

INTENTIONS AND DIRECTIONS FOR OUR FUTURE CITY

What We Are Hearing

THE CITY PLAN

June 2019 – January 2020

Edmonton

Acknowledgements

We acknowledge the traditional land on which Edmonton sits, the Territory of the Treaty 6 First Nations and the Métis Nation of Alberta Region 4. We would like to acknowledge and thank the diverse Indigenous peoples whose ancestor's footsteps have marked this territory for centuries such as: Cree, Dene, Saulteaux, Nakota Sioux, Blackfoot, as well as the Métis and the Inuit.

Edmonton is a welcoming place for all people who come from around the world to share Edmonton as a home. Together we call upon all of our collective honoured traditions and spirits to work in building a great city for today and future generations.

The authors thank everyone who participated in the engagement activities. Your contributions are greatly appreciated and we hope you see your values and ideas reflected in these pages.

HOW THIS DOCUMENT IS ORGANIZED

This What We are Hearing document offers a summary snapshot of the results of city-wide engagement for The City Plan that took place between June and December 2019.

Engagement snapshot broadly outlines:

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Addenda include the engagement philosophy, details and results:

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

1. The City Plan: What We Are Hearing (September and October 2018)
2. Identifying City Moves: What We Are Hearing (November and December 2018)
3. Choices for our Future City: What We Are Hearing – City Wide (January to June 2019)
4. Choices for our Future City: What We Are Hearing – Indigenous Engagement (November 2018 to June 2019)

ENGAGEMENT SNAPSHOT



9 Events
this phase
45 total events

299 Attendance *this phase*
for all in person events
897 total attendance



5 Workshops
this phase
21 total workshops



250 Person hours of
workshops this phase
900 total hours



5 Pop-up events
this phase
18 total pop-ups



950 Online circulation
comments
all this phase



EXECUTIVE SUMMARY



The City Plan's role is to provide high-level policy direction for the city. As such, a key point of the engagement process has been to apply a city-level lens to the direction received during engagement. This means that The City Plan Team has continuously identified overarching policy directions that address the often very specific comments received from participants and apply those concerns across the city.

This What We Are Hearing Report gathers feedback from Edmontonians to refine ideas and concepts developed through past engagement and analysis. Tangibly, the focus of engagement in this phase was on the Intentions and Directions and draft City Plan Concept. Additionally, in this phase specific participant comments were also used to make specific changes to the draft policy framework and Draft City Plan Concept.

A detailed description of The City Plan Indigenous engagement events can be found in the separate What We are Hearing – Indigenous Engagement report available at: www.edmonton.ca/city_government/documents/PDF/City_Plan_WhatWeAreHearing_IndigenousEngagement.pdf

Overall, participants continued to provide similar comments on many of the same topics that have been identified during previous engagement phases. This included a focus on the themes of environmental preservation, economic resilience, climate resilience, vibrant communities, accessibility, inclusion, affordable housing and sustainable food systems. Comments on those topics accounted for approximately 75% of public comments received.

Stakeholders were also asked to identify their priorities for implementing The City Plan. These discussions were focused on how different 'levers' – Policy, Partnerships and Advocacy, Incentives, Pricing and Subsidies, and Infrastructure Investments could be applied to different nodes and corridors around Edmonton. Based on the results of the priorities and implementation engagement, it was clear that specific and targeted implementation of levers would be more desirable than blanket changes to all nodes.

Members of The City Plan Team will be presenting this document to Urban Planning Committee on March 16, 2020.



THE CITY PLAN

As Edmonton verges on becoming a city of one million people, we need to look forward as we plan, define and build our city as we move towards a population of two million people.

The City Plan is about our people today, but it's also about the people who are not yet here. It is for the young who will grow old in our community. It is about the people who make up this place – the Indigenous Peoples, newcomers, settlers, investors, longtime residents and visitors. It is also about our spaces and places and how we move around the city. It is about our community and what we will need to do together to grow, adapt and succeed in a resilient future city.

Engagement has been an integral part of The City Plan project. The City Plan team hosted numerous events around the city to hear from Edmontonians about the preferred direction for The City Plan's policy and land use concept.

The Phase I What We Are Hearing Report (presented to Urban Planning Committee in November 2018) outlined what we heard through both Vision 2050 and The City Plan engagement sessions to refine the Guiding Values of The City Plan.

The Phase II What We Are Hearing Report (presented to Urban Planning Committee in February 2019) documented the results of engagement on the Guiding Values, City-Building Outcomes and ideas to help create the Big City Moves.

The Phase III What We Are Hearing Report (presented to Urban Planning Committee in September 2019) emphasized ideas generated by residents to refine the Big City Moves, create policy intentions, and identify where new density might be built in the future.

This What We Are Hearing Report (presented to Urban Planning Committee in March 2020) gathers feedback from Edmontonians specifically about the Intentions and Directions that will be set by The City Plan, as well as overall feedback on the draft City Plan.

The City Plan's role is to provide the highest-level policy direction for the city. As such, a key point of the engagement process has been to apply a city-level lens to the direction received during engagement. The City Plan Team has continuously identified overarching policy directions that address the often very specific comments received from participants and apply those concerns across the city. In this phase, specific participant comments were also used to make specific changes to the draft policy framework and Draft City Plan Concept.



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INDIGENOUS ENGAGEMENT

Indigenous engagement has been a pivotal part of overall engagement on The City Plan. Formal engagement with Indigenous communities on The City Plan is now complete and the results of the engagement sessions have been integrated into The City Plan.

A detailed description of The City Plan Indigenous engagement events can be found in the separate What We are Hearing – Indigenous Engagement report available at: www.edmonton.ca/city_government/documents/PDF/City_Plan_WhatWeAreHearing_IndigenousEngagement.pdf

PHASE IV ENGAGEMENT

The purpose of this phase of City Plan Engagement was to hear from city-wide voices and to work with Edmontonians to **refine** ideas and concepts developed through past engagement and analysis.

Policy intentions are statements of what Edmonton needs to accomplish in order to achieve a city building outcome on an ongoing or transformational basis. For each intention, a subsequent series of directions describe as to how it is to be accomplished.

The draft policy intentions are derived from the engagement feedback and technical studies. They were initially described in detail in Council Report 6959 and have been updated based on further engagement, technical analysis and internal discussions. The connections between the draft policy intentions and the engagement feedback can be found later on in this report.

Policy directions provide more detail on a particular issue or situation at the city-wide or district area level. They contribute to the fulfillment of a particular intention, and at the same time provide greater levels of precision, enable levers for change and indicate possible measures, benchmarks or targets to achieve. Directions are the last level of detail within The City Plan and were presented in this phase for circulation and refinement.

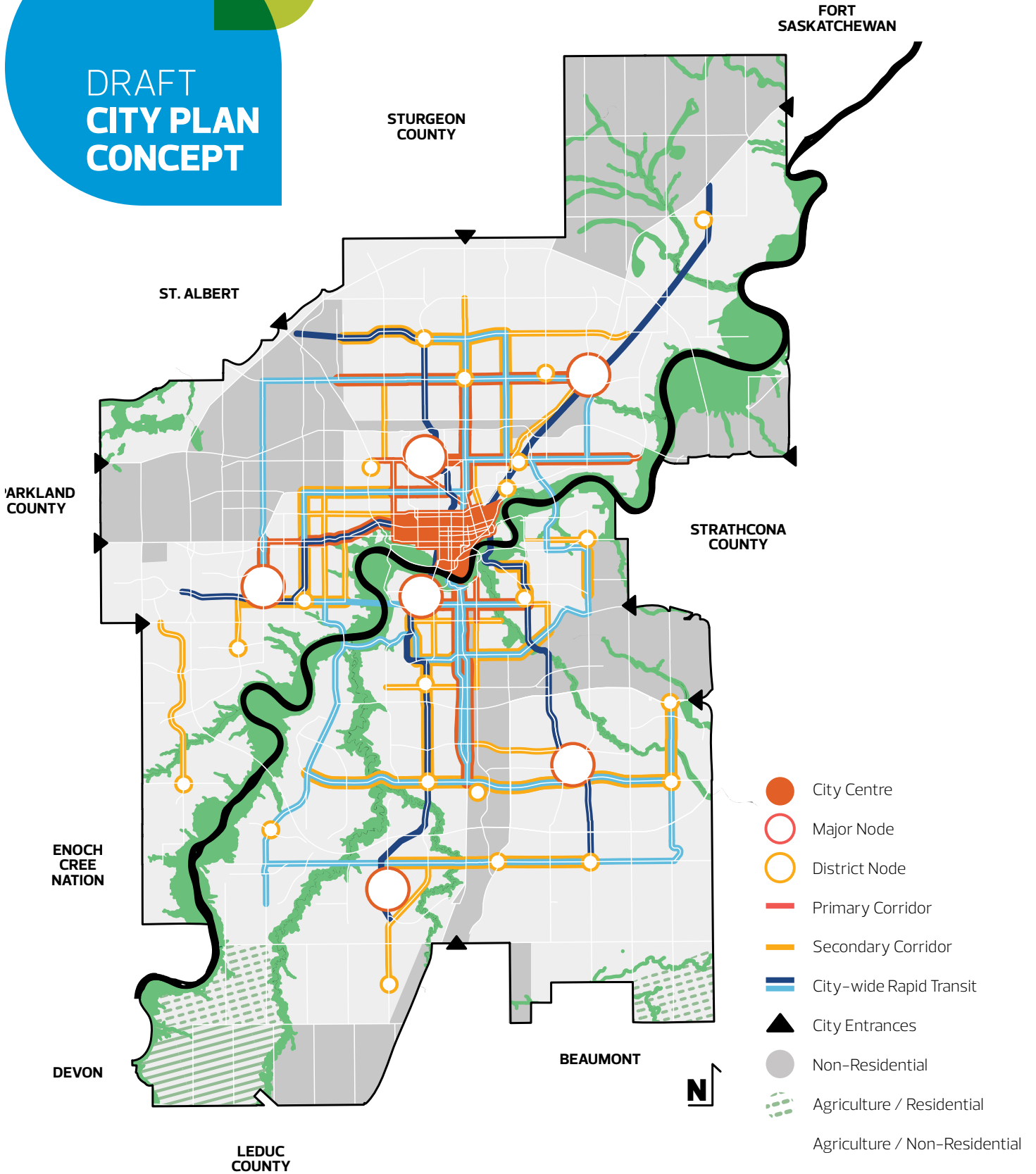
The **draft land use concept** weaves together the essential layers Edmonton will need to sustain, attract and retain two million people living within the city's current boundary. The draft City Plan concept is composed of the following layers:

- Planning Districts;
- Nodes and Corridors;
- Mobility Network;
- Non Residential; and
- Ecological Network.

Engagement in this phase gathered feedback from Edmontonians on the draft policy intentions, directions and components of the draft City Plan Concept to refine the ideas and specifics of those parts of the City Plan. Their input has been reconciled with further analysis and internal decision-making in order to produce a document and policy framework that is clear and deliberate in its goals. The draft City Plan was then circulated and further refined.



DRAFT CITY PLAN CONCEPT





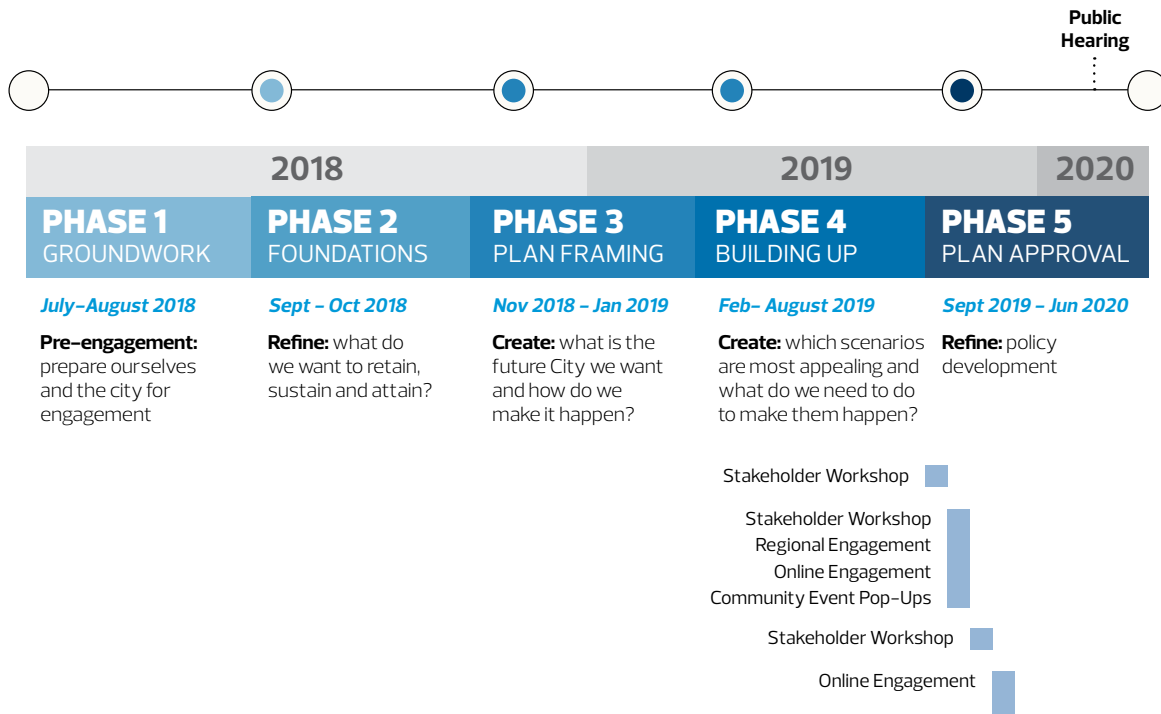
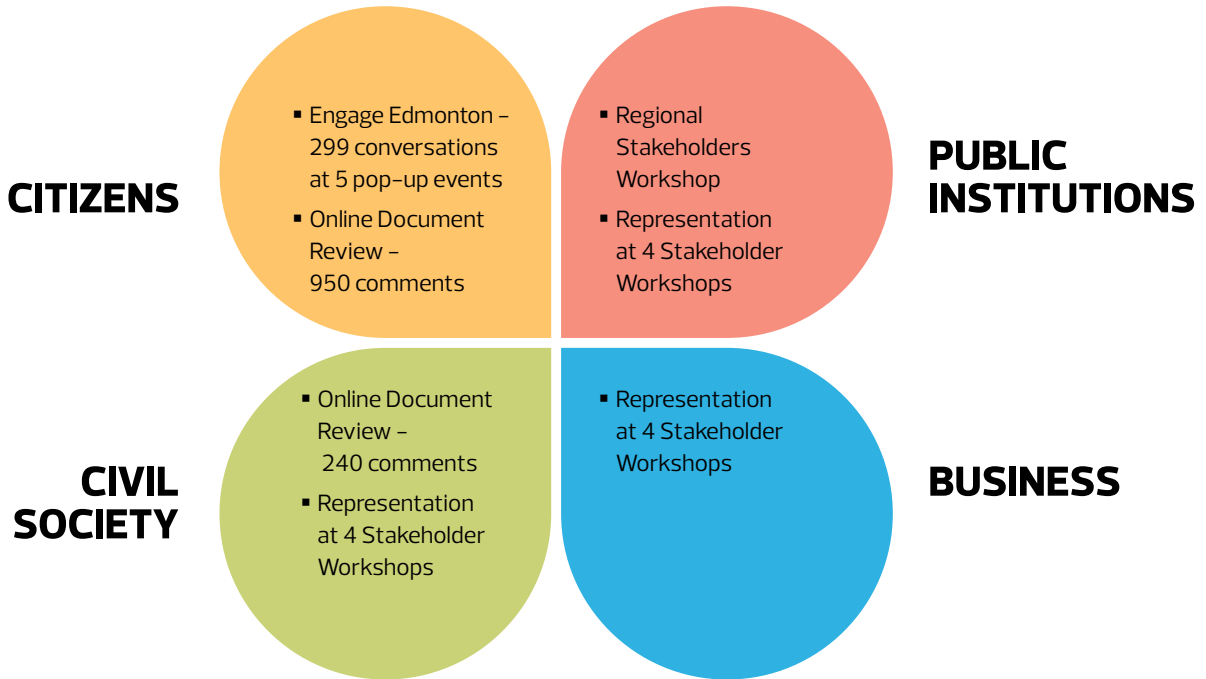
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WHO WE ARE HEARING FROM

This phase of engagement was about asking Edmontonians for feedback on draft policy intentions and directions. To gather this feedback The City Plan Team met with Edmontonians where they already were. This included advertised pop-ups at major social and commercial hubs including recreation centres, malls, and offices at different times of the week and day.

In addition, digital engagement was undertaken through a public online platform that was also shared with the representatives of the diverse groups that The City Plan Team has been working with during past engagement phases.

Finally, this phase included four stakeholder workshops that provided an opportunity for people with specific knowledge and insight to provide input into The City Plan.



How We Are Listening

The activities for this phase of The City Plan public engagement fall in the 'advise' and 'refine' components of the Public Engagement Spectrum.



These activities allowed participants to share ideas without a significant time commitment, with most participants interacting with The City Plan Team to understand more about the project and share their views on the draft intentions and land use concept.

COMMUNITY EVENT POP-UPS

The City Plan Team partnered with two other ongoing City projects; The Bike Plan and Community Energy Transition Strategy Update; to engage with everyday Edmontonians in places where they already were. This included pop-up events at major commercial and social hubs including West Edmonton Mall, Londonderry Mall, Southgate Centre, the Edmonton Tower and the Meadows Recreation Centre.

ONLINE ENGAGEMENT

In addition to the in-person pop-up events, The City Plan Team provided two opportunities for the public to digitally provide input on the draft documents in the same way as the pop-up events.

Participants were able to mark-up and add comments to draft versions of the policy framework and City Plan Concept which was hosted on the City Plan webpage. Online circulation of the draft policy and land use concept occurred in October 2019, with a full draft plan circulated December 2019/January 2020.



STAKEHOLDER WORKSHOPS

Four workshops were hosted by The City Plan Team to gather feedback from the stakeholders who have been engaged throughout this project. The events were hosted on:

SEPTEMBER 20 – Review of Policy Intentions and Network Maps

Core stakeholders worked with the first level of policy – policy intentions – and assessed if the policy would help achieve the city building outcomes.

OCTOBER 10 – Review of Policy Directions

Core stakeholders worked with the full policy set – policy intentions and directions – and assessed if they provided support in achieving the overall direction of The City Plan.

NOVEMBER 18 – Prioritization of Phasing and Staging for Nodes and Corridors

Core stakeholders worked to phase and prioritize infill nodes and corridors to support the first population threshold of 1.25M.

DECEMBER 16 – Review of the draft City Plan

Core stakeholders reviewed and provided comments on the draft City Plan.

REGIONAL WORKSHOP

The City of Edmonton hosted a regional engagement workshop on October 11, 2019 to gather feedback from regional partners on policy intentions and directions, specific to the regional context.



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WHAT WE ARE HEARING

At this stage, comments mostly provided suggestions on the language of the policy intentions and directions or referred to specific parts of the draft City Plan. This is in contrast to early engagement which sought high-level direction on the focus and direction of The City Plan.

Specific Comments

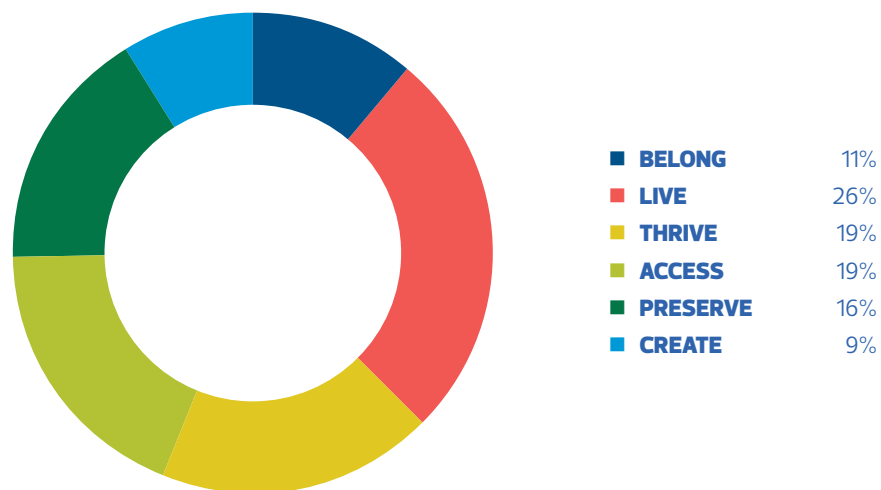
The specific comments received from all the engagement events were compiled and reviewed by The City Plan Team. These comments were then used to improve and clarify the policy intentions, directions and the draft City Plan Concept where they were in line with the overarching goals and guiding principles. In some cases, individual comments were identified as being too specific to a particular "program area" and were retained for future use but did not result in changes to the policy. It is intended that this feedback be passed onto specific program areas and form the basis of implementation of the City Plan.

People who participated via online engagement were much more likely to identify specific wording changes compared to participants in the in-person engagement, with almost 25% of responses giving direct feedback on the wording of intentions or directions. The second most common type of response were those directly related to mapping changes that participants were interested in seeing.

What We Are Hearing

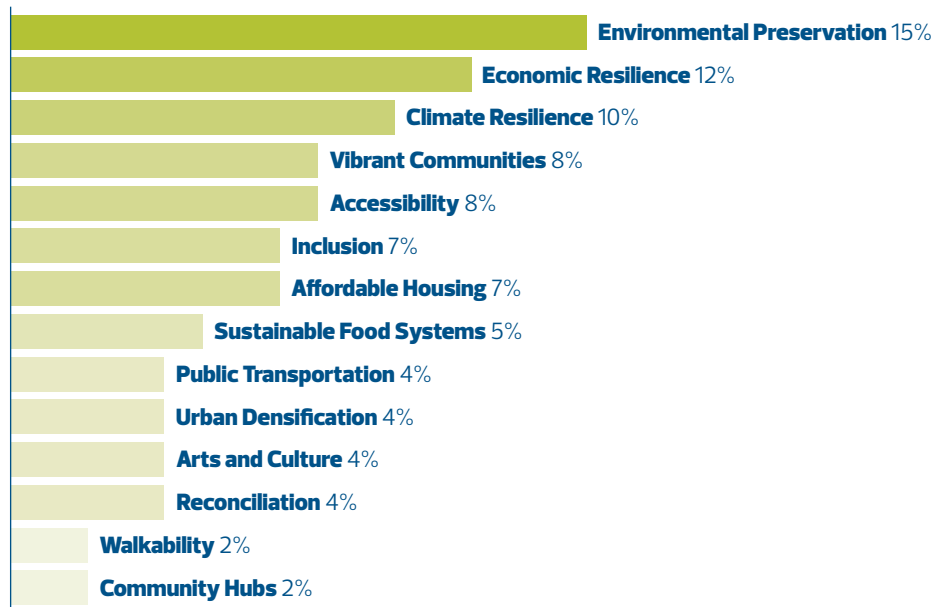
In addition to this specific feedback, public engagement comments were themed and analyzed to provide additional guidance to The City Plan Team. Those themes and analysis are presented in this section.

Overall, participants provided direct feedback on all of the guiding values with over a quarter of responses focusing on topics related to "I want **LIVE** in a place that feels like home" (26%), followed by "I want **ACCESS** within my city" (19%) and "I want opportunities to **THRIVE**" (19%) and "I want to **PRESERVE** what matters most" (16%). Finally, **CREATE** and **BELONG** received the fewest comments with only 9% and 11% respectively.



Overall, participants were still interested in many of the same themes and ideas which were identified during previous engagements. This included a focus on the themes of Environmental Preservation, Economic Resilience, Climate Resilience, Vibrant Communities, Accessibility, Inclusion, Affordable Housing and Sustainable Food Systems.

Comments on those topics accounted for approximately 75% of public comments received. Seeing what themes participants were most interested in helped The City Plan Team identify which areas to focus their attention while updating the policies, and re-affirmed the topics Edmontonians felt should be important for The City Plan.



Environmental Preservation

Participants expressed a wide range of aspirations related to environmental preservation including broader environmental actions, land use policies, projects and changing our language as it relates to the environment.

Broader Actions – Participants identified broader actions that they felt would reduce some of the environmental impacts that have built up over time included banning pesticides, reducing plastic use, reducing the impact of trails on the River Valley and education.

Land Use Considerations – These are ideas that would protect, restore and expand natural areas in the city. They included developing policy to stop municipal and private projects from disturbing natural areas and trees, moving infrastructure like the wastewater treatment plant out of the River Valley, planting trees downtown and not allowing the sale of lands in the River Valley to private interests.

Projects – Participants also identified potential projects which they felt should be undertaken including buying back land in the River Valley and ravines, daylighting the Mill Creek, and moving EPCOR infrastructure out of the River Valley.

Language – Other participants felt that the language found in the policies did not emphasize the importance of our relationship with nature. They indicated that language like “manage”, “develop” or “enhance” would be mis-directed

KEY WORDS:
**Pesticides,
 Construction,
 River Valley, Mill
 Creek, Farmland
 and Topsoil,
 Private Forests,
 Infrastructure**

during implementation and result in projects and thinking that continued to degrade natural areas. In response, they indicated that language that emphasized our relationship with nature should be used, for instance identifying “values”, or using terms like “retain”, “establish” and “conserve” to give stronger direction to policies.

Environmental preservation concepts also highlighted other key issues like stopping development on prime agricultural soils, in flood prone areas, and continuing to strengthen the use and function of the River Valley as one of Edmonton's prime assets.

Economic Resilience

Edmontonians were clear that economic resilience should be a key focus of The City Plan. Their responses were broadly about three key topics: economic diversification, challenges and local business.

Economic Diversification – In their responses they reaffirmed the need for the City to support economic diversification in the region by facilitating growth in new industries like artificial intelligence, arts and film, health entrepreneurship and clean energy production.

Challenges – They also identified some upcoming challenges that the City needs to address including managing its relationship with the province, developing infrastructure systems that support growth to two million, maintaining the Edmonton's relative housing affordability, and attracting investment and retaining skilled workers.

Local Businesses – Finally, participants identified that there needs to be a way to support local businesses. This included identifying supports for smaller commercial areas that do not have the critical mass to establish a Business Improvement Area (BIA), reducing bureaucracy, dispersing City investment to under-funded areas, supporting volunteer organizations and building awareness for existing programs and materials.

KEYWORDS:

Attract Talent,
New Investment,
Affordable
Housing,
Infrastructure,
Entrepreneurs,
Planning Tools

Climate Resilience

Climate resilience includes all the actions taken to stop and mitigate the impacts of the climate crisis and was a central topic of interest to the public. Edmontonians recognized a number of ways that the City has a role in reducing Edmonton's climate impact including through reducing greenhouse gas emissions, establishing requirements for new development, managing stormwater, establishing climate goals and mitigating the impacts of climate change.

Reducing Greenhouse Gas Emissions – Edmontonians are clear that there are numerous ways that greenhouse gas emissions can be reduced in the future. This included generating more energy through clean energy sources like solar and geothermal. It also included large-scale projects like developing district energy systems and using larger tracts of land for solar energy production.

New Development – Participants had clear ideas about how climate resilience should be built into new developments. Ideas proposed included requiring all new homes to be built to net zero standards, low impact stormwater management systems and clean energy production in all new developments.

KEYWORDS:

Carbon Capture,
District Energy,
Efficient Homes,
Green Incentives,
Stormwater
Management,
Solar Energy,
Low Carbon
Transportation

Other participants identified that it was important that the City undertake key changes to its facilities during renovations and maintenance including improving water efficiency, capturing runoff for other uses, and not allowing new development in the River Valley.

Stormwater Management – Edmontonians felt that actively designing our city's infrastructure to deal with changing stormwater systems was important. They identified the need to quantify the benefits of low impact of low impact development, and reduce the impacts of densification on infrastructure by developing systems which capture and retain water before it enters Edmonton's stormwater system.

Retrofit Buildings – Some participants noted that it is important that the City have a hand in retrofitting existing buildings. They identified improvement financing tools that make it easier for individual building owners to upgrade their buildings. They also noted that existing subsidies for clean energy production systems were important to maintain, including support for electric vehicle charging stations among others.

Climate Goals – Some participants noted that they supported the work that the City is doing to achieve its climate goals but that they were concerned that the goals were insufficient to meet the thresholds identified by scientists.

Mitigating the Impacts of Climate Change – Many participants noted that despite the work done to combat climate change, the City should also be looking to develop infrastructure and systems that are able to minimize the impacts of climate change. This included developing emergency hubs where people can receive services during emergencies. They also identified the need to be prepared for changes in Edmonton's weather systems and mitigate impacts of flooding.

Vibrant Communities

Edmontonians provided a wide range of topics related to the theme of vibrant communities including broad ideas about community vibrancy, events, and actions to support vibrant communities.

Community Vibrancy – Some participants felt that policies related to communities were too focused on transportation and would like to see more focus on policies that support having a greater mix of land uses and amenities located within neighbourhoods and within walking distance from more people's homes and offices.

Events – Responses often noted the importance that events had in promoting vibrancy in their communities. They noted that the City should continue to support a range of festivals in both the summer and the winter. They also highlighted the importance of supporting communities that host major city-wide events and the impacts that those events cause.

For a more detailed breakdown of Edmontonians' thoughts related to Climate Resilience, interested readers can visit the City website for a re-analysis of earlier City Plan engagement data for the Community Energy Transition Strategy update that is concurrently underway.

KEYWORDS:

Active
Transportation,
Employment,
Maintenance,
Festivals, History,
Schools, Safety,
Seniors Housing,
Urban Design

Design and Maintenance – Responses were focused on the importance that good design of public and commercial spaces has on community vibrancy. They noted that the City should be encouraging community-level developments that are of high quality and distinct rather than generic. They also felt that it was crucial that community history be highlighted to increase a sense of community.

Community – Participants also noted that they would like to see more community driven and supported projects in their neighbourhoods. This included seeing more family and multi-generational developments in their neighbourhoods as well as more play spaces, plantings and water features in public spaces.

Accessibility

Participants highlighted four main topics related directly to accessibility, which included universal design, resources and programming and the transportation network.

Universal Design – Participants noted that designing more public spaces with universal design principles was important to allow as many people as possible to have full and equitable access to public spaces in the city.

Resources and Operations – Participants indicated that there needs to be better awareness of the resources that are already available, especially for people living in poverty, newcomers and seniors. From a city operations perspective, participants felt that the City needs to do a better job ensuring that snow is cleared quickly from sidewalks and trails so that people with more limited mobility are still able to access the city during the winter.

Transportation Network – Participants felt that it was important that the transportation network be enhanced for people who are not driving. They indicated that for people who do not drive or with disabilities it is challenging to access the city. They noted that it was important that public transit and active transportation networks be more robust in the future and that those systems be more integrated during the design of new areas.

KEYWORDS:
Services,
Awareness
of Resources,
Seniors,
Infrastructure

Inclusion

Edmontonians provided ideas related to inclusion that highlighted the multiple ways that the city needs to consider equity, diverse histories and inclusive design through The City Plan.

Facets of Equity – Many comments identified different ways the City needs to consider equity. Responses identified that equity was an important when considering open space allocation, service funding, and defining “basic amenities”. There were also specific comments that were interested in how policies impacted and were impacted by in-equities related to sexual orientation, sex, gender, ethnicity, age, place of birth, disability and income.

Diverse Histories – Some participants felt that the City needs to do more to acknowledge the diverse histories of the city and that not every has experienced Edmonton's history in the same way. They felt that the common narratives about Edmonton's history often leave out the histories of minorities, women, LGBTQ2 communities and Indigenous peoples.

KEYWORDS:
Equity, Access,
Pay Gap,
Mental Health,
Newcomers,
Quality of Life,
Seniors, Social
and Physical
Needs

Design of Housing and Space – Participants noted that the City should take a more direct role in ensuring that the design and development of housing, public spaces and services better meets the needs of marginalized people and people with special needs including people with disabilities, and older people.

Affordable Housing

Affordable housing has been a common theme discussed throughout The City Plan project and recent public input on the topic has continued to highlight its importance to the future of Edmonton. Participants identified a range of concerns as well as solutions which they felt The City Plan should address affordable housing.

Redevelopment and Displacement – Multiple responses were focused on how redevelopment and new construction results in displacement of existing low income residents from relatively affordable areas. Participants noted that The City Plan needs to be mindful of how the redevelopment that it envisions will impact housing availability for existing and vulnerable residents.

Affordable Ownership – Some participants noted that they were concerned for Edmonton's relatively affordable home ownership market. They felt that factors like the size of new homes, changing costs to operate and maintain homes, and challenges in finding stable employment will impact current and future buyers who may end up owning homes that they cannot afford.

Supportive housing – Some responses highlighted the need for The City Plan to do more to address issues like homelessness and multiple participants indicated some of the downstream effects that a lack of supportive housing has on the city including camping in the River Valley, and quality of life.

New Areas – Some participants identified the need to require new and developing areas to be required to provide a specific amount of affordable housing.

Housing Choice – Other comments identified that affordable housing and housing choice should be considered separately. They noted that the concepts address different needs and that housing choice shouldn't be necessarily be grouped with affordable housing.

KEY WORDS:
Affordable
Ownership,
Displacement,
Homelessness,
Housing Choice,
River Valley,
Supportive
Housing



Shaping the City

In Phase IV, The City Plan Team gathered feedback from Edmontonians on the physical shape of our city by focusing on a series of systems and networks that capture how The City Plan will influence the shape and function of our city. These systems and networks were explored through three primary sections: **Mobility in Edmonton, Planning and Design in Edmonton** and **Managing Growth in Edmonton**. These networks work together and create the foundation of our future city, represented in the City Plan Concept.

Mobility in Edmonton

As Edmonton grows from one to two million people, the way we get around our city needs to evolve to meet the needs of individuals and respond to changing contexts and technologies. A mobility system is essentially about moving people and goods in a safe and accessible manner and any vibrant and prosperous urban centre must have a mobility system that provides residents with choices that are connected, equitable, healthy and safe.

This will mean that transit and auto networks are better integrated with pedestrian and cycling infrastructure, and land use supports choice throughout the mobility system. The following sections summarize some of what was heard during this phase of engagement.

The mobility system provides different ways to move around the city and will evolve as the city evolves:

- 1 Active transportation network** – The active transportation network will create critical connections between spaces and places, amenities and mobility and support recreation, active living and accessibility.
- 2 Mass Transit Network** – The transit network will provide city-wide, district, and local services that will prioritize reliable services connected to accessible, safe and enhanced transit stops and stations. The network will complement the regional transit system.
- 3 Roadway and goods movement network** – Edmonton's roadway and goods movement network will provide access to daily needs and local markets, and support regional connection and prosperity.

Active Transportation

Participants also identified several ideas related to Active Transportation including:

- Needing to strengthen the existing active transportation system before creating a new network.
- Enhancing maintenance of existing trails and systems.
- Improving active transportation access to major parks and destinations.

They also identified several major active transportation investments including the High-level Line, and safe trails to regional destinations and other non-central locations to support Edmonton's decentralized workforce.

"Not having to drive to work – taking the bus or walking – has improved my quality of life in so many ways."

Mass Transit Network

The Mass Transit Network was one of the topics most commonly discussed in responses. Participants indicated a number of things that they supported about the proposed Mass Transit Network including:

- Emphasis on the rapid transit network.
- High frequency on major routes.
- Expanding the LRT and the focus on cross-town routes.
- Gateway Boulevard as a transit corridor.

They also indicated a number of things that they did not support or were concerned about including:

- Poor transit service in the northwest of the city and a lack of focus on enhancing those areas.
- Contradictions between road widening and increasing investment in transit.
- Missing "first and last mile" strategy to help complete transit trips.
- Loss of local bus routes during network redesign.
- Concerned about the removal of the Centre/Festival LRT line.
- Impact of transit enhancements on local and major roadways.
- Not feeling that transit is a safe or reliable option.

"I don't use public transit as much as I could because I don't feel safe."

Participants also highlighted aspects that they felt were missing including some of the following:

- Major Connections
 - Need to connect transit to developing corridors
 - Regional connections (Spruce Grove, St Albert etc.)
 - LRT to the airport
 - Securing major transit rights-of-way in new areas
 - Improved frequency like in major transit dependent cities
- Other Program Elements
 - Electronic fare system
 - Free transit downtown
 - New forms of rapid transit like Bus Rapid Transit
 - Rapid transit on elevated tracks/routes
 - Support wheelchairs and bicycles during peak hours
 - Low cost parking near transit stations

Participants also asked about the timelines for implementation and were interested in when specific features of the network would be developed. They also identified the need to enhance transit to boost its ease of use and

accessibility. Finally, participants also noted that they felt that past LRT planning and design in Edmonton has not been done well, or rationally, indicating instances like poor station placement, impacts to major intersections and delays during construction.

Roadways and goods movement

Participants generally provided high-level ideas related to roadways and goods movement including some of the following suggestions:

- Enhance access to major transportation corridors including the Henday and Yellowhead.
- Enhance non-central connections to support Edmonton's decentralized workforce.
- Develop more low-cost parking areas at LRT end points.
- Provide more efficient transit service to Edmonton's industrial areas.

Some participants were also generally concerned about the impact of changes to the transit network on the overall convenience for other road users including drivers.

Planning and Design in Edmonton

A city that doubles in population over time, but which wishes to retain its current area, is going to have to plan well and plan ahead. Planning and design in Edmonton are about working with what we have today and continuously adapting and re-imagining our built environment to meet the needs of two million people in the future.

The planning and design elements of the City Plan will look at various factors to develop and enhance these systems and networks in a coordinated and deliberate way as we approach 2 million people:

- 1 Districts** – Districts are groups of neighbourhoods that contain many of the services and amenities that Edmontonians need to meet their daily needs.
- 2 Nodes and Corridors** – To enable more development and redevelopment opportunities, future growth within Edmonton's boundary will primarily be concentrated within a network of nodes and corridors.
- 3 Green Network** – A robust ecological network is essential to ecosystem health. Connected within the urban environment, the green network enables Edmontonians to experience the physical and mental benefits of our open spaces.
- 4 Non-Residential Opportunities** – Expanding and enhancing areas for non-residential opportunities helps to ensure a diverse and thriving economy in Edmonton.

Districts

Participants identified a number of key concepts that were identified as useful to help define what amenities and features should be developed at a district-level. These included:

- Having active transportation connections to district level amenities/facilities (parks, recreation facilities, commercial areas etc.).
- Reviving older/mature neighbourhoods while protecting important heritage areas .
- Ensure that redevelopment results in developments and neighbourhoods that are affordable for a wide range of residents.
- Developing new amenities alongside transit services to enhance neighbourhoods.

Participants also identifies specific areas for interventions including:

- More consideration of the northwest residential areas and their difficulty in accessing other parts of the city from the northside.
- Connections from Mill Woods/the Meadows into Downtown and NAIT.
- Ensuring the redevelopment in Downtown and desirable areas is affordable.
- Developing new LRT connections and park spaces Downtown.

Nodes and corridors

Participants provided a wide range of comments on the Nodes and Corridors system including the following:

- Concerned about the ongoing transit service reductions along corridors identified in The City Plan.
- Support the idea of connecting to hospitals, higher education, and health care services with a focus on institutions that “are not going anywhere”.
- Support the idea of enhancing multi-modal connections between nodes.
- Support for major system connections including connecting both 87 Avenue and 50 Street across the North Saskatchewan River.
- Would like to see the built form in nodes be more walkable and generally move away from strip malls and service station type developments.
- Would like to see major transit-supported corridors extended to the airport.

They identified other secondary corridors and extensions including 111 Avenue, 76 Avenue and secondary nodes that included Beverly, Northlands and Concordia.

Green network

Protecting, and enhancing Edmonton's Green Network was a common topic for participants. Overall, participants were clear that they desired the protection and expansion of natural areas, and did not support major developments in those areas, especially the River Valley.

Participants identified the following ideas about protecting and enhancing city-level and regional natural areas including:

- Protecting natural connections to other parts of the Edmonton region.
- Keep the River Valley green and natural, stop redevelopment and encroachment into the River Valley.

- Relocate major infrastructure facilities (Gold Bar Wastewater Treatment Plant) to less ecologically sensitive areas.
- Restore important natural areas (Mill Creek and other ravines in the core).

In addition, they identified additional topics which support protecting and preserving natural areas at a more local scale. Some of the topics that they identified included:

- Re-development of underutilized public lands for urban agriculture and natural spaces.
- Use neighbourhood renewal to help achieve goals related to enhancing the Green Network.
- Support community initiatives to protect and restore natural areas and clean up garbage.
- Enhance how the City identifies, designates and protects natural areas based on emerging science and science-based decision-making.
- Find sustainable and equitable solutions to address concerns around camping in the River Valley and promote safety in those areas.

Non-residential opportunities

Non-residential areas are key to supporting the long-term viability of the city and provide opportunities for employment, food production and commercial spaces. In their responses to the draft City Plan materials, participants focused on the following major land use decisions related to the City Plan:

- Ensure that land is developed in a logical fashion without leapfrogging or fragmenting agricultural land.
- Concentrate development within Anthony Henday Drive while there is land still available for development there.
- Support non-residential uses in the annexed areas.
- Some participants indicated their non-support for any development in the newly annexed areas.

In addition, participants identified other topics which address larger non-residential trends in Edmonton including:

- Concern about long-term impacts to Edmonton's economy in the face of international changes
- Suggest the terms 'cluster' and 'ecosystem' to capture the importance of co-locating businesses and cross-pollination for new businesses.
- Support for continued diversification of Edmonton's economy, better support for people working with disabilities, and people looking to transition sectors.
- Connecting major employment areas to frequent and efficient public transit.

Finally, participants identified specific, non-residential opportunities at some of the following locations:

- Employment areas at major nodes.
- Northlands as part of the Innovation Corridor.
- Market Garden in Horse Hills designated as residential/agricultural.
- Additional innovation corridors located throughout the city.
- Connect innovation corridor with the airport.
- Integration with Major Employment Areas as identified by regional planning documents.

Managing Growth in Edmonton

The City Plan guides ongoing change, opens up new opportunities, and highlights the choices we need to make to be a healthy, urban, climate resilient city that supports a prosperous region. Being ready for growth and welcoming new development sets our community up to attract and retain new residents and private investment. It also helps manage costs and obtain greater benefit from public expenditures.

Growth in Edmonton will be managed generally through the following mechanisms:

- 1 Growth Management Framework** – The Growth Management Framework is an integrated approach to stewarding the physical systems and networks required to support growth as well as balance competing demands across the city.
- 2 Urban Pattern Areas** – There are three urban pattern areas: redeveloping (within Anthony Henday Drive), developing (outside of Anthony Henday Drive, north of 41st Avenue SW), and future growth area (lands south of 41st Avenue SW). They provide a clear organizing structure for growth.
- 3 Phasing and Staging** – Phasing and staging provides direction to plan, design and direct investments to achieve the land use concept. Prioritizing investments as the city grows to 1.25, 1.5, 1.75 and 2 million people helps to achieve city building outcomes over time.

Urban Pattern Areas

During earlier engagement phases, the concept of Vibrant Villages was clearly identified as the preferred pattern of development across the entire city. Engagement in this phase helped to identify some of the key characteristics of these vibrant villages across the city. They included:

- Develop communities with more areas to walk to get groceries/amenities
- Place an emphasis on community aspects of living in an urban village.
- Allow more missing middle and mid-rise developments that orient to the street.
- Enhance pedestrian and other active transportation forms during neighbourhood renewal.
- Ensure that new developments pay for their infrastructure needs.
- Incorporate options and designs which are more affordable and available to as broad a range of Edmontonians as possible.

In addition to these overarching features of urban villages, there were a series of features which were identified for the different urban pattern areas which are summarized below.

Redeveloping Areas

- Establish mixed-use transition areas around the Centre City.
- Need a more thoughtful redevelopment process.
- Repurpose or rebuild older spaces.
- Increase density.
- Engage neighbourhoods on public and private projects in their areas.
- Protect the important heritage aspects of existing areas.
- Implement The City Plan aspirations through neighbourhood renewal.

Developing Areas

- Reimagine strip malls and power centres and develop a sense of place and community.
- Require growth nodes in outlying areas.

Future Growth Area

- Identify future nodes.
- Prepare an urban growth boundary.
- Increase accessibility to the airport as an economic driver.
- Develop LRT in new areas and have developers pay for that infrastructure.

Phasing and Staging

During most of this phase of engagement, the phasing and staging of The City Plan was in ongoing development. Despite this, multiple participants indicated interest in how The City Plan will be implemented. Some of the participants indicated that they were concerned how the 2019 provincial budget would impact implementation of The City Plan, by delaying some of the major infrastructure investments and reintroducing uncertainty in terms of year-over-year funding. Despite the uncertainty related to the implementation and provincial assistance, participants were supportive of planning for population thresholds as it did not tie The City Plan to hard growth projections.

Engagement responses also identified other metrics or goals that they felt The City Plan should consider including:

- Per capita or percentage open space compared to other similar cities.
- Develop design guidelines and operational definitions for frequent rapid transit networks.
- Establish an urban growth boundary.
- Consider how The City Plan can 'pivot' in the face of disruptions and major events.

Other Topics

Finally, Edmontonians also provided lots of feedback on topics which were uniquely relevant to Edmonton. These included topics like Edmonton's status as a Winter City, preserving and protecting the River Valley and ravine system and regional considerations.

WINTER CITY

The impact of Edmonton being a Winter City continues to be an important consideration for public engagement participants. Generally, participants support ongoing efforts to make the city easier to navigate by active modes in the winter but there was also concern that these efforts take resources away from snow clearing for vehicles and do not prioritize snow clearing for populations with lower mobility like seniors and people with physical disabilities.

In addition, participants were also supportive of the continued expansion of the winter festival season and enhancing Edmontonians' winter use of the city through city and community programs and services.

RIVER VALLEY

As has been noted throughout this project, the River Valley is considered one of the most important areas in Edmonton to preserve and protect. Participants generally provided consistent messaging about prioritizing the ecological and wilderness functions of the River Valley compared to other uses. This includes criticisms of past city approvals of private development in the River Valley, suggestions to decommission and relocate major utility infrastructure out of the River Valley, and re-naturalize significant areas of the River Valley and ravine system. Additionally, participants also identified the importance of working with local stakeholders and improving access for a diverse set of users.

REGIONAL PLANNING

Many responses were interested in seeing how The City Plan integrates with larger-scale planning initiatives like regional transportation networks, regional transit systems and green networks. This included common calls for rapid transit and active transportation routes to be extended to the Airport and some surrounding municipalities. Regional stakeholders also wanted to understand how the draft City Plan Concept meets regional planning considerations like major employment areas and the metro-area of the Edmonton Metropolitan Region Growth Plan.

Draft City Plan Circulation Summary

In early 2020, participants were asked to provide comments on a draft version of The City Plan document. In total, over 600 comments were received including a significant portion that were focused on the specific language and wording choices used in The City Plan. This summary covers the other comments received during that circulation which were more focused on policy direction than the format of the City Plan itself.

Generally, the comments received were supportive of the direction identified in The City Plan. Despite this, many comments also indicated an interest in seeing the following areas receive more focus and have stronger policy language:

- Protection and restoration of natural areas, especially the River Valley and ravines
- Reducing urban sprawl and promoting infill development inside the Henday
- Eliminating poverty and racism
- Meeting the urgent needs and systems-level changes needed to address the climate emergency
- Increasing the mode share of biking, walking and transit

Participants also highlighted what they felt were contradictions in The City Plan including some of the following, these comments help to identify topics where additional consideration and careful thought need to be applied ahead of approving and during implementation of The City Plan.

- Having The City Plan focus on growth to 2 million while also seeking to limit the city's overall environmental impact
- Promoting preservation of the River Valley and ravine system while encouraging greater access into and human use of those areas
- Supporting continued growth and development in the periphery of the city while not having invested in high quality transit services into those areas
- Encouraging redevelopment across the city while trying to limit displacement and gentrification of vulnerable people and those living below the poverty line
- Encouraging high density development on busy arterial roads when trying to attract families to the core and away from quieter, suburban neighbourhoods

In addition to these comments, The City Plan Team also completed internal consultation across the City of Edmonton administration to update the draft of The City Plan mapping and policy framework.



5

CONCLUSIONS

Public engagement during this phase of The City Plan project was instrumental in updating the draft policy framework and draft City Plan Concept. Input was integrated both through specific changes and helping to finesse and flesh out the component parts of the draft The City Plan.



In some cases, specific comments were considered too detailed for inclusion in The City Plan but were retained for future use and will be passed onto specific program areas for implementation.

Overall, participants continued to provide similar comments on many of the same topics that have been identified during previous engagement phases. This included a focus on the themes of Environmental Preservation, Economic Resilience, Climate Resilience, Vibrant Communities, Accessibility, Inclusion, Affordable Housing and Sustainable Food Systems. Comments on those topics accounted for approximately 75% of public comments received. Participants support the principle of planning for population thresholds as opposed to hard growth projections.

Engagement in this phase helped to identify some of the key characteristics of “Vibrant Villages” which were the complete, dense, diverse and walkable communities preferred by participants from earlier engagement sessions. In addition, participants also provided ideas about how those principles could be implemented in the different pattern areas of The City Plan.

Stakeholders were also asked to identify their priorities for implementing The City Plan. These discussions were focused on how different ‘levers’ – Policy, Partnerships and Advocacy, Incentives, Pricing and Subsidies, and Infrastructure Investments could be applied to different nodes and corridors around Edmonton.

In general, locations which were identified for policy interventions, were logically areas that have not seen significant area or corridor planning completed for them. In contrast, areas that were identified for partnerships and advocacy interventions were places where plans had been created or where market development is already occurring without significant input from the City. Stakeholders indicated that infrastructure investment was the City's best tool to incentivize development in an area and highlighted a number of mixed-use or commercial corridors that would benefit from investment. Finally, stakeholders indicated that incentives can support higher quality development in some nodes but were generally concerned about the City picking ‘winners and losers’ if pricing was implemented.

Based on the results of the priorities and implementation engagement, it was clear that specific and targeted implementation of levers would be more desirable than blanket changes to all nodes.



6

NEXT STEPS

Members of The City Plan Team will be presenting this document to Urban Planning Committee on March 16, 2020 and to City Council on May 28, 2020 for first reading and a statutory public hearing.

The public hearing process is Edmontonians' formal opportunity to publicly express their opinions directly to City Council and is mandated by the *Municipal Government Act* (RSA - 2000 M26) Section 692. At this time, the Public Hearing is planned as the final opportunity for members of the public to provide their input into The City Plan. Following Public Hearing, The City Plan will be circulated to the Edmonton Metropolitan Region Board (EMRB) for review through the *Regional Evaluation Framework* prior to final approval.

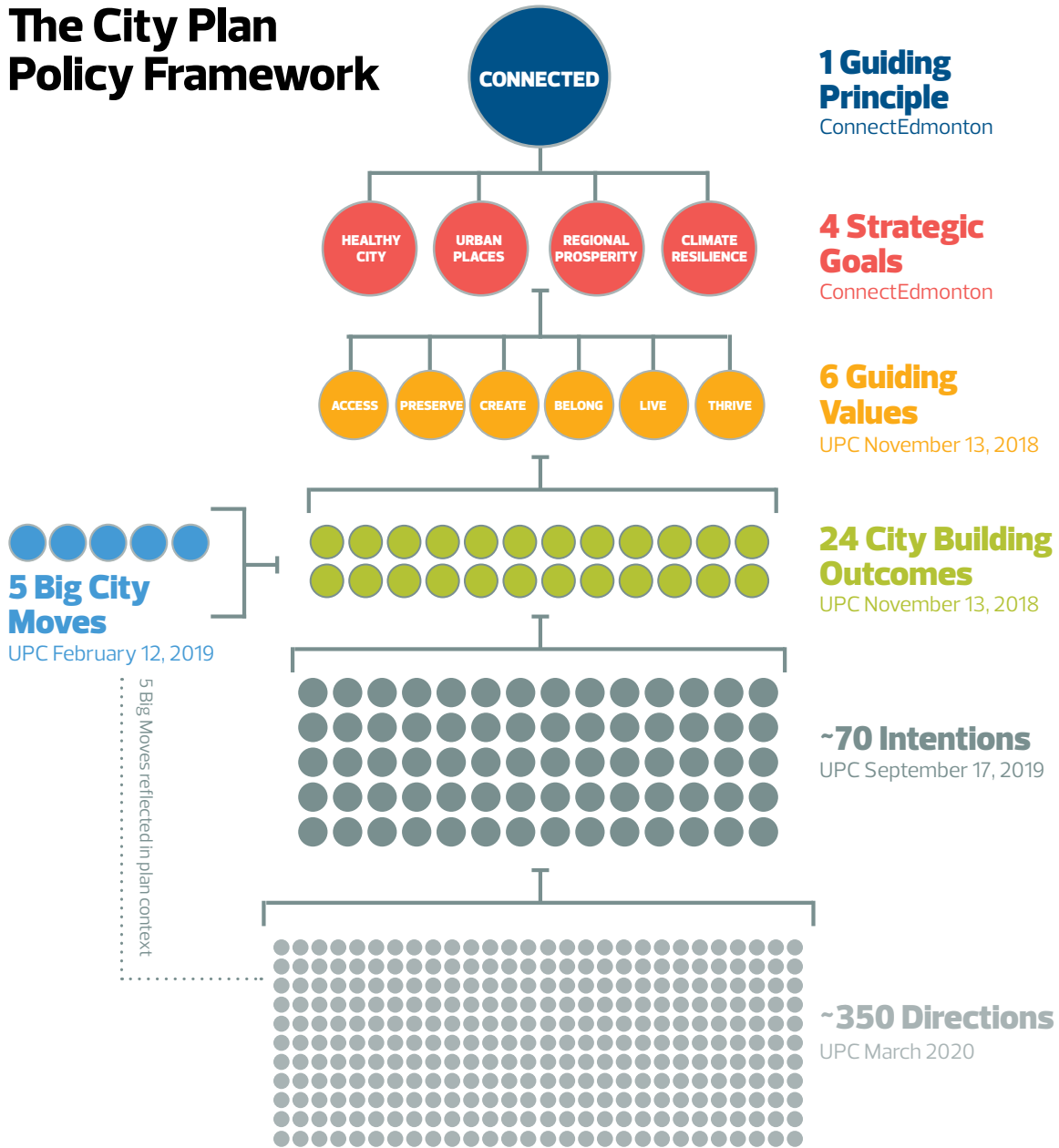


ADDENDUM A:

FOUNDATIONS OF THIS ENGAGEMENT

The City Plan is not a standalone project or initiative and is directly related to past work including ConnectEdmonton which developed City Council's Vision 2050. Additionally, implementation of The City Plan is tied into several major projects including the ongoing Zoning Bylaw Renewal and Community Energy Transition Strategy Update.

The City Plan Policy Framework



Each tier of the policy framework builds on the previous tier. For example, the engagement data from Vision 2050 informed the development of the guiding values, or what Edmontonians want to experience in their future city. The six guiding values were used with the direction of Council's four goals to establish the 24 city-building outcomes. This layered and informing approach was continued as the city-building outcomes were subsequently used to frame and organize the roughly 70 policy intentions and detailed policy directions.

Building on Vision 2050

Foundational to The City Plan are Council's four goals identified as part of Vision 2050: – Healthy City, Urban Places, Regional Prosperity and Climate Resilience. – and one principal “connected.”

These four goals are tied together by one vision: Connected. The core principle, Connected, drives all of the work for the goals:

- We create as a community to connect people to what matters to them
- We care about the impact of our actions on our social, economic, cultural, spiritual and environmental systems
- We serve those here today and those who come after us

GOALS



<p>Healthy City</p> <p>Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians.</p>	<p>Urban Places</p> <p>Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful.</p>	<p>Regional Prosperity</p> <p>Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.</p>	<p>Climate Resilience</p> <p>Edmonton is a city transitioning to a low-carbon future, has clean air and water and is adapting to a changing climate.</p>
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The four goals provided administration the opportunity to use Vision 2050 engagement data as a starting point for conversations with residents. There were approximately 3,500 to 4,000 individual engagement records from Vision 2050, gathered by engaging with residents and numerous stakeholders over a two-year period. If the four goals are foundational to our plan, the engagement needs to be as well. This data, alongside the current engagement being carried out, provided the foundation for the development of The City Plan's Guiding Values and City-building Outcomes.

Guiding Values

Six guiding values were developed during Phase I of The City Plan to articulate how Edmontonians want to experience their future city.

I WANT TO
BELONG AND
CONTRIBUTE

I WANT
ACCESS
WITHIN
MY CITY

I WANT
OPPORTUNITIES
TO **THRIVE**

I WANT TO **LIVE**
IN A PLACE
THAT FEELS
LIKE HOME

I WANT TO
PRESERVE
WHAT
MATTERS
MOST

I WANT TO BE
ABLE TO
CREATE AND
INNOVATE

City Building Outcomes

The twenty-four city building outcomes tell the story of how Edmonton's six values and four goals intersect. These guiding values and associated city-building outcomes were presented to the Urban Planning Committee and received for information in November 2018.

	I WANT TO BELONG AND CONTRIBUTE	I WANT TO LIVE IN A PLACE THAT FEELS LIKE HOME	I WANT OPPORTUNITIES TO THRIVE	I WANT ACCESS WITHIN MY CITY	I WANT TO PRESERVE WHAT MATTERS MOST	I WANT TO BE ABLE TO CREATE AND INNOVATE
HEALTHY CITY	Edmonton fosters wellness and mental health by providing opportunities for all people to engage in community life and supporting those who are isolated or marginalized.	Edmontonians feel safe and secure in their communities and benefit from public spaces and infrastructure that support health and wellbeing.	Edmontonians acknowledge and celebrate Indigenous heritage while honouring the diverse cultures, perspectives and experiences residents bring from around the world.	Edmonton advances equity through access to barrier-free spaces, services, facilities and transportation networks.	Edmonton protects, expands and improves access to its natural systems and open spaces in support of biodiversity and the health and enjoyment of all Edmontonians.	Edmonton fosters citizen leadership, capacity building and co-creation.
URBAN PLACES	Edmontonians can connect, be active in their community, and celebrate Edmonton's heritage, diversity and unique identity.	Edmontonians have the ability to live locally, with access to diverse and affordable housing options in communities that support their daily needs.	Edmonton fosters a vibrant economy by supporting business and attracting skills, talent and investment.	Edmontonians live closer to what they need and are supported by walkable communities, active transportation networks and greater connectivity across all travel modes.	Edmonton protects and enhances its image and identity through heritage.	Edmonton is where creative spaces emerge and arts, design and culture flourish.
REGIONAL PROSPERITY	Edmonton's city design fosters a sense of place by celebrating our unique attributes, diversity and opportunities within the region.	Edmonton's growth and development mutually benefit the city and region.	Edmontonians, entrepreneurs and investors have opportunities and supports to grow a diverse and resilient economy.	Edmonton's transportation system connects residents and businesses, creating opportunities and building partnerships throughout the region.	Edmonton maintains and invests in regionally significant ecological connectivity, natural assets, agricultural lands and infrastructure services.	Edmontonians develop and invest in new ideas and sectors that contribute locally and are recognized globally.
CLIMATE RESILIENCE	Edmontonians demonstrate shared leadership as stewards of the environment.	Edmonton is a leader in efficient, sustainable and resilient community design, development and living.	Edmonton cultivates a diverse economy by embracing services and technologies responsive to the impacts of climate change.	Edmontonians benefit from improved public transit and high quality active transportation networks which reduce greenhouse gas emissions.	Edmonton's natural and physical systems provide security and resilience against extreme weather events and other environmental hazards.	Edmonton uses its economic strength to foster innovation, lead new initiatives and strengthen its future prosperity.

Policy Intentions and Directions

The policy intentions and directions make up the majority of the draft City Plan and can be found on The City Plan website: www.edmonton.ca/thecityplan



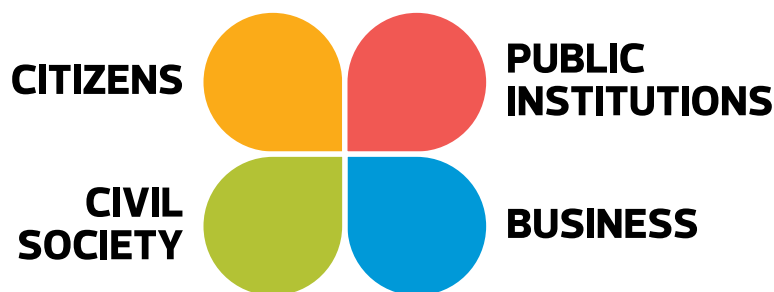
ADDENDUM B:

THE APPROACH

The purpose of Phase IV engagement was to gather specific feedback related to the draft Policy Intentions, Directions and draft Land Use Concept. This included gathering high-level input from people about the design of the Land Use Concept and specific recommendations about the individual policy intentions and directions which are based on the diverse inputs received so far through this project.

The City Plan needs to consider a full range of perspectives to ensure that it is responsive to the needs of the city. In this phase of engagement the Integral City Model continued to provide guidance to reach Edmontonians that do not normally participate in engagement activities. For this phase, it was identified that input would be received from Edmontonians by visiting commercial and social hubs throughout the city and through online engagement.

The engagement methodology is structured to incorporate four city-wide perspectives:



Source: Dr. Marilyn Hamilton, *The Integral City Model*



The city system is comprised of, at the highest level, citizens, civil society, the business community and public institutions. The contributions of each of these perspectives allows the city to attain what it reaches for. The City Plan is a plan for the whole city, not a 'city hall plan'. To capture these four perspectives The City Plan Team undertook a wide range of public and stakeholder engagement sessions using the following principles:

- Demonstrate to Edmontonians that The City Plan is their plan, and that input will impact decision-making in The City Plan process.
- Create places where the community can interact with high-level, long-term, city-wide planning ideas and information in hands-on and technical ways.
- Create places for gathering diverse feedback from the community about our city.
- Engage at multiple scales city, district, neighbourhood and local
- Engage the whole city system (citizens, community organizations, the business community and public institutions).
- Ensure The City Plan is informed by Vision 2050 engagement data and is rooted in the ConnectEdmonton goals.
- Report back to the community in clear ways about what they have said.
- Efforts were made to engage across the city in a variety of geographic locations at a variety of places where people gather (recreation centres, libraries, malls, community facilities).



ADDENDUM C

ENGAGEMENT DATA

Community Pop-Up Events

The following drop-in events, coordinated by Engage Edmonton, were held to gather feedback on three major projects that are transforming our city: The City Plan, Energy Transition Plan Update and Edmonton Bike Plan.

EVENTS

OCTOBER 19, 2019 – Londonderry Shopping Centre – 70 conversations

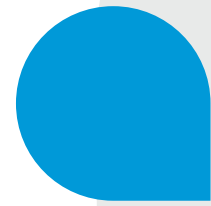
OCTOBER 22, 2019 – The Meadows Recreation Centre – 64 conversations

OCTOBER 23, 2019 – Southgate Centre Court – 60 conversations

OCTOBER 24, 2019 – West Edmonton Mall – 46 conversations

OCTOBER 25, 2019 – Edmonton Tower – 59 conversations

During the events, participants were provided with coloured sticky notes to provide comments classified either as something they were **worried about**, or **excited about** on the draft policy intentions, directions and the component parts of the draft land use concept. These comments have been organized and summarized by Guiding Value and by land use concept component.



I want to **BELONG** and contribute.

WORRIED

- Need a better safety net for construction, inspections and building operations
- Concerned that buildings are not built as designed
- New developments need more strict guidelines to protect city infrastructure
- Promote more on city centre redevelopment, development spread out thin too much
- Releasing people from jail with cannabis changes
- Stop using harmful chemicals to control mosquitoes and weeds (more goats please)
- This! Need LOW CARBON
- Winter planning is leaving people with disabilities behind
- I am worried Edmonton's low carbon goals are not enough
- Increase accessibility in all COE planning
- Future of the LGBTQ community
- Minimum planning requirements for accessibility and families
- More public resources and information should be provided
- Are we going to open another mental health facility like Alberta Hospital
- More people = more homelessness
- Provide more services to help them get back on feet to contribute back to the economy
- Edmonton as a city needs to be better branded. It is a young city, let's promote that.
- You need to preserve more heritage. Don't subdivide our history. Supporting developers
- More balance for communities not developer driven concepts
- Poor bike land ideas not in focus with travellers on route.

- However don't discourage vehicle flow in a winter city
- Edmonton should be better celebrated as a whole not just distinct areas.
- Currently city does not do good job of preserving heritage. Needs more focus on this.

EXCITED

- Great to see playful in policy
- Elderly communities [arrows] children communities helping each other
- Outdoor Christmas Market in Edmonton
- Support volunteer organizations with ideas that are with the program e.g. Master Composter-Recycler, High Level Line
- Keep supporting our plentiful and amazing festival culture
- Arts and Heritage, planning, connect and promote diverse histories.
- Some changes great to move our community to our next 20 years +
- Are there going to be tips or suggestions on how to get involved?
- Expand and support robust PACE program (CEIP)
- Catch up quick on transportation with city development outward (Mass Transit) [three checks]
- How can we keep building more bike lanes while promoting Edmonton as a winter city? That's illogical
- I'm excited about winter biking!
- Breastfeeding spaces and infant changing, in hospitals too!
- Design for elderly population. Dementia etc. Include safe housing and community living
- Promote Edmonton as a solution oriented city
- Winter city, not just a 6 month city

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

WORRIED

- Transit needs to be [up arrow] more buses/hour to [up arrow] users
- [Increase] building code requirements so all new buildings have to be net zero. (Combine with CEIP)
- Good density means more money available for services at same tax levels.
- Ensure planning benefits all areas of the city. Don't allow all economic development/large projects to go only south
- 2.2.1 – yes, 2.2.2 – yes, 2.2.3 – yes, Ensure consistent approval of projects that achieve this. Don't give into NIMBYs (Not In My BackYard)
- Look for ways to keep schools operating in mature neighbourhoods
- We want to feel safe downtown, and in parks, too many creepy people on the streets.
- Stop expansion of city, people are becoming more disconnected. Focus on community and revitalizing existing areas/properties.
- Do something about empty lots downtown. If they aren't buildings make them green spaces
- Decrease single bedroom development downtown
- We need a hard border on city edges. Like Toronto's green belt
- Report crime statistics regularly and include long term data for different parts of the city.
- Sidewalks and bike lanes tend to be cleared after roadways. I'd like to see them equally prioritized.
- Homeowners get sucked into homes that they can't afford.
- City intervene in condo regulations.
- How does the plan deal with affordable housing.
- Get owners to pay [foundation]
- Retrofit all city buildings w/ solar/geothermal
- Bylaws → make developers include solar/renewable energy on all new development.

- City needs more progressive thinking.
- Stronger policies to protect the environment
- Edmonton is not a leader in this right now but should be!
- Infill should be more affordable
- Explain this with emojis, not ESL friendly
- Don't let compact compromise heritage please. No subdivision.
- I don't like the suburbs and prefer to live more central, but rents are too high.
- Seniors need affordable accommodations that allow pets.
- Seniors need affordable rental options where we can walk or bus to stores and the library. Rents are too high.

EXCITED

- Yes!! Compact mixed use!
- Seniors want to move into somewhere with community.
- I value access to a good job and nearby affordable housing – thank you!
- After ice rain very slippery for seniors
- Bike lanes more important than seniors
- Use experts to guide design and development. Glenora LRT development FAILURE! We need density!
- Free dental, less heart disease
- Love love love the River Valley and great walking/biking trails throughout
- Blend cheap, clean hydrogen into our natural gas supply.
- Excited about mass transit and walkability
- Like 2.1.1 to support gender neutral washrooms (publicly accessible spaces are barrier free)
- There should be more fountains and gardens around all the empty plazas

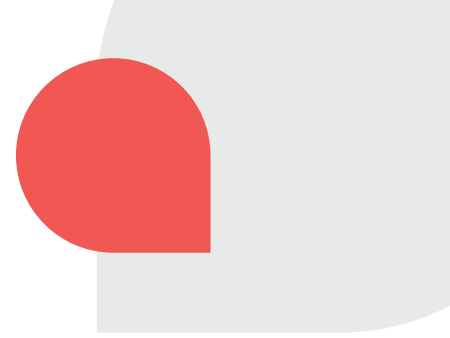
I want **OPPORTUNITIES** to thrive.

WORRIED

- Making sidewalks walkable (icy in winter) should be primary focus.
- Affordable home ownership (Calgary has a better grasp than Edmonton)
- Supportive housing
- Young people with jobs can't afford to buy homes.
- How are we attracting top talent to the region.
- Increase work on meaningful reconciliation within the City
- Don't give up on tech, AI, space industries
- Support the growing arts and film industry! They create jobs!
- How do we promote business with restrictions of province?
- Less paperwork bureaucratic hoops to jump through
- Would like to see more than support for First Nations. Work together

EXCITED

- There are a lot of resources in the entrepreneur ecosystem that people are not aware of. Needs more visibility
- Consider indigenous people in Edmonton's naming of streets etc.
- Having fun while doing this!
- Promote Edmonton more as home to a unique Hydrogen Pathway that couples cheap, clean hydrogen with infrastructureless solid state hydrogen transport and storage
- Reduce plastic in all areas.
- Even garbage bins are lined with plastic bags. These should be replaced with a smaller can that can be dumped to a receiving container.
- Nobody has touched the subject of waste plastic in hospitals! Any suggestions!?



I want **ACCESS** within my city.

WORRIED

- Better communication about the supports that are available. Especially for seniors residences.
- Supporting and understanding of physical and social needs of the community
- Transit [up arrow] frequency and buses to increase ridership
- Yes – Like Calgary. Compressed natural gas buses are clean. Electric buses are a joke. Electricity is not clean either.
- Need transit to serve districts! More amenities
- Again, expand the stations and walkways. Missed connections make riders buy cars! Also bitter about the ETS
- Moving east to west on transit is a pain
- Educate seniors how to navigate walkable communities and transportation.
- Keep cars most efficient type of transportation. Future as well as now and always has been!!
- I want to see more prioritizing of public transit, less focus on accessibility for cars
- Winter City, needing balance of cars and transit. Stop discouraging traffic flow
- Need more EV charging spaces around mid-to-long term parking. Park and Ride, Airport

EXCITED

- Walkability in the city is crucial – another reason to love our river valley
- Bike infrastructure is key to connectivity and zero-emission transportation
- I want intersections that work effectively for autos and train/LRT
- Above ground transit (above the roads)
- Micro-mobility (bikes/scooters) – 1st/Last KM
- Prioritizing transit and building walkable communities helps communities grow and assets.
- Yes, so seniors can live in their homes.
- 4.2.2 Love supporting people to mode split
- The railway Train Station needs a friendly environment with a coffee bar or restaurant, or else it will go extinct like the Greyhound station
- The railway station in Edmonton is not visible, not reachable by public transportation. What's up with that?
- The gondola would be a huge success with tourists and city adventurers
- Are we still talking about the gondola for pedestrians across the river with access from the funicular and Strathcona

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

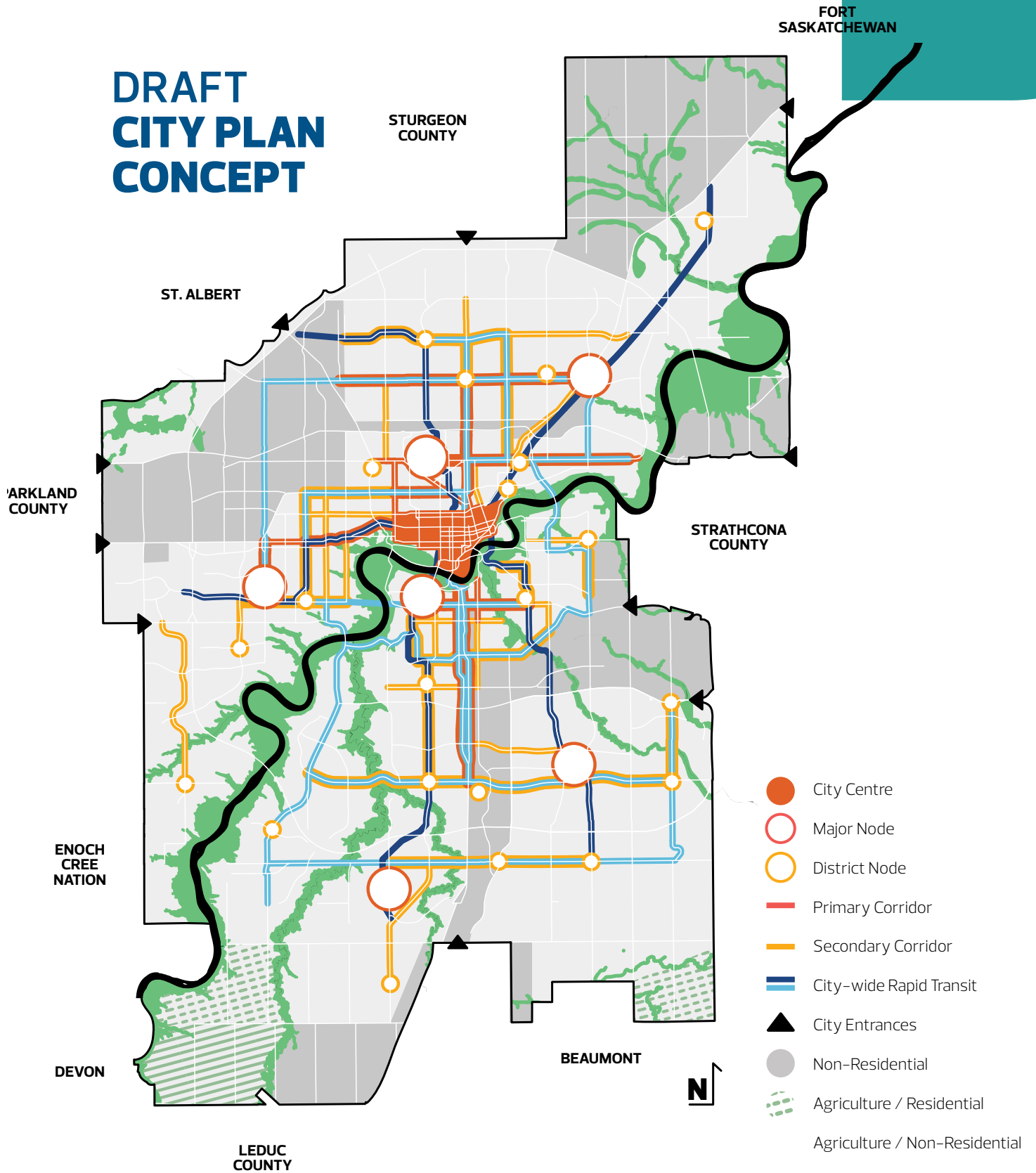
WORRIED

- How do we secure a city when up against the province?
- I want chickens in my backyard, rooftop gardens and community gardens
- Very important to preserve history! Need to embrace local identifies and characters
- Make it hard to pave over some of the best farmland on the continent (5.4.1)
- Awareness of Edmonton's heritage at "popular" level
- Preserve the class I soil in Horse Hills and "market garden" area (Riverbend Garden area)
- More trees please in Downtown
- Horse hills, protect grade A ag lands
- If you put a plan in place. Adhere more closely to those plans.
- City should plant more pollen friendly plants to help maintain ecological balance.
- Encourage urban farming "front yard victory gardens"
- More farmers markets, local foods, local access/ businesses/with local food

EXCITED

- Make it much more expensive to bust up an existing house for replacement by two skinnies. More \$ to dump it in landfill
- Make it very easy to pick up and relocate (free road permits) houses to be replaced by skinnies.
- Encourage careful deconstruction of houses.
- Non-vehicle user accessible parks is key
- Daylight Mill Creek! :)
- Move EPCOR out of city River Valley to grow
- Yes! More investment in history
- Preserve - 5.3, 5.4, Create 6.3 (maintains and invests in regionally significant... , natural and physical systems provide resilience, invest in new ideas)
- 5.3.1 likes that it promotes density
- Urban farms!
- Reduced use of pesticides. Yeah
- Encourage grocery stores to work at composting (rather than trashing waste food) to help local environment. 5.3.1
- Plant fruit trees, helps in feeding hungry people, having locally grown and sustainable food sources and 'waste' can be great food source for local wildlife (5.2.2)
- The River Valley is the only wild place for animals to go through. Leave as is!

DRAFT CITY PLAN CONCEPT



DRAFT CITY PLAN CONCEPT

WORRIED

- Very important to protect heritage/history as density grows!
- Need a more thoughtful approval process. CC. Building in front of Hotel MacDonald
- Need RV dump stations at each entrance to the City
- [Up arrow] will density an old neighbourhood
- There is an abundance of land for both residential and industrial development within the Henday. Develop that first before developing annexed land.
- Need more consideration of new north west. Snow clearance/transit
- Pilot bin program needs to be supported by snow clearing.
- Smaller single homes.
- The urban form of these nodes should support walkability i.e.. no strip malls, front surface parking.
- A market assessment should be done to examine where people are travelling to. What are the nodes and corridors they use and what is realistic for growth and densification. Look at the average Edmontonian and what they can afford.
- Before assuming they will move into downtown or mature neighbourhoods.
- I want a bridge on 50 Street (N/S)
- A big City Move, First Nations land back
- A Big City move is having a central station Downtown
- What are the assumptions for growth density? Who are you assuring can afford to live in Downtown and infill in mature neighbourhoods?
- Focus on reviving older/mature communities – they already have all the infrastructure/amenities and transit. Getting old schools shut down is a waste of money
- Want to see phasing of the City Plan??? Where are the strategic points that start to connect?

- Growth require major nodes in out lying areas.
- Removal of Centre LRT, A inner ring of LRT vital for connections and varied LRT lines
- Where are the district boundaries?
- Contradiction on City Plan!! City Plan to density centers but then city plan for north/south growth?? What the point of missing middle housing then?
- How will Stony Plain rd. be maintained as a primary corridor with an LRT going along it? The number of users will not be the same.
- LRT, what year will northwest get a Main LRT station?

EXCITED

- Growing over greenspaces – this is just as important as maintaining existing ones
- Glad to see emphasis on public transit – the LRT is so crucial for our city.
- Missing middle development up to 4 – 6 stories orients well to the street
- Love the garage and garden suites. Allow wherever possible please.
- Urban density is great for communities, business and health. Walkable, connected, dense neighbourhoods are my A+!
- Happy to see plans to repurpose and rebuild old spaces. The area just north of Downtown could use that! Beyond the Ice District is dead.
- I like having dense node that are accessible
- I like having more green space
- I support more density and less urban sprawl
- Densification
- City is always looked at where the city core is. Build it up, more density. Do not expand the city.
- Light rail to the airport
- Yes, grow up, reward density!
- I like the idea of not annexing more land.

DRAFT NODES AND CORRIDORS

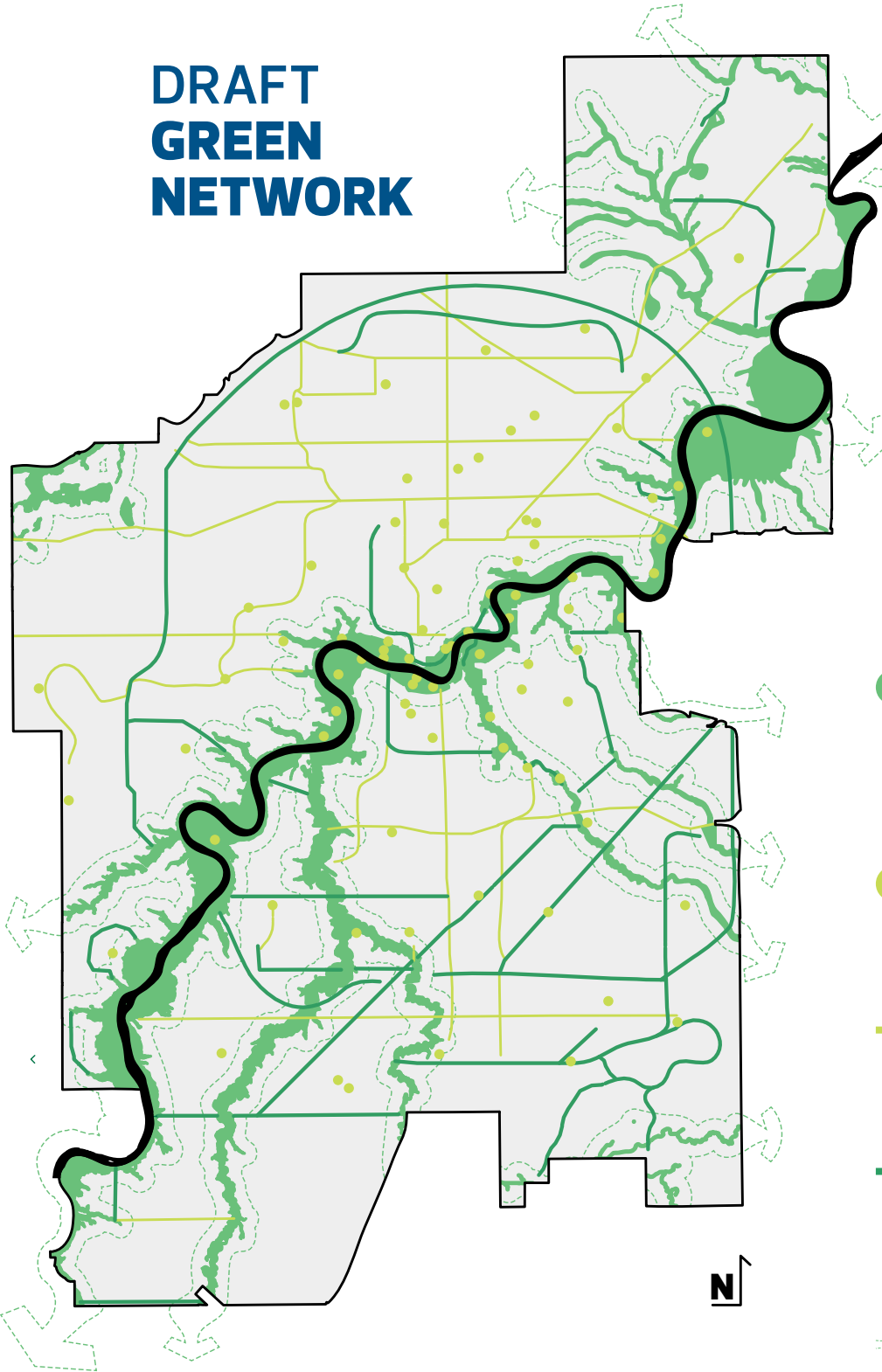
WORRIED

- Neighbourhoods must be affordable to keep schools viable
- Coordinate infrastructure work to reduce/stop redoing infrastructure and wasting money
- Why no secondary corridor on 76 Avenue east of Mill Creek Ravine
- What is the long-term plan for CP rail lands
- What is up with 76 Ave at CP right of way
- Please provide better options for the homeless
- LRT expansions are causing problems in the city
- Connectivity between the nodes (via LRT and River Valley, pedestrian – not just roads)
- We need to look at this not as a bubble but look at the whole region. There are nodes outside of the city that Edmontonians are travelling to and we need to accommodate that.
- Groups of houses left unoccupied and derelict. How to get people to make them into something or tear down
- Put a node at 118 Ave and 34 Street
- City will not grow if we keep emphasizing the core. Encompass the City
- When downtown looks like a downtown – like most other cities province, or like your neighbour across the way.
- Put a node in Beverly, Northlands and Concordia
- I want it to be easier to walk for groceries.
- Deal with snow once by melting and removing water than moving snow several times/ways
- Great idea but the new transit plan just decreased some access to Northgate node. Need to think long term picture.
- City needs a redevelopment plan for 124 Street.

EXCITED

- How about 111 Avenue? Make it more vibrant, and livable with access to stores and cafes
- Please provide access over 121 St./VIA rail line corridor for pedestrians/cyclists into Blatchford
- Yeah! Bridge over 87 Avenue to university (Stop LRT West and go back to original 87 Avenue decision)
- Lot of potential to transform dying commercial spaces. Bonnie Doon shopping centre has been doing some interesting programming that could work!
- Bringing people together in community spaces Love it! Especially for individuals at risk of social isolation
- Great Plan
- Reimagining strip malls, yes! Encourage a sense of place and community rather than endless parking lots.
- Emphasis on community aspect of urban villages, reduce social poverty
- Having a more enjoyable and accessible system
- Wish there were more places to live where you can walk to, get coffee, groceries etc.
- Bulb out all corners when doing neighbourhood renewal
- Up zone around nodes for density.
- Good ideas.
- More merging in roads such as Henday
- More roundabouts southside!

DRAFT GREEN NETWORK



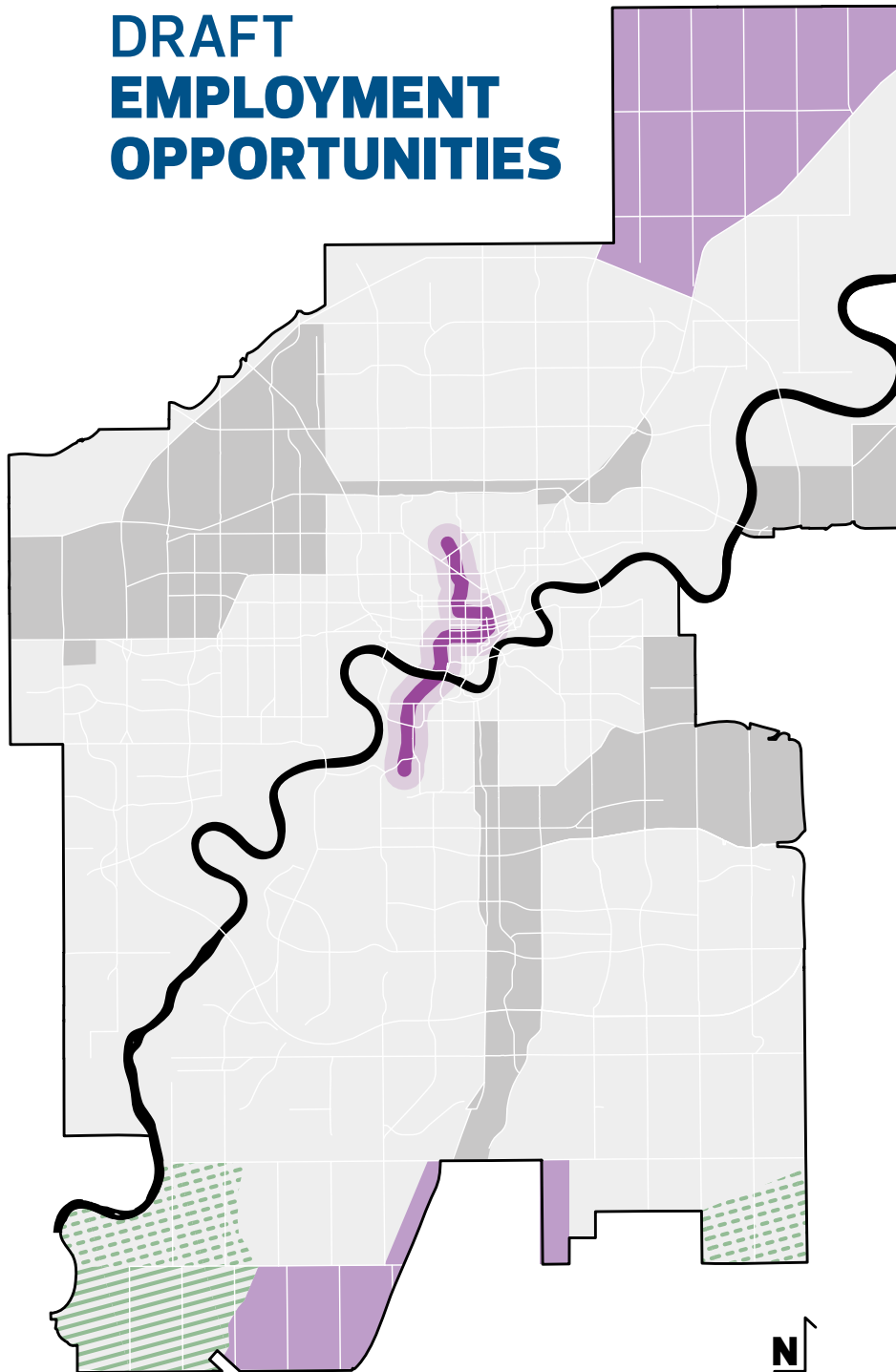
-  **North Saskatchewan River Valley and Ravine System:** The environmental protection area, interspersed with recreation and celebration oriented parks, that encompasses the North Saskatchewan River and its tributaries.
-  **Major Recreation Park:** Parks designed with multifunctional amenities and unique features, serving residents at the regional, city-wide and district level.
-  **Urban Greenway:** Enhanced landscaping along transportation routes to improve the human environment and facilitate the movement of other species.
-  **Habitat Greenway:** Naturalized or restored corridors which support ecological connectivity from district ecological habitats to major ecological connections.
-  **Major Ecological Connections:** City and regional-scale ecological network linkages.

DRAFT GREEN NETWORK

EXCITED

- Daylight Mill creek and restore wetland habitat
- Urban greenhouses – land and laws to enable community gardens/indoor/outdoor larger scale in all communities
- Look to Bhutan as an example of natural corridors (TED talk)
- It's not too late to regrow more ravines and natural spaces! Re-seed the concrete dead spaces
- Use of annexed land – sprawling residential is already an issue.
- More trees!
- Keep up the good work!
- Like plan to restore and maintain green network
- Encourage tree planting in areas outside of the River Valley. Especially urban areas.
- Love how most of the annexed land won't be residential
- Idea: Implement neighbourhood renewal guidelines to make this happen.
- As above – engage neighbourhoods for ideas re: potential new green spaces, tree planting etc.
- Yes this is needed, especially in existing urban green spaces that are simply open fields. Little use in those spaces.
- Expanding green space – the river valley is truly the best part of the City.
- Root for Trees!
- Not having to drive to work (taking the bus or walking) has improved my quality of life in so many ways.
- Stairs from RV up to top of bank
- I volunteered for Root for Trees . It is a very amazing time well spent.
- Pathways/Trails connecting river valley to Devon
- Bathrooms on River Valley trails and Downtown
- What's up with Mill Creek? Is it getting daylighted, there is a station on top of it right now.
- The Green network does not seem like it works on existing network. Need to strengthen more than creating a whole new network.
- Safe trail to Fort Saskatchewan
- Very important to maintain existing infrastructure of River Valley before adding more!
- River Valley routes not being maintained
- Do we need to develop the valley or leave it in a natural state
- Looks like the north needs more green space
- Lighting and safety in green spaces, what are we going to do about 'Tent City'???
- There needs to be better amenities and infrastructure in green spaces
- [Arrow pointing up] Here Here! Maintain River Valley, keep nature healthy. Do not let too much development happen here.
- More activities and commercial restaurants and coffee places!
- Training for trades people to transition to green jobs!
- Why doesn't this map reflect employment at nodes? Encourage people to work near home, reduce need to travel.
- Northlands not being considered a potential innovation hub/campus
- Declining employment, lack of industries and capital coming to Edmonton, jobs only US and other economies, no scale on economic development.
- Market gardens in Horse Hills should be designated as residential/agriculture
- Training and education loan program specifically for new energy careers
- Incremental threats to the River Valley (EPCOR development and downtown towers)
- My legs will get too swole from all the fun hill climbs on new trail systems.
- Enforce recycling
- Compost pickup for area residents
- Does Edmonton have the same % space as Calgary?
- Give communities tools and manpower to help clean up the green spaces. People still pulling up loads of trash from the banks of the North Saskatchewan.
- Enforcement of existing green standards.

DRAFT EMPLOYMENT OPPORTUNITIES



Innovation Corridor: A continuous, mass transit-supported corridor link tying together key academic, health and innovation hubs to focus and expand Edmonton's research-based and high-tech employment sector. It thrives in large part due to an environment where innovation, entrepreneurship, the arts, creativity and vibrant urban life intersect.

Ongoing Non-Residential Reinvestment Opportunities: Current non-residential areas located throughout Edmonton that are comprised of a mix of non-residential uses.

New Non-Residential Opportunities: Newly identified non-residential areas located throughout Edmonton that are comprised of a mix of non-residential uses.

Residential / Agricultural Development: Area designated for the conservation and support of agricultural lands and operations in conjunction with residential development. The precise boundaries of these areas need to be confirmed through the Regional Agriculture Master Plan process which is currently underway and is being led by the Edmonton Metropolitan Region Board. It is slated to be complete by mid-2020.

Non-Residential / Agricultural Development: Area designated for the conservation and support of agricultural lands and operations in conjunction with non-residential development. The precise boundaries of these areas need to be confirmed through the Regional Agriculture Master Plan process which is currently underway and is being led by the Edmonton Metropolitan Region Board. It is slated to be complete by mid-2020.

DRAFT EMPLOYMENT OPPORTUNITIES

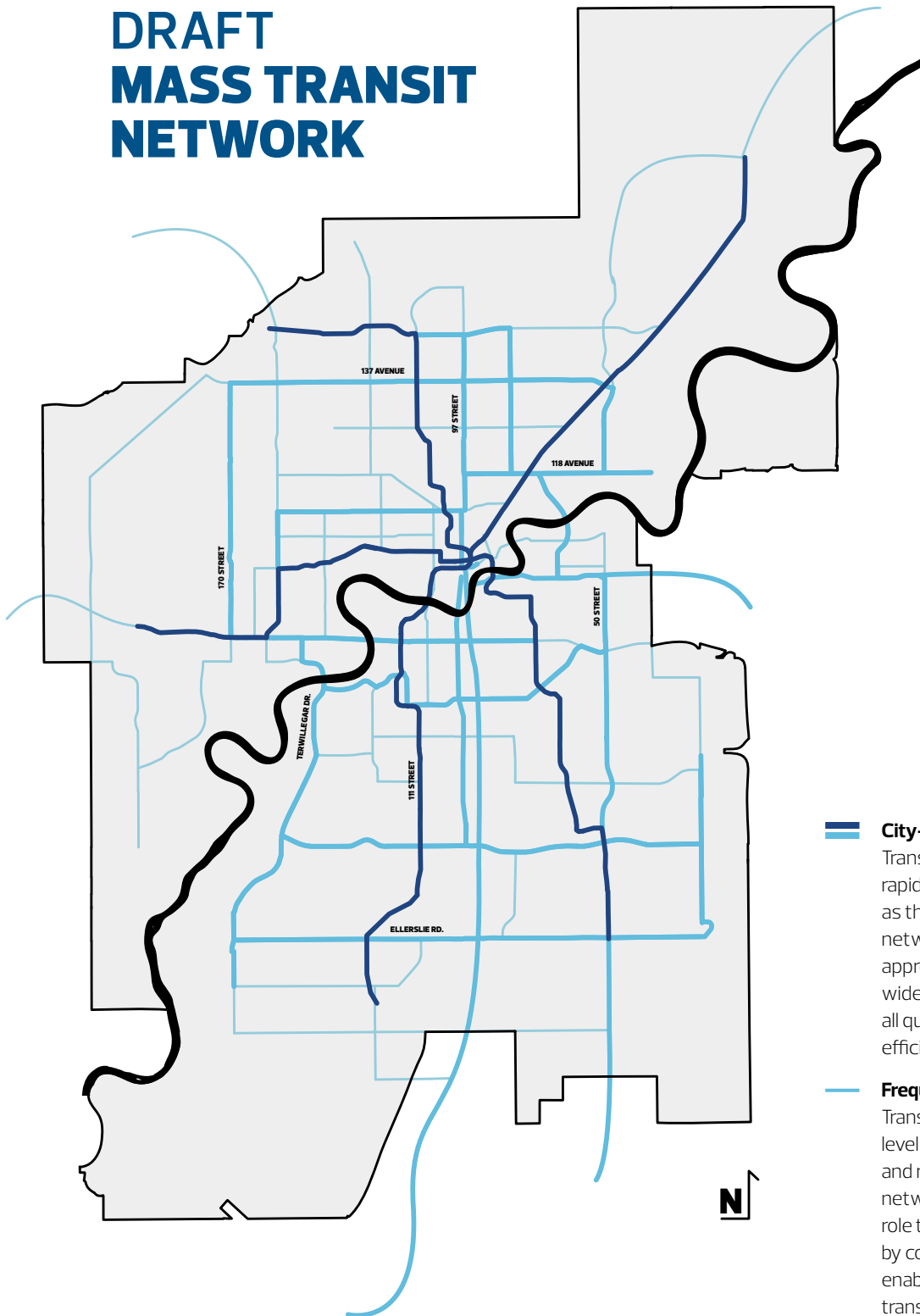
WORRIED

- Poor internet access in some industrial parks (15Mbps or less)
- Innovation corridors throughout the city
- Build more hospitals as we grow.

EXCITED

- Don't stop diversifying. We need to get away from oil industries.
- Childcare accredited accessible for babies
- High Tech
- Auto Sectors
- High level line!!! Centre Free LRT!!!
- Improve and increased employment for people with disabilities
- So happy to have an energy and job transition strategy! If we are able to transition, we a still may need lots of industrial for green technologies (to be a hub)
- Leave the non-residential/agricultural areas alone. Do not put developers on that.

DRAFT MASS TRANSIT NETWORK



- City-Wide Rapid Network:** Mass Transit service that provides city-wide, rapid mobility. This network serves as the “backbone” public transport network for the city. Building on the approved LRT network, it creates city-wide mass transit circuitry connecting all quadrants of the city via rapid and efficient routes.
- Frequent-Rapid Network:** Mass Transit service that creates district level connections allowing frequent and rapid mobility within districts. This network plays a critical supporting role to the City-Wide Rapid Network by connecting directly to it and further enabling cross-city travel via public transport.

DRAFT MASS TRANSIT NETWORK

WORRIED

Transit pricing continuously rising. Being able to use credit, debit or reloadable transit card would be amazing.

New plans, how are they going to affect timing for getting to work? Also, the LRT keeps breaking down – fix the problem.

Transit is NOT safe. The peace officers are not around enough and there's always aggressive and intoxicated people at LRT stations

What is the timeline for these improvements?

Edmonton is a driving city, not a riding city. At 2M more will be driving because transit is inadequate.

Worried that LRT bridge over Yellowhead Trail will be gigantic and dominate the area.

Sell the cheaper bus passes at community hubs like Londonderry Mall (not just at Clairview) and libraries too.

Build LRT as new areas develop and get developers to contribute to cost

Lack of central ring of LRT

Revamp mass transit with a hub and spoke system that's efficient, convenient and not burdening the system with more vehicles.

Another contradiction, the city is growing south while the transportation plan is growing north!! What about LRT connection to the airport?

Proposed bus network redesign is bad for the south side commuters. There will be significant impacts on transit routes.

Better transit to airport

Better transit needed in SW

Provide direct connections to the major destinations. Compared to [] are to feel LRT.

Mass transit network between Bonnie Doon and UofA through Strathearn, BRT?

New budget from UCP is not delivering promised funds suburban transit projects.

I don't use public transit as much as I could because I don't feel safe.

Affordable mass transit

Improve transit connections from Mill Woods/ Meadows to downtown and NAIT

Good ETS service to industrial parts of the city's west end.

LRT to go to airport

Better planning is not an after thought on where stations should go.

Losing the service road of houses along 87 Avenue because of LRT

Please consider integrating bikes into ALL transit methods including peak periods.

Travel time connecting along 149 St to SW. SW to 50 St (square around Downtown)

More low cost parking at the LRT end points

First KM/Last KM transit strategy missing, need to think about connectivity.

Transit times are made inconvenient after certain times and it's very disheartening and difficult for working people and students on the north side.

Live on north side, no access to schools on the southside.

[Up arrow] More green, friendly and less wasteful! This is a good idea!

Trains need to be better maintained – safety is better.

Calgary's system is better than ours (and Toronto)

LRT to Airport

LRT to WEM and Airport, also ways to put LRT either above or underground.

We need a great public transit system. Spend money on transit not Yellowhead

The more they have the more they use (Montreal, Toronto mentality)

Edmonton mentality – The more they use the more we cut.

Proper transit system – maybe before you plan to develop go into the area and talk to the people who live there and where the tax money comes from.

Talk to each other.

(continued next page)

DRAFT MASS TRANSIT NETWORK (continued)

WORRIED

- Going forward
- Don't waste my money, keep bureaucracy to a minimum
- Increase needed underpasses for LRT and high traffic arteries.
- Less convenient where person has to wait 10 minutes to cross to let LRT with 6 people going through!
- Bus network redesign why cut existing services? Don't do it.
- Need more underground. No more Kingsway Intersections.

EXCITED

- Reliable Service – LRT
- A tap in, tap out system like Sydney
- Free rides downtown
- We need rail service to outlying areas like Beaumont, Stony Plain etc.
- Full regional transit
- LRT to airport
- Trying out new kinds of mass transit like BRT
- Calgary has free train transport in downtown. We should too!
- High speed transit to Calgary would be great in the future
- Do it once, and do it right
- Go underground or above ground, not at ground level

- We need more transit
- Perth's LRT reaches further out than Edmonton – connect with Leduc and St Albert!
- Upgrade LRT cars to handle wheelchairs and bikes at all times of the day.
- Higher frequency on major routes
- Love the Gateway Regional Transit Corridor
- LRT to EIA would be a huge win for Edmonton
- City's plan is contradictory! Widening road vs mass transit oriented plan??
- How transportation plan act with the new budget?
- Expanded LRT and emphasis on crosstown routes to reduce travel times
- Rapid transit possibilities and sizing transportation to neighbourhoods needs rather than cutting completely
- Rapid, frequent transit! Transit to the airport!
- Free Transit
- Even more frequent buses
- Transit needs to be easier, more convenient and more pleasant than choosing car. How about some transit bus that might be upgraded with WIFI etc. like a couch bus on select routes that runs express from key suburban nodes to Downtown. Possibly a higher fare to attract a business client. Runs at rush hour, think Red Arrow.
- More buses, like Montreal. Every 3 minutes and everyone is using them.

Online Engagement

DATES

OCTOBER 15 – 25, 2019 – Circulation #1

DECEMBER 16, 2019 – JANUARY 16, 2020 – Circulation #2

CIRCULATION #1 – 250 comments received. Primarily comments on specific text and wording in the policy framework.

CIRCULATION #2 – 700 comments received.

OCTOBER 11, 2019 (Regional Meeting)

The October 11, 2019 Regional Stakeholder Meeting provided a second opportunity for representatives from various regional entities and the Edmonton Metropolitan Region to provide input on the specific policy directions of The City Plan. In addition, four questions were posed by The City Plan Team about implementing The City Plan. The following were their verbatim responses.

How do these policy directions help enable regional collaboration?

Helps Edmonton apply regional lens to all areas, and move in the same direction as a large organization with a diverse range of services and policy objectives.

It sets an intention for the whole organization and helps everyone understand regional priorities.

Provides cues for City Staff to work with their neighbours.

Establish how regional communities will engage with Edmonton – expectations

How do we advocate within our municipalities to bring awareness of these policies and opportunities?

Sets a bar or benchmark

The storytelling policy enables innovation, vs “you are not meeting this policy” – nicely written visionary policy

You can see how the future municipality fits within this document

Creates awareness and brings ideas to the table

Cover key aspects – transit, economic development, rec centres

Inclusive

Promote open communication

Like 3.3.3 (Ensure the provision of a regional transportation system which attracts investment and provides access to businesses throughout the region)

5.4.2 – provide support...

3.1 – lacks regional collaboration, larger lens to support diverse communities, for example, 3.1.1 – what role to regional communities

Specifying where regional collaboration could occur, beyond the EMRB requirements, within the City Plan, sets the tone for all City employees to keep the regional collaboration at the forefront.

The language typically speaks to regional collaboration where opportunities exist for shared input. Alignment with the EMRB & MGA requirements for intermunicipal work could be better defined.

Simply by explicitly stating the regional partnerships/connection within the 24 city-building outcomes & 70 intentions

They position Edmonton's place as a collaborator/cooperator/partner/leader within the region – these are interpreted differently and appear to be used/placed correctly to me, based on specific intention

To "collaborate" implies that Edmonton is interested in hearing from partners and considering the regional impact of their decisions.

This is great. Is this collaboration a step prior to EMPRB on regional concerns?

Where might we see a greater need for partnerships in the region to realize the policy intentions and directions?

More collective support for Truth & Reconciliation work

Affordable housing and supportive housing & services – we are all part of challenges facing people but Edmonton is where services and people are better supported close to family & community.

Social supports for newcomers and dedicated resources

We all have a role in the region (joint industry lobbying & relations – UDI) and we have something to offer in the identification of issues and solutions.

How can we work together to support our vulnerable populations? Without transit, it falls apart.

Transportation – connectivity & capacity

Priority mass transit over private vehicles

Same capacity for employment/trucks

Realize jurisdictional issues and perhaps (re)phrase or remove directions when municipalities have no say – wasted resources

Legislation needs to change for any energy corridor to happen

Pipelines exempted from MGA for planning

Transit, affordable housing, shelters social needs, attracting talent, creating skilled workers (training) regionally

Transportation and regional business attraction

FNMI (3.1.1) – should this be tied to the concept of Treaty 6, thereby going beyond the traditional EMPRB boundary?

River Valley Alliance (5.1.2) – strong NE/SW connections within natural areas, but is there potential for more NW/SE connections to be more greatly emphasized (would translate to improvement since there is very limited regional natural area connectivity (within natural areas or utility corridors)

To collaborate on regional matters does imply some level of discussion prior to EMRB review

Where might we see a need for new or enhanced investment to realize the policy intentions and directions?

Regional transit hubs, AT connections, HOV lanes/BRT.

Collaborative investments

Regional transit to enable better movement throughout the region. More hubs in outlying areas.

Transit - mass transit

Regional transit

Policy should make it clear that for mobility, auto is already "seamless" - more investment in other modes ie "transit" - to make it a preferred/affordable/convenient option.

Investment in education (training), regional people; connecting regional people to educational/training institutes - capacity building

Transit

Multi-modal transit - alternative transportation- LRT regionally a viable, useful, and fast system.

Wholesale shifting the transportation system - need to indicate "regional supportive" facets of city-wide rapid network - COE needs to be a leader on this

Municipalities outside Edmonton do not have staff/resources to respond to requests for collaboration

Where might we need to consider new pricing or incentives to realize the policy intentions and directions?

Regional off-site levies (in the right contexts) because they are project-defined

Stop subsidizing free road use or give equal access to all users and better alternative options

Regional Levies

Harmonized fee structures

Make transit cheaper than driving

Affordability of public transportation provision to smaller communities... what incentives could be provided?

Highlight cost savings per household in an expanded regional transit

Transit

Shared innovation and collaboration

5.2.2./5.3 - complete/sustainable food system - will change land use decision making (connects with Regional Agriculture Master Plan - RAMP will dictate this, but COE MDP could pre-reinforce outcomes of RAMP)

Again, transportation system

ADDENDUM D

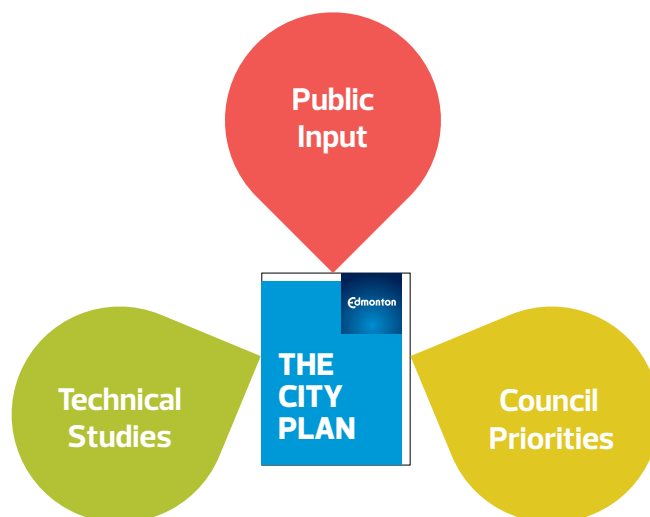
HOW ENGAGEMENT RESULTS ARE INCORPORATED

REFINING THE CITY PLAN

Phase I–III of City Plan engagement has centered on the co-creation of The City Plan, establishing the guiding values, big city moves, city building outcomes, intentions, and directions of the plan. In Phase IV, draft content was presented, asking the public to help refine and adjust content of The City Plan. Continuous refinement has occurred between September–December 2019, adjusting the plan for readability, consistency, and responsiveness to current conditions and overarching values. Each component of The City Plan has evolved with the input of the public, stakeholders, council priorities, and technical study.

BALANCING OPINIONS

Feedback from internal and external circulation was balanced with the priorities set by Council's Strategic Goals, as well evidence from technical studies and professional judgement.



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