



capital region board  
regional action. global opportunity.

# Re-imagine. Plan. Build.

## Edmonton Metropolitan Region Growth Plan

Final Draft Plan, September 8, 2016





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# Re-imagine. Plan. Build.

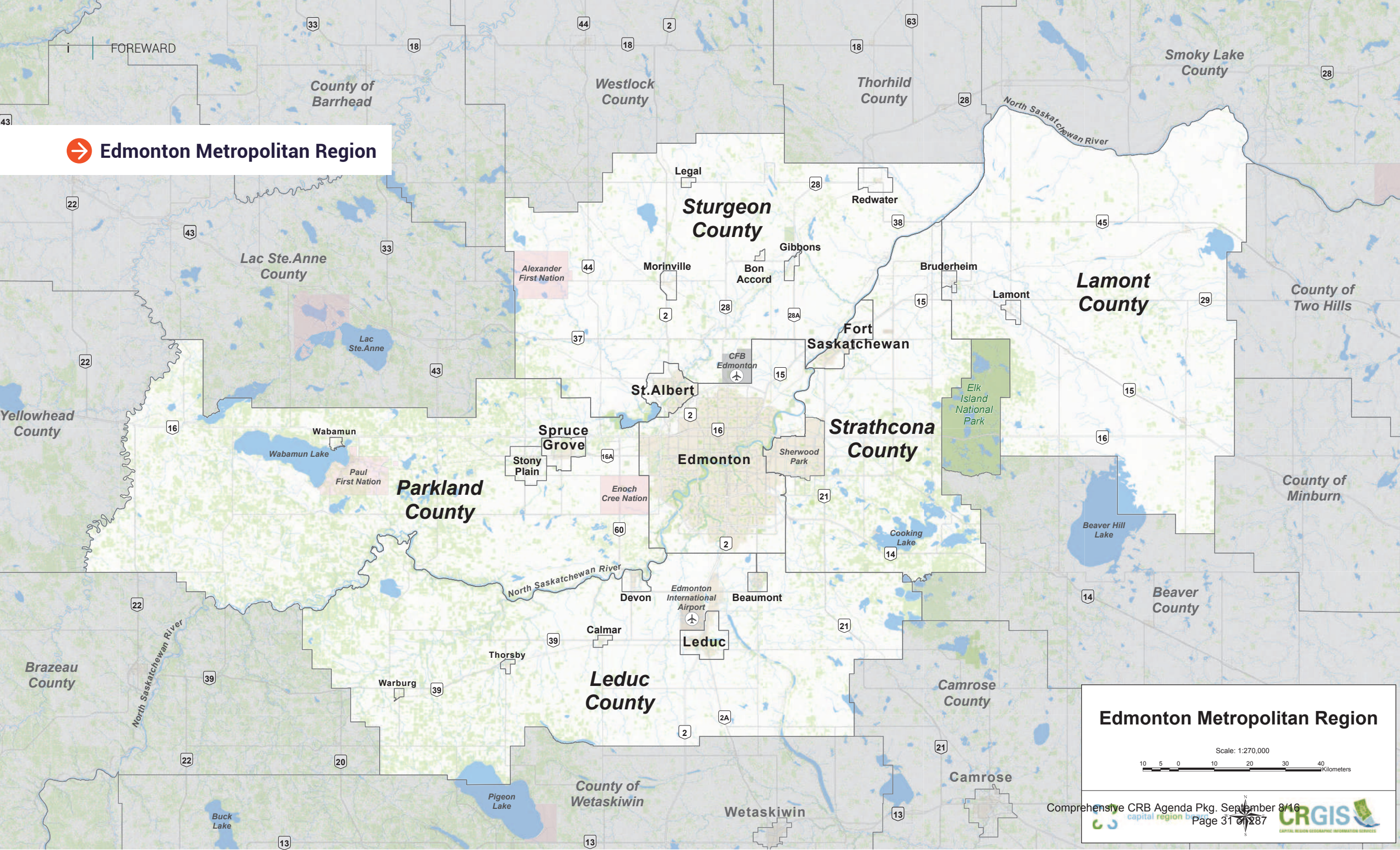
## Edmonton Metropolitan Region Growth Plan

Final Draft Plan, September 8, 2016





➔ **Edmonton Metropolitan Region**



**Edmonton Metropolitan Region**

Scale: 1:270,000

10 5 0 10 20 30 40 Kilometers

Comprehensive CRB Agenda Pkg. September 8/16  
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**CRGIS**  
CAPITAL REGION GEOGRAPHIC INFORMATION SERVICES



## MESSAGE FROM THE BOARD CHAIR



I am very pleased to bring forward the Edmonton Metropolitan Region Growth Plan - **Re-imagine. Plan. Build.** on behalf of the Capital Region Board.

It is a significant made in the Region guide for thoughtful and strategic long term planning to enable the Edmonton Metropolitan Region “to maintain its place as a strong and confident heart of a more competitive and resilient Alberta”.

The Edmonton Metropolitan Region is a collection of diverse communities, cooperating to bolster each other’s strengths, enhance connections and represent our strength to the world. Together our communities form a complete and sustainable growing Region, with something to suit every ambition.

We already represent almost 30% of the Province’s gross domestic product (GDP) and over the next 30 years we will move from a population of 1.2 to 2.2 million people and from 725,000 to 1.2 million jobs. This Plan, which will continue to be updated in response to new information from data monitoring, will keep us on track towards our long term vision.

Leadership in regional growth planning is the fundamental work of the Board, where 24 independent and diverse municipalities gather to think as a Region, enabling, shaping and promoting the best future for all residents.

Certainly the Edmonton Metropolitan Region is complex, making the Capital Region Board itself a formidable collaboration. Consensus does not come easily. Importantly, together, we have updated and advanced our roadmap for the future, for enduring prosperity and an enviable quality of life, in joint recognition of this remarkable Region.

**Mayor Nolan Crouse**  
Board Chair

## MESSAGE FROM THE TASK FORCE CHAIR



Over the last few decades, the 24 municipalities that form the Capital Region Board have experienced a dramatic transformation from individual communities – villages, towns, cities and counties – to an interconnected Region of immense, collective potential and inherent worth.

This Plan is a comprehensive update that builds upon the foundation of the original 2010 Capital Region Growth Plan. I am proud of our thorough review process, guided by clear principles. Our work was grounded in extensive and broad consultations with all interested stakeholders and benefited from their diverse wisdom over the past two years.

Among the innovations of the Edmonton Metropolitan Region Growth Plan is its recognition of the need for additional policy areas for agriculture and economic development, while addressing the issue of climate change. Most importantly, there is a specific Implementation Plan that includes performance measures to monitor, compare and inform the next Growth Plan update.

In short, the Plan sets the path for balanced, steady planning toward our regional vision, allowing us to better navigate and succeed together through the inevitable and unpredictable changes ahead.

I sincerely thank the members of the Task Force. Coming together for this Plan was no small feat. In addition to significant responsibilities in their own municipalities, members took countless hours to become familiar with and make decisions on the technical details and regional impacts of long term planning. Working with technical experts and referring to other international, economically successful city regions, they have crafted a flexible, inclusive and visionary template for guiding this Region forward. It is truly a unique made in this Region success!

Finally, I must recognize the sincere efforts and excellent work of Project Manager Sharon Shuya; the leadership of CEO Malcolm Bruce; the tremendous input of the Regional Technical Advisory Committee; and the project’s subject matter expert consultant team - ISL Engineering and Urban Strategies. Their support helped move us forward from a good plan to a great plan.

**Mayor Roxanne Carr**  
Task Force Chair



## 50 YEAR VISION

The Edmonton Metropolitan Region is the dominant hub for northern Alberta and is recognized globally for its economic diversity, entrepreneurialism, leadership in energy development, environmental stewardship and excellent quality of life.

The Region is anchored by a thriving core that is interconnected with diverse urban and rural communities.

The Region is committed to growing collaboratively through the efficient use of infrastructure, building compact communities, and fostering economic opportunities and healthy lifestyles.





## GUIDING PRINCIPLES

### 1 Collaborate and coordinate as a Region to manage growth responsibly.

We will work together to create a Region that is well managed and financially sustainable with a shared commitment to growing responsibly and achieving long term prosperity.

### 2 Promote global economic competitiveness and regional prosperity.

We will foster a diverse and innovative economy that builds upon our existing infrastructure and employment areas to achieve sustained economic growth and prosperity.

### 3 Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.

In planning for growth, we will recognize and respond to the different contexts and scales of communities and provide a variety of housing choice with easy access to transportation, employment, parks and open spaces, and community and cultural amenities.

### 4 Achieve compact growth that optimizes infrastructure investment.

We will make the most efficient use of our infrastructure investments by prioritizing growth where infrastructure exists and optimizing use of new and planned infrastructure.

### 5 Ensure effective regional mobility.

Recognizing the link between efficient movement of people and goods and regional prosperity, we will work towards a multi-modal and integrated regional transportation system.

### 6 Ensure the wise management of prime agricultural resources.

In the context of metropolitan growth, we will ensure the wise management of prime agricultural resources to continue a thriving agricultural sector.

### 7 Protect natural living systems and environmental assets.

We will practice wise environmental stewardship and promote the health of the regional ecosystem, watersheds and environmentally sensitive areas.



# ACKNOWLEDGMENTS

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**Bruce McDonald**  
Provincial Liaison

“This kind of broad based regional planning gives every municipality a part to play in creating the greater whole. Our collaborative leadership is transformational.

I am proud of this Growth Plan. It is for everyone, and it will enhance the Region's attractiveness, competitiveness and effectiveness and continuing good fortune.”



**Mayor Lisa Holmes,**  
Town of Morinville

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## EXECUTIVE SUMMARY

# Re-imagine. Plan. Build.

Just three words, but they convey the spirit that underlies the Edmonton Metropolitan Region (the “Region”). With an economy based on the boom and bust cycles of the energy industry, the Region must continually Re-imagine. Plan. Build.

The Edmonton Metropolitan Region Growth Plan (the “Plan”) adopts this spirit and sets an innovative path to plan growth across the Region in a responsible manner that sustains and advances regional prosperity and well being. This Plan provides a substantive update to the 2010 Capital Region Board Growth Plan and builds on the Plan’s successes, while recognizing the Region’s diverse rural and urban context. This Plan focuses on the Region’s strengths and competitive advantages. It adopts a forward looking approach to addressing challenges today to strongly position the Region over the next three decades, and to advancing the Region’s global economic competitiveness based on leveraging its key economic assets and competitive advantages. Addressing the challenges of the future means planning for and managing growth with different tools and strategies to maintain the Region’s high quality of life and economic prosperity.

By 2044, it is anticipated that the Region will be home to 2.2 million people and 1.2 million jobs. The doubling of the population is a significant transformation that will result in a complex metropolitan region requiring deliberate and determined collaboration and leadership.

This Growth Plan provides a compelling vision, guiding principles and six interrelated regional policy areas to guide growth and development over the next 30 years. It recognizes the symbiotic and integrated nature of growth.

Regional growth has many dimensions – including population, jobs, businesses, economic productivity, economic diversity and prosperity, culture and natural living systems – and has a distinct meaning when applied in the rural and urban context. Planning for and managing growth on a regional scale aims to increase the prosperity, vitality, livability and sustainability of the Region’s people, communities and economy.

This Plan places an emphasis on responsible growth through minimizing the expansion of the urban footprint, integrating land use and infrastructure decisions, building resilient, adaptable and complete communities, ensuring the Region’s transportation systems are interconnected and enable economic prosperity, protecting the environment and encouraging the growth of the agriculture sector.

## 50 Year Vision

**The Edmonton Metropolitan Region is the dominant hub for northern Alberta and is recognized globally for its economic diversity, entrepreneurialism, leadership in energy development, environmental stewardship and excellent quality of life.**

**The Region is anchored by a thriving core that is interconnected with diverse urban and rural communities.**

**The Region is committed to growing collaboratively through the efficient use of infrastructure, building compact communities, and fostering economic opportunities and healthy lifestyles.**

# A Framework for Responsible Growth

The Edmonton Metropolitan Region Plan provides a comprehensive and integrated policy framework for planning for growth tailored to the regional context. The Plan provides guidance on how to grow in a responsible manner through compact and contiguous development. Compact and contiguous development means planning for and developing lands in an adjacent, logical manner that minimizes the expansion of the Region’s development footprint. This type of development will help support viable multi-modal transportation options, facilitate a mode shift away from the private automobile, and also foster the creation of complete communities.

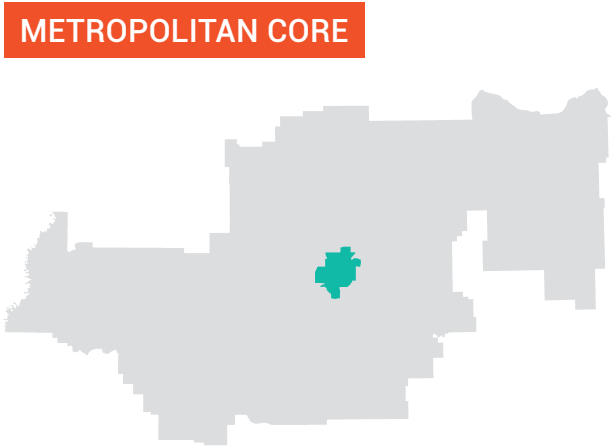
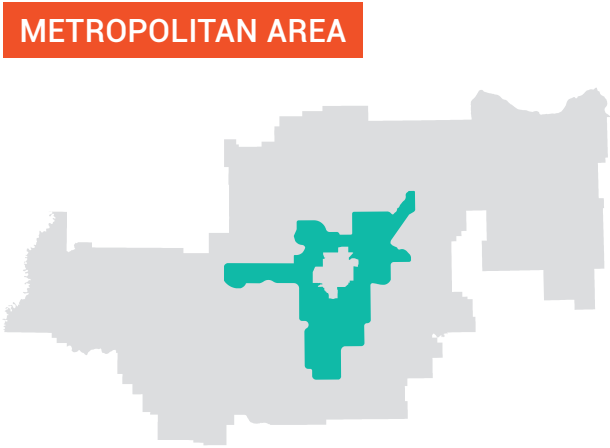
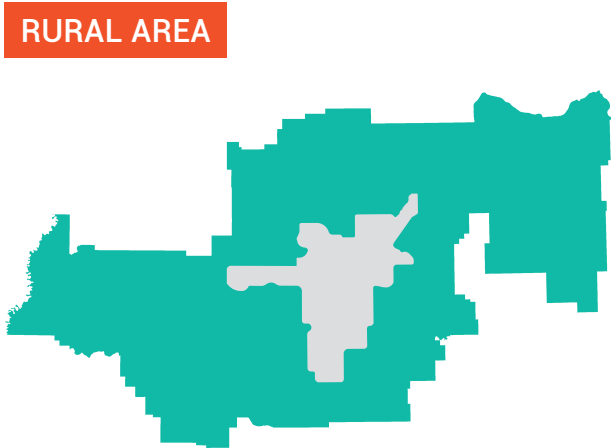
Responsible growth means using land and resources efficiently for the benefit of current and future generations. This means ensuring growth is financially sustainable, optimizes public investment and maximizes the use of existing and planned infrastructure and services over the long term. Responsible growth conserves the Region’s agricultural land base for farmland to ensure long term viability and regional food security, and conserves the Region’s natural assets for future generations.

The **Edmonton Metropolitan Regional Structure to 2044 (Schedule 2, page 27)** provides the foundation for managing employment and population growth in the Region. The

regional structure consists of three policy tiers: the **rural area, metropolitan area and metropolitan core**. These tiers reflect and respond to the diversity of communities within the Region. The policy tiers provide a mechanism for defining policies and targets that respond to different urban and rural contexts, addressing unique growth challenges in the Region.

The **Edmonton Metropolitan Regional Structure to 2044** also identifies a series of other geographic components including **centres, major employment areas and infrastructure corridors**. These components and related policies help plan areas of regional significance and reflect differing roles, levels of service and places to accommodate growth.

## Policy Tiers



# Regional Policies

This Plan includes six interrelated regional policy areas to support where and how to manage growth.



**ECONOMIC COMPETITIVENESS  
& EMPLOYMENT**

**Guiding Principle**

**Promote global economic competitiveness and regional prosperity.**

We will foster a diverse and innovative economy that builds upon our existing infrastructure and employment areas to achieve sustained economic growth and prosperity.

**Objectives**

- 1.1 Promote global economic competitiveness and diversification of the regional economy
- 1.2 Promote job growth and the competitiveness of the Region's employment base
- 1.3 Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region
- 1.4 Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce



**NATURAL LIVING  
SYSTEMS**

**Guiding Principle**

**Protect natural living systems and environmental assets.**

We will practice wise environmental stewardship and promote the health of the regional ecosystem, watersheds, airsheds, and environmentally sensitive areas.

**Objectives**

- 2.1 Conserve and restore natural living systems through an ecological network approach
- 2.2 Protect regional watershed health, water quality and quantity
- 2.3 Plan development to promote clean air, land and water and address climate change impacts
- 2.4 Minimize and mitigate the impacts of regional growth on natural living systems



**COMMUNITIES  
& HOUSING**

**Guiding Principle**

**Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.**

In planning for growth, we will recognize and respond to the different contexts and scales of communities and provide a variety of housing choices with easy access to transportation, employment, parks and open spaces, and community and cultural amenities.

**Objectives**

- 3.1 Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages
- 3.2 Plan for and promote a range of housing options
- 3.3 Plan for and promote market affordable and non-market housing to address core housing need



## INTEGRATION OF LAND USE & INFRASTRUCTURE

### Guiding Principle

#### **Achieve compact growth that optimizes infrastructure investment.**

We will make the most efficient use of our infrastructure investments by prioritizing growth around existing infrastructure and optimizing use of new and planned infrastructure.

### Objectives

- 4.1 Establish a compact and contiguous development pattern to accommodate employment and population growth
- 4.2 Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint
- 4.3 Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities
- 4.4 Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing
- 4.5 Plan for and develop mixed use and higher density centres as areas to concentrate growth of people and jobs
- 4.6 Prioritize investment and funding of regional infrastructure to support planned growth
- 4.7 Ensure compatible land use patterns to minimize risks to public safety and health



## TRANSPORTATION SYSTEMS

### Guiding Principle

#### **Ensure effective regional mobility.**

Recognizing the link between efficient movement of people and goods and regional prosperity, we will work towards a multi-modal and integrated regional transportation system.

### Objectives

- 5.1 Develop a regional transportation system to support and enhance growth and regional and global connectivity
- 5.2 Encourage a mode shift to transit, high-occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community
- 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
- 5.4 Support the Edmonton International Airport as northern Alberta's primary air gateway to the world
- 5.5 Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions



## AGRICULTURE

### Guiding Principle

#### **Ensure the wise management of prime agricultural resources.**

In the context of metropolitan growth, we will ensure the wise management of prime agricultural resources to continue a thriving agricultural sector.

### Objectives

- 6.1 Identify and conserve an adequate supply of prime agricultural land to provide a secure local food source for future generations
- 6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses
- 6.3 Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system



# Implementing the Plan

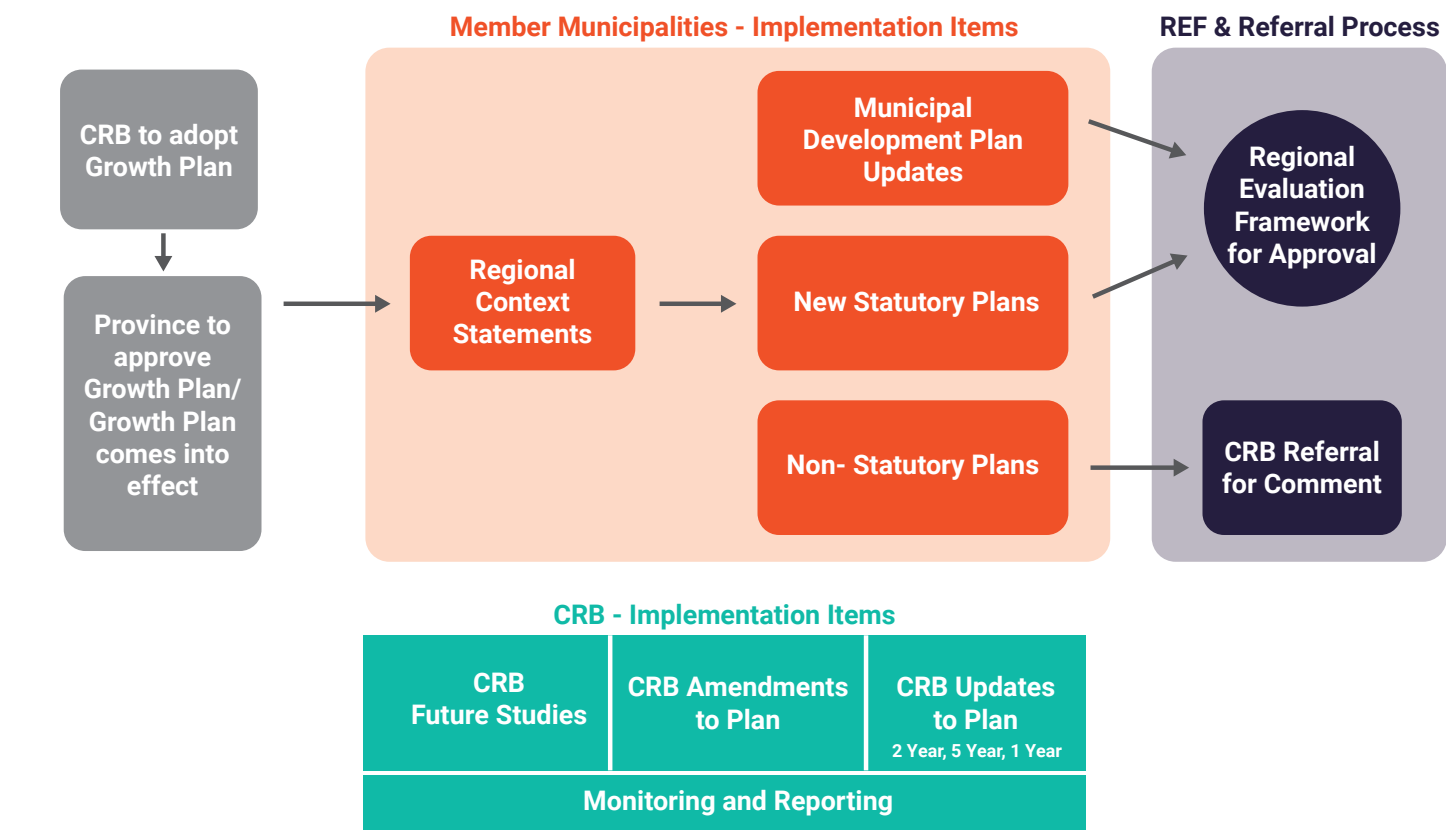
The success of this Growth Plan depends on regional collaboration on implementation between member municipalities, other orders of government and regional stakeholders.

To transition to this Growth Plan, member municipalities will need to prepare regional context statements (RCS) within one year to define the local transition strategy. RCSs will identify how existing municipal development plans (MDP) conform or diverge from the new Growth Plan, and how municipalities will bring their MDPs into conformity. The Capital Region Board (CRB) also recommends to the Government of Alberta that member municipalities be required to update their MDPs to bring them into conformance within three years.

The Regional Evaluation Framework (REF) will continue to be the principal mechanism for evaluating the conformance of new statutory plans with the Growth Plan. The CRB will work with the Government of Alberta to update legislation and, in particular, the REF process and to identify implementation resources. A number of future studies will need to be completed to support the implementation of this Plan. These studies will be coordinated through the CRB business planning process as part of the implementation of this Plan. The CRB will work with member municipalities to monitor and track progress on an annual basis through key performance indicators and the use of Capital Region - Geographic Information Services (CRGIS). Through monitoring, the CRB will be able to identify areas of on the ground success and areas to strengthen the Plan through the review and amendment process.

Through the adoption and implementation of this Growth Plan, the CRB member municipalities, other orders of government and regional stakeholders will work together, as one metropolitan region, to become globally competitive, sustainable and prosperous.

## ➔ The Growth Plan Implementation Process







"I am convinced that this Plan for the Edmonton Metropolitan Region, which our children and grandchildren will inherit, will be a showcase for the benefits of responsible growth planning. Their prosperity will be born of this Plan's focus on connection and interdependence.

It is evidence of what we can accomplish today for the future when we wear our "regional hats". Big win for the Board and for the residents of the Region."



**Mayor Gale Katchur,**  
City of Fort  
Saskatchewan

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# PART A

# Setting the Context



# CHAPTER 1:

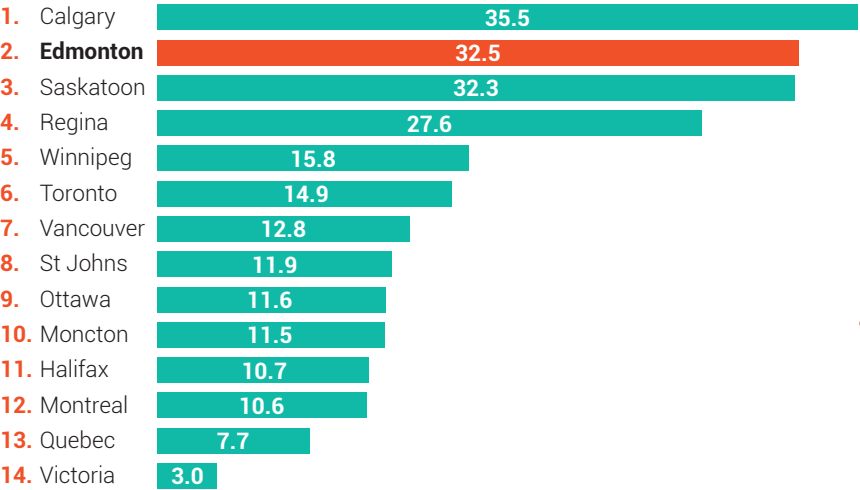
## INTRODUCTION

### 1.1

### Re-imagine. Plan. Build.

Just three words, but they convey the spirit that underlies the Edmonton Metropolitan Region (the “Region”). With an economy based on the boom and bust cycles of the energy industry, the Region must continually **Re-imagine. Plan. Build.**

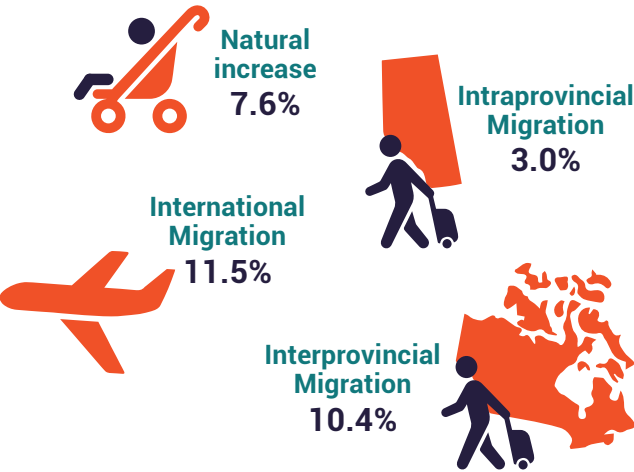
#### ➔ Population Growth Rates in Major Canadian Census Metropolitan Areas



Source: Statistics Canada, 2014; 2013-2014 growth rates

The Edmonton Metropolitan Region Growth Plan (the “Plan”) is a 30 year regional plan with a 50 year vision for a diverse, thriving and competitive metropolitan region. The Region is one of the fastest growing metropolitan areas in Canada and will continue to be a magnet for people, business and investment. It is made up of vibrant rural and urban communities, abundant natural assets, rich resources and high quality agricultural lands. Energy has been the primary driver for growth for decades and has created wealth, jobs and prosperity. As a result, our communities have grown and developed quickly, attracting people looking for a high quality of life and good jobs. People, communities and businesses in this Region have embraced opportunity, taking risks to innovate and reinvest in ourselves, and ultimately be more competitive.

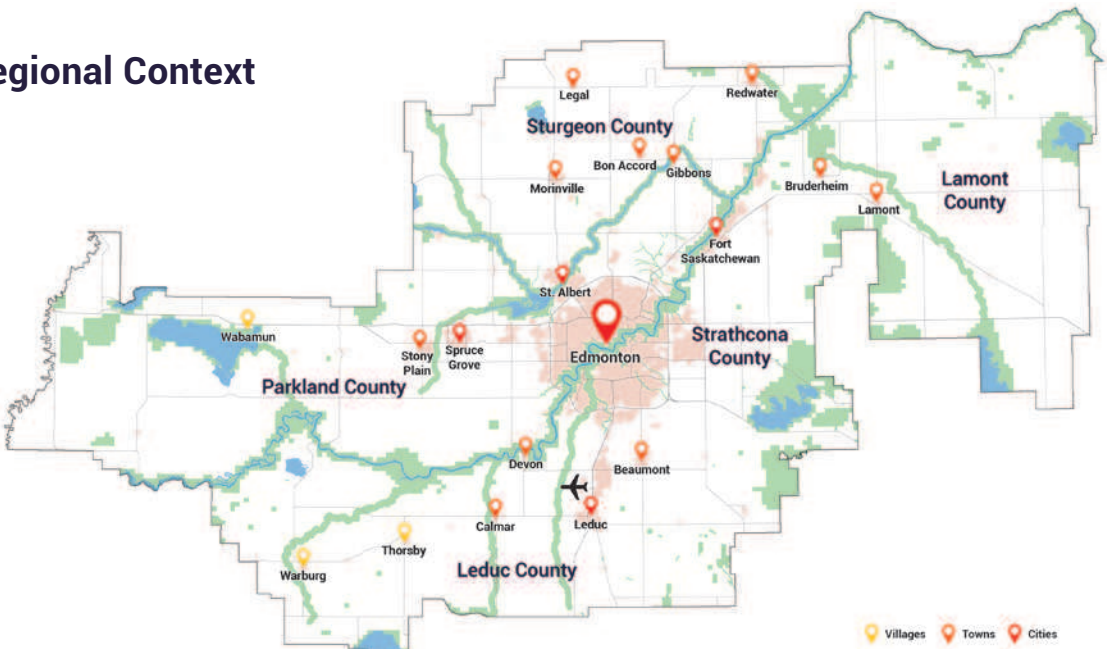
#### ➔ Edmonton Census Metropolitan Area Population Growth Rate



But we cannot plan for our communities of the future by relying on the strengths of the past. Planning for long term growth requires forward and collaborative thinking at a regional scale. The recent market downturn in the energy sector brought on by technical advancements and an increasingly globally competitive marketplace reinforces the need to work together to sustain and advance prosperity.

The next 30 to 50 years will see significant change in the Region, Alberta and across the world. Global shifts in green energy, smart technology and the knowledge economy will impact the types of jobs in the Region, the way people move through the Region, and where and how people live. Climate change will impact our weather patterns and natural environment, and where and how we grow our food. The composition of our communities will continue to evolve with the influx of young adults and immigrants, and an aging population.

➔ The Edmonton Metropolitan Region: Global, Provincial and Regional Context



In the context of this massive transformation, the Region needs to embrace change. We need to work together to leverage our competitive advantages to be successful and compete here in Alberta, within Canada and around the world. As our communities grow and develop, we need to work together to plan for and manage growth as one metropolitan region. We must plan for all the multifaceted components of growth and build our communities in an integrated and responsible manner in a way that enhances global economic competitiveness, creates vibrant places to live and work, attracts people and jobs, facilitates a mode shift to public transit and active transportation, and conserves the environment and prime agricultural lands for future generations.

Regional growth has many dimensions including: population, jobs, businesses, economic productivity, economic diversity and prosperity, culture and natural living systems and has a

distinct meaning when applied in the rural and urban context. Planning for and managing growth on a regional scale aims to increase the prosperity, vitality, livability and sustainability of the Region’s people, communities and economy. The focus and mandate of the Plan is to plan and manage future population, job growth and related infrastructure investment to ensure the attractiveness, livability and economic prosperity of the Region for future generations.

The Edmonton Metropolitan Region Growth Plan is our regional plan for the future. It does not apply a “one size fits all” solution, but recognizes, plans for, and celebrates the diversity of this Region. This evidence-based Plan will guide growth and development for 30 years with a forward thinking 50 year vision and guiding principles. The Plan update started with a simple idea and a shared commitment to “plan without boundaries” and “think regionally” when making tough

decisions about the future. The implementation of this Plan and achieving our vision will require an ongoing commitment to this approach and deliberate, determined and decisive leadership from the Capital Region Board Members.

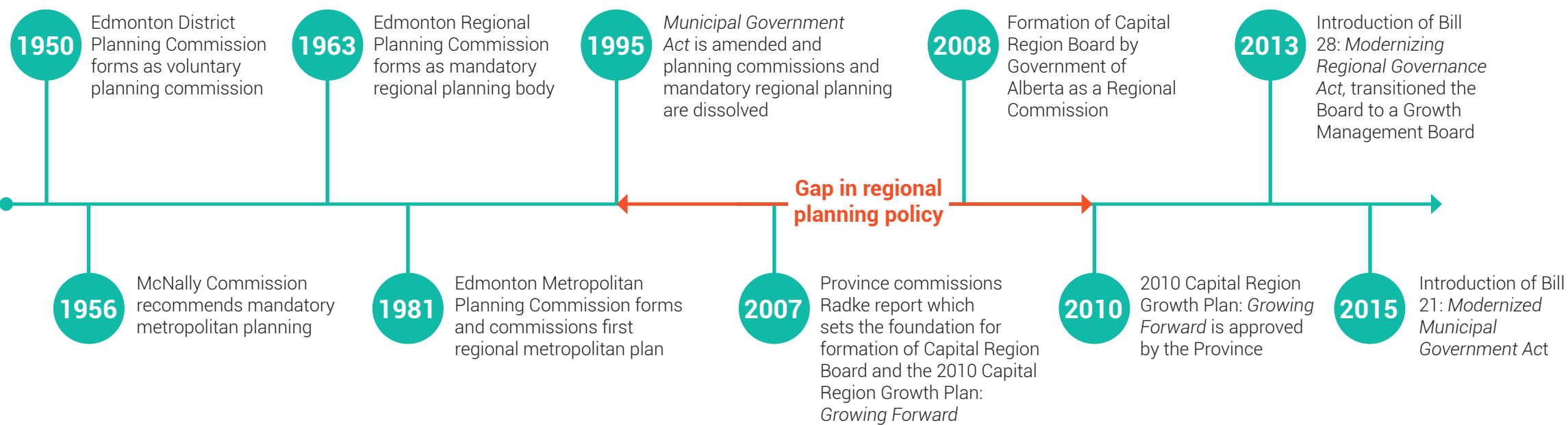
**Ultimately, this Plan enables a sustainable future for this Region based on a shared commitment to Re-imagine. Plan. Build. an attractive, livable and prosperous place for future generations.**

# 1.2

## Toward the Edmonton Metropolitan Region Growth Plan

This Plan builds on a tradition of regional planning and collaboration. The 2010 Capital Region Growth Plan: *Growing Forward* was the first regional plan in over fifteen years, following a period of significant and uncoordinated rapid growth. This Plan provides a substantive update and replaces *Growing Forward*, incorporating its strengths

and key planning directions from numerous other CRB led regional studies and initiatives. It incorporates a *metropolitan* regional planning perspective, building on the legacy and history of collaboration in planning for the Edmonton Metropolitan Region.



### The CRB Mandate and Scope of this Plan

The CRB was formed by the Government of Alberta in 2008 by the Capital Region Board Regulation (AP49/2008) under the Municipal Government Act. The Regulation lays out the Board's membership, the voting rights of members, its powers and duties, and calls for the creation of a Capital Region Growth Plan. The Regulation sets out the objectives of a regional growth plan which are to:

- a. promote an integrated and strategic approach to planning for future growth in the Region;
- b. identify the overall development patterns and key future infrastructure investments that would best complement existing infrastructure, services and land uses in the Region and maximize benefits to the Region; and
- c. coordinate decisions in the Region to sustain economic growth and ensure strong communities and a healthy environment.

To assist in implementation at the local municipal level, the CRB has authority, through a Ministerial Order, to evaluate and approve municipal statutory plans through the Regional Evaluation Framework (REF) to ensure compliance with the Growth Plan.

### Implementation of *Growing Forward* and CRB Regional Planning

Since the approval of *Growing Forward* in 2010, the CRB has completed a number of other plans and studies to support the implementation of the regional Growth Plan and further regional collaboration. These include but are not limited to:

- **Transportation** – an Integrated Regional Transportation Master Plan (IRTMP) and annual prioritization process for regional infrastructure;
- **Intermunicipal Transit** – a 30 year service plan, a regional fare strategy and exploration of alternate governance models to advance a regional transportation system;
- **Housing** – Regional Housing Needs Assessments to inform a standardized approach for determining housing priorities by sub-regions and Our Affordable Future: Market Affordable Policy Framework to identify creative approaches to increase housing supply;
- **Energy** – a Regional Energy Corridors Master Plan to establish a regional energy corridor strategy to protect energy corridors for the future;
- **Economic Development** – CAPITALIZE: The Economic Roadmap for Alberta's Capital Region to promote and support regional economic development; and
- **Geographic Information Services** – the operation of a Capital Region GIS database and web portal to support the Region.

Through this work and other initiatives, the CRB member municipalities have demonstrated a commitment to work together, debate complex issues around one regional table, and advocate to other orders of government. This Plan builds on this foundation and collaborative spirit.

### Growth Plan Update Process

In 2013, the CRB initiated the update of the Growth Plan with the creation of a Project Charter, an independent review of *Growing Forward*, and the appointment of a Growth Plan Update Task Force. The independent review identified strengths and successes in *Growing Forward*, but also gaps and areas for improvement.

This Plan was prepared through extensive consultation with the provincial cross-ministerial committee, member municipalities and their Chief Administrative Officers (CAOs) and other regional stakeholders. This consultation process clarified the opportunities and challenges facing the Region, and how to best respond, through an integrated approach. The Growth Plan Update Task Force led the update process and worked with CRB administration, regional technical advisors and consultants on the analysis, visioning and preparation of this Plan.

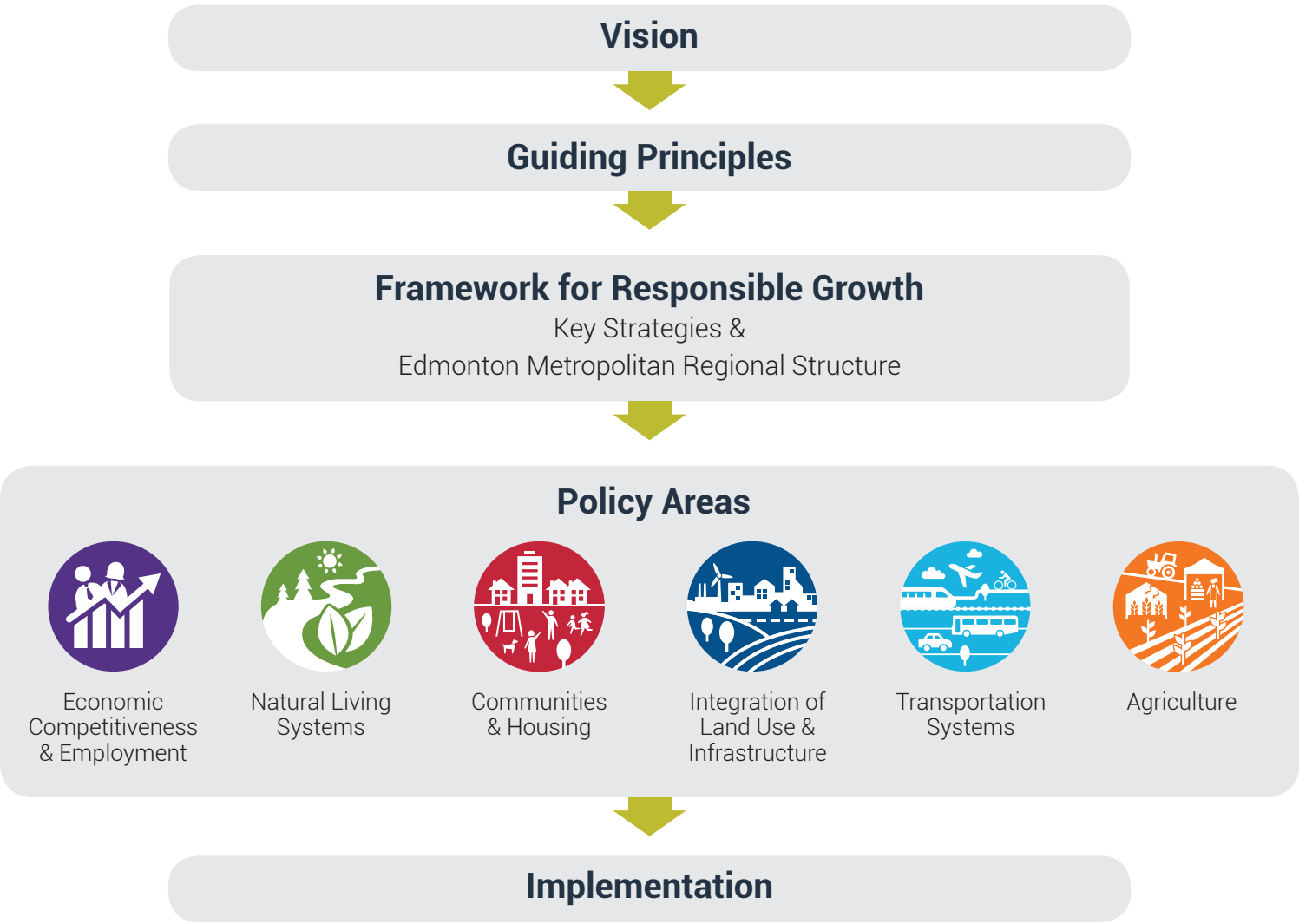
“It’s exciting. In this process much was learned through broad engagement from many different perspectives. We have hit the right notes for the long term prosperity for all parts of our Region – big and small.”



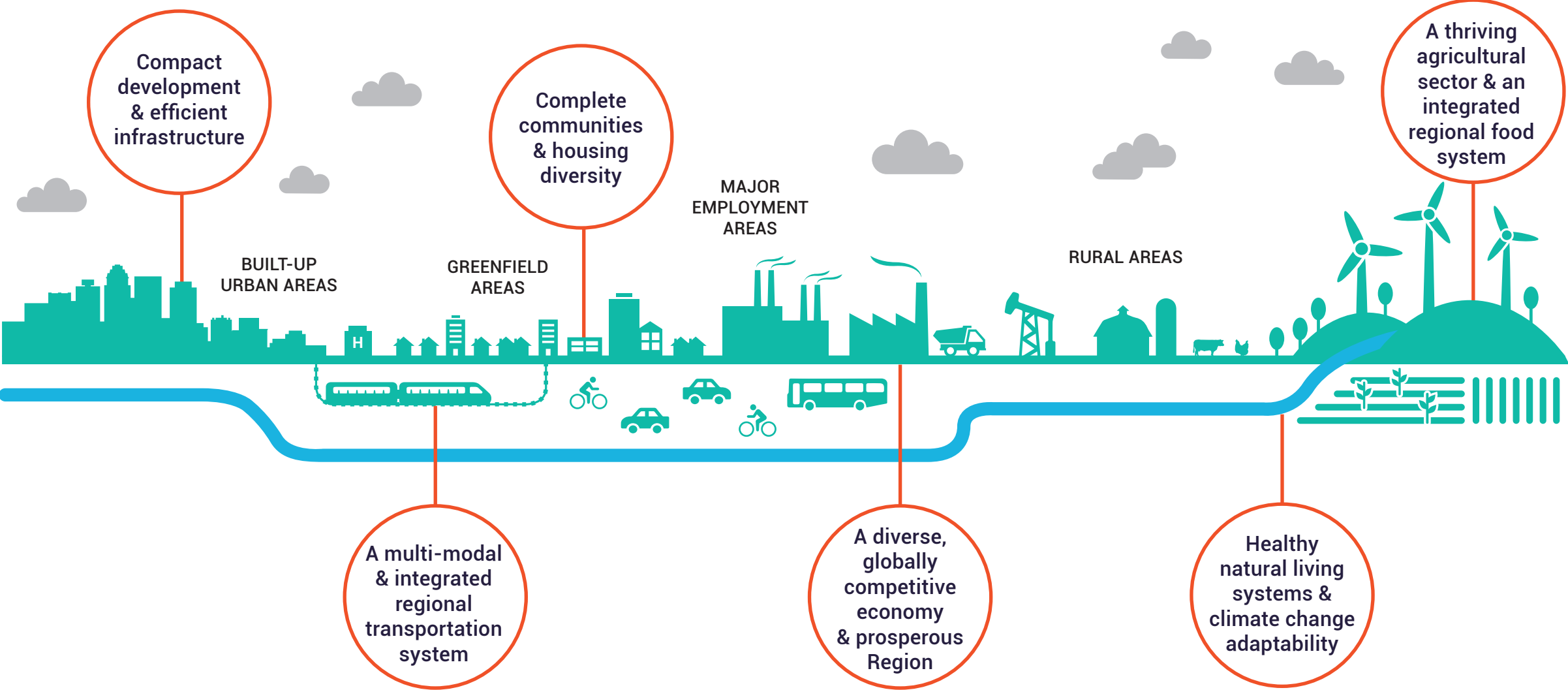
Mayor Ralph van Assen,  
Village of Warburg

Plan Overview

This Plan provides a comprehensive update and replaces the 2010 Capital Region Growth Plan: *Growing Forward* and integrates the policy directions from other CRB plans and studies. It provides an integrated policy framework to plan for and manage all of the multi-faceted components of growth through a holistic approach. The Plan includes a vision, guiding principles, a framework for responsible growth with six overarching strategies, a Metropolitan Regional Structure, six policy areas with objectives and policies, and an implementation plan. Together, these components provide the CRB member municipalities with a clear and robust direction to facilitate responsible growth and create a prosperous and sustainable Edmonton Metropolitan Region.



➔ Outcomes of the Edmonton Metropolitan Region Growth Plan





## CHAPTER 2:

# REGIONAL CONTEXT

Planning for growth means understanding the Region and how we have evolved - our past to where we are today, and where we are headed for the future.

**Realizing our vision for the future starts with acknowledging our history, defining our shared assets, understanding the opportunities and challenges ahead and re-imagining the Region to 2044.**

## 2.1

### The Transformation to a Metropolitan Region

Indigenous peoples, the earliest inhabitants of the Region moved through the western plains along the North Saskatchewan River Valley and Beaver Hills. In 1876, the Canadian Monarch and the Plains and Wood Cree Nations signed Treaty 6. This resulted in Indigenous peoples ceding their interest in the land to the Crown in exchange for certain government provisions. With this agreement, European settlers and the Crown were granted the use and title over the land with an obligation to share prosperity of the territory. Since that time, the Region has undergone a number of growth led transformations.

The investment in the national railway system at the turn of the 20th century accelerated farming activity and agricultural production across western Canada. With the arrival of the railway in the early 1900s, the Region grew as a compact city

core and connected agricultural settlements, villages and towns. The discovery of oil in 1947 and the post war housing shortage led to accelerated urban growth and expansion. Since then, the Region has grown predominately in the form of low-density satellite communities around a central city core, with energy as the primary regional economic driver. Country residential development also expanded in this period to provide rural housing without a farming purpose, a trend that has subsided since the 1970s.

Over the past 40 years, the Region has doubled its population from 500,000 people to 1.2 million people, while tripling its urban development footprint from 22,260 hectares to 69,930 hectares. Under the policies of the 2010 Growth Plan, the urban footprint could expand with an additional 443 quarter sections of land for urban residential growth, and 322 quarter sections of land for rural residential growth, resulting in a significant loss of productive farmland.

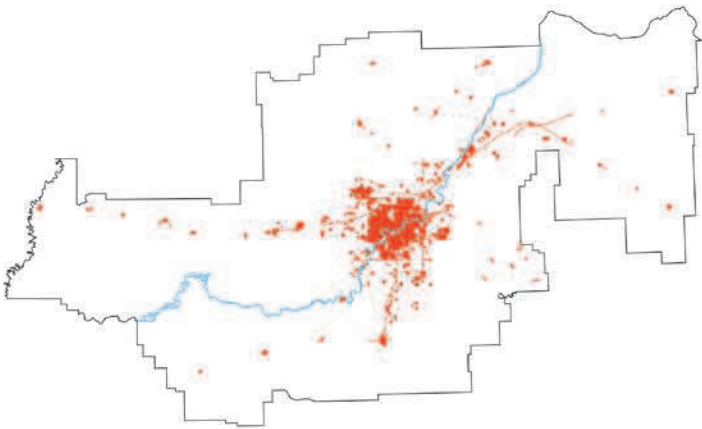


This pattern of development, predominantly in the form of single family suburban neighbourhoods is not sustainable. Looking globally, this form of development contributes to climate change and the overconsumption of the planet's resources. Locally, this pattern of development contributes to traffic congestion, increasing commute times, mounting infrastructure deficits, decreases in health and wellness, impacts to natural living systems, and the loss of productive high quality farmland among other consequences. We need to plan for the future differently.

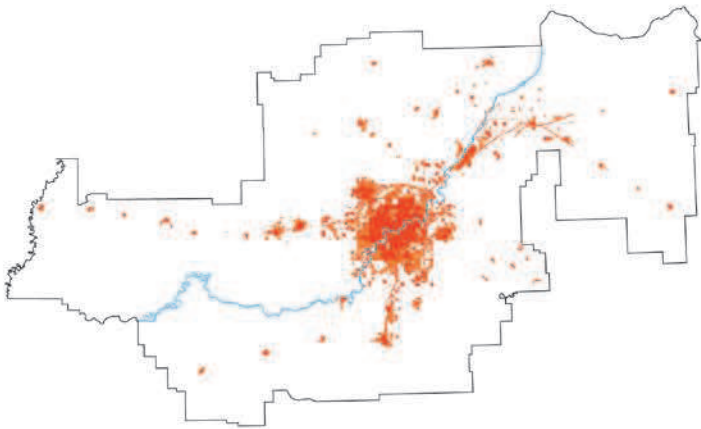
Today, the Region's cities, towns and rural communities form a single metropolitan region with a distinct settlement pattern. Within the urbanized area, there is a dense metropolitan core in the City of Edmonton, providing regionally significant amenities and services such as post-secondary educational institutions, cultural and sports attractions, and major healthcare facilities. Over the past decades the areas outside the core have experienced significant population and employment growth and the development of large scale industrial and energy related employment areas, resulting in a dispersed suburban form.

Edmonton's suburbs and the surrounding urban communities of Beaumont, Fort Saskatchewan, the City of Leduc, Sherwood Park, Spruce Grove, St. Albert and Stony Plain provide services and amenities for local and surrounding communities. Beyond these urban communities is a significant rural working landscape, comprised of farmland, natural and recreational areas, resource extraction areas, towns, villages and hamlets and country residential areas. Together, the core, suburban communities, employment areas and rural working landscapes form the Edmonton Metropolitan Region.

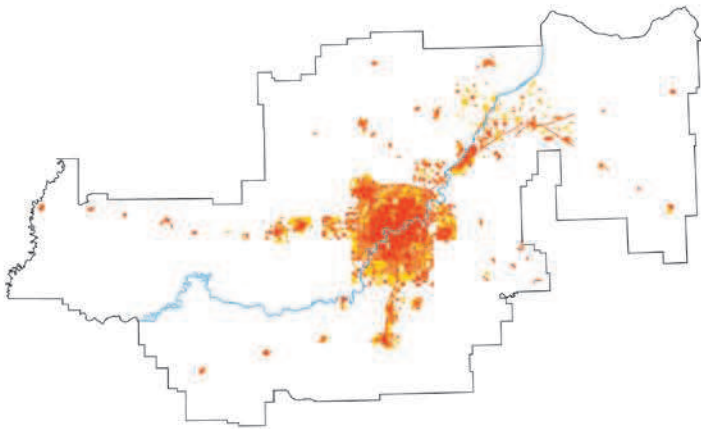
**➔ The Region's Development Footprint**



developed area - 1974



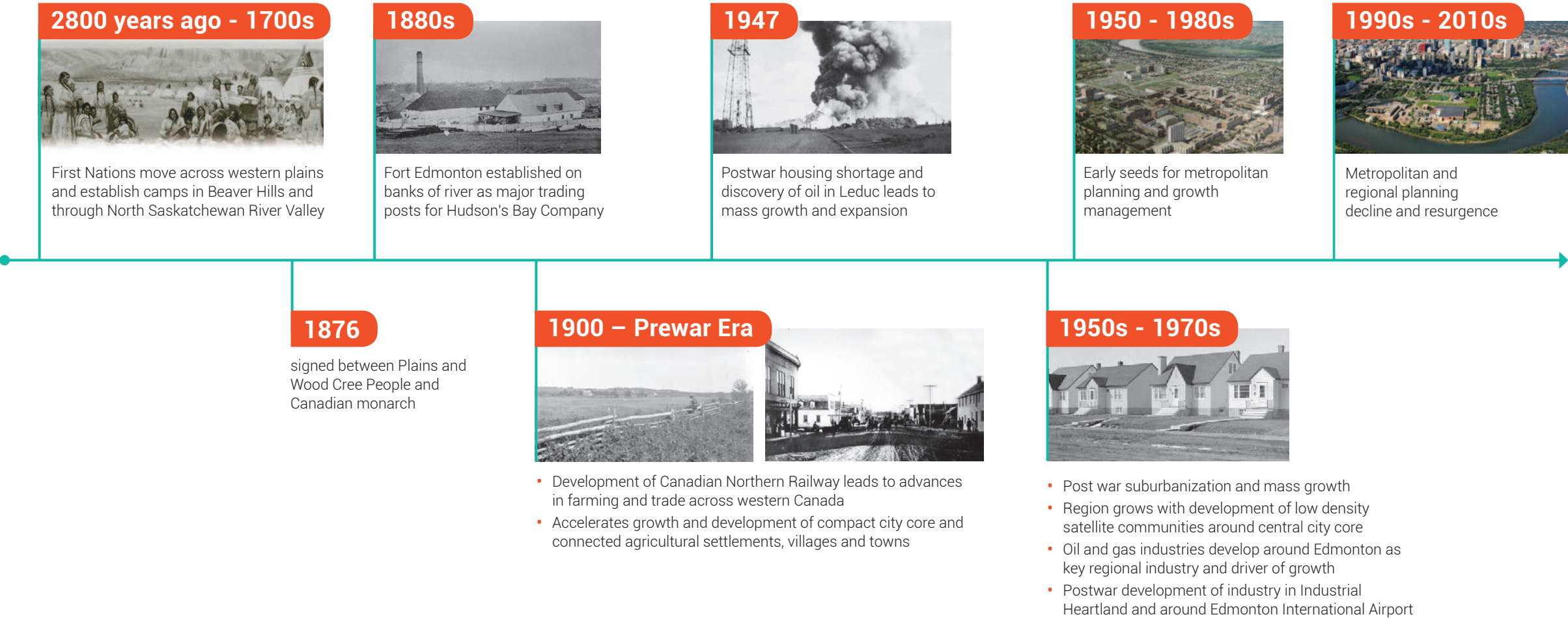
developed area - 1994



developed area - 2014

➔

The Transformation to a Metropolitan Region...  
From Pre European Settlement to Today







Old Strathcona – Fringe Festival



# 2.2

## A Strong, Diverse and Interconnected Region

Above and beyond managing growth in people and jobs across the Region, the Growth Plan responds to the distinct and varied characteristics of CRB member communities: it is a complex and evolving metropolitan region of 24 municipalities with over 1.2 million people spread over 12,000 square kilometres, encompassing urban and rural landscapes, with three First Nations reserves within its boundaries, and Metis settlements, Inuit and several other bands with land holdings that may be affected.

The 50 year vision acknowledges that these diverse communities are interconnected and share a common economic, social, cultural and institutional core in Edmonton. The Plan recognizes that each municipality has its own attributes, strengths and ambitions. These include historic settlement patterns, natural living systems and economic drivers, all of which play a role in creating this diverse and interconnected metropolitan region.

### The Canvas of Regional Assets

Through the process to create this Plan, member municipalities and stakeholders were asked to identify assets and distinct strengths that drive the Region's current success and provide the foundation for a prosperous future.

**Excellent quality of life** – a rich array of cultural, wellness, educational and recreational amenities.

**Economy rooted in the energy sector** – a historically strong economy and employment base rooted in the resource and energy sector and distributed across the Region.

**Ease of moving people, services and goods** – a well developed regional, national and international transportation system for carrying people, services and goods.

**Efficient infrastructure** – shared regional infrastructure for water, wastewater, waste management, energy pipelines and infrastructure to support a thriving economy.

**Abundance of natural and environmental assets** – a wealth of lakes, rivers and other natural features provide a healthy environment and opportunities for recreation.

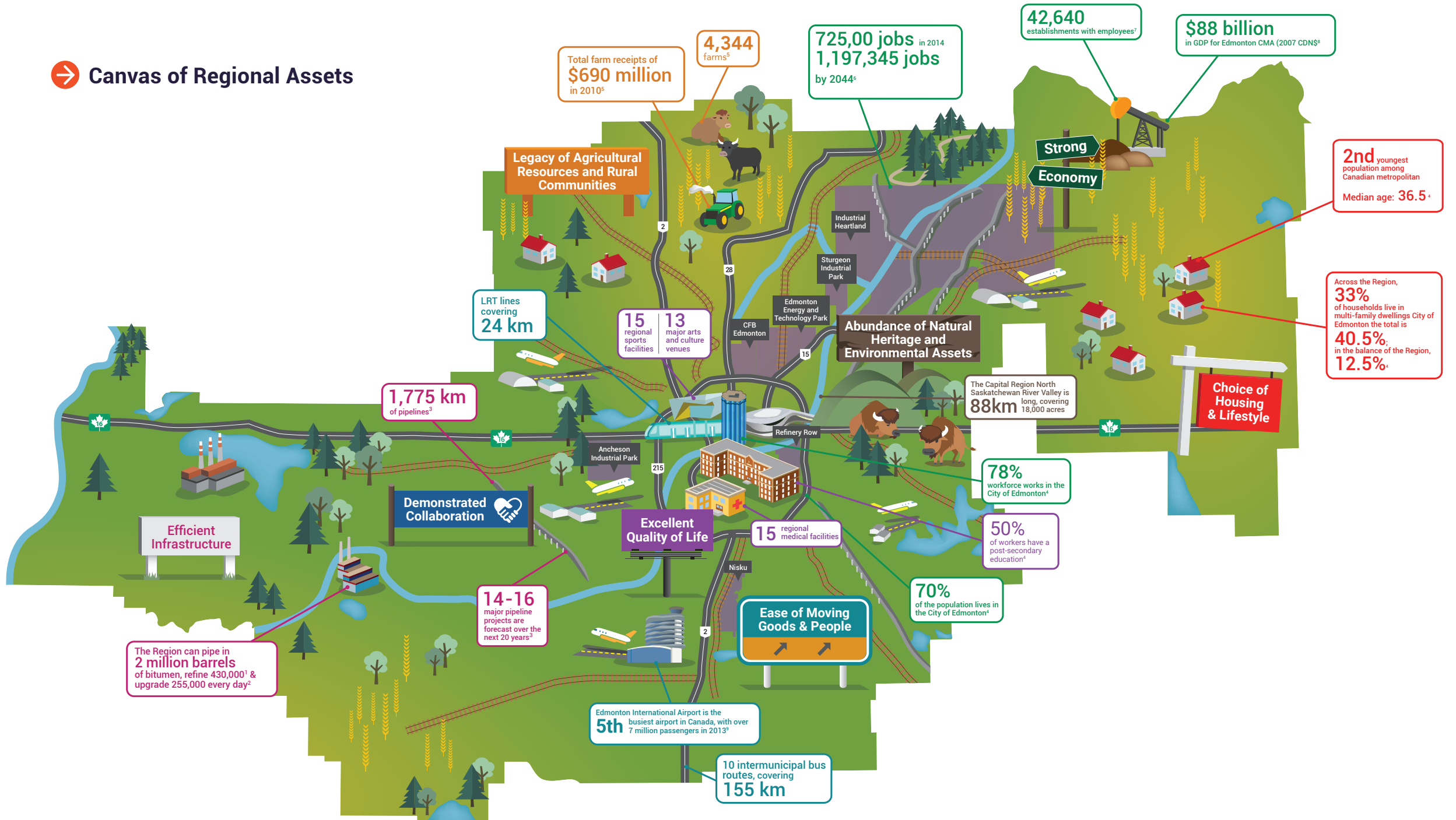
**Legacy of agricultural resources and rural communities** – high-quality agricultural land and an innovative and diverse agricultural sector and numerous rural communities.

**Choice of housing and lifestyle** – housing options to meet a range of life stages, income levels and lifestyle preferences. The mix of small towns, cities and rural communities enhances the choices available to residents of the Region.

**Demonstrated collaboration** – the CRB and member municipalities form partnerships at the regional and sub-regional level to address shared challenges.

The Plan builds on these strengths, celebrates the diverse character of member municipalities and creates a planning framework that can effectively manage growth in this context.

## → Canvas of Regional Assets



## 2.3

# Future Challenges and Opportunities

The growing Region has challenges to overcome and opportunities to capture. The trend of rapid growth and change will continue over the next thirty years and beyond and the Region will have to be prepared to adapt to capitalize on the opportunities created in the areas of: manufacturing, logistics, technology, communications, energy and resource development, finance and healthcare.

We cannot afford to build for the next million people in the same way we built for the first million people. The Edmonton Metropolitan Region Growth Plan is a significant opportunity to establish a critical new direction for the Region to grow responsibly, minimizing the expansion of the development footprint by approximately 250 quarter sections<sup>1</sup> in the next 30 years, as we **Re-imagine, Plan and Build** for the next generation.

## Global Economic Competitiveness and Diversification

Regions today compete in the global marketplace. The primary driver of the Edmonton Metropolitan Region's economy is energy – and will continue to be in the future. The cyclical nature of the energy sector demands a diversified economy that is resilient to external shocks. The Region needs to leverage its strengths in the energy sector, grow its knowledge-based businesses, and be ready for a global shift to green energy. Some of the building blocks for regional economic diversification are in place – the Region has a skilled labour force and a high proportion of retail, health, construction and government services. The lack of sufficient and adequate infrastructure, transportation choice and housing diversity to serve the metropolitan region are impediments to our competitiveness and ongoing growth. Coordinating and optimizing regional infrastructure, investing in transit, and planning complete communities to attract workers all shape the Region's ability to compete on a global stage and contribute to regional prosperity. Improvements in these three areas are key for the Region to enhance its profile as a player in the global economy. This will require strong regional leadership, close collaboration with the private sector, and key commitments and directions from the Government of Alberta.



*Big Lake and Sturgeon River*

## Climate Change and Environmental Impacts

The Region needs to deal with new and escalating challenges over the next thirty years relating to climate change and the environmental impacts of growth. The Region must consider these challenges in planning for growth – both to ensure its own resiliency and to shoulder its global responsibility. Urban expansion has impacts on natural living systems that can be mitigated through collaborative regional environmental planning. Patterns of development, land use and mobility are linked to greenhouse gas emissions and human health. The Plan presents a significant opportunity to address these and to manage growth to mitigate health and environmental consequences.

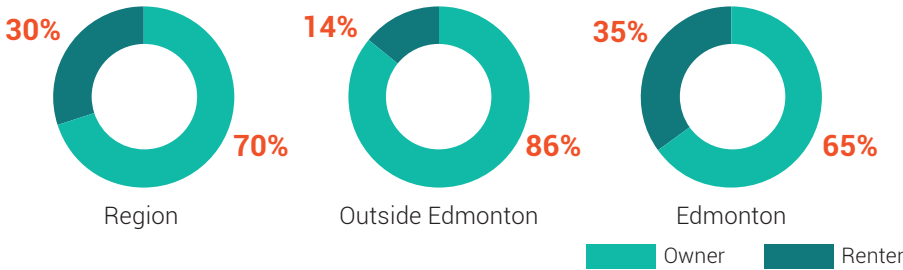
<sup>1</sup> The land need analysis prepared as part of this Growth Plan Update estimates that the policies and related density targets will result in a reduction of approximately 250 quarter sections of land need over the next 30 years.

### Housing Diversity and Supply of Non-Market Housing

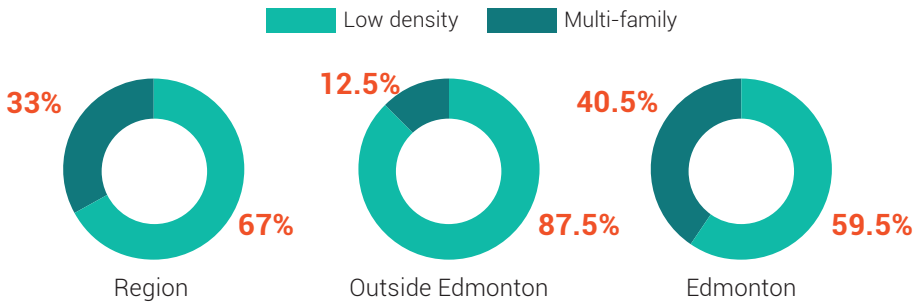
Housing choice across the Region is somewhat limited and does not address the needs of some members of our communities today or in the future. In terms of affordable housing, provincially and across Canada, there has been a lack of commitment to provide sustained funding for affordable housing for over a generation. As a result, there is a critical shortage of affordable housing across the Region.

The CRB’s Housing Needs Assessments have identified a “supply mismatch,” in that the housing available does not match the portion of income that households can afford to pay for housing. Moving forward, these issues will become more pressing with an aging population and increasingly diverse population.

#### Housing Tenure



#### Housing Types

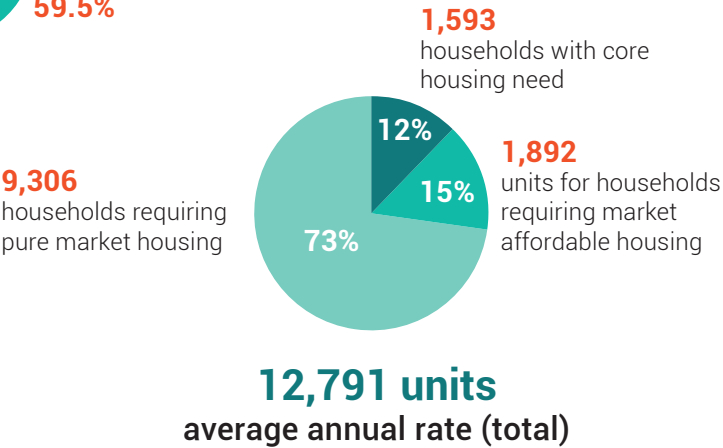


Source: Statistics Canada, 2011 & Capital Region Board Housing Needs Assessment Summary, 2016

**~90%**  
of Region’s affordable housing within Edmonton



#### Projected Growth in Housing Need and Demand







Fort Saskatchewan,  
source: Silva Sell, flickr



St. Albert Transit

### Long Term Cost of Growth and Infrastructure

Population growth in the Region over the past forty years has been accommodated predominantly through an outward spread of low-density residential housing. The development model requires developers to pay upfront capital costs associated with roads and basic hard infrastructure, a model that responds to development rather than anticipates it. Municipalities pay long term maintenance and operating costs, and often lack revenue tools to support sustainable growth and renewal. Municipal studies have shown that low-density residential development does not pay for itself and is financially challenging for municipalities once soft services and ongoing maintenance costs are factored into the equation. As communities age, municipalities are faced with diminishing capacity of existing infrastructure and escalating renewal costs. This is an inefficient and unsustainable model. Municipalities will need to consider the financial, environmental and social impacts of growth and make decisions mindful of the long term costs of infrastructure maintenance and renewal, and the consequences for future generations.

### Transportation Choice

There is an extensive roadway network that extends across the entire Region. The Region has the components for an interconnected transportation system and has demonstrated commitment to pursuing multi-modal transportation options as viable alternatives to the car. However, outside of Edmonton’s core, the car is the dominant mode of travel across the Region. Dispersed land uses and low-density forms of development make it very difficult to provide viable public transit service. Consequently, the Region’s rural and urban roadway network is experiencing relatively high congestion levels at peak periods. If the Region continues to grow outward with a low-density development pattern, efforts to offer convenient and cost effective transportation choices will continue to be undermined. In addition to the economic costs to individuals, businesses and governments, the effects of congestion and increasing commute times will diminish the quality of life for the Region’s residents and hamper the Region’s ability to attract and retain people, employers and employees.



Viability of the Agriculture Sector

Agriculture is the largest single land use in the Region, a key economic sector and an irreplaceable resource for local food security. During the Region's recent period of rapid uncoordinated growth, neither the Province nor municipalities considered ways to conserve prime agricultural lands for farmland. Existing and planned urban development is encroaching on high quality agricultural soils and placing pressure on the Region's agricultural land base. From 2002 to 2012, a total of 38,250 hectares of farmland have been converted to non-agricultural uses, with over 60% of loss being lands prime agricultural lands.<sup>2</sup>

The agricultural sector is experiencing significant change – with a decrease in the overall number of farms and operators, but an increase in farm productivity and profits. Although Region-wide, agriculture represented only 1% of all jobs in 2014, it provides 10 to 20% of employment in many regional municipalities.<sup>3</sup> This Plan recognizes the importance of a viable agricultural sector as a key asset, economic sector and strategy for enhancing local food security.

<sup>2</sup> Alberta Land Institute, 2015  
<sup>3</sup> Statistics Canada, 2011

Changing Political and Governance Context

The CRB operates in a changing economic, social and political environment. In 2015, a new provincial government was elected with new priorities. At the provincial level a number of new legislative and policy changes are underway. This includes the modernization of the Municipal Government Act and a new North Saskatchewan Regional Plan, among other plans and initiatives. Within the Region, there are new regional and sub-regional partnerships forming to advance global economic competitiveness and regional growth planning. Moving forward in the future, the CRB will need to continue to demonstrate regional leadership and collaboration, and explore and pursue improved governance models to successfully plan for growth, deliver seamless infrastructure and sustain the quality of life across the Region.



# 2.4

## The Region in 2044: Population and Employment Projections

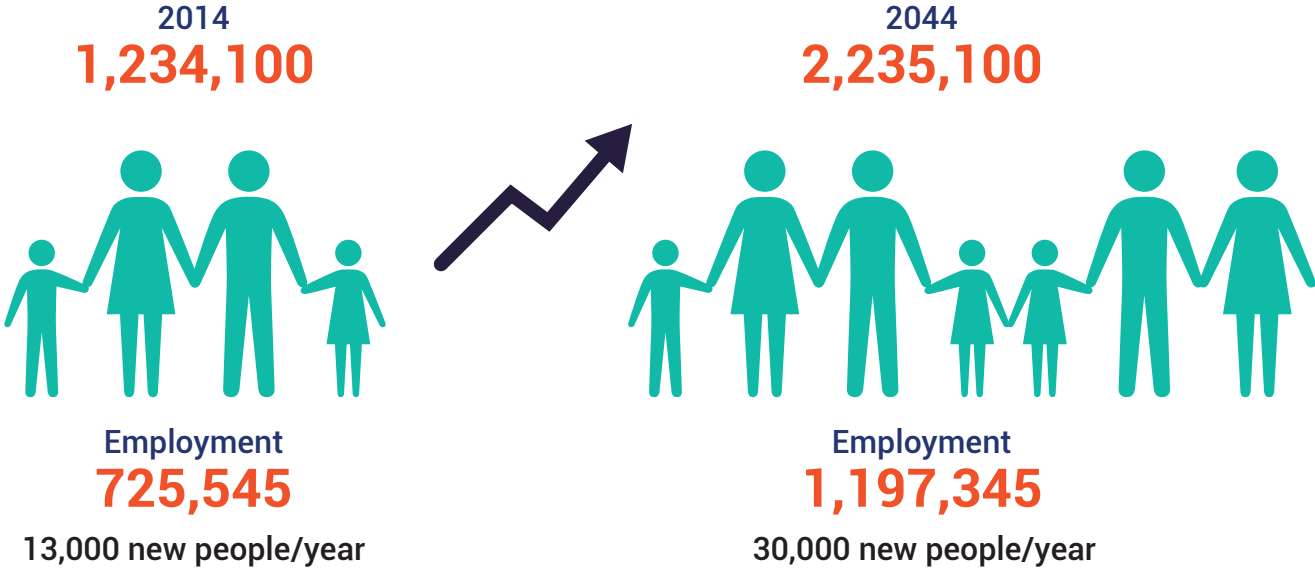
By 2044, the Region will be significantly larger and more complex. The Region will grow by an additional one million people and nearly 470,000 jobs. **Schedule 1: Employment and Population Projections 2014-2044** provides population and employment projections to 2044 by member municipality. These are long term projections, based on the best available data today, and acknowledge that within this 30 year planning period, there will be economic cycles and demographic shifts.

To sustain long term population and employment growth, the Region needs to retain and attract residents, employees and employers. Growth will rely on national migration and immigration, and in particular attracting young adults and families. This is in keeping with the Region's current demographic profile as the youngest metropolitan area in Canada, with 40% of the Region's population under 30.<sup>4</sup> At the same time the population is aging. It is imperative to plan growth in a manner that will continue to draw and retain this population and its evolving needs. This includes more housing choice, more services and amenities, and viable transportation options to meet the evolving needs of young people, newcomer families and seniors. To be prepared for the demands of the future, the Region needs housing, transit, infrastructure and amenities in the right places.

Over 470,000 new jobs will be created in the Region by 2044, with a large concentration in Edmonton and dispersion across large-scale major employment areas.<sup>5</sup> With boom and bust cycles of the resource economy and a global shift to green energy, the Region needs to diversify the economy and to compete on the global stage to sustain job growth. The Region has sufficient employment land to accommodate job growth for the next thirty years, but needs to ensure

infrastructure and transportation networks connect people, services and jobs to employment areas and global markets.

Given the rapid growth forecast over the next thirty years and the anticipated complexity and scale of the Region by 2044, it is imperative that we get it right. Chapter Three outlines a framework to do so.



<sup>4</sup> Statistics Canada, 2011  
<sup>5</sup> Employment Analysis, Applications Management, 2016



Member Municipality	Population Projections*			Employment Projections**	
	2014	Low 2044	High 2044	2014 Employment	2044 Employment
Beaumont	15,400	36,800	59,800	2,474	8,022
Bon Accord	1,600	2,700	3,300	200	412
Bruderheim	1,300	2,400	3,000	300	551
Calmar	2,100	3,500	4,200	508	802
Devon	7,000	11,200	13,200	1,930	3,110
Edmonton	861,900	1,361,700	1,470,800	564,098	909,065
Fort Saskatchewan	21,100	43,600	63,500	12,341	21,275
Gibbons	3,200	5,400	6,400	651	1,135
Lamont	1,900	3,100	3,800	900	1,802
Lamont County	4,200	7,200	8,500	1,625	2,566
Leduc	26,300	49,600	68,000	16,230	23,985
Leduc County	14,100	19,300	23,200	20,339	46,669
Legal	1,400	2,200	2,700	300	680
Morinville	9,200	15,200	17,900	2,779	4,344
Parkland County	31,800	42,700	50,000	11,700	20,550
Redwater	2,200	3,100	4,800	800	1,681
Spruce Grove	28,400	51,600	69,600	11,348	19,043
St. Albert	64,300	90,100	118,000	21,140	35,437
Stony Plain	16,700	32,200	40,000	6,755	12,452
Strathcona County	96,800	138,000	160,000	39,888	68,671
Sturgeon County	20,600	31,000	39,200	7,555	12,406
Thorsby	1,000	1,700	2,200	1,084	1,457
Wabamun	700	1,100	1,400	200	376
Warburg	900	1,300	1,600	400	654
Total Region	1,234,100	1,956,700	2,235,100	725,545	1,197,345
Edmonton Only	861,900	1,361,700	1,470,800	564,098	909,065
Excluding Edmonton	372,200	595,000	764,300	161,447	288,280

SCHEDULE 1:

Population and Employment Projections 2014 to 2044

These are the consolidated CRB accepted employment and population projections from 2014 to 2044.\*\*\*

Population adjustments have been made to reflect the results of 2014 municipal censuses.

\*Accepted by Board Decision, May 14, 2015  
\*\*Accepted by Board Decision, February 11, 2016  
\*\*\*These projections reflect adjustments to the 2013 projections based on updated municipal census data and further analysis of existing employment data.

CHAPTER 3:

FRAMEWORK FOR RESPONSIBLE GROWTH

This Growth Plan provides a comprehensive and integrated policy framework for managing growth and implementing the 50 year vision and guiding principles, one which is tailored to the context of the Region. The framework incorporates six overarching strategies for planning and managing both population and employment growth through a holistic approach.

The Plan is not a “one size fits all” solution, but applies the same principles, strategies and objectives across the Region in a contextually sensitive manner. It provides direction for managing growth to conserve and protect what is valuable, striving to increase livability and global economic competitiveness.

3.1

Key Strategies for Planning and Managing Growth

Global Economic Competitiveness

The future well being of the Region and its residents depends largely on its economy and the ability to compete on the national and world stage. There is ample opportunity to use our economic strengths and social and educational resources to diversify and enhance the Region's economy. The Plan's policies provide direction to achieve and sustain global economic competitiveness and increase economic resiliency.

Responsible Growth

The Region is committed to pursuing responsible growth – using land and resources efficiently for the benefit of current and future generations. Within this context, responsible growth includes: wisely managing the Region's prime agricultural land base to ensure long term viability and food security, maximizing the use of existing and planned infrastructure and services, conserving the Region's natural assets, and ensuring financially sustainable regional growth over the long term.



Alberta's Industrial Heartland



### Integrating Land Use and Infrastructure

Infrastructure and land use planning are two integral components of any growth plan. The efficient use of infrastructure and land requires planning these two elements together rather than in isolation. Planning for growth in a responsible manner requires aligning existing and planned infrastructure with development. Key to success is thinking in an integrated manner about where people live, work, shop, how they move through the Region, and planning how best to connect those places together.

### Compact and Contiguous Development

Compact and contiguous development helps to achieve responsible growth through the efficient use of land and resources. A compact land use pattern can include a mix of uses and higher density development such as detached and semi-detached houses on small lots as well as townhouses, walk up apartments, multi-storey commercial developments, and apartments or offices above retail development. It creates walkable neighbourhoods where multi-modal transportation options can be provided efficiently. Contiguous development means developing new urban areas as part of existing urban communities and logically extending infrastructure and services. Combining compact and contiguous development patterns reduces the cost to build, maintain and operate infrastructure and services.



### Agricultural Viability

Regional growth needs to be carefully managed to ensure the long term viability of the agricultural sector. The Plan addresses this issue from multiple standpoints to provide for food production and food security over the long term, and contribute to the Region’s economic prosperity and diversification. Agricultural viability requires conserving prime agricultural lands for farmland, limiting fragmentation and conversion of the agricultural land base to non-agricultural uses, and fostering growth and diversification through value added productions within the agricultural sector and supportive infrastructure investments.

### Complete Communities

This Plan aims to create complete communities at a variety of scales and contexts across the Region. Complete communities meet people’s needs for daily living at all ages and provide convenient access to a mix of jobs, local services, a full range of housing, community infrastructure and multi-modal transportation choices. For planning purposes, complete communities at the regional scale are focused on hard infrastructure, land use, transportation and development patterns. This Plan acknowledges but does not address the soft infrastructure components of a complete community including culture, health, education, law enforcement and emergency services. The elements of a complete community can be provided at different levels, appropriate to the size and scale of the community. A small hamlet, for example, will not be able to provide all these elements but a larger urban centre could meet many of those needs. The network of complete communities creates a complete Region.

# 3.2

## Edmonton Metropolitan Regional Structure

“The tiered policies for growth and the measurements for their effectiveness are the keys to regional long term success. Transit oriented densification in the core, a focus on putting people where the jobs will be, and appropriate integration of our next million people throughout the Region – this is thoughtful leadership of the best kind. Proud to be part of it.”



Mayor Don Iveson  
City of Edmonton

The Regional Structure depicted on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044** (page 27) provides the framework for managing economic, employment and population growth. It recognizes the Region's diverse urban and rural contexts and provides a tiered policy approach to establish a compact and contiguous development pattern.

The Regional Structure reinforces existing urban communities and major employment areas, and builds on existing infrastructure and land use patterns. The Regional Structure includes two elements - policy tiers and structure components. This Regional Structure replaces the Priority Growth Areas (PGAs) and Cluster Country Residential Areas (CCRAs) and associated maps in the 2010 Growth Plan and Addenda and provides a more strategic approach to plan and manage growth across the Region.

### Policy Tiers

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

The Regional Structure introduces three policy tiers: **rural area, metropolitan area and metropolitan core**. These tiers reflect and respond to the diversity within the Region and are depicted conceptually on **Schedule 2**. The policy tiers provide a mechanism to introduce tailored policies and targets to respond to different urban and rural contexts, addressing unique growth challenges in the Region and in some cases, policies that apply to one or more of the tiers. The intent is that each community in the Edmonton Metropolitan Region will grow in a responsible, compact and contiguous manner, but in a form and at a scale appropriate to the corresponding policy tier.

- **Rural Area** is defined as the wider Edmonton Metropolitan Region, consisting of rural working landscapes with agricultural lands, major employment areas and local employment areas, natural living systems, recreation areas and resource extraction areas, counties, towns, villages, incorporated hamlets and country residential development with some local levels of service and community amenities.
- **Metropolitan Area** is defined as the area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas, and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure. The metropolitan area encompasses the highest concentration of existing and future urban development in the Region, and reflects the general direction of future urban growth. It is not intended that the metropolitan area form a growth boundary, or that all of the lands within the metropolitan area will be urbanized by 2044.
- **Metropolitan Core** is defined as the contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and the highest concentration of regionally significant amenities and services, including downtown Edmonton.

Each policy tier's general character, types of centres, and directions for accommodating growth are described in detail in **Table 1A-C** on the following pages.



### The Policy Tiers: Types of Centres, Community Characteristics and Growth Directions

The following provides an overview of the characteristics of each policy tier and the types of centres and levels of service within each tier and how growth is anticipated to be accommodated within each tier.

TABLE 1A:

Rural Area



Description	Types of Centres and Community Characteristics	Growth Directions
<ul style="list-style-type: none"><li>• Small urban communities;</li><li>• Existing and planned country residential areas;</li><li>• Major employment areas, local employment areas and resource extraction areas;</li><li>• Local and sub-regional levels of service;</li><li>• Potential for lifeline transportation to some urban communities; and</li><li>• Rural working landscapes, natural resource assets, agricultural lands and pipeline, power and recreation corridors and natural living systems.</li></ul>	<p><b>Rural Centres</b></p> <p>Rural centres provide level of service consisting of:</p> <ul style="list-style-type: none"><li>• local employment;</li><li>• convenience retail and small scale entertainment uses;</li><li>• some levels of primary education;</li><li>• facilities that accommodate community gathering space and limited recreation opportunities;</li><li>• potential for lifeline transportation services;</li><li>• limited government services; and</li><li>• potential for small medical offices.</li></ul> <p><b>Sub-Regional Centres</b></p> <p>Some rural centres have a role as service centres for the surrounding rural area and have been identified as sub-regional centres and provide a local level of service consisting of:</p> <ul style="list-style-type: none"><li>• local employment;</li><li>• convenience and major retail and entertainment;</li><li>• all levels of primary and secondary education;</li><li>• major community centres and recreation facilities;</li><li>• lifeline transportation services with potential for local or commuter transit service;</li><li>• some government services;</li><li>• emergency medical services*;</li><li>• community health centres; and</li><li>• social and supportive services to support non-market housing.</li></ul>	<ul style="list-style-type: none"><li>• Encourage growth in existing towns, villages and growth hamlets in the built-up urban area and brownfield sites and plan and develop compact and contiguous greenfield areas to optimize servicing capacity and transportation connections;</li><li>• Plan and build rural centres and sub-regional centres with a mix of land uses and higher densities;</li><li>• Permit infill and build out of existing country residential areas in accordance with existing zoning and land use permissions and in new areas, subject to specific criteria;</li><li>• Support employment growth in the major employment areas including Alberta's Industrial Heartland and regional airports, local employment areas, within rural/sub-regional centres and within agriculture, forestry, resource extraction and processing areas; and</li><li>• Promote the growth and diversification of the agricultural sector.</li></ul>

\* The exception is Lamont Health Care Centre, which provides a higher level of service.

TABLE 1B:

Metropolitan Area



Description	Types of Centres and Community Characteristics	Growth Directions Summary
<ul style="list-style-type: none"><li>• Contiguous urban settlement pattern;</li><li>• Major employment areas and local employment areas;</li><li>• Cultural and health facilities and major commercial centres;</li><li>• Urban levels of service; and</li><li>• Regional commuter transit service with varying levels of local service and park and ride facilities.</li></ul>	<p><b>Urban Centres</b></p> <p>Urban centres provide a sub-regional level of service consisting of:</p> <ul style="list-style-type: none"><li>• a broad base of service, office, government and institutional employment;</li><li>• convenience and major retail and entertainment uses;</li><li>• all levels of primary and secondary education and potential for satellite campuses of post-secondary institutions;</li><li>• major community centres and recreation facilities;</li><li>• local and commuter transit service;</li><li>• some government services;</li><li>• emergency medical services;</li><li>• hospitals or community health centres; and</li><li>• social and supportive services to support non-market housing.</li></ul>	<ul style="list-style-type: none"><li>• Encourage intensification of built-up urban areas including brownfield sites to optimize existing and planned infrastructure;</li><li>• Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types;</li><li>• Plan and build transit oriented development (TOD) with higher densities and foster active transportation opportunities;</li><li>• Support employment growth in major employment areas, local employment areas and within urban centres and TOD centres and encourage the growth of institutional, health and education sectors;</li><li>• Promote the diversification and growth of the agricultural sector including urban agriculture in an urban context; and</li><li>• Support the development of market affordable and non-market housing and support services.</li></ul>



TABLE 1C:

Metropolitan Core



Description	Types of Centres and Community Characteristics	Growth Directions Summary
<ul style="list-style-type: none"><li>• Highest urban density;</li><li>• Regional levels of service;</li><li>• Concentrated employment node consisting of downtown Edmonton; and</li><li>• Interconnected higher order transit with LRT network connecting to inner parts of metropolitan area.</li></ul>	<p><b>Downtown Edmonton</b></p> <p>Downtown Edmonton is recognized as the primary centre within the Edmonton Metropolitan Region and will be planned to deliver the highest level of regional service consisting of:</p> <ul style="list-style-type: none"><li>• a broad base of employment including the regionally significant central business district;</li><li>• all types of convenience, major and specialized retail and regional cultural and entertainment uses;</li><li>• all levels of primary, secondary and post-secondary education institutions, regional sports and entertainment facilities, and cultural amenities;</li><li>• bus, rail and commuter transit service;</li><li>• provincial legislature and all levels of government services – federal, provincial and municipal;</li><li>• regional hospitals and specialized health care facilities such as the Cross Cancer Institute, Mazankowski Alberta Heart Institute and Stollery Children’s Hospital; and</li><li>• the highest concentration of social and supportive services in the Region.</li></ul>	<ul style="list-style-type: none"><li>• Encourage intensification in built-up urban areas including brownfield sites to optimize existing and planned infrastructure;</li><li>• Plan for and build transit oriented development with the highest level of density in the Region in areas with existing and planned LRT service;</li><li>• Continue to develop downtown Edmonton as a major employment area with a mix of uses and activities with high density residential development as well as commercial, institutional and office employment; and</li><li>• Support the development of market affordable and non-market housing and support services.</li></ul>

Structure Components

The following provides descriptions of the structure components shown on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044**. These descriptions should be read together with the regional policies and the implementation plan. These components provide the basis for defining matters of regional significance and identifying geographic elements where growth may and may not be anticipated. Each component has an important role to play in the Region, and has corresponding Growth Plan policies to provide direction. The Structure identifies the general locations (not parcel based boundaries) of the components. Other Schedules in the Plan provide further detail on the components.

Existing Developed Areas:

**Built-up Urban Areas:** are defined as all lands located within the limits of the developed urban area within plans of subdivision that were registered as of December 31, 2016. Built-up urban areas are shown conceptually on **Schedule 2** and will be delineated in detail by member municipalities as part of the implementation of this Plan.

**Country Residential Areas:** are defined by existing municipal bylaws as country residential areas with municipal zoning or designations in place as of December 31, 2016. **Schedule 2** depicts the existing country residential areas with municipal zoning or designations in place as of December 31, 2016.

Range and Type of Centres:

**Schedule 2:** identifies a network of centres in the Region, reflecting the differing roles, levels of service and ability to accommodate growth. Centres are key community focal points that offer opportunities to align higher levels of density,

services, and connectivity with transportation and transit and to focus on placemaking.

**Rural Centres:** urban areas within the rural area that provide a local level of service to serve their own community with potential to accommodate higher density mixed use development, appropriate the scale of the community. Rural centres include central areas of towns, villages and some growth hamlets.

**Sub-Regional Centres:** centres that provides a sub-regional level of service to meet the needs of their own communities and those in the wider area within the rural area. Sub-regional centres have potential to accommodate higher density mixed use development, appropriate to the scale of the community.

**Urban Centres:** central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed use development at higher intensities, and include downtowns and central areas of urban communities.

**Downtown Edmonton:** the regional scale centre in the metropolitan core and the central core of the City of Edmonton, with a concentration of regionally significant amenities and services, the highest levels of residential and employment density, mixed use development, higher order transit services and active transportation options.

**Transit Oriented Development (TOD) Centres:** to capitalize on investments in existing and planned higher-order transit, areas around major transit stations where transit oriented development with mixed use development and/or intensive employment uses should be planned. The City of Edmonton's TOD Guidelines for planned TOD Centres are shown with refinements based on directions from this Growth Plan.

**Transit Corridors:** existing and planned dedicated right of way for transit vehicles (buses or trains) or a right of way for a multitude of modes. Existing and planned transit corridors will accommodate bus service and/or rail transit.

**Major Employment Areas:** areas with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. This includes existing larger scale urban and rural industrial parks, Alberta's Industrial Heartland, the lands around Edmonton International Airport and regional airport.

**Natural Living Systems:** a system of natural features and areas, linked and connected by natural corridors that are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These are areas where development should not occur and specific conservation and mitigation measures may be required to protect the integrity across the system. These areas include the North Saskatchewan River Basin, national and provincial parks and other areas of ecological significance.

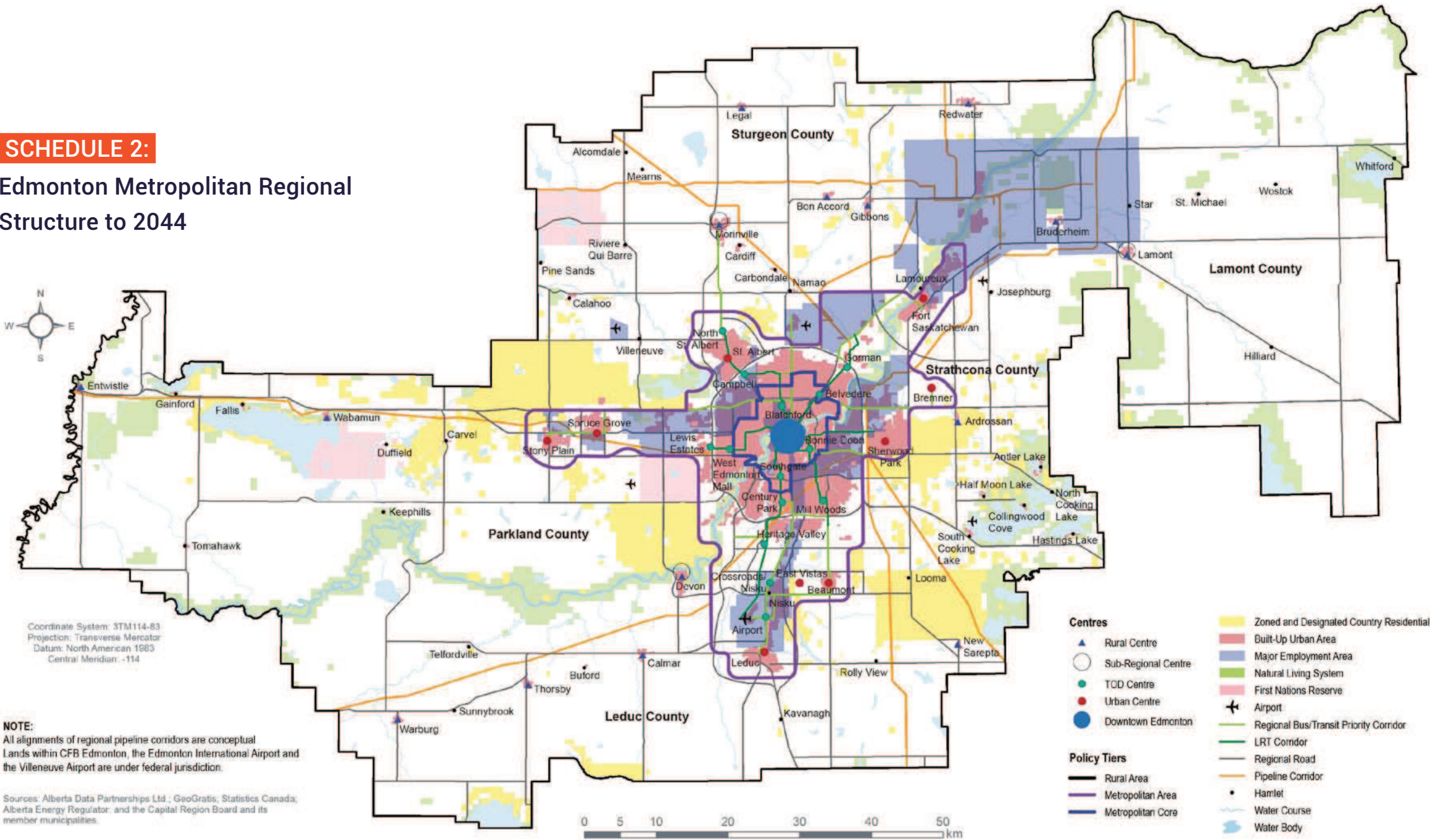
**Airports:** Edmonton International Airport is an important economic asset at the heart of a growing regionally significant cluster, known as Aerotropolis. The airport will be one of the driving forces for growth and will shape development patterns in the Region to 2044. The Region's other three airports are also identified as regional transportation infrastructure.

**Regional Infrastructure:** significant infrastructure corridors need to be accommodated in planning for growth. Regional infrastructure includes infrastructure developed by one or more levels of government and/or regional service commissions to provide services to citizens and businesses, and to support the function of a regional economy. This includes transportation and energy corridors.



SCHEDULE 2:

Edmonton Metropolitan Regional  
Structure to 2044









An aerial photograph of a rural landscape. A winding river flows through the foreground and middle ground, surrounded by lush green fields. In the background, there are patches of brown and tan fields, some forested areas, and a distant town with many small buildings. The sky is clear and blue.

# PART B

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# Regional Policies



CHAPTER 4:

REGIONAL POLICY AREAS

The Edmonton Metropolitan Region Growth Plan covers six interconnected regional policy areas. The policy areas respond to the challenges and opportunities facing the Region to 2044, and advance the 50 year vision and guiding principles for planning and managing growth. The policy areas are interrelated and where pertinent, areas of integration are identified.







# 4.1

## Policy Interpretation

### How to interpret the policies:

1. The **policies** in **Part B** and **implementation sections** in **Part C** of this Plan along with the **schedules** and **glossary** of this Plan shall be read and interpreted together as an integrated policy framework.
2. The **policies** of this Plan apply to all lands within the Region, except for those lands owned or under federal jurisdiction, such as airports, military bases and First Nations Reservations.
3. Phrases in **italics** are defined policy terms and are included in the **glossary**. Additional terms are included in the **glossary** to assist in understanding the policy intent and context.
4. The preamble introductory text and footnotes provide context and background and are intended to assist in understanding the intent of the policies, but are not policy.
5. The policies apply to the three **policy tiers**: *rural area*, *metropolitan area* and *metropolitan core*. Policies apply to the entire Region unless a specific tier is indicated.
6. To implement the Edmonton Metropolitan Regional Structure, member municipalities shall refer to the **Municipal Planning Toolkit**.
7. Population and employment projections are presented as a planning tool to provide direction on the amount of growth projected and its anticipated distribution across the Region over the next thirty years. The projections do not constitute a limit on the amount of growth of any individual municipality. Where the population and employment projections are referenced in the policies, the projections should be used to ensure the Region is planning to accommodate projected growth in a way that is consistent with the guiding principles, objectives and policies of this Plan.
8. Where the Plan policies contain a list of sub-policies or criteria, they shall all be required to be met, unless otherwise noted.
9. All provincial and federal policies and regulations in effect shall apply. If the application of a target or a policy conflicts with a provincial and federal policy and/or regulation, the provincial and federal policy and/or regulation shall prevail.
10. All instances of the word: "must", "shall" or "will" are elements that municipalities must conform with through their statutory plans to fully implement this Plan. All instances of the word "should" are elements expressing recommendations.
11. The **Plan Appendices** are tools to provide direction to implement the Plan, but are not policy. The Appendices may be subject to further elaboration and refinement following the approval of this Plan.

## POLICY AREA 1:



# Economic Competitiveness and Employment



Edmonton International Airport  
Source: Ellis Don

## GUIDING PRINCIPLE

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

## OBJECTIVES

- 1.1 Promote global economic competitiveness and diversification of the regional economy
- 1.2 Promote job growth and the competitiveness of the Region's employment base
- 1.3 Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region
- 1.4 Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce



This policy area advances the regional economic development policies from the 2010 Growth Plan and integrates the policy directions from the Energy Corridors Master Plan, with an emphasis on global economic competitiveness and regional economic prosperity. Global economic competitiveness and employment growth will be supported by other regional economic development initiatives pursued by the CRB, member municipalities and other regional stakeholders.

The Edmonton Metropolitan Region is the major economic hub for northern Alberta. It has significant competitive advantages: a strong, knowledge based energy sector, skilled workforce, opportunities for growth and diversification to green energy and technology, proximity to resources and markets, high quality agricultural lands and resource areas, institutional capacity in research and education, and strong connections to northern Canada.

The Region needs to leverage these considerable assets to position itself as a global competitor for investment, jobs, markets and a magnet for talented people. The global marketplace poses challenges - increased competition for goods, services and labour, but also significant opportunities for access to markets, a mobile workforce and the free flow of data and information. The Plan sees collaboration among the 24 member municipalities as the catalyst to transform the Region into a thriving, efficient and diverse powerhouse that will attract new workers and international investment, support the growth of existing sectors already here and encourage new sectors.

This Plan provides regional direction to promote job growth and competitiveness of the Region's employment base – including regionally significant major employment areas, and resource based assets related to agriculture, resource extraction and forestry.



**“Planning now with a focus on global economic competitiveness and employment and the issue of climate change is critical... It’s forward thinking that, along with the Region’s innovative and entrepreneurial spirit, will pay off across the board. Thinking about how we will live and work together is as important as how prosperous we will be.”**



**Councillor Cathy Heron,**  
City of St. Albert

Major employment areas include regionally significant areas with a concentration of employment-related uses. Approximately 60% of all jobs in the Region are currently located within these areas, and they are anticipated to continue to experience significant job growth to 2044.<sup>6</sup> These areas vary in their roles and specializations, from downtown Edmonton, which serves as the Region’s office, commercial and cultural core, to large scale industrial areas and Alberta’s Industrial Heartland. This Plan provides directions to protect these lands for future employment uses, and improve infrastructure and transportation connections to ensure these areas can accommodate future employment growth. Job growth will also be important within urban communities in smaller scale local employment areas and within mixed use areas within the metropolitan area and rural area.

Coordinating and aligning regional infrastructure and enhancing regional assets are essential to achieving global economic competitiveness and regional prosperity. This Plan incorporates policy directions from the Energy Corridors Master Plan and other regional initiatives to protect, prioritize and strategically develop integrated infrastructure, transportation, transit, pipeline and energy corridors with connections via the Edmonton International Airport to Fort McMurray in the near north, territories in the North, and Calgary and the United States in the south, and cross-Canada connections from east to west. While the Region has a resource-based economy, recent growth in technology, health, education and culture means that these sectors are anticipated to be strong drivers. This Plan also recognizes that the Edmonton International Airport, Port Alberta and related Aerotropolis make up an important regionally significant economic generator. Growing this economic cluster and protecting for infrastructure and energy corridors will be critical to advancing the Region’s supply chain and ability to connect to global markets.

<sup>6</sup> Employment Analysis, 2014-2044, Applications Management, 2016



Prosperity and growth rely on people who want to live and work in the Region. By 2044, the Region’s labour force will grow to nearly 1.2 million, an increase of 470,000 new jobs. Those jobs will attract workers who want not just work, but a good quality of life, with diverse housing options, educational opportunities, recreational and cultural amenities and more. The Plan recognizes these regional assets as critical to attracting investment and jobs and attracting and retaining talent to ensure the Region remains globally economically competitive. Accordingly, there is a strong connection between this policy area and several others: the Integration of Land Use and Infrastructure, Transportation Systems, and Communities and Housing. This integrated approach will deliver more complete communities to meet the diverse housing, transportation and social and cultural needs of the people who live in the Region, today and in the future.

**SCHEDULES AND TABLES REFERENCED IN THIS POLICY AREA:**

- **Schedule 1:** Population and Employment Projections 2014-2044 (p19)
- **Schedule 3A:** Major Employment Areas (p37)
- **Schedule 3B:** Planned and Local Employment Areas (p38)
- **Schedule 3C:** Existing Resource Based Economic Assets (p39)
- **Schedule 8A:** Infrastructure Corridors (64)
- **Schedule 8B:** Energy Corridors (p65)
- **Table 1A-C:** The Policy Tiers, Types of Centres, Community Characteristics and Growth Directions (p23-25)



**OBJECTIVE 1.1****Promote global economic competitiveness and diversification of the regional economy****Policies**

- 1.1.1** Global economic competitiveness and diversification in the Region will be promoted by:
- a. identifying and enhancing *regional assets*;
  - b. developing the Region as a hub and gateway to Northern Alberta and Canada by expanding sectors related to government, education, health, culture, agriculture and the arts;
  - c. encouraging diversification of the energy sector to attract and support green energy, manufacturing and technology industries;
  - d. supporting the growth of sectors related to and not limited to finance, health, the knowledge-based economy, manufacturing and logistics;
  - e. coordinating sustained investment in infrastructure and planning for the efficient movement of goods, services and people;
  - f. supporting efforts to improve information and communications technology across the Region;
  - g. defining and protecting *major employment areas* to provide for employment growth;
  - h. attracting and retaining investment, businesses and workers by sustaining the high quality of life within the Region;
  - i. supporting resource extraction and forestry activities;

- j. promoting the growth and diversification of the agricultural sector related to food production, value-added activities, processing and distribution;
- k. identifying and promoting opportunities for tourism and recreation including planning and developing *recreation corridors* throughout and beyond the Region;
- l. contributing to and supporting regional economic development initiatives and initiatives pursued by member municipalities and other regional stakeholders; and
- m. supporting efforts to market and promote the Region in the national and global marketplace.

**“Arguing for a focus on energy and its value chain isn’t about building a case for more of the same. It’s an argument for leveraging and stacking on this critical area of strength.”**

**Jeremy Heigh,**  
Sift Everything, Choose to Lead: Building on the Competitive Advantages of the Capital Region, November, 2014



**NAIT Alternative Energy Technology**  
Source: NAIT, flickr

OBJECTIVE 1.2

Promote job growth and the competitiveness of the Region’s employment base

Policies

- 1.2.1** An adequate supply of lands shall be identified and protected by member municipalities to accommodate the employment projections in **Schedule 1** and provide a variety of employment types and support economic diversification.

**1.2.2** Employment growth will be accommodated in:

  - a. *major employment areas* and *centres* indicated on **Schedule 3A**;
  - b. planned employment areas and smaller-scale *local employment areas*<sup>7</sup> indicated on **Schedule 3B**;
  - c. within *urban communities* and within *centres* in a *compact form*;
  - d. in resource-based areas related to resource extraction and forestry and indicated on **Schedule 3C**; and
  - e. on agricultural lands for agricultural purposes.

**1.2.3** Within *major employment areas*, growth will be accommodated by:

  - a. supporting employment intensive land uses with a range of employment types including commercial, industrial and institutional uses;
  - b. planning for and promoting *intensification* and increasing employee density in areas with *multi-modal transportation* access in the *metropolitan core* and *metropolitan area*;
- c. planning and coordinating infrastructure to support current and future employment and diversification opportunities; and
  - d. supporting *mixed use development*, office and institutional uses in *downtown Edmonton*.

**1.2.4** *Regional infrastructure* investment, including municipal services, telecommunications and utilities, will support commercial and industrial development, economic diversification opportunities and job growth in *major employment areas*.

**1.2.5** The *conversion* of employment uses to non-employment uses in *major employment areas*, with the exception of *downtown Edmonton*, will be evaluated as part of a comprehensive review through a municipal development plan update or amendment. Conversion will only be considered if the review demonstrates that:

  - a. there is a need for the *conversion* to support employment and population growth;
  - b. the lands are not required over the horizon of this Plan for employment purposes;
  - c. the member municipality will maintain sufficient employment lands to accommodate projected employment growth to the horizon of this Plan;
- d. the *conversion* and proposed uses will not adversely impact the overall viability of the *major employment area*;
  - e. there is existing or planned infrastructure to accommodate the proposed land use; and
  - f. cross-jurisdictional issues have been considered.

**1.2.6** Employment growth outside of *major employment areas* will be accommodated by:

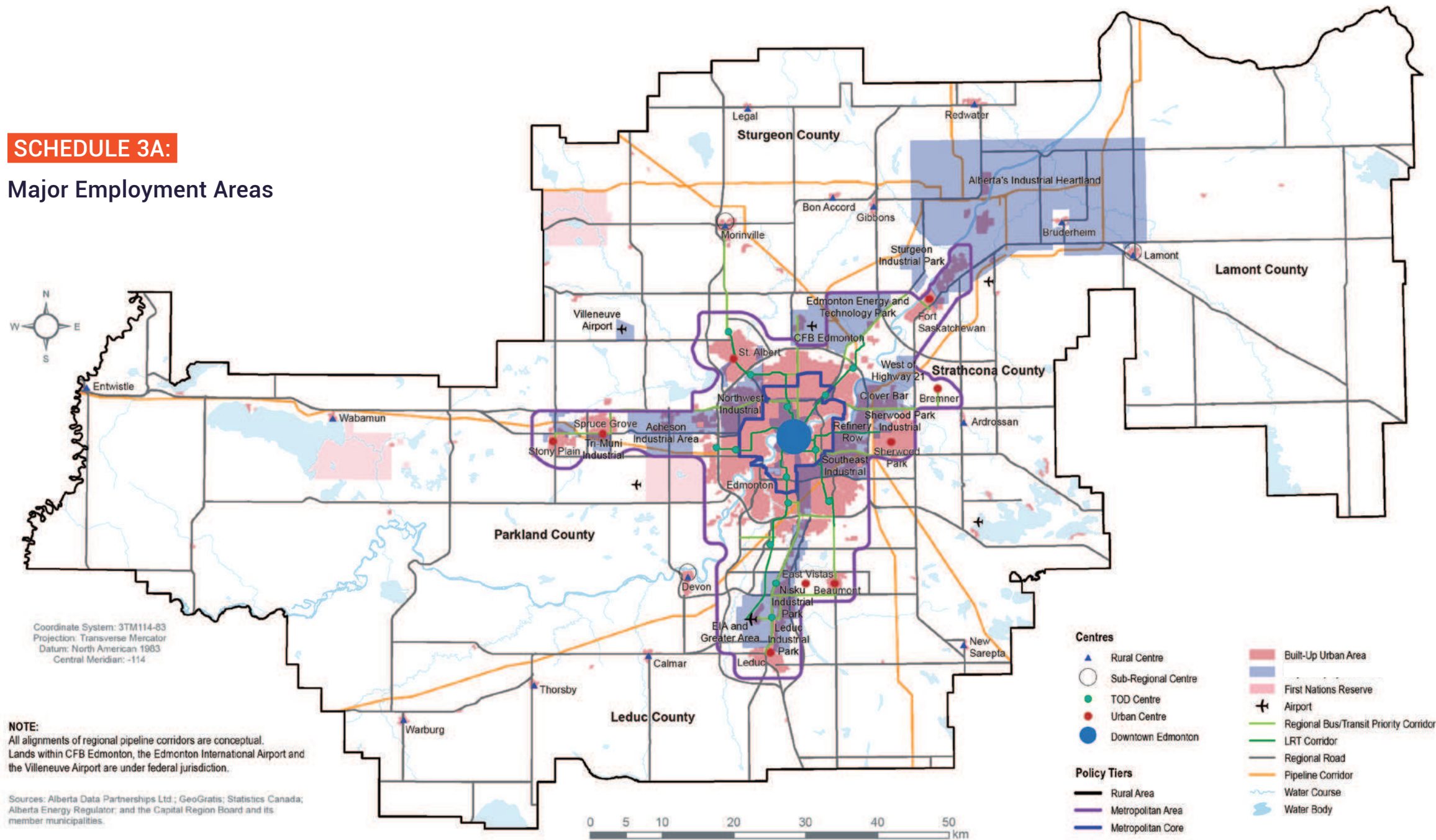
  - a. supporting the designation and growth of *local employment areas*, generally in accordance with **Schedule 3B**, for locally relevant business and economic activities to support complete communities and strive for a diversified tax base;
  - b. promoting the growth of the agricultural sector and resource-based economic activities to optimize resource-based assets, generally in accordance with **Schedule 3C**; and
  - c. directing higher density commercial, institutional and office uses to *mixed use* areas and corridors with *multi-modal transportation* access within *urban communities* including *centres* and encouraging the *intensification* of these areas.

<sup>7</sup> Local employment areas are identified and designated by member municipalities. **Schedule 3B** indicates all local employment areas designated for commercial, industrial, institutional and mixed use purposes per local land use designations and statutory plans, and is provided for information purposes only.



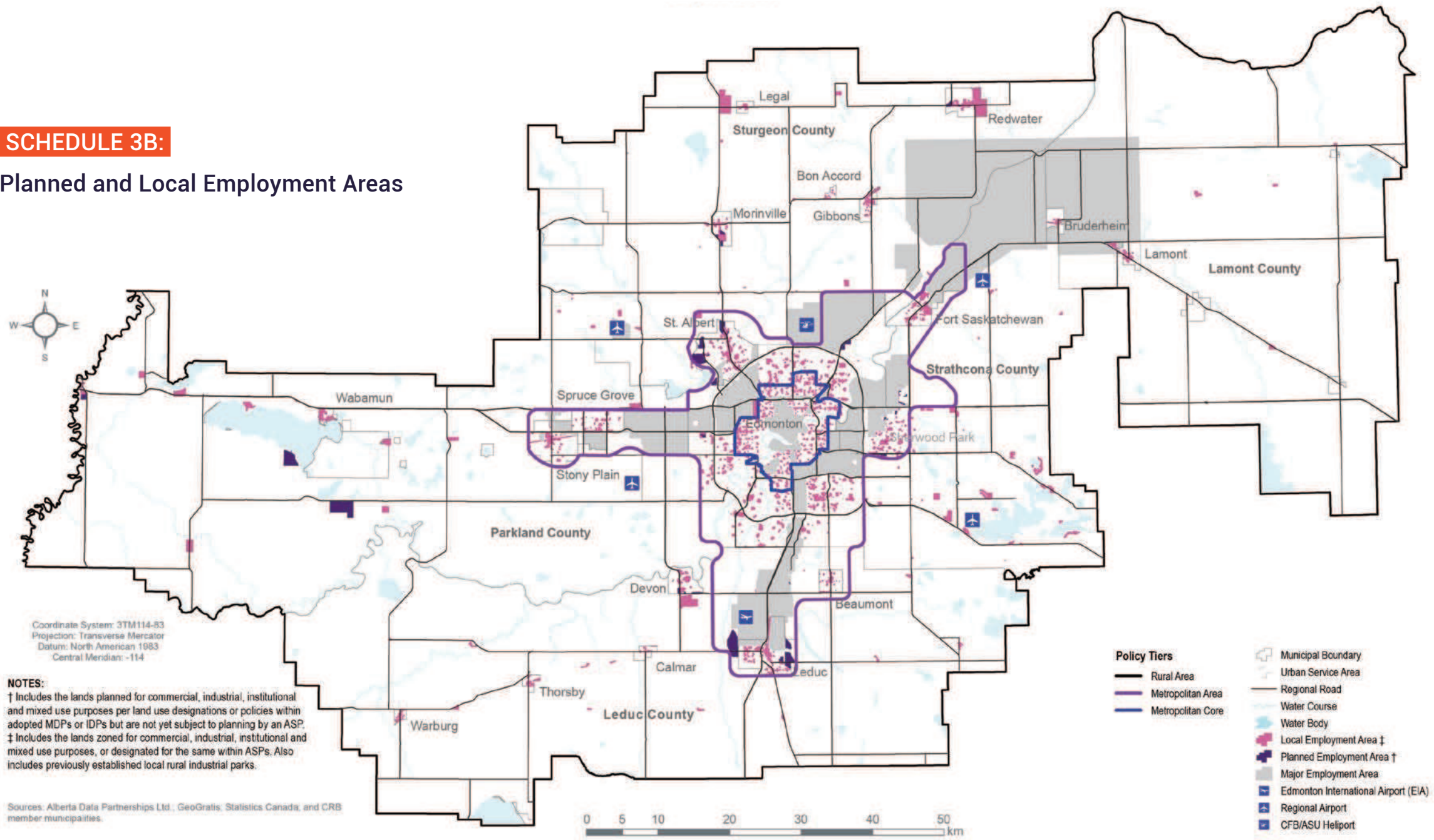
**SCHEDULE 3A:**

**Major Employment Areas**



SCHEDULE 3B:

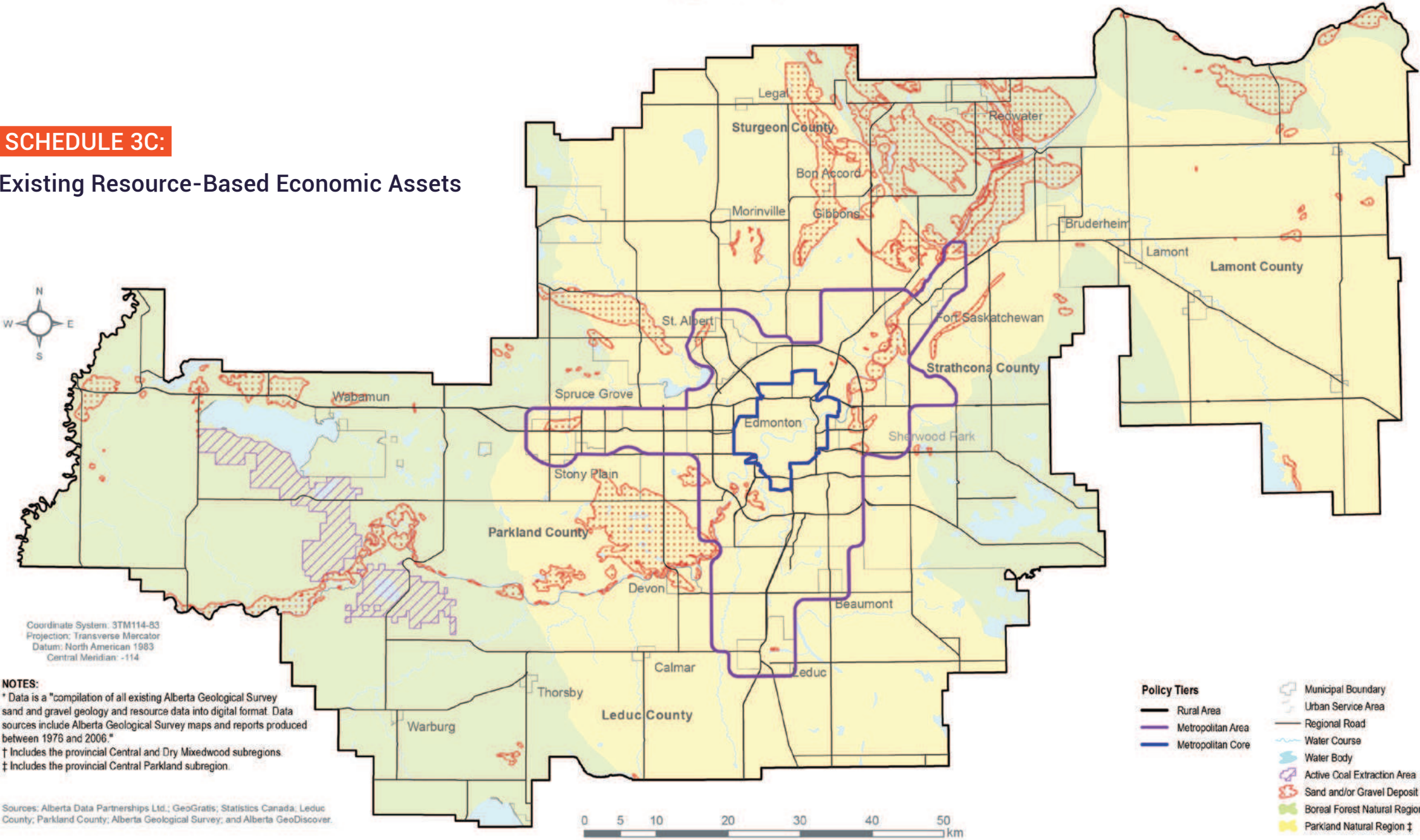
Planned and Local Employment Areas





**SCHEDULE 3C:**

**Existing Resource-Based Economic Assets**





**OBJECTIVE 1.3****Enhance global economic competitiveness through the efficient movement of people, goods and services to, from and within the Region<sup>8</sup>****Policies**

- 1.3.1** The movement of people, goods and services to, from and within the Region will be enhanced to advance the Region as a gateway to Northern Alberta, Canada and the world by improving air, road and rail connectivity.
- 1.3.2** The coordination and planning of future *regional infrastructure* and *energy corridors* will be undertaken in collaboration with the CRB, member municipalities, utility commissions, the Government of Alberta and the energy sector. This will include:
- a. planning and investing in *regional infrastructure* and *energy corridors* to support growth in *major employment areas* and *centres*;
  - b. investigating, identifying and strategically developing *regional infrastructure* and *energy corridors* in accordance with the **Policy 4.6.2** and shown conceptually on **Schedules 8A- 8B**;
  - c. identifying and protecting new and planned *regional infrastructure* and *energy corridors* within *multi-use corridors*, where appropriate;
  - d. identifying, protecting and prioritizing lands for *energy corridors* in and out of the Region;
  - e. ensuring access to key upstream sources and their production destinations to connect to national and global energy markets;

- f. supporting the expansion of existing and planned *energy corridors* that contribute to the growth of the energy sector and regional economic prosperity; and
- g. supporting regionally significant initiatives such as *Port Alberta* and *Aerotropolis* to enhance the Region's supply chains and access to global markets.

**1.3.3** The Edmonton International Airport (EIA) is recognized as a regionally significant economic engine and transportation asset that will enhance the Region's connectivity to global markets and as a key enabler of the Region's global economic competitiveness.

**1.3.4** *Regional infrastructure* in the southern portion of the *metropolitan area* will be coordinated and aligned in collaboration between the Government of Alberta, the EIA and the Canadian Pacific Railway to support efficient access to the EIA and enable the growth of *Port Alberta* and the regional *Aerotropolis*.

**1.3.5** *Regional infrastructure* will be coordinated and aligned with the Government of Alberta, member municipalities and regional stakeholders to support the growth of Alberta's Industrial Heartland.



**CN Railway**  
Source: Kurt Bauschardt, flickr

<sup>8</sup> The Transportation Systems policy area provides specific policy direction with regards to the regional transportation system and the movement of people, goods and services. Refer to Transportation Systems objectives #1-3.



**OBJECTIVE 1.4****Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce****Policies**

- 1.4.1** To improve housing diversity in the Region, *market affordable* and *non-market housing* will be planned and developed within close commuting distance to *major employment areas* and within *centres*, appropriate to the level of service and amenities identified in **Table 1A-C**.
- 1.4.2** *Downtown Edmonton, urban centres, TOD centres, rural centres* and *sub-regional centres* will be planned and developed with a mix of jobs, services, amenities and diversity of housing and with *multi-modal transportation* access.
- 1.4.3** To attract and retain a diverse range of workers, *complete communities* will be planned and developed appropriate to the scale and level of service identified in **Table 1A-C** and in accordance with the Communities and Housing policies.



Downtown Edmonton



## POLICY AREA 2:



## Natural Living Systems

*Parkland County*

### GUIDING PRINCIPLE

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

### OBJECTIVES

- 2.1** Conserve and restore natural living systems through an ecological network approach
- 2.2** Protect regional watershed health, water quality and quantity
- 2.3** Plan development to promote clean air, land and water and address climate change impacts
- 2.4** Minimize and mitigate the impacts of regional growth on natural living systems



**This policy area updates and incorporates the principles and policies in the 2010 Land Use Plan to protect the environment and resources, with a broader focus on natural living systems and ecological networks.**

The Edmonton Metropolitan Region has a rich array of environmental assets, including, but not limited to environmentally sensitive areas, natural habitats, wildlife, watersheds and airsheds, that together make up the Region's natural living systems. This includes significant natural features such as the North Saskatchewan River Basin and ravine system, the Sturgeon River Valley, the Beaver Hills Biosphere, the Wagner Natural Area, Big Lake, Lake Wabamun, Pigeon Lake and Cooking Lake, among others. All of these natural features, together with national, provincial

and local parks, are important to the long term sustainability and resilience of the Region. They provide recreational opportunities for residents and visitors, and natural habitat for wildlife. However, urban expansion and industrial and resource-based development is putting tremendous pressure on the Region's natural living systems.

The Region is committed to environmental stewardship through responsible growth and protecting the natural environment through conservation and sustainable practices. First Nations peoples express a strong spiritual belief in protecting land and ecological systems, emphasizing the interconnections between the natural elements and the land. The Growth Plan adopts a similar approach, and views natural living systems as part of an ecological network. As such, this policy area must be considered in conjunction with other policy areas in this Plan. This holistic approach includes conserving and restoring these systems to maintain a healthy ecological network, which will increase biodiversity and conserve prime agricultural lands within the Region.

To address and respond to the impacts of climate change and increase resiliency, this Plan emphasizes compact and contiguous development patterns and transportation choice and promotes the use of low impact development and green building practices.

The health of all communities depends on the aquatic and terrestrial health of the Region's watersheds. As we grow, protection of watersheds is imperative to ensure a reliable supply of clean water for future generations. Natural resource extraction, a key economic activity in the Region, must be carefully planned and managed to minimize impacts on natural living systems. Water and air quality, habitat for terrestrial and aquatic organisms, and wildlife disturbance must all be taken into account. This policy area will align with provincial initiatives to manage cumulative effects on environmental health.

Objectives in this policy area promote the health of the environment, and the associated quality of life for citizens. Policies will achieve this by encouraging land use and development patterns that minimize loss, degradation and fragmentation of ecosystems, and by introducing mechanisms to identify, conserve and restore the Region's natural living systems.



**Healthy natural living systems & climate change adaptability**

**SCHEDULES REFERENCED IN THIS POLICY AREA:**

- **Schedule 4:** Natural Living Systems (p45)
- **Schedule 9:** Land Use Buffers (p66)

OBJECTIVE 2.1

Conserve and restore natural living systems through an ecological network approach

Policies

- 2.1.1 *Natural living systems* of regional, provincial and federal significance identified on **Schedule 4** will be *conserved* in addition to other natural features identified for protection under provincial and federal legislation to maintain and enhance the Region's biodiversity.
- 2.1.2 The Region will work together to conserve and restore the function, integrity and connectivity of *natural living systems* for the long term ecological and social benefit of the Region, including but not limited to:
  - a. watercourses;
  - b. surface water bodies;
  - c. regional and sub-regional *watersheds*;
  - d. crown reservations;
  - e. provincial parks and protected areas;
  - f. provincial *environmentally sensitive areas*;
  - g. the Beaver Hills Biosphere; and
  - h. key wildlife and biodiversity zones.
- 2.1.3 Conservation tools shall be used to minimize the loss and *fragmentation* of *natural living systems* through the implementation of the provincial Land-use Framework and North Saskatchewan Regional Plan.

OBJECTIVE 2.2

Protect regional watershed health, water quality and quantity

Policies

- 2.2.1 The provincial Water for Life and Alberta's Strategy for Sustainability will guide statutory plans, regional plans and *regional infrastructure* projects to protect, enhance, and restore the water quality in the Region. Statutory plans, regional plans and *regional infrastructure* projects will include policies and initiatives to:
  - a. conserve natural areas along waterways;
  - b. improve water quality and quantity;
  - c. incorporate best practices to minimize soil erosion, protect and enhance riparian zones, and conserve and enhance areas that contain habitat for significant, rare or endangered plant species; and
  - d. conserve *wetlands* with sufficient buffers to maintain their water quality and hydraulic function, as well as upland habitat necessary to support the life cycle needs of the wetland ecosystem.
- 2.2.2 In accordance with the Alberta Land Stewardship Act, member municipalities will adhere to the Groundwater Management Framework and the Water Management Framework for the North Saskatchewan Region. These provincial management frameworks provide guidance to protect *watershed* health and manage water quality and quantity in the North Saskatchewan River *watershed* including its sub-regional *watersheds*.
- 2.2.3 All *development* shall be required to comply with all applicable provincial and federal acts, regulations and guidelines with respect to water quality, flood plains and hazard management.

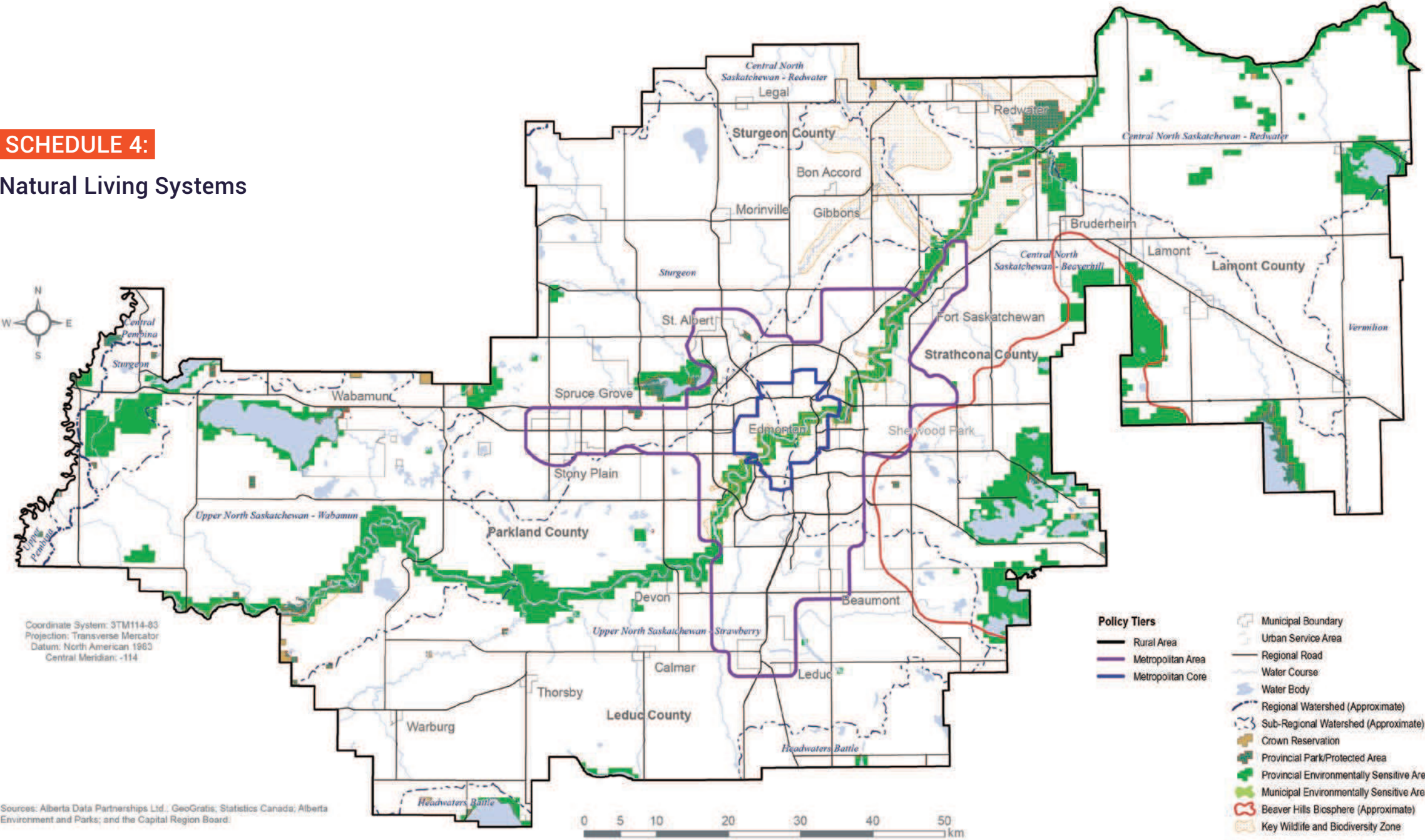
“Future generations are relying on us to make good decisions, we must protect the sacred elements - water, sun, air, animals, and earth (soil).”

Dennis R. Paul,  
Paul First Nation, Treaty 6 Confederacy





**SCHEDULE 4:**  
**Natural Living Systems**



OBJECTIVE 2.3

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

Policies

- 2.3.1 The planning, design and construction of new *development* and infrastructure in *greenfield areas* and *built-up urban areas* will incorporate *low-impact development* and *green building* practices.
- 2.3.2 Energy conservation, energy recovery and the use of green energy will be integrated in community design and development to reduce energy consumption and greenhouse gas emissions, including but not limited to: bio energy, district energy systems and renewable energy.
- 2.3.3 In accordance with the Alberta Land Stewardship Act, member municipalities shall adhere to the Air Quality Management Framework for the North Saskatchewan Region. Improving *ambient air quality* in the Region will be pursued through the use of local community programs, statutory plans and non-statutory plans addressing best practices in land use planning and community design.
- 2.3.4 Adapting to climate change and climate variability will be pursued through risk prevention and management by:
  - a. supporting ecosystem based adaptation approaches including but not limited to: flood plain, wetland and forest management solutions; and
  - b. developing and promoting investment in climate adaptation tools and initiatives to address climate change risks and ensure *resilience*.

OBJECTIVE 2.4

Minimize and mitigate the impacts of regional growth on natural living systems

Policies

- 2.4.1 Statutory plans and *regional infrastructure* plans for *development* that may impact the Region's natural areas identified on **Schedule 4** shall require supporting environmental and technical studies. The environmental and technical studies will:
  - a. incorporate an *ecological network* approach;
  - b. consider the maintenance and restoration of wildlife passageways; and
  - c. identify the required conservation buffers, *mitigation measures*, flood plain and development setbacks, and transition of land uses from *natural living systems*.
- 2.4.2 *Development* adjacent to nationally and provincially recognized and protected *natural living systems*, the Beaver Hills Biosphere, key wildlife and biodiversity zones, surface water bodies and watercourses identified on **Schedule 4** will:
  - a. protect for and incorporate conservation buffers and linkages; and
  - b. incorporate *ecological design* features to mitigate and minimize potential adverse impacts.
- 2.4.3 *Resource extraction* uses identified on **Schedule 9** and extraction activities related to energy, sand and gravel deposits shall be directed away from *natural living systems* to the greatest extent possible. Where no reasonable alternative exists, the proposed *development* will:
  - a. consider and assess potential adverse impacts on *natural living systems* on-site and off-site in the surrounding area;
  - b. incorporate buffers and setbacks in the planning and design of the development to minimize and mitigate potential adverse impacts on *natural living systems* on-site and off-site in the surrounding area; and
  - c. incorporate safety and risk management in accordance with **Policy 4.7.1**.





Gravel Extraction, Sturgeon County



## POLICY AREA 3:



# Communities and Housing



Beaumont Spray Park

## GUIDING PRINCIPLE

**Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.** In planning for growth, we will recognize and respond to the different contexts and scales of communities and provide a variety of housing choices with easy access to transportation, employment, parks and open spaces, and community and cultural amenities.

## OBJECTIVES

- 3.1** Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages
- 3.2** Plan for and promote a range of housing options
- 3.3** Plan for and promote market affordable and non-market housing to address core housing need



This policy area updates the principles and objectives of the 2010 Housing Plan, recognizing the important connection between complete communities and housing. This policy area is closely aligned with the objectives and policies related to compact and contiguous development in the Integration of Land Use and Infrastructure and Transportation Systems policy areas.

The transformation to a more complete and sustainable region will require a range of housing and transportation options for those who choose to make this Region their home. Strong and healthy communities enhance the quality

of life for current and future residents, which in turn will advance the success of the Region. The objectives and policies in this policy area focus on planning and developing complete communities to accommodate people's daily needs at all ages, providing a range of housing options including non-market housing, and addressing housing need.

Complete communities are designed to meet the needs of all people at all stages of life given the resources available and the size and situation of the particular community. A complete community could be a city, town or village that incorporates a range of housing types and transportation choice, and most of the services and amenities required for residents of that location. It could be a neighbourhood that includes housing, offices, daycare and a grocery store with accessible transit nearby. Complete communities offer local employment opportunities and multi-modal transportation connections to other employment areas for a faster commute to work. Complete communities at the regional scale deliver a broader range of services and hard and soft infrastructure, such as medical services, recreation facilities and education.

Within the Region, the elements of a complete community can be provided at different levels appropriate to the size and scale of each community. There is a spectrum across the policy tiers. In the rural area, the elements of a complete community might be distributed throughout a sub-region rather than concentrated in a single urban community. In the metropolitan area, the elements of a complete community might be provided throughout an urban community. In the metropolitan core, the elements of a complete community might all be available within a single neighbourhood. Each policy tier offers something that the others do not, and together they create a complete Region.

The level of services and amenities available in a complete community can include job opportunities, shopping, public services, health and social services, community facilities, schools and libraries and transportation options. Rural centres, sub-regional centres, urban centres and downtown Edmonton each act as service centres to differing degrees based on their scale and context. **Table 1A-C: Policy Tiers, Community Characteristics, Centres and Growth Directions** describes the level of service provided by the different types of centres.

The policies also relate to housing diversity and options. Housing diversity is essential to attract and retain a skilled workforce and to accommodate an aging demographic. A wide variety of housing choices allow people to transition as they age: children raised in a community can stay close to their family as young adults; seniors can find appropriate housing for their changing needs; and newcomers can be accommodated close to their workplace. To provide more housing options, new residential development will be encouraged to include diverse types and forms of housing at affordable levels to meet the needs of the changing population.

Finally, addressing core housing need and providing greater choice in housing will be critical to creating inclusive communities that meet the needs of vulnerable members throughout the Region. Safe and adequate housing for all



Complete communities & housing diversity

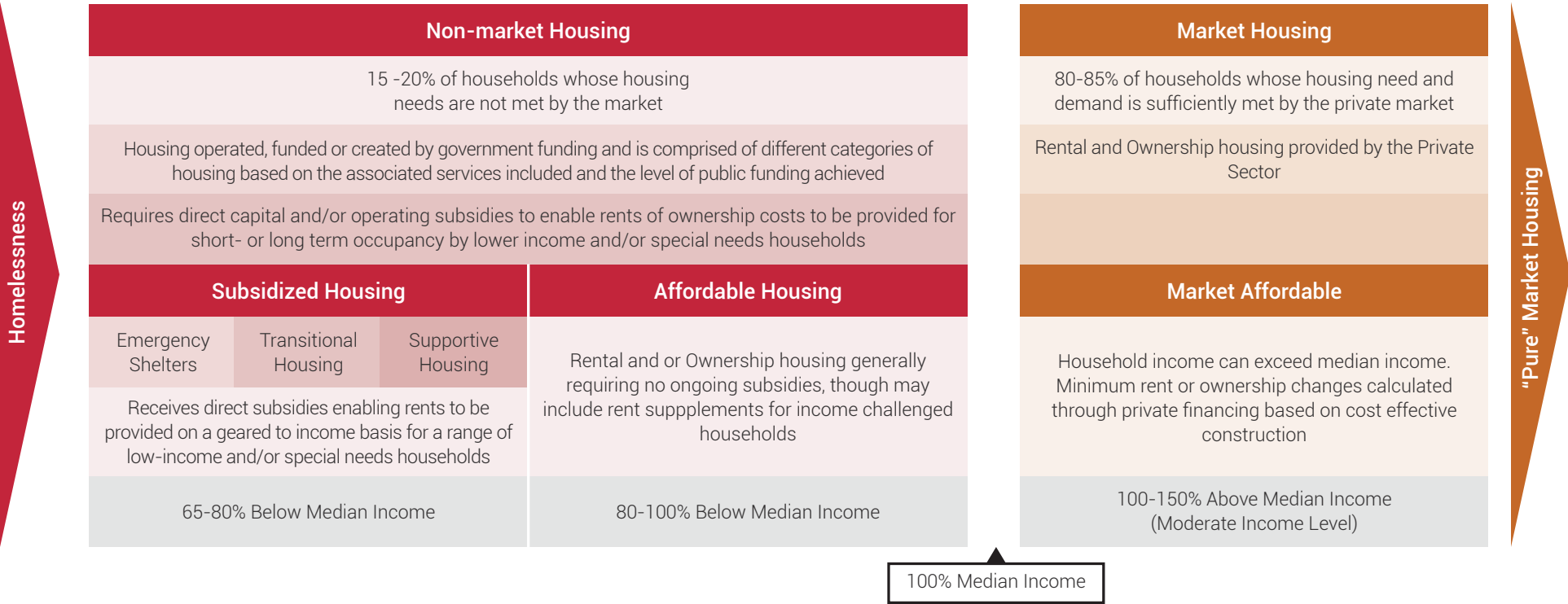
across the housing continuum is fundamental to physical, economic and social well-being, and the stability of individuals, families and communities. An adequate stock of non-market and market housing will also benefit the entire regional economy, and help to create a more complete Region. The CRB and its member municipalities will identify core housing need and work in collaboration with other orders of government to invest in a range of housing to meet the needs of the Region's changing population.

SCHEDULES AND TABLES REFERENCED IN THIS POLICY AREA:

- **Schedule 2:** Edmonton Metropolitan Regional Structure to 2044 (p27)
- **Schedule 5:** Housing Sub-Regions (p52)
- **Schedule 6:** Greenfield Density, Centres and Intensification Targets (p59)
- **Table 1A-C:** Policy Tiers, Community Characteristics, Centres and Growth Directions (p23-25)

The Housing Continuum

The housing continuum is comprised of both market and non-market components. Market housing is supplied by the private sector in a competitive environment where volume and price adjust according to demand. Non-market housing is generally provided by the public sector because those in need cannot afford market rates. Non-market housing includes subsidized and affordable housing. Subsidized or social housing requires ongoing subsidies to bridge the gap between what people can afford for rent and the actual cost of the accommodation. Affordable housing is generally supported by a one time capital grant.





OBJECTIVE 3.1

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

Policies

- 3.1.1** *Built-up urban areas and greenfield areas* will be planned and developed as *complete communities* generally in accordance with **Table 1A-C**.

**3.1.2** *Centres* will be planned and developed to be generally consistent with the characteristics indicated in **Table 1A-C**.

**3.1.3** In the *rural area*, *greenfield areas* will be planned and developed as *complete communities* that:

  - a. are *compact* and *contiguous*;
  - b. are accessible and *age-friendly*;
  - c. provide a diversity of housing options in terms of density and built form;
  - d. achieve the *minimum greenfield density* in accordance with **Schedule 6**;
  - e. incorporate an interconnected street network to support *active transportation*;
  - f. include access to jobs and local services and amenities, where appropriate; and
  - g. connect to regional trails and open spaces, where appropriate.
- 3.1.4** In the *metropolitan area*, *greenfield areas* will be planned and developed as *complete communities* that:

  - a. are *compact, contiguous*, and incorporate a mix of uses;
  - b. are accessible and *age-friendly*;
  - c. provide a diversity of housing options in terms of density and built form;
  - d. achieve the *minimum greenfield density*, in accordance with **Schedule 6**;
  - e. incorporate an interconnected street network and urban form to support *active transportation*;
  - f. integrate local services, amenities, institutional and commercial uses with residential development, within buildings and/or within a five-minute walk (400 metres);
  - g. incorporate higher density uses along existing and planned *transit corridors* and at *major transit stations*; and
  - h. provide high quality parks, trails and open spaces.

**3.1.5** *Built-up urban areas and greenfield areas* will be planned and developed to provide municipal public services and open spaces to support population growth.

OBJECTIVE 3.2

Plan for and promote a range of housing options

Policies

- 3.2.1** Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents.
- 3.2.2** Within the *built-up urban area* and *centres*, *infill* development, more *compact* housing forms and increased density will be encouraged to achieve a more diverse housing stock in the Region.
- 3.2.3** The greatest density and diversity of housing in terms of type, form and affordability, including row housing and low, mid and high-rise buildings, will be directed to *centres* and areas with existing or planned *regional infrastructure*, transit and amenities, at a scale appropriate to the community.

OBJECTIVE 3.3

Plan for and promote market affordable and non-market housing to address core housing need

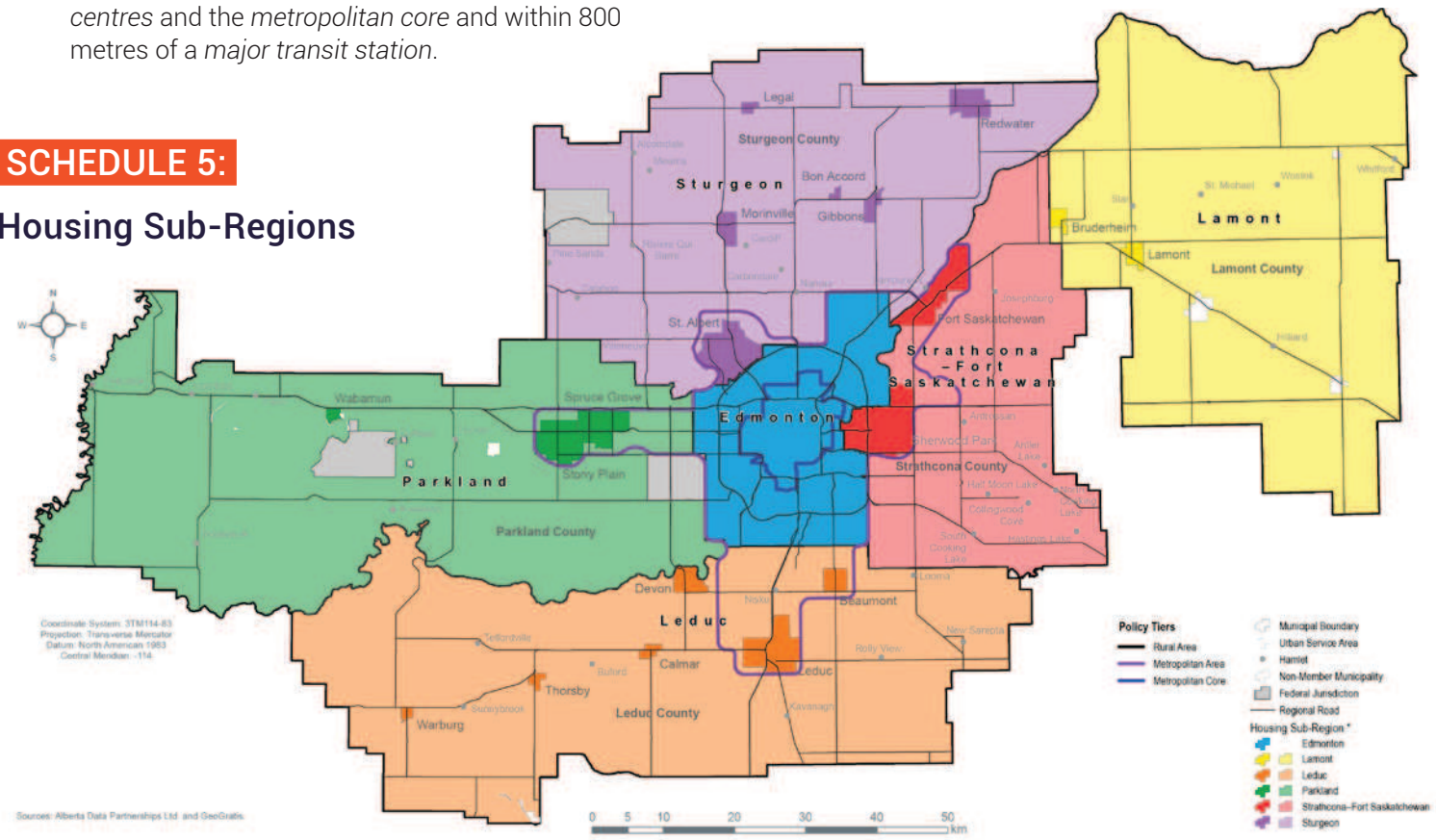
Policies

- 3.3.1 Market affordable and non-market housing will be planned in a coordinated and collaborative way to address core housing need through the following measures:
- a. the completion of housing needs assessments for each sub-region identified on **Schedule 5**;
  - b. the preparation and implementation of a 10-year rolling Capital Region Housing Plan; and
  - c. advocacy to the provincial and federal governments to provide long term sustainable sources of funding and address regional housing priorities and the specific needs of each sub-region.
- 3.3.2 The supply of market affordable and non-market housing will be increased through a variety of strategies including:
- a. collaborating between the CRB, member municipalities, other levels of government and non-profit housing providers on the funding and delivery of non-market housing including subsidized and market affordable housing;
  - b. adopting and implementing regional and municipal policy to pursue inclusionary housing in built-up urban areas and greenfield areas;
  - c. incorporating innovative building practices related to prefabrication, building materials and built forms with good urban design to improve affordability; and

- d. forming innovative partnerships and exploring creative financing models, regulations, standards and approval processes, and incentives for the private sector to provide market affordable housing.

3.3.3 Priorities will be established for the location of market affordable and non-market housing within rural centres, sub-regional centres, urban centres, TOD centres and the metropolitan core and within 800 metres of a major transit station.

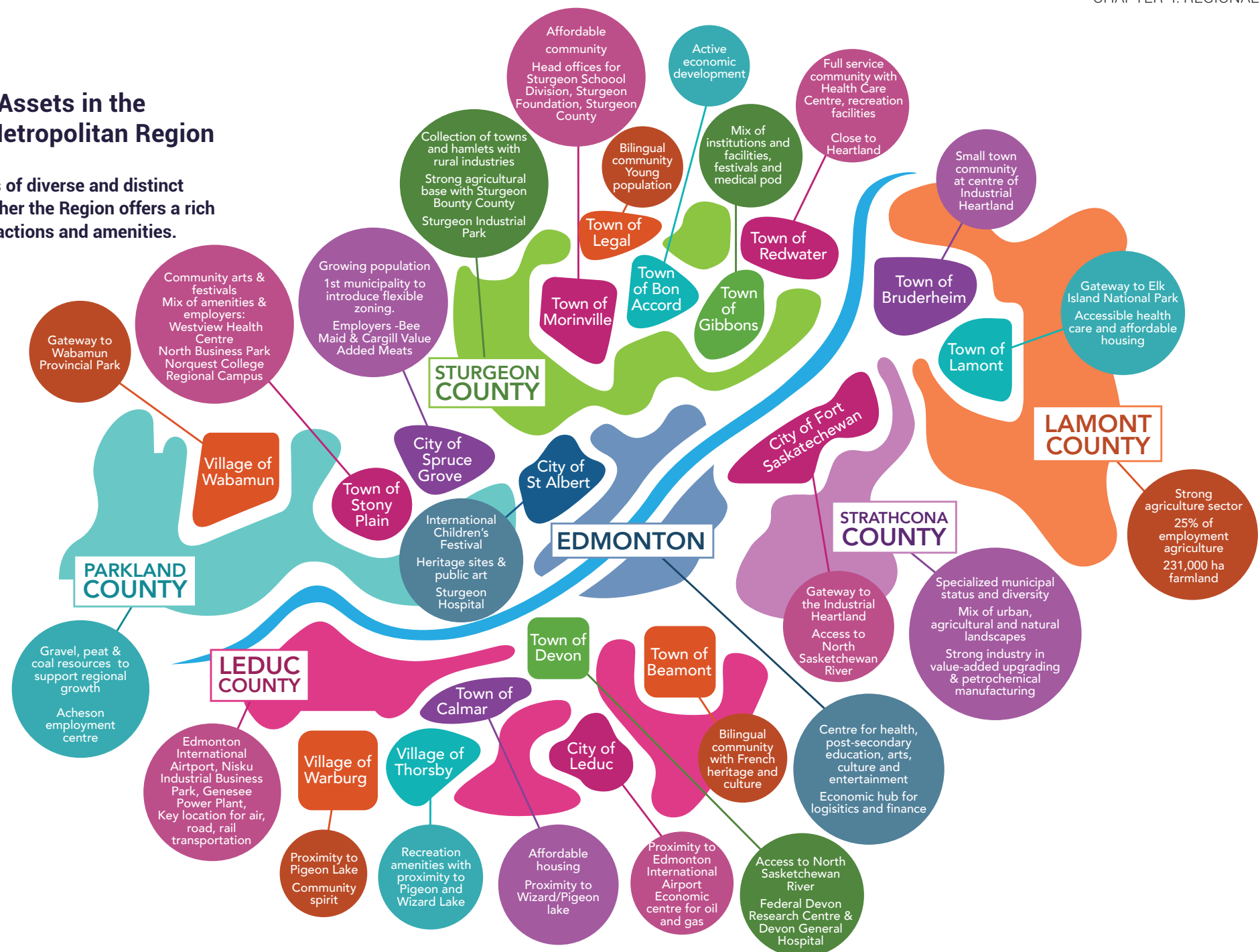
SCHEDULE 5:  
Housing Sub-Regions





➔ **Community Assets in the  
Edmonton Metropolitan Region**

The Region consists of diverse and distinct communities. Together the Region offers a rich array of assets, attractions and amenities.





## POLICY AREA 4:



## Integration of Land Use and Infrastructure



*Centre in the Park, Sherwood Park*

### GUIDING PRINCIPLE

**Achieve compact growth that optimizes infrastructure investment.** We will make the most efficient use of our infrastructure investments by prioritizing growth around existing infrastructure and optimizing use of new and planned infrastructure.

### OBJECTIVES

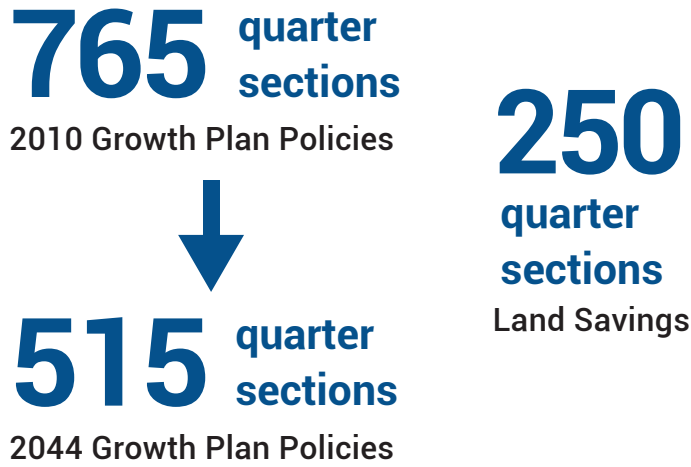
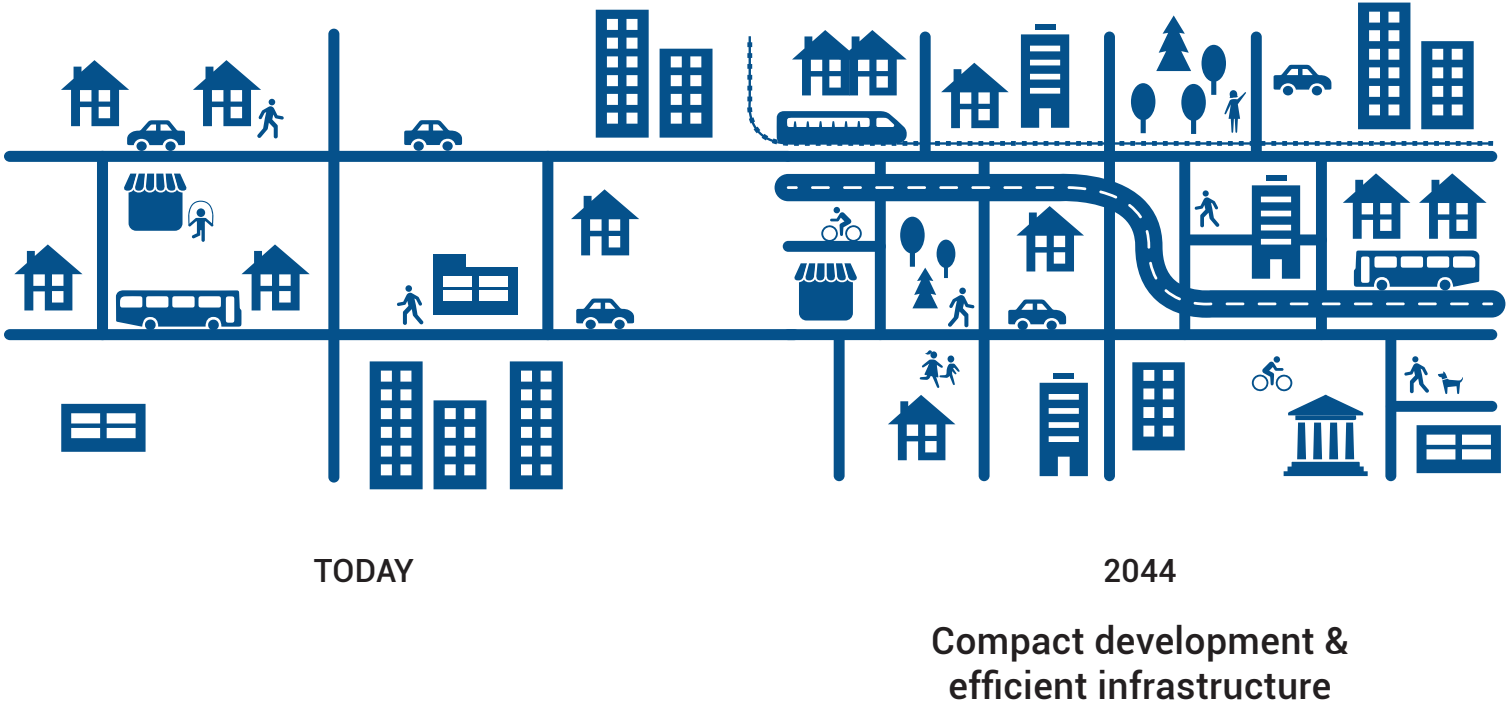
- 4.1 Establish a compact and contiguous development pattern to accommodate employment and population growth
- 4.2 Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint
- 4.3 Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities
- 4.4 Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing
- 4.5 Plan for and develop mixed use and higher density centres as areas to concentrate growth of people and jobs
- 4.6 Prioritize investment and funding of regional infrastructure to support planned growth
- 4.7 Ensure compatible land use patterns to minimize risks to public safety and health



The 2010 Growth Plan marked an important step by introducing regional land use policies to plan for growth on a regional scale. This policy area updates the principles and policies of the 2010 Land Use Plan, and introduces new objectives, policies, new and refined densities and growth targets to plan and manage growth across the Region in diverse contexts.

The Edmonton Metropolitan Region is committed to growing in a responsible manner by building compact, contiguous and complete communities. This necessitates efficient use of existing and new infrastructure. This Plan establishes a long term approach to integrate land use and infrastructure planning. The Plan promotes a compact and contiguous development pattern to accommodate employment and population growth to 2044. It will allow the Region to welcome 1.0 million more people and accommodate 470,000 more jobs within a smaller “footprint” than anticipated in the 2010 Growth Plan. This will reduce the need to extend infrastructure and convert valuable prime agricultural lands to non-agricultural uses.

This Plan focuses on accommodating employment and population growth across the Region through intensification of built-up urban areas and greenfield areas to minimize the expansion of the Region's development footprint. Intensification increases density through redevelopment and infill development within the built-up urban areas, leveraging investment in existing infrastructure, businesses and services. The level of intensification and scale of development in built-up urban areas will vary depending on the policy tiers. Some communities in the Region are already actively pursuing intensification policies, recognizing the benefit of adding new housing forms, jobs and amenities to existing communities and optimizing existing infrastructure.



Total 30-year land savings for rural and urban land.

The amount of growth projected for the Region to 2044 will require a significant amount of land for future urban development, known as greenfield areas. Greenfield areas are lands for future urban development outside of built-up urban areas or previously planned areas. Greenfield areas will be developed at higher densities to support the logical and orderly extension of infrastructure and minimize the expansion of the Region's development footprint and the consumption of land for urban uses. The density, level of service, land use and housing mix in greenfield areas will vary based on the policy tiers.

Within urban communities, centres are places that offer a range of activities and services and multi-modal transportation connections. **Schedule 2: Edmonton Metropolitan Regional Structure to 2044** identifies a network of centres across the Region that range in terms of size, services and regional roles. The level of service anticipated in each type of centre is identified in **Table 1A-C: Policy Tiers, Community Characteristics, Centres and Growth Directions**. Urban, sub-regional and rural centres include the historic downtowns and central business districts and surrounding areas in urban communities. Transit oriented development centres (TOD centres) are areas around regionally significant higher order transit stations where residential and job growth is anticipated. Encouraging mixed use and higher density development in centres is closely related to the Communities and Housing policy area. These multi-faceted centres can offer living, shopping, working and recreation within a walkable environment and help to create complete communities.

In the rural area, a significant share of employment and population growth will be accommodated in towns, villages and hamlets in a compact form, rather than dispersed across the rural countryside. **Country residential development will be provided through infill and the build out of existing designated or zoned country residential areas. New country residential lots will only be permitted in accordance with specific criteria.** By growing small-scale urban communities in the rural area, this Plan supports the sustainability of rural communities. Member municipalities will be required to identify opportunities to cluster infrastructure, services and amenities to support growth, while minimizing the loss of and adverse impacts on natural living systems and prime agricultural lands.

This policy area provides guidance for infrastructure planning to support and accommodate employment and population growth to 2044 and to optimize public investment in infrastructure. Responsible growth requires a coordinated approach to planning land use and regional infrastructure to ensure that public dollars are used wisely and efficiently, both for capital and ongoing operation and maintenance. Growing in a responsible manner also involves minimizing land use conflicts and protecting public safety. Policies in this section provide direction to manage natural resources and heavy industrial, transportation and energy related uses in a way that minimizes adverse impacts on surrounding communities, natural living systems and other sensitive uses.

**SCHEDULES AND TABLES REFERENCED  
IN THIS POLICY AREA:**

- **Schedule 1:** Population and Employment Projections 2014-2044 (p19)
- **Schedule 2:** Edmonton Metropolitan Regional Structure to 2044 (p27)
- **Schedule 6:** Greenfield Density, Centres and Intensification Targets (p59)
- **Schedule 7:** Commuter Shed (p61)
- **Schedule 8A:** Infrastructure Corridors (64)
- **Schedule 8B:** Energy Corridors (p65)
- **Schedule 9:** Land Use Buffers (p66)
- **Table 1A-C:** Policy Tiers, Community Characteristics, Centres and Growth Directions (p23-25)



**OBJECTIVE 4.1**

**Establish a compact and contiguous development pattern to accommodate employment and population growth<sup>9</sup>**

**Policies**

- 4.1.1** Employment and population growth will be planned and phased in a *responsible* manner and a *contiguous* pattern to accommodate the projections in **Schedule 1** and in accordance with the Edmonton Metropolitan Regional Structure depicted in **Schedule 2**.
- 4.1.2** Employment and population growth will be accommodated in a *compact form* and a *contiguous* pattern within existing *urban communities*.
- 4.1.3** *Major employment areas* will be planned to accommodate current and future employment in accordance with the Economic Competitiveness and Employment policies.
- 4.1.4** Non-residential uses including commercial, retail, and institutional uses in *built-up urban areas* and *greenfield areas* will be planned and developed in a *compact form* to reduce auto dependency, enhance connectivity and create vibrant *mixed use* areas with on-site or adjacent residential uses to meet the needs of the local community.
- 4.1.5** Proposed non-residential *development* that is *contiguous* to *urban communities* in the *metropolitan area* and *rural area* will require intermunicipal coordination and planning and shall be developed in a *compact form* consistent with **Policy 4.1.4** and in accordance with the Agriculture policies.

<sup>9</sup> The provincial Land Use Framework's Efficient Use of Land Implementation Tools Compendium will be used to plan and develop lands in an efficient manner to limit the expansion of the development footprint and preserve agricultural land.

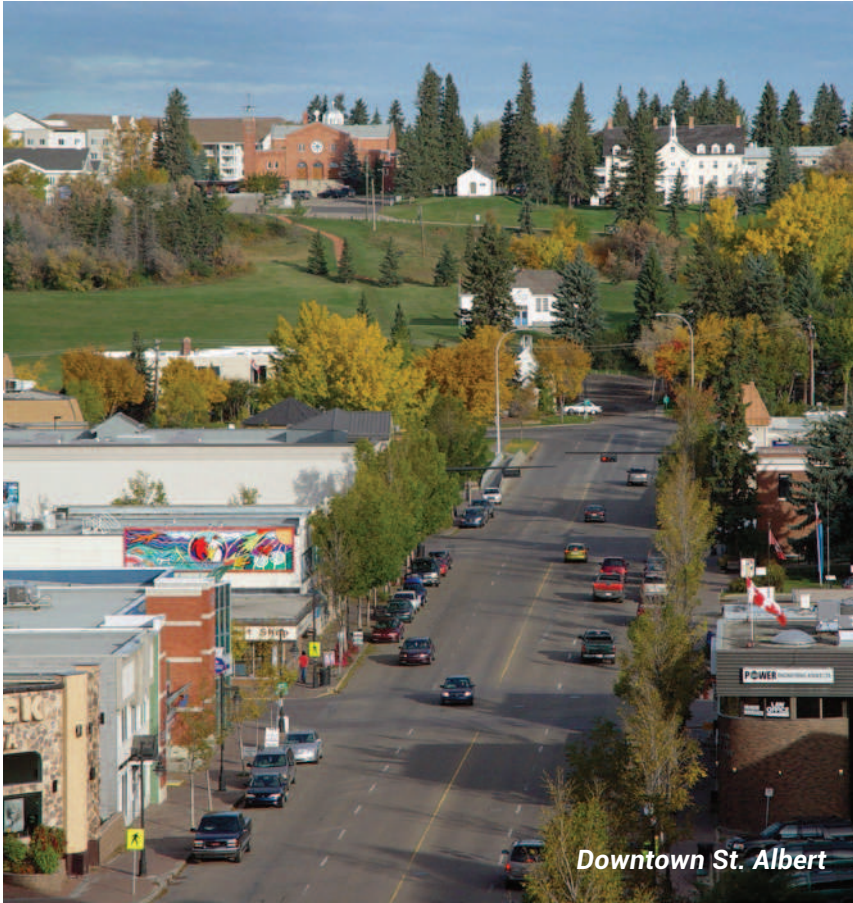
**OBJECTIVE 4.2**

**Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint**

**Policies**

- 4.2.1** A proportion of residential growth will be accommodated in *urban communities* through *intensification of built-up urban areas* to meet the *intensification targets* identified in **Schedule 6**.
- 4.2.2** *Intensification* will be directed to *rural centres, sub-regional centres, urban centres, TOD centres, the metropolitan core* and *downtown Edmonton, brownfield sites* and along *transit corridors* at a form and scale appropriate to the community and corresponding level of service.
- 4.2.3** Job growth and *intensification of major and local employment areas* will be planned for and promoted along existing and planned *transit corridors*.
- 4.2.4** *Intensification* will optimize existing and planned infrastructure. Infrastructure investments to support *intensification* will be identified and planned appropriately.

**Refer to Part C. Implementation, Section 5.7.2** for further detail on how to interpret and apply the *intensification target*.



**Downtown St. Albert**

OBJECTIVE 4.3

Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities

Policies

- 4.3.1 *Greenfield areas* shall be planned, developed and phased in a *contiguous* pattern to:
- a. achieve the *minimum greenfield density* as identified in **Schedule 6**;
  - b. provide a mix of land use in a *compact* form, including a mix of residential and employment uses to support the creation of *complete communities*;
  - c. incorporate innovative and sustainable development standards to achieve *compact development*;
  - d. incorporate an interconnected street network and open space network to support *active transportation* and transit viability, where applicable; and
  - e. provide for a mix of housing forms and housing options that are attainable in areas close to existing and planned *major and local employment areas* and *multi-modal transportation* access.

Refer to Part C. Implementation, Section 5.7.1 for further detail on how to interpret and apply the *minimum greenfield density*.

- 4.3.2 *Greenfield areas* will only be considered for *development* in locations that meet all of the following criteria:
- a. are part of an existing *urban community*;
  - b. are *contiguous* to *planned areas* approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure;
  - c. have long term municipal storm, water and wastewater servicing capacity to accommodate the planned *development*; and
  - d. an *agricultural impact assessment* has been completed to identify the potential adverse impacts of the proposed *development* on *prime agricultural lands* and existing agricultural operations, in accordance with the Agriculture policy area.
- d. if the lands are part of a new area structure plan including or adjacent to *prime agricultural lands* as identified on **Schedule 11**, an *agricultural impact assessment* shall be completed by a qualified professional in accordance with policy 6.2.5.

- 4.3.3 Phasing strategies will be used to stage the *development* and build-out of *greenfield areas* to:
- a. ensure that existing agricultural activities on *prime agricultural lands* remain in operation for as long as possible; and
  - b. align growth with existing and planned *regional infrastructure*.



Greenbury, Spruce Grove



SCHEDULE 6:

Greenfield Density, Centres and Intensification Targets

*\*Minimum greenfield density shall be required for all applicable statutory plans.*

*\*\*Intensification targets and centres density targets are aspirational targets. Aspirational targets mean that member municipalities will plan to work towards achieving the target and will demonstrate how they are working towards this target in their municipal development plans and other statutory plans.*

*Sub-regional centres density targets only apply to towns and villages with a population of 5,000 and over.*

*\*\*\*The City of Edmonton's intensification target shall be applied on a municipal-wide basis and include the built-up urban area within the metropolitan core and the metropolitan area.*

Communities by Tier	Minimum Greenfield Residential Density*  (du/nrha)	Aspirational Intensification Target***(% Dwellings to Built- Up Urban Areas)	Aspirational TOD Centres Density Target** (people+jobs/gha)	Aspirational Urban and Sub-Regional Centres Density Target**  (du/nrha)
Metropolitan Core	n/a	Varies	140-160	n/a
Metropolitan Area	Varies	Varies	Varies	Varies
Edmonton***	45	25%	140-160	n/a
Leduc County (West of QE2 to Whitemud Creek)		n/a		100
St. Albert	40	17.5%		
Strathcona County (Urban)		n/a		
Fort Saskatchewan	15%			
Leduc				
Stony Plain				
Beaumont				
Spruce Grove	10%			
Leduc County (balance)		n/a		
Rural Area	Varies	Varies	n/a	Varies
Towns	Varies	Varies	n/a	Varies
Devon	30	10%	n/a	75
Morinville		7.5%		n/a
Calmar	25			
Lamont				
Bon Accord				
Bruderheim				
Gibbons				
Legal				
Redwater				
Villages		20	n/a	
Growth Hamlets				
Other Hamlets	n/a			

OBJECTIVE 4.4

Plan and accommodate rural growth in appropriate locations with sustainable levels of local servicing

Policies

- 4.4.1** In the *rural area*, *rural centres* and *sub-regional centres* will be planned to develop at a higher density in accordance with Policy 4.5.1 and **Schedule 6**.
- 4.4.2** In the *rural area*, growth will be accommodated in *built-up urban areas*, *brownfield sites* and *greenfield areas* in towns, villages and *growth hamlets* in a *contiguous pattern* and *compact form* to optimize existing and planned infrastructure and servicing capacity, and to meet the targets in **Schedule 6**.
- 4.4.3** In the *rural area*, *growth hamlets* will be identified by member municipalities as locations to focus growth in a *compact form* through *intensification of built-up urban areas*, and *contiguous development* in *greenfield areas*. *Growth hamlets* shall have servicing capacity and/or the ability to tie into servicing.
- 4.4.4** *New country residential development* in the Region shall only be considered if a member municipality's proposal meets all of the following criteria:
- a. 90% or more of the member municipality's existing *country residential* land supply has been built out;
  - b. the proposed *country residential* lots represent a maximum of a five year land supply based on the municipality's last five year absorption rate of *country residential* land;
  - c. the proposed lands are located on non-prime

- agricultural lands as identified in **Schedule 11** within the *rural area*;
- d. the proposed *country residential* lots are:
  - i. outside of the *regional commuter shed* boundary as identified in **Schedule 7**;
  - ii. not less than 3.2 km (2.0 mi) from the boundary of an existing *urban community* in the *rural area*; and
  - iii. not less than 4.8 km (3.0 mi) from the boundary of an existing *urban community* in the *metropolitan area*;
- e. the proposed *country residential* lots within the *regional commuter shed* identified on **Schedule 7** may only be considered when it can be demonstrated that there are no changes in the *net country residential* lot supply within the municipality;
- f. if the proposed *country residential* lots are located on or adjacent to *natural living systems* identified in **Schedule 4**, environmental and technical studies completed by qualified professionals shall be submitted and accompany a REF application, identifying the impacts the *development* will have on *natural living systems*, and including recommended conservation buffers, development setbacks and *mitigation measures* that will be incorporated into the proposed *development*;

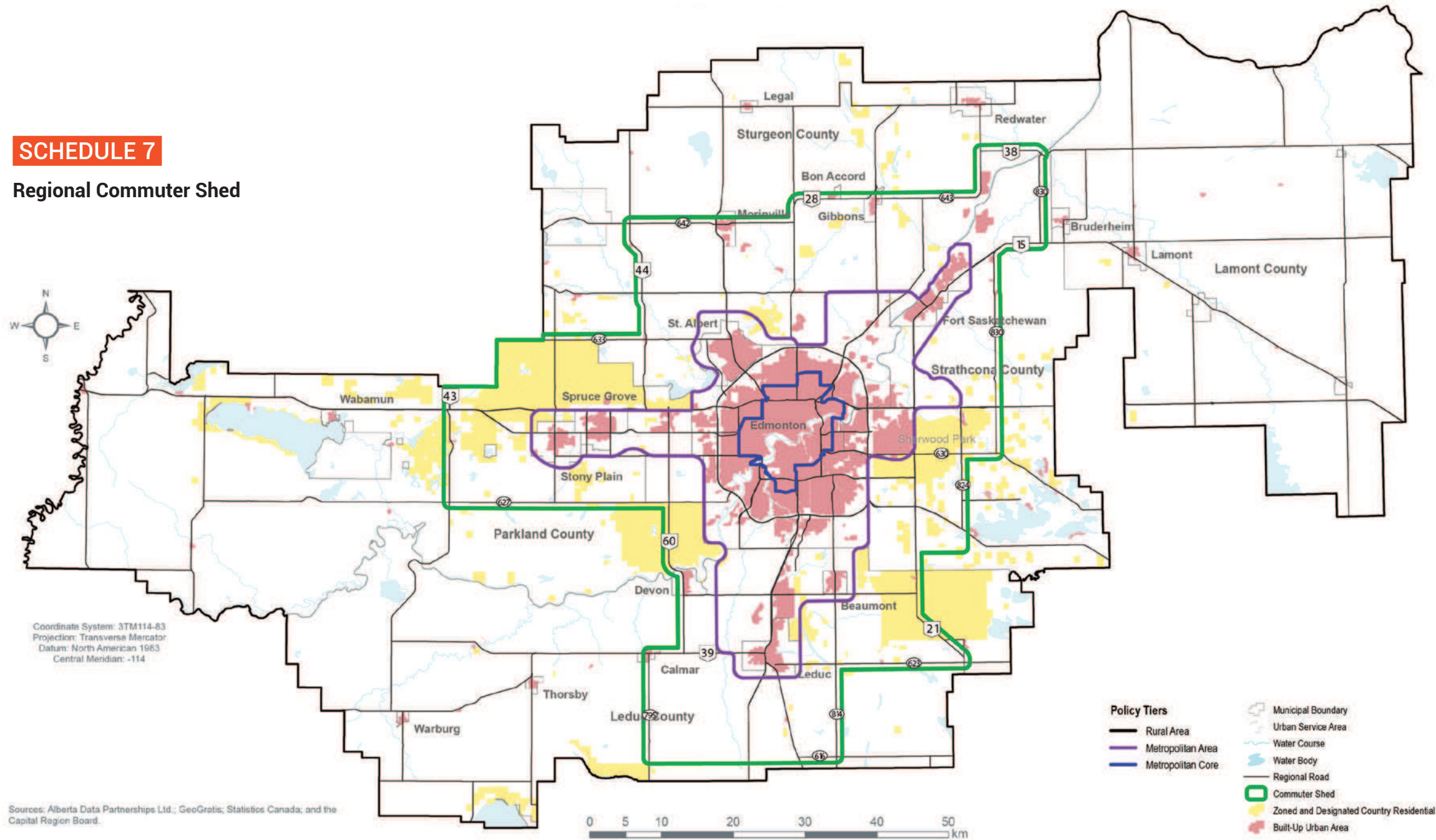
- g. the proposed *country residential development* does not exceed a maximum density of 50 lots in a quarter section;
- h. the proposed *country residential development* shall be serviced with on-site wells or cisterns and *private sewage systems* in accordance with provincial regulations;
- i. the proposed *country residential development* shall only be accommodated through a proposed area structure plan that is submitted as a REF application to CRB for its consideration; and
- j. notwithstanding the foregoing, the CRB may, in the event of unique or extenuating circumstances, the details of which shall be provided by the member municipality, choose to consider and render a decision on a municipality's REF application that does not meet one or more of criteria (a) through (h) above.

**4.4.5** *Development* in the Sturgeon Valley will be addressed through a *special study area* process in accordance with **Part C. Implementation, Section 5.2.4.2**. Area specific policies approved by the CRB and Government of Alberta for the Sturgeon Valley will prevail.



SCHEDULE 7

Regional Commuter Shed



OBJECTIVE 4.5

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

Policies

- 4.5.1** Centres will be planned and developed to accommodate higher density *development* and shall meet the specified *centres density target* identified in **Schedule 6**.
- 4.5.2** In the *rural area*, *rural centres* and *sub-regional centres* will be planned and developed to:
- a. accommodate a mix of employment and population through *intensification*;
  - b. strive to provide services, local employment and cultural amenities for residents within the community and surrounding area, generally consistent with the characteristics indicated in **Table 1A**; and
  - c. incorporate *active transportation* facilities.
- 4.5.3** In the *metropolitan area*, *urban centres* will be planned and developed to:
- a. accommodate a mix of employment and population growth through *intensification* and *transit-oriented development* in accordance with the *centre density targets* identified in **Schedule 6**;
  - b. provide a balanced mix of uses including residential, commercial, institutional, cultural and entertainment, generally consistent with the characteristics indicated in **Table 1B**;

- c. incorporate medium and higher-density housing to provide for a range of incomes, life stages and physical abilities in locations that provide links to jobs, services and other opportunities; and
  - d. provide connections between local and intermunicipal transit and promote multi-modal transportation options including transit and *active transportation*.
- 4.5.4** In the *metropolitan core*, *downtown Edmonton* will be planned and developed to:
- a. accommodate a mix of employment and population growth through *intensification* and *transit-oriented development* with the highest level of density in the Region;
  - b. provide a balanced mix of uses including residential, commercial, institutional, and cultural amenities, generally consistent with the characteristics indicated in **Table 1C**;
  - c. incorporate higher density housing for a range of incomes, life stages and physical abilities in locations that provide links to jobs, services and other opportunities;
  - d. function as the Region's highest density *major employment area* with a concentration of

- institutional, commercial, office and government-related jobs; and
  - e. optimize investment in existing and planned transit service and infrastructure, and support integration of regional transit services.
- 4.5.5** In the *metropolitan core* and *metropolitan area*, *TOD centres* will be identified, planned and developed as locations around *major transit stations* to:
- a. accommodate growth through increased residential and/or employment densities within 800 metres of the *major transit station* in accordance with the *TOD centres density target* in **Schedule 6**;
  - b. incorporate a mix of medium and higher density housing and/or higher employee density uses; and
  - c. provide for transit connectivity with local and intermunicipal regional transit services and *active transportation* opportunities.

**Refer to Part C. Implementation, Section 5.7.1** for further detail on how to interpret and apply the *minimum centres density target*.



OBJECTIVE 4.6

Prioritize investment and funding of regional infrastructure to support planned growth

Policies

- 4.6.1 *Regional infrastructure* priorities will be identified to target and focus public investments to support employment and population in the Region and the policies of this Plan.
- 4.6.2 *Regional infrastructure and energy corridors* planning<sup>10</sup> by the CRB and its member municipalities in collaboration with other stakeholders will include the following:
- a. identifying lands and corridors for *multi-use corridors* and advocating for future infrastructure lines to be co-located in existing and planned *multi-use corridors* identified on **Schedule 8A** and **8B**, where feasible;
  - b. defining and prioritizing the need for and the future form, function and final alignment of *multi-use corridors*; and
  - c. coordinating and aligning *regional infrastructure*, and pursuing opportunities to co-locate infrastructure, such as water and wastewater services between municipalities to improve efficiencies and infrastructure costs.

<sup>10</sup> Refer to Capital Region Energy Corridor Master Plan, February 2016

OBJECTIVE 4.7

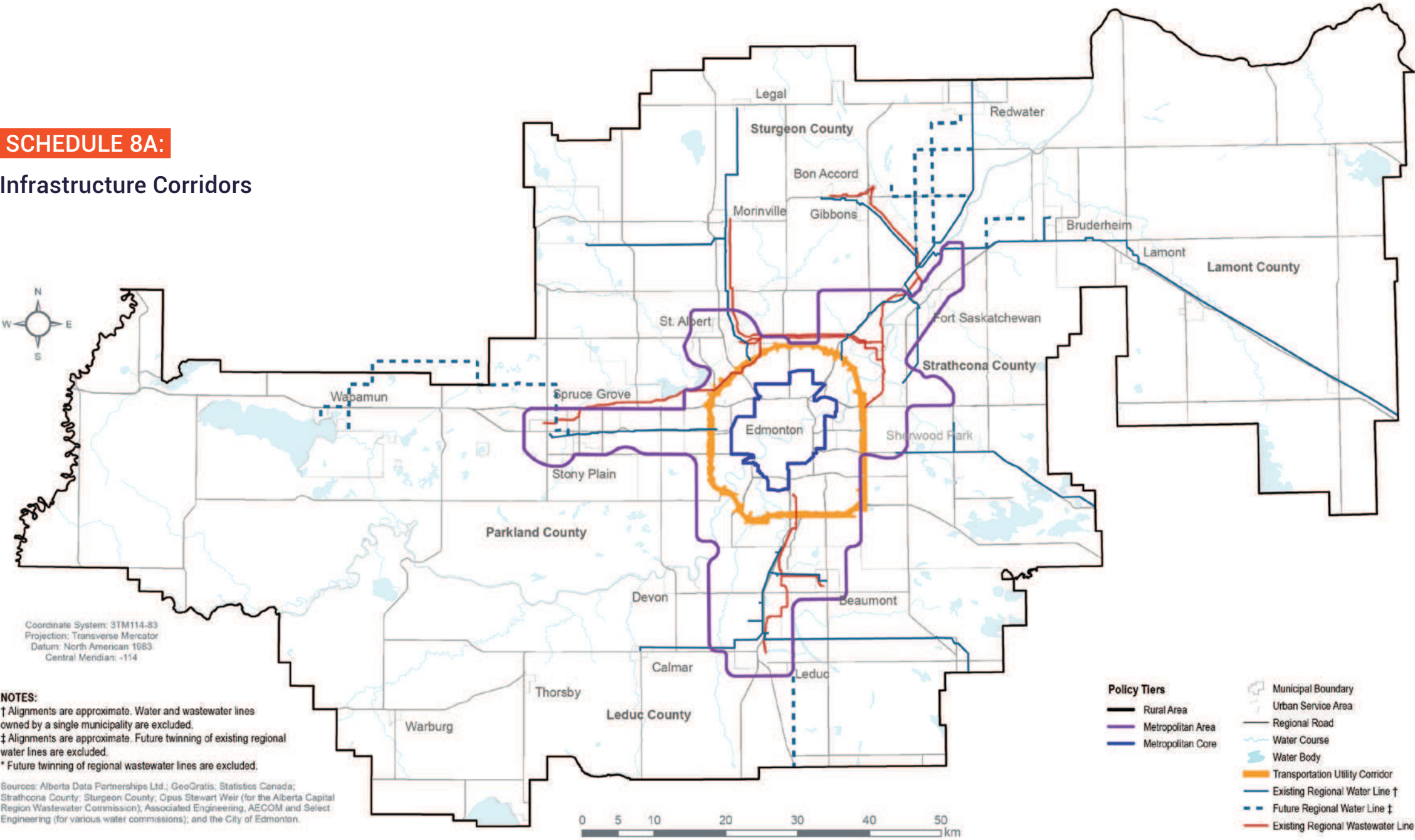
Ensure compatible land use patterns to minimize risks to public safety and health

Policies

- 4.7.1 Safety and risk management shall be required for existing and future sites for airports, petrochemical clusters and previously planned locations for heavy industrial uses, refineries and ancillary facilities in the Region. Safety and risk management buffers are indicated on **Schedule 9**. Member municipalities shall:
- a. ensure that a risk management assessment is completed and implemented in accordance with accepted leading practices, such as the standards established by the Major Industrial Accidents Council of Canada; and
  - b. identify the recommendations for risk assessment in municipal development plans and any other applicable statutory plan.
- 4.7.2 A transition of land uses will be required within the *regional buffer areas* to prevent or mitigate the adverse effects from odour, noise and other contaminants and minimize risk to public health and safety as identified on **Schedule 9**. This includes but is not limited to: the Edmonton International Airport and other regional airports; CFB Edmonton; the Transportation Utility Corridor (TUC); *resource extraction areas*; Alberta's Industrial Heartland; coal power generation plants; and any future *multi-use corridors*. Transitional land uses may include passive open space, berms, light and medium industrial land uses, business and commercial land uses, and agricultural uses.
- 4.7.3 *Resource extraction areas* identified on **Schedule 9** will be protected for long term resource extraction uses. *Development* within *regional buffer areas* that would preclude or hinder resource extraction uses, either continued or expanded, or activities that would be incompatible with these uses for public health or public safety reasons, will be prohibited.
- 4.7.4 In the *rural area* and *metropolitan area*, *eco-industrial* approaches will guide the design and *development* of heavy industrial uses to minimize their adverse impacts on *natural living systems* and *prime agricultural lands*. *Eco-industrial* approaches may include, but are not limited to: wastewater re-use and integrated treatment systems, heat exchange networks and green technology, and/or the use of transitional land uses and natural buffers.
- 4.7.5 Future *multi-use corridors* will minimize the fragmentation of *greenfield areas*, *prime agricultural lands* and *natural living systems*.

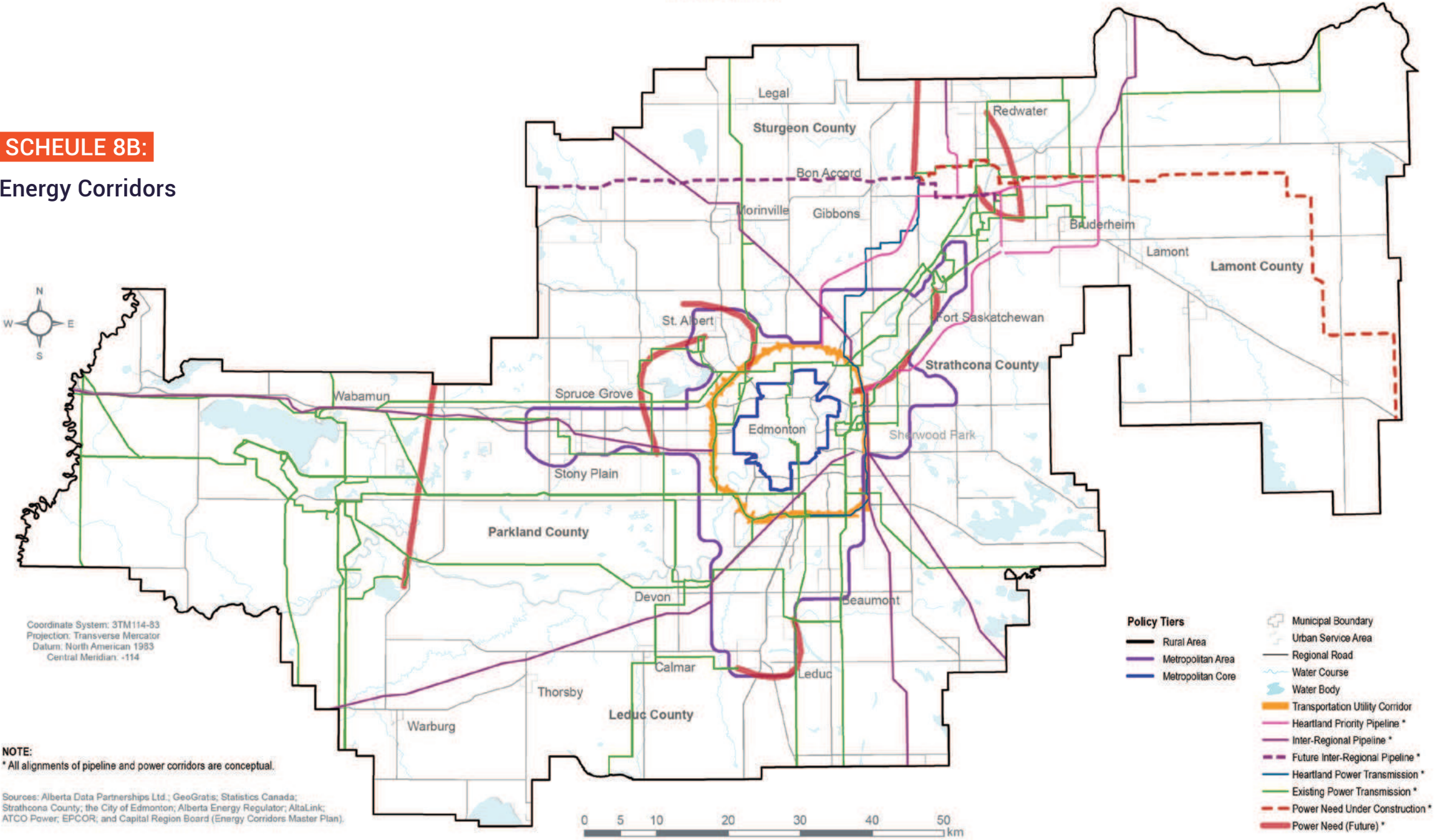
SCHEDULE 8A:

Infrastructure Corridors

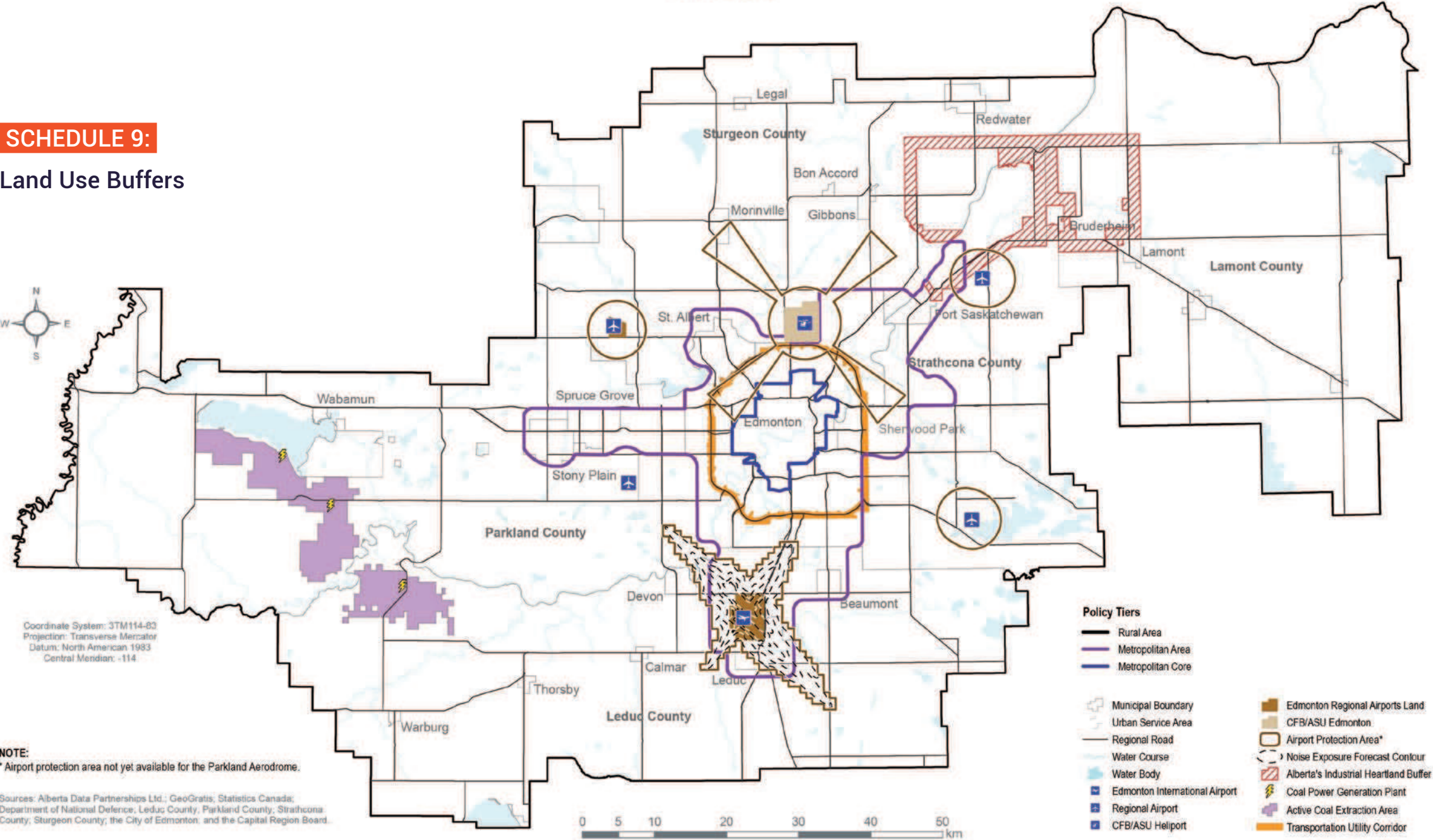




**SCHEULE 8B:**  
**Energy Corridors**



**SCHEDULE 9:**  
**Land Use Buffers**







Fort Saskatchewan, looking east



## POLICY AREA 5:



# Transportation Systems



104 Street LRT, Edmonton

## GUIDING PRINCIPLE

**Ensure effective regional mobility.** Recognizing the link between efficient movement of people and goods and regional prosperity, we will work towards a multi-modal and integrated regional transportation system.

## OBJECTIVES

- 5.1 Develop a regional transportation system to support and enhance growth and regional and global connectivity
- 5.2 Encourage a mode shift to transit, high-occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community
- 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
- 5.4 Support the Edmonton International Airport as northern Alberta's primary air gateway to the world
- 5.5 Ensure effective coordination of regional transportation policies and initiatives between all jurisdictions



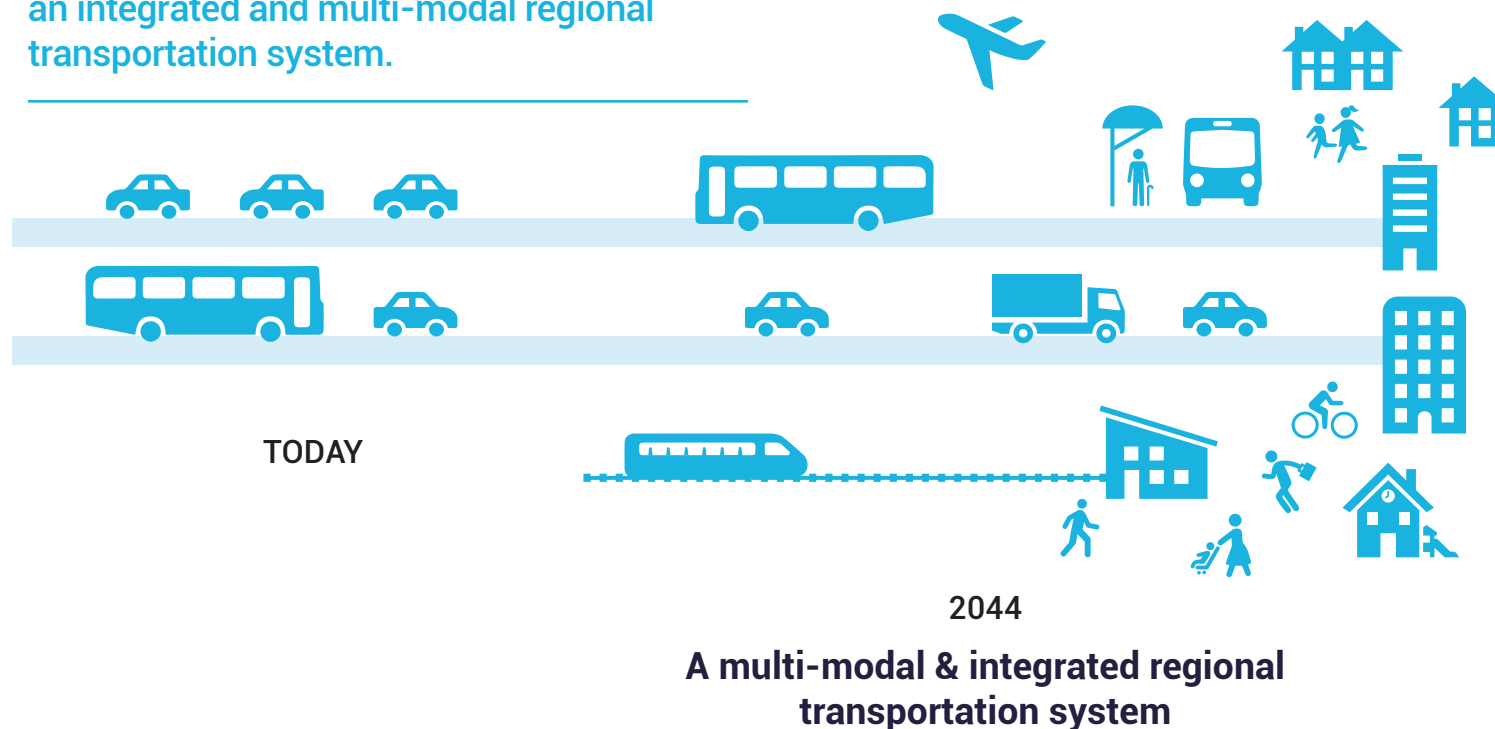
The CRB has made significant progress to advance a regional transportation system by adopting the Integrated Regional Transportation Master Plan (IRTMP) and 30-Year Transit Service Plan. It has fostered a culture of collaboration and advocacy with the Province to set the transportation priorities for the Region. Building on these successes, this policy area incorporates and updates the 2010 Transit Plan and previous work with a broader focus on building an integrated and multi-modal regional transportation system.

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

This policy area focuses on planning and developing an integrated regional transportation system, while facilitating a mode shift away from the car to transit, cycling, walking and other alternatives, appropriate to the size and scale of the community. As the Region grows, it is essential to coordinate and align transportation planning with land use decisions to optimize investment and achieve the policy outcomes of this Plan.

There is a strong link between transportation, land use patterns, socio-economic factors and travel behaviour. Compact higher-density development, a network of centres, and a more fully developed transit system will encourage transit use, reduce reliance on private vehicles, and in turn, alleviate traffic congestion, reduce energy consumption and improve air quality. Through an integrated regional transportation system, the Region will also enhance the movement of goods and services across the Region and to national and international markets, contributing to global economic competitiveness and prosperity. As such, this policy area is closely connected with the objectives and policies in the Integration of Land Use and Infrastructure policy area.

Transportation is critical to connect communities in the rural area with the rest of the Region so that residents have access to jobs, schools and services, and industries have efficient, timely access to markets. While roads and automobiles will continue to be the primary means of travel, other transportation services can support residents in the rural area. Lifeline and specialized transportation services for connecting smaller communities with larger ones need to be considered; this may include various modes of public transportation, including community bus, large passenger van and contracted taxi services.



To enhance global economic competitiveness and connectivity, the Edmonton International Airport and the complementary regional airports will become increasingly important as the gateway to the Region. Planning for the long term growth of the airports must ensure that surrounding growth is compatible with, and optimizes these assets.

To develop an effective regional transportation system for the Region as envisioned in the Growth Plan, the CRB, member municipalities and the Government of Alberta must work together to coordinate transportation planning, align transit service to advance an integrated regional transportation network and transit system, and mobilize investment to support global economic competitiveness and economic prosperity.

SCHEDULES REFERENCED IN THIS POLICY AREA:

- **Schedule 10A:** Transportation Systems - Regional Roads to 2044 (p71)
- **Schedule 10B:** Transportation Systems - Regional Transit and Trails to 2044 (p72)
- **Schedule 10C:** Transportation Systems - Airports, Rail Facilities and Overdimensional Corridors to 2044 (p73)

OBJECTIVE 5.1

Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity

Policies

- 5.1.1 The regional transportation system shown conceptually on **Schedules 10A-10C** will be planned and developed to:
- a. deliver viable *multi-modal transportation* choices that provide urban and rural residents and businesses with convenient access to the Region's economic, educational, recreational and cultural opportunities;
  - b. ensure that regional transportation corridors provide connections to *major employment areas* and link the Region with local and extra-regional markets in Canada and abroad;
  - c. provide an efficient system of regional truck routes and over dimensional corridors to ensure the effective and efficient movement of goods into and out of significant industrial, commercial and agricultural areas; and
  - d. ensure that access, intersection and interchange practices recognize and support the economic activities and provide a reasonable balance between access, efficiency and safety.

- 5.1.2 Traffic congestion will be managed and monitored by:
- a. improving existing infrastructure before investing in new infrastructure. This includes but is not limited to: providing missing infrastructure/ transportation links and resolving critical bottlenecks and/or safety deficiencies by way of roadway widening, lane additions, at-grade intersection improvements and interchanges;
  - b. providing alternative travel choices with appropriate levels of transit service and *active transportation* facilities and services;
  - c. considering tolls within the *metropolitan area* to incentivize a greater diversity of travel choices;
  - d. considering and supporting car sharing schemes; and
  - e. adopting traffic management and intelligent transportation measures.

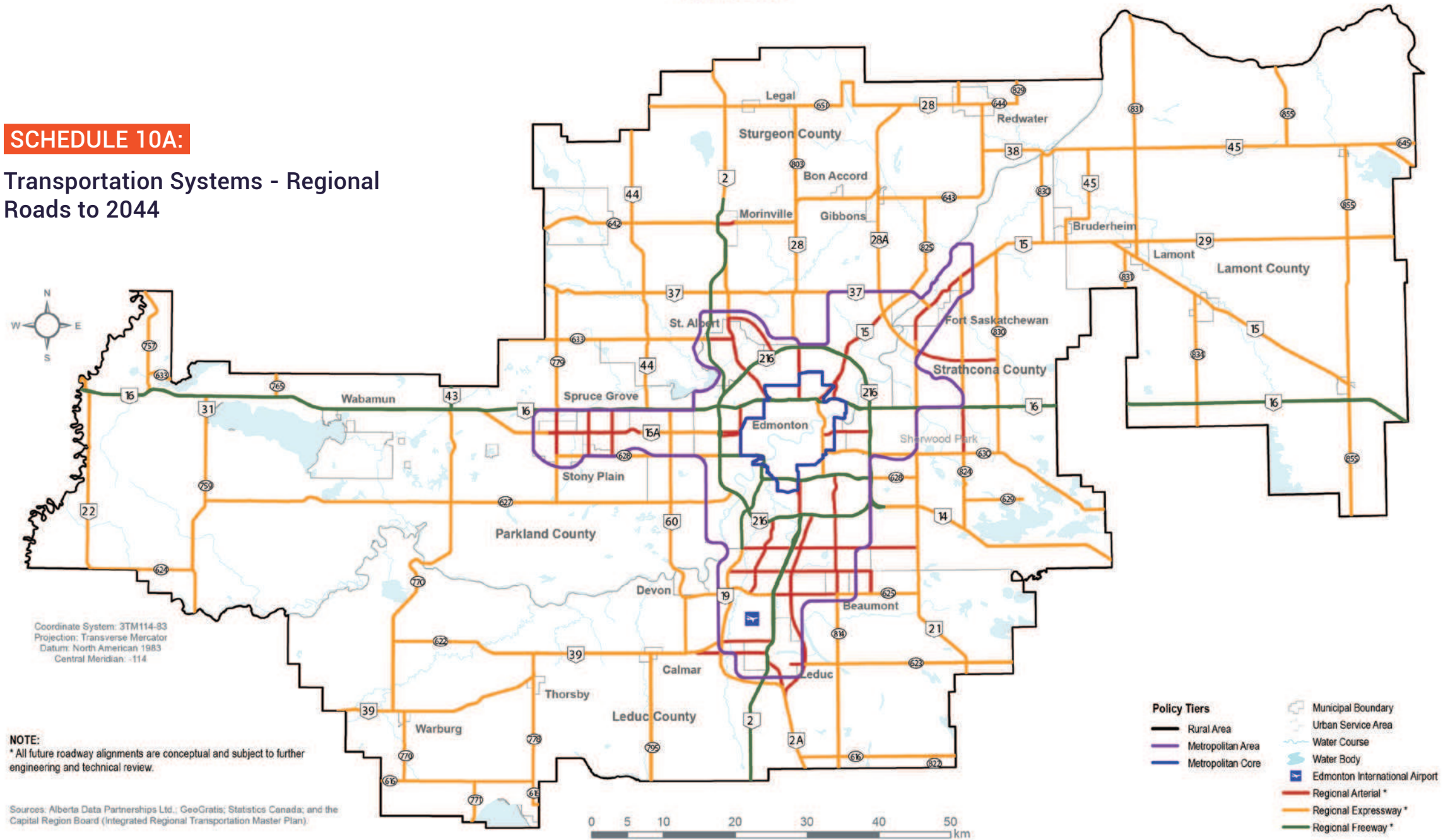
“Infrastructure defines the destiny of the Region. What's in place can't sustain our future... this Region needs a deliberate and aggressive strategy.”

Jeremy Heigh,  
Sift Everything, Choose to Lead: Building on the Competitive Advantages of the Capital Region, Nov. 2014

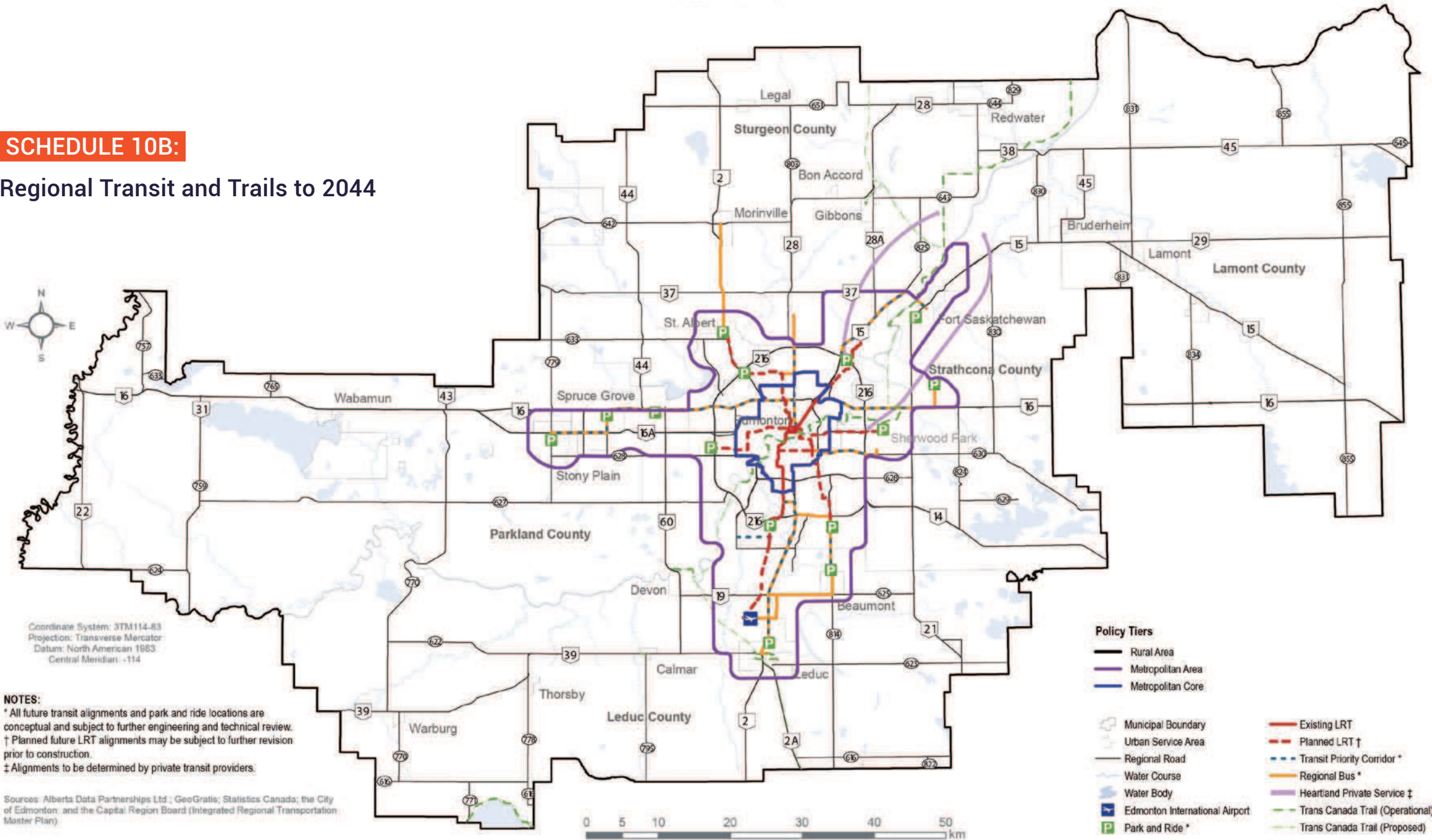


## SCHEDULE 10A:

## Transportation Systems - Regional Roads to 2044



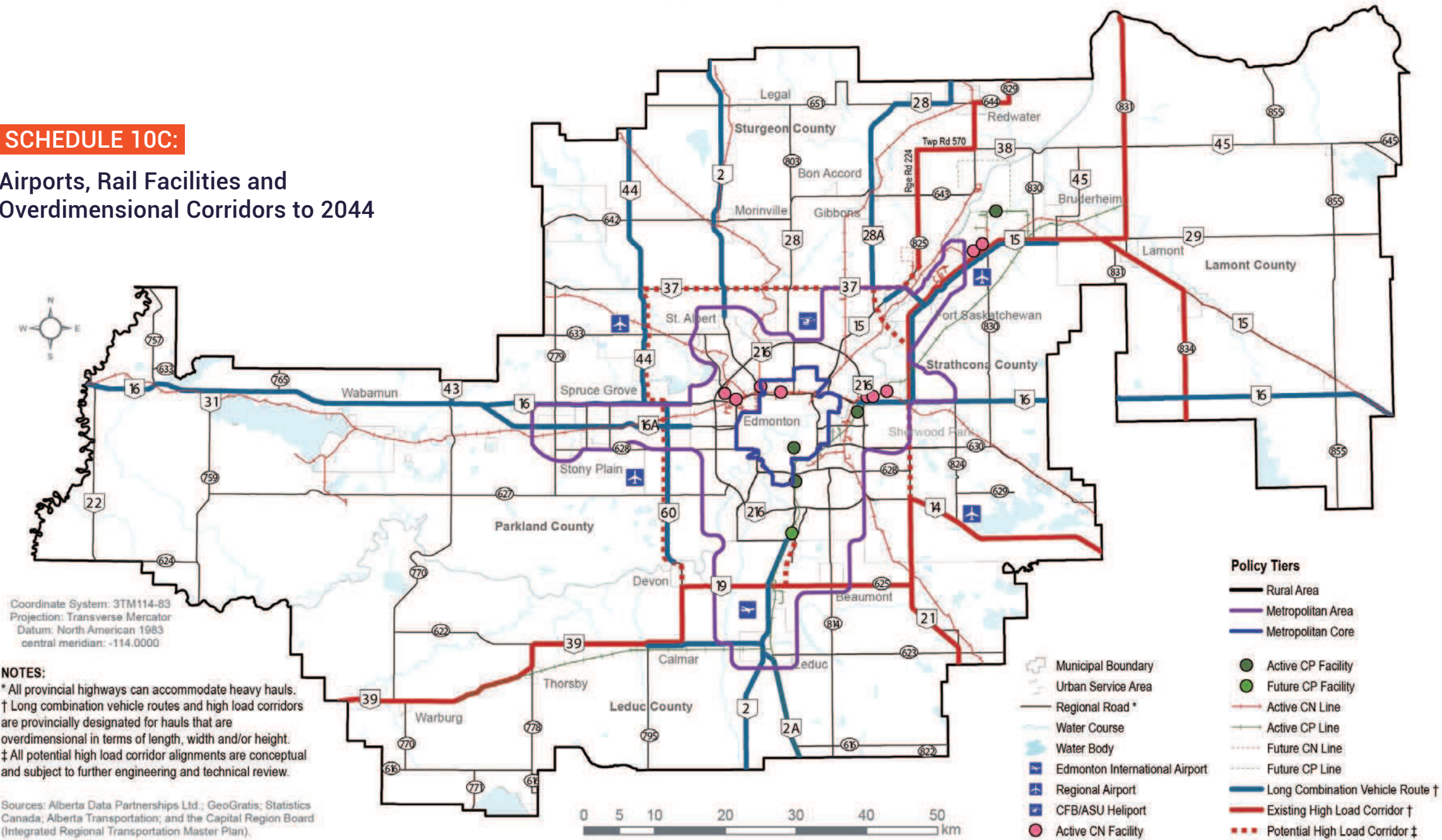
**SCHEDULE 10B:**  
**Regional Transit and Trails to 2044**





**SCHEDULE 10C:**

**Airports, Rail Facilities and  
Overdimensional Corridors to 2044**



OBJECTIVE 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

Policies

5.2.1 An integrated regional transit system will be planned, developed and operated to encourage a mode shift away from private automobiles by:

- a. building and maintaining transit facilities to connect residents with major job destinations, post-secondary institutions, health centres, major cultural and entertainment venues and the Edmonton International Airport;
- b. integrating transit facilities and services with other modes including walking, cycling and driving;
- c. improving the convenience, reliability, comfort and overall appeal of transit services;
- d. developing a regional transit fare system that is fully integrated and that facilitates ease and convenience of travel across municipal borders and between different transit operators; and
- e. pursuing alternative governance and cost-sharing models for the provision of Region wide transit services.

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

- a. in the *rural area*, encouraging car sharing and carpooling opportunities, and the provision of *lifeline transportation* and *specialized transportation services* between outlying communities and *rural* and *sub-regional centres* to connect to regional services and amenities;
- b. in the *metropolitan area*, the integration of *park and ride facilities* and/or *transit-oriented development* at strategic locations such as light rail transit (LRT) stations and other *major transit stations* to encourage convenient access to transit;
- c. in the *metropolitan core* and *metropolitan area*, the provision of dedicated bus lanes and/or other transit priority measures such as bus-on-shoulder operation, transit queue jumps and advance signal preemption schemes to isolate transit vehicles from prevailing traffic congestion;
- d. in the *metropolitan core*, the provision of *higher order transit* such as LRT, commuter rail, bus rapid transit, and express routes with the highest level of

service in the Region. In areas that are not served by LRT, consideration should be given to bus based transit service that offers similar levels of service in terms of frequency and/or service reliability;

- e. the enhancement of the speed and reliability of local and regional transit services; and
- f. consideration of traffic demand management measures, where appropriate, to moderate the need for transportation infrastructure.

5.2.3 *Active transportation networks* and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within *greenfield areas* and *built-up urban areas*, and provide non-motorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.



OBJECTIVE 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**

Policies

- 5.3.1 The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.
- 5.3.2 The locations, types, scale and built form of *development*, including related parking regulations, will be actively managed with transit service, routing and alignment planning to foster a modal shift towards transit and *active transportation* modes.
- 5.3.3 The provision of transportation infrastructure and services will be consistent with and supportive of the guiding principles, objectives and policies of this Plan.
- 5.3.4 The locations of goods movement routes throughout the Region will be reviewed and refined periodically to minimize barriers to effective movement of goods to both local and extra-regional destinations.

OBJECTIVE 5.4

**Support the Edmonton International Airport as northern Alberta's primary air gateway to the world**

Policies

- 5.4.1 Access to the Edmonton International Airport (EIA) will be improved by:
  - a. providing effective, fast, reliable *higher order transit* service to the EIA;
  - b. ensuring an effective network of roadways and access including built-in redundancy and alternates to the QE2 Highway; and
  - c. ensuring airport access routes include transit preferential features to isolate bus-based transit services from road congestion.
- 5.4.2 Regional and municipal land use plans shall comply with Airport Vicinity Protection Area Regulation (AVPA).
- 5.4.3 Adequate transportation access to the regionally significant small-scale airports will be pursued.

OBJECTIVE 5.6

**Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions**

Policies

- 5.5.1 The type, location and timing of transportation improvements that are implemented by the CRB's member municipalities will reflect a commitment to the vision, guiding principles, objectives and policies of this Growth Plan.
- 5.5.2 Achieving the vision and guiding principles and supporting the objectives of this Plan will be pursued by:
  - a. ensuring a high level of integration and coordination amongst the individual transportation plans and related actions; and
  - b. advocating jointly for policies, funding and actions by other levels of government.

## POLICY AREA 6:



# Agriculture



*Mouth of the Sturgeon River*

## PRINCIPLE

**Ensure the wise management of prime agricultural resources.** In the context of metropolitan growth, we will ensure the wise management of prime agricultural resources to continue a thriving agricultural sector.

## OBJECTIVES

- 6.1** Identify and conserve an adequate supply of prime agricultural land to provide a secure local food source for future generations
- 6.2** Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses
- 6.3** Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system



**Agriculture is a new policy area in this Growth Plan. The CRB is providing regional leadership and setting the groundwork for future collaboration. Regional growth includes a healthy and expanding agricultural sector which depends on conserving a supply of prime agricultural land. The sector contributes to economic diversification within the Region and is an important component of an integrated growth management strategy.**

Agricultural resources include people, communities, and, of course, the essential component - land. Agriculture is an important contributor to the regional economy, and is the largest single land use in the Region. The Region contains excellent soil and a history of farming practices that contribute to a productive agricultural sector and include food production and processing. Agriculture is a key regional economic driver in the Region.

As the Region grows, we need to identify and conserve enough prime agricultural land to provide a secure local source of food for future generations of residents, to meet national and global demand, and to support the growth and diversification of the agri-economy.

The objectives and policies will set the stage for future regional work and collaboration. A Regional Agriculture Master Plan will provide the overarching framework and rationale for the Region's agricultural policies which will include strategies to conserve and maintain prime agricultural lands and to guide infrastructure investments to support the growth and diversification of agriculture. A land evaluation and site assessment tool is a critical and objective method to assess, qualify and quantify the prime agricultural lands in the Region. The CRB will work with the Government of Alberta, member municipalities and the agricultural sector to develop an evaluation tool concurrently with the Regional Agriculture Master Plan. The results of the land evaluation and site assessment will be integrated into the Regional Agriculture Master Plan.

The conversion of prime agricultural lands to non-agricultural uses is a significant issue for the Region and a fundamental challenge to a thriving agricultural sector. The commitment to compact, contiguous growth set out in this Plan will conserve a secure supply of prime agricultural lands for agricultural uses

for future generations. This Plan intends that further policy direction on the issue of conversion of prime agricultural land for subdivision for non-agricultural uses be considered in the development of the Regional Agriculture Master Plan. The Regional Agriculture Master Plan will be informed by the results of the land evaluation and site assessment and agricultural master plans and agricultural strategies completed by member municipalities.

A thriving agricultural sector requires strategic investment in supportive infrastructure to maintain, diversify and continue to grow. The Region will work together to plan and prioritize infrastructure to support the agri-economy, and to promote the agricultural sector to attract investment and new opportunities including, but not limited to, value-added agricultural products, bio-fuels, and urban agriculture.

**“Addressing agriculture, as a Region, means we are serious about investing in and growing this industry, sustaining our land and way of life so we can continue to contribute meaningfully to the world. It's absolutely the right thing to do.”**



**Councillor John Schonewille,**  
Leduc County



SCHEDULES AND TABLES REFERENCED  
IN THIS POLICY AREA:

- **Schedule 1:** Population and Employment Projections 2014-2044 (p19)
- **Schedule 6:** Greenfield Density, Centres and Intensification Targets (p59)
- **Schedule 11:** Agricultural Lands (p80)



Farmer's Market, Edmonton

OBJECTIVE 6.1

Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food for future generations

Policies

- 6.1.1** *Prime agricultural lands* shall be assessed to identify and conserve a supply of *prime agricultural lands*. The CRB will pursue this through the following measures:
- a. prepare a Regional Agriculture Master Plan (RAMP) to *conserve* and maintain a secure supply of *prime agricultural lands* with the aim to: support the *regional food system*, diversify the agri-food production base, contribute to the value-added growth of the agri-economy, and guide agriculture supportive infrastructure investment<sup>12</sup>;
  - b. develop a *land evaluation and site assessment tool* to assess land quality and contextual factors, and identify and quantify a supply of *prime agricultural lands*; and
  - c. use **Schedule 11** to identify *prime agricultural lands*, until the *land evaluation and site assessment tool* is completed.
- 6.1.2** In the *rural area*, *prime agricultural lands* identified through the *land evaluation and site assessment tool* shall be *conserved* subject to revision based on the outcomes of the Regional Agriculture Master Plan.

- 6.1.3** In the *metropolitan area*, *prime agricultural lands* identified through the *land evaluation and site assessment tool* shall be *conserved* for agricultural purposes for as long as possible, recognizing that these lands will urbanize over time to accommodate growth.
- 6.1.4** In the *rural area*, opportunities to redesignate *prime agricultural lands* for agricultural uses will be encouraged in areas defined by municipal zoning or designations for non-agricultural uses including, but not limited to, *country residential* areas or reclaimed *resource extraction areas*.

“Arguably the act of ‘preserving’ agricultural land runs counter to the prevailing ethos underlying the development of Western Canadian urban regions for the past 150 years.”

Agriculture Working Paper,  
Jan. 2016, Jerry Bouma, B.Sc., M. Sc.

<sup>12</sup> **Appendix C** describes the Terms of Reference for the Regional Agriculture Master Plan.



OBJECTIVE 6.2

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

Policies

- 6.2.1 The *fragmentation and conversion of prime agricultural lands* shall be minimized when planning alignments for and developing *multi-use corridors*. Where no reasonable alternative can be demonstrated, *mitigation measures*<sup>13</sup> to protect *prime agricultural lands* and existing agricultural operations on adjacent and surrounding lands will be adopted and implemented to minimize and mitigate the potential for land use conflicts.

6.2.2 In the *rural area*, large contiguous agricultural areas will be protected and maintained to enable efficient agricultural production and to support the agricultural sector in the Region.

6.2.3 In the *rural area*, the *fragmentation and conversion of prime agricultural lands* for non-agricultural uses outside the boundaries of *urban communities* may be considered for resource extraction uses, *recreation corridors* and *development of major employment areas* subject to meeting all of the following criteria:

  - a. lands proposed for *development* are located within a proposed statutory plan or statutory plan amendment;
  - b. an *agriculture impact assessment* has been completed to identify the potential adverse impacts of the proposed *development* on
- agricultural lands and existing agricultural operations on-site and off-site in the surrounding area; and

c. *mitigation measures* recommended through an *agricultural impact assessment* are incorporated in the planning and design of the proposed *development* to minimize potential adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area.

6.2.4 In the *metropolitan area*, the *fragmentation and conversion of prime agricultural lands* for non-agricultural uses will only be considered when the proposed *development* meets all of the following criteria:

  - a. the lands are *contiguous* with *built-up urban areas* and/or *planned areas*;
  - b. the lands are required to accommodate municipal employment and population projections in accordance with **Schedule 1**;
  - c. if residential uses are proposed, the lands are within a proposed statutory plan in conformance with the applicable *minimum greenfield density* identified in **Schedule 6**;
  - d. an *agricultural impact assessment* has been completed to identify the potential adverse impacts
- of the proposed *development*<sup>12</sup> on agricultural lands and existing agricultural operations on-site and off-site in the surrounding area; and

e. *mitigation measures* recommended through an *agricultural impact assessment* are incorporated in the planning and design of the proposed *development* to minimize potential adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area from near neighbour impacts of urban growth.

6.2.5 An *agricultural impact assessment*<sup>14</sup> prepared by a qualified professional shall be required when a new area structure plan proposes *development* in a *greenfield area* that contains *prime agricultural land* as identified on **Schedule 11**. The application and contents of an assessment may be subject to review following completion of the Regional Agriculture Master Plan. The assessment shall:

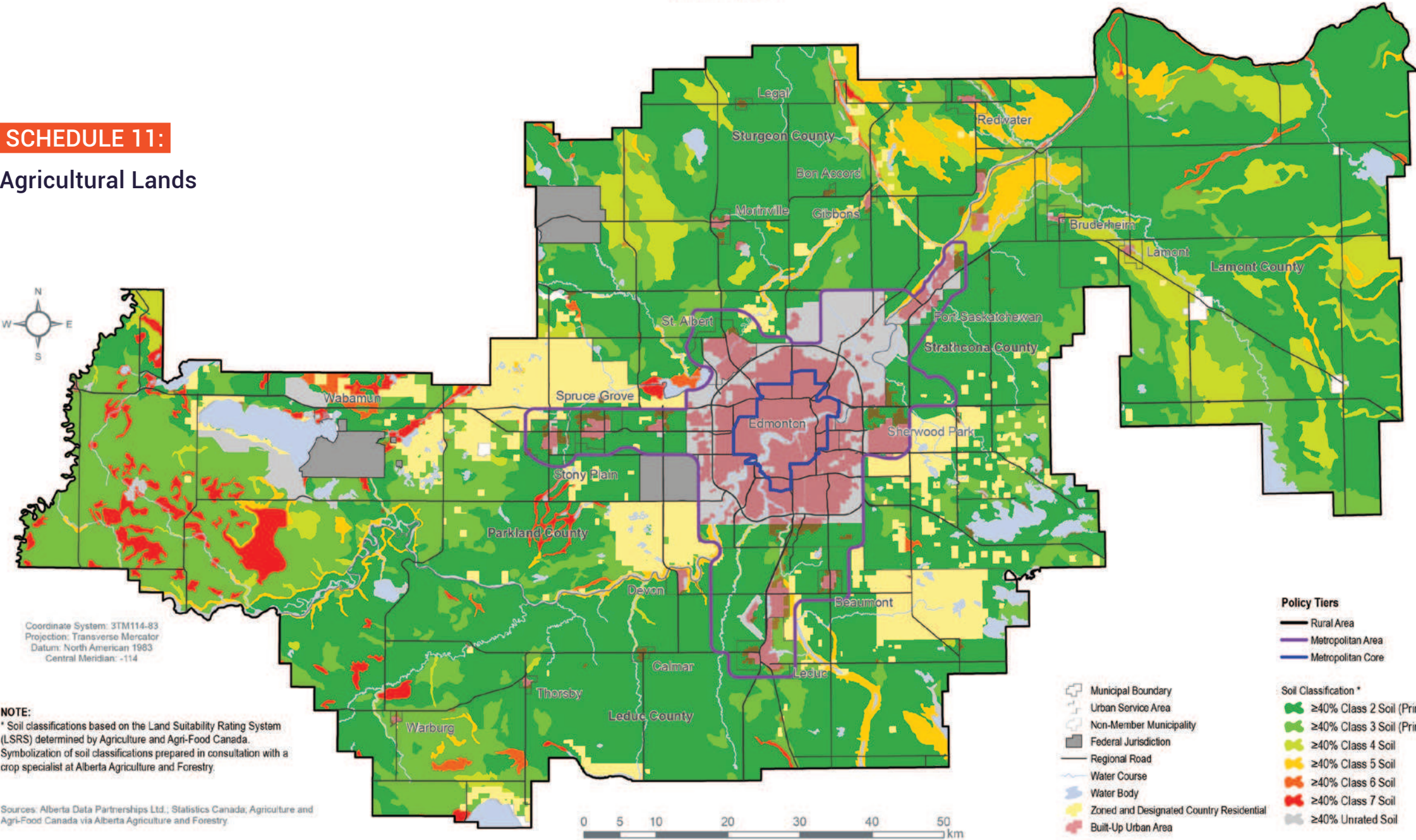
  - a. describe the proposed *development* and contextual factors;
  - b. determine potential adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area; and
  - c. recommend measures to buffer, mitigate and minimize potential land use conflicts.

<sup>13</sup> Mitigation measures may include: edge treatments such as buffers to provide a spatial barrier consisting of landscaping, fencing and berming, in combination with setbacks.

<sup>14</sup> **Appendix D** provides a more detailed description of the scope of work of an agricultural impact assessment for non-agricultural developments on or adjacent to prime agricultural lands.

SCHEDULE 11:

Agricultural Lands





### OBJECTIVE #6.3

## Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system

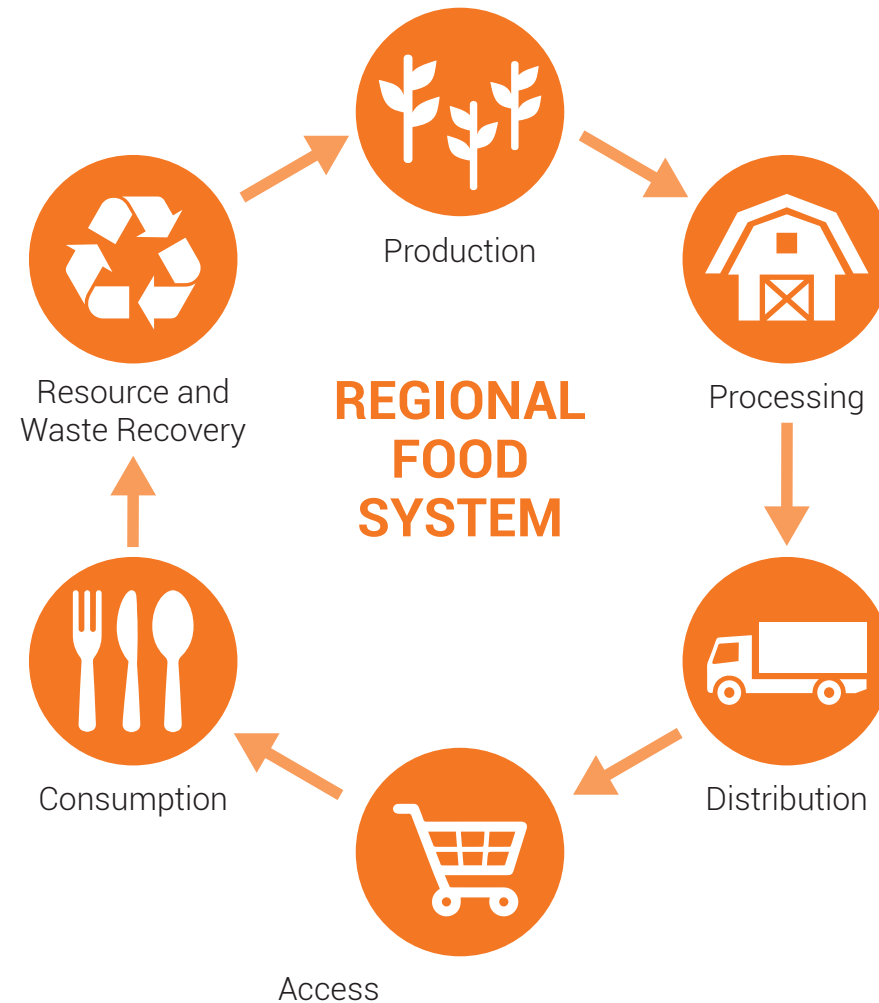
### Policies

**6.3.1** *Value-added agriculture* production and the diversification of the agricultural sector will be pursued by:

- advancing food production, processing and distribution, *value-added* opportunities related to agricultural products and services;
- supporting manufacturing, packaging, shipping and distribution to wholesalers, agri-tourism, farmers' markets and urban agriculture; and
- promoting diversification related to food production, processing and distribution.

**6.3.2** Supportive infrastructure for the agricultural sector to sustain the *regional food system*, attract new opportunities and maximize investment to grow and diversify the sector will be pursued through the following measures, including, but not limited to:

- maintaining and improving transportation access and facilities; and
- providing drainage and irrigation infrastructure.









An aerial photograph of a large body of water, likely a lake or reservoir, surrounded by green fields and forests. In the foreground, there is a small town or village with several buildings, including a prominent blue industrial building and a white barn. A road and a parking lot are visible near the water's edge. The text "PART C" is written in white, bold, sans-serif font, followed by a horizontal red line. Below this, the word "Implementation" is written in a larger, white, bold, sans-serif font.

# PART C Implementation



CHAPTER 5:

IMPLEMENTATION

The implementation of the Edmonton Metropolitan Region Growth Plan requires continued collaboration among CRB members, the Government of Alberta and other regional stakeholders.

This section provides guidance and direction to transition to the Edmonton Metropolitan Region Growth Plan. It describes how the policies will be implemented and interpreted, the roles of the various partners and resourcing to implement the Plan. It also lists future work that needs to be undertaken, as outlined in earlier sections, and how this work will be incorporated into the Plan.

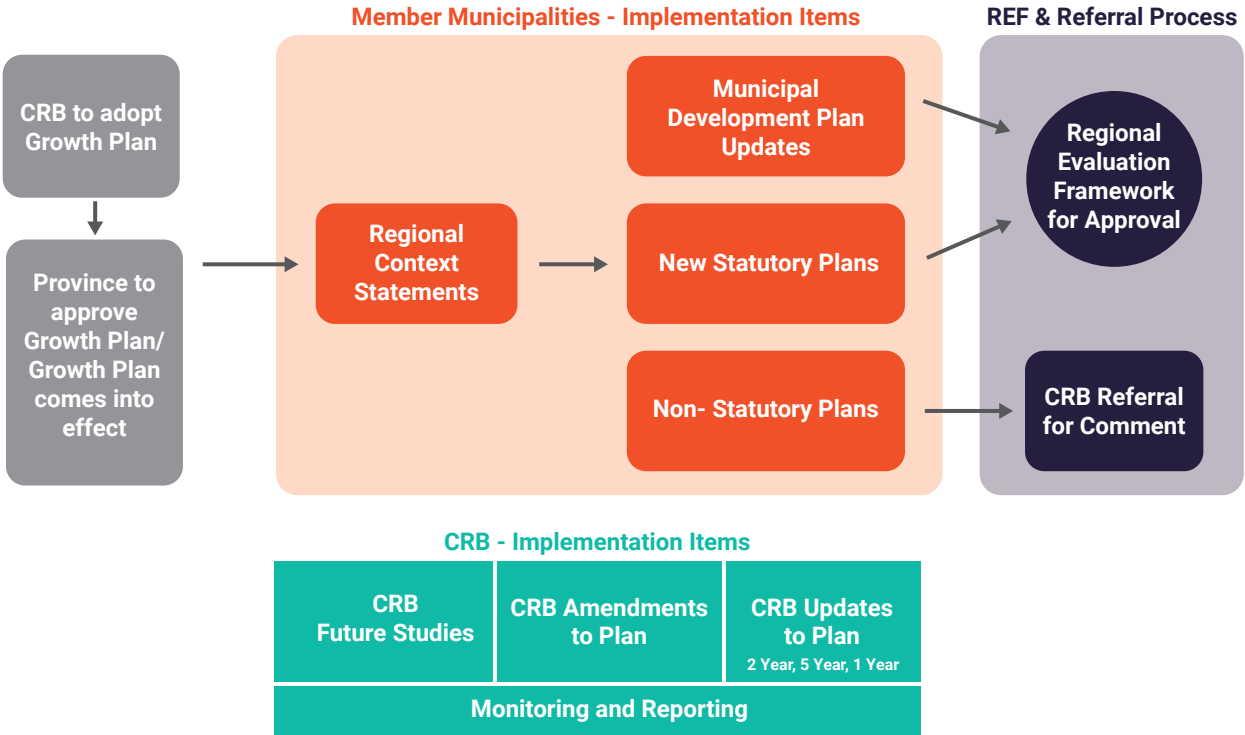
As the mandate and authority of the CRB are derived from the Municipal Government Act (MGA) and its Regulation, the Plan will come into force once it is approved by the Government of Alberta.

5.1

Transition to the Edmonton Metropolitan Region Growth Plan

➔ The Growth Plan Implementation Process

This Growth Plan introduces a number of transition mechanisms to implement the Plan. The transition mechanisms are subject to approval by the Government of Alberta, as indicated in **Section 5.5**.





### 5.1.1 Existing Area Structure Plans

Consistent with the CRB Regulation, existing area structure plans that were adopted in accordance with the MGA prior to the date this Plan comes into force will remain in effect and will be grandfathered. Substantive amendments to these approved plans will be subject to the Regional Evaluation Framework (REF) evaluation, as established through the REF submission criteria.

*Agricultural impact assessments* are not required for existing area structure plans unless they are amended to expand their boundaries into new *greenfield areas*. This also applies to any sub-area or lower level plans under existing area structure plans.

### 5.1.2 Regional Context Statements

To address the time lag between the approval of the Growth Plan and the updating of municipal development plans (MDP) for conformance with the Growth Plan, regional context statements (RCS) are intended as a transition mechanism. CRB members will prepare a statement outlining how their existing MDPs conform with, or diverge from the new Growth Plan, and how they will bring their MDP into compliance.

**Appendix B:** Regional Context Statement Template provides more detailed guidance on the content required.

The preparation of a RCS applies to:

- a. member municipalities that are required by the MGA to prepare MDPs, must submit a RCS to the CRB for information within one year of the Growth Plan being approved by the Government of Alberta;
- b. in general, RCSs shall describe how existing MDPs will be brought into conformance with the following key Growth Plan items including:
  - i. Edmonton Metropolitan Regional Structure including delineation of the *policy tiers* and structure components;
  - ii. spirit and intent of the Economic Competitiveness and Employment policy area including the recognition and support of *major, local* and resource-based *employment areas* and the depiction of *major employment areas* in municipal mapping;
  - iii. spirit and intent of the Natural Living Systems policy area including the recognition of *natural living systems* identified in this Growth Plan;
  - iv. spirit and intent of Community and Housing policy area including the recognition of *complete communities*, housing diversity and addressing *core housing need*;
  - v. spirit and intent of the Integration of Land Use and Infrastructure policy area, including, but not limited to:
    - a. *minimum greenfield densities*;
    - b. *aspirational intensification targets* and centres target;
    - c. identification of *centres* and definition of *built-up urban areas* and delineation in municipal mapping;
    - d. identification of *growth hamlets* in the *rural area*; and

- e. *country residential* policy and density target;
  - vi. spirit and intent of the Transportation Systems policy area, including recognition of the regional transportation infrastructure and modal shift policies;
  - vii spirit and intent of the Agriculture policy area, including the recognition of *prime agricultural lands* (according to LSRS classification system) pending completion of the Regional Agriculture Master Plan and definition of a *regional land evaluation and site assessment tool*; and
- c. The councils of member municipalities shall adopt RCS by resolution and submit them to the CRB.

### 5.1.3 Municipal Development Plans

MDPs are an essential means of implementing this Growth Plan. Member municipalities that are required by the MGA to prepare MDPs shall update their MDP to conform to this Growth Plan within three years of this Plan coming into effect.

This transitional item is subject to approval by the Government of Alberta and is reflected in **Section 5.6**

## 5.2

# Implementation Mechanisms

### 5.2.1 Regional Evaluation Framework

The Government of Alberta established the REF as the mechanism for the evaluation of the conformance of statutory plans with the 2010 Growth Plan.

To support the future requirement of ensuring conformance by member municipalities with this Plan, the CRB will work with the Government of Alberta to ensure that the REF is updated and aligns with this Plan to ensure the following:

- a. the overall intent of REF remains the same;
- b. the submission criteria extends screening of regionally significant amendments to MDPs and intermunicipal development plans (IDPs) and for area structure plans of regional significance;
- c. the evaluation criteria reflects the guiding principles, objectives and policies of the Growth Plan;
- d. the evaluation criteria, where appropriate, reflects measurable targets (e.g., *minimum greenfield densities*) of the Growth Plan;
- e. the evaluation criteria reflects applicable features identified through mapping within the schedules of the Growth Plan;
- f. redundancies in the existing REF's evaluation criteria be removed;

- g. use of the population and employment projections within the Growth Plan serves only as a planning tool and not evaluation criteria or cap; and
- h. the evaluation criteria includes a demonstration of the long term financial viability of the *development*.

### 5.2.2 Non-Statutory Plans

The REF is the mechanism for the CRB to evaluate the implementation of the Growth Plan, however it only applies to statutory plans. In an effort to address concerns about the ability to adequately monitor municipal growth and the use of non-statutory planning documents (e.g., outline plans) to accommodate growth, the CRB recommends that all employment and population growth within the Region be planned through statutory plans or conceptual schemes as defined by the MGA. This recommendation is reflected in **Section 5.5**.

### 5.2.3 Referral of Non-Statutory Master Plans

Municipalities may undertake major non-statutory master planning exercises that affect growth and more importantly, may have an impact on the implementation of the Growth Plan. Transportation master plans and agriculture master plans are two such non-statutory master plans that typically extend over an entire municipality and influence how land and transportation corridors are planned. There are also intermunicipal dimensions that could result from such plans and potentially be in conflict or inconsistent with the Growth Plan.

To enable conformity between municipal actions and the Growth Plan, a member municipality that undertakes a transportation master plan or agriculture master plan will include the CRB as a regional stakeholder as part of the external referral process for review and comment before the plan is considered for approval by its Council.

The CRB will provide written comments on the alignment of the master plans with the guiding principles, objectives and policies of the Growth Plan.



### 5.2.4 Amendments to the Growth Plan

The CRB may consider amendments to the Growth Plan by adopting an enabling procedure through the bylaws within the CRB Regulation. Proposed amendments may be submitted by the Board or a member municipality in writing. All amendments to the Growth Plan require approval by the Board and the Government of Alberta.

#### 5.2.4.1 Amendments to the Edmonton Metropolitan Structure

The *metropolitan area* tier may be reviewed and considered for amendment prior to the next Growth Plan review to address municipal land use studies that are underway or various forms of municipal restructuring approved by the Government of Alberta that impact the contiguity of the *policy tier*. The proposed amendment shall:

- a. demonstrate the need to accommodate employment and population growth to 2044;
- b. be consistent with the guiding principles, objectives and policies of the Plan; and
- c. be subject to CRB approval.

#### 5.2.4.2 Special Study Areas

*Special study areas* will be considered to address intermunicipal areas that may require special policy consideration to resolve regional growth issues within a defined geographic area. Special study areas may address highly specific circumstances needing further detailed study or analysis by affected member municipalities.

*Special study areas* shall:

- a. be proposed by the proponent(s) with a supporting terms of reference addressing: the proposed study area, the growth-related issues to be addressed, the proposed planning process, timing, and the involvement of municipalities and other stakeholders;
- b. be initiated through CRB approval;
- c. be prepared in a collaborative manner between the involved municipalities and other stakeholders;
- d. include area specific policies and initiatives that shall be consistent with the guiding principles, objectives and policies of this Plan; and
- e. be approved by the CRB and implemented through statutory plans.

Until any special study is completed and the recommendations approved by the CRB and Government of Alberta and implemented through statutory plans, the area will be subject to all applicable policies of this Plan.

#### 5.2.4.3 Amendments to Incorporate Outcomes of Future CRB Studies

Future CRB studies and initiatives identified in **Section 5.4** are necessary to implement the key policies of this Plan. The outcomes of these studies shall be approved by the CRB and the Government of Alberta and incorporated through subsequent formal amendments to this Plan.



Morinville Ice Festival

5.2.5 Updates to the Growth Plan

To ensure the Growth Plan continues to guide planning and management of growth in the Region, the CRB is committed to ‘evergreening’ the Plan through a two year update, a five year interim review followed by a comprehensive review every ten years.<sup>13</sup>

5.2.5.1 Two Year Update to Incorporate Outcomes of Future CRB Studies

There are several future CRB studies and initiatives intended for completion within two years of Growth Plan approval by the Government of Alberta, as detailed in **Section 5.4** of this Plan. These studies are necessary to further inform key policies of the Growth Plan and their implementation.

The CRB should undertake a two-year update of the Growth Plan to incorporate the outcomes of the following studies:

- a. Land Evaluation and Site Assessment Tool; and
- b. Regional Agriculture Master Plan.

5.2.5.2 Five Year Interim Review

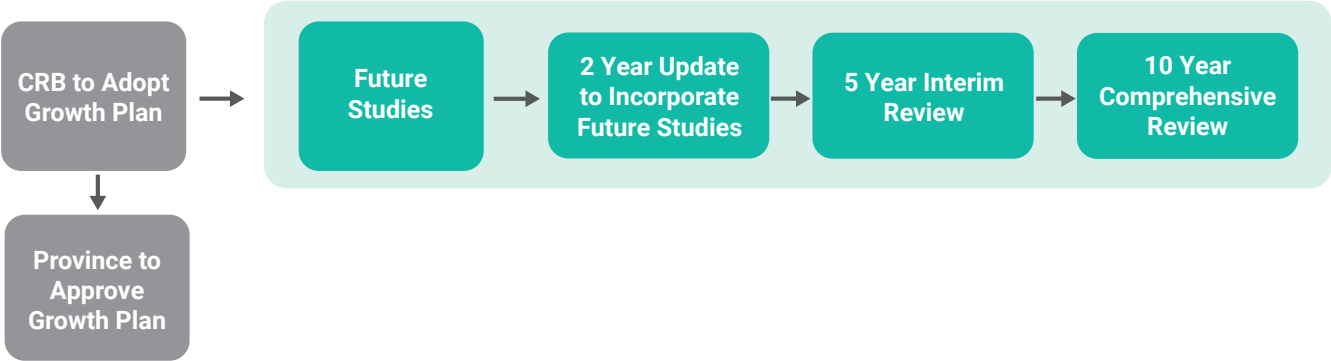
The CRB will undertake a five year interim review of the Growth Plan to:

- a. review and update employment and population projections to align with releases of federal census data;
- b. consider the need for amendments to the Plan if results of the key performance indicators show that the outcomes are not being met; and
- c. amend the Growth Plan to integrate the outcomes of other future work.

5.2.5.3 Ten Year Comprehensive Review

The CRB will undertake a ten year comprehensive review and update of the Growth Plan with work beginning in the eighth year of this Growth Plan coming into effect. The terms of reference for the Growth Plan update process and requirements will be determined by the CRB in consultation with the Government of Alberta.

➔ The Growth Plan Review and Update Process



<sup>13</sup> The update process and future CRB studies are subject to funding approval.



### 5.2.6 Monitoring and Reporting

Monitoring, evaluating and reporting on changes in the Region and the implementation of the Plan are critical to analyzing and understanding the effectiveness of the Growth Plan and enabling its success. The CRB will use the information to initiate corrective action where and when the guiding principles, objectives and policies of the Growth Plan are not being achieved.

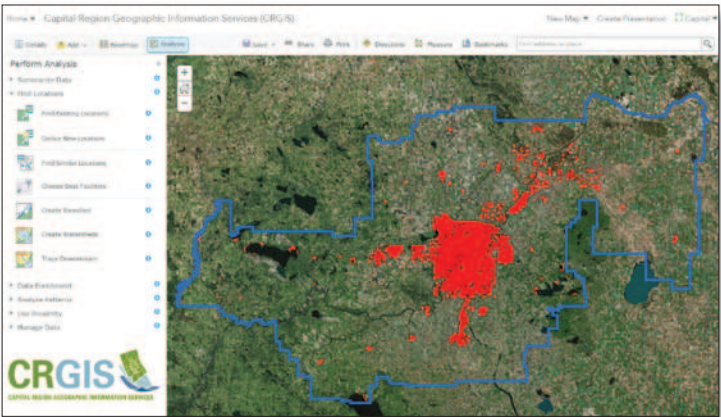
#### Key Performance Indicators<sup>15</sup>

Building on the success of the Capital Region Geographic Information Services database, key performance indicators (KPIs) will be used to determine if the actions of the CRB member municipalities are achieving the desired outcomes of this Plan.

The CRB will collect and analyze data for an initial set of KPIs to monitor and evaluate regional trends over the Growth Plan horizon. Data pertinent to these KPIs will be obtained from a variety of sources including member municipalities, federal and provincial agencies, relevant regional stakeholder organizations and agencies, and subject matter experts in the stakeholder community. Data and observations generated through the monitoring of the KPIs will be published in an annual report.

#### Reporting

The CRB will produce an annual report for submission to the Minister of Municipal Affairs before August 31 of each year. The report will document activities and work items undertaken by the CRB during the preceding year, and relay information on KPIs.



### 5.2.7 Capital Region Geographic Information Services

The Capital Region Geographic Information Services (CRGIS) will be used as one of the CRB's principal tools to record, track and convey information on growth within the Region and other geographic-specific KPIs. The CRGIS is critical to annual monitoring and the interim and comprehensive reviews of the Growth Plan.<sup>16</sup>

The CRGIS will be used to maintain maps and update key information as growth occurs and future work items are completed. Items to be mapped include, but are not limited to:

- a. the *development of major employment areas*;
- b. additional *natural living systems*, restoration areas, and ecological areas;
- c. *prime agricultural lands* identified for conservation through the *land evaluation and site assessment tool*;
- d. the delineation of *urban, rural and sub-regional centres and TOD centres*;
- e. delineation of *built-up urban areas, planned areas* and depiction of growth patterns;
- f. *growth hamlets* identified by member municipalities;
- g. infrastructure, transportation and transit corridors;
- h. land uses requiring land use buffers; and
- i. the delineation of *recreation corridors*.

<sup>15</sup> Refer to **Appendix F** for a comprehensive list of Key Performance Indicators

<sup>16</sup> The CRGIS includes a public website ([www.capitalregion.maps.arcgis.com](http://www.capitalregion.maps.arcgis.com)) with a compendium of interactive maps, applications and regional open data that supports the policy areas of the Growth Plan. This tool continues to evolve and advance and is fully accessible to the public.

# 5.3

## Regional Collaboration and Advocacy

The success of this Growth Plan depends on the active engagement and collaborative effort of the CRB to support the Plan. Board members are the best advocates for the Growth Plan at the local level through their municipal actions and decisions. They can be equally persuasive at the provincial and federal levels by building relationships and advocating for funding and operational support for the Plan's goals to other orders of government. Member municipalities can be effective ambassadors to the private sector by engaging in constructive dialogue over how to work collaboratively to achieve the goals of this Plan and to **Re-imagine. Plan. Build.** this dynamic Edmonton Metropolitan Region.

# 5.4





## Future CRB Studies and Initiatives

There are a number of future work items necessary to implement key policies of the Plan by policy area, as detailed in **Table 2**. The work items are subject to internal and external funding sources, as detailed in **Appendix A**.

**TABLE 2:** Future Studies and Initiatives

Future Study or Initiative	Description
 <b>Economic Competitiveness and Employment</b>	
<b>Region Economic Competitiveness</b>	<p>Pursue future economic development initiatives to understand the employment base of the Region, which may include:</p> <ul style="list-style-type: none"><li>a. an analysis of the Region's major economic clusters and the structure and location of the Region's major industries; and</li><li>b. a labour market profile to identify jobs in the Region, demonstrate productivity, and identify labour gaps, talent deficits and strategies to attract and retain a skilled workforce.</li></ul>
 <b>Natural Living Systems</b>	
<b>Integrated Regional Open Space Master Plan</b>	<p>Identify a regional strategy to connect parks, open spaces, greenways and trails in the Region to:</p> <ul style="list-style-type: none"><li>a. clearly demarcate recreation corridors and where public access is and is not permitted;</li><li>b. meet the recreational needs of the Region's population;</li><li>c. advance a coordinated approach to regional recreation; and</li><li>d. minimize adverse environmental impacts.</li></ul>
 <b>Communities and Housing</b>	
<b>Regional and Sub-Regional Plans</b>	<p>Develop and implement regional and sub-regional plans.</p>
<b>Our Affordable Future – Market Affordable Housing Framework Implementation</b>	<p>Identify ambassadors and champions, pilot projects, and ongoing education and development to promote options for <i>market affordable housing</i>.</p>
<b>Exploration of Best Practices to Implement Complete Communities</b>	<p>Work with the development industry to explore the identification of best practices in engineering standards to support the development of <i>complete communities</i> consistent with the guiding principles and objectives of this Growth Plan.</p>



Future Study or Initiative	Description
<div> <b>Integration of Land Use and Infrastructure</b></div>	
<b>Regional Infrastructure Master Plan</b>	Prepare a regional plan to identify, coordinate and align regional infrastructure investments.
<div> <b>Transportation Systems</b></div>	
<b>Integrated Regional Transportation Master Plan (IRTMP)</b>	Update the Region's Integrated Regional Transportation Master Plan (IRTMP) in conjunction with the ten year Growth Plan update. The update should reflect the vision, guiding principles, objectives and policies of the Growth Plan and define the key elements of the Region's multi-modal transportation system to support the mobility and accessibility needs of its people and its economy.
<b>Regional Transportation Priorities</b>	Identify regional transportation priorities annually and advocate these to the provincial and federal governments to ensure that they are supported by policy and through project funding by these senior levels of government.
<div> <b>Agriculture</b></div>	
<b>Land Use Planning and Conservation Tools</b>	Develop a land evaluation and site assessment tool to assess, qualify and quantify prime agricultural lands in order to identify a supply of prime agricultural lands to conserve for agricultural uses in the Region.
<b>Regional Agriculture Master Plan</b>	Complete a Regional Agriculture Master Plan that provides a policy framework for conserving a stable, predictable supply of prime agricultural lands in the Region, growing and diversifying the agri-food economy, including development of a value-added strategy, and guiding agriculture supportive infrastructure investment. The Regional Agriculture Master Plan will consider existing municipal agriculture master plans and agricultural strategies and provide further policy direction.
<div> <b>Implementation</b></div>	
<b>REF 2.0</b>	Explore methods to evaluate the long term financial viability of development for inclusion in REF 2.0.
<b>Regional Transit Cost Sharing Formula</b>	Review and update the Transit Cost Sharing Formula for consistency with the Plan.
<b>Municipal Planning Toolkit</b>	Prepare municipal planning toolkit to assist with interpretation of Edmonton Metropolitan Regional Structure and Plan targets

# 5.5

## Recommendations to the Government of Alberta

Sections 5.1 and 5.2 outline the steps necessary to facilitate a smooth transition to the Edmonton Metropolitan Region Growth Plan by member municipalities. The following table describes the specific recommendations to the Government of Alberta to enable implementation of the Growth Plan.

**TABLE 3: Recommendations to the Government of Alberta**

Implementation Mechanism	Legislation	Recommended Amendment
Existing Statutory Plans	Capital Region Board Regulation, Sections 20(5) and 23.	That statutory plans, other than MDPs, that were adopted in accordance with the MGA prior to the date of approval of this Growth Plan by the Government of Alberta, remain in full force and effect.
Municipal Development Plans	Capital Region Regulation, Section 19	That conformance to the Growth Plan through MDPs be achieved within three years of the approval of the Growth Plan by the Government of Alberta.
Non-Statutory Plans	Municipal Government Act	That all new growth within the Region be accommodated through statutory plans or conceptual schemes as defined by the Municipal Government Act.
Regional Evaluation Framework	Regional Evaluation Framework	<div>That the Regional Evaluation Framework be amended to reflect the Edmonton Metropolitan Regional Structure, guiding principles, objectives and policies of the Growth Plan and reflect the following:</div> <ul style="list-style-type: none"><li>• overall intent of REF remains the same;</li><li>• submission criteria are improved to extend screening of regionally significant amendments to municipal development plans and intermunicipal development plan;</li><li>• evaluation criteria reflect the guiding principles, objectives and policies of the Growth Plan;</li><li>• evaluation criteria reflect measurable targets (e.g., minimum greenfield densities) where applicable;</li><li>• redundancies in the evaluation criteria are removed; and</li><li>• employment and population projections are not included as evaluation criteria.</li></ul>



# 5.6

## Summary of Roles and Responsibilities

The Government of Alberta, CRB, and member municipalities have specific roles in the implementation of the Growth Plan.

### 5.6.1 Government of Alberta

To implement the Growth Plan, the Government of Alberta will need to:

- a. approve the Growth Plan;
- b. approve CRB recommendations regarding amendments to provincial legislation;
- c. collaborate with the CRB on the implementation of the guiding principles, objectives and policies of the Growth Plan;
- d. support regional agriculture, infrastructure, transportation and housing priorities, and outcomes of future work (e.g., Regional Agriculture Master Plan, land evaluation and site assessment tool, updates to the Integrated Regional Transportation Master Plan, Integrated Regional Open Space Master Plan, Regional Infrastructure Master Plan); and
- e. consider the Growth Plan policy framework when planning investments and funding, including but not limited to: transportation; health; education; cultural amenities; housing; and agriculture supportive tools and infrastructure.

### 5.6.2 Capital Region Board

To implement the Growth Plan, the CRB will need to:

- a. maintain, amend and update the Growth Plan as prescribed by provincial regulation;
- b. ensure conformance of municipal plans with the Growth Plan by reviewing statutory plans and amendments thereto submitted under the REF;
- c. review and receive regional context statements as information;
- d. provide comment on transportation master plans and agriculture master plans and agriculture strategies circulated by municipalities;
- e. produce and submit an annual monitoring report to the Government of Alberta;
- f. develop work plans and budgets for interim and comprehensive reviews of the Growth Plan;
- g. collaborate with stakeholders and advocate for regional priorities related to the objectives of the Growth Plan; and
- h. facilitate future CRB work items including, but not limited to:
  - i. a *land evaluation and site assessment tool* to assess, qualify and quantify prime agricultural lands;
  - ii. a Regional Agriculture Master Plan;
  - iii. updates to the Integrated Regional Transportation Master Plan;

- iv. a Regional Infrastructure Master Plan;
- v. Sub-regional and Regional Housing Plans;
- vi. an Integrated Regional Open Space Master Plan;
- vii. an update to the Municipal Planning Toolkit , and
- viii. complete the carryover work from the 2010 Growth Plan.

### 5.6.3 Member Municipalities

To implement the Growth Plan, the CRB's member municipalities will need to:

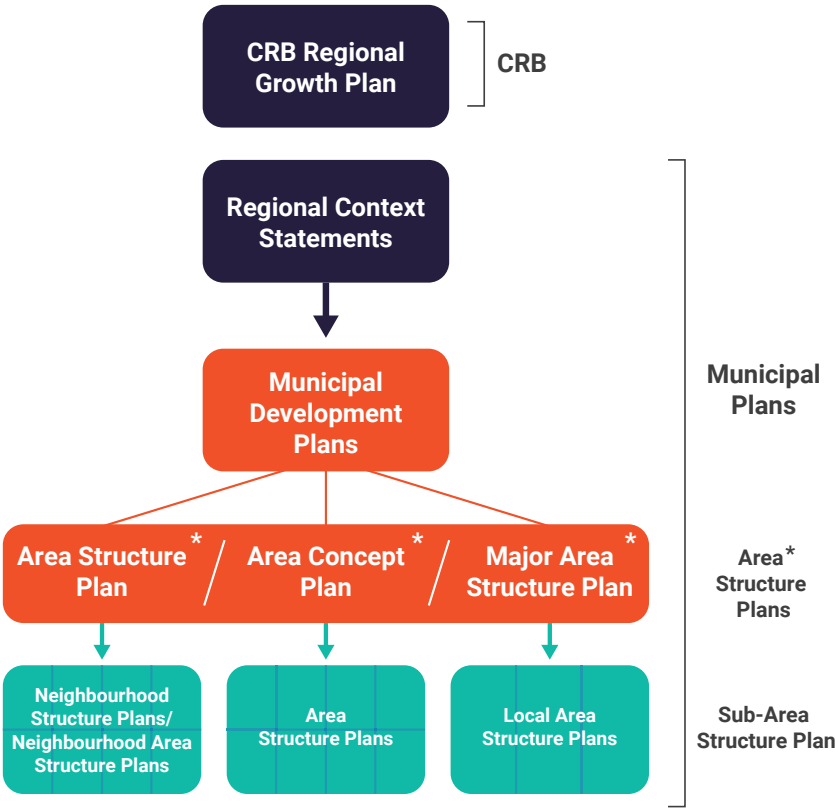
- a. submit a regional context statement within one year of the Growth Plan being approved by the Government of Alberta, in accordance with **Section 5.1.2**;
- b. update their MDP within three years of the Growth Plan approval by the Government of Alberta;
- c. implement the guiding principles, objectives and policies of the Growth Plan through statutory plans, transportation master plans and agriculture master plans and agricultural strategies;
- d. submit statutory plans and amendments to the CRB for review in accordance with the REF;
- e. circulate transportation master plans and agriculture master plans and agriculture strategies to the CRB for review and comment; and
- f. submit relevant data to the CRB on established key performance indicators to support the CRB's monitoring and reporting responsibilities.

# 5.7

## Implementation and Interpretation of Greenfield, Intensification and Centres Targets

➔ Statutory plans adopted by a municipality by bylaw in accordance with the Municipal Government Act to provide a framework for the subsequent subdivision and development of a defined area of land will be required to comply with the minimum greenfield density. This includes major area structure plans, local area structure plans and area concept plans that are adopted by bylaw in accordance with the MGA.

The following provides further detail to interpret and apply the minimum greenfield density, intensification and centres targets.



\* Statutory Plans to comply with minimum greenfield density

### 5.7.1 Minimum Greenfield Density

Minimum greenfield density shall be used and interpreted as follows:

- a. minimum greenfield density is measured at the area structure plan level as the number of dwelling units per net residential hectare (du/nrha);
- b. all area structure plans proposed and approved after this Plan comes into effect shall comply with the required minimum greenfield density in accordance with **Schedule 6**;
- c. the minimum greenfield density shall be measured as the average dwelling units per net residential hectare within an area structure plan;
- d. the density within a portion of an area structure plan, such as an neighbourhood area structure plan or similar sub-area plan, may be lower than the minimum greenfield density, as long as the variation at the sub-area structure/ neighbourhood plan level does not exceed five (5) dwelling units below the required minimum greenfield density. Notwithstanding this permitted variation, the overall total area structure plan area shall meet the required minimum greenfield density;

Refer to Part B. Regional Policies, Objective 4.3 for policies on greenfield areas.



- e. existing area structure plans excluding municipal development plans with land use and/or zoning permissions shall remain in effect as per **Section 5.1**. Notwithstanding that existing area structure plans remain in effect, amendments to approved plans may be subject to REF evaluation, as established through the REF submission criteria;
- f. member municipalities are encouraged to exceed the *minimum greenfield density*, particularly in locations with *multi-modal transportation* access and/or proximity to *major employment areas*;
- g. if an *urban centre* or a *TOD centre* identified in **Schedule 2** is located within a *greenfield area* that will be part of a new area structure plan, the area and planned density for the *urban centre* or a *TOD centre* may be considered together with the remainder of the lands within the area structure plan for the purposes of meeting the required *minimum greenfield density* for the area structure plan;
- h. area structure plans for new *greenfield areas* will be subject to REF, and all REF applications shall include a land use statistics summary table indicating the dwelling units per net residential hectare for each sub-area/ neighbourhood plan and the overall total for the area structure plan;
- i. all subsequent lower level plans such as subdivision plans and development permits shall comply with the density approved in the area structure plan as well as the densities of sub-area plans; and
- j. the achievement of *minimum greenfield density* will be measured on an annual basis by member municipalities with data provided to the CRB for monitoring and reporting purposes.

### 5.7.2 Intensification Targets

*Intensification targets* shall be used and interpreted as follows:

- a. *intensification* is measured as the percentage of new dwelling units that are constructed within the *built-up urban area* of an *urban community* each year;
- b. *intensification targets* are aspirational in nature. Member municipalities will plan to work toward achieving the target by 2044 and will demonstrate how in MDPs and other statutory plans;
- c. the achievement of the *centres density target* will contribute to the overall achievement of the *intensification target*, if the *centre* is located within the *built-up urban area*;
- d. member municipalities are encouraged to meet and exceed *intensification targets*; and
- e. the achievement of *intensification targets* will be measured on an annual basis by member municipalities with data provided to the CRB for monitoring and reporting purposes.

Refer to Part B. Regional Policies, Objective 4.2 for policies on intensification.

### 5.7.3 Centres Density Target

*Centres density targets* shall be used and interpreted as follows:

- a. the *centres density target* for *urban centres* and *sub-regional centres* will be measured as dwelling units per net residential hectare (du/nrha) and be applied to the area delineated by the member municipality as the boundary of the *centre*;
- b. the *centres density target* for *TOD centres* will be measured as a total of people and jobs per gross hectare and will be applied to the area delineated by the member municipality as the boundary of the *TOD centre*;
- c. the *centres density targets* are aspirational in nature. Member municipalities will plan to work toward achieving the target by 2044 and will demonstrate how in MDPs and other statutory plans;
- d. member municipalities are encouraged to meet and exceed *centres density targets* over the 30 year life of the Plan; and
- e. the achievement of *centres density targets* will be measured on an annual basis by member municipalities with data provided to the CRB for monitoring and reporting purposes.

Refer to Part B. Regional Policies, Objective 4.5 for policies on centres.









# Glossary



# Glossary Terms:

- All glossary terms are **bolded** and followed by a definition or description.
- Words in *italics* reflect their inclusion within the policies and implementation plan in the Edmonton Metropolitan Region Growth Plan (“the Plan”).
- Additional terms are included in the glossary to assist in understanding the policy intent and context.
- Some terms have an associated acronym. Once a term has a defined acronym, that acronym will be used in place of the term in the remaining sections of the glossary.
- The definitions found within this glossary are provided to support the interpretation of the Plan and therefore may vary from local planning definitions.

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

**Active Transportation** - Human powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed.

**Aerotropolis** - A regional economic generator concept that provides a broad base of economic benefits to all municipalities in the Region through access to the Edmonton International Airport (EIA) and interconnected with regional infrastructure and transportation systems.

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

**Age-friendly Community** - An accessible and inclusive community that is designed to meet the needs of residents as they age by optimizing opportunities for health, participation and security.

**Agriculture** - The growing, raising, managing and /or sale of livestock (cattle, pigs, sheep, horses, game animals, poultry (hens, chickens, turkeys, chicks, game birds, other poultry), crops (hay, field crops, tree fruits or nuts, berries or grapes, vegetables, seed), foods or other agricultural products

(e.g., trees, greenhouse or nursery products, mushrooms, sod, honey), horticulture and agri-food related value added enterprises including education, motivated either by profit or lifestyle.

**Agricultural Impact Assessment** - An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socio-economic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures for reducing any adverse impacts; considers compensation such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential development.

**Agricultural Land** - Land use in which agriculture is either a permitted or discretionary use under a municipal land use bylaw or Metis settlement in which the land is situated or is permitted pursuant to Section 643 of the Municipal Government Act (MGA); land that is subject to an approval, registration or authorization; or land described in an Alberta Land Stewardship Act (ALSA) regional plan, or in a conservation easement, conservation directive or Transfer Development Credits (TDC) scheme as those terms are defined in the ALSA, that is protected, conserved or enhanced as agricultural land or land for agricultural purposes (as defined by Government of Alberta Agricultural Operation Practices Act).

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



**Agriculture, Value-added** - The addition of a process or service to an agricultural raw material being produced by the farmer (producer). This may include some form of processing (milling, drying, cleaning, sorting, slaughtering, distilling (winery), or direct marketing such as farm gate sales, farmer's markets or direct distribution).

**Agriculture, Value-added Agricultural Industry** - As defined by Agriculture Canada, a project that can clearly demonstrate it adds value to a primary agricultural product and includes agricultural product manufacturing, food-processing activities, and non food processing activities. These can occur on or off the farm. Examples include, but are not limited to: separating, grading, cleaning, and packaging produce; making jam from berries; converting milk into cheese to sell in roadside stores; adding a canning or pickling operation to a farm business; and activities such as producing fibreboard from hemp or straw. Agri-tourism, organic farming, storage, distribution, and transportation are not considered to be agricultural value-added activities.

**Airshed** - A geographic area that experiences similar air quality because of emissions, topography and meteorology.

**Ambient Air Quality** - The quality of outdoor air existing in our surrounding environment. It is typically measured near ground level, away from direct sources of pollution.

**Area Redevelopment Plan (ARP)** - A statutory plan adopted by a municipality by bylaw in accordance with Section 634 of the MGA to provide a framework for the future redevelopment of a defined area of land.

**Area Structure Plan (ASP)** - A statutory plan adopted by a municipality by bylaw in accordance with the MGA to provide a framework for the subsequent subdivision and development of a defined area of land. ASPs include major area structure plans (MASPs), local area structure plans (LASPs) and Area Concept Plans (ACPs) that are adopted by bylaw in accordance with the MGA.

**Aspirational Target** - Member municipalities will plan to work toward achieving the target by 2044 and will demonstrate how they are working toward this target in their municipal development plans and other statutory plans. The aspirational target will be applied to the geographic area delineated by the member municipality.

**Brownfield** - Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized, vacant or abandoned. The expansion and *redevelopment* of brownfield sites may involve the remediation of hazardous or contaminated substances or pollutants.

**Built-up Urban Area** - All lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016. The *built-up urban area* is shown conceptually on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044** and will be delineated by local municipalities in detail as part of the implementation of this Plan.

**Centres** - Areas that reflect differing roles, levels of services and ability to accommodate growth. Centres are indicated on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044** and include *rural centres, sub-regional centres, urban centres, downtown Edmonton* and *transit-oriented development (TOD) centres*.

**Rural centres** - A centre in the rural area that provides a local level of service to serve its own community, with potential to accommodate higher density mixed use development, appropriate the scale of the community. Rural centres include the central areas of towns, villages and some growth hamlets.

**Sub-regional Centre** - A centre in the rural area that provides a sub-regional level of service to meet the needs of their own community and those in the wider area. This includes Morinville, Devon and Lamont.

**Urban Centre** - Central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed use development at higher intensities in the metropolitan area, and include downtowns and central areas of urban communities.

**Downtown Edmonton** - The regional-scale centre of the metropolitan core and central core of the City of Edmonton, with a concentration of regionally significant amenities and services, the highest levels of residential and employment density, mixed use development, higher order transit services and active transportation options.

**Transit Oriented Development Centre (TOD)** - Areas around major transit stations where transit-oriented development with mixed use development and/or intensive employment uses should be planned. The City of Edmonton's TOD Guidelines for planned TOD Centres are shown in **Schedule 2: Edmonton Metropolitan Region Structure to 2044**, with refinements based on directions emerging from the updating of the 2010 Capital Region Board Growth Plan.

**Centres Density Target** - An *aspirational target* for people+jobs/gross hectare (gha) or dwelling units per net residential hectare (du/nrha) for *TOD centres* and *urban centres* and *sub-regional centres* with a population of over 5000. *Centres density targets* vary within the policy tiers. [See *Aspirational Target, Transit-oriented Development (TOD)*]

**Climate Change** - A long term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events.

**Community Infrastructure and Services** - Public facilities and services that support the needs of a municipality including but not limited to: libraries, recreation centres, police stations, social services, medical offices, parks and playgrounds.

**Commuter Transit Service** - Regional transit service from larger urban communities to key destinations in the *metropolitan core* and *metropolitan area*.

**Compact Development or Compact Form** - A land use pattern that 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* may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.

**Complete Community** - Includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a *multi-modal transportation* system. The elements of a *complete community* will vary depending on the policy tier and the size and scale of a community meaning the amount, diversity and range of affordability housing, jobs, amenities and facilities and generally increasing from the *rural area*, to the *metropolitan area* and *metropolitan core*.

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

**Connectivity** - Having the parts or elements joined or linked together.

**Conserve** - As defined in the provincial Land-use Framework, 2008 (LUF), the responsible preservation, management and care of our land and of our natural and cultural resources. For the purpose of this Growth Plan, this definition shall also apply to prime agricultural land and Natural Living System policies.

**Contiguous** - Being in actual contact, sharing a common border, touching or connected through an unbroken sequence. Adjacent to a *built-up urban area* or *planned area* approved for urban development through a statutory plan.

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

**Conversion of Employment Lands** - The change from an employment land use (industrial, commercial office) to a non-employment use (residential etc.).

**Core Housing Need** - Refers to those households unable to obtain shelter that is adequate, suitable or affordable to their needs, or those who spend 30% or more of their gross income to pay the median rent of alternative acceptable local housing. Adequate housing does not require any major repairs; affordable housing costs less than 30% of total before-tax household income; and suitable housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements. A household is not in *core housing need* if its housing does not meet one or more of these standards, and has sufficient income to obtain alternative local housing that is acceptable (meets all these standards).

**Corridor** - A designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services.

This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors.

**Country Residential** - The subdivision of rural lands to create multiple unserviced country residential lots in which households are responsible to provide their own on-site water and private sewage systems. (See Private Sewage System)

**Build-out of Country Residential areas** - The development of country residential lots in areas with existing municipal zoning and/or land use permissions.

**Net Country Residential** - The supply of country residential lots available in a municipality resulting from the addition of new country residential lots and the removal of pre-existing approved country residential lots (as a result of conversion to agricultural or other non-residential uses).

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

**Development** - Means a change of use of land or a building; the construction of a building; an extraction or stockpile; or change in intensity of use, as per the definition in the MGA.

**Downtown Edmonton** - See *Centres*.

**Eco-Industrial** - An industrial development designed to reduce its environmental impact. Eco-industrial approaches can include a closed loop production cycle to tackle a broad set of environmental challenges such as soil and water pollution, species preservation, energy management,



resource efficiency and air quality.

**Ecological Design** - Any form of design that minimizes environmentally destructive impacts by integrating itself with living processes (e.g., low impact development).

**Ecological Networks** - A coherent system of natural and semi-natural landscape elements.

**Ecosystem** - A biological environment consisting of all the organisms living in a particular area, as well as all the non-living, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.

**Edmonton Metropolitan Region (the Region)** - means the geographic area known as the Capital Region, as defined by the CRB Regulation to include its members.

**Edmonton Metropolitan Regional Structure to 2044 (Schedule 2)** is a schedule in the Plan that spatially depicts and describes how land uses, transportation networks, infrastructure, open spaces and natural features are organized with related policies and implementation mechanisms. Consists of three *policy tiers*- *metropolitan core*, *metropolitan area* and *rural area*.

**Energy Corridors** - Identified multiple-use corridors for regional power infrastructure (electricity transmission (138kv and larger) and bulk system substations) and regional petroleum pipeline infrastructure (transmission pipelines and feeder lines) within and beyond the Region. Energy Corridors are shown on **Schedule 8B**.

**Environmental Assets** - Components of nature including air, land, water, organic and inorganic matter and living organisms, and all interacting natural systems.

**Environmentally Sensitive Area (ESA)** - A landscape element or area with important and/or unique environmental characteristics essential to the long term maintenance of

biological diversity, soil, water or other natural processes, both within the ESA and in a regional context.

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

**Fragmentation** - The process of reducing the size and connectivity of an area.

In the context of *natural living systems*, *fragmentation* of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive.

In the context of rural lands, *fragmentation* occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses, and can impact the productivity of the land. *Fragmentation* can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure.

**Grandfathering** - The exemption of statutory plans that were approved previous to the adoption of this Plan from the application of its guiding principles, objectives and policies. The effective date to identify statutory plans subject to grandfathering is determined by the Minister of Municipal Affairs and reflected in the Capital Region Board Regulation.

**Green Building** - The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.

**Greenfield Area** - An area for future urban growth in an urban

community located outside of the ***built-up urban area*** or previously planned areas.

**Minimum Greenfield Density** - The required residential density for greenfield areas planned and approved once this Plan comes into effect; measured as average dwelling unit per net residential hectare within an area structure plan, in accordance with **Schedule 6**.

**Growth Hamlet** - Hamlets identified by member municipalities as locations to accommodate growth with servicing capacity or the ability to tie into servicing.

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

**Hamlet** - An unincorporated urban community within a municipal district or specialized municipality with: five or more dwellings (e.g., the majority on parcels less than 1,850 ft<sup>2</sup>); a generally accepted name and boundary; and parcels of land used for non-residential purposes. Hamlets are designated by municipal districts and specialized municipalities and each designation must specify the hamlet's name and boundaries.

**Higher Order Transit** - Transit infrastructure and service that is high-speed, frequent, reliable and comfortable. It may include heavy rail, light rail, commuter, and express or limited bus service using dedicated corridors or lanes and other transit-preferential features.

**Housing Continuum** - A framework used to identify a full range of housing options required to meet the diverse housing needs of the population as a whole. It extends from subsidized and affordable non-market housing required by low-income

households at one end to “pure” market housing appropriate for medium and higher income households at the other.

**Impacts** - Refers to a measure of the tangible and intangible effects (consequences) of one thing or entity's action or influence upon another.

**Infill** - The development of vacant lots within previously developed areas. (See *Redevelopment*)

**Inland Port** - An area around the Edmonton International Airport (EIA), providing transportation, logistics, supply chain solutions to connect Alberta's economy to global markets. (See *Port Alberta*)

**Integrated Watershed Management Planning** - A comprehensive multi-resource management planning process involving all stakeholders within the watershed who work cooperatively to identify resource issues and concerns regarding the watershed, and who develop and implement a watershed plan with solutions that are environmentally, socially and economically sustainable.

**Intensification** - Development at a higher density than currently exists in *built-up urban areas*, *major employment areas* and *local employment areas* through: *redevelopment*; the development of underutilized lots within previously developed areas; *infill* development; or the expansion or conversion of existing buildings (See *Infill* and *Redevelopment*).

**Intensification Areas** - Lands identified by municipalities within *built-up urban area* to accommodate *intensification*. *Intensification areas* can include *rural centres*, *sub-regional centres*, *urban centres*, *downtown Edmonton*, *the metropolitan core*, *TOD centres* and *brownfield sites*. (See *Intensification*, *Built-up Urban Area*).

**Intensification Target** - An *aspirational target* for the

amount residential growth to be achieved within a *built-up urban area*. Intensification targets will be measured as the percentage of new residential dwellings that are constructed within the *built-up urban area* of an urban community each year.

**Intermunicipal Development Plan (IDP)** - A statutory plan adopted by two or more municipalities by bylaw in accordance with Section 631 of the MGA that applies to lands of mutual interest to the participating municipalities, typically along their shared boundaries. An IDP includes: procedures to resolve or attempt to resolve conflicts between the participating municipalities; procedures to amend or repeal the IDP; and provisions relating to administration of the IDP. It may also prescribe future land use and development as well as other matters considered necessary by the municipal councils.

**Land Evaluation and Site Assessment Tool** - A rating system developed by the United States Department of Agriculture (USDA) for the assessment of agricultural land. This tool assists in identifying farmland for preservation by taking into account not only soil quality but other factors that affect agricultural practices such as size of parcel, current level of farm sales, soil and water conservation practices; factors measuring development pressure such as proximity of residential, commercial and industry zoning and proximity of agricultural or rural zoning and factors measuring other public values such as historic or scenic values and environmental considerations. A similar tool will be developed and customized for the Region as part of the Regional Agriculture Master Plan.

**Land Need Analysis** - A land use analytical process to determine the gross amount of land required to facilitate future growth based on foundational population and

employment forecasts or projections and evidence-based quantitative land generator assumptions (e.g., household sizes, density and intensification multipliers, etc.).

**Land Suitability Rating System (LSRS)** - The Agriculture and Agri-Food Canada soil classification system that is used by the Government of Alberta to determine soil classification. The LSRS uses the same Class and Sub class designation system as the Canada Land Inventory (CLI) system, but the LSRS is slightly more specific than the CLI system with a few more factors taken into consideration for defining subclasses. The LSRS system also allows for the classification of organic soils that could not be done with the CLI system. Essentially, differences between the two systems are minor and the LSRS system can be substituted for the older CLI system without substantially changing the use implications. The classification system addresses the suitability or capability of land for sustained agricultural production but does not assess the productivity of the land. Classifications are useful for identifying factors such as topography, climate or drainage that may limit agricultural production and is not intended as a means of setting property values. Under the LSRS classification system, prime agricultural lands are Class 2 and 3 soils. These classes are equivalent to CLI class 1, 2 and 3.

**Lifeline Transportation** - A transportation service that connects smaller communities to larger ones to satisfy irregular or occasional travel needs otherwise not available, for medical, shopping and recreational purposes. Lifeline transportation services may include various modes of public transportation, including community bus, large passenger van, contracted taxi services or a variety of privately provided services.

**Local Employment Area** - Localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a



small concentration of employment for the local area; or rural areas with existing resource based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand and gravel) and forestry activities, etc. *Local employment areas* may be located within an existing urban community, or outside of urban communities in the rural area.

**Local Level of Service** - A range of services that meet the daily needs of the local community and may include: local employment, convenience retail and small scale entertainment uses; some or all levels of primary and secondary education; small community centres and recreation facilities; lifeline transportation services with potential for local or commuter transit service; limited government services; potential for small medical offices or emergency medical services; and potential for social and supportive services.

**Low Impact Development (LID)** - A land planning and engineering design approach for managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.

**Major Employment Area** - An area with a concentration of industrial, commercial and/or institutional land uses that have regionally significant business and economic activities and high levels of employment. Shown conceptually on **Schedule 3A**.

**Major Transit Station** - Transit station with *higher order transit* service.

**Market Affordable Housing** - Rental or ownership housing that is modest in form and specification and capable of being

produced for moderate income households without upfront or ongoing direct government subsidies.

**Market Housing** - Housing supplied by the private market without direct government subsidies.

**Metropolitan Area Tier** - The area surrounding the *metropolitan core*, including portions of county lands, urban communities, *major* and *local employment areas* and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure, shown on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044**.

**Metropolitan Core Tier** - The contiguous developed area within the City of Edmonton with the highest density *development* served by *higher order transit* and the highest concentration of regionally significant amenities and services including *downtown Edmonton*; a *major employment area*, shown on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044**.

**Metropolitan Region** - An area consisting of a densely populated urban core and its less populated surrounding area, interconnected by industry, infrastructure, and housing. A Metropolitan Region generally comprises multiple jurisdictions and municipalities, and may include one or more urban areas, as well as satellite cities, towns and intervening rural areas that are socio-economically tied to the urban core, typically measured by commuting patterns.

**Minimum Greenfield Density** - See *Greenfield Area*.

**Mitigation Measures** - Measures to eliminate reduce or control the frequency, magnitude, severity of exposure to adverse impacts, or to minimize the potential impact of development. Mitigation for a proposed *development* means the elimination, reduction or control of adverse environmental impacts and agricultural impacts of new development

through the use of buffering techniques. Buffering techniques are a proven tool to help mitigate and minimize conflict areas between different land uses and can be applied in a municipal statutory plan, infrastructure plan, or individual application. Examples of some buffering techniques that provide a spatial and visual barrier include: fencing (no access), landscaping, vegetated berms, Municipal Reserves (with appropriate fencing, signage and vegetative and spatial barriers), community agricultural plots, stormwater management facilities, ecological/ vegetative buffers, increased setback requirements for new development that has the potential to create disturbance and adversely impact an established land use that differs from the proposed land use(s).

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

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

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

**Municipal Development Plan (MDP)** - A statutory plan adopted by a municipality by bylaw in accordance with the MGA that: addresses future land use and development within the municipality; coordinates land use, growth patterns and infrastructure with adjacent municipalities (if there are no IDPs in place); and provides for transportation systems, municipal

services and facilities (either generally or specifically).

**Natural Living Systems** - A system of natural features and areas, linked and connected by natural corridors necessary to maintain biological and geological diversity; natural functions; viable populations of indigenous species (including flora and fauna); and ecosystems. These are areas where growth should not be anticipated and specific mitigation measures may be required.

**Non-agricultural Land Uses** - Land uses for other than agricultural purposes including residential, industrial, commercial, institutional and recreational uses, resource extraction (e.g., gravel pits, coal mining (surface), oil and gas), landfill sites, highways and other uses.

**Non-market Housing** - Housing that is funded, created and operated through direct government subsidies and includes different categories of housing based on needs of the clients. Non-market housing is further segmented into categories – *Affordable Housing* and *Subsidized Housing*. (See *Affordable Housing* and *Subsidized Housing*)

**Non-statutory Plan** - A plan adopted by a municipality by resolution to address land use planning or master planning needs.

In the land use planning context, a non-statutory plan can include an outline plan, a conceptual scheme, a concept plan, etc.

In the master planning context, a non-statutory plan can provide a framework for the delivery of infrastructure or services (e.g., transportation master plan, parks and open space master plan, cultural master plan, etc.), or the promotion of economic development (e.g., agriculture master plan, etc.).

**Open Space** - Passive and structured leisure and recreation areas in the region that enhance the aesthetic quality and

conserve the environment. Open space includes parks, recreation and tourism attractions, and natural areas.

**Park and Ride Facility** - A facility located at the terminus of the LRT line and will intercept regional LRT customers at convenient points of access.

**Planned Area** - An area subject to a previously adopted statutory or non-statutory plan below the MDP or IDP level. This includes plans adopted before the approval of the EMR Plan as well as those adopted before the approval of the 2010 Capital Region Board Growth Plan.

**Policy Tiers** - A planning framework to reflect, respond and plan for the diversity and different contexts within the Edmonton Metropolitan Region. It is a mechanism to tailor growth policies to respond to size and scale of communities across the region. The policy tiers reflect different levels of service in the region and are informed by a regional land need analysis.

**Port Alberta** - A joint venture between the Edmonton Economic Development Corporation (EEDC) and the EIA that is part of a major employment and logistics management area in the south end of the region's metropolitan area. Port Alberta comprises a regional network of roads, rail, and airports; a foreign trade zone (FTZ) and Edmonton International Trade Program; and innovation technology, professional services, and manufacturing facilities.

**Prime Agricultural Lands** - Lands that include Class 2 and 3 soils according to the used by the Government of Alberta. These lands are equivalent to Canada Land Inventory (CLI) Class 1, 2 and 3 soils. Prime Agricultural Lands are shown on **Schedule 11**. (See *Land Suitability Rating System*)

**Private Sewage Systems** - On-site private systems for the management and/ or treatment of wastewater as provided for in the Alberta Private Sewage Systems Standard of Practice

(SOP), includes, but not limited to: holding tanks; packaged sewage treatment plants; lift stations (system internal to a building that pumps effluent to an off-site, municipal (low pressure) sewer line), treatment fields, treatment mounds, subsurface drip dispersal and irrigation, LFH at grade treatment systems, open discharges, evaporative and storage lagoons, and privies (Note: The SOP also addresses septic tanks, sand filters, gravel filters, effluent and settling tanks, but these are components of the other listed systems, not systems in themselves). (See *Country Residential*)

**Protection or Protect** - To maintain the long term land use of a *major employment area* or maintain lands for a planned and future regional corridor.

**Recreation Corridor / Areas** - Public and private lands acquired in the public interest to conserve and protect natural features, landscapes and resources, and/ or to provide passive recreation space with limited or no development (e.g., school yards, public parks, parks adjacent to water courses and/or water bodies, and recreation areas).

**Redevelopment** - The creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites. (See *Infill* and *Intensification*)

**Regional** - Of a scale or significance that is relevant to more than one municipality within the Region.

**Regional Arterial Roads** - Arterial roads carry relatively high numbers of people and goods from one part of a municipality to another, or from one municipality to another within a region. Arterial roads typically do not provide direct property access, although direct property access to commercial establishments or groups of commercial establishments is common in urban areas. Arterial roads will typically connect with lower order roadways (e.g., collectors and locals) which provide direct property access.



Arterial roads connect with other arterials and lower order roads by way of level intersections which are controlled by yield control, stop control or traffic signals. Spacing of intersections along arterials can vary widely, but should generally fall in the 250 to 400m range, depending on the adjoining development patterns.

**Regional Assets** - Economic drivers and wealth generators (e.g., Alberta's Industrial Heartland (AIHA), EIA, Aerotropolis and post-secondary education institutions, and healthcare facilities).

**Regional Buffer Areas** - Land that separates significant regional uses from other land uses for the purposes of safety and risk management, compatibility or conservation, shown on **Schedule 9: Land Use Buffers**. *Regional buffer areas* ensure that appropriate setbacks from significant regional land uses (e.g., EIA, Transportation and Utility Corridors, Alberta's Industrial Heartland, petrochemical clusters and major river valleys) are provided to protect these uses, and the land in proximity to them. *Regional buffer areas* may include, but are not limited to: recreation corridors, transitional development, agricultural land and passive open space.

**Regional Commuter Shed** - A defined area identified in Schedule 7 that will explicitly be subject to **Part B. Regional Policies, Policy 4.4.4.e**. The regional commuter shed boundary is defined by the highway or road identified in **Schedule 7** plus 800 metres beyond the outermost edge of the highway or road right-of-way.

**Regional Context Statement (RCS)** - A written statement prepared by member municipalities identifying how their strategic level planning documents or their existing MDPs will be brought into conformance with the Plan until such time as they bring their MDP into full compliance. RCSs are to be approved by council resolution and submitted to the CRB for information.

**Regional Expressways** - Expressways are a form of arterial roads that are intended to operate at higher speeds than arterials with no direct property access. Expressways are typically intended to operate at speeds of 70 -100km/hr and typically intersect with other arterials in a roadway network. Intersections along expressways are typically further apart; 800 -1600metres. Intersections along expressways may be either at grade or may be grade separated. Expressways may or may not be an interim stage towards a fully free-flowing facility with no at-grade intersections. Expressways should be planned and design to respect the adjoining context in terms of access spacing, right of way, speed and design standard; expressways in urban areas should be designed to urban standards. Expressways within urban or urbanizing areas should have lower speed and closer intersection spacing than in rural areas.

**Regional Food System** - Consists of food production, processing, storage, transportation, buying and selling, eating, and waste management within the Region.

**Regional Freeways** - Freeways are a type of arterial roadway that is aimed at conveying people and goods over relatively large distances and at relatively high speeds. Freeways may extend through just a single municipality across multiple municipalities or across multiple regions and provinces. Freeways are by definition aimed at rapid and conflict-free movement of people and goods and therefore have no at-grade intersections with other crossing roadways; all intersections are grade-separated and there are no direct accesses to any adjoining lands. Speeds along freeways are typically higher than on arterial roadways and fall in the 80km/hr to 110km/hr range with the higher speed range being more common and appropriate in rural environments. Interchange spacing on urban freeways should be in the 1600 to 3200 metres range with actual spacing to be determined by the needs and development patterns and intensities of the adjoining areas.

**Regional Infrastructure** - Infrastructure developed by one or more orders of government and/or regional service commissions to provide services to citizens and businesses, and to support the function of a regional economy (e.g., post-secondary institutions, hospitals, bridges, highways, major interchanges, light rail transit, regional water/ wastewater systems, power transmission systems, etc.).

**Regional Level of Service** - Services that meet the needs of a substantial portion of the EMR. This includes, but not limited to: a broad base of employment in downtown Edmonton; bus, rail and commuter transit services; all types of convenience, major and specialized retail; all levels of primary, secondary education and post-secondary institutions; regional hospitals and specialized health care facilities; regional sports and entertainment facilities, recreation facilities and cultural institutions; and all government services – federal, provincial and municipal.

**Regional Transportation System** - A region wide group of interconnected transportation facilities consisting of corridors and rights-of-way that facilitate the movement of people, goods and services via multiple modes. This includes, but is not limited to: regional transportation roads/ highways, transit facilities and services, transit stations, cycle lanes, bus lanes, high-occupancy vehicle lanes, rail facilities, park and ride facilities, rest stops, and inter-modal and intermunicipal terminals.

**Residential Density, Low** - Consists of single-detached, semi-detached and duplex housing forms as well as manufactured homes.

**Residential Density, Medium** - Consists of triplex, stacked townhouses, row housing and apartments less than five

storeys.

**Residential Density, High** - Consists of apartments greater than four storeys.

**Resilience** - The capacity of a system to withstand and bounce back intact from environmental or human disturbances.

**Responsible Growth** - Development that incorporates land uses and resources to enhance quality of life for current and future generations; and is accountable to the long term financial implications including the operation, maintenance and capital costs associated with growth; and the management of resources and agricultural land base.

**Resource Extraction Areas** - Areas currently used for large scale exploration, extraction, processing and reclamation of natural resources, with existing uses shown on **Schedule 3C Existing Resource-Based Economic Assets**.

**Rural** - An area with a lower concentration and dispersed of settlement pattern compared to urban areas. Rural areas typically include farms, natural areas, rural residential uses (e.g., acreages, country residential subdivisions and lakeshore residential subdivisions), resource extraction areas, recreation areas, and rural industrial developments (including agri-business).

**Rural Area Tier** - Lands outside of the metropolitan area within the wider EMR, consisting of rural working landscapes with agricultural lands, *natural living systems*, recreation areas and *resource extraction areas*, rural industrial, and counties, towns, villages, hamlets and *country residential* development with a range of local levels of service and community amenities, shown on **Schedule 2: Edmonton Metropolitan Regional Structure to 2044**.

**Rural Centre** - See *Centres*.

**Social Housing** - Primarily rental housing that requires ongoing operating subsidies to make it affordable to households with incomes that are generally between 65–80% of the median renter income for their household size.

**Special Study Area** - An area identified to address intermunicipal / or regional growth issues that may require special policy consideration within the Plan to support the vision, guiding principles and objectives and will be addressed in accordance with the process outlined within the implementation section of the Plan.

**Specialized Transportation** - Public transit and other transportation service for people with mobility challenges. Specialized transit may include various modes of public transportation, including, but not limited to: community bus; large passenger van; and contracted taxi services that are specially equipped to accommodate mobility-challenged individuals typically restricted to travel in a wheelchair.

**Statutory Plan** - A plan adopted by a municipality by bylaw in accordance with the MGA including IDPs, MDPs, ASPs and ARPs.

**Sub-regional** - An area larger than one community in which urban and rural communities share common infrastructure, regional assets and services, and have the potential to leverage related economic areas and link proximate areas to accommodate people and job growth.

**Sub-regional Centre** - See *Centres*.

**Sub-regional Services** - May include: broad base of employment; local and commuter transit service; convenience and major retail and entertainment uses; all levels of primary and secondary education; social and supportive services to support non-market housing; major community centres and recreation facilities; some government services; and hospitals

or community health centres.

**Subsidized Housing** - Housing where direct subsidies are provided, enabling rents to be established on a rent-gear-to-income basis so that the housing is affordable for a range of low-income and/or special needs households.

**Transit Corridors** - A dedicated right of way for transit vehicles (buses or trains) or a right of way for a multitude of modes. Existing and planned transit corridors would accommodate bus service and/or rail transit.

**Transit Oriented Development (TOD)** - Compact mixed use development that has high levels of employment and/or residential densities to support *higher order transit* service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.

**Transit Oriented Development Centre (TOD Centre)** - See *Centres*.

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

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

**Urban Centre** - See *Centres*.



**Urban Community** - An urban municipality (village, town or city), or existing unincorporated urban community within rural and specialized municipalities (e.g., urban service area, hamlet, etc.). This does not include neighbourhoods, areas or districts within larger communities.

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



**North Saskatchewan River - Mouth of Strawberry River**







A large crowd of people is gathered in a park-like setting. In the foreground, a large fountain with multiple jets of water is active. People of various ages are walking around, some sitting on the fountain's edge. In the background, there are many green trees and a large, classical-style building. A white canopy tent is visible among the trees. The sky is blue with some clouds.

# Appendices









# Appendix A. Resource Plan

The implementation of the Edmonton Metropolitan Region Growth Plan requires the allocation of resources by the CRB and member municipalities.

In most cases these resources need to be expended as part of the normal responsibilities of the CRB and its members.

The following table provides an initial indication of the resources, the anticipated timing from Plan adoption, and the source of funding required to implement key aspects of the Growth Plan.

	Deliverable	Responsibility	Existing or New Responsibility	CRB Resource Requirement	Expected Timing	Anticipated Funding Source*
 <b>Natural Living Systems</b>	Integrated Regional Open Space Master Plan	CRB	New	Major	2 Yrs	External
 <b>Communities and Housing</b>	Regional and Sub-regional Housing Plans	CRB	Existing	Moderate	1 Yr	TBC
 <b>Integration of Land Use and Infrastructure</b>	Regional Infrastructure Master Plan	CRB	New	Moderate	1 Yr	External
	Intensification Strategy	Municipalities	Existing / New	Minor to Moderate	1 Yr	Municipality
	Sturgeon Valley Special Study	Municipalities	New	Minor	1 Yr	Municipality
 <b>Transportation Systems</b>	Integrated Regional Transportation Master Plan	CRB	Existing	Major	1 Yr	External
	Transportation Master Plan	Municipalities	Existing	Minor to Moderate	Annually	Municipality
 <b>Agriculture</b>	Regional Agriculture Master Plan	CRB	New	Major	2 Yrs	External
	Land Evaluation and Site Assessment Tool*	CRB	New	Moderate	1 Yr	External
	CRGIS	CRB	Existing	Moderate	Ongoing	Internal
	Annual Reporting	CRB	Existing	Moderate	Annually	Internal
	Communications and Engagement	CRB	Existing	Moderate	Ongoing	Internal
 <b>Implementation</b>	Regional Evaluation Framework	CRB	Existing	Minor	1 Yr	Internal
	Growth Plan Update (10 Year)	CRB	Existing	Major	2 Yrs starting in Yr 8	External
	Regional Context Statements	Municipalities	New	Minor to Moderate	1 Yr	Municipality
	Municipal Development Plan Updates	Municipalities	Existing	Minor to Moderate	3 Yrs	Municipality
	Monitoring Growth Plan	CRB/ Municipalities	Existing / New	Minor to Moderate	Annually	Internal/ Municipality
	Municipal Planning Toolkit	CRB	Existing	Minor	1 Yr	Internal

\* Note this deliverable is to be completed concurrently with the Regional Agriculture Master Plan.

\* Funding Source – Internal means within CRB Core Funding Operating Budget; External means outside of CRB Core Funding.  
Municipality means – CRB member municipality



# Appendix B. Template for Regional Context Statement

## Background

This template is intended to provide member municipalities with a basic structure for the completion of Regional Context Statements in accordance with **Part C. Implementation, Section 5.1.2** of the Edmonton Metropolitan Region Growth Plan.

Members are required to demonstrate how their existing municipal development plans (MDPs) conform with, or diverge from the new Growth Plan, and to indicate how they would bring their MDPs into compliance. This template represents the minimum information required to be submitted, members may choose to provide a more detailed Regional Context Statement.


In Part 1: Metropolitan Regional Structure, members are to indicate the relevant Growth Plan policy tier(s) and structure components that apply to their municipality per **Schedule 2: Edmonton Metropolitan Regional Structure**.




In Part 2: Growth Plan Objectives and Policies, under ‘Consistency Requirements’ members are required to identify the policies that are applicable based on the relevant policy tier and structure components; content provided in this template reference specific targets only.

### Part 1. Metropolitan Regional Structure

Metropolitan Regional Structure	Consistency Requirements*	MDP Response	Action required
Identify relevant policy tier			
	<i>Built-up urban areas</i>		
Identify applicable structure components	<i>Sub-regional centres, urban centres, rural centres, transit oriented development centres</i>		
	<i>Depiction and recognition of major employment areas</i>		

### Part 2: Growth Plan Objectives and Policies

Policy Area	Growth Plan Objectives	Consistency Requirements*	MDP Response	Action required
 <b>#1: Economic Competitiveness and Employment</b>	1.1: Promote global economic competitiveness and diversification of the regional economy			
	1.2: Promote job growth and the competitiveness of the region's employment base			
	1.3: Enhance the global economic competitiveness through the efficient movement of people, goods and services to, from and within the Region			
	1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce			

Policy Area	Growth Plan Objectives	Consistency Requirements*	MDP Response	Action required
 <b>#2: Natural Living Systems</b>	2.1: Conserve and restore natural living systems through an ecological network approach			
	2.2: Protect regional watershed health, water quality and quantity			
	2.3: Plan development to promote clean air, land and water and address climate change impacts			
	2.4: Minimize and mitigate the impacts of regional growth on natural living systems			
 <b>#3: Communities and Housing</b>	3.1: Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages		<i>Minimum Greenfield Residential Density</i>	
	3.2: Plan for and promote a range of housing options			
	3.3: Plan for and promote market affordable and non-market housing to address core housing need			
 <b>#4: Integration of Land Use and Infrastructure</b>	4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth			
	4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint		<i>Aspirational Intensification Target</i>	
	4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities		<i>Minimum Greenfield Residential Density</i>	
			<i>Aspirational centres target (sub-regional centres)</i>	
	4.4: Plan and accommodate rural growth in appropriate locations with sustainable levels of local servicing		<i>Maximum density of 50 lots per quarter section for Country residential areas</i>	
	4.5: Plan and develop mixed use and higher density centres as areas to concentrate growth of both people and jobs		<i>Aspirational centres target (urban centres, sub-regional centres, transit-oriented development centres)</i>	
	4.6: Prioritize investment and funding of regional infrastructure to support planned growth			
	4.7: Ensure compatible land use patterns to minimize risks to public safety and health			



Policy Area	Growth Plan Objectives	Consistency Requirements*	MDP Response	Action required
 <b>#5: Transportation Systems</b>	5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity			
	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			
	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			
	5.4: Support the Edmonton International Airport as northern Alberta's primary air gateway to the world			
	5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions			
 <b>#6: Agriculture</b>	6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations			
	6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses			
	6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system			

\* Consistency Requirements include all applicable policies for the policy area and objective statement; content listed in this template are targets only. Members are responsible for determining applicable policies based on the Metropolitan Structure policy tier and components.

# Appendix C. Regional Agriculture Master Plan: Terms of Reference

## Background

Pursuant to **Part B. Regional Policies, Policy 6.1.1.a.** of the Edmonton Metropolitan Region Growth Plan, a Regional Agriculture Master Plan (RAMP) is required to support implementation of the Growth Plan guiding principle: *Ensure the wise management of prime agricultural resources.*

Accordingly, the Growth Plan specifically requires that a Regional Agriculture Master Plan be developed to provide a policy framework for conserving and maintaining a secure supply of prime agricultural lands to support the regional food system, diversify the agri-food production base and value added growth of the agri-economy, and to guide agriculture supportive infrastructure investment. **Part B. Regional Policies, Policy 6.1.1.a.** is linked to **Policy 6.1.1.b.** in that the former requires that a Capital Region land evaluation and site assessment tool be developed to qualify and quantify the prime agricultural lands to be conserved in the Region. It is intended that the land evaluation and site assessment of prime agricultural lands as defined by the Land Suitability Rating System (LSRS) used by the Government of Alberta, and depicted in **Schedule 11: Agricultural Lands** of the Growth Plan, be undertaken concurrently with the Regional Agriculture Master Plan, and that the results be integrated into the Regional Agriculture Master Plan.

## Proposed Scope of Services:

- Provide a Region wide profile of agriculture utilizing data from federal and provincial government sources, agriculture master plans and/or strategies completed by member municipalities, Alberta Land Institute, and key agriculture stakeholders;
- Identify new agriculture opportunities by policy tier – rural area, metropolitan area and metropolitan core in the Region to focus economic development activities and support diversification of the agriculture sector and encourage investment (e.g. food production and processing including urban agriculture, livestock operations, commercial agriculture activities, equine operations, agri-tourism, bio-energy industrial activities, market development);
- Provide specific policy direction on urban agriculture regarding opportunities to allow for specific and limited livestock to be raised subject to public nuisance and safety requirements, and community gardens on Municipal Reserve lands in urban areas across the Region;
- Identify implementation mechanisms to ensure municipal statutory plans and zoning conform to the Regional Agriculture Master Plan including policies to designate prime agricultural lands to be conserved;
- Provide direction on areas of large agricultural holdings to be maintained in the Region;
- Identify regional infrastructure needed to support the growth of and investment in the agricultural sector in the Region;
- Provide specific policy directions regarding:
  - Conditions under which lot creation on prime agricultural lands in the *rural area* policy tier may be considered for:
    - agriculture related uses and non farm uses (i.e., Agricultural Acreages, Rural Residential, new multi-lot Country Residential, Rural Industrial (outside an industrial park);
    - Residences surplus to farming operations as a result of farm consolidations;
    - One lot, 1 ha (2.5 ac) or less, on a previously unsubdivided quarter section;
    - Infrastructure where the facility cannot be accommodated through the use of easements or rights-of-way; and
    - Legal or technical reasons.
  - Conditions under which lot creation on prime agricultural lands in the *metropolitan area* policy tier may be considered for:
    - agriculture related uses and non farm uses (i.e., greenfield development, aggregate extraction industry, new and expansion of existing facilities owned and operated by the Edmonton Airport Authority)



- Provide Agricultural Boundary Design Guidelines to minimize and mitigate potential land use conflict and interface issues between agriculture and non farm uses in the rural area and metropolitan area; and
- Provide specific policy direction to harmonize municipal agriculture zoning of prime agricultural lands for conservation across the Region to ensure the purpose of the zone is for agriculture and not competing or conflicting non farm.



Sturgeon County

# Appendix D. Agricultural Impact Assessment: Scope of Work

## Background

Pursuant to **Part B. Regional Policies, Policy 6.2.5** of the Edmonton Metropolitan Region Growth Plan, an agricultural impact assessment (AIA) shall be required for new area structure plans for non-agriculture developments on prime agricultural lands as identified on **Schedule 11: Agricultural Lands** in the Growth Plan. The AIA will support implementation of the Growth Plan guiding principle: *Ensure the wise management of prime agricultural resources*; and **Objectives 6.1 and 6.2**.

The scope of work described in this Appendix is intended to be completed by the proponents of new area structure plan for non-agricultural developments on prime agricultural lands in the Region. Implementation of the Growth Plan requires the completion of a Regional Agriculture Master Plan which may further inform the content and application of the AIA.

The study area for an AIA should be confirmed with the municipality in which the new area structure plan is being proposed during the municipal pre-application process and should have regard for area features including property ownership configuration, pattern of agricultural operations, road system and other infrastructure, topographic features, and municipal land use designations or zoning.

An AIA will be completed by a qualified professional which may include an agrologist and/or land use planner.

## 1.0 Description of Proposal

Provide a description of the development proposal:

- identify the type of application and describe the nature of the proposal including a site plan and plan showing the location of the proposal in the context of the surrounding area; and
- describe any activities or processes associated with the proposal and indicate the range of possible uses and activities that may cause the maximum adverse impacts on agriculture.

## 2.0 Planning and Contextual Factors

Provide a description of applicable planning policies, regulations and contextual factors:

### a. Applicable Planning Policies and Regulations

- review the regional and municipal policy context and regulatory framework in which the development is proposed, from an agricultural perspective, including relevant provisions of the Edmonton Metropolitan Region Growth Plan, the local municipal development plan (MDP), local agricultural master plan or agricultural strategy where applicable, and local zoning bylaw;
- identify existing and proposed MDP designations and zoning on the site; and demonstrate how the proposed development is consistent with these policies or when the application is for an MDP amendment, provide a rationale for the designation change.

### b. On-Site Physical Resource Inventory

- **Agricultural Capability:** describe the agricultural soil resources capability on-site and off-site in the surrounding area according to the Land Suitability Rating System (LSRS) used by the Government of Alberta;
- **Drainage, Flood Control, and Irrigation Improvements:** describe the on-site and surrounding land improvements on properties surrounding the site of the proposed non-agricultural development;
- **Slope/Topography:** describe slope and topographic features including contour mapping of the site and surrounding area;
- **Drainage Details:** describe drainage patterns, including existing or past improvements, and whether and how site drainage has the potential to affect drainage systems serving adjacent agricultural lands. If no system exists, describe the proposed drainage system and potential improvements; and
- **Groundwater and Irrigation:** describe the current use of water for agricultural domestic supply and irrigation in the surrounding area.



### c. On-site Features

- **Past Farming Practices:** outline the history of the type and extent of agricultural operations on the site, including any recent changes;
- **Existing Agricultural Production:** include current cultivation patterns, livestock operations, and other land use;
- **Non-Agricultural Land Use On-site:** describe on-site non-agricultural lands uses. Indicate conflicts with existing and potential on-site agriculture;
- **Parcel Size, Configuration, and Agricultural Accessibility:** describe farm fields on-site, and their accessibility by farm machinery and indicate any limitations on farming efficiency created by these factors;
- **Existing Farm Management:** describe land tenure and management on-site e.g. leased or owner-operated, on or off-site residence, size of the total operation of which the site is part; including the juxtaposition of the site to current operations;
- **Capital Investment in Agriculture:** describe and assess the degree of investment in land improvements, irrigation systems, tile drainage, root stocks, facilities, buildings, machinery, etc., in relation to similar types of operations on adjacent agricultural land; and
- **Local and Regional Context:** describe current land use and the contribution of the agriculture on-site and in the surrounding area to the regional agricultural sector.

### d. Off-Site Features

- **Surrounding Land Use Types:** provide location and a description of the type and intensity of surrounding agricultural and non agricultural land uses and proposed land use changes up to a distance of 1 km from the property boundary of the site. These should be indicated on a map with details about the history of surrounding agricultural uses;
- **Existing and Potential Constraints to On-site Agriculture:** assess constraints on agricultural production on-site arising as a result of existing and proposed non agricultural uses in the area, including minimum distance separation, nutrient management, traffic impacts, access, etc.;
- **Regional Land Use, Lot and Tenure Patterns:** provide an overview description of the broad rural area containing the site, identifying key factors such as the extent of the area potentially affected, fragmentation and tenure (absentee, non farm) characteristics, nonagricultural land uses, the general agricultural (soil and macroclimatic) capability based on the LSRS, and a review of other commitments to nonagricultural developments in the immediate area; and
- **Availability of Agricultural Services:** indicate the availability of agricultural support services to the site.

## 3.0 Agricultural Viability

- Provide an assessment of the viability of the site as an agricultural operation on its own and in consolidation with a larger existing operation. The flexibility of the site for different types of agricultural operations should be considered in the viability assessment. This review should include considerations related to alternative agricultural operations that could occur into the future; and
- Assess the impact on the viability of neighbouring agricultural operations resulting from increased restrictions that may occur as a result of the proposed non-agricultural development.

## 4.0 Potential Impacts on Agriculture

- Indicate the land loss effects of the proposed non-agricultural development on the agricultural community, including a description of the quantity and quality of land lost from agricultural production, and effects on existing or potential operations on the site;
- Indicate the potential effects of the proposed nonagricultural development on existing and potential farming operations on surrounding lands. The discussion should consider minimum distance separation criteria, nutrient management issues, the compatibility of the proposal with agricultural operations, and the effects on the flexibility of surrounding lands to accommodate both changes in

types of farming, such as from cash crops to livestock, and expansions to livestock operations;

- Consider the development proposal's impact on the existing agricultural character of the general area including such matters as precedence issues or other implications of land use, tenure or fragmentation patterns. The effect of the development proposal as an intrusion in an agricultural area or on the continuity of agricultural activity should be considered;
- Consider the impact on services to agriculture in the surrounding area and how their activities may be affected by the nonagricultural development; and
- Consider the potential cumulative impacts of this proposed development in the context of other existing and future nonagricultural developments.

5.0 Alternate Location Analysis

- An alternative location analysis should be completed to demonstrate that the proposed non-agricultural development location has the least impact on agriculture and to demonstrate the need, within an appropriate planning horizon, for additional land to be designated to accommodate the proposed use.

This Scope of Work adapted from Agricultural Impact Assessment (AIA) Guidelines prepared for Metro Vancouver by Environmental Farm Planners Ltd., February 2014.

6.0 Mitigation Measures

- Recommend any measures that could be taken to minimize the impacts of the proposal on off-site agriculture and indicate the degree to which the impacts would be reduced (e.g., establishing buffers on the development site so as not to impact the ability of abutting operations to expand);
- Identify the impact of removal and /or mitigation measures the proponent proposes to undertake as part of the proposal; and
- Identify any conditions of development approval that should be included to ensure that the presence of surrounding agricultural operations are recognized and to advise future landowners that those operations may be subject to future expansion or shifts in production.





# Appendix E. List of Plans that Remain in Effect

Plans and reports that remain in effect to inform future work of the Capital Region Board and outcomes of the Edmonton Metropolitan Region Growth Plan:

## Population & Employment

1. 2014-2044 Population and Employment Forecasts, September 2013

## Regional Economic Development

1. Capitalize, The Economic Roadmap for Alberta's Capital Region, May 2011
2. Edmonton Metropolitan Region Economic Development Strategy and Framework, June 11, 2015

## Regional Housing

1. Our Affordable Future – Market Affordable Housing Framework, 2012
2. Regional Housing Plan – Sub-Regional Planning Framework Phase 1: Environmental Scan, 2013
3. Sub-Regional Housing Needs Assessment Framework User Guide, 2014
4. Capital Region Board Housing Needs Assessment (including 6 Sub-Regional Housing Needs Assessments and 2 Addenda), 2014 and 2016

## Regional Transportation & Infrastructure

1. Transit Service Standards for Intermunicipal Transit, August 2010
2. Integrated Regional Transportation Systems Study, June 2011
3. Integrated Regional Transportation Master Plan, September 2011
4. 30 Year Transit Service Plan, September 2011
5. Regional Fare Strategy and Implementation Plan, January 2013
6. Regional Energy Corridors Policy Framework Report, September 2014
7. Capital Region Specialized Transportation Needs Assessment Pilot Project Report, June 2015
8. Capital Region Specialized Transportation Needs Assessment Report, June 2016
9. Regional Household Travel Survey, 2016
10. High Occupancy Vehicle/Transit Priority Measures Study, 2016
11. Capital Region Energy Corridors Master Plan, February 2016

## Regional Geographic Information Services




1. CRGIS Spatial Data Demonstration Project Report, April 2013

## Regional Cost Sharing Formula





1. General, 2010 Capital Region Board, Growing Forward
2. Regional Transit, Growth Plan Addendum, October 2009

# Appendix F. Key Performance Indicators

The following table contains a detailed list of indicators by policy area that will be collected and monitored by CRB. The recommended geographies, funding sources and frequency may change, depending on the availability of data.

Policy Area	Key Performance Indicator	Recommended Geographies	Potential Source(s)	Frequency
 <b>Economic Competitiveness and Employment</b>	<b>1.</b> Employment growth, % change	Region and by planning tier, municipality and major employment area	StatsCan's Census of Population	Every 5 years based on census
	<b>2.</b> Employment diversity, job classification (NAICS)	Region and by municipality, major employment area and centre	StatsCan's Census of Population and other StatCan sources	Every 5 years and GP update
	<b>3.</b> Employment density within centres	By centre	StatsCan's Census of Population	Every 5 years based on census
 <b>Natural Living Systems</b>	<b>4.</b> Fuel sales and GHG emissions, per capita	Region	Kent Group Ltd.	Annual
	<b>5.</b> Ambient air quality, AQHI ratings	Region	Clean Air Strategic Alliance	Annual
	<b>6.</b> Amount of and locations of provincial parks, protected areas and ESAs	Region	Alberta Environment and Parks	As needed or every 5 years
	<b>7.</b> Estimated total area of wetland loss by wetland type (and if possible by location for analysis by land use zoning; i.e., zoned agriculture vs. other zoned areas)	Region and by planning tier and municipality	Alberta Environment and Parks (potentially Alberta Merged Wetland Inventory [AMWI]), AltaLIS parcel mapping and municipal land use data	Annual
	<b>8.</b> Amount of wetland loss and amount of wetlands saved (conserved) and/or restored	Region and by planning tier and municipality	Alberta Environment and Parks and Ducks Unlimited Canada	Annual
 <b>Communities and Housing</b>	<b>9.</b> Housing mix, housing distribution by structure type	Region and by housing sub-region, planning tier and municipality	StatsCan's Census of Population, municipal censuses and potential regional survey	Every 5 years based on census
	<b>10.</b> Housing spending, including housing affordability	Region and by housing sub-region and planning tier	StatsCan's Census of Population (if longform reintroduces it) and potential regional survey	Every 5 years based on census
	<b>11.</b> Diversity of land uses in greenfield areas (% of area per generalized land use category)	Region, planning tier, municipality and hamlets where land use plans are in effect	Approved land use plans	Annual



Policy Area	Key Performance Indicator	Recommended Geographies	Potential Source(s)	Frequency
 <b>Integration of Land Use and Infrastructure</b>	<b>12.</b> Total population and dwellings, % change	Region and by planning tier, municipality and hamlet (where data is available)	StatsCan's Census of Population and municipal censuses	Every 5 years based on census
	<b>13.</b> Intensification target (% of new dwelling units approved in the Built-Up Urban Area)	Region and by planning tier, municipality and centre	Member municipalities (development permit approvals)	Annual
	<b>14.</b> Planned and as-built densities of greenfield areas	Region and by planning tier, municipality, hamlet (where land use plans in place) and approved land use plans (e.g., ASPs)	Approved land use plans for planned density Either CRB administration methodology (using municipal and federal censuses) or member municipality methodology for as-built density	Annual for planned density. Every 5 years for as-built density
	<b>15.</b> Residential units constructed within centres and built-up urban areas	Region and by planning tier, municipality and centre	Either CRB Admin methodology (using municipal and federal censuses) or member municipality methodology for as-built density	Every years
	<b>16.</b> Residential land supply – unabsorbed and absorbed urban residential and rural (country) residential lands	Region and by planning tier, municipality and hamlet	Municipal land use data and AltaLIS parcel mapping	GP Update
	<b>17.</b> Industrial land supply – unabsorbed and absorbed industrial lands	By major employment area	Municipal land use data and AltaLIS parcel mapping	GP update
 <b>Transportation Systems</b>	<b>18.</b> Investments in regional road infrastructure by level of government	Region and by planning tier	Federal, provincial and municipal budgets	Every 5 years
	<b>19.</b> Investments in intermunicipal transit by level of government	Region and by planning tier	Federal, provincial and municipal budgets	Every 5 years
	<b>20.</b> Median commuting duration	Region and by municipality	StatsCan's Census of Population and Regional Household Travel Survey (RHTS)	Every 5 years (10 years for RHTS)
	<b>21.</b> Commuting mode share	Region and by municipality	StatsCan's Census of Population and Regional Household Travel Survey (RHTS)	Every 5 years (10 years for RHTS)
	<b>22.</b> – Transit ridership (transit trips per capita)	By municipality	Canadian Urban Transit Association (CUTA)	Annual
 <b>Agriculture</b>	<b>23.</b> Total prime agricultural land consumed (LSRS transitioning to CRB tool; subject to outcomes of Agriculture Master Plan)	Region and by planning tier and municipality	AltaLIS parcel mapping, Alberta Agriculture and Forestry and CRB (once LESA in place), potentially Alberta Land Institute (UofA)	Annual
	<b>24.</b> Distribution of subdivision acres by land class (LSRS transitioning to CRB tool) – mapping	Region and by planning tier and municipality	AltaLIS parcel mapping, Alberta Agriculture and Forestry and CRB (once LESA in place), potentially Alberta Land Institute (UofA)	Annual
	<b>25.</b> Value of farm receipts	Region and by six agricultural sub-regions	StatsCan's Census of Agriculture	Every 5 years
 <b>Implementation</b>	<b>26.</b> REF Approvals versus Denied or Withdrawn	Region	CRB	Annual



References

Canvas of Regional Assets, page 13

- 1. Government of Alberta. "BRIK Infrastructure and Bitumen Supply Availability", 2009.
- 2. Alberta Energy. "Upgrading and Refining", 2014.
- 3. Capital Region Board. "Capital Region Regional Energy Corridors Policy Framework," 2015.
- 4. Statistics Canada, National Household Survey, 2011.
- 5. AlbertaCanada.com. Agriculture. Statistics Canada, 2011.
- 6. Population and Employment Projections 2014-2044, Accepted by Capital Region Board Decision, February 11, 2016
- 7. AlbertaCanada.com. Establishments with employees, 2015.
- 8. Edmonton Metropolitan Region Economic Development Strategy and Framework, June 11, 2015.









