

The Way We Grow

Draft Municipal Development Plan

Reference Consolidation of approved and
proposed amendments to draft Bylaw 15100

October 23, 2009

Prepared by the Planning & Development Department, City of Edmonton

Council approved amendments passed prior to Sept 4, 2009
Council motion on the floor referred to Nov 12, 2009
Administration suggested changes
Council approved amendments passed on Sept 4, 2009

Draft MDP Reference Document
October 23, 2009

Preface

Edmonton is a city in transition. We are taking our place as one of the important economic centres in Canada and the world. Edmonton is the gateway to natural resources in northern Alberta and is at the heart of value-added petroleum refining and upgrading industrial centre. Edmonton is Alberta's capital city and home to some of Canada's leading thinkers and artists.

Last year, Edmontonians contributed to the preparation of a vision for Edmonton. They called for decisions that recognize the interdependencies of quality of life, quality of environment and our ability to sustain investment in essential physical infrastructure. In 2008, City Council adopted a City Vision which provides a 30-year picture of success for the City.

As we look to the future, we must chart a new course for the way we grow and the way we move in Edmonton. We have several challenges:

- ◆ Edmonton's current population of 750,000 is expected to grow by 400,000 people by 2040. To accommodate our expanding population, we cannot continue to develop our city as we have been in the past. Our growth is currently scattered across many developing neighbourhoods without the provision of full public services. The low density development form we share with other Canadian cities is financially, socially and environmentally unsustainable. A new plan for growth in Edmonton is needed, which will be described in our new Municipal Development Plan "The Way We Grow" and supported by our Transportation Master Plan "The Way We Move".
- ◆ The City of Edmonton currently has more than \$32.6 billion of City-owned infrastructure, providing the essential services that maintain Edmonton's quality of life. Most infrastructure has a life cycle of 50 years, all requiring operating and maintenance costs and eventual replacement. As Edmonton continues to grow, we expand our infrastructure assets and the corresponding requirement to fund new operating, maintenance and eventual replacement costs. Edmonton has acknowledged that this is unaffordable and we must maximize the use of new and existing infrastructure. To continue to build without acknowledging the long term financial impacts is contrary to the City's goal for financial sustainability.
- ◆ Edmontonians are now making longer trips and driving more. The trips on the road have increased in greater proportion than the population increase as we now have to drive farther due to the expansion of the city. This has resulted in more road congestion. Edmontonians and those living in our region are the Canadians among the most reliant on single passenger car trips in their daily lives. This is contrary to the City's goal of preserving and sustaining Edmonton's environment.
- ◆ The economic vitality and the sustainability of the Capital Region depends on Edmonton and its neighbours functioning as an integrated whole when it comes to transportation, land use, economic development and community services.
- ◆ Globally, it's been acknowledged that community design and access to transportation opportunities affect health. How we grow and how we move are determinants of

individual health and wellbeing. Relationships between public health and planning can assist in the prevention of public health concerns such as obesity, cardio vascular disease, diabetes, asthma, injury, depression, violence and social inequities.

- ◆ Edmontonians are calling for a holistic view of Edmonton, an approach to development that recognizes the interdependencies our development decisions have on our quality of life, **cultural identity**, environmental impact and our long term ability to sustain our investment in essential social and physical infrastructure.
- ◆ The majority of the world's people now live in cities. Cities are increasingly acknowledging the important role they have in addressing climate change and supporting a biologically diverse eco-system. Nothing short of human sustainability is at stake. The tendency of cities to eat up the world's resources and habitat is unsustainable. Edmontonians know this and are demanding we act to address climate change and conserve and protect natural habitat in the city and the region.
- ◆ **Many households, business and governments around the world plan and make decisions based on the assumption that oil and natural gas will remain plentiful and affordable. There is considerable evidence that casts doubt on the certainty of this assumption, suggesting instead that global production of conventional oil and gas respectively are likely to reach their historic peak soon, if they haven't already. This phenomenon is referred to as "peak oil." Unconventional oil and gas will meet some of the demand, but opinions vary as to whether unconventional supply can fully replace declining conventional supply. Opinions vary on the supply and price volatility that might occur with the ongoing depletion of these non-renewable resources. Developed nations have considerable dependence on oil and gas, and continued growth in developing nations, which speaks to ongoing demand. The City of Edmonton acknowledges that there is risk associated with possible volatility in the energy markets as supply and demand adjust, and the strategic direction in this plan and its companion plans speak to a need to increase the resiliency of Edmonton's citizens, businesses and public sector to possible energy price volatility in the years to come by transforming our land use and transportation patterns to reduce dependence on non-renewable energy.**

The integration of the *Municipal Development Plan* and *Transportation Master Plan* is a key step toward achieving a holistic approach to strategic planning. Both plans are being updated in response to these challenges.

In tandem with these plans we need to develop a more cooperative regional approach to integrating infrastructure development in an environmentally and fiscally sustainable way with the 25 separate communities within the Capital Region. Edmonton's leadership role as the urban centre of the region and the educational, employment, financial and cultural hub for the growing regional population informs this regional planning.

The City of Edmonton is moving to actively promote a denser urban form based on premium transit. We are:

- ◆ Emphasizing the role urban design plays in a world class city.

- ◆ Recognizing the need to address Edmonton's financial sustainability by integrating land use and transportation decisions with city infrastructure and lifecycle costing.
- ◆ Shifting from an auto-oriented transportation system to a system offering citizens more choice of transportation modes.
- ◆ Focusing investment to transportation corridors that facilitate the movement of goods within the City and throughout the region.
- ◆ Promoting integration of ecological networks and biodiversity in our approach to land use.

Change takes time.

These plans propose a long term strategy with changes experienced incrementally. Over time, implementing the direction of the Municipal Development Plan and Transportation Master Plan in tandem with key strategic City plans (Infrastructure Strategy, Environmental Strategic Plan) will ~~make~~ **move** Edmonton ~~a more~~ **toward a culturally,** financially, environmentally and socially sustainable ~~city~~ **state**

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1.0 Introduction

1.1 What is The Way We Grow?

In 2008 City Council adopted a new City Vision that provides a 30-year picture of success for the City. To turn the new City Vision into a reality, the City of Edmonton Strategic Plan 2009-2018 was prepared. This Strategic Plan outlines a set of goals aimed at delivering the greatest value in services and infrastructure that are most important to Edmontonians while managing the opportunities and challenges of our rapidly growing and changing city. One of the key tools available to the City to direct development within the city, and to implement the City Vision, is the Municipal Development Plan (MDP).

The Way We Grow is the City of Edmonton's MDP. It will guide Edmonton's growth and development for the next 10 years. The Plan provides strategic policy direction for urban form, growth and development based on a 30 year land development concept map. The Plan contains a regional component which addresses Edmonton's regional relationships and an intermunicipal planning component which addresses the coordination of future land use, growth patterns and transportation systems with Edmonton's neighbouring municipalities. As Edmonton's primary planning document, *The Way We Grow* will provide direction to the development and implementation of more specific, detailed plans by City departments over a 10 year planning horizon.

1.2 Context

Provincial Context

The *Municipal Government Act* (MGA) requires that any city with a population over 3,500 prepare a Municipal Development Plan. In addition to this legislative requirement, other key provincial direction required for the preparation of an MDP is provided through the following:

~~Draft~~ Alberta Land Use Framework

The ~~draft~~ Alberta Land Use Framework was introduced in 2007 to manage growth more effectively in the province. The Land Use Framework identifies six-seven regional planning areas based on key watershed boundaries and will outline land stewardship objectives for each region to ensure sustainable prosperity, healthy ecosystems and livable communities. Municipal Plans are obliged to align with this framework. Strategy five is to promote efficient use of land to reduce the footprint of human activities in Alberta's landscape.

Capital Region Growth Plan

The Capital Region Board **was** established by the Government of Alberta in 2008. **The Board has prepared** ~~will prepare~~ a Capital Region Growth Plan for the 25 municipalities in the Capital Region. This Plan will ensure that planning for these 25 municipalities is coherent and coordinated. All municipal plans within the Capital Region must conform to this Plan.

The MDP is a statutory land use plan and its policies must reflect the city's role in the region and province.

Regional Context

Edmonton recognizes the merits of managing growth and is committed to the success of the future Capital Region Growth Plan, expected on March 31, 2009. The Capital Region Board has created a vision that recognizes the shared destiny for municipalities in the Capital Region:

A family of diverse interdependent communities in a prosperous and sustainable region.

A region where the uniqueness of its residents, communities and natural environments are respected and supported.

A region that adapts to and promotes change to ensure the social, economic and cultural well being of its residents and communities, and which sustains its natural and human environments.

As Alberta's capital city and the major urban centre for northern and central Alberta, the City of Edmonton is the hub of strong regional economic growth. The City of Edmonton is addressing the major land use issues resulting from this growth through the Municipal Development Plan and the Transportation Master Plan.

1.3 Achieving the City Vision

The Municipal Development Plan works to achieve the City Vision and Strategic Plan by directing our future urban form and the land use, development and redevelopment decision framework that will move Edmonton towards our desired future.

To focus the City's efforts on achieving its vision, Council identified six 10-year strategic goals. These goals will direct long-term planning for the City and help set priorities for the delivery and improvement of services, programs and infrastructure. The goals in the MDP align with these goals.

City Strategic Plan 10 Year Strategic Goals	Municipal Development Plan Strategic Goals	Transportation Master Plan Strategic Goals
<p>1. Preserve and Sustain Edmonton's Environment</p> <p>In partnership with its citizens, businesses and institutions, Edmonton is the nation's leader in setting and achieving the highest standards of environmental preservation and sustainability both in its own practices, and by encouraging and enabling the practices of its partners.</p>	<p>Natural Environment</p> <p>Edmonton protects, preserves and enhances its natural environment by maintaining the integrity and interconnectivity of its natural areas, river valley, water resources, parks and open spaces, recognizing that these elements form a functioning ecological network within the Capital Region.</p>	<p>Sustainability</p> <p>Transportation decisions reflect an integrated approach to environmental, financial, and social factors, and consider indirect and long-term impacts.</p> <p>Sustainable, livable communities minimize transportation's environmental impacts, reduce the need for new infrastructure, and increase quality of life.</p>
<p>2. Improve Edmonton's Livability</p> <p>Edmonton is one of Canada's most livable cities because it is welcoming to all; is safe and clean; fosters its heritage and supports its arts and multicultural communities; encourages active lifestyles through recreational opportunities; and engages its citizens in the city's vision and directions.</p>	<p>Complete, Healthy and Livable Communities</p> <p>Communities designed to encourage healthy lifestyles and social interaction for people, which provide the services necessary for livability.</p> <p>Urban Design</p> <p>High quality urban spaces, buildings and streets make Edmonton a great place to live and visit.</p> <p>Managing Land and Resources</p> <p>Edmonton promotes the safety and security of its citizens by mitigating negative impacts caused by the extraction of natural resources, contaminated lands and hazardous land uses.</p>	<p>Health and Safety</p> <p>The transportation system supports healthy, active lifestyles and addresses user safety and security.</p> <p>Increasing active transportation networks and partnering with communities, workplaces and schools to support safety, walkability and active lifestyles contribute to Edmonton's livability.</p>
<p>3. Transform Edmonton's Urban Form</p> <p>Edmonton has increased its density and optimized existing infrastructure while maintaining and revitalizing strong, vibrant neighborhoods; ensuring high standards of urban design; adopting best land use practices; and preserving natural areas and public spaces.</p>	<p>Sustainable Urban Form</p> <p>Edmonton manages growth to ensure the City becomes more moves towards a culturally, financially, environmentally and socially sustainable state.</p> <p>Working Within our Region</p> <p>Edmonton's planning reflects the city's role as the major urban centre in the region, supporting regional transportation, service delivery, housing and infrastructure planning. Edmonton maximizes the value of regional assets, with commitment to the success of the Capital Region Growth Plan, and a cooperative approach to intermunicipal planning.</p> <p>Integrated Land Use & Transportation</p> <p>Land use and design complements and supports the transportation system, while the transportation network supports areas of increased density and employment.</p>	<p>Transportation and Land Use Integration</p> <p>The transportation system and land uses/urban design complement and support each other.</p> <p>Transit Oriented Development will optimize use of transit infrastructure, and transportation infrastructure will strategically support best land use practices and Edmonton's urban centre.</p>

City Strategic Plan 10 Year Strategic Goals	Municipal Development Plan Strategic Goals	Transportation Master Plan Strategic Goals
<p>4. Shifting Edmonton's Transportation Modes</p> <p>Modes of transportation shift to "fit" Edmonton's urban form and enhanced density while supporting the city's planning, financial and environmental sustainability goals.</p>	<p>Integrated Land Use & Transportation</p> <p>Land use and design complements and supports the transportation system, while the transportation network supports areas of increased density and employment.</p>	<p>Transportation Mode Shift</p> <p>The transportation system enables more people to move more efficiently in fewer vehicles.</p> <p>Public transportation and active transportation modes will be the preferred mobility choice for more people.</p> <p>Access and Mobility</p> <p>People and goods are able to move efficiently throughout the city.</p> <p>An interconnected transportation network, in its variety of modes, provides reasonable access across demographic, geographic, socio-economic, and mobility spectrums.</p>
<p>5. Ensure Edmonton's Financial Sustainability</p> <p>Edmonton is financially sustainable, with the revenue resources required to support its plans and provide the infrastructure and services citizens need.</p>	<p>Sustainable Urban Form</p> <p>Edmonton manages growth to ensure the City becomes more moves towards a culturally, financially, environmentally and socially sustainable state.</p>	<p>Well-Maintained</p> <p>The transportation system is planned and developed so that the city is able to keep it in a good state of repair.</p> <p>Future growth is accommodated in a fiscally responsible and sustainable manner.</p>
<p>6. Diversify Edmonton's Economy</p> <p>Edmonton is recognized as an economic powerhouse, maximizing the diversity of its economic advantages, including its location as Port Alberta and as a portal to the north; as the urban centre of regional industrial development; as a knowledge and innovation centre for value-added and green technologies and products; and as a place that attracts and supports entrepreneurs.</p>	<p>Supporting Prosperity</p> <p>Edmonton is home to an innovative and diverse business environment that fosters economic development and supports prosperity.</p>	<p>Economic Vitality</p> <p>The transportation system enhances the economic vitality and competitive advantage of Edmonton and the region.</p> <p>Efficient goods movement, convenient labour force mobility, and an accessible vibrant city centre will contribute to Edmonton's prosperity.</p>

1.4 Aligning with Edmonton's Other Strategic Plans

The City of Edmonton has aligned its strategic planning processes to ensure an integrated and holistic approach toward city building over the next three decades. The Municipal Development Plan aligns with:

- ◆ Transportation Master Plan *The Way We Move* - Establishes Council's policy direction for transportation decisions.
- ◆ Infrastructure Strategy - A key component of this strategy is the development and implementation of a comprehensive and sustainable long-term financial plan that will allow the City of Edmonton to address its increasing infrastructure gap. The plan will identify the infrastructure demand for the next 30 years and provide estimates for the associated costs including: renewal, asset operations, maintenance and service delivery.
- ◆ Ecovision Edmonton - Edmonton's vision for an environmentally sustainable city.

The Transportation Master Plan and the Municipal Development Plan have been developed concurrently as an acknowledgment that land use and transportation are inherently linked. The planning of both must be approached in an integrated manner and be informed by the Infrastructure Strategy and Ecovision Edmonton to successfully achieve the City's goals.

1.5 Sustainability for Edmonton

Edmonton defines sustainability as:

A way of living which meets the needs of the present and does not compromise the ability of future generations to meet their own needs.

Urban planning takes an integrated, holistic view of urban environments and defines sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability.

The principle of sustainability also includes financial sustainability, ensuring urban planning recognizes and addresses resource constraints and capacities.

(City of Edmonton Strategic Plan, 2008)

Building a more sustainable city **Edmonton in a way that will move our city toward a sustainable state** is a central concept in Edmonton's Municipal Development Plan.

1.6 The Structure of the Plan

- ◆ The MDP identifies eight goals for land use planning in Edmonton, which reflect the City Vision and Strategic Plan and the requirements of the *Municipal Government Act*.
- ◆ Six chapters address the key land use outcomes that achieve the City Vision. Each chapter is introduced by a preamble. Key goals are identified and objectives in each chapter are supported by policy statements.
- ◆ One chapter addresses Edmonton's regional and intermunicipal relationships and intermunicipal planning activities.
- ◆ The implementation chapter describes how City Council and the civic administration will implement *The Way We Grow's* objectives and policies.
- ◆ The glossary provides explanations or definitions of the terms used in the plan.
- ◆ The maps provide illustrations of the concepts discussed in the plan. The Land Development Concept Map may be amended over time. Schedule A provides detailed procedures for intermunicipal planning referrals and notifications, while all other maps are provided for information.

1.7 How was *The Way We Grow* Prepared?

The new Municipal Development Plan project was initiated in the summer of 2006, and the project was titled Focus Edmonton: City Plan. Key City departments collaborated throughout the project. The MDP and Transportation Master Plan (TMP) were developed concurrently, acknowledging that land use and transportation are linked. Both projects were guided by public involvement plans.

The prime communication tool for the project was the project website.

City Council, City Administration, organizations and members of the public participated in workshops, interviews, web surveys and telephone surveys to identify values for land use planning. Working Principles for Land Use Planning (Appendix 1) were derived from these consultations, a review of best practices in land use planning and a review of existing City plans and policies. The Working Principles set the framework for plan development.

Citizens and stakeholders participated in growth scenario consultations that provided an overview of three conceptual land use futures and their implications for Edmonton's growth, transportation, recreation and open space, infrastructure, neighbourhoods, employment, natural environment and sustainability. Building on that exercise and the principles and the direction from City Vision, the MDP and TMP teams worked with City Departments to develop a series of policy intentions for land use and transportation. Stakeholders were consulted on the policy intentions. The project team then prepared a Land Development Concept Map accompanied by goals, objectives and policies to achieve our desired future.

The Intermunicipal Planning section of *The Way We Grow* was prepared to meet the requirements of the *Municipal Government Act* and has much of the same content as the previous MDP, Plan Edmonton. In some cases intermunicipal references were included in the Regional Co-operation and Partnership Section.

To reflect the integrated approach the City of Edmonton is taking to city building, the plan is named *The Way We Grow*.

2.0 Managing Growth

Goals:

*Sustainable Urban Form: Edmonton manages growth to ensure **move** the City becomes more **toward a culturally, financially, environmentally and socially sustainable state.***

Integrated Land Use and Transportation: Land use and design complement and support the transportation system, while the transportation network supports areas of increased density and employment.

City building is an on-going, multi-disciplinary public/private effort. The City of Edmonton has a statutory responsibility under the MGA to approve plans and regulate development and also builds publicly funded civic infrastructure, ranging from traffic signals to transit to recreation facilities. The City's decisions on development lead to a range of future obligations for civic infrastructure development, and to life-time costs to operate and maintain infrastructure and deliver services across the city. Those same decisions ultimately impact Edmonton's long term financial sustainability and the livability of our communities.

Edmonton is changing its direction, striving to grow in a more **culturally**, financially, environmentally and socially sustainable way. ~~Ultimately, Edmonton will become more~~ **is seeking to be** compact, transit-oriented, **more** livable, **and** healthy and **to be** a better steward of the environment.

As the urban centre of a diverse and prosperous region, the City of Edmonton embraces its anticipated population and economic growth. However, we have realized that a shift in land and growth direction can protect our citizens from a continuing cycle of increasing taxes over time. The same shift can enhance the livability of our city.

One of our City's largest investments is in transportation infrastructure. It is well known that transit investments concentrate patterns of development. Edmonton is embarking on a major expansion of the light rail transit (LRT) system to ~~create a more~~ **move toward a** sustainable transportation system. Integrating transit and land use provides direction for denser development around LRT stations, transit centres and high frequency transit corridors. This integration will allow Edmonton to support a sustainable transit system and concentrate Edmonton's future urban form.

A more compact, transit-oriented, livable, healthy and sustainable urban form for Edmonton also features the following:

- ◆ Downtown as a primary focus for residential, commercial and office intensification.
- ◆ Renewal and revitalization of mature neighbourhoods.
- ◆ Sustainable neighbourhood development and design.
- ◆ A nodes and corridors physical structure.

Other chapters of this plan address other elements of sustainability:

- ◆ Planning for demographic change and enriched quality of life for residents of all ages through better community and urban design.
- ◆ Strengthening our capacity to support industrial, institutional and commercial growth by providing land for expansion and future development.
- ◆ Committing to better environmental practices in planning for both the built and natural environments.
- ◆ Conducting ourselves regionally as both a good neighbour and strategic ally with the other 24 communities in the Capital Region.

Changing our current growth pattern will take time. Edmonton's mature neighbourhoods received 18% of the city's growth in housing units in 2007; despite this unit growth, the population in these mature areas has declined in recent years. Between 2005 and 2008, mature neighbourhoods declined in population by 1%. All new population growth during this time occurred in other areas of the city, primarily in our developing communities. The MDP proposes a new direction for growth and it will take time to effect change. The Plan is a long term strategy and will require incremental decisions that support our commitment to saying "yes" to the things we want and need and "no" to the things that do not advance our City Vision and goals.

2.1 Growth **Coordination** Strategy

2.1.1 Objective: Manage future public obligation and growth opportunities through a long term growth **coordination** strategy.

Policies:

Effective Development - Link growth with optimized infrastructure investment

2.1.1.1 *Integrate higher density development with premium transit locations (see Map 5: Premium Transit).*

2.1.1.2 *Encourage ~~a greater percentage~~ **25% of city-wide** housing unit growth to locate in the Downtown and mature neighbourhoods (see Map 3: Mature Neighbourhood Overlay) **and around premium transit locations** where infrastructure capacity supports redevelopment.*

Complete Developing Neighbourhoods - Focus land development activity and infrastructure provision and expansion to approved neighbourhood plans to fulfill the City's commitment to residents and make efficient use of infrastructure investments.

2.1.1.3 *Focus land development activity and the provision of civic infrastructure to ensure developing neighbourhoods (see Map 4: Developing and Planned Neighbourhoods) are completed from the perspective of the number of homes built, an established population threshold, and the civic facilities and services provided.*

2.1.1.4 *Determine the level of completion of approved neighbourhoods based on the principles of:*

- *Extent of Development (% unit build out and % population build out)*
- *Extent of Infrastructure provision (amount of infrastructure provided, age of infrastructure and age of neighbourhood)*
- *Ability to provide infrastructure (infrastructure and service needs triggered by an approved plan, but not yet provided, the capital budget costs for these needs and their budget status).*

2.1.1.5 *Develop a new neighbourhood completion target influenced by the budget allocated to completing approved neighbourhoods and the budget allocated to initiating new neighbourhoods.*

Manage future public obligation and growth opportunities - Approve new growth combined with its accompanying infrastructure obligations when it can be demonstrated that the City can afford it.

2.1.1.6 *Develop a ~~staging and phasing~~ **growth coordination** strategy to address timing and phasing of new residential growth in developing and planned neighbourhoods. The*

strategy will relate to the City's strategic goals, current and future public infrastructure investment, long term financial sustainability and the amount, location and pace of population and employment growth; and will establish:

- Expectations for completing developing neighbourhoods
- Expectations for initiating new neighbourhood structure plans
- ~~Development of a policy framework for expansion into the Growth Management Areas.~~

- 2.1.1.7 *The Growth Coordination Strategy will identify infrastructure and service obligations related to developing neighbourhoods and in conjunction with the Integrated Infrastructure Management Plan will outline the City's strategy for providing this infrastructure and infrastructure required by new growth.*
- 2.1.1.8 *Proponents for a new ~~area~~ or neighbourhood structure plan will seek Council's authority to prepare the plan. The information supplied by the applicant and administration will allow Council to provide direction and permission in accordance with Council's Vision.*
- 2.1.1.9 *Information that proponents and administration supply will include the existing infrastructure and the funded and unfunded commitment for the sector, the relationship of the sector's infrastructure and funding to the other sectors in the City, the current population capacity in the sector, the relationship of the proposed plan to transit, the availability and timing of supportive City infrastructure related to the proposed plan's approval and significant environmental impacts.*

**policies 2.1.10 - 2.1.16 moved to 2.2 Accommodating Growth*

- ~~2.1.1.10 Designate the Southwest area and Northeast area, south of the Manning Freeway (see Map 1: Land Development Concept) as growth management areas to ensure approved plans for developing and planned neighbourhoods are the immediate focus for new growth.~~
- ~~2.1.1.11 Undertake a special study for the Northeast Growth Management Area, south of the Manning Freeway, to ensure plans for that area incorporate the concepts of sustainable agriculture, food security, ecological networks, green infrastructure planning, demand reduction strategies and eco-residential design.~~
- ~~2.1.1.12 Urban expansion into the Southwest and Northeast Growth Management Areas will be permitted upon completion of staging and phasing strategies, approved by City Council.~~
- ~~2.1.1.13 Designate the Southeast area as industrial reserve (see Map 1: Land Development Concept) to ensure Edmonton retains jobs and business opportunities in south Edmonton and to position this area to build economic development connections with the Edmonton International Airport, the CANAMEX Trade Corridor, the Nisku Industrial Area, the CP Intermodal yards and Alberta's Industrial Heartland.~~
- ~~2.1.1.14 Preserve agricultural uses and operations in the industrial reserve area until such time as growth needs warrant evaluation of developing the area for industrial or business uses.~~
- ~~2.1.1.15 Preserve agricultural uses and operations in the growth management areas until the staging and phasing strategy has been completed.~~
- ~~2.1.1.16 Prevent premature fragmentation of agricultural lands in the growth management areas and industrial reserve area.~~

2.2 Accommodating Growth

2.2.1 Objective: Plan to accommodate 1,000,000 to 1,200,000 residents by 2040.

Policies:

- 2.2.1.1 *Ensure a combination of single family and multi-family housing development potential is available for the next 30 years.*
- 2.2.1.2 *Ensure there is sufficient land available to sustain economic opportunities.*
- 2.2.1.3 *Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.*
- 2.2.1.4 *Provide an open planning process which involves residents in policy development and planning for growth and change.*
- 2.2.1.5 *Participate in the extension of premium transit facilities to the Edmonton International Airport and manage the provision of highly intensive urban development in association with the premium transit facilities to support Edmonton's policy goals for the integration of land use and premium transit.*

Premium Transit locations are LRT nodes, transit centre nodes and high frequency transit corridors served by high frequency transit throughout the day.

- ~~2.2.1.6 *Designate the Southwest area and Northeast area, south of the Manning Freeway (see Map 1: Land Development Concept) as growth management areas to ensure approved plans for developing and planned neighbourhoods are the immediate focus for new growth.*~~
- ~~2.2.1.7 *Undertake a special study for the Northeast Growth Management Area, south of the Manning Freeway, to ensure plans for that area incorporate the concepts of sustainable agriculture, food security, ecological networks, green infrastructure planning, demand reduction strategies and eco-residential design.*~~
- ~~2.2.1.8 *Urban expansion into the Southwest and Northeast Growth Management Areas will be permitted upon completion of staging and phasing strategies, approved by City Council.*~~
- ~~2.2.1.9 *Designate the Southeast area as industrial reserve (see Map 1: Land Development Concept) to ensure Edmonton retains jobs and business opportunities in south Edmonton and to position this area to build economic development connections with*~~

the Edmonton International Airport, the CANAMEX Trade Corridor, the Nisku Industrial Area, the CP Intermodal yards and Alberta's Industrial Heartland.

- 2.2.1.10 Preserve agricultural uses and operations in the industrial reserve area until such time as growth needs warrant evaluation of developing the area for industrial or business uses.*
- 2.2.1.11 Preserve agricultural uses and operations in the growth management areas until the staging and phasing strategy has been completed.*
- 2.2.1.12 Prevent premature fragmentation of agricultural lands in the growth management areas and industrial reserve area*
- 2.2.1.6 Designate the Southeast area as Southeast Urban Growth Area (UGA)*
- 2.2.1.7 Recognize the critical value of the Southeast UGA for:*
- Future business opportunities to build economic development connections with the Edmonton International Airport and area industrial uses; and*
 - A unique opportunity in the Southeast to create a sector within the city incorporating a mix of industrial, business and residential uses.*
- 2.2.1.8 An Area Structure Plan (ASP) can be advanced for the Southeast UGA and the terms of reference or planning process should include the following:*
- A visioning process which includes area landowners and other city stakeholder groups; and*
 - The application of innovative approaches for the development of industrial, business, agricultural, natural and residential uses.*
- 2.2.1.9 The advancement of subsequent Neighbourhood Structure Plans in the Southeast UGA will require Council authorization and will be reviewed in the context of the Growth Coordination Strategy and the Integrated Infrastructure Management Plan.*
- 2.2.1.10 Designate the Southwest Area, south of Wedgewood Ravine and west of the North Saskatchewan River as Developing, Planned and Future Neighbourhoods and permit the advancement of an Area Structure Plan.*
- 2.2.1.11 The advancement of subsequent Neighbourhood Structure Plans for the Southwest Area Structure Plan will require Council authorization and will be reviewed in the context of the Growth Coordination Strategy and the Integrated Infrastructure Management Plan.*
- 2.2.1.12 Designate the Northeast Area, south of the Manning Freeway, as Northeast Urban Growth Area (UGA).*
- 2.2.1.13 Recognize the value of agricultural uses in the Northeast UGA as one of the important elements related to the Alberta Land Use Framework.*
- 2.2.1.14 An Area Structure Plan (ASP) can be advanced for the Northeast UGA and the terms of reference or planning process should include the following:*

- ~~A visioning process which includes area landowners and other city stakeholder groups;~~
- ~~Ensure the integration of urban agricultural uses into plans for the area;~~
- ~~Enhancing the potential for land use compatibility; and~~
- ~~The feasibility of innovative approaches for food security, ecological networks, green infrastructure provision, demand reduction strategies and eco-design for residential, commercial and agricultural uses.~~

~~2.2.1.15 The advancement of subsequent Neighbourhood Structure Plans for the Northeast Area Structure Plan will require Council authorization and will be reviewed in the context of the Growth Coordination Strategy and the Integrated Infrastructure Management Plan.~~

~~2.2.1.16 Preserve existing agricultural uses and operations in the urban growth areas until urban expansion is permitted.~~

~~2.2.1.17 Prevent premature fragmentation of agricultural lands in the urban growth areas prior to urban expansion.~~

2.2.1.6 Prevent premature fragmentation of agricultural lands in the urban growth areas prior to urban expansion.

2.2.1.7 Preparation of Area Structure Plans is authorized for the Northeast, Southeast and Southwest Urban Growth Areas (see Map 1: Land Development Concept), and shall only be approved following Council acceptance of, and adherence with the:

- Growth Coordination Strategy;
- Integrated Infrastructure Plan; and
- Citywide Food and Agriculture Strategy

2.2.1.8 Area Structure Plans for the Northeast, Southeast and Southwest Urban Growth Areas (see Map 1: Land Development Concept) shall include the following:

- An area vision created with area landowners and other city stakeholder groups;
- A peri-urban agricultural section in support of the City-Wide Food and Agriculture Strategy; and
- Innovative approaches to food security, ecological networks, green infrastructure provision, demand reduction strategies and eco-design for future residential, commercial, industrial, business, agricultural and natural uses.

2.2.1.9 Any Area Structure Plan prepared for the Northeast Urban Growth Area shall recognize the value of its agricultural characteristics to contribute to sustainable food and agriculture systems for Edmonton.

2.2.1.10 *Any Area Structure Plan prepared for the Southeast Urban Growth Area shall recognize its value to:*

- *Create a sector within the city incorporating a mix of industrial, business and residential uses; and*
- *Establish economic connections with the Edmonton International Airport and area industrial uses.*

2.2.1.11 *Neighbourhood Structure Plans within the Northeast, Southeast or Southwest Urban Growth Areas shall require Council authorization and comply with the Growth Coordination Strategy, the Integrated Infrastructure Management Plan, and the City-Wide Food and Agriculture Strategy.*

2.2.2 Objective: Ensure the City of Edmonton has sufficient land and funds dedicated for City facilities, services and operations to meet the needs of communities and citizens.

Policies:

- 2.2.2.1 Ensure the planning and funding of municipal facilities and services to support our growing population are financially sustainable.*
- 2.2.2.2 Acquire land necessary for City services and operations including emergency services facilities, yards, garages and storage facilities.*
- 2.2.2.3 Ensure City departments and agencies collaborate to identify all municipal land needs within an area structure plan, neighbourhood structure plan or area redevelopment plan boundary prior to plan approval.*
- 2.2.2.4 Ensure all City departments identify facility development and service delivery needs prior to the approval of new plans and work collaboratively to prepare a comprehensive facility concept that will assist with budget planning.*
- 2.2.2.5 Ensure the City's strategic land purchases are consistent with long term municipal needs.*
- 2.2.2.6 Ensure the planning, funding and design of municipal facilities and services demonstrate and support sustainable practice and principles.*

2.3 Integrated Transit and Land Use

2.3.1 Objective: Edmonton's transit system becomes the primary framework for urban form.

Policies:

- 2.3.1.1 *Promote medium and higher density residential and employment growth around premium transit locations (see Map 5: Premium Transit) to support and ensure the viability of transit service.*
- 2.3.1.2 *Prepare guidelines and regulations for land use and urban design to build complete, healthy and livable communities at premium transit locations.*
- 2.3.1.3 *Encourage commercial, entertainment, institutional and employment uses to locate at premium transit locations.*
- 2.3.1.4 *Prepare transit oriented development (TOD) plans around existing light rail transit (LRT) nodes, and in association with expansion of the LRT system.*
- 2.3.1.5 *Ensure that adequate transit service is provided to all TOD planned areas until LRT service is available.*
- 2.3.1.6 *Create place making elements such as streetscapes, urban parks and public art in TOD at LRT nodes, in cooperation with the public and private sector.*
- 2.3.1.7 *Facilitate partnerships and collaborative efforts to develop TOD.*
- 2.3.1.8 *Review and revise the City's servicing and operating standards to support new design and development plans at premium transit locations.*
- 2.3.1.9 *Prepare linear redevelopment plans for areas impacted by future LRT alignments in established neighbourhoods.*

Transit Oriented Development (TOD) refers to intensified development around premium transit nodes with progressively lower density development spreading outwards from the centre. TOD creates attractive, livable and compact neighbourhoods with housing, jobs, shopping, community services and recreational opportunities all within convenient walking distance of a node. All TODs are not the same, each development has a unique context and may serve different purposes. Some intensified and mixed use development will also occur along high frequency transit corridors at a lower level of magnitude. See glossary for TOD features.

2.4 Central Core

2.4.1 Objective: Create a strong downtown characterized by high density, mixed-use, transit and pedestrian orientation and excellent urban design.

Policies:

2.4.1.1 *Implement the current Downtown Plan as the primary policy document guiding development in the Downtown.*

2.4.1.2 *Promote the Downtown as the prime focus of Edmonton's central growth.*

2.4.1.3 *Preserve and strengthen the role of the Downtown as a major regional employment centre.*

2.4.1.4 *Enhance Downtown livability by increasing amenities to support the emergence of a highly desirable urban community.*

2.4.1.5 *Promote the retention and development of major cultural, educational and recreational facilities in the Downtown.*

2.4.1.6 *Recognize and plan for the unique characteristics, development expectations and design challenges facing the eleven neighbourhoods (see Map 2: Central Core) that connect to the Downtown in a consistent and integrated manner.*

Downtown Edmonton is a strong heart of the region, featuring the highest residential and employment densities, legislative grounds, world-class cultural institutions, an expanding knowledge economy and access to the extensive North Saskatchewan River Valley and Ravine System.

2.5 Established Neighbourhoods

2.5.1 Objective: Established neighbourhoods gain a greater portion of new growth, accommodating changes and growth with certainty.

Policies:

- 2.5.1.1 *Support redevelopment and residential infill that contribute to the livability and adaptability of established neighbourhoods (see Map 1: Land Development Concept) and that are sensitive to existing development.*
- 2.5.1.2 *Direct the location and design of residential infill in mature neighbourhoods (see Map 3: Mature Neighbourhood Overlay) through planning and design guidelines supported by regulation.*
- 2.5.1.3 *Prepare planning and design guidelines for residential infill in the established neighbourhoods outside of the mature neighbourhood overlay in anticipation of future redevelopment pressures.*
- 2.5.1.4 ~~*Establish a framework for preparing Area Redevelopment Plans and other types of land use plans to guide redevelopment.*~~ ***Implement a program for the ongoing preparation of Area Redevelopment Plans and other types of land use plans to guide redevelopment.***
- 2.5.1.5 *Involve residents in pre-consultation and planning processes.*
- 2.5.1.6 *Investigate innovative approaches through consultation for achieving community benefits and public amenities as part of the redevelopment process through the Great Neighbourhoods Program.*
- 2.5.1.7 *Ensure redevelopment determines and addresses any infrastructure capacity constraints, including stormwater management.*

Residential infill may range from small lot single detached houses to high-rise towers in selected locations.

2.5.2 Objective: Align City revitalization initiatives, the neighbourhood renewal program and departmental community based projects in established neighbourhoods.

Policies:

- 2.5.2.1 *Support neighbourhood revitalization that contributes to the livability and adaptability of mature neighbourhoods (see Map 3: Mature Neighbourhoods).*
- 2.5.2.2 *Provide a range of community planning services for mature neighbourhoods.*
- 2.5.2.3 *Identify neighbourhoods with the highest planning needs and provide planning services to them **as coordinated** through the Great Neighbourhoods Program.*
- 2.5.2.4 *Support, through planning activities, the Great Neighbourhood approach to neighbourhood revitalization.*
- 2.5.2.5 *Promote the development of family-oriented housing and walkability in established neighbourhoods (see Map 1: Land Development Concept) to support existing school and institutional infrastructure.*

The Great Neighbourhoods Program will work to improve processes and enhance interdepartmental coordination to achieve more strategic resource planning and service delivery in neighbourhoods.

2.6 Developing and Planned Neighbourhoods

2.6.1 Objective: Focus efforts to provide public infrastructure, utilize existing infrastructure and achieve population thresholds necessary to support community facilities in developing neighbourhoods in order to create livable neighbourhoods and proactively manage Edmonton's tax burden.

Policies:

- 2.6.1.1 Develop a series of measures as part of the Growth Coordination Strategy for developing neighbourhoods (see Map 4: Developing and Planned Neighbourhoods), related to livability, current and future public infrastructure investment and long term financial sustainability to inform Edmonton's decisions on future residential growth and expansion.*
- 2.6.1.2 Promote the completion of developing neighbourhoods by providing public infrastructure and services for livability.*
- 2.6.1.3 Integrate decisions on residential growth and expansion with the directions of other City wide plans such as the Drainage Master Plan.*
- 2.6.1.4 Monitor population growth in developing neighbourhoods to inform Edmonton's decisions on future residential growth and expansion.*
- 2.6.1.5 Prepare neighbourhood design guidelines and regulations that will support sustainability, in partnership with the agencies and organizations that plan and develop communities.*
- 2.6.1.6 Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.*

Completing a developing neighbourhood hinges upon:

- o Achieving population thresholds to support community facilities.*
 - o Full use of existing hard infrastructure, thereby slowing the rate of infrastructure aging and minimizing future maintenance costs.*
 - o Providing a majority of the publicly funded district or neighbourhood infrastructure associated with livability.*
-

3.0 Complete, Healthy and Livable Communities

Goal: Communities designed to encourage healthy lifestyles and social interaction for people, which provide the services necessary for livability.

Edmonton's success as a city with an enviable quality of life is rooted in the communities where citizens live their daily lives. Local communities provide the environment where families grow and social networks develop. Social and leisure activities, getting to school and work, and providing for daily needs, all revolve around the places where people live. Neighbourhoods and the wider community are important to Edmontonians as the foundation for services and activities. As new communities are built and older communities maintained, places must be created with a lively mix of land uses and activities. Enduring communities with character and vitality rely on a complete range of components in addition to a varied housing stock and transportation options.

A complete community offers housing choices, provides certainty for residents on the provision of amenities and services, optimizes the use of existing infrastructure and is supported by publicly built and operated infrastructure.

The following elements are essential for a community's livability and residents' health:

- ◆ A physical design where it is easy and safe to walk to shops and businesses.
- ◆ Accessible and available facilities, services, parks and open space.
- ◆ Community gathering spaces.
- ◆ Housing choices and a mix of commercial and institutional destinations.
- ◆ Affordable housing.
- ◆ A variety of transportation modes and active transportation networks for residents.
- ◆ Access to healthy food.

The physical design of a neighbourhood determines how easily and safely residents can walk to destinations. Good design ensures safety and security by allowing people of all age groups, especially children and the elderly and also those with physical disabilities, to function more independently within their communities. Ensuring accessibility to services and utilizing universally accessible design are key elements of high quality urban design. Specific policies related to the physical design of neighbourhoods are addressed in Chapter Four: Urban Design.

A successful community brings people together in an environment that encourages interaction, allows local access to services to fulfill daily needs, includes community facilities and accommodates a variety of transportation modes. The emphasis in planning for new communities is to accommodate a full range of uses either within or accessible to the neighbourhood. Within Edmonton's older neighbourhoods, maintaining communities while accommodating intensification and revitalization initiatives is a priority, and is addressed by the Great Neighbourhoods Program. Continued investment in appropriate infrastructure and programs to upgrade older neighbourhoods to support our residents is fundamental to building livable communities.

A variety of housing choices contributes to the long term stability of a neighbourhood and creates a varied built form which enlivens the physical and social character of the neighbourhood. A varied built form also provides flexibility for accommodating changing housing needs as the neighbourhood evolves through its life cycle. Increasing the variety of housing within a neighbourhood provides more consumer choice, increases affordability and enhances the City's ability to provide transit and other community services more efficiently and effectively.

Planning neighbourhoods that allow active living is particularly important for reducing obesity and weight related health issues, reducing air pollution and respiratory health problems, reducing stress and promoting good social and mental health. The walkability of a neighbourhood and access to modes of transportation that offer an alternative to the private automobile are essential elements of a healthy and livable community. Access to walkways, sidewalks, multi-use trails and corridors, open space and natural areas enhance our connection to nature and help to create more environmentally healthy communities. Specific policies related to the natural environment such as air quality, natural areas, the river valley, water and wetlands are addressed in Chapter Six: Natural Environment.

3.1 Developing and Planned Neighbourhoods

3.1.1 Objective: Design new neighbourhoods to support the health and livability of our citizens.

Policies:

3.1.1.1 *The City will develop and implement design guidelines for new neighbourhoods, which will include the following elements:*

- *Focal points or town centres within each neighbourhood.*
- *A mixture of residential, commercial and institutional uses.*
- *The provision of public amenity spaces and both formal and informal gathering areas at focal points.*
- *Retail and employment areas with public transportation.*
- *Higher density mixed-use development where an LRT station or transit centre is to be located.*
- *The protection of natural and built heritage features within the neighbourhood to provide a physical identity or marker for the community.*
- *The appropriate location of school sites in relation to all of the communities they serve.*
- *Land use patterns which provide flexibility for future redevelopment of the neighbourhood as the neighbourhood evolves through its life cycles.*
- *The distribution of public open spaces and parks throughout the neighbourhood for maximum accessibility by local residents, as directed by the Urban Parks Management Plan.*
- *Multiple transportation options for residents, including: walking, cycling, driving and taking transit.*
- *The design of all streets to maximize connectivity, amenity space and safety for pedestrians and cyclists, private vehicles, public transportation and emergency service vehicles.*
- *Pedestrian friendly street frontages.*
- *The reduction and mitigation of the environmental impacts of new neighbourhoods.*
- *Sustainable building design.*
- *Crime prevention through environmental design (CPTED) analysis.*
- *Traffic safety measures.*
- *Universally accessible design and age friendly design.*

3.2 Established Neighbourhoods

3.2.1 Objective: Ensure that redevelopment in established neighbourhoods supports the health and livability of our citizens.

Policies

- 3.2.1.1 *Support neighbourhood revitalization, redevelopment and residential infill that contributes to the livability and adaptability of established neighbourhoods.*
- 3.2.1.2 *Direct the location and design of residential infill within the Mature Neighbourhood Overlay through planning and design guidelines. (see Map 2 3: Mature Neighbourhoods)*
- 3.2.1.3 *Accompany residential density increases with enhancements to public spaces and the provision of additional open spaces and amenities, through the Great Neighbourhoods Program, if required.*
- 3.2.1.4 *Encourage redevelopment in established neighbourhoods, including the construction or reconstruction of new pedestrian areas and outdoor public spaces, to incorporate universally accessible design and age friendly design.*
- 3.2.1.5 *Collaborate with Edmonton's school boards to support the City of Edmonton's long term intensification efforts in established communities.*
- 3.2.1.6 *Optimize the use of existing infrastructure in established neighbourhoods.*
- 3.2.1.7 *Enhance City infrastructure in association with increased density where required.*
- 3.2.1.8 *Address the compatibility of land use within the neighbourhood in the review of all development proposals.*
- 3.2.1.9 *To assist in long term community building, a minimum of 25 percent of family oriented housing units should be part of large site infill projects within the Mature Neighbourhood Overlay.*
- 3.2.1.10 *Consider the need for family oriented housing and the infrastructure necessary to support families with young children in the preparation of land use plans in established neighbourhoods.*

Administration recommends the deletion of the term "young" from 3.2.1.10. See explanation in report.

3.3 Parks and Public Facilities

3.3.1 Objective: Fully serve Edmontonians with a comprehensive range of accessible, flexible, inclusive and safe parks and public facilities.

Policies:

- 3.3.1.1 The City of Edmonton will take municipal reserve, school reserve or municipal and school reserve, or cash in lieu in accordance with the Municipal Government Act and will use the land or money for purposes as defined by the Municipal Government Act.*
- 3.3.1.2 Actively explore and seek out new ways of funding and managing parks and sports fields (see Map 10: Parks).*
- 3.3.1.3 Develop a strategy to address reinvestment and rehabilitation of park space in mature neighbourhoods.*
- 3.3.1.4 Undertake park impact assessments in the Downtown to determine parkland needs and explore ways to increase parkland and access to parkland.*
- 3.3.1.5 Time the development of parks as closely as possible with the development they are intended to serve.*
- 3.3.1.6 Plan, design, acquire and operate parkland to address the changing recreational, educational, social and environmental needs of the community over time, in accordance with the Urban Parks Management Plan.*
- 3.3.1.7 Ensure that all neighbourhoods and districts are served by recreational and social facilities such as libraries and recreation centres to serve their residents.*
- 3.3.1.8 Guide future recreation facility development in accordance with the Recreation Facility Master Plan and subsequent facility focused plans and strategies (see Map 9: Recreation Facilities).*
- 3.3.1.9 Ensure that public facilities are accessible by a variety of modes of transportation, including public transit.*
- 3.3.1.10 Encourage the location of public facilities near transit.*
- 3.3.1.11 Use the Community Knowledge Campus program in new neighbourhoods as a means of creating a focal point, improving educational related partnership opportunities at school sites and encouraging life long learning facilities.*
- 3.3.1.12 Participate in Joint Use Agreements with Public, Catholic and Francophone school boards.*
- 3.3.1.13 Consider the use of surplus school land or buildings in established or developing neighbourhoods as community focal points.*

3.3.1.14 Develop emergency service and police stations in a manner that meets both their operational requirements and minimizes their impact on residential areas, in accordance with the Fire Rescue Master Plan and the Annual Policing Plan.

3.4 Housing Choices

3.4.1 Objective: Ensure neighbourhoods have a range of housing choice to meet the needs of all demographic and income groups and create more socially sustainable communities.

Policies:

- 3.4.1.1 Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.*
- 3.4.1.2 Provide a greater range of housing choice in association with the location of education, recreation and health uses.*
- 3.4.1.3 Develop a strategy to address the distribution of housing types within neighbourhoods.*
- 3.4.1.4 Develop higher density housing and a mix of uses in proximity to premium transit locations (see Map 5: Premium Transit).*
- 3.4.1.5 ~~Developing and planned neighbourhoods with no premium transit locations should not have more than 35% multiple units.~~ Preference for multiple unit density will be given to neighbourhoods with premium transit.*

3.5 Affordable Housing

3.5.1 Objective: Provide, in partnership with others, safe, accessible and long-term affordable housing in all areas of the city with a focus on premium transit locations.

Policies:

- 3.5.1.1 Work proactively and in partnership with others to meet a wide range of affordable housing needs in all areas of the city with a focus on premium transit locations (see Map 5: Premium Transit).*
- 3.5.1.2 Encourage new development and infill redevelopment to incorporate affordable housing that is visually indistinguishable from market housing.*
- 3.5.1.3 Work in partnership with other orders of government, private owners and landlords and the community to maintain, upgrade and expand the new and existing affordable rental housing supply in the city.*
- 3.5.1.4 Guide non-government organization proponents of land use proposals that include an affordable housing component through the civic planning and development approval process.*
- 3.5.1.5 Review the potential of acquiring and using surplus lands owned by all orders of government, to accommodate the development of long-term affordable housing units.*
- 3.5.1.6 Leverage capital funding for the provision of long-term affordable housing projects.*
- 3.5.1.7 Work in partnership with developers, other orders of government and non-governmental agencies to pursue measures to achieve affordable housing provision in multiple unit projects with a minimum target of five percent of total units, through the Edmonton Cornerstone Plan.*
- 3.5.1.8 Promote collaboration and partnership between the City and housing agencies to resolve issues related to affordable housing and land use needs on a continuing basis.*
- 3.5.1.9 Encourage a “no net loss” of affordable housing in new and infill development.*

3.6 Active Transportation

3.6.1 Objective: Provide a variety of transportation modes for Edmontonians.

Policies:

- 3.6.1.1 *Support initiatives to improve walkability, such as the Walkability Strategy, Great Neighbourhoods Program, Bicycle Strategy, Multi-Use Corridor Strategy and Sidewalk Strategy.*
- 3.6.1.2 *Ensure active transportation opportunities are included in plans and development proposals.*
- 3.6.1.3 *Design accessible and safe active transportation networks in accordance with best practices in universal design.*

3.7 ~~Local Food Security~~

~~3.7.1 Objective: Ensure access to local food through a secure land supply and neighbourhood level approaches to local food, gardening and smaller scale food production.~~

Policies:

- ~~3.7.1.1 Collaborate with the Government of Alberta, Alberta Health Services – Capital Health, Community Services and local community groups to develop a local food security strategy.~~
- ~~3.7.1.2 Work with communities and other organizations to identify potential areas to develop temporary or permanent community gardens.~~
- ~~3.7.1.3 Collaborate with the development industry to develop a strategy to provide community gardens for the use of residents with no access to yard space.~~

4.0 Urban Design

Goal: High quality urban spaces, buildings and streets make Edmonton a great place to live and visit.

Edmonton is proud to be Alberta's capital city. The city's urban spaces, buildings, streets and natural beauty honor this role and add to residents' pride and attachment to Edmonton. Public spaces and buildings are the face Edmonton shows to visitors from around the world and the stage where residents experience their daily lives. They serve as venues for festivals, parades and other activities that unite Edmonton as a city and provide space for recreation and daily casual interaction with neighbours and fellow commuters. The design of public spaces and the design of the buildings that frame them affects how they are used and how they feel to those who spend time there. Their design can affect commuting and recreation choices, connections to the natural environment and connections to Edmonton's history and diverse culture.

As Edmonton grows, the city's physical shape will evolve; new public spaces will be created in both new neighbourhoods and in areas of established neighbourhoods planned for large scale redevelopment. Existing public spaces will be altered by the construction of new buildings and through investments in streets, pathways, transit centres, parks and other community facilities and amenities. Opportunities will emerge to protect and enhance cultural and historical resources and to increase connections with the North Saskatchewan River Valley and other natural areas. As these opportunities arise and as new construction and investment marches on, Edmonton must remember that great spaces and great cities do not happen by accident. Their creation requires a concerted effort to embrace high quality urban design.

Public Space: The term public space in the context of this chapter describes outdoor areas bounded by buildings and open areas such as parks. They may be owned by the City or another public body and allow for broad public access, or they may be privately owned and allow for access by clients, tenants, customers and others who live and work in the area.

4.1 City Wide Urban Design

4.1.1 Objective: Embrace high quality urban design throughout Edmonton.

Policies:

- 4.1.1.1 *Establish City expectations for high quality urban design through the preparation of city wide urban design guidelines.*
- 4.1.1.2 *Support the implementation of the Edmonton Design Committee's Principles of Urban Design.*
- 4.1.1.3 *Promote awareness of the importance of urban design through the Edmonton Urban Design Awards, the Planning Academy Urban Design Course and other educational initiatives.*
- 4.1.1.4 *Seek opportunities to enhance civic pride and promote tourism by designing and constructing new civic buildings and spaces to feature the city's natural beauty and to meet high standards for urban design, architecture, landscape architecture and public art.*
- 4.1.1.5 *Take a leadership role in facilitating the creation of environmentally sustainable neighbourhoods, buildings and public spaces and encourage private sector approaches to environmental sustainability.*
- 4.1.1.6 *Coordinate significant urban design projects and planning initiatives with the directions of the Great Neighbourhoods Program.*
- 4.1.1.7 *Work with the province to feature Edmonton's role as Alberta's capital city through the use of high quality urban design in the development of provincially owned buildings and public spaces.*

4.2 Established Neighbourhoods

4.2.1 Objective: Enhance established neighbourhoods by ensuring the design of new development, infrastructure and community facilities makes a positive contribution to the neighbourhood (see Map 1: Land Development Concept).

Policies:

- 4.2.1.1 *Require development to fit with the existing and planned neighbourhood context, to respect the scale, form, massing, style and materials of the neighbourhoods and to incorporate other design elements that create a transition between the new development and the existing neighbourhood.*
- 4.2.1.2 *Direct the location and design of residential infill within the Mature Neighbourhood Overlay through planning and design guidelines (see Map 2 3: Mature Neighbourhoods).*
- 4.2.1.3 *Prepare planning and design guidelines for residential infill in established neighbourhoods outside of the Mature Neighbourhood Overlay in anticipation of redevelopment pressures.*
- 4.2.1.4 ~~*Require Urban Design Plans for the redevelopment of significant residential, commercial and institutional sites.*~~ *Require site vision and context plans for large residential infill sites in accordance with any infill guidelines for large sites approved by council.*
- 4.2.1.5 *Undertake Urban Design Plans to guide the redevelopment of prominent sites, corridors, entrance ways, older commercial areas and character areas and integration of historic sites.*
- 4.2.1.6 *Encourage large scale commercial centers and commercial strips to develop into vibrant, mixed use, transit supportive and walkable urban areas.*
- 4.2.1.7 *Support traditional retail shopping streets as centres of community activity by:*
- *Providing urban design assistance to Business Revitalization Zones, including the development and implementation of streetscape improvement projects.*
 - *Providing financial assistance through the Façade and Storefront Improvement Program.*
 - *Encouraging good quality development of a type, density and form compatible with the character of the area and adjacent uses.*
 - *Improving and maintaining infrastructure and public amenities such as transit and parking facilities, street furniture and landscaping.*

- 4.2.1.8 *Identify and encourage the creation of key pedestrian streets in each quadrant of the city to provide a focus for a walkable urban lifestyle.*
- 4.2.1.9 *Support neighbourhood commercial centres as community focal points by encouraging small scale residential and mixed use redevelopment and the inclusion of plazas and other social gathering spaces.*
- 4.2.1.10 *Protect the green legacy of established neighbourhoods as redevelopment occurs by retaining and enhancing parks, walkways and trees.*

4.3 Premium Transit Locations

4.3.1 Objective: Ensure that as development occurs around premium transit locations, high quality public spaces, streets and buildings emerge to support compact living and encourage transit ridership.

Policies:

4.3.1.1 Develop guidelines to establish land use and urban design expectations at premium transit locations. Design components of the guidelines will:

- *Support medium and higher density, mixed land use and the provision of a range of community services, facilities and amenities.*
- *Focus on design elements that support transit use, manage parking and transportation demand and create a distinct character and function for each development area.*
- *Minimize adverse effects of redevelopment on surrounding neighbourhoods by establishing firm boundaries for the development area, transitioning the scale and intensity of activity within the development to the surrounding neighbourhoods and managing traffic and parking impacts.*
- *Connect the development area with existing trails, bikeways, roads, transit routes and parks.*
- *Address the following elements:*
 - *accessibility and circulation*
 - *safety and security*
 - *community identity*
 - *landscaping*
 - *architectural design*
 - *street design and streetscape and building interface*
 - *provision of parks, amenity spaces, and public art*
 - *all season design aspects*
 - *sustainable design*
 - *connections to the natural environment*
 - *connections to historical and cultural resources*

Premium Transit locations are LRT nodes, transit centre nodes and high frequency transit corridors served by high frequency transit throughout the day.

4.4 Central Core

4.4.1 Objective: Ensure development in the Downtown, the Quarters Downtown and the surrounding downtown core neighbourhoods features unique, context sensitive and enduring designs and promotes public safety and security (see Map 2: Central Core Area).

Policies:

- 4.4.1.1 Guide urban design in the Downtown through the Downtown Plan Urban Design Strategy and the Downtown Design Guidelines Manual.*
- 4.4.1.2 Prepare streetscape standards for the five distinct Downtown Plan Districts, addressing street furniture, landscaping and other aspects of streetscape design.*
- 4.4.1.3 Guide urban design in the Quarters Downtown through the work of the Quarters Downtown project.*
- 4.4.1.4 Recognize and plan for the unique characteristics, development expectations and design challenges facing the eleven neighbourhoods (see Map 2: Central Core) that connect to the Downtown in a consistent and integrated manner.*

4.5 Developing and Planned Neighbourhoods

4.5.1 Objective: Ensure developing and planned neighbourhoods include well designed and connected streets, sidewalks, parks, buildings and other community facilities and gathering spaces (see Map 4: Developing and Planned Neighbourhoods).

Policies:

- 4.5.1.1 *Prepare and implement neighbourhood design guidelines for developing and planned neighbourhoods.*
- 4.5.1.2 *Incorporate sustainable neighbourhood design principles, low impact development and ecological design approaches when planning and building new neighbourhoods.*
- 4.5.1.3 *Ensure new large scale commercial centres (including big box development and retail power centres) are designed to:*
- *Generate pedestrian activity.*
 - *Provide clear on-site pedestrian connections.*
 - *Include outdoor public amenity spaces for patrons and employees.*
 - *Support transit ridership.*
 - *Reduce the visual and environmental impact of large hard surface parking lots.*

4.6 Buildings and Public Spaces

4.6.1 Objective: Ensure public spaces and the buildings that frame them are inviting to residents and visitors and that they are safe, accessible and well connected.

Policies:

- 4.6.1.1 *Encourage new buildings adjacent to pedestrian streets to support pedestrian activity by providing visual interest, transparent storefront displays, pedestrian amenities and connections to interior spaces.*
- 4.6.1.2 *Encourage new development to locate and organize vehicle parking, vehicle access, service areas and utilities to minimize their impact on the property and surrounding properties and to improve the safety and attractiveness of adjacent streets and other public spaces.*
- 4.6.1.3 *Encourage new development and redevelopment to locate and design safe and adequate vehicle access for emergency services vehicles.*
- 4.6.1.4 *Design density, land uses and buildings to benefit from local transit service by minimizing walking distances to transit service and by providing safe and comfortable pedestrian streetscapes and high quality transit facilities.*
- 4.6.1.5 *Encourage new buildings and public spaces to incorporate design features that mitigate impacts on the natural and ecological environment.*
- 4.6.1.6 ~~Design City facilities~~ *Ensure new City owned facilities and major renovations to City owned facilities are designed and built to meet or exceed the Leadership in Energy and Environmental Design Green Building Rating System silver standard.*
- 4.6.1.7 *Identify and preserve public views and vistas of the North Saskatchewan River Valley and Ravine System as new development occurs and require public access in accordance with the Top of Bank Policy.*
- 4.6.1.8 *Preserve unique terminating views of significant heritage buildings or other iconic structures and create new views and focal points as new development occurs.*
- 4.6.1.9 *Integrate park use into the everyday experience of residents by designing parks and adjacent development to complement one another and by seeking opportunities to locate City facilities adjacent to parkland.*
- 4.6.1.10 *Enhance the safety of buildings and public spaces and discourage criminal activity and anti-social behaviour through the application of Crime Prevention Through Environmental Design (CPTED) guidelines.*
- 4.6.1.11 *Retrofit City owned buildings and public spaces to improve the safety and security of users and encourage owners of private buildings to do the same.*
- 4.6.1.12 *Support community efforts to apply the Safety Audit Guide for Crime Prevention.*

- 4.6.1.13 ~~Meet or exceed the expectations for universal accessibility designs set out in the Checklist for Accessibility and Universal Design in Architecture in the construction of new City buildings and public spaces, and encourage publicly accessible spaces of new privately owned buildings to incorporate all aspects of the Checklist.~~ Meet or exceed the expectations for universal accessibility designs set out in the Checklist for Accessibility and Universal Design in Architecture and meet or exceed the expectations for universal design established by the Seven Principles of Universal Design in the construction of new City owned buildings and public spaces where appropriate, and encourage publicly accessible spaces of new privately owned buildings to incorporate all aspects of the Checklist and apply the Principles where appropriate.
- 4.6.1.14 Retrofit City owned buildings and public spaces to make them universally accessible, and encourage owners of existing private buildings and spaces to do the same.
- 4.6.1.15 Incorporate age friendly design elements in the construction and retrofit of City owned buildings and public spaces and encourage the development industry and owners of private buildings and public spaces to do the same.
- 4.6.1.16 Design new public spaces, including private spaces accessible to the public, to consider requirements for snow clearing and drainage, opportunities for year round use and the protection of citizens from icy walking conditions and the dangers of falling ice and snow.

4.7 Streets, Sidewalks and Boulevards

4.7.1 Objective: Ensure that streets, sidewalks and boulevards are designed to perform their diverse roles and to enable safe access for all users.

Policies:

- 4.7.1.1 *Design streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, automobiles and transit, and to accommodate utilities, landscaping and access requirements for emergency response services.*
- 4.7.1.2 *Design street systems to be easily navigated by pedestrians, cyclists and vehicles and to provide clear and direct connections between major activity areas in the community.*
- 4.7.1.3 *Undertake streetscape improvements to create high quality public spaces through tree planting and landscaping, pedestrian scale lighting, good quality street furnishings and decorative paving and through design approaches that reduce impacts of parking and public utilities on the quality of the pedestrian environment.*
- 4.7.1.4 *Support opportunities to retrofit streets to reclaim space from vehicles for use by pedestrians, cyclists and transit service.*
- 4.7.1.5 *Implement design guidelines for major city entrance corridors to create a sense of arrival to the city.*

4.8 Historic and Cultural Resources

4.8.1 Objective: Encourage a sense of local identity and create connections to the city's cultural and historical roots through the conservation and preservation of significant buildings, districts, landscapes and archeological resources.

Policies:

- 4.8.1.1 Integrate heritage conservation into the broader context of planning and decision making.*
- 4.8.1.2 Ensure new development adjacent to properties on the Register and Inventory of Historic Resources in Edmonton respects the building scale, massing, proportions and character of existing buildings.*
- 4.8.1.3 Support conservation and adaptive reuse of historic resources through creative design solutions and incentives.*
- 4.8.1.4 Ensure all City owned historic resources are conserved and maintained in a good state of repair.*
- 4.8.1.5 Support policies and actions outlined in the Historic Resources Management Plan.*
- 4.8.1.6 Develop an archaeological plan or overlay that identifies significant sites and serves as a reference during the development application process.*
- 4.8.1.7 Create an inventory of significant cultural landscapes and develop a method of protecting them.*
- 4.8.1.8 Develop regulations to identify, guide and protect the character of historic areas or districts.*
- 4.8.1.9 Seek innovative design approaches to reflect and embrace the culture of Edmonton's new and emerging minority groups.*

4.9 Public Art

4.9.1 Objective: Integrate art into the design of our public space to enhance the city's attractiveness to residents, tourists and investors, increase public awareness and appreciation of the arts and stimulate the growth of arts and arts-related business.

Policies:

- 4.9.1.1 Allocate a portion of the construction budget of qualifying publicly accessible City projects for the procurement of permanent public art for public display.*
- 4.9.1.2 Solicit the private sector to procure public art for public display on private property or to contribute to public art for display on City owned property.*
- 4.9.1.3 Implement the public art master plan, the Edmonton Public Art Map, that involves the creation of a Public ArtPark System and creative public arts programming, exhibitions and commissions, including a biennial international public art commission, transitory public art exhibits, a mural arts program, a graffiti zones program and an experimental public art program.*

5.0 Supporting Prosperity

Goal: Edmonton, Alberta's capital city, is home to an innovative and diverse business environment that fosters economic development and supports prosperity.

To sustain economic opportunities and business diversity, Edmonton must have land available for new businesses and expansion of established businesses in various locations. Edmonton has a key role in the growing strength of the Capital Region as a centre for innovation, wealth creation and diverse employment opportunities. Edmonton is the Region's major urban centre and offers critical location advantages to companies with accessible skilled labour and services.

Targeted investment to build on Edmonton's location advantages is also needed to fulfill Edmonton's role. Land that is near high speed transit and a variety of housing types is attractive to employers and educational institutions as it improves accessibility for workers and students. Links to transportation corridors allows for efficient goods movement. Adding and improving educational and cultural institutions in the central core contributes to a more dynamic and attractive business environment. Accommodating innovations such as sustainably designed buildings and eco-industrial networks opens the door for more innovative and sustainable businesses.

Significant education, health, research and government institutions are essential as employment nodes in their own right and offer locational advantages for complementary businesses. Edmonton has eight hospitals, is the seat of the provincial government and is home to a variety of post-secondary institutions. Each offers unique opportunities for business development across a range of industries.

Office Space

Edmonton's major focus for office space growth is the Downtown, which has the highest concentration of jobs in the city. Downtown showcases Edmonton's economic vitality, cultural and educational strengths and also its role as the provincial capital. The Downtown contains significant public transportation infrastructure, with five LRT stations, and features a diverse supply of high density office space. This allows the Downtown to serve as the primary employment centre for the city as well as an important service and amenity area for the Region.

Industrial and engineering companies located in the city's industrial areas generate a demand for suburban office space. Many businesses need offices in association with their manufacturing premises, operating facilities and vehicle depots. As these businesses have

expanded, they have created a demand for separate office space close to existing buildings and customers, with space for larger vehicles. This market has grown as a result of the completion of Anthony Henday Drive in the west and south quadrants.

Retail Space

Retail space in Edmonton is primarily located in suburban locations that are well connected to major arterial roadways. Some shopping malls have associated transit centres, such as West Edmonton Mall and Southgate, but the primary mode of transport to these centres is the private vehicle. Big box retail and power centres are often isolated from transit and are inaccessible to people without private vehicles. The location and site layouts make walking and cycling almost impossible.

A new direction for commercial development is needed to support a more sustainable development pattern, particularly since retail uses have considerable impact on road usage (see Map 7: Commercial Nodes and Corridors). Future retail areas should be designed as transit oriented commercial development to incorporate greater accessibility, **mixed uses**, a higher standard of design, creation of public meeting places and activity centres and a more efficient use of land and infrastructure.

Industry

Edmonton is the urban centre of a resource-rich economic region and a gateway to global trade, producing and distributing goods and services for local and global markets. To fully capitalize on growth in economic activity, new industrial lands are required. Edmonton's industrial growth capacity is expanded in this plan by designating a new industrial area in the northeast and ~~an industrial reserve~~ **a growth management** area in the southeast.

The northeast industrial area **is versatile and** will accommodate economic growth from value added ~~petrochemical~~ processing and supporting products and services, manufacturing and research, and rail and road based logistic operations. The ~~industrial reserve~~ **growth management area** in the southeast will meet future land requirements associated with the Edmonton International Airport and the Edmonton Calgary economic corridor.

Edmonton will implement the Industrial Land Strategy to ensure serviced industrial properties are available to attract businesses and to meet their operational requirements. The Strategy will direct policies and actions on land use and infrastructure planning, infrastructure financing and building and provision of services that support industrial activity, in collaboration with Edmonton's private and public sector development partners. The Strategy will expedite development in new industrial areas and redevelopment and intensification in existing industrial areas.

Edmonton will promote sustainability and innovation through adoption of eco-industrial standards and approaches to land and property development and business operations. The

Northeast Edmonton Industrial Development Strategy will focus on creation of a chemical industry cluster employing business-to-business eco-industrial relationships.

5.1 Office Space

5.1.1 Objective: Promote the growth of office employment opportunities across the city, with the Downtown as the primary focus.

Policies:

- 5.1.1.1 *Incorporate limited development of offices in light industrial areas, as required, to meet the needs of industrial businesses and as provided for in industrial area structure plans.*
- 5.1.1.2 *Preserve and strengthen the role of the Downtown as the premier employment centre in the city through the active promotion of high quality office development.*
- 5.1.1.3 *Include office space above the ground floor in mixed-use centres to provide local services and employment opportunities.*
- 5.1.1.4 *Encourage office development around LRT stations and transit centres.*
- 5.1.1.5 *Coordinate business and office development with post-secondary institutions located in the Downtown and central core.*

5.2 Retail and Service Space

5.2.1 Objective: Develop **more** sustainable, accessible and walkable retail and mixed use centres demonstrating high quality architecture and design.

Policies:

- 5.2.1.1 *Include retail development as a key component of planned mixed use centres that focus on transit centres, especially LRT stations.*
- 5.2.1.2 *Plan for new commercial sites within area structure plans around transit centres to increase accessibility by a variety of transportation modes and improve connections to surrounding neighbourhoods.*
- 5.2.1.3 *Design commercial centres based on a main streets concept to better accommodate pedestrians.*
- 5.2.1.4 *Plan for retail centres that meet the daily needs of residents in area and neighbourhood structure plans.*
- 5.2.1.5 *Encourage the introduction of residential uses and community facilities in the redevelopment of older shopping centres to achieve a mix of uses.*
- 5.2.1.6 *Coordinate the redevelopment of older shopping centres and commercial strips with City investment in infrastructure.*
- 5.2.1.7 ~~Prohibit~~ **Limit** *large scale retail development in industrial areas.*
- 5.2.1.8 *Support neighbourhood-oriented commercial corridors and local economic development initiatives through the Business Revitalization Zones.*
- 5.2.1.9 *Facilitate the creation of Business Revitalization Zones in the city.*
- 5.2.1.10 *Revitalize older commercial areas within existing neighbourhoods in association with the Great Neighbourhoods Program.*
- 5.2.1.11 *Accommodate home-based businesses and services.*

5.3 Industry

5.3.1 Objective: Increase employment opportunities and municipal revenues through attraction, growth and development of industrial business targeting value-added goods and services and research and technology rich industry.

Policies:

- 5.3.1.1 *Designate new industrial areas and reserve lands for future industrial development (see Map 1: Land Development Concept).*
- 5.3.1.2 *Work with private and public partners to maintain a three-year supply of serviced and immediately serviceable industrial land based on market needs.*
- 5.3.1.3 *Adapt financing mechanisms and seek new sources and methods for financing major infrastructure needed to support industrial development.*
- 5.3.1.4 *Undertake and facilitate development plans for new industrial areas to ensure development opportunities are continually available.*
- 5.3.1.5 *Identify opportunities and facilitate redevelopment and intensification to higher value industrial, commercial and institutional uses in established industrial areas.*
- 5.3.1.6 *Develop and market City land holdings in industrial areas to supply the end-user business land market and expedite development or redevelopment of industrial areas.*
- 5.3.1.7 *Build infrastructure and provide services to support land development, goods movement and ongoing business operations.*
- 5.3.1.8 *Initiate and participate in strategic economic development initiatives involving governments and industry to capitalize on opportunities for industrial growth.*
- 5.3.1.9 *Implement the Northeast Edmonton Industrial Development Strategy to accommodate value-added petrochemical operations and Port Alberta logistics operations.*
- 5.3.1.10 *Evaluate and adapt infrastructure standards and promote site and building design based on eco-industrial development methods and sustainable building standards.*
- 5.3.1.11 *Support eco-industrial relationships by facilitating cooperation between businesses on site and design, shared facilities and services and interchanges of energy and products.*
- 5.3.1.12 *Plan new and older industrial areas to **be pedestrian friendly**, include active transportation linkages, recreational opportunities, ecological connections and other facilities and services that serve industrial workers and contribute to environmental and social sustainability.*
- 5.3.1.13 *Maintain adequate separation distances between heavy industry and residential and other incompatible uses by addressing risk, nuisance and other impacts through the use of guidelines in the ~~development approvals~~ **planning** process.*

5.4 Arts, Culture and Tourism

5.4.1 Objective: Attract creative workers and visitors by supporting arts, recreational, educational and cultural facilities.

Policies:

- 5.4.1.1 *Coordinate land availability, services and infrastructure to support major attractions, such as festivals and sporting events.*
- 5.4.1.2 *Develop City cultural and recreational facilities to accommodate major attractions and events.*
- 5.4.1.3 *Maintain and improve the prominence of City owned and managed cultural facilities.*
- 5.4.1.4 *Work with business groups to enhance character areas such as the Downtown Arts District and the 124th Street Gallery District.*
- 5.4.1.5 *Work with other orders of government to attract permanent cultural institutions such as art galleries and museums to the city.*
- 5.4.1.6 *Support implementation of the Art of Living and Cultural Plan.*

5.5 Education, Health and Government

5.5.1 Objective: Work cooperatively and in partnership with school boards, other orders of government, health institutions and educational institutions to foster the sustainable development of Edmonton.

Policies:

- 5.5.1.1 *Work with major educational institutions, such as Concordia University College, Grant MacEwan College, King's University College, Northern Alberta Institute of Technology, NorQuest College and the University of Alberta to coordinate their plans with City land use and transportation planning.*
- 5.5.1.2 *Actively promote locational and operational decisions by school boards, other orders of government, health institutions and educational institutions that support Edmonton's growth strategy.*
- 5.5.1.3 *Actively promote information sharing regarding expansion plans to ensure City transit and servicing plans can be supportive.*
- 5.5.1.4 *Encourage development of research facilities in partnership with educational and research institutions and companies.*
- 5.5.1.5 *Work with Alberta Health Services - Capital Health to foster health services and citizen health across Edmonton.*

6.0 Natural Environment

Goal: Edmonton protects, preserves and enhances its natural environment by maintaining the integrity and interconnectivity of its natural areas, river valley, water resources, parks and open spaces, recognizing that these elements form a functioning ecological network within the Capital Region.

Located in the Parkland Natural Region of Alberta, the transition zone between the southern grasslands and northern boreal forest, Edmonton is geographically located in an area of rich biodiversity. The North Saskatchewan River Valley and Ravine System and the natural areas in Edmonton's tablelands contain a variety of natural features and ecosystems including wetlands, forest and grasslands that support diverse natural processes and a wide range of species.

Edmonton's natural areas and open spaces constitute a functional ecological network: an interconnected system of natural and semi-natural landscape elements that maintain and restore natural ecological functions and biodiversity (see Map 8: Ecological Network). Unfortunately, natural areas throughout Edmonton are under tremendous pressure as a result of urban, commercial and industrial development, with a majority of natural areas in the city remaining unprotected from development pressures. The trend towards the loss of significant natural areas puts at risk the functionality of the city's ecological network and the biodiversity they support.

A healthy environment is not only important to the natural processes of Edmonton, but to the social well-being of the city. Natural areas, parks and open spaces create places for people to meet and interact in a public environment, provide accessible and diverse opportunities to live healthy and active lifestyles and serve as a source of educational and aesthetic value.

In order to maintain an ecological network over the long-term, the City must secure and protect the city's natural systems, restore degraded areas and plan new developments with an understanding of the importance of ecological connectivity and local biodiversity. The Municipal Development Plan supports the core principles of the City's *Natural Connections Strategic Plan* and the ~~Capital Region River Valley Plan~~, providing direct support for using an ecological network approach to the planning of the natural environment, neighbourhoods and the entire city. This means that through ecologically-conscious land use planning and management, the City will protect Edmonton's ecological network. Under the ecological network approach to the planning and management of our natural environment, Edmonton's trails, water features, river valley, natural areas, parks and open spaces will connect Edmontonians to their communities, to the environment and to one another.

This chapter refers to both public and private natural areas and open spaces. Natural areas are areas of land or water that are dominated by native vegetation in naturally occurring patterns. Such areas could include grasslands, forests, wetlands, peatlands and riparian areas. Open spaces are areas of land and water that are semi-natural in composition. Such spaces could include active recreation parks, schoolyards, urban agricultural lands, cemeteries, conventional stormwater management facilities and some boulevards.

6.1 Natural Areas

6.1.1 Objective: Protect, preserve and enhance a system of conserved natural areas within a functioning and interconnected ecological network.

Policies:

- 6.1.1.1 *Support the implementation of the City of Edmonton's Natural Connections Strategic Plan.*
- 6.1.1.2 *Acquire and manage the most ecologically sensitive areas in Edmonton.*
- 6.1.1.3 *Develop procedures to support, encourage and promote innovative ways to acquire, preserve and maintain natural areas and connections on private and public lands, such as land swapping, easements, buffers and bylaws.*
- 6.1.1.4 *Determine appropriate buffer areas around the periphery of natural areas identified for protection.*
- 6.1.1.5 *Acquire critical natural linkages and buffer zones to ensure natural areas of ecological value remain sustainable within an urban context.*
- 6.1.1.6 *Act proactively to acquire ecologically sensitive and environmentally valuable land in the North Saskatchewan River Valley where necessary.*
- 6.1.1.7 *Public projects, new neighbourhoods and developments will protect and integrate ecological networks, as identified in the Natural Connections Strategic Plan, by adopting an ecological network approach to land use planning and design.*
- 6.1.1.8 *Apply Ecological Information Requirements to development proposals that will affect, or potentially could affect, natural systems or ecological processes.*
- 6.1.1.9 *Work with the Capital Region Board and adjacent municipalities to acquire, protect and restore natural systems and linkages, recognizing that Edmonton's ecological network is part of a larger regional network (see Map 15: Natural Areas and Watershed Sub-Basins).*
- 6.1.1.10 *Utilize the full legislative entitlements of environmental reserve, in accordance with the Municipal Government Act, during the land development process.*
- 6.1.1.11 *Require new developments, adjacent to natural areas, to demonstrate that they have incorporated ecological design best-practices to mitigate negative consequences.*
- 6.1.1.12 *Lands and features that meet the definition of environmental reserve, but are not claimed by the Province, should be taken by the City as environmental reserve and protected.*
- 6.1.1.13 *Utilize urban agricultural lands to complement and enhance biodiversity, linkages, habitat and the overall health of Edmonton's ecological network, its air and water quality, and its people.*

6.1.2 Objective: Restore ecologically degraded and / or damaged ecological systems and linkages to protect, expand and enhance biodiversity.

Policies:

- 6.1.2.1 Work in cooperation with developers, land owners and conservation organizations to encourage the reintegration of native and / or semi-native vegetation into Edmonton's ecological network.*
- 6.1.2.2 Restore degraded natural areas and ensure ongoing protection of areas that have undergone restoration, where feasible.*

6.2 Wetlands

6.2.1 Objective: Protect, manage and integrate natural wetlands into new and existing developments as key assets in Edmonton's ecological network.

Policies:

In addition to all natural areas policies, the following will also apply to wetlands:

- 6.2.1.1 Cooperate with the Government of Alberta to actively support and complement its Wetland Policy through the following actions:*
- *In partnership with the Province, the Capital Region Board and adjacent municipalities, develop a comprehensive plan for wetland conservation and the integration of wetlands into the urban environment.*
 - *Where appropriate, acquire wetlands, riparian areas and buffers according to the Municipal Government Act definition of environmental reserve.*
 - *Where privately held wetlands cannot be protected through other means, encourage their dedication through conservation easements.*
 - *Work with land owners to see that compensation required by the Province, as a result of the alteration or destruction of wetlands, is carried out within city boundaries.*

6.3 North Saskatchewan River Valley and Ravine System

6.3.1 Objective: Protect, preserve and enhance the North Saskatchewan River Valley and Ravine System as Edmonton's greatest natural asset.

Policies:

As Edmonton's largest natural area, all Natural Areas policies in the Municipal Development Plan apply to the River Valley. In addition, the following policy also applies:

6.3.1.1 The City will work in partnership with local, regional and provincial organizations to conserve, protect, restore and enhance the North Saskatchewan River Valley and Ravine System for its ecological, recreational, aesthetic, educational and natural resource value.

6.3.2 Objective: Protect, preserve, promote and improve the North Saskatchewan River Valley and Ravine System as an accessible year round place for recreation and activity for people of all ages.

Policies:

6.3.2.1 Ensure that the North Saskatchewan River Valley and Ravine System remains primarily an area of unstructured, low-intensity and passive recreation.

6.3.2.2 Ensure that the North Saskatchewan River Valley and Ravine System remains integrated and connected with other natural areas across the city.

6.3.2.3 Ensure that the lands within the North Saskatchewan River Valley and Ravine System Area Redevelopment Plan boundary will be acquired for natural areas protection and parks purposes.

6.3.2.4 Make selected areas of the North Saskatchewan River Valley and Ravine System accessible to all citizens regardless of age or mobility, where feasible.

6.3.2.5 Provide pedestrian and bicycle connections to increase movement and accessibility.

6.3.2.6 Provide and maintain space for multi-seasonal uses.

6.3.3 Objective: Mitigate the impact of development upon the natural functions and character of the North Saskatchewan River Valley and Ravine System.

Policies:

- 6.3.3.1 New development within the North Saskatchewan River Valley and Ravine System will be planned according to, and will demonstrate that it embodies, the following priorities:*
- o Conservation and protection of natural areas and the connections that link them to, from and within the North Saskatchewan River Valley and Ravine System.*
 - o Low intensity, passive outdoor and trail based recreation or educational opportunities and appropriate facilities to service these.*
 - o Facilities that provide passive recreational or educational services to the public.*
 - o Public utilities installations, services and facilities.*
- 6.3.3.2 Maintain adequate separation between new urban developments and the North Saskatchewan River Valley and Ravine System through the City's Top of Bank Policy, with viewscapes and public access to the River Valley preserved.*
- 6.3.3.3 Require development projects within the North Saskatchewan River Valley and Ravine System to undertake an Environmental Impact Assessment as specified in the North Saskatchewan River Valley Area Redevelopment Plan (Bylaw No. 7188).*
- 6.3.3.4 When City owned facilities must be located within or adjacent to the North Saskatchewan River Valley and Ravine System they will be located, designed and operated in a way that mitigates ecological impacts.*

6.4 Parks and Open Space

6.4.1 Objective: Utilize parks and open spaces to complement and enhance biodiversity, linkages, habitat and the overall health of Edmonton's ecological network.

Policies:

- 6.4.1.1 Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton's ecological network, where feasible.*
- 6.4.1.2 Enhance the habitat value of parks by incorporating native plant species into park design; implementing invasive plant removal and restoration programs as needed.*
- 6.4.1.3 Maintain a healthy urban forest by continuing to invest in and expand the City's tree inventory, and adopt a "no net loss" approach to the replacement of public trees.*
- 6.4.1.4 Public utility functions will not be considered in parks and open spaces where they significantly compromise ecological value and integrity.*
- 6.4.1.5 Design parks and open spaces to include and maximize the use of ecological design best-practices.*

6.4.2 Objective: Expand and enhance Edmonton's inventory of parks and open spaces for the ecological, health, recreation and educational benefits they provide.

Policies:

- 6.4.2.1 During the residential subdivision process, the City will look first to use its municipal reserve authority to acquire land. Cash-in-lieu of land will be considered only when the acquisition of land is not deemed to further City goals to increase opportunities for park development and expansion.*
- 6.4.2.2 Cash-in-lieu of municipal reserve, received through subdivision of industrial or commercial areas, will be used for the Parkland Acquisition Fund to purchase River Valley land.*
- 6.4.2.3 Actively explore and seek out new ways of acquiring, funding and managing parks and open spaces (see Map 10: Parks).*

6.5 Water

6.5.1 Objective: Mitigate impacts upon Edmonton's water resources by ensuring that new developments in Edmonton embody an exemplary standard of ecological design.

Policies:

- 6.5.1.1 Require new development to demonstrate that it has incorporated ecological design best-practices into the design of neighbourhoods and buildings to reduce stormwater run-off.*
- 6.5.1.2 Work proactively with the Province to ensure that Crown interests in water bodies are addressed as early as possible in the planning process.*
- 6.5.1.3 Use environmental reserve to protect water bodies that meet the definition of environmental reserve but are not claimed by the Province.*

6.5.2 Objective: Protect, maintain and continually enhance the water quality of the North Saskatchewan Watershed.

Policies:

- 6.5.2.1 Work proactively with provincial, regional and municipal neighbours, citizens and non-profit groups, such as the River Valley Alliance, by participating in activities and supporting organizations that work to maintain the integrity of the North Saskatchewan Watershed.*
- 6.5.2.2 Adopt and enforce regulations and guidelines that will enhance the quality of Edmonton's watershed.*

6.5.3 Objective: Water resources are conserved and used efficiently by the public, industry and the City of Edmonton.

Policies:

- 6.5.3.1 Support the best management practices and principles of Edmonton's Stormwater Quality Control Strategy.*
- 6.5.3.2 Ecological design best-practices will be used in the operation and design of City owned and / or managed facilities and infrastructure.*
- 6.5.3.3 Integrate indigenous vegetation, specifically low-maintenance drought tolerant species, and where feasible include fruit and vegetable bearing species edible plant species into City and development private landscaping.*
- 6.5.3.4 Encourage designs and standards that accommodate the exchange of waste and grey water between various businesses and industry in business and industrial areas.*
- 6.5.3.5 Design, arrange and locate new infrastructure and buildings to mitigate impacts upon the water system.*
- 6.5.3.6 Collaborate with stakeholders to support the adoption and enforcement of regulations and guidelines that reduce the consumption of Edmonton's water resources.*

6.6 Air

6.6.1 Objective: Monitor and improve air quality in Edmonton.

Policies:

- 6.6.1.1 *Establish baseline air quality levels for the city and collaborate with other orders of government by supporting initiatives to reduce carbon dioxide and stakeholders, to protect air quality for future generations by supporting environmentally progressive design (including civic LEEDS Policy), public transportation, car pooling, walking or cycling and by limiting transportation times and distances by encouraging infill and encouraging local procurement policies and by reducing travel distances by encouraging infill.*
- 6.6.1.2 *Partner with government agencies, public agencies, industry and others to monitor and maintain standards for good air quality.*
- 6.6.1.3 *Support a reduction in residential, industrial, institutional and commercial building emissions through the promotion of Leadership in Energy and Environmental Design.*
- 6.6.1.4 *Utilize Leadership in Energy and Environmental Design in all new City facilities.*

7.0 Working within our Region

*Goal: Edmonton's planning reflects the city's role as **Alberta's capital city**, the major urban centre in the region, supporting regional transportation, service delivery, housing and infrastructure. Edmonton maximizes the value of regional assets with commitment to the success of the Capital Region Growth Plan, and a cooperative approach to intermunicipal planning.*

As Alberta's capital city and the major urban centre within the Capital Region (see Map 11: Capital Region), Edmonton has become the focus of complex growth issues that demand a regional perspective. Strong economic growth within the Capital Region is generating changing demands for housing, infrastructure and services and spurring investment in support of population and employment growth. The Government of Alberta created the Capital Region Board in April 2008 to address the impact of Alberta's economic boom and associated growth pressures on the Capital Region. The Board was tasked with preparing a Capital Region Growth Plan with a focus on land use, transit, affordable housing and infrastructure. Map 16: Areas Subject to Capital Region Board Review identifies areas in Edmonton that are subject to the Regional Board's review prior to the approval of the Capital Region Growth Plan. Edmonton's Municipal Development Plan fits into this new regional governance structure and proposed Capital Region Growth Plan.

The Capital Region Board is a decision-making body made up of the City of Edmonton and the 24 surrounding cities, towns, villages and counties. The Board's mandate is to create a comprehensive plan to manage regional growth: the "Capital Region Growth Plan." The Board must submit the Plan to the Minister of Municipal Affairs by March 31, 2009. If accepted by the Government of Alberta, the Plan will become binding provincial legislation and all statutory plans and land use bylaws in the Region must conform to it.

The new MDP reflects the opportunity for more integrated intermunicipal planning and regional cooperation that the Capital Region Growth Plan brings. The City of Edmonton has strong leadership and partnership roles in the development of the Capital Region Growth Plan. Edmonton is the Region's principal investment and business centre, service centre, transportation hub and centre of educational and cultural excellence. Edmonton's downtown is the Region's major employment area, its government centre and transit focus. The vast majority (93%) of Community Housing units in the Capital Region are located in the City. Downtown is also the centre of an extended core that includes the

Region's primary educational facilities: the University of Alberta, the Northern Alberta Institute of Technology, NorQuest College and Grant MacEwan College.

Edmonton's economic role extends beyond the city boundary into the Region through business and institutional connections and the transportation network, to the North American and world economies. The Capital Region economy plays a crucial role in the provincial economy. The Region contains a range of resource-based industries and suppliers. Transportation and logistics is a thriving sector, as are industrial support services. The key regional economic assets include the Edmonton International Airport, Alberta's Industrial Heartland, the Port Alberta Initiative, Refinery Row and the growing industrial complex focused along the Highway 2 corridor. The City will build on these economic generators through integrated transportation and land use planning, to enhance economic growth opportunities and support the regional economy. Edmonton will participate, in partnership with its regional neighbours, in new regional initiatives that build on the Region's economic strengths. Edmonton is the Region's logistical heart and home to industrial activity that complements regional industries. Employment opportunities also span a full range of white collar employment with a strong focus on government. Edmonton supports the regional economy by meeting the residential needs of regional employees, offering the advantages of an urban lifestyle with a wide range of housing choices, livable communities, high quality services and community, recreational and cultural facilities.

Edmonton's social and environmental roles also extend beyond the city boundary and are reflected in the MDP's policies for integrated transportation and land use planning and an ecological network approach. [Edmonton will work with regional and private partners and organizations to establish the North Saskatchewan River Valley and Ravine system as one of the largest integrated regional metropolitan parks in North America.](#)

Edmonton will build on its strengths as a major city and will show leadership in responding to growth pressures by accommodating growth in a more environmentally progressive way. This will be based on land use and transportation integration and more efficient use of infrastructure. The result will be a ~~more~~ **move toward a** compact city, with an emphasis on transit use. Edmonton will be a partner with other regional municipalities in planning for the extension of its transit system into the Region. Edmonton will also contribute to sound decision-making, co-operative planning and effective regional service delivery.

The *Municipal Government Act* requires that the City's Municipal Development Plan provide a framework for intermunicipal land use, transportation systems and infrastructure planning and development. The City of Edmonton is responding to these requirements and anticipating the Capital Region Growth Plan with an integrated approach to the Municipal Development Plan and the Transportation Master Plan. Together these plans can ensure that a higher share of growth will occur at LRT stations and around transit centres while recognizing that substantial growth will still occur in new neighbourhoods. This approach will establish a strong urban core for Edmonton within the Region and will be the basis for an efficient regional transportation system. Edmonton supports the Capital Region Growth Plan by planning within the regional context and anticipating integration with other regional plans and infrastructure.

7.1 Regional Co-operation and Partnership

7.1.1 Objective: Plan for growth in the Capital Region based on an efficient and effective transportation system and an integrated approach to land use planning.

Regional Principles

Plan cooperatively through intermunicipal planning processes, and with other orders of government and partners, to achieve:

- ◆ Compatibility of land use and future growth patterns in border areas.
- ◆ Protection of the environment.
- ◆ An efficient network of major regional transportation corridors.
- ◆ An affordable housing mandate.
- ◆ Coordination of other major infrastructure.
- ◆ Cooperative management of other areas of common interest.

Policies:

7.1.1.1 Work with neighbouring municipalities and Alberta Transportation to improve transportation management and maintain a functional highway network in the Edmonton Capital Region, including the Outer Ring Road, its penetrators and major connectors.

7.1.1.2 Consult with neighbouring municipalities, Alberta Transportation and the private sector to promote:

- *Sound land development standards along major entrances to the Capital Region and Edmonton.*
- *The development of effective, efficient and visually appealing major entrances to the Capital Region and Edmonton.*
- *The use of statutory plans to manage high impact developments and incremental land use change in the Highway Corridor Areas.*
- *The joint review of statutory plan proposals or amendments, Land Use Bylaw amendments and major development proposals in the Highway Corridor Areas.*

- 7.1.1.3 *Support the operation and expansion of the regional rail network by coordinated and integrated planning that ensures compatible land uses and appropriate setbacks for adjacent land and maximizes the economic benefits of rail transportation, within the context of the Capital Region Growth Plan (see Map 13: Regional Rail and Airport Transportation, 2007).*
- 7.1.1.4 *Support efficient goods movement with compatible land use planning along major transportation routes.*

7.1.2 Objective: Identify, support and maintain Edmonton as the major growth centre in the Region.

Policies:

- 7.1.2.1 *The City of Edmonton will maintain its share of regional population and business growth within its boundaries in support of the growth of regional employment centres.*
- 7.1.2.2 *The City will attract population growth by developing complete communities with a wide choice of housing and good access to a broad range of health, education, recreation and cultural services.*
- 7.1.2.3 *An integrated transit and land use approach will concentrate a greater share of Edmonton's growth around LRT stations and other major transit centres. Edmonton will encourage regional partnerships which support this approach within the context of the Capital Region Growth Plan.*

7.1.3 Objective: Meet increased regional demands for housing and employment in support of growth initiatives in the Capital Region.

Policies:

- 7.1.3.1 *Plan for residential and economic development within the City which supports the Capital Region Growth Plan.*
- 7.1.3.2 *Plan for industrial land development within the City that complements development in Alberta's Industrial Heartland and transportation linkages and industry requirements (see Map 6: Industrial Areas and Map 12: Regional Economic Generators, 2008).*
- 7.1.3.3 *Participate in the Port Alberta initiative through supportive land use and transportation planning.*
- 7.1.3.4 *Participate with other regional municipalities in planning to meet regional affordable housing needs within the context of the Capital Region Growth Plan.*

7.1.4 Objective: Support regional planning initiatives for the protection of the environment.

Policies:

- 7.1.4.1 Work with regional partners to develop, implement and monitor an integrated environmental protection strategy based on a cumulative effects approach. Ensure that land use decisions are consistent with this strategy.*
- 7.1.4.2 Work with regional partners to adopt an ecological network approach to protect, preserve, and enhance natural areas (see Map 15: Natural Areas and Watershed Sub-Basins).*
- 7.1.4.3 Work with regional partners, organizations and private landowners to protect, preserve and enhance the North Saskatchewan River Valley and Ravine System for its recreational, aesthetic and natural resource value.*
- 7.1.4.4 Work with the Capital Region to monitor the Region's air quality.*

7.1.5 Objective: Participate in regional initiatives for sustainable economic growth.

Policies:

- 7.1.5.1 Maintain Edmonton's key role in the Capital Region as a centre for innovation, wealth creation and business and employment opportunities by ensuring a sufficient supply of land for new business and industrial growth.*
- 7.1.5.2 Support improvements at the Edmonton International Airport by participating with regional partners in an integrated land use and transportation planning approach to planning for the future extension of transit to the airport.*
- 7.1.5.3 Participate in a coordinated regional planning approach to address issues affecting the Edmonton International Airport, including noise management, land use development and efficient access.*
- 7.1.5.4 Cooperate with the Region's municipalities to attract economic activity to the Region.*
- 7.1.5.5 Cooperate with the Region's municipalities to build local economic capacity in the region including agriculture and agri-food industries.*

7.1.6 Objective: Plan for growth and major infrastructure and service provision with our intermunicipal and regional planning partners, within the framework of the Capital Region Growth Plan.

Policies:

- 7.1.6.1 Support the operations of the Capital Region Sewage Commission and the various water services commissions in the Region through a consistent and integrated approach to planning for regional growth.*
- 7.1.6.2 Cooperate with our intermunicipal and regional planning partners in a coordinated approach to accommodating growth in order to provide essential infrastructure and shared services in the Capital Region.*
- 7.1.6.3 Promote cost effective, environmentally sustainable approaches to infrastructure development through coordinated intermunicipal and regional land use planning.*
- 7.1.6.4 Plan for regional corridors for transportation, utilities and pipelines within the context of the Capital Region Growth Plan (see Map 14: Regional Transit Routes 2007).*

7.2 Intermunicipal Planning

The *Municipal Government Act* requires that the City's MDP provide a framework for intermunicipal land use, transportation systems and infrastructure planning and development. The City will promote effective and cooperative planning, decision-making and service delivery with its neighbours (see Map 17: Intermunicipal Planning in Border Areas).

Intermunicipal Planning Philosophy

Use and promote an approach to intermunicipal planning based on these principles:

- ◆ The established linkages among the municipalities in the Capital Region means that Edmonton's future is interwoven with that of our neighbours.
- ◆ Effective intermunicipal processes are critical to achieve success in this multi-jurisdictional environment.
- ◆ Cooperation, collaboration and effective communication are necessary to define and achieve common goals.
- ◆ Productive intermunicipal relationships are based on good faith, open discussion and respect for each other's interests.
- ◆ A constructive attitude will promote open communication. Issues of concern can be detected early and resolved before they escalate into conflict.

7.2.1 Objective: The City of Edmonton is committed to strengthening our relationships with our intermunicipal planning partners in the Capital Region. We invite them to share this commitment.

Policies:

- 7.2.1.1 *Build and maintain open and effective channels of communication with our intermunicipal planning partners at political and administrative levels.*
- 7.2.1.2 *Nurture cooperative and collaborative relationships for resolving issues that acknowledge the shared destiny of our neighbours.*
- 7.2.1.3 *Participate with municipalities, authorities and agencies in forums to address important issues in the Capital Region.*
- 7.2.1.4 *Create plans and processes that provide greater certainty for land use decisions where impacts cross municipal boundaries.*

7.2.2 Objective: Continue to expand our intermunicipal planning activities to include the different types of partners in the Capital Region and address the full range of intermunicipal issues.

Policies:

7.2.2.1 Establish effective relationships with our intermunicipal planning partners as shown on Maps 17 - 22 21: Intermunicipal Planning in Border Areas, including our:

- *Municipal neighbours: adjacent municipalities of Cities of St. Albert and Fort Saskatchewan; Leduc, Parkland, Strathcona and Sturgeon Counties; and the Town of Beaumont; non-adjacent municipalities of Cities of Leduc and Spruce Grove; Lamont County; Towns of Bruderheim, Bon Accord, Calmar, Devon, Gibbons, Lamont, Legal, Morinville, Redwater and Stony Plain; Villages of New Sarepta; Thorsby, Wabamun and Warburg.*
- *Non-municipal neighbours: Edmonton International Airport; Edmonton Garrison; and the Enoch Cree Nation.*

Planning partners for some issues may also include provincial and federal government departments and agencies.

7.2.2.2 Recognize that the scope of intermunicipal planning interests may include:

- *The traditional fringe (a ribbon of land along both sides of a shared border).*
- *~~Compact~~ Blocks of land near borders deemed of mutual interest and that may be subject to land use changes, such as Big Lake Provincial Park.*
- *Regional corridors, including transportation, environmental and recreational corridors that may extend some distance from the City's boundary.*
- *Regional assets, such as the Edmonton International Airport, Alberta's Industrial Heartland, Port Alberta, environmentally significant areas and the regional economy and agricultural areas.*

7.2.3 Objective: Facilitate an effective, rational and coordinated approach to intermunicipal land use, transportation and infrastructure planning and development.

Policies:

7.2.3.1 Continue to work cooperatively with our intermunicipal planning partners to achieve:

- *Compatible land use and future growth patterns in our border areas.*
- *Protection of the environment.*
- *An efficient regional transportation system.*
- *Coordination of other major infrastructure.*
- *Cooperative management of other issues of common interest.*

7.2.3.2 Use alternative approaches as appropriate to achieve these objectives, including:

- *Discussions between municipal administrations.*
- *Joint Committees of Councils.*
- *Joint planning projects.*
- *Multi-lateral planning processes.*
- *Forums for intermunicipal issues.*
- *Participation in other organizations.*

7.2.3.3 Generate products that may include:

- *Joint planning strategies or other cooperative strategies.*
- *Jointly prepared statutory plans.*
- *Intermunicipal planning accords adopted by Council resolution.*
- *Statutory intermunicipal planning schedules to the Municipal Development Plan.*
- *Statutory intermunicipal development plans.*

7.2.4 Objective: Work with our intermunicipal planning partners to ensure the compatibility of land use and future growth patterns in border areas.

Policies:

- 7.2.4.1 Develop intermunicipal planning accords or schedules with municipal neighbours, if necessary, to provide the details of intermunicipal planning agreements.*
- 7.2.4.2 Negotiate intermunicipal planning areas with adjacent municipalities to define areas of existing or potential development where impacts may cross municipal boundaries. Generalized intermunicipal planning areas are shown on Map 17: Intermunicipal Planning in Border Areas. The details of the intermunicipal planning areas are shown on the maps 18 - 21. ~~included in Schedule A (see Maps 18 - 21: Intermunicipal Planning in Border Areas).~~*
- 7.2.4.3 Participate actively in multilateral planning projects with our intermunicipal planning partners where appropriate.*
- 7.2.4.4 Promote the use of formal plan processes to manage high impact developments and incremental land use change in border areas.*
- 7.2.4.5 Use, and encourage our neighbours to use, area structure plan processes that:*
- o Provide ample opportunity for involvement by all affected municipalities; and address such matters as:*
 - The type, amount, location, density and phasing of future land uses.*
 - The cumulative effects of development across space and over time.*
 - Economical long term development patterns.*
 - Utility servicing.*
 - Transportation issues and impacts (including cross border impacts related to the movement of goods, services and people across municipal boundaries).*
 - Environmental implications.*
 - Impacts on other nearby municipalities.*
 - Plan implementation.*

7.2.4.6 The City of Edmonton and Strathcona County share a 40 km (25 mile) boundary along their respective east/west edges. The two communities will complete a Joint Planning Study to address the immediate and long terms land use patterns along this edge, from the perspectives of safety and compatibility of uses which will benefit the region. The study will include a vision for future land use which includes reference to:

- o New development, redevelopment and intensification relative to industrial risk management and mitigation.*
- o The accommodation of existing long range plans.*
- o The creation of a complementary industrial cluster corridor which will benefit both communities.*
- o The acknowledgement of the sustainability principles and themes in all land use planning decisions on the mutual boundary*

The first portion of the study to be undertaken will be the Yellowhead Corridor (see the study area boundary on Map 22).

7.2.5 Objective: Establish effective procedures with our intermunicipal planning partners to implement and monitor intermunicipal planning policies.

Policies:

- 7.2.5.1 Use a variety of approaches to define and achieve common objectives and effectively coordinate joint planning projects with our intermunicipal planning partners.*
- 7.2.5.2 Establish reciprocal procedures with our adjacent municipalities for intermunicipal planning referrals and notification.*
- 7.2.5.3 Negotiate the geographic extent of intermunicipal referral areas and the type of planning and development information to be exchanged.*
- 7.2.5.4 Discuss issues that arise from intermunicipal planning referrals and notification before providing a formal response, as provided in Schedule A.*
- 7.2.5.5 Review procedures periodically to monitor their operation and assess their effectiveness.*
- 7.2.5.6 Develop appropriate procedures to amend intermunicipal planning policies as necessary.*

The detailed procedures for intermunicipal planning referrals and notification are provided in Schedule A.

7.2.6 Objective: Implement measures with our intermunicipal planning partners to prevent issues from escalating into disputes. Establish effective processes to resolve active disputes. Both are important.

Policies:

- 7.2.6.1 Collaborate with our intermunicipal planning partners on an on-going basis on issues of common interest.*
- 7.2.6.2 Strive for quick resolution of issues on an informal basis through interest-based discussion, direct negotiation or mediated negotiation.*
- 7.2.6.3 Build negotiation processes characterized by:*
- o Information sharing.*
 - o The meaningful representation of all legitimate interests.*
 - o Acknowledgement of each other's interests.*
 - o Creating agreements that represent a mutual gain for all parties.*
- 7.2.6.4 Develop detailed procedures for issues resolution and consensus building in consultation with our adjacent municipal neighbours.*
- 7.2.6.5 Regard the formal filing of an appeal to the Municipal Government Board or the referral of a disagreement to the Minister of Municipal Affairs as:*
- o a last resort, where other means have been attempted without success; or,*
 - o a means of protecting options where negotiation processes are constrained by legislated time frames for initiating formal dispute resolution processes.*

8.0 Managing Land and Resources

Goal: Edmonton promotes the safety and security of its citizens by mitigating impacts caused by the extraction of natural resources, contaminated lands and hazardous land uses.

The City of Edmonton has an abundance of extractive natural resources, such as oil and gas and sand and gravel deposits. The right to protect, explore for and produce these resources is regulated through Provincial authorities and policy. All activities must meet Provincial environmental and public safety standards. The extraction and use of such resources can, however, be incompatible with urban growth and development. It is therefore necessary to strike an appropriate balance between resource based activities, such as natural gas extraction, gravel operations and oil and gas facilities and urban growth at the municipal level within the City of Edmonton's abilities. It is a provincial requirement that the resource base is protected from inappropriate urban activities, such as residential development infringing unduly on gravel extraction activity. Conversely, new residential areas should be protected from unacceptable impacts of natural resource extraction activity, such as excessive noise, dust and truck traffic.

The *Municipal Government Act* requires that MDPs contain policies compatible with the subdivision and development regulations in order to provide guidance on the type and location of land uses adjacent to sour gas facilities. This section includes policies to guide the orderly and safe co-existence of urban development and oil and gas facilities (sweet or sour), including pipelines.

It is also important to recognize the significance of risk management in land use planning. Edmonton directs that a risk management approach be used to address adequate separation distances, mitigative measures and effective transition zones between heavy industry, oil and gas and other potentially incompatible uses. Regional coordination in risk assessment will also be important in future land use planning within the Capital Region.

8.1 Natural Resource Extraction

8.1.1 Objective: Mitigate the negative impacts of resource extraction activities to protect people and the natural environment.

Policies:

- 8.1.1.1 *Subject to Federal and Provincial overriding approvals, resource extraction is prohibited within the North Saskatchewan River Valley and Ravine System in order to preserve its ecological value except where resource material is required to be removed to the extent necessary to accommodate an approved development.*
- 8.1.1.2 *Protect, for future use, significant deposits of natural resources such as sand and gravel, and promote appropriate rehabilitation and reclamation after extraction.*
- 8.1.1.3 *Use setbacks and other land use measures to mitigate any risk or nuisance factors associated with the retrieval of resources.*
- 8.1.1.4 *Develop a mechanism to address the issue of timing of development approvals related to active resources extractions which may include oil and gas, sand and gravel.*
- 8.1.1.5 *Collaborate with the Government of Alberta to plan for compatibility with adjacent land uses so that negative impacts from resource extraction are minimized.*

8.2 Oil and Gas

8.2.1 Objective: Ensure the orderly and safe coexistence of urban development and oil and gas facilities.

Policies:

- 8.2.1.1 Apply City of Edmonton Policy C515 Oil and Gas Facilities regarding setbacks, risk management and urban development.*
- 8.2.1.2 Collaborate with the Energy Resources Conservation Board (ERCB) and the Government of Alberta to improve mechanisms to fully reclaim land after resource extraction activities are concluded.*
- 8.2.1.3 Manage the coexistence of urban development with oil and gas facilities by developing land use strategies and staging plans.*
- 8.2.1.4 Collaborate with the ERCB, Government of Alberta, industry operators and the development industry to plan for compatibility with adjacent land uses so that negative impacts from oil and gas activities are minimized.*
- 8.2.1.5 Address sour gas facilities through the application of Provincial legislation and the application of Policy C515 Oil and Gas Facilities.*

8.3 Pipelines

8.3.1 Objective: Maintain the integrity of oil and gas pipelines and utility corridors while planning for safety, urban growth and development.

Policies:

- 8.3.1.1 Develop a risk management approach to planning around oil and gas pipelines.*
- 8.3.1.2 Develop and maintain an up-to-date information base on oil and gas pipelines to assist in making sound land-use decisions impacted by pipelines.*
- 8.3.1.3 Collaborate with Edmonton Area Pipeline and Utility Operators Committee (EAPUOC), ERCB, other jurisdictions and other industry operators as they plan and maintain pipeline corridors.*
- 8.3.1.4 In consultation with the ERCB, ensure development setbacks from oil and gas pipelines are achieved through the subdivision approval process.*
- 8.3.1.5 Plan pipelines in corridors with other utilities where possible.*

8.3 Pipelines/High Voltage Power Lines

8.3.1 Objective: Maintain the integrity of oil and gas pipelines and utility corridors while planning for public health and safety, urban growth and development.

Administration recommends leaving section 8.3 Pipelines unchanged and adding a new section 8.6 High Voltage Power Lines. See new section and explanation provided in report.

Policies:

- 8.3.1.1 Develop a risk management approach to planning around oil and gas pipelines and high voltage powerlines.*
- 8.3.1.2 Develop and maintain an up-to-date information base on oil and gas pipelines and high voltage powerlines to assist in making sound land-use decisions ~~impacted by pipelines.~~ and ensure public and environmental health and safety.*
- 8.3.1.3 Collaborate with Edmonton Area Pipeline and Utility Operators Committee (EAPUOC), ERCB, EUB, other jurisdictions and ~~other~~ the industry ~~operators~~ providers as they plan and maintain pipeline and utility corridors.*
- 8.3.1.4 In consultation with the ERCB, ensure development setbacks from oil and gas pipelines and high voltage powerlines are achieved through the subdivision approval process.*
- 8.3.1.5 Plan pipelines in corridors with other utilities where possible.*

8.4 Risk Management

8.4.1 Objective: Improve public safety and quality of life near heavy industry and oil and gas facilities through effective separation and mitigation measures.

Policies:

- 8.4.1.1 *Address adequate separation distances and effective transition zones between heavy industry and oil and gas facilities, and incompatible uses through a risk management approach based on the principles of:*
- *risk reduction at source*
 - *risk reduction through land use controls and prescribed mitigation measures*
 - *emergency preparedness*
 - *emergency response*
 - *risk communication*
- 8.4.1.2 *Require a risk assessment as part of the development approval process, in accordance with administrative operational procedures. A 1.5 km distance between land planned or zoned for heavy industry or oil and gas facilities and residential and selected institutional uses will be used as a general guideline.*

8.5 Contaminated Sites

8.5.1 Objective: Promote the responsible management of contaminated sites to protect public health and the environment.

Policies:

- 8.5.1.1 *Remediate contaminated sites to a level suitable for the intended use prior to development or redevelopment.*
- 8.5.1.2 *Require investigation of potentially contaminated sites for selected planning applications and require remediation to ensure site suitability.*
- 8.5.1.3 *Promote and facilitate brownfield redevelopment to add vitality to established communities.*

8.6 High Voltage Transmission Lines

8.6.1 Objective: Promote citizen's quality of life in the planning and development of High Voltage Transmission Lines.

Policies:

- 8.6.1.1 Represent the interests of citizens through consultation with electrical energy suppliers and providers, other jurisdictions and industry operators as they plan high voltage transmission lines, and if necessary, intervene with the regulators.*
- 8.6.1.2 Advocate that high voltage transmission lines be buried when adjacent to residential neighbourhoods.*

8.7 Telecommunication Towers

8.7.1 Objective: Promote the orderly and safe coexistence of urban development and telecommunication towers.

Policies:

- 8.7.1.1 Collaborate with Federal regulators and industry operators as they plan for telecommunication towers.*
- 8.7.1.2 In consultation with regulators and industry operators, telecommunication towers will be integrated into neighbourhoods through design and site considerations.*

9.0 Food and Urban Agriculture

Goal: *Edmonton has a resilient food and agriculture system that contributes to the local economy and the overall cultural, financial, social and environmental sustainability of the city.*

Cities across the country and around the world are recognizing, creating, and capitalizing on the benefits of sustainable food systems as they are now understood to be an integral part of municipal and planning practice. The City of Edmonton is well positioned to be one of the cities embracing food as part of its planning and sustainability agenda. The policies outlined in this section focus on what the City and community of Edmonton can do towards creating a resilient food system.

How Edmonton approaches food systems will determine its agenda for urban agriculture. Building a sustainable food and agriculture system is a multi-jurisdictional, cross departmental effort that should involve diverse stakeholders. This means that governments and communities need to create the mechanisms for working together towards a desired future.

Food and agriculture present significant opportunities to build more sustainable communities. The benefits of integrating sustainable food and agriculture systems into larger planning processes include building social capital, supporting local livelihoods, improving dietary health, managing wastes, reducing greenhouse gas emissions, and increasing the vibrancy and livability of neighbourhoods. In addition, the way that Edmonton manages its food and agriculture resources will influence its ability to be more resilient to future disruptions to the food supply or increased costs of fuel.

As the City of Edmonton focuses on building a sustainable city, food and agriculture is becoming an important municipal planning consideration. The topics of food and agriculture intersect with more traditional municipal planning issues in a number of ways including the following:

- ◆ Design of complete communities can include opportunities for growing food, community food preparation and access to retail outlets to support healthy food choices.
- ◆ Growth of the local food and agriculture economy can be stimulated through municipal policy directions.
- ◆ Land use regulations which allow opportunities for local food growing, processing and distribution.

- ◆ The management of parks and open space may create an opportunity for urban agriculture, including demonstration gardens, community and allotment gardens and edible landscaping techniques to be incorporated into existing parks and open spaces.
- ◆ Municipal infrastructure for irrigation and storm water management influences agricultural drainage and irrigation.
- ◆ Waste management and composting programs lengthen landfill longevity and produce high quality soil for municipal, commercial or household use;
- ◆ Transportation planning influences the movement of agricultural products between rural and urban areas, and between production, distribution and processing facilities.
- ◆ Municipal policies can advocate for the consideration of food and agriculture at the regional and provincial levels.

Many elements make up a sustainable food system and should be integrated into corporate and land use planning strategies. A food system is the cycle of farming, processing, transporting, distributing, eating, and recovering food waste in the context of larger natural, social, political, and economic driving forces. Specifically, a food system includes:

- ◆ Production - This refers to the growing and raising of food, including rural, peri-urban, and urban agriculture.
- ◆ Processing - This refers to the process of altering agricultural resources to create a different product. Examples include commercial operations as well as preserving, cooking/baking, preparation, and any other value-adding process at the smaller scale.
- ◆ Storage & Transportation - This refers to the movement and storage of food products.
- ◆ Selling & Buying - This refers to the retailing or wholesaling, and purchasing of food products. This takes place from at the farm gate, to grocery stores, to farmer s markets, to restaurants.
- ◆ Eating - This refers to the act of consumption and enjoyment of food. This can include food-related events, and eating in both the public and private realms.
- ◆ Waste Recovery - This refers to the diversion, management, and utilization of organic waste (e.g. as an energy source and/or fertilizer using recycled nutrients).

9.1 Food Security

9.1.1 Objective: Increase access to local food through city-wide and neighbourhood-level approaches to sustainable urban food systems and build resilience into the food and urban agriculture system to withstand both gradual and sudden changes in the food supply.

- 9.1.1.1 *Support, in principle, the establishment of a community based Edmonton Food Policy Council, through mechanisms that may include clerical support and/or meeting space.*
- 9.1.1.2 *Work collaboratively with the community to create and endorse an Edmonton Food Charter.*
- 9.1.1.3 *Work with the Region to develop a Regional Food Policy Council and Regional Food Charter.*
- 9.1.1.4 *Collaborate with the Government of Alberta, Alberta Health Services - Capital Health, the Food Policy Council, and other stakeholders to develop and implement a City-Wide Food and Agriculture Strategy. This strategy could include:*
- *Overall principles for food and urban agriculture in the city;*
 - *An examination of the agricultural potential of peri-urban agricultural lands in the northeast, southeast and southwest sectors;*
 - *Models for integrating food systems into urban development, based on best practices from other jurisdictions;*
 - *Mechanisms for addressing food systems in statutory plans for new and retrofitted urban development;*
 - *Guidelines to protect agricultural operations;*
 - *Community engagement and education;*
 - *Coordination with regional plans and strategies;*
- 9.1.1.5 *Assess the economic development potential in agriculture and food related industries to identify key opportunities and challenges for expansion of these companies and businesses.*
- 9.1.1.6 *Establish guidelines for integrating urban agriculture into public realm improvements and developments and existing and future private developments.*
- 9.1.1.7 *Collaborate with communities and other organizations to identify potential areas to develop temporary or permanent urban agriculture activities.*

Food charters are important visionary documents for local governments and food-related organizations in developing community food security strategies. They serve a number of functions in supporting a local food system. Food charters express a vision shaped by the community that informs future food planning processes, helping shape their intentions, actions and goals. Food charters reflect the municipal and community commitment to food security, and provide a framework and trajectory for decision-making around food and agriculture.

10.0 Implementation

10.1 Mandate

The Way We Grow is Edmonton's Municipal Development Plan (MDP). It fulfils the requirement of Alberta's Municipal Government Act (MGA) that the City of Edmonton have a Municipal Development Plan. *The Way We Grow* supersedes Bylaw No. 11777, adopted as the City's Municipal Development Plan: *Plan Edmonton* in 1998.

The purpose of this MDP is to "provide means whereby plans and related matters may be prepared and adopted (a) to achieve the orderly...use of land and patterns of human settlement, and (b) to maintain and improve the quality of the physical environment within which patterns of human settlement are situated in Alberta, without infringing on the rights of individuals for any public interest except to the extent that is necessary for the overall greater public interest" (MGA).

The MDP meets the requirements of Section 632 of the Municipal Government Act by addressing:

- ◆ Future growth and development within Edmonton.
- ◆ Coordination of land use, future growth patterns and other infrastructure with adjacent municipalities.
- ◆ Provision of municipal services and facilities.
- ◆ Mandatory policies on municipal reserves, sour gas and agricultural operations.
- ◆ Environmental matters.

The MDP will be implemented over a ten year planning horizon.

10.2 Responsibilities

City Council exercises its authority within the mandate of municipal governments prescribed by the Municipal Government Act. City Council has the responsibility of approving *The Way We Grow* and future amendments to the Plan. City Council has the authority to approve the subsidiary plans, policies, programs and activities that will implement *The Way We Grow* and to approve the budgets associated with these implementation activities.

The City Administration operates under the direction of City Council and has responsibility for preparing the subsidiary plans and policies and undertaking the programs and activities that support implementation of *The Way We Grow*.

Edmonton Police Service provides police services under the direction of the Edmonton Police Commission and is funded by the City of Edmonton.

Edmonton Public Library provides library services under the direction of the Edmonton Public Library Board and is partially funded by the City of Edmonton.

EPCOR operates under the direction of an independent board of directors. EPCOR provides electrical power and water to customers in Edmonton and other areas. The City of Edmonton is the sole shareholder. EPCOR is funded by sales revenues.

The Capital Region Board is a decision-making body made up of the City of Edmonton and the 24 surrounding cities, towns, villages and counties. The Board's mandate is to create a comprehensive plan to manage regional growth: the "Capital Region Growth Plan." The Board must submit the Plan to the Minister of Municipal Affairs by March 31, 2009. If **Once** accepted by the Government of Alberta, the Plan will become binding provincial legislation and all statutory plans and land use bylaws in the Region must conform to it.

10.3 Responding to Other Plans and Initiatives

Plan or Initiative	How the MDP aligns
City Vision	<ul style="list-style-type: none"> ◆ Unified with the Transforming Edmonton framework to implement the overall direction of the strategic vision.
Strategic Plan - 2009-2018	<ul style="list-style-type: none"> ◆ Supports the four principles of the corporate strategic direction, while aligning with the 10-year strategic goals, including: <ul style="list-style-type: none"> ○ Integration, by recognizing the inter-related and inter-dependent reality of complex urban environments and supporting the preservation and enhancement of Edmonton's natural environment while maintaining and revitalizing strong, vibrant neighbourhoods; ○ Sustainability, by acknowledging that Edmonton must meet the needs of the present community in a way that does not compromise the needs of future generations and supporting the adoption of best land use practices, and preservation of natural areas and public spaces; ○ Livability, by supporting Edmonton's arts, encouraging active lifestyles through recreational opportunities and fostering heritage; and, ○ Innovation, by ensuring Edmonton is optimizing its infrastructure and built urban form, providing mixed-use and place making, while ensuring high standards of urban design. ◆ Supports the six ten-year strategic goals with chapters on: <ul style="list-style-type: none"> ○ <i>Natural Environment; Complete, Healthy and Livable Communities; Managing Land and Resources; Managing Growth; Urban Design; Supporting Prosperity; and, Working Within Our Region.</i>
Involving Edmonton	<ul style="list-style-type: none"> ◆ The consultation approach aligns with the Public Involvement Policy's (C513) framework.

Plan or Initiative	How the MDP aligns
<i>The Way We Move:</i> Transportation Master Plan	<ul style="list-style-type: none"> ◆ Closely integrated with the Transportation Master Plan team to ensure that MDP policies are integrated. ◆ Supports significant investment in high quality transit and LRT. ◆ Supports the focus of growth along transportation corridors and nodes. ◆ Supports the optimization of the transportation system and civic infrastructure.
Infrastructure Strategy	<ul style="list-style-type: none"> ◆ Supports dealing with Edmonton's increasing infrastructure gap and integrating development with infrastructure.
Ecovision: Environmental Strategic Plan	<ul style="list-style-type: none"> ◆ Promotes a more compact urban form. ◆ Promotes active and sustainable transportation options. ◆ Enhances and expands the integrity and interconnectivity of Edmonton's natural areas, river valley, parks/open space network and water resources. ◆ Encourages support for eco-efficient building and design. ◆ Encourages the reclamation of contaminated land for the protection of the community and the natural physical environment. ◆ Supports the mitigation of negative impacts of resource extraction activities.
Great Neighbourhoods	<ul style="list-style-type: none"> ◆ Supports interdepartmental coordination. ◆ Supports optimizing existing infrastructure and sustainable development practices. ◆ Formalizes neighbourhood planning.

10.4 Implementation Strategy

The MDP will be implemented in partnership with other City departments and the Transforming Edmonton committee. Departmental business plans will align with the MDP's goals. The business plans will:

- ◆ Identify immediate and long term actions required to implement the MDP.
- ◆ Identify departmental and agency responsibilities in terms of primary and supporting roles for the MDP policies.
- ◆ Ensure an implementation plan for the MDP, including a schedule, benchmarks and measurements of success.
- ◆ Be implemented through the City's budgeting process.

The *Zoning Bylaw* sets standards for the health and safety of the citizens of Edmonton and outlines development regulation for the City of Edmonton. Implementation of the MDP will require incremental or wholesale amendments to the *Zoning Bylaw* over time.

Implementation of this plan will be supported through the activities of the Planning and Development Department's Planning Academy and other educational activities of the Planning and Development Department.

Community, stakeholder and industry involvement in planning exercises will be encouraged as the plan is implemented. This involvement will be supported by the City's public involvement program and continuing improvements to the planning consultation process.

10.5 Subsidiary Plans

Implementation of the MDP and subsidiary plans requires an integrated approach that achieves the strategic goals of the city of Edmonton Strategic Plan "The Way Ahead," The MDP, "The Way We Grow," and the TMP, "The Way We Move." The MDP will be implemented through subsidiary plans, policies, strategies, guidelines, programs and activities over the next ten years. ~~These include:~~ , such as:

Existing Plans:

- ◆ Annual Policing Plan
- ◆ Drainage Master Plan
- ◆ Ecovision: Environmental Strategic Plan
- ◆ Edmonton Cornerstones Plan
- ◆ Edmonton Public Library Facility Master Plan
- ◆ Existing area structure plans and area redevelopment plans
- ◆ Fire Rescue Master Plan
- ◆ Historic Resources Management Plan
- ◆ Joint Use Agreement
- ◆ Natural Connections Strategic Plan
- ◆ North Saskatchewan River Valley and Ravine System Area Redevelopment Plan
- ◆ Recreation Facility Master Plan
- ◆ Transportation Master Plan
- ◆ Urban Parks Management Plan
- ◆ Zoning Bylaw

Existing Programs and Strategies:

- ◆ Business Revitalization Zones
- ◆ Community Knowledge Campus Program
- ◆ Façade and Storefront Improvement Program
- ◆ Great Neighbourhoods Program
- ◆ Industrial Land Strategy
- ◆ Multi-Use Corridor Strategy
- ◆ Northeast Edmonton Industrial Development Strategy
- ◆ Smart Choices Program
- ◆ Stormwater Quality Control Strategy
- ◆ Walkability Strategy

Plans, strategies or guidelines in preparation at the time of the MDP's approval:

- ◆ Bicycle Strategy
- ◆ Capital Region Growth Plan
- ◆ Downtown Plan
- ◆ Infrastructure Strategy - Long term infrastructure financial plan
- ◆ Large Site Redevelopment Guidelines
- ◆ Multi-Use Corridor Strategy
- ◆ New Neighbourhood Design Guidelines
- ◆ Residential Infill Guidelines
- ◆ Sidewalk Strategy
- ◆ The Quarters, Downtown

Plans, strategies and guidelines proposed over the implementation period of the MDP:

- ◆ Growth Coordination Strategy
- ◆ Northeast Growth Management Area Special Study
- ◆ Archeological Plan
- ◆ Community Benefits Strategy
- ◆ Food Security Strategy
- ◆ Housing Type Distribution Strategy
- ◆ Integrated Transit and Land Use Guidelines
- ◆ Linear Redevelopment plans
- ◆ New Vision for Public Art
- ◆ Park Reinvestment and Rehabilitation Strategy
- ◆ Pipeline information base
- ◆ Pipeline Risk Management Strategy
- ◆ Redevelopment Planning Strategy
- ◆ Residential infill and design guidelines for established neighbourhoods
- ◆ Review of City servicing and operating standards at premium transit locations
- ◆ Strategy for timing of development related to active resource extraction
- ◆ TOD Plans
- ◆ Urban Design Guidelines
- ◆ Wetland Conservation Plan
- ◆ Strathcona County - City of Edmonton Joint Planning Study
- ◆ View corridor designation and guidelines

Other activities will be developed to implement the MDP's policies over its ten year planning horizon.

10.6 Budget

The Municipal Development Plan's objectives, policies and supporting subsidiary plans, policies, strategies, guidelines, programs and activities will act as the basis for department business plans and annual budget submissions. The City's business planning process will lead to a City business plan that supports the City's *Strategic Plan 2009-2018* and *The Way We Grow*.

10.7 Monitoring and Performance Measures

The Way We Grow will develop an integrated monitoring and performance measure program in conjunction with the City's *Strategic Plan 2009-2018*, *The Way We Move*, the *Infrastructure Strategy*, the *Environmental Strategic Plan* and other pertinent City initiatives. The performance measures will be designed based on the following criteria:

- ◆ An integrated demonstration of success for the City of Edmonton.
- ◆ Meaningful and measurable.
- ◆ Understandable and timely.
- ◆ Sensitive to data collection costs and effort.

Monitoring will identify trends and emerging policy issues over time, show year to year changes that establish a pattern and provide information that will have true value for public accountability, budgeting and delivery of planning services.

Monitoring will establish if the plan needs to be revisited due to unforeseen changes related to growth or economic projections.

10.8 Amendments

Any amendment to *The Way We Grow* will have regard for:

- ◆ The impact of the proposed change on the achievement of the goals of the City Strategic Plan.
- ◆ The impact of the proposed change on the achievement of the goals, objectives and policies of *The Way We Grow*.
- ◆ The need for the proposed change.
- ◆ The Growth Development strategy for developing communities.

The Way We Grow provides a framework to guide development and growth decisions in the City of Edmonton over a ten year planning horizon. City Council will evaluate the need to review and update the Plan when that horizon is reached.

Glossary

Accessibility

Ease of access.

Active Transportation

Human powered, personal travel chosen as an alternative to motorized travel and includes walking, running, hiking, cycling, the use of a wheelchair, cross-country skis, roller blades and other methods.

Affordable Housing

Housing that requires no on-going operating subsidies and that is targeted for occupancy by households who earn less than the median income for their household size and pay more than 30% of that income for housing and require no in-situ support services.

Age Friendly Design

An age friendly built environment includes a safe pedestrian environment, safe street crossings, easy to access shopping centres, a mix of housing choices, nearby health centers and recreational facilities. Additional age friendly urban design features could include non-slip materials on footpaths, adequate street and park furniture and awnings for weather protection, legible and pedestrian scale signage, well-lit walking areas, and the incorporation of Crime Prevention Through Environmental Design Principles.

Alberta's Industrial Heartland

A major processing centre for the petroleum, petrochemical and chemical industries located in Strathcona County, City of Fort Saskatchewan, Sturgeon County and Lamont County.

Amenity Area

An indoor or outdoor area, publicly or privately owned, provided for active or passive recreation and enjoyment.

Area Redevelopment Plan

A statutory plan that is primarily applied to mature areas and may designate an area for the purpose of preservation or improvement of land and buildings; rehabilitation of buildings; removal of buildings and/or their construction and replacement; or, the relocation and rehabilitation of utilities and services.

Area Structure Plan

A statutory plan that identifies where residential, commercial, institutional and recreational sites will be located in a previously undeveloped area and how essential municipal services such as water and sewer systems, roads and fire protection will be provided. These plans also describe the number of people that are expected to live in the new area and how development will be staged over time.

Big Box Retail

Large warehouse-style stores, often specializing in a specific retail category, many with upwards of 9,000 square meters of floor space and large parking lots.

Biodiversity

The number and variability of organisms found within a specified geographic region; this includes diversity within species, between species and of ecosystems.

Brownfield Sites

Sites that are available for redevelopment but are contaminated from previous use. These sites are often former industrial or commercial properties that are underutilized, derelict or vacant. Contamination can be caused by industrial facilities, utility substations, paint shops or gas stations. Site restoration and soil remediation are typically necessary before redevelopment can occur.

Business Revitalization Zone (BRZ)

A Business Revitalization Zone is initiated at the request of the business community in a specified area. A BRZ is a way in which a local business community can contribute to improve the local area and jointly promote their businesses. When a BRZ is created, City Council establishes a business association, sets the BRZ boundary, and approves a Board of Directors and annual budget. The budgeted amount is collected through a special tax levy of BRZ members. All monies collected by the City are returned to the Business Association in quarterly instalments to fund the BRZ's initiatives.

Capital Region

The Capital Region encompasses over 1.2 million hectares (close to 12,400 square kilometres) and is home to 1.05 million people. The 25 municipalities in the region include Edmonton, Beaumont, Bon Accord, Bruderheim, Calmar, Devon, Fort Saskatchewan, Gibbons, Lamont, Lamont County, Leduc, Leduc County, Legal, Morinville, New Sarepta, Parkland County, Redwater, St. Albert, Spruce Grove, Stony Plain, Strathcona County, Sturgeon County, Thorsby, Wabamun and Warburg.

Capital Region Board

The Capital Region Board is a decision-making body made up of the City of Edmonton and the 24 surrounding cities, towns, villages and counties. The Board's mandate is to create a comprehensive plan to manage regional growth: the "Capital Region Growth Plan." ~~The Board must submit the Plan to the Minister of Municipal Affairs by March 31, 2009.~~ If **Once** accepted by the Government of Alberta, the Plan will become binding provincial legislation and all statutory plans and land use bylaws in the Region must conform to it.

Central Core

The central core consists of the Downtown and the neighbourhoods and areas that have a strong inter-relationship with the Downtown. These are Boyle Street, McCauley, The Quarters, Central McDougal, Queen Mary Park, Oliver, University of Alberta, Garneau, Strathcona, Cloverdale, Riverdale and Rosedale. These areas have different characters and development expectations than mature neighbourhoods.

Civic Facility

Fire station, police station, recreation facility, library, ambulance station, district park, playground, light rail transit station or transit centre.

Crime Prevention through Environmental Design (CPTED)

CPTED is a pro-active crime prevention strategy that focuses on an analysis of how the features of the environment - and the policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behaviour of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.

Community

The human and social activity of a neighbourhood, district or city as a whole.

Community Garden

Individual plots and/or common areas in which a group of people can garden.

Community Housing

A category of several types of non-market housing, including but not limited to affordable housing, that receives direct capital and/or operating subsidies from any order of government to enable short or long term occupancy by a range of lower-income and/or special needs individuals and households.

Complete Community

A community that is fully developed and meets the needs of the local residents through an entire lifetime. Complete communities provide certainty to residents on the provision of amenities and services and include a range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play.

Complete Streets

Streets designed to enable safe and efficient access for people using different transportation modes (car, truck, transit, wheelchair, bike, and on foot) and for users with varying levels of physical ability.

Contaminated Sites

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

Cumulative Effects Management

An approach adopted by the Government of Alberta to consider the overall environmental implications of development on sub-regional, regional and provincial scales rather than considering each development in isolation.

Density

The number of dwelling units, square meters of floor space, or people per acre or hectare of land.

Developing Neighbourhood

~~Neighbourhoods that have an approved neighbourhood structure plan, have some or most of the residential construction completed and have identified unfunded civic services and facilities or funded civic services and facilities under development.~~

Neighbourhoods that have an approved neighbourhood structure plan and have identified unfunded civic services and facilities or funded civic services and facilities under development.

Downtown

The area within the boundaries of the current City of Edmonton Downtown Plan.

Eco-Industrial Park

A community of manufacturing and service enterprises located in close proximity, where members seek enhanced environmental, economic and social performance through collaboration in managing resources, environmental and social issues.

Ecological Footprint

A measure of how much biologically productive land and water we use to produce the resources we consume and to absorb our waste. Global Trade means that our footprint includes land and water from all over the world.

Ecological Network

A coherent system of natural and/or semi-natural landscape elements. The basic structure of an ecological network has three main landscape elements: core areas, linkages (stepping stones and/or corridors) and a matrix.

Ecological Network Approach

The configuring and managing an ecological network with the objective of maintaining or restoring ecological functions as a means to conserve biodiversity.

Economic Development

Any effort or undertaking which aids in the growth of the economy.

Edmonton Design Committee

A City Council appointed board that reviews major development applications, all direct control zoning applications and public projects within a defined geographical area including the Downtown and surrounding area. The area of review includes the Downtown, Whyte Avenue, Calgary Trail, Gateway Boulevard and other select areas of Edmonton. The EDC was formed under bylaw as a committee of council to improve the quality of urban design in the city of Edmonton.

Energy Resources Conservation Board (ERCB)

An independent, quasi-judicial agency of the Government of Alberta that regulates the safe, responsible, and efficient development of Alberta's energy resources: oil, natural gas, oil sands, coal, and pipelines.

Environmental Impact Assessment

Process by which the environmental consequences of a proposed project or programme are evaluated.

Environmental Reserve

Land that a subdivision authority may require the owner of a parcel of land that, is the subject of a proposed subdivision, to provide that consists of:

- ◆ a swamp, gully, ravine, coulee or natural drainage course,
- ◆ land that is subject to flooding or is, in the opinion of the subdivision authority, unstable, or
- ◆ a strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of:
 - preventing pollution, or
 - providing public access to and beside the bed and shore.

Environmental Restricted Development Area

Land in Southwest Edmonton, adjacent to the North Saskatchewan River, designated in 1974 by the province of Alberta as environmentally sensitive in nature (see Map 1: Land Development Concept.)

Established Neighbourhood

Mature neighbourhoods as defined by the mature neighbourhood overlay, neighbourhoods developed since 1971 with convenient access to a wide range of services and facilities.

Administration recommends the deletion of the term "young" from the definition of Family-Oriented Housing. See explanation in report.

Family-oriented Housing

Housing that is suitable for families with young children. This form of housing includes the following features: ground orientation (direct access to the street); clearly defined private open space; access to adequate storage, including storage and bicycle storage; and adequate dwelling area for two or more bedrooms which are separate from living and kitchen.

Food and Agriculture System

The cycle of farming, processing, transporting, distributing, eating, and celebrating food, and recovering food waste in the context of larger natural, social, political and economic driving forces.

Food Charter

A document demonstrating the commitment to supporting food and agriculture goals, which may be co-created by City staff, the Food Policy Council, and community representatives.

Food Policy Council

An advisory body that may provide information and guidance to City Council on matters related to food and agriculture issues. It is comprised a cross section of practitioners in the community, including representatives from social services providers, academia, farmers, community organizations, related professionals.

Future Neighbourhood

Areas identified for future residential development that do not have an approved Area Structure Plan, Servicing Concept Design Brief or Neighbourhood Area Structure Plan.

Graffiti Zone

Graffiti zones are legal and permanent sites where artists have permission to create street art and graffiti - style murals.

Green roofs

Green roofs are plantings that are placed on a roof or building. Plant size and selection depends on the roof overburden, but plants are almost always drought tolerant. Green roofs are aesthetically pleasing, reduce the urban heat island effect, reduce carbon dioxide impact, reduce winter head demand, reduce noise, and remove nitrogen pollution in rain.

Greyfield Redevelopment

The redevelopment of a former and/or underutilized regional shopping mall or large commercial centre. Greyfields can be redeveloped as enhanced commercial spaces, or used for a combination of residential, institutional or recreational purposes.

Gross Developable Area

The total area of a parcel of land less the land required to be provided as environmental reserve and the land made subject to an environmental reserve easement.

Growth Management Area

Undeveloped land that is primarily in agricultural zoning and has been identified as available for future urban uses. City Council will determine the future uses for an area based on information provided by a staging and phasing strategy.

Healthy Communities

A community that is continuously creating and improving those physical and social environments and expanding those community resources that enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

Heavy Industry

A manufacturing or processing activity which:

- ◆ may consume larger amounts of land, energy, water, or other natural resources in its operation, or which requires access to transportation facilities capable of handling bulk materials or commodities; or
- ◆ may have a detrimental effect on the environment through: high volumes of heavy vehicle movement; pollution of air, soil or water; nuisance as a result of noise, smoke, odour, dust, fumes, glare or humidity; or hazard arising from fire, explosion, radiation or contamination.

Historic Resources

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

High Frequency Transit Corridor

Linear corridors that are served by high frequency transit service throughout the day.

High Impact Development

Any land use which, because of its type, scale, location or intensity, may generate negative off-site, cross-border impacts including, but not limited to, obstruction or intrusion, servicing demands, hazards to persons or property or other environmental impacts.

Highway Corridor Areas

The land on both sides of major regional highways. The width and extent of these areas may vary depending on the issues and will be determined through consultation with our adjacent municipal neighbours and Alberta Transportation and Utilities.

Industrial Reserve

Undeveloped land that is primarily in agricultural zoning and has been identified as available for future business and industrial uses.

Industrial/Business

Industrial/Business areas are industrial plan areas and/or those areas with established industrial businesses where new industrial development, associated businesses, and supporting services may locate.

Infill Development

Development in the existing areas of a city, occurring on vacant or underutilized lands, or behind or between existing development and which is compatible with the characteristics of the existing area.

Infrastructure (Municipal)

Assets developed by a municipality to provide services to citizens, include roads, sewer lines, transit, emergency response vehicles, swimming pools, parks, information technology and more.

Intensification

The development of a site at a higher density than currently exists. Intensification can be achieved through: redevelopment (including brownfield and greyfield sites), development of vacant/underutilized lots, the conversion of existing buildings or through infill development in previously developed areas.

Intermunicipal Development Plan

A statutory plan jointly prepared by neighbouring municipalities to establish strategic policies and identify issues of mutual interest that overlap municipal boundaries.

Intermunicipal Fringe

The intermunicipal fringe is a strip of land extending 3.2 km or less inward from the City of Edmonton's border. The intermunicipal fringe does not include statutory area plans.

Land Use Designation (Zoning)

Legal control of the use and intensity of development on a parcel of land.

Large Scale Retail Development

Large scale retail development is development for the purpose of retail sales that:

- ◆ Is intended to attract business and satisfy consumer retail demand for a wide area encompassing several residential neighbourhoods and may include trade areas beyond Edmonton's municipal boundaries;
- ◆ Provides higher order goods and services that are not required on a day to day basis, to a large geographic area.

Leadership in Energy and Environmental Design (LEED)

A third-party certification program and benchmark for the design, construction and operation of high performance green buildings and neighbourhoods.

Light Rail Transit (LRT)

Electrically powered rail transit running on light gauge rail and operating in exclusive rights-of-way or dedicated running ways below, above, or at grade in trains of multiple articulated cars

Linkages

Arrangements of natural or semi-natural vegetation that enhance either structural and/or functional connectivity (for species, communities or ecological processes) between core areas. There are 2 main types of linkages: stepping stones and corridors.

Livability

The environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and health (traffic safety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighbourliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles).

Main Streets Concept

A principle street that contains a dynamic mix of uses and is the focal point of an area. The street should consist of finer grid properties fronting directly onto a generous public sidewalk designed to create an enjoyable pedestrian environment.

Mature Neighbourhoods

Edmonton's mature neighbourhoods are the neighbourhoods within the Mature Neighbourhood Overlay (MNO). These neighbourhoods are well-established and were effectively built out by 1970. These areas are primarily residential.

Mature Neighbourhood Overlay

The Mature Neighbourhood Overlay is a feature of the Zoning Bylaw and is used to ensure that new low density development in Edmonton's mature residential neighbourhoods is sensitive in scale to existing development, maintains the traditional character and pedestrian-friendly design of the streetscape, ensures privacy and sunlight penetration on adjacent properties and provides opportunity for discussion between applicants and neighbouring affected parties when a development proposes to vary the Overlay regulations.

Mixed-Use Development

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

Multi-Family Housing

Attached units, such as semi-detached dwellings and duplexes, as well as low and high-rise apartments/condominiums.

Municipal Development Plan (MDP)

A statutory plan which guides the future growth and development of a municipality.

Municipal Government Act (MGA)

The primary provincial legislation that governs municipalities. The MGA sets out the legislated roles and responsibilities of municipalities and municipal officials.

Municipal Reserve

Municipal Reserve lands are acquired through subdivision for schools, parks and other public recreation purposes.

Native Vegetation

Naturally occurring plant communities, including a range of vegetation associations such as woodlands, grasslands, forests and wetlands.

Natural Area

An area of land or water that is dominated by native vegetation in naturally occurring patterns. Such areas could include grasslands, forests, wetlands, peatland, or riparian areas. Areas such as groomed parks, sports fields and schoolyards are not natural areas.

Natural Environment

The interconnected system of natural and semi-natural landscape elements.

Neighbourhood

A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.

Neighbourhood Revitalization

The process by which vitality and life can be reinstated in an already existing neighbourhood through programs that address problems with housing and the physical environment.

No Net Loss

Where loss or degradation of ecological lands is practically unavoidable, equivalent features will be constructed, enhanced or restored elsewhere as necessary to ensure that the overall amount and quality of ecological lands in a geographical area is not diminished.

North Saskatchewan River Valley and Ravine System

The North Saskatchewan River Valley, its banks and the banks of its tributary system in the city of Edmonton.

Open Space

Areas of land and water that is semi-natural in composition. Such spaces could include active recreation parks, schoolyards, cemeteries, conventional stormwater management facilities and some boulevards.

Parkland

Any property, developed or not, that is owned, controlled or maintained by the City and that is:

- ◆ intended to be used by members of the public for recreation as a natural area
- ◆ preserved as a natural area
- ◆ used as a cemetery
- ◆ zoned AP (public parks), A (metropolitan recreation), AN (River Valley activity node) or US (urban services)
- ◆ contained in the North Saskatchewan River Valley and Ravine System Protection Overlay as described in the City bylaw governing land use
- ◆ designated as municipal reserve, environmental reserve or a public utility lot pursuant to the Municipal Government Act
- ◆ that portion of any boulevard contiguous with, partially within, or fully within any property described above

Pedestrian Oriented, Pedestrian Friendly, or Walkable

An environment designed to make travel on foot convenient, attractive, and comfortable for people of various ages and abilities. Considerations include the directness of the route, safety, amount of street activity, separation of pedestrian and auto circulation, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Peri-Urban Agriculture

Agricultural practices on the fringe of an urban centre within an urban municipality's boundary.

Planned Neighbourhood

Areas that are identified for future residential development ~~or~~ and have an approved area structure plan ~~or an approved servicing concept design brief~~, but no approved neighbourhood structure plan.

Port Alberta

An initiative to develop a strategy to optimize Greater Edmonton's road, rail and runway infrastructure as a gateway for cargo transportation for North America and Asia.

Power Centre

A shopping centre featuring a collection of big box retail stores with very large floor areas (9000 square metres and more), large parking areas and some ancillary tenants with smaller floor areas. A power centre does not feature interior malls and is a car oriented style of retailing.

Premium Transit

LRT nodes, transit centre nodes and high frequency transit corridors served by high frequency transit throughout the day.

Public Art

Artwork which is accessible to the general public and has aesthetic qualities. Typically this art takes into consideration site and context.

Public ArtPark System

A permanent system of arts and culture parks for permanent and transitory public art projects and festivals, as well as multiuse activity space for other arts and culture events.

Public Space

Space on public or private property within an establishment or outside an establishment, which is open to the public.

Resource Extraction

Refers to the practice of locating, acquiring and selling any resource, but typically a natural resource.

Restoration

The re-establishment of habitat in order to improve ecological processes or connectivity.

Risk Assessment

The evaluation of the likelihood of undesired events and damage being caused together with the significance of the events.

Risk Management

A framework that uses an integrated approach for assessing whether a risk is acceptable. It considers the risk and benefits of the development and requires the agreement of stakeholders on the acceptability of the risk involved.

Safety Audit Guide for Crime Prevention

This guide gives communities a tool to assess the safety of their neighbourhood using Crime Prevention Through Environmental Design Principles.

Semi-native Vegetation

A plant community that includes at least some plant species native to the region.

Servicing Concept Design Brief

A non-statutory plan adopted by Council resolution, which provides a generalized framework for municipal infrastructure and servicing, planning and development guidelines and basic environmental requirements to facilitate the staged submission of neighbourhood plans.

Seven Principles of Universal Design

The Seven Principles of Universal Design are (1) Equitable Use, (2) Flexibility in Use, (3) Simple and Intuitive Use, (4) perceptible Information, (5) Tolerance for Error, (6) Low Physical Effort, and (7) Size and Space for Approach and Use.

Single Family Housing

One structure, typically with one dwelling unit, which may include a secondary suite.

Site Vision and Context Plan

A conceptual plan for the long term development of an area surrounding a large site within a mature neighbourhood that is the subject of a DC2 rezoning. These site vision and context plans will address the location, density, mix, built-in-form and phasing of future infill development, as well as park space and amenity requirements, parking and traffic issues, infrastructure issues, and key pedestrian streets and connections to and through the Site. They will also identify the impact of redevelopment on existing residents, other issues to be addressed and further studies that may be required as part of the DC2 rezoning application process.

Sour Gas

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

Statutory Plan

A plan adopted by municipal bylaw under the authority of the *Municipal Government Act*. Examples of a statutory plan are: an intermunicipal development plan, a municipal development plan, area structure plans and area redevelopment plans.

Streetscape

All the elements that make up the physical environment of a street and define its character, including: the road, boulevard, sidewalk, building setbacks, height and style. It also includes paving treatments, trees, lighting, pedestrian amenities and street furniture.

Sustainability

A way of living which meets the needs of the present and does not compromise the ability of future generations to meet their own needs. Urban planning takes an integrated, holistic view of urban environments and defines sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also includes financial sustainability, ensuring urban planning recognizes and addresses resource constraints and capacities.

Sustainable Food System

The cycle of farming, processing, transporting, distributing, eating, celebrating, and recovering food waste in the context of larger natural, social, political, and economic driving forces. Specifically, a food system includes:

- ◆ Production - This refers to the growing and raising of food, including rural , peri-urban, and urban agriculture.
- ◆ Processing - This refers to the process of altering agricultural resources to create a different product. Examples include commercial operations as well as preserving, cooking/baking, preparation, and any other value-adding process at the smaller scale.
- ◆ Storage & Transportation - This refers to the movement and storage of food products.
- ◆ Selling & Buying - This refers to the retailing or wholesaling, and purchasing of food products. This takes place from at the farm gate, to grocery stores, to farmer s markets, to restaurants.
- ◆ Celebration & Eating - This refers to the act of consumption and enjoyment of food. This can include food-related events, and eating in both the public and private realms.
- ◆ Waste Recovery - This refers to the diversion, management, and utilization of organic waste (e.g. as an energy source and/or fertilizer using recycled nutrients).

Tablelands

The upland areas above the North Saskatchewan River Valley and Ravine System.

Transit Node

LRT and transit stations.

Transit-Oriented Development (TOD)

Transit Oriented Development (TOD) refers to intensified development around LRT stations and transit centres with progressively lower density development spreading outwards from the centre. TOD creates attractive, livable and compact neighbourhoods with housing, jobs, shopping, community services and recreational opportunities all within convenient walking distance of a node. All TODs are not the same; each development has a unique context and may serve different purposes. Some intensified and mixed use development will also occur along high frequency transit corridors at a lower level of magnitude. TOD features include:

- ◆ medium to higher density residential development adjacent to the station
- ◆ progressively lower density development spreading outwards from the centre
- ◆ commercial and community facilities near the station
- ◆ high quality architecture and landscaping
- ◆ buildings “address” the street and have active frontages
- ◆ an urban park or public square near the station
- ◆ layouts designed to maximize pedestrian and bicycle access to the station parking provided behind or underground buildings, with some on-street parking.

Transportation Corridor

Refers to a thoroughfare that allows the passage or conveyance of vehicles or people. A transportation corridor can include any of the following:

- ◆ Arterial roads and highways
- ◆ Railways
- ◆ Transit right of ways including buses and light rail

Universally Accessible Design

Design of the built environment in a way that increases the accessibility, safety, mobility, and independence for people of all ages and abilities.

Universal Design

Refers to the design of buildings, streets, transportation systems, and public spaces that accommodate the widest range of potential users. This is accomplished by removing barriers for those with mobility, visual and hearing impairments, and accounting for other special needs.

Urban Agriculture

All agricultural growing opportunities within an urban municipality's boundaries. This includes commercial farming operations, community gardens, allotment gardens, vertical gardens, backyard gardens, edible landscaping, green roofs, aquaculture, animal husbandry and apiculture.

Urban Design

The art of arranging the external physical environment to support human activities. It evolves from many public and private decisions, made over time, in land use planning, architecture, engineering and development fields. Urban design creates a visually appealing urban environment. It plays a fundamental role in creating urban and natural environments that foster strong local business, create strong communities, and contribute to the quality of life.

Urban Design Plans

An Urban Design Plan is a vision for the mature physical form of a specific area. The plan often involves two and three dimensional renderings of street networks, existing and conceptual buildings with site treatment and other public realm considerations, such as area recognition, street configurations, pedestrian connections, park development and landscape treatments.

An Urban Design Plan provides the framework to strengthen a neighbourhood. The vision process helps to identify and establish the goals that set the direction for implementing the visions. These Urban Design goals likewise help to establish development strategies for both the private and public domain.

Urban Form

The physical layout and design of the city.

Urban Growth Area

An area identified for future urban growth

Utilities

Facilities for gas, electricity, telephone, cable television, water, storm and sanitary sewer.

Wetland

Land having water at, near, or above the its surface, or which is saturated with water long enough to promote wetland or aquatic processes, as indicated by poorly drained (hydric) soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to the wet environment.

Winter City

A concept for communities in northern latitudes that encourages them to plan their transportation systems, buildings, and recreation project around the idea of using their infrastructure during all four seasons, rather than just two seasons (summer and autumn).

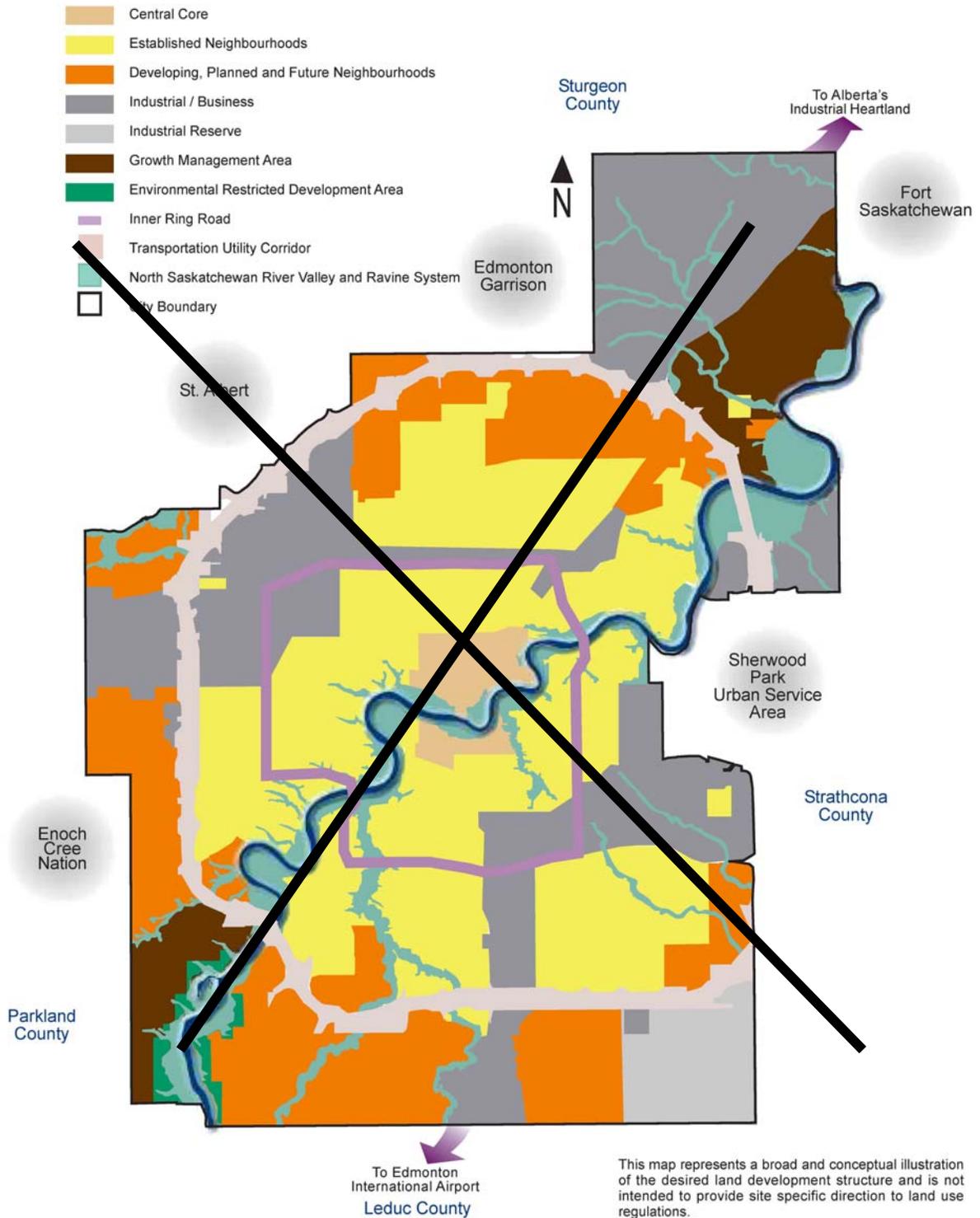
Zoning Bylaw

The bylaw that divides the city into land use zones and establishes procedures for processing and deciding upon development applications. It sets out rules which affect how each parcel of land in the city may be used and developed. It also includes a zoning map.

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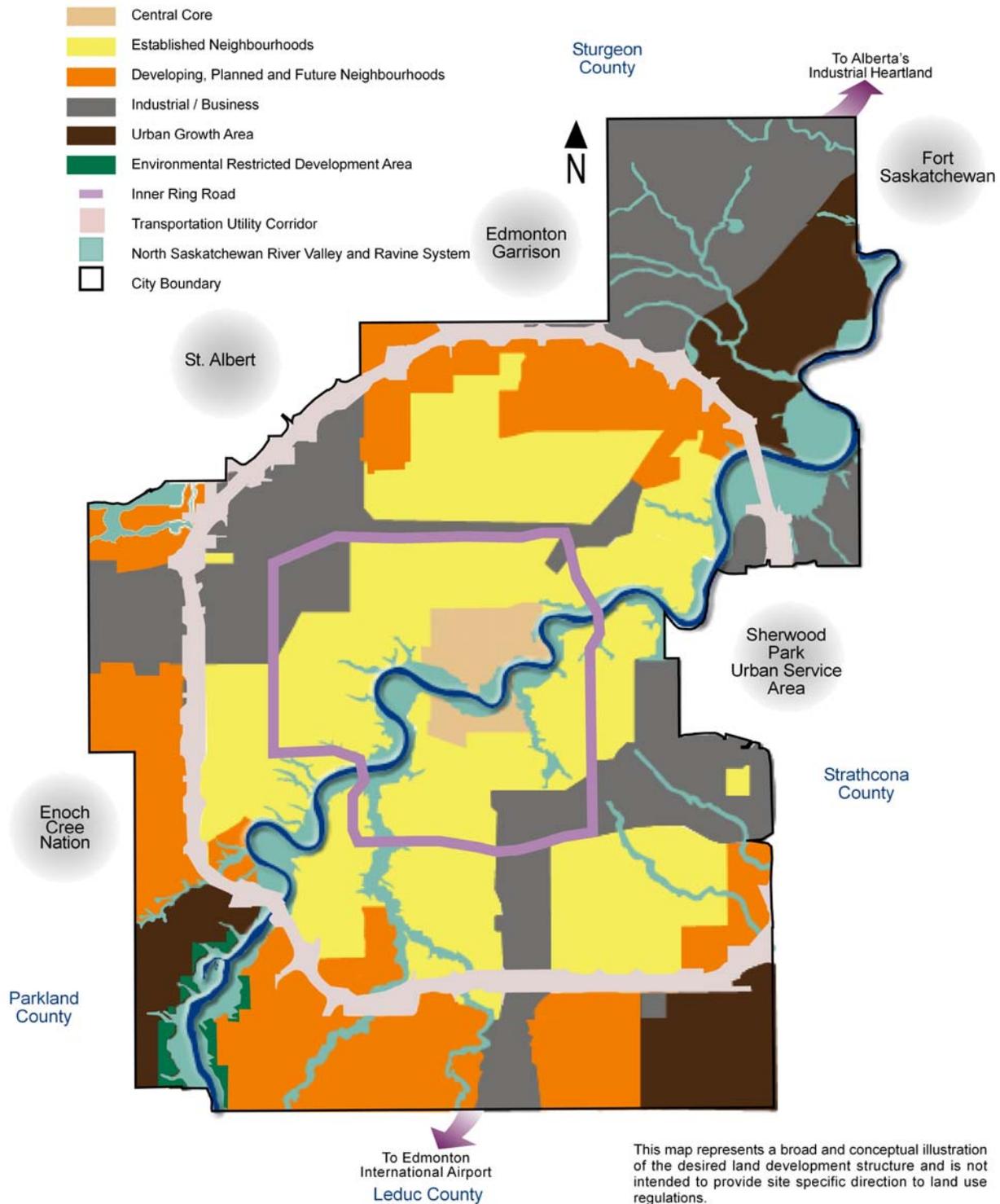
Map 1: Land Development Concept



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Map 1: Land Development Concept

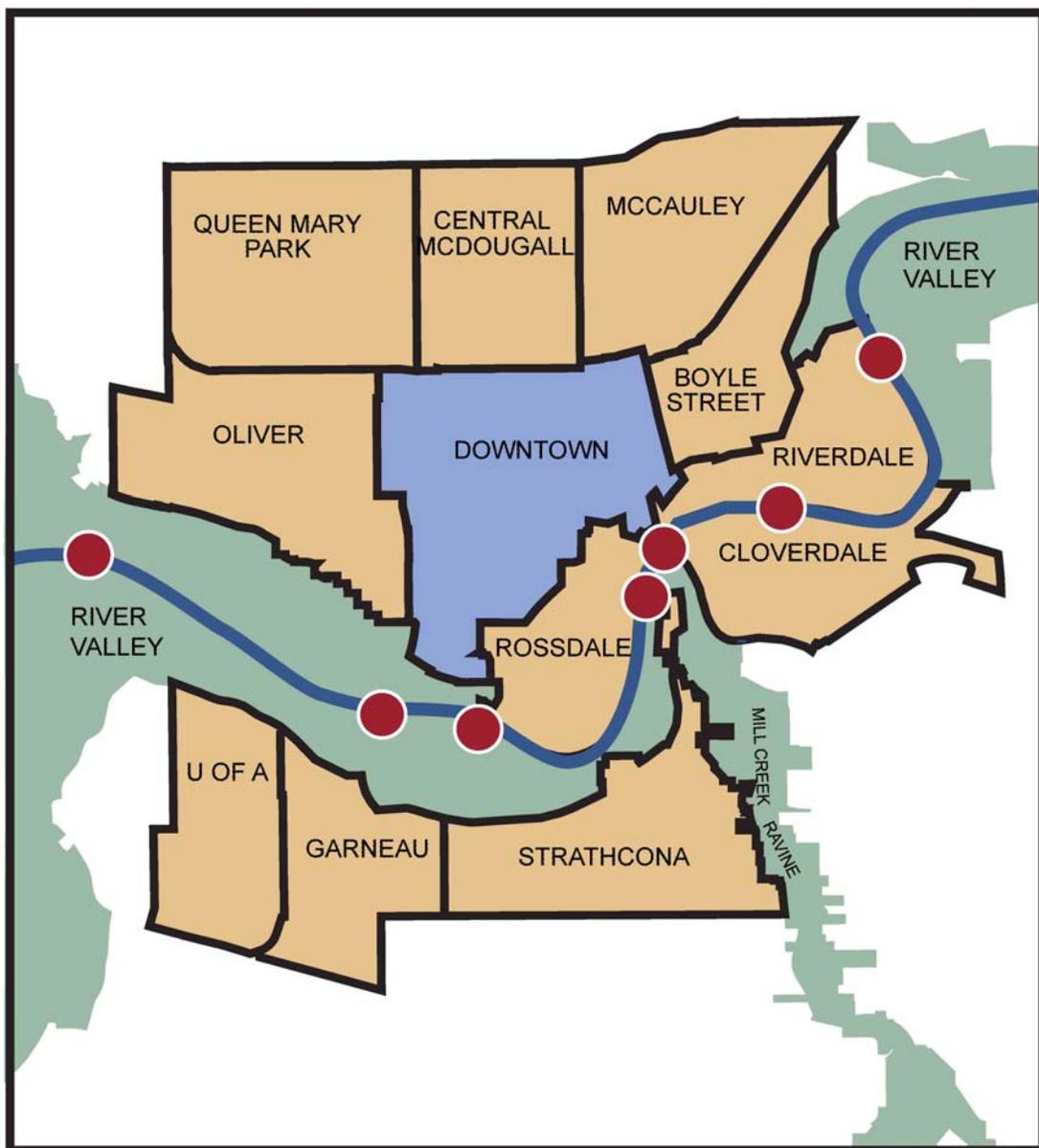


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Map 2: Central Core

- North Saskatchewan River Valley and Ravine System
- Downtown Plan Area
- Central Core Neighbourhoods
- River Crossings

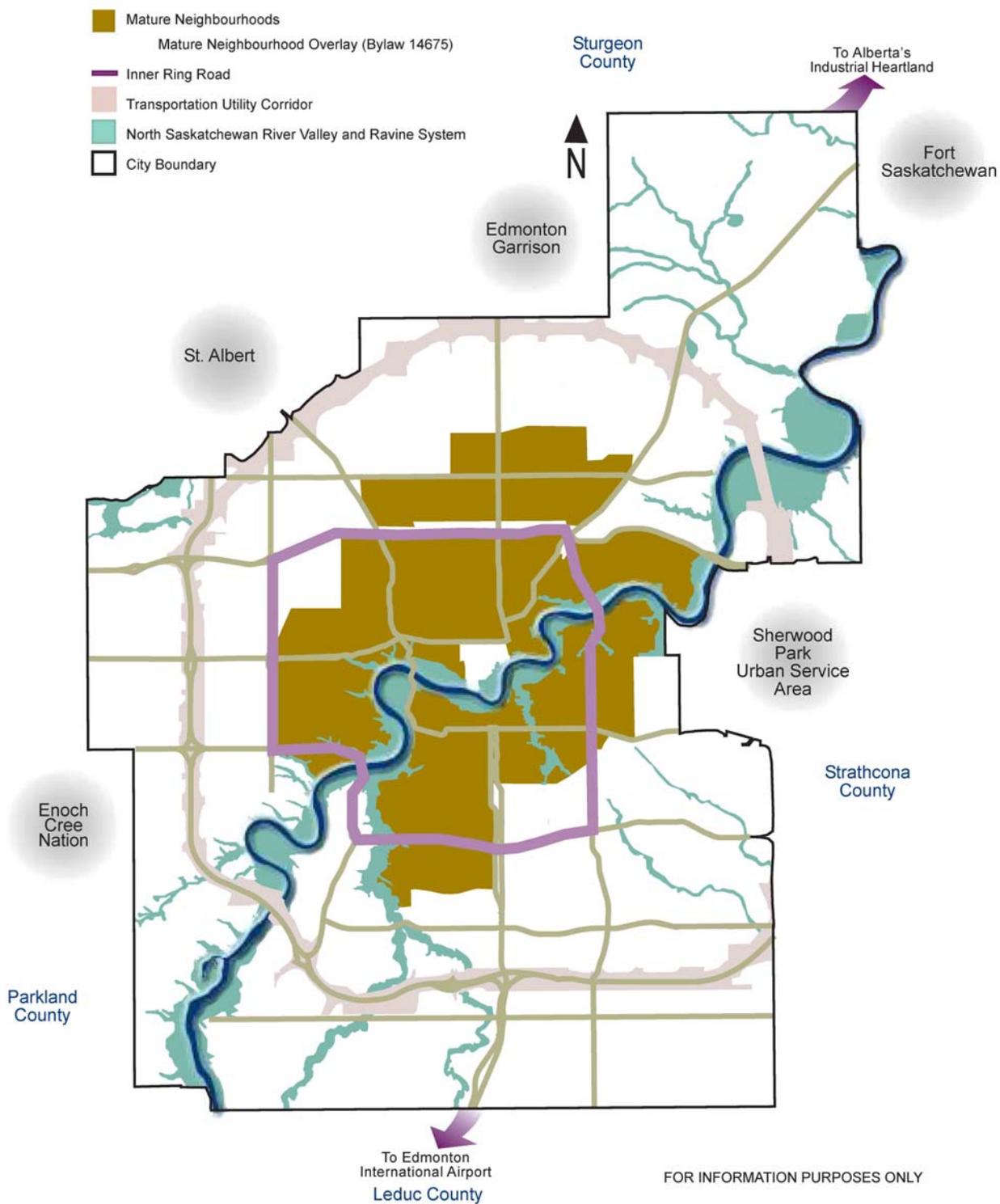


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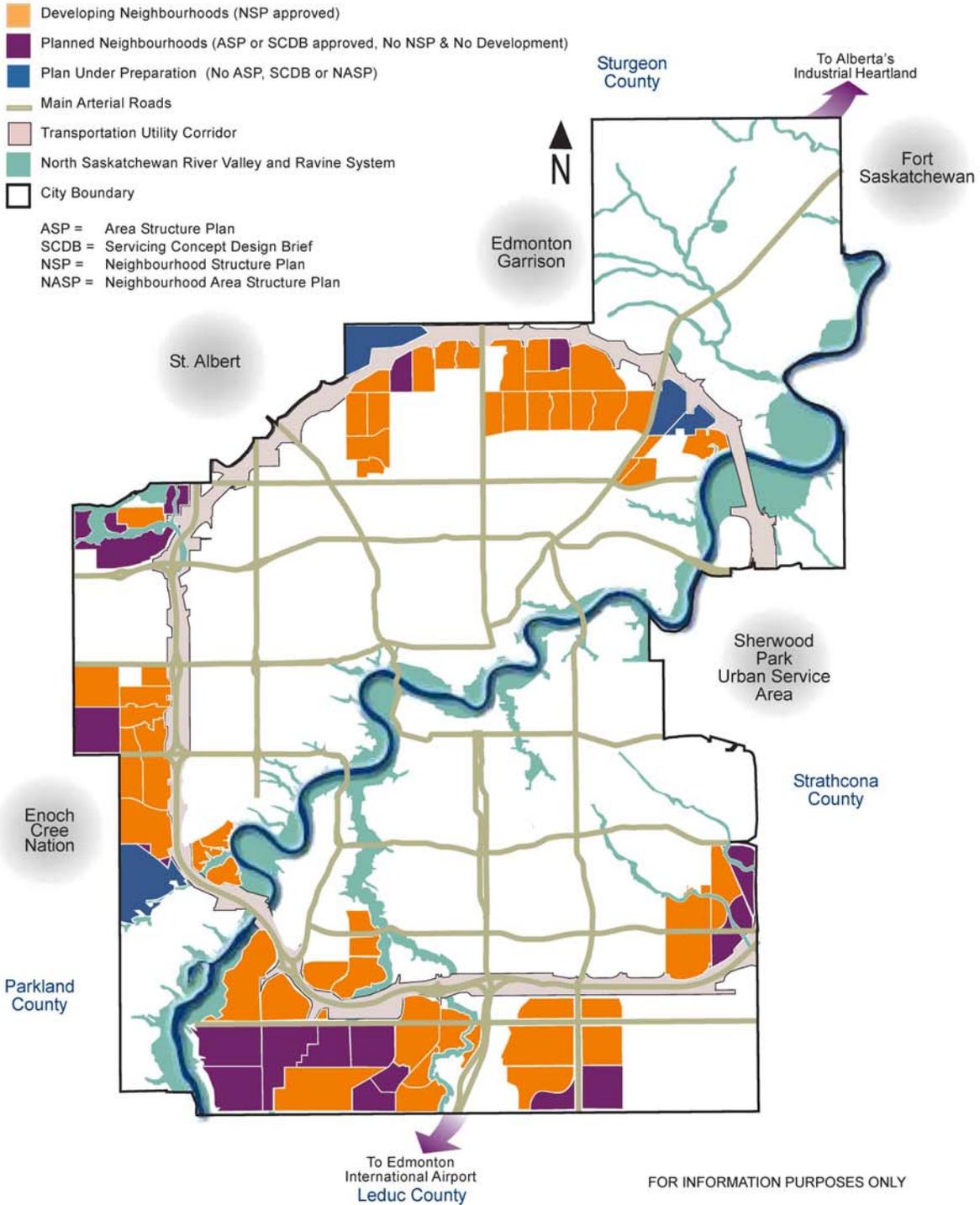
Map 3: Mature Neighbourhoods



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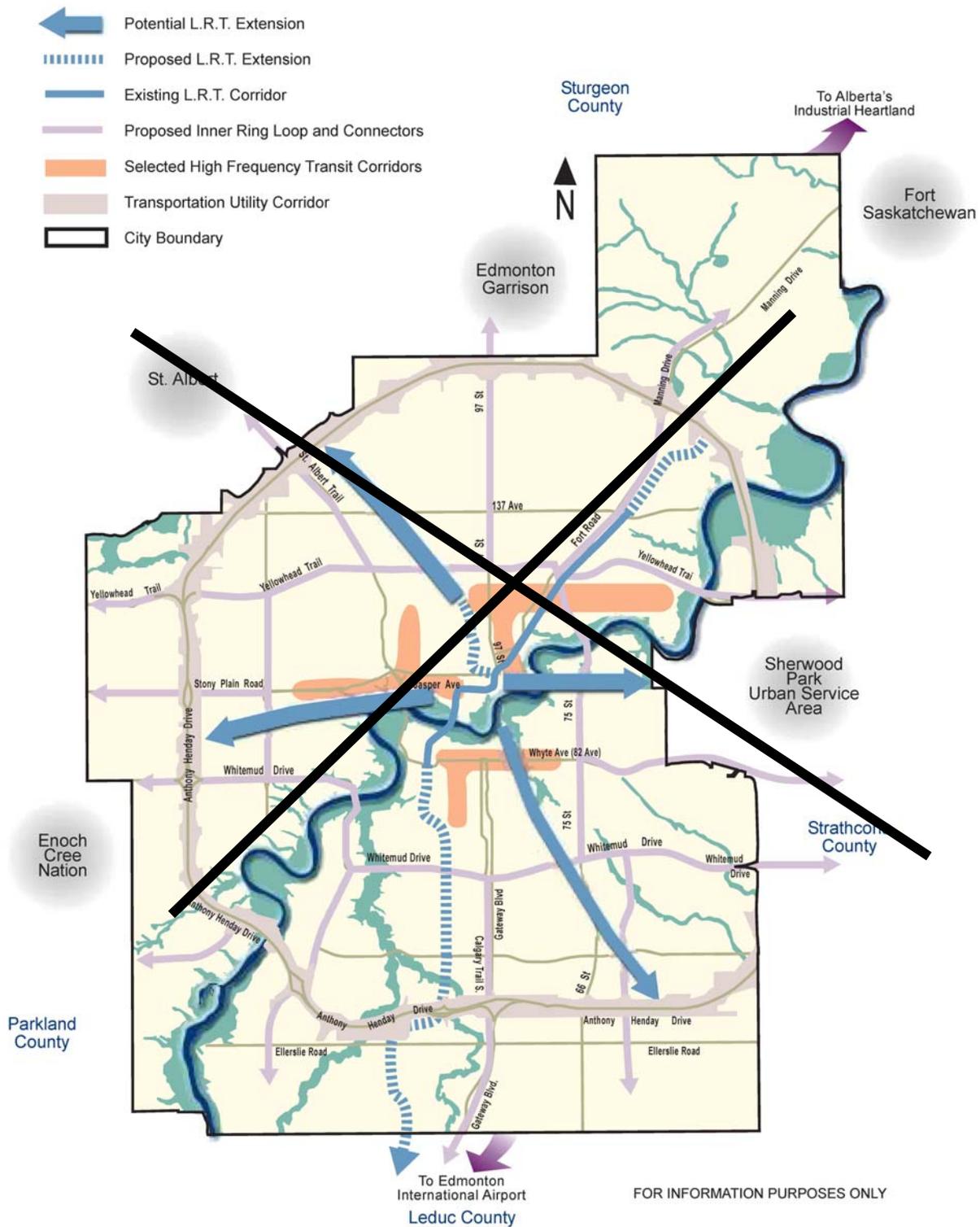
Map 4: Developing and Planned Neighbourhoods



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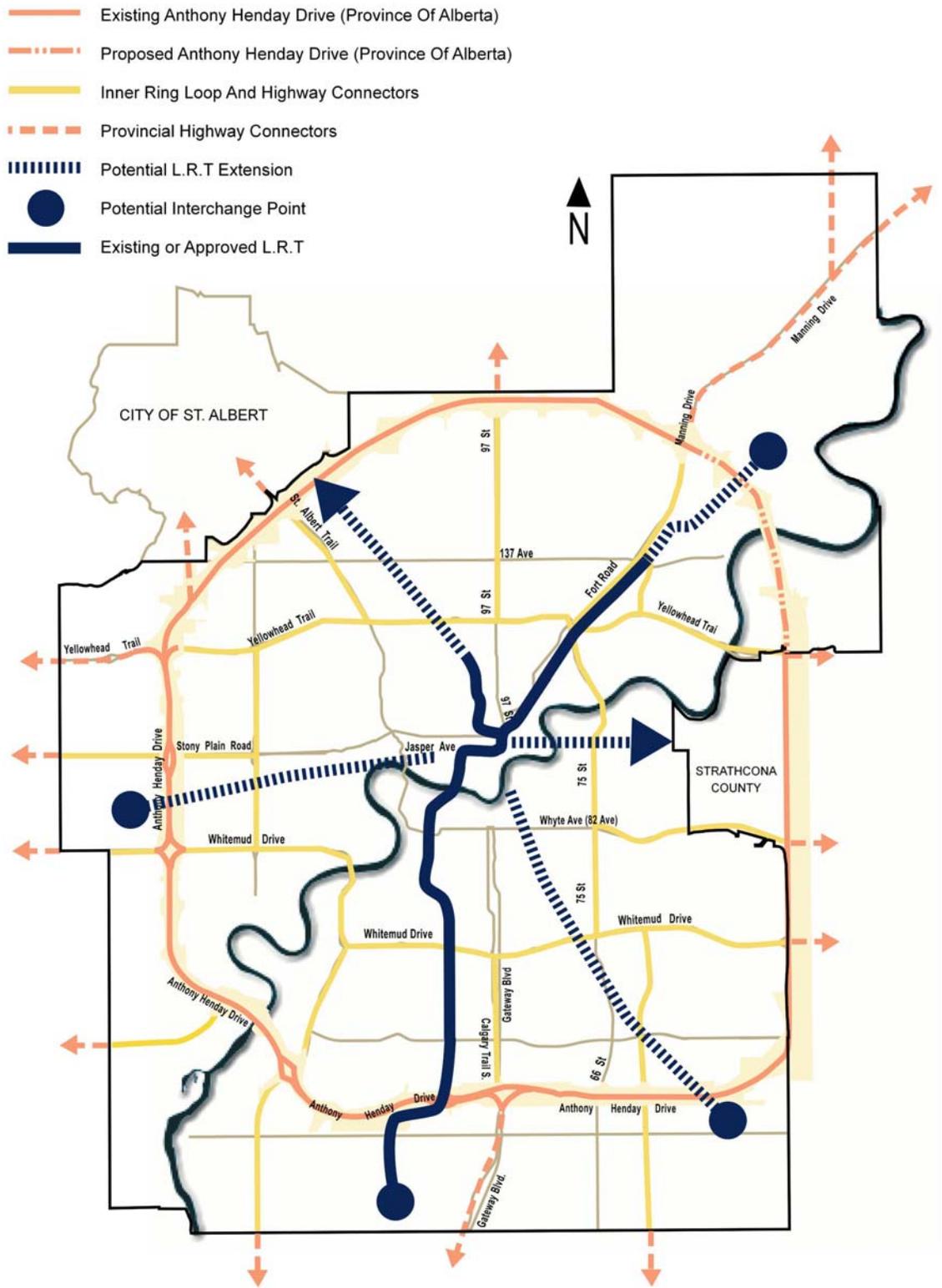
Map 5: Premium Transit



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Map 5: Potential LRT Expansion - 2040

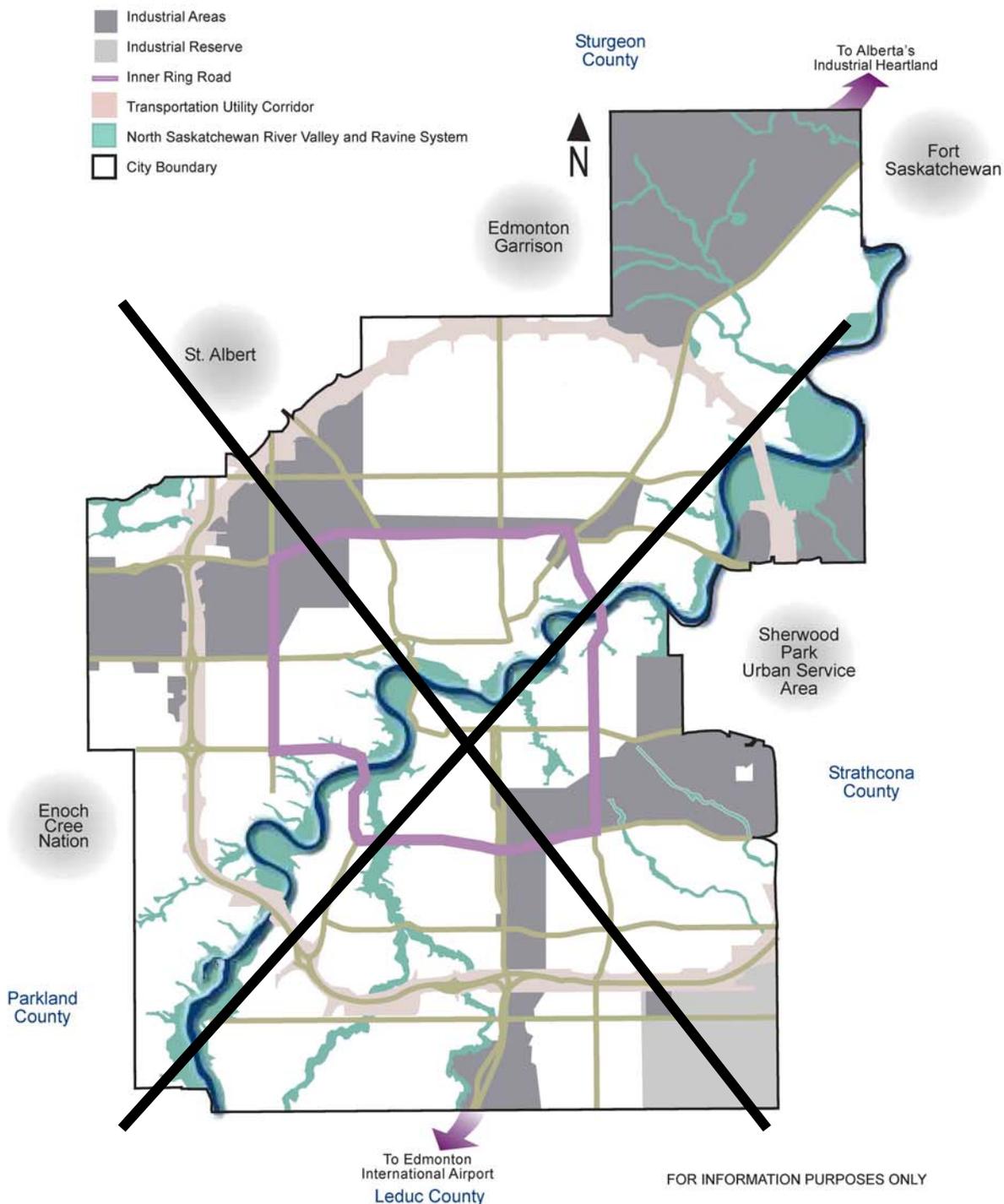


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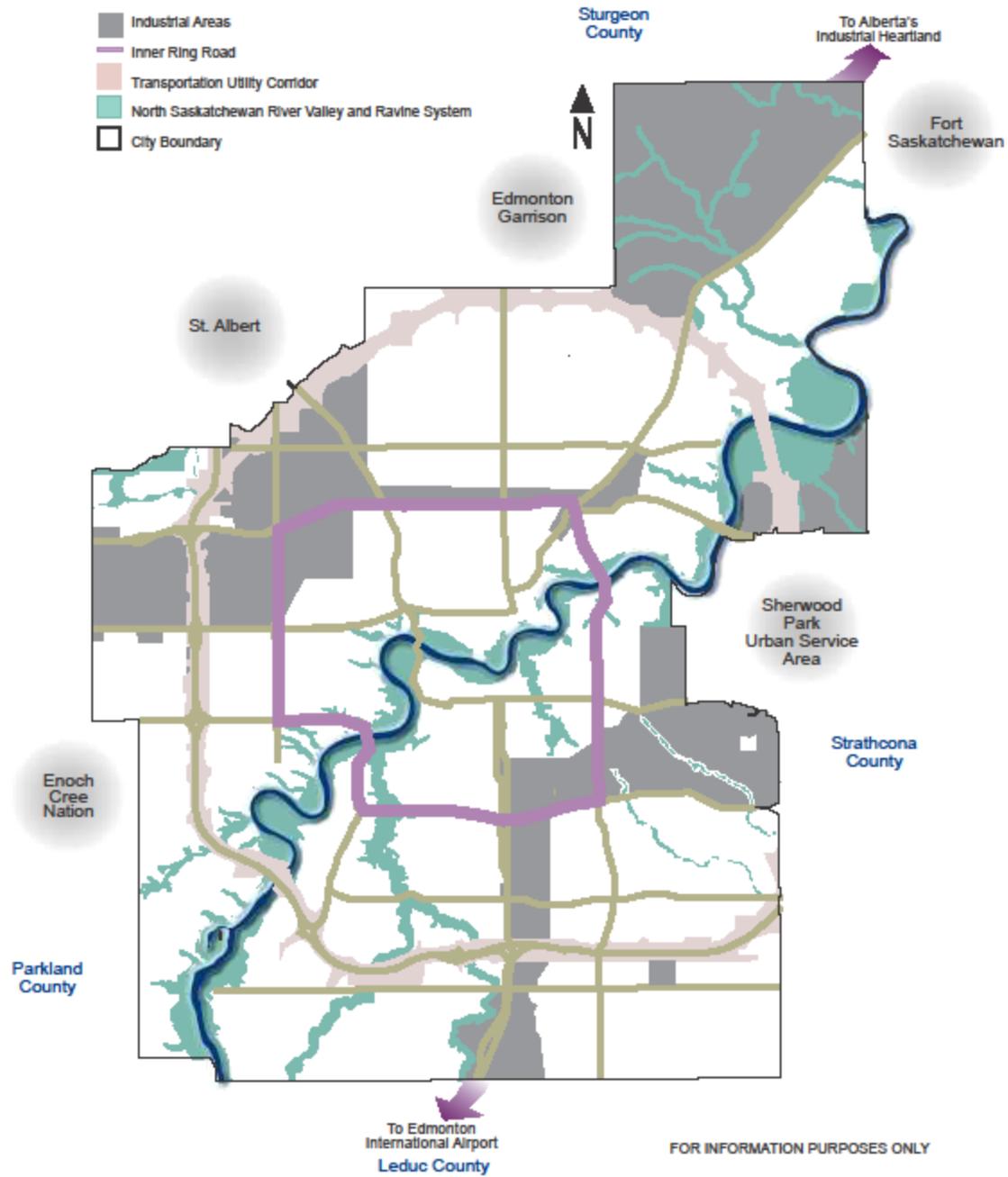
Map 6: Industrial Areas



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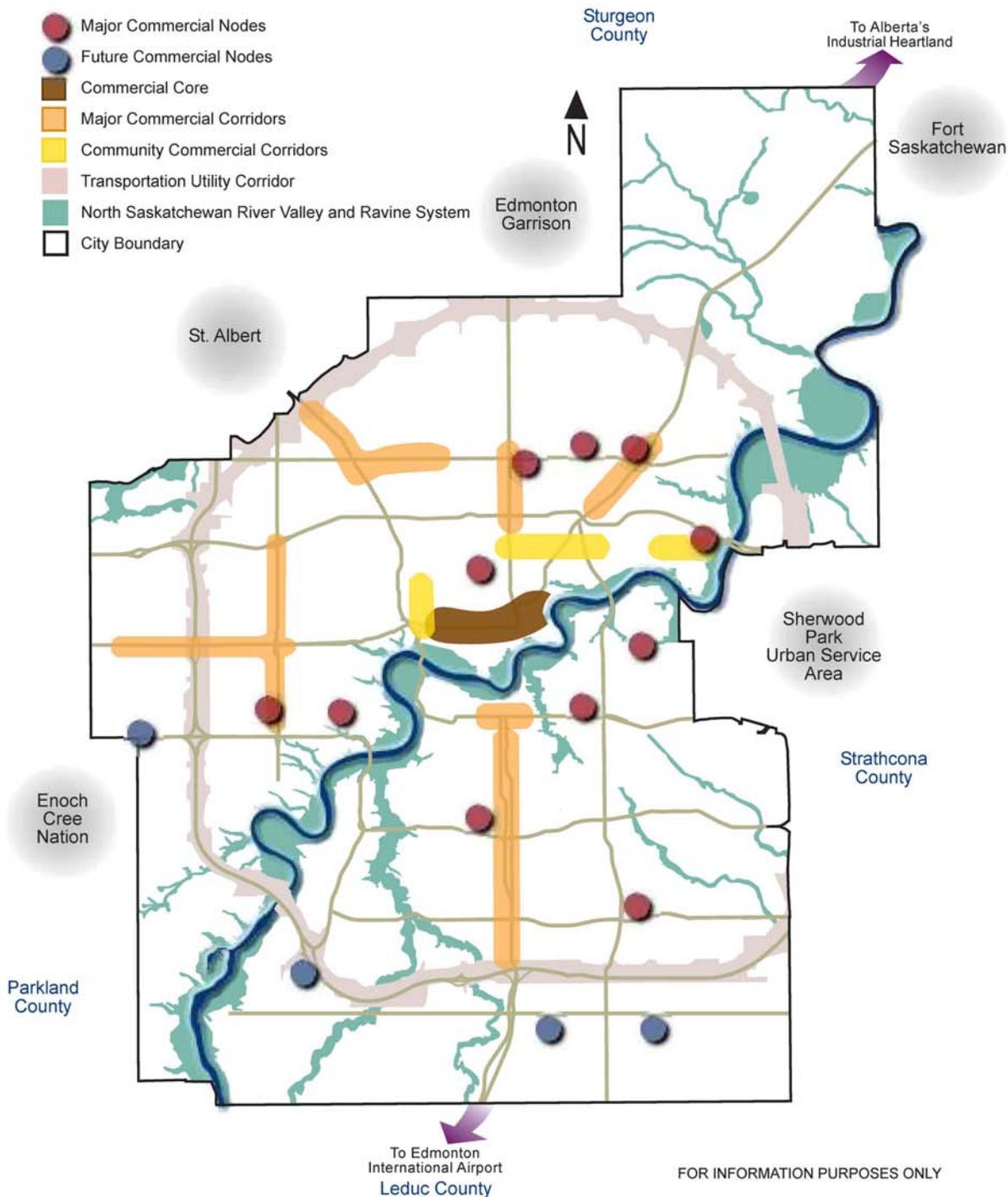
Map 6: Industrial Areas



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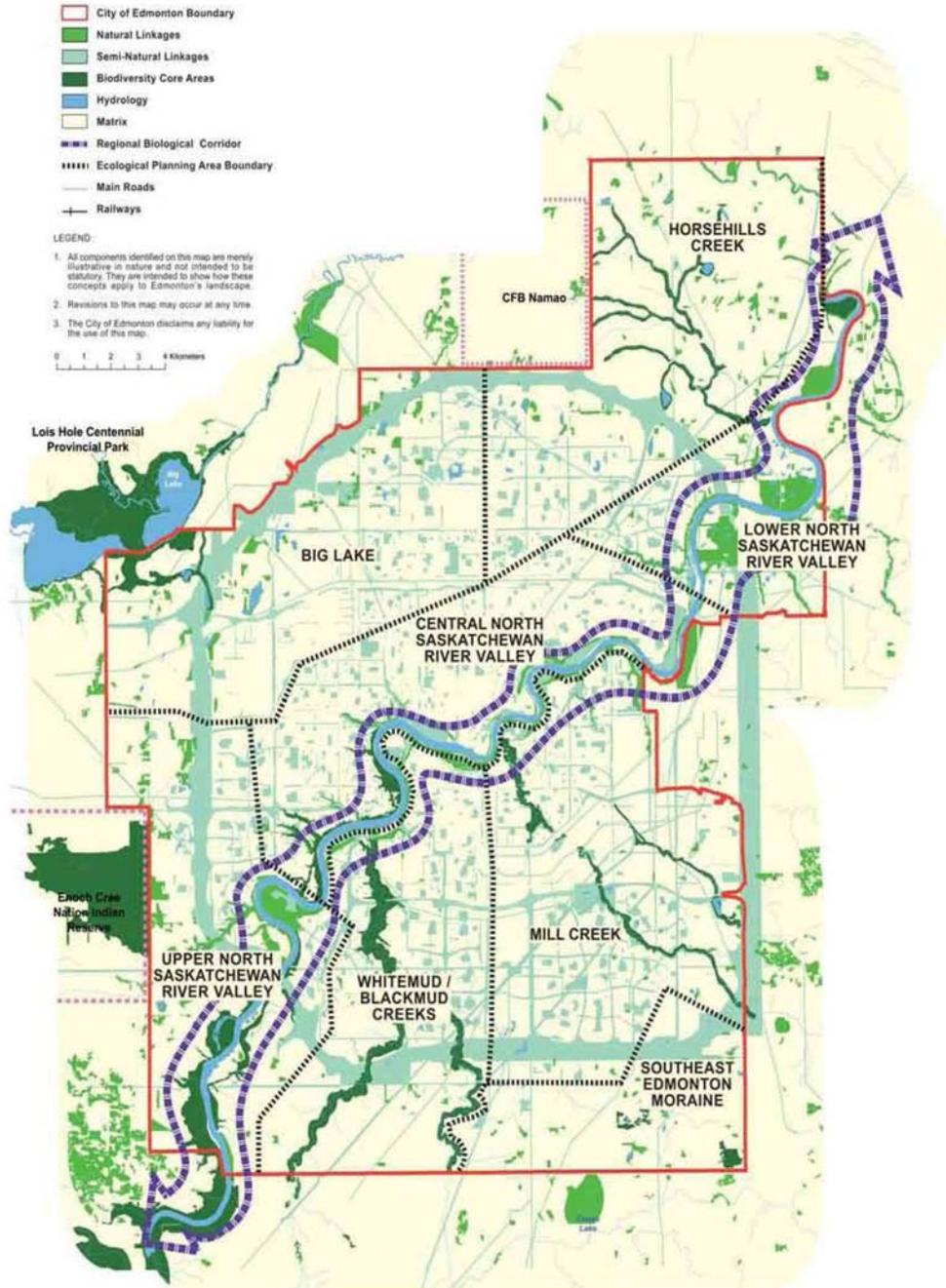
Map 7: Commercial Nodes and Corridors



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Map 8: Ecological Network



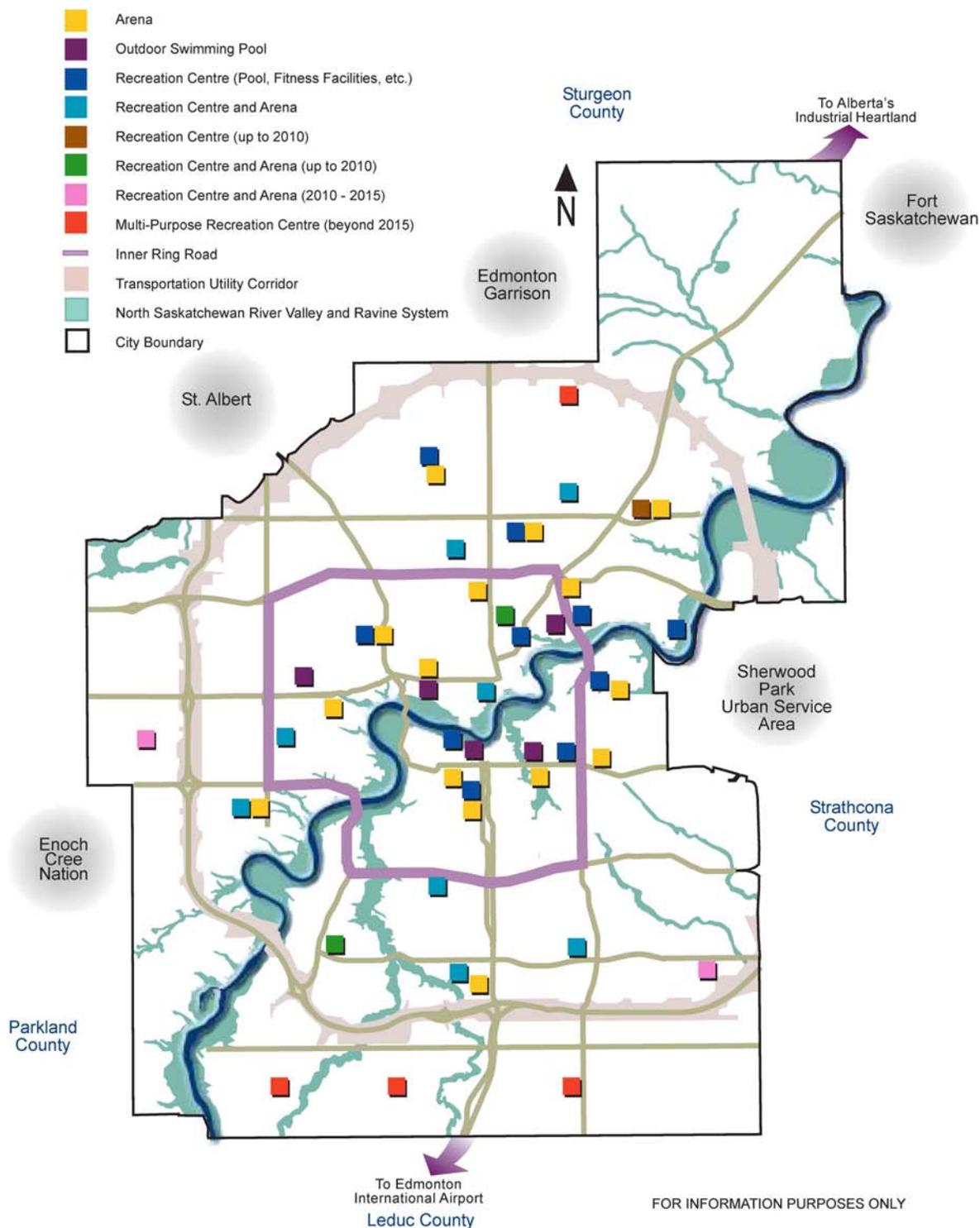
Source: Natural Connections Strategic Plan, 2007

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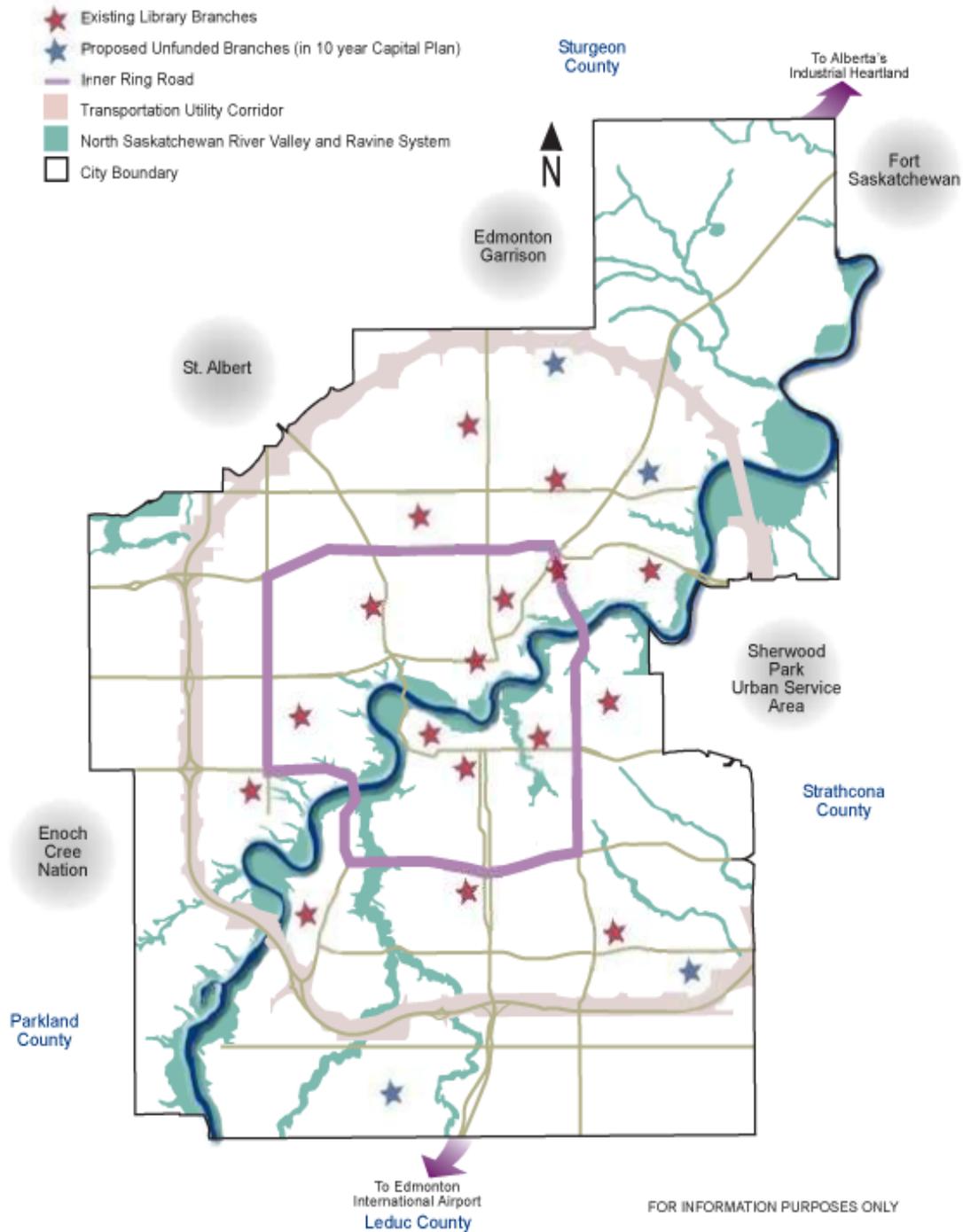
Map 9: Recreation Facilities



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Map 10: Libraries

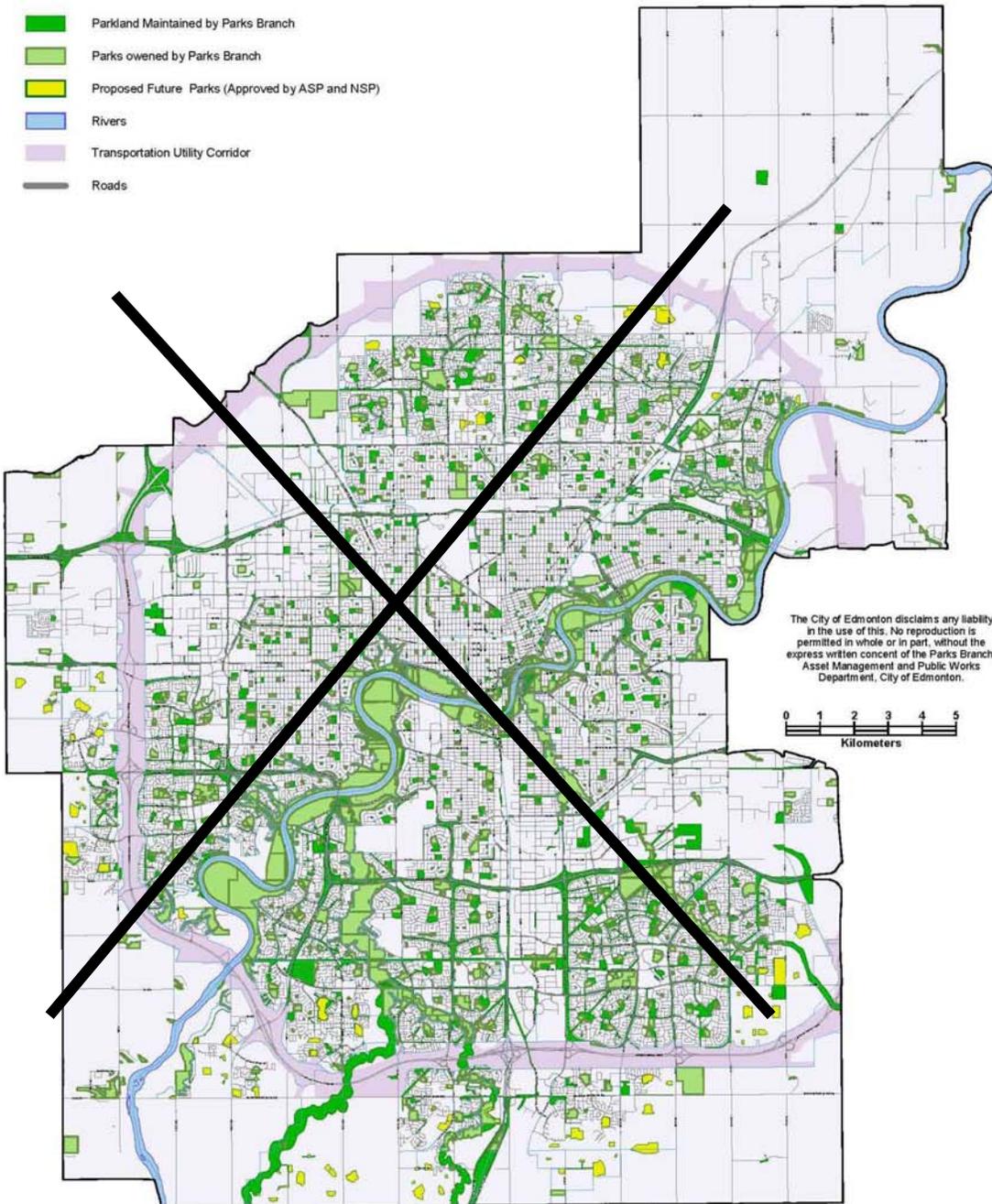


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Map 11: Parks

Parkland Owned and Maintained by Parks Branch



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Map Compiled by: Strategic Planning Parks
Planning, Asset Management and Public Works

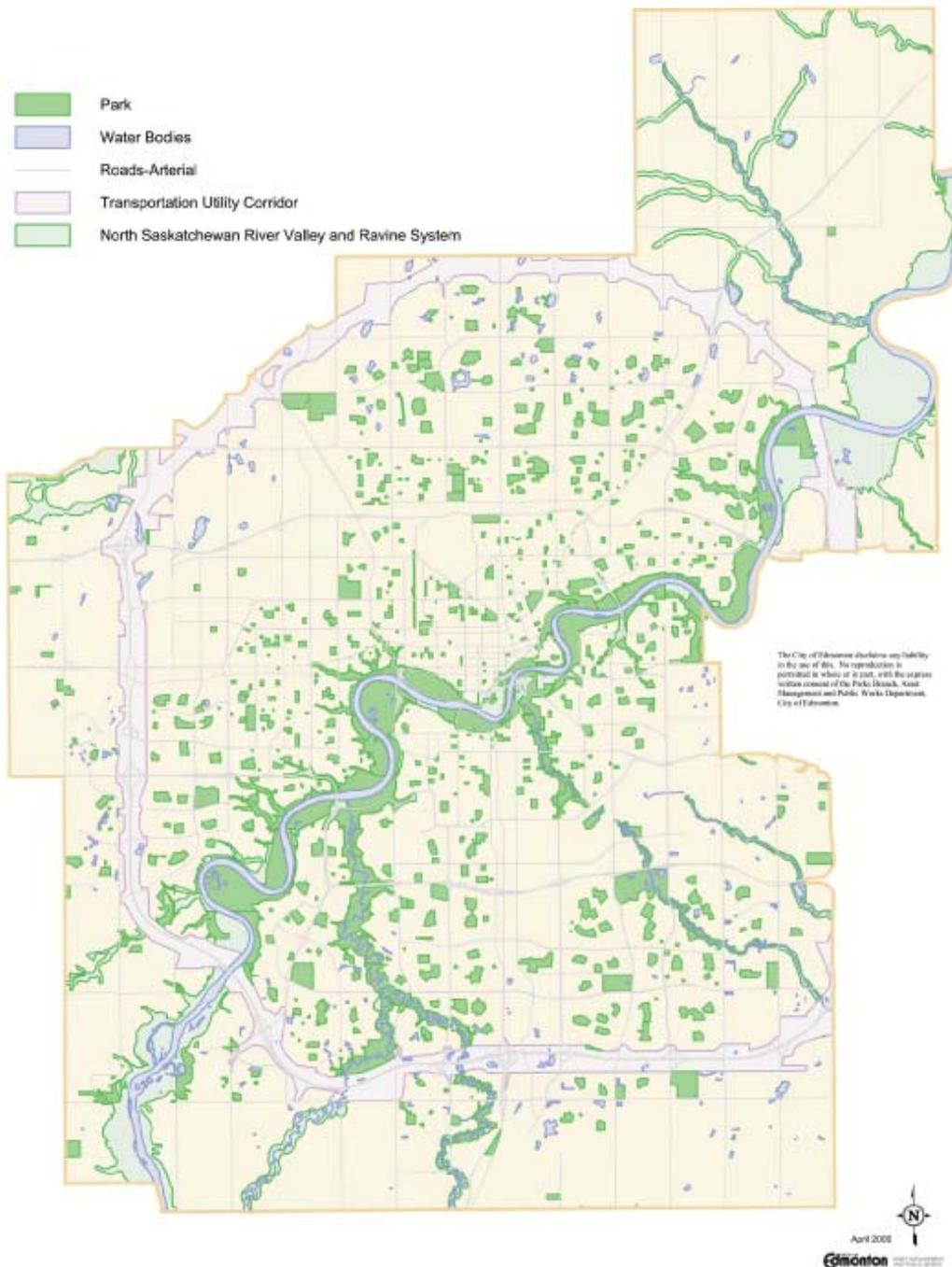
Map compiled September, 2008



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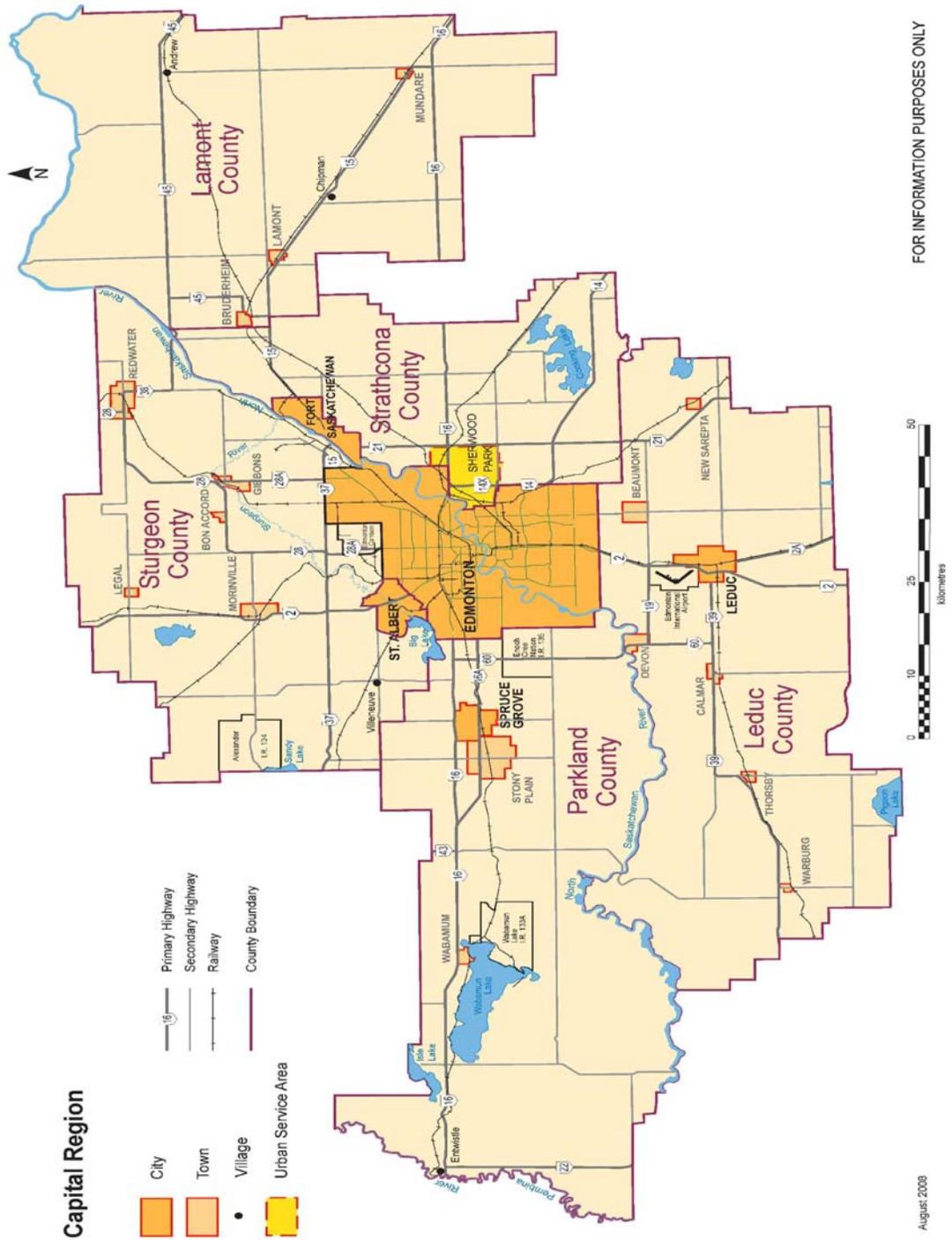
Map 11: Parks



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Map 12: Capital Region

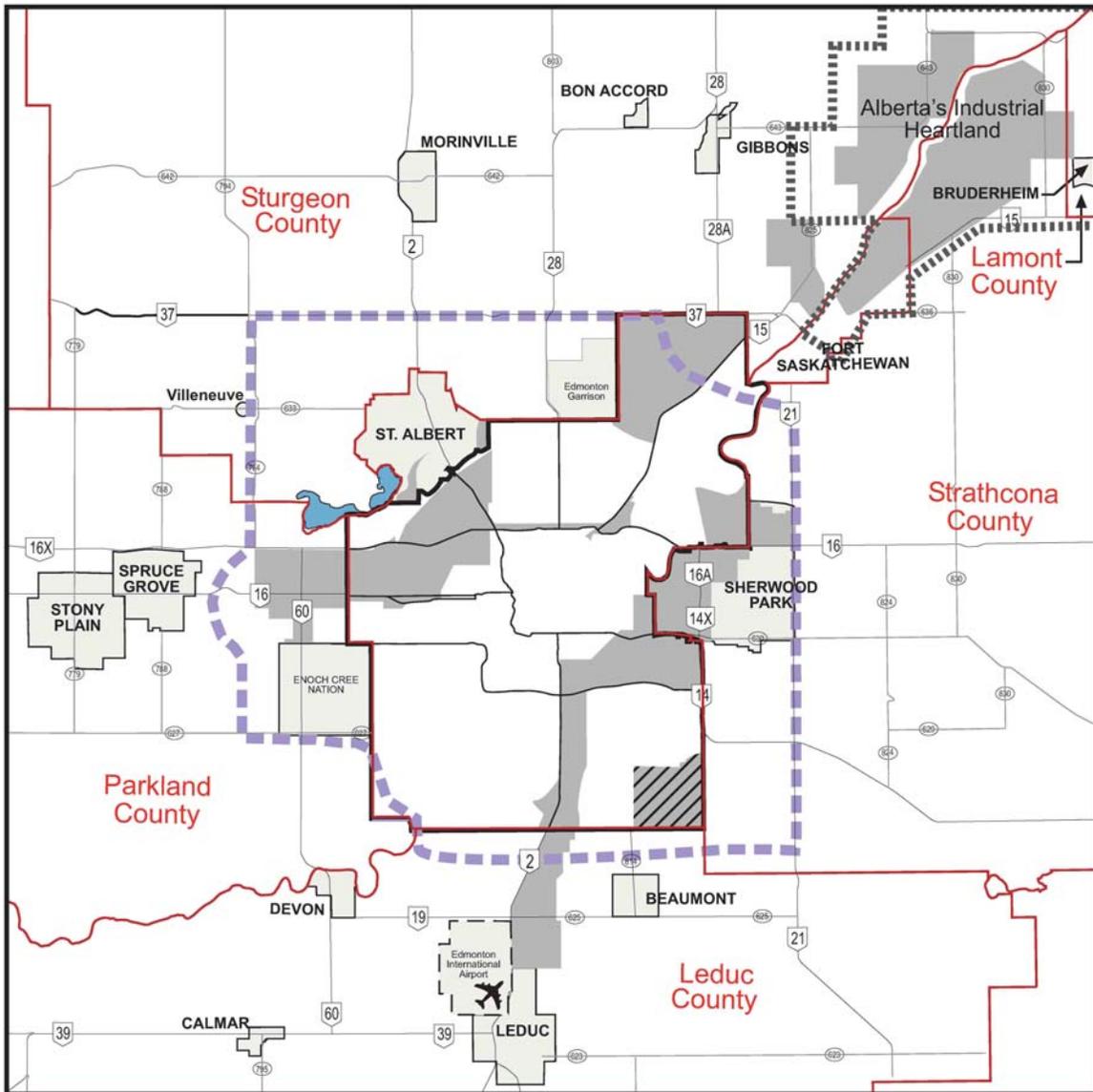


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Map 13: Regional Economic Generators

-  Industrial
-  Industrial Reserve
-  Alberta's Industrial Heartland
-  County Boundary
-  Future Regional Ring Road

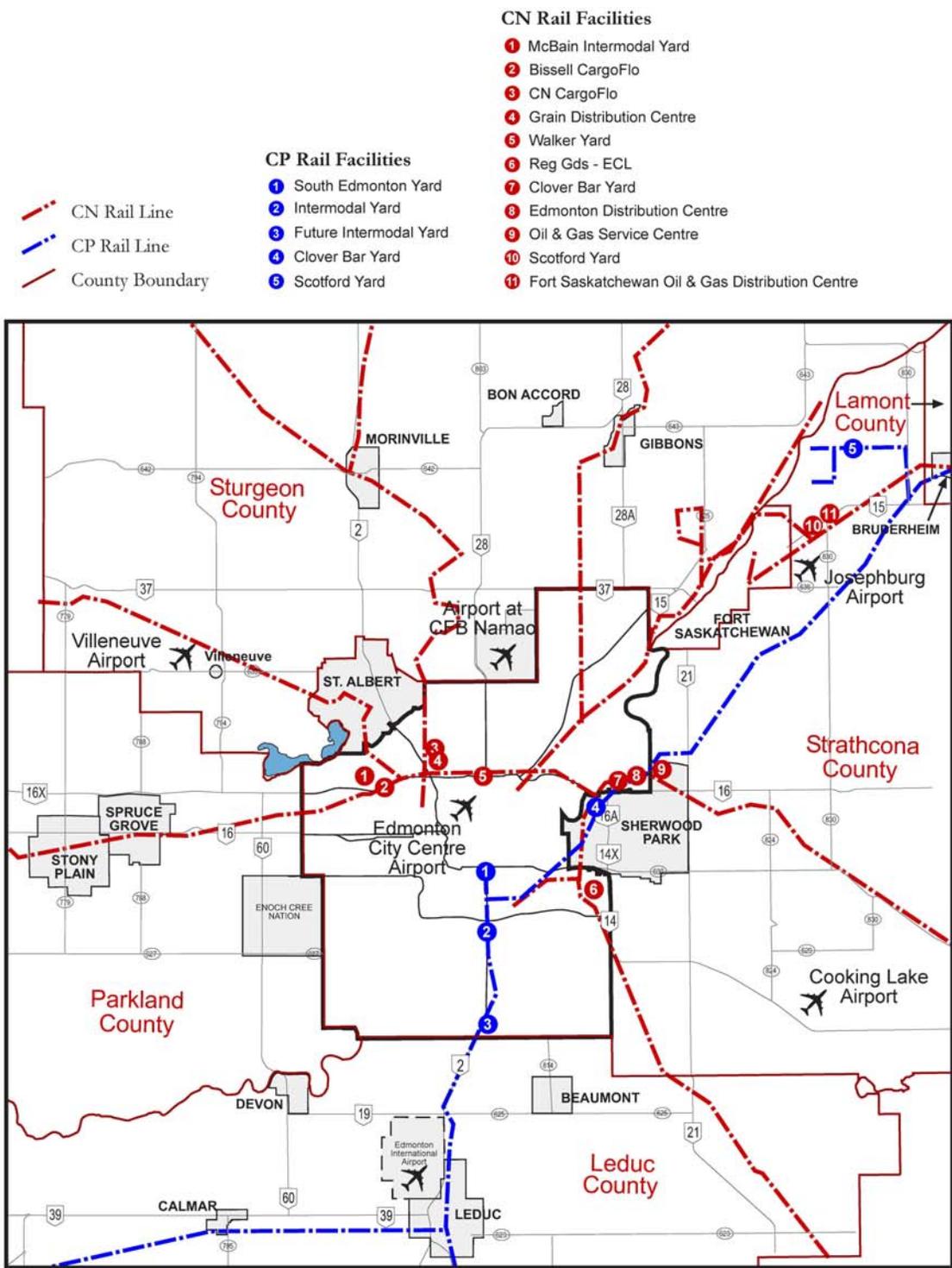


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Map 14: Regional Rail and Airport Transportation 2007



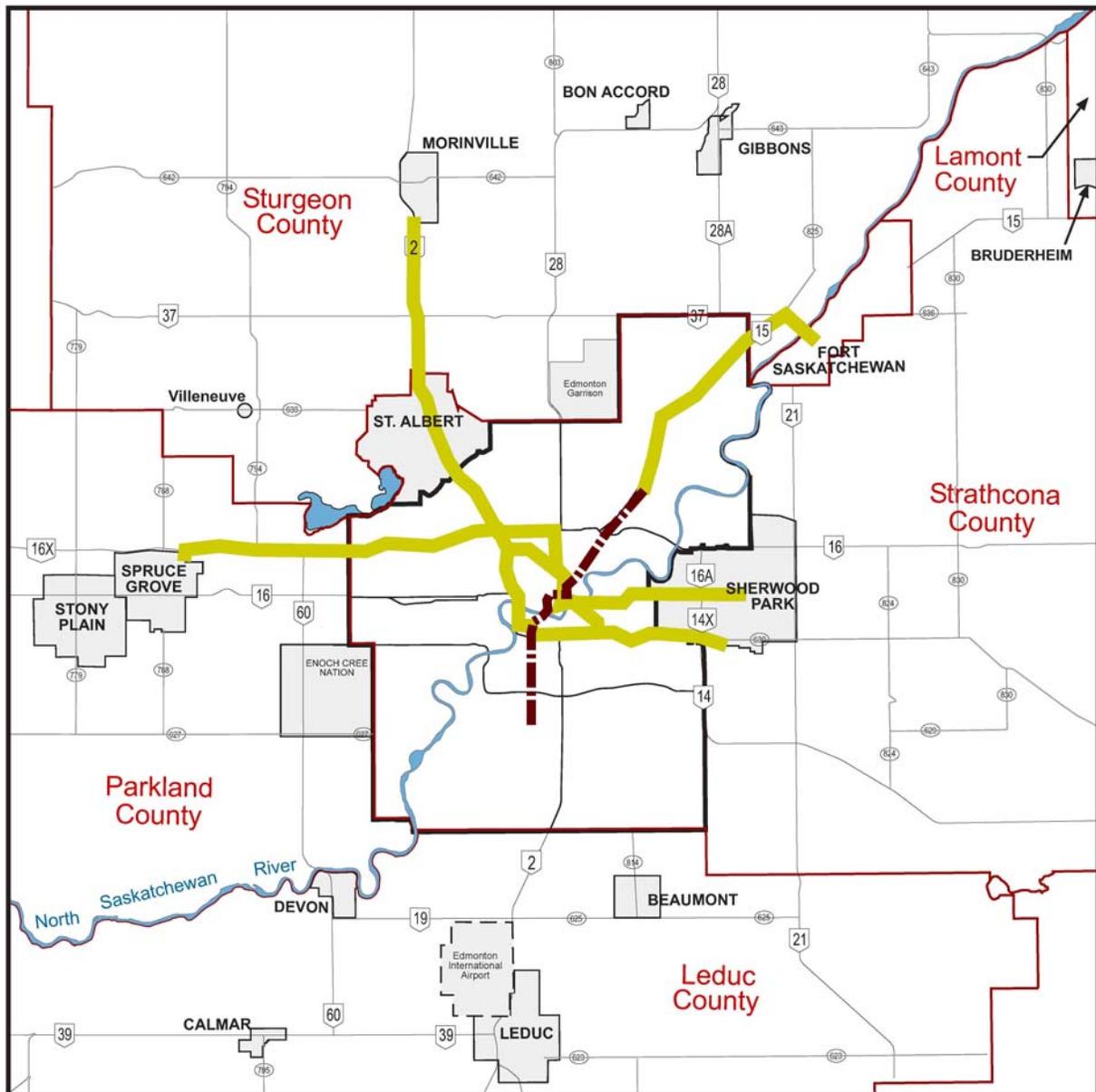
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Map 15: Regional Transit Routes 2007

-  LRT Route
-  Commuter Bus Route
-  County Boundary



Source: Capital Region Integrated Growth Management Plan

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Map 16: Natural Areas and Watershed Sub-Basins



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Source: Natural Connections Strategic Plan, 2007

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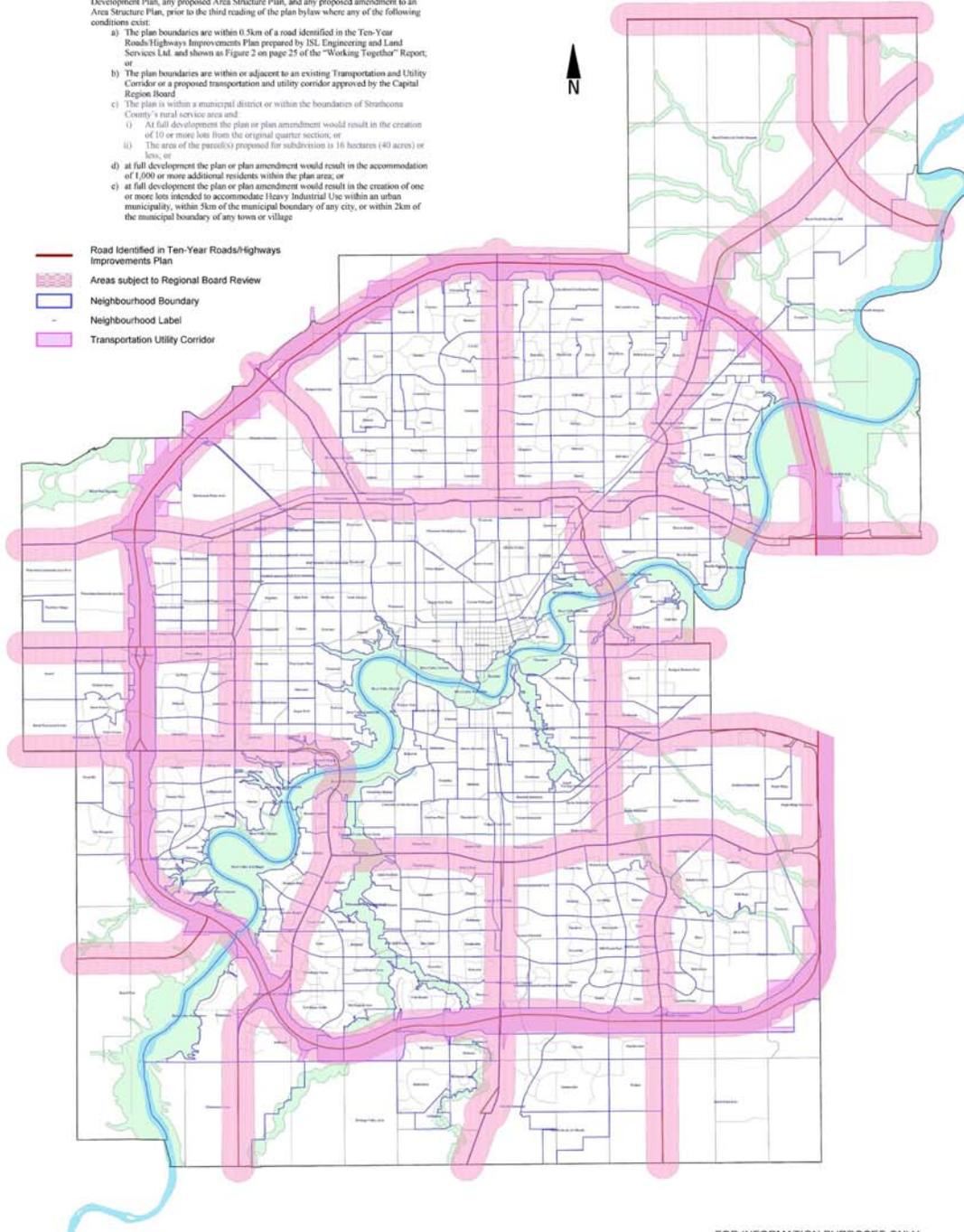
Map 17: Areas Subject to Capital Region Board Review

CAPITAL REGION BOARD REFERRAL REGULATION (MGA)

3.0 Municipality Review

- 3.2 A Municipality must refer to the Board any proposed amendment to a Municipal Development Plan, any proposed Area Structure Plan, and any proposed amendment to an Area Structure Plan, prior to the third reading of the plan bylaw where any of the following conditions exist:
- a) The plan boundaries are within 0.5km of a road identified in the Ten-Year Roads/Highways Improvements Plan prepared by ISL Engineering and Land Services Ltd. and shown as Figure 2 on page 25 of the "Working Together" Report, or
 - b) The plan boundaries are within or adjacent to an existing Transportation and Utility Corridor or a proposed transportation and utility corridor approved by the Capital Region Board
 - c) The plan is within a municipal district or within the boundaries of Strathcona County's rural service area and
 - i) At full development the plan or plan amendment would result in the creation of 10 or more lots from the original quarter section, or
 - ii) The area of the parcel(s) proposed for subdivision is 16 hectares (40 acres) or less, or
 - d) at full development the plan or plan amendment would result in the accommodation of 1,000 or more additional residents within the plan area, or
 - e) at full development the plan or plan amendment would result in the creation of one or more lots intended to accommodate Heavy Industrial Use within an urban municipality, within 5km of the municipal boundary of any city, or within 2km of the municipal boundary of any town or village

Referrals sent to: Capital Region Board
 Suite 1000 Manulife Place
 10180 - 101 Street
 Edmonton, AB T5J 3S4
 Attn: Christopher K. Sheard, Interim Chair

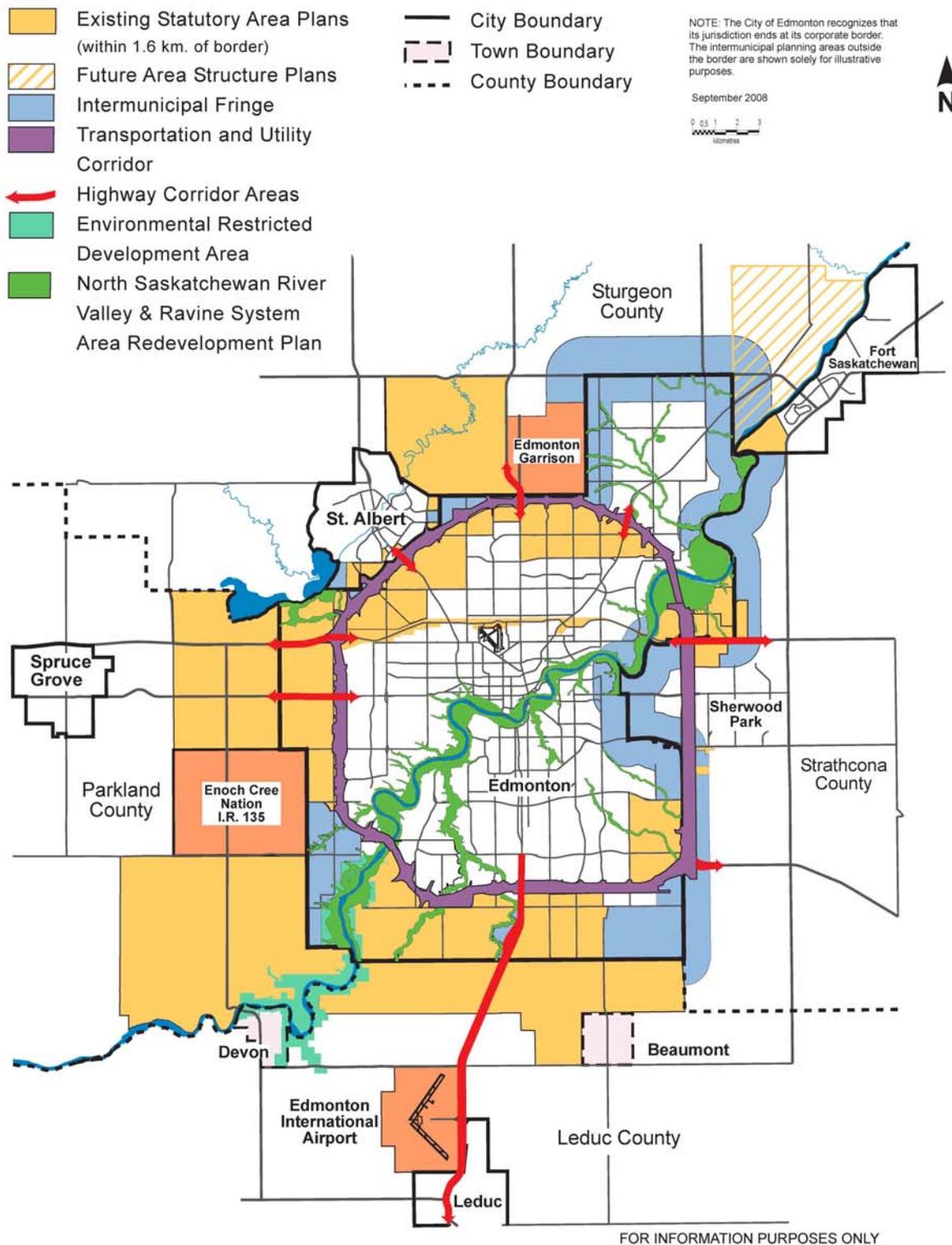


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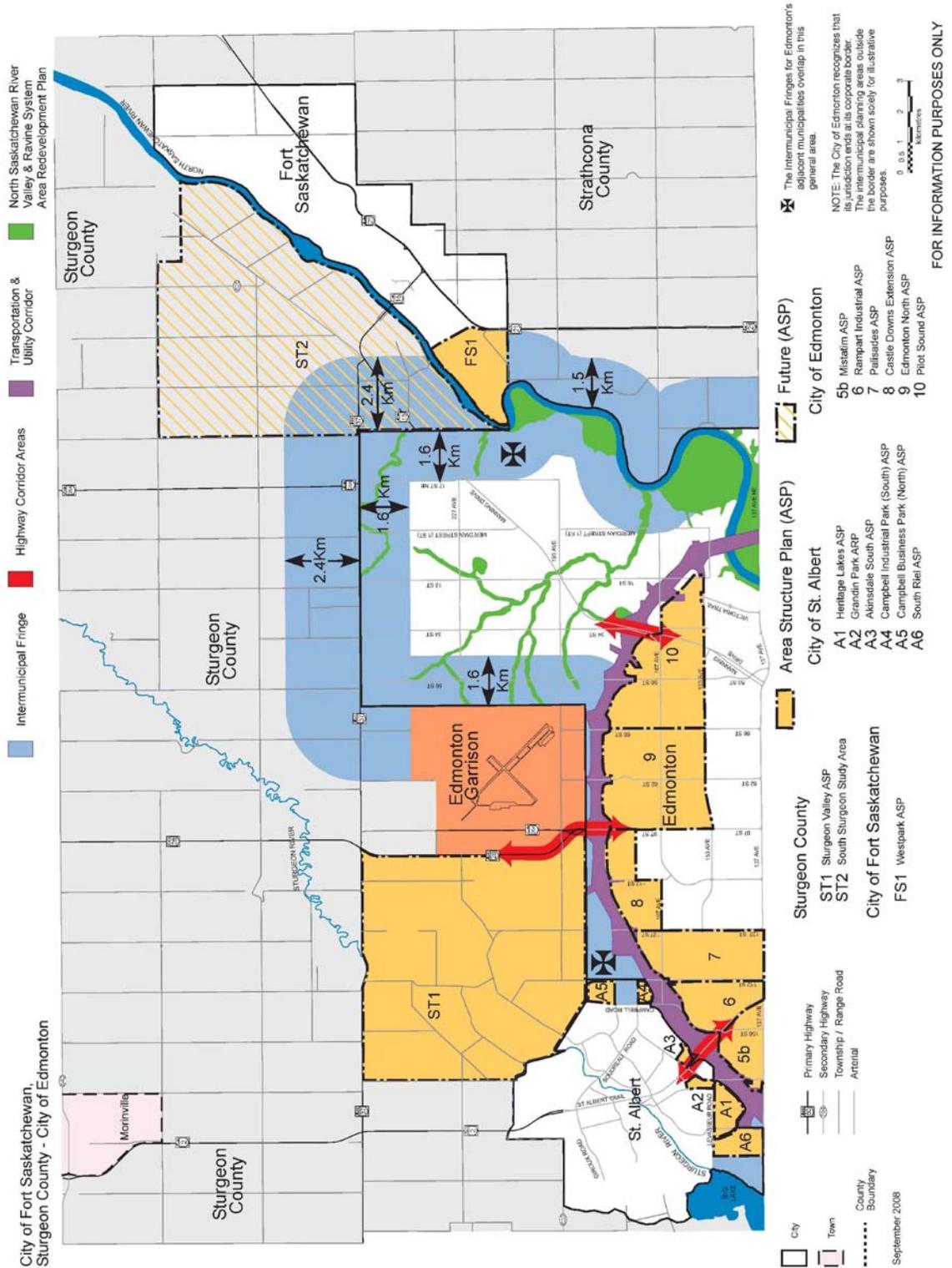
Map 18: Intermunicipal Planning in Border Areas



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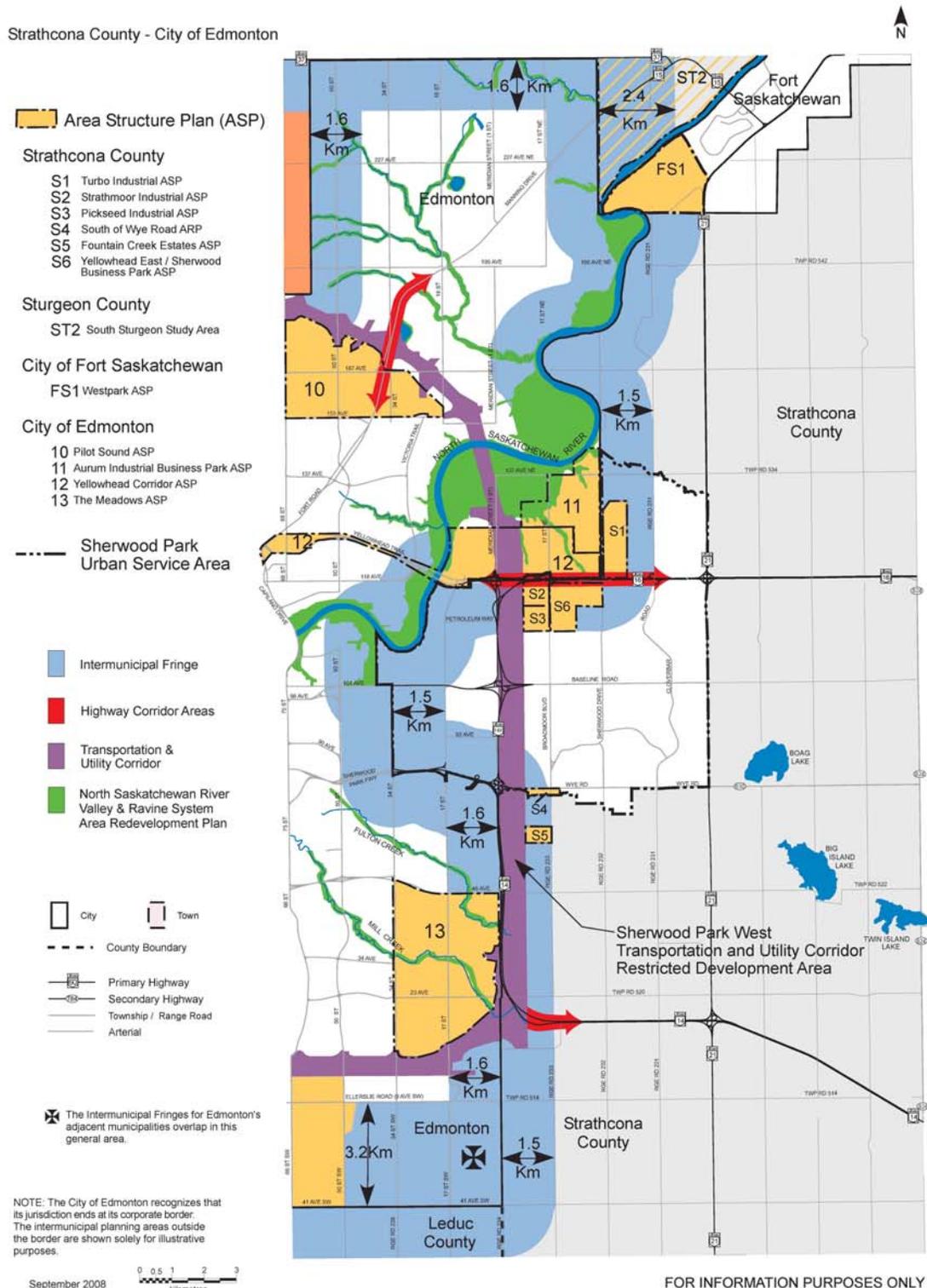
Map 19: Intermunicipal Planning: City of Fort Saskatchewan, Sturgeon County



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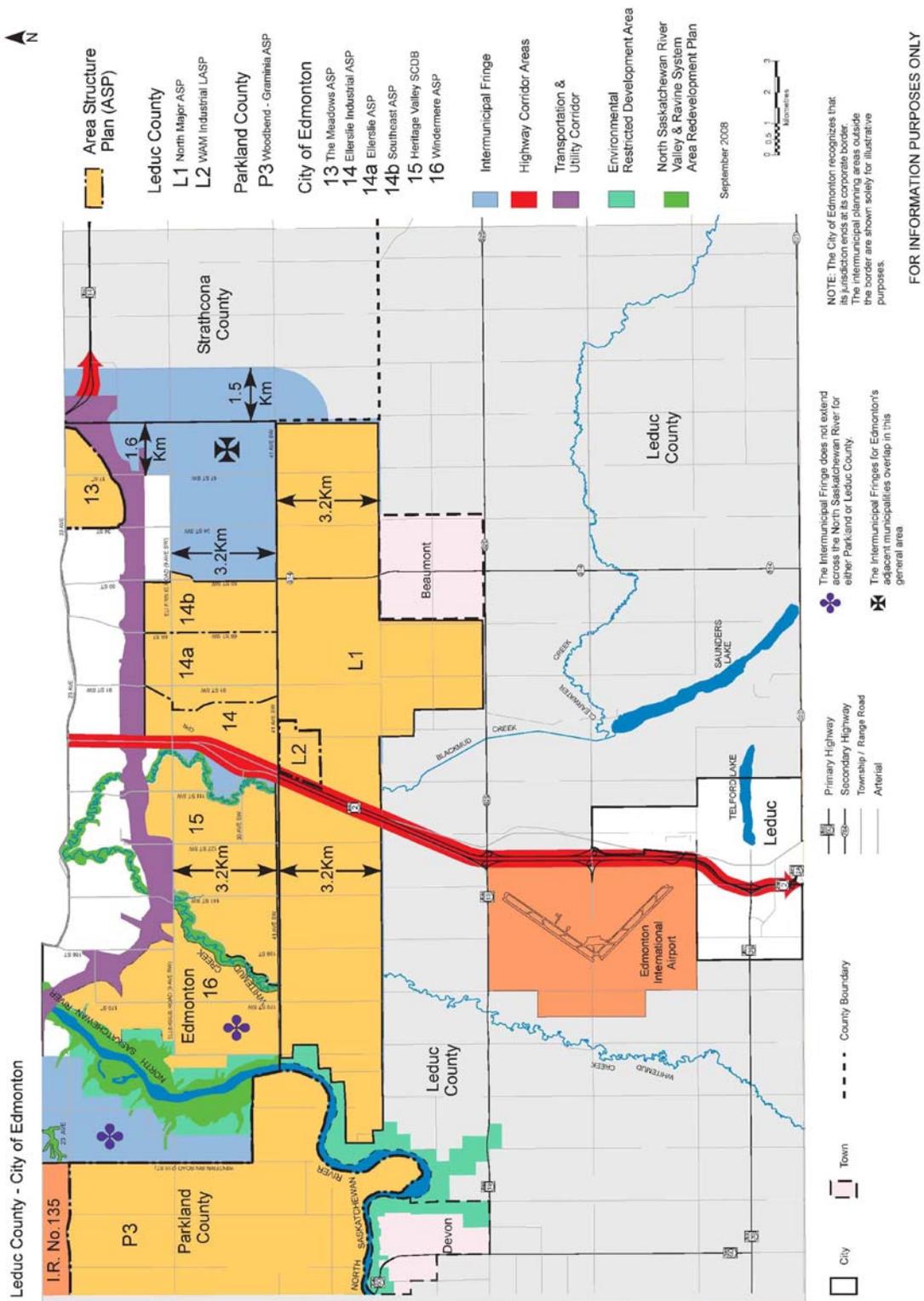
Map 20: Intermunicipal Planning: Strathcona County



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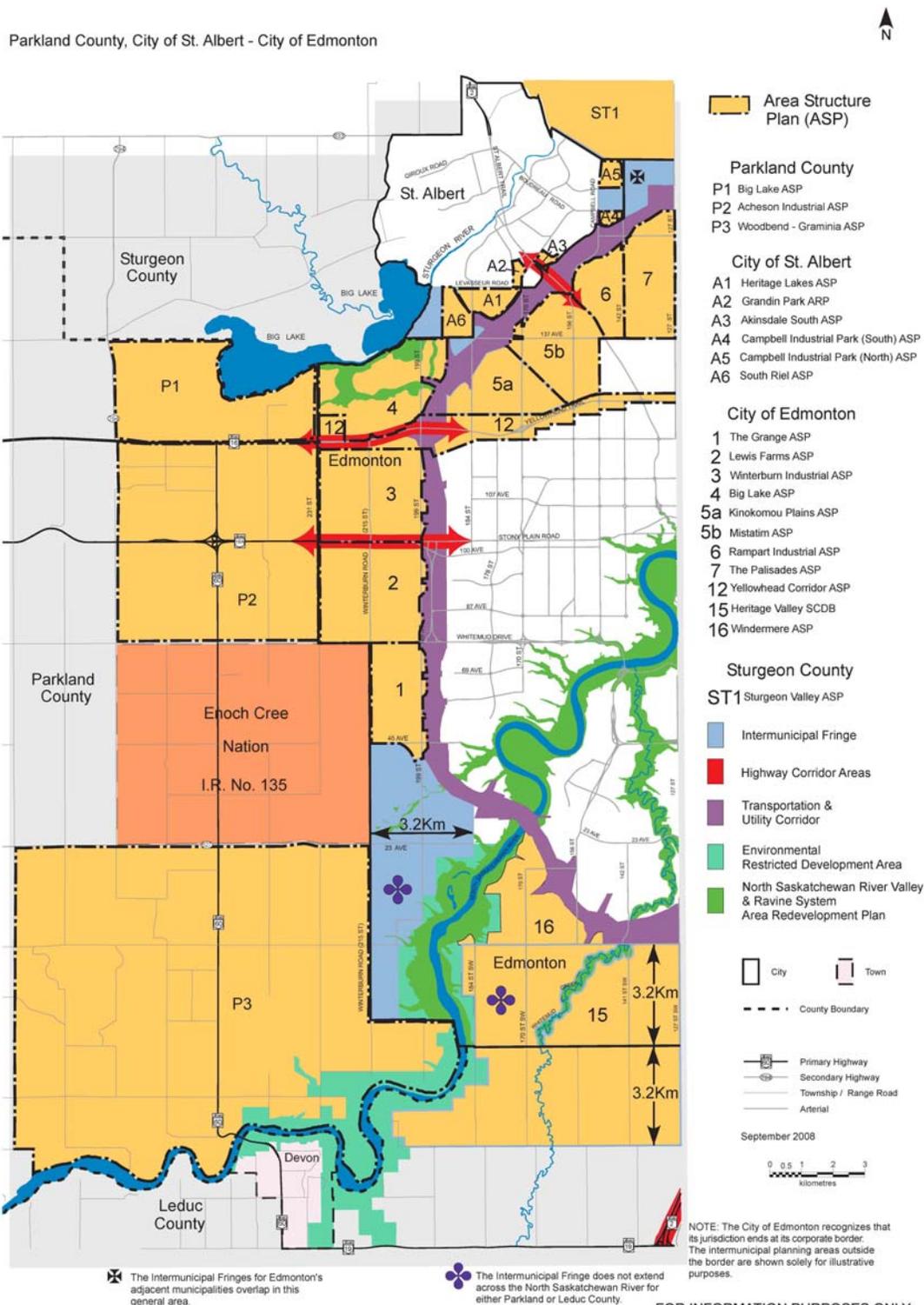
Map 21: Intermunicipal Planning: Leduc County



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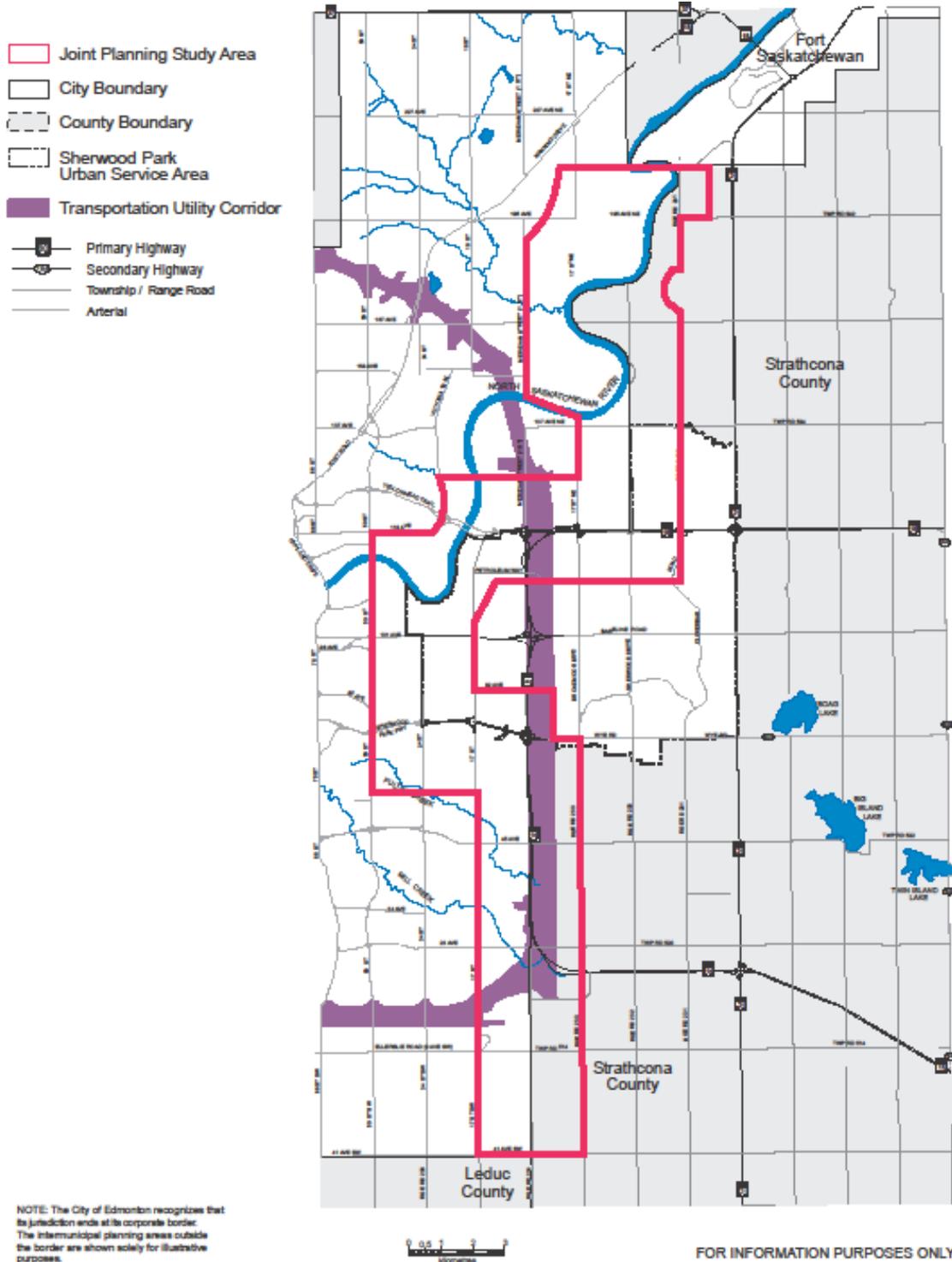
Map 22: Intermunicipal Planning: Parkland County, City of St. Albert



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 Administration suggested changes
 Council approved amendments passed on Sept 4, 2009

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Map 23: Intermunicipal Planning: Strathcona County - City of Edmonton Joint Planning Study Area Boundary



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[Council motion on the floor referred to Nov 12, 2009](#)
[Administration suggested changes](#)
[Council approved amendments passed on Sept 4, 2009](#)

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Schedule A: Referrals and Notifications

Intermunicipal Planning Referrals and Notification Table

- Edmonton will refer planning and land use proposals to adjacent municipalities according to the minimum requirements specified in the following table.
- Edmonton has negotiated similar reciprocal referral arrangements with its adjacent municipal neighbours. Referrals to the City of Edmonton should be directed to the Development Authority.
- To obtain broad feedback on important issues, Edmonton may refer any plan or proposal to other agencies or to other municipalities that may be affected. Edmonton may also increase the referral distance.

Type Of Referral	Referred To ¹	Response Time ²
1) Major Plans and Bylaws		
Municipal Development Plan (MDP) and amendments	all adjacent municipalities	28
Land Use Bylaw (LUB) and major LUB reviews	all adjacent municipalities	28
Intermunicipal Development Plans (IMDP) and amendments	municipalities that adopted the plan	28
Servicing Concept Design Briefs and amendments (approved by Council Resolution)	municipalities within 1.6 km of any portion of the subject area	28
Area Structure Plans (ASP) and amendments	municipalities within 1.6 km of any portion of the plan area	21
Neighbourhood Structure Plans (NSP) and amendments	municipalities within 1.6 km of any portion of the plan area	21
Area Redevelopment Plans (ARP) and amendments	municipalities within 1.6 km of any portion of the plan area	21
2) Within an adopted ASP, NSP or ARP in Border Areas		
All complying proposals (including LUB amendments, subdivisions, Development Permit applications and Direct Control proposals)	no referrals required	N/A
All non-complying proposals	municipalities within 1.6 km of the proposal	21

¹ Intermunicipal planning referrals and notification processes will be negotiated with non-municipal neighbours.

² Response time refers to total calendar days, including the date of referral and the due date for the response. Referrals will be conducted primarily by fax. Requests for extensions will be considered on a case by case basis. Extra time may be necessary to allow for interdepartmental referrals, Council meeting schedules or referrals conducted by mail.

Schedule A: Referrals and Notifications (Cont'd)

Intermunicipal Planning Referrals and Notification Table

Type Of Referral	Referred To ¹	Response Time ²
3) Where no ASP, NSP or ARP is adopted in Border Areas ³		
LUB amendments	all adjacent municipalities within the intermunicipal fringe	21
Any proposal inconsistent with the LUB	all adjacent municipalities within the intermunicipal fringe	21
Subdivision applications	all adjacent municipalities within the intermunicipal fringe	21
Development Applications - discretionary uses	all adjacent municipalities within the intermunicipal fringe	21
Other Development Applications and land use proposals noted in Part 4	all adjacent municipalities within the intermunicipal fringe	as noted below
4) Other Development Applications and Land Use Proposals		
Heavy Industrial proposals	all municipalities within 3.2 km of the proposal	21
Direct Control District proposals	St. Albert within 1.6 km of the proposal	21
Road closure bylaws	any affected adjacent municipality	21
Extractive resource operations (including sour gas)	municipalities within 3.2 km of the proposal	21
Intensive livestock proposals	municipalities within 3.2 km of the proposal	21
Secondary land uses in the Transportation and Utility Corridor ⁴	Sturgeon Co. (from 50 St. to 142 St. North) St. Albert (from 127 St. to 199 St. North)	21
Major proposals in Highway Corridor Areas ⁵	adjacent and affected municipalities	N/A
Other high impact developments ⁶	municipalities within 3.2 km of the proposal	21

³ The intermunicipal fringe is a strip of land extending 3.2 km or less inward from the City of Edmonton's border and is illustrated on Maps 4A, 4B, 4C and 4D in Schedule A. The intermunicipal fringe does not include statutory area plans.

⁴ Edmonton has a similar arrangement on its east boundary with Strathcona County.

⁵ Major proposals in Highway Corridor Areas are defined in the Glossary of Terms. Referral criteria in Highway Corridor Areas for affected municipalities and Alberta Transportation and Utilities will be determined.

⁶ High impact developments are defined in the Glossary of Terms.

Appendix 1 Working Principles for Land Use Planning

Council approved amendments passed prior to Sept 4, 2009

Council motion on the floor referred to Nov 12, 2009

Administration suggested changes

Council approved amendments passed on Sept 4, 2009

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