



Annotated Draft District General Policy

This document contains the same policies as V.5 of the District General Policy, but has been annotated to include a side-by-side commentary that provides insights into the intentions of the policies and how they were created.

Commentary is provided for each policy sub-section, and no commentary is given for the introduction or the glossary.

ANNOTATION - MAY 2022

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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.

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 direction of *The City Plan*, create a community of communities, and improve connection, accessibility, and quality of life at a local level. District Plans are one tool to help the city realize the goals for a '15 minute city' and set of districts by encouraging proximity to services and amenities at a local level. However, they cannot be considered perfectly self-contained. Within a district there could be multiple centres that exist or emerge around different nodes 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

Within an individual **District Plan**, consult the maps (section 6) to find relevant information about sites and areas. The maps contain information on intended land uses, constraints to development, nearby amenities and infrastructure investments, among other topics. Review the policy table (section 4) for guidance that is specific to areas within the district. Check for growth activation information (section 5) on where and how the City is using its levers of change to support growth. Find additional information on the district's history, its current context, and the intentions for the district as it grows (sections 2 and 3).

Consult the **District General Policy** for direction that applies citywide, including the policies that apply to specific areas and sites shown on the District Plan maps. Check the glossary for defined terms and descriptions of map labels.

The District Plans and District General Policy 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, Area Structure Plan and Area Redevelopment Plan amendments must be consistent with the relevant District Plan and District General Policy.

Area Structure Plans 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.

1.5. District General Policy structure and format

The policy statements in this document are organized using the following structure:

X. Plan Chapter

There is a chapter for each of The City Plan's systems: Planning & Design, Mobility and Managing Growth. Each chapter begins with a quote from *The City Plan* describing the system and a summary of the chapter contents.

X.1 Sections

Sections are topic areas within a system and are used to group related policy categories. Each section begins with a quote from *The City Plan* connecting district level policy to the direction given by *The City Plan*

X.1.1.Sub-Sections

Sub-sections are the most specific policy grouping, and contain the specific policies for that policy category. Many sub-sections correspond to specific map layers found in individual district plans. Sub-sections begin with a description that introduces the policy category to orient the reader to the overall intent of the policies it contains.

X.1.1.1. Sub-Section Policies

These are the specific policies that are used to inform decision making and reflect the principles and intent of the City.

2. Planning and Design in Districts

“Planning and Design in Edmonton is about working with what we have today and continuously adapting and reimagining our built environment to meet the needs of two million people in the future. To begin with, it means we are going to grow and change in all areas of the city while stewarding the resources, places and stories we have inherited for future generations. We will be sensitive as we design and renew Edmonton’s urban form, density, image and identity.” - The City Plan, page 32.

This chapter provides direction on a range of topics related to expectations and intentions for land use planning and urban design, both broadly and in specific land use types. In City Plan terms, the policies relate especially to achieving the District, Nodes and Corridors, Green and Blue, and Non-Residential Opportunities networks.

- Section 2.1 provides guidance for urban design.
- Section 2.2 provides general policies for land use planning and land use policies for residential areas.
- Section 2.3 provides land use policies for nodes and corridors, and for specific conditions that arise within them.
- Section 2.4 provides land use policies for non-residential areas, including industrial neighbourhoods and institutional areas.
- Section 2.5 provides policies for open space and natural areas.
- Section 2.6 provides policies for heritage and cultural resources.
- Section 2.7 provides policies for energy transition and climate adaptation.

2.1. District Urban Design

“Urban design contributes to welcoming and attractive places that connect buildings, sidewalks, streets and local areas that build on authentic cultural and historical spaces and buildings.” - The City Plan, page 99.

2.1.1. Urban Structure

Urban structure is primarily concerned with the layout and three-dimensional pattern of streets, blocks, buildings, and spaces between them. The following policies, supplemented with urban design direction from the *Zoning Bylaw*, *Winter City Design Guidelines* and the *Urban Design Manual*, will inform decisions about Edmonton's urban structure.

Policy Statements	Purpose/Description
2.1.1.1. Celebrate Edmonton's natural, historical and cultural context through the design and development of the built environment within districts that enhances their uniqueness year round.	Urban structure covers big picture design principles for districts and is one of four policy sub-sections dedicated to urban design. The policies contained here speak to how districts, neighbourhoods and blocks are organised in terms of their physical qualities.
2.1.1.2. Provide attractive, welcoming and accessible streets, buildings, community amenities and services within districts that contribute to local image, identity and sense of place.	
2.1.1.3. Provide connectivity and access into and through districts through a fine-grained pattern of streets and a comprehensive network of open spaces and pathways.	These include how nature and the local context is incorporated through the design of the built environment (2.1.1.1), is attractive (2.1.1.2), connected and accessible (2.1.1.3), addresses environmental health, ecological function (2.1.1.4) and human wellness (2.1.1.5). Urban structure also considers where, what and how we build within districts that contribute to Edmonton's city image, pattern of spaces and places (2.1.1.6 and 2.1.1.7).
2.1.1.4. Protect, create or reintroduce environmental health and ecological functions through a pattern of streets and open spaces that are derived from, and integrate, natural areas, water bodies and topography in a holistic manner.	Two of these (2.1.1.3 and 2.1.1.7) will include an illustration to help communicate the intent of these policies.
2.1.1.5. Promote wellness through the thoughtful location and configuration of safe and easily accessible public spaces that meet the needs of the district residents.	All policies in this section are written to communicate basic principles of urban design. More direction on how to apply these principles is given in other documents, such as the Urban Design Manual, Complete Streets Manual, and the Zoning Bylaw.
2.1.1.6. Contribute to the overall city image through the preservation and integration of natural and cultural landscapes, views, landmarks, built heritage and new community facilities into a logical and easy to navigate pattern of human-scaled streets and open spaces.	
2.1.1.7. Transition from higher built form within nodes and corridors to lower built form in the interior of neighbourhoods.	

2.1.2. Site Planning

Site planning establishes the general distribution, form and massing of buildings on a site. The following policies, supplemented with urban design direction from the *Zoning Bylaw*, *Winter City Design Guidelines* and the *Urban Design Manual*, will inform decisions about site planning.

Policy Statements	Purpose/Description
2.1.2.1. Prioritize connectivity through direct, active mode connections into and through sites to provide continuity with the surrounding network of streets, open spaces and natural areas.	Site planning is about how buildings, open spaces and access should be organised on a particular site. A site can be a single property, or a group of properties that develop together.
2.1.2.2. Design vehicle site access, circulation, and parking areas to ensure the safety, accessibility and convenience of active transportation users.	Policies address a number of urban design elements used to connect a site to the surrounding area making it easier to walk, roll around or bike across a site safely (2.1.2.1) or by vehicle (2.1.2.2), create spaces that are usable by anyone (2.1.2.3), support the environment and its systems (2.1.2.4) and generally help people feel comfortable and remain active throughout the seasons and in different weather conditions (2.1.2.3 and 2.1.2.5). 2.1.2.3 will include an illustration to help communicate the urban design terms it contains, including “human scale” and “active edge”. All policies in this section are written to communicate basic principles of urban design. More direction on how to apply these principles is given in other documents, such as the Urban Design Manual, Complete Streets Manual, Winter City Design Guidelines and the Zoning Bylaw.
2.1.2.3. Create well defined spaces of a human scale that provide informal and formal use throughout the year and active edges for enhanced safety.	
2.1.2.4. Ensure environmental health and ecological function through built form and open space design that preserves and expands the urban tree canopy, integrates natural features and connectivity, introduces low impact development (LID) and similar nature-based solutions.	
2.1.2.5. Contribute to year round environmental comfort in the public realm through built form and open space design which maximizes solar access and mitigates adverse wind impacts.	

2.1.3. Built Form

Built form concerns the general planning and design, configuration and arrangement of a building within its local context. The following policies, supplemented with urban design direction from the *Zoning Bylaw*, *Winter City Design Guidelines* and the *Urban Design Manual*, will inform decisions about Edmonton's built form.

Policy Statements	Purpose/Description
2.1.3.1. Encourage built form configurations that can accommodate a range of housing options and or non-residential sizes and layouts, addressing the diverse characteristics of district residents and businesses.	Built form policies guide how buildings and infrastructure should look so they integrate within their local context while contributing to its look and feel.
2.1.3.2. Encourage new built form with human scaled street walls and active edges that define and animate streets and adjacent open spaces in all seasons.	These policies encourage a range of housing options and diversity (2.1.3.1 and 2.1.3.7) within a district, built form that is human scaled and active (2.1.3.2) and applies design elements to address the impact of taller buildings (2.1.3.3) so we consider our neighbours and what's around us prior to development.
2.1.3.3. Transition the scale and massing of new built form down to adjacent development using setbacks, stepbacks and human scaled street walls to mitigate negative environmental and human impacts.	Built form policies address Edmontonians desire for attractive streets, buildings, outdoor spaces and places to live (2.1.3.4), are vibrant, walkable and inclusive (2.1.3.7), lower our environmental and ecological impacts by building more sustainably (2.1.3.5) and in ways that contribute to human health and wellness (2.1.3.6).
2.1.3.4. Encourage well defined street walls within nodes and corridors and at the periphery of neighbourhoods.	
2.1.3.5. Employ energy conservation and sustainable building technologies and practices to reduce environmental and ecological impacts while supporting human health and wellness.	2.1.3.3 will include an illustration to help communicate the concept of transitions.
2.1.3.6. Contribute to human health and wellness through the provision of common and private amenity spaces which are appropriately located and thoughtfully configured for user amenity and comfort.	All policies in this section are written to communicate basic principles of urban design. More direction on how to apply these principles is given in other documents, such as the Urban Design Manual, Complete Streets Manual, and the Zoning Bylaw.

- 2.1.3.7. Strive for design and architectural excellence that does not distinguish affordable housing from for-profit market housing in terms of building type, massing, façade treatment, materials and quality of finishes.

2.1.4.Public Realm

Public Realm design is concerned with the design of public streets, streetscapes, and other public spaces, including the interfaces with adjacent buildings, and the integration of various mobility systems. The following policies, supplemented with urban design direction given in the *Zoning Bylaw* , *Winter City Design Guidelines* and the *Urban Design Manual*, provide guidance and inform decisions about the public realm design.

Policy Statements	Purpose/Description
2.1.4.1. Contribute to year-round walkable, vibrant, comfortable, accessible and safe streetscapes and public spaces by maximising active edges and creating transitions between public and private spaces.	Public Realm policies guide what design features need to be include in our public spaces, like streets, sidewalks and parks. These policies direct the public realm be designed so everyone can enjoy them, feel comfortable and accessible, and are attractive, safe and secure (2.1.4.1, 2.1.4.2 and 2.1.4.5). They also provide guidance on signage (2.1.4.3) as well as space for culture and arts so we have attractive and welcoming places to explore (policies 2.1.4.1, 2.1.4.4, 2.1.4.5 and 2.1.4.6).
2.1.4.2. Provide vibrant, comfortable, accessible and safe urban public spaces through landscape design that accommodates people of all ages, backgrounds and abilities, and encourages community use.	
2.1.4.3. Ensure that all signage, either public or private, is of high quality, integrated with its setting, effective visually without creating issues of nuisance or safety.	All policies in this section are written to communicate basic principles of urban design. More direction on how to apply these principles is given in other documents, such as the Urban Design Manual, Complete Streets Manual, and the Zoning Bylaw.
2.1.4.4. Accommodate spaces and elements that promote social gathering and cultural expression.	

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| 2.1.4.5. | Ensure public areas are designed to promote safety and security. |
| 2.1.4.6. | Provide public art at municipal facilities, parks, and other locations in the public realm frequently visited by residents and visitors alike, in accordance with the City of Edmonton public art policy. |

2.2. Land Use

"The proportion of citywide growth that occurs through redevelopment will strategically increase over time. This will result in more activity, destinations and different types of development closer to home." - The City Plan, page 33.

2.2.1. General Policies

Land use planning establishes the pattern of land uses that contributes to the economic, environmental and social wellbeing of districts.

Policy Statements		Purpose/Description
2.2.1.1.	Direct more intense development, in terms of scale and density, to intensification areas within nodes and corridors.	<p>These are the broadest, most general policies about land use. They apply across the city, and are not limited to specific land use categories. As general policies, they communicate a set of principles or commitments, without detailed direction on how they are applied either because the specific actions to support that policy are articulated elsewhere (e.g. 2.2.1.2 through <i>Breathe - Edmonton's Green Network Strategy</i>) or have not been developed at this time (e.g. 2.2.1.8).</p> <p>2.2.1.1 wants our tallest and densest developments to be within intensification areas, which are within nodes and</p>
2.2.1.2.	Provide an integrated open space network that serves the recreational, cultural, gathering, and wellbeing needs of residents at the neighbourhood, district and citywide levels.	

2.2.1.3.	Conserve, restore and integrate nature and natural systems and landforms throughout the built environment to improve connectivity, enhance wellbeing and support biodiversity.	corridors. Additional direction is given for this policy area later in this document.
2.2.1.4.	Work with School Boards to ensure schools and school sites serve the needs of the neighbourhood.	2.2.1.2 and 2.2.1.3 are a commitment to provide open spaces and support nature in the city. Additional direction is given for these two policy areas later in this document.
2.2.1.5.	Collaborate with regional partners and other orders of government on land use planning for areas of mutual concern.	The City also needs to work with our partner organisations and neighbouring municipalities so we can achieve The City Plan and our regional growth visions (2.2.1.4 and 2.2.1.5).
2.2.1.6.	Support emergency and immediate basic needs of people experiencing homelessness through a variety of housing options, public amenities and support services.	Other General Policies identify the types of services and amenities that can help us achieve a 15-minute city. These policies support uses related to housing supports, education, food, child-care, nature and recreation. (2.2.1.6 - 2.2.1.10).
2.2.1.7.	Support access to nutritious food within a district.	Policies 2.2.1.11 and 2.2.1.12 help us manage how we grow in our developing and future growth areas.
2.2.1.8.	Support access to high-quality, affordable, and inclusive early learning and care within a district.	Because a site can be within multiple land use categories simultaneously (e.g. Urban Mix, Commercial Frontage, Intensification Area), we will include a diagram to illustrate this.
2.2.1.9.	Support a variety of amenity spaces to accommodate the needs of different households and family types.	
2.2.1.10.	Support the integration of recreation, education, and early learning and care facilities with mobility networks.	
2.2.1.11.	Prevent any further subdivision of Agricultural Areas that creates additional rural residential parcel(s) or would otherwise facilitate further country residential development.	
2.2.1.12.	Require new area plans to indicate how they contribute to the node and corridor network, including identifying new nodes and corridors where appropriate.	

2.2.2. Urban Mix

The urban mix land use area supports a variety of land uses complimentary with and including residential land uses. It includes stand alone residential and commercial development as well as mixed use development.

Policy Statements	Purpose/Description
2.2.2.1. Provide opportunities for a mix of housing types and tenures that cater to a diverse range of household sizes, abilities, ages, incomes and lifecycle needs such as housing for families with children, housing for students, supportive housing and housing for seniors.	<p>Urban Mix policies apply to all lands labelled as Urban Mix land use in Figure 6.6: Land Use Concept of the district plans. Note that Urban Mix lands can be both within or outside of Nodes and Corridors.</p> <p>Policies support:</p> <ul style="list-style-type: none"> • Diverse housing options (2.2.2.1, 2.2.2.6, 2.2.2.7) • Access to services (2.2.2.4) • Walkable areas while still being able to access spaces with vehicles (2.2.2.3) <p>Policy 2.2.2.2 wants new development to incorporate design elements from its surroundings so our neighbourhoods can evolve. This policy helps us respond and adapt to changing development practices and environments.</p> <p>Nodes and Corridors will be the preferred location for commercial and higher density, however you can still expect to see the following in your neighbourhood:</p> <ul style="list-style-type: none"> • Commercial uses pop up in areas where there are already commercial uses (policy 2.2.2.4) • Low rise development in select areas (see policy 2.2.2.7) <p>2.2.2.5 wants thoughtful design of commercial uses near homes to maintain residents' quality of life.</p> <p>2.2.2.6 will be illustrated to help the reader connect "small scale" to the building forms described as such in the new zoning bylaw.</p> <p>2.2.2.7 will include a map diagram that illustrates what types of sites the policy applies to. It will use a similar approach to the</p>
2.2.2.2. Support development that integrates well within neighbourhoods through site design, scale, massing, transition, built form and public realm improvements.	
2.2.2.3. Direct all vehicle and servicing access to be from the lane or side street, where lanes are present.	
2.2.2.4. Direct commercial and mixed use development to locate within nodes, corridors, or adjacent to existing commercial or mixed use sites.	
2.2.2.5. Mitigate the impacts of non-residential development on adjacent residential areas through planning and design of the urban structure, site and public realm.	
2.2.2.6. Support small scale infill housing in the interior of residential neighbourhoods.	
2.2.2.7. Support low rise development in nodes and corridors, and in the following locations within other Urban Mix areas:	

- On corner sites on the edge of the neighbourhood where the block face fronts onto an arterial road or service road,
- On existing regional or community level shopping centre sites,
- On sites with existing low rise development, and
- On sites adjacent to neighbourhood commercial centres where the block face fronts onto an arterial or service road.

colour coded map diagrams throughout the *Residential Infill Guidelines*.

These policies draw upon a number of sources, including *The City Plan* (2.2.2.1), the *Residential Infill Guidelines* (e.g. 2.2.2.2, 2.2.2.6 - 2.2.2.7), Zoning Bylaw 12800 (2.2.2.3), and existing local plans (2.2.2.4 - 2.2.2.5).

2.3. Nodes and Corridors

"While all areas of the city will densify over time, deliberate urban intensification will be accommodated within a network of nodes and corridors" - The City Plan page 97

2.3.1. General Policy for All Nodes and Corridors

Nodes and corridors accommodate a mix of commercial, residential and service uses organized along a network of pedestrian friendly streets. They are supported by integrated mobility options, civic and open spaces, and will create vibrant places in each of the districts.

Policy Statements		Purpose/Description
2.3.1.1.	Focus the most intensive development and density within nodes and corridors to intensification areas, and in particular adjacent to mass transit stations and mobility hubs.	These policies apply to our City Centre Node, and our Major Nodes, District Nodes, Local Nodes, Primary Corridors and Secondary Corridors, though more specific policy is given for each in subsequent sections.
2.3.1.2.	Ensure development proposed outside of intensification areas responds to the context of existing uses, heights,	Policy 2.3.1.1 wants the kinds of developments described in

	<p>massing, general block pattern and structure, and any recognized heritage character of surrounding development parcels, especially for parcels not separated by a lane or public roadway.</p>	<p>The City Plan for nodes and corridors (see pages 99-103) to happen in intensification areas and near mass transit. The appropriate scale for each node and corridor type is described later in this document.</p>
2.3.1.3.	<p>Mitigate development that would otherwise isolate individual homes between medium or high density developments, or between these and another land use outside of intensification areas through site design, scale, massing, transition, built form and public realm improvements.</p>	<p>This scale of development may also be allowed outside the intensification areas as long as their design integrates well with its surroundings (see policies 2.3.1.2 and 2.3.1.3). These two policies also indicate that development in intensification areas does not need to be as constrained by the current context as development outside of these areas. Additional policies for intensification areas are provided in 2.3.7.</p>
2.3.1.4.	<p>Support development that does not have any residential uses within Centre City, Major and District Nodes, and Primary Corridors, only on sites:</p> <ul style="list-style-type: none"> ○ Along principal and arterial roadways; ○ With existing commercial-only uses; ○ Adjacent to existing commercial-only development; ○ Within Commercial Frontage areas; or ○ Within Institutional Employment or Commercial/Industrial Employment areas. 	<p>Commercial only uses, like office towers and shops are intended to locate only in certain areas (2.3.1.4) to reduce disruption to residential neighbourhoods, while still allowing for gradual expansion of commercial development where these uses already exist. This will include a map diagram that illustrates what types of sites the policy applies to. It will use a similar approach to the colour coded map diagrams throughout the <i>Residential Infill Guidelines</i>.</p>
2.3.1.5.	<p>Design road rights-of-way to accommodate a variety of modes and users.</p>	<p>2.3.1.5, 2.3.1.9 and 2.3.1.10 encourage strategic thinking about mobility and road rights-of-way in nodes and corridors, which need to do more than simply facilitate vehicle movement.</p>
2.3.1.6.	<p>Plan for and incorporate nodes and corridors that align with The City Plan as part of the creation of new Area and Neighbourhood Structure Plans.</p>	<p>2.3.1.6 complements 2.2.1.12 by ensuring a node and corridor approach is used for the creation of plans in new areas. This does not mean that all new ASP or NSPs must include new nodes or corridors.</p>
2.3.1.7.	<p>Apply a coherent design theme specific to the area for all streetscape elements, where feasible, to support a unique</p>	<p>Nodes and corridors should evolve to feel unique and distinct from one another, which can be supported through design and public art (2.3.1.7 - 2.3.1.8).</p> <p>These policies are drawn from sources such as the Transit Oriented Development Guidelines (2.3.1.1, 2.3.1.7 - 2.3.1.9), and Residential Infill Guidelines (2.3.1.1 - 2.3.1.4). For example, 2.3.1.3 is specifically drawn from language contained on page</p>

	and unified sense of place and identity for individual nodes and corridors.	23 of the <i>Residential Infill Guidelines</i> .
2.3.1.8.	Use public art to support a unique identity for individual nodes and corridors.	
2.3.1.9.	Connect nodes and corridors through high quality mass transit.	
2.3.1.10.	Establish a fine grained active transportation network within node and corridor areas that increases connectivity, accessibility and facilitates redevelopment.	

2.3.2. Centre City Node and Major Nodes

The **Centre City** Node is Edmonton’s distinct cultural, economic, institutional and mobility hub, includes the highest density and mix of land uses, and provides a critical mass of housing, employment and civic activities served by all modes of transportation. This area spans approximately 2 kilometres north-south and 5 kilometres east-west containing a diverse mix of land uses and services supported by high density development.

Major **nodes** are large-scale urban centres anchored by large public institutions and employment centres that serve multiple **districts**. Major **nodes** are up to 2 kilometres across and offer a wide mix of land uses and higher density development connected by mass transit. These areas provide residents a diverse mix of housing and employment opportunities, travel modes and connection to other nodes.

Policy Statements	Purpose/Description
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<p>2.3.2.1. Support a broad range of residential, commercial, institutional, and mixed use development to provide for the needs of the district, city and metropolitan region.</p> <p>2.3.2.2. Consider mid rise development within the entire extent of the centre city and major nodes; support mid rise development within intensification areas.</p> <p>2.3.2.3. Direct high rise development within the centre city node and major nodes to sites:</p> <ul style="list-style-type: none"> ○ Within 200 metres of a mass transit station or mobility hub; ○ Adjacent to an existing high rise building not separated by a roadway; or ○ Along Jasper Avenue. <p>2.3.2.4. Encourage building and site design that contributes to the distinctive image and identity of development within the centre city node and major node.</p>	<p>These policies provide more specific direction for the City Centre Node and Major Nodes in support of district, city and metropolitan region needs.</p> <p>They address a number of development considerations including:</p> <ul style="list-style-type: none"> ● Uses (2.3.2.1), ● Location and scale (2.3.2.2 and 2.3.2.3) and ● Design context (2.3.2.4). <p>2.3.2.2 gives two different action words for development, depending on where it is located. When located in intensification areas, the City should support appropriately scaled development (that is, approve rezonings and development permits). Where it is not in an intensification area (but still in the Node), the City should consider it. This word choice is meant to indicate that development in these areas may be supported, if it complies with other policies listed here.</p> <p>2.3.2.3 will include a map diagram that illustrates what types of sites the policy applies to. It will use a similar approach to the colour coded map diagrams throughout the <i>Residential Infill Guidelines</i>.</p> <p>The City Plan (pages 99-100) supports mid rise and high rise buildings in these nodes. The <i>Residential Infill Guidelines</i> provide definitions for these building types, which is now in the glossary. The <i>Transit Oriented Development Guidelines</i> direct the largest developments to within 200 metres of a mass transit station. The <i>Oliver Area Redevelopment Plan</i> supports high rise development along Jasper Avenue. These policies provide the basis for 2.3.2.3.</p>
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2.3.3. District Nodes

District nodes are urban centres that provide for the needs of nearby neighbourhoods. District nodes are up to 1 kilometre across and will evolve into diverse transit-oriented communities that offer commercial, employment and other community amenities within a short walk or bike ride.

Policy Statements	Purpose/Description
<p>2.3.3.1. Support a range of residential, commercial and mixed use development to provide for the needs of the neighbourhood and district.</p>	<p>These policies provide more specific direction for what needs to be included in a District Node to support both neighbourhood and district.</p>
<p>2.3.3.2. Consider mid rise development within the entire extent of district nodes; support mid rise development within intensification areas.</p>	<p>They address a number of development considerations including:</p> <ul style="list-style-type: none"> • Uses (2.3.3.1), and • Location and scale (2.3.3.2 and 2.3.3.3)
<p>2.3.3.3. Direct high rise development within district nodes to sites:</p> <ul style="list-style-type: none"> ○ Within 200 metres of a mass transit stations or mobility hub; or ○ Adjacent to an existing high rise building not separated by a roadway. 	<p>2.3.3.2 gives two different action words for development, depending on where it is located. When located in intensification areas, the City should support appropriately scaled development (that is, approve rezonings and development permits). Where it is not in an intensification area (but still in the Node), the City should consider it. This word choice is meant to indicate that development in these areas may be supported, if it complies with other policies listed here.</p> <p>2.3.3.3 will include a map diagram that illustrates what types of sites the policy applies to. It will use a similar approach to the colour coded map diagrams throughout the <i>Residential Infill Guidelines</i>.</p> <p>The City Plan (page 101) supports mid rise and some high rise buildings in these nodes. The <i>Residential Infill Guidelines</i> provide definitions for these building types, which is now in the glossary. The <i>Transit Oriented Development Guidelines</i> direct the largest developments to within 200 metres of a mass transit station. These policies provide the basis for 2.3.3.3.</p>

2.3.4. Primary Corridors

Primary corridors are dense and vibrant urban areas along prominent streets that serve residents from multiple districts. They accommodate mid rise buildings, and high rise buildings at select locations, and transition down in scale away from their central roadway. Primary corridors connect to nodes, feature diverse travel modes, and may evolve as more commercial or residential. Over time, they should redevelop and grow along their entire length.

Policy Statements	Purpose/Description
2.3.4.1. Support a broad range of residential, commercial, and mixed use development to provide for the needs of the district and city.	These policies provide more specific direction for what needs to be included in a Primary Corridor to support both district and city.
2.3.4.2. Consider mid rise development within the entire extent of primary corridors; support mid rise development within intensification areas.	They address a number of development considerations including: <ul style="list-style-type: none"> • Uses (2.3.4.1), and • Location and scale (2.3.3.2 and 2.3.3.3)
2.3.4.3. Direct high rise development within primary corridors to sites: <ul style="list-style-type: none"> ○ Within 200 metres of a mass transit station or mobility hub; or ○ Adjacent to an existing high rise building not separated by a roadway. 	2.3.4.2 gives two different action words for development, depending on where it is located. When located in intensification areas, the City should support appropriately scaled development (that is, approve rezonings and development permits). Where it is not in an intensification area (but still in the Corridor), the City should consider it. This word choice is meant to indicate that development in these areas may be supported, if it complies with other policies listed here. 2.3.4.3 will include a map diagram that illustrates what types of sites the policy applies to. It will use a similar approach to the colour coded map diagrams throughout the <i>Residential Infill Guidelines</i> . The City Plan (page 102) supports mid rise and some high rise buildings in these corridors. The Residential Infill Guidelines provide definitions for these building types, which is now in the

glossary. The Transit Oriented Development Guidelines direct the largest developments to within 200 metres of a mass transit station. These policies provide the basis for 2.3.4.3.

2.3.5. Secondary Corridors

Secondary corridors are areas along prominent residential and commercial streets that serve as a local destination for surrounding neighbourhoods. They accommodate low rise buildings, and mid rise buildings at select locations along their central roadway. Secondary corridors connect to nodes, feature diverse travel modes, and may evolve as more commercial or residential over time.

Policy Statements	Purpose/Description
2.3.5.1. Support a range of residential, commercial and mixed use development to provide for the needs of the neighbourhood and district.	These policies provide more specific direction for what needs to be included in a Secondary Corridor to support neighbourhood and district.
2.3.5.2. Support development that does not have any residential uses only on sites: <ul style="list-style-type: none"> ○ Along principal and arterial roadways; ○ With existing commercial-only uses; ○ Within Commercial Frontage areas; or ○ Within Institutional Employment or Commercial/Industrial Employment areas. 	They address a number of development considerations including: <ul style="list-style-type: none"> ● Uses (2.3.4.1), and ● Location and scale (2.3.3.2 and 2.3.3.3) 2.3.5.2 closely resembles 2.3.1.4, except that adjacency to existing commercial is not considered sufficient in Secondary Corridors to justify the expansion of commercial-only development into residential areas. For example, the presence of shops along 118th Avenue does not provide support for adding shops across the alley on 119th Avenue. The illustration for 2.3.1.4 will also help readers interpret this policy.
2.3.5.3. Consider low rise development within the entire extent of secondary corridors; support low rise development within intensification areas.	2.3.5.3 gives two different action words for development, depending on where it is located. When located in intensification areas, the City should support appropriately scaled development (that is, approve rezonings and

- 2.3.5.4. Direct mid rise development within secondary corridors to sites
- Within 200 metres of a mass transit station or mobility hub; or

○ Adjacent to an existing mid rise building not separated by a roadway.

development permits). Where it is not in an intensification area (but still in the Corridor), the City should consider it. This word choice is meant to indicate that development in these areas may be supported, if it complies with other policies listed here.

2.3.5.4 will include a map diagram that illustrates what types of sites the policy applies to. It will use a similar approach to the colour coded map diagrams throughout the *Residential Infill Guidelines*.

The City Plan (page 103) supports low rise and mid rise buildings in these corridors. The Residential Infill Guidelines provide definitions for these building types, which is now in the glossary. The Transit Oriented Development Guidelines direct the largest developments to within 200 metres of a mass transit station. These policies provide the basis for 2.3.5.4.

2.3.6. Local Nodes

Local nodes serve neighbourhoods through a mix of small scale commercial uses, civic spaces and centres, cultural facilities, places of worship, and schools. Local nodes function as focal points for housing, business, services, and gathering for one or a small set of neighbourhoods.

Policy Statements		Purpose/Description
2.3.6.1.	Support neighbourhood commercial and neighbourhood mixed use development at local nodes.	These policies provide more specific direction for what needs to be included in a Local Node to support the neighbourhood.
2.3.6.2.	Support low rise development at local nodes and mid rise development where parcel size and site context allow for appropriate transition to surrounding development.	<div>They address a number of development considerations including:<ul style="list-style-type: none">• Uses (2.3.6.1), and• Location and scale (2.3.6.2)</div> <div>The City Plan (page 101) indicates that low rise and some mid</div>

2.3.6.3.	Allow Local Node sites to comprehensively redevelop within an existing site or where generally located, develop in a contiguous manner that is sensitive to the scale of and design of surrounding built form.	<p>rise development is appropriate in local nodes. 2.3.6.2 indicates that mid rise development is only appropriate where conditions allow for transitions to the surrounding buildings. This principle will be illustrated with an accompanying sketch.</p> <p>Because there are two types of local nodes (see glossary), 2.3.6.3 describes how their development pattern should differ. Local nodes on large sites should redevelop within the boundaries of that site. Generally located local nodes (identified with a star on District Map figure 6.5) don't have explicit boundaries, and sites adjacent to the commercial sites currently at the heart of these local nodes can also redevelop over time.</p>
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2.3.7. Node and Corridor Intensification Areas

Intensification areas are the areas within nodes and corridors that are intended to accommodate development during the first phase of The City Plan (growth to 1.25 million). Development proposals at the scale anticipated by *The City Plan*, and that meet urban design standards, will be generally supported in the intensification areas.

Policy Statements		Purpose/Description
2.3.7.1.	Support development throughout intensification areas to the scale described by The City Plan for the relevant node or corridor type. That is: <ul style="list-style-type: none">Mid rise in the Centre City Node, Major Nodes, District Nodes, and Primary Corridors, andLow rise in Secondary Corridors.	<p>Intensification areas are areas within nodes and corridors where redevelopment proposals will receive the strongest support. These proposals will not be required to adapt to surrounding buildings, as they will set the standard going forward (see 2.3.1.2 and 2.3.1.3).</p> <p>Intensification areas do not indicate where the largest buildings will go - scale is still a function of proximity to mobility hubs and mass transit stations (2.3.7.2). A map diagram will help readers understand where the highest densities are appropriate.</p> <p>The City will recognize the strong policy support for redevelopment in these areas by facilitating application</p>
2.3.7.2.	Support the highest scale of development described in The City Plan at sites within intensification areas that are also	

<p>within 200 metres of a mobility hub or mass transit station. That is:</p> <ul style="list-style-type: none">○ High rise in the Centre City Node, Major Nodes, District Nodes, and Primary Corridors, and○ Mid rise in Secondary Corridors. <p>2.3.7.3. Streamline the application process, including engagement, for appropriately scaled development proposals within the intensification areas.</p>	<p>processes (2.3.7.3). This could include changes to fee schedules, simplified engagement, or other process changes to be determined.</p> <p>These are not the only areas where redevelopment will occur, but the areas where proposals will receive the strongest support.</p>
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2.3.8. Commercial Frontage

Commercial frontages are areas within nodes and corridors where new development will include commercial land uses oriented towards the street at the street level, in keeping with the Main Street Guidelines and Complete Streets Design Construction Standards.

Policy Statements	Purpose/Description
<p>2.3.8.1. Require commercial land uses at ground-level to support a lively public realm along the commercial frontage area.</p> <p>2.3.8.2. Discourage vehicle oriented services and uses with drive-through services along the commercial frontage area.</p> <p>2.3.8.3. Require all parking structures to provide street facing commercial uses at the ground floor to screen parking from the public realm and animate the street.</p>	<p>Certain streets rely on streetfront commercial spaces and pedestrian oriented design to make them active and inviting. These are typically (though not exclusively) on areas in the Main Streets Overlay and within Business Improvement Areas.</p> <p>Areas with this designation (see district maps figure 6.2) must include commercial land uses at the street level (2.3.8.1 and 2.3.8.3) and should not include vehicle oriented uses and drive-throughs, as these can undermine the experience of walking along these streets (2.3.8.2).</p>

2.3.9. Large Sites

Large sites offer unique redevelopment opportunities that require comprehensive planning and design prior to redevelopment.

Policy Statements	Purpose/Description
2.3.9.1. Integrate large sites into the surrounding mobility system by directly connecting discontinuous mobility networks (roadways, mass transit stations and stops, walkways, bike routes, etc.) through site design.	Large sites must be at least 2,000 square metres (½ acre) in size and within a node or corridor.
2.3.9.2. Encourage the creation of publicly accessible mass transit plazas on large sites adjacent to mass transit stations.	They can often interrupt mobility networks, so when they redevelop, these need to connect to the streets, paths, and transit networks that surround them (2.3.9.1 and 2.3.9.4). An illustration will help communicate how large sites should connect with surrounding networks through redevelopment.
2.3.9.3. Encourage large sites to accommodate a mix of uses.	Where they are adjacent to mass transit stations, they offer a unique opportunity to create plazas that invite pedestrian activity (2.3.9.2).
2.3.9.4. Develop any new streets (private or public) within the site to accommodate a variety of modes and users.	A mix of uses will help redeveloped large sites be vibrant destinations within nodes and corridors (2.3.9.3).

2.4. Non-Residential Areas

"The focus is to support existing industrial, commercial and institutional areas of the city while at the same time generating new opportunities to transform and sustain Edmonton over the long term." - The City Plan, page 110.

2.4.1. Commercial/Industrial Employment Areas

The commercial/industrial employment areas preserve dedicated space for employment uses, along with the appropriate level of infrastructure and amenities to support these uses as they adapt and intensify over time. These areas will allow for a variety of both indoor and outdoor non-residential developments.

Policy Statements	Purpose/Description
2.4.1.1. Mitigate impacts of non-residential uses on adjacent residential areas through tools such as land use controls, buffers, berms, noise attenuation walls, and lighting controls, as appropriate.	Edmonton has a number of neighbourhoods developed to accommodate employment uses, including heavy industrial plants, manufacturing, warehouses and shops. These policies try to find opportunities for redevelopment within these areas without reducing the supply of land needed for industrial uses (see <i>The City Plan</i> intention 3.3.2).
2.4.1.2. Prohibit residential uses in commercial/industrial employment areas, except within a node or corridor areas where local planning provides further guidance.	Policies describe standard planning practices to reduce conflicts between potential uses within these areas (2.4.1.2 - 2.4.1.6), and with neighbouring areas (2.4.1.1).
2.4.1.3. Locate business employment development along arterial or principal roadways and along mass transit routes.	Business employment uses are defined in the draft zoning bylaw, and generally are located along main roadways (2.4.1.3).
2.4.1.4. Locate general commercial development along arterial or principal roadways at the edges of commercial/industrial areas or in proximity to mass transit stations.	General commercial areas are also defined in the draft zoning bylaw and are more restricted to the edges of industrial areas and near mass transit stations (2.4.1.4).
2.4.1.5. New or expanded heavy industrial development will be assessed using the principles of industrial risk management to ensure adequate separation and transition between incompatible uses.	An illustration will accompany 2.4.1.3 and 2.4.1.4 to help communicate which types of sites are suitable for these uses.
2.4.1.6. Prevent the loss of heavy and general industrial lands in the interior of non-residential areas from land use changes to those sites or the introduction of incompatible uses in proximity to them.	These policies help ensure heavier industrial uses, like manufacturing, can continue to operate within industrial areas (2.4.1.6).
2.4.1.7. Support the subdivision and consolidation of irregular or insufficient sized industrial parcels to enable more efficient land use and development.	<i>The City Plan</i> Directions 2.3.1.2 and 3.3.2.2 contemplate the addition of residential and mixed use development in non-residential areas. However, to successfully do so will require additional local planning (2.4.1.2).

2.4.2. Institutional Employment Areas

Institutional employment areas anchor major nodes and provide both employment and services for districts. These uses will integrate with existing and planned transportation networks and the communities that surround them.

Policy Statements	Purpose/Description
2.4.2.1. Locate and design amenity areas within institutional employment areas to integrate with the public realm and serve the broader public, rather than solely the institutional users.	Institutional uses, such as hospitals and post-secondary, typically require large sites and focus on the amenity needs of their users. As redevelopment occurs in these areas, spaces should be designed to connect to the surrounding area (2.4.2.2) and make them welcoming and accessible to the public (2.4.2.1).
2.4.2.2. Integrate transit stations adjacent to institutional uses with those uses and the surrounding non-institutional uses through site selection, wayfinding, and accessibility features.	

2.4.3. Non-Residential Intensification Areas

Non-residential intensification areas will support the highest density of employment activity, and will lead the redevelopment and innovative reuse of current commercial/industrial employment areas. These are generally on the edges of employment areas and close to residential areas, nodes and corridors and mass transit.

Policy Statements	Purpose/Description
2.4.3.1. Encourage intensification to include business employment and general commercial development.	<p>Non-residential areas will also need to redevelop over time to support additional employment and meet the needs of a changing economy. Where these areas are designated as intensification areas, changes in use from industrial to business employment or general commercial will be supported.</p> <p>These areas were selected based on the direction given in existing industrial area plans and where supported by policies</p>

in 2.4.1.

2.5. Open Space and Natural Areas

The Green and Blue network “sustains us and provides places to recreate, celebrate and recharge. It is integrated with our built environment through parks, waterways and water bodies, greenways and urban trees. Our Green and Blue Network traverses both urban and natural areas, and provides habitat that connects well beyond our boundaries. It supports biodiversity and provides physical and mental benefits we appreciate and enjoy.” - The City Plan, page 34.

2.5.1. General Policies for Open Space and Natural Areas

Open spaces and natural areas comprise the river valley and ravine system, tableland natural areas, greenways, parks, and civic and recreational lands. They play a vital role in fostering community cohesion, cultural vitality, and individual health and wellbeing in all seasons. They support biodiversity and natural systems and in mitigating climate change. An equitable distribution of open space functions, encompassing wellness, ecology and celebration, ensures citizens enjoy a wide range of recreation, leisure, nature appreciation and gathering opportunities.

Open Spaces identified in the Open Spaces and Natural Areas maps are classified in accordance with Breathe: Edmonton's Green Network Strategy.

Policy Statements	Purpose/Description
2.5.1.1. Ensure a distribution of safe, interconnected, publicly owned parks and open spaces within districts that offer a variety of recreational, health and wellness, and celebration opportunities.	The City will support a strong network of open spaces that offers variety (2.5.1.1), accessibility (2.5.1.2), and supports the environment (2.5.1.3, 2.5.1.9 - 2.5.1.11).
2.5.1.2. Integrate the district open space network with the mobility network through provision of trails, complete streets, or shared-use pathway connections to open spaces, including through Urban Greenways.	<p>The City will prioritise acquisition of open space in areas that are underserved or growing quickly (2.5.1.4). This could be through the municipal reserve process, the purchase of developable land, or through creative use of other public spaces (2.5.1.5 - 2.5.1.6).</p> <p>Where communities undertake park development projects, the City will seek to support them (2.5.1.7).</p>

2.5.1.3.	Use and implement an ecological network approach to conservation in planning Edmonton's natural and human-made network of greenspaces and water bodies.	Development near open space will be planned to minimise the loss of sunlight in these open spaces (2.5.1.8).
2.5.1.4.	Prioritise underserved and high growth areas for open space acquisition, development and improvement to ensure equitable distribution and access to open space.	
2.5.1.5.	Incorporate existing constraints and opportunities, such as utility right of ways and existing natural areas, into the open space network and through site selection and design.	
2.5.1.6.	Incorporate mass transit plazas at high-use mass transit stations, and specifically within areas underserved by open space.	
2.5.1.7.	Support community-led park development in conjunction with planning and infrastructure initiatives.	
2.5.1.8.	Preserve access to sunlight in open spaces through the development planning process.	
2.5.1.9.	Provide and restore naturalized open spaces, and preserve those that strengthen ecological functioning, biodiversity, and public experience within districts.	
2.5.1.10.	Apply ecological buffers and other means to minimize impacts of adjacent land uses on naturalized open space and areas of ecological significance.	
2.5.1.11.	Plan future growth so that the City's ecological network will function effectively at District, City and Regional scales.	

2.5.2. River Valley Viewpoints and Trail Access

Viewpoints provide for public use and enjoyment of the river valley and can enhance the reputation and aesthetic value of our city by providing views of important natural and cultural landscapes. Trail access points ensure functional access and support wayfinding to the river valley for a variety of users, in multiple locations throughout the river valley and ravine system.

Policy Statements	Purpose/Description
2.5.2.1. Ensure access is seamlessly connected between top-of-bank development and river valley trails and recreation areas (see Ribbon of Green Master Plan).	The City will seek to provide access to the North Saskatchewan River Valley through a variety of means (2.5.2.1 - 2.5.2.2), in accordance with existing bylaws and plans (2.5.2.3).
2.5.2.2. Provide public access to and along the top-of-bank through a combination of Top-of-Bank roadway, walkways and viewpoint parks.	
2.5.2.3. Evaluate proposed changes to river valley access in accordance with direction given in The Ribbon of Green and the North Saskatchewan River Valley Area Redevelopment Plan.	

2.5.3. Habitat Greenways

Habitat greenways are naturalized or restored corridors that support ecological connectivity from the river valley and ravine system or district area to other major ecological habitats and connections.

Policy Statements	Purpose/Description
2.5.3.1. Design for movement of wildlife species along habitat greenways to improve safety for both people and wildlife.	Capital projects along habitat greenways will use designs that support safe movement of wildlife (2.5.3.1) and naturalisation (2.5.3.2) along their extents.

- 2.5.3.2. Support the naturalization and restoration of habitat greenways with appropriate native vegetation.

2.5.4. Urban Greenways

Urban greenways comprise enhanced landscaping along transportation routes and utility corridors that improve the human environment and condition through contact with nature and species that move through the greenway.

Policy Statements	Purpose/Description
2.5.4.1. Provide boulevard landscaping along Urban Greenways that are along public roadways.	<p>Urban greenways require more integration of natural features (2.5.4.1) and a higher standard of design (2.5.4.2) with mobility networks in order to reflect the direction of <i>The City Plan</i>. These changes will happen as capital projects occur along urban greenways.</p> <p>An illustration will give an example of how these policies might influence the design and aesthetics of an Urban Greenway.</p>
2.5.4.2. Consider opportunities to integrate accessible amenities such as seating and shelter areas along the urban greenway to encourage interactions, use and enjoyment.	

2.5.5. Stormwater Management Facilities

Stormwater management facilities both manage runoff and contribute to the open space network. Their design will recognize and support both of these uses.

Policy Statements	Purpose/Description
2.5.5.1. Preserve existing natural features for stormwater management such as wetlands and low elevation areas.	<p>Stormwater management involves preserving natural features (2.5.5.1) and creating new facilities, including in developed areas (2.5.5.2). Depending on the design required, these might be permanent wet ponds that create a neighbourhood amenity that enhances the local environment (2.5.5.3) or dry ponds that only retain water during major storm events.</p>
2.5.5.2. Where new stormwater management facilities are being introduced to an established area, their location and design	

shall mitigate impacts to existing uses and provide new open space features to the extent possible.

- 2.5.5.3. Design stormwater management facilities as naturalized landscapes where feasible in order to enhance neighbourhood aesthetics and biodiversity.

Where open space is designed to include dry ponds, these should allow for continued use during dry times (2.5.5.2).

2.6. Heritage and Cultural Resources

"Edmonton protects and enhances its image and identity through heritage." - The City Plan, page 77.

2.6.1. Heritage and Cultural General Policies

Heritage and cultural resources are structures, constructed or natural sites and areas of historical, cultural or architectural significance to the history of Edmonton that contribute to our unique sense of time and place.

Policy Statements	Purpose/Description
2.6.1.1. Encourage the addition of historic resources to the City's Inventory of Historic Resources.	Preserving heritage and cultural resources will include adding new structures and sites to the City's Inventory of Historic Resources (2.6.1.1), working with property owners (2.6.1.2), and sharing information with the public (2.6.1.3).
2.6.1.2. Promote the continued use of historic resources by providing incentives, exemptions and regulatory relaxations that enable adaptive reuse and continue preservation.	Development within cultural areas or adjacent to historic resources should work with City administration to propose designs that complement them (2.6.1.4).
2.6.1.3. Promote understanding of cultural and historical associations and events by incorporating interpretive and artistic elements into buildings, public space designs, and public art commissions.	Currently, there are very few identified cultural areas in the city. If communities wish to identify other cultural areas to publicly recognize, protect or enhance them, they will be able to count on City support (2.6.1.5).

- 2.6.1.4. Encourage development adjacent to historic and cultural resources to respect their role and significance in the urban fabric using setbacks, massing and landscaping.
- 2.6.1.5. Support community led efforts to identify, define and protect cultural areas.

2.6.2. Indigenous Cultural Heritage Features

Many designated historical sites represent a colonial perspective of historical significance. In contrast, Indigenous cultural heritage features are sites that are important to one or more Indigenous communities and exist across the city. Sites identified in District Plans represent what is currently known by and has been shared with the City. Not all sites of special significance to Indigenous communities are known by the City or appropriate to include in District Plan maps.

Policy Statements		Purpose/Description
2.6.2.1.	Support Indigenous communities efforts to identify places of significance, cultural landscapes and traditional land use areas.	These policies offer support to future efforts by Indigenous communities to identify important places (2.6.2.1) and celebrate Indigenous heritage and culture (2.6.2.2).
2.6.2.2.	Collaborate with Indigenous communities to advance projects that support and celebrate Indigenous heritage and cultural practices.	<p>Currently, few Indigenous cultural heritage features are identified within district plans (see district maps figure 6.7). Additional sites may be added over time through engagement, as deemed appropriate.</p> <p>These policies support direction 5.2.1.7 from <i>The City Plan</i> to “Partner with Indigenous communities and cultural groups to name places and spaces to be culturally reflective of the diversity of Edmonton”.</p>

2.7. Energy and Climate

"Edmonton is a leader in efficient, sustainable and resilient community design, development and living" - The City Plan, page 60.

2.7.1. Energy and Climate

Energy transition and climate adaptation is about becoming an energy sustainable and climate-resilient city through intentional development and design. This means reducing Edmonton's energy and resource consumption, working within our community carbon budget and preparing communities to adapt to the effects of climate change with climate resilient infrastructure, buildings, and natural systems. See Edmonton's Community Energy Transition Strategy and Action Plan.

Policy Statements	Purpose/Description
2.7.1.1. Encourage community renewable energy projects and expansion of district energy systems, including in identified District Energy Opportunity Areas.	District plans are meant to contribute to Edmonton's Community Energy Transition Strategy and Action Plan.
2.7.1.2. Encourage building and site designs to reduce energy and material consumption which may include Low Impact Development, reuse of water, low-water landscaping, energy efficient lighting among others.	Policies listed here encourage district energy (2.7.1.1), emissions reductions through building design (2.7.1.3) and neighbourhood design (2.7.1.5). Integrating nature-based solutions with urban development is also encouraged (2.7.1.4 and 2.7.1.6).
2.7.1.3. Support emission neutral buildings through low embodied carbon buildings and infrastructure, retrofits and energy efficiency improvements.	The practical application of these policies will need to be developed through subsequent work (e.g. pilot-project, programme, initiative, policy development, regulation).
2.7.1.4. Support a low carbon resilient food system through urban agriculture and agroecology.	
2.7.1.5. Plan, design and connect district and neighbourhood infrastructure and amenities that reduce carbon emissions	

and climate change risks, and contribute to a circular economy.

- 2.7.1.6. Consider nature-based solutions and green infrastructure, including plantings, naturalization, restoration, and the protection of ecologically significant areas to mitigate climate change impacts.

3. Mobility in Districts

“Edmonton will need to integrate mobility and land-use planning to ensure that we create more vibrant, well connected and economically prosperous districts in the future. This will mean shifting the mobility system from one that is predominantly focused on individual travel by car to one that prioritizes a broader array of movement options. An evolved mass transit system will anchor an overall mobility system of citywide and district routes connecting all areas of the city, where those connections have historically been lacking. Transit and roadway networks that are integrated with pedestrian and cycling infrastructure will support choice throughout the mobility system.” - The City Plan, page 36.

This chapter provides policy direction for achieving the mobility system as defined in The City Plan, including the roadway, active transportation, and mass transit networks and for mobility hubs.

- Section 3.1 provides policies for active transportation, including walking and cycling.
- Section 3.2 provides policies for transit, including mass transit, local transit and mobility hubs.
- Section 3.3 provides policies for roadways and goods movement.

3.1. Active Transportation

“Active mobility contributes to a high quality of life in cities. Communities that are bike, walk and roll-friendly result in greater joy, fitness and a wider range of transportation options for people and businesses.” - The City Plan, page 115.

3.1.1. Active Transportation General Policies

Active transportation includes any mode of transportation by which people use their own energy to power their motion, including walking, rolling and biking.

Policy Statements	Purpose/Description
3.1.1.1. Connect major destinations within and between districts through the active transportation network.	Active transportation is a key component of Edmonton's mobility system and district plans.
3.1.1.2. Incorporate universally accessible and age friendly design for roads, sidewalks and public realm areas, intersections, transit infrastructure, greenways and facilities.	Policies listed here seek to improve how people move within and beyond their district (3.1.1.1 and 3.1.1.6) using their own power, regardless of their age or ability. This requires thoughtful design of sidewalks, roadways, intersections, and transit facilities (3.1.1.2).
3.1.1.3. Provide an integrated system of walkways, bicycle and shared use paths to connect district amenities with nodes and corridors and commercial areas.	These policies encourage greater connection to nodes, corridors, commercial areas, River Valley and the region for pedestrians and cyclists. The right kinds of infrastructure (3.1.1.3), design and maintenance (3.1.1.4) make it easier and safer to walk or bike (3.1.1.5).
3.1.1.4. Design and maintain pedestrian walkways and bike routes for year round use.	An illustration will provide examples of the design principles described here.
3.1.1.5. Design and adapt active transportation networks to maximize ease of use and minimize conflicts between pedestrians and bicycles.	Changes to active transportation infrastructure will be incremental, vary by district, involve additional planning and design, public engagement, and engineering.
3.1.1.6. Work with regional, public and private sector partners to improve active transportation network River Valley and Active Transportation Regional Connections.	

3.1.2. Pedestrian Priority Areas

Pedestrian priority areas are where the safety and comfort of pedestrians are the most important considerations affecting the design and use of road right of way.

Policy Statements	Purpose/Description
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3.1.2.1.	Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles.	<p>Pedestrian priority areas are those areas specifically designed to prioritize the safety and comfort of pedestrians over the movement of other transportation modes, like driving cars. Planning, design and engineering are used to enhance the pedestrian space, function and human experience.</p> <p>Policies here address the design of road right of way (3.1.2.1), construction of pedestrian friendly crossings (3.1.2.2), how vehicle parking, access and loading can be designed to minimize their impact on people walking, rolling or cycling (3.1.2.3 an 3.1.2.4), protect pedestrians from vehicle traffic, noise and dust using a variety of intentional buffers (3.1.2.5), and connect people to transit stops and infrastructure that is well designed and attractive (3.1.2.6).</p> <p>An illustration will provide examples of the design principles described here.</p>
3.1.2.2.	Construct crossings that prioritize safety, accessibility, and minimize pedestrian delay at intersections.	
3.1.2.3.	Discourage the creation of new surface parking areas between buildings and sidewalks.	
3.1.2.4.	Design and locate vehicle access, including parking, service and loading areas, to minimize visual impact and reduce conflict with active modes.	
3.1.2.5.	Encourage buffers between vehicle traffic and pedestrians, such as planted boulevards, on-street parking or protected bike lanes.	
3.1.2.6.	Ensure connectivity to local transit stops and other transit facilities and incorporate high quality stops with adequate space for pedestrian amenities.	

3.1.3.Bike Network

The bike network supports a critical mode of transportation in Edmonton. It is guided primarily by The Bike Plan (2020).

Policy Statements		Purpose/Description
3.1.3.1.	Provide bike routes that are designed for people of all ages and abilities. This includes providing separation from vehicle traffic where speeds and traffic volumes are higher.	District plans are expected to support and help grow Edmonton's bike network and mode share. Policies contained in this section provide direction for the design of bike routes for all ages and abilities (3.1.3.1), inclusion of end-of-trip bicycle facilities and all season secure bicycle parking (3.1.3.2 and

3.1.3.2.	Encourage the provision of end-of-trip bicycle facilities in both public and private developments.	3.1.3.3), bike route wayfinding (3.1.3.4), lighting (3.1.3.5) and bike routes designed for all seasons and kept safe through their ongoing maintenance (3.1.3.6).
3.1.3.3.	Provide secure, all season bicycle parking at mass transit stations.	
3.1.3.4.	Provide bike route wayfinding to orient cyclists and drivers to the bike network.	
3.1.3.5.	Provide lighting on bike routes to increase comfort and safety, and to assist with wayfinding.	
3.1.3.6.	Design bike routes for all seasons use and maintenance to ensure safe cycling conditions for all riders.	

3.2. Transit

“As the city grows, the transit network will continuously evolve to provide a robust, high quality service that prioritizes strategic change and encourages the development of nodes and corridors as diverse people places.” - The City Plan, page 120

3.2.1. General Transit Policies

Quality transit infrastructure and service supports mobility, connectivity, integration and sustainability. Transit includes the mass transit network and local transit networks, as well as paratransit.

Policy Statements	Purpose/Description
3.2.1.1. Connect major destinations within and between districts through the transit network.	Transit is fundamental to a district’s mobility options, providing local connectivity and to major destinations, long-term growth and sustainability. Policies in this section direct transit service to connect to major destinations within and between districts

- | | | |
|----------|--|---|
| 3.2.1.2. | Improve transit performance through transit priority measures, such as queue jumping signals and dedicated or semi-dedicated lanes, where appropriate. | (3.2.1.1), to apply different transit priority measures that will improve service performance (3.2.1.2) and to improve the overall safety, comfort and attractiveness of transit stops for people using this service throughout the year (3.2.1.3). |
| 3.2.1.3. | Design pedestrian waiting zones at transit stops to provide safe and comfortable environments in all seasons and times of day. | |

3.2.2. Mass Transit Stations

Mass transit comprises any large scale fixed route system of public transportation serving an urban area, which is able to transport large numbers of people using buses, trains and other technologies. Mass Transit Stations are the access points for people to use this system which may include enhanced stops, bus or rail stations, transit centres or plazas. Mass Transit Stations require significant public investment in order for them to be functional and available to everyone. How they are designed is key to ensuring a safe, accessible, convenient and comfortable pedestrian and transit user experience where they are located.

Policy Statements		Purpose/Description
3.2.2.1.	Invest in high-quality, accessible mass transit stations that support their function as travel origins, destinations and transfer points, but also as human spaces for gathering and accessing services and amenities with their own identity and sense of place.	Mass transit includes Light Rail Transit, Bus Rapid Transit and future technologies that may comprise a large scale fixed route transit system. In order for Edmonton to accommodate another million people, its mass transit system will need to adapt in order to provide districts greater service.
3.2.2.2.	Stations must be well connected physically with commercial and residential development that support jobs and housing, particularly where they are located within nodes and corridors.	Policies in this section call for investment in mass transit stations that are high-quality in design, function and service (3.2.2.1), integrate with node and corridor in support of more housing and employment options (3.2.2.2), design with active modes to provide seamless user connection to important destinations (3.2.2.4). This should also include design that improves the user experience such as at-grade crossings for active modes at stations making them easier to walk or cycle to
3.2.2.3.	Sites for stations should be located and active mode infrastructure (walking and cycle paths) designed to ensure	

	seamless connection to important civic features, such as recreation facilities, parks, and major institutions.	(3.2.2.5) as well as better, more comfortable station area waiting zones for all seasons (3.2.2.6)
3.2.2.4.	Encourage Mass Transit Station investment and development that support Mobility Hub opportunities and regional connectivity.	It is also recognized that investment in mass transit stations and their development could also support new or different opportunities in support of mobility hubs or better connection to the region (3.2.2.4), and that mass transit stations should be designed to enable better, different types of transfers whether its between train to bus or bus to bus, despite surrounding development (3.2.2.7). An illustration will provide examples of the design principles described here.
3.2.2.5.	Develop at-grade active transportation crossings where required at stations (e.g., for rail based transit) to facilitate a fine-grained active transportation network.	
3.2.2.6.	Design and enhance pedestrian waiting zones at mass transit stations to provide safe and comfortable environments for all seasons and times of day.	
3.2.2.7.	Transit stations should be designed to accommodate efficient train-bus and bus-bus transfers, while not compromising the ability to integrate transit facilities with development.	

3.2.3. Mobility Hub

Mobility hubs are places for trip origins, destinations, and transfer points to allow people to seamlessly move from one travel option to another as needed.

Policy Statements		Purpose/Description
3.2.3.1.	Locate mobility hubs within nodes centred at intersections of mass transit routes to create connections within Edmonton and the region.	Mobility hubs are a new category, created by <i>The City Plan</i> , to situate multi-modal transportation hubs in key locations (3.2.3.1) and integrate them with the surrounding environment (3.2.3.2). Further work will be needed to expand on the City Plan’s intentions for these hubs.
3.2.3.2.	Design mobility hubs to connect and physically integrate with the surrounding built environment including when considering the provision of parking.	

3.3. Roadways and Goods Movement

“A mobility system is essentially about moving people and goods in an efficient and accessible manner.” - The City Plan, page 35.

3.3.1. General Policies for Roadways and Goods Movement

Roadways are an important component of a safe, welcoming, attractive, comfortable and functional mobility network.

Policy Statements	Purpose/Description
3.3.1.1. Design road rights of way and infrastructure within districts that provide people and goods movement, services and delivery in a manner that addresses community safety, livability, and climate resilience.	Roadways are the largest use of public land in the city. They serve vital functions moving people and goods, but also need thoughtful design to mitigate the hazards they can pose to safety and the environment (3.3.1.1 and 3.3.1.2).
3.3.1.2. Use Low Impact Development features to clean and reduce stormwater runoff in the design of roadways, where feasible.	As more people live in Edmonton, we will need to expand mobility through infrastructure with a smaller physical and environmental footprint (3.3.1.3 and 3.3.1.4). To meet the future needs, some existing roadways will need to be redesigned and rebuilt to ensure a safe and efficient mobility system for all Edmontonians (3.3.1.5, 3.3.1.6 and 3.3.1.7).
3.3.1.3. Minimize roadway network expansion for vehicular modes by accommodating increased transportation demand through active transportation and transit.	
3.3.1.4. Prioritize active transportation and transit infrastructure and facilities through the design, development and investment within nodes and corridors.	
3.3.1.5. Design and adapt road rights of way and infrastructure within districts to provide safe, attractive, comfortable streets for all users in all seasons.	

- 3.3.1.6. Design roadways and related infrastructure to support the scale of planned development in nodes and corridors.
- 3.3.1.7. Design and manage pedestrian, furnishing and ancillary zones of streets where appropriate to support a variety of users and uses beyond automobile access and parking.

4. Growth Management and Growth Activation

Growth Management and growth activation are about setting “development priorities around physical, environmental and social infrastructure investments and their fiscal implications” - The City Plan, page 38.

This section provides district-level direction for how the City will support new development and work with partners to enable the growth anticipated by *The City Plan*.

- Section 4.1 provides direction for how the City will use the levers of change described in *The City Plan*.
- Section 4.2 addresses infrastructure provision for utilities, transportation and city facilities.
- Section 4.3 provides policies regarding physical risks and constraints to growth.

4.1. Levers of Change for Districts

“Levers are tools, actions or approaches that the City can use to enact change and achieve specific outcomes.” - The City Plan, page 146.

4.1.1. Policy Levers for Districts

Policy is a municipal planning instrument that can guide, direct, manage or shape how we provide strategic direction for land, infrastructure or services to influence or change the behaviour of residents and markets or market groups.

Policy Statements		Purpose/Description
4.1.1.1.	Conduct additional planning activities and prepare amendments to District Plans as and where necessary to support growth and redevelopment to 1.25 million people.	These policies explain that more policy work will be required, including amendments to district plans and the District General Policy, to support the goals of <i>The City Plan</i> . These documents will require ongoing maintenance, and will be updated to reflect new policy decisions.
4.1.1.2.	Amend District General Policy and District Plans as needed to provide direction in support of The City Plan.	

4.1.2. Partnerships and Advocacy Levers for Districts

Partnerships and advocacy require fostering relationships with private, community, institutional and not for profit entities to activate strategies, initiatives and actions to advance common goals, recognizing shared interests and aspirations.

Policy Statements	Purpose/Description
4.1.2.1. Work with city building partners to plan, design, develop, and deliver public spaces, linear and community infrastructure, and the associated programming and services to support these spaces and facilities within districts.	These policies reflect the importance of collaboration with many stakeholders in order to make decisions and take action. The City will seek to strengthen relationships and build trust with our city building partners.
4.1.2.2. Work with city building partners to identify, prioritize and coordinate capital investments that are of greatest benefit within districts.	
4.1.2.3. Collaborate with city building partners, including utility companies, adjacent municipalities and other orders of government, to advocate on matters of common interest related to infrastructure and investment.	

4.1.3. Incentives, Pricing and Subsidy Levers for Districts

Incentives, pricing and subsidies include applying a premium to cost or a reduction in cost to support a shared outcome or influence behaviour. This can include off-setting the costs of services and amenities for certain user groups or types of activities, or applying charges and fees for users through available financial mechanisms.

Policy Statements	Purpose/Description
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- 4.1.3.1. Identify mechanisms to pay for needed infrastructure and public amenities to support population and job growth in areas identified as priorities.
- 4.1.3.2. Focus City financial support of private development within Priority Nodes and Corridors, and establish clear criteria and program objectives where these are used.

These policies signal the City's intention to actively promote and facilitate development in priority areas. The City's role, and the areas to support, are currently being defined through the Growth Management Framework project. Where appropriate, District Plans will be updated with the results of that work to provide greater clarity and to encourage private investment in priority areas.

4.1.4. Infrastructure Investment Levers for Districts

Infrastructure Investment is about providing capital or operational investment in physical infrastructure, City assets, services and planning activities to activate and encourage specific city building outcomes.

Policy Statements	Purpose/Description
4.1.4.1. Work with civic departments, partner agencies and utility providers to ensure infrastructure and facility investments are aligned with anticipated district growth, Priority Nodes and Corridors, activation approach as defined in The City Plan and market demand.	Infrastructure investment involves spending capital budget dollars on tangible improvements to roads, paths, sidewalks, parks, pipes, and other public works.
4.1.4.2. Coordinate overlapping and adjacent infrastructure improvement projects to improve project and financial outcomes and minimize disruption to residents, businesses and the public realm.	The City will align spending priorities with City Plan priorities (4.1.4.1 and 4.1.4.3), as well as coordinate projects with work done by EPCOR and others to ensure efficient outcomes (4.1.4.2).
4.1.4.3. Prioritize investment in mass transit route and station implementation for areas identified as 'Invest' under The City Plan.	While mass transit investment is needed in key areas of the city (4.1.4.3), local transit will continue to play a key role in mobility and also requires ongoing support.

- 4.1.4.4. Support investment in transit that provides connection within and between Redeveloping Areas and Developing Areas of Edmonton's existing transit network.

4.2. Infrastructure

“Both the public and private sectors have roles in initiating and advancing growth opportunities. These roles are complementary and will require an intentional collective effort to meet larger and more holistic city-building outcomes and realize the full potential of future growth.” - The City Plan, page 143.

4.2.1. Utilities Infrastructure

Utilities infrastructure includes storm and sanitary sewer, water and other utilities that are essential for providing urban services. Their presence and capacity influence the development potential of sites. The City will coordinate site servicing with civic departments and partners.

Policy Statements		Purpose/Description
4.2.1.1.	Require water and sewer system upgrades, where necessary, as a condition of development.	Through the development process, infrastructure upgrades are identified and required of the developer.
4.2.1.2.	Require stormwater and sanitary sewer separation, where appropriate, as a condition of development.	The Growth Management Framework project may identify areas and means whereby the City contributes to infrastructure upgrades. However, the default approach in most of the city will continue to require that development pay for the costs of development, as described in these policies.
4.2.1.3.	Require stormwater management system upgrades including on site storage and green infrastructure, where necessary, as a condition of development.	

4.2.2. Transportation Infrastructure

Transportation infrastructure includes sidewalks, bike lanes, transit stops, roadways and any other physical elements that support the safe movement of people and goods within the public right of way. The City will coordinate site servicing with civic departments and partners.

Policy Statements	Purpose/Description
4.2.2.1. Require transportation infrastructure upgrades or improvements in alignment with City concept plans and standards, where necessary, as a condition of development.	Transportation infrastructure, such as new traffic signals, turn lanes, alley upgrades and sidewalks can also be required through the development process.

4.2.3. Community Infrastructure

Community infrastructure includes places and facilities such as libraries, fire halls, police stations, recreation centres and open spaces. These contribute to community safety and quality of life.

Policy Statements	Purpose/Description
4.2.3.1. Identify the level of service requirements and define catchment areas for community infrastructure.	As Edmonton grows, the City will ensure that community infrastructure is maintained and improved as needed.
4.2.3.2. Identify improvements or additions to community infrastructure necessary to achieve the defined level of service.	To do so, more work is required to determine the amounts and types of community facilities needed (4.2.3.1) and the current level of service (4.2.3.2).
4.2.3.3. Fire halls may be funded through off-site development levies established by bylaw.	Currently, these facilities are funded from tax levy, although recent bylaw changes allow for the funding of fire halls through off-site development levies (4.2.3.3).

4.3. Physical Risks and Constraints to Growth

“Ensure that development occurs in an orderly and safe manner to protect public health and the environment.” - The City Plan, page 53.

4.3.1. Physical and Environmental Risk Management

Physical and environmental factors can pose risks to urban development. These are managed through careful planning and risk mitigation where necessary. Users should generally consult the relevant regulator or associated organization for current information. Oil and gas well, major pipeline and utility corridor location information contained within District Plans is approximate, supplied by Provincial regulator database, and provided by the City of Edmonton for awareness only. Other development consideration information, such as flood risk areas, fireflow constraint areas, and location of heavy industry is also provided for general awareness information purposes; users are advised to undertake diligence with development decisions on specific sites.

Policy Statements		Purpose/Description
4.3.1.1.	Minimize oil and gas well sites’ potential environmental hazards and disruption of future development.	The City of Edmonton uses planning and development approvals processes to identify and mitigate risks associated with development. These policies reiterate our commitment to these processes.
4.3.1.2.	Require urban development around oil and gas facilities including abandoned well sites to adhere to Provincial and Municipal requirements and policy.	
4.3.1.3.	Consider the location, design, separation and buffer of large operations, storage or maintenance facilities adjacent to residential areas.	
4.3.1.4.	Determine the type and location of any environmental or geotechnical concerns which may be present on the lands prior to rezoning.	

- 4.3.1.5. Remove, where necessary, contaminated material and dispose of it in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.
- 4.3.1.6. Ensure development near a water body is directed by City policy, guidelines and regulations for pollution, access, stability, and flood hazard.
- 4.3.1.7. Manage risk associated with high pressure pipelines, heavy industrial facilities, railway and major utility corridors, airports and heliports through the provision of adequate buffers, separation distances, dangerous goods routes and effective transition zones.

Glossary



2 Million Nodes and Corridors Boundary

The development boundary of the City Plan Map 3: Nodes and Corridors Network at the full build out of The City Plan.

See District Maps: Figure 6.6 and Figure 6.10.

Accessible

Refers to the ability to access spaces or infrastructure through universal design that enables independent use by people with disabilities.

Activation Approach

Alongside the anticipated growth in all areas of the city, different types of activation will be initiated by the City to support intentional growth. Broadly, the City will help activate growth and change in three ways: Strategize, Invest and Nurture described in accordance with The City Plan.

Active Edges

A pedestrian accessible area that features public and privately owned design components favourable to pedestrians such as continuous pedestrian- oriented storefronts, building facades, pedestrian signage, lighting, trees, street furniture, landscaping, outdoor patios and art.

Active Transportation

Any mode of transportation by which people use their own energy to power their motion, including walking, rolling, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading and use of a wheelchair.

See District General Policy: Section 3.1

See District Maps: Figure 6.9



Active Transportation Regional Connection

Connection and access to the regional trail system and connection to communities, surrounding municipalities, and broader rural areas using human powered means of transportation.

See District General Policy: Section 3.1

See District Maps: Figure 6.9



Agricultural

Includes uses that support food system resilience and mitigate climate change like farms and preserved rural residential lots

See District Maps: Figure 6.6



Area Redevelopment Plan (ARP)

Mandated by Alberta's Municipal Government Act s. 634, a Council-directed statutory document that lays out an area's redevelopment to preserve or improve land or buildings, establish or improve roads, public utilities or other services, or facilitate any other development.

See District Maps: Figure 6.6



Area Structure Plan (ASP)

Mandated by Alberta's Municipal Government Act s. 633, a statutory document that lays out an area's long-term development, and provides a land use framework for the development of several neighbourhoods at a time and specifies how essential municipal services will be provided.

See District Maps: Figure 6.6

ROAD NAME

Arterial Roadway

A road that serves as a major transportation route between different areas of the City and as defined by the Transportation System Bylaw.

See District General Policy: Section 3.3

See District Maps: Figure 6.9

Built Heritage Sites

Structures of historical, cultural and/or architectural significance to the history of Edmonton that contribute to our unique sense of time and place.

See District General Policy: Section 2.6

See District Maps: Figure 6.7



Centre City

Centre City is Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of land uses. It includes a critical mass of housing, employment and civic activities. A large number of Edmontonians work, live, visit and attend institutions in the Centre City.

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.5



City Entrance

Strategic entry point locations along Edmonton's border that serves as a welcome to visitors through the provision of a high-quality public realm.

See District Maps: Figure 6.6



Citywide Arts and Cultural Facility

Major attractions, museums, galleries, auditoriums or conference centres located throughout the city that offer artistic and cultural public exhibits, entertainment or programs.
See District Maps: Figure 6.2

Citywide Mass Transit Route

Mass transit service that provides fast, reliable citywide mobility connecting quadrants of the city and major nodes with rapid and/or frequent service.
See District General Policy: Section 3.2
See District Maps: Figure 6.2 and Figure 6.9

Citywide Mass Transit - Planned to 1.25 Million

Citywide mass transit service routes planned for implementation during the first phase of The City Plan (growth to 1.25 million). Routes are conceptual until detailed planning and design is completed and funding is confirmed.
See District General Policy: Section 3.2
See District Maps: Figure 6.9

Civic Spaces and Squares

A Breathe open space classification that refers to publicly owned open space that provides a gathering space for people and may provide commercial or entertainment options. Includes mass transit plazas.
See District Maps: Figure 6.8

Commercial/Industrial Employment

Areas dedicated for employment uses with the appropriate level of infrastructure and amenities to support these uses as they adapt and intensify over time. These areas allow for a variety of both employee-intensive and land-extensive non-residential developments.
See District General Policy: Section 2.4
See District Maps: Figure 6.6

Commercial Frontage

Areas within nodes and corridors where new development will include street level commercial uses oriented towards the street.
See District General Policy: Section 2.3
See District Maps: Figure 6.6

Community Infrastructure

Includes places and facilities such as libraries, fire halls, police stations, recreation centres and open spaces.
See District General Policy: 4.2



Community Hall

Community-level facilities such as community league buildings, residents association buildings or small cultural facilities that function as a community gathering space.
See District Maps: Figure 6.2

Corridor

A place for movement, living and commerce that is anchored by the mobility system and well connected to surrounding communities. There are two types: Primary and Secondary Corridors.
See District General Policy: Section 2.3

Cultural Area

A geographic area with special significance for a specific cultural community and is currently limited to formal boundaries established through previous engagement with the City of Edmonton.
See District General Policy: Section 2.6
See District Maps: Figure 6.7

Current Employment Area

Existing areas with significant concentrations of employment such as post-secondary institutions, hospitals, major office towers, large shopping malls, industrial areas, business parks and shopping streets.
See District Maps: Figure 6.2

Current Heavy Industry

Areas currently operating for the purpose of industrial development where their appearance, noise, odour, risk of toxic emissions, or fire and explosion hazards are incompatible with residential, commercial and other land uses.
See District General Policy: Section 2.4
See District Maps: Figure 6.2

Designated Municipal Historic Resource

A site that has been designated as an historic resource by City Council through the Historical Resources Act.
See District General Policy: Section 2.6
See District Maps: Figure 6.7

Designated Provincial Historic Resource

A site that has been designated as a historic resource by the Government of Alberta through the Historical Resources Act.
See District General Policy: Section 2.6
See District Maps: Figure 6.7



Developing Area

Areas primarily outside Anthony Henday Drive within city limits that have an approved statutory plan.

See District Maps: Figure 6.1

Direct Control Provisions (Zones)

Council adopted zones that allow development where it cannot be accommodated by a standard zone.

See District General Policy: Section 1.3

District

A grouping of neighbourhoods with diverse amenities that support Edmontonians living more locally.



District Connector Bike Route - Current

Existing bike routes that serve as cycling arteries extending across multiple neighbourhoods, connecting districts. The type of infrastructure may vary to include protected bike lanes, painted bike lanes, shared pathways, shared roadways and bus, bike and taxi lanes. Neighbourhood-level bike routes are not included.

See District General Policy: Section 3.1

See District Maps: Figure 6.9



District Connector Bike Route - Planned to 1.25 Million

Any planned, new bike-related infrastructure or infrastructure upgrades (e.g., shared pathways, painted bike lanes, shared roadway - lower traffic routes) that would support district connections. Bike routes move from the planned to current category once they are complete.

See District General Policy: Section 3.3

See District Maps: Figure 6.9



District Energy Opportunity Areas

Areas that supply centralised electricity, heating, hot water and cooling for multiple buildings in a district.

See District Maps: Figure 6.2 and Figure 6.5

District Energy Service

Supplies centralised electricity, heating, hot water and cooling for multiple buildings in a neighbourhood. District Energy Service eliminates the need for individual building systems. It often includes low or net zero carbon energy sources to reduce the use of fossil fuels for enhanced greenhouse gas reductions and improved energy resilience.

See District Maps: Figure 6.2 and Figure 6.5

District Mass Transit

Mass transit service that enables frequent and rapid mobility within and between districts. These routes will play a critical role in supporting the citywide routes by providing direct connections, further enabling cross-city travel using public transit.

See District General Policy: Section 3.2

See District Maps: Figure 6.9



District Mass Transit- Planned to 1.25 Million

District Mass Transit routes planned for implementation during the first phase of The City Plan (growth to 1.25 million). Routes are conceptual until their detailed planning and design are complete and funding confirmed.

See District General Policy: Section 3.2

See District Maps: Figure 6.9



District Node

Smaller urban centres that include housing, employment and amenities, often within a short walk or bike ride from other parts of the district. A district node supports a variety of businesses and community amenities serving multiple neighbourhoods.

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.5



Ecological Parks

Public Open spaces specifically intended to protect an area of land or water that is dominated by native vegetation in naturally occurring patterns and allows for passive human activity. This includes natural areas within other parks that are managed under the Citywide Natural Area Management Plan.

See District Maps: Figure 6.8

Equity

Fair treatment, access, opportunity and advancement for everyone, while at the same time striving to identify and eliminate barriers that have prevented the full participation of any group.

ROAD NAME

Expressway

High capacity, relatively high-speed roadways with limited access points. These roadways have a different design standard than freeways that allow for increased access and accommodation of transit and active modes mixed within the corridor.

See District General Policy: Section 3.3

See District Maps: Figure 6.9



Fire Flow Constraint

The hydrant system's capacity to provide the required fire flows into the area in which the proposed development will be located. Areas indicated have fire flow capacity less than 300 L/s and are shown only within the 2 Million Nodes and Corridors Boundary.

See District General Policy: Section 4.2

See District Maps: Figure 6.3

Flood Hazard Area

The flood hazard area is the area of land that will be flooded during the 1:100 design flood.

ROAD NAME

Freeway

Grade separated, high-speed roadways and have free-flow movement, providing regional and national connections.

See District General Policy: Section 3.3

See District Maps: Figure 6.9

Freeway or Expressway - Future to 1.25 Million

Freeway or Expressway routes planned for implementation during the first phase of The City Plan (growth to 1.25 million).

See District General Policy: Section 3.1

See District Maps: Figure 6.9



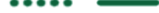
Future Growth Area

Identified in The City Plan, lands south of 41 Avenue SW for which substantial completion of developing areas and Council Authorization is required before the preparation of statutory plans.

See District Maps: Figure 6.1, Figure 6.2, Figure 6.4, Figure 6.10

Green Infrastructure

An approach to water management that protects, restores or mimics the natural water cycle by incorporating both the natural environment and engineered systems.



Habitat Greenway

Naturalized or restored corridors that support ecological connectivity from the River Valley and Ravine system or district area to other major ecological habitats and connections. This may include transportation or utility corridors that have been naturalized or intentionally designed to provide a mix of habitat for plants and animals that strengthen biodiversity, wildlife connectivity and overall ecological function. In District Plans, these include primarily greenways identified in The City Plan, with additional critical connections and more specific alignments indicated where possible.

See District General Policy: Section 2.5

See District Maps: Figure 6.5 and Figure 6.8



Heliport Approach Zone

A helicopter flight corridor of demarcated air space used by a helicopter to take-off or approach landing at a heliport.

See District General Policy: Section 4.3

See District Maps: Figure 6.3

Heritage Character Areas

Distinct geographic areas with special or significant historical, cultural, natural, scientific or aesthetic interest or value.

See District General Policy: Section 2.6

See District Maps: Figure 6.7

High Rise

Buildings greater than eight storeys in height.



Indigenous Cultural Heritage Features (Known)

Areas or sites that are known by the City of Edmonton to have particular significance to Indigenous communities based on City engagement and relationships with Nations and communities.

There are sites of significance to Indigenous communities across the city. However, the location and cultural or spiritual significance of land and places is often considered privileged and may not always be appropriate to communicate in maps, as it can reflect a colonial worldview. Sites may continue to be added over time through engagement, as deemed appropriate.

See District General Policy: Section 2.6

See District Maps: Figure 6.7

Infrastructure

The systems and facilities that support urban functions and living operations. Infrastructure is organised into three categories: Utilities, Transportation and Community. See District General Policy: Section 4.2



Innovation Corridor

A high density corridor described in The City Plan linking key innovation, learning and academic hubs of the University of Alberta, related health institutions, NAIT and MacEwan University. It will provide opportunities for a mix of uses that complement the existing institutions along it, with integrated recreational, open space and retail opportunities connected by mass transit.

See District Maps: Figure 6.1 and Figure 6.9



Institutional Employment

Areas dedicated for employment uses of a primarily institutional nature. These are often areas that anchor major nodes and provide both employment and services for districts.

Examples include Alberta Legislature, hospitals, post-secondary institutions and major government buildings

See District General Policy: Section 2.4

See District Maps: Figure 6.6

Intensification

Development at a higher density than currently exists, particularly in support of nodes and corridors, non-residential areas and other locations, aligned with mobility systems and other infrastructure investments. This includes increased population and employment.



Intensification Areas - Nodes & Corridors

Intensification areas are the areas within nodes and corridors that are intended to accommodate development at the scale anticipated by The City Plan during the first phase of The City Plan (growth to 1.25 million).

See District General Policy: Section 2.3

See District Maps: Figure 6.5 and Figure 6.6



Intensification Areas - Non-Residential

Where the City encourages land use changes, including rezonings, to support additional employment activity in existing Commercial/Industrial Employment areas. Generally suitable for business commercial uses or industrial uses where no nuisance is created or apparent outside an enclosed building.

See District General Policy: Section 2.4

See District Maps: Figure 6.5 and Figure 6.6



Intermodal Facility

A freight transportation facility with a rail yard where containers are transferred between trains and trucks.

See District Maps: Figure 6.3

Inventory of Historic Resources in Edmonton

An inventory of historic resources, which have been identified as having historical and/or architectural significance and are located within the corporate boundaries of the City of Edmonton. They are not formally designated or protected.

See District General Policy: Section 2.6

See District Maps: Figure 6.7



Large Site

A large parcel or contiguous parcels of land identified within a plan that offers an opportunity for comprehensive development and/or intensification. Located within a Node or Corridor, and they typically have a depth of one block and/or width of at least 100m. These sites are noteworthy, as upon redevelopment, they should generally be designed to accommodate an internal road network (public or private), ensure active edges (rather than be inwardly focussed) and integrate appropriately with the context of surrounding development.

See District General Policy: Section 2.3

See District Maps: Figure 6.6

Levers

Tools, actions or approaches that the City can use to enact change and achieve specific outcomes. District Plans and The City Plan identify four levers of change: policy, partnerships and advocacy, Incentives, pricing and subsidies, and Infrastructure investment.

See District General Policy: Section 4.1

Linkages

Arrangements of natural or semi-natural vegetation that enhance structural and/or functional connectivity between core areas. Linkages can be spatial stepping stones and corridors.



Local Connector Bike Route (previously approved) - Planned to 1.25 Million

These are potential alignments for future bike routes that are not yet built or captured in the District Connector Bike Routes, but that were identified in previous community planning work, specifically in Plans in Effect that have been repealed or rescinded with the introduction of District Plans. They have been included to maintain a record of previously recommended routes, so they can be considered as part of the design and construction of Neighbourhood Routes (as described in the Bike Plan) and future program and funding decisions. Because of the source and purpose, the segments are not comprehensive and some areas will not have any routes identified.

Local Node

A community focal point for business, services, gathering and housing with more development intensity. Local nodes serve residential neighbourhoods through existing or new small scale collections of commercial sites that are generally internal to neighbourhoods, sometimes nearby to civic spaces and centres, cultural facilities, places of worship, and/or schools. Local nodes are people places and support activity and animation. Not all commercial sites within a neighbourhood have been identified as a local node.

See District General Policy: Section 2.3

See District Maps: Figure 6.6



Local Node - General Location

The general location of selected commercially zoned land parcels in residential areas, often with nearby supporting community uses. Each location is well positioned to act as a starting place for a local node to organically develop over time. In areas of the city that already have a fine-grained parcel and block layout, they intentionally have flexible boundaries to allow emerging opportunities to shape development in the immediate area. See District General Policy: Section 2.3
See District Maps: Figure 6.6



Local Node - Site

Larger, vehicular-oriented commercial sites that serve surrounding residential areas. These sites often include a cluster of commercial businesses, internal roadways and parking lots. They are generally larger than 1 hectare and comprehensively designed. In areas of the city with larger and/or curvilinear block structures, these sites have been deliberately defined with a fixed boundary. This recognizes the sites are large enough to focus development of a local node within the parcel(s) noted, while respecting the context of the sites. See District General Policy: Section 2.3
See District Maps: Figure 6.6

Local Transit

Provides neighbourhood connectivity and coverage with frequent stops and connections to mass transit services. See District General Policy: Section 3.2

Low Impact Development (LID)

A land development and stormwater management approach that works with nature to manage stormwater as close to the source as possible. LID focuses on maintaining and restoring the natural hydrological processes of a site. LID examples include rain gardens, green roofs and rainwater harvesting for reuse.

Low Rise

Buildings four storeys in height.



Major Ecological Connection

Regionally important linkages that support wildlife and biodiversity in Edmonton and the region. They contribute to a healthy natural environment and provide stewardship opportunities for Edmontonians to reconnect with the land and themselves. This includes the North Saskatchewan River Valley and ravine system. See District Maps: Figure 6.1 and Figure 6.8



Major Node

Major Nodes are large-scale urban centres anchored by large public institutions and employment centres that serve multiple districts. Major nodes are up to 2 kilometres across, offer a wide mix of land uses and higher density development connected by mass transit. These areas provide residents a diverse mix of housing and employment opportunities, travel modes and connection to other nodes. See District General Policy: Section 2.3
See District Maps: Figure 6.1 and Figure 6.5

Major Utility Corridor / High Pressure Pipeline

An underground pipeline system that stores or delivers electric power, natural gas, oil or water services to the Edmonton and/or inter-regional context.

Mass Transit Plaza

An accessible civic space that provides transit access and enjoyable spaces to wait, gather and can include active mode facilities (i.e. bike parking). Ideally supported by adjacent commercial and retail options for area residents and workers. See District General Policy: Section 3.2
See District Maps: Figure 6.5 and Figure 6.9



Mass Transit Plaza - Planned to 1.25 Million

A location that is planned to be constructed as a Mass Transit Plaza by the time Edmonton reaches 1.25 million people. Design and construction is subject to funding decisions by Edmonton City Council. See District General Policy: Section 3.2
See District Maps: Figure 6.5 and Figure 6.9



Mass Transit Route - Current

A large scale fixed route system of public transportation serving an urban area, which is able to transport large numbers of people using buses, trains and other technologies. See District General Policy: Section 3.2
See District Maps: Figure 6.5 and Figure 6.9



Mass Transit Route - Planned to 1.25 Million

A route that is planned to have mass transit service constructed or introduced during the first phase of The City Plan (growth to 1.25 million). See District General Policy: Section 3.2
See District Maps: Figure 6.4 and Figure 6.8



Mass Transit Station - Current

A transit facility for accessing mass transit routes. This can be where mass transit and local transit routes connect and allow transit customers to transfer from one route to another. This includes LRT stations, transit centres or other major stops served by mass transit routes. See District General Policy: Section 3.2
See District Maps: Figure 6.4 and Figure 6.8



Mass Transit Station - Planned to 1.25 Million

A mass transit facility that is expected to be served by mass transit routes by the time Edmonton reaches 1.25 million people. It may already exist as a local transit stop or may need to be constructed, subject to budget decisions by Edmonton City Council. These could include stops, transit centres or LRT stations.

See District General Policy: Section 3.2

See District Maps: Figure 6.5 and Figure 6.9

Mid Rise

Buildings between five and eight storeys in height.



Mobility Hub

A place for trip origins, destinations and transfer points to allow people to seamlessly move from one travel option to another as needed. Mobility hubs are typically located in nodes and centred at the intersection of mass transit routes to create connections within Edmonton and the region.

See District General Policy: Section 3.2

See District Maps: Figure 6.1, Figure 6.5 and Figure 6.9



Mobility Hub - Entry

Typically situated at or near the end of a high-capacity mass transit line.

See District General Policy: Section 3.2

See District Maps: Figure 6.9



Mobility Hub - Destination

Typically at major nodes. Home to a concentration of employment destinations and mixed land uses.

See District General Policy: Section 3.2

See District Maps: Figure 6.9



Mobility Hub - Transfer

Areas of significant mass transit network transfer points that combine high volume of passengers, and intensified development such as at a node or along a corridor.

See District General Policy: Section 3.2

See District Maps: Figure 6.9



Municipal Heritage Character Areas

Areas designated by the City of Edmonton through a previous formal planning process as having a significant concentration of historical resources that are considered municipally significant. Many of these areas have a concentration of DC1 zoning.

See District General Policy: Section 2.6

See District Maps: Figure 6.7

Municipal Development Plan (MDP)

A long range, statutory document that is required to be adopted by bylaw by every municipality under Alberta's Municipal Government Act s.632. The municipal development plan communicates the long term desired land use for a community and serves a high-level blueprint showing how a community is expected to change over time and the shape it will take in the future. District Plans support the translation and implementation of The City Plan, Edmonton's MDP.

Municipal Open Spaces

A series of municipally-owned Open Spaces types (i.e. District Parks, natural areas) identified in the Open Spaces and Natural Areas map and classified in accordance with Breathe: Edmonton's Green Network Strategy.

See District General Policy: Section 2.5

See District Maps: Figure 6.8

Natural Area

An area of land or water that is dominated by native vegetation in naturally occurring patterns. Such areas could include grasslands, forests, wetlands, peatlands or riparian areas. Tableland natural areas are natural areas that exist outside of the river valley. Areas such as groomed parks, sports fields and schoolyards are not natural areas. See District General Policy: Section 2.5
See District Maps: Figure 6.8

Neighbourhood

Neighbourhood is a geographic area that is human scale and generally recognised by residents as their particular place. It is defined by borders, a name and history. It has an identity from which residents can find belonging and identity. It is the place in which citizens live and share the neighbouring relationship.



Neighbourhood Structure Plan (NSP)

A non-statutory, detailed sub-plan within an Area Structure Plan (ASP). The NSP specifies the land uses within a neighbourhood by type, size, location, facility mapping, and transportation networks (roadways). NSPs are approved by Council to examine policies, servicing requirements, standards and costs, and to assess how the growing neighbourhood will meet the housing forecasts.

Nodes

Centres of activity of different shapes and sizes that feature a variety of housing types, gathering places, a mixture of land uses and varying tenures and affordability. There are three types: Major Nodes, District Nodes and Local Nodes. Centre City is also a type of Node.

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.5



Noise Exposure Forecast

A system used by Transport Canada to provide a measurement of the actual and forecasted aircraft noise in the vicinity of airports. Transport Canada recommends that where the NEF exceeds 30, new residential development should not proceed. See District Maps; Figure 6.3

Non-Residential Area

Areas that support the highest density of employment activity, and will lead the redevelopment and innovative reuse of current Commercial/Industrial Employment areas. See District General Policy: Section 2.4
See District Maps: Figure 6.5 and Figure 6.6



Non-Residential Area - Planned

Areas within the Future Growth Area generally designated for non-residential activities that require a Area Structure Plan prior to development. See District General Policy: Section 2.4
See District Maps: Figure 6.5

Open Space

An area of outdoor land or water that is publicly owned or publicly accessible, including municipal parks, civic spaces, provincial or federal parkland, institutional campuses and other public spaces. Examples include school sites, natural areas, Provincial Parks and Protected Areas. See District General Policy: Section 2.5
See District Maps: Figure 6.2, Figure 6.5, Figure 6.6, Figure 6.7, Figure 6.8, Figure 6.9 and Figure 6.10



Open Space Gap

Areas within the Redeveloping Area that are beyond 400m walking distance from any residence to a park or open space within the City of Edmonton Inventory and generally defined by Breathe policies regarding proximity to green space. See District General Policy: Section 2.5
See District Maps: Figure 6.2



Open Space - Other

This includes open space not previously categorized by BREATHE. This includes alternative jurisdictions (e.g. Alberta Legislature), large institutional sites (e.g. campus), stormwater management facility upland areas or where an existing mass transit station landing space plan description does not match Breathe's definition of a civic square.



Open Space - Planned

Denotes the location and approximate size of Open Spaces that have been approved under a statutory plan but which are not yet in the City's inventory. See District General Policy: Section 2.5
See District Maps: Figure 6.5 and Figure 6.6



Park and Ride

Parking facilities that are built to formalize and make readily available the option of multimodal travel (particularly automobile and transit) and allows the transfer to a high-occupancy mode. Park & Ride facilities are typically located at transit centres or rail transit stations and can range from surface lots to multi-storey parking structures.



Pedestrian Bridge

Pedestrian-only bridges that provide connections across natural or physical barriers such as a freeway, ravine or the river valley. See District Maps: Figure 6.9



Pedestrian Connection - Planned to 1.25 Million
Areas where sidewalks or pathways are needed to facilitate pedestrian travel that have been previously identified in a Council-approved or endorsed geographic plan or through the Sidewalk Strategy. See District Maps: Figure 6.9



Pedestrian Priority Area

Areas that should prioritize the safety and comfort of pedestrians over maximizing the movement of other modes. Enhanced pedestrian space with urban design upgrades of mobility infrastructure such as crosswalks, street furniture, wayfinding, pedestrian-scaled design of the roadway and lighting. The addition of civic spaces and squares in these areas may be appropriate. See District General Policy: Section 3.1
See District Maps: Figure 6.9



Primary Corridor

Prominent urban streets designed for living, working and moving. It serves a citywide or metropolitan level function and as a destination in itself. Primary corridors are generally 2 to -3 blocks wide and transition in scale and intensity to address the surrounding context they support. Their function is to move people while at the same time provide a rich and vibrant street life. See District General Policy: Section 2.3
See District Maps: Figure 6.1 and Figure 6.5

ROAD NAME

Principal Roadway

These arterial roadways provide cross-town auto and goods movement on a higher standard facility with strategic grade separations within Edmonton city limits. They provide a road link between highways and freeways, connect to Anthony Henday Drive and link to important provincial highways outside Edmonton's boundaries.

See District General Policy: Section 3.3

See District Maps: Figure 6.9



Priority Nodes and Corridors

Priority Nodes and Corridors are locations where more intense population growth (than other locations) is anticipated as the City grows to a population of 1.25 million. They are locations that the City will invest in (i.e. infrastructure, incentives and/or programs) to support growth.

See District Maps: Figure 6.10

Proposed Arterial - Future to 1.25 Million

A segment of roadway that is intended to be constructed to the standard of an Arterial roadway by the time Edmonton reaches 1.25 million people.

See District General Policy: Section 3.3

See District Maps: Figure 6.9



Provincial Heritage Character Areas

Area designated provincially under Alberta Regulation 13/2007 for protection of a geographic concentration of provincially significant historical resources under the Historical Resources Act.

See District General Policy: Section 2.6

See District Maps: Figure 6.7



Provincial Park/Protected Area

Established under the *Provincial Parks Act*, open space lands that support outdoor recreation, heritage tourism, natural heritage appreciation activities, and protect Alberta's natural and cultural landscapes and features.

See District Maps: Figure 6.8

Public Realm

Indoor and outdoor space on public or private property that is open to the public such as sidewalks, plazas, amenity and other open spaces.

See District General Policy: Section 2.1



Redeveloping Area

Development within existing residential and non-residential areas that have completed the cycle of growth, build out and maturation, and are changing to accommodate compact, mixed use development in support of The City Plan's City Building Outcomes.

See District Maps: Figure 6.1

Regional Connection

Bike route connections that provide access both within Edmonton and the region, allowing users to access regional destinations.



River Valley Regional Connection

Shared river valley trail connections that provide access to the regional trail system and connection to communities, surrounding municipalities, and broader rural areas.

See District Maps: Figure 6.9



River Valley Trail Access

Trailheads that lead to a river valley trail network and can accommodate foot-based travel only.

See District General Policy: Section 2.5

See District Maps: Figure 6.8



River Valley Viewpoint

Publicly accessible locations created to facilitate the appreciation of significant views. Viewpoints can include constructed structures like a cantilevered deck or tower, or have minimal or no infrastructure and may include only a fence, signage and natural clearing.

See District General Policy: Section 2.5

See District Maps: Figure 6.8



Secondary Corridor

Vibrant residential and commercial streets that serve as a local destination for surrounding communities. Secondary corridors are generally 1 to 3 blocks wide and transition in scale and intensity to address the surrounding context they support. Secondary corridors are expected to be more residential in nature than Primary Corridors with only selective commercial or mixed-use development along their length.

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.5

Small Scale Residential

Ground oriented low density residential development as defined by the zoning bylaw.

Site Planning

Process of establishing the general distribution and interrelationship of uses on a site and the form and massing of buildings to provide guidance at the rezoning and development permit stage.

See District General Policy: Section 2.1



Special Purpose Facility

Major cultural, recreational or sporting venues that provide a unique leisure, memorial or entertainment value that draws users from across Edmonton and the greater metropolitan region. Examples include the Edmonton Valley Zoo or Fort Edmonton Park.

See District Maps: Figure 6.8



Storm Water Management Facility

Artificial water bodies used to gather rainfall and manage surface precipitation runoff from urban areas. They prevent flooding, erosion and property damage while acting as a habitat for wildlife. These include constructed and naturalized constructed wetlands that provide a storm water management function.

See District General Policy: Section 2.5

See District Maps: Figure 6.2 and Figure 6.8



Topographic Sag (Overland Flood Risk)

Low land areas where water can collect in large pools due to flooded drainage systems during intense rainfall.



Transportation/Utility Corridor

Land areas planned by the Province of Alberta to accommodate linear transportation and utility facilities. These uses include ring roads (and associated interchanges), stormwater management facilities, petroleum pipelines, power transmission lines, and municipal or regional water, sanitary and storm sewer lines.



Urban Greenways

Enhanced landscaping along transportation routes that improves the built environment and condition through contact with nature and species that move through the greenway. This may include transportation and/or utility corridors retrofitted to provide new treed boulevards or less formal green linkages connecting people to parks, schools, services and community amenities. In District Plans, these are represented as conceptual greenways identified in The City Plan, with additional critical connections and more specific alignments indicated where possible, and are subject to further planning.

See District General Policy: Section 2.5

See District Maps: Figure 6.5, Figure 6.8 and Figure 6.9



Urban Mix

A land use area supports a wide variety of urban land uses on a fine-grained network of streets and blocks. It consists primarily of residential of varying forms and intensities, and commercial that provides employment and amenities for area residents, as well as community uses and activities that support local access within the district. Urban Mix areas include nodes and corridors, as well as other areas.

See District General Policy: Section 2.2

See District Maps: Figure 6.6



Urban Service

Areas that support publicly and privately owned facilities for the use of schools or utility, emergency, institutional, community services and cemeteries.

See District Maps: Figure 6.6

Urban Structure

Urban Structure is primarily concerned with the layout and pattern of streets, blocks, lanes, mews, and open spaces in the planning and design of new, and retrofit of existing neighbourhoods.

See District General Policy: Section 2.1



Undeveloped

Land within the Future Growth Area that will not be further planned or developed by the time Edmonton reaches 1.25 million people.

See District Maps: Figure 6.5 and Figure 6.9

Utility Infrastructure

The physical networks necessary to support the daily operations of an urban area. Linear infrastructure typically includes water mains, storm and sanitary sewer systems, power, roadways and natural gas systems.

See District General Policy: 4.2

Wayfinding

Signage, cartographic materials and design techniques that provide information about location, orientation and surroundings in order to support navigation around the city.

