

INTRODUCTION

- Public transit rider through Century Park since the 2010 summer swimming season
- Century park is a regular transfer in mass transit trips
- Today Century Park still part of commute to work



A well-integrated transit network, with mass transit serving as the backbone, will provide Edmontonians with access to safe, convenient and reliable service with faster travel times. Not only does expanding mass transit provide people with more convenient travel options; it also helps us reach our **climate resiliency goals**.

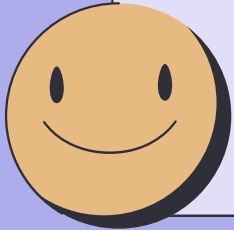
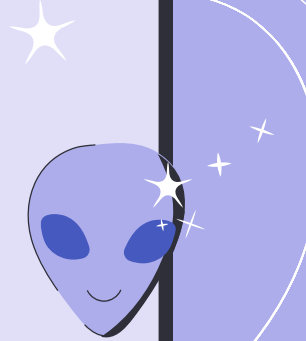
Having more mass transit options will contribute to reaching The City Plan target of 50% of all trips being made by transit or **active transportation**. This reduces our environmental footprint by helping to reduce the number of trips taken by personal vehicles, which will have a positive impact on managing congestion and greenhouse gas emissions.

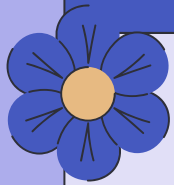




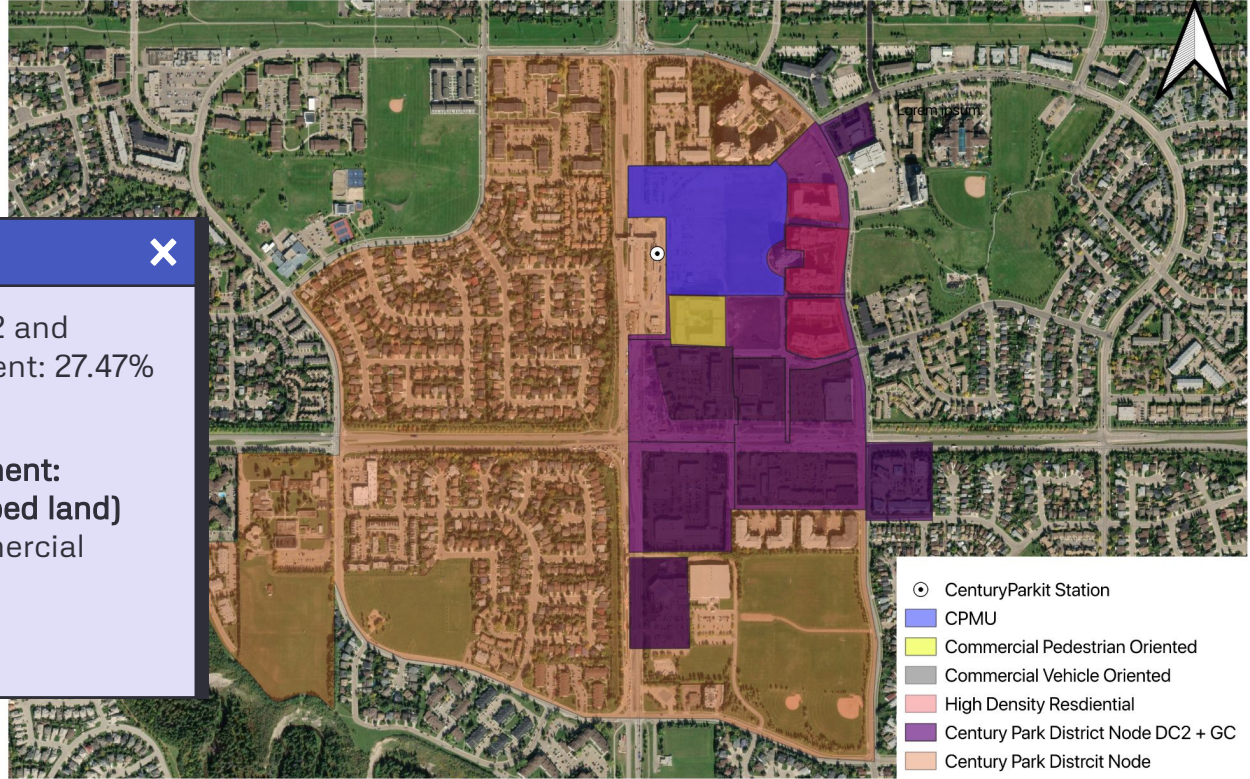
Development Site

- Super cool that it's being developed
- Love the high density
- HOWEVER:
 1. Replacing the 'Main Street' with a more vehicle oriented 'Centre Street' perpetuates vehicle oriented development already in the area, and destroys the intent of the district's only Priority Growth Area
 2. Community engagement was insufficient





Century Park District Node: Vehicle Oriented vs Pedestrian Oriented Land use in DC2 and CG Zoning.



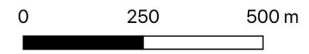
Century Park District Node DC2 and General Commercial Development: 27.47%

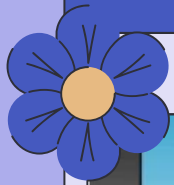
Within DC2 +CG Development:

- **Vehicle Oriented Development: 40.92% (50.15% of developed land)**
- Pedestrian Oriented Commercial Development: 3.00%
- High Density Residential Development: 9.79%



- Century Park Station
- CPMU
- Commercial Pedestrian Oriented
- Commercial Vehicle Oriented
- High Density Residential
- Century Park District Node DC2 + GC
- Century Park District Node





DESTROYS DISTRICT PLAN INTENT

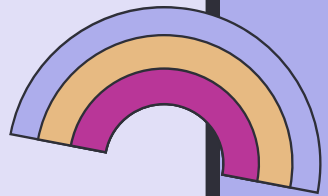


The existing 27 Avenue 'Main Street' cross section in the current DC2 Zone. Pedestrian modal priority is emphasized with 2.5 m wide sidewalks, 2.5 m treed boulevards and 10 m open space median. Vehicles are allowed in the drive lanes beside the median.



The proposed 27 Avenue 'Centre Street' cross section in the Special Area. The pedestrian environment will feature a minimum 3.0 m wide sidewalk and a 1.7 m wide treed boulevard. Street crossing distances will be reduced by replacing angle parking with curb extensions where necessary.

1. Shifts from pedestrian-first to vehicle-oriented design
2. Locks in car access at a premier transit node
3. Uses a Special Area to weaken policy certainty
4. Replaces a low-emissions mobility spine with vehicle infrastructure
5. Narrows public engagement for a city-shaping TOD decision

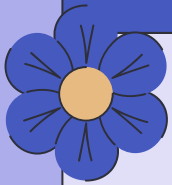


TOWNE CENTRE BLVD



STEPHEN AVENUE



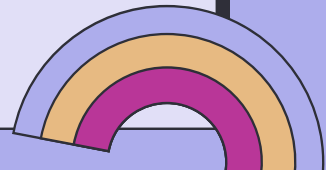


vehicle infrastructure to support businesses along 27 Avenue NW



Station Activity (High to Low)		
University	29,203	12.8%
Century Park	28,609	12.6%
Churchill	19,648	8.6%
Southgate	19,003	8.3%
Corona	17,719	7.8%
Health Sciences/Jubilee	16,502	7.3%
Clareview	16,216	7.1%
Central	12,365	5.4%
Bay/Enterprise Square	10,272	4.5%
South Campus/Ft Edmonton	10,182	4.5%
Belvedere	7,868	3.5%
MacEwan	6,999	3.1%
Coliseum	6,815	3.0%
Grandin/Govt Centre	6,019	2.6%
NAIT	5,795	2.5%
Stadium	5,384	2.4%
Kingsway/RAH	4,871	2.1%
McKernan/Belgravia	4,138	1.8%
Total	227,608	100.0%

- Century Park is one of Edmonton's busiest LRT stations
- Most riders already arrive on foot or by transit
- Replacing walk/bike space with car lanes suppresses foot traffic
- Walkable streets are proven to outperform car-oriented ones economically
- Car-oriented design contradicts both ridership data and economic evidence





INSUFFICIENT COMMUNITY ENGAGEMENT



CITY WEBPAGE
May 6, 2025



MAILED NOTICE
May 11, 2025



SITE SIGNAGE
May 23, 2025



1:1 COMMUNICATION
Ongoing



PUBLIC HEARING
NOTICE
Jan 8, 2026



JOURNAL ADS
Jan 16 & 24, 2026

- “Basic” engagement approach guaranteed low awareness
- Community notification too narrow
- Community league approach failed to reach district residents
- Site signage failed to reach transit users
- Premature geospatial updates undermine trust



zoning_3857_FIXED	
description	Century Park Mixed Use Zone
↳ (Derived)	
↳ (Actions)	
fid	11041
id	308295
zoning	CPMU
description	Century Park Mixed Use Zone
agreement	NULL
dc2_status	NULL
date_created	2026-02-02
time_created	12:02:29.000
url	legacy

