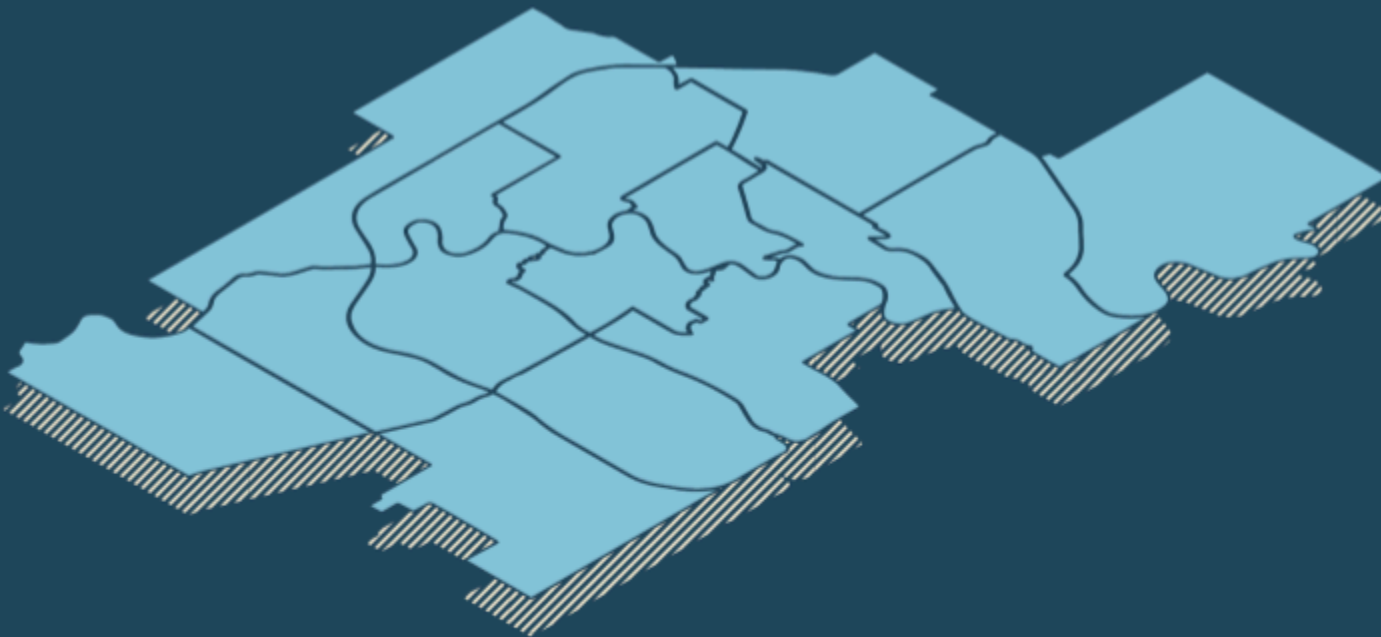


DISTRICT POLICY

Edmonton

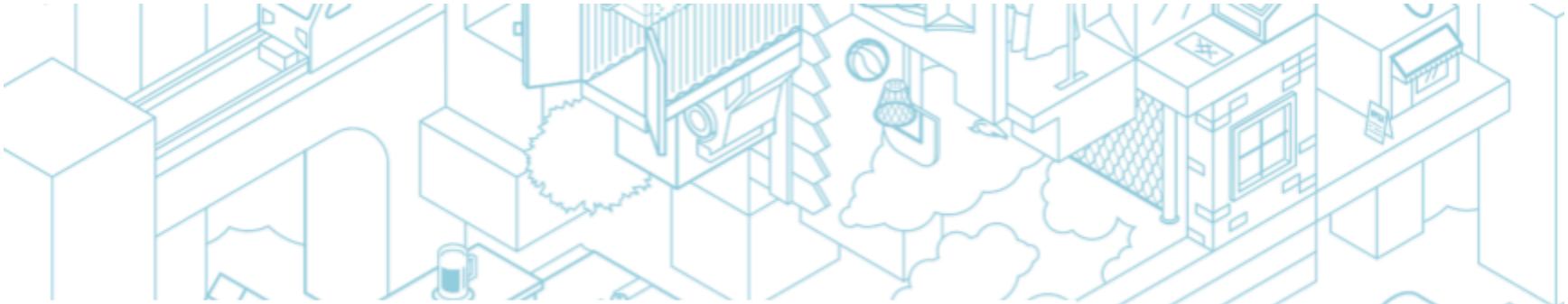


SCHEDULE A

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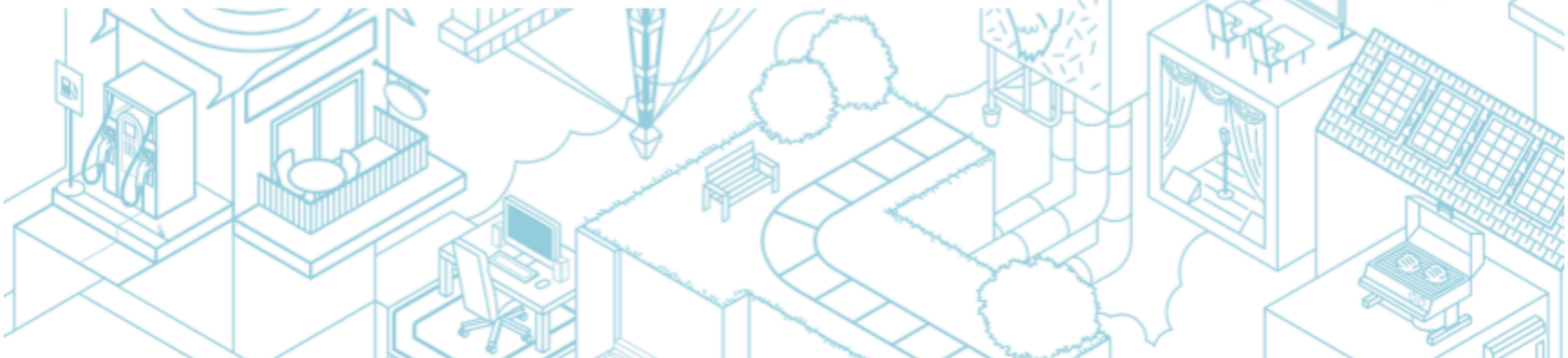
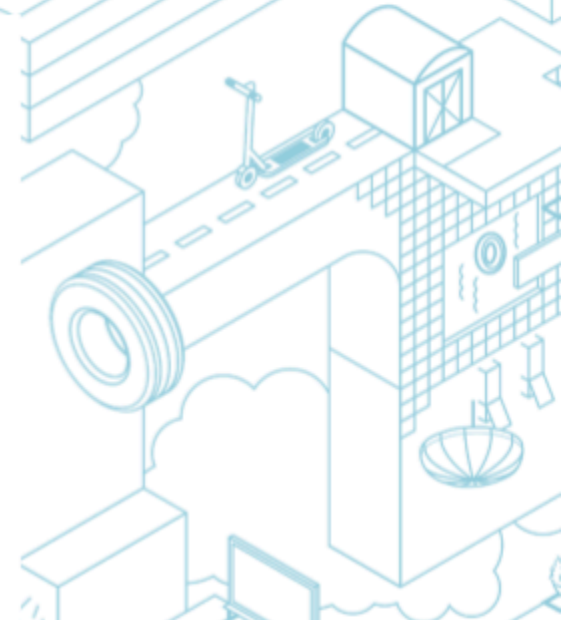


The City of Edmonton extends its deepest appreciation to those who helped create the District Policy.

Special thanks to the members of the public, stakeholders, Administration and City Council who contributed their invaluable feedback and time.

Thank you to Green Space Alliance for the illustrations in this document.

Your expertise, support, and dedication have greatly enriched the content and quality of the District Policy.



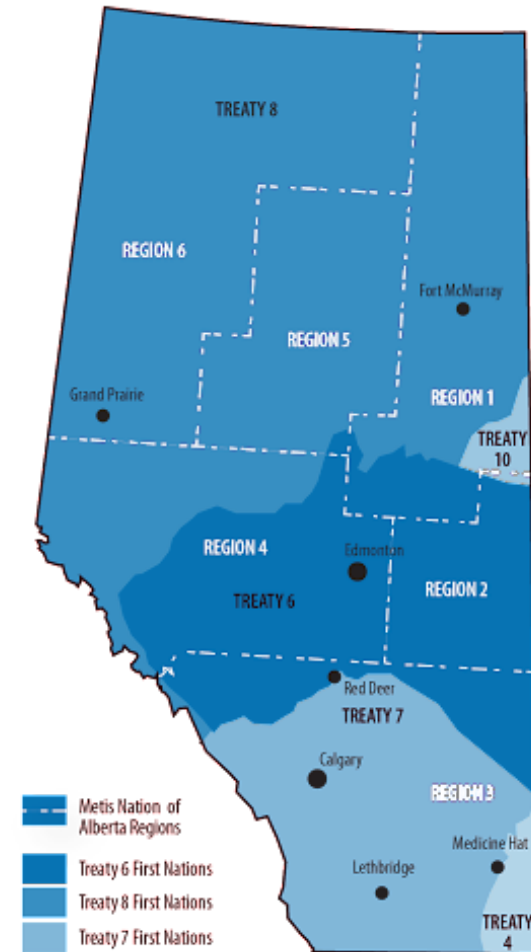
Land Acknowledgement

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been 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 homeland. 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). We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

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 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

[The City Plan](#) sets the direction for how Edmonton will become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. The City Plan's vision for growth is facilitated through its District Network which identifies 15 **Districts** across Edmonton.

A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities within it.

District Plans are key in bringing The City Plan's "Community of Communities" vision to life by laying the foundation for 15-minute communities. This vision is for new and current residents to have access to more housing, recreation, education and employment opportunities in all 15 **Districts**, and to have more travel options within and across **Districts**.

The City Plan describes four interim population horizons as the city grows to two million people. District Plans align with The City Plan and provide details for the first population horizon of 1.25 million people where possible.

There are 16 District Plan bylaws:

- **District Policy:** applies to all **Districts** and provides city-wide policy direction.
- **15 District Plans:** explains how each **District** will change over time, shows in maps where to apply the District Policy and provides specific policies for areas within the **District** as needed.



The District Policy and District Plans are policy documents that will be used to guide change toward The City Plan's vision. The District Policy translates The City Plan's policy direction. Meanwhile, the District Plans reflect the map information in The City Plan and show where to apply the District Policy. Both documents focus on The City Plan's Planning and Design, Mobility and Managing Growth Systems, and their underlying physical networks such as land use, transportation and development pattern areas.

Together, the District Policy and District Plan will inform city-building decisions by civic administration, businesses, community organizations and residents. They will be amended over time to address the needs of Edmonton's growing population. More detailed information may be added to the District Policy or individual District Plans as additional planning work is completed. Information specific to the 1.25 million population horizon will also be replaced with new directions as it becomes available.

1.1 How to Use District Plans

This District Policy and the District Plans must be read together for complete planning direction. The District Policy provides policy direction by topic or land use category for all **Districts**, and includes a glossary that defines key terms. District Plans show where these topics and categories apply within their **District** using a series of maps. District Plans also include additional policies for specific areas within the **District**. Key terms are capitalized and bolded throughout the District Policy and District Plan.

Steps 1 to 5 below outline how to use this District Plan and District Policy:



Step 1: Read Chapter 1: Introduction to District Plans

[Chapter 1: Introduction to District Plans](#) explains the authority and relationship between District Plans, the District Policy and other plans, bylaws and guidelines.



Step 2: Determine where other statutory plans are in effect

Determine if any existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) are in effect by referencing Map 8: Area-Specific Policy Subareas in the specific District Plan. These statutory plans will guide rezoning, subdivision and development permit decisions for locations within their boundaries, and the District Plan will guide any potential plan amendments.



Step 3: Consult the District Policy and the District Plan together

Where no other statutory plan is in effect, District Plans and the District Policy will guide rezoning, subdivision and development permit decisions. Consult the District Policy for applicable policies and the glossary of terms. For detailed information on where and how the District Policy applies, consult the applicable District Plan.

The District Policy explains 'what', and the District Plan explains 'where'.



Step 4: Review the planning direction in the District Plan

Review Section 3: District Systems and Networks in the District Plan. This section, together with the District Policy, describes and shows the **District's** planned systems and networks including land use, **Nodes** and **Corridors**, open space and **Natural Areas**, mobility, and the investments planned for activating growth for these networks as Edmonton reaches 1.25 million people.



Step 5: Review the area-specific policy in the District Plan

In Section 4: Area-Specific Policy of the District Plan, determine if any area-specific policies apply to smaller areas within the **District**. Map 8: Area-Specific Policy Subareas works together with Table 2: Area-Specific Policy to indicate locations where any area-specific policy applies. These policies are unique to the specific area outlined in Map 8: Area-Specific Policy Subareas and may be additional or exceptional to the direction in the District Policy.

The District Policy and District Plans must be read in conjunction with [The City Plan](#) and other policies, strategies and guidelines established by the City of Edmonton. References to applicable strategies and guidelines are included but are not comprehensive. For a complete review of the City of Edmonton's applicable policies and guidelines regarding individual development proposals or projects, consult your neighbourhood planner by visiting edmonton.ca/plansineffect.

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, AR 39/2018 and have been prepared in accordance with Section 636 of the Municipal Government Act. Section 635.1 can be located under Section 4(33) of the City of Edmonton Charter, 2018 Regulation.

District Plans are subject to [The City Plan](#), the City of Edmonton’s combined Municipal Development Plan and Transportation Master Plan. In the event of a discrepancy, The City Plan shall prevail over the District Plans and District Policy.

The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

	Relationship
Areas with only a District Plan	<ul style="list-style-type: none"> The District Plan and the District Policy will guide rezoning, subdivision and development permit decisions.
Areas with a District Plan and another statutory plan	<ul style="list-style-type: none"> The other statutory plan will guide rezoning, subdivision and development permit decisions. Amendments to the other statutory plan will be guided by direction in the District Plan and District Policy. The planned density targets established in the other statutory plan will be maintained to ensure consistency with the Edmonton Metropolitan Region Growth Plan.

The creation of new statutory plans will be guided by the District Policy and the district **Plan in Effect**.

In the event of a conflict between Table 2: Area-Specific Policy of the District Plan and the District Policy, Table 2: Area-Specific Policy shall prevail, except where it directs to a non-statutory document.

District Plans support the Edmonton Metropolitan Region Board’s growth objectives. Area Structure Plans, Neighbourhood Structure Plans, Neighbourhood Area Structure Plans and other geographic plans will continue to provide guidance to ensure the orderly development of **Developing Areas** and **Future Growth Areas**.



1.3 Relationship with the Zoning Bylaw

The District Plans, District Policy and other applicable statutory plans, guidelines and policy direction will inform and guide decision-making for: rezoning applications; development permit applications in situations where a discretionary development as defined in the [Zoning Bylaw](#) (Bylaw 20001) is being considered; and where a text amendment is proposed to the Zoning Bylaw.

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 the adoption of this bylaw, 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 to reflect system or network updates, such as changes to land use, mobility, 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 Planning and Design

This chapter provides direction on a range of topics related to land use planning and urban design, both broadly and for specific land uses. In [City Plan](#) terms, the policies relate especially to achieving the District, Nodes and Corridors, Green and Blue, and Non-Residential Opportunities Networks.

- [Section 2.1](#) provides guidance for urban design.
- [Section 2.2](#) provides policies for energy transition and climate adaptation.
- [Section 2.3](#) provides policies for heritage and cultural resources.
- [Section 2.4](#) provides policies for land use in **Nodes** and **Corridors**, and for specific conditions that arise within them.
- [Section 2.5](#) provides policies for land use in various contexts, such as residential, commercial and industrial areas.
- [Section 2.6](#) provides policies for open space and **Natural Areas**.

2.1 District Urban Design

“Urban design contributes to welcoming and attractive places that connect buildings, sidewalks, streets and local areas that build on authentic cultural and historical spaces and buildings. It also involves reimagining and rebuilding these areas and the spaces between them with a wide diversity of buildings and comfortable, durable, animated and beautiful public spaces that knit areas together.” - The City Plan.

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

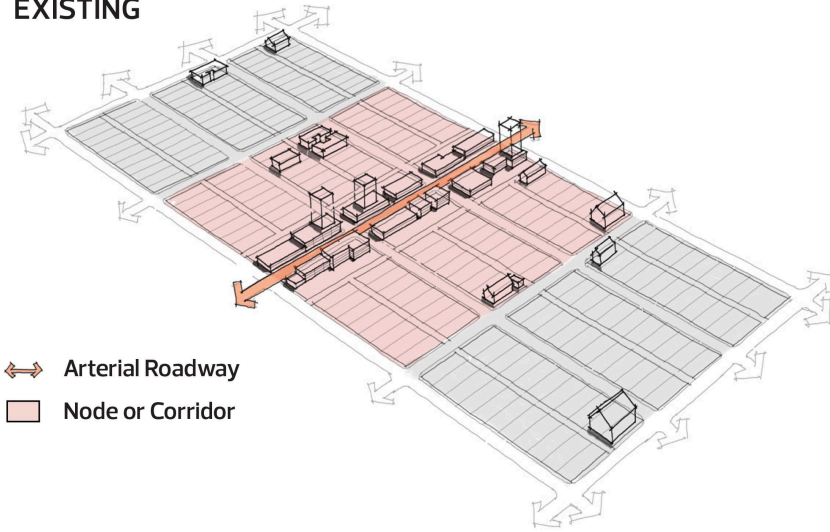
2.1.1 Urban Structure

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

- 2.1.1.1 Celebrate the natural, historical and cultural context of the **District** through the design of the built environment.
- 2.1.1.2 Establish a fine-grained and connected network of open spaces and streets to ensure communities can redevelop over time.
- 2.1.1.3 Support environmental health, climate resilience and ecological functions through a pattern of streets and open spaces that integrate **Natural Areas** and topography in a holistic manner.
- 2.1.1.4 Transition from taller buildings within **Nodes** and **Corridors** to shorter ones in **Urban Mix** areas outside of **Nodes** and **Corridors**.

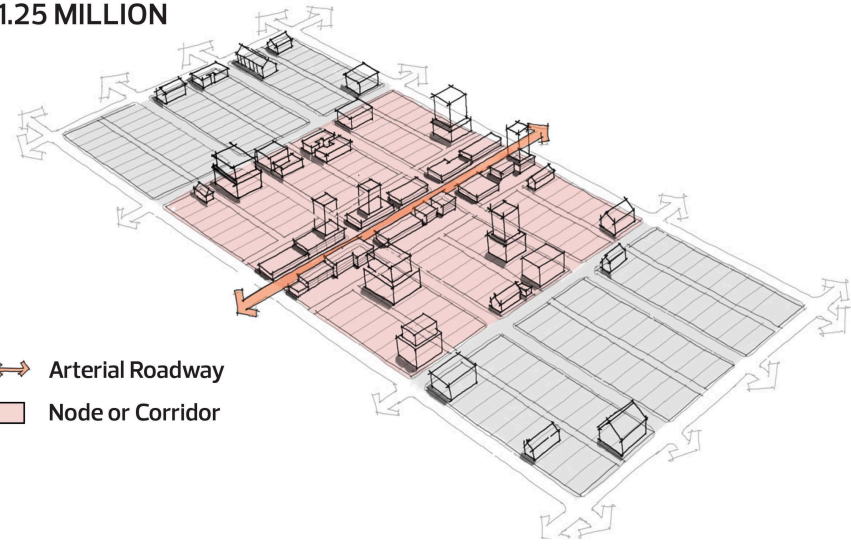
Images illustrate the policy concept of 2.1.1.4 Urban Structure.

EXISTING



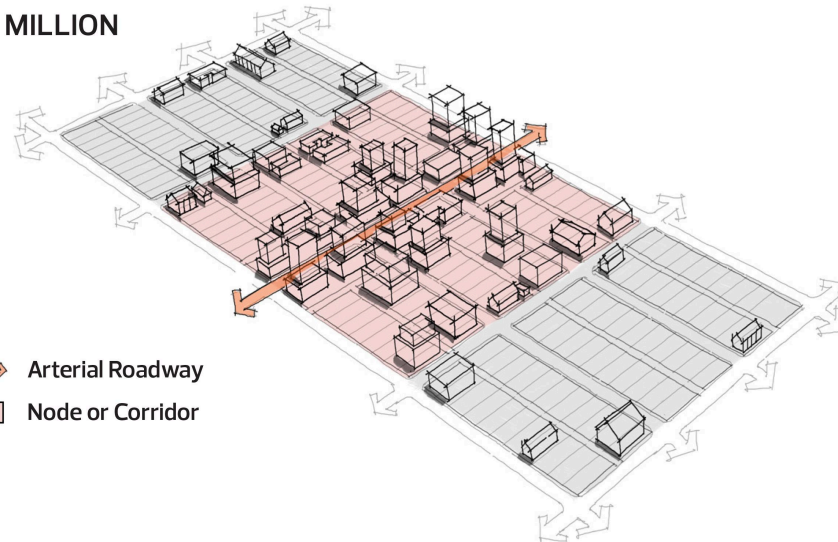
- ↔ Arterial Roadway
- Node or Corridor

1.25 MILLION



- ↔ Arterial Roadway
- Node or Corridor

2 MILLION



- ↔ Arterial Roadway
- Node or Corridor

2.1.2 Site Design

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

- 2.1.2.1 Encourage **Active Transportation** connections into and through sites to provide continuity with the surrounding network of streets, open spaces and **Natural Areas**.
- 2.1.2.2 Design vehicle site access, circulation and parking areas to ensure the safety and convenience of **Active Transportation** users.
- 2.1.2.3 Create well defined spaces of a **Human Scale** that are welcoming and safe, and that provide informal and formal use throughout the year.
- 2.1.2.4 Encourage built form and open space design that preserves and expands the urban tree canopy, integrates natural features and connectivity, and introduces **Low Impact Development** or similar nature-based solutions.
- 2.1.2.5 Contribute to year-round environmental comfort in the **Public Realm** through built form and open space design.

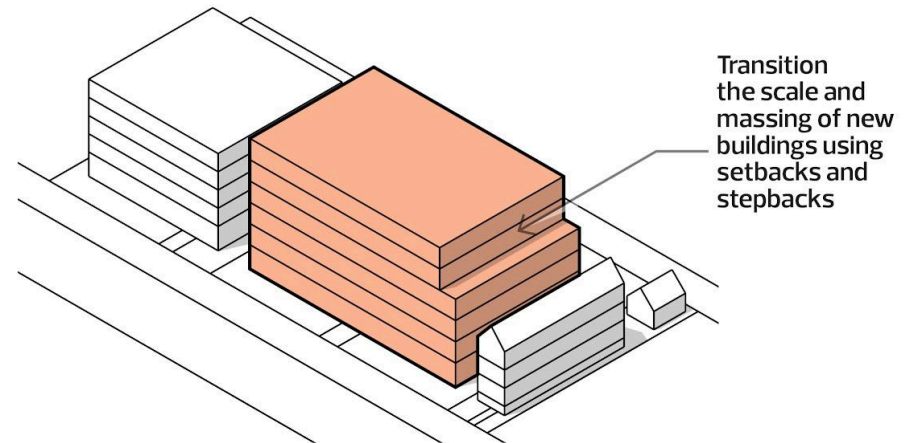
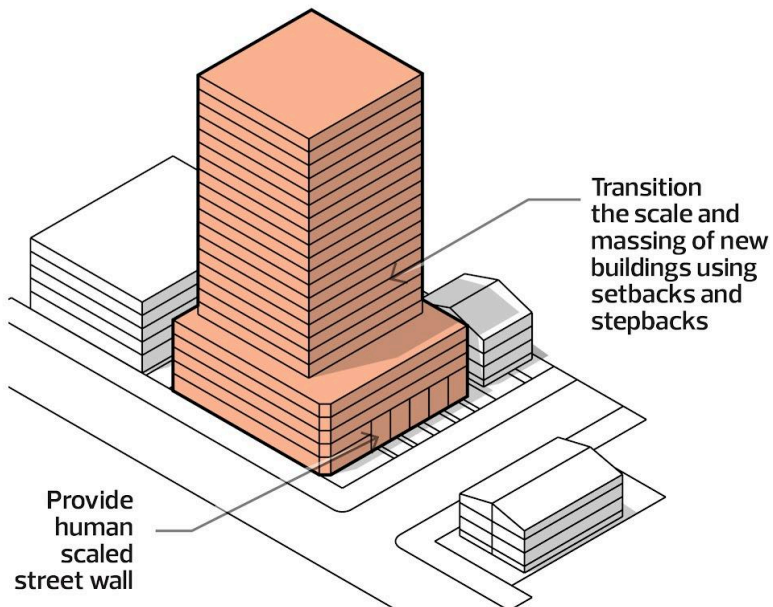
2.1.3 Built Form

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

2.1.3.1 Encourage **Street Walls** and **Active Edges** that contribute to **Human Scale** and animate streets and adjacent open spaces in all seasons.

2.1.3.2 Manage the transition in height, scale and massing of new built form to adjacent development.

Images illustrate policy concept of 2.1.3.2 Built Form.

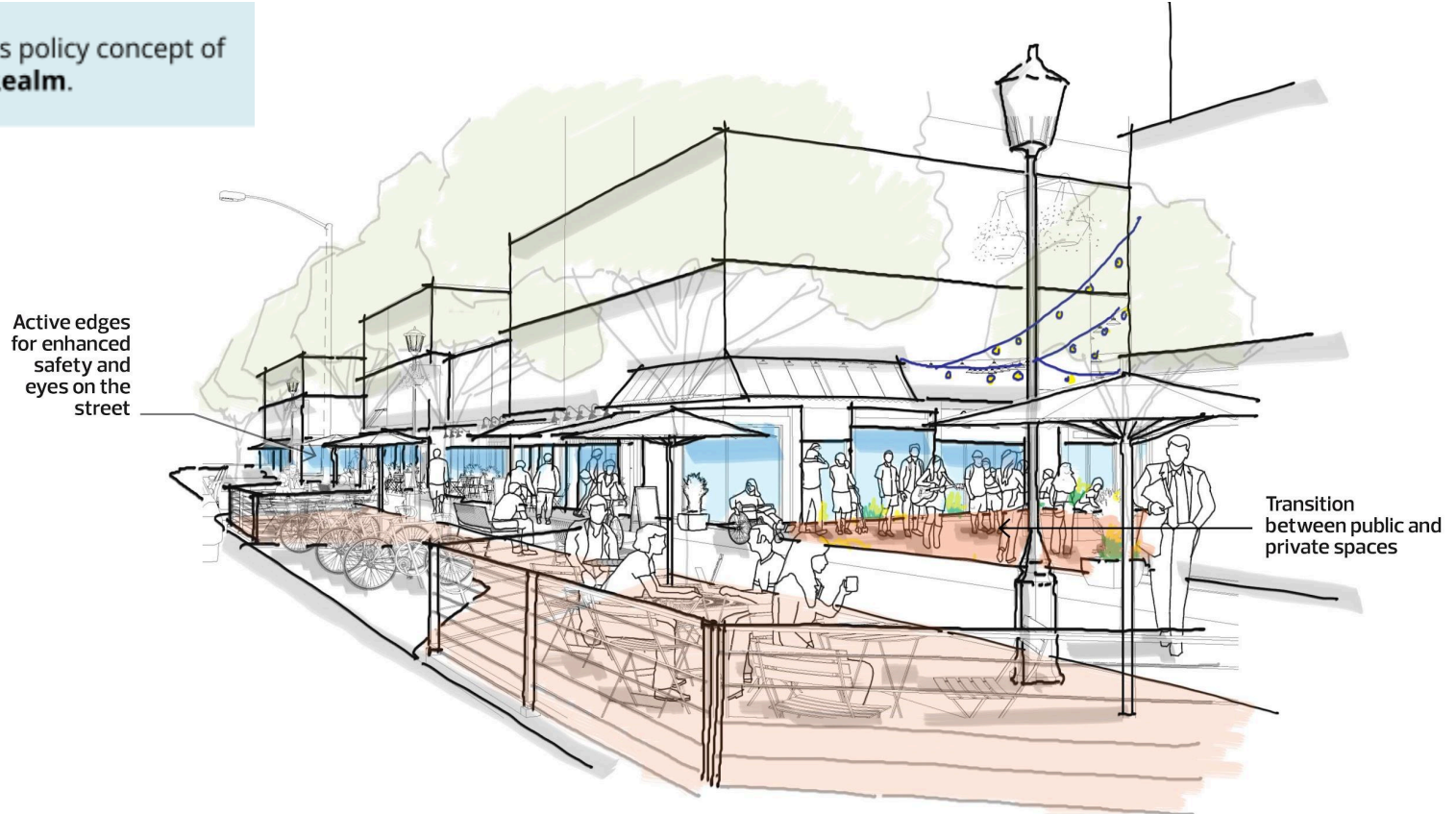


2.1.4 Public Realm

Public Realm is about the design of streets, streetscapes and other public spaces, including the interfaces with adjacent buildings, and the integration of various modes of transportation to promote year-round use.

- 2.1.4.1 Contribute to year-round walkable and vibrant streetscapes and public spaces by maximizing **Active Edges** and creating transitions between public and private spaces.
- 2.1.4.2 Design landscaped areas to be safe and secure, accommodate people of all ages, backgrounds and abilities, and to encourage community use.
- 2.1.4.3 Mitigate the impacts of publicly visible signs, including digital signage, on safe mobility, human and environmental health, and city image.
- 2.1.4.4 Provide public art at municipal facilities, parks and other locations in the **Public Realm** frequently visited by residents and visitors alike.

Image illustrates policy concept of 2.1.4.1 **Public Realm**.



2.2 Energy and Climate

"Edmonton is a leader in efficient, sustainable and resilient community design, development and living" - [The City Plan](#).

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

2.2.1 Energy Transition and Climate Adaptation

Energy transition and climate adaptation is about becoming a low-carbon and climate-resilient city through our approach to infrastructure, buildings, landscapes and open spaces.

- 2.2.1.1 Protect ecologically-significant areas through the land development and infrastructure design processes.
- 2.2.1.2 Use **Green Infrastructure** approaches, including **Low Impact Development**, reuse of water, low-water landscaping, plantings and restoration to improve climate-resiliency.
- 2.2.1.3 Support a low-carbon and resilient food system through urban agriculture and agroecology.
- 2.2.1.4 Plan, design and connect **Districts** and neighbourhoods to reduce carbon emissions and climate change risks.
- 2.2.1.5 Encourage emission-neutral buildings, mobility and utilities infrastructure through renewable-energy projects, retrofits and efficiency improvements.
- 2.2.1.6 Direct the creation and expansion of district energy systems in all **District Energy Opportunity Areas** through the development process.
- 2.2.1.7 Encourage the adaptive reuse of buildings, as well as **Site Design**, building design and materials that reduce energy use, waste and emissions.
- 2.2.1.8 Incorporate climate-resilience considerations into the design of municipal buildings and infrastructure.

2.3 Heritage Places and Cultural Areas

“We will evolve according to new demands and opportunities, but we will also preserve our heritage, since that is what tells the story of how our city came to be” – [The City Plan](#).

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

2.3.1 Indigenous Cultural Heritage Features

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

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

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

2.3.2 Heritage Places and Cultural Areas Policies

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

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

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

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

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

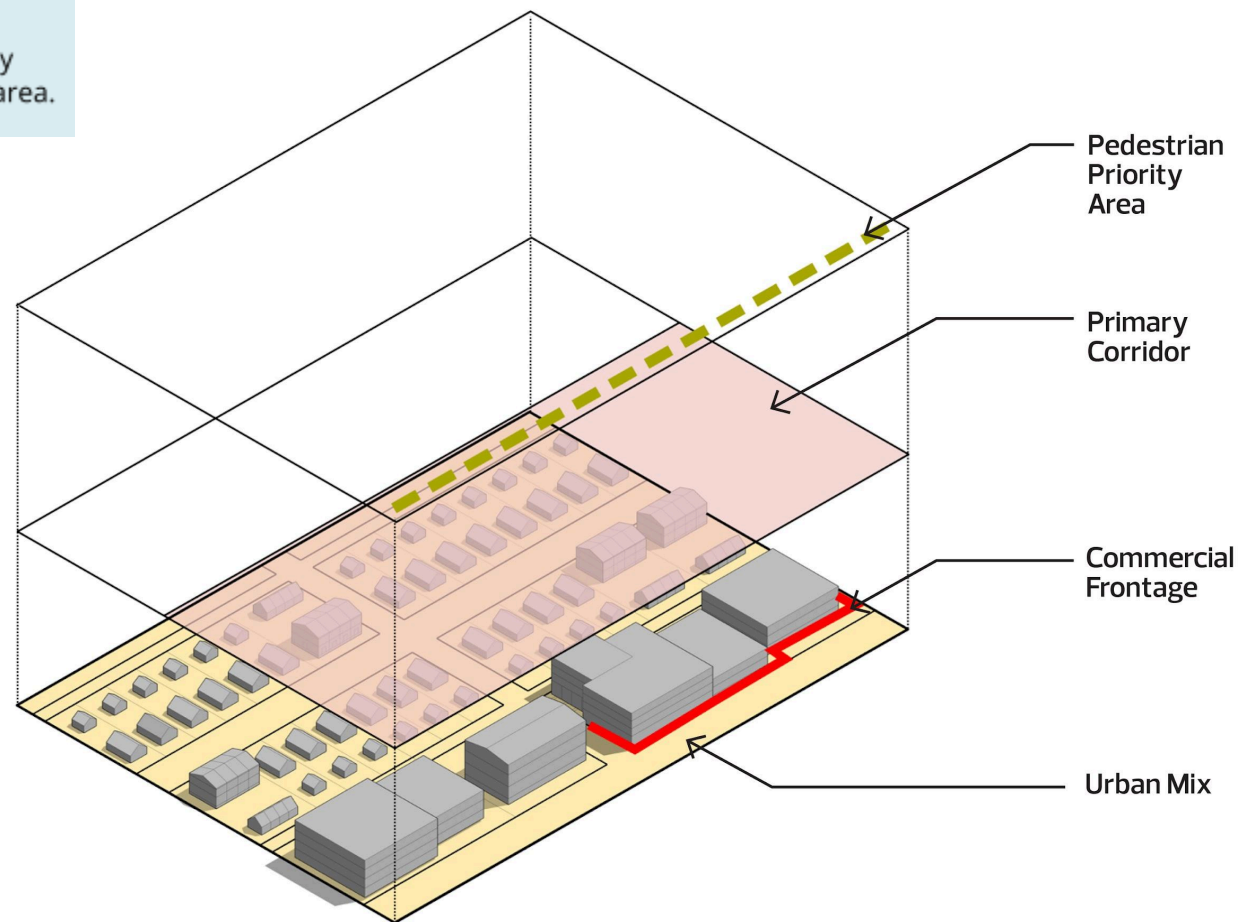
2.3.2.5 Encourage development adjacent to **Heritage Places** and within **Cultural Areas** to respect their role and significance by using sympathetic architecture and design features such as materials, proportions, setbacks, massing and landscaping.

2.4 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](#).

A **Node** or **Corridor** may contain any type of land use described in [Section 2.5](#), but has additional policy direction for scale and type of development. These policies support housing, employment and economic growth through development opportunities in each type of **Node** and **Corridor**, as identified in The City Plan. They also describe design influences for specific areas within them to help them become welcoming and vibrant places.

Image illustrates that multiple district map features and policy sections may apply to a given area.



2.4.1 Nodes and Corridors Policies


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

- 2.4.1.1 Require area and neighbourhood statutory plan amendments in **Node or Corridor Areas** to indicate how they support the Nodes and Corridors Network.
- 2.4.1.2 Limit commercial-only development in **Node or Corridor Areas** to locations that meet at least one of the following criteria:
 - a. Along an **Arterial Roadway** or **Collector Roadway**,
 - b. Within **Commercial Frontage** areas,
 - c. Within **Institutional Employment** or **Commercial/Industrial Employment** areas,
 - d. Adjacent to existing commercial or mixed-use development, or
 - e. Where site size and context limit the impacts on the surrounding residential development.

2.4.2 Centre City

Centre City is Edmonton's distinct cultural and economic hub. It includes the highest density and mix of land uses and provides a critical mass of housing, employment and civic activities served by all modes of transportation.

Centre City is shown on Map 3: Nodes and Corridors of the district plans.


Map colour: 

- 2.4.2.1 Support **Low Rise** and **Mid Rise** development throughout **Centre City**.
- 2.4.2.2 Support **High Rise** development within **Centre City** where at least one of the following criteria is met:
 - a. The site is within 400 metres of a **Mass Transit Station**,
 - b. The site is along an **Arterial Roadway**, or
 - c. The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided.
- 2.4.2.3 Support **Tall High Rise** development within **Centre City** where at least one of the following criteria is met:
 - a. The site is within 200 metres of a **Mass Transit Station**, or
 - b. The site is along an **Arterial Roadway**.

2.4.3 Major Nodes

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

Major Nodes are shown on Map 3: Nodes and Corridors of the district plans.

Map colour: 

2.4.3.1 Support **Low Rise** and **Mid Rise** development throughout **Major Nodes**.

2.4.3.2 Support **High Rise** development within **Major Nodes** where at least one of the following criteria is met:

- a. The site is within 400 metres of a **Mass Transit Station** and on a **Collector Roadway**,
- b. The site is along an **Arterial Roadway**, or
- c. The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided.


2.4.3.3 Support **Tall High Rise** development within **Major Nodes** where all of the following criteria are met:

- a. The site is within 200 metres of a **Mass Transit Station** or along an **Arterial Roadway**, and
- b. The site size and context allow for appropriate transition to surrounding development.

2.4.4 District Nodes

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

District Nodes are shown on Map 3: Nodes and Corridors of the district plans.

Map colour: 

2.4.4.1 Support **Low Rise** development throughout **District Nodes**.

2.4.4.2 Support **Mid Rise** development within **District Nodes** where at least one of the following criteria is met:

- a. The site is within 400 metres of a **Mass Transit Station**,
- b. The site is along an **Arterial Roadway**, or
- c. The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided.

2.4.4.3 Support **High Rise** development within **District Nodes** where all of the following criteria are met:

- a. The site is within 200 metres of a **Mass Transit Station** or along an **Arterial Roadway**, and
- b. The site size and context allow for appropriate transition to surrounding development.

2.4.5 Local Nodes

Local Nodes are places in **Urban Mix** areas, separate from other **Nodes** and **Corridors**, that act as focal points for the neighbourhoods where they are located. They must include commercial uses and should also include another community use, such as a park, community hall, religious assembly or school. They are integrated within their neighbourhood and feature strong active transportation connections and transit service.

Local Nodes are not shown in the district plan maps.

2.4.5.1 Support neighbourhood commercial and neighbourhood mixed use development at **Local Nodes**.

2.4.5.2 Support **Low Rise** development at **Local Nodes**.

2.4.5.3 Support **Mid Rise** development along **Arterial Roadways** and **Collector Roadways** at **Local Nodes** where the site size and context allow for appropriate transition to surrounding development.

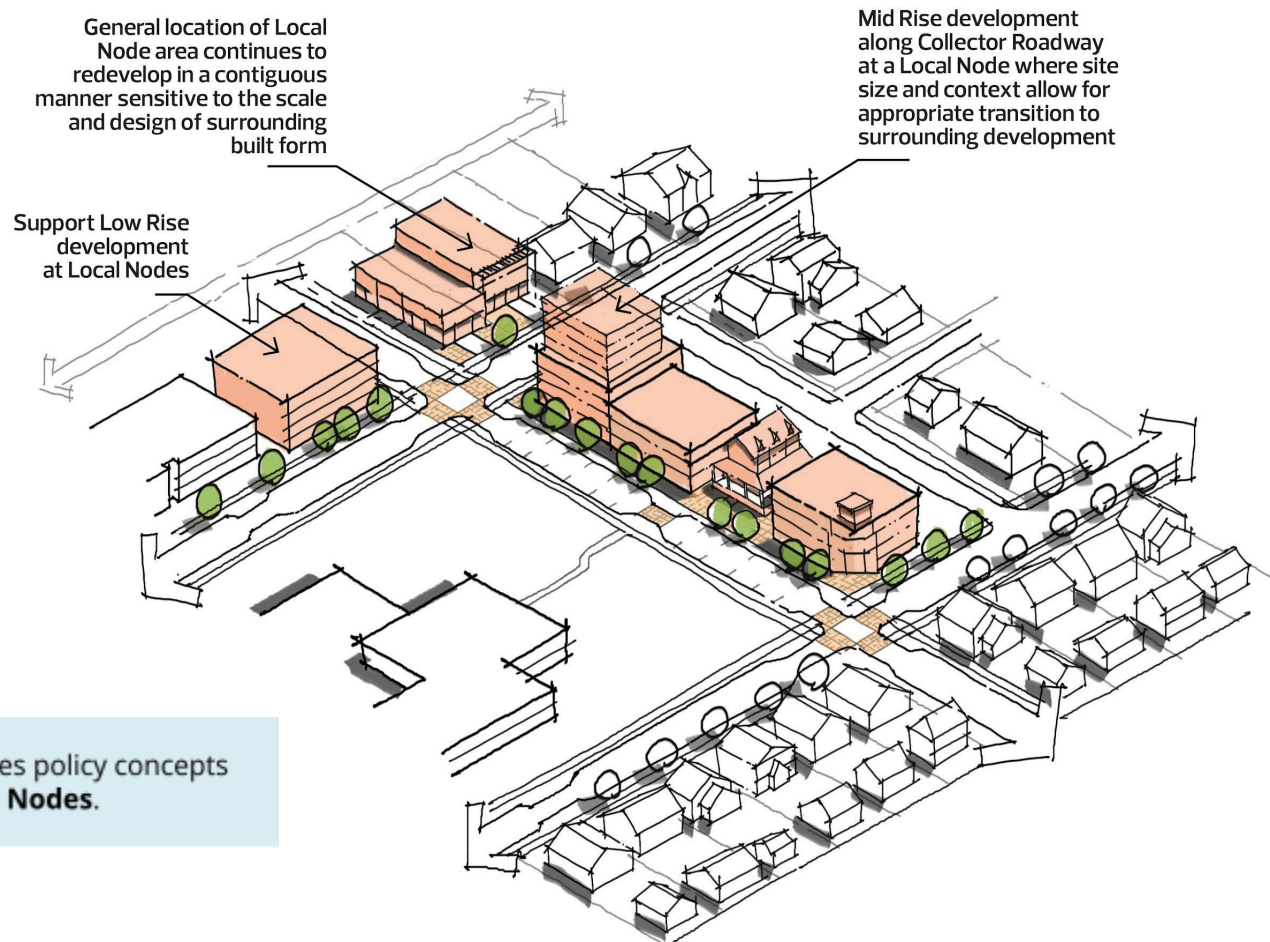



Image illustrates policy concepts for 2.4.5 **Local Nodes**.

2.4.6 Primary Corridors

Primary Corridors are dense and vibrant urban areas along prominent streets that serve residents from multiple **Districts**. They connect to **Nodes**, feature diverse travel modes and may evolve as more commercial or residential. Over time, they should redevelop and grow along their entire length.

Primary Corridors are shown on Map 3: Nodes and Corridors of the district plans.


Map colour: 

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

2.4.7 Secondary Corridors

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

Secondary Corridors are shown on Map 3: Nodes and Corridors of the district plans.


Map colour: 

- 2.4.7.1 Support **Low Rise** development throughout **Secondary Corridors**.
- 2.4.7.2 Support **Mid Rise** development within **Secondary Corridors** along **Arterial Roadways** and **Collector Roadways**.

2.4.8 Commercial Frontage

Commercial Frontages are areas within **Nodes** and **Corridors** where development is encouraged to include commercial land uses oriented towards the street at the street level.

Commercial Frontage is shown on Map 4: Land Use Concept of the district plans.

Symbol: 

- 2.4.8.1 Encourage commercial land uses at ground-level and street-oriented design to support an active **Public Realm** along the **Commercial Frontage** area.
- 2.4.8.2 Discourage vehicle oriented services, parkades without other commercial uses at grade and uses with drive-through services along the **Commercial Frontage** area.


2.4.9 Large Sites

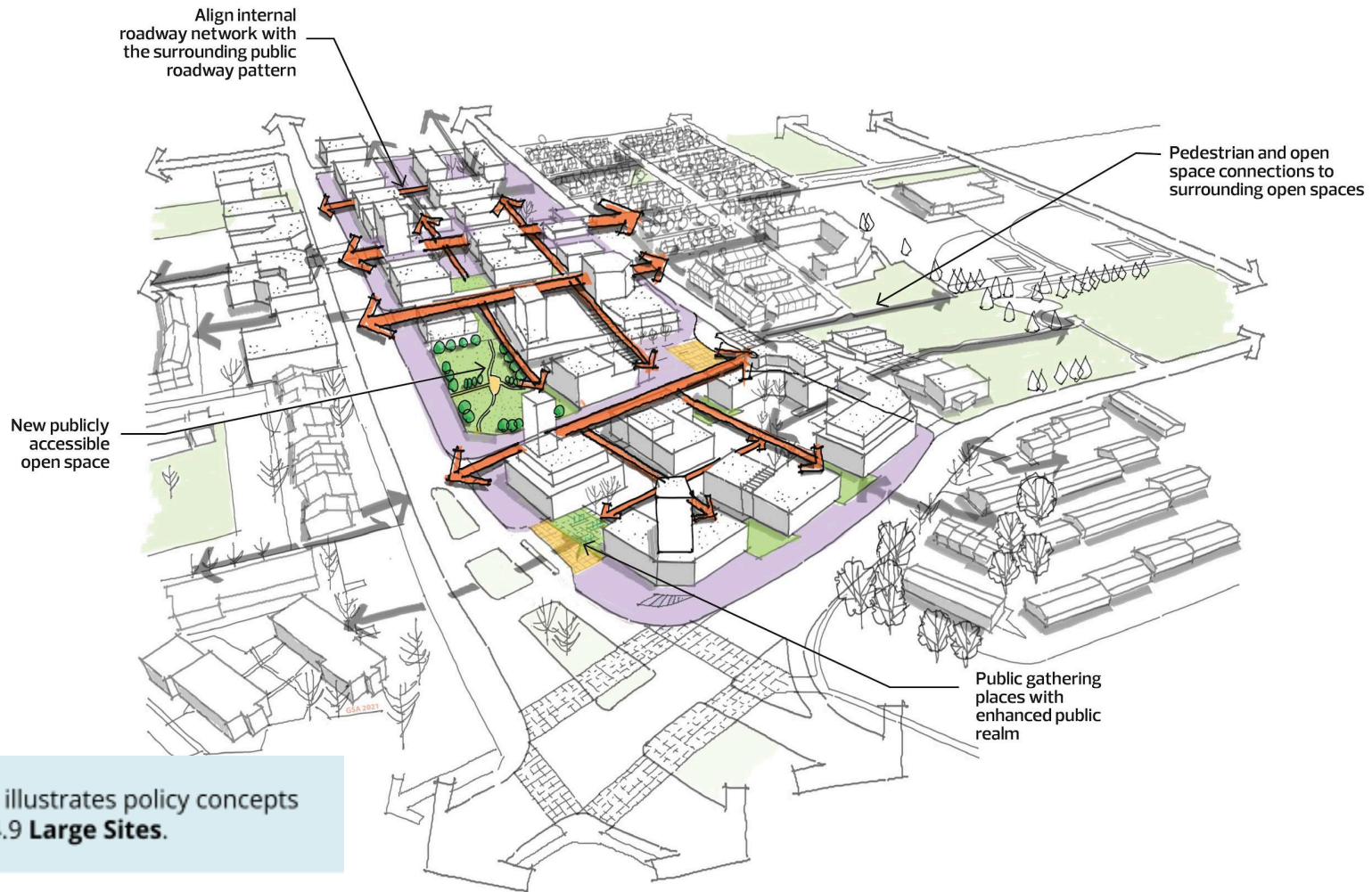
Large Sites offer unique redevelopment opportunities that require comprehensive **Site Design** prior to redevelopment.

2.4.9.1 Integrate **Large Sites** into the surrounding **Urban Structure** by connecting streets and paths through the site.

2.4.9.2 Encourage the creation of well-designed, publicly-accessible open spaces on **Large Sites**.

Large Sites are shown on Map 4: Land Use Concept of the district plans.

Symbol: 



2.5 Land Use

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

Land use policies aim to guide the planning process to reflect the City Plan vision and create opportunities for more housing, recreation, and jobs. Policy subsections below provide guidance for all land use categories across the city, including specific policy guidance for the **Urban Mix**, **Commercial/Industrial Employment** and **Institutional Employment** areas. Where these land use categories are within a **Node** or **Corridor**, the policies in [Section 2.4](#) also apply.

2.5.1 General Policies

Land use planning supports the orderly, economical and beneficial use of land, helping maintain and improve the quality of the physical environment. District Plans divide all land into categories, which are shown on Map 4: Land Use Concept and defined in the glossary of this document.

- 2.5.1.1 Expand the urban tree canopy by increasing tree plantings in parks and along roadways, including local and **Collector Roadways** internal to neighbourhoods.
- 2.5.1.2 Support land uses that improve access to nutritious food within a **District**.
- 2.5.1.3 Support access to high-quality, affordable and inclusive recreation and early-learning and care facilities within a **District**.
- 2.5.1.4 Prevent any further subdivision of agricultural areas that creates additional rural residential site(s) or would otherwise facilitate further country residential development.
- 2.5.1.5 Protect people and property from damage and safety hazards through planning, design and the development review process.
- 2.5.1.6 Configure lot subdivisions in regular shapes so as to facilitate adaptability to future uses or redevelopment.
- 2.5.1.7 Subdivide land only where this supports the intended outcomes of a statutory plan.
- 2.5.1.8 Incorporate design guidelines and policies in local planning to ensure neighbourhoods are well connected, attractive and accessible.
- 2.5.1.9 Ensure districts have sufficient **Urban Service** land to meet the needs for schools, utility, emergency and community services.

2.5.2 Urban Mix

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

Urban Mix is shown on Map 4: Land Use Concept of the district plans.

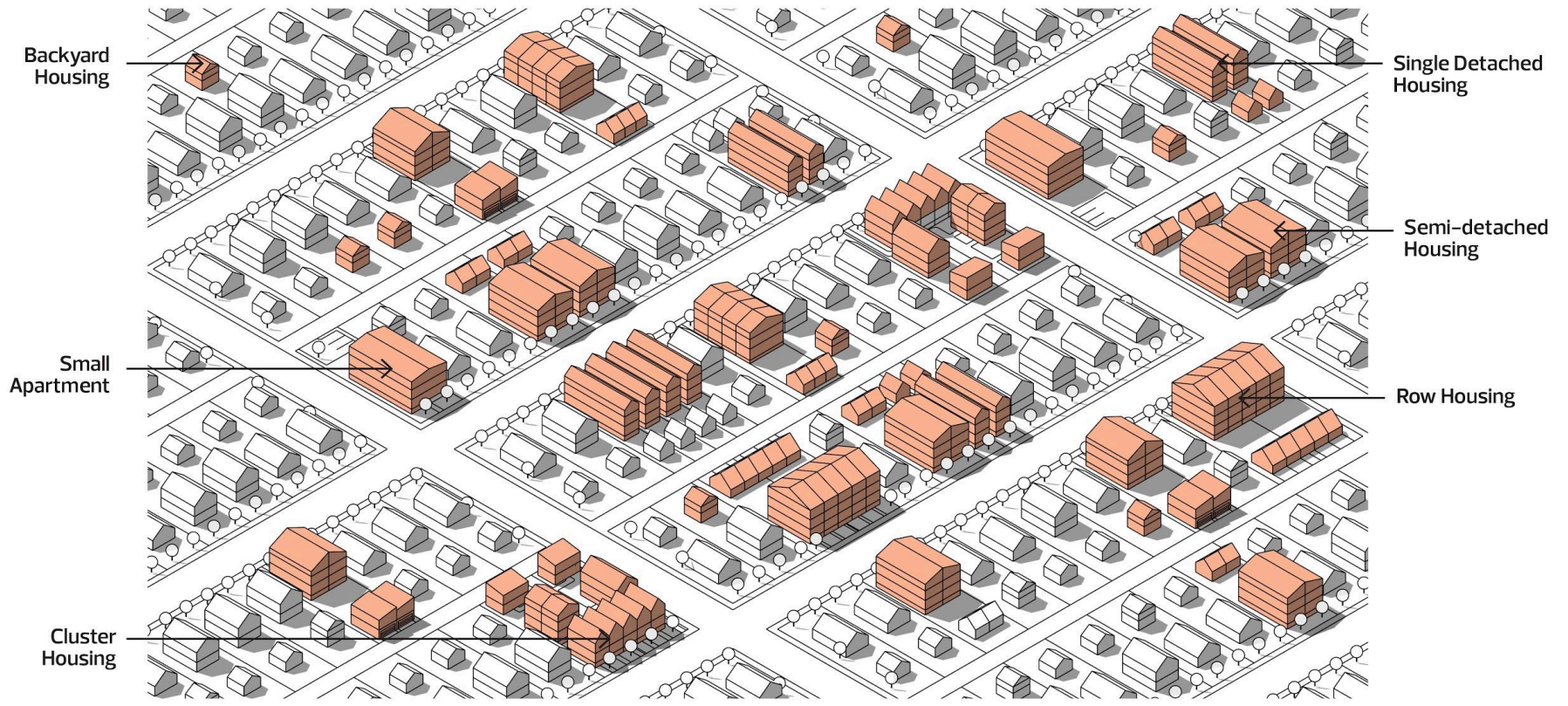
Map colour:



- 2.5.2.1 Direct vehicle and servicing access to be from the alley, where alleys are present and access can be practically accommodated, except as otherwise provided for in the Zoning Bylaw.
- 2.5.2.2 Mitigate the impacts of nuisances caused by non-residential development on adjacent residential properties and the **Public Realm** through planning and design.
- 2.5.2.3 Support development at the edges of **Nodes** and **Corridors** that provides transition to the scale of the surrounding development.

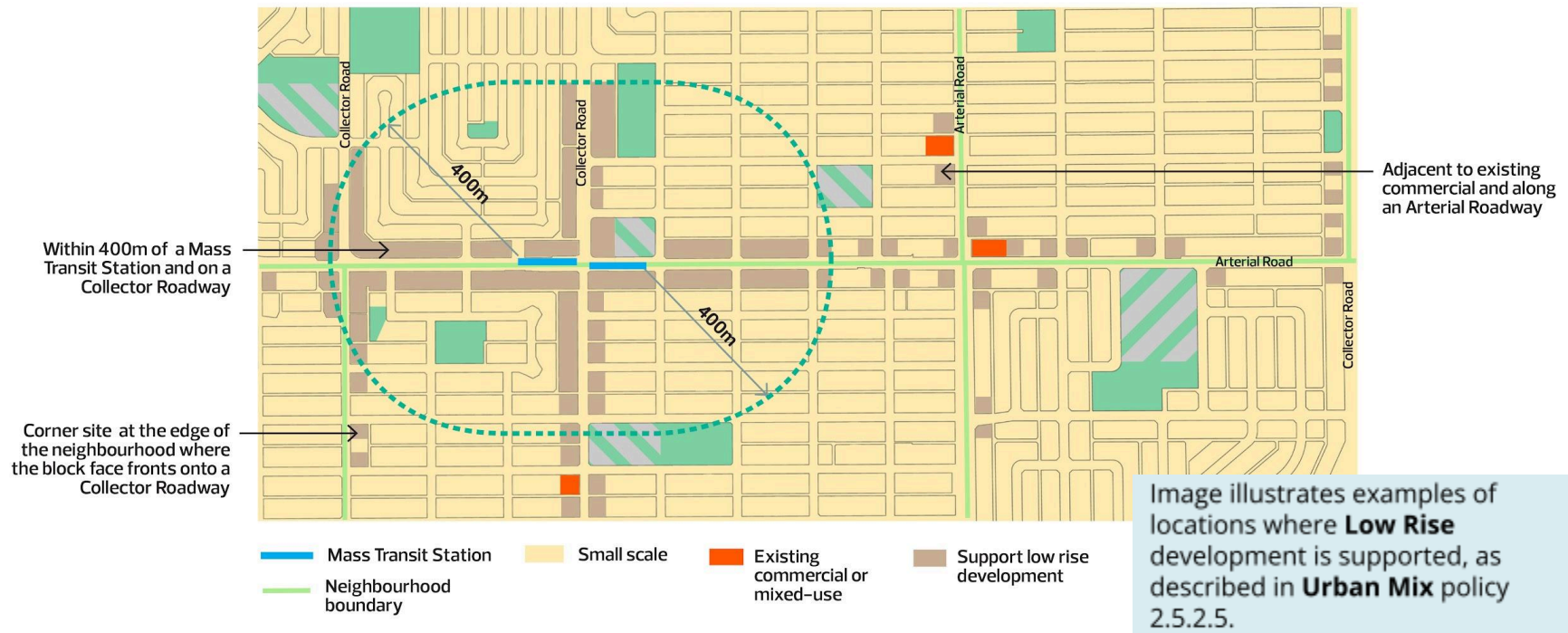
2.5.2.4 Support **Small Scale** housing in **Urban Mix** areas outside of **Nodes** and **Corridors**.

Image illustrates the variety of **Small Scale** housing types associated with **Urban Mix** policy 2.5.2.4.



2.5.2.5 Support **Low Rise** development (residential, commercial or mixed use) in locations outside of **Nodes** and **Corridors** that meet at least one of the following criteria:

- a. On corner sites at the edge of the neighbourhood where the block face fronts onto an **Arterial Roadway** or **Collector Roadway**,
- b. On or adjacent to sites zoned for greater than **Small Scale** development or for commercial or mixed use development and along an **Arterial Roadway** or **Collector Roadway**, or
- c. Within 400 metres of **Mass Transit Stations** and along an **Arterial Roadway** or **Collector Roadway**.



2.5.2.6 Consider additional height in locations that meet at least two of the following criteria:


- a. In a **Node or Corridor Area** or within 100 metres of a **Node or Corridor Area**,
- b. Within 400 metres of a **Mass Transit Station**,
- c. Along an **Arterial Roadway** or a **Collector Roadway**,
- d. At a corner site,
- e. Adjacent to a park or open space, and/or
- f. Adjacent to a site zoned for greater than **Small Scale** development.

2.5.3 Commercial/Industrial Employment Areas

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

- 2.5.3.1 Mitigate impacts of non-residential uses on adjacent residential and **Natural Areas** through tools such as land use controls, **Low Impact Development**, landscaped buffers, berms, noise attenuation walls and lighting controls, as appropriate.
- 2.5.3.2 Discourage residential uses in **Commercial/Industrial Employment** areas, except within a **Node** or **Corridor** area where local planning provides further guidance.
- 2.5.3.3 Support light industrial and commercial businesses with a higher standard of design along **Arterial Roadways**, at **Mass Transit Stations**, and within **Non-Residential Intensification Areas**.
- 2.5.3.4 Preserve opportunities for medium and heavy-industrial development in the interior of **Commercial/Industrial Employment** areas that are outside of **Non-Residential Intensification Areas**.
- 2.5.3.5 Discourage the creation of irregular or insufficiently-sized industrial sites, and support the consolidation of such sites where they exist to enable more efficient land use.

Commercial/Industrial Employment is shown on Map 4: Land Use Concept of the district plans.

Map colour: 

2.5.4 Institutional Employment Areas

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

- 2.5.4.1 Locate and design amenity areas within **Institutional Employment** areas to integrate with the public realm and serve the broader public, rather than solely the institutional users.
- 2.5.4.2 Integrate **Mass Transit Stations** adjacent to institutional uses and the surrounding non-institutional uses through **Site Design** and **Wayfinding**.

Institutional Employment is shown on Map 4: Land Use Concept of the district plans.

Map colour: 

2.5.5 Physical and Environmental Risk Management

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

- 2.5.5.1 Minimize oil and gas well sites' potential environmental hazards and disruption of future development.
- 2.5.5.2 Require urban development around oil and gas facilities including abandoned well sites to adhere to Provincial and Municipal requirements and policy.
- 2.5.5.3 Determine the type and location of any environmental or geotechnical concerns which may be present at a site prior to rezoning.
- 2.5.5.4 Remove, where necessary, contaminated material and dispose of it in an environmentally sensitive manner, in accordance with Federal, Provincial and Municipal regulations.
- 2.5.5.5 Ensure development near a water body is directed by City policy, guidelines and regulations for pollution, access, stability and flood risk, and adheres to all Federal and Provincial requirements.
- 2.5.5.6 Manage risk associated with heavy industrial facilities, railway and major utility corridors, high-pressure pipelines, airports and heliports through the provision of adequate buffers, separation distances, dangerous goods routes and effective transition zones.

2.6 Open Space and Natural Areas

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

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

2.6.1 Open Space and Natural Area Policies

Open spaces and **Natural Areas**, comprising the **North Saskatchewan River Valley and Ravine System**, tableland natural areas, greenways, parks and civic and recreational lands, are integral to Edmonton's landscape. Beyond biodiversity and recreation, they play a pivotal role in climate resilience. These areas act as nature-based solutions or can be designed as such, contributing to carbon sequestration, enhancing adaptive capacity and aligning with Edmonton's commitment to a sustainable and climate-resilient future.

Open Spaces and Natural Areas are shown on Map 5: Open Space and Natural Areas of the district plans.

- 2.6.1.1 Integrate open spaces with the **Active Transportation** network using trails, complete streets, or shared pathway connections, including through **Urban Greenways**.
- 2.6.1.2 Use an ecological network approach in planning Edmonton’s neighbourhoods by protecting **Natural Areas** and core habitat, and maintaining or enhancing ecological connections through the integration of natural and semi-natural linkages, including **Urban Greenways** and **Habitat Greenways**.
- 2.6.1.3 Prioritize underserved, high-density and high-growth areas for open space acquisition, development and improvement to ensure equitable distribution and access to open space.
- 2.6.1.4 Incorporate existing constraints and opportunities, such as utility right of ways and existing **Natural Areas** into the open space network through site selection and design.
- 2.6.1.5 Identify and take steps to recognize natural heritage and cultural landscapes in open space planning.
- 2.6.1.6 Seek to preserve access to sunlight in open spaces through the development planning process.
- 2.6.1.7 Complement and strengthen the existing ecological network through restoration and preservation of **Natural Areas**, and naturalization of semi-natural spaces, including constructed wetlands, **Low Impact Development** features, select park spaces, and **Green Infrastructure**.
- 2.6.1.8 Minimize the impacts of adjacent land uses on **Natural Areas** and areas of ecological significance through ecological buffers and other means.

2.6.2 River Valley and Ravine Connections


Connections to the River Valley are maintained for public use and enjoyment, as well as ecological protection.

- 2.6.2.1 Provide public access to and along the top-of-bank through a combination of public roadway, pathways, **River Valley Viewpoints** and top of bank parks.
- 2.6.2.2 Seek opportunities to extend ecological connectivity from the **North Saskatchewan River Valley and Ravine System** into adjacent neighbourhoods to support wildlife movement, habitat and ecosystem services.

River Valley Viewpoints are shown on Map 5: Open Space and Natural Areas of the district plans.

Symbol:  and 


River Valley Trail Access points are shown on Map 5: Open Space and Natural Areas of the district plans.

Symbol: 

2.6.3 Habitat Greenways

Habitat Greenways are vegetated corridors that may be naturalized or restored to support ecological functionality, connectivity and biodiversity. Their primary purpose is ecological functionality and they also offer the potential for **Active Transportation**, recreation and social connections, and opportunities to connect with nature. They are located in existing and planned utility, mobility and parkland corridors that connect the key ecological network to the **North Saskatchewan River Valley and Ravine System** and/or from the district to major ecological connections.

Habitat Greenways are shown on Map 5: Open Space and Natural Areas of the district plans.


Symbol: 

- 2.6.3.1 Expect increased wildlife movement at road crossings and use landscaping and design techniques to reduce conflict for people and wildlife.
- 2.6.3.2 Support the naturalization and restoration of **Habitat Greenways** with climate-resilient vegetation that suits specific site conditions.
- 2.6.3.3 Where pathways are located within a **Habitat Greenway**, ensure pathway placement maximizes ecological functionality.
- 2.6.3.4 Where possible, seek to expand the width of a **Habitat Greenway** to offer additional protection and improve the ecological integrity.

2.6.4 Urban Greenways

Urban Greenways serve both a mobility and open space function. They have enhanced landscaping that provides contact with nature and species that move through the greenway, and connect people to parks, schools, services and community amenities

Urban Greenways are shown on Map 5: Open Space and Natural Areas of the district plans.

Symbol: 

- 2.6.4.1 Provide enhanced and climate-resilient boulevard landscaping along **Urban Greenways** that are within public roadways.
- 2.6.4.2 Provide amenities such as seating and shelter areas at appropriate locations along **Urban Greenways** to provide accessibility and to encourage interactions, use and enjoyment.
- 2.6.4.3 Utilize **Urban Greenways** within utility corridors to allow for **Active Transportation** opportunities and to maximize open space landscaping and amenities.
- 2.6.4.4 Seek opportunities to incorporate **Low Impact Development** features within **Urban Greenways** to capture and clean stormwater close to the source, while also creating habitat for wildlife.

Image illustrates policy concepts of 2.6.4 **Urban Greenways**.



2.6.5 Water Bodies and Stormwater Management

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

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

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

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

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

3 Mobility

This chapter provides policy direction for achieving the Mobility System as defined in [The City Plan](#), including the Active Transportation, Transit and Roadway and Goods Movement Networks.

- [Section 3.1](#) provides policies for **Active Transportation**.
- [Section 3.2](#) provides policies for transit, including **Mass Transit, Local Transit** and **Mobility Hubs**.
- [Section 3.3](#) provides policies for roadways and goods movement.

3.1 Active Transportation

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

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

3.1.1 Active Transportation Policies

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

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

3.1.1.2 Design the **Active Transportation** network to be convenient and accessible for people of all ages and abilities.


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

3.1.1.4 Design and adapt the **Active Transportation** network to maximize user comfort and minimize conflicts between different modes of transportation.

3.1.2 Pedestrian Priority Areas

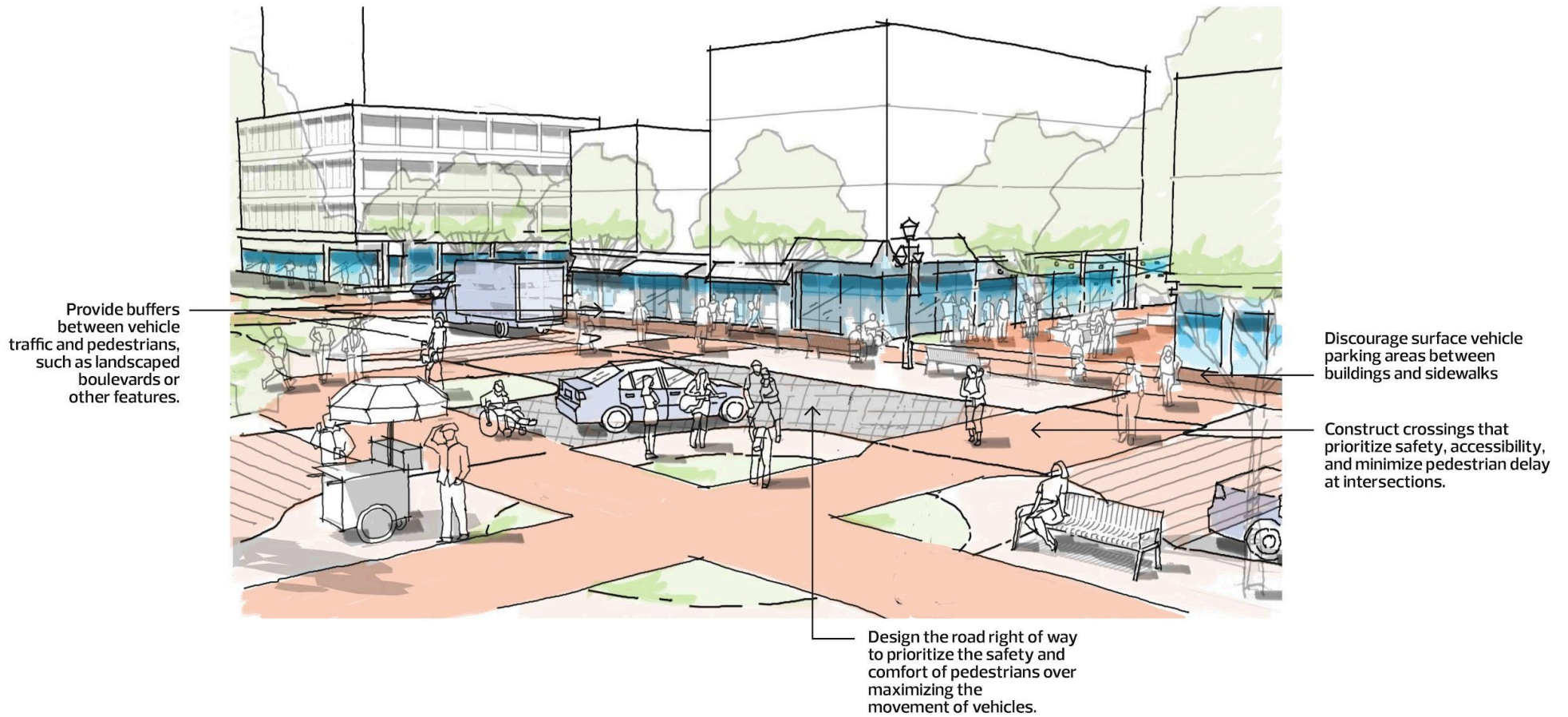
Pedestrian Priority Areas are where the safety and comfort of pedestrians are the most important considerations affecting the design and use of road right of way, as well as the interface between buildings and the **Public Realm**.

Pedestrian Priority Areas are shown on Map 6: Active Transportation of the district plans.

Symbol: 

- 3.1.2.1 Prioritize pedestrians in designated **Pedestrian Priority Areas** and around major destinations such as shopping malls, **Mass Transit Stations**, hospitals, post-secondary institutions and **Recreation Centres**.
- 3.1.2.2 Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles.
- 3.1.2.3 Construct crossings that prioritize safety, accessibility and minimize pedestrian delay at intersections.
- 3.1.2.4 Provide buffers between vehicle traffic and pedestrians, such as landscaped boulevards or other features.
- 3.1.2.5 Discourage surface vehicle parking areas between buildings and sidewalks.
- 3.1.2.6 Design and locate vehicle access, including parking, service and loading areas to minimize conflict with **Active Transportation**.
- 3.1.2.7 Make **Pedestrian Priority Areas** attractive and easy to navigate through urban design techniques, including pedestrian lighting and **Wayfinding** signage.

Image illustrates policy concepts of 3.1.2 **Pedestrian Priority Areas.**



3.1.3 Bike Network

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

- 3.1.3.1 Separate bike routes from vehicle traffic where speeds and traffic volumes are higher.
- 3.1.3.2 Encourage the provision of end-of-trip bicycle facilities in both public and private developments.
- 3.1.3.3 Provide secure, all season bicycle parking at **Mass Transit Stations**, and ensure **Local Transit** stops and other transit infrastructure on bike routes are designed to integrate with bike facilities.
- 3.1.3.4 Provide bike route **Wayfinding** to orient cyclists and drivers to the bike network.
- 3.1.3.5 Provide lighting on bike routes to increase comfort and safety, and to assist with **Wayfinding**.
- 3.1.3.6 Design bike routes for all seasons use and maintenance to ensure safe cycling conditions for all riders.

3.2 Transit

“As the city grows, the Transit Network will continuously evolve to provide a robust, high quality service that prioritizes strategic change and encourages the development of nodes and corridors as diverse people places.” - [The City Plan](#).

Transit is fundamental to a **District’s** mobility options. Policies aim to apply different transit priority measures that will improve transit performance and the overall safety, comfort and attractiveness of transit stops for people using this service throughout the year. Subsections below include policy direction for all transit infrastructure and service delivery with more specific direction on **Mass Transit Stations** and **Mobility Hubs** as identified in the District Plan.

3.2.1 Transit Policies

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

- 3.2.1.1 Connect major destinations within and between **Districts** through the transit network.
- 3.2.1.2 Improve transit network performance through transit priority measures, such as queue jumping signals and dedicated or semi-dedicated lanes, where appropriate.
- 3.2.1.3 Design pedestrian waiting zones at transit stops to provide safe and comfortable environments for all users.

3.2.2 Mass Transit Stations

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

- 3.2.2.1 Design **Mass Transit Stations** with a unique visual identity and sense of place.
- 3.2.2.2 Integrate **Mass Transit Stations** with the surrounding built environment and travel modes to facilitate efficient transfers.
- 3.2.2.3 Encourage **Mass Transit Station** investment and development that support **Mobility Hub** opportunities and regional connectivity.
- 3.2.2.4 Design and enhance pedestrian waiting zones at **Mass Transit Stations** to provide safe and comfortable environments for all seasons and times of day.

Mass Transit Stations are shown on Map 7: Transit of the district plans.

Symbol:  and 

3.3 Roadways and Goods Movement

“A Mobility System is essentially about moving people and goods in an efficient and accessible manner.” - [The City Plan](#).

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

3.3.1 Roadways and Goods Movement Policies

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

- 3.3.1.1 Design streets to best support adjacent land uses and modal priorities by accommodating safe, attractive, comfortable streets for all users in all seasons while providing flexibility for larger goods movement vehicles to operate within the proposed design.
- 3.3.1.2 Minimize roadway network expansion for vehicles by accommodating increased transportation demand through **Active Transportation** and transit.
- 3.3.1.3 Design and manage pedestrian, furnishing and ancillary zones of streets where appropriate to support a variety of users and uses beyond vehicle access and parking.
- 3.3.1.4 Treat curbside space as a strategic public asset and use tools such as time-restrictions or parking pricing where appropriate to balance the demands on curbside space.
- 3.3.1.5 Use **Low Impact Development** features to clean and reduce stormwater runoff in the design of roadways, where feasible.

4 Activating and Phasing Growth

This chapter 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, mobility and city facilities.

4.1 Levers of Change for Districts

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

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

4.1.1 Policy Levers

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

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

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

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

4.1.2 Partnerships and Advocacy Levers

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

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

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

4.1.2.3 Collaborate with partners, including utility companies, adjacent municipalities and other orders of government, to advocate on matters of common interest related to infrastructure and investment.

4.1.3 Incentives, Pricing and Subsidy Levers

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

- 4.1.3.1 Identify mechanisms to pay for needed infrastructure and public amenities to support population and employment growth in areas identified as priorities.
- 4.1.3.2 Focus City financial support of private development within **Priority Growth Areas**, and establish clear criteria and program objectives where these are used.

4.1.4 Infrastructure Investment Levers

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

- 4.1.4.1 Work with civic departments, partner agencies and utility providers to plan and invest in infrastructure in alignment with anticipated **District** growth and **Priority Growth Areas** activation approach.
- 4.1.4.2 Coordinate overlapping and adjacent infrastructure improvement projects between civic departments and utility partners, where possible, to improve project, financial and environmental outcomes and minimize disruption to residents, businesses and the **Public Realm**.

4.2 Infrastructure

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

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

4.2.1 Utilities Infrastructure

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

- 4.2.1.1 Require utility upgrades, where necessary, as a condition of development and/or subdivision, in accordance with current standards.
- 4.2.1.2 Require stormwater and sanitary sewer separation, where appropriate, as a condition of development and/or subdivision.
- 4.2.1.3 Require stormwater management system upgrades including on site storage and **Green Infrastructure**, where necessary, as a condition of development and/or subdivision.

4.2.2 Transportation Infrastructure

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

- 4.2.2.1 Require transportation infrastructure upgrades or improvements in alignment with current City concept plans and standards, where necessary, as a condition of development and/or subdivision.

4.2.3 Community Infrastructure

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

- 4.2.3.1 Identify the level of service requirements and define catchment areas for community infrastructure.
- 4.2.3.2 Identify improvements or additions to community infrastructure necessary to achieve the defined level of service.
- 4.2.3.3 Support the emergency and immediate basic needs of people experiencing homelessness through a variety of housing options, public amenities and support services.
- 4.2.3.4 Support access to affordable housing in all districts, with a target affordable housing rate of 16 percent in all neighbourhoods, or as otherwise directed by City Council policy.
- 4.2.3.5 Integrate community infrastructure together on the same site (for example, a library in a recreation centre; affordable housing above a fire hall) to achieve site efficiencies, where feasible.

Glossary

Terms and map layers that are not defined in the District Policy Glossary should be interpreted using their ordinary meaning.

Active Edges

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

Active Transportation

Any mode of transportation by which people use their own energy to power their motion, including walking, cycling and use of a wheelchair.
See District Policy: Section 3.1

Active Transportation Bridge

A non-automobile bridge that provides connections across natural or physical barriers such as a freeway or river.

Current 

Planned 

See District Plan: Map 6

Active Transportation Regional Connection

Connection and access to the regional trail system and connection to communities, surrounding municipalities and broader rural areas using Active Transportation.

See District Plan: Map 6



Arterial Roadway

A street that carries larger volumes of traffic (vehicles, transit, walking and wheeling, cycling, and delivering goods) between areas with relatively few and controlled access points and as identified in the City of Edmonton Transportation System Bylaw. This includes planned and existing arterial roadways.
See District Plan: Map 3, Map 6 or Map 7



Bike Connection - Identified Opportunity

These are potential alignments for bike routes that were identified in previously City Council-approved statutory and other plans in effect.
See District Policy: Section 3.1
See District Plan: Map 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 is a Node and includes a critical mass of housing, employment and civic activities.

See District Policy: Section 2.4

See District Plan: Map 3



City-Owned Public Art

Art that is owned by the City of Edmonton and coordinated by the Edmonton Arts Council that exists in the public realm and is free and accessible to everyone.

Art Work 

Multiple Art Works 

See District Plan: Map 1

Citywide Mass Transit

Mass Transit service that provides fast, reliable citywide mobility through investment in segregated or dedicated transit runningways, river crossings and/or priority measures.

Current 

Planned 

These routes are planned for implementation during the first phase of The City Plan (growth to 1.25 million). Routes are conceptual and subject to change through more detailed planning and design.

Identified Opportunity 

Routes that are not yet built, and are identified or planned in previously approved plans, or that have a level of design completed. They are included to record previously recommended routes beyond the 1.25 million population planning horizon.

See District Policy: Section 3.2

See District Plan: Map 7

Collector Roadway

A street that primarily provides neighbourhood travel between local roads and Arterial Roadways and may also include direct vehicle access to Abutting Sites.

Commercial/Industrial Employment

Areas dedicated for employment uses. They may include open spaces not in park inventory but except in specific circumstances, they exclude residential uses.

See District Policy: Section 2.5

See District Plan: Map 4



Commercial Frontage

Areas within Nodes and Corridors where new development should include street level commercial uses oriented towards the street.

See District Policy: Section 2.4

See District Plan: Map 4



Corridor

A place for movement, living, recreation and commerce that is anchored by the Mobility System and well connected to surrounding communities.

There are two types: Primary and Secondary Corridors.

Cultural Area

A geographic area with special significance for a specific cultural community. The boundaries of the Cultural Areas as identified by District Plans reflect the formal boundaries established through previous engagement with the City of Edmonton.

See District Policy: Section 2.3

See District Plan: Map 1



Developing Area

Areas that have an approved statutory plan and are experiencing first generation urban development. The majority of developing areas are outside the Anthony Henday Drive.

See District Plan: Map 2



District

One of the 15 districts identified in The City Plan Map 2: 'District Network'.

District Connector Bike Route

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

Current

Planned

See District Policy: Section 3.1

See District Plan: Map 6

District Energy Opportunity Areas

Areas where energy services (electricity, heating, hot water and cooling) for multiple buildings are provided through a district energy utility.

Current

These areas have a district energy system in place or under construction.

Planned

These areas have favourable conditions, and are being evaluated for, future district energy systems as part of the City's district energy strategy.

See District Plan: Map 2

District Mass Transit

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

Current

Planned

These routes are planned for implementation during the first phase of The City Plan (growth to 1.25 million). Routes are conceptual and subject to change through more detailed planning and design.

See District Policy: Section 3.2

See District Plan: Map 7

District Node

Smaller urban centres that include housing, employment and amenities serving multiple neighbourhoods.

See District Policy: Section 2.4

See District Plan: Map 3



Freeway/Expressway/Highway

High-speed roadways that facilitate the movement of goods and services, providing regional and national connections. Consult the City of Edmonton Transportation System Bylaw for details.

See District Plan: Map 3, Map 6 or Map 7



Future Growth Area

Lands south of 41 Avenue SW for which the preparation of statutory plans requires substantial completion of the Developing Area and City Council authorization.

See District Plan: Map 2



Future Non-Residential Area

Areas within the Future Growth Area generally designated for non-residential activities that require an Area Structure Plan prior to development. See District Plan: Map 2 or Map 4



Green Infrastructure

The application of nature-based solutions, including the use of natural assets (e.g. forests, wetlands and natural water bodies) and enhanced or engineered assets (e.g. Low Impact Development, bioswales, Stormwater Management Facilities, permeable pavement) to provide a range of ecological, social and economic benefits.

Habitat Greenway

Vegetated corridors that support ecological connectivity from the North Saskatchewan River Valley and Ravine System or District area to other major ecological habitats and connections. This may include transportation or utility corridors that have been naturalized or intentionally designed to provide a mix of habitat for plants and animals that strengthen biodiversity, wildlife connectivity and overall ecological function. See District Policy: Section 2.6 See District Plan: Map 2 or Map 5



Heritage Character Areas

Municipal



Areas designated by the City of Edmonton as having a significant concentration of historical resources that are considered municipally-significant.

Provincial



Areas designated by the Province of Alberta for protection of a geographic concentration of provincially-significant historical resources under the Historical Resources Act.

See District Policy: Section 2.3
See District Plan: Map 1

Heritage Places

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

High Rise

Buildings from nine to twenty storeys in height.

Human Scale

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

Institutional Employment

Areas dedicated for employment uses of a primarily institutional nature. These are often areas that anchor Major Nodes and provide both employment and services for Districts. Examples include the Alberta Legislature, hospitals, post-secondary institutions and major government buildings. See District Policy: Section 2.5 See District Plan: Map 4



Inventory of Historic Resources in Edmonton

An inventory of resources which have been identified as having historical and/or architectural significance and are located within the corporate boundaries of the City of Edmonton. They are not formally designated or protected. See District Policy: Section 2.3 See District Plan: Map 1



Known Indigenous Cultural Heritage Features

Areas or sites that are known by the City of Edmonton to have particular significance to Indigenous communities based on City engagement and relationships with Nations and communities. See District Policy: Section 2.3 See District Plan: Map 1



Large Site

A site or group of contiguous sites that offers an opportunity for comprehensive development with improved connections through it. They are generally located within a Node or Corridor and typically have a depth of one block and/or width of at least 100 m. See District Policy: Section 2.4 See District Plan: Map 4



Levers

Tools, actions or approaches that the City can use to enact change and achieve specific outcomes. District Plans and The City Plan identify four types of Levers of change: policy; partnerships and advocacy; incentives, pricing and subsidies; and infrastructure investment. See District Policy: Section 4.1

Local Node

A community focal point for business, services, gathering and housing with more development intensity. Local Nodes serve residential neighbourhoods through existing or new collections of commercial sites that are generally internal to neighbourhoods, sometimes nearby to civic spaces and centres, cultural facilities, places of worship and/or schools. Local Nodes are intended to be active and lively. See District Policy: Section 2.4

Local Transit

Provides neighbourhood transit service connectivity and coverage with frequent stops and connections to Mass Transit. See District Policy: Section 3.2



Low Impact Development (LID)

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

Low Rise

Buildings four storeys in height.

Major Ecological Connection

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

See District Policy: Section 2.6
See District Plan: Map 5



Major Node

Major Nodes are large-scale urban centres anchored by large public institutions and employment centres that serve multiple Districts. Major Nodes offer a wide mix of land uses and higher density development connected by mass transit. These areas provide residents a diverse mix of housing and employment opportunities, and transportation options to connect to other Nodes.

See District Policy: Section 2.4
See District Plan: Map 3



Mass Transit

A large scale network of public transportation serving an urban area, which is able to transport large numbers of people using buses, trains and other technologies.

Mass Transit Station

A transit facility for accessing Mass Transit routes. This is where Mass Transit and Local Transit routes connect and allow transit customers to transfer between routes.

Current ●

Generally includes Light Rail Transit stations/stops and/or transit centres.

Planned ○

See District Policy: Section 3.2
See District Plan: Map 6 or Map 7

Mid Rise

Buildings from five to 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 Policy: Section 3.2
See District Plan: Map 6 or Map 7



Municipal Historic Resource

A site that has been designated as a historic resource by City Council through the Historical Resources Act. See District Policy: Section 2.3
See District Plan: Map 1



Natural Area

An area of land or water that is dominated by native vegetation in naturally occurring patterns. Such areas could include grasslands, forests, wetlands, peatlands or riparian areas. Tableland natural areas are Natural Areas that exist outside of the River Valley. Areas such as groomed parks, sports fields and schoolyards are not Natural Areas. Natural Areas are classified as Ecological Parks in Breathe - Edmonton's Green Network Strategy. See District Policy: Section 2.6

Node or Corridor Area

The extent of the City Plan Map 3: 'Nodes and Corridors Network' at the full build out of The City Plan. Development will be focused within this network during each phase of The City Plan. See District Policy: Section 2.4
See District Plan: Maps 4 to 7



Nodes

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

Non-Residential Intensification Area

Where the City encourages land use changes, including rezonings, to support additional employment activity in existing Commercial/Industrial Employment areas. Generally suitable for business commercial uses or industrial uses where no nuisance is created or apparent outside an enclosed building. See District Policy: Section 2.5
See District Plan: Map 4



North Saskatchewan River Valley and Ravine System

A policy area and a land use type, to be guided by the North Saskatchewan River Valley Area Redevelopment Plan, the Ribbon of Green strategic plan and future amendments to these for areas in the Future Growth Area. See District Policy: Section 2.6
See District Plan: Maps 1 to 7



Open Space - Current

All open space and park categories as shown in Map 4 - Open Space map, not including Urban Service sites and River Valley parks. See District Plan: Map 4



Open Space - Other

Non-municipal open space such as the Alberta Legislature and the University Farms.
See District Plan: Map 5



Open Space - Supplementary

Open spaces in the City's inventory that are not parks as classified by Breathe - Edmonton's Green Network Strategy, including stormwater management pond upland areas, utility lots and road islands. Includes stand-alone EPCOR dry pond facilities.
See District Policy: Section 2.6
See District Plan: Map 5



Park - Current

Parkland in the City's inventory including Metropolitan, District, Community, Pocket and Greenway Parks as classified by Breathe - Edmonton's Green Network Strategy. Some of these spaces include EPCOR dry pond facilities.
See District Plan: Map 5



Park and Ride

Publicly owned parking facilities that are built to formalize and make readily available the option of multimodal travel (particularly automobile and transit) and allows the transfer to a high-occupancy mode. Park and Ride facilities are typically located at Mass Transit Stations and can range from surface lots to multi-storey parking structures.

Current

Planned

See District Policy: Section 3.2
See District Plan: Map 7

Pedestrian Connection - Identified Opportunity

Areas where sidewalks or pathways are needed to facilitate pedestrian travel that have been previously identified in a City Council-approved or endorsed geographic plan.
See District Policy: Section 3.1
See District Plan: Map 6



Pedestrian Priority Area

Areas where the comfort and convenience of pedestrians should be prioritized over maximizing the movement of vehicles and transit. These areas will feature pedestrian-oriented urban design upgrades to crosswalks, street furniture, wayfinding and lighting within the Public Realm. The addition of civic spaces and squares in these areas may be appropriate.
See District Policy: Section 3.1
See District Plan: Map 6



Plan in Effect

Statutory plans as per section 633 and 634 of the Municipal Government Act.

Area Structure Plan/Area Redevelopment

Plan

Includes Neighbourhood Area Structure Plans

Other

Includes Outline Plans and Neighbourhood Structure Plans

See District Policy: Section 1.2
See District Plan: Map 4

Planned Municipal Park

Denotes the location and approximate size of open spaces that have been approved in another plan but which are not yet developed for open space use. Small planned parks (< 3 hectare) are not shown in maps where an Area Structure Plan is in effect. Where a plan directs a potential open space, but is not specific to location, the open space may not be shown; refer to the policy guidance in this case.
See District Policy: Section 2.6
See District Plan: Map 2, Map 4 or Map 5



Primary Corridor

Area along an Arterial Roadway that serves a citywide or metropolitan-level mobility function and as a destination in itself. Primary Corridors support residential and employment growth.
See District Policy: Section 2.4
See District Plan: Map 3



Priority Growth Areas

Locations within Nodes and Corridors where more dwelling unit growth is anticipated than other locations as the city grows to a population of 1.25 million. Locations where the City of Edmonton intends to apply the City Plan's levers of change (investment, pricing and subsidies, partnerships and advocacy, and policy) to support growth.
See District Policy: Section 4.1
See District Plan: Map 2



Provincial Historic Resource

A site that has been designated as a historic resource by the Government of Alberta through the Historical Resources Act.
See District Policy: Section 2.3
See District Plan: Map 1



Provincial Park/Protected Area

Open space lands that support outdoor recreation, heritage tourism, natural heritage appreciation activities, and protected natural and cultural landscapes and features under provincial jurisdiction. See District Policy: Section 2.6
See District Plan: Map 5



Public Realm

Indoor and outdoor space on public or private property that is open to the public such as sidewalks, plazas, amenity and other open spaces. See District Policy: Section 2.1

Redeveloping Area

Areas within Anthony Henday Drive that have completed the first generation of urban development, and are changing to accommodate compact, mixed use development in support of The City Plan’s City Building Outcomes. See District Plan: Map 2



River Valley Active Transportation Regional Connection

Shared River Valley trail connections that provide access to the regional trail system and connection to communities, surrounding municipalities and broader rural areas. See District Policy: Section 3.1
See District Plan: Map 6



River Valley Trail Access

Trailheads that lead to a River Valley trail network. See District Policy: Section 2.6
See District Plan: Map 5 or Map 6



River Valley Viewpoint

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

Current 

Planned 

See District Policy: Section 2.6
See District Plan: Map 5

Secondary Corridor

Area along an Arterial Roadway or Collector Roadway that serves as a local destination for surrounding communities and supports residential and employment growth. See District Policy: Section 2.4
See District Plan: Map 3



Small Scale

Buildings three storeys or less in height.

Site Design

Process of establishing the general distribution and interrelationship of uses on a site and the form and massing of buildings to provide guidance at the rezoning and development permit stage. See District Policy: Section 2.1

Special Purpose Facility

Cultural, recreational or sporting venues that provide a unique leisure, community, memorial or entertainment value that draws users from across Edmonton and the greater metropolitan region. Examples include Fort Edmonton Park and the Whitemud Equestrian Park. See District Plan: Map 5



Stormwater Management Facility

Water body used to gather rainfall and manage surface precipitation runoff from urban areas. They prevent flooding, erosion and property damage while acting as a habitat for wildlife. These include constructed and naturalized wetlands that provide a storm water management function, but exclude dry ponds. See District Policy: Section 2.6

Street Wall

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

Tall High Rise

Buildings twenty-one storeys or greater in height.

Transportation/Utility Corridor

Land areas planned by the Province of Alberta to accommodate linear transportation and utility facilities. These uses include ring roads (and associated interchanges), Stormwater Management Facilities, petroleum pipelines, power transmission lines and municipal or regional water, sanitary and storm sewer lines. See District Plan: Maps 1 to 3 and 5 to 7



Urban Greenway

Transportation routes with enhanced landscaping that improves the built environment and condition through contact with nature and species that move through the greenway. This may include transportation or utility right of way retrofitted to provide new treed boulevards or less formal green linkages connecting people to parks, schools, services and community amenities. See District Policy: Section 2.6
See District Plan: Map 2, Map 5 or Map 6



Urban Mix

A land use category that consists primarily of housing of all types, but also includes shops, services, offices, urban agriculture, open spaces not in park inventory and some community services. It excludes industrial and institutional development.

See District Policy: Section 2.5

See District Plan: Map 4



Urban Service

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

See District Policy: Section 2.5 and Section 4.2

See District Plan: Map 4



Urban Structure

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

See District Policy: Section 2.1

Waterbody

Includes natural water features such as rivers, lakes, large ponds, and natural and Stormwater Management Facilities. Excludes dry ponds.

See District Plan: Maps 1 to 7



Wayfinding

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