

Edmonton

Central District Plan

Draft 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.

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1. Introduction to District Plans

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

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

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

District plans consist of 16 separate bylaws:

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

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

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

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

1.1. How to use District Plans

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

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

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

1.2. Authority and Relationship to Other Plans

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

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

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

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

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

1.3. Relationship to the Zoning Bylaw

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

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

1.4. Monitoring and Amendments

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

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2. District Context

2.1. Physical Context

The Central District is located in the central area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Adjacent districts include the Northwest, 118 Avenue and Jasper Place Districts. Across the North Saskatchewan river to the south is the Scona District (see **Figure 6.1: Citywide Context**). Central District includes the following neighbourhoods:

- Boyle Street
- Central McDougall
- Dovercourt
- Downtown
- Glenora
- Inglewood
- McCauley
- North Glenora
- Oliver
- Prince Charles
- Prince Rupert
- Queen Mary Park
- Riverdale
- Rossdale
- Sherbrooke
- Westmount
- Woodcroft

The Central District is generally bordered by the North Saskatchewan river along its southern and eastern boundary, 142 Street NW to the west and Yellowhead Trail, 121 Street NW to Kingsway Avenue NW and 111/112 Avenue NW to the north. These roadways connect and support movement of people and goods, and support mass transit and active transportation modes between the district and its surrounding areas.

River valley areas within this district include the MacKinnon Ravine, Victoria Park, Louise McKinney Riverfront Park and Dawson Park along its southern and eastern boundaries. These provide major recreational parks, amenities and open space, and connect the district to Edmonton's river valley and ravine system.

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

2.2. Historical Context

The land within the Central District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers headed west. The area is also part of the Métis homeland.

Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The settlement history of this district has several distinct influences over time. People first developed lots along the river in the east portion of the district for river access. These areas offered access to the river and land for cultivation, and served as a campground for First Nations, Métis and non-Indigenous trappers. Edmonton's first fur trading forts settled in 1802 and the Fort Edmonton Cemetery and Indigenous Traditional Burial Grounds remain in the Rosedale neighbourhood.

Following the fur trade and early settlement, the completion of the Low Level Bridge in 1900 and the North Saskatchewan River flood of 1915 transformed Edmonton's growth pattern. Edmonton's early commercial district was forced eastward and away from Fort Edmonton and the Hudson Bay Reserve to locate to the east of the present Downtown (now Chinatown). Present Downtown emerged with the opening of the Hudson's Bay Reserve at the end of the 1800s. Fort Edmonton was replaced by the Legislature building when Edmonton became the capital city of Alberta in 1906. As a result, new professionals migrated to the Downtown and Oliver areas. The upper class settled Glenora and Westmount, and the Government of Alberta built Government House in 1913 to house lieutenant-governor officials.

The Rosedale power plant's construction in 1932 and the Canadian National Railway line's and associated industrial and commercial uses influenced the eastern and central land development of the Central District. Rail operations expanded into the Commonwealth Stadium and Brewery District areas, then north along 121 Street NW to the CN Walker Yard at 127 Avenue NW. Portions of the line east of Downtown later developed into Edmonton's first Light Rail Transit (LRT) system in 1978, forming a connection between Belvedere and Downtown.

The north and central areas of the district saw rapid growth following the construction of the electric streetcar in 1908. The further opening of the Hudson's Bay Reserve in 1912 extended the streetcar along 124 Street NW and 95 Street NW allowing residents in the Westmount and McCauley areas access to Downtown and commercial development. The streetcar line eventually extended north along 127 Street NW in 1917 and crossed the Yellowhead Corridor.

Northern and western parts of the Central District were quickly converted into residential suburbs during Edmonton's rapid growth period following World War II. The district's youngest neighbourhoods (e.g. Woodcroft, Dovercourt, Sherbrooke) were built in the 1950s following the 'Neighbourhood Unit' design concept that features cul-de-sac and crescent street pattern with internal alleyways. This Neighbourhood Unit concept deviated from the typical avenue and street block pattern seen in Downtown and the district's older neighbourhoods. Westmount Mall, Edmonton's first suburban shopping mall, was also built during this time and has continued to serve the residents of these neighbourhoods since.

This district's full build out was complete by the 1970s, and in some cases residential infill of older housing stock with apartments occurred in areas like Oliver, Queen Mary Park, Boyle Street and Central McDougall.

2.3. Development Context

The Central District comprises Edmonton's central business district and surrounding mature neighbourhoods of primarily residential and mixed use development. Recreational uses and institutional uses such as Commonwealth Stadium, REMAX field, MacEwan University, Norquest College and the Alberta Legislature are rooted across the district.

This planning district generally includes the neighbourhoods associated with Downtown, including Rosedale, Oliver and Boyle Street. These areas share a strong connection to the district's Jasper Avenue commercial corridor. Oliver developed as an attractive area for apartment redevelopment and many of the original single-detached homes were replaced beginning in the 1930s. A majority of the district's low-density housing is located away from the Downtown area.

Jasper Avenue remains the Central District's main commercial avenue, with significant commercial, heritage and cultural areas extending north, such as along 97 Street NW and 95 Street NW. The Heritage Quarter in Boyle Street contains municipal historic resources that represent the heart of the early Edmonton community, where vibrant commerce, trade, entertainment and living once existed. Travelling north, Edmonton's original Chinatown emerged more than 100 years ago in the areas of Boyle Street and McCauley, where a number of merchants established businesses to cater to a small, but growing Chinese population. 95 Street became the centre of Edmonton's Italian community in the 1950s.

Further west, Jasper Avenue connects to the 124 Street commercial strip that divides Oliver, Westmount and Inglewood. These neighbourhoods include some of the city's oldest neighbourhoods and housing stock. Early examples of housing constructed from 1912 to 1925 and their original architectural character can be found along 125 Street NW and 126 Street NW within the Westmount Architectural Heritage Area.

Groat Road is a major north-south connection within the western portion of the Central District. Heading south, Groat Road NW connects the neighbourhoods of Dovercourt, Sherbrooke, Woodcroft, North Glenora and Glenora to major activity centres such as Westmount Shopping Centre and Coronation Park. It continues south across the river valley to the Scona District to access the University of Alberta north campus and University Hospital.

The LRT line connects the Downtown area neighbourhoods to the northeast and south of the city. Central District neighbourhoods and major anchors accessible by the Metro and Capital line include McCauley, Central McDougall, Prince Rupert, Queen Mary Park, the Royal Alexandra Hospital and Commonwealth Stadium. Neighbourhoods in the west areas of this district will be influenced by the ongoing LRT development of the Valley Line West.

The Central McDougall/Queen Mary Park Area Redevelopment Plan (1998), Rosedale Area Redevelopment Plan (1986), Capital City Downtown Plan (2010), The Quarters Downtown Area Redevelopment Plan (2014), 104 Avenue Corridor Area Redevelopment Plan (2015), The Chinatown Strategy and The Chinatown Urban Interface Plan (2017), Stadium Station Area Redevelopment Plan (2018), and Downtown Public Places Plan (2020) are still active planning tools used to guide land use, mobility and growth planning in these areas.

A portion of the Edmonton river valley and ravine system is included within the boundary of this district plan and is guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020). Together, these plans are intended to help guide appropriate public use and enjoyment of the River Valley and to protect ecologically sensitive areas within the Central District and Edmonton citywide.

The Capital City Downtown Plan (adopted in 2010) provides a land use planning framework and implementation plan to guide development for the following 10 to 15 years. The Plan sets out public investment projects that are key to the transformation of the Downtown and provides regulations to raise the standard of urban design and encourage sustainable development.

The Quarter's Downtown Area Redevelopment Plan (adopted in 2014) provides a planning framework to guide development and revitalization in The Quarter's portion of Boyle Street. The Plan lays out areas of special character, sustainable development and recommends specific policies and regulatory actions to achieve a vibrant, healthy community of five distinct areas, each with its own character, activities and feel.

The 104 Avenue Corridor Area Redevelopment Plan (adopted in 2015) was created to address the redevelopment of the commercial Brewery District. The plan envisions the 104 Avenue Corridor as a gateway to Downtown that is a well designed, dense built environment incorporating a mix of uses in support of transit-oriented development (TOD). Its 25-year vision provides principles and policy directions to guide public investments and private redevelopments.

The Chinatown Strategy and The Chinatown Urban Interface Plan (both adopted in 2017) aim to boost socio-economic development in Edmonton's Chinatown. The Strategy provides a framework of actions to address programming and placemaking as outlined in the Chinatown Economic Development Plan. The Urban Interface Plan is a focused urban design analysis that sets out location criteria for improvements in the area.

The Stadium Station Area Redevelopment Plan (adopted in 2018) includes Stadium Station, which was originally built without a plan to guide nearby development. As a result, the Stadium Station ARP was created to address the LRT station's integration with its surrounding area. The land use planning framework will guide private sector redevelopment and public sector improvements to boost business and increase residential presence in the area. The Plan's full build out is anticipated to happen over the following 20 to 25 years after plan adoption.

The Downtown Public Places Plan (adopted in 2020) provides a 20-year vision and direction for the entire public places network in The Quarters, Downtown, Rosedale and the Alberta Legislature areas. The Plan builds on the Capital City Downtown Plan and BREATHE: Green Network Strategy to improve the provision, connectivity and functionality of public places.

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

3. City Plan Direction

3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Central District will continue to be a focus area in the city for population and employment growth through redevelopment and infill. While the Centre City node includes many distinctive parts, as each of these areas grow, they will also contribute collectively to a stronger core in Downtown, the Jasper Avenue and 104 Avenue NW sections of Oliver, The Quarters in Boyle Street and the River Crossing area of Rossdale. In addition, continuing redevelopment is expected in the North Edge area, which forms the southern parts of Queen Mary Park and Central McDougall. Many of these areas will also be supported by investments in new and renewed parks and gathering spaces, including the implementation of the Downtown Public Places Plan.

Much of the Innovation Corridor - an area focused on opportunities for investment in innovative business and institutional growth - also occurs in this district and follows the path of previous mass transit investments (Capital and Metro LRT). As Edmonton grows towards 1.25 million people, Downtown will maintain and strengthen its role as a business, cultural, transportation, and visitor hub, with the opportunity to expand geographically as the city grows to support adjacent areas of the Centre City Node.

At the eastern extremity of the Central District, the Stadium District Node redevelopment is also a focus for growth, taking advantage of recent public realm and mass transit improvements.

Additional opportunities for redevelopment are identified along portions of Primary Corridors in the district, including 124 Street, 97 Street, 111 Avenue and Stony Plain Road. Mass transit investments, such as the west branch of the Valley Line LRT, and a proposed north-south route along 101 Street NW/97 Street NW are expected to support the activation of these areas. Other improvements to district network mass transit will provide enhanced connections within the district and to surrounding areas.

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

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

Table 3.1 - District Population and Jobs Estimates

	2020 estimate	Future State (1.25 Million citywide population)	City Plan Vision (2 Million citywide population)
District Population	100,000	113,000	240,000
District Jobs	135,000	139,000	215,000

3.2. Growth to 2 Million

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

Central is one of the districts with many growth opportunities earlier in the City Plan's activation periods. Beyond Edmonton's 1.25 million population, this district will experience further development in most areas. Additional geographic areas of the district will also emerge as redevelopment cycles complete. Some general patterns that are expected include:

- Continued redevelopment with more people and jobs added to all areas of the Centre City Node;
- Additional redevelopment opportunities northward along 124 Street and westward along Stony Plain Road, in the latter case supported by the mass transit line already under construction (Valley LRT);
- Redevelopment at and around Westmount shopping centre as the Westmount District Node;
- Continued incremental redevelopment in the heavily residential sections of the district, such as Riverdale, McCauley, Dovercourt, Sherbrooke, Prince Charles, North Glenora, and Inglewood;
- The emergence and strengthening of more local nodes and secondary corridors, including 111 Avenue-Norwood Boulevard, 107 Avenue NW, and 127 Street NW, as mass transit improvements are added to support these areas; and
- Supporting business and institutional diversification, the Innovation Corridor will grow as a development magnet through the district, connecting several nodes and corridors.

Using the existing river valley access as a base, a network of urban and habitat greenways will provide strong connections for the people of Central District to the ecological network and for active transportation within the district and to adjacent nodes and corridors and districts.

Continued expansion and added density of the mass transit network in the Central District is expected to go in tandem with continued growth in jobs and housing. By the City Plan's 2 million horizon, mass transit is expected to be supported through two new transit bridge river crossings to the south from Central District. A dedicated rapid transit connection to the international airport will also be in place from a centrally-located Mobility Hub.

4. District Specific Policy Guidance

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

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

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

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

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

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.4.

Figure 4.1 - Central Subarea Figure for District Specific Policy Table Reference

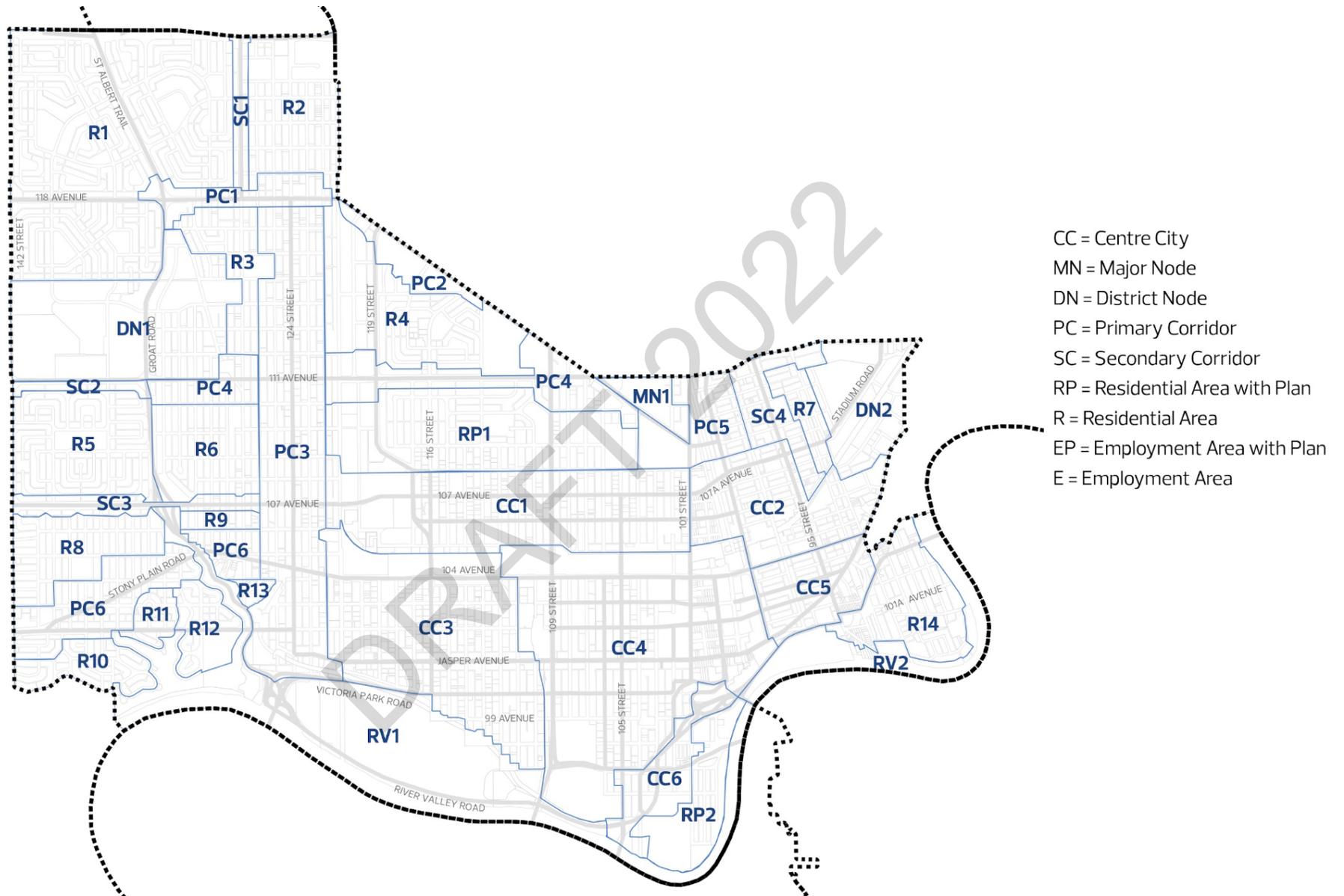


Table 4.1 - District Specific Policy

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
CC1 to CC6		Policies beginning in 'CCx' are part of the Centre City Node as identified in The City Plan.	
CC1	North Edge (Central McDougall and Queen Mary Park neighbourhoods & ARP)	CC1-1 For further planning direction refer to the Central McDougall/Queen Mary Park Area Redevelopment Plan for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
CC1		CC1-2 For further planning direction refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan for portions of this Node where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
CC2	Chinatown Area (portion of McCauley and Boyle Street neighbourhoods)	CC2-1 For further planning direction refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan for portions of this Node where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
CC2	Chinatown Economic Development Zone (portion of McCauley and Central McDougall neighbourhoods)	CC2-2 The area within the Chinatown Economic Development Zone should follow the direction provided in the Chinatown Urban Interface Plan. See Figure 4.3	2.2.1 General Policies
CC3	Oliver (Oliver neighbourhood, including part of 104 Avenue Corridor ARP)	CC3-1 For further planning direction refer to the 104 Avenue Corridor Area Redevelopment Plan for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
CC3	Portion of Oliver neighbourhood	CC3-2 The City will encourage the provision of publicly accessible open space along Jasper Avenue in the event the Edmonton General Hospital is redeveloped. Likewise, the City will encourage the provision of publicly accessible open space at the Eric Cormack Centre (at the southeast corner of 99 Avenue and 111 Street) in the event the site is redeveloped. See Figure 4.4	2.2.1 General Policies; 2.3.5 Large Sites

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
CC3	Portion of Oliver neighbourhood	CC3-3 Off-street non-accessory parking may be allowed on vacant sites in the western portion of the Oliver neighbourhood and is subject to appropriate design treatments, including screening, fencing and/or landscaping and asphalt surfacing. This direction excludes sites fronting on Jasper Avenue. See Figure 4.5	2.2.1 General Policies
CC3		CC3-4 The retention and reuse of older houses that are subject to (DC1) Direct Development Control Provisions is encouraged. Development adjacent to these sites should respect their role and significance in the urban fabric using setbacks, massing and landscaping.	2.6.1 Heritage and Cultural Resources General Policies
CC4	Downtown (Downtown neighbourhood, including part of Capital City Downtown ARP)	CC4-1 For further planning direction refer to the Capital City Downtown Plan.	1.2 Authority and relationship to other plans
CC4		CC4-2 For further planning direction refer to the Downtown Public Places Plan. See Figure 4.6	1.2 Authority and relationship to other plans
CC4	Downtown (Rosssdale neighbourhood)	CC4-3 For further planning direction refer to the West Rosssdale Urban Design Plan where it is in effect.	1.2 Authority and relationship to other plans
CC5	Quarters (portion of Boyle Street neighbourhood, including part of The Quarters Downtown ARP)	CC5-1 For further planning direction refer to The Quarters Downtown Area Redevelopment Plan.	1.2 Authority and relationship to other plans
CC5		CC5-2 For further planning direction refer to The Quarters Downtown Urban Design Plan.	1.2 Authority and relationship to other plans
CC5		CC5-3 For further planning direction refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan for portions of this Node where it is in effect. Figure 4.2	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
CC6	River Crossing (portion of Rossdale neighbourhood & ARP)	CC6-1 For further planning direction refer to the Rossdale Area Redevelopment Plan.	1.2 Authority and relationship to other plans
CC6		CC6-2 For further planning direction refer to the West Rossdale Urban Design Plan where it is in effect.	1.2 Authority and relationship to other plans
CC6		CC6-3 For further planning direction refer to the River Crossing Heritage Interpretive Plan where it is in effect.	1.2 Authority and relationship to other plans
CC6		CC6-4 For further planning direction refer to the Capital City Downtown Plan for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
CC6		CC6-5 For further planning direction refer to the Downtown Public Places Plan for portions of this Node where it is in effect. See Figure 4.6	1.2 Authority and relationship to other plans
MN1	Blatchford-NAIT-Kingsway Major Node	MN1-1 For further planning direction refer to the Central McDougall/Queen Mary Park Area Redevelopment Plan for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
DN1	Westmount District Node (portion of Inglewood neighbourhood)	DN1-1 Should redevelopment of the large site located at the northeast corner of 114 Avenue NW and Groat Road NW (Lots 1-3, Block 17, Plan 7720986; Lots 1-3, Block 18, Plan 7720986; Lot , Blocks 19-21, Plan 5025HW; and Lot , Blocks A-B, Plan 5025HW) a comprehensive proposal will be encouraged under a Direct Control District, which shall include a publicly accessible park on site.	2.2.1 General Policies; 2.3.5 Large Sites; 2.5 Open Space and Natural Areas General Policies
DN2	Stadium District Node (portions of Stadium Station ARP)	DN2-1 For further planning direction refer to the Stadium Station Area Redevelopment Plan.	1.2 Authority and relationship to other plans
DN2	Stadium District Node (portions of Norwood Boulevard Mobility Assessment)	DN2-2 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this Node where it is in effect. See Figure 4.7	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC1	Kingsway/118 Avenue Primary Corridor (portion of Inglewood neighbourhood)	<p>PC1-1 Should redevelopment of the Princess Apartments site occur, a comprehensive proposal will be encouraged under a Direct Control District which meets the following guidelines:</p> <ul style="list-style-type: none"> i) development should remain residential but may include commercial uses along 118 Avenue; ii) commercial uses and associated parking should not extend south of 117B Avenue; iii) commercial buildings along 118 Avenue should not exceed a height of three storeys; iv) residential development along 117 Avenue and 127 Street should be oriented to the street, sensitive in design to the surrounding single detached housing, and not exceed a height of four storeys. <p>See Figure 4.8</p>	2.2.2. Urban Mix; 2.3.8. Primary Corridors;
PC3	124 Street Primary Corridor (portion of Westmount and Oliver neighbourhoods)	<p>PC3-1 For further planning direction refer to the 104 Avenue Corridor Area Redevelopment Plan for portions of this Primary Corridor where it is in effect.</p>	1.2 Authority and relationship to other plans
PC3	124 Street Primary Corridor (portion of Westmount neighbourhood)	<p>PC3-2 For development within the Westmount Architectural Heritage Area (WAHA) refer to DC1 Charter Bylaw 18934 in the Zoning Bylaw. The following policies may also inform the design of new development in the WAHA:</p> <ul style="list-style-type: none"> i. Ensure new development is sensitively integrated with the historical context of the WAHA. ii. Require exterior alterations be undertaken in a manner that retains and preserves a building's original architectural elements to the greatest extent practical. iii. Support the historical context of the WAHA by incorporating defining elements of the Area's character within the built form. See Figure 4.9 	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC3	124 Street Primary Corridor (portion of Westmount neighbourhood)	<p>PC3-3 The following voluntary architectural guidelines may inform the design of new development in the WAHA, in addition to the mandatory design and development criteria outlined in Charter Bylaw 18934. See Figure 4.9</p>	2.6.1 Heritage and Cultural General Policies
		<p>PC3-3.1 Roofs and Dormers</p> <ul style="list-style-type: none"> i. Roofs may be articulated through the use of dormers ii. Roofs may have wide or bellcast eaves iii. Eaves may be open or closed 	
		<p>PC3-3.2 Front Porches and Balconies</p> <ul style="list-style-type: none"> i. Front porches may be full-width or half-width and may be enclosed, partially enclosed, or unenclosed ii. Development in the WAHA may include a balcony iii. Balconies may be enclosed or unenclosed. 	
		<p>PC3-3.3 Materials</p> <ul style="list-style-type: none"> i. Development is encouraged to utilize traditional materials including: <ul style="list-style-type: none"> a. Wood clapboard and shingle as primary materials b. Stucco and brick as accents ii. Development is encouraged to follow traditional patterns of material application, including variations in finishing materials to provide contrast and articulate façades iii. Development is encouraged to enhance façades through the use of multiple colours. 	
		<p>PC3-3.4 Colour</p> <p>Where applied, colour should:</p> <ul style="list-style-type: none"> i. Articulate façades and provide visual interest ii. Create contrast iii. Highlight architectural features and detailing. 	
		<p>PC3-3.5 Windows</p> <ul style="list-style-type: none"> i. Windows may be arranged individually and/or in groups to create larger areas of glazing. ii. Windows may follow traditional patterns of arrangement, including tripartite and bay windows. iii. Windows may feature upper sashes divided into multiple panes. 	

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC3		<p>PC3-3.6 Architectural Detailing</p> <ul style="list-style-type: none"> i. Where applied, architectural details may include: <ul style="list-style-type: none"> a. Columns, which may be <ul style="list-style-type: none"> i. Single or paired ii. Square, round, or tapered iii. Accented with a masonry base b. Decorative Brackets c. Half-timbering in gable ends d. Dentilated mouldings e. Exposed rafters f. Trimwork, including belt courses and corner boards g. Crown mouldings over window and door openings. 	2.6.1 Heritage and Cultural General Policies
PC3	124 Street Primary Corridor (portion of Westmount neighbourhood)	<p>PC3-4 The following addresses were retained from the West-Ingle ARP Appendix II: List of Heritage Homes in West-Ingle and are subject to further verification of their Municipal Historic Resource designation pursuant to the Historical Resources Act, Section 26, Revised Statutes of Alberta, 2000, c.H-9, as amended:</p> <p>122 Street: Building 11546, 11542, 11534, 11526, 11512, 11506, 11422, 11138, 11132, 11118, 10978, 10974, 10970, 10922 and 10914</p> <p>123 Street: Building 11539, 11531, 11512, 11403, 11344, 11338, 11330, 11244, 11239, 11238, 11234, 11226, 11223, 11211, 11209, 11208, 11204, 11137, 11135, 11131, 11117, 11014, 10996, 10993, 10967, 10947, 10929, 10924, 10920, 10912, 10904, 10838, 10833, 10830, 10829, 10806, 10728, 10724 and 10718</p> <p>125 Street: Building 11427, 11425, 11422, 11418, 11312, 11308, 11227, 11217, 11142, 11140, 11131, 11124, 11033, 11024, 11018, 11017, 11011 and 11007</p> <p>126 Street: Building 11437, 11235, 11231 and 11103</p>	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC3	124 Street Primary Corridor (portion of Oliver neighbourhood)	PC3-5 Off-street non-accessory parking may be allowed on vacant sites in the western portion of the Oliver neighbourhood and is subject to appropriate design treatments, including screening, fencing and/or landscaping and asphalt surfacing. This direction excludes sites fronting on Jasper Avenue. See Figure 4.5	2.2.1 General Policies
PC3		PC3-6 The retention and reuse of older houses that are subject to (DC1) Direct Development Control Provisions is encouraged. Development adjacent to these sites should respect their role and significance in the urban fabric using setbacks, massing and landscaping.	2.6.1 Heritage and Cultural Resources General Policies
PC4	111 Avenue Primary Corridor (St. Albert Trail to Kingsway Avenue)	PC4-1 For further planning direction refer to the Central McDougall/Queen Mary Park Area Redevelopment Plan for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
PC4	111 Avenue Primary Corridor (portion of Inglewood neighbourhood)	PC4-2 The following addresses were retained from the West-Ingle ARP Appendix II: List of Heritage Homes in West-Ingle and are subject to further verification of their Municipal Historic Resource designation pursuant to the Historical Resources Act, Section 26, Revised Statutes of Alberta, 2000, c.H-9, as amended: 126 Street: Building 11128 127 Street: Building 11139, 11134, 11131, 11122, 11121, 11119 and 11117	2.6.1 Heritage and Cultural General Policies
PC5	97 Street Primary Corridor	PC5-1 For further planning direction refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan for portions of this Corridor where it is in effect. Figure 4.2	1.2 Authority and relationship to other plans
PC5		PC5-2 For further planning direction refer to the Central McDougall/Queen Mary Park Area Redevelopment Plan for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC5	97 Street Primary Corridor (portion of McCauley neighbourhood)	PC5-3 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this Corridor where it is in effect. See Figure 4.7	1.2 Authority and relationship to other plans
SC4	111 Avenue Secondary Corridor (portion of McCauley neighbourhood)	SC4-1 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this Corridor where it is in effect. See Figure 4.7	1.2 Authority and relationship to other plans
R3	Portion of Inglewood neighbourhood	R3-1 Should redevelopment of the Princess Apartments site occur, a comprehensive proposal will be encouraged under a Direct Control District which meets the following guidelines: i) development should remain residential but may include commercial uses along 118 Avenue; ii) commercial uses and associated parking should not extend south of 117B Avenue; iii) commercial buildings along 118 Avenue should not exceed a height of three storeys; iv) residential development along 117 Avenue and 127 Street should be oriented to the street, sensitive in design to the surrounding single detached housing, and not exceed a height of four storeys. See Figure 4.8	2.2.2. Urban Mix; 2.3.8. Primary Corridors;
R3		R3-2 The following addresses were retained from the West-Ingle ARP Appendix II: List of Heritage Homes in West-Ingle and are subject to further verification of their Municipal Historic Resource designation pursuant to the Historical Resources Act, Section 26, Revised Statutes of Alberta, 2000, c.H-9, as amended: 126 Street: Building 11428, 11342, 11318, 11308, 11304, 11224 and 11206 127 Street: Building 11322, 11317, 11230, 11229, 11225, 11223, 11221, 11217, 11214, 11208 and 11204	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R6		<p>R6-1 For development within the Westmount Architectural Heritage Area (WAHA) refer to DC1 Charter Bylaw 18934 in the Zoning Bylaw.</p> <p>Ensure new development is sensitively integrated with the historical context of the WAHA.</p> <p>Require exterior alterations be undertaken in a manner that retains and preserves a building's original architectural elements to the greatest extent practical.</p> <p>Support the historical context of the WAHA by incorporating defining elements of the Area's character within the built form. See Figure 4.9</p>	2.6.1 Heritage and Cultural General Policies
R6	Portion of Westmount neighbourhood	<p>R6-2 The following voluntary architectural guidelines may inform the design of new development in the WAHA, in addition to the mandatory design and development criteria outlined in Charter Bylaw 18934. See Figure 4.9</p> <p>R6-2.1 Roofs and Dormers</p> <ul style="list-style-type: none"> i. Roofs may be articulated through the use of dormers ii. Roofs may have wide or bellcast eaves iii. Eaves may be open or closed <p>R6-2.2 Front Porches and Balconies</p> <ul style="list-style-type: none"> i. Front porches may be full-width or half-width and may be enclosed, partially enclosed, or unenclosed ii. Development in the WAHA may include a balcony iii. Balconies may be enclosed or unenclosed. 	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R6	Portion of Westmount neighbourhood	<p>R6-2.3 Materials</p> <ul style="list-style-type: none"> i. Development is encouraged to utilize traditional materials including: <ul style="list-style-type: none"> a. Wood clapboard and shingle as primary materials b. Stucco and brick as accents ii. Development is encouraged to follow traditional patterns of material application, including variations in finishing materials to provide contrast and articulate façades iii. Development is encouraged to enhance façades through the use of multiple colours. 	2.6.1 Heritage and Cultural General Policies
		<p>R6-2.4 Colour</p> <p>Where applied, colour should:</p> <ul style="list-style-type: none"> i. Articulate façades and provide visual interest ii. Create contrast iii. Highlight architectural features and detailing. 	
		<p>R6-2.5 Windows</p> <ul style="list-style-type: none"> i. Windows may be arranged individually and/or in groups to create larger areas of glazing. ii. Windows may follow traditional patterns of arrangement, including tripartite and bay windows. iii. Windows may feature upper sashes divided into multiple panes. 	
		<p>R6-2.6 Architectural Detailing</p> <ul style="list-style-type: none"> i. Where applied, architectural details may include: <ul style="list-style-type: none"> a. Columns, which may be <ul style="list-style-type: none"> i. Single or paired ii. Square, round, or tapered iii. Accented with a masonry base b. Decorative Brackets c. Half-timbering in gable ends d. Dentilated mouldings e. Exposed rafters f. Trimwork, including belt courses and corner boards g. Crown mouldings over window and door openings. 	

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R7	Portion of McCauley neighbourhood	R7-1 For further planning direction refer to the Norwood Boulevard Mobility Assessment for portions of this subarea where it is in effect. See Figure 4.7	1.2 Authority and relationship to other plans
R14	Portion of Riverdale neighbourhood	R14-1 Provide pedestrian oriented local commercial development on the southwest corner of 101A Avenue and 89 Street and the northwest corner of 90 Street and 101A Avenue. Uses having a gross floor area of over 275 m2 should not be approved because of the proximity to the local residential area and desire to maintain a small town atmosphere within the community. See Figure 4.10	2.2.2 Urban Mix
R14	Portion of Riverdale neighbourhood	R14-2 Refer to the Floodplain Protection Overlay for portions of this sub-area located within the 1:25 and 1:100 year floodplain. Development within the 1:100 year floodplain will have to satisfy the requirements of the Floodplain Protection Overlay under the Edmonton Zoning Bylaw as amended. Further: i. Development within the 1:25 year floodplain will be prohibited with the exception of Parks and Recreation facilities, and utilities deemed essential by City Council ii. development within the 1:100 year floodplain, where lawfully existing on sites prior to adoption of the Riverdale ARP, will not be subject to the regulations of the Floodplain Protection Overlay. However, all further undertakings which increase the amount of flood vulnerable floor space will be required to meet these regulations. See Figure 4.11	4.3.1. Physical and Environmental Risk Management
R14		R14-3 For development within The Brickyard at Riverdale refer to DC1 Charter Bylaw 12354 in the Zoning Bylaw. See Figure 4.12	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
RP1	Portion of Queen Mary Park, Central McDougall neighbourhoods (including portion of Central McDougall Queen Mary Park ARP)	RP1-1 For further planning direction refer to the Central McDougall/Queen Mary Park Area Redevelopment Plan.	1.2 Authority and relationship to other plans
RP2	Portion of Rossdale neighbourhood (including portion of Rossdale ARP)	RP2-1 For further planning direction refer to the Rossdale Area Redevelopment Plan.	1.2 Authority and relationship to other plans
RP2	Portion of Rossdale neighbourhood	RP2-2 For further planning direction refer to the West Rossdale Urban Design Plan where it is in effect.	1.2 Authority and relationship to other plans
RV1	North Saskatchewan River Valley and Ravine System - portion	RV1-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
RV1		RV1-2 For further planning direction refer to the River Crossing Heritage Interpretive Plan where it is in effect.	1.2 Authority and relationship to other plans
RV2	North Saskatchewan River Valley and Ravine System - portion	RV2-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
RV2		RV2-2 For further planning direction refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan for portions of this Node where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

Figure 4.2 - The Chinatown Strategy

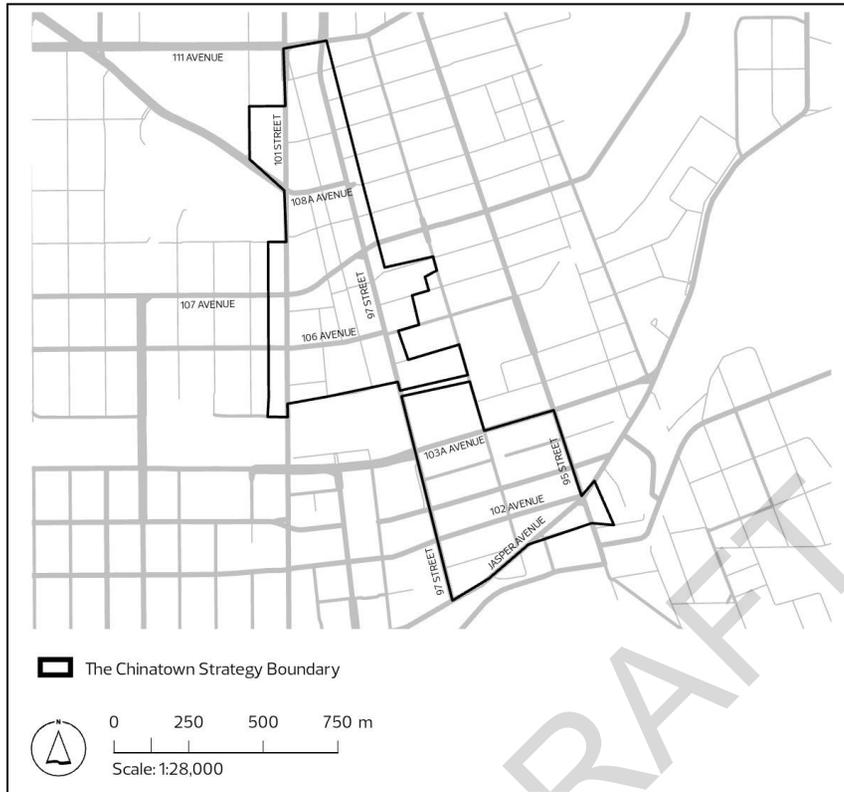
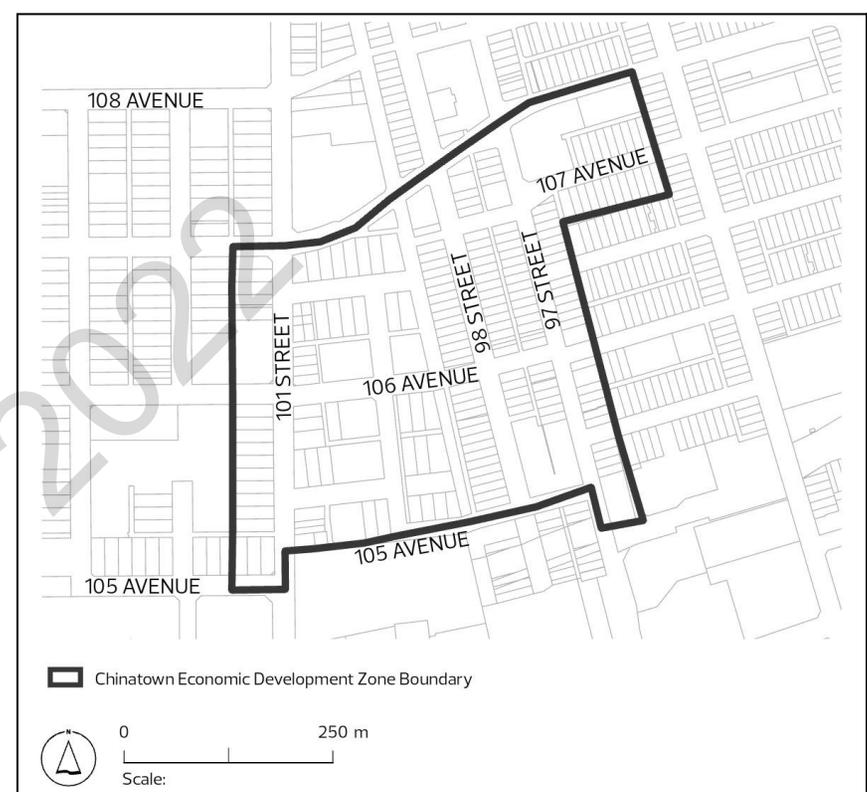


Figure 4.3 - Chinatown Economic Development Zone



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Figure 4.4 - Provision of publicly accessible open space in Oliver

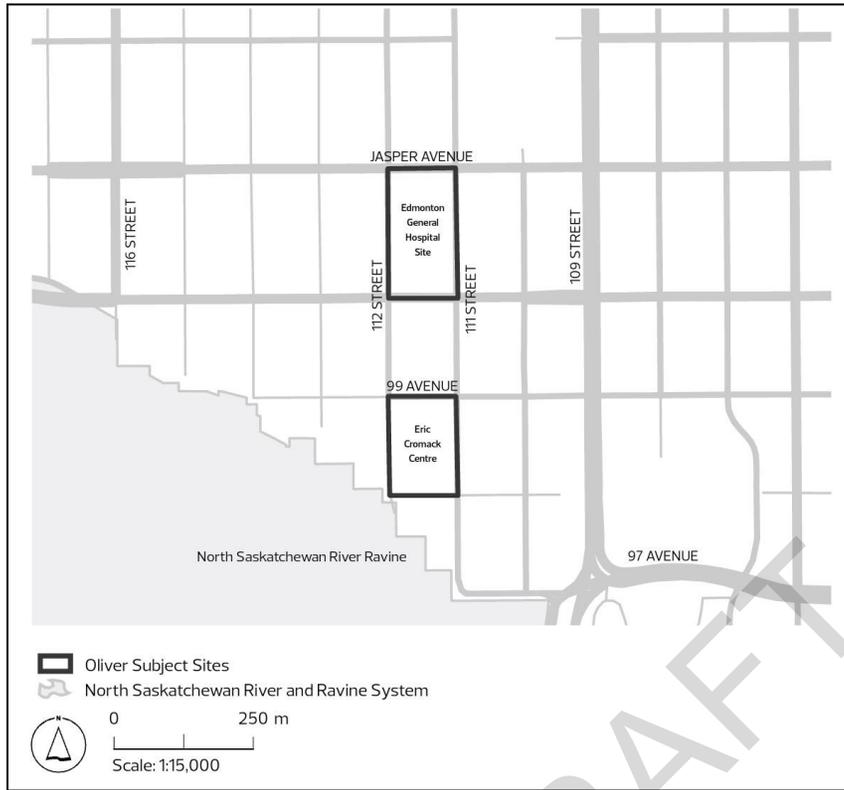
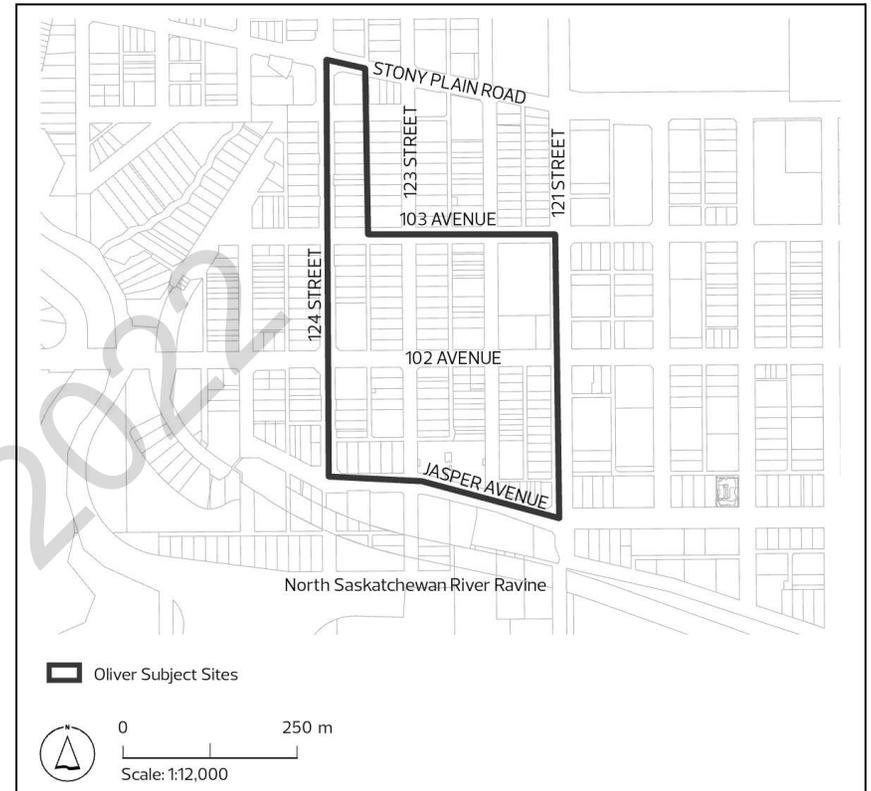


Figure 4.5 - Parking provisions in Oliver



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Figure 4.8 - Provisions for Future Redevelopment in Inglewood

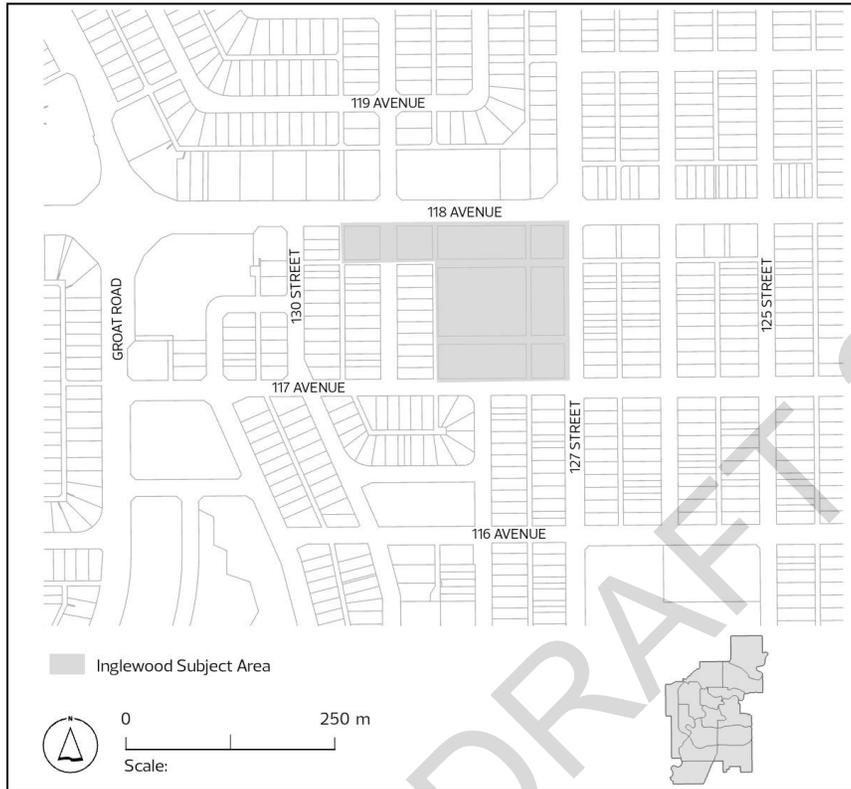


Figure 4.9 - Westmount Architectural Heritage Area



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Figure 4.10 - Riverdale Neighbourhood Commercial Sites

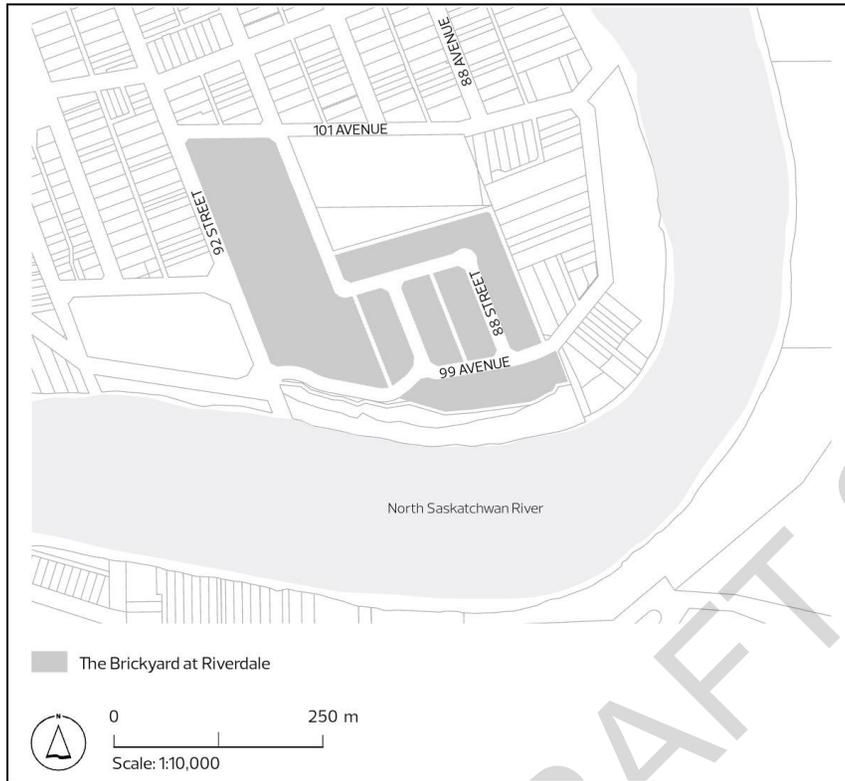


Figure 4.11 - Riverdale Floodplain Management



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Figure 4.12 - *The Brickyard at Riverdale*



5. Growth Activation

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

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

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

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

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

Figure 6.10: Growth Activation identifies seven Priority Nodes and Corridors for the Central District Plan: Centre City - The North Edge, Centre City - Oliver, Centre City - Downtown, Centre City - The Quarters, Blatchford-NAIT-Kingsway Major Node, Stony Plain Road Primary Corridor and 124 Street Primary Corridor.

6. District Maps

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

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

6.1. Map List

- **Figure 6.1: Citywide Context**

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

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

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

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

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

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

The Vision at 2 Million map represents an aspirational illustration of the district when Edmonton reaches 2 million. It is not intended to specify city building decisions, but to indicate the general direction for the district. It emphasizes areas of change based on system improvements and growth targets in The City Plan. Detailed illustrations indicate how the vision of The City Plan might unfold in specific areas, including improvements to the open space and mobility networks and the public realm. As district

plans are amended over time and guidance for currently unplanned areas becomes established, the vision will need to be adjusted, including more detail about location of specific features (greenways, Local Nodes, active transportation routes, etc.).

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

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

- **Figure 6.6: Land Use Concept**

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

- **Figure 6.7: Heritage and Culture**

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

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

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

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

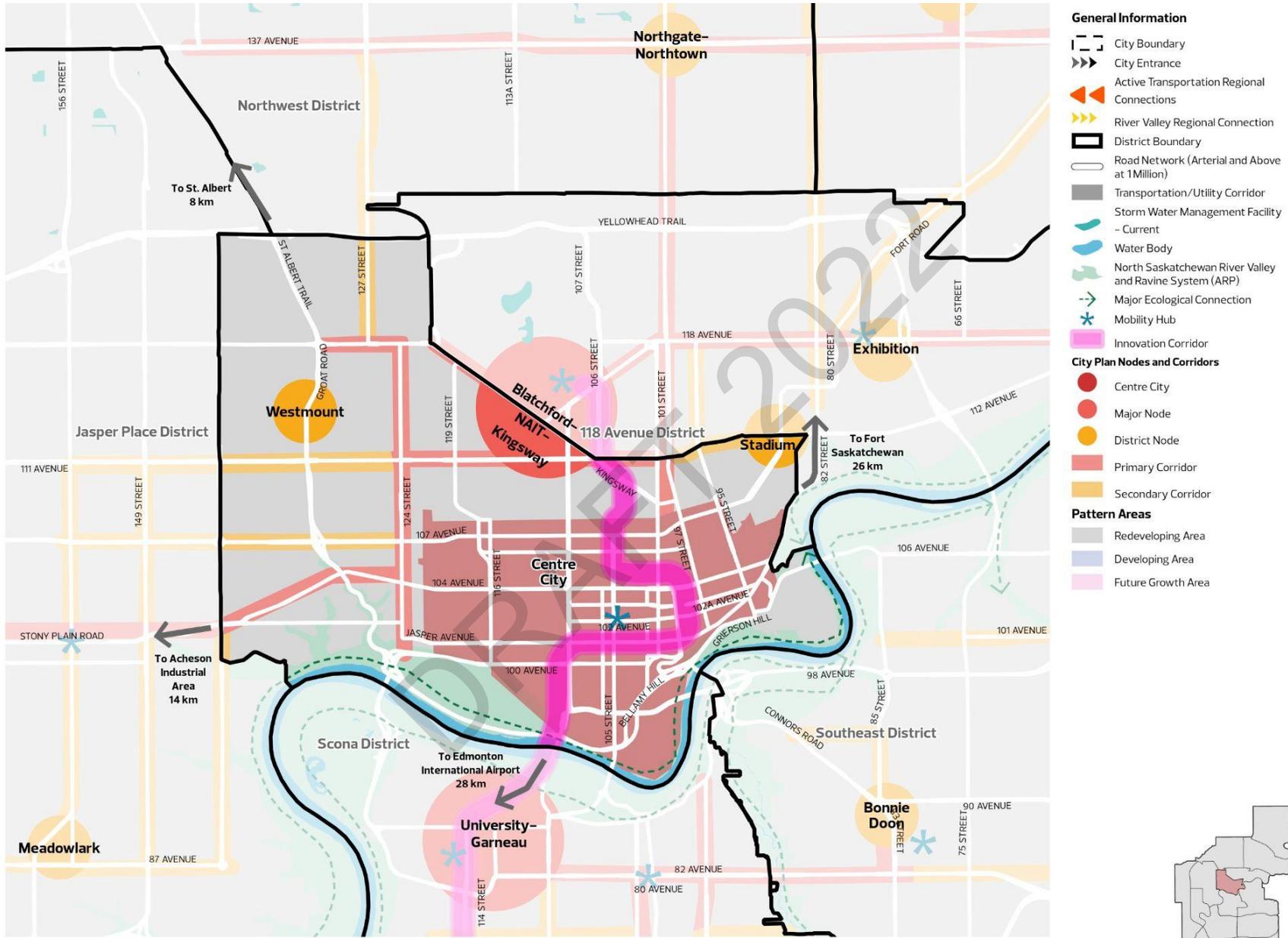
The two Mobility maps elaborate on the mobility system in The City Plan, including the active transportation (pedestrian and cycling), roadway and transit networks. It presents the intentions for the district's mobility system when the City reaches 1.25 million people, based on direction from mobility studies such as the Mass Transit Study, the Mobility Network Assessment and The Bike Plan.

- **Figure 6.10: Growth Activation**

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

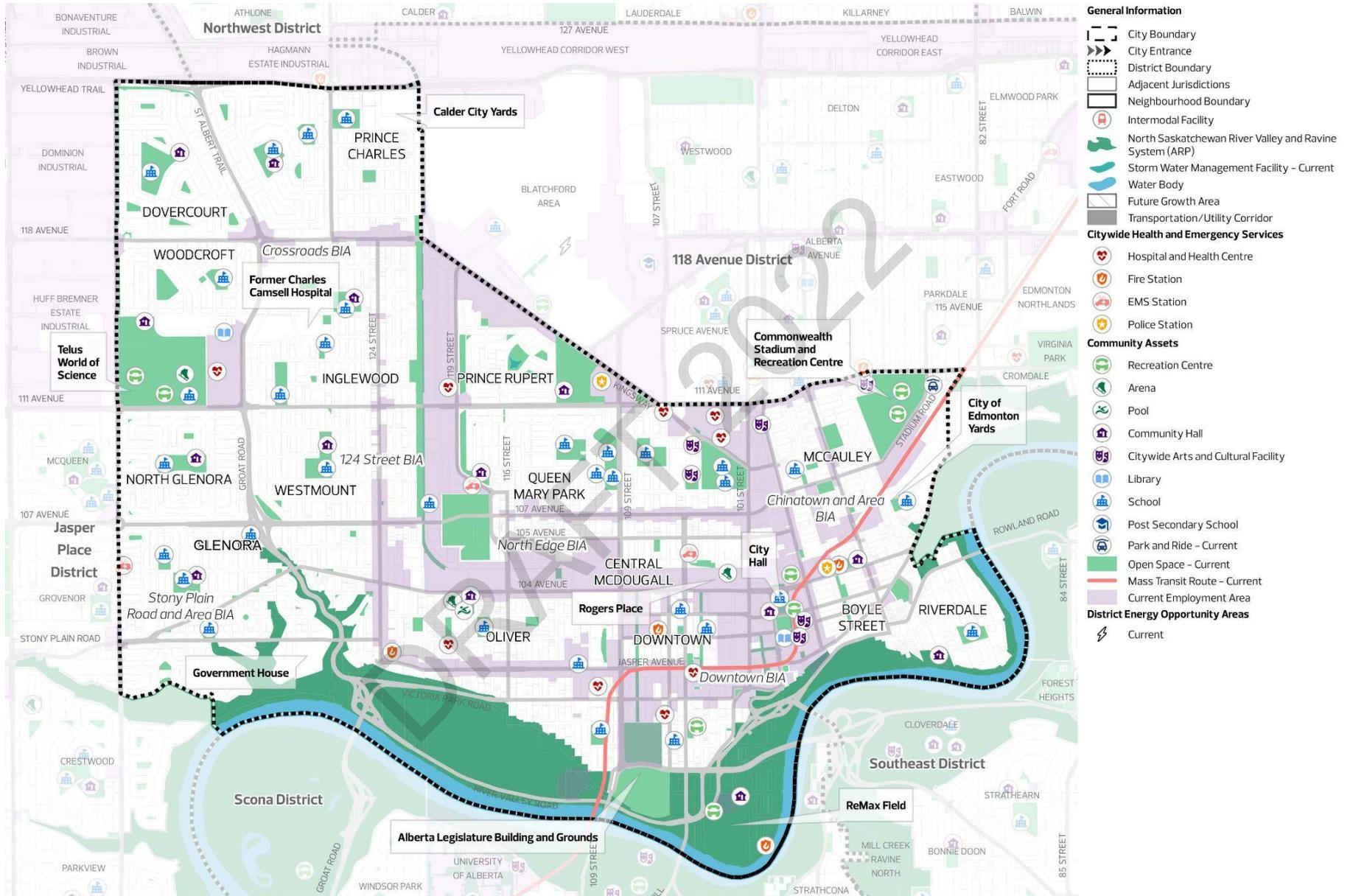
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Figure 6.1: Citywide Context



Scale: 1:60,000

Figure 6.2: District Context - Assets

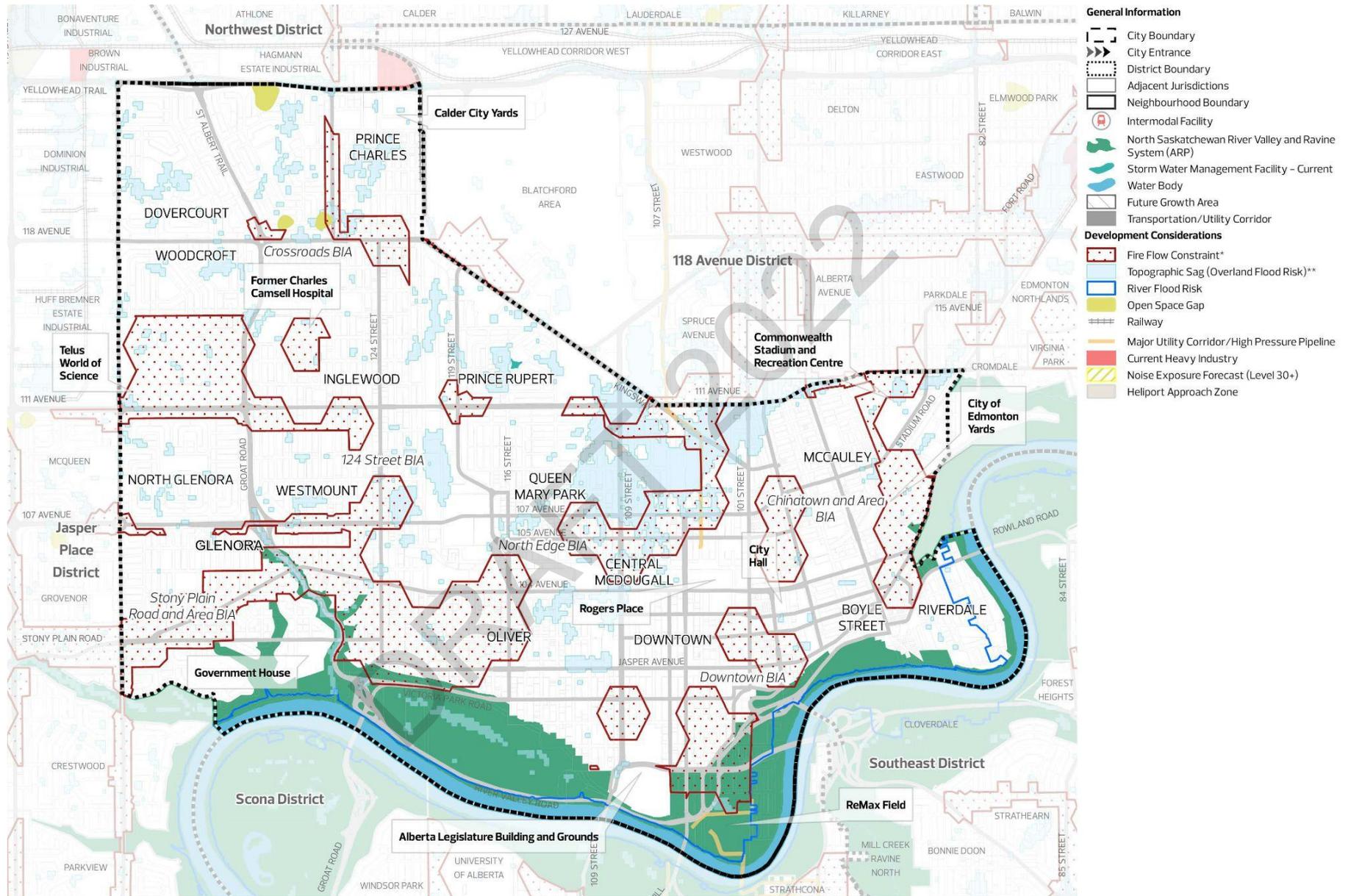


0 0.25 0.5 Km Scale: 1:40,000 DRAFT_2022729

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

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

Figure 6.3: District Context - Development Considerations



0 0.25 0.5 Km Scale: 1:40,000 DRAFT_2022729

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

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

Figure 6.4: Vision at 2 Million

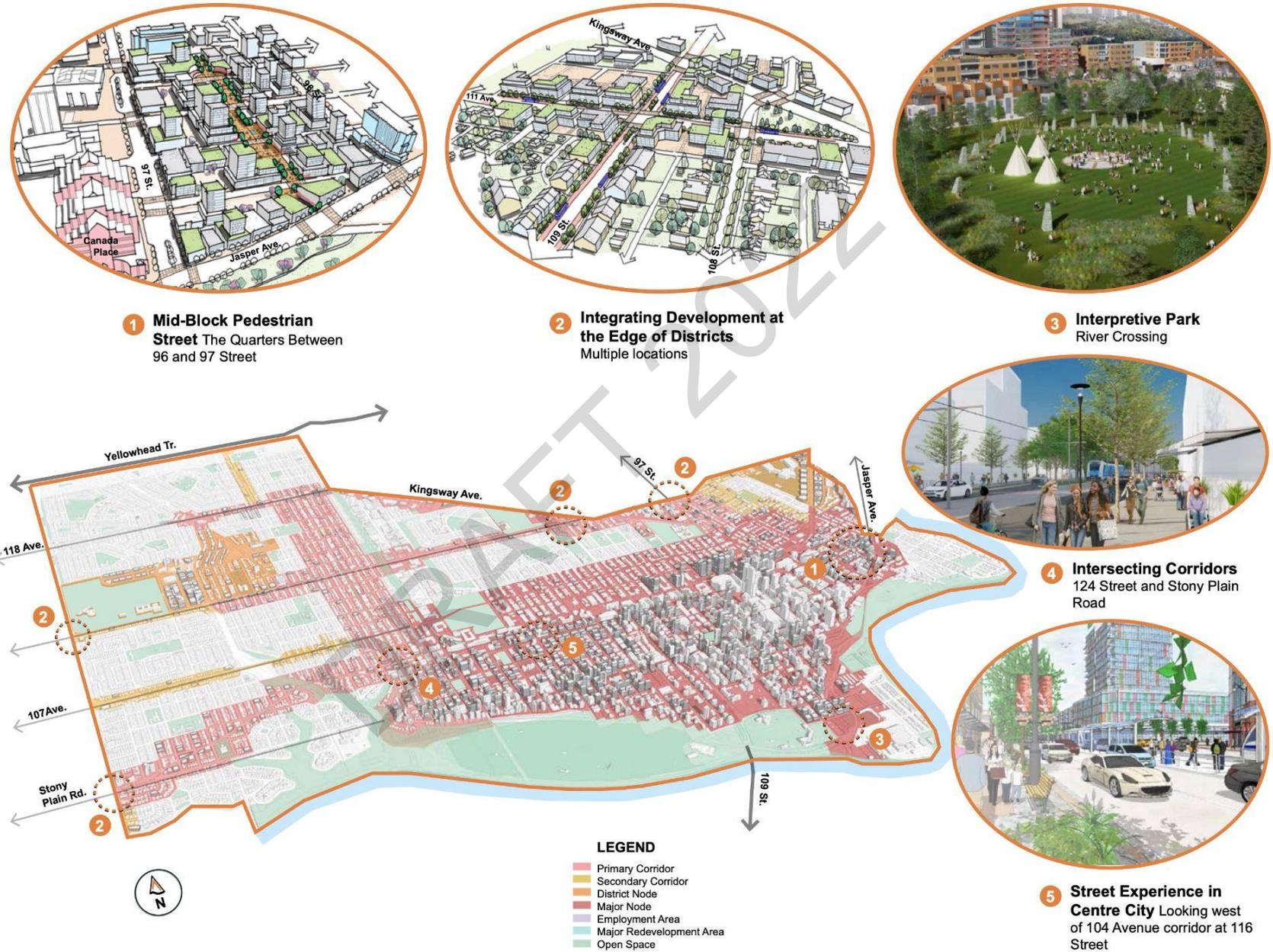
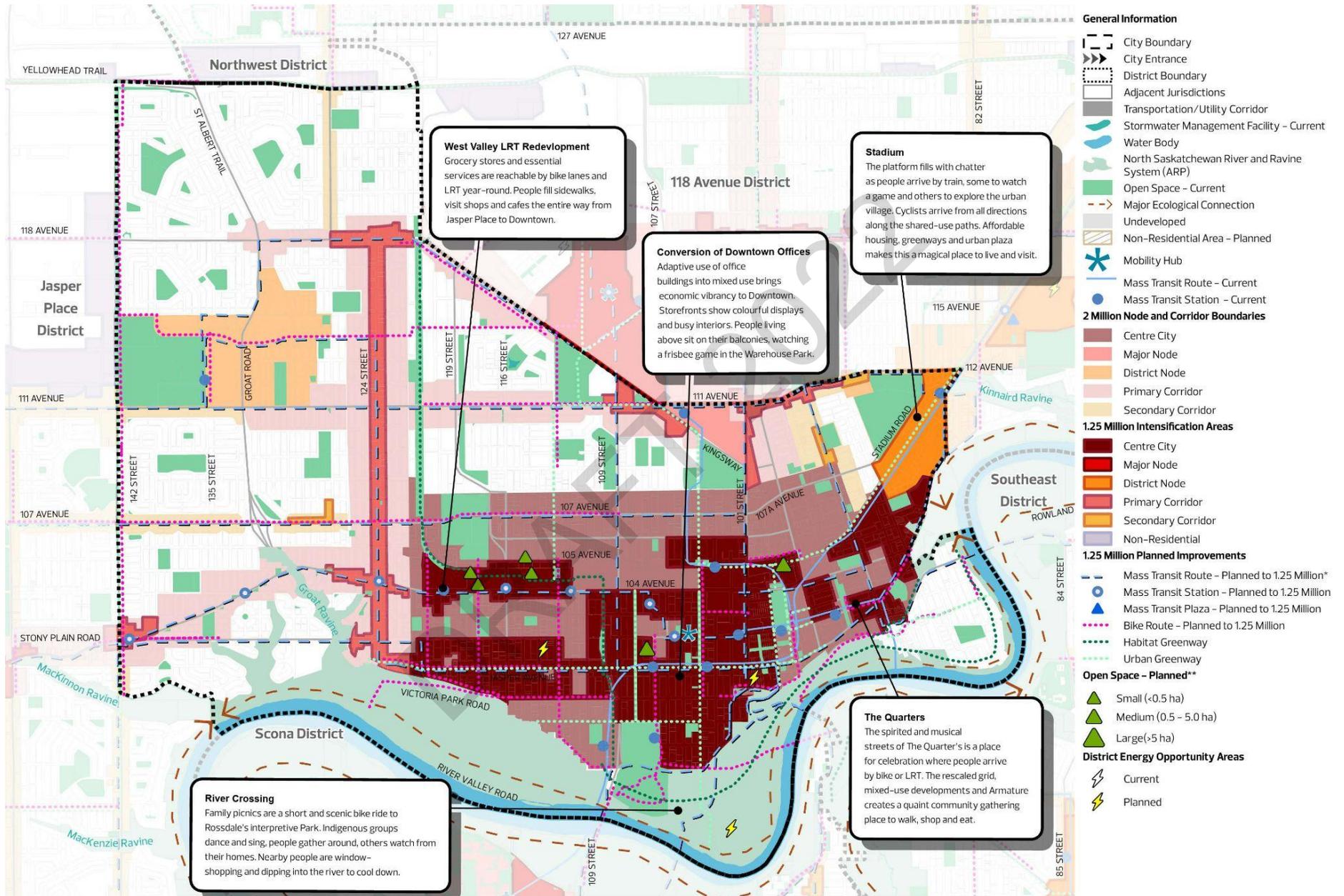


Figure 6.5: Direction to 1.25 Million

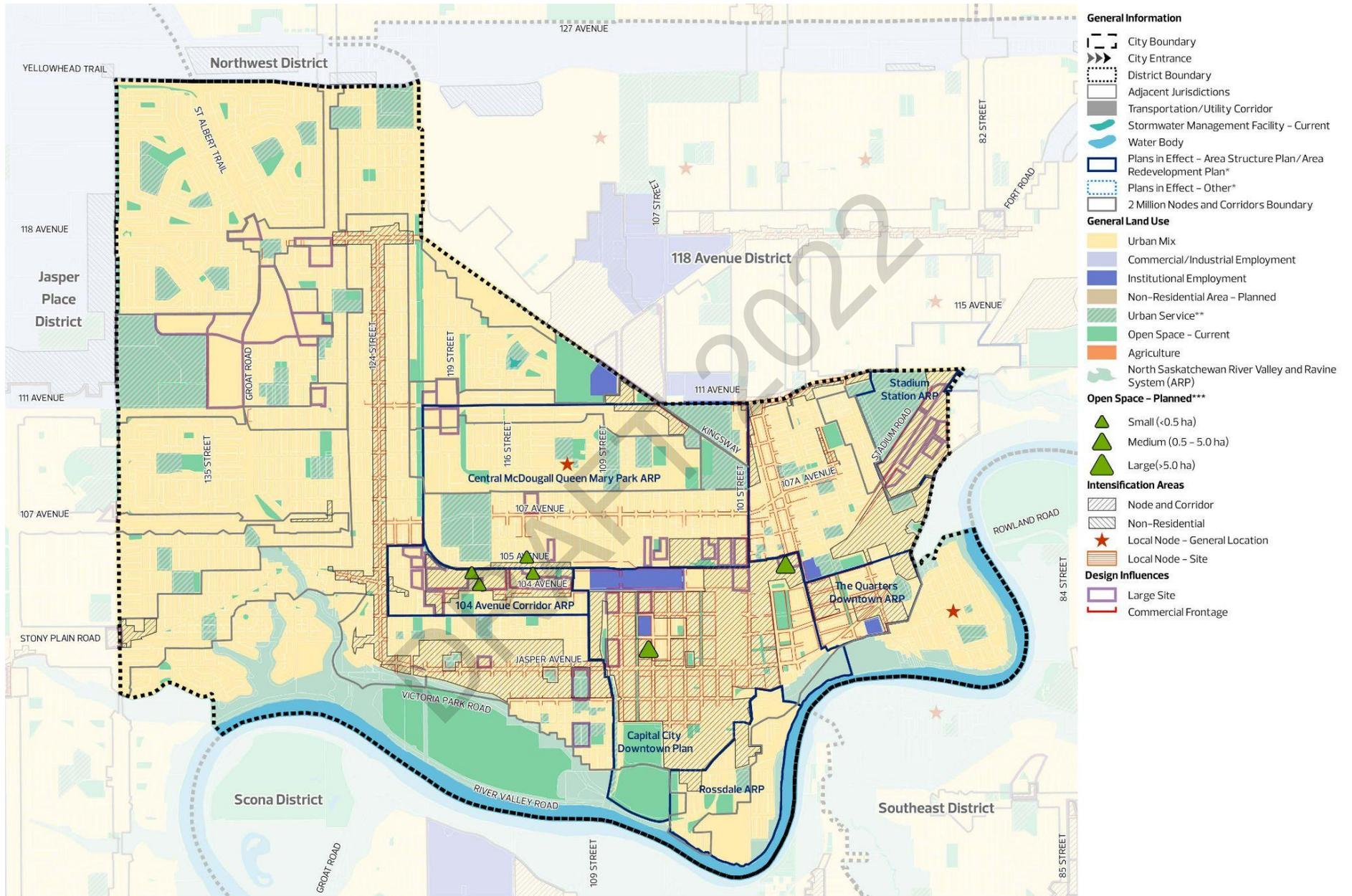


0 0.25 0.5 Km Scale: 1:40,000 DRAFT_202282

*Mass Transit includes Citywide and District routes.
**May include urban services. See additional plans in effect (where applicable) for details.

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

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

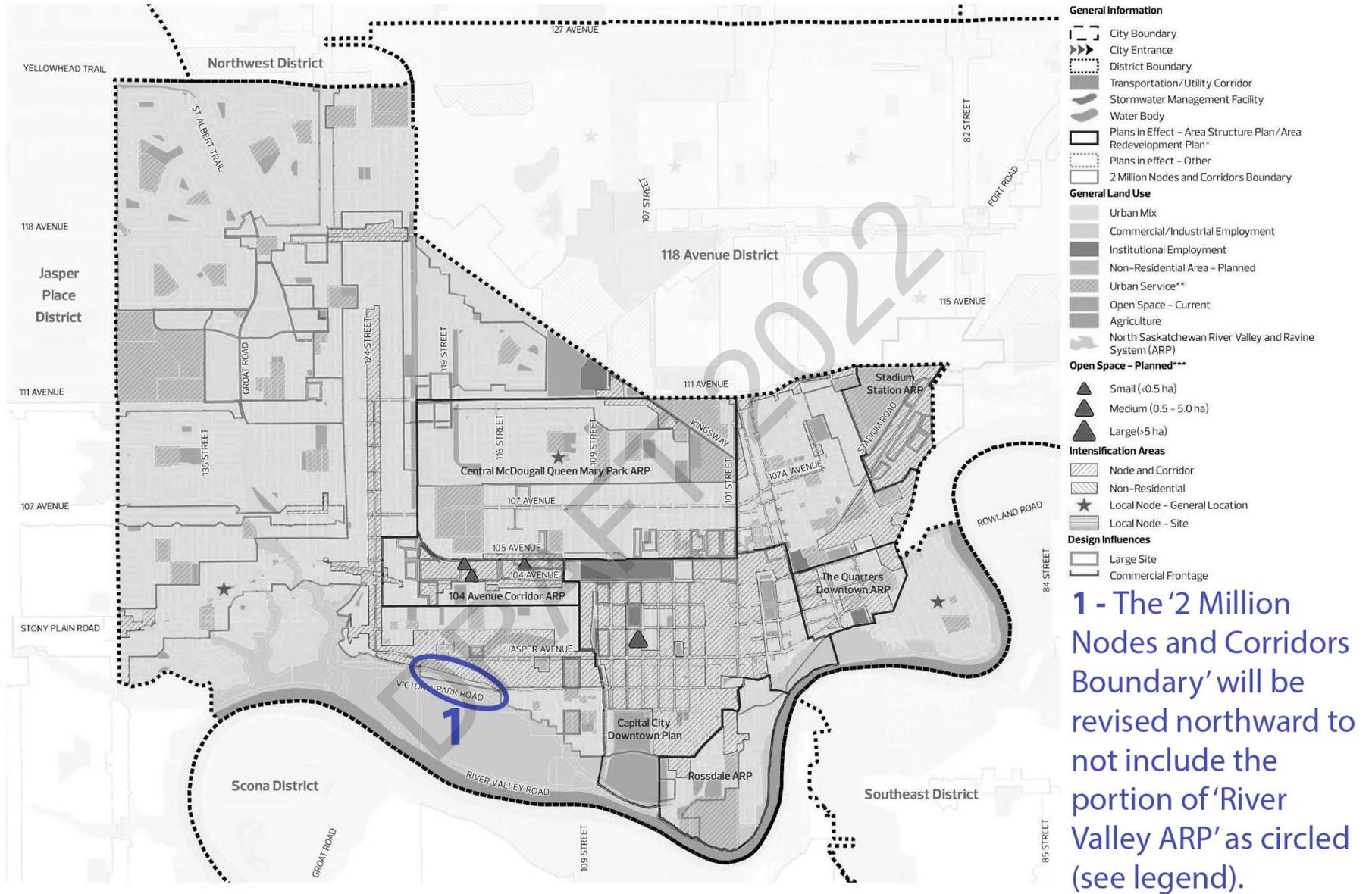


0 0.25 0.5 Km Scale: 1:40,000
DRAFT_202282

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

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

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

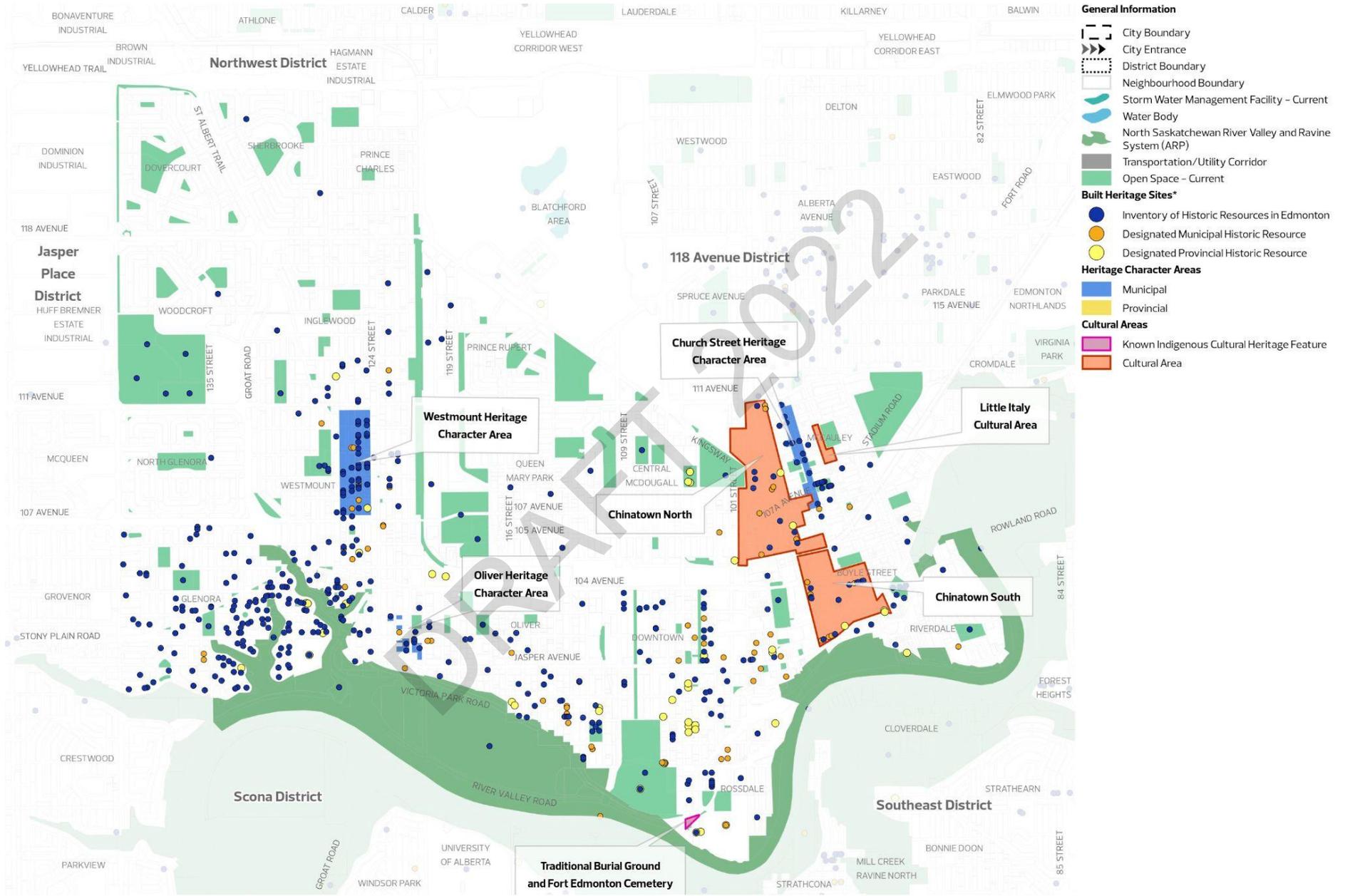


Scale: 1:40,000
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*Lands designated Urban Service may include schools, fire halls, places of worship, etc.
 **May include urban services. See additional plans in effect (where applicable) for details.
 ***Plan boundaries on this map are conceptual. Consult the plan in effect for details.

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

Figure 6.7: Heritage and Culture

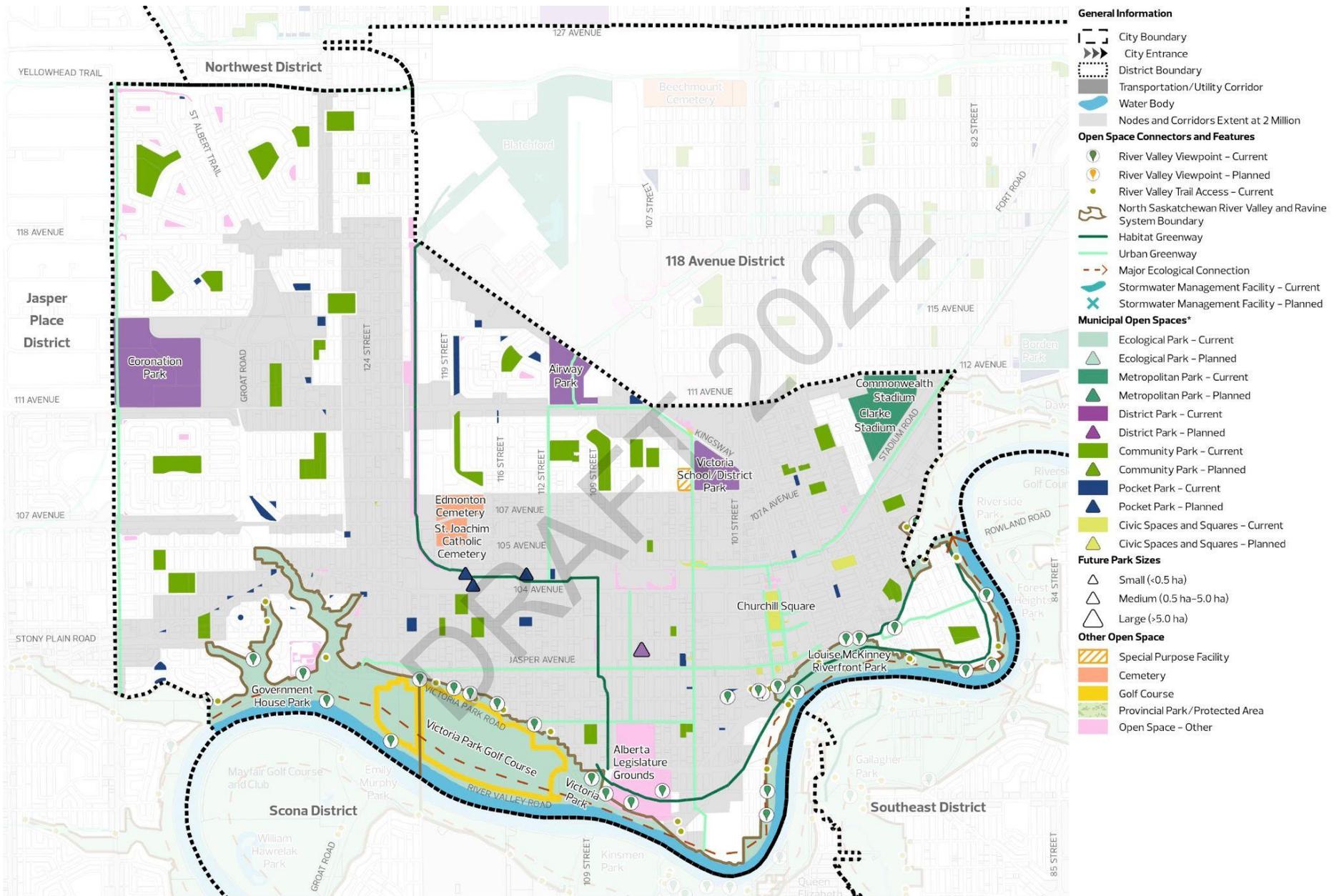


- General Information**
- City Boundary
 - City Entrance
 - District Boundary
 - Neighbourhood Boundary
 - Storm Water Management Facility - Current
 - Water Body
 - North Saskatchewan River Valley and Ravine System (ARP)
 - Transportation/Utility Corridor
 - Open Space - Current
- Built Heritage Sites***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

0 0.25 0.5 Km Scale: 1:40,000 DRAFT_20211217 *See City of Edmonton Open Data for latest information

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

Figure 6.8: Open Space and Natural Areas



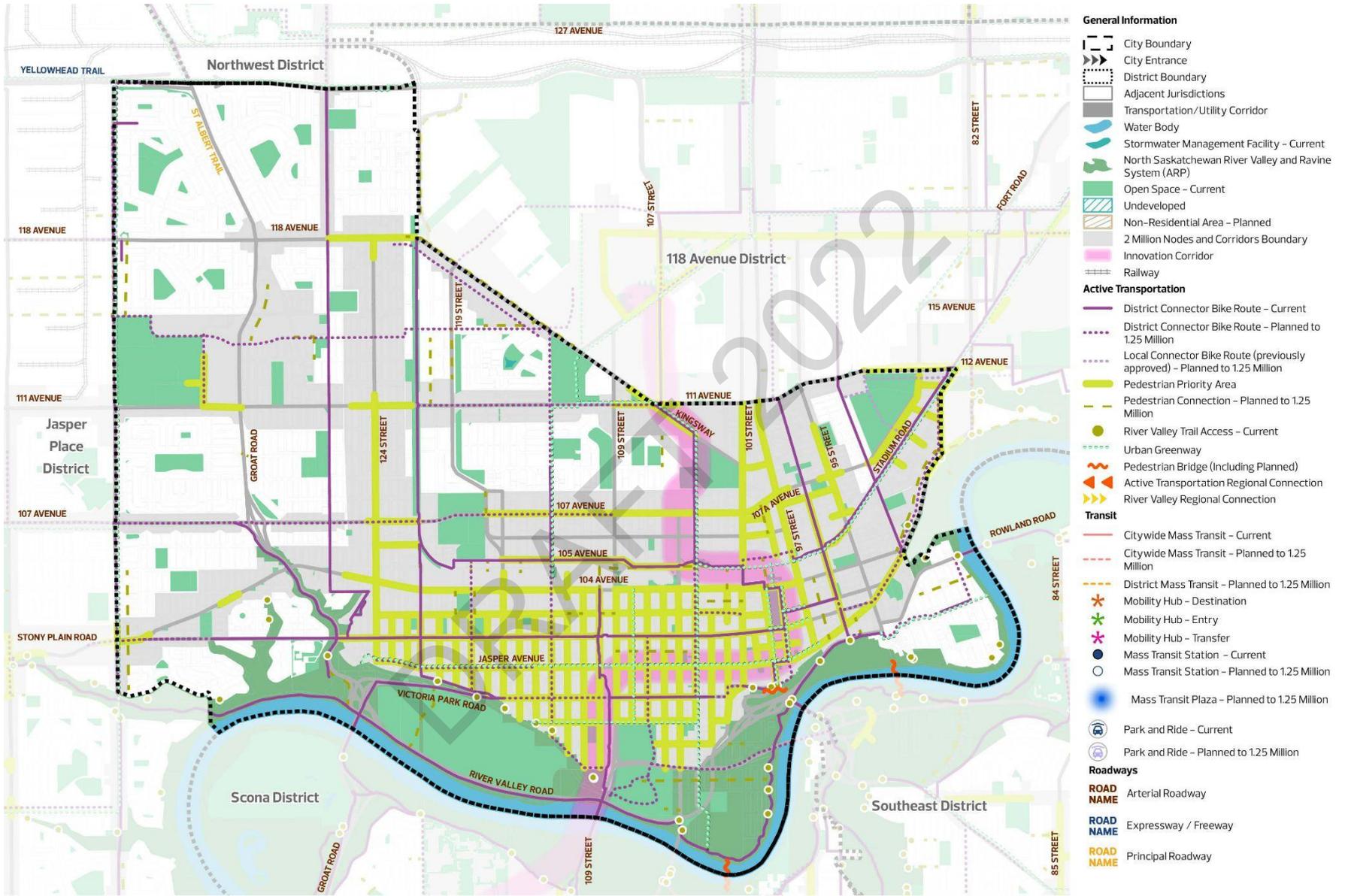
- General Information**
- City Boundary
 - City Entrance
 - District Boundary
 - Transportation/Utility Corridor
 - Water Body
 - Nodes and Corridors Extent at 2 Million
- Open Space Connectors and Features**
- River Valley Viewpoint – Current
 - River Valley Viewpoint – Planned
 - River Valley Trail Access – Current
 - North Saskatchewan River Valley and Ravine System Boundary
 - Habitat Greenway
 - Urban Greenway
 - Major Ecological Connection
 - Stormwater Management Facility – Current
 - Stormwater Management Facility – Planned
- Municipal Open Spaces***
- Ecological Park – Current
 - Ecological Park – Planned
 - Metropolitan Park – Current
 - Metropolitan Park – Planned
 - District Park – Current
 - District Park – Planned
 - Community Park – Current
 - Community Park – Planned
 - Pocket Park – Current
 - Pocket Park – Planned
 - Civic Spaces and Squares – Current
 - Civic Spaces and Squares – Planned
- Future Park Sizes**
- Small (<0.5 ha)
 - Medium (0.5 ha–5.0 ha)
 - Large (>5.0 ha)
- Other Open Space**
- Special Purpose Facility
 - Cemetery
 - Golf Course
 - Provincial Park/Protected Area
 - Open Space – Other

0 0.25 0.5 Km Scale: 1:40,000 DRAFT_20211217

*May include urban services. See additional plans in effect (where applicable) for details

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

Figure 6.9a: Mobility - Active Transportation

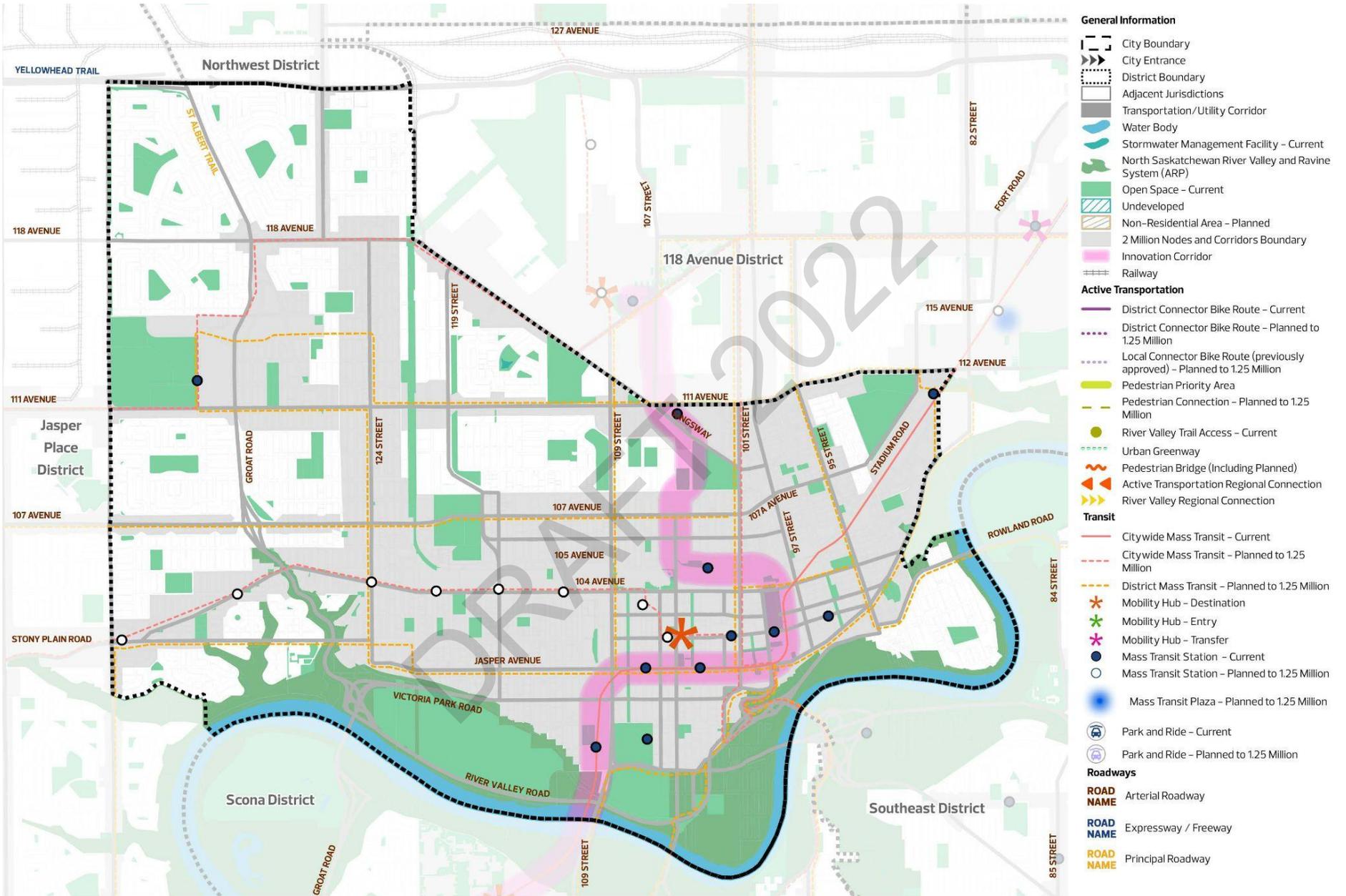


0 0.25 0.5 Km Scale: 1:40,000 DRAFT_202282

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

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

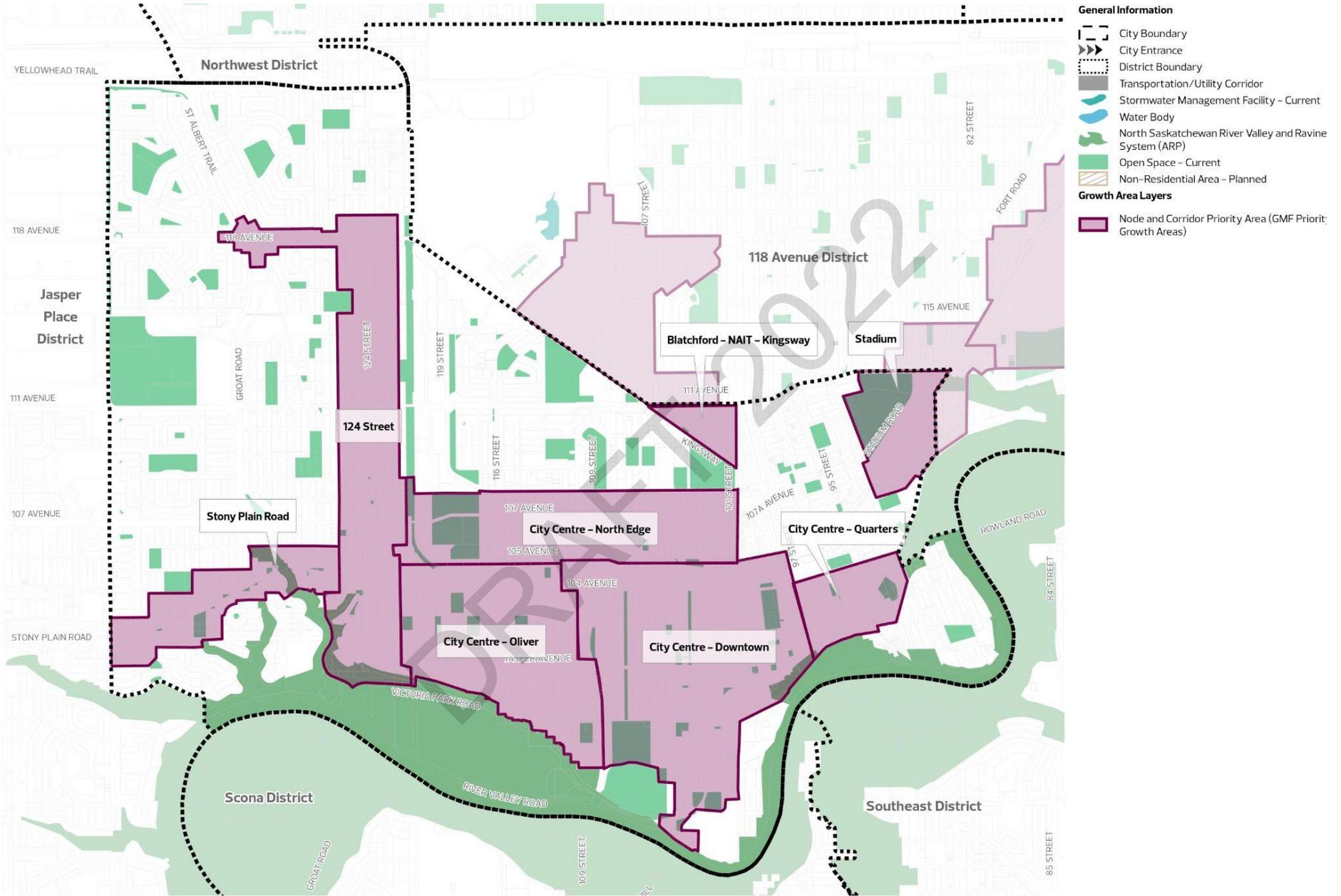
Figure 6.9b: Mobility - Transit



0 0.25 0.5 Km Scale: 1:40,000 DRAFT_2022729 Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

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

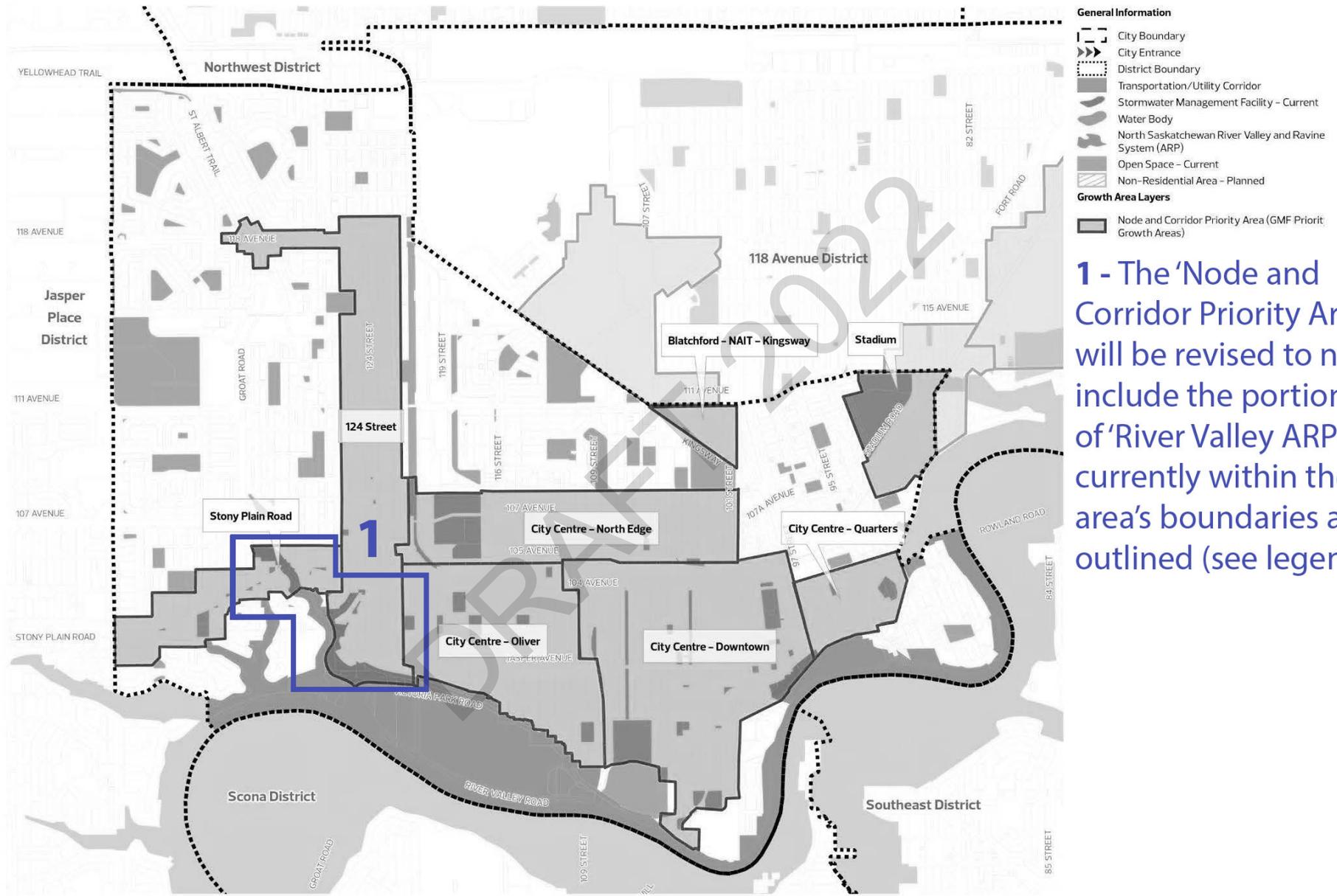
Figure 6.10: Growth Activation SEE NEXT PAGE FOR KNOWN ERRORS



0 0.25 0.5 Km Scale: 1:40,000 *Shows 2 Million Nodes and Corridors Boundary
DRAFT_20211220

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

Figure 6.10: Growth Activation DUPLICATION OF PREVIOUS PAGE
KNOWN ERRORS NUMBERED BELOW



1 - The 'Node and Corridor Priority Area' will be revised to not include the portion of 'River Valley ARP' currently within the area's boundaries as outlined (see legend).

0 0.25 0.5 Km Scale: 1:40,000 *Shows 2 Million Nodes and Corridors Boundary
DRAFT_20211220

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

DRAFT 2022

DRAFT 2022

DRAFT 2022