DISTRICT POLICY

Draft August 2023

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This District Policy and its contents are for informational purposes only. It is a **draft proposal**, **subject to change,** and is in no way binding upon any lands within the municipal corporate boundaries of the City of Edmonton. The City of Edmonton provides this information in good faith, but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information or its use for any purpose.
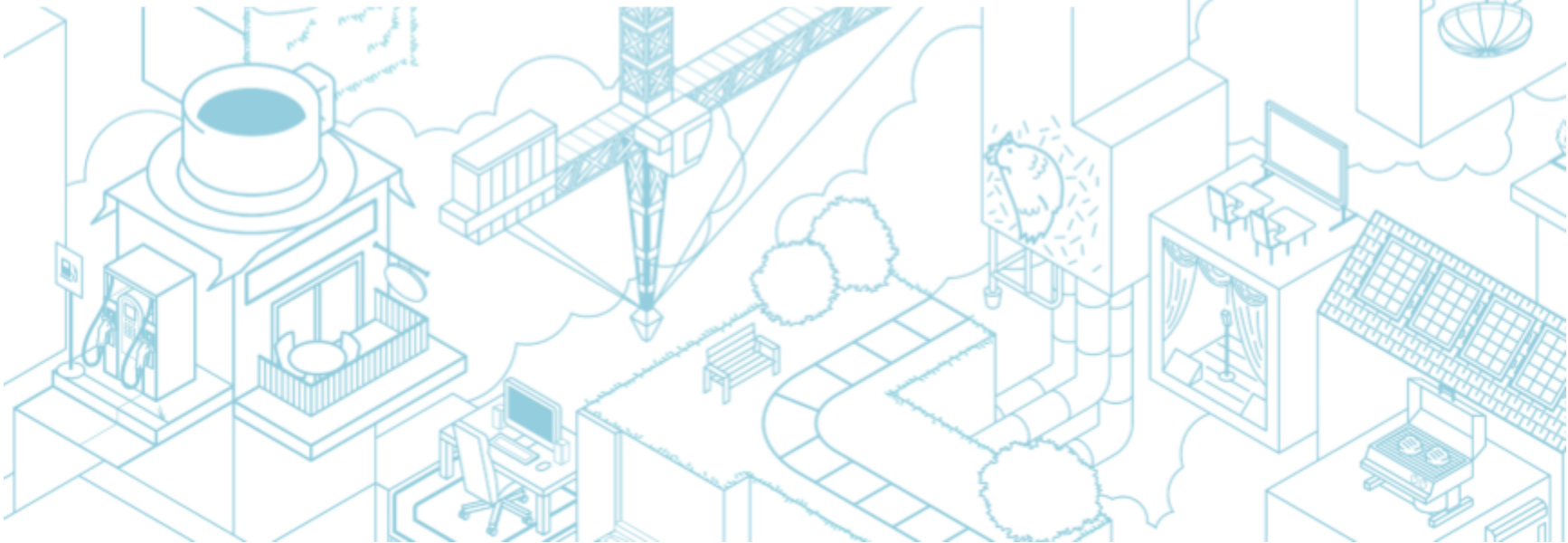
Land Acknowledgement

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.
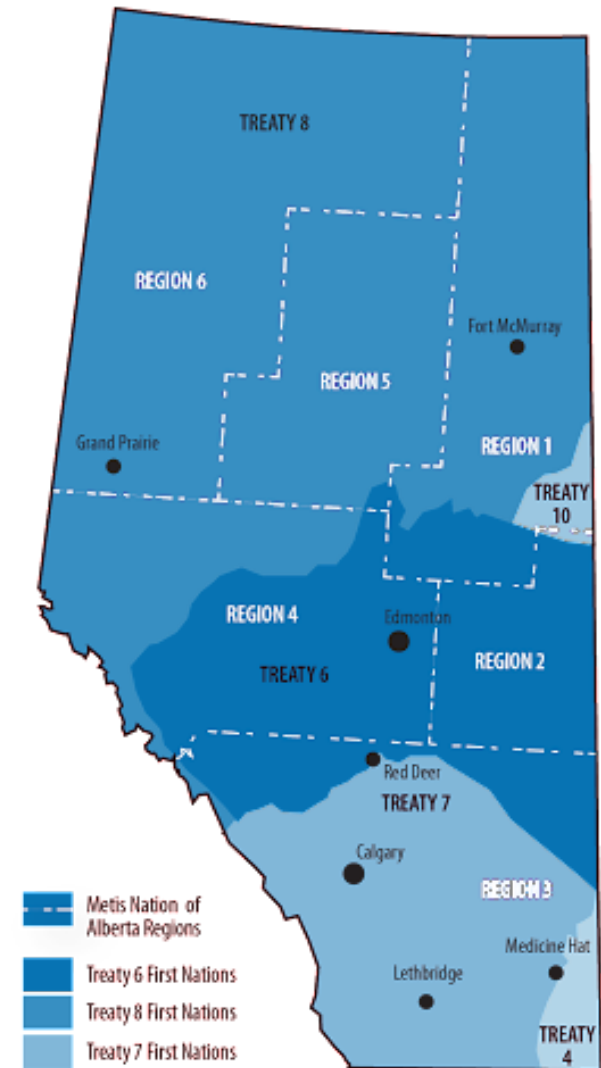
1 Introduction to District Plans
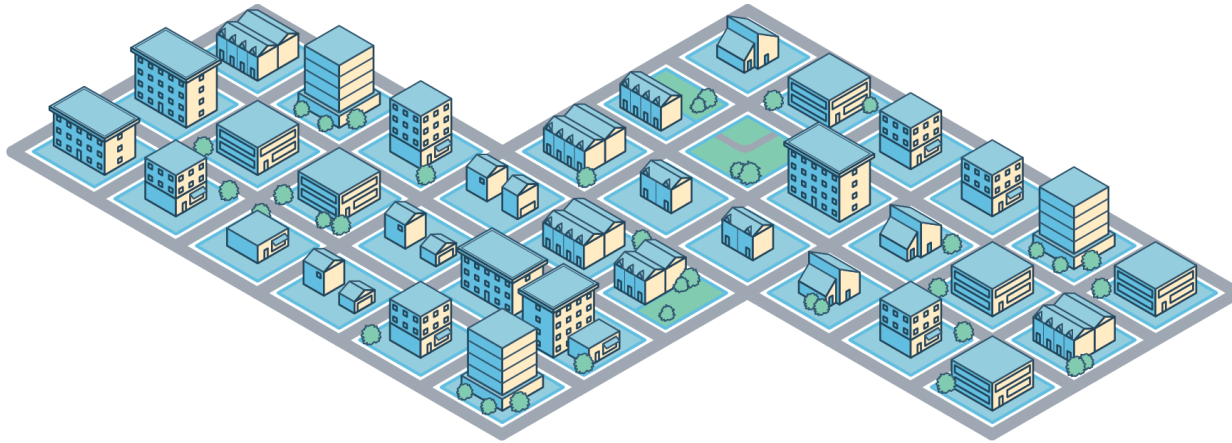
A **District** is a collection of neighbourhoods that ideally contain most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Edmonton has 15 districts, each with a unique district plan created to reflect the residential and non-residential opportunities the area contains and its location within the city. These district plans are principal policy documents that guide the physical change of each district as described in **The City Plan**, with a focus on planning and design, mobility and growth management systems.

The City Plan looks into the future and sets the direction for how Edmonton will grow and change as it approaches a city of two million people. One way it plans for this growth is through the network of districts, which will help achieve one of The City Plan's Big City Moves - a "Community of Communities". Big City Moves are bold, transformative priorities necessary for change. District plans provide direction on how each district will grow to improve the connection, accessibility and quality of life at a local level and throughout the city.

While The City Plan guides the city's growth to two million residents, district plans provide direction for The City Plan's first population horizon of 1.25 million Edmontonians.

District plans play a key role in bringing the "Community of Communities" vision to life by laying the foundation for 15-minute communities. This concept will help direct services and amenities closer to where people live so Edmontonians can meet most of their daily needs within a 15-minute walk, roll, bicycle ride or transit trip from their home.

Districts should not be considered perfectly self-contained. Each district contains unique destinations with diverse commercial, recreational and employment activities. People living or working near the edge of one district may be best served by amenities in an adjacent district for their 15-minute needs.

There are 16 district plan bylaws:
- **District Policy -** applies to all districts and provides citywide policy direction.
- **15 district plans -** describe the districts, provide their specific policies and explain how they will change over time.

District plans and the **District Policy** will be used to guide change toward **The City Plan** vision and provide policy direction to accommodate Edmonton's growth up to the 1.25 million people milestone.

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies 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 will respond over time to accommodate Edmonton's growing population, the shifting municipal environment and emerging priorities. More detailed information may be added to the District Policy or individual district plans as additional planning work is completed or the context changes. District plans are designed to be dynamic rather than static - living documents that are kept up to date to ensure ongoing usefulness and relevance. The City intends to undertake major amendments to update district plans when the City's population approaches 1.25 million.
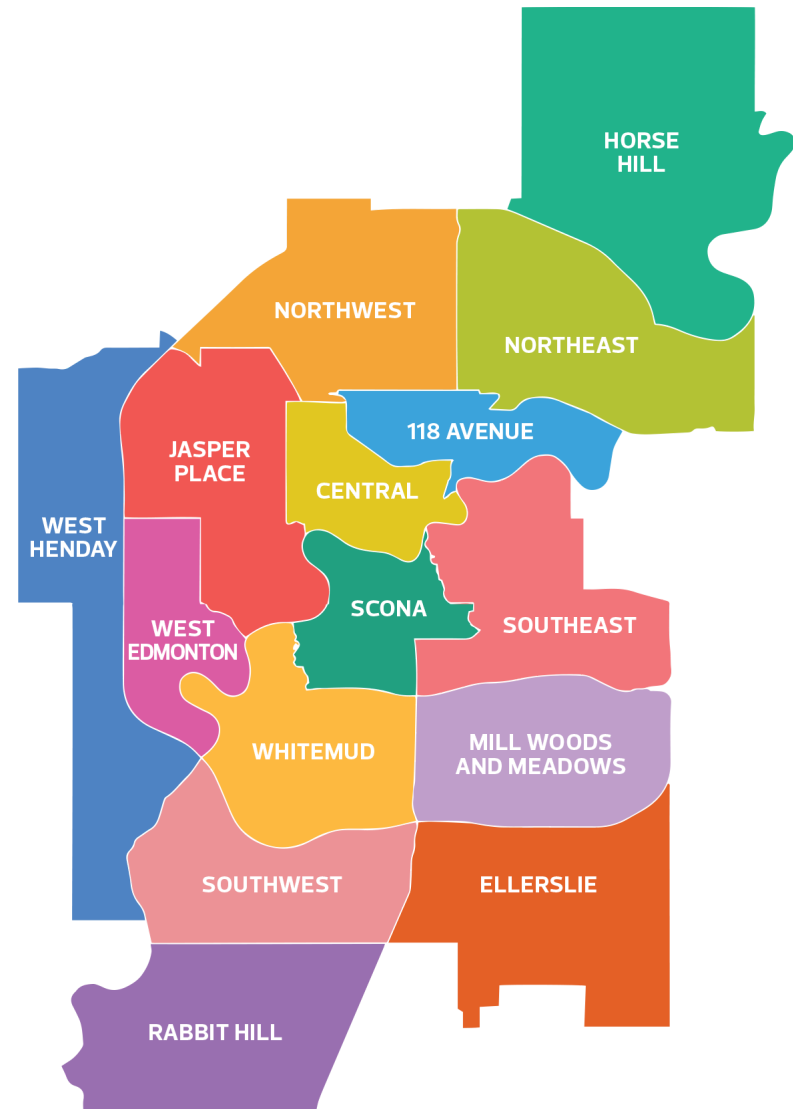
1.1 How to Use District Plans

This District Policy and the **district plans** must be read together for complete planning direction. The District Policy provides policy direction for all districts and includes a glossary of terms and map features found in this document and the district plans. District plans provide detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

Step 1: Read Section 1.0: Introduction to District Plans
Section 1: Introduction to District Plans explains the authority and relationship between district plans, the District Policy and other planning documents and plans.

Step 2: Consult the District Plan
District plans provide detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

Step 3: Consult the District Policy
Consult the District Policy to find the applicable policies using the district maps and district-specific policy information identified through Step 2 above.

> **Policies in the District Policy are positive and non-exclusive statements of intention, and therefore do not exclude actions they do not describe.** For example, a policy to support a certain type of development does not prevent the City from supporting a different type as well.
>
> **The District Policy and 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

The District Policy and **district plans** are additional statutory plans, as described under Section 635.1 of the Municipal Government Act, as amended by the City of Edmonton Charter 2018 Regulation, and have been prepared in accordance with Section 636 of the Municipal Government Act.

District plans are subject to the City of Edmonton's Municipal Development Plan (**The City Plan**); in the event of a discrepancy, The City Plan shall prevail over the district plans and District Policy. In the event of a conflict between **Table 2: Area-Specific Policy** in the district plans and the District Policy, **Table 2** shall prevail.

Where there are existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) other than the City Plan, the district plan will guide plan amendment decisions only, and the existing statutory plan will guide rezoning, subdivision and development permit decisions. Where no other statutory plan other than the City Plan is in effect for a given area, district plans and the District Policy will guide rezoning, subdivision, and development permit decisions. The creation of new statutory plans will be guided by the District Policy and the pertinent district plans in effect. Where there are Area Structure Plans and Area Redevelopment Plans in effect, the planned density targets established in those plans will be maintained to ensure consistency with the **Edmonton Metropolitan Region Growth Plan**.

District plans support the Edmonton Metropolitan Region Board's growth objectives and strengthen collaboration with regional partners. Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs) and other geographic plans will continue to provide guidance to ensure the orderly first-generation development of Developing Areas and Future Growth Areas.

1.3 Relationship With the Zoning Bylaw

District plans, the District Policy and other applicable statutory plans, guidelines and policy direction will inform and guide discretion in decision-making when considering land use, urban design and general planning decisions made while using Edmonton's Zoning Bylaw (Bylaw XXXXX).

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to [DATE OF PASSAGE OF DISTRICT POLICY], shall not be subject to the District Policy and applicable district plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable district plan.

1.4 Amendments

Amendments to district plans may be proposed 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 Policy and **The City Plan**. All amendments to the plan must be presented as a proposed bylaw to City Council for consideration at a public hearing.

1.5 District 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.

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2 Planning and Design in Districts

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 policies for energy transition and climate adaptation.
- **Section 2.3** provides policies for heritage and cultural resources
- **Section 2.4** provides general policies for land use planning and land use policies for residential areas.
- **Section 2.5** provides land use policies for Nodes and Corridors, and for specific conditions that arise within them.
- **Section 2.6** provides policies for open space and Natural Areas.

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. It also involves reimagining and rebuilding these areas and the spaces between them with a wide diversity of buildings and comfortable, durable, animated and beautiful public spaces that knit areas together." - The City Plan.

Urban design policies aim to create attractive and connected streets, buildings, outdoor spaces and places in accordance with The City Plan. The physical layout and design of public and private spaces should promote ecosystem health and offer year round safety, security and comfort of all users. Policy subsections below provide guidance on design elements and the physical organization of the **District**, and its neighbourhoods, blocks, sites, buildings and public spaces.

2.1.1 Urban Structure

Urban Structure is about the layout and three-dimensional pattern of streets, blocks, buildings and spaces between them.

2.1.1.1 Celebrate the natural, historical and cultural context of the **District** through the design of the built environment.

2.1.1.2 Establish a fine grained and connected network of streets, open space, and right-of-ways for all modes of transportation, to ensure communities can redevelop over time.

2.1.1.3 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** and topography in a holistic manner.

2.1.1.4 Transition from higher built form within **Nodes** and **Corridors** to lower built form in the interior of residential neighbourhoods.

Images below illustrates policy
concept of 2.1.1.4 Urban Structure

EXISTING
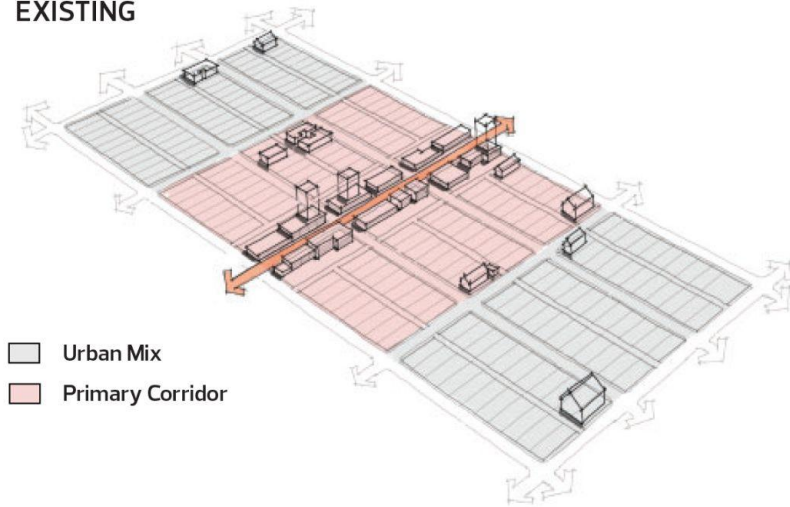
☐ Urban Mix
☐ Primary Corridor

1.25 MILLION
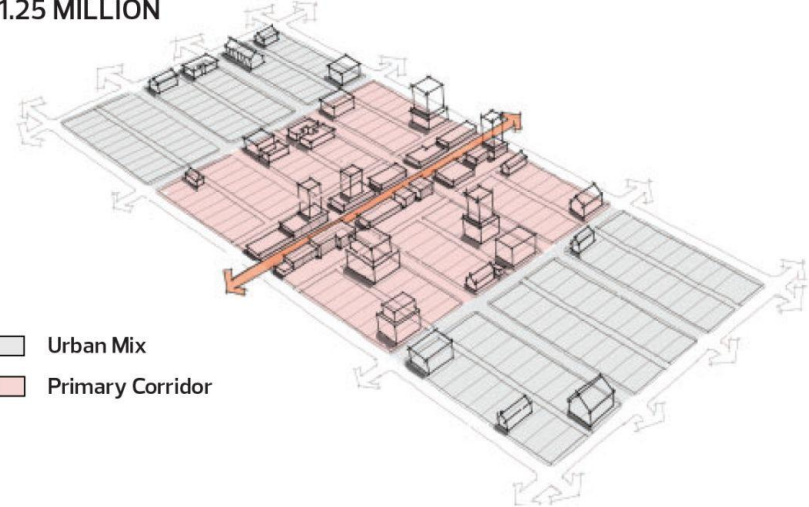
☐ Urban Mix
☐ Primary Corridor

2 MILLION
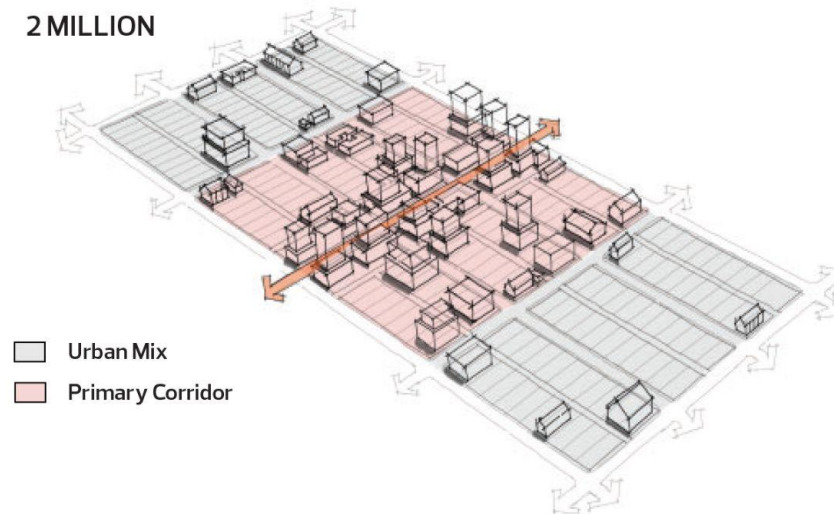
☐ Urban Mix
☐ Primary Corridor

2.1.2 Site Planning

Site Planning is about the general distribution, form and massing of buildings on a site.

2.1.2.1 Encourage connectivity through direct **Active Transportation** connections into and through sites to provide continuity with the surrounding network of streets, open spaces and **Natural Areas**.

2.1.2.2 Design vehicle site access, circulation and parking areas to ensure the safety and convenience of **Active Transportation** users.

2.1.2.3 Create well defined spaces of a **Human Scale** that provide informal and formal use throughout the year.

2.1.2.4 Encourage built form and open space design that preserves and expands the urban tree canopy, integrates natural features and connectivity, and introduces **Low Impact Development** or 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.

Image to the right illustrates policy concept of 2.1.2.3 Site Planning

Active edges for enhanced safety and eyes on the street

Human scale spaces for informal use

Human scale spaces for formal use

Human scale public spaces

2.1.3 Built Form

Built form is about the design, configuration and arrangement of a building within its local context.

2.1.3.1 Encourage **Human Scaled, Street Walls** and **Active Edges** that define and **Animate** streets and adjacent open spaces in all seasons.

2.1.3.2 Manage the transition in height, scale and massing of new built form to adjacent development using setbacks, stepbacks and **Human Scaled, Street Walls**.

Images below illustrate policy concept of 2.1.3.2 Built Form

Transition the scale and massing of new buildings using setbacks and stepbacks

Provide human scaled street wall

Transition the scale and massing of new buildings using setbacks and stepbacks
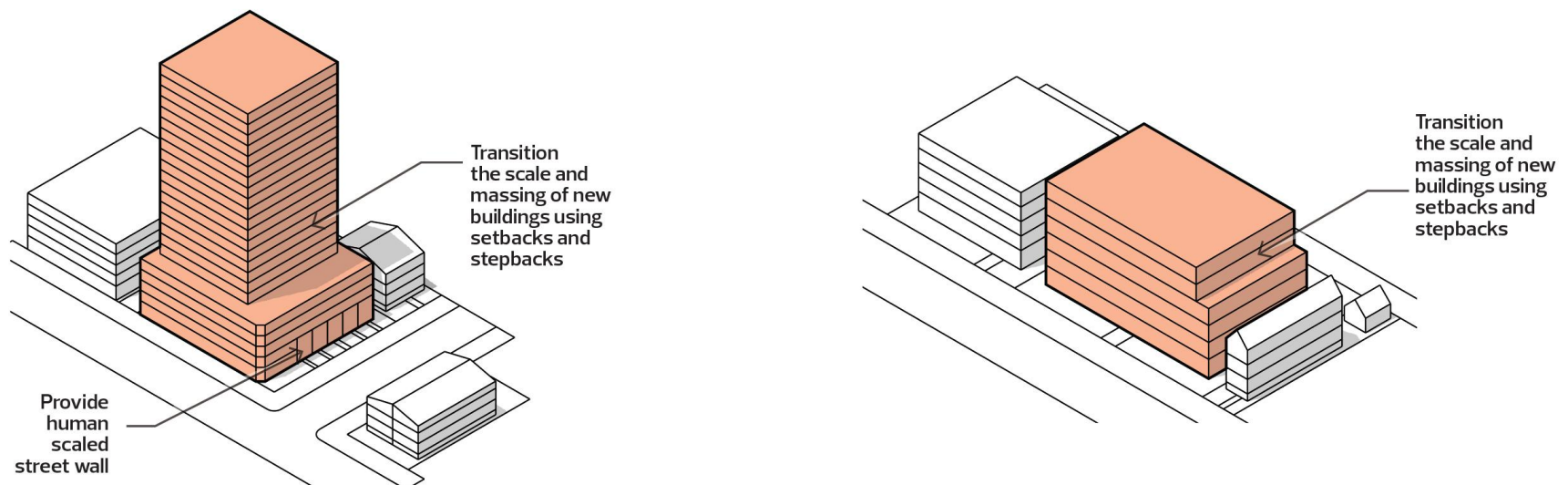
2.1.4 Public Realm

Public Realm is about the design of streets, streetscapes and other public spaces, including the interfaces with adjacent buildings, and the integration of various mobility systems.

2.1.4.1 Contribute to year round walkable and vibrant streetscapes and public spaces by maximizing **Active Edges** and creating transitions between public and private spaces.

2.1.4.2 Design landscaped areas to be safe and secure, accommodate people of all ages, backgrounds and abilities, and to encourage community use.

2.1.4.3 Mitigate the impacts of publicly visible signs, including digital signage, on safe mobility, human and environmental health, and city image.

2.1.4.4 Provide **Public Art** at municipal facilities, parks and other locations in the **Public Realm** frequently visited by residents and visitors alike.

2.2 Energy and Climate

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

Energy and climate policies help Edmonton become more sustainable by embracing design and technology solutions that reduce emissions and increase resiliency. Policies below encourage land use and mobility actions that support climate resilience and strengthen the **District's** natural systems.

2.2.1 Energy Transition and Climate Adaptation

Energy transition and climate adaptation is about becoming an energy sustainable and climate-resilient city through the innovative design of infrastructure, buildings and open spaces.

2.2.1.1 Encourage nature-based solutions including naturalisation and the protection of ecologically significant areas.

2.2.1.2 Encourage **Green Infrastructure** solutions, including **Low Impact Development**, reuse of water, low-water landscaping, plantings and restoration.

2.2.1.3 Support a low carbon and resilient food system through urban agriculture and agroecology.

2.2.1.4 Plan, design and connect **District** and neighbourhood infrastructure and amenities that reduce carbon emissions and climate change risks.

2.2.1.5 Encourage emission neutral buildings, transportation and utilities infrastructure through renewable energy projects, retrofits and efficiency improvements.

2.2.1.6 Encourage the expansion of district energy systems in identified **District Energy Opportunity Areas**.

2.2.1.7 Use site planning, materials and design techniques to reduce energy use, waste and emissions.

2.3 Heritage Places and Cultural Areas

"We will evolve according to new demands and opportunities, but we will also preserve our heritage, since that is what tells the story of how our city came to be" – **The City Plan**.

These sections are about enhancing existing and identifying new cultural facilities to celebrate and connect people with Edmonton's heritage, diversity and unique identity. Policy subsections below support the ability of First Nations, Metis and Inuit people, and other communities to celebrate their history and culture through the planning and design of civic spaces.

2.3.1 Indigenous Cultural Heritage Features

Indigenous Cultural Heritage Features (Known) are sites within the city that are important to one or more Indigenous communities. Features identified in district plans represent what is currently known by the City and deemed appropriate to share publicly. Not all sites of special significance to Indigenous communities are known by the City or included in district plan maps.

2.3.1.1 Support Indigenous communities' efforts to identify and appropriately manage places of significance, cultural landscapes and traditional land use areas.

2.3.1.2 Collaborate with Indigenous communities to advance projects that support and celebrate Indigenous heritage and cultural practices.

2.3.2 Heritage Places and Cultural Areas Policies

Heritage Places and **Cultural Areas** are locations of historical, cultural or architectural significance in Edmonton that contribute to our unique sense of time and place.

2.3.2.1 Encourage the identification of **Heritage Places** and their addition to the **Inventory of Historic Resources in Edmonton**.

2.3.2.2 Encourage properties on the **Inventory of Historic Resources in Edmonton** to become **Designated Municipal Historic Resources**.

2.3.2.3 Promote the continued use of heritage structures by providing incentives, exemptions and regulatory flexibility that enable adaptive reuse and continued preservation.

2.3.2.4 Promote understanding of cultural and historical associations and events by incorporating interpretive and artistic elements into buildings, public space designs and **Public Art** commissions.

2.3.2.5 Encourage development adjacent to **Heritage Places** and within **Cultural Areas** to respect their role and significance in the urban fabric using sympathetic architecture and design features such as setbacks, massing and landscaping.

2.4 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**.

Land use policies aim to guide the land use planning process to reflect the City Plan vision and create opportunities for more housing, recreation, and jobs. Policy subsections below provide guidance for all land use categories across the city, including specific policy guidance for the **Urban Mix**, **Commercial/Industrial Employment** and **Institutional Employment** areas. Where these land use categories are within a **Node** or **Corridor**, the policies in **Section 2.5** also apply.

Image to the right illustrates how multiple district map features and policy sub-sections apply to a site.

Subject Site

Commercial Frontage

Primary Corridor

Urban Mix

Pedestrian Priority Area
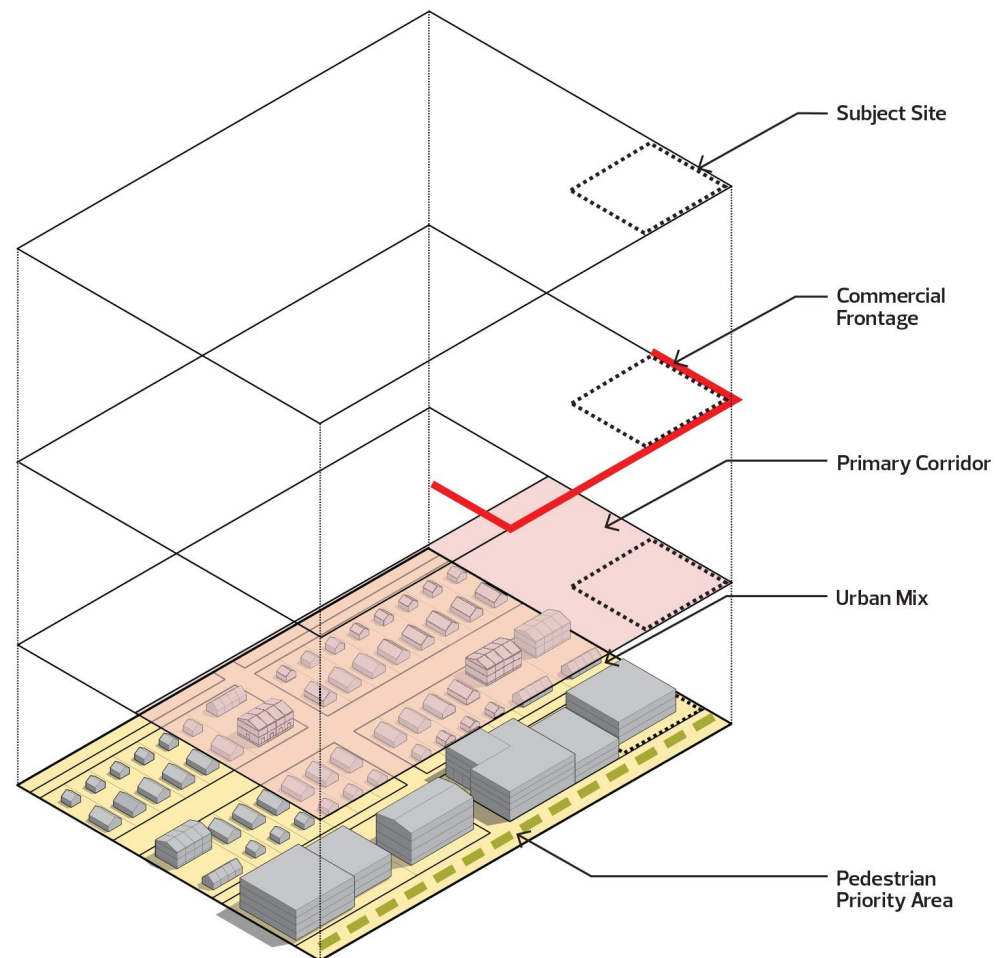
2.4.1 General Policies

Land use planning supports the orderly, economical and beneficial use of land, helping maintain and improve the quality of the physical environment.

2.4.1.1 Support Edmonton's urban canopy by increasing tree plantings internal to neighbourhoods such as along local and **collector roadways** and in parks.

2.4.1.2 Support emergency and immediate basic needs of people experiencing homelessness through a variety of housing options, public amenities and support services.

2.4.1.3 Support access to nutritious food within a **District**.

2.4.1.4 Support access to high-quality, affordable and inclusive early learning and care within a **District**.

2.4.1.5 Prevent any further subdivision of **Agricultural Areas** that creates additional rural residential site(s) or would otherwise facilitate further country residential development.

2.4.1.6 Require new area plans to indicate how they contribute to the **Node** and **Corridor** network, including identifying new **Nodes** and **Corridors** where appropriate.

2.4.1.7 Protect people and property from damage and safety hazards through the development process.

2.4.1.8 Configure lot subdivisions in regular shapes so as to facilitate adaptability to future uses or redevelopment.

2.4.1.9 Subdivide land only where this supports the intended outcomes of a statutory plan.

2.4.1.10 Incorporate design guidelines and policies in local planning to ensure neighbourhoods are well connected, attractive and accessible.

2.4.1.11 Address safety and security concerns throughout the planning, design and development review process.

2.4.1.12 Ensure districts have sufficient **Urban Service** land to meet the needs for schools and utility, emergency, and community services.

2.4.2 Urban Mix

Urban Mix combines housing, shops, services and offices into one land use category. This provides opportunities for a mix of housing types close to businesses and services that meet the daily needs of residents. It includes stand alone residential and commercial development as well as **Mixed Use** development.

Urban Mix is shown on Map 6: Land Use Concept of the district plans

Symbol:

2.4.2.1 Direct vehicle and servicing access to be from the alley, where alleys are present and access can be practically accommodated, except as otherwise provided for in the Zoning Bylaw.

2.4.2.2 Mitigate the impacts of non-residential development on adjacent residential areas through planning and design.

2.4.2.3 Support **Small Scale** housing in the interior of neighbourhoods.

2.4.2.4 Support development at the edges of **Nodes** and **Corridors** that provides transition to the scale of the surrounding development.

2.4.2.5 Support **Small Scale** and **Low Rise** development (residential, commercial or mixed use) in the following locations outside of **Nodes** and **Corridors**:

- On corner sites at the edge of the **Neighbourhood** where the block face fronts onto a **Principal Roadway**, **Arterial Roadway** or **Collector Roadway**,
- On and adjacent to sites zoned for **Low Rise**, commercial or **Mixed Use** development and along a **Principal Roadway**, **Arterial Roadway** or **Collector Roadway**, or
- Within 400 m of **Mass Transit Stations** and along a **Principal Roadway**, **Arterial Roadway** or **Collector Roadway**.

Image below illustrates policy concept of 2.4.2.3 Urban Mix
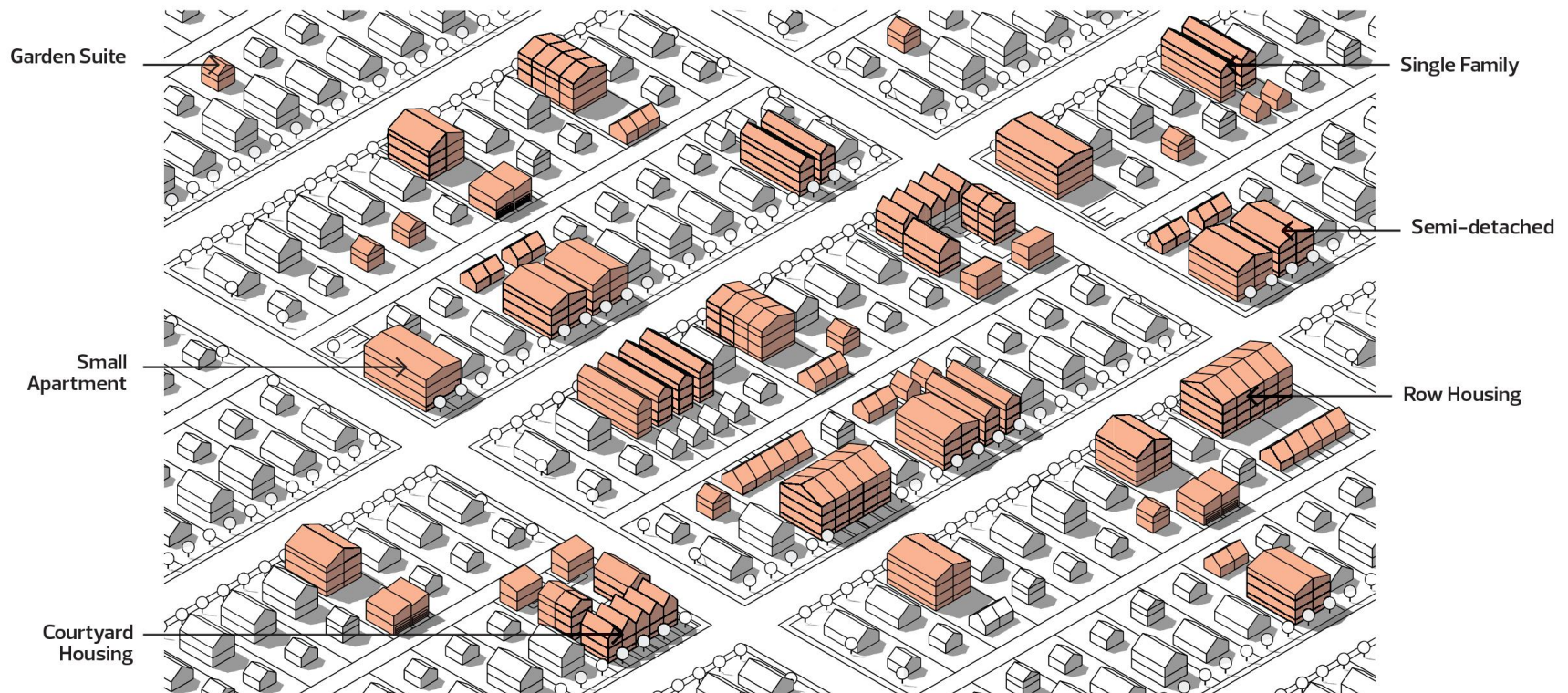
2.4.3 Commercial/Industrial Employment Areas

The **Commercial/Industrial Employment** areas preserve dedicated space for employment uses, along with the infrastructure and amenities required to support these uses.

Commercial/Industrial Employment is shown on Map 6: Land Use Concept of the district plans

Symbol:

2.4.3.1 Mitigate impacts of non-residential uses on adjacent residential areas through tools such as land use controls, landscaped buffers, berms, noise attenuation walls and lighting controls, as appropriate.

2.4.3.2 Discourage residential uses in **Commercial/Industrial Employment** areas, except within a **Node** or **Corridor** area where local planning provides further guidance.

2.4.3.3 Support light industrial and commercial businesses with a higher standard of design along **Principal Roadways**, **Arterial Roadways** at mass transit stations, and within **Non-Residential Intensification Areas**.

2.4.3.4 Preserve medium and heavy industrial development opportunities in the interior of **Commercial/Industrial Employment** areas that are outside of **Non-Residential Intensification Areas**.

2.4.3.5 Discourage the creation of irregular or insufficiently sized industrial sites, and support the consolidation of such sites where they exist to enable more efficient land use.

2.4.4 Institutional Employment Areas

Institutional Employment areas provide both employment and services for **Districts**, and in some cases anchor **Major Nodes**. These uses will integrate with existing and planned transportation networks and the communities that surround them.

Institutional Employment is shown on Map 6: Land Use Concept of the district plans

Symbol:

2.4.4.1 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.

2.4.4.2 Integrate transit stations adjacent to institutional uses and the surrounding non-institutional uses through site planning and **Wayfinding**.

2.4.5 Physical and Environmental Risk Management

Physical and environmental factors can pose risks to urban development. These policies, along with federal, provincial and municipal government regulations, provide guidance for managing these risks to other government regulations.

Approximate locations of some physical and environmental risk factors are shown on Map 3: District Context - Development Considerations of the district plans

2.4.5.1 Minimize oil and gas well sites' potential environmental hazards and disruption of future development.

2.4.5.2 Require urban development around oil and gas facilities including abandoned well sites to adhere to Provincial and Municipal requirements and policy.

2.4.5.3 Determine the type and location of any environmental or geotechnical concerns which may be present on the lands prior to rezoning.

2.4.5.4 Remove, where necessary, contaminated material and dispose of it in an environmentally sensitive manner, in accordance with Federal, Provincial and Municipal regulations.

2.4.5.5 Ensure development near a water body is directed by City policy, guidelines and regulations for pollution, access, stability and flood risk, and adheres to all Federal and Provincial requirements.

2.4.5.6 Manage risk associated with heavy industrial facilities, railway and **Major Utility Corridors / High Pressure Pipelines**, airports and heliports through the provision of adequate buffers, separation distances, dangerous goods routes and effective transition zones.

2.5 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**.

Node and **Corridor** areas act as an overlay to the underlying land use category. These policies support housing and employment growth through development opportunities in each type of **Node** and **Corridor**, as identified in The City Plan. They also describe design influences for specific areas within them to encourage land uses and design that will help them become welcoming and vibrant places.

2.5.1 Node and Corridor Policies

Nodes and **Corridors** accommodate a mix of uses organized along a network of pedestrian friendly streets. These policies provide general guidance for the development and redevelopment of all **Nodes** and **Corridors**.

2.5.1.1 Require area and neighbourhood statutory plan amendments in **Node** and **Corridor** areas to indicate how they support the **Node** and **Corridor** network.

2.5.1.2 Limit commercial-only development in **Nodes** and **Corridors** to sites:
- Along Principal Roadways, Arterial Roadways and Collector Roadways,
- Within **Commercial Frontage** areas,
- Within **Institutional Employment** or **Commercial/Industrial Employment** areas, or
- Where site size and context limit the impacts on the surrounding development.

2.5.2 Centre City

Centre City is Edmonton's distinct cultural and economic 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.

Centre City is shown on Map 7: Nodes and Corridors of the district plans

Symbol:

2.5.2.1 Support **Low Rise** and **Mid Rise** development throughout **Centre City**.

2.5.2.2 Support **High Rise** and **Tall High Rise** development along **Arterial Roadways** within **Centre City**.

2.5.3 Major Nodes

Major Nodes are large-scale urban centres anchored by large public institutions and employment centres that serve multiple **Districts**. These areas provide residents a diverse mix of housing and employment opportunities, travel modes and connection to other **Nodes**.

Major Nodes are shown on Map 7: Nodes and Corridors of the district plans

Symbol:

2.5.3.1 Support **Low Rise** and **Mid Rise** development throughout **Major Nodes**.
2.5.3.2 Support **High Rise** development within **Major Nodes**:
- along **Principal Roadways** and **Arterial Roadways**, or
- where site size and context allow for appropriate transition to surrounding development and where adequate site access can be provided.
2.5.3.3 Support **Tall High Rise** development along **Principal Roadways** and **Arterial Roadways** within **Major Nodes** where site size and context allow for appropriate transition to surrounding development.

2.5.4 District Nodes

District Nodes are urban centres that provide for the needs of nearby **Neighbourhoods**. They will evolve into diverse transit-oriented communities that offer commercial, employment and other community amenities within a short walk or bike ride.

District Nodes are shown on Map 7: Nodes and Corridors of the district plans

Symbol:

2.5.4.1 Support **Low Rise** development throughout **District Nodes**.
2.5.4.2 Support **Mid Rise** development within **District Nodes**:
- along **Principal Roadways** and **Arterial Roadways**, or
- where site size and context allow for appropriate transition to surrounding development and where adequate site access can be provided.
2.5.4.3 Support **High Rise** development along **Principal Roadway** and **Arterial Roadways** within **District Nodes** where site size and context allow for appropriate transition to surrounding development.

2.5.5 Local Nodes

Local Nodes serve **Neighbourhoods** through a mix of 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**.

Local Nodes are shown on Map 7: Nodes and Corridors of the district plans

Symbol: ★ or

2.5.5.1 Support neighbourhood commercial and neighbourhood **Mixed Use** development at **Local Nodes**.
2.5.5.2 Support **Low Rise** development at **Local Nodes**.
2.5.5.3 Support **Mid Rise** development along **Arterial Roadways** and **Collector Roadways** at **Local Nodes** where site size and context allow for appropriate transition to surrounding development.

2.5.5.4 Allow **Local Node – Sites** to comprehensively redevelop within the site boundaries.

2.5.5.5 Allow areas at **Local Node - General Locations** to develop in a contiguous manner.

Image below illustrates policy concept of 2.5.5.4 Local Nodes

Built form transition to surrounding Low Rise residential neighbourhood

Public gathering places with enhanced public realm

Pedestrian connections to surrounding open spaces

Local Node site has been comprehensively redeveloped within its existing parcel and boundary

Higher buildings along collector and arterial frontages
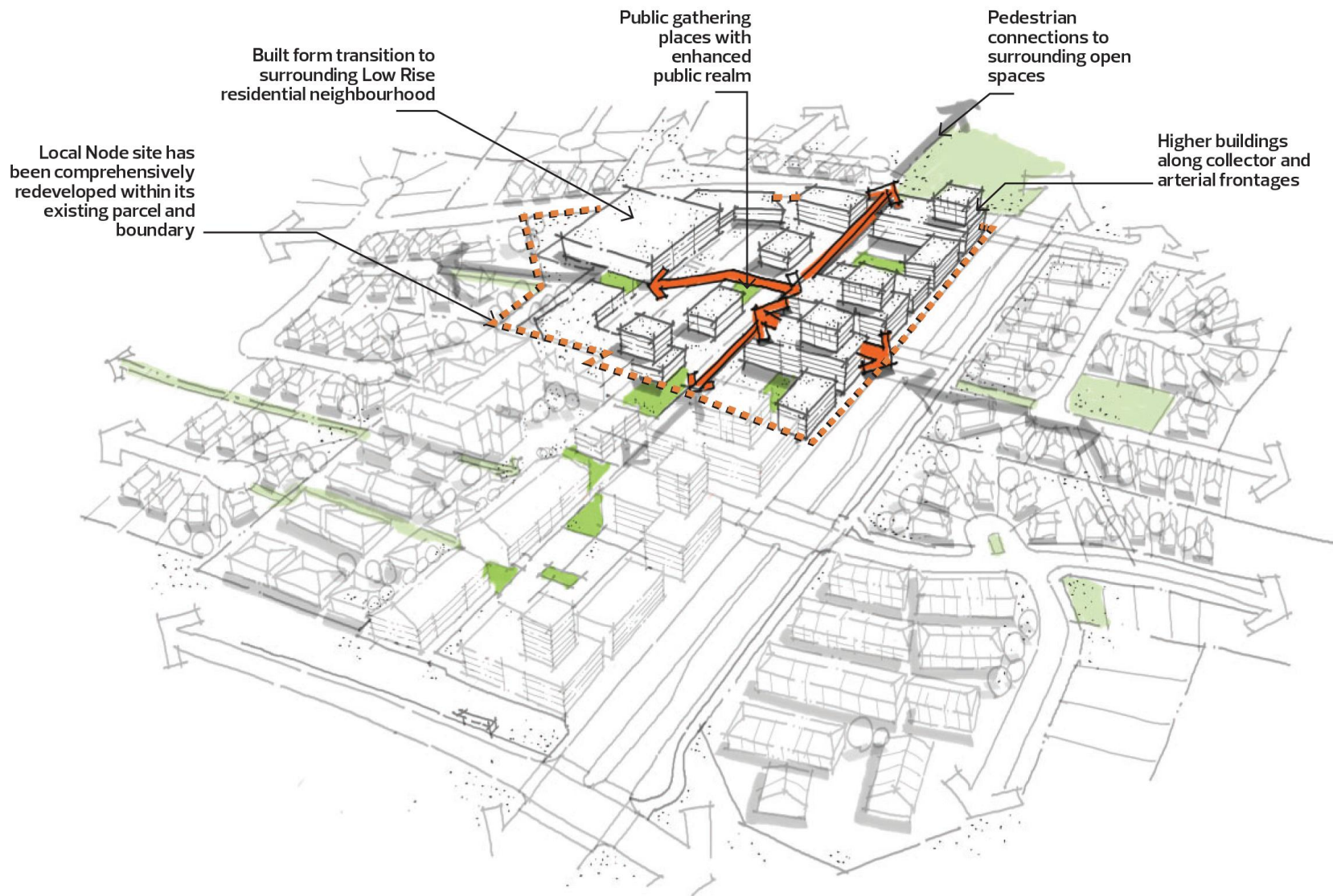
Image below illustrates policy concept of 2.5.5.5 Local Nodes

General location of Local Node area continues to redevelop in a contiguous manner sensitive to the scale and design of surrounding built form

Mid Rise development along Collector Roadway at a Local Node where site size and context allow for appropriate transition to surrounding development

Support Low Rise development at Local Nodes
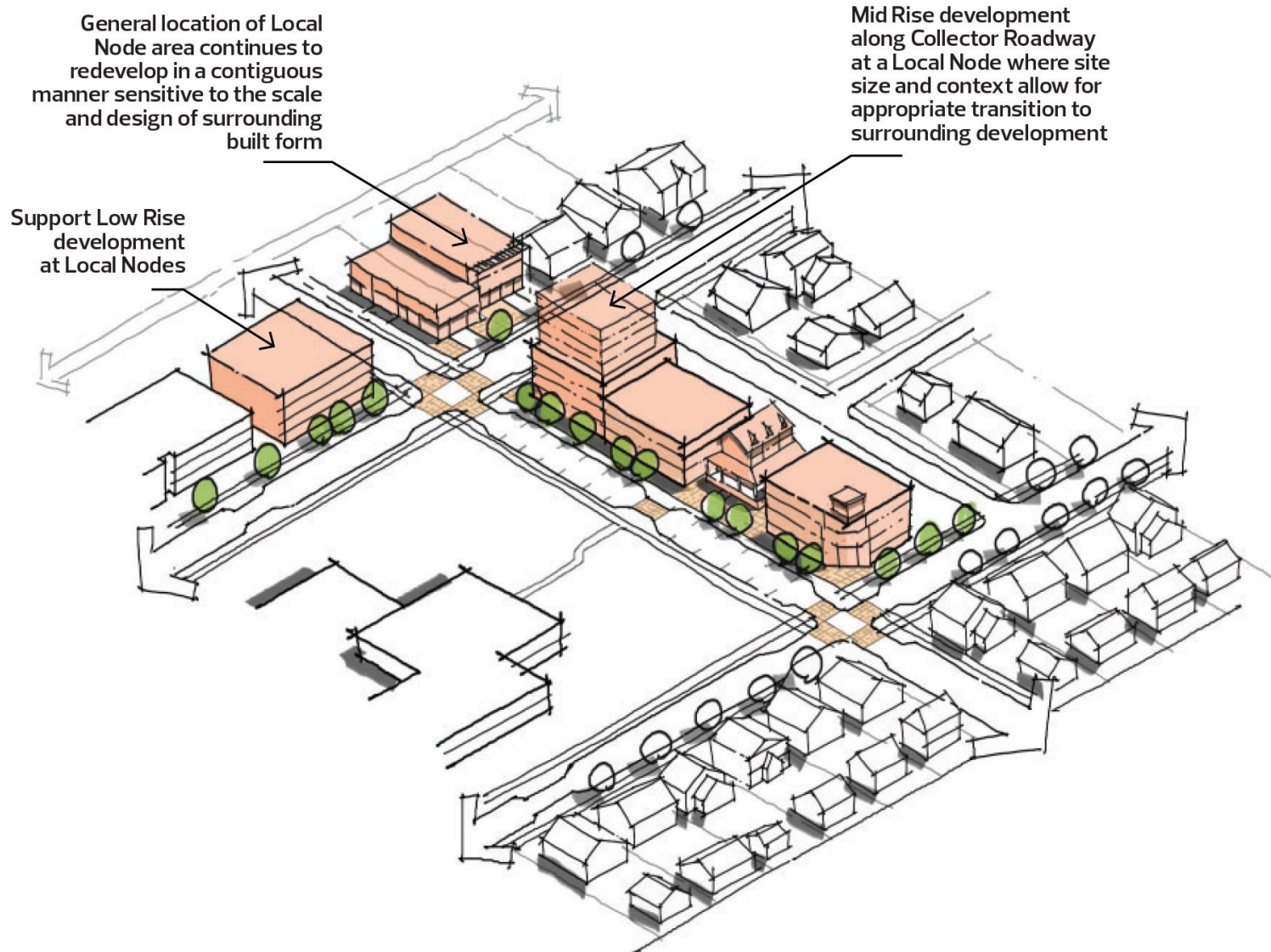
2.5.6 Primary Corridors

Primary Corridors are dense and vibrant urban areas along prominent streets that serve residents from multiple **Districts**. They 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.

> Primary Corridors are shown on Map 7: Nodes and Corridors of the district plans
>
> Symbol:

2.5.6.1 Support **Low Rise** and **Mid Rise** development throughout **Primary Corridors**.

2.5.6.2 Support **High Rise** development within **Primary Corridors** where both of the following criteria are met:
- The site is along a **Principal Roadway** or **Arterial Roadway**, and
- The site is within 200 metres of a **Mass Transit Station** or an intersection of two **Principal Roadways** or **Arterial Roadways**.

2.5.6.3 Support **Tall High Rise** development within **Primary Corridors** where all of the following criteria are met:
- The site is along a **Principal Roadway** or **Arterial Roadway**,
- The site is within 200 metres of a **Mass Transit Station** or an intersection of two **Principal Roadways** or **Arterial Roadways**, and
- The site size and context allow for appropriate transition to surrounding development.

2.5.7 Secondary Corridors

Secondary Corridors are areas along prominent residential and commercial streets that serve as a local destination for surrounding **Neighbourhoods**. They connect to **Nodes**, feature diverse travel modes and may evolve as more commercial or residential over time.

> Secondary Corridors are shown on Map 7: Nodes and Corridors of the district plans
>
> Symbol:

2.5.7.1 Support **Low Rise** development throughout **Secondary Corridors**.

2.5.7.2 Support **Mid Rise** development along **Principal Roadways**, **Arterial Roadways** and **Collector Roadways** within **Secondary Corridors**.

2.5.8 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.

> Commercial Frontage is shown on Map 6: Land Use Concept of the district plans
>
> Symbol:

2.5.8.1 Encourage commercial land uses at ground-level and street-oriented building and site design to support an active **Public Realm** along the **Commercial Frontage** area.

2.5.8.2 Discourage vehicle oriented services, parkades without commercial uses at grade and uses with drive-through services along the **Commercial Frontage** area.

2.5.9 Large Sites

Large Sites offer unique redevelopment opportunities that require comprehensive **Site Planning** prior to redevelopment.

Large Sites are shown on Map 6: Land Use Concept of the district plans

Symbol: ▭

2.5.9.1 Integrate **Large Sites** into the surrounding **Urban Structure** and mobility system by connecting discontinuous mobility networks through the site.

2.5.9.2 Develop any new streets (private or public) within the site to accommodate a variety of transportation options.

2.5.9.3 Encourage the creation of publicly accessible open space on **Large Sites**.

Image to the right illustrates policy concept of 2.5.9.1 Large Sites

Align internal roadway network with the surrounding public roadway pattern

Pedestrian and open space connections to surrounding open spaces

New publicly accessible open space

Public gathering places with enhanced public realm
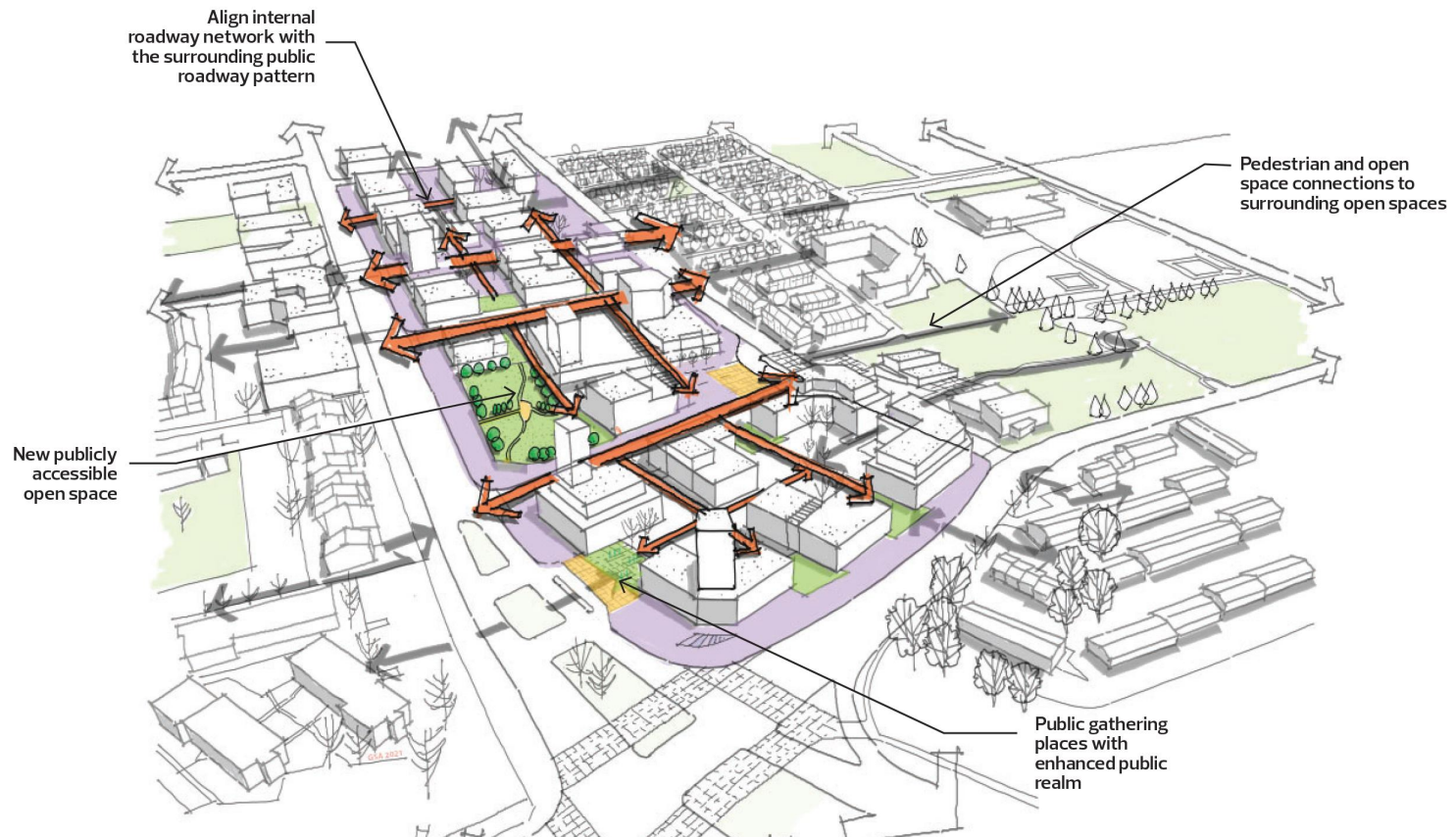
2.6 Open Space and Natural Areas

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**.

This section guides how human and ecological elements are better connected to improve Edmontonians' access to nature and recreation. The subsections below provide guidance on all open spaces within a **District** and provide more specific information related to the river valley, **Urban Greenways**, **Habitat Greenways**, and water bodies, including **Stormwater Management Facilities**.

2.6.1 Open Space and Natural Area Policies

Open spaces and **Natural Areas** comprise the **North Saskatchewan River Valley and Ravine System**, tableland natural areas, greenways, parks and civic and recreational lands.

> Open Spaces and Natural Areas are shown on Map 8: Open Space and Natural Areas of the district plans

2.6.1.1 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**.

2.6.1.2 Use and implement an ecological network approach to conservation in planning Edmonton's natural and human-made network of greenspaces and water bodies.

2.6.1.3 Prioritize underserved, high density and high growth areas for open space acquisition, development and improvement to ensure equitable distribution and access to open space.

2.6.1.4 Incorporate existing constraints and opportunities, such as utility right of ways and existing **Natural Areas** into the open space network through site selection and design.

2.6.1.5 Identify and take steps to recognize natural heritage and cultural landscapes in open space planning.

2.6.1.6 Seek to preserve access to sunlight in open spaces through the development planning process.

2.6.1.7 Provide and restore naturalized open spaces, and preserve those that strengthen the ecological network.

2.6.1.8 Minimize the impacts of adjacent land uses on natural areas and areas of ecological significance through ecological buffers and other means.

2.6.2 River Valley Viewpoints and Trail Access

River Valley Viewpoints and **River Valley Trail Access** are maintained for public use and enjoyment.

River Valley Viewpoints are shown on Map 8: Open Space and Natural Areas of the district plans

Symbol: [symbol] and [symbol]

2.6.2.1 Provide public access to and along the top-of-bank through a combination of public roadway, pathways and **River Valley Viewpoint** parks.

River Valley Trail Access points are shown on Map 8: Open Space and Natural Areas of the district plans

Symbol: [symbol]

2.6.3 Habitat Greenways

Habitat Greenways are naturalized or restored corridors that support ecological connectivity. They are located to maximize existing and planned utility, transportation and parkland corridors that connect key ecological features.

Habitat Greenways are shown on Map 8: Open Space and Natural Areas of the district plans

Symbol: ● ● ● ● ●

2.6.3.1 Expect increased wildlife movement at road crossings and use landscaping and design techniques to reduce conflict for people and wildlife.

2.6.3.2 Support the naturalization and restoration of **Habitat Greenways** with appropriate native and naturalized vegetation.

2.6.3.3 Where pathways are located within a **Habitat Greenway**, ensure pathway placement maximizes ecological functionality.

2.6.3.4 Where possible, seek to expand the width of a **Habitat Greenway** to offer additional protection and improve the ecological integrity.

2.6.4 Urban Greenways

Urban Greenways comprise enhanced landscaping along transportation routes and utility corridors.

Urban Greenways are shown on Map 8: Open Space and Natural Areas of the district plans

Symbol: ● ● ● ● ●

2.6.4.1 Provide enhanced boulevard landscaping, including trees, along **Urban Greenways** that are along public roadways.

2.6.4.2 Consider opportunities to integrate amenities such as seating and shelter areas along the **Urban Greenway** to encourage interactions, use and enjoyment.

Image to the right illustrates policy concept of 2.6.4 Urban Greenways

Transit Shelter

Provide boulevard landscaping along Urban Greenways that are along public roadways

Seating

Bicycle Racks

2.6.5 Water Bodies and Stormwater Management

Stormwater Management Facilities both manage runoff and contribute to the open space network.

> Stormwater Management Facilities are shown on Map 8: Open Space and Natural Areas of the district plans
>
> Symbol:

2.6.5.1 Preserve existing natural features such as wetlands and low elevation areas for stormwater management.

2.6.5.2 Design **Stormwater Management Facilities** to be publicly accessible amenities to the extent possible, with public frontage and connections to the **Active Transportation** network.

2.6.5.3 Design **Stormwater Management Facilities** as naturalized landscapes where feasible in order to enhance neighbourhood aesthetics and biodiversity.

2.6.5.4 Mitigate impacts to existing uses and provide new open space amenities to the extent possible when adding **Stormwater Management Facilities** to established areas.

3   Mobility in Districts

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

- **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.

Active Transportation policies support connections using walking, rolling or biking to provide recreation and access to destinations, amenities and daily needs. The policies below include planning and design directions for the provision of high quality infrastructure, integrated with public spaces with an aim to reduce traffic congestion, create better environmental outcomes and improve public health. Subsections below include general policies that apply to all forms of **Active Transportation** and specific direction on **Pedestrian Priority Areas** as identified in the district plan.

3.1.1 Active Transportation Policies

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

3.1.1.1 Connect major destinations within and between **Districts** through the **Active Transportation** network.

3.1.1.2 Design the **Active Transportation** network to be accessible, age-friendly and convenient.

3.1.1.3 Design and maintain pathways and bike routes for year round use.

3.1.1.4 Design and adapt the **Active Transportation** network to maximize user comfort and minimize conflicts between pedestrians and bicycles.

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, as well as the interface between buildings and the **Public Realm**.

> Pedestrian Priority Areas are shown on Map 9: Active Transportation of the district plans
>
> Symbol:

3.1.2.1 Prioritize pedestrians in designated **Pedestrian Priority Areas** and around major destinations such as shopping malls, **Mass Transit Stations**, hospitals, post-secondary institutions and recreation centres.

3.1.2.2 Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles.

3.1.2.3 Construct crossings that prioritize safety, accessibility and minimize pedestrian delay at intersections.

3.1.2.4 Provide buffers between vehicle traffic and pedestrians, such as planted boulevards, on-street parking or protected bike lanes.

3.1.2.5 Discourage surface parking areas between buildings and sidewalks.

3.1.2.6 Design and locate vehicle access, including parking, service and loading areas, to minimize visual impact and reduce conflict with **Active Transportation**.

Image to the right illustrates policy concept of 3.1.2 Pedestrian Priority Areas

Encourage buffers between vehicle traffic and pedestrians, such as planted boulevards, on–street parking or protected bike lanes.

Discourage the creation of new surface parking areas between buildings and sidewalks

Construct crossings that prioritize safety, accessibility, and minimize pedestrian delay at intersections.

Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles.

3.1.3   Bike Network

The bike network is part of the **Active Transportation** network, and supports a critical mode of transportation in Edmonton.

3.1.3.1 Design bike routes for people of all ages and abilities. This includes providing separation from vehicle traffic where speeds and traffic volumes are higher.

3.1.3.2 Encourage the provision of end-of-trip bicycle facilities in both public and private developments.

3.1.3.3 Provide secure, all season bicycle parking at **Mass Transit Stations**, and ensure **Local Transit** stops and other transit infrastructure on bike routes are designed to integrate with bike facilities.

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**.

Transit is fundamental to a **District's** mobility options, providing local connectivity and to major destinations, long-term growth and sustainability. Policies aim to apply different transit priority measures that will improve transit performance and the overall safety, comfort and attractiveness of transit stops for people using this service throughout the year. Subsections below include policy direction for all transit infrastructure and service delivery with more specific direction on **Mass Transit Stations** and **Mobility Hubs** as identified in the district plan.

3.2.1 Transit Policies

Transit includes the mass transit network and **Local Transit** networks, as well as specialized transit services. These policies provide some general guidance for the growth and improvement of the transit network.

3.2.1.1 Connect major destinations within and between **Districts** through the transit network.

3.2.1.2 Improve mass transit network performance through transit priority measures, such as queue jumping signals and dedicated or semi-dedicated lanes, where appropriate.

3.2.1.3 Design pedestrian waiting zones at transit stops to provide safe and comfortable environments for all users.

3.2.2 Mass Transit Stations

Mass transit comprises a large scale network which is able to transport large numbers of people using buses, trains and other technologies. These policies provide direction for the design and investment required to ensure a safe, convenient and comfortable user experience.

Mass Transit Stations are shown on Map 9: Active Transportation of the district plans

Symbol: ● and ○

3.2.2.1 Design **Mass Transit Stations** to be human spaces for gathering and accessing services and amenities with their own identity and sense of place.

3.2.2.2 Integrate **Mass Transit Stations** with the surrounding built environment and mobility network.

3.2.2.3 Encourage **Mass Transit Station** investment and development that support **Mobility Hub** opportunities and regional connectivity.

3.2.2.4 Develop at-grade **Active Transportation** crossings at stations to facilitate a fine-grained **Active Transportation** network.

3.2.2.5 Design and enhance pedestrian waiting zones at **Mass Transit Stations** to provide safe and comfortable environments for all seasons and times of day.

3.2.2.6 Transit stations should be designed to accommodate efficient transfers, while not compromising the ability to integrate transit facilities with the built environment.

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**.

Roadway and goods movement is critical to supporting local and regional economic prosperity, connecting people to opportunities and businesses to markets. The policies in this section guide a holistic approach to new road design and rehabilitation that results in safe, attractive and comfortable streets that are welcoming to all users in all seasons.

3.3.1 Roadways and Goods Movement Policies

These policies provide guidance for a safe and functional roadway network that supports mobility and economic activity.

3.3.1.1 Design and adapt road rights of way to provide safe, attractive, comfortable streets for all users in all seasons.

3.3.1.2 Minimize roadway network expansion for vehicles by accommodating increased transportation demand through **Active Transportation** and transit.

3.3.1.3 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.

3.3.1.4 Treat curbside space as a strategic public asset and use tools such as time-restrictions or parking pricing where appropriate to balance the demands on curbside space.

3.3.1.5 Use **Low Impact Development** features to clean and reduce stormwater runoff in the design of roadways, where feasible.

4   Growth Management and Growth Activation

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.

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.

Levers are critical to achieving market transition and may be required to stimulate intentional growth across the **District**. There are four **Levers** of change that will help shift Edmonton's urban form: policy **Levers**, partnership and advocacy **Levers**, incentive, pricing and subsidy **Levers**, and infrastructure investment **Levers**.

4.1.1 Policy Levers

Policy is a municipal planning instrument that can guide how the City provides strategic direction for land, infrastructure or services to influence or change the behaviour of residents and markets or market groups in a socially equitable manner.

4.1.1.1 Create, apply and maintain city strategy, policy, plans, guidelines and regulations that support growth.

4.1.1.2 Implement the substantial completion standard for **Districts** containing **Developing Area** neighbourhoods and use the standard to recommend to Council when planning of the **Future Growth Area** should begin.

4.1.1.3 Amend District Policy and district plans as needed to provide direction in support of The City Plan.

4.1.2 Partnerships and Advocacy Levers

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.

4.1.2.1   Work with city building partners to plan, design and deliver public spaces, linear and community infrastructure, affordable housing and the associated programming and services to support these spaces and facilities within and between **Districts**.

4.1.2.2   Work with city building partners to identify, prioritize and coordinate capital investments that are of greatest benefit within and between **Districts**, including addressing infrastructure barriers and leveraging existing assets.

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

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.

4.1.3.1 Identify mechanisms to pay for needed infrastructure and public amenities to support population and employment growth in areas identified as priorities.

4.1.3.2 Focus City financial support of private development within **Priority Growth Areas**, and establish clear criteria and program objectives where these are used.

4.1.4 Infrastructure Investment Levers

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

4.1.4.1 Work with civic departments, partner agencies and utility providers to plan and invest in infrastructure in alignment with anticipated **District** growth and **Priority Growth Areas** activation approach.

4.1.4.2 Coordinate overlapping and adjacent infrastructure improvement projects between civic departments and utility partners, where possible, to improve project and financial outcomes and minimize disruption to residents, businesses and the **Public Realm**.

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**.

Infrastructure policies address infrastructure barriers or aim to leverage existing assets such as seeking infrastructure upgrades through the development process, investing in mass transit and using land assets to support key priorities in partnership with business, community and industry. Policy subsections provide guidance for public and privately funded infrastructure specific to utility, transportation and community infrastructure.

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.

4.2.1.1 Require water and sewer system upgrades, where necessary, as a condition of development and/or subdivision.

4.2.1.2 Require stormwater and sanitary sewer separation, where appropriate, as a condition of development and/or subdivision.

4.2.1.3 Require stormwater management system upgrades including on site storage and green infrastructure, where necessary, as a condition of development and/or subdivision.

4.2.2 Transportation Infrastructure

Transportation infrastructure includes pathways, 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.

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 and/or subdivision.

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.

4.2.3.1 Identify the level of service requirements and define catchment areas for community infrastructure.

4.2.3.2 Identify improvements or additions to community infrastructure necessary to achieve the defined level of service.

Glossary

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 Policy: Section 3.1
See District Plan: Map 9

Active Transportation Bridge - Current
A non- automobile bridge that provides connections across natural or physical barriers such as a freeway or river.
See District Policy: Section 3.1
See District Plan: Map 9

Active Transportation Bridge - Planned
Any planned non- automobile bridge that provides connections across natural or physical barriers such as a freeway or river.
See District Policy: Section 3.1
See District Plan: Map 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 Policy: Section 3.1
See District Plan: Map 9

Agriculture / Agricultural Areas
Farms and preserved rural residential lots.
See District Plan: Map 6

Animate / Animation
Refers to the public and activity within streetscapes and civic spaces, generated by commercial activities, public amenities, festivals and other events (programmed and otherwise).

Area Redevelopment Plan (ARP)
Enabled by Alberta's Municipal Government Act, a Council approved statutory document that lays out an area's redevelopment to preserve or improve land and buildings, establish, improve or relocate roads, public utilities or other services, or facilitate any other development in the area.
See District Plan: Map 6

Area Structure Plan (ASP)
Enabled by Alberta's Municipal Government Act, a Council approved statutory document that lays out the sequence of development, proposed land uses, population density and general location of transportation routes and public utilities in an area. The area may contain multiple neighbourhoods.
See District Plan: Map 6

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 Policy: Section 3.3
See District Plan: Map 7, Map 9 or Map 10

Arts and Cultural Facility
Facilities such as attractions, museums, galleries, auditoriums, cultural centres, or conference centres that offer artistic and cultural public exhibits, entertainment or programs that serve residents and groups from across the city.
See District Plan: Map 3

Bike Connection - Identified Opportunity
These are potential alignments for bike routes that were identified in previously Council-approved statutory and other plans in effect.
See District Policy: Section 3.1
See District Plan: Map 9

Centre City
Centre City is Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of land uses. It is a node and 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 Policy: Section 2.5
See District Plan: Map 7

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 Plan: Map 1

Citywide Mass Transit - Current
Current mass transit service that provides fast, reliable citywide mobility through investment in segregated or dedicated transit runningways, river crossings and/or priority measures.
See District Policy: Section 3.2
See District Plan: Map 10

Citywide Mass Transit - Planned to 1.25 Million
Mass transit service that provides fast, reliable citywide mobility through investment in segregated or dedicated transit runningways, river crossings and/or priority measures. These routes are planned for implementation during the first phase of The City Plan (growth to 1.25 million). Routes are conceptual and subject to change through more detailed planning and design.
See District Policy: Section 3.2
See District Plan: Map 10

Citywide Mass Transit - Identified Opportunities
Citywide mass transit routes that are not yet built, but are identified or planned in previously approved plans, or that have a level of design completed. They have been included to record previously recommended routes beyond the 1.25 million population planning horizon.
See District Policy: Section 3.2
See District Plan: Map 10

Civic Spaces and Squares
An open space classification for publicly owned open space that provides a gathering space for people and may provide commercial or entertainment options.
See District Policy: Section 2.6
See District Plan: Map 8

Collector Roadways
A road that provides neighborhood travel between local and Arterial Roadways and direct access to adjacent land.
See District Policy: Section 3.3

Commercial/Industrial Employment
Areas dedicated for employment uses. Except in specific circumstances, these exclude residential uses.
See District Policy: Section 2.4
See District Plan: Map 6

Commercial Frontage
Areas within Nodes and Corridors where new development will include street level commercial uses oriented towards the street.
See District Policy: Section 2.5
See District Plan: Map 6

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 Plan: Map 3

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.

Cultural Area
A geographic area with special significance for a specific cultural community. The boundaries of the Cultural Areas as identified by district plans reflect the formal boundaries established through previous engagement with the City of Edmonton.
See District Policy: Section 2.3
See District Plan: Map 2

Current Heavy Industry
Areas that allow for heavy industrial developments that may have the potential to create nuisance conditions that extend beyond the boundaries of the site.
See District Policy: Section 2.4
See District Plan: Map 3

Designated Municipal Historic Resource
A site that has been designated as an historic resource by City Council through the Historical Resources Act.
See District Policy: Section 2.3
See District Plan: Map 2

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 Policy: Section 2.3
See District Plan: Map 2

Developing Area
Areas primarily outside Anthony Henday Drive within city limits that have an approved statutory plan.
See District Plan: Map 1

Direct Control Provisions (Zones)
Council adopted zones that allow development where it cannot be accommodated by a standard zone.
See District 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 Policy: Section 3.1
See District Plan: Map 9

District Connector Bike Route - Planned
Any planned bike-related infrastructure or infrastructure upgrades (e.g., shared pathways, painted bike lanes, shared roadway - lower traffic routes) that would support District connections.
See District Policy: Section 3.1
See District Plan: Map 9

District Energy Opportunity Areas
Areas that supply centralised electricity, heating, hot water and cooling for multiple buildings in a District.
See District Plan: Map 3 and Map 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 Policy: Section 3.2

District Mass Transit - Current
Mass transit service that enables frequent and/or rapid mobility within and between Districts. These routes play a critical role in supporting the citywide routes by providing direct connections, further enabling cross-city travel using public transit. District routes may include some degree of transit priority measures. The alignments of these routes are open to change or evolve in response to the development of Nodes and Corridors, and in relation to the activation of citywide mass transit routes.
See District Policy: Section 3.2
See District Plan: Map 10

District Mass Transit- Planned to 1.25 Million
Mass transit service that will enable 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. District routes may include some degree of transit priority measures. These routes are planned for implementation during the first phase of The City Plan (growth to 1.25 million). Routes are conceptual and subject to change through more until detailed planning and design.
See District Policy: Section 3.2
See District Plan: Map 10

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 Policy: Section 2.5
See District Plan: Map 7

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 Policy: Section 2.6
See District Plan: Map 8

Existing 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 Plan: Map 3

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 Transportation mixed within the corridor.
See District Policy: Section 3.3
See District Plan: Map 7, Map 9 or Map 10

ROAD NAME

Flood Hazard Area
The Flood Hazard Area is the area of land that will be flooded during the 1:100 design flood, as identified by the provincial government.

Freeway
Grade separated, high-speed roadways and have free-flow movement, providing regional and national connections.
See District Policy: Section 3.3
See District Plan: Map 7, Map 9 or Map 10

ROAD NAME

Future Growth Area
Lands south of 41 Avenue SW for which substantial completion of the Developing Area and Council authorization is required before the preparation of statutory plans.
See District Plan: Map 1, Map 3 or Map 4

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.
See District Policy: Section 2.6
See District Plan: Map 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 Policy: Section 2.4
See District Plan: Map 4

Heritage Places
Locations of historical, cultural and/or architectural significance to the history of Edmonton that contribute to our unique sense of time and place. They can include buildings and other structures, archaeological sites, natural sites and places of traditional use.
See District Policy: Section 2.3

High Rise
Buildings from nine to twenty storeys in height.

Highway
Grade separated, high-speed roadways and have free-flow movement, providing regional and national connections.
See District Policy: Section 3.3
See District Plan: Map 7, Map 9 or Map 10

Human Scale
Human Scale is informed by the psychological, sensory and cognitive needs of human beings. Human Scale can be seen in streets and civic spaces with a sense of enclosure (e.g. Street Walls, canopy trees), groupings of benches that promote social interaction, fine-grained buildings and signage that is easy to understand at walking speed.

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 Plan: Map 1

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 Policy: Section 2.4
See District Plan: Map 6

Intermodal Facility
A freight transportation facility with a rail yard where containers are transferred between trains and trucks.
See District Plan: Map 4

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 Policy: Section 2.3
See District Plan: Map 2

Known Indigenous Cultural Heritage Features
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.
See District Policy: Section 2.3
See District Plan: Map 2

Large Site
A site or group of contiguous sites identified within a plan that offers an opportunity for comprehensive development. Located within a Node or Corridor, and they typically have a depth of one block and/or width of at least 100m.
See District Policy: Section 2.5
See District Plan: Map 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 types of levers of change: policy, partnerships and advocacy, Incentives, pricing and subsidies, and infrastructure investment.
See District Policy: Section 4.1

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 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.
See District Policy: Section 2.5

Local Node - General Location
A general starting place for a Local Node to organically develop over time. Local Node - General Locations have flexible boundaries to allow emerging opportunities to shape development in the immediate area.
See District Policy: Section 2.5
See District Plan: Map 7

Local Node - Site
A defined Local Node location where development will happen within the fixed boundary and site(s) as noted in the district plan.
See District Policy: Section 2.5
See District Plan: Map 7

Local Transit
Provides neighbourhood transit service connectivity and coverage with frequent stops and connections to mass transit services.
See District 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 Policy: Section 2.6
See District Plan: Map 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, and transportation options to connect to other nodes.
See District Policy: Section 2.5
See District Plan: Map 7

Major Utility Corridor / High Pressure Pipeline
Major overhead or underground systems that convey electricity, gas, oil or water.
See District Policy: Section 2.4
See District Plan: Map 4

Mass Transit Station
A transit facility for accessing Mass Transit Routes. This is where mass transit and Local Transit routes connect and allow transit customers to transfer between routes. Current Mass Transit Stations generally include LRT stations/stops and transit centres.
See District Policy: Section 3.2
See District Plan: Map 10

Mid Rise
Buildings from five to eight storeys in height.

Mixed Use
Development that includes a combination of different land uses such as residential, commercial, institutional, recreational and public spaces. It generally refers to development where different uses are not only combined on the same site but also within buildings themselves.

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 Policy: Section 3.2
See District Plan: Map 10

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.
See District Policy: Section 2.3
See District Plan: Map 2

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.

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 Policy: Section 2.6
See District Plan: Map 8

Neighbourhood
A geographic area that can be residential or non-residential that is formally recognized by the City of Edmonton. Residential neighbourhoods consist of areas with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.

Neighbourhood Structure Plan (NSP)
A council approved statutory document that is a 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).

Node and Corridor Boundaries
The development boundary of the City Plan Map 3: 'Nodes and Corridors Network' at the full build out of The City Plan. Development will occur within these boundaries during each phase of The City Plan.
See District Policy: Section 2.5
See District Plan: Map 6, Map 8, Map 9 and Map 10

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

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 Policy: Section 2.4
See District Plan: Map 4

Non-Residential Intensification Area
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 Policy: Section 2.4
See District Plan: Map 6

Non-Residential Area - Planned by 1.25 Million
Areas within the Future Growth Area generally designated for non-residential activities that require a Area Structure Plan prior to development.
See District Policy: Section 2.4
See District Plan: Map 5 and Map 6

North Saskatchewan River Valley and Ravine System
A policy area and a land use type, to be guided by the North Saskatchewan River Valley ARP, the Ribbon of Green strategic plan and future amendments to these for areas in the Future Growth Area.
See District Policy: Section 2.6
See District Plan: Map 6 and Map 8

Open Space - Other
Open space not previously categorized by Breathe: Edmonton's Green Network Strategy. This includes open space land on 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. Some of these spaces include EPCOR dry pond facilities.
See District Policy: Section 2.6
See District Plan: Map 8

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 developed for open space use. Where a plan directs a potential open space, but is not specific to location, the open space may not be shown; refer to the policy guidance in this case.
See District Policy: Section 2.6
See District Plan: Map 6 and Map 8

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 and Ride facilities are typically located at Mass Transit Stations and can range from surface lots to multi-storey parking structures.
See District Policy: Section 3.2
See District Plan: Map 10

Pedestrian Connection - Identified Opportunity
Areas where sidewalks or pathways are needed to facilitate pedestrian travel that have been previously identified in a Council-approved or endorsed geographic plan.
See District Policy: Section 3.1
See District Plan: Map 9

Pedestrian Priority Area
Areas with high volumes of pedestrian traffic that should prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles and transit. These areas will feature pedestrian-oriented urban design upgrades to crosswalks, street furniture, wayfinding and lighting within the Public Realm. The addition of Civic Spaces and Squares in these areas may be appropriate.
See District Policy: Section 3.1
See District Plan: Map 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 Policy: Section 2.5
See District Plan: Map 7

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 Policy: Section 3.3
See District Plan: Map 7, Map 9 or Map 10

ROAD
NAME

Priority Growth Areas
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 where the City intends to apply the City Plan's levers of change (investment, pricing and subsidies, partnerships and advocacy, and policy) to support growth.
See District Policy: Section 4.1
See District Plan: Map 5

Provincial Heritage Character Areas
Areas designated by the Province of Alberta for protection of a geographic concentration of provincially significant historical resources under the Historical Resources Act.
See District Policy: Section 2.3
See District Plan: Map 2

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 Policy: Section 2.6
See District Plan: Map 8

Public Art
Public art is art that exists in the public realm and is free and accessible to everyone. Mapped art installations are City of Edmonton public art works, as coordinated by the Edmonton Arts Council.
See District Plan: Map 2

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 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 Plan: Map 1

River Valley Active Transportation 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
See District Policy: Section 3.1
See District Plan: Map 9

River Valley Trail Access
Trailheads that lead to a river valley trail network and can accommodate foot-based travel only.
See District Policy: Section 2.6
See District Plan: Map 8 and Map 9

River Valley Viewpoint
Publicly accessible locations created to facilitate the appreciation of significant views. River Valley 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 Policy: Section 2.6
See District Plan: Map 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 Policy: Section 2.5
See District Plan: Map 7

Small Scale
Buildings three storeys or less in height.

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 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 Plan: Map 8

Stormwater 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 Policy: Section 2.6
See District Plan: Map 8

Street Wall
Refers to a series of continuous building facades that are typically parallel to the road right-of-way. Street Walls typically provide definition to, and therefore contribute to, human scaled streets and civic spaces.

Tall High Rise
Buildings twenty-one storeys or greater in height.

Topographic Sag (Overland Flood Risk)
Low land areas where water can collect in large pools due to flooded drainage systems during intense rainfall. Low spots on the landscape that will collect water during heavy rainfall. Based on topography (locations can be designed or natural), these locations are highly correlated with where historical overland flooding and basement flooding occur during heavy rainfalls and may need additional attention for flood mitigation.
See District Policy: Section 2.4
See District Plan: Map 4

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.
See District Policy: Section 2.6
See District Plan: Map 8

Urban Mix
A land use category that consists primarily of housing of all types, but also includes shops, services, offices and some community services. It excludes industrial and institutional uses, as well as open space and parks.
See District Policy: Section 2.4
See District Plan: Map 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 Policy: Section 2.4 and Section 4.2
See District Plan: Map 6

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

Water Body
Contains natural water features such as rivers, lakes, large ponds, and natural and artificial Stormwater Management Facilities. Excludes dry ponds.

Water Network Capacity
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 Nodes and Corridors Boundary.
See District Policy: Section 2.4 and Section 4.2
See District Plan: Map 4

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