

**CITY BUILDING**

# What We Heard and Did Report: District Planning Engagement

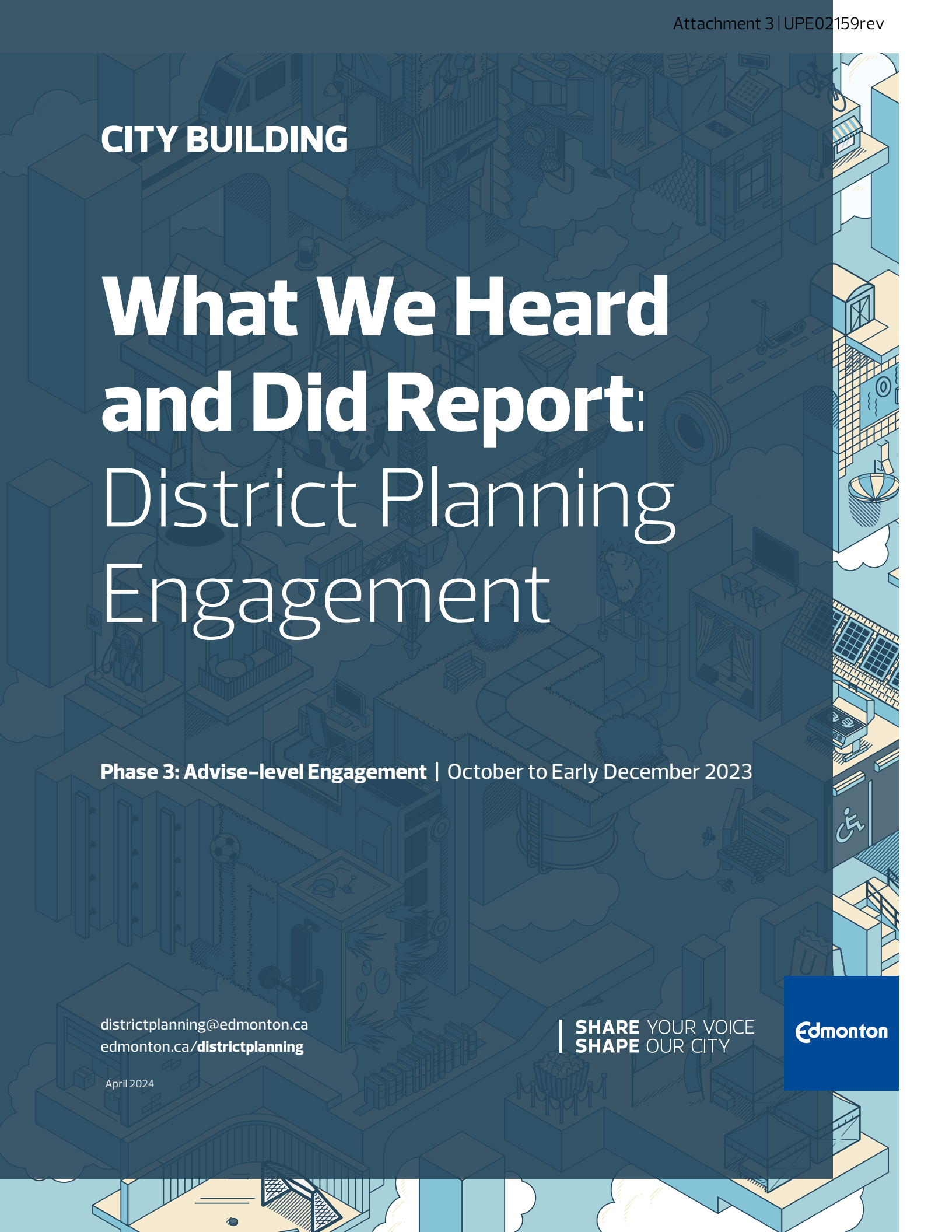
**Phase 3: Advise-level Engagement** | October to Early December 2023

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April 2024

**SHARE YOUR VOICE**  
**SHAPE OUR CITY**

**Edmonton**



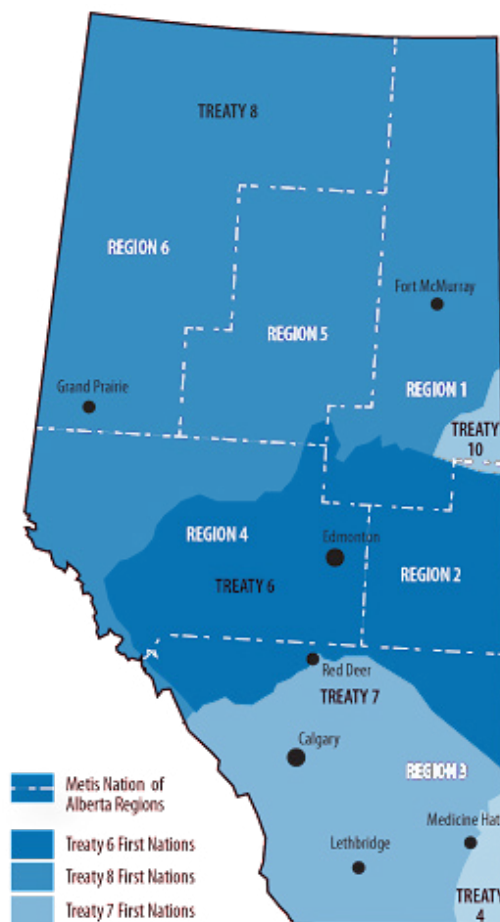
# Acknowledgements

We acknowledge the traditional land on which Edmonton sits, the Territory of the Treaty 6 First Nations and part of the Métis homeland. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as Nehiyaw (Cree), Nakota Sioux (Stoney), Anishinaabe (Saulteaux), Niitsitapi (Blackfoot), Dene and Métis peoples. We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

Edmonton is a welcoming place for all people who come from around the world to share Edmonton as a home. Together we call upon all of our collective honoured traditions and spirits to work in building a great city for today and future generations.

This acknowledgement is significant to us as planning is about our accountability to the land, and the people, that call it home. Land is used for many things, and it is tied to the practice of culture. We owe our presence here — the city's vitality and very existence — to the land itself and the cultures that help build this city.

The project team and report authors thank everyone who participated in public engagement activities throughout the fall of 2023. Your contributions are greatly appreciated and we are enthusiastic to share your values and ideas as reflected in these pages.



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# Executive Summary

This What We Heard/What We Did Report summarizes engagement activities that took place during the [District Planning Project](#)'s Phase 3 public engagement from October 23 to December 3, 2023, the feedback received and how that feedback was used to inform final changes to the draft Policy and plans.

This was the project's last public engagement phase that sought feedback and perspectives on:

- + Changes made to the draft District Policy and district plans since phase 2 engagement in 2022;
- + The revised list of geographic plans to change, keep or retire; and
- + Ideas on what the City should focus on next following the project.

## Engagement Approach

Engagement was conducted at the Advise level on the [City's Public Engagement Spectrum](#), meaning the public was invited to share their perspectives and tell the project team what they thought. This feedback was used in conjunction with the Urban Planning Committee's direction, decisions made by City Council at public hearings, and technical and policy considerations, to make adjustments to the District Policy and individual district plan text or map content.

A variety of traditional and digital marketing and communications tactics were used to create awareness about the District Planning project and the engagement opportunities. The engagement built on the previous City Plan engagement and activities were designed to allow participants to share feedback in a way that best suited them and their schedule. Broad GBA+ outreach was also conducted with equity-seeking organizations, including Indigenous organizations. There were also continued conversations with regional stakeholders.

## Feedback Themes

The City reviewed the feedback gathered during Phase 3 engagement and conducted a thematic analysis of all qualitative feedback. The Insight Community Survey results were analyzed separately from the project's other engagement activities.

15 total themes were identified during this engagement period, a summary of the [top 6 common themes](#) that received the most comments across all engagement activities are summarized below and explained in more detail in this report.

1. Node and corridor policies on building size and placement.
2. Node and corridor classifications, locations and boundaries.
3. Small-scale neighbourhood character.
4. Climate resiliency and energy transition considerations.
5. Infrastructure capacity.
6. Resident involvement in land development.

This report includes a description of each feedback theme, summary of the comments that informed the themes and a brief overview of how the feedback was incorporated. All themes are summarized in [Appendix: Engagement Theme Summary](#).

## Next Steps

The updated draft District Policy and district plans, as well as the list of existing geographic plans proposed to be changed or retired are available online at [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning).

These drafts will be presented to City Council at a public hearing in May 2024. For a full summary of both the public feedback, and technical and policy considerations, that informed these final drafts for Council consideration, please refer to the project's Overview of Changes document available on [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning).

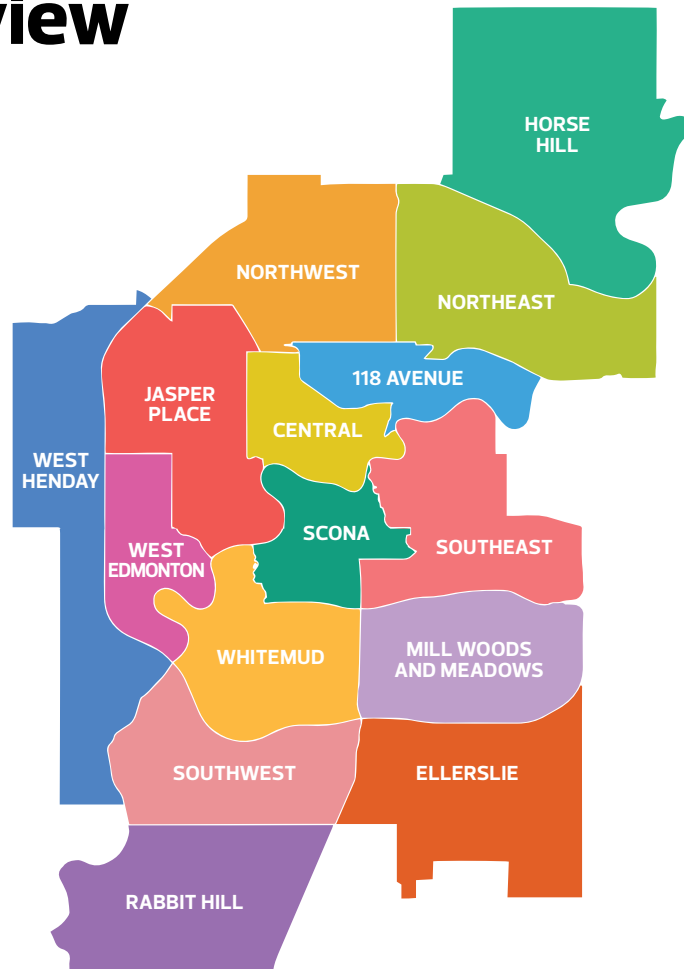
Pending approval by the Edmonton Metropolitan Region Board and adoption by City Council, the District Policy and district plans will begin informing City planning decisions in fall 2024. A list of prioritized future

# District Planning Project Overview

[The City Plan](#), Edmonton's combined Municipal Development and Transportation Master Plan, established Edmonton's District Network, creating 15 districts across the city.

## Project Purpose

District Planning is about establishing a base structure for Edmonton's first district plans and simplifying the policy landscape across Edmonton. The District Policy and 15 district plans will translate The City Plan's direction across each district, guiding decisions on development and infrastructure projects. This, in turn, will shape how our city should physically change to move us closer to the vision for a more connected, prosperous, healthy and climate-resilient city of two million people.

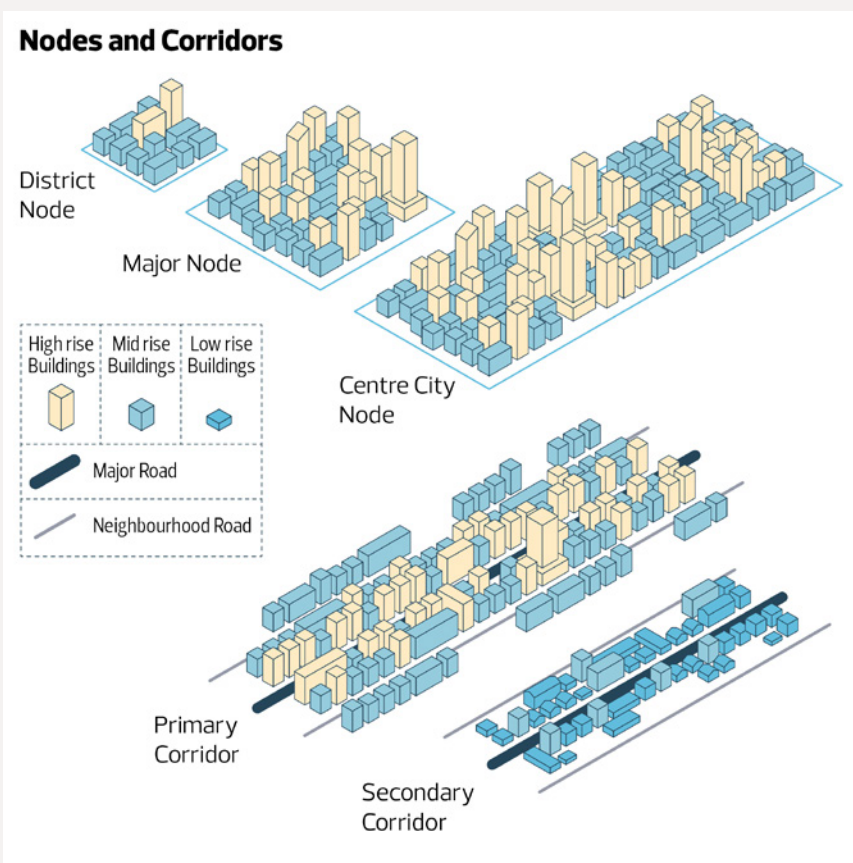


For Edmontonians, district plans will show how their neighbourhoods will physically change over time. For industry, district plans will guide where redevelopment and development will be encouraged, creating more opportunity for infill development, and direct larger developments to places called nodes and corridors. And for City Staff and City Council, they will provide a consolidated source of policies to inform land use, mobility and infrastructure investment recommendations and decisions, such as rezoning or neighbourhood renewal project decisions.

A district is a collection of neighbourhoods that ideally contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. The City Plan identifies 15 districts across Edmonton—each district shares the District Policy, but has its own unique district plan.

The City Plan describes the different types of nodes and corridors in Edmonton, shows how big they are and indicates where they are in the city (see pages 97 to 104 in [The City Plan](#)). Nodes are centers of activity and typically include mass transit stations and important destinations. Corridors are centred around major roads, providing connections within and across districts, and are destinations themselves.

District plans show the exact boundaries of the nodes/corridors within a district and the District Policy states where the different building height categories should receive support within the boundaries.



### Building on The City Plan

The project is implementing The City Plan's vision by:



Drafting new planning tools, the **District Policy** and **15 District Plans**



Simplifying our policy landscape by developing a **List of Geographic Plans Proposed to Keep, Change or Retire**



Identifying **Future Work Priorities** following the project's completion

We are drawing from existing, Council-approved policies and Council decisions to draft the district plan policies. As part of this work, we have carefully reviewed and analyzed older plans to determine if they should be kept, changed or retired so they can be replaced by, or incorporated into, the district plans.

Any engagement feedback falling under the category of "new directions" that did not originate from existing, council-approved policies is anticipated to be presented to City Council in 2024 as future work opportunities to follow the project.



## Timeline and Progress

The project was divided into four phases, each presenting different opportunities for Edmontonians to learn and engage with the project.



We have been listening to and learning from Edmontonians over the last five years. Edmontonians first shared their desire to live more locally during The City Plan's robust two-year-long engagement in 2018. They were then invited to test the initial district plan and District Policy prototypes in 2021 and helped refine the draft policies over four months in 2022, through workshops, surveys, pop-ups, open houses and more.

In August 2023, the revised district plans and proposed geographic plan changes were shared to give Edmontonians time to review materials prior to the October 2023 public engagement period. These drafts reflected feedback received from community members, industry and technical and internal City reviewers during the project's Phase 2 refine-level engagement in 2022.

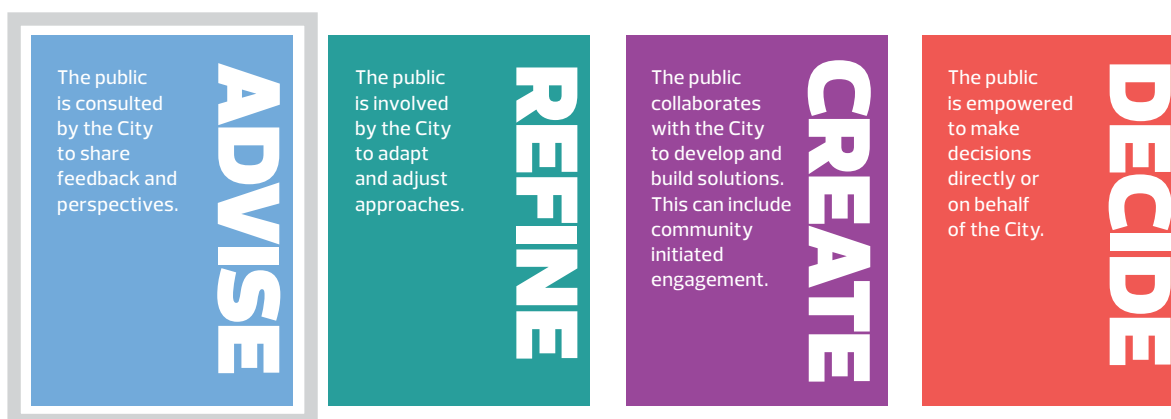
This report reflects the public engagement activities that took place between October and early December 2023, the project's last chapter of the multi-phase engagement.

A detailed project timeline can be found on the project webpage at [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning)



# Communication and Engagement Overview

The City's public engagement spectrum defines the public's level of influence in engagement processes. During October to December 2023, the public was engaged at the 'Advise' level which meant Edmontonians were consulted by the City to share feedback and perspectives that are considered for policies, geographic plan changes and ideas for future work to follow the project.



*The City's Public Engagement Spectrum*

## Engagement Process

Phase 3 engagement built on The City Plan's engagement and the previous feedback received during engagement Phases 1 and 2 of the District Planning project. The purpose of this final phase of engagement was to help validate the revisions and confirm what we heard through our previous rounds of engagement. Feedback from this phase of engagement was used to make minor changes to the draft plans and inform future work priorities before they are presented to City Council for approval.

An overview of all public engagement resources, activities and processes through the different project phases can be found at [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning)



### Who We Heard From

During this phase of engagement we heard from a wide variety of stakeholders, including:

- Property owners and renters (84%)
- Community league representatives (2%)
- Non-profit organizations (< 1%)
- Public agencies (< 1%)
- Developers, builders and industry representatives (< 2%)
- Business operators, owners and representatives (< 2%)
- Other (< 2%)
- Prefer not to say / Did not answer (11%)

### GBA+ OUTREACH

We reached out to **54 organizations** representing a variety of identities listed in District Planning's GBA+ analysis to express interest in hearing from them, and their members, and offered an invitation to meet and discuss the project.

Organizations contacted represent groups with the following identify factors:

- + Indigenous Peoples, communities and organizations
- + BIPOC community
- + LGBTQ2S+ community
- + Unhoused individuals
- + Renters
- + Religious Groups
- + Youth, adolescents and seniors
- + Persons with a disability
- + Women
- + Newcomers to Edmonton
- + Lone parents
- + Low-income individuals or households
- + Small businesses

## How We Listened

We designed the Phase 3 engagement approach to reach and provide all participants the opportunity to share feedback in a way that best suited them and their schedule. We provided a wide range of engagement activities including engagement on demand (activities that allow 24 hours/7 days participation) and scheduled engagement events where participants could have real-time conversations with us.

### January to October 2023

- + 41 Stakeholder meetings

### October to early December 2023

- |                              |                                   |  |
|------------------------------|-----------------------------------|--|
| + 1 Engaged Edmonton webpage | + 5 In-Person engagement sessions | + 16 Chat With a Planner meetings              |
| + 3 Online surveys           | + 4 Online engagement sessions    | + 2 Geographic plan online engagement sessions |
| + 9 Stakeholder meetings     | + 1 Regional information session  |  |
| + 9 External events          |                                   |  |

All engagement activities that took place between October 23 to December 3, 2023 are summarized in more detail in [Appendix: Overview of Engagement Tactics](#) of this report.

## How We Communicated

From October 23 to December 3, 2023, a broad range of digital and traditional advertising tactics were implemented to promote the engagement opportunities to diverse Edmontonians and invite them to participate.

### January to October 2023

- |                           |                                     |
|---------------------------|-------------------------------------|
| + 4 Educational documents | + 3 Direct emails (350+ recipients) |
| + 17 Monthly newsletters  |                                     |

### October to early December 2023

- |                                |                                  |                                     |
|--------------------------------|----------------------------------|-------------------------------------|
| + 8 Monthly newsletters        | + 1 Digital advertising campaign | + 1 Stakeholder marketing package   |
| + 13 Road signs                | + 2 Types of digital signage     |                                     |
| + 1 Radio advertising campaign | + 39 Posters in City facilities  | + 3 Direct emails (350+ recipients) |

In earlier phases of public engagement, educational materials, including videos and podcasts, were created to help Edmontonians understand district planning concepts and their connection to The City Plan. These communications materials also helped build both project and public engagement awareness to ensure potential participants were aware of upcoming opportunities to share feedback. These educational resources remained available on [edmonton.ca/districtplanning](http://edmonton.ca/districtplanning) during the Phase 3 engagement period.

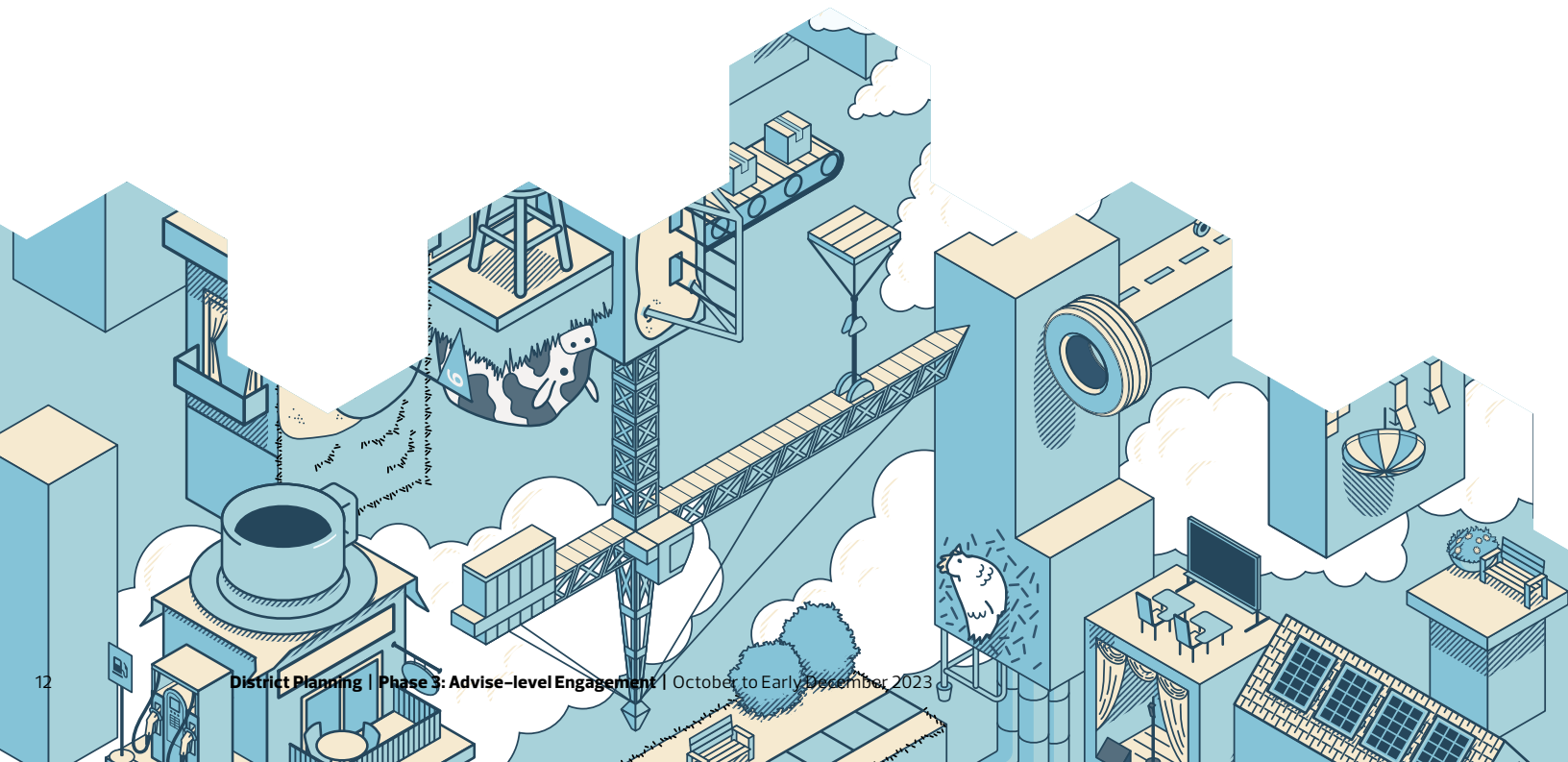
Previous tactics were analyzed to determine which platforms would be most effective, leading to a digital-first campaign approach (Google, Facebook and Instagram ads).

The Phase 3 engagement promotional campaign garnered over **3.2 million impressions** and **16,100 clicks** to the Engaged Edmonton webpage, exceeding almost all channel benchmarks.

| PLATFORM                    | DISTRICT PLANNING CAMPAIGN                   | BENCHMARK                                    |
|-----------------------------|--|--|
|                             | Number of clicks/number of impression (in %) | Number of clicks/number of impression (in %) |
| <b>Facebook / Instagram</b> | 1.05%  | 0.45%  |
| <b>Google Display</b>       | 0.39%  | 0.45%  |
| <b>Google Search</b>        | 13.94%                                       | 5.00%  |

*Number of clicks is the total number of times someone clicked on an ad and the number of impressions represent the number of times a piece of content was displayed to a target audience.*

To ensure diverse demographics were reached, traditional methods like newspaper, radio ads, postcards and road signs were also included as well as the City's existing communications channels (e.g. social media, websites, newsletters).



# What We Heard and What We Did

## How Feedback Was Sorted and Analyzed

Feedback from the Insight Community Survey responses were analyzed for each question by an independent consultant.

All other feedback from Phase 3 engagement activities was analyzed together using a bottom-up, open coded thematic analysis. This analysis aimed to find common patterns or themes by creating codes based directly on the explicit meaning of the feedback. We did not use any pre-set codes because our goal was to focus solely on what participants said or wrote. This way, our analysis was driven by the actual data collected, without any preconceived ideas influencing it.

This What We Heard/What We Did Report summarizes the common themes that emerged from all Phase 3 engagement activities.

## Top 6 Common Themes

**15** total themes were identified during this engagement period across all engagement activities (including the survey, public engagement sessions, conversations, etc.), a summary of the **top 6 common themes** that received the most comments are explained in more detail in this report. Each theme includes an overview of what the theme is about, provides highlights of the comments that informed the theme and includes a "What We Did" section outlining whether and how the feedback was used to finalize the project's components.

The top 6 common themes are:

1. Node and corridor policies on building size and placement.
2. Node and corridor classifications, locations and boundaries.
3. Small-scale neighbourhood character.
4. Climate resiliency and energy transition considerations.
5. Infrastructure capacity.
6. Resident involvement in land development.

A detailed summary of all themes can be found in [Appendix: Engagement Theme Summary](#) of this report. Additional details about the decision-making process within the project, including how feedback influences changes, are available in [Appendix: How Decisions Were Made](#).

## THEME 1: Node and corridor policies on building size and placement

### WHAT WE HEARD

A majority of survey participants supported the new Tall High Rise building category, its definition of buildings 21 storeys or taller, and considered 9-to-20 storeys as an appropriate definition for the High Rise category. We also heard that Tall High Rise buildings should be supported in the Centre City Node (Downtown area), Major Nodes and Primary Corridors. Participants expressed a preference for there to be more policy conditions for where the tallest buildings receive support within the node or corridor boundary than for shorter buildings.



Participants across all engagement activities told us that they want the policy to prioritize placing the tallest buildings near mass transit (bus or LRT) stations. They emphasized that being close to a mass transit station matters more than the building's integration with its surroundings or its location along a major road.

### WHAT WE DID

This feedback confirms the 2023 draft District Policy approach which adds more conditions on where the tallest buildings receive support. For example, there are more conditions on where a Tall High Rise building (21+ storeys) should go than a High Rise building (9-to-20 storeys). Similarly, there are more conditions for where High Rise buildings should go than Mid Rise buildings (5-to-8 storeys) in the Major Nodes (see policy 2.4.3 in the [District Policy](#)). The High Rise and Tall High Rise categories will remain as defined.

As a result of feedback, we've added proximity to a mass transit station as a location factor used to direct development in the node policies. In the 2023 drafts, this factor was exclusive to corridor policies. This change strengthens the connection between node development and mass transit, and increases opportunity for development within nodes with mass transit stations.

See [Appendix: In Depth Analysis of Theme 1 and 2](#) for more information on what we heard about the Tall High Rise building category and the node and corridor policies.

## THEME 2: Node and corridor classifications, locations and boundaries

### WHAT WE HEARD

Participants had varied views on the type, size and existence of nodes or corridors in their neighbourhoods. Some wanted boundaries expanded to the maximum size outlined in The City Plan, particularly near mass transit stations, while others wanted boundary reductions, sometimes below the minimum specified in The City Plan. Other participants suggested boundary adjustments based on factors like heritage buildings, open spaces and nearby single-detached houses, with the community deciding boundary locations.

Opinions also diverged on the presence and classification of specific nodes or corridors. Participants in favour of The City Plan wanted certain node/corridor classifications to be upgraded (e.g. Change the Secondary Corridor to a Primary Corridor) or that new nodes/corridors be added. Others opposed nodes or corridors in their areas, advocating for reevaluation of The City Plan's decision or downgrading certain classifications (e.g. Change a Primary Corridor to a Secondary Corridor).

### WHAT WE DID

The project is not introducing changes to The City Plan unless directed to by City Council. This means that we are not removing or adding new nodes/corridors, and we are not changing the node/corridor classifications as determined in The City Plan.

However, we have reviewed all node/corridor boundaries for alignment with The City Plan's size specifications and confirmed that policy direction from the Transit-Oriented Development Guidelines has been carried over and the boundaries consider neighbourhood context. We have made six boundary adjustments based on the feedback we have received:

- + The **156 Street Secondary Corridor** in Meadowlark Park (Jasper Place District), the **Fort Road Secondary Corridor** in Belvedere (Northeast District) and the **Whyte Avenue/75 Street Secondary Corridor** in King Edward Park (Southeast District) have been expanded near the mass transit station to carry forward policy direction from the Transit-Oriented Development Guidelines.
- + The **Stony Plain Road Primary Corridor** in Glenora (Central District) was reduced to better align with The City Plan's proposed size and local block pattern in the neighbourhood.
- + The **Garneau Major Node** in Garneau (Scona District) was reduced to align with the Whyte Avenue Primary Corridor boundary and improve development transitions with its surrounding contexts.
- + The **109 Street Secondary Corridor** has now been extended up to 80 Avenue as a result of the Garneau Major Node adjustment, so that the Secondary Corridor connects to the Major Node.

See [Appendix In Depth Analysis of Theme 1 and 2](#) for more information on these boundary adjustments.



## THEME 3: Small-scale neighbourhood character

### WHAT WE HEARD

Participants who disliked the node and corridor policy approach in the District Policy, and the concept more generally, primarily had concerns about how larger buildings may negatively impact existing small-scale development in their neighbourhoods and quality of life. Participants emphasized the importance of setting clear boundaries for nodes/ corridors, reserving larger buildings exclusively for these areas to preserve a small-scale neighbourhood in the interior. They seek clear rules for what's allowed in or out of node/ corridor boundaries and assurance about how their neighbourhood will redevelop.

### WHAT WE DID

The District Policy is a land use policy document that guides development decisions by describing in words the specific outcomes we want to see from new developments.

The District Policy supports the preservation of small-scale housing in residential neighbourhoods by:

1. Supporting small-scale housing in the interior of residential areas outside of the node and corridor boundaries.
2. Supporting moderate intensification in the interior of residential areas where criteria is met.
3. Directing the biggest buildings to specific areas within the node and corridor boundaries (along major roads and near mass transit stations).

The Zoning Bylaw is a more appropriate tool for regulating building-to-building transitions and mitigating site-specific impacts, such as privacy and sun shadow impacts. As a result, it was determined that no further changes were required to the District Policy or plans to further address small-scale housing preservation or building-to-building transition.

Participants expressed concerns that allowing more density in their neighbourhood would result in a loss of the following, which would negatively impact their quality of life:

- + Sunlight
- + On-street parking
- + Privacy
- + Fewer heritage buildings
- + Sense of community
- + Neighbourhood ecology

## THEME 4: Climate resiliency and energy transition considerations

### WHAT WE HEARD

Participants want to see work to support and represent climate resilience and energy transition efforts within district plan policies and maps. They want stronger language (e.g. “require” instead of “encourage”) and more detailed policies, especially for development on private land and for renewable energy because they worry about ecological loss from increased density. Ideas include introducing landscape design policies and protecting existing trees. Some feel this direction should be completed now within the current District Planning project, while others want it to start immediately afterward.

### WHAT WE DID

The City is currently developing a Climate Resilience Planning and Development Framework. This work will identify the steps needed to integrate climate considerations into all aspects of Edmonton’s land use planning and development continuum, including the District Policy and each of the 15 district plans. This framework will include the creation of climate-resilient planning and development guidelines and standards, along with developing new planning tools, processes and resources to enable climate-resilient planning and development. A high-level timeline and scope of work will be shared with Urban Planning Committee in June 2024.

## THEME 5: Infrastructure capacity

### WHAT WE HEARD

Participants told us that they are concerned about adding more density when there are existing infrastructure constraints such as utility or community infrastructure and parks, emphasizing the need for infrastructure improvements in specific areas. There are apprehensions about the costs associated with increased density while others want the City to cover necessary infrastructure upgrades instead of passing the costs to developers which is seen as a barrier to infill development. There is a shared perspective that the City should proactively plan and direct infrastructure investments, advocating for a strategic placement of density next to existing infrastructure.

### WHAT WE DID

The City will continue to recommend expansion of infrastructure capacity when required to enable future redevelopment. This includes sequencing development and aligning infrastructure upgrades to leverage existing infrastructure, particularly in priority growth areas as per The City Plan. This work will consider anticipated dwelling unit growth, market demand and infrastructure funding, use and benefit. Following the District Planning Public Hearing, the City expects to look more closely at existing and planned infrastructure at the district level, including renewal, to determine where investments may be needed to align with growth and to contribute to achieving our City Plan targets –15-minute communities that have the amenities and services that Edmontonians rely on, and shifting to transit and active modes of transportation.

## THEME 6: Resident involvement in land development

### WHAT WE HEARD

Participants had questions about the land development process, specifically the connection between district plans and the Zoning Bylaw. Participants shared their concerns about any changes to public notification and appeal processes when a rezoning or new building gets built in their neighbourhood. Participants expressed dissatisfaction with recent zoning changes, for example the removal of development permit notification requirements for developments that meet the regulations in the Zoning Bylaw. Participants also expressed their desire to have a say in development outcomes and be involved throughout the entire process.

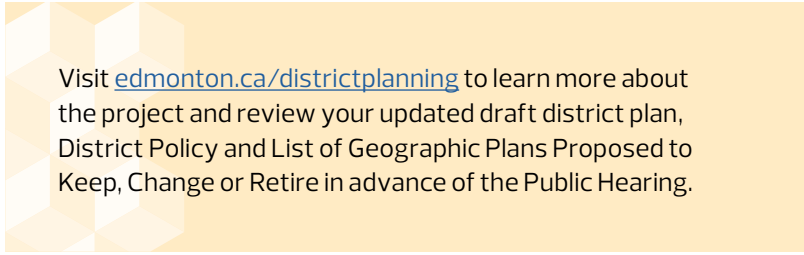
### WHAT WE DID

We have updated our webpage at [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning) to better communicate the role district plans have in the land development process and other City infrastructure projects. This includes clarifying that the District Policy and plans will be used in much the same way that the existing geographic plans are used today. Zoning determines the development potential of a site today, whereas the District Policy and plans set the vision that will guide how Edmonton grows and develops over time. If a landowner wants to build something that is not permitted under the current zoning for their site, they will still need to apply for a rezoning as they do now. City development planners will use the District Policy and plans to inform their review of the rezoning and other land development proposals, then make recommendations to City Council. District plans won't change any aspects of the [rezoning process](#), such as public notification, participation or appeals.

# Next Steps

Between May 28 to 30, 2024, the final drafts of the District Policy, 15 district plans and list of geographic plans proposed to change or retire will be presented to City Council at a statutory public hearing, where the public will be invited to share their opinions with City Council.

If City Council approves the first and second reading of the District Policy and plans at the public hearing, the plans will be submitted to the Edmonton Metropolitan Region Board (EMRB) for approval under the Regional Evaluation Framework. This EMRB review will take approximately two months to complete. If EMRB approves the District Policy and district plans, they will return to City Council for a third reading along with the plans proposed to be retired or changed in late-summer-to-early-fall 2024, which will be the final decision on whether district plans are adopted.



Visit [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning) to learn more about the project and review your updated draft district plan, District Policy and List of Geographic Plans Proposed to Keep, Change or Retire in advance of the Public Hearing.

If adopted by Council, district plans will set the foundation, but more planning direction for certain issues and specific areas will also be required to achieve the targets in The City Plan. This list of prioritized future work opportunities is anticipated to be presented to City Council by the end of 2024.

## Stay In Touch

For regular project updates, please visit [edmonton.ca/districtplanning](https://edmonton.ca/districtplanning), call 311 or contact us by email at [districtplanning@edmonton.ca](mailto:districtplanning@edmonton.ca)

Edmontonians can receive monthly updates about the District Planning project and related city-building projects by [signing up](#) for The City Building Newsletter.

City Council will hold a Public Hearing at which time Edmontonians, stakeholders and partners will be able to share their perspectives directly with Council before it makes final decisions on the plans and policies.

# Appendix:

## Engagement Theme Summary

The table below summarizes all of the common themes that emerged from all Phase 3 engagement activities and what we did as a result of this feedback.

| THEME   | DESCRIPTION OF THEME   | WHAT WE DID   |
|---|--|---|
| <p><b>Theme 1:</b></p> <p>Node and corridor policies on building size and placement</p>   | <p>A majority of survey participants supported the new Tall High Rise building category, its definition of buildings 21 storeys or taller, and considered 9–to–20 storeys as an appropriate definition for the High Rise category. We heard that Tall High Rise buildings should be supported in the Centre City Node (Downtown area), Major Nodes and Primary Corridors. There is a preference for applying more policy conditions on the tallest buildings within the node or corridor boundary compared to shorter buildings. Participants told us that they want the policy to prioritize placing the tallest buildings near mass transit (bus or LRT) stations.</p> | <p>This feedback confirms the 2023 draft District Policy approach which adds more conditions on where the tallest buildings receive support. The High Rise and Tall High Rise categories will remain as defined.</p> <p>We've added proximity to a mass transit station as a location factor used to direct development in the node policies. In the 2023 drafts, this factor was exclusive to corridor policies. This change strengthens the connection between node development and mass transit, and increases opportunity for development within nodes with mass transit stations.</p> <p>For more information see <a href="#">Appendix: In Depth Analysis of Themes 1 and 2.</a></p>                       |
| <p><b>Theme 2:</b></p> <p>Node and corridor classifications, locations and boundaries</p> | <p>Participants had varied views on the type, size and existence of nodes or corridors in their neighbourhoods. Some wanted boundaries expanded, while others wanted boundary reductions. Other participants suggested boundary adjustments based on neighbourhood contextual factors, with the community deciding boundary locations. Opinions also diverged on the presence and classification of specific nodes or corridors. Some proposed upgrades to certain classifications or the addition of new nodes/corridors. Conversely, others opposed nodes or corridors in their areas, advocating for a reevaluation of The City Plan's decisions.</p>                 | <p>The project is not introducing changes to The City Plan unless directed to by City Council. This means that we are not removing or adding new nodes/corridors, and we are not changing the node/corridor classifications as determined in The City Plan.</p> <p>We have reviewed all node/corridor boundaries for alignment with The City Plan's size specifications and confirmed that policy direction from the Transit-Oriented Development Guidelines has been carried over and the boundaries consider neighbourhood context. We have made six boundary adjustments based on the feedback we have received. For more information see <a href="#">Appendix: In Depth Analysis of Themes 1 and 2.</a></p> |

| THEME  | DESCRIPTION OF THEME   | WHAT WE DID  |
|--|--|--|
| <p><b>Theme 3:</b><br/>Small-scale neighbourhood character</p>                     | <p>Participants who disliked the node and corridor policy approach in the District Policy, and the concept more generally, primarily had concerns about how larger buildings may negatively impact existing small-scale development in their neighbourhoods and quality of life. Participants emphasized the importance of setting clear boundaries for nodes/corridors, reserving larger buildings exclusively for these areas to preserve a small-scale neighbourhood in the interior.</p>   | <p>The District Policy supports the preservation of small-scale housing in residential neighbourhoods by supporting small-scale housing in the interior of neighbourhoods, supporting moderate intensification where criteria is met, and directing the biggest buildings to specific areas within the node and corridor boundaries.</p> <p>The Zoning Bylaw is a more appropriate tool for regulating building-to-building transitions and mitigating site-specific impacts, such as privacy and sun shadow impacts. As a result, it was determined that no further changes were required to the District Policy or plans to further address small-scale housing preservation or building-to-building transition.</p>       |
| <p><b>Theme 4:</b><br/>Climate resiliency and energy transition considerations</p> | <p>Participants want to see work to support and represent climate resiliency and energy transition efforts within district plan policies and maps. They want stronger language (e.g. "require" instead of "encourage") and more detailed policies, especially for development on private land and for renewable energy because they worry about ecological loss from increased density. Some feel this direction should be completed now within the current District Planning project, while others want it to start immediately afterward.</p>  | <p>The City is currently developing a Climate Resilience Planning and Development Framework. This work will identify the steps needed to integrate climate considerations into all aspects of Edmonton's land use planning and development continuum, including the District Policy and each of the 15 district plans. This framework will include the creation of climate-resilient planning and development guidelines and standards, along with developing new planning tools, processes and resources to enable climate-resilient planning and development. A high-level timeline and scope of work will be shared with Urban Planning Committee in June 2024.</p>   |
| <p><b>Theme 5:</b><br/>Infrastructure capacity</p>                                 | <p>Participants are concerned about adding more density when there are existing infrastructure constraints, emphasizing the need for infrastructure improvements in specific areas. There are apprehensions about the costs associated with increased density while others want the City to cover necessary infrastructure upgrades instead of passing the costs to developers which is seen as a barrier to infill development. There is a shared perspective that the City should proactively plan and direct infrastructure investments, advocating for a strategic placement of density next to existing infrastructure.</p> | <p>The City will continue to recommend expansion of infrastructure capacity when required to enable future redevelopment. This includes sequencing development and aligning infrastructure upgrades to leverage existing infrastructure, particularly in priority growth areas as per The City Plan. This work will consider anticipated dwelling unit growth, market demand and infrastructure funding, use and benefit. Following the District Planning Public Hearing, the City expects to look more closely at existing and planned infrastructure at the district level, including renewal, to determine where investments may be needed to align with growth and to contribute to achieving our City Plan targets.</p> |

| THEME   | DESCRIPTION OF THEME   | WHAT WE DID  |
|---|--|--|
| <p><b>Theme 6:</b><br/>Resident involvement in land development</p> | <p>Participants had questions about the land development process, specifically the connection between district plans and the Zoning Bylaw. Participants shared their concerns about any changes to public notification and appeal processes when a rezoning or new building gets built in their neighbourhood. Participants expressed dissatisfaction with recent zoning changes. Participants also expressed their desire to have a say in development outcomes and be involved throughout the entire process.</p>  | <p>We have updated the <a href="#">project webpage</a> to better communicate the role district plans have in the land development process and other City infrastructure projects. This includes clarifying that the District Policy and plans will be used in much the same way that the existing geographic plans are used today. Zoning determines the development potential of a site today, whereas the District Policy and plans set the vision that will guide how Edmonton grows and develops over time. We have also clarified that district plans won't change any aspects of the rezoning process, such as public notification, participation or appeals.</p>  |
| <p><b>Theme 7:</b><br/>Mapping and document clarity</p>             | <p>Participants shared the importance of improving map clarity and readability, and improved usability and clarity between the District Policy and district plans. Participants express challenges in referencing multiple documents, including the zoning bylaw and City Plan, emphasizing the need for a more coherent and user-friendly approach. There is a shared sentiment that the current approach is confusing, with a call for a digital interface that integrates scalable mapping, zoning and policies for enhanced accessibility and ease of reference.</p> | <p>We hired an external consultant to evaluate and make recommendations on how we can improve the usability of the District Policy and district plans.</p> <p>As a result of this review and feedback from Council, Edmontonians and stakeholders, we have made several changes to the district plan maps to improve clarity and readability such as:</p> <ul style="list-style-type: none"> <li>+ Replotted the maps to optimize the space on the page</li> <li>+ Adjusted symbology of map layers to make the road/block structure more prominent</li> <li>+ Simplified each map by removing redundant map layers or removed maps that did not tie directly back to policy (e.g. Citywide Context map)</li> </ul> <p>We are also investigating merging the District Policy and district plan into one document, and developing a digital map with the node and corridor boundaries to be available on <a href="http://edmonton.ca">edmonton.ca</a>, prior to the public hearing.</p> |



| THEME  | DESCRIPTION OF THEME  | WHAT WE DID  |
|--|---|--|
| <p><b>Theme 8:</b><br/>Downtown Revitalization</p>         | <p>Participants expressed interest in having a strong and livable downtown. They expressed a desire for the redevelopment of empty plots, increased availability of affordable housing and public amenities, a variety of businesses, beautification initiatives and zoning regulations preserving Downtown's heritage buildings. Additionally, they highlighted the importance of enhancing transportation networks to attract more visitors. These suggestions stem from concerns about safety, the aftermath of Covid-19, and a collective aspiration for a robust, lively and economically viable downtown befitting a capital city.</p>  | <p>The City is dedicated to supporting a vibrant, inclusive and safe downtown. This idea aligns with <a href="#">The City Plan</a> to "preserve and strengthen the role of Centre City [downtown area] as Edmonton's principal employment and residential node, regional economic and mobility hub, urban and traditional meeting place and celebration space" (2.2.3.2).</p> <p>In collaboration with community stakeholders and partners, the City is focused on implementing actions outlined in the <a href="#">Downtown Vibrancy Strategy</a> to promote vibrancy, create economic opportunities, support equity-deserving communities and ensure the safety of all those living, working and visiting our downtown. Major City investments in the Downtown area include Warehouse Park, Valley Line - West and the 2021 Edmonton Economic Recovery Construction Grant, which helped incentivize the 1,130+ residential units currently under construction.</p>   |
| <p><b>Theme 9:</b><br/>Community of Communities Vision</p> | <p>Participants questioned the achievability of The City Plan and district plans, particularly the "Community of Communities" concept. Participants worry about commercial development and housing affordability in their neighbourhoods. Some feel the City is not seriously considering the daily needs of all residents when the Asset Map is not comprehensive and the plans do not set specific indicators for monitoring change. There's skepticism about shifting transportation modes, with a continued emphasis on driving for some households. Participants urge equitable solutions and the City to consider the impact on existing residents uneasy about rising taxes.</p> | <p>This version of the district plan consolidates current directions to create a foundation for future work. While district plans are a policy tool available to the City, they alone cannot address every aspect of The City Plan's vision. That's why The City Plan suggests using various tools, actions, and approaches (see page 146 in <a href="#">The City Plan</a>).</p> <p>We removed the District-Context: Assets and Development Considerations maps from district plans. The dynamic nature of map features on these two maps would make them obsolete without continuous updates, and they lacked a clear connection to policy. Further work is needed to define "assets" and obtain complete mapping data. The maps will be available on the project website at <a href="http://edmonton.ca/districtplanning">edmonton.ca/districtplanning</a>, as statutory land use plans are not suitable for housing this information.</p> <p>Specific indicators for measuring and monitoring growth are set by The City Plan and this work is already underway by <a href="#">Growth Monitoring</a> at the City.</p> |

| THEME  | DESCRIPTION OF THEME   | WHAT WE DID   |
|--|--|---|
| <p><b>Theme 10:</b><br/>Balance of development industry and community feedback</p> | <p>Participants called for the plans to truly reflect community feedback, prioritizing residents' voices over developers' interests. Participants expressed concerns that the City and City Council are not listening to residents, calling for increased transparency. Participants would like to see residents' voices placed at the forefront of the decision-making process.</p>   | <p>The City is responsible for balancing the needs and desires of all stakeholders. Throughout the project, we have reached out to and engaged with residents, property owners, community league representatives, industry members, non-profit organizations, school boards, Business Improvement Area (BIA) representatives, equity-seeking groups, Indigenous groups, students and more through a wide range of in-person and online public engagement opportunities. This feedback has contributed to every version of the plans from the 2021 prototypes to now. The draft district plans represent our best efforts to incorporate feedback from diverse stakeholders while following the direction in The City Plan.</p>  |
| <p><b>Theme 11:</b><br/>Engagement and communication efforts</p>                   | <p>Some participants felt that the project's engagement and communications efforts were insufficient and needed improvement. This group expresses dissatisfaction with the engagement approach taken throughout the project, emphasizing the need for increased awareness and broader outreach. One primary complaint was with the level of influence the public has, there is a desire for the project to allow the public to engage at a Create-level rather than Refine and Advise-level.</p> | <p>The City has spent the past three years engaging with Edmontonians, community groups, stakeholders and industry on the District Planning project both online and in-person. There have been workshops, surveys, open houses, pop-ups, prototype and usability testing and more. A full summary of public engagement activities dating back to 2021 is available on the <a href="#">project website</a>.</p> <p>Throughout the project we have communicated that district plans are not revisiting The City Plan. District plans draw from already approved policy documents like the City Plan, making it outside the project's scope to introduce entirely new policy directions not referenced in current City documents. Therefore, create-level engagement would be disingenuous given this project scope. Crafting new policy directions deserves a separate project, which would allow for further engagement.</p> |

| THEME  | DESCRIPTION OF THEME   | WHAT WE DID  |
|--|--|--|
| <p><b>Theme 12:</b></p> <p>Role of active transportation infrastructure and transit service in enhancing traffic flow, safety and connectivity</p> | <p>Participants stressed the pressing necessity for enhanced active transit infrastructure and public transportation to tackle safety concerns. They acknowledged the crucial role of better active transportation and transit systems in promoting a safer and more easily navigable urban setting. Additionally, there are concerns regarding the impact of density on traffic flow and parking availability, which are considered top priorities requiring immediate attention.</p> | <p>The <a href="#">Bike Plan and Implementation Guide</a> work is currently underway to expand the active transportation network to include protected bike lanes as well as other types of infrastructure, like shared pathways, wayfinding and bicycle parking.</p> <p>The <a href="#">Transit Safety Plan</a> is underway by Edmonton Transit Service to improve the sense of safety on transit today. Work to improve the transit connectivity is underway as the City is working on the strategic evaluation of route alignments and transit lane configurations for the city-wide <a href="#">Bus Rapid Transit (BRT) routes</a>. Subsequently, the City will present the final recommendations to the Urban Planning Committee on May 22, 2024.</p> <p>The <a href="#">Curbside Management Strategy</a> looks at how we can treat the city's curb space as a strategic public asset. Work is underway to develop curbside prioritization guidelines (to be completed in 2024), update the parking pricing framework and reevaluate the Residential Parking Program (both ongoing).</p> |
| <p><b>Theme 13:</b></p> <p>Diverse and affordable housing options in residential neighbourhoods</p>  | <p>This theme focuses on guiding urban development for affordable and diverse housing. It emphasizes adding policies for affordable housing minimums, family-oriented new builds and aging-in-place options. The theme recognizes evolving community needs and affordability challenges for existing homeowners due to rising property taxes.</p>  | <p>District plans work together with the new <a href="#">Zoning Bylaw</a> to advance the City's goals related to affordable housing. District plans have taken an approach of broad land use designations (e.g. urban mix) which enable a wide range of housing forms and densities that support affordable housing options. We have also added a policy that supports access to affordable housing and specifies the City's affordable housing rate of 16% in all neighbourhoods (see 4.2.3.4 in the District Policy).</p> <p>The City is also currently refreshing its <a href="#">Affordable Housing Strategy</a> which outlines the City's approach to improving affordable housing outcomes in Edmonton.</p>  |

| THEME  | DESCRIPTION OF THEME  | WHAT WE DID  |
|--|---|--|
| <p><b>Theme 14:</b><br/>Area-specific Policy exceptions, plan amendments and repeals</p> | <p>This theme revolves around the need for clarity on the rationale behind policy exceptions in Table 2 of the different district plans and transparency on how these exceptions were determined. Some participants expressed a desire to maintain specific policies from plans proposed for repeal, others opposed the proposed repeal of their plans, while others voiced support for proposed repeal/amendment of a plan.</p>                          | <p>We have reviewed all feedback carefully against our criteria for retiring or amending plans, and considered whether any direction is missing from Table 2: Area-Specific Policy Table of the district plans. This review did not result in any revisions to the list of plans proposed for retirement or amendment.</p> <p>We did adjust Table 2 of the the Scona District Plan in the following ways:</p> <ul style="list-style-type: none"> <li>+ Table 2 was reorganized to provide clarity on policies and reduce repetition.</li> <li>+ Additional detail was included from the Garneau ARP with regard to the Garneau Special Character Residential Area</li> <li>+ Edits were made to policies in the Whyte Avenue area to use stronger language more in line with the Strathcona Area Redevelopment Plan</li> </ul> <p>Policies drawn from the Calgary Trail Land Use Study were reworded to enhance clarity in Table 2 of the Ellerslie, Southwest, Scona, Whitemud and Mill Woods and Meadows District Plans.</p> |
| <p><b>Theme 15:</b><br/>Preserving and protecting heritage assets</p>                    | <p>Participants highlighted the critical importance of preserving heritage assets amidst urban development. Concerns about potential heritage loss due to added density highlight the need for careful planning, with specific calls to limit development near heritage homes. Overall, this theme articulates a comprehensive approach to heritage protection that involves policy implementation, homeowner support and context-sensitive planning.</p> | <p>Map 1: Heritage and Culture in the district plans has been updated to reflect the heritage resources we currently have in our inventory. The District Policy reflects current heritage policies. We will report to Council on future heritage preservation work ideas in 2024.</p> <p>The best tool to preserve heritage is by designating properties as <a href="#">Municipal Historic Resources</a>. At this time, the City will pursue heritage strategic projects to the extent that resources permit, or as directed by City Council.</p>  |

# Appendix:

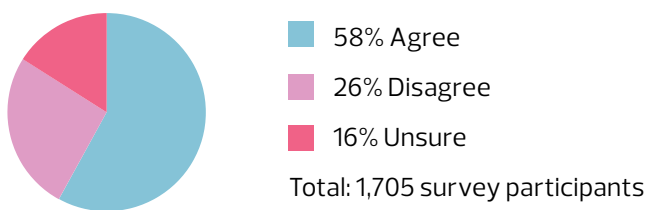
## In Depth Analysis of Theme 1 and 2

### Theme 1: Node and corridor policies on building size and placement

Most participants agreed with how the policies direct building size and placement within the nodes and corridors. However, some participants held diverse opinions on the node and corridor policies that direct building size and placement.

#### WHAT WE HEARD: TALL HIGH RISE BUILDING DEFINITION AND PLACEMENT

A majority of survey participants agreed with the new Tall High Rise building category, its definition of buildings 21 storeys or taller and considered 9-to-20 storeys as an appropriate definition for the High Rise category.



Participants who disagreed with the proposed category and its definition either felt that the:

- + Introduction of the Tall High Rise category was not necessary (leave High Rise defined as 9 storey buildings or taller).
- + High Rise should be defined as taller than 20 storeys (e.g. 9-to-25, or 9-to-30 storeys).
- + High Rise category should be defined as 9-to-15 storeys where Tall High Rise is defined as 16+ storeys.
- + Tall High Rise and High Rise definitions were too tall and felt high density should be limited to a maximum of 3-to-5 storeys.

We also heard that Tall High Rise buildings should be supported in the Centre City Node, Major Node, and Primary Corridors. There were mixed opinions on whether these buildings should be supported anywhere within the boundaries or if they should also be supported in District Nodes:

- + 50% of survey respondents felt that Tall High Rise buildings should be supported anywhere within the Centre City Node boundary, whereas the District Policy supports Tall High Rise buildings along major roads and near mass transit stations.
- + 56% of survey respondents believe that Tall High Rise buildings should be supported within District Nodes, whereas the District Policy does not support Tall High Rise buildings in District Nodes.

**The Appendix: Insight Community Survey Results** provides a summary of the closed-ended responses concerning nodes and corridors.

### **WHAT WE DID: TALL HIGH RISE BUILDING DEFINITION AND PLACEMENT**

Except for the addition of tying node development to mass transit stations, we have decided to leave the Tall High Rise policy unchanged in the District Policy for the Centre City, Major Nodes, District Nodes and Primary Corridors for the following reasons:

The Tall High Rise category will remain supported in the Centre City Node, the Major Nodes and Primary Corridors because The City Plan looks to intensify outside of the Centre City Node without undermining the Downtown area. The District Policy adds more conditions for where Tall High Rise is supported within Major Nodes and Primary Corridors than it does within the Centre City Node, reflecting the feedback we have received.

Supporting Tall High Rise anywhere within the Centre City Node or adding policy for Tall High Rise in District Nodes needs additional policy and engagement work to examine where this height/size of development is appropriate because the development contexts vary across Centre City Node and the different District Nodes.

### **WHAT WE HEARD: POLICY CONDITIONS FOR THE TALLEST BUILDINGS**

While participants told us that they want the policy to direct the tallest buildings near mass transit (bus or LRT) stations, we heard diverse perspectives on how much density should be allowed and where within the node and corridor boundaries.

Some participants expressed a desire to see the District Policy support taller buildings in more places than what is currently proposed, seeking bolder policies due to the increasing demand for housing and feeling that current policies are hindering development. They also did not want the node and corridor policies to limit density exclusively along major roads nor introduce too many location factors that might inhibit development from happening.

*"Rules relating to where in an area a building can be placed assumes a homogeneity that doesn't exist. Areas are different and building placement should be based on access to amenities and markets." – Survey Respondent*

Other participants would like the District Policy to focus larger buildings in fewer and more specific places within the nodes and corridors so that increased density happens incrementally up to The City Plan's proposed densities over time. They also want to see additional and more detailed location factors in the node and corridor policies that take into account the existing physical context of a neighbourhood such as the size of adjacent buildings or the presence of nearby solar panels. Some participants would like to see unique policies created for each node/corridor.

*“Please ensure that existing solar panel rooftop installations on residential homes do not get blocked by tall, skinny homes or multi-family buildings.” – Email Respondent*

We also heard from participants who would prefer the District Policy limit any buildings taller than 4 storeys to a minimum, some said they would like to see taller buildings reside exclusively in the Centre City Node (Downtown area).

*“Because anything above a 4 storey building should not be allowed outside of a city center or ‘downtown’ setting.”  
– Survey Respondent*

#### **WHAT WE DID: POLICY CONDITIONS FOR THE TALLEST BUILDINGS**

We have not introduced additional or more specific location factors in the District Policy because each area of the city has its own unique characteristics, so the District Policy needs to be broad enough to not limit development in areas that may be suitable for a specific type of development. There are other site-specific considerations evaluated at the rezoning stage, with the District Policy being just one of many things taken into consideration during a rezoning. Additionally, the appropriate building size within nodes and corridors is not determined by the buildings that are already there, but by the long-term intentions for growth described in The City Plan.



## Theme 2: Node and corridor types, locations and boundaries

Participants had varied views on the decisions set in The City Plan such as the classifications of nodes/corridors like whether it was a Primary or Secondary Corridor, their location across the city and what size The City Plan specifies for each type of node and corridor. Participants also had different perspectives on the node and corridor boundaries outlined in their district plan. Feedback on this theme was the most varied, but participants generally fell into three main groups:

### Group 1

Participants who wanted to see an increase in size, classification upgrade or addition of new nodes/corridors.

*“107 Avenue should be a Primary Corridor not Secondary Corridor by comparison.”*  
– Email Respondent

### Group 2

Participants who wanted to see the community decide on the boundaries and adjustments be made based on context.

*“At the level City Plan was done – these high-level policies set the direction, I get we do not want to rehash these high-level visions again, but we need better engagement to get input on the concept of nodes/corridor – we are not going to argue that nodes/corridors should not exist, but we know our communities and where to draw the lines”*  
– Chat with a Planner

### Group 3

Participants who wanted to see a reduction in size, classification downgrade or removal of nodes/corridors.

*“I disagree with 124 Street, north of 111 Avenue, being classified as a Primary Corridor, it is Secondary at best.”*  
– Engaged Edmonton Respondent

Participants who advocated that we should reconsider the decisions made in The City Plan told us that not enough people know about the node and corridor concept, where they are located and what density is proposed for them. This group was also frustrated that we are not proposing changes to The

## WHAT WE DID

We have made six boundary adjustments based on the feedback we have received:

- + The **156 Street Secondary Corridor** in Meadowlark Park (Jasper Place District), the **Fort Road Secondary Corridor** in Belvedere (Northeast District) and the **Whyte Avenue/75 Street Secondary Corridor** in King Edward Park (Southeast District) have been expanded near the mass transit station to carry forward policy direction from the Transit-Oriented Development Guidelines.
- + The **Stony Plain Road Primary Corridor** in Glenora (Central District) was reduced to better align with The City Plan's proposed size and local block pattern in the neighbourhood.
- + The **Garneau Major Node** in Garneau (Scona District) was reduced to align with the **Whyte Avenue Primary Corridor** boundary and improve development transitions with its surrounding contexts.
- + The **109 Street Secondary Corridor** has now been extended up to 80 Avenue as a result of the Garneau Major Node adjustment, so that the Secondary Corridor connects to the Major Node.

No other boundary expansions have been made based on public feedback. We have also updated our website to provide more information on how the node and corridor boundaries were determined and engaged throughout the lifespan of the project.

# Appendix: Insight Community Survey Results

In the Insight Community Survey, we asked specific questions about the node and corridor policy changes and included an option for participants to submit ideas for future work priorities. The survey responses were analyzed by an independent consultant who also did a GBA+ analysis to examine how equity-seeking groups answered the node and corridor policy questions. The GBA+ analysis found that people from equity-seeking groups answered the survey similarly to others; there weren't any notable differences.

The feedback provided in the survey was consistent with the feedback from the other public engagement activities. The findings from the survey questions are below:

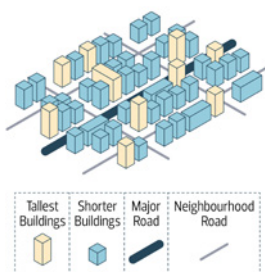
### Q: Level of familiarity on the following topics:

|                                    |  |     |
|------------------------------------|--|-----|
| Edmonton's current planning system | Very familiar/Familiar                 | 17% |
|                                    | Some familiarity                       | 44% |
|                                    | Not very familiar/ Not familiar at all | 39% |
| The City Plan                      | Very familiar/Familiar                 | 17% |
|                                    | Some familiarity                       | 39% |
|                                    | Not very familiar/ Not familiar at all | 44% |
| District Planning                  | Very familiar/Familiar                 | 15% |
|                                    | Some familiarity                       | 35% |
|                                    | Not very familiar/ Not familiar at all | 50% |

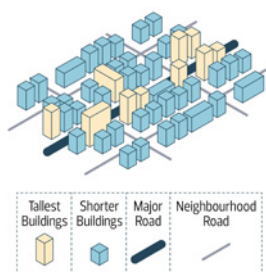
**Total: 1,705 participants**

### Q: Level of agreement on: where should the tallest buildings be supported in the nodes/corridors?

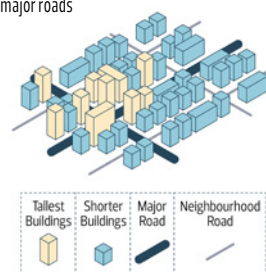
Anywhere within the boundary



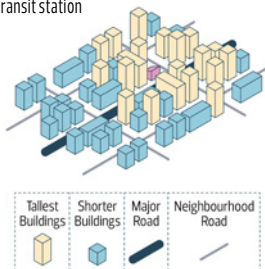
When they are located along a major road



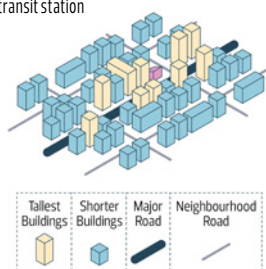
When they are located near an intersection of two major roads



When they are located near a mass transit station



When they are located along a major road and near a mass transit station



**Nodes:**

|  |                            |     |
|--|----------------------------|-----|
| When they are located along a major road and when they fit with the existing buildings | Strongly agree             | 48% |
|  | Somewhat agree             | 25% |
|  | Neither/ Neutral           | 8%  |
|  | Somewhat disagree          | 9%  |
|  | Strongly disagree          | 6%  |
|  | Unsure                     | 4%  |
|  | Do not understand question | 1%  |
| When they fit with the existing buildings around it                                    | Strongly agree             | 30% |
|  | Somewhat agree             | 38% |
|  | Neither/ Neutral           | 10% |
|  | Somewhat disagree          | 11% |
|  | Strongly disagree          | 7%  |
|  | Unsure                     | 2%  |
|  | Do not understand question | 1%  |
| When they are located along a major road   | Strongly agree             | 27% |
|  | Somewhat agree             | 39% |
|  | Neither/ Neutral           | 10% |
|  | Somewhat disagree          | 14% |
|  | Strongly disagree          | 8%  |
|  | Unsure                     | 1%  |
|  | Do not understand question | 1%  |
| Anywhere within the boundary   | Strongly agree             | 10% |
|  | Somewhat agree             | 18% |
|  | Neither/ Neutral           | 9%  |
|  | Somewhat disagree          | 27% |
|  | Strongly disagree          | 33% |
|  | Unsure                     | 1%  |
|  | Do not understand question | 1%  |

**Total: 1,705 participants****Corridors:**

|  |                            |     |
|--|----------------------------|-----|
| When they are located along a major road and near a mass transit station | Strongly agree             | 46% |
|  | Somewhat agree             | 28% |
|  | Neither/ Neutral           | 10% |
|  | Somewhat disagree          | 7%  |
|  | Strongly disagree          | 6%  |
|  | Unsure                     | 2%  |
|  | Do not understand question | 1%  |
| When they are located near a mass transit station                        | Strongly agree             | 39% |
|  | Somewhat agree             | 34% |
|  | Neither/ Neutral           | 10% |
|  | Somewhat disagree          | 8%  |
|  | Strongly disagree          | 7%  |
|  | Unsure                     | 2%  |
|  | Do not understand question | 1%  |
| When they are located along a major road                                 | Strongly agree             | 24% |
|  | Somewhat agree             | 43% |
|  | Neither/ Neutral           | 11% |
|  | Somewhat disagree          | 12% |
|  | Strongly disagree          | 9%  |
|  | Unsure                     | 1%  |
|  | Do not understand question | 1%  |
| Anywhere within the boundary   | Strongly agree             | 10% |
|  | Somewhat agree             | 18% |
|  | Neither/ Neutral           | 9%  |
|  | Somewhat disagree          | 27% |
|  | Strongly disagree          | 34% |
|  | Unsure                     | 1%  |
|  | Do not understand question | 1%  |
| When they are located near an intersection of two major roads            | Strongly agree             | 27% |
|  | Somewhat agree             | 37% |
|  | Neither/ Neutral           | 13% |
|  | Somewhat disagree          | 12% |
|  | Strongly disagree          | 8%  |
|  | Unsure                     | 2%  |
|  | Do not understand question | 1%  |

**Total: 1,705 participants**

**Q: Level of agreement on: 20 storeys is an appropriate maximum height for High Rise buildings (9–20 storeys):**

|                            |     |
|----------------------------|-----|
| Strongly agree             | 26% |
| Somewhat agree             | 32% |
| Neither/ Neutral           | 13% |
| Somewhat disagree          | 15% |
| Strongly disagree          | 11% |
| Unsure                     | 3%  |
| Do not understand question | <1% |

**Total: 1,705 participants**

**Q: If 20 storeys is not an appropriate maximum height, what should be the height range of the High Rise building category?**

|   |     |
|---|-----|
| 9 to 15 storeys   | 57% |
| 9 to 25 storeys   | 5%  |
| 9 to 30 storeys   | 12% |
| Remove the Tall High Rise category and leave the High Rise category as 9+ storeys | 26% |

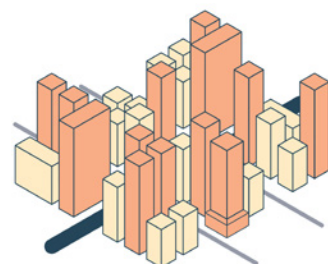
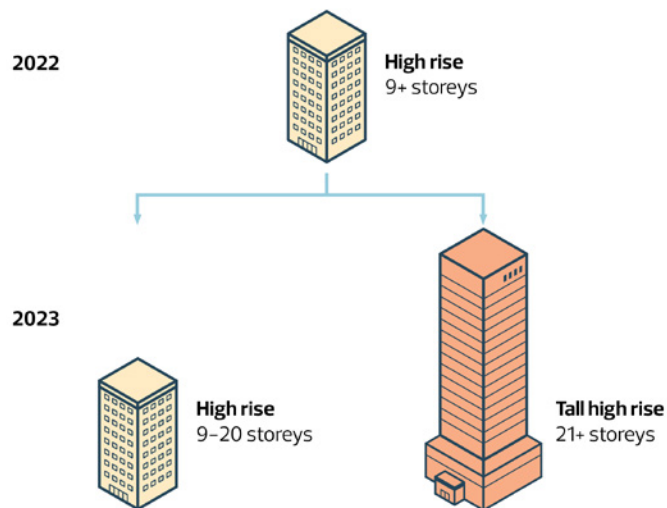
**Total: 428 participants (those who said 20 storeys is not an appropriate maximum)**

**Q: Level of agreement on: there should be more conditions on where Tall High Rise buildings should go (add table:- data is here, add Image)**

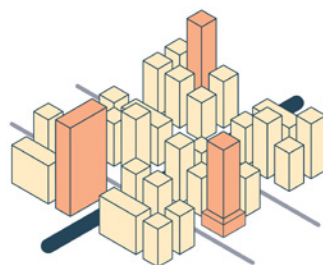
|                            |     |
|----------------------------|-----|
| Strongly agree             | 50% |
| Somewhat agree             | 22% |
| Neither/ Neutral           | 5%  |
| Somewhat disagree          | 6%  |
| Strongly disagree          | 5%  |
| Unsure                     | 2%  |
| Do not understand question | 1%  |

**Total: 1,705 participants**

Those who disagreed with this question expressed a desire for there to be more density, felt there are too many restrictions now that are inhibiting development, questioned why we would limit High Rise buildings, or felt that any height above 10+ storeys has the same impact.



Tall High Rise buildings and High Rise buildings are **treated the same**



Tall High Rise buildings have **more conditions** than High Rise buildings

**Q: For each node and corridor type, tell us what should be taken into account when deciding where Tall High Rise buildings are appropriate:**

|                  | Anywhere | When they fit with existing buildings | When near a mass transit station | When located along a major road | When near a major intersection | Should not be allowed | Prefer not to say |
|------------------|----------|---------------------------------------|----------------------------------|---------------------------------|--------------------------------|-----------------------|-------------------|
| City Centre Node | 50%      | 35%                                   | 22%                              | 14%                             | 12%                            | 2%                    | 1%                |
| Major Node       | 14%      | 46%                                   | 38%                              | 26%                             | 21%                            | 10%                   | 2%                |
| Primary Corridor | 9%       | 35%                                   | 32%                              | 18%                             | 19%                            | 26%                   | 3%                |
| District Node    | 7%       | 28%                                   | 26%                              | 13%                             | 13%                            | 42%                   | 2%                |

**Total: 1,705 participants**

Survey respondent's primary reason for their selection was to:

- + Keep Tall High Rise buildings downtown/Centre City Node (12%)
- + Consider sun shadow/wind impacts (10%).
- + Promote transit-oriented development (8%).
- + Maintain small-scale residential neighbourhoods (7%).
- + Have new buildings fit in with their surroundings (7%).
- + Promote more density and have fewer restrictions (6%).

**Q: Which of the following possible work areas is most and least important to be initiated after district plan adoption?**

| Work Areas Identified From 2022 Engagement Feedback  | % who answered as most important* | % who answered as least important* |
|--|-----------------------------------|------------------------------------|
| <b>Incorporation of Climate Resilience and Energy Transition Efforts</b><br>Work to support and represent climate resilience and energy transition efforts within district plan policies and maps. | 30%                               | 18%                                |
| <b>Watershed Level Drainage Analysis</b><br>Conduct additional technical analyses of how more buildings and hard surfaces may impact local watersheds.   | 26%                               | 5%                                 |
| <b>User-Friendly District Plan Digital Platform</b><br>An online mapping tool which allows users to zoom into a specific parcel and select and view different map features or policies.            | 20%                               | 27%                                |
| <b>Enhanced District Identity</b><br>Work with communities to understand how district policy and plans could further support or create a district's individual identity.                           | 17%                               | 24%                                |
| <b>Improved Representation of Heritage &amp; Cultural Diversity</b><br>Explore ways district plans can further reflect the heritage and cultural places important to Edmontonians.                 | 7%                                | 26%                                |

\* Of 1,587 survey respondents (those who opted-in to submit their ideas for future work priorities)

**Q: Level of agreement on: District plans and the District Policy provide enough information to inform local land use decisions:**

|                            |     |
|----------------------------|-----|
| Strongly agree             | 8%  |
| Somewhat agree             | 30% |
| Neither/ Neutral           | 16% |
| Somewhat disagree          | 15% |
| Strongly disagree          | 14% |
| Unsure                     | 16% |
| Do not understand question | 1%  |

**Total: 1,705 participants**

Survey respondents were primarily interested in work that would allow community members to have a direct say in development outcomes, or see the City work on addressing impacts to residential/established communities, traffic and infrastructure improvements, climate change initiatives, public transit or housing affordability.

**Q: What areas of the city require additional planning?**

|                        |     |
|------------------------|-----|
| Central                | 21% |
| 118 Avenue             | 17% |
| Scona                  | 10% |
| Jasper Place           | 10% |
| Northeast              | 7%  |
| Ellerslie              | 6%  |
| Mill Woods and Meadows | 6%  |
| Rabbit Hill            | 6%  |
| Northwest              | 6%  |
| Southwest              | 6%  |
| West Edmonton          | 5%  |
| Horse Hill             | 5%  |
| Southeast              | 5%  |
| West Henday            | 4%  |
| Whitemud               | 3%  |
| None of these          | 20% |
| All of these           | 4%  |
| Unsure                 | 3%  |

**Total: 1,272 participants those who say additional planning is required**



# Appendix:

## How Decisions Were Made

The District Planning project is drawing from existing, Council-approved policies and City Council public hearing decisions to draft the District Policy and plans. Below is a summary of how decisions were made on the project:

**District plan map layers:** District plan mapping data is sourced from existing data sources such as data from Open Data, maps.edmonton.ca, EPCOR, the province, The City Plan's technical analyses and maps and other City projects (such as Bike Plan, Mass Transit: Network Implementation for 1.25 Million People and Growth Management Framework). Requests for additional map layers such as mapping new heritage or cultural features that have not been formally identified through past City projects have not been added to the maps unless they have been formally identified in a Council-approved planning document.

**Node and Corridor boundaries:** The City Plan describes the different types of nodes and corridors in Edmonton, how big they are and shows where they are in the city (see pages 97 to 104 in [The City Plan](#)). The project started with the Node and Corridor boundaries that were drafted to inform City Plan's technical studies. While drafting the three district plan prototypes in 2021, the project team made adjustments to these modeled boundaries. The feedback received during Phase 1 was used to adjust the prototype boundaries and the approach taken to draft the node and corridor boundaries in the remaining 15 district plans. Public engagement feedback in Phase 2 and Phase 3 engagement was used to adjust the node and corridor boundaries.

**Plans to be retired or amended:** The project team has reviewed every geographic plan and has recommended which plans can be retired, changed or kept based on:

- + Alignment with The City Plan.
- + Whether parkland has been subdivided and registered in the City's inventory.
- + Whether zoning was in place as intended by the geographic plan.
- + Whether the proposed retirement of a geographic plan would result in complex or a significant number of policies needing to be added to a district plan.

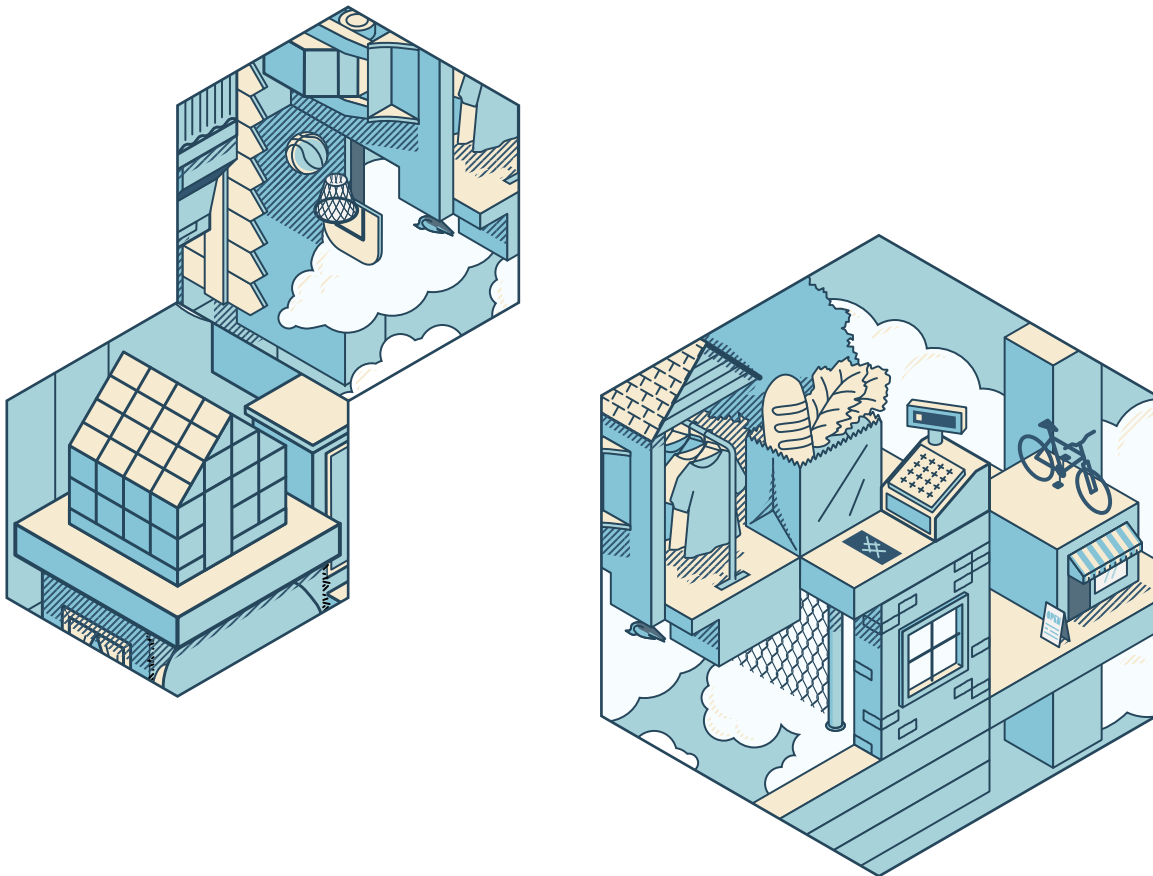
**District Policy and plan policies:** The policies were drafted through a review of recent City Council rezoning decisions, and a policy review of the City's existing geographic plans and policies (such as The City Plan, Transit-Oriented Development Guidelines, Residential Infill Guidelines and other plans in effect). The following types of adjustments were made to ensure policies:

1. Align with the direction in The City Plan.
2. Align with the original language and intent of existing planning documents.
3. Align with recent rezoning recommendations and decisions at public hearings.

Area-specific policies in each district plan were drawn from existing planning documents proposed to be retired. Recommendations to carry over policy direction from retired plans into the district plan were based on whether the policy provides guidance that:

- + Aligns with The City Plan and has not yet been actioned.
- + Will be achieved past the 1.25 million population horizon.

All policies were adjusted using feedback received during public engagement and through a technical review from city staff. Any new policy ideas that did not originate from an existing policy document did not inform the policy direction of the district plans or District Policy.



# Appendix:

## Overview of Engagement Tactics

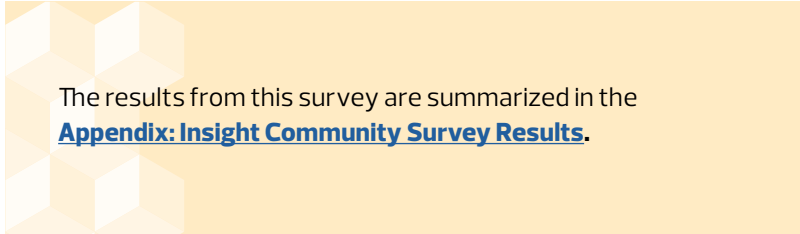
This appendix summarizes each engagement tactic that took place between October 23 to December 3, 2023. Please see [Appendix: Engagement Activities](#) for a list of the specific dates, times and participant groups for each engagement activity.

### Insight Community Survey

An online survey was developed to collect input on the node and corridor policy changes and included an option for participants to submit ideas for future work priorities. The survey was available between October 23 to December 3, 2023 and promoted through the City's Edmonton Insight Community (EIC), and an open link was shared on the project's Engaged Edmonton webpage, emails and monthly newsletters.

The first communication about the survey was part of the October EIC monthly mixed-topic survey in which 18,000+ EIC members were invited to opt-in to participate in the District Planning survey. 3,410 EIC members expressed interest in taking the survey and 1,559 EIC members submitted feedback. 146 completed the survey through an anonymous open link.

A total of **1,705** respondents completed the survey, including both EIC members and individuals who received the survey independently, and **1,587** respondents chose to opt-in and submit their ideas for future work priorities. The feedback provided in the survey was consistent with the feedback from the other public engagement activities.

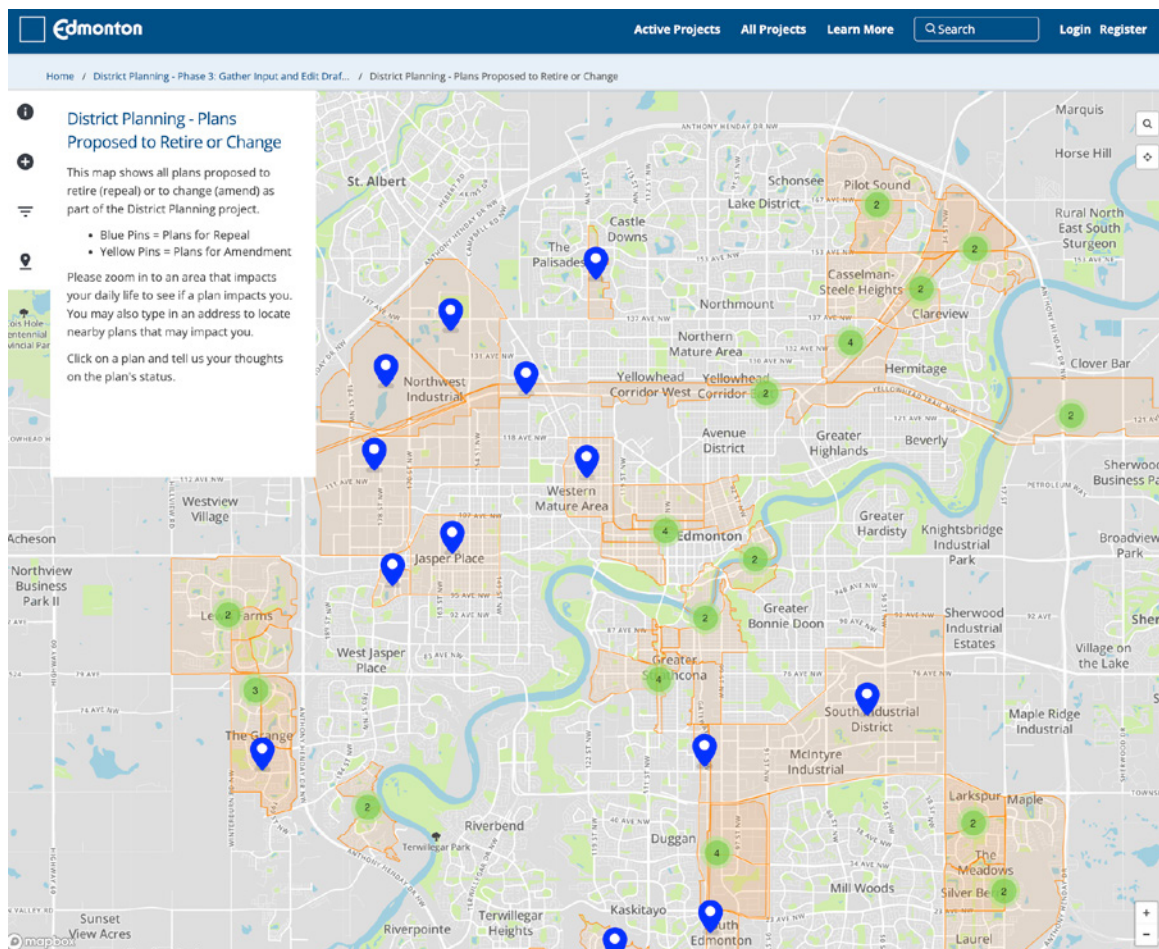
| Currently live     |     | Member of the following  |     |
|--------------------|-----|--|-----|
| In Edmonton        | 86% | Persons with disabilities  | 9%  |
| Not stated         | 14% | Born outside of Canada   | 6%  |
| <b>Gender</b>      |     | 2SLGBTQIA+   | 6%  |
| Man                | 42% | Racialized/visual minority   | 5%  |
| Woman              | 41% | Child/Grandchild at home   | 3%  |
| Another gender     | 2%  | Indigenous   | 1%  |
| Not stated         | 15% | New to Canada  | <1% |
| <b>Age</b>         |     | None of these  | 48% |
| Under 35 years old | 9%  | Not stated   | 26% |
| 35 – 54 years      | 23% | Total: 1,705 participants  |     |
| 55 years or older  | 43% |  <p>The results from this survey are summarized in the <a href="#">Appendix: Insight Community Survey Results</a>.</p> |     |
| Not stated         | 24% |  |     |

## Engaged Edmonton

The District Planning Engaged Edmonton webpage served as a hub to collect feedback from residents and other stakeholders during Phase 3 engagement. The page was open for input from October 23 to December 3, 2023. Engaged Edmonton also served as an education hub, offering a variety of resources and information about the project's previous engagements to help residents and stakeholders engage more meaningfully.

During Phase 3 engagement, the District Planning Engaged Edmonton webpage received **30,000** visits.

## MAP TOOL



Edmontonians could use the Map Tool to find whether their local geographic plan was proposed for retirement or amendment by zooming in or typing in their address into the map. When clicking on a plan, participants were provided a link to a survey on the plan.

## **SURVEYS**

Edmontonians were invited to take two short surveys, one on the geographic plans proposed for retirement or amendment, and another on the District Policy and 15 district plans. Participants were asked to review a PDF document prior to taking each survey. Each document provided additional information and context to inform their understanding and feedback. We asked participants which plan they would like to submit feedback on and participants were invited to take the survey for each plan they wished to submit feedback on.

**Plans Proposed for Retirement or Amendment Survey:** We asked participants whether they supported or opposed the proposed plan recommendation (retire/amend) and their reason for support/opposition.

**District Plan Specific Survey:** We asked participants their level of satisfaction with the changes made since 2022 and whether they had specific feedback on the changes.

We also included an open-ended question at the end of each survey to collect any other feedback about the plan. All feedback from the open-ended questions in both surveys were analyzed altogether with the feedback from other engagement activities. In total, 47 participants took part in the surveys.

## **QUESTIONS AND ANSWERS**

The Engaged Edmonton project webpage also provided a platform for the public to ask us specific questions. All answers were published on Engaged Edmonton. A total of 7 Questions were received and answered.

## **Public Engagement Sessions**

We hosted virtual and in-person public engagement sessions for Edmontonians to learn more, ask their questions and share their feedback on the project's three components. Sessions were open to Edmontonians, industry stakeholders, local business owners and operators, community league representatives, non-profit groups, agencies and other groups.

These sessions invited participants to join smaller discussion groups where they had the opportunity to set the discussion topics and share their feedback directly with us. We took notes of all conversations and also invited participants to write/type their feedback at each session.





**VIRTUAL**

We hosted four 90-minute, virtual public engagement sessions. Each session divided participants into virtual breakout groups where participants could engage in a facilitated discussion amongst their group. We took copies of the Google Meet chat for all sessions.

Each session permitted 50 participants in attendance however the number of participants was increased for the November 7 and 16, 2023 sessions based on the ratio of signups to numbers actually in attendance in the October 25 and 26, 2023 sessions. In total, **105** participants attended the four virtual sessions.

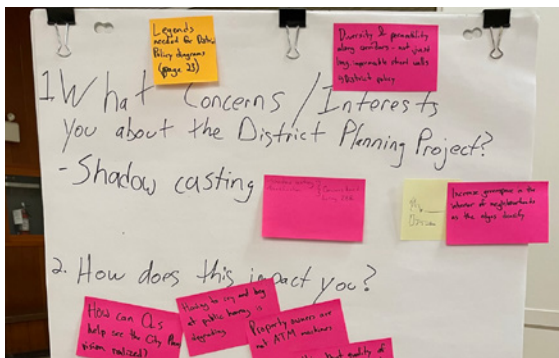


**IN-PERSON**

We hosted five 3-hour, in-person public engagement sessions where Edmontonians were invited to drop-in any time during the 3-hour window. Participants were asked to sign in and then invited to review the project information boards and printed resources and join discussion tables to share feedback. Participants were encouraged to write their feedback on sticky notes related to:

1. What interests/concerns you about District Planning?
2. How does this impact you?
3. What should we know or consider?

In total, **102** participants attended the five in-person sessions.



## Geographic Plan Engagement Sessions

We emailed stakeholders affected by the changes made to the list of geographic plans proposed to be kept, changed or retired to invite them to a virtual 90-minute engagement session specific to their plan. We encouraged all stakeholders to share the invite with members of their community who might be interested in attending a session. The option for a one-on-one meeting was also offered in case the dates did not work for a particular stakeholder.

**Appendix: Geographic Plan Engagement Session Stakeholders** summarizes all stakeholders invited to participate in a session.

We hosted **2** Geographic Plan Engagement Sessions with 7 total participants and held one one-on-one meeting. The sessions covered the project's process for reviewing and recommending plans for retirement or amendment, explaining the changes since 2022, and how district plans incorporated original plan policies. Participants were encouraged to ask questions and provide feedback following the presentation.

## Meetings and Presentations

Throughout January to November 2023, regular online and in-person meetings were held between the District Planning team and specific stakeholder groups to share project information and engagement opportunities. We also offered our specialized stakeholder groups the option to have us meet with them in October or November 2023 to deliver a presentation and seek feedback on the project.

## CHAT WITH A PLANNER

Conversations with a District Planning Planner, named 'Chat with a Planner', were offered in-person, online or by phone from October 23 to November 30, 2023. These conversations provided residents and other stakeholders with one-on-one opportunities to ask us questions and share feedback directly with a project team member. A total of **16** meetings were held out of the 60 available sessions offered.

## GBA+ OUTREACH

In January and February 2023, we emailed and phoned **23 GBA+ organizations**, encompassing both those we engaged with during Phase 2 engagement and those we did not engage with in 2022. We delivered presentations to four organizations, at their request:

- + EndPovertyEdmonton
- + Youth Council
- + Bent Arrow Traditional Healing Society and C5 North East Hub
- + Women's Advisory Voice of Edmonton Committee

In October 2023, we reached out to **54 organizations**, including those we emailed in early 2023 and an additional 31 organizations to express continued interest in meeting with them and sharing information to their members during Phase 3 engagement. Four organizations replied requesting further information:

- + University of Alberta Black Students' Association
- + Edmonton Mennonite Centre for Newcomers
- + Shaama Centre
- + SouthWest Edmonton Seniors Association

### REGIONAL STAKEHOLDER OUTREACH

We reached out to Edmonton Metropolitan Region [member municipalities](#) throughout 2023 to share information about upcoming engagement opportunities and the draft district plans. We also hosted a virtual information session for member municipalities in November 2023. Planning and intergovernmental staff from eight municipalities participated in the session.

We also continued conversations with the planning and development staff with Enoch Cree Nation, providing a presentation and answering questions about the project, and in particular, the West Henday District Plan. A presentation was given to the Chief and Council in December 2023. The team will continue to connect and collaborate with Enoch Cree Nation and other Indigenous communities in support of the Indigenous Framework, which may have future inputs into district plans and other planning policy initiatives.

### Direct Contact with the District Planning Project

In addition to the engagement sessions and meetings, other opportunities were offered which allowed Edmontonians to engage directly with us.

#### EMAIL

Edmontonians were invited to contact us and provide their feedback by email at [districtplanning@edmonton.ca](mailto:districtplanning@edmonton.ca). The email address was shared on the project website, Engaged Edmonton page, marketing package, newsletters, educational documents, presentations, engagement sessions and via 311. A total of **84** emails were received during Phase 3 engagement.

### EXTERNAL EVENTS

In addition to hosting engagement sessions, upon request, we attended a total of **9** events or meetings hosted by community groups such as the Edmonton Federation of Community League (EFCL) District meetings, Community League meetings and a University of Alberta's Geography and Planning Students' Society event as guests to share information, answer questions and collect feedback on the project.



# Appendix:

## Engagement Activities

All listed activities happened between October 23 to December 3, 2023 during the project's formal Phase 3 engagement.

### Public Engagement Sessions

| LOCATION                                      | DATE              | TIME                  | # OF RSVPS | # OF ATTENDEES |
|---|-------------------|-----------------------|------------|----------------|
| Virtual via Google Meet                       | October 25, 2023  | 6:30 to 8:00 p.m.     | 50         | 26             |
| Virtual via Google Meet                       | October 26, 2023  | noon to 12:55 p.m.    | 45         | 21             |
| Virtual via Google Meet                       | November 7, 2023  | 8:30 to 10:00 p.m.    | 50         | 30             |
| Virtual via Google Meet                       | November 16, 2023 | 7:00 to 8:30 p.m.     | 58         | 28             |
| In-Person at the Bellevue Community Hall      | November 27, 2023 | 5:00 to 8:00 p.m.     | 37         | 29             |
| In-Person at West Jasper Place Community Hall | November 28, 2023 | 5:00 to 8:00 p.m.     | 13         | 20             |
| In-Person at Inglewood School                 | November 29, 2023 | 6:00 to 8:30 p.m.     | 18         | 8              |
| In-Person at Queen Alexandra Community Hall   | November 30, 2023 | 5:00 to 8:00 p.m.     | 29         | 25             |
| In-Person at City Hall                        | December 2, 2023  | 11:00 am to 2:00 p.m. | 24         | 20             |

### Geographic Plan Engagement Sessions

| LOCATION                | PLAN   | DATE             | TIME              | # OF RSVPS | # OF ATTENDEES |
|-------------------------|--|------------------|-------------------|------------|----------------|
| Virtual via Google Meet | McKernan / Belgravia Area Redevelopment Plan | November 1, 2023 | 6:30 to 8:00 p.m. | 11         | 5              |
| Virtual via Google Meet | Jasper Place Area Redevelopment Plan         | November 8, 2023 | 6:30 to 8:00 p.m. | 7          | 2              |

## Chat with a Planner

| LOCATION                    | DATE              | TIME                     | STAKEHOLDER GROUP               |
|-----------------------------|-------------------|--------------------------|---------------------------------|
| Virtual via Google Meet     | October 31, 2023  | 11:00 to 11:30 a.m.      | Community League Representative |
| Virtual via Google Meet     | October 31, 2023  | 12:30 to 1:00 p.m.       | Property Owner                  |
| Virtual via Google Meet     | November 4, 2023  | 9:00 to 9:30 a.m.        | Property Owner                  |
| Phone Call                  | November 9, 2023  | 11:00 to 11:30 a.m.      | Property Owner                  |
| Virtual via Google Meet     | November 9, 2023  | 11:45 a.m. to 12:15 p.m. | Property Owner                  |
| In-Person at Edmonton Tower | November 15, 2023 | Noon to 12:30 p.m.       | Property Owner                  |
| Virtual via Google Meet     | November 16, 2023 | 11:45 a.m. to 12:15 p.m. | 2 Non-Profit Representatives    |
| In-Person at Edmonton Tower | November 18, 2023 | 9:45 to 10:15 a.m.       | Property Owner                  |
| Virtual via Google Meet     | November 18, 2023 | 10:30 to 11:00 a.m.      | Prefer Not To Say               |
| Virtual via Google Meet     | November 20, 2023 | 11:00 to 11:30 p.m.      | Public Agency Representative    |
| Phone Call                  | November 20, 2023 | 12:30 to 1:00 p.m.       | Property Owner                  |
| Virtual via Google Meet     | November 20, 2023 | 11:45 am to 12:15 p.m.   | Prefer Not To Say               |
| Virtual via Google Meet     | November 25, 2023 | 9:00 to 9:30 a.m.        | Property Owner                  |
| Virtual via Google Meet     | November 25, 2023 | 10:30 to 11:00 a.m.      | 3 Non-Profit Representatives    |
| In-Person at Edmonton Tower | November 27, 2023 | 6:30 to 7:00 p.m.        | Property Owner                  |
| In-Person at Edmonton Tower | November 27, 2023 | 8:00 to 8:30 p.m.        | Property Owner                  |

## Other Meetings or Presentations

| TYPE   | DATE                                     | STAKEHOLDER GROUP  |
|--|--|--|
| Meetings                                     | October 23, 2023                         | Enoch Cree Nation  |
|  | October 23, 2023                         | Canadian Home Builders Association   |
|  | October 25, 2023                         | Urban Development Institute  |
|  | October 25, 2023                         | Infill Development in Edmonton Association   |
|  | November 15, 2023                        | North Edge Business Improvement to discuss the Central McDougall / Queen Mary Park Area Redevelopment Plan amendment |
|  | November 17, 2023                        | University of Alberta Black Students' Association  |
|  | November 22, 2023                        | Urban Development Institute  |
|  | November 23, 2023                        | Private Land Owner   |
|  | November 27, 2023                        | Canadian Home Builders Association   |
|  | November 30, 2023                        | Urban Development Institute  |
| Presentation + Q&A                           | November 8, 2023                         | Regional Municipalities  |
|  | November 21, 2023                        | Infill Development in Edmonton Association   |
| External Events Attended by the Project Team | November 2, 2023<br>(7:00 to 8:00 p.m.)  | Sherbrooke Community League  |
|  | November 2, 2023<br>(8:00 to 9:00 p.m.)  | EFCL District E  |
|  | November 14, 2023<br>(7:00 to 8:00 p.m.) | EFCL District H  |
|  | November 15, 2023<br>(6:30 to 8:30 p.m.) | Scona District Community Council   |
|  | November 16, 2023<br>(7:00 to 8:00 p.m.) | EFCL District J  |
|  | November 20, 2023<br>(7:00 to 8:00 p.m.) | Laurier Community League   |
|  | November 20, 2023<br>(6:30 to 7:30 p.m.) | Glenora Community and League   |
|  | November 23, 2023<br>(5:30 to 7:30 p.m.) | UAlberta Geography And Planning Students' Society  |
|  | November 23, 2023<br>(6:30 to 7:30 p.m.) | Ritchie Community and League   |

# Appendix: Geographic Plan Engagement Session Stakeholders

The following stakeholders were invited to a Geographic Plan Engagement Session between October 23 to December 3, 2024:

| <b>GEOGRAPHIC PLAN</b>                                    | <b>STAKEHOLDERS</b>  |
|---|--|
| 104 Avenue Corridor Area Redevelopment Plan               | Oliver Community League<br>Queen Mary Park Community League<br>Westmount Community League<br>North Edge Business Association   |
| Central McDougall/Queen Mary Park Area Redevelopment Plan | Central McDougall Community League<br>Queen Mary Park Community League<br>Chinatown and Area Business Association<br>Kingsway District Association<br>North Edge Business Association    |
| Clareview Town Centre Neighbourhood Area Structure Plan   | Hairsine Community League<br>Steele Heights Community League   |
| Edmonton North Area Structure Plan                        | Evansdale Community League<br>Kilkenny Community League<br>Lago Lindo Community League   |
| Ellerslie Area Structure Plan                             | Ellerslie Community League<br>Horizon Community League   |
| Ellerslie Neighbourhood Structure Plan                    | Ellerslie Community League   |
| McKernan/Belgravia Station Area Redevelopment Plan        | Belgravia Community League<br>McKernan Community League  |
| Jasper Place Area Redevelopment Plan                      | Britannia Youngstown Community League<br>Canora Community League<br>Glenwood Community League<br>West Jasper/Sherwood Community League<br>Stony Plain Road and Area Business Association |
| Palisades Area Structure Plan                             | Cumberland/Oxford Community League   |



**FOR MORE INFORMATION**

District Planning  
[districtplanning@edmonton.ca](mailto:districtplanning@edmonton.ca)  
[edmonton.ca/districtplanning](http://edmonton.ca/districtplanning)