



October 20, 2020

Edmonton Metropolitan Region Board
#1100 Bell Tower
10104 – 103 Avenue
Edmonton, Alberta T5J 0H8

Attention: Debra Irving, AICP, RPP, MCIP
Senior Project Manager, EMRB

Dear Ms. Irving,

Reference: Referral of the City of Edmonton – New Municipal Development Plan - City Plan

REF 2020 – 013

Please find attached our final statutory plan evaluation report for the above referral from the City of Edmonton.

If you have any questions, please contact Nick Pryce at 780 222-0550.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nick Pryce', written over a faint, light blue circular stamp or watermark.

Nick Pryce, RPP, MCIP
Director of Planning



1.0 INTRODUCTION

Pursuant to Ministerial Order MSL 111/17, the Province of Alberta adopted the Regional Evaluation Framework (REF) for the Edmonton Metropolitan Region Board (EMRB) to ensure consistency and alignment with the Edmonton Metropolitan Region Growth Plan (EMRGP) and the Edmonton Metropolitan Region Board Regulation. As such, certain statutory documents from member municipalities require review to ensure compliancy.

Section 4.0 of the REF states that a member municipality must refer proposed statutory plans or statutory plan amendments to the EMRB under certain conditions, after the first reading by Council and prior to the third reading pursuant to Section 5.1 of the REF. The application has been referred to the EMRB due to the criteria under Section 4.1 of the REF new statutory plan's must be admitted to the Board.

2.0 PURPOSE

Charter Bylaw 20000 was presented to the City of Edmonton Council for first and second reading on September 16th, 2020. The purpose of the REF 2020 – 013 is to review the new municipal development plan (City Plan) for consistency with the EMRGP.

3.0 BACKGROUND INFORMATION

Municipality:	City of Edmonton
First Reading Date:	September 16, 2020
Location:	The City Plan is the City of Edmonton's proposed new Municipal Development Plan which covers the entire jurisdiction of the City of Edmonton.
Purpose of the MDP (City Plan):	The City Plan is a statutory document established to outline the future land uses and manner of the proposals for future development in the City. Land development links to identifying needs for transportation, servicing and important aspects of a community that need protection.

Summary of the Referral

This evaluation review related to the development of the City of Edmonton's new municipal development plan (City Plan) in relation to the Guiding Principles of the Growth Plan, the Objectives and Policies of the Growth Plan, and the evaluation criteria in the Regional Evaluation Framework (REF). The City Plan has also incorporated their Transportation Master Plan (TMP).

The information presented in this report represents our professional opinion on how the referral aligns with the framework of the EMRGP, and we have concluded that the Edmonton Metropolitan Region Board should **approve** the proposed municipal development plan (City Plan) (Bylaw 20000).



4.0 EVALUATION CRITERIA

Applicable Policy Tiers

The Metropolitan Area policy tier, defined as *“the area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas, and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure.”*

The Metropolitan Core policy tier, defined as *“the contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and the highest concentration of regionally significant amenities and services, including downtown Edmonton.”*

The Rural Area policy tier, defined as *“the lands outside the metropolitan area within the wider Edmonton Metropolitan Region, consisting of the rural working landscapes with agricultural lands, major employment areas and local employment areas, natural living systems, recreation areas and resource extraction areas, counties, towns, villages, incorporated hamlets and country residential development with some local levels of service and community amenities.”*

Edmonton Metropolitan Regional Structure Policy Tier	Applicability
Metropolitan Core	Applicable
Metropolitan Area	Applicable
Rural Area	Applicable

The applicable growth directions for the **Metropolitan Area** are:

1. Encourage intensification of build up areas including brownfield sites to optimize existing and planned infrastructure;
2. Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types;
3. Plan to build transit oriented development (TOD) with higher densities and foster active transportation opportunities;
4. Support employment growth in major employment areas, local employment areas and within urban centres and TOD centres and encourage the growth of institutional, health and education sectors;
5. Promote diversification and growth of agricultural sector including urban agriculture in an urban context; and
6. Support the development of market affordable and non-market housing and support services.

The applicable growth directions for the **Metropolitan Core** are:

1. Encourage intensification in built-up urban areas including brownfield sites to optimize existing and planned infrastructure;




2. Plan and build transit oriented development with the highest level of density in the Region in areas with existing and planned LRT service;
3. Continue to develop downtown Edmonton as a major employment area with a mix of uses and activities with high density residential development as well as commercial, institutional and office employment; and
4. Support the development of market affordable and non-market housing and support services.

The applicable growth directions for the **Rural Area** are:

1. Encourage growth in existing towns villages and in the built-up urban area and brownfield sites and plan and develop compact and contiguous greenfield areas to optimize servicing capacity and transportation connections;
2. Plan and build rural centres and sub-regional centres with a mix of land uses and higher densities;
3. Permit infill and build out of the existing country residential areas in accordance with existing zoning and land user permissions and in new areas, subject to specific criteria;
4. Support employment growth in the major employment areas including Alberta's Industrial Heartland and regional airports, local employment areas, within rural/sub-regional centres and within agriculture, forestry, resource extraction and processing areas; and
5. Promote the growth and diversification of agricultural sector.




PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
 <p>GUIDING PRINCIPLE Promote global economic competitiveness and regional prosperity.</p>		
<p>1.1: Promote global economic competitiveness and diversification of the regional economy</p>	<p>✓</p>	<p>The City Plan is comprised of a range of policies that are consistent with promoting global economic competitiveness and diversification of the regional economy through policies contained within the Plan. Examples include:</p> <ul style="list-style-type: none"> - Support access to employment and a broad range of economic opportunities for all of Edmonton’s diverse communities (3.1.3); - Ensuring the development and public infrastructure is designed to support local economy and competitive business environment (3.2.1); - Promoting, attracting and retaining highly skilled intellectual workforce (3.2.2); - Promoting continuous improvement, evolution and intensification of Edmonton’s non-residential lands (3.3.2); - Supporting innovation and private investment in climate resilient industries and businesses (3.4.2); and - Support for the provision of a transportation system (3.3.3). <p>It is also noted that the City Plan has created a unique Innovation Corridor that is illustrated on Map 5. This is a high density corridor linking key innovation, learning, academic hubs of the University of Alberta and related health institutions, NAIT and MacEwan University.</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
<p>1.2: Promote job growth and the competitiveness of the Region’s employment base</p>	<p>√</p>	<p>The City Plan contains policy that focuses on 50% of all employment jobs being in nodes and corridors in Edmonton (pg. 165) consistent with Schedule 3A (Major Employment Areas) and 3B (Planned and Local Employment Areas) of the EMRGP (Map 5 – Non-Residential Opportunities Network). Policies speak to attracting a diverse, highly skilled and creative work force along with a focus on affordable housing (2.2.2). The innovation corridor seeks to attract 50,000 more jobs through advanced education, research and technical institutions linked by mass transit (pg. 165).</p>
<p>1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region</p>	<p>√</p>	<p>Section 4.0 of the City Plan – “I want ACCESS within my City”, provides a range of policies that supports competitiveness including section 4.3 – <i>“Edmonton’s mobility system connects residents and businesses, creating opportunities and building partnerships throughout the region.”</i></p> <p>Map 8 (Roadway and Goods Movement Network) contained within the City Plan is also in general alignment with Schedule 10A (Transportation Systems – Regional Roads) of the EMRGP. The City Plan combines the Transportation Master Plan in recognizing the inherit interconnected nature of transportation to land development to maintain competitiveness.</p> <p>The Innovation Corridor (Map 5) focuses on linking institutions within the corridor by mass transit.</p>
<p>1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce</p>	<p>√</p>	<p>The City Plan provides a range of policies that promotes liveability and prosperity of the Region and meeting the needs of a changing population. Policies contained in Sections 1.0 – “I want to BELONG and contribute”; 2.0 – “I want to LIVE in a place that feels like home”; 3.0 – “I want opportunities to THRIVE”, 4.0 - “I want ACCESS within my city; and 6.0 “I want to be able to CREATE and innovate”, all contain policies that generally align with this objective.</p>




PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
 <p>GUIDING PRINCIPLE Protect natural living systems and environmental assets.</p>		
<p>2.1: Conserve and restore natural living systems through an ecological network approach</p>	<p>✓</p>	<p>The Green and Blue Network (Map 4) contained within the City Plan generally aligns with the Schedule 4 (Natural Living Systems) of the EMRGP and the supporting policies are consistent.</p>
<p>2.2: Protect regional watershed health, water quality and quantity</p>	<p>✓</p>	<p>Section 5.0 – “I want to PRESERVE what matters most” contains policy that speaks to the importance of the natural systems, particularly the North Saskatchewan River Valley and Ravine Systems. Specifically, policy 5.1.2.5 speaks to the coordination, protection, restoration and enhancement of the river system. Section 5.4 provides additional policy surrounding resiliency through the management of stormwater runoff and protection of the watershed.</p>
<p>2.3: Plan development to promote clean air, land and water and address climate change impacts</p>	<p>✓</p>	<p>The City Plan seeks to achieve:</p> <ul style="list-style-type: none"> - total community-wide carbon budget of 135 mega tonnes; and - net per-person GHG emissions are Zero. <p>There are a range of policies within the City Plan that speak to climate resiliency, examples include:</p> <ul style="list-style-type: none"> - Section 3.4 seeks to embrace services and technologies that are responsive to the impacts of climate change. - Section 4.4 seeks to improve public transit and provide a high-quality active transportation network that reduce greenhouse gas emissions. - Section 5.4 of the City Plan seeks to provide security and resilience against extreme weather events.




PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
2.4: Minimize and mitigate the impacts of regional growth on natural living systems	√	The City Plan policy outlined in Section 5.0 – “I want to PRESERVE what matters most” seeks to protect key natural systems. Map 4 that outlines the Green and Blue Network is consistent with the EMRGP Schedule 4 (Natural Living Systems) for protecting the Natural Living Systems located within the City. The City Plan also seeks to increase development of dwellings inside the Anthony Henday which indirectly reduces demand on expanding the Cities urban limits into areas that could impact natural living systems.



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
 <p>GUIDING PRINCIPLE Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.</p>		
<p>3.1: Plan and develop complete communities within each policy tier to accommodate people’s daily needs for living at all ages</p>	<p>√</p>	<p>The City Plan seeks to increase the density within the City which requires providing choices to communities in meeting housing needs along with providing services. A core focus of the City Plan is linked to public and active modes of transportation and building around these nodes to provide easy accessibility for choices in transportation and access to goods and services. Part 2 – Nodes and Corridors provides density targets that are consistent with the Schedule 6 (Greenfield Density, Centres and Intensification Targets) TOD Centres. In addition, policy 2.3.2.6 of the City Plan clearly outlines the requirement that all districts meet or exceed regional density targets.</p>
<p>3.2: Plan for and promote a range of housing options</p>	<p>√</p>	<p>The City Plan intends to provide the next 50% of dwellings within the limits of the Anthony Henday, which is supported by policy within the Plan. This transformational shift will be driven by providing a wide range of low, medium and high-density dwellings. Policy 1.3.3.3 also directs the City towards providing affordable housing.</p>
<p>3.3: Plan for and promote market affordable and non-market housing to address core housing need</p>	<p>√</p>	<p>As referred to above, the City Plan provides a clear directive towards affordable housing outlined in policy 1.3.3.3. Additional policy contained in 2.2.2 provides further direction towards affordable housing including working with other municipalities within the context of the Edmonton Metropolitan Region Growth Plan.</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
 <p>GUIDING PRINCIPLE Achieve compact growth that optimizes infrastructure investment.</p>		
<p>4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth</p>	<p>√</p>	<p>The City Plan seeks to place 50% of future dwellings within the limits of the Anthony Henday with additional policy directed towards contiguous development to areas beyond. A key policy related to this is 2.3.2.3 that requires “substantial completion of the developing area...prior to authorizing the preparation of statutory plans for contiguous future growth area”. Map 1 – The City Plan Concept is also in general alignment with Schedule 2 (Edmonton Metropolitan Regional Structure to 2044) of the EMRGP.</p> <p>It is noted that while the City Plan does not totally align with the TOD nodes listed in Schedule 2 of the EMRGP there are other major nodes associated within close proximity along the transit corridors that support the intent of the policy. This includes Castle Downs that is located in an established residential area compared with Campbell that is located in a Major Employment area and will be supported by a Park and Ride. Gorman is also absent as a Node from the City Plan but both Clareview (a Major TOD node) and Horse Hills Centre support the residential TOD development and Lewis Estates is supported by WEM TOD. It is recognized that the EMRGP provides a conceptual framework and intent that is more refined through the varying layers of the planning process. In this context, the overall the intent of providing TOD development along key transit lines as indicated in Schedule 2 is supported by the City Plan.</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	√	The City Plan seeks to place 50% of future dwellings within the limits of the Anthony Henday with additional policy directed towards contiguous development to areas beyond. Part 2 – Nodes and Corridors provides density targets that are consistent with the Schedule 6 (Greenfield Density, Centres and Intensification Targets) TOD Centres. In addition, policy 2.3.2.6 of the City Plan clearly outlines the requirement that all districts meet or exceed regional density targets. Policy includes strategically expanding the infrastructure capacity to enable future redevelopment and intensification within priority growth areas (2.3.1.4).
4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	√	A key policy related to this is 2.3.2.3 that requires “substantial completion of the developing area before authorizing the preparation of statutory plans for contiguous future growth area”. In addition, policy 2.3.2.6 requires that all districts meet or exceed the regional density targets outlined in Schedule 6 of the EMRGP.




PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing	√	<p>The City has two small areas that are located within the Rural Area. One of these areas is located to the south west where the City boundaries extend slightly towards Devon outside of the Metropolitan Tier. The land use outlined in the City Plan is recognized as the North Saskatchewan River Valley and Ravine System; Agricultural Non-residential and Agricultural/Residential. The majority of the land area is described as being part of the Natural Living System in the EMRGP Schedule 2 which is in general alignment with the City Plan.</p> <p>To the South east near Beaumont there is also a small portion of lands that are located within the rural tier that are designated Country Residential on Schedule 2 of the EMRGP. Map 1 (The City Plan Concept) of the City Plan has the lands designated as Agricultural/Residential and North Saskatchewan River Valley System.</p> <p>The Agricultural/Non-residential and Agriculture/Residential are identified for conversation and ongoing support of agricultural lands and activities. Lands are to remain unfragmented and in agricultural operation for the long term. Over time, these lands may transition to include future non-residential/residential uses.</p>
4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs	√	<p>Nodes and Corridors section of the City Plan provides clear direction on creating a network of communities that are comprised of mixed-use development with densities in general alignment with Schedule 6 (Greenfield Density, Centres and Intensification Targets) related to TOD centre density targets. Map 3 - Nodes and Corridors Network of the City Plan provides a clear indication on varying degrees of mixed-use development through out the City from the City Centre, Major Nodes through to District Nodes. These nodes are interconnected through Primary and Secondary Corridors.</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
4.6: Prioritize investment and funding of regional infrastructure to support planned growth	√	The City Plan contains policy for collaborating with regional partners on a number of items including investment and funding. Section 6.3.3 provides direction to promote partnerships that develop regional opportunities for growth and investment. This is supported by a range of policies including the collaboration with other regional municipalities on shared investment for shared benefit model within the Edmonton Metropolitan Region.
4.7: Ensure compatible land use patterns to minimize risks to public safety and health	√	The City Plan contains policy regarding development occurring in an orderly and safe manner to protect the public health and the environment (2.1.3). The policy contained under this section and supporting Map 12 – Development Influences and Constraints are consistent with this objective.




PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
 <p data-bbox="402 363 847 436">GUIDING PRINCIPLE Ensure effective regional mobility.</p>		
<p data-bbox="199 531 574 751">5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity</p>	<p data-bbox="727 541 760 583">√</p>	<p data-bbox="857 531 1422 1035">The City Plan has integrated their Transportation Master Plan to provide for a multi-modal transportation system that is linked to future land uses. The Mobility section comprehensively provides direction on active transportation, the transit network, the road and goods movement network that is supported by Maps 6 (Active Transportation Network), 7 (Mass Transit Network) and 8 (Roadways and Goods Movement Network) that are in general alignment with the Schedules 10A (Transportation Systems Regional Roads to 2044), 10B (Regional Transit and Trails to 2044) and 10C (Airports, Rail Facilities and Overdimensional Corridors to 2044) of the EMRGP.</p> <p data-bbox="857 1073 1422 1608">There are some areas of note that are currently absent in Map 7 (Mass Transit Network), such as recognition of the Yellowhead as a Transit Priority Corridor and Regional Bus route, however the Plan also consists of wording on page 17 that “<i>All maps are iterative with many informed by leading policy coming out of the regional collaboration and those maps may need to be updated to align with the Edmonton Metropolitan Region as necessary</i>”. Currently the Integrated Regional Transportation Master Plan (IRTMP) is being updated and anticipated to be completed in June 2021 that will further validate this corridor and others that the City Plan would need to reflect once approved. It is recommended that the City look to update the Maps following the adoption of the IRTMP.</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
<p>5.2: 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</p>	<p>√</p>	<p>The City Plan incorporates their Transportation Master Plan recognizing the integral connection between land use and transportation. A key element is focusing on future growth around mobility hubs, nodes and corridors that are linked to transit stations and active transportation networks that provide alternative choices from the private automobile. These hubs, nodes and corridors are supported by City policy that seeks to provide 50% of future dwellings within the limits of the Anthony Henday that will increase population around these key nodes and corridors.</p>
<p>5.3: 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</p>	<p>√</p>	<p>The City Plan incorporates the City's Transportation Master Plan recognizing the value of integrating land uses and transportation networks. The City Plan focuses on three core areas of transportation outlined in the Mobility section:</p> <ul style="list-style-type: none"> - active transportation, - transit network, and - road and goods movement network. <p>The mobility network also shows future connections through to other regional municipalities supporting the movement of goods, services, and people.</p>
<p>5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world</p>	<p>√</p>	<p>The Mass Transit Network (Map 7) contained within the City Plan indicates an Airport Connection route that is defined as a "<i>Airport service within the City-wide transit network with direct connection to the City Centre node and connections at key nodes along the way</i>". Further, policy 6.3.3.3 directly relates to this objective. "<i>Collaborate with regional partners to maximize the economic benefit of the Edmonton International Airport.</i>"</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
<p>5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions</p>	<p>√</p>	<p>Throughout the City Plan there are policies regarding regional collaboration on transportation. Examples of this include:</p> <ul style="list-style-type: none"> - 4.2.2.5 relating to collaborating with regional neighbours on an integrated transportation navigation and payment system. - 4.2.3.1 regarding active transportation and creating connections with regional connectors. - 4.3.2.1 to improve multi modal connectivity to and from neighbouring municipalities.

PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
<div style="display: flex; align-items: center;">  <p>GUIDING PRINCIPLE Ensure the wise management of prime agricultural resources.</p> </div>		
<p>6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations</p>	<p>√</p>	<p>The City Plan identifies lands which are undeveloped in the north east and south Edmonton which are located within the Metropolitan Tier. Map 5 Non-residential Opportunities Network indicates these lands as Agricultural/Residential Development and Agricultural/Non-Residential Development. The Agricultural/Non-residential areas are intended for conservation and ongoing support of agricultural lands and activities. Over time they may transition into non-residential uses. The Agricultural/Residential areas are identified for long-term conservation and ongoing support of the agricultural lands and activities. Over time these lands may transition to include future residential uses. The lands to the south of Edmonton are recognized as being within a prime soil rating (Schedule 11 – Agricultural Land Suitability Ratings). The City Plan policies are consistent with conserving the agricultural lands as long as possible, recognizing that these lands will urbanize over time to accommodate growth.</p>



PRINCIPLES + OBJECTIVES	CONSISTENCY	EVALUATION + COMMENTARY
6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses	√	Edmonton’s municipal boundaries contain limited agricultural lands and the direction for growth of these lands is considered in the long-term with a focus on conservation and ongoing support for agricultural purposes consistent with the criteria outlined in policy 6.2.4 of the EMRGP. Policy 5.3.1.4 of the City Plan further supports this direction: “ <i>Prevent premature fragmentation and conversion of agricultural lands for residential and non-residential uses.</i> ”.
6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system	√	The City Plan seeks to maintain and invest in regional significant agricultural lands and infrastructure services. A core focus is on supporting the conservation of agricultural land to reduce its loss and fragmentation and contribute to economic development and resilience of the food system (5.3.1). This objective is supported by a range of policy that is consistent with the EMRGP’s objectives.



5.0 SUMMARY AND CONCLUSIONS

The following summary provides an overview of how the proposed amendments work towards each Guiding Principle within the Growth Plan:

<p>Economic Competitiveness & Employment</p>	<ul style="list-style-type: none"> ▪ The City Plan contains policy that focuses on 50% of all employment jobs being in nodes and corridors in Edmonton. ▪ The City Plan contains policy aimed at promoting the attraction and retention of a highly skilled and talented workforce. ▪ The City Plan contains policy that supports innovation and private investment. ▪ The City Plan contains policy that supports the provision for transportation systems and the important connection of transportation to land uses. ▪ The City Plan recognizes the importance of regional infrastructure, such as the Edmonton Airport.
<p>Natural Living Systems</p>	<ul style="list-style-type: none"> ▪ The Green and Blue network outlined in the City Plan seeks to conserve and restore natural living systems. ▪ The City Plan recognizes the importance of protecting the North Saskatchewan River and Ravine Systems. ▪ Clear targets have been set in the City Plan on reducing GHG emissions.
<p>Communities & Housing</p>	<ul style="list-style-type: none"> ▪ The City Plan provides the framework for a range of housing choices, modes of transportation supported by recreational facilities and amenities that contribute towards creating complete communities. ▪ The City Plan intends for the next 50% of dwellings to be within the limits of the Anthony Henday to capitalize on existing infrastructure and limit the pressures on urban expansion into greenfield lands. ▪ The City Plan provides clear direction towards affordable housing and working with the other Regional Municipalities.
<p>Integration of Land Use & Infrastructure</p>	<ul style="list-style-type: none"> ▪ The Plan integrates the City’s Transportation Master Plan into the Municipal Development Plan recognizing the integrated relationship between transportation and land uses. ▪ The City Plan has a core focus on increasing population density revolving around key transportation nodes and corridors that support public transportation. ▪ The City Plan seeks to capitalize on existing infrastructure use through increasing density within the existing serviced areas that meets and exceeds the expectations of the EMRGP.
<p>Transportation Systems</p>	<ul style="list-style-type: none"> ▪ The City Plan has incorporated its Transportation Master Plan recognizing the strong link between land uses and transportation. ▪ The City Plan policy provides direction on three key areas of transportation – active transportation, the transit network, the road and goods movement network. These elements contribute towards creating complete communities.



	<ul style="list-style-type: none">▪ The City Plan’s transportation policy recognizes the regional importance and connections beyond the City that are reflected in both policy and maps that generally align with the EMRGP.
Agriculture	<ul style="list-style-type: none">▪ City of Edmonton limits include greenfield lands that are recognized as eventually being developed, however, policy within the City Plan focuses on conserving undeveloped land and avoiding fragmentation through subdivision for as long as possible until urban expansion is required.▪ Areas shown as being part of the North Saskatchewan River Valley and Ravine System in the City Plan align with the EMRGP along with supporting policy for protecting these areas.

6.0 RECOMMENDATION

It is recommended that the Edmonton Metropolitan Region Board **approve** the City of Edmonton’s proposed municipal development plan (City Plan) (Bylaw 20000).