



# Draft District General Policy

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## Land Acknowledgement

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

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

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

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

# 1. Introduction to District Plans

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

We can foster this by establishing districts as collections of neighbourhoods that are diverse, connected and accessible. These districts should contain most of the services and amenities that Edmontonians rely on, and mobility options to get them there. District Plans will help implement the direction of *The City Plan*, create a community of communities, and improve connection, accessibility, and quality of life at a local level.

District Plans consist of 16 separate bylaws:

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

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

District Plans are the principal policy document guiding the physical changes to the city described in the *The City Plan*, with a focus on Planning and Design, Mobility, and Growth Management systems. Like *The City Plan*, District Plans are intended to adapt over time to accommodate our growing population, shifting environment and emerging priorities. More detailed information may be added to the District General Policy or to specific District Plans as additional land use planning is completed. Major renewals of District Plans will be undertaken as population growth targets (e.g.. 1.25 million) are met.

## 1.1. How to use District Plans

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

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

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

## 1.2. Authority and relationship to other plans

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

In the event of a conflict between the District Plan policy table and the District General Policy, the former shall prevail.

Within the hierarchy of statutory plans, District Plans are subject to the Municipal Development Plan (*The City Plan*) and are paramount to Areas Structure Plans and Area Redevelopment Plans. Notwithstanding this hierarchy, District Plans and any underlying area structure plans or area redevelopment plans shall be read harmoniously. Area Redevelopment Plan and Neighbourhood Structure Plan amendments are subject to the policies in the District General Policy.

Area Redevelopment Plans may continue to exist alongside District Plans, to perform any function with respect to the implementation of a redevelopment levy, or for any purpose outlined under Section 634(1) of the Municipal Government Act. Area Structure Plans and Neighbourhood Structure Plans will continue to be used to provide land use and infrastructure guidance to ensure the orderly, first-generation development of Developing and Future Growth Areas. New Area Structure Plans must be developed to align with the District General Policy and relevant District Plan.

## 1.3. Relationship to the Zoning Bylaw

District Plans, in conjunction with other applicable statutory plans, will provide guidance to inform rezoning decisions.

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

## 1.4. Amendments

District Plans will be amended from time to time to reflect system or land use updates, such as new historical sites, significant new infrastructure priorities, or the repeal of statutory plans. Amendments to specific areas of a District Plan may be undertaken to provide additional policy direction as required. Where changes are required to accommodate a land development application, the applicant will be required to prepare the plan amendments in support of the application. Such amendments shall align with the general intent of policies outlined in the *District General Policy* and *The City Plan*. All amendments to the plan must be done by bylaw through a public hearing.

## 1.5. District General Policy structure and format

The policy statements in this document are based on the following structure:

# X. Plan Chapter

Chapters outline each of The City Plan's systems (Planning & Design, Mobility and Managing Growth). Policies in these chapters will provide the framework for local services, amenities, land use and infrastructure planning at the local level.

## X.1 Sections

These sections break down City Plan systems into their networks and mechanisms. Each section begins with a quote from City Plan connecting district policy to why and how we will build and use our city as it moves into the future.

### X.1.1.Sub-Sections

Sub-sections introduce and define key concepts that play an integral role in the district and city-wide systems and networks. These key concepts inform district maps and contribute to The City Plan's vision and outcomes.

#### X.1.1.1. Sub-Section Policies

These statements outline planning and development actions or conditions we must meet as we build Edmonton's district network.

## 2. Planning and Design in Districts

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

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

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

### 2.1. District Urban Design

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

#### 2.1.1. Urban Structure

Urban Structure is primarily concerned with the layout and pattern of streets, blocks, lanes, mews, and open spaces in the planning and design of new, and retrofit of existing neighbourhoods. The following policies provide urban design principles to inform decisions about urban structure and should be supplemented with urban design direction given in the Zoning Bylaw and Urban Design Manual.

- 2.1.1.1. Create unique districts that reflect the natural, historical and cultural context through the design and development of the built environment.

- 2.1.1.2. Provide attractive and inviting streets, buildings, and open spaces within the district that contribute to local image, identity and sense of place.
- 2.1.1.3. Provide welcoming and accessible community amenities and services, streets, buildings, and open spaces within districts.
- 2.1.1.4. Promote connectivity and access into and through districts through a fine-grained pattern of streets and a comprehensive network of open spaces and trails.
- 2.1.1.5. Protect, create or reintroduce environmental health and ecological functions through a pattern of streets and open spaces that are derived from, and integrate, natural areas, water bodies and topography in a holistic manner.
- 2.1.1.6. Promote wellness through the thoughtful location and configuration of safe and easily accessible open spaces that meet the needs of the district residents.
- 2.1.1.7. Contribute to the overall city image through the preservation and integration of views, landmarks, built heritage and cultural landscapes, as well as the establishment of new community facilities, into a logical and easy to navigate pattern of streets and open spaces.

## 2.1.2. Site Planning

Site planning establishes the general distribution and interrelationship of uses on a site and the form and massing of buildings to provide guidance at the zoning, subdivision and development permit phase. The following policies provide urban design principles to inform site planning decisions and should be supplemented with urban design direction given in the Zoning Bylaw and Urban Design Manual.

- 2.1.2.1. Prioritize connectivity through pedestrian and active mode connections into and through sites to provide continuity with the surrounding network of streets, open spaces and natural areas.
- 2.1.2.2. Provide site access, circulation and servicing for vehicles that is safe and efficient but secondary to the safety, accessibility and convenience of pedestrians and active transportation.
- 2.1.2.3. Contribute to walkability and vibrancy in the public realm through built form and open space design which creates well defined spaces of a human scale that provide active edges for enhanced activation and safety.

- 2.1.2.4. Ensure environmental health and ecological function through built form and open space design that preserves and expands the urban tree canopy, integrates natural features and introduces low impact development (LID) and similar nature-based solutions.
- 2.1.2.5. Contribute to year-round environmental comfort in the public realm through built form and open space design which maximizes solar access and mitigates adverse wind impacts.
- 2.1.2.6. Manage transitions in land use and scale through setbacks, stepbacks and other means.
- 2.1.2.7. Integrate site plans with adjacent transit facilities through design that facilitates safe and convenient pedestrian access between the site and the transit facility.
- 2.1.2.8. Strive for design and architectural excellence that does not discriminate affordable housing from for-profit market housing in terms of building type, massing, façade treatment, materials and quality of finishes.

### **2.1.3. Public Realm**

Public Realm design is concerned with the design of plazas, amenity and other open spaces, as well as building interfaces providing guidance at rezoning, subdivision and development permit phase. The following policies provide urban design principles to inform decisions about public realm areas and should be supplemented with urban design direction given in the Zoning Bylaw and Urban Design Manual.

- 2.1.3.1. Contribute to walkable, vibrant, comfortable, accessible and safe streetscapes and open spaces by maximizing active edges and creating appropriate public and private transitions.
- 2.1.3.2. Ensure vibrant, inclusive, equitable, comfortable, accessible and safe urban open spaces through landscape design that accommodates the widest range of users, and encourages community animation and function.
- 2.1.3.3. Ensure that all signage, either public or private, is of high quality, integrated with its setting, effective visually without creating issues of nuisance or safety.
- 2.1.3.4. Accommodate spaces and elements that promote social gathering and cultural expression.
- 2.1.3.5. Provide a range of basic amenities that address homelessness within districts in alignment with Edmonton's Plan to Prevent and End Homelessness and RECOVER: Urban Wellbeing.
- 2.1.3.6. Ensure public areas are designed to promote safety and security.

### 2.1.4. Energy and Climate

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

- 2.1.4.1. Encourage community renewable energy projects and expansion of district energy systems.
- 2.1.4.2. Encourage building and site designs to reduce energy and material consumption which may include low-impact development (LID), reuse of water, low-water landscaping, energy efficient lighting among others.
- 2.1.4.3. Support emission neutral buildings through low embodied carbon buildings and infrastructure, retrofits and energy efficiency improvements.
- 2.1.4.4. Support a low carbon resilient food system through local urban agriculture and agroecology.
- 2.1.4.5. Plan, design and connect district and neighbourhood infrastructure and amenities that reduce carbon emissions and contribute to a circular economy.
- 2.1.4.6. Pursue nature-based solution and green infrastructure, including plantings, naturalization, and the protection of ecologically significant areas to mitigate climate change impacts.

## 2.2. District Land Use Planning

“Planning and Design in Edmonton is about working with what we have today and continuously adapting and reimagining our built environment to meet the needs of two million people in the future.” - The City Plan, page 32.

### 2.2.1. General Policies

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

- 2.2.1.1. Connect major destinations within and between districts using all modes of transportation.

- 2.2.1.2. Accommodate increased residential, commercial and institutional development adjacent to mass transit facilities.
- 2.2.1.3. Direct the most intense development to intensification areas within nodes and corridors.
- 2.2.1.4. Provide an integrated open space network that serves the recreational, cultural, gathering, and wellbeing needs of residents at the local, district and city-wide levels.
- 2.2.1.5. Conserve, restore and integrate nature and natural systems and landforms throughout the built environment to improve connectivity, enhance wellbeing and support biodiversity.
- 2.2.1.6. Determine the requirements of the Public, Separate and Francophone School Boards with respect to accommodating students within the district.
- 2.2.1.7. Collaborate with regional partners and other orders of government on land use planning for areas under their jurisdiction.
- 2.2.1.8. Support emergency and immediate basic needs of people experiencing homelessness through a variety of housing options and support services.
- 2.2.1.9. Support easy access to local, nutritious, safe and culturally-appropriate food within a district.
- 2.2.1.10. Ensure a variety and adequate amount of accessible amenity spaces to accommodate the needs of different households and family types.
- 2.2.1.11. Ensure a distribution of recreation, education and cultural facilities and integrate these with nodes and corridors and mobility networks.

### **2.2.2. Urban Mix**

The urban mix land use area supports a variety of land uses and is applied to all sites with residential land uses. It includes residential uses of varying forms and intensities, as well as commercial uses that provide employment and amenity for area residents.

- 2.2.2.1. Provide a mix of housing types and tenures that cater to a diverse range of household sizes, abilities, ages, incomes and lifecycle needs such as family oriented housing, student and seniors housing.

- 2.2.2.2. Encourage small scale infill, such as secondary suites and laneway housing, to provide affordable rental and aging-in-place options.
- 2.2.2.3. Integrate new development within neighbourhoods through site design, scale, massing, transition, built form and public realm improvements.
- 2.2.2.4. Accommodate increased residential density through all areas of the city with emphasis within nodes, corridors, and adjacent to mass transit facilities.
- 2.2.2.5. Allow more commercial uses and development intensity within the boundary of nodes and corridors than in other Urban Mix areas.
- 2.2.2.6. Direct commercial and mixed use development within the Redeveloping Area to locate within nodes, corridors, or adjacent to existing commercial or mixed use sites.
- 2.2.2.7. Mitigate the impacts of non-residential development on adjacent residential areas through planning and design of the urban structure, site and public realm.

## **2.3. Nodes and Corridors**

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

### **2.3.1. General Policy for All Nodes and Corridors**

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

- 2.3.1.1. Focus more intensive development and density within nodes and corridors adjacent mass transit stations and or mobility hubs.
- 2.3.1.2. Ensure development proposed in node and corridor areas outside of intensification areas responds to the context of existing uses, heights, massing, general block pattern and structure, and any recognized heritage

character of surrounding development parcels, having most regard for parcels not separated by a lane or public roadway.

- 2.3.1.3. Design road rights-of-way to create complete streets within nodes and corridors.
- 2.3.1.4. Minimize the impacts of vehicular access on the pedestrian environment through streetscape design and parking access regulations.
- 2.3.1.5. Apply a coherent design theme specific to the area for all streetscape elements, where feasible, to support a unique and unified sense of place and identity to individual nodes and corridors.
- 2.3.1.6. Use public art to support a unique identity for individual nodes and corridors.
- 2.3.1.7. Connect nodes and corridors through high quality mass transit.
- 2.3.1.8. Establish a fine grained active transportation network within node and corridor areas that increases connectivity, accessibility and facilitates redevelopment.

### **2.3.2. Intensification Areas**

Intensification areas identify the City's top priorities for future growth and change within nodes and corridors during the first phase of The City Plan (growth to 1.25 million).

- 2.3.2.1. Locate new, more intensive development within intensification areas.
- 2.3.2.2. Encourage the highest level of development intensification afforded by a nodes or corridors if within 200 metres of a mobility hub or mass transit station.
- 2.3.2.3. Require all development within the boundary of a node or corridor but outside of an intensification area to provide appropriate transition, massing, and contextual fit with the surrounding area.

### **2.3.3. Pedestrian Priority Areas**

Pedestrian priority areas prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles. See also Complete Streets Design and Construction Standards.

- 2.3.3.1. Discourage vehicle site access that crosses sidewalks the creation of surface parking between buildings and sidewalks.
- 2.3.3.2. Construct crossings that prioritize the pedestrian and minimize pedestrian delay at intersections.
- 2.3.3.3. Accommodate service and loading areas away from the main street frontage to a rear or side lane.
- 2.3.3.4. Encourage buffers between vehicle traffic and pedestrians, such as planted boulevards, on-street parking or protected bike lanes.
- 2.3.3.5. Ensure connectivity to bus stops and other transit facilities and incorporate high quality bus stops with adequate space for pedestrian amenities.

### **2.3.4. Active Commercial Frontages**

Active commercial frontages are areas within nodes and corridors where new development will include active land uses oriented towards the street at the street level, in keeping with the Main Street Guidelines. While these frontages should be predominantly commercial and service uses open to the public, residential frontages may be considered active land uses where they provide direct access to the street from ground-floor units.

- 2.3.4.1. Encourage commercial land uses at grade to support a lively public realm along the active commercial frontage area.
- 2.3.4.2. Encourage street facing building facades to contribute to a pedestrian friendly environment with features such as frequent access points, transparency (though glazing), and articulation.
- 2.3.4.3. Encourage the use of architectural features that contribute to a pleasant pedestrian environment in all seasons (see Winter City Guidelines).
- 2.3.4.4. Require all parking structures to be wrapped in residential or commercial uses at the ground floor to screen parking from the public realm.

### **2.3.5. Large Sites**

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

- 2.3.5.1. Integrate large sites into the surrounding mobility system through the development process.
- 2.3.5.2. Encourage the creation of publicly accessible mass transit plazas on Large Sites adjacent to mass transit stations and mobility hubs.
- 2.3.5.3. Encourage large sites to accommodate a mix of uses.
- 2.3.5.4. Develop any new streets within the site to accommodate a variety of modes and users, in accordance with the Complete Streets Design and Construction Standards.

### **2.3.6. Major Nodes**

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

- 2.3.6.1. Support high density residential development within major nodes.
- 2.3.6.2. Support a broad range of commercial and institutional development to provide for the needs of the district, city and metropolitan region.
- 2.3.6.3. Ensure building and site design contributes to the attractiveness, animation and distinctive identity of development within major nodes.
- 2.3.6.4. Support a minimum overall density of 250 people and/or jobs per gross developable hectare within a major node.

### **2.3.7. District Nodes**

District nodes are smaller urban centres that provide for the needs of the local and surrounding neighbourhoods. District nodes are up to 1 kilometre across and are intended to evolve into diverse transit-oriented communities that include midrise and highrise housing located near transit stations and along arterial roadways, and offer commercial, employment and other community amenities within a short walk or bike ride.

- 2.3.7.1. Support medium and limited high density residential development within district nodes.

- 2.3.7.2. Support a range of commercial development to provide for the needs of the local community and district.
- 2.3.7.3. Support a minimum overall density of 150 people and/or jobs per gross developable hectare within a district Node.

### 2.3.8. Primary Corridors

Primary corridors are prominent urban streets in districts that serve a citywide or metropolitan level function. They are 2-3 blocks wide and transition in scale and intensity. Their function is to move people while at the same time provide a rich and vibrant street life. Primary corridors connect to nodes, feature diverse travel modes, and may evolve as more commercial or residential. Over time, they should redevelop and grow along their entire length.

- 2.3.8.1. Support medium to high density residential within primary corridors, where high rise development should be located near mass transit stations, in areas with existing highrises, and at intersections with other corridors.
- 2.3.8.2. Support a minimum overall density of 150 people and/or jobs per gross developable hectare within a primary corridor.

### 2.3.9. Secondary Corridors

Secondary corridors are prominent residential and commercial streets that serve as a local destination for surrounding communities. Secondary corridors are 1-3 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. Secondary corridors connect to nodes, feature diverse travel modes, and may evolve to include more commercial or residential over time.

- 2.3.9.1. Support low rise building forms along secondary corridors and encourage mid-rise development on larger sites adjacent to mass transit stations, and at intersections with other corridors.
- 2.3.9.2. Plan for and incorporate local nodes as part of the creation of new Area and Neighbourhood Structure Plans.
- 2.3.9.3. Orient low rise and mid-rise development in secondary corridors to the main roadway of the corridor, and include blocks or parcels up to the laneway, except in cases where context of blocks allows for development to extend a full block. In the case of the latter, developments should be designed to appropriately transition in height and intensity of use with the surrounding developments outside the corridor.

- 2.3.9.4. Focus entirely commercial development on large sites, adjacent mass transit stations, and at intersections with other corridors.
- 2.3.9.5. Support a minimum overall density of 75 people and/or jobs per gross developable hectare within secondary corridors.

### **2.3.10. Local Nodes**

Local nodes serve residential neighbourhood or business areas through existing or new small scale collections of commercial sites, civic spaces and centres, cultural facilities, places of worship, and/or schools. Local nodes are intended to function as community focal points for housing, business, services, and gathering for one or a small set of neighbourhoods. They provide important places at the neighbourhood scale and should be designed to support activity and animation. Design and intensity of development of local nodes should be well integrated within their neighbourhood, and feature strong pedestrian and cycling linkages and transit.

- 2.3.10.1. Support low rise residential at local nodes within the urban mix area.
- 2.3.10.2. Support commercial and mixed use development to provide for the needs of local residents.
- 2.3.10.3. Plan for and incorporate local nodes as part of the creation of new Area and Neighbourhood Structure Plans.
- 2.3.10.4. Provide an accessible, high quality pedestrian environment that integrates Local Nodes with active transportation and transit, open spaces, and built form of surrounding residential or employment areas.
- 2.3.10.5. Allow Local Node sites to comprehensively redevelop within an existing site or where generally located, develop in a contiguous manner that is integrated with the scale of and design of surrounding built form.
- 2.3.10.6. Support a minimum overall density of 75 people and/or jobs per gross developable hectare within a local node.

## **2.4. Non-Residential Areas**

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

### 2.4.1. Commercial/Industrial Employment Areas

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

- 2.4.1.1. Mitigate impacts of non-residential uses adjacent to residential areas through tools such as land use patterns, buffers, berms, noise attenuation walls, and lighting controls, as appropriate.
- 2.4.1.2. Maintain exclusively non-residential uses in commercial/industrial employment areas, excepting areas within a node or corridor.
- 2.4.1.3. Locate business-industrial uses along major roadways or in proximity to mass transit so as to maintain a higher visual and environmental standard for road and transit users, and to offer higher visibility for businesses.
- 2.4.1.4. Locate commercial and mixed use along arterial roadways or in proximity to mass transit so as to maintain a higher visual and environmental standard for road and transit users, and to offer higher visibility for businesses.
- 2.4.1.5. New or expanded heavy industrial development will be assessed using the principles of industrial risk management to ensure adequate separation and transition between incompatible uses.
- 2.4.1.6. Prevent the loss of heavy and medium industrial lands in the interior of non-residential areas through land use changes to those sites or the introduction of incompatible uses in proximity to them.

### 2.4.2. Institutional Employment Areas

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

- 2.4.2.1. Amenity areas within institutional employment areas should be located and designed to integrate with the public realm and serve the broader public, rather than solely the institutional users.
- 2.4.2.2. Transit stations adjacent to institutional uses should integrate with those uses and the surrounding non-institutional uses through site selection, wayfinding, and accessibility features.

### **2.4.3. Non-Residential Intensification Areas**

Non-residential intensification areas will support the highest density of employment activity, and will lead the redevelopment and innovative reuse of current commercial/industrial employment areas.

- 2.4.3.1. Encourage redevelopment to more employment intensive uses.
- 2.4.3.2. Allow changes of use to include business industrial and commercial uses.

## 2.5. Open Space and Natural Areas

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

### 2.5.1. General Policies for Open Space and Natural Areas

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

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

- 2.5.1.1. Ensure the district open space network is fully integrated with the overall mobility network through provision of trails, streets, or shared-use pathways.
- 2.5.1.2. Improve local open space and public amenities in conjunction with node and corridor development through sidewalk and road design and through opportunities to include gathering areas, landscaping or public art as part of infrastructure improvements.
- 2.5.1.3. Encourage integration of open spaces with development in Active Open Space Frontage areas.
- 2.5.1.4. Prioritize underserved and high growth areas for open space acquisition, development and improvement.
- 2.5.1.5. Incorporate existing constraints and opportunities, such as utility right of ways and existing natural areas, into open space site selection and design.
- 2.5.1.6. Incorporate mass transit plazas at high-use stations, and specifically within areas underserved by open space.
- 2.5.1.7. Support community-led park development in conjunction with planning and infrastructure initiatives.

- 2.5.1.8. Ensure a distribution of safe, interconnected, publicly owned parks and open spaces within districts.
- 2.5.1.9. Provide naturalized open spaces, and preserve those that strengthen ecological functioning, biodiversity, and public experience within districts.
- 2.5.1.10. Apply ecological buffers and other means to minimize impacts of adjacent land uses on naturalized open space and areas of ecological significance.
- 2.5.1.11. Ensure a distribution of recreation, education and cultural facilities and are integrated with nodes and corridors and Mobility Networks.

### **2.5.2. River Valley Viewpoints and Trail Access**

Viewpoints provide for public use and enjoyment of the river valley. Changes to the river valley access will be in accordance with The Ribbon of Green and the North Saskatchewan River Valley Area Redevelopment Plan.

- 2.5.2.1. Ensure access is seamlessly connected between top-of-bank development and planned river valley trails and recreation areas (see Ribbon of Green Master Plan)
- 2.5.2.2. Provide public access to and along the top-of-bank through a combination of Top-of-Bank roadway and viewpoint parks.

### **2.5.3. Habitat Greenways**

Habitat greenways are naturalized or restored corridors that support ecological connectivity from the River Valley and Ravine system or district area to other major ecological habitats and connections.

- 2.5.3.1. Ensure habitat greenways are not fenced in such a way as would prevent the movement of species along them.

### **2.5.4. Urban Greenways**

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

- 2.5.4.1. Preserve and enhance boulevard landscaping along Urban Greenways.

- 2.5.4.2. Use Low Impact Development features to clean and reduce stormwater runoff in the design of roadways, where feasible.
- 2.5.4.3. Consider opportunities to integrate accessible amenities such as seating areas along the urban greenway to encourage interactions, use and enjoyment.

### **2.5.5. Stormwater Management Facilities**

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

- 2.5.5.1. Where new Stormwater Management Facilities are being introduced to an established area, their location and design shall mitigate impacts to existing uses and provide new open space features to the extent possible.
- 2.5.5.2. Design stormwater management facilities as naturalized landscapes where feasible in order to enhance neighbourhood aesthetics and biodiversity.

## **2.6. Heritage and Cultural Resources**

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

### **2.6.1. Heritage and Cultural General Policies**

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

- 2.6.1.1. Retain and encourage the restoration of buildings on the City's Inventory of Historic Resources.
- 2.6.1.2. Encourage buildings with historical significance to be investigated for the possibility of adaptive reuse.
- 2.6.1.3. Promote the re-use of historic properties by providing incentives, exemptions and regulatory relaxations that enable adaptive reuse and continue preservation.
- 2.6.1.4. Promote understanding of cultural and historical associations/events by incorporating interpretive and artistic elements into buildings, public space designs, and public art commissions.

- 2.6.1.5. Encourage development adjacent to historic resources to respect their role and significance in the urban fabric using setbacks, massing and landscaping.

### 2.6.2. Indigenous Cultural Heritage Features

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

- 2.6.2.1. Collaborate with Indigenous communities to identify places of significance, cultural landscapes and traditional land use areas, where appropriate.
- 2.6.2.2. Collaborate with Indigenous communities to advance projects that support and celebrate Indigenous heritage and cultural practices.

## 3. Mobility in Districts

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

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

- Section 3.1 provides policies for roads and goods movement.
- Section 3.2 provides policies for transit, including mass transit and local transit.
- Section 3.3 provides policies for active transportation, including walking and cycling.
- Section 3.4 provides policies for mobility hubs, which were introduced by *The City Plan*.

### 3.1. Roads and Goods Movement

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

#### 3.1.1. General Policies for Roads and Goods Movement

- 3.1.1.1. Minimize roadway network expansion by accommodating increased transportation demand through active transportation and transit.
- 3.1.1.2. Adapt roadway networks within districts to provide safe, attractive, comfortable streets for all users in all seasons.
- 3.1.1.3. Design streets and infrastructure to align with the anticipated scale and form of the applicable node and corridor.

- 3.1.1.4. Prioritize active and public transportation infrastructure and facilities through the design and investment within nodes and corridors.

## 3.2. Transit

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

### 3.2.1. General Transit Policies

- 3.2.1.1. Investments in Transit should be staged to align to the activation of connected nodes and corridors according to the City Plan's activation categories of Strategize, Invest, Nurture.
- 3.2.1.2. Areas that fall within the ‘invest’ category for a particular time-frame are the intended focus for Transit line and station implementation. Other investments in transit should take place at the same time where they would provide connections between the development/redevelopment areas and other parts of the existing transit network.
- 3.2.1.3. Improve transit performance through transit priority measures, such as queue jumping signals and dedicated or semi-dedicated lanes, where appropriate.

### 3.2.2. Mass Transit Stations

Mass transit comprises any large scale fixed route system of public transportation serving an urban area, which is able to transport large numbers of people using buses, trains and other technologies.

- 3.2.2.1. Invest in high-quality mass transit stations that support their function as travel origins, destinations and transfer points, but also as human spaces for gathering and accessing services and amenities.
- 3.2.2.2. Stations must be well connected physically with commercial and residential development that support jobs and housing, particularly where they are located within nodes and corridors.
- 3.2.2.3. Sites for stations should be located and active mode infrastructure (walking and cycle paths) designed to ensure seamless connection to important civic features, such as recreation facilities, district and metropolitan parks,

major natural areas (including the North Saskatchewan River Valley), and major institutions (health care, post-secondary and other schools).

- 3.2.2.4. Strategically positioned mass transit stations within each district will serve a particularly important regional connectivity function, and should be positioned with additional public investments and private development opportunities as Mobility Hubs.
- 3.2.2.5. Develop at-grade active transportation crossings where required at stations (e.g., for rail based transit) to facilitate fine-grained network
- 3.2.2.6. Design and enhance pedestrian waiting zones at mass transit stations to provide safe and comfortable environments for all seasons and times of day.
- 3.2.2.7. Transit stations should be designed to accommodate efficient train-bus and bus-bus transfers, while not compromising the ability to integrate Transit Facilities with development.

### **3.2.3. Local Transit**

Local transit provides neighbourhood connectivity and coverage with frequent stops and connections to mass transit services.

- 3.2.3.1. Design pedestrian waiting zones at local transit stops to provide safe and comfortable environments in all seasons and times of day.

## **3.3. Active Transportation**

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

### **3.3.1. Active Transportation General Policies**

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.

- 3.3.1.1. Incorporate universally accessible and age friendly design for streets, sidewalks, intersections, transit infrastructure and facilities.

- 3.3.1.2. Provide an integrated system of walkways and bicycle paths to connect district amenity and commercial areas.
- 3.3.1.3. Design and maintain pedestrian walkways and bike routes for year round use.

### 3.3.2. Bike Network

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

- 3.3.2.1. Develop and support bike facilities according to the following network types: District Connector Route, Neighbourhood Route, River Valley District Connector Routes and Shared Pathways, as defined in The Bike Plan.
- 3.3.2.2. Provide a safe cycling environment along bike routes through bikeway design, materials, signaling, lighting and separation from other travel modes.
- 3.3.2.3. Encourage the provision of end-of-trip bicycle facilities in both public and private developments.
- 3.3.2.4. Provide end-of-trip bicycle facilities at mass transit stations and selected transit stops.
- 3.3.2.5. Support broad usage of the bike network through wayfinding elements to orient cyclists.

## 3.4. Mobility Hubs

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

The location and categorization of Mobility Hubs in the District Plans is conceptual and subject to refinement.

### 3.4.1. Entry Mobility Hub

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

- 3.4.1.1. Consider the following design characteristics for Entry Mobility Hubs:
  - Typical amenities should include transit centres, bicycle parking and related facilities.

- Integration with surrounding development (such as retail, mix-used amenities, civic facilities and other uses) should be required.
- Design should address station access requirements and large activity peaks during rush hour.
- Design should also be mindful of sustained all-day transfers, albeit at lower intensity than peaks.
- Design for parking and pickup/drop-off facilities should evolve towards higher use of shared vehicles/ride sharing/ride hailing.
- Bicycle network routes geared towards commuters as well as other users should connect to these hubs.

3.4.1.2. Encourage public and private provision of park and ride opportunities at Entry Mobility Hubs in a manner that will not discourage urban development that is well integrated with the transit facilities. This may include underground, structured, shared, or more distant parking facilities that require a short walk and can encourage business patronage.

### 3.4.2. Transfer Mobility Hub

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

3.4.2.1. Consider the following design characteristics for Transfer Mobility Hubs:

- The design should focus on ensuring seamless transfer between lines and modes of transit.
- The design may include elements of parking (mainly through underground or shared parking), pick-up and drop-off locations, shared mobility, and cycling, but these will be less prominent than at Entry Hubs.

### 3.4.3. Destination Mobility Hub

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

3.4.3.1. Consider the following design characteristics for Destination Mobility Hubs:

- Design of these hubs should address the unique context of destinations served, with a greater focus on walking and cycling connections to and from the hub, and a lower emphasis on parking supply.
- The mobility functions must be designed to allow for physical integration with existing and future development.

## 4. Growth Management and Growth Activation

Growth Management and growth activation are about setting “development priorities around physical, environmental and social infrastructure investments and their fiscal implications” (*The City Plan*, page 38). This section provides district-level direction for how the City will support new development and work with partners to enable the growth anticipated by *The City Plan*.

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

### 4.1. Levers of Change for Districts

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

#### 4.1.1. Policy Levers for Districts

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

- 4.1.1.1. Prepare amendments to District Plans as necessary to support growth and redevelopment to 1.25 million people.
- 4.1.1.2. Monitor and evaluate outcomes relative to District Plan direction on an ongoing basis and provide new direction in support of The City Plan as necessary.

#### 4.1.2. Partnerships and Advocacy Levers for Districts

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

- 4.1.2.1. Work with communities, landowners, residents and other stakeholders to plan, design and develop public spaces and facilities within districts.

- 4.1.2.2. Work with communities, landowners, residents and other stakeholders to identify, prioritize and coordinate capital investments that will affect them.

### **4.1.3. Incentives, Pricing and Subsidy Levers for Districts**

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

- 4.1.3.1. Identify mechanisms to pay for needed infrastructure and public amenities to support population and job growth within each district.
- 4.1.3.2. Explore opportunities for sequencing and cost-sharing with City initiatives to implement infrastructure improvements.

### **4.1.4. Infrastructure Investment Levers for Districts**

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

- 4.1.4.1. Ensure infrastructure and facility investments are aligned with anticipated district growth, activation approach and market demand in coordination with civic departments, agencies and utilities.

## **4.2. Infrastructure**

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

### **4.2.1. Linear Infrastructure**

Infrastructure capacity for storm and sanitary sewer, water and other utilities influences the development potential of sites. The City will coordinate site servicing with Civic Departments and partners.

- 4.2.1.1. Require water and sanitary system upgrades, where necessary, as a condition of development.

- 4.2.1.2. Require stormwater and sanitary sewer separation, where necessary, as a condition of development.
- 4.2.1.3. Require stormwater management system upgrades including storage and green infrastructure, where necessary, as a condition of development.

#### **4.2.2. 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.

- 4.2.2.1. Identify the level of service requirements and define catchment areas for community infrastructure.
- 4.2.2.2. Identify improvements or additions to community infrastructure to achieve the defined level of service.
- 4.2.2.3. Fire halls may be funded through off-site development levies established by bylaw.

### **4.3. Physical Risks and Constraints to Growth**

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

#### **4.3.1. Physical and Environmental Risk Management**

Constraints to growth and development will need to be considered, planned for and mitigated where necessary. Consult the relevant regulator or associated organization for current information. Oil and gas well location information contained within District Plans is approximate, supplied by Alberta Energy Regulator (AER) database, and provided by the City of Edmonton for awareness only.

- 4.3.1.1. Minimize oil and gas well sites’ potential environmental hazards and disruption of future development.
- 4.3.1.2. Ensure urban development around oil and gas facilities including abandoned well sites adheres to Provincial and Municipal requirements and policy.
- 4.3.1.3. Consider the location, design, separation and buffer of large Operations and Maintenance Facilities, including but not limited to Snow storage facilities, adjacent to residential areas.

- 4.3.1.4. Determine the type and location of any environmental concerns which may be present on the lands prior to rezoning.
- 4.3.1.5. Remove, where necessary, contaminated material and dispose of it in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.
- 4.3.1.6. Consider development restrictions for lands within a flood overlay.
- 4.3.1.7. Ensure development adjacent to a water body is directed by City guidelines for pollution, access, stability and flood zone buffers.
- 4.3.1.8. Manage risk associated with high pressure pipelines, heavy industrial facilities, railway and major utility corridors, airports and heliports through the provision of adequate buffers, separation distances and effective transition zones.

# Glossary

## Activation Response

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

See District Maps: Figure 6.9

## Active Edges

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

## Active Open Space Frontage

Locations where a site's development or activities are designed to integrate with directly abutting open space so as to activate ground floor use, support a high quality edges along open space, and to maximize views towards open space.

See District General Policy: Section 2.5

See District Maps: Figure 6.5 and Figure 6.7

## Active Commercial Frontage

Areas within nodes and corridors where new development will include active land uses oriented towards the street at the street level, in keeping with the Main Street Guidelines. Areas shown in Figure 6.5 Land Use Concept exclude active commercial frontage internal to large sites such as Mill Woods Town Centre where a detailed level of planning or zoning identifies specific locations and policies.

See District General Policy: Section 2.3

See District Maps: Figure 6.5

## Active Transportation

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

See District General Policy: Section 3.3

See District Maps: Figure 6.8

## Agricultural Areas

Agriculture areas are within future growth areas, and will be preserved for agricultural uses to support food system resilience and mitigate climate change.

See District Maps: Figure 6.5

## Area Redevelopment Plan (ARP)

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

## Area Structure Plan (ASP)

Mandated by Alberta's Municipal Government Act s. 633, a statutory document that lays out an area's long-term development, and provides a framework for the development of several neighbourhoods at a time. An Area Structure Plan identifies where residential, commercial, institutional and recreational development will occur, and specifies how essential municipal services such as water, sewer systems, arterial and collector roads, schools, parks and fire protection will be provided.

## Arterial

Defined in the Transportation System Bylaw, these streets carry larger volumes of traffic (people driving as well as those riding transit, walking and wheeling, cycling, and delivering goods) between areas with relatively few and controlled access points Bylaw.

See District General Policy: Section 3.1

See District Maps: Figure 6.8

### **Built Heritage Sites**

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

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **Centre City**

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

### **City-Wide Mass Transit Route**

Transit routes connecting all quadrants of the city and major nodes with rapid and/or frequent service.

See District General Policy: Section 3.2

See District Maps: Figure 6.2 and Figure 6.8

### **City-Wide Mass Transit- Planned to 1.25 Million**

Mass transit service routes planned for implementation during the first phase of The City Plan (growth to 1.25 million).

See District General Policy: Section 3.2

See District Maps: Figure 6.8

### **Civic Spaces and Squares**

Breathe open space classification that refers to publicly owned open space that provides an enjoyable space to wait, people watch and gather and provide commercial and retail options for area residents and workers. Includes mass transit plazas.

See District Maps: Figure 6.7

### **Commercial/Industrial Employment Areas**

Areas dedicated primarily for employment uses, along with the appropriate level of infrastructure and amenities to support these uses as they adapt and intensify over time. These areas will allow for a variety of both employee-intensive and land-extensive non-residential developments.

See District General Policy: Section 2.4

See District Maps: Figure 6.5

### **Community Infrastructure**

Community infrastructure includes places and facilities such as libraries, fire halls, police stations, recreation centres and open spaces.

See District General Policy: 4.2

### **Corridor**

A place for movement, living and commerce that is anchored by the mobility system and well connected to surrounding communities. There are two types: Primary and Secondary corridors.

See District General Policy: Section 2.3

### **Cultural Area**

This is a geographic area with special significance for a specific cultural community and is currently limited to formal boundaries established through previous engagement with the City of Edmonton, such as through a planning process or economic development activities. In future, additional areas may be added based on engagement with cultural groups and community members.

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **Designated Municipal Historic Resource**

The designation by bylaw of an historic resource and land upon which it sits, by City Council pursuant to the Historical Resources Act, Section 26, Revised Statutes of Alberta, 2000, , c.H-9, as amended. The designated land and building will be rezoned DC1 (Direct Development Control) Zone, under the Land Use Bylaw. The designating bylaw shall apply to the whole historic building.

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **Designated Provincial Historic Resource**

A historic resource that is designated under section 20(1) as a Provincial Historic Resource.

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **Developing Area**

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

See District Maps: Figure 6.1

### **Direct Control Provisions (Zones)**

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

See District General Policy: Section 1.3

### **District**

A geographic unit consisting of a group of contiguous neighbourhoods with boundaries generally defined by human or natural boundaries (e.g. arterial roads, ravines). Districts allow a more integrated approach to consider the diverse amenities and supports to allow Edmontonians to live more locally.

### **District Connector Bike Route**

Bike routes of various facility types that currently exist to provide a base grid of connections within and between districts. They include protected bike lanes, painted bike lanes, shared pathways, shared roadways and bus, bike and taxi lanes.

Neighbourhood-level bike routes are not included.

Bike routes move from the planned to current category once they are complete and open, or very close to open. There can be lag time before information on constructed routes gets into mapping systems, so they may appear as “planned” prior to updating.

See District General Policy: Section 3.3

See District Maps: Figure 6.8

### **District Connector Bike Route - Planned to 1.25 Million**

Any bike-related infrastructure (e.g., shared pathways, painted bike lanes, shared roadway - lower traffic routes) that would support district connections and that are currently planned, or planned and designed, but may be unfunded and waiting to be constructed. Missing link segments that connect an existing bike route on one or both ends, as well as substandard existing bike routes that are known to require upgrades, improvements or relocation to ensure they are inviting to users of all abilities are included. This category also includes near-term priority segments that are prioritized for implementation based on considerations such as equity, safety, connectivity, and ridership potential. Neighbourhood-level bike routes are not included. Bike routes move from the planned to current category once they are complete, and open, or very close to open.

See District General Policy: Section 3.3

See District Maps: Figure 6.8

### **District Energy Service**

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

See District Maps: Figure 6.9

### **District Mass Transit**

Transit routes connecting all quadrants of the district and its nodes with rapid and/or frequent service.

See District General Policy: Section 3.2

See District Maps: Figure 6.8

### **District Mass Transit- Planned to 1.25 Million**

Denotes the determined district mass transit and its route planned for implementation during the first phase of The City Plan (growth to 1.25 million).

See District General Policy: Section 3.2

See District Maps: Figure 6.8

### **District Node**

Smaller urban centres that provide for the needs of the local and surrounding neighbourhoods. District Nodes are up to 1 kilometre across and are intended to evolve into diverse transit-oriented communities that include midrise and highrise housing located near transit stations and along arterial roadways, and offer commercial, employment and other community amenities within a short walk or bike ride.

See District General Policy: Section 2.3

See District Maps: Figure 6.1

### **Equity**

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

### **Expressway**

High capacity, relatively high-speed roadways with limited access points. These roadways have a different design standard than freeways that allow for increased access and accommodation of transit and active modes mixed within the corridor.  
See District General Policy: Section 3.1  
See District Maps: Figure 6.8

### **Expressway - Future to 1.25 Million**

Denotes the determined expressway and its route planned for implementation during the first phase of The City Plan (growth to 1.25 million).  
See District General Policy: Section 3.1  
See District Maps: Figure 6.8

### **Fire Flow Constraint**

The hydrant system's capacity to provide the required fire flows into the area in which the proposed development will be located. Areas indicated have fire flow capacity less than 300 L/s and are shown only within the Nodes and Corridors 2 million extent.  
See District General Policy: Section 4.2  
See District Maps: Figure 6.2

### **Freeway**

Grade separated, high-speed roadways and have free-flow movement, providing regional and national connections.  
See District General Policy: Section 3.1  
See District Maps: Figure 6.8

### **Freeway or Expressway - Future to 1.25 Million**

Freeway or expressway routes planned for implementation during the first phase of The City Plan (growth to 1.25 million).  
See District General Policy: Section 3.1  
See District Maps: Figure 6.8

### **Future Growth Area**

Identified in The City Plan, lands south of 41 Avenue SW for which substantial completion of developing areas is required before authorizing the preparation of statutory plans.  
See District Maps: Figure 6.1, Figure 6.2, Figure 6.4, Figure 6.8, Figure 6.9

### **Habitat Greenways**

Naturalized or restored corridors that support ecological connectivity from the River Valley and Ravine system or district area to other major ecological habitats and connections. This may include transportation or utility corridors that have been naturalized or intentionally designed to provide a mix of habitat for plants and animals that strengthen biodiversity, wildlife connectivity and overall ecological function. In District Plans, these include primarily greenways identified in The City Plan, with additional critical connections and more specific alignments indicated where possible.  
See District General Policy: Section 2.5  
See District Maps: Figure 6.4 and Figure 6.7

### **Heavy Industry**

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

### **Heliport Approach Zone**

A helicopter flight corridor used by the Edmonton Garrison for noise reduction in the underlying urban areas.  
See District General Policy: Section 4.3  
See District Maps: Figure 6.2

### **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.  
See District General Policy: Section 2.6  
See District Maps: Figure 6.6

### **Invest**

Activation activities to prioritize targeted investment in response to market demand, addressing infrastructure barriers or leveraging existing assets. This includes activities such as hard and soft infrastructure upgrades, investing in mass transit and using land assets to support key priorities in partnership with business, community and industry.  
See District Maps: Figure 6.9

### **Heritage Character Areas**

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

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **High Rise**

Buildings greater than nine storeys in height.

### **Indigenous Cultural Heritage Features (Known)**

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

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

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **Infrastructure**

The systems and facilities that support urban functions and living operations. There are two types of infrastructure: Hard and soft.

See District General Policy: Section 4.2

### **Innovation Corridor**

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

See District Maps: Figure 6.1 and Figure 6.8

### **Institutional Employment Areas**

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

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

See District General Policy: Section 2.4

See District Maps: Figure 6.5

### **Intensification**

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

### **Intensification Areas**

These areas are the City's top priorities for growth and change. They can be within Nodes and Corridors or Non-Residential Areas, and can include Large Sites.

See District General Policy: Section 2.3

See District Maps: Figure 6.4 and Figure 6.5

### **Intensification Areas - Nodes & Corridors**

Where the City encourages growth and welcomes more intensive use, including rezonings in alignment with The City Plan.

### **Intensification Areas - Non-Residential**

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

(See 2.5.3 in District General Policy; Figure 6.4 Direction to 1.25; Figure 6.5 Land Use Concept)

### **Intermodal Facility**

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

See District Maps: Figure 6.2

### **Large Site**

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

See District General Policy: Section 2.3

See District Maps: Figure 6.4 and Figure 6.5

### **Levers**

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

See District General Policy: Section 4.1

### **Linear Infrastructure**

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

See District General Policy: 4.2

### **Linkages**

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

### **Local Node**

A community focal point for business, services, gathering and housing. Local nodes serve residential neighbourhood or business areas through existing or new small scale collections of commercial sites, civic spaces and centres, cultural facilities, places of worship, and/or schools. Local nodes are people places and support activity and animation. In residential areas, they are a location to focus more housing and development intensity.

See District General Policy: Section 2.3

See District Maps: Figure 6.5

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

See District General Policy: Section 2.3

See District Maps: Figure 6.5

### **Local Node - Sites**

Larger, vehicular-oriented commercial sites that serve surrounding residential areas. These sites often include a cluster of commercial businesses, internal roadways and parking lots.

They are generally larger than 1 hectare and comprehensively designed. In areas of the city with larger and/or curvilinear block structures, these sites have been deliberately defined with a fixed boundary. This recognizes the sites are large enough to focus development of a local node within the parcel(s) noted, while respecting the context of the sites.

See District General Policy: Section 2.3

See District Maps: Figure 6.5

### **Local Transit**

Provides neighbourhood connectivity and coverage with frequent stops and connections to mass transit services.

See District General Policy: Section 3.2

### **Low Impact Development (LID)**

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

### **Low Rise**

Buildings up to four storeys in height.

### **Major Ecological Connection**

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

See District Maps: Figure 6.1 and Figure 6.7

### **Major Node**

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

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.4

### **Mass Transit Plaza**

### **Local Node - General Location**

A civic space that provides transit access and enjoyable spaces to wait, gather and can include active mode facilities (i.e. bike parking). Ideally supported by adjacent commercial and retail options for area residents and workers.  
See District General Policy: Section 3.2  
See District Maps: Figure 6.4 and Figure 6.8

**Mass Transit Plaza - Planned to 1.25 Million**

A location that is planned to be constructed as a Mass Transit Plaza by the time Edmonton reaches 1.25 million people. Design and construction is subject to funding decisions by Edmonton City Council.  
See District General Policy: Section 3.2  
See District Maps: Figure 6.4 and Figure 6.8

**Mass Transit Route - Existing**

A large scale fixed route system of public transportation serving an urban area, which is able to transport large numbers of people using buses, trains and other technologies.  
See District General Policy: Section 3.2  
See District Maps: Figure 6.4 and Figure 6.8

**Mass Transit Route - Planned to 1.25 Million**

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

**Mass Transit Station - Existing**

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

**Mass Transit Station - Planned to 1.25 Million**

A mass transit facility that is expected to be served by mass transit routes by the time Edmonton reaches 1.25 million people. It may already exist as a local transit stop or may need to be constructed, subject to budget decisions by Edmonton City Council. These could include stops, transit centres or LRT stations.  
See District General Policy: Section 3.2  
See District Maps: Figure 6.4 and Figure 6.8

**Mid Rise**

Buildings between five and eight storeys in height.

**Mobility Hub**

A place for trip origins, destinations and transfer points to allow people to seamlessly move from one travel option to another as needed. Mobility hubs are typically located in nodes and centred at the intersection of mass transit routes to create connections within Edmonton and the region.  
See District General Policy: Section 3.4  
See District Maps: Figure 6.1, Figure 6.4 and Figure 6.8

**Mobility Hub - Entry**

Typically situated at or near the end of a high-capacity mass transit line.  
See District General Policy: Section 3.4  
See District Maps: Figure 6.8

**Mobility Hub - Destination**

Typically at major nodes. Home to a concentration of employment destinations and mixed land uses.  
See District General Policy: Section 3.4  
See District Maps: Figure 6.8

**Mobility Hub - Transfer**

Areas of significant mass transit network transfer points that combine high volume of passengers, and intensified development such as at a node or along a corridor.  
See District General Policy: Section 3.4  
See District Maps: Figure 6.8

**Municipal Heritage Character Areas**

Areas designated by the City of Edmonton through a previous formal planning process as having a significant concentration of historical resources that are considered municipally significant. Many of these areas have a concentration of DC1 zoning.  
See District General Policy: Section 2.6  
See District Maps: Figure 6.6

**Municipal Development Plan (MDP)**

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

### **Municipal Open Spaces**

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

See District General Policy: Section 2.5

See District Maps: Figure 6.7

### **Neighbourhood Structure Plan (NSP)**

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

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

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.4

### **Noise Exposure Forecast**

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

See District Maps; Figure 6.2

### **Non-Residential Area**

Areas that support the highest density of employment activity, and will lead the redevelopment and innovative reuse of current Commercial/Industrial Employment areas.

See District General Policy: Section 2.4

See District Maps: Figure 6.4 and Figure 6.5

### **Non-Residential Area - Planned**

Areas generally designated for non-residential activities that require an authorized Area Structure Plan. These areas have been identified as New Non-Residential Area in Figure 6.5 Land Use Concept (Non-Residential Opportunities Network) of *The City Plan*, and in accordance with policies provided under Intention 2.3.2 of *The City Plan*.

See District General Policy: Section 2.4

See District Maps: Figure 6.5

Activation to support ongoing momentum, fine-tune roll-out and focus implementation efforts in areas where development and change are underway and advancing. This will include activities such as forming partnerships, piloting new ideas and deploying programming efforts to enhance an area's performance and viability.

See District Maps: Figure 6.9

### **Open Space**

An area of outdoor land or water that is publicly owned or publicly accessible, including municipal parks, civic spaces, provincial or federal parkland, institutional campuses and other public spaces. Examples include cemeteries, school sites, natural areas, Provincial Parks and Protected Areas.

See District General Policy: Section 2.5

See District Maps: Figure 6.2, Figure 6.4, Figure 6.5, Figure 6.6, Figure 6.7, Figure 6.8 and Figure 6.9

### **Open Space Gap**

Indicates the general areas that are beyond 400m walking distance from any residence to a park or open space in City of Edmonton inventory, which is generally consistent with Breathe policies regarding proximity to green space.

See District General Policy: Section 2.5

See District Maps: Figure 6.2

### **Open Space - Planned**

Denotes the location and approximate size of Open Spaces that have been approved under a statutory plan but which are not yet in the City's inventory.

See District General Policy: Section 2.5

See District Maps: Figure 6.4 and Figure 6.5

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

See District General Policy: Section 2.3

See District Maps: Figure 6.8

### **Planned Local Connector Bike Route**

Bike routes that were previously identified in a Council-approved or endorsed geographic plan. These routes provide local access, opportunities for recreational cycling and connections to destinations outside of the district connector network. The Bike Plan provides for additional Neighbourhood Routes to be identified through other processes and engagement and these do not necessarily need to be reflected in District Plan maps.

See District General Policy: Section 3.3

See District Maps: Figure 6.8

### **Planned Pedestrian Connection to 1.25 Million**

Areas where sidewalks or pathways are needed to facilitate pedestrian travel that have been previously identified in a Council-approved or endorsed geographic plan or through the Sidewalk Strategy.

See District Maps: Figure 6.8

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

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.4

### **Principal Roadway**

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

See District General Policy: Section 3.1

See District Maps: Figure 6.8

### **Priority Growth Areas**

Intensification areas where the City invests to support growth. This may include additional planning, programming, investments or supports.

See District Maps: Figure 6.9

### **Proposed Arterial - Future to 1.25 Million**

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

See District General Policy: Section 3.1

See District Maps: Figure 6.8

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

See District General Policy: Section 2.6

See District Maps: Figure 6.6

### **Provincial Highway**

Highways within the city's boundaries that are under the operational and jurisdictional control of the Province.

See District General Policy: Section 3.1

See District Maps: Figure 6.8

### **Public Realm**

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

See District General Policy: Section 2.1

### **Redeveloping Area**

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

See District Maps: Figure 6.1

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

See District General Policy: Section 2.5

See District Maps: Figure 6.7

### **River Valley Trail Access**

Trailheads that lead to a natural surface trail and accommodate foot-based travel only. These trailheads require few amenities but typically provide signage, seating and, potentially, bicycle and/or vehicle parking. Trailhead signage should identify that only foot-based activities are the only permitted activities on the trail.

See District General Policy: Section 2.5

See District Maps: Figure 6.7

### **Secondary Corridor**

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

See District General Policy: Section 2.3

See District Maps: Figure 6.1 and Figure 6.4

## **Site Planning**

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

See District General Policy: Section 2.1

### **Special Area Zones**

A land use zone that regulates the use, design and extent of development within specific geographic areas of the City in order to achieve the planning objectives of an Area Structure Plan or Area Redevelopment Plan for those areas with special or unique attributes, which cannot be satisfactorily addressed through conventional land Use zoning.

### **Special Purpose Facility**

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

See District Maps: Figure 6.7

### **Strategize**

Activation to stimulate site/area readiness for development or redevelopment, build the necessary regulatory structure to support future action and build momentum through advanced preparation and strategy development. This includes activities such as completing technical studies, preparing business cases, developing geographic plans and/or advancing other planning and funding strategies.

See District Maps: Figure 6.9

## **Storm Water Management Facility**

Artificial water bodies used to gather rainfall and manage surface precipitation runoff from urban areas. They prevent flooding, erosion and property damage while acting as a habitat for wildlife.

See District General Policy: Section 2.5

See District Maps: Figure 6.2 and Figure 6.7

### **Transportation and Utility Corridor**

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

### **Urban Greenways**

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

See District General Policy: Section 2.5

See District Maps: Figure 6.4, Figure 6.7 and Figure 6.8

## **Urban Mix**

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

See District General Policy: Section 2.2

See District Maps: Figure 6.5

### **Urban Service**

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

See District Maps: Figure 6.5

### **Urban Structure**

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

See District General Policy: Section 2.1

### **Wayfinding**

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