

North Edge Area Redevelopment Plan

Office Consolidation October 2024

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 11648 was adopted by Council in March 1998. In October 2024, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 11648	Approved March 5, 1998 (ARP approval, repeal of bylaw 6222)
Bylaw 12350	Approved July 12, 2000 (Replace Maps 8 and 9)
Bylaw 12526	Approved March 14, 2001(Replace Maps 8 and 9)
Bylaw 12890	Approved November 19, 2001 (Replace Maps 8 and 9; Replace Table 1)
Bylaw 12925	Approved January 9, 2002 (Add text to “Implementation” section)
Bylaw 13549	Approved December 9, 2003 (Replace Maps 5 and 8)
Bylaw 13839	Approved June 21, 2005 (Replace Table of Contents; Replace List of Maps; Add text to “Introduction: section; Add text to “Overall Plan Concept” section; Replace Maps 5, 6, 7, 8, and 9; Add text to “Action Plans” sections; Add “Downtown North Edge Redevelopment Lands” sub-section to “Action Plans” section; Add text to “Implementation” section)
Bylaw 14141	Approved December 6, 2005 (Replace Maps 5, 6, and 8; Remove “DC5 Site Specific Development Control District - For the Industrial Area in Central McDougall and Queen Mary Park” section; Add text to “Zoning” section; Add text to “Downtown North Edge Development Study” section; Add (DC1) Direct Development Control Provisions for Precincts C, D, E, and F to “Zoning” section)
Bylaw 14176	Approved January 11, 2006 (Add text to "Overall Plan Concept" section ; Replace Map 5)
Bylaw 14391	Approved October 24, 2006 (Add text to "Downtown North Edge Development Study" section; add text to "Zoning" section; Add (DC1) Precinct C - Special Sub Area to "Zoning" Section)
Bylaw 14452	Approved January 9, 2007 (replace Maps 5 and 8)
Bylaw 15107	Approved February 2, 2009 (replace Map 5 and revise policy in the Housing Section)
Bylaw 15125	Approved February 23, 2009 (amend Downtown North Edge Development Concept Map and text regarding access to 105 Avenue)
Bylaw 16122	Approved June 18, 2012 (replace Map 6 – Overall Plan Concept; replace Map 7 – Parks, Open Space and Recreation Facilities; replace Map 12 – Zoning)
Bylaw 16162	Approved October 1, 2012 (replace text in “The Action Plan: Housing” item 3; replace Map 5 – Central McDougall Overall Plan Concept)
Bylaw 16361	Approved March 4, 2013 (replace Map 12)
Bylaw 16625	Approved November 4, 2013 (replace Map 12)
Bylaw 16663	Approved December 9, 2013 (replace Map 12)
Bylaw 16886	Approved August 25, 2014 (Various updates and adjustments associated with the replacement of Precinct ‘F’ and a change of this Precinct from a “High Rise Mixed Use Precinct” to a “Urban Institutional” Precinct, replace Maps 5, 6, 8 and 10)
Bylaw 16934	Approved September 22, 2014 (replace Maps 5, 7 and 11)

Bylaw 16851	Approved November 17, 2014 (replace Map 11, add DC1 Area 6 – Precinct ‘C’)
Bylaw 17008	Approved January 26, 2015 (replace Map 11)
Bylaw 17597	Approved April 4, 2016 (replace Map 12)
Bylaw 17591	Approved April 19, 2016 (replace Map 5 and 11)
Bylaw 17504	Approved October 13, 2016 (replace Map 12)
Bylaw 17849	Approved December 13, 2016 (to update text for Precinct C, and DC1 Provision for Area 1 & Area 5 – Precinct C)
Bylaw 17893	Approved April 10, 2017 (replace Maps 6 and 12)
Bylaw 18222	Approved December 4, 2017 (replace Map 11)
Bylaw 18331	Approved March 19, 2018 (replace Map 12; add DC1 Area 7 – Precinct ‘D’)
Bylaw 18503	Approved September 5, 2018 (replace Map 6 and Map 12)
Bylaw 18546	Approved October 23, 2018 (revise DC1 Area 2 – Precinct ‘D’)
Bylaw 18761	Approved February 25, 2019 (replace Map 12)
Bylaw 18756	Approved March 11, 2019 (replace Map 12)
Bylaw 18847	Approved May 13, 2019 (replace Map 11; revise DC1 Area 6 – Precinct ‘C’ and remove from DC1 Area 1 – Precinct ‘C’)
Bylaw 18917	Approved July 15, 2019 (replace Map 12; update text under Overall Plan Concept-Industrial Lands)
Bylaw 19216	Approved May 12, 2020 (replace Map 6, delete Map 12)
Bylaw 19329	Approved June 23, 2020 (replace Map 2, Map 7 and Map 11)
Bylaw 19402	Approved September 1, 2020 (amend Precinct E Policy and replace Map 8)
Bylaw 19815	Approved August 31, 2021 (replace Map 11 and 12 and update two embedded DC1s)
Bylaw 20021	Approved May 10, 2022 (replace Map 5)
Bylaw 20105	Approved May 25, 2022 (replace Map 6)
Bylaw 20170	Approved July 5, 2022 (replace Map 5)
Bylaw 20174	Approved August 16, 2022 (replace Map 5)
Bylaw 20195	Approved August 16, 2022 (replace Map 6)
Bylaw 20163	Approved August 16, 2022 (replace Maps 7, 8 & 11, insert Precinct ‘H’ – Urban Village as part of the Downtown North Edge Development Concept; update two embedded DC1s; various other amendments throughout associated with the new precinct.)
Bylaw 20249	Approved August 30, 2022 (replace Map 6)
Bylaw 20416	Approved March 13, 2023 (replace Map 5)
Bylaw 20432	Approved April 3, 2023(replace Maps 7 & 12, amend the development concept for Precinct D)
Bylaw 20746	Approved February 20, 2024 (replace Map 6)
Bylaw 20727	Approved April 2, 2024 (amend Precinct ‘H’ – Urban Village as part of the Downtown North Edge Development Concept)
Bylaw 24103	Approved October 2, 2024 (rename plan to “North Edge ARP” and replace all content)

Editor’s Note:

This is an office consolidation edition for the North Edge ARP. This edition contains all amendments and additions to the original Bylaw 11648. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. All changes are noted and italicized, and all reasonable attempts were made to accurately reflect the original Bylaws.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

North Edge

Area Redevelopment Plan

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Introduction

The Central McDougall/Queen Mary Park Area Redevelopment Plan was approved in March 1998. It was initially intended to only guide City decisions regarding land use, development issues and the provision of civic services for 10 years. The approval of the Central District Plan allowed the majority of the original direction and area of application of this plan to be replaced and the plan was renamed to the North Edge Area Redevelopment Plan due to a more focused plan boundary.

The majority of the remaining objectives of the plan are to be achieved through implementation of the Central District Plan, including most of the proposed land uses.

Map 1 – Land Use Concept/Redevelopment Levy



Plan Objectives & Implementation

Notwithstanding section 1.2 of the District Policy, the District Policy & Central District Plan will also guide rezoning, subdivision and development permit decisions together with the North Edge Area Redevelopment Plan.

For sites within the Urban Mix and Open Space areas shown on Map 1: In the event of a conflict between the District Policy or Central District Plan and the North Edge Area Redevelopment Plan, the District Policy or Central District Plan shall prevail.

For sites within the Urban Village Special Area Zoning shown on Map 1: In the event of a conflict between the District Policy or Central District Plan and the North Edge Area Redevelopment Plan, the North Edge Area Redevelopment Plan shall prevail.

Objective	Implementation Tool
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Support a variety of uses and building types throughout the Urban Mix.	District Policy & Central District Plan
Create a livable “urban village” environment and generate an improved sense of place through the introduction of mixed use buildings with high density residential and commercial uses at grade, adjacent to the Downtown area and the MacEwan LRT Station.	Special Area Zoning
Acquire additional open space	Redevelopment Levy

Proposed Land Uses

Land Use	Location
Urban Mix	As per Map 1, District Policy & Central District Plan
Open Space	As per Map 1 and subject to the Redevelopment Levy section of this Plan.
Urban Village	As per Map 1

Urban Village

Vision and Purpose

To create a livable “urban village” environment and generate an improved sense of place through the introduction of mixed use buildings with high density residential and commercial uses at grade, adjacent to the Downtown area and the MacEwan LRT Station, as shown on Map 1.

Objectives

- Permit high and medium density, medium and high rise residential development;
- Connections to existing active modes network in the area;
- Improved public realm on 102 Street NW, 103 Street NW, and 104 Street NW;
- Construction of a shared street between 102 Street NW and 104 Street NW;
- Sidewalks will need to be provided where they currently do not exist;
- Provide for a transition in height and density from the Downtown core; and
- Allow the opportunity for commercial uses and/or individual residential entrances at grade to maintain active street fronts.

Principles

People

- Provide a mix of uses, including new residential development to bring more people to the area and help improve safety and security.
- This place is for, and will accommodate, a diverse mix of people and the housing and services to support this.
- Accommodation suitable for all age groups and income levels should be provided.
- Prioritize safety and security by integrating CPTED design principles.
- Create a space which integrates with the surrounding neighbourhood, which welcomes both residents of the development and the public from the existing community.
- Create opportunities for people to congregate and interact by providing both passive and active recreation areas and streets which are inviting and pedestrian friendly.

Public Realm

- The development will create a high quality public realm.
- Create streetscapes with a distinct and special sense of place with features such as enhanced sidewalk treatments, lighting, landscaping and street furniture.
- Streets are to provide a space that is safe, comfortable, visually interesting and act as a unifying element of a quality public realm.
- Create a welcoming entrance into the district through elements such as but not limited to enhanced landscaping, signage, architectural features, lighting, etc.
- The public realm will achieve a high standard of form and function for the public utilizing features such as treed boulevards, additional pedestrian space, and places for people to congregate.

Transportation

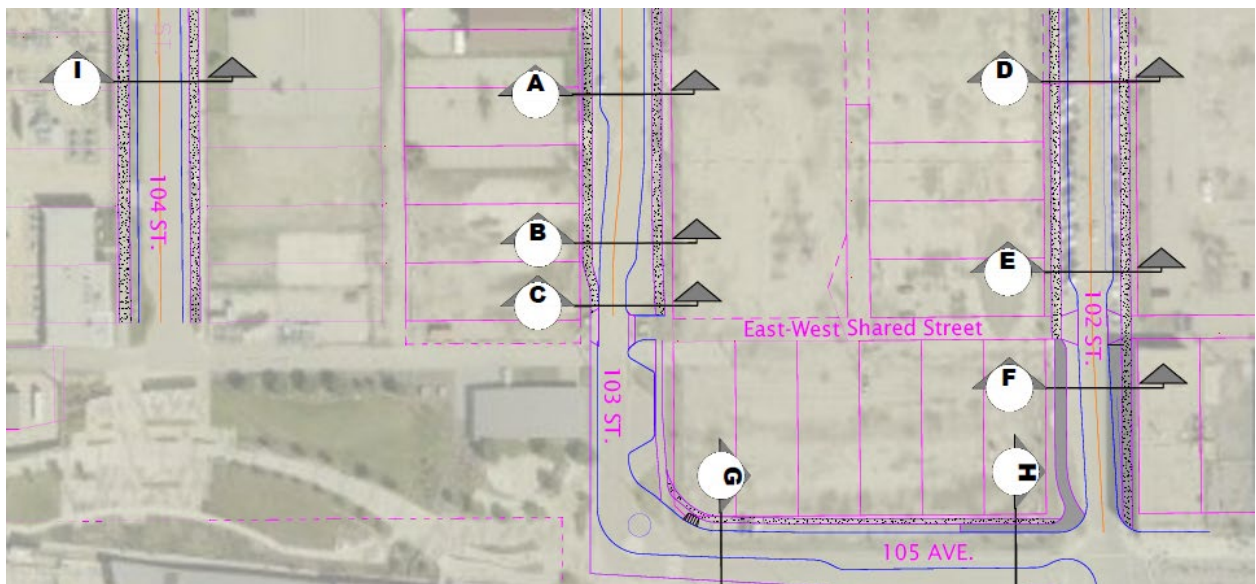
Streets in the Urban Village will align with the following policies, as well as reflect the general intent of the cross sections provided subsequently.

- The street and pedestrian grid is the fundamental organizing pattern for the site.
- Design streets to reduce vehicular speed and promote a walkable urban environment.
- Where lanes are provided, access of service vehicles and parkades should be taken from the lane. Access off of streets shall be minimized. However, where access is taken off of a street consideration shall be given to ensure minimal conflict between vehicles and pedestrians.
- Design and placement of vehicle access to buildings minimizes conflict with pedestrians, prioritizes pedestrian crossings, and is designed to minimize the visual and physical impact of the access or entrances.
- Design streets to accommodate different modes of transportation.
- All streets will be designed as universally accessible Complete Streets in accordance with Complete Streets Design and Construction Standards.
- Design public streets to support transportation options for people and encourage reduced dependence on the private vehicle.

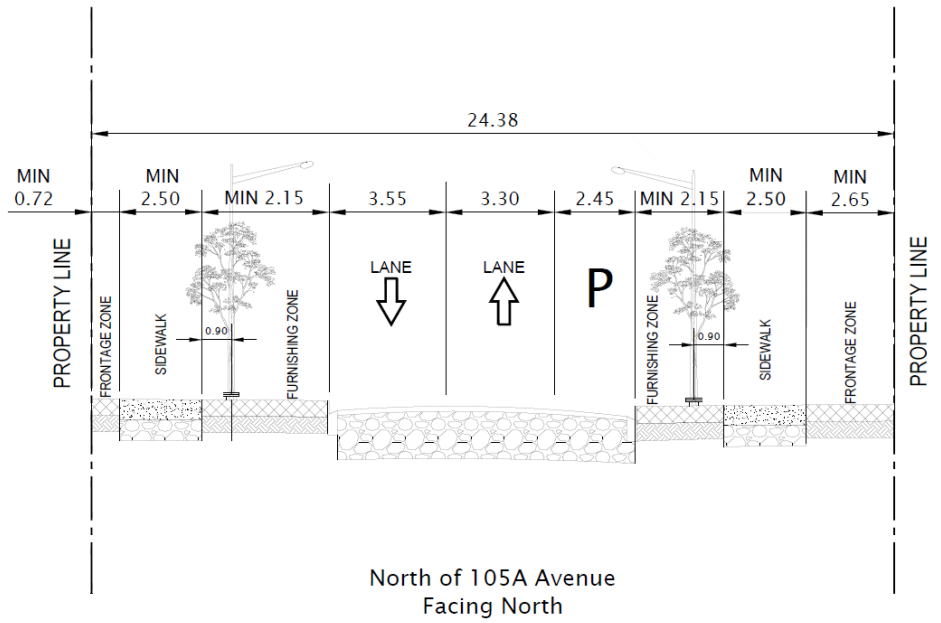
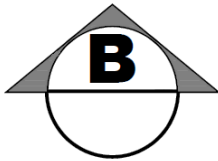
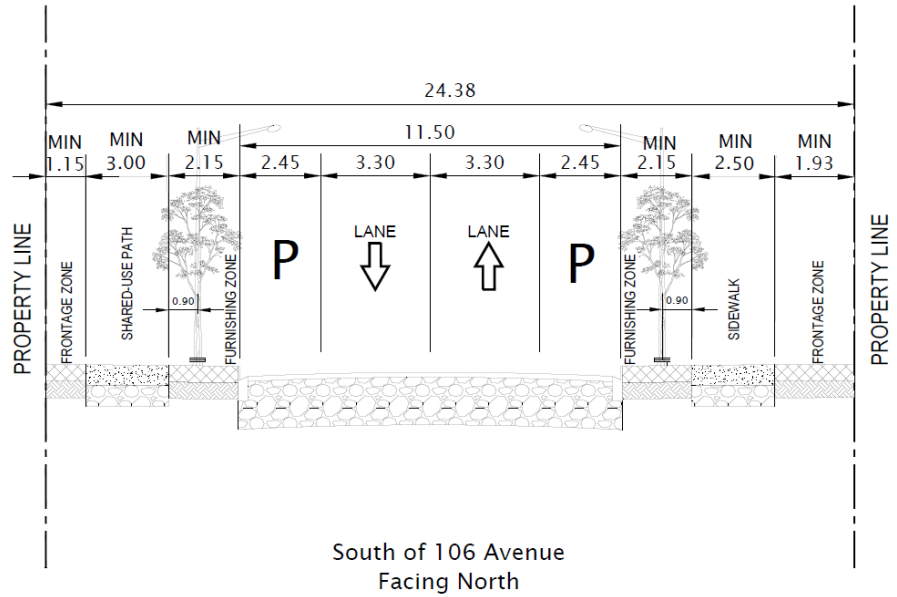
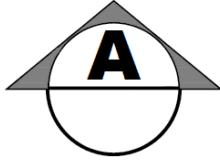
- Strengthen and improve pedestrian, cycling, and transit linkages to surrounding areas. This may include improvements to the 106 Avenue pedestrian crossings at 102 Street, 103 Street, and 104 Street. Improvements may include curb extensions, pavement markings, additional signage, pedestrian crossing control, etc.
- Provide connections to adjacent services and amenities such as the MacEwan LRT Station, the Downtown Core and the North Edge.
- Consideration for limited or shared off-street vehicular parking is encouraged to promote active modes of travel and transit.

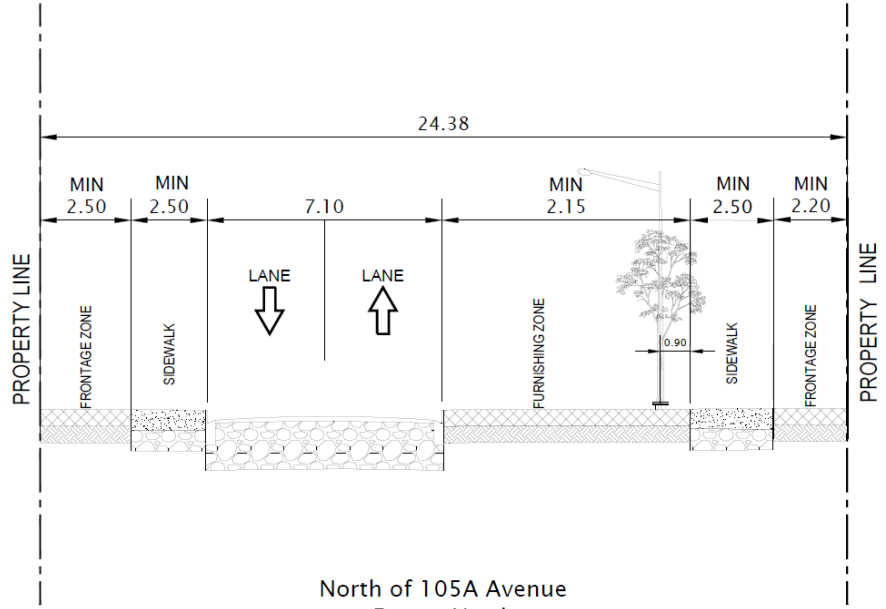
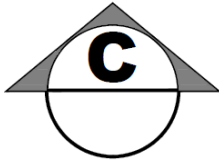
Cross Sections

Roadways within the Urban Village shall be developed in general conformance with the cross sections below, providing the different components of the street and public realm – Furnishing Zone, Sidewalk (or Shared Use Path), and Frontage Zone. The dimensions shown are conceptual and may be adjusted through detailed design.

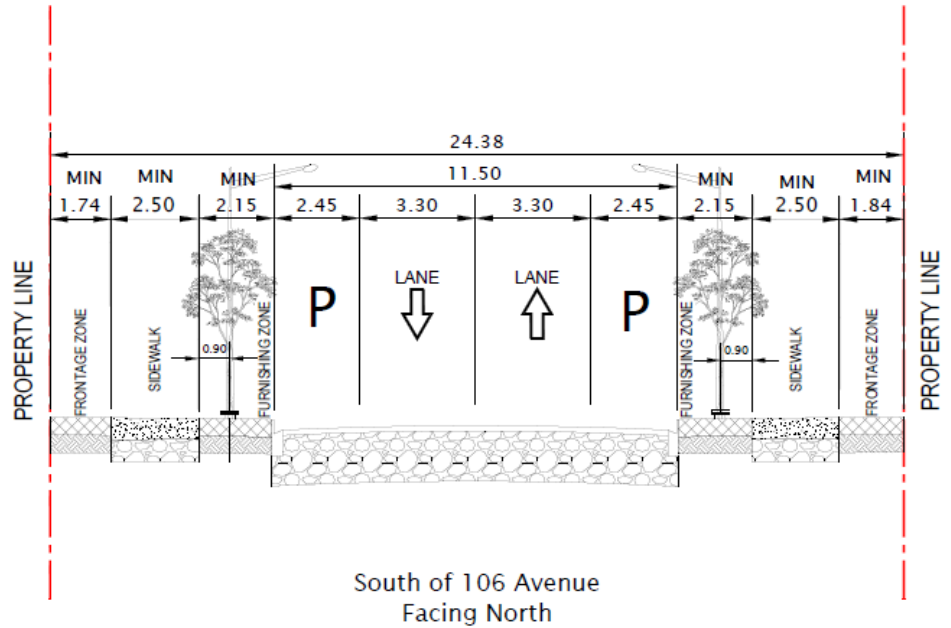
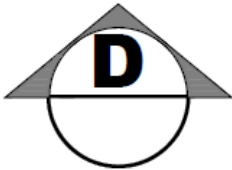


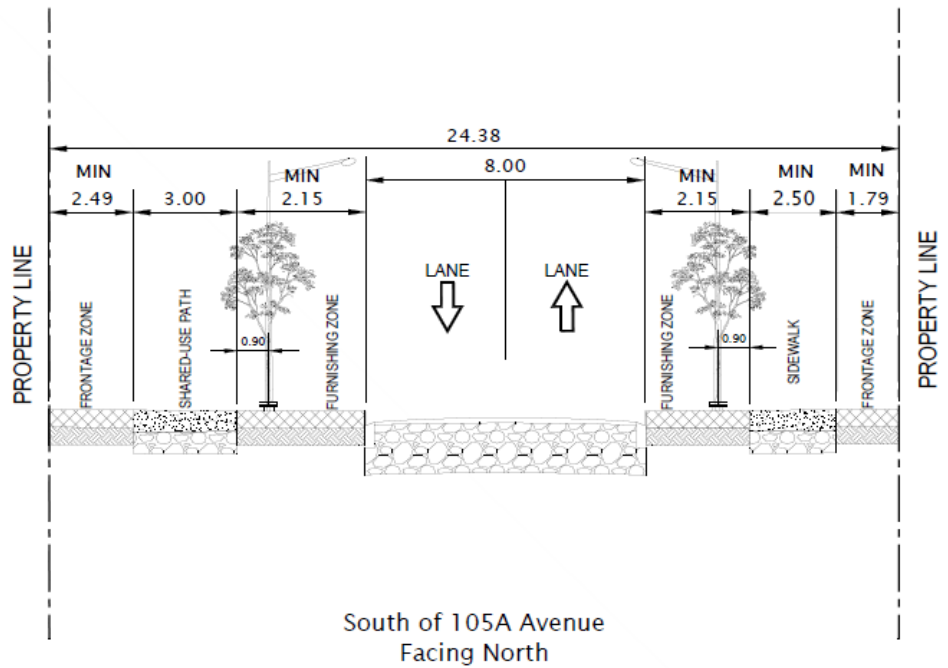
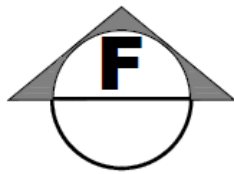
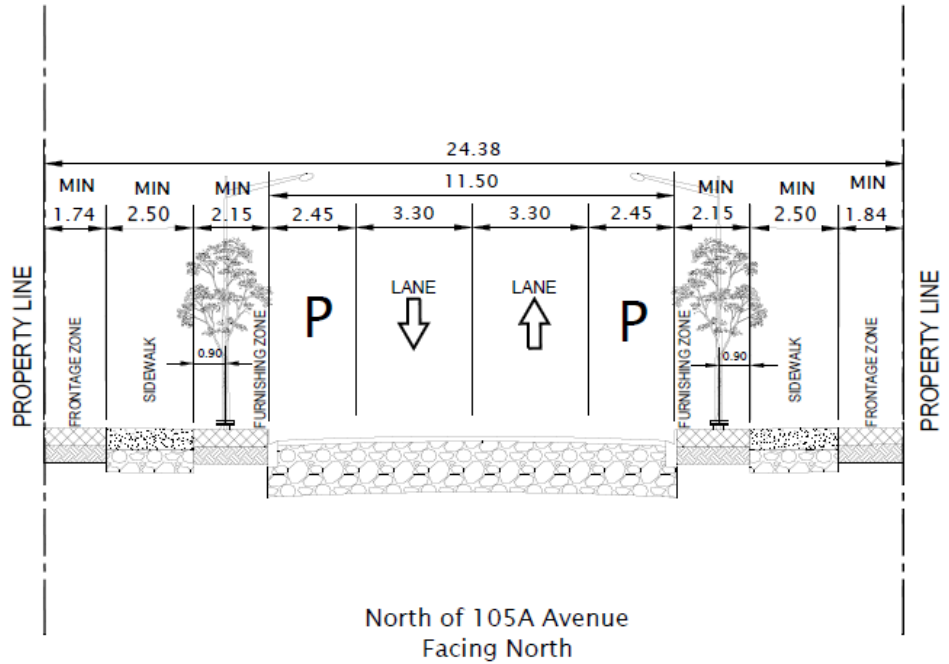
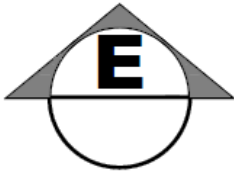
103 Street





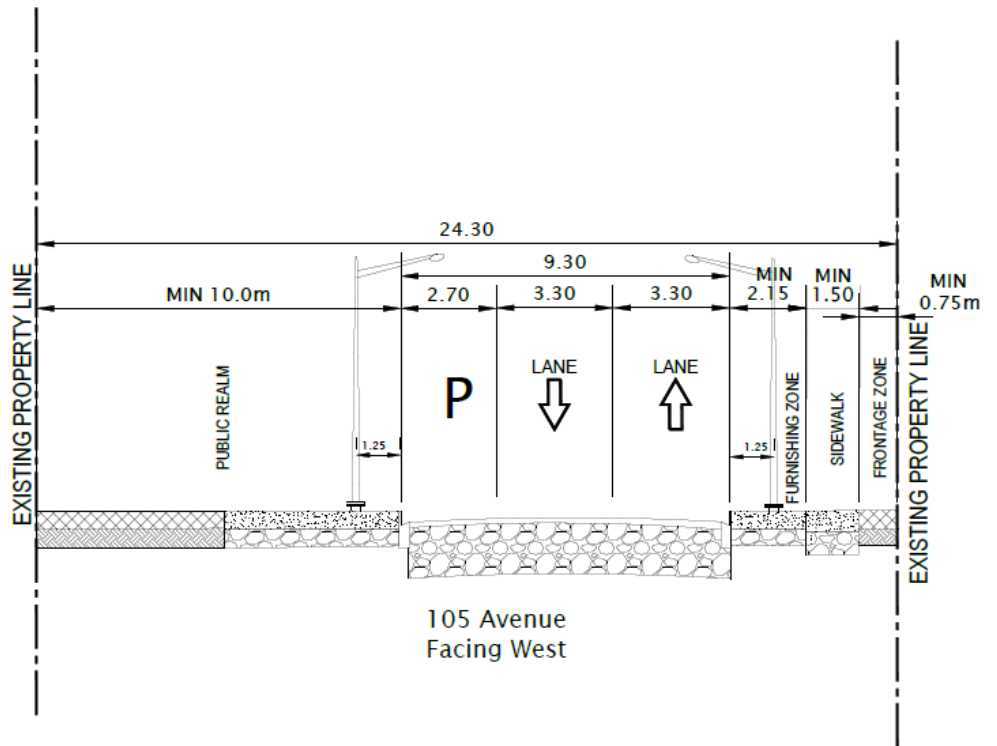
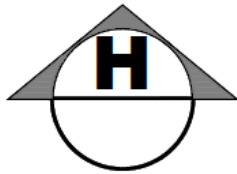
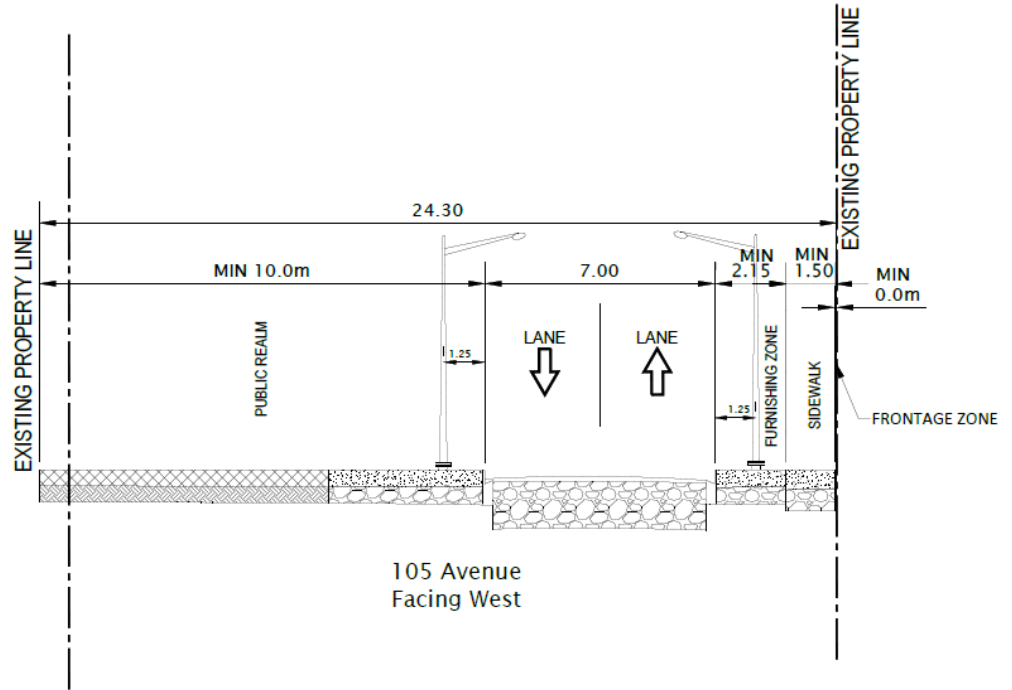
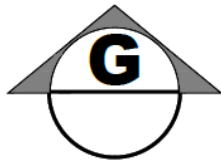
102 Street



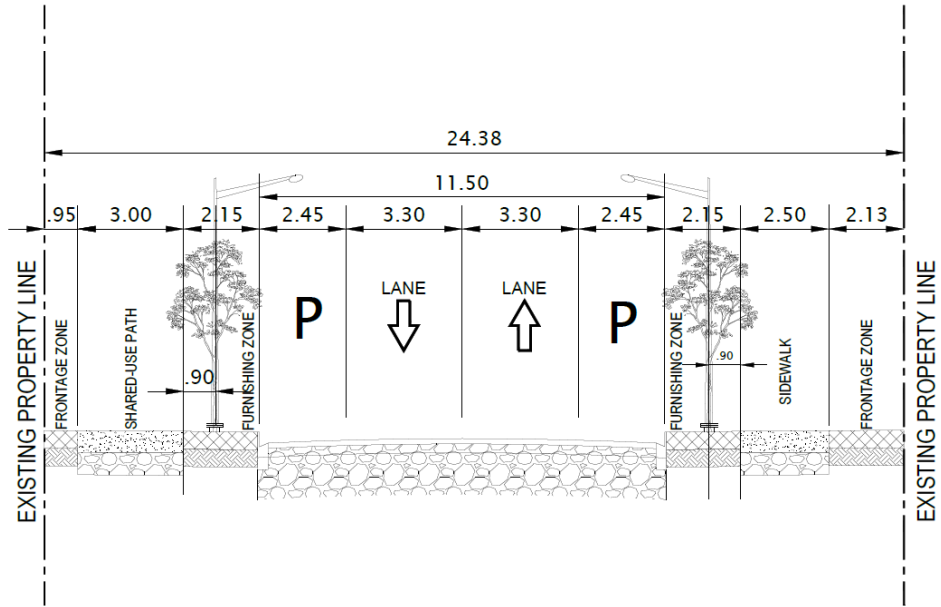
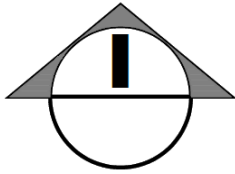


105 Avenue

The south side of 105 Avenue was redeveloped with the construction of Rogers Place. No changes are proposed to the south side of 105 Avenue. Any adjustments would be for the north side of 105 Avenue.



104 Street



North of East-West Shared Street
Facing North

Shared Street

The shared street is intended to accommodate vehicles, pedestrians, cyclists and other modes of transport, however with priority given to the pedestrian. Below are two conceptual illustrations of what the shared street could be developed as. Final design to be determined through consultation with City Transportation.



Design Excellence

- Ensure site design and building relationships and arrangements foster an active public realm.
- Provide buildings that feature high quality architecture and materials to create focal points within the neighbourhood.
- Provide opportunities for public art to be incorporated into streetscapes and architecture. Where feasible, public art should be interactive or provide opportunities for informal play.

- Development shall provide high standards of design and sustainability.
- Tall buildings and towers will be designed to achieve design excellence and ensure negative impacts are mitigated and development offers a positive contribution to the neighbourhood.
- All buildings achieve active and human-scale ground level interfaces.
- Buildings shall be designed to provide active frontages for both residential and non-residential uses and be oriented towards public roadways or open spaces.
- On residential streets, residential units are organized to maintain the character of the streetface through the provision of private and semi-private yards and/or courtyards set back from the public street.
- Parking structures are not perceptible from the public realm.
- All parking shall be provided underground or be screened from view by incorporating into the podium of buildings. Where incorporated into podiums, parking shall be screened with active commercial or residential uses. However, Special Area Zoning may allow for some temporary surface parking lots until December 31, 2025.
- Scale and transition of building size is sensitive to the neighbourhood to the north of 106 Avenue.
- Utilize a range of massing techniques such as changes in height, floor plates, etc. to create a human scaled environment while accommodating the desired intensification.
- The development will create its own distinct branding, to create a character / identity suitable for a mixed-use community.
- The development will employ a Winter City lens in design, and will consider Winter City principles and the Winter City Guidelines.
- The preservation and celebration of Heritage Resources are incorporated and respected.
- Explore opportunities in district energy and to meet or exceed sustainability best practices in terms of health and community, changing climate, waste and water conservation, and equity.
- Where feasible, opportunities for Low Impact Development (LID) and multi-functional infrastructure shall be explored.
- Explore opportunities for alternative energy systems.
- Explore opportunities to upgrade the existing sanitary and storm system to a separate system.

Integration

- Integrate a diversity of uses to allow people to live, work and play.
- Integration through street pattern, land uses, and built form should be prioritized.
- Provide a variety of formal and informal gathering spaces in the form of parks, wider sidewalks, bumpouts, etc. to connect existing neighbourhoods to the new development.
- A variety of residential units and sizes, supporting different living and lifestyle needs, are provided.

- The development provides services and amenities for new residents and existing residents of the community.
- The development connects and presents a welcoming edge to surrounding development.
- Establish a gateway to the development that provides distinctive architecture of adjacent buildings.
- Ensure compatibility in scale and design with adjacent areas.

Residential

- Provide a range of housing options and increase housing choices in the core of our city.
- Development will seek opportunities to provide affordable units.
- Utilize maximum height and minimized building tower footprints, where possible to increase opportunities for open space and to promote privacy.

Commercial

- Provide commercial/retail opportunities to accommodate daily needs as well as create employment.
- Provide opportunities for restaurants, cafes, and other specialty food services to spill out into the public realm to activate the space.
- Provide opportunities for office space to provide employment and accommodate the needs of residents.

Open Space

- The area will provide for a variety of informal and formal open spaces that are appropriately sized and connected to provide enjoyment for the public and residents.
- The design, siting, and programming of open space will serve to reactivate the public realm through the development.
- Provide opportunities to create focal points and gathering spaces through the provision of open space to give the area a sense of place.
- A specifically designed and developed public realm will cater to both active and passive recreational needs of residents and the community and will contain features such as, but not limited to, play areas for children, dog parks, and exercise opportunities for adults and seniors.
- Open space may be incorporated with the mobility network through design features such as linear boulevards, public art, or areas for gathering and sitting.
- Support initiatives that promote urban agriculture, such as community gardens and edible landscaping.

Implementation

Through Special Area Zoning, the principles provided for this precinct will become regulation. The zone(s) will be prepared to implement the high quality, mixed use urban character envisioned for this area.

In addition to standard development regulations, the zone provides urban design regulations that outline the desired urban form suitable for the area within its context.

As development occurs, improvements to roads and infrastructure will be completed in a phased manner. Development is projected to begin in the northwest and move south and east as development occurs. Infrastructure will be upgraded as development abutting each street moves forward.

Redevelopment Levy

Compared to original 1998 areas, it is recommended that an additional 0.75 ha of open space be acquired in Central McDougall (south of 107 Avenue NW between 101 Street NW and 109 Street NW), and an additional 0.50 ha of open space be acquired in Queen Mary Park (south of 107 Avenue NW between 109 Street NW and 116 Street NW).

To address this requirement, it is recommended that a redevelopment levy be imposed for the southern portion of the neighbourhoods to raise the necessary funds for the acquisition of this open space.

The intent of the redevelopment levy would be to require landowners in the area to re-pay the land acquisition costs incurred by the City for the acquisition of the park sites, through monies collected at the time of development of their lands.

It is reasonable to expect landowners to contribute towards the acquisition of parks in this context for two reasons. First, the area is transitioning away from light industrial and other non-residential uses, and has been for several decades. In order to provide an appropriate residential environment, typical amenities for residents like parks and open space should be provided by those who wish to redevelop the area. Second, it is normal practice in the suburban areas of the City for developers to provide land or money in lieu of land for park and open space facilities through the Municipal Reserve dedication. Significant redevelopment in an inner city area should be subject to the same requirement.

The redevelopment levy will be collected at the time of redevelopment from property owners of lands identified on Map 1. The funds generated from the redevelopment levy will be used to repay the land acquisition costs incurred by the City.

The redevelopment levy will be collected in the following manner. At the time of redevelopment of a site in the area identified on Map 1, the owner of the property will be required to submit a market value appraisal of the site that is subject to a Development Permit application. This appraisal will determine the market value of the site, based on the highest and best use of the land, as if vacant. Any existing buildings on the site are not included in this assessment. This appraisal report will be reviewed by City Administration for accuracy. Once the appraisal report has been agreed to, and the market value of the site determined, the redevelopment levy will be collected in an amount representing 8% of the market value of the property. This 8% amount will be identified as a payment required as a condition of approval of a Development Permit. Once collected, the levy amount will be provided to the City and will be contributed towards general revenues in order to repay the City budget allotment for the acquisition and initial development of the park sites. Once the levy has been collected from the owner of a parcel of land, that owner will not be responsible for any additional parkland acquisition levies.

If, at the time an appraisal report is submitted for a site with a Development Permit application, there is a dispute between the owner and the City regarding the market value assessment, a dispute resolution process is in place to mediate the disagreement. This process is similar to the process already used by the City when dealing with money in place of Municipal Reserve entitlements in the suburban areas of the City. The initial approach is to have the City meet with the owner and/ or the owner's appraiser to discuss the report, and attempt to find some common ground for the value of the property. Typically, three months is given to come to a resolution on

the appraisal report. If this is not possible, a third party arbitrator is brought in to mediate the dispute. If the arbitrator reaches a decision, both parties would be bound by the decision of the arbitrator. Both parties would also be equally responsible for half of the costs incurred by the arbitrator and would also be responsible for their own respective costs in preparing and advocating their respective positions.

A review of whether or not payment of the redevelopment levy will be required will be initiated for any site identified on Map 1 when a Development Permit application is submitted for development on the site. If no Development Permit is required for development on the site then no redevelopment levy will be required.

If a Development Permit is required, then an initial assessment will be done by City Administration to determine if the redevelopment levy will be required. Once the redevelopment levy has been paid for a particular site, no future redevelopment levy will be collected for any future development on that site. Within the area identified on Map 1, the following proposals submitted for a Development Permit application will be required to pay the redevelopment levy:

- new residential or residential mixed-use developments on a vacant site (including if existing buildings on the site are demolished);
- new commercial developments on a vacant site (including if existing buildings on the site are demolished);
- conversion of an existing industrial building to residential or commercial uses; and
- if, in an existing building, any cumulative expansion to the building is more than 25% of the gross floor area of the original building.

There are two general instances where the redevelopment levy will not be required as a result of the submission of a Development Permit for any site identified on Map 1:

1. If, in an existing building, any cumulative expansion to the building is less than 25% of the gross floor area of the original building; or
2. For any demolition permits.

In addition, sites may be exempt from the redevelopment levy if, prior to development, 10% of the site is dedicated to the City as land or a combination of land and cash-in-lieu. Provision of land or combination of land and cash-in-lieu shall be subject to the discretion of the City of Edmonton. The City will only consider land which is suitable for use as a public park and a suitable size for programming at the discretion of the City of Edmonton. Any funds collected as cash-in-lieu shall be used towards future acquisition or enhancement of public parks within the area identified on Map 1.

There are limited options to obtain land for open space and the above provision provides an option for the City of Edmonton to obtain and program land for public park use while also benefiting the communities in the immediate vicinity of redevelopment.

Other Land Use Policies

1. Linear open space opportunities will be provided as part of the 105 Avenue multi-use trail corridor
2. The current local combined sewer system is generally at capacity, and any redevelopment would require stormwater management to reduce peak flows to the combined sewer system. The system, however, can accommodate growth by requiring each developer to provide stormwater management on their individual property. A larger, centrally located

pond would require the total regrading of the area to ensure storm flows would reach the pond. As this is not a practical solution, the recommended action is to provide site specific stormwater management. This drainage control would be the responsibility of each developer. Where necessary, the owner will be responsible for analyzing a portion of the sewer system and providing required upgrades. Costs of any street or lane closures resulting in the relocation of sewer lines will also be the responsibility of the owner.