

NORTH CENTRAL DISTRICT PLAN

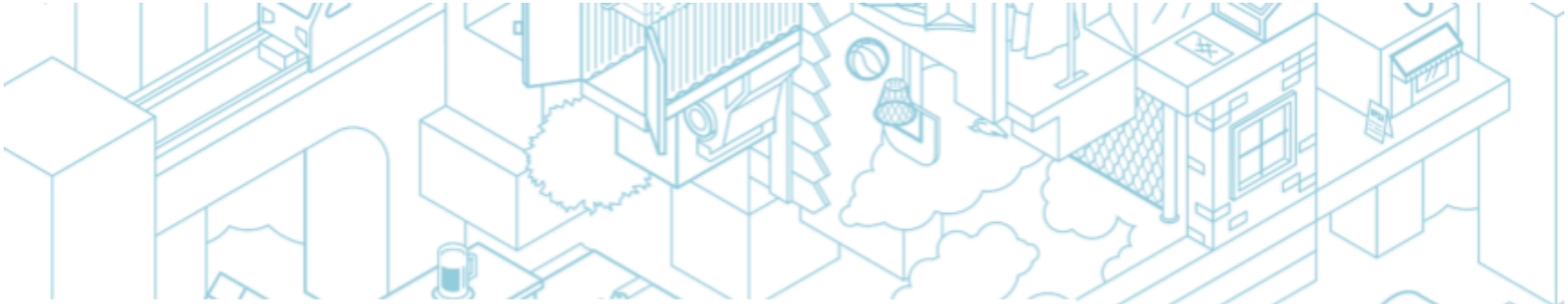
Edmonton



Charter Bylaw 24001

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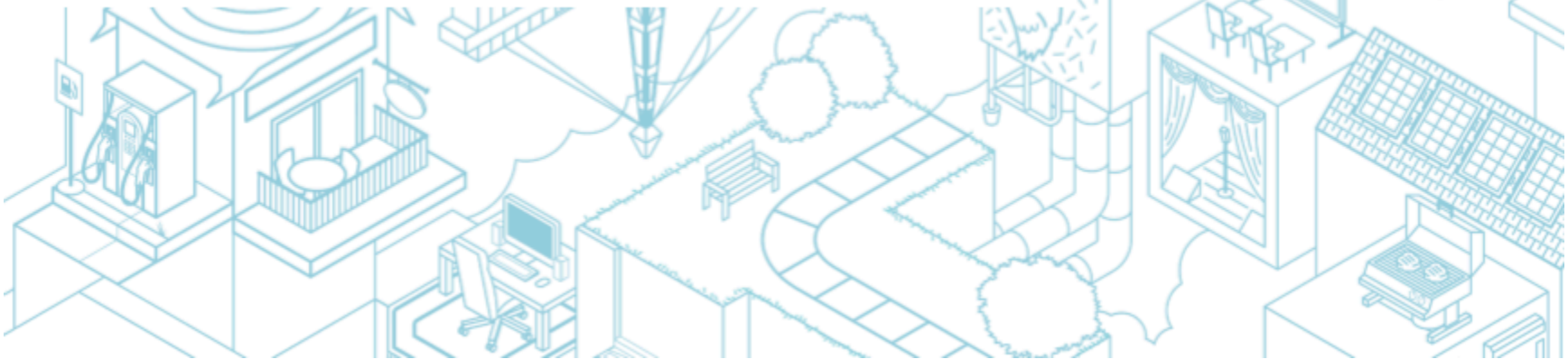


The City of Edmonton extends its deepest appreciation to those who helped create this district plan.

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

Thank you to Green Space Alliance for their exceptional contribution in preparing the maps for this plan.

Your expertise, support and dedication have greatly enriched the content and quality of this district plan.



Land Acknowledgement

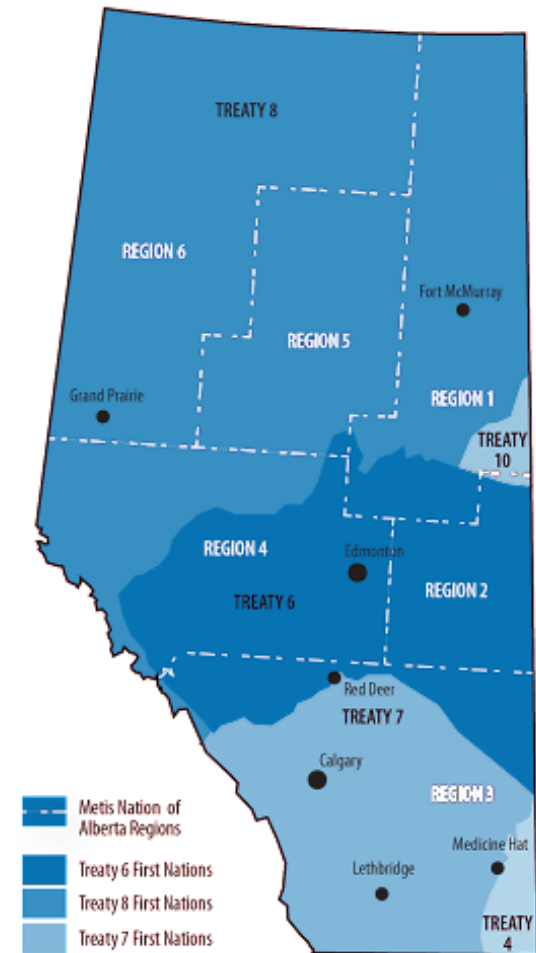
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homeland. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

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

Visit edmonton.ca/wardboundaryreview for more information about the origins of these gifted traditional Indigenous ward names and their pronunciation.

The City of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors’ footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home. Together, we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations.



1 Introduction to District Plans

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

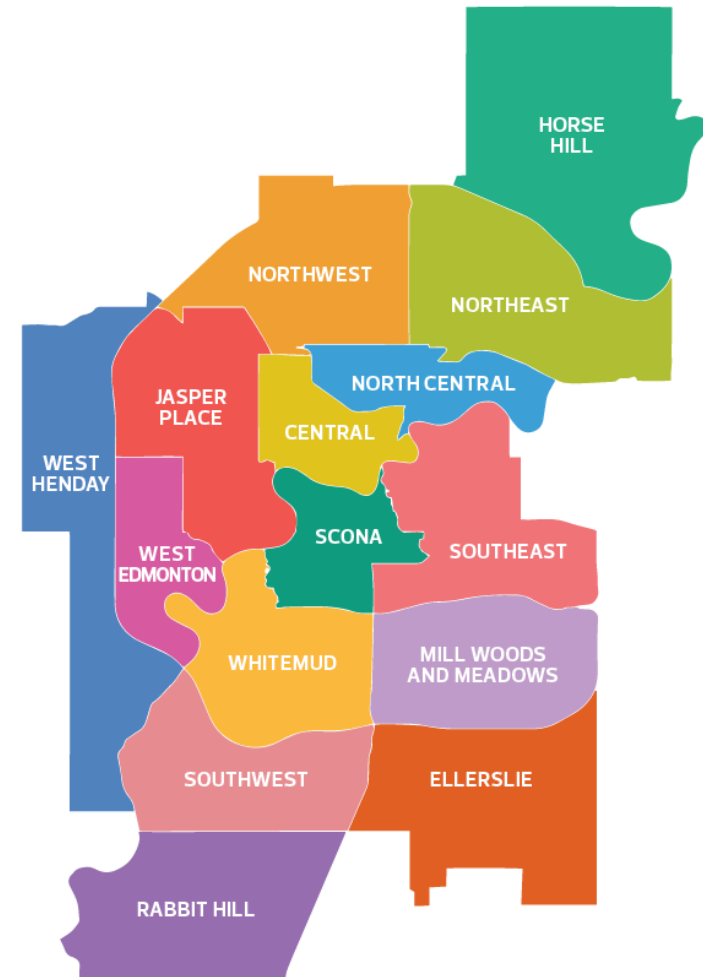
A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities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

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

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

There are 16 District Plan bylaws:

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



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

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

1.1 How to Use This District Plan

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

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



Step 1: Read Section 1: Introduction to District Plans

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



Step 2: Determine where other statutory plans are in effect

Determine if any existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) are in effect by referencing [Map 8: Area-Specific Policy Subareas](#) in [Section 4: Area-Specific Policy](#) of the District Plan. These statutory plans will guide rezoning, subdivision and development permit decisions for locations within their boundaries, and the District Plan will guide any potential plan amendments.



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

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

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



Step 4: Review the planning direction in the District Plan

[Section 3: District Systems and Networks](#) describes how the **District** is intended to grow and physically change by showing The City Plan's planned systems and networks, and the investments that are planned to support this change as Edmonton reaches 1.25 million people.

- [Map 1: Heritage and Culture](#)
- [Map 2: Activating Growth to 1.25 Million](#)
- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

[Section 2: District Context](#)

describes where the **District** is located within the city, how the **District** came to be and what is located within the **District**.



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

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

All District Plan map symbols, locations, features and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If the interpretation varies, consult the [District Policy](#) for further direction. The Transit Network and other infrastructure works are subject to further technical study and refinement.

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

1.2 Authority and Relationship to Other Plans

District Plans and the [District Policy](#) are additional statutory plans, as described under Section 635.1 of the Municipal Government Act, as amended by the City of Edmonton Charter 2018 Regulation, AR 39/2018 and have been prepared in accordance with Section 636 of the Municipal Government Act. Section 635.1 can be located under Section 4(33) of the City of Edmonton Charter, 2018 Regulation.

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

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

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

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

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

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



1.3 Relationship with the Zoning Bylaw

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

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to the adoption of this bylaw, shall not be subject to the District Policy and applicable District Plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable District Plan.

1.4 Amendments

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

2 District Context

2.1 Physical Context

The North Central District is located in the central northeast area of Edmonton. Nearby **Districts** include the Central District, Northwest District and Northeast District. The North Central District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential Neighbourhoods

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

Industrial Neighbourhoods

- Yellowhead Corridor East
- Yellowhead Corridor West

The North Central District is generally bordered by Yellowhead Trail NW (Highway 16) and 127 Avenue NW to the north, 111 Avenue NW and the North Saskatchewan River to the east and south and 121 Street NW and Kingsway NW to the west.

The District includes the Kinnaird Ravine, which is connected to the North Saskatchewan River.

2.2 Historical Context

The land within the North Central District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for their needs long before European settlers arrived. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape today due to colonial land development practices.

The City of Edmonton acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experiences and in their own voices. District Plans do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each **District**. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities, First Nations and Métis peoples, cultural landscapes, and historical resources shown through stories, structures and spaces.

The North Saskatchewan River heavily influenced the North Central District's settlement history. Métis and European settlers first developed agricultural lots along the river in the east portion of the District for river access. The northern edge of these river lots was a road allowance that became known as Alberta Avenue (now 118 Avenue NW). Businesses were established along Alberta Avenue after the streetcar system reached it in 1908. Businesses also assembled along Norwood Boulevard (now 111 Avenue NW), which developed on the northern bank of the now-filled Rat Creek.

Early coal mining activity and a concentration of coal mining companies east of 50 Street during the 1880s led to the founding of the independent Town of Beverly in 1914. The town's business district was focused along 118 Avenue. The opening of the Beverly Bridge in 1953 connected the area to the primary road leading east from Edmonton. Automobile-oriented developments such as the Beverly Motel sprang up until 118 Avenue was bypassed by the Yellowhead Trail in the 1970s. Beverly was amalgamated with Edmonton in 1961.

Borden (originally East End) Park was set aside for recreational uses in 1906. In 1910, the city's annual exhibition moved to the adjacent exhibition grounds (later called Northlands and now Exhibition Lands) from Rossdale after a design competition for the arrangement of the grounds. Edmonton's professional hockey arenas were located in this area between 1913 and 2016.

Alberta Avenue, Parkdale and Eastwood were settled as working-class, suburban neighbourhoods beginning in 1905. Highlands began development in 1910. Spruce Avenue got its start after the opening of the Hudson's Bay Reserve in 1912, but little development occurred before World War II, and portions of the neighbourhood were later replanned.

Residential areas subdivided before World War I finally filled in after World War II. Apartments started to replace older housing stock in the 1960s in some areas. Major anchors such as NAIT and Kingsway Mall were built in the 1960s and 1970s on former military and commercial lands dating from the World War II period.

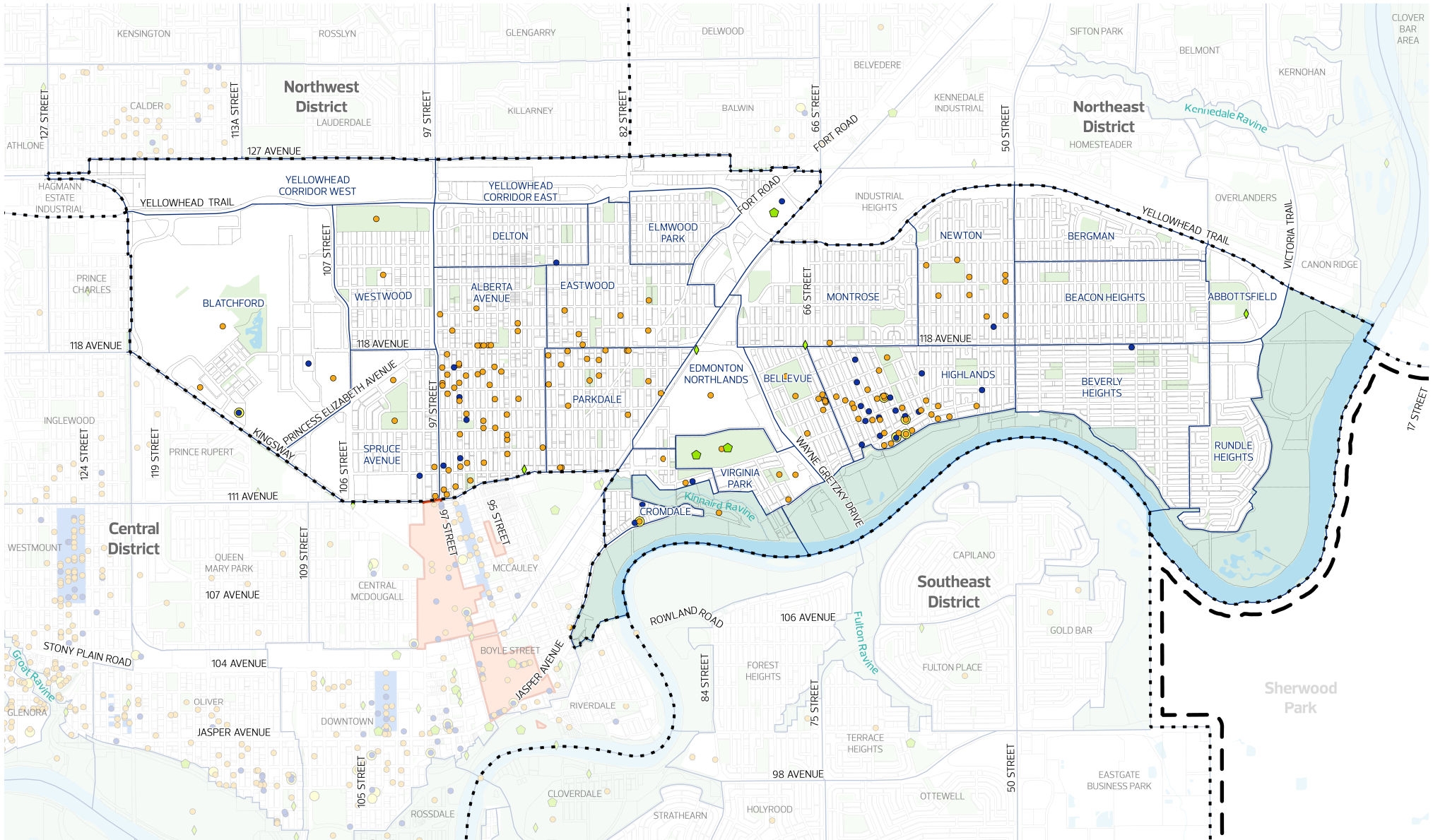
Suburban neighbourhood development quickly expanded east of Northlands after World War II. The construction of Yellowhead Trail NW (Highway 16) and Capilano Freeway (now Wayne Gretzky Drive NW) and the expansion of recreational facilities on what is now Exhibition Lands in the 1970s significantly impacted the area. This included significantly reducing the original boundaries of Bellevue and Santa Rosa (now part of Montrose).

At the western end of the District, Blatchford Field, Canada's first municipal airport, operated from 1926 until it was decommissioned in 2013. The airport lands are now in the process of being converted into a residential community rooted in sustainable design practices.

Map 1: Heritage and Culture identifies historical and culturally important locations for this District. While only formally recognized locations have been included, other informally known significant historical and cultural features from a wide range of groups, cultures and times exist in this area.

Map 1: Heritage and Culture

The Heritage and Culture map emphasizes the built heritage and cultural areas formally endorsed through existing City of Edmonton policies or initiatives. This map includes the City of Edmonton Public Arts Collection. It identifies areas or sites known by the City of Edmonton to have particular significance to Indigenous communities based on the City of Edmonton's engagement and relationships with Nations and communities. This map does not show the location of paleontological or archeological sites.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Neighbourhood Boundary

- Transportation/Utility Corridor
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area

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

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

- Heritage Character Areas**
- Municipal
 - Provincial

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

2.3 Development Context

The North Central District includes mature neighbourhoods with primarily residential and mixed use (residential and commercial) development. The North Saskatchewan River Valley and Ravine System is located in the southeastern portion of the District, and some industrial areas are located in the north along Yellowhead Trail NW (Highway 16). Several commercial uses (e.g. business centres, hotels, Kingsway Mall) and institutional uses (e.g. NAIT, RCMP headquarters, Glenrose Hospital) are located in the western portion of the District. Major recreational uses (e.g. Borden Park and the Edmonton EXPO Centre) and institutional uses (e.g. Concordia University) are centrally located in the District.

This District is centred on and connected by Alberta Avenue (118 Avenue), which connects through the Alberta Avenue communities west of Wayne Gretzky Drive NW and east into the Olde Towne Beverly business area. The area includes some of the city's oldest neighbourhoods surrounding this vibrant business street, which gives the area character and provides gathering places for the community.

The existing and future expansion of the Metro Line - Light Rail Transit (LRT) services neighbourhoods in the west of the District. The Capital Line LRT, which will include a new stop in the Exhibition lands, provides service to the central area of the District. The major transportation corridors and regional connections of the District include Yellowhead Trail NW (Highway 16) and Wayne Gretzky Drive NW, which form the northeast portion of Edmonton's "inner ring road", which connects around the southwest to 170 Street NW and Whitemud Drive NW.

River Valley areas along the District's southern boundary include Kinnaird Ravine, Dawson Park, Highlands Golf Course, Rundle Park and Rundle Park Golf Course. These provide major recreational parks, amenities and open space, and connect the District to Edmonton's River Valley and Ravine System. The Ada Boulevard Promenade runs along the top of River Valley and is a prominent feature in the District.

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

The North Central District neighbourhoods, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. Higher density neighbourhoods and older buildings and infrastructure in the North Central District may be impacted by stormwater flooding and extreme heat effects. While changing temperatures, precipitation patterns and weather extremes may also impact road networks and drainage infrastructure. The Blatchford Neighbourhood has taken action to build resilience to climate change and reduce greenhouse gas emissions through **Low Impact Development**, energy-efficient building practices and renewable energy sources. Actions laid out in Edmonton's climate strategies are helping to build resilience in communities across the city. Progress on adaptation action by the City of Edmonton is tracked through annual reporting.

Current Plans in Effect

In the North Central District, the following statutory plans are in effect and provide additional planning and land use direction:

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

These statutory plans are shown on [Map 4: Land Use Concept to 1.25 Million](#) and referenced in [Section 4: Area-Specific Policy](#) of this District Plan.

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

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

A portion of the **North Saskatchewan River Valley and Ravine System** is included within the boundary of this District Plan. It is guided by an overarching statutory plan for the **North Saskatchewan River Valley and Ravine System** that governs what and how development may take place, as well as the Ribbon of Green strategic plan. The latter is intended to help guide appropriate public use and enjoyment of the River Valley while protecting ecologically sensitive areas within the North Central District and Edmonton city-wide.

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

3 District Systems and Networks

District Plans are organized using the same systems and networks described in [The City Plan](#). The systems are called Activating Growth (Managing Growth), Planning and Design, and Mobility.

The features shown on **Maps 1 to 7** guide decisions for the orderly growth of the North Central District, including how land is used and supported by infrastructure. All three systems and their interconnections inform planning decisions for how the District will grow and change over time. All key terms (capitalized and bolded in black text) are defined in the glossary in the [District Policy](#).

3.1 Activating Growth

The North Central District will grow and change as the city grows to 1.25 million people and beyond. This section outlines the District’s anticipated population and employment growth and how the City of Edmonton will support this growth.

The City Plan expects population growth across the District, primarily in the neighbourhoods of Blatchford and the Exhibition Lands. Growth is expected to occur according to approved plans that support redevelopment and are aligned with The City Plan and regional direction.

Employment growth is expected with the NAIT expansion in Blatchford and through the mixed-use development of Blatchford Market. It is also anticipated that the industrial areas along Yellowhead Trail NW will see employment growth in response to the Yellowhead Trail NW mobility investment.

Table 1: Anticipated District Population and Employment Numbers

Table 1 provides the anticipated population and employment numbers for the North Central District at the 1.25 million and two million population horizons of [The City Plan](#).

Table 1: Anticipated District Population and Employment Numbers

| | Federal Census 2021* | City Plan 1.25 Million Population Horizon | City Plan 2 Million Population Horizon |
|---------------------|----------------------|---|--|
| District Population | 48,000 | 61,000 | 125,000 |
| District Employment | 30,000 | 34,000 | 64,000 |

* 2021 figures are calculated with the 2021 Federal Census using census tract level data.

The District's look and feel will change as development projects are completed throughout its **Redeveloping Areas**. Development and change will happen District-wide, but more growth and higher-density development is expected in the District's **Nodes** and **Corridors**. Shifts in local demographics and changing economic conditions will also play roles in shaping the District's employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton's growth in a socially, environmentally and fiscally responsible way. This District Plan identifies areas within the District where growth is prioritized and which public investments will encourage and support this growth. The growth and infrastructure of some redeveloping areas are described in greater detail in the relevant Area Redevelopment Plans.

Both the public and private sectors have roles in initiating and advancing growth opportunities. The City of Edmonton may lead, facilitate and/or fund many of the initiatives and projects shown in the District Plan maps. Community, industry or intergovernmental-led projects will also be important to the District's success. Similarly, smaller local improvements that are not listed in this plan (e.g. neighbourhood renewal, street lighting, traffic calming, public space programming) can also support growth activation.

Within the North Central District Plan, a number of **District Energy Opportunity Areas** have been identified for implementing low carbon district energy systems. These support Edmonton's climate and district energy strategies designed to create a city-wide decarbonized district energy network that will provide low carbon energy services to connected buildings. Development of a district energy system requires coordination among many stakeholders, including multiple developers, building owners, district energy utilities and the City of Edmonton. Applicants are encouraged to contact the City of Edmonton to discuss existing and future opportunities to connect into a **District Energy Opportunity Area** and system. Progress on climate adaptation action by the City of Edmonton is tracked through annual reporting.

Priority Growth Areas are the **Nodes** and **Corridors** that are expected to experience more residential and commercial development (compared to other locations in the **Redeveloping Area**) as Edmonton grows to a population of 1.25 million residents. Investment in these areas is expected to contribute to The City Plan's implementation over the long term.

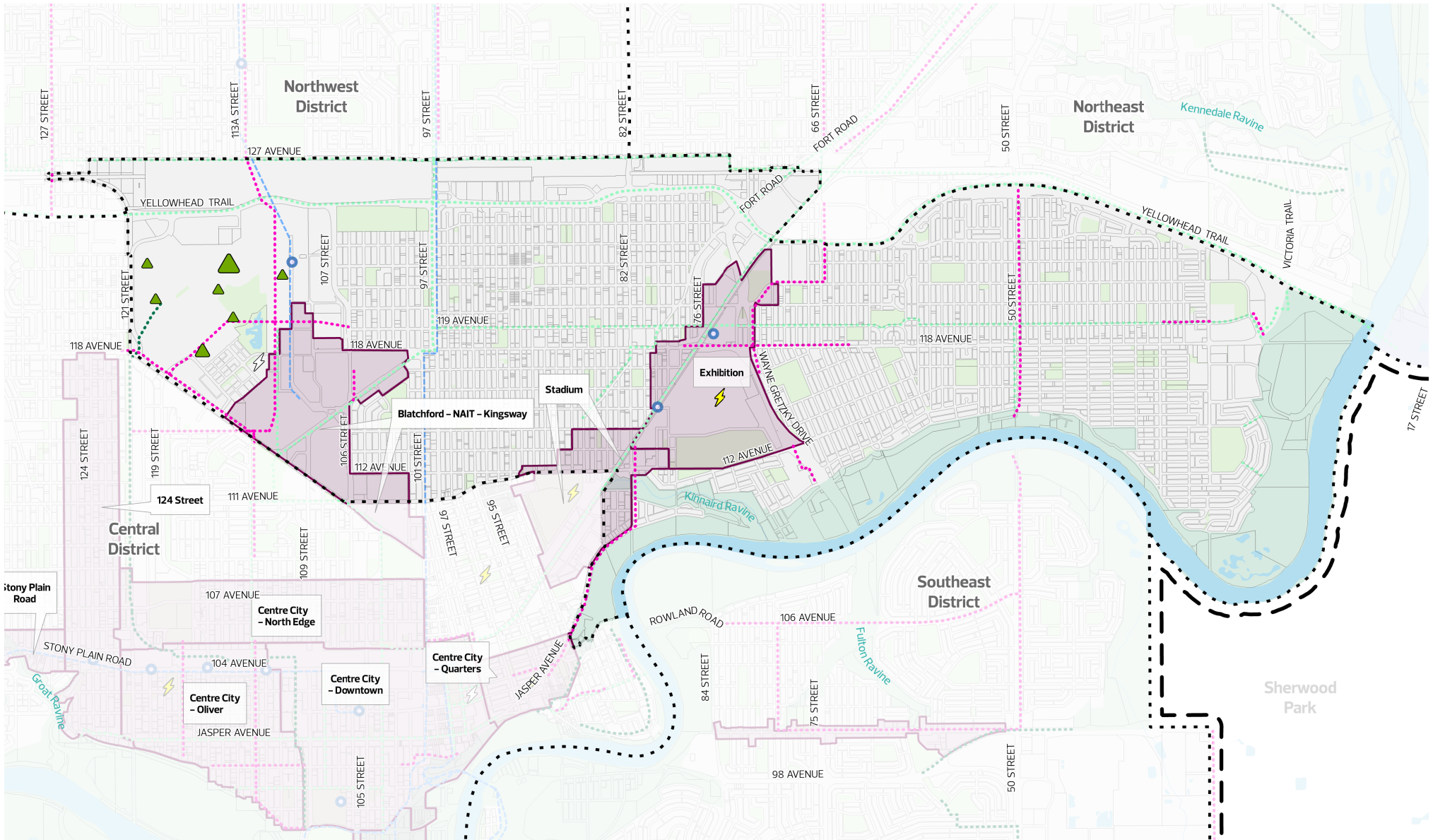
Prioritized investment is intended to support the development of **Nodes** and **Corridors** in line with The City Plan's phasing and activation approach. This approach combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan **Levers** of change (policy, partnerships,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

Not all **Nodes** and **Corridors** are considered **Priority Growth Areas** as **Priority Growth Areas** are concentrated in the **Redeveloping Areas** of the city until later population horizons.

Map 2: Activating Growth to 1.25 Million identifies three **Priority Growth Areas** in the North Central District: the Blatchford-NAIT-Kingsway **District Node**, the Exhibition **District Node** and the Stadium **District Node**.

Map 2: Activating Growth to 1.25 Million

The Activating Growth to 1.25 Million map communicates development pattern areas, geographic growth priorities and the City of Edmonton's expected major actions to support Edmonton's growth to 1.25 million people. The map provides direction for investment in transit, **Active Transportation** and open spaces. This map also provides the locations of **District Energy Opportunity Areas** and **Priority Growth Areas** if they are located within the District. Further investments in utilities, transportation and community infrastructure that are not included on this map may occur.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Transportation/Utility Corridor

- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area
- Future Non-Residential Area

Pattern Areas

- Redeveloping Area
- Developing Area
- Future Growth Area

Priority Growth Areas

- Priority Growth Area

Planned Improvements

- Citywide Mass Transit - Planned
- Mass Transit Station - Planned
- District Connector Bike Route - Planned
- Habitat Greenway
- Urban Greenway

Planned Municipal Park*

- Small (<3 ha)
- Medium (3 ha - 10 ha)
- Large (>10 ha)

District Energy Opportunity Areas

- Current
- Planned

*Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.

3.2 Planning and Design

The Planning and Design System is about using land to ensure opportunities for a variety of housing, employment and open spaces in each **District**. It also ensures that new development supports the City of Edmonton's goals and is appropriately designed for its context. The Planning and Design System within the District is made up of the following networks:

- The Nodes and Corridors Network establishes logical areas of focus for population and employment growth opportunities. While all areas of the city will densify over time, **Nodes** and **Corridors** are the best areas for intensive and large-scale development.
- The Non-Residential Opportunities Network includes commercial and industrial-focused areas, as well as major institutions, creating productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.
- The Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.

District Plan maps that show these networks include:

- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)

A strong Planning and Design System uses urban design principles to maintain and create desirable and unique places. This involves drawing upon local context (e.g., heritage structures, street-oriented shops, mobility networks, open spaces and **Natural Areas**) when designing new development.

Map 3: Nodes and Corridors

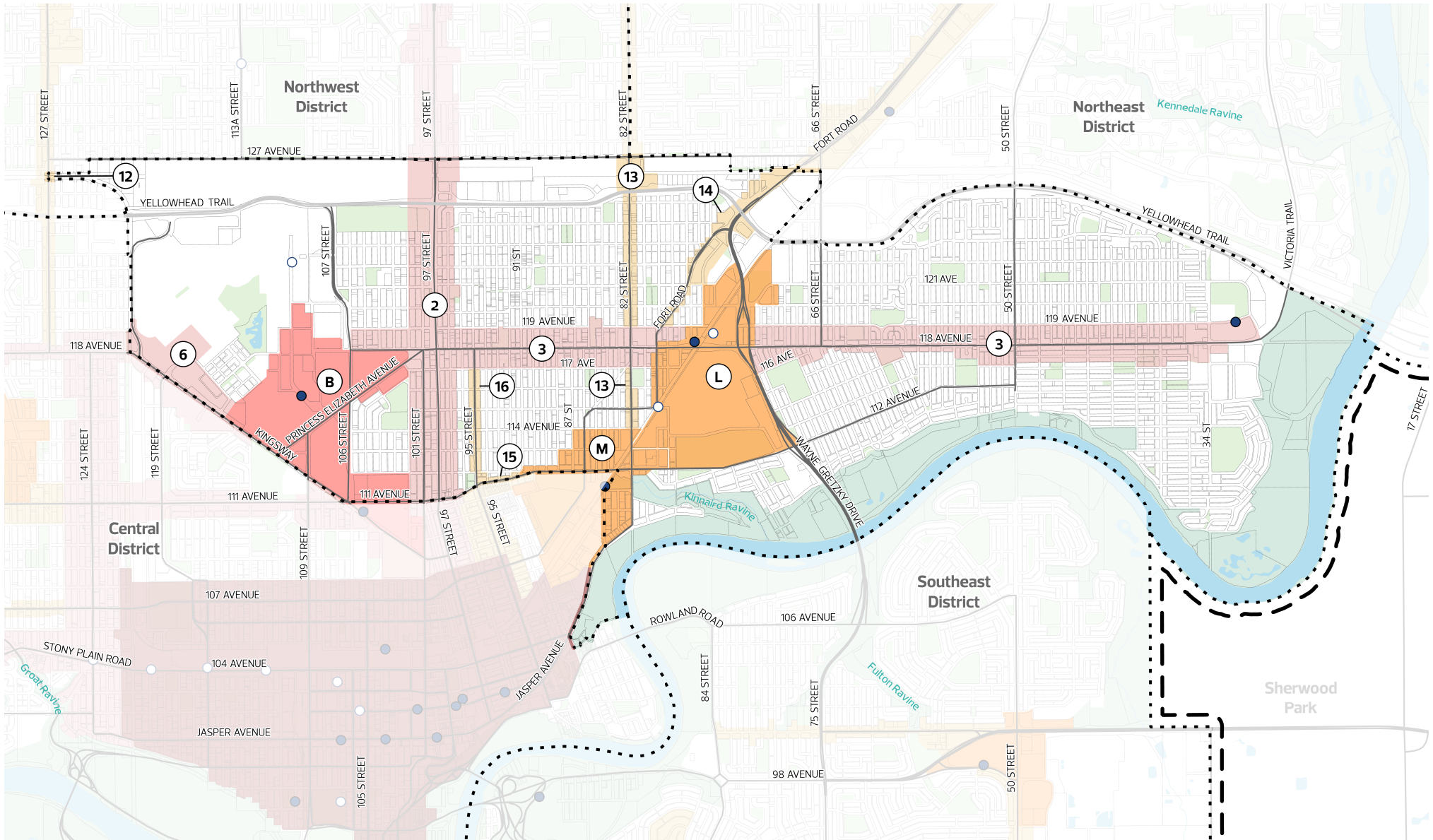
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes** and **Corridors** for the city's growth to two million residents.

Map 4: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map provides direction on the general land use and design influences for redevelopment and new growth in Edmonton. While land use categories will generally be stable over the long run, this map references growth to 1.25 million people because certain areas will eventually need to change land uses to meet The City Plan's long-term vision (e.g., **Future Growth Areas**, commercial and industrial **Nodes** and **Corridors**).

Map 5: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Green and Blue Network from The City Plan, including open space types and connections. The map features current and planned, public and privately owned open spaces and **Natural Areas**. Subject to the growth pattern, some of the planned open spaces identified in this map may be developed after Edmonton reaches 1.25 million people, and more open spaces and **Natural Areas** will be identified through subsequent planning work.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Transportation/Utility Corridor
- Arterial Roadway
- Freeway/Expressway/Highway

- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area

- Transit**
- Mass Transit Station - Current
 - Mass Transit Station - Planned

Nodes and Corridors

- Centre City
- Major Node
- Blatchford-NAIT-Kingsway

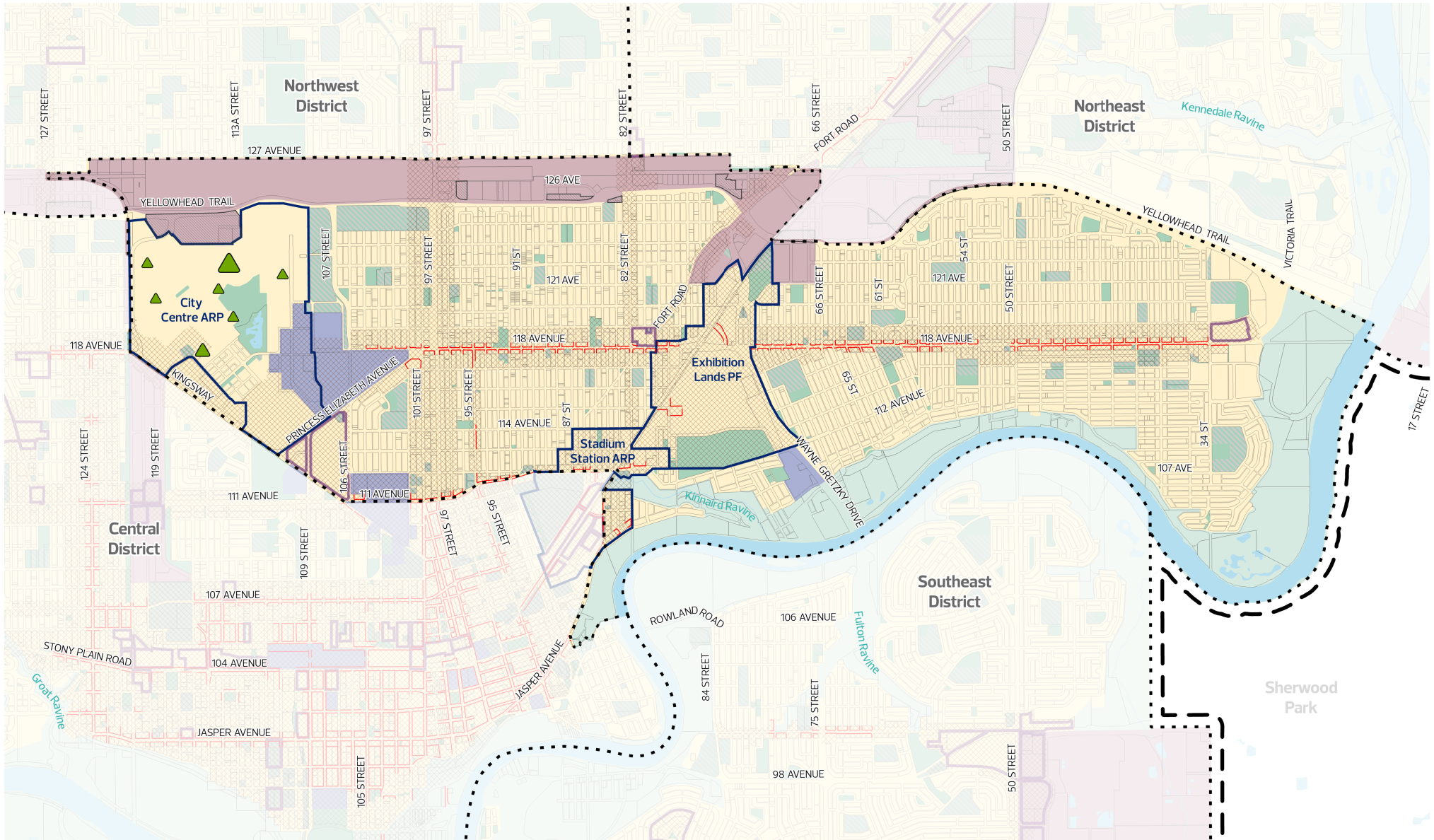
- District Node
- Exhibition
- Stadium

- Primary Corridor
- 97 Street
- 118 Avenue
- Kingsway/118 Avenue

- Secondary Corridor
- 127 Street
- 82 Street
- Fort Road
- 111 Avenue
- 95 Street

Letter/number labels as per The City Plan

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Plan in Effect - Area Structure Plan/Area Redevelopment Plan*
- Plan in Effect - Other*

General Land Use

- Urban Mix
- Commercial/Industrial Employment
- Institutional Employment
- Future Non-Residential Area

Open Space - Current

- Urban Service
- Agriculture
- Waterbody
- North Saskatchewan River Valley and Ravine System

Planned Municipal Park**

- Small (<3 ha)
- Medium (3 ha - 10 ha)
- Large (>10 ha)

Development Areas

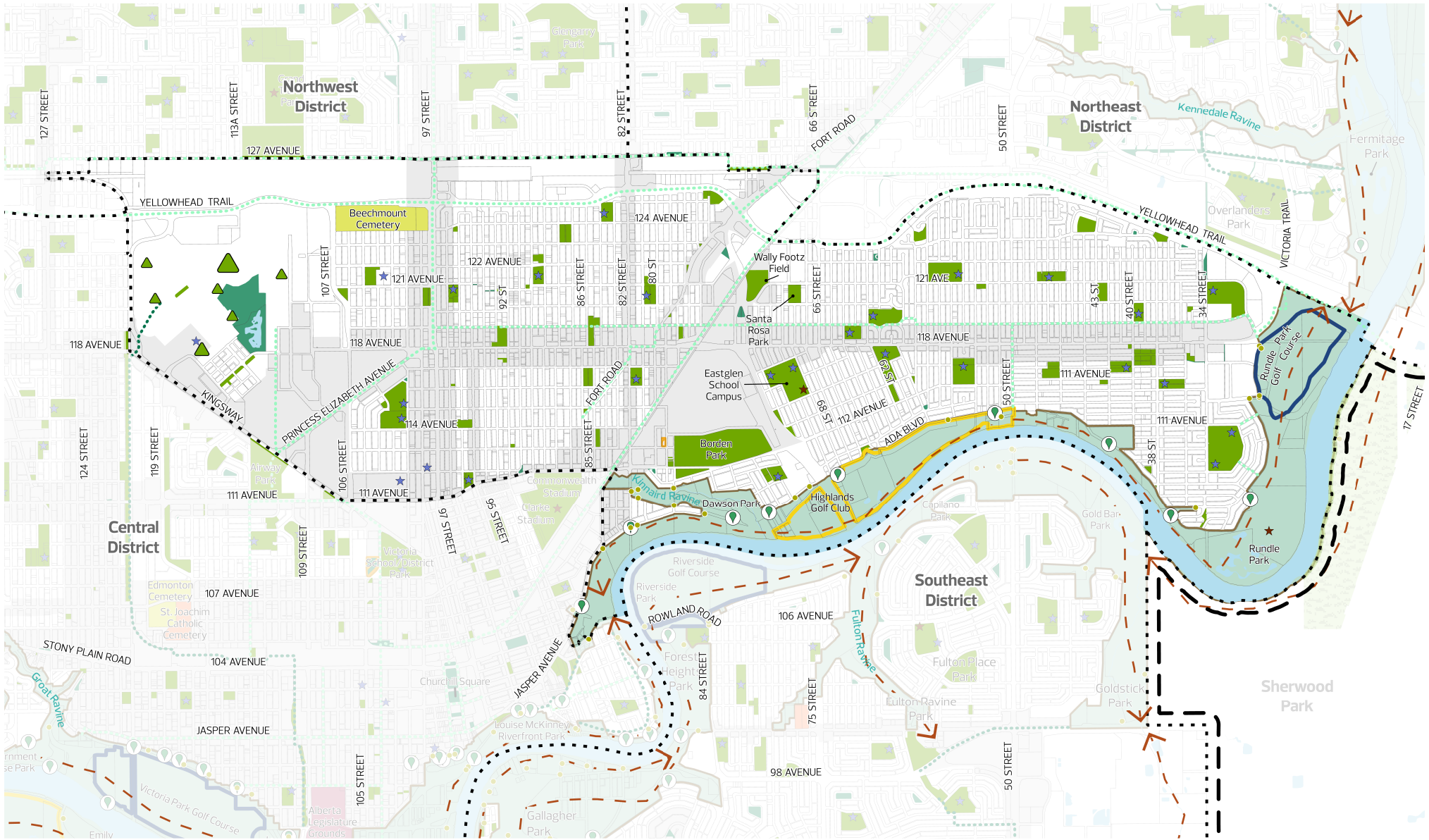
- Node or Corridor Area
- Non-Residential Intensification Area

Design Influences

- Large Site
- Commercial Frontage

*Plan in Effect boundaries on this map are conceptual. Consult the Plan in Effect for details.

**Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.



| | | | | | | |
|--|---|--|--|--|--|---|
| <p>General Information</p> <ul style="list-style-type: none"> Municipal Boundary Adjacent Jurisdiction Boundary District Plan Boundary Node or Corridor Area Transportation/Utility Corridor* | <p>Open Space Connectors and Features</p> <ul style="list-style-type: none"> River Valley Viewpoint - Current River Valley Viewpoint - Planned River Valley Trail Access | <ul style="list-style-type: none"> Waterbody North Saskatchewan River Valley and Ravine System Habitat Greenway Urban Greenway Major Ecological Connection | <p>Municipal Open Space</p> <ul style="list-style-type: none"> Park - Current** Open Space - Supplementary** Municipal Golf Course Municipal Cemetery | <p>Planned Municipal Park***</p> <ul style="list-style-type: none"> Small (<3 ha) Medium (3 ha - 10 ha) Large (>10 ha) <p>Community Assets</p> <ul style="list-style-type: none"> Recreation Centre School | <p>Non-Municipal Open Space</p> <ul style="list-style-type: none"> Open Space - Other Provincial Park/Protected Area Private Golf Course Private Cemetery <p>Other Open Spaces</p> <ul style="list-style-type: none"> Special Purpose Facility | <p>*Transportation/Utility Corridor is not comprehensive and for illustrative purposes only. **Park - Current and Open Space - Supplementary may include Urban Service uses. ***Planned Municipal Park locations are conceptual. Refer to the Plan in Effect or other applicable plans for details. Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.</p> <p>Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.</p> <p> 0 0.25 0.5 Km Scale: 1:45,000 Data Updated: 2024 03 01</p> |
|--|---|--|--|--|--|---|

3.3 Mobility

The Mobility System is about moving people and goods in an efficient and accessible manner. For a city to be prosperous and vibrant, it needs an integrated transportation network that offers its residents a variety of mobility options, enabling them to access what they need. The system should transition to a low-carbon future and facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility System is made up of the following networks:

- The Active Transportation Network creates critical connections using walking, rolling or biking, allowing people to access destinations, amenities, daily needs and recreational opportunities.
- The Transit Network provides connectivity city-wide, **District**-wide and regionally, prioritizing accessible, reliable and safe services.
- The Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment, and support regional connection and prosperity. The network includes all **Arterial Roadways**, expressways, freeways and provincial highways as identified in [The City Plan](#).

District Plan maps that show these networks include:

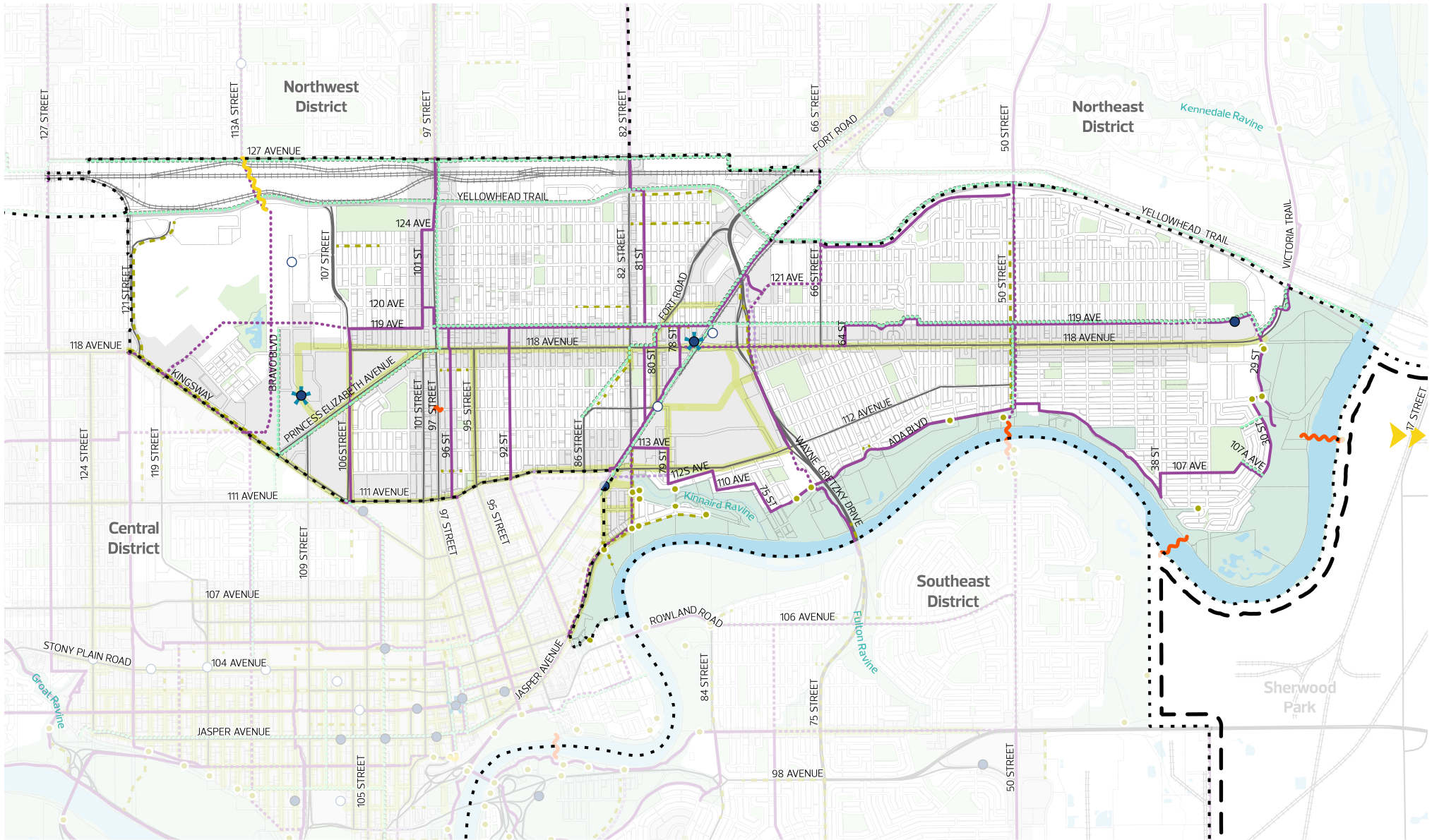
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

Map 6: Active Transportation to 1.25 Million

The Active Transportation to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Active Transportation Network from The City Plan. This map shows the regional and **District**-level cycling, walking and rolling priority locations or routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 7: Transit to 1.25 Million

The Transit to 1.25 Million map provides more detailed and geographic-specific guidance on implementing the Transit Network from The City Plan. This map shows the city-wide and **District**-level transit routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. **Local Transit** routes are not shown on this map. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Arterial Roadway
- Freeway/Expressway/Highway

Transportation/Utility Corridor

- Railway*
- Water Body
- North Saskatchewan River Valley and Ravine System
- Open Area

Active Transportation

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

Transit

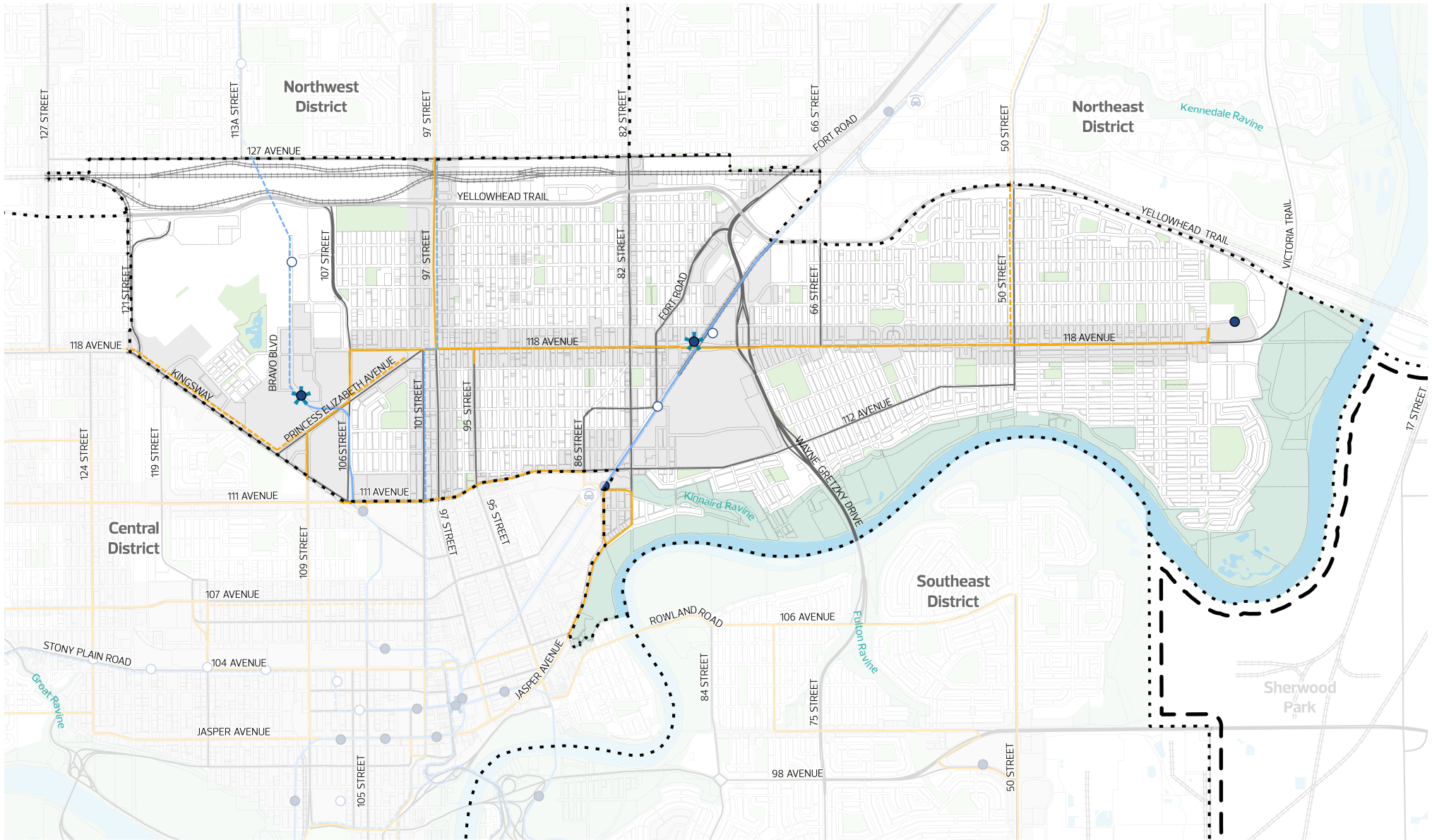
- Mobility Hub
- Mass Transit Station - Current
- Mass Transit Station - Planned

*Railway data is not comprehensive and for illustrative purposes only.

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

Scale: 1:45,000
 0 0.25 0.5 Km
 Data Updated: 2024 03 01



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Arterial Roadway
- Freeway/Expressway/Highway

- Transportation/Utility Corridor
- Railway*
- Water Body
- North Saskatchewan River Valley and Ravine System
- Open Area

Transit

- Citywide Mass Transit - Current
- Citywide Mass Transit - Planned
- Citywide Mass Transit - Identified Opportunity
- District Mass Transit - Current
- District Mass Transit - Planned

- Mobility Hub
- Mass Transit Station - Current
- Mass Transit Station - Planned
- Park and Ride - Current
- Park and Ride - Planned

*Railway data is not comprehensive and for illustrative purposes only.

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

Scale: 1:45,000
 0 0.25 0.5 Km
 Data Updated: 2024 03 01

4 Area-Specific Policy

This Area-Specific Policy section lists [other geographic plans and tools](#), and additional or exceptional policies to consider when making planning decisions for specific areas of the District. The information in this section must be considered alongside **Maps 1 to 7** in this District Plan and the [District Policy](#) for complete planning direction.

Policies in this section may include:

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

Reference [Map 8: Area-Specific Policy Subareas](#) and [Table 2: Area-Specific Policy](#) for additional or exceptional plans and policies to consider in this District.

Refer to [Section 1.2: Authority and Relationship to Other Plans](#) of this District Plan for information on how **Table 2: Area-Specific Policy** shall be read with the District Policy and this District Plan.

Map 8: Area-Specific Policy Subareas

The Area-Specific Policy Subareas map identifies geographic subareas within the District where additional or exceptional policies apply. Refer to **Table 2: Area-Specific Policy** for the detailed policy direction that applies to a particular geographic area. Where a particular location is not located within a subarea, refer to **Maps 1 to 7** in this District Plan and the District Policy for planning guidance.

Table 2: Area-Specific Policy

The Area-Specific Policy table identifies detailed policy direction for the specific geographic areas identified on **Map 8: Area-Specific Policy Subareas**. In some instances, a detailed map is included with a policy to provide additional clarity. Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

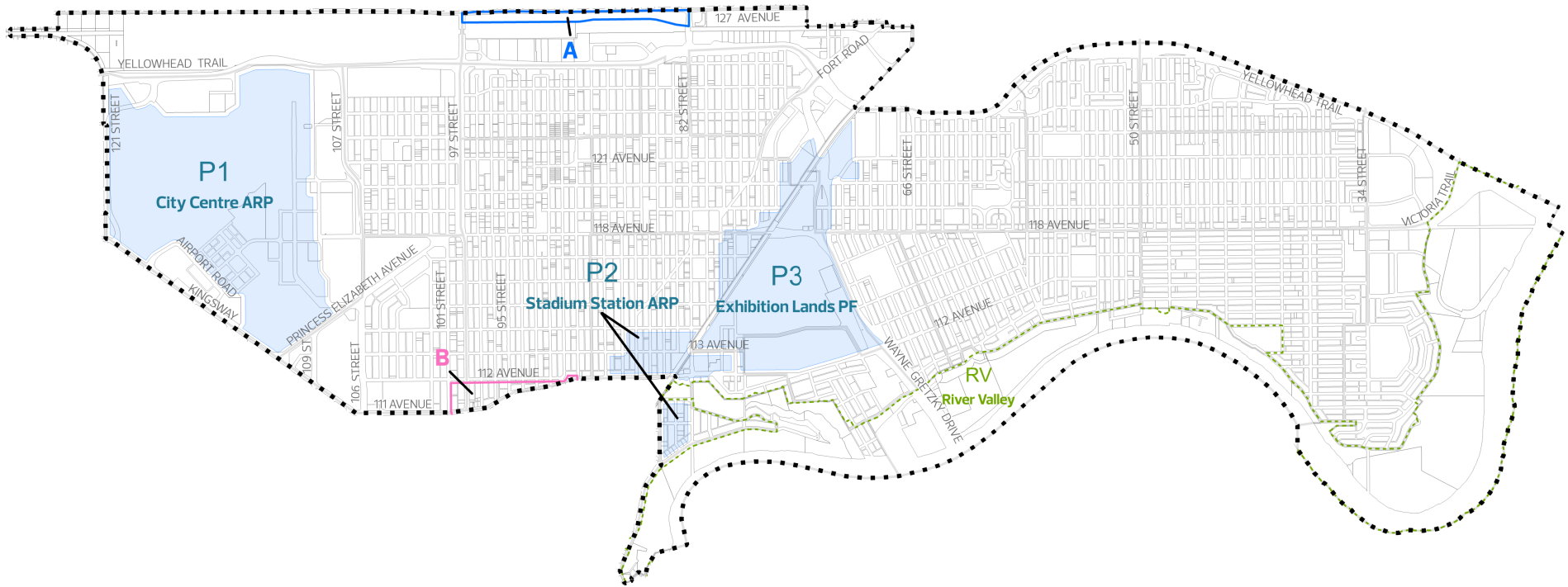
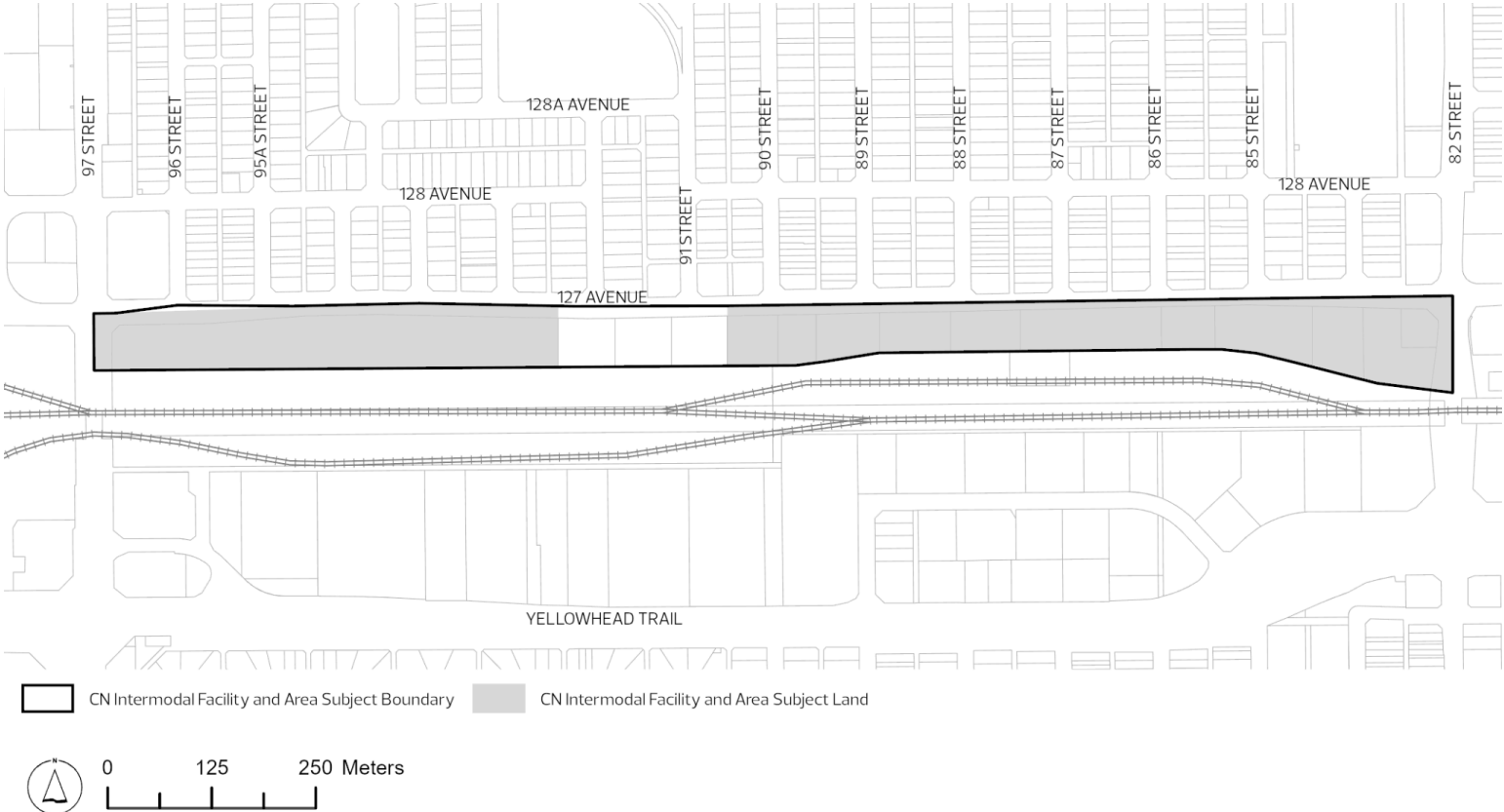
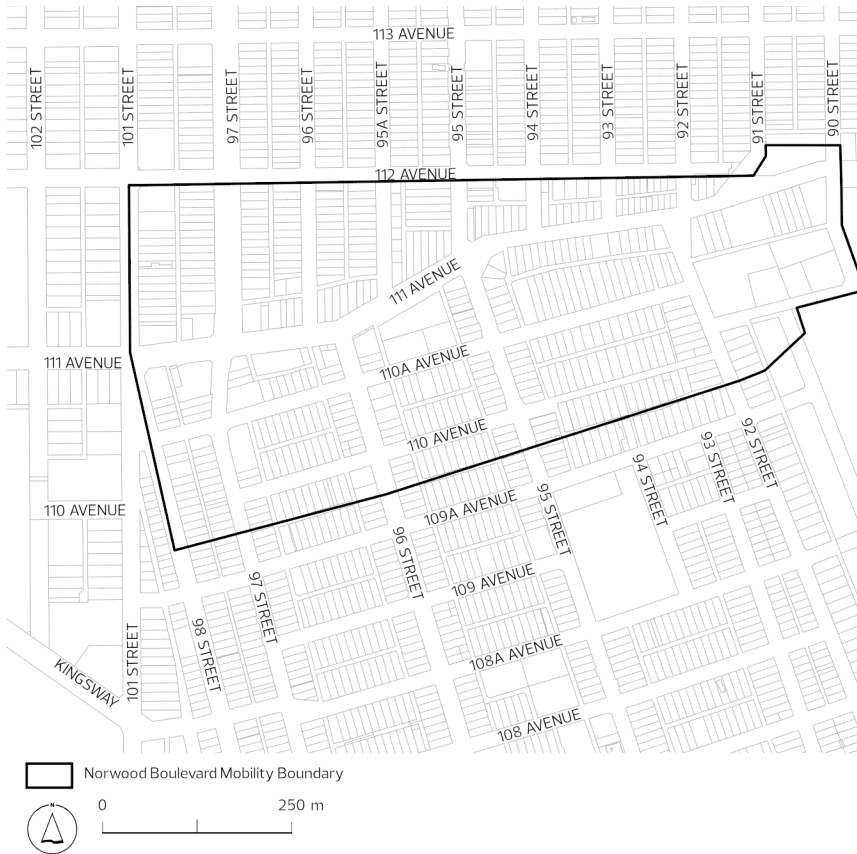


Table 2: Area-Specific Policy Table

| Subarea | Additional or Exceptional Policy |
|---------|---|
| A | <p>A.1 CN Intermodal Facility and Area - Land Use and Mobility</p> <ul style="list-style-type: none"> a) Support institutional and recreational uses within the CN Intermodal Facility and Area Subject Land. Uses should only be supported that have similar off-site impacts as commercial uses. b) Require an Environmental Site Assessment report for redevelopment within the CN Intermodal Facility and Area Boundary at the rezoning stage to determine the environmental suitability of the lands for the proposed use. c) Access and egress to and from the CN Intermodal Facility and Area Boundary should not be permitted from 82 Street or 97 Street. d) New vehicular access to the CN Intermodal Facility and Area Boundary should not align with roadways north of 127 Avenue to mitigate traffic impacts on the adjacent residential area to the north.  |

| Subarea | Additional or Exceptional Policy |
|---------|--|
| B | <p>B.1 Norwood Boulevard Area - Mobility For further strategic direction, refer to the Norwood Boulevard Mobility Assessment.</p>  |
| P1 | <p>P1 City Centre Area Redevelopment Plan For further planning direction, refer to the City Centre Area Redevelopment Plan.</p> |
| P2 | <p>P2 Stadium Station Area Redevelopment Plan For further planning direction, refer to the Stadium Station Area Redevelopment Plan.</p> |
| P3 | <p>P3 Exhibition Lands Planning Framework For further planning direction, refer to the Exhibition Lands Planning Framework and the Exhibition Lands Implementation Plan.</p> |

| Subarea | Additional or Exceptional Policy |
|---------|---|
| RV | RV North Saskatchewan River Valley and Ravine System For further planning direction and strategic context, refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan. |

Where no subareas have been identified, the [District Policy](#) and District Plan maps (Maps 1 to 7) shall guide planning decisions.