Growth Plan Update Task Force

Agenda

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

Meeting Objective:
To obtain Task Force endorsement of the Metropolitan Structure as a basis for developing policies.

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 August 27, 2015 – Mayor Roxanne Carr, Chair
5. External Stakeholder Consultation Review
   5a. Review of Stakeholder Input – Hassan Shaheen

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

   – Consulting Team/Barry Huybens
   6a. What responsibilities go along with responsible growth?
   6b. Ag Policies... what needs to be considered?
   6c. Communities and Housing - Core Housing Need... how to address in Plan update?
7. Coffee Break: 10:30 a.m. – 10:45 a.m.
8. Lunch Break: 12:15 p.m. – 1:00 p.m.
9. **Planning Approach - Tiers and Metropolitan Structure Discussion**  
   – Melanie Hare/ Barry Huybens

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

10. **Next Steps** – Sharon Shuya

11. **Adjournment**

   **Next Meeting Date:**
   
   December 11, 2015  
   La Cite Francophone  
   Hall Jean-Louis Dentinger  
   9:00 a.m. – 3:00 p.m.

*A copy of the “Working Draft Glossary – Key Terms of the Growth Plan Update” is included at the end of the agenda package.*
Growth Plan Update Task Force

Thursday, August 27, 2015
8:00 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

Provincial Liaison:
Victoria Brown

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

Strategic Advisor:
Barry Huybens

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

Regrets:

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

Guests:
Dave Anderson, Strathcona County
Grant Bain, Leduc County
Julia Buffam, Sturgeon County
Lindsey Butterfield, City of Edmonton
Ferd Caron, Sturgeon County
Gibby Davis, City of Edmonton
Linton Delainey, Strathcona County
Cathy Ducharme, Strathcona County
Jordan Evans, Leduc County
Susan Evans, Sturgeon County
Troy Fleming, City of Fort Saskatchewan
Tom Flynn, Sturgeon County
Connie Gourley, ISL
Ryan Hall, Strathcona County
Michelle Hay, City of Leduc
Stephane Iabonne, Sturgeon County
Jeff Laurien, Government of Alberta
Marnie Lee, Strathcona County
Lori Lumsden, Town of Redwater
Craig Mahovsky, Sturgeon County
Kristina Peter, Sturgeon County
Bonnie Riddell, Strathcona County
Yolande Shaw, Strathcona County
Patty Walker, City of Fort Saskatchewan
1. Call to Order

Chair, Mayor Roxanne Carr called the meeting to order at 8:05 a.m.

2. Chair’s Opening Remarks

3. Approval of the Agenda

   **Motion:** That the Growth Plan Update Task Force agenda of August 27, 2015 be approved.
   **Moved by:** Councillor John Schonewille, Leduc County
   **Decision:** Carried unanimously

4. Approval of the Minutes, August 13, 2015

   **Motion:** That the Growth Plan Update Task Force minutes of August 13, 2015 be approved.
   **Moved by:** Mayor Ralph van Assen, Village of Warburg
   **Decision:** Carried unanimously

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

Mayor Iveson arrived at 8:11 a.m.
Mayor Holmes arrived at 8:55 a.m.
Victoria Brown arrived at 9:03 a.m.

5. Review of Policy Areas Framework

   **Motion:** That the Growth Plan Update Task approve the Policy Areas Framework and recommend the Framework be approved by the Board as the basis for developing policies for the Growth Plan.
   **Moved by:** Councillor Cathy Heron, City of St. Albert
   **Decision:** Carried unanimously

6. Regional Growth Discussion

   a. How will growth to be accommodated in different parts of this Region?

   It was agreed by unanimous consensus that the Growth Plan Update Task Force accept the discussion as information.

7. Coffee Break

   Mayor Katchur left at 11:22 a.m.
   Facilitator Barry Huybens relinquished the Chair back to Mayor Carr following discussion.
8. Lunch Break

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

Mayor Katchur returned at 1:30 p.m.

9. Metropolitan Growth Structure

It was agreed by unanimous consensus that the Growth Plan Update Task Force accept the presentation as information.

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

10. Next Steps

11. Adjournment

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

Meeting adjourned at 3:15 p.m.

Next Meeting: October 2, 2015 at 9:00 a.m., Nisku Recreation Centre (hosted by Leduc County)

Task Force Chair, Roxanne Carr
In roundtable format, participants were asked to discuss and respond to the following question:

For each of the Policy Areas, What are your thoughts on the key issues identified?

- Gaps?
- Additional Context/Perspectives
- Other regional initiatives we should be considering?

The following points were captured during the round table discussions:

Table 1 (facilitated by Neal Sarnecki)

**Economic Development and Employment**
- Lack of recognition of business growth and development
- Use Business and Investment language
- Excellent quality of life will retain workers
- Business opportunity will attract investment = jobs
- Ease of establishment of business
- Movement of goods
- Education and training are missing
- Internal competitiveness (between municipalities) is affecting external competitiveness of region

**Natural Living Systems**
- Like the focus on brownfields – lots of capacity
- This policy area should not be listed first in growth plan
- Consider “How do we grow while protecting environment” rather than “protect environment from growth”

**Agriculture**
- Explore value added components of industry
- Diversify industry through investment in research and development

**Communities and Housing**
- Over 100 different zonings in the region for residential – need to have regional standards
• Lifestyle/housing/community choice in region is important to maintain
• Regulatory approval process should be consistent across region
• Consider clustering of density rather than blanket densities across PGAs
• Ensure provision of amenities and services are provided with new community development

Transit and Mobility
• Add “Transportation” to title of policy area to capture the movement of goods – policy is too much about movement of people.
• High load corridors
• Access to customers internally in region and external markets beyond region (Road, Rail, Air)
• Infrastructure investment is needed to move goods
• Design system for trucking
• Lack of alternative to QEII

Integration of Land Use and Infrastructure
n/a

TABLE 2 (facilitated by Sharon Shuya)

Natural Living Systems
• **Area of Risk**- natural living systems is a “common good” and therefore we need to ensure measurable policies are in place to protect this “non renewable asset”.
• How will we deal with the **contractions between policy areas** as part of the plan?
• Need to discuss (be aware of) the intended consequences of growth (impact on the environment)
• What mechanisms can we put in place to focus on the real issues?
• Need to ensure we use ‘enabling words’ to connect with other policy areas (could consider this to be a statement of principle to provide direction/guidance)
• Need to put a price ($ value) on areas we need to protect, to be considered when we are making decisions about growth.
• Important Policy Area, Very Complex, and at the same time need to make sure this area receive equal attention to the other policy areas within the Plan.
• Not only parkland habitat at risk, but also boreal forest habitat within the Beaver Hills Moraine (which is essentially an island of boreal forest surrounded by aspen parkland).
• Great question is “why conserve”…valid points regarding ecosystem services, climate change resiliency, offset development impacts…the reasons for conservation need to be tangible and directly related to planning and operations of infrastructure. For example – why do we need biodiversity? Why do we need to conserve wetlands? Trees? Wildlife?
• Fundamentals are often taken for granted (clean air and water), these are key in justifying conservation.
Agriculture

- **Issue #3 is critical.** Address pressures for non-agricultural development in rural areas on prime agricultural lands [e.g., new agricultural acreage, multi-lot country cluster residential, rural residential, all types of industrial] and fragmentation of agricultural lands.
  - Strong message that we need to avoid more fragmentation of Land in the Capital Region.
- Important to ensure enough Ag lands for food production for future generations.
- Economic Argument: Need to consider highest and best use of land (not necessarily shared by all)
  - Need to consider where does Infrastructure already exist to support growth
  - Where can we simply add to it?
  - Should also apply to Ag lands.
- **Future Consultation** should focus on the integration of the policy areas. I.e. Housing and Transit, and Transportation and the Environment, etc.
  - The 6 policy areas are the traditional way of looking at planning for growth and are not always helpful given the complexity of the issues.
- Have we considered the “farmer’s perspective”, in this work?
- Need to promote the Ag Sector to include Value Added Production.
- Will municipal Agriculture Master Plans be recognized at this level?

Transit and Mobility

- Need to do more Cost Benefit Analysis to enable better decision making. I.e. Free Flow of Yellow head versus LRT.
- **Issue # 2.** Coordinate land use and transportation to support the efficient and safe movement of people, goods and services, was viewed as very important to the Plan.
- Need to consider “future technology” as part of this plan. i.e. Autonomous Vehicles and the role in transportation in the future.
- Need to build an incremental plan for the investment in public transit. “can’t build our way out of transit”
- Key topic should be air quality.
- Reference the Capital Regional Air Quality Management Framework and the existing Particulate Matter Response.

Integration of Land Use and Infrastructure

- Should include other policy areas – Ag, Environment, and Community & Housing to be fully integrated.
- Need to consider “low hanging fruit”. Meaning where can we continue to develop in the short term because infrastructure already exists and then consider the next stage of growth.
• Missing from the Policy Area: Some measurement of overall affordability index for the region that is broader in out thinking than just housing. Should include transit/transportation, utilities. Need to think from the consumer’s perspective.
• Buildings and Services need to be planned together to achieve Quality of Life. This also applied to “Complete Communities”, need a broader and more inclusive plan for municipalities.
• “Adaptive re use” should be a concept considered in the plan to enable future growth.ie. Parking lot today becomes a infill multi family building in the future.

Economic Competitiveness and Employment
• Municipalities’ role in this are is to ensure they are focused on the important enablers to be able to attract and retain labour. That means a range of housing options, public transit and efficient transportation networks and systems, access to jobs and infrastructure and access to amenities.
• Economic diversification could make reference to Nature-based Tourism, again referencing the natural landscapes and potential Beaver Hills Biosphere.

Communities and Housing Choice
• Need to consider a neighborhood scoring system as a way to measure “complete community”. Should include – jobs, housing, transit, healthcare and amenities.
• Need to ensure we define what we mean by Complete Community versus Resilient Community and Sustainable Community, as part of the plan.
• Province must be at the table to bring all aspects of planning complete communities. For example the location of schools and hospitals should be considered on a wider scale within the region.
• Need to discuss the level of servicing required to support low density development (country residential) and the expectations of home owners (existing and future) for servicing levels.
• CRB needs to do more education around “regional planning”

Table 3 (facilitated by Stephanie Chai)

Natural Living Systems
• What do we mean by connected in the second bullet? What is it trying to achieve?
• Economic value of ecosystem analysis is the first issue
  • Better defined to promote preservation
    ▪ E.g. Wetlands offset the value
  • Comprehensive categorization in issue areas
• Fragmentation of amenities is not necessarily negative
• Coordination with regional wastewater commission is needed
• Initiatives
  • Water for life
Agriculture

- In 50 years agriculture may play a significant role in GDP
  - Global export
  - Land use planning long term is needed
- Value-add industry needs a land base
  - Proper infrastructure in land use planning needed
- Consider processing vs. raw material export
- Do we need to use the same lens of efficiency
  - Innovation + efficiency to maximize market and not constrain growth
- Alberta attitudes show that food security is a concern
  - Local food, carbon footprint, etc.
- Sharing economy in the urban context
- Good capture of land productivity
- Gap: Province does not have ag land policy
  - Preserving of development
- Need a coordinated plan with the national and provincial context
- Agreed that it is important for CRB to look at ag policy
- Initiatives
  - GOA monitoring fragmentation and conversion of ag land

Integration of Land Use and Infrastructure

- Gap: Possibility to reclaim, repurpose or recycle land
- Gap: partnerships between municipalities and social infrastructure
  - Silos start to develop
  - How to build integrated partnerships
  - Are there more organizations/governance structures?
    - Cross regional boundaries for efficiencies
    - E.g. School boards (sites) integrate with municipalities
- Most important policy area for development and growth
  - Decisions made will shape land use
- No recognition of influencing factors outside the region
  - Need a mechanism
    - E.g. Provincial and federal ag policy
- #4 concerns: don’t want core infrastructure to support solely for the sake of growth but anticipating and meeting the needs associated with growth.
- Initiatives
  - EPCOR: good practice of water and service delivery
Economic Competitiveness and Employment

- Are there different methodologies for employment areas?
- Increased emphasis on new venture, commercialization and innovation needed
  - Post secondary
  - Community
- Changing weather impacts
- Residential component to labour attraction
  - Housing costs, etc. (price)
  - Quality of life link
- #4 livability: neighborhoods planned
  - Green spaces
  - Density
- Influencers of how the region grows
  - What jobs, etc.
  - Lack of planning can be a barrier
- Initiatives
  - Partnerships with post secondary
    - E.g. NAIT programs to foster the economic advantages

Transit and Mobility

- Community time is a concern
  - Building clusters of development
- Intermunicipal travel pattern
  - Does anyone have this data?
- Gap: park and rides are full
  - Conduct studies e.g. License plates in century park
    - Funding mechanism for who should be paying
- Change in mode shift post fossil fuel economy
  - Transition from auto use
  - Electric/autonomous vehicles
  - Need to consider the impacts of modal changes
  - Don’t know the effects on land use, jobs, transit
  - Will change the way people live
- Initiatives
  - UBER

Communities and Housing Choice

- Need and net economic benefit
- Important part of planning process
- Integration is key
- Access to transit
- Employment nodes

- **Strong regional issues identified**
- Perceived shift from ownership for personal experiences
  - More so in other regions right now
  - Ownership still attainable here
  - Rental rates increasing slightly
  - Market affordability important
- If prices increase would need more high density
- Housing in this market is driven by this market
  - No geographic barrier
  - Not negatives and has the diversity dictated

- **Initiatives**
  - Economic impact on affordability study by CRHC

**TABLE 4 (facilitated by Shauna Kuiper)**

**Natural Living Systems**
- What is significant? How are they (areas) ranked? What/how do you do the trade-off to achieve the “balance”
- Wildlife corridors (Fulton marsh)
  - We have pockets, but how do we connect them?
- Balance with growth – loss of areas
- Recreational uses – not reflected in “issues” - recreational use of area is a way to assign value, appreciation
- Better articulate balance with respect recreational (higher impact, e.g. ATV trails) uses with natural areas
- Location of Trans Canada Trail from Strathcona County to North Saskatchewan River through industrial areas
  - Concern with location
  - Logic of location with respect to use of trail

**Agriculture**
- Municipal food security
- Do you set limitations on the consumption of agricultural land (80% of prime agricultural land is protected?)
- Value (economic) of agricultural land as climate changes
- Push back to Province
- How much food, land do we need to feed the population
- Monocrops – impact on quality/long term viability of agricultural industry/land
- Integrated with area larger than the Capital Region
Cost to development will increase, developers will leave

- Advocate to the province for policy (e.g. British Columbia and Ontario)
- Geo-political factors – consider in context of land and production value
- Achieving the balance of all policy areas will require sacrifice in others

Integration, Land Use and Infrastructure

- Where is the underutilized infrastructure (Issue #3)
  - Clarity, better understanding of what that is (and where)
  - Whitemud, LRT, Henday are all congested
- Like “compact and contiguous”
  - Allow opportunities for higher density residential development
- Density targets – make higher for PGAs
- Integration with transit, transportation and other uses (e.g. commercial)
- Bear the cost of your housing choice
- Aspiration for single detached
- Better thought/planning for higher density areas
- Rethink housing needs – for cohorts as they age (condo -> single detached -> empty nest)
- Expectation of housing – culture (affordable single detached is the expectation)

Economic Competitiveness and Employment

- #7 and #1 – if we concentrate all heavy industrial in the Heartland, is there a framework to share the municipal taxes generated by that growth?
- What incentives are available to a sector or employer to relocate to the Capital Region e.g. downtown Edmonton will have an excess of office space over the next few years
- Post-secondary institutions
- Edmonton/Region needs more connections to downstream/related sectors to promote new industry to locate here
  - Key = transit, corridors to move employees
- Promotion of education and training opportunities in Edmonton
- Interaction between education facilities with industry (there is a difference between NAIT and University of Alberta)

Transit and Mobility

- Critical
- The long term (40yr) outlook that produced the Henday needs to continue
- But needs to be more than roads and expanding roads
- Movement of people is distinct from movement of goods
- Make transit convenient
- Cultural shift to promote transit
- Coordinated plan to remove train level crossings 75 St, 50 St, Leduc
- Rail strategy for the Region – speed through urban centers
Communities and Housing Choice

- It is not just about higher density there are other services, needs associated with high density
  - Other land uses
  - Regulations to support higher density but consideration of existing development (infill)
- Associated infrastructure needs that go with higher density (e.g. ladder trucks)
- Missing from Regional issues
  - Affordability – how to integrate with housing inventory, development [rather than in separate pockets]
  - Fully integrated with all development – not pockets of isolated development
- Spectrum of affordable housing – it is not one thing/form

### TABLE 5 (facilitated by Anna Iannucci)

**Overall Comments**

- The following should be included in all policy areas:
  - Importance of education/awareness
  - Strict timeframes for implementation/meeting targets
  - Incentives
- How does the Growth Plan address items over which other orders of government have jurisdiction (i.e. the Province)?

**Natural Living Systems**

- Address current issues such as declaration of a natural disaster due to rain shortage
- Irrigation – how much water can be drawn from the North Saskatchewan River?
- Reflect an understanding of how ecosystems are changing
- Take a systems perspective
- Reflect government policy regarding clean air

**Agriculture**

- In the future, the Capital Region will be one of few remaining agricultural centers in Canada and the world
- Protecting agricultural land always comes back to the question of land value
- There needs to be an incentive for farmers to maintain their farms instead of selling them to developers
- Designate some municipalities as rural? – not places for urban development
- Protecting agricultural land is directly tied to density/intensity of built up areas
- Create incentives through outside the box thinking
- Land banks owned by municipalities?
- Agricultural reserves?
- Legislate protection of a certain amount of quality agricultural land?
- Promote link with industry (food production)
• What does commercial agriculture look like in cities?
• Goal is a regional food system that produces economic development locally
• Opportunity to both feed local population and export food

Integration of Land Use and Infrastructure
• Take a regional perspective on what types of employment lands are needed
• Example: serviced and unserviced industrial land
  o Lack of flexibility in current plan to provide the full range of industrial lands that are required
  o There is no unserviced land close to Edmonton, where everyone wants to be, so companies are paying for serviced land when they do not need it
• Supporting industrial areas with the infrastructure they require
• Integrated planning – natural living systems, agriculture, employment, etc.
• Logical location of employment growth and population growth to facilitate trips to work
• Amalgamation may be necessary to achieve rural/urban/industrial balance within municipalities that results in balanced tax rates throughout the region – currently municipalities chasing the industrial tax base drives decisions instead of logical location of growth
• Inter-urban competition has driven rural municipalities to develop in an urban fashion around the core, which creates a problematic growth pattern

Economic Competitiveness and Employment
• Make sure Acheson is recognized and supported as a major employment area
• Need for a cohesive regional strategy for labour attraction – currently the strategy is reactive, there is no identification of regional needs
• There should be a Strategic Workforce Plan at the regional level
• Need for a cohesive regional strategy for marketing – the whole region needs to be marketed together with an outward focused marketing strategy
  o “Capital Region” doesn’t have international recognition – the region needs to be marketed as the Edmonton Metropolitan Region
• Diversification from oil and gas
  o Take advantage of current government’s focus on diversification

Transit and Mobility
• Getting people to work in industrial areas by transit is essential to economic development
• Roads and transit planning should be looking to the needs of 30 years in the future
• For efficient transit planning, need to know where people will be living and working
• The region needs an integrated mass transit system – different types of transit are appropriate in different parts of the region, but they need to be integrated
• Ideas:
  o Car sharing
  o Dedicated bus lanes
  o Commuter rail system
Car pooling programs
Staggered work day start times
Working from home

How do you incentivize getting out of the car?
Convenience
Culture

Communities and Housing Choice
Grow up, not out
Expand housing diversity with more higher density housing, affordable and social housing
Infill is part of the solution
How do you change incentives for young families looking for housing?
Housing is cheap in the Capital Region – they can afford a detached house if they go out far enough
Incentivize the types of housing you want to see in the region
Importance of housing appropriate to the changing demographic make up of the Capital Region (eg more seniors’ housing)
Change development guidelines, and then let developers figure out innovative ways to meet the new guidelines
Tough political decisions need to be made to change the form of development in the Capital Region
Agenda Item #5

External Stakeholder Consultation Review

September 11, 2015
38 participants from across from the region representing a wide range of stakeholder perspectives including:

- Representation from Agriculture, Education (Post Secondary), Environment, Business/Industry, Transit and Transportation, Housing and Recreation
- Elected officials and administrators from several municipalities (observers)

**Session included:**

- Presentation on the Imperative, Vision and Principles & Policy Areas
- Break-out group facilitated discussion on Regional Issues by Policy Areas
Natural Living Systems

External Stakeholder Consultation Recap

Very complex policy area. Give it equal attention as other policy areas.

Water Supply Issue - How much water can be drawn from North Saskatchewan River?

Take a systems perspective.

Need coordination with regional wastewater commission.

Recreational uses not reflected in “issues”; articulate balance between higher impact recreational uses (e.g., ATV trails) and natural areas.

Put a price ($ value) on areas we need to protect - economic value of ecosystem analysis.

Need to be aware of unintended consequences/impact of growth on environment.
# Economic Competitiveness & Employment

## External Stakeholder Consultation Recap

- Need to find framework to share municipal taxes generated by industrial growth in Heartland?

- Need cohesive regional strategy for labour attraction – current strategy is reactive

- Identify incentives available to a sector or employer to relocate to Capital Region?

- Promote education and training opportunities in Edmonton

- Need cohesive regional marketing strategy - the whole region needs to be marketed together with an outward focused strategy

- Muni’s role is to focus on enablers to attract and retain labour e.g., housing options, public transit, jobs…
Integration of Land Use and Infrastructure

External Consultation Recap

- Support industrial areas with infrastructure they require
- Need to consider possibility to reclaim, repurpose or recycle land
- Plan buildings and services together to achieve quality of life
- Need partnerships and coordination between munis and social infrastructure providers.
- Make density targets higher for PGAs
- Integrated planning with other policy areas - Ag, Environment and Community and Housing to be fully integrated
- Amalgamation may be necessary to achieve rural/urban/industrial balance within munis that results in balanced tax rates and logical growth throughout region
- Missing measurement of overall affordability index for region – think broader than housing

Task Force Meeting: October 2, 2015
Agriculture

External Stakeholder Consultation Recap

- Aim for a regional food system that produces economic development locally.
- Create incentives through outside the box thinking for farmers to maintain their farms instead of selling to developers.
- Consider supporting growth of Ag sector where infrastructure already exists.
- Protecting Ag land is directly tied to density/intensity of built-up areas.
- Protecting Ag land always comes back to question of land value.
- Explore value added components of industry – consider processing vs. raw material export.
- Critical to address pressures for non-Ag development in rural areas on prime agricultural land and fragmentation of these lands.
External Stakeholder Consultation Recap

- Need coordinated plan to remove level train crossings e.g., 75 St. in Edmonton, 50 St. in Leduc
- Add “Transportation” to title of policy area to capture movement of goods; Infrastructure investment needed to move goods
- Need rail strategy for the Region
- Consider future technology in plan e.g., autonomous vehicles and post fossil fuel world
- Need an integrated mass transit system – different types of transit appropriate in different parts of the region but need to be integrated: car sharing, dedicated bus lanes, commuter rail system, car pooling programs, staggered work day start times working from home
- Address lack of alternatives to QEII (no redundancy)
External Stakeholder Consultation Recap

Integration is key – access to transit and employment nodes

Need regional standards: over 100 different residential zonings in the region

Regulatory approval process should be consistent across region

Incentivize the types of housing you want to see in the region

Ensure provision of amenities and services with new community development

Fully integrate affordable housing with all development not as pockets of isolated development.
Agenda Item #6

Review of Meeting Outcomes

August 27, 2015
What does responsible growth mean?

• All municipalities should have the opportunity to grow, if they grow responsibly.

• Managing growth responsibly will mean different things, depending on whether the context is rural or urban, but that responsibility must be borne by all.

• In an urban context, responsible growth is demonstrated by ability to meet infrastructure responsibilities, provide a full range of hard and soft services, the capability to optimize and maintain that infrastructure over the long term within a framework that minimizes the rate of land consumption and protects the region’s natural living systems.

• In a rural context, responsible growth is demonstrated by ability to manage agriculture, agricultural industries, resource extraction, heavy industrial development and low density residential development consistent with the ability to support these activities over the long term with hard infrastructure, services and operations, while protecting the region’s natural living systems.

• Does the creation of new urban areas represent responsible growth?
• Does country residential represent responsible growth?
What is Responsible Growth?

Conferrer Development Responsibilities
Managed Growth through Performance Measurement
Aligned to Growth Plan (Update 2.0)
Shared Opportunities
Factoring Implications to Others
Fiscally Responsible
Achievable Servicing

Independent
Local Needs

Inter-dependent

Integrated
Collective
Needs
Agricultural Policies: What needs to be considered further?

- Need to recognize that agriculture is an important industry, economic contributor and employer of people in the Capital Region.

- Need to clearly define what is “prime agricultural land”: CLI vs. LESA?

- Need to plan for the full range of land uses and infrastructure to support the agricultural sector (food production, processing, distribution)

- Need to develop criteria and define processes to determine where and when it may be acceptable for agricultural land to be displaced or impacted by urban growth, heavy industrial development, resource extraction and other disruptive activities.

- *Have we captured the TF direction? What have we missed?*
Communities and Housing Choice: How to address Core Housing Need in the Plan Update?

• Clarify what we mean by: “Core Housing Need”; “Affordable Housing”; “Supportive Housing”; “Attainable Housing”.

• Recognize that to meet the needs of vulnerable populations, providing housing is not enough; should be provided proximate to employment, transit, community services, daily needs.

• Define and clearly distinguish the role of Province (has jurisdiction, funding, policy) and CRB (advocate; collaborator; supportive policy; no funding) with regard to affordable and supportive housing.

• Explore options for how to fairly distribute the supply of Affordable and Supportive Housing in a manner that also recognize the uneven spatial distribution of demand: proportionate to Housing Needs Assessment; percentage targets for communities/across the region; align housing provision with jobs/services/transit/centres.

• Identify incentives or mechanism through which private developers could be encouraged to delivery Affordable and Supportive housing.

• Have we captured the TF direction? What have we missed?
Agenda Item #8
Planning Approach:
Tiers & Metropolitan Structure

Q1: Do you agree with the definition of growth, strengths and key issues for the RURAL AREA, METROPOLITAN AREA and CORE tiers?

Q2: Does the visualization and definition/characteristics of the 3 tiers capture the distinct scale and nature of growth across the Capital Region?

Q3: Does the RURAL INTERFACE zone address the key near neighbour/fringe challenges related to growth?
Regional Planning Approach

Growth Concept
Overall strategy for how a region can manage and optimize growth

Tiered Planning Framework
Framework to reflect, respond and plan for diversity and rural contexts in the region. Mechanism to introduce tailored polices to respond to different urban and rural contexts

Metropolitan Growth Structure
Detailed illustration depicting how land uses, transit and transportation networks, infrastructure, open spaces and natural features are organized with related policies and implementation mechanisms
What we heard on August 27

Strengths
• Support for the simplification of the tiers. Good starting point.
• Needs to be clear that there is a relationship between all three areas
• Missing something between Metropolitan Area and Rural to show other areas of interest

Areas for Further Consideration
• Need to consider the role of urban communities in the Rural Area and urban communities that do not fit within the lines of Metropolitan Area
• Need for direction on Country Residential in Metropolitan Area and Rural Area
• Think about the Core and how it is defined in the future
• Is there an inner and outer core?
• Satellite cities should be recognized as nodes for transit and servicing purposes
Planning Tiers and Metropolitan Structure Components

Proposed Planning Tiers

• Rural Area
• Metropolitan Area
• Metropolitan Core

Metropolitan Structure – Emerging Components
(Within each tier, there are different kinds of centres and employment areas)

• Rural Interface Areas
• Centres: Rural, Urban, TOD, Sub-Regional
• Employment Areas: Metro, Urban, Rural, Resource Extraction/Plants
Planning Approach:
Rural Area Tier

Q1: Do you agree with the definition of growth, strengths and key issues for the RURAL AREA tier?
Rural Area… in 2044

The wider Capital Region, consisting of rural working landscapes with environmental areas, agricultural lands, resource extraction areas supported by small-scale urban communities.

**Characteristics:** Small urban communities + rural working landscapes, agricultural lands and environmental systems + limited country residential + local level of service + potential for life-line transit to some urban communities.
Rural Area

Assets include:

• **Communities:** Bon Accord, Bruderheim, Calmar, Devon, Gibbons, Legal, Redwater, Thorsby, Wabamun, Warburg

• **Sub-Regional Centres:** Lamont, Morinville

• **Natural and transportation assets:** Beaver Hill Moraine, Elk Island National Park, Wabamun Lake, four airports (Cooking Lake, Josephburg, Parkland, Villeneuve)

• **Prime agricultural land**

• **Resources:** Calahoo/Villeneuve sand and gravel resource extraction, Highvale and Genesee Mines and three plants
Rural Area | What does growth mean?
Accommodating new people and jobs in…

Residential growth in:
• Existing urban communities, particularly within towns, villages and hamlets that have existing servicing capacity
• Build-out of existing locally designated country residential areas
• Potential for limited new country residential with defined criteria

Economic growth in:
• Agricultural sector (production, manufacturing and exporting)
• Rural industrial areas to support resource extraction and agricultural sector
• Research, technology and innovation

Accommodating growth builds on Rural Area’s strengths:
• Rural lifestyle
• Agricultural sector/industry
• Rural industrial
• Resource extraction
• Recreation
• Access to extensive natural living systems
• Infrastructure corridor
• Linear infrastructure (energy, transportation corridors)
Rural Area | Key Issues include:

Natural Living Systems
- Conflicts between natural living systems, recreational activities, country residential development, resource extraction, solid waste and energy corridors

Economic Competitiveness & Employment
- Recognition of agriculture as a significant economic contributor and employer
- Need for policies to bolster rural employment

Integration of Land Use & Infrastructure
- Need to align growth with infrastructure capacity
- Lack of coordinated approach with respect to energy corridors

Agriculture
- Pressure to convert high-quality agricultural land for non-agricultural uses
- Subdivision that impacts agricultural viability (e.g. 80/80 splits and agricultural acreages aka first and second parcels out)
- Lack of valued-added agricultural opportunities

Transportation & Mobility
- Access to life-line transit
- Movement of people and goods

Communities & Housing Choice
- Address core housing need in the rural area and increase housing diversity
- Need for support for complete communities
- Defining if, where and what scale new country residential development is permitted
Planning Approach: Rural Area Tier

Q1: Do you agree with the definition of growth, strengths and key issues for the RURAL AREA tier?
Planning Approach: Metropolitan Area Tier

Q1: Do you agree with the definition of growth, strengths and key issues for the METROPOLITAN AREA tier?
Metropolitan Area... in 2044

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

Characteristics: Contiguous urban settlement pattern + higher density development, particularly in centres + local and sub-regional levels of service + regional commuter transit service (to the Core) with varying levels of local service.
Metropolitan Area

Assets include:

- **Communities:** Outer portions of Edmonton plus Beaumont, Fort Saskatchewan, Leduc, Sherwood Park, Spruce Grove, St. Albert, Stony Plain
- Edmonton International Airport
- Major employment areas
- West Edmonton Mall
- Cultural and health facilities
Metropolitan Area | What does growth mean?
Accommodating new people and jobs...

Residential growth:
• Redevelopment in existing centres and new compact, contiguous communities
• Aligning higher densities in areas with transit and active transportation potential
• Planning for and creating complete communities

Economic growth:
• Economic corridors
• Existing and expanding employment areas
• Research, technology and innovation for diversification

Accommodating growth builds on the Metropolitan Area’s strengths:
• Existing and new communities
• Defined centres, places and communities
• Proximity to a range of housing options and job opportunities
• Existing services and infrastructure
• Clusters of regional assets
• Sub-regional levels of service
Metropolitan Area | Key Issues include:

Natural Living Systems
- Conflicts between natural living systems, recreational activities, solid waste and energy corridors
- Cumulative effects of development

Economic Competitiveness & Employment
- Supporting major employment areas with required infrastructure and proximate workforce
- Need to support economic diversification

Integration of Land Use & Infrastructure
- Need to optimize existing infrastructure through intensification

Transportation & Mobility
- Moving from multiple systems to an intermunicipal transit system
- Encouraging a shift from automobile use to a mode shift to transit with new connections to the Core

Communities & Housing Choice
- Renewal and intensification of existing communities
- Developing complete greenfield communities
- Proportionate distribution of affordable and supportive housing

Agriculture
- Near neighbour impacts
- Provisions for country residential
- Lack of conversion tests/tools
Planning Approach: Metropolitan Area Tier

Q1: Do you agree with the definition of growth, strengths and key issues for the METROPOLITAN AREA tier?
Planning Approach: Core Area Tier

Q1: Do you agree with the definition of growth, strengths and key issues for the CORE AREA tier?
Core… in 2044
Contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and highest concentration of regionally significant amenities and services

Characteristics: Higher order transit + highest urban density + regional level of service + concentrated employment node (Downtown Edmonton and area)
Assets include:

- CBD
- Old Strathcona
- NAIT
- U of A
- Major hospitals
- Major sports and cultural facilities
Core | What does growth mean? 
Accommodating new people and jobs…

**Residential growth:**
- Redevelopment in existing centres, transit centres, reurbanization corridors and brownfield sites
- Aligning highest densities in areas with LRT and active transportation potential
- Planning for complete communities

**Economic growth in:**
- Economic corridors
- Employment areas (existing and expanding)
- Office, commercial and civic employment in the CBD
- Government, health, sciences, research (technology and innovation) and education sectors

**Accommodating growth builds on the Core’s strengths:**
- Existing communities: promoting growth and supporting stable communities
- Historic centres, places and mature communities
- Proximity to a range of housing options and job opportunities in the most walkable environments
- Existing services and infrastructure
- A centre for culture, arts, sports, health, and education
- Regional levels of service
Core | Key Issues include:

Natural Living Systems
- Remediating and reusing brownfield areas
- Cumulative effects of development
- Need to consider impacts of climate change, GHG, and severe weather events

Economic Competitiveness & Employment
- Need to support full range of employment
- Growth of employment clusters and planning major employment areas with required infrastructure
- Need to support economic diversification

Transportation & Mobility
- Moving from multiple systems to an inter-municipal transit system
- A shift from auto-mobile use to a mode shift to transit with new connections in the Core to the Metropolitan Area

Communities & Housing Choice
- Renewal and intensification of existing communities
- Concentration of affordable and supportive housing

Integration of Land Use & Infrastructure
- Need to optimize existing infrastructure through intensification

Agriculture
- Lack of regional policy in support of urban agriculture
- Need for partnerships to advance economic development for agricultural sector
Planning Approach:
Core Area Tier

Q1: Do you agree with the definition of growth, strengths and key issues for the CORE AREA tier?
* 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).

**NOTE:** There was some discussion on Enoch. Should a portion of it be within the Metro Area or a Rural Interface Zone? Thus far its northeast corner is within the Metro Area.
Planning Approach: Visualizing and Defining the Tiers

Q1: Does the visualization and definition and characteristics of the 3 tiers capture the distinct scale and nature of growth across the Capital Region?
Metropolitan Structure Components

In addition to the 3 Tiers, the Metropolitan Structure will identify:

Rural Interface Zones
- 8 proposed based on context specific growth pressures (in Rural Areas, though may overlap some portions of the Metropolitan Area)

Centres
- Centres (at a scale and development form appropriate to the context: Rural, Urban, Downtown Edmonton)
- Sub-Regional Centres
- TOD Centres

Employment Areas
- Employment Areas
- Employment Nodes
- Rural Resource Extraction and Plants

Corridors
- Transportation Corridors
- Transit Corridors
- Major Infrastructure Corridors (water, wastewater, pipeline, power)
Planning Approach:
Rural Interface Zone

Q3: Does the RURAL INTERFACE zone address the key near neighbour/fringe challenges?
Q4: Are there other areas that should be identified?
Metropolitan Structure Components

**Rural Interface Zones** – Areas where significant development is NOT expected but where, given the proximity to urban development, pressures on existing rural landscapes, agricultural lands and natural living systems need to be addressed with clear policies and strategies. These policies should be embedded in statutory plans completed in a collaborative manner by affected municipalities, in a manner similar to IMDPs or the AIH initiative.

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

**Employment Areas** – Lands and related infrastructure to accommodate industry, businesses, resource extraction and employment growth in a variety of jobs sectors.

**Corridors** – Corridors along major arterial roads or transit for moving people and goods with the opportunity for re/development with more intensive uses.
Rural Interface Zones

Identified areas of significance/
Potential RI Zones:

- Glory Hills/Atim Creek/Big Lake/Villeneuve
- West of Stony Plain
- South of Spruce Grove
- Woodbend/Graminia/Enoch
- East of Beaumont
- Beaver Hills Moraine
- Sturgeon Valley
- Morinville area
Rural Interface Zones... in 2044

Within the Rural Area some urban communities, employment areas and infrastructure corridors that are interspersed within the “shadow” of the Metropolitan Area.

With the exception of centres, significant development in these zones may NOT be expected. However given the proximity to urban development, pressures on existing rural landscapes, agricultural lands and natural systems need to be addressed with clear policies and strategies. These policies would be embedded in statutory plans completed in a collaborative manner by affected municipalities, in a manner similar to IDPs or comprehensive ASPs in the AIH initiative.

**Characteristics:** smaller urban centres proximate to the Metropolitan Area + major employment areas surrounded by rural landscapes + clusters of existing CR and CCRAs + significant pressure on existing agricultural lands + local and sub-regional services
Tiers and Rural Interface Zones | Composite... in 2044

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

NOTE: There was some discussion on Enoch. Should a portion of it be within the Metro Area or a Rural Interface Zone? Thus far its northeast corner is within the Metro Area.

Scale 1:180,000
Planning Approach:

Rural Interface Zone

**Q3**: Does the RURAL INTERFACE zone address the key near neighbour/fringe challenges?

**Q4**: Are there other areas that should be identified?
Planning Approach:
Tiers & Metropolitan Structure

Q1: Do you agree with the definition of growth, strengths and key issues for the RURAL AREA, METROPOLITAN AREA and CORE tiers?

Q2: Does the visualization and definition/characteristics of the 3 tiers capture the distinct scale and nature of growth across the Capital Region?

Q3: Does the RURAL INTERFACE zone address the key near neighbour/fringe challenges related to growth?
Agenda Item #10

Next Steps
Next Steps | Policy Development Process

Policy Audit

Review of existing Growth Plan policies to identify policies to be rewritten, revised, maintained or removed as part of the Update process

Issue Analysis and Policy Inputs

Issue and policy area analysis
Land Need Analysis (Residential, Employment, Other)
Density and Intensification Targets, other Metrics
Transportation and other Infrastructure Analysis
Implementation issues Analysis
Mapping Needs Analysis

Draft Policy Development

Policy Integration Organization
Policy Areas - Policy Statements
Initial Implementation Strategies
Document Organization and Initial Table of Contents

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Green terms indicate additions since version: August 27, 2015

**Acreage Lot** – A residential-use lot created during the agricultural subdivision process. The typical acreage lot size is 1 hectare.

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

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

**Area Structure Plan** – A Planning Document, adopted by Council that provides a framework for the subdivision and development of lands (as outlined in Section 633 of the MGA).

**Area Redevelopment Plan** – A planning document, adopted by a municipal council that provides a framework for the redevelopment of lands.

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

**Built Up Area** – All lands located within the limits of the developed urban area.

**Canada Land Inventory (C.L.I.) 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 C.L.I. class for each parcel of land is determined by the dominant C.L.I. 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 severe limitations in terms of its capacity for arable culture or permanent pasture.

**C.L.I. Soil Class 1** – soils in this class have no significant limitations in use for crops. The soils are deep, are well to imperfectly drained, hold moisture well, and in the virgin state were well supplied 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.

**C.L.I. Soil Class 2** – 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 to high in productivity for a fairly wide
range of crops.

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

**Compact Development** – A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional) proximity to transit and reduced need for infrastructure. Compact development can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

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

**Core Housing Need** – refers to households that are unable to afford shelter that meets adequacy, suitability or affordability needs and it spends 30% or more of its income total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three housing standards: **Adequate** housing are reported by their residents as not requiring any major repairs; **Affordable dwellings costs** less than 30% of total before-tax household income; and **Suitable** housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

A household is not in core housing need if its housing meets all of the adequacy, suitability and affordability standards; or of its housing does not meet one or more of these standards, but it has sufficient income to obtain alternative local housing that is acceptable (meets all these standards).

**Corridor** – A passageway or route such as a major arterial roads or transit corridors for move people and goods with the opportunity for growth with more intensive uses.

**Country Cluster Residential** – Defined by the Capital Region Board (October 2009 Addendum to the CRGP) as rural land that has been subdivided to create multiple residential lots that are connected to municipal or communal services, and designed to group or “cluster” the residential uses together on smaller lots by applying conservation design principles in order to maximize the retention of open space.

**Downtown Edmonton** – Central core of the City of Edmonton. Principal business, employment, cultural and entertainment for Capital Region with concentration of regional services and amenities.

**Employment Area** – Area designated for significant concentrations of business and economic activities.

**Environmentally Sensitive Areas** – Landscape elements or areas that have important and/or unique environmental characteristics that are essential to the long-term maintenance of biological diversity, soil, water or other natural processes, both within the ESA and in a regional context.
Fragmentation of Land – The division of land which results in a lack of interconnection between land uses.

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

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

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

Growth Concept – Overall strategy and depiction of how the region can manage and optimize growth.

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

Land Evaluation and Site Assessment (LESA) – a rating system developed by the US Dept. of Agriculture (USDA) for the assessment of agricultural land to assist 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 and is comprised of 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.

Local Services – Local and community services, including arena, community centre, convenience, retail, some primary school education

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

Market Affordable Housing – is defined as 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.).

**Metropolitan Core Tier** – Contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and highest concentration of regionally significant amenities and service.

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

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

**Outline Plans** – A land-use planning document adopted by Council that supports an overarching planning document/regional plan and provides specific content and detail to a localized site during the subdivision process.

**Prime Agricultural Lands** – Areas with Canada Land Inventory Classes 1 and 2 soils or the Land Evaluation and Site Assessment areas, where there is a local concentration of farms which exhibit characteristics of ongoing agriculture.

**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.

**Natural Living Systems** – A system made of natural features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, and viable populations of indigenous species and ecosystems, including flora, fauna and ecosystems.

**Near-Urban Lands** – Agricultural or rural lands on the periphery of the municipal boundaries of urbanized areas of towns and villages in the Capital Region.

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

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

**Regional Infrastructure** – Infrastructure developed by the federal government, Province, municipality, and/or regional service and provincial commissions to provide services to citizens and businesses, and to support the function of a regional economy (e.g., major interchanges, post-secondary institutions, hospitals bridges, highways, extension of light rail transit, regional water and/or sewer systems, power systems etc.)

**Regional Services** – A concentration of regionally significant services, including regional water/sewage treatment, regional transportation infrastructure including highways, bridges, arterial roads, expressways and overpasses, police and judiciary services, multiple large community centres, recreation, entertainment and cultural amenities, emergency services, public education, post-secondary education, primary health care facilities with large scale and specialized services, social services, transit including fixed rail and scheduled bus service,
broad base employment, diversity of retail and commercial amenities, government services, diverse housing stocks, rail system, downtown of significant scale.

**Regional-Scale Transportation Corridor** – A thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following: major roads, arterial roads, and highways for moving people and goods; rail lines/railways for moving people and goods; transit rights-of-way/transit-ways including buses and light rail for moving people.

**Regional Transportation Network** – A network consisting of corridors and rights-of-ways for the movement of people, goods and services, and associated transportation facilities with inter-municipal and regional transportation connections, including transit stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities park and ride lots, service centres, rest stops, inter-modal and inter-municipal terminals.

**Residential Density - Medium** – Consists of triplex, stacked townhouses, row-housing and low-rise apartments, no greater than 4-storeys.

**Residential Density - High** – Apartments greater than 4-storeys.

**Residential Density - Low** – Consists of singles, semi-detached and duplex housing forms.

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

**Rural** – Areas where there is a lower concentration of people and buildings than in urban areas. Rural areas typically include farms and resource extraction activity as well allow-density residential communities (i.e., parcels of an acre or more).

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

**Rural Area Tier** – The wider Capital Region, consisting of rural working landscapes with agricultural lands and resource extraction areas, supported by small scale urban settlements.

**Rural Interface Zones** – Areas where significant development is not expected but where, given the proximity to urban development, pressures on existing rural landscapes, agricultural lands and natural systems need to be addressed with clear policies and strategies.

**Rural Services** – Rural services and amenities include Outdoor recreation, rural residential, luster country residential, extensive and intensive agriculture

**Rural Services, Other** – Services and amenities related to rural economic activities including heavy industry, resource extraction, energy and pipeline Corridors

**Rural-Urban Fringe** – Lands surrounding urban areas. Area of transition from agricultural to other rural to urban land uses. Also referred to as “near neighbour” area.
Social Housing – is 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.

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

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 – Urban areas that provide higher levels of sub-regional of service for surrounding region.

Sub-Regional Services – A concentration of urban and community services, including reservoir/fill station, lagoon/lift station, library/local municipal services, community health centre/recreation centre, agricultural service centre, public education, some provincial and federal government services, arterial roads with connections to provincial highways, limited local/commuter transit service, limited social services, limited diversity of retail and commercial amenities.

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

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

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

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

Tiered Planning Framework – Framework to reflect, respond and plan for diversity and different contexts in the region. Mechanism to introduce tailored policies to respond to different urban and rural contexts.

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

Traditional Country Residential – The subdivision of rural lands that creates multiple residential lots that are serviced with wells or cisterns and septic systems or by connection to communal water and sanitary services.

Transit Centre – Urban area identified for multi-modal transportation connection, with focus for transit-oriented development concentrated at the transit station

Transit-Oriented Development – Compact mixed use development that has high levels of employment and residential densities to support frequent transit service and optimize transit
investment.

**Urban** – Areas where there is a concentration of people and buildings, such as cities or towns and including unincorporated communities such as hamlets.

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

**Value-added Agricultural Industry** – as defined by Agriculture Canada, means a project that can clearly demonstrate it adds value to a primary agriculture 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 or adding a canning or pickling operation to a farm business, and activities such as producing fibreboard from hemp or straw. Agri-tourism, organic farming, storage, distribution, and transportation are not considered to be agricultural value-added activities.

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

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