



City Council Public Hearing - Agenda

Date: Monday, September 14, 2020
Time: 9:30 a.m. - 5:30 p.m.
Location: Council Chamber, 2nd floor, City Hall

Call to Order: 9:30am
Lunch: Noon - 1:30pm
Recess: 3:30pm - 3:45pm
Adjournment: 5:30pm

Continuation: Tuesday, September 15, 2020 (if required)
Call to Order: 1:30pm
Recess: 3:30pm - 3:45pm
Dinner: 5:30pm - 7pm
Adjournment: 9:30pm

Continuation: Wednesday, September 16, 2020 (if required)
Call to Order: 9:30am
Lunch: Noon - 1:30pm
Recess: 3:30pm - 3:45pm
Adjournment: 5:30pm

Deputy Mayor: A. Knack
Acting Mayor: M. Banga

Please visit www.edmonton.ca/meetings for information on how to register to speak. Written correspondence can be submitted to city.clerk@edmonton.ca.

Captions are available on the live stream at <http://councilontheweb.edmonton.ca/>, by clicking on the far right icon in the bottom right hand corner of the stream, and selecting "Captions - English".

For additional information, contact the Office of the City Clerk at (780) 496-8178.

Pages

1. Call to Order and Related Business

- 1.1 Call to Order
- 1.2 Roll Call

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5.	Notices of Motion and Motions without Customary Notice	
5.1	Changes to Council Calendar	
6.	Adjournment	

Speakers List - Panel 1

September 14, 2020, 9:30 a.m. - noon

meet.google.com/rak-uhqj-euy

(CA) +1 587-977-6069 PIN: 905 686 137#

	Name
1.	Mick Graham, IDEA
2.	Mike Kohl, UDI Edmonton Region
3.	Chris Nicholas, MLC Land
4.	Michaela Davis, UDI Edmonton Region
5.	Melanie Hoffman
6.	Joe Yurkovich, Edmonton Mountain Bike Alliance
7.	Paul Lanni, CHBA
8.	Mariah Samji, Infill Edmonton
9.	Stephen Raitz
10.	Dr. Karen Lee, Housing for Health
11.	Jeff Bisanz, Edmonton Council for Early Learning and Care
12.	Heather Raymond, Edmonton Council for Early Learning and Care
13.	Mike Mellross, Climate Innovation Fund - Alberta Ecotrust
14.	Brian Torrance, Edmonton Sport Council
15.	Sherri Shorten, Alberta Association of Architects Core Stakeholder Team
16.	Stephanie Clancy, Alberta Association of Architects Core Stakeholder Team
17.	Dave Buchanan, Paths for People

18.	Ashley Salvador, YEGarden Suites
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Speakers List - Panel 2

September 14, 2020, 3:45 - 5:30 p.m.

	Name
In Favour	
1.	Chelsea Donelon, Energy Transition Climate Resilience Committee
2.	Shafraaz Kaba, Energy Transition Climate Resilience Committee
3.	Tammy Pidner
4.	Christy Morin, Arts on the Ave
5.	Bob Summers
6.	Kirsten Goa
7.	Elaine Solez, Friends of Scona Rec
8.	Jim Rickett, Gold Bar Park Alliance
In Opposition	
9..	Jason Pisesky, Accessibility Advisory Committee
10.	Tonia LaRiviere, Accessibility Advisory Committee
11.	Linda Duncan
12.	Dave Purewal
13.	Don Nikonetz, Site Engineering Technology Inc., on behalf of Paul Grewal
14.	Janiline Hardstaff, Residential Infill Working Group

Speakers List - Panel 3
September 15, 2020 1:30 p.m.

	Name
1.	Paul Grewal, on behalf of Sweg Deol
2.	Iqbal Mahal
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	

Speakers List - New Information September 16, 2020 9:30 a.m.

	Name
1.	Kirsten Goa
2.	Mariah Samji
3.	Mick Graham
4.	Bob Summers
5.	Iqbal Mahal
6.	Paul Grewal
7.	Kamaljit Benipal
8.	Hani Barzagar
9.	Dave Purewal
10.	
11.	
12.	

Charter Bylaw 20000

To adopt The City Plan (Edmonton's Municipal Development Plan)

Purpose

To adopt The City Plan (Edmonton's Municipal Development Plan) and repeal Bylaw 15100 the Municipal Development Plan: The Way We Grow.

Readings

Charter Bylaw 20000 is ready for first and second readings after the public hearing has been held. Administration is required to refer this application to the Edmonton Metropolitan Region Board prior to returning to City Council for third and final reading (see attached Council report for more information).

Advertising and Signing

This Charter Bylaw was advertised in the Edmonton Journal on August 29, 2020 and September 5, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Edmonton continues to relaunch and reimagine our future. The City Plan (Edmonton's Municipal Development Plan) provides strategic direction for a path forward and is essential to reimagining our city (Attachment 1). The City Plan is a plan for people. It is built upon the aspirations and ideas of Edmontonians through extensive public engagement, technical studies, modelling data and professional review. It frames the choices we need to make to achieve a healthier, more urban and climate resilient city that supports a prosperous region.

The City Plan combines the statutory requirements for a Municipal Development Plan and a Transportation Master Plan and encompasses approximately 78,250 hectares generally bound by 259 Avenue to the north, Range Road 232 to the east, Highway 19 to the south, and Range Road 261 to the west. It also includes strategic direction for environmental planning, and social and economic development. It provides a clear, integrated policy framework in support of increased connection and wellness, equity and inclusiveness, sustainable community development and ongoing growth. It guides the planning and integration of Edmonton's physical systems and networks around nodes and corridors within districts to create a more compact, efficient urban form.

Future growth will be guided by a growth management framework and occur within both residential and non-residential development areas. The City Plan was designed to be agile and adaptive in response to community change and disruption, and progress will be measured on an ongoing basis as the needs of Edmontonians change over time. This approach is anchored in the new realities we face as a community and a renewed commitment to making transformational change.

Components of The City Plan

The City Plan contains a number of components that will guide Edmonton's future growth and change. These include:

- *Big City Moves: future city* - These are bold, transformative priorities that will create a different set of opportunities for Edmonton supported by high-level targets. Five Big City Moves describe Edmonton's strategic areas of focus in response to key trends and community aspirations. They also provide a pathway to enable recovery and transformation into a community of two million people.
- *Shaping the city: spatial plan* - Planning and Design, Mobility and Managing Growth are the three main concepts that will influence Edmonton's shape and form as the city develops and redevelops over time.
- *Planning for people: policy structure* - The City Plan establishes policy to guide future city growth and support community change. This includes city building outcomes that are articulated through intentions and directions that support Edmonton's strategic goals.
- *Systems and networks: land use concept* - The City Plan land use concept was informed by a wide range of technical studies, data modelling and research. To bring the people-centered policy to life, the Plan's land use concept supports growth to 2 million people and 1.1 million jobs.
- *Measurement: plan performance* - Progress of The City Plan will be reviewed on an ongoing basis to assess its impact using a wide spectrum of monitoring and reporting tools.

The City Plan advances Edmonton's Strategic Plan, ConnectEdmonton. Once approved, The City Plan will comprehensively replace The Ways Plans, including: *The Way We Grow*, *The Way We Move*, *The Way We Live*, *The Way We Green*, and *The Way We Prosper*.

Implementing The City Plan

Moving forward with focus and prioritizing work in a thoughtful considered manner will be critical to directly implementing The City Plan and achieving Edmonton's strategic vision and goals. Administration will support The City Plan's roll-out and delivery over time in the following ways:

- *New Corporate Implementation Approach* - Corporate work plans and the identification of future actions and investments will be integrated and aligned through the annual corporate business plan and budgeting process in the context of ConnectEdmonton and the Edmonton Metropolitan Region Growth Plan.
- *Updated City Planning Framework* - Existing plans, policies and guidelines will be evaluated for their current relevance to the achievement of The City Plan and there will be new processes for how planning tools are created, replaced, monitored and adjusted over time and retired or rescinded altogether.
- *Ongoing City Plan Activation* - Administration will make clear connections between policy development, implementation activities and people's everyday lived experience. Storytelling will provide a cohesive, engaging and clear picture of Edmonton over the long term.

Legal Requirements

Section 632 of the *Municipal Government Act* requires each municipality to adopt a Municipal Development Plan. The City Plan replaces *The Way We Grow* which was approved by City Council in May 2010.

The City Plan meets the Municipal Government Act requirements for Municipal Development Plans that are outlined in Section 632 of Act. This includes consistency with the Alberta Land Use Policies.

The City Plan is also intended to fulfill the transportation study requirements under the *Highways Development and Protection Act*. By doing so, it also replaces the current Transportation Master Plan, *The Way We Move*. Adoption of City Plan will direct Administration to bring forward amendment to the Transportation Systems Bylaw.

The City Plan must be submitted to the Edmonton Metropolitan Region Board prior to third reading for approval.

Public Engagement

Edmontonians have been engaged throughout the preparation of The City Plan helping to shape the plan's structure, concept, policy, and approach. This included a diversity of groups, stakeholders and interests representing citizens, civil society, public institutions, regional municipalities, business and Indigenous communities. Activities were held across the city and included 42 community and stakeholder meetings, 24 pop-up public engagement sessions, nine public workshops, two online circulations and two surveys, and engagement of students from 43 schools. Four "what we're hearing reports," an Indigenous engagement report and a summary of feedback from children were prepared over the course of The City Plan process. An Executive Summary "What We heard" report is included for reference in Attachment 2. Administration provided information updates to Council's Urban Planning Committee on the preparation of the Plan at key milestones between 2018 and 2020.

Attachments

1. Charter Bylaw 20000
2. [Administration Report](#)

Charter Bylaw 20000

A Bylaw to adopt the Edmonton City Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, the Municipal Council of the City of Edmonton must, by bylaw, adopt a Municipal Development Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act, RSA 2000 , c. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The document, entitled “Edmonton City Plan” attached hereto as Schedule “A” is hereby adopted as the Edmonton City Plan, the Municipal Development Plan, for the City of Edmonton.
2. Bylaw 15100, as amended, which adopted the former Municipal Development Plan: The Way We Grow, is hereby repealed.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY

AMISKWACIWÂSKAHIKAN
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EDMONTON CITY PLAN

What choices do we need to make to be a healthy, urban and climate resilient city of two million people that supports a prosperous region?

ONE
MILLION
MORE

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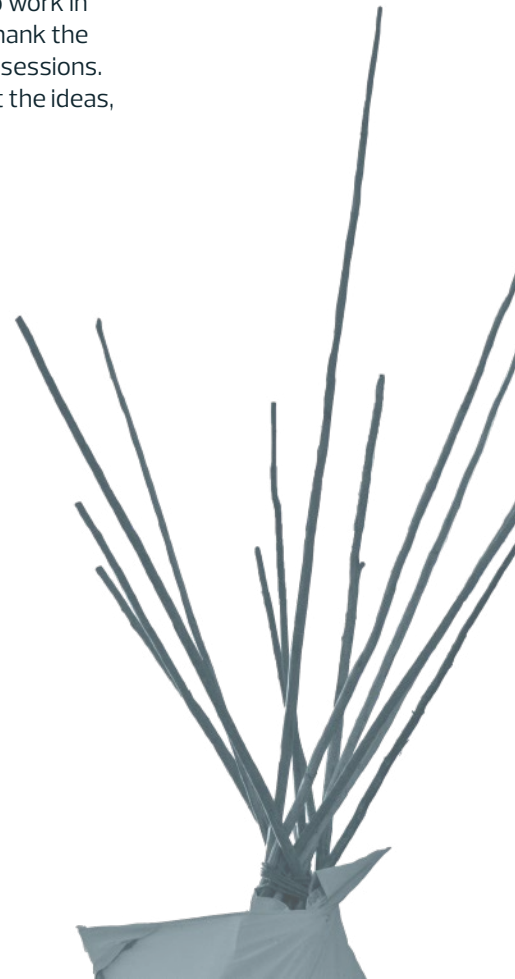
I.**INDIGENOUS ACKNOWLEDGEMENT**

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot).

The city of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home.

Together we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations. We would like to thank the Indigenous communities who participated in The City Plan engagement sessions. The contributions provided were greatly appreciated and it is hoped that the ideas, comments and input shared are reflected here.







Edmonton is many things, but first and foremost it is a gathering of people. Edmonton is also a collection of buildings, a network of parks, a selection of restaurants and cultural and social pursuits. All these things help make our city the wonderful place that it is, but none would exist in the first place without people who want to make their lives in Edmonton. The City Plan is a call to action for every Edmontonian, every parent, business owner, community organizer, City employee, volunteer. Together, we are Edmonton, and The City Plan is an invitation to join in building a version of our city that respects and preserves the things we value today while also creating a city to attract and inspire its next million residents.

The Future is Urban

Edmonton is ready to welcome the world. The future, for one million more, is at home in Edmonton.

Edmonton is the northernmost big city in North America and has a key leadership role to play in provincial, national and international contexts. Edmonton is Alberta's capital city and the major urban centre in the region, and, as such, supports regional transportation, service delivery, housing and infrastructure and the stewardship of natural assets and resources. Edmonton is also committed to the success of the Edmonton Metropolitan Region through

a collaborative approach, because we are stronger when we work together to attract industries, build communities and drive innovation.

It is clear new opportunities and choices await us. Being proactive is not just advisable, it's essential, as we welcome our second million residents. Many are born here and many others arrive from around the country and the world looking to build their lives in an open, caring and connected city. The choices ahead of us are going to be complex because cities have so many diverse and often competing interests, which is also, of course, part of what makes a city like Edmonton such a great place to live. The choices we will make are not always going to be easy or obvious and there will be trade-offs along the way.

This is why the time is now to plan ahead. It's not a matter of if we will hit two million, but when. The best way for our children and grandchildren to have as positive an experience with their city as we enjoy today—or an even better one—is to imagine what that city will look like, how it will operate, how it will grow, how businesses will flourish, how parks will welcome all and how creativity will thrive.

The City Plan is a scaffold to support Edmonton's growth. It combines a Municipal Development Plan and Transportation Master Plan, and includes strategic direction in environmental planning, social planning and economic development. A dynamic and flexible City Plan built to withstand and embrace the changes ahead is required as we set sights on a diverse and exciting future.

The City Plan sets strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton. It does this in two different but complementary ways.

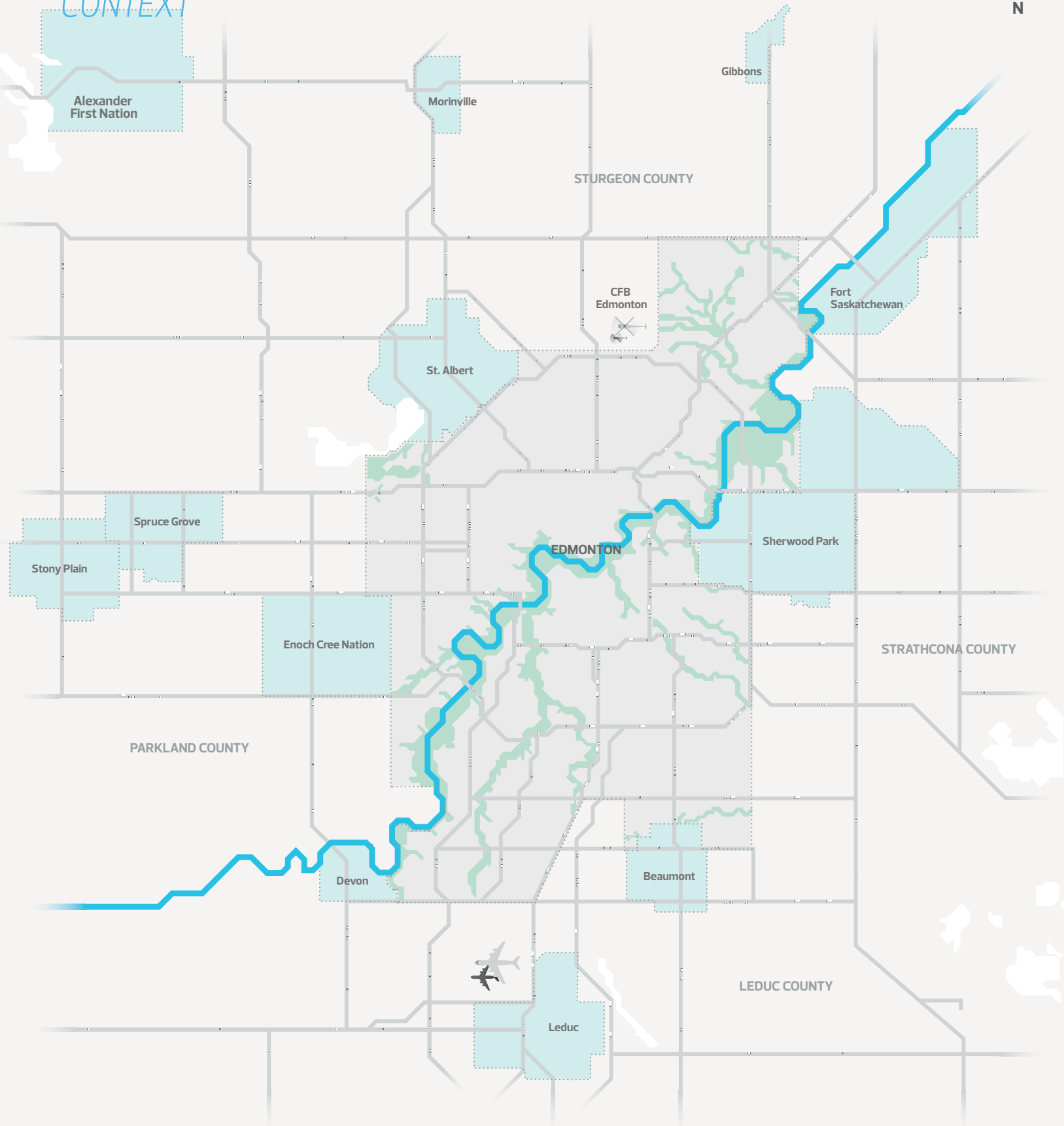
Essential City

Not everything in The City Plan is about making something new. Much of our work is about keeping things the same. A critical part of The City Plan is rooted in stewardship and preserving the attributes most valued by Edmontonians today that were handed down to us from previous generations. As a community, in return, we continue to deliver on what makes for a safe and liveable city as part of our gift to future generations. This is the essential city and it comes to life through many of the Intentions and Directions of The City Plan.

Future City

Cities are constantly evolving and responding to a changing world. Expressing and igniting transformative change is necessary to allow the city to respond to emerging opportunities and deliberately shape the place we want to live in. We have an opportunity to proactively alter Edmonton's course. This is the future city and it comes to life through the Big City Moves and many Intentions and Directions that collectively will help us transform.

REGIONAL CONTEXT



III.

PLAN AT A GLANCE

THE CITY PLAN

The City Plan is an invitation to join in building a version of our city that respects and preserves the things we value today while also creating a city to attract and inspire its next million residents.

STRATEGIC GOALS are set by City Council to chart the course for Edmonton's future on behalf of its residents.

GUIDING VALUES articulate how Edmontonians want to experience their future city: Belong, Thrive, Live, Access, Preserve and Create. These values are the basis for the Plan's policy statements.

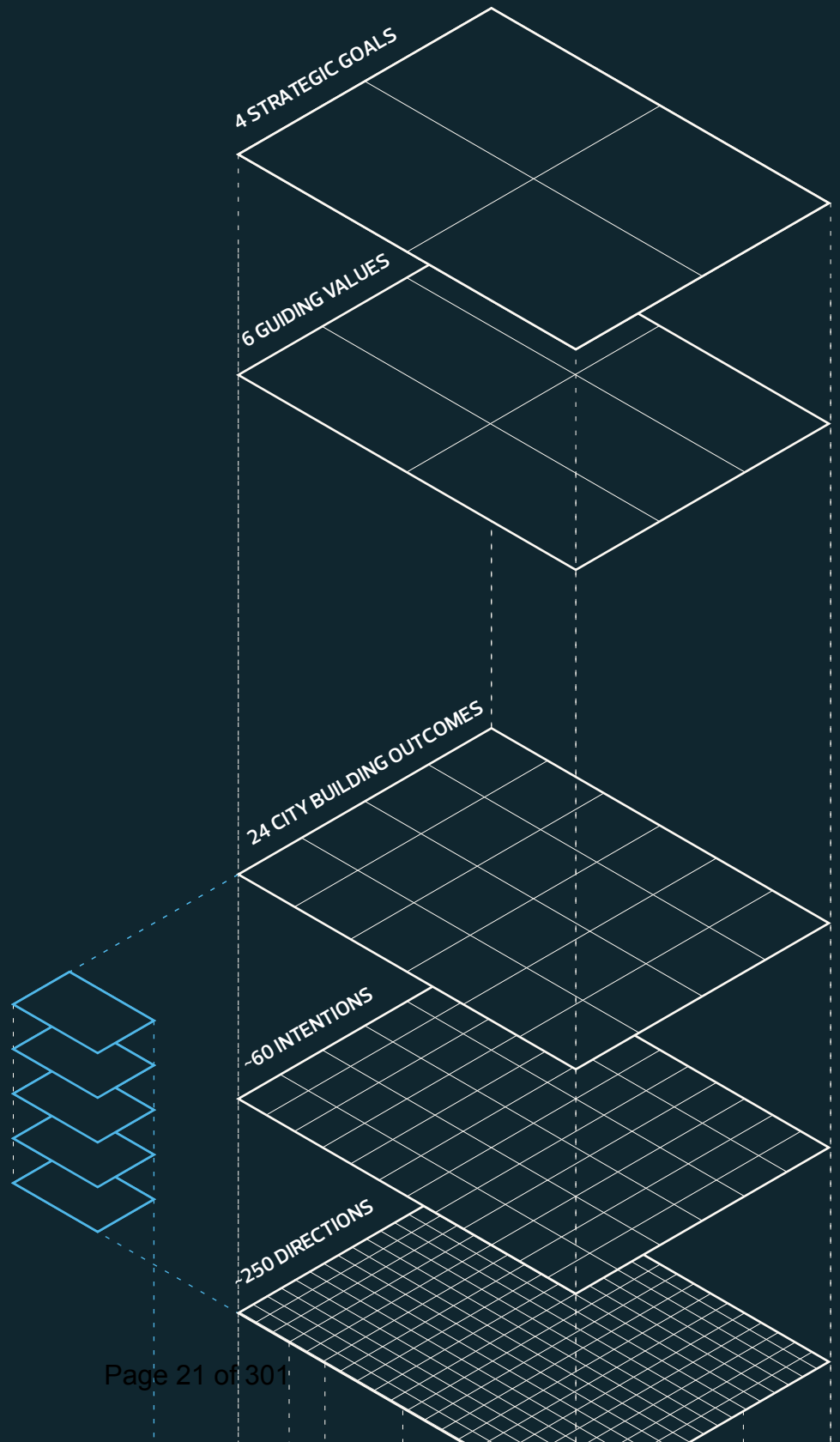
CITY BUILDING OUTCOMES describe the conditions that will emerge in Edmonton's future when Council's direction is realized.

INTENTIONS are statements of what needs to be accomplished in order to achieve a City Building Outcome.

DIRECTIONS describe a specific course of action at a city-wide or district level which contributes to meeting a policy intention.

BIG CITY MOVES

The Big City Moves point the way as we deliberately change our city to welcome one million more on our journey towards a population of two million. Achieving tangible change means setting ambitious stretch targets.

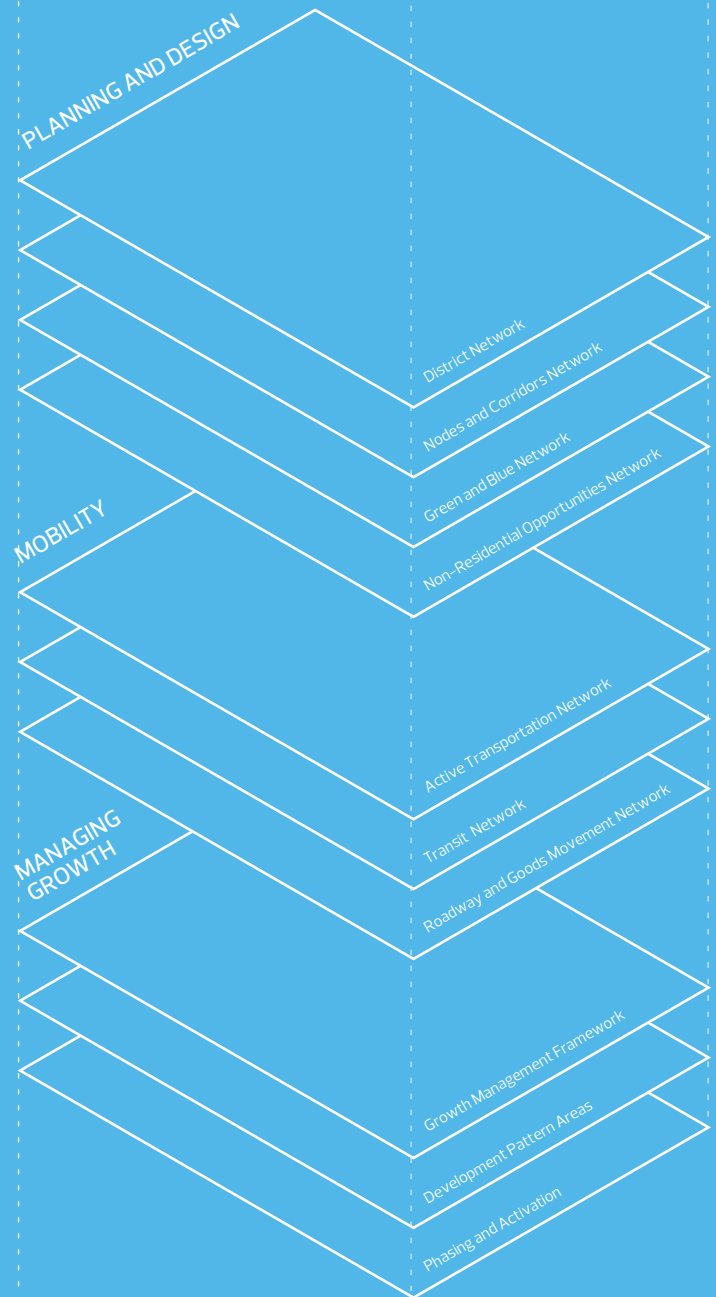


CITY PLAN CONCEPT

The City Plan sets strategic direction for the way Edmonton grows, its land use, mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton. Integrated design and development come together to create the foundation of our future city.

SHAPING THE CITY: SYSTEMS AND NETWORKS

Cities are complex. They work best when interdependent systems like land use, transportation, environmental, economic and social factors are co-considered and integrated. The City Plan describes these physical networks through a systems approach. The systems are: Planning and Design, Mobility and Managing Growth.



BIG CITY MOVES: MEASUREMENT

To track progress towards the Big City Moves and to identify and respond to changes over time, The City Plan will rely on indicators, stretch targets and measures. The City Plan's performance will be communicated regularly with more robust analysis undertaken at each population threshold (1.25, 1.5 and 1.75 million people).

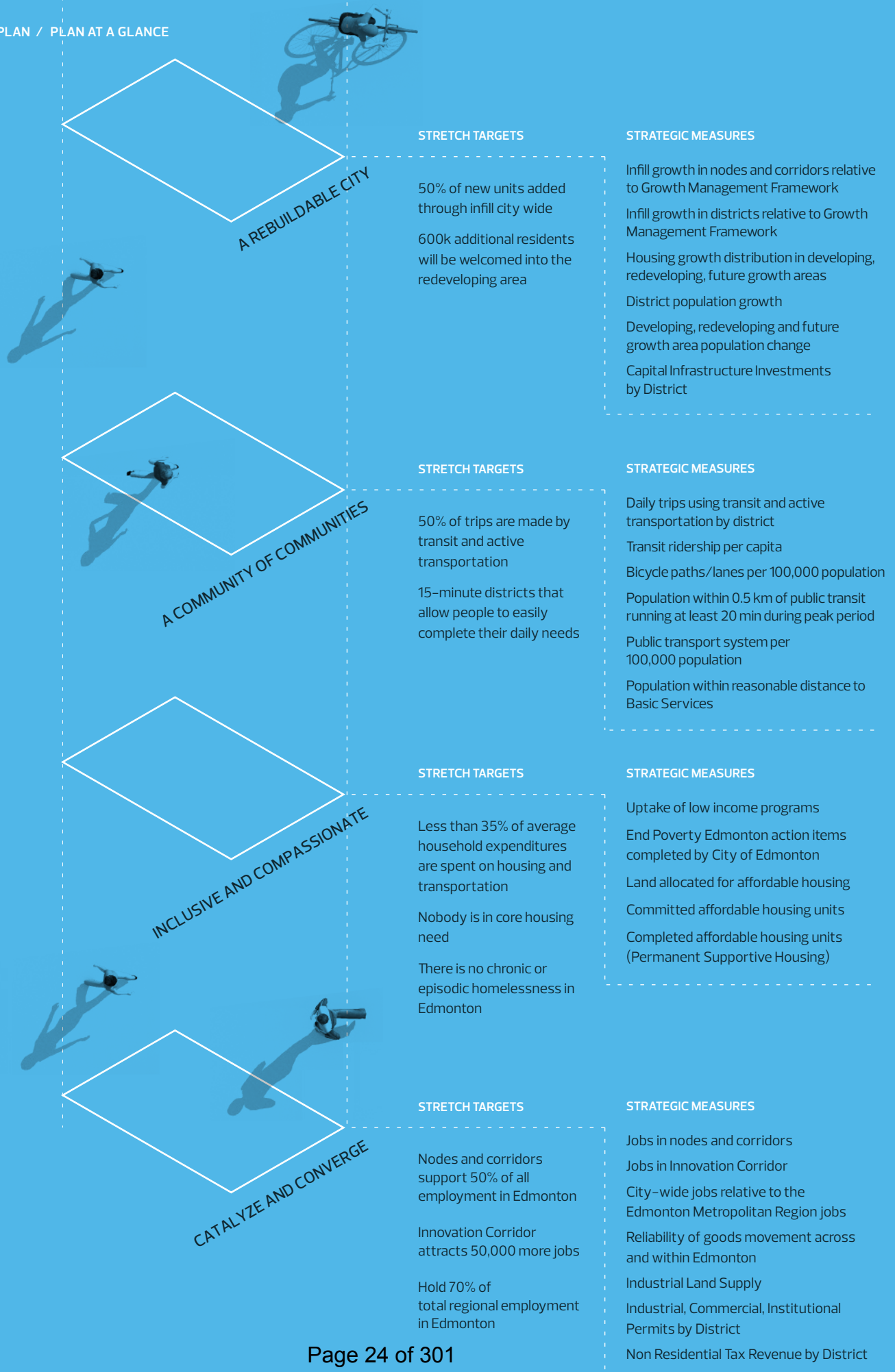
GREENER AS WE GROW

STRETCH TARGETS

- Achieve total community-wide carbon budget of 135 megatonnes
- Two million new urban trees planted
- Net per-person GHG emissions are Zero

STRATEGIC MEASURES

- Urban Forest
- Recycled solid waste
- Greenhouse gas emissions generated by City assets
- Areas designated for natural protection
- Green area (hectares) per 100,000 population



IV.

HOW TO USE THE CITY PLAN

The City Plan aims to make a tangible, positive difference to the lives of Edmontonians and is both a values-based and outcome-oriented document. Inevitably, over time and as change accelerates, the needs of Edmontonians will also change. An inclusive, agile and adaptive City Plan allows us to respond meaningfully to emerging realities and make informed choices along the way. This means less of a focus on the physical regulation of objects and artifacts, and more on painting the big picture, on how we want to move through and experience our community now and in the future.

The City Plan will respond to the context of a continuously shifting municipal environment influenced by global changes. As environments evolve, so too must The City Plan. To achieve this it will be updated regularly to respond to unforeseen circumstances and emerging opportunities. The City Plan is designed to be dynamic rather than static. It will be a living document that is kept up-to-date to ensure ongoing usefulness and relevance.

The City Plan offers a cohesive strategy for residents, business owners, developers and property owners, City administration, public institutions and community organizations to guide and navigate future growth in Edmonton. The City Plan will:

- Provide direction for plans, guidelines and other policy decisions
- Inform changes to City regulations
- Inform prioritization
- Measure progress towards stretch targets

The City Plan is meant for every Edmontonian. Not every aspect will be of interest or relevance to every reader, but every reader has a role in helping create the city we collectively aspire to have.

Residents

This Plan is for and about the residents of Edmonton. The City Plan charts out the exciting city building journey we are on. Residents can use The City Plan to see where Edmonton is headed and be informed about ideas and policies designed to strengthen their communities and improve how they live and how they get around Edmonton.

Business Owners

Businesses are an essential part of Edmonton. They are the economic engine of our city. They provide jobs, attract residents, spur entrepreneurship and provide the goods and services we all want and need. Businesses can use The City Plan to understand how policy and growth direction might support current or future business opportunities.

Developers and Property Owners

Development plays an integral role in offering great places that are functional, liveable and enjoyable. Developers and property owners can use The City Plan as a guide to the strategic and intentional location of new growth and investment.

City Administration

Every day, Edmontonians trust City administration to take actions that impact them in alignment with Council's direction. Administration plays an important role in providing an exceptional experience for residents. City administration can use The City Plan to guide land use, built form, mobility decisions and prioritize strategic initiatives and services to help achieve City goals.

Public Institutions

Education, healthcare and government institutions attract and train our future leaders, generate new ideas, care for us and contribute to our identity. Public institutions can use The City Plan to be part of the transformational direction in creating a future Edmonton.

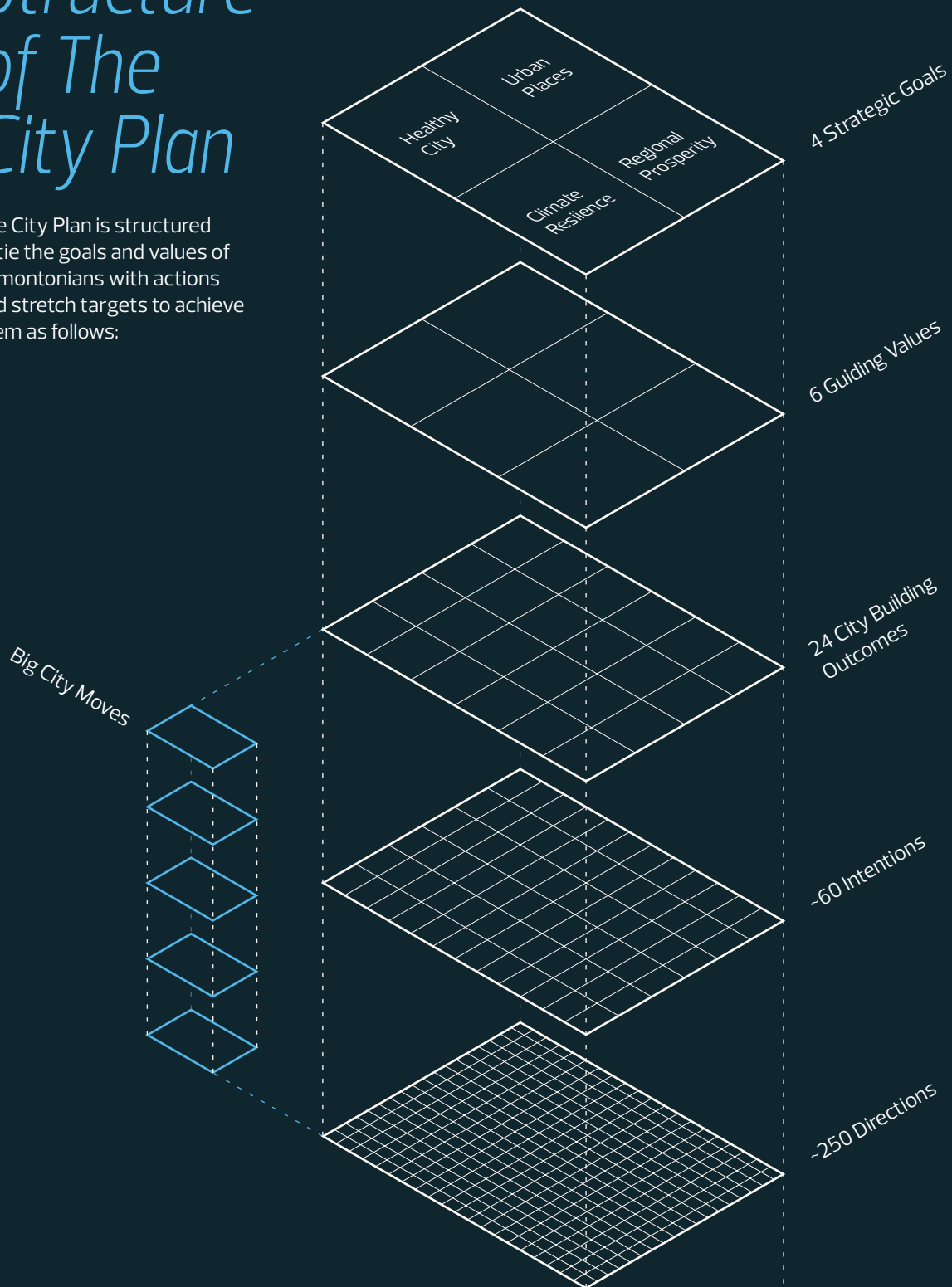
Community Organizations

Community organizations are guided by people and purpose. They are our heart, our safety net, and often act with limited resources to help those most in need in our community. Community organizations can use The City Plan as a guide to what Edmontonians value and want to experience in their future city.

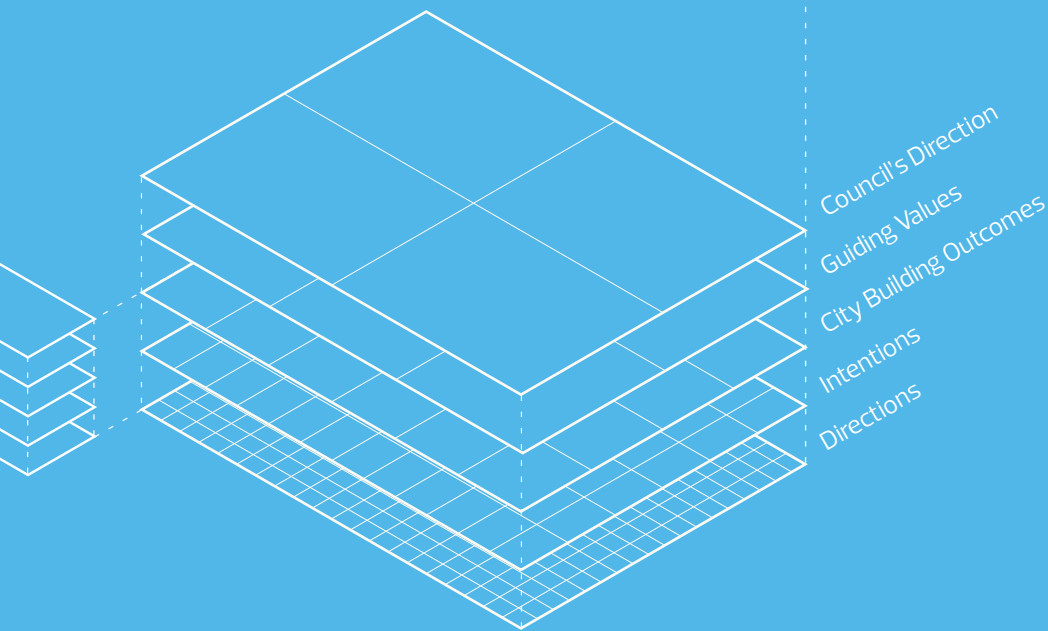


The Structure of The City Plan

The City Plan is structured to tie the goals and values of Edmontonians with actions and stretch targets to achieve them as follows:



The Concepts and Terminology of The City Plan



Council's Direction – City Council charts the course for Edmonton's future on behalf of its residents. Council's direction represents the voices of Edmontonians reflected through a community vision that informs decision making and offers guidance on where we are going. Council's direction is articulated through a single Principle, Goals and Indicators.

Guiding Values – Edmontonians identified six Guiding Values to articulate how they want to experience their future city: Belong, Live, Thrive, Access, Preserve and Create. These Guiding Values are the basis for the Plan's policy statements. Each chapter describes a set of Intentions and Directions to achieve unique City Building Outcomes for each Guiding Value.

City Building Outcomes – City Building Outcomes describe the conditions that will emerge in Edmonton's future when Council's direction is realized. They consider the Guiding Values and desired experiences of residents and set the stage for policy Intentions and Directions.

Intentions – Intentions are statements of what needs to be accomplished in order to achieve a City Building Outcome. Each statement begins with one of three "verbs of intention":

Support – Areas where the City has a relatively low degree of influence over an outcome and will employ various tactics to support conditions for success.

Promote – Areas where the City has a moderate degree of influence over the outcome and will actively influence a particular result.

Ensure – Areas where the City has a higher degree of influence over the outcome and is able to achieve a particular result.

Directions – Directions describe a specific course of action at a city-wide or district level which contributes to meeting a policy Intention. Directions provide a greater level of precision to the Intentions.

Big City Moves are an invitation to work together as a community to build our future city. They define bold, transformative priorities to create a different set of opportunities for Edmonton.



Maps and Figures – The City Plan includes a series of maps and figures that illustrate many of the ideas and concepts in the policy chapters and other sections of The City Plan.

Measuring The City Plan – Monitoring and reporting will take place on a frequent basis to offer insight into the progress of The City Plan and what adjustments are necessary over time.

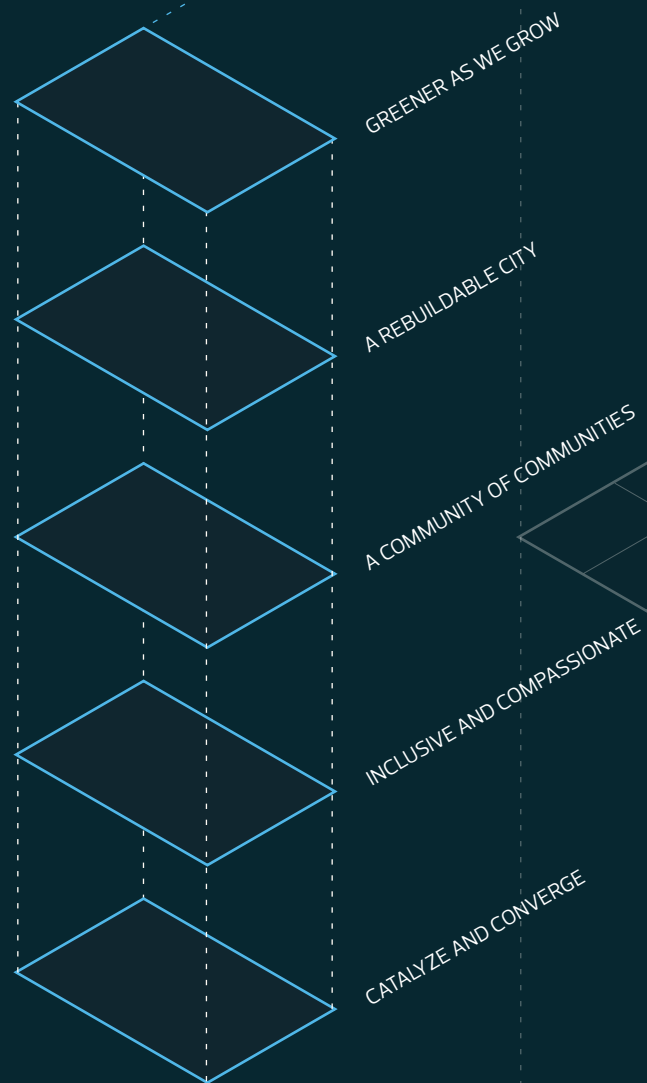
Phasing The City Plan – Growth will be prioritized over time according to opportunity, strategic alignment and investment capacity.

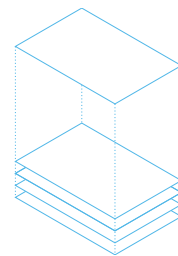
Systems and Networks – Cities are complex. They work best when interdependent systems like land use, transportation, environmental, economic and social factors are co-considered and integrated. The City Plan describes these physical networks through a systems approach. The systems are: Planning and Design, Mobility and Managing Growth.

v.

BIG CITY MOVES

Big City Moves are an invitation to work together to build our future city in a new way. They define bold, transformative priorities and create a different set of opportunities for Edmonton. Transforming our city is a collective project that supports many voices, interests and ideas coming together to make things happen. As an incubator for cultural and economic innovation, Edmonton is an open door to residents, inviting the goodwill, ideas and energy of those who wish to collaborate in the development of our future. The Big City Moves point the way as we deliberately change our city to welcome one million more on our journey towards a population of two million. Achieving tangible change means setting ambitious stretch targets.





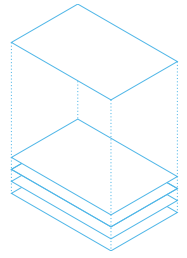
1. BIG CITY MOVE

GREENER AS WE GROW

**Two million new urban
trees planted**

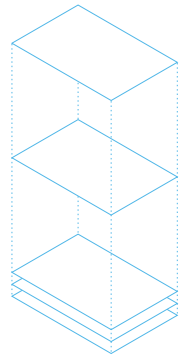
**Achieve total community-wide
carbon budget of
135 megatonnes**

**Net per-person greenhouse gas
emissions are zero**



Edmonton is a city of possibility and passion. Our growth should drive climate resilience ahead and strengthen our natural systems. As a livable city, development and sustainability must be allies, not competitors. To lighten our collective footprint, **Greener As We Grow** is a commitment to use growth as a catalyst for good design and conscientious decisions.

Greener As We Grow puts Edmontonians at the forefront of two important trends for our region—continuing to develop a healthy city while also paying attention to what will surely be one of the great challenges of our future: protecting and enhancing our land, air, water and biodiversity.

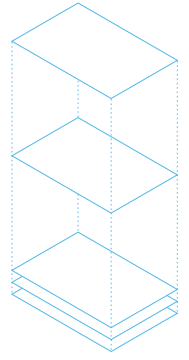


2. BIG CITY MOVE

A REBUILDABLE CITY

600,000 additional residents will be welcomed into the redeveloping area

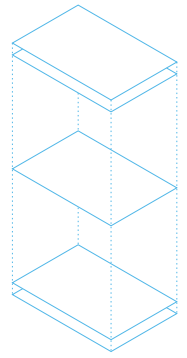
50% of net new units added through infill city-wide



A Rebuildable City lays out the plan for us to continuously reimagine and rebuild what we want our city to be and what it must become in order to adapt to a changing future. We will evolve according to new demands and opportunities, but we will also preserve our heritage, since that is what tells the story of how our city came to be. We respect the past and know that our community will thrive only if we can adjust and be creative in the face of change.

A Rebuildable City is a way of planning for the flexibility and imagination we must demonstrate to keep our city vibrant and livable in the face of shifting local and global trends. Being A Rebuildable City is the best way to ensure that our efforts are always moving towards a better and more efficient city, rather than having to start over with every major social, environmental and technological change. We will be ready.



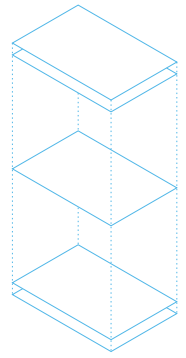


3. BIG CITY MOVE

A COMMUNITY OF COMMUNITIES

**50% of trips are made
by transit and active
transportation**

**15-minute districts that
allow people to easily
complete their daily needs**



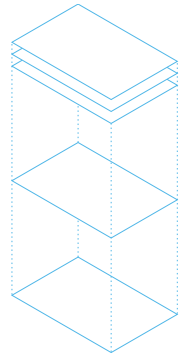
We are a big city getting bigger all the time, composed of distinct communities that come together to create a cohesive whole. This is central to Edmonton's appeal, because no matter how large we are, it always feels more like home when we are part of a community. In our districts. On our streets. In our open spaces. The people we say hello to when we are walking the dog, in the garden or on the move. This brings us together and makes us feel connected to one another and to the place where we live.

A Community Of Communities is about making big city life feel less anonymous and more personal. It's about welcoming new residents and developing housing, recreation, schools and employment in all of our districts that can be better accessed through all forms of transportation.

Edmonton's communities are its lifeblood and will continue to provide us with the opportunity to turn our time and attention to things that really matter, like connection with each other and to the greater good.

4. BIG CITY MOVE

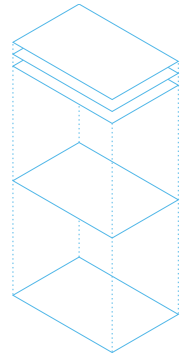
INCLUSIVE AND COMPASSIONATE



**Nobody is in core
housing need**

**There is no chronic or
episodic homelessness
in Edmonton**

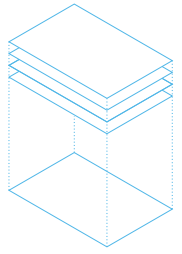
**Less than 35% of average
household expenditures
are spent on housing and
transportation**



Edmonton in many ways is, and is continually aspiring to be, a welcoming and healing city. Edmontonians show their community spirit and openness by caring for one another. Edmonton is culturally diverse and this diversity will continue to grow over time. Being compassionate means helping people meet their basic needs, promoting healthy living and creating enjoyable spaces for people of all ages, backgrounds and abilities to express themselves.

Being **Inclusive and Compassionate** means we are rooted in concepts and efforts to improve equity, end poverty, eliminate racism and make clear progress towards Truth and Reconciliation. These are complex, multi-faceted problems that require a number of different approaches. Edmontonians know that making a great city of any size depends on empathy and looking out for one another. The more we reach out to those who need support, the stronger we all become.





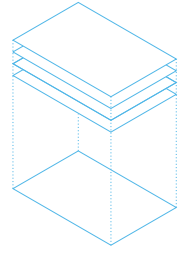
5. BIG CITY MOVE

CATALYZE AND CONVERGE

**Hold 70% of total regional
employment in Edmonton**

**Innovation corridor attracts
50,000 more jobs**

**Nodes and corridors
support 50% of all
employment in Edmonton**



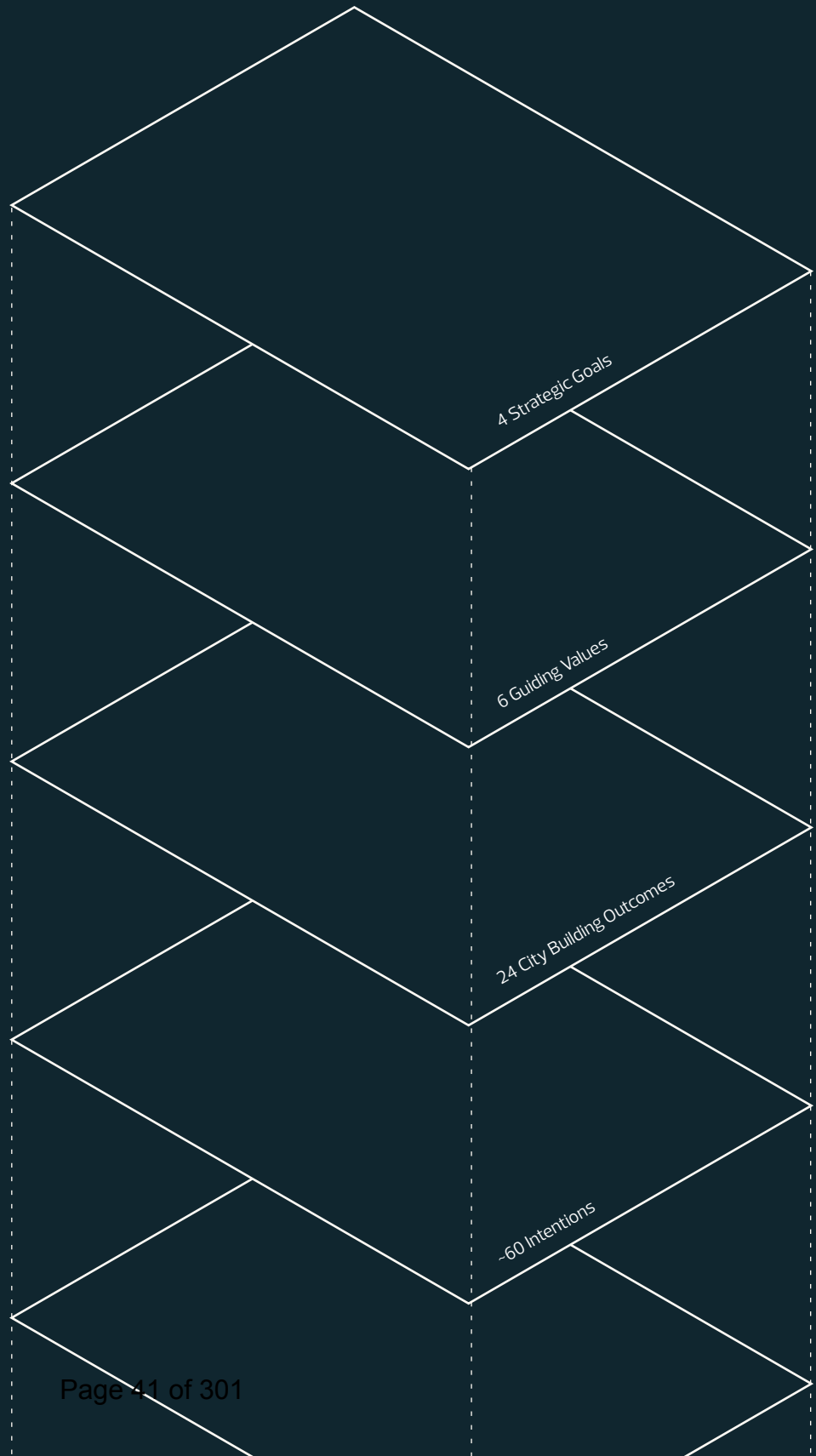
Edmonton must continuously strive to be a centre of innovation, creativity and technology, harnessing and fueling our city's growing passion and entrepreneurship. Existing and emerging partnerships will pave the way for ongoing prosperity. Deliberate efforts must be made to create an environment where businesses, academic and health institutions, the arts and technology can meet, collaborate and drive one another on.

Catalyze and Converge is about putting Edmonton into position to continually improve its competitiveness and readiness in a changing world. We must create the conditions, places and partnerships to retain the talent we have and attract new talent. Edmonton will support culture and create beautiful and smartly designed urban spaces and places. We will become a creative and entrepreneurial hub around which investment, innovation, technology and talent will gather.

VI.

SHAPING THE CITY

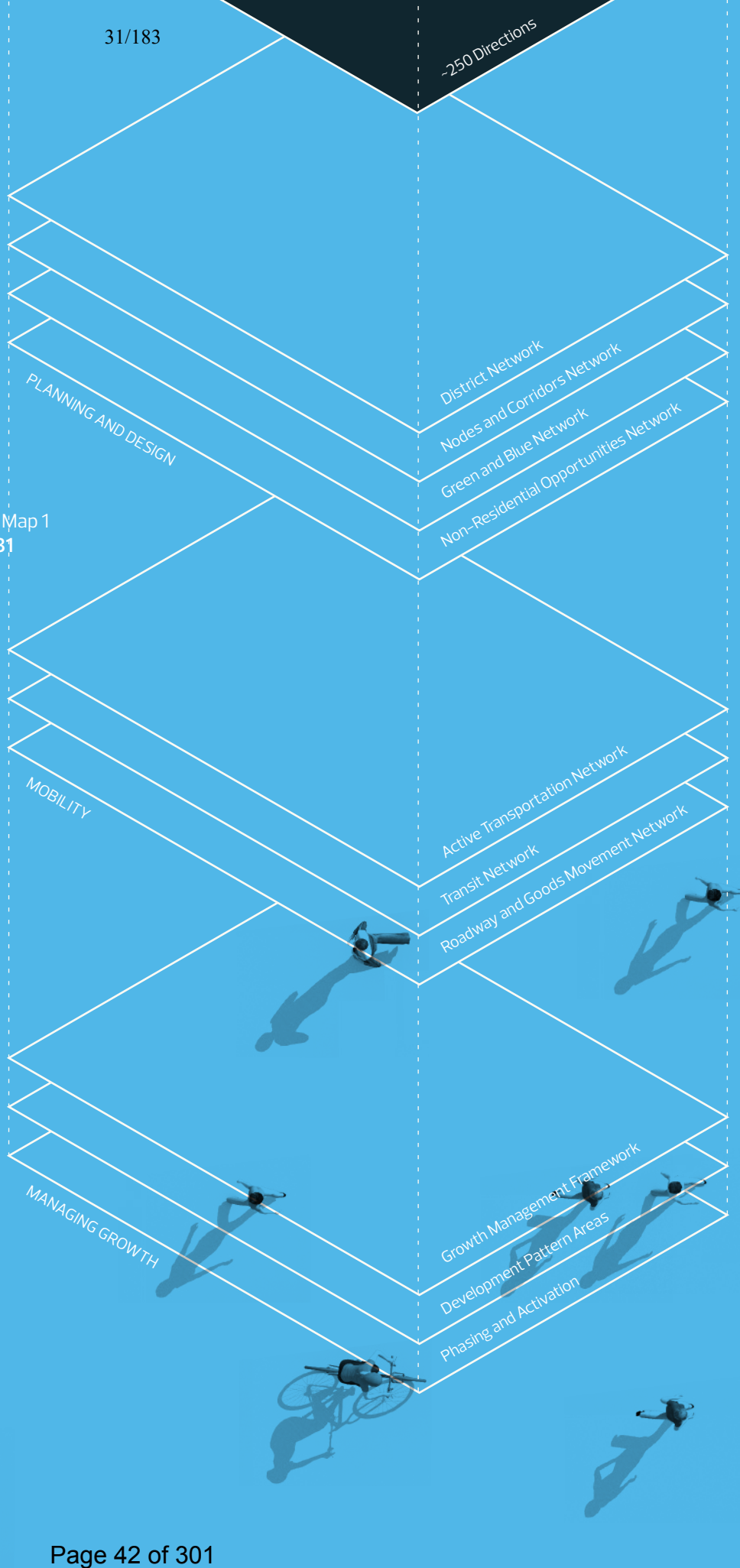
Planning and Design, Mobility and Managing Growth represent the physical systems and networks that shape our city. Edmonton provides room to grow and opportunities for residents to connect with each other and access work, school, business and recreation on a daily basis.



Integrated design and development come together to create the foundation of our future city based on the following:

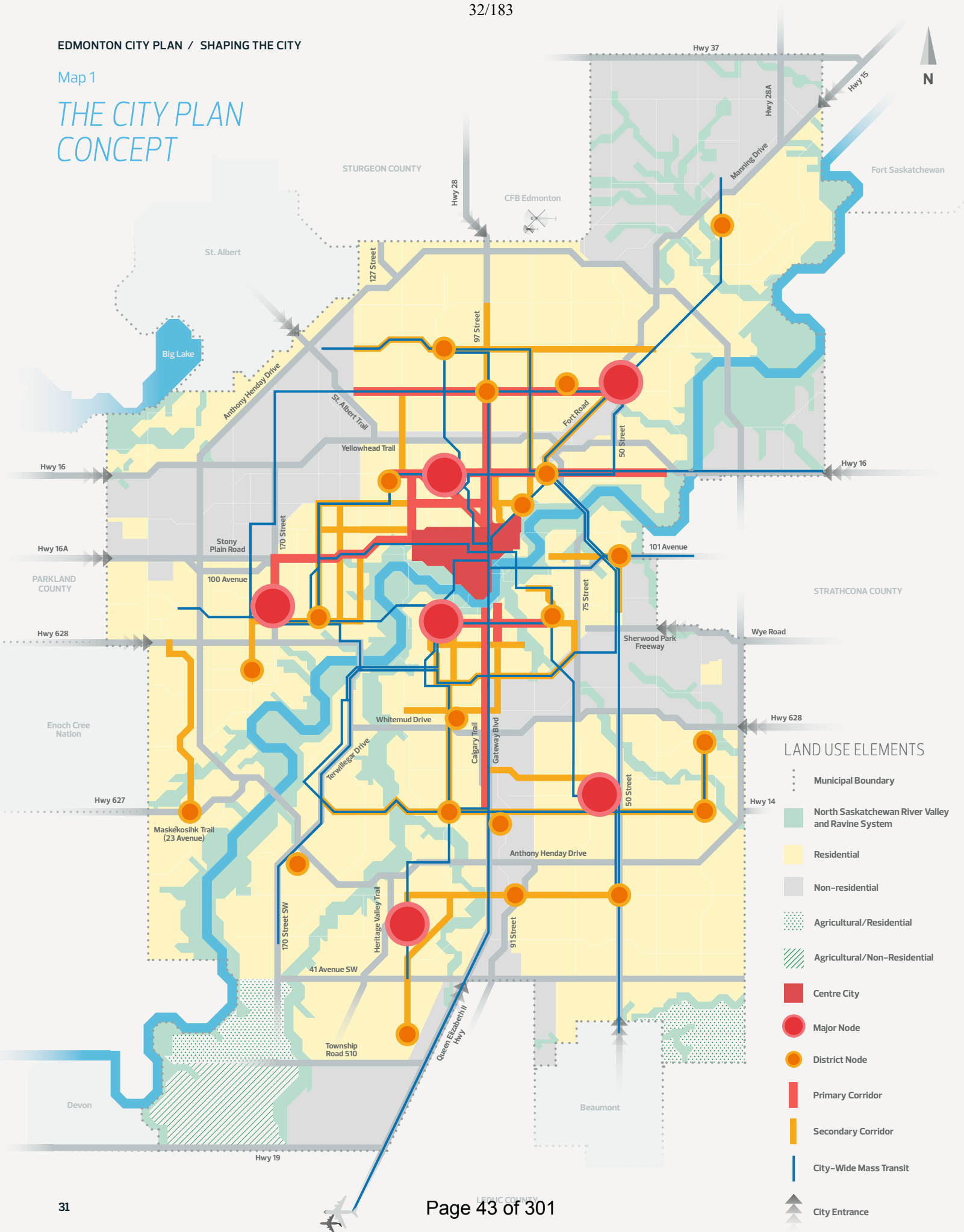
- Accommodate growth within Edmonton's current boundary in a coordinated, organized way that balances competing demands and prioritizes public investments.
- Evolve mass transit and other mobility networks to connect and appropriately reflect the needs of a city of two million people on the go.
- Establish a network of nodes and corridors to focus population, business and employment growth, and provide the necessary urban structure to direct future investment and manage ongoing change in support of greater community equity, opportunity and connectedness.
- Plan for large-scale districts to accommodate growth across the city in a manner that promotes the ability to live more locally.
- Preserve and better connect the North Saskatchewan River Valley and Ravine System and expand the ecological network of open spaces and greenways in Edmonton.
- Adapt existing non-residential areas to accommodate greater intensification and strategically activate newer areas of the city to expand economic diversification opportunities over time.

See Map 1
PG 31



Map 1

THE CITY PLAN CONCEPT



Planning and Design

As we double our population within our existing city boundary, how will we create great places for people to live and businesses to thrive? Planning and Design in Edmonton is about working with what we have today and continuously adapting and reimagining our built environment to meet the needs of two million people in the future. To begin with, it means we are going to grow and change in all areas of the city while stewarding the resources, places and stories we have inherited for future generations. We will be sensitive as we design and renew Edmonton's urban form, density, image and identity. Planning and Design must be informed by our relationship with what makes Edmonton unique and consider development influences and constraints (See Map 12). Creating more room to grow will be supported by prioritized investment in both the developing and redeveloping areas of the city, so that we can provide the facilities and services that Edmontonians need.

The proportion of city-wide growth that occurs through redevelopment will strategically increase over time. This will result in more activity, destinations and different types of development closer to home. We will be healthier as we use a variety of modes of transportation to get around, which also reduces our environmental impact. The good news is that many of the ingredients we need for a successful future are already present in Edmonton today: our neighbourhoods, our river valley and ravine system, our downtown, our commercial and industrial areas, our facilities and roads, pathways and sidewalks and our people.



The Planning and Design networks that come together to help shape our city are:

See Map 2
PG 96

1. District Network – Districts are diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs. They connect residential and non-residential opportunities, and enhance the ability for more Edmontonians to live locally because places and spaces are close at hand and easy to get to. Districts are unique based on where they are and what they contain.

See Map 3
PG 104

2. Nodes and Corridors Network – To enable development and redevelopment opportunities and create attractive, vibrant urban places, density will be concentrated in a network of nodes and corridors. Nodes and corridors create logical areas of concentration within districts and support housing and employment growth that is well served by transit. They are places to be and to gather. They are animated with people and activity with an emphasis on design and beauty that creates a sense of place.

See Map 4
PG 109

3. Green and Blue Network – This network sustains us and provides places to recreate, celebrate and recharge. It is integrated with our built environment through parks, waterways and water bodies, greenways and urban trees. Our Green and Blue Network traverses both urban and natural areas, and provides habitat that connects well beyond our boundaries. It supports biodiversity and provides physical and mental benefits we appreciate and enjoy.

See Map 5
PG 113

4. Non-Residential Opportunities Network – Expanding and enhancing areas for non-residential development helps to ensure a diverse and thriving economy in Edmonton. Supporting areas for business growth also creates productive and desirable places that attract talent and investment. Non-residential areas that are well connected to the transportation system within Edmonton and throughout the region provide employment and opportunity and encourage ongoing investment.



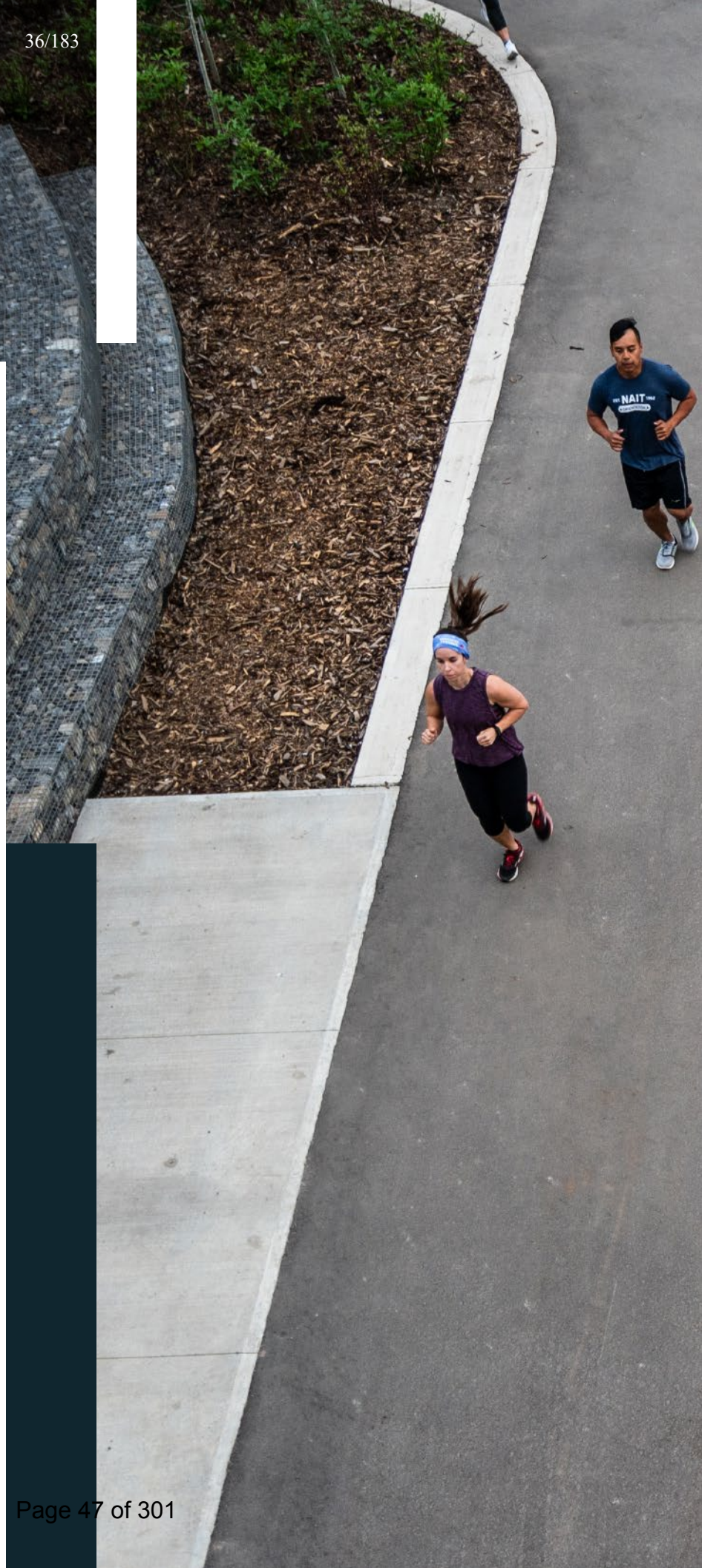
Mobility

As Edmonton grows from one to two million people, the way we move around our city needs to evolve to meet the needs of people and respond to changing contexts and technologies. How will we meet the mobility demands of double our current population?

A mobility system is essentially about moving people and goods in a safe and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should facilitate opportunity, connection, equity and health while being safe, inclusive and barrier free.

Edmonton can anticipate in the future that socio-political and technological changes will disrupt how transportation looks and works. Emerging mobility technologies will be delivered in ways that advance equity, improve health and reduce emissions.

The City Plan is a plan for people, and a vision for mobility that reflects the importance of people and creates the opportunity to make a collective commitment to strive together to achieve that vision.





Trips made by Edmontonians will grow to more than 7 million per day as we double our population. Edmonton will need to integrate mobility and land-use planning to ensure that we create more vibrant, well connected and economically prosperous districts in the future. This will mean shifting the mobility system from one that is predominantly focused on individual travel by car to one that prioritizes a broader array of movement options. An evolved mass transit system will anchor an overall mobility system of city-wide and district routes connecting all areas of the city, where those connections have historically been lacking. Transit and roadway networks that are integrated with pedestrian and cycling infrastructure will support choice throughout the mobility system. As the community continues to change, mobility strategies will be revisited and updated to reflect changing needs, but we will not stray from the vision of putting people first.





The mobility system provides different ways to move around the city and will evolve as the city evolves. It includes the following networks:

See Map 6
PG 119

1. Active Transportation Network – The Active Transportation Network creates critical connections using walking, rolling or biking that allow people to access destinations, amenities, daily needs and recreational opportunities.

See Map 7
PG 123

2. Transit Network – The Transit Network provides city-wide, district and regional connectivity using mass transit and local transit services, prioritizing accessible, reliable and safe services.

See Map 8
PG 130

3. Roadway and Goods Movement Network – Edmonton's Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment and support regional connection and prosperity.



Managing Growth

As Edmonton's population expands to accommodate two million people within our current boundary, when, where and how will we grow? The City Plan welcomes ongoing change and opens up new opportunities for development across Edmonton. Being ready for growth sets our community up to attract and retain new residents and private investment and helps make every tax dollar count.

The City Plan is a critical part of Edmonton's investment strategy. It sets out high level development priorities around physical, environmental and social infrastructure investments and their fiscal implications. Growth management considers the regional context and starts at the city-wide scale; it provides the direction needed to prepare more detailed development and investment plans at the district and local levels. The City Plan carefully considers how to phase growth areas over time to ensure the best social, environmental and economic return on investment for Edmonton. It's about being smart with your money.



To support efficient development and track progress over the short, medium and long term, Edmonton's population growth from one to two million residents has been sequenced into increments of 250,000 residents. New development opportunities are aligned with these population growth thresholds and will be phased incrementally over time in redeveloping, developing and future growth areas. Supporting diverse development opportunities, intentionally, allows the City to provide guidance over the long term while staying relevant through emerging industry trends.



This will be supported through the following mechanisms:

See Map 9
PG 141

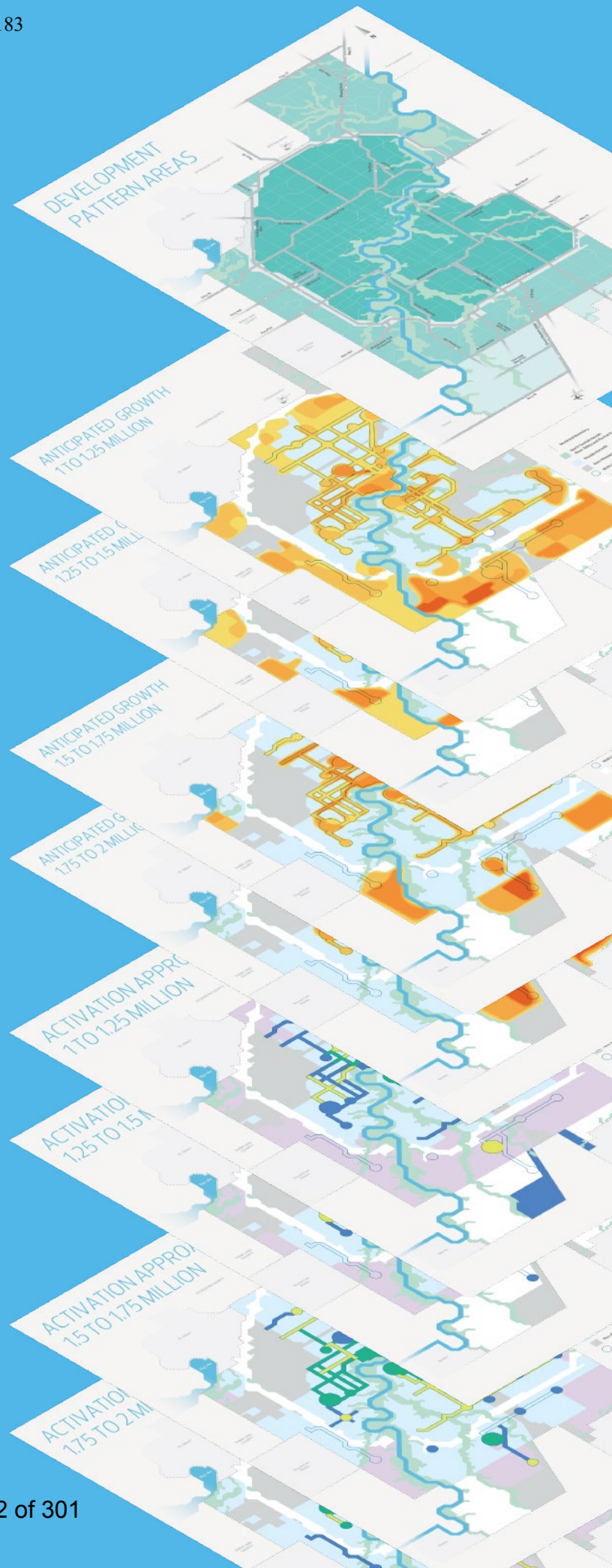
1. Development Pattern Areas – The city is made up of three broad development pattern areas: the redeveloping area (generally within Anthony Henday Drive), the developing area (primarily outside of Anthony Henday Drive and north of 41st Avenue SW), and the future growth area (lands south of 41st Avenue SW). These geographic pattern areas provide a clear organizing structure for growth.

See Maps
10A PG 149
10B PG 151
10C PG 153
10D PG 155

2. Anticipated Growth – An integrated approach to stewarding the physical systems and networks is required to support growth as well as balance competing demands across the city.

See Maps
11A PG 150
11B PG 152
11C PG 154
11D PG 156

3. Phasing and Activation – Alongside anticipated growth in all areas of the city, different types of activation will be initiated by the City to support intentional growth in all areas of the city. Prioritizing investments as the city grows to 1.25, 1.5, 1.75 and 2 million people helps to achieve City Building Outcomes over time.



VII.

PLANNING FOR PEOPLE

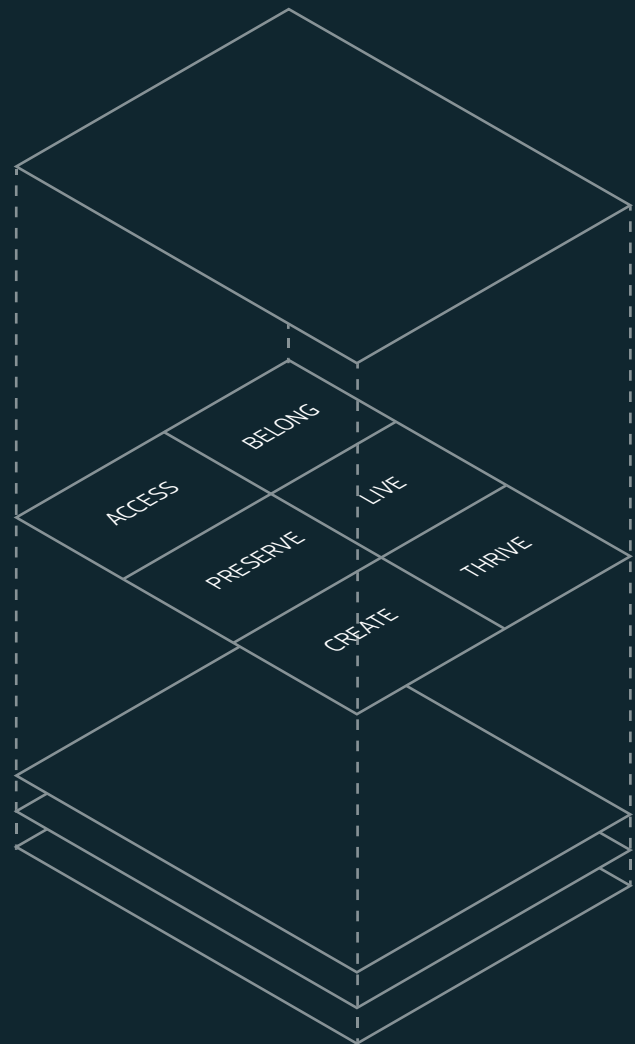
Our values guide our choices, whether on a daily or a lifetime basis. The same is true of a city like Edmonton, where our collective values guide the intentions and directions we hold for the future of our city. Through a comprehensive engagement process with Edmontonians, we have identified things of great importance to residents today and as we move into the next phase of our evolution as a city. These values are vitally important to this process, because things are going to change. Decisions are going to be made. Not everything will be easy. Far from it. But with these six values to guide us and 24 City Building Outcomes to keep us grounded, we can work together to translate Edmonton's aspirations into actions and build the kind of city that respects our past and prepares us for the future.

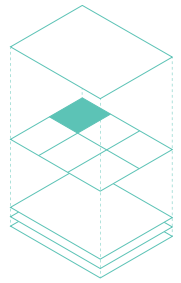
Organized by Guiding Value, the policy statements are based on the following structure:

1.0 Outcomes

1.1 Intentions

1.1.1 Directions





1.0 I want to **BELONG** and contribute.

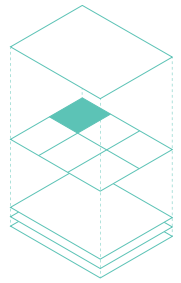
Outcomes

Edmonton fosters wellness and mental health by providing opportunities for all people to engage in community life and supporting those who are isolated or marginalized.

Edmontonians can connect, be active in their community and celebrate Edmonton's heritage, diversity and unique identity.

Edmonton's city design fosters a sense of place by celebrating our unique attributes, diversity and opportunities within the region.

Edmontonians demonstrate shared leadership as stewards of the environment.



1.1 Edmonton fosters wellness and mental health by providing opportunities for all people to engage in community life and supporting those who are isolated or marginalized.


1.1.1 Promote personal and community wellness and connection through inclusive and welcoming places.

- 1.1.1.1 Establish basic amenities throughout the city for people experiencing homelessness.
- 1.1.1.2 Design new and retrofit existing open spaces networks to encompass wellness, celebration and ecology at the district level.
- 1.1.1.3 Collaborate with school boards to identify, allocate and deliver municipal and school reserves that will allow for educational spaces and community facilities that provide learning, recreation and gathering opportunities.
- 1.1.1.4 Encourage healthy and active living by supporting community-focused recreational, leisure, social and cultural programs.
- 1.1.1.5 Develop, enable and animate community hubs for intergenerational gathering.

1.1.2 Support and welcome newcomers to settle in Edmonton.

- 1.1.2.1 Provide clear and accessible communication about city spaces, programs and services.
- 1.1.2.2 Address systemic racism and historic trauma experienced within local communities through the work and practice of City administration.
- 1.1.2.3 Enhance existing and identify new cultural facilities to provide diverse multicultural and social opportunities.



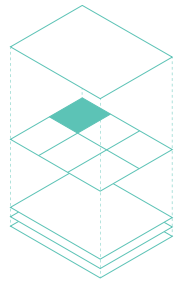


1.1.3 Promote opportunity, equality and personal safety for women, girls and gender minorities in Edmonton.

- 1.1.3.1 Create safe opportunities for women, girls and gender minorities to meet, connect, participate in and enjoy community and civic life.
- 1.1.3.2 Participate in multilateral efforts to address violence against Indigenous women and girls.
- 1.1.3.3 Apply a gender-based equity lens in the design and application of City infrastructure, policy, programs and services.
- 1.1.3.4 Partner with community organizations to prevent gender-based violence and support those impacted by it.
- 1.1.3.5 Encourage opportunities for women, girls and gender minorities to participate and engage in municipal mentorship, leadership and governance.

1.1.4 Ensure seniors have the opportunity to access services and amenities that support a high quality of life.

- 1.1.4.1 Improve access to equitable, appropriate and culturally relevant amenities and facilities for seniors at the district level.
- 1.1.4.2 Partner with external agencies to design and deliver seniors' services and programming.
- 1.1.4.3 Integrate age-friendly design to connect seniors and reduce social isolation.



1.2 Edmontonians can connect, be active in their community and celebrate Edmonton's heritage, diversity and unique identity.

1.2.1 Promote active communities through the design of diverse, welcoming and playful public places.

- 1.2.1.1 Enable publicly accessible spaces that invite exploration and support interaction and learning for people of all ages.
- 1.2.1.2 Design and integrate formal and informal play spaces into the built environment.
- 1.2.1.3 Encourage and support the use of public space in formal and informal ways throughout the year.
- 1.2.1.4 Design public spaces that are safe and easy to navigate for people with disabilities.



1.2.2 Ensure vibrant and inclusive communities where children, youth and families can live, learn and grow together.

- 1.2.2.1 Incorporate the needs of children, youth and those around them into plans, programs and amenities that serve and impact them.
- 1.2.2.2 Design open space and play space to accommodate intergenerational use.
- 1.2.2.3 Enable convenient child care facilities in a variety of locations throughout the city.
- 1.2.2.4 Encourage medium and high density residential development that serves households above the average Edmonton household size.

1.2.3 Promote the unique histories, cultures and identities that define Edmonton.

- 1.2.3.1 Acknowledge Treaty Six and recognize the First Nation, Métis and Inuit peoples and their connection to this land.
- 1.2.3.2 Develop opportunities for public education and storytelling on the contributions of Indigenous peoples, culture and history.
- 1.2.3.3 Facilitate programs and services that preserve, document and celebrate the city's heritage.
- 1.2.3.4 Exchange ideas and expertise between Edmonton's arts, heritage and cultural communities.



1.3 Edmonton's city design fosters a sense of place by celebrating our unique attributes, diversity and opportunities within the region.

1.3.1 Promote and celebrate the distinct communities that contribute to Edmonton, its quality of life and unique sense of place.

1.3.1.1 Establish and invigorate districts where daily life, work and play intersect.

See Map 2
District Network

1.3.1.2 Provide opportunities for people to easily connect to and experience open space and features within districts.

1.3.1.3 Encourage diverse design and development in all neighbourhoods so communities can continue to evolve over time.

1.3.1.4 Encourage urban design and wayfinding excellence at major city entrances.

See Map 3
Nodes and Corridors Network

1.3.1.5 Encourage high quality urban design that celebrates the unique physical pattern of the city's systems, networks and places.



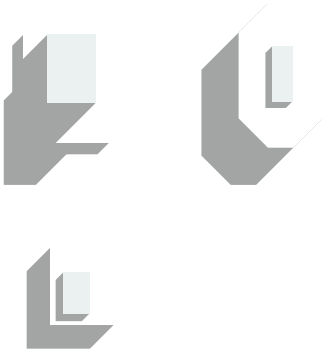
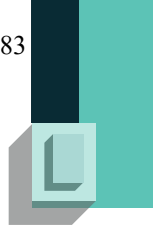


1.3.2 Support Edmonton's identity as a winter city through its infrastructure, design, events and economy.

- 1.3.2.1 Celebrate our winter identity through the arts, recreation, events, storytelling and inspired design.
- 1.3.2.2 Increase opportunities for Edmontonians to be physically active throughout all seasons.
- 1.3.2.3 Encourage winter events, activities and festivals through community and business partnerships.
- 1.3.2.4 Improve and integrate winter city design through the development of buildings, the public realm and open spaces.

1.3.3 Support the elimination of poverty, its root causes and disparity in Edmonton's communities.

- 1.3.3.1 Partner with organizations, agencies and private sector leaders in the collective effort to end poverty and homelessness in Edmonton.
- 1.3.3.2 Address equity in the delivery of policies, programs, public services, investment and infrastructure delivery.
- 1.3.3.3 Maintain and enhance Edmonton's relative affordability advantage within the context of Canada's big cities.
- 1.3.3.4 Enable all districts to achieve more income-diverse neighbourhoods and a greater mix of land uses.
- 1.3.3.5 Prioritize transportation investments and operations for people experiencing vulnerability.



1.4 Edmontonians demonstrate shared leadership as stewards of the environment.

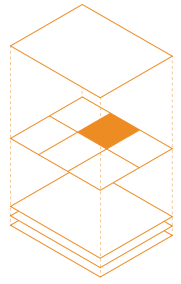
1.4.1 Support Edmontonians' transition to a low carbon future in their daily lives.

- 1.4.1.1 Facilitate energy efficient redevelopment and retrofits.
- 1.4.1.2 Design and deliver mass transit and active transportation network infrastructure to enable energy efficient mobility.
- 1.4.1.3 Facilitate the use of local renewable energy.
- 1.4.1.4 Avoid waste at its source, improve diversion rates and reuse and recover resources.
- 1.4.1.5 Provide supports for residents, organizations and businesses to reduce energy use and greenhouse gas emissions and adapt to climate change.

1.4.2 Ensure Edmonton's air, land and water are safe and clean.

- 1.4.2.1 Protect, restore, maintain and enhance a system of conserved natural areas within a functioning and interconnected ecological network.
- 1.4.2.2 Partner to effectively manage, monitor and communicate air, land and water quality to protect human and ecosystem health.
- 1.4.2.3 Expand and enhance a healthy and sustainable urban forest.





L
I
V
E

2.0 I want to LIVE in a place that feels like home.

Outcomes

Edmontonians feel safe and secure in their communities and benefit from public spaces and infrastructure that support health and wellbeing.

Edmontonians have the ability to live locally, with access to diverse and affordable housing options in communities that support their daily needs.

Edmonton's growth and development mutually benefit the city and region.

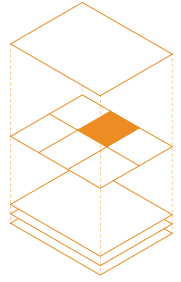
Edmonton is a leader in efficient, sustainable and resilient community design, development and living.



2.1 Edmontonians feel safe and secure in their communities and benefit from public spaces and infrastructure that support health and wellbeing.

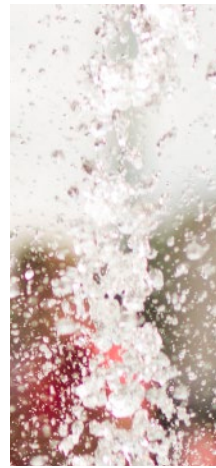
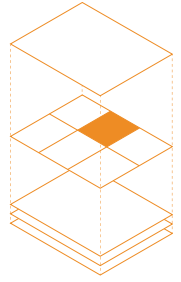
2.1.1 Ensure that publicly accessible spaces and facilities are designed and maintained for the year-round safety, security and comfort of all users.

- 2.1.1.1 Improve access to the North Saskatchewan River Valley and Ravine system.
- 2.1.1.2 Design, build, maintain and operate public infrastructure to facilitate movement and universal accessibility in all seasons.
- 2.1.1.3 Design public spaces that are easy to navigate and explore for Edmontonians and visitors.
- 2.1.1.4 Facilitate access to City activities and programs for people of all ages and abilities.
- 2.1.1.5 Develop and retrofit publicly accessible spaces and facilities to incorporate safe access for all Edmontonians.



2.1.2 Support the physical and mental health of Edmontonians by integrating housing, services, amenities and natural systems with active transportation networks.

- 2.1.2.1 Incorporate health outcomes into strategy, planning and design of the built environment.
- 2.1.2.2 Provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools.
- 2.1.2.3 Manage the impact of environmental stressors on people and natural systems including excessive noise, air and light pollution.
- 2.1.2.4 Incorporate nature and natural systems into the built environment.



2.1.3 Ensure that development occurs in an orderly and safe manner to protect public health and the environment.

2.1.3.1 Require investigation of potentially contaminated sites and, where appropriate, require remediation to ensure site suitability.

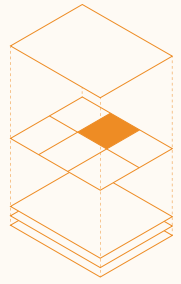
2.1.3.2 Apply relevant Provincial legislation and City policies regarding oil and gas facilities, including sour gas facilities, and the associated setback and referral requirements.

2.1.3.3 Manage risk associated with heavy industry, oil and gas facilities including sour gas, pipelines, railway corridors, utilities and utility corridors through the provision of adequate buffers, separation distances and effective transition zones.

2.1.3.4 Participate in the planning of regional energy corridors in collaboration with regional partners, agencies and the Government of Alberta.

APPENDIX
See Map 12
**Development
Influences and
Constraints**





2.2 Edmontonians have the ability to live locally, with access to diverse and affordable housing options in communities that support their daily needs.

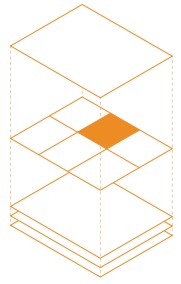


2.2.1 Promote compact, mixed use development within districts that supports equitable access to employment, education and amenities.

- 2.2.1.1 Design and retrofit street layouts to facilitate intensification and ongoing adaptability.
- 2.2.1.2 Improve local open space and public amenities to support density increases.
- 2.2.1.3 Anticipate, avoid and mitigate displacement of vulnerable populations as redevelopment occurs.
- 2.2.1.4 Use full City authority in the provision of municipal reserve, school reserve, municipal and school reserve or cash-in-lieu in accordance with the Municipal Government Act.
- 2.2.1.5 Facilitate housing and job growth and intensification within nodes and corridors.
- 2.2.1.6 Enable ongoing residential infill to occur at a variety of scales, densities and designs within all parts of the residential area.

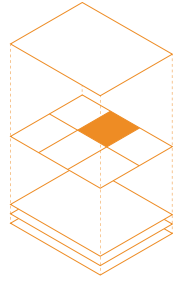
See Map 3
**Nodes and
Corridors
Network**

See Map 1
**City Plan
Concept**



2.2.2 Ensure affordable housing and local food options to support social equity and meet the needs of all Edmontonians.

- 2.2.2.1 Streamline provision of affordable housing in all neighbourhoods through continual regulatory and procedural review and improvement.
- 2.2.2.2 Participate with other municipalities in planning to meet affordable housing needs within the context of the Edmonton Metropolitan Region Growth Plan.
- 2.2.2.3 Increase access to social supports and resources including safe, clean and affordable housing options for the urban Indigenous population.
- 2.2.2.4 Encourage an integrated local food economy through a range of activities and amenities including investment in value-added food processing, local distribution, consumption and disposal.
- 2.2.2.5 Facilitate local urban agricultural opportunities through education, supportive programming and regulation.



2.2.3 Ensure that walkable and attractive mixed use development occurs at nodes and along corridors in a manner that is integrated with accessible mass transit.

2.2.3.1 Implement mass transit to support nodes and corridors.

See Map 1
City Plan
Concept

2.2.3.2 Preserve and strengthen the role of Centre City as Edmonton's principal employment and residential node, regional economic and mobility hub, urban and traditional meeting place and celebration space.

2.2.3.3 Strategize, invest in and nurture priority growth areas across the city to enhance equitable access to amenities and public services, and to maximize the benefits of mass transit investment.

See Map 10
A/B/C/D

Anticipated
Growth

See Map 11
A/B/C/D

Activation
Approach

2.2.3.4 Enable the development and redevelopment of small commercial sites and centres to support mixed-use local nodes city-wide.

2.2.3.5 Prioritize the building, activation and maintenance of beautiful, comfortable public spaces at nodes and corridors.





2.3 Edmonton's growth and development mutually benefit the city and region.

2.3.1 Promote opportunities to accommodate growth through the compact development of new and existing neighbourhoods.

2.3.1.1 Identify opportunities to facilitate redevelopment and intensification of industrial and commercial lands in established non-residential areas supported by mass transit.

2.3.1.2 Encourage residential and non-residential redevelopment that contributes to the livability and adaptability of districts.

2.3.1.3 Maintain Edmonton's key role in the Edmonton Metropolitan Region as a centre for innovation, wealth creation and business and employment opportunities.

2.3.1.4 Strategically expand infrastructure capacity to enable future redevelopment and intensification in alignment with priority growth areas.

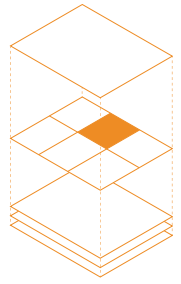
2.3.1.5 Sequence development and align infrastructure upgrades to leverage and optimize existing infrastructure.

2.3.1.6 Enable and encourage new growth in alignment with priority areas as outlined in Managing Growth in Edmonton.

See Map 5
Non-Residential
Opportunities
Network

See Map
10 A/B/C/D
Anticipated
Growth





2.3.2 Ensure that growth is managed with regard to long term fiscal impacts and full lifecycle costs of infrastructure and services.

2.3.2.1 Align the capital and operating budget with growth priorities and city-wide budget planning.

2.3.2.2 Require Council authorization prior to the preparation of any new statutory plan.

2.3.2.3 Require substantial completion of the developing area including service provision, amenities and infrastructure prior to authorizing the preparation of statutory plans for contiguous development of the future growth area.

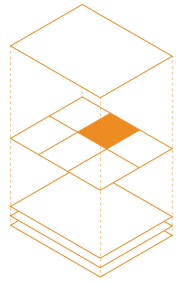
2.3.2.4 Manage growth strategically across and within the redeveloping area, developing area and future growth area.

2.3.2.5 Maximize the efficiency of the existing mobility network through a holistic analysis of system capacity and targeted infrastructure improvements.

2.3.2.6 Require that all districts meet or exceed regional density targets as they develop and redevelop over time.

2.3.2.7 Prevent any further subdivision of Rural Residential or Agricultural lands that creates additional Rural Residential parcel(s) or would otherwise facilitate further country residential development.

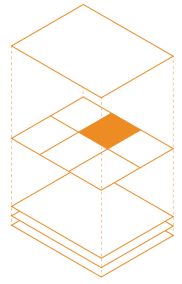
See Map 9
Development
Pattern Areas



2.3.3 Promote gathering spaces for culture, sports, recreation and entertainment opportunities to support both formal and informal uses.

- 2.3.3.1 Host major events and a wide range of signature and community festivals in partnership with community organizations.
- 2.3.3.2 Collaborate with adjacent municipalities and Enoch Cree Nation to identify opportunities for shared investment in recreation and cultural facilities.
- 2.3.3.3 Provide gathering and event spaces for hosting Indigenous cultural and ceremonial practices.
- 2.3.3.4 Animate open spaces at all scales through programming, activities and events that encourage daily and all-season use.
- 2.3.3.5 Collaborate with private developers, utility providers and communities on innovative and creative solutions for temporary and permanent infrastructure and amenities that support the public realm.





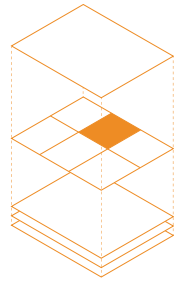
2.4 Edmonton is a leader in efficient, sustainable and resilient community design, development and living.

2.4.1 Support ecological function and energy efficiency of Edmonton's built environment.

2.4.1.1 Through relationship building, integrate Indigenous values and knowledge with environmental management and stewardship practices to enhance environmental protection.

2.4.1.2 Conserve, restore and reconnect natural areas and ecological networks within the built environment for human and ecosystem health.

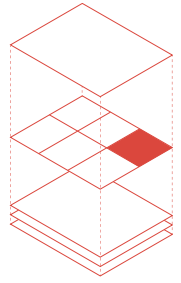
2.4.1.3 Pursue emissions-neutral and net-positive infrastructure, buildings and neighbourhoods.



2.4.2 Ensure public buildings and infrastructure are sustainable and resilient.

- 2.4.2.1 Manage the impacts of climate change on City assets in the design, maintenance and retrofit of buildings and infrastructure.
- 2.4.2.2 Enable green energy generation and distribution systems.
- 2.4.2.3 Encourage and support emerging mobility technologies in alignment with a compact, livable community.
- 2.4.2.4 Design roadways and manage road rights-of-way to be adaptable to future mobility and land use needs.
- 2.4.2.5 Manage parking and curbside space as a strategic public asset.
- 2.4.2.6 Prioritize and enable green infrastructure including low impact development solutions.
- 2.4.2.7 Efficiently use public land and develop multifunctional and multipurpose facilities in new and redeveloping neighbourhoods.



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3.0 I want opportunities to THRIVE.

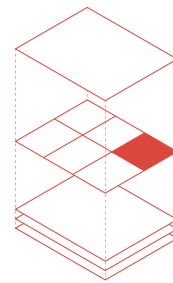
Outcomes

Edmontonians acknowledge and celebrate Indigenous heritage while honouring the diverse cultures, perspectives and experiences residents bring from around the world.

Edmonton fosters a vibrant economy by supporting business and attracting skills, talent and investment.

Edmontonians, entrepreneurs and investors have opportunities and supports to grow a diverse and resilient economy.

Edmonton cultivates a diverse economy by embracing services and technologies responsive to the impacts of climate change.

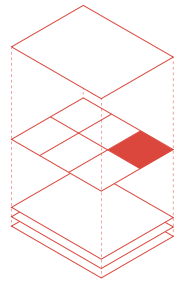


3.1 Edmontonians acknowledge and celebrate Indigenous heritage while honouring the diverse cultures, perspectives and experiences residents bring from around the world.

3.1.1 Support the ability of First Nations, Métis and Inuit peoples to celebrate, grow and flourish.

- 3.1.1.1 Commemorate and celebrate Indigenous history and culture through the planning and design of civic spaces.
- 3.1.1.2 Integrate the perspectives of Indigenous peoples through community engagement and reduce barriers to participation.
- 3.1.1.3 Encourage Indigenous-led projects, programs, events and services.
- 3.1.1.4 Improve the safety of Indigenous persons by creating community supports and educating service providers on Indigenous culture and history.





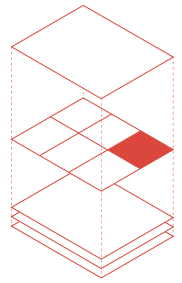
3.1.2 Support equity among the diverse communities that contribute to Edmonton's sense of place, wellness and identity.

- 3.1.2.1 Include representatives and seek out views of diverse communities in city building processes.
- 3.1.2.2 Address racism and discrimination in Edmonton.
- 3.1.2.3 Embrace multicultural activities and events.
- 3.1.2.4 Continue to respond to the Truth and Reconciliation Commission's Calls to Action that reference municipal governments including adopting the United Nations Declaration of the Rights of Indigenous People as a framework for reconciliation.

3.1.3 Support access to employment and a broad range of economic opportunities for all of Edmonton's diverse communities.

- 3.1.3.1 Reduce barriers for local businesses and producers to provide goods and services to the City.
- 3.1.3.2 Celebrate successful entrepreneurs, business organizations and social innovators from across Edmonton's diverse communities.
- 3.1.3.3 Partner to reduce barriers to education, employment and business opportunities for Indigenous people and newcomers.
- 3.1.3.4 Partner with organizations that promote and support equity and entrepreneurship in the community.
- 3.1.3.5 Develop regulations and processes that are efficient, streamlined and easily understood in order to enhance Edmonton's competitiveness for investors and entrepreneurs.
- 3.1.3.6 Collect and share data with public, institutional and not for profit groups.
- 3.1.3.7 Encourage social enterprise opportunities and community development initiatives.



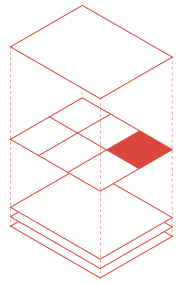


3.2 Edmonton fosters a vibrant economy by supporting business and attracting skills, talent and investment.

3.2.1 Ensure that development and public infrastructure is designed to support a vibrant local economy and competitive business environment.

- 3.2.1.1 Adapt the planning and regulatory environment to support innovative business models and operations.
- 3.2.1.2 Enable growth of new and emerging sectors in Edmonton's non-residential areas.
- 3.2.1.3 Partner to align placemaking initiatives with infrastructure and renewal projects.
- 3.2.1.4 Require access and visibility for businesses located adjacent to the construction of major infrastructure projects.
- 3.2.1.5 Adapt public infrastructure to respond to disruptive change.
- 3.2.1.6 Encourage innovative servicing solutions that support the growth and evolution of industrial lands.
- 3.2.1.7 Enable business and development to integrate with transit facilities.

See Map 5
Non-Residential
Opportunities
Network



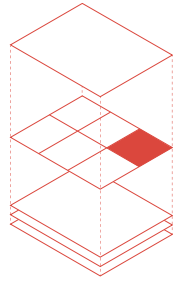
3.2.2 Promote the attraction and retention of a highly skilled and talented workforce in support of ongoing innovation, investment and entrepreneurship.

3.2.2.1 Leverage industry partnerships to increase collaboration and investment to retain and grow Edmonton's businesses.

3.2.2.2 Provide pedestrian connections, amenities and facilities to support employees in non-residential areas.

3.2.2.3 Partner with governments and organizations within the region to attract international talent.



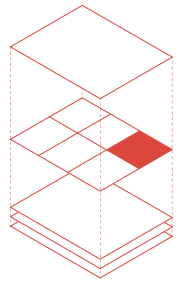


3.3 Edmontonians, entrepreneurs and investors have opportunities and supports to grow a diverse and resilient economy.

3.3.1 Support opportunities for local economic and community resilience through development, revitalization and renewal.

- 3.3.1.1 Partner with local organizations to develop community economic development opportunities.
- 3.3.1.2 Align resources and partner with business improvement areas and similar groups to attract, retain and expand businesses.
- 3.3.1.3 Encourage entrepreneurial opportunities through support for emerging and non-traditional workplace locations.





3.3.2 Promote the continuous improvement, evolution and intensification of Edmonton's non-residential lands.

3.3.2.1 Maintain land supply necessary to support continued industrial growth.

3.3.2.2 Facilitate the intensification of non-residential areas including commercial and mixed uses along their edges to efficiently use existing infrastructure.

3.3.2.3 Plan large scale commercial development to accommodate future redevelopment through adaptable infrastructure and site planning.

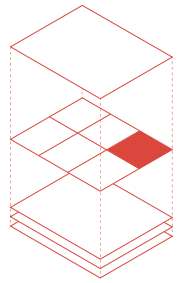
3.3.2.4 Partner with industry, institutions and investors to explore opportunities for value addition in new and existing sectors.

3.3.2.5 Encourage land reclamation and restoration after resource extraction and landfill activities to enable subsequent redevelopment for compatible land uses.

3.3.2.6 Increase ecological function within non-residential areas.

3.3.3 Support the provision of a transportation system that attracts investment and provides access to businesses throughout the region and larger Alberta economy.

3.3.3.1 Collaborate with regional partners to plan and invest in transportation infrastructure and services in support of an integrated regional and provincial economy.



3.4 Edmonton cultivates a diverse economy by embracing services and technologies responsive to the impacts of climate change.

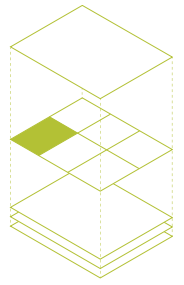
3.4.1 Support Edmontonians in building individual and community capacity to take action on climate change.

- 3.4.1.1 Expand community relationships to build awareness of actions that residents and businesses can take on climate change.

3.4.2 Support innovation and private investment in climate-resilient industries and businesses.

- 3.4.2.1 Prioritize climate-related research, industry, technology and businesses through partnerships, programs, processes and grants.
- 3.4.2.2 Encourage businesses to test ideas, products and services that support climate change mitigation and adaptation.
- 3.4.2.3 Encourage Edmonton's businesses to become climate resilient and achieve emissions-neutral operations.
- 3.4.2.4 Collaborate with regional partners to advocate for climate-resilient businesses.



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4.0 I want ACCESS within my city.

Outcomes

Edmonton advances equity through access to universally accessible spaces, services, facilities and transportation networks.

Edmontonians live closer to what they need and are supported by walkable communities, active transportation networks and greater connectivity across all travel modes.

Edmonton's mobility system connects residents and businesses, creating opportunities and building partnerships throughout the region.

Edmontonians benefit from improved public transit and high quality active transportation networks that reduce greenhouse gas emissions.



4.1 Edmonton advances equity through access to universally accessible spaces, services, facilities and transportation networks.

4.1.1 Support inviting and inclusive transportation options for Edmontonians of all ages, abilities and incomes.

- 4.1.1.1 Design and build high quality, aesthetically pleasing and user-friendly transit facilities.
- 4.1.1.2 Enable emerging technologies and shared transportation models that reduce reliance on single occupancy vehicle use.
- 4.1.1.3 Respond to gaps in the mobility system to improve accessibility and safety.
- 4.1.1.4 Enhance street design through building and renewal to improve connectivity, amenity space and beauty.





4.1.2 Ensure safety of all users in the planning and design of city infrastructure, networks and spaces.

- 4.1.2.1 Provide safe streets and convenient pedestrian crossings that appropriately serve the context of the area.
- 4.1.2.2 Maintain unimpeded access for transit, walking and cycling during the construction of public and private development.
- 4.1.2.3 Design, operate and maintain the mobility system so people are safe and secure.
- 4.1.2.4 Reduce fatalities and serious injuries in the mobility system.
- 4.1.2.5 Improve personal and collective safety by working with residents to develop community-based solutions.
- 4.1.2.6 Require development and redevelopment to provide access for emergency service delivery.

4.1.3 Ensure the equitable access of affordable services and amenities to all Edmontonians.

- 4.1.3.1 Deliver welcoming public facilities and services that are friendly for all ages and abilities, as well as universally accessible.
- 4.1.3.2 Provide services and programs that reduce barriers for low income residents to community recreation facilities.
- 4.1.3.3 Improve efficiency and effectiveness of programs and services in collaboration with other orders of government, community organizations or citizens' groups.
- 4.1.3.4 Connect districts to one another through a diverse range of transportation options.



4.2 Edmontonians live closer to what they need and are supported by walkable communities, active transportation networks and greater connectivity across all travel modes.

4.2.1 Ensure that transportation investment supports urban intensification and diversification.

- 4.2.1.1 Integrate mass transit with surrounding development.
- 4.2.1.2 Plan and design active transportation and transit networks in support of nodes and corridors.
- 4.2.1.3 Adapt City operations, equipment and infrastructure to contribute to intensification.



4.2.2 Ensure a mobility system where people can move seamlessly from one travel option to another to conveniently fulfill their daily needs.

- 4.2.2.1 Incorporate mobility hubs in select nodes.
- 4.2.2.2 Strategically locate Park and Ride facilities at existing and future end-of-line mass transit stations and near the transportation utility corridor.
- 4.2.2.3 Integrate transit facilities with active transportation networks and include supportive amenities.
- 4.2.2.4 Design transportation infrastructure that is intuitive and user friendly.
- 4.2.2.5 Collaborate with regional neighbours to incorporate integrated transportation navigation and payment systems to ensure people can move seamlessly.

See Map 7
Mass Transit
Network

4.2.3 Ensure active transportation networks serve a variety of purposes including recreation, commuting, commerce and fun.

- 4.2.3.1 Develop a coordinated network of pathways throughout the city that supports active transportation and recreation in connection with Edmonton's river valley, open spaces and regional connections.
- 4.2.3.2 Provide opportunities for universal accessibility within the active transportation network.
- 4.2.3.3 Develop and maintain safe, high-quality cycling infrastructure and facilities.
- 4.2.3.4 Improve active transportation connections between city and regional destinations.
- 4.2.3.5 Develop programming initiatives that encourage, educate and support cyclists.

See Map 6
Active Transportation
Network



4.3 Edmonton's mobility system connects residents and businesses, creating opportunities and building partnerships throughout the region.

4.3.1 Ensure that the mobility system enables the efficient movement of people and goods within Edmonton and the Metropolitan Region.

4.3.1.1 Enable a comprehensive and adaptive urban freight environment to serve goods movement, services and delivery while mitigating negative community, environmental and safety impacts.

See Map 8
Roadway and
Goods Movement
Network

4.3.1.2 Accept levels of congestion in different contexts to ensure an efficient use of resources.

4.3.1.3 Enable and expand non-residential opportunities by strategically investing in transportation infrastructure.

4.3.1.4 Establish an integrated mass transit network that connects people to destinations.

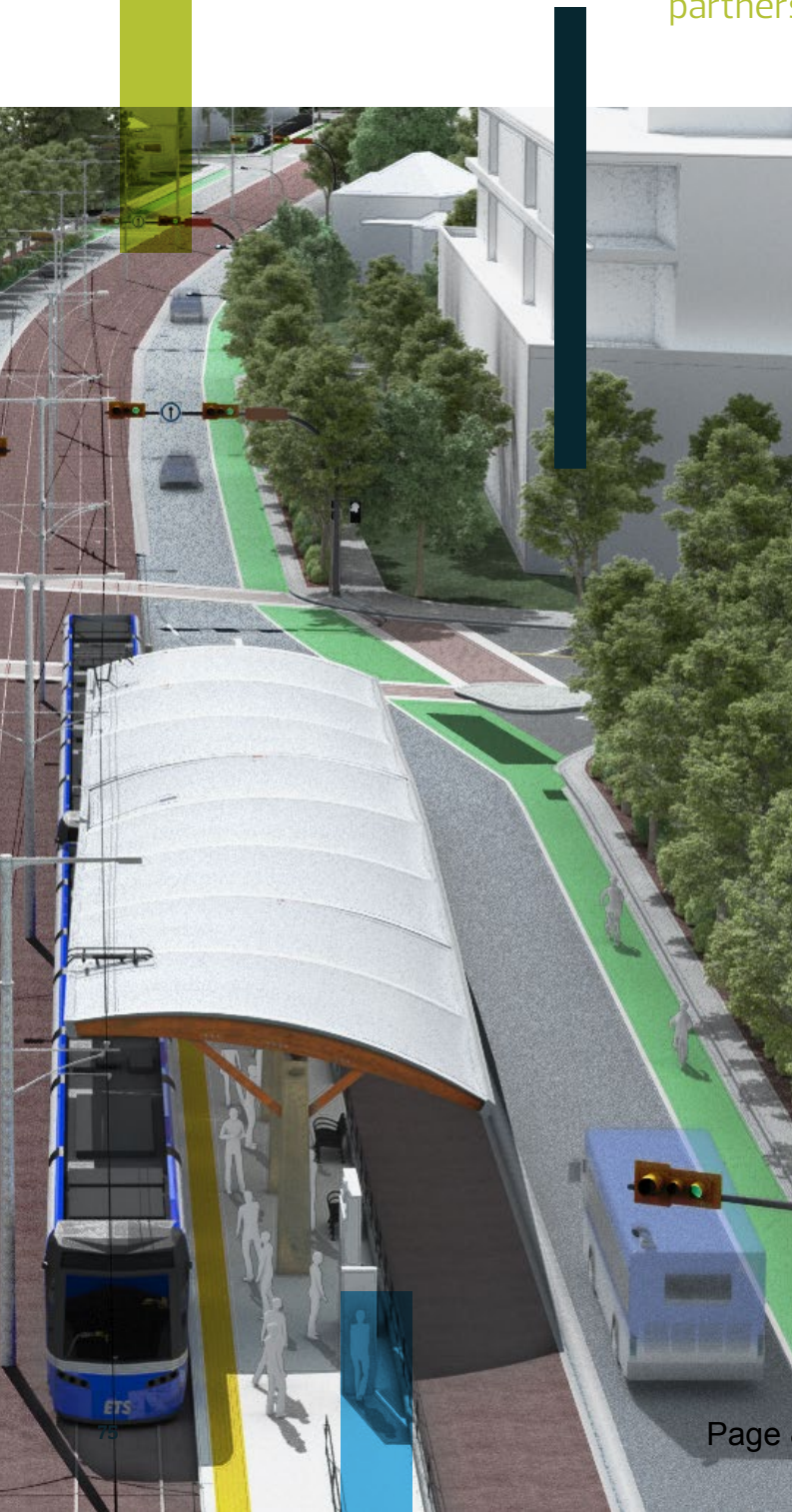
See Map 7
Mass Transit
Network

4.3.2 Promote regional connectivity and shared prosperity through coordination, communication and advocacy.

4.3.2.1 Improve multi-modal connectivity to and from neighbouring municipalities and jurisdictions within the Edmonton Metropolitan Region.

4.3.2.2 Strengthen workforce access to employment areas through transit investment.

4.3.2.3 Improve connections to Edmonton International Airport through integrated planning and investment.



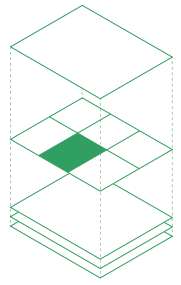


4.4 Edmontonians benefit from improved public transit and high-quality active transportation networks that reduce greenhouse gas emissions.

4.4.1 Support a low-carbon mobility system.

- 4.4.1.1 Encourage a shift to transit and active transportation options.
- 4.4.1.2 Enable publicly accessible electric vehicle charging and encourage new developments to be electric-vehicle ready.
- 4.4.1.3 Encourage last kilometre solutions for urban freight in an effort to mitigate emissions.
- 4.4.1.4 Transition the City fleet to zero carbon emissions.





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5.0 I want to **PRESERVE** what matters most.

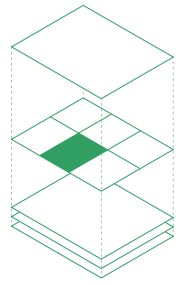
Outcomes

Edmonton protects, expands and improves access to its natural systems and open spaces in support of biodiversity and the health and enjoyment of all Edmontonians.

Edmonton protects and enhances its image and identity through heritage.

Edmonton maintains and invests in regionally significant ecological connectivity, natural assets, agricultural lands and infrastructure services.

Edmonton's natural and physical systems provide security and resilience against extreme weather events and other environmental hazards.



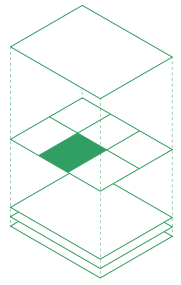
5.1 Edmonton protects, expands and improves access to its natural systems and open spaces in support of biodiversity and the health and enjoyment of all Edmontonians.

5.1.1 Ensure protection, enhancement and opportunities for access to open space and the river valley and ravine system.

- 5.1.1.1 Provide opportunities for people to access, enjoy and connect to open space and the river valley and ravine system.
- 5.1.1.2 Facilitate the recreational use of the North Saskatchewan River as a regional water corridor.
- 5.1.1.3 Expand and enhance Urban Greenways as part of the Green and Blue Network to improve the built and natural environments.
- 5.1.1.4 Provide wayfinding support and improved connections within and between open spaces and natural areas.
- 5.1.1.5 Maintain the North Saskatchewan River Valley and Ravine System's key role as an environmental protection area and for open space, cultural and recreational uses.
- 5.1.1.6 Acquire lands within the North Saskatchewan River Valley and Ravine System for natural areas protection, open space connectivity and use.
- 5.1.1.7 Enhance Edmonton's open-space network to be inclusive and equitably accessible through planning and infrastructure improvements in consideration of the surrounding environment.

See Map 4
Green and Blue
Network



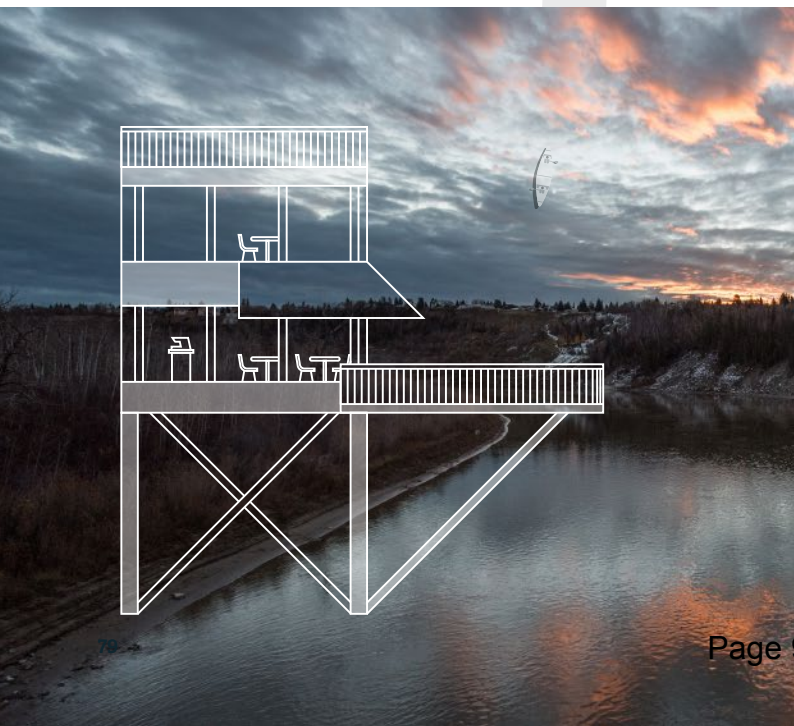


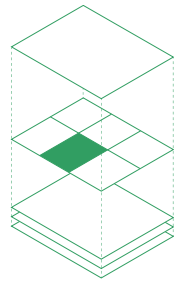
5.1.2 Promote the conservation and restoration of natural systems to improve ecological connectivity and reduce habitat fragmentation.

- 5.1.2.1 Improve the quality and function of habitat greenways and ecological connections within the Green and Blue Network.
- 5.1.2.2 Expand and diversify Edmonton's urban tree canopy and native vegetation.
- 5.1.2.3 Pursue the protection, management and integration of wetlands into new and existing developments.
- 5.1.2.4 Use environmental reserve to protect land and water bodies that meet the definition of environmental reserve but are not claimed by the Province in a manner that balances interests and enables contiguous and efficient urban development.
- 5.1.2.5 Coordinate protection, restoration and enhancement of the North Saskatchewan River Valley and Ravine System and ecological networks through outreach, education and partnerships.

See Map 4
Green and Blue
Network

- 5.1.2.6 Steward ecological networks and systems to ensure ongoing function, long-term sustainability and ecological connectivity within Edmonton and the region.



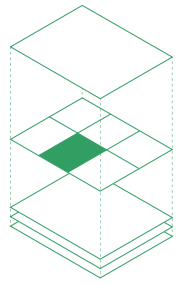


5.2 Edmonton protects and enhances its image and identity through heritage.

5.2.1 Promote Edmonton's history and encourage a sense of local identity by preserving and enhancing heritage.

- 5.2.1.1 Encourage the identification and preservation of historic resources and cultural and natural landscapes.
- 5.2.1.2 Consider, enhance and preserve historic resources through ongoing redevelopment processes.
- 5.2.1.3 Steward historic resources so they are resilient to climate change to ensure their protection and preservation for future generations.
- 5.2.1.4 Preserve, enhance and create views and vistas of significant buildings, streetscapes and natural landscapes.
- 5.2.1.5 Collaborate with Indigenous communities to understand and recognize cultural landscapes and traditional land use areas.
- 5.2.1.6 Incorporate and reflect the diverse heritage of local communities through stories, structures and spaces.
- 5.2.1.7 Partner with Indigenous communities and cultural groups to name places and spaces to be culturally reflective of the diversity of Edmonton.





5.3 Edmonton maintains and invests in regionally significant ecological connectivity, natural assets, agricultural lands and infrastructure services.

5.3.1 Support the conservation of agricultural land to reduce its loss and fragmentation and contribute to economic development and resilience of the food system.

5.3.1.1 Facilitate urban agricultural activities and protect agricultural operations through regulation, programming, land use and design.

5.3.1.2 Establish partnerships within the region to advocate for and support the development of a sustainable food system.

5.3.1.3 Attract innovation and investment in urban agricultural intensification.

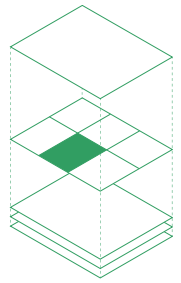
5.3.1.4 Prevent premature fragmentation and conversion of agricultural lands for residential and non-residential uses.

5.3.1.5 Cooperate with regional partners to steward agricultural resources and value-added industries.

5.3.1.6 Partner and strategize to reduce waste from the food system.

See Map 5

**Non-Residential
Opportunities
Network**

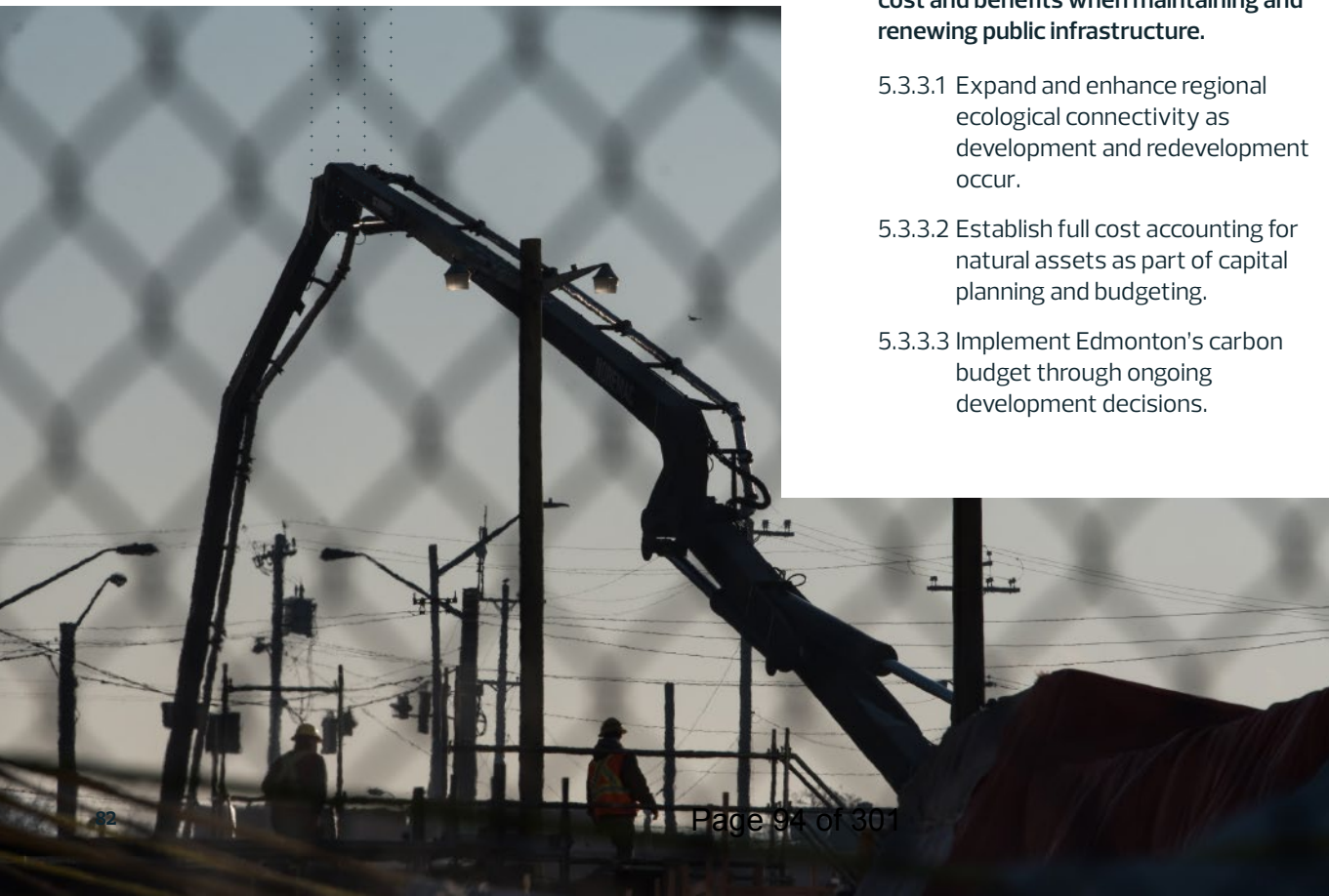


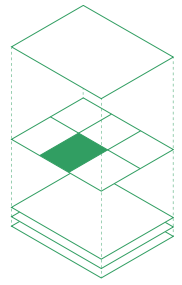
5.3.2 Ensure resource extraction activities are evaluated to avoid and mitigate risks and impacts to people and the natural environment.

- 5.3.2.1 Protect, for future use, significant deposits of natural resources such as sand and gravel, and promote appropriate rehabilitation and reclamation after extraction.
- 5.3.2.2 Apply design and land use measures to address risk and nuisance factors associated with resource extraction, processing and reclamation.
- 5.3.2.3 Prevent resource extraction within the North Saskatchewan River Valley and Ravine system in order to preserve its ecological value.

5.3.3 Ensure consideration of full lifecycle cost and benefits when maintaining and renewing public infrastructure.

- 5.3.3.1 Expand and enhance regional ecological connectivity as development and redevelopment occur.
- 5.3.3.2 Establish full cost accounting for natural assets as part of capital planning and budgeting.
- 5.3.3.3 Implement Edmonton's carbon budget through ongoing development decisions.



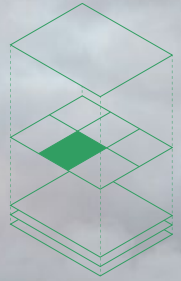


5.4 Edmonton's natural and physical systems provide security and resilience against extreme weather events and other environmental hazards.

5.4.1 Ensure the safety and security of Edmonton's water supply, food systems, infrastructure and natural systems to support long-term resilience to flooding, droughts and extreme weather events.

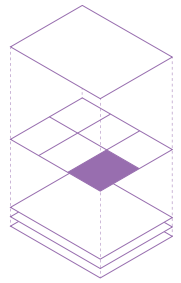
- 5.4.1.1 Manage stormwater runoff and improve water quality through the design and development of the built environment.
- 5.4.1.2 Improve flood resilience through ongoing risk management, infrastructure planning and operation, financial analysis and stakeholder engagement.
- 5.4.1.3 Manage and protect the watershed and water supply to maintain the quality of Edmonton's drinking water supply.
- 5.4.1.4 Adapt management practices in response to changes in native and invasive species.
- 5.4.1.5 Conserve agricultural land in order to improve food system resilience, support the long-term viability of the agricultural sector and mitigate climate change.
- 5.4.1.6 Prevent, mitigate and respond to environmentally harmful events to minimize the impact to the urban environment.





5.4.2 Ensure rapid support to Edmontonians in times of emergency, disaster and crisis.

- 5.4.2.1 Provide support locally, and, where and when required, regionally, in times of emergency and disaster.
- 5.4.2.2 Partner with regional partners, private and not for profit organizations to support Edmontonians during extreme weather conditions, emergencies, disasters and crisis.
- 5.4.2.3 Develop, manage and participate in early warning systems that help residents respond to emergencies.

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6.0 I want to be able to CREATE and innovate.

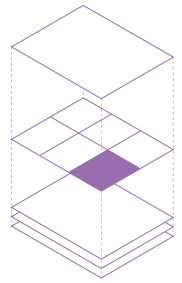
Outcomes

Edmonton fosters citizen leadership, capacity building and co-creation.

Edmonton is where creative spaces emerge and arts, design and culture flourish.

Edmontonians develop and invest in new ideas and sectors that contribute locally and are recognized globally.

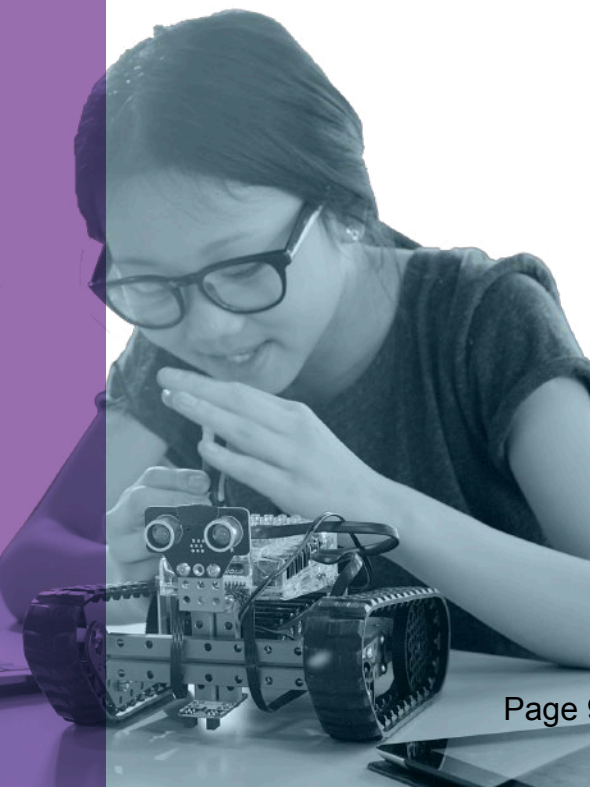
Edmonton uses its economic strength to foster innovation, lead new initiatives and strengthen its future prosperity.

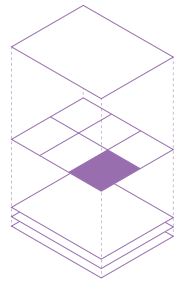


6.1 Edmonton fosters citizen leadership, capacity building and co-creation.

6.1.1 Promote city-building solutions with communities through prototyping, partnerships and piloting.

- 6.1.1.1 Encourage diverse representation of Edmonton's population on advisory boards and committees through civic education.
- 6.1.1.2 Provide opportunities and support early engagement of community members when developing programs and policies to effectively respond to their needs and priorities.
- 6.1.1.3 Partner with community, business and not for profit organizations to broaden Edmonton's collective community leadership and capacity.
- 6.1.1.4 Create opportunities for residents to explore and generate solutions through information sharing and open data.
- 6.1.1.5 Expand programming and encourage flexible use of open spaces and public facilities year round.
- 6.1.1.6 Use City land, buildings and equipment to pilot innovative ideas and solutions.

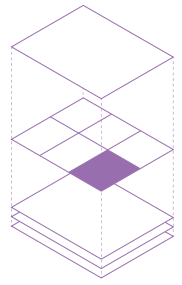




6.1.2 Promote community-based placemaking to retrofit and redevelop open spaces and public facilities.

- 6.1.2.1 Encourage community-led park redevelopment through coordination, planning and design.
- 6.1.2.2 Encourage activation of public rights-of-way to allow formal and informal gathering spaces.
- 6.1.2.3 Consider commercial opportunities and amenities within limited areas of the Green and Blue Network.
- 6.1.2.4 Encourage activation of underutilized public space through urban design and programming.
- 6.1.2.5 Partner to align public art programs and resources with infrastructure and renewal projects.





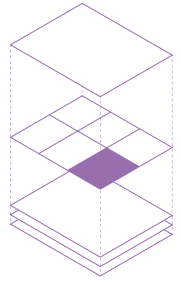
6.2 Edmonton is where creative spaces emerge and arts, design and culture flourish.

6.2.1 Promote the integration of art, design and culture into the fabric of the city and its communities.

- 6.2.1.1 Provide and enable a variety of arts programming city wide.
- 6.2.1.2 Collaborate with arts and culture communities to design a public realm that supports inclusion and belonging.
- 6.2.1.3 Use art and heritage interpretation to tell the story of Edmonton and this land.
- 6.2.1.4 Integrate public art as a means of activating open space and public facilities throughout the city.
- 6.2.1.5 Encourage art and creative enterprise to celebrate Indigenous history and culture.
- 6.2.1.6 Partner with institutions and organizations to enhance Edmonton's reputation as a centre for creativity, arts and cultural industries.

6.2.2 Promote a well connected, attractive and delightful city through beautiful architecture, animation and urban design excellence.

- 6.2.2.1 Encourage excellence in design through advocacy, education, competitions and partnerships.
- 6.2.2.2 Incorporate a high standard of design for public and private development with an emphasis at nodes, corridors and city entrances.



6.3 Edmontonians develop and invest in new ideas and sectors that contribute locally and are recognized globally.

6.3.1 Promote health and academic institutions as anchors for innovation, entrepreneurship and creativity.

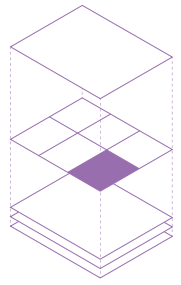
6.3.1.1 Partner with post-secondary and health institutions to facilitate new business opportunities, growth and diversification.

6.3.1.2 Partner with local institutions and organizations to ensure a highly skilled, creative, innovative and entrepreneurial workforce.

6.3.1.3 Collaborate with diverse public and private sector partners to advance the innovation corridor.

See Map 5
Non-Residential
Opportunities
Network



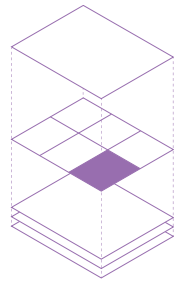


6.3.2 Support an increasingly diverse and entrepreneurial knowledge economy.

- 6.3.2.1 Attract investment from sectors that require highly skilled and creative workers.
- 6.3.2.2 Facilitate opportunities for short-term and temporary creative use of commercial spaces through programs and incentives, and regulatory flexibility.
- 6.3.2.3 Embrace innovation and calculated risk-taking in City services, programs and activities related to economic development.
- 6.3.2.4 Connect data, technology and social innovation to foster creativity and productivity.

6.3.3 Promote partnerships that develop regional opportunities for growth and investment.

- 6.3.3.1 Collaborate with regional partners and organizations to attract a broad range of economic investment to the region.
- 6.3.3.2 Collaborate with our municipal partners regarding shared investment for shared benefit within the Edmonton Metropolitan Region.
- 6.3.3.3 Collaborate with regional partners to maximize the economic benefit of the Edmonton International Airport.
- 6.3.3.4 Advance Edmonton's role as a major transportation, logistics, and employment hub within the national and international economies.



6.4 Edmonton uses its economic strength to foster innovation, lead new initiatives and strengthen its future prosperity.

6.4.1 Promote economic development opportunities to support energy transition.

- 6.4.1.1 Encourage innovation to reduce non-residential process energy and carbon footprint.
- 6.4.1.2 Partner with businesses and organizations testing and implementing new-to-Edmonton solutions and technologies that support increased climate resilience.

6.4.2 Ensure Edmonton plans and implements climate change mitigation, adaptation and resilience.

- 6.4.2.1 Align, implement and monitor climate change mitigation and adaptation planning to meet local, national, and international commitments.



CITY PLAN STRUCTURE

VIII.

SYSTEMS AND NETWORKS

To bring City Building Outcomes, Directions and Intentions to life on the ground, we will deliberately strengthen and influence the physical shape of our city through:

Planning and Design

Mobility

Managing Growth

PLANNING AND DESIGN

District Network

Nodes and Corridors Network

Green and Blue Network

Non-Residential Opportunities Network

MOBILITY

Active Transportation Network

Transit Network

Roadway and Goods Movement Network

MANAGING GROWTH

Growth Management Framework

Development Pattern Areas

Phasing and Activation

Planning and Design

The Planning and Design system comprises four key networks:

- 1. District Network**
- 2. Nodes and Corridors Network**
- 3. Green and Blue Network**
- 4. Non-Residential Opportunities Network**

These networks come together to support the development of distinctive, memorable and functional places for Edmontonians to experience.





1. District Network

We all live within small towns in our big city. Edmontonians often identify with the city through their street or block, neighbourhood or community – those areas that are generally about 15 minutes from work or home by bike, bus or on foot. As Edmonton's population doubles, it is more efficient for everyone to meet as many of their daily needs as possible locally.

Districts are made up of collections of neighbourhoods that together provide a range of destinations, services and amenities and act as a gathering place. Districts include components of nodes and corridors, the Green and Blue Network and employment opportunities. Districts are connected to one another through the mobility system.

There are 15 districts city-wide (see map 2). They include both residential and non-residential uses. Some districts include neighbourhoods developed many years ago while others include future neighbourhoods or recently developed ones. All districts are served by at least one node or corridor.



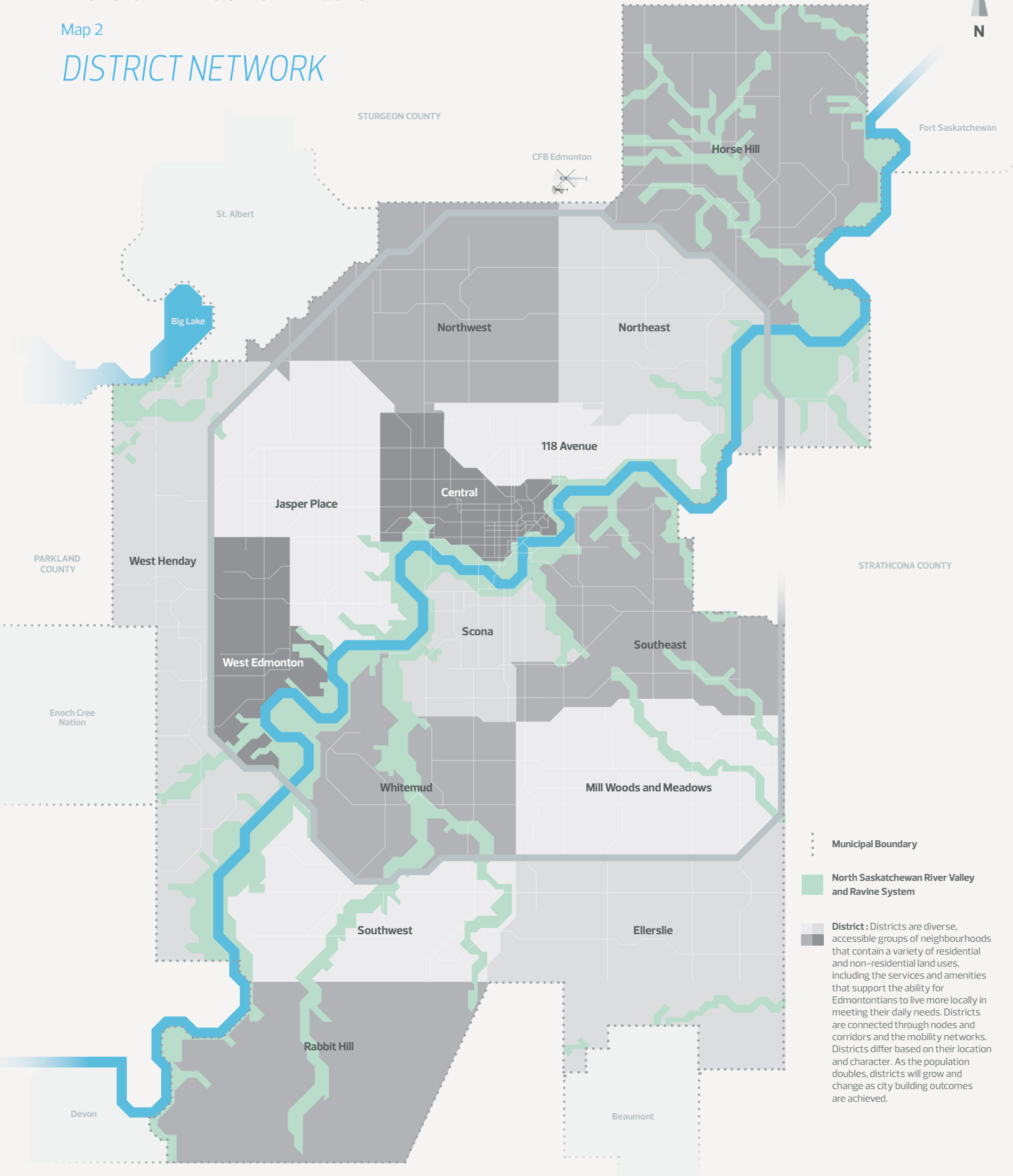
Districts contribute to a broader sense of community and shared purpose and include more compact and mixed-use development making it easier and more enjoyable to walk, bike and take transit. Districts provide places to work, gather and create, and a variety of natural and urban open spaces that are connected within and between districts.

Developing and providing amenities and services at a district level creates the potential for efficiency in transportation and access to daily needs. District level planning supports the development of communities where many things can be done in a specific area, rather than regular travel across the city for basic needs.

Districts will be livable and adaptable considering the needs of residents through all of life's phases. They will support more equitable access to facilities and amenities no matter where you choose to live. To build complete communities, districts will provide the framework for local services, amenities, land use and infrastructure planning at the local level.



DISTRICT NETWORK



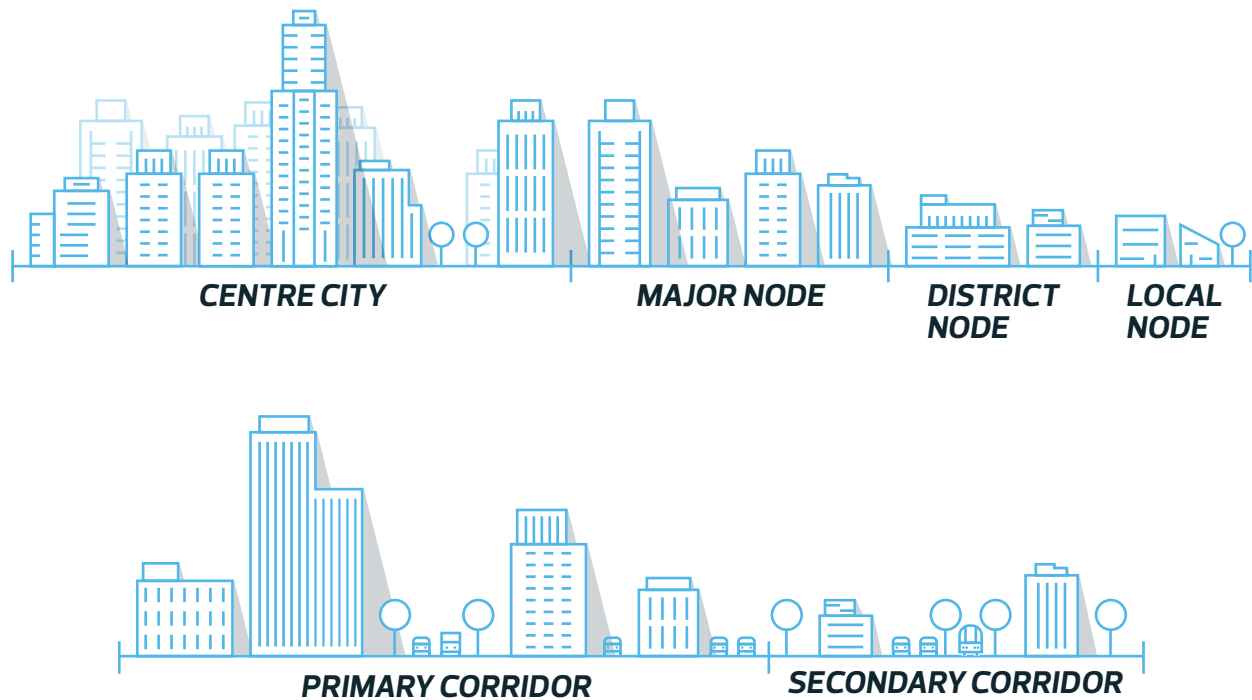


2. Nodes and Corridors

Edmonton's different land uses and development patterns support a range of buildings, landscapes and amenities that create vibrance and diverse opportunities for people to live, work and play. While all areas of the city will densify over time, deliberate urban intensification will be accommodated within a network of nodes and corridors (see map 3). Nodes and corridors provide places for living, and they are linked to each other to enable efficient and enjoyable movement of people and goods.

Nodes and Corridors: Transit-Oriented Development

Nodes and corridors policies in The City Plan expand on Edmonton's previous policies regarding transit-oriented development. Transit-oriented development policy was limited to focus on development around LRT stations and transit centres. The nodes and corridors approach adds strategic development opportunities city-wide. This creates a more comprehensive network of intensification opportunities where mass transit and urban development are integrated across many geographic areas and at many different scales.



Nodes:

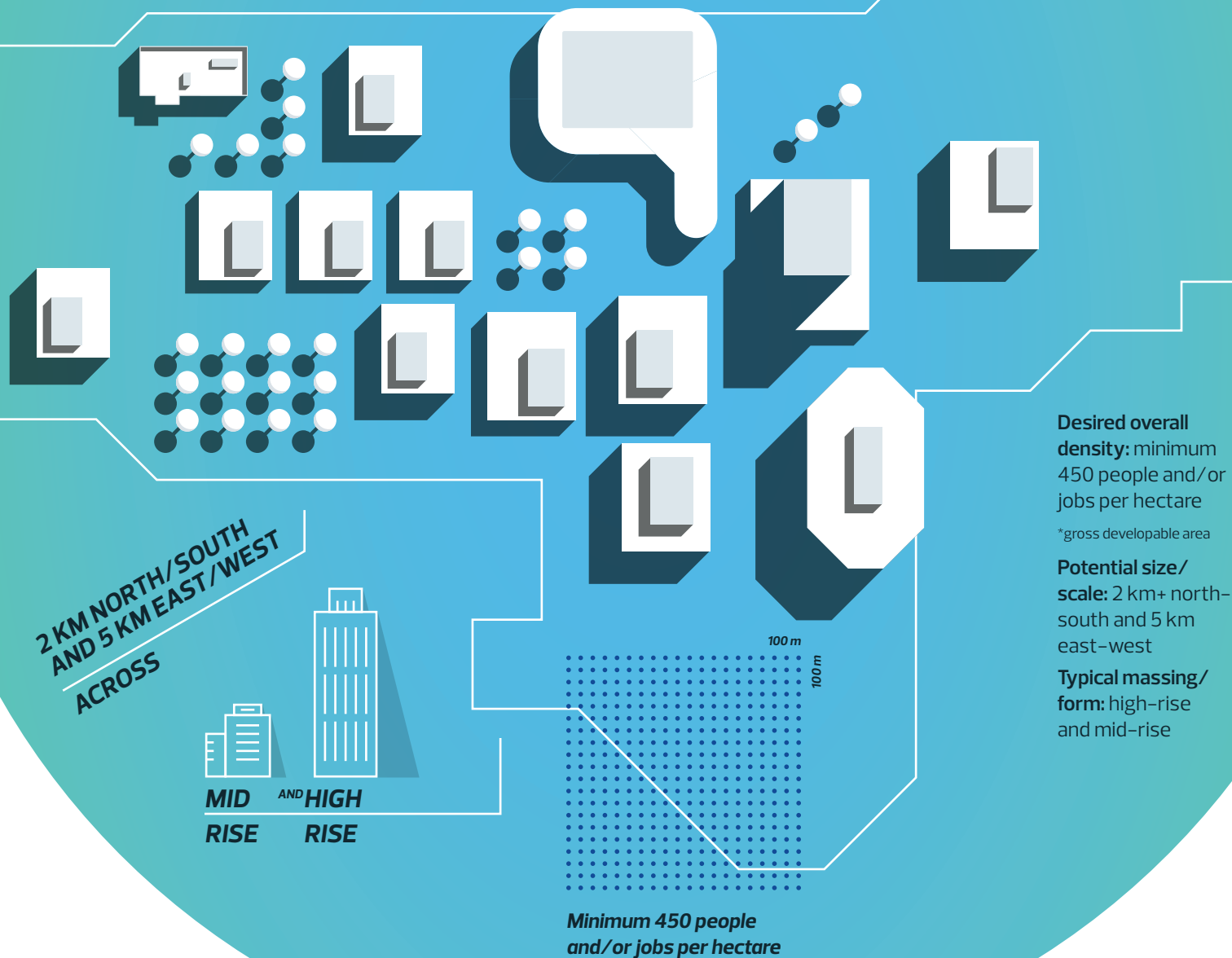
Centres of activity that feature a variety of land uses including diverse housing types and tenures and employment. They are places to gather that serve a broad catchment area where mobility networks converge. Nodes are physically integrated with their surroundings, while being visually distinguishable from them.

Corridors:

Places for movement, living and commerce that are anchored by the mobility systems that connect most nodes. Corridors vary in density, length and width. They provide connections within and across districts and are destinations in themselves.

Nodes and corridors are where people interact and move in an accessible, safe, attractive and comfortable built environment. They support a strong identity and sense of place. In many locations, nodes and corridors are characterized by increasingly dense, mixed-use development which is human scaled and walkable that supports both transit and local business. Streets and open spaces are designed to be inclusive, flexible and adaptable, and to integrate nature and natural systems to promote personal wellness and ecosystem health. Other locations contain vibrant, complementary business and mixed-use areas that serve adjacent neighbourhoods and districts. These areas are accessible by a wide range of mobility options and positively contribute to local character.

The mass transit, active transportation and roadway and goods movement networks are integrated with and essential to the function and success of nodes and corridors. Prioritized investment will support the development of nodes and corridors in line with The City Plan's phasing and activation approach. Based on their starting points and transformations over time, nodes and corridors are expected to look and feel different from one another.



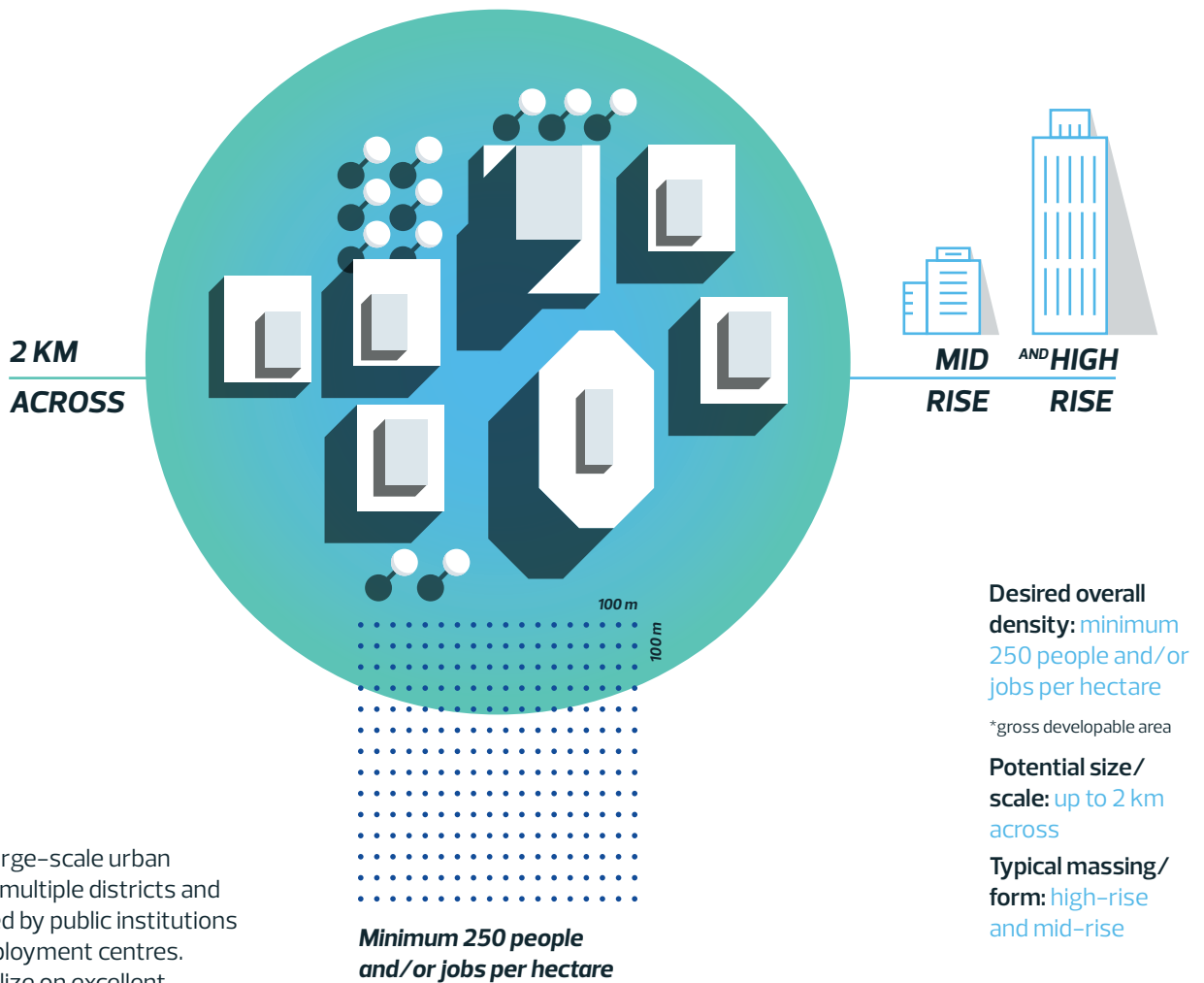
Centre City

Centre City is Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of land uses. It includes a critical mass of housing, employment and civic activities. A large number of Edmontonians work, live, visit and attend institutions in the Centre City.

Urban design contributes to welcoming and attractive places that connect buildings, sidewalks, streets and local areas that build on authentic cultural and historical spaces and buildings. It also involves reimagining and rebuilding these areas and the spaces between

them with a wide diversity of buildings and comfortable, durable, animated and beautiful public spaces that knit areas together.

Centre City is well served by all modes of transportation including the convergence of mass transit, cycling and walking routes. It is a destination for all Edmontonians and a special destination for those visiting the city.



Major Node

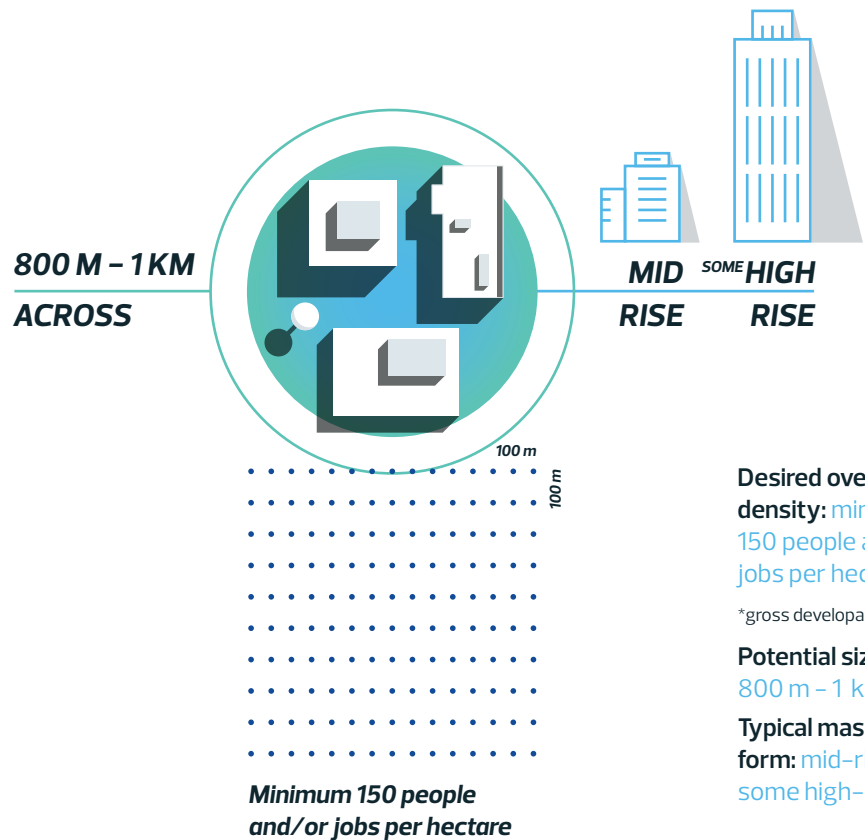
A major node is a large-scale urban centre that serves multiple districts and is typically anchored by public institutions and significant employment centres. Major nodes capitalize on excellent transit access and support higher density development and a wide mixture of land uses. Major nodes offer different types of places and spaces, often including sub-areas that are more commercial, residential or institution focused. They provide a unique identity relative to the rest of the city and include significant destinations like hospitals and post-secondary institutions. All major nodes are connected to primary and/or secondary corridors.

There are six major nodes strategically located across the city. As important destinations they attract workers, residents and visitors from across the city and region using all modes of transportation.

District Node

A district node supports a variety of businesses and community amenities serving multiple neighbourhoods. A district node is diverse and includes housing, employment and amenities, often within a short walk or bike ride from other parts of the district. A district node should be designed to support community gathering and its built form physically transitions well with surrounding areas.

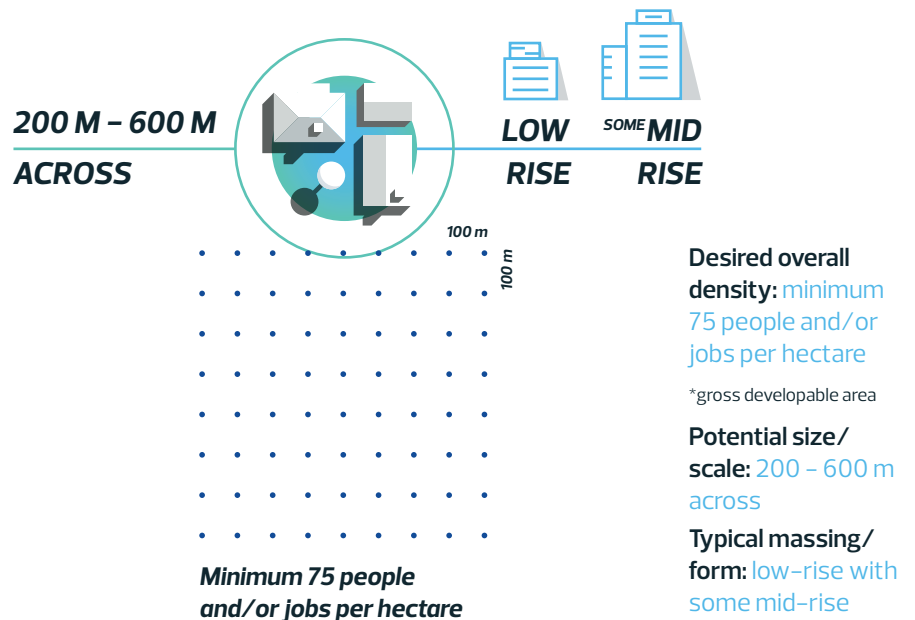
A district node is well suited for mid-rise housing and commercial centres with opportunity for high rise housing near transit stations and along arterial roadways. There are 21 district nodes throughout the city. All are connected to at least one primary or secondary corridor and/or high quality transit.



Local Node

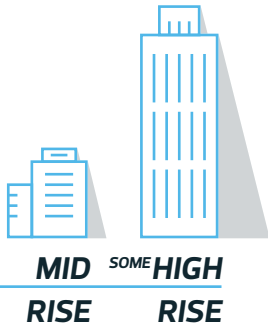
A local node serves a residential neighbourhood or business area and includes existing or new small scale activity centres. It is a community focal point for business, services, gathering and housing. Local nodes are people places and support activity and animation. They are integrated within their neighbourhood and feature strong pedestrian and cycling linkages and transit.

There are numerous existing local nodes and great potential for the development of future ones. They are expected to emerge and flourish as neighbourhoods change over time. Local nodes are not identified geographically at the city-wide scale. Examples of existing local nodes include areas like Ritchie Market and Highlands (along 112 Avenue at 65 Street).



3-5 BLOCKS**WIDE****5 TO 10+ BLOCKS****LONG**

**Minimum 150 people
and/or jobs per hectare**

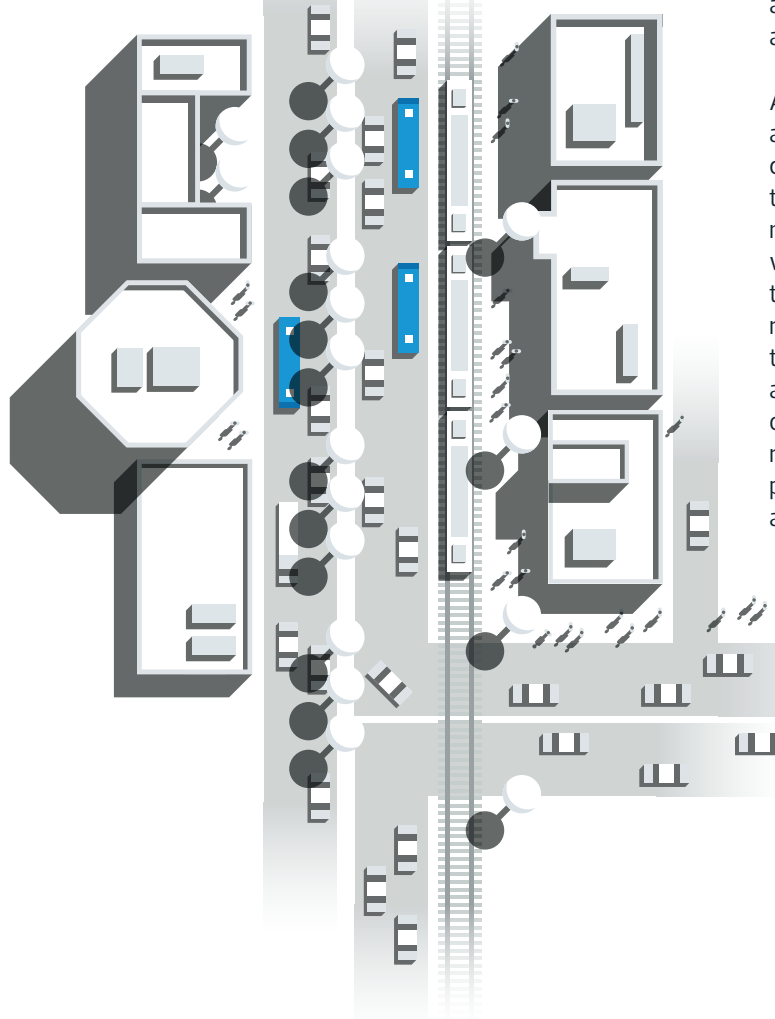


Desired overall density: minimum 150 people and/or jobs per hectare (higher at intersections or connections with selected nodes)

*gross developable area

Potential size/ scale: 1 – 2 blocks on each side of street, 5–10 blocks or longer

Typical massing/ form: mostly mid-rise with some high-rise

**Primary Corridor**

A primary corridor is a prominent urban street designed for living, working and moving. It serves as a destination in itself, but also provides critical connections between nodes, throughout the city and beyond. A primary corridor includes a wide range of activities supported by mixed-use development and mass transit. Gathering spaces are located strategically along corridors or nearby in parks, plazas and other publicly accessible areas.

A primary corridor spans several blocks and offers a destination that serves and connects multiple districts. It is also wider than a single block as its edges blend to meet surrounding parts of the district which they also support. As you travel the corridor's length, you experience rich and vibrant street life with diverse travel modes, busy sidewalks and publicly accessible spaces. Over time, some parts of the corridor feel more commercial or residential, other parts are uninterrupted places with activity, while other stretches are rebuilding and evolving.

1-3 BLOCKS WIDE 5 BLOCKS LONG



**Minimum 75 people
and/or jobs per hectare**

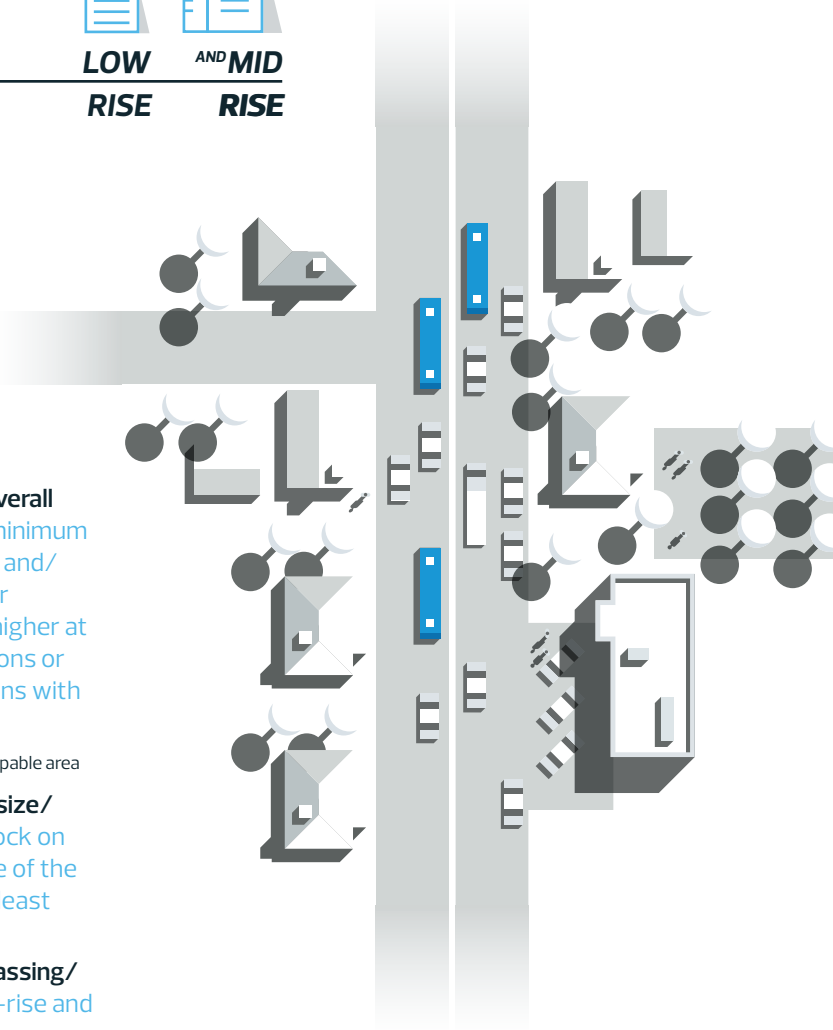


**Desired overall
density:** minimum
75 people and/
or jobs per
hectare (higher at
intersections or
connections with
nodes)

*gross developable area

**Potential size/
scale:** 1 block on
either side of the
street, at least
5 blocks

**Typical massing/
form:** low-rise and
mid-rise



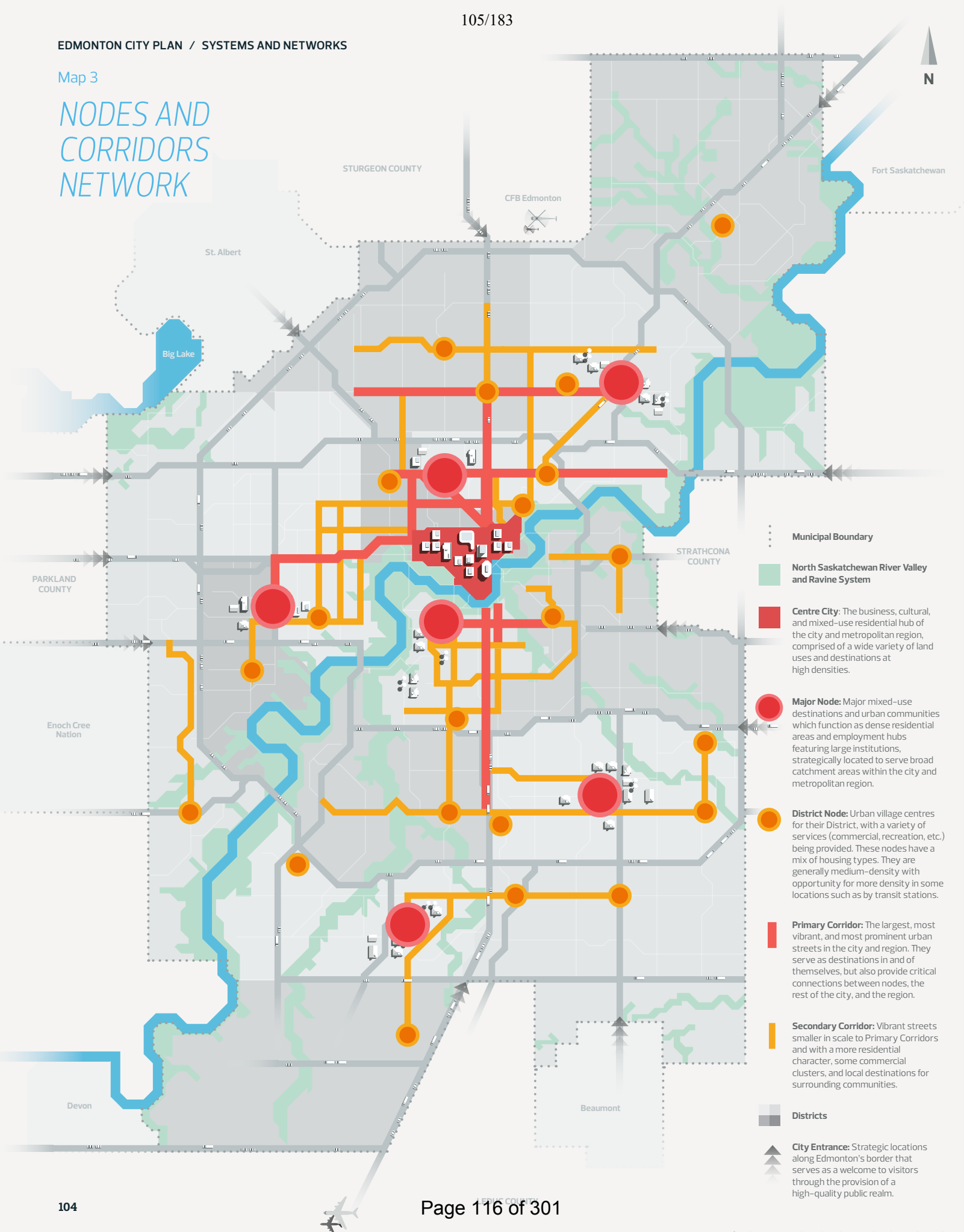
Secondary Corridors

A secondary corridor is the vibrant residential and commercial street that serves as a local destination for surrounding communities. A secondary corridor feels more residential in nature than a primary corridor. Some secondary corridors will include city-wide mass transit with the others near or served by district transit.

On the ground, secondary corridors are not as contiguous in terms of development patterns nor as highly visible from an urban perspective. As discrete sections of buildings become more continuous along the street over time, the experience of them becomes more functional and comfortable, gradually reinforcing cycles of investment over the long term. A secondary corridor is not meant to be consistent for its entire length, but has an identity that is reinforced through ongoing redevelopment, investment and growth.

Map 3

NODES AND CORRIDORS NETWORK





3. Green and Blue Network

Edmonton's Green and Blue Network contains human and ecological elements. In many ways this is about reinforcing better relationships between the two. Edmontonians understand the value of our environment and habitat, so it is protected and, where possible, restored and repaired. People need access to nature for recreation and health. The Green and Blue Network is used by people for cycling, walking, running, rolling, canoeing and relaxation. It is vital to support local biodiversity and ecological connectivity. In addition to protecting our natural systems, the City celebrates its diverse cultures and identities through festivals and events that take place within this network.

We identify strongly with our natural and human-made network of greenspaces and water bodies. It's part of being an Edmontonian. This network is our beautiful boulevard trees, creeks, wetlands and other natural areas. It's our river valley and ravines. Our parks. Our forests. Our wetlands, grasslands and dunes. We will complement our Green and Blue Network with infrastructure and spaces that support its ecological function and in ways that strengthen Edmontonians' relationship with nature. We know our Green and Blue Network exists in the global context beginning with regional connections such as the North Saskatchewan River, Big Lake, Beaver Hills Biosphere and Sand Hills/Devon Dunes.

The natural environment is also integrated with the city's built environment and mobility system. People have to get to and navigate open spaces. In this regard, the Green and Blue Network is put to its best use if it can be reached by all. Nodes and corridors provide the opportunity to create new and unique ways to combine activity and density with the natural features and connections that Edmontonians want and need in all seasons. This could include vertical parks, living walls, green roofs, swales, urban agriculture and naturalized rights-of-way throughout the city. We are focused on improving ecological function in non-residential areas. Open space, whether in the form of an urban canopy running along a street or an urban forest in the river valley, is going to be a critical part of the conversation as we manage Edmonton's growth and change.

Our system of parks, open spaces and natural areas support celebration, ecology and wellness. The Green and Blue Network is made up of the following components that can be found on map 4.



River Valley and Ravine System is the biggest and most important feature of our city. This environmentally protected area surrounds the North Saskatchewan River (our regional water corridor) and the creeks that drain into it. These waters are replenished by rain and snow melt, and urban impacts like the storm water from our streets. This system runs the length of the city and includes 20 major parks and our extensive, coordinated network of pathways and wildlife corridors. It is a major part of our civic identity and is used for nature conservation, open space, cultural and recreational uses. We value its restoration and enhancement as it speaks to Edmonton's unique geography, climate, history, culture, and provides ecological functions that support a thriving city. Improved access to the River Valley and Ravine System reinforces Edmonton's sense of place, its people and their connection to this place.

Habitat Greenway is a naturalized or restored corridor that supports ecological connectivity to and from the River Valley and Ravine System and/or from district to major ecological connections. This linear, publicly accessible open space also connects and operates, in part, for people, providing opportunities for active transportation, recreation or social connections. Habitat Greenways not only support local biodiversity, they strengthen Edmonton's identity and ability to connect communities to nature and natural areas.

Urban Greenway comprises enhanced landscaping along transportation routes that improve the human environment and condition through contact with nature and species that move through the greenway. This may include transportation and / or utility corridors adapted to provide new treed boulevards or less formal green linkages connecting people to parks, schools, services and community amenities. Urban Greenways offer a means to enhance our road rights-of-ways with trees and landscaping, clean and conserve our stormwater, and reintroduce nature within public spaces that improve our health and wellness.

Major Recreation Parks are designed with multifunctional amenities and unique features that serve residents at the regional, city-wide and district levels. They provide value to residents and visitors throughout Edmonton and the region through a variety of functions and uses that often contain features and amenities not available elsewhere in the City. Examples include Terwillegar Park and Rundle Park. They also serve to meet

the needs of multiple neighbourhoods, balancing park size and programming in response to the broader community. Major Recreation Parks are welcoming and safe places, relevant and authentic in their design, and integrate a host of recreation, cultural, educational and commercial activities that make them popular and accessible for all.

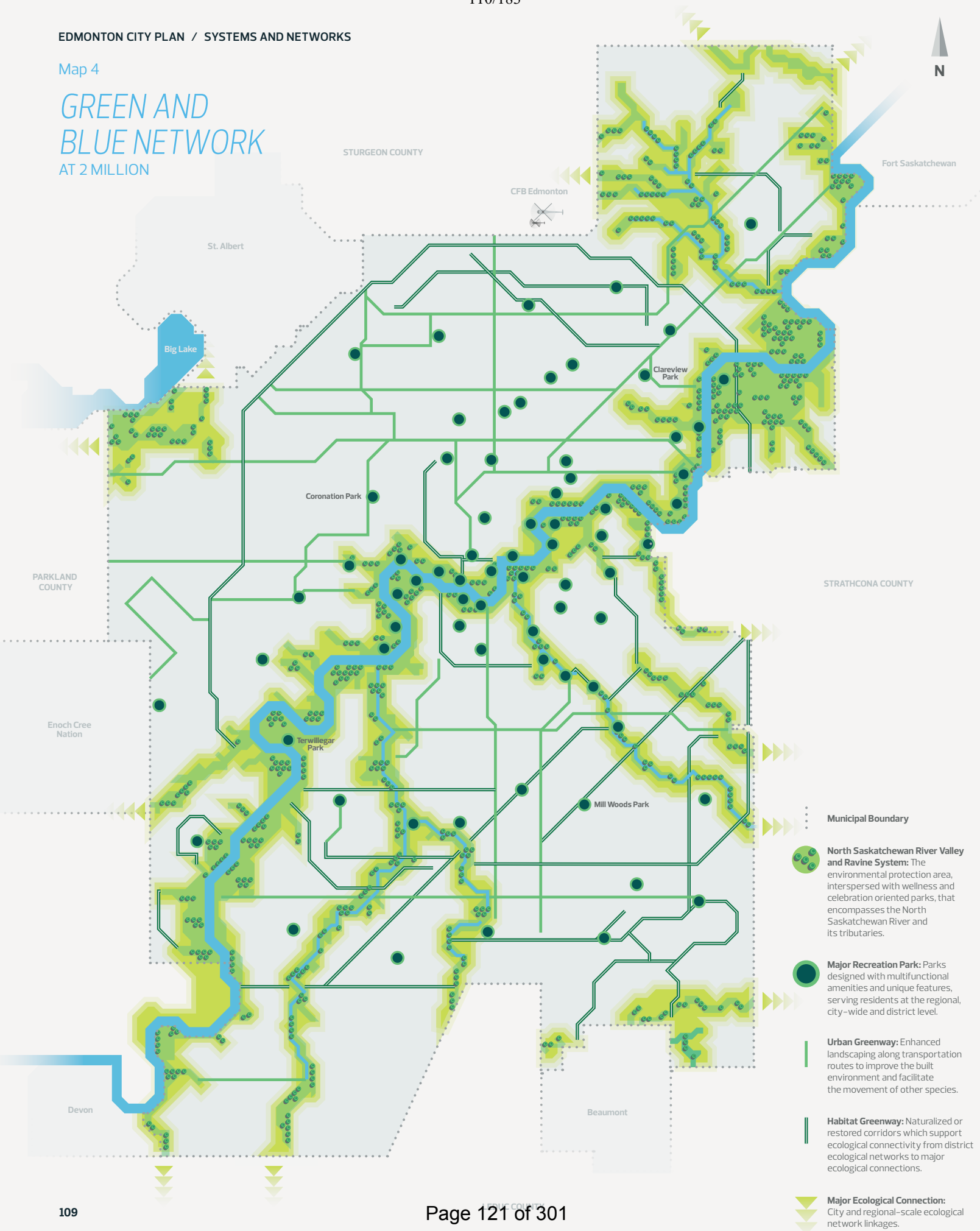
Major Ecological Connections are regionally important linkages that support wildlife and biodiversity in Edmonton and the region. This includes the North Saskatchewan River Valley and ravine system, which together provide key riparian habitat and movement corridors. These contribute directly to a healthy natural environment and provide stewardship opportunities for Edmontonians to reconnect with the land and themselves. Major Ecological Connections are important regional and natural linkages that contribute to our goal of preserving the ongoing function and value of broader ecosystems for future generations.



Map 4

GREEN AND BLUE NETWORK

AT 2 MILLION





4. Non-Residential Opportunities Network

Edmonton's non-residential lands form an essential part of the city and are necessary to support ongoing business growth. It is within this network that new ideas, talent and investment come together to revitalize older industrial areas, intensify employment and strategically activate economic opportunities in the future growth area. The focus is to support existing industrial, commercial and institutional areas of the city while at the same time generating new opportunities to transform and sustain Edmonton over the long term.

Major academic, health and research institutions are connected by mass transit and supported by a high quality public realm and built form in the innovation corridor. Existing industrial areas will continue to adapt to changing markets, redevelop and intensify along area edges where they are served by transit and improved active transportation infrastructure. New opportunities will emerge in the northeast and southwest areas well served by transportation, providing access to the regional economy. Non-residential opportunities identified within Edmonton's future growth area will be held for agricultural development over the long term contributing to our city's economy, climate and food system resilience.



Innovation Corridor is a high density corridor linking key innovation, learning and academic hubs of the University of Alberta and related health institutions, NAIT and MacEwan University. Although the focus is on research, business and employment, there may be some vertically or horizontally mixed uses including places to live. The area is amenity-rich with integrated recreational, open space and retail opportunities connected by continuous mass transit. Within the innovation corridor, the design of mass transit, parks, streets, plazas and buildings is attractive, connected, thriving and authentic to those who work and visit there.

Established Non-Residential Reinvestment are existing industrial areas throughout Edmonton that will continue to be reinvested in and redeveloped over time. Intensification along the edges of these areas is supported by key transportation corridors, high-quality transit and more efficient use of infrastructure. These areas include a mix of commercial, office and industrial uses supported by investment in infrastructure, facilities, amenities and transit service. Ongoing reinvestment of established non-residential areas serves to strengthen employment, economic activity and diversity. Established non-residential reinvestment areas are denser by design. They offer a greater mix of development and jobs that are supported by better mobility options, amenities and services.



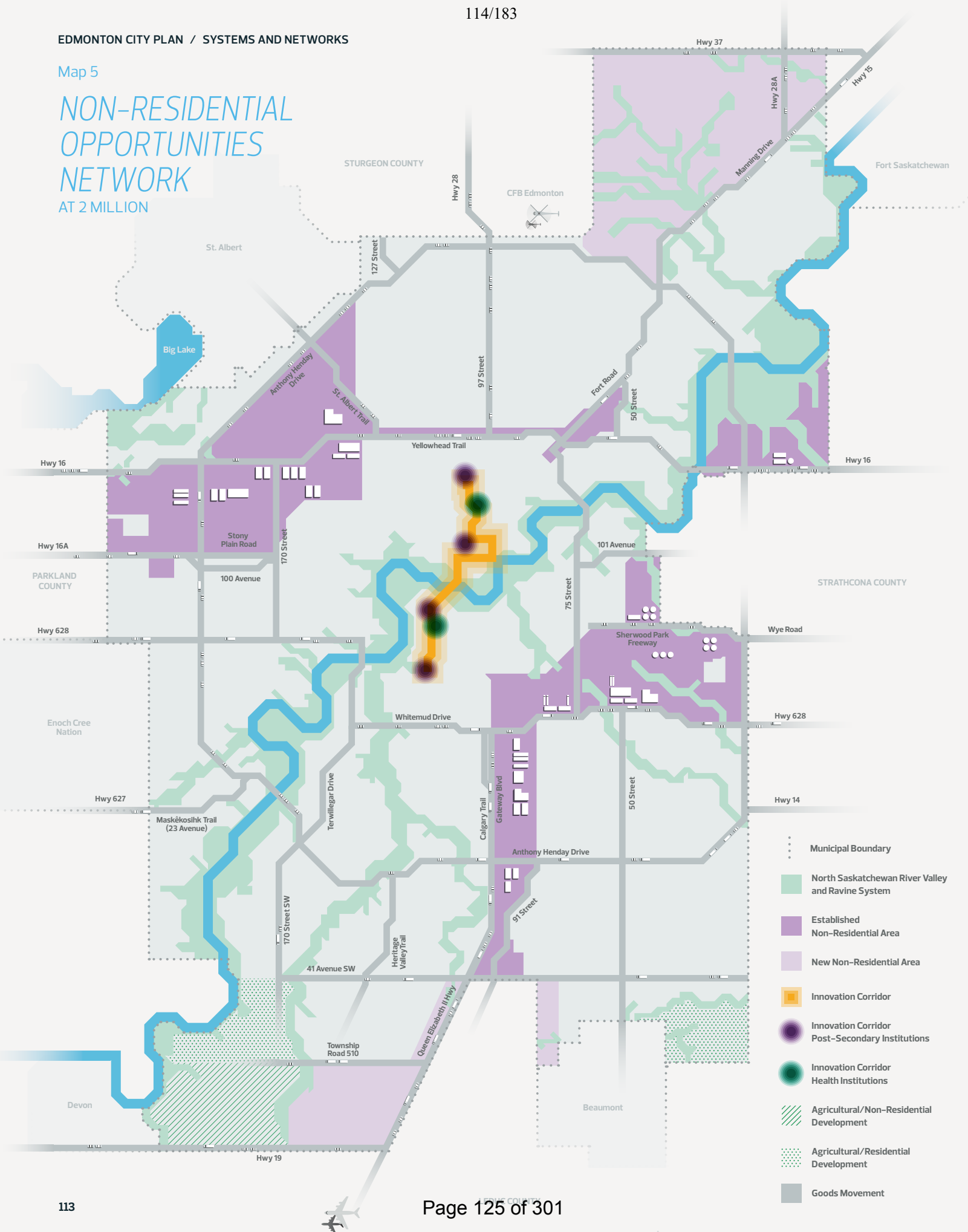
New Non-Residential areas for new economic development and employment are accommodated in northeast and south Edmonton. These areas provide a mix of industrial, commercial and institutional uses in response to emerging sectors while contributing to ongoing ecological function and a low carbon footprint. These areas provide the necessary infrastructure, facilities and amenities to support employees while growing Edmonton's non-residential land supply. New Non-Residential Opportunities are designed in a manner that integrates with the natural environment, support a mix of development and employment, more mobility options, amenities and services for future employees.

Agricultural / Non-Residential areas are identified for conservation and ongoing support of agricultural lands and activities. Lands remain unfragmented and in agricultural operation for the long term. Over time, these lands may transition to include future non-residential uses in Edmonton's southwest future growth area.

Agricultural / Residential areas are identified for the long-term conservation and ongoing support of agricultural lands and activities. Lands remain unfragmented and in agricultural operation for the long term. Over time, these lands may transition to include future residential uses in Edmonton's south future growth area.

Map 5

NON-RESIDENTIAL OPPORTUNITIES NETWORK AT 2 MILLION



Mobility

Edmonton's mobility system creates connections and provides opportunity for people and goods to move through and around the city in a safe and accessible way. It is critical that the mobility system is efficient, resilient and multi-modal. Three integrated networks guide future investment and decision making:

1. Active Transportation Network
2. Transit Network
3. Roadway and Goods Movement Network

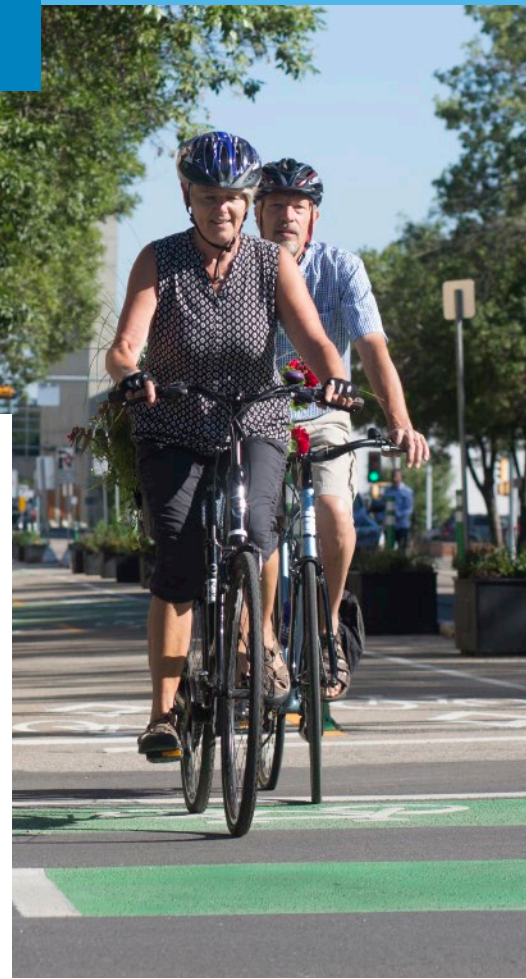


1. Active Transportation Network

Active mobility contributes to a high quality of life in cities. Communities that are bike, walk and roll-friendly result in greater joy, fitness and a wider range of transportation options for people and businesses. The Active Transportation Network (see map 6) will create opportunities for active mobility through the provision of high quality infrastructure, integrated with public spaces with an aim to reduce traffic congestion, create better environmental outcomes and improve public health.

The routes in the network provide city-wide and district connectivity to destinations by cycling, with many routes offering shared use with people walking or rolling.





Cycling

Edmonton is a place where people are invited to bike for all reasons in all seasons. Cycling is an essential way for people to get around our city. It is a way for people to meet both their transportation and recreation needs. The planning, design and provision of the bike network will create a cycling experience that reflects these values:

- **Fun and Functional** – Biking enriches the lives of Edmontonians and sparks joy by being a safe, enjoyable and practical way to get around.
- **Equitable** – Biking is a real choice for people of all ages, abilities, backgrounds and walks of life.
- **Urban Vibrancy** – Weaving biking into our city-building and design makes Edmonton a vibrant, attractive city that we're proud of and that others are drawn to.
- **Culture Shifting** – Biking is a highly valued part of Edmonton's mobility system and is welcomed as an everyday way to move around and enjoy our city.

Edmonton's bike infrastructure must be safe, comfortable and easily navigable, creating connections between neighbourhoods, nodes and corridors and diverse community destinations. Edmonton's bike route hierarchy will include district connectors, neighbourhood routes and river valley pathways, each of which will have infrastructure that reflects the context and space they serve. The hierarchy represents the scale of connectivity achieved by the route type with each playing an equally important role in creating a holistic bicycle network.

District connector routes serve as the cycling arteries extending across multiple neighbourhoods and connecting districts and using bike facilities that separate cyclists from vehicle traffic (i.e., separated bike lanes or shared paths). Neighbourhood routes provide local access and opportunities for recreational cycling while river valley pathways provide connections as part of the urban bike network and serve commuting needs. Regional connections provide access within both Edmonton and the region, allowing users to access regional destinations and expanding the reach of both recreational and functional bike trips. Edmonton's holistic bike network will create a system of cycling mobility that embodies:

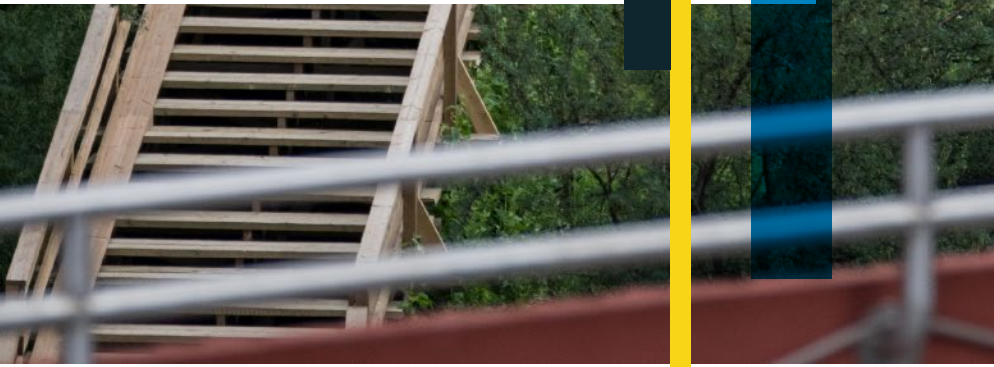
- **Health & Comfort:** prioritize separation from vehicular traffic, minimizing stress.
- **Connectivity:** access to places people want to go, removing gaps or missing links.
- **Directness:** prioritizes direct and straight routes.
- **Network Density:** spacing of routes reflects demand.
- **Attractiveness:** pleasing to travel on, interesting and passing through sociable places.
- **Integration:** routes provide value from economic, social and safety perspective and are integrated with other mobility options.



Walking and rolling

Enjoyable and livable cities have common factors, one of which is almost always walkability. Enhancing the pedestrian environment for people of all ages and abilities is key to creating a walkable city. This includes providing safe crossing environments, adequate sidewalk space and enjoyable walking conditions. These should exist throughout the city but, in particular, should be enhanced in the nodes and corridors creating even higher degrees of walkability where there is greater density and more destinations. Design elements such as wider sidewalks, public art, pedestrian-scaled lighting, greenery and landscaping can provide a more comfortable and enjoyable walking and rolling journey. Sidewalks and pedestrian connections, both public and private, are an important part of the pedestrian network and provide both connectivity to everyday needs and a first means of accessing the city-wide pedestrian network.

Special consideration will be given to pedestrian thoroughfares that are integrated with recreation facilities, schools, and transit. This integration supports seamless trip-making and using many ways to get around and across the city.

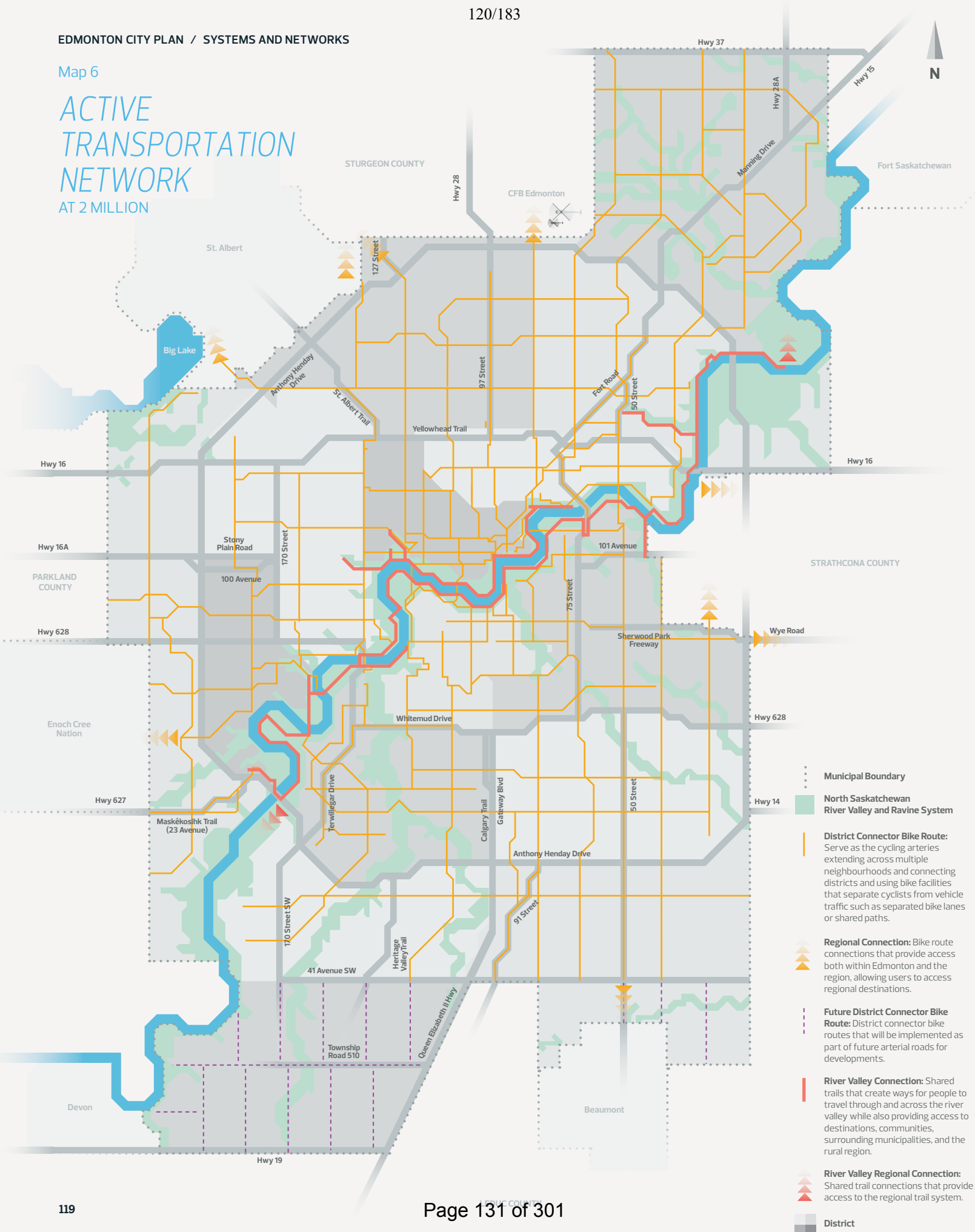


Non-residential and industrial areas with a significant absence of pedestrian infrastructure will undergo improvement, building on the key principles of connectivity and safety. This ensures that a variety of transportation options are available to people going to work and helps to create equitable access to employment opportunities.

Edmonton's river valley trails and paths offer opportunities for recreation and broad crosstown connectivity when walking and rolling and in many areas act as key connectors in and out of neighbourhoods. The trail and path system also integrates Edmonton's urban areas with the surrounding municipalities, rural regions and landscapes. River valley connections create ways for people to travel through and across the river valley while also providing access to destinations and connecting communities.

Map 6

ACTIVE
TRANSPORTATION
NETWORK
AT 2 MILLION





2. Transit Network

Transit is a key tool to shape our city. It influences where people live, work and how they spend their time. Public transit is a highly effective way to move people, connecting them to business, services and places they want to go across the city and region. As the city grows, the transit network will continuously evolve to provide a robust, high quality service that prioritizes strategic change and encourages the development of nodes and corridors as diverse people places.

A fully integrated transit network is critical to building a great city. A robust transit network not only helps move people, it also contributes to building a more efficient and seamless mobility system within the city and region. Transit supports more compact and lively neighbourhoods, reduces our environmental footprint, links workers with jobs and customers with businesses, improves public health, supports regional prosperity and enables all Edmontonians to more fully engage in urban life. To realize these benefits a mass transit network will be expanded across the city and will include a network of city-wide routes and complementary, but equally important, district routes. Both will be supported by local transit services.

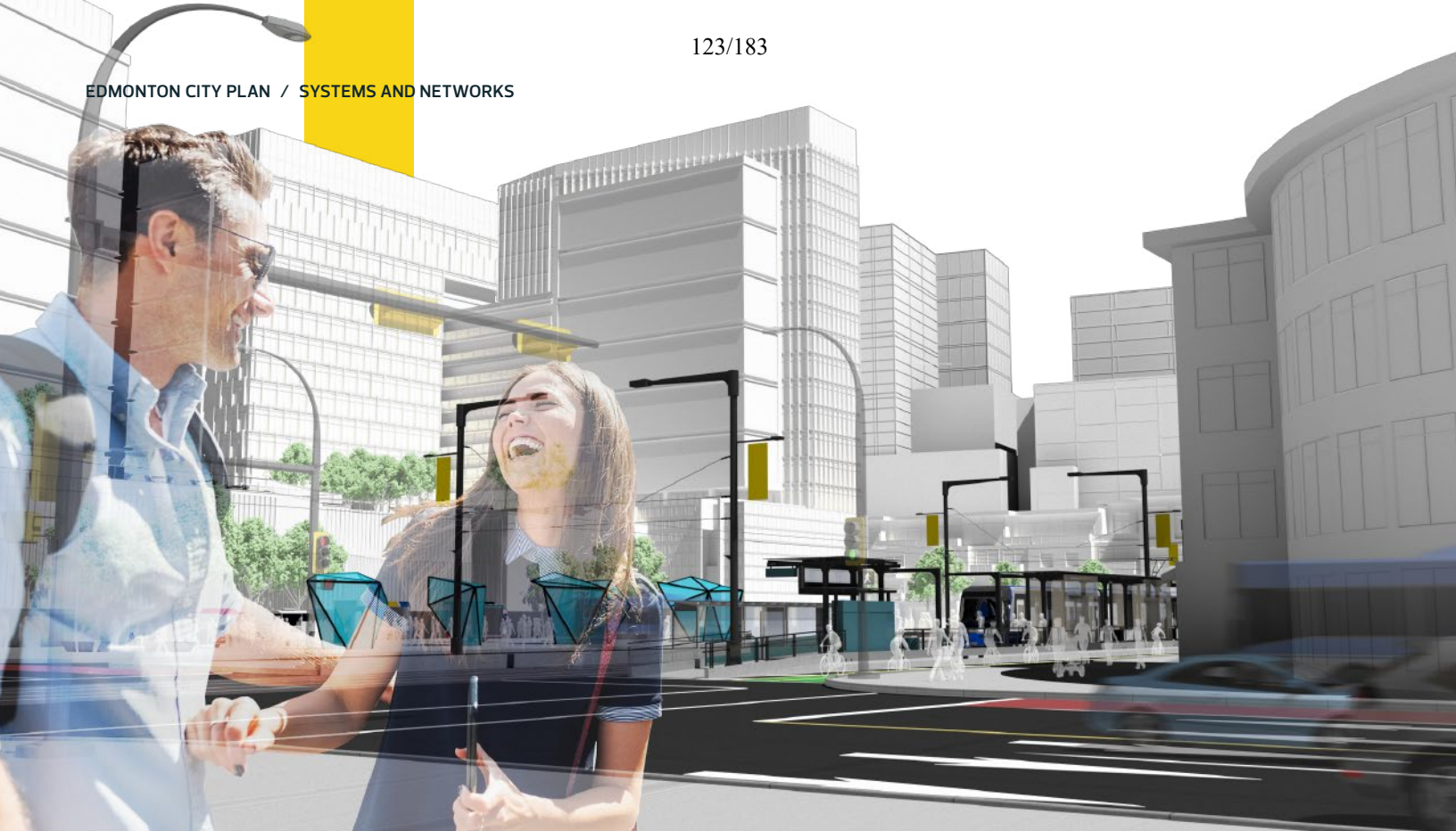
A well-integrated transit network will help provide Edmontonians with what they want – access to safe, convenient and reliable service with faster journey times. A transit network where people can get around the city hassle-free without depending on a car will attract more people to choose transit and reduce auto trips. Over time, the transit network will adapt in response to emerging technologies and mobility services, and will increasingly move towards a low carbon operation. Investing in a complete transit network, with mass transit serving as a backbone, will be an increasingly important city building and climate resilience tool as our city grows.



Mass Transit: Mass transit is critical to connecting people to places that matter to them. It is one of the most efficient ways to move large numbers of people through dense and diverse urban spaces using a variety of technologies. Edmonton will build on the existing LRT network to include city-wide and district routes creating a mass transit network for the whole city. Map 7 outlines the general route density and connectivity that can be expected from the mass transit network at full build out. Careful planning, engineering and community consultation will determine the best route alignment, service levels, and technologies that will provide a high quality, reliable and efficient transit service. Key to this will be the integration of the mass transit network with local transit, end of trip services and mobility hubs. This will allow Edmontonians to easily move within and between their districts, transforming Edmonton into a seamless community of communities.

City-Wide Routes: Mass transit service that provides fast, reliable city-wide mobility through investment in segregated or dedicated right of way, direct transit river crossings and transit priority measures. These routes serve as the “backbone” of public transit for the city. Building on the LRT network, these routes create city-wide mass transit circuitry connecting all quadrants of the city and major nodes with rapid and/or frequent service. The convergence of several city-wide routes enables connection of people with the innovation corridor by linking key academic, health and innovation hubs. This network will be characterized by high quality stops and stations, wide stop spacing, exclusive right of way, efficient transfers between services and frequent all-day service creating a reliable journey for travellers.

District Routes: Mass transit service that enables frequent and rapid mobility within and between districts. These routes will play a critical role in supporting the city-wide routes by providing direct connections, further enabling cross-city travel using public transit. Investment in transit priority measures will be required to enable these routes to provide all-day, reliable and frequent service and seamless connectivity to the city-wide routes. Stop spacing will vary within this network, with higher speed routes having wider stop spacings and routes in denser corridors having shorter stop spacing.



The planning, design and provision of mass transit, including future route alignments, in Edmonton will rely on the following key ideas.

- **Urban structure and land use:** Transit is most successful when it is convenient, and it is most convenient when it is located close to where people live, work and play. Directing growth to nodes and corridors allows more people to be well served by mass transit, where housing and jobs are concentrated.
- **Priority:** Segregated or dedicated right-of-way along with transit priority measures will be used to improve travel time making transit more convenient and attractive. Limited road right-of-way means trade-offs are needed between space allocated for auto travel lanes versus space for transit priority. These trade-offs will be critical in balancing the ability to provide high quality transit service over a wide area and to where need is greatest.
- **Reliability:** Improved reliability will be accomplished by pairing high-frequent and rapid routes that complement and feed higher-order mass transit services.
- **Design:** High quality design elements will be integrated at mass transit stops and stations, including considerations for winter city design elements, providing real-time transit information and off-board fare payment opportunities.

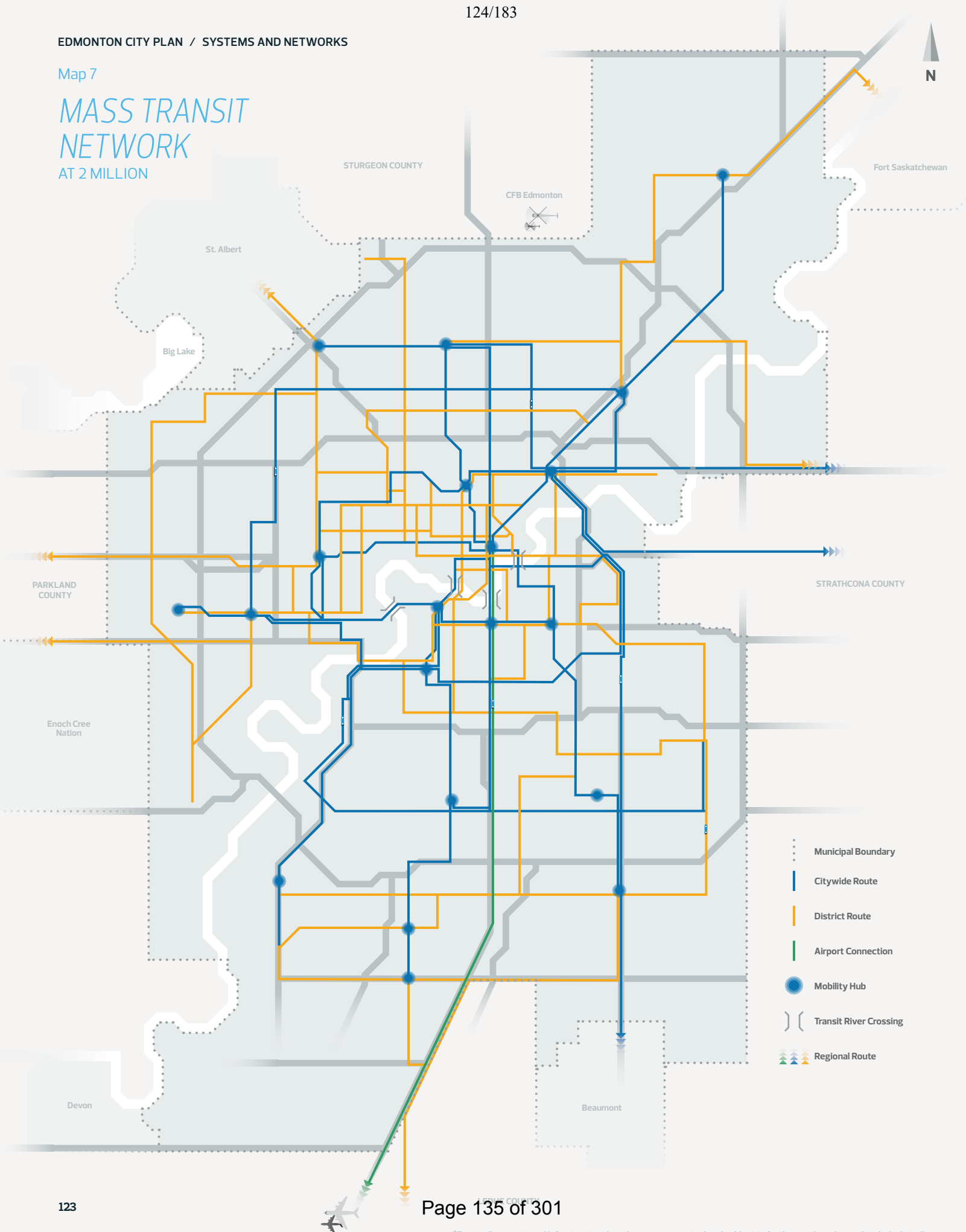
Regional routes are represented in both city-wide and district routes, providing connectivity to regional neighbours. They are characterized by service that operates in express mode between key destinations in Edmonton and regional connection points. Of key interest is the connection to the Edmonton International Airport which will travel on an exclusive right-of-way and provide convenient access to the airport. It will also provide an additional travel option into the city from southern districts and regional areas south of Edmonton. Provincial partnership will be required to integrate the airport connector with a potential Edmonton-Calgary transit corridor and create a strong regional and provincial connection.

Mobility hubs will be strategically located in nodes and centred at intersections of several mass transit routes through careful planning and design. These hubs serve as critical places for trip origins, destinations and transfer points and need to be physically integrated with the urban form. This is where different modes of transportation come together including walking, biking, transit and shared mobility options.

Map 7

MASS TRANSIT
NETWORK

AT 2 MILLION



3. Roadway and Goods Movement Network

The Roadway and Goods Movement Network (see map 8) is critical to supporting local and regional economic prosperity, connecting people to opportunities and businesses to markets. The movement by autos and trucks is an integral part of the mobility system. These important movement corridors will transform over time to accommodate new technologies and land uses.



Roads and Routes

The structure of Edmonton's major roadways has been built over decades with many major routes dating back over a hundred years. The City of Edmonton uses a roadway classification system that is based on the form and function of the roadway. Roadways have been developed over time and reflect the era and urban context in which they were built. Classification is one part of how roads are planned and designed. In addition to the classification, good planning and design considers the surrounding context and a safe and comfortable environment for all users.

New undeveloped lands designated as future residential, non-residential and agricultural will require a new or improved roadway network. The form and function of roads in these areas will be planned and designed over time to support The City Plan Concept. A basic network of arterial roads that broadly follow the grid pattern of existing rural roads will be used to service the area until future development takes place and will be designed in a proactive way to support transit and active modes.

Streets for People and Places

Roadways in Edmonton have historically been designed on functional roadway classifications with a primary focus on accommodating motor vehicle connections to destinations. When other modes of transportation such as walking and cycling are considered, competing demands for space and other challenges arise in street design. All new road design and rehabilitation will use a holistic approach that results in safe, attractive and comfortable streets that are welcoming to all users in all seasons. While each street may not be designed to accommodate or prioritize every mode of transportation the network of streets and off-street pathways will accommodate movements for users of all modes.

Network adaptation and expansion

As the number of people living in Edmonton grows, we will need to accommodate more trips by moving people as efficiently as possible. Reducing the distance people need to travel, and locating services and amenities near areas where people live, will make this easier to do. This may include trade-offs leading to a redistribution of limited road right-of-way and capital and operating resources to improve transit efficiency and travel time.

With the exception of developing and future growth areas, there will be limited opportunities to build or widen roads. Continued expansion of the road network, as a general strategy, is not an efficient use of limited resources and constrained space. We will prioritize a shift away from conventional investment in road expansion towards a greater diversity of modes that move people efficiently. Roadway enhancements, where required, will be strategically focused understanding that they could incentivize adjacent development and growth.

Efficient Use of Infrastructure

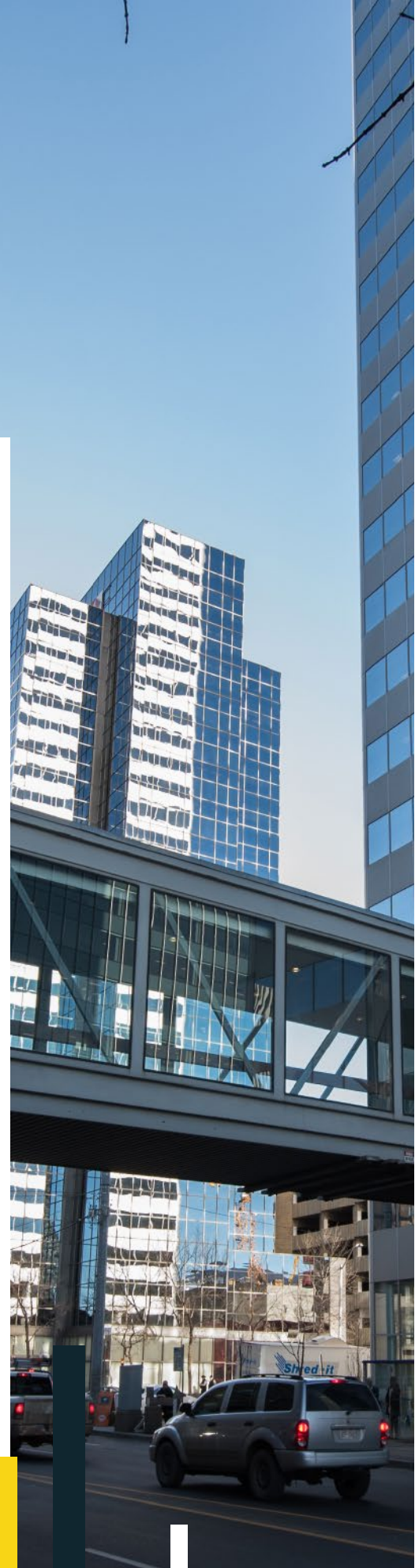
Edmonton will maximize the efficiency of existing road infrastructure and implement targeted improvements in the road network using innovative technology and operational improvements. We will move past traditional ways of measuring network performance aimed exclusively at improving vehicle delay and will pursue a holistic approach that also evaluates the mobility system in terms of public health and safety, equity, impacts to climate, the natural environment and urban form.

Increasing efficiency of publicly owned facilities will also mean managing and treating parking, curbside space and roadways as strategic public assets.

Our road network will evolve in step with our city. In a rebuildable city we will need to reimagine some of our road rights-of-way, from being primarily auto-oriented thoroughfares to complete streets that act as both a travel way for people and a destination in their own right. Nowhere will this be more true than in the system of nodes and corridors where roads will be designed with that in mind. This could mean narrower lanes, slower speeds, restrictions on turning movements or reductions in parking.

Goods Movement

Goods movement is an essential function of any mobility system. The Edmonton region is a major manufacturing, logistics and distribution centre and is a hub for resource development in Alberta. It is vital to the economy that commercial transportation moves efficiently between industrial areas within the city and region. In addition to rail and air transport, a network of major roads used to transport goods and services in Edmonton forms a vital connection for market access and is an important component of the regional transportation network and interprovincial travel. These roads are part of a larger network of truck routes in Edmonton that operationally define where trucks can travel and will be reviewed periodically for alignment with land use planning.



Three sets of road facilities are key to the movement of goods in Edmonton:

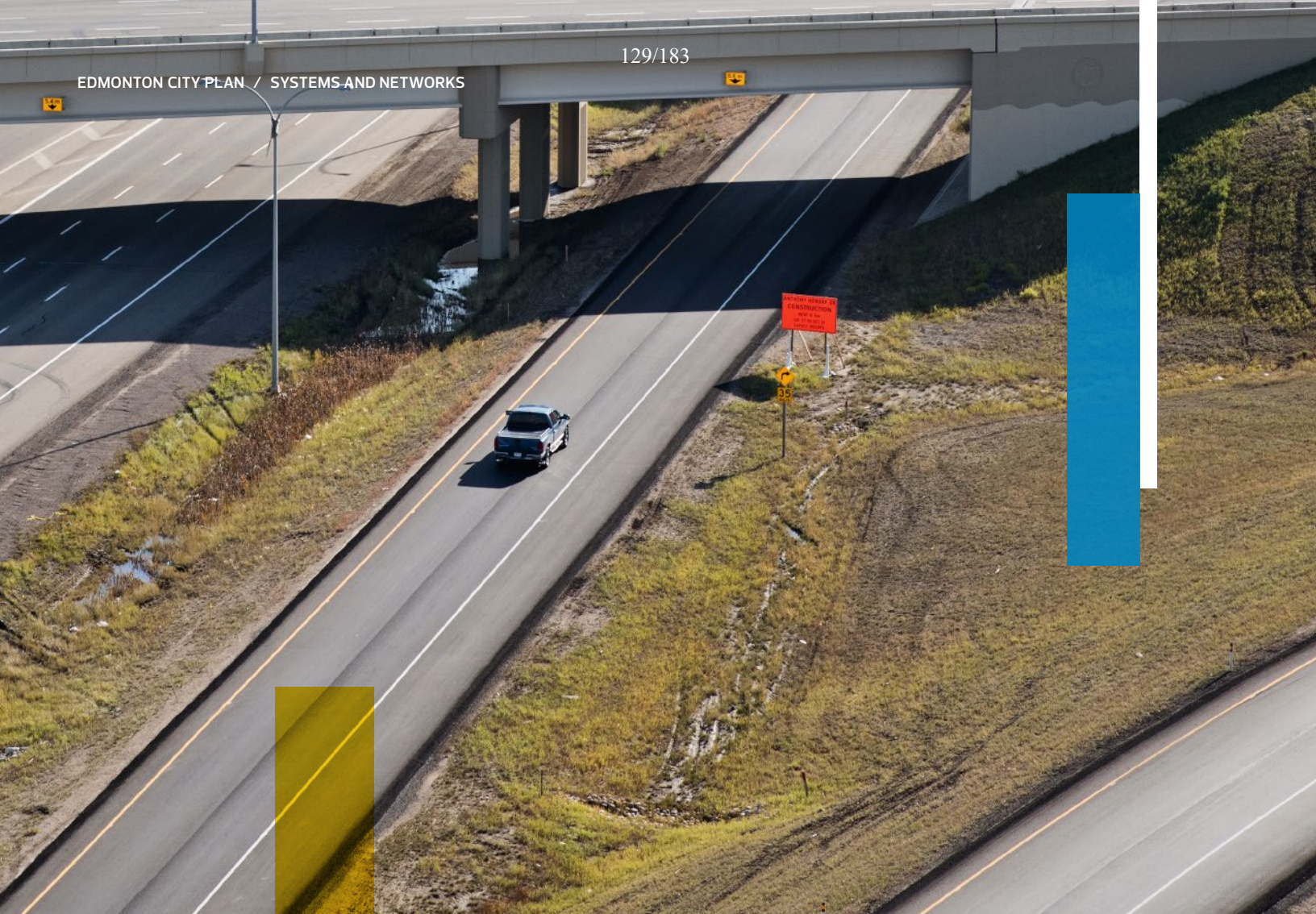
Highways and Freeways: Anthony Henday Drive, Whitemud Drive and Yellowhead Trail form the highest order auto and goods movement facilities in Edmonton. These high standard highways and freeways are grade separated, high-speed roadways and have free-flow movement, providing regional and national connections.

Whitemud Drive and Yellowhead Trail are freeway facilities that provide an important east-west connection to the Anthony Henday Drive highway on the north and south sides of the North Saskatchewan River. They also extend beyond the city boundary and connect to provincial and national highway systems. Short sections of Sherwood Park Freeway and Stony Plain Road are also designated as freeways extending out of Edmonton connecting to provincial highways.

Anthony Henday Drive together with the portions of Queen Elizabeth II, Manning Drive, and Yellowhead Trail that extend beyond Anthony Henday Drive, are all highways within the city's boundaries that are under the operational and jurisdictional control of the Province.

Expressways: Expressways are high capacity, relatively high-speed roadways with limited access points. These roadways have a different design standard than freeways that allow for increased access and accommodation of transit and active modes mixed within the corridor. Terwillegar Drive, once upgraded between Whitemud Drive and Anthony Henday Drive, will operate as an expressway. By extension, an expressway facility on 170 Street SW from Anthony Henday Drive to Provincial Hwy 19 will sufficiently accommodate travel demand at a 2 million population horizon. In the long term beyond 2 million, 170 Street SW may be upgraded to an urban freeway to accommodate regional travel, with the expressway facility serving as an initial stage.





Principal Roadways: Principal roadways provide cross-town auto and goods movement on a higher standard facility with strategic grade separations within Edmonton city limits. They provide a road link between highways and freeways, connect to Anthony Henday Drive and link to important provincial highways outside Edmonton's boundaries. In some cases portions of principal roadways may exhibit freeway or expressway characteristics, however the designation is applied based on the majority of the length of the facility operating as a principal roadway.

These roads could also act as entrances to the city and will feature high quality design and wayfinding elements. Some principal roadways form part of the

nodes and corridors system and will require special design and planning considerations. Over time, these roadways may see the adjacent land uses mature and densify and the function of the road will need to evolve with it.

Principal Roadways include:

- 97 Street, north of Yellowhead Trail
- Manning Drive, north of 137 Avenue to Anthony Henday Drive
- Fort Road, north of Yellowhead Trail
- 101 Avenue, 75 Street to Anthony Henday Drive
- 75 Street, Yellowhead Trail to Whitemud Drive
- 101 Avenue, 75 Street to Anthony Henday Drive
- 50 Street, south of Whitemud Drive and north of Yellowhead Trail to Manning Drive
- 91 Street, south of Anthony Henday Drive
- Calgary Trail/Gateway Boulevard, south of Whitemud Drive to Anthony Henday Drive
- Heritage Valley Trail, south of Anthony Henday Drive
- 41 Avenue SW, east of 170 Street SW
- Township Road 510, east of 170 Street SW
- Maskêkosihk Trail (23 Avenue), west of Anthony Henday Drive
- Stony Plain Road/100 Avenue, west of 170 Street to Anthony Henday Drive
- 170 Street, Yellowhead Trail to Whitemud Drive
- St. Albert Trail, north of Yellowhead Trail to 137 Avenue
- Mark Messier Trail, north of 137 Avenue
- 127 Street, north of Anthony Henday Drive



Urban Freight and Delivery

Urban freight is delivery-oriented transportation that has its origin or destination inside an urban setting. It usually represents the final delivery of goods for retailers or consumers but also includes transporting goods and products out of the city to other markets. Trends in consumer preferences and emerging urban freight technologies are creating new challenges for cities. A comprehensive and adaptive urban freight environment will be important to prepare Edmonton for future technological innovations and disruptions. New solutions for the 'last-kilometre' of delivery could consider new approaches including cargo cycles and microhubs. For example, the integration of microhub lockers could be incorporated into Edmonton's transit mobility hubs to enable convenient enroute goods pick-up by travellers. These solutions could make urban deliveries more efficient and potentially reduce congestion, emissions and curbside management issues.

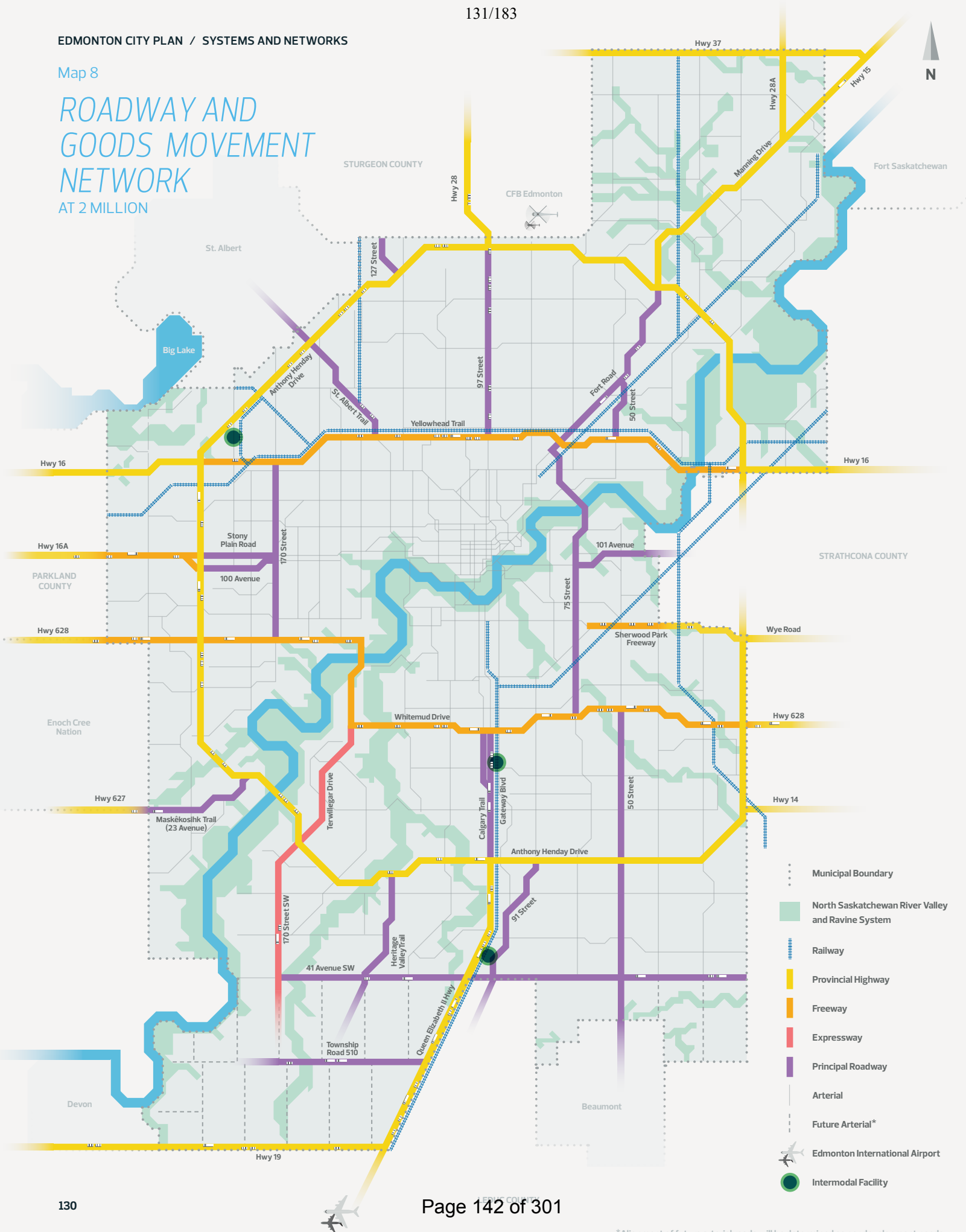
Emerging Mobility

Improving equitable access to mobility will require ensuring emerging mobility technologies such as autonomous vehicles, micro-mobility, micro-transit and Mobility-as-a-Service are available to all Edmontonians. These technologies will also help Edmonton achieve larger objectives around helping people to navigate and integrate short trips across a full spectrum of transportation modes. The integration of these new modes at mobility hubs, for example, are going to be critical to seamless transfer between modes. As technology evolves, we will design streets and infrastructure to be adaptable to future mobility opportunities and land use changes. We will respond to technological change in consideration of equity, safety and climate impacts.

Map 8

ROADWAY AND GOODS MOVEMENT NETWORK

AT 2 MILLION

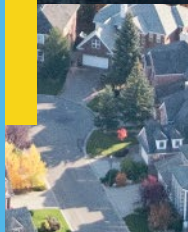
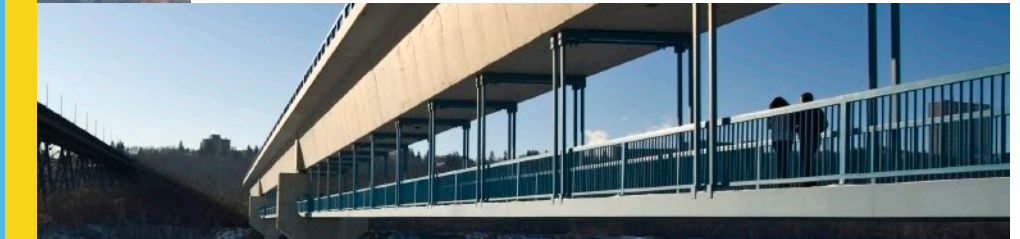
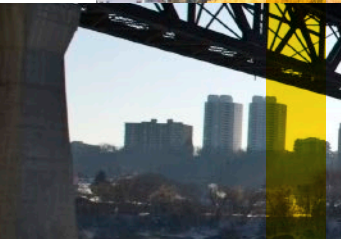
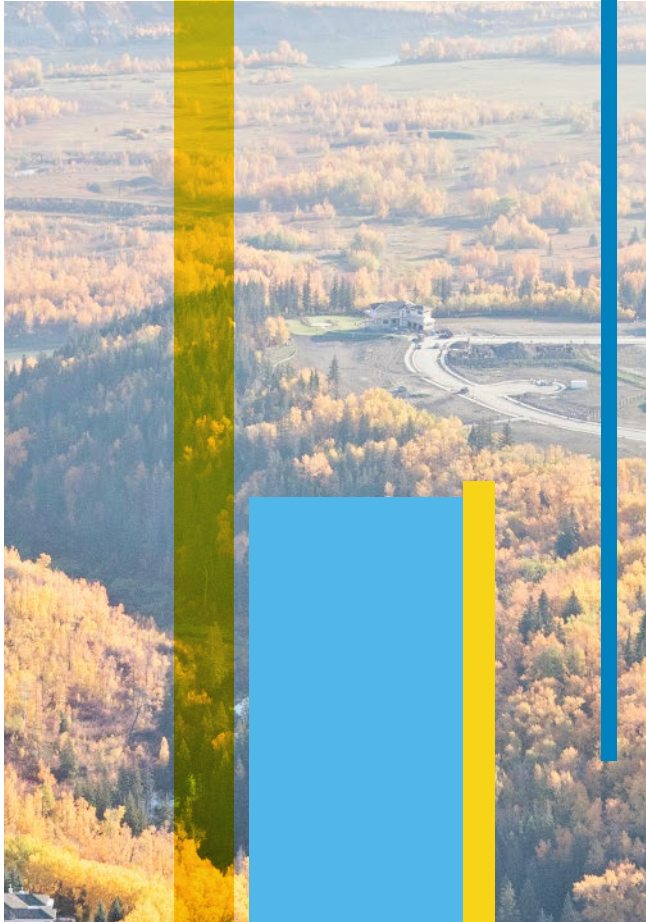


Managing Growth

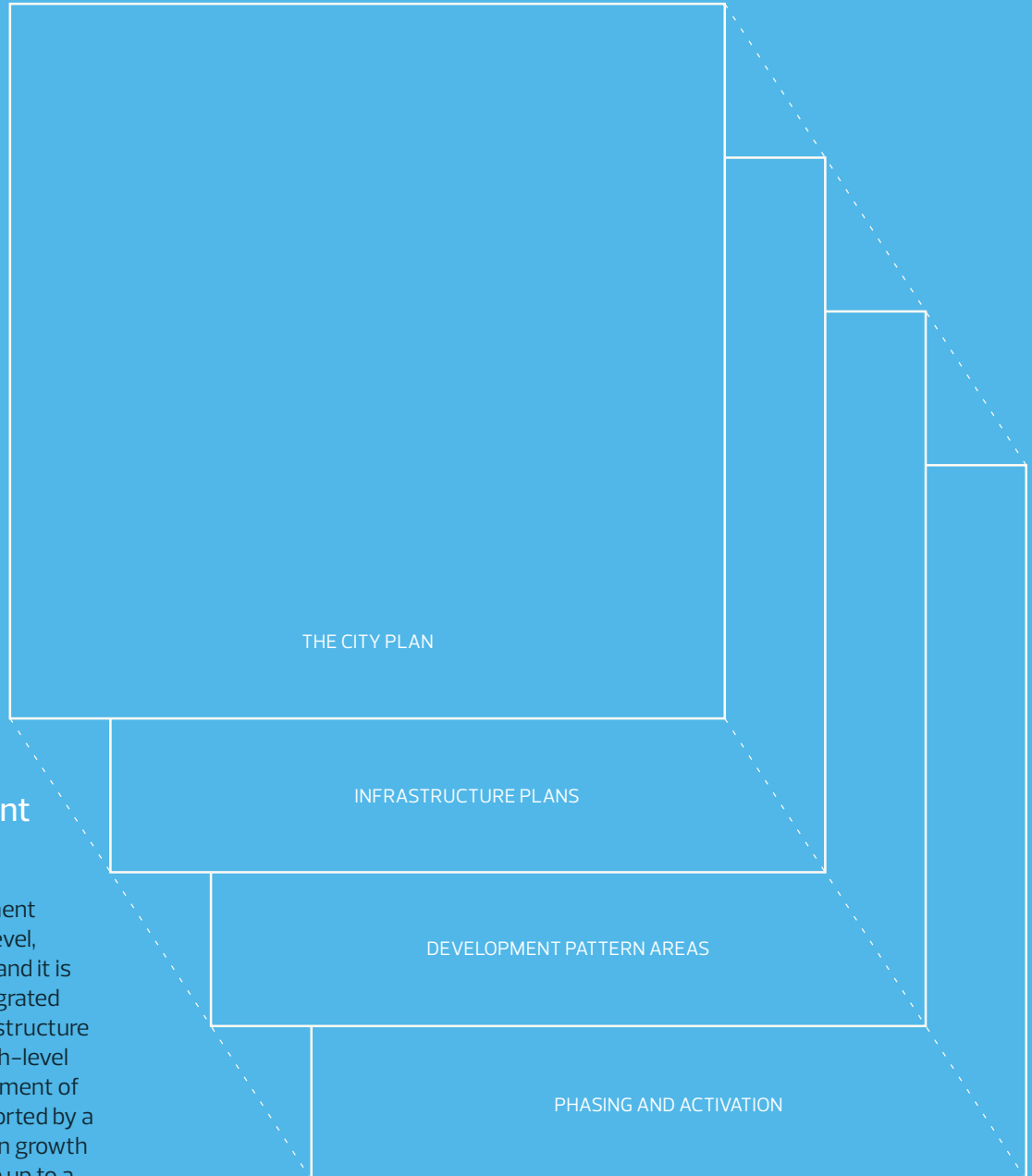
Edmonton is at the centre of one of the fastest growing metropolitan regions in the country and is a young city with strong job creation, diverse communities and a talented labour market. City building is a joint effort that requires broad commitment and ongoing efforts from our community, public and private sectors. We all have a role to play in how Edmonton grows.

Three elements enable successful urban development and community change when working together over time:

- 1. Growth Management Framework**
- 2. Development Pattern Areas**
- 3. Phasing and Activation**



Regional Plans and Initiatives



1. Growth Management Framework

Edmonton's Growth Management Framework is, at the highest level, informed by regional planning and it is brought to life by using an integrated approach to apply policy, infrastructure planning, growth priorities, high-level financing plans and the deployment of targeted fiscal tools. It is supported by a phasing strategy for population growth increments of 250,000 people up to a total of two million. In the short to medium term the activation approach to support anticipated long-term growth will be linked to the City's financial process through the four-year corporate business plan and corresponding municipal budget.

The graphic illustrates Edmonton's integrated Growth Management Framework.



Neighbourhood Lifecycle

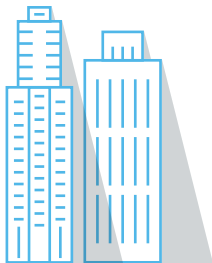
The need to strategically manage growth and development is influenced by many factors including the cyclical change of neighbourhoods over time. All neighbourhoods change and go through a typical lifecycle process. This is not unique to Edmonton nor specific to any particular neighbourhoods. Prudent planning recognizes this lifecycle and supports the ongoing transition of all communities and districts. When first building out, neighbourhoods experience rapid population expansion, new households are formed and household size grows. They then tend to stabilize for a period of time, which is followed by population decline as children grow up and leave home. At that

point neighbourhoods can experience a variety of transitions and different outcomes over time. Neighbourhood populations may continue to shrink as average household size declines for a period, or they may grow again as new generations of Edmontonians move in and expand their families. So much depends on how we plan and prepare for the different possibilities. Ensuring that all neighbourhoods continue to be desirable places to live across many generations depends on how we plan and prepare, including revitalization, redevelopment and intensification.

Anticipated total housing units and form at 2 million

Residential Housing Forms: Matching Demand with Opportunities
As sites, neighbourhoods, and districts evolve the City will continue to work with communities and development partners to increase and diversify Edmonton's housing supply. This will happen through the staged expansion of new neighbourhoods in the developing area, and by increasing density along nodes and corridors and by enabling ongoing residential infill in the redeveloping area. Edmonton's City Plan Concept provides an opportunity to develop a diversity of housing types thereby offering residents more choice of housing types in all areas of the city (see map 1).

As Edmonton's population doubles to two million while maintaining its current boundary the number of residential dwelling units in Edmonton is expected to grow to 840,000 city-wide. Of those units, approximately 340,000 will be low density residential, 280,000 will be medium density, and 220,000 dwelling units will be high density.



840,000 TOTAL
RESIDENTIAL DWELLING
UNITS BY 2 MILLION

Low Density Residential (LDR):
Includes different types of housing, such as single detached housing, row housing, tiny homes or multi-unit housing.

City Plan Concept estimate:
41 percent of all units city-wide

340,000 LDR

Medium Density Residential (MDR): Includes row housing, stacked row housing and low to mid-rise apartments (or multi-unit housing).

City Plan Concept estimate:
33 percent of all units city-wide

280,000 MDR

High Density Residential (HDR):
Includes mid-rise apartments and high-rise apartments (or multi-unit housing). This includes mixed use development

City Plan Concept estimate:
26 percent of all units city-wide

220,000 HDR

Anticipated
total housing
units and form
at 2 million

Development and Redevelopment mix for housing one million more

1.25 million people

- >35% net unit growth realized through redevelopment
- <65% net unit growth realized through new development

1.75 million people

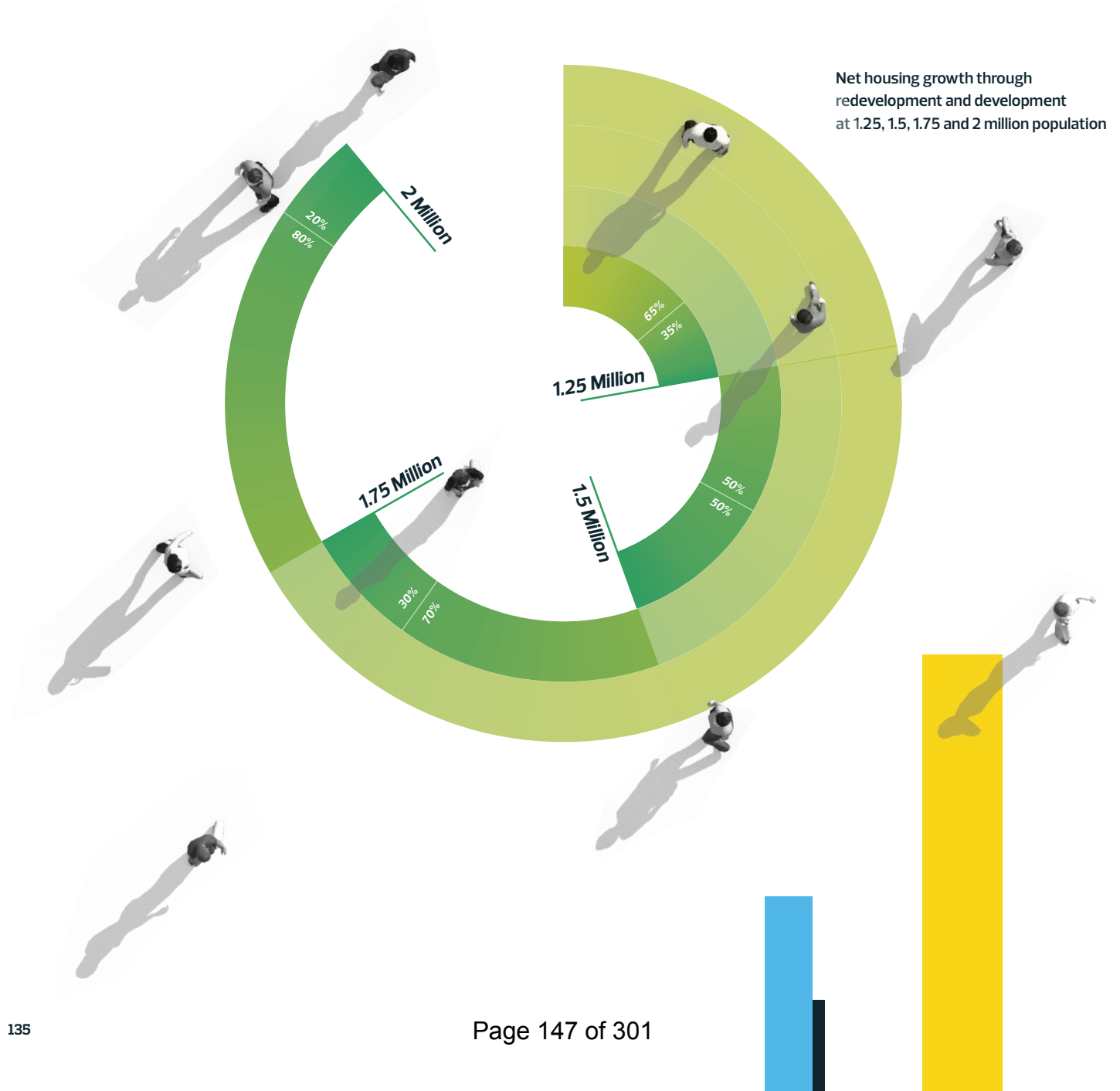
- >70% net unit growth realized through redevelopment
- <30% net unit growth realized through new development

1.5 million people

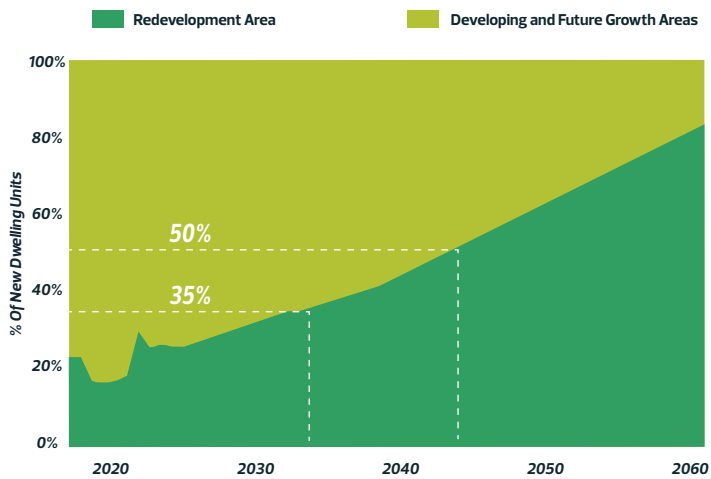
- >50% net unit growth realized through redevelopment
- <50% net unit growth realized through new development

2 million people

- >80% net unit growth realized through redevelopment
- <20% net unit growth realized through new development

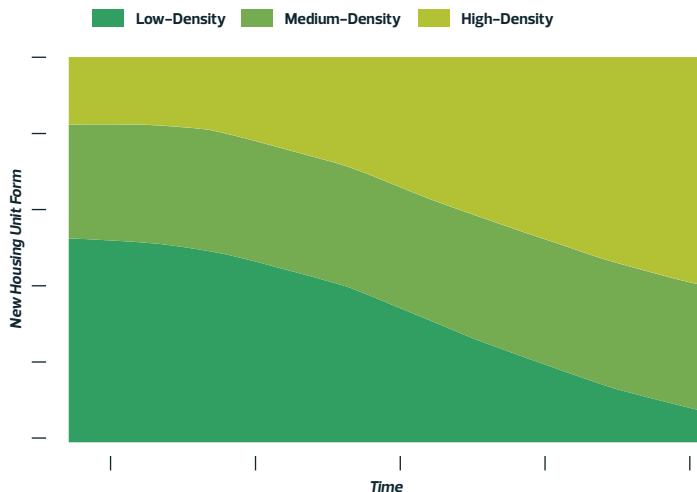


Projected new housing share by development pattern area



Over time, dwelling unit growth will increasingly need to be accommodated in the redeveloping area, mainly in the form of medium- and high-density residential homes, and less in the developing and future growth areas.

Projected residential market transition



Over time Edmonton's new homes will increasingly be of the medium- and high-density forms and less will be low-density forms

A Changing Urban Form

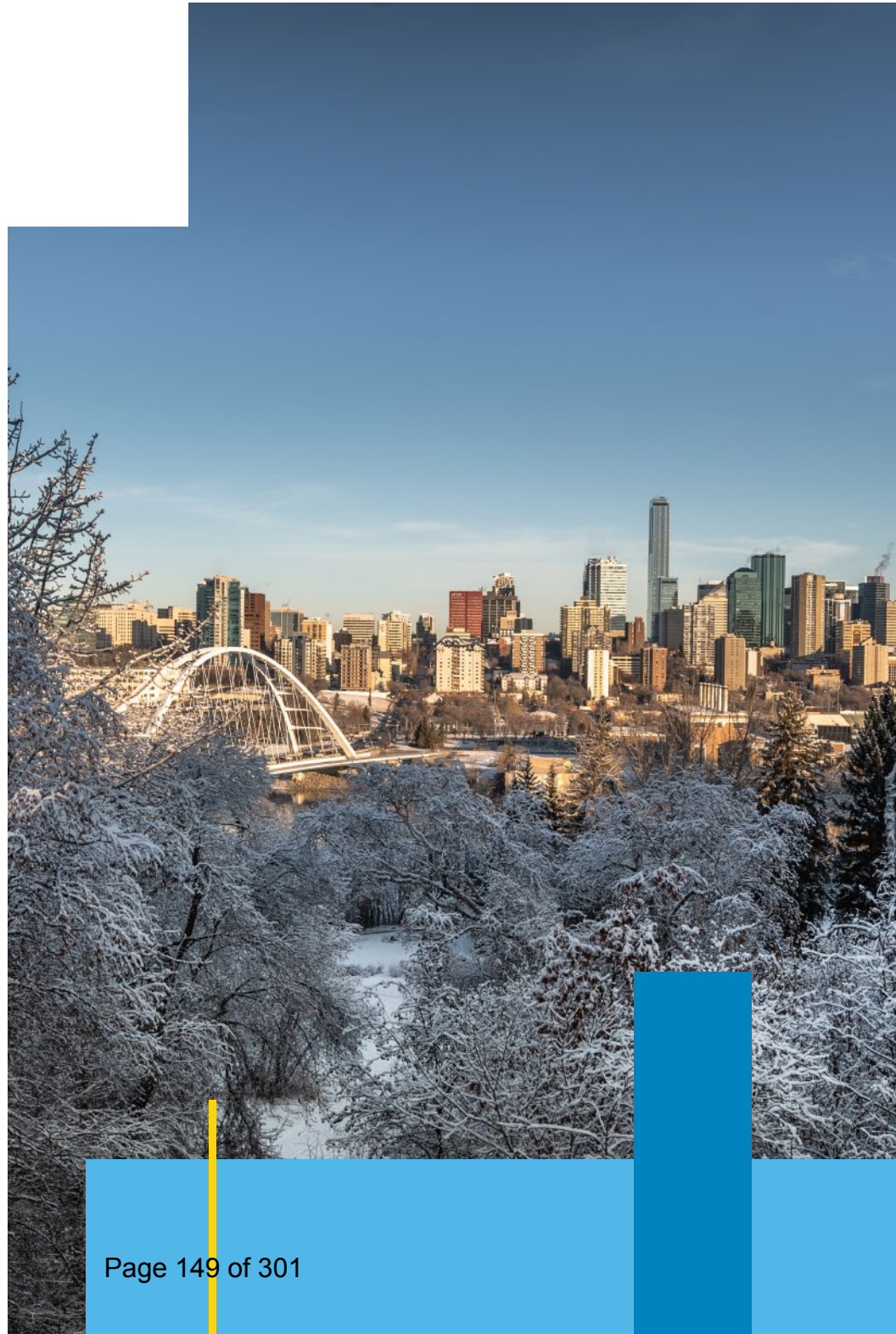
By virtue of growing within the current urban boundary, more high-density homes will be needed to accommodate new Edmontonians over the coming decades. This change in urban form will mean more efficient use of the land resources in Edmonton and will involve welcoming more people into areas that are already well served by amenities, mobility infrastructure and services. It may also involve increasing and improving amenities for people as neighbourhoods and districts grow.

New residential dwelling units will continue to be added to redeveloping, developing and future growth areas but will increasingly be concentrated in the redeveloping area. Residential redevelopment will occur primarily in the form of medium- and high-density housing types. Over time, as the existing land supply for greenfield development is consumed, proportionally less low-density growth will take place in the developing and future growth areas.

Employment Opportunities

With more people living in Edmonton, the city's employment base is estimated to grow at an average annual rate of 1.5 percent and add an estimated 520,000 jobs for a total of 1.1 million jobs when the city's population reaches two million. Similar to the way the city's population growth will surge and slow depending on various factors, Edmonton's employment growth will speed up and slow down over time. This change is in response to a number of dynamic global and local macro-economic and demographic factors influencing Edmonton's future employment, labour force growth by sector and land requirements.

Employment opportunities in Edmonton will shift with regional, provincial, national and global economic growth and in response to technological changes. New employment opportunities will respond to how knowledge, goods and services are created, exchanged, managed and consumed, and will ultimately impact how physical space is used. Investment and talent will be attracted to Edmonton in part due to the high quality of life, well connected and integrated mobility system, vibrant urban places and economic opportunities. To support this objective, older industrial areas will need reinvestment and diversification, and new non-residential lands in the developing area will be strategically opened up to accommodate more opportunities for growth.

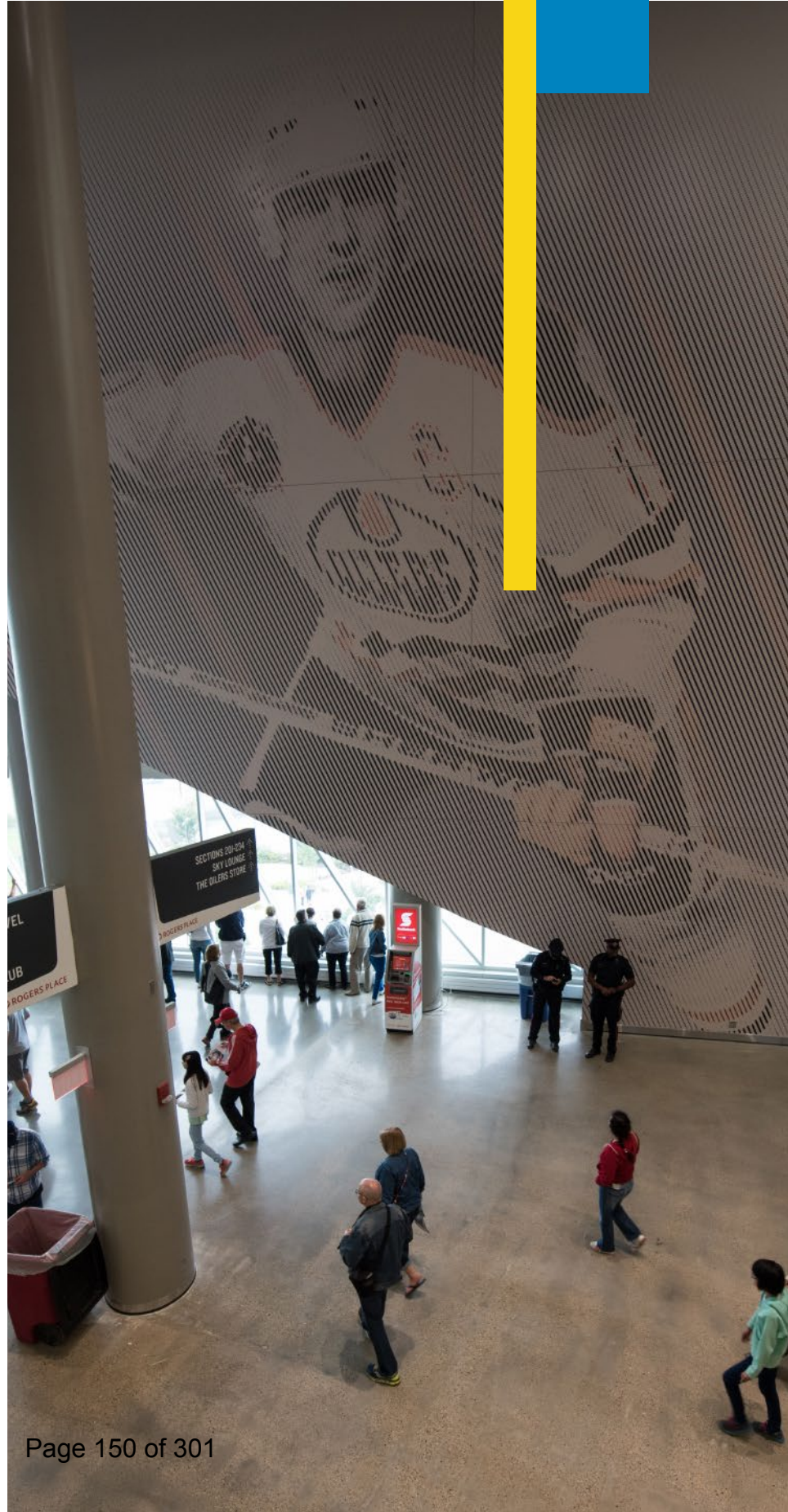


Shifts in local demographics, changes in development activity and changing economic conditions will also play a key role in shaping Edmonton's future employment and growth pattern. With more people living within the redeveloping and developing areas the demand for accessible goods and services closer to home will increase. This growth pattern, in turn, will create new opportunities for business and employment. Nodes and corridors provide the physical structure to cluster more people and support diverse employment opportunities across the city. Within and near the Centre City, a strong mass transit link supports the innovation corridor to attract more people living and working nearby expanding local markets for goods, services and jobs. Growth in advanced education, health and knowledge-based sectors is also expected.

Working in partnership with industry and the business community, the City will support efforts to strengthen and diversify Edmonton's economy by:

- Investing in the redeveloping area
- Nurturing existing partnerships and investment opportunities within its centrally located academic, health and knowledge-based sectors
- Investing in the developing area to accommodate new business and employment
- Strategically pursuing long-term economic development opportunities within the city's future growth area that benefit Edmontonians and regional partners.

Employment growth within new non-residential areas will be guided by approved plans and supported through investment that is balanced alongside other current and future growth priorities.





2. Development Pattern Areas

Edmonton's development is diverse, with a mixture of residential, commercial, industrial, institutional and recreational lands located throughout the city. This is a great advantage and gives us flexibility in how we grow. Development pattern areas provide an important organizing structure for growth. Whether continuously adapting and redeveloping older neighbourhoods or planning for future ones, the pattern areas support and organize growth across all areas of the city while maintaining Edmonton's current urban boundary.

Edmonton will face a number of challenges as it evolves and grows. These challenges extend from revitalizing the oldest parts of the city for the next wave of growth to opening up future growth areas that have yet to experience urban development. Focused efforts to provide ongoing and new infrastructure and services to all areas of the city in a thoughtful and coordinated manner will be required. To meet these needs, The City Plan sets out clear growth priorities that will balance investments in renewal and growth projects in both existing and new neighbourhoods. Because growth and investment can't occur everywhere at once, trade-offs and sequencing will need to be made along the way.

The redeveloping area will experience both incremental infill and strategic intensification. Similarly, existing non-residential areas will evolve, densify and redevelop with new business, emerging sectors and diverse employment opportunities. Developing and future growth areas will continue to provide greenfield development opportunities, taking their direction from approved plans. New plans for future growth areas will be prepared as per policy guidance from The City Plan and in alignment with regional density targets.



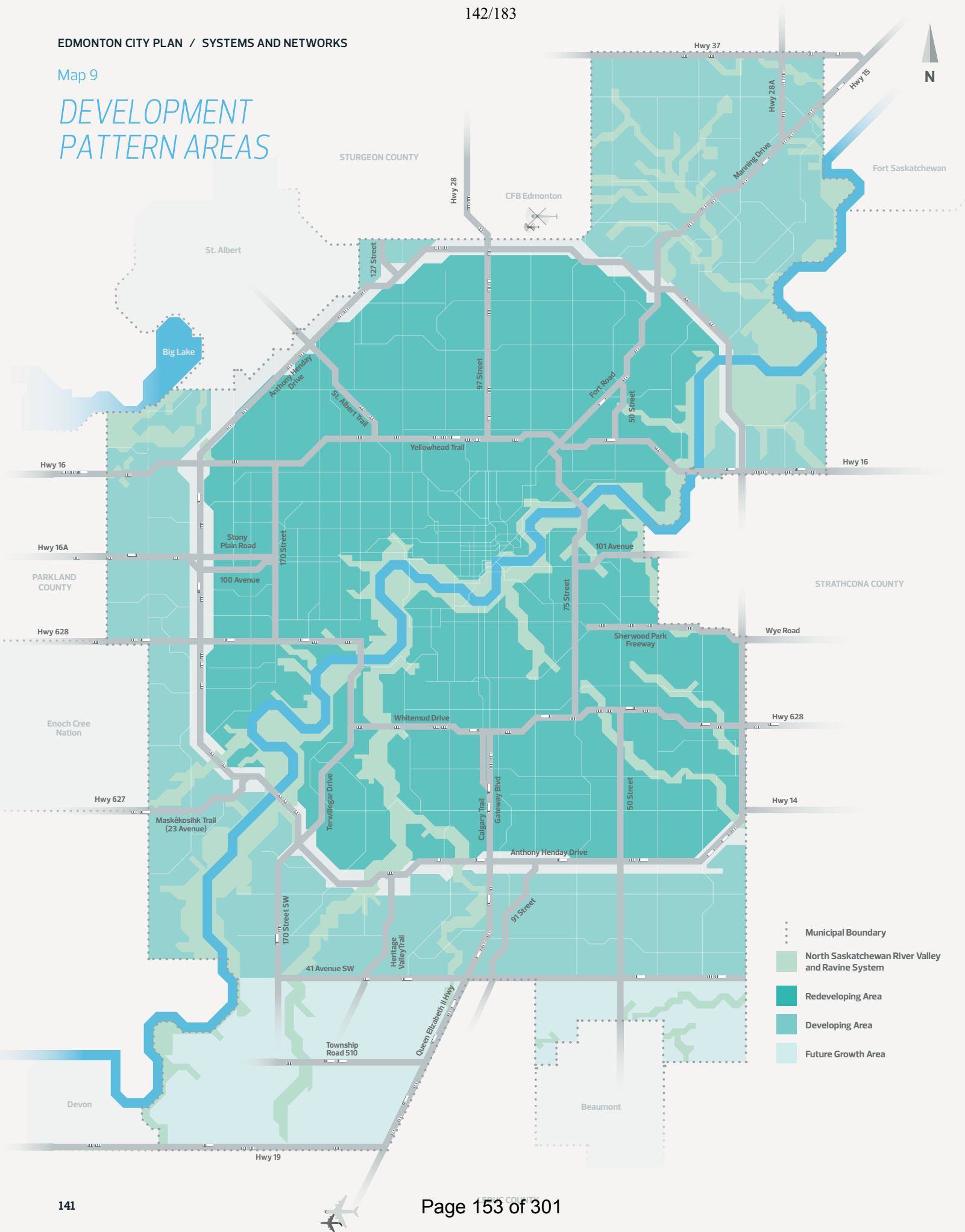
Edmonton's urban pattern consists of three distinct areas (see map 9).

Redeveloping Area includes already established residential and non-residential areas that have gone through their first lifecycle and are positioned for ongoing adaptation in the future. This area is generally defined as encompassing lands located within Anthony Henday Drive and will be supported by concentrated development in nodes and along corridors.

Developing Area includes new residential and non-residential growth opportunities within Edmonton's current boundary. This area is located primarily outside Anthony Henday Drive but does not include the Future Growth Area.

Future Growth Area includes lands for agricultural preservation as well as future potential for residential and non-residential growth. This area is located south of 41 Avenue SW and will require the authorization and preparation of new geographic plans before development is allowed.

DEVELOPMENT PATTERN AREAS





3. Phasing and Activation

From a base of roughly one million residents in 2020, Edmonton will grow to a community of two million residents and will support approximately 1.1 million jobs. Population and economic growth in cities occurs unevenly over time. Sometimes growth happens quickly and at other times more slowly. In order to plan for a population of two million, growth will be phased in increments of 250,000 people, which in times of solid growth could relate to approximately 10-year periods. In periods of slower growth, it could take longer. The length of time it takes to develop is less important than the number of people and jobs planned for, and the way that growth is prioritized and supported.

Anticipated Growth

Growth and change will occur city-wide but higher anticipated residential unit growth and higher density development will occur in the redeveloping area and, in particular, at nodes and along corridors. Anticipated growth in specific areas of the city is based on:

- trends in market demand
- existing priority development or demonstration of current momentum
- land availability
- mass transit infrastructure (existing or planned)
- state of existing servicing
- potential to improve housing mix and social equity
- community interest
- geographic distribution within the city-wide context
- adjacency to existing amenities and employment
- connections to other nodes and corridors



The anticipated impact of change in different areas of the city at different points in time is illustrated through five general ranges of residential unit growth (see maps 10A through 10D):

Low: 0 to 200 units, incremental development occurs without major intervention and tends to be less visible

Low/Medium: 201 to 1,000 units, some coordinated level of development will be encouraged/expected and change is visible on the ground

Medium: 1,001 to 2,500 units, highly coordinated level of development is encouraged/expected and visible change in the urban form appears

Medium/High: 2,501 to 5,000 units, significant growth expected and the urban form changes

High: 5,000+ units, high growth and significant transformation is expected

Strategically phasing growth opportunities as Edmonton expands to a population of two million ensures that public and private sector efforts and investments are aligned and directed towards a collective objective of supporting intentional change. Although some specific locations in the city will see higher and more concentrated levels of development, it is anticipated and necessary that growth continues to happen throughout the entire city.

Diverse residential infill is anticipated to occur in all neighbourhoods and will be reflected across all parts of the redeveloping area outside of nodes and corridors. Growth in these areas is generally expected to be incremental throughout all population horizons of The City Plan. The redeveloping area will require continued planning as well as investment in capital infrastructure and operating expenditures to ensure that services and amenities continue to support the needs of a growing population.

In addition to residential infill, growth will occur in the developing and future growth areas. They will proceed according to approved plans and/or future plans that support contiguous development and are aligned with The City Plan and regional direction. As new development is advanced, associated capital infrastructure investment and operating expenditures will be required.

Activation Approach

Alongside the anticipated growth in all areas of the city, different types of activation will be initiated by the City to support intentional growth in all areas of the city. Both the public and private sectors have roles in initiating and advancing growth opportunities. These roles are complementary and will require an intentional collective effort to meet larger and more holistic city-building outcomes and realize the full potential of future growth.



Broadly, the City will help activate growth and change in three ways:

Strategize

Activation to stimulate site/area readiness for development or redevelopment, build the necessary regulatory structure to support future action and build momentum through advanced preparation and strategy development. This includes activities such as completing technical studies, preparing business cases, developing geographic plans and/or advancing other planning and funding strategies.

Invest

Activation activities to prioritize targeted investment in response to market demand, addressing infrastructure barriers or leveraging existing assets. This includes activities such as hard and soft infrastructure upgrades, investing in mass transit and using land assets to support key priorities in partnership with business, community and industry.

Nurture

Activation to support ongoing momentum, fine-tune roll-out and focus implementation efforts in areas where development and change are underway and advancing. This will include activities such as forming partnerships, piloting new ideas and deploying programming efforts to enhance an area's performance and viability.

The anticipated activation approach for all growth areas are shown at each of the population thresholds in maps 11A through 11D. Various areas of the city will be the focus in terms of activation at different points in time.

Priority growth areas are those areas with more intense population growth in the first population horizon, 1–1.25 million. As the city moves towards each of the next population thresholds, different activation treatments will be occurring to ready the areas for high population growth as a next priority growth area.



1 to 1.25 Million population horizon

Anticipated residential growth in the developing area will be guided by existing plan approvals such as Area Structure Plans and Neighbourhood Structure Plans. Anticipated growth in the redeveloping area will be strongly influenced by market demand and previously identified priorities with attached investment programs (e.g., Blatchford, downtown and Whyte Avenue). While this reflects some continuation of existing development patterns, this is not a signal of business-as-usual. The phasing activation plan identifies the activities that the City will undertake to both support already established priorities, further advancement of existing market demand, and create conditions for success in the next time horizon.

1.25 to 1.5 Million population horizon

Anticipated residential growth begins to reflect the shift in development that is needed to achieve the land use concept. Development accelerates in specific nodes and corridors in response to the activation activities that have taken place in the previous time horizon. This includes investment in mass transit or continued strategies to apply appropriate and enabling zoning in specific areas. Newer neighbourhoods in the redeveloping area reach anticipated build-out and a wider variety of established communities begin their transition to residential infill. The first stage of newly identified investments are made in nodes and along corridors to support anticipated growth.

1.5 to 1.75 Million population horizon

This horizon represents a turning point for anticipated residential growth as parity is reached in terms of the amount of development occurring in the redeveloping area versus in the developing and future growth area combined. The major investment activities of the previous horizon have taken hold and the anticipated growth in strategically targeted nodes and corridors begins to take off with medium and high growth beginning to occur in non-traditional growth areas such as the Calgary Trail/Gateway Corridor. New growth areas are opened up and redevelopment supports at least 50% of all new housing units city-wide.

1.75 to 2 Million population horizon

Available land for greenfield development is waning and the new norm is that the majority of growth occurs in the redeveloping area. The nodes and corridors that have been the focus of major growth since the first time horizon, and areas such as Blatchford and 118 Avenue, now require strategy or reinvestment and most other nodes and corridors are in need of nurturing activities to revitalize and ensure that they continue to be attractive places to live.

Shifting Edmonton's urban form over these time horizons will be supported by four levers of change: policy, partnership, pricing and investment

Levers of Change

Levers are tools, actions or approaches that the City can use to enact change and achieve specific outcomes. These levers are critical to achieving market transition and may be required to stimulate intentional growth in priority areas. Each area of growth is unique and will require the levers of change to be applied to varying degrees to achieve city building outcomes. In some cases, multiple levers will need to be used at the same time. The levers are:

Policy is a municipal planning instrument that can guide, direct, manage or shape how we provide strategic direction for land, infrastructure or services to influence or change the behaviour of residents and markets or market groups.

Partnerships and Advocacy require fostering relationships with private, community, institutional and not for profit entities to activate strategies, initiatives and actions to advance common goals, recognizing shared interests and aspirations.

Incentives, Pricing and Subsidies include applying a premium to cost or a reduction in cost to support a shared outcome or influence behaviour. This can include off-setting the costs of services and amenities for certain user groups or types of activities, or applying charges and fees for users through available financial mechanisms.

Infrastructure Investment is about providing capital or operational investment in physical infrastructure, City assets, services and planning activities to activate and encourage specific city building outcomes.

**Table 1. Levers of Change Tools
in Activation Treatments**

	STRATEGIZE	INVEST	NURTURE
POLICY	<p>Create or amend geographic or statutory plans and strategies</p> <p>Initiate zoning by law amendments</p>	<p>Use public lands assets</p> <p>Invest in startup of growth management, financial and land asset tools</p>	<p>Monitor geographic and update statutory plans, strategies</p> <p>Complete marketing plans</p>
PARTNERSHIPS AND ADVOCACY	<p>Identify and strengthen relationships with critical partners, initiate innovative approaches (BIA, community development, P3s)</p>	<p>Apply placemaking and activation projects with partners</p> <p>Support innovative activities</p>	<p>Review and realign partnerships</p> <p>Support prototyping of placemaking and activation of places</p>
INVESTMENT	<p>Develop capital programs</p> <p>Complete related design concepts</p>	<p>Implement capital programs and projects</p>	<p>Review standards for capital assets</p> <p>Rehab and renewal programs</p> <p>Execute marketing plans</p>
PRICING AND SUBSIDIES	<p>Investigate subsidies and pricing mechanisms</p> <p>Explore growth funding approaches and tools</p>	<p>Apply incentives, grants and fiscal tools</p>	<p>Implement behaviour change (incentives & social marketing)</p> <p>Monitor and update subsidies and pricing mechanisms</p>

Activation Treatment (applied by location)

The table on the right identifies possible implementation tools to achieve the desired pattern of growth through the levers of change for each activation treatment (i.e., strategize, invest and nurture).



Financially Efficient City Building

There is a relationship between the way Edmonton grows and the City's long-term financial sustainability. Numerous municipal services and capital programs have associated cost drivers that are based on distances or lengths such as roads, sidewalks, street lighting, drainage, mass transit and others. Factors such as density, urban design, geographic footprint and infrastructure design standards influence the City's overall expenditure obligations. Lower density development is not as fiscally viable as well-designed higher density development over the long term. Efficiencies and cost advantages can be reaped from service and infrastructure delivery through higher-density land use, a mixed-use urban form and a multi-modal transportation system.

The City Plan Concept (map 1) promotes efficient and compact city building, which will incrementally enhance its long-term fiscal efficiency. A more compact urban form will reduce some capital growth requirements for new road infrastructure, fire stations, recreation facilities and libraries. While some of these efficiencies will be offset by higher costs for transit service and public realm improvements, a more compact urban form is expected to improve Edmonton's net financial position. The City Plan Concept is estimated to result in approximately 8 percent cost savings in service and infrastructure delivery as compared to costs that would be incurred through traditional low-density growth patterns. The City Plan supports Edmonton's long-term goals while promoting long-term financial sustainability.

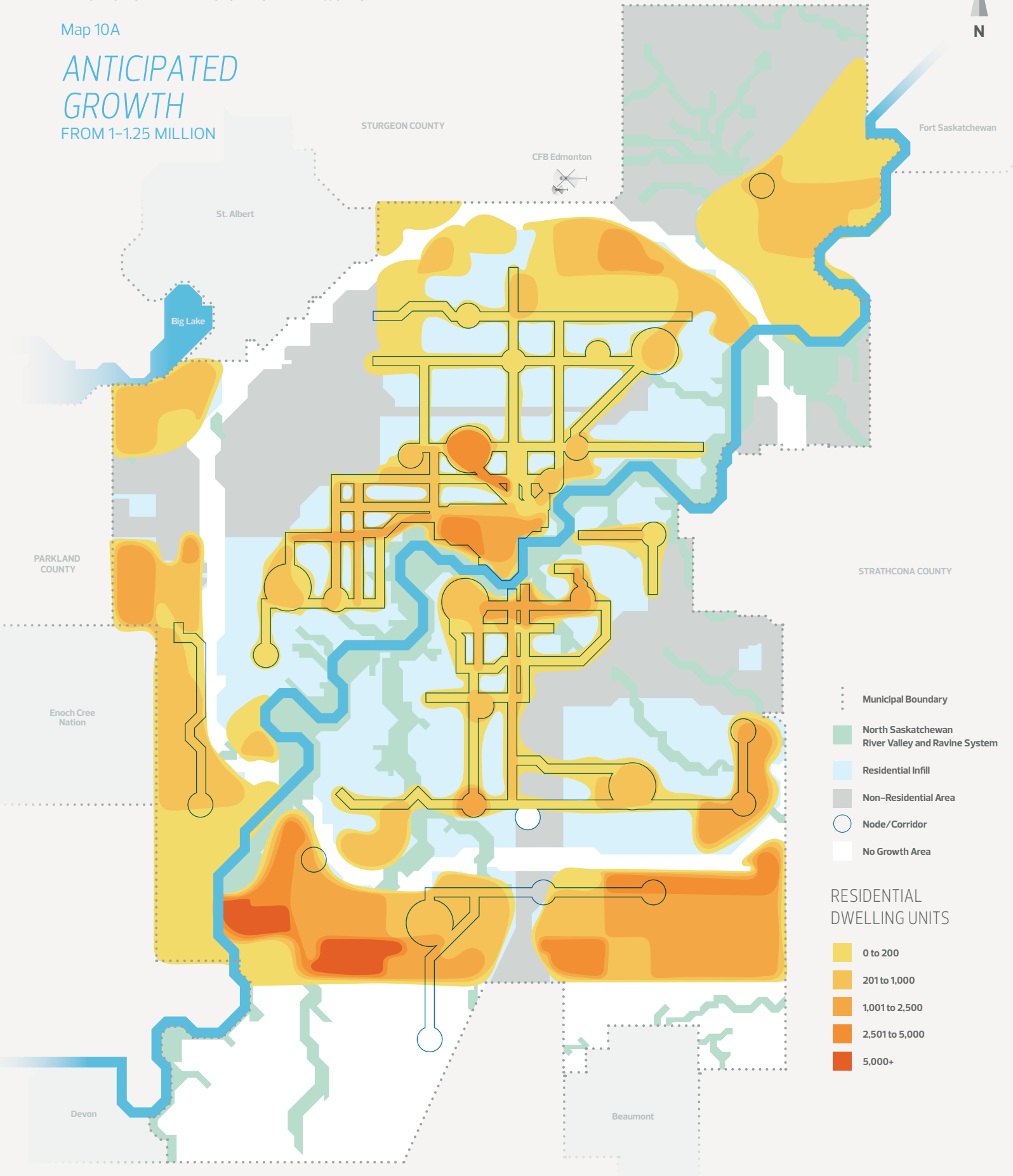
Financing and Funding The City Plan

To provide Edmontonians a high quality of life, informed decision making based on the appropriate financial analysis will be required to allow for long-range, deliberate city building to occur. As the city grows and evolves, necessary capital and operating funding will be required to build and maintain infrastructure, provide services and advance growth priorities.

The City Plan identifies future short-term and long-term growth priorities and these need to be considered prudently against available revenue sources and balanced with the City's responsibility to maintain and the desire to improve services, facilities and infrastructure. The City's revenue sources will continue to include traditional sources such as taxation and grants from other orders of government. However, new and/or alternative funding sources may be required to ensure that growth pays for growth and to keep tax rates within publicly acceptable levels and maintain affordability while supporting an excellent quality of life. Over the life of The City Plan, trade-offs and priority setting will be required to ensure that Edmonton's development pattern supports the values and city building outcomes that Edmontonians have said they aspire to for their city.

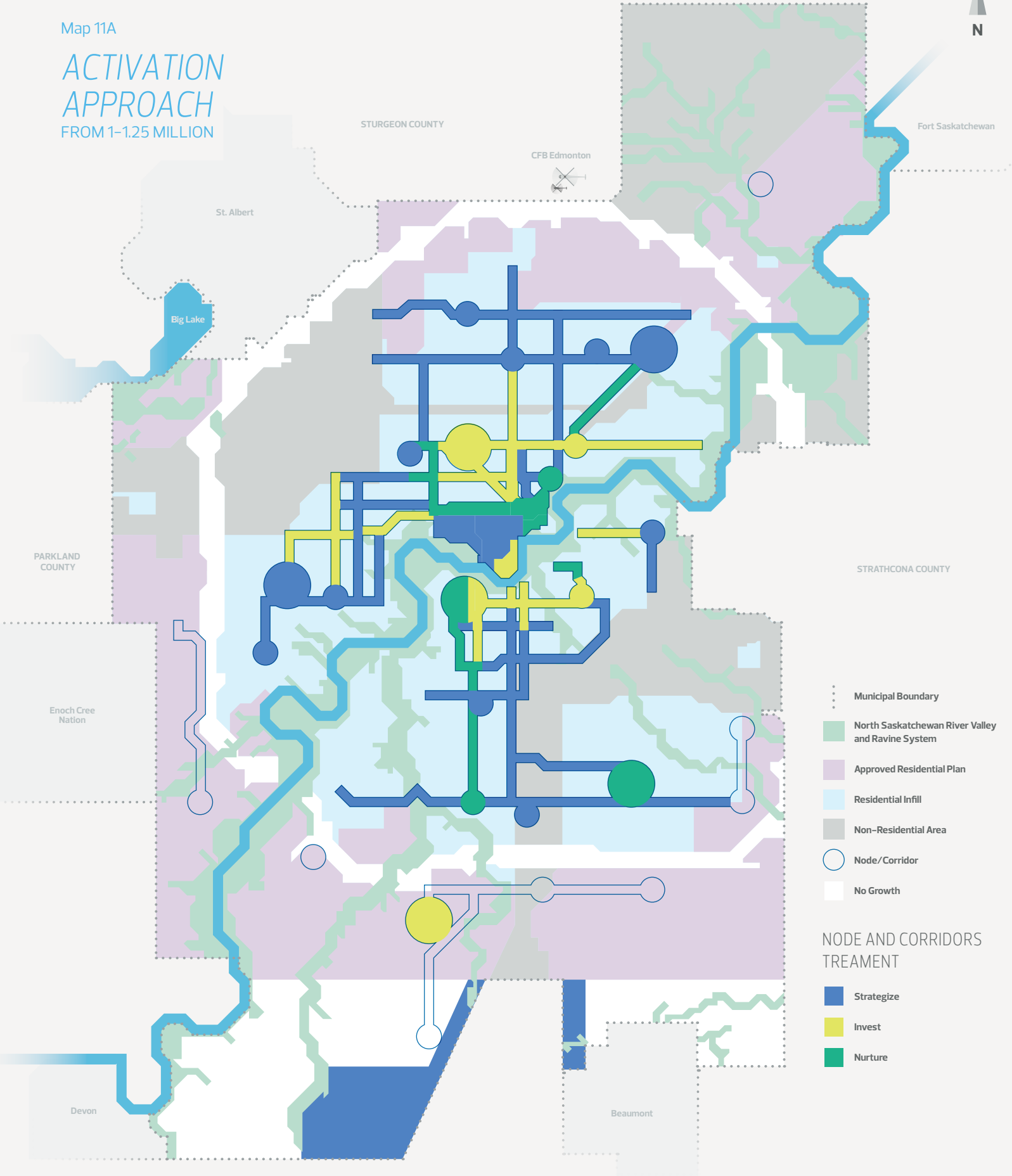
Map 10A

ANTICIPATED GROWTH FROM 1-1.25 MILLION



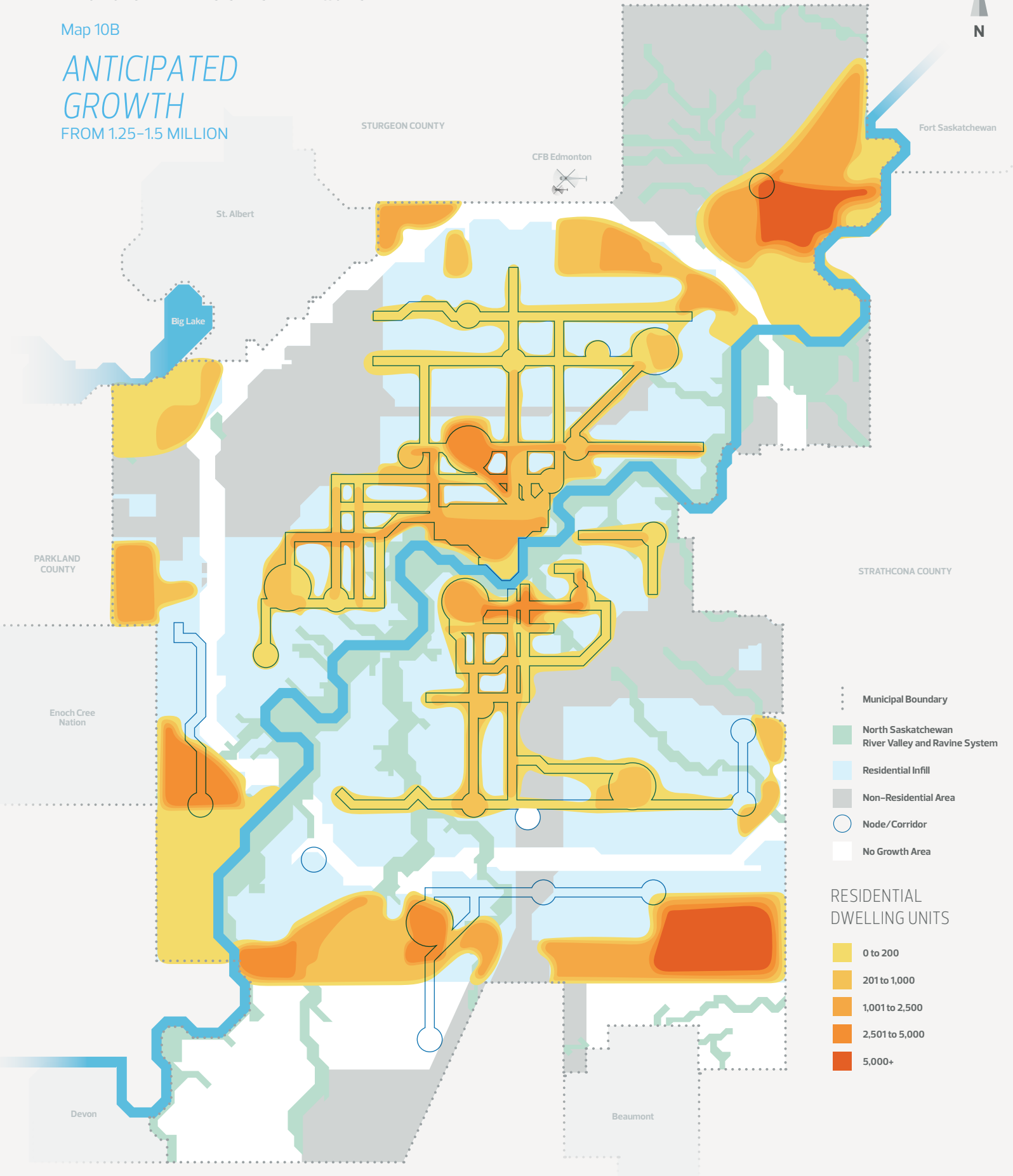
Map 11A

ACTIVATION
APPROACH
FROM 1-1.25 MILLION



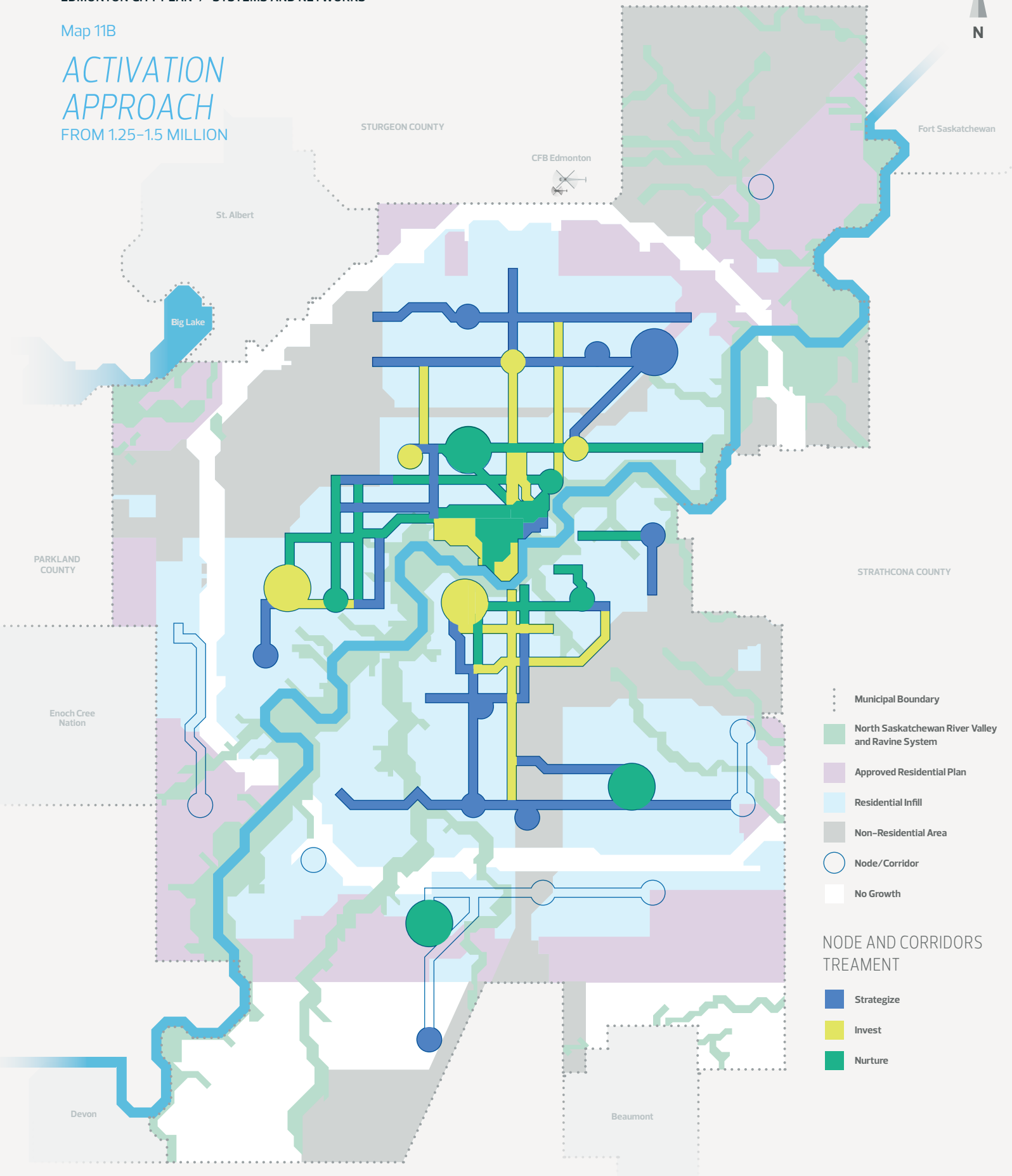
Map 10B

ANTICIPATED GROWTH FROM 1.25–1.5 MILLION



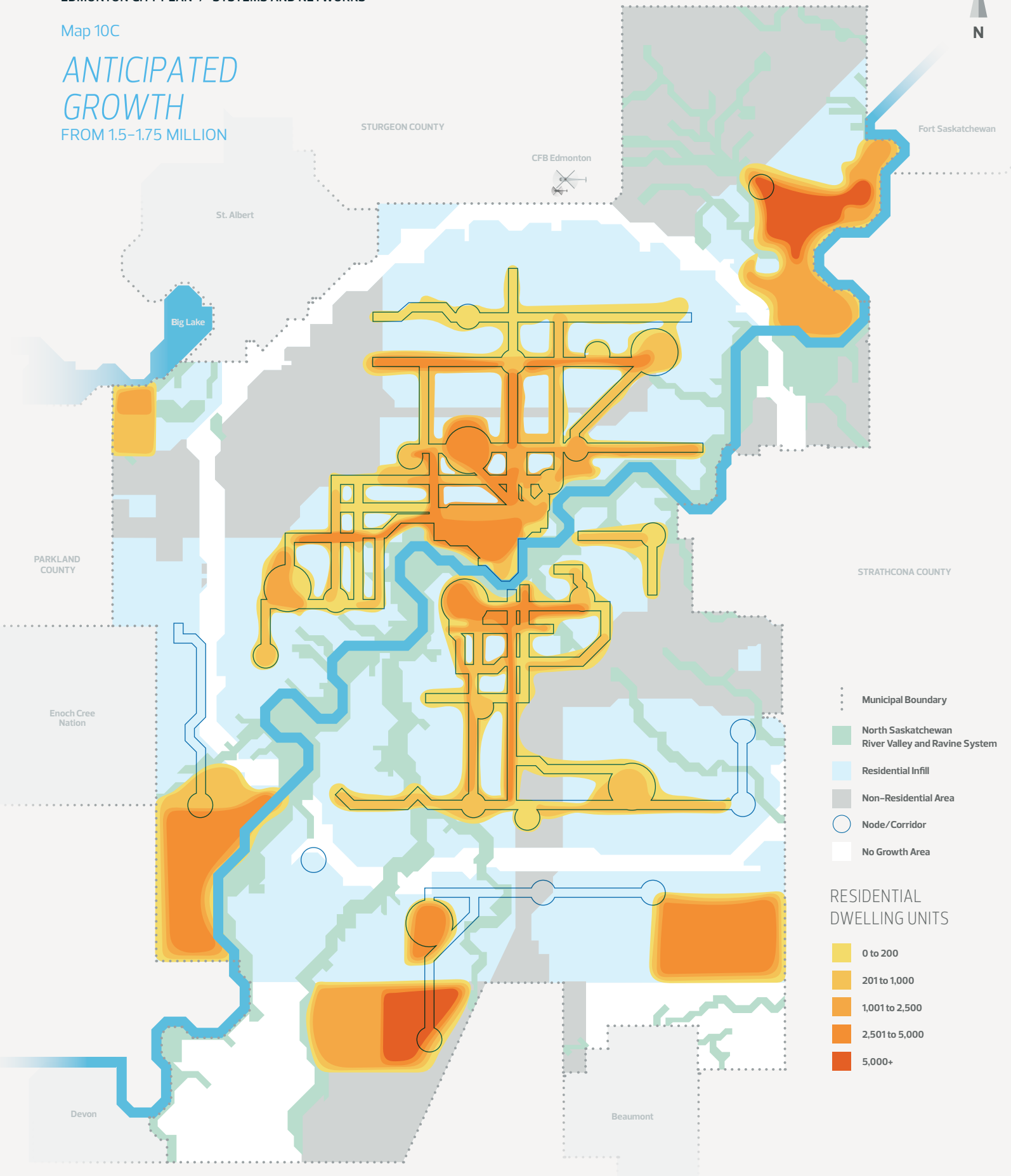
Map 11B

ACTIVATION APPROACH FROM 1.25-1.5 MILLION



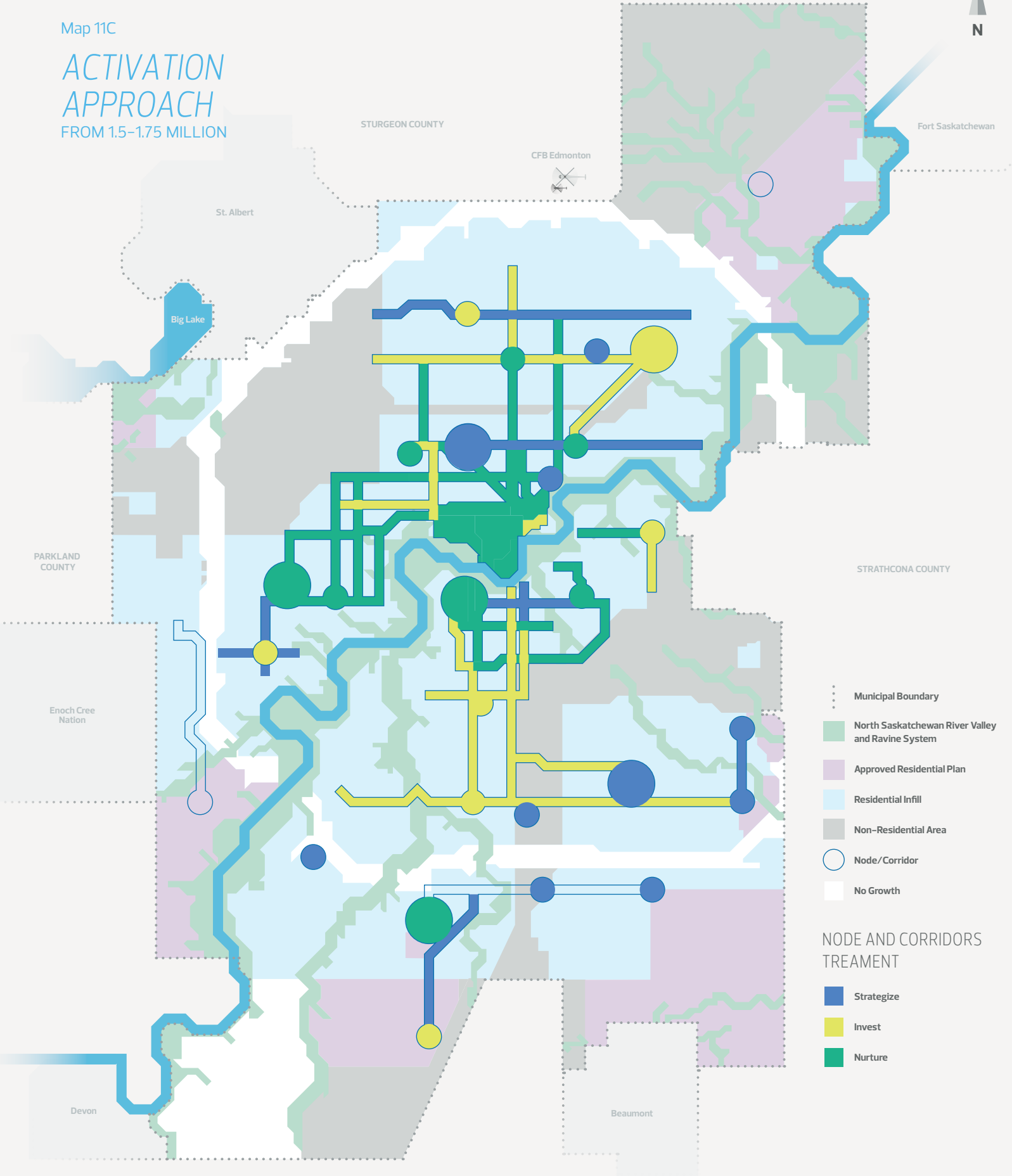
Map 10C

ANTICIPATED GROWTH FROM 1.5-1.75 MILLION



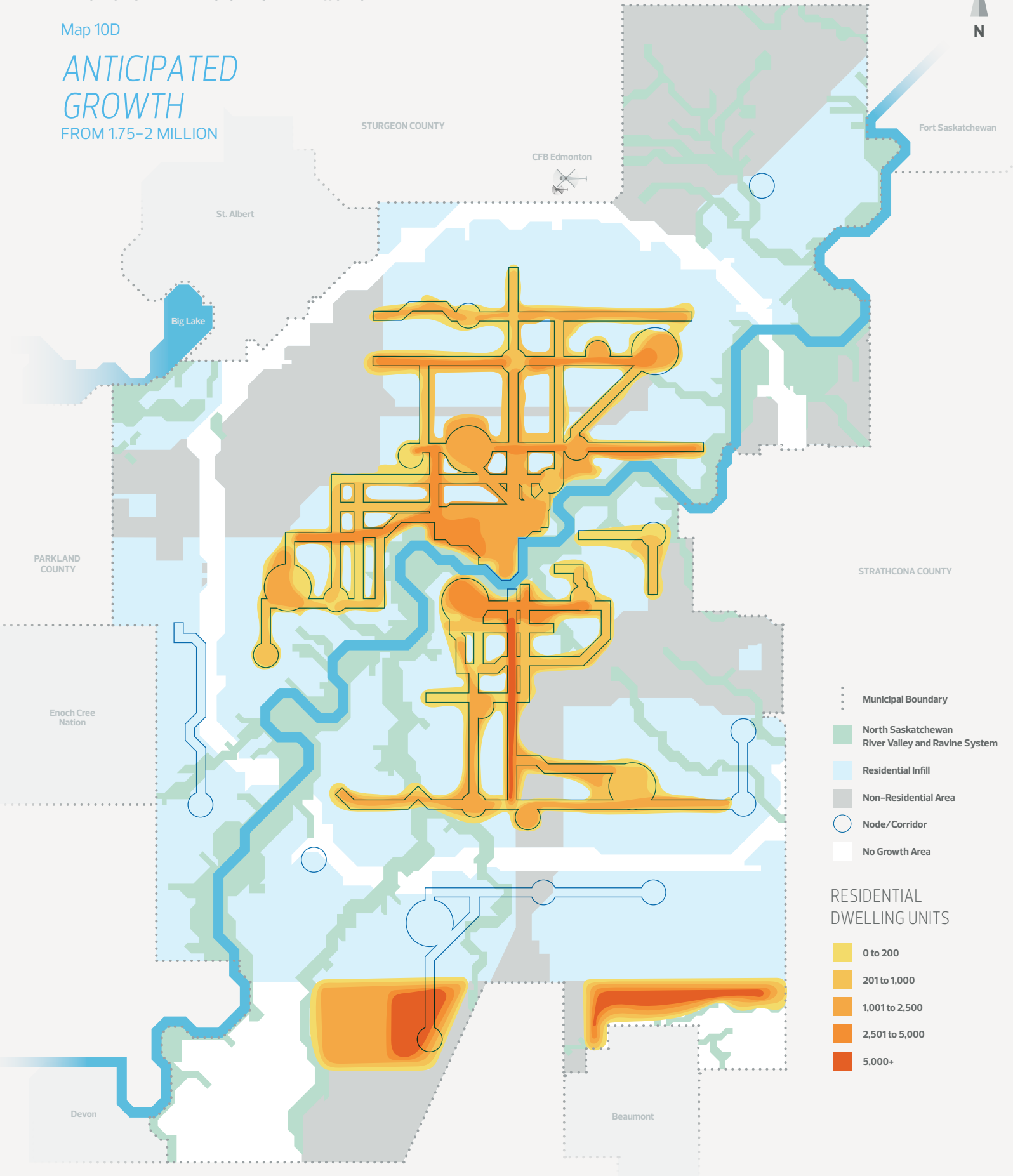
Map 11C

ACTIVATION
APPROACH
FROM 1.5-1.75 MILLION



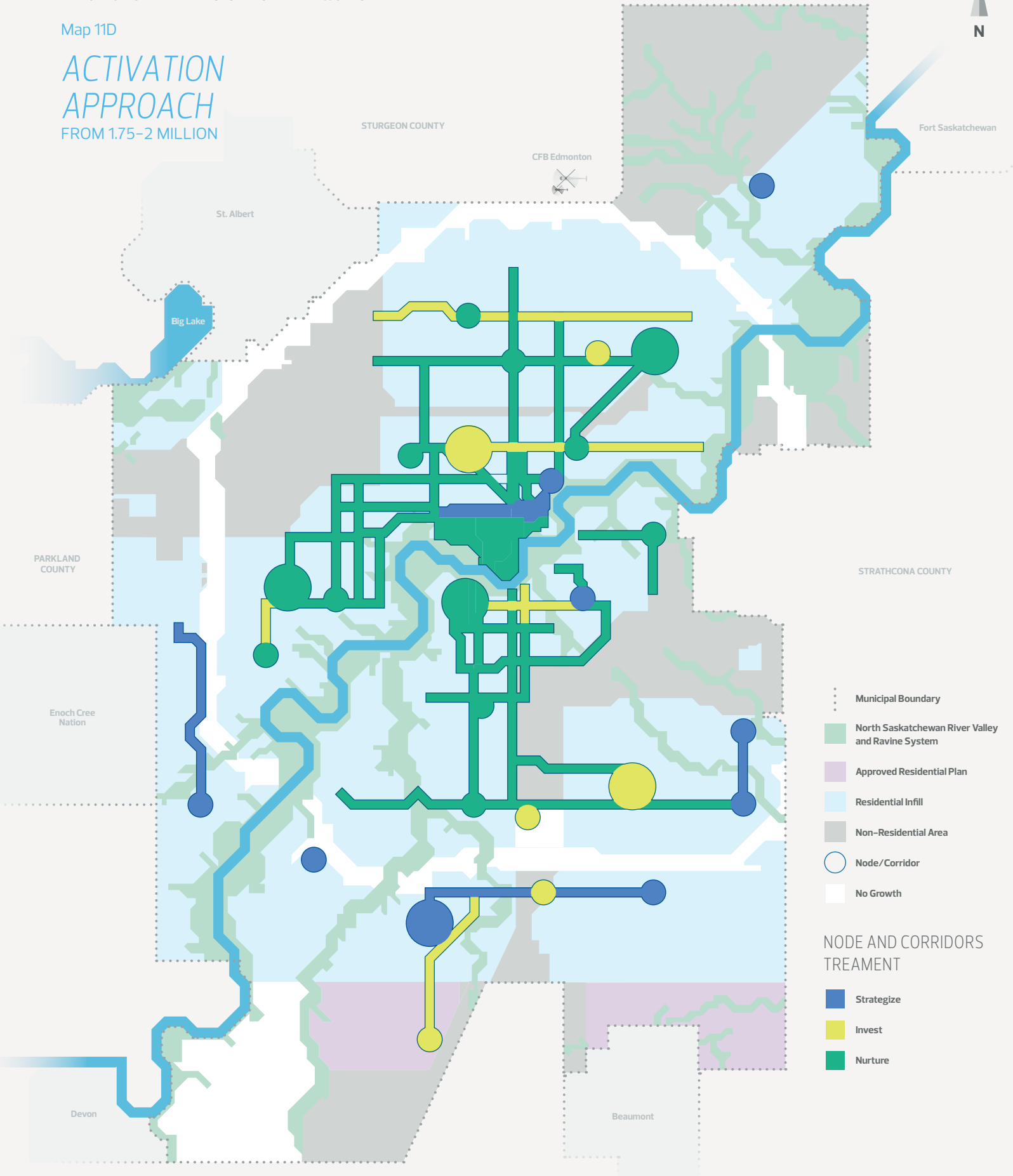
Map 10D

ANTICIPATED GROWTH FROM 1.75-2 MILLION



Map 11D

ACTIVATION APPROACH FROM 1.75-2 MILLION



IX.

MEASUREMENT

The City Plan is supported by robust technical studies and research. Land use planning, a mass transit study and a nodes and corridors network assessment were combined to model how transportation and land use interact in different scenarios. Greenhouse gas emissions modelling, climate vulnerability modelling and a relative cost assessment were conducted to provide an understanding of potential benefits of The City Plan Concept in comparison to historical growth pattern trends. The outcomes of these studies and modelling exercises informed the development of stretch targets that show the future state that can be achieved for an Edmonton with two million people through the implementation of The City Plan.

As we work towards these stretch targets, a spectrum of measurement results, supplemental indicators and data will be important throughout The City Plan's implementation to understand the plan's overall success and long-term impact. Continuous study, analysis and measurement will ensure that The City Plan remains relevant and responsive to emerging opportunities and trends.

STRETCH TARGETS

Edmonton at Two Million

As Edmonton grows from one to two million people, it is important that the bold, transformative priorities identified by Edmontonians are held constantly in sight. The City Plan sets a number of stretch targets for each of the Big City Moves. These stretch targets are ambitious yet also achievable, and act as an invitation for Edmontonians to ignite the can-do attitude we're known for, and work together on this city building project. The following stretch targets challenge residents, businesses and public institutions to bring their best to help achieve the Big City Moves.

ATTRACT AND RETAIN

One Million More

Edmonton will have to work hard in a competitive global market to attract and retain new residents and ongoing investment. Projections forecast an ageing population that will affect the proportion of working age residents in Edmonton. Attracting and retaining new residents from across Canada and around the world is integral to Edmonton's growth to a population of two million, and to realization of The City Plan and Council's vision. So too is retaining local talent and the young people who grow up here.

As Edmonton grows from one to two million people, it aims to achieve the following:

GREENER AS WE GROW



Two million new urban trees planted

The urban canopy makes a quantifiable contribution to the long-term livability of our city. Edmonton's forest, city-wide, removed an estimated 531 tonnes of pollutants in 2009 alone, a feat worth more than \$3 million. Edmonton's urban forest represents a significant municipal asset. Edmonton's tree count is currently estimated at 12.8 million trees. Of those, about 380,000 are publicly owned trees that enhance Edmonton's boulevards, roadways and parks. Aiming to increase the urban tree count in Edmonton by two million net new trees means that we will add greenery throughout our nodes and corridors, parks, private and public realm.

Achieve total community-wide carbon budget of 135 megatonnes

To date (2020), the Edmonton community has been responsible for emitting about 20 megatonnes of greenhouse gas emissions. For Edmonton to align with the international target of limiting global warming to 1.5°C we will aim to work with a local carbon budget of 135 megatonnes. This budget represents the total amount of greenhouse gas emissions permitted from 2020 until 2050 and it is calculated using international modelling systems. Setting stretch targets based on a carbon budget allows Edmonton to respond to the urgency for change. Every year that emissions are added to the atmosphere essentially reduces the remaining local carbon budget.

Net per-person greenhouse gas emissions are Zero

At Edmonton's current emissions level, the local carbon budget would be exceeded in eight to 10 years from current (2020). To stay within 135 megatonnes, emissions must be reduced from 20 tonnes per person/year today to 3.2 tonnes by 2030 and to net zero tonnes by 2050. A number of energy reducing actions beyond land use and transportation will need to take place to put Edmonton on a low carbon path. These involve the City but may also require private sector partnerships, participation from the community and cooperation with other levels of government.

A REBUILDABLE CITY



600,000 additional residents will be welcomed into the redeveloping area

Currently (2020), just over 85 percent of Edmonton's population lives within the redeveloping area with most new growth occurring outside of Anthony Henday Drive. In order to accommodate an additional one million people within Edmonton's current boundary, space for some 600,000 more people will be required within Anthony Henday Drive. As Edmonton's population grows, it is important that older as well as newer neighbourhoods purposefully adapt to future change and enable ongoing redevelopment.

50% of new units added through infill city-wide

Currently (2020), fewer than 25 percent of new residential units, city-wide, are added to established areas of the city. However, in order to accommodate all future growth within Edmonton's current boundary, the share of total housing units realized through redevelopment will increase. Implementation of The City Plan Concept will result in 50 percent of new units being added through infill. As a result, the percentage share of new unit growth will shift to the redeveloping area. By accommodating all future growth within Edmonton's existing boundary, additional expansion-related annexations will not be required, thereby saving the need to acquire 5,000 additional hectares of land.

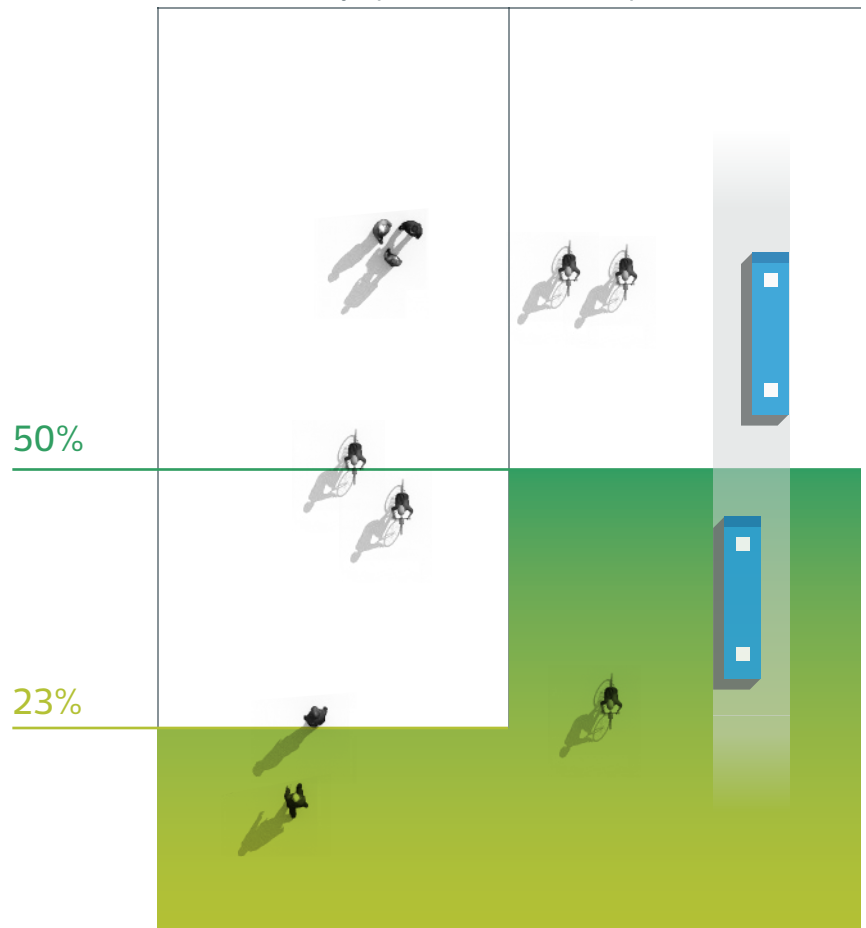
A COMMUNITY OF COMMUNITIES



50% of trips are made by transit and active transportation

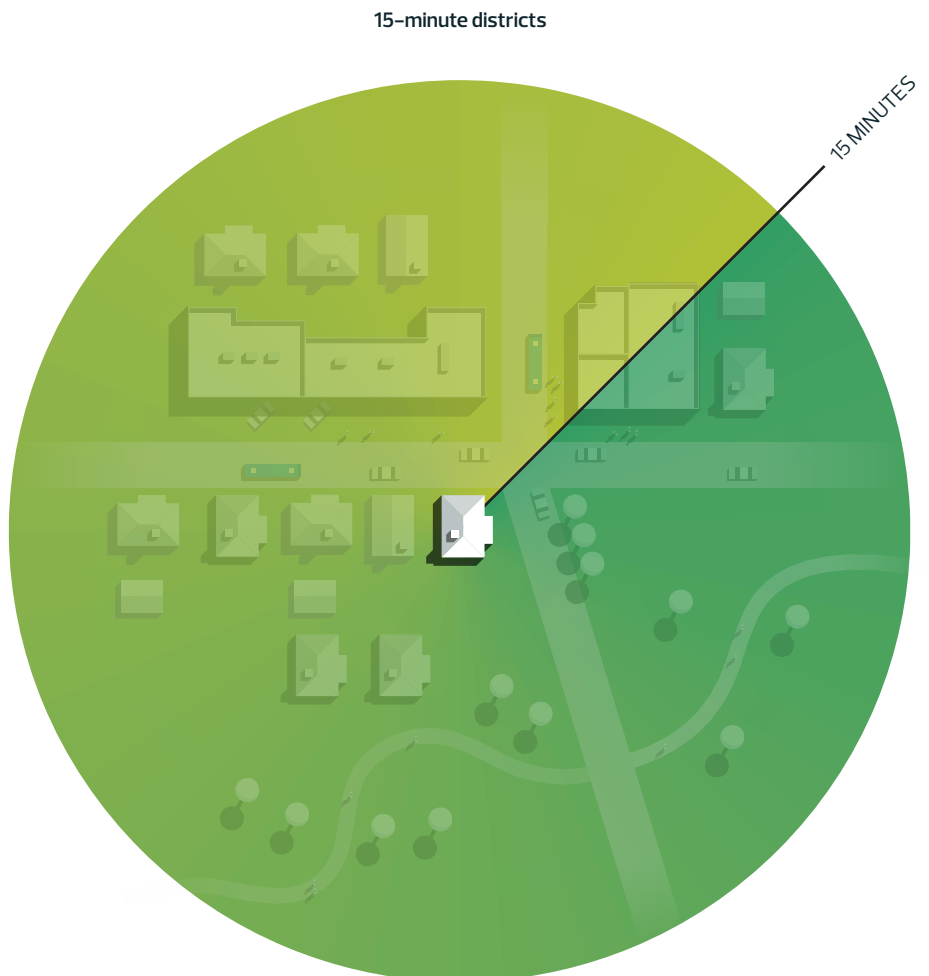
Currently (2020), about 23 percent of daily trips made by Edmontonians are made by walking, cycling or transit. Implementation of The City Plan will couple the expansion of our mass transit network in alignment with our nodes and corridors, making more of what we need within reach by foot, bike or transit. Having 50 percent of trips made by transit and active modes means that we would have to reduce auto trips by about 1.2 million per day in the future. This can be done if we employ a variety of tactics, including shifting greater investment to transit expansion and integrating land use with it while also applying strategic pricing mechanisms.

Daily trips – Transit and Active Transportation



15-minute districts that allow people to easily complete their daily needs

A liveable city is one that allows people to easily complete their daily needs within their District and within a 15-minute travel time through a variety of travel modes. Although the choice will remain to make those trips by auto, through implementation of The City Plan it will make sense and be more pleasant to travel by foot, bike or transit to get to work, pick up groceries, go to the park, run errands or pick up a coffee. There will be many ways to get around and many places to go nearby.



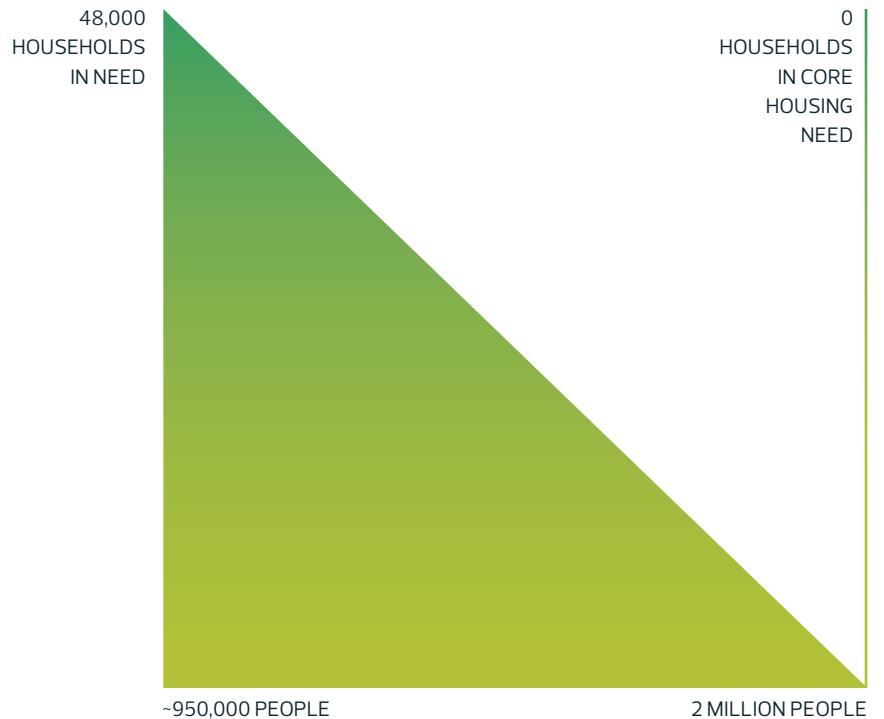


INCLUSIVE AND COMPASSIONATE

Nobody is in core housing need

In 2018, 16 percent of households in Edmonton were in need of suitable, adequate, affordable housing. That amounts to about 48,000 households. Statistics Canada defines a household as being in core housing need if its housing costs more than 30 percent of its total before-tax income, requires major repairs or is not suitable in size for the household. By two million people, all households in Edmonton will have homes that meet their core housing needs, that are affordable for their needs, suitable to the number of people in their family and in good repair.

Core housing need at 2 million

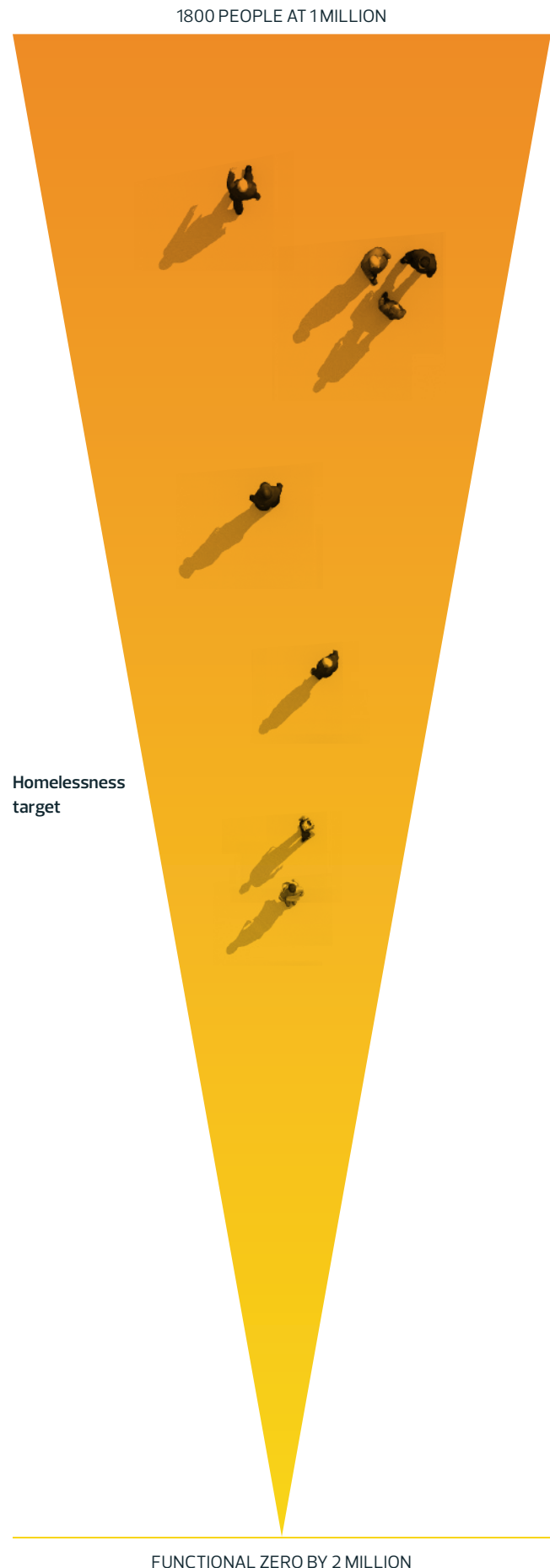


There is no chronic or episodic homelessness in Edmonton

In 2019, on any given night, about 1,800 Edmontonians were homeless. More than 1,000 people in Edmonton are chronically homeless. Edmonton will take a Functional Zero approach to ending homelessness by the time our population reaches two million people. This acknowledges that eliminating homelessness or the risk of homelessness may not be possible, given the complex nature of how people come to experience homelessness. A Functional Zero end to homelessness means that communities have a systematic response in place that ensures homelessness is prevented whenever possible or is otherwise a rare, brief and non-recurring experience.

Less than 35% of average household expenditures are spent on housing and transportation

In 2017, Albertans spent 36 percent of their household expenditures on housing and transportation. Given that they comprise the two largest household costs after payment of income taxes, maintaining affordability in these two areas is of key importance in supporting equity, enabling broader participation in one's community and contributing to Edmonton's long-term attractiveness and liveability.



CATALYZE AND CONVERGE



Hold 70% of total regional employment in Edmonton

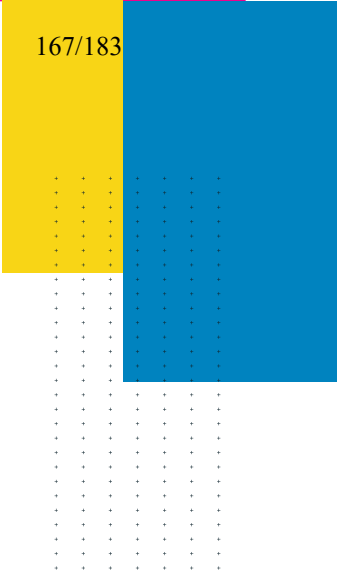
Edmonton will continue to be a hub of employment activity, attracting local, national and global investment to the Edmonton Metropolitan Region. Over 70 percent of jobs in the region will be found in Edmonton, providing opportunities for businesses in a variety of sectors to set up where talent is attracted by high quality of life, affordability, a modern and well-connected mobility system and competitive economic environment.

Innovation corridor attracts 50,000 more jobs

Advanced education, research and technical institutions linked by mass transit and located within and connected to Edmonton's expanded Centre City are identified as an innovation corridor. Currently (2020), there are about 130,000 jobs located in the innovation corridor or about 23 percent of all jobs in Edmonton. At two million people, Edmonton's employment will be more dispersed and decentralized with redevelopment. It is estimated that about 50,000 new jobs will be added in the innovation corridor for a total of 180,000 jobs.

Nodes and corridors support 50% of all employment in Edmonton

Currently (2020), about 300,000 jobs can be found in the nodes and corridors. As population density increases in these areas and within the redeveloping area, market demand for goods and services will also increase, attracting new business, job growth and ability of local residents to access their daily needs. By two million people, we will have over 550,000 jobs in nodes and corridors with a strong concentration in the expanded Centre City.



Performance Measurement and Reporting

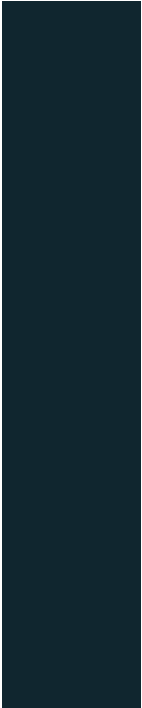
Making a plan is one thing, achieving these results is another. The City Plan is ambitious. It involves issues of massive complexity and unpredictability, and will span many decades as we grow towards two million people. But bearing all that in mind, it's still vital that we measure progress, embed practical ways to gauge if we're on the right path in the short to medium term, and course-correct as required.

Stretch targets are ambitious future state conclusions of the Big City Moves to be achieved once we reach two million people. In addition to these stretch targets, The City Plan also identifies the measures that will help us understand how well the City is contributing towards achieving them. These measures are how we'll evaluate the Plan's progress and will inform how we will continue to modify and implement the Plan in order to keep us moving towards our collective vision. To this end, the indicators of ConnectEdmonton will help inform if the work that we are completing and measuring is having an impact.

The City Plan is designed to guide our future growth and make a positive difference in how our city looks and feels as our population doubles. The only way to know if it's working is to set the bar, track our progress and report back to Council and to the community. The City Plan's performance will be communicated regularly with more robust analysis undertaken at each population threshold (1.25, 1.5 and 1.75 million people).

Progress towards the Big City Moves will take place over short-, medium- and long-term time horizons, and reporting on progress along the way will offer insight into the momentum of the plan and guide what adjustments in investments and strategic actions are necessary over time. In this way The City Plan will be continually monitored for success, and opportunities and challenges can be addressed.

Tracking measures, along with supplemental indicators and data, will ensure that we understand whether or not our phasing plans are working. Measures will identify gaps and help us know where to adjust by applying levers for change, including actions such as altering investments, seeking out partnerships, implementing policy and applying pricing strategies.



To track progress towards the Big City Moves and to identify and respond to changes over time, The City Plan will rely on indicators, stretch targets and measures:

Indicators

Indicators show how our joint efforts are getting us to the strategic goals. The way our collective impact is monitored is established through Edmonton's strategic plan, ConnectEdmonton. ConnectEdmonton indicators reflect the collaboration of the many partners and groups in the public and private sectors, and non-profit organizations.

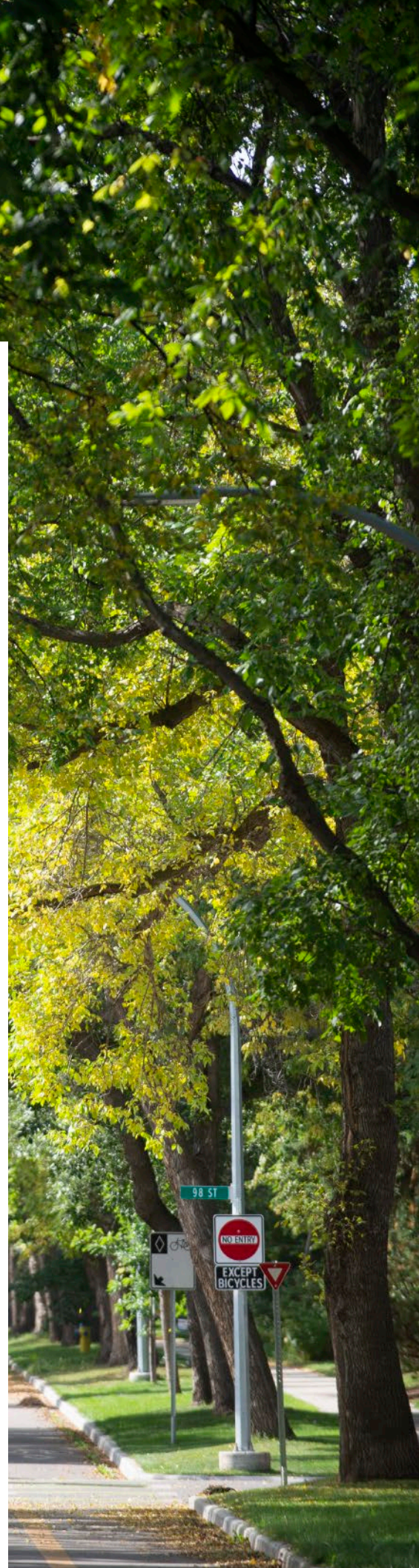
Stretch Targets

Stretch targets identify aspirational achievements for the community to reach by two million people. Stretch targets are not intended to reflect the current state, or what we will achieve in the short term. They are about seeing, and naming, where we want to be in the future and helping set our collective gaze so we can make bold changes happen, together. A stretch target is one that the City cannot achieve simply by working a little harder or a little smarter. To achieve a stretch target, we will collectively have to apply all of the levers of change – ones that we have not used before or existing ones used in entirely new ways.

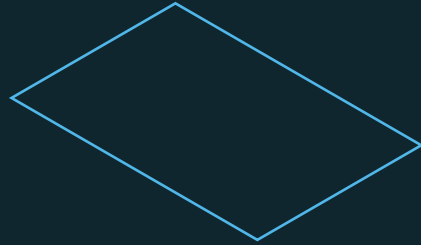
Strategic Measures

Strategic measures will be used to monitor The City of Edmonton's performance and communicate to Edmontonians the progress we are making towards reaching the stretch targets. These measures will be collected and analyzed at different geographic levels (such as districts, nodes and corridors and pattern areas) where appropriate. As the city evolves and achievement of The City Plan progresses, the measures will also be reviewed and revised to ensure we continue to measure what is most important and relevant.

The strategic measures identified below will be monitored and reported regularly to track the City's contribution towards the stretch targets in each of the Big City Moves.



GREENER AS WE GROW



STRETCH TARGETS

Achieve total community-wide carbon budget of 135 megatonnes

Two million new urban trees planted

Net per-person green house emissions are Zero

STRATEGIC MEASURES

Urban Forest

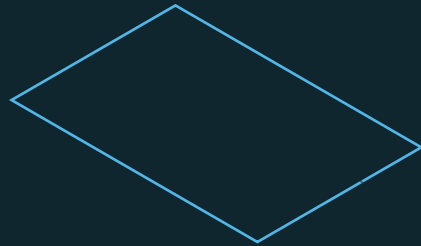
Recycled solid waste

Greenhouse gas emissions generated by City assets

Areas designated for natural protection

Green area (hectares) per 100,000 population

REBUILDABLE CITY



STRETCH TARGETS

50% of new units added through infill city wide

600k additional residents will be welcomed into the redeveloping area

STRATEGIC MEASURES

Infill growth in nodes and corridors relative to Growth Management Framework

Infill growth in districts relative to Growth Management Framework

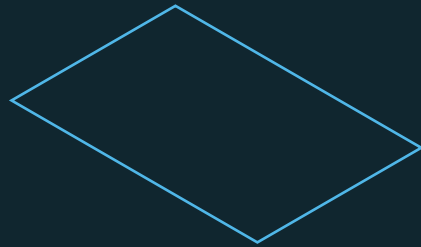
Housing growth distribution in developing, redeveloping and future growth areas

District population growth

Developing, redeveloping and future growth area population change

Capital Infrastructure Investments by District

COMMUNITY OF COMMUNITIES



STRETCH TARGETS

50% of trips are made by transit and active transportation

15-minute districts that allow people to easily complete their daily needs

STRATEGIC MEASURES

Daily trips using transit and active transportation by District

Transit ridership per capita

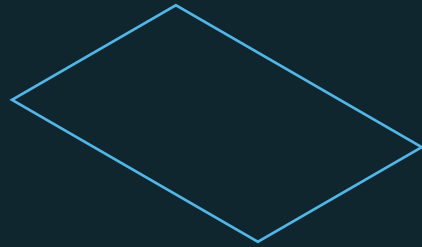
Bicycle paths/lanes per 100,000 population

Population within 0.5 km of public transit running at least 20 min during peak period

Public transport system per 100,000 population

Population within reasonable distance to Basic Services

INCLUSIVE AND COMPASSIONATE



STRETCH TARGETS

Less than 35% of average household expenditures are spent on housing and transportation

Nobody is in core housing need

There is no chronic or episodic homelessness in Edmonton

STRATEGIC MEASURES

Uptake of low income programs

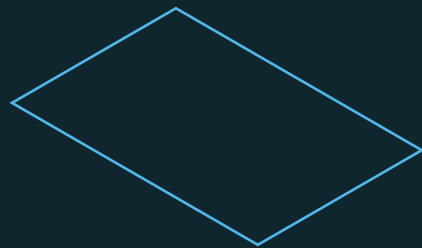
End Poverty Edmonton action items completed by City of Edmonton

Land allocated for affordable housing

Committed affordable housing units

Completed affordable housing units (Permanent Supportive Housing)

CATALYZE AND CONVERGE



STRETCH TARGETS

Nodes and corridors support 50% of all employment in Edmonton

Innovation Corridor attracts 50,000 more jobs

Hold 70% of total regional employment in Edmonton

STRATEGIC MEASURES

Jobs in nodes and corridors

Jobs in Innovation Corridor

City-wide jobs relative to the Edmonton Metropolitan Region jobs

Reliability of goods movement across and within Edmonton

Industrial Land Supply

Industrial, Commercial, Institutional Permits by District

Non-Residential Tax Revenue by District

CONCLUSION

There are many things we can predict about the future of Edmonton and many we cannot, but one thing we know without question is that we have many significant and challenging decisions ahead of us. The world is becoming increasingly urban and Edmonton is an important part of that urban future. As we evolve through attracting and retaining one million more residents and eventually become a city of two million, we are going to be confronted with difficult choices. Change, dizzying and disorienting change, is inevitable, but our job is to take a deep breath and go to work in a smart and logical and considerate way, so that Edmontonians thrive no matter what. It's about building a city for the times ahead, a city where we can all live, belong, access, thrive, preserve and create.

Because these values are at the core of The City Plan it means people are at its core. Edmontonians. The City Plan is about how we are going to build and use our city as it moves into the future. It is not prescriptive. It has a flexible and collaborative structure developed to respond to disruptions that are sure to come from technology, the environment, demographic and political changes. The goal is to be ready for the continual, collaborative invention of the future even though we cannot predict precisely what that will look like. One million more people are on the way. Exciting times are on the way. The future is on the way. We embrace it. Edmonton will be passionate and prepared, as it always has been and always will be.

GLOSSARY

Age-Friendly

Fostering inclusive places where age is not a barrier accessing services, programs, businesses or facilities. An age-friendly place values, respects and actively supports the well-being of people of all ages.

Access

The ease with which a person can reach or participate in activity or opportunities, including access to goods, services, activities, buildings, places and spaces.

Accessibility

Accessibility refers to the absence of barriers that prevent individuals and/or groups from fully participating, contributing to and benefitting from all social, economic, cultural, spiritual and political aspects of society. The term also refers to rights to access, and to universal design characteristics of products, devices, information, programs, services, infrastructure that enables independent use, or support when required, and access by people with a variety of disabilities.

Active Transportation

Any mode of transportation by which people use their own energy to power their motion, including walking, rolling, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading and use of a wheelchair.

Airport Connection

Airport service within the city-wide transit network with direct connection to the City Centre node and connections at key nodes along the way.

Affordable Housing

Housing that is priced below the average market cost as a result of receiving government subsidies, so as to be affordable for people with below-median household income.

Automated Vehicles

Vehicles that navigate and respond to complex operating environments with little to no human input.

Big City Moves

Bold, transformative priorities that will create a different set of opportunities and outcomes for Edmonton. Big City Moves advance City Council's strategic vision, guiding principles and goals through The City Plan. These represent tangible and intentional areas of change designed to respond to community values as Edmonton grows. The Big City Moves are: Greener as We Grow, A Rebuildable City, A Community of Communities, Inclusive and Compassionate, and Catalyze and Converge.

Biodiversity

The number and variety of living organisms in an area. This includes diversity within species, between species and of ecosystems.

Brownfield Development

Redevelopment of land previously used for industrial or commercial use and/or contaminated from previous use. Prior to redevelopment, brownfields may be underutilized, derelict or vacant. Site remediation may be necessary before redevelopment.

Built Environment

People-made places and spaces designed and constructed to serve their social, economic and environmental needs.

Centre City

Centre City is Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of land uses. It includes a critical mass of housing, employment and civic activities. A large number of Edmontonians work, live, visit and attend institutions in the Centre City.

City Building Outcome

The conditions that will emerge in Edmonton's future when Council's four goals are realized through the lens of residents' desired experience of their city.

City Design

The physical design of the city's systems and networks, manifested in the built environment, open space and natural areas, and streets and roads.

Climate Adaptation

Lowering the risks and negative impacts and embracing potential opportunities associated with climate change so that communities and ecosystems are prepared to cope with new climate conditions.

Climate Change

Long-term change in weather patterns (for example, an increase or decrease in extreme weather events such as hurricanes, droughts or floods) over periods of time ranging from decades to millions of years.

Climate Mitigation

Efforts that slow climate change by reducing or preventing the release of greenhouse gases into the atmosphere.

Community Hub

An accessible and inclusive public amenity, such as a multi-purpose building, vibrant community space or place (plaza, green space, street).

Compact Development

A land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access and the efficient use of infrastructure. Compact development includes a wide variety of dwelling types, particularly medium- and higher-density forms.

Contaminated Site

A site where there is the presence, in association with soil, water, groundwater, air, ground surface or structures, of a substance or substances that may present a risk to human health or the environment.

Core Housing Need

A household is in core housing need if its housing costs more than 30 percent of its total before-tax income, requires major repairs or does not have enough bedrooms for the size and makeup of the household.

Corridor

A place for movement, living and commerce that is anchored by the mobility system and well connected to surrounding communities. There are two types:

Primary corridor is a prominent urban street designed for living, working and moving. It serves as a destination in itself, but also provides critical connections throughout the city and beyond. Primary corridors include a wide range of activities supported by mixed-use development and mass transit.

Secondary corridor is the vibrant residential and commercial street that serves as a local destination for surrounding communities. A secondary corridor feels more residential in nature than a primary corridor. Some secondary corridors will include city-wide mass transit with the others near or served by district transit.

Cultural Landscape

Areas that have been modified, influenced or given cultural meaning by humans.

Developing Area

Areas primarily outside of Anthony Henday Drive within city limits that have an approved statutory plan.

Direction

More detail on a particular issue or situation at the city-wide or district area level. They contribute to the fulfillment of a particular intention, and at the same time provide greater levels of precision, enable levers for change and indicate possible measures, benchmarks or targets to achieve.

District

A grouping of neighbourhoods with diverse amenities that support Edmontonians living more locally.

Ecological Network

A coherent system of natural and/or semi-natural landscape elements. Its basic structure is core areas, linkages and a matrix.

Emerging Mobility

Emerging mobility refers to a field of innovation and technology in mobility and transportation, including electrified, automated, connected and shared systems.

Edmonton Metropolitan Region

The Edmonton Metropolitan Region is home to more than one million people, a diversified economy, surrounding municipalities and three First Nations.

Emissions Neutral

Achieving net zero carbon dioxide emissions by balancing emissions with carbon removal (often through offsetting) or eliminating carbon emissions altogether.

Environmental Reserve

Land that is not suitable for development and contains features such as a swamp, gully, ravine, coulee, floodplain or natural drainage course. Environmental reserves are used to preserve natural features of land, prevent pollution, ensure public access and prevent the development of land that is subject to flooding or unstable.

Equity

Fair treatment, access, opportunity and advancement for everyone, while at the same time striving to identify and eliminate barriers that have prevented the full participation of any group.

Ensure

A verb of intention indicating the degree of influence the City has over a particular outcome. It refers to areas where the City has a higher degree of control over an outcome and is able to achieve a particular result through a set of requirements or direct actions.

Food System

The sequence of activities linking farming/growing, processing, transporting, distributing and celebrating food, as well as recovering food waste, in the context of larger forces.

Future Growth Area

Lands south of 41st Avenue SW for which substantial completion of developing areas is required before authorizing the preparation of statutory plans.

Gender-Based Equity Lens

A perspective and consideration given when designing policies, programs and initiatives to ensure diverse groups of women, men and gender-diverse people are considered.

Geographic Plans

Geographic Plans provide integrated, multi-disciplinary direction to specific geographical areas. They interpret the planning direction set in The City Plan and strategies as well as consider any relevant instructions from guidelines. They are used to inform the development of new neighbourhoods through multi-neighbourhood scale plans.

Goods Movement

The transportation of goods (freight or commodities) by road, rail or air and services movement.

Greenfield Development

Conversion of land that has not previously been developed. Includes residential and non-residential land use, hard infrastructure (such as roads and parks) and soft infrastructure (such as fire stations and libraries).

Greyfield Development

Conversion of former and/or underutilized large commercial centres for enhanced commercial spaces or a combination of residential, institutional or recreational uses.

Guiding Value

An articulation of how Edmontonians want to experience their future city. The City Plan's six Guiding Values are: Belong, Live, Thrive, Access, Preserve and Create.

Habitat Greenways

Naturalized or restored corridors that support ecological connectivity from the River Valley and Ravine system or district area to other major ecological habitats and connections. This may include transportation or utility corridors that have been naturalized or intentionally designed to provide a mix of habitat for plants and animals that strengthen biodiversity, wildlife connectivity and overall ecological function.

Heritage Resources

Structures, manmade or natural sites and areas of historical, cultural and/or architectural significance to the history of Edmonton that contribute to our unique sense of time and place.

High Density Residential (HDR)

Housing that includes mid-rise apartments and high-rise apartments (or multi-unit housing). Mixed use development is included in HDR.

Housing Diversity Index

A measure based on Simpson's Diversity Index (from ecological research), which measures how mixed, amongst a predefined list of housing categories (e.g., single detached, apartment, etc.), the housing stock is for a given area. Values towards 0 indicate no diversity (all units are of one housing type and none in the others); values closer to 1 indicate housing units are equally distributed amongst all categories.

Indicator

A tool that monitors the collective impact of our efforts to achieve Council's goals. Indicators reflect observable changes from the collaboration of many, rather than the results of any single organization. Indicators are a system of monitoring trends signalling change and progress.

Infrastructure

The physical assets developed and used to support the city's people and activities. The City's infrastructure inventory includes such diverse assets as drainage, roads and right-of-way infrastructure, parks and green spaces, buildings, fleet vehicles, LRT and transit facilities, buildings, traffic control infrastructure, recreation facilities, fire rescue services assets, computer networks, affordable housing and library resources.

Innovation Corridor

A high-density corridor linking the key innovation, learning and academic hubs of the University of Alberta and related health institutions, NAIT and MacEwan University. Although the focus is on research, business and employment, there may be some vertically or horizontally mixed uses, including places to live. The area is amenity rich with integrated recreational, open space and retail opportunities connected by continuous mass transit.

Institutions

Educational, healthcare, government, cultural and religious organizations.

Intensification

Development at a higher density than currently exists, particularly in support of nodes and corridors, non-residential areas and other locations, aligned with mobility systems and other infrastructure investments. This includes increased population and employment.

Intention

Statements of what the City of Edmonton needs to accomplish in order to achieve a city building outcome on an ongoing or transformational basis. For each intention, a subsequent series of directions will describe how it is to be accomplished.

Intermodal Facility

A freight transportation facility with a rail yard where containers are transferred between trains and trucks.

Lifecycle Costing

The total cost of ownership of an asset over its life. Lifecycle cost takes into account all costs of acquiring, owning, operating, maintaining and disposing of an asset in order to maximize return on investment and achieve the highest, most cost-effective performance.

Linkages

Arrangements of natural or semi-natural vegetation that enhance structural and/or functional connectivity between core areas. Linkages can be spatial stepping stones and corridors.

Local Food Economy

The outcomes of food produced or processed within a particular geographic boundary. On the production side, it consists of all businesses involved in producing, harvesting, processing, distributing and retailing of food products. On the consumption side, it includes households, restaurants, grocery stores and institutions that provide and or sell food to people as part of their operations.

Low Carbon

A minimal output of greenhouse gases.

Low Density Residential (LDR)

Housing that includes single-detached, row housing, tiny homes or multi-unit housing. Semi-detached, duplexes and garden and secondary suites are included in LDR.

Mass Transit

A large scale fixed route system of public transportation serving an urban area, which is able to transport large numbers of people using buses, trains and other technologies.

Measure

A tool that provides evidence of progress in achieving outcomes.

Medium Density Residential (MDR)

Housing that includes row housing, stacked row housing and low to mid-rise apartments (or multi-unit housing).

Mental Health

The capacity of each and all of us to feel, think and act in ways that enhance our ability to enjoy life and deal with the challenges we face. It is a positive sense of emotional and spiritual well-being that respects the importance of culture, equity, social justice, interconnections and personal dignity.

Micro-Mobility

Transportation options provided by very light vehicles such as electric scooters, electric skateboards and shared and electric bicycles.

Micro-Transit

A form of on-demand transportation that connects travellers with other transit services or to other local destinations in the community.

Mixed Use Development

Development that includes a combination of different land uses such as residential, commercial, institutional, recreational and public spaces. It generally refers to development where different uses are not only combined on the same site but also within buildings themselves. An example might include residential apartments located above commercial space on the lower floors of a building.

Mobility-As-A-Service

An integrated service offered by multiple providers (e.g., transit, taxi, bike and car share, ride hailing, etc.) into one mobile application, allowing travellers to plan and pay for their needs through a single portal.

Mobility Hub

A place for trip origins, destinations and transfer points to allow people to seamlessly move from one travel option to another as needed. Mobility hubs are typically located in nodes and centred at the intersection of mass transit routes to create connections within Edmonton and the region.

Mobility System

A integrated multi-modal set of transportation networks that allows people and goods to move in a safe and accessible manner.

Natural Asset

The components of a natural system that provide benefits to people in the form of ecosystem services.

Natural Area

An area of land or water that is dominated by native vegetation in naturally occurring patterns.

Natural Environment

Surroundings that are not human-made. It comprises living and non-living things that occur naturally in the world. It includes physical, chemical and other natural forces and processes.

Natural Systems

A system that exists in nature, independent of any human involvement. It consists of all the physical and biological materials and their intertwined processes. Human social systems exist alongside and interact with natural systems in many ways.

Networks

Networks are spatial representations of physical or conceptual elements that link together or are related.

Nodes

Centres of activity of different shapes and sizes that feature a variety of housing types, gathering places, a mixture of land uses and varying tenures and affordability. There are three types:

A major node is a large-scale urban centre that serves multiple districts and is typically anchored by public institutions and significant employment centres. Major nodes capitalize on excellent transit access and support higher density development and a wide mixture of land uses.

A district node is diverse and includes housing, employment and amenities, often within a short walk or bike ride from other parts of the district. A district node supports a variety of businesses and community amenities serving multiple neighbourhoods.

A local node serves a residential neighbourhood or business area and includes an existing or new small scale activity centre. It is a community focal point for business, services, gathering and housing. Local nodes are people places and support activity and animation. They are integrated within their neighbourhood and feature strong pedestrian and cycling linkages and transit.

Open Space

An area of outdoor land or water that is publicly owned or publicly accessible, including municipal parks, civic spaces, provincial or federal parkland, institutional campuses and other public spaces.

Phasing

Criteria-based prioritization of the anticipated growth in the nodes and corridors and other growth areas at population thresholds of 1.25, 1.5 and 1.75 million people. This includes the identification of Strategize, Invest, and Nurture treatments applied to each node and corridor at the population thresholds.

Promote

A verb of intention indicating the degree of influence the City has over a particular outcome. It refers to areas where the City has a moderate degree of control over the outcome and will actively influence a particular result in a number of ways.

Public Realm

Indoor and outdoor space on public or private property that is open to the public.

Recreation

Participation in physical, social, intellectual, creative and spiritual pursuits that enhance personal and community wellbeing.

Redevelopment

Transformative growth and change at the District and neighbourhood levels. This includes the creation of new units or uses on previously developed or underdeveloped land in existing urban communities, including brownfield and greyfield sites.

Redeveloping Area

Development within existing residential and non-residential areas that have completed the cycle of growth, build out and maturation, and are changing to accommodate compact, mixed use development in support of City Building Outcomes.

Residential Infill

The net new addition of housing units in an area previously developed and/or used for urban purposes.

Sour Gas

Natural gas or any other gas containing significant amounts of hydrogen sulphide (H₂S) that may escape from drilled natural gas and oil wells.

Social Enterprise

Economic organizations that sell goods and services in the open market and reinvest the money they make back into their business or the local community. Social enterprises may work on social problems, improve people's life chances, support communities and help the environment.

Social Innovation

The process of developing and deploying effective solutions to challenging and often systemic social and environmental issues in support of social progress.

Support

A verb of intention indicating the degree of influence the City has over a particular outcome. It refers to areas where the City has a relatively low degree of control over an outcome and will employ various tactics to support the conditions for success.

Sustainable

Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Systems

A set of networks that work together or are interconnected.

Transit Priority Measures

Strategies used to increase transit operating speeds and/or travel time reliability, particularly for transit services in mixed traffic, and includes traffic signal priority, bus activated signals, queue jumps, queue bypasses, and bus lanes and exclusive right-of-way options.

Transit River Crossing

Direct and convenient connection that traverses the river and provides connectivity between major activity centres via mass transit. May also accommodate active transportation options.

Transit Facilities

A location where residents can access public transit. Includes bus stops, train stations and transit centres.

Target

Targets identify aspirational results achieved over time to deliver on the corporate outcomes within a specified time horizon.

Urban Agriculture

All agricultural growing opportunities within an urban municipality's boundaries. This includes commercial farming operations, community gardens, allotment gardens, vertical gardens, backyard gardens, edible landscaping, green roofs, aquaculture, animal husbandry and apiaries but excludes stockyards, feedlots and intensive livestock operations.

Urban Forest

Urban forest refers to the trees located within city limits, whether planted or naturally occurring. Trees found in parks, natural/naturalized areas, the river valley, ravines, roadways, private yards, roof tops and commercial and industrial lands are all part of the urban forest.

Urban Freight Environment

Various activities involved in the delivery of goods, including collection, storage, consolidation and transport, in cities or other urban contexts.

Urban Greenways

Enhanced landscaping along transportation routes that improves the built environment and condition through contact with nature and species that move through the greenway. This may include transportation and/or utility corridors retrofitted to provide new treed boulevards or less formal green linkages connecting people to parks, schools, services and community amenities.

Views/Vistas

A sight or experience of/from a particular place. Views can be of a natural area, such as the North Saskatchewan River Valley, or the built form, such as the city's downtown skyline.

Walkability

The extent to which the built environment allows people to walk to get to everyday destinations for work, shopping, education and recreation, and which can be affected by street connectivity, mix of land uses, destinations and pedestrian infrastructure.

Wellness

A sense of connection with places and people that alleviates the stressors we face regularly in day-to-day life. This includes physical and mental health, vitality, social capacity and interaction with built and natural environments.

APPENDICES

A. Legislative Requirements and Policy Context

1. Provincial Legislation

The Province of Alberta sets the minimum requirements for land use planning and transportation planning in Alberta. The City Plan is in compliance with each of the provincial requirements detailed below.

Edmonton's obligations regarding planning and development are set by the Municipal Government Act Alberta 2000 Chapter M-26 (MGA), which requires every municipality to adopt a Municipal Development Plan. The MGA specifies a number of items that the Municipal Development Plan must address, and some that it may address. The MGA also requires every statutory plan, which includes the Municipal Development Plan, to be consistent with the provincial Land Use Policies.

Transportation requirements are determined by two pieces of provincial legislation: The City Transportation Act and the Highways Development and Protection Act. The City Transportation Act states that, *"the City shall prepare a comprehensive transportation study report for the development of an integrated transportation system designed to service the needs of the entire city."* This requirement is commonly satisfied in the form of a Transportation Master Plan. Due to the integrated approach taken by The City Plan, it is included as a key component of this plan.

It further states that, *"the city council shall by bylaw establish a transportation system in accordance with the transportation study report and the bylaw shall designate the transportation system. The bylaw shall include a map showing the approximate location of the transportation facilities and any other items required by the regulations."* This requirement is fulfilled by the City's Transportation System Bylaw which will be updated to reflect direction from The City Plan, roadway facilities as part of development activities, and Council approval of mass transit route alignment.

As outlined in the Province of Alberta's Post-Secondary Learning Act and associated Land Use Regulations, the City of Edmonton generally does not have land use planning jurisdiction over the University of Alberta. This includes the North and South Campuses, Campus St. Jean and Enterprise Square. The Land Use Regulations describe the process required to engage the City of Edmonton as the host municipality.

2. Federal Jurisdiction

The City of Edmonton is also adjacent to Enoch Cree Nation, the Edmonton International Airport and Canadian Forces Base Edmonton (located within Sturgeon County). Each of these are subject to federal legislation that regulates land development. The City will continue to be engaged with all of its neighbours regarding land use and infrastructure near its boundaries.

3. Regional Requirements

As per the Edmonton Metropolitan Region Board's Regulation, the objectives of the Edmonton Metropolitan Region Growth Plan are listed below.

- Promote an integrated and strategic approach to planning for future growth in the Edmonton Metropolitan Region
- Identify the overall development pattern and key future infrastructure investments
- Coordinate decisions in the Edmonton Metropolitan Region to sustain economic growth and ensure strong communities and a healthy environment
- Promote the social, environmental and economic well-being and competitiveness of the Edmonton Metropolitan Region

As per the Municipal Government Act, The City Plan must conform with the Edmonton Metropolitan Region Growth Plan. Furthermore, as per the Edmonton Metropolitan Region Board Regulation, *"when evaluating a statutory plan or statutory plan amendment, the Board must consider whether approval and full implementation of the statutory plan or statutory plan amendment would result in development that is consistent with the Edmonton Metropolitan Region Growth Plan."* The City Plan is structured to conform and be consistent with the Growth Plan, help achieve its goals and contribute to regional collaboration and shared success.

The City Plan will respond to current and future regional initiatives and requirements.

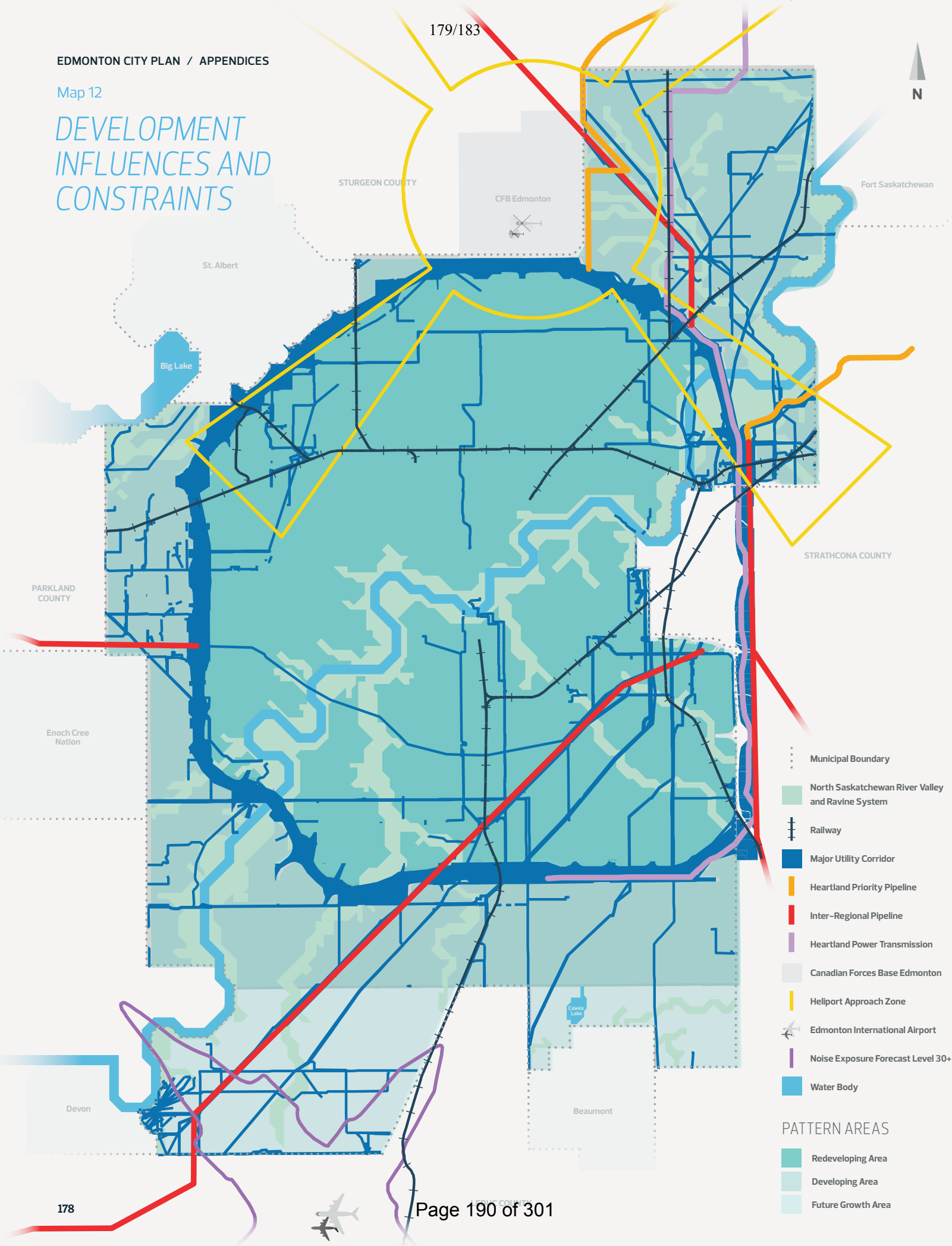
The City Plan also includes map 12, Development Influences and Constraints. This shows major utility corridors, railways, the Edmonton International Airport Vicinity Protection Area and the Edmonton Garrison Heliport Zone. Consult the relevant regulator and/or associated organization for current information.

4. Referrals

In the spirit of ongoing collaboration and partnership within the region, Edmonton will refer planning and land use proposals to adjacent municipalities and First Nations in the context of current and future interjurisdictional agreements.

For example, the Intermunicipal Planning Framework is a non-prescriptive policy document that outlines how the cities of Edmonton and Beaumont, and Leduc County envision development occurring in a defined area. It identifies land use, infrastructure and transportation concepts and includes a cost sharing plan. The City Plan identifies the City of Edmonton's portion of the Study Area as Future Growth Area and does not anticipate that it will develop until the City has reached a population of 1.5 million people. This is supported by policy requiring substantial completion of the Developing Area before authorizing the preparation of statutory plans for the City's portion of this area. At the 1.5 million people threshold, the City will ensure that planning and development align with this framework and the interests of three municipalities.

DEVELOPMENT INFLUENCES AND CONSTRAINTS



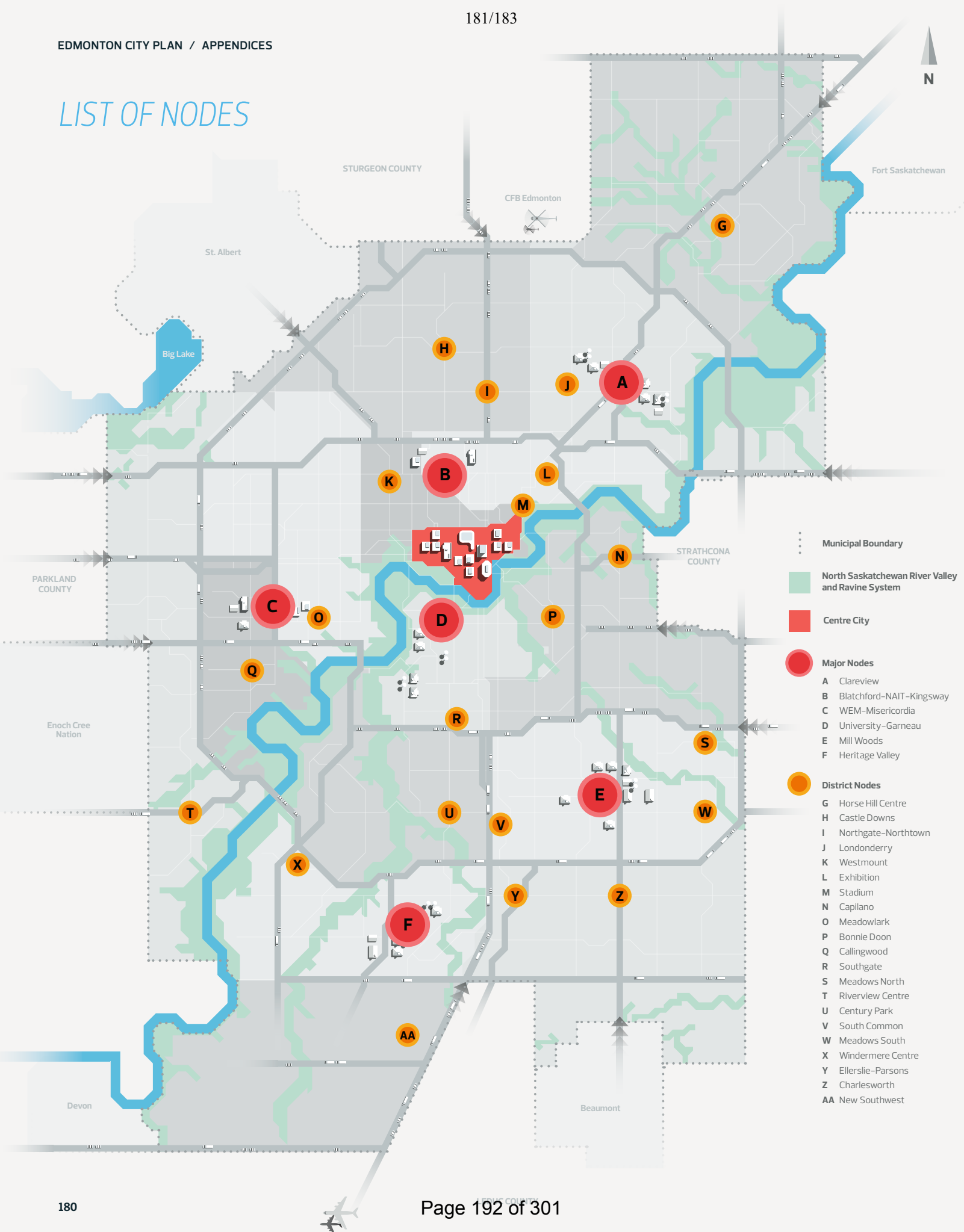
5. Municipal Context

The City Plan is the direction of City Council and the vision of Edmontonians. Together they influence the future and outline of what the city needs to change today in order to realize the transformation desired in the evolution of our city towards two million. The City Plan translates the vision, values and strategic goals of community and Council within its policy structure and City Plan Concept. This includes Edmonton's future growth pattern as well as the essential systems and networks necessary to strategically manage and invest in to realize a healthier, more urban, prosperous and climate resilient city of two million.

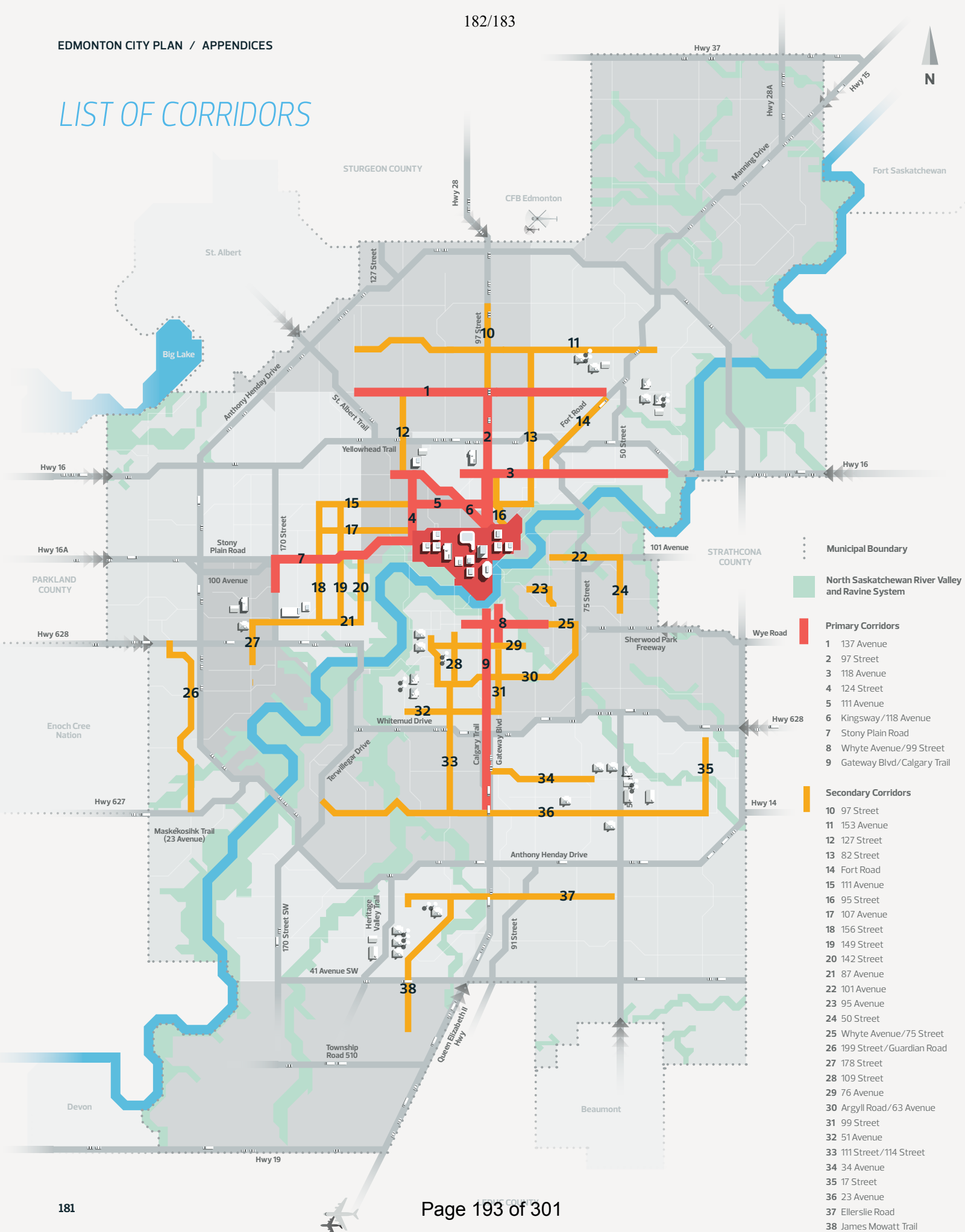
The City Plan is also a unified and integrated long-range plan. It provides strategic policy direction on a number of subjects, including land use and transportation planning, ecology and environmental sustainability, community and people services, economy and innovation. In order to respond to the emerging needs and trends Edmonton will face, it requires ongoing coordination and implementation at subsequent planning scales. Under the Municipal Government Act, it is required that all City statutory plans be consistent with The City Plan. Ongoing review and alignment of all municipal planning tools will therefore be required to successfully deliver policy at the city, district, area and neighbourhood level.

Finally, The City Plan provides an important bridge between Council, the community and corporate business planning processes. It sets key policies and priorities that will inform decision making in areas of managing growth, urban form, infrastructure investments, ecology and environmental sustainability and social initiatives. In this regard, The City Plan is able to realize the goals, values and vision of Council and Edmontonians as well as influence the business planning and budgeting decisions necessary to achieve it. These decisions will be further articulated through the Corporate Business Plan.

LIST OF NODES



LIST OF CORRIDORS

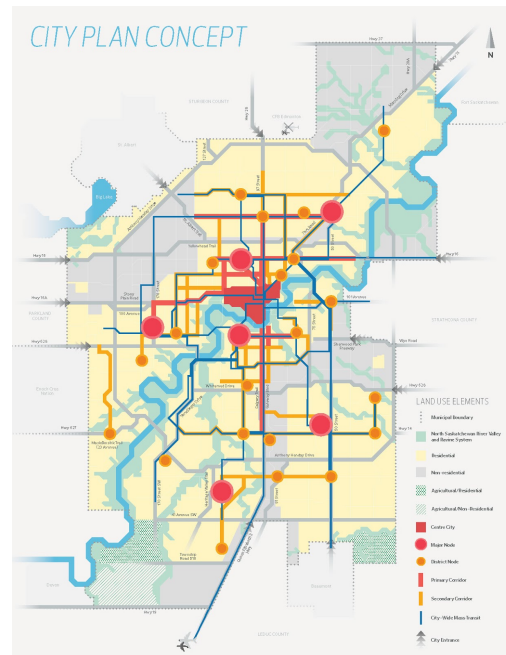






ADMINISTRATION REPORT PLAN ADOPTION CITY-WIDE

To adopt The City Plan (Municipal Development Plan) and repeal The Way We Grow (Municipal Development Plan).



RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** of this application because it:

- meets the Municipal Government Act requirements and regional requirements for a new Municipal Development Plan;
- aligns with the Edmonton Metropolitan Region Board Growth Plan vision, principles and objectives;
- aligns with and advances ConnectEdmonton (Edmonton's Strategic Plan) goals to be a healthy, urban, climate resilient Edmonton in a prosperous region as outlined in ConnectEdmonton;
- provides a comprehensive policy approach that addresses economy, environment, people, transportation and land use and sets a new standard for managing and supporting the city's growth;
- integrates physical systems and networks with city building outcomes, policy intentions and directions that will be measured and monitored; and

- is informed by extensive Indigenous, stakeholder and public engagement as well as robust technical study.

THE APPLICATION

CHARTER BYLAW 20000 to adopt The City Plan Municipal Development Plan and repeal Bylaw 15100, Edmonton's existing Municipal Development Plan The Way We Grow. The proposed City Plan MDP will establish a framework for future land uses, the provision of municipal infrastructure and policy directives consistent with requirements set out under the Municipal Government Act and Edmonton Metropolitan Region Growth Plan. The City Plan proposes to:

- Accommodate growth within Edmonton's current municipal boundary
- Evolve mass transit and other mobility networks
- Establish a network of nodes and corridors
- Plan for large-scale districts that achieve regional density targets
- Preserve, connect and expand the ecological network of open spaces and greenways
- Adapt existing and strategically activate newer non-residential areas

APPLICATION AREA

The City Plan will apply to all lands within the current City boundary and replace the previous Municipal Development Plan, The Way We Grow. The area is approximately 78,250 hectares and generally bounded by 259 Avenue NW to the north, Range Road 232 to the east, Highway 19 to the south, and Range Road 261 to the west.

PLANNING ANALYSIS

MUNICIPAL GOVERNMENT ACT

The City of Edmonton is required by the *Municipal Government Act* to adopt a Municipal Development Plan. If approved, The City Plan replaces The Way We Grow which was approved by City Council in May 2010. Approval would set a new policy direction to which development, particularly Area Structure Plans and Area Redevelopment Plans will have to conform. It will also inform the future Zoning Bylaw Renewal and ongoing amendments over time. The City Plan meets the *Municipal Government Act* requirements for Municipal Development Plans that are outlined in Section 632(3) and is consistent with the *Land Use Policies* referenced in Section 622 of the Act. The City Plan also meets the Section 636 requirements for preparing statutory plans including notification and providing means for any person who may be affected to make suggestions and recommendations.

CITY TRANSPORTATION ACT & HIGHWAYS DEVELOPMENT AND PROTECTION ACT

The City of Edmonton is required to maintain a Transportation System's Bylaw as per the City Transportation Act and the Highways Development and Protection Act. The City Plan represents Edmonton's Transportation Master Plan, which fulfills the provincial requirement to prepare a "transportation study report" under these Acts. Edmonton's Transportation Systems Bylaw (Bylaw 15101) will be updated as an implementation action in alignment with The City Plan once approved as Bylaw 20,000. The updated Transportation Systems Bylaw will be advanced for Council approval and Provincial ratification.

EDMONTON CITY PLAN - MUNICIPAL DEVELOPMENT PLAN

The proposed City Plan guides the city's future growth and expands upon the current Municipal Development Plan, The Way We Grow. First and foremost, it is a people plan based on the values of Edmontonians, and its policy intentions and directions are outcome oriented. Fundamentally it seeks to answer 'What choices do we need to make to be a healthy, urban and climate resilient city of two million people that supports a prosperous region?' and it articulates 24 city building outcomes within a holistic, unified plan. To achieve this the Plan integrates land use, transportation, environmental, social and economic planning to shape new policy directions, physical systems and networks for Edmonton. This is based on supporting and managing Edmonton's growth to two million people through a series of 250,000 person increments while having regard for existing and future development patterns, activation, investment and measurement. The proposed City Plan includes:

- Big City Moves that articulate transformative priorities and associated stretch targets to help Edmonton change as it grows to two million people over time;
- A spatial approach to shaping the city through integrated systems and networks;
- A comprehensive policy framework based on Council's strategic vision and goals (ConnectEdmonton), organized through a series of guiding values, city-building outcomes, intentions and directions.
- A land use concept that will sustain and support future development and redevelopment within the city's current boundary; and
- Measurement of Plan progress toward strategic city priorities.

Further information regarding each of these components is summarized below and more detailed information can be found within The City Plan itself.

Big City Moves: Future city

Big City Moves are an invitation to work together to build our future city in a new way. The Big City Moves define bold, transformative priorities and create a different set of opportunities for Edmonton that are supported by high-level targets. Five Big City Moves describe Edmonton's strategic areas of focus in response to key trends and provide a necessary pathway to transform itself by making big adjustments, systematic changes and difficult tradeoffs. The Big City Moves are as follows:

- Greener as we Grow - A commitment to use growth as a catalyst for good design and conscious decision making that protects and enhances land, air, water and biodiversity;
- Rebuildable City - Continuous reimagining and rebuilding of Edmonton that keeps it vibrant, livable and flexible to shifts in local and global trends;
- Community of Communities - Increasing physical and community connectedness to a broader range of housing, recreation, learning and employment opportunities;
- Inclusive and Compassionate - Efforts to improve equity, end poverty, eliminate racism and make clear progress towards Truth and Reconciliation; and
- Catalyze and Converge - Positioning Edmonton to continually improve its competitiveness and readiness in a changing world by improving the conditions, places and partnerships that will retain and attract new talent.

Shaping the city: A spatial approach

The ideas and policies contained in the Plan will directly affect Edmonton's future shape and form. Three main concepts drive this forward:

- Planning and Design - A strategic approach to land use planning and design that guides the physical design of Edmonton's urban form, density, physical image and identity. This includes Districts, Nodes and Corridors, Green and Blue, and Non-Residential Opportunities Networks;
- Mobility - A vision for mobility that directs how the city grows and manages Edmonton's integrated and evolving mobility system in relation to its active transportation, transit, roads and goods movement networks. These offer to provide Edmontonians a more equitable, accessible and efficient, multi-modal and resilient transportation system; and
- Managing Growth - A framework for managing growth that aligns land use policy and growth priorities to budgets and applies a coordinated approach to connect planning, infrastructure investment, and activation of growth over time. These elements offer to enable successful urban development and manage community change over time within Edmonton's existing municipal boundary and the City's financial process.

Each of these three systems have been integrated in their development and policy alignment so that the vision, principle and goals of ConnectEdmonton (Edmonton's Strategic Plan) may be realized. Moreover, these systems reflect the complexity of Edmonton, its different networks and how city-building works best when policies are multifunctional and co-considered.

Planning for people: Policy structure

The Plan is about how Edmonton will be built and used into the future. To describe this, The City Plan's policy hierarchy is structured in the following manner:

- Strategic Goals: implement ConnectEdmonton's unifying principle, "connected", and help translate its four goals – healthy city, urban places, climate resilience and regional prosperity – into action;
- Guiding Values: reflect Edmontonians' ambitions for their city;

- City Building Outcomes: describe the conditions Edmontonians will experience as progress is made towards the Guiding Values and Strategic Goals;
- Intentions: articulate what is needed to achieve a particular City Building Outcome; and
- Directions: explain how the Intentions will be accomplished.

Systems and networks: Land use concept

The City Plan Concept (Map 1 of the City Plan) guides the growth of Edmonton from one to two million people, supports an additional 520,000 jobs and contains the following key elements:

- Municipal Boundary - All future growth will be accommodated within Edmonton's current boundary in an integrated, organized way that balances competing demands and prioritizes public investments;
- North Saskatchewan River Valley and Ravine System - This central component of the City's green and blue network will be preserved, ecological assets strengthened and overall better connected in support of the city becoming greener as we grow;
- Residential and Non-Residential Land Use - These designations reflect predominant land use and include city-wide opportunity for ongoing residential infill at a variety of scales and densities as well as adaptation of non-residential areas to accommodate greater intensification and strategically activate newer areas of the city to expand economic diversification opportunities over time;
- Agricultural/Residential and Agricultural/Non-Residential - These areas are identified for conservation and ongoing support of agricultural lands and activities for the long-term. Over time, these lands may transition to residential and non-residential land uses where population thresholds and demand warrants;
- Nodes and Corridors - these centers of activity and places for movement focus population, business and employment growth, and provide the necessary urban structure to direct future investment and manage ongoing change in support of greater community equity, opportunity and connectedness. As described in the Plan, they exist at different scales to serve various geographies; and
- Mass Transit - An evolved mass transit system will anchor an overall mobility system of city-wide and district routes connecting all areas of the city. This will ultimately provide Edmontonians a more equitable, accessible and efficient, multi-modal and resilient transportation system.

Measurement: Plan performance

The City Plan has been designed and developed for ongoing measurement. Administration will review the Plan on an ongoing basis to assess its impact and performance using a wide spectrum of monitoring and reporting tools. To track progress towards the Big City Moves and identify and respond to changes over time, the Plan will rely on a series of stretch targets, strategic measures and indicators.

- Stretch Targets: define aspirational community achievements to reach by two million people;
- Strategic Measures: monitor performance and communicate short and medium term progress to Edmontonians; and
- Indicators: show how collective efforts are getting the city to ConnectEdmonton's strategic goals.

As implementation and monitoring move ahead, this information will provide a critical baseline for further analysis and progress measurement.

STRATEGIC ALIGNMENT

ConnectEdmonton

The City Plan directly aligns the planning policy framework (i.e. Belong, Live, Thrive, Preserve, Access, Create) and associated physical systems (Planning and Design, Mobility, and Growth Management) with the vision, principle and goals of Edmonton's Strategic Plan (ConnectEdmonton) approved in 2019.

It achieves this by creating an important bridge between strategy, policy, and action to inform future decision making undertaken by Administration through the corporate business planning process. The Plan can, and will, influence day-to-day service delivery insofar as it is used to inform future business planning and budgeting decisions that will be articulated through the Corporate Business Plan. It does not represent a specific work planning approach nor define specific operational standards.

REGIONAL CONSIDERATIONS

Edmonton Metropolitan Region Growth Plan

The City of Edmonton is at the core of the Edmonton Metropolitan Region. It has a responsibility to help the region meet the objectives of the Edmonton Metropolitan Region Growth Plan. From the land use and servicing perspective, these include protecting natural living systems, compact growth that optimizes infrastructure investment, and the wise use of prime agricultural resources. This promotes effective regional mobility to neighbouring employment and residential nodes, economic competitiveness, diversity and quality of life that enrich and benefit the region as a whole. Through the regional structure, the City Plan is a key tool for implementing the Growth Plan that will ensure regional density and intensification targets are met or exceeded through prioritizing investments and conserving natural systems and prime agricultural resources.

As required by the *Edmonton Metropolitan Region Board Regulation* and pursuant to section 4.1 of the associated *Regional Evaluation Framework*, a municipality must refer to the Board any proposed new statutory plan (subject to three possible exceptions which do not apply).

A Regional Evaluation Framework Application Package will be submitted to the Edmonton Metropolitan Region Board, after second reading of the bylaw, for review and consideration for approval. This will include the attached Regional Context Alignment (see Appendix 3). Following regional approval, the bylaw would be ready for third reading by City Council in late 2020.

The City Plan will result in development that is consistent with the Edmonton Metropolitan Region Growth Plan. In particular, the Growth Plan is structured around the following six policy areas: Economic Competitiveness and Employment, Natural Living Systems, Communities and Housing, Integration of Land Use and Infrastructure, Transportation Systems, and Agriculture. Each of these is supported by a series of objectives and policies. The Regional Context Alignment document provides considerable detail about the consistency between the City Plan and the Growth Plan. Additional detail is expected to be provided in the regional evaluation framework application package.

Further, the City Plan contains policy 2.3.2.6 (requiring districts to meet or exceed regional density targets) and density minimums for nodes and corridors that meet or exceed aspirational transit-oriented development centres and density targets.

TECHNICAL REVIEW

TECHNICAL STUDIES

A number of technical reports were prepared and reviewed to the City's satisfaction to inform development of The City Plan. These include:

- *Economic, Demographic and Market Study*
- *Mass Transit Study*
- *Greenhouse Gas Emissions and Energy Analysis*
- *City Plan Growth Scenarios Relative Financial Assessment*
- *Climate Vulnerability Assessment*
- *Population/Employment Distribution and Development Density Summary*
- *The Next Wave: Planning for Disruption*

An *Economic, Demographic and Market Study* was conducted to assess Edmonton's current and anticipated demographic composition, employment and market trends. Results from this work identified areas of population and employment growth as Edmonton's population increases to two million and employment to 1.1 million jobs. Findings helped inform the development of The City Plan land use concept, its associated systems and networks.

A *Mass Transit Study* was conducted to assess the current state of Edmonton's mass transit network. It provided a framework to guide the development and expansion of mass transit as the city grows to two million. This included assessment of transit market, ridership, routes and demand used to inform and develop The City Plan mass transit network.

A *Greenhouse Gas Emissions and Energy Analysis* was conducted to understand the performance of the draft City Plan Concept in comparison to a future Edmonton following

currently approved plans. This work incorporated population and employment projections and several actions developed and evaluated as part of Edmonton's Energy Transition Plan and ability to meet Edmonton's 2065 carbon budget. This included actions such as improving energy performance of new and existing buildings, increasing solar and wind generation, electrification of City, personal and commercial fleets, and decreasing waste consumption.

The *City Plan Growth Scenarios Relative Financial Assessment Report* presents the results and observations of the comparative assessment of the City Plan land use concept against a business as usual scenario. It provides financial context and help to guide future planning and investment decisions as the City Plan implementation moves forward. Findings from this report indicated the proposed land use concept is more financially efficient than a business-as-usual scenario due to a more compact and strategic development pattern.

The *Climate Vulnerability Assessment* builds on the climate adaptation work done to measure potential risks and opportunities associated with current and future climate conditions in Edmonton. This study focused on determining the relative climate-related costs arising under each of the evaluation scenarios, business as usual scenario and the draft recommended land use concept. Results show that climate-related risks to the assets and services considered are reduced by roughly 8% at City Plan buildout of the recommended concept. Further actions are necessary to reduce future climate-related risks faced by Edmonton to acceptable levels.

The *Population/Employment Distribution and Development Density Summary* summarizes where and to what magnitude population and employment growth is anticipated to occur in key geographic areas as depicted in the City Plan. Findings from this work have been used to refine the land use concept as well as consider future choices, priorities, and actions necessary to advance City Council's vision and the goals and outcomes of the Plan.

The Next Wave: Planning for Disruption is a broadly focused discussion paper that describes the current age of disruption and its relevance to Edmonton and the City Plan. It advocates for a flexible, agile, proactive approach including embracing change, collaboration and adaptation. It presents disruption as an opportunity that is best served by vision and output oriented policy to create a more resilient and harmonious environment, nurture business and communities and attract talent and investment. Both of these concepts are embedded in the City Plan, including the plan philosophy and focus on city building outcomes, rather than the steps to get there.

In consideration of all the information and findings contained in these reports and subsequent use in development of the proposed land use concept, The City Plan through its strategic alignment of land use and transportation patterns and approach to growth over the life of the Plan (estimated to be 2020-2065) is expected to achieve the following results:

- Reduce development by more than 5,000 hectares of land by containing growth within Edmonton's current urban boundary;
- Actively support redevelopment to enable more than 50 percent of new population growth to occur within already-established areas of the city;
- Improve Edmonton's long-term fiscal performance as compared to "business-as-usual" growth patterns;

- Increase the number of daily walking, cycling and public transit trips by 50 percent as compared to “business-as-usual” growth patterns;
- Reduce per person greenhouse gas emissions by six percent compared to today through investment in mass transit and a more compact urban form, with an opportunity to reduce total per person emissions by 91 percent through City effort, private sector partnerships, participation from the community, and cooperation with other levels of government; and
- Attract and retain an additional one million people to Edmonton and add an additional 520,000 jobs.

PLAN IMPLEMENTATION

The City Plan will be implemented over many decades and require ongoing attention and commitment to achieve the strategic targets, objectives and city-building outcomes identified within it. Administration has prepared the following deliverables in tandem with The City Plan to support its roll-out and delivery over time.

Corporate Implementation Approach

To transition The Ways plans (the City of Edmonton’s previous strategic plans approved by City Council) into a new strategic planning framework, Administration developed a modernized approach to strategy development, implementation tactics, and integrated prioritization across the corporation. The purpose is to connect the vision of ConnectEdmonton (long term) to corporate business planning and budgeting at the most immediate (short term) timeframe in alignment with The City Plan. Corporate work plans and identification of future needs as they relate to policy, partnerships, investment and pricing levers will be aligned through the annual corporate business planning cycle.

City Planning Framework

To effectively implement and achieve the city-building outcomes and ambitions of The City Plan, a modernized approach to policy and plan development and review is needed. Roll-out of this work will proceed over the years ahead as new plans and strategies are created to support The City Plan and older ones that no longer align with its direction are retired. The purpose of a new City Planning Framework is to clarify the role of The City Plan relative to other planning tools and a more streamlined and simplified planning approach designed to reduce complexity, redundancy and areas of policy conflict. This will be accomplished by evaluating existing plans, policies and guidelines for their current relevance to the achievement of The City Plan goals, values, and intentions; coupled with establishing formal processes for how planning tools are created, replaced, monitored and adjusted over time and eventually retired altogether.

City Plan Activation

Administration will make clear connections between policy development, implementation activities and people’s lived experience every day. Storytelling will provide a cohesive, engaging and clear picture of an Edmonton with two million people. Storytelling will also help people understand how the decisions the City makes today influence Edmonton’s future, and how this

work is rooted in a plan to build Edmonton's future prosperity. As the City Plan is activated, public policy discussions will be hosted in a way that better integrates ongoing resident feedback and community dialogue and connects to the daily experience of Edmontonians.

PUBLIC ENGAGEMENT

Extensive public engagement was done as the Plan was prepared to directly inform content and direction. Public engagement included 42 community and stakeholder meetings, 24 pop-up public engagement sessions, nine public workshops, two online circulation and two surveys, and engaging students from 43 schools. Extensive Indigenous and stakeholder engagement was also completed with input used to prepare the Plan at each phase of the project.

What we heard from Edmontonians shaped the plan's structure, concept, policy, and approach. Engagement activities supported a wide variety of City Plan conversations in many locations, with a diversity of groups and stakeholders representing citizens, civil society, public institutions, regional municipalities and business community. Similar themes emerged from groups across the city who were engaged in unique ways, indicating that when it comes to the values that Edmontonians hold for our city, we are more alike than we are different. The result is a plan that reflects Edmontonians' desire to belong, live, and thrive in our city, to access what is needed, preserve what matters most, and create a city that will attract one million more.

A summary of public engagement including links to specific phases is included in Appendix 1 titled, 'What We Heard Executive Summary'.

The City Plan policy content was circulated for comment to all City sections, utility agencies, external and regional stakeholders beginning in September 2019 and was also posted online for feedback. Significant revisions were made in response. The full draft City Plan was circulated from December 16, 2019 to January 16, 2020 publicly, to all City sections and regional stakeholders for comment. Significant revisions were made in response. All comments from civic departments and utility agencies regarding this project have been addressed.

CONCLUSION

Administration recommends that City Council **APPROVE** this application.

APPENDICES

- 1 [What We Heard - Executive Summary](#)
- 2 [City Plan Technical Studies and Key Findings](#)
- 3 [Regional Context Alignment](#)
- 4 [Charter Bylaw 20000 Application Summary](#)

THERE'S A LOT TO LOVE ABOUT EDMONTON

SHARE AND POST ON A STICKY NOTE
WHAT YOU LOVE ABOUT EDMONTON

Think about what Edmonton really means to you, and how you talk about it with friends or family who have never been to the city.

What do you tell them is the best thing about our city?

What do you hope Edmonton still has when the population hits 2 million?

ONE MILLION MORE

What We Heard: Executive Summary

THE CITY PLAN

September 2018 –
January 2020

Edmonton



1

EXECUTIVE SUMMARY

The City Plan describes the choices Edmonton needs to make to become a healthy, urban, and climate resilient city of two million people that supports a prosperous region. Edmontonians have been engaged continuously throughout the project to help create and refine The City Plan. What we heard from Edmontonians has shaped the plan's structure, concept, policy, and approach. The City Plan invited people to engage through many opportunities across the city. The result is a plan that reflects Edmontonians' desire to belong, live, and thrive in our city, to access what is needed, preserve what matters most, and create a city that will attract one million more.

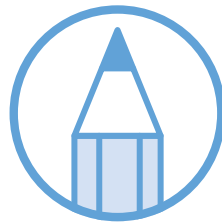
WAYS THAT WE ENGAGED:



Pop-up Public
Engagement Session



Community
Meetings



Surveys



Story
Walks



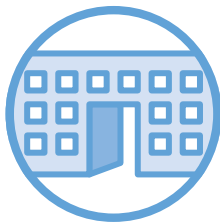
Online
Story Map



Conversation
Guides



Coffee
Chats



Public
Workshops



Stakeholder
Workshops



Online Document
Circulation and Review



City Hall
School



Engage
Edmonton



Child Friendly
Worksheets

REPRESENTING EDMONTON

The City Plan invited Edmontonians of diverse backgrounds and circumstances to help create The Plan. The City Plan engagement strategy determined that asking participants to self-identify during engagement may present a barrier to open and honest conversation. To host conversations that represent the diversity of Edmontonians, the engagement approach allowed for a wide variety of City Plan conversations in many locations, some a light touch and others a deep dive into content, while all covering many topics and important issues that influenced The Plan. Although it is impossible to guarantee that everyone's voice was heard, a variety of engagement tactics were used to ensure as many voices as possible were heard. Because similar themes emerged from groups across the city who were engaged in different ways, it is clear that when it comes to the values that Edmontonians hold for our city, we are more alike than we are different.

ENGAGEMENT SNAPSHOT



HOW WE LISTENED





2

INDIGENOUS ENGAGEMENT

Indigenous engagement has been a pivotal part of overall engagement on The City Plan. Formal engagement with Indigenous communities on The City Plan is now complete. Ongoing engagement with Indigenous communities has continued through city-wide engagement. All engagement results have been integrated into The City Plan.

A detailed description of The City Plan Indigenous engagement can be found in the separate *What We Are Hearing – Indigenous Engagement* report available online at www.edmonton.ca/thecityplan

3

THE CITY PLAN: WHAT WE HEARD



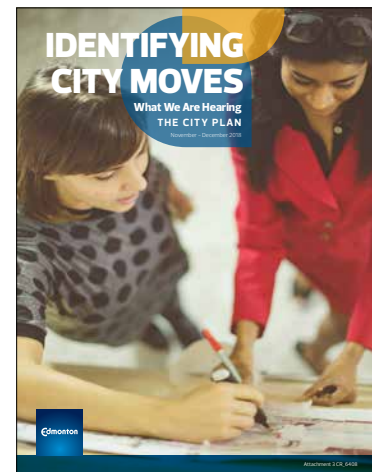
1

The City Plan:
What We Are Hearing

2

Identifying City Moves:
What We are Hearing

Detailed engagement results can be found in the following documents at www.edmonton.ca/thecityplan:



3

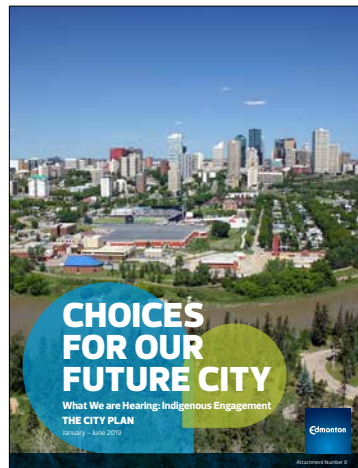
Choices for our Future City:
What We Are Hearing –
City Wide


4

Choices for our Future City:
What We Are Hearing –
Indigenous Engagement

5


Intentions and Directions
for our Future City:
What We Are Hearing





CITY PLAN **TECHNICAL STUDIES AND KEY FINDINGS**

Edmonton



The City Plan is informed by a number of technical studies. The key findings and results of these helped inform the development of the recommended land use concept. Full reports can be found at www.edmonton.ca/thecityplan.



ECONOMIC, DEMOGRAPHIC AND MARKET STUDY

This study assessed Edmonton's current and anticipated future demographic, employment and market trends. The study identified key areas of population and employment growth as Edmonton grows to a population of two million.



KEY RESULTS

- Edmonton's employment base has gradually shifted from a goods-producing economy to a services-producing economy.
- Anticipated changes to the employment and non-residential landscape include:
 - › A growing knowledge-base and creative class economy driving office, flex-office, and multi-purpose facilities in employment areas.
 - › New distribution and warehousing facilities located in areas with strong regional connectivity and transportation infrastructure.
 - › Retail space needs are changing to accommodate more service-based retailers with smaller footprints than traditional goods-based retailers
- The aging of Edmonton's current population will be counterbalanced by continued in-migration of younger working-aged people.
- There has been a shift to more apartment housing; however, homeowners are still partial to lower-density housing.
- Apartment housing is still considered a stepping stone for families to transition into lower-density home ownership.
- Growth patterns for residential development will need to continue to shift toward higher density options in order to accommodate two million people within Edmonton's current boundaries.



MASS TRANSIT STUDY



This study assessed the current state of Edmonton's mass transit network and provides a framework to guide the development and expansion of mass transit as the city grows to two million residents.



KEY RESULTS

- There is an opportunity for transit to gain market share for short trip lengths (<10 km) which are currently dominated by the auto.
- The future distribution of people and jobs will be a critical determinant of where, when and how new mass transit lines will be built. Higher ridership is observed when routes are connected to key employment areas.
- The proposed City Plan mass transit network will include three key categories of transit (regional, rapid and urban-frequent).
- Demand is high for key parallel north-south and east-west mass transit lines.
- A mass transit option that serves the airport can also serve demand towards the downtown from the southern regions of the City.
- Rapid semi-exclusive right-of-way lines perform reasonably well and were found to be critical for crosstown movements to compliment the LRT network. Rapid limited stop and urban-frequent lines are important as they connect a large part of the city above.
- Proposed mass transit routes can be grouped into two families of routes: City-Wide and District Routes that serve the different mass transit needs.
- Mobility hubs are important supporting infrastructure for the mass transit network. Strategically placed mobility hubs can help create connectivity to different modes by supporting a mobility system that allows people to seamlessly move between modes.
- Additional work and analysis is required to determine the phased deployment of the mass transit network including operational analysis, early implementation/pilot projects, development of construction and design guidelines in alignment with The City Plan growth management framework and investment priorities.

RELATIVE FINANCIAL ASSESSMENT

This study analyzed the fiscal impacts of differing land use patterns within the three evaluation scenarios, business-as-usual scenario, and the recommended land use concept. The study considered costs of 11 service areas such as roads and active modes, libraries, fire services, transit and EPCOR water, drainage and power.

KEY RESULTS

- Overall analysis shows that the draft City Plan Concept is more financially efficient than the Business As Usual scenario, due to compact and strategic development patterns reducing the need for new road and supporting infrastructure.
- Containing growth within the existing city boundary generally results in capital cost savings related to road and transportation infrastructure, recreation facilities, and fire services.
- Transit infrastructure and public realm improvements, in particular streetscaping, can be an influential driver of cost when much of a city's growth depends on intensification, particularly in a corridor-heavy growth pattern.
- Police, libraries, waste management, and general government are more dependent on overall population and/or employment growth than any particular growth pattern. Therefore these costs do not vary significantly between different scenarios.
- Growth patterns supporting residential intensification and a shift to medium and high-density residential unit types tend to provide higher assessment value and therefore greater fiscal sustainability in the long term.
- Assessment growth is anticipated to be stronger under the draft City Plan Concept due to a higher proportion of development being located in central areas of the city which are typically assessed at higher values than greenfield or suburban development.
- The overall increase in tax levy requirement for the draft City Plan Concept at build-out is calculated at 11% lower than the Business As Usual scenario. The net impact is an overall residential tax rate anticipated to be 6% lower at build-out than the Business As Usual scenario.

GREENHOUSE GAS AND ENERGY ANALYSIS

The purpose of this study is to understand the relative greenhouse gas and energy performance of the draft City Plan Concept as compared to a future Edmonton following currently approved growth plans (Business As Planned reference case for this study). In addition to the population and employment projections embodied in the draft City Plan Concept, the modelling also incorporated several actions developed and evaluated as part of Edmonton's Energy Transition Plan update. This included actions such as improving energy performance of new and existing buildings, increasing solar and wind generation, electrification of City, personal and commercial fleets, and decreasing waste consumption.

KEY RESULTS

- While the draft City Plan Concept achieves significant GHG emissions reductions despite an increasing population, it does not stay within the City's carbon budget of 135 MtCO₂e. By 2065, cumulative GHG emissions total 287 MtCO₂e, nearly twice the budget.
 - Annual GHG emissions in 2065 are 3.4 MtCO₂e in the draft City Plan Concept versus 14.5 MtCO₂e in the Business as Planned scenario, amounting to an annual reduction of 77%.
 - GHG emissions per capita in 2065 decrease to 1.6 tCO₂e per person in the draft City Plan Concept as compared to 6.9 tCO₂e per person in the Business As Planned scenario.
- Incentives for green electricity or the purchase of carbon offsets for the community as a whole by 2024 in combination with the realization of the draft City Plan Concept can be a viable pathway for remaining within the carbon budget.
- A more densely developed and compact urban form contributes to GHG emission reduction primarily as a result of facilitating an increase in transit use and an associated decrease in vehicle kilometers travelled.
- Rapid vehicle electrification, including City, personal and private fleets, is key to reducing emissions along with a reduction in vehicle kilometers travelled.
- The different types of housing (i.e. low, medium or high density) does not, on its own, determine greenhouse gas emissions but rather where these different types of housing are located.
- A highly urbanised, pedestrian-oriented city is the most efficient in terms of managing greenhouse gas emissions.
- Intensification of our urban form creates the potential for major district energy systems which are more efficient at curbing the city's carbon footprint.



CLIMATE VULNERABILITY RISK ASSESSMENT

This study extends a previous analysis that was completed as part of the City's *Climate Resilient Edmonton: Adaptation Strategy and Action Plan*. It determines the relative climate-related costs to Edmonton for the draft City Plan Concept and the Business As Usual scenario.

KEY RESULTS

- Climate-related risks to City's man-made and natural assets and infrastructure, people, services (included in the analysis) are reduced by roughly 8% (or \$874 million, 2016 dollars) in 2065 under the draft City Plan Concept as compared to Business As Usual.
- Ozone-related health impacts from climate change are expected to be less under the draft City Plan Concept than the Business As Usual Scenario. In general, the impact of climate change related health effects are expected to be less in a more highly concentrated urban form.
- Planning is but one mechanism that a city can use to adapt to the threats of climate change and must be coupled with further actions to reduce future climate-related risks faced by Edmonton to acceptable levels.
- Urban densification does not necessarily reduce the physical risks of climate change and in some cases can increase the risk to assets depending on site-specific climate hazards, like flooding, if activities are concentrated in high risk areas.
- Edmonton would benefit from including considerations for physical climate risks into planning activities related to location, composition and design of assets into decision-making. This would yield further reductions in future impacts and costs, as well as generate climate mitigation co-benefits.



POPULATION/EMPLOYMENT DISTRIBUTION AND DEVELOPMENT DENSITY SUMMARY

This paper summarizes where population and employment growth is anticipated to occur in key geographic areas of Edmonton as depicted in the City Plan Concept.



KEY FINDINGS INCLUDE

- Inside Anthony Henday Drive, the Redeveloping Area is expected to accommodate 60% of Edmonton's population growth and 50% of new employment. Density in this area is expected to increase from 65 people and jobs per hectare to more than 90. Growth in the Developing Area will also continue, while the Future Growth Area will begin to develop as our population reaches 1.5 million people.
- Development and growth will occur in all of Edmonton's districts. Our most populous districts today will continue to see significant growth. For example, the Scona district is expected to attract approximately 110,000 new residents and 50,000 jobs. Meanwhile, the West Henday and Ellerslie districts are each expected to see 100,000 new residents and 30,000 new jobs.
- Centre City will continue to grow as the region's principal employment and residential node and hub for mobility, culture and institutions, including 82,000 new residents and 62,000 additional jobs. Population growth in Centre City will outpace employment growth. Density measured in people and jobs per hectare is expected to increase by almost 50%.
- Outside of Centre City, the number of people living in Nodes and Corridors will almost quadruple from 170,000 today to 658,000 at 2 million people. Employment will more than double from approximately 178,000 to 393,000 jobs. Edmonton's systems and networks, particularly mass transit, are essential to achieving this.
- Many new jobs will be located in Edmonton's Non-Residential Areas as they develop and intensify. Today, our extensive northwest and southeast industrial areas are home to more than 85% of our industrial employment. In the future, this type of growth will occur in all non-residential areas, particularly in the northwest, west of QEII/ north of Highway 19, and north of Manning Drive in the northeast.
- The Innovation Corridor is expected to add 50,000 jobs as we grow to 1.1 million jobs and 2 million people.

THE NEXT WAVE: PLANNING FOR DISRUPTION

This study examines how The City Plan can help Edmonton to prepare for The Disruption Age. It outlines options for developing adaptive and flexible output-type policies.

KEY RESULTS

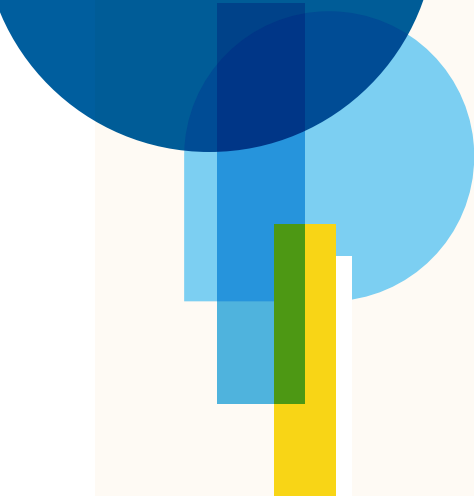
- The City must act proactively to ride the disruptive waves.
- The City Plan is an opportunity to change operational language from the provision of assurance to a promise of adaptability, agility and growth.
- To embed behavioural change, the City will need to update processes to reflect the reality of the mistakes, errors, and failures that accompany the disruption age, while continuing to demonstrate value to residents.



A large crowd of people is gathered at a festival. In the background, there is a large, colorful archway with a blue and yellow pattern. To the right, several Canadian flags are visible. The crowd is diverse in age and attire, with many people wearing hats and casual clothing. The scene is set in an urban environment with a large building in the background.

REGIONAL CONTEXT ALIGNMENT

Edmonton



The City Plan is directly aligned with the Edmonton Metropolitan Region Board Growth Plan. Full implementation of the City Plan will result in development that is consistent with the Growth Plan. In particular, a series of big city moves set the transformative priorities and city building outcomes for Edmonton, guide its physical systems and networks, and are supported by an integrated policy framework that aligns with the principles, objectives and policies of the Growth Plan. Further description is provided under the following table.

CITY PLAN ALIGNMENT WITH EDMONTON METROPOLITAN REGION BOARD GROWTH PLAN

EMRB Principles & Objectives	City Plan Alignment
Guiding Principle 1: Promote global economic competitiveness and regional prosperity	The big city move, 'Catalyze and converge' relates best to this Guiding Principle and focuses directly on attracting investment and employment to achieve sustained growth. Others are identified below with reference to The City Plan maps.
1.1: Promote global economic competitiveness and diversification of the regional economy	Non-residential areas (referred to as major employment areas in the Growth Plan) will be developed, serviced and intensified city wide to diversify and strengthen the regional economy (see map 5). In addition, the City Plan's innovation corridor connects key academic, health and innovation hubs to focus and expand Edmonton's research based and high tech employment sector.
1.2: Promote job growth and the competitiveness of the Region's employment base	Through the development of nodes and corridors (see maps 1 and 3), new and existing non-residential opportunities and the innovation corridor, the City Plan is expected to accommodate 520,000 additional jobs in Edmonton as it grows to two million people.
1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region	The City Plan is a combined Municipal Development Plan and Transportation Master Plan. Land use and mobility are integrated through the City Plan Concept to ensure uninhibited movement of goods, services and people, coordinating links when planning infrastructure, protecting corridors and minimizing impacts to airport operations (see maps 1 and 12). Its components include nodes and corridors, districts, green and blue network, active transportation network, transit network and roadway and goods movement network. Policy and measurement focus on common land use and mobility outcomes.
1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	In preparing for the next million residents, a key element of the plan is the growth management framework. It locates the City Plan in the context of the EMRB Growth Plan while planning for infrastructure, amenities and capital investment. The City prioritizes and manages growth and its costs through more intense development and targeted investment that optimizes infrastructure. See maps 10 and 11.

EMRB Principles & Objectives	City Plan Alignment
<p>Guiding Principle 2: Protect natural living systems and environmental assets.</p>	<p>'Greener as we grow' is the big city move aligned with this guiding principle. The City Plan uses growth as a catalyst for good design and conscious decisions to preserve and protect our environment.</p>
<p>2.1: Conserve and restore natural living systems through an ecological network approach</p>	<p>In the Shaping the City section under Planning and Design, the City Plan states that Edmonton will become greener as we grow through the protection and enhancement of its green and blue network (see map 4), one of that section's four related networks. The green and blue network includes the River Valley and Ravine System, greenways, recreation parks, and ecological connections that support wildlife and biodiversity. In addition, much of the fifth policy chapter focuses on protecting, maintaining and enhancing the natural living systems within the City's boundaries.</p>
<p>2.2: Protect regional watershed health, water quality and quantity</p>	<p>As indicated in 2.1 above, the City's River Valley and Ravine System is an essential part of the City Plan and plays a fundamental role in protecting watershed health, water quality and quantity. This system and other ecological components are supported by multiple policy and map references, for example policy direction 5.1.2.5 states <i>"coordinate protection, restoration and enhancement of the North Saskatchewan River Valley and Ravine system through outreach, education and partnerships"</i>.</p>
<p>2.3: Plan development to promote clean air, land and water and address climate change impacts</p>	<p>Climate resilience is one of four strategic goals that guide all aspects of the City Plan. This includes prioritizing and enabling green infrastructure, energy efficiency and transition, attention to air quality as well as measurement of progress on bold, long range targets and city building outcomes, such as tree canopy cover by district and open space per capita. Lastly, policy direction 3.4.2.1 states <i>"prioritize climate related research, industry, technology and businesses through partnerships, programs, processes and grants"</i>.</p>
<p>2.4: Minimize and mitigate the impacts of regional growth on natural living systems</p>	<p>The stewardship of ecological assets and natural resources is an important component of the City Plan, which will set the direction for environmental studies and attention to impacts. As an example, over time the number of net dwelling units built inside Anthony Henday Drive is expected to increase to 50% of net new dwelling units city wide. This will avoid the need to develop an additional 5,000 hectares beyond Edmonton's current boundary to meet the two million population threshold.</p>

EMRB Principles & Objectives	City Plan Alignment
<p>Guiding Principle 3: Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.</p>	<p>'Inclusive and compassionate' is the relevant big city move for this guiding principle. The City Plan supports people meeting their basic needs, promoting healthy living and housing choice, and creating genuine spaces for people of all ages, backgrounds and abilities to express themselves.</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>The City Plan is people-centered and uses a district model to deliver complete communities (see map 2). In addition, the first policy chapter (guiding value of belong) contains multiple policies that promote community wellness and connection through age friendly design, access to basic amenities, and transportation networks. Applicable Schedule 6 Growth Plan density targets will be met.</p>
<p>3.2: Plan for and promote a range of housing options</p>	<p>The City Plan's doubling of Edmonton's population within the current city boundary requires the addition of low, medium and high density housing in all districts and nodes. Approximately 840,000 dwelling units are projected, of which 340,000 are expected to be low density residential, 280,000 medium density residential and 220,000 high density residential. Policy direction 1.3.3.3 speaks to Edmonton's affordability advantage. In addition, two City Plan targets relate directly to housing (see IX. Measurement).</p>
<p>3.3: Plan for and promote market affordable and non-market housing to address core housing need</p>	<p>The City Plan has one city building outcome (2.2), one policy intention (2.2.2), and three policy directions dedicated to affordable housing. This includes targets of eliminating core housing need in the region and eliminating chronic and episodic homelessness.</p>

EMRB Principles & Objectives	City Plan Alignment
<p>Guiding Principle 4: Achieve compact growth that optimizes infrastructure investment.</p>	<p>'Rebuildable City' is the relevant big city move for this guiding principle. Networks, districts, and nodes and corridors will connect to the region and enable access to amenities and services including efficient use of infrastructure.</p>
<p>4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth</p>	<p>The City Plan provides direction for a much more compact Edmonton through the development of nodes and corridors, mass transit and other systems and networks to support the population doubling. Also as stated in the following policy directions 2.3.2.3, City Plan will <i>"require substantial completion of the developing area before authorizing the preparation of statutory plans for contiguous future growth area"</i>. Finally, a defined expected benefit of the City Plan Concept is avoiding the need to develop 5,000 hectares of land, which can remain as agriculture.</p>
<p>4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint</p>	<p>The City Plan establishes the following pattern areas (see map 9): redeveloping area, developing area and future growth area. City Plan policy states that the developing area must be substantially complete before authorizing the preparation of contiguous statutory plans for the future growth area. This focuses development around serviced or partially serviced lands. As Edmonton reaches two million residents, it is projected that 50% of net housing unit growth will occur through redevelopment in the built-up area, which optimizes existing infrastructure.</p>
<p>4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities</p>	<p>Based on the City Plan's vision and direction, the developing area and future growth area will be planned and built in alignment with applicable regional density targets (see policy 2.3.2.6) and policy guidance, including housing variety, transportation access and mixed use land uses in new plans as well as considering the environment, agricultural and fiscal impacts of growth.</p>
<p>4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing</p>	<p>N/A</p>

4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs

The City Plan's nodes and corridors will enable the creation of targeted mixed use areas for employment and housing throughout the city (see map 3). Edmonton's nodes vary in size, from large, dense centres to smaller community focal points. Major nodes and district nodes are supported by density minimums (see Systems and Networks, Nodes and Corridors) that align with the Growth Plan's aspirational TOD Centres density targets in Schedule 6. Primary corridors are also intended to accommodate this intensity of people and jobs.

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

The City Plan supports the provision of a regional transportation system and energy corridors in alignment with regional priorities and in order to attract investment and provide access to businesses throughout the region. For example, policy direction 6.3.3.2 states *"collaborate with our surrounding communities regarding shared investment for shared benefit within the Edmonton Metropolitan Region"* and 4.3.2.2 states *"strengthen workforce access to local and regional employment areas through transit investment"*. This also applies to three mobility networks, which include regionally significant connections. See maps 6, 7, 8 and 12 for reference.

4.7: Ensure compatible land use patterns to minimize risks to public safety and health

The City Plan manages risks associated with heavy industry, oil and gas facilities, pipelines, railway corridors, utilities and utility corridors through policy, mapping and continuation of current practices (see map 12). Design and land use measures will continue to be applied to address risk and nuisance factors associated with resource extraction, processing, and reclamation, including separation and mitigation. (see policy 2.1.3.3)

EMRB Principles & Objectives	City Plan Alignment
<p>Guiding Principle 5: Ensure effective regional mobility.</p>	<p>A 'Community of Communities' is the relevant big city move for this guiding principle. The City Plan strives to maximize the efficiency of existing road infrastructure and implement targeted improvements in the road network using innovative technology and operational improvements to support regional prosperity.</p>
<p>5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity</p>	<p>Edmonton's mobility system is essential to The City Plan and growth in the city, particularly because the Transportation Master Plan is a major component of the City Plan. The mobility system consists of three integrated networks: active transportation, transit, and roadway and goods movement. These networks are planned to grow and evolve with the city and maintain multi-modal connectivity within and throughout the region (see maps 6, 7, and 8). For example, policy direction 4.3.2.1 states <i>"improve multi-modal connectivity to and from neighbouring municipalities and jurisdictions within the Edmonton Metropolitan Region"</i>.</p>
<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>The City Plan guides mode shift through concentrated mixed use development in our system of nodes and corridors. In addition, our districts will provide a range of destinations, services, and amenities that will enable shorter travel times using a variety of transportation modes. Districts will be connected to each other through the mobility network. The City Plan targets 50 percent of trips to be made by transit and active modes (such as walking and bicycling) at two million people. For example, policy direction 4.4.1.1 states <i>"encourage a shift to transit and active transportation options"</i>.</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>The City Plan's Roadway and Goods Movement network (see map 8) is critical to supporting local and regional economic prosperity, connecting people to opportunities and businesses to markets. This network and its infrastructure will transform over time in relation to new technologies and denser, mixed use forms of development. It is also vital that transportation moves efficiently between our non-residential areas within the city and region (see map 5).</p>
<p>5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world</p>	<p>Collaboration with regional partners will maximize the economic benefit of the Edmonton International Airport. The proximity of most of the City Plan's future growth area means significant attention will be paid to the interface between development within the City near the airport, including transit. This also relates to regional economic development and ongoing shared investment for shared benefit conversations. The airport is particularly relevant to the City's Plan non-residential opportunities and roadway and goods movement (see maps 5 and 8).</p>
<p>5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions</p>	<p>Collaboration with regional partners, agencies, and other levels of government is vital to creating a strong alignment of priorities and this is stated throughout the City Plan. This influences and occurs through ongoing projects such as the Integrated Regional Transportation Master Plan and Regional Transit Services Commission.</p>

EMRB Principles & Objectives	City Plan Alignment
<p>Guiding Principle 6: Ensure the wise management of prime agricultural resources.</p>	<p>The relevant big city move for this guiding principle is 'Greener as we grow', and more specifically, city building outcome 5.3 <i>Edmonton maintains and invests in regionally significant ecological connectivity, natural assets, agricultural lands and infrastructure services</i>.</p>
<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>Edmonton's non-residential areas form an essential part of the city and are necessary to support ongoing business growth and investment. Non-residential opportunities identified within Edmonton's future growth area will be protected for agricultural development over the long-term, thereby making a contribution to food security (see map 5).</p>
<p>6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses</p>	<p>Limited agricultural areas are identified for the long term conservation and ongoing support of agricultural lands and activities. Minimizing fragmentation and conversion of agricultural land is specifically outlined in City Plan policy intention 5.3.1: <i>"support the conservation of agricultural land to reduce its loss and fragmentation and contribute to economic development and resilience in the food system"</i>.</p>
<p>6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system</p>	<p>The City Plan policy direction 5.3.1.1 states <i>"facilitate urban agricultural activities and protect agricultural operations through regulation, programming, land use and design"</i>. This includes advocating for and supporting a sustainable food system.</p>

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Adoption
Charter Bylaw:	20000
Location:	Generally bounded by 259 Avenue NW to the north, Range Road 232 to the east, Highway 19 to the south, and Range Road 261 to the west.
Addresses:	Multiple Addresses
Legal Descriptions:	Multiple Legal Descriptions
Site Area:	Approximately 78,250 hectares
Neighbourhood:	Includes all neighbourhoods within municipal boundary
Notified Community Organizations:	Over 94 community, business, industry and institutional organizations have been notified.
Applicant:	Urban Form and Corporate Strategic Development

PLANNING FRAMEWORK

Current Zone(s) and Overlay(s):	N/A
Proposed Zone(s) and Overlay(s):	N/A
Plans in Effect:	N/A
Historic Status:	Includes all historic and heritage resources contained within the municipal boundary.

Written By:	Michael Strong
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination



EDMONTON CITY PLAN

Bylaw 20,000

September 14, 2020
Public Hearing





MAKING CHOICES

WHY DO WE NEED IT?



NEW COMMUNITY VISION



COUNCIL'S FOUR GOALS



HEALTHY
CITY



URBAN
PLACES



REGIONAL
PROSPERITY



CLIMATE
RESILIENCE



REIMAGINE A NEW WAY FORWARD

BE BOLD

Big problems require big solutions; and big solutions will require bold action.

BE AGILE

Decisions and action must be quick and agile for continuous adaptation.

BE BRAVE

Tough, uncomfortable and unorthodox decisions are required for change.

BE SMART

Solutions must respond to the challenge of the new fiscal constraints.

STRATEGIC INTEGRATION



DIRECTION



CHOICES



ACTIONS



RESOURCES



PERFORMANCE



ASSURANCE



WHAT WILL IT DO?



**Reflects
Council's vision;**
anchored
in public
engagement



**Depicts a
spatial plan,**
supports
new growth
opportunities



**Evidence-
based,**
progress
tracking over
time



**Defined
priorities**
and bold "big
city moves"



Clear, simple
and easy to
read and access
via print and
electronic media



**'Evergreen'
plan:**
action plans
continually
renewed over
the life of the
plan, in line with
budget cycles

ENGAGEMENT



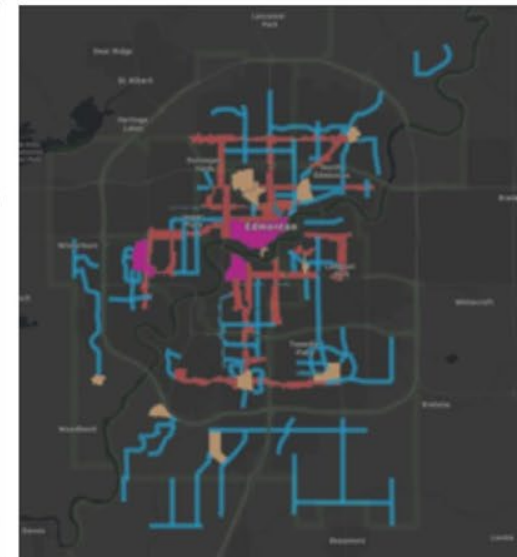
GO TO WHERE THEY ARE



TECHNICAL STUDIES

1. **ECONOMIC, DEMOGRAPHIC AND MARKET STUDY**
2. **MASS TRANSIT STUDY**
3. **RELATIVE FINANCIAL ASSESSMENT**
4. **GREENHOUSE GAS & ENERGY MODELLING**
5. **CLIMATE VULNERABILITY RISK ASSESSMENT**
6. **PLANNING FOR DISRUPTION**

LEARNING SCENARIOS



DRAFTING PLAN CONCEPT



PREFERRED
GROWTH
SCENARIO



The City Plan Concept



Save more than 5,000 hectares of land from development by containing growth within Edmonton's current urban boundary and developing more efficiently.



Increase the number of daily walking, cycling and public transit trips by 50% as compared to business-as-usual growth patterns.



Actively support redevelopment to enable more than 50% of new population growth to occur within already-established areas of the city.



Improve Edmonton's long term fiscal performance as compared to business-as-usual growth pattern.

Page 244 of 301



Reduce greenhouse gas emissions by 6% per person over today through investment in mass transit and a more compact urban form.



Attract and retain an additional one million people to Edmonton.





Big City Moves

GREENER AS WE GROW

A REBUILDABLE CITY

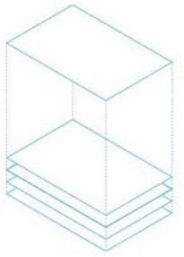
A COMMUNITY OF COMMUNITIES

INCLUSIVE AND COMPASSIONATE

CATALYZE AND CONVERGE

GREENER AS WE GROW





1. BIG CITY MOVE

GREENER AS WE GROW

**Two million new urban
trees planted**

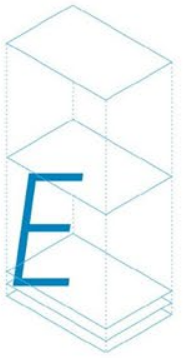
**Achieve a local carbon
budget total of 135
megatonnes**

**Zero net greenhouse
gas emissions
per person**



2. BIG CITY MOVE

A REBUILDABLE CITY




**600,000 additional
residents welcomed into
the redeveloping area**

**50% of net new units
added through infill
within the city boundary**



3. BIG CITY MOVE

A COMMUNITY OF COMMUNITIES



50% of trips are made by transit and active transportation

15-minute districts that allow people to easily complete their daily needs



4. BIG CITY MOVE

INCLUSIVE AND COMPASSIONATE

**Nobody is in core
housing need**

**There is no chronic or
episodic homelessness
in Edmonton**

**Less than 35% of average
household expenditures
spent on housing and
transportation**

The background of the slide is a photograph of a large, modern industrial facility, possibly a transit station or a large warehouse. A person is standing on a set of tracks or a platform in the foreground, looking towards the facility. The image is overlaid with several semi-transparent yellow and blue rectangular blocks. In the top left corner, there is a small yellow speech bubble icon.

5. BIG CITY MOVE

CATALYZE AND CONVERGE

A simple line-art icon of three stacked boxes or crates, located in the top right corner of the slide.

**70% of employment
within the region will be
in Edmonton**

**Innovation corridor
attracts 50,000
more jobs**

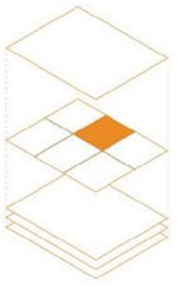
**Nodes and corridors
support 50% of all
employment in Edmonton**



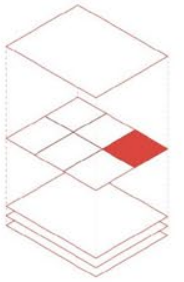
Planning for people

A large, abstract collage of various human faces, mostly of African descent, is the background of the left side of the page. The faces are partially obscured by vertical and horizontal bars in shades of teal, grey, and yellow. The collage includes close-ups of eyes, noses, and smiling mouths.

I want to
BELONG and
contribute.



I want to **LIVE**
in a place
that feels like
home.



**I want
opportunities
to THRIVE.**



I want **ACCESS**
within my city.

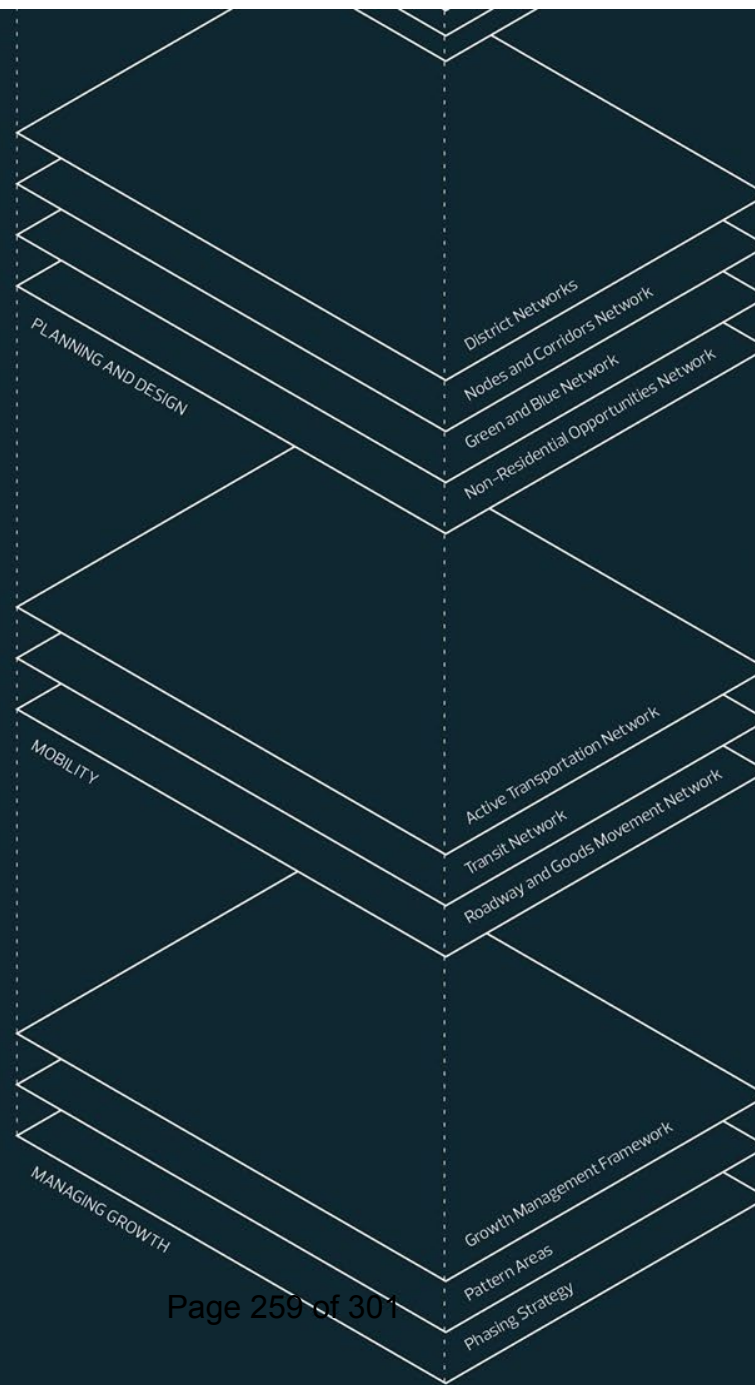
A large collage of faces and color bars. It features a close-up of an elderly person's face with a green vertical bar, a close-up of a person's eye with a green vertical bar, a close-up of a person's eye with a blue vertical bar, and a close-up of a person's eye with a green vertical bar. There are also various colored bars (green, blue, yellow, grey) and a close-up of a person's eye with a green vertical bar.

I want to
PRESERVE
what matters
most.

The background of the slide is a complex collage. It features a central grayscale photograph of a person's face, with their hand partially covering their eyes. This image is overlaid with various colored rectangular blocks in shades of purple, teal, yellow, and white. Some of these blocks have thin vertical dotted lines running through them. The overall composition is layered and artistic.

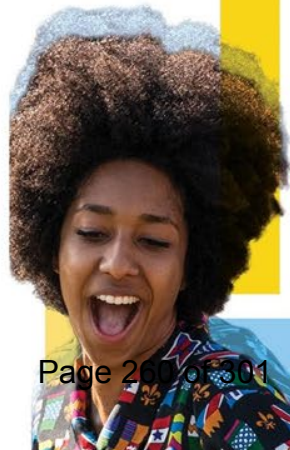
I want to be
able to **CREATE**
and innovate.

Systems and Networks





Planning and Design

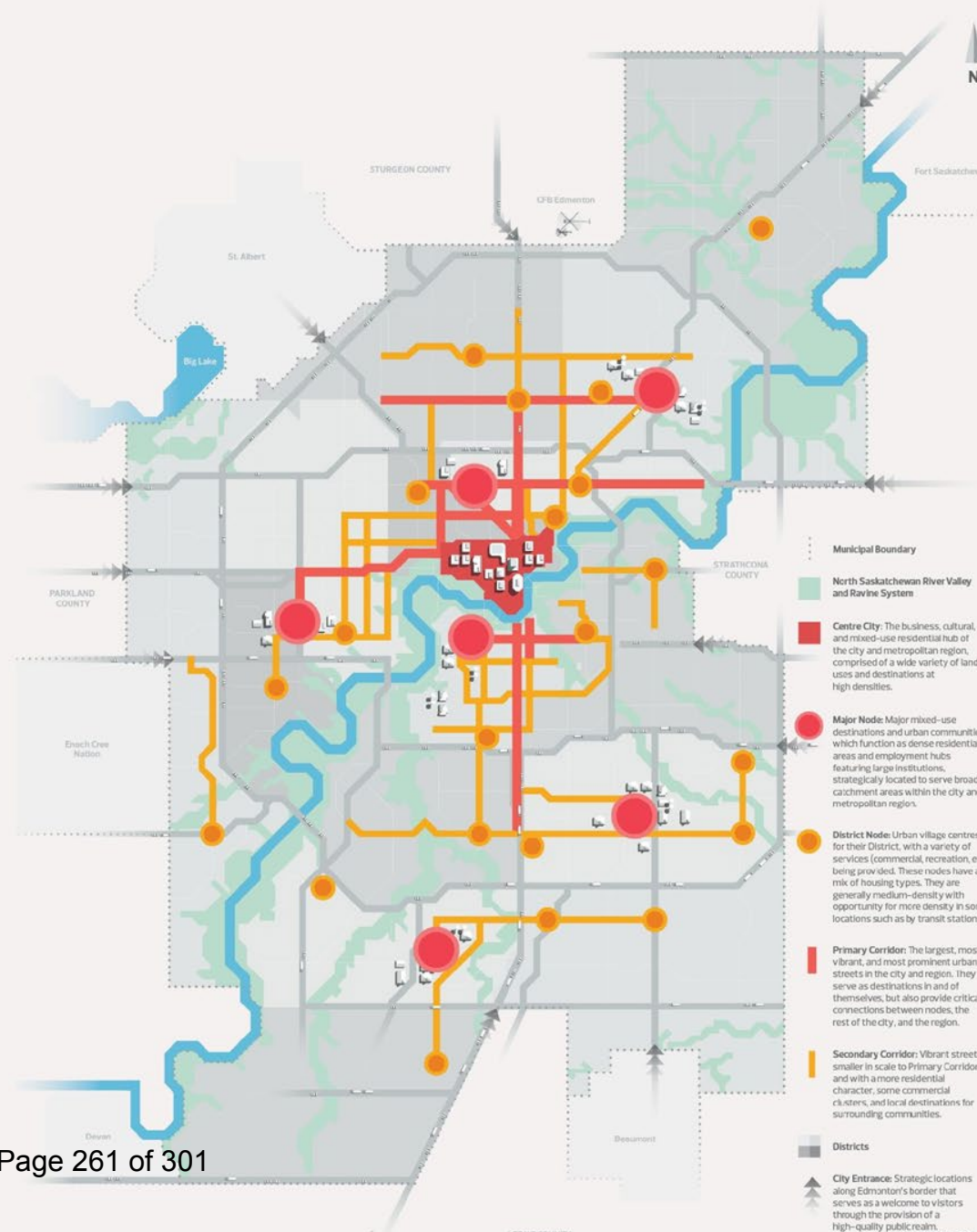


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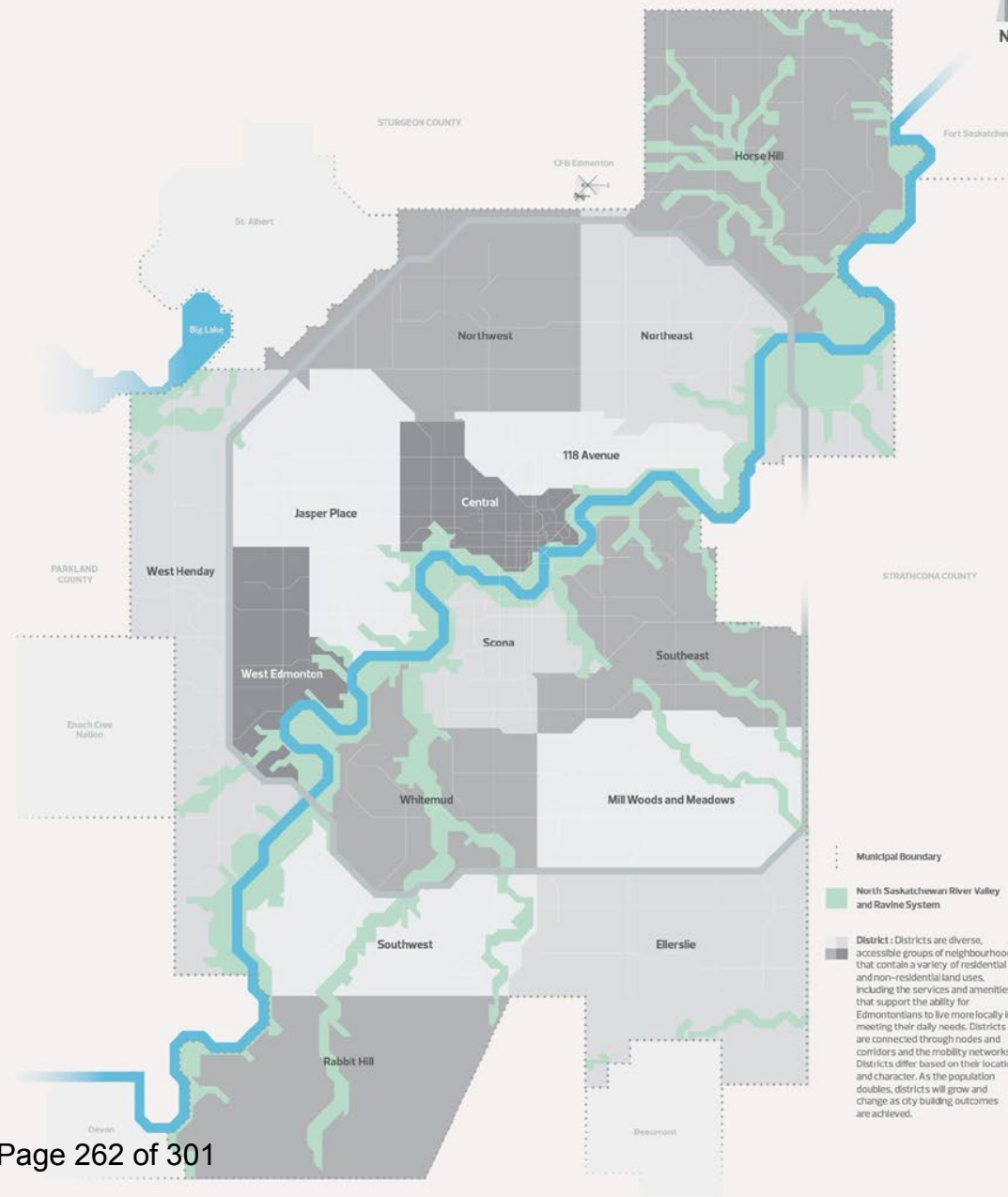
PLANNING AND DESIGN

Nodes and Corridors Network



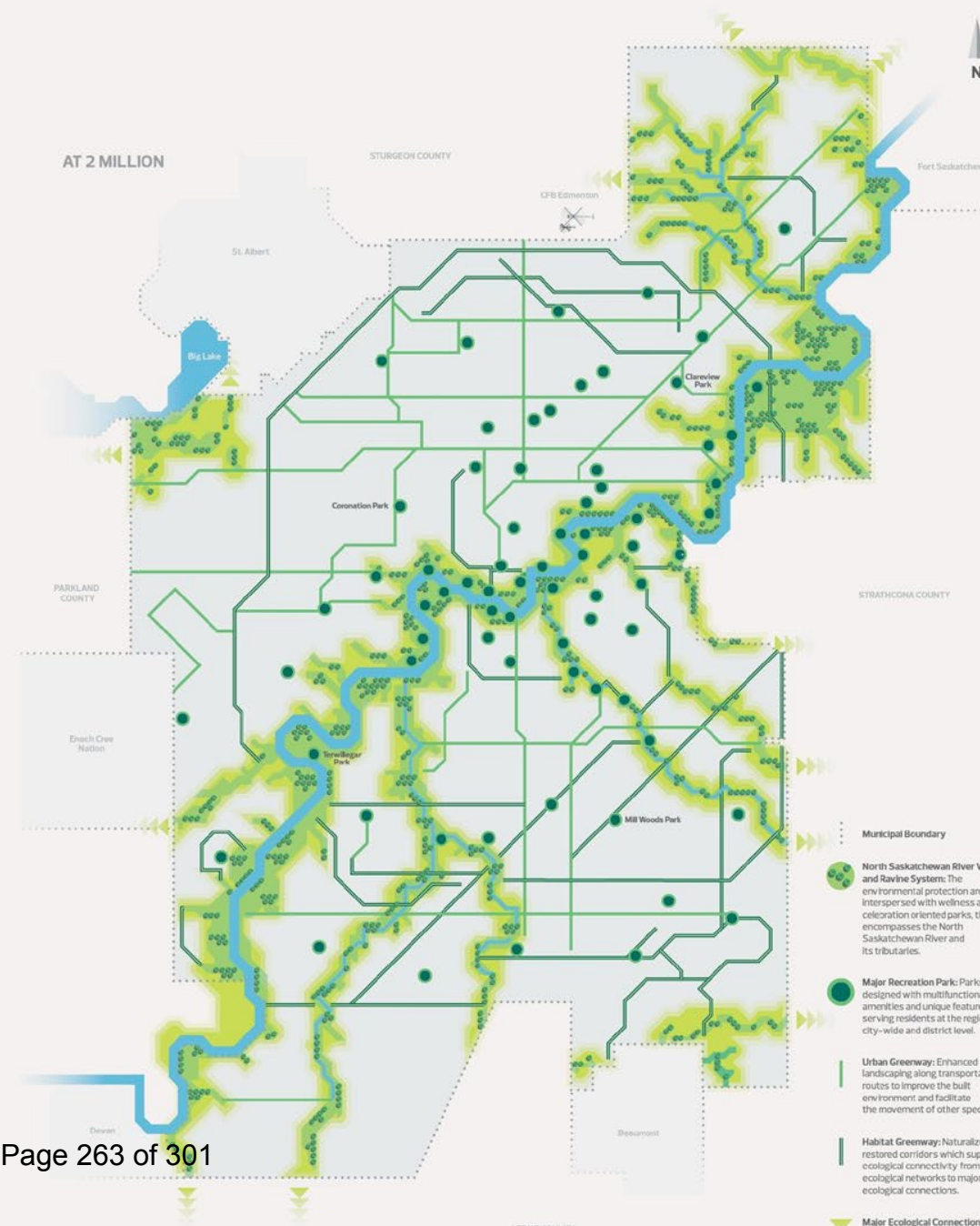
PLANNING AND DESIGN

District Network



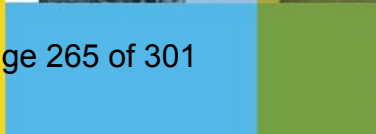
PLANNING AND DESIGN

Green and Blue Network



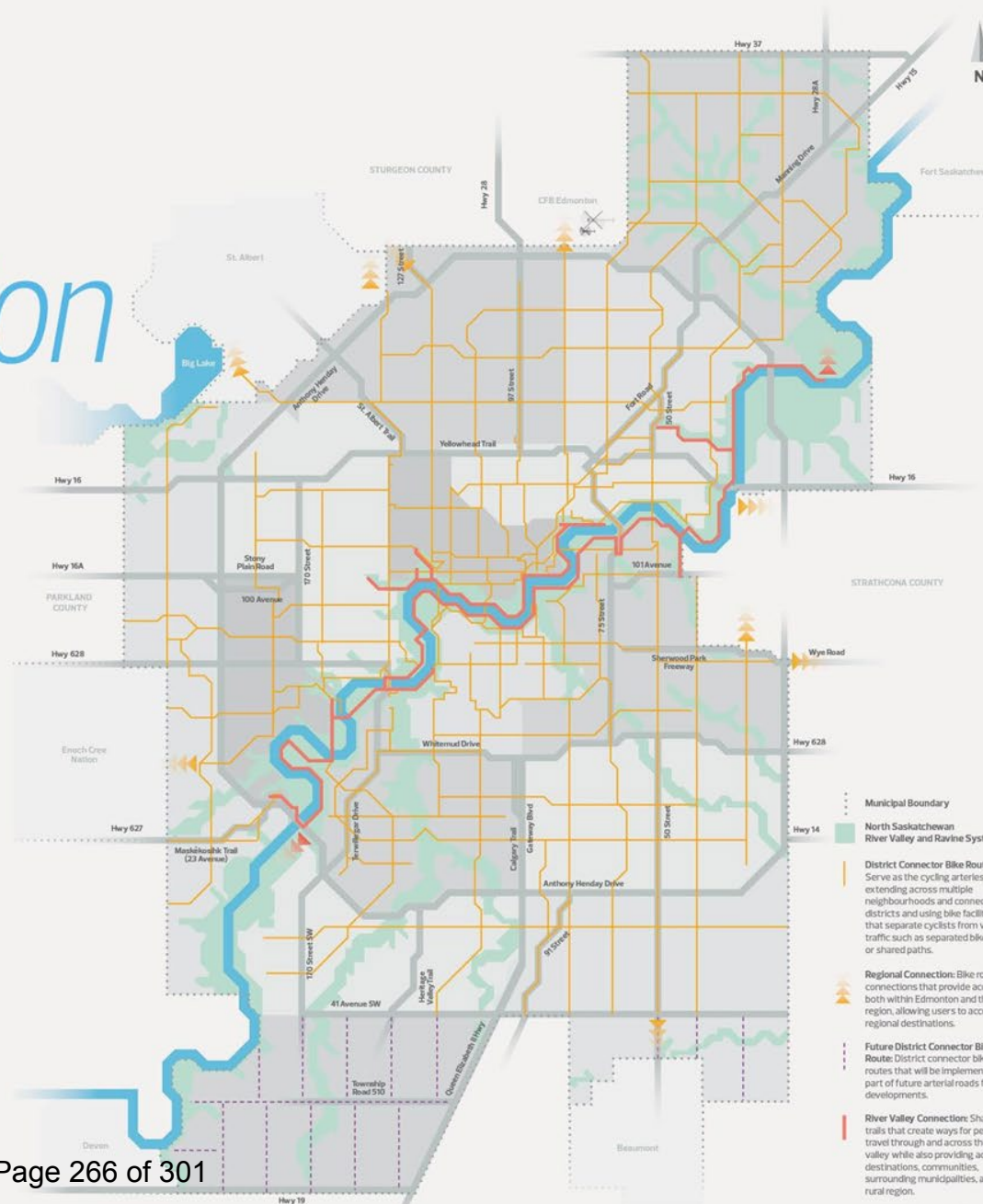


Mobility



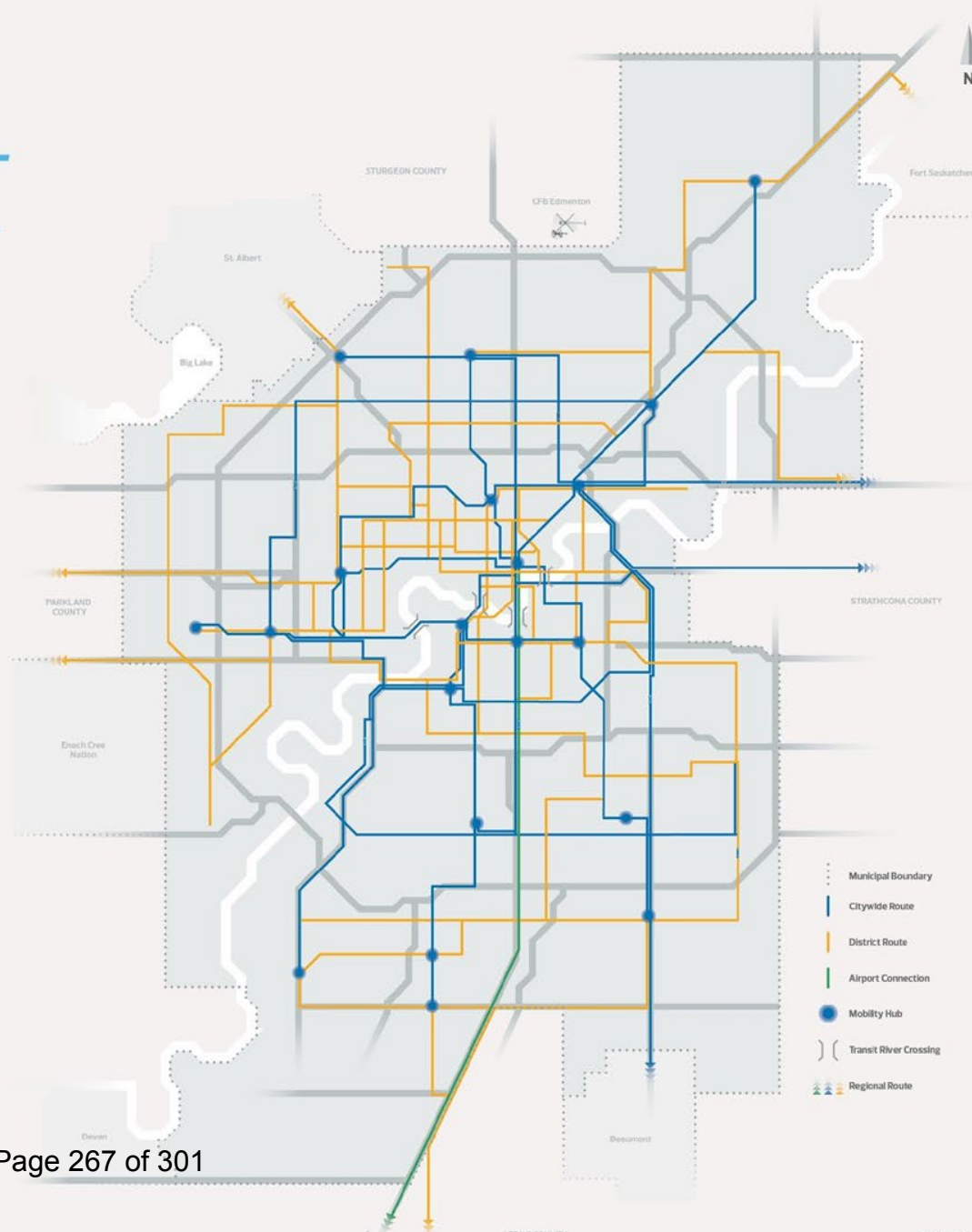
MOBILITY

Active Transportation Network



MOBILITY

Mass Transit Network



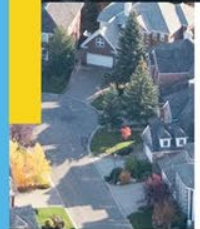
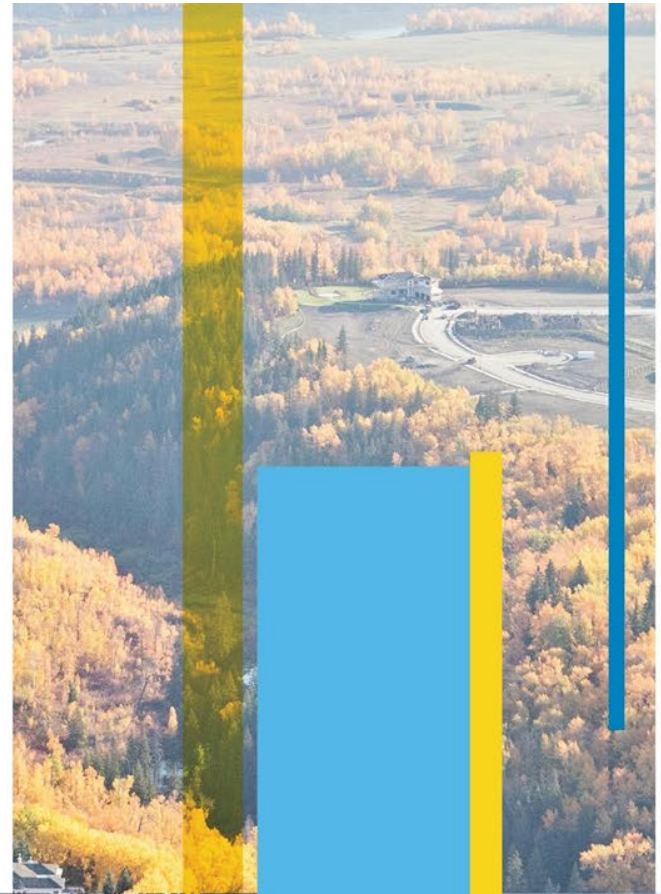
MOBILITY

Roadway and Goods Movement Network





Managing Growth



Development Pattern Areas

Stacked area chart showing the percentage of new dwelling units by area type from 2020 to 2060. The chart shows a steady increase in the Redevelopment Area (green) from approximately 20% in 2020 to 85% in 2060, while the Developing and Future Growth Areas (yellow) decrease from 80% to 15%. Key milestones are marked: 35% Redevelopment Area in 2030 and 50% Redevelopment Area in 2045.

Year	Redevelopment Area (%)	Developing and Future Growth Areas (%)
2020	20	80
2030	35	65
2045	50	50
2060	85	15

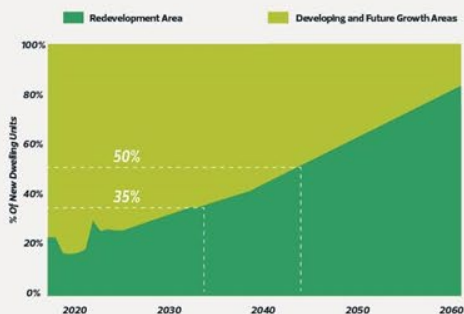
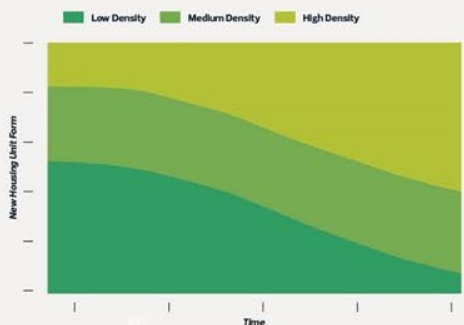
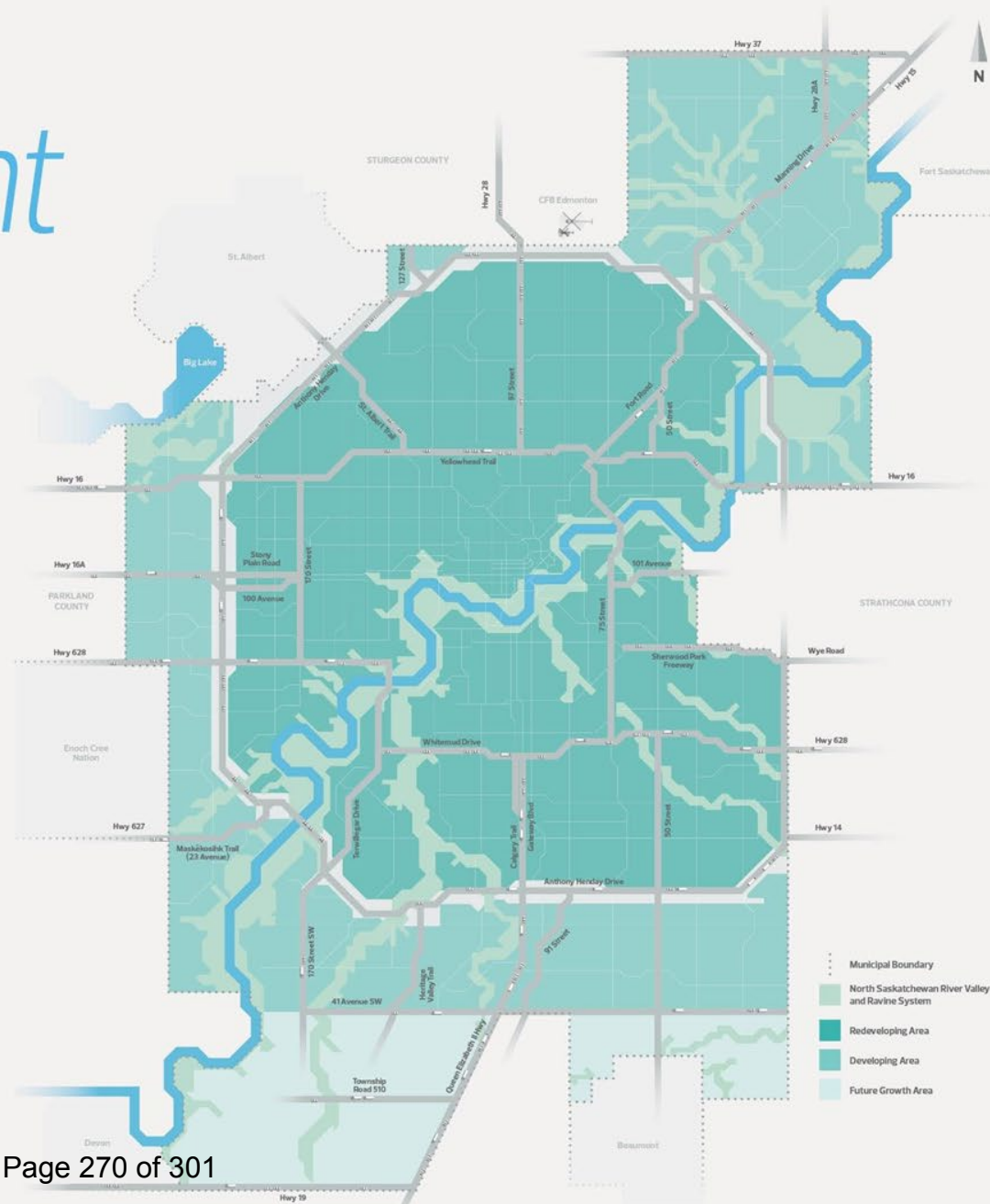


Figure 1 is a stacked area chart illustrating the distribution of new housing unit forms (Low Density, Medium Density, High Density) over time. The Y-axis represents the 'New Housing Unit Form' and the X-axis represents 'Time'. The legend indicates three categories: Low Density (dark green), Medium Density (medium green), and High Density (light green). The chart shows that Low Density units decrease over time, while Medium and High Density units increase.

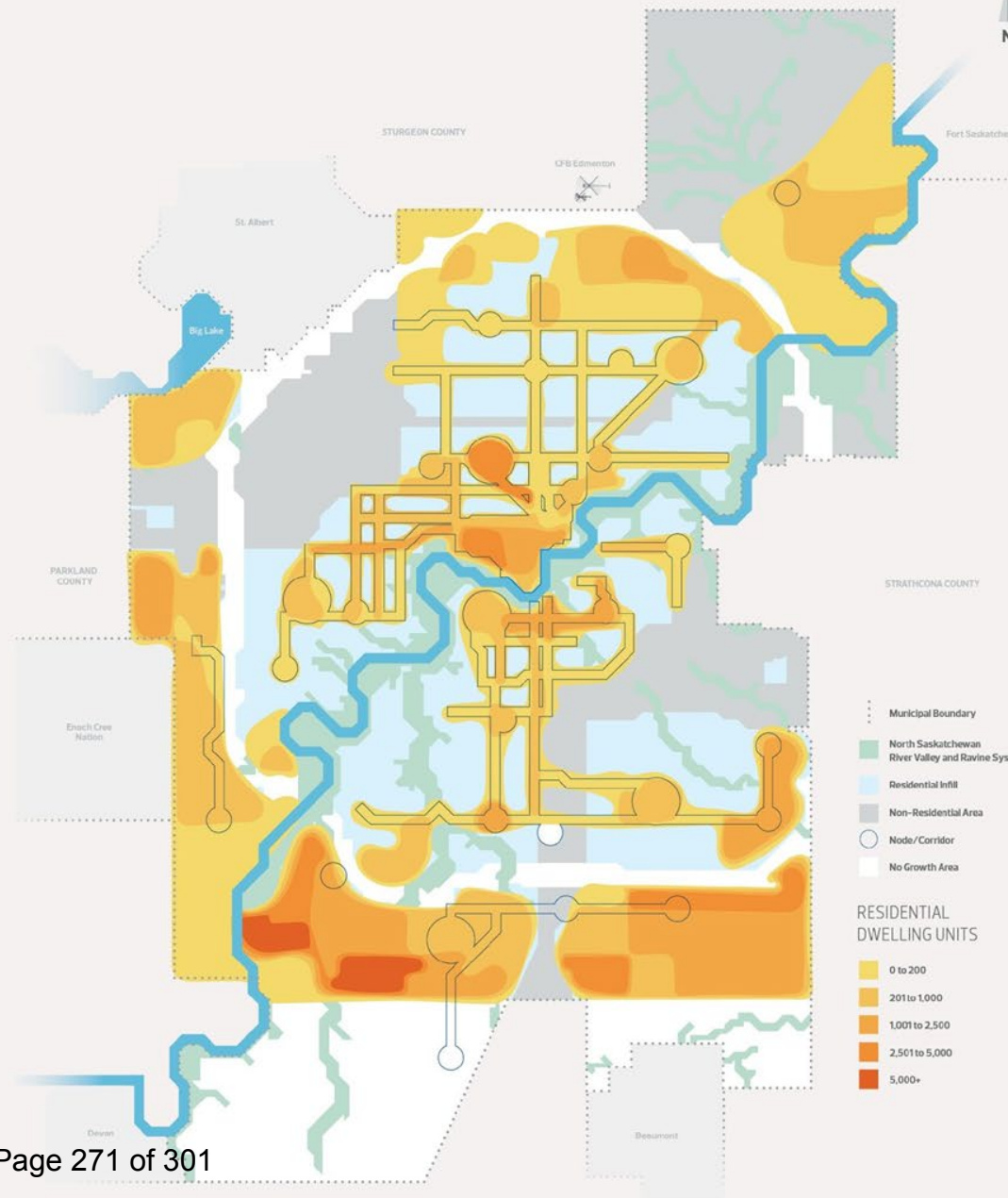


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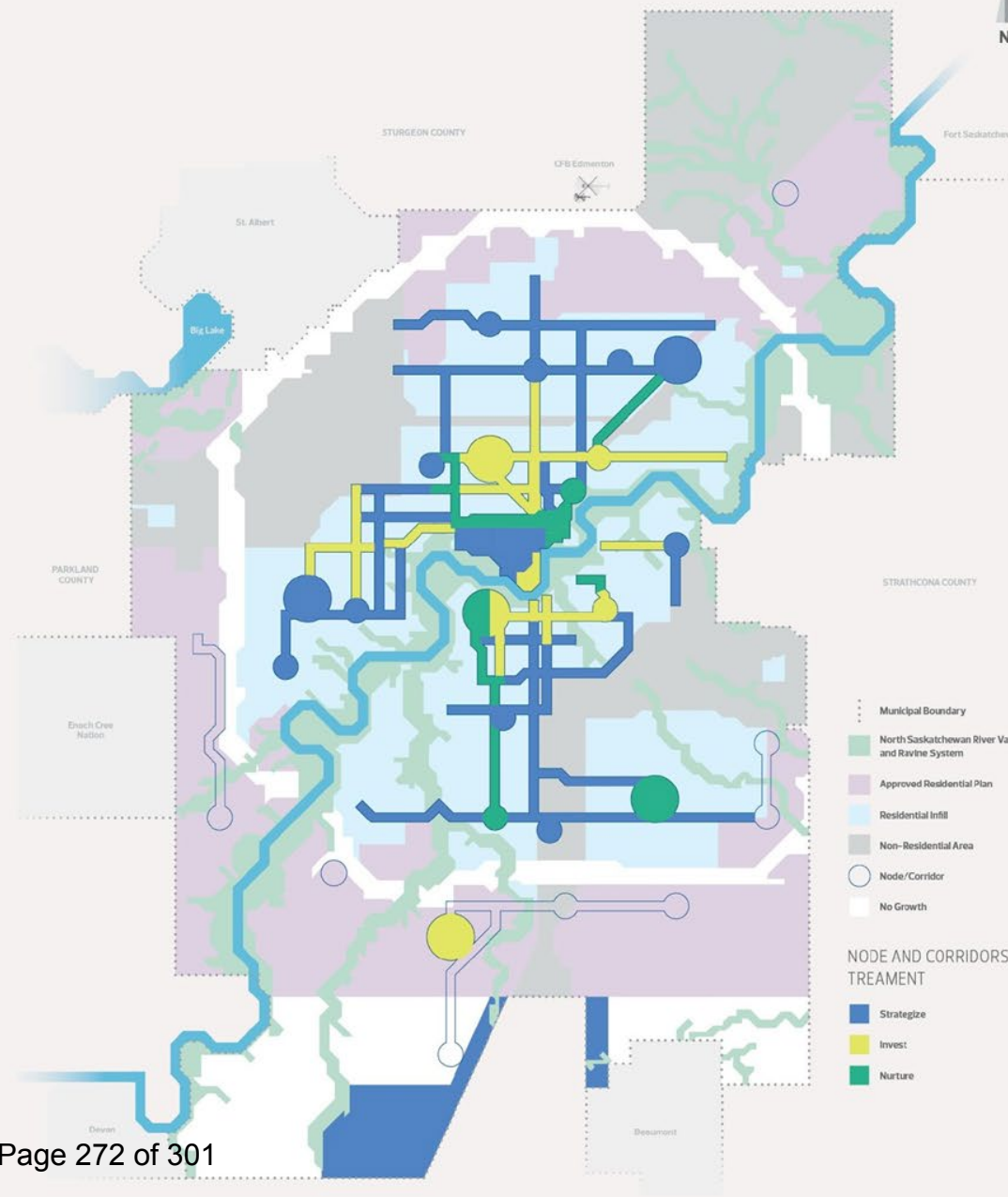
MANAGING GROWTH

Anticipated Growth 1 to 1.25 Million



MANAGING GROWTH

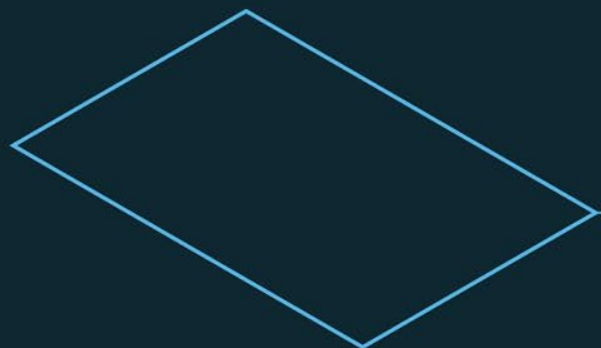
Activation Approach 1 to 1.25 Million





Accountability

GREENER AS
WE GROW



STRETCH TARGETS

Achieve total community
wide carbon budget of
135 megatonnes

2 million new urban
trees planted

Net per person
GHG emissions
are Zero

STRATEGIC MEASURES

Urban Forest

Recycled solid waste

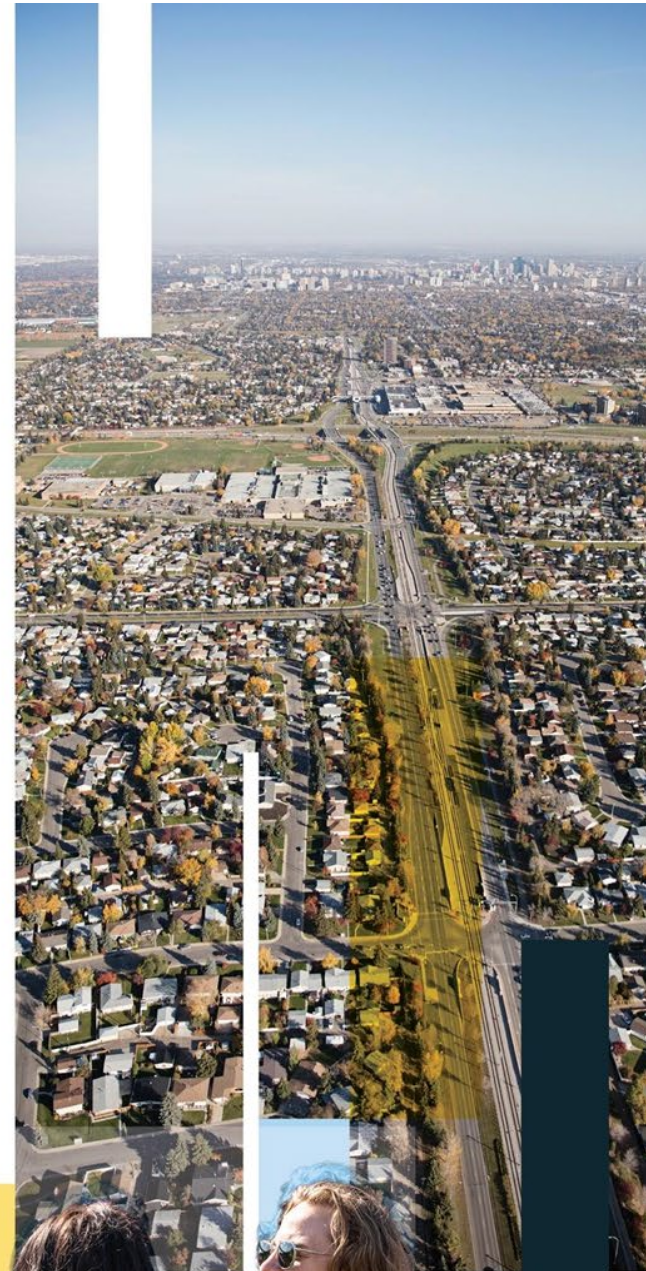
Greenhouse gas emissions generated
by City assets

Areas designated for natural protection

Green area (hectares) per 100,000
population



THE PLAN IN ACTION





Consulting Partners

RELATIVE FISCAL IMPACT ASSESSMENT

Craig Binning (Hemson)

GREENHOUSE GAS & ENERGY MODELLING

Yuill Herbert (SSG)

MASS TRANSIT STUDY

Blair Smith (IBI)

CITY-WIDE & INDIGENOUS ENGAGEMENT

Beth Sanders (Populus)

AGILITY AND DISRUPTION IN TIME OF CHANGE

Stephen Prendiville (EY)



**THANK
YOU**

Edmonton

Presentation to Edmonton City Council

September 14, 2020

BY:



Edmonton Mountain Bike Alliance

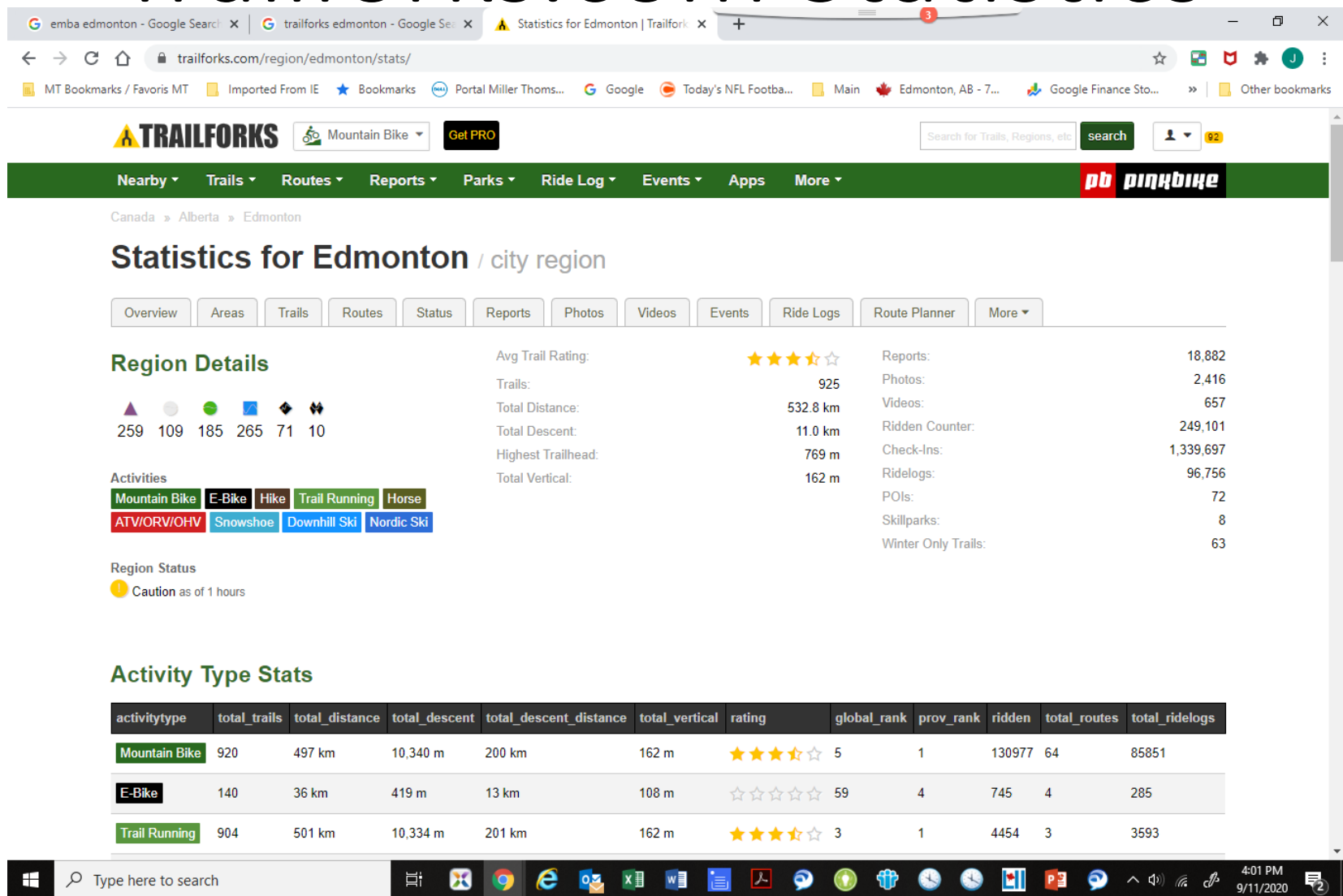
Opportunities for Mountain Biking enhance Edmonton's Image and are used to promote our City



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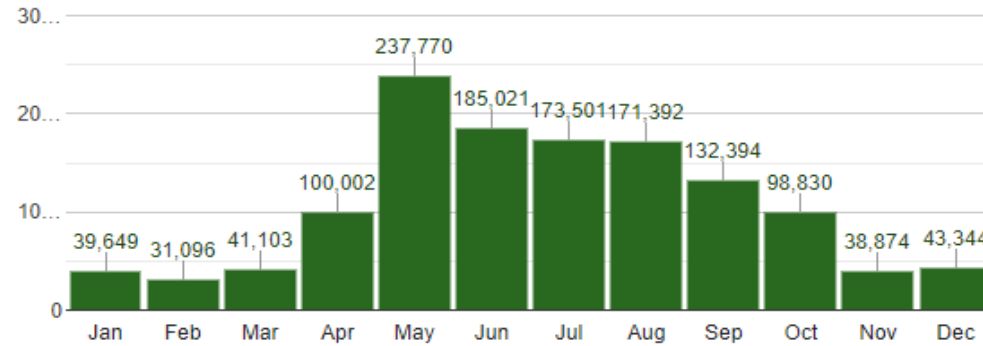


Trailforks.com Statistics

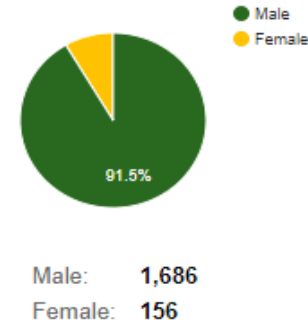


Trailforks Statistics, cont.

Trail Check-Ins Per Month



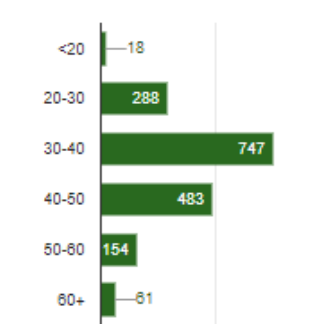
Gender



Visitors

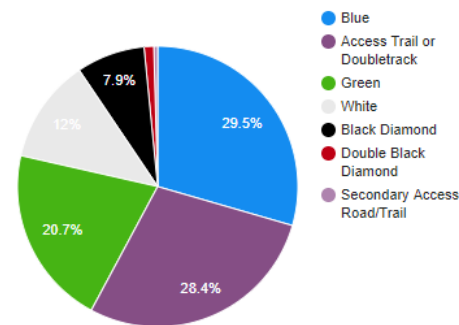


Age

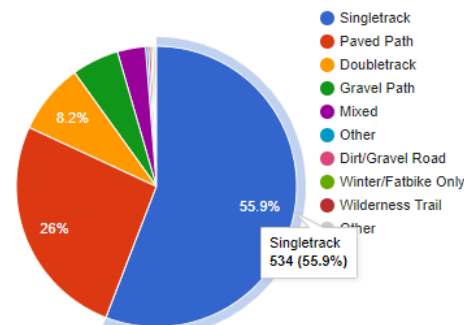


[view more ridelog trail statistics »](#)

Trails by Difficulty



Trails by Type



Distance by Difficulty

Access Trail or Doubletrack	282 km
Blue	104 km
Green	100 km
White	87 km
Black Diamond	22 km
Double Black Diamond	2,406 m
Secondary Access Road/Trail	2,291 m

Studies on the Ecological Effects of Mountain Biking

emba edmonton - Google Search | trailforks edmonton - Google Search | Trail Reporting Feature | Trailforks | Trail Science - IMBA Canada

imbacanada.com/trail-science/

MT Bookmarks / Favoris MT Imported From IE Bookmarks Portal Miller Thoms... Google Today's NFL Footba... Main Edmonton, AB - 7... Google Finance Sto...

INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION CANADA

ABOUT GET INVOLVED NEWS IMBA PROGRAMS RESOURCES DONATE NOW LOGIN

TRAIL SCIENCE

All trail users affect the trail surface and surrounding environment, especially when trails are poorly constructed. Those impacts range from vegetation loss to erosion, water quality problems, and disruption of wildlife.

However, there is no evidence that mountain bikers cause greater environmental impact than other trail users. The current research suggests that mountain biking impacts are similar to hiking, and less damaging than equestrian and motorized users.

An emerging body of knowledge holds that when it comes to trails, the major issue is not the type of user, but the way the trail is designed and built. If a trail is properly located and constructed, it can handle a variety of users without damaging the environment.

Find the following articles available for download, below.

- Natural Resource Impacts of Mountain Biking: A summary of scientific studies that compare mountain biking to other forms of trail travel, by Gary Sprung
- A Comparative Study of Impacts to Mountain Bike Trails in Five Common Ecological Regions of the Southwestern U.S., by Dave White et al.
- Shimano Guidebook to Planning and Managing Environmentally Friendly Mountain Bike Trails
- Perception and Reality of Conflict: Walkers and Mountain Bikes on the Queen Charlotte Track in New Zealand, by Cessford G.R.
- Environmental Impacts of Mountain Biking: Science Review and Best Practices, by Jeff Marion and Jeremy Wimpey
- Mountain Biking: A review of the Ecological Effects, by Miistakis Institute

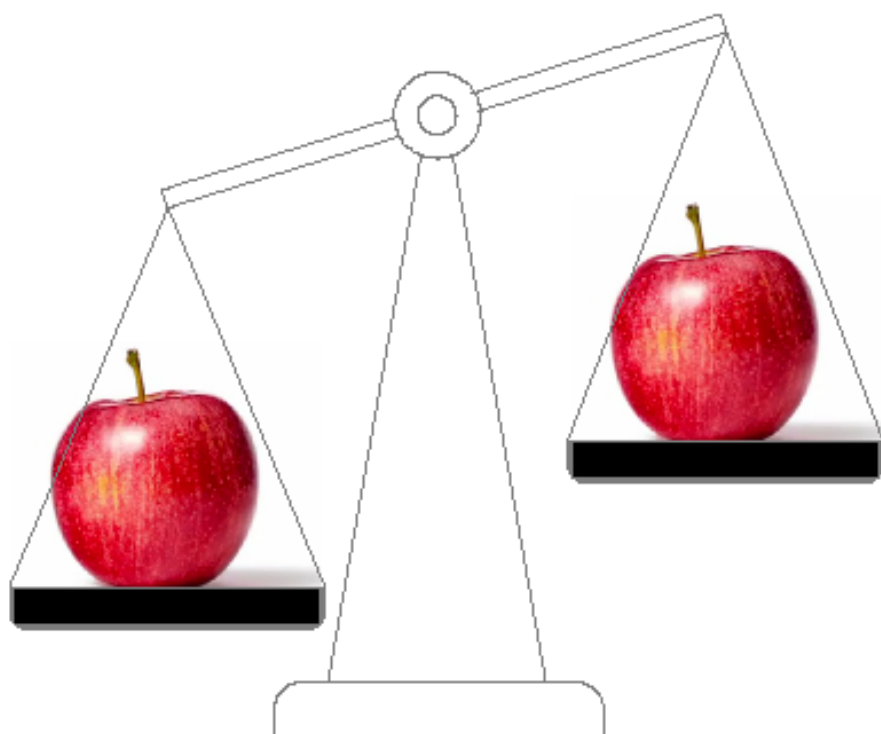
From *Sprung*:

Conclusion

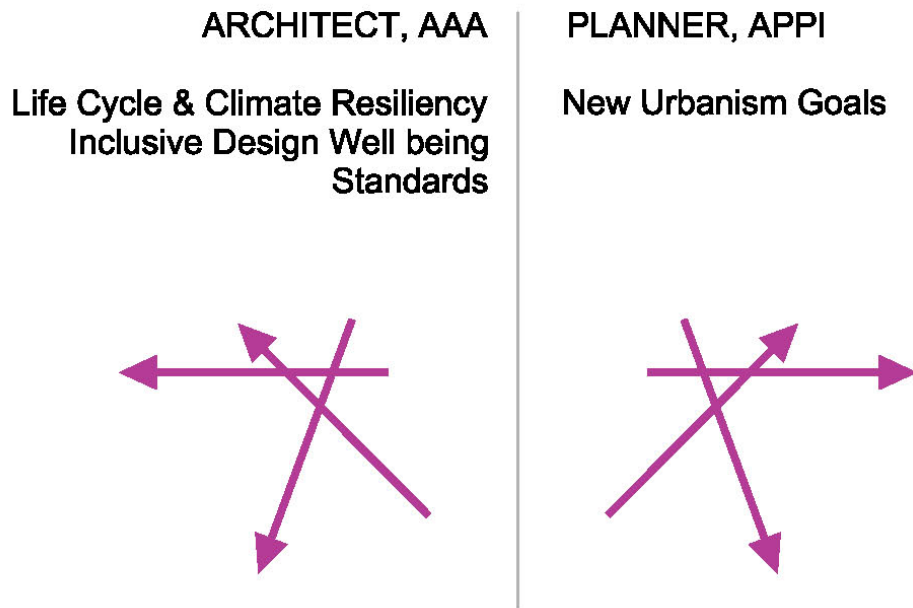
Mountain biking, like other recreation activities, does impact the environment. On this point, there is little argument. But with regard to the non-human environment, people often debate whether or not mountain bikes cause more damage to trails, vegetation, and wildlife than other forms of recreation such as hiking and horseback riding.

A body of empirical, scientific studies now indicates that mountain biking is no more damaging than other forms of recreation, including hiking. Thus, managers who prohibit bicycle use (while allowing hiking or equestrian use) based on impacts to trails, soils, wildlife, or vegetation are acting without sound, scientific backing.

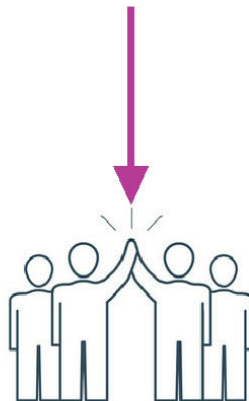
In contrast, if a manager prohibits one user group on the basis of providing a particular type of experience for another group, the evidence provided by social studies may or may not justify that decision. The wisdom of prohibiting particular user groups in order to satisfy the desires of other groups is a matter for politics rather than science.



BALANCE DIVERGING DISCIPLINES



- * Professional relations and communications between planning and architectural professions are strained by diverging regulations.
- * Relations and processes require re-alignment with professional ethical and regulatory standards.



PUBLIC GOOD AND LANDOWNER INTERESTS

PRIVATE SECTOR

* Site Context and Urban Design

At the present time, City Plan is not committed to an economic plan for urban renewal. Alternative built form regulatory changes and processes are required to address the redevelopment in existing metropolitan areas to maintain connectivity to existing older neighborhoods.

* Regulatory Reform

Address wellness standards, climate resiliency, site planning standards in particular - open space, sunlight and access to natural views.

* Rezoning Reform

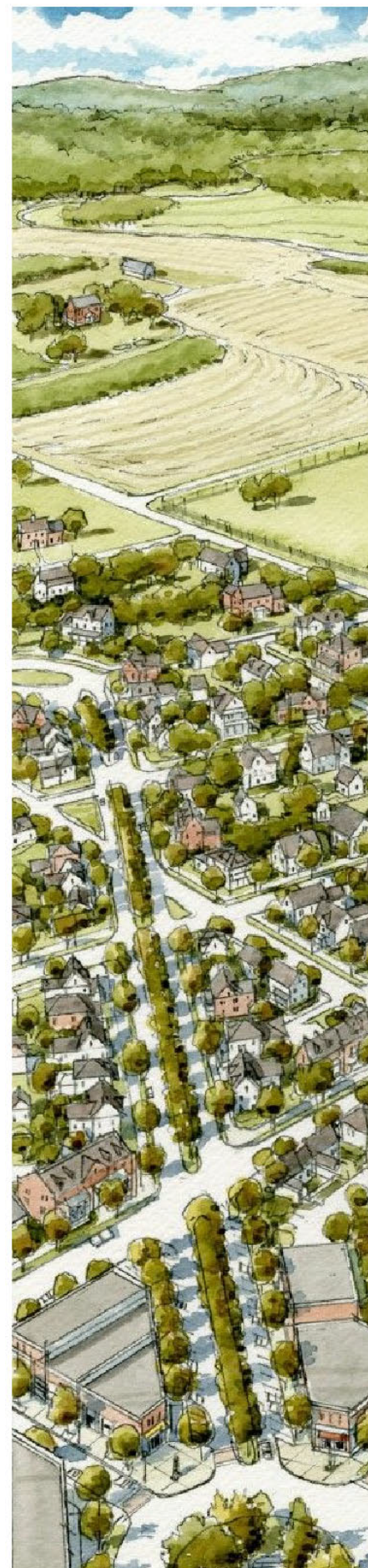
Implement better control for rezoning. "Lot by Lot" rezoning is not a sustainable mechanism for growth and was initially intended to generate new ways to approach regulations. Unfortunately, this has become standard zoning practice not the conduit for new urbanism goals it was intended to be.

* EDC

Edmonton Design Committee operations and *Urban Design Principals* are proving difficult to achieve in the private sector. Work collaboratively with stakeholders to improve urban design standards, renewable energy use and to extend life cycles of infrastructure development.

* City Identity

Increase awareness of the City identity as a Winter City for more appropriate site design practices and to maximize use of public realm space. Respect aesthetics, site context and local identity.



PUBLIC SECTOR

**A Marketable CITY PLAN
will deliver a sustainable local economy.**



- * Balance opportunities for local business, artists and architects to contribute to the goals of a Public Arts, Culture and Architectural Infrastructure plan as outlined in City Plan.

National Building Code – 2019 Alberta Edition – Excerpts

(Note: Nothing has changed from the 2014 Edition)

NOTE:

“The NBC(AE)’s objectives... describe undesirable situations and their consequences, which the Code aims to avoid occurring in buildings. The wording of most of the definitions of the objectives include two key phrases: “limit the probability” and “unacceptable risk.” The phrase “limit the probability” is used to acknowledge that the NBC(AE) cannot entirely prevent those undesirable situations from happening. The phrase “unacceptable risk” acknowledges that the NBC(AE) cannot eliminate all risk: the “acceptable risk” is the risk remaining once compliance with the Code has been achieved (viii).

Put another way, “acceptable risk” is “the risk remaining once the applicable acceptable solutions in Division B have been implemented...[It] represents the residual level of risk deemed to be acceptable by the broad base of Canadians who have taken part in the consensus process used to develop the Code” (Division A, p.1-23).

“Unacceptable risk” is the condition that exists in the absence of compliance with the Code.

“Each requirement in Division B is linked to three types of information:

- objectives (such as safety or health), which individual requirements help to address,
- functional statements (statements on the functions of the building that a particular requirement helps to achieve), and
- intent statements (detailed statements on the specific intent of the provision)” (viii).

[NOTE: Nothing in the Code absolves the Accredited Municipality and its Authorized Officers of their duty to enforce the Code upon notice of non-compliance.]

Division A

Part 1 - Compliance

Section 1.4. Terms and Abbreviations

1.4.1. Definitions of Words and Phrases

1.4.1.2. Defined Terms

Excavation means the space created by the removal of *soil, rock or fill* for the purposes of Construction.

Part 2, Section 2.2. - Objectives

OS5 Safety at Construction and Demolition Sites

An objective of this Code is to limit the probability that, as a result of the construction or demolition of the *building* or facility, the public adjacent to a construction or demolition site will be exposed to an unacceptable risk of injury due to hazards. The risks of injury due to construction and demolition hazards addressed in this Code are those caused by

OS5.1 – objects projected onto *public ways*

OS5.2 – vehicular accidents on *public ways*

OS5.3 – damage to or obstruction of *public ways*

OS5.4 – water accumulated in *excavations*

OS5.5 – entry into the site

OS5.6 – exposure to hazardous substances and activities

OS5.7 – loads bearing on a covered way that exceed its *loadbearing* capacity

OS5.8 – collapse of the *excavation*

OS5.9 – persons being delayed in or impeded from moving to a safe place during an emergency (see Note A-2.2.1.1.(1))

Intent 1:

To limit the probability that construction, alteration or demolition activities will lead to unsafe conditions, which could lead to harm to persons.

Intent 2:

To limit the probability that persons will inadvertently wander onto the site, which could lead to persons being exposed to unsafe conditions, which could lead to harm to persons.

OP4 Protection of Adjacent Buildings or Facilities from Structural Damage

An objective of this Code is to limit the probability that, as a result of the design, construction or demolition of the *building* or facility, adjacent *buildings* or facilities will be exposed to an unacceptable risk of structural damage. The risks of structural damage to adjacent *buildings* or facilities addressed in this Code are those caused by—

- OP4.1 – settlement of the medium supporting adjacent *buildings* or facilities
- OP4.2 – collapse of the *building* or facility or portion thereof onto adjacent *buildings* or facilities
- OP4.3 – impact of the *building* or facility on adjacent *buildings* or facilities
- OP4.4 – collapse of the *excavation*

Intent 1:

To limit the probability that excavation operations will lead to damage to adjacent buildings.

Division B

Part 8 - Safety Measures at Construction and Demolition Sites

Section 8.1. General

8.1.1. Scope

8.1.1.1. Scope

- 1) The scope of this Part shall be as described in Subsection 1.3.3. of Division A.
- 2) This Part applies to fire safety and the protection of the public during the construction, *alteration* or demolition of every *building*, including any incomplete or abandoned *building*.

8.1.2. Application

8.1.2.1. Application

- 1) Where a *building* is undergoing construction, *alteration* or demolition, measures shall be taken at the *building* site in conformance with this Code.

Sentence 8.1.2.1.(1)

Intent 1:

To expand the application of Part 8 and make it applicable to the building site [as opposed to just the building itself].

8.1.2.2. Protection from Risk

- 1) Precautions shall be taken to ensure that no person is exposed to undue risk.

Section 8.2. Protection of the Public

8.2.1. Fencing and Barricades

8.2.1.3. Fencing, Boarding or Barricades

- 1) When a construction or demolition activity may constitute a hazard to the public and is located 2 m or more from a *public way*, a strongly constructed fence,

boarding or barricade not less than 1.8 m high shall be erected between the site and the public way or open sides of a construction site.

- 2) Barricades shall have a reasonably smooth surface facing the *public way* and shall be without openings, except those required for access.
- 3) Access openings through barricades shall be equipped with gates that shall be
 - a) kept closed and locked when the site is unattended, and
 - b) maintained in place until completion of the construction or demolition activity.

Intent 1:

To limit the probability that persons will inadvertently wander onto the site, which could lead to persons being exposed to unsafe conditions, which could lead to harm to persons.

Intent 2:

To limit the probability that persons will be injured from contact with rough surfaces of the barricade, which could lead to harm to persons.

8.2.2. Excavation

8.2.2.1. Water Removal

- 1) *Excavations* shall be kept reasonably clear of water.

Intent 1:

To limit the probability that water will cause the failure of the sides of the excavation, which could lead to the ground surrounding the excavation collapsing into the excavation, which could lead to harm to persons.

Intent 2:

To limit the probability that persons who might enter or fall into the excavation will be drowned or injured from the intake of water, which could lead to harm to persons.

8.2.2.2. Protection of Adjoining Property

- 1) If the stability of adjoining *buildings* may be endangered by the *work* of excavating, adequate underpinning, shoring and bracing shall be provided to prevent
 - a) damage to, or movement of, any part of the adjoining *building*, and
 - b) the creation of a hazard to the public.

Sentence 8.2.2.2.(1)

1. OP4

OP4 Protection of Adjacent Buildings from Structural Damage

An objective of this Code is to limit the probability that, as a result of the design, construction or demolition of the building, adjacent buildings will be exposed to an unacceptable risk of structural damage. The risks of structural damage to adjacent buildings addressed in this Code are those caused by—

OP4.1 – Settlement of the medium supporting adjacent buildings.

Intent 1:

To limit the probability that excavation operations will lead to damage to adjacent buildings.

2. OS5

OS5 Safety at Construction and Demolition Sites

An objective of this Code is to limit the probability that, as a result of the construction or demolition of the building, the public adjacent to a construction or demolition site will be exposed to an unacceptable risk of injury due to hazards. The risks of injury due to construction and demolition hazards addressed in this Code are those caused by—

OS5.8 - collapse of the excavation

Intent 1:

To limit the probability that excavation operations will lead to the failure of any part of adjoining buildings, which could lead to harm to persons.

Division B

Part 9 - Housing and Small Buildings

Section 9.12. Excavation

9.12.1. General

9.12.1.2. Standing Water

1) *Excavations* shall be kept free of standing water.

9.12.1.3. Protection from Freezing

1) The bottom of *excavations* shall be kept from freezing throughout the entire construction period.

9.3.1.9. Cold Weather Requirements

- 1) When the air temperature is below 5°C, concrete shall be
 - a) kept at a temperature of not less than 10°C or more than 25°C while being mixed and placed, and
 - b) maintained at a temperature of not less than 10°C for 72 h after placing.
- 2) No frozen material or ice shall be used in concrete described in Sentence (1).

9.12.2. Depth

9.12.2.1. Excavation to Undisturbed Soil

- 1) *Excavations* for *foundations* shall extend to undisturbed *soil*.

9.12.2.2. Minimum Depth of Foundations

- 1) Except as provided in Sentences (4) to (7), the minimum depth of *foundations* below finished ground level shall conform to Table 9.12.2.2.

Division C

Part 2 - Administrative Provisions

2.2.2. Information Required for Proposed Work

2.2.2.1. General Information Required

- 1) Sufficient information shall be provided to show that the proposed *work* will conform to this Code and whether or not it may affect adjacent property.
- 2) Plans shall be drawn to scale and shall indicate the nature and extent of the *work* or proposed *occupancy* in sufficient detail to establish that, when completed, the *work* and the proposed *occupancy* will conform to this Code.
- 3) When proposed *work* is changed during construction, information on the changes shall comply with the requirements of this Section for proposed *work*.
- 4) Plans and specifications shall include, so far as is applicable,
 - a) floor plans on a scale of not less than 1:100,
 - b) dimensions of all rooms,
 - c) a description of the purpose of all rooms,
 - d) the location of all walls, *partitions*, doorways, windows and other openings,
 - e) the finish of all floors, walls and ceilings,
 - f) the location and description of all fixed equipment, and
 - g) *building* sections, elevations and details sufficient to determine if the proposed *work* meets the requirements of this Code.

[Division A - 1.4.1.2. Defined Terms

Work means any activity, duty or function regulated by this Code and carried out at a *project*.

Project means any construction, *alteration* or demolition operation.]

2.2.2.2. Site Plans

- 1) If requested by the *authority having jurisdiction*, the *owner* shall submit an up-to-date plan of survey or real property report prepared by a registered Alberta Land Surveyor, containing sufficient information regarding the site and the location

of the *building*

- a) to establish, before construction starts, that all requirements of this Code in relation to this information will be complied with, and
 - b) to verify upon completion of the *work* that all such requirements have been complied with.
- 2) Site plans shall show
- a) by dimensions from property lines, the location of the proposed *building*,
 - b) the similarly dimensioned location of every adjacent existing *building* on the property,
 - c) existing and finished ground levels to an established datum at or adjacent to the site, and
 - d) the access routes for firefighting.

2.2.2.3. Site Grading

- 1) The *authority having jurisdiction* may require that an *owner* have a *building* site graded in conformance with a surface drainage plan, established by the council of the local authority, for the area in which the *building* is located.

2.2.2.4. Dimensional Tolerances

- 1) If life safety will not be reduced, the *authority having jurisdiction* may accept a minor variation, not more than 2%, of a dimension given in this Code.

2.2.10. Permits

2.2.10.1. General

- 1) A *permit* is required for the construction, *alteration*, installation, repair, relocation, demolition, change in *occupancy* or any *work* to which this Code applies in accordance with the Safety Codes Act and its Regulations.
- 2) In addition to a *permit* that is required by Sentence (1), other *permits* may be required for the installation of related *building* services.
- 3) An *owner* shall ensure that all *permits* required in connection with proposed *work* are obtained before starting the *work* to which they relate.

2.2.10.2. Permit Fees

- 1) *Permit* fees and application procedures shall be as established by regulation or bylaw made pursuant to the Safety Codes Act.
- 2) The *authority having jurisdiction* may place a valuation on *work* for the purpose of determining fees.

2.2.10.3. Obtaining Permits

- 1) The *authority having jurisdiction* shall accept and process an application for

a *permit*.

2.2.10.4. Required Information

- 1) Except as otherwise required by this Part, every applicant for a *permit* shall
 - a) identify and describe in detail the *project* or *occupancy* to be covered by the *permit* for which application is made,
 - b) describe the land on which the *project* is to be undertaken by a description that will readily identify and locate the *building* lot,
 - c) submit plans, specifications or other documents showing the proposed *occupancy* of all parts of the *building*,
 - d) state the valuation of the proposed *project*, and
 - e) state, as applicable, the names, addresses and telephone numbers of the *owner* and the *designer*.

2.2.10.5. Records

- 1) The *authority having jurisdiction* may keep copies of all applications received, *permits* and orders issued, inspections and tests made, and of all papers and documents connected with the administration of regulations made under the Safety Codes Act.

2.2.10.6. Deviations

- 1) The *owner* shall not deviate nor authorize a deviation from the requirements of this Code or the conditions of a *permit* without first obtaining permission in writing to do so from the *authority having jurisdiction*.

2.2.10.7. Permit Revoked

- 1) The *authority having jurisdiction* may revoke a *permit* if
 - a) there is a contravention of any condition under which the *permit* was issued,
 - b) the *permit* was issued in error, or
 - c) the *permit* was issued on the basis of incorrect information.

2.2.10.8. Refusal to Proceed

- 1) The *authority having jurisdiction* may refuse to allow any *building*, *project*, *work* or *occupancy* that would not be permitted by the Safety Codes Act, this Code or other legislation.
- 2) The *authority having jurisdiction* may refuse to allow any *building*, *project*, *work* or *occupancy* if
 - a) incorrect information is submitted, or
 - b) the information submitted is inadequate to determine compliance with the provisions of the Safety Codes Act, this Code or other legislation.
- 3) A person who is refused a *permit* may appeal the refusal in accordance with

the Safety Codes Act and its Regulations.

2.2.10.9. Responsibility for Compliance

- 1) Neither the issuance of a *permit* nor inspections made by the *authority having jurisdiction* shall in any way relieve the *owner* of a *building* from full responsibility for carrying out the construction or having the construction carried out in accordance with the requirements of the Safety Codes Act and its Regulations, this Code, or the *permit*, including compliance with any special conditions required by the *authority having jurisdiction*.
- 2) The *owner* shall ensure that all activities that take place on the site meet the requirements of this Code.
- 3) The *constructor* shall ensure that
 - a) precautions are taken to safeguard the public and protect adjacent properties,
 - b) the methods used in demolition or erection are safe, and
 - c) the material and equipment used on site meet the requirements of this Code.
- 4) Every vendor or supplier of materials and items used in the construction of a *building* shall ensure that the materials and equipment they advertise, display, sell, lease or otherwise dispose of meet the requirements of this Code.
- 5) The *designer* shall ensure that the plans and specifications comply with the requirements of this Code.

2.2.12. Prohibitions

2.2.12.1. Prohibited Actions

- 1) No person
 - a) shall fail to complete construction or demolition that is regulated by this Code and is shown on the plans, specifications and documents before occupying a *building* without first having obtained the permission of the *authority having jurisdiction* in accordance with this Section,
 - b) being responsible for the use, *occupancy*, relocation, construction, *alteration*, demolition of, or addition to a *building*, shall cause, allow or maintain an *unsafe condition*,
 - c) shall undertake *work* on, over or under public property, or erect or place any construction or store any material thereon, without first having obtained permission from the appropriate authority,
 - d) shall allow the property boundaries or grading of a *building* lot to be changed so as to place a *building* in contravention of this Code, unless the *building* is altered, after obtaining any necessary *permits*, so that no contravention will occur as a result of the change of the property boundary

- or grading of the *building* lot,
- e) shall knowingly submit false or misleading information,
- f) shall change the size or scope of a *project* for which a *permit* has been issued or for which permission to construct has been given, without first having obtained, in writing, the permission of the *authority having jurisdiction*, or
- g) shall remove or deface any label or marking on a material or product that has been affixed to show compliance with this Code or a referenced document.

2.2.13. Required Notification

2.2.13.1. Notification Before Starting

- 1) Before *work* is started on a *project*, the *owner* shall give notice to the *authority having jurisdiction* of the date on which *work* will start.
- 2) The *owner* shall give notice in writing to the *authority having jurisdiction*
 - a) before starting *work*, listing the name, address and telephone number of
 - i) the *constructor* or other person responsible for the *work*,
 - ii) any *registered engineering professional*, *registered architectural professional* or *registered professional of record* reviewing the *work*, and
 - iii) any inspection or testing agency engaged to monitor the *work*, and
 - b) of any change in or termination of employment of those persons listed in Clause (a) during the course of construction, immediately after the change or termination occurs.

2.2.13.3. Change of Ownership

- 1) The *owner* shall give notice in writing to the *authority having jurisdiction* of an impending change in ownership.
- 2) A new *owner* shall provide assurance that compliance with Subsection 2.2.10. and Sentence 2.4.3.1.(1) will continue under new ownership.

2.2.13.4. Availability of Documents

- 1) The *owner* shall ensure that the plans and specifications on which the issue of the *permit* was based are available at the *project* site during working hours for inspection by the *authority having jurisdiction*.

2.2.13.5. Inspection

- 1) The *owner* shall give notification to the *authority having jurisdiction*
 - a) of the intent to undertake construction that is required to be inspected,
 - b) of the intent to cover construction that is required to be inspected before covering, and

- c) when construction has been completed.
- 2) If required by the *authority having jurisdiction*, an *owner* shall have uncovered and replaced at their own expense any construction that has been covered contrary to an order or condition of a *permit* issued by the *authority having jurisdiction*.

2.2.13.6. Verification of Compliance

- 1) Except as required in Article 2.4.3.2., when required by the *authority having jurisdiction*, an *owner* or a *constructor* shall provide written assurance from the person supervising construction that the construction was in compliance with the requirements of this Code and any *permits* issued.

2.2.14. Safety During Construction

2.2.14.1. Safety During Construction

- 1) Except as required by Sentence 2.4.4.2.(1), the *constructor* shall be responsible for ensuring compliance with Part 8 of Division B.
- 2) The *constructor* is responsible jointly and severally with the *owner* for any construction or *work* undertaken.
[**Note:** Sentence 2.4.4.2.(1) states: The *constructor* shall be responsible for the construction safety aspects of the *project* and, when required, shall retain a *registered professional* to design temporary structural members such as formwork, falsework, hoarding and scaffolding. (See Article 4.1.1.3. of Division B and Note A-2.4.4.2.(1).)]

2.2.14.2. Responsibility for Damage

- 1) The *owner* is responsible for the repair of any damage to public property or works located thereon that may occur as a result of undertaking *work* regulated by this Code.
- 2) The *owner* shall ensure that *work* undertaken does not damage or create a hazard to adjacent properties.

2.2.15. Unsafe Condition

[Division A - 1.4.1.2. Defined Terms

Unsafe condition means any condition that, in the opinion of the *authority having jurisdiction*, could endanger the life, limb or health of any person authorized or expected to be on or about the premises.]

2.2.15.1. Correcting an Unsafe Condition

- 1) If a *building* is in an *unsafe condition*, the *owner* shall forthwith take all necessary action to correct the condition.
- 2) The *authority having jurisdiction* may order the *owner* of any *building* to correct

any *unsafe condition*.

- 3) If immediate measures must be taken to avoid an imminent danger of fire or risk of accident, the *authority having jurisdiction* may take any action deemed necessary to reduce the danger of fire or risk of accident, without notice, and at the expense of the *owner*.

RIWG

RESIDENTIAL INFILL WORKING GROUP

Jan Hardstaff · Simon MacKintosh · Stephen Poole · Beverly Zubot · Cassandra Haraba, B.A., M.A., LL.B.

September 13, 2020

Dear Mayor and City Councillors,

RE: September 14-16, 2020 Public Hearing, Edmonton City Plan

The Draft Edmonton City Plan is introduced as a “version of our city that respects and preserves the things we value today while also creating a city to attract and inspire its next million residents”. It sets an ambitious Big Move to accommodate half the population growth through infill while preserving the values of Edmontonians.

One of six major values is that “Edmontonians want to LIVE in a place that feels like home” with a desired outcome that “Edmontonians feel safe and secure” (p50). In order for Edmontonians to feel safe and secure in the midst of redevelopment around them they need to know that the City will protect them from safety hazards and property damage during construction, and that they can continue to live in a place that feels like home. They need to know this is a City priority; and there is no better way to do so than to put your intentions into the City Plan.

We suggest the following Intention and Direction be added to the Plan (at the end of page 53):

2.1.4 Ensure that redevelopment occurs in a manner to protect the public and adjacent property owners and residents from safety hazards and damage to public and private property.

2.1.4.1 Consistently apply Provincial legislation, Municipal bylaws and City policies to protect the public and adjacent property owners and residents from safety hazards and damage to public and private property.

Thank you for considering our suggestions and showing you care about existing residents as much as you care about future residents and the building industry.

Beverly Zubot

On behalf of the Residential Infill Working Group



