

BE READY, OR BE LEFT BEHIND

Report of the Advisory Panel on Metro Edmonton's Future

WEBINAR – June 10, 2016

Questions Posed to the Panel:

- Is a globally competitive Edmonton Metro Region achievable? What does success look like?
- What is required to become globally competitive? What are the key success factors?
- What needs to be different to achieve these results?

Is a Globally Competitive Edmonton Metro Region Achievable?

Yes – but not without change.

We are coping as a region now - but are not positioned to compete.

The Mayors were right to have taken the first step.

We need to act regionally.

What Will Global Success Look Like?

- A premier location to work, invest and live.
- Resilient economic clusters that support good-paying jobs.
- Fiscally sound and sustainable with effective, efficient decision-making.
- Integrated transportation and public transit networks.
- Infrastructure to keep pace with the demands of the next 30 to 50 years.

What Will Global Success Look Like (cont'd)

- Clean air, clean water, well-managed landscapes and healthy biodiversity.
- Post-secondaries generating skilled graduates, research and innovation.
- Resources to invest in:
 - Safe communities with vibrant arts and culture.
 - Health, education, housing, recreation and other services that residents need and want.

What is Required to Become Globally Successful?

- Develop a Metro Region Mindset:
 - Take a systems approach in key areas that drive competitiveness.
 - Shared investment and shared benefit.
- A mechanism for regional leadership.
- Not amalgamation; not another layer of government.

What are the Key Drivers of Regional Competitiveness?

- Mobility
- Land use planning
- Regional infrastructure
- Economic development
- Human capital
- Environment
- Social infrastructure

Focus first on the three that matter most in this region:

- Economic development
- Inter-municipal public transit
- Land use and aligned infrastructure

Why these three competitive drivers?

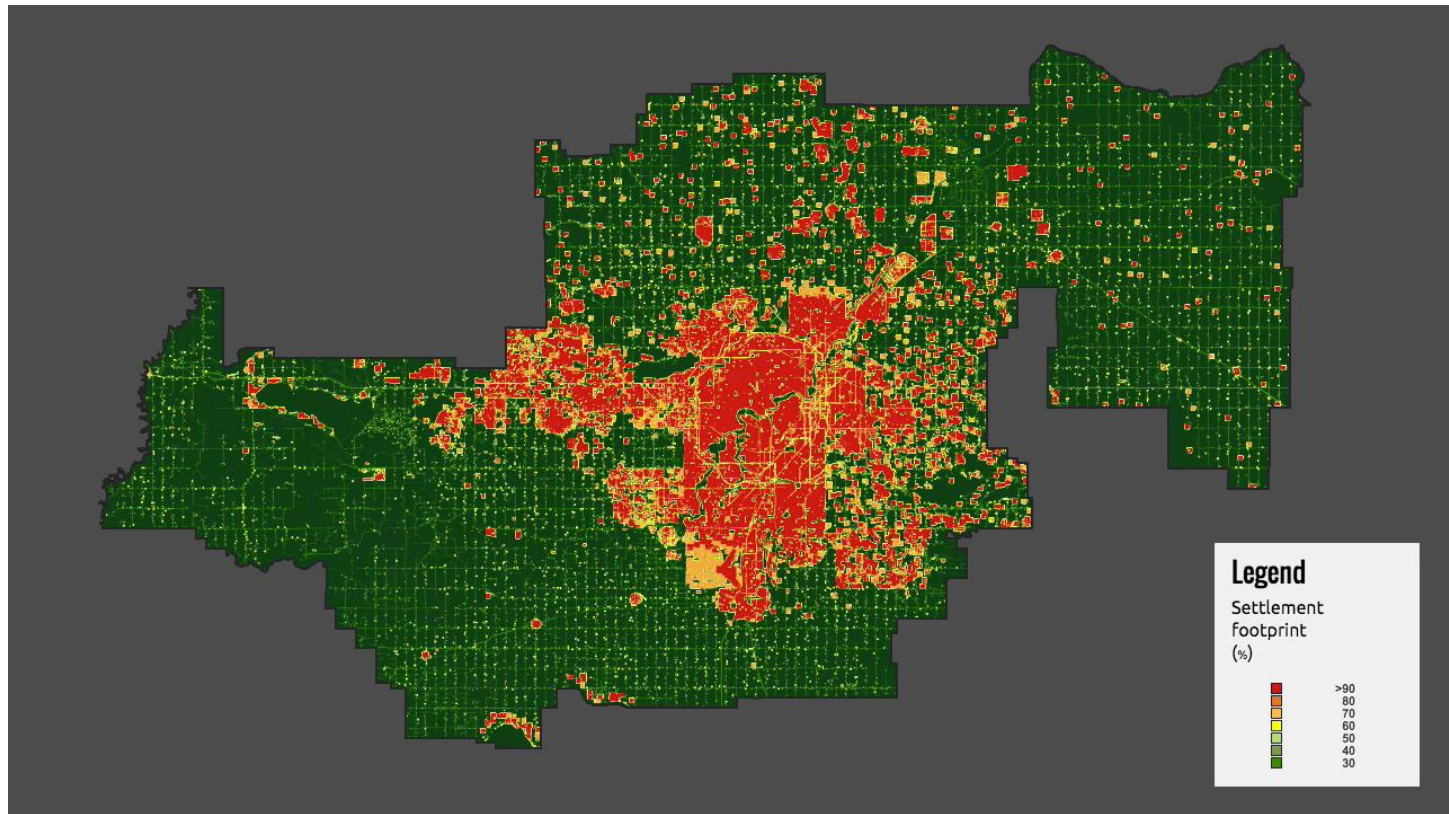
- Recognized as the most critical in building globally competitive city-regions.
- Crucial to investors deciding where to locate new industries and facilities.
- Region-wide benefits in service improvements, value, efficiency and cost-effectiveness.
- Areas where action is practical, achievable and essential.
- Some regional progress already achieved in these areas.

We are coping, not competing:

- Our region's competitive assets are not focused on a shared economic strategy.
- Systems that are vital for growth cross municipal boundaries.
- 80 percent of future population growth is expected to occur outside Edmonton core.
- Valuable agricultural lands are being paved and developed.
- Unsustainable development costs all governments, taxpayers and the environment.

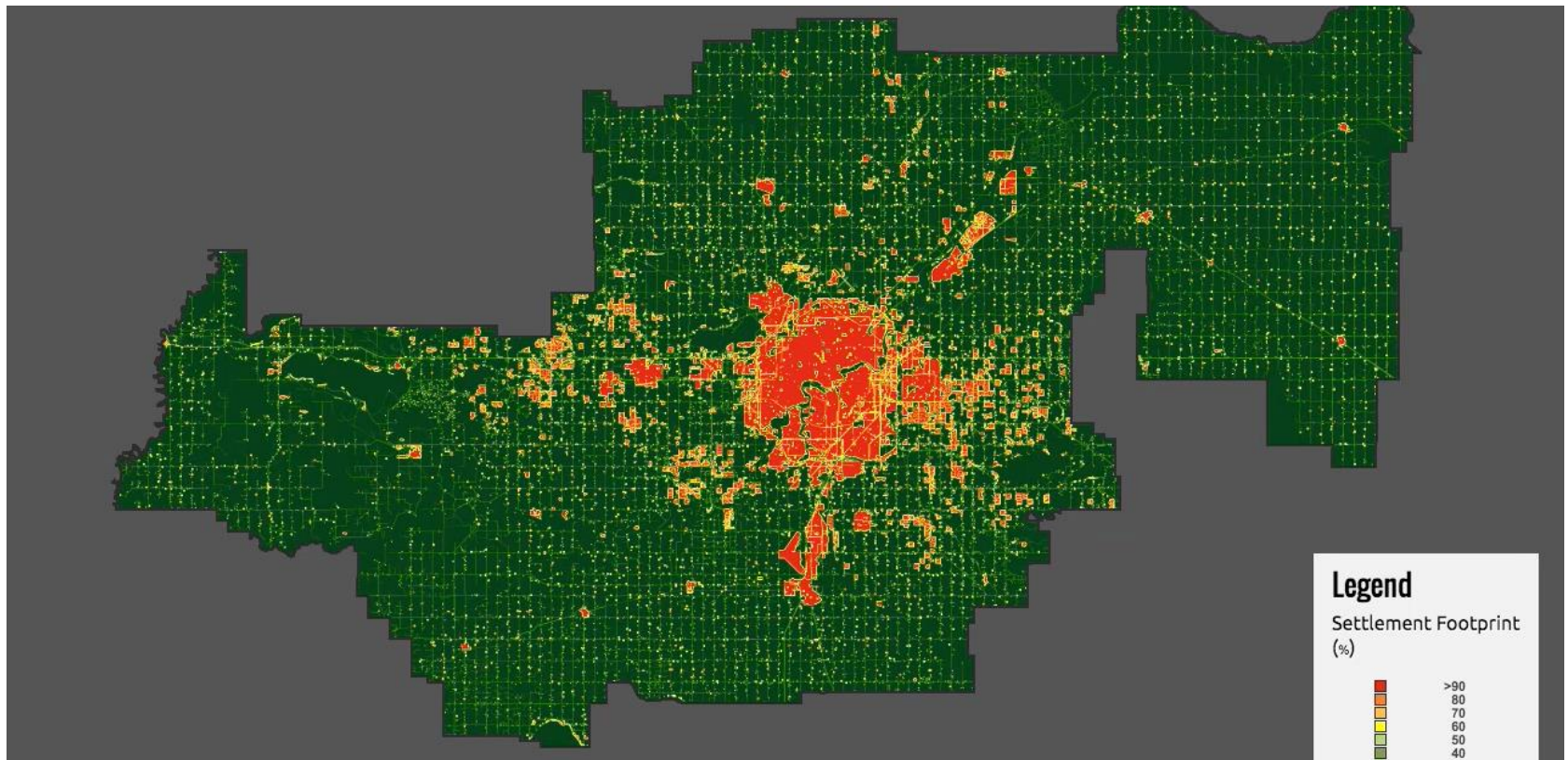
The Cost of Inaction

Low Density – Business As Usual

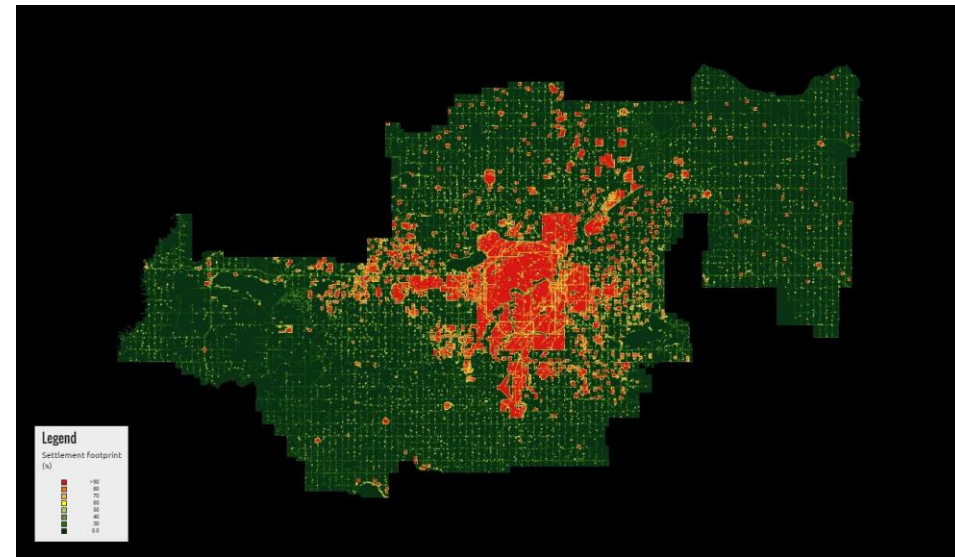
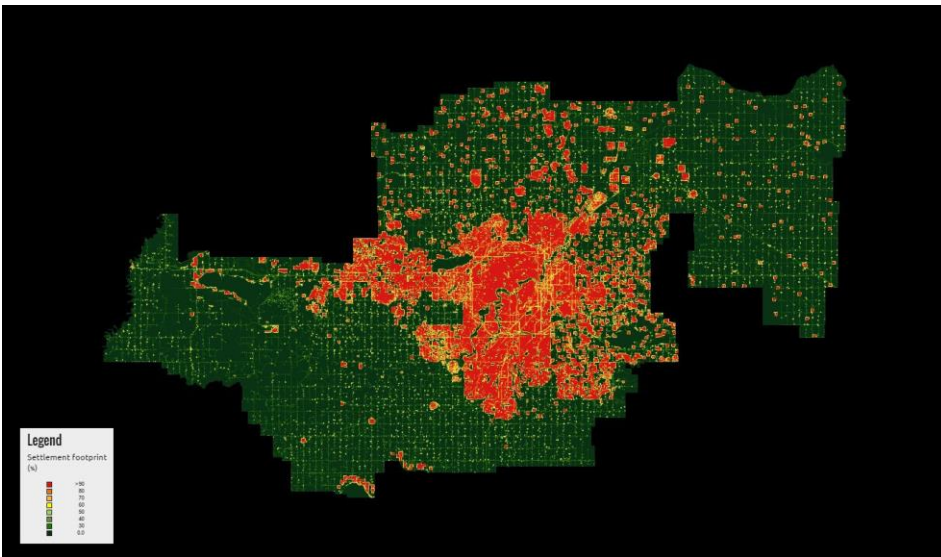


The Cost of Inaction

Increased Density – Integrated Approach



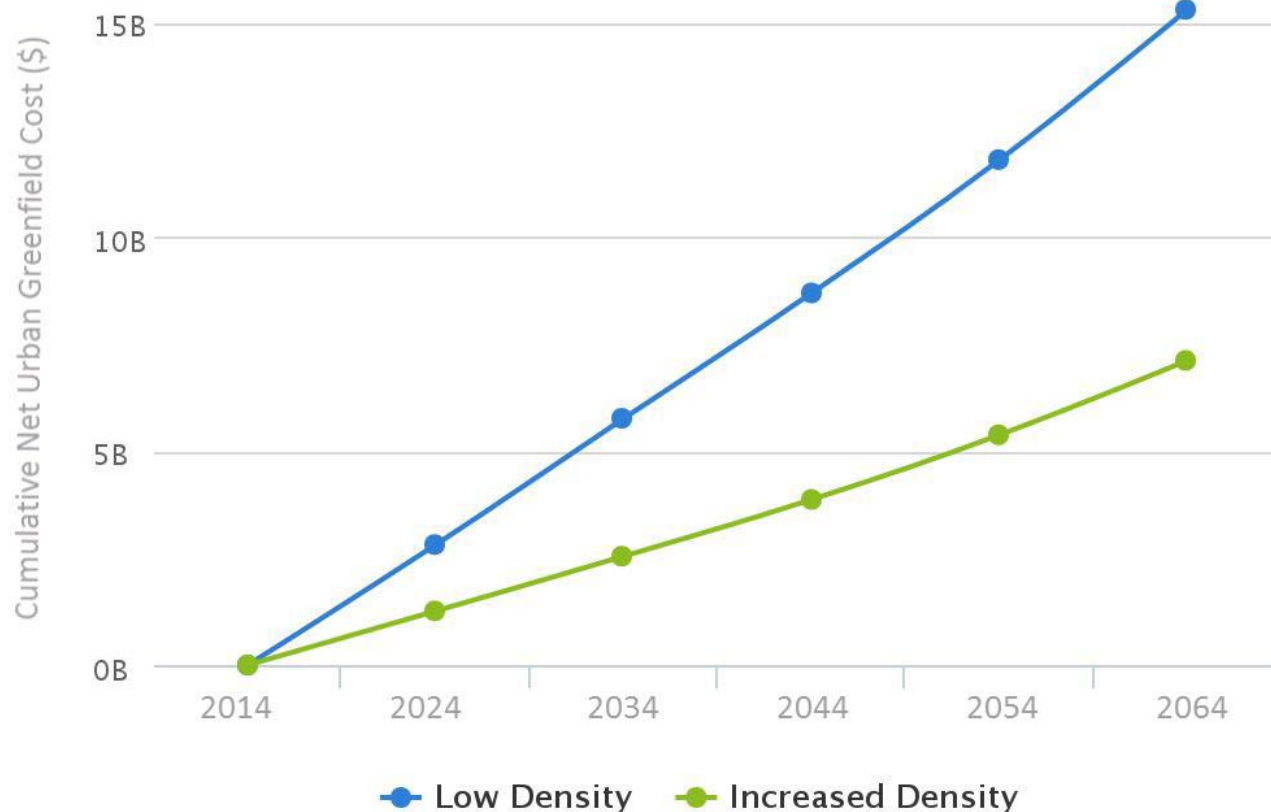
**Simulated 2064 Settlement footprint using
“Business as Usual” (left) and “Integrated High Density” (right)**



What the Models Say:

- Double the footprint
 - Double the farmland lost
- Double the cost

Opportunity Cost



What Needs to Change?

Recommendation 1:

Affirm the Metro Mayors Alliance by developing and signing a Memorandum of Understanding that spells out a commitment to plan, decide and act as one Edmonton Metro Region.

Recommendation 2:

Formalize the commitment to plan, decide and act as an Edmonton Metro Region through a legally binding Master Agreement.

Recommendation 3:

Consistent with the Master Agreement, establish new structures responsible for the three key cornerstones of a globally competitive Edmonton Metro Region:

- An entity responsible for regional economic development in the Metro Region.
- An entity responsible for planning, decision-making and delivering core public transit across the Metro Region.
- A structure with authority over regional land use planning and regional infrastructure development in the Region.

Economic Development:

- **Current state:** Municipalities are competing against each other rather than “hunting as a pack” to attract investment.
- **Mechanism:** A Metro Region economic development strategy to leverage regions' strengths executed by a Metro Region economic development entity.
- **Outcomes:** Maximize our assets and sustain high quality of life:
 - Strong, overarching brand to sell Metro Region in key markets
 - Investment and jobs attracted to the region.

Inter-Municipal Public Transit:

- **Current state:** A patchwork of multiple public transit networks operated by individual municipalities.
- **Mechanism:** A transit entity focused on commuter corridors that enable the smooth flow of people throughout the Region.
- **Outcomes:** Better inter-municipal transit service.
 - Regional transit system supports economic, social and environmental goals
 - Collective purchasing power and other efficiencies

Land Use and Infrastructure:

- **Current State:** Uncoordinated land use, sprawl, loss of farmland, contentious annexations and infrastructure that doesn't support economic growth as well as it could.
- **Outcomes:** A platform and mechanisms to negotiate the necessary trade-offs to ensure collaborative approaches.
 - Economic goals supported by land use and infrastructure
 - A strong, united voice to advocate for infrastructure projects
 - Money for regional infrastructure pooled and leveraged for optimal benefit

Two Land Use and Infrastructure Options:

Option 1 – Edmonton Metro IDP:

- Metro Region IDP would cover entire Metro Region.
- A product of municipal collaboration (i.e. no provincial sign-off needed).
- Direct cooperation on land use through procedures in current MGA.
- Create and delegate powers to a Metro Region Joint Committee on Infrastructure.
- Establish a Metro Region Infrastructure Development Fund to be managed by Joint Committee.
- Provide a platform to negotiate necessary trade-offs for shared regional benefit on land use decisions.

Option 2 – Edmonton Metro Growth Board:

- Effective forum for integrated and strategic land use and infrastructure planning and negotiated trade-offs for shared regional benefits.
- Could be responsible for Joint Committee and Infrastructure Development Fund.
- Could be created quickly through provincial regulation.
- New MGA would provide new tools to better integrate land use and infrastructure and enable shared investment/benefit.

Aligning With Other Governments

- A strong Metro Region requires the support of the provincial government – some approvals needed to move forward.
- The directions in this report align with the Modernized MGA proposals.
- Province should develop flexible funding models to incent collaboration.
- Federal alignment is also valuable for capital investment.

Adaptable for the Future

- The Metro Region can compete globally
- The Metro Region can be adaptive
- The Metro Region can maintain its diversity
- The Metro Region Alliance can evolve