118 AVENUE DISTRICT PLAN

Edmonton

Draft 2023

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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).

Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, iyiniw iskwewak wihtwawin (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history for future generations. The 118 Avenue District is located within the Edmonton wards named Anirniq, O-day'min and Métis.

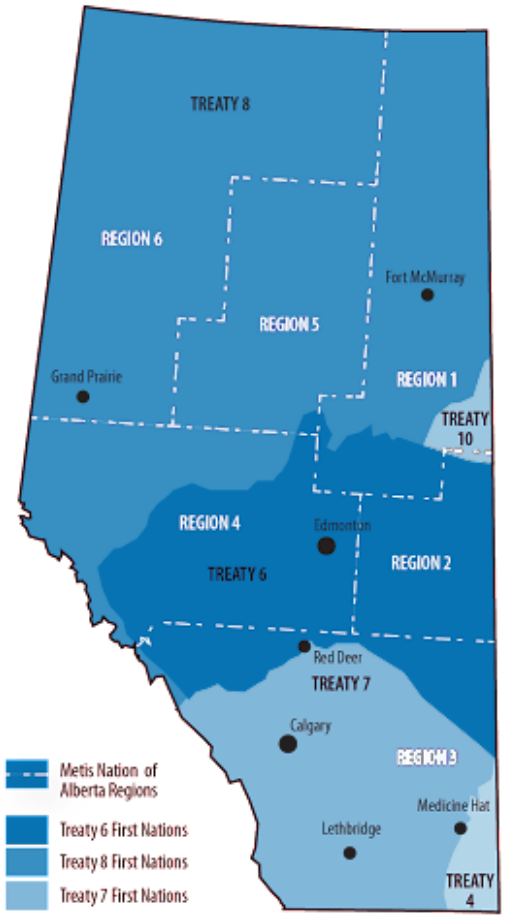
Anirniq ᐊᓂᕐᓂᖅ (pronunciation: A-nirk-nik) originates from the Inuktun language and its meaning is breath of life or spirit, which references that tuberculosis took the breath and spirit of many Indigenous people; in the 1950s and 60s, many Inuit people were flown south to places including Edmonton for treatment.

O-day'min (pronunciation: OH-DAY-min) originates from the Anishinaabe language, meaning strawberry or heart berry, a traditional medicine, but also recognizing this land as the 'heart' of Edmonton amiskwaciwâskahikan.

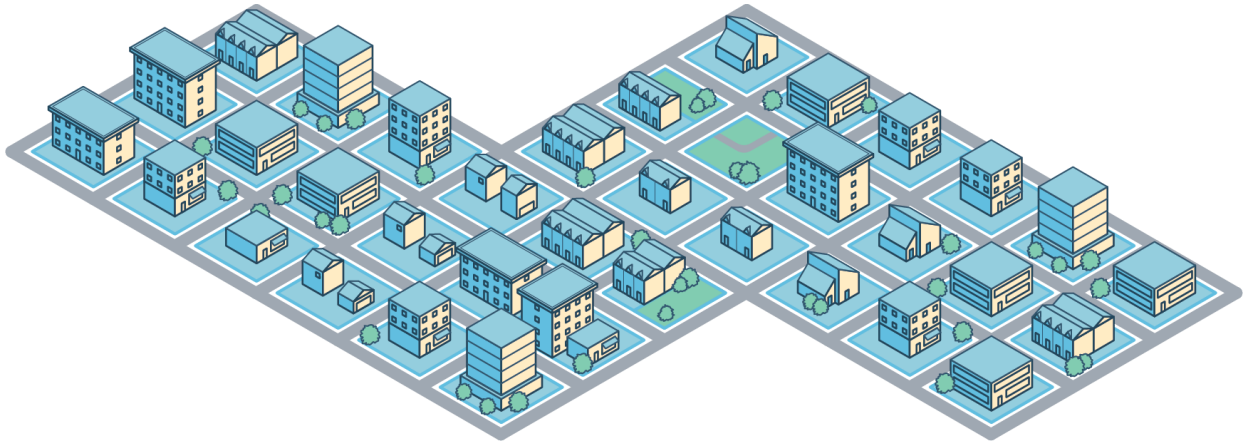
Métis (Pronunciation: MAY-TEA) originates from the Michif language, and speaks to the Métis people, who's development of farms on river lots, including in this area, were an integral part of the formation and design of the city.

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

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



1 Introduction to District Plans



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

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

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

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

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

There are 16 district plan bylaws:

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

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

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

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

1.1 How to Use This District Plan

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

The steps below outline how to use this district plan and District Policy:

Step 1: Read Introduction to District Plans (Section 1)

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

Step 2: Review the District Context (Section 2)

Section 2: District Context describes and shows where the district is located within the city, how the district came to be and what is located within the district at the time of district plan adoption.

- Map 1: Citywide Context
- Map 2: Heritage and Culture
- Map 3: District Context – Assets
- Map 4: District Context – Development Considerations

Step 3: Review the planning direction for the district (Section 3)

Section 3: District Systems and Networks describes and shows the district's planned systems and networks including land use, nodes and corridors, open space and natural areas, mobility, and managing growth and the investments planned for these networks as Edmonton reaches 1.25 million people.

- Map 5: Managing Growth to 1.25 Million
- Map 6: Land Use Concept to 1.25 Million
- Map 7: Nodes and Corridors
- Map 8: Open Space and Natural Areas to 1.25 Million
- Map 9: Active Transportation to 1.25 Million
- Map 10: Transit to 1.25 Million

Section 5: 'Growth to 2 Million' summarizes how the district will continue to grow and change beyond the 1.25 million population horizon.
Map 12: Vision at 2 Million

Step 4: Review the Area-Specific Policy (Section 4)

Determine if there are any area-specific policies or geographic plans that apply to smaller areas within the district. **Map 11: Area-Specific Policy Subareas** indicates areas where the area-specific policy applies. These policies are unique to the district and may be additional or exceptional to the District Policy.

Step 5: Consult the District Policy

Consult the **District Policy** to find the applicable policies using the district maps and area-specific policy information identified through Steps 2 to 4 above.

All district plan map symbols, locations, features and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District Policy for further direction. Mass transit networks and other infrastructure works are subject to further technical study and refinement.

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

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

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

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

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

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

1.3 Relationship With the Zoning Bylaw

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

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

1.4 Amendments

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

2 District Context

2.1 Physical Context

The 118 Avenue District is located in the southeast area of the city and is one of 15 districts in Edmonton's District Network as outlined in **The City Plan**.

Neighbouring districts include the Central District to the west and south, Northwest District and Northeast District to the north and Southeast District across the river to the south. The 118 Avenue District includes all lands depicted in **Map 1: Citywide Context**, including the following neighbourhoods:

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

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

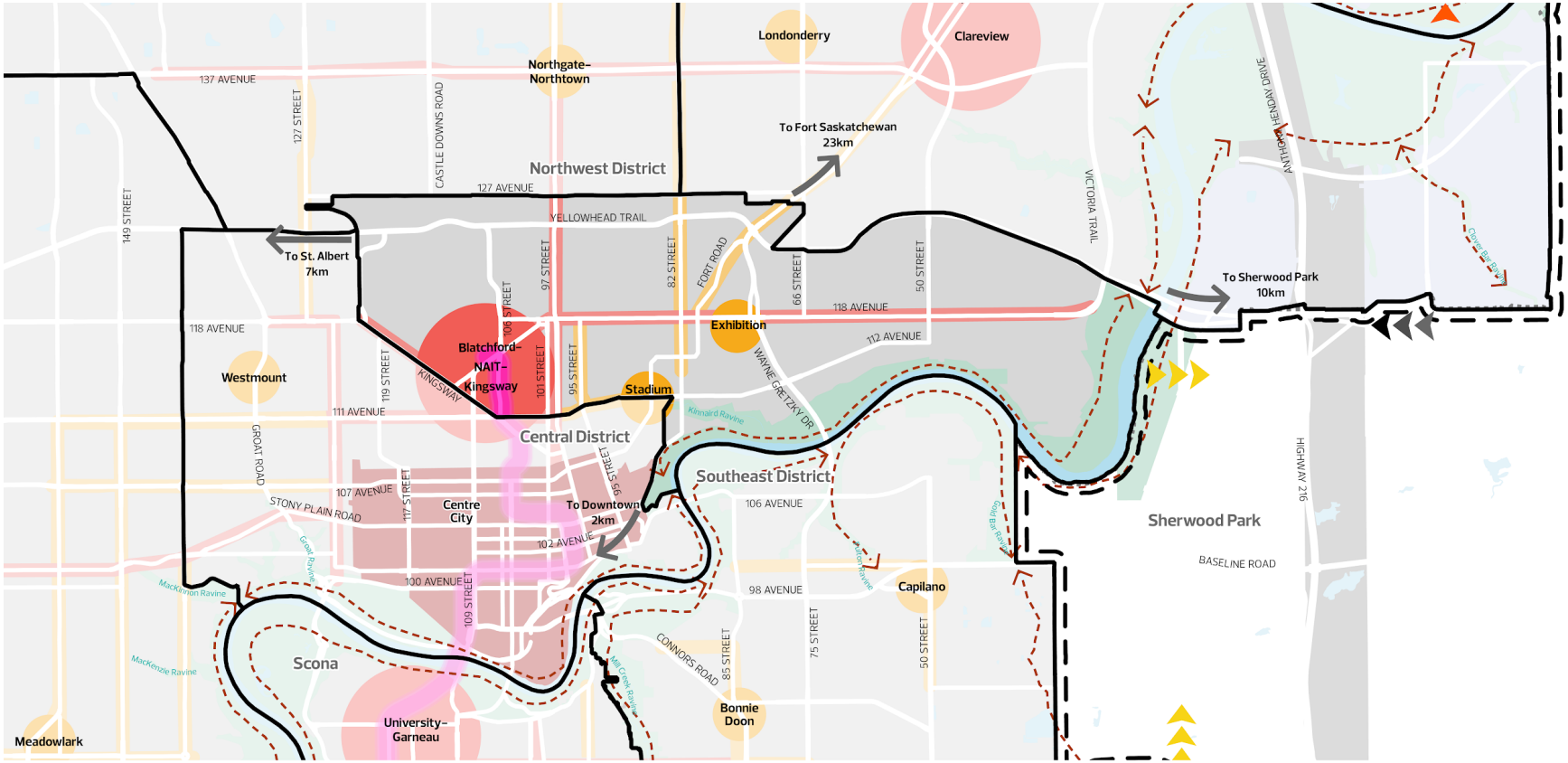
River Valley areas along the district's southern boundary include Kinnaird, Highlands and Rundle. These provide major recreational parks, amenities and open space, and connect the district to Edmonton's river valley and ravine system. Prominent places include Dawson Park, Highlands Golf Course, Rundle Park and the Ada Boulevard Promenade.

Map 1: Citywide Context

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

Map 1: Citywide Context

Legend items are defined in District Policy Glossary



2.2 Historical Context

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

The City acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experience and in their own voices. District plans, therefore, do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each district. Historical context is provided, instead, from a settler-colonial perspective generally beginning with the settlement period when the first railways reached the area and Edmonton was incorporated as a municipality.

The North Saskatchewan River heavily influenced the district's settlement history. People first developed lots along the river in the east portion of the district for river access. Métis and European settlers farmed in the area now known as Highlands. Following the river lot era, Highlands was developed as an exclusive residential community in 1910.

Suburban neighbourhood development quickly expanded outside Edmonton's core area after World War II. The Yellowhead Trail and Capilano Freeway's (now Wayne Gretzky Drive) construction and expansion of recreational facilities on what is now Exhibition Lands in the 1970s significantly reduced Bellevue and Santa Rosa's (now part of Montrose) original boundaries.

Early coal mining activity and a concentration of coal mining companies east of 50 Street during the 1880s led to the founding of the independent Town of Beverly in 1914. The town's business district that formed eventually evolved into highway commercial with 118 Avenue NW serving as the primary roadway leading east from Edmonton until the Yellowhead Highway replaced it in the 1970s. Beverly was incorporated into Edmonton's municipal boundaries in 1961.

Edmonton Exhibition's relocation from Rossdale to the central neighbourhood of Edmonton Northlands (now called Exhibition Lands) in 1911 and Borden Park's creation as Edmonton's first master planned open space (originally East End City Park) in 1906 brought recreational uses to the area. Edmonton's professional hockey arenas were located in Northlands between 1913 and 2016.

The district area west of Exhibition Lands was settled as working class, suburban neighbourhoods beginning in 1905 and following the opening of the Hudson's Bay Reserve in 1912 (for the portion west of 101 Street NW). This area's development was influenced by Edmonton's streetcar rail system that connected the area to Downtown. The former Rat Creek and natural land surface of this area was filled in. Business districts emerged to support the area along 111 Avenue NW (Norwood Boulevard) and 118 Avenue NW (Alberta Avenue). Residential development was slow until World War II, with the area being fully built out by 1970. Apartments

started to replace older housing stock in the 1970s in some areas. Major anchors today such as NAIT and Kingsway Mall were built in the 1960s and 1970s on former military and commercial lands dating from the World War II period.

The Blatchford community was formerly named Blatchford Field, Canada's first municipal airport (1926). It served as an airport until 2013, when it was converted for building a residential community rooted in sustainable design practices.

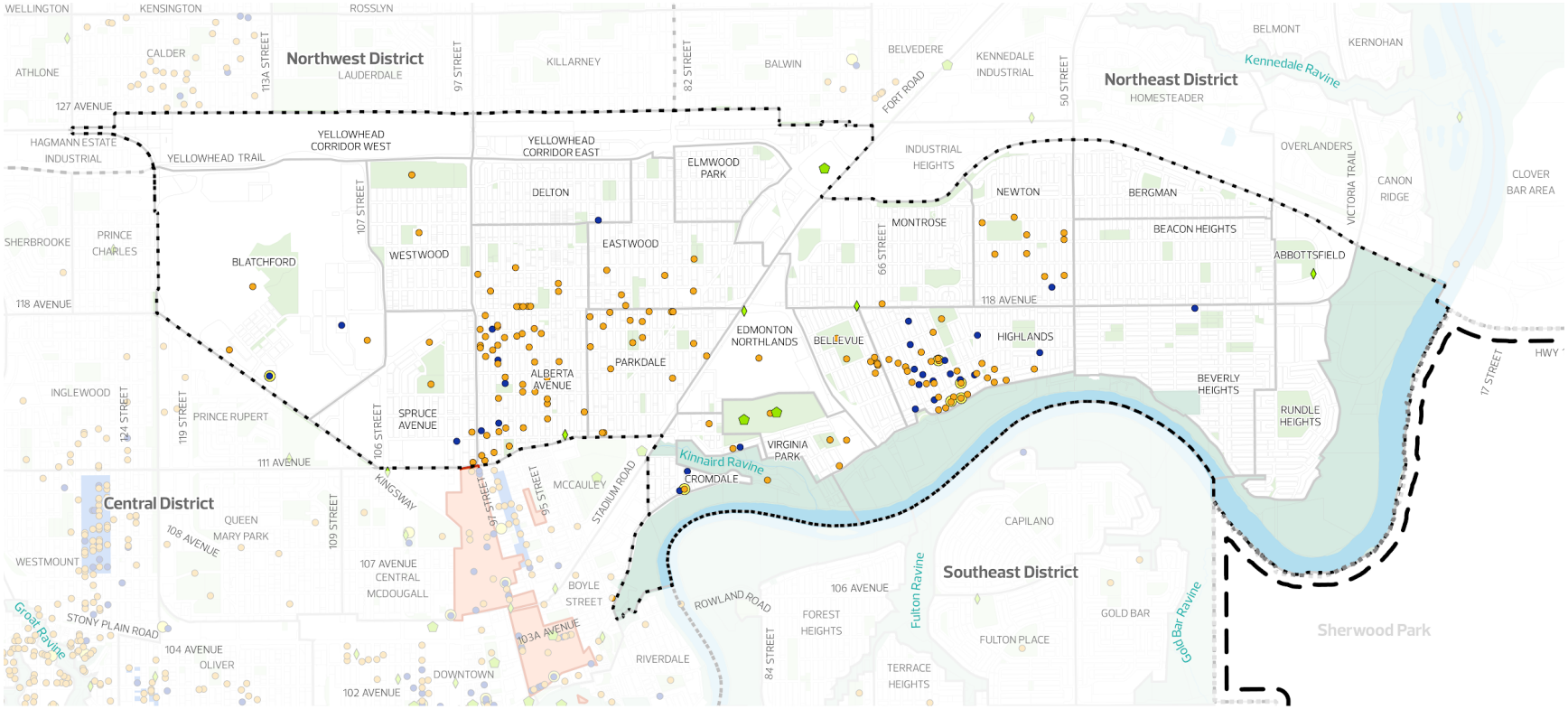
Historical and culturally important locations for this district are identified in **Map 2: Heritage and Culture**. While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this area. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities and First Nations, cultural landscapes and historical resources shown through stories, structures and spaces.

Map 2: Heritage and Culture

The Heritage and Culture map emphasizes the built heritage and cultural areas that have been formally endorsed through existing city policies or initiatives. This map includes the City of Edmonton Public Arts Collection and identifies 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. These maps do not show the location of paleontological/archeological sites.

Map 2: Heritage and Culture

Legend items are defined in District Policy Glossary



General Information
- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Neighbourhood Boundary
- City Entrance

- Transportation/Utility Corridor
- North Saskatchewan River Valley and Ravine System
- Open Space – Current

City-Owned Public Art
- Art Work
- Multiple Art Works

Built Heritage Sites*
- Inventory of Historic Resources in Edmonton
- Designated Municipal Historic Resource
- Designated Provincial Historic Resource

Heritage Character Areas
- Municipal
- Provincial

Cultural Features
- Known Indigenous Cultural Heritage Feature
- Other Cultural Area

0 0.25 0.5 Km

Scale: 1:50,000
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*See City of Edmonton Open Data for latest information

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

2.3 Development Context

Lands within the 118 Avenue District include mature neighbourhoods with primarily residential and mixed use (residential and commercial) development, river valley and ravine system to the south and some industrial areas along Yellowhead Trail along the district's northern boundary. Several commercial uses (e.g. business centres, hotels, Kingsway Mall) and institutional uses (e.g. NAIT, RCMP headquarters, Glenrose Hospital) are located in the western portion of the district. Borden Park and the Edmonton EXPO Centre are major recreational uses centrally located in the district; Commonwealth Stadium and its Recreation Centre are nearby. Concordia University is also an anchor institution.

This district is centred on and connected by Alberta Avenue and Beverly Town commercial corridors (118 Avenue NW). The area comprises some of the city's oldest neighbourhoods surrounding a vibrant business street. Areas west of Wayne Gretzky Drive are sometimes called the Avenue communities. Neighbourhoods in the west of this district like Spruce Avenue and Westwood, are along the Metro LRT line, and will be influenced by the ongoing redevelopment of the former Edmonton Municipal Airport (now called Blatchford). Coliseum Station and the Exhibition grounds on the Capital LRT line lie to the centre, and Highlands and Beverly Town communities are in the east, including the Beverly business district.

The 118 Avenue District is framed by Kinnaird Ravine (including Rat Creek) along its southwest boundary and North Saskatchewan river valley to the south and east. These areas form a portion of the Edmonton river valley and ravine system included within the boundary of this district plan and are guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020). The latter is intended to help guide appropriate public use and enjoyment of the river valley while protecting ecologically sensitive areas within the 118 Avenue District and Edmonton citywide.

EPCOR has flood mitigation projects planned in this district that include a combination of homeowner programs, drainage system improvements, green infrastructure and planning. The goal is to slow, move, secure, predict, and respond to flooding events to prevent or reduce the impact.

Current Plans in Effect

In the 118 Avenue District, the following statutory geographic plans are in effect that provide additional planning and land use direction:

- City Centre Area Redevelopment Plan - 2012
- Exhibition Lands Planning Framework - 2021
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Stadium Station Area Redevelopment Plan - 2018

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

The Stadium Station Area Redevelopment Plan (adopted in 2018) includes Stadium Station, where a first-generation transit-oriented development plan largely failed to attract the desired redevelopment. As a result, the Stadium Station Area Redevelopment Plan was created to address the LRT station's integration with its surrounding area. The land use planning framework will guide private sector redevelopment and public sector improvements to increase housing and residential-supportive amenities. The Plan's full build out is anticipated to happen over the 20 to 25 years following plan adoption.

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

Map 3: District Context - Assets

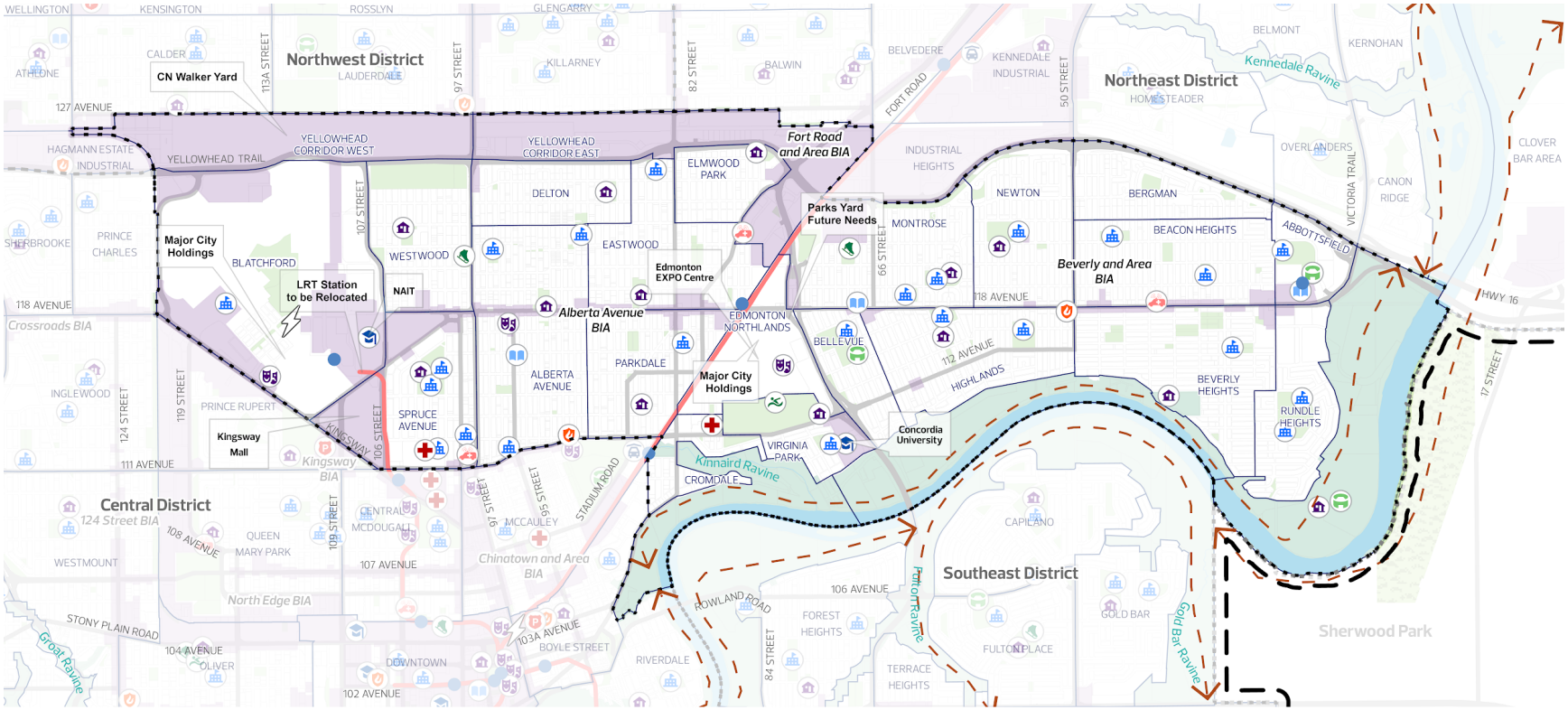
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational facilities.

Map 4: District Context - Development Considerations

The District Context - Development Considerations map is a snapshot of existing conditions at the time of plan adoption—and highlights constraints to consider when working towards creating 15-minute communities. The map illustrates development considerations, such as deficits and risks.

Map 3: District Context – Assets

Legend items are defined in District Policy Glossary



General Information

- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Neighbourhood Boundary
- Future Growth Area
- City Entrance
- Transportation/Utility Corridor
- Intermodal Facility
- North Saskatchewan River Valley and Ravine System
- Major Ecological Connection

Health and Emergency Services

- Hospital and Health Centre
- Fire Station
- EMS Station
- Police Station

Community Assets

- Recreation Centre
- Arena
- Pool
- Community Hall
- Arts and Cultural Facility
- Library
- School
- Post Secondary School
- Park and Ride – Current
- Open Space – Current
- Citywide Mass Transit – Current
- Mass Transit Station – Current
- Existing Employment Area
- Significant Geological Feature

District Energy Opportunity Areas

- Current

0 0.25 0.5 Km

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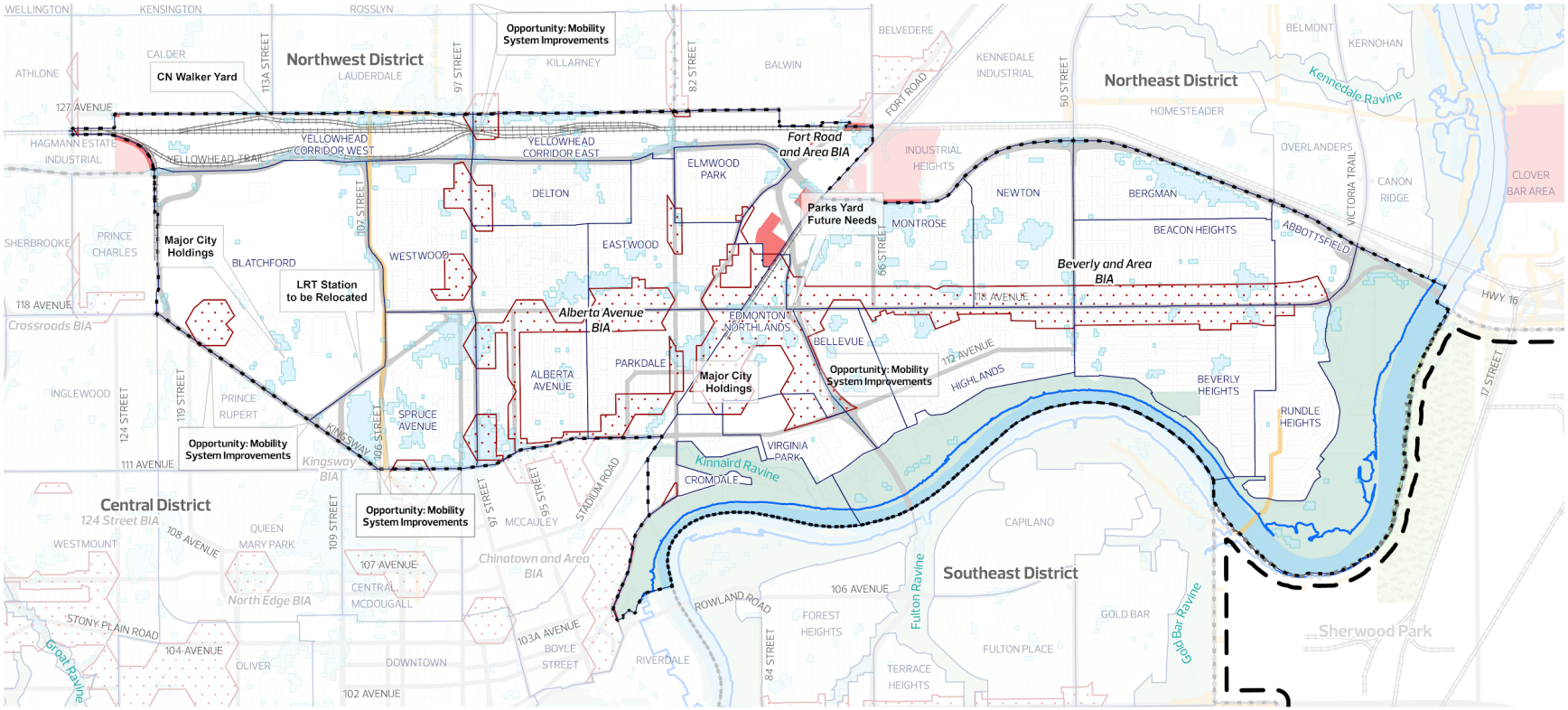
Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

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

Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



0 0.25 0.5 Km

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

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

3 District Systems and Networks

Cities are complex. They work best when land use and transportation are considered together with environmental, economic and social factors using a systems approach. **The City Plan** calls these systems Managing Growth, Planning and Design and Mobility.

The features shown on **Maps 5 to 10** guide decisions for the orderly growth of the 118 Avenue District, including how land is used and supported by infrastructure. All three systems and their interconnections inform planning decisions for how the district will grow and change over time. All terms and map features are defined in the glossary of the **District Policy**.

3.1 Managing Growth

As the city grows to the 1.25 million resident population horizon outlined in The City Plan, the 118 Avenue District will also grow and change. This section outlines the district's anticipated population and employment growth and how the City of Edmonton will support this growth.

Population and employment growth is anticipated to occur at the Blatchford Major Node, Stadium and Exhibition District Nodes and 118 Avenue Primary Corridor. The Blatchford mixed use town centre (Blatchford Market), phase 1 of the Exhibition Lands are two major redevelopment projects that will begin during this period and are expected to account for significant population growth. It is also anticipated that within portions of Blatchford outside the Major Node and within the Stadium District Node residential development will also occur.

Incremental redevelopment for both housing and commercial uses is expected along portions of 118 Avenue, such as around Riverview Crossing shopping centre and in the Alberta Avenue and Beverly business areas. This is expected to expand available housing near local businesses, contribute to a more cohesive and welcoming pedestrian streetscape and strengthen connection to surrounding neighbourhoods.

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

Some large sites such as Riverview Crossing in Abbottsfield and Kingsway Mall offer the possibility for gaining more housing and employment through comprehensive development.

Development will be supported by investments in mobility such as new mass transit routes (proposed for 97 Street NW) and stations (in Blatchford and a new Exhibition 115 Avenue NW station to complement a redeveloped Coliseum station). There will be additional bike routes and the creation of new open spaces, such as Blatchford Park and improvements to Borden Park.

Population growth in this district will primarily occur in the new neighbourhood of Blatchford in the western portion of the district.

Table 1 provides the anticipated population and employment numbers for the 118 Avenue District at the 1.25 million and two million population horizons of **The City Plan**. This considers the 118 Avenue District's population contributions within citywide growth expectations for the 1.25 million and 2 million population horizons.

Table 1 - Anticipated District Population and Employment Numbers

	Federal Census 2021*	City Plan 1.25 Million Population Horizon	City Plan 2 Million Population Horizon
District Population	48,000	64,000	137,000
District Employment	30,000	34,000	64,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data. Figures will be updated when neighbourhood-level census data becomes available.

The way the district looks and feels will change as development projects are completed. Development and change will happen district-wide but more growth and higher-density development will occur in the district's nodes and corridors. Shifts in local demographics and changing economic conditions will also play roles in shaping the district's employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton's growth in a socially, environmentally and fiscally responsible way. This district plan identifies areas within the district where growth is prioritized and public investments will encourage and support growth.In addition to this district plan, the growth and infrastructure of new neighbourhoods are described in greater detail in local plans, such as Area Redevelopment Plans and other area-specific planning documents. This includes the City Centre Area Redevelopment Plan, Exhibition Lands Planning Framework and Stadium Station Area Redevelopment Plan.

The City may lead, facilitate and/or fund many of the initiatives and projects referenced. Community, industry or intergovernmental-led projects will also be important to the district's success. Similarly, smaller local improvements that are not listed in this plan (e.g. street lighting, traffic calming, public space programming) can also support activation.

Priority Growth Areas
Priority Growth Areas are the nodes and corridors that are expected to experience more development (compared to other locations) as the City grows to a population of 1.25 million. It is expected that investment in these areas will contribute to **The City Plan's** implementation over the long term.

Prioritized investment is intended to support the development of nodes and corridors in line with The City Plan's phasing and activation approach. This combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan levers of change (policy, partnerships, pricing, investment) and the anticipated dwelling unit growth to 1.25 million (see City Plan Maps 10A and 11A). It also allows the City and its city-building partners to align the timing and locations of investment.

Priority Growth Areas are typically concentrated in the redeveloping areas of the city. Most districts with new neighbourhoods do not have Priority Growth Areas. Growth in these neighbourhoods is directed by local plans.

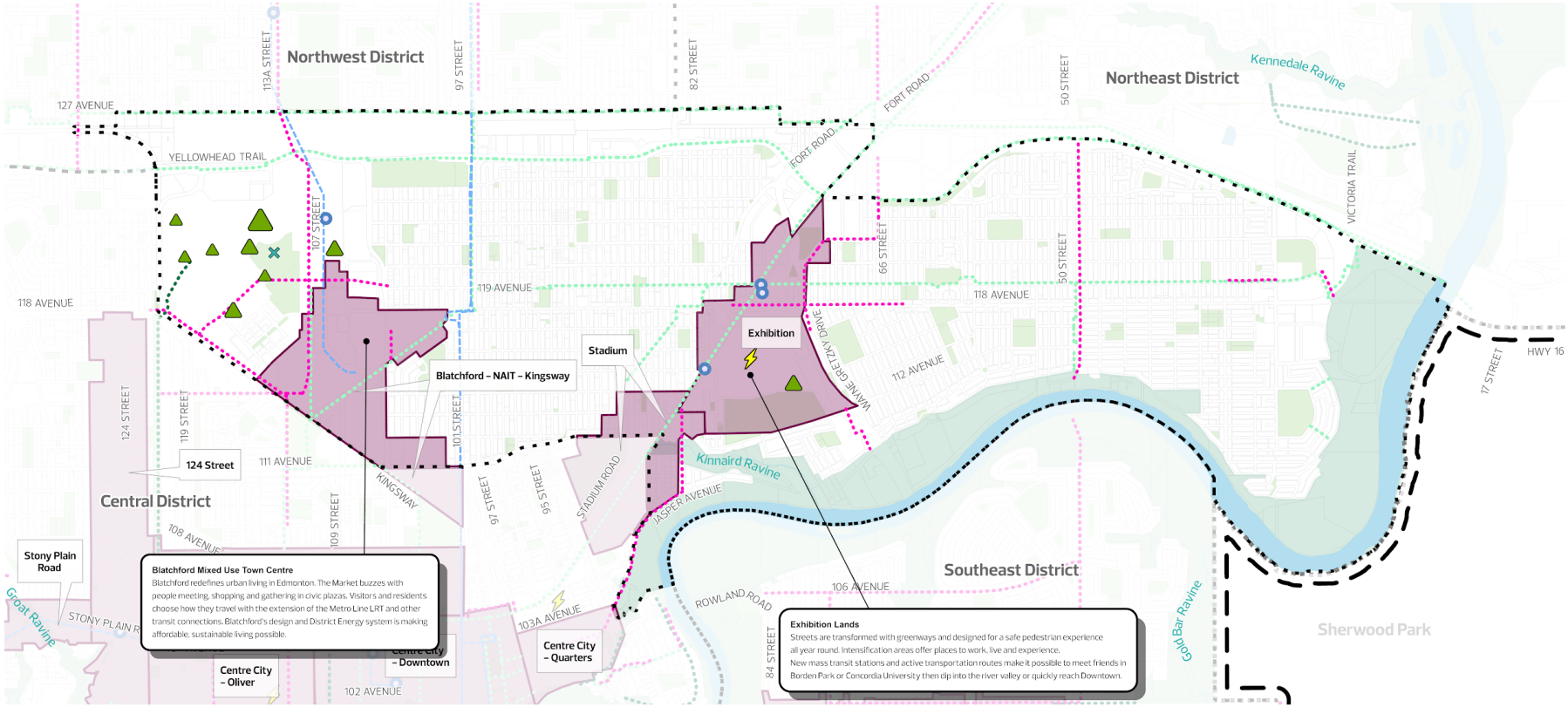
Map 5: Managing Growth to 1.25 Million identifies three Priority Growth Areas for the 118 Avenue District Plan: Blatchford-NAIT-Kingsway Major Node, Exhibition District Node and Stadium District Node.

Map 5: Managing Growth to 1.25 Million

Managing Growth to 1.25 Million communicates geographic growth priorities and the City's expected major actions to support Edmonton's growth to 1.25 million people, such as investments in transit, active transportation and open spaces. These investments, along with others in utilities, transportation and community infrastructure will support existing and future residents. In particular, the map identifies nodes and corridors that are Priority Growth Areas and describes how changes to these areas will look and feel in the future.

Map 5: Managing Growth to 1.25 Million

Legend items are defined in District Policy Glossary



General Information

- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Non-Residential Area – Planned by 1.25 Million
- Undeveloped
- City Entrance
- Transportation/Utility Corridor
- North Saskatchewan River Valley and Ravine System
- Open Space – Current

Priority Growth Areas

- Priority Growth Areas

1.25 Million Planned Improvements

- Citywide Mass Transit – Planned to 1.25 Million
- Mass Transit Station – Planned to 1.25 Million
- Stormwater Management Facility – Planned
- District Connector Bike Route – Planned
- Habitat Greenway
- Urban Greenway

Open Space – Planned*

- Small (<0.5 ha)
- Medium (0.5 – 5.0 ha)
- Large(>5 ha)

District Energy Opportunity Areas

- Planned

0 0.25 0.5 Km

Scale: 1:50,000
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*May include urban services. See additional plans in effect (where applicable) for details.

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

3.2 Planning and Design

The Planning and Design system is about using land to ensure that there are opportunities for a variety of housing, employment and open spaces in each district. The Planning and Design system is made up of the following networks:

- Nodes and Corridors Network establishes logical areas to focus population and employment growth. The extent of this network is designed to accommodate Edmonton's growth to two million people.
- Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.
- Non-Residential Opportunities Network includes commercial and industrial -focused areas, as well as major institutions, to create productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.

District maps that show Planning and Design direction include:

- **Map 6: Land Use Concept to 1.25 Million**
- **Map 7: Nodes and Corridors**
- **Map 8: Open Space and Natural Areas to 1.25 Million**

Steps toward building these networks are already occurring and will continue as Edmonton grows to 1.25 million and beyond.

Map 6: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map shows the district's statutory geographic plans and the broad land use categories and design influences planned for new growth and redevelopment as Edmonton reaches 1.25 million people. It combines and integrates all Planning and Design Networks, showing how they work together to achieve the district's expected growth.

Map 7: Nodes and Corridors

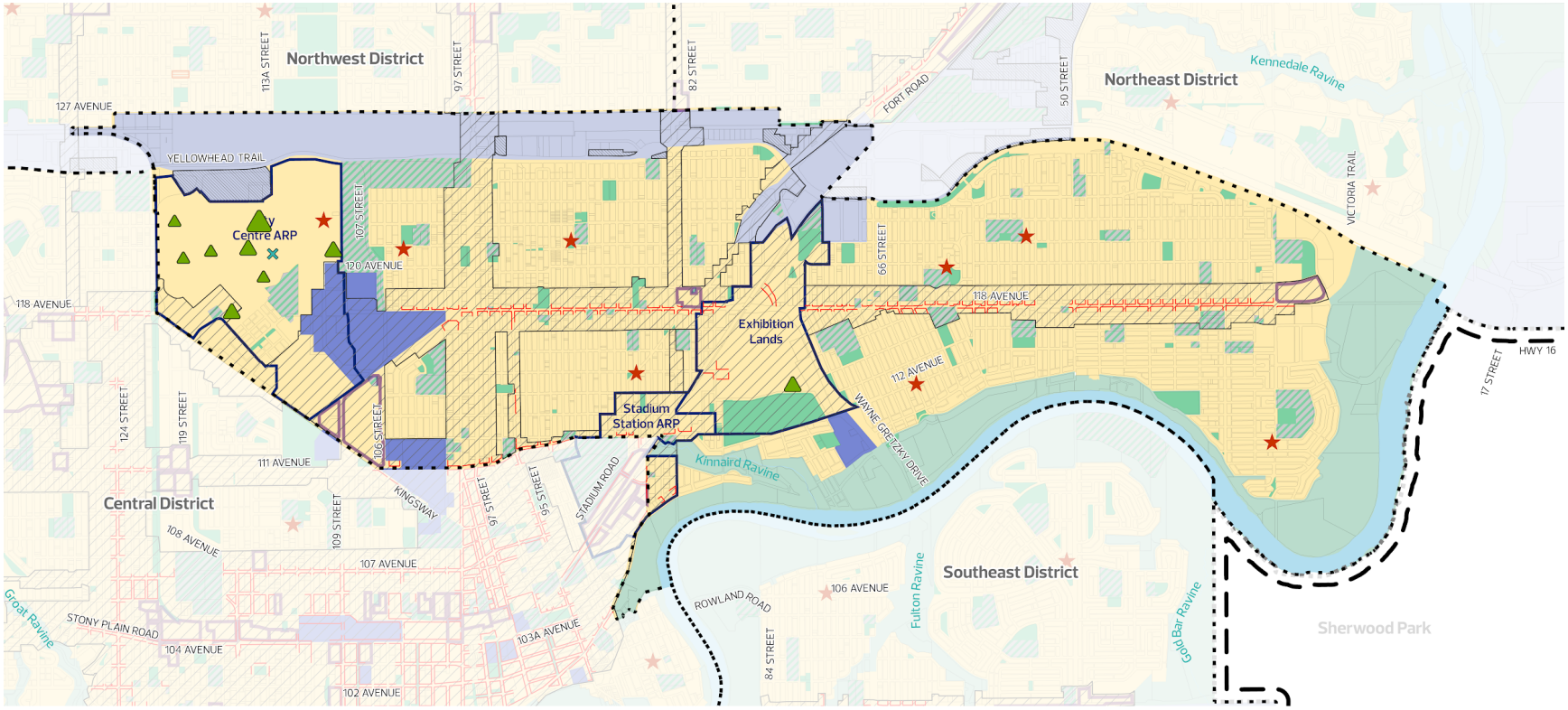
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in **The City Plan** by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts as additional information to understand and apply the land use categories shown in **Map 6: Land Use Concept to 1.25 Million**. The appropriate scale of development depends on the type of node and corridor and roadway types, as described in the **District Policy**.

Map 8: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map elaborates on the Green and Blue Network in The City Plan with more detail and geographic specificity, including open space types and connections. The map features current and planned publicly-owned open spaces and parks as Edmonton reaches 1.25 million people. Some planned open spaces shown may be built beyond 1.25 million people, subject to growth patterns. Connections are linear greenways and open spaces supporting wildlife movement and public access to the district's natural systems.

Map 6: Land Use Concept to 1.25 Million

Legend items are defined in District Policy Glossary



General Information
- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Plans in Effect – Area Structure Plan/ Area Redevelopment Plan*
- Plans in Effect – Other*
- City Entrance

General Land Use
- Urban Mix
- Commercial/Industrial Employment
- Institutional Employment
- Non-Residential Area – Planned by 1.25 million
- Open Space – Current
- Urban Service**
- Agriculture
- North Saskatchewan River Valley and Ravine System
- Water Bodies
- Stormwater Management Facility – Planned

Open Space – Planned***
- Small (<0.5 ha)
- Medium (0.5 – 5.0 ha)
- Large(>5.0 ha)

Development Areas
- Node and Corridor Boundaries
- Non-Residential Intensification Area
- Local Node – General Location
- Local Node – Site

Design Influences
- Large Site
- Commercial Frontage

0 0.25 0.5 Km

Scale: 1:50,000
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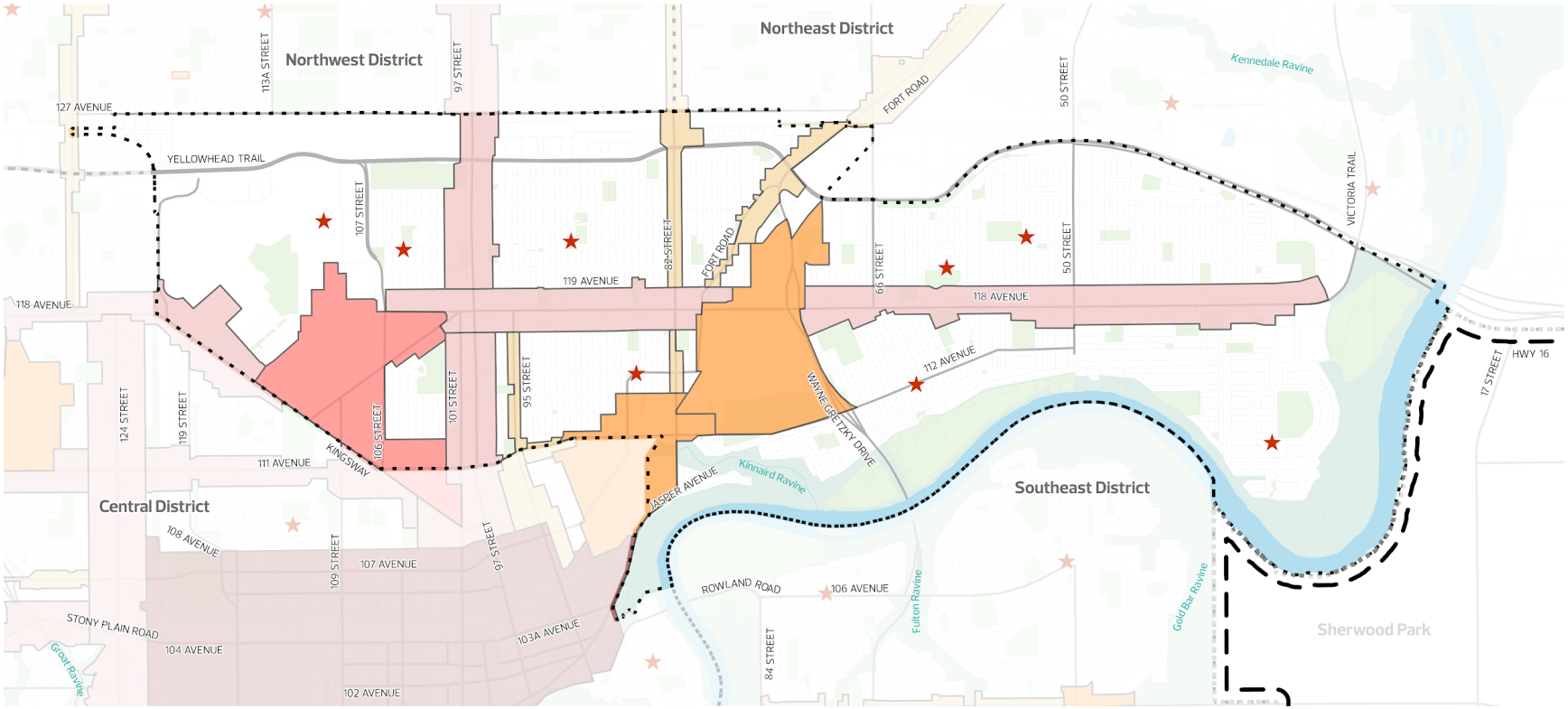
*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
**Lands designated Urban Service may include schools, fire halls, places of worship, etc.
***May include urban services. See additional plans in effect (where applicable) for details.

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

Map 7: Nodes and Corridors

Legend items are defined in District Policy Glossary



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

Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary

General Information
- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Node and Corridor Boundaries
- City Entrance
- Transportation/Utility Corridor

Open Space Connectors and Features
- River Valley Viewpoint – Current
- River Valley Viewpoint – Planned
- River Valley Trail Access – Current
- North Saskatchewan River Valley and Ravine System
- Habitat Greenway
- Urban Greenway
- Major Ecological Connection
- Stormwater Management Facility – Planned

Municipal Open Spaces*
- Ecological Park – Current
- Ecological Park – Planned
- Metropolitan Park – Current
- Metropolitan Park – Planned
- District Park – Current
- District Park – Planned
- Community Park – Current
- Community Park – Planned
- Pocket Park – Current
- Pocket Park – Planned
- Civic Spaces and Squares – Current
- Civic Spaces and Squares – Planned

Planned Park Sizes
- Small (<0.5 ha)
- Medium (0.5 ha–5.0 ha)
- Large (>5.0 ha)

Other Open Space
- Special Purpose Facility
- Cemetery
- Golf Course
- Open Space – Other
- Provincial Park / Protected Area

0 0.25 0.5 Km

Scale: 1:50,000
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*Open Spaces may include urban services. Planned Open Space locations are conceptual and subject to planning stages and development timing. See additional plan in effect (where applicable) for details.

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

3.3 Mobility

The Mobility system is about moving people and goods in an efficient and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility system is made up of the following networks:

- Active Transportation Network creates critical connections using walking, rolling or biking that allow people to access destinations, amenities, daily needs and recreational opportunities.
- Transit Network provides city-wide, district and regional connectivity using mass transit, prioritizing accessible, reliable and safe services.
- Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment and support regional connection and prosperity. The network includes Arterial Roadways, Principal Roadways, Expressways, Freeways and Provincial Highways.

District maps that show Mobility direction and the Roads and Goods Movement Network include:

- **Map 7: Nodes and Corridors**
- **Map 9: Active Transportation to 1.25 Million**
- **Map 10: Transit to 1.25 Million**

Map 9: Active Transportation to 1.25 Million

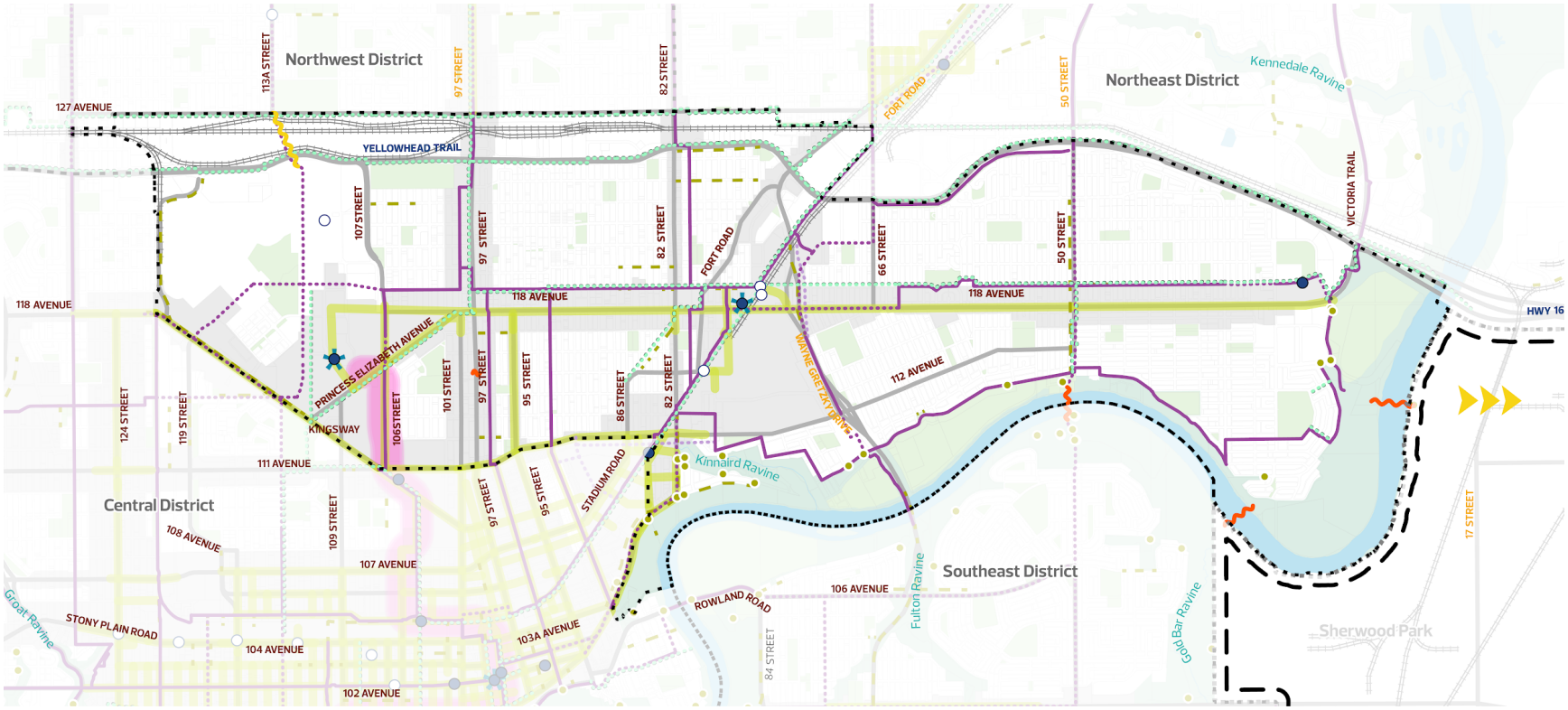
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies the district-level walking, cycling or rolling pathway intentions for the district's Active Transportation Network when Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 10: Transit to 1.25 Million

The Transit to 1.25 Million map shows both the current and planned transit system from The City Plan and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies citywide and district-level bus or LRT routes intended for the district's mass transit system when Edmonton reaches 1.25 million people. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

Map 9: Active Transportation to 1.25 Million

Legend items are defined in District Policy Glossary



General Information
- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Node and Corridor Boundaries
- Innovation Corridor
- Non-Residential Area – Planned by 1.25 Million
- Undeveloped
- City Entrance
- Transportation/Utility Corridor
- Railway
- North Saskatchewan River Valley and Ravine System
- Open Space – Current

Active Transportation
- District Connector Bike Route – Current
- District Connector Bike Route – Planned
- Bike Connection – Identified Opportunities
- Pedestrian Priority Area
- Pedestrian Connection – Identified Opportunities
- River Valley Trail Access – Current
- Urban Greenway
- Active Transportation Bridge – Current
- Active Transportation Bridge – Planned
- Active Transportation Regional Connection
- River Valley Active Transportation Regional Connection

Transit
- Mobility Hub
- Mass Transit Station – Current
- Mass Transit Station – Planned to 1.25 Million

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

0 0.25 0.5 Km

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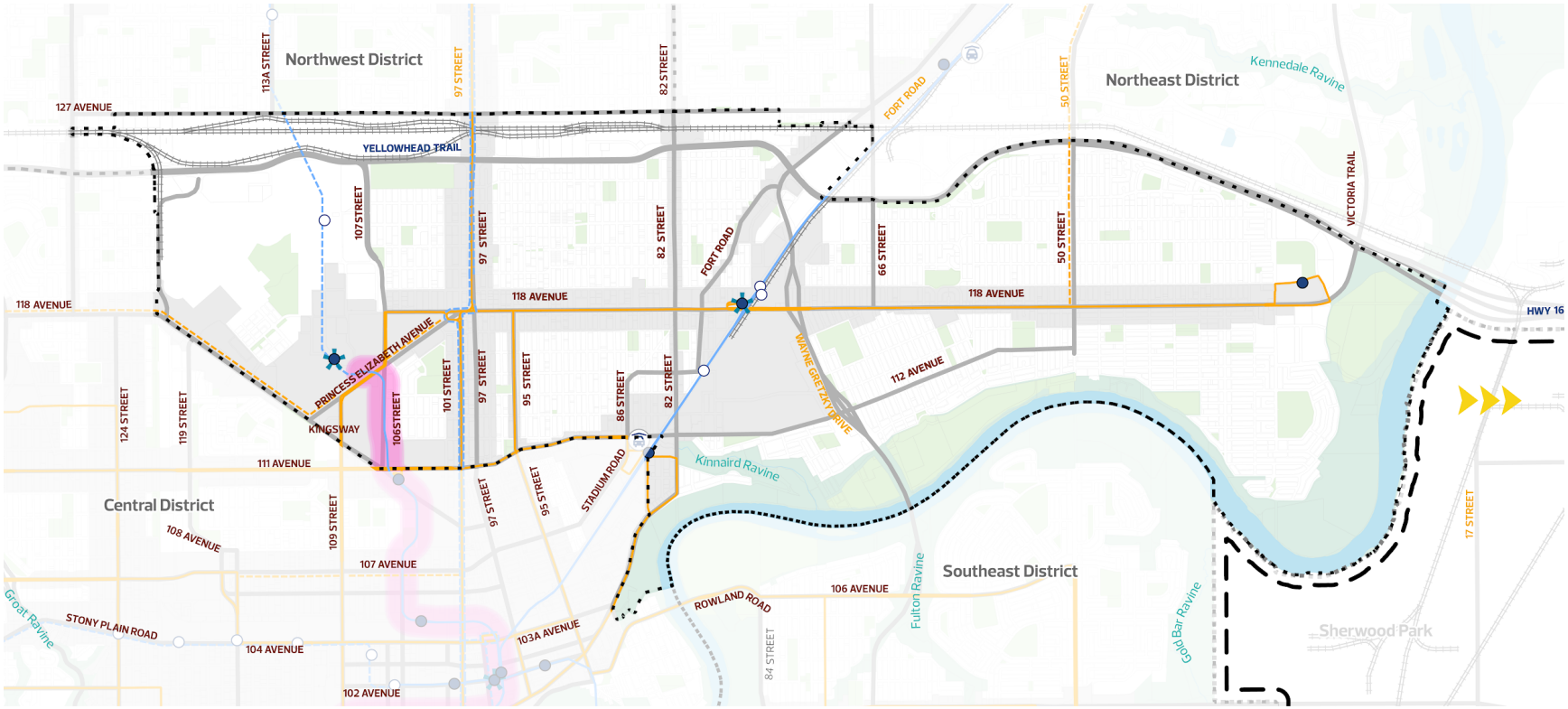
Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

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

Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



General Information
- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Node and Corridor Boundaries
- Innovation Corridor
- Non-Residential Area – Planned by 1.25 Million
- Undeveloped
- City Entrance
- Transportation/Utility Corridor
- Railway
- North Saskatchewan River Valley and Ravine System
- Open Space – Current

Active Transportation
- Active Transportation Regional Connection
- River Valley Active Transportation Regional Connection

Transit
- Citywide Mass Transit – Current
- Citywide Mass Transit – Planned to 1.25 Million
- Citywide Mass Transit – Identified Opportunity
- District Mass Transit – Current
- District Mass Transit – Planned to 1.25 Million
- Mobility Hub
- Mass Transit Station – Current
- Mass Transit Station – Planned to 1.25 Million
- Park and Ride – Current
- Park and Ride – Planned

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

0 0.25 0.5 Km

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

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

4 Area-Specific Policy

This Area-Specific Policy section lists additional or exceptional policies as well as other geographic plans and tools to consider when making land use decisions for specific areas of the district. The information in this section must be considered alongside the **District Policy** for complete planning direction.

Policies in this section may include:

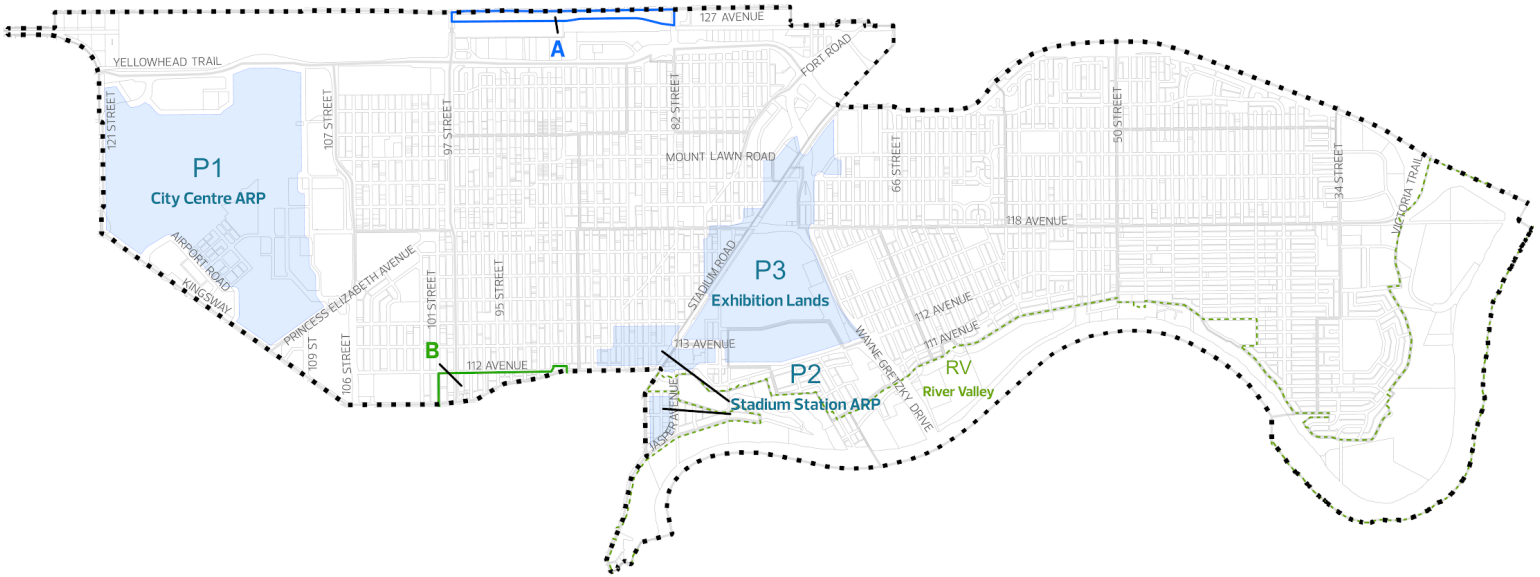
- Planning guidance that must be considered in addition to that found in the District Policy, or
- Planning guidance that is an exception to policies found in the District Policy

Reference **Map 11: Area-Specific Policy Subareas** to identify the geographic areas where additional or exceptional policies apply in this district and **Table 2: Area-Specific Policy** for the detailed policy direction. In the event of a conflict between **Table 2** and the District Policy, **Table 2** shall prevail.

Where no specific policy applies for a particular location on **Map 11**, refer to the district plan maps and District Policy for planning guidance.

Refer to **Section 1.2** 'Authority and Relationship to other Plans' of this district plan for information on how any geographic plans listed in **Table 2** shall be read with the District Policy and this district plan.

Map 11: Area-Specific Policy Subareas



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Scale: 1:50,000
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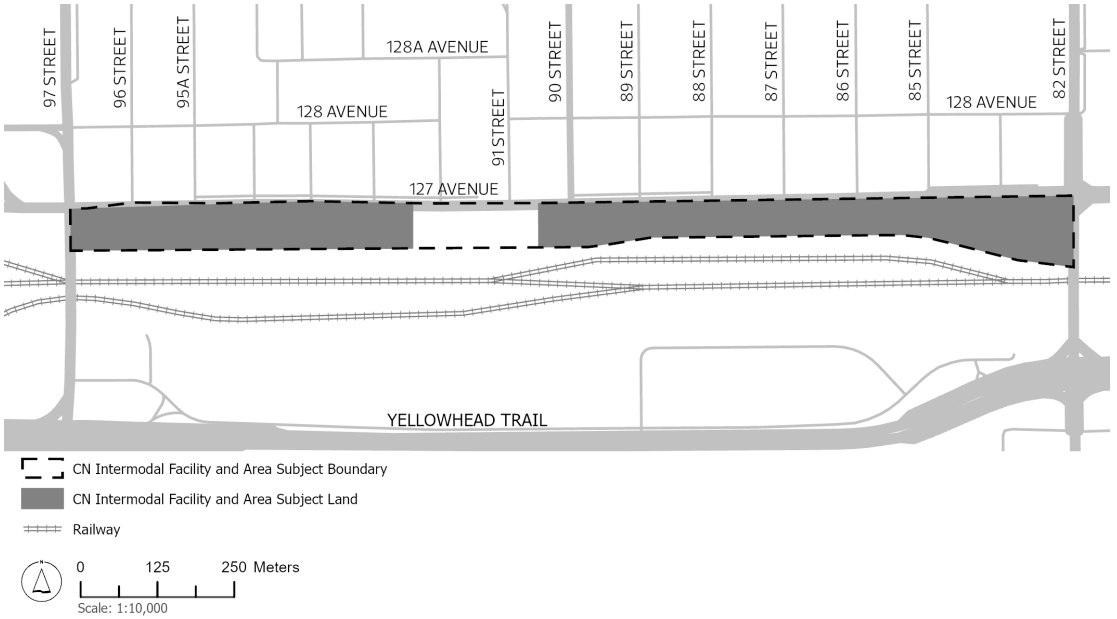
Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Table 2 - Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	
	A-1 CN Intermodal Facility and Area - Land Use Support institutional and recreational uses within the CN Intermodal Facility and Area Subject Land. Uses should only be supported that have similar off-site impacts as commercial uses.
	A-2 CN Intermodal Facility and Area - Environmental Screening Require an environmental screening for redevelopment within the CN Intermodal Facility and Area Boundary at the rezoning stage to determine the environmental suitability of the lands for the proposed use.
	A-3 CN Intermodal Facility and Area - Vehicle Access Access and egress to and from the CN Intermodal Facility and Area Boundary is not permitted from 82 Street NW or 97 Street NW.
	A-4 CN Intermodal Facility and Area - Vehicle Access New vehicular access to the CN Intermodal Facility and Area Boundary will not align with roadways north of 127 Avenue NW to mitigate traffic impacts on the adjacent residential area to the north.

Subarea	Additional or Exceptional Policy
B	**B-1 Norwood Boulevard Mobility** For further strategic direction refer to the Norwood Boulevard Mobility Assessment.
P1	**P1-1 City Centre Area Redevelopment Plan** For further planning direction refer to the City Centre Area Redevelopment Plan.
P2	**P2-1 Stadium Station Area Redevelopment Plan** For further planning direction refer to the Stadium Station Area Redevelopment Plan.
P3	**P3-1 Exhibition Lands Planning Framework** For further planning direction refer to the Exhibition Lands Planning Framework Area Redevelopment Plan.

Subarea	Additional or Exceptional Policy
RV	**RV-1 River Valley Plans** Refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan for additional planning direction and strategic context.

Where no subareas have been identified, the District Policy and district plan maps (Maps 1 to 10) shall guide planning decisions.

5 Growth to 2 Million

"This is why the time is now to plan ahead. It's not a matter of if we will hit two million but when. The best way for our children and grandchildren to have as positive an experience with their city as we enjoy today - an even better one - is to imagine what that city will look like, how it will operate, how it will grow, how businesses will flourish, how parks will welcome all and how creativity will thrive." - The City Plan

Cities are constantly evolving and responding to a changing world. **The City Plan** describes the choices Edmonton needs to make to become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. This vision will take Edmonton time to achieve and the work towards a population of two million will continue beyond this iteration of the district plan. After Edmonton reaches 1.25 million people, district level planning will continue to support the development and transformative change of communities for the next population horizons outlined in The City Plan: 1.5 million, 1.75 million and two million people. The City Plan provides wide-ranging directions for Edmonton's long-term future - what the city and districts will look like at two million people and what needs to be done to support growth to create a great place to live.

Map 12: Vision at 2 Million captures how the 118 Avenue District is expected to continue to evolve beyond the 1.25 million population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches two million people.

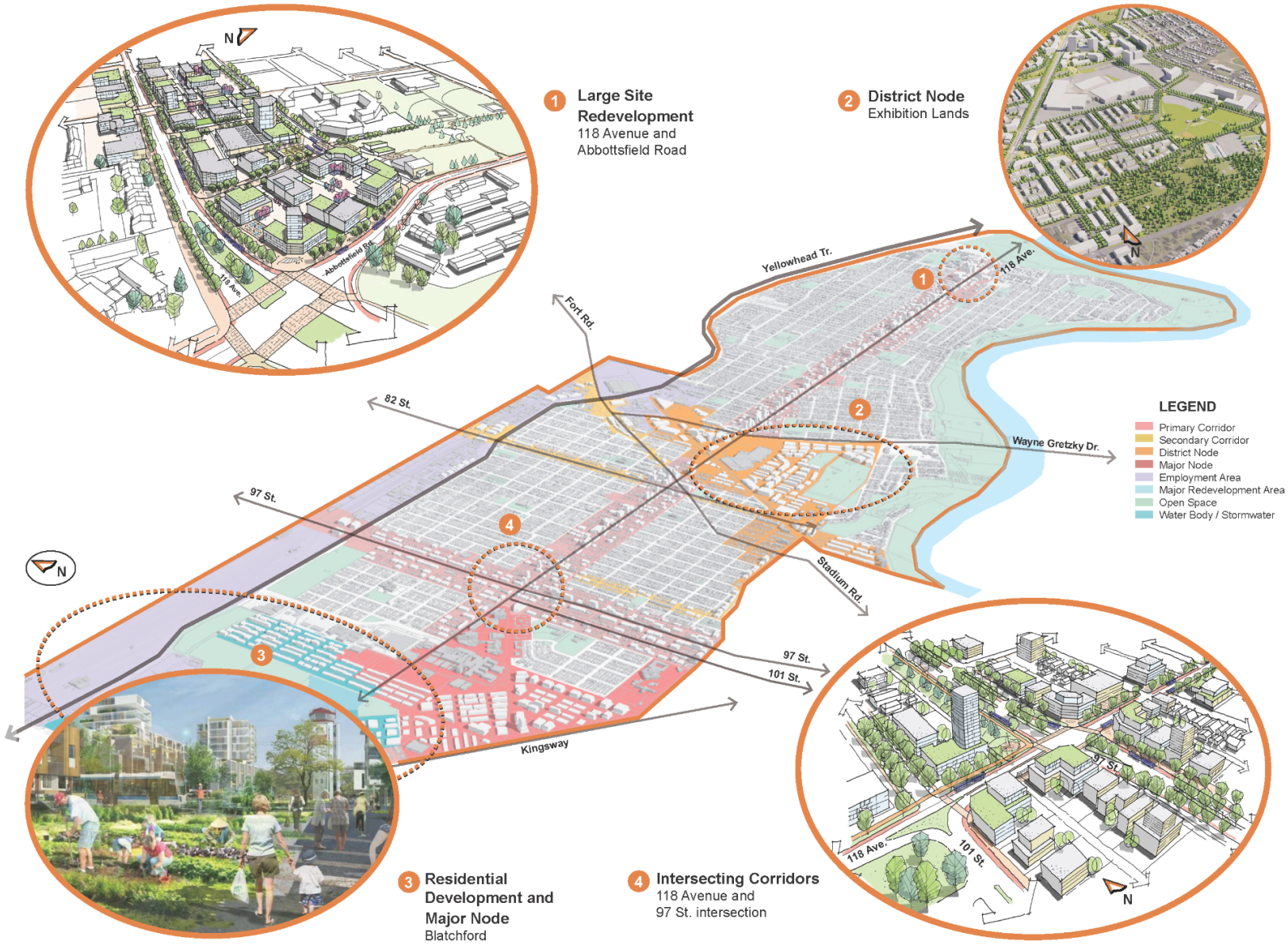
Development and investment in the 118 Avenue District may include the following:

- The completion of Blatchford and Exhibition Lands, which both have long term development horizons,
- Additional development and redevelopment in the Major Node outside of Blatchford,
- Further redevelopment of existing commercial areas of 118 Avenue and 97 Street as mixed-use Primary Corridors,
- Smaller scale residential and mixed-use redevelopment along the 95 Street, 82 Street and Fort Road Secondary Corridors,
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods
- Job growth along the Innovation Corridor and through the redevelopment of large sites and industrial renewal,
- The strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods through redevelopment of local node sites and residential infill, and
- Additional investments in mass transit, such as new district mass transit routes and bike infrastructure, will support the strengthening of the node and corridor network and connections within and beyond the district.

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

Both the public and private sectors have roles in initiating and advancing growth opportunities. Growth may also be supported by City investments in the physical, environmental and social networks to complement **The City Plan's** networks as well as create additional networks to activate growth in the district. The goal is to be ready for the continual, collaborative shaping of the future.

Map 12: Vision at 2 Million

The Vision at 2 Million map provides an aspirational illustration of the district when Edmonton reaches two million people. The map includes a 3D model of the district to emphasize areas of change based on The City Plan's systems and growth targets. The detailed illustrations show examples of how The City Plan's vision might unfold in specific areas of the district. **This map is not intended to guide specific land and development decisions but to indicate the general direction and high level vision for what the district might look like in the future.**

Map 12: Vision at 2 Million