

118 Avenue District Plan

Draft 2022

TABLE OF CONTENTS

Land Acknowledgement	4
1. Introduction to District Plans	5
1.1. How to use District Plans	6
1.2. Authority and Relationship to Other Plans	6
1.3. Relationship to the Zoning Bylaw	7
1.4. Monitoring and Amendments	7
2. District Context	8
2.1. Physical Context	8
2.2. Historical Context	9
2.3. Development Context	10
3. City Plan Direction	12
3.1. Growth to 1.25 Million	12
Table 3.1 - District Population and Jobs Estimates	12
3.2. Growth to 2 Million	13
4. District Specific Policy Guidance	14
Figure 4.1 - 118 Avenue Subarea Figure for District Specific Policy Table Reference	15
Table 4.1 - District Specific Policy	16
Figure 4.2 - Norwood Boulevard Mobility Assessment	18
Figure 4.3 - Yellowhead Corridor East Area	19
5. Growth Activation	20
6. District Maps	21
6.1. Map List	21

Figure 6.1: Citywide Context	24
Figure 6.2: District Context - Assets	25
Figure 6.3: District Context - Development Considerations	26
Figure 6.4: Vision at 2 Million	27
Figure 6.5: Direction to 1.25 Million	28
Figure 6.6: Land Use Concept	29
Figure 6.7: Heritage and Culture	30
Figure 6.8: Open Space and Natural Areas	31
Figure 6.9a: Active Transportation	32
Figure 6.9b: Mobility - Transit	33
Figure 6.10: Growth Activation	34

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Land Acknowledgement

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot).

The city of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home.

Together, we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations.

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1. Introduction to District Plans

During conversations held to create The City Plan, Edmontonians said that as the city gets bigger and welcomes more people, it will be increasingly important to create a "community of communities". People want to live and work closer to a range of destinations, services and amenities that are accessible within a 15-minute walk, bike or bus ride and to meet as many of their daily needs as possible locally. They want to spend more time in their neighbourhood, support local businesses, reduce greenhouse gas emissions and enjoy good physical and mental health.

That is why The City Plan established a network of districts and defines them as "diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs. They connect residential and non-residential opportunities and enhance the ability for more Edmontonians to live locally because places and spaces are close at hand and easy to get to. Districts are unique based on where they are and what they contain." (The City Plan, page 34).

District plans will help implement The City Plan by creating a community of communities and improving connection, accessibility and quality of life at a local level. District plans lay the foundation for the "15-minute city" and will help deliver services and amenities closer to where people live. However, they cannot be considered perfectly self-contained. Within a district there could be multiple centres that exist or emerge around different areas of activity, and people living or working near the edge of a district may be best served by amenities to the district next to them for their 15-minute needs. What is important is that people have access to what they need on a daily basis and that district planning encourages this through analysis at an appropriate scale for areas sharing common planning issues and development influences.

District plans consist of 16 separate bylaws:

- The District General Policy (DGP), which contains citywide policy direction applicable to places and features found in all districts, and
- 15 district plans, which include context, maps, additional policy direction and growth activation information for each district.

Together, these documents provide a flexible framework to accommodate Edmonton's growth to 1.25 million people. They will inform city building decisions by civic administration, business, civil society and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

District plans are the principal policy documents guiding the physical changes to the city described in the The City Plan, with a focus on planning and design, mobility and growth management systems. While The City Plan guides the city's growth to 2 million residents, district plans primarily address the first phase of The City Plan, growth to 1.25 million residents.

The plans are intended to adapt over time to accommodate our growing population, shifting environment and emerging priorities. More detailed information may be added to the District General Policy or to specific district plans as additional land use planning is completed. Major amendments to update district plans will be undertaken when the City's population approaches 1.25 million.

1.1. How to use District Plans

Consult the **District General Policy** for direction that applies citywide, including the policies that apply to specific map layers. A glossary is also provided to define terms and to orient readers between maps and policies for key concepts.

Within the **district plan**, consult **Figures 6.1-6.10** (section 6) to determine important information about sites and areas. These maps contain information on intended land uses, constraints to development, nearby amenities and infrastructure investments, among other topics. Review the policy table (section 4) of the district plan for exceptions and additions to the general policy applied to specific areas within the district. Section 5 provides information on where and how the City is using its levers of change to support growth. Sections 2 and 3 describe the district's history, its current context and the intentions for the district as it grows.

District plans must be read in conjunction with The City Plan and other policies, strategies and guidelines established by the City. References to applicable strategies and guidelines are included, but are not comprehensive. For a complete review of applicable City policies and guidelines regarding individual development proposals or projects, consult with City planning staff.

1.2. Authority and Relationship to Other Plans

Each district plan and the District General Policy is an additional statutory plan as described under section 635.1 of The City of Edmonton Charter, 2018 Regulation and has been prepared in accordance with Section 636 of the Municipal Government Act.

In the event of a conflict between a district plan's policy table (Section 4) and the District General Policy, the district plan policy table shall prevail.

District plans are subject to the Municipal Development Plan, Areas Structure Plans (ASPs) and Area Redevelopment Plans (ARPs). However, ASP and ARP amendments must be consistent with the relevant district plan and District General Policy.

ASPs and Neighbourhood Structure Plans (NSPs) will continue to be used to provide guidance to ensure the orderly, first-generation development of Developing and Future Growth Areas. New geographic plans must be consistent with the district plan applicable to the area and the District General Policy.

District plans support the outcomes of the Regional Growth Plan through subsequent area and local planning. New ASPs and ARPs, or future amendments to these, will still be subject to the Regional Evaluation Framework (REF) process as guided by the [REF Toolkit](#) (the Toolkit). Where no ASP, NSP or ARP is in effect, district plan amendments will be subject to the REF process as guided by the Toolkit.

1.3. Relationship to the Zoning Bylaw

district plans, in conjunction with other applicable statutory plans, will provide guidance to inform the use of discretion under the Zoning Bylaw and to inform rezoning decisions.

It is recognized that Council has the authority to zone as Direct Control Provisions. Direct Control Provisions that were approved prior to [DATE OF PASSAGE OF DISTRICT GENERAL POLICY], shall not be subject to the District General Policy and applicable district plan. Any Direct Control Provisions approved following [DATE OF PASSAGE OF DISTRICT GENERAL POLICY] will be subject to and align with the District General Policy and applicable district plan.

1.4. Monitoring and Amendments

District plans will be amended from time to time to reflect system or network updates, such as changes to land use, mobility systems, heritage resources, growth activation priorities, or the repeal of statutory plans. Amendments to specific areas of a district plan may be undertaken to provide additional policy direction as required. Where changes are required to accommodate a land development application, the applicant will be required to prepare the plan amendments in support of the application. Such amendments shall align with the general intent of policies outlined in the District General Policy and The City Plan. All amendments to the plan must be presented as a proposed bylaw to Council for consideration at a public hearing.

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2. District Context

2.1. Physical Context

The 118 Avenue District is located in the central northeast area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Nearby districts include the Central District to the west and south, Northwest District and Northeast District to the north (see **Figure 6.1: Citywide Context**). The 118 Avenue District includes the following neighbourhoods:

- Abbottsfield
- Alberta Avenue
- Beacon Heights
- Bellevue
- Bergman
- Beverly Heights
- Blatchford Area
- Cromdale
- Delton
- Eastwood
- Edmonton Northlands
- Elmwood Park
- Highlands
- Montrose
- Newton
- Parkdale
- Rundle Heights
- Spruce Avenue
- Virginia Park
- Westwood
- Yellowhead Corridor East
- Yellowhead Corridor West

The 118 Avenue District is generally bordered by 111 Avenue NW and the North Saskatchewan River along its southern and eastern boundary, Yellowhead Trail and 127 Avenue NW to the north, and 121 Street NW and Kingsway Avenue NW to the west. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounds.

River Valley areas along the district's southern boundary include Kinnaird, Highlands and Rundle. These provide major recreational parks, amenities and open space, and connect the District to Edmonton's river valley and ravine system.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

2.2. Historical Context

The land within the 118 Avenue District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers headed west. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The settlement history of the district was heavily influenced by the North Saskatchewan River. People first developed lots along the river in the east portion of the district for river access. Métis and European settlers farmed in the area now known as Highlands. Following the river lot era, Highlands was developed as an exclusive residential community in 1910. Surrounding neighbourhoods were mostly developed as suburbs around Edmonton's core during a housing boom in the 1940s. The communities of Bellevue and Santa Rosa (now part of Montrose) had their original boundaries significantly reduced by the expansion of recreational facilities on what is now Exhibition Lands and building of Yellowhead Trail and Capilano Freeway (now Wayne Gretzky Drive) by the 1970s.

Beginning in 1880, the district area east of 50 Street NW saw a concentration of coal mining companies. This economic activity led to the founding of the independent Town of Beverly in 1914, with its own business district. This area was a highway commercial area as 118 Avenue NW was the primary roadway leading east from Edmonton until the Yellowhead Highway replaced it in the 1970s. Beverly was incorporated into Edmonton's municipal boundaries in 1961.

The relocation of Edmonton's Exhibition from Rosedale in 1911 to the central neighbourhood of Edmonton Northlands (now called Exhibition Lands) and the creation of Borden Park, Edmonton's first master planned open space (originally East End City Park, 1906), brought recreational uses to the area. Edmonton's professional hockey arenas were then located in Northlands until 2016.

The district area west of Exhibition Lands was settled as working class, suburban neighbourhoods in 1905 and following the opening of the Hudson's Bay Reserve in 1912 (for the portion west of 101 Street NW). This area's development was influenced by Edmonton's streetcar rail system that connected the area to Downtown. The former Rat Creek and natural land surface of this area was filled in. Business districts emerged to support the area along 111 Avenue (Norwood Boulevard) and 118 Avenue (Alberta Avenue). Residential development was slow but steady until World War II and full build out of these areas occurred during Edmonton's growth in the 1940s to 1970s period. Residential infill of older housing stock with apartments started in the 1970s in some areas. Major anchors today such as NAIT and Kingsway Mall were built in the 1960s and 1970s on former military and commercial lands dating from the World War II period.

The Blatchford community was formerly the Blatchford field, Canada's first licensed airfield. It served as a municipal airport until 2013, when it was converted to a residential community rooted in sustainable design practices.

2.3. Development Context

The district comprises mature neighbourhoods with primarily residential and mixed use (residential and commercial) development, with the river valley and ravine system at the south and some industrial areas along Yellowhead Trail. Several commercial (e.g. business centre, hotel) and institutional uses (e.g. school, police headquarters, provincial health building) are located in the western portion of the district. Borden Park and the Edmonton EXPO centre are major recreational uses Centrally located in the district.

This district is centred on the Alberta Avenue and Beverly Town commercial corridors (118 Avenue). This area comprises some of the city's oldest neighbourhoods with a vibrant economic business street. Neighbourhoods in the west of this district will be influenced by the ongoing redevelopment of the former Edmonton Municipal Airport (now Blatchford).

This district generally includes the neighbourhoods associated with the Avenue communities, including the Blatchford and Spruce Avenue areas near the Metro LRT corridor, and Coliseum Station and the Exhibition grounds on the Capital LRT line. It also includes the Highlands and Beverly Town neighbourhoods.

The 118 Avenue District is framed by Kinnaird Ravine (including Rat Creek) along its southwest boundary and North Saskatchewan river valley to the south and east. The North Saskatchewan river valley and ravine system provides important ecological functions and recreational opportunities within and serving the district respectively. This area is guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020), the latter of which is intended to help guide appropriate public use and enjoyment of the River Valley and to protect ecologically sensitive areas within the 118 Avenue District and Edmonton citywide.

More recent planning work within this district includes the City Centre Area Redevelopment Plan (2012) and Exhibition Lands Planning Framework Area Redevelopment Plan (2021).

The City Centre Area Redevelopment Plan is a land use planning framework (adopted in 2012) to guide the future redevelopment of the former Edmonton Municipal Airport lands located in the western portion of the 118 Avenue District. The plan envisions 30,000 Edmontonians living, working and learning in a sustainable community that uses 100% renewable energy, is carbon neutral and empowers residents to pursue a range of sustainable lifestyle choices. It is anticipated that City Centre ARP lands will be redeveloped over a 30 year period through a combination of public and private sector initiatives.

The Exhibition Lands Planning Framework Area Redevelopment Plan (adopted in 2021) is centrally located within the 118 Avenue District and the plan area includes the City's Capital LRT Line immediately adjacent to the Coliseum LRT Station, as well as the Coliseum arena, Edmonton EXPO Centre, Northlands Racetrack and Casino (closed in 2018) and Borden Park. The Framework aims to harness the area's potential for transit oriented development in a sustainable manner that capitalises on access to the LRT line, connects to surrounding neighbourhoods, generates employment, enhances recreational opportunities and celebrates the area's role as an events destination. Implementation of the Exhibition Lands Planning Framework is expected to occur through a mix of private and public investment staged over the next 30 years.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

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3. City Plan Direction

3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the 118 Avenue District will experience modest growth in population and jobs. The Blatchford mixed use town centre (Blatchford Market) and phase 1 of the Exhibition Lands are two major redevelopment projects that will begin during this period and are expected to account for significant population growth. Some residential development in the portions of Blatchford outside the Major Node will occur. Additionally, incremental redevelopment for both housing and commercial uses is expected along portions of 118 Avenue.

Employment growth is anticipated with the NAIT expansion in Blatchford and through mixed-use development of Blatchford Market. While the industrial areas along the Yellowhead Trail are already developed, some employment growth is anticipated in these areas as they take advantage of mobility investments to Yellowhead Trail.

Some large sites such as Riverview Crossing (shopping centre in Abbotsfield) and Kingsway Mall offer the possibility for gaining more people and jobs through comprehensive development.

Development will be supported by investments in mobility such as new mass transit routes (97 Street NW) and stations (Blatchford), additional bike routes and creation of new open spaces, such as Blatchford Park and improvements to Borden Park.

See **Figure 6.5: Direction to 1.25 Million** for additional information.

Table 3.1 provides population and jobs estimates for the 118 Avenue District at different citywide population thresholds.

Table 3.1 - District Population and Jobs Estimates

	2020 estimate	Future State (1.25 Million citywide population)	City Plan Vision (2 Million citywide population)
District Population	55,000	64,000	135,000
District Jobs	30,000	33,000	65,000

3.2. Growth to 2 Million

Figure 6.4: Vision at 2 Million captures how the 118 Avenue District is expected to continue to evolve beyond the immediate population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches 2 million people.

Beyond Edmonton's 1.25 million population, the district will experience additional redevelopment, such as:

- The completion of Blatchford and Exhibition Lands, which both have long term development horizons,
- Additional development and redevelopment in the Major Node outside of Blatchford,
- Further redevelopment of existing commercial areas of 118 Avenue and 97 Street as mixed-use Primary Corridors,
- Smaller scale residential and mixed-use redevelopment along the 95 Street, 82 Street and Fort Road Secondary Corridors,
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods, and
- Job growth along the Innovation Corridor and through the redevelopment of large sites and industrial renewal.

Redevelopment will be supported by investments in mobility, such as new and upgraded mass transit stations and bike routes, and green networks, such as new Urban Greenways.

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4. District Specific Policy Guidance

In general, planning guidance for this district should be interpreted according to how and where the features in **Figures 6.5 to 6.9** of this district plan apply to the district, while consulting the relevant sections of the District General Policy for direction and interpretation of these features. This section outlines the interpretation and application of specific policies that should be considered in addition to what is written in the District General Policy. Reference **Figure 4.1** and **Table 4.1** to identify where and which specific policy applies in this district.

Figure 4.1 divides the district into subareas for the purposes of providing specific policy direction from **Table 4.1**. The subareas reflect nodes, corridors, substantial open spaces, residential and employment areas. The divisions are intended to organize and reference policy direction geographically and do not necessarily reflect specific land designation.

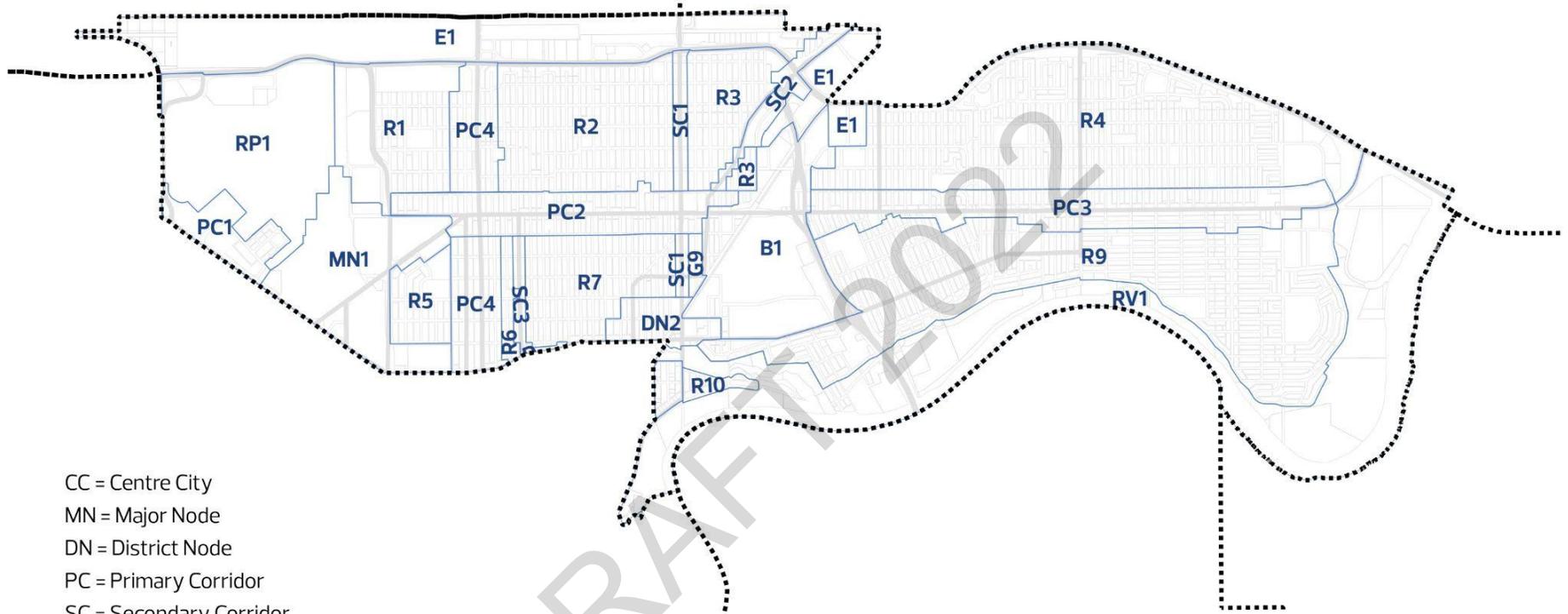
Table 4.1 lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

Any retained ARPs, ASPs, NSPs, or other geographic plans listed in **Table 4.1** shall be read harmoniously and will co-exist with the District General Policy and this district plan. These policies are included for their detailed direction and geographic coverage, because they align to or exceed The City Plan policy, or because they have not completed their function to guide local planning decisions. **Any discrepancy between the district plan and these plans shall be interpreted in favour of the latter.**

Where no specific policy applies in **Table 4.1** for a particular subarea, that subarea will refer to the district plan and District General Policy for overall policy guidance.

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.3.

Figure 4.1 - 118 Avenue Subarea Figure for District Specific Policy Table Reference



- CC = Centre City
- MN = Major Node
- DN = District Node
- PC = Primary Corridor
- SC = Secondary Corridor
- RP = Residential Area with Plan
- R = Residential Area
- EP = Employment Area with Plan
- E = Employment Area

Table 4.1 - District Specific Policy

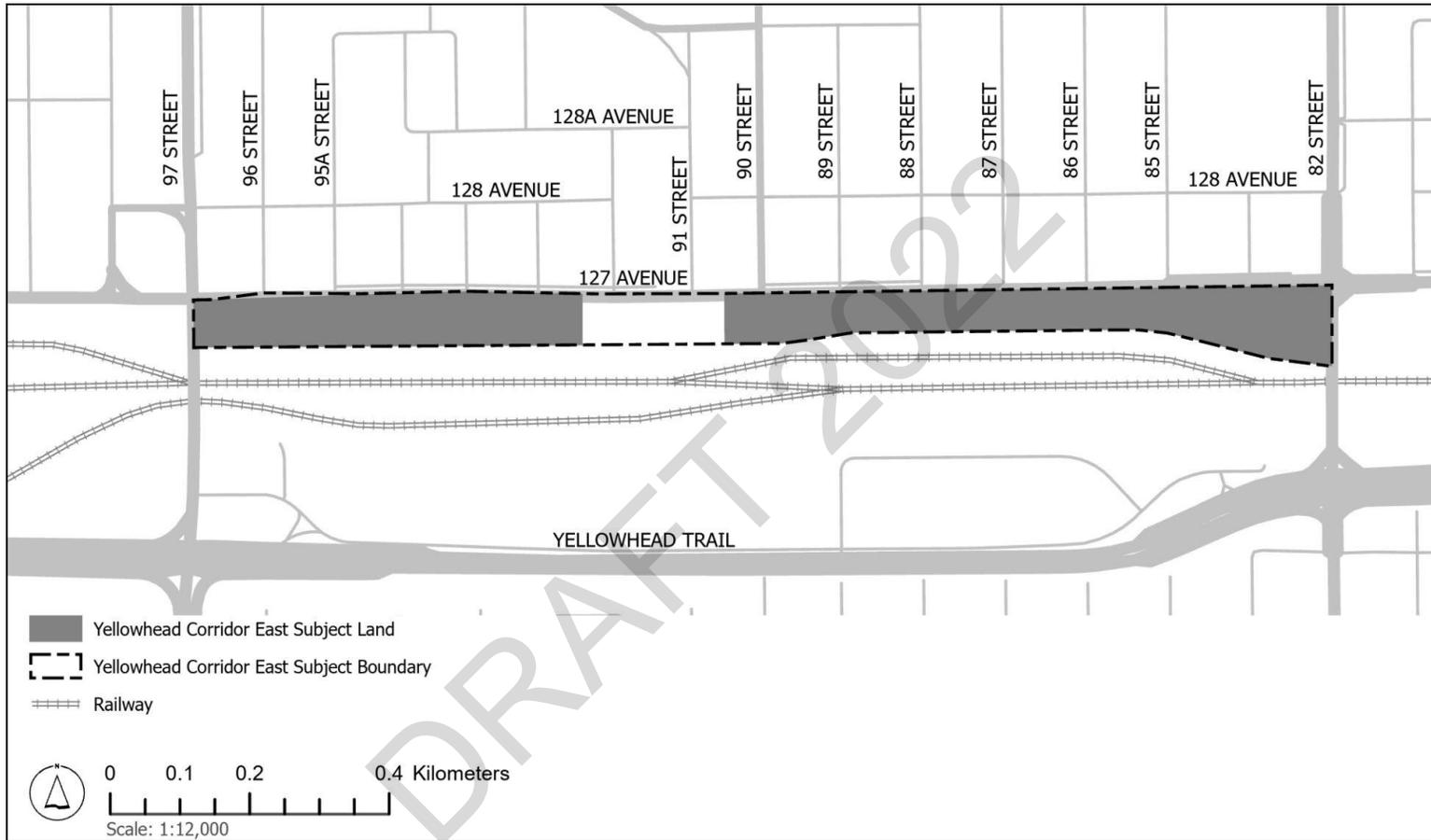
Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN1	Blatchford-NAIT-Kingsway Major Node (portion of the City Centre ARP)	MN1-1 For further planning direction refer to the City Centre Area Redevelopment Plan for portions of this Major Node where it is in effect.	1.2 Authority and relationship to other plans
DN1	Exhibition District Node	DN1-1 For further planning direction refer to the Exhibition Lands Planning Framework.	1.2 Authority and relationship to other plans
DN2	Stadium District Node	DN2-1 For further planning direction refer to the Stadium Station Area Redevelopment Plan.	1.2 Authority and relationship to other plans
PC1	Kingsway / 118 Avenue Primary Corridor (portion of the City Centre ARP)	PC1-1 For further planning direction refer to the City Centre Area Redevelopment Plan for portions of this sub area where it is in effect.	1.2 Authority and relationship to other plans
PC4	97 Street (portion of Norwood Boulevard Mobility Assessment)	PC4-1 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this Corridor where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
SC3	95 Street and 111 Avenue Secondary Corridors (portion of Norwood Boulevard Mobility Assessment)	SC3-1 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this Corridor where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
RP1	Portion of Blatchford neighbourhood (including portion of City Centre ARP)	RP1-1 For further planning direction refer to the City Centre Area Redevelopment Plan for portions of this sub area where it is in effect.	1.2 Authority and relationship to other plans
R6	Portion of Alberta Avenue neighbourhood	R6-1 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
R7	Portions of Alberta Avenue, Parkdale neighbourhoods	R7-1 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E1	Portion of Yellowhead Corridor East neighbourhood	E1-1 Support institutional and recreational uses within the Yellowhead Corridor East Subject Land. Uses should only be supported that have similar off-site impacts as commercial uses. See Figure 4.3.	2.2.1 General Policies and 2.4.1 Commercial/Industrial Employment Areas
E1	Portion of Yellowhead Corridor East neighbourhood	E1-2 Require an environmental screening for redevelopment within the Yellowhead Corridor East Boundary at the rezoning stage to determine the environmental suitability of the lands for the proposed use. See Figure 4.3.	4.3.1.7 Physical and Environmental Risk Management
E1	Portion of Yellowhead Corridor East neighbourhood	E1-3 Access and egress to and from the Yellowhead Corridor East Boundary is not permitted from 82 Street NW or 97 Street NW. See Figure 4.3.	3.3.1 General Policies for Roadways and Goods Movements
E1	Portion of Yellowhead Corridor East neighbourhood	E1-4 New vehicular access to the Yellowhead Corridor East Subject Boundary will not align with roadways north of 127 Avenue NW to mitigate traffic impacts on the adjacent residential area to the north. See Figure 4.3.	3.3.1 General Policies for Roadways and Goods Movements
RV1	North Saskatchewan River Valley and Ravine System - portion	RV1-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

Figure 4.2 - *Norwood Boulevard Mobility Assessment*



Figure 4.3 - Yellowhead Corridor East Area



5. Growth Activation

The City Plan includes a bold vision of intentional growth at nodes and corridors where efforts and investments are aligned at population horizons. It requires public and private investment to initiate and advance opportunities to activate growth. Collaboration and partnerships are critical to meet city-building outcomes.

This section, together with **Figure 6.10: Growth Activation**, will provide direction on City initiatives and projects that are expected to support and activate growth in the 118 Avenue District. It will be populated with utility, transportation and community infrastructure focused information related to growth targets and market potential once further work from the City's Growth Management Program is ready. This section will also serve to create awareness, provide context for land use and infrastructure recommendations and inform possible alignments with other City objectives.

The City may lead and/or fund many of the initiatives and projects referenced above. Community, industry or intergovernmental led projects will also be important to the success of the district. ARPs and other referenced policies contribute to growth activation by identifying infrastructure commitments and development opportunities. Similarly, smaller local improvements (e.g. street lighting, traffic calming, public space programming, even temporary urban animations), while not listed, can also support activation.

Figure 6.10: Growth Activation highlights **Priority Nodes and Corridors**. Priority Nodes and Corridors are locations across the city with more intense anticipated population growth (than other locations) as the City grows to a population of 1.25 million. Priority Nodes and Corridors are determined by combining the City Plan's Activation Categories (strategize, invest, nurture) and the anticipated dwelling unit growth to 1.25 million (based on City Plan Maps 10A and 11A). This approach enables the prioritization and sequencing required as growth and investment will not occur in all areas concurrently.

Priority Nodes and Corridors should be understood as locations that the City will invest in (i.e. infrastructure, incentives and/or programs) to support growth. It is expected that targeted investment will lead to tangible results in these locations and shift the development pattern over the long term.

Figure 6.10: Growth Activation identifies three Priority Nodes and Corridors for the 118 Avenue District Plan: the Blatchford-NAIT-Kingsway Major Node, Stadium District Node and Exhibition District Node.

6. District Maps

This district plan includes a series of maps (**Figures 6.1-6.10**) that illustrate the intentions for this district as the city reaches 1.25 million, based on The City Plan. These maps show the general location of current and proposed land uses, mobility networks, infrastructure considerations and other features. Features or boundaries may be refined as part of subsequent geographic plans. Mass Transit networks and other infrastructure works are subject to further technical study and refinement.

The maps shall be read for context and direction together with the District General Policy and the District Specific Policy of this district plan. All district plan map symbols, locations and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District General Policy for further direction.

6.1. Map List

- **Figure 6.1: Citywide Context**

The Citywide Context map focuses on the district's position and location within the city, and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

- **Figure 6.2: District Context - Assets**

This first District Context map depicts the district's starting place: the opportunities upon which the district plan can build on as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map includes current employment areas, open spaces, emergency services, citywide mass transit routes, and cultural, education and recreation facilities. The map also identifies opportunities for mobility improvements across the district such as mobility network renewal or introducing new mobility programs.

- **Figure 6.3: District Context - Development Considerations**

This second District Context map depicts the district's starting place: the constraints upon which the district plan can respond to as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map illustrates development considerations such as infrastructure deficits and risk.

- **Figure 6.4: Vision at 2 Million**

The Vision at 2 Million map represents an aspirational illustration of the district when Edmonton reaches 2 million. It is not intended to specify city building decisions, but to indicate the general direction for the district. It emphasizes areas of change

based on system improvements and growth targets in The City Plan. Detailed illustrations indicate how the vision of The City Plan might unfold in specific areas, including improvements to the open space and mobility networks and the public realm. As district plans are amended over time and guidance for currently unplanned areas becomes established, the vision will need to be adjusted, including more detail about location of specific features (greenways, Local Nodes, active transportation routes, etc.).

- **Figure 6.5: Direction to 1.25 Million**

The Direction to 1.25 Million map tells the story about the priority areas and major changes to be expected for this district between now and when Edmonton reaches 1.25 million people. All the City Plan systems are brought together to show connections and inter-relationships. Additional changes and aspirations for the district anticipated beyond when Edmonton reaches 1.25 million are reflected in The City Plan.

- **Figure 6.6: Land Use Concept**

The Land Use Concept map shows the broad land use categories and design influences intended to achieve the growth we expect to see as Edmonton reaches 1.25 million people. Intensification areas indicate those areas where the City welcomes more intense development and encourages rezoning in alignment with The City Plan.

- **Figure 6.7: Heritage and Culture**

The Heritage and Culture map emphasizes the built heritage and cultural areas that have been formally endorsed through existing City policies or initiatives. Future versions of this map may show cultural or celebration areas (parades or festival locations), civic event areas, heritage character areas, and other cultural assets to be determined through engagement with citizens and communities. This map may also include identified places of Indigenous cultural significance. These will be determined through engagement and/or traditional land use studies with Indigenous communities and Nations. These maps are not intended to convey the location of paleontological/archeological sites.

- **Figure 6.8: Open Space and Natural Areas**

The Open Space and Natural Areas map elaborates on the Green and Blue Network in The City Plan, including open space and connections. This includes current and future (approved) publicly-owned open spaces and parks based on classification identified in Breathe. Connections are linear greenways supporting habitat and public access to the district's natural systems. Future iterations may expand upon connecting open spaces and identifying opportunities to address open space deficiencies.

- **Figures 6.9a & 6.9b: Mobility**

The two Mobility maps elaborate on the mobility system in The City Plan, including the active transportation (pedestrian and cycling), roadway and transit networks. It presents the intentions for the district's mobility system when the City reaches 1.25

million people, based on direction from mobility studies such as the Mass Transit Study, the Mobility Network Assessment and The Bike Plan.

- **Figure 6.10: Growth Activation**

The Growth Activation map illustrates any Priority Nodes and Corridors in the district. Priority Nodes and Corridors are a City Plan identified Node or Corridor that is expected to see more intense population growth than other areas of the city as Edmonton grows to a population of 1.25 million.

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Figure 6.1: Citywide Context

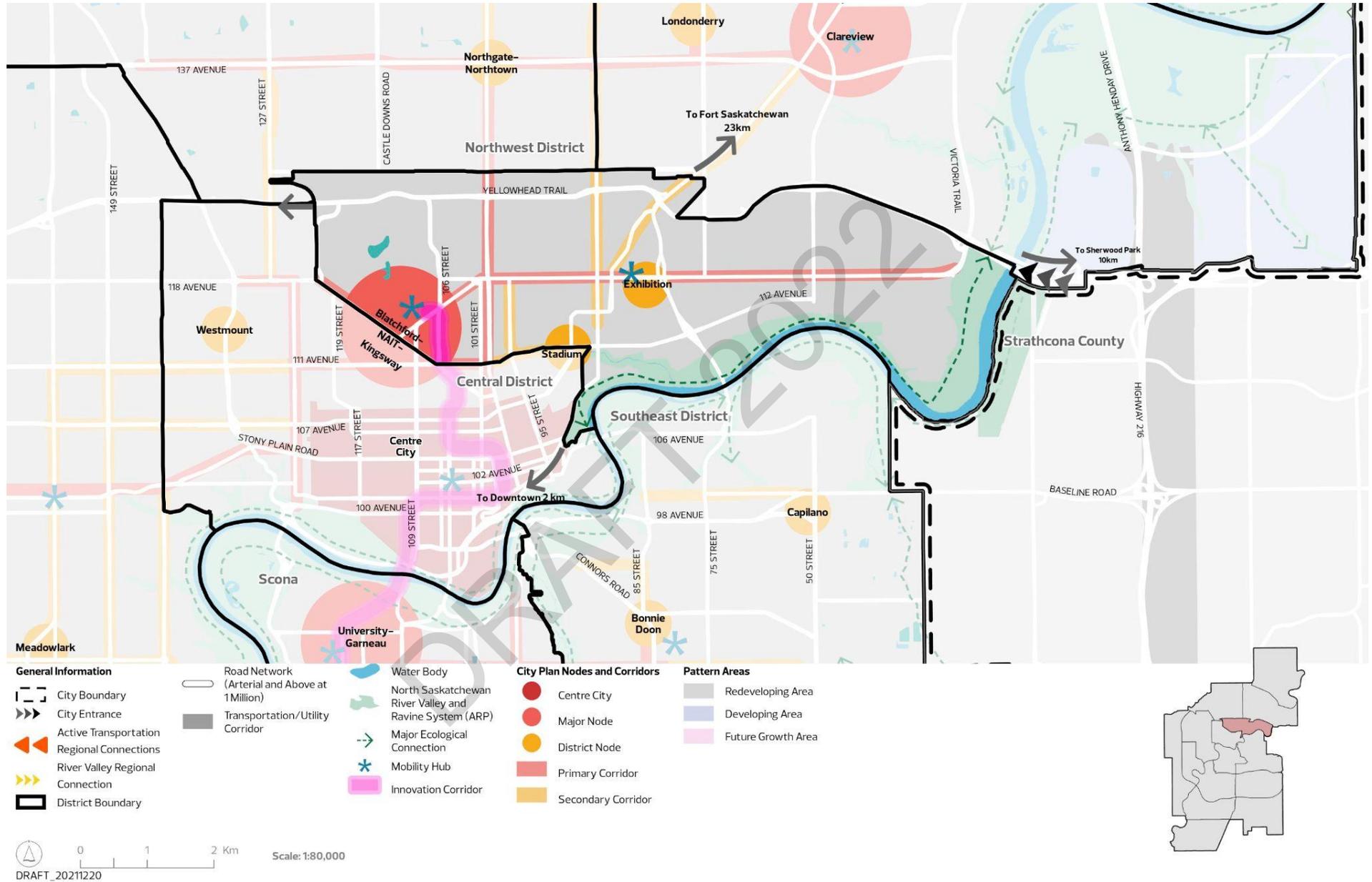
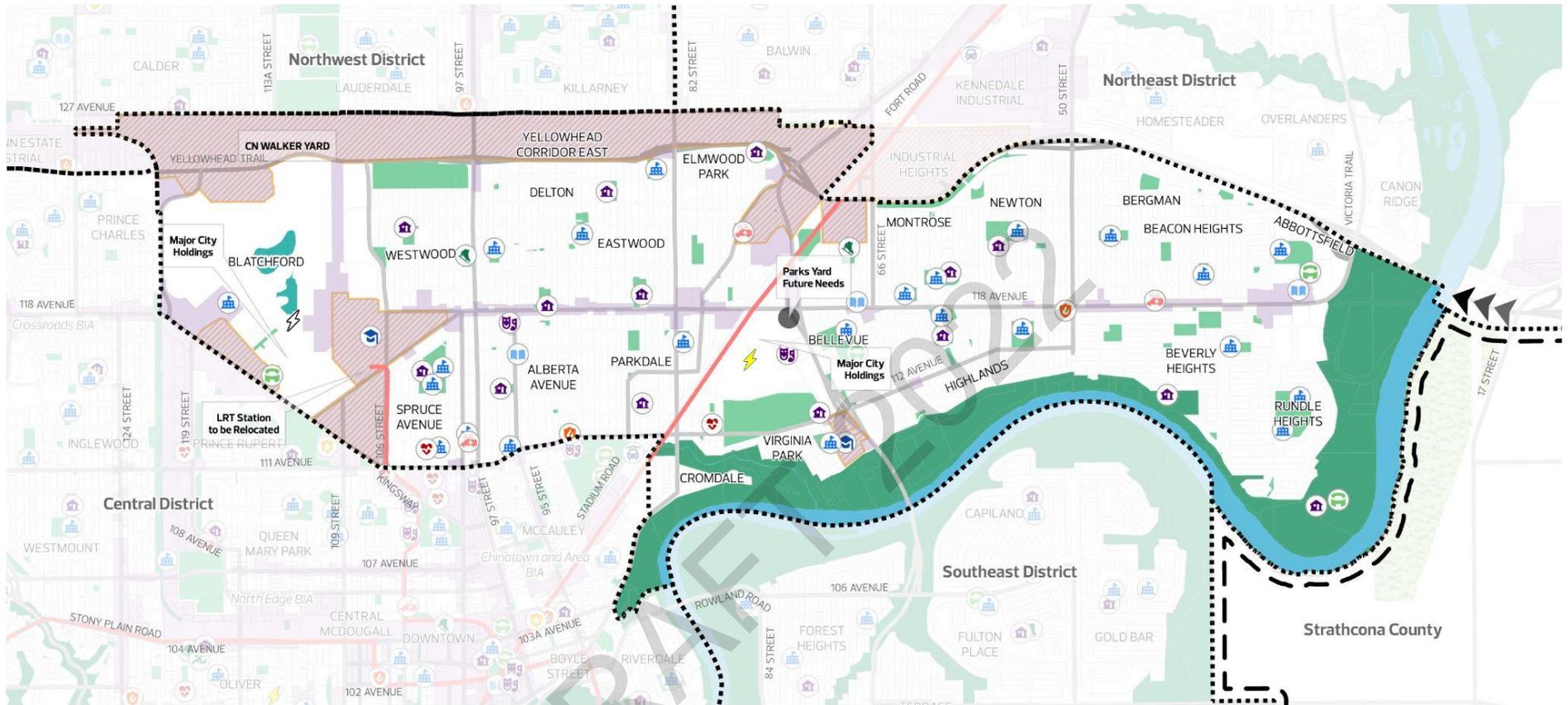


Figure 6.2: District Context - Assets



General Information

- City Boundary
- City Entrance
- District Boundary
- Neighbourhood Boundary
- Intermodal Facility
- North Saskatchewan River Valley and Ravine System (ARR)

- Storm Water Management Facility - Current
- Future Growth Area
- Transportation/Utility Corridor

- City wide Health and Emergency Services**
- Hospital and Health Centre
 - Fire Station
 - EMS Station

- Community Assets**
- Police Station
 - Recreation Centre
 - Arena
 - Pool
 - Community Hall
 - City-wide Arts and Cultural Facility

- Library
- School
- Post Secondary School
- Park and Ride - Current
- Open Space - Current
- Mass Transit Route - Current

- District Energy Opportunity Areas**
- Current
 - Planned

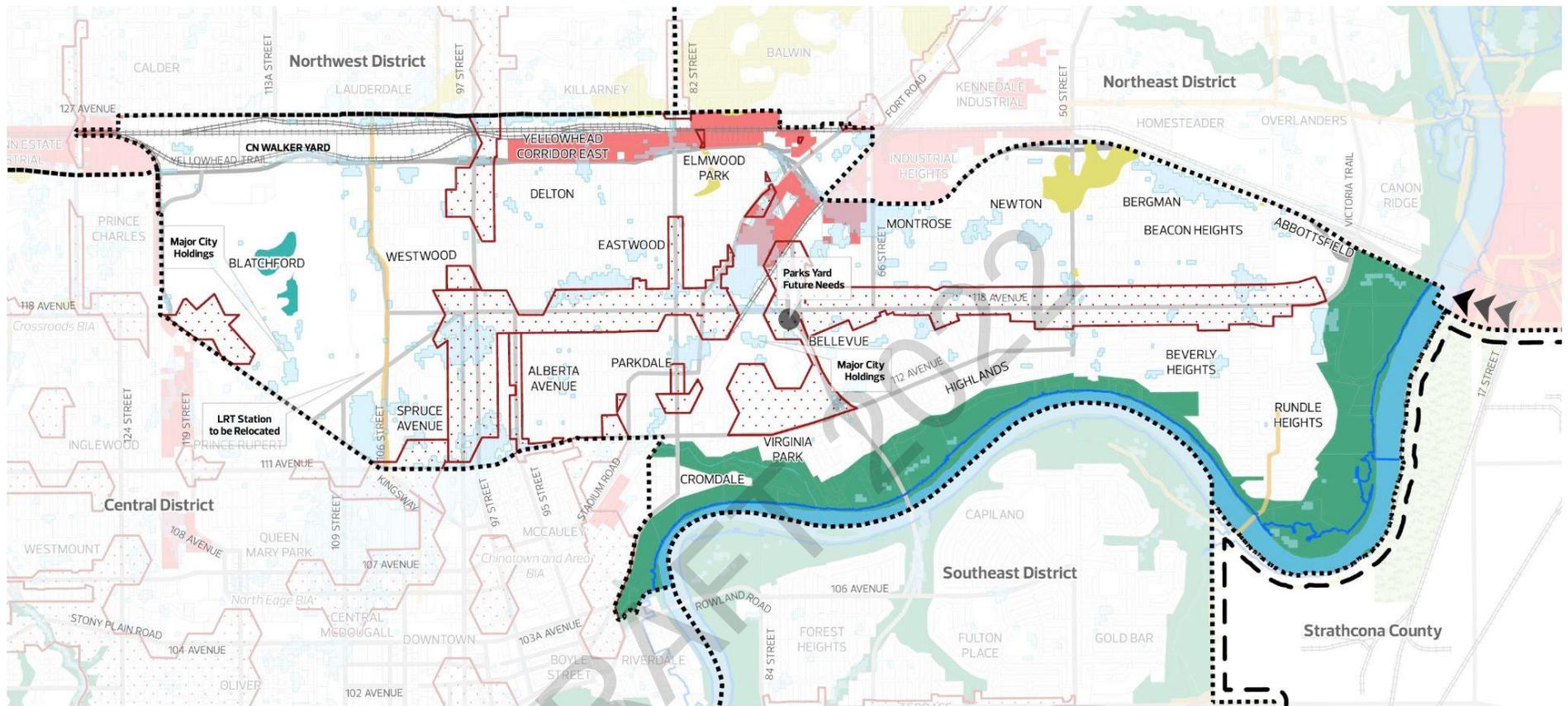


Scale: 1:50,000
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.3: District Context - Development Considerations



- | | | | |
|----------------------------|------------------------|-----------------------------------|---|
| General Information | | Development Considerations | |
| | City Boundary | | Water Body |
| | City Entrance | | Future Growth Area |
| | District Boundary | | Transportation/Utility Corridor |
| | Neighbourhood Boundary | | Fire Flow Constraint* |
| | Intermodal Facility | | Topographic Sag (Overland Flood Risk)** |
| | | | River Flood Risk |
| | | | Open Space Gap |
| | | | Railway |
| | | | Major Utility Corridor/High Pressure Pipeline |
| | | | Current Heavy Industry |
| | | | Noise Exposure Forecast (Level 30+) |

Scale: 1:50,000
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Some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.
*Fire flow capacity is shown on this map within Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at data.edmonton.ca for full dataset. **Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.4: Vision at 2 Million

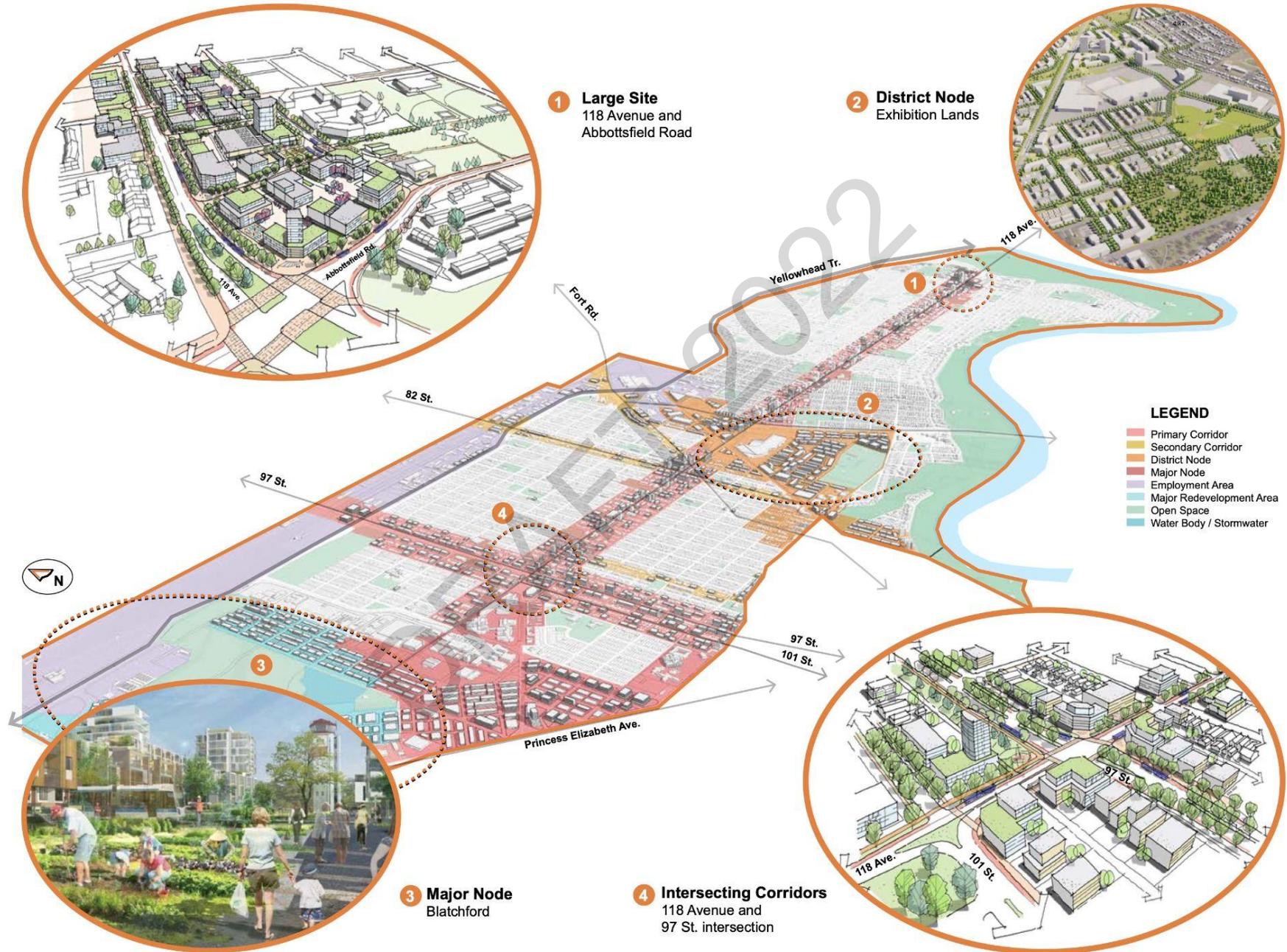
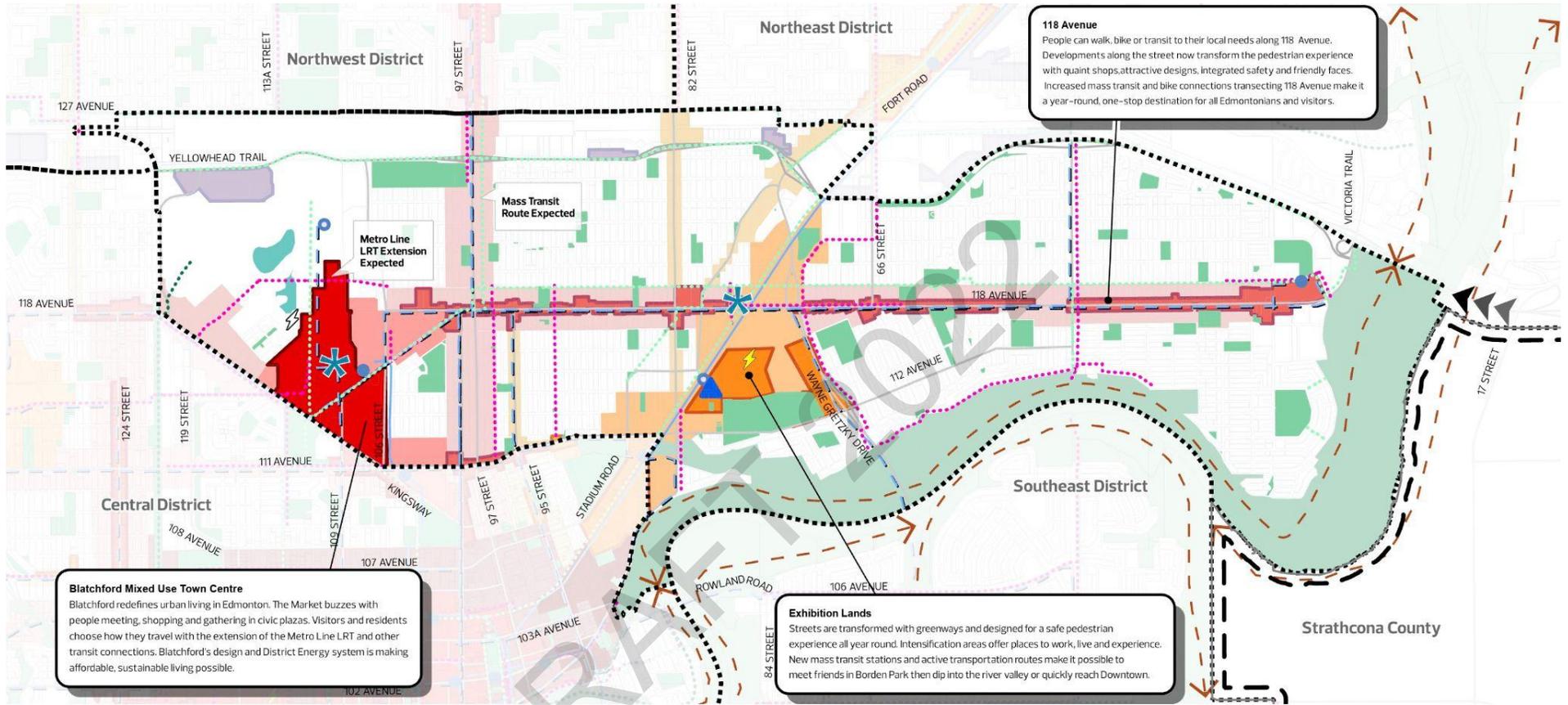


Figure 6.5: Direction to 1.25 Million



118 Avenue
 People can walk, bike or transit to their local needs along 118 Avenue. Developments along the street now transform the pedestrian experience with quaint shops, attractive designs, integrated safety and friendly faces. Increased mass transit and bike connections transecting 118 Avenue make it a year-round, one-stop destination for all Edmontonians and visitors.

Blatchford Mixed Use Town Centre
 Blatchford redefines urban living in Edmonton. The Market buzzes with people meeting, shopping and gathering in civic plazas. Visitors and residents choose how they travel with the extension of the Metro Line LRT and other transit connections. Blatchford's design and District Energy system is making affordable, sustainable living possible.

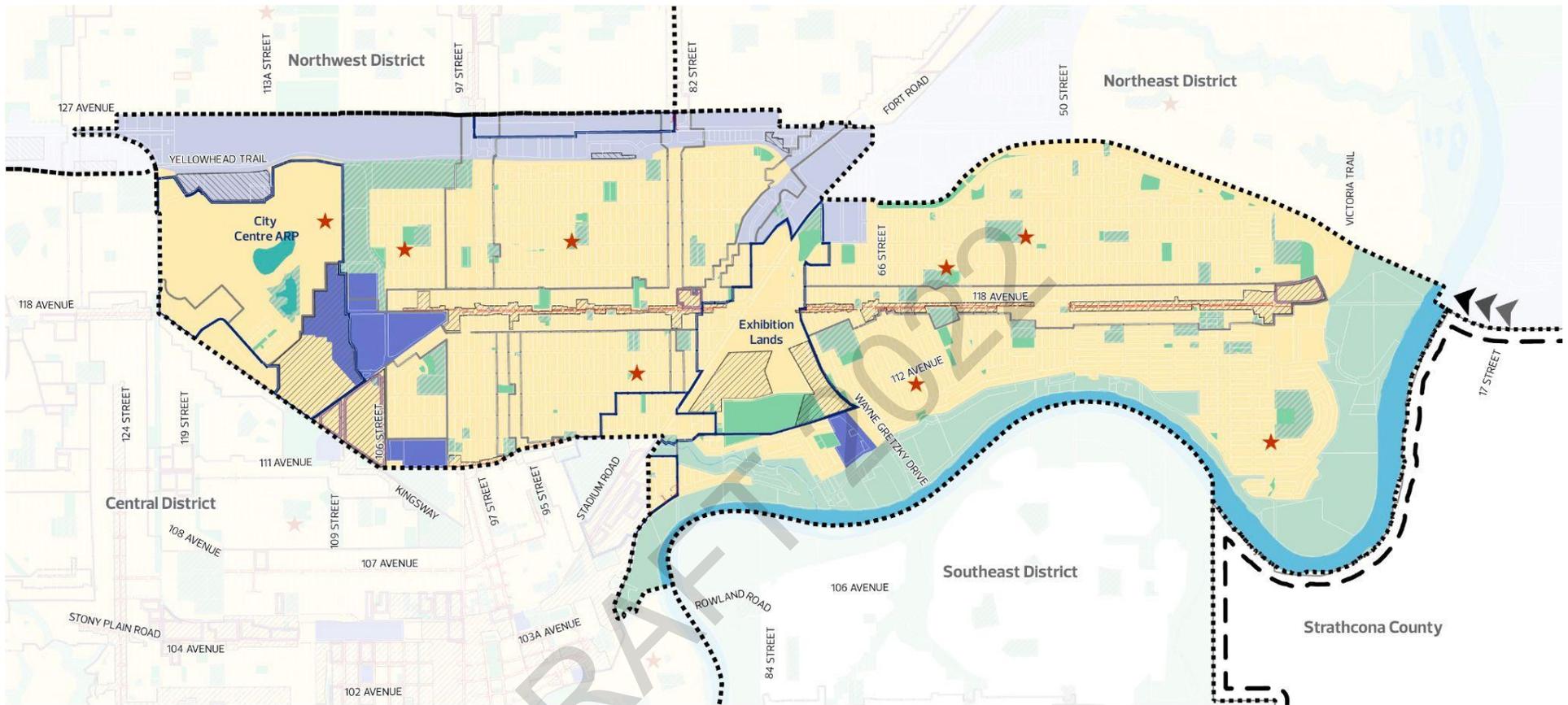
Exhibition Lands
 Streets are transformed with greenways and designed for a safe pedestrian experience all year round. Intensification areas offer places to work, live and experience. New mass transit stations and active transportation routes make it possible to meet friends in Borden Park then dip into the river valley or quickly reach Downtown.

General Information - - - City Boundary >>> City Entrance - - - District Boundary - - - Transportation/Utility Corridor - - - Stormwater Management Facility - - - Water Body - - - North Saskatchewan River and Ravine System (ARP)		Open Space - Current - - - Major Ecological Connection - - - Undeveloped - - - Non-Residential Area - Planned * Mobility Hub - - - Mass Transit Route - Current** - - - Mass Station - Current		2 Million Direction - - - Centre City - - - Major Node - - - District Node - - - Primary Corridor - - - Secondary Corridor		1.25 Million Intensification Areas - - - Centre City - - - Major Node - - - District Node - - - Primary Corridor - - - Secondary Corridor - - - Non-Residential		1.25 Million Planned Improvements - - - Mass Transit Route - Planned to 1.25 Million** - - - Mass Transit Station - Planned to 1.25 Million - - - Mass Transit Plaza - Planned to 1.25 Million		Bike Route - Planned to 1.25 Million - - - Habitat Greenway - - - Urban Greenway Open Space - Planned** - - - Small (<0.5) - - - Medium (0.5 - 5.0 ha) - - - Large (>5 ha)		District Energy Opportunity Areas - - - Current - - - Planned	
--	--	---	--	--	--	--	--	--	--	--	--	--	--

0 0.25 0.5 Km Scale: 1:50,000 DRAFT_202217 *May include urban services. See additional plans in effect (where applicable) for details. **Mass Transit includes Citywide and District routes.

Source: City of Edmonton, EPCOR, Government of Alberta See City of Edmonton Open Data for latest information.

Figure 6.6: Land Use Concept SEE NEXT PAGE FOR KNOWN ERRORS



General Information

- City Boundary
- City Entrance
- District Boundary
- Transportation/Utility Corridor
- Stormwater Management Facility
- Water Body

- Plans in Effect - Area Structure Plan/Area Redevelopment Plan*
- Plans in effect - Other
- 2 Million Nodes and Corridors Boundary

General Land Use

- Urban Mix
- Commercial/Industrial Employment
- Institutional Employment
- Non-Residential Area - Planned
- Urban Service**
- Open Space - Current
- Agriculture

- North Saskatchewan River Valley and Ravine System (ARP)
- Open Space - Planned*****
- Small (<0.5 ha)
- Medium (0.5 - 5.0 ha)
- Large (>5 ha)

Intensification Areas

- Node and Corridor
- Non-Residential
- Local Node - General Location
- Local Node - Site

Design Influences

- Large Site
- Commercial Frontage

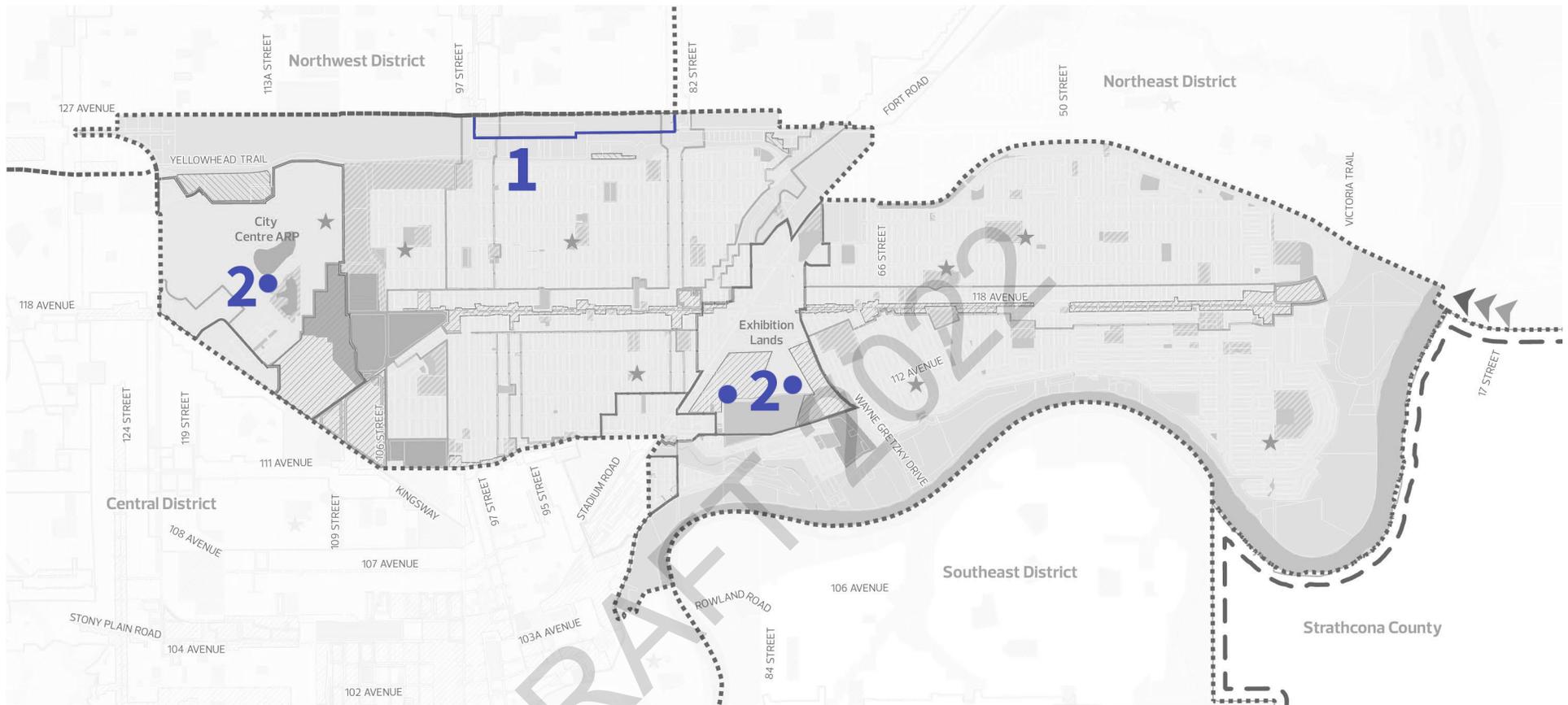


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*Lands designated Urban Service may include schools, fire halls, places of worship, etc.
 **May include urban services. See additional plans in effect (where applicable) for details.
 ***Plan boundaries on this map are conceptual. Consult the plan in effect for details.

Source: City of Edmonton, EPCOR, Government of Alberta
 See City of Edmonton Open Data for latest information.

Figure 6.6: Land Use Concept **DUPLICATION OF PREVIOUS PAGE**
KNOWN ERRORS NUMBERED BELOW



General Information - City Boundary - City Entrance - District Boundary - Transportation/Utility Corridor - Stormwater Management Facility - Water Body		General Land Use - Urban Mix - Commercial/Industrial Employment - Institutional Employment - Non-Residential Area - Planned - Urban Service** - Open Space - Current - Agriculture		North Saskatchewan River Valley and Ravine System (ARP) Open Space - Planned*** - Small (<0.5 ha) - Medium (0.5 - 5.0 ha) - Large (>5 ha)		Intensification Areas - Node and Corridor - Non-Residential - Local Node - General Location - Local Node - Site Design Influences - Large Site - Commercial Frontage	
- Plans in Effect - Area Structure Plan/ Area Redevelopment Plan* - Plans in effect - Other - 2 Million Nodes and Corridors Boundary							

1 - Lines representing CN Intermodal ARP to be removed - plan to be repealed.
2 - Dots representing open spaces may be shown as the incorrect status (current/planned) or may be missing.

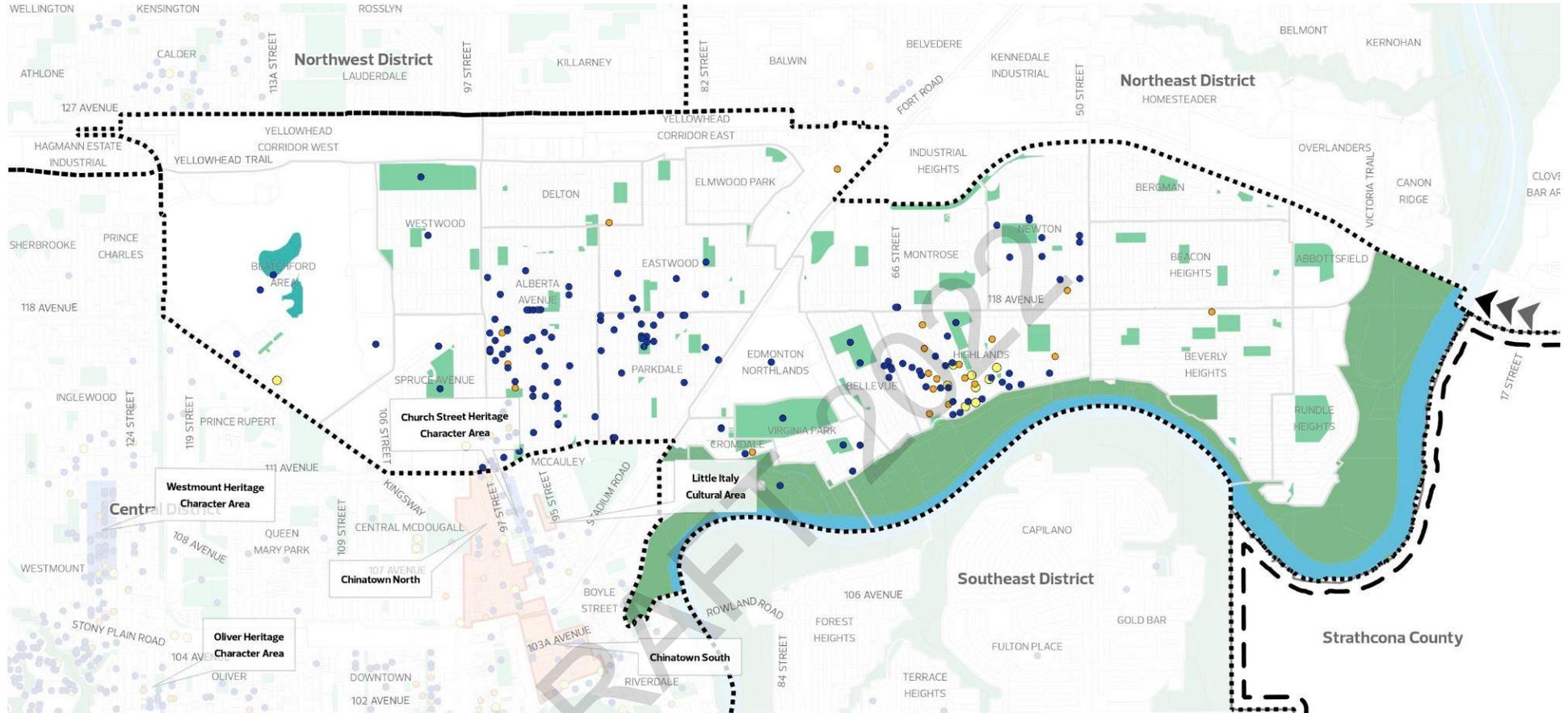


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*Lands designated Urban Service may include schools, fire halls, places of worship, etc.
 **May include urban services. See additional plans in effect (where applicable) for details.
 ***Plan boundaries on this map are conceptual. Consult the plan in effect for details.

Source: City of Edmonton, EPCOR, Government of Alberta
 See City of Edmonton Open Data for latest information.

Figure 6.7: Heritage and Culture

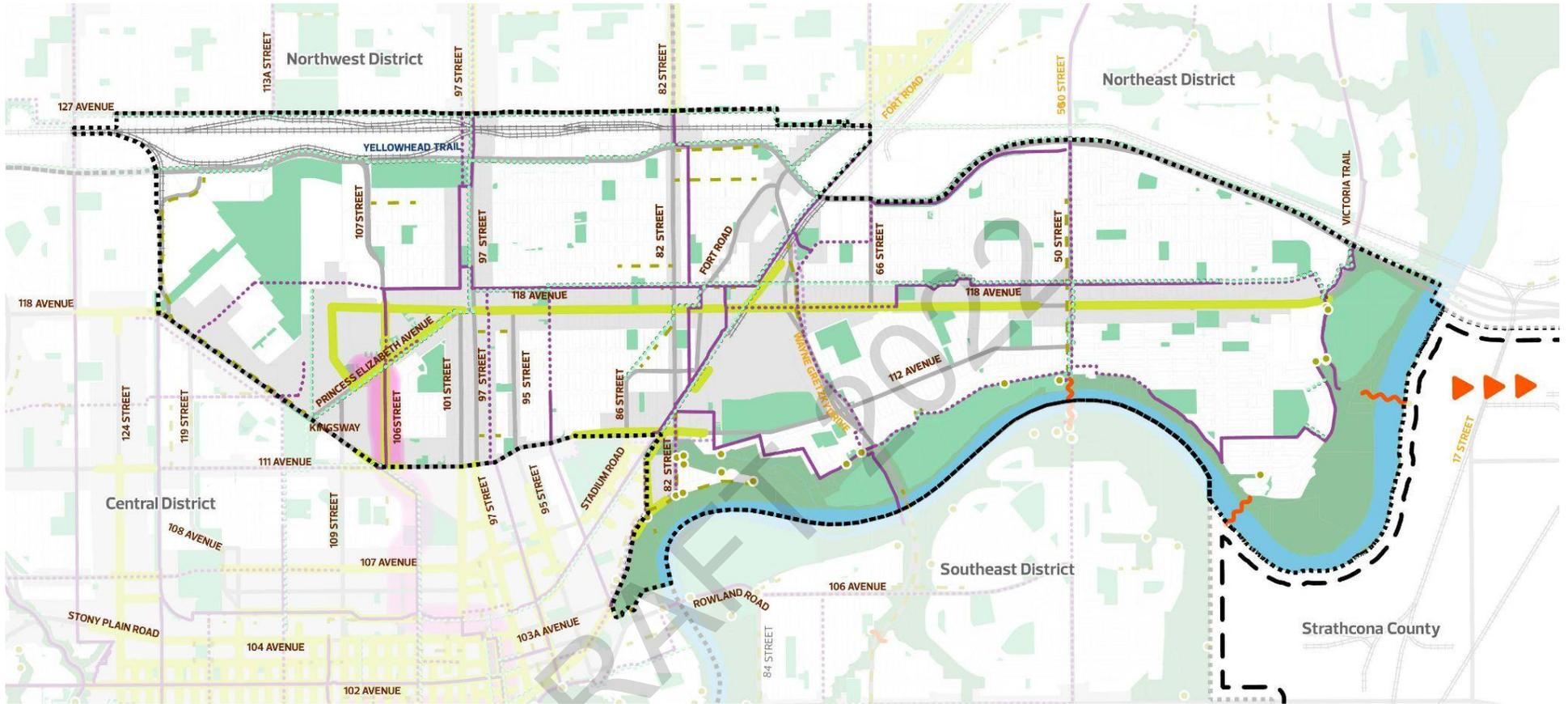


General Information		Built Heritage Sites*		Heritage Character Areas	
	City Boundary		Inventory of Historic Resources in Edmonton		Municipal
	City Entrance		Designated Municipal Historic Resource		Provincial
	District Boundary		Designated Provincial Historic Resource		Known Indigenous Cultural Heritage Feature
	Neighbourhood Boundary				Cultural Area
	Storm Water Management Facility - Current				
	Water Body				
	North Saskatchewan River Valley and Ravine System (ARP)				
	Transportation/Utility Corridor				
	Open Space - Current				

0 0.25 0.5 Km Scale: 1:50,000 DRAFT_20211217 *See City of Edmonton Open Data for latest information

Source: City of Edmonton, EPCOR, Government of AB See City of Edmonton Open Data for latest information

Figure 6.9a: Active Transportation



General Information

- City Boundary
- City Entrance
- District Boundary
- Adjacent Jurisdictions
- Transportation/Utility Corridor
- Stormwater Management Facility - Current
- Water Body

- North Saskatchewan River Valley and Ravine System (ARP)
- Open Space - Current
- Undeveloped
- Non-Residential Area - Planned
- 2 Million Nodes and Corridors Boundary
- Innovation Corridor
- Railway

Active Transportation

- District Connector Bike Route - Current
- District Connector Bike Route - Planned to 1.25 Million
- Local Connector Bike Route (previously approved) - Planned to 1.25 Million
- Pedestrian Priority Area
- Pedestrian Connection - Planned to 1.25 Million
- River Valley Trail Access - Current
- Urban Greenway
- Pedestrian Bridge (Including Planned)
- Active Transportation Regional Connection
- River Valley Regional Connection

VISUAL

MTC_MTD_MassTransit

- Citywide Mass Transit - Current
- Citywide Mass Transit - Planned to 1.25 Million
- District Mass Transit - Planned to 1.25 Million

- Mobility Hub - Destination
- Mobility Hub - Entry
- Mobility Hub - Transfer
- Mass Transit Station - Current
- Mass Transit Station - Planned to 1.25 Million
- Mass Transit Plaza - Planned to 1.25 Million

- Park and Ride - Current
- Park and Ride - Planned to 1.25 Million

Roadways

- ROAD NAME Arterial Roadway
- ROAD NAME Expressway / Freeway
- ROAD NAME Principal Roadway

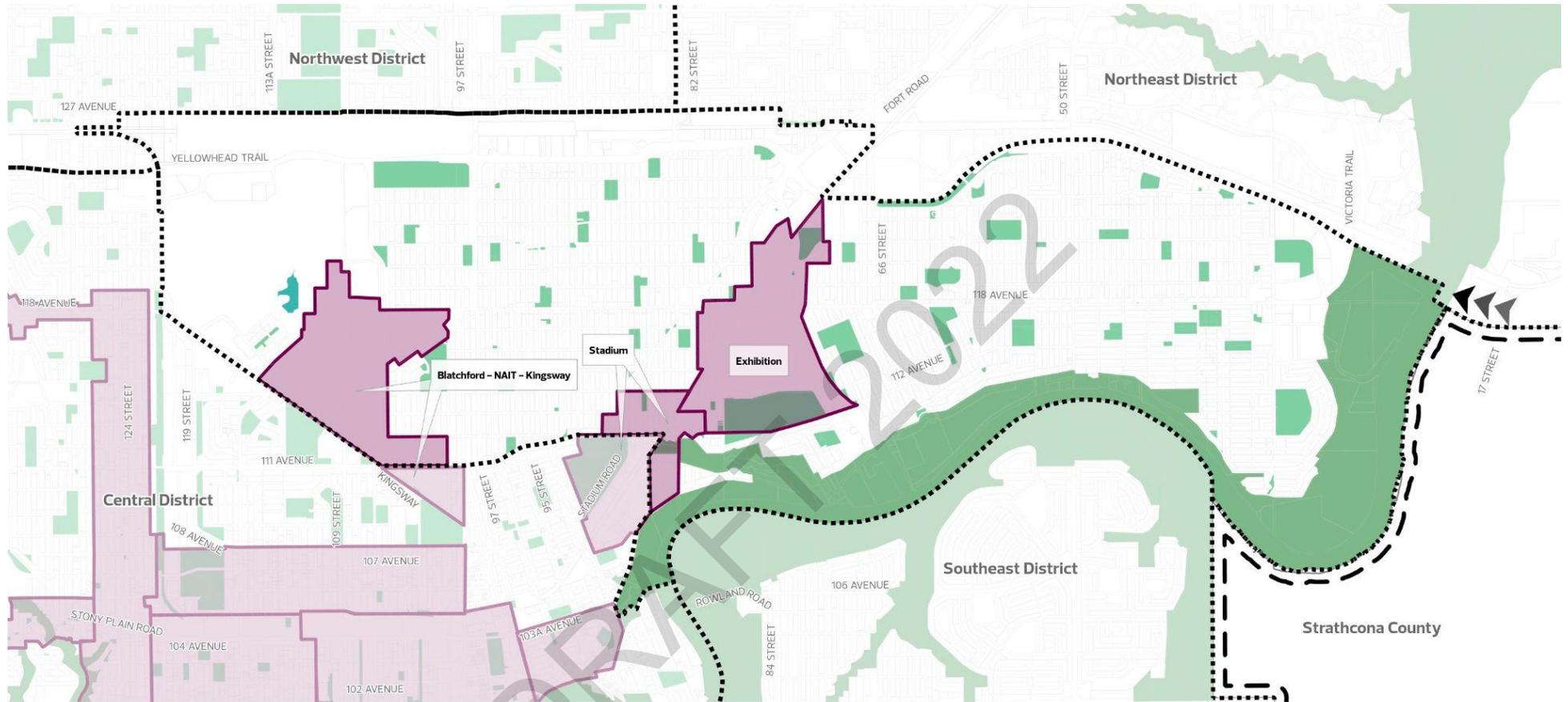


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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.10: Growth Activation



General Information

- City Boundary
- City Entrance
- District Boundary
- Transportation/Utility Corridor

- Stormwater Management Facility - Current
- North Saskatchewan River Valley and Ravine System (ARP)
- Open Space - Current

- Non-Residential Area - Planned

- Growth Area Layers**
- Node and Corridor Priority Area (GMF Priority Growth Areas)



0 0.25 0.5 Km

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*Shows 2 Million Nodes and Corridors Boundary

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.