CITY OF EDMONTON ANNEXATION APPLICATION

APPENDIX 15.0

CITY OF EDMONTON MUNICIPAL DEVELOPMENT PLAN

MARCH 2018

Edmonton

THE WAY WE GROW

MUNICIPAL DEVELOPMENT PLAN

BYLAW 15100

THE CITY OF Edmonton

TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE

Bylaw 15100

A Bylaw to adopt
The Municipal Development Plan: The Way We Grow

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

WHEREAS the Terms of Reference for the Municipal Development Plan were approved on June 29, 2006.

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

1. The document entitled "The Municipal Development Plan: The Way We Grow" annexed hereto as Schedule "A", is hereby adopted as The Municipal Development Plan: The Way We Grow for the City of Edmonton.
2. Bylaw 11777, as amended, which adopted the former Municipal Development Plan is hereby repealed.

READ a first time this	13th	day of	November,	A. D. 2008;
READ a second time this	22nd	day of	February,	A. D. 2010;
READ a third time this	26th	day of	May,	A. D. 2010;
SIGNED and PASSED this	26th	day of	May,	A. D. 2010.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

MUNICIPAL DEVELOPMENT PLAN
EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

By the year 2040, Edmonton will be home to more than 1 million people. To accommodate our growth and to aid Edmonton's evolution to a sustainable, healthy and compact city, this plan takes a holistic city building approach to managing growth and development. Success will give Edmonton a greater range of housing, living and work place choice, greater financial sustainability, a resilient food and agriculture system, an ecological system throughout the city and a fully functioning integrated transit and land use system.

Through consultation on the Municipal Development Plan (MDP) and Transportation Master Plan (TMP) from 2006 to 2009, Edmontonians offered their views on land use, growth and development and their desires for the City's transportation network and the movement of people, goods and services. In 2007, Edmontonians gave their insights into the kind of city they envisioned Edmonton to be by 2040 (City Vision). Preparation of the Municipal Development Plan has been informed by the views offered through all three consultations.

The Municipal Government Act mandates what must be addressed in a Municipal Development Plan. The MDP is also influenced by direction from the Alberta Land Use Framework and it contributes to the role Edmonton plays in the Capital Region Growth Plan.

The Way We Grow (MDP) and The Way We Move (TMP) were developed concurrently as an acknowledgement that land use and transportation are inherently linked. Both plans are designed to assist in achieving City Vision. To focus efforts on achieving its vision, City Council identified six 10-year strategic goals. The goals, objectives and policies in the MDP align with these goals.

The MDP provides more direction for growth and development than its predecessor, Plan Edmonton. Unlike Plan Edmonton, The Way We Grow focuses on land use, growth and development instead of all municipal responsibilities.

The Plan's physical growth strategy acknowledges the role that Edmonton plays as the urban centre of the Edmonton Capital Region. It addresses the challenge of accommodating growth in a manner that supports the goal of financial sustainability, while preserving and sustaining Edmonton's environment.

The Plan provides a city building framework that acknowledges the City's long term costs for infrastructure and operations that arise from land use decisions and optimizes our current and future public investments.

To support a more compact and urban form, the Plan strengthens the downtown as the centre of art, culture, entertainment, employment and transit for the city and region. The Plan encourages the development of vibrant transit oriented development nodes and corridors and over time will offer a wider range of housing and working choices associated with availability of transit. The Plan accommodates the continuing provision of single family housing but supports development of a wide range of housing types to accommodate the changing needs of Edmontonians.

A fundamental chapter of the Plan deals with managing and coordinating growth. While acknowledging that Edmonton plans to accommodate more than one million residents by 2040, the Plan directs or encourages that:

Medium and higher density growth and development align with LRT stations and transit centres.

Guidelines direct where redevelopment goes in mature neighbourhoods.

Land development activity focuses on completing already developing neighbourhoods.

A Growth Coordination Strategy will be developed to establish expectations for completing developing neighbourhoods and initiating new neighbourhood structure plans.

Three Urban Growth Areas are designated, corresponding with the Capital Region Plan's priority growth areas

To support health, the Plan provides for attractive and well served communities with an emphasis on compactness and walkability, active transportation, higher densities related to transit, integrated and mixed uses with proximity and access to daily needs and environmentally friendly buildings. By providing greater housing choice and promoting universal design, the Plan accommodates demographic change. By accommodating environmental design and a food and agriculture approach, the Plan promotes a reduction in the greenhouse gas effects of urban living with green roofs, and a resilient food economy with community gardens and preparation of a food and agriculture strategy. The Plan promotes citizen safety and security by using land use measures to mitigate the impacts of resource extraction, contaminated lands and hazardous land uses.

The Plan assigns a strong role to high quality urban design as Edmonton takes a more urban approach to growth across the city, building new complete transit oriented neighbourhoods, enriching and maintaining existing neighbourhoods and ensuring new communities are fully completed with a full range of services. The Plan ensures that affordable housing and green space are gained as the city grows up, urbanizes, and provides opportunity for an array of cultural, entertainment, employment and living options.

To support financial sustainability, the Plan provides business and industrial lands for economic growth, diversification and innovation. It promotes a move to cleaner, ecologically friendly business and industrial development. Office space, retail and service mixed use centres and industry are addressed, and one new area is identified for future industrial needs.

The interconnection between city planning and the locations and activities of Edmonton's key education, health, art, research and government institutions is also addressed.

The Plan promotes integration of ecological networks and biodiversity with city planning, and the protection of environmental assets like the river valley. It recognizes the importance of providing more carefully designed green space in proximity to and accessible to citizens.

The Plan promotes regional cooperation and partnerships and suggests how Edmonton can collaborate in the Region and as part of the Capital Region Growth Plan. The Plan also establishes how Edmonton will work with its intermunicipal neighbours.

Through The Way We Grow, Edmonton is changing its direction, striving to grow in a financially, environmentally and socially sustainable way within an evolving regional context. Ultimately, this translates to our city becoming more compact, transit-oriented, livable, and healthy and acting as better stewards of the environment.

Executive Summary
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1.0 Introduction

1.1 What is *The Way We Grow*?

The Way We Grow is the City of Edmonton's Municipal Development Plan (MDP), designed to 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 Municipal Development 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 implement *The Way Ahead: City of Edmonton Strategic Plan 2009-2018* and 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

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:

Alberta Land Use Framework

The Alberta Land Use Framework was approved in 2008. The purpose of the Framework is to manage growth more effectively in the province. The Land Use Framework identifies seven regional planning areas based on key watershed boundaries and outlines land stewardship objectives for each region to ensure sustainable prosperity, healthy ecosystems and livable communities. The Framework contains seven basic strategies to improve land use decision making in Alberta. Strategy five promotes efficient use of land to reduce the footprint of human activities in Alberta's landscape. Municipal plans are obliged to align with this framework.

Capital Region Growth Plan

The Capital Region Board was established by the Government of Alberta in 2008. The Board has prepared a Capital Region Growth Plan: *Growing Forward* for the 25 municipalities in the Capital Region. The plan ensures that planning for these 25 municipalities is coherent and coordinated. All municipal plans within the Capital Region must conform to this Plan.

Regional

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

> *The Capital Region is a family of diverse interdependent communities whose energy, talent and resources are combined with insightful planning processes, sound fiscal and regulatory practices, environmental sensitivity, and empathy for the underprivileged.*
>
> *Strong expressions of regional purpose and the ability to embrace change ensure that the social, economic, environmental, and cultural well-being of the Region's current and future residents and communities is respected and sustained.*

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 addresses the major land use issues resulting from this growth through the Municipal Development Plan in tandem with the Transportation Master Plan.

1.3 Achieving the City Vision

The Way We Grow works to achieve *The Way Ahead* by directing our future urban form and the land use, development and redevelopment decision framework that will move Edmonton towards our desired future.

City of Edmonton 10-year Strategic Plan

To focus the City's efforts on achieving its vision, *The Way Ahead* provides direction for the next ten years. Four principles underpin the development and implementation of the City of Edmonton Strategic Plan:

- Integration
- Sustainability
- Livability
- Innovation

The Way Ahead contains six 10-year Strategic Goals. These goals direct long term planning for the City and help set priorities for the delivery and improvement of services, programs and infrastructure. *The Way We Grow* is aligned with these goals.

The 10-year Strategic Goals are:

- Preserve and Sustain Edmonton's Environment
- Improve Edmonton's Livability
- Transform Edmonton's Urban Form
- Shift Edmonton's Transportation Modes
- Ensure Edmonton's Financial Sustainability
- Diversify Edmonton's Economy

1.4 Aligning with Edmonton's Other Strategic Plans

The City of Edmonton is currently aligning its strategic planning processes to ensure an integrated and holistic approach toward city building over the next three decades. *The Way We Grow* aligns with:

- *The Way We Move*: The Transportation Master Plan – establishes Council's policy direction for transportation decisions.
- *The Way We Green*: Edmonton's Environment Plan – updates the EcoVision Edmonton Plan which outlines Edmonton's vision for an environmentally sustainable city. It includes the Environmental Strategic Plan and the Natural Connections Strategy.
- *The Way We Live*: Edmonton's People Plan – guides future sustainable investment in people services and programs that contribute to Edmontonians' health, safety and social well-being.
- *The Way We Prosper*: Edmonton's Plan to Diversify and Maximize the Economy – to be developed.
- *The Way We Finance*: Edmonton's Financial Sustainability Plan – to be developed.
- Infrastructure Strategy – develops and implements 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 future infrastructure demands and provide estimates for the associated costs including: renewal, asset operations, maintenance and service delivery.

The Transportation Master Plan and the Municipal Development Plan were developed concurrently in acknowledgment that land use and transportation are inherently linked.

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.

(The Way Ahead, City of Edmonton Strategic Plan 2009-2018)

Building Edmonton in a way that will move our city toward a sustainable state is a central concept in *The Way We Grow*.

1.6 The Structure of the Plan

The Way We Grow identifies nine goals for land use planning in Edmonton, which reflect *The Way Ahead* and the requirements of the Municipal Government Act.

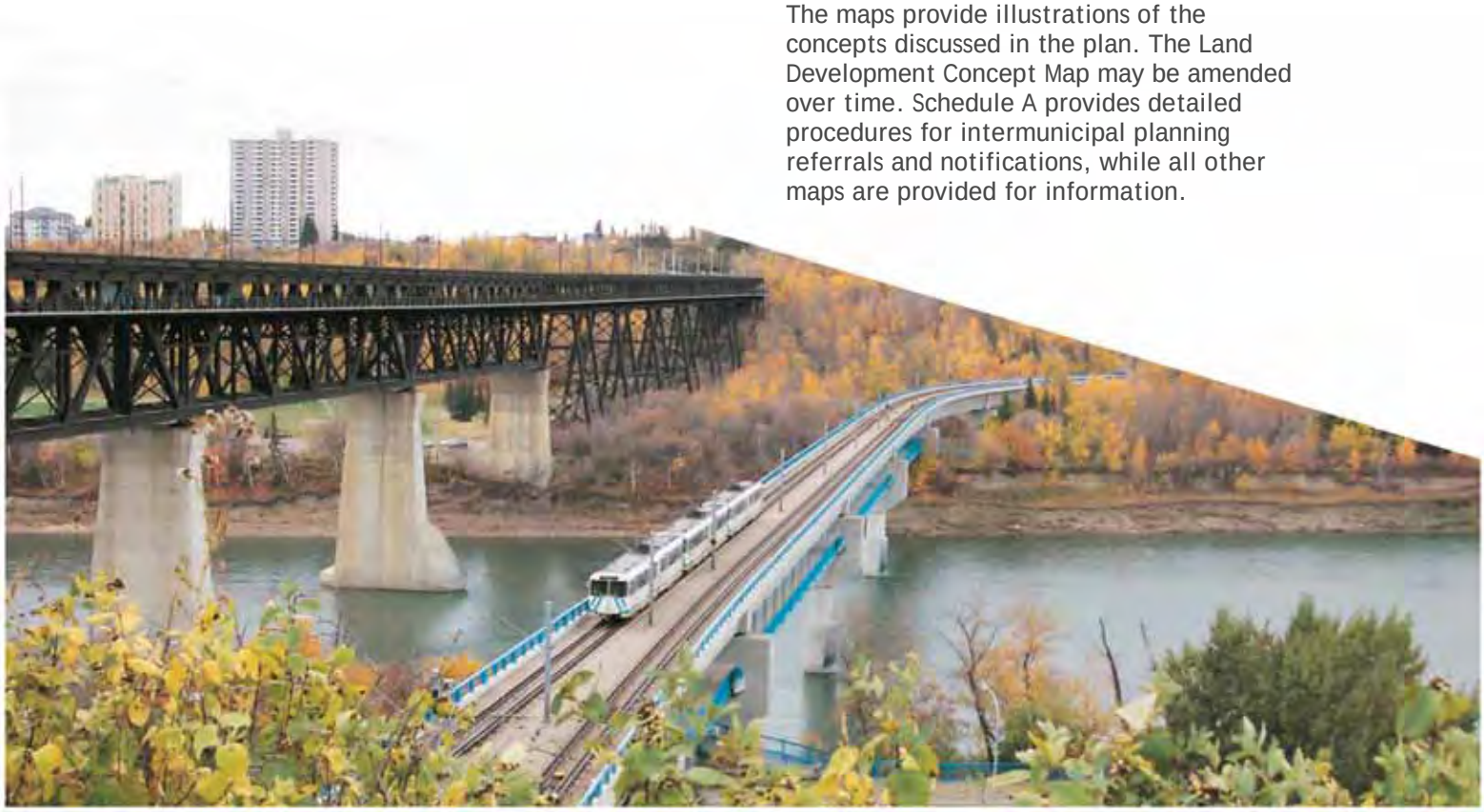
Seven chapters address the key land use outcomes that achieve Edmonton's Vision. Each chapter is introduced by a preamble. Key Corporate Strategic Goals are identified and Corporate Strategic Objectives in each chapter are supported by policy statements.

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* Corporate Strategic Objectives and policy statements.

The glossary provides explanations for 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 Strategic Goals

The nine Strategic Goals of *The Way We Grow* are:

Sustainable Urban Form

Edmonton manages growth to move the City toward a culturally, financially 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.

Complete, Healthy and Livable Communities

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

Urban Design

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

Supporting Prosperity

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

Natural Environment

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.

Working Within Our Region

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.

Managing Land and Resources

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.

Food and Urban Agriculture

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.

These goals were developed in coordination with the Transportation Master Plan, The Way We Move, to ensure the goals of the two Plans were mutually supportive toward achievement of the City Vision. The seven strategic goals of The Way We Move are:

Transportation and Land Use Integration
Access and Mobility
Transportation Mode Shift
Sustainability
Health and Safety
Well-Maintained Infrastructure
Economic Vitality

1.8 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 Municipal Development Plan and Transportation Master Plan, *The Way We Move*, 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 original project website.

City Council, City Administration, community and business 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, the Working Principles and the direction from *The Way Ahead*, the Municipal Development Plan and Transportation Master Plan 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 Corporate Strategic Goals and Objectives and policy statements 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 was re-named *The Way We Grow*.

The draft Municipal Development Plan and Transportation Master Plan were received by City Council at a public hearing on November 12, 2008. Both plans were given first reading. Through 2009 the public hearing continued. City Council approved *The Way We Move* on September 14, 2009, while the public hearing on the draft of *The Way We Grow* continued into 2010.

2.0 Challenges

The City of Edmonton is home to over 750,000 people and the Capital Region as a whole includes over 1,000,000 people. There are presently about 425,000 jobs in Edmonton, with 100,000 more in the Capital Region.

By 2040, the City of Edmonton's population is expected to have grown by over 50 percent to approximately 1,150,000 people. The Capital Region population as a whole is expected to have grown by about 60 percent to approximately 1.6 million people.

While *The Way We Grow* was being prepared Edmonton was experiencing a period of rapid growth and transition which presented a unique set of challenges for city building. Through city visioning and the preparation of the draft Municipal Development Plan and Transportation Master Plan, citizens called for a holistic approach to decision-making to recognize the relationships between Edmonton's quality of life, cultural identity, the natural environment and the many facets of sustainability. In response to the ideas, opinions and values expressed by citizens, Council adopted a 30-year City Vision and a 10-year Strategic Plan, *The Way Ahead*, to guide the City towards realizing that vision.

Accommodating an expanding population within Edmonton's historic pattern of development, with growth scattered across many developing neighbourhoods, presents challenges in the full provision of public services, and was recognized as running counter to the City's stated goal of financial, social, environmental and cultural sustainability.

In 2008, the City of Edmonton owned and maintained over $32 billion of infrastructure, most of which has a life cycle of fifty years. This infrastructure incurs ongoing operating and maintenance costs and requires eventual replacement. Through the Municipal Development Plan's preparation it was recognized that as the city grows and expands, we incur new costs to build, maintain and operate new infrastructure to service new neighbourhoods. It was acknowledged that continuing to grow and build as we have in the past is financially unsustainable, and Edmonton must maximize the use of our investment in all new and existing infrastructure.

Work on the Transportation Master Plan demonstrated that as Edmonton has grown, Edmontonians have been driving more and longer. Trips made and kilometres traveled by private vehicle have increased more than the increase in population, as citizens have to drive farther to reach the places where we live, work and play. We have learned that those living in our region are among the Canadians most reliant on single passenger car trips in their daily lives. It has been acknowledged in the global health community that the design of neighbourhoods and access to a range of transportation opportunities have a direct impact on public health. The way our cities grow and people move are determinants of individual health and well-being, including public health concerns such as obesity, cardiovascular disease, diabetes and depression.

The health and sustainability of the natural environment and eco-system are prominent issues in the 21st century, and cities are increasingly acknowledging the important role they have in addressing climate change, the biological diversity of the eco-system and the security of the food supply. It is globally recognized that large, sprawling cities consume the habitat and resources of the world. Through the preparation of the Municipal Development Plan, Edmontonians asked that we act to address the impact of urban growth and development on the planet's climate, the natural environment of our region and the food system.

As Edmontonians continue to rely on automobiles for their commute and drive longer distances, there is a risk associated with increases in fuel prices potentially arising from supply constraints associated with peak oil and/or the onset of a carbon pricing regimen. If the compounding cycle of increased kilometers traveled continues, Edmonton's economic vitality may be affected by volatile fuel prices as citizens are forced to spend more to commute. Increasing and volatile fuel prices will also affect the financial sustainability of City operations if the vehicle fleet continues to use predominantly petroleum-based fuel such as gasoline and diesel.

The City responded to these challenges by developing a coordinated strategic approach to transportation and land use planning. The integration of this Municipal Development Plan, *The Way We Grow*, with the Transportation Master Plan, *The Way We Move*, is a key step towards achieving the holistic approach to strategic decision-making that Edmontonians demanded. In tandem, over a ten-year planning period these two plans will promote population growth in the central areas of the city in order to encourage a denser urban form based around LRT stations and transit centres. Emphasizing the role of urban design, recognizing the financial impact of land use and transportation decisions on city infrastructure costs, offering citizens a broader and more efficient range of transportation options and promoting the integration of ecological networks in our approach to land use decision-making are all cornerstones of the integrated approach proposed by these plans.

The objectives and strategies proposed in *The Way We Grow* and *The Way We Move* seek to achieve incremental changes in the physical and social character of our city that, over time, will move Edmonton towards our goal of a city that is culturally, financially, environmentally and socially sustainable for future generations to enjoy.

3.0 Managing Growth

Sustainable Urban Form: Edmonton manages growth to move the City 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.

Managing urban growth and development supports:

The Way We Grow Strategic Goals	*The Way We Move* Strategic Goals
Complete, Healthy and Livable Communities	Transportation and Land Use Integration
Urban Design	Access and Mobility
Supporting Prosperity	Transportation Mode Shift
Natural Environment	Sustainability
Working Within Our Region	Health and Safety
Food and Urban Agriculture	Well-Maintained Infrastructure
	Economic Vitality

City building is an on-going, multi-disciplinary public/private effort. The City of Edmonton has a statutory responsibility under the Municipal Government Act 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 can take a more proactive approach to coordinating growth decisions with infrastructure obligations.

Edmonton is changing its direction, striving to grow in a culturally, financially, environmentally and socially sustainable way. Edmonton 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. The Transportation Master Plan, *The Way We Move*, outlines a major expansion of the light rail transit (LRT) system to move toward a sustainable transportation system. Integrating transit and land use provides direction for denser development around LRT stations, transit centres and transit avenues. This integration will allow Edmonton to support a sustainable transit system and concentrate Edmonton's future urban form.

A 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.

Further 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.
- Contributing to the local economy and overall sustainability of the city by taking leadership on food systems planning and urban agriculture.
- 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 percent 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 one percent. All new population growth during this time occurred in other areas of the city, primarily in our developing communities. The Municipal Development Plan 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.

3.1 Growth Coordination Strategy

3.1.1 *Manage future public obligations and growth opportunities through a long term growth coordination strategy.*

Policies:

Effective Development – Link growth with optimized infrastructure investment

3.1.1.1 Integrate higher density development with Light Rail Transit (LRT) stations and transit centres (see Map 5: Potential LRT Expansion: 2040).

3.1.1.2 Encourage a minimum of 25 percent of city-wide housing unit growth to locate in the Downtown and mature neighbourhoods (see Map 3: Established Neighbourhoods) and around LRT stations and transit centres 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.

3.1.1.3 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 reached, and the civic facilities and services provided.

3.1.1.4 Determine the level of completion of approved neighbourhoods based on the principles of:

- Extent of development (percent unit build out and percent 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).

3.1.1.5 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 obligations and growth opportunities – Approve new growth combined with its accompanying infrastructure obligations when it can be demonstrated that the City can afford it.

3.1.1.6 Develop a 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

3.1.1.7 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.

3.1.1.8 Proponents for a new 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.

3.1.1.9 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.

3.1.1.10 The Growth Coordination Strategy will address demand for land, housing units, and housing choice at the regional, city-wide and sector level.

3.2 Accommodating Growth

3.2.1 *Plan to accommodate 1,000,000 to 1,200,000 residents by 2040.*

Policies:

3.2.1.1 Ensure a combination of single family and multi-family housing development potential is available for the next 30 years.

3.2.1.2 Ensure there is sufficient land available to sustain economic opportunities.

3.2.1.3 Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.

3.2.1.4 Provide an open planning process which involves residents in policy development and planning for growth and change.

3.2.1.5 Develop the Edmonton City Centre Airport lands over time to create a complete and sustainable residential and business community that is transit oriented, through the provision of mixed use, medium to higher density residential, business and institutional uses.

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

3.2.1.7 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 Management Plan: and
- Citywide Food and Agriculture Strategy.

3.2.1.8 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 systems, ecological networks, green infrastructure provision, demand reduction strategies and eco-design for future residential, commercial, industrial, business, agricultural and natural uses.

3.2.1.9 Any Area Structure Plan prepared for the Northeast Urban Growth Area shall recognize the value of its agricultural characteristics, including micro climate, soil capabilities and moisture content, to contribute to sustainable food and agriculture systems for Edmonton.

3.2.1.10 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.

3.2.1.11 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.

3.2.2 *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:

3.2.2.1 Ensure the planning and funding of municipal facilities and services to support our growing population are financially sustainable.

3.2.2.2 Acquire land necessary for City services and operations including emergency services facilities, yards, garages and storage facilities.

3.2.2.3 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.

3.2.2.4 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.

3.2.2.5 Ensure the City's strategic land purchases are consistent with long term municipal needs.

3.2.2.6 Ensure the planning, funding and design of municipal facilities and services demonstrate and support sustainable practice and principles.

3.3 Integrated Transit and Land Use

3.3.1 *Edmonton's transit system becomes the primary framework for urban form.*

Policies:

3.3.1.1 Promote medium and higher density residential and employment growth around LRT stations and transit centres (see Map 5: Potential LRT Expansion: 2040) to support and ensure the viability of transit service.

3.3.1.2 Promote residential and employment growth that is sensitive to existing development along transit avenues (see Map 6: Transit Avenues) where infrastructure capacity supports redevelopment.

3.3.1.3 Prepare guidelines and regulations for land use and urban design to build complete, healthy and livable communities at LRT stations and transit centres.

3.3.1.4 Encourage commercial, entertainment, institutional and employment uses to locate at LRT stations.

3.3.1.5 Prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system.

3.3.1.6 Work to provide premium bus service as a precursor to LRT at TOD planned areas prior to the provision of LRT service.

3.3.1.7 Consider the need for family oriented housing and the infrastructure necessary to support families with children in the preparation of TOD plans.

3.3.1.8 Create place making elements such as streetscapes, urban parks and public art in TOD at LRT stations, in cooperation with the public and private sectors.

3.3.1.9 Facilitate partnerships and collaborative efforts to develop TOD.

3.3.1.10 Review and revise the City's servicing and operating standards to support new design and development plans at LRT stations.

3.3.1.11 Prepare linear redevelopment plans for areas impacted by future LRT alignments in established neighbourhoods.

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 selected transit avenues at a lower level of magnitude.

3.4 Central Core

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

Policies:

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

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

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

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

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

3.4.1.6 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.

3.5 Established Neighbourhoods

3.5.1 *Established neighbourhoods gain a greater portion of new growth, accommodating changes and growth with certainty.*

Policies:

3.5.1.1 Support redevelopment and residential infill that contribute to the livability and adaptability of established neighbourhoods (see Map 1: Land Development Concept) and which are sensitive to existing development.

3.5.1.2 Direct the location and design of residential infill in mature neighbourhoods (see Map 3: Established Neighbourhoods) through planning and design guidelines supported by regulation.

3.5.1.3 Prepare planning and design guidelines for residential infill in the established neighbourhoods outside of the Mature Neighbourhood Overlay in anticipation of future redevelopment pressures.

3.5.1.4 Implement a program for the ongoing preparation of Area Redevelopment Plans and other types of land use plans to guide redevelopment.

3.5.1.5 Involve residents in pre-consultation and planning processes.

3.5.1.6 Investigate innovative approaches through consultation for achieving community benefits and public amenities as part of the redevelopment process through the Great Neighbourhoods Initiative.

3.5.1.7 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.

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

3.5.2 *Align City revitalization initiatives, the neighbourhood renewal program and departmental community based projects in established neighbourhoods.*

Policies:

3.5.2.1 Support neighbourhood revitalization that contributes to the livability and adaptability of mature neighbourhoods (see Map 3: Established Neighbourhoods).

3.5.2.2 Provide a range of community planning services for mature neighbourhoods.

3.5.2.3 Identify neighbourhoods with the highest planning needs and provide planning services to them as coordinated through the Office of Great Neighbourhoods.

3.5.2.4 Support, through planning activities, the Great Neighbourhoods approach to neighbourhood revitalization.

3.5.2.5 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.

3.6 Developing and Planned Neighbourhoods

3.6.1 *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:

3.6.1.1 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.

3.6.1.2 Promote the completion of developing neighbourhoods by providing public infrastructure and services for livability.

3.6.1.3 Integrate decisions on residential growth and expansion with the directions of other City wide plans such as the Drainage Master Plan.

3.6.1.4 Monitor population growth in developing neighbourhoods to inform Edmonton's decisions on future residential growth and expansion.

3.6.1.5 Prepare neighbourhood design guidelines and regulations that will support sustainability, in partnership with the agencies and organizations that plan and develop communities.

3.6.1.6 Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion.

Completing a developing neighbourhood hinges upon:

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

4.0 Complete, Healthy and Livable Communities

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

Building complete, healthy and livable communities supports:

The Way We Grow Strategic Goals

Sustainable Urban Form

Integrated Land Use and Transportation

Urban Design

Natural Environment

Food and Urban Agriculture

The Way We Move Strategic Goals

Transportation and Land Use Integration

Access and Mobility

Transportation Mode Shift

Sustainability

Health and Safety

Well-Maintained Infrastructure

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.

The physical design of a neighbourhood determines how easily and safely residents can walk to destinations. As a winter city, design should consider factors such as snow, ice and snow storage. 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 Five: 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 Initiative. 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 encourage active living through design 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, which are also addressed in the Transportation Master Plan, *The Way We Move.* Access to walkways, sidewalks, multi-use trails, 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 Seven: Natural Environment.

4.1 Developing and Planned Neighbourhoods

4.1.1 *Design new neighbourhoods to support the health and livability of our citizens.*

Policies:

4.1.1.1 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 at locations served by 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 response services.
- 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.

4.2 Established Neighbourhoods

4.2.1 *Ensure that redevelopment in established neighbourhoods supports the health and livability of our citizens.*

Policies:

4.2.1.1 Support neighbourhood revitalization, redevelopment and residential infill that contributes to the livability and adaptability of established neighbourhoods.

4.2.1.2 Direct the location and design of residential infill within the Mature Neighbourhood Overlay through planning and design guidelines (see Map 3: Established Neighbourhoods).

4.2.1.3 Accompany residential density increases with enhancements to public spaces and the provision of additional open spaces and amenities, if required.

4.2.1.4 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.

4.2.1.5 Collaborate with Edmonton's school boards to support the City of Edmonton's long term intensification efforts in established communities.

4.2.1.6 Optimize the use of existing infrastructure in established neighbourhoods.

4.2.1.7 Enhance City infrastructure in association with increased density where required.

4.2.1.8 Address the compatibility of land use within the neighbourhood in the review of all development proposals.

4.2.1.9 To assist in long term community building, a minimum of 25 percent of family oriented housing units should be part of large residential infill site projects within the Mature Neighbourhood Overlay.

4.2.1.10 Consider the need for family oriented housing and the infrastructure necessary to support families with children in the preparation of land use plans in established neighbourhoods.

4.3 Parks and Public Facilities

4.3.1 *Fully serve Edmontonians with a comprehensive range of accessible, flexible, inclusive and safe parks and public facilities.*

Policies:

4.3.1.1 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.

4.3.1.2 Actively explore and seek out new ways of funding and managing parks and sports fields (see Map 12: Parks).

4.3.1.3 Develop a strategy to address reinvestment and rehabilitation of park space in mature neighbourhoods.

4.3.1.4 Undertake park impact assessments in the Downtown to determine parkland needs and explore ways to increase parkland and access to parkland.

4.3.1.5 Time the development of parks as closely as possible with the development they are intended to serve.

4.3.1.6 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.

4.3.1.7 Ensure that all neighbourhoods and districts are served by recreational and social facilities such as libraries and recreation centres to serve their residents (see Map 11: Libraries).

4.3.1.8 Guide future recreation facility development in accordance with the Recreation Facility Master Plan and subsequent facility focused plans and strategies (see Map 10: Recreation Facilities).

4.3.1.9 Ensure that public facilities are located to be accessible by a variety of modes of transportation, including public transit.

4.3.1.10 Support transit service to public facilities.

4.3.1.11 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.

4.3.1.12 Participate in Joint Use Agreements with Public, Catholic and Francophone school boards.

4.3.1.13 Consider the use of surplus school land or buildings in established or developing neighbourhoods as community focal points.

4.3.1.14 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.

4.4 Housing Choices

4.4.1 *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:

4.4.1.1 Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods.

4.4.1.2 Provide a greater range of housing choice in association with the location of education, recreation and health uses.

4.4.1.3 Develop a strategy to address the distribution of housing types within neighbourhoods.

4.4.1.4 Develop higher density housing and a mix of uses in proximity to LRT stations and transit centres (see Map 5: Potential LRT Expansion: 2040).

4.4.1.5 Preference for multiple unit density will be given to neighbourhoods with LRT stations and transit centres.

4.5 Affordable Housing

4.5.1 *Provide, in partnership with others, safe, accessible and long-term affordable housing in all areas of the city with a focus on LRT stations and transit centres.*

Policies:

4.5.1.1 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 LRT stations and transit centres (see Map 5: Potential LRT Expansion: 2040).

4.5.1.2 Encourage new development and infill redevelopment to incorporate affordable housing that is visually indistinguishable from market housing.

4.5.1.3 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.

4.5.1.4 Guide non-government organization proponents of land use proposals that include an affordable housing component through the civic planning and development approval process.

4.5.1.5 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.

4.5.1.6 Leverage capital funding for the provision of long-term affordable housing projects.

4.5.1.7 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.

4.5.1.8 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.

4.5.1.9 Encourage a “no net loss” approach to affordable housing during infill development.

4.6 Active Transportation

4.6.1 *Support the provision of a variety of transportation modes for Edmontonians.*

Policies:

4.6.1.1 Support Corporate initiatives to improve walkability and other active transportation modes.

4.6.1.2 Ensure active transportation opportunities are included in plans and development proposals.

4.6.1.3 Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.

5.0 Urban Design

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

Embracing high quality urban design supports:

The Way We Grow Strategic Goals

Sustainable Urban Form

Integrated Land Use and Transportation

Complete, Healthy and Livable Communities

Supporting Prosperity

Natural Environment

The Way We Move Strategic Goals

Transportation and Land Use Integration

Access and Mobility

Transportation Mode Shift

Sustainability

Health and Safety

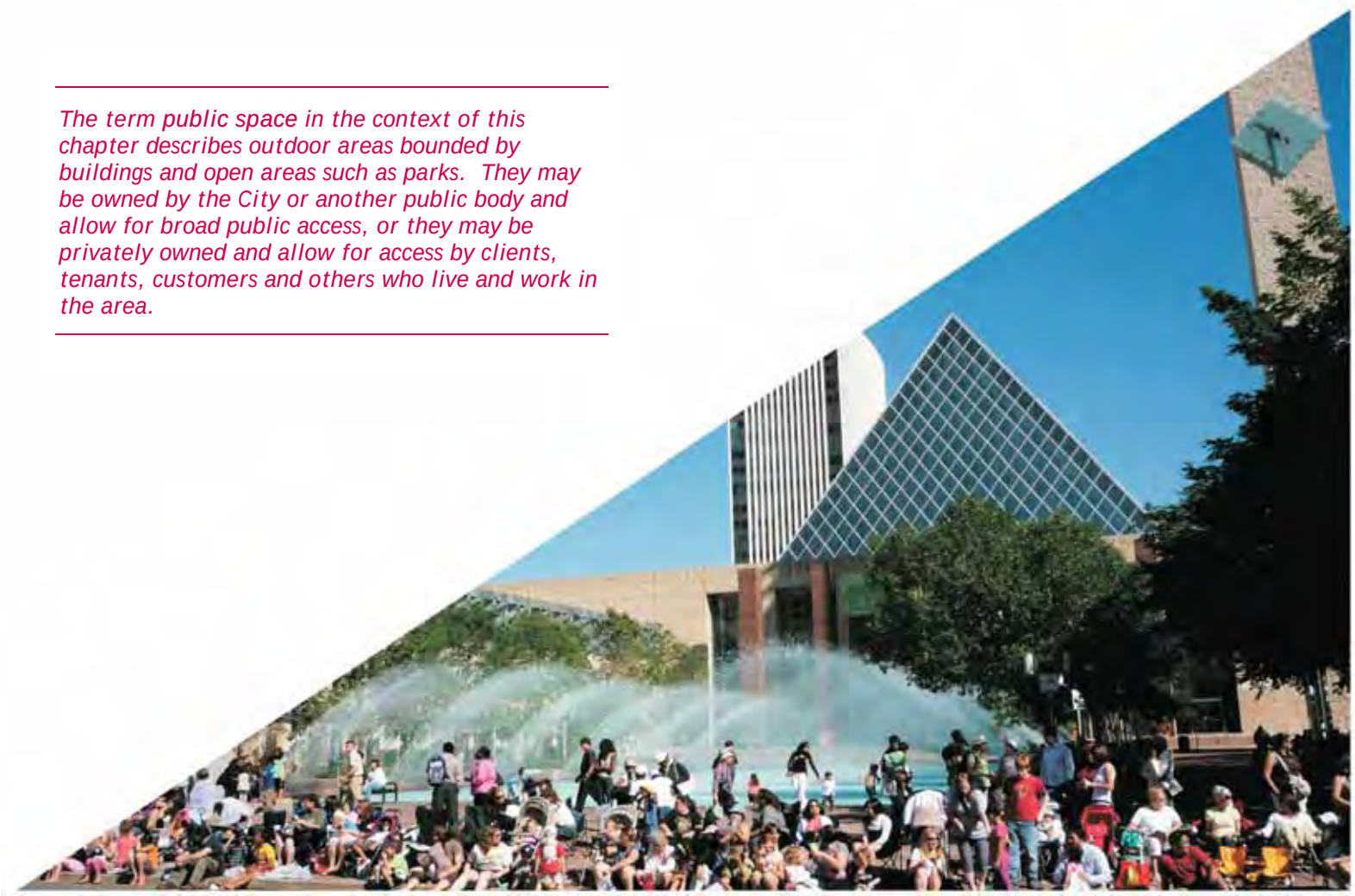
Well-Maintained Infrastructure

Economic Vitality

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 established neighbourhoods where large scale redevelopment is planned. 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. As a winter city, design should consider factors such as snow, ice and snow storage. 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.

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.



5.1 City Wide Urban Design

5.1.1 *Embrace high quality urban design throughout Edmonton.*

Policies:

5.1.1.1 Establish City expectations for high quality urban design through the preparation of city wide urban design guidelines.

5.1.1.2 Support the implementation of the Edmonton Design Committee's Principles of Urban Design.

5.1.1.3 Promote awareness of the importance of urban design through the Edmonton Urban Design Awards, the Planning Academy Urban Design Course and other educational initiatives.

5.1.1.4 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.

5.1.1.5 Take a leadership role in facilitating the creation of environmentally sustainable neighbourhoods, buildings and public spaces and encourage private sector approaches to environmental sustainability.

5.1.1.6 Coordinate significant urban design projects and planning initiatives with the directions of the Great Neighbourhoods Initiative.

5.1.1.7 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.

5.1.1.8 Encourage urban design that reflects Edmonton is a winter city, allowing residents to enjoy the city in all seasons.

5.2 Established Neighbourhoods

5.2.1 *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:

5.2.1.1 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.

5.2.1.2 Direct the location and design of residential infill within the Mature Neighbourhood Overlay through planning and design guidelines (see Map 3: Established Neighbourhoods).

5.2.1.3 Prepare planning and design guidelines for residential infill in established neighbourhoods outside of the Mature Neighbourhood Overlay in anticipation of redevelopment pressures.

5.2.1.4 Require site vision and context plans for large residential infill sites in accordance with any infill guidelines for large sites approved by Council.

5.2.1.5 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.

5.2.1.6 Encourage large scale commercial centers and commercial strips to develop into vibrant, mixed use, transit supportive and walkable urban areas.

5.2.1.7 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.

5.2.1.8 Identify and encourage the creation of key pedestrian streets in each quadrant of the city to provide a focus for a walkable urban lifestyle.

5.2.1.9 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.

5.2.1.10 Protect the green legacy of established neighbourhoods as redevelopment occurs by retaining and enhancing parks, walkways and trees.

5.3 Integrated Transit and Land Use

5.3.1 *Ensure that as development occurs around LRT stations and transit centres, high quality public spaces, streets and buildings emerge to support compact living and encourage transit ridership.*

Policies:

5.3.1.1 Develop guidelines to establish land use and urban design expectations at existing and planned LRT stations, and at transit centres and selected transit avenues. 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

5.4 Central Core

5.4.1 *Ensure development in the Downtown, The Quarters Downtown and the surrounding central core neighbourhoods features unique, context sensitive and enduring designs and promotes public safety and security (see Map 2: Central Core).*

Policies:

5.4.1.1 Guide urban design in the Downtown through the Capital City Downtown Plan – Design Guidelines Manual and the Design Guidelines Manual, Downtown Edmonton.

5.4.1.2 Prepare distinct streetscape standards for the districts within the Downtown neighbourhood, addressing street furniture, landscaping and other aspects of streetscape design.

5.4.1.3 Guide urban design in The Quarters Downtown through the work of The Quarters Downtown Urban Design Plan.

5.4.1.4 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.

5.5 Developing and Planned Neighbourhoods

5.5.1 *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:

5.5.1.1 Prepare and implement neighbourhood design guidelines for developing and planned neighbourhoods.

5.5.1.2 Incorporate sustainable neighbourhood design principles, low impact development and ecological design approaches when planning and building new neighbourhoods.

5.5.1.3 Ensure new large scale commercial centres (including big box development and retail power centres) are designed to:

- Generate and accommodate 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.

5.6 Buildings and Public Spaces

5.6.1 *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:

5.6.1.1 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.

5.6.1.2 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.

5.6.1.3 Encourage new development and redevelopment to locate and design safe and adequate vehicle access for emergency services vehicles.

5.6.1.4 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 amenities.

5.6.1.5 Encourage new buildings and public spaces to incorporate design features that mitigate impacts on the natural and ecological environment.

5.6.1.6 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.

5.6.1.7 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.

5.6.1.8 Preserve unique terminating views of significant heritage buildings or other iconic structures and create new views and focal points as new development occurs.

5.6.1.9 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.

5.6.1.10 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.

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5.6.1.11 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.

5.6.1.12 Support community efforts to apply the Safety Audit Guide for Crime Prevention.

5.6.1.13 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.

5.6.1.14 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.

5.6.1.15 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.

5.6.1.16 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.

5.7 Streets, Sidewalks and Boulevards

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

Policies:

5.7.1.1 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.

5.7.1.2 Support the design of 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.

5.7.1.3 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.

5.7.1.4 Support opportunities to reallocate existing road space for use by pedestrians, cyclists and transit service.

5.7.1.5 Implement design guidelines for major city entrance corridors to create a sense of arrival to the city.

5.8 Historic and Cultural Resources

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

Policies:

5.8.1.1 Integrate heritage conservation into the broader context of planning and decision making.

5.8.1.2 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.

5.8.1.3 Support conservation and adaptive reuse of historic resources through creative design solutions and incentives.

5.8.1.4 Ensure all City owned historic resources are conserved and maintained in a good state of repair.

5.8.1.5 Support policies and actions outlined in the Historic Resources Management Plan.

5.8.1.6 Develop an archeological plan or overlay that identifies significant sites and serves as a reference during the development application process.

5.8.1.7 Create an inventory of significant cultural landscapes and develop a method of protecting them.

5.8.1.8 Develop regulations to identify, guide and protect the character of historic areas or districts.

5.8.1.9 Seek innovative design approaches to reflect and embrace the culture of Edmonton's new and emerging minority groups.

5.9 Public Art

5.9.1 *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:

5.9.1.1 Allocate a portion of the construction budget of qualifying publicly accessible City projects for the procurement of permanent public art for public display.

5.9.1.2 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.

5.9.1.3 Implement the Edmonton Public Art Master Plan (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.

6.0 Supporting Prosperity

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

Economic development supports:

The Way We Grow Strategic Goals

Transportation and Land Use Integration

Sustainable Urban Form

Working Within Our Region

Managing Land and Resources

The Way We Move Strategic Goals

Transportation and Land Use Integration

Access and Mobility

Transportation Mode Shift

Sustainability

Economic Vitality

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 supported by premium transit and provides a variety of housing types is attractive to employers and educational institutions as it improves accessibility for workers and students. Links to transportation corridors allow for efficient goods movement, which is fully addressed in the Transportation Master Plan, *The Way We Move.* Working with the community and business groups to attract cultural institutions and to accommodate major festivals and events enhances character areas within the city. Adding and improving educational and cultural institutions in the central core and promoting festivals and events 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 8: 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 promoting a mixed industrial, business and residential urban growth area in the southeast.

The northeast industrial area is versatile and will accommodate economic growth from value added processing and supporting products and services, manufacturing and research, and rail and road based logistic operations. The urban growth 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.

6.1 Office Space

6.1.1 *Promote the growth of office employment opportunities across the city, with the Downtown as the primary focus.*

Policies:

6.1.1.1 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.

6.1.1.2 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.

6.1.1.3 Include office space above the ground floor in mixed-use centres to provide local services and employment opportunities.

6.1.1.4 Encourage office development around LRT stations and transit centres.

6.1.1.5 Coordinate business and office development with post-secondary institutions located in the Downtown and central core.

6.2 Retail and Service Space

6.2.1 *Develop sustainable, accessible and walkable retail and mixed use centres demonstrating high quality architecture and design.*

Policies:

6.2.1.1 Include retail development as a key component of planned mixed use centres that focus on LRT stations and transit centres.

6.2.1.2 Plan for new commercial sites within Area Structure Plans around LRT stations and transit centres to increase accessibility by a variety of transportation modes and improve connections to surrounding neighbourhoods.

6.2.1.3 Design commercial centres based on a main streets concept to better accommodate pedestrians.

6.2.1.4 Plan for retail centres that meet the daily needs of residents in area and Neighbourhood Structure Plans.

6.2.1.5 Encourage the introduction of residential uses and community facilities in the redevelopment of older shopping centres to achieve a mix of uses.

6.2.1.6 Coordinate the redevelopment of older shopping centres and commercial strips with City investment in infrastructure.

6.2.1.7 Limit large scale retail development in industrial areas.

6.2.1.8 Support neighbourhood-oriented commercial corridors and local economic development initiatives through the Business Revitalization Zones.

6.2.1.9 Facilitate the creation of Business Revitalization Zones in the city.

6.2.1.10 Revitalize older commercial areas within existing neighbourhoods in association with the Great Neighbourhoods Initiative.

6.2.1.11 Accommodate home-based businesses and services.

6.2.1.12 Support the revitalization of main street commercial areas in Business Revitalization Zone Enterprise Areas by encouraging property owners to invest in higher density retail and commercial and/or residential development.

6.3 Industry

6.3.1 *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:

6.3.1.1 Designate new industrial areas for future industrial development (see Map 1: Land Development Concept).

6.3.1.2 Work with private and public partners to maintain a three-year supply of serviced and immediately serviceable industrial land based on market needs.

6.3.1.3 Adapt financing mechanisms and seek new sources and methods for financing major infrastructure needed to support industrial development.

6.3.1.4 Undertake and facilitate development plans for new industrial areas to ensure development opportunities are continually available.

6.3.1.5 Identify opportunities and facilitate redevelopment and intensification to higher value industrial, commercial and institutional uses in established industrial areas.

6.3.1.6 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.

6.3.1.7 Build infrastructure and provide services to support land development, goods movement and ongoing business operations.

6.3.1.8 Initiate and participate in strategic economic development initiatives involving governments and industry to capitalize on opportunities for industrial growth.

6.3.1.9 Implement the Northeast Edmonton Industrial Development Strategy to accommodate value-added petrochemical operations and logistics operations.

6.3.1.10 Evaluate and adapt infrastructure standards and promote site and building design based on eco-industrial development methods and sustainable building standards.

6.3.1.11 Support eco-industrial relationships by facilitating cooperation between businesses on site and design, shared facilities and services and interchanges of energy and products.

6.3.1.12 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.

6.3.1.13 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 planning process.

6.4 Arts, Culture and Tourism

6.4.1 *Attract creative workers and visitors by supporting arts, recreational, educational and cultural facilities.*

Policies:

6.4.1.1 Coordinate land availability, services and infrastructure to support major attractions, such as festivals and sporting events.

6.4.1.2 Develop City cultural and recreational facilities to accommodate major attractions and events.

6.4.1.3 Maintain and improve the prominence of City owned and managed cultural facilities.

6.4.1.4 Work with business groups to enhance character areas such as the Downtown Arts District and the 124th Street Gallery District.

6.4.1.5 Work with other orders of government to attract permanent cultural institutions such as art galleries and museums to the city.

6.4.1.6 Support implementation of the Art of Living and Cultural Plan.

6.5 Education, Health and Government

6.5.1 *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:

6.5.1.1 Work with major educational institutions, such as Concordia University College, Grant MacEwan University, 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.

6.5.1.2 Actively promote locational and operational decisions by school boards, other orders of government, health institutions and educational institutions that support Edmonton's growth strategy.

6.5.1.3 Actively promote information sharing regarding expansion plans to ensure City transit and servicing plans can be supportive.

6.5.1.4 Encourage development of research facilities in partnership with educational and research institutions and companies.

6.5.1.5 Work with Alberta Health Services to foster health services and citizen health across Edmonton.

7.0 Natural Environment

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.

A healthy natural environment supports:

The Way We Grow Strategic Goals

Complete, Healthy and Livable Communities

Urban Design

Supporting Prosperity

Working Within Our Region

Managing Land and Resources

Food and Urban Agriculture

The Way We Move Strategic Goals

Health and Safety

Sustainability

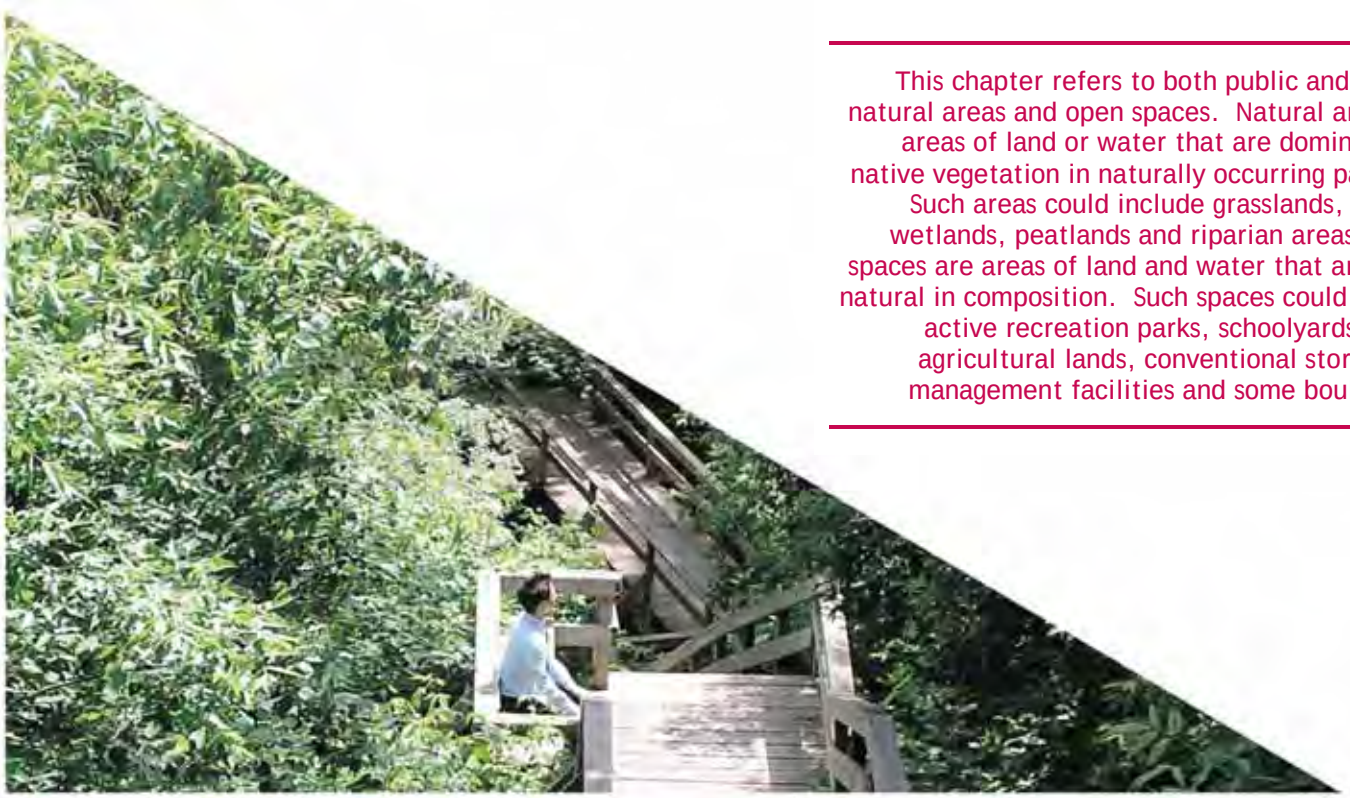
Transportation Mode Shift

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 9: 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. 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*, 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, conventional stormwater management facilities and some boulevards.

7.1 Natural Areas

7.1.1 *Protect, preserve and enhance a system of conserved natural areas within a functioning and interconnected ecological network.*

Policies:

7.1.1.1 Support the implementation of the City of Edmonton's Natural Connections Strategic Plan.

7.1.1.2 Acquire and manage the most ecologically sensitive areas in Edmonton.

7.1.1.3 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.

7.1.1.4 Determine appropriate buffer areas around the periphery of natural areas identified for protection.

7.1.1.5 Acquire critical natural linkages and buffer zones to ensure natural areas of ecological value remain sustainable within an urban context.

7.1.1.6 Act proactively to acquire ecologically sensitive and environmentally valuable land in the North Saskatchewan River Valley where necessary.

7.1.1.7 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.

7.1.1.8 Apply Ecological Information Requirements to development proposals that will affect, or potentially could affect, natural systems or ecological processes.

7.1.1.9 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 17: Natural Areas and Watershed Sub-Basins).

7.1.1.10 Utilize the full legislative entitlements of environmental reserve, in accordance with the Municipal Government Act, during the land development process.

Continued on following page…

7.1.1.11 Require new developments, adjacent to natural areas, to demonstrate that they have incorporated ecological design best-practices to mitigate negative consequences.

7.1.1.12 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.

7.1.1.13 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.

7.1.2 *Restore ecologically degraded and / or damaged ecological systems and linkages to protect, expand and enhance biodiversity.*

Policies:

7.1.2.1 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.

7.1.2.2 Restore degraded natural areas and ensure ongoing protection of areas that have undergone restoration, where feasible.

7.2 Wetlands

7.2.1 *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:

7.2.1.1 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.

7.3 North Saskatchewan River Valley and Ravine System

7.3.1 *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:

7.3.1.1 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.

7.3.1.2 That the City undertake a program to restore creek beds associated or aligned with industrial areas.

7.3.2 *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:

7.3.2.1 Ensure that the North Saskatchewan River Valley and Ravine System remains primarily an area of unstructured, low-intensity and passive recreation, while accommodating appropriate balance of recreation activity within park nodes as described in the Urban Parks Management Plan and the Ribbon of Green.

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

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

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

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

7.3.2.6 Provide and maintain space for multi-seasonal uses.

7.3.3 *Mitigate the impact of development upon the natural functions and character of the North Saskatchewan River Valley and Ravine System.*

Policies:

7.3.3.1 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:

- Conservation and protection of natural areas and the connections that link them to, from and within the North Saskatchewan River Valley and Ravine System.
- Low intensity, passive outdoor and trail based recreation or educational opportunities and appropriate facilities to service these.
- Facilities that provide passive recreational or educational services to the public.
- Public utilities installations, services and facilities.

7.3.3.2 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.

7.3.3.3 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).

7.3.3.4 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.

7.4 Parks and Open Space

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

Policies:

7.4.1.1 Link parks and open spaces with natural systems through development and design to strengthen the connectivity of Edmonton's ecological network, where feasible.

7.4.1.2 Enhance the habitat value of parks by incorporating native plant species into park design; implementing invasive plant removal and restoration programs as needed.

7.4.1.3 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.

7.4.1.4 Public utility functions will not be considered in parks and open spaces where they significantly compromise ecological value and integrity.

7.4.1.5 Design parks and open spaces to include and maximize the use of ecological design best-practices.

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

Policies:

7.4.2.1 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.

7.4.2.2 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.

7.4.2.3 Actively explore and seek out new ways of acquiring, funding and managing parks and open spaces (see Map 12: Parks).

7.5 Water

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

Policies:

7.5.1.1 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.

7.5.1.2 Work proactively with the Province to ensure that Crown interests in water bodies are addressed as early as possible in the planning process.

7.5.1.3 Use environmental reserve to protect water bodies that meet the definition of environmental reserve but are not claimed by the Province.

7.5.2 *Protect, maintain and continually enhance the water quality of the North Saskatchewan Watershed.*

Policies:

7.5.2.1 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.

7.5.2.2 Adopt and enforce regulations and guidelines that will enhance the quality of Edmonton's watershed.

7.5.3 *Water resources are conserved and used efficiently by the public, industry and the City of Edmonton.*

Policies:

7.5.3.1 Support the best management practices and principles of Edmonton's Stormwater Quality Control Strategy.

7.5.3.2 Ecological design best-practices will be used in the operation and design of City owned and / or managed facilities and infrastructure.

7.5.3.3 Integrate indigenous vegetation, specifically low-maintenance drought tolerant species, and where feasible include edible plant species into City and private landscaping.

7.5.3.4 Encourage designs and standards that accommodate the exchange of waste and grey water between various businesses and industry in business and industrial areas.

7.5.3.5 Design, arrange and locate new infrastructure and buildings to mitigate impacts upon the water system.

7.5.3.6 Collaborate with stakeholders to support the adoption and enforcement of regulations and guidelines that reduce the consumption of Edmonton's water resources.

7.6 Air

7.6.1 *Monitor and improve air quality in Edmonton.*

Policies:

7.6.1.1 Establish baseline air quality levels for the city and collaborate with other orders of government by supporting initiatives to reduce carbon dioxide and protect air quality for future generations by supporting environmentally progressive design (including City of Edmonton Policy C532 Sustainable Building Policy – Leadership in Energy and Environmental Design (LEED) Silver), public transportation, car pooling, walking or cycling and by reducing travel distances by encouraging infill.

7.6.1.2 Partner with government agencies, public agencies, industry and others to monitor and maintain standards for good air quality.

7.6.1.3 Support a reduction in residential, industrial, institutional and commercial building emissions through the promotion of Leadership in Energy and Environmental Design Green Building Rating System.

7.6.1.4 Utilize the Leadership in Energy and Environmental Design Green Building Rating System in all new City facilities.

8.0 Working Within Our Region

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.

Cooperative regional planning supports:

The Way We Grow Strategic Goals

Sustainable Urban Form

Integrated Land Use and Transportation

Supporting Prosperity

Natural Environment

Managing Land and Resources

The Way We Move Strategic Goals

Transportation and Land Use Integration

Access and Mobility

Transportation Mode Shift

Sustainability

Well-maintained Infrastructure

Economic Vitality

As Alberta's capital city and the major urban centre within the Capital Region (see Map 13: 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, intermunicipal transit, affordable housing and a geographic information system. Map 18: Areas Subject to Capital Region Board Review identifies areas in Edmonton that are subject to the Regional Board's review prior to the final approval of the Capital Region Growth Plan. Edmonton's Municipal Development Plan fits into this new regional governance structure and the Capital Region Growth Plan.

The Way We Grow 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 percent) 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 University.

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 Way We Grow'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. Edmonton will plan for growth that meets or exceeds the Region's density targets in conjunction with land use and transportation integration and more efficient use of infrastructure. The result will be a move toward a compact city, with an emphasis on transit use and active transportation. Edmonton will be a partner with other regional municipalities in planning for the extension of a 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 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.

The Capital Region Board is a decision-making body made up of 25 municipalities: 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. The Board's mandate is to create a comprehensive plan to manage regional growth: the Capital Region Growth Plan. All statutory plans and land use bylaws in the Region must conform to the Plan.

8.1 Regional Co-operation and Partnership

8.1.1 *Plan for growth in the Capital Region based on an integrated 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 integrated network of major regional transportation corridors.
- An affordable housing mandate.
- Coordination of other major infrastructure.
- Cooperative management of other areas of common interest.

Policies:

8.1.1.1 Work with neighbouring municipalities and Alberta Transportation to undertake coordinated and integrated planning that ensures compatible land uses and appropriate setbacks for adjacent land to improve transportation management and maintain a functional highway network in the Capital Region, including Anthony Henday Drive, its penetrators and major connectors.

8.1.1.2 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.

8.1.1.3 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 15: Regional Rail and Airport Transportation, 2007).

8.1.1.4 Support efficient goods movement with compatible land use planning along major transportation routes.

8.1.2 *Identify, support and maintain Edmonton as the major growth centre in the Region.*

Policies:

8.1.2.1 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.

8.1.2.2 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.

8.1.2.3 An integrated transit and land use approach will concentrate a greater share of Edmonton's growth around LRT stations and major transit centres. Edmonton will encourage regional partnerships which support this approach within the context of the Capital Region Growth Plan.

8.1.3 *Meet increased regional demands for housing and employment in support of growth initiatives in the Capital Region.*

Policies:

8.1.3.1 Plan for residential and economic development within the City which supports the Capital Region Growth Plan.

8.1.3.2 Plan for industrial land development within the City that complements development in Alberta's Industrial Heartland and transportation linkages and industry requirements (see Map 7: Industrial Areas and Map 14: Regional Economic Generators).

8.1.3.3 Participate in the Port Alberta initiative through supportive land use and transportation planning.

8.1.3.4 Participate with other regional municipalities in planning to meet regional affordable housing needs within the context of the Capital Region Growth Plan.

8.1.4 *Support regional planning initiatives for the protection of the environment.*

Policies:

8.1.4.1 Work with regional partners to develop, implement and monitor an integrated environmental protection strategy based on a cumulative effects management approach. Ensure that land use decisions are consistent with this strategy.

8.1.4.2 Work with regional partners to adopt an ecological network approach to protect, preserve, and enhance natural areas (see Map 17: Natural Areas and Watershed Sub-Basins).

8.1.4.3 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.

8.1.4.4 Work with the Capital Region to monitor the Region's air quality.

8.1.5 *Participate in regional initiatives for sustainable economic growth.*

Policies:

8.1.5.1 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.

8.1.5.2 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 service to the airport.

8.1.5.3 Participate in a coordinated regional planning approach to address issues affecting the Edmonton International Airport, including noise management, land use development and access.

8.1.5.4 Cooperate with the Region's municipalities to attract economic activity to the Region.

8.1.5.5 Cooperate with the Region's municipalities to build local economic capacity in the region including agriculture and agri-food industries.

8.1.6 *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:

8.1.6.1 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.

8.1.6.2 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.

8.1.6.3 Promote cost effective, environmentally sustainable approaches to infrastructure development through coordinated intermunicipal and regional land use planning.

8.1.6.4 Plan for regional corridors for transportation, utilities and pipelines within the context of the Capital Region Growth Plan (see Map 16: Regional Transit Routes 2007).

8.1.7 *Plan for growth that meets or exceeds the Capital Region Plan's density targets in conjunction with an integrated transit and land use approach.*

Policies:

8.1.7.1 Work collaboratively with all municipalities that are part of priority growth area B, F, Cw or Ce to achieve the Capital Region density targets.

8.1.7.2 Ensure that all Edmonton development and redevelopment aligns with the integrated transit and land use approach.

8.1.7.3 Upon provincial approval of the Capital Region Plan Addendum, Edmonton's new Area Structure and Neighbourhood Structure Plans in the Capital Region Plan's priority growth area B, F, Cw or Ce will be required to meet or exceed the Capital Region's minimum density targets.

8.1.7.4 Upon provincial approval of the Capital Region Plan Addendum, where an existing Edmonton Area Structure or Neighbourhood Structure Plan has a residential unit density lower than the relevant Capital Region density target, a plan amendment shall not result in a reduction of the plan's current residential unit density.

8.1.7.5 Upon provincial approval of the Capital Region Plan Addendum, where an existing Edmonton Area Structure or Neighbourhood Structure Plan has a residential unit density higher than the relevant Capital Region density target, a plan amendment shall not reduce the plan's residential unit density below that of the Capital Region's relevant minimum density target.

8.1.8 *Integrate regional buffers into future planning, within the framework of the Capital Region Growth Plan.*

Policies:

8.1.8.1 Employ land use transitions within regional buffer areas related to significant regional land uses, such as the Edmonton Garrison and the Transportation and Utility Corridor (TUC).

8.1.8.2 Undertake ecological and environmental assessment studies within natural area regional buffer areas identified by the Capital Region Plan.

8.1.8.3 Employ a risk management approach within regional buffer areas for existing and future petrochemical clusters.

8.2 Intermunicipal Planning

The Municipal Government Act requires that the Municipal Development Plan provide a framework for intermunicipal land use, transportation systems and infrastructure planning and development. The City's framework promotes effective and cooperative planning, decision-making and service delivery with its neighbours (see Map 19: 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, so issues of concern can be detected early and resolved before they escalate into conflict.

8.2.1 *The City of Edmonton is committed to strengthening our relationships with our intermunicipal planning partners in the Capital Region.*

Policies:

8.2.1.1 Build and maintain open and effective channels of communication with our intermunicipal planning partners at political and administrative levels.

8.2.1.2 Nurture cooperative and collaborative relationships for resolving issues that acknowledge the shared destiny of our neighbours.

8.2.1.3 Participate with municipalities, authorities and agencies in forums to address important issues in the Capital Region.

8.2.1.4 Create plans and processes that provide greater certainty for land use decisions where impacts cross municipal boundaries.

8.2.2 *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:

8.2.2.1 Establish effective relationships with our intermunicipal planning partners as shown on Maps 19 – 24, 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.

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

- The traditional fringe (a ribbon of land along both sides of a shared border).
- Blocks of land near borders deemed of mutual interest and that may be subject to land use changes, such as Lois Hole Centennial 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.

8.2.3 *Facilitate an effective, rational and coordinated approach to intermunicipal land use, transportation and infrastructure planning and development.*

Policies:

8.2.3.1 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 integrated regional transportation system.
- Coordination of other major infrastructure.
- Cooperative management of other issues of common interest.

8.2.3.2 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.

8.2.3.3 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.

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

Policies:

8.2.4.1 Develop intermunicipal planning accords or schedules with municipal neighbours, if necessary, to provide the details of intermunicipal planning agreements.

8.2.4.2 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 19: Intermunicipal Planning in Border Areas. The details of the intermunicipal planning areas are shown on maps 20 – 23.

8.2.4.3 Participate actively in multilateral planning projects with our intermunicipal planning partners where appropriate.

8.2.4.4 Promote the use of formal plan processes to manage high impact developments and incremental land use change in border areas.

8.2.4.5 Use, and encourage our neighbours to use, Area Structure Plan processes that:

- 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.

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8.2.4.6 The City of Edmonton and Strathcona County share a 40 km (25 mile) boundary along their respective east/west edges (see the study area boundary on Map 24). The two communities will complete a Joint Planning Study to address the immediate and long term 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:

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

8.2.5 *Establish effective procedures with our intermunicipal planning partners to implement and monitor intermunicipal planning policies.*

Policies:

8.2.5.1 Use a variety of approaches to define and achieve common objectives and effectively coordinate joint planning projects with our intermunicipal planning partners.

8.2.5.2 Establish reciprocal procedures with our adjacent municipalities for intermunicipal planning referrals and notification.

8.2.5.3 Negotiate the geographic extent of intermunicipal referral areas and the type of planning and development information to be exchanged.

8.2.5.4 Discuss issues that arise from intermunicipal planning referrals and notification before providing a formal response, as provided in Schedule A.

8.2.5.5 Review procedures periodically to monitor their operation and assess their effectiveness.

8.2.5.6 Develop appropriate procedures to amend intermunicipal planning policies as necessary.

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

8.2.6 *Implement measures with our intermunicipal planning partners to prevent issues from escalating into disputes. Establish effective processes to resolve active disputes.*

Policies:

8.2.6.1 Collaborate with our intermunicipal planning partners on an on-going basis on issues of common interest.

8.2.6.2 Strive for quick resolution of issues on an informal basis through interest-based discussion, direct negotiation or mediated negotiation.

8.2.6.3 Build negotiation processes characterized by:

- Information sharing.
- The meaningful representation of all legitimate interests.
- Acknowledgement of each other's interests.
- Creating agreements that represent a mutual gain for all parties.

8.2.6.4 Develop detailed procedures for issues resolution and consensus building in consultation with our adjacent municipal neighbours.

8.2.6.5 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:

- a last resort, where other means have been attempted without success; or,
- a means of protecting options where negotiation processes are constrained by legislated time frames for initiating formal dispute resolution processes.

9.0 Managing Land and Resources

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.

Responsible management of natural resources supports:

The Way We Grow Strategic Goals

Sustainable Urban Form

Complete, Healthy and Livable Communities

Supporting Prosperity

Natural Environment

Working Within Our Region

The Way We Move Strategic Goals

Sustainability

Economic Vitality

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 municipal development plans 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.

9.1 Natural Resource Extraction

9.1.1 *Mitigate the negative impacts of resource extraction activities to protect people and the natural environment.*

Policies:

9.1.1.1 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.

9.1.1.2 Protect, for future use, significant deposits of natural resources such as sand and gravel, and promote appropriate rehabilitation and reclamation after extraction.

9.1.1.3 Use setbacks and other land use measures to mitigate any risk or nuisance factors associated with the retrieval of resources.

9.1.1.4 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.

9.1.1.5 Collaborate with the Government of Alberta to plan for compatibility with adjacent land uses so that negative impacts from resource extraction are minimized.

9.2 Oil and Gas

9.2.1 *Ensure the orderly and safe coexistence of urban development and oil and gas facilities.*

Policies:

9.2.1.1 Apply City of Edmonton Policy C515 Oil and Gas Facilities regarding setbacks, risk management and urban development.

9.2.1.2 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.

9.2.1.3 Manage the coexistence of urban development with oil and gas facilities by developing land use strategies and staging plans.

9.2.1.4 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.

9.2.1.5 Address sour gas facilities through the application of Provincial legislation and the application of Policy C515 Oil and Gas Facilities.

9.3 Pipelines

9.3.1 *Maintain the integrity of oil and gas pipelines and utility corridors while planning for safety, urban growth and development.*

Policies:

9.3.1.1 Develop a risk management approach to planning around oil and gas pipelines.

9.3.1.2 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.

9.3.1.3 Collaborate with Edmonton Area Pipeline and Utility Operators Committee (EAPUOC), Energy and Resources Conservation Board (ERCB), other jurisdictions and other industry operators as they plan and maintain pipeline corridors.

9.3.1.4 In consultation with the Energy and Resources Conservation Board (ERCB), ensure development setbacks from oil and gas pipelines are achieved through the subdivision approval process.

9.3.1.5 Plan pipelines in corridors with other utilities where possible.

9.4 Risk Management

9.4.1 *Improve public safety and quality of life near heavy industry and oil and gas facilities through effective separation and mitigation measures.*

Policies:

9.4.1.1 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

9.4.1.2 Require a risk assessment as part of the 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.

9.5 Contaminated Sites

9.5.1 *Promote the responsible management of contaminated sites to protect public health and the environment.*

Policies:

9.5.1.1 Remediate contaminated sites to a level suitable for the intended use prior to development or redevelopment.

9.5.1.2 Require investigation of potentially contaminated sites for selected planning applications and require remediation to ensure site suitability.

9.5.1.3 Promote and facilitate brownfield redevelopment to add vitality to established communities.

9.6 High Voltage Transmission Lines

9.6.1 *Promote citizens' quality of life in the planning and development of high voltage transmission lines.*

Policies:

9.6.1.1 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.

9.6.1.2 Advocate that high voltage transmission lines be buried when adjacent to residential neighbourhoods.

9.7 Telecommunication Towers

9.7.1 *Promote the orderly and safe coexistence of urban development and telecommunication towers.*

Policies:

9.7.1.1 Collaborate with Federal regulators and industry operators as they plan for telecommunication towers.

9.7.1.2 In consultation with regulators and industry operators, telecommunication towers will be integrated into neighbourhoods through design and site considerations.

10.0 Food and Urban Agriculture

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.

A resilient food system supports:

The Way We Grow Strategic Goals

Sustainable Urban Form

Complete, Healthy and Livable Communities

Supporting Prosperity

Natural Environment

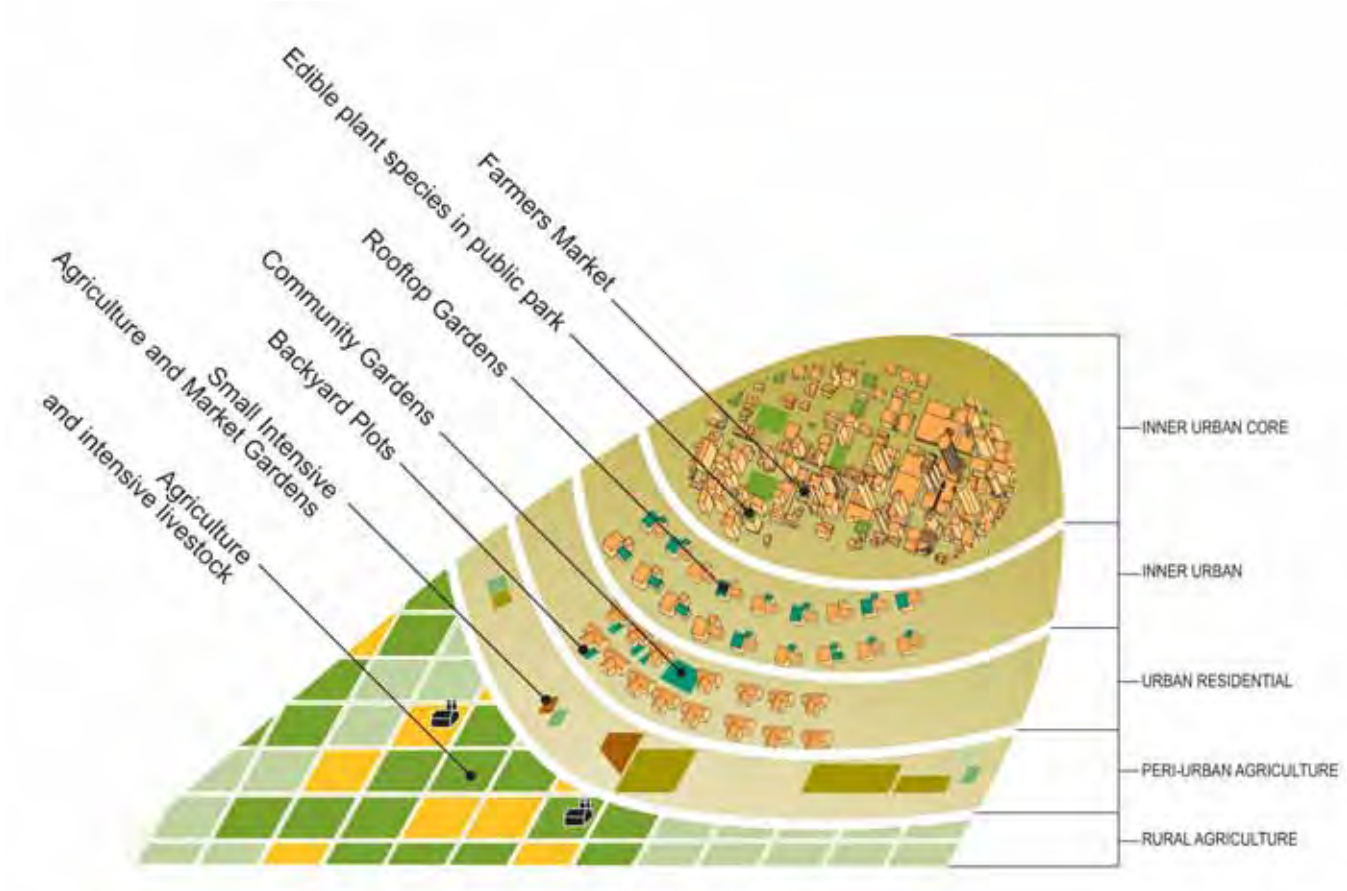
Working Within Our Region

The Way We Move Strategic Goals

Transportation and Land Use Integration

Sustainability

Economic Vitality



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 planning within an urban context presents 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 farmers 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).

10.1.1 *Increase access to local food through regional, 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.*

Policies:

10.1.1.1 Support, in principle, the establishment of a community based Edmonton Food Policy Council, through mechanisms that may include clerical support and/or meeting space.

10.1.1.2 Work collaboratively with the community to create and endorse an Edmonton Food Charter.

10.1.1.3 Work with the Region to develop a Regional Food Policy Council and Regional Food Charter.

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.

10.1.1.4 Collaborate with the Government of Alberta, Alberta Health Services, 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 Urban Growth Areas.
- 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.

10.1.1.5 Assess the economic development potential in agriculture and food related industries to identify key opportunities and challenges for expansion of these companies and businesses.

10.1.1.6 Establish guidelines for integrating urban agriculture into public realm and private improvements and developments.

10.1.1.7 Collaborate with communities, landowners and other organizations to identify potential areas to develop temporary or permanent urban agriculture activities.

11.0 Implementation

11.1 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.

11.2 Responsibilities

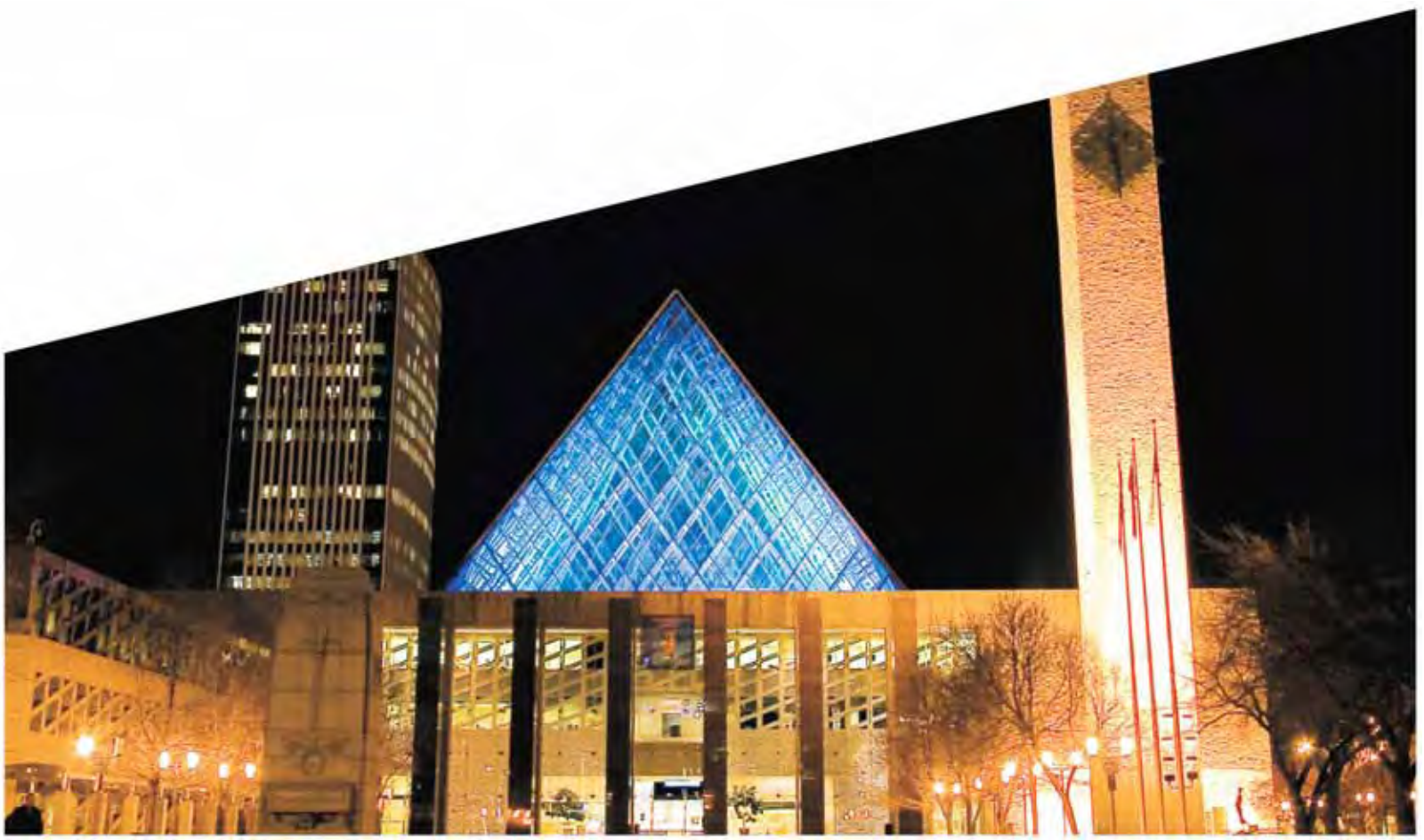
City Council exercises its authority within the mandate of municipal governments prescribed by the Municipal Government Act. City Council has the responsibility of approving *The Way We Grow* and future amendments to the Plan. City Council has the authority to approve the subsidiary plans, policies, 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.

The **Capital Region Board** is a decision-making body made up of the City of Edmonton and 24 other municipalities. The Board's mandate is to create a comprehensive plan to manage regional growth: the Capital Region Growth Plan. All statutory plans and land use bylaws in the Region must conform to the Plan.



11.3 Implementation Strategy

The MDP will be implemented in partnership with all City departments and the City of Edmonton's Transforming Edmonton committee. Implementation will require a combined corporate, community and private sector effort to deliver the anticipated outcomes and performance expectations. An implementation plan 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.
- Contain a schedule, benchmarks and measurements of success.
- Be implemented through the City's budgeting process, in alignment with *The Way Ahead*: *City of Edmonton Strategic Plan 2009-2018.*

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 the MDP 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.

11.4 Subsidiary Plans

Implementation of the MDP and subsidiary plans requires an integrated approach that achieves the strategic goals of *The Way Ahead, The Way We Grow* and *The Way We Move.* The MDP will be implemented through subsidiary plans, policies, strategies, guidelines, programs and activities over the next ten years, such as:

Existing Plans:

- Annual Policing Plan
- Capital Region Growth 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
- Plan of Action for the Capital Region River Valley Park
- Recreation Facility Master Plan
- Ribbon of Green
- Transportation Master Plan, *The Way We Move*
- Urban Parks Management Plan
- Zoning Bylaw

Existing Programs and Strategies:

- Business Revitalization Zone Program
- Community Knowledge Campus Program
- Cycle Edmonton: Bicycle Transportation Plan
- Development Fund Program
- Façade and Storefront Improvement Program
- Great Neighbourhoods Initiative
- Industrial Land Strategy
- Large Site Rezoning Process
- Multi-Use Trail Corridor Study
- Northeast Edmonton Industrial Development Strategy
- PedConnections: A Strategy for Sidewalk Infrastructure in Edmonton
- Residential Infill Guidelines
- Smart Choices Program
- Stormwater Quality Control Strategy
- The Quarters Downtown

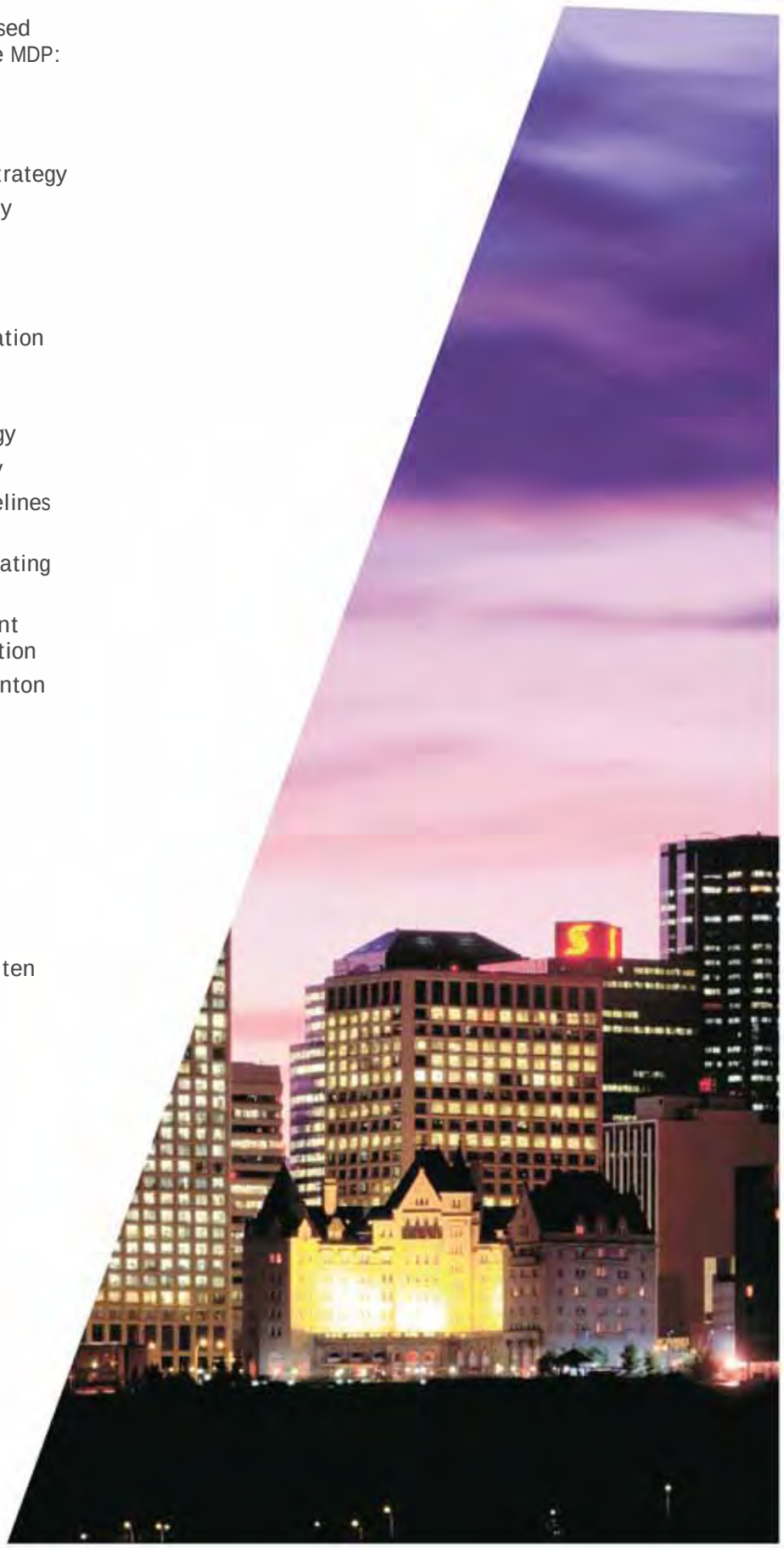
Plans, strategies or guidelines in preparation concurrently with the MDP project:

- Downtown Plan
- Infrastructure Strategy - Long term infrastructure financial plan
- New Neighbourhood Design Guidelines
- Walk Edmonton: Steps to a Walkable City

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

- Growth Coordination Strategy
- Archeological Plan
- City-wide Food and Agriculture Strategy
- Housing Type Distribution Strategy
- Integrated Transit and Land Use Framework
- Linear Redevelopment Plans
- 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 LRT stations
- Strategy for timing of development related to active resource extraction
- Strathcona County – City of Edmonton Joint Planning Study
- TOD Plans
- Urban Design Guidelines
- View corridor designation and guidelines
- Wetland Conservation Plan

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



11.5 Budget

The Municipal Development Plan's Corporate Strategic Objectives, policy statements and supporting subsidiary plans, strategies, guidelines, programs and activities will be coordinated through an implementation plan and business planning activities. Implementation will be funded through annual budget submissions.

11.6 Monitoring and Performance Measures

The Way We Grow will develop an integrated monitoring and performance measurement program in conjunction with *The Way Ahead*, the Corporate Business Plan and other pertinent City initiatives. The performance measures will be designed based on the following criteria, that they are:

- Meaningful and measurable.
- Understandable and timely.
- Sensitive to data collection costs and effort.
- Responsive to departmental and Corporate actions supported by Council.

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.

11.7 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 Way Ahead*.
- The impact of the proposed change on the achievement of the goals, objectives and policies of *The Way We Grow*.
- The impact of the proposed change on the achievement of the goals, objectives and strategic actions of *The Way We Move*.
- The need for the proposed change.
- The Growth Coordination 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	Any mode of transportation by which people use their own energy to power their motion and includes walking, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading, and use of a manual wheelchair.
Affordable Housing	Housing that requires no on-going operating subsidies and that is targeted for occupancy by households who are earn less than the median income for their household size and pay more than 30 percent 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.
Anthony Henday Drive (Outer Ring Road)	A high standard Provincial roadway in the Transportation and Utility Corridor, forming a connected ring around the outer fringe of the city.
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 future neighbourhoods and 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 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 installments to fund the BRZ's initiatives.
Capital Region	Encompasses over 1.2 million hectares (close to 12,400 square kilometres) and is home to 1.09 million people, as shown on Map 13: Capital Region.

Capital Region Board	A decision-making body made up of 25 municipalities: 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. The Board's mandate is to create a comprehensive plan to manage regional growth: the Capital Region Growth Plan. All statutory plans and land use bylaws in the Region must conform to the Plan.
Central Core	The central core consists of the Downtown and the neighbourhoods that have a strong inter-relationship with the Downtown. These are Boyle Street, McCauley, Central McDougal, Queen Mary Park, Oliver, University of Alberta, Garneau, Strathcona, Cloverdale, Riverdale and Rossdale. 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.
Climate Change	A change in the state of the climate that can be identified using statistical tests by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. It refers to any change in climate over time, whether due to natural variability or as a result of human activity.
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.

Community Knowledge Campus (CKC)	An enhanced school site that focuses on the provision of core educational services supplemented by complementary community partnerships, opportunities and related uses that provide a focal point within a community. A CKC may include a structure or group of structures on a site located near the centre of a community based on a single large neighbourhood or a group of neighbourhoods.
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 were residents can live, learn, work and play.
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.
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.
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 Neighbourhoods	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	Industrial development that promotes land use and business practices that are environmentally and economically efficient, encouraging innovation in design standards to improve environmental performance of industrial development (for example, bio-swales, shared infrastructure systems, varied street widths, shared facilities). Eco-industrial development encourages different businesses of various sizes to cooperate with each other to share resources (for example, information, materials, energy, infrastructure and natural habitat), leading to improvements in environmental quality that reduce resource use.
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	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 program are evaluated.
Environmental Reserve	Land that is required to be dedicated at the time of subdivision that qualifies as environmental reserve under the Municipal Government Act, R.S.A. 2000, c. M-26, which may include ravines, land adjacent to a body of water or land subject to flooding.
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.
Established Neighbourhood	Mature neighbourhoods as defined by the Mature Neighbourhood Overlay and neighbourhoods significantly developed between 1971 and 1995 with convenient access to a wide range of services and facilities.
Family Oriented Housing	Housing that is suitable for families with 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 and eating 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.
Goods Movement	The transportation of goods (freight or commodities) by road, rail or air.
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.
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.

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 adjacent municipal neighbours and Alberta Transportation and Utilities.
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.
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)	The physical assets developed and used by a municipality to support its social and economic activities. The City of Edmonton's infrastructure inventory includes such diverse assets as drainage, roads and right-of-way infrastructure, parks and green spaces, buildings, fleet vehicles, LRT and transit facilities, buildings, traffic control infrastructure, recreation facilities, computer networks, affordable housing and library resources.
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.
Key Pedestrian Street	A focal street that is specifically designed to accommodate foot traffic, to encourage activity and interaction with the intention to make people of various ages and abilities feel engaged and comfortable in the surroundings. Although such a street is more often open to vehicles and bicycles, the pedestrian will be the focus. Urban design considerations will include, but are not limited to, the incorporation of wide well-lighted sidewalks, pedestrian-level building details, transparent storefronts, regular building entrances, attractive street furniture, appropriate landscaping and remedial wind screening if practical.
Large Residential Infill Site	Sites in mature neighbourhoods that are generally over one hectare in size and are proposed for residential infill development.
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 two 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 principal street that contains a dynamic and finer grained mix of uses and is the focal point of an area. Properties should front directly onto a generous public sidewalk designed to create an enjoyable pedestrian environment.
Mature Neighbourhood Overlay	The Mature Neighbourhood Overlay is contained within the Zoning Bylaw and is used to ensure that new 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.
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.
Mixed-Use Development	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 located on the lower 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	Land that is acquired at the time of subdivision for schools, parks and other municipal purposes pursuant to the Municipal Government Act, R.S.A. 2000, c. M-26.
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 reinstituted in an already existing neighbourhood through programs that address problems with housing and the physical environment.
No Net Loss (affordable housing)	Where affordable housing is eliminated through redevelopment, it will be replaced with the same amount of affordable housing.

No Net Loss (ecological)	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.
Northeast Edmonton Industrial Development Strategy	The framework for plans, policies and programs to incorporate an eco-industrial petrochemical cluster development within the Horsehills Energy and Technical Park Area Structure Plan.
Open Space	Areas of land and water that are semi-natural in composition. Such spaces could include active recreation parks, schoolyards, 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 Friendly	See: Walkable.
Pedestrian Oriented	See: Walkable.

Peri-Urban Agriculture	Agricultural practices on the fringe of an urban centre within an urban municipality's boundary.
Planned Neighbourhoods	Areas that are identified for future residential development 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	Express service transit routes with a limited number of stops connecting major destinations and transit interchange points and is characterized by high service frequencies, higher than average system speed, and improved service reliability. Premium Transit can be provided by rail or bus. Premium bus service could act as a precursor to LRT in corridors identified for LRT expansion.
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, removing 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.
Sector	A portion of the City (i.e. North, Northeast, Southeast, Southwest, West, or Inner City) that may be monitored from an economic, infrastructure, or demographic context.
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	A resilient citywide cycle of farming, processing, transporting, distributing, eating and recovering food waste in the context of larger natural, social, political, and economic driving forces.
Tablelands	The upland areas above the North Saskatchewan River Valley and Ravine System.
Transit Avenue	Linear corridors served by one or more bus routes that provide all day service and connect major trip generators, LRT stations and transit centres. The bus routes serving these areas operate with at least 15 minute frequency during weekday peak, weekday midday periods, Saturday midday periods and Sunday midday periods, seven days a week. Land uses along these corridors (residential, commercial, and/or employment) are oriented toward the street, have existing or planned higher density, pedestrian orientation and design and may have existing pedestrian traffic.

Transit Centre	Locations where multiple buses can stop simultaneously to allow transfers between routes.
Transit Oriented Development (TOD)	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 selected transit avenues 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	A linear or continuous corridor 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 for buses and light rail ♦ Multi-use Trail corridors along utility rights-of-way

Transportation Utility Corridor (TUC)	A ribbon of land around the city, under the direct control of the Province of Alberta, which is intended to be used for the Outer Ring Road (Anthony Henday Drive), power lines and sewers.
Universal Design	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.
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.
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 but excludes stockyards, feedlots and intensive livestock operations.
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 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.
Walkability	The extent to which the built environment allows people to walk to get to everyday destinations for work, shopping, education and recreation and can be affected by street connectivity, mix of land uses, destinations and pedestrian infrastructure.
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.
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 projects around the idea of using their infrastructure during all four seasons, rather than just two seasons (summer and autumn).
Zoning Bylaw	The land use bylaw that divides the city into 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.

Maps

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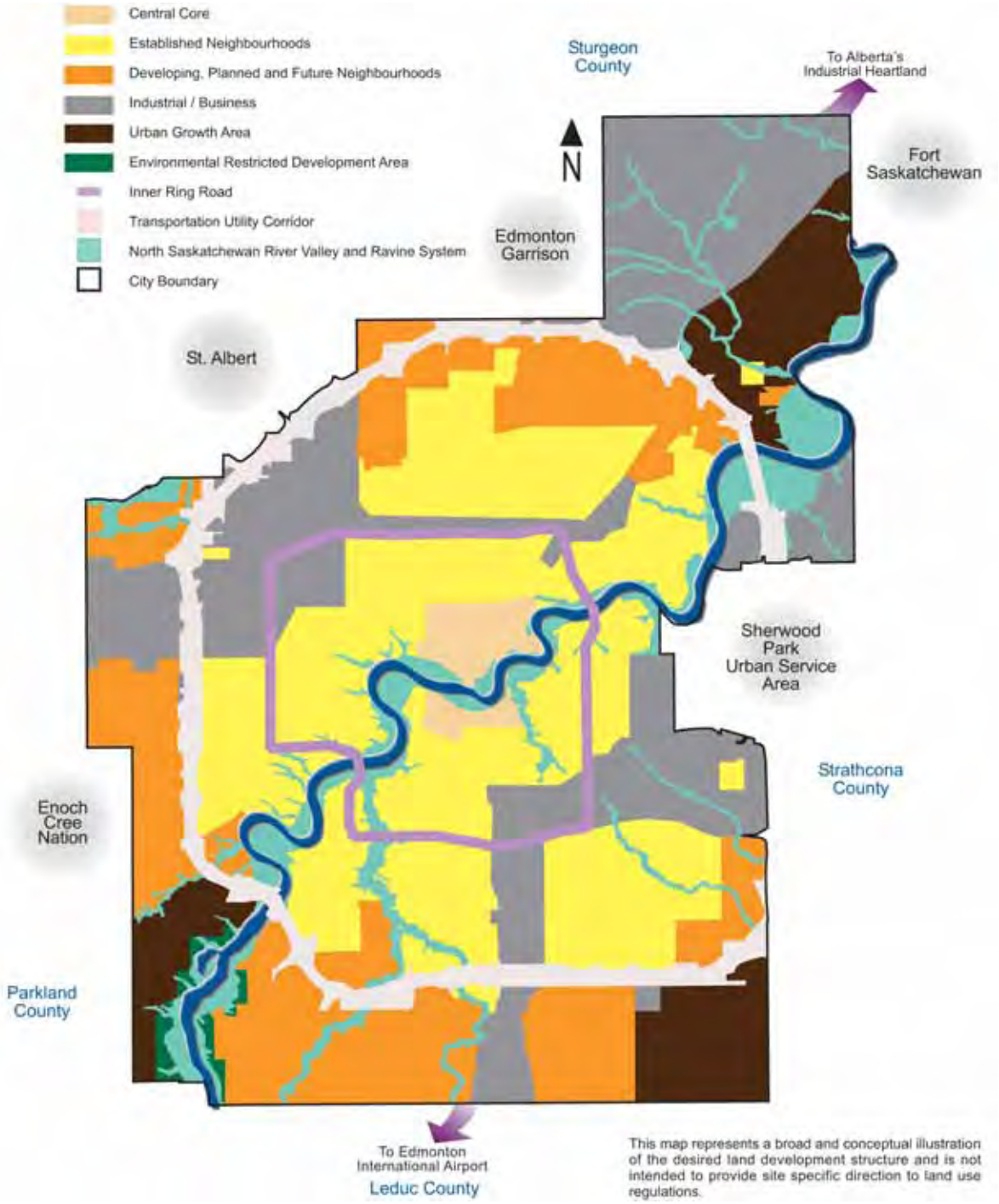
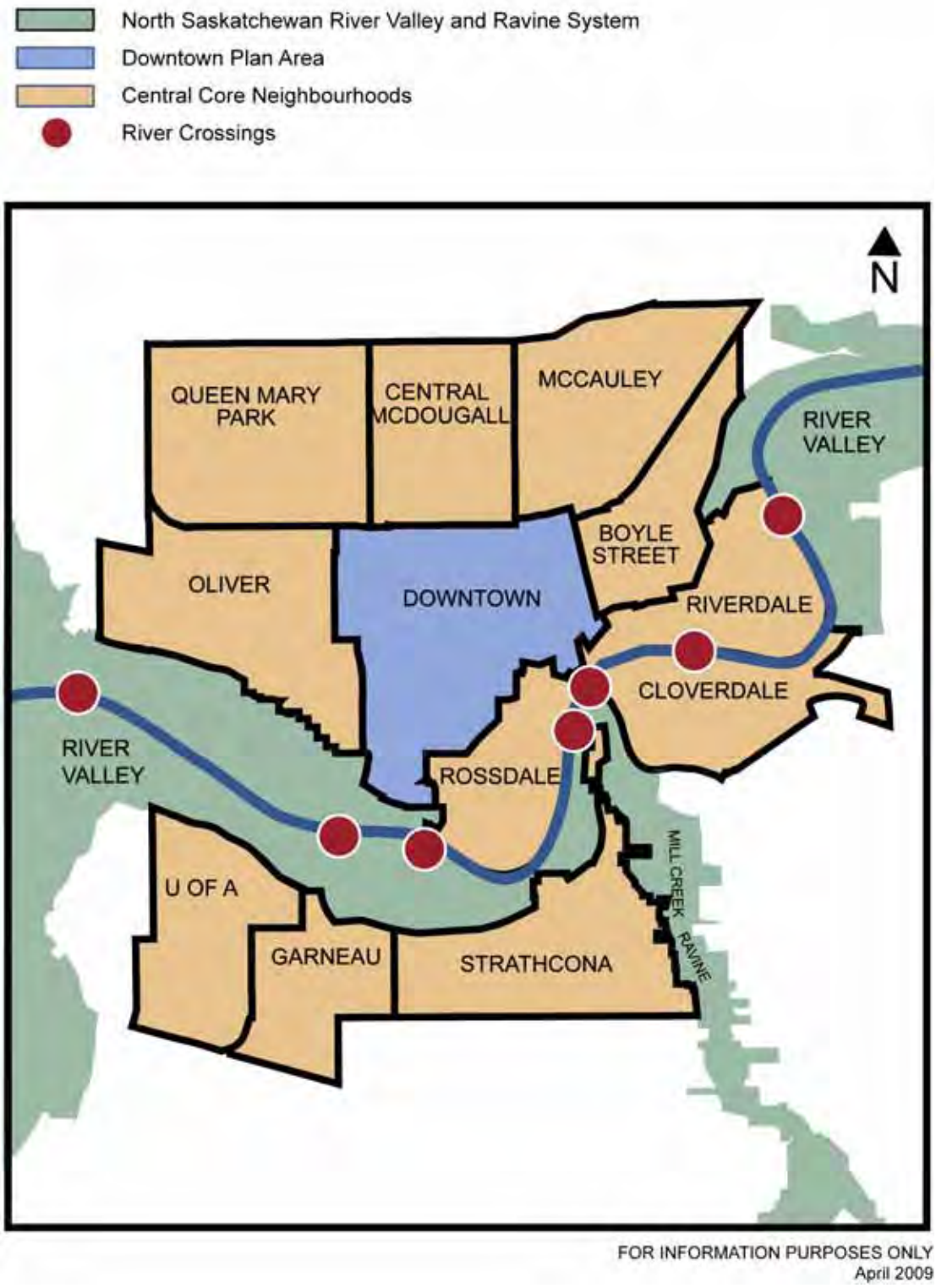
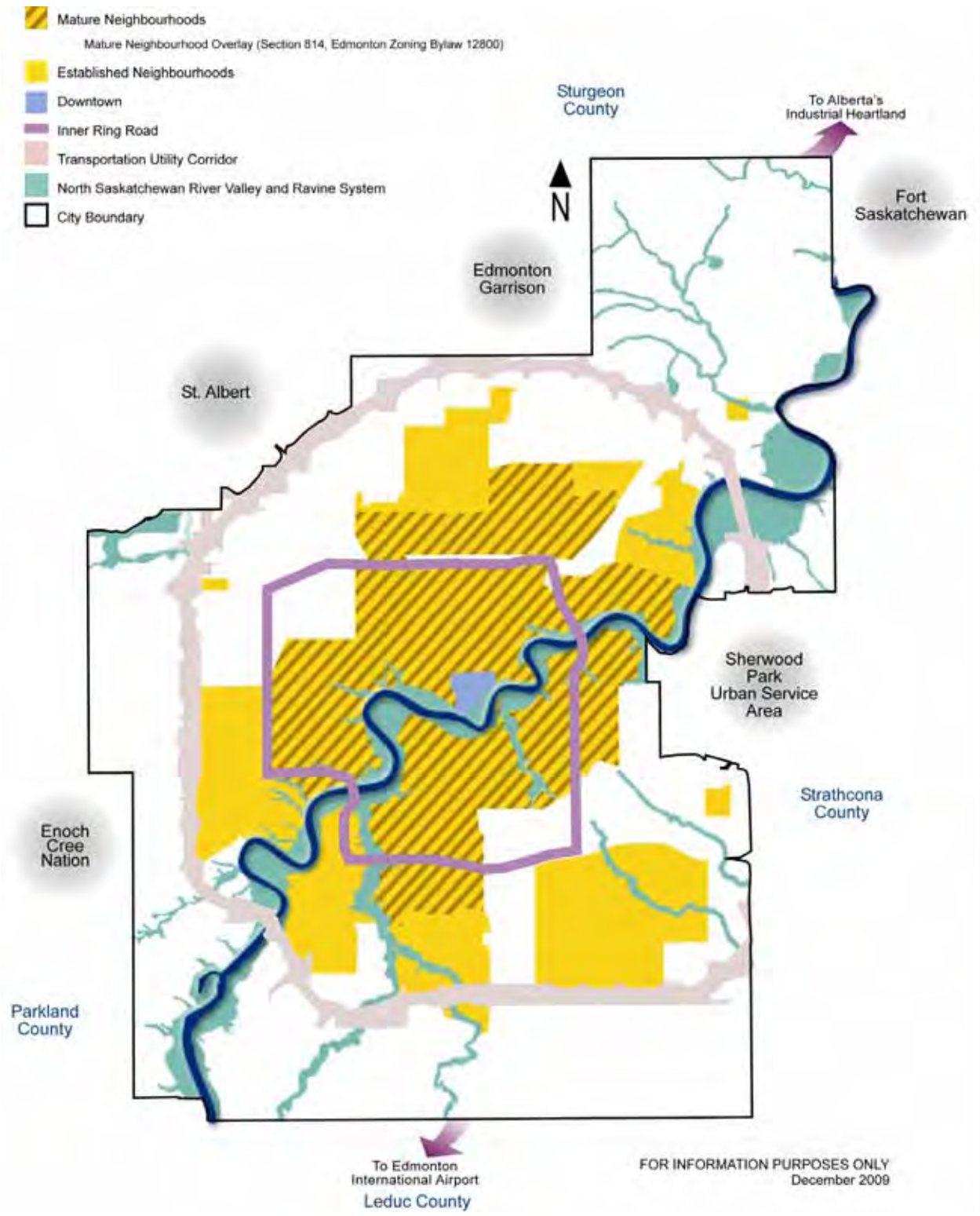
Map 1: Land Development Concept



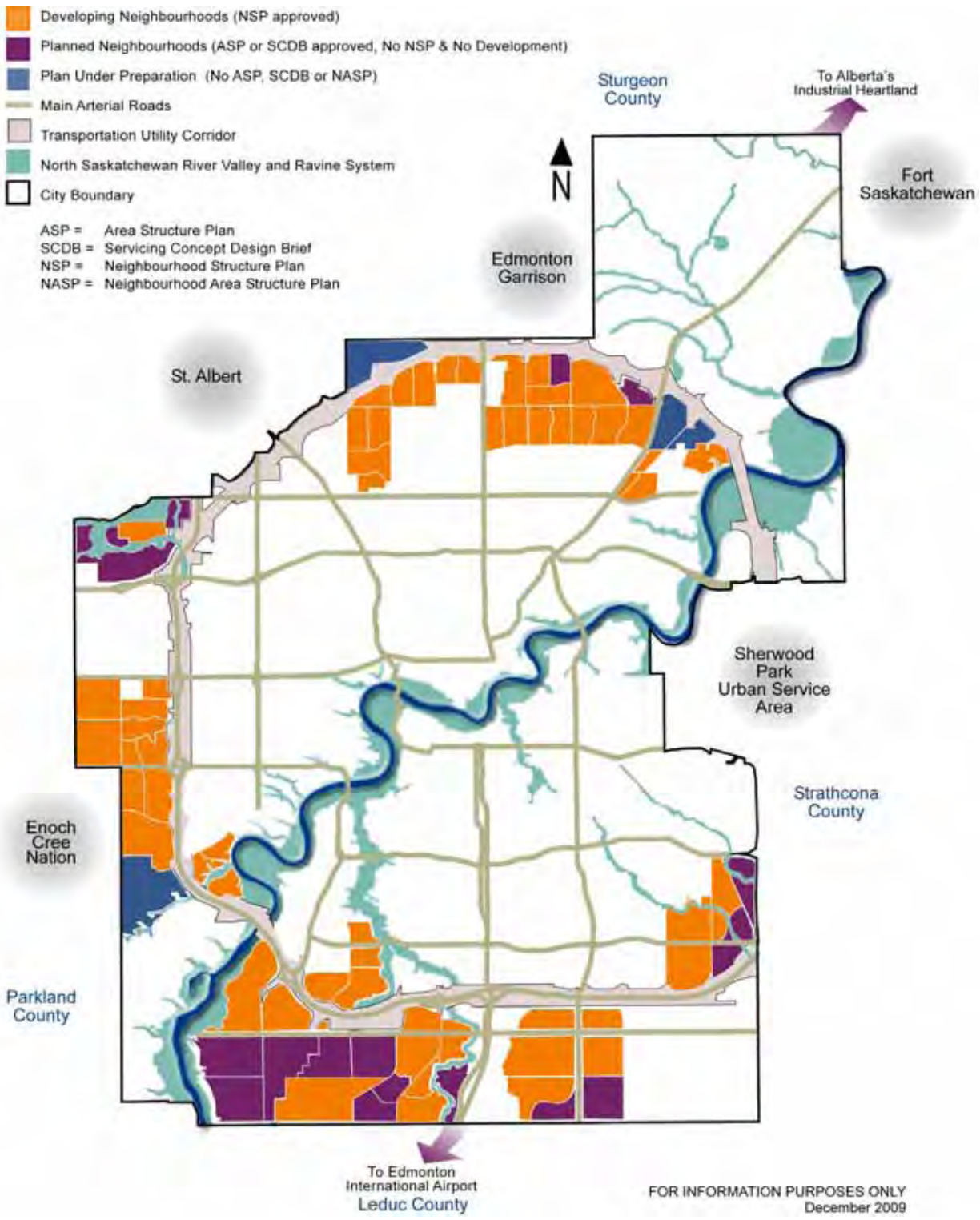
Map 2: Central Core



Map 3: Established Neighbourhoods



Map 4: Developing and Planned Neighbourhoods



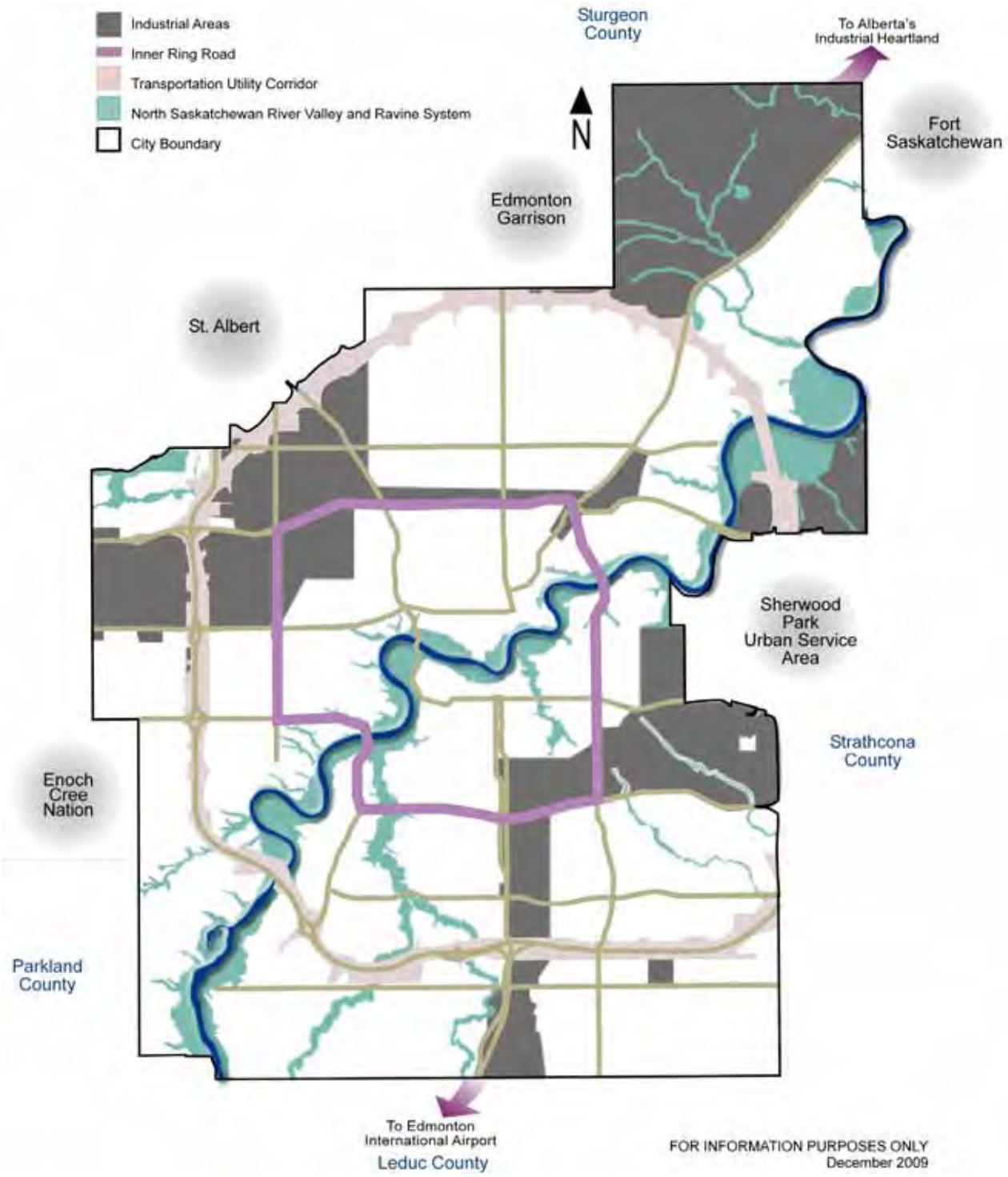
Map 5: Potential LRT Expansion (2040)

Map 6: Transit Avenues

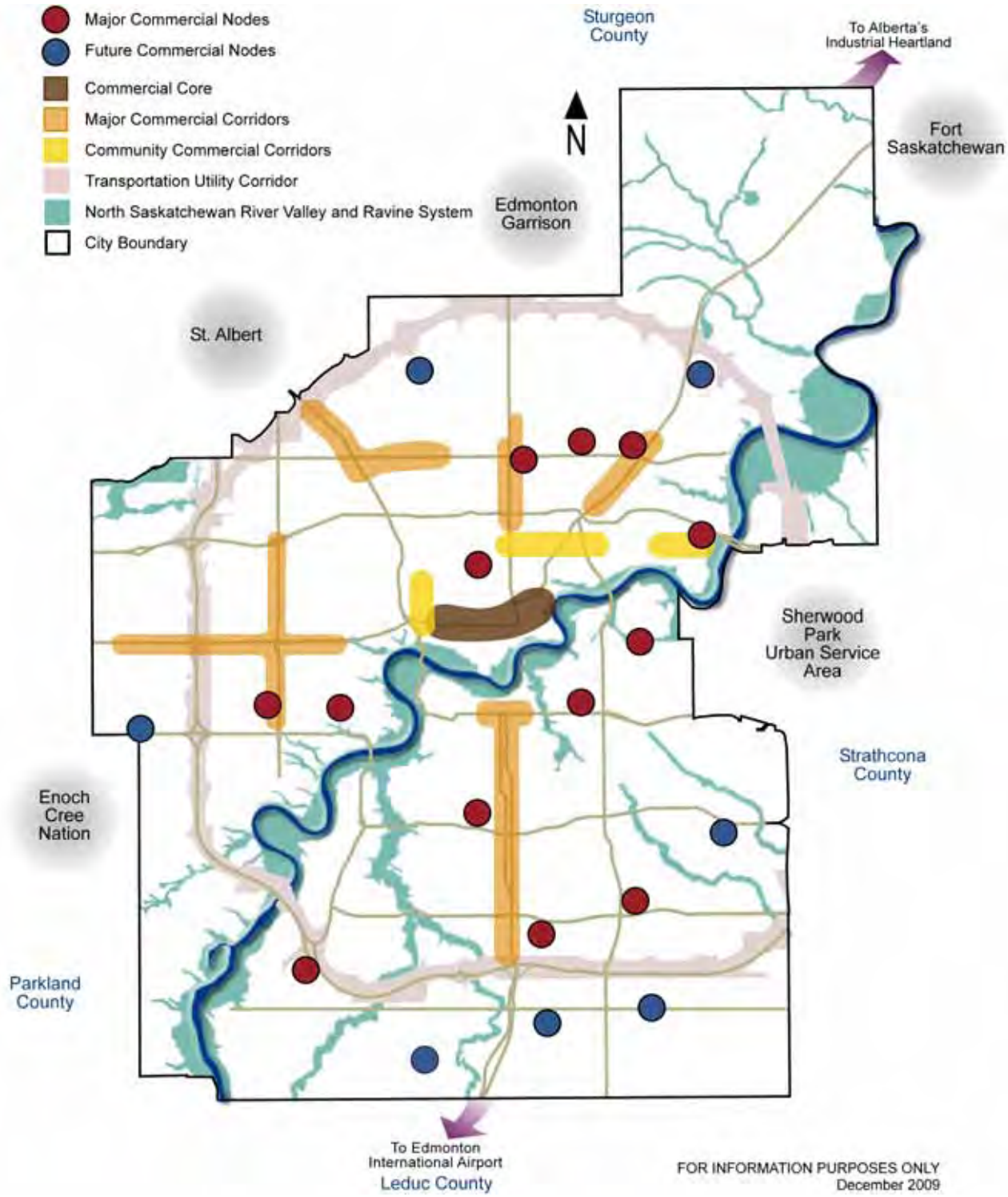
Source: The Way We Move Transportation Master Plan, 2009

FOR INFORMATION PURPOSES ONLY

Map 7: Industrial Areas



Map 8: Commercial Nodes and Corridors

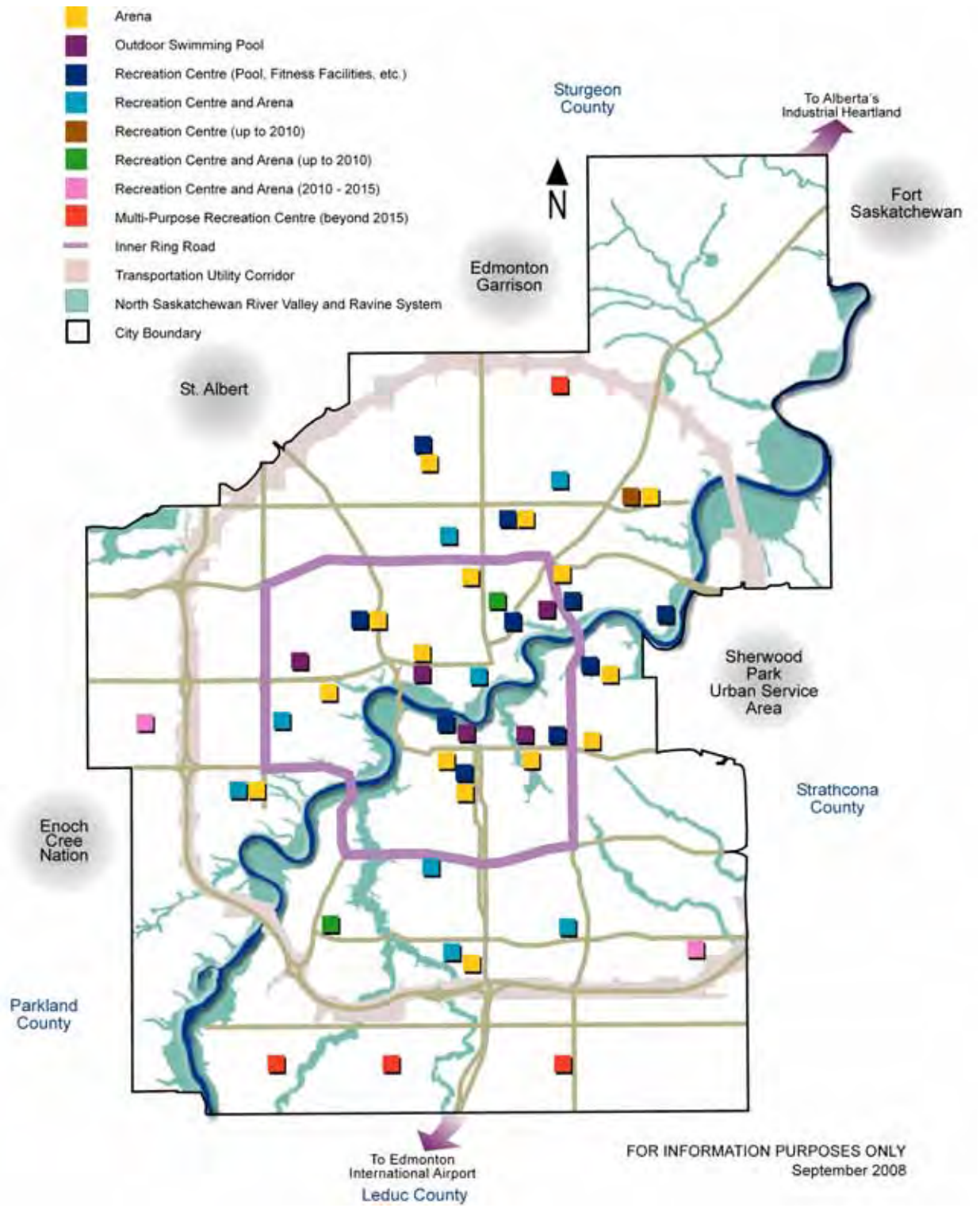


Map 9: Ecological Network

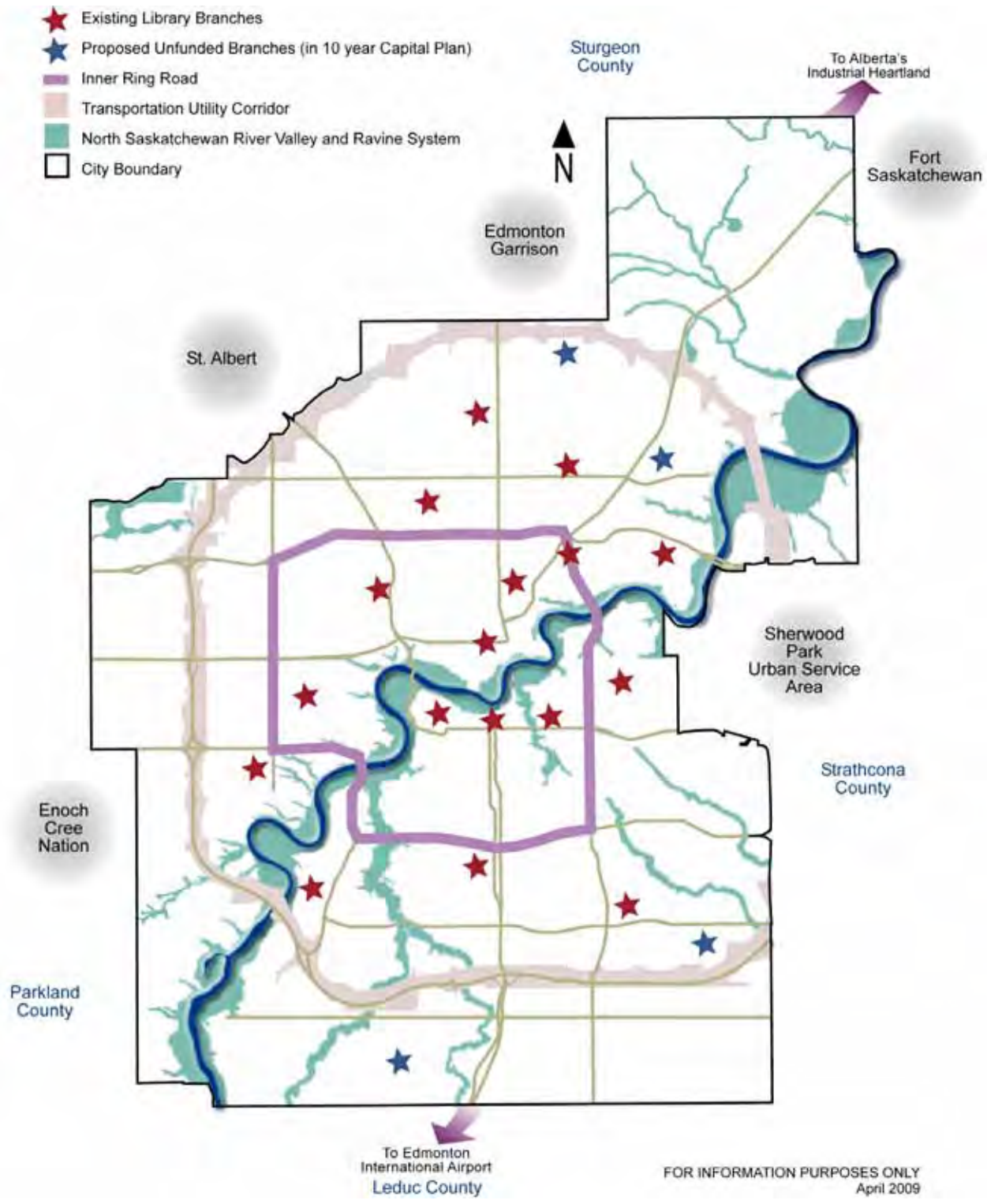
Source: Natural Connections Strategic Plan, 2007

FOR INFORMATION PURPOSES ONLY

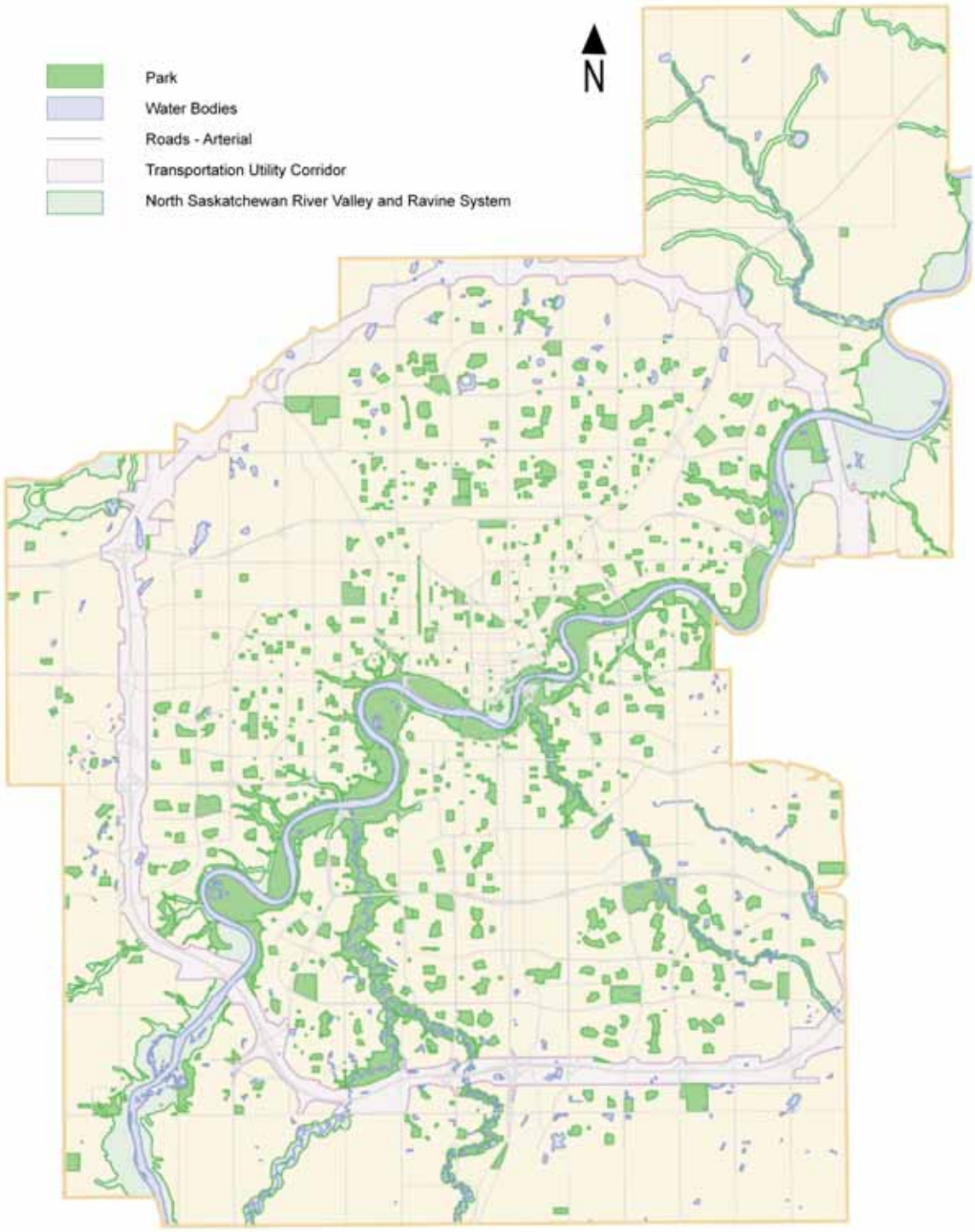
Map 10: Recreation Facilities



Map 11: Libraries

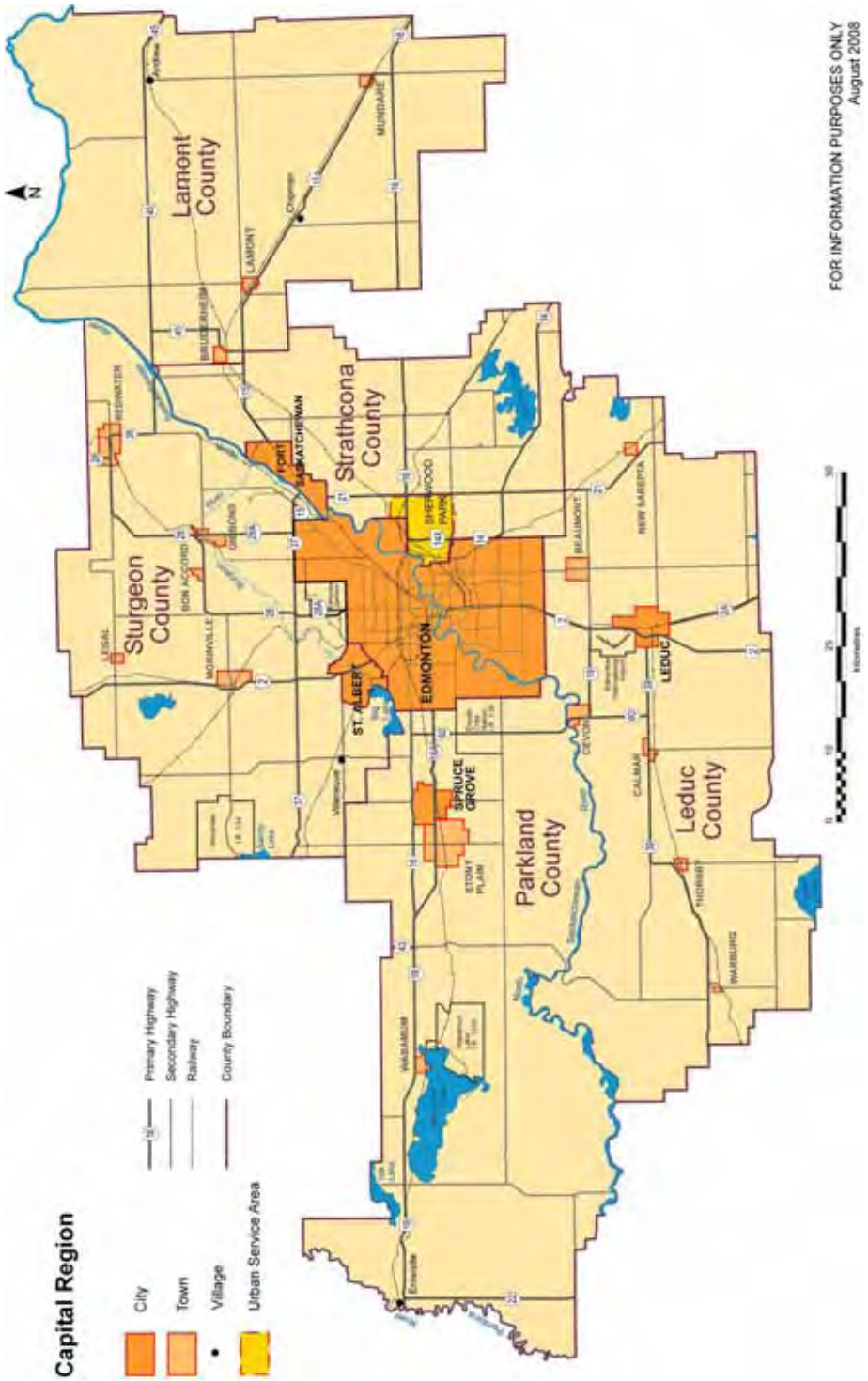


Map 12: Parks

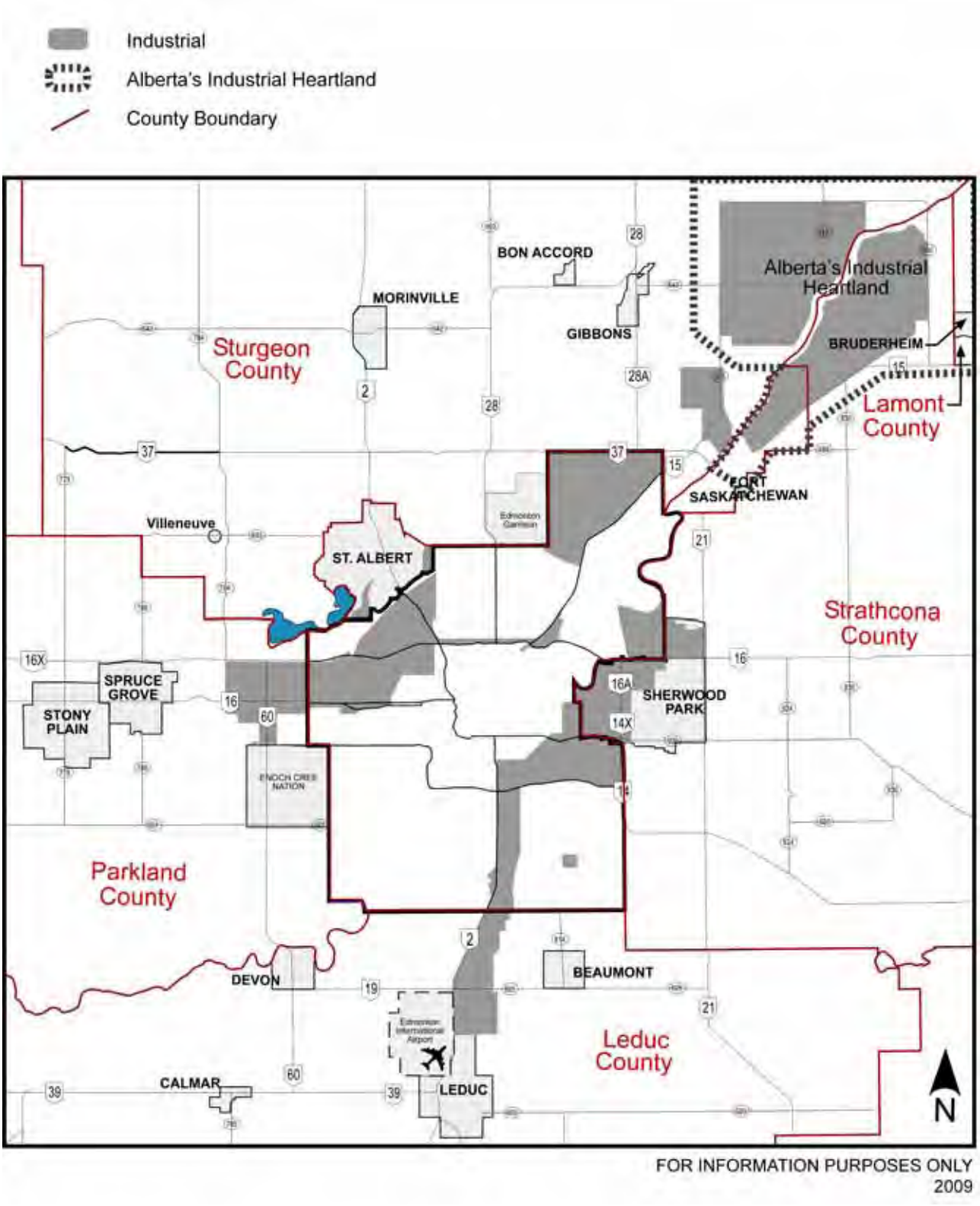


Map compiled by Asset Management and Public Works, April 2008 FOR INFORMATION PURPOSES ONLY

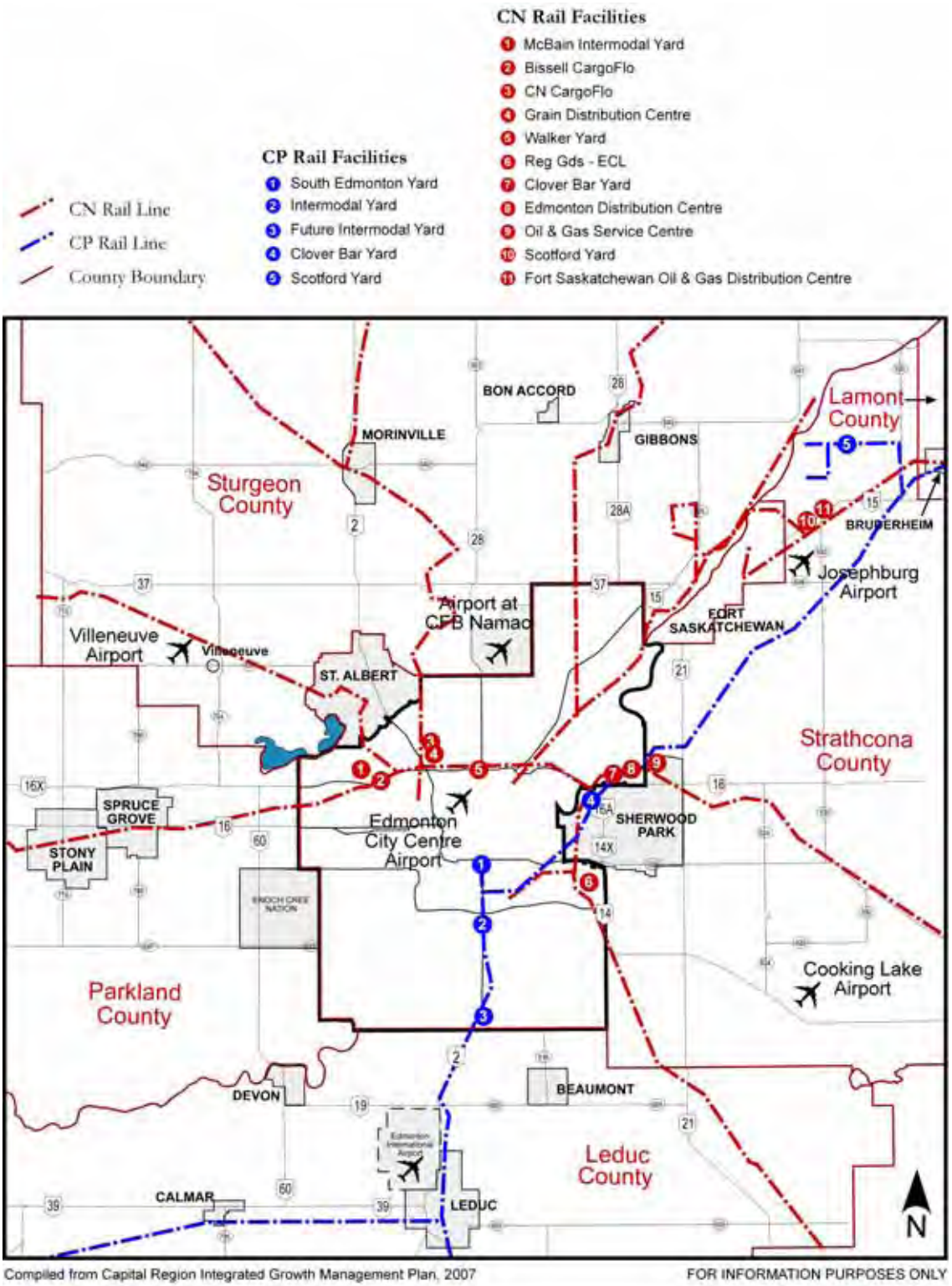
Map 13: Capital Region



Map 14: Regional Industrial Economic Generators



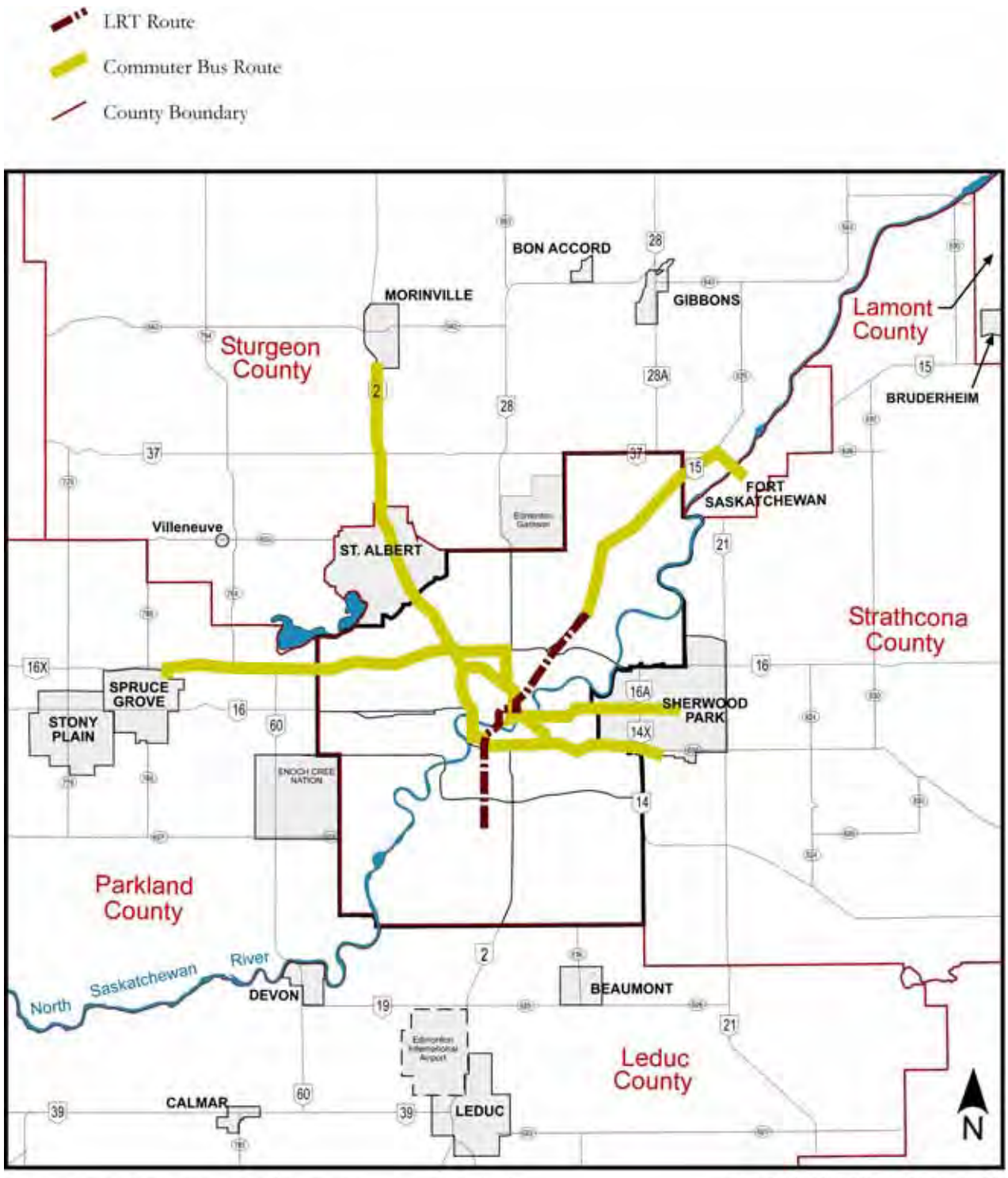
Map 15: Regional Rail and Airport Transportation 2007



Compiled from Capital Region Integrated Growth Management Plan, 2007

FOR INFORMATION PURPOSES ONLY

Map 16: Regional Transit Routes 2007



Source: Capital Region Integrated Growth Management Plan, 2007

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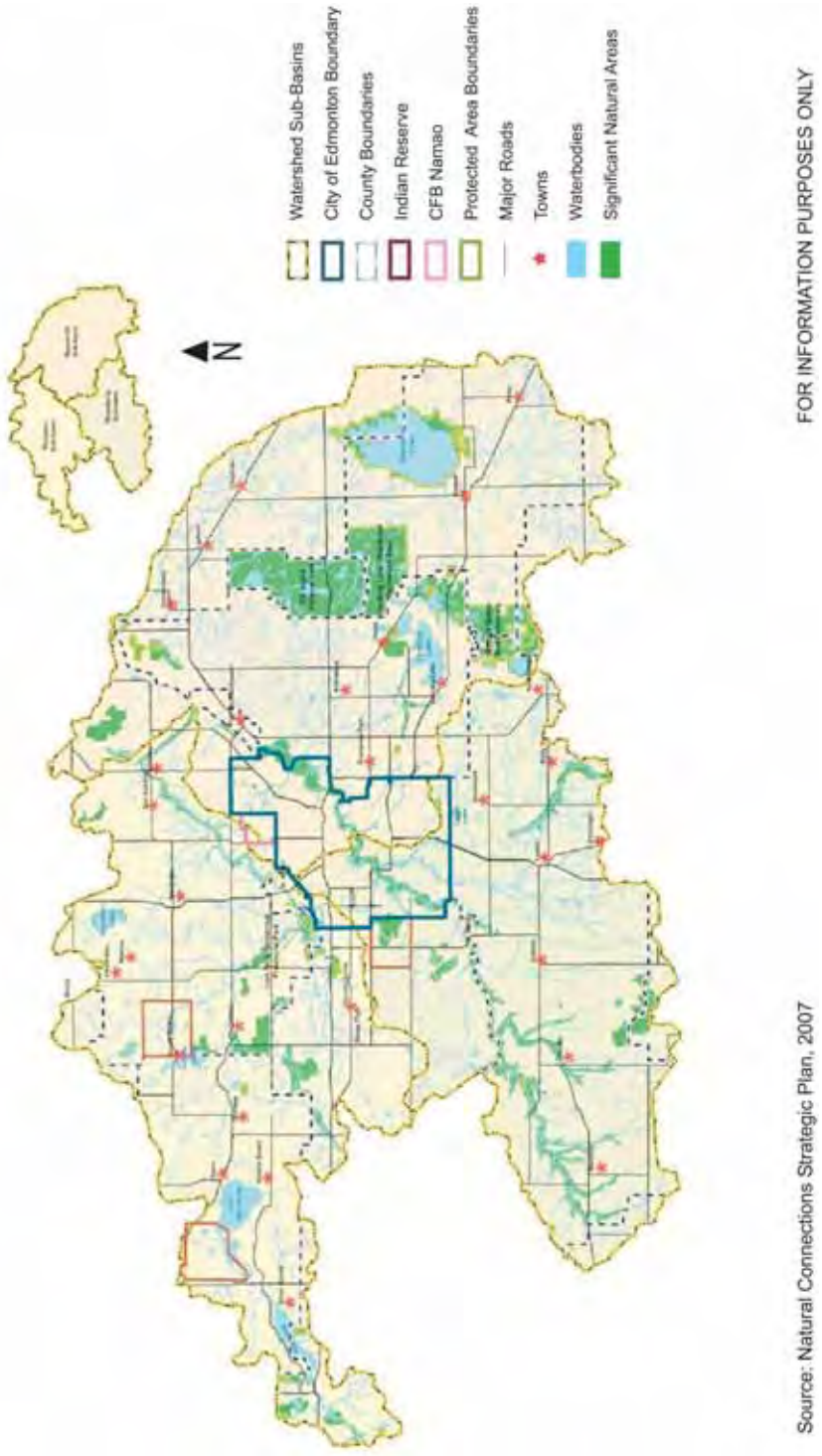
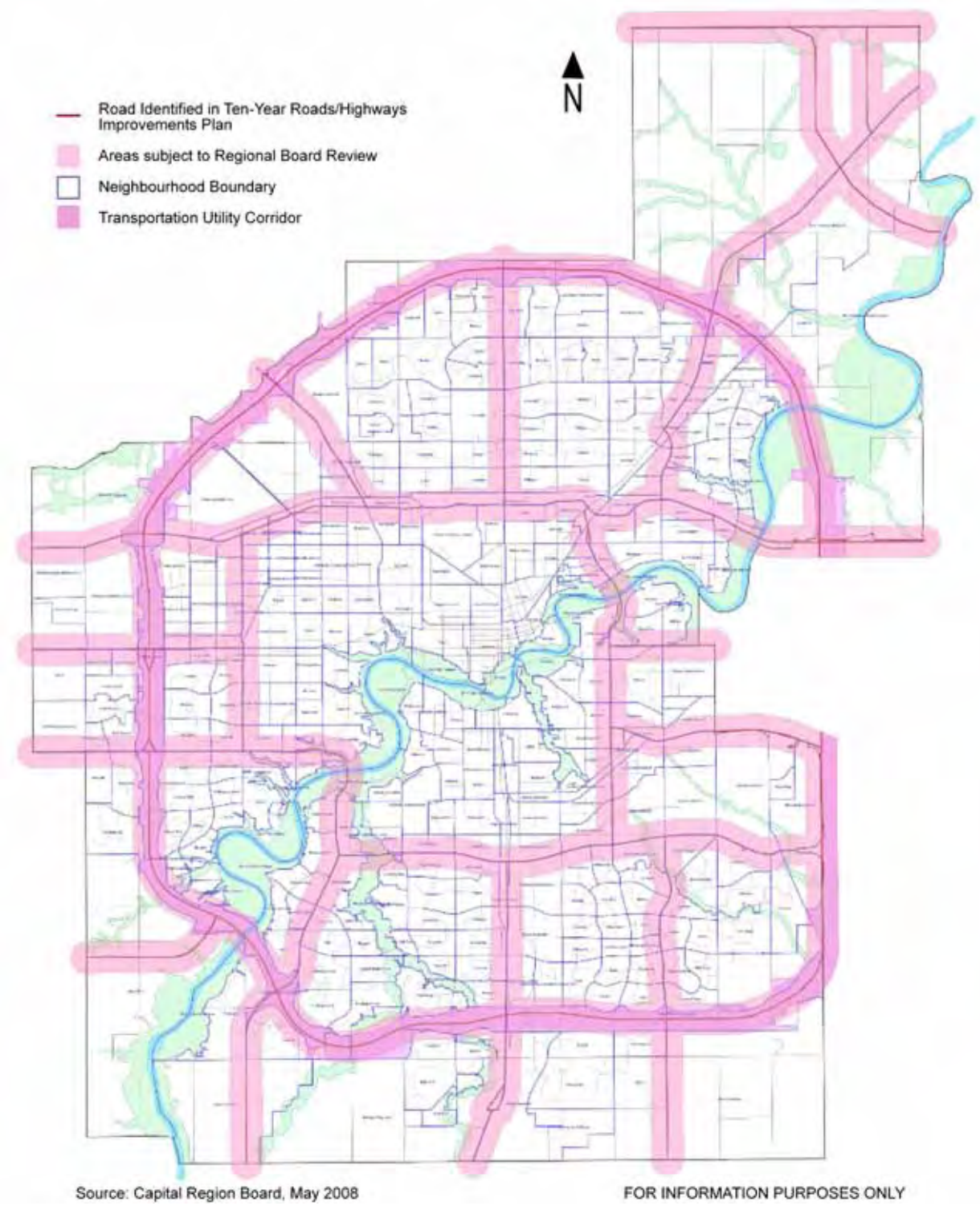
Map 17: Natural Areas and Watershed Sub-Basins



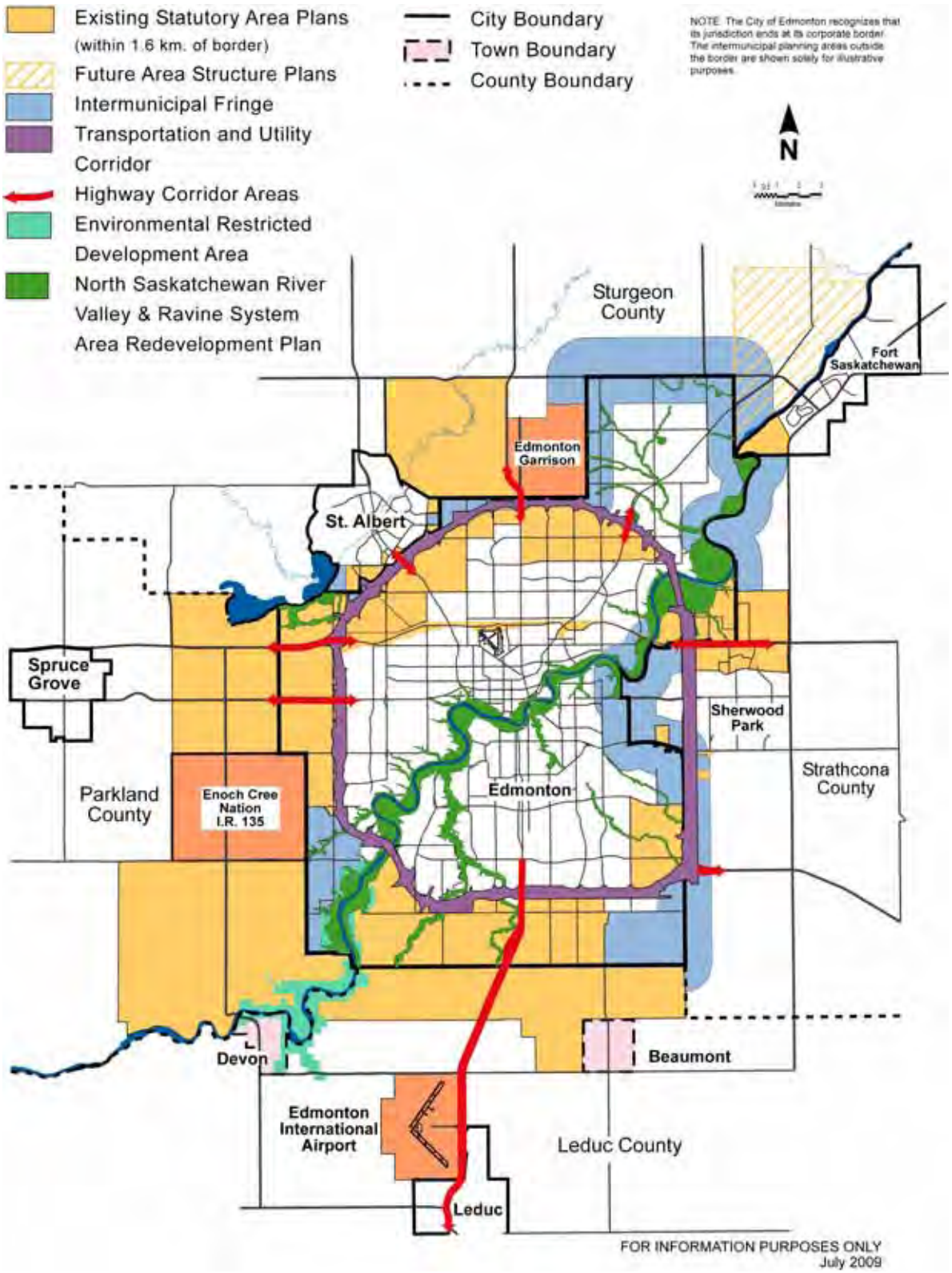
Map 18: Areas Subject to Capital Region Board Review



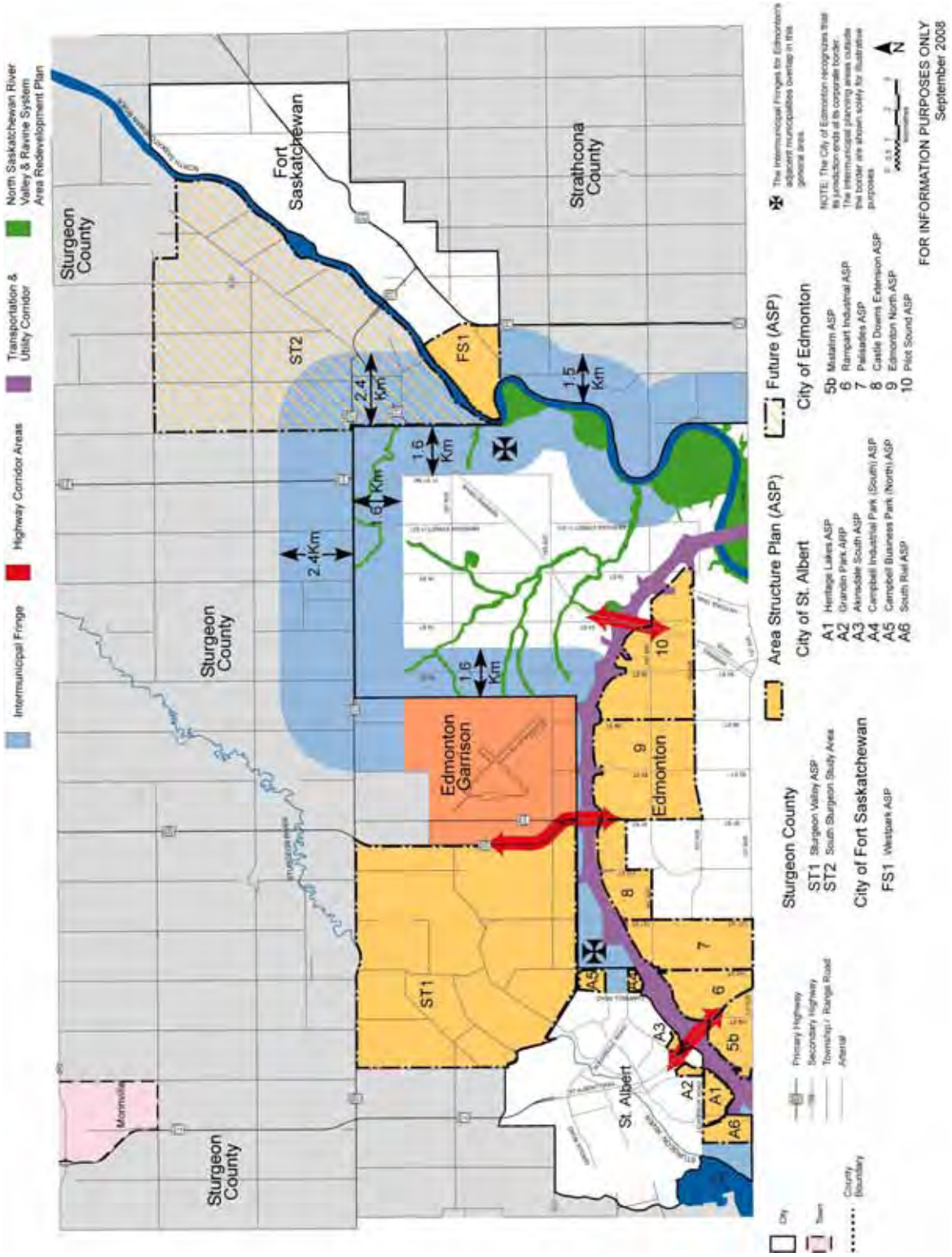
Source: Capital Region Board, May 2008

FOR INFORMATION PURPOSES ONLY

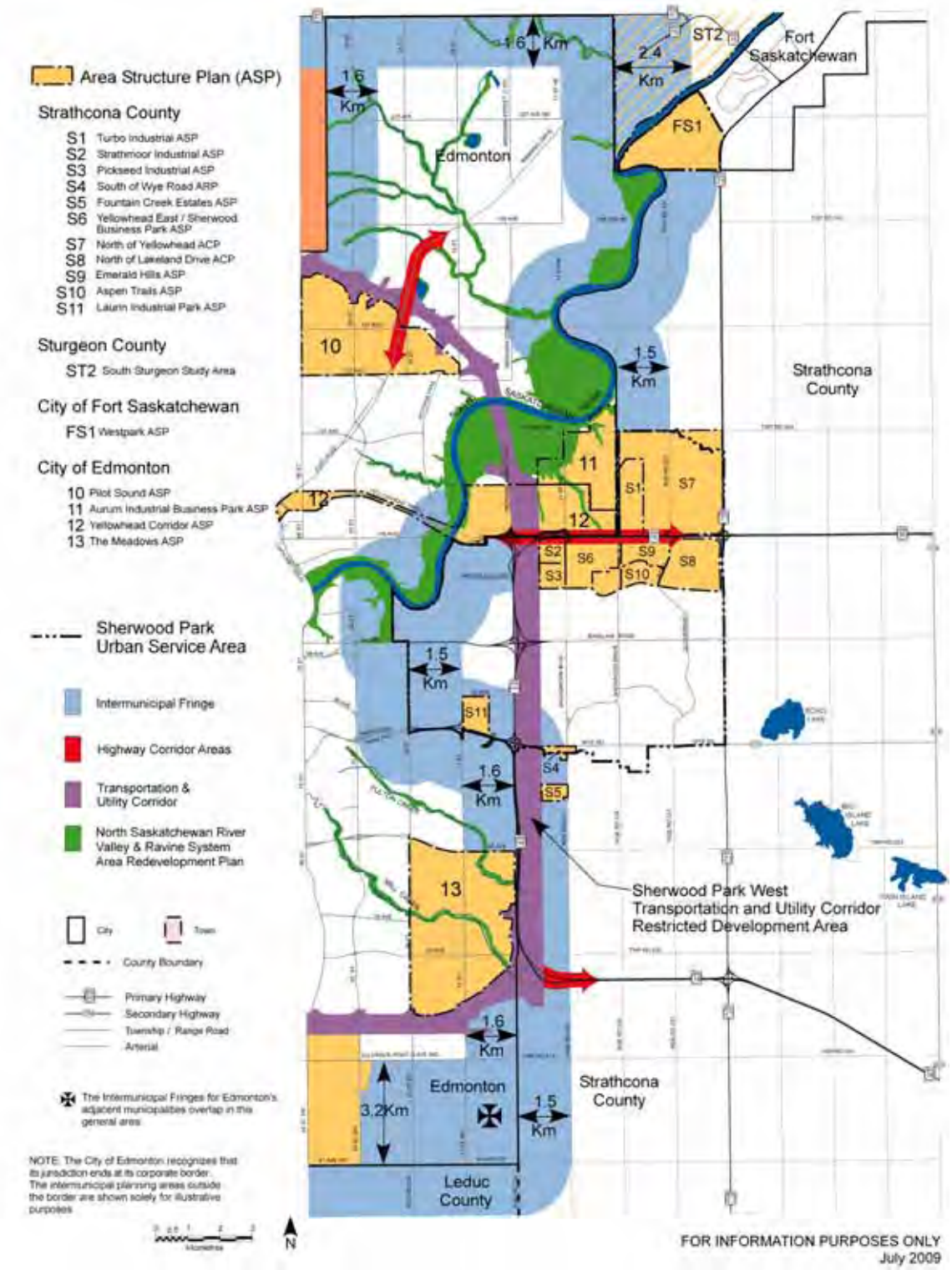
Map 19: Intermunicipal Planning in Border Areas



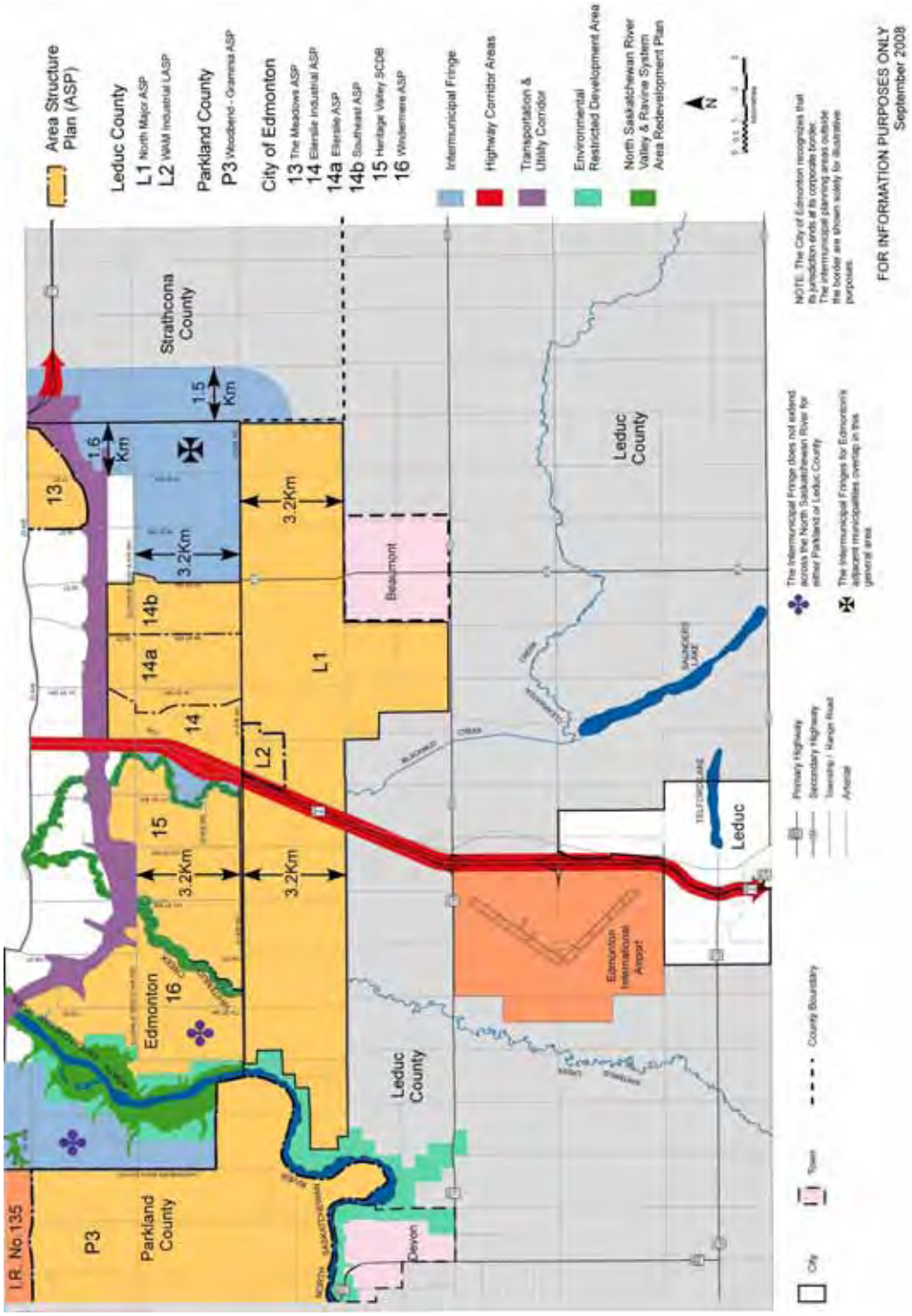
Map 20: Intermunicipal Planning: City of Fort Saskatchewan, Sturgeon County



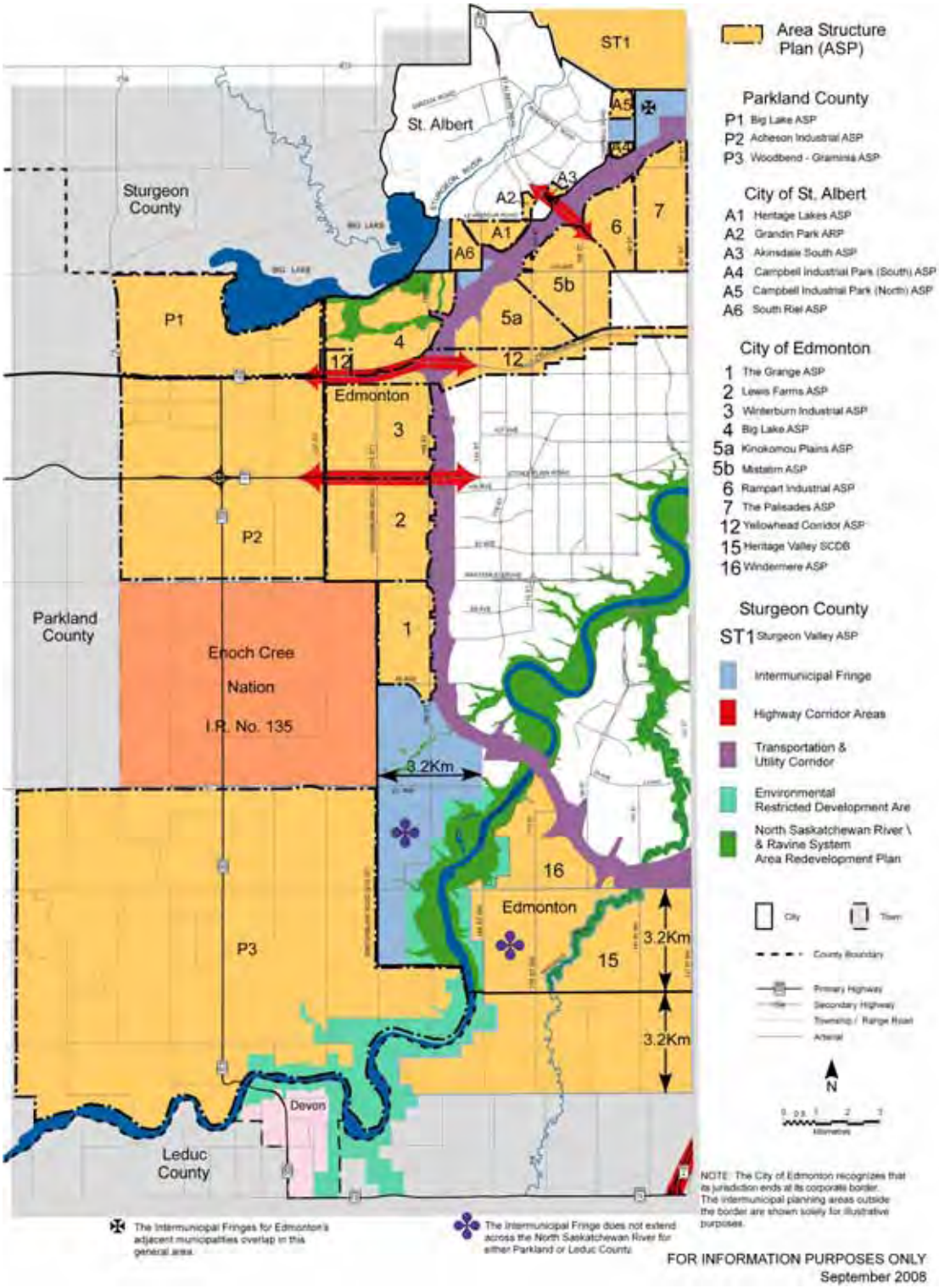
Map 21: Intermunicipal Planning: Strathcona County



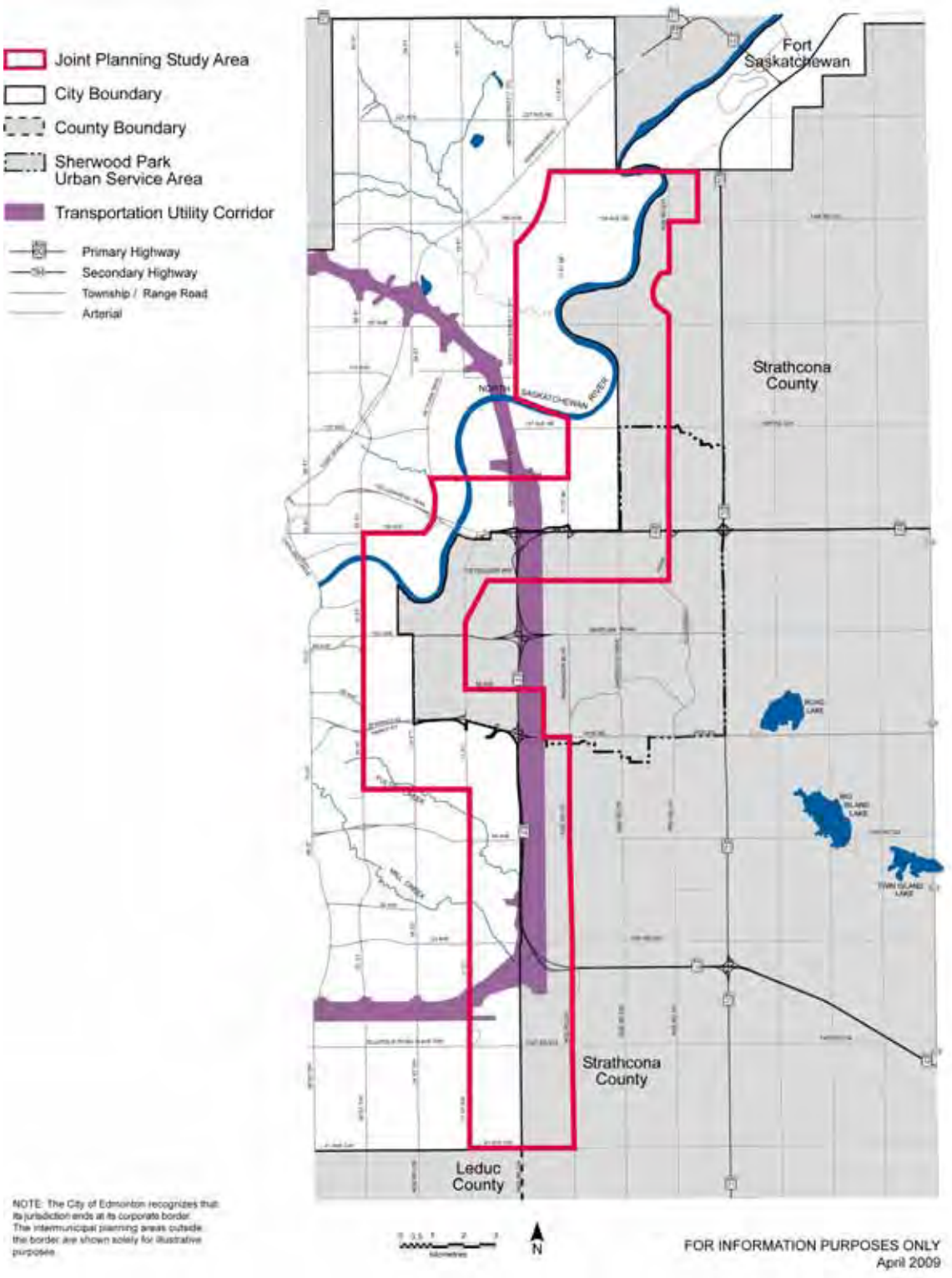
Map 22: Intermunicipal Planning: Leduc County



Map 23: Intermunicipal Planning: Parkland County, City of St. Albert



Map 24: Intermunicipal Planning: Joint Study Area



Schedule A: Intermunicipal Planning Referrals and Notifications

- 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 plan 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 notifications processes will be negotiated with non-municipal neighbours.

[2] Response time referrals to total calendar days, including the date of referral and the due date for the response. Referrals will be conducted primarily by email. 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: Intermunicipal Planning Referrals and Notifications Cont'd

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 with 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 20, 21, 22 and 23. 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 development is defined in the Glossary of Terms.

Appendix 1 – Working Principles for Land Use Planning

FOCUS EDMONTON
city plan

WORKING PRINCIPLES

FOR LAND USE PLANNING

THESE WORKING PRINCIPLES WERE DEVELOPED IN EARLY 2007 based on values for land use planning expressed by the project stakeholders, the public, and a review of best practices in planning and existing City policy. It should be noted that they may undergo further refinement as more detailed policy and implementation options are explored and as stakeholder consultation continues.

FOCUS EDMONTON: CITY PLAN is a City of Edmonton project to create a new Municipal Development Plan. City Plan will be a land use plan that will set Edmonton's future direction for land development and redevelopment decisions. The following Principles are the first step in defining our City's desired direction. The Principles set the framework for City Plan and will guide Plan policy.

The Principles support six core pillars of City Plan:

- **A HEALTHY CITY**
- **AN ENVIRONMENTALLY PROGRESSIVE CITY**
- **A CITY OF BEAUTY**
- **A PROSPEROUS CITY**
- **A MOBILE CITY**
- **A CITY OF LEADERS AND STEWARDS**

FOCUS EDMONTON
city plan

A HEALTHY CITY

A GREAT CITY IN WHICH TO LIVE, and an attractive city to people throughout the world, is one that supports the health of its citizens and neighbourhoods.

EDMONTON:

- Encourages diverse and inclusive neighbourhoods that provide opportunities for residents of different ages, incomes, and cultures to live, work, learn and play.
- Supports basic human needs for physical health and well-being through access to adequate, safe, and affordable housing in all areas of the city.
- Sustains and builds dynamic, functional and safe mature neighbourhoods through an integrated planning and design framework for redevelopment and infrastructure.
- Honours and encourages a sense of neighbourhood pride through open, informative, participatory and proactive consultation processes for land use and development decisions.
- Facilitates community identity and social activity through the design of safe, accessible and inviting plazas, parks, streetscapes and other cultural, educational, commercial and recreational gathering spaces.
- Provides attractive recreation options, easy access to green spaces and environments where walking, cycling and public transit are practical options for accessing everyday destinations.
- Considers public safety as a key priority in the design and maintenance of communities, public spaces, buildings and infrastructure.

AN ENVIRONMENTALLY PROGRESSIVE CITY

IN A SUCCESSFUL CITY, planning and development frameworks and decisions support a well-functioning and sustainable ecological system. Decisions about where and how we will grow must fulfill our need for a clean environment, our desire to protect natural areas and our desire to reduce our impact on climate change. Local land use decisions not only affect the local environment but also the regional, continental and global systems of today and of future generations.

EDMONTON:

- Employs citywide growth strategies and land use and development decisions that support a more compact urban form, increased densities, a mix of land uses, and a widely-used public transit system.
- Protects and conserves the river valley and other natural areas and integrates these elements into new developments in ways that allow them to remain healthy and sustainable for future generations.
- Connects systems of parks, natural areas, open spaces and the river valley to provide linkages for wildlife movement and habitat for birds and other animals.
- Promotes eco-efficient buildings and neighbourhoods and develops regulatory frameworks to support these projects.
- Guards against soil and water contamination and pursues opportunities to remediate contaminated sites to prevent the transfer of contaminants to the groundwater and air.
- Conserves the agricultural land best suited for local food production or market gardening for future generations and encourages neighbourhood level approaches to local food production.

A CITY OF BEAUTY

EDMONTON IS PROUD TO BE ALBERTA'S CAPITAL CITY. High quality architecture, urban design and our ability to feature our natural beauty will honor this role and add to residents' sense of pride and attachment to our city.

EDMONTON:

- Preserves and enhances the accessibility of our river valley and green spaces as a notable characteristic of Edmonton's landscape.
- Encourages private and city-led development and redevelopment projects to exhibit excellence in urban, architectural, and landscape design.
- Establishes the Downtown, key pedestrian shopping streets and emerging arts and cultural districts as comprehensive areas of "urban design excellence," and pursues proactive planning approaches and strategic public and private investment to strengthen these areas' unique roles.
- Conserves and celebrates heritage by protecting historically significant districts, buildings, landmarks, and archeological resources.
- Features significant public views, vistas, gateways and focal points.

A PROSPEROUS CITY

EDMONTON STRIVES FOR A HIGH QUALITY OF LIFE, economic excellence and productive growth.

EDMONTON:

- Pursues regional planning opportunities to promote economic growth and prosperity in conjunction with surrounding communities.
- Integrates growth strategies with an affordable and fiscally sustainable approach to building, maintaining, operating and replacing the infrastructure and amenities required to support complete communities.
- Designates an adequate supply of land, in a variety of sizes and locations, to meet the diverse opportunities for commercial and industrial growth and innovation, and to allow for adaptation to changing economic trends.
- Recognizes educational institutions, arts, culture and recreational facilities, and quality urban design as economic generators and key elements in attracting and retaining a creative, knowledgeable and skillful workforce, and the companies seeking these people.
- Provides residents with access to affordable housing, low cost transportation options and local employment opportunities, in order to facilitate individual and household prosperity.
- Promotes vitality in mature neighbourhoods and older commercial and industrial areas through redevelopment and reinvestment in buildings, infrastructure and public spaces.

A MOBILE CITY

TRANSPORTATION DECISIONS AFFECT LAND USE PATTERNS and land use patterns in turn have impacts on the demand for transportation infrastructure and the range of mobility options available to serve the diverse needs of Edmonton residents.

EDMONTON:

- Establishes a master planning framework that shares common economic, social and environmental objectives for land use, development and redevelopment, and for the expansion, upgrading, and maintenance of the transportation network.
- Considers financially, environmentally and socially sustainable transportation objectives when making land use, urban design, and development and redevelopment decisions.
- Builds compact, mixed use, walkable developments around selected high quality transit facilities.
- Complements residential and commercial redevelopment and reinvestment in downtown and mature areas through enhanced public transit, walking, cycling and roadway networks.
- Supports land use and transportation decisions that allow for effective, efficient and integrated movement of people and multimodal movement of goods within the city and throughout the region.

A CITY OF LEADERS & STEWARDS

A SUCCESSFUL CITY REQUIRES THAT ACTION BE TAKEN by a diverse and dynamic group of strong leaders, with a democratic ethic and a vision of stewardship for people, places and resources.

EDMONTON:

- Demonstrates leadership through City practices and policies, private and non-government organizations and institutions, and citizens who are inspired and empowered to act innovatively.
- Pursues strategic partnerships with other levels of government, public and educational authorities, surrounding municipalities, and with private sector and community-based organizations.
- Provides accountability to citizens through on-going strategic monitoring of City Plan, and through fiscal responsibility, open and participatory processes, and public education to raise awareness and understanding of key land and development issues facing Edmontonians.

Appendix 2 – Regional Context Statement

The Capital Region Growth Plan directs municipalities to prepare and adopt Regional Context Statements when revising municipal development plans. These Statements "describe the municipal Principles and Policies that conform to the Plan and, where necessary, how these policies will evolve toward greater consistency with the Plan".

This Regional Context Statement describes the way in which Edmonton's Municipal Development Plan (MDP) conforms to the Capital Region Growth Plan and, in particular, the Capital Region Land Use Plan.

Edmonton's MDP recognizes the City of Edmonton as the urban centre of the Capital Region and its objectives and policies support the regional plan's purpose of: managing sustainable growth that protects the environment and resources, minimizes the development footprint, strengthens communities, increases transportation choice, ensures efficient provision of services, and supports economic development. Edmonton's MDP closely aligns with both the spirit and intent as well as with many of the actual principles and policies of the regional plan.

Regional Principle: Protect the Environment and Resources

Regional Policy: Preserve and protect the Environment

The Way We Grow establishes Edmonton's objective to protect, preserve and enhance its natural environment. Policies in the plan cover Edmonton's commitment to the health, integration and connectivity of the natural environment with special emphasis on the North Saskatchewan River Valley and Ravine System. Policies in this Plan also establish direction on the management of parks and open spaces and the restoration of damaged and degraded ecosystems. In addition, *The Way We Grow* also establishes Edmonton's objective to support regional planning initiatives for the protection of the environment.

Regional Policy: Preserve Agricultural Lands

The Way We Grow contains policy direction to prevent premature fragmentation of agricultural lands, incorporate a peri-urban agricultural section in new Area Structure Plans and develop a city-wide food and agriculture strategy that may include guidelines to protect agricultural operations.

Regional Policy: Protect Natural Resources

The Way We Grow contains policies to protect significant deposits of natural resources, mitigate negative impacts of natural resource extraction activities and ensure the orderly and safe coexistence of urban development and oil and gas facilities.

Regional Policy: Minimize the Impact of Development on Regional Watersheds and Airsheds

The Way We Grow establishes Edmonton's objective of mitigating impacts of development on Edmonton's water resources and monitoring and protecting water and air quality.

Regional Policy: Minimize the Impact of Heavy Industrial Developments

The Way We Grow contains policy direction on effective separation distances and measures to mitigate the impact of heavy industry including risk and nuisance on public safety and quality of life.

Regional Principle: Minimize Regional Footprint

Regional Policy: Identify, Protect and Prioritize Lands for Regional Infrastructure

The Way We Grow contains policies to plan for growth in the Capital Region based on an efficient and effective transportation system, while also planning for growth, major infrastructure and service provision with the City of Edmonton's intermunicipal and regional planning partners.

Regional Policy: Concentrate New Growth within Priority Growth Areas

The Way We Grow contains policies to manage future growth opportunities through a long term coordination strategy. In addition, the Plan establishes that Edmonton will plan for growth that meets or exceeds the Region's density targets.

Regional Policy: Allow Growth Outside of Priority Growth Areas

(Not Applicable)

Regional Policy: Support Expansion of Medium and Higher Density Residential Housing Forms

The Way We Grow promotes medium and higher density residential growth around LRT stations and transit centres. In addition, *The Way We Grow* ensures neighbourhoods have a range of housing choices to meet the needs of all demographic and income groups.

Regional Policy: Support Cluster Country Residential Development

(Not Applicable)

Regional Principle: Strengthen Communities

Regional Policy: Create Inclusive Communities

The Way We Grow establishes Edmonton's objective to ensure neighbourhoods have a range of housing choice to meet all the demographic and income groups while creating socially sustainable communities. Additional policies promote housing choices in association with the location of education and health uses.

Regional Policy: Support Healthy Communities

The Way We Grow contains policy direction that supports initiatives to build complete, healthy and livable communities.

Regional Policy: Support Public Transit

The Way We Grow and *The Way We Move* were developed concurrently in acknowledgement that land use and transportation are inherently linked. In addition, *The Way We Grow* establishes that the primary framework for urban form will be Edmonton's transit system.

Regional Policy: Support Innovative and Affordable Housing Options

The Way We Grow establishes the objective to provide, in partnership with others, safe, accessible and long-term affordable housing in all areas of the city, with a focus on LRT stations and transit centres.

Regional Principle: Increase Transportation Choice

Regional Policy: Integrate Transportation Systems with Land Use

The Way We Grow and *The Way We Move* were developed concurrently in acknowledgement that land use and transportation are inherently linked. This is supported by policy that promotes medium and higher density residential and employment growth around LRT stations, transit centres and selected transit avenues.

Regional Policy: Support the Expansion of Transit Service in Various Forms

The Way We Grow contains policy direction to prepare Transit Oriented Development (TOD) plans around existing Light Rail Transit (LRT) and in association with the expansion of the LRT system.

Regional Principle: Ensure Efficient Provision of Services

Regional Policy: Design Integrated Physical Infrastructure within the Region

The Way We Grow establishes Edmonton's objective to 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.

Regional Policy: Maximize Utilization of Existing Infrastructure

The Way We Grow establishes Edmonton's objective to 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. This is supported by policies that promote the completion of developing neighbourhoods by providing public infrastructure and services for livability.

Regional Principle: Support Regional Economic Development

Regional Policy: Ensure a Supply of Land to Sustain a Variety of Economic Development Activities

The Way We Grow establishes Edmonton's objective to participate in regional initiatives for sustainable economic growth.

Regional Policy: Attract and Retain Individuals and Families with a Diverse Range of Skills to the Capital Region's Economic Development Goals

The Way We Grow promotes the attraction of creative workers and visitors by supporting arts and cultural facilities and working in partnership with bodies such as school boards to foster sustainable development. The Plan fosters complete, livable communities and high quality urban design to make Edmonton a desirable place to live.

Regional Policy: Support Regional Prosperity

The Way We Grow contains policies that promote the growth of office employment opportunities and increased employment opportunities through the attraction, growth and development of industrial business.

Regional Policy: Position the Capital Region Competitively on the World Stage

The Way We Grow establishes policies that support the City of Edmonton's participation in regional initiatives for sustainable economic growth.

Appendix 3 – City Vision, Principles and Strategic Goals

City Vision

A creative description of Edmonton's future, the vision guides our decisions, helps us set direction and encourages us to align our priorities as we work to make Edmonton the city we want it to become in 2040.

Take a river boat from one shore of the world's largest urban park to the other, from the university to the legislature. From the water, look up and consider the skyline, the bustling core and the towers and urban villages to the east and west. The people on the sidewalks and trails, from First Nations to new Canadians, linked by a common purpose — to learn, to prosper, to celebrate. Take the LRT in any direction from here and you'll be in the heart of somewhere special. Welcome to Edmonton, the capital of Alberta, a northern city of art and ideas, research and energy.

- Edmonton is an energy city. Energy drawn from the ground and from above; from the sun and wind. But the true power of Edmonton is the democratic spark in its people.
- Edmonton is a city of design — urban design, architectural design, and environmental design. Walk its safe, leafy neighbourhoods, ride its efficient and accessible transportation system. The city has grown up; now we're building smarter.
- Edmonton links the continent with the north and with Asia. This cooperative regional economy is powerful and diverse, oriented toward the future. Visit the universities and colleges, the humming research parks, the downtown office towers: Edmonton is a destination for advanced technologies, health care and green energy.
- Edmonton is a recreation city, an arts city. It is a city that embraces all seasons. Run, ride or ski on its trails and fields, cheer in its arenas and stadiums. Enjoy the museums, galleries, clubs and theatres. Read its novels, watch its films. Spend an hour or a week in the glorious North Saskatchewan River Valley, the world's largest preserved park.
- Edmonton is a city of many cultures, educational opportunities and all political and social orientations; yet its citizens are inspired by a shared vision and the certainty that this city on a river is one of the most special places on earth.

City Strategic Plan's Principles

The Way Ahead: City of Edmonton Strategic Plan 2009-2018 provides a focus to the City's efforts to deliver the greatest value of services and infrastructure that are most important to Edmontonians, while managing the opportunities and challenges of our rapidly growing and changing city.

Four principles underpin the development and implementation of the City of Edmonton Strategic Plan:

Integration

A holistic view of strategic planning that acknowledges the interrelated and inter-dependent reality of complex urban environments. Goals and priorities set for different elements in urban planning are as interrelated ecosystems and considered in terms of how they impact, support and drive each other.

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.

Livability

An interrelated set of factors that influences people to choose a place to live and reinforces their sense of well-being there. The concept of livability is based on the knowledge that the economic and social life of the community is intimately linked to its natural and built environment, and together these elements impact social and cultural goals.

Livability factors include:

- Social capital: The human capital of the people within a city in all their diversity and potential, together with an urban culture that reflects people's social values and makes them feel included and respected.
- Amenities: A clean and well-designed community that allows many choices of lifestyle and includes open and green spaces, respect for historic features and intangibles such as a sense of place and fostering community character.
- Economic prosperity: Sustainable economic and employment opportunities.
- Safety: A sense of personal and community safety and overall social order.
- Access to social services and infrastructure: such as healthcare, education, recreation and arts and culture.
- Environment: An environment sustained for current and future generations through responsible practices. Clean air and water, access to local food supplies and the healthy co-existence of natural and urban environments.
- Affordability: The ability of people of all incomes to have access to affordable core needs such as housing, food, transit and core social services. The recognition as well that affordability of other amenities affects the overall competitiveness of a city in attracting and retaining residents and impacts the quality of life of those who live there.
- Ease of mobility and movement: Accessible roads and transportation modes that meet the requirements and choices of society, communities and people of all ages and needs.
- Participation: Political and democratic processes that allow people to participate in decisions that affect them.

Innovation

A planning approach and operational culture within a municipality which encourages and enables continuous improvement and the exploration and adoption of new techniques, technologies, products and ways of operating in order to improve results and lead progressive change.

City Strategic Plan's 10-Year Goals

To focus the City's efforts on achieving the 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 10-year Strategic Goals are:

Preserve and Sustain Edmonton's Environment

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.

Improve Edmonton's Livability

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 citizen's in the City's Vision and directions.

Transform Edmonton's Urban Form

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.

Shift Edmonton's Transportation Modes

Modes of transportation shift to "fit" Edmonton's urban form and enhanced density while supporting the City's planning, financial and environmental sustainability goals.

Diversify Edmonton's Economy

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.

Ensure Edmonton's Financial Sustainability

Edmonton is financially sustainable, with the revenue resources required to support its plans and provide the infrastructure performance and services citizens need.

Aligning with the City Vision

The City of Edmonton is currently aligning its strategic planning processes to ensure an integrated and holistic approach toward city building over the next three decades. There are currently six corporate plans that work together to achieve the City Vision.

- *The Way We Grow*: The Municipal Development Plan - establishes Council's policy direction for future land development and redevelopment decisions.
- *The Way We Move*: The Transportation Master Plan – establishes Council's policy direction for transportation decisions.
- The Way We Green: Edmonton's Environment Plan - updates the EcoVision Edmonton Plan. EcoVision Edmonton outlines Edmonton's vision for an environmentally sustainable city. It includes the Environmental Strategic Plan and the Natural Connections Strategic Plan.
- The Way We Live: Edmonton's People Plan - This plan will guide future sustainable investment in people services and programs that contribute to Edmontonians' health, safety and social well being.
- The Way We Prosper: Edmonton's Plan to Diversify and Maximize the Economy – to be developed
- The Way We Finance: Edmonton's Financially Sustainability Plan – to be developed

Each of these plans aligns with The City Vision and contains specific information on each corporate identity. Each corporate plan contains Corporate Strategic Goals, Corporate Strategic Objectives, Corporate Strategic Actions and Policy Statements where appropriate (see below for definitions). The Strategic Goals, Objectives, Actions and Policies in each plan align with the City Vision and but are unique to each Corporate Planning Documen

Corporate Strategic Goal	A general statement describing a desired end stat, ideal, condition or quality to be sought in Edmonton's physical, social or economic development that will help achieve Council's vision and 10 year city-wide strategic goals.
Corporate Strategic Objective	A specific statement of what the corporation (City of Edmonton) needs to accomplish in order to achieve a strategic goal. Objectives should be achievable within the time frame of the plan.
Corporate Strategic Action (or Initiative)	A specific statement of how the corporation (City of Edmonton) intends to pursue a strategic objective.
Policy Statement	A statement describing a preferred course of action regarding a particular issue or situation.

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