Meeting Objective:
To obtain feedback and direction from the Task Force on Draft 1.0 of the Growth Plan 2.0 to inform Draft 2.0.

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 February 18, 2016** – Mayor Roxanne Carr, Chair

5. **Debrief: Board Meeting March 10, 2016** – Mayor Roxanne Carr, Chair/Malcolm Bruce

6. **Debrief: Municipal Feedback** – Sharon Shuya
   a. Sturgeon County
   b. Strathcona County
   c. Leduc County

   **Recommended Motion**: That the Growth Plan Update Task Force accept the feedback from Capital Region Board municipalities as information to inform the Growth Plan 2.0.

7. **Debrief: CAO Engagement March 31, 2016** – Hassan Shaheen

   **Recommended Motion**: That the Growth Plan Update Task Force accept the feedback from Capital Region Board CAOs as information to inform the Growth Plan 2.0.

8. **Coffee Break**
9. **Growth Plan 2.0 – Melanie Hare**
   a. What’s Changing with the Growth Plan?
   b. Review of Draft 1.0 – Policies & Implementation Plan – Melanie Hare/Barry Huybens
      - Gaps & Issues

   **Recommended Motion:** That the Growth Plan Update Task Force approve the DRAFT Growth Plan Policies and Implementation Plan with the noted changes to be incorporated as the basis for preparation of Draft 2.0 of the Growth Plan 2.0.

10. **Lunch Break**

11. **Special Study Area: Sturgeon County – Mayor Tom Flynn (verbal)**

12. **Next Steps**
   - Project Work plan – Sharon Shuya
   - Board to approve Table of Contents April 14, 2016

13. **Adjournment**

   **Next Meeting Date:**
   **June 29, 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

Thursday, February 18, 2016
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
Cathy Heron, City of St. Albert
John Schonewille, Leduc County
Ralph van Assen, Village of Warburg
Nolan Crouse, Board Chair (non-voting)

Provincial Liaison:
Victoria Brown

Regional Technical Advisors:
David Hales
Clayton Kittlitz
Peter Vana

Strategic Advisor:
Barry Huybens

Regrets:
Greg Hofmann
Peter Ohm

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

Guests:
Camille Berube, Town of Beaumont
Laura Bruno, UDI-Edmonton Region
Lindsey Butterfield, City of Edmonton
Gibby Davis, City of Edmonton
Linton Delaineys, Strathcona County
Susan Evans, Sturgeon County
Connie Gourley, ISL Engineering & Land Services
Ryan Hall, Strathcona County
Michelle Hay, City of Leduc
Cory Labrecque, City of Leduc
Marie Lee, Strathcona County
Sylvain Losier, City of Leduc
Katie Mahoney, City of Fort Saskatchewan
Craig Mahovsky, Sturgeon County
Eleanor Mohammed, Town of Beaumont
Gilles Prefontaine, City of St. Albert
Adryan Slaght, City of St. Albert
Collin Steffes, Sturgeon County
Pamela Steppan, Strathcona County
Darren Young, ISL Engineering & Land Services

CRB Staff:
Leslie Chivers, Operations Manager
Brandt Denham, GIS Coordinator
Amanda Borman, Executive Assistant
Lisa Saskiw, Administrative Assistant
1. **Call to Order**
   Chair, Mayor Roxanne Carr called the meeting to order at 8:30 a.m.

2. **Chair’s Opening Remarks**

3. **Approval of Agenda**
   **Motion:** That the Growth Plan Update Task Force agenda of February 18, 2016 be approved.
   **Moved by:** Councillor Cathy Heron, *City of St. Albert*
   **Decision:** Carried unanimously

4. **Approval of Minutes, December 11, 2016**
   **Motion:** That the Growth Plan Update Task Force minutes of December 11, 2015 be approved, as amended.
   **Moved by:** Councillor John Schonewille, *Leduc County*
   **Decision:** Carried unanimously
   Victoria Brown arrived at 8:40 a.m.

5. **Plan Table of Contents**
   **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.
   **Moved by:** Mayor Gale Katchur, *City of Fort Saskatchewan*
   **Decision:** Carried unanimously

6. **Municipal Administration Feedback on the Growth Plan Policy Objectives and Directions**
   **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.
   **Moved by:** Councillor John Schonewille, *Leduc County*
   **Decision:** Carried unanimously

7. **Working Papers Discussion**

8. **Policy Directions - Inputs**
   a. **Employment Analysis**
      **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.
Moved by: Mayor Lisa Holmes, Town of Morinville  
Decision: Carried

b. Land Need Analysis

Motion: That the Growth Plan Update Task Force support a scenario direction that incorporates higher density targets of Scenario 2 with the overall intent over time to move toward Scenario 3 to inform the direction of policy development of the Growth Plan Update 2.0.
Moved by: Mayor Ralph van Assen, Village of Warburg  
Decision: Carried unanimously

c. Special Study Area – Sturgeon County

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

9. Coffee Break

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

10. Policy Areas – Amended Policy Objectives & Directions

i. Integration of Land Use and Infrastructure
ii. Communities & Housing
iii. Agriculture
iv. Transportation Systems

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.
Moved by: Mayor Gale Katchur, City of Fort Saskatchewan  
Decision: Carried unanimously

11. Lunch

12. Remaining Policy Areas

i. Economic Competitiveness & Employment
ii. Natural Living Systems
Motion: That the Growth Plan Update Task Force approve the Natural Living Systems and Economic Competitiveness and Employment 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. 
Moved by: Councillor Cathy Heron, City of St. Albert 
Decision: Carried

Mayor Lisa Holmes left at 2:50 p.m. 
Councillor John Schonewille left at 3:05 p.m. 

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

13. GPU 2.0 Future Work & Strategic Initiatives

It was agreed by unanimous consensus that the CRB Administration would have further conversations with the Counties and City of Edmonton regarding the strategic initiatives.

14. Next Steps

a. Provincial Workplan
b. Board Engagement Plan

Motion: That the Growth Plan Update Task Force approve the Board Engagement Plan and direct CRB Administration to proceed with the Implementation. 
Moved by: Mayor Gale Katchur, City of Fort Saskatchewan 
Decision: Carried unanimously

15. Adjournment

Motion: That the Growth Plan Update Task Force meeting be adjourned. 
Moved by: Mayor Don Iveson, City of Edmonton 
Decision: Carried unanimously

Meeting adjourned at 3:44 p.m.

Next Meeting: The Growth Plan Update Task Force requested CRB Administration to seek an alternate date for the next meeting (April) to address a scheduling conflict for Task Force Members.
February 12, 2016

VIA EMAIL

Her Worship Roxanne Carr
Mayor of Strathcona County
Chair of the Capital Region Board’s Growth Plan Update Task Force
2001 Sherwood Drive
Sherwood Park,
Alberta, Canada
T8A 3W7
Email to: roxanne.carr@strathcona.ca

Subject: Capital Region Board Growth Plan Task Force Update - Sturgeon County Input

In response to the Policy Approach and Draft Policy Objectives dated December 11 2015 and January 23 2015, and the supportive Working Papers, Sturgeon County has assembled the following input for the Task Force’s consideration.

General Comments:

CRB Land Supply Analysis:
Based upon the review of the Projected Land Requirement, Sturgeon County has concerns regarding how these values/needs were calculated. Sturgeon County notes that the Projected Land Requirements do not reflect the Sturgeon County MDP development policies, so the identified need for Country Residential Development is more extensive than the MDP policies represent. The Project Lands Requirements also reference incorrect population growth for Sturgeon County, as Sturgeon County currently has a population of ~20,000 people and it is anticipated to grow to ~33,000 people in 2044. These stated population values and the predicted absorbed land supply by “rural” development do not correspond to the values contained within the Sturgeon County Municipal Development Plan (and therefore the existing Growth Plan). Based upon the analysis done by the CRB, it seems that the rural land requirements are much more extensive than what the actual Sturgeon County MDP policies represent. This exaggerated land requirement leads to a misrepresentation of the rural sprawl impacts in the Capital Region. Sturgeon County requests that a re-evaluation be completed, and that the associated policies reflect the true amount of land supply required for rural growth.

Metropolitan Structure

It is noted that CFB Edmonton is located within the Metropolitan Area. Sturgeon County requests clarification of the criteria applied that placed CFB Edmonton in Metropolitan Area versus the Rural Area. CFB is an independent entity, regulated under Federal jurisdiction, and would not function nor adhere to the Growth Plan policies. While CFB Edmonton does impact the region on several levels (Infrastructure, Transportation, Communities and Housing, Economic/ Employment), it will not operate within the confines of the plan (CFB has impact to the region, but the region has no influence on development within it).
Agricultural Working Paper

The Agricultural Working Paper provides a generalist perspective of the Agricultural Community, representing concerns across North America. This policy paper provides little perspective relative to the opportunities and challenges within the Capital Region Agricultural sector. When the Working Paper does reference the Capital Region, investigation was limited to three of the five rural communities (Parkland, Strathcona and Leduc Counties). Sturgeon County would like clarification of why Sturgeon and Lamont County were excluded from this analysis. In addition, Sturgeon County has significant concerns with the Type of Agricultural development proposed for the Policy Tier. Sturgeon County has a diverse and vibrant agricultural community, and to limit the future agricultural opportunities to only “Broad range livestock and crop agriculture, and Large operation mixed with life style farms and acreages” (see pages 9 and 10 does not accurately reflect the community today, and into the future.

Specific Comments Regarding Phase 3 Policy Development Dated January 23 2016

- Please see the following attached Appendix 1 for more details

Sturgeon County acknowledges that changes may have occurred to the January 23 2016 content due to the ongoing nature of the Policy Development process. Please accept these comments for your consideration. Sturgeon County respectfully requests documentation of how the comments were incorporated into the future policy development.

We thank you for the opportunity to provide our perspectives. I look forward to discussing these with you in greater depth.

Best Regards,

[Signature]

Peter Tarnawsky, CAO

cc. Sturgeon County Council

Appendix One: Sturgeon County Input of Policy Areas January 23 2016
Integration of Land Use and Infrastructure

Policy Objective #1: Establish a compact and contiguous development pattern to accommodate employment and population growth

1.1 How the Region will grow

Currently there is a lack of direction regarding how the policies link with the ‘interface areas’ for the area known as Sturgeon Valley (CCRA-O). For example, are developments in the Valley be seen as ‘greenfield’ or a Hamlet, or are they seen as CR and thus only infill and intensification allowed? This is important, as Sturgeon County considers the Valley as a development pattern that, in terms of planning and growth management, is higher than a hamlet and we will need to resolve these issues in Policy Objectives One and Five. The adoption of the Sturgeon County’s Municipal Development Plan by the CRB in 2014 means that the MDP policies are in conformance of the Growth Plan. As such, the updated Growth Plan should address the Sturgeon County policies, which focus the majority of Sturgeon County’s residential development within this planning area.

G1.2 Reducing the amount of land consumed by residential development in the Capital Region though concentration of growth in the CCRA-O area.

G1.2.1 Shall conform to the total number of residential units in the CCRA-O through the application of the CRGP Country Cluster Residential policies. <The MDP speaks to a total population of 14218 in 2044 and accommodating an additional 8609 people>

G1.2.2 Should identify, prioritize and establish density ranges in the CCRA-O, to ensure cohesive development patterns between the cities of Edmonton and St Albert and Primary Industry activities, in an effort to achieve viable options to support density allocations as outlined within the CRB Growth Plan. This may involve the creation of additional programs or policies that support varying densities from one location within the CCRA-O to strategic locations identified through Sturgeon County’s planning process.

G1.2.3 Shall limit Residential and Non-Residential development to infrastructure capacities and servicing availability that are fiscally feasible to Sturgeon County.

G1.2.4 Should protect the current character and built form of the Sturgeon Valley and apply increasingly higher densities progressively to urban built-up areas in Edmonton and St Albert.

1.2 (New) Compact Growth Pattern

With the removal of ‘land supply analysis’ from previous draft policies, “to ensure the orderly and contiguous progression of development in future greenfield areas” – the policy is now more vague. How will demand for future urban land (future greenfield areas) be evaluated in a responsible fashion? Is the population and growth to 2044 the only defining criteria or will a municipality need to demonstrate
Communities and Housing

There have been significant changes to the draft policies since December 2015. Currently the policies speak to rural centres, urban centres, downtown Edmonton, and it is difficult to determine if/how Sturgeon County has a role in this policy section. As Sturgeon County’s hamlets are unable to accommodate the level of population required by the Policy 5 (Land Use Infrastructure), population growth forecasts would have to reflect this implication, especially if the Sturgeon Valley’s residential potential is not achieve as described in the MDP. In addition, the Communities and Housing policies lack recognition regarding the importance of rural residential as a means to support working landscapes and rural lifestyles (primary industry).

Policy Objective #1: Accommodate new growth in existing communities to foster and strengthen complete communities

1.1 Focus Growth Within Centres with an Appropriate Level of Service

The perimeters listed within the Appropriate Levels of Service, read prescriptively and could unintentionally limit the vision for all tiers. It is recommended that the language provide a broader description, which could easily be achieved by changing the introductory sentence to state “Centres to deliver a local level of service generally consisting of...”

Agriculture

In general, Sturgeon County is concerned that the policies proposed are too restrictive and unbalanced. There has been little study to determine the impact of the policies proposed if implemented. Under the Rural Area policies, growth is limited to large-scale agricultural production in approximately 75% of Sturgeon County. Taken in conjunction with the reservation of large swathes of the County for employment areas and natural areas, growth and development in the County would be significantly impeded.

The County is concerned that the CRB is rushing policies with significant portions that are not completed (i.e. the Agricultural Master Plan, the LESA tool), and likely will not be completed for some time. One potential result could be bringing in obligations or requirements upon municipalities to amend their planning frameworks without knowing what and how these documents need to be revised.

Sturgeon County would recommend removal of that specific reference to implementation policies/regulations until a full Master Plan is complete. Once the Master Plan is complete (including consultation with Agricultural Producers), resulting policies (and their known implications) would be amended into the Growth Plan. In the meantime, however, development will need to continue to occur within these areas until such time as these policies are fully fleshed out and implemented.
There needs to be a discussion on what a rural municipality’s role is within Agricultural Preservation and how the criteria is evaluated (as it is pretty much all Class 1-3 soils in the Metro area as well). One of the criteria listed for allowance of fragmentation and premature conversion is that lands are required to meet pop/employment forecasts to 2044. While this is important, perhaps a more significant steps is requiring that development within the Metro Area first demonstrate that intensification of the built-up existing areas prior to expanding into Prime Agricultural Lands (thus link to 1.2 Compact Growth Pattern in Land Use & Infrastructure policy section).

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

4.2 *Lot Creation on Prime Agricultural Lands in Rural Areas*

Please see the above comments in Section 3.1 and 3.2.

**Transportation Systems**

The statements contained within this Policy Area primarily speak to the metro core and metro area. There also seems to be a discrepancy that the International Airport has supportive policies, but the Alberta Industrial Heartland and the associated transportation needs are not directly referenced. There is also limited discussion and direction in the Rural Policy area regarding the Agricultural Transportation needs. This Policy Area could address impacts of non-farm traffic on farm traffic by providing safe turn-offs for farm vehicles on identified agricultural corridors with high volumes of traffic. Sturgeon County would like more clarification regarding the role Rural Area plays within Transportation Systems.

**Economic Competitiveness and Employment**

*Policy Objective #2: Promote job growth and the competitiveness of the region’s major economic areas*

2.4 *Industrial Location*

Clarification is required, as what if these lands are on Class 1-3 soils in a Rural Area. As a member municipality, does Sturgeon County have a role to encourage industrial growth at these locations? As the Alberta Industrial Heartland is located on Prime Agricultural lands, what would be the impact?
February 17, 2016

Capital Region Board
#1100 Bell Tower, 10104 - 103 Avenue
Edmonton, AB T5J 0H8

Attention: Sharon Shuya, Manager, Regional Projects

Strathcona County Land Development Planning would like to thank you for the opportunity to attend an Information Session on February 5th, 2016, in order to learn more about the Capital Region Growth Plan 2.0. Below is a list of some items we are looking for clarification on at this time. We expect we will have additional questions as the update progresses. The reference material used for these questions is from the Initial Draft Policy Objectives & Policy Directions provided prior to the February 5th meeting.

1. We would like clarification on what timeframe the Capital Region Growth Plan 2.0 is supposed to cover. Is the Growth Plan 2.0 a 30 year plan starting from when the Growth Plan was originally adopted in 2009 (CRB) /2010 (Province), or from when the Growth Plan 2.0 is to be adopted, or a 50 year plan starting from when it is adopted, or a plan to 2044, or a plan to 2064? For example:
   a. Page 1 "Phase 2 deliverables ...50 year Vision and Guiding Principles..."
   b. The draft Edmonton Metropolitan Regional Structure Map is identifying areas to the year 2044 and population and employment forecasts are to 2044.
   c. Page 3 indicates "we are trying to achieve a clear definition of where, how, and under what conditions to grow over the next 30 years."
   d. Pages 10 "...plan communities to respond to changing demographics over the next 30 years..."
   e. The Regional Vision is for 2064.

2. We are looking for further clarification regarding country residential development. Page 8 speaks to country residential occurring in accordance with established density targets. We have noted that the Cluster Country Residential Areas are not identified in the draft Edmonton Metropolitan Regional Structure Map. Will these areas still be identified in some manner and will their target densities still be required?

Page 4 and Page 8 speak to infill of existing country residential; however, the definition indicates this infill is:
   "the absorption of unsubdivided lands previously designated or zoned for country residential purposes through the subdivision registration process. This excludes the further subdivision of a previously subdivided and developed country residential lot."

How does this work in relation to the cluster country residential target areas and their expectation to reach 2 du/gross ha (if that is still the target density)? Would infill or re-subdivision be an option? Will all country residential now be 50 lots per quarter section instead of having Cluster Country Residential Areas?
For the infill of existing country residential, would un-subdivided mean no subdivision has occurred on 160 acres? What if one, two, three or more parcels have been taken out (80 acre split or 4 - 40 acre parcels)? Would this mean no more subdivision could occur and the current target of 50 lots could not be achieved as it is not unsubdivided?

3. We note that although legislatively Strathcona County has hamlets, in reviewing the criteria on page 11 for a rural centre, our smaller hamlets appear to function or are planned to function as rural centres. We believe Ardrossan presently could be considered as a rural centre, and consideration should also be given to Josephburg and South Cooking Lake as rural centres given the policy direction of encouraging growth in hamlets over the life of the Growth Plan 2.0. In addition, page 8 speaks to growing in hamlets to optimize existing and planned infrastructure servicing capacity; if growth is being encouraged and directed to hamlets, what will be the expectation to provide servicing to these areas and will there be policies surrounding this?

4. In order to properly implement the policies regarding complete communities, further direction and clarification would be appreciated regarding “...appropriate to the scale of the community...” on page 10. What is appropriate for a hamlet, rural centre, urban centre, and sub regional centre?

5. In order to justifiably create compact complete communities, we note that infrastructure, including roads, parking and utilities play a significant role in creating the land use pattern for a development. For example, over time, the need to create efficient car traffic flows has reduced the number of intersections on arterial and collector roadways, increased the widths and number of lanes as well as speeds, and increased the setbacks developments can be from roads making walkability and compactness more difficult. Has there been any consideration given to how infrastructure or parking requirements may play a role in the Growth Plan 2.0 to achieve compact development and walkability? Has there been any discussion regarding policy that would contemplate high level connectivity of street networks and prioritization of pedestrians, cyclists and transit over personal vehicles?

6. We have an area in our Municipal Development Plan adopted in 2007 called the Development Expansion Area. This area is located south of Highway 16, north of the CNR tracks, east of Highway 21 and west of Highway 624. What standing or consideration will be given to this area under the Growth Plan 2.0? This area is identified in our MDP for future commercial, light industrial and public service land uses. We are also currently working on an Area Concept Plan for this location which will address the level of servicing required.

7. We echo other Administrative representatives at the meeting on February 5th regarding policy on recreation tourism. Page 30 discusses tourism and recreational uses; however, further clarification is needed. Strathcona County has seen increasing inquiries around development in our rural areas that propose hotel, cottage, RV and
other commercial uses within bareland condominium subdivision and within campgrounds. Consideration should be given on how these types of development should be viewed (commercial, country residential, recreation) with respect to the Growth Plan and their impact and appropriateness within identified Environmentally Sensitive Areas, agricultural lands, and Recreation Corridors. Consideration should also be given to servicing expectations, appropriate density considerations for bareland condominiums, as well as the impact on population distribution in rural areas. Although often considered seasonal in nature, there is potential for permanent residency and rural populations being dispersed to these types of developments.

8. As per previous e-mail correspondence, it is noted that the draft Edmonton Metropolitan Regional Structure Map appears to have identified a Metropolitan Area boundary that does not include the entire Urban Reserve (Bremner) area as identified in the current Municipal Development Plan and Priority Growth Areas under the current Capital Region Growth Plan. Can rationale be provided as to why this change was made in the draft at this time?

The Bremner and Colchester areas also have an asterisk with the note that “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 Colchester)”. In this regard, it seems to imply that once the decision on Bremner or Colchester is made that the draft growth plan update will be changed to reflect this decision. As this note has been made, we would like to know what the thought is at this time regarding the intent for the extent of the metro area upon this decision being made.

Thank you again for the opportunity to provide input and ask for clarity regarding the direction of the update and the policy directions being discussed with the Task Force.

Sincerely,

[Signature]

Ryan Hall, RPP
Manager, Land Development Planning
February 17, 2016

Sent by Email
(mbruce@capitalregionboard.ab.ca)

Mr. Malcolm Bruce
Chief Executive Officer
Capital Region Board

Dear Mr. Bruce:

Re:  Input from Leduc County in Relation to GPU2.0

Leduc County appreciates the opportunity to participate in discussions related to the GPU2.0 project. The February 5th information session and dialogue was informative and we understand that the input received from municipalities will inform further work being carried out to develop the policy directions in the new Growth Plan.

The purpose of this submission is to provide supplemental input from Leduc County, including our perspective on the proposed policy directions identified to date and the general direction taken or expected to be taken to move the planning process forward. Please note the comments provided here pertain to information provided up to, and including, the material released in support of the February 5th session. It does not contemplate the material released late on Feb. 10th for the February 18th Task Force meeting.

Leduc County's comments are as follows:

CRB Growth Plan Update Task Force Agenda Package - December 11

- The "CRGP Update Land Supply High Level Analysis" package suggests that an additional 42 quarter-sections are required for urban residential, commercial, and institutional uses within the portions of current PGAs 'Cw & Ce' that are currently within Leduc County boundaries. This is concerning as Leduc County has not had an opportunity to closely examine the assumptions used in generating this analysis. Furthermore, our own review of growth projections would suggest that the land consumption attributed to Beaumont and Edmonton is higher than what should reasonably be assigned to those municipalities on slide seven of this package.

- Leduc County is undertaking a growth management study which is in the process of being finalized. The amount of total projected growth is still under review but please note that the CRB’s projections are significantly lower than what should reasonably be allocated to Leduc County over the forecast period. Furthermore, the anticipated allocation of growth within the County of 80% East Vistas, 10% rural, 5% New Sarepta and 5% CR (as depicted on Slide 16 of the land supply analysis handout) may be a reasonable high-level allotment, but will require refinement upon
completion of the County’s growth management study. This allotment will significantly transform the County’s current distribution of growth (East Vistas 1%, hamlets 6%, country residential 29%, rural residential 64%) in an effort to contain the County’s development footprint.

- We are concerned about the direction for future urban growth in the region and the extent to which it aligns with future employment growth. The direction for growth only contemplates major urban growth to the south. There should be a more balanced direction for growth in the region. This is particularly relevant given the need to locate residential growth to compliment employment growth, much of which is in the north and west portions of the metro area (Edmonton Energy and Technology Park and Acheson for example).

- EIA needs to be recognized as a major employment area. Further, EIA and lands in the immediate vicinity of the EIA should be earmarked as a future major employment area in accordance with the Aerotropolis model.

- Leduc County feels strongly that adopting a REF process for infrastructure plans is redundant, unnecessary, and is needlessly bureaucratic with little value added. Such studies are only useful in the first place if they are used to support the development of one or more statutory plans, which are already subject to REF. REF applications are reviewed against the regional infrastructure maps of the CRGP. This is a more effective approach than developing and administering a separate REF process for infrastructure plans.

- The plan needs to set clear expectations in the region for formal intermunicipal planning in order to coordinate growth and boundary infrastructure issues. This is particularly important for areas where significant growth is projected to cross current municipal boundaries (i.e., within the metro area). This includes the need to clarify and standardize where IDPs fit into the hierarchy of planning documents (i.e., one above an MDP, one below the CRGP).

Strong consideration should be given to mandating IDPs for the purpose fostering intermunicipal collaboration. Such a requirement enshrined in the Growth Plan would give way to a more cooperative regional environment in which intermunicipal issues are considered well in advance of development occurring. Such issues could include cost sharing of boundary infrastructure, watershed management planning, impacts of development, etc.

Further, in light of the fact that a significant number of important issues may be relegated to a ‘parking lot’ list to be dealt with after the growth plan is completed, mandating IDPs as an implementation tool for growth pressures on municipal boundaries would be an effective method of ensuring that these matters are not neglected until such time as they can be addressed by the CRB.

- Consideration should be given to removing maximum density targets as they may undermine the objective of minimizing the regional footprint where opportunities exist to accommodate higher densities while still meeting rational planning objectives. At the Dec. 11 meeting it was noted that higher densities in outlying communities may be problematic in regard to infrastructure provision. If REFs are reviewed against the regional infrastructure maps (as per the regulation), then this problem is addressed.
Leduc County suggests consideration of a policy regarding optimization of regional infrastructure investment as a potential replacement for maximum densities.

- If future employment growth is to be directed to identified employment areas, how prescriptive is this intended to be? Employment areas have to be sensitive to the needs of industry, and businesses will require the ability to make locational decisions without being overly constrained by the plan. Also, the manner in which employment targets are presented can be problematic as it lacks flexibility.

- Leduc County contains much of the most productive agricultural land in the capital region. The direction taken in the CRGP should not be established until Leduc County and Parkland County have completed their AG strategies/Master Plans. Also, the CRGP should not be advanced until the capital region AG master plan is completed, or in conjunction with it. Furthermore, it is important for the updated CRGP to focus development and land conversion in a manner that minimizes impacts on productive agricultural land. The policy direction for agriculture should be revised to specifically address this and provide direction for RTAC and the consultants.

- Some weight is given in the policy area language to outline plans in the context of AG land fragmentation. Outline plans are informal documents used by municipalities to aid in the implementation of a statutory plan, and should not be given formal status in the Growth Plan. It is Leduc County's belief that outline plans can be (and have been) used as a way to avoid the statutory planning process and REF.

- The definition of 'Urban Community, Unincorporated' is problematic as it specifically refers to East Vistas, also requires recognition by Alberta Municipal Affairs. Please clarify whether East Vistas would be considered an Urban Community, Unincorporated.

Questions and comments resulting from discussion at the Dec. 11 Task Force Meeting

- Based on discussion at the task force meeting, our understanding is that the projected land needs analysis will be revised by
  (1) Increasing density targets,
  (2) Introducing intensification targets,
  (3) Exploring reallocation of rural growth to urban communities (hamlets, urban service areas and urban municipalities), and
  (4) Incorporating industrial land needs.

As noted above, the current projection requires more justification and the land needs analysis should also look to balance growth in all directions (not just south). Further, member municipalities should have an organized opportunity to provide input into the assumptions being used to refine this analysis.

- The information presented to the Dec. 11 Task Force meeting included Employment numbers for the member municipalities. In response to the question of whether the numbers assume the fixed boundaries, the consultant answered that the numbers
assume some boundary adjustments. It would be helpful to understand what was assumed for boundary adjustments and why.

Questions and Comments on the package Released in Advance of the Feb. 5th Municipal Consultation Session

- Pg. 4 & 5 - the language “encouraging intensification” is not nearly strong enough. There must be policy direction that places a priority on infill/intensification as a preferred method of accommodating development demand over greenfield. The test must be higher than “encouraging” in order to establish a sustainable community.

- Pg. 8 – Initial policy direction 5.2 states there will be no new country residential areas in the rural area. While we appreciate the intent behind this direction, we believe there needs to be variety and choice in a healthy housing market. The key is to have a balanced approach to be implemented through the application of rational planning criteria.

- Pg. 17 – the direction established in section 3.1 and 3.2 of the Agriculture Section is far too weak, and does not place Ag land on equal footing with other land use categories. Section 3.2 states that fragmentation and premature conversion of prime agricultural land will not be permitted unless specific criteria can be met, however, the criteria only speak to the extent to which the land is needed for development purposes and are identified in a statutory plan for such purposes. None of the criteria speak to the impacts on farming, the agricultural industry, or the food supply chain. Further, one of the criteria states that the conversion must comply with the Regional Agriculture Master Plan, even though we have no idea when such a strategy will actually be adopted.

None of the initial policy direction seeks to balance the need for continued outward urbanization with the ultimate objective of minimizing the regional footprint, nor does it reflect a full accounting of the long term costs of continued urban sprawl.

Recommendation from the Advocacy & Monitoring Committee

The AMC Committee will be recommending to the Board that the following items be identified as “future work” to be dealt with following adoption of the new CRGP:

- Regional Agricultural Master Plan
- Development of LESA
- Ag Industry Economic Development Strategy
- Exploration of conservation easements

Shuffling the Regional Agricultural Strategy aside is not acceptable as it enables the Growth Plan to move forward without any consideration of its impact on agricultural land and on the agriculture industry. Agriculture must be recognized as a primary land use in the region that must be managed based on accepted rationale and balanced planning objectives, for the public good. Otherwise, areas will be designated for urban growth in the region without considering the important trade-off being made. A Growth Plan that does not properly consider the preservation of strategically important agricultural areas is not fully
comprehensive in nature, not is it a true regional plan. It is simply a tool for more urban sprawl. This is not a sustainable way forward and it is not acceptable. This approach is not in the best interests of the Metro Region.

Leduc County suggests that consideration be given to incorporating direction into the draft Growth Plan, as an interim policy direction until such time as the Regional Agricultural Master Plan is adopted and integrated into the Growth Plan, that agriculture strategies adopted at the municipal level be recognized and given status as applicable policy direction in the Capital Region Growth Plan.

At minimum, we suggest that the initial policy direction be strengthened to include principles to protect prime agricultural land as a land use equal in importance to urban development land, and that the criteria listed in Section 3.2 of the Agriculture Policy Area be strengthened to include a requirement to consider the impacts of conversion and fragmentation on the agriculture industry, food supply capacity, and the viability of the affected farming operation as well as other adjacent and nearby farming operations.

Further, the following issues are identified for future consideration as they are "beyond the scope of the Growth Plan (per the regulation)" according the AMC:

- Cost sharing
- Municipal boundaries & annexations

Given that the work completed to date on the GPU 2.0 includes some assumptions in relation to future boundary adjustments in the region (as noted above), it is not rational to simply declare that cost/revenue sharing and boundary security do not have a place in the GPU 2.0 discussion. If the employment forecasts that underpin the direction of the draft plan assume boundary adjustments, and the only way to resolve such adjustments is through the legislated annexation process, then annexation belongs squarely in this conversation.

Again, Leduc County appreciates the opportunity to provide input into the GPU2.0 process. If any clarification is required on the points contained herein, please do not hesitate to contact me.

Yours truly,

[Signature]

Grant C. Bain, MCIP, RPP, MPA
Director, Planning & Development

cc: Mayor Roxanne Carr, CRGP Task Force Chair
    Mayor & Council
    Brian Bowles, County Manager
TODAY’S PRESENTATION

- What is new about Growth Plan 2.0?
- What will it mean for member municipalities?
- Where do we go from here?
- Review of Draft #1 – Policies and Implementation Plan - Discussion
TODAY’S OBJECTIVES

- Introduce the Growth Plan Draft #1
- Get your feedback on the Draft Policies and Implementation Plan
- Discuss implementation mechanisms – roles of CRB and member municipalities
- Identify any red flags, gaps and areas for further consideration/refinement
How does the Draft Growth Plan 2.0 differ from the 2010 Plan?
1. Reflecting the distinct nature of the Capital Region

2. Embedding six new concepts for managing growth

3. Introducing the Metropolitan Regional Structure

4. Addressing six interdependent Policy Areas

5. Advancing density levels and introducing new targets to tailor growth across the region

6. Including an integrated approach to implementation
1. Reflecting the distinct nature of the Capital Region

- Rural + Urban
- Metropolitan in nature
- Centers around Edmonton

= Edmonton Metropolitan Region
2. Embedding six new strategies for managing growth

- Responsible growth
- Integrating land use and infrastructure
- Contiguous and compact development
- Complete communities
- Sustaining agricultural land base and diversifying agri-economy
- Global economic competitiveness and employment
3. Addressing six interdependent Policy Areas

- One integrated Plan
- 2 new Policy Areas:
  - Agriculture
  - Economic Competitiveness & Employment
- Strengthened existing Policy Areas
- Integrated Implementation Plan
- Advancing monitoring & reporting
4. Introducing the Metropolitan Regional Structure to 2044

- Replaces the 2010 Plan of PGAs and CCRAs with
  - 3 Policy Tiers and structure components and includes
- Major Employment Areas
- Regional infrastructure corridors
Metrocity Regional Structure to 2044

Metropolitan Area (with slight refinements to policy line, per Briefing Note)

- Proposed refinements to the Metropolitan Area based on input from municipalities and further analysis (see Briefing Note (9d plus attachment) for further information)
- All zoned or existing country residential areas illustrated in yellow
- Refined Metropolitan Core area based on input from City of Edmonton
5. Advancing new density levels and targets to tailor growth across the region

New minimums and targets to replace existing PGA targets

- Minimum greenfield density tailored for Metropolitan Area and Rural Area
- Centres density targets
- TOD Centres density targets (people + jobs)
- Intensification target for growth in Built-Up Urban Area
Minimum Greenfield Density

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

- Minimum greenfield density tailored for Metropolitan Area and Rural Area
- All statutory plans for future urban areas will be required to meet minimum greenfield density target
- All existing statutory plans would be grandfathered at current approved densities
- Measured as dwelling units per net residential hectare (du/nrha)
**Intensification Target**

*Intensification:* Development within the existing built-up area at a higher density than currently exists through redevelopment, the development of vacant/underutilized lots and the conversion of existing buildings.

- A portion of residential growth (dwelling units) will be planned to be accommodated in existing communities within the *Built-Up Urban Area*.

- Intensification is measured as the percentage of new dwelling units constructed within the Built-Up Urban Area annually.

- The *Built-Up Urban Area* generally refers to areas already developed but is to be defined by member municipalities.

- Targets are aspirational in nature and member municipalities are encouraged to exceed targets.
Centres Targets

**Centres**: Areas that will be planned and developed to concentrate higher density development, greater mix/integration of uses and greater levels of mobility, amenities and services within an urban community.

- Centres identified conceptually on Edmonton Metropolitan Regional Structure
- Targets for Urban Centres, Rural Centres and Sub-Regional Centres: Dwelling units/nrha
- Targets for TOD Centres to achieve mix of residential and employment growth: People + Jobs/ha
- Targets to apply to area that is further delineated by member municipality and measured annually
- Targets are aspirational in nature and member municipalities are encouraged to exceed targets
How and where do the minimum Greenfield density and targets apply?

Illustrating the targets at the municipal scale

Examples are for illustrative purposes only
The Policy Tier: Metropolitan Area
Defining the Built-Up Urban Area

Existing built-up urban area (2014)

Where intensification target applies
Defining Greenfield Areas

Area for future urban growth outside the Built-Up Urban Area or Previously Planned Areas

Where minimum greenfield density applies
Defining Centres
Places to concentrate mixed-use and higher density development
Identifying and planning for intensification and Centres

Opportunity areas within the Built-Up Urban Area and Centres to meet the targets

City of St. Albert Example

Total Ha
80 ha

@ 100 u/nrha
= 8,000 units

14,500 people
The Policy Tier: Rural Area
Defining the Built-Up Urban Area

Existing built-up urban area (2014)
Defining Greenfield Areas

Area for future urban growth outside the Built-Up Urban Area or Previously Planned Areas

Where minimum greenfield density applies
Defining the Sub-Regional/Rural Centre
Places to concentrate mixed-use and higher density development
Identifying and planning for intensification and Centres

Opportunity areas within the Built-Up Urban Area and Centres to meet the targets

Total Ha
18 ha

@ 75 u.nrha
= 1350 units

2,430 people
Greenfield Density

See Briefing Note: Growth Management Scenarios

Based on the Task Force discussions and direction at the February 18, 2016 meeting, the Project Team explored a number of ways to implement a hybrid preferred growth scenario to phase in the densities between Scenario 2 and 3 over the long-term.

Recommendation Minimum Greenfield Density:

- Introduce a Minimum Greenfield Density of 50 du/nrha for the Metropolitan Area

- Introduce a range of the Minimum Greenfield Densities for the Rural Area:
  - 25 du/nrha for towns
  - 20 du/nrha for villages and growth hamlets
  - 15 du/nrha for other hamlets

Minimum density would be applied to all statutory plans for future urban areas, all existing statutory plans would be grandfathered at current approved densities.
Density Levels and New Targets
Applying 50 du/nrha Greenfield Density: a spectrum of housing forms

- **Low Density, Single Detached Housing**: 20 du/nrha
- **Medium Density, Row Housing**: ~40 du/nrha
- **Medium Density, Low Rise Apartment**: ~90 du/nrha
- **High Density, Medium Rise Apartment**: 125-224 du/nrha

Percentage of Dwelling Types at Different Densities

- **Approved at 44 du/nrha**
  - Low Density: 38%
  - Row Housing: 11%
  - Med Density: 10%
  - High Density: 12%

- **Proposed at 50 du/nrha**
  - Low Density: 27%
  - Row Housing: 13%
  - Med Density: 13%
  - High Density: 11%

- **Approved at 29 du/nrha**
  - Low Density: 80%
  - Row Housing: 0%
  - Med Density: 15%
  - High Density: 25%

- **Proposed at 50 du/nrha**
  - Low Density: 0%
  - Row Housing: 0%
  - Med Density: 47%
  - High Density: 15%
Density Levels and New Targets: Rural Area
Applying 15 – 25 du/nrha: Low density building forms (single detached, semi-detached housing), some opportunities for medium density forms (row housing, townhouses/stacked towns)
Intensification Target

Recommended Targets:

**Metropolitan Core & Area:**
- City of Edmonton: 25%
- St. Albert & Sherwood Park: 17.5%
- Fort Saskatchewan, Leduc & Stony Plain: 15%
- Beaumont and Spruce Grove: 10%
- East Vistas, Bremner/Colchester: 0%

**Rural Area:**
- Towns – Devon, Morinville, Calmar & Lamont: 7.5%
- Towns – Bon Accord, Bruderhiem, Gibbons, Legal, Redwater: 5%
- Villages and Growth Hamlets: 5%
- Other Hamlets: 2.5%
Centres Target

Recommended Targets:

**Metropolitan Area**
Urban Centres  
100 du/nrha

**Rural Area – Rural Centres**
Towns - Devon, Morinville  
75 du/rnha
Towns – Calmar, Lamont, Don Accord, Bruderheim, Gibbons, Legal, Redwater  
50 du/nrha
Villages  
35 du/rnha

**Metropolitan Area TOD Centres**  
140-160 people + jobs/gross ha
Creating Centres with higher densities and a mix of building types, appropriate to the scale and size of the community.
Towards Responsible Growth

Land Need (Quarter Sections) by Current and Proposed Growth Plan

-39% Saves approx. 300 quarter sections of land

<table>
<thead>
<tr>
<th></th>
<th>Current Growth Plan</th>
<th>Proposed Growth Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Land Req'd</td>
<td>765</td>
<td>466</td>
</tr>
<tr>
<td>Land for Urban Growth</td>
<td>443</td>
<td>321</td>
</tr>
<tr>
<td>Land for Rural Growth</td>
<td>322</td>
<td>145</td>
</tr>
</tbody>
</table>
6. Including an integrated approach to implementation

- Roles & Responsibilities
- Monitoring & Measuring
- CRGIS (Spatial Analysis)
- Transition
- Collaboration & Partnerships
- Future Strategic Actions
What will it mean for member municipalities?
The CRB will provide regional leadership by:

- Reviewing municipal Regional Context Statements to ensure alignment with the Plan
- Evaluating new municipal statutory plans in accordance with the REF
- Reviewing other non-statutory plans for comment
- Completing a comprehensive update of the Growth Plan every 8 years
- Identifying and supporting regional infrastructure priorities
- Undertaking future studies and plans to implement this Plan including
  - Regional Agriculture Master Plan and LESA
  - Regional Infrastructure Master Plan
  - Ten Year Housing Plan
  - Integrated Regional Transportation Master Plan (IRTMP)
- Monitoring and reporting on performance indicators
- Applying the Plan Schedules to provide regional guidance on land use and infrastructure
Member municipalities will need to:

- Submit Regional Context Statement within two years of Growth Plan approval
- Amend or update all Municipal Development Plans within 3 years of Growth Plan approval
- Define a Built-Up Area, Centres and prepare local intensification strategies
- Align non-statutory plans such as transportation master plans and regional infrastructure master plans with this Growth Plan to enable integration of land use and infrastructure
- Refer intermunicipal and municipal infrastructure master plans to CRB for review
- Provide data to the CRB on performance indicators
The CRB and member municipalities will work together to collaborate and advocate to other orders of government and regional stakeholders

Federal Government
- Transit and transportation
- Affordable housing

Province
- Integrate and align the North Saskatchewan Regional Plan
- Invest in infrastructure to support compact and contiguous growth
- Influence the locations and investments in regionally significant infrastructure
- Influence on transportation capital funding and investment decisions

Other Regional Stakeholders
- Energy and Utility Providers
- First Nations
- Agriculture Stakeholders
- Economic Development
Transition Issues

- “Grandfathering”
- Possible Incentives
- Roles and responsibilities
- REF process
- Strategies and Plans required to implement GP 2.0
Where do we go from here?
What’s next?

Draft 1.0 – Growth Plan 2.0
- CAO Meeting: March 31
- Task Force Meeting: April 13
- External Stakeholders Meeting: April 15
- Refine Draft 1.0

One on one meetings with 24 Mayors: May

Feedback from Municipalities: May-July

Draft 2.0 – Growth Plan 2.0
- Regional Roadshow: June 9
- CAO Meeting: June 15
- Task Force Meeting: June 29
- Spring Roadshow: Last 2 weeks
- Refine Draft 2.0

Final Growth Plan 2.0
- Task Force Meeting: August 18
- Final Draft 3.0 Growth Plan: Sept 8
- Motion to Approve Plan: October 13
Review of Draft Plan #1
Policy & Implementation
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
## Overview of Principles, Policy Areas and Objectives

<table>
<thead>
<tr>
<th>Principle &amp; Policy Area</th>
<th>Economic Competitiveness &amp; Employment</th>
<th>Natural Living Systems</th>
<th>Communities &amp; Housing</th>
<th>Integration of Land Use &amp; Infrastructure</th>
<th>Transportation Systems</th>
<th>Agriculture</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Promote global economic competitiveness and regional prosperity</td>
<td>Protect natural living systems and environmental assets</td>
<td>Recognize and celebrate the diversity of communities and promote an excellent quality of life across the region</td>
<td>Achieve compact growth that optimizes infrastructure investment</td>
<td>Ensure effective regional mobility</td>
<td>Ensure the wise management of prime agricultural resources</td>
</tr>
</tbody>
</table>

### Policy Objectives

1. **Economic Competitiveness & Employment**
   - Promote global economic competitiveness and diversification of the regional economy
   - Promote job growth and the competitiveness of the region’s Major Employment Areas
   - Enhance economic competitiveness through the efficient movement of people, goods and services to, from and through the region
   - Promote the liveability and prosperity of the region and plan for the needs of a changing population and workforce

2. **Natural Living Systems**
   - Minimize the impacts of regional growth on natural living systems
   - Protect, conserve, enhance and restore natural living systems in the region through an ecological network approach
   - Protect regional watershed health, water quality and quantity in the region
   - Plan development to promote clean air, land and water and address climate change impacts
   - Minimize and manage impacts of natural resource extraction activities

3. **Communities & Housing**
   - Plan and develop complete communities to accommodate people’s daily needs for living at all ages
   - Provide a range of housing options throughout the region
   - Provide affordable housing to address core housing need across the region
   - Establish a compact and contiguous development pattern to accommodate employment and population growth
   - Promote growth within Built-Up Urban Areas to optimize existing infrastructure and minimize the development footprint

4. **Integration of Land Use & Infrastructure**
   - Plan and develop Greenfield Areas in an orderly and phased manner to contribute to complete communities
   - Plan and accommodate rural growth in appropriate locations and with a sustainable level of servicing
   - Plan and develop mixed-use and higher density centres as areas to concentrate growth of both people and jobs
   - Prioritize investment and funding of regional infrastructure to support planned growth
   - Ensure compatible land use patterns to minimize risks to public safety and health
   - Develop a regional transportation system to support the growth of the region and enhance its regional and global connectivity
   - 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
   - Coordinate and integrate land use and transportation facilities and service to support the efficient and safe movement of people, goods and services in both rural and urban areas
   - Support Edmonton International Airport as northern Alberta’s primary air gateway to the world
   - Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions

5. **Transportation Systems**
   - Minimize and manage impacts of natural resource extraction activities
   - Develop a regional transportation system to support the growth of the region and enhance its regional and global connectivity
   - 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
   - Coordinate and integrate land use and transportation facilities and service to support the efficient and safe movement of people, goods and services in both rural and urban areas
   - Support Edmonton International Airport as northern Alberta’s primary air gateway to the world
   - Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions

6. **Agriculture**
   - In order to provide a local source of food security for future generations and to promote diversification of the agri-economy and jobs, a supply of prime agricultural lands will be identified and preserved to support economic growth of the region’s agriculture sector.
   - Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses
   - Promote efficient agriculture production and plan infrastructure to support the agricultural sector
Discussion Questions: Draft Plan

Draft Plan – General:
- Overall how do the plan policies resonate?
- Are there any specific gaps or red flags?

Plan Policies – Specific:
- Do you have comments on the policies related to:
  - Minimum Greenfield Density?
  - Intensification Targets?
  - Densities for Centres and TOD Centres?
  - Country residential development in designated areas only?

- Comments on the Agricultural Policies
  - Regional Agricultural Master Plan as a vehicle for identifying and preserving prime agricultural land?
  - Protection against fragmentation and conversion of prime agricultural land?
  - Policy distinctions in Rural Area vs Metropolitan Area.

- Any other specific policy concerns?
Discussion Questions: Draft Plan

Implementation

- Do you have any comments or questions on the implementation approach?
  - “Grandfathering”?
  - Regional Context Statements?
  - Timeframe for updating MDPs?

- Other implementation questions/concerns?
Item 11: Draft 1.0 Policies & Implementation

**Recommended Motion:**
That the Growth Plan Update Task Force approve the DRAFT Growth Plan Policies and Implementation Plan with the noted changes to be incorporated as the basis for preparation of Draft 2.0 of the Growth Plan 2.0.
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  Key Changes from the 2010 Growth Plan
  Resource Requirements
  Alignment to Provincial plans and other regional plans
  Communications Plan
  Technical Appendix
Chapter 1: Introduction

(Under development. Forthcoming in Draft #2)
Chapter 2: The Regional Context

(Under development. Forthcoming in Draft #2)
Chapter 3: Framework for Growth

3.1 Overview of the Regional Planning Framework

This Growth Plan establishes a regional planning framework aligned with the 2064 Vision and Guiding Principles and tailored to the context of the region. It builds upon the 2010 Growth Plan, adding greater granularity and acknowledgment of the region’s existing structure as the basis for future growth. The regional planning framework takes the structure introduced in the 2010 Growth Plan a step further, introducing new growth management tools and allowing greater tailoring of policies to address local contexts.

The Plan recognizes that the region consists of different urban and rural areas. At the core of the region is the City of Edmonton, with a concentration of jobs, regional amenities and a multi-modal transportation system that support the region. The core is surrounded by employment areas, urban communities and productive rural working landscapes that complement the core and diversify the regional offering making for a “Complete Region” that meets the needs of all residents no matter where they choose to live, work and recreate in the region.

The Plan is not a “one size fits all” solution, but applies the same principles and concepts across the region in a contextually-sensitive manner. It provides direction on how to manage growth in a way that is responsible and preserves and protects what is valuable, striving to increase both liveability and global economic competitiveness as a region.

3.2 Key Strategies for Planning and Managing Growth

The policies in Chapter Four are rooted in a number of key strategies for planning and managing growth:

Global Economic Competitiveness

The future wellbeing of the Edmonton Metropolitan Region and its residents depends largely on its economy. In an interconnected world, this means having the ability to compete on the world stage. Within the resource-based economy, there is also opportunity to encourage regional economic diversification focusing on opportunities to diversify based on our economic strengths. The plan policies provide support to the region to achieve and maintain global economic competitiveness and increase economic resiliency.

Agricultural Viability

Growth need to be carefully managed as region to ensure the long term viability of the agricultural sector. The policies of this Plan are designed to address this issue from multiple standpoints including our cultural heritage, future need for food production and for its contribution to the region’s economic prosperity. Maintaining agricultural viability requires managing growth to protect prime agricultural lands from development, preventing fragmentation of the land base, recognizing the important role of agriculture in the global and regional economy and fostering growth and diversification and the potential for value added products within the agricultural sector.

Responsible Growth

The Edmonton Metropolitan Region has committed to pursuing responsible growth - using land and resources efficiently for the benefit of both current and future generations. In the Growth Plan principles...
and policies responsible growth includes wisely managing the region’s agricultural land base to ensure long term viability and food security, maximizing the use of existing and planned infrastructure and services, optimizing the region’s natural assets to protect the impacts of growth and the planning of growth regionally to be financially sustainable over the long term.

**Compact and Contiguous Development**

Compact and contiguous development helps to achieve responsible growth by using land and resources efficiently. A compact land use pattern includes mixed uses and higher density development such as detached and semi-detached houses on small lots as well as townhouses, walk-up apartments, multi-storey commercial developments, and apartments or offices above retail development. It creates walkable neighbourhoods where *multi-modal transportation* options can be provided efficiently. Combining compact development with contiguous development, where the developed area extends logically without large undeveloped areas interspersed, reduces the cost to build, maintain and operate infrastructure and services.

**Integrating Land Use and Infrastructure**

Efficient use of infrastructure requires the integration of land use and infrastructure as a basic governing principle. Optimizing existing infrastructure and developing new infrastructure to support growth in the most efficient way possible requires an integrated approach. This requires integrated thinking and planning about where people, live, work, shop and how people move through the region, and planning how to connect those places together.

**Complete Communities**

This Growth Plan aims to create a complete region by promoting more *complete communities* throughout the region. *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. Complete communities at the regional scale are focused on provision of hard infrastructure, land use, transportation and development patterns. The elements of a complete community can be provided at different levels appropriate to the size and scale of the community, and work together to create a complete region.

---

1 This Plan does not address the Soft Infrastructure of a complete community – Culture, Health, Education, Law Enforcement and Emergency Service.
3.3 Edmonton Metropolitan Regional Structure

The Regional Structure depicted on Schedule 1: Edmonton Metropolitan Regional Structure Map (Regional Structure) provides the foundation for managing employment and population growth. It recognizes the region’s diverse urban and rural contexts and provides a policy framework to establish a compact and contiguous development pattern. The Regional Structure reinforces existing communities and employment areas, and builds on existing infrastructure and land use patterns. The components of the Regional Structure include policy tiers and structure components.

Policy Tiers

The Edmonton Metropolitan Region is large and complex, consisting of diverse communities in terms of size and scale and urban and rural contexts. Different geographic areas in the region have varying regional roles and distinct opportunities and constraints for growth and change.

The Regional Structure introduces three policy tiers: The Rural Area, Metropolitan Area and Metropolitan Core. These tiers reflect and respond to the diversity of contexts within the region and are depicted conceptually in Schedule 1 and reflect the general direction of urban growth. It is not intended that the Metropolitan Area form a growth boundary, or that all of the lands within the Metropolitan Area will urbanize by 2044. The policy tiers provide a mechanism to introduce tailored policies and targets to respond to different urban and rural contexts, and address unique growth challenges in the region.

This Plan includes policies that apply to all the tiers within the Edmonton Metropolitan Region, and in some cases policies that apply to one or more of the tiers. The intent is that each community in the Edmonton Metropolitan Region will grow in a responsible, compact and contiguous manner, but in a form and at a scale appropriate to the corresponding policy tier.

Rural Area: The wider Edmonton Metropolitan 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 rapid transit and the highest concentration of regionally significant amenities and services.

Structure Components

Schedule 1: Edmonton Metropolitan Regional Structure Map identifies a series of structure components. Each has an important role to play in accommodating growth and the Growth Plan policies provide direction in terms of that role. By planning for residential, employment and economic growth and related infrastructure in an integrated and holistic manner, the region can best accommodate the needs of residents, employees and businesses and plan for responsible growth patterns.

The following descriptions of the Structure Components are to be read together with the policies and implementation strategies.
DRAFT Schedule 1: Edmonton Metropolitan Regional Structure to 2044 (Conceptual)
(v.1 March 23, 2016)

NOTE: All alignments of regional pipeline corridors are conceptual.

* 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 Cold Lake).

Legend:
- Rural Centre
- TC2 Centre
- Urban Centre
- Sub Regional Service Centre
- Downtown Edmonton

Planning Tiers:
- Rural Area
- Core Area
- Metropolitan Area
- Zoned and Designated Rural Residential
- Zoned and Designated Urban Area
- Regional Land Use Areas
- Employment Areas
- Resource Extraction Areas
- Natural Living Systems
- Airports
- Local and Regional Road Network
- Planned Highway or Road
- Pipeline Corridor
- Hamlet
- Non-Member Municipalities

Coordinate System: TWM114-83
Projection: Transverse Mercator
Datum: North American 1983 central meridian -114.0000

Task Force Meeting April 13, 2016

Growth Plan Update Task Force
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Existing Developed 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 on Schedule 1 and will be delineated in detail by member municipalities as part of the implementation of this Plan.

**Country Residential Areas**, as defined by existing municipal by-laws. Schedule 1 depicts the existing country residential areas with municipal zoning or designations in place as of 2015.

A Range and Typologies of Centres:

**Edmonton Metropolitan Regional Structure Map** identifies a network of Centres in the region, reflecting the differing roles, levels of service and ability to accommodate growth.

- **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 Edmonton Metropolitan 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 rapid 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 Integrated Regional Transportation Master Plan (IRTMP) and the City of Edmonton’s TOD Guidelines provide a basis for the depiction of planned TOD Centres on Schedule 1, 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 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.

**Resource Extraction Areas**: Areas with existing resource extraction uses related to large scale exploration, extraction, processing and reclamation of natural resources.
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 four airports are also identified as regional transportation infrastructure.

Regional Infrastructure: Significant infrastructure corridors need to be accommodated in planning for growth. These include but are not limited to regional transportation utility corridors, major roads, energy and pipeline corridors.

Sidebar Table: Accommodating Growth in the Policy Tiers

<table>
<thead>
<tr>
<th>Key Characteristics</th>
<th>How will population and employment growth be accommodated?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Area</td>
<td></td>
</tr>
<tr>
<td>Small urban communities and rural centres</td>
<td>• Encourage new growth in existing towns, villages and hamlets in the Built-Up Urban Area and plan and develop contiguous Greenfield Areas to optimize servicing capacity and transportation connections;</td>
</tr>
<tr>
<td>Existing and planned country residential areas offer rural lifestyles and housing choice</td>
<td>• Permit infill and build out of existing Country Residential areas; and</td>
</tr>
<tr>
<td>Industrial areas and resource extraction areas</td>
<td>• Support 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.</td>
</tr>
<tr>
<td>Local and sub-regional levels of service</td>
<td></td>
</tr>
<tr>
<td>Potential for life-line transportation to some urban communities</td>
<td></td>
</tr>
<tr>
<td>Rural working landscapes, agricultural lands and environmental systems</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Area</td>
<td></td>
</tr>
<tr>
<td>Contiguous urban settlement pattern</td>
<td>• Encourage intensification to the Built-Up Urban Areas of existing urban communities to optimize existing and planned infrastructure;</td>
</tr>
<tr>
<td>Major employment areas</td>
<td>• Plan for and build Greenfield Areas that are compact, with a diverse and compatible mix of land uses including a range of housing and employment types;</td>
</tr>
<tr>
<td>Cultural and health facilities and major commercial centres</td>
<td>• Plan and build transit-oriented development with higher densities in existing or planned transit-serviced areas and foster active transportation opportunities; and</td>
</tr>
<tr>
<td>Urban levels of service</td>
<td>• Support employment growth in Major Employment Areas and encourage the growth of institutional, health and education sectors.</td>
</tr>
<tr>
<td>Regional commuter transit service to the Core with varying levels of local service</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td></td>
</tr>
<tr>
<td>Highest urban density</td>
<td>• Encourage intensification in Built-Up Urban Areas to optimize existing and planned infrastructure;</td>
</tr>
<tr>
<td>Regional levels of service</td>
<td>• Plan for and build transit-oriented development in the Core with the highest level of density in the region in areas with existing and planned LRT service;</td>
</tr>
<tr>
<td>Concentrated employment node consisting of Downtown Edmonton</td>
<td>• Develop Downtown Edmonton as a regional central business district with a mix of uses and activities with high-density residential development and</td>
</tr>
</tbody>
</table>
Rapid transit with LRT network connecting to inner parts of Metropolitan Area commercial, institutional and major office employment; and
• Support 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.
Chapter 4: Regional Policies

4.1 Introduction to the Regional Policy Areas

The six policy areas, each related to a Growth Plan principle, respond to the challenges and opportunities the Edmonton Metropolitan Region will face in accommodating growth over the next thirty years and to achieve the Vision for the region. The policy areas provide direction for how the region will manage growth to 2044 and beyond. Each policy area contains Objectives, policy statements and identified roles to implement the policies. As the policy areas are inter-related, the points of policy integration are outlined where particularly pertinent.

4.2 Interpreting the Policies

The following should be kept in mind when reading and interpreting the policies:

1. The Growth Plan policies are presented by Policy Tier – Rural Area, Metropolitan Area and Metropolitan Core. If no Policy Tier is identified, the policy applies to the entire Edmonton Metropolitan Region. If a policy identifies a policy tier, the policy applies only to that tier.
2. The Glossary contains relevant terms contained within the plan to provide greater information and clarity, and are often italicized throughout the plan.
3. The Plan should be read along with the Glossary and the Edmonton Metropolitan Structure Map.
4. Population and employment projections are a tool to understand regional growth pressures and to help plan for how future growth will be accommodated. The use of population & employment forecast as part of the Plan is under still under consideration, as of the time of publishing this draft.
5. All statutory plans must comply with the minimum Greenfield densities referenced in this Growth Plan. Minimum Greenfield density will be measured at the community level. In contrast, density and intensification targets are targets that member municipalities should be working towards in their planning. Member municipalities are encouraged to meet or exceed the minimum Greenfield densities and density and intensification targets.
6. Lines on the Edmonton Metropolitan Regional Structure Map are conceptual policy lines and are not growth boundaries. The lines provide direction as to where policies of this Growth Plan apply within each of the three policy tiers represented – Rural Area, Metropolitan Area and Metropolitan Core.
7. Where Growth Plan policies contain a list of sub-policies or criteria, all of the sub-policies and criterion must be met.
Policy Area #1: Economic Competitiveness & Employment

Principle: Promote global economic competitiveness and regional prosperity. We will foster a diverse and innovative economy that builds upon our existing infrastructure and employment areas to achieve sustained economic growth and prosperity.

The Edmonton Metropolitan Region is part of an increasingly interconnected and competitive global marketplace. As documented in Capitalize: The Economic Roadmap for Alberta’s Capital Region, the region has key competitive advantages that represent significant opportunities for growth and diversification – the proximity to resources and markets, institutional capacity in research and education, and strong connections to Northern Canada. The region has an ample supply of employment lands, situated within eighteen regionally significant Major Employment Areas supported by more local employment areas and rural industries. These include significant assets such as Downtown Edmonton, Alberta’s Industrial Heartland and the lands around the Edmonton International Airport (EIA) where the planned Aerotropolis will be a regional economic generator. Edmonton International Airport itself is a major economic asset and is supported by economic, infrastructure and energy corridors that lead north to Fort McMurray, south to Calgary and the United States and east and west to the rest of Canada. Port Alberta’s Foreign Trade Zone and streamlined connections between road, rail and air further support the region’s supply chain and economic competitiveness.

Over the next thirty years, the region’s economy will face new challenges. Technology advances, a global towards renewable energy and a need for increased productivity are significant forces of change. While recognizing that the energy sector will remain the foundation of the regional economy, the Edmonton Metropolitan Region will need to adapt and become more competitive on the world stage to ensure a prosperous future. The global marketplace comes with challenges related to increased competition for goods, services and labour, but also significant opportunities related to access to markets, a mobile workforce and the free flow of data and information.

Regional prosperity depends on the region’s continued ability to attract and retain a skilled workforce. The region’s demographics will continue to evolve in the future, with growing aboriginal, youth and senior populations and an increasingly ethnically diverse population. Today’s workers look for more than just jobs – they want a region that is liveable, providing diverse housing options, educational opportunities, recreational amenities and more.

In this context, the Growth Plan envisions working together as a region to promote prosperity and global economic competitiveness. The Growth Plan is not intended to be a regional economic development strategy, but the Plan recognizes the important links between land use planning, infrastructure, quality of life and economic prosperity. The Plan provides regional land use and planning direction to encourage and accommodate 471,800 new jobs by 2044. The policy objectives focus on economic diversification by promoting existing and emerging sectors, protecting and planning for job growth in Major Employment Areas, enhancing the movement of goods, services and people to, from and through the region, and promoting the liveability of the region.

Objectives
- 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

Sidebar table - Planning for Prosperity and Competitiveness across the Policy Tiers
Each policy tier within the region plays an important role in enhancing prosperity and competitiveness, and provides different opportunities for economic growth, as delineated in the following table.

<table>
<thead>
<tr>
<th>Employment growth will be accommodated by:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rural Area</strong></td>
</tr>
<tr>
<td>• Promoting job growth in the Alberta Industrial Heartland, <strong>Resource Extraction Areas</strong>, around regional airports and in <strong>Major Employment Areas</strong> with commercial, industrial, manufacturing, resource extraction and processing uses;</td>
</tr>
<tr>
<td>• Encouraging job growth in employment areas that: are accessible by transportation routes, optimize existing and planned infrastructure and servicing, are located away from <strong>prime agricultural lands</strong> and agricultural operations;</td>
</tr>
<tr>
<td>• Focusing commercial, industrial, institutional and office development in <strong>Rural Centres</strong> and <strong>Sub-Regional Centres</strong>;</td>
</tr>
<tr>
<td>• Encouraging the growth and diversification of the agricultural sector;</td>
</tr>
<tr>
<td>• Fostering recreation activities and promoting recreational corridors; and</td>
</tr>
<tr>
<td>• Managing resource extraction activities and limiting the negative impacts on the region’s <strong>Natural Living Systems</strong> through buffers and compatible land uses.</td>
</tr>
<tr>
<td><strong>Metropolitan Area</strong></td>
</tr>
<tr>
<td>• Promoting job growth in <strong>Major Employment Areas</strong> with industrial, manufacturing, storage and distribution and knowledge-based uses;</td>
</tr>
<tr>
<td>• Permitting and encouraging commercial and office uses in <strong>Urban Centres</strong> and <strong>TOD Centres</strong> and/or along transit corridors to encourage access to amenities, job growth in proximity to where people live, and transportation choice for employees;</td>
</tr>
<tr>
<td>• Encouraging the growth of government, health and education uses in locations with access to transit;</td>
</tr>
<tr>
<td>• Attracting and retaining a skilled workforce by providing diverse housing options in proximity to jobs;</td>
</tr>
<tr>
<td>• Promoting the growth of the agricultural sector including urban agriculture and opportunities for local food production and distribution; and</td>
</tr>
<tr>
<td>• Leveraging the economic development opportunity at the Edmonton International Airport and surroundings areas.</td>
</tr>
<tr>
<td><strong>Metropolitan Core</strong></td>
</tr>
<tr>
<td>• Recognizing <strong>Downtown Edmonton</strong> 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;</td>
</tr>
<tr>
<td>• Encouraging the growth of emerging sectors such as finance, research and development and the knowledge economy;</td>
</tr>
<tr>
<td>• Encouraging residential, commercial and office uses in <strong>TOD Centres</strong> and along transit corridors to encourage access to amenities, job growth in proximity to where people live, and transportation choice for employees;</td>
</tr>
</tbody>
</table>
• Attracting and retaining a skilled workforce by providing diverse housing options in proximity to jobs; and
• Encouraging urban agricultural opportunities.

1.1

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

Policies

1.1.1 Global economic competitiveness and diversification in the Edmonton Metropolitan Region will be promoted by:
   a. recognizing and enhancing the regional assets that distinguish the region;
   b. developing the region as a hub and gateway to Alberta and Northern Canada by expanding sectors related to government, education, health, culture, agriculture and the arts;
   c. encouraging economic diversification, while recognizing energy as the region’s core economic driver;
   d. coordinating sustained investment in infrastructure;
   e. defining and protecting Major Employment Areas to provide for employment growth;
   f. encouraging business and labour attraction and retention by sustaining the high quality of life within the region;
   g. planning for the efficient movement of goods, services and people;
   h. promoting the growth and diversification of the agricultural sector;
   i. identifying and promoting opportunities for tourism and recreation including planning and developing recreation corridors throughout and beyond the region; and
   j. collectively supporting the marketing the region in the national and global marketplace.

1.1.2 The region will pursue diversification of its existing and emerging economic sectors including energy, green technology, manufacturing, transportation, logistics, finance, the knowledge economy and agriculture (areas of production, value-added activities, processing and distribution).

1.2

Objective #2: Promote job growth and the competitiveness of the region’s Major Employment Areas

Policies
DRAFT Schedule 2: Population and Employment Forecasts to 2014-2044

These are the consolidated CRB accepted population and employment projects from 2014 to 2044. Population adjustments have been made to reflect 2014 municipal census results.

<table>
<thead>
<tr>
<th>Member Municipality</th>
<th>Population Projections*</th>
<th>Employment Projections**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>Low 2044</td>
</tr>
<tr>
<td>Beaumont</td>
<td>15,400</td>
<td>36,800</td>
</tr>
<tr>
<td>Bon Accord</td>
<td>1,600</td>
<td>2,700</td>
</tr>
<tr>
<td>Bruderheim</td>
<td>1,300</td>
<td>2,400</td>
</tr>
<tr>
<td>Calmar</td>
<td>2,100</td>
<td>3,500</td>
</tr>
<tr>
<td>Devon</td>
<td>7,000</td>
<td>11,200</td>
</tr>
<tr>
<td>Edmonton</td>
<td>861,900</td>
<td>1,361,700</td>
</tr>
<tr>
<td>Fort Saskatchewan</td>
<td>21,100</td>
<td>43,600</td>
</tr>
<tr>
<td>Gibbons</td>
<td>3,200</td>
<td>5,400</td>
</tr>
<tr>
<td>Lamont</td>
<td>1,900</td>
<td>3,100</td>
</tr>
<tr>
<td>Lamont County</td>
<td>4,200</td>
<td>7,200</td>
</tr>
<tr>
<td>Leduc</td>
<td>26,300</td>
<td>49,600</td>
</tr>
<tr>
<td>Leduc County</td>
<td>14,100</td>
<td>19,300</td>
</tr>
<tr>
<td>Legal</td>
<td>1,400</td>
<td>2,200</td>
</tr>
<tr>
<td>Morinville</td>
<td>9,200</td>
<td>15,200</td>
</tr>
<tr>
<td>Parkland County</td>
<td>31,800</td>
<td>42,700</td>
</tr>
<tr>
<td>Redwater</td>
<td>2,200</td>
<td>3,100</td>
</tr>
<tr>
<td>Spruce Grove</td>
<td>28,400</td>
<td>51,600</td>
</tr>
<tr>
<td>St. Albert</td>
<td>64,300</td>
<td>90,100</td>
</tr>
<tr>
<td>Stony Plain</td>
<td>16,700</td>
<td>32,200</td>
</tr>
<tr>
<td>Strathcona County</td>
<td>96,800</td>
<td>138,000</td>
</tr>
<tr>
<td>Sturgeon County</td>
<td>20,600</td>
<td>31,000</td>
</tr>
<tr>
<td>Thorsby</td>
<td>1,000</td>
<td>1,700</td>
</tr>
<tr>
<td>Wabamun</td>
<td>700</td>
<td>1,100</td>
</tr>
<tr>
<td>Warburg</td>
<td>900</td>
<td>1,300</td>
</tr>
<tr>
<td><strong>Total Capital Region</strong></td>
<td>1,234,100</td>
<td>1,956,700</td>
</tr>
<tr>
<td><strong>Edmonton Only</strong></td>
<td>861,900</td>
<td>1,361,700</td>
</tr>
<tr>
<td><strong>Excluding Edmonton</strong></td>
<td>372,200</td>
<td>595,000</td>
</tr>
</tbody>
</table>

*Accepted through Board Decision, May 14, 2015

**Accepted through Board Decision, February 11, 2016

1 These projections reflect adjustments to the 2013 projections based on updated municipal census data and further analysis of the existing employment data.
1.2.1 Employment growth will be accommodated in the region by:
   a. planning to accommodate job growth in *Major Employment Areas* with a range of employment types including commercial, industrial and institutional uses;
   b. encouraging *intensification of Major Employment Areas* and increasing employee density in areas with *multi-modal transportation access* in the *Metropolitan Core* and *Metropolitan Area*;
   c. planning and coordinating infrastructure to support current and future employment uses and economic diversification opportunities;
   d. promoting commercial and industrial development in *Major Employment Areas* and mixed-use development and office uses in *Downtown Edmonton*; and
   e. promoting job growth in areas within close commuting distance to where people live.

1.2.2 An adequate supply of lands shall be identified and protected in the region to accommodate the employment forecasts in *Schedule 2: Population & Employment Projections 2014-2044* to provide a variety of employment uses and support economic diversification.

1.2.3 The expansion and designation of new *Major Employment Areas* will only be permitted through the demonstration that new lands are required to accommodate the employment forecasts in *Schedule 2: Population & Employment Projections 2014-2044*.

1.2.4 Infrastructure investment, including municipal services, telecommunications and utilities will be planned to support commercial and industrial development, economic diversification opportunities and job growth in *Major Employment Areas* identified on *Schedule 3: Major Employment Areas*.

1.2.5 The *conversion* of employment uses to non-employment uses in *Major Employment Areas*, with the exception of *Downtown Edmonton*, will be evaluated through a municipal comprehensive assessment. *Conversion* will only be considered if the municipal comprehensive assessment demonstrates that:
   a. there is a need for the *conversion* to support population and employment growth, without other reasonable alternatives;
   b. the *conversion* will not adversely affect the municipality’s ability to accommodate employment growth;
   c. the *conversion* will not adversely impact the overall viability of the major employment area;
   d. there is existing or planned infrastructure to accommodate the land use and development;
   e. the lands are not required over the long-term for employment purposes;
   f. the lands are not deemed regionally significant; and
   g. cross jurisdictional issues have been considered.

1.2.6 In the *Rural Area* and *Metropolitan Area*, eco-industrial principles will be encouraged to guide the design and development of heavy industrial uses and eco-sensitive design approaches should minimize the impacts of future heavy industrial development on *natural living systems* and *prime agricultural lands*.

1.3

**Objective #3: Enhance economic competitiveness through the efficient movement of people, goods and services to, from and through the region**
Policies

1.3.1 The movement of people, goods and services to, from and through the region in keeping with its role as a gateway to Northern Alberta and Canada will be promoted. This includes movement by air, road and rail with a focus on the following transportation infrastructure and corridors and adjacent lands:
   a. Edmonton International Airport;
   b. West Canamex Corridor/Highway 16;
   c. Edmonton/Calgary (Highway 2); and
   d. Fort McMurray (Highway 63).

1.3.2 The coordination and planning of future regional infrastructure and energy corridors will be undertaken in collaboration between the CRB, member municipalities, the Province and the energy sector. This will include:
   a. planning and investing in regional infrastructure corridors to support growth in Major Employment Areas and Centres;
   b. investigating, identifying, developing and strategically implementing a regional infrastructure and energy planning model in accordance with the Land Use and Infrastructure Policy 6.2 and Schedule 4: Infrastructure and Energy Corridors;
   c. identifying and protecting new and planned energy corridors in multi-use corridors;
   d. identifying, protecting and prioritizing lands for energy corridors in and out of the region and ensuring access to key upstream sources and their production destination sites to connect to national and global energy markets; and
   e. supporting the expansion of existing and identification of new regional energy corridors with a business case that demonstrates the role of regional energy corridors as a key component of the success of the energy sector and the economic prosperity of the region. The business case will be used to assist the CRB to identify priorities for regional energy corridor growth.

1.3.3 Edmonton International Airport (EIA) is recognized as a strategic economic asset to enhance the region’s global economic competitiveness and connectivity to global markets.

1.3.4 The coordination and planning of future regional infrastructure to support efficient access to the Edmonton International Airport will be undertaken in collaboration between CRB, member municipalities, the Province and EIA.

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

Policies

1.4.1 Housing diversity and affordable housing will be encouraged within close commuting distance to Major Employment Areas and within Centres.
* Future regional water and wastewater lines are based on projected need by 2044 and their approximate alignments may be subject to change over time.

NOTES:
(1) The alignments and locations of the existing and future regional water and wastewater lines are approximate.
(2) This map excludes water and wastewater lines solely owned by a single municipality.
(3) All alignments of regional pipeline and power transmission corridors are conceptual.
1.4.2 Downtown Edmonton, Urban Centres, TOD Centres and Rural Centres and Sub-Regional Centres will be planned as locations to concentrate a mix of jobs, activities and housing, in accordance with the density targets in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community.

1.4.3 To attract and retain a diverse range of workers, complete communities will be planned and developed appropriate to the scale and level of service of each policy tier in accordance with Communities and Housing policy area.

Implementation of this Policy Area

<table>
<thead>
<tr>
<th>The Role of the CRB is to:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Context Statements/Municipal Statutory Plans</strong></td>
</tr>
<tr>
<td>1. Accept Regional Context Statements and approve municipal statutory plans through the REF process that identify and plan Major Employment Areas for current and future employment uses in accordance with Policy 1.2.1.</td>
</tr>
<tr>
<td><strong>Future Regional Studies and Initiatives</strong></td>
</tr>
<tr>
<td>2. Pursue future economic development initiatives to understand the employment base of the region, which may include:</td>
</tr>
<tr>
<td>a. An analysis of the region’s major economic clusters and the structure and location of the region’s major industries; and</td>
</tr>
<tr>
<td>b. A labour market profile to identify jobs in the region, productivity, and identify labour gaps and talent deficits and identify strategies to attract and retain a skilled workforce.</td>
</tr>
<tr>
<td><strong>Mapping</strong></td>
</tr>
<tr>
<td>3. Implement Schedule 3: Major Employment Areas to identify regionally-significant Major Employment Areas. Use the CRB’s GIS mapping to maintain and amend the map to include the development and build-out of Major Employment Areas.</td>
</tr>
<tr>
<td><strong>Monitoring and Reporting</strong></td>
</tr>
<tr>
<td>4. Monitor and report on an annual basis on the following, where appropriate using the CRB’s GIS mapping:</td>
</tr>
<tr>
<td>UNDER DEVELOPMENT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>The role of member municipalities is to:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Context Statements and Municipal Statutory Plans</strong></td>
</tr>
<tr>
<td>5. Adopt Regional Context Statements and municipal statutory plans that:</td>
</tr>
<tr>
<td>a. Identify the Major Employment Areas represented on Schedule 3: Major Employment Areas and plan for employment growth in these areas in accordance with Policy 1.2.1; and</td>
</tr>
<tr>
<td>b. Ensure a supply of lands to accommodate the employment forecasts in Schedule 2: Population and Employment Projections 2014-2044 in accordance with Policy 1.2.2.</td>
</tr>
<tr>
<td><strong>Monitoring and Reporting</strong></td>
</tr>
<tr>
<td>6. Collaborate with the CRB and provide appropriate data to monitor progress on:</td>
</tr>
<tr>
<td>UNDER DEVELOPMENT</td>
</tr>
</tbody>
</table>
### Recommendations to the Province and other orders of government and regional stakeholders:

<table>
<thead>
<tr>
<th></th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.</td>
<td>The Province, energy sector and infrastructure providers are requested to work with the CRB to develop and advance a <em>regional infrastructure</em> and energy corridors planning model in accordance with Policy 1.3.2;</td>
</tr>
<tr>
<td>8.</td>
<td>Telecommunications providers should collaborate with CRB and utilize the Growth Plan to plan for telecommunications infrastructure (Wi-Fi, fixed-line, mobile transmission sites) that supports population and employment growth in the region.</td>
</tr>
<tr>
<td>9.</td>
<td>The Province should consider the Edmonton Metropolitan Regional Structure Map when planning investments in post-secondary education and regional health, educational and cultural amenities to meet the changing needs of the region’s demographics and workforce.</td>
</tr>
</tbody>
</table>
DRAFT Schedule 5: Density and Intensification Allocation by Tier and Community

Note: These are draft minimums and targets for further discussion.

<table>
<thead>
<tr>
<th>Urban Communities by Tier</th>
<th>Minimum Greenfield Density (Residential)*</th>
<th>Intensification Target**</th>
<th>TOD Centres Density Target**</th>
<th>Urban/Rural Centres Density Target **</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(du/nrha)</td>
<td>(% dwellings to Built-Up Areas)</td>
<td>(people+jobs/gha)</td>
<td>(du/nrha)</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>n/a</td>
<td>100%*</td>
<td>140-160</td>
<td>n/a</td>
</tr>
<tr>
<td>Metropolitan Area</td>
<td>≥ 50</td>
<td>varies</td>
<td>varies</td>
<td>varies</td>
</tr>
<tr>
<td>Edmonton</td>
<td>≥ 50</td>
<td>25%</td>
<td>140-160</td>
<td>n/a</td>
</tr>
<tr>
<td>St. Albert</td>
<td></td>
<td>17.5%</td>
<td></td>
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<tr>
<td>Sherwood Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Saskatchewan</td>
<td></td>
<td>15%</td>
<td>n/a</td>
<td>100</td>
</tr>
<tr>
<td>Leduc</td>
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<tr>
<td>Stony Plain</td>
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<tr>
<td>Beaumont</td>
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<tr>
<td>Spruce Grove</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bremner/Colchester</td>
<td></td>
<td>0%</td>
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<td></td>
</tr>
<tr>
<td>East Vistas</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Rural Area</td>
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<td>varies</td>
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<td>varies</td>
</tr>
<tr>
<td>Towns</td>
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<td>varies</td>
<td>n/a</td>
<td>varies</td>
</tr>
<tr>
<td>Devon</td>
<td></td>
<td></td>
<td></td>
<td>75</td>
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<tr>
<td>Morinville</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calmar</td>
<td></td>
<td>7.5%</td>
<td>n/a</td>
<td>50</td>
</tr>
<tr>
<td>Lamont</td>
<td>≥ 25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bon Accord</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bruderheim</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gibbons</td>
<td></td>
<td>5%</td>
<td>n/a</td>
<td>35</td>
</tr>
<tr>
<td>Legal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redwater</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Villages</td>
<td>≥ 20</td>
<td>5%</td>
<td>n/a</td>
<td>35</td>
</tr>
<tr>
<td>Growth Hamlets (tbd)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Hamlets (tbd)</td>
<td>≥ 15</td>
<td>2.5%</td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>

*Minimum Greenfield Density is a requirement for all statutory plans.

**Intensification Targets and Density Targets for TOD Centres and Urban/Rural Centres are targets that municipalities will strive for in their planning and measure and report on their achievement of annually.
Policy Area #2: Natural Living Systems

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

The Edmonton Metropolitan Region has a rich array of natural features and environmental assets, environmentally sensitive areas, natural habitats, wildlife, watersheds and airsheds that together make up the region’s natural living systems. This includes significant natural features such as the North Saskatchewan River and its Valley and Ravine system, the Sturgeon River and Valley, the Beaver Hills Moraine Biosphere Reserve, Wagner Natural Area, Big Lake, Wabamun and Cooking Lakes among others. The region’s watersheds, national and provincial parks, protected areas, environmentally sensitive and natural areas are important to the long-term sustainability and resilience of the region, and provide recreational opportunities for residents and visitors and natural habitat for wildlife. However, as a result of urban and industrial growth, the region’s natural living systems are under tremendous pressure.

This policy area views the region’s natural living systems as an ecological network that cannot be considered in isolation from the other policy areas in this Plan. The Growth Plan establishes a balanced approach to managing growth and valuing and protecting the region’s natural living systems. This involves identifying, protecting, conserving and restoring natural living systems as a means to maintain ecological network connections and functions, increase biodiversity, preserve prime agricultural lands, and accommodate growth through compact and contiguous development patterns to reduce the carbon footprint. This policy area interlinks with provincial initiatives such as the North Saskatchewan Regional Plan to manage cumulative effects on environmental health and the Capital Region Air Quality Management Framework which provides guidance on ambient air quality to manage impacts on public health.

As the region grows, it will be important to maintain the health of the region’s watersheds and sub-regional watersheds to ensure a reliable supply of clean water for future generations. All watersheds in the region provide ecological goods and services that are integral to human health and economic health as well as storm water management, water filtration, air quality, and recreational opportunities. The health of all communities in the region depends on the health of the region’s watersheds. Natural resource extraction activities in the region must be carefully planned and managed in a way that minimizes impacts on natural living systems while recognizing the importance of these activities to the regional economy. Water and air quality, habitat for terrestrial and aquatic organisms, and wildlife disturbance must all be taken into account.

Objectives in this policy area promote the health of the environment, the health of citizens based on quality of life, and livability of the region, by encouraging land use and development patterns that minimize the loss, degradation and fragmentation of ecosystems, and introducing mechanisms to identify, protect, conserve and steward the region’s natural living systems. This policy area also addresses climate change impacts through compact growth patterns, multi-modal transportation, low impact development and green building technologies, energy recovery and the use of renewable energy systems, and recognizing the interconnections to the other policy areas of this Plan.
Objectives

1. Minimize the impacts of regional growth on natural living systems
2. Protect, conserve, enhance and restore natural living systems in the region through an ecological network approach
3. Protect regional watershed health, water quality and quantity in the region
4. Plan development to promote clean air, land and water and address climate change impacts
5. Minimize and manage the impacts of natural resource extraction activities

2.1

Objective #1: Minimize the impacts of regional growth on natural living systems

Policies

2.1.1 Prior to the approval of regional infrastructure and municipal statutory plans, supporting technical studies will be required for the development of lands that may impact the region’s natural areas identified on Schedule 6: Natural Living Systems. The technical studies should incorporate an ecological network approach and identify the required conservation buffers, flood zone and development setbacks and transition of land uses from natural living systems.

2.1.2 Development in Greenfield Areas adjacent to provincial and municipal environmentally sensitive areas, national and provincial parks/protected areas, surface water bodies and water courses identified on Schedule 6: Natural Living Systems will protect and incorporate conservation buffers and linkages, and will demonstrate how ecological design best-practices are incorporated to mitigate negative consequences.

2.2

Objective #2: Protect, conserve, enhance and restore natural living systems in the region through an ecological network approach

Policies

2.2.1 Natural living systems of regional, provincial and federal significance identified on Schedule 6: Natural Living Systems will be protected in addition to other natural features identified for protection under provincial and federal legislation. The region will work together to protect, conserve, enhance and restore the function, integrity and connectivity of natural living systems for the long-term ecological and social benefit of the region, including but not limited to:
   a. Water courses;
   b. Surface water bodies;
   c. Regional watersheds;
   d. Sub-regional watersheds;
DRAFT Schedule 6: Natural Living Systems (Conceptual) (v.3 April 1, 2016)

* Municipal Environmental Sensitive Area (ESA) includes: (1) ESAs from Leduc County’s 2015 Environmentally Significant Areas Study; (2) ESAs from Parkland County’s 2014 Environmental Conservation Master Plan; (3) the Beaver Hills Moraine and Conservation policy areas from Strathcona County’s MDP; (4) Sturgeon County’s MDP Neighbourhood F Overlay; and (5) the City of Edmonton Zoning Bylaw’s River Valley and Ravine Overlay; and (6) lands within the North Saskatchewan River valley, the Sturgeon River valley and their ravine systems within Devon, Fort Saskatchewan, Gibbons and St. Albert.

Sources: Spatial Data Warehouse Ltd., GeoBase, Statistics Canada, Alberta Environment and Parks, Leduc County, Parkland County, Strathcona County, Sturgeon County, the Town of Devon, the City of Edmonton, the City of Fort Saskatchewan, the City of St. Albert, and the Capital Region Board.
e. Elk Island National Park;
f. Crown Reservation
g. Provincial Park/ Protected Areas;
h. Provincial Environmentally Sensitive Areas;
i. Municipal Environmentally Sensitive Areas;
j. Environmental Reserve;
k. Beaver Hills Moraine Biosphere Reserve; and
l. Key Wildlife and Biodiversity Zone.

2.2.2 Conservation tools will be used to minimize the loss and fragmentation of the region’s natural living systems through the implementation of the North Saskatchewan Regional Plan and Land Use Framework.

2.2.3 The restoration of degraded natural areas and ecological networks by previous land use activities and infrastructure will be encouraged.

2.2.4 Conservation buffers and restoration of linkages between the region’s natural living systems and systems that connect beyond the boundaries of the Edmonton Metropolitan Region will be used to establish and maintain ecological network connections and functions.

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

Policies

2.3.1 The Province’s Water for Life and Alberta’s Strategy for Sustainability will provide guidance to regional plans, municipal statutory plans and regional infrastructure projects for supportive policies and management measures to protect, enhance, and restore the water quality in the region, and should consider the following:

a. Protecting natural areas along waterways;
b. Improving water quality and quantity;
c. Incorporating urban development best management practices to minimize soil erosion, protect and enhance riparian fish and wildlife habitat, protect and enhance areas that contain habitat for significant, rare or endangered plant species; and
d. Protecting wetlands with sufficient buffers to maintain their water quality and hydrologic function.

2.3.2 The Provincial Water Management Framework will provide guidance to protect watershed health and manage water quality and quantity in the North Saskatchewan River watershed and in the sub-regional watersheds.

2.3.3 All development will be required to comply with all applicable provincial and federal water quality requirements and regulations.

2.4
Objective #4: Plan development to promote clean air, land and water and address climate change impacts

Policies

2.4.1 Land use patterns and regional infrastructure that reduce energy consumption and greenhouse gas emissions will be promoted to improve the region’s ambient air quality and the resiliency of regional infrastructure to withstand climate change impacts and natural hazard risks.

2.4.2 Low impact development and green building technologies will be promoted in the planning, design and construction of new development and residential housing forms in Greenfield Areas and Built-Up Urban Areas, and in the planning and construction of regional infrastructure.

2.4.3 The use of energy recovery, bio-energy, geothermal district energy systems, and renewable energy will be encouraged in community design and development in the region.

2.4.4 Proactively managing and monitoring ambient air quality in the region should be considered a high priority in the preparation, approval and implementation of regional and municipal statutory plans and transportation master plans to support the health and integrity of natural living systems and human health.

2.4.5 The Province’s Capital Region Air Quality Management Framework will provide guidance for managing and monitoring ambient air quality in the Edmonton Metropolitan Region.

2.5

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

Policies

2.5.1 The development of natural resource extraction activities related to energy, sand and gravel deposits will be directed away from the region’s natural living systems and prime agricultural lands. Natural resource extraction uses identified on Schedule 7: Land Use Buffers will mitigate negative impacts and provide enhancements to adjacent natural living systems. Safety and risk mitigation management will be required in accordance with Policy 4.7.1.

2.5.2 The reclamation of Natural Resource Extraction Areas will be in accordance with applicable provincial legislative requirements and regulations when extraction and related activities cease.

Implementation of this Policy Area
* Airport protection area not yet available for the Parkland Aerodrome.

Sources: Spatial Data Warehouse Ltd., Statistics Canada, Department of National Defence, Leduc County, Parkland County, Strathcona County, Sturgeon County, the City of Edmonton, and the Capital Region Board.
The Role of the CRB is to:

| Regional Context Statements/Municipal Statutory Plans | 1. Review and accept Regional Context Statements submitted by municipalities and evaluate and approve municipal statutory plans through the REF process that:  
| | a. Include policies and maps that indicate environmentally sensitive areas, water bodies and water courses, National and Provincial Parks/protected areas as shown conceptually on Schedule 6: Natural Living Systems and include policies to protect, conserve, enhance and restore these areas, in accordance with the policy objectives and policies of this Growth Plan. |
| Future Regional Studies and Initiatives | 2. Advocate to and cooperate with the Province and other regional stakeholders such as, but not limited to, the North Saskatchewan River Valley Alliance, the North Saskatchewan Watershed Alliance and the Clean Air Strategic Alliance on initiatives that align with the Principles, Objectives and Policies of this Growth Plan. Initiatives may include, but not be limited to the following:  
| | a. A **Regional Integrated Open Space Plan** – to identify a regional strategy to connect parks, open spaces, greenways and trails in the Edmonton Metropolitan Region to:  
| | i. Clearly demarcate recreation corridors and where public access is and is not permitted;  
| | ii. Meet the recreational needs of the region’s population;  
| | iii. Advance a coordinated approach to regional recreation;  
| | iv. Minimize negative environmental impacts.  
| | b. **Greenhouse Gas Emission Reduction** – CRB monitoring and reporting through KPIs on Greenhouse Gas emission (GHG) levels in the region. CRB recognizes air quality as a high priority in the development and approval of regional and municipal land use and transportation master plans.  
| | c. **Clean Air Quality Monitoring** – CRB monitoring and reporting through KPIs on ambient air quality levels by municipalities and industry in the region. CRB is supportive of the Province’s implementation of the Capital Region Air Quality Management Framework and will utilize the reported data on ambient air quality levels by municipalities and industry to understand changes in the region’s air quality over the Growth Plan horizon.  
| | d. An **Integrated Regional Watershed Management Plan** – Support the Province and regional stakeholders in the implementation of and updates to the Integrated Watershed Management Plan (IRWM) for the North Saskatchewan River to address items including, but not limited to:  
| | i. the region’s rivers, creeks, wetlands and floodplains to ensure their function, integrity, and their multiple biological, physical and social values;  
| | ii. designated beneficial water uses;  
| | iii. aquifers;  
| | iv. groundwater resources and terrestrial and aquatic habitats;  
| | v. 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;  
| | vi. water conservation practices; and  
| | vii. options and opportunities to incorporate water reclamation technology.  
| | e. **Conservation Tools** – Work with the Province and municipalities to support implementation of a range of conservation mechanisms identified under the... |
| **Mapping** | 3. Implement **Schedule 6: Natural Living Systems** to identify *natural living systems* of municipal, regional, provincial and federal significance. Use the Capital Region Geographic information Services (CRGIS) mapping to maintain and amend the map to include any additional regionally significant *natural living systems* and potential restoration areas in the region.  

4. Work with the Province and member municipalities to develop an ecological mapping inventory in GIS to provide detailed information about the sensitive and unique ecological communities and wildlife habitat found throughout the region, and identify potential restoration areas. |
| --- | --- |
| **Monitoring and Reporting** | 5. Monitor and report on an annual basis on the following, where appropriate using the CRGIS mapping:  

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<table>
<thead>
<tr>
<th><strong>Regional Context Statements and Municipal Statutory Plans</strong></th>
<th>6. Identify in municipal mapping and corresponding municipal statutory plans the <em>natural living systems</em> identified on <strong>Schedule 6: Natural Living Systems</strong> and adopt policies, municipal statutory plans and conservation tools to advance the policy objectives and policies of this Plan.</th>
</tr>
</thead>
</table>
| **Monitoring and Reporting** | 10. Collaborate with CRB and provide applicable data in order to monitor environmental conditions  

**UNDER DEVELOPMENT** |

| **Recommendations to the Province and other orders of government and regional stakeholders:** | 11. The Province should consider developing 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, *fragmentation* and degradation.  

12. The Province should consider developing watershed performance indicators in the North Saskatchewan Regional Plan to measure and monitor change in North Saskatchewan River watershed conditions resulting from impacts associated with regional growth.  

13. The Province should consider adopting and implementing a cumulative effects management system in the North Saskatchewan Regional Plan to minimize and manage the impacts of growth. |
Policy Area #3: 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 choices with easy access to transportation, employment, parks and open spaces, and community and cultural amenities.

Over the past decade, the concept of planning for “complete communities” has emerged across North America in recognition that planning for residential or employment uses and development densities in and of itself does not achieve the complete offering that is important for quality of life and strong communities. Integrating housing with jobs, services and amenities and providing multi-modal transportation options that make it easy to get around is a complementary and equally important function of planning our communities and region. There is also a growing understanding of the importance of housing diversity in responding to changing demographics and attracting and retaining a skilled workforce. This includes affordable housing that addresses households experiencing core housing need in the region.

Since the termination of the social housing programs in the early 1990s, policy responses to housing need have been muted. Most of the region’s non-market housing (with the exception of seniors’ housing) and higher density forms of housing have continued to be located in Edmonton. In addition, many communities in the Rural Area and Metropolitan Area do not have the amenities and support services, especially transportation, that their populations require. Planning for and promoting housing diversity and complete communities is an important component of liveability and regional prosperity.

Complete Communities and the Policy Tiers

The concept of a complete community can be applied across the Edmonton Metropolitan Region, in cities, towns and rural areas, but its meaning changes slightly depending on the scale of the community. There is a spectrum of completeness across the policy tiers: in the Rural Area, the elements of a complete community might be distributed throughout a sub-region rather than concentrated in a single community; in the Metropolitan Area, the elements of a complete community might be provided throughout a municipality; and in the Metropolitan Core, the elements of a complete community might all be available within a single neighbourhood. Each policy tier offers something that the others do not, and together they create a complete region.

Regional Levels of Service

The concept of complete communities is closely aligned with the concept of levels of service and amenity offered within a community. These services or amenities include job opportunities, shopping, public services, health and social services, community facilities, schools and libraries and transportation options. Rural Centres, Sub-Regional Centres, Urban Centres and Downtown Edmonton each act as service centres to differing degrees based on their scale and context. Table: Regional Levels of Service describes the level of service provided by the different types of Centres.

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2 In the context of a Complete Community, this plan does not address the social infrastructure needs to include Health and Education.
**Objectives**

1. Plan and develop *complete communities* within each *policy tier* to accommodate people’s daily needs for living at all ages  
2. Provide a range of housing options throughout the region  
3. Provide *affordable housing* to address *core housing need* across the region

**Table: Regional Levels of Service**

The levels of service that can be delivered varies between the *policy tiers* and by type of *Centre*.

<table>
<thead>
<tr>
<th>Types of Centres and Corresponding Levels of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rural Area</strong> Rural Centres** may provide a local level of service consisting of:**</td>
</tr>
<tr>
<td>- Local employment;</td>
</tr>
<tr>
<td>- Convenience retail and small scale entertainment uses;</td>
</tr>
<tr>
<td>- Some levels of primary education;</td>
</tr>
<tr>
<td>- Small community centres and limited recreation facilities;</td>
</tr>
<tr>
<td>- Lifeline transportation services;</td>
</tr>
<tr>
<td>- Limited government services; and</td>
</tr>
<tr>
<td>- Potential for small medical offices.</td>
</tr>
<tr>
<td>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 and may provide a local level of service consisting of:**</td>
</tr>
<tr>
<td>- Local employment;</td>
</tr>
<tr>
<td>- Convenience and major retail and entertainment uses;</td>
</tr>
<tr>
<td>- All levels of primary and secondary education;</td>
</tr>
<tr>
<td>- Major community centres and recreation facilities;</td>
</tr>
<tr>
<td>- Lifeline transportation services with potential for local or commuter transit service;</td>
</tr>
<tr>
<td>- Some government services;</td>
</tr>
<tr>
<td>- Emergency medical services;</td>
</tr>
<tr>
<td>- Community health centres; and</td>
</tr>
<tr>
<td>- Social and supportive services to support non-market housing.</td>
</tr>
<tr>
<td><strong>Metropolitan Area</strong> Urban Centres may provide a sub-regional level of service consisting of:**</td>
</tr>
<tr>
<td>- Broad base of service, office, government and institutional employment;</td>
</tr>
<tr>
<td>- Convenience and major retail and entertainment uses;</td>
</tr>
<tr>
<td>- All levels of primary and secondary education and potential for satellite campuses of post-secondary institutions;</td>
</tr>
<tr>
<td>- Major community centres and recreation facilities;</td>
</tr>
<tr>
<td>- Local and commuter transit service;</td>
</tr>
<tr>
<td>- Some government services;</td>
</tr>
<tr>
<td>- Emergency medical services;</td>
</tr>
</tbody>
</table>

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3 There are exceptions, such as the Lamont Health Care Centre, which provides a higher level of service.
- Hospitals or community health centres; and
- Social and supportive services to support *non-market* housing.

**Metropolitan Core**  
*Downtown Edmonton* is recognized as the primary *Centre* within the Edmonton Metropolitan Region and will be planned to deliver the highest level of regional service consisting of:

- Broad base of employment including the regionally significant central business district;
- 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;
- Bus, rail and commuter transit service;
- Provincial legislature and all levels government services – federal, provincial and municipal;
- 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.

3.1

**Objective #1:** Plan and develop complete communities within each policy tier to accommodate people’s daily needs for living at all ages

**Policies**

3.1.1 *Built-Up Urban Areas* and *Greenfield Areas* will be planned and developed as complete communities in accordance with *Schedule 1: Edmonton Metropolitan Regional Structure Map* and *Table: Regional Levels of Service* on page xx.

3.1.2 *Centres* within each *policy tier* as identified on *Schedule 1: Edmonton Metropolitan Regional Structure Map* will be planned and developed to provide a level of service appropriate to their *policy tier* and role within the region, in accordance with *Table: Regional Levels of Service* on page xx.

3.1.3 In the *Rural Area*, *Greenfield Areas* will be planned and developed as *complete communities* that:
   a. Are compact, accessible and age-friendly;
   b. Provide a diversity of housing options in terms of density and built form;
   c. Incorporate an interconnected street network to support active transportation; and
   d. Connect to regional trails and open spaces.

3.1.4 In the *Metropolitan Area*, *Greenfield Areas* will be planned and developed as *complete communities* that:
a. Are accessible and age-friendly;
b. Are compact and mixed-use;
c. Provide a diversity of housing options in terms of density and built form;
d. Incorporate an interconnected street network and urban form to support active transportation;
e. Provide high quality parks, trails and open spaces;
f. Integrate local services and amenities with residential development, within buildings and/or within a five-minute walk;
g. Incorporate higher density uses along planned transit corridors and at transit stops; and
h. Include locations/centre(s) that can accommodate higher levels of density and mixed uses on site or in a singular building.

3.1.5 Built-Up Urban Areas and Greenfield Areas will be planned and developed to provide sufficient municipal public services and open spaces to support population growth.

3.2

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

Policies

3.2.1 New growth will be planned to address the changing demographics in the Edmonton Metropolitan Region by including a diversity of types, forms and affordability levels of housing that support a variety of lifestyle options and income levels and meet the needs of all residents.

3.2.2 Infill developments, brownfield redevelopments, more compact housing forms and increased density will be encouraged to increase the diversity of the housing stock in the region.

3.2.3 The greatest density and diversity of housing in terms of type, form and affordability, including townhomes and low, mid and high-rise buildings, will be directed to Centres within each policy tier and areas with infrastructure, transit and amenities, at a scale appropriate to the community.

3.3

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

Preamble

Sidebar - The Housing Continuum - The housing continuum is comprised of a market component and a non-market component. Market housing is provided (supplied) by the private sector in a competitive environment where volume and price adjust according to household demand. Whereas non-market housing is generally provided by the public sector because households that need the housing cannot afford market rates. Non-market housing includes subsidized and affordable housing. Subsidized or social housing requires ongoing subsidies to bridge the gap between what the lower to moderate housing
incomes can afford for rent and the actual economies of housing. Affordable housing is generally supported by a one-time capital grant.

Policies

3.3.1 A coordinated approach will be taken to planning for market and non-market affordable housing to address core housing need in the region. This will include the completion of sub-regional Housing Needs Assessments for each sub-region identified on Schedule 8: Housing Sub-Regions and the development of a 10-year rolling Capital Region Housing Plan.

3.3.2 A variety of strategies will be used to increase the supply of market and non-market affordable housing in the region, including:
   a. collaboration between the CRB, member municipalities, other levels of government and non-profit housing providers on the funding and delivery of non-market affordable housing;
   b. prefabrication and innovative types of building materials to improve affordability; and
   c. innovations in partnerships, financing models, regulations and standards and approval processes to encourage private developers to supply affordable housing including market rental housing.

3.3.3 Locations within Rural Centres, Sub-Regional Centres, Urban Centres, TOD Centres and Downtown Edmonton will be prioritized for market and non-market affordable housing.
## Implementation of this Policy Area

### The Role of the CRB is to:

| Regional Context Statements, Municipal Statutory Plans | 1. Accept Regional Context Statements and approve through the REF process any new or amendments to municipal statutory plans that:  
  a. Plan for complete communities in Built-Up Urban Areas and Greenfield Areas in accordance with Policies 3.1.1 – 3.1.5;  
  b. Plan for Centres within each policy tier that provide a level of service appropriate to their policy tier and role within the region, in accordance with Policy 3.1.2 and Table: Regional Levels of Service on page 28;  
  c. Plan for a diversity of housing types, forms and affordability levels in accordance with Policy 3.2.1; and  
  d. Direct the greatest diversity of housing in terms of type, form and affordability, including townhomes and low, mid and high-rise buildings, to Centres within each policy tier and areas with infrastructure, transit and amenities, at a scale appropriate to the community in accordance with Policy 3.2.3. |
| Sub-Regional Housing Needs Assessment, Capital Region Housing Plan | 2. Continue to support the sub-regions in the development of sub-regional Housing Needs Assessments to identify current and future housing needs (non-market and market affordable) and develop and support the implementation of a ten-year Capital Region Housing Plan. |
| Strategies, Tools and Incentives | 3. Support member municipalities by providing regional guidelines and tools to plan for and develop complete communities in Built-Up Urban Areas and Greenfield Areas. |
|  | 4. Work with member municipalities, housing providers and the non-profit sector to identify and implement strategies, tools and incentives to encourage the private sector to provide market affordable housing, including purpose-built rental units. These may include innovations in partnerships, financing models, regulations and standards, and approval processes and ongoing Education thorough events like the Capital Region Housing Symposium. |
|  | 5. Provide leadership to establish best practices for the region and support pilot projects and demonstration projects for affordable and innovative housing design. |
| Mapping | 6. Support member municipalities to plan for complete communities by maintaining Schedule 1: Edmonton Metropolitan Regional Structure Map and Table: Regional Levels of Service on page xx. |
| Education and Advocacy | 7. Develop and implement a long-term 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. |
8. Advocate to the Province and federal government for a long-term and sustainable source of funding to address regional housing priorities and for changes to provincial legislation that will support the provision of affordable housing.

9. Monitor and report on progress towards meeting sub-regional housing needs.

UNDER DEVELOPMENT

The role of member municipalities is to:

### Regional Context Statements, Municipal Statutory Plans

10. Adopt Regional Context Statements and municipal statutory plans that:

   a. Plan for complete communities in Built-Up Urban Areas and Greenfield Areas in accordance with Policies 3.3.1 – 3.1.5;

   b. Plan for Centres within each policy tier to provide a level of service appropriate to their policy tier and role within the region, in accordance with Policy 3.1.2 and Table: Regional Levels of Service on page 28;

   c. Plan for a diversity of housing types, forms and affordability levels in accordance with Policy 3.2.1; and

   d. Direct the greatest diversity of housing in terms of type, form and affordability, including townhomes and low, mid and high-rise buildings, to Centres within each policy tier and areas with infrastructure, transit and amenities, at a scale appropriate to the community in accordance with Policy 3.2.3.

### Sub-regional Housing Needs Assessment, Capital Region Housing Plan

11. Continue to work together as sub-regions in the development 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 ten-year Capital Region Housing Plan.

### Strategies, Tools and Incentives

12. Work with the CRB, housing providers and the non-profit sector 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, regulations and standards, and approval processes.

13. Encourage the provision of market affordable housing by the private sector through the review and updating of municipal policies, bylaws and standards.


### Education and Advocacy

15. Promote understanding and acceptance of non-market housing through education and awareness.

### Monitoring and Reporting

16. Collaborate with CRB and provide appropriate data to monitor progress towards meeting sub-regional housing needs.

UNDER DEVELOPMENT
Recommendations to the Province and other orders of government and regional stakeholders:

17. The Province, the federal government and the institutional sector are encouraged to recognize the role of the Centres within each policy tier and plan and prioritize public amenities and services in Centres with the corresponding levels of service as set out in Table: Regional Levels of Service on page xx.

18. The Province and the federal government should provide a long-term and sustainable source of funding to address regional housing priorities and provide resources to meet the needs of sub-regions as identified in the sub-regional Housing Needs Assessments.

19. The Province, the federal government, housing providers and the non-profit sector should work with the CRB and member municipalities to identify and implement strategies, tools and incentives to encourage the private sector to provide market affordable housing, including purpose-built rental units. These may include innovations in partnerships, financing models, regulations and standards, and approval processes.

20. The Province, federal government and public agencies should work with the CRB and member municipalities 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.

21. The Province, the private sector and non-profit housing providers should work with the CRB and member municipalities to address core housing need through a variety of innovative and collaborative tools including:
   a. Prefabrication and innovative types of building materials to improve affordability; and
   b. Demonstration projects to stimulate market and non-market affordable housing.

22. The building industry should ensure that cost reductions realized through government initiatives are fairly reflected in reduced product pricing.

23. Non-profit housing providers should participate in the development and implementation of the ten-year Capital Region Housing Plan.
Policy Area #4: 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.

Growth planning provides an opportunity to take an integrated approach to decisions about the use of scarce resources to ensure that growth today does not put an undue burden on future generations. Accommodating 1.2 million more people and 471,800 more jobs in a compact and contiguous form will reduce the land required for development in the Edmonton Metropolitan Region to 2044 by up to 45% over the status quo, reducing the need to extend infrastructure and convert agricultural lands to non-agricultural uses. The intent of the Growth Plan is to integrate regional land use planning and infrastructure and create a responsible growth pattern for the Edmonton Metropolitan Region. The following objectives and policies, together with the other policy areas of this Plan set out a long-term strategy for planning for growth and infrastructure with an emphasis on creating a compact development pattern and minimizing the region’s development footprint.

Population and employment growth will take many forms at different scales, reflecting the diversity of the region. Across the region, growth will be accommodated primarily in existing Built-Up Urban Areas and Greenfield Areas, with higher density development directed to a network of Centres in the region. 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 urban communities.

Within the Rural Area, growth will be encouraged foremost in and adjacent to existing urban communities. A significant share of growth in the Rural Area will be accommodated in hamlets, towns and villages in a compact form, rather than dispersed across the rural countryside. There are over 45,000 hectares of unabsorbed land with existing municipal land use designations and/or zoning permissions for country residential development in the Rural Area. Permitting country residential development only through the infill and build-out of these existing designated country residential areas and instead growing existing urban communities in the Rural Area will allow member municipalities to cluster infrastructure, services and amenities and become more sustainable in the long term.

Compact and contiguous new growth must be complemented by intensification in existing urban areas to effectively minimize the development footprint. Intensification increases density through redevelopment and infill development within Built-Up Urban Areas, leveraging investment in existing infrastructure, businesses and services. The level of intensification and scale of development in Built-Up Urban Areas will vary depending on the policy tiers. Some communities in the region are already actively pursuing intensification policies, recognizing the benefit of optimizing their infrastructure.

The Edmonton Metropolitan Region has significant natural resources and areas and corridors with heavy industrial, transportation and energy-related uses. These uses are significant assets to the region and will continue to contribute to the growth of the regional economy. However, these uses must be managed carefully; it is important to minimize potential negative impacts on surrounding communities, natural living systems and other sensitive uses by practicing safety and risk management and managing land use interfaces to minimize potential conflicts and protect public safety.
Objectives

1. Establish a compact and contiguous development pattern to accommodate employment and population growth
2. Promote growth within Built-Up Urban 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 accommodate rural growth in appropriate locations and with a sustainable level of servicing
5. Plan and develop mixed-use and higher density Centres as areas to concentrate growth of both people and jobs
6. Prioritize investment and funding of regional infrastructure to support planned growth
7. Ensure compatible land use patterns to minimize risks to public safety and health

4.1

Objective #1: Establish a compact and contiguous development pattern to accommodate employment and population growth

Policies

4.1.1 Growth will be planned and phased in a responsible and contiguous growth pattern with a compact form to accommodate the population and employment forecasts in Schedule 2: Population & Employment Projections 2014-2044 in accordance with Schedule 1: Edmonton Metropolitan Regional Structure Map.

4.1.2 Growth shall be accommodated in a contiguous manner to existing urban communities.

4.1.3 Major Employment Areas will be planned to accommodate current and future employment uses in accordance with the Economic Competitiveness and Employment Policies.

4.2

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

Policies

4.2.1 A proportion of residential growth will be planned to be accommodated in existing communities through intensification of Built-Up Urban Areas to meet the intensification target identified in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community. Intensification targets shall be used and interpreted as follows:
   a. Intensification is measured as the percentage of new dwellings constructed within the Built-Up Urban Area annually;
b. *Intensification targets* are aspirational in nature;
c. Member municipalities are encouraged to exceed *intensification targets*; and
d. Achievement of *intensification targets* shall be monitored on an annual basis.

4.2.2 *Intensification* should be directed to identified *intensification areas* including *Rural Centres, Sub-Regional Centres, Urban Centres, TOD Centres, Downtown Edmonton, brownfield areas* and along *transit corridors* at a form and scale appropriate to the community and corresponding level of service.

4.2.3 Job growth and *intensification* of locally-servicing employment areas along existing and planned *transit corridors* will be encouraged.

4.2.4 *Intensification* will make use of existing and planned infrastructure; and where necessary, infrastructure investment will be identified and planned to support the growth of *Built-Up Urban Areas*. 
Table 5: Density and Intensification Allocation by Tier and Community

<table>
<thead>
<tr>
<th>Urban Communities by Tier</th>
<th>Minimum Greenfield Density (Residential)</th>
<th>Intensification Target (%) dwellings to Built-Up Areas</th>
<th>TOD Centres Density Target (people+jobs/gha)</th>
<th>Urban/Rural Centres Density Target (du/nrha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Core</td>
<td>n/a</td>
<td>100%(^1)</td>
<td>140-160</td>
<td>n/a</td>
</tr>
<tr>
<td>Metropolitan Area</td>
<td>≥ 50</td>
<td>varies</td>
<td>varies</td>
<td>varies</td>
</tr>
<tr>
<td>Edmonton</td>
<td>≥ 50</td>
<td>25%</td>
<td>140-160</td>
<td>n/a</td>
</tr>
<tr>
<td>St. Albert</td>
<td>≥ 50</td>
<td>17.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sherwood Park</td>
<td>≥ 50</td>
<td>15%</td>
<td></td>
<td></td>
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<tr>
<td>Fort Saskatchewan</td>
<td>≥ 50</td>
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<td></td>
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<tr>
<td>Leduc</td>
<td>≥ 50</td>
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<tr>
<td>Stony Plain</td>
<td>≥ 50</td>
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<tr>
<td>Beaumont</td>
<td>≥ 50</td>
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<tr>
<td>Spruce Grove</td>
<td>≥ 50</td>
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<tr>
<td>Bremner/Colchester</td>
<td>≥ 50</td>
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<tr>
<td>East Vistas</td>
<td>≥ 50</td>
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<td></td>
<td></td>
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<tr>
<td>Rural Area</td>
<td>varies</td>
<td>varies</td>
<td>n/a</td>
<td>varies</td>
</tr>
<tr>
<td>Towns</td>
<td>≥ 25</td>
<td>varies</td>
<td>n/a</td>
<td>varies</td>
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<tr>
<td>Devon</td>
<td>≥ 25</td>
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<tr>
<td>Morinville</td>
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<td>Calmar</td>
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<td>Lamont</td>
<td>≥ 25</td>
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<tr>
<td>Bon Accord</td>
<td>≥ 25</td>
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<tr>
<td>Bruderheim</td>
<td>≥ 25</td>
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<tr>
<td>Gibbons</td>
<td>≥ 25</td>
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<tr>
<td>Legal</td>
<td>≥ 25</td>
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<tr>
<td>Redwater</td>
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<tr>
<td>Villages</td>
<td>≥ 25</td>
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<tr>
<td>Growth Hamlets (tbd)</td>
<td>≥ 25</td>
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<tr>
<td>Other Hamlets (tbd)</td>
<td>≥ 25</td>
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</tbody>
</table>

\(^1\) n/a: Not applicable.
4.3

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

Policies

4.3.1 Greenfield Areas shall be planned and developed in a contiguous manner with a compact form to achieve the minimum Greenfield density as identified in Table 5: Density and Intensification Allocation by Tier and Community on page xx, with higher densities encouraged in areas with multi-modal transportation access and/or in proximity to Major Employment Areas.

4.3.2 Greenfield Areas will be planned in a phased and contiguous manner to:
   a. provide a mix of land use in a compact form, including a mix of residential and employment uses to support the creation of complete communities;
   b. incorporate an interconnected street network and open space network to support active transportation and transit viability; and
   c. provide for a mix of housing forms and affordable housing options in areas close to existing and planned employment areas and multi-modal transportation access.

4.3.3 Greenfield Areas will only be permitted in locations that meet all of the following criteria:
   a. are part of an existing urban community;
   b. are contiguous to planned lands approved through a municipal statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure;
   c. have long-term municipal water and wastewater servicing capacity to accommodate the planned development; and
   d. retain prime agricultural lands to remain in production as long as possible in urban communities in the Rural Area and Metropolitan Area, and are in accordance with Policies 6.2.1 and 6.2.2.

4.3.4 Phasing strategies will be used to stage the development and build out 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 and build-out of Greenfield Areas is aligned with existing and planned regional infrastructure.

4.4

Policy Objective #4: Plan and accommodate rural growth in appropriate locations and with a sustainable level of servicing

Policies

4.4.1 In the Rural Area, Rural Centres and Sub-Regional Centres will be planned and developed as areas to concentrate higher density development consistent with the level of service, in
accordance with Policy 4.5.1 and Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx.

4.4.2 In the Rural Area, growth will be planned to be accommodated in the Built-Up Urban Area and Greenfield Areas in towns, villages and hamlets in contiguous pattern and compact form to optimize existing and planned infrastructure and servicing capacity, and meet the intensification targets and minimum greenfield densities in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx.

4.4.3 In the Rural Area, hamlets with servicing capacity and/or the ability to tie easily into servicing will be identified as growth hamlets where growth and intensification will be encouraged.

4.4.4 In the Rural Area, country residential development will only be permitted on lands that are zoned or specifically designated for country residential purposes in municipal statutory plans at the time of approval of this Plan.

4.5

Objective #5: Plan and develop mixed-use and higher density centres as areas to concentrate growth of both people and jobs

Policies

4.5.1 Centres identified on Schedule 1: Edmonton Metropolitan Regional Structure Map will be planned and developed as locations to concentrate higher density growth within an urban community to meet the Centres growth target in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx.

4.5.2 In the Rural Area, Rural Centres and Sub-Regional Centres will be planned and developed to:
   a. accommodate a mix of population and employment growth through infill and redevelopment in accordance with the Rural Centre target identified in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx;
   b. provide services, local employment and entertainment for residents within the community and surrounding area in accordance with Table X: Regional Service Levels on page xx; and
   c. incorporate active transportation and pedestrian and cycling facilities.

4.5.3 In the Metropolitan Area, Urban Centres will be planned and developed to:
   a. accommodate growth through intensification and transit-oriented development in accordance with the Urban Centre target identified in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx;
   b. provide a balanced mix of uses including residential, commercial, institutional, cultural and entertainment uses in accordance with Table: Regional Service Levels on page xx;
   c. incorporate medium and higher-density housing to provide housing for a range of incomes, life stages and physical abilities and provide links to jobs, services and other opportunities; and
d. provide connections between local and intermunicipal transit and promote multi-modal transportation options including walking, bicycling and transit.

4.5.4 In the Metropolitan Core, Downtown Edmonton will be planned and developed to:
   a. accommodate growth through intensification and transit-oriented development with the highest level of density in the region;
   b. provide a balanced mix of uses including residential, commercial, institutional, cultural and entertainment uses in accordance with Table: Regional Service Levels on page xx;
   c. incorporate higher-density housing for a range of incomes, life stages and physical abilities and provide links to jobs, services and other opportunities;
   d. function as the region’s highest density Major Employment Area with a concentration of commercial, office and government-related jobs; and
   e. optimize investment in existing and planned transit service and infrastructure and support integration of regional transit services.

4.5.5 In the Metropolitan Core and Metropolitan Area, TOD Centres will be identified, planned and developed to:
   a. accommodate growth through increased residential and/or employment densities to meet the TOD Centres density target in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx within 800 metres of the transit station;
   b. incorporate a mix of medium and high density housing and/or higher employee density uses; and
   c. provide for transit connectivity with local and intermunicipal regional transit service connection and active transportation opportunities.

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

Policies

4.6.1 Regional infrastructure priorities will be identified to target and focus public investments in support of population and employment growth in the region, and support the policies of this Plan.

4.6.2 Regional infrastructure and corridors planning will include the following:
   a. Identifying lands and corridors for infrastructure, transportation, utility and energy corridors and advocating that future infrastructure lines co-locate in existing multi-use corridors identified on the Schedule 4: Infrastructure and Energy Corridors, where feasible;
   b. Defining and prioritizing the need for and the future form, function and final alignment of multi-use corridors, including infrastructure, utility, transportation (rail, roads, and trails), pipeline and communications; and
   c. Coordinating and aligning regional infrastructure, and pursuing opportunities to co-locate infrastructure, such as water and wastewater services between municipalities to improve efficiencies and infrastructure costs.

4.6.3 A Regional Infrastructure Master Plan will be prepared to coordinate regional infrastructure investments and identify infrastructure priorities.
4.7

Objective #7: Ensure compatible land use patterns to minimize risks to public safety and health

Policies

4.7.1 Safety and risk management will be required for any new development proposal for areas illustrated on Schedule 7: Land Use Buffers. Safety and risk management will involve:
   a. A safety and risk management assessment to evaluate new development proposals in accordance with accepted leading practices, such as the Major Industrial Accidents Council of Canada standards; and
   b. Including the recommendations from the risk management assessment in municipal development plans and any applicable statutory plans.

4.7.2 A transition of land uses will be required to prevent or mitigate the adverse effects from odour, noise and other contaminants and minimize risk to public health and safety for land uses identified on Schedule 7: Land Use Buffers. This includes Edmonton International Airport, the Edmonton Garrison, regional airports, the Transportation and Utility Corridor (TUC), Resource Extraction Areas, Alberta’s Industrial Heartland buffer; the Genesee, Sundance, and Keephills power generation plant, and any future multi-use corridors. Transitional land uses may include passive open space, berms, industrial, business and commercial land uses.

4.7.3 Resource Extraction Areas identified on Schedule 7: Land Use Buffers will be protected for long-term resource extraction uses. Development or activities within Regional Buffer Areas that would preclude or hinder continued or expanded resource extraction uses or would be incompatible with these uses for public health or public safety reasons will be prohibited.

4.7.4 Future energy, infrastructure and utility corridors will limit the fragmentation of Greenfield Areas, prime agricultural lands and natural living systems.

Implementation of this Policy Area

The Role of the CRB is to:

<table>
<thead>
<tr>
<th>Regional Context Statements/Municipal Statutory Plans</th>
<th>1. Accept Regional Context Statements and approve through the REF process any new or amendments to municipal statutory plans that:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a. Accommodate population and employment growth as set out in Schedule 2: Population and Employment Projections 2014-2044 through a responsible and contiguous pattern and compact form in accordance with Policies 4.1.1 - 4.1.3;</td>
</tr>
<tr>
<td></td>
<td>b. Plan for intensification within the Built-Up Urban Area to meet intensification targets set out in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page 39 in accordance with Policy 4.2.1;</td>
</tr>
<tr>
<td></td>
<td>c. Identify and plan to develop Greenfield Areas in a phased and contiguous</td>
</tr>
</tbody>
</table>
manner and to meet the minimum greenfield densities set out in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page 39 in accordance with Policies 4.3.1 - 4.3.4;

d. Identify, delineate and plan to develop Centres to accommodate growth and intensification in accordance with Policy 4.5.1;

e. Identify and plan to develop TOD Centres to accommodate growth and intensification and meet the density targets set out in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page 39 in accordance with Policy 4.5.5; and

f. Plan for growth in hamlets, towns and villages in accordance with Policies 4.4.1 - 4.4.3.

**Future Studies and Initiatives**

<p>| | |</p>
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</table>
| 2. | Support municipalities in planning for growth by providing guidelines and sharing regional best practices related to:
|   | a. Infill and redevelopment within the Built-Up Urban Area;
|   | b. Planning, phasing and developing Greenfield Areas as compact and complete communities; and
|   | c. Developing Centres as places to concentrate mixed-use growth and development. |

3. Collaborate on the development of a Regional Infrastructure Master Plan to coordinate regional infrastructure investments and identify priorities.
   a. Review municipal non-statutory infrastructure plans for consistency with the Regional Infrastructure Master Plan.

**Regional Mapping**

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</table>
| 4. | Implement Schedule 1: Edmonton Metropolitan Regional Structure Map to provide direction on the overall growth pattern for the region. Use the CRB’s GIS mapping to maintain and amend the map by:
|   | a. Indicating the conceptual Built-Up Urban Area, and updating the map based on member municipality parcel-based delineation of the Built-Up Urban Area;
|   | b. Indicating conceptual locations of Rural Centres, Sub-Regional Centres, Urban Centres and Downtown Edmonton, and updating the map based on member municipality delineation of the Centres; and
|   | c. Updating the map to include growth hamlets identified by member municipalities. |

5. Implement Schedule 7: Land Use Buffers and amend it to include any new development relating to petrochemical clusters in established or new locations for heavy industrial uses, refineries, ancillary facilities, the Alberta Industrial Heartland, the expansion related to the Edmonton International Airport, and any approved and future multi-use corridors.

**Monitoring and Reporting**

|   | UNDER DEVELOPMENT |

**The role of member municipalities is to:**

**Regional Context**

| 6. | Adopt Regional Context Statements and municipal statutory plans that:
|   | a. Accommodate population and employment growth as set out in Schedule 2: |
| Statements, Municipal Statutory Plans and Local Strategies | **Population and Employment Projections 2014-2044** through a responsible and contiguous pattern and compact form in accordance with Policies 4.1.1-4.1.3;  
  
  b. Delineate the parcel-based boundary of the *Built-Up Urban Area* and plan for *intensification* within the *Built-Up Urban Area* to meet *intensification targets* set out in **Schedule 5** and **Table: Density and Intensification Allocation by Tier and Community** on page 39 in accordance with Policy 4.2.1;  
  
  c. Identify and plan to develop *Greenfield Areas* in a phased and contiguous manner and to meet the *minimum greenfield densities* set out in **Schedule 5** and **Table: Density and Intensification Allocation by Tier and Community** on page 39 in accordance with Policies 4.3.1-4.3.4;  
  
  d. Identify, delineate the boundaries of and plan to develop *Centres* to accommodate growth and *intensification* in accordance with Policy 4.5.1;  
  
  e. Identify and plan to develop *TOD Centres* to accommodate growth and intensification and meet the *density target* set out in **Schedule 5** and **Table: Density and Intensification Allocation by Tier and Community** on page 39 and in accordance with Policy 4.5.5;  
  
  f. In the *Rural Area*, plan to and develop *Rural Centres* and *Sub-Regional Centres* as locations to concentrate higher density development consistent with the levels of service identified in **Table: Regional Levels of Service** on page 28 and in accordance with Policy 4.4.1;  
  
  g. In the *Rural Area*, plan to accommodate growth in the *Built-Up Urban Areas* and *Greenfield Areas* in towns, villages and hamlets in a *contiguous* pattern and with a *compact form* to optimize existing and planned infrastructure and servicing capacity; and  
  
  h. In the *Rural Area*, limit *country residential* to lands that are zoned or specifically designated for *country residential* purposes in municipal statutory plans at the time of approval of this Plan.  
  
  7. Develop and implement phasing strategies to stage the development of *Greenfield Areas*, in accordance with Policy 4.3.4.  
  
  8. Develop *intensification* policies for inclusion in Municipal Development Plans to encourage *intensification* and plan to meet the *intensification targets* set out in **Schedule 5** and **Table: Density and Intensification Allocation by Tier and Community** on page xx. *Intensification* policies may include:  
  
  a. Identifying, planning and protecting for existing, planned and future infrastructure to support *intensification*;  
  
  b. Identifying *intensification areas* to support the achievement of the *intensification target*;  
  
  c. 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  
  
  d. Identifying the type and scale of development in *intensification areas*, appropriate to the scale and context of the community.  
  
  9. Adopt safety and risk management measures and require transition of land uses in municipal development plans in accordance with Policies 4.7.1 – 4.7.4.
Recommendations to the Province and other orders of government and regional stakeholders:

10. The Province and federal government should have regard for these policies in the development and implementation of transportation plans, strategies and investments.

11. Regional utility providers and water commissions should plan and develop linear infrastructure to advance the objectives and policies in this policy area, and work with the CRB to limit the provision of infrastructure that would facilitate the development of new freestanding communities.
   a. Support development with a compact form consistent with the growth pattern in Schedule 1: Edmonton Metropolitan Regional Structure Map;
   b. Support the development of phasing of compact Greenfield Areas; and
   c. Discourage the provision of infrastructure that would facilitate the development of new freestanding communities.

12. The Province, the federal government and public and non-profit institutions are encouraged to locate major office and institutional development in Urban Centres, TOD Centres and Downtown Edmonton, and locate locally and sub-regionally servicing infrastructure and amenities in Rural and Sub-Regional Centres in accordance with Table: Regional Service Levels on page xx.

13. The Province should collaborate with the CRB to identify and protect lands required for future Transportation and Utility Corridors identified on Schedule 7: Land Use Buffers and Schedules 9A, 9B and 9C: Transportation Systems and coordinate and align provincial and regional transportation and energy plans, strategies and investments with the Regional Infrastructure Master Plan set out in Policies 4.6.2 and 4.6.3.

14. The Province, the Alberta Energy Regulator and the Alberta Utilities Commission are encouraged to explore, identify and implement amendments to acts, regulations and processes to support the use of regional energy corridors and advance the Regional Infrastructure Master Plan set out in Policies 4.6.2 and 4.6.3.

15. The Province is encouraged to support the proposal to grant the CRB standing in Alberta Energy Regulator and Alberta Utilities Commission hearings related to the review of energy corridor projects and their routing within the Edmonton Metropolitan Region. Should standing be granted, the CRB will develop policy to guide intervening in hearings for proposed transmission lines and pipelines that are inconsistent with the Growth Plan.
Policy Area #5: 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.

Transportation infrastructure is one of the most substantial investments needed to support the growth and economy of the Edmonton Metropolitan Region. Robust, effective and resilient transportation systems are often cited as key contributors to a region’s economic success and competitiveness. The Edmonton metropolitan region has all the key ingredients to build a globally competitive transportation system: an international airport, national passenger and freight rail links, mass transit, regional and national highway links, a hierarchy of municipal roads as well as networks of active mode facilities.

As the region grows, it will be essential to coordinate and align transportation planning with land use decisions to optimize transportation investment and achieve the desired policy outcomes of this Growth Plan. There is a strong link between transportation systems, land use patterns, socio-economic factors and travel behaviour. Promoting and encouraging an overall compact development pattern with higher densities and a network of Centres in conjunction with a more fully developed transit system will help encourage transit use, reduce the reliance on private vehicles, alleviate traffic congestion, reduce energy consumption and improve air quality.

The Edmonton Metropolitan Region has evolved over the last 50 years with a highly dispersed pattern of population and employment growth. The region’s grid of highways provides good access to jobs and social and recreational amenities by car, and allows heavy vehicles to access industrial and commercial areas and connect to broader Canadian and American markets. The dispersed nature of residential, business, commercial and industrial land uses, coupled with their relatively low densities, has resulted in travel patterns that are difficult to serve effectively with public transit. As a result, the region experiences a relatively low commuting transit mode share, ranging from the 5% range or less in smaller communities outside Edmonton, to almost 15% in Edmonton (National Household Survey, 2011).

Rural communities and those who live and work on the rural landscape play a vital role in the vibrancy and resiliency of the Region as a whole, contributing both culturally and economically. Alberta has a rich history in agriculture. This will continue and take on greater significance as the region’s population grows as well as global demand for food. Rural communities also provide choice to the residences of the Region on where they wish to live. Transportation choice is vital to ensuring these communities remain a core feature of the region. While the road network will continue to be the primary choice for transportation mode, other public or specialized transportation (life-line) will need to be considered to support citizens in the rural communities.

The Edmonton International Airport is an important economic and movement asset for the region, and is supported by a network of regional airports. As the region grows, the Edmonton International Airport and the complementary three regional airports will become increasingly important as the gateway to the region to advance global competitiveness and connectivity. Planning for the long term growth of the region’s airports needs to ensure that surrounding growth optimizes these assets and is compatible with these key transportation gateways.

This policy area identifies five policy objectives which are consistent with the Integrated Regional Transportation Master Plan (IRTMP) and several transit studies previously completed by the CRB.
* NOTE: All roadway alignments are conceptual and subject to further engineering and technical review.

Sources: Spatial Data Warehouse Ltd.; Statistics Canada; GeoBase; and Capital Region Board (Integrated Regional Transportation Master Plan).
Coordinate System: 37M114-83
Projection: Transverse Mercator
Datum: North American 1983
central meridian: -114.0000

 Sources: Spatial Data Warehouse Ltd.; Statistics Canada; GeoBase; and the City of Edmonton; and Capital Region Board (Integrated Regional Transportation Master Plan).

* All future transit alignments and park and ride locations are conceptual and subject to further engineering and technical review.

† Planned future LRT alignments may be subject to further revision prior to construction.

‡ Alignments to be determined by private transit providers.
DRAFT Schedule 9C: Transportation Systems – Airports, Rail Facilities and Overdimensional Corridors (Conceptual)

(v.3 April 1, 2016)

* NOTE: All roadway alignments are conceptual and subject to further engineering and technical review.
Schedules 9A through 9C supports the following policies and integrates components and policies found within the IRTMP.

Objectives

1. Develop a regional transportation system to support the growth of the region and enhance its regional and global connectivity
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 in both urban and rural areas
4. Support Edmonton International Airport (EIA), along with ancillary road and railway infrastructure, as northern Alberta's primary air gateway to the world,
5. Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions

5.1

Objective #1: Develop a regional transportation system to support the growth of the region and enhance its regional and global connectivity

Policies

5.1.1 The regional transportation system shown conceptually on Schedules 9A through 9C: Transportation System will be planned and developed to:
   a. Deliver viable multi-modal travel choices that provide urban and rural residents and businesses with convenient access to the region’s economic, educational, recreational and cultural opportunities;
   b. Ensure that regional transportation corridors provide connections to Major Employment Areas in urban and rural areas and link the region with local and extra-regional markets in Canada and abroad;
   c. Provide an efficient system of regional truck routes and over-dimensional corridors to ensure the effective and efficient movement of goods into and out of areas of significant industrial, commercial and agricultural activity; and
   d. Ensure that access, intersection and interchange practices recognize and support the economic activities and provide a reasonable balance between access, efficiency and safety.

5.1.2 Traffic congestion will be monitored and managed by:
   a. Prioritizing investment in the improvement of existing facilities before investing in new facilities. This includes measures to provide missing links and resolve critical bottlenecks and/or safety deficiencies such as roadway widening, lane additions, at-grade intersection improvements and interchanges;
   b. Providing alternative travel choices with appropriate levels of transit service and active mode facilities and services;
c. Considering congestion-pricing measures within the Metropolitan Area to incentivize a greater diversity of travel choices;  
d. Considering and supporting car-sharing schemes; and  
e. Adopting traffic management and intelligent transportation measures.

5.2

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

Policies

5.2.1 The regional transportation system will be planned, developed and maintained to encourage a mode shift away from private automobile transportation by:

a. Building and maintaining transit facilities to connect residents with major job destinations, major post-secondary education sites, major health centres, major cultural and entertainment venues and the Edmonton International Airport;

b. Integrating transit facilities and services with other modes including walking, cycling and driving; and

c. Ensuring improved accessibility of the transit system throughout its service area.

5.2.2 Local and regional transit and high-occupancy vehicle facilities and services will be planned and developed to provide competitive alternatives to single-occupant automobile transportation. This includes:

a. In the Rural Area, the identification of park and ride facilities at strategic locations to encourage transit use, car sharing and car-pooling opportunities, and the provision of life-line services and specialized transit services to outlying communities and Rural and Sub-Regional Centres to connect to services and amenities that are not available locally;

b. In the Metropolitan Area, the integration of park and ride facilities at strategic locations such as LRT stations and other major transit stations to encourage convenient access to transit;

c. 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 vehicles from prevailing traffic congestion;

d. In the Metropolitan Core, the provision of high-order transit such as LRT, commuter rail, bus rapid transit, and express bus service with the highest level of service in the region. In areas that are not served by LRT, consideration should be given to bus-based transit service that offers similar levels of service in terms of frequency and service reliability;

e. The enhancement of the speed and reliability of local and regional transit services; and

f. Consideration of traffic demand management measures, where appropriate, to moderate the need for transportation infrastructure.

5.2.3 Active transportation networks and facilities will be encouraged to offer travelers safe, non-motorized travel choices within Built-Up Urban Areas and Greenfield Areas.
5.3

Objective #3: Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas

Policies

5.3.1 The locations, types, scale and built form of residential and employment land uses will be actively managed in conjunction with transportation infrastructure to optimize the efficiency, convenience and safety of movement of people and goods.

5.3.2 The locations, types, scale and built form of all development types will be actively managed in conjunction with transit service, routing and alignment planning to increase the likelihood of achieving a modal shift towards transit and active transportation modes.

5.3.3 The provision of transportation infrastructure and services will be consistent with and supportive of the policy objectives of complete communities and the Integration of Land Use and Infrastructure.

5.3.4 The locations of goods movement routes throughout the region will be reviewed and refined periodically to minimize barriers to effective movement of goods serving both local and extra-regional destinations.

5.4

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

Policies

5.4.1 Access to the Edmonton International Airport will be improved by:
   a. Providing effective, fast and reliable high-order transit service to the Edmonton International Airport;
   b. Ensuring an effective network of roadways and access including built-in redundancy and alternates to the QE2 Highway; and
   c. Ensuring airport access routes include transit preferential features to isolate bus-based transit services from road congestion.
5.4.2 Regional and municipal land use plans shall comply with Airport Vicinity Protection Area Regulation (AVPA) (AR 55/2006).

5.4.3 Adequate transportation access to the region’s regionally significant small-scale airports will be encouraged.

5.5

Objective #5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions

Policies

5.5.1 The type, location and timing of transportation improvements that are implemented by CRB municipalities will reflect a commitment to the vision, principles and policies of this Growth Plan.

5.5.2 Member municipalities will work together to ensure a high level of integration and coordination of their individual transportation plans and related actions to ensure that the objectives of the Growth Plan are met.

5.5.3 Member municipalities will work together to advocate for policies and actions by other levels of government that respect and support the objectives of this Growth Plan.

Implementation of this Policy Area

The Role of the CRB is to:

<table>
<thead>
<tr>
<th>Regional Context Statements/ Municipal Statutory Plans</th>
<th>1. Accept Regional Context Statements and approve municipal statutory plans through the REF process that demonstrate alignment with the Transportation Systems policies in this Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Regional Studies and Initiatives</td>
<td>2. Implement the transportation-related policies of the Growth Plan by:</td>
</tr>
<tr>
<td></td>
<td>a. Updating the region’s Integrated Regional Transportation Master Plan (IRTMP) as input to municipal, provincial and federal capital plans; and</td>
</tr>
<tr>
<td></td>
<td>b. Working with the Province 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.</td>
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<td></td>
<td>3. Identify regional infrastructure priorities and advocate these priorities to the Province and federal government to ensure that the region’s policies, goals and</td>
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Edmonton Metropolitan Region Growth Plan Draft #1
capital priorities are supported by policy and through project funding with senior levels of government.

<table>
<thead>
<tr>
<th>Mapping</th>
<th>4. Use <strong>Schedules 9A through 9C: Transportation System</strong> to guide investment decisions related to the regional transportation system. Use the CRB's GIS mapping to maintain and amend the map to include future infrastructure corridors and routes.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>5. Prepare regional maps to:</td>
</tr>
<tr>
<td></td>
<td>a. Identify the regional roadway network and related classification system consisting of arterials, expressways and freeways;</td>
</tr>
<tr>
<td></td>
<td>b. Identify a regional network of goods movement routes and over-dimensional load routes that serves regional goods movement needs and is well integrated with land use sites that require good truck accessibility.</td>
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<table>
<thead>
<tr>
<th>Monitoring and Reporting</th>
<th>6. Monitor and report on:</th>
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<td><strong>UNDER DEVELOPMENT</strong></td>
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**The role of member municipalities is to:**

<table>
<thead>
<tr>
<th>Regional Context Statements and Municipal Statutory Plans</th>
<th>7. Complete Transportation Master Plans that demonstrably align with the Edmonton Metropolitan Region Growth Plan, and refer these plans to the CRB for review and comment.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>8. Ensure that new or amended statutory municipal plans are in alignment with respect to the Transportation Systems policies in this Plan by:</td>
</tr>
<tr>
<td></td>
<td>a. 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.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Monitoring and Reporting</th>
<th>9. Collaborate with CRB and provide appropriate data to monitor progress</th>
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<td><strong>UNDER DEVELOPMENT</strong></td>
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</table>

**Recommendations to the Province and other orders of government and regional stakeholders:**

<table>
<thead>
<tr>
<th></th>
<th>10. The Province is requested to support the Growth Plan by:</th>
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<tbody>
<tr>
<td></td>
<td>a. Providing sustainable funding sources for the regional transportation system;</td>
</tr>
<tr>
<td></td>
<td>b. Coordinating and collaborating with the CRB and member municipalities in the identification, planning and funding of regional transportation priorities including transit and regional highway facilities that support the goals of the Growth Plan.</td>
</tr>
<tr>
<td></td>
<td>c. Recognizing and incorporating the region’s transportation priorities into its 3 Year Capital Plan</td>
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</table>
Policy Area #6: 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.

Prime agricultural resources in the region include people, community and most importantly land. Land is foundational and essential to agriculture, and agriculture is an important contributor to the regional economy, and the largest single land use in the region. The region contains excellent soil qualities and a history of farming practices that contributes to a productive agricultural sector, including food production and processing, as a key regional economic driver. According to the 2011 Census, Edmonton Metropolitan Region farms generated over $650 million in annual sales. By 2014 this increased by 25% as a result of rising meat and grain prices. Overall farms in the Edmonton Metropolitan Region generate an estimated $820 million in direct farm sales each year, and the Alberta Government economic multiplier for direct and indirect effects from "crop and animal production" increases this amount another two-fold. At the same time, rapid urban growth is consuming and fragmenting large areas of agricultural land and impacting remaining the viability of farms and farming communities. From 2002 to 2012, a total of 38,250 hectares of farmland have been converted to non-agricultural uses in the region.

In the context of metropolitan growth, the Edmonton Metropolitan Region needs a regional approach and strategy to identify and ensure a supply of prime agricultural lands is available to provide a local source of food security for future generations, respond to growing national and international demand for food and agricultural products, and to support the growth and diversification of the agri-economy. Protecting the prime agricultural land base and growing the agricultural sector is an important component of integrated growth management on a regional level and provide input to future Provincial direction.

The objectives and policies in this policy area set the path for future regional work and collaboration on this issue. To establish the foundation for this policy area, a Regional Agriculture Master Plan will provide the overarching framework for protecting and maintaining a supply of prime agricultural lands to support diversifying the agri-food production base and the value-added growth of the agri-economy, and to guide agriculture supportive infrastructure investment.

The land evaluation and site assessment tool will be a critical and objective method in assessing the quality and prioritization of prime agricultural lands in the region. A land evaluation and site assessment tool will be developed and integrated into the Agriculture Master Plan. Identifying priority agricultural lands will be addressed in policy and mapping as part of the Regional Agriculture Master Plan.

Existing municipal Agriculture Master Plans will be used as the basis for prioritizing agriculture land until the Regional Agriculture Master Plan has been completed. Existing municipal agriculture master plans will be used to inform the preparation of the Regional Agriculture Master Plan. The continued placement of incompatible non-agricultural uses in proximity to prime agricultural areas is a significant issue for the region and a fundamental challenge to a thriving agriculture sector. The CRB is committed to reducing incompatible uses and the conversion of prime agricultural lands to non-agricultural uses to ensure a long-term agricultural land base.

By addressing the challenges to maintaining the agricultural land base, the CRB will promote regional food security and maintain the capacity to respond to growing demand for food and agricultural products for future generations.
A thriving agricultural sector requires strategic investment in supportive infrastructure to maintain, diversify and continue to grow the sector. The region will work together to plan and prioritize infrastructure to support the agri-economy, and to coordinate and promote the agricultural sector, including but not limited to opportunities for local food production, bio-fuels, urban agriculture and protecting large-scale contiguous agricultural areas to support efficient production.

Objectives

1. In order to provide a local source of food security for future generations and to promote diversification of the agri-economy and jobs, a supply of prime agricultural lands will be identified and preserved to support economic growth of the region’s agriculture sector.

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

3. Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector.

6.1

Objective #1: In order to provide a local source of food security for future generations and to promote diversification of the agri-economy and jobs, a supply of prime agricultural lands will be identified and preserved to support economic growth of the region’s agriculture sector.

Policies

6.1.1. To ensure a supply of prime agricultural land is available to support local food production, diversification and growth of the agri-economy over the long term, prime agricultural lands will be identified, prioritized and preserved in the region. The CRB will pursue this through the following:

a. A Regional Agriculture Master Plan will provide a policy framework for protecting and maintaining a secure supply of prime agricultural lands in order to support diversifying the agri-food production base and value-added growth of the agri-economy, and to guide agriculture supportive infrastructure investment. The identification of prime agricultural lands will be achieved through the development of a land evaluation and site assessment tool, which will be undertaken concurrently with the Regional Agriculture Master Plan;

b. A land evaluation and site assessment tool will be developed to qualify and quantify priority prime agricultural lands in the region for long-term preservation for long-term agricultural production and processing. Until such time as the regional land evaluation and site assessment tool is completed the CRB will utilize existing member municipalities and their individual agricultural master plans as the basis for prioritizing prime agricultural lands. The member municipalities municipal agriculture master plans will be utilized in preparation of the Regional Agriculture Master Plan.
c. An Agri-Food Diversification and Value-Added Strategy will inform the growth of the region’s agri-food industry and add value to the raw materials being produced as an integral component of the Regional Agriculture Master Plan.

6.1.2 Priority prime agricultural lands identified through a land evaluation and site assessment tool will be prioritized and preserved for long-term agricultural production:
   a. In the Rural Area, following the completion of a land evaluation and site assessment and the adoption of the Regional Agriculture Master Plan, lands identified as priority agricultural lands will be preserved to ensure a long-term agricultural land base to support the growth and diversification of the agri-economy; and
   b. In the Metropolitan Area, following the completion of a land evaluation and site assessment tool and the adoption of the Regional Agriculture Master Plan, lands identified as priority agricultural lands will be preserved and responsibly managed to ensure the agricultural land supply is available to support long term local food production, diversification and growth of the region’s agri-economy. Other prime agricultural lands in the Metropolitan Area may urbanize over time where necessary to accommodate regional growth in a manner consistent with the Vision, Principles, Objectives and Policies of this Growth Plan.

6.2 Objective #2: 2. Minimize the conflict of non-agricultural uses and the conversion of prime agricultural lands to non-agricultural uses.

Policies

6.2.1 The fragmentation and conversion of prime agricultural lands will be discouraged and should be avoided when planning and developing utility, energy and transportation corridors, and where no reasonable alternative can be demonstrated, mitigation measures to protect adjacent agricultural lands and operations should be encouraged.

6.2.2 In the Rural Area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses outside the boundaries of urban communities will be considered for resource extraction uses, recreation corridors, and the development of Major Employment Areas identified in this Growth Plan where it can be demonstrated that there is no reasonable alternative to conversion. Where permitted, mitigation measures to protect adjacent agricultural lands and operations should be encouraged.

6.2.3 In the Metropolitan Area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses will be allowed when the development meets all of the following criteria:
   a. Lands are contiguous with the existing developed urban area;
   b. Lands are required to meet population and employment forecasts in accordance with Schedule 2: Population and Employment Projections 2014-2044;
   c. Lands proposed for conversion are included in a municipal statutory plan that is in accordance with the greenfield density and intensification targets of this Growth Plan as set out in Schedule 5 and Table: Density and Intensification Allocation by Tier and Community on page xx;
   d. Lands proposed for conversion comply with the Regional Agriculture Master Plan once adopted by the Capital Region Board; and
e. Mitigation measures are implemented to protect adjacent agricultural lands and operations from the near neighbour impacts of urban growth.

6.3

Objective #3: 3. Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector.

Policies

6.3.1 In the Rural Area, large contiguous agricultural areas will be protected and maintained to enable efficient agricultural production and to support the agricultural sector in the region.

6.3.2 Supportive infrastructure for the agricultural sector to attract new agricultural opportunities and to grow and diversify the sector will be encouraged in the region, including, but not limited to:

a. maintaining and improving transportation, drainage and irrigation infrastructure; and
b. value-added agricultural opportunities related to agri-food processing, manufacturing, packaging, shipping and distribution to wholesalers, agri-tourism, farmers' markets, central food hub facility, and urban agriculture.

Implementation of this Policy Area

The Role of the CRB is to:

| Regional Context Statements/Statutory Plans | 1. Review and accept Regional Context Statements submitted by municipalities, and evaluate and approve statutory plans through the REF process upon completion and adoption of the Regional Agriculture Master Plan that indicate alignment with the Master Plan. The CRB’s expectation is that policies will be included to implement the regional agricultural policy directions at the municipal level and identify priority and prime agricultural lands in municipal statutory plans on a map. |
| Future Regional Studies and Initiatives | 2. Work with municipalities and the Province on the creation and use of 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:

   a. Regional Agriculture Master Plan;
   b. Capital Region Land Evaluation and Site Assessment (LESA) Program;
   c. Regional Agri-Food Diversification and Value Added Strategy;
   d. Agriculture Impact Assessment;
   e. Conservation Easements;
   f. Alternative Land Use Services (ALUS); and
   g. Capital Region Transfer of Development Credits Program. |

3. Coordinate and collaborate with the Province, industry stakeholders and farmland owners to prepare a Regional Agriculture Master Plan that provides a policy framework for protecting and maintaining a stable, predictable supply of prime agricultural land in the region, growing and diversifying the agri-food economy, including development of a value-added strategy, and guiding agriculture supportive infrastructure investment. A robust Regional Agriculture Master Plan would consider...
existing Ag Master Plans prepared from within the region and would provide direction on, but may not be limited to the following:

- a region-wide profile of agriculture in the Edmonton Metropolitan Region;
- an agri-food diversification and value-added strategy identifying new agriculture opportunities by *planning tier* in the region;
- agriculture supportive infrastructure needs to support an innovative, diverse agri-food and value-added industry including local food supplies, equipment, services, processing, and central food hub for receiving multiple supplies, sorting, cleaning, packaging, marketing and distribution to wholesalers, and incubator/entrepreneurial hubs combining technical research and entry incubator support services;
- further policy direction on how *priority prime agricultural lands* should be addressed by *planning tier*;
- further inform other rural land uses, for example County Residential Development;
- specific policy direction on urban agriculture opportunities;
- implementation mechanisms to ensure statutory plans and zoning conform to the Regional Agriculture Master Plan including policies to designate and zone *priority prime agricultural lands* for preservation in order to ensure an agricultural land supply is available to support the economic diversification,
- direction on areas of large agricultural holdings to be maintained in the region;
- *regional infrastructure* required to support the needs, growth and investment of a diverse agri-food sector in the region; and
- Terms of Reference for Agriculture Impact Assessments, which would serve as the basis for evaluating the impacts of regional growth on the *fragmentation and conversion* of the agricultural land base, agricultural production capacity and the agri-food economy.

### Mapping

4. Implement **Schedule 10: Agricultural Lands** to guide the preservation of *priority prime agricultural lands* in the region. Until a land assessment and site evaluation is complete the CRB will assemble a map designating Agricultural Lands based on municipal agricultural master plans. This map will be updated using the CRGIS mapping following the completion of a land evaluation and site assessment and the Regional Agriculture Master Plan.

### Monitoring and Reporting

5. Monitor and collect available data annually, evaluate the data, and report on it over the Growth Plan horizon; where appropriate use the CRGIS mapping. The data to be collected for monitoring and reporting purposes will include, but may not be limited to the following:

**UNDER DEVELOPMENT**

### The role of member municipalities is to:

#### Regional Context Statements and Statutory Plans

6. Work with and collaborate with the CRB on the preparation of the Regional Agriculture Master Plan which includes concurrent work on a land evaluation and site assessment tool to qualify and quantify priority agricultural lands for preservation to ensure the agricultural land supply to support growth of the agri-economy; and an agri-food diversification and value-added strategy to guide growth of the region’s agri-food industry. Existing municipal Agriculture Master Plans will help to inform the development of the Regional Agriculture Master Plan. Once the Regional Agriculture Master Plan is completed, municipalities shall adopt its’
policies and guidelines into municipal statutory plans and their local agricultural master plans, and identify priority agricultural and prime agricultural lands in municipal statutory plans on a map in accordance with Policy 1.2 in this section and the Regional Agriculture Master Plan.

7. Approve statutory plans that are consistent with the Policy Objectives and policies of this Plan.

<table>
<thead>
<tr>
<th>Monitoring and Reporting</th>
<th>8. Collaborate with CRB and provide applicable data to evaluate progress.</th>
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</table>

**Recommendations to the Province and other orders of government and regional stakeholders:**

14. The Province should consider preparing and adopting a Province-wide agricultural policy to limit the fragmentation and conversion of prime agricultural lands and to protect a long-term supply of agricultural lands to ensure a supply is available for food production, economic diversification and value-added growth of the agri-economy.

15. The Province is requested to work with the CRB to ensure consistency between provincial agricultural initiatives and the Regional Agriculture Master Plan, and to coordinate and align future initiatives.

16. The Province, utility providers and the energy sector should avoid the fragmentation of prime agricultural lands in planning and developing utility, energy and transportation corridors, and where it is unavoidable, consider mitigation measures including, but not limited to development setbacks and buffers to protect adjacent agricultural lands and operations.

17. The Provincial and Federal governments are requested to adopt financial measures to support and incentivize diversification and value-added growth in the region’s agri-economy, and to establish policies that reinforce the continued use of prime agricultural lands for agricultural operations.
Chapter 5: Implementation

5.1 Introduction

The success of the Growth Plan is dependent on implementation. The Growth Plan is a work in progress with the challenging work commencing after its approval. The Plan has been reviewed and updated based on new initiatives, changing demographics and priorities.

The Plan builds on the previous 2010 Growth Plan, complements ongoing work and lays the foundation for further study, planning and consideration of certain critical issues that need further detailed examination and regional stakeholder consultation noteworthy examples are *prime agricultural lands*, economic development, continued housing needs assessments.

Implementation means all member municipalities will work together with other levels of government, non-profit and non-government organizations, regional stakeholders as well as the private sector.
5.2 Summary of Roles and Responsibilities

5.2.1 Capital Region Board

The role of the CRB is to ensure the adoption and implementation of an effective and integrated regional growth management plan for the Edmonton Metropolitan Region. The Board will serve as the governing entity through which Regional Context Statements, requests for evaluation of municipal statutory plans and statutory plan amendments under the Regional Evaluation Framework (REF) process, requests for Growth Plan Amendments from member municipalities, and referral of intermunicipal and municipal infrastructure master plans for review and comments shall be processed.

As part of the implementation of this Growth Plan, the CRB, with the assistance of CRB administration, shall:

1. Review and comment on any necessary revisions to Regional Context Statements submitted by member municipalities to the CRB, for consistency with the Plan.
2. Evaluate new statutory plans, and amendments to existing statutory plans in accordance with submission and evaluation provisions established in the REF, and make a recommendation (CRB Administration) and render a decision (Board) to approve or not approve.
3. Review and comment on intermunicipal and municipal infrastructure master plans referred to CRB (TBC).
4. Establish processes for the ongoing administration of the Growth Plan by the CRB, which may include, but are not limited to the following:
   a. Annual reports for the Province, member municipalities, regional stakeholders, and the general public regarding annual changes measured by key performance indicators (KPIs) for monitoring and charting the implementation of Growth Plan Principles, Objectives and Policies.
5. Complete a comprehensive review and update of the Growth Plan starting in eight years to be completed in year 10.
6. Execute on future work with the Government of Alberta and other regional stakeholders to complete the following studies and plans for the implementation of Growth Plan Principles, Objectives and Policies:
   a. Regional Infrastructure Master Plan
   b. Regional Agriculture Master Plan
   c. Recreation Corridors Plan
   d. Identification of (map) Wildlife Corridors
   e. Update to IRTMP
   f. Capital Region Housing Plan
   g. Regional Population and Employment Forecast
   h. Business Model/Tools for Calculating Cost of Growth and Long Term Sustainability
   i. Ten Year Comprehensive Review and Update to the Growth Plan.
   j. Monitoring & Reporting on Growth Plan
   k. Procedures for Amending the Plan

5.2.2 Capital Region Municipalities

The Growth Plan’s vision for the Edmonton Metropolitan Region is a shared vision, in which municipalities are strategic partners. Municipalities will work together in a coordinated and collaborative way to ensure the implementation of and compliance with the Principles, Objectives and Policies of the Growth Plan.

As part of the implementation of the Growth Plan, member municipalities shall:
1. Submit to CRB for acceptance a Regional Context Statement within two years of the Growth Plan approval by the Province.

2. Amend or update all Municipal Development Plans as needed to comply with the Growth Plan within three years of the Growth Plan approval by the Province.

3. Align all new intermunicipal and municipal infrastructure master plans such as transportation master plans and Ag Master Plans with the Growth Plan to enable integration of land use and infrastructure, and coordinate core infrastructure planning and future investment to support growth (TBC).

4. Notify the CRB of any new statutory plans or amendments to statutory plans, their consistency with their respective MDPs and IDPs and indicate their conformance to the Growth Plan for the purposes of monitoring and evaluation.

5. Refer new municipal intermunicipal and municipal infrastructure master plans to the CRB for review and comment regarding alignment with the Growth Plan.

6. Submit Municipal data on growth to the CRB (frequency to be defined) to use in the monitoring and evaluation of implementation of Growth Plan Principles, Objectives and Policies. (TBC)

7. Submit to CRB for acceptance a definition of their built boundary of the Built-Up Urban Area, definition of their Centres, and phasing strategies for Greenfield Areas.

5.2.3 Government of Alberta

The Capital Region Board acknowledges the role of the Government of Alberta in establishing the Capital Region Board Regulation and in developing the North Saskatchewan Regional Plan under the Provincial Land-use Framework for the purpose of managing regional growth. The CRB anticipates collaboration and coordination with the Provincial Government on the North Saskatchewan Regional Plan to ensure alignment between plans, and in return expects the Province to support the implementation of the Growth Plan with the necessary support and funding to enable its effective implementation.

5.3 Statutory Plans and Regional Context Statement

The CRB requires that Municipal Development Plans (MDP) of member municipalities, where applicable, shall be brought into conformance with the Growth Plan within three years of its approval by the Province. All other municipal statutory plans (ASPs, ARPs, IDPs) approved prior to this Growth Plan approval by the Province shall be grandfathered (TBC). Amendments to existing municipal statutory plans will be evaluated under the provisions of REF to determine conformance with this Growth Plan.

A Regional Context Statement is a mechanism to enable member municipalities to identify to the CRB the alignment of their existing MDP with the Growth Plan prior to bringing their MDP into full compliance. A Regional Context Statement will express the extent to which the existing Municipal Development Plan is consistent with and implements the Principles, Objectives and Policies of this Growth Plan, and if it is not consistent, identify how the MDP will be brought into conformity within three years of approval of this Growth Plan.

This mechanism recognizes the effort that is necessary for member municipalities to bring their MDPs into conformity with the Growth Plan and is intended to bridge existing MDPs, as the primary strategic and land use documents of municipalities, with the Growth Plan until a MDP review and update is completed by the member municipality. A Regional Context Statement shall be adopted by Council by resolution and submitted to the CRB to ensure conformity with the Plan. The Regional Context Statement must be adopted by its respective Council within two years of the Growth Plan’s approval by the Government of Alberta.
5.3.1 Consistency with the Growth Plan

In considering Regional Context Statements, CRB’s expectation is that acceptable Regional Context Statements are generally consistent with the Growth Plan’s Principles, Objectives and Policies, and the Edmonton Metropolitan Structure Map.

5.4 Amendments to the Growth Plan

It is recognized that as the region grows, amendments to the Growth Plan may be necessary. It is noted that the Minister responsible for the Municipal Government Act may make an order under the Capital Region Board Regulation respecting a Growth Plan amendment. Plan Amendments may be submitted by CRB or a member municipality and require Board and Provincial Approval. The development of Procedures for Amending the Growth Plan is a future action for CRB.

5.5 Growth Plan Update Process

The Capital Region Board will undertake a comprehensive review and update of the Growth Plan every 10 years with working being in eight years. The Terms of Reference for the Growth Plan update process and requirements will be determined by the Capital Region Board in consultation with the Government of Alberta.

The Capital Region Board will undertake an interim five-year review of the Growth Plan to:

a. Review and update population and employment forecasts to align with the necessary releases of Federal Census data;

b. Consider the annual monitoring outcomes and the need for any necessary amendments to the Growth Plan Policies prior to the eight-year comprehensive Plan review and update; and

c. Consider necessary amendments to the conceptual depiction of the Edmonton Regional Metropolitan Structure resulting from any municipal boundary adjustments approved by the Province.

5.6 Monitoring and Reporting

Monitoring, evaluating and reporting on changes in the region are critical to analyzing and understanding the effectiveness of Growth Plan policies, and ensuring the success of the Growth Plan. These activities will enable the CRB to assess progress on achieving the Growth Plan Vision, Principles, Objectives and Policies, to understand and initiate corrective action to respond to circumstances where and when the Plan’s Principles, Objectives and Policies are not being met, or complied with.

5.6.1 Monitoring

Monitoring will involve the collection of regional data to evaluate and interpret results within the context of the Growth Plan, and to ensure the actions of member municipalities and Board decisions are consistent with achieving the Principles, Objectives and Policies of the Growth Plan. Monitoring will provide feedback to CRB on regional sustainability within the Capital Region.

- CRB will collect and store data for an initial set of key performance indicators (KPIs) for the purpose of monitoring and evaluating data trends showing changes occurring over the Growth Plan horizon. Data pertinent to these key performance indicators will be obtained from Federal Census data, Government of Alberta departments, relevant regional stakeholder organizations and agencies, member municipalities and subject matter experts in the stakeholder community.
• CRB will utilize its CRGIS mapping to graphically depict the pertinent digital data obtained and support data analysis for the purpose of the CRB’s annual report to the Minister.

5.6.2 Reporting

The CRB will produce an annual report for submission to the Minister of Municipal Affairs before August 31 of each year. The report shall summarize CRBs activities and the performance measurement results of the Growth Plan during the preceding year.

5.7 Regional Evaluation Framework

The Capital Region Board Regulation establishes the Regional Evaluation Framework (REF) as the means of confirming consistency of local municipal plans with the Principles, Objectives and Policies of the Growth Plan through the evaluation of statutory plans. Pursuant to the REF Ministerial Order all new municipal statutory plans and amendments thereto shall be evaluated, as applicable, under the provisions of the REF as well as amendments to existing statutory plans.

5.7.1 Amendments to the REF

The role of the REF in evaluating statutory plans will not change. Nevertheless, as the Growth Plan is revised, updated, and/or amended, changes to the REF may be necessary to reflect the current Principles, Objectives and Policies, and support the long term sustainability of the region.

The CRB will work with the Minister of Municipal Affairs to make any necessary amendments to the REF.

5.8 Referral of Intermunicipal and Municipal Infrastructure Master Plans

The objectives of the Growth Plan as stated in the Capital Region Board Regulation include promoting an integrated and strategic approach to planning for future growth in the Capital Region; identifying the overall development pattern and key future infrastructure investments; and, coordinating decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment.

The Regional Evaluation Framework ensures that statutory plans such as Municipal Development Plans and Area Structures Plans are consistent with the CRB Regulation and the Growth Plan, however, there is no review of municipal infrastructure plans such as Servicing Master Plans or Transportation Master Plans, which may have unintended impacts on adjacent municipalities and/or regional infrastructure networks. Rather than introduce another level of approvals through the REF but support the coordination of decisions and identify regional infrastructure investment priorities, member municipalities shall include the CRB as a referral agency for the following:

Infrastructure Plans

Water Master Plan

Wastewater Master Plan

Storm water/ Drainage Master Plan

Transportation Master Plan (includes transit)
CRB Administration will review the Infrastructure Plans against the principles, objectives and policies of the Growth Plan and provide comments where applicable to ensure consistency with the long term interests of the region.

5.9 Cooperation with Regional Stakeholders

The CRB will cooperate with regional stakeholders with the objective that the Growth Plan and the plans of regional stakeholders are compatible and complementary. The CRB will refer proposed Growth Plan Amendments to regional stakeholders for written comments. Regional may stakeholders include, but are not limited to:

- Alberta’s Industrial Heartland Association
- Edmonton Airports Authority
- Capital Region regional infrastructure organizations (e.g., EPCOR, Alberta Capital Region Wastewater Commission, regional Water Commissions)
- North Saskatchewan Watershed Alliance
- North Saskatchewan River Valley Alliance
- Clean Air Strategic Alliance
- Conservation organizations (e.g., Beaver Hills Moraine Society)
- First Nations within the Capital Region
- Capital Region economic development authorities
**Working Draft Glossary | Key Terms - Growth Plan 2.0**

This glossary is a *work in progress* and is to be used as a resource when reading the EDMONTON METROPOLITAN REGION GROWTH PLAN: Toward a Complete Region.

Terms in *italics* are designated and defined terms related to the Edmonton Metropolitan Regional Structure map and related policies of this Plan.

All other terms are general terms that are provided for information and educational purposes.

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotropolis</td>
<td>A metropolitan sub-regional area where the layout, infrastructure and economy are centered around the Edmonton International Airport which serves as a major regional economic driver and asset.</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>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.</td>
</tr>
<tr>
<td>Agricultural Resources</td>
<td>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.</td>
</tr>
<tr>
<td>Agriculture</td>
<td>Pertains to the production of food and fibre as well as related services including education, motivated by either profit or lifestyles.</td>
</tr>
<tr>
<td>Airshed</td>
<td>A geographic area that, because of emissions, topography and meteorology typically experiences similar air quality.</td>
</tr>
<tr>
<td>Area Redevelopment Plan (ARP)</td>
<td>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.</td>
</tr>
<tr>
<td>Area Structure Plan (ASP)</td>
<td>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.</td>
</tr>
<tr>
<td>Aquifers</td>
<td>An underground water-bearing formation that is capable of yielding water.</td>
</tr>
<tr>
<td>Brownfield</td>
<td>Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized, vacant or abandoned. The expansion and redevelopment of brownfield sites may involve the remediation of hazardous substances, pollutants or contaminated.</td>
</tr>
<tr>
<td>Built-Up Urban Area</td>
<td>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...</td>
</tr>
</tbody>
</table>
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 Transit Service** – Regional transit service from larger urban communities to key destinations in the Metropolitan Core and Metropolitan Area.

**Compact Development or Compact Form** – A land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development 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.

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

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

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

**Conservation** – See *Preservation*.

**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).

**Conversion of Agricultural Land** – The land use change from an agricultural use to a non-agricultural use to urban uses (e.g., residential, commercial, industrial, infrastructure, etc.) or to non-agricultural rural uses (e.g., country residential, rural industrial, etc.).

**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.

The **Build-out of County Residential Areas** means future development of Country Residential areas in areas with existing municipal zoning or land use permissions.

**Cumulative Effects** – The combined effects of past, present and reasonably foreseeable land-use activities, over time, on the environment. Cumulative effects management considers the outcomes for an area, including the environmental, economic and social effects and implementing tools to ensure that these effects are balanced.

**Density Target** – A density target is an aspirational target for the density in people+jobs/gha or du/nrha to be met in TOD Centres and Urban/Rural Centres. Density targets vary throughout the policy tiers.

**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.
| **Eco-Industrial** – Cooperating manufacturing and service businesses which are located together on a common property, or in close proximity to one another, that work together to improve their environmental and economic conditions by reducing waste and increasing product efficiency. |
| **Ecological Networks** – An ecological network is a coherent system of natural and semi-natural landscape elements. |
| **Ecological Integrity** – The degree to which all environmental (ecological) components and their interactions are represented and functioning. |
| **Environmental Assets** – Valuable components of nature including air, land, water, organic and inorganic matter and living organisms, and all interacting natural systems. |
| **Environmentally Sensitive Area (ESA)** – A landscape element or area 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. |
| **Extra-Regional Market** – The market economy that extends beyond the region, including other markets in the Alberta, Canada and abroad. |
| **Food Security** – Availability of and access to food of sufficient quantity and quality to meet the nutritional needs of a healthy and active life. |
| **Fragmentation** – The process of reducing the size and connectivity of an eco-region or habitat. The resulting reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects can affect the ability of organisms to maintain healthy populations and to survive. |
| **Fragmentation of Agricultural Land** – Occurs when once contiguous agricultural areas become divided into separate fragments isolated from each other by other, non-agricultural land uses. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure. 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). |
| **Freestanding Urban Community** – A self-contained urban community that is not an extension of or contiguous to an existing community. |
| **Greenfield Area** – Area for future urban growth located outside of existing built-up areas or previously planned areas. |
| **Greenfield Density (Minimum)** – Minimum Greenfield residential density that applies to all Greenfield Areas. Targets range for the Metropolitan Area and Rural Area, as indicated on Schedule 2. |
| **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. Also see Responsible Growth.

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

**Hamlet** – An unincorporated urban community within a municipal district or specialized municipality with: five or more dwellings (of which the majority are on parcels less than 1,850 ft²); a generally accepted name and boundary; and parcels of land used for non-residential purposes. Hamlets are designated by municipal districts and specialized municipalities, and each designation must specify the hamlet’s name and boundaries. Alberta Municipal Affairs recognizes the existence of 39 hamlets in the Capital Region (five in Lamont County, eight in Leduc County, seven in Parkland County, ten in Sturgeon County and nine in Strathcona County, which includes the Sherwood Park urban service area).

**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.

**Integrated Watershed Management Planning** – a comprehensive multi-resource management planning process involving all stakeholders within the watershed, who, together as a group, cooperatively work toward identifying the watershed’s resource issues and concerns as well as develop and implement a watershed plan with solutions that are environmentally, socially and economically sustainable.

**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* and the expansion or conversion of existing buildings.

**Intensification Target** – An intensification target is an aspirational target for 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.

**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 Region** - is an area consisting of a densely populated urban core and its less-populated surrounding territories, sharing industry, infrastructure, and housing. A metro area usually comprises multiple jurisdictions and municipalities: neighborhoods, townships, cities, exurbs, suburbs, counties, districts, states, and even nations like the euro districts. As social, economic, and political institutions have changed, metropolitan areas have become key economic and political regions. Metropolitan areas include one or more urban areas, as well as satellite cities, towns and intervening rural areas that are socio-economically tied to the urban core, typically measured by commuting patterns.

**Rural Area Tier** – The wider Edmonton Metropolitan 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 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 Regional Structure to 2044** – A detailed map depicting how land uses, transportation networks, infrastructure, open spaces and natural features are organized within policy tiers. Policy Tiers include Rural Area, Metropolitan Area, and Metropolitan Core.

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

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

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

**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.

<table>
<thead>
<tr>
<th><strong>Non-Agricultural Land Uses</strong> – 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.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Non-Market Housing</strong> – 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.</td>
</tr>
<tr>
<td><strong>Open Space</strong> – Passive and structured leisure and recreation areas in the region that enhance the aesthetic quality and conserve the environment. Metropolitan Core, Metropolitan Area and Rural Area open space includes parks, recreation and tourism nodes, as well as natural areas.</td>
</tr>
<tr>
<td><strong>Outline Plan</strong> – 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.</td>
</tr>
<tr>
<td><strong>Performance Indicators</strong> – A set of quantifiable measures used to gauge the performance of the Growth Plan.</td>
</tr>
<tr>
<td><strong>Planned Area</strong> – 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 2010 Growth Plan.</td>
</tr>
<tr>
<td><strong>Preservation (or Conservation)</strong> – To protect; to save from harm.</td>
</tr>
<tr>
<td><strong>Policy Tiers</strong> – A framework to reflect, respond and plan for the diversity and different contexts within the region. It is a mechanism to introduce tailored policies to respond to different urban and rural contexts.</td>
</tr>
<tr>
<td><strong>Priority Prime Agricultural Lands</strong> – Prime Agricultural Lands are lands identified through the Land Evaluation and Site Assessment (LESA) program for conservation.</td>
</tr>
<tr>
<td><strong>Prime Agricultural Lands</strong> – 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).</td>
</tr>
<tr>
<td><strong>Rapid Transit</strong> – Transit that provides frequency of service including heavy rail, light rail and commuter bus including buses in dedicated lanes.</td>
</tr>
<tr>
<td><strong>Recension</strong> – All those things that a person or group chooses to do in order to make their leisure time more interesting, more enjoyable and more personally satisfying so as to enhance social functioning, assist in individual and community development and improve quality of life.</td>
</tr>
<tr>
<td><strong>Recreation Feature</strong> – A biophysical, amenity, cultural or historic feature which supports or has the potential to support one or more recreation/tourism activities.</td>
</tr>
<tr>
<td><strong>Regional</strong> – Impacts more than one jurisdiction within the Capital Region.</td>
</tr>
<tr>
<td><strong>Regional Buffer Areas</strong> – Land that separate significant regional uses from other land uses for the purposes of safety and risk management, compatibility or conservation. Regional buffer areas ensure that appropriate setbacks from significant regional land uses (i.e. Edmonton International Airport, Transportation and Utility Corridors, Alberta’s Industrial Heartland, petrochemical clusters and major river valleys) are provided to protect these uses, and the land uses in proximity to them. Regional buffer areas can accommodate land uses including but not limited to recreation corridors, transitional development, agricultural land and passive open space.</td>
</tr>
<tr>
<td><strong>Regional Infrastructure</strong> – 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.).</td>
</tr>
<tr>
<td><strong>Regional Level of Service</strong> – 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.</td>
</tr>
<tr>
<td><strong>Regional Transportation Corridor</strong> – 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.</td>
</tr>
<tr>
<td><strong>Regional Transportation System</strong> – 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.</td>
</tr>
<tr>
<td><strong>Residential Density, High</strong> – Apartments greater than four storeys.</td>
</tr>
<tr>
<td><strong>Residential Density, Low</strong> – Consists of single detached, semi-detached and duplex housing forms as well as manufactured homes.</td>
</tr>
</tbody>
</table>
| **Residential Density, Medium** – Consists of triplex, stacked townhouses, row housing and low-
### Rise Apartments

No greater than four storeys.

### 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 the both operating and capital costs.

### Resource Extraction Areas

Areas with existing resource extraction uses related to large scale exploration, extraction, processing and reclamation of natural resources.

### Riparian Area

The areas where water and land meet and interact. They usually are distinctly different from surrounding lands because of unique soil and vegetation characteristics that are influence by the presence of water above the ground and below the surface.

### Riparian Corridors

Areas bordering streams, lakes, rivers, and other watercourses, bodies. These areas have high water tables and support plants requiring saturated soils during all or part of the year.

### River Valley Alliance

A non-profit company established to promote, coordinate and facilitate the protection, preservation and enhancement of the North Saskatchewan River Valley in partnership with the Alberta’s Capital Region.

### 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

The wider Edmonton Metropolitan 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. (See Metropolitan Structure to 2044)

### 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. Also see Non-Market Housing.

### Specialized Transit

Transit for people with mobility challenges and seniors.

### Statutory Plans

Include Intermunicipal Development Plans, Municipal Development Plans, Area Structure Plans and Area Redevelopment Plans adopted by a municipality under Division 4 of the MGA.

### 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, and people with disabilities, etc.

**Sub-watershed** – A smaller watershed that is a piece of a much larger watershed.

**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.

**Trans Canada Trail** – A shared use recreational trail that will offer walking, cycling, horseback riding, cross-country skiing and snowmobiling opportunities and will travel through each province and territory.

**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 Integrated Regional Transportation Master Plan (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** – 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 considered communities in and of themselves.

**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. In addition, other communities with urban densities that are not currently recognized as urban service areas or hamlets, such as East Vistas in Leduc County and Parkland Village in Parkland County, are also considered unincorporated urban communities in the context of the Capital Region Growth Plan.

**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).

**Water for Life Strategy** – A Provincial strategy committed to protecting the quality and quantity of Alberta’s water resources.

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

**Wetlands** – Wetlands are land saturated with water long enough to promote formation of water altered soils, growth of water tolerant vegetation and various kinds of biological activity that are adapted to the wet environment. Wetlands are highly diverse, productive ecosystems that provide a host of ecological services and form an integral component of Alberta’s diverse landscapes. They play an important role in sustaining healthy watersheds by protecting water quality, providing water storage and infiltration, providing habitat for wildlife, fish and plants and sustaining biodiversity. Alberta is home to a rich and varied arrange of wetland ecosystems, including bogs, fens, marshes, swamps and shallow open water wetlands.
This Briefing Note provides an overview of the Metropolitan Regional Structure and provides a discussion of a refined Metropolitan Area policy tier based on the land need analysis, regional infrastructure investments, allows for future growth and flexibility and is consistent with the principles and objectives in the Draft 1.0 of the Growth Plan. This material will be presented to the Task Force on April 13th, 2016 for discussion and recommended adoption for inclusion in the Draft 2.0 of the Growth Plan document.

1. Overview on the Metropolitan Regional Structure to 2044

The Draft Edmonton Metropolitan Regional Structure (Draft Structure) introduces three Policy Tiers: 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 Board endorsed the conceptual Draft Structure on March 10, 2016.

The Draft Structure depicts the planned growth pattern for the region – one that integrates development patterns with employment areas, infrastructure corridors and regional assets such as airports, natural living systems and agricultural land.

The Draft Edmonton Metropolitan Regional Structure to 2044 includes the following three policy 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 existing zoned/ or designated 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.

The delineation of the policy tiers sets out the geography where specific policies will apply. The definition of the Metropolitan Area is not intended to be a growth boundary and therefore does not function as a hard and fixed boundary. The purpose of defining the policy tiers and the Metropolitan Area specifically is to identify where growth in a contiguous pattern and at an urban
scale is anticipated. In the Rural Area, beyond the Metropolitan Area, growth is also anticipated
to be compact and contiguous to urban communities.

2. Delineation of the Metropolitan Area Policy Tier and Land Requirements Analysis

Over the spring and summer of 2015, the Project Team (CRB Administration, RTAC, and
Consultant Team) defined the policy tiers. The Metropolitan Area was determined by refining the
PGAs, as the initial land supply analysis indicated that there was a significant amount of
additional lands beyond that required to accommodate the population and employment
forecasts to 2044 and beyond.

At this time, the land need analysis was not complete. The total amount of land needed to
accommodate the population and employment growth to 2044, based on status quo and
alternate scenarios was not known.

The results of the draft land need analysis are discussed in detail in the separate Growth
Management Scenario Briefing Note and indicate the following:

- **Status Quo** – To accommodate growth to 2044 under the existing policies of the 2010
  Growth Plan and the existing density targets in the PGAs, 765 quarter sections of land
  are required;

- **Preferred Scenario** – To accommodate growth to 2044 under the proposed policies of
  Growth Plan 2.0 and the proposed minimum Greenfield density and intensification
targets, 466 quarter sections of land are required.

Based on this analysis and consideration of other factors within the Metropolitan Area, the
Project Team is recommending some refinements of the Metropolitan Area policy tier.

3. Delineation of the Refined Metropolitan Area

As noted earlier, the intent is not to use the Metropolitan Area to establish a fixed growth
boundary, but to delineate the geography of where the metropolitan tier policies will apply.
Following is a description of the refined area:

**Metropolitan Area, reflecting Slight Refinements to policy line**

The attached schedule represents a slight modification to the draft Metropolitan Area policy line
depicted conceptually at the February 18, 2016 Task Force meeting. The modifications take into
consideration discussions with member municipalities, RTAC, and CRB administration on the
delineation of the Metropolitan Area, and further advance the principles and policy objectives of
the Draft Growth Plan.

- **Northwest (Sturgeon County/St. Albert/Edmonton):** Metropolitan Area includes
  lands north/northeast of the planned 127 Street to optimize the utility of planned
  infrastructure, but less land west of the ray Gibbon Drive extension. Metropolitan
  Area excludes the CFB Base.

- **Northeast (Sturgeon Valley):** Metropolitan Area excludes Sturgeon County
  Industrial Park, reflecting feedback from the Core Project Team and Sturgeon
  County representatives.
- **West (Stony Plain/Spruce Grove):** Adjustments to lands around Stony Plain and Spruce Grove to reflect existing approved ASPs and planned growth patterns.
- **East (Strathcona County):** The extent of the Metropolitan Area encompasses the approved Bremner Growth node (area south of Pointe aux Pins Creek). Pending further direction from the Task Force, the Metropolitan Area will include (shown as a broken line) the Colchester growth area.
- **Southeast (City of Edmonton/Strathcona County):** Metropolitan Area excludes lands east of the approved plans for Decoteau. This reflects the eastern eastern limits of anticipated growth in the City of Edmonton.
- **Southwest (City of Edmonton/Parkland County):** Metropolitan Area excludes natural areas around Clifford E. Lee to preserve the integrity of the natural living system in this area.

The implications of these refinements are:
- Refines the original PGA lines into a tighter Metro Area policy line
- Supports draft policies to grow in a more compact manner than the 2010 Growth Plan.
- Requires transition from the policies of the PGAs in the 2010 Growth Plan, to the policies of the proposed new Metro Area in the Draft Growth Plan 2.0; this includes policies beyond the current Growth Plan PGAs and the policies within the proposed Rural Area.
Briefing Note:

Growth Plan2.0 | Growth Management Scenarios  
(Density, Intensification, Land Need)

At the February 18, 2016 Task Force (TF) meeting, the consultant team presented the TF with several scenarios for managing growth on the basis of different density and intensification targets, which had differing implications on the amount of land to be consumed by growth. The TF expressed a preference for targets in the Scenario 2 to 3 range, acknowledging that choosing Scenario 2 targets would likely be viewed as too low while choosing Scenario 3 would be too aggressive, but attractive as an aspirational target that could potentially be achieved or phased in over time.

Based on the TF’s discussions and direction, the Project Team explored a number of ways to implement a hybrid preferred growth scenario to phase in the targets between Scenarios 2 and 3 over the long-term. The team was mindful of the need to consider a realistic and feasible transition from the current PGA and CCRA targets of the Base Case Scenario, and also the ultimate aim of the Growth Plan to reduce the development footprint and costs of growth.

After a thorough review of the different approaches to phasing in of the density targets, the Project Team has come to the conclusion that the phasing in of density targets would be burdensome on municipalities and too difficult to administer. Instead, the Project Team recommends implementing a single new Minimum Greenfield Density of 50 du/nrha for the Metropolitan Area. This minimum density would be applied to all new statutory plans, while existing statutory plans would be grandfathered at their current approved densities.

In the absence of a workable density phasing methodology, the minimum Greenfield density of 50 du/nrha for the Metropolitan Area was chosen following review of recent approved plans in Edmonton and the observation that Edmonton was already planning for greater than 40 du/nrha level within some of its suburban neighbourhoods. A summary of planned densities in the Capital Region is attached to this Briefing Note. Testing of the 40 du/nrha level resulted in land savings that were only marginally better than Scenario 2 and not in keeping with the TF’s direction. Accordingly, the minimum density of 50 du/nrha was selected.

The Preferred Scenario saves 298.4 quarter sections of land in comparison to the Base Case (current Growth Plan); a reduction of 39%. When compared to Scenarios 2 and 3, the Preferred Scenario results in a land need that falls roughly in the middle of the two scenarios.
Outside the Metropolitan Area, lower minimum densities would apply. Table 1 on the following page compares the density targets in the Base Case (current Growth Plan) with the Preferred Scenario.

**Table 1: Greenfield Density Target Comparison of Base Case and Preferred Scenario**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PGA ‘B’</td>
<td>30-45+ du/nrha</td>
<td>Core</td>
<td>n/a</td>
</tr>
<tr>
<td>PGA ‘Cw’</td>
<td>30-40 du/nrha</td>
<td>Metropolitan Area</td>
<td>≥ 50 du/nrha</td>
</tr>
<tr>
<td>PGA ‘F’</td>
<td>30-40 du/nrha</td>
<td>Rural Area</td>
<td>Varies</td>
</tr>
<tr>
<td>PGA ‘Ce’</td>
<td>25-30 du/nrha</td>
<td>- Towns</td>
<td>≥ 25 du/nrha</td>
</tr>
<tr>
<td>PGA ‘A’</td>
<td>25-30 du/nrha</td>
<td>- Villages</td>
<td>≥ 20 du/nrha</td>
</tr>
<tr>
<td>PGA ‘E’</td>
<td>25-30 du/nrha</td>
<td>- Growth Hamlets&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>PGA ‘G’</td>
<td>25-30 du/nrha</td>
<td>- Other Hamlets&lt;sup&gt;1&lt;/sup&gt;</td>
<td>≥ 15 du/nrha</td>
</tr>
<tr>
<td>All CCRAs</td>
<td>2.0 du/grha</td>
<td>Sturgeon Valley</td>
<td>tbd</td>
</tr>
<tr>
<td>Traditional CR Areas</td>
<td>0.8 du/grha&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Traditional CR Areas</td>
<td>0.8 du/grha</td>
</tr>
</tbody>
</table>

Table 1 illustrates that under the current Growth Plan, density targets are only specified for the Priority Growth Areas (PGAs), Cluster Country Residential Areas (CCRAs) and traditional country residential (CR) areas; there are no density targets specified for any towns, villages or hamlets beyond these areas.

Under the new Growth Plan, Greenfield density targets will apply to all urban areas both within and outside the Metropolitan Area. The lower densities specified for towns, villages and hamlets in the Rural Area reflect recognition of a markedly different environment that has a more rural context than the cities and towns within the Metropolitan Area.

In addition to Greenfield density targets, the new Growth Plan will require that municipalities aim for intensification of their built-up areas. Some municipalities that have developed LRT plans, such as Edmonton and St. Albert, will also need to aspire to certain population and jobs targets at TOD centres along their LRT routes. In recognition of the complexities associated with implementing both the Intensification and TOD targets, these targets are intended to be aspirational, rather than minimums. These targets will need to be recognized in MDPs and Area Redevelopment Plans prepared by municipalities, where appropriate.

<sup>1</sup> Those recommended to be Growth Hamlets, and those that will not be (Other Hamlets), are to be determined upon further investigation by the consultant team in collaboration with the Core Project Team and RTAC.

<sup>2</sup> The density of 0.8 dwelling units per gross residential hectare (du/grha) is a translation from the maximum density target of 50 lots per quarter section for traditional country residential areas within the October 2009 Addendum.
Table 2 below summarizes the Greenfield, intensification and TOD targets recommended for the new CRB Growth Plan.

**Table 2: Density and Intensification Allocation Targets by Tier and Community**

<table>
<thead>
<tr>
<th>Urban Communities by Tier</th>
<th>Minimum Greenfield Residential Density (du/nrha)</th>
<th>Intensification Allocation Target (% dwellings to Built-Up Areas)</th>
<th>TOD Centres Density Target (people+jobs/gha)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metropolitan Core</strong></td>
<td>n/a</td>
<td>100% (^4)</td>
<td>140-160</td>
</tr>
<tr>
<td><strong>Metropolitan Area</strong></td>
<td>≥ 50</td>
<td>varies</td>
<td>varies</td>
</tr>
<tr>
<td>Edmonton</td>
<td></td>
<td>25% (^4)</td>
<td>140-160</td>
</tr>
<tr>
<td>St. Albert</td>
<td></td>
<td>17.5%</td>
<td></td>
</tr>
<tr>
<td>Sherwood Park</td>
<td></td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Fort Saskatchewan</td>
<td>≥ 50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leduc</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stony Plain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beaumont</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spruce Grove</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bremner/Colchester</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Vistas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rural Area</strong></td>
<td>varies</td>
<td>varies</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Towns</strong></td>
<td>≥ 25</td>
<td>varies</td>
<td>n/a</td>
</tr>
<tr>
<td>Devon</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Morinville</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calmar</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lamont</td>
<td>≥ 25</td>
<td>7.5%</td>
<td>n/a</td>
</tr>
<tr>
<td>Bon Accord</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bruderheim</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gibbons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redwater</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Villages</strong></td>
<td>≥ 20</td>
<td>5%</td>
<td>n/a</td>
</tr>
<tr>
<td>Growth Hamlets (tbd) (^3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Hamlets (tbd) (^3)</td>
<td>≥ 15</td>
<td>2.5%</td>
<td></td>
</tr>
</tbody>
</table>

\(^3\) Those recommended to be Growth Hamlets, and those that will not be (Other Hamlets), are to be determined upon further investigation by the consultant team in collaboration with the Core Project Team and RTAC.

\(^4\) While 100% in the Metropolitan Core, Edmonton’s actual citywide intensification allocation target is 25% in Scenario 2 and 35% in Scenario 3, shared across Edmonton’s portions of the Metropolitan Core and Metropolitan Area.
The population projections for the Capital Region to 2044 indicate that there will be population growth in the rural areas. This growth will need to be accommodated either in country residential areas or within existing hamlets. In order to estimate the land need associated with rural population growth, rural growth distribution and country residential density targets were assumed per Table 3 below.

Table 3: Rural Area Growth Distribution and Country Residential Density Targets by County

<table>
<thead>
<tr>
<th>Rural Areas by County</th>
<th>Rural Growth Distribution (to urban areas)</th>
<th>Minimum Average Country Residential Density (du/grha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lamont County</td>
<td>50%</td>
<td>0.8</td>
</tr>
<tr>
<td>Leduc County</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>Parkland County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strathcona County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sturgeon County</td>
<td>varies</td>
<td>varies</td>
</tr>
<tr>
<td>Sturgeon Valley</td>
<td>50%</td>
<td>tbd</td>
</tr>
<tr>
<td>balance</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5 Urban areas within counties are hamlets located within the Rural Area tier except for within Sturgeon Valley where urban areas may be contiguous extensions of the Metro Area footprint adjacent to Edmonton and St. Albert.  
6 Subject to direction from the Growth Plan Task Force, Sturgeon Valley is tentatively designated as a special study area that is currently under review as to appropriate minimum densities.
The total land need for the Preferred Growth Scenario is the sum of lands needed for growth in the Metropolitan Area and the Rural Area. Table 4 below shows the land need for all five growth scenarios, Base Case through Preferred Scenario.

The Preferred Scenario saves 298.4 quarter sections of land in comparison to the Base Case (current Growth Plan); a reduction of 39%. When compared to Scenarios 2 and 3, the Preferred Scenario results in a land need that falls roughly in the middle of the two scenarios. As such, the Preferred Scenario is deemed to be consistent with the direction of the Task Force as well as the policy directions approved by the Board on March 10, 2016.

Table 4: Land Need by Growth Management Scenario

<table>
<thead>
<tr>
<th>Geography</th>
<th>Base Case (&quot;Business as Usual&quot;)</th>
<th>Scenario 1 (&quot;Moderate Change&quot;)</th>
<th>Scenario 2 (&quot;Rural Redistribution&quot;)</th>
<th>Scenario 3 (&quot;Significant Change&quot;)</th>
<th>Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quarter Sections Needed</td>
<td>%</td>
<td>Quarter Sections Needed</td>
<td>%</td>
<td>Quarter Sections Needed</td>
</tr>
<tr>
<td>Urban Land Need</td>
<td>443.3</td>
<td>58.0</td>
<td>379.4</td>
<td>56.6</td>
<td>398.9</td>
</tr>
<tr>
<td>Rural Land Need</td>
<td>321.5</td>
<td>42.0</td>
<td>290.7</td>
<td>43.4</td>
<td>145.3</td>
</tr>
<tr>
<td>Overall Land Need</td>
<td>764.8</td>
<td>100.0</td>
<td>670.1</td>
<td>100.0</td>
<td>544.3</td>
</tr>
<tr>
<td>Hectares</td>
<td>49,483</td>
<td></td>
<td>43,352</td>
<td></td>
<td>35,214</td>
</tr>
<tr>
<td>Acres</td>
<td>122,367</td>
<td></td>
<td>107,208</td>
<td></td>
<td>87,083</td>
</tr>
</tbody>
</table>
### Planned Densities of Approved New Residential Areas* Since March 2010 (Post Growth Plan)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Name</th>
<th>PGA**</th>
<th>Planned Residential Area (ha)</th>
<th>Planned Dwelling Units</th>
<th>Planned Density (Du/Nrha**)</th>
<th>Density Target (Du/Nrha***)</th>
<th>Within Density Target Range?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaumont</td>
<td>Dansereau Meadows</td>
<td>Ce</td>
<td>35.23</td>
<td>979</td>
<td>27.79</td>
<td>25-35</td>
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</tr>
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* New Residential Areas - Newly planned residential areas where no prior plans existed.
** PGA = Priority Growth Area as defined in the Capital Region Growth Plan
***Du/Nrha = Dwelling Units per Net Residential Hectare

Revisions
September 2015
• Removed Beaumont - Forest Heights due to being an update to an older plan
• Removed Edmonton - Joviz as it was renamed Crystallina Nera East
• Added Leduc - West
• Added Leduc - Southfork
• Added Leduc - Blackstone
• Added Leduc - South East Leduc