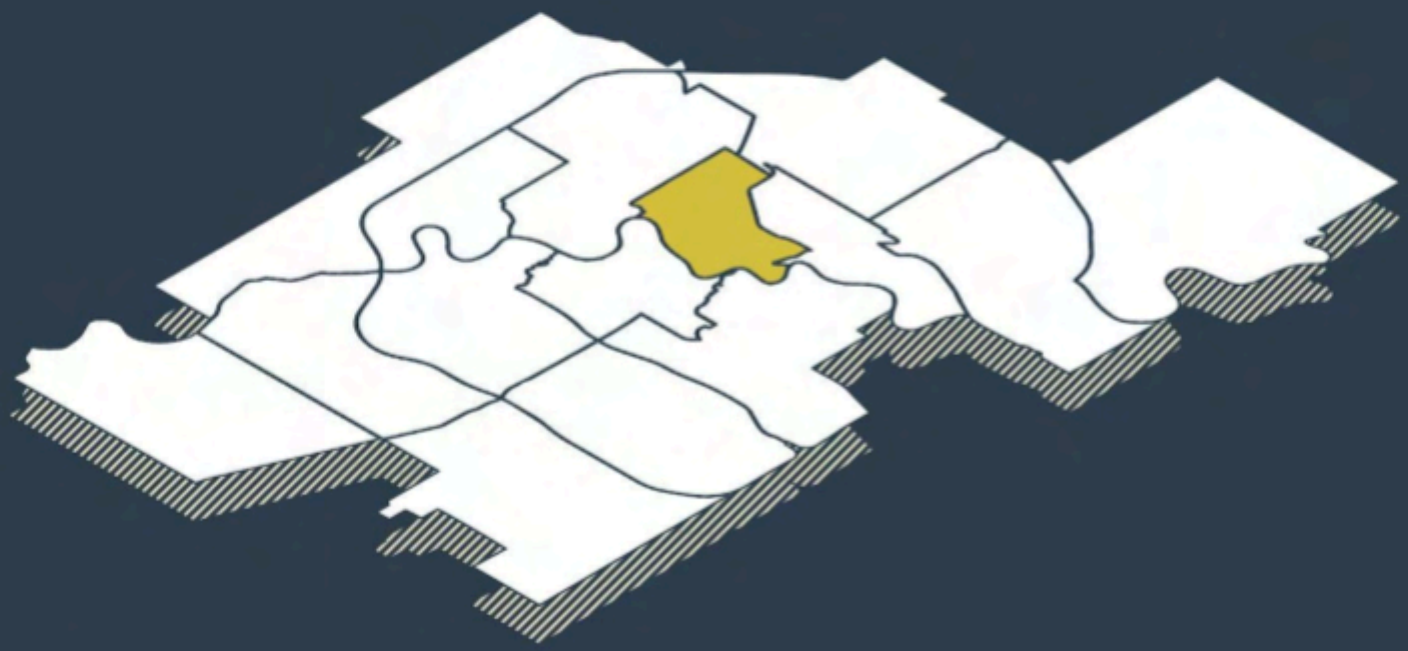
CENTRAL
DISTRICT PLAN

Edmonton



SCHEDULE A

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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

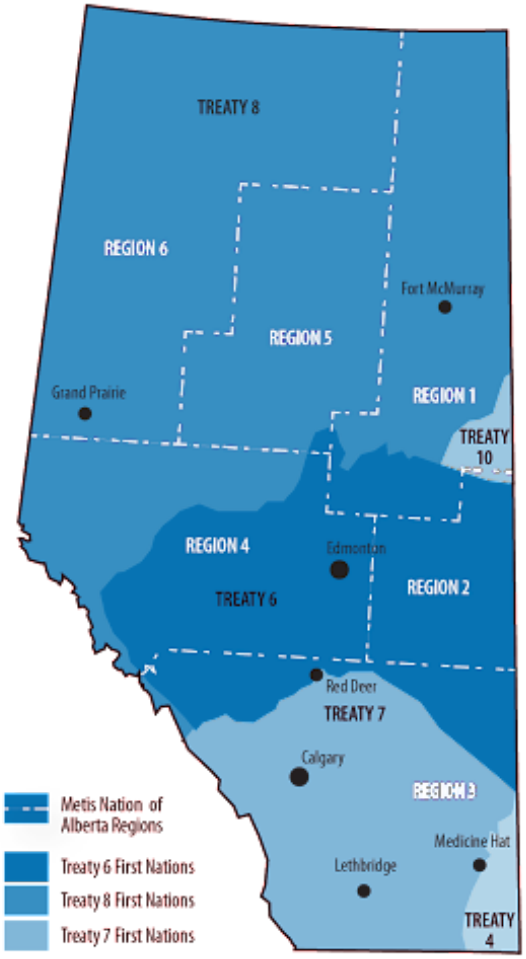
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

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 Central District is located within the Edmonton wards named Anirniq ᐊᓂᕐᓂᖅ, Nakota Isga and O-day'min.

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.

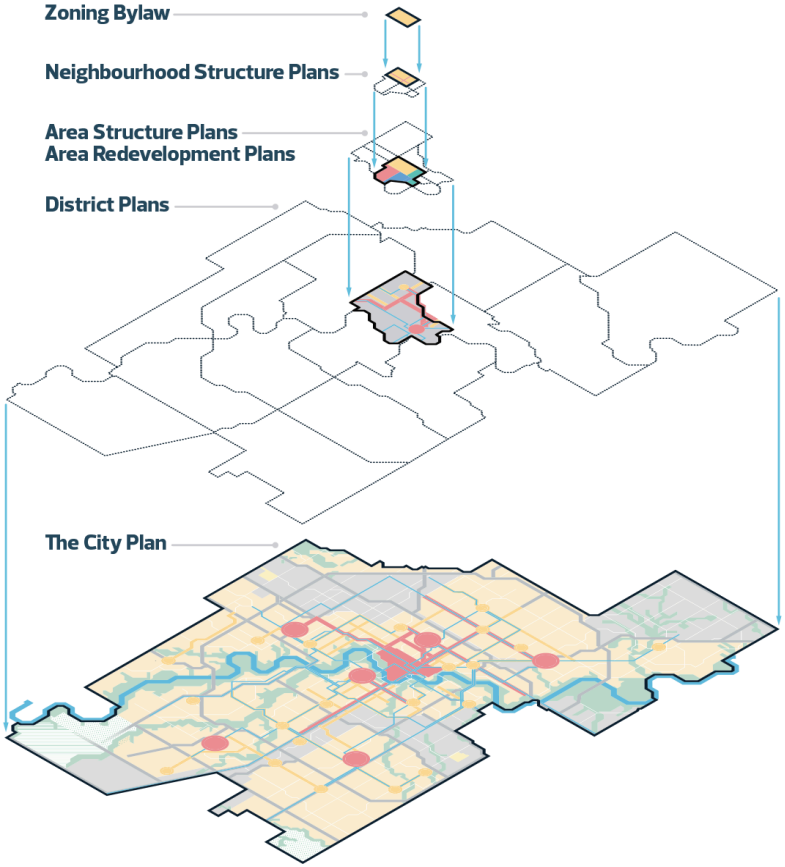
The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

	Relationship
Areas with **only** a District Plan	• The District Plan and the District Policy will guide rezoning, subdivision and development permit decisions.
Areas with a District Plan **and** another statutory plan	• 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 Central District is located in the central area of Edmonton. Nearby **Districts** include the Jasper Place, Northwest and 118 Avenue Districts. Across the North Saskatchewan River to the south are the Scona and Southeast Districts. The Central District is shown in **Map 1: Heritage and Culture**, and includes the following neighbourhoods:

Residential Neighbourhoods

- Boyle Street
- Central McDougall
- Dovercourt
- Downtown
- Glenora
- Inglewood
- McCauley
- North Glenora
- Prince Charles
- Prince Rupert
- Queen Mary Park
- Riverdale
- Rossdale
- Sherbrooke
- Westmount
- Wîhkwêntôwin
- Woodcroft

The Central District is generally bordered by Yellowhead Trail (Highway 16), 121 Street NW to Kingsway NW and 111/112 Avenue NW to the north, the North Saskatchewan river along its eastern and southern boundary and 142 Street NW to the west.

The North Saskatchewan River forms the southern boundary of the Central District. Groat Ravine connects to the North Saskatchewan River in this area.

2.2 Historical Context

The land within the 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 settlement history of this District has several distinct influences over time. Fur trading forts built in the early 19th century anchored the District as the economic, administrative and cultural centre of the region. Indigenous hunters camped nearby. When Indigenous peoples and European settlers died, they were buried in the Traditional Burial Grounds or Fort Edmonton Cemetery before other cemeteries were established in the region beginning in 1864.

During the 1860s, river lots were established after a Métis pattern creating an agricultural community along the North Saskatchewan River. These river lots were long, narrow farm lots that started at the river and extended backward, giving easy access to fresh water, wooded areas and space for farming. Métis people primarily farmed these lots, raised families and established their own communities along the North Saskatchewan River—playing a significant role in the formation of the District and its urban landscape today. As more settlers arrived, these river lots and Hudson's Bay Company land were subdivided for development and Edmonton began its transition into an urban place in what is now the Central District. In this transition, Edmonton's commercial enterprises and institutions established themselves on the top of the river bank along what became Jasper Avenue NW. Development activity was initially focused east of 101 Street NW, the eastern boundary of Hudson's Bay company land.

Over time and as downtown grew, its centre of gravity moved westward—the intersection of Jasper Avenue NW and 101 Street NW was the commercial core for decades. In the early 1900s, the city's Chinatown began to take shape around 97 and 98 Streets NW when Chinese merchants established businesses at the intersection of Namayo Avenue (now 97 Street NW) and Rice Street (101A Avenue NW) to meet the needs of a growing Chinese community.

The arrival of the Canadian Pacific Railway across the river and the establishment of a rival south-side community (Strathcona) galvanized Edmonton to incorporate as a municipality in 1892 and compete for things like a bridge (the Low Level), completed in 1900. Receiving a direct railroad connection in 1905 and being named Alberta's capital in 1906 confirmed this District's regional importance and contributed to accelerated growth.

Affluent families and new professionals originally built their homes west of 101 Street NW. Arrivals with fewer means tended to settle in the eastern and northern portions of the District. Construction of the Legislature building on the site of the final fur trading fort drew growth westward. Glenora was laid out in 1911 on a garden city suburb plan. Many business and political leaders settled in Glenora and

Westmount, and the Government of Alberta built Government House in 1913 to house lieutenant-governor officials. This later housed the original Royal Alberta Museum.

Industrial uses were initially located along River Valley flats, but after a devastating flood in 1915, industry decamped to higher ground with rail access and a long cycle of disinvestment in the River Valley communities of Rossdale and Riverdale began. The city's power plant and water treatment plant remained in Rossdale, but the valley flats to the west became Victoria Park—the first significant open space in Edmonton's "Ribbon of Green."

The Canadian National Railway lines and associated industrial and commercial uses influenced the eastern and central land development of the Central District, and parts of the west (Westmount/Inglewood area). Rail operations expanded into the Commonwealth Stadium and Brewery District areas, and north along 121 Street NW to the CN Walker Yard at 127 Avenue NW. The city's major train stations meanwhile were built along 104 Avenue NW and 109 Street NW and a warehouse district grew in between. Additional industrial activities began along the rail line that separated the Boyle Street and McCauley neighbourhoods and extended west into the areas that became the Oliver (now Wîhkwêntôwin), Queen Mary Park and Prince Rupert neighbourhoods.

A streetcar system that opened in 1908 reinforced the commercial importance of Jasper Avenue NW and later expanded to accelerate development in Westmount and Inglewood. An elaborate City Beautiful plan for the development of the Hudson Bay Company's lands north of 108 Avenue NW established Kingsway (originally Portage Avenue) as an important roadway, but otherwise failed to be realized as development slowed after 1913.

Following some interim use during World War II with proximity to Blatchford field, northern and western parts of the Central District were quickly converted into residential suburbs when Edmonton began to boom again after World War II. This included expansion of Charles Camsell Hospital to treat tuberculosis patients in addition to other medical services before eventually closing in 1996.

The District's youngest neighbourhoods (e.g. Woodcroft, Dovercourt, Sherbrooke) were built in the 1950s following the 'neighbourhood unit' design concept that aimed to keep traffic to the periphery through a modified grid street layout. Westmount Mall, Edmonton's first suburban shopping mall, was also built during this time along with the Bel Air (now Baywood Park) Apartments and Coronation Park.

Redevelopment is also an important part of this District's history. Beginning in the 1950s, Downtown began to be remade along modernist architectural lines, with older brick and wood buildings replaced by high rise structures. Urban renewal projects resulted in residents and businesses being displaced. A civic centre originally planned in 1912 finally began to take shape around a City Hall built in 1957. Large downtown developments such as McCauley Plaza (now ATB Place), Edmonton Centre and Eaton's Centre (now Edmonton City Centre), Scotia Place, Manulife Place and Canada Place followed along with smaller projects. Starting in the 1960s, redevelopment of older homes in Wîhkwêntôwin, Boyle Street and near 107 Avenue NW (Central McDougall and Queen Mary Park) significantly increased the apartment supply in Edmonton.

Freight rail and intercity passenger rail services were removed from the rail corridors in the Central District and former rail corridors redeveloped. Beginning in the 1970s, portions of the Canadian National Railway line east of Downtown developed into Edmonton's first Light Rail Transit (LRT) system in 1978 connecting Belvedere and downtown and opening up new development possibilities for the capital. At the same time, Commonwealth Stadium was completed to host the Commonwealth Games and replace the aging Clarke Stadium at 90

Street NW and 112 Avenue NW for major events. Later, in the 1990s, the facility underwent a significant update with the inclusion of the Commonwealth Community Recreation Centre (CCRC), enhancing its role as a recreational and community hub.

During the 1990s the downtown area would also experience significant change with the construction of the City Centre Campus of Grant MacEwan Community College (now MacEwan University). As Edmonton's economy continued to grow, so too has redevelopment of these corridors within theDowntown and Wîhkwêntôwin neighbourhoods including Unity Square, Railtown and, more recently, Rogers Place and the Brewery District.

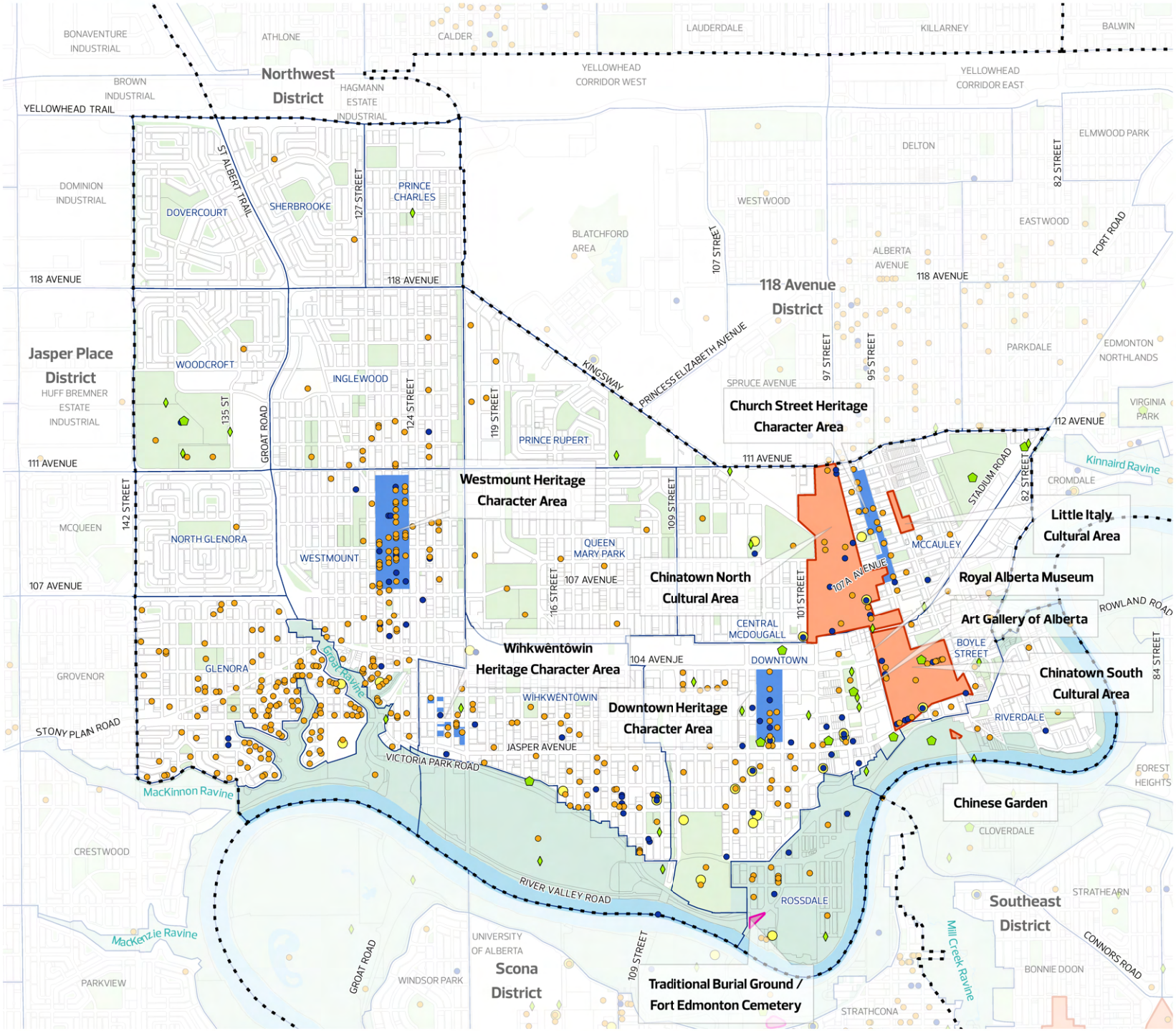
In 2020, an initiative was launched to rename the Oliver neighbourhood (now Wîhkwêntôwin) to eliminate its association with Frank Oliver's controversial legacy tied to discriminatory policies. Edmonton's Oliver neighborhood, formerly named after Frank Oliver, has now embraced the Cree name Wîhkwêntôwin, The new Cree name, Wîhkwêntôwin, translates to "circle of friends" and was chosen for its symbolism of togetherness and inclusivity. Renaming of the Oliver neighbourhood highlights Edmonton's dedication to reconciliation and acknowledging its historical context.

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.

Map 1: Heritage and Culture



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

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

0 0.25 0.5 Km

Scale: 1:38,000

Data Updated: 2024 03 01

2.3 Development Context

The Central District comprises Edmonton's central business district and surrounding mature neighbourhoods of primarily residential and mixed-use development. Recreational and institutional uses such as Commonwealth Community Recreation Centre, RE/MAX Field, MacEwan University, Norquest College and the Alberta Legislature are rooted across the District.

The Central District generally includes the neighbourhoods associated with, although distinct from Downtown, including Rossdale, Wîhkwêntôwin and Boyle Street. The latter areas share a strong connection to the District's Jasper Avenue NW commercial corridor. Wîhkwêntôwin has become an attractive area for higher-density apartment development and although many of the original single-detached homes were replaced beginning in the 1960s—much of it retains a residential character.

Jasper Avenue NW remains the Central District's main commercial avenue, with significant commercial, heritage and cultural areas extending north, such as along 97 Street NW and 95 Street NW. The Heritage Quarter in Boyle Street contains **Municipal Historic Resources** that represent the heart of the early Edmonton community, as a site of vibrant commerce, trade, entertainment and living. Edmonton's original Chinatown emerged more than 100 years ago in the areas of Boyle Street and McCauley, where a number of merchants established businesses to cater to a small, but growing, Chinese population. It emerged in the area around Jasper Avenue NW and 97 Street NW, but urban renewal pushed businesses east on 102 Avenue NW and also north up 97 Street NW, creating a distinct "Chinatown South" in the Quarters area and "Chinatown North" in the 1970s. 95 Street NW became the centre of Edmonton's Italian community in the 1950s. 107 Avenue NW, dubbed "Avenue of Nations" by the 1990s, also became a noted area for culturally diverse businesses.

Further west, Jasper Avenue NW connects to the 124 Street NW commercial strip that divides Wîhkwêntôwin, Westmount and Inglewood. These are some of the city's oldest neighbourhoods and housing stock. Examples of Edmonton's early architectural character can be found in housing constructed from 1912 to 1925 along 125 Street NW and 126 Street NW, within the Westmount Architectural Heritage Area.

Groat Road is a major north-south connection within the western portion of the Central District. Heading south, Groat Road NW connects the neighbourhoods of Dovercourt, Sherbrooke, Woodcroft, North Glenora and Glenora to major activity centres such as Westmount Shopping Centre and Coronation Park. It continues south across the River Valley to the Scona District to access the University of Alberta north campus and University Hospital.

The Capital, Metro and Valley Line LRT connect the Downtown area to the north, northeast, southeast and south of the city and will soon also connect to the west. Central District neighbourhoods and major anchors accessible by the Metro and Capital Line LRT include McCauley, Central McDougall, Prince Rupert, the Royal Alexandra Hospital, Commonwealth Stadium and Commonwealth Stadium Recreation Centre. Neighbourhoods in the west areas of this District will be influenced by the ongoing development of the Valley Line West LRT.

Completed in 2017, the 100 Street NW funicular increased access to the **North Saskatchewan River Valley and Ravine System**. It serves as a connection between Downtown and the River Valley, and includes viewpoints, a pedestrian bridge, artwork, **Wayfinding**, interpretive signage and is a landmark for Edmontonians and visitors alike.

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 of flooding.

The 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 Central District may be impacted by stormwater flooding and extreme heat effects on both assets and people. Communities along the North Saskatchewan River are also vulnerable to river flooding. Actions laid out in Edmonton's climate strategies are helping to build resilience in communities across the city.

Current Plans in Effect

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

- Capital City Downtown Plan – 2010
- North Edge Area Redevelopment Plan – 1998
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Rossdale Area Redevelopment Plan – 1986
- Stadium Station Area Redevelopment Plan – 2018
- The Quarters Downtown Area Redevelopment Plan - 2009

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 Capital City Downtown Plan (adopted in 2010) provides a land-use planning framework and implementation plan to guide development for 10-to-15 years after plan adoption. The Plan sets out public investment projects that are key to the transformation of the Downtown area and provides regulations to raise the standard of urban design and encourage sustainable development. A community revitalization levy supports infrastructure improvements in parts of Downtown.

The North Edge Area Redevelopment Plan was originally adopted under a different name in 1998 to guide the neighbourhoods of Central McDougall and Queen Mary Park. Direction for the 'North Edge', between 105 and 107 Avenues NW was significantly updated later to support urban revitalization, transitioning, redeveloping and intentional connection of the lands adjacent to Downtown, from previous industrial, institutional and commercial activities into higher density, mixed-use residential communities. A redevelopment levy applies in that area to provide for more public amenities as redevelopment occurs. In 2024, a major amendment reduced the boundaries and renamed the plan to the North Edge Area Redevelopment Plan to focus on the portions of the plan area affected by the levy, together with related open space and other land use policies.

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 Central District and Edmonton city-wide.

The Rossdale Area Redevelopment Plan (adopted in 1986) provides for the rehabilitation of the South Rossdale area to be compatible with existing development and encourages redevelopment in North and West Rossdale, recognizing the location within the River Valley and its proximity to downtown. A major amendment to the plan in 2021 incorporated heritage interpretation, and redevelopment and infrastructure intentions for the River Crossing area, which generally lies north of the Walterdale Bridge. The plan also guides planning for the area of the Traditional Burial Grounds or Fort Edmonton Cemetery.

The Stadium Station Area Redevelopment Plan (adopted in 2018) replaced a transit-oriented development plan from the 1970s that largely failed to attract the desired redevelopment. The new plan was created to address the Coliseum **Mass Transit Station**'s integration with its surrounding area. This plan 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 20-to-25 years from the plan's adoption.

The Quarters Downtown Area Redevelopment Plan (adopted in 2009) provides a planning framework to guide development and revitalization in The Quarters portion of Boyle Street. The Plan outlines five distinct precincts, emphasizing higher-density development, a mix of land uses, architectural excellence, sustainability, reduced car dependency and the cultivation of a vibrant, safe environment through specific policies and regulations. The Quarters community revitalization levy funds infrastructure investments to support the outcomes of the plan.

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 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 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 to occur across the District. **Centre City** provides the greatest opportunity for growth, given the infrastructure connections such as **Mass Transit Stations** and the new and existing parks and open spaces. At the eastern extremity of the Central District, the Stadium **District Node** development is also a focus for growth. Growth will occur according to approved plans and/or future plans that support new development, and are aligned with The City Plan and regional direction.

Employment growth is expected primarily in **Centre City,** with a focus on innovative business and institutional sectors connected by **Mass Transit**. Downtown will maintain and strengthen its role as a business, cultural, transportation and visitor hub, with the opportunity to expand geographically as the city grows to support adjacent areas of the **Centre City**.

Additional opportunities for redevelopment are identified along portions of **Primary Corridors** in the District, including 124 Street NW, 97 Street NW, 111 Avenue NW and Stony Plain Road.

Table 1: Anticipated District Population and Employment Numbers

Table 1 provides the anticipated population and employment numbers for the 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	84,000	119,000	232,000
District Employment	135,000	146,000	214,000

* 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 Area**. 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 established neighbourhoods are described in greater detail in local plans, such as Area Redevelopment Plans and other area-specific planning documents.

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 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 portions of **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.

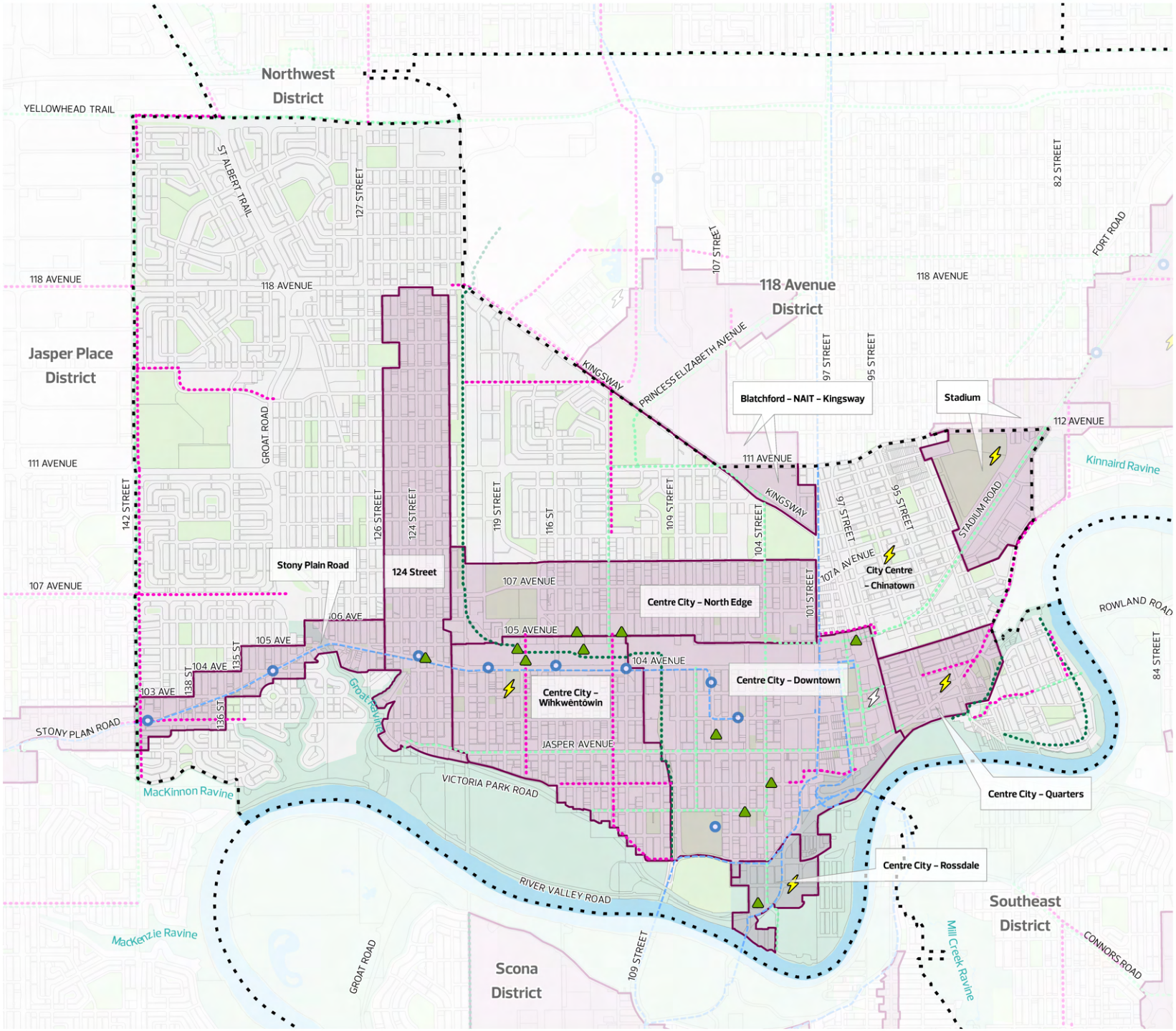
Not all **Nodes** and **Corridors** are considered **Priority Growth Areas** as **Priority Growth Areas** are concentrated in the **Redeveloping Areas** of the city until later population horizons.

Map 2: Activating Growth to 1.25 Million identifies nine **Priority Growth Areas** for the Central District Plan: the 124 Street **Primary Corridor**, Blatchford - NAIT - Kingsway **Major Node**, the **Centre City** - Downtown, the **Centre City** - North Edge, the **Centre City** - Wîhkwêntôwin, the **Centre City** - Quarters, the **Centre City** - Rossdale, the Stadium **District Node** and the Stony Plain Road **Primary Corridor**.

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.

Map 2: Activating Growth to 1.25 Million



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.

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

0 0.25 0.5 Km

Scale: 1:38,000

Data Updated: 2024 03 01

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.

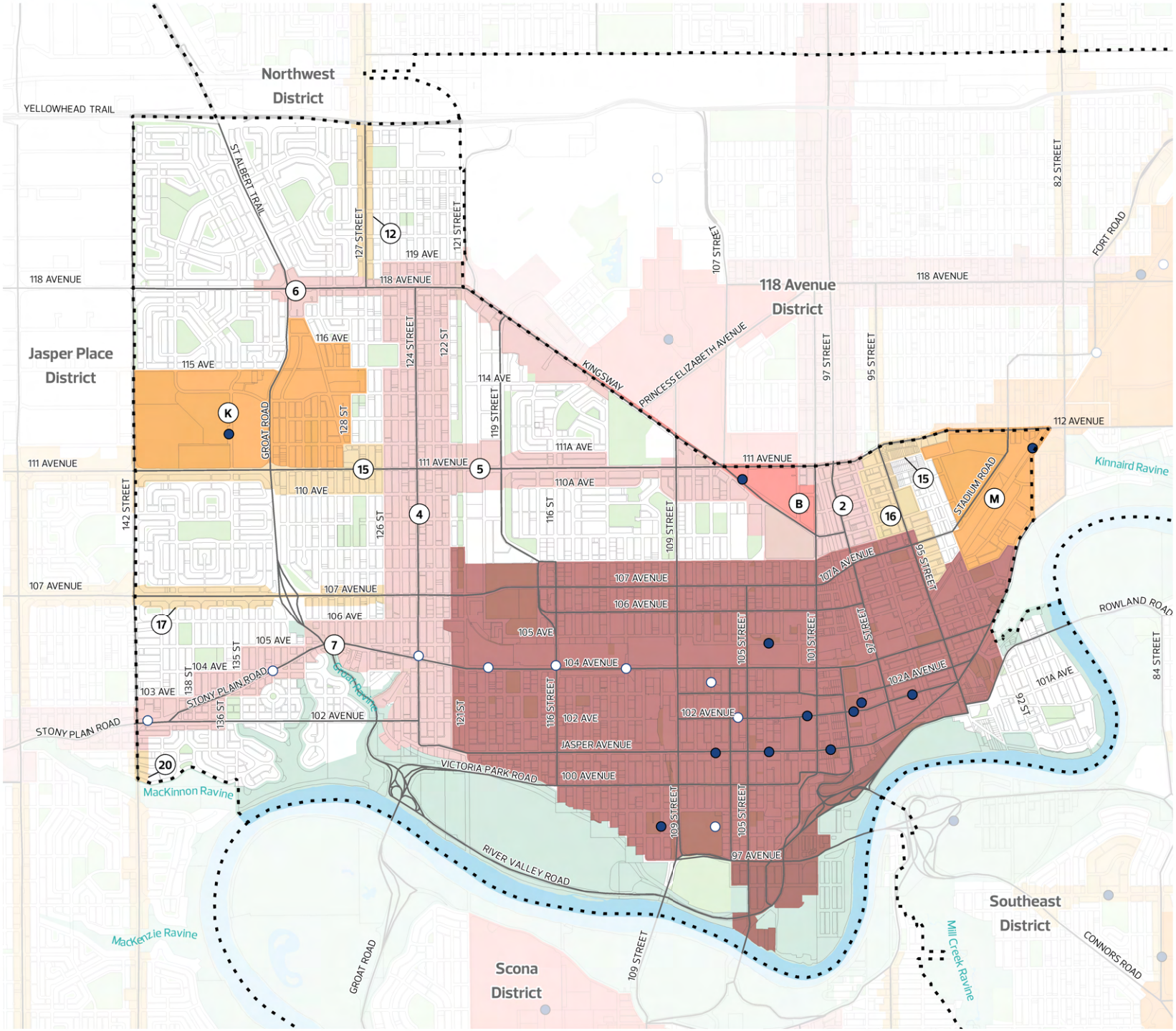
Map 4: Land Use Concept to 1.25 Million

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.

Map 3: Nodes and Corridors



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
  - (B) Blatchford-NAIT-Kingsway
- District Node
  - (K) Westmount
  - (M) Stadium
- Primary Corridor
  - (2) 97 Street
  - (4) 124 Street
  - (5) 111 Avenue
  - (6) Kingsway/118 Avenue
  - (7) Stony Plain Road
- Secondary Corridor
  - (12) 127 Street
  - (15) 111 Avenue
  - (16) 95 Street
  - (17) 107 Avenue
  - (20) 142 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.

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

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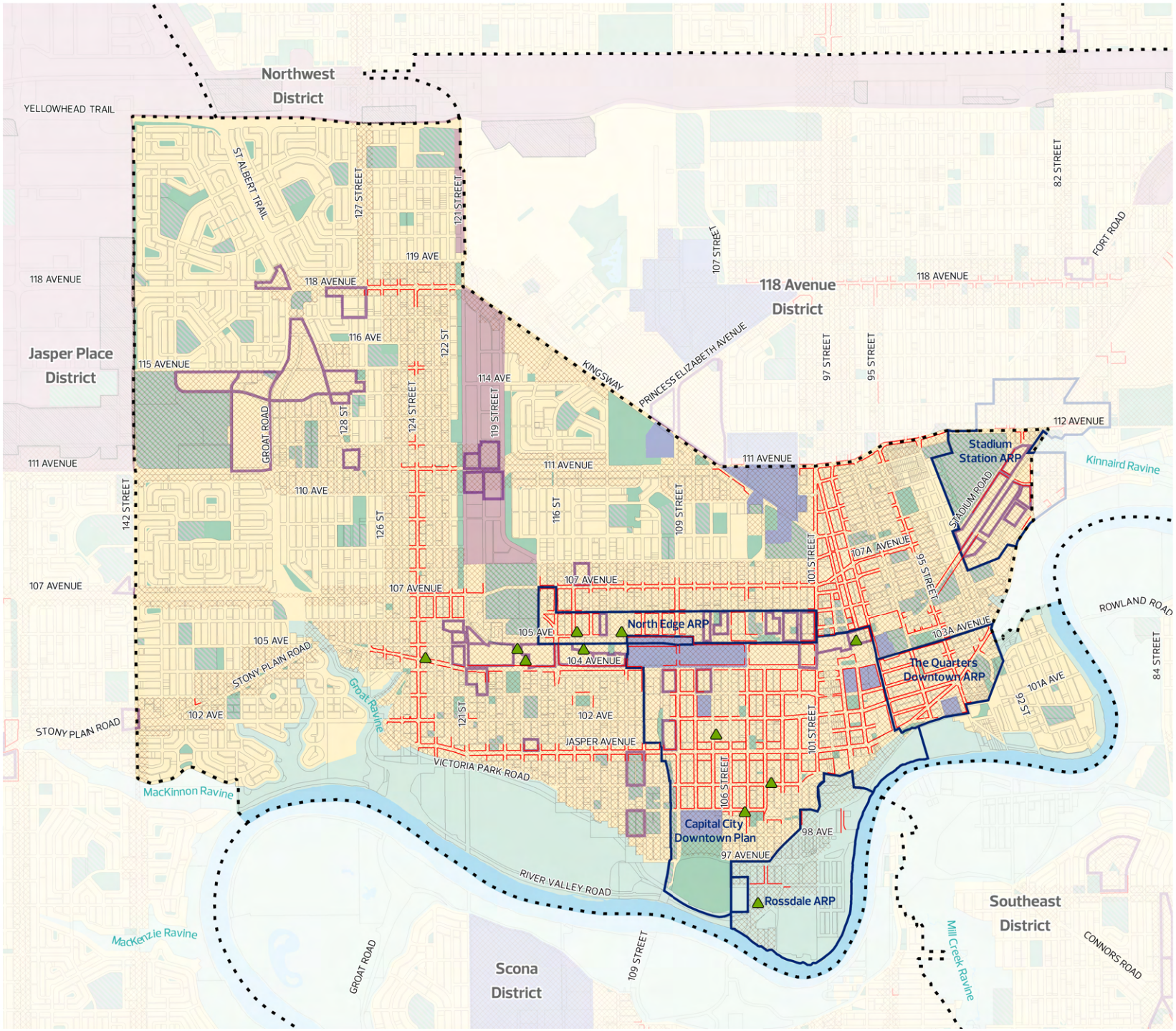
Scale: 1:38,000

Data Updated: 2024 03 01

Map 4: Land Use Concept to 1.25 Million



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.

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

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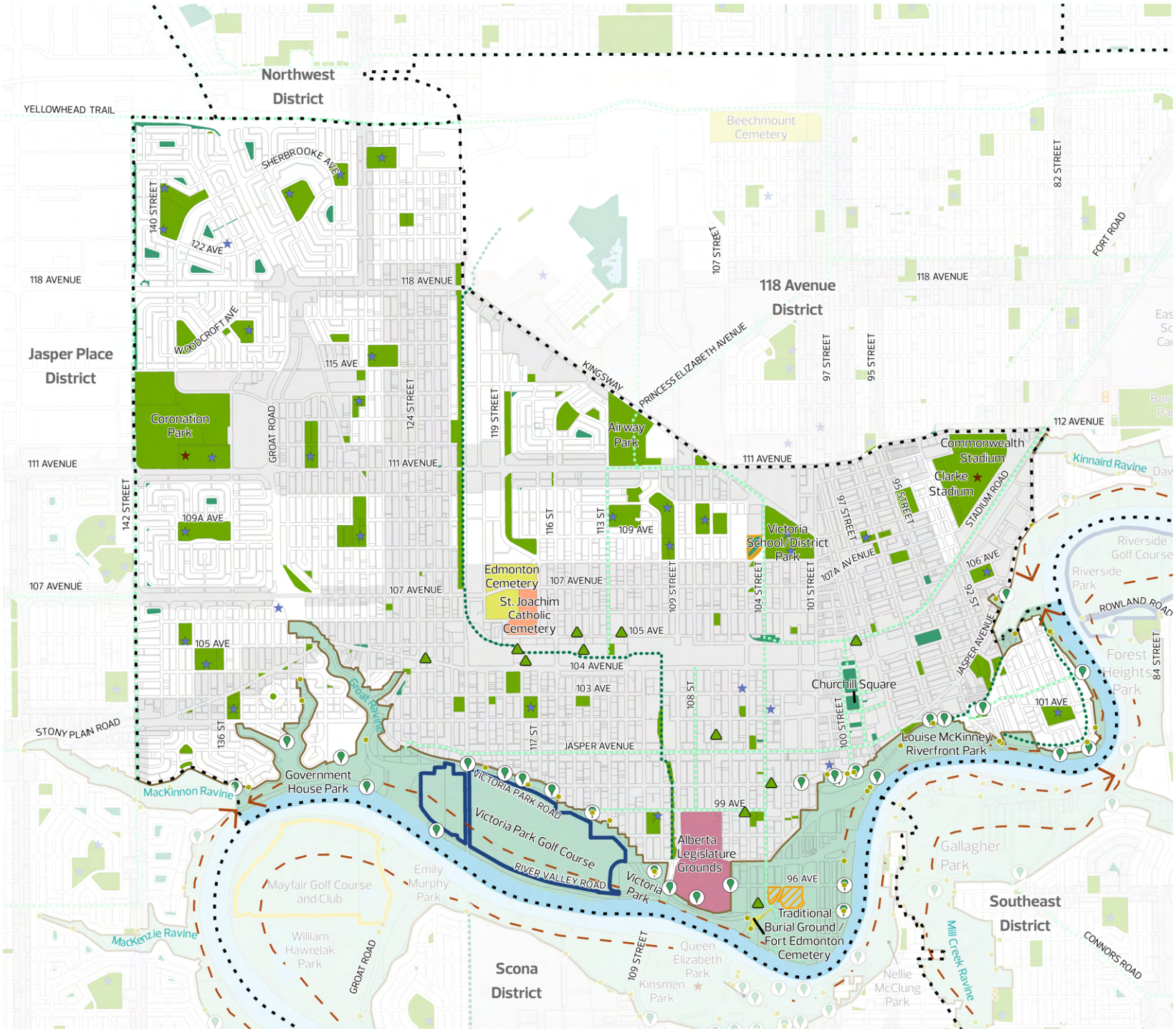
Scale: 1:38,000

Data Updated: 2023 12 31

Map 5: Open Space and Natural Areas to 1.25 Million



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Transportation/Utility Corridor*

Open Space Connectors and Features

- River Valley Viewpoint – Current
- River Valley Viewpoint – Planned
- River Valley Trail Access
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Habitat Greenway
- Urban Greenway
- Major Ecological Connection

Municipal Open Space

- Park– Current**
- Open Space – Supplementary**
- Municipal Golf Course
- Municipal Cemetery

Planned Municipal Park*

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

Community Assets

- Recreation Centre
- School

Non-Municipal Open Space

- Open Space – Other
- Provincial Park/Protected Area
- Private Golf Course
- Private Cemetery

Other Open Spaces

- Special Purpose Facility

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.

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Scale: 1:38,000

Data Updated: 2024 03 01

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 within the District 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**

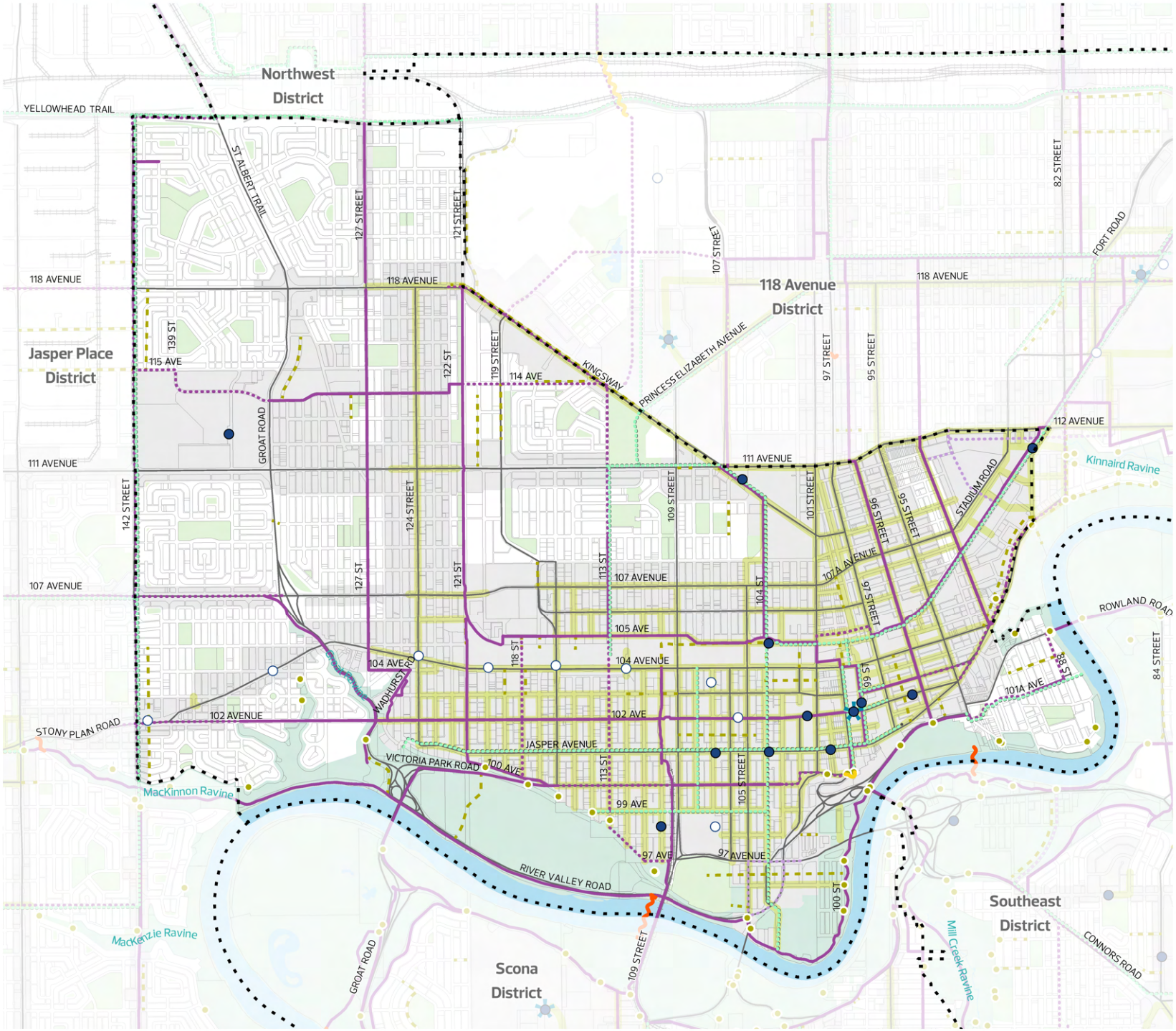
Map 6: Active Transportation to 1.25 Million

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.

Map 6: Active Transportation to 1.25 Million



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
- Active Transportation Bridge – Current
- Active Transportation Bridge – Planned
- River Valley Active Transportation Regional Connection
- Active Transportation Regional Connection

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.

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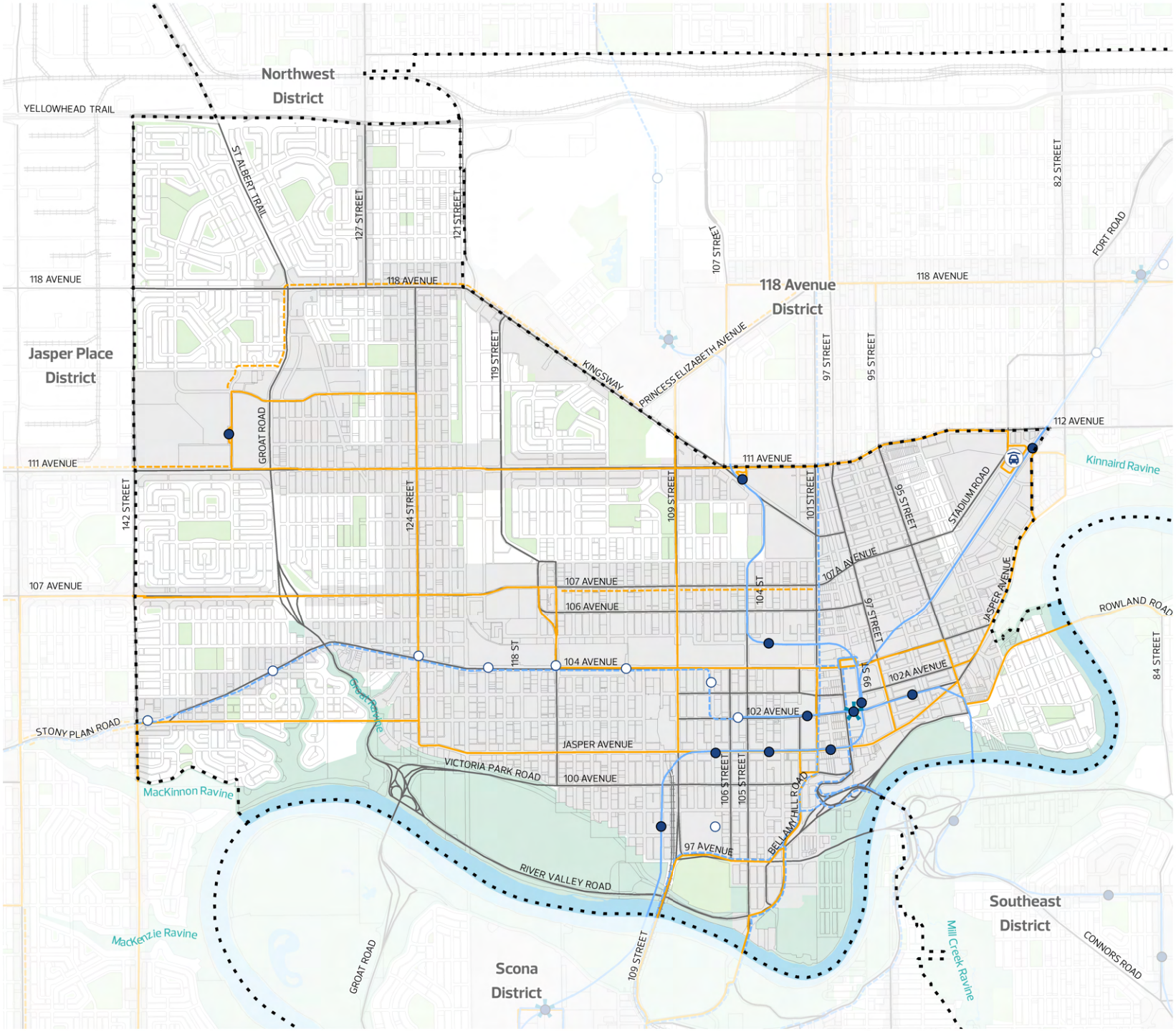
Scale: 1:38,000

Data Updated: 2024 03 01

Map 7: Transit to 1.25 Million



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.

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Scale: 1:38,000

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.

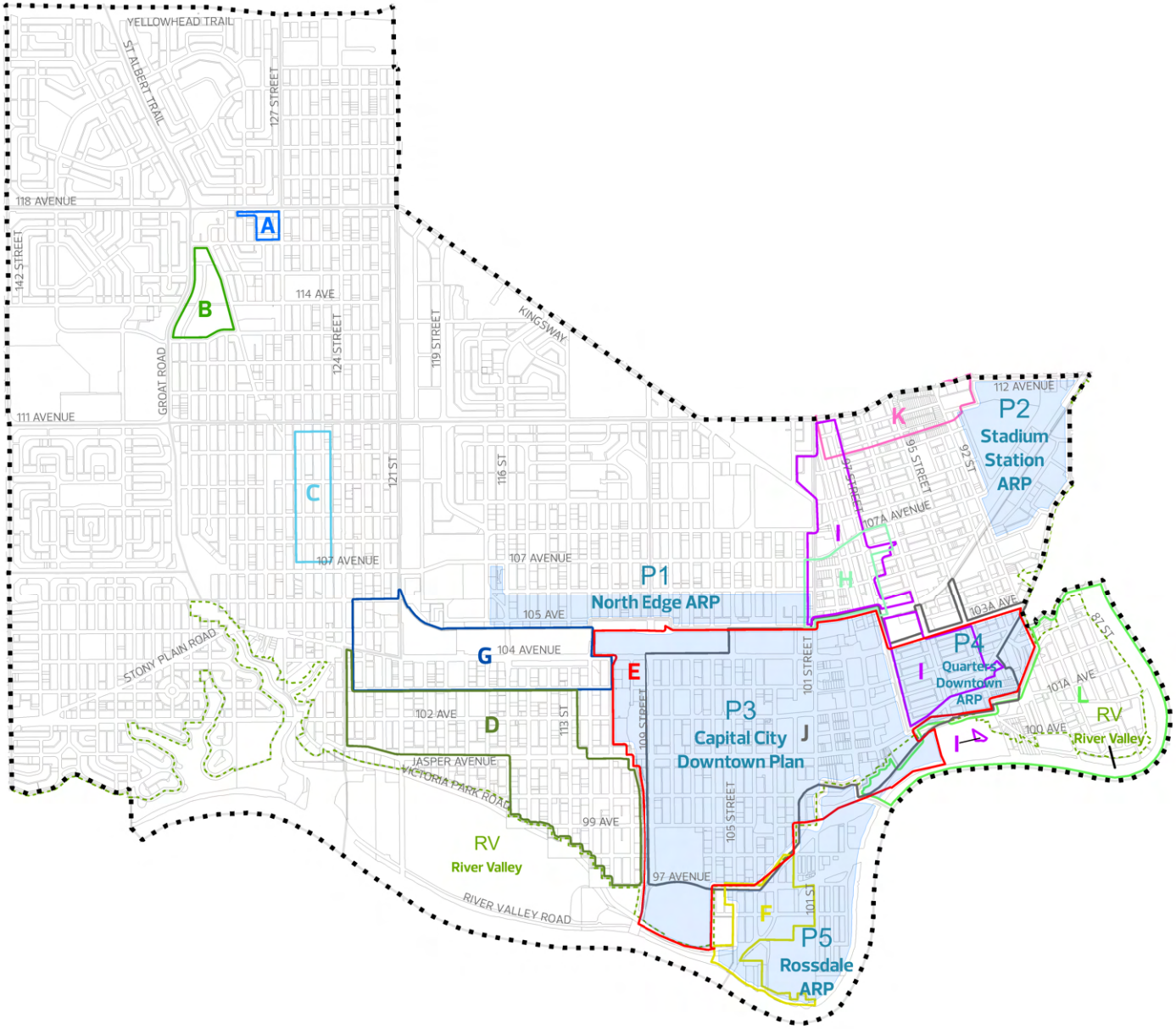
Map 8: Area-Specific Policy Subareas

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.

Map 8: Area-Specific Policy Subareas



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

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Scale: 1:38,000

Data Updated: 2024 03 01

Table 2: Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	**A.1 Inglewood - Land Use (Princess Apartment Site)** Should redevelopment of the Princess Apartments site occur, a comprehensive proposal will be encouraged under a Direct Control Zone which meets the following guidelines: a) Development should remain residential but may include commercial uses along 118 Avenue; b) Commercial uses and associated parking should not extend south of 117B Avenue; c) Commercial buildings along 118 Avenue should not exceed a height of three storeys; and d) Residential development along 117 Avenue and 127 Street should be oriented to the street, sensitive in design to the surrounding single detached housing and not exceed a height of four storeys.

Subarea	Additional or Exceptional Policy
B	**B.1 Inglewood - Land Use (Large Site Redevelopment at 114 Avenue and Groat Road)** Should redevelopment of the **Large Site** located at the northeast corner of 114 Avenue and Groat Road (Lots 1-3, Block 17, Plan 7720986; Lots 1-3, Block 18, Plan 7720986; Lot , Blocks 19-21, Plan 5025HW; and Lot , Blocks A-B, Plan 5025HW) occur, a comprehensive proposal should be encouraged under a Direct Control Zone, which should include a publicly accessible park on site.

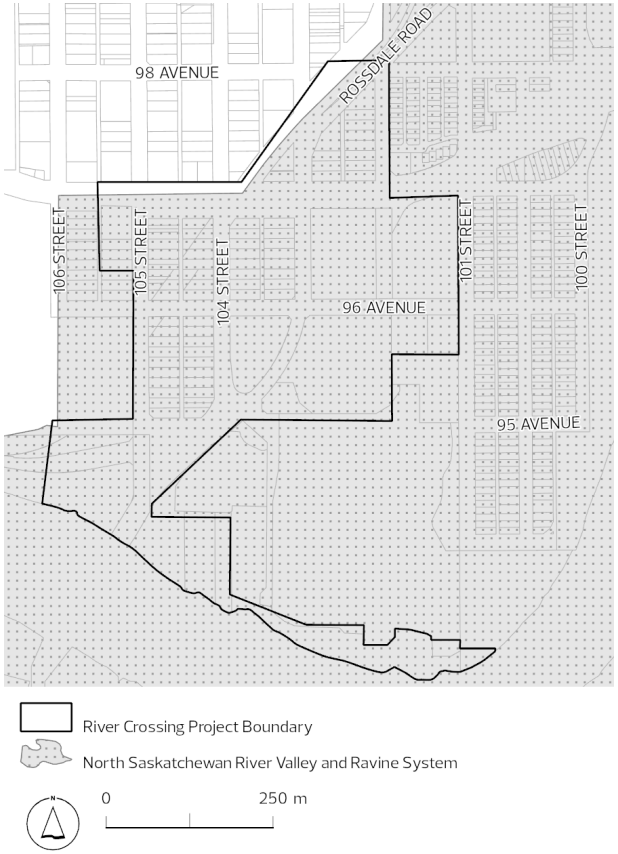
Subarea	Additional or Exceptional Policy
C	**C.1 Westmount - Map** For additional or exceptional policy direction in this map area, refer to the following referencing policies.

Subarea	Additional or Exceptional Policy
C	**C.2 Westmount - Land Use (Architectural Heritage Area)** *Refer to* C.1 Westmount - Map *above for the specific location where this policy applies.* For development within the Westmount Architectural Heritage Area refer to DC1 Charter Bylaw 18934 in the Zoning Bylaw. The following policies may also inform the design of new development in the Westmount Architectural Heritage Area: a) Ensure new development is **Small Scale** and sensitively integrated with the historical context of the Westmount Architectural Heritage Area. b) Require exterior alterations be undertaken in a manner that retains and preserves a building's original architectural elements to the greatest extent practical. c) Support the historical context of the Westmount Architectural Heritage Area by incorporating defining elements of the area's character within the built form.

Subarea	Additional or Exceptional Policy
C	**C.3 Westmount - Land Use (Architectural Heritage Area)** *Refer to* C.1 Westmount - Map *above for the specific location where this policy applies.* The following voluntary architectural guidelines may inform the design of new development in the Westmount Architectural Heritage Area, in addition to the mandatory design and development criteria outlined in Charter Bylaw 18934. a) Roofs and Dormers i) Roofs may be articulated through the use of dormers. ii) Roofs may have wide or bellcast eaves. iii) Eaves may be open or closed. b) Front Porches and Balconies i) Front porches may be full-width or half-width and may be enclosed, partially enclosed or unenclosed. ii) Development in the Westmount Architectural Heritage Area may include a balcony. iii) Balconies may be enclosed or unenclosed. c) Materials i) Development is encouraged to utilize traditional materials including: 1) Wood clapboard and shingle as primary materials. 2) Stucco and brick as accents. ii) Development is encouraged to follow traditional patterns of material application, including variations in finishing materials to provide contrast and articulate façades. iii) Development is encouraged to enhance façades through the use of multiple colours. d) Colour i) Where applied, colour should: 1) Articulate façades and provide visual interest. 2) Create contrast. 3) Highlight architectural features and detailing.
D	**D.1 Wîhkwêntôwin - Land Use (Older Houses)** The retention and reuse of older houses that are subject to (DC1) Direct Development Control Provisions is encouraged in the Wîhkwêntôwin neighbourhood. Development adjacent to these sites should respect their role and significance in the urban fabric using setbacks, massing and landscaping.

Subarea	Additional or Exceptional Policy
D	**D.2 Wīhkwêntôwin - Open Space (Edmonton General Hospital)** The provision of publicly accessible open space along Jasper Avenue will be encouraged in the event the Edmonton General Hospital is redeveloped.

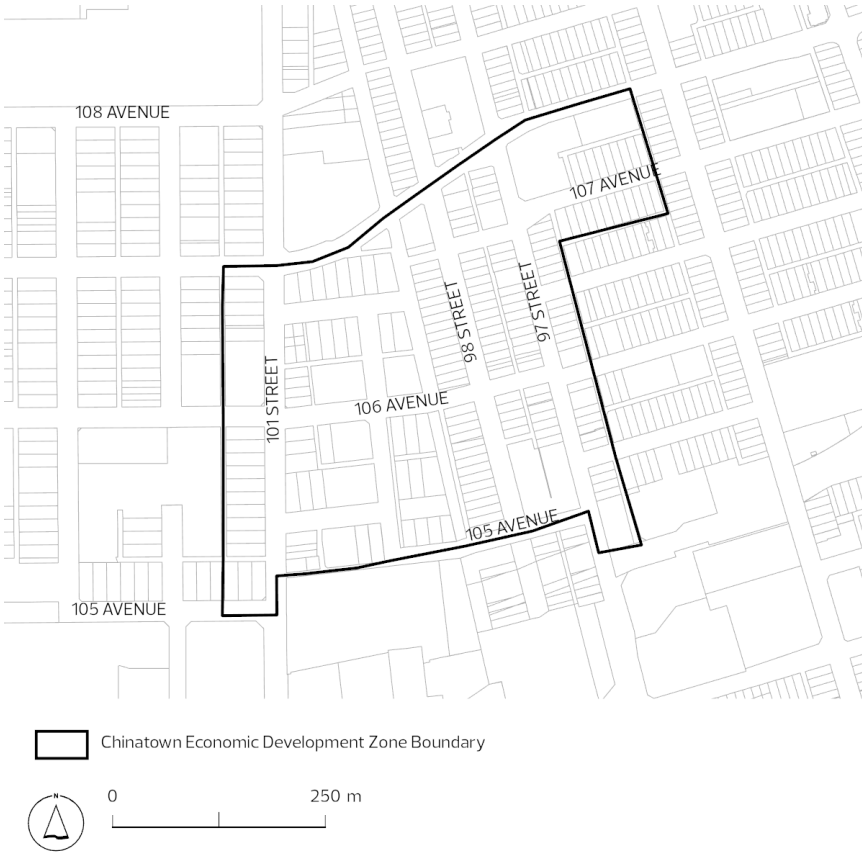
Subarea	Additional or Exceptional Policy
E	**E.1 Downtown - Downtown Public Places Plan** For further planning direction, refer to the Downtown Public Places Plan.

Subarea	Additional or Exceptional Policy
F	**F.1 Rossdale - River Crossing Heritage Interpretive Plan and River Crossing Business Plan** a) For further planning direction, refer to the River Crossing Heritage Interpretive Plan. b) For additional strategic and design direction, refer to the River Crossing Business Plan. 

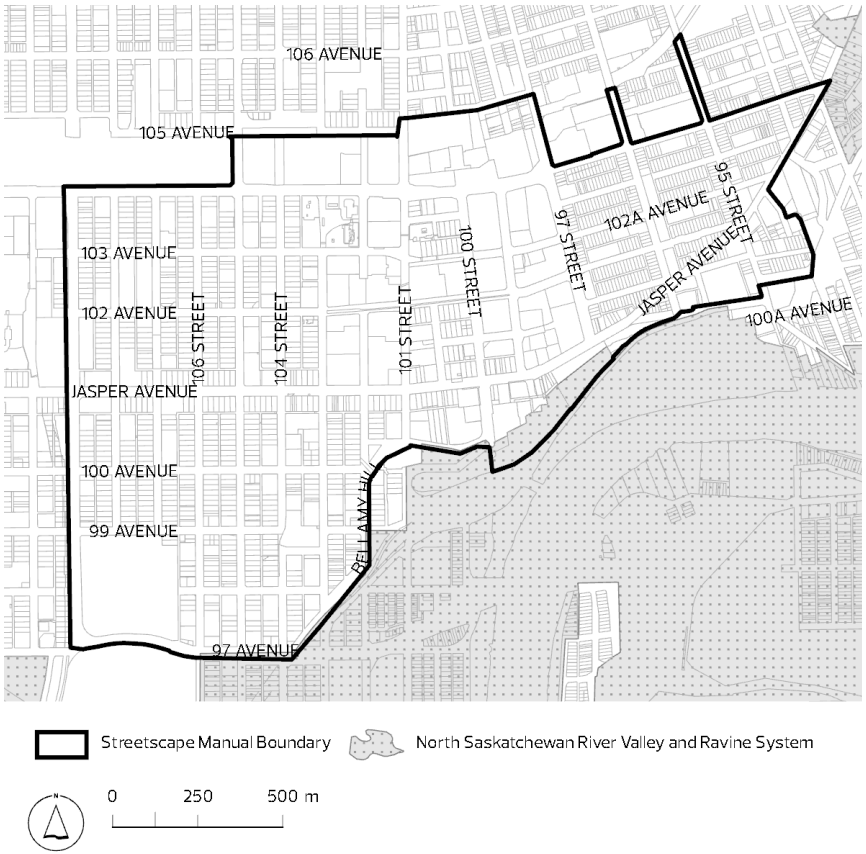
Subarea	Additional or Exceptional Policy
G	**G.1 104 Avenue Area - Map** For additional or exceptional policy direction in this map area, refer to the following referencing policies.

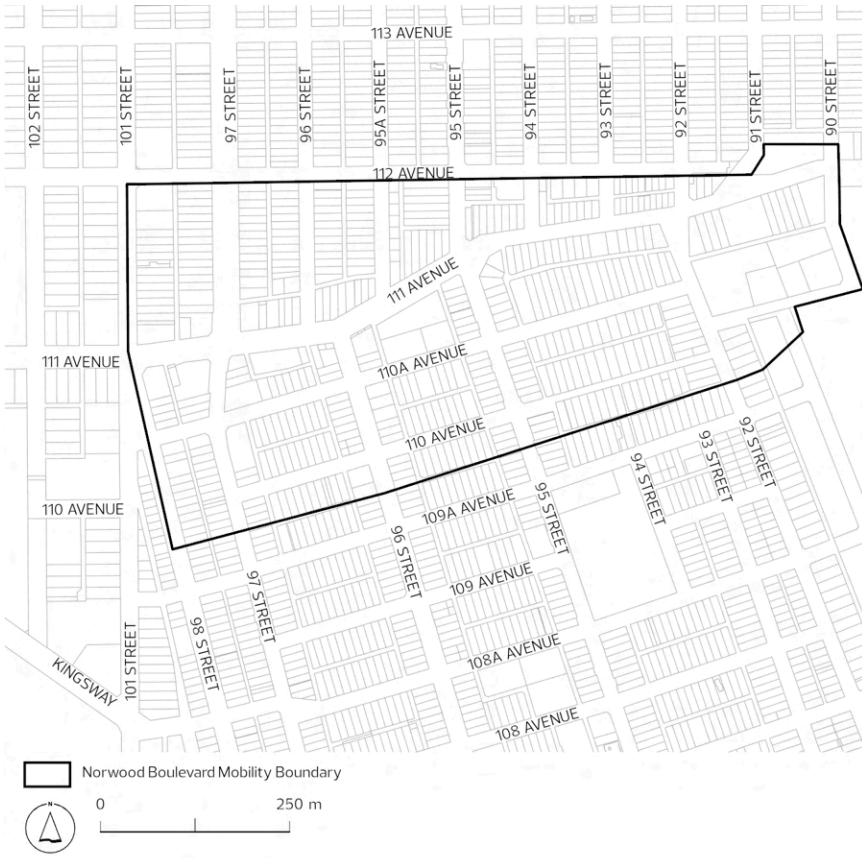
Subarea	Additional or Exceptional Policy
G	**G.2 104 Avenue Area- Land Use (Streetscaping)** *Refer to* G.1 104 Avenue - Map *above for the specific location where this policy applies.* Within the 104 Avenue area, design all new and existing streets to include a complete streets approach, extending the urban tree canopy which includes a boulevard with a treed landscape zone and sidewalk
G	**G.3 104 Avenue Area - Land Use (Streetscaping)** *Refer to* G.1 104 Avenue Area- Map *above for the specific location where this policy applies.* Budget for the acquisition of land, design and construction of new or repurposed public streets, streetscaping and bicycle station infrastructure. a) This should be determined through approved capital business cases and rezoning negotiations for the following: i) Streetscaping 121, 122 and 123 Streets north of 104 Avenue to 106 Avenue and 105 Avenue; and ii) Streetscaping 106 Avenue west of 121 Street to 124 Street. b) Further, the capital project(s) will explore the provision of streetscape improvements (street trees) in conjunction with neighbourhood renewal.
G	**G.4 104 Avenue Area - Open Space** *Refer to* G.1 104 Avenue Area - Map *above for the specific location where this policy applies.* Introduce a minimum of two new parks or open spaces north of 104 Avenue, one east and one west of 116 Street to ensure an even distribution of park space.
G	**G.5 104 Avenue Area - Mobility (Greenway)** *Refer to* G.1104 Avenue Area - Map *above for the specific location where this policy applies.* A new east-west greenway between 112 and 118 Streets, parallel to the new road north of 104 Avenue, would provide a pedestrian and cyclist connection from MacEwan University to the existing shared pathway.
G	**G.6 104 Avenue Area - Mobility (Roadway Connection)** *Refer to* G.1104 Avenue Area- Map *above for the specific location where this policy applies.* Redevelop the existing east-west private drive aisle north of 104 Avenue, as a roadway to provide improved accessibility between 112 Street and 121 Street.

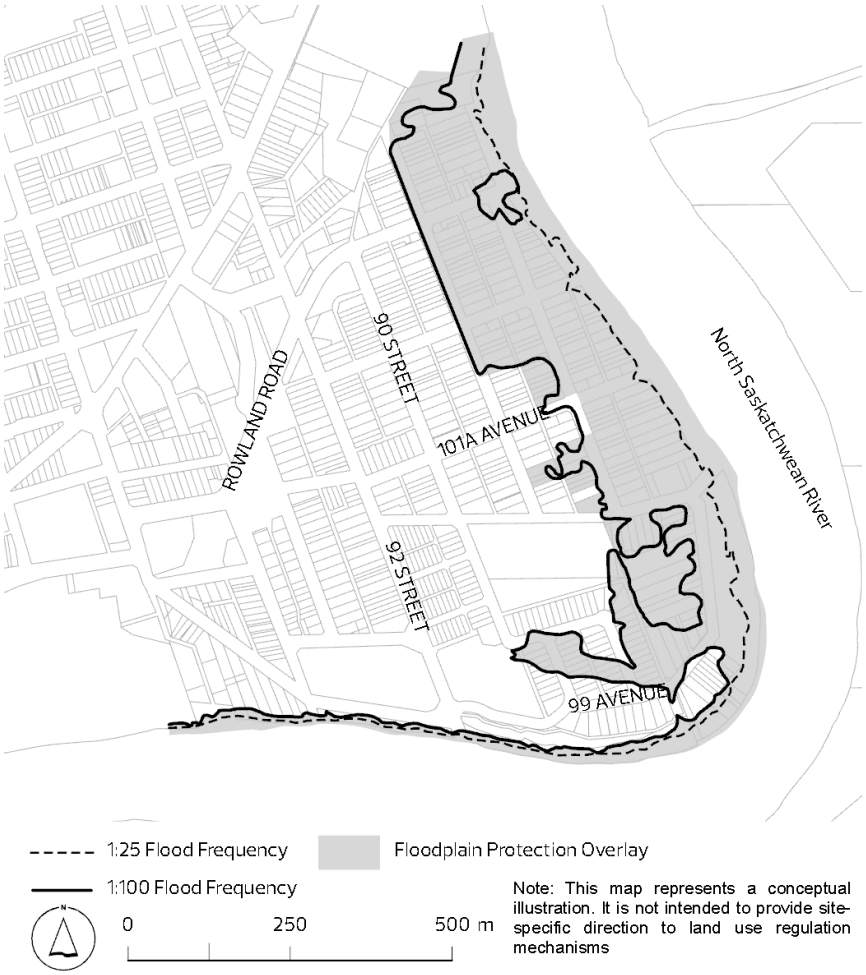
Subarea	Additional or Exceptional Policy
G	**G.7 104 Avenue Area- Mobility (North-South Connectivity)** *Refer to* G.1 104 Avenue Area- Map *above for the specific location where this policy applies.* Improve north-south connectivity by extending 113, 114 and 115 Streets from 103A Avenue to 104 Avenue as redevelopment of the site takes place. Further: a) Redevelop 103A Avenue as a commercial alley to create viable development parcels fronting 104 Avenue and provide opportunity for increased north-south connectivity. b) Construct the extension of 114 Street between 103A Avenue and 105 Avenue as a pedestrian focused public roadway with landscaped boulevards and adequate setbacks for adjacent developments to accommodate amenity space, improving inter-neighborhood access to the future **Mass Transit Station** and amenities of the 104 Avenue area. c) Connect 113 Street and 115 Street to pedestrian and cyclist connections or roadways.
G	**G.8 104 Avenue Area - Mobility (Active Transportation Connections)** *Refer to* G.1 104 Avenue Area - Map *above for the specific location where this policy applies.* Provide pedestrian and/or cyclist connections to maximize north-south connectivity within the area and increase accessibility to 104 Avenue through: a) Provision of additional neighbourhood bike routes and shared pathways where streets cannot be extended; and b) Provision of pedestrian and cyclist connections characterized by: i) A shared pathway or hard surfaced walkway with a landscape zone on either side; and ii) Building setbacks, transparency and permeability result in sufficient separation and provide a safe, comfortable environment through passive surveillance.

Subarea	Additional or Exceptional Policy
H	**H.1 McCauley - Chinatown Urban Interface Plan** The area within the Chinatown Economic Development Zone should follow the direction provided in the Chinatown Urban Interface Plan. 

Subarea	Additional or Exceptional Policy
I	**I.1 McCauley, Boyle Street - The Chinatown Strategy and Chinatown Urban Interface Plan** For further planning direction, refer to The Chinatown Strategy: Energizing a Prosperous Future and Chinatown Urban Interface Plan.

Subarea	Additional or Exceptional Policy
J	**J.1 Downtown, Boyle Street - Downtown and The Quarters Streetscape Design Manual** For further planning and strategic direction, refer to the Downtown and The Quarters Downtown Streetscape Design Manual. 

Subarea	Additional or Exceptional Policy
K	**K.1 Norwood Boulevard Area - Mobility** For further strategic direction, refer to the Norwood Boulevard Mobility Assessment. 

Subarea	Additional or Exceptional Policy
L	**L.1 Riverdale - Land Use (Floodplain Protection)** Refer to the Floodplain Protection Overlay for portions of this sub-area located within the 1:25 and 1:100 year floodplain. Development within the 1:100 year floodplain will have to satisfy the requirements of the Floodplain Protection Overlay under the Edmonton Zoning Bylaw as amended. Further: a) Development within the 1:25 year floodplain will be prohibited with the exception of Parks and Recreation facilities, and utilities deemed essential by City Council. b) Development within the 1:100 year floodplain, where lawfully existing on sites prior to 1994, will not be subject to the regulations of the Floodplain Protection Overlay. However, all further undertakings which increase the amount of flood vulnerable floor space will be required to meet these regulations. 
P1	**P1 North Edge Area Redevelopment Plan** For further planning direction, refer to the North Edge Area Redevelopment Plan.
P2	**P2 Stadium Station Area Redevelopment Plan** For further planning direction, refer to the Stadium Station Area Redevelopment Plan.

Subarea	Additional or Exceptional Policy
P3	**P3 Capital City Downtown Area Redevelopment Plan** For further planning direction, refer to the Capital City Downtown Plan.
P4	**P4 Quarters Downtown Area Redevelopment Plan** For further planning direction, refer to The Quarters Downtown Area Redevelopment Plan and The Quarters Downtown Urban Design Plan.
P5	**P5 Rossdale Area Redevelopment Plan** For further planning direction, refer to the Rossdale Area Redevelopment Plan.
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.