



URBAN CENTRE

Area Redevelopment Plan

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LAND ACKNOWLEDGEMENT

The City of Leduc acknowledges we are situated within Treaty 6 Territory, comprised of the ancestral and modern-day territory of the Nêhiyaw (Cree), Dené, Niitsitapi (Blackfoot), Anishinaabe, Nakota Isga (Nakota Sioux), as well as the Métis Peoples. We acknowledge the many First Nations, Métis and Inuit, whose footsteps have marked these lands since time immemorial. We understand we are all Treaty people with shared responsibility to this land and to each other.

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PREFACE

A Rationale for Redevelopment

The Urban Centre Area Redevelopment Plan (UCRP) provides comprehensive rationale and policy direction for realizing Leduc's most significant redevelopment opportunity.

Leduc's Urban Centre is poised for growth, building on the momentum of the Downtown Master Plan and growth in the city and the region. However, like most urban centres in communities of this size, it lacks residential density and is working to navigate the redevelopment process. The challenges faced by many downtowns are the same:

- **Slow Economic Growth:** Economic diversification is a slow process and downtowns have felt the effects of the boom and busts cycles in our economy.
- **Changes in Consumer Habits:** Consumer habits have shifted with the rise of e-commerce, reducing foot traffic in downtown retail spaces. Additionally, suburban shopping centers with free parking and one-stop convenience are drawing consumers away from traditional downtown retail districts. This has led to a decline in brick-and-mortar stores, reduced operating hours for remaining businesses, and increased vacancy rates in downtown areas.
- **Lack of Residential Density:** As more people seek mixed-use, walkable communities, downtowns are under pressure to increase residential density to support businesses and create a vibrant, 24/7 environment.
- **Shifts in Transportation and Mobility:** As urban populations expect increased modal choice downtowns are increasingly expected to accommodate more public transit, cycling, and walking.
- **Aging Municipal Assets:** Many downtowns have aging infrastructure that requires significant investment. This includes not only roads and utilities but also older buildings that need upgrades to meet modern accessibility and sustainability standards. The cost of maintaining or renovating these assets can be prohibitive for both municipalities and private owners, limiting revitalization efforts.

Revitalizing downtowns requires communities to focus on innovative strategies that address economic diversification, infrastructure upgrades, residential densification, and meeting consumer expectations.

A thriving downtown becomes the face of its community. By communicating a culture of growth, progress, and innovation, it can create new economic opportunities throughout the city. The Urban Centre is essential to attracting new businesses and residents to Leduc, as well as being an anchor for the visitor tourism economy. It can also position Leduc in the region as a unique destination to shop, dine, visit, move to or invest in. Creating a vibrant downtown requires active and ongoing commitment from the community, the municipality, and the private sector. When revitalization is done thoughtfully, investments create momentum that supports everyone's shared vision. Celebrating diverse history, connecting with arts and culture, buoying local businesses, and creating enjoyable neighbourhoods requires collaboration and planning. The UCRP establishes a framework for redevelopment that invites this collaboration with all stakeholders in the Urban Centre and supports growth in alignment with the community's needs and vision.



A Thriving Urban Centre

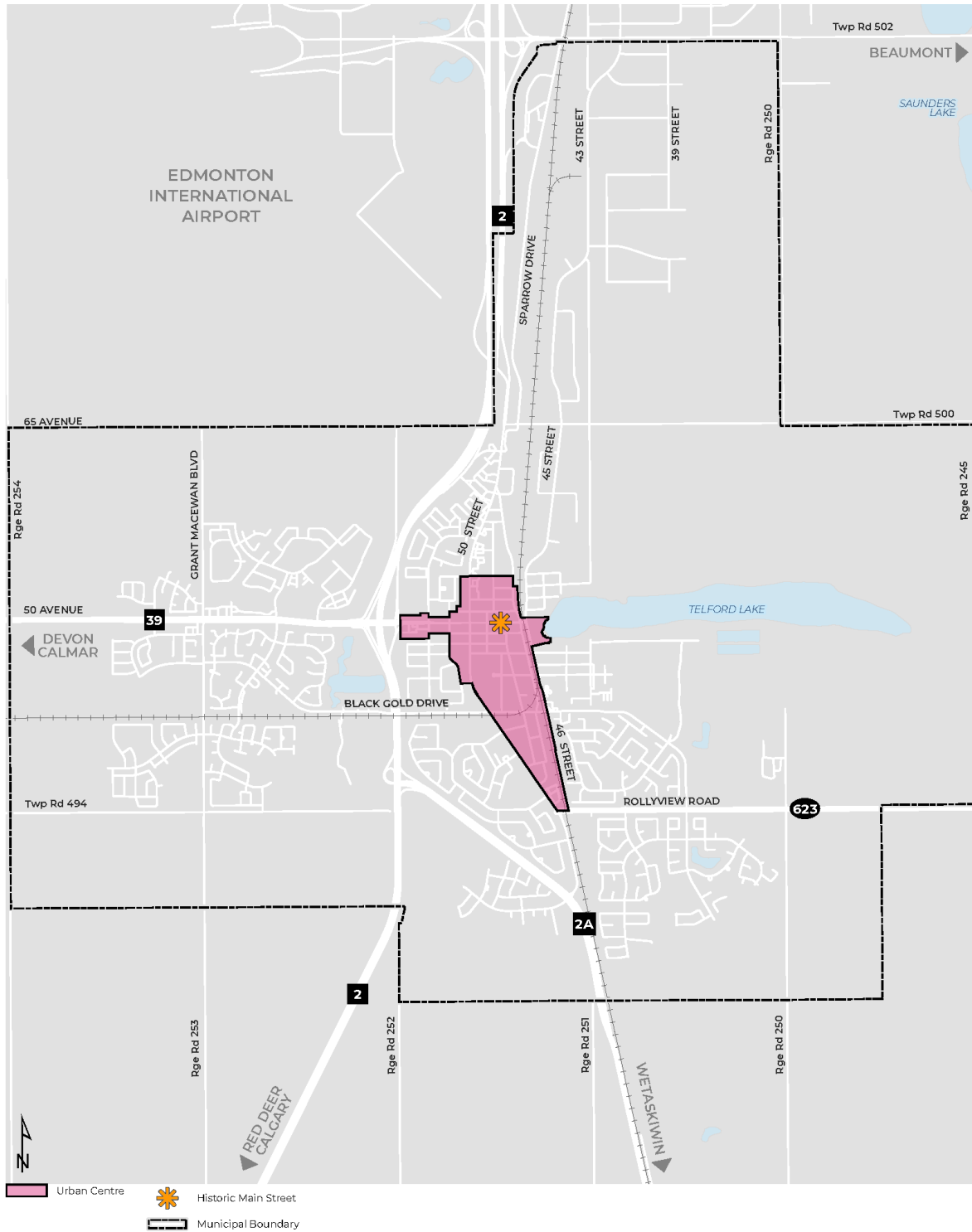
By creating the UCRP, the City of Leduc has committed to prioritizing growth and development in the Urban Centre. The goal of this plan is to create a vibrant Urban Centre that is accessible to all, enjoyable to live and visit, celebrates its unique local character, and supports a growing business community over the next 20 years. As an Area Redevelopment Plan, the UCRP is a statutory land use plan that guides the redevelopment, preservation, and rehabilitation of existing areas, and ensures it adheres to provincial, regional, and city statutory while considering non-statutory documents and policies. This plan is written to provide policy direction for redevelopment as well as guidance for municipal investment such as streetscape improvements and public amenities.

The Downtown Master Plan defined an ambitious vision for the Urban Centre, one that still resonates today. The UCRP builds on that vision while bringing a focus on supporting and encouraging an increased rate and scale of redevelopment. It serves as a roadmap to that future, outlining strategic public investments aimed at generating momentum for redevelopment. These initial actions will be followed by phased, long-term initiatives designed to adapt to and support redevelopment as it unfolds. The plan also establishes a flexible implementation framework to guide redevelopment across the Urban Centre, ensuring consistency while encouraging innovative design and creative approaches to shape a vibrant and sustainable downtown.

1.0 INTRODUCTION

Starting in 2022, the City of Leduc began the process of creating an Area Redevelopment Plan for the Urban Centre to build on the momentum of the Downtown Master Plan. With the approval of the Downtown Master Plan in 2012, the City has led, collaborated, and completed several projects including several land use bylaw updates, a downtown streetscape improvement project, a downtown storefront improvement program, the outdoor patio program, and a downtown heritage inventory. These key projects assisted in transforming the core into a vibrant, functional, and visually appealing destination. However, since that time, more than 10,000 new residents have been added to Leduc giving rise to evolving needs, and new economic opportunities. The Urban Centre Redevelopment Plan (UCRP) was developed building on the successes of the Downtown Master Plan, integrating modern urban design principles, increased densification, sustainability measures, and innovative land-use policies to address long-term growth, and ensuring the downtown core remains a dynamic and competitive area to attract residents, businesses, and visitors. As an Area Redevelopment Plan, the UCRP is a statutory plan defined by the Municipal Government Act with the intent to incentivise redevelopment and leverage financial mechanisms that support vibrancy in the community.

Located in the originally settled area of Leduc between Queen Elizabeth II Highway and Telford Lake, the Urban Centre as shown in [Map 1](#) is approximately 102 hectares and is a key anchor in the community containing Historic Main Street. The centre contains a full range of *commercial*, institutional, along with residential development. The centre also includes key amenities such as schools, parks, trails, and civic buildings. The UCRP aims to transform the area over the next 20 years, enhancing its accessibility, safety, and inclusivity, and celebrating its local heritage to become a vibrant place with high-quality urban design and excellent multi-modal transportation links, making it a central hub for economic and social activities.



Map 1: Plan Location

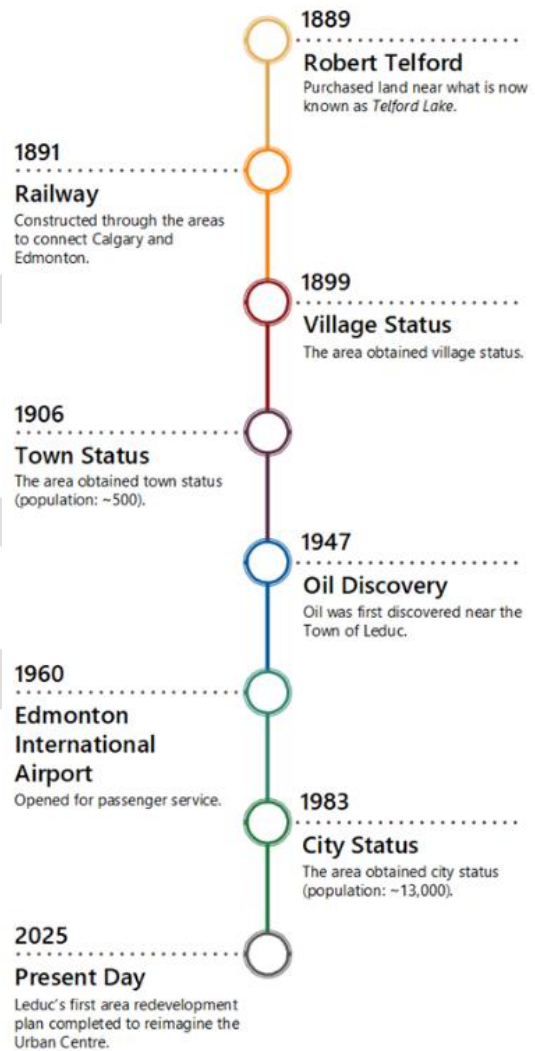
1.1 Planning Context

Robert Telford settled in the Leduc area in 1889, buying land near what is now Telford Lake within the current Urban Centre. The area boomed in 1891 when a railway connecting Calgary and Edmonton was built, making it a telegraph station and a stopover, which attracted homesteaders due to the fertile soil and vast forests. Over time, this stopover evolved into a central hub for trading agricultural products and developed into a village in 1899, later becoming a town in 1906. The discovery of oil in 1947 at Leduc No. 1 transformed the local economy, marking the start of Alberta's modern oil industry and leading to rapid population and economic growth. The establishment of the Edmonton International Airport in 1960 further enhanced Leduc's accessibility. Achieving city status in 1983, Leduc continues to serve as a strategic residential and economic hub.

Today, Leduc's Urban Centre stands as a crucial hub in the heart of the city. It hosts a mix of housing and business opportunities while providing essential gathering spaces and local heritage, as shown in [Map 2](#). Looking forward, the changes to the Edmonton Airport Vicinity Protection Area (AVPA) regulation in 2022 are set to drive further growth, allowing more residential development in the Urban Centre. To ensure this growth is managed sustainably, Leduc is reevaluating conventional development patterns and implementing a framework that aligns with community needs and harmonizes with the size, scale, and design of existing developments.

In 2023, the Urban Centre was home to approximately 1,688 residents (Leduc 2023 Census Report), and serves as a central hub to a population of over 36,000 city residents, representing approximately 4.6% of Leduc's total population. The median income of households in the Urban Centre is approximately \$57,000, which is the lowest median income across Leduc neighbourhoods. A significant 62% of households in the Urban Centre are occupied by renters, and the workforce is largely comprised of employees in the accommodation sector. It is important to note, Leduc's population is becoming more diverse over time, with both the under age 14 and 65+ cohorts growing in proportion and migration to the city increasing (Leduc Housing Needs Assessment, part of the Leduc Housing Strategy 2025-2030).

The Urban Center in Leduc is currently grappling with several housing gaps that impact its growth and sustainability. Key issues include a measurable shortage of affordable housing options, particularly rentals and units



with rent geared to income, which are crucial to balance living expenses for all residents. The Housing Strategy (2025) provides critical insights into the housing needs and proposed initiatives to address gaps in housing supply in Leduc. Additionally, the rising cost of living and housing affordability are major concerns, with many households allocating over 30% of their income towards housing costs. The aging housing stock in the Urban Center necessitates a push for more diverse housing types, such as smaller units suitable for singles and seniors. To meet the needs of its evolving demographic, Leduc must also expand its housing typologies to include more townhouses, duplexes, and apartment buildings catering to the growing population and varying household sizes. These gaps, if not addressed, could hinder the Urban Center's objective to be a vibrant and inclusive community.

Consumer preferences have shifted significantly over the past decade, influenced by the rise of e-commerce and the Covid-19 pandemic. Developers are now responding to a demand for more unique destinations, compelling cities to prioritize quality over quantity in retail offerings. While several retail categories have experienced declines in in-store spending, the food and beverage sector, along with grocery, continues to see robust growth. Mixed-use developments are increasingly focused on creating strong culinary experiences to attract consumers. The pandemic has also transformed office environments, with many companies adopting hybrid work models. Smaller professional firms, health services, and research and development sectors are more likely to return to traditional office spaces. In response, cities are evolving employment classifications, moving beyond conventional office and industrial distinctions, and encouraging the development of *adaptable*, future-proof buildings that meet diverse business needs.

Commercial development must adapt to support both existing and future businesses while generating activity. Establishing food and beverage clusters, craft brew pubs, live performance venues, specialty retail, and creative workspaces will be essential in attracting visitors and fostering economic growth. Redeveloping underutilized sites for mixed-use projects, particularly around the intersection of 50th Avenue and 50th Street, is crucial to revitalizing the area. Additionally, enhancing connections between the Urban Centre and Telford Lake by addressing barriers such as the psychological divide created by the train tracks and 46th Street will leverage this area as a city-wide destination. These efforts will help create a vibrant, accessible core that stimulates ongoing *commercial* and community activity.

The Urban Centre is home to fourteen (14) historical buildings under the City of Leduc Downtown Heritage Inventory, with only the Leduc Heritage Grain Elevator and the Dr. Woods House Museum listed on the provincial historic registry. All other buildings have no official designations or regulations that require these elements to be preserved or protected.

Many of the streets in the Urban Centre do not currently align with the City's standard cross-sections or design standards creating gaps in the pedestrian and cycling network as most sidewalks within the plan area are less than the current accessibility standards. Increasing the prevalence and width of sidewalks as well as connecting the surrounding multiway network will improve accessibility and increase pedestrian activity in the area.

Residential Neighbourhoods

The Urban Centre contains a significant amount of land for residential uses. Predominantly lower-density, single detached dwellings, most residential lots are large and follow a historic street grid pattern. Some residential lots have been converted to multi-unit developments characterized by duplexes, townhouses, and *low-rise* apartments with surface parking, which has slowly started to increase the density and diversity of housing types in the Urban Centre. Although the target density for this area is 100 dwelling units per net residential hectare, in 2024 the density of the Urban Centre was approximately 40 dwelling units per net residential hectare.

Commercial & Central Business District (CBD)

The Urban Centre contains a variety of *commercial* uses from smaller, more local establishments near the Central Business District, to larger *commercial* chains along the outer edges of the plan area. This area is anchored by Main Street (50th Ave) at its core with a mix of *commercial* and residential developments to the north and south. Containing the CBD, this area is known for small-scale walkable blocks, early 1900-style lots, and a variety of businesses amidst low to medium-density residential development.

Institutional

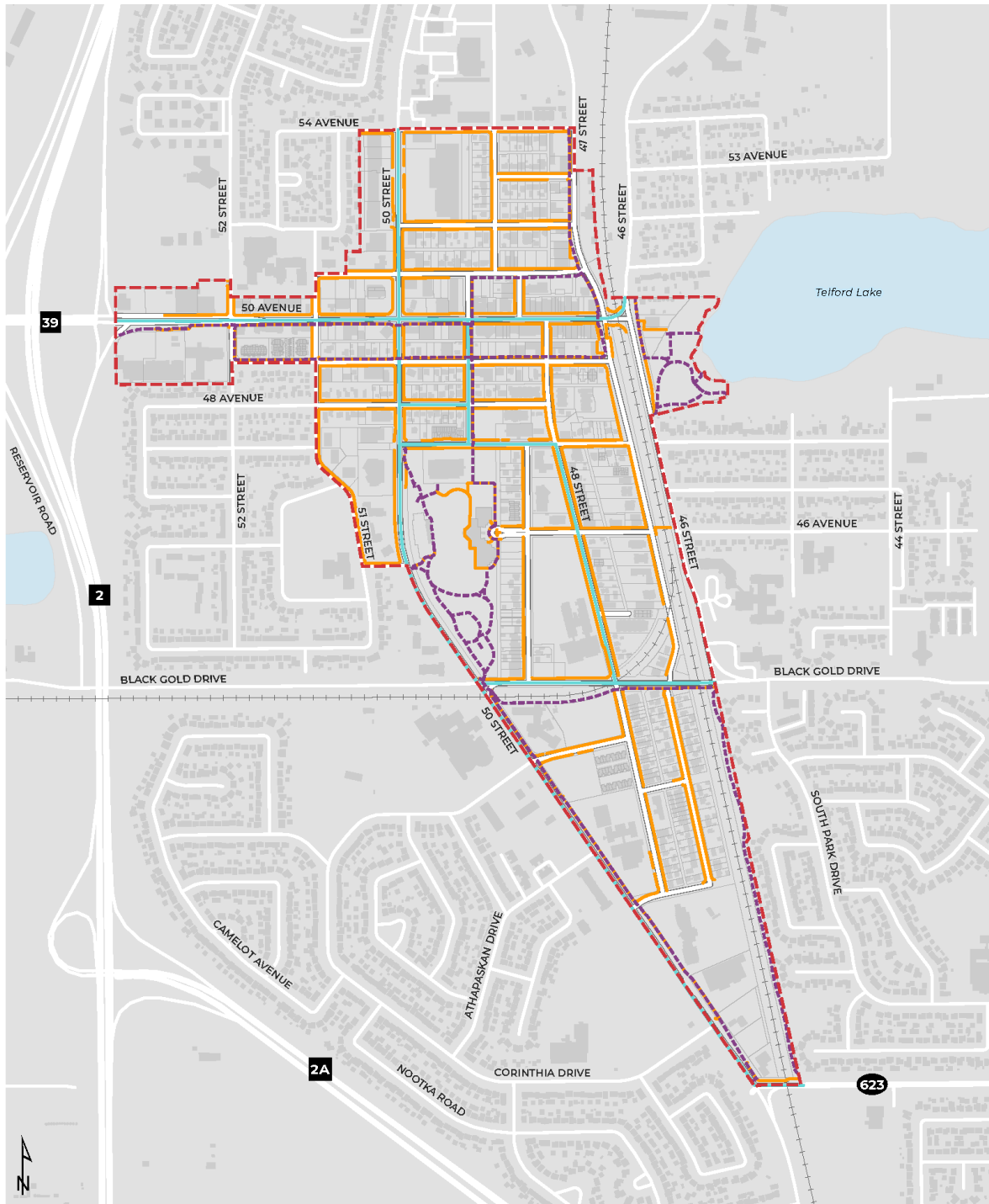
The Urban Centre contains several institutions and community services, some are public, and some are privately owned. Examples of existing institutions include schools, assisted living facilities, places of worship, and emergency services. Examples of existing community services include the Leduc Civic Centre, Leduc Public Library, and Leduc Community Hospital.

Parks, Recreation, and Amenities

There are currently three parks within the Urban Centre: George Liggins Park, the west portion of Telford Lake which is the City's most significant environmental and recreational amenity, and Alexandra Park, a central community hub home to a variety of recreational services, and amenities such as the Leduc Civic Centre, Leduc Public Library, Alexandra Arena, two community playgrounds, the outdoor pool, and spray park.

Heritage

As Leduc has grown and developed, elements of its past have remained evident on select properties and structures throughout the Urban Centre and is home to fourteen (14) historical buildings under the City of Leduc Downtown Heritage Inventory, with only the Leduc Heritage Grain Elevator (Provincial *Historic Resource*) and the Dr. Woods House Museum (Municipal *Historic Resource*). All other buildings have no official designations or regulations that require these elements to be preserved or protected.



Urban Centre
 Bus Route
 Multiway
 Sidewalk

Map 3: Existing Mobility Context (2025)



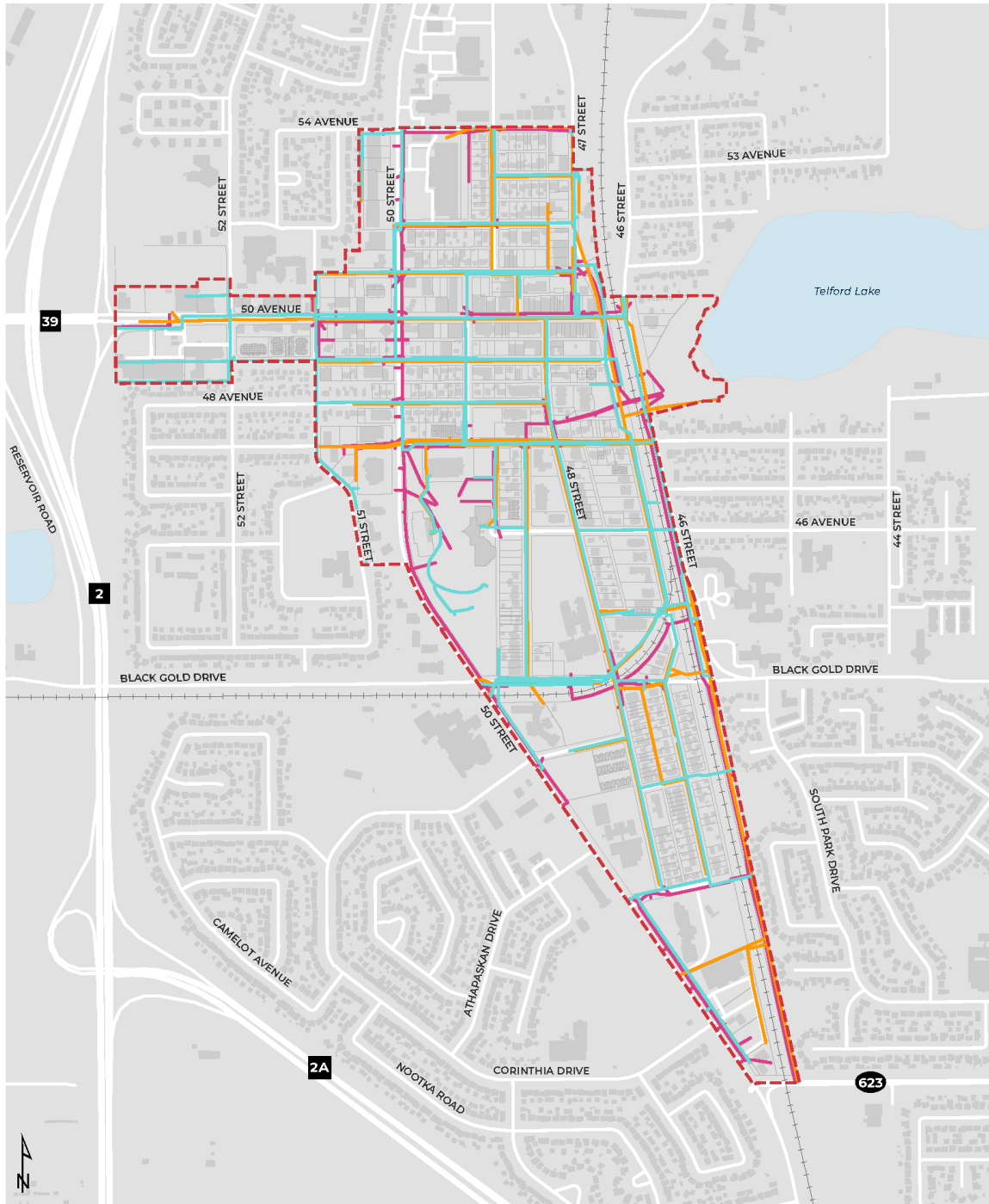
Roads, Trails and Sidewalks

As illustrated in [Map 3](#), The Urban Centre includes a mix of *arterial*, *collector*, and *local* roads, as classified in the City's Transportation Master Plan and includes over 7 kilometres of multiway and 15 kilometres of sidewalks that support various modes of active transportation.

Infrastructure

Infrastructure provides essential services to accommodate existing and future development. As shown in [Map 4](#), as of 2025 the Urban Centre contains underground infrastructure for water, sanitary, and sewer servicing, in addition to surface infrastructure like sidewalks, streetlights.

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Urban Centre
 Sanitary Main
 Storm Main
 Water Main

Map 4: Existing Infrastructure (2025)

1.2 Requirements and Plan Alignment

The Urban Centre Area Redevelopment Plan aligns with the Municipal Development Plan, the Transportation Master Plan and Council's Strategic Plan. It has been prepared in accordance with the requirements of the Municipal Government Act (MGA). The MGA enables Council to adopt Area Redevelopment Plans to provide a framework for the redevelopment of an area. The MGA specifies what an ARP must describe:

- 1) the objectives of the Plan and how they are proposed to be achieved,
- 2) the proposed land uses for the redevelopment area,
- 3) if a redevelopment levy is to be imposed, the reasons for imposing it, and
- 4) any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary.

The MGA further specifies, that property owners and the general public, particularly those who might be directly affected by the plan, must be notified and be allowed to make suggestions and representations. Consultation activities with City Council, community members and stakeholders played an important role in the planning process and helped to define a shared vision and strategic priorities for the Plan.

Public engagement initiatives were executed in accordance with a comprehensive UCRP Engagement Plan guided by the City of Leduc Public Engagement Framework. The Engagement Plan outlined detailed goals and objectives for the project's public engagement process conducted in three phases: Visioning, Planning, and Confirming. The successes and lessons learned from the first two phases have been reported and published through What We Heard Reports.

1.3 Plan Interpretation

Policies

Terms shown in *italics* can be found in the Glossary.

Policies set out how the ARP's objectives are to achieve the plan's goals and vision. They are high-level statements of intent. Statements that do not include the terms below are provided to support municipal projects and initiatives, rather than provide policy direction for redevelopment and private investment.

Important Policy Terms	
Require	Indicated a compulsory obligation
Encourage	Provides direction for what is expected
Consider	Provides criteria for when actions may be suitable

Support	Provides direction for municipal projects and initiatives
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Key Terms

To effectively define the intended development and redevelopment opportunities for Leduc’s Urban Centre, detailed below are key terms used within the context of this plan. A complete list of defined terms is included in Appendix 1: Glossary.

Urban Centre: Leduc’s downtown area under the direction of this plan, as identified in Map 1.

Historic Main Street: A central urban area with significant historical and cultural value. This is considered to include the development on both sides of 50 Avenue from 47 Street to 49 Street.

Active Frontage: Buildings or spaces that engage directly with the street, often with ground-floor retail or other public uses.

Gateway: A significant entry point to the Urban Centre, often marked by distinctive architecture or landscaping.

Public Realm: The shared public spaces of a city, including streets, sidewalks, *plazas*, and parks.

Active Transportation: Modes of transportation that rely on human power, such as walking, cycling, and using public transit.


Maps and Illustrations

The figures incorporated throughout the plan are intended to illustrate a possible interpretation of the policy direction within this plan and are not intended to establish the specific built form, architectural details, or building design required. Maps have been provided as part of the UCRP to identify the location of application for various policies and statements. Should there be a discrepancy between the written policy and maps and figures, the written policy shall prevail.

1.4 Purpose & Approach

Due to a continued high rate of growth in Alberta over the past decades, and recent changes to the Edmonton Airport Vicinity Protection Area (AVPA) regulation, the Urban Centre is anticipated to experience an increase in residential growth and density. Considering these factors, the UCRP presents a unique opportunity to guide the redevelopment and growth of a vibrant mixed use Urban Centre over the next 20 years.

The UCRP provides a long-term vision and land use framework to direct the redevelopment of the Urban Centre. The UCRP guides the City of Leduc, residents, local businesses, and the land development industry to make informed decisions on future land use and redevelopment within the Urban Centre. It was developed using



information from existing municipal plans, technical background studies, and input from the community, subject matter experts, and external stakeholders. The UCRP is intended to evolve over time as the plan is implemented.

The approach and framework links the guiding principles to the policies and the implementation action items. Building on the vision for the Urban Centre, this plan has been structured to consider all aspects of redevelopment within the UCRP from site planning to infrastructure. This is organized as follows:

- Vision, Principles and Growth Concept: Defines a long-term vision for the Urban Centre, supported by Guiding Principles that were used throughout the plan preparation to align the policies and objectives with the intent of the plan.
- Objectives: Provides direction for investing in the Urban Centre, as well as the future design of streets, mobility connections, amenities and public spaces
- Policies: Provides requirements and direction that consider the built context, constraints, and intended character within the Urban Centre
- Implementation: Brings all of these considerations together and establishes priorities and overarching timelines in alignment with the themes and guiding principles.

2.0 COMMUNITY DIRECTION

2.1 Community Direction Statement

The Community Direction Statement for the Urban Centre was developed through engagement with community members and key stakeholders. It captures the community's future aspirations and establishes direction for growth and redevelopment.

“Leduc’s Urban Centre is an accessible, safe, and inclusive space. It offers diverse housing and business opportunities, celebrates local heritage, gathering spaces, and provides access to natural, cultural, and recreational amenities. Showcasing high quality urban design and multi-modal transportation connections, the Urban Centre welcomes residents and visitors to experience this vibrant locale that is designed for all.”


2.2 Guiding Principles

- Recognize and strengthen history, culture, and sense of place.
- Enable efficient use of land and existing infrastructure to contribute to the financial sustainability of the Urban Centre.
- Enhance modal choice and improve connectivity to and through the plan area.
- Diversify housing options to increase the residential population and support housing accessibility.
- Attract, support, and promote the businesses, services, and uses that activate the streets and *public realm*.
- Provide opportunities for people of all ages and abilities to visit and enjoy public spaces year-round.

2.3 Growth Concept

Every municipality is responsible for providing essential services and infrastructure to its residents. Examples of these include water and sewer systems, roads, walkways, public parks, recreation centers, and services such as police, fire, and transit, all of which are funded by municipal taxes. However, the level of service is not uniform across all areas. Factors such as land use, activity levels, and local needs and demands vary throughout a city. A standardized approach to infrastructure and service provision is neither economical nor sustainable in the long term. For instance, a park with play spaces is valuable in a residential area but would be underutilized in an industrial district. Therefore, to maintain fiscal responsibility, cities allocate infrastructure based on its projected usage.

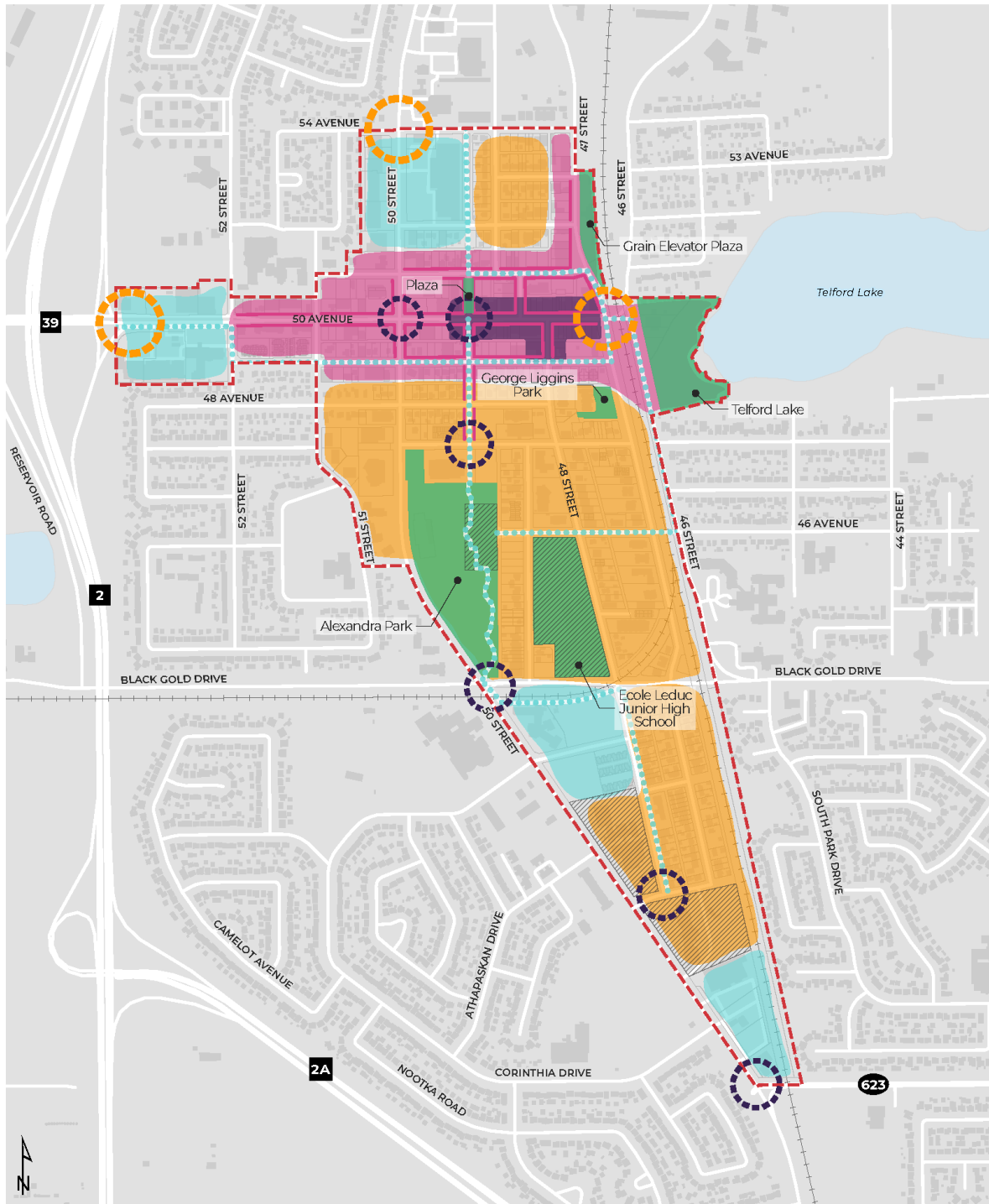
The centre of a city typically experiences the highest demand for services due to its density of population, *commercial* activity, and public interactions. As a result, it is essential that a comprehensive intersection of all services is provided in these areas. This includes enhanced public transit options, a robust network of roads and walkways, readily accessible public parks and recreational facilities, as well as heightened levels of public safety



services such as police and fire departments. The concentration of these services in the city centre is crucial to support the diverse and high-volume activities that occur there, ensuring the area remains functional, vibrant, and capable of sustaining its critical role as the *commercial* and business activity core within the broader urban environment. Supporting publicly interfacing uses leverages the city's investments in an enjoyable and attractive urban centre, and is further supported by increased residential density and housing diversity.

The illustrative growth concept ([Map 5](#)) for the Urban Centre identifies opportunities for development, destinations and amenities, to create a distinct sense of place and identity for the Urban Centre.

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Map 5: Illustrative Growth Concept

3.0 OBJECTIVES

The objectives establish a coordinated outcome for the Urban Centre, ensuring its redevelopment supports economic vitality, high-quality urban design, multimodal street networks, and well-integrated public spaces. The objectives prioritize pedestrian-friendly environments, active transportation, high-density mixed-use development, and accessible public spaces, fostering a dynamic and livable urban core. Future policies, zoning regulations, strategies, development and redevelopment of the Urban Centre must demonstrate how they have considered and responded to the objectives of the Plan.

3.1 Economic Development

Leduc's Central Business District is a dynamic hub that balances heritage and modern growth. Anchored by a historic Main Street that reflects the city's deep-rooted sense of community, the Central Business District supports an environment for *commercial* uses and tourism. Its unique charm, coupled with access to natural amenities such as Telford Lake and expansive green spaces, makes it an attractive destination for both residents and visitors alike.

- a. Enhance the Public Realm – Maintain a high-quality *public realm* to reinforce the Urban Centre as the city's economic, social, and civic hub.
- b. Strengthen the Central Business District – Establish the Central Business District as the city's *commercial* core by actively promoting office and retail growth, leveraging its density, diversity, and urban character.
- c. Position the Urban Centre as a Destination – Develop Main Street and the Urban Centre as premier destinations by capitalizing on their unique assets to attract citywide and regional visitors.
- d. Expand Tourism & Improve Urban Appeal – Strengthen tourism programs and enhance the Central Business District's appearance to attract visitors and investment.
- e. Attract Anchor Businesses & Clusters – Encourage businesses that serve as key destinations, fostering *commercial* clusters that drive foot traffic and economic synergy.

3.2 Urban Design

The built environment reflects the vision of its residents. It is guided by an urban design strategy and policies intended to create a compact, vibrant, and livable urban centre. This strategy recognizes that individual projects are the building blocks of great streets and neighbourhoods. This requires attention to the way buildings meet the sidewalk, and how they acknowledge and contribute to the *public realm*. Figure 2 provides a visual representation of the objectives and how they can be interpreted and met through development.

Objective #1: Connect and Engage the Public Realm

- a. **Activate the streetscape:** Design vibrant, engaging ground-level environments by incorporating *commercial* uses along Active Frontages (Figure 8), ensuring buildings minimize setbacks with individual shopfront entrances. Include weather protection elements like awnings, canopies, and arcades to enhance pedestrian comfort. Encourage street-oriented residential along local streets to provide a comfortable neighbourhood experience.
- b. **Human-scale:** Building frontages should be designed to foster strong visual and physical connections to the street, enhancing the interaction between interior spaces and the *public realm* while avoiding blank walls.
- c. **Flexible building setbacks:** In areas with ground-floor *commercial* uses such as cafés, restaurants, or other active functions, consider setbacks, mid-block *mews*, or forecourts to create more dynamic and flexible public spaces.
- d. **Corner site design:** Buildings on corner sites should feature attractive, articulated facades on both street frontages and serve as visual focal points, incorporating distinctive architectural features to anchor the urban landscape.

Objective #2: Enhance the Character of Downtown

- a. **Theming and placemaking:** Integrate *placemaking* strategies within the downtown core by incorporating design elements that reflect the area's heritage. This could include historically inspired light fixtures, banners, street signage, benches, bike racks, receptacles, and tree grates, all contributing to a cohesive sense of place.
- b. **Harmonizing with historic context:** Any rehabilitation of historic buildings or new development in the downtown are designed to complement the architectural styles and materiality of the area, ensuring that new and old elements create a cohesive character.
- c. **Distinctive streetscape design:** Develop cohesive *streetscape* elements that reflect the unique character of different areas, enhancing each area's sense of place and connection to Main Street.
- d. **Consistent and durable design features:** Consider the maintenance and longevity of materials and *public realm* features through the design process to create a downtown that is visually engaging and cost-effective now and in the future.

Objective #3: Resilient and Adaptable Design

- a. **Flexible spaces and scales:** Design must accommodate diverse user needs by creating *adaptable* building spaces that serve a variety of functions over time.
- b. **Timeless aesthetic:** A commitment to high-quality materials and craftsmanship ensures that design remains relevant and durable, maintaining its value across generations, and is an expectation in the Historic Main Street.
- c. **Active transportation and mobility:** Streets and large-site developments support walking, cycling, and public transit, while also integrating infrastructure for bike parking and curbside management to accommodate shared vehicle services and deliveries.
- d. **Future-ready:** Design of buildings, streets, and public spaces embraces sustainable materials, energy-efficient systems, and smart technology to minimize environmental impacts and ensure adaptability to future innovations.
- e. **Accessible spaces:** Design of buildings, streets, and public spaces considers the needs of all users in all seasons to create an Urban Centre for everyone.

Objective #4: Designing Streets for People

- a. **Barrier-free sidewalks:** Create accessible, well-sized sidewalks designed to accommodate the expected pedestrian density, ensuring inclusivity for all users.
- b. **Pedestrian connectivity:** Address gaps in the pedestrian network by ensuring continuous, safe, and convenient pathways, especially where sidewalks are missing or inadequate.
- c. **Enhanced pedestrian experience:** Improve key pedestrian corridors with landscaping, street edge treatments, and other design interventions to enhance pedestrian safety and comfort.
- d. **Street and laneway infrastructure upgrades:** Future property redevelopment and infrastructure rehabilitation projects will incorporate modern utility alignments, and where feasible with possible partnerships, undergrounding existing overhead power lines to create cleaner, safer, and more visually appealing *streetscapes* that avoid utility conflicts with trees and street amenities.

- e. **Pedestrian-friendly streetscapes:** Streetscaping elements will be incorporated to enhance pedestrian comfort and connections throughout the Urban Centre, fostering a more engaging and inviting *public realm*.

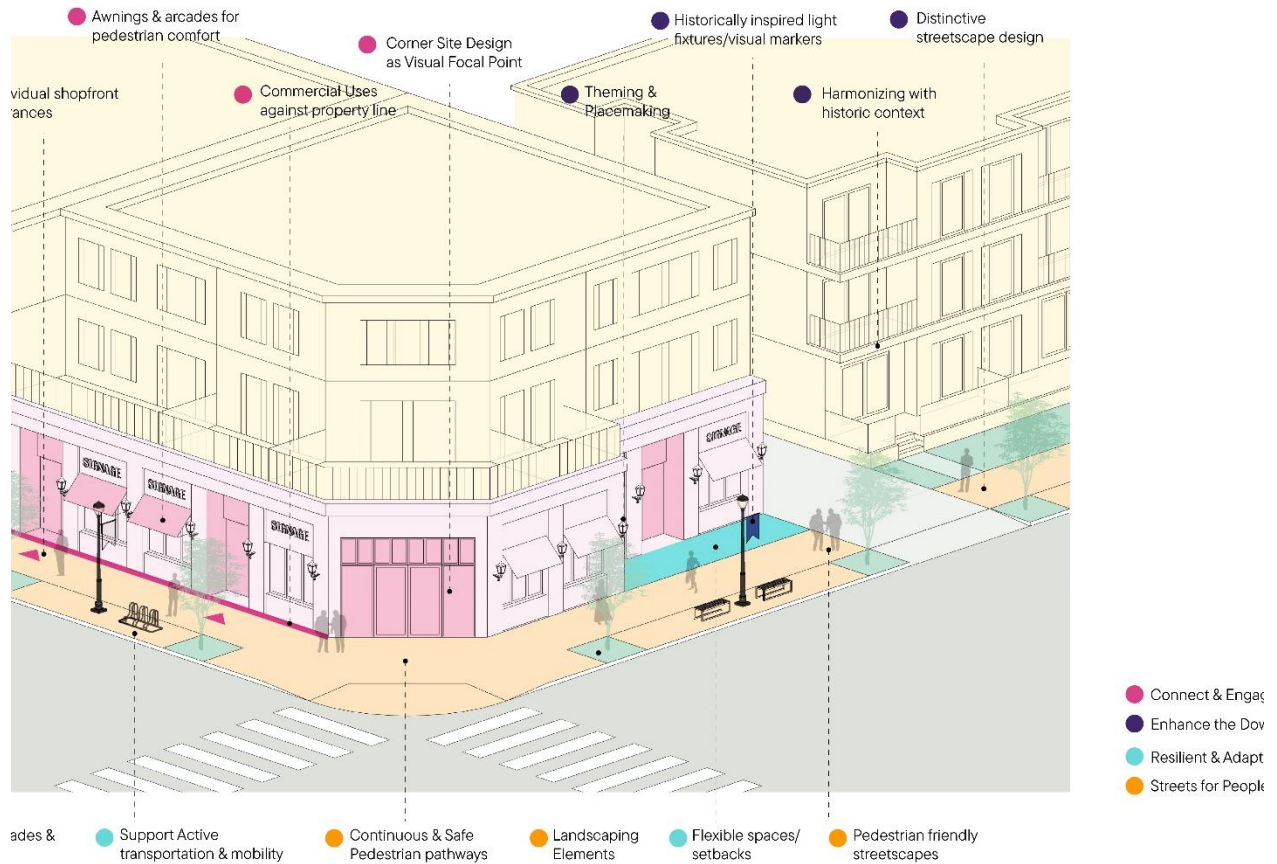
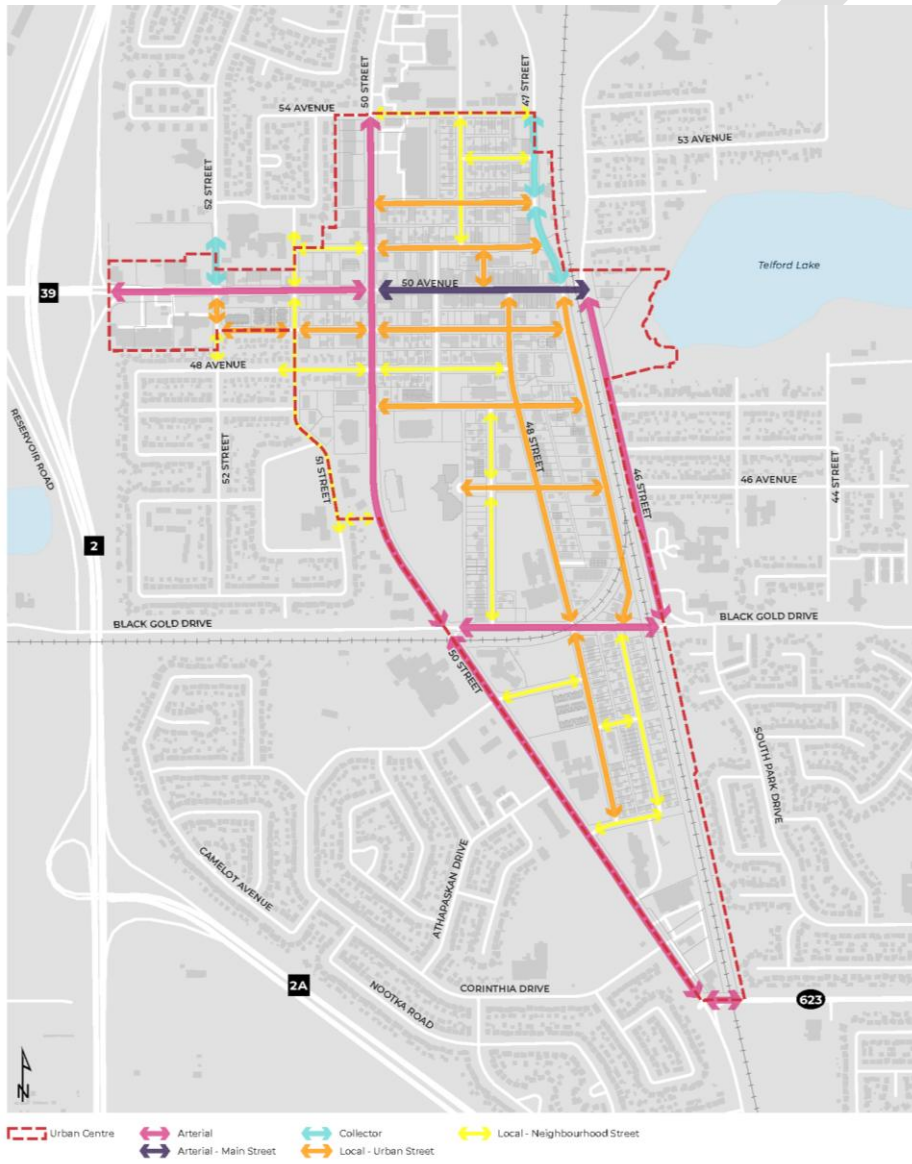


Figure 1: Interpreting the Urban Design Objectives

3.3 Street Design

The plan classifies the street network through traffic volumes, *public realm* treatment, and multi-modal connections. As indicated in **Map 5**, each street has been categorized to determine where *public realm* improvements are needed, as well as to provide further structure for the policies of this plan. The following street design objectives are to be achieved through future street design and construction within the Urban Centre.

Map 6: Street Typologies



3.3.1 Arterial Street

- a. Prioritize safety and mobility for all users while ensuring efficient vehicle and goods movement.
- b. Enhance streetscapes with widened, accessible sidewalks, tree-lined boulevards, landscaped buffers, and pedestrian-friendly amenities.
- c. Maintain two-lane travel in each direction with transit accommodation and turn bays where needed.



Figure 2: Example Arterial Section with Constrained Right-of-Way

Main Street

- a. Prioritizes a pedestrian-first approach to enhance walkability, safety, and vibrancy as a key destination and connector.
- b. Designed to support businesses while maintaining efficient traffic flow.
- c. Enhancements include wide sidewalks, flexible parking, and pedestrian-friendly amenities like lighting, seating, and landscaping.



Figure 3: Main Street Section

3.3.2 Collectors

- a. Connect communities to *arterials* and *commercial* areas, balancing vehicle flow with *active transportation*.
- b. Design includes separated sidewalks with landscaped buffers, multiways, pedestrian amenities, and two-lane travel with transit and turn bay accommodations.

Figure 4: Collector Section (TO BE ADDED)

3.3.3 Locals

Urban Streets

- a. Prioritize pedestrians and *active transportation* while supporting vehicle access in a mixed-use setting.
- b. Design includes sidewalks, street trees, seating areas, multiways, and on-street parking to enhance the *public realm* and foster community interaction.

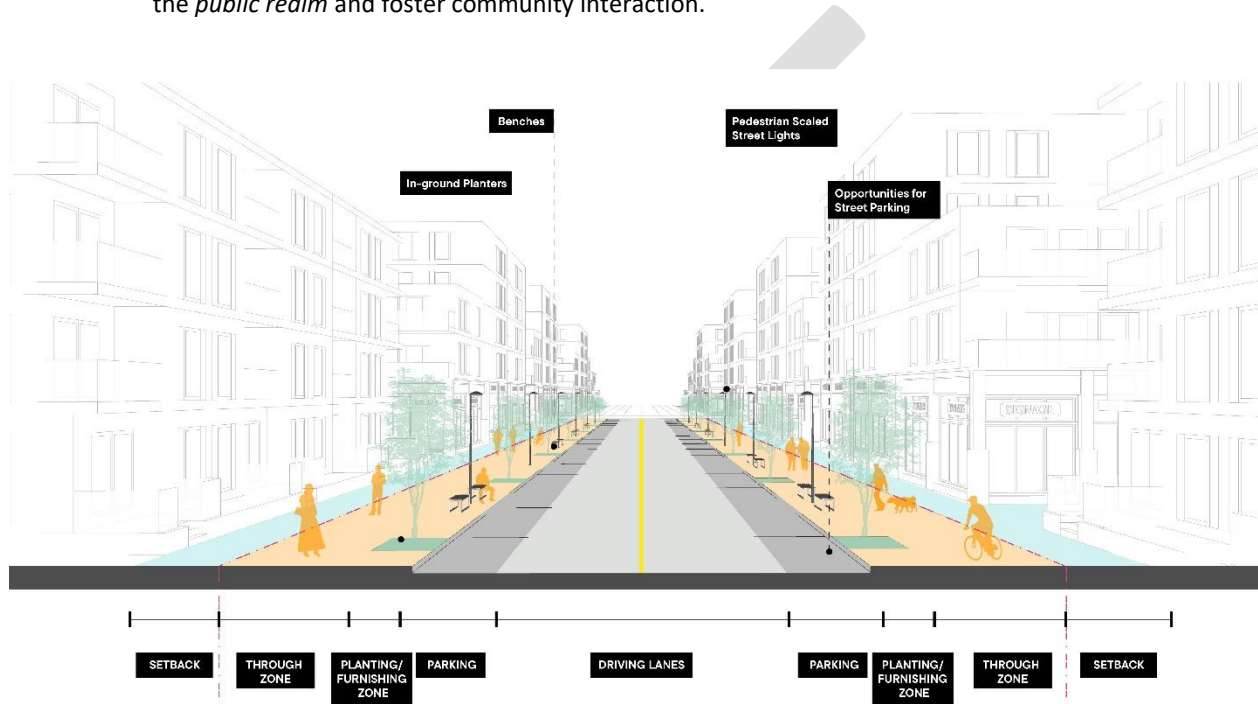


Figure 5: Local Urban Section

Neighbourhood Streets

- a. Prioritize a quiet, safe, and pedestrian-friendly environment in residential areas.
- b. Design includes standard sidewalks, tree-lined boulevards, pedestrian-scaled lighting, two-way traffic, and on-street parking to enhance walkability and community interaction.

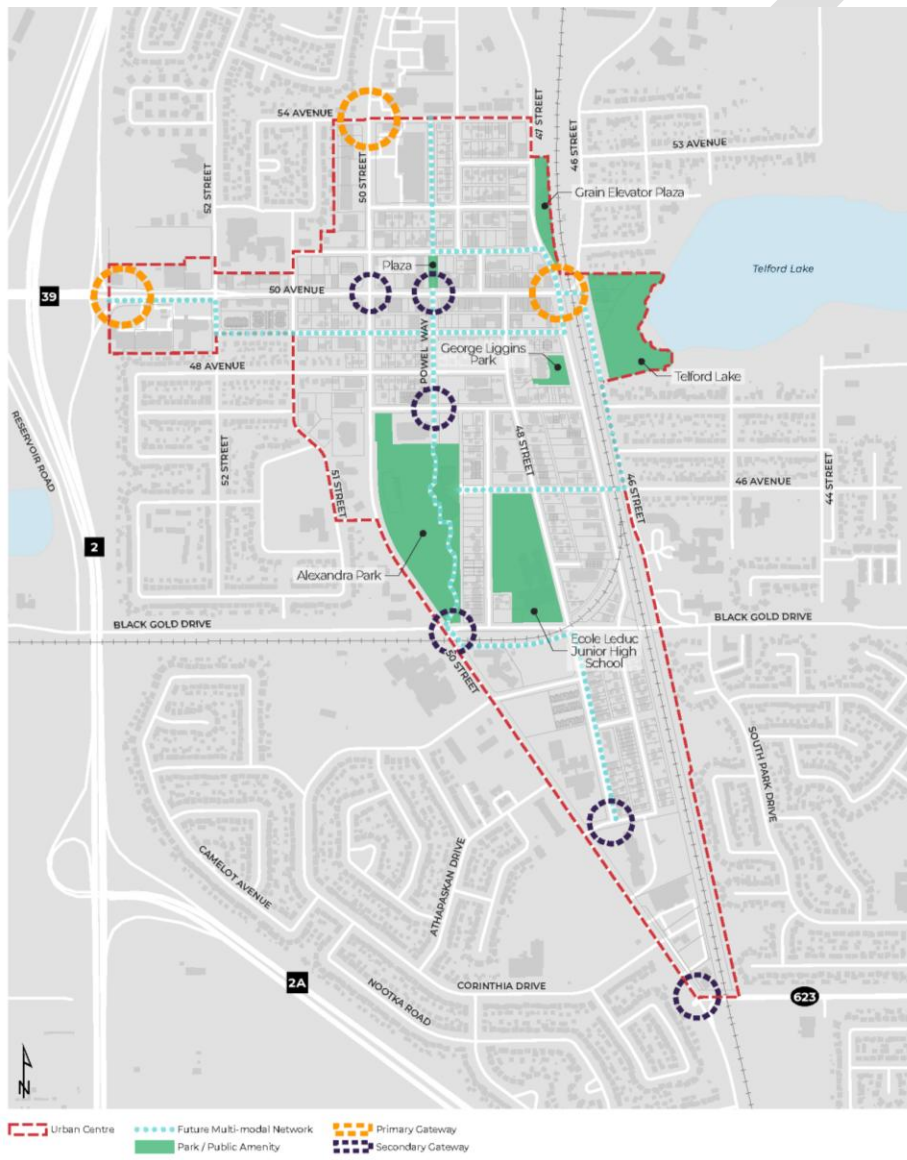


Figure 6: Local Neighbourhood Section

3.4 Parks and Open Space Design

Throughout the Urban Centre, public open spaces and amenities contribute to a lively and inviting place for people to visit and gather. As indicated in **Map 7**, this network can support the development of increased residential density as well as the Urban Centre's role as the primary gathering place and event space for the city. The following design objectives are to be incorporated in existing and future parks and open spaces.

Map 7: Amenity Network



3.4.1 Future Multi-Modal Connections

The future multi-modal network will provide safe, comfortable, and convenient *active transportation* connections throughout the Urban Centre, linking major destinations and public amenities. This network aims to prioritize pedestrian and cyclist movement while enhancing the overall user experience.

- a. Focus enhancements on prioritizing active modes along multi-modal corridors to create a safer and more active pedestrian environment.
- b. Enhance the *public realm* by adding amenities such as lighting, seating, waste receptacles, landscaping, public art, and clear signage to ensure the space is welcoming and engaging for all users.
- c. Ensure safety and comfort by incorporating well-designed street crossings, enhanced lighting, and consistent maintenance practices.

3.4.2 Alexandra Park

Alexandra Park is a historic 12-acre green space offering year-round recreation and community amenities.

- a. Focus enhancements on improving pedestrian and cycling connections, activating underutilized spaces with inclusive programming, ensuring accessibility, and enhancing safety through lighting and maintenance.
- b. Explore partnerships to support ongoing activation and public engagement.

3.4.3 George Liggins Park

George Liggins Park serves as both a stormwater dry pond and a public green space.

- a. Focus enhancements on activating the park with amenities like a dog park or winter programming while maintaining stormwater functions.
- b. Improve lighting, snow clearing, and visibility to ensure safety for residents and visitors.

3.4.4 Proposed 49 Street Park and Pedestrian Corridor

The 49 Street Pedestrian Corridor connects Alexandra Park, the Civic Centre, and downtown as a vibrant, pedestrian-friendly space for active mobility and community gatherings.

- a. Focus enhancements to create programmable *plazas*, wide sidewalks, planting zones, and pedestrian-priority crossings.
- b. Incorporate streetscape features such as special paving, lighting, and public seating will reinforce its role as a dynamic urban destination while limiting north-south vehicle travel.



Figure 8: 49th Street Plaza Opportunities



Figure 9: 49 Street Corridor Opportunities

3.4.5 Proposed Grain Elevator Plaza

Grain Elevator Plaza will be a multifunctional public space that blends history, community, and tourism.

- a. Strategically locate parking to reduce traffic on Main Street while serving as a flexible event space.
- b. Enhance pedestrian pathways to improve connectivity to Main Street and Telford Lake, supporting local businesses.
- c. Explore partnerships to activate the space with events and programming, fostering engagement with this historic landmark.

Figure 10: Grain Elevator Plaza (TO BE PROVIDED)

3.4.6 Proposed New Vision for Telford House

Telford House will be a vibrant, multi-use hub for recreation, culture, and community gatherings, enhancing public access to Telford Lake.

- a. Incorporate flexible indoor and outdoor spaces, support arts and cultural programming, and create opportunities for restaurants, cafés, and tourism.
- b. Explore public-private partnerships to help establish it as a key destination while preserving its historic connections.



Figure 11: Telford House (TO BE PROVIDED)

3.4.7 New Urban Centre South Park

This new park, located at the south terminus of the multi-modal network near the Leduc Community Hospital, will provide a vibrant neighborhood amenity for residents and visitors south of Black Gold Drive. The park will celebrate the area's cultural heritage while offering spaces for recreation, relaxation, and community gathering.

- a. Reflect the area's cultural history through public art, seating, shelter spaces, and landscaping, including native herbal gardens.
- b. Create accessible, safe spaces with lighting, seating, and paths for walking and gathering.
- c. Provide a welcoming environment with a mix of recreational and peaceful areas for residents and visitors.

Figure 12: New Urban Centre South Park (TO BE PROVIDED)

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3.4.8 Gateways, Pocket Parks and Plazas

Gateways, pocket parks, and plazas enhance the pedestrian environment and sense of place within the Urban Centre. These spaces serve as public or publicly accessible amenities, integrating with adjacent developments to strengthen the *public realm* and urban identity.

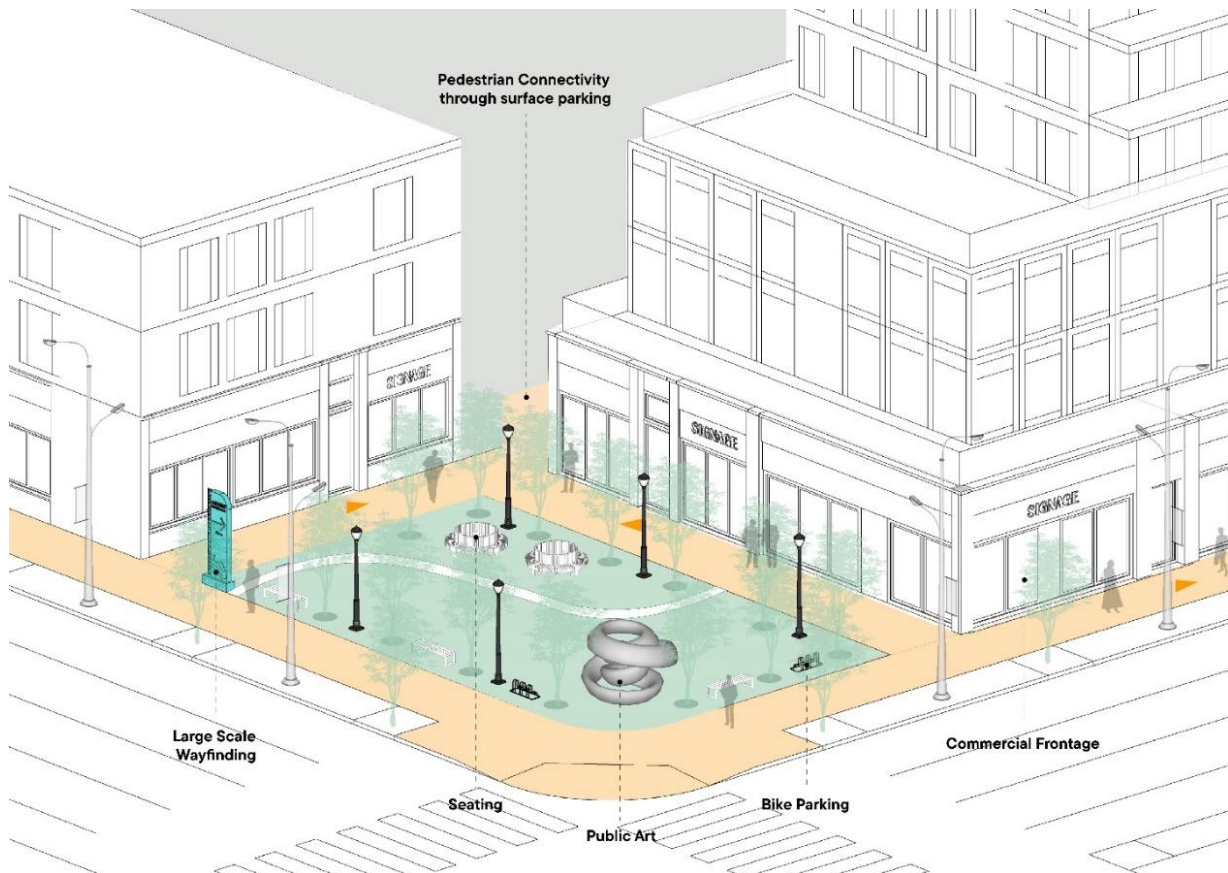


Figure 13: Gateway Design Opportunities


4.0 GENERAL POLICIES

The built environment reflects the vision of its residents. It is guided by an urban design strategy and policies intended to create a compact, vibrant, and livable urban centre. This strategy recognizes that individual projects are the building blocks of great streets and neighbourhoods. This requires attention to the way buildings meet the sidewalk, and how they acknowledge and contribute to the *public realm*.

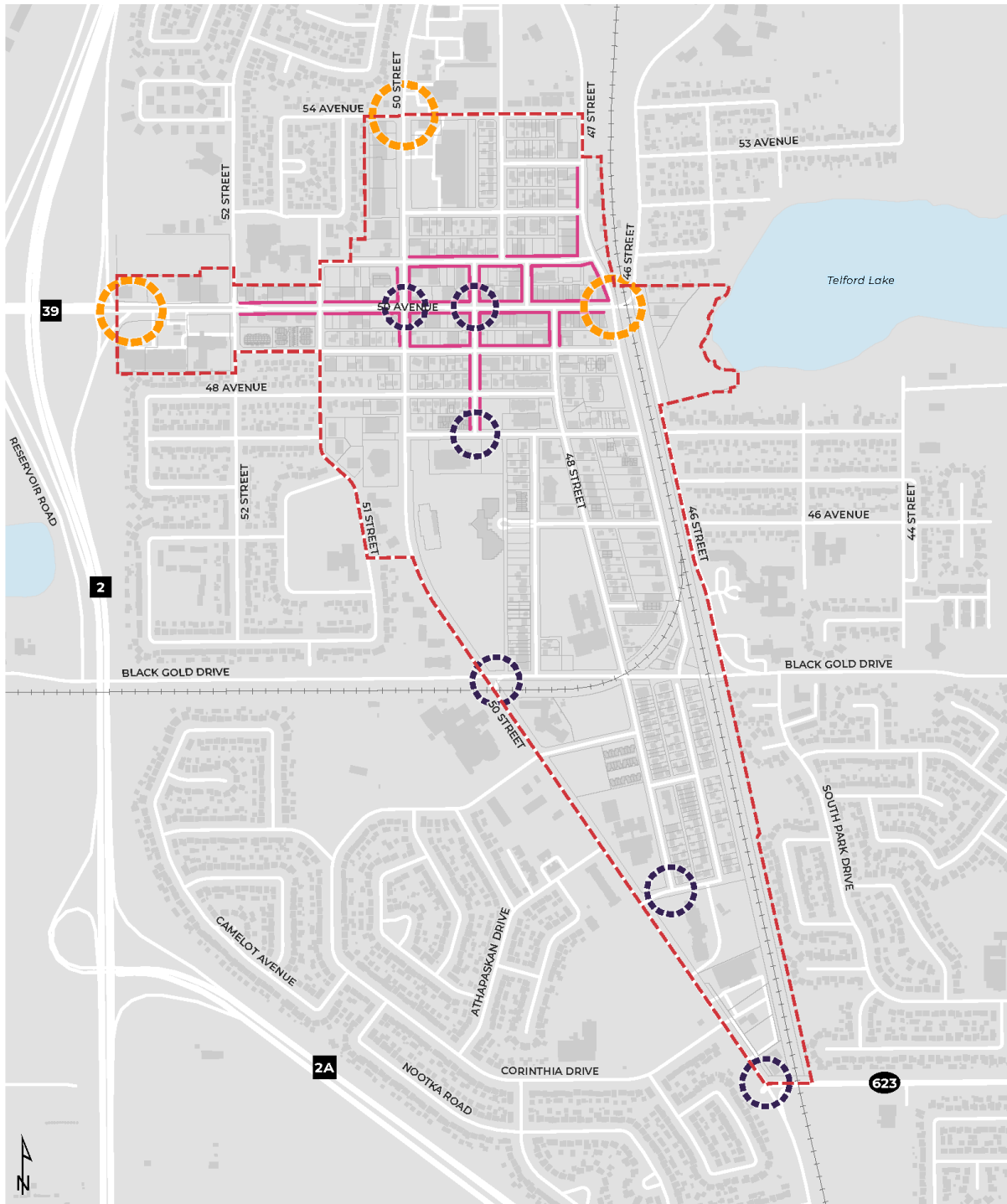
Active Frontages and Gateways (**Map 8**) have been identified to guide where street-oriented *commercial* uses should be provided and where buildings must create a pedestrian-friendly interface with the street.

4.1 Form and Character

- a. Consider land use districts that demonstrate distinctive characteristics within the Urban Centre based on the policies in this plan.
- b. Require the maintenance of clear sightlines between buildings to important neighbourhood sites and features, including Telford House, Telford Lake, the historic grain elevator, and the Civic Centre.
- c. Require primary building entrances for *commercial* uses to locate toward Active Frontages.
- d. Require mixed-use buildings, those with ground-floor storefronts, and corner buildings to have multiple entrances, with at least one entrance facing each street frontage.
- e. Encourage buildings to be arranged and clustered to maximize opportunities for shared circulation, parking, loading, pedestrian walks, walls, *plaza* connections, and transit-related facilities.
- f. Require Gateways to be developed with prominent building design and façade activation toward the intersection, including opportunities for *plazas* and *public realm* enhancements.
- g. Require landscaping in setback areas, parking lots, and areas not used for ingress, egress, parking, or storage.
- h. Require waste, organics and recycling receptacles for apartments and *commercial* properties to be screened from adjacent streets.
- i. Require a minimum 2.0 m setback from the property line when the through zone and furnishing zone combined are less than 3.0 m wide from curb to property line.
- j. Encourage public art that contributes to the identity and sense of place
- k. Consider adaptation of existing buildings in alignment with the character of the Area.
- l. Encourage visual interest and longevity through the use of high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and thoughtful details.
- m. Consider publicly accessible parking within close proximity to non-residential uses to meet parking requirements.

- 
- n. Require existing and new developments to utilize lighting, transparent windows, and visual and physical permeability to prioritize safety throughout the Urban Centre.
 - o. Require *plazas* where setbacks greater than 2.0 m are provided along *Active Frontages* and within *Gateways*.

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- Urban Centre
- Active Frontage
- Primary Gateway
- Secondary Gateway

Map 8: Active Frontages & Gateways

4.2 Gateways and Plaza

- a. Encourage *plazas* within *Gateways* as identified in Map7.
- b. Encourage Primary *Gateways* to include features such as monuments, landmarks, architectural gates, clocktowers, etc.
- c. Encourage public art on public and private property within *Gateways*.
- d. Require cohesive *wayfinding* in *Gateways* to guide people to key locations within the Urban Centre and beyond.
- e. Require *plazas* to be designed with hard and soft landscaping elements to create *plazas* with amenities such as bicycle parking, seating, water or natural features, feature and accent lighting, etc.
- f. Require clear street visibility by providing at least two edges with street frontage to indicate the space is public and to encourage street activity and public safety.
- g. Require *commercial* frontage where development is adjacent to a *plaza*. Avoid parking lot interfaces and maximize activity by orienting lobbies and entrances onto *plaza* spaces.
- h. Require *plazas* to be graded to meet sidewalk grades and avoid retaining walls, stairs, and ramps to provide *universal accessibility* and clear site lines.
- i. Encourage accessible and comfortable seating opportunities and consider opportunities for weather and sun protection. Orient seating towards the street, near building entrances, and next to amenities.

4.3 Mobility

- a. Require laneways and alleys to be hard surfaced where redevelopment and intensification warrant within the Central Business Area and incorporate features that enhance the *public realm*.
- b. Support the design laneways to provide access for servicing and parking, as well as waste, organics and recycling pick up, deliveries and other functions when buildings are adjacent to a lane.
- c. Consider new development that activates laneways with *commercial* frontages and in strategic locations where it does not impact the operational requirements of the laneway.
- d. Support a continuous, connected and universally accessible pedestrian network, including integration of multiway, open space, and sidewalks.
- e. Encourage new development to provide opportunities for mid-block crossing and *mews* within blocks to increase permeability and accessibility where beneficial and feasible.
- f. Encourage new multi-family and *commercial* developers to consider end of trip facilities and amenities such as designated bicycle parking, enclosed lockers, change facilities, and bicycle repair infrastructure.
- g. Require publicly accessible *active transportation* parking throughout the Urban Centre and within all new street designs.

- h. Encourage expanded transit service into higher density areas within the Urban Centre.

4.4 Parking and Access

- a. Encourage new development to consolidate access with adjoining properties where feasible to reduce the overall number of driveways and access points.
- b. Require structured parking facilities to be screened with architectural elements.
- c. Require underground parking facilities to be accessed from a lane where provided.
- d. Require off-street surface parking for multi-unit residential uses to be located at the rear of buildings and accessed from a lane where provided.
- e. Require surface parking for *commercial* to be screened with landscaping, provide pedestrian lighting, and include safe walking paths.

4.5 Infrastructure and Servicing

- a. Encourage developments to reduce the volume and rate of stormwater runoff from buildings using on-lot control storage and low impact development features in alignment with the City of Leduc Stormwater Master Plan.
- b. Require upgrades to water and drainage infrastructure in accordance with City Policy, where these upgrades are necessary in order to support developments within the ARP boundary. Water upgrades may include the installation or relocation of fire hydrants, the installation of water distribution mains, and the abandonment or installation of services.
- c. Encourage new developments and intensifications to improve the density, viability, and assessed value of the Urban Centre when taking advantage of the existing servicing capacity.
- d. Encourage the expansion of Electric Vehicle (EV) charging stations.
- e. Consider cost sharing and levy programs where infrastructure service levels are required to be increased to meet the demand of development.

4.6 Climate Resilience

- a. Encourage the expansion of the urban forest by increasing tree planting and protection efforts on public and private lands.
- b. Encourage *infill* development and urban intensification to efficiently use land and enhance the vibrancy of existing neighborhoods. *Infill* projects will focus on transit access, walkability, and optimizing infrastructure.
- c. Encourage energy retrofits in existing buildings to reduce emissions and improve energy efficiency.

4.7 Parks and Open Space

- a. Require new parks and open spaces to be designed to be multi-functional, all season amenities that are universally accessible, create a destination, and support tourism attraction.
- b. Support the acquisition and development of new parks to provide accessible recreational spaces, promote community well-being, and support sustainable urban growth.
- c. Require new development adjacent to parks and open spaces to address the park, create opportunities for access and create opportunities for active and passive surveillance.

4.8 Urban Agriculture

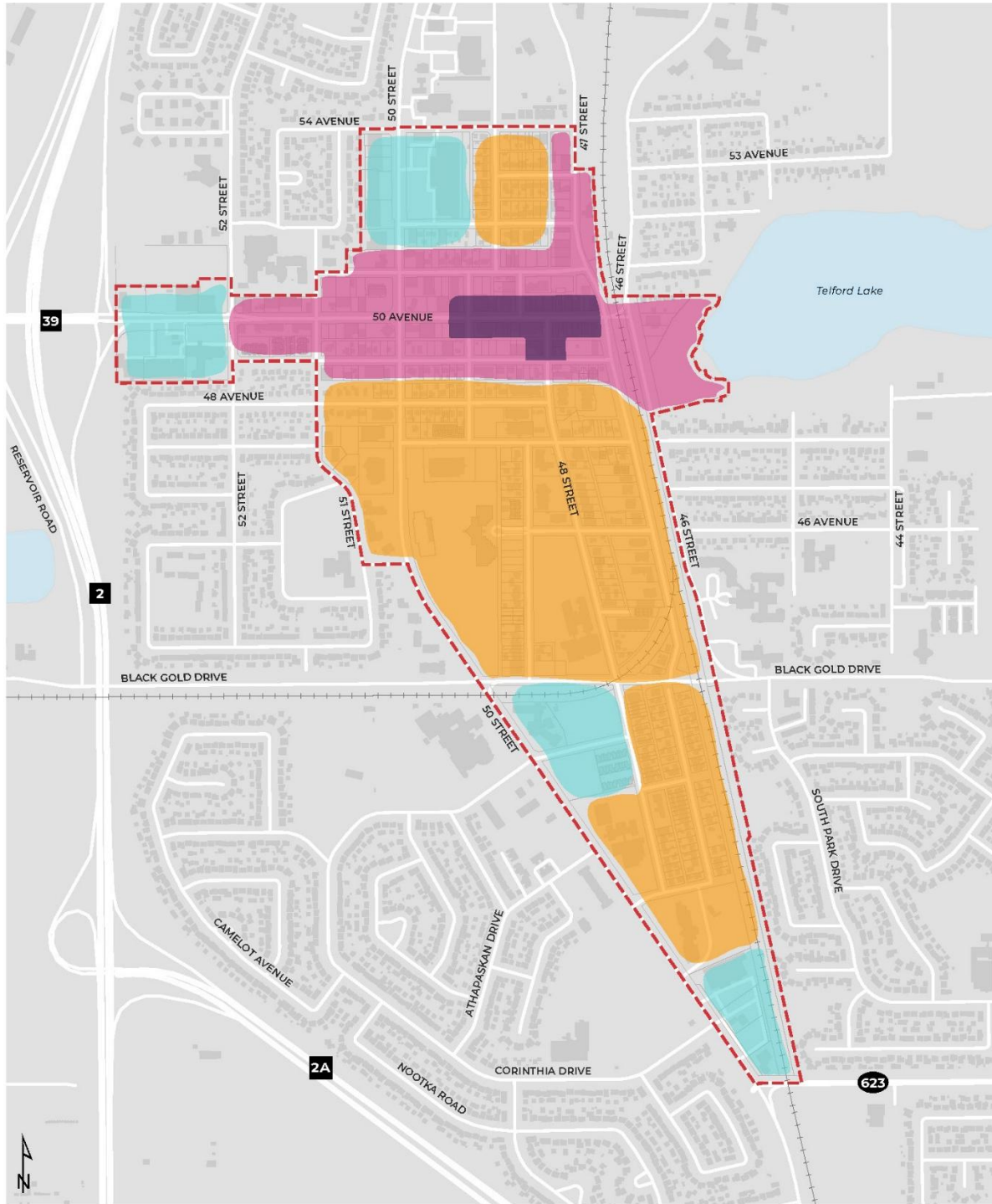
- a. Support initiatives that promote growing, processing, and distributing food in the Urban Centre, that do not create nuisance and are in alignment with the area's character. As residential density increases, support the development and ongoing management of community gardens to foster local food production contributing to the health and wellbeing of Urban Centre residents.
- b. Encourage landowners to allow temporary urban gardens on vacant or underutilized properties to allow short term use for agricultural and community functions.
- c. Encourage the integration of urban agriculture into public spaces, such as streets and boulevards, parks and *plazas*, through the creation of guidelines.
- d. Support green roofs and rooftop gardens to encourage local food production.
- e. Support programs such as the Bees and Hens program.



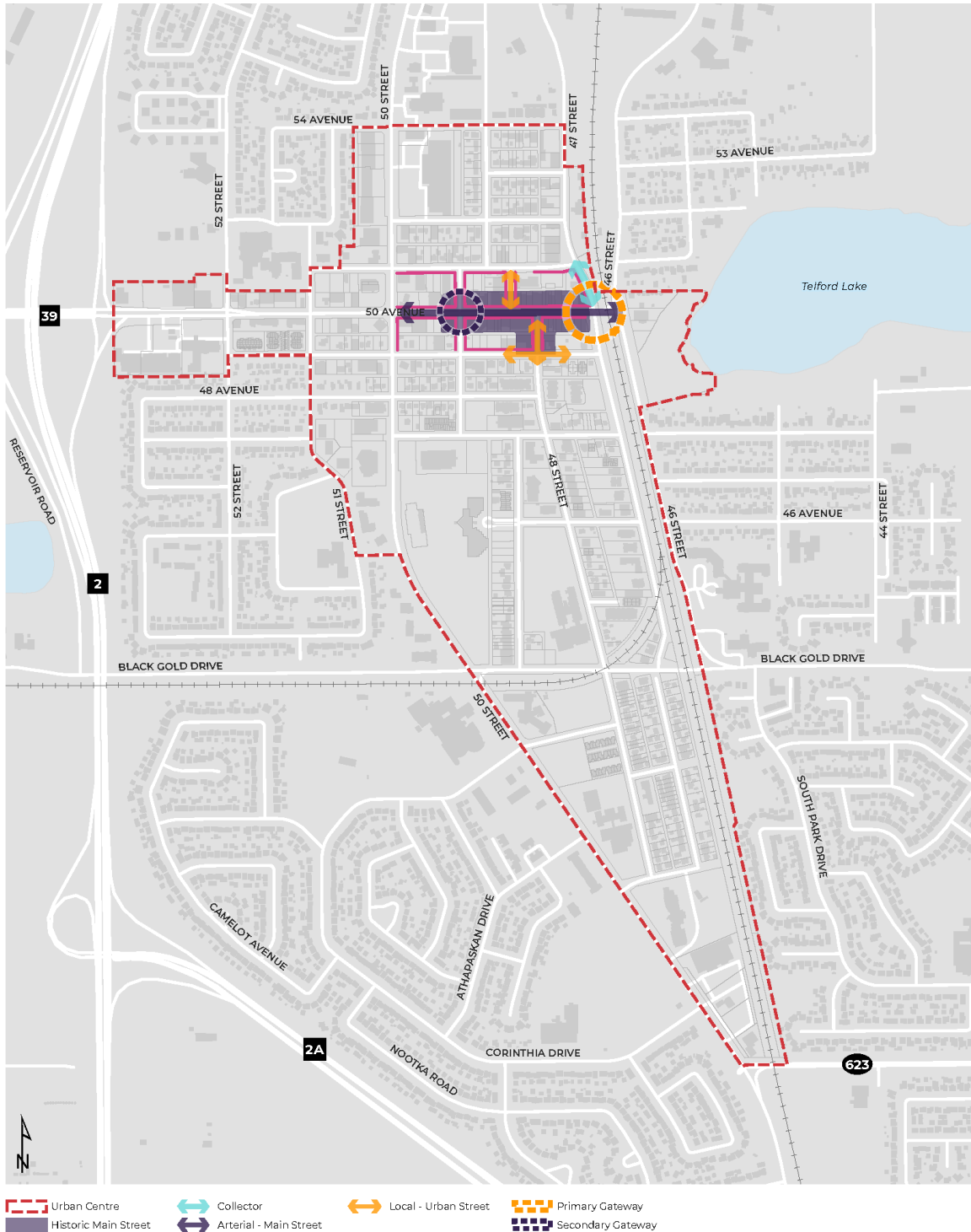
5.0 AREA SPECIFIC POLICIES

The Policy Areas identified in **Map 9** were defined based on both their current land uses and built forms, as well as opportunities for redevelopment and surrounding context. By identifying these areas, this plan provides clear guidance on the overall form, character, and land use that will shape the Urban Centre and create a cohesive yet diverse sense of place, enhancing the distinct identity of the area as it evolves over time.

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Map 9: Policy Areas



Map 10: Historic Main Street Policy Area

5.1 Historic Main Street

This area as shown in **Map 10**, retains historic buildings and sites that reinforce the character of this area as a *commercial* and retail main street with a focus on an *activated public realm* and comfortable pedestrian experience. Redevelopment should focus on street-oriented *commercial*, with opportunities for office and residential on the second floor.

- a. Require the preservation or adaptive reuse of historic buildings to reinforce the historical significant of this area.
- b. Require redevelopment to maintain a consistent street wall on Main Street to retain the overall historic pattern of the street and *massing* for continuity in the district.
- c. Encourage architectural styles and finishing materials that reflect, honour, or contribute to the historic character of the Historic Main Street .
- d. Require signs and *wayfinding* to complement and communicate the historic character of the district.
- e. Require *low-rise* built forms.
- f. Consider redevelopment and additions to existing developments that provide residential uses above the ground floor.
- g. Require parking to be accessed from the lane and located underground, above-ground, or at-grade at the back of the building. No driveway access from Main Street is permitted.
- h. Require facades to be articulated to reflect the scale and vertical articulation of historic *commercial* frontages.
- i. Encourage roofs to be flat or architecturally neutral.
- j. Require the top of every façade to be delineated by a cornice, parapet, or other architecture feature that contributes to the historic character of the Area.
- k. Require signs that complement the historic character of the area and architecture.
- l. Encourage the restoration of existing historic sites and buildings.



Figure 14: Historic Main Street Character and Street Interface

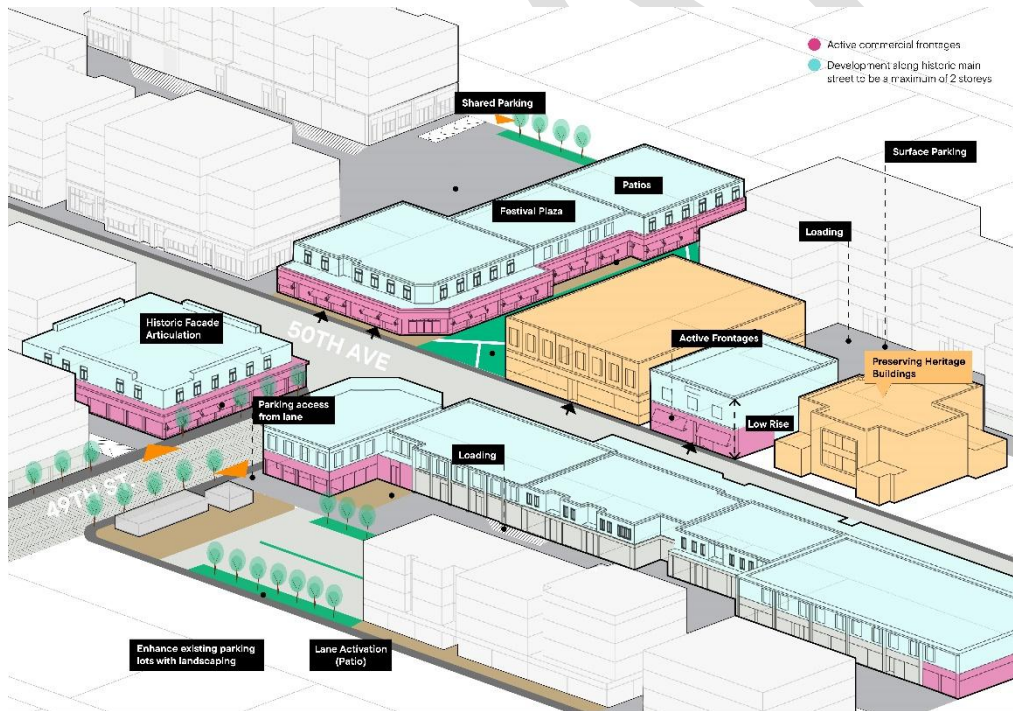
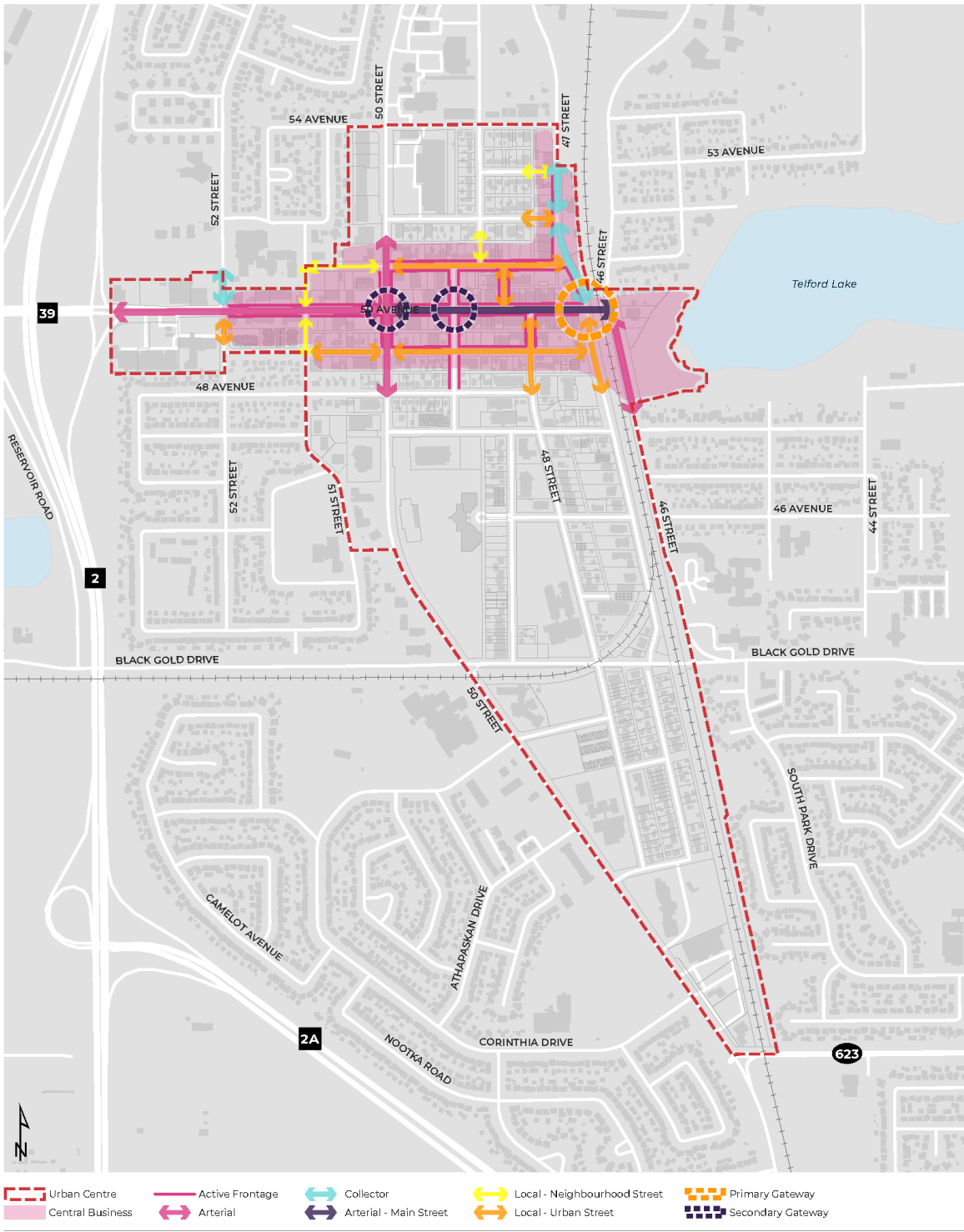


Figure 15: Historic Main Street Form and Scale



Map 11: Central Business District Policy Area

5.2 Central Business District

The Central Business Area (CBD) extends the historic main street, connecting the west *gateway* into the Urban Centre as shown in [Map 11](#). This area is characterized by street-oriented *commercial* development with a mix of residential and *commercial* above the ground floor.

- a. Encourage entertainment and indoor recreational uses that will generate around the clock activity.
- b. Require 49 Street between 50 Avenue and 51 Avenue to be redeveloped as a public *plaza* ([Map 10](#)).
- c. Require the improvement and maintenance of the *public realm* including sidewalks, multiways, street crossings, and landscaping to encourage active streets.
- d. Require built-forms to be *low-rise* to *high-rise*.
- e. Require *low-rise* to *mid-rise* built forms within 30.0 m of the Historic Main Street policy area.
- f. Encourage a mix of residential and *commercial* uses.
- g. Require ground floor *commercial* development along Active Frontages.
- h. Require ground floor *commercial* development along Active Frontages to provide an active pedestrian interface, including features such as transparent windows, primary entrances, patios, and pick-up windows facing the sidewalk.
- i. Require parking to be accessed from the lane and located underground, above-ground, or at-grade at the back of the building where a lane exists.
- j. Encourage redevelopment of existing Surface Parking Lots fronting 50 Avenue and 50 Street.
- k. Require a transition in building heights, form, or other strategies that mitigate *massing* adjacent to low density residential zones.
- l. Require façade articulation, windows, entrances, *liner uses*, and other architectural details to avoid blank building *facades*.
- m. Encourage consolidation of accesses through redevelopment to improve safety for all modes.

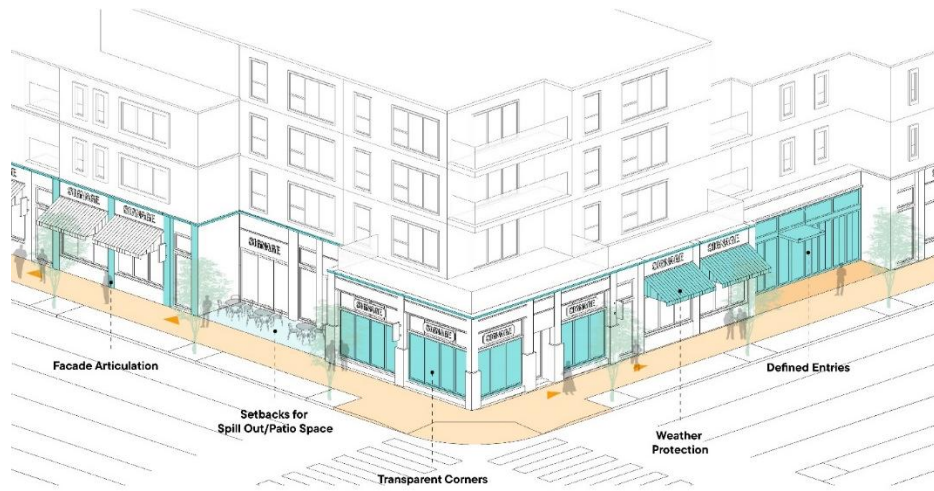


Figure 16: Central Business District Character and Street Interface

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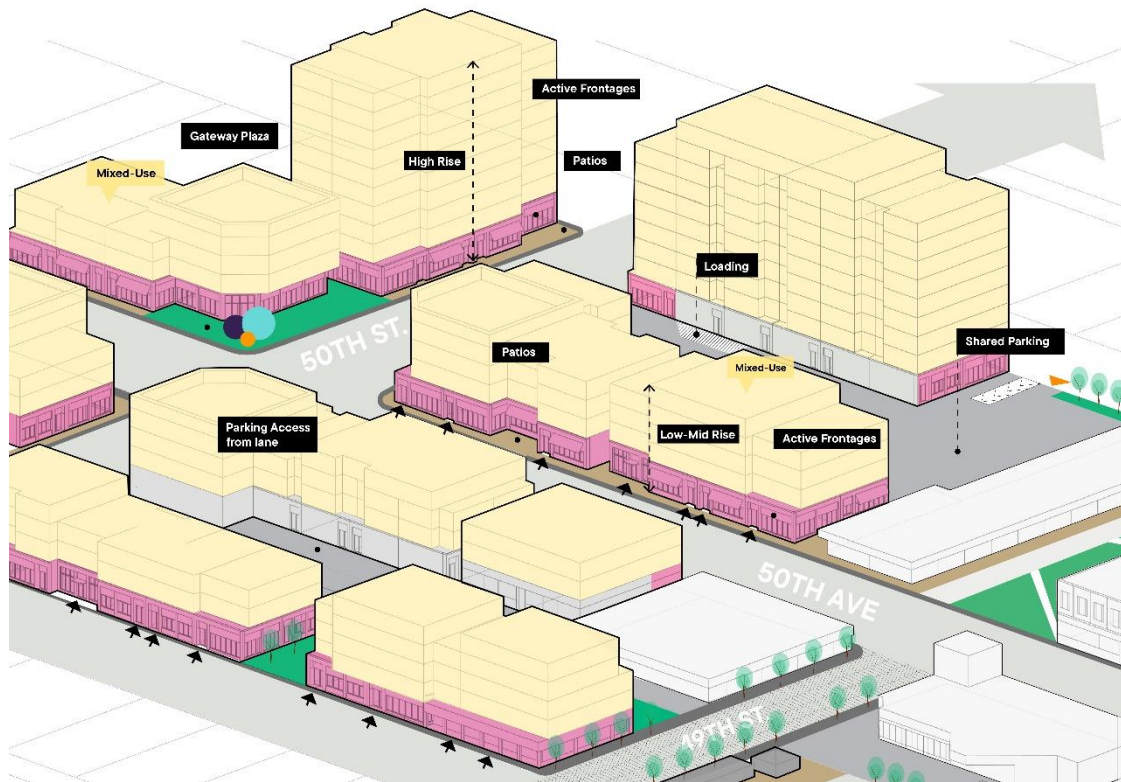
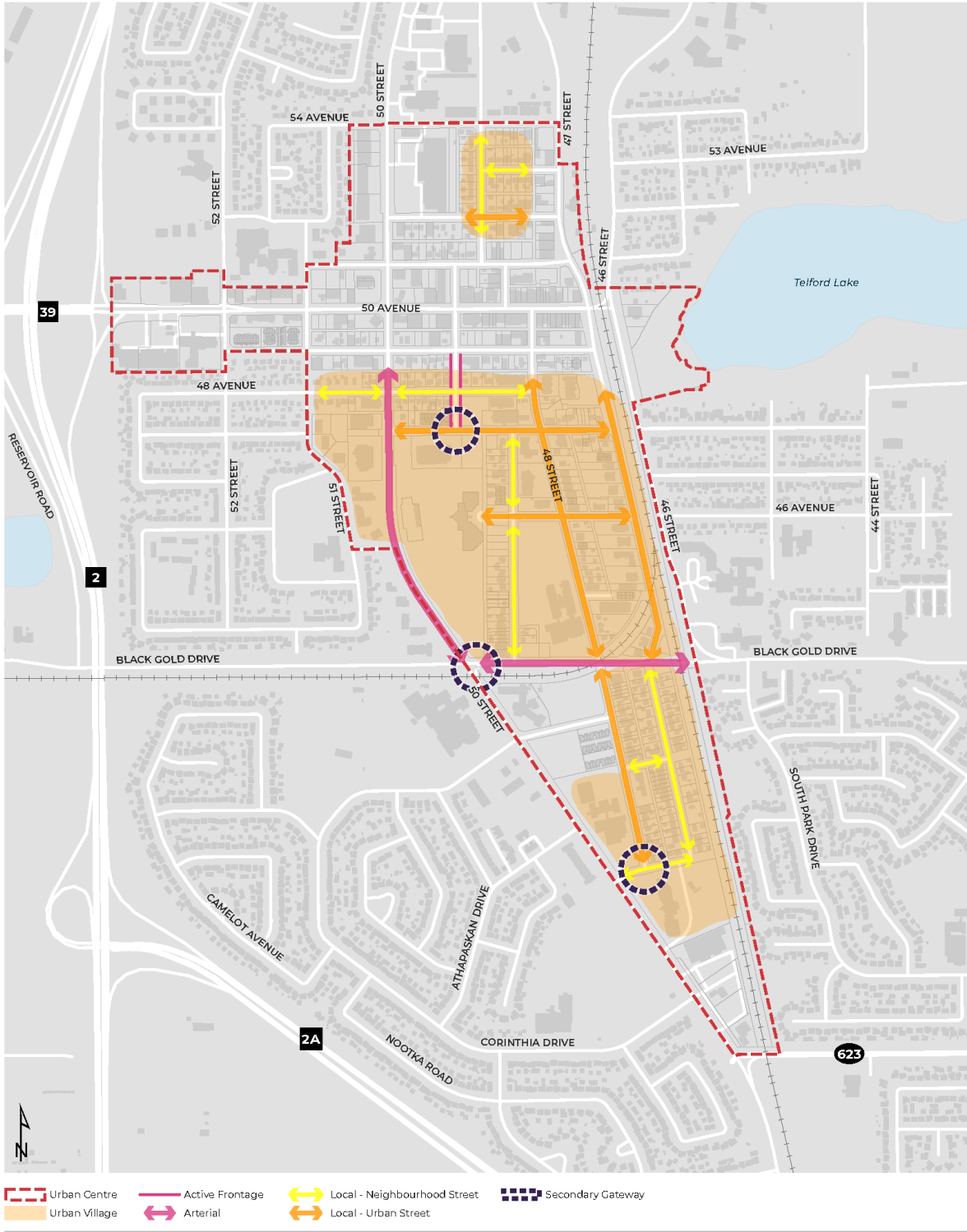


Figure 17: Central Business District Form and Scale




Map 12: Urban Village Policy Area

5.3 Urban Village

This policy area is intended to create dynamic and diverse residential areas with complementary *commercial* and institutional uses as shown in **Map 12**. Building on the existing residential character, the built-form can range from existing low density to *high-rise* built forms that are of an appropriate scale for the surrounding context.

- a. Encourage redevelopment to create a medium to high density mixed-use area with a range of built-forms from *low-rise* residential to *high-rise* mixed use.
- b. Require an active *streetscape* and residential character by incorporating features such as individual entrances, windows, and public and private amenity areas.
- c. Encourage increased residential densities through compatible residential *infill* development to support surrounding *commercial* growth.
- d. Encourage ground floor *commercial* development along Active Frontages.
- e. Require a comfortable and inviting pedestrian experience through the retention of mature trees, implementing street improvements, and street-oriented development.
- f. Encourage a range of housing types including, but not limited to, semi-detached dwellings, duplexes, triplexes, fourplexes, rowhousing, stacked rowhousing and apartments
- g. Encourage increased residential density on developed lots by permitting secondary suites, garden suites, and garage suites on lots developed as low density residential.
- h. Consider *commercial* and other non-residential uses that are complementary to the residential character of the district and do not result in any nuisance for adjacent properties. Require buildings to be setback from the sidewalk to create amenity areas, accommodate landscaping, and contribute to a comfortable pedestrian experience.
- i. Encourage mid to *high-rise* built forms where adjacent developments exceed 4 storeys or along Active Frontages.
- j. Require *high-rise* buildings to provide a pedestrian-scaled streetwall through the use of stepbacks, architectural projections, awnings, and/or other features.
- k. Parking lots are to be accessed from the lane and located underground, above-ground or at-grade behind the building where a lane is provided.
- l. Where surface parking lots are provided adjacent to streets, require landscaping and/or screening that enhances the adjacent *public realm*.
- m. Require buildings to provide street-oriented design such as, but not limited to, individual entrances, windows, architectural or material variation, and private or public amenity areas.
- n. Active Frontages:
 - i. Consider a reduced setbacks to support the street-oriented character of the street.

- 
- ii. Require *commercial* uses to provide an active pedestrian interface, including features such as, but not limited to, transparent windows, primary entrances, and patios.
 - iii. Require residential uses to provide a variety of street-oriented design elements such as, but not limited to, individual entrances, windows, building articulation, material variation, and amenity areas.

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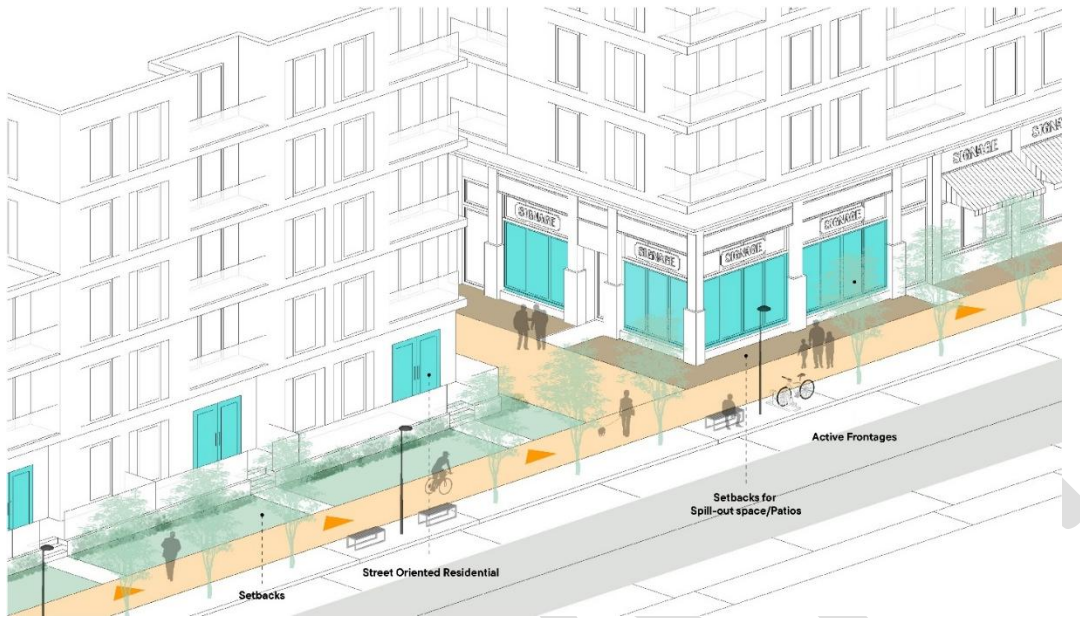


Figure 18: Urban Village Character and Street Interface

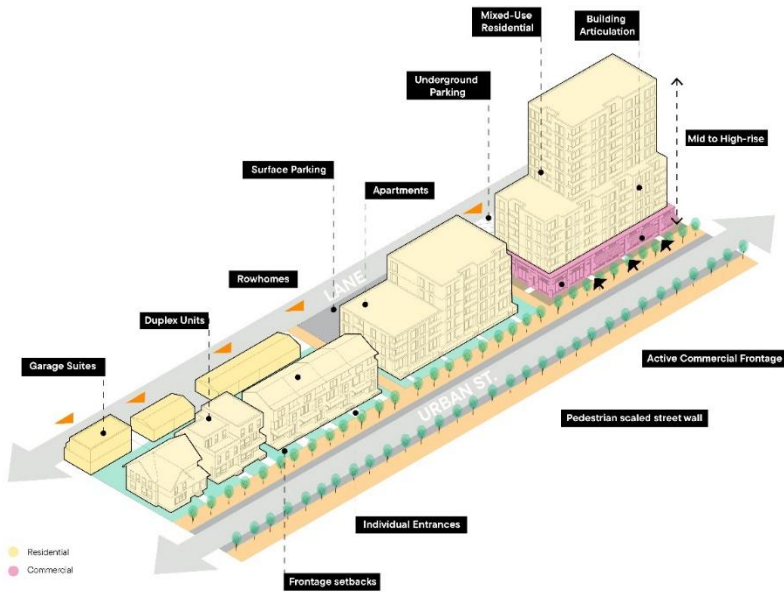


Figure 19: Urban Village Form and Scale



- Urban Centre
- Commercial Gateway
- ↔ Arterial
- ↔ Local - Neighbourhood Street
- ↔ Local - Urban Street
- Primary Gateway
- Secondary Gateway

Map 13: Commercial Gateway Policy Area

5.4 Commercial Gateway

To provide for *commercial* uses with the opportunity for mixed use and residential development, with special consideration for the redevelopment of large sites as shown in [Map 13](#).

- a. Require enhanced pedestrian environment and pedestrian safety through improved connections through surface parking lots, landscape design, and *public realm* improvements.
- b. Require durable and timeless architecture, materials, and landscaping for new developments and renovation of existing developments.
- c. Encourage *mid-rise* built forms. Consider *high-rise* built forms on sites exceeding 1.0 ha where appropriate transition to adjacent developments is provided.
- d. Consider a range of street-oriented and auto-oriented *commercial* uses.
- e. Consider residential uses where site planning provides appropriate landscaping and transition to adjacent *commercial* uses or in mixed-use developments.
- f. Require new developments to be located adjacent to the street, where possible, and provide architectural detail and interest facing streets and parking lots.
- g. Require loading and servicing access to be provided from a lane where available, or interior to the site and screened from adjacent streets and sites.
- h. Require the redevelopment of large sites exceeding 1.0 ha to:
 - i. Provide a fine-grained street pattern to increase connectivity;
 - ii. Consolidate and minimize driveway access to adjacent streets;
 - iii. Create public and/or private amenity areas;
 - iv. Provide *active transportation* connections to and through the site;
 - v. Site and design buildings to optimize sunlight to publicly accessible spaces; and,
 - vi. Contribute to the vibrancy of the Urban Centre with increased residential density and *commercial* development.

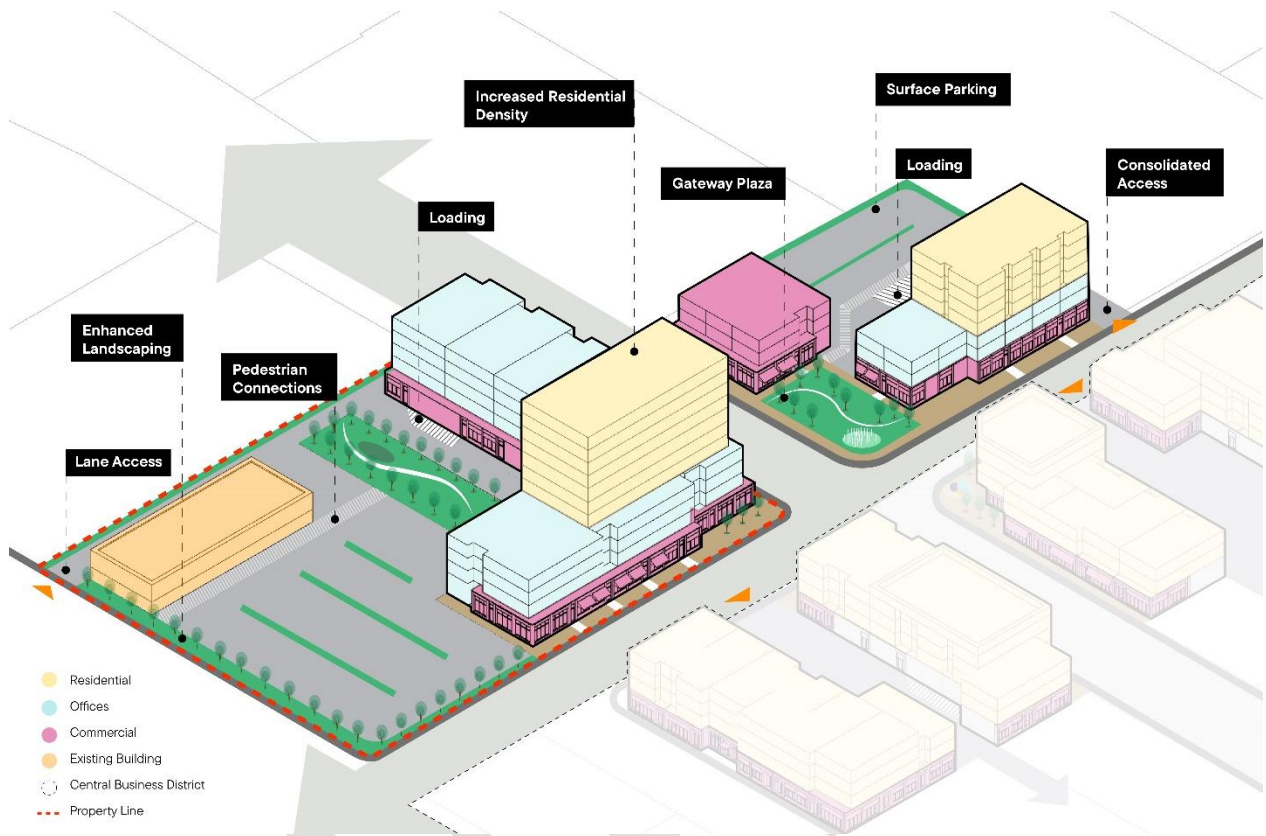


Figure 20: Large Site Redevelopment Considerations

6.0 IMPLEMENTATION

Building on the foundation of history, culture and sense of place, the UCRP provides a roadmap to realize the community vision for a vibrant and livable downtown where businesses thrive. The Implementation Plan outlines the steps to success by prioritizing actions, delineating resources, and scaffolding initiatives to build momentum. Each of these elements was informed by research and analysis conducted over the course of developing the UCRP, with additional insight and guidance provided by community members, partners and municipal staff.

Implementation of the plan will be led by municipal departments in collaboration with other partners. Initiatives will be led and implemented by the respective municipal department and partners, with scheduling and resourcing based on the internal capacity of the departments and municipal support.


6.1 Action Plan

The Implementation Plan is anticipated to guide the Actions over a 20-year horizon and be a living document, with annual tracking and monitoring envisioned. The Implementation Plan should be reviewed to assess relevancy and appropriateness of its future directions.

The highest impact actions are to be supplemented by additional or supporting actions as resources and capacity permit. These actions have been organized into Priority Tiers to direct future decision making. This Urban Centre Implementation Plan is intended to serve as a functional and dynamic roadmap for City administration and City Council that is consistently reviewed and updated to align with City priorities and strategies.

APPENDIX 1 – GLOSSARY

Activated	The design and programming of a space using mixed uses, architectural treatments, public art, events, and pedestrian-friendly infrastructure to increase social, cultural, and economic activity, creating an engaging, vibrant environment that encourages people to gather and interact.
Active Frontage	Buildings or spaces that engage directly with the street, often with ground-floor retail or other public uses.
Active Transportation	Modes of transportation that rely on human power, such as walking, cycling, and using public transit.
Adaptable	The ability of a building or space to be modified or reused for different purposes over time.
Arterial	A major road that carries significant traffic volumes.
Collector	A road that collects traffic from local streets and directs it to arterial roads or highways.
Commercial	Businesses that provide goods, services, entertainment, and/or food and beverage offerings, including retail stores, offices, restaurants, and entertainment venues.
Compatible	Development that is designed to fit harmoniously within its surrounding context, considering factors such as scale, density, design, and function to ensure it complements and integrates well with existing structures, uses, and the overall character of the area.
Complete Streets	Streets designed to accommodate all users, including pedestrians, cyclists, and transit users, as well as vehicles.
Furnishing Zones, Landscape Zone, Pedestrian Through Zone, Gateway	Specific areas within a public space designated for different functions, such as seating, planting, and pedestrian circulation.
High-rise	A significant entry point to a city or neighborhood, often marked by distinctive architecture or landscaping.
High-rise	Buildings typically nine or more stories tall.
Historic Resource	A building, site, object, or district that is significant in history, architecture, or culture.
Infill	Development that occurs on vacant land within existing urban areas.
Local	A street primarily serving local traffic.
Low-rise	Buildings typically three to four stories tall
Massing	The overall shape and volume of a building or group of buildings.
Mews	A narrow street, lane, greenway, or pu that is located mid-block or within a larger development site that is lined with commercial or residential frontages
Mid-rise	Buildings typically five to eight stories tall.
Placemaking	The process of creating public spaces that are attractive, engaging, and foster a sense of community.



Plaza	A public square or open space, often paved and surrounded by buildings.
Pocket Park	A small public park, often located in urban areas, designed for relaxation and recreation.
Public Realm	The shared public spaces of a city, including streets, sidewalks, plazas, and parks
Redevelopment	The process of redeveloping a site or area, often involving demolition and new construction.
Resilient	The ability of a system or community to withstand and recover from disturbances.
Street Wall	The continuous facade of buildings along a street.
Streetscape	The overall appearance of a street, including buildings, sidewalks, street furniture, and landscaping.
Universal Accessibility	Designing spaces and products to be usable by everyone, regardless of age, ability, or disability.
Wayfinding	The process of planning a route and navigating a space.

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