further be elaborated in the Implementation Plan, and are not to be interpreted as policies.

Additional Tools to be used as reference in reading this document:

- **Working Glossary** – contains definitions of key terms contained in this document to support the interpretation of the policy directions.

Edmonton Metropolitan Regional Structure to 2044 – is a conceptual map, which defines the three planning tiers and additional components of the plan. Words that are capitalized in this document refer to components within the Edmonton Metropolitan Regional Structure to 2044 map.
Edmonton Metropolitan Regional Structure to 2044

The Policy Areas of the Growth Plan Update should be read together with the conceptual Draft Edmonton Metropolitan Regional Structure to 2044 Map and the Working Glossary. The Metropolitan Structure Map identifies three Planning Tiers and additional components in planning for growth.

The Draft Edmonton Metropolitan Regional Structure (Draft Structure) introduces three Planning Tiers: consisting of three distinct regional tiers: The Rural Area, Metropolitan Area and Metropolitan Core. These tiers reflect, respond to and plan for the diversity and different contexts within the region, and provide a mechanism to introduce tailored policies to respond to different urban and rural contexts.

The map also provides a depiction of a planned growth pattern for the region – one that integrates development patterns with employment areas, infrastructure corridors and regional assets such as airports, natural heritage systems and agricultural land.

This map and the components are intended to inform and complement the policies (as a schedule) within the emerging Growth Plan 2.0. The map is a work in progress and a will continue to be refined through the Growth Plan Update process.

The Draft Edmonton Metropolitan Regional Structure to 2044 includes following components:

Planning Tiers:

- **Rural Area**: The wider Capital Region, consisting of rural working landscapes with agricultural lands, natural living systems, recreation areas and resource extraction areas, and counties, towns, villages, incorporated hamlets and country residential development with some local levels of service and community amenities.

- **Metropolitan Area**: The area surrounding the Metropolitan Core, including cities and towns, Major Employment Areas and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure.

- **Metropolitan Core**: 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.

Built-Up Areas:

- **Built-Up Urban Area**: Defined as all lands located within the limits of the developed urban area within plans of subdivision that were registered prior to an established timeframe (e.g. 2015, or time of Plan adoption). The Built-Up Urban Area is shown conceptually in the map and will be delineated in detail by member municipalities as part of the implementation of this Plan.
- **Country Residential Areas**: Defined by existing municipal by-laws. The Edmonton Metropolitan Regional Structure map depicts the existing country residential areas with registered plans of subdivisions prior to 2015.

**A Range and Typologies of Centres:**

Different types of centres reflect the differing roles, levels of service, and ability to accommodate growth of communities in the Capital Region:

- **Rural Centres**: Urban areas intended to accommodate some mixed use development at higher intensities, including the downtowns and central areas of towns and villages within the Rural Area.

- **Sub-regional Centres**: A centre that provide a sub-regional level of service to meet the needs of their own communities and those in the surrounding area. Sub-regional centres include Morinville, Devon and Lamont.

- **Urban Centres**: Urban areas intended to accommodate mixed-use development at higher intensities in the Metropolitan Area, including the downtowns and central areas of the communities within the Metropolitan Area.

- **Downtown Edmonton**: This is the regional-scale centre of the Capital Region, and the central core of the City of Edmonton, with a concentration of regionally-significant amenities and services, the highest levels of residential and employment density and greatest transit service, access and non-motorized transit options and greatest mix of uses.

- **Transit Oriented Development (TOD) Centres**: To capitalize on investments in existing and planned higher order transit infrastructure, the areas around major transit stations, inter-municipal/sub-regional transit interchanges transit-oriented mixed-use development and/or intensive employment uses should be planned and developed. The IRTMP and the City of Edmonton’s TOD Guidelines provide a basis for the depiction of planned TOD Centres on the Metropolitan Regional Growth Structure to 2044, with refinements based on directions emerging from the Growth Plan Update. Potential TOD Centres include among others Crossroads/Nisku, Blatchford and North St. Albert.

**Transit Corridors:**

- Existing and planned transit corridors include lifeline bus service, regional commuter bus transit corridor and LRT transit corridors.

**Major Employment Areas:**

- Major Employment Areas are identified and represent the region’s major designated employment lands.
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. These are areas where growth should not be anticipated and specific mitigation measures may be required.

Airports:

- Edmonton International Airport is an important economic asset at the heart of a growing employment area and will be one of the driving forces behind the pattern of growth in the region to 2044. The region’s other airports are also identified as regional transportation infrastructure.

Regional Infrastructure:

- Significant infrastructure corridors need to be accommodated in planning for growth and are shown on the Metropolitan Growth Structure. These include but are not limited to regional transportation utility corridors, major roads, energy and pipeline corridors.

A Compact and Responsible Regional Growth Pattern

The Growth Plan 2.0 will establish policy directions for long-term growth in the Capital Region. The draft policy objectives and directions recognize that the Capital Region consists of urban and rural areas that are supported by diverse employment areas, productive rural working landscapes and a system of natural features and areas.

The Growth Plan 2.0 will establish a regional growth pattern based on the principles of responsible growth and compact development. **Responsible growth** means incorporating and planning for land uses, resources and infrastructure in ways that enhance the long-term quality of life in the region for current and future generations, optimize the use of existing and planned infrastructure and services, and are financially sustainable over the long-term with respect to both operating and capital costs. **Compact development** means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, a mix of land uses, a range of housing types, and multi-modal transportation access.

Compact and responsible growth will take different forms in the region, reflecting the different characteristics of the planning tiers. Population and employment growth will be accommodated through different ways in each tier, and will build on the varied local assets and existing land use and built form patterns.

**How the Region Will Grow**

**a. In the Capital Region**, population and growth will be accommodated by:

- intensifying Built-Up Urban 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 County Residential development through infill and build out of existing Country Residential Areas.

- In the Rural Area, continue to support the development of Country Residential only on lands currently designated in local municipal development plans for Country Residential purposes in accordance with the established density targets.

b. **In the Rural Area**, population and employment growth will be accommodated by:
- encouraging new growth in existing towns, villages and hamlets in Built-Up Urban Areas and through the planning and development of contiguous Greenfield Areas to optimize servicing capacity and transportation connections;
- permitting infill and build out of existing Country Residential areas; and
- supporting employment growth in the Industrial Heartland, around regional airports, agriculture, recreation, resource extraction and processing areas, and in rural industrial areas to support rural job growth and economic development.

c. **In the Metropolitan Area**, population and employment growth will be accommodated by:
- encouraging intensification to the Built-Up Urban Areas of existing urban communities to optimize existing and planned infrastructure;
- planning for and building Greenfield Areas that are compact, with a diverse and compatible mix of land uses including a range of housing and employment types;
- planning for and building transit-oriented development with higher densities in existing or planned transit-serviced areas and fostering active transportation opportunities; and
- supporting employment growth in Major Employment Areas and encouraging the growth of institutional, health and education sectors with sub-regional levels of service.

d. **In the Metropolitan Core**, population and employment growth will be accommodated by:
- encouraging intensification in Built-Up Urban Areas to optimize existing and planned infrastructure;
- planning and building transit-oriented development in 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 central business district with a mix of uses and activities with high-density residential development and major office, commercial and institutional employment; and
- supporting employment growth in Major Employment Areas including major office within the Downtown Edmonton and the expansion of institutional, health, and education sectors with a regional level of service.
### Part 2. Policy Areas: Objectives and Directions

#### Policy Area: Integration of Land Use and Infrastructure

**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 Area: Integration of Land Use and Infrastructure

PREAMBLE

The Capital Region is anticipated to grow considerably by 2044, becoming a large metropolitan region. This magnitude and pace of growth will introduce new regional challenges that require collaborative and integrated planning and decision-making. The policy objectives and directions in this section are intended to integrate regional land use planning and infrastructure to establish a compact and contiguous development pattern in the region. By planning for growth through this integrated approach, the region can minimize the development footprint, optimize infrastructure investments, preserve agricultural lands, strengthen existing communities, enhance global economic competitiveness, protect the environment and respond to climate change pressures.

This section introduces a number of new and refined policy objectives and directions for the region based on the tiered planning framework. Proposed policy tools include: new Intensification targets to encourage growth in Urban Built-Up Areas; density targets for Greenfield Areas with higher targets than the existing PGA targets; and the identification of a network of Centres with density targets for Urban Centres and Transit-Oriented Development Centres (TOD Centres). Planning for growth in Centres can help create activity nodes, provide locations to focus employment and residential job growth and access to services and multi-modal transportation within existing communities.

Policies in this section identify and address responsible and compact growth in the rural context. This includes new policy directions to encourage a significant portion of rural growth in hamlets, villages and towns, introduce a growth target to encourage growth in hamlets, and limit country residential to the build-out of existing designated or zoned areas. Together these policy directions and tools provide a framework for an integrated approach to planning for growth, infrastructure and land use activities in the region to realize the Plan Vision and Guiding Principles.
Policy Objective #1: Establish a compact and contiguous development pattern to accommodate employment and population growth

Initial Policy Directions

1.1 (New) Compact Growth Pattern – Plan and phase growth based on a responsible, compact and contiguous growth pattern to accommodate the population and employment forecasts to 2044.

1.2 (New) New Urban Communities – Accommodate growth in existing urban communities and prohibit the development of new freestanding urban communities\(^1\).

1.3 (Existing - Revised II.B) Major Employment Areas – Plan and identify Major Employment Areas for current and future employment uses in accordance with the Economic Competitiveness and Employment Policy Directions 2.1 and 2.3.

1.4 (Existing – Addendum No. 1- Compatibility) Transition of Land Uses – Require a transition of land uses for heavy industry, airports and energy corridors to prevent or mitigate the adverse effects from odour, noise and other contaminants and minimize risk to public health and safety.

1.5 (Existing I.C.ii – Revised) – Safety and Risk Management Assessment – In the Metropolitan Area and Rural Area, require the completion of a safety and risk management assessment in accordance with accepted leading practices, such as Major Industrial Accidents Council of Canada standards, to evaluate new development proposals in areas adjacent to or proximate to identified natural resources extraction areas and/or heavy industrial areas.

Policy Objective #2: Promote growth within Built-Up Urban Areas to optimize existing infrastructure and minimize the development footprint

Initial Policy Directions

2.1 (New) Intensification of Built-Up Urban Areas – Plan for and encourage intensification within Built-Up Urban Areas to optimize and enhance the use of existing infrastructure.

2.2 (New) Intensification Target – Plan to accommodate a percentage of growth in the Built-Up Urban Area. Intensification targets will range for the Rural Area, Metropolitan Area and Metropolitan Core.

Policy Objective #3: Plan and develop Greenfield Areas in an orderly and phased manner to contribute to complete communities

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\(^1\) Notwithstanding the need to address the Transition from Capital Region Growth Plan in effect to the revised Growth Plan and any implications on proposed new urban communities, such as Bremner or Colchester.
Initial Policy Directions

3.1 (New) Future Greenfield Areas – Land Use and Development Form – Plan and develop Greenfield Areas in a phased and contiguous manner that encourages responsible growth and:

- 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 multi-modal connections.

3.2 (New) Greenfield Areas – Location Criteria – Plan and develop Greenfield Areas in local municipal development plans in locations that meet all of the following criteria:

- are part of an existing urban community;
- contiguous to planned lands approved through a municipal statutory 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; and
- retain Prime Agricultural Lands to remain in production as long as possible in urban communities in the Metropolitan Area and Rural Area, and are in accordance with Agriculture Policy Directions 2.1 and 2.2.

3.3 (New) Planning and Developing Greenfield Areas – Density Targets – Plan and develop Greenfield Areas in a compact and contiguous manner to achieve a minimum Greenfield density target, ranging for the Metropolitan Area and Rural Area. Plan for higher densities, where feasible, in areas with multi-modal transportation access and in proximity to Major Employment Areas and/or infrastructure corridors.

Policy Objective #4: Plan and develop mixed-use and higher density centres as areas to concentrate growth of both people and jobs

Initial Policy Directions

4.1 (New) Centres in each Tier – Plan and develop Centres as locations to concentrate mixed-use and higher density development, focus investment in infrastructure and public services, prioritize public transit and active transportation, and encourage a range of amenities and employment opportunities. Centres are identified conceptually in the Edmonton Metropolitan Regional Structure to 2044 map and consist of Rural Centres and Sub-Regional Centres in the Rural Area, Urban Centres in the Metropolitan Area and Downtown Edmonton in the Metropolitan Core. Plan to accommodate residential density targets in Centres.

4.2 (Existing - Revised – II. B, C) TOD Centres – 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 transit service. Plan to accommodate people and job targets in TOD Centres.

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

**Initial Policy Directions**

5.1 (New) **Rural and Sub-Regional Centres** – In the Rural Area, plan and develop Rural Centres and Sub-Regional Centres as locations to concentrate higher density development consistent with the level of service.

5.2 (New) **Towns, Villages and Hamlets** – In the Rural Area, plan for and develop the Built-Up Urban Areas and identified Greenfield Areas in towns, villages and hamlets in a contiguous and compact pattern to optimize existing and planned infrastructure and servicing capacity. Plan to accommodate a percentage of the municipal (county) population forecasts to 2044 in hamlets.

5.3 (Existing – Revised October 2009 Addendum 2.5 v.) – **Country Residential** –

In the Rural Area, allow the development of Country Residential only on lands that are zoned or specifically designated for County Residential purposes in municipal statutory plans at the time of approval of this Plan, in accordance with the established density targets.

**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 to target and focus public investments in support of population and employment growth in the region.

6.2 (Existing –Revised II. B. iv) **Infrastructure to Support Growth** – Regional infrastructure priorities should strongly consider projects where member municipal plans are in conformity with the Growth Plan. More specifically: where member municipalities demonstrate alignment with this Growth Plan by planning to accommodate growth in the Built-Up Urban Area, planning for the minimum Greenfield density and Intensification targets, and implementing phasing policies to stage Greenfield Areas.

6.3 (Existing – Revised V A ii) **Infrastructure Corridors** – Identify and protect lands and corridors for infrastructure, transportation, utility and energy corridors identified in CRB regional plans.
IMPLEMENTATION of Policy AREA

IMP: 1.0 Municipal Implementation – Local Strategies

1.1 (Revised – III. D. iii) Local Intensification Strategies: 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, Sub-Regional Centres, Urban Centres and TOD Centres and brownfield sites as the key opportunity areas for intensification; and recognizing 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 in Intensification Areas.

1.2 (New) Local Intensification Strategies: Land Use and Built Form Direction – Develop and implement local growth strategies and policies to ensure intensification is planned and developed to:

- promote 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 Urban Centres, Rural Centres and TOD Centres.

1.3 (New) Phasing Growth – Develop and implement phasing strategies to stage the development of Greenfield Areas. The phasing strategy and associated policies will ensure that Prime Agricultural Lands remain in operation for as long as possible, and that the development of Greenfield Areas is aligned with existing and planned regional infrastructure.

IMP: 2.0 Regional Advocacy

2.1 (New) Regional Advocacy – Work with other orders 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.

IMP: 3.0 Monitoring and Reporting

(New) Monitoring and Reporting – Monitor and report on municipal population and employment growth, including the proportion of growth accommodated through intensification of the Built-Up Urban Area, and planned and as-built densities of Greenfield Areas.
### Policy Area: Communities and 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 Area: Communities and Housing

PREAMBLE

The policy objectives and directions in this section are designed to promote complete communities. Complete communities meet people’s daily needs for living at all ages and provide convenient access to jobs, local services, community infrastructure, multi-modal transportation choices and provide a range of housing including affordable options for all income levels.

The policy objectives and directions recognize that there is a spectrum of completeness across the Planning Tiers, reflecting the scale and context of different communities in the Capital Region. More specifically: 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.

In addition, the level of service that can be delivered varies between the Tiers and by type of Centre.

a. In the Rural Area:
   i. Rural Centres should be planned 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.

   ii. Some Rural Centres have a role as service centres for the surrounding Rural Area and have been identified as Sub-regional Centres. Sub-regional Centres should be planned to build upon a local level of service with elements of a sub-regional level of service, consisting of:
       - Local employment;
       - Lifeline transit services with potential for local or commuter transit service;
       - Convenience and major retail and entertainment uses;
       - All levels of primary and secondary education;
       - Major community centres and recreation facilities;
       - Some government services;
       - Emergency medical services;
       - Community health centres; and
       - Social and supportive services to support non-market housing.
b. In the Metropolitan Area, Urban Centres should be planned 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;
   - Major community centres and recreation facilities;
   - Some government services;
   - Emergency medical services; and
   - Hospitals or community health centres; and
   - Social and supportive services to support non-market housing.

   c. In the Metropolitan Core, Downtown Edmonton should be recognized as the primary centre within the Capital Region and be planned to deliver 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; and
      - The highest concentration of social and supportive services in the region, supporting its role as the primary location for non-market housing.
Policy Objective #1: Plan and develop complete communities to accommodate people’s daily needs for living at all ages within each tier

Initial Policy Directions

1.1 (New) Complete Communities within Each Tier – Centres – Develop Centres within each tier (as identified conceptually in the Edmonton Metropolitan Regional Structure to 2044 map) to provide a level of service appropriate to their planning tier and role within the

1.2 (Existing – Revised – II. D. iii) Complete Communities in Greenfield Areas – Metropolitan Area – Plan and develop Greenfield Areas in the Metropolitan Area as complete communities that:

- Are accessible and age-friendly;
- Are compact and mixed-use;
- 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;
- Provide high quality parks, trails and open spaces;
- Integrate local services and amenities with residential development, within buildings and/or within a five-minute walk;
- Incorporate higher density uses along planned transit corridors and at transit stops; and
- Include locations/centre(s) that can accommodate higher levels of density and mixed uses on site or in a singular building.

1.3 (Existing – Revised – II. D. iii) Complete Communities in Greenfield Areas – Rural Area – Plan and develop Greenfield Areas in the Rural Area as complete communities that:

- Are compact, accessible and age-friendly;
- Provide a diversity of housing options in terms of density and built form;
- Incorporate an interconnected street network to support active transportation; and
- Connect to regional trails and open spaces.

1.4 (New) Community Open Space and Amenities – Plan for and develop Built-Up Urban Areas and Greenfield Areas to provide sufficient municipal public services and open spaces to support population growth.

Note: Complementary policy on housing intensification can be found under Integration of Land Use and Infrastructure Policy Objective #2.

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

Initial Policy Directions

2.1 (Existing – Revised – III. D. i) Diversity in Housing Type, Form and Affordability – Provide a diversity of types, forms and affordability levels of housing to support a variety of lifestyle options and income levels and meet the needs of all residents.
Policy Objective #3: Provide affordable housing to address core housing need across the region²

Initial Policy Directions
3.1 (Existing – Revised Housing Plan Criteria) - Location of Non-Market and Market Affordable Housing – Plan for market and non-market housing to address core housing need throughout the region based on sub-regional housing needs³ and will prioritize locations within Rural Centres, Sub-regional Centres, Urban Centres, TOD Centres and Downtown Edmonton.

3.2 (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.

Implementation of the POLICY AREA
IMP: 1.0 Municipal Implementation – Local Strategies

1.1 (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.

1.2 (New) Centres – Direct the greatest density and diversity of housing in terms of type, form and affordability, including townhomes and low, mid and high-rise buildings, to centres within each tier and areas with infrastructure, transit and amenities, at a scale appropriate to the community.

1.3 (New) Tools to Encourage Market Affordable Housing – Work together to identify and implement strategies, tools and incentives to encourage the private sector to provide market affordable housing. These may include innovations in partnerships, financing models, regulation and standards, and approval processes.

IMP: 2.0 Future Studies and Master Plans

2.1 (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.

² See Working Glossary for definitions, as they relate to the Housing Continuum.
³ Sub-regional housing needs will be determined through the sub-regional Housing Assessments referenced in Policy Direction 4.3. A map of the six housing sub-regions may be included.
IMP: 3.0 Regional Advocacy

3.1 (Existing – Revised Housing Plan Principle #2) – Affordable Housing Funding – Work with other orders of government, the 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, including advocating for programs that provide incentives for purpose built rental units.

3.2 (Existing – Revised Housing Plan Table 8 #6) – Collaborative and Innovative Tools – Work with the Province, the private sector and non-profit housing providers to address core housing need through a variety of innovative and collaborative tools including:

- Prefabrication and innovative types of building materials to improve affordability; and
- Demonstrative projects to stimulate market and non-market affordable housing.

3.3 (New) Public Lands and Capital Funding for Housing and Community Amenities – Work with the Province, federal government and other public agencies to identify surplus publicly owned lands and provide surplus lands and capital funding for non-market housing, social and supportive services, transitional housing and community amenities.

IMP: 4.0 Monitoring and Reporting

4.1 (New) Monitoring and Reporting – Monitor and report on progress on an annual basis towards meeting sub-regional housing needs based on changes to the region’s demographics.

IMP: 5.0 Regional Education and Leadership

5.1 (Existing – Housing Plan Table 8 #5) – Regional Education and Awareness – Develop and implement a long-term sustainable education program to challenge misconceptions and to promote the individual, community and wider societal benefits of Non-Market and Market Affordable Housing as being integral to the future growth and prosperity of the region.

5.2 (Existing –Housing Plan Table 8 #6-7) – Best Practices and Demonstration Project – Provide leadership to establish best practices for the region and support pilot projects for affordable housing design and implement and evaluate innovative concepts and ideas.
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 Area: Agriculture

PREAMBLE

During Phase 1A – Growth Plan Review, agriculture was identified as a significant gap in the existing 2010 Growth Plan and an important issue for the Capital Region. One of the Phase 1A recommendations was to recognize the agricultural sector’s contribution to the regional economy and introduce policies that protect Prime Agricultural Land and agricultural viability.

Agriculture is proposed as an entirely new policy area for the Growth Plan 2.0. The draft policy objectives and initial directions respond to the Phase 1A recommendations, draft Vision and Principles and set the foundation for future work. To establish a foundation for this Policy Area a Regional Agriculture Master Plan will provide the overarching strategy and plan to support and leverage the region’s agricultural assets and support the growth of the agri-economy.

A critical tool to inform the Regional Agriculture Master Plan will be the Land Evaluation and Site Assessment program (LESA) to identify Priority Prime Agricultural Lands in the region.

Policy Objective #1: As the region grows, identify, prioritize and preserve Prime Agricultural Lands to provide a local source of food security for future generations and promote the growth of the agriculture sector

Initial Policy Directions

1.1 (New) Identify Prime Agricultural Lands – Identify and ensure a supply of Prime Agricultural Lands in the region for agricultural uses. The Land Evaluation and Site Assessment (LESA) program will serve as the tool to identify Priority Prime Agricultural Lands in the region.4

1.2 (New) Prioritize Prime Agricultural Lands – Prioritize the Prime Agricultural lands identified through LESA to be preserved in the region and to be incorporated into the Regional Agriculture Master Plan.

1.3 (New) Preserve Priority Prime Agricultural Lands – Preserve Priority Prime Agricultural Lands identified in the region. In the Metropolitan Area, Priority Prime Agricultural Lands identified through LESA will be preserved and responsibly managed for the long term agricultural requirements of the region (in perpetuity). Other Prime Agricultural Lands identified in the Metropolitan Area may urbanize over time where necessary to accommodate regional growth in a manner consistent with the Vision, Principles and policies of this Plan.

Policy Objective #2: Minimize the fragmentation and conversion of Prime Agricultural Lands to non-agricultural uses

Initial Policy Directions

2.1 (New) Fragmentation and Conversion of Prime Agricultural Lands – Rural Area – Fragmentation and conversion of Prime Agricultural Lands for non-agricultural uses outside the boundaries of urban communities will be allowed where the need can be demonstrated for development related to resource extraction and Major Employment Areas identified in this Growth Plan.

2.2 (New) Fragmentation and Conversion of Prime Agricultural Lands – Metropolitan Area – Fragmentation and conversion of Prime Agricultural Lands for non-agricultural uses will be allowed when 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 land use 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 once adopted by the Capital Region Board; and
- Mitigation measures are implemented to protect adjacent agricultural lands and operations from near neighbour impacts.

Policy Objective #3: Promote efficient agriculture production and plan infrastructure to support the agricultural sector

Initial Policy Directions

3.1 (New) Large Contiguous Agricultural Areas – Protect and maintain large contiguous agricultural areas in the Rural Area policy tier to enable efficient agricultural production and support the agricultural sector in the region.

3.2 (New) Infrastructure to Support Agriculture – Plan and coordinate with the Province and industry stakeholders to provide supportive infrastructure to attract new agricultural opportunities and grow and diversify the agriculture sector in the region.

Implementation of the POLICY AREA

IMP 1.0 Future Studies, Plans and Initiatives

1.1 (New) Regional Agriculture Master Plan – Coordinate and collaborate with the Province, industry stakeholders and owners of farmland to prepare a Capital Region Agriculture Master Plan that will 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. A robust Regional Agriculture Master Plan would consider, but may not be limited to the following:

- a region-wide profile of agriculture in the Capital Region;
- new agriculture opportunities by policy tier in the region to focus economic development activities and support diversification of the agriculture sector;
future infrastructure needs to support a growing agricultural industry including supplies, equipment, services, processing, and distribution;

- further policy direction on how Priority Prime Agricultural Lands should be addressed by policy tier;
- specific policy direction on urban agriculture opportunities;
- implementation mechanisms to ensure municipal statutory plans and outline plans, and zoning conform to the Regional Agriculture Master Plan including policies to designate Priority Prime Agricultural Lands to be preserved,
- direction on areas of large agricultural holdings to be maintained in the region;
- regional infrastructure required to support the growth of and investment in the agricultural sector in the region; and
- a Terms of Reference for Agriculture Impact Assessments, which would serve as the basis for determining the impacts of regional growth on/ and conversion of the agricultural land base, agricultural production capacity and agri-economy.

1.2 (New) Regional Economic Development Strategy for Agriculture – Coordinate and collaborate with the Province and industry stakeholders to pursue an economic development strategy for the agriculture sector that would consider, but may not be limited to:
- diversification and investment in the agriculture sector including food production and processing, urban agriculture activities, equine operations, livestock operations, commercial agricultural activities, agri-tourism and bio-energy industrial activities, market development and supportive infrastructure programs;
- urban agriculture opportunities for specific and limited livestock subject to public nuisance and safety requirements;
- local food production for specialized operations such as market gardens, greenhouses and nurseries;
- small livestock operations; and
- exploration of complementary with eco-tourism and recreational activities and identification of best management practices to optimize opportunity and minimize any conflicts with agricultural operations.

IMP 2.0 Supportive Agriculture Land Use Planning and Conservation Tools

2.1 (New) Agriculture Supportive Tools – Use agriculture supportive land use planning and conservation tools to preserve, maintain and monitor the supply of Prime Agricultural Lands in the region. Tools to be considered include, but may not be limited to:
- Capital Region Land Evaluation and Site Assessment (LESA) Program;
- Regional Agriculture Master Plan;
- Regional Economic Development Strategy for Agriculture;
- Agriculture Impact Assessment;
- Conservation Easements;
- Alternative Land Use Services (ALUS); and
- Capital Region Transfer of Development Credits Program.
Policy Area: Transportation Systems

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. Coordination 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 Area: Transportation Systems

PREAMBLE

This Policy Area identifies the key transportation policy directions that need to be pursued to support the economic, social and environmental goals of the region as enunciated in all the policy areas. To that end, policy directions are defined for five specific objectives that were arrived at through extensive consultation with CRB stakeholders.

The policy objectives and directions are aimed at supporting a general theme of promoting complete communities, integrating land use and transportation, ensuring good connectivity between people and jobs and between businesses and end markets, making better use of existing and future transportation infrastructure and making greater reliance on transit for addressing the region’s growing people movement needs. The policy directions complement and are consistent with prior work documented in the IRTMP as well as several transit studies completed by the CRB.

Policy Objective #1: Develop a transportation system that supports the goals and aspirations of the region’s residents and businesses

Initial Policy Directions

1.1 (Existing – IRTMP) Supporting Industrial and Commercial Activities – Ensure that the region’s unique industrial and commercial activities are well served by transportation corridors that connect key industrial and commercial sites with local and extra-regional markets in Canada and abroad.

1.2 (Existing – IRTMP) Goods Movement – Ensure that an efficient system of regional truck routes and over-dimensional load corridors is provided to provide good accessibility to the region’s commercial and industrial sites.

1.3 (Existing – IRTMP) Multimodal Travel Choices – Ensure that the region’s transportation system offers viable multimodal travel choices that bring people within convenient reach of the Region’s economic, educational, recreational and cultural opportunities.

1.4 (Existing - IRTMP) Accessibility – Ensure that access, intersection and interchange practices in the region recognize and support the economic activities and provide a reasonable balance between access, efficiency and safety.

1.5 (Existing- IRTMP) Integration between Land Development and Transportation – Ensure strong integration and alignment between the region’s land development policies and the region’s transportation systems.

1.6 (Existing- IRTMP) Maximize the Use of Existing Infrastructure – Upgrade existing roadways and intersections before investing in new facilities.
1.7 (New) Congestion Management – Monitor and manage the effects of growing traffic congestion in the region through the following strategies:

- Focus on selective and targeted system upgrades; (improvements aimed at resolving or mitigating specific issues such as interchanges, overpasses, isolated intersection improvements or lane additions)
- Consider congestion-pricing measures within the Metropolitan Area to incentivize a greater diversity of transportation choices;
- Consider and support car-sharing schemes;
- Adopt traffic management and intelligent transportation measures; and
- Mitigate safety hot-spots through improvements designed to resolve safety problems at specific problem locations.

Policy Objective #2: Encourage a mode shift to transit, high-occupancy vehicles and active transportation modes as viable alternatives to private automobile travel, appropriate to the scale of the community

Initial Policy Directions

2.1 (New) Regional Transit Facilities and Services – Work together to plan, develop and maintain a regional transportation system that encourages a mode shift away from private automobile transportation, and pursue the following actions:

- Build and maintain transit facilities to connect citizens of the region with major job destinations, major post-secondary education sites, major health centres and major cultural and entertainment venues and 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; and
- Consider an alternative regional transit governance model to improve region-wide service, efficiency and remove barriers to the use of regional transit services.

2.2 (Revised – IV B. iii and iv) Promoting Alternatives to Single-Occupant Private Automobile Transportation – Work together to provide local and regional transit and high-occupancy vehicle facilities and services to provide competitive alternatives to single-occupant automobile transportation. This includes:

- In the Metropolitan Area, the provision of high-order transit such as LRT, commuter rail, bus rapid transit, and express bus service;
- In the Metropolitan Core, the provision of high-order transit such as LRT, commuter rail, bus rapid transit, express bus service with the highest level of service in the region. 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;
- In the Metropolitan Core and Metropolitan Area, the 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;
- The enhancement of the speed and reliability of local and regional transit services;
• Consideration of traffic demand management measures, where appropriate, to moderate the need for transportation infrastructure; and
• The provision of park and ride facilities at strategic locations such as LRT stations and other major transit stations to encourage convenient access to transit.

2.3 (New) Rural Life-line and Specialized Transportation – Support the provision of life-line services and specialized transit services to outlying rural communities and Rural Centres to connect citizens with services and amenities that are not locally available.

2.4 (New) Active Transportation Facilities – Support and develop context appropriate active transportation networks and facilities to offer travelers safe, non-motorized travel choices.

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 with Transportation Systems – Coordinate and integrate land use 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, built form and locations of land use types so as to maximize the likelihood of the desired transportation policy outcomes.

Policy Objective #4: Support Edmonton International Airport (YEG) as northern Alberta’s primary air gateway to the world

4.1 (New) Higher Order Transit Service to the Edmonton International Airport – Work with the Province to provide effective, fast and reliable high order transit service to the Edmonton International Airport.

4.2 (New) Roadway Access to Edmonton International Airport – Work with the Province to ensure an effective network of roadway access routes to the Edmonton International Airport that includes built-in redundancy and alternatives to QE2 Highway.

4.3 (New) Transit on Airport Access Routes – Work with the Province to ensure that airport access routes include transit preferential features to isolate bus-based transit services from road congestion.


4.5 (New) Transportation Access to Regional Airports – Ensure adequate access to the region’s regionally significant small-scale airports.
Policy Objective #5: Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions

Initial Policy Directions

5.1 (New) Coordinating Transportation Improvements – Ensure that the type, location and timing of transportation improvements reflect a shared commitment to a region with a common and shared vision for its future.

5.3 (New) Cooperation and Coordination to Achieve a Shared Regional Vision – Strive to strengthen on-going co-operation between CRB member municipalities, the Province and the federal government to ensure that the CRB Growth Plan goals are realized.

Implementation of the POLICY AREA
IMP 1.0 Future Studies, Plans and Initiatives

1.1 (New) Regional Transportation Plan – Implement the transportation-related policies of the Growth Plan by:

- Updating the region’s Integrated Regional Transportation Master Plan (IRTMP) as input to municipal, provincial and federal capital plans; and
- Working with the provincial government to ensure that Provincial highway investments within the region are aligned with and supportive of the region’s goals and policies pertaining to transit, accessibility, goods movements and other Growth Plan policies.

1.2 (New) Transportation Master Plans – In the Metropolitan Area, CRB member municipalities will complete Transportation Master Plans that demonstrably align with the Capital Region Growth Plan; such TMPs will be submitted to the CRB for approval through an REF-like process.

1.3 (New) Regional Transportation Priorities – Continue to establish regional transportation priorities as input to provincial and federal capital plans.

IMP 2.0 New or Updated Statutory Plans

2.1 (New) Statutory Plans – Ensure that new or amended Statutory Plan submissions are in alignment with and respect Regional Transportation Infrastructure by:

- Requiring more explicit elaboration of how regional transportation system improvements are incorporated into proponents’ submissions to the Regional Evaluation Framework (REF) process and what impact such submissions have on timing of future regional improvements.
IMP 3.0 Regional Advocacy

3.1 (New) Advocacy – Engage in advocacy with the provincial and federal governments to ensure that the region’s policies, goals and priorities are supported both by policy and through project funding.
The following policy areas have not been reviewed by the Task Force.

**Policy Area: Natural Living Systems**

**Principle:** Protect natural living systems and environmental assets. We will practice wise land stewardship and promote the health of the regional ecosystem, watersheds and environmentally sensitive areas.

**What are we trying to achieve?**

1. Thriving natural living systems and their environmental assets, including a healthy land base and watershed, abundant wildlife, clean air and water
2. A healthy environment with connected regional natural systems to enhance livability in the region
3. A balance that supports a healthy environment, agriculture and natural areas based tourism and recreational uses
4. A strategy to anticipate and address climate change and promote resiliency at the regional scale

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

1. Value, protect and enhance natural ecosystems including regionally significant natural areas and their regional connectivity
2. Plan development that promotes clean air, land and water, reduces energy consumption and greenhouse gas emissions, and remediates and reuses brownfield lands
3. Protect and conserve the North Saskatchewan River watershed
4. Manage conflict between natural living systems, natural resource extraction, solid waste, and energy corridors to minimize fragmentation of and regional growth impacts on natural living systems
5. Align regional policies with provincial and federal policies, standards and regulations, including the North Saskatchewan Regional Plan
Policy Area: Natural Living Systems

PREAMBLE:

The Capital Region has a rich array of natural features and assets, environmentally sensitive areas and watersheds that together make up the region’s natural living systems. This section considers the region’s natural living systems as an ecological network that cannot be considered in isolation to the other Policy Areas. The Growth Plan 2.0 will establish a balanced approach to planning for and managing growth. This involves recognizing natural living systems, preserving agricultural lands, and accommodating growth through compact and contiguous development patterns. The policy objectives and directions in this section are intended to promote the environmental health and liveability of the region, and introduce mechanisms to identify, protect and steward the region’s natural living systems.

This section also includes policy directions to focus on the restoration of the region’s natural living systems that have been degraded by past land use activities and regional infrastructure. The aim is to maintain the ecological functions as a means to conserve the region’s biodiversity. The proposed policy directions also recognize the importance of providing connectivity throughout the region. The region’s open spaces, natural areas and environment are important to the long-term liveability and sustainability of the region, and provide recreational opportunities for residents and visitors and habitat for wildlife. Policy directions in this section also address climate change impacts through compact growth patterns, multi-modal transportation and energy efficient building technologies, recognizing the interconnections to the directions in the other Policy Areas.

This Policy Area has a strong focus on implementation including regional advocacy and work with other orders of government.

Policy Objective #1: Protect, conserve, enhance and restore natural living systems in the region

Initial Policy Directions

1.1 (New) – Regional Natural Living Systems – Protect, conserve, enhance and restore the natural living systems identified in the region for the long-term ecological and social benefit of the region, including:

- regionally significant natural features
- contiguous natural areas
- surface waters
- riparian areas
- wetlands
- moraines
- woodlands
- prairie grasslands
- wildlife
• wildlife habitat and corridors
• aquatic habitat
• peatlands
• sand dunes
• aquifers, and
• other environmentally sensitive lands.

1.2 (Existing Addendum – Conservation b. - Revised) – Regional Natural Living Systems in Municipal Land Use and Regional Infrastructure Plans – Identify through mapping and associated policies, the region’s natural living systems in regional infrastructure and municipal land use plans. Associated policies in these plans shall protect, conserve, enhance and restore regional natural living systems.

1.3 (New) Minimize Fragmentation – Minimize the fragmentation of the region’s natural living systems through municipal policy and the use of conservation tools.

1.4 (New) Ecological Restoration – Encourage the restoration of regionally significant natural living systems that have been degraded by past land use activities and regional infrastructure.

1.5 (New) Connectivity – Maintain and enhance the connectivity of natural living systems across the region to ensure the environmental health and integrity of these systems and the social benefit to the region.

Policy Objective #2: Plan development to promote clean air, land and water and address climate change impacts

Initial Policy Directions

2.1 (New) – Reduction of Energy Consumption and Greenhouse Gas Emissions – Plan and promote land use patterns and regional transportation infrastructure that reduce energy consumption and greenhouse gas emissions in order to improve the region’s ambient air quality, ability to withstand climate change impacts and natural hazard risks.

2.2 (Existing V.B.ii – Revised) – Energy Efficiency, Low Impact Development and Green Building Technologies – Promote the use of energy efficient, low impact development and green building technologies in the planning, design and construction of urban development in Greenfield Areas and Built-Up Urban Areas, new residential housing forms, regional infrastructure and regional infrastructure upgrades.

2.3 (New) – Energy Recovery and Use of Renewable Energy – Promote energy recovery and the use of renewable energy and district energy systems in community design in the region.

Policy Objective #3: Protect watershed health, water quantity and quality in the region

Initial Policy Directions
3.1 (New) – Protect Watershed Health and Manage Water Quantity and Quality in the Region – Protect watershed health and manage water quantity and quality in the North Saskatchewan River through the implementation of the Provincial Water Management Framework; and require development to comply with all applicable provincial and federal water quality requirements.

3.2 (Existing I.A.iv – Revised) – Protect Water Quality in the Region – Develop and implement regional infrastructure plans with policies to protect, enhance and restore the water quality of the region. Policies will be supportive of the Province’s Water for Life Strategy and should consider the following:

- protection of natural areas along waterways;
- continuous improvement of water quantity and quality;
- urban development best management practices to minimize soil erosion, protect and enhance riparian fish and wildlife habitat; and
- protection of wetlands with sufficient buffers to maintain their water quality and hydrologic function.

Policy Objective #4: Minimize the impacts of regional growth on natural living systems

Initial Policy Directions

4.1 (Existing Addendum – Conservation a. - Revised) – Conservation Buffers and Transitional Land Uses – Prior to the approval of regional infrastructure and municipal land use plans, supporting technical studies will be required for the development of lands that may impact the region’s natural living systems identified in the Edmonton Metropolitan Regional Structure to 2044 map. The technical studies should incorporate an ecological network approach and identify appropriate conservation buffers, development setbacks and transition of land uses from natural living systems.

4.2 (Existing I.C.iii – Revised) – Evaluation of Municipal Land Use and Regional Infrastructure Plans – Protect natural living systems from the impacts of regional growth and development through the requirement for submission and evaluation of regional infrastructure and municipal land use plans for alignment with the natural living systems policies of the Growth Plan.

4.3 (Existing Addendum – Conservation c. - Revised) – Natural Living Systems that connect beyond the Region’s Boundaries – Identify conservation buffers to protect natural living systems that are part of a larger ecological network which extends beyond the boundaries of the Capital Region.

Policy Objective #5: Minimize and manage impacts of natural resource extraction activities

Initial Policy Directions

5.1 (Existing I.C.i) – Revised) – Natural Resources Extraction and Natural Living Systems

Develop and implement appropriate policies in regional infrastructure and municipal land
use plans to direct new natural resource extraction and expansion activities for coal, oil and gas, sand and gravel deposits away from the region’s natural living systems and Prime Agricultural Lands in order to minimize fragmentation and impacts.

Implementation of the POLICY AREA
IMP1.0 Future Studies, Plans and Initiatives

1.1 (Existing I.A.ii – Revised) – Mapping Natural Living Systems and Potential Restoration Areas in the Region – Identify and map the natural living systems of regional, provincial and federal significance and potential restoration areas in regional infrastructure and municipal land use plans to ensure their function, integrity and connectivity will be protected from loss over time from the impacts of regional growth.

1.2 (Existing Addendum – Conservation d. - Revised) – Natural Living Systems in the Growth Plan – Upon review of the Capital Region Growth Plan, the CRB shall amend the Edmonton Metropolitan Regional Structure to 2044 map to include any new identified natural living systems.

IMP 2.0 Regional Advocacy and Working with the Province

2.1 (Existing III.B.i. – Revised) – Integrated Regional Open Space and Greenways/ Trails System Plan – Advocate to the Province to develop and implement a plan for an integrated regional system of parks, open spaces, greenways/ trails including the Trans Canada Trail, buffers for natural areas, including where public access will and will not be permitted in order to meet the recreational needs of the region’s population and minimize associated environmental impacts.

2.2 (New) Further Environmental Initiatives – Advocate to the Province for, and support Provincial work with other stakeholders on the following initiatives:

- **Cumulative Effects Management** – Delivery and implementation of a cumulative effects management system that would minimize and manage regional growth impacts through the North Saskatchewan Regional Plan.

- **Climate Change Strategy** – Establishment and implementation of a climate change strategy that improves the region’s resiliency to withstand climate change impacts and natural hazard risks.

- **Clean Air Quality Standards** – Implementation of the Capital Region Air Quality Management Framework to ensure the region’s ambient air quality stays within the levels established in the Framework and meets applicable Federal and Provincial standards.

- **Provincial Greenhouse Gas Emission Reduction Target** – Implementation of the Provincial Greenhouse Gas emission (GHG) reduction target of 20% for large emitters and to ensure air quality receives a high priority in the development and approval of regional and municipal land use and transportation plans.
• **Integrated Regional Watershed Management Plan** – Development and implementation of an integrated regional watershed management (IRWM) plan to address:
  - the region’s rivers, creeks, wetlands and floodplains to ensure their function, integrity, and their multiple biological, physical and social values;
  - designated beneficial water uses;
  - aquifers;
  - groundwater resources and terrestrial and aquatic habitats;
  - the use of low impact development techniques relying on natural processes to address flood control, storm water management, abnormally high winter and low summer stream flows and nonpoint pollution reduction;
  - water conservation practices; and
  - options and opportunities to incorporate water reclamation technology.

• **Watershed Performance Indicators for the Region** – Inclusion of watershed performance indicators in the North Saskatchewan Regional Plan to measure and monitor change in the watershed condition resulting from impacts associated with regional growth.

• **Conservation Tools** – Development and implementation of a range of conservation tools to support the principles of the Capital Region Growth Plan.

• **A Provincial Policy to Minimize Fragmentation and Impacts of Energy and Infrastructure Corridors on Natural Living Systems** – Development of a provincial policy that would require energy and infrastructure corridors to co-locate and to avoid to the extent possible the region’s natural living systems, in order to minimize their loss and fragmentation.
Policy Area: Economic Competitiveness & Employment

PREAMBLE

The Growth Plan 2.0 will build on the region’s existing economic assets and strengths to enhance the global economic competitiveness and prosperity of the region. The Growth Plan 2.0 is intended to foster a diverse and innovative economy, and introduces a number of policy directions to achieve this Principle. This includes promoting existing and emerging sectors, defining, protecting and planning for job growth in Major Employment Areas and emerging sectors, enhancing the movement of goods, services and people to, from and through the region, and promoting the liveability of the region.

The policy objectives and directions in this section provide a foundation for working together as a region to promote prosperity and global economic competitiveness. This includes recognizing and enhancing the assets that distinguish the Capital Region, including Downtown Edmonton, Alberta’s Industrial Heartland, the lands around the Edmonton International Airport including Port Alberta’s foreign trade zone and regional economic development concepts like ‘aerotropolis’, among other regional assets. Each tier within the region plays an important role in enhancing prosperity and competitiveness, and provides different opportunities for economic growth. This includes strengthening and building on the following in each planning tier:

a. **In the Rural Area**
   - Promoting job growth in the Industrial Heartland, resource extraction areas, around regional airports and in Major Employment Areas with industrial, manufacturing, commercial, resources extraction and processing uses;
   - Encouraging job growth in employment areas that are accessible by transportation routes, optimize existing and planned infrastructure and servicing; are not located on Prime Agricultural Lands and do not have a negative impact on agricultural operations;
   - Focusing commercial, institutional and office development in Rural Centres and Sub-regional Centres;
   - Encouraging the growth and diversification of the agricultural sector;
   - Fostering recreation activities and promoting recreational corridors; and
   - Managing resource extraction activities and limiting the negative impacts on the region’s natural living systems through buffers and compatible land uses.

b. **In the Metropolitan Area:**
   - Promoting job growth in Major Employment Areas with industrial, manufacturing, storage and distribution uses;
   - Permitting and encouraging office and commercial uses in Urban Centres and TOD Centres and/or along transit corridors to encourage access to amenities, job growth in proximity to where people live, and transportation choice for employees;
   - Encouraging the growth of government, health and education uses in locations with access to transit;
• Promoting the growth of the agricultural sector including urban agriculture and opportunities for local food production and distribution; and
• Leveraging the economic development opportunity at the Edmonton International Airport and surroundings lands.

c. In the Metropolitan Core:
• Recognizing Downtown Edmonton as the region’s central business district and centre for government, health, post-secondary education, major arts and culture and entertainment, and as the location with the highest concentration of population and jobs in the region;
• Encouraging the growth of emerging sectors such as finance, research and development and the knowledge economy;
• Encouraging residential, office and commercial uses in TOD Centres and along transit corridors to encourage access to amenities, job growth in proximity to where people live, and transportation choice for employees; and
• Encouraging urban agricultural opportunities.

Policy Objective #1: Promote global economic competitiveness and diversification of the regional economy

Initial Policy Directions

1.1 (New) Global Economic Competitiveness – Work together as a region to promote prosperity and global economic competitiveness by:
• recognizing and enhancing the regional assets that distinguish the Capital Region
• encouraging economic diversification, while recognizing energy as the region’s core economic driver;
• coordinating and sustained investment in infrastructure;
• defining and protecting Major Employment Areas to provide for employment growth;
• encouraging business and labour attraction and retention by sustaining the high quality of life within the region; and
• planning for the efficient movement of goods and people; and collectively marketing the region in the national and global marketplace.

1.2 (New) Economic Diversification and Emerging Sectors – Work with the private sector to nurture and promote the growth and diversification of the region’s existing and emerging economic sectors including energy, green technology, manufacturing, transportation, logistics, finance, the knowledge economy and agriculture (areas of production, value-added activities, manufacturing and distribution).

1.3 (New) Northern Hub and Gateway – Work with other levels of government and the private and institutional sector to develop the region as a hub and gateway to Alberta and Northern Canada by expanding sectors related to government, education, health, culture and the arts.
Policy Objective #2: Promote job growth and the competitiveness of the region’s Major Employment Areas

Initial Policy Directions

2.1 (New) Planning for Employment Growth – Accommodate and encourage employment growth by:

- Identifying, planning for and protecting Major Employment Areas (identified in the Edmonton Metropolitan Regional Structure map) to accommodate a range of employment types including industrial, commercial and institutional uses;
- Planning and coordinating infrastructure to support current and future employment growth and employment uses; and
- Promoting the liveability within the region and job growth within close commuting distance to where people live.

2.2 (Existing – Revised VI. D. ii.) Planning Land for a Variety of Employment Uses – Identify and protect an adequate supply of lands to provide a variety of employment uses, support economic diversification and accommodate the employment forecasts set out in Schedule – 2044 Forecasts.

2.3 (Existing – Revised II. B. ii.) Job Growth and Infrastructure in Major Employment Areas – Promote industrial and commercial development and job growth in Major Employment Areas identified in the Edmonton Metropolitan Regional Structure to 2044 map and plan infrastructure investment to support current uses and economic diversification opportunities.

2.4 (New) Conversion of Major Employment Areas – Evaluate the conversion of employment uses in Major Employment Areas to non-employment uses through a comprehensive assessment of the employment land need and implemented through a MDP review and update. The comprehensive assessment shall demonstrate that:

- There is a need for the conversion to support population and employment growth, without other reasonable alternatives;
- The municipality will meet the employment forecasts;
- The conversion will not adversely impact the overall viability of the major employment area;
- There is existing or planned infrastructure to accommodate the land use and development;
- The lands are not required over the long-term for employment purposes;
- The lands are not deemed regionally significant; and
- Cross jurisdictional issues have been considered.

2.5 (Revised – VI c iii) Industry Location – Preserve lands in the vicinity of major highway interchanges, rail yards and airports for manufacturing, warehousing, and associated retail,
office and ancillary uses, and encourage industrial growth in locations that are considered compatible with strategic locations for specific types of activity and investment.

2.6 (Existing I.E.ii – Revised) – Eco-Industrial Policies – In the Metropolitan Area and Rural Area, encourage the use eco-industrial principles to guide the design and development of heavy industrial uses and incorporate eco-industrial principles in major infrastructure plans, ASPs and outline plans for Major Employment Areas. Adopt eco-sensitive design approaches to minimize the impacts of future heavy industrial development on the natural environment.

Policy Objective #3 - Enhance economic competitiveness through the efficient movement of people, goods and services to, from and through the region

Initial Policy Directions

3.1 (New) Defining and Supporting Regional Economic Corridors – Work together to promote the movement of people, goods and services along the regional economic corridors that distinguish the region as a gateway to Alberta and Northern Canada. These include:

- West Canamex Corridor/Highway 16;
- Edmonton/Calgary (Highway 2) and Edmonton International Airport;
- Fort McMurray (Highway 63); and
- Downtown Edmonton.

Policy Objective #4: Promote the liveability and prosperity of the region and plan for the needs of a changing population and workforce

Initial Policy Directions

4.1 (New) Proximity of Housing and Employment – Encourage housing diversity and affordable housing within close commuting distance to Major Employment Areas and encourage the development of Downtown Edmonton, Urban Centres, TOD Centres and Rural Centres and Sub-Regional Centres as places to concentrate jobs, activities and housing.

4.2 (Existing – VI-Div. & B.ii) Quality of Life – To attract and retain a diverse range of workers, plan for complete communities appropriate to the scale and level of service of each tier in accordance with Communities and Housing Policy Direction 1.1

Implementation of the Policy Area
IMP 1.0 Future Studies and Initiatives

1.1 (New) – Regional Economic Development Strategy – Work together as a region to prepare a regional economic development strategy in order to grow the regional economy and promote global economic competitiveness.
1.2 (New) Planning and Coordinating Infrastructure Corridors – Prepare infrastructure plans and coordinate new development and infrastructure corridors to support existing and planned growth in Major Employment Areas, Downtown Edmonton, Urban Centres, TOD Centres and Rural Centres and Sub-Regional Centres.

1.3 (New) Telecommunications Infrastructure – Work with telecommunications providers to support the provision of telecommunications infrastructure (Wi-Fi, fixed-line, mobile transmission sites).

1.4 (New) Energy Corridors – Work with the energy sector to identify and protect new and planned energy corridors in multi-use corridors and develop and implement a regional energy corridor management model.

1.5 (Existing – Refined) – Eco-Tourism, Culture and Recreation – Work together to identify and promote opportunities for eco-tourism, culture and recreation including planning and development of recreational corridors throughout and beyond the region.

IMP 2.0 Regional Advocacy

2.1 (New) Regional Advocacy – Work with other orders government and member municipalities and the private sector to promote global economic competitiveness, innovation and support efforts to diversify the regional economy.

IMP 3.0 Monitoring and Reporting

3.1 (New) Monitoring and Reporting – Monitor and report on economic and employment growth: including the supply of employment lands to meet the needs of the regional economy and workforce.
Edmonton Metropolitan Region Structure to 2044
February 05, 2016

DRAFT

Natural Living Systems includes ESA mapping from Parkland County

* Extent of Metro Area in Strathcona County by 2044 is contingent upon decision by County Council on the location of its next urban growth node (Bremner or Coldstream).

Legend:
- Rural Centre
- TCQ Centre
- Urban Centre
- Sub Regional Service Centre
- Downtown Edmonton

Planning Tiers:
- Rural Area
- Core Area
- Metropolitan Area
- Existing 2041 County Residential
- Existing 2041 Urban Built Up Area
- Employment Areas
- Resource Extraction Areas
- Natural Living Systems

Airport
- Lifeline Bus Service
- Regional Bus Transit Corridor
- LRT Transit Corridor
- Arterial Road
- Highway
- Planned Highway or Road
- Pipeline Corridor
- Hamlet
- Non-Member Municipalities

Scale: 1:500,000
This glossary is a work in progress and will continue to be updated and evolved throughout the updating of the Growth Plan.

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

**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 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.

**Agriculture Support Services** – Meaning development providing products or services directly related to the agricultural industry.

**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.

**Biofuels** – Fuels produced from renewable resources (plants, organic waste) which can be substituted for fossil fuels (oil, gas). May be used to reduce air pollution in part.

**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 an established timeframe (e.g. 2015 or time of Plan adoption). The Built-Up Urban Area is shown conceptually in the Regional Metropolitan Structure to 2044 map and will be delineated by local municipalities in detail as part of the implementation of this Plan.

**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 they are moderately high in productivity for 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 that reflect differing roles, levels of services and ability to accommodate growth. Centres include Rural Centres, Sub-Regional Centres, Urban Centres, Downtown Edmonton and Transit-Oriented Development Centres.

**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), multi-modal transportation access, 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** – an urban, rural or specialized municipality, or existing urban communities within rural and specialized municipalities. A community is not intended to be inclusive of neighbourhoods, areas or districts within larger communities. For example, Strathcona County (a specialized municipality) is a community, as is Sherwood Park (an urban service area) as it is an urban community within Strathcona County, but neither Summerwood (a neighbourhood) nor the North of Lakeland Area (a district or cluster of neighbourhoods) are not considered communities in and of themselves.

**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.

**Conceptual Scheme** – Pursuant to Section 653(4.4)(b) of the Municipal Government Act, a non-statutory land use plan adopted by a municipality that: relates a subdivision application to the future subdivision and development of adjacent areas; and has been referred to the persons to whom the subdivision authority must send a copy of the complete application for subdivision pursuant to the subdivision and development regulations.

**Connectivity** – having the parts or elements joined or linked together

**Conservation** – See Preservation.

**Contiguous** – Adjacent to a compatible existing or planned land use. In the context of future greenfield areas, contiguous development must be part of an existing urban community, adjacent to an existing urbanized developed area or existing urban development approved through a municipal development plan.

**Core Housing Need** – refers to when households are unable to obtain shelter that meets adequacy, suitability or affordability needs or spend 30% or more of their total before-tax income to pay the median rent of alternative local housing that is acceptable. **Adequate** housing does not require any major repairs; **Affordable** housing costs less than 30% of total before-tax
household income; and **Suitable** housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

A household is not in core housing need if its housing 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 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** - The subdivision of rural lands to create multiple residential lots. Unserviced Country Residential is serviced by on-site wells or cisterns and on-site septic systems. Serviced Country Residential is serviced by municipal water and sanitary services.

**Cumulative Effects Management** – 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** – The regional-scale centre of the Capital Region, and the central core of the City of Edmonton, with a concentration of regionally-significant amenities and services, the highest levels of residential and employment density and greatest transit service, access and non-motorized transit options and greatest mix of uses.

**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.

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

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

**Freestanding Urban Community** – A self-contained urban community that is not an extension of or contiguous to an existing community.

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

**Greenfield Area** – Area for future urban growth located outside of existing built-up areas or previously planned areas.
**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.

**Housing Continuum** – Continuum of housing options, comprise of a non-market component including subsidized and affordable housing, and a market component including market affordable housing and “pure” market housing.

**Infill, Urban** – the development of vacant lots within previously developed areas.

**Intensification, Urban** – The development within the existing built-up urban area at a higher density than currently exists through: redevelopment; the development of 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, Sub-Regional Centres, Urban Centres, the Downtown Edmonton, TOD 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 Areas

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.

Land Stewardship – The practice of responsible land usage to ensure that natural capital is maintained or enhanced for future generations.

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

Local Level of Service – Provides a range 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.

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

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 surrounding the Metropolitan Core, including cities and towns, Major Employment Areas 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.

**Minor Employment Area** – 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).

**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.

**Multifunctionality** – An economic term meaning that an activity has consequences other than its primary goal. Notion that agriculture plays roles useful to society in addition to producing food and fibres. These other roles include protecting the environment, maintaining the landscape and preserving a rural fabric. Multifunctionality thus represents all the positive externalities of agriculture. (Source: Glossary of Agricultural Programs, Acts and Terms – Glossary, Parliament of Canada, 30 June 2006).

**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. These are areas where growth should not be anticipated and specific mitigation measures may be required.
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-Agricultural Land Uses** – Land uses for other than agricultural purposes including residential, industrial, commercial, institutional and recreational uses, resource extraction (gravel pits, coal mining (surface), oil and gas), landfill sites, highways and other uses.

**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 Plan** – 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.

**Planned Area** – An area subject to a previously adopted statutory plan below the MDP or IDP level, or an area subject to a previously adopted non-statutory land use plan such as a conceptual scheme, outline plan, etc. This includes plans adopted before the approval of the updated 2016 CRGP as well as those adopted before the approval of the 2009 CRGP.

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

**Priority Prime Agricultural Lands** – Prime Agricultural Lands that will be identified lands for conservation through the Land Evaluation and Site Assessment (LESA) program.

**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). The Land Use and Evaluation will serve as the tool for identify Priority Prime Agricultural Lands in the region. Until the LESA is complete, the CRB and member municipalities will use the Province’s Land Suitability Rating System (LSRS).

**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.

**Responsible Growth** – Growth that incorporates land uses and resources in ways that enhance the long-term quality of life for current and future generations, uses resources and the region’s agricultural land base in an efficient way, optimizes the use of existing and planned infrastructure and services; and is financially sustainable over the long-term with respect to both operating and capital costs.

**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 living systems, recreation areas and resource extraction areas, and counties, towns, villages, incorporated hamlets and country residential development with some local levels of service and community amenities.
Rural Centre – 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 Area.

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 meet the needs of their own community and those in the wider area. Include Morinville, Devon and Lamont.

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

Transit Corridors – Existing and planned transit corridors include lifeline bus service, regional commuter bus transit corridor and LRT transit corridors.

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.

**Transit-Oriented Development Centre (TOD Centre)** – Areas around major transit stations, intermunicipal/sub-regional transit interchanges where transit-oriented development with mixed-uses and/or intensive employment uses should be planned. The IRTMP and the City of Edmonton’s TOD Guidelines provide a basis for the depiction of planned TOD Centres on the Metropolitan Growth Structure, with refinements based on directions emerging from the Growth Plan Update.

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

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

**Urban Centre** – Urban areas intended to accommodate mixed-use development at higher intensities in the Metropolitan Area, including the downtowns and central areas of the communities within the Metropolitan Area.

**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.
GP 2.0 Future Work

- List of identified strategic and potential policy issues
- Two categories: Future Work and Strategic
- The priority of all Strategic and Future Work identified will be determined by the Board

**Future Work**
(preliminary list from GPU 2.0)

- Regional Agriculture Master Plan
- Development of LESA (Land Evaluation Strategic Assessment)
- Ag Industry Economic Development Strategy (Including supply chain analysis)
- Exploration of Conservation Easements and a Regional Transfer Development Credit Program
Strategic (issues not being addressed in GPU2.0)

What we have been hearing through the GPU 2.0 Update process is we need a way to address broad regional issues such as:

• Changes to **Cost Sharing** (requirement in the CRB Regulation) and
• Changes in **Municipal Boundaries** and **Annexations** (MGA).

These issues will not be dealt with as part of the Growth Plan update 2.0 (as they are beyond the scope of the requirements of the Growth Plan (per the Regulation).

That being said, there may be a will by the Board to address them at some future date. The GPU Task Force is recommending that these issues be identified as Parking Lot Issues for the Board’s future consideration.

**50 Year Population & Employment Forecast** – the Task Force recommends that the Board undertake an update of the 2013 Population & Employment numbers following the completion of the update of the Growth Plan, that takes into consideration the implications of the economic conditions on regional growth and with consideration of the implications of greater economic diversification.
## 2016 GPU Schedule (as of February 8, 2016)

<table>
<thead>
<tr>
<th>Board Meeting Dates</th>
<th>Deliverable (subject to change)</th>
<th>TASK FORCE MEETINGS</th>
<th>Regional Engagement Dates</th>
<th>Stakeholder</th>
<th>CRB Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 11, 2016</td>
<td><strong>Board Approval</strong> of revised Employment Forecast</td>
<td>Feb 18</td>
<td>February 5</td>
<td>CAO / Municipal Administrations</td>
<td></td>
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<tr>
<td>March 10, 2016</td>
<td><strong>Board Approval of Stage 3 Deliverables</strong> – Metropolitan Structure, Policy Objectives &amp; Directions; Table of Contents and Future Work &amp; Strategic Initiatives</td>
<td></td>
<td>March 31</td>
<td>CAO</td>
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<tr>
<td>April 14, 2016</td>
<td>Presentation of Draft Policies <strong>Notice Of Motion</strong></td>
<td>April 13</td>
<td>April 15 (subject to change)</td>
<td>External Stakeholders</td>
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<tr>
<td>May 12, 2016</td>
<td>Presentation of Implementation Plan</td>
<td></td>
<td>June 15</td>
<td>CAO</td>
<td>MAY: One on One meetings with 24 Mayors</td>
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<tr>
<td>June 9, 2016</td>
<td>Draft Plan Version 1</td>
<td>June 29</td>
<td>June – last two weeks</td>
<td>Regional Roadshow #2</td>
<td></td>
</tr>
<tr>
<td>July 14, 2016</td>
<td>Plan Presentation &amp; In camera discussion</td>
<td></td>
<td>July (First Week)</td>
<td>Municipal Administration</td>
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<tr>
<td>Aug 11, 2016</td>
<td>Draft Plan Version 2</td>
<td>Aug 18</td>
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<tr>
<td>Sept 8, 2016</td>
<td>Final Draft Plan Version 3</td>
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<tr>
<td>October 13, 2016</td>
<td><strong>Motion to Approve Plan</strong></td>
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</tbody>
</table>
Growth Plan Update (GPU) Regional Engagement Strategy

GPU Task Force Status Report and Discussion with Advocacy & Monitoring Committee (AMC)

Task Force Chair, Mayor Roxanne Carr and CEO Malcolm Bruce
Opening Remarks

Objective
Board Approval of the updated Growth Plan 2.0 in October 2016

Background
- Capital Region Board Growth Plan 1.0 (2010)
- Successes to date
- Easy to vote NO

Context
CRB
- 3 Villages
- 11 Towns
- 5 Counties
- 5 Cities

Task Force
- 1 Village (Mayor)
- 1 Town (Mayor)
- 2 Counties (1 Mayor)
- 3 Cities (2 Mayors)

6 Board members from 2008
GPU – Growth Plan Update

What will change from 2010 Capital Region Growth Plan?

- One Integrated Plan
- Metropolitan Structure
- New and Updated Policy Areas
- Strengthened Existing Policy Areas
- Integrated Implementation Plan
- Integrated Monitoring and Reporting
- Plan for Changes to CRB Regulation
GPU Regional Engagement

Regional Engagement Strategy
• Board
• Task Force
• CRB Committees
• Counties, Cities, Towns & Villages
• Municipal Councils (Spring Roadshows 2015)
• CAO Consultations
• Municipal Administrations
• External Stakeholder Consultations
• Province – Cross Ministerial Review Committee

Key Learnings
• Understanding of Regional Issues
• Understanding of Gaps in Capital Region Growth Plan
• Feedback on Plan Development
• Support for Approach
GPU Focus February–October 2016

- Regional Sustainability
- **Board Buy In and Ownership** of the Plan Update to ensure approval
- **Build Board confidence** in Plan Update direction
- Ensure **Municipal Councils** understand and support the Plan Update
- **CAOs and Municipal Administrations** understand and support the Plan Update
- **Provincial Support**
- **Stakeholder Support**
<table>
<thead>
<tr>
<th>When</th>
<th>What</th>
<th>Who</th>
</tr>
</thead>
</table>
| April/May    | **One on One Meetings with 24 Mayors**  
   2 Page Briefing Note  
   • Outline of the Plan and How it impacts the Municipality  
   **Questions:** What do you like about the Plan? Dislike about the Plan? What would prevent you from voting in favor of the Plan? Why is this important to you? | CRB CEO/Project Manager         |
| June (20-30) | **2016 Regional Road Shows** (5)  
   • Presentation of the Plan to Municipal Councils, Administrations, Stakeholders and Public | Task Force/CRB Administration    |
| July 5       | Assemble Input (One on One Meetings and Road Shows) and Circulate to Board | CRB Project Manager              |
| July 14      | **Board Meeting** — Presentation of the Plan followed by In Camera session (pm) to discuss member concerns- (Format TBD) | CRB/CEO/Project Manager         |
| June-August  | **Municipal Feedback to CRB Administration**                          | Municipalities/Project Manager  |
| Sept 8, 2016 | **Board Meeting - Notice of Motion to approve the Growth Plan 2.0**    | CRB                             |
1. Board Engagement Proposal
   • What do you like about this approach?
   • What don’t you like?
   • What changes would you make?

2. Board Meetings – Project Updates and Decisions
   • What do we need to do differently?
   • What additional information (format) would you suggest in bringing decision items forward?

3. External Stakeholders
   • What industries/sectors/associations do we need to pay more attention to with this Update?
   • Any suggestions?

4. Municipal Administrations

5. Anything else that could impact the Approval of the Plan?
Growth Plan Update
Capital Region Board

Task Force Meeting | Policy Development
February 18, 2016
AGENDA

• Where we Are In the Process?
• Where we are Headed?
• Where Task Force Direction/ Decisions are needed today
  – Growth Plan Update 2.0 – Table of Contents
  – Employment Scenario Analysis
  – Land Need Analysis
  – Special Study Area – Sturgeon Valley
  – Final draft Policy Objectives & Policy Directions
• Next Steps?
Where are We in the Process ....
Where are We Headed....
Growth Plan Update 2.0 - Plan Components

**Vision**
- A representation of the Capital Region in 2064
- A definition of success

**Principles**
- Guiding elements to achieve the Vision

**Regional Growth Planning Approach**
- Strategies to plan and manage growth, including regional metropolitan growth structure and tiered planning framework

**Policy Areas with Policies**
- Policies to coordinate growth and infrastructure, aligned with Principles and Policy Areas

**Implementation**
- Roles and responsibilities to implement the Plan, regional infrastructure priorities & monitoring tools
What will the Plan Look Like…..

See Agenda Package:  #5 GPU 2.0 Table of Contents
Item 5: GPU 2.0 draft Table of Contents

**Recommended Motion:**
That the Growth Plan Update Task Force approve the draft Table of Contents and recommends the draft Table of Contents be approved by the Board as the basis for preparing the update to the Capital Region Growth Plan.
Agenda Item #6
Municipal Administration Feedback
Item 6: Municipal Administration Feedback

**Recommended Motion:**
That the Growth Plan Update Task Force accepts the feedback from Capital region Board Municipal Administrations as information to inform the Growth Plan Update 2.0.
Agenda Item #7

Working Papers Discussion

This is an opportunity for the Task Force to ask any questions about the content within the Working Papers. The Working Papers were sent out prior and have not been included in the Agenda Package.
Agenda Item #8
Policy Directions – Inputs

See Agenda Package:
8a – Employment Analysis Briefing Note;
8b – Land Need Analysis Briefing Note; and
8c - Special Study Area – Sturgeon Valley
8a. Employment Analysis
Employment Analysis

Purpose: Estimate total employment by industry (2 digit NAICs) for each defined Major Employment Area for 2044 adjusted employment – 1,197,500

Estimate the land absorption for four employment scenarios across two dimensions:

• Economic Diversification
  – Status Quo: Continued reliance on energy sector
  – Economic Diversification: Reduced reliance on energy sector

• Spatial Distribution
  – Core: Concentration of development in CBD and insturial areas in Edmonton between Yellowhead and Whitemud freeways
  – Dispersed: Concentration of development in proximity to Anthony Henday (inside/outside of Edmonton)
Employment Analysis - Major Employment Areas

Coordinate System: STM114-83
Projection: Transverse Mercator
Datum: North American '83
central meridian: -114.0000

1:500,000

km

Lamont County

Leduc County

Parkland County

Sturgeon County

Strathcona County

Applications Management Consulting LTD
Employment Growth in Selected Major Employment Areas

- Alberta's Industrial Heartland: 2014 - 12,970, 2044 Status Quo - 22,476, 2044 Diversification - 17,816
- Regional Core: 2014 - 170,214, 2044 Status Quo - 234,717, 2044 Diversification - 251,500
Employment Analysis - Industry Change and Land Absorption

Economic Diversification scenario:
• Manufacturing grows to 8% of region employment
• Finance & Insurance grows to 4.7% of region employment
• Professional, scientific and technical services grows to 10.1% of region employment

Land absorption in the Major Employment Areas is affected by total employment growth:
• Economic diversification scenario reduced land consumption by approx. 5,000 ha
• Concentrating jobs in the Core will reduce land requirements by 1,000 to 1,500
Employment Analysis- Recommendation

Pursue an economic diversification scenario to:

• Minimize the development footprint
• Increase the development potential of some Major Employment Areas
• Diversify the regional economy and become less reliant on energy
Item 8a: Employment Analysis

**Recommended Motion:**

That the Growth Plan Update Task Force accepts the Core Project Team’s recommendation to pursue a diversified employment strategy to inform the policy directions for the Growth Plan Update 2.0.
8b. Land Need Analysis
Land Need Analysis

• Relevant key policy objectives:
  – Minimizing fragmentation and conversion of agricultural lands
  – Fostering and strengthening existing communities with new growth
  – Maximizing the efficient use of infrastructure
  – Minimizing cost of operations and maintenance associated with expanding development footprint

• Policies and targets can be introduced to increase densities and intensification in order to minimize the regional footprint and thereby achieve these key policy objectives

• Four growth management scenarios have been analyzed to determine land need impacts using various assumptions
Land Need Analysis - Four Growth Management Scenarios

• Base Case (Business as Usual)
  – Informed by policy within current CRGP (i.e., density targets applying to PGAs)

• Scenario 1 (Moderate Change)
  – Moderate increases to density assumptions
  – Introduction of intensification allocation assumptions

• Scenario 2 (Rural Redistribution)
  – Varies 1 by redistributing some rural county growth from country residential subdivisions, agricultural acreages, etc. to hamlets

• Scenario 3 (Significant Change)
  – Significant increases to density assumptions
  – Introduces higher intensification allocation assumptions
  – Like 2, redistributes some rural county growth to hamlets
## Growth Management Scenario Outcomes

<table>
<thead>
<tr>
<th>Geography</th>
<th>Growth Management Scenarios</th>
<th>Quarter Sections Needed</th>
<th>%</th>
<th>Quarter Sections Needed</th>
<th>%</th>
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<th>%</th>
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<tr>
<td></td>
<td>Base Case (“Business as Usual”)</td>
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<td>Scenario 1 (“Moderate Change”)</td>
<td></td>
<td>Scenario 2 (“Rural Redistribution”)</td>
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<td>Scenario 3 (“Significant Change”)</td>
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<tr>
<td>Urban Land Need</td>
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<td>443.3</td>
<td>58.0</td>
<td>379.4</td>
<td>56.6</td>
<td>398.9</td>
<td>73.3</td>
<td>297.3</td>
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<tr>
<td>Rural Land Need</td>
<td></td>
<td>321.5</td>
<td>42.0</td>
<td>290.7</td>
<td>43.4</td>
<td>145.3</td>
<td>26.7</td>
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<td>Overall Land Need</td>
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<td>764.8</td>
<td>100.0</td>
<td>670.1</td>
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<td>544.3</td>
<td>100.0</td>
<td>355.8</td>
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<td>Hectares</td>
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<td>49,483</td>
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<td>43,355</td>
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<td>35,216</td>
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<tr>
<td>Acres</td>
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<td>122,368</td>
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<td>107,216</td>
<td></td>
<td>87,088</td>
<td></td>
<td>56,928</td>
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</tbody>
</table>

- Scenario 1 reduces overall land need by **12%** and saves ~95 quarters of agricultural land
- Scenario 2 reduces overall land need by **29%** and saves ~221 quarters of agricultural land
- Scenario 3 reduces overall land need by **55%** and saves ~409 quarters of agricultural land

**Conclusion:** All three scenarios generate smaller regional footprints in 2044 compared to the Base Case, thereby:
- extending life of agricultural lands;
- strengthening existing communities;
- maximizing infrastructure; and
- minimizing operational and maintenance costs.
Land Need Analysis - Recommendation

• All scenarios reduce region’s overall land need
• Analysis illustrates effect of different policy assumptions
• Scenario 1 results in 12% efficiency in land need and preserves 95 quarter sections of agricultural land by 2044
• Scenarios 2 and 3 are more holistic applying higher density and intensification goals, resulting in:
  – greater preservation of agricultural land by 2044;
  – strengthened existing communities in the region;
  – maximization of existing and future infrastructure investments; and
  – minimization of operating and maintenance costs

• **Recommendation:** Considering the Growth Plan Principles and intent to achieve more sustainable growth pattern, *it is recommended that the Task Force implement either Scenario 2 or Scenario 3 to guide development of Growth Plan policies*
Item 8b: Land Need Analysis

**Recommended Motion:**
That the Growth Plan Update Task Force approves scenario X to inform the direction of policy development of the Growth Plan Update 2.0.
8c. Special Study Area
Item 8c: Special Study Area: Sturgeon County

**Recommended Motion:**
That the Growth Plan Update Task Force accept the proposal from Sturgeon County to provide policy recommendations for consideration by the Task Force to address growth in the Sturgeon Valley by April 1, 2016.
Agenda Item #10
Policy Areas:
Amended Policy Areas

See Agenda Package:
Policy Areas Briefing Note
Metropolitan Structure to 2044 Map
February 10, Draft Working Glossary
Growth Plan Update 2.0 - Policy Directions by Policy Area

December 11, 2015
Presented 4 Policy Areas
• Integration of Land Use and Infrastructure
• Transportation Systems
• Agriculture
• Communities & Housing

Team has refined and updated policy directions based on TF feedback

Today – February 18, 2016
Present and review additional considerations and refined policy directions

Present and review:
• Economic Competitiveness and Employment
• Natural Living Systems
Draft Edmonton Metropolitan Region Structure to 2044

* Extent of Metro Area in Strathcona County by 2044 is contingent upon decision by County Council on the location of its next urban growth node (Brimmer or Calchester).
Policy Objectives

1. Establish a compact and contiguous development pattern to accommodate population and employment growth to 2044

2. Promote growth within existing built up areas to optimize existing infrastructure and minimize the development footprint

3. Plan and develop Greenfield Areas in an orderly and phased manner to contribute to complete communities

4. Plan and develop mixed-use and higher density centres as areas to concentrate growth of both people and jobs

5. Plan and accommodate rural growth in locations and with a sustainable level of servicing

6. Prioritize investment and funding of regional infrastructure to support planned growth
Key Directions

- Introduce Intensification and Greenfield density targets
- Identify and plan for Centres in each tier to focus mixed-use and higher density growth; Introduce targets for Urban Centres and TOD Centres
- No new freestanding unban communities
- Introduce a hamlet growth target
- Limit the growth of Country Residential to existing areas with existing CR zoning and/or or land use designations
- Identify regional infrastructure priorities and the infrastructure required to support growth
- Identify and protect regional infrastructure corridors
Integration of Land Use & Infrastructure

• Areas for clarification?
• Any Gaps or Concerns?
Communities & Housing

Policy Objectives

1. Plan and develop complete communities to accommodate people’s daily needs for living at all ages within each tier

2. Provide a range of housing options throughout the region

3. Provide affordable housing to address core housing need across the region
Key Directions

• Focus growth and affordable housing in Centres with appropriate levels of service

• Develop future Greenfield Areas in phased manner and as compact and complete communities

• Plan for a diversity of housing forms and increase the supply and diversity of the housing stock

• Address core housing need based on sub-regional housing needs assessments

• Encourage the private sector to provide affordable housing
Communities & Housing

- Areas for clarification?
- Any Gaps or Concerns?
Agriculture

Policy Objectives

1. As the region grows, identify, prioritize and preserve Prime Agricultural Lands to provide a local source of food security for future generations and promote the growth of the agriculture sector.

2. Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses.

3. Promote efficient agriculture production and plan infrastructure to support the agricultural sector.
Agriculture

Key Directions

• Identify and ensure a supply of Prime Agricultural Lands through the LESA program

• Prepare a Capital Region Agriculture Master Plan

• Minimize the fragmentation and conversion of Prime Agricultural Lands in the Rural Area and Metropolitan Area with tailored criteria for the Metropolitan Area

• Protect and maintain large continuous parcels

• Introduce agriculture-supportive tools
Agriculture

• Areas for Clarification?
• Any Gaps or Concerns?
Transportation Systems

Policy Objectives

1. Develop a transportation system that supports the goals and aspirations of the region’s residents and businesses

2. Encourage a mode shift to transit, high-occupancy vehicles and active transportation modes as viable alternatives to private automobile travel, appropriate to the scale of the community

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

4. Support Edmonton International Airport (YEG) as northern Alberta’s primary air gateway to the world

5. Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions
Transportation Systems

Key Directions

• Develop and support an integrated, multi-modal transportation system to support goods movement, multi-modal personal travel choices, accessibility

• Encourage a mode shift by planning and developing regional transit facilities and promoting alternatives to the single occupant private automobile transportation

• Maximize use of existing transportation facilities through application of traffic and congestion management techniques.

• Coordinate land use and transportation infrastructure 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

• Work with the Province to ensure an effective network of roadway access routes to the Edmonton International Airport that includes built-in redundancy and alternatives to QE2 Highway along with transit preferential features

• Strengthen on-going co-operation between CRB member municipalities, the Province and the federal government to ensure that the CRB Growth Plan goals are realized.
Transportation Systems

- Areas for Clarification?
- Any Gaps or Concerns?
Item 10: Amended Policy Areas

**Recommended Motion:**

That the Growth Plan Update Task Force approve the amended Policy Objectives and Policy Directions and recommends the amended Policy Objectives and Directions be approved by the Board as the basis for developing the Growth Plan Update 2.0 policies.
Agenda Item #11
LUNCH
Back in 30 minutes
Agenda Item #12

Remaining Policy Areas: Objectives and Policy Directions

See Agenda Package:
Policy Areas Briefing Note
Metropolitan Structure to 2044 Map
February 10, Draft Working Glossary
Natural Living Systems
Managing growth and protecting natural systems
Anticipating climate change and promoting resiliency at the regional scale
Natural Living Systems

Natural Living Systems and Prime Agricultural Lands

*Environmental Sensitive Area (ESA) includes: (1) provincial ESAs; (2) ESAs from Parkland County's 2014 Environmental Conservation Master Plan; (3) Edmonton Zoning Bylaw's River Valley and Ravine Overlay; (4) Sturgeon County's MDR Neighbourhood F Overlay; (5) North Saskatchewan and Sturgeon river valley lands within urban municipalities and counties; and (6) other valley/creeks identified in the Capital Region Growth Plan December 2009 Addendum.
Natural Living Systems

Policy Objectives

1. Protect, conserve, enhance and restore natural living systems in the region

2. Plan development to promote clean air, land and water and address climate change impacts

3. Protect watershed health and water quality in the region

4. Minimize the impacts of regional growth on natural living systems

5. Minimize and manage impacts on natural extraction activities
Natural Living Systems

Key Directions

• Identify, protect, enhance and restore natural living systems

• Minimize fragmentation, encourage restoration and maintain connectivity of natural living systems

• Protect the North Saskatchewan River watershed health by managing water quantity and quality

• Plan and promote land use patterns and regional transportation infrastructure that reduce energy consumption and greenhouse gas emissions and promote energy efficient, low-impact development and green building technologies

• Promote energy recovery and use of renewable energy and district energy systems in community design

• Minimize impacts of growth, regional infrastructure projects and natural resource extraction on natural living systems

• Require supporting technical studies for regional infrastructure and development of lands that may impact natural living systems to identify conservation buffers, setbacks and transitional land uses
Natural Living Systems

• Areas for Clarification?
• Any Gaps or Concerns?
Economic Competitiveness & Employment
The Challenge:

Need to enhance global economic competitiveness.

CEOs identified labour attraction as key constraint to economic growth.

Transit, housing and commute times are key challenges to attract and retain workers.

Post-secondary training as key - Choose to Lead.
The Challenge:

Need for economic diversification

Recognize energy as the region’s core economic driver

Foster emerging economic sectors: energy, manufacturing, transportation, logistics, finance and the knowledge economy.
The Challenge:

Need to recognize Major Employment Areas
The Challenge:

Align infrastructure, job growth and Major Employment Areas
The Challenge:

Increasing commute times and congestion decrease productivity.
1. Promote global economic competitiveness and diversification of the regional economy

2. Promote job growth and the competitiveness of the region’s Major Employment Areas

3. Enhance economic competitiveness through the efficient movement of people, goods and services, to, from and through the region

4. Promote the liveability and prosperity of the region and plan for the needs of a changing population and workforce
Economic Competitiveness & Employment
Identify and plan for growth in major employment areas
Economic Competitiveness & Employment

Recognize diversity in regional assets and Major Employment Areas

Devon

Wabamun

Edmonton

Leduc

Nisku
Economic Competitiveness & Employment

Key Directions

• Promote global economic competitiveness by working together to promote the region and its distinct assets

• Encourage economic diversification while recognizing energy as the core assets; promote the growth of the region’s emerging sectors including energy, manufacturing, transportation, logistics, finance, knowledge economy and agriculture

• Plan for job growth in the region’s Major Employment Areas and limit the conversion to non-employment uses

• Enhance the region as a gateway and hub to Alberta and Northern Canada and recognize the region’s economic corridors

• Promote housing diversity and affordable housing within close commute times to Major Employment Areas and Centres
Economic Competitiveness & Employment

- Areas for Clarification?
- Any Gaps or Concerns?
Item 12: Remaining Policy Areas

**Recommended Motion:**

That the Growth Plan Update Task Force approve the Policy Objectives and Policy Directions and recommends the Policy Objectives and Directions be approved by the Board as the basis for developing the Growth Plan update 2.0 policies.
Agenda Item #13
Future Work & Strategic Initiatives
GP 2.0 Future Work

- List of identified strategic and potential policy issues
- Two categories: Future Work and Strategic
- The priority of all Strategic and Future Work identified will be determined by the Board

**Future Work**
(preliminary list from GPU 2.0)
- Regional Agriculture Master Plan
- Development of LESA (Land Evaluation Strategic Assessment)
- Ag Industry Economic Development Strategy (Including supply chain analysis)
- Exploration of Conservation Easements and a Regional Transfer Development Credit Program
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That being said, there may be a will by the Board to address them at some future date.

The GPU Task Force is recommending that these issues be identified as Parking Lot Issues for the Board’s future consideration.

**50 Year Population & Employment Forecast** – the Task Force recommends that the Board undertake an update of the 2013 Population & Employment numbers following the completion of the update of the Growth Plan, that takes into consideration the implications of the economic conditions on regional growth and with consideration of the implications of greater economic diversification.
Recommended Motion:
That the Growth Plan Update Task Force approve the initial Future Work and Strategic Initiatives and recommends the initial list be approved by the Board, for consideration, after the Growth Plan Update is approved by the Board.
Agenda Item #14
Next Steps

See Agenda Package:
14 a - Project Work plan; and
14 b - Board Engagement Plan
## Project Work plan / Schedule (as of February 8, 2016)

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<tr>
<td>Feb 11, 2016</td>
<td><strong>Board Approval</strong> of revised Employment Forecast</td>
<td>Feb 18</td>
<td>February 5</td>
<td>CAO/Municipal Administration</td>
<td></td>
</tr>
<tr>
<td>March 10, 2016</td>
<td><strong>Board Approval of Stage 3 Deliverables</strong> – Metropolitan Structure, Policy Objectives &amp; Directions; Table of Contents and Future Work Plan (Parking Lot)</td>
<td></td>
<td>March 31</td>
<td>CAO</td>
<td></td>
</tr>
<tr>
<td>April 14, 2016</td>
<td>Presentation of Draft Policies <strong>Notice Of Motion</strong></td>
<td>April 13</td>
<td>April 15 (subject to change)</td>
<td>External Stakeholders</td>
<td></td>
</tr>
<tr>
<td>May 12, 2016</td>
<td>Presentation of Implementation Plan?</td>
<td></td>
<td></td>
<td></td>
<td>MAY: One on One meetings with 24 Mayors</td>
</tr>
<tr>
<td>June 9, 2016</td>
<td>Draft Plan Version 1</td>
<td>June 29</td>
<td>June 15</td>
<td>CAO</td>
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</tr>
<tr>
<td><strong>FEEDBACK FROM MUNICIPALITIES May- July</strong></td>
<td></td>
<td>June – last two weeks</td>
<td>July ( First Week)</td>
<td>Regional Roadshow #2</td>
<td></td>
</tr>
<tr>
<td>July 14, 2016</td>
<td>Plan Presentation &amp; In camera discussion</td>
<td></td>
<td></td>
<td>Municipal Administration</td>
<td></td>
</tr>
<tr>
<td>Aug 11, 2016</td>
<td>Draft Plan Version 2</td>
<td>Aug 18</td>
<td></td>
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<tr>
<td>Sept 8, 2016</td>
<td>Final Draft Plan Version 3</td>
<td></td>
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<tr>
<td>October 13, 2016</td>
<td>Motion to Approve Plan</td>
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</tbody>
</table>
Growth Plan Update (GPU) Regional Engagement Strategy

GPU Task Force Status Report and Discussion with Advocacy & Monitoring Committee (AMC)

Task Force Chair, Mayor Roxanne Carr and CEO Malcolm Bruce
• Regional Sustainability
• **Board Buy In and Ownership** of the Plan Update to ensure approval
• **Build Board confidence** in Plan Update direction
• Ensure **Municipal Councils** understand and support the Plan Update
• **CAOs and Municipal Administrations** understand and support the Plan Update
• **Provincial Support**
• **Stakeholder Support**
# For Discussion: Board Engagement Proposal

<table>
<thead>
<tr>
<th>When</th>
<th>What</th>
<th>Who</th>
</tr>
</thead>
<tbody>
<tr>
<td>April/May</td>
<td><strong>One on One Meetings with 24 Mayors</strong>&lt;br&gt;2 Page Briefing Note&lt;br&gt;• Outline of the Plan and How it impacts the Municipality&lt;br&gt;&lt;b&gt;Questions:&lt;/b&gt; What do you like about the Plan? Dislike about the Plan? What would prevent you from voting in favor of the Plan? Why is this important to you?</td>
<td>CRB CEO/Project Manager</td>
</tr>
<tr>
<td>June (20-30)</td>
<td><strong>2016 Regional Road Shows</strong> (5)&lt;br&gt;• Presentation of the Plan to Municipal Councils, Administrations, Stakeholders and Public</td>
<td>Task Force/CRB Administration</td>
</tr>
<tr>
<td>July 5</td>
<td>Assemble Input (One on One Meetings and Road shows) and Circulate to Board</td>
<td>CRB Project Manager</td>
</tr>
<tr>
<td>July 14</td>
<td><strong>Board Meeting</strong> – Presentation of the Plan followed by &lt;i&gt;In Camera&lt;/i&gt; session (pm) to discuss member concerns- (Format TBD)</td>
<td>CRB/CEO/Project Manager</td>
</tr>
<tr>
<td>June-August</td>
<td><strong>Municipal Feedback to CRB Administration</strong></td>
<td>Municipalities/Project Manager</td>
</tr>
<tr>
<td>Sept 8, 2016</td>
<td><strong>Board Meeting - Notice of Motion to approve the Growth Plan 2.0</strong></td>
<td>CRB</td>
</tr>
</tbody>
</table>
Project Risk Discussion

1. Board Engagement Proposal
   • What do you like about this approach?
   • What don’t you like?
   • What changes would you make?

2. Board Meetings – Project Updates and Decisions
   • What do we need to do differently?
   • What additional information (format) would you suggest in bringing decision items forward?

3. External Stakeholders
   • What industries/sectors/associations do we need to pay more attention to with this Update?
   • Any suggestions?

4. Municipal Administrations

5. Anything else that could impact the Approval of the Plan?
Item 14b. Board Engagement Plan

**Recommended Motion:**
That the Growth Plan Update Task Force approve the Board Engagement Plan and directs CRB Administration to proceed with the implementation.
ADJOURNMENT

Next Meeting
April 13, 2016
La Cite Francophone
8:30am - 4:00pm