

# Schedule A

APRIL 2025



## Urban Centre Area Redevelopment Plan

CITY OF  
**Leduc**





## URBAN CENTRE AREA REDEVELOPMENT PLAN





## LAND ACKNOWLEDGMENT

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.

## Table of Contents

	Preface	i
<b>1.0</b>	<b>Introduction</b>	<b>01</b>
	1.1 Requirements and Plan Alignment	
	1.2 Plan Context	
	1.3 Plan Interpretation	
	1.4 Purpose and Approach	
<b>2.0</b>	<b>Community Direction</b>	<b>13</b>
	2.1 Community Direction Statement	
	2.2 Guiding Principles	
	2.3 Growth Concept	
<b>3.0</b>	<b>Objectives</b>	<b>17</b>
	3.1 Economic Development	
	3.2 Urban Design	
	3.3 Parks and Open Space Design	
<b>4.0</b>	<b>General Policies</b>	<b>33</b>
	4.1 Form and Character	
	4.2 Gateways and Plaza	
	4.3 Mobility	
	4.4 Parking and Access	
	4.5 Infrastructure and Servicing	
	4.6 Climate Resilience	
	4.7 Parks, Plazas, and Open Space	
	4.8 Urban Agriculture	
<b>5.0</b>	<b>Street Design</b>	<b>43</b>
	5.1 Arterial Streets	
	5.2 Collector Streets	
	5.3 Local Streets	
<b>6.0</b>	<b>Area Specific Policies</b>	<b>51</b>
	6.1 Historic Main Street	
	6.2 Central Business District	
	6.3 Urban Village	
	6.4 Commercial Gateway	
<b>7.0</b>	<b>Implementation</b>	<b>65</b>
	7.1 Action Plan	



## Maps and Figures

<b>M1</b>	Plan Location	<b>03</b>
<b>M2</b>	Existing Land Use	<b>06</b>
<b>M3</b>	Existing Mobility Context (2025)	<b>08</b>
<b>M4</b>	Existing Infrastructure (2025)	<b>10</b>
<b>M5</b>	Illustrative Growth Concept	<b>16</b>
<b>M6</b>	Amenity Network	<b>26</b>
<b>M7</b>	Active Frontages & Gateways	<b>35</b>
<b>M8</b>	Mobility Network	<b>39</b>
<b>M9</b>	Street Typologies	<b>45</b>
<b>M10</b>	Policy Areas	<b>52</b>
<b>M11</b>	Historic Main Street Policy Area	<b>53</b>
<b>M12</b>	Central Business District Policy Area	<b>56</b>
<b>M13</b>	Urban Village Policy Area	<b>59</b>
<b>M14</b>	Commercial Gateway Policy Area	<b>62</b>
<b>F1</b>	Interpreting the Urban Design Objectives	<b>24</b>
<b>F2</b>	Festival Promenade Plaza Opportunities	<b>27</b>
<b>F3</b>	Festival Park	<b>28</b>
<b>F4</b>	Grain Elevator Plaza	<b>29</b>
<b>F5</b>	Telford House	<b>30</b>
<b>F6</b>	New Urban Centre South Park	<b>31</b>
<b>F7</b>	Gateway Design Opportunities	<b>32</b>
<b>F8</b>	Example Arterial Section with Constrained Right-of-Way	<b>44</b>
<b>F9</b>	Historic Main Street Section	<b>45</b>
<b>F10</b>	Collector Section	<b>46</b>
<b>F11</b>	Local Urban Section	<b>47</b>
<b>F12</b>	Local Neighbourhood Section	<b>48</b>
<b>F13</b>	Historic Main Street Character and Street Interface	<b>53</b>
<b>F14</b>	Historic Main Street Form and Scale	<b>53</b>
<b>F15</b>	Business District Character and Street Interface	<b>56</b>
<b>F16</b>	Central Business District Form and Scale	<b>56</b>
<b>F17</b>	Urban Village Character and Street Interface	<b>59</b>
<b>F18</b>	Urban Village Form and Scale	<b>59</b>
<b>F19</b>	Large Site Redevelopment Considerations	<b>62</b>



## 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.

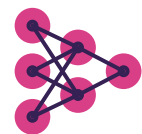
Leduc's Urban Centre is poised for growth, building on the momentum of the Downtown Master Plan and growth in the city and the region. However, like most urban centres in communities of this size, it lacks residential density and is working to navigate the redevelopment process. The challenges faced 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 bust 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. As an Area Redevelopment Plan, the UCRP is a plan that guides the redevelopment, preservation, and rehabilitation of existing areas, and ensures it adheres to provincial, regional, and city statutory documents while considering non-statutory documents and policies. This plan is written to provide policy direction for redevelopment as well as guidance for municipal investment.

The original 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

SECTION 1.0

# Introduction

URBAN CENTRE AREA REDEVELOPMENT PLAN

## 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 original 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.

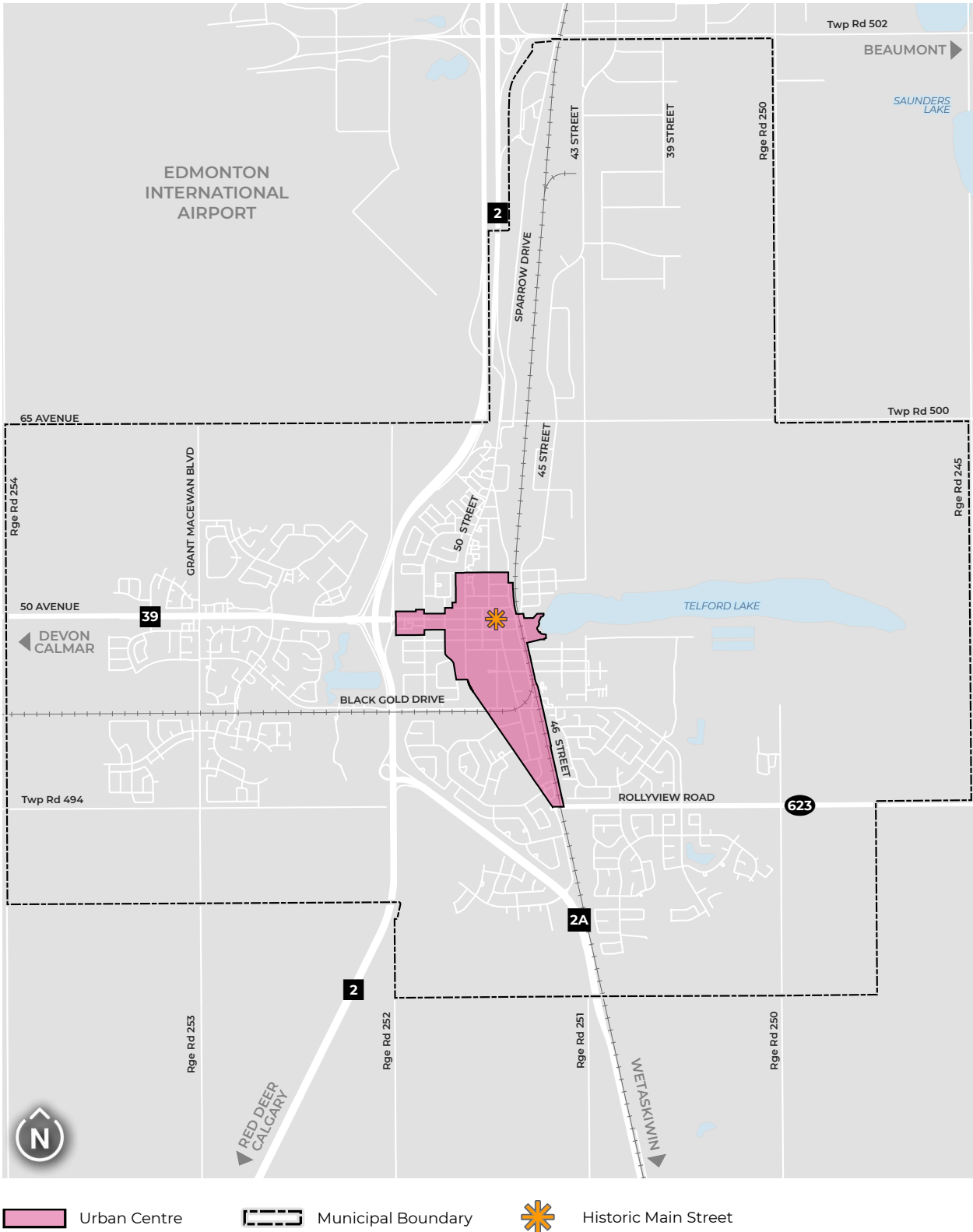
The Urban Centre Redevelopment Plan (UCRP) was developed building on the original Downtown Master Plan, integrating modern urban design principles, increased densification, sustainability measures, and innovative land-use policies to address long-term growth, and ensuring the downtown core remains a 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 incentivize 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. 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 Requirements and Plan Alignment

The UCRP aligns with the Municipal Development 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 (ARP) to provide a framework for the redevelopment of an area. The MGA specifies what an ARP must describe:

- ✦ the objectives of the Plan and how they are proposed to be achieved,
- ✦ the proposed land uses for the redevelopment area,
- ✦ if a redevelopment levy is to be imposed, the reasons for imposing it, and
- ✦ 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.

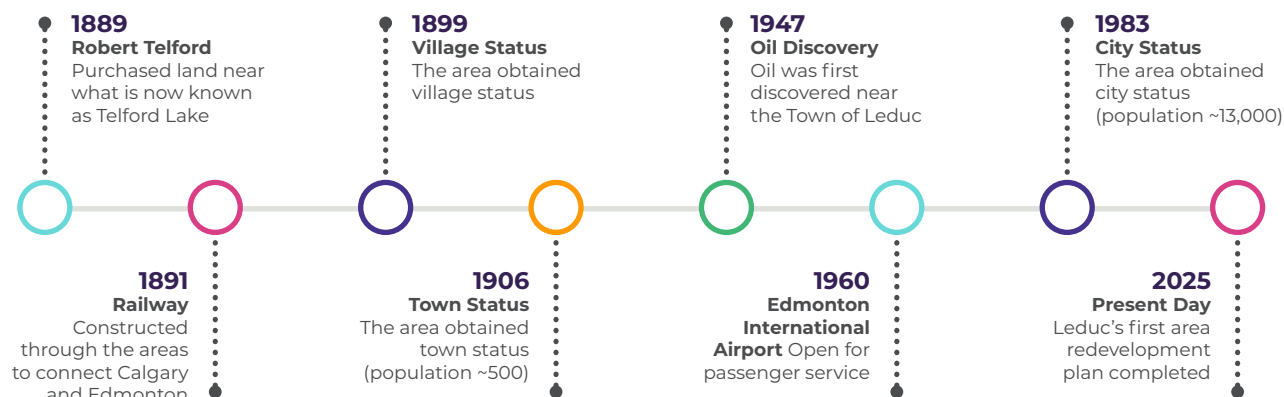
The MGA further specifies, that property owners and the general public, particularly those who might be directly affected by the plan, must be notified and be allowed to make suggestions and representations. Consultation activities with City Council, community members and stakeholders played an important 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.

## 1.2 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.



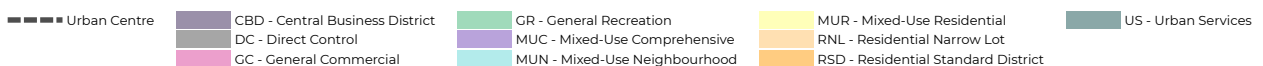
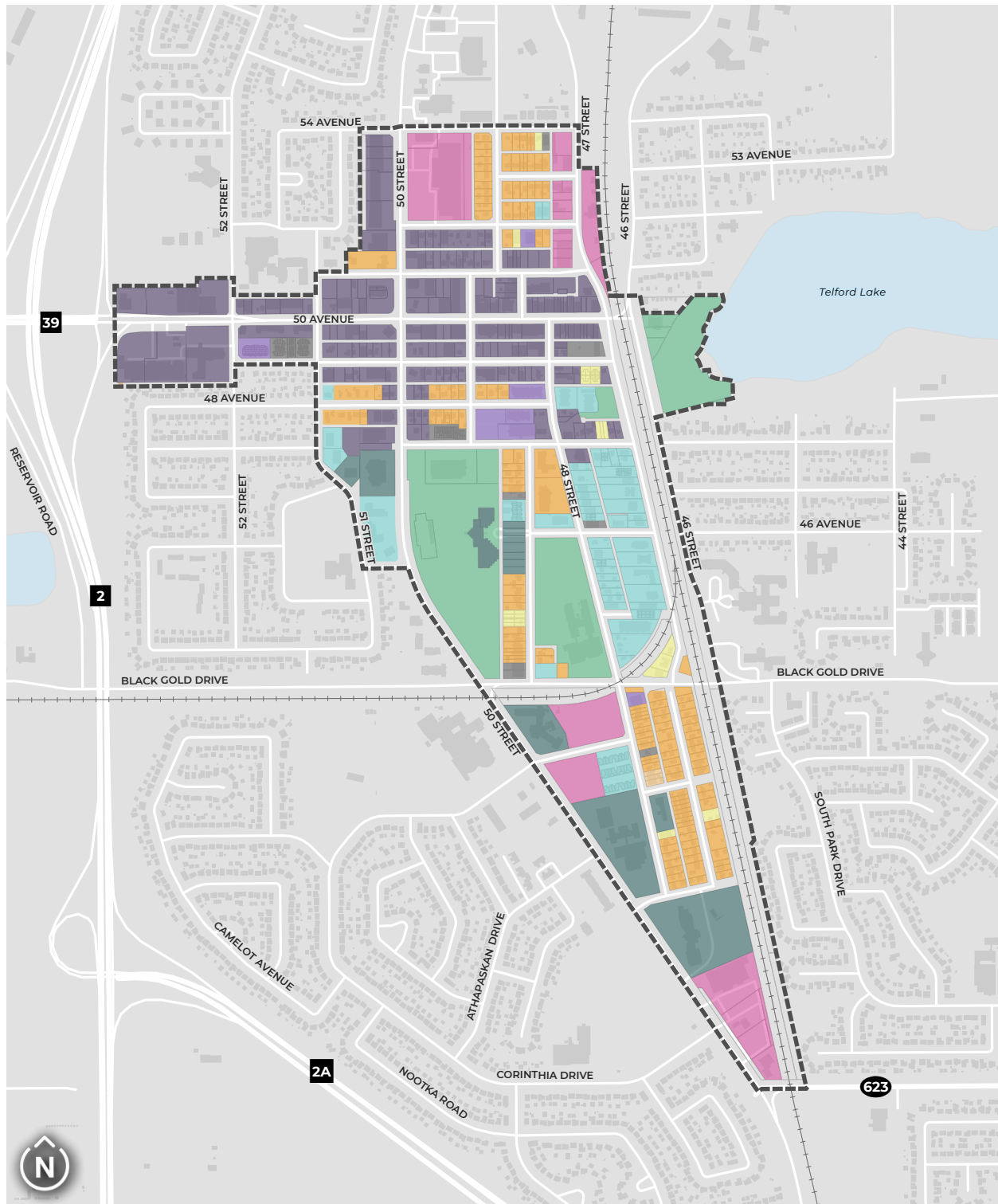


Today, Leduc's Urban Centre stands as a crucial hub in the heart of the city and is a key anchor in the community containing Historic Main Street. The centre contains a full range of *commercial*, institutional, along with residential development. The centre also includes key amenities such as schools, parks, trails, and civic buildings 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 37,000 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 proportionally and migration to the city increasing (Leduc Housing Needs Assessment, part of the Leduc Housing Strategy 2025-2030).

The Urban Centre 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 Centre 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 Centre's objective to be a vibrant and *inclusive* community.

**Map 2: Existing Land Use**





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.

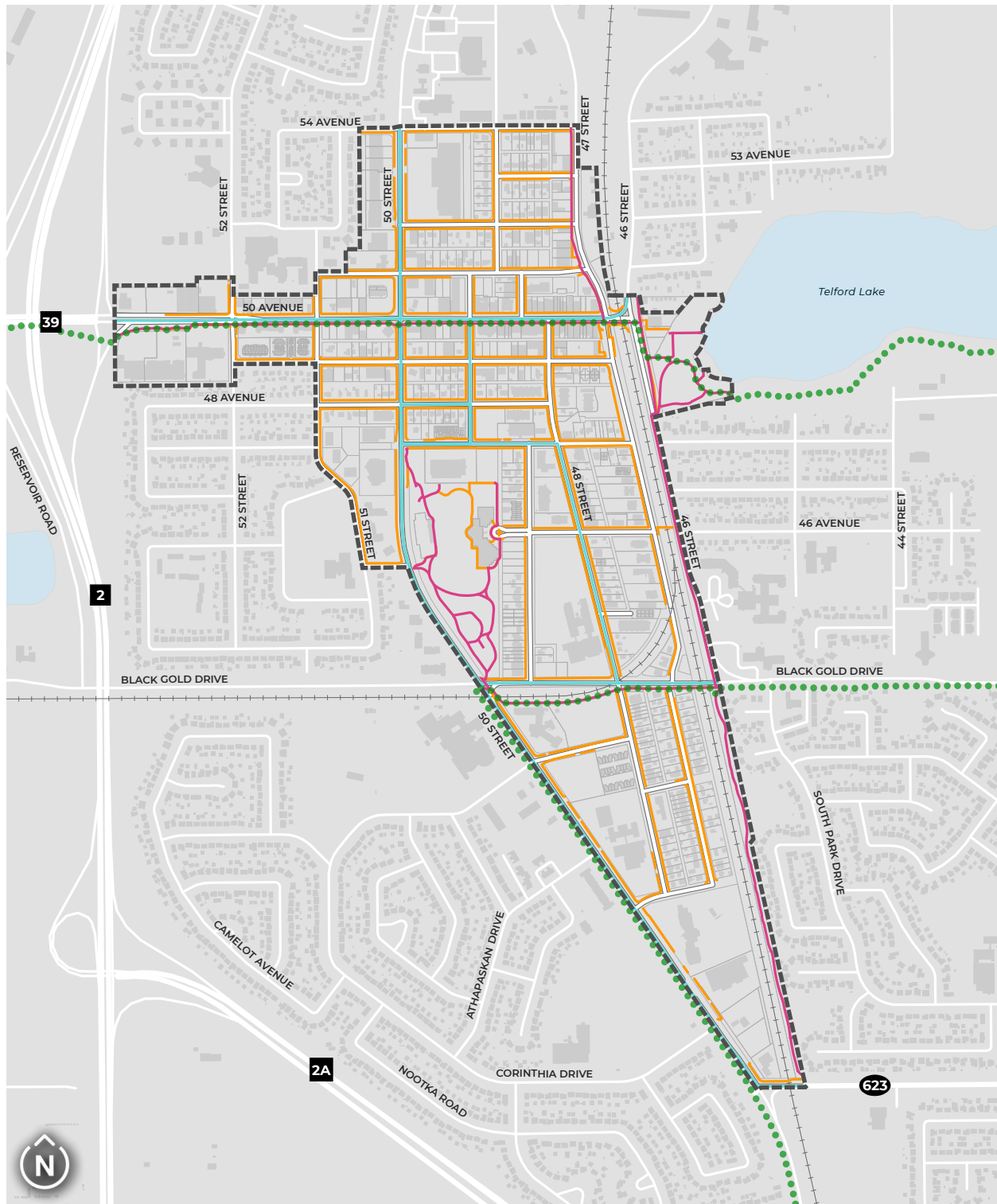
*Commercial* development must adapt to support both existing and future businesses while generating activity. Establishing food and beverage clusters, craft brew pubs, live performance venues, specialty retail, and creative workspaces will be essential in attracting visitors and fostering economic growth. 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 historical buildings mostly clustered around Main Street (50th Ave).

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. As part of the Trans Canada Trail, the multiway network within the Urban Centre connects Leduc to Canada's national trail system and the longest multi-use trail system in the world.

## Residential Neighbourhoods

The Urban Centre contains a significant amount of land for residential uses. Predominantly lower-density with 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.

**Map 3: Existing Mobility Context (2025)**



Urban Centre
  Bus Route
  Multiway
  Sidewalk
  Trans Canada Trail



## Commercial & Central Business District (CBD)

The Urban Centre contains a variety of *commercial* uses from smaller, more local establishments in 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. The CBD in an 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. 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 (Provincial *Historic Resource*) and the Dr. Woods House Museum (Municipal *Historic Resource*) identified as Historic Resources. All other buildings have no official designations or regulations that require these elements to be preserved or protected.

## 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 and streetlights.

The map displays the Telford Lake area with a proposed transit corridor highlighted by a dashed line. The corridor runs from the northwest, through the center, and towards the southeast. Key streets labeled include 54 Avenue, 50 Street, 47 Street, 46 Street, 44 Street, 46 Avenue, 48 Avenue, 52 Street, 51 Street, 45 Street, 43 Street, 42 Street, 41 Street, 40 Street, 39 Street, 38 Street, 37 Street, 36 Street, 35 Street, 34 Street, 33 Street, 32 Street, 31 Street, 30 Street, 29 Street, 28 Street, 27 Street, 26 Street, 25 Street, 24 Street, 23 Street, 22 Street, 21 Street, 20 Street, 19 Street, 18 Street, 17 Street, 16 Street, 15 Street, 14 Street, 13 Street, 12 Street, 11 Street, 10 Street, 9 Street, 8 Street, 7 Street, 6 Street, 5 Street, 4 Street, 3 Street, 2 Street, and 1 Street. Major roads shown are Black Gold Drive, Nootka Road, and various streets. A north arrow is in the bottom left corner.

# 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	Indicates a compulsory obligation
Expect	Provides direction for what is expected unless the applicant proves the requirement is unnecessary, at the sole discretion of the Development Authority
Consider	Provides criteria for when actions may be suitable
Support	Provides direction for municipal projects and initiatives

## 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 *commercial* 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 and should be used in conjunction with the written policies.



## 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

SECTION 2.0

# Community Direction

URBAN CENTRE AREA REDEVELOPMENT PLAN

## 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

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



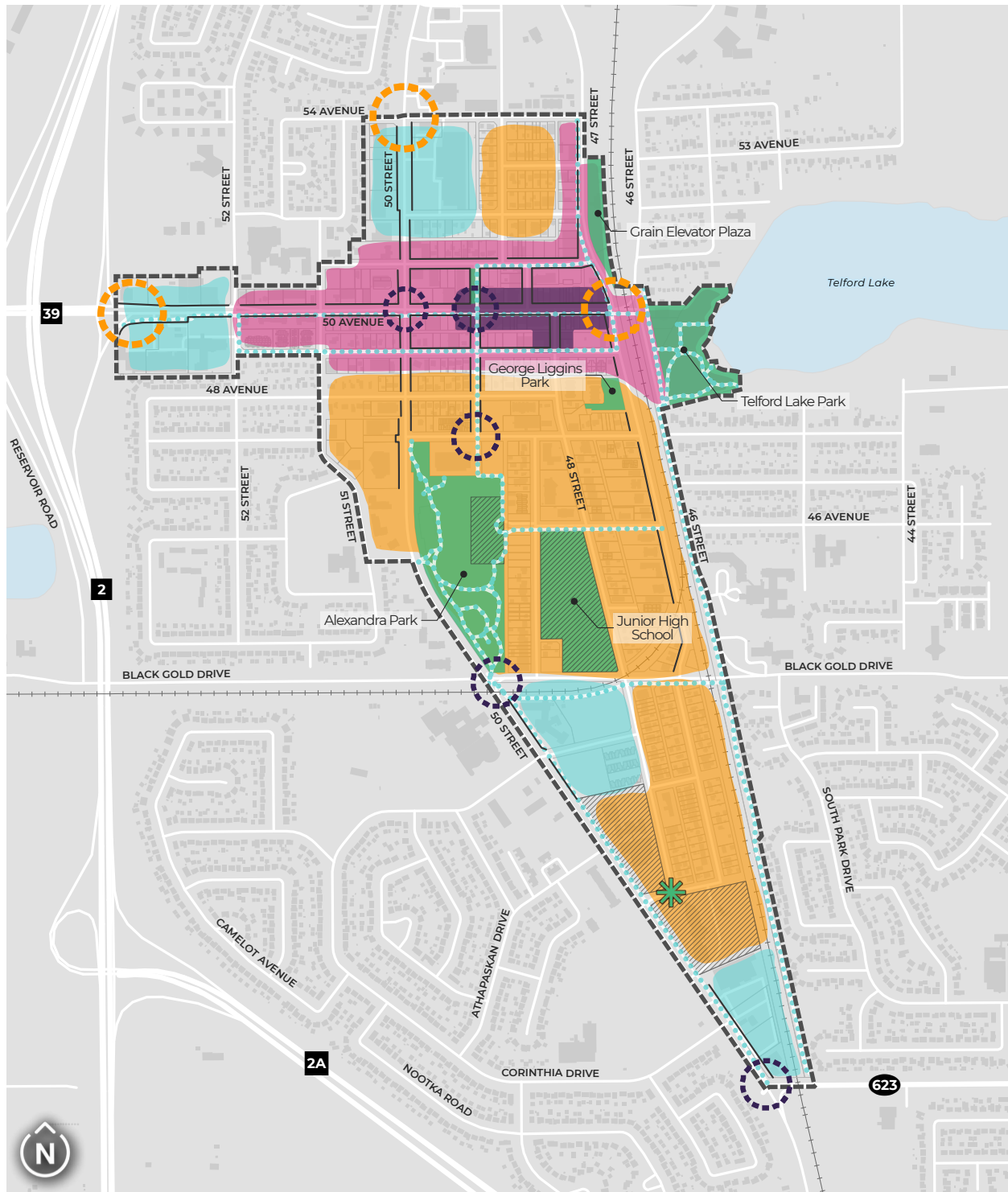
## 2.3 Growth Concept

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 may include 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 for the Urban Centre shown in **Map 5** identifies opportunities for development, destinations and amenities, to create a distinct sense of place and identity for the Urban Centre.



**Map 5: Illustrative Growth Concept**





# 3.0

SECTION 3.0

# Objectives

URBAN CENTRE AREA REDEVELOPMENT PLAN



**The objectives establish a coordinated outcome for the Urban Centre, ensuring its redevelopment supports economic vitality, high-quality urban design, and well-integrated public spaces.**

The objectives prioritize pedestrian-friendly environments, *active transportation*, 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.

The Economic Development objectives are intended to guide future implementation of the UCRP by the City of Leduc, developers, business owners, property owners, and other interest holders.

### Objective #1: Cultivate a Vibrant Urban Centre

- 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. Attract Anchor Businesses & Clusters:** Foster businesses that serve as key destinations in the *Commercial Gateways* and Central Business District, creating *commercial* clusters that drive foot traffic and shared economic benefits.

### Objective #2: Boost Tourism and Visitor Attraction

- a. 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, regional, and global visitors.
- b. Expand Tourism & Improve Urban Appeal:** Strengthen tourism programs and enhance the Urban Centre's appearance to attract visitors and investment.

## 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 1** provides a visual representation of the objectives and how they can be interpreted and met through development.

The Urban Design objectives are intended to guide future implementation of the UCRP by the City of Leduc, developers, property owners, and other interest holders.

### 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* as identified in **Map 7**, ensuring buildings minimize setbacks with individual shopfront entrances. Include weather protection elements like awnings, canopies, and architectural projections 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.



## Precedent Images



EXAMPLE: ACTIVATING SETBACKS AS AMENITIES



EXAMPLE: WINDOWS FACING THE STREET



EXAMPLE: AWNING



EXAMPLE: CORNER SITE DESIGN



EXAMPLE: PEDESTRIAN MEW



EXAMPLE: BUILDING ARTICULATION



## Precedent Images



EXAMPLE: AVOID BLANK WALLS



EXAMPLE: STREET ORIENTED RESIDENTIAL



EXAMPLE: STREETScape IMPROVEMENTS



EXAMPLE: THEMING AND PLACEMAKING

*Example: Arcade*



EXAMPLE: HARMONIZING WITH HISTORIC STYLES



EXAMPLE: RHYTHM AND ARTICULATION

## Objective #2: Enhance the Character of the Urban Centre

- a. Theming and placemaking:** Integrate *placemaking* strategies within the Urban Centre by incorporating design and *streetscape* elements that reflect the area's character. This could include special 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 Historic Main Street and Central Business District are designed to complement the architectural styles and materiality of the area, ensuring that new and old elements create a cohesive character.
- c. Consistent and durable design features:** Prioritize the maintenance and longevity of materials and *public realm* features through the design process to create an Urban Centre that is visually engaging and cost-effective now and in the future.

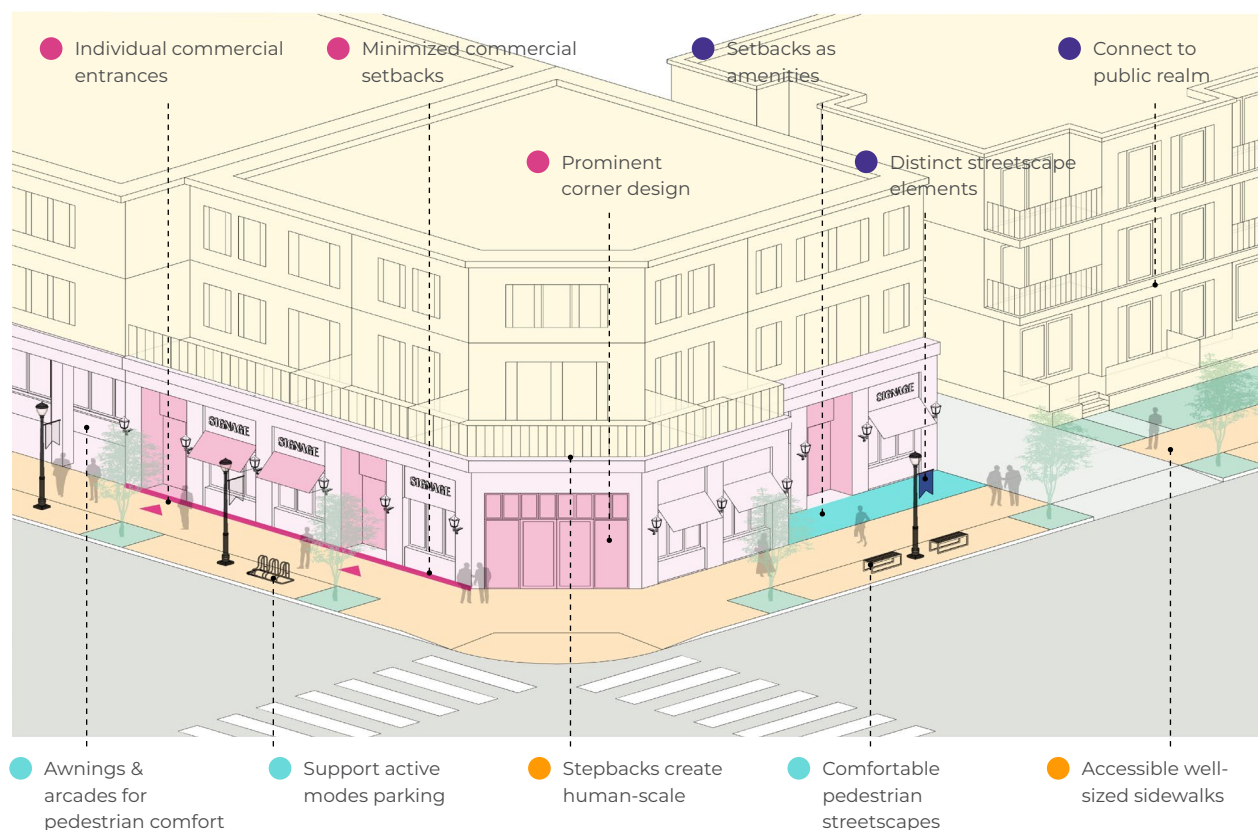
## Objective #3: Prioritize Resilient and Adaptable Design

- 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 *active modes 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 and redesign of buildings, streets, and public spaces considers the needs of all users in all seasons to create an Urban Centre for everyone.

## Objective #4: Design 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 and other public realm enhancements to enhance pedestrian safety and comfort.
- d. Street and laneway infrastructure upgrades:** *New development* 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 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 6**, 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.

The Parks and Open Space Design objectives are intended to guide future implementation of the UCRP by the City of Leduc, developers, property owners, and other interest holders.

#### Objective #1: Provide Safe and Convenient Multi-Modal Connections

- a. Active-mode corridors:** Prioritize pedestrian and cyclist movement along multi-modal corridors to create safe and more vibrant streets, enhancing walkability and encouraging *active transportation*.
- b. Enhanced public realm amenities:** Consider CPTED principles, seating, waste receptacles, landscaping, public art, and clear signage to ensure the *public realm* is welcoming, engaging, and supportive of *active transportation*.
- c. Safe and comfortable crossings:** Incorporate well-designed street crossings, enhanced lighting, and consistent maintenance to ensure pedestrian safety and comfort throughout the Urban Centre.

#### Objective #2: Enhance the Accessibility and Use of Alexandra Park

- a. Active-mode connections:** Focus on improving pedestrian and cycling connections, activating underutilized spaces with *inclusive* programming, ensuring accessibility, and enhancing safety through consideration of CPTED principles and maintenance.
- b. Community partnerships:** Explore partnerships to support ongoing activation and foster public engagement in the park's use and development.

#### Objective #3: Activate and Improve the Functionality of George Liggins Park

- a. Park activation:** Focus on activating the park with amenities like a dog park or winter programming, while ensuring the stormwater functions are maintained.
- b. Safety and visibility:** Consider CPTED principles, snow clearing, and visibility to ensure safety for residents and visitors year-round.

The map illustrates the proposed City Centre Urban Form Study area in Kelowna, British Columbia. The study area is highlighted in green and is bounded by a green dotted line. The area includes several key locations and features:

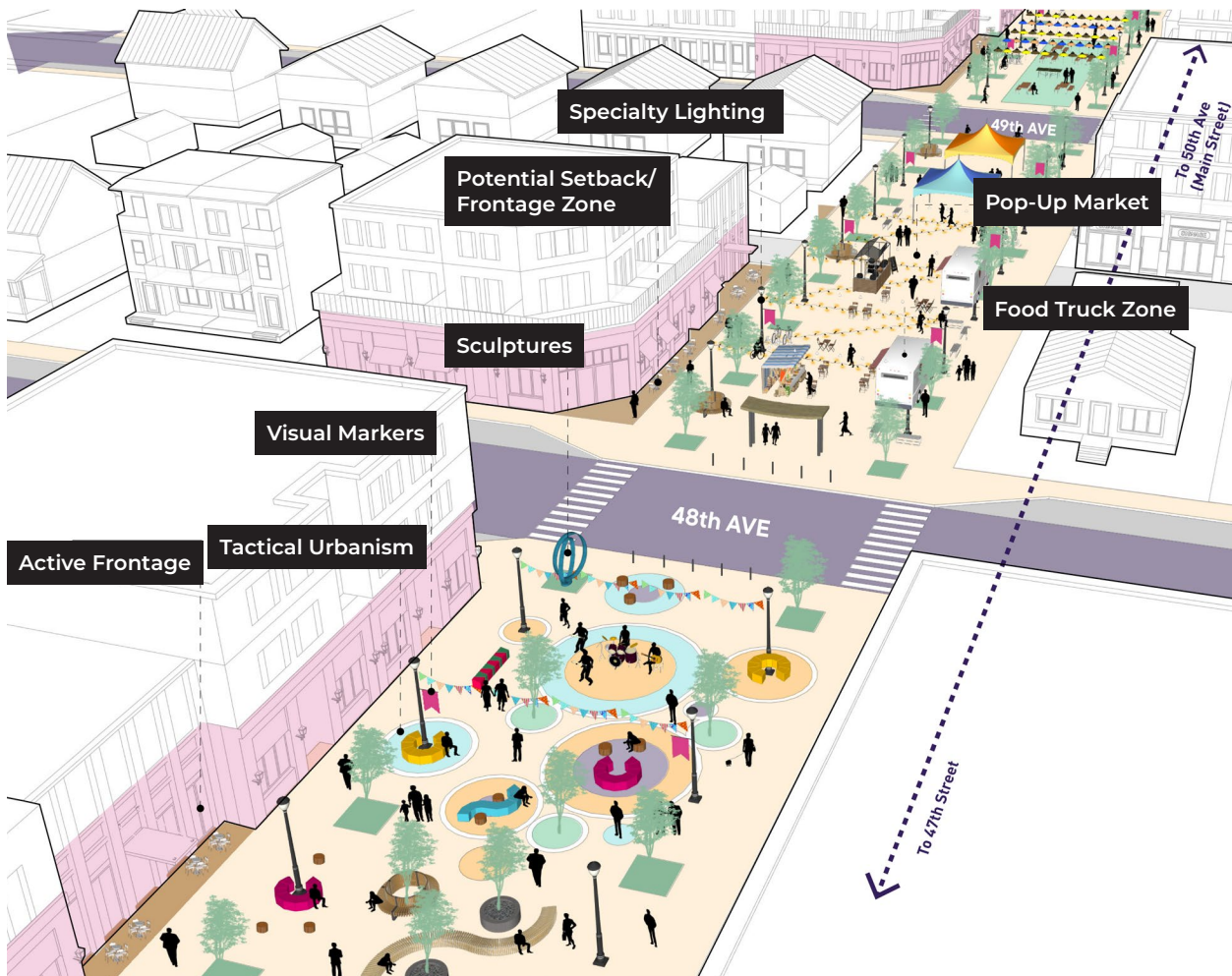
- Streets:** Major roads shown include Black Gold Drive, 50 Avenue, 52 Street, 54 Avenue, 47 Street, 46 Street, 48 Avenue, 49 Street, 51 Street, 48 Street, 46 Avenue, 44 Street, 30 Street, 39, 2A, Nootka Road, Corinthia Drive, Athapaskan Drive, Camelot Avenue, and South Park Drive.
- Landmarks:** Key locations marked include Grain Elevator Plaza, Plaza, George Liggins Park, Alexandra Park, Junior High School, and Telford Lake Park.
- Geography:** Telford Lake is visible on the right side of the map.
- Infrastructure:** A green asterisk marks a specific location on South Park Drive.

The map also shows the surrounding urban context, including residential areas and other commercial developments. The study area is located in the central part of the city, near the lake and major transportation corridors.

#### Objective #4: Develop the Festival Promenade as a Vibrant Urban Space

- a. Public space enhancements:** Focus on creating programmable *plazas*, wide sidewalks, planting zones, and pedestrian-priority crossings to enhance the promenade's functionality and appeal.
- b. Streetscape features:** Incorporate lighting, planter boxes, public art, and seating to reinforce the promenade's role as a dynamic urban destination, while limiting north-south vehicle travel.

**Figure 2:** Festival Promenade Opportunities



## Objective #5: Transform the North Portion of 49 Street into Festival Plaza on Main Street

- a. Plaza development:** Focus on developing a mix of soft and hard landscaping, creating a vibrant greenspace within Main Street that offers both passive and active recreational opportunities.
- b. Programmable amenities:** Incorporate flexible, programmable amenity areas that can host community events, arts, and cultural programming, enhancing the plaza's role as a dynamic gathering space.
- c. Seamless integration:** Ensure the park is well-integrated into Main Street and the *public realm*, providing easy access to greenspace while supporting pedestrian movement and connections to surrounding destinations.

**Figure 3:** Festival Plaza

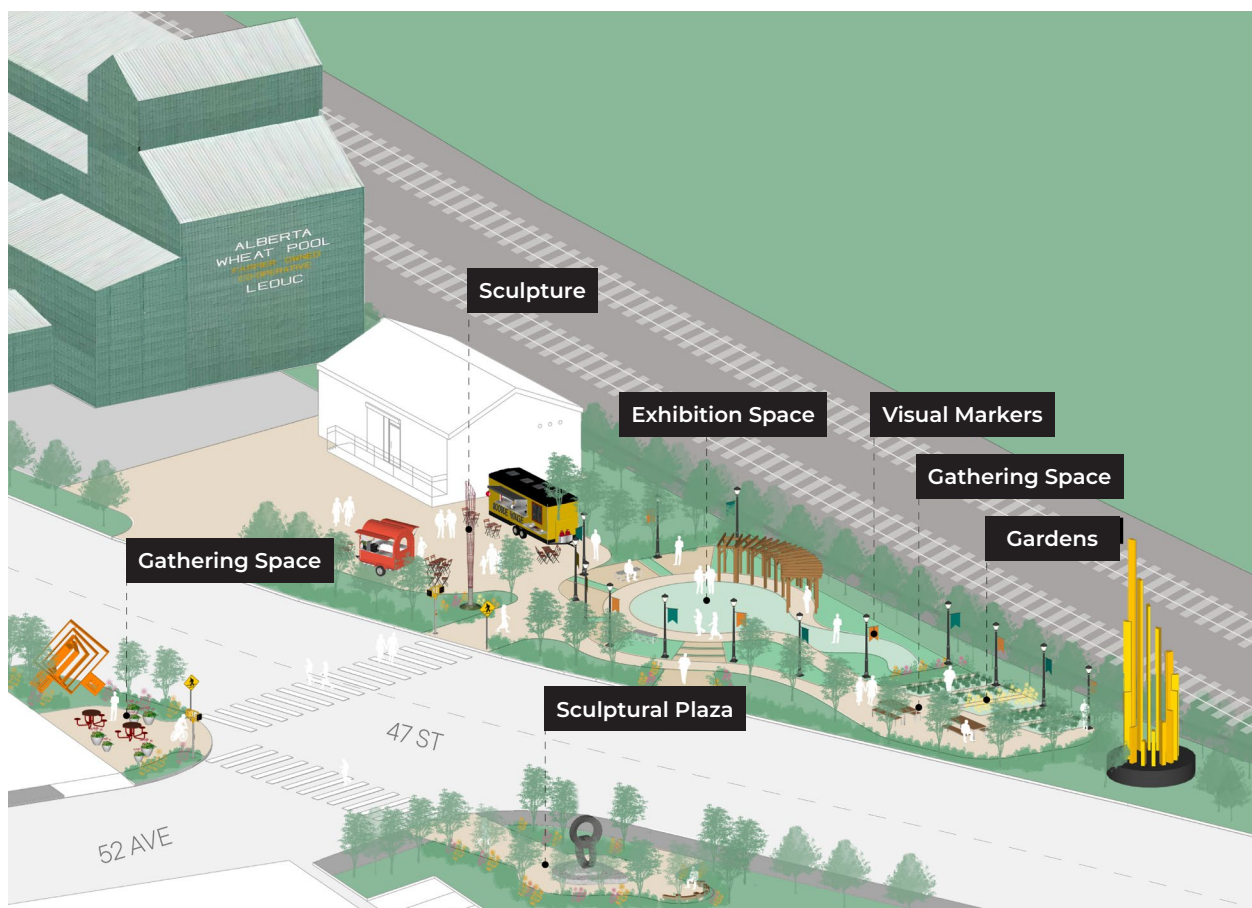




## Objective #6: Develop Grain Elevator Plaza as a Multifunctional Public Space

- a. Parking and event space:** Strategically locate parking to reduce traffic on Main Street while providing flexibility for the *plaza* to serve as an event space.
- b. Pedestrian connectivity:** Enhance pedestrian pathways to improve connections to Main Street and Telford Lake, supporting local businesses and creating a seamless user experience.
- c. Space activation:** Explore partnerships to activate the space with events and programming, fostering community engagement with this historic landmark.

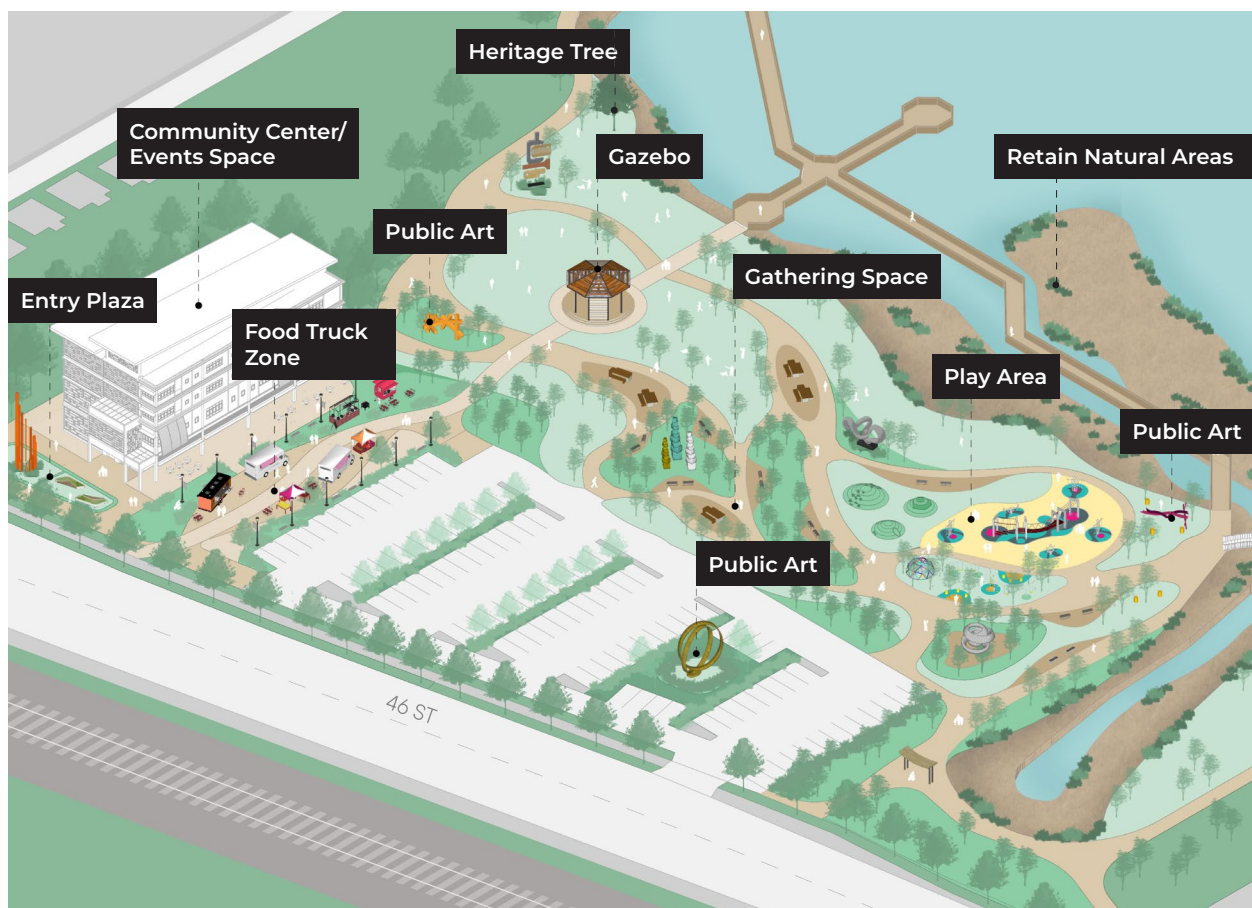
**Figure 4:** Grain Elevator Plaza



## Objective #7: Revitalize Telford House as a Multi-Use Community Hub

- a. Flexible spaces and amenities:** Incorporate *adaptable* indoor and outdoor spaces to support arts, cultural programming, and opportunities for restaurants, cafés, and tourism.
- b. Partnerships for destination development:** Explore public-private partnerships to establish Telford House as a key destination, while preserving its historic connections to the community.

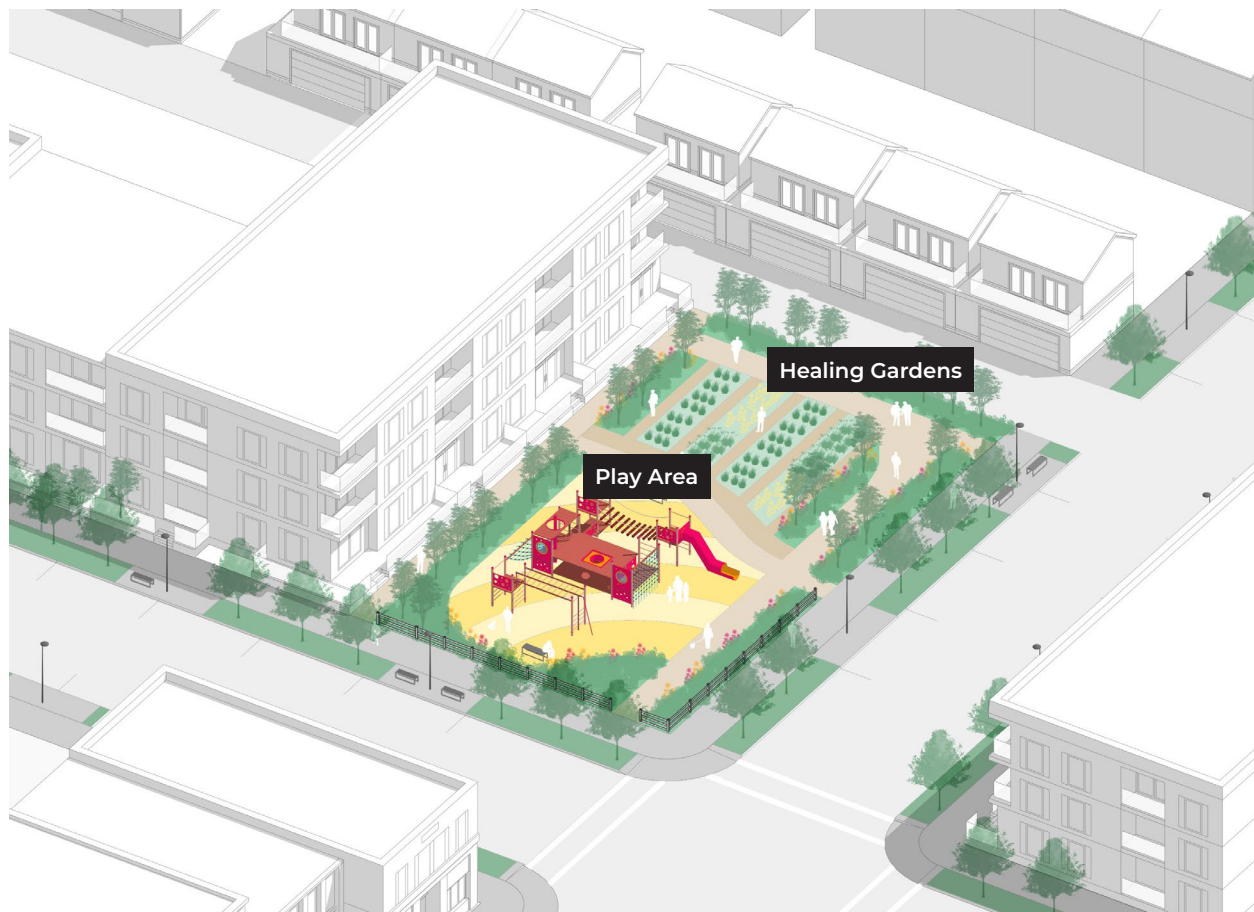
**Figure 5:** Telford House



## PARK Objective #8: Develop New Urban Centre Park as a Vibrant Community Amenity

- a. Strategic location and connectivity:** Develop a park near the Leduc Community Hospital, ensuring it serves as a vibrant neighborhood amenity for residents and visitors south of Black Gold Drive.
- b. Cultural heritage reflection:** Incorporate public art, seating, shelter spaces, and native herbal gardens to reflect the area's cultural history and enhance the park's sense of place.
- c. Accessible and safe spaces:** Create accessible, safe spaces with well-placed lighting, seating, and pathways for walking and gathering.
- d. Recreation, relaxation, and gathering:** Provide a welcoming environment with a balance of recreational spaces and peaceful areas for both residents and visitors to enjoy.

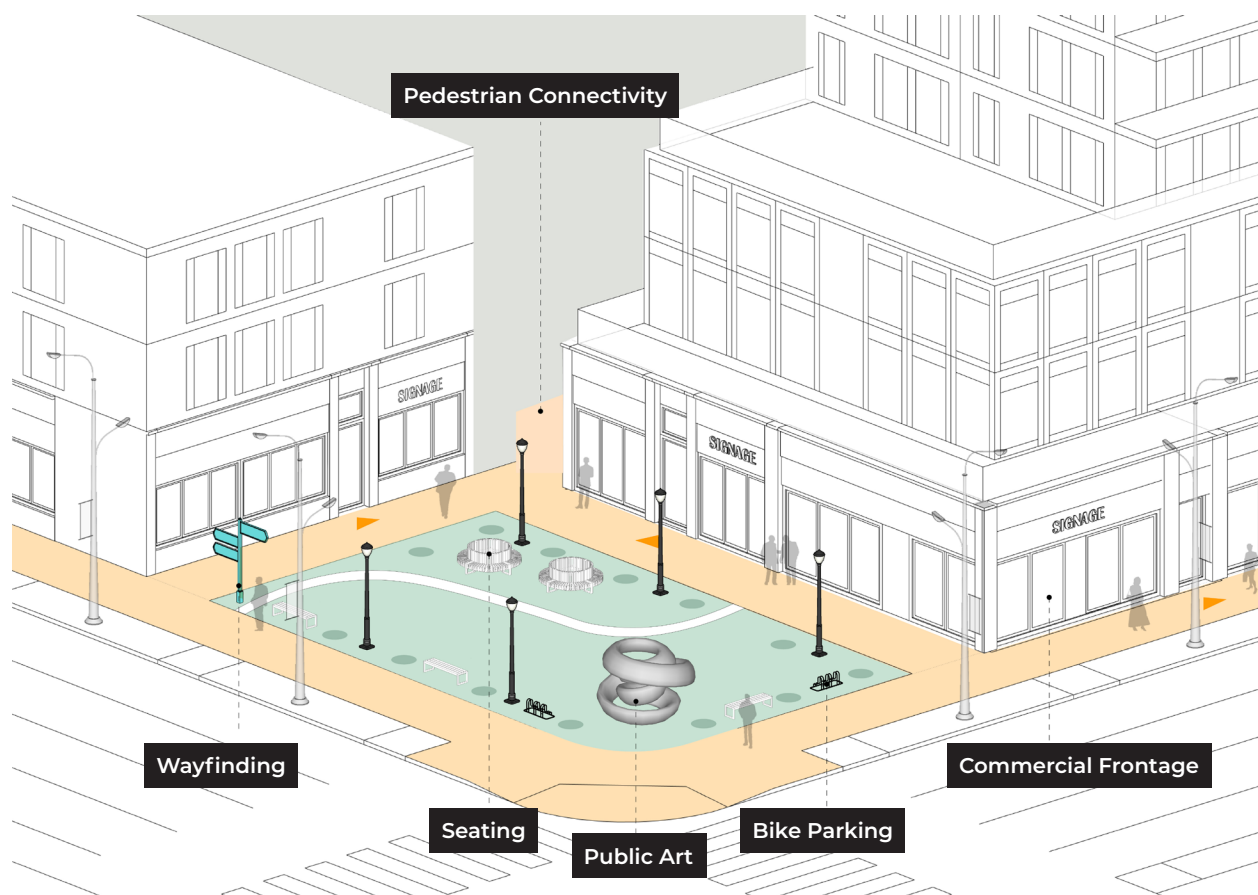
**Figure 6:** New Urban Centre Park



## Objective #9: Enhance the Pedestrian Environment and Sense of Place through Gateways and Plazas

- a. Integration with adjacent developments:** Ensure *gateways* and *plazas* are seamlessly integrated with surrounding developments to strengthen the *public realm* and urban identity.
- b. Public accessibility:** Design these spaces to be public or publicly accessible amenities, fostering inclusivity and ensuring they serve the community.
- c. Enhancing the pedestrian environment:** Prioritize the enhancement of the pedestrian experience by incorporating inviting landscaping, seating, and signage to create comfortable and engaging spaces.
- d. Strengthening sense of place:** Use thoughtful design elements, such as art, unique landscaping, and architectural features, to reinforce the area's identity and enhance its role within the Urban Centre.

**Figure 7:** Gateway Design Opportunities

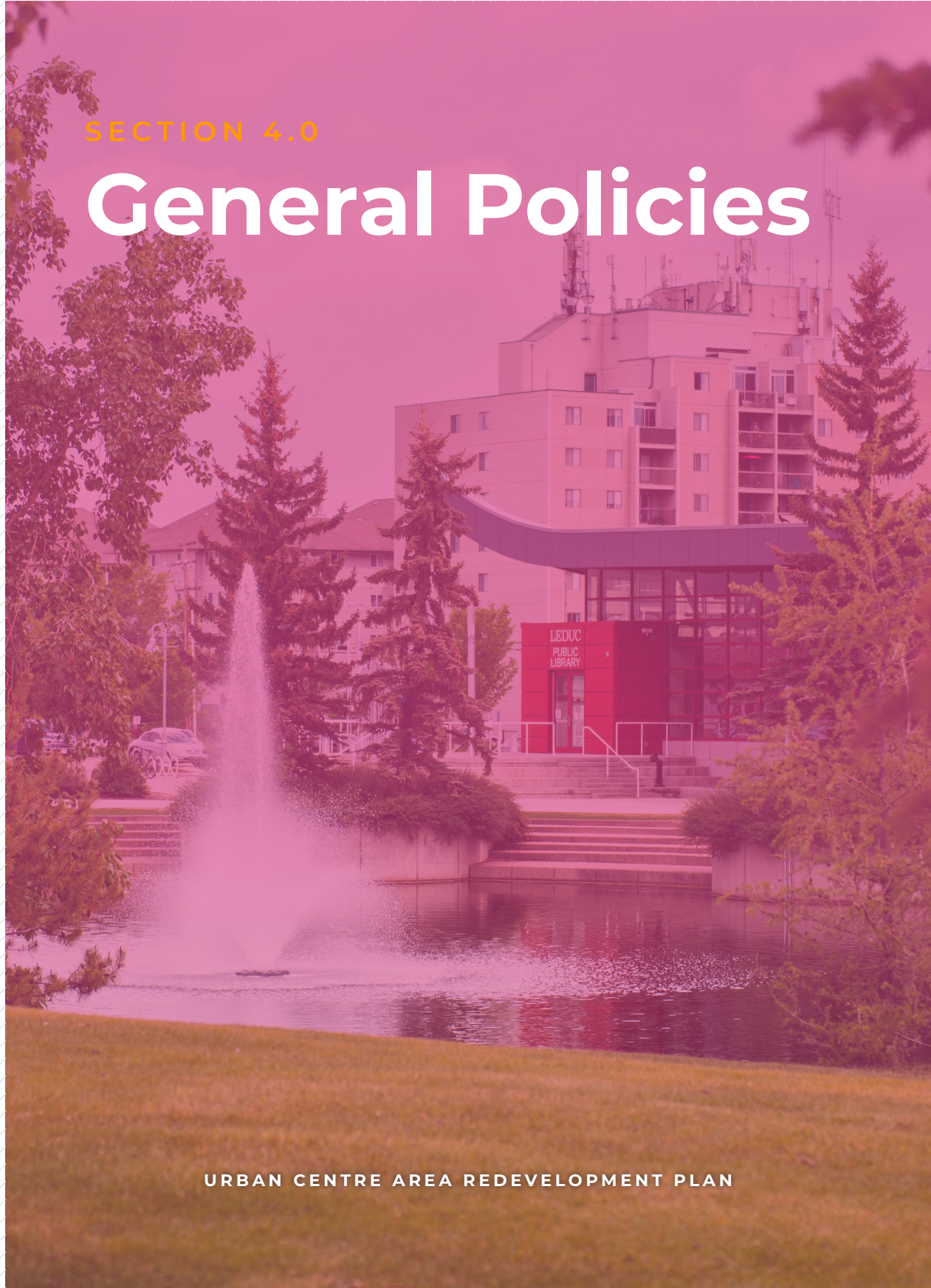




# 4.0

SECTION 4.0

# General Policies



URBAN CENTRE AREA REDEVELOPMENT PLAN

**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.**

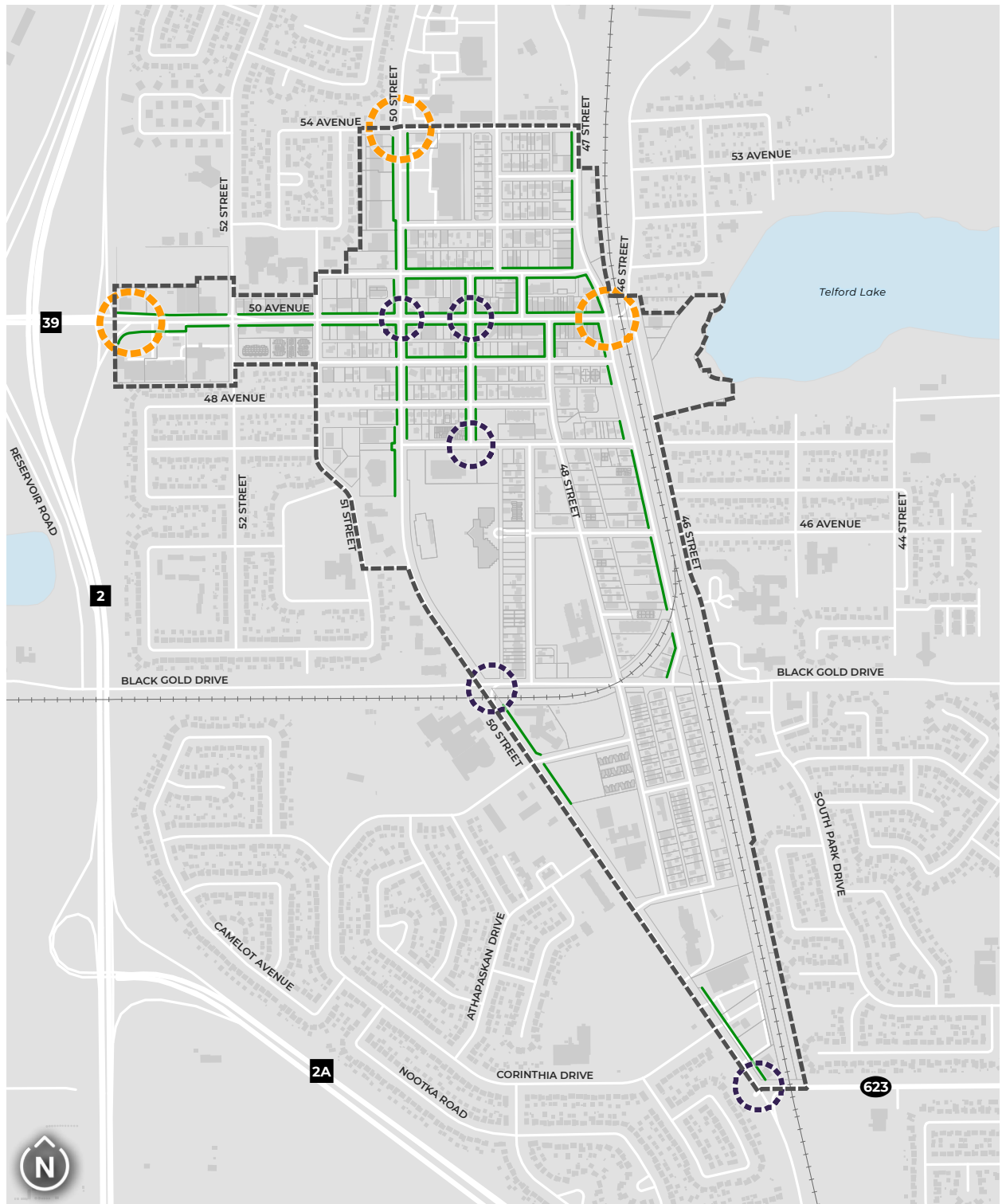
This strategy recognizes that individual projects are the building blocks of great streets and neighbourhoods. This requires attention to the way buildings meet the sidewalk, and how they acknowledge and contribute to the *public realm*.

*Active Frontages* and *Gateways* have been identified in **Map 7** to guide where street-oriented *commercial* uses should be provided and where buildings must create a pedestrian-friendly interface with the street.





**Map 7: Active Frontages & Gateways**



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

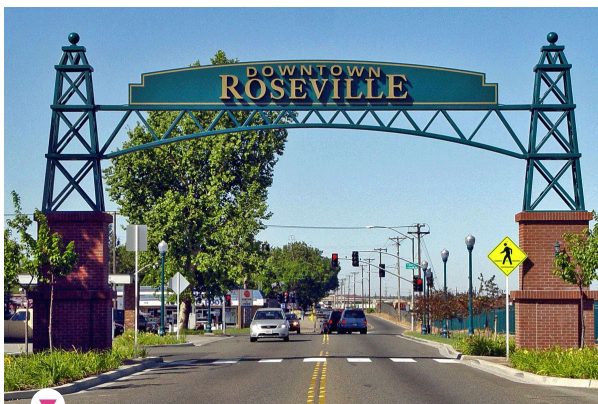
## 4.1 Form and Character

- a.** Require 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.
- c.** Require landscaping in setback areas and areas not used for ingress, egress, parking, or storage.
- d.** Require waste, organics and recycling receptacles to be screened from laneways within the Historic Main Street and Central Business District.
- e.** Require existing and *new developments* to prioritize safety through the use of utilize lighting, transparent windows (where appropriate), visual and physical permeability, and other measures. Expect buildings to be arranged and clustered to maximize opportunities for shared circulation, parking, loading, pedestrian walks, *plaza* connections, and transit-related facilities.
- f.** Require *mid- to high-rise* buildings to shield rooftop utilities and communication devices.
- g.** Expect 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 along *arterial streets*, excluding historical Main Street.
- h.** Expect waste, organics and recycling receptacles for apartments and *commercial* properties to be screened from adjacent streets.
- i.** Expect public art that contributes to the identity and sense of place in the Central Business District and *Gateways* and consider public art in other areas within the Urban Centre.
- j.** Expect visual interest and longevity through the use of high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and thoughtful details.
- k.** Expect the implementation of Crime Prevention Through Environment Design (CPTED) principles in public and private development.
- l.** Expect development within Historic Main Street and Central Business District to incorporate laneway activation through *commercial* access, public art, and the strategic orientation of waste facilities.
- m.** Consider adaptation of existing buildings in alignment with the character of the Area.
- n.** Consider publicly accessible parking within close proximity to non-residential uses to meet parking requirements.



## 4.2 Gateways and Plaza

- a.** Require cohesive *wayfinding* in *Gateways* to guide people to key locations within the Urban Centre and beyond.
- b.** Require *plazas* to be designed with hard and soft landscaping elements to create *plazas* with amenities such as *active modes parking*, seating, water or natural features, feature and accent lighting, etc.
- c.** Require clear street visibility to indicate the space is public and to encourage street activity and public safety.
- d.** 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.
- e.** Require *plazas* to be graded to meet sidewalk grades and avoid retaining walls, stairs, and ramps to provide *inclusive* access and clear site lines.
- f.** Expect *plazas* within *Gateways* as identified in **Map 7**.
- g.** Expect Primary *Gateways* to include features such as monuments, landmarks, architectural gates, clocktowers, etc.
- h.** Expect public art on public and private property within *Gateways*.
- i.** Expect 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.



EXAMPLE: PRIMARY GATEWAY SIGNAGE



EXAMPLE: SECONDARY GATEWAY

## 4.3 Mobility

- a.** Require publicly accessible *active modes parking* throughout the Urban Centre and within all new street designs as per the Development Authority.
- b.** Expect laneways and alleys to be hard surfaced and power lines buried where *new development* and intensification warrant within the Historic Main Street and Central Business District and incorporate features that enhance the *public realm*.
- c.** Expect *new development* to provide opportunities for mid-block crossing and *mews* within blocks to increase permeability and accessibility where beneficial and feasible.
- d.** Expect multi-unit and *commercial* developments to include end of trip facilities and amenities such as designated *active modes parking*, enclosed lockers, change facilities, and repair infrastructure.
- e.** Consider development that activates laneways in strategic locations where it does not impact the operational requirements of the laneway.
- f.** Support a continuous, connected and inclusive pedestrian network, including integration of multiway, open space, and sidewalks as shown in Map 8.
- g.** Support the design of laneways to provide access for servicing, parking, and *commercial* activation, as well as waste, organics and recycling pick up, deliveries and other functions when buildings are adjacent to a lane.
- h.** Support multimodal access to Telford Lake for all users of the Trans Canada Trail.
- i.** Support expanded transit service into higher density areas within the Urban Centre.

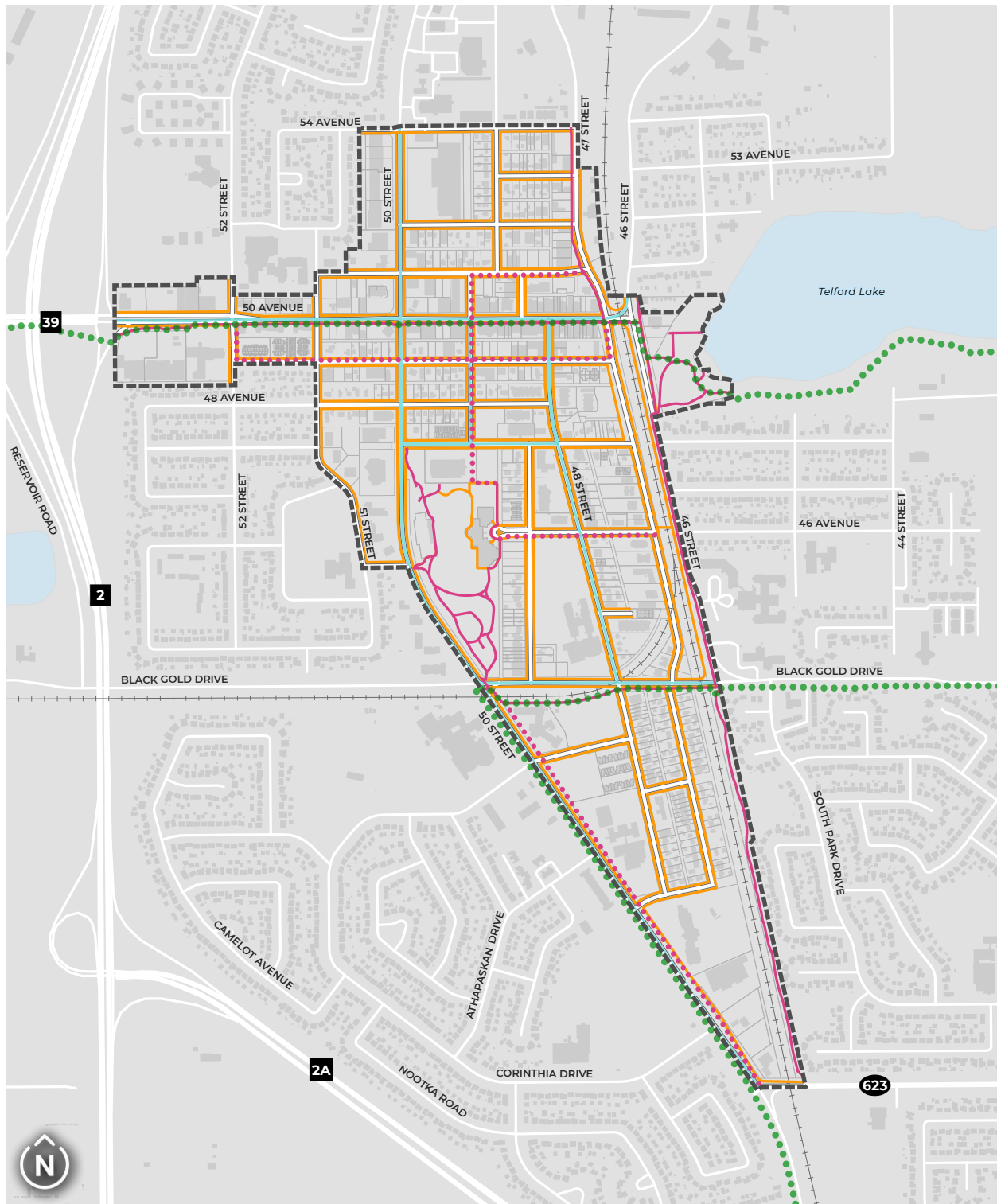


EXAMPLE: MID-BLOCK CROSSING



EXAMPLE: MEW

**Map 8: Mobility Network**



- Urban Centre
- Bus Route
- Sidewalk
- Future Multiway
- Multiway
- Trans Canada Trail



## 4.4 Parking and Access

- a.** Require development to consolidate access with adjoining properties (where appropriate) to reduce the overall number of driveways and access points.
- b.** Require structured parking facilities to be screened with architectural elements where facing a street or adjacent residential use.
- 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 to provide pedestrian lighting, safe walking paths, and adhere to CPTED principles.
- f.** Require parking areas to be screened using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging where visible from the street.
- g.** Require parking areas to utilize landscaping in order to define smaller blocks and minimize the amount of paved areas.



EXAMPLE: PARKING SCREENING



EXAMPLE: FENCE AND LANDSCAPED SCREEN

## 4.5 Infrastructure and Servicing

- a.** Require upgrades to water, sanitary 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.
- b.** 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 documents and policies.
- c.** Consider cost sharing and levy programs where infrastructure service levels are required to be increased to meet the demand of development.
- d.** Support the expansion of Electric Vehicle (EV) charging stations.

## 4.6 Climate Resilience

- e.** Expect *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.
- f.** Support energy retrofits in existing buildings to reduce emissions and improve energy efficiency.
- g.** Support the expansion of the urban forest by increasing tree planting and protection efforts on public and private lands.

## 4.7 Parks, Plazas, and Open Space

- a.** Require new open spaces to be designed to be multi-functional, and include all season amenities that are *inclusive*, create a destination, and support tourism attraction.
- b.** Require *new development* adjacent to open spaces to address the publicly accessible space, create opportunities for access, and create opportunities for active and passive surveillance.
- c.** Require new parks and rehabilitation to address safety of users through lighting, visibility from adjacent streets, and other CPTED principles.
- d.** Support the acquisition and development of new parks and *plazas* to provide *inclusive* recreational spaces, promote community well-being, and support sustainable urban growth.

## 4.8 Urban Agriculture

- a.** Consider temporary urban gardens on vacant or underutilized properties to allow short term use for agricultural and community functions.
- b.** 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. Support the development and ongoing management of community/urban gardens to foster local food production contributing to the health and wellbeing of Urban Centre residents.
- c.** Support the integration of urban agriculture into public spaces, such as streets and boulevards, parks and *plazas*.
- d.** Support green roofs and rooftop gardens to encourage local food production.
- e.** Support programs as outlined in the Urban Agriculture Plan such as the Bees and Hens program.





# 5.0

SECTION 5.0

# Street Design



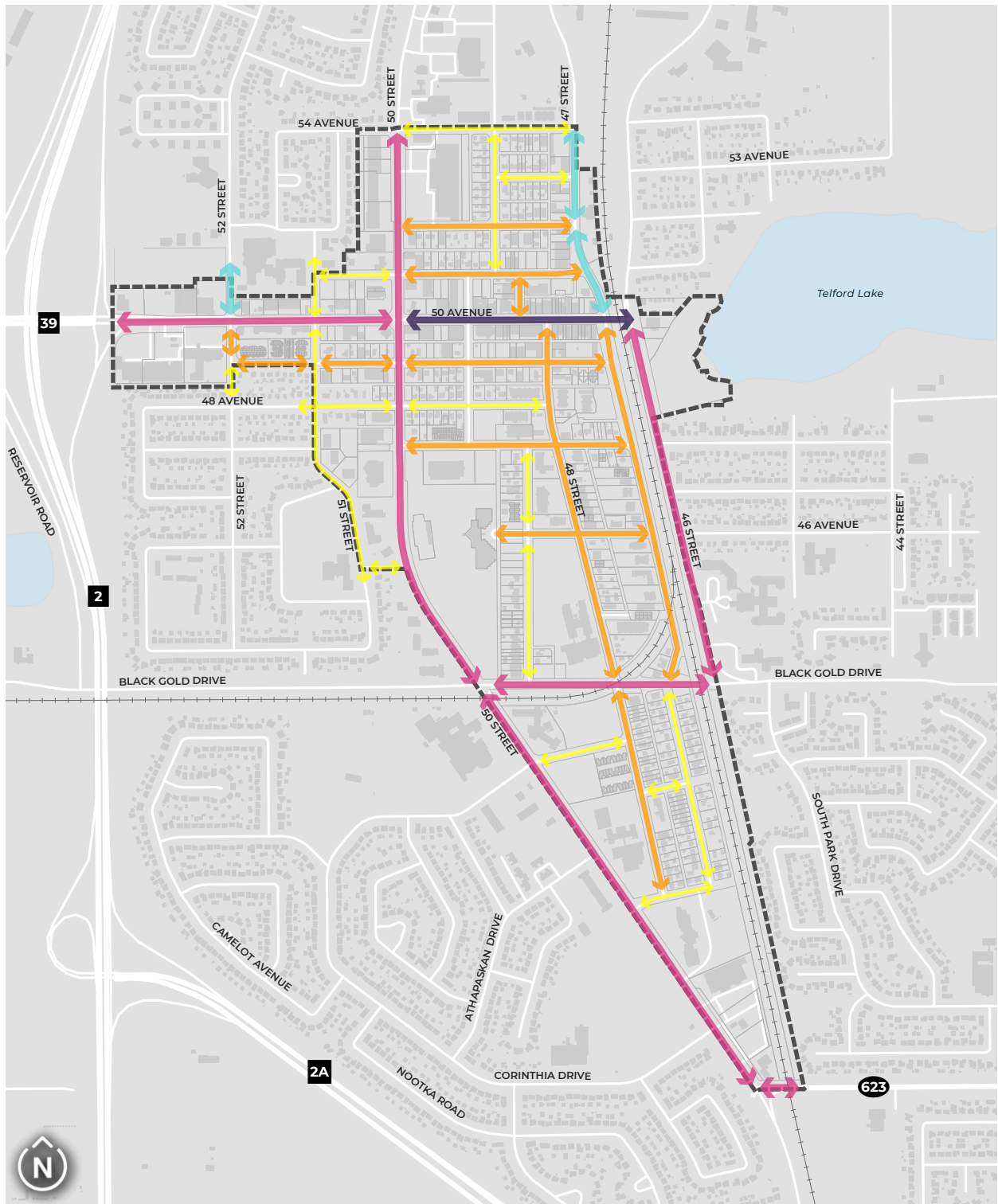
URBAN CENTRE AREA REDEVELOPMENT PLAN



The plan classifies the street network through traffic volumes, *public realm* treatment, and multi-modal connections. As indicated in **Map 9**, 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 can be achieved through future street design and construction within the Urban Centre, where technically and economically feasible.



**Map 9: Street Typologies**





## 5.1 Arterial Streets

Expect any future reconfiguration or redesign of *arterial streets* to:

- a.** Prioritize a pedestrian-first approach to enhance walkability, safety, and vibrancy as a key destination and connector.
- b.** Support businesses while maintaining efficient traffic flow.
- c.** Integrate enhancements such as wide sidewalks, flexible parking, and pedestrian-friendly amenities like lighting, seating, and landscaping utilizing public right-of-way as well as setbacks as generally shown in **Figure 8**.

**Figure 8:** Example Arterial Section with Constrained Right-of-Way

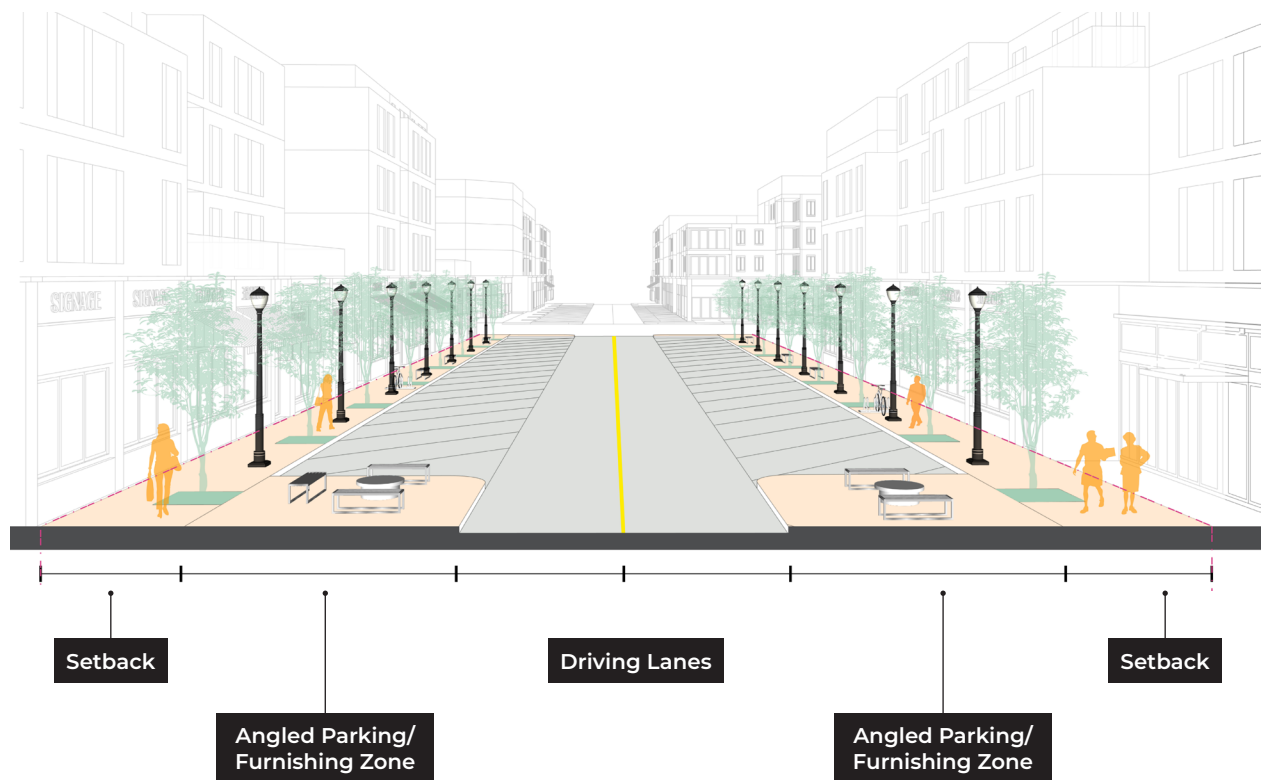


### 5.1.1 Main Street

Expect any future reconfiguration or redesign of Main Street as generally shown in **Figure 9** to:

- a.** Prioritize a pedestrian-first approach to enhance walkability, safety, and vibrancy as a key destination and connector.
- b.** Support businesses while maintaining efficient traffic flow.
- c.** Integrate enhancements such as wide sidewalks, flexible parking, and pedestrian-friendly amenities like lighting, seating, and landscaping.

**Figure 9:** Historic Main Street Section

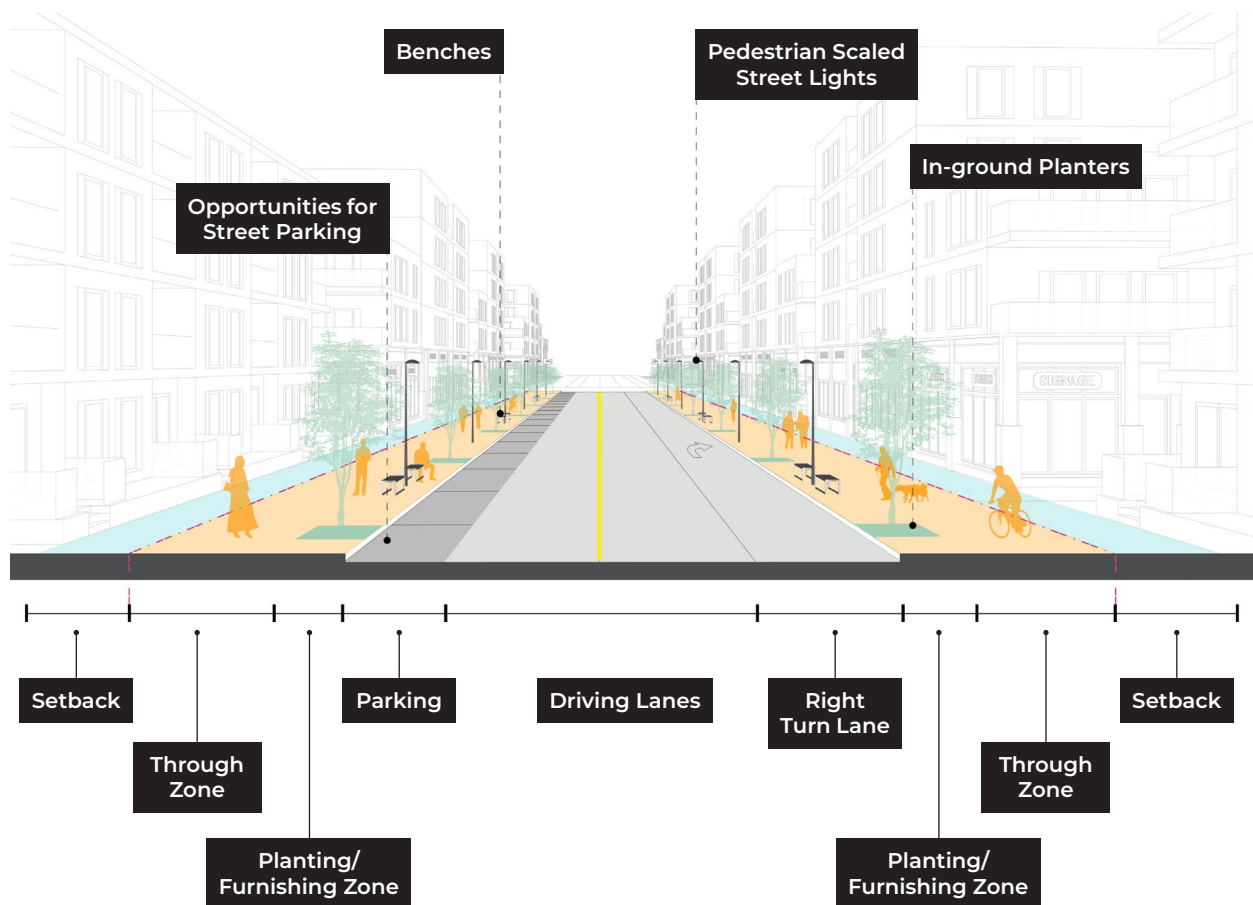


## 5.2 Collector Streets

Expect any future reconfiguration or redesign of *collector streets* as generally shown in **Figure 10** to:

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

**Figure 10:** Collector Section



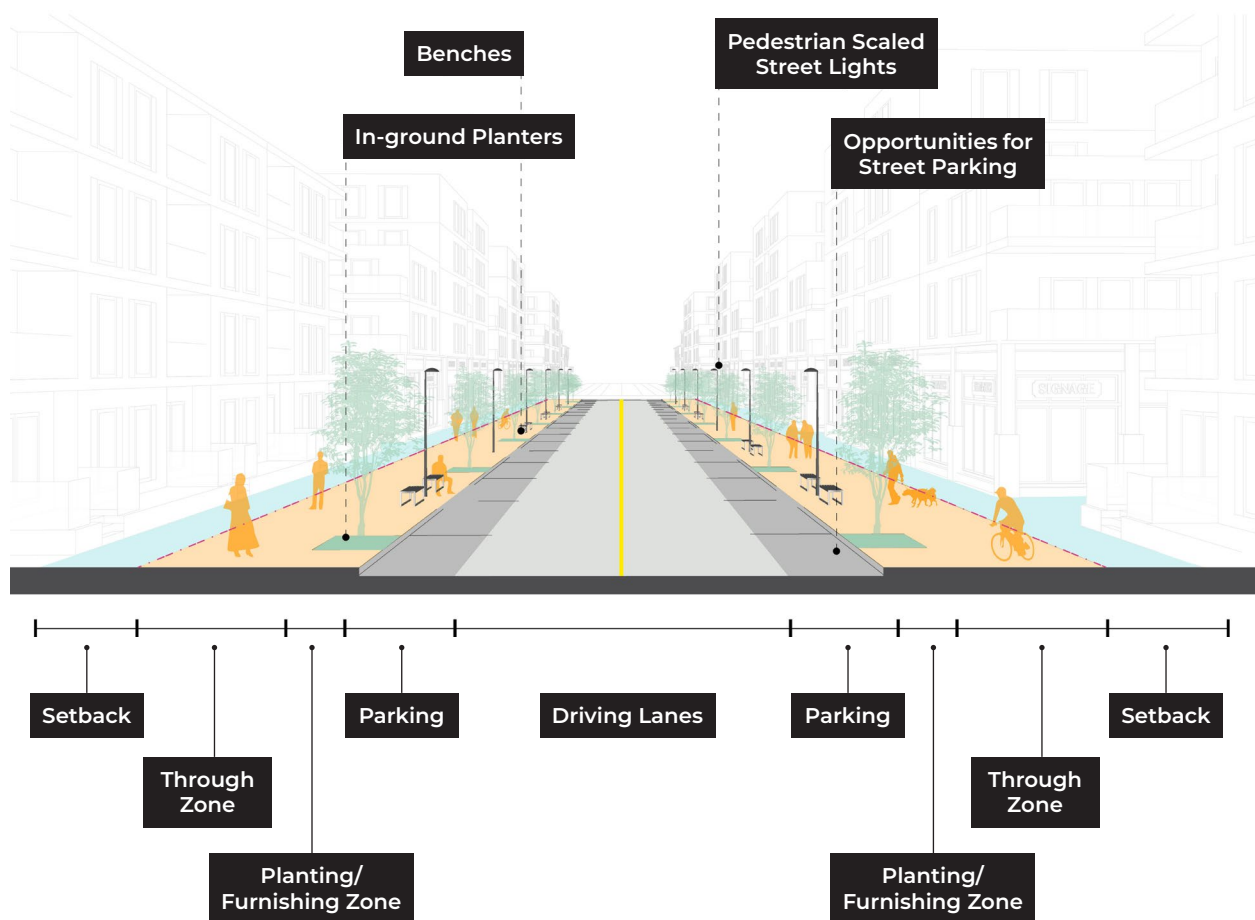


## 5.3 Local Streets

Expect any future reconfiguration or redesign of urban streets as generally shown in **Figure 11** to:

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

**Figure 11:** Local Urban Section

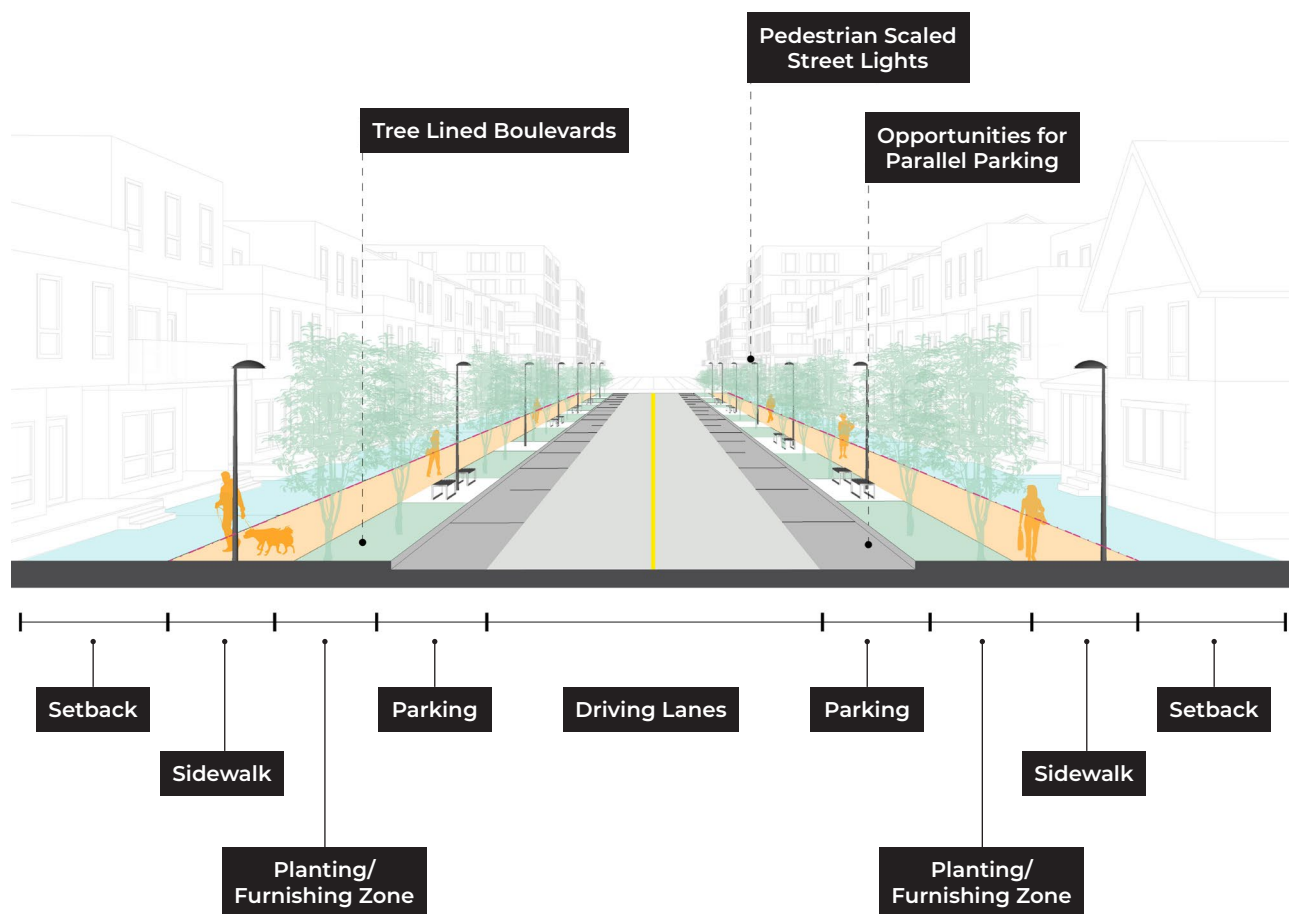


### 5.3.1 Neighbourhood Streets

Expect any future reconfiguration or redesign of neighbourhood streets as generally shown in **Figure 12** to:

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

**Figure 12:** Local Neighbourhood Section



# 6.0

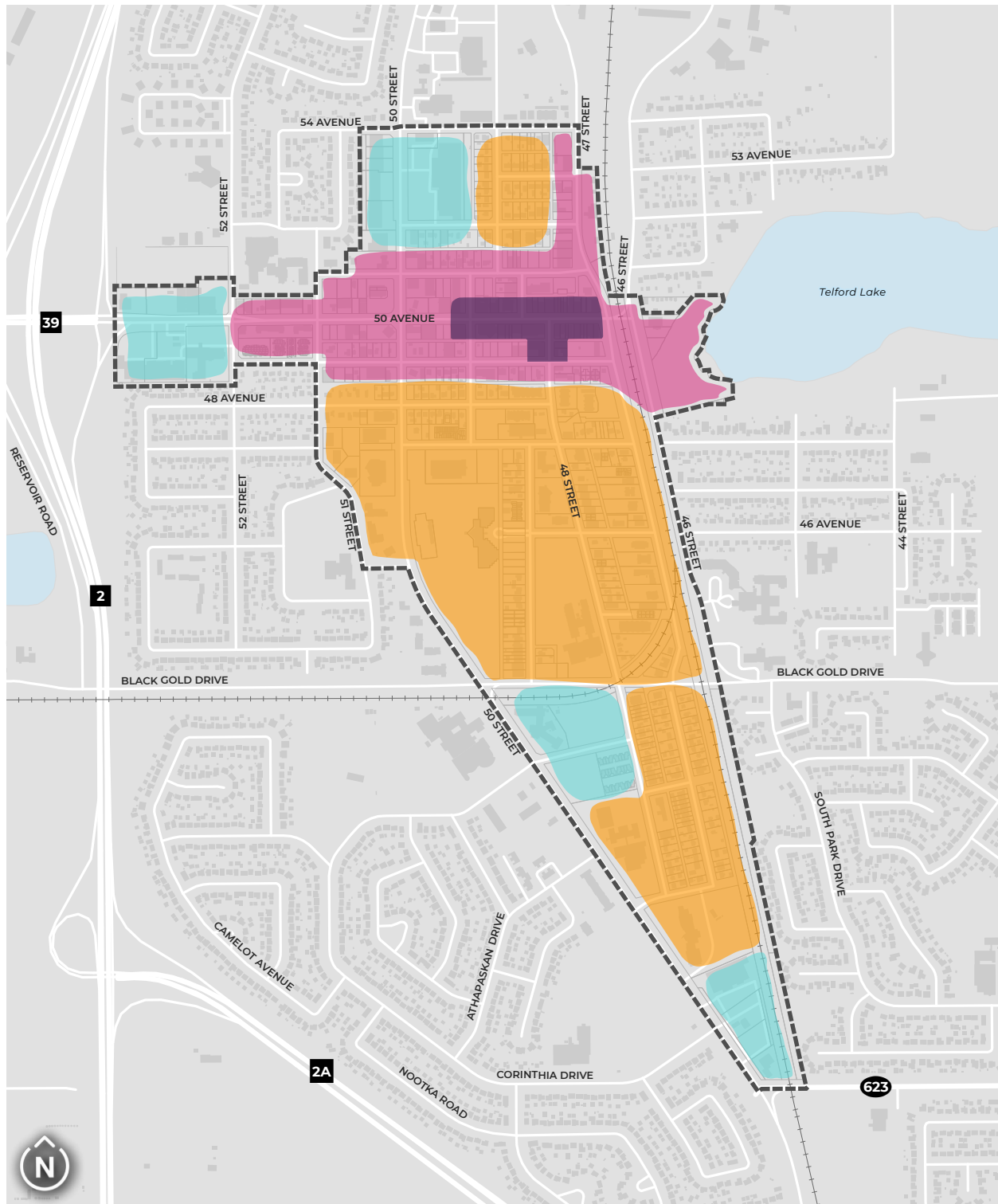
SECTION 6.0

## Area Specific Policies

URBAN CENTRE AREA REDEVELOPMENT PLAN



**Map 10: Policy Areas**



- Urban Centre
- Central Business
- Urban Village
- Commercial Gateway
- Historic Main Street

The map displays the Telford Lake area with a proposed transit corridor highlighted by a dashed line. Key features include:

- Streets:** 54 Avenue, 50 Avenue, 48 Avenue, 52 Street, 51 Street, 47 Street, 46 Street, 44 Street, Black Gold Drive, Nootka Road, Corinthia Drive, Camelot Avenue, and South Park Drive.
- Water Bodies:** Telford Lake and a smaller lake near Reservoir Road.
- Proposed Transit Corridor:** A dashed line running from the northwest, through the center, and southeast.
- Stations:**
  - A green circle with a crosshair at the intersection of 50 Avenue and 51 Street.
  - An orange circle with a crosshair at the intersection of 46 Street and 47 Street.
- Directional Indicators:** Arrows showing travel direction along the corridor.
- Geographic Markers:** Highway 39, Highway 2, and Highway 623.
- Orientation:** A north arrow in the bottom left corner.

The Policy Areas defined in **Map 10** are based on both their current land uses and built forms, as well as opportunities for development 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.

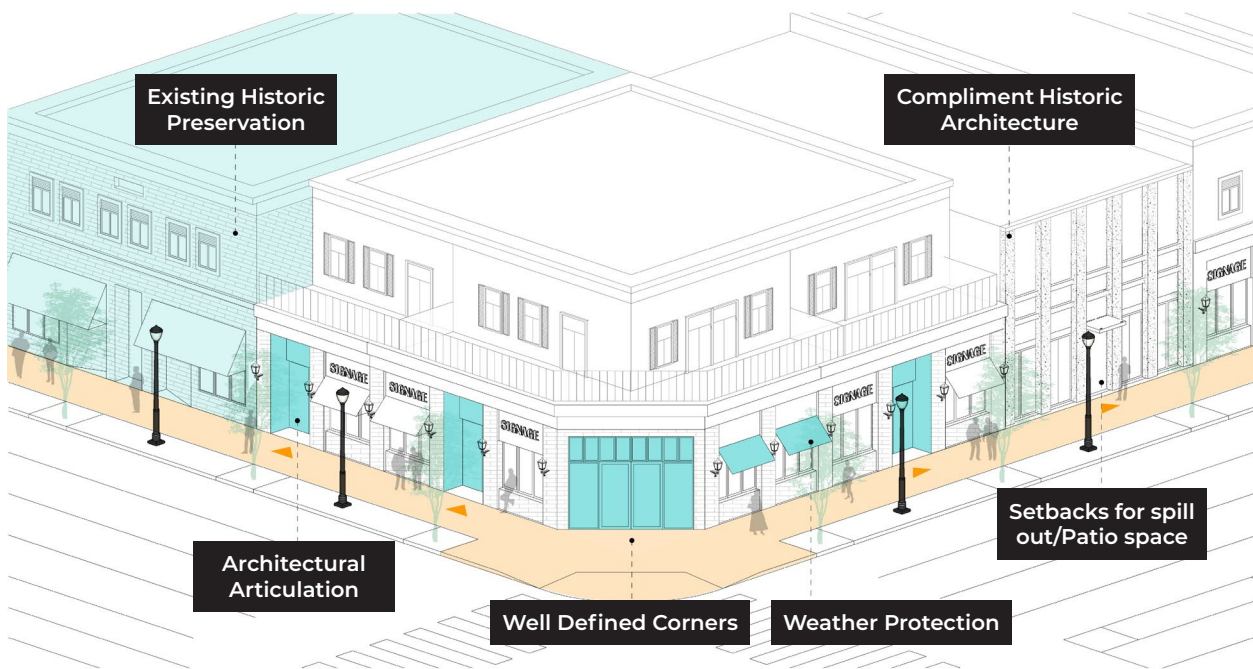
## 6.1 Historic Main Street

This area as shown in **Map 11**, retains historic buildings and sites that reinforce the character of this area as a *commercial* main street with a focus on an *activated public realm* and comfortable pedestrian experience. *New development* should focus on street-oriented *commercial*, with opportunities for office and residential on the second floor, as shown in **Figure 13**.

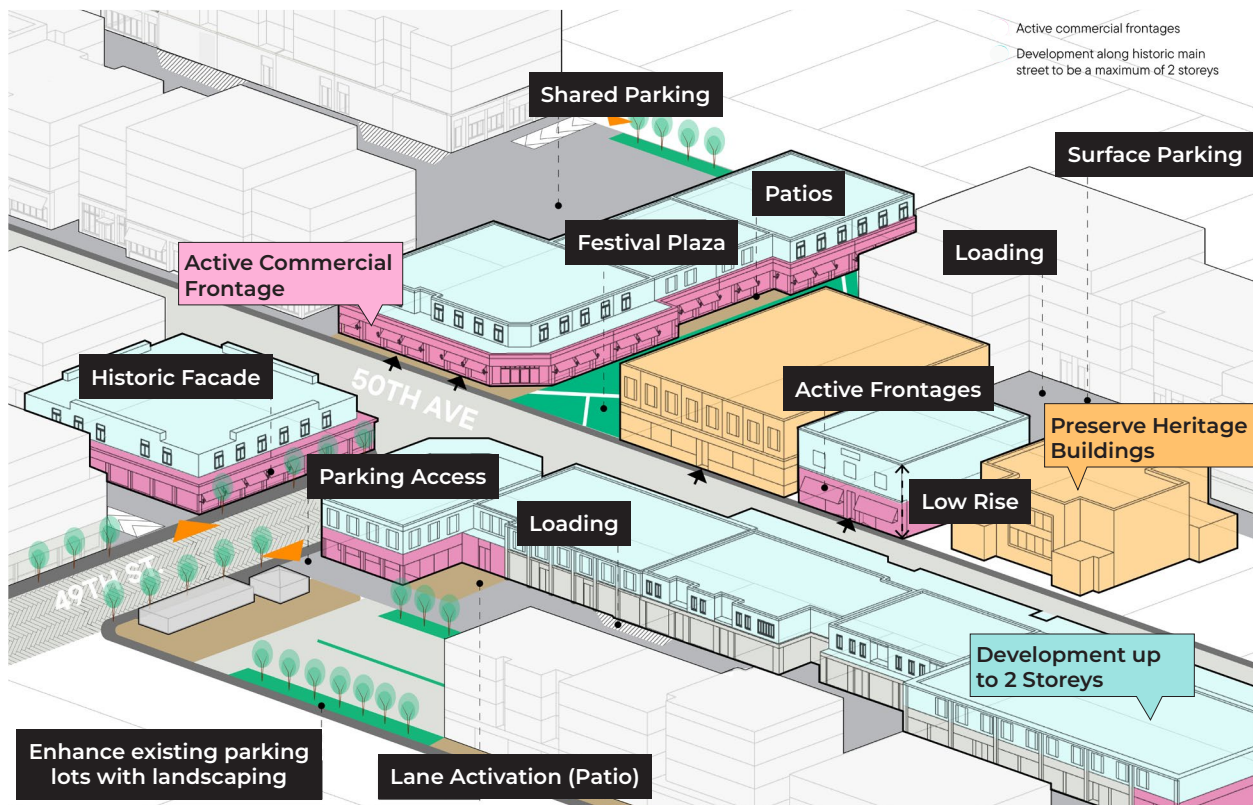
- a.** Require the preservation or adaptive reuse of historic buildings to reinforce the character and significance of this area, as shown in **Figure 14**.
- b.** Require *new development* to maintain a consistent *street wall* on Main Street to retain the overall historic pattern of the street and *massing* for continuity in the district.
- c.** Require signs and *wayfinding* to complement and communicate the historic character of the district.
- d.** Require *low-rise* built forms up to two storeys in height.
- e.** 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.
- f.** Require facades to be articulated to reflect the scale and vertical articulation of historic *commercial* frontages.
- g.** Require the top of every façade to be delineated by architecture features that contribute to the historic character of the Area.
- h.** *Active Frontages*:
  - i. Require ground floor *commercial* development along *Active Frontages*.
  - ii. Require ground floor *commercial* development along *Active Frontages* to provide an active pedestrian interface, include features such as primary entrances, transparent windows (where applicable), art, seating, pick-up windows and other amenities to face the sidewalk.
- i.** Expect architectural styles and finishing materials that reflect, honour, or contribute to the character of the Historic Main Street.
- j.** Expect roofs to be flat or architecturally neutral.
- k.** Support the restoration of existing historic sites and buildings.
- l.** Consider *new development* and additions to existing developments that provide residential uses above the ground floor.



**Figure 13:** Historic Main Street Character and Street Interface



**Figure 14:** Historic Main Street Form and Scale





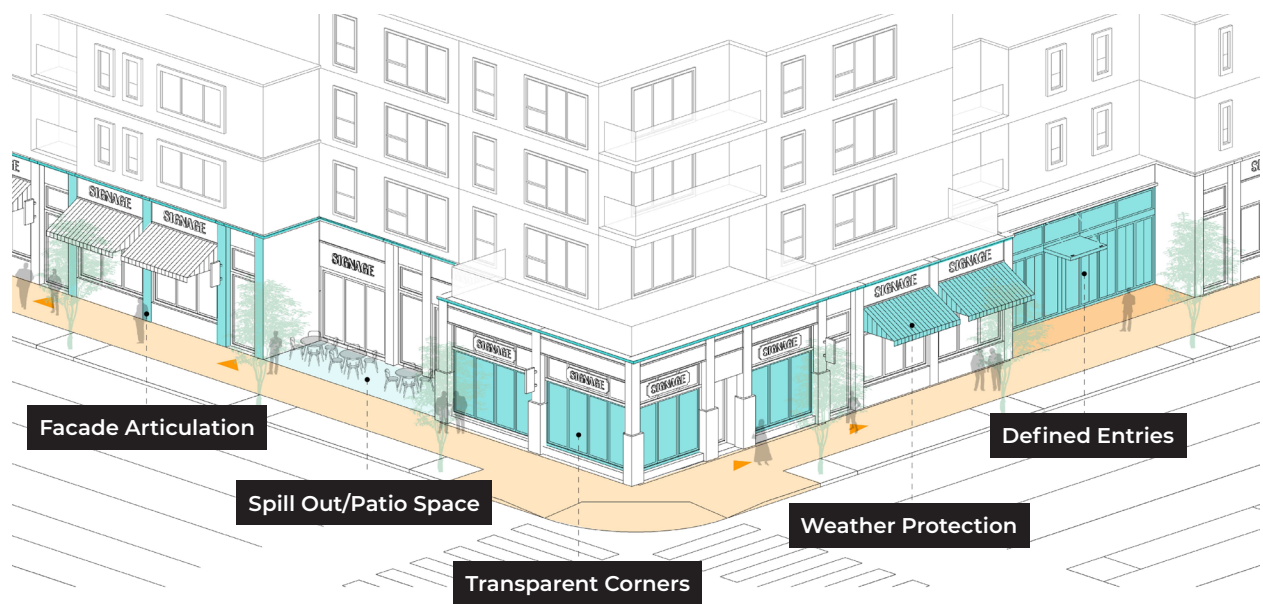
## 6.2 Central Business District

The Central Business Area (CBD) extends the Historic Main Street, connecting the west *gateway* into the Urban Centre as defined in **Map 12**. This area is characterized by street-oriented *commercial* development with a mix of residential and *commercial* above the ground floor, as shown in **Figures 15** and **16**.

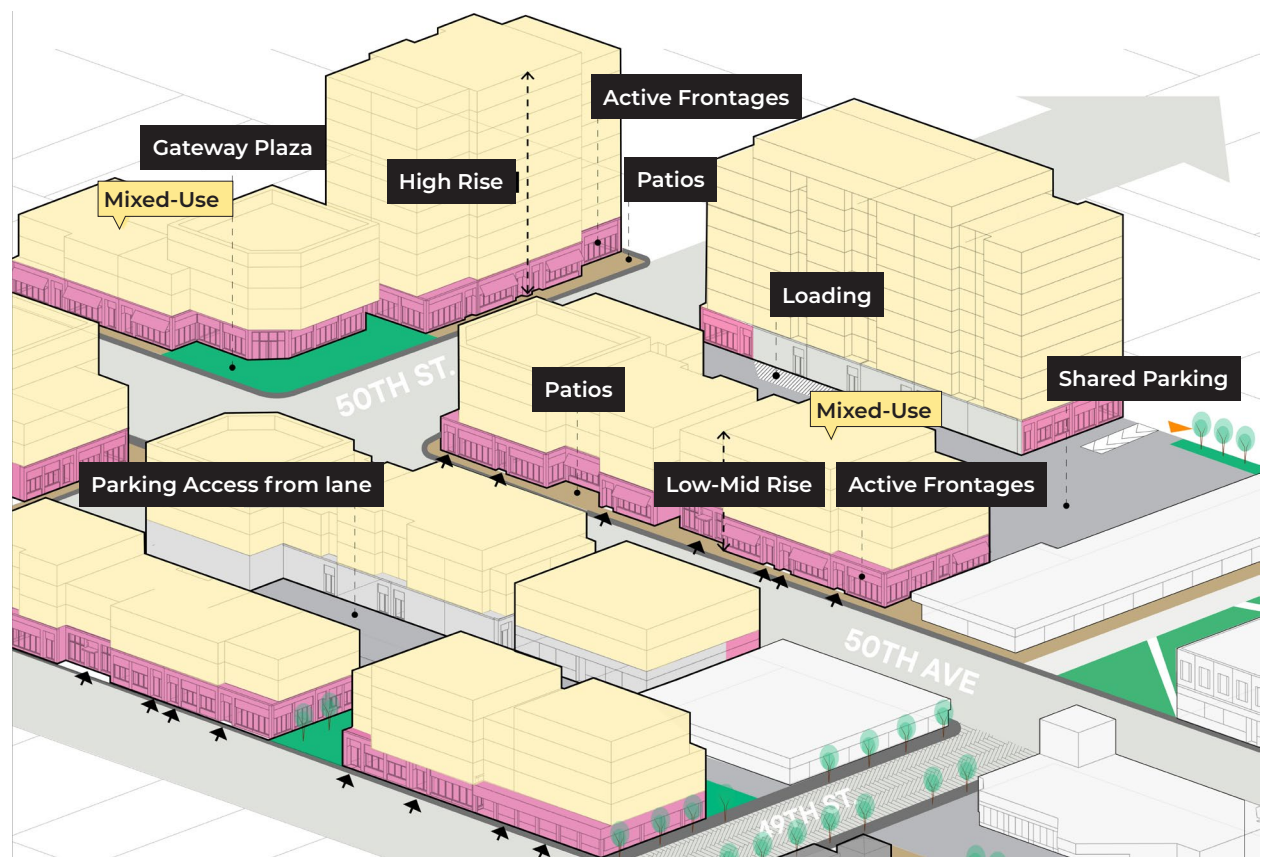
- a.** Require the improvement and maintenance of the *public realm* (where possible) including sidewalks, multiways, street crossings, and landscaping to inspire active streets.
- b.** Require built-forms to be *low-rise* to *high-rise*.
- c.** Require *low-rise* built forms within 30.0 m of the Historic Main Street policy area.
- d.** Require a transition in building heights, form, or other strategies that mitigate *massing* adjacent to low density residential zones.
- e.** Require façade articulation, windows, entrances, *liner uses*, and other architectural details to avoid blank building facades.
- f.** 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.
- g.** *Active Frontages*:
  - i. Require ground floor *commercial* development along *Active Frontages*.
  - ii. Require ground floor *commercial* development along *Active Frontages* to provide a primary entrance that is adjacent to a street ensuring an active pedestrian interface, include features such as transparent windows (where applicable), art, seating, pick-up windows, and other amenities to face the sidewalk.
- h.** Expect developments to activate a 360-degree *public realm* such as, but not limited to, patios located at the front, side or back alley, specialty lighting, music, furniture, Wi-Fi hotspots, and community/urban gardens.
- i.** Expect 49 Street between 50 Avenue and 51 Avenue to be redeveloped as a public *plaza* as shown in **Map 6**.
- j.** Expect a mix of residential and *commercial* uses.
- k.** Expect *new development* of existing surface parking lots fronting 50 Avenue and 50 Street for *commercial* uses.
- l.** Expect consolidation of accesses through *new development* to improve safety.
- m.** Consider entertainment and indoor recreational uses that generate around the clock activity.



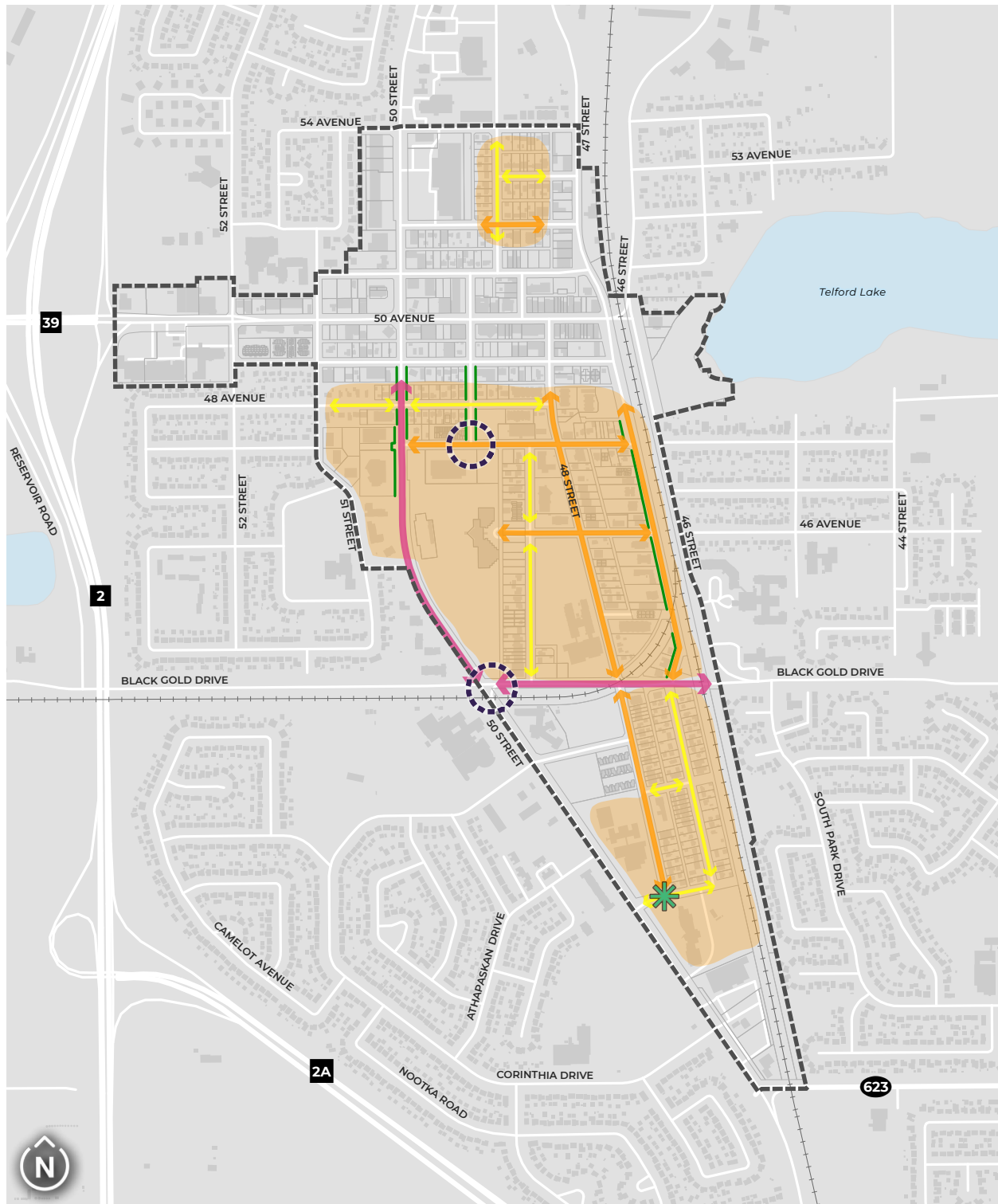
**Figure 15:** Central Business District Character and Street Interface



**Figure 16:** Central Business District Form and Scale



**Map 13: Urban Village Policy Area**



- Urban Centre
- Urban Village
- Active Frontage
- Arterial
- Local - Neighbourhood Street
- Local - Urban Street
- Potential Future Park Area
- Secondary Gateway

## 6.3 Urban Village

This policy area is intended to create dynamic and diverse residential areas providing greater density supporting the Urban Centre and complementing *commercial* and institutional uses as shown in **Map 13**. 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, as shown in **Figures 17** and **18**.

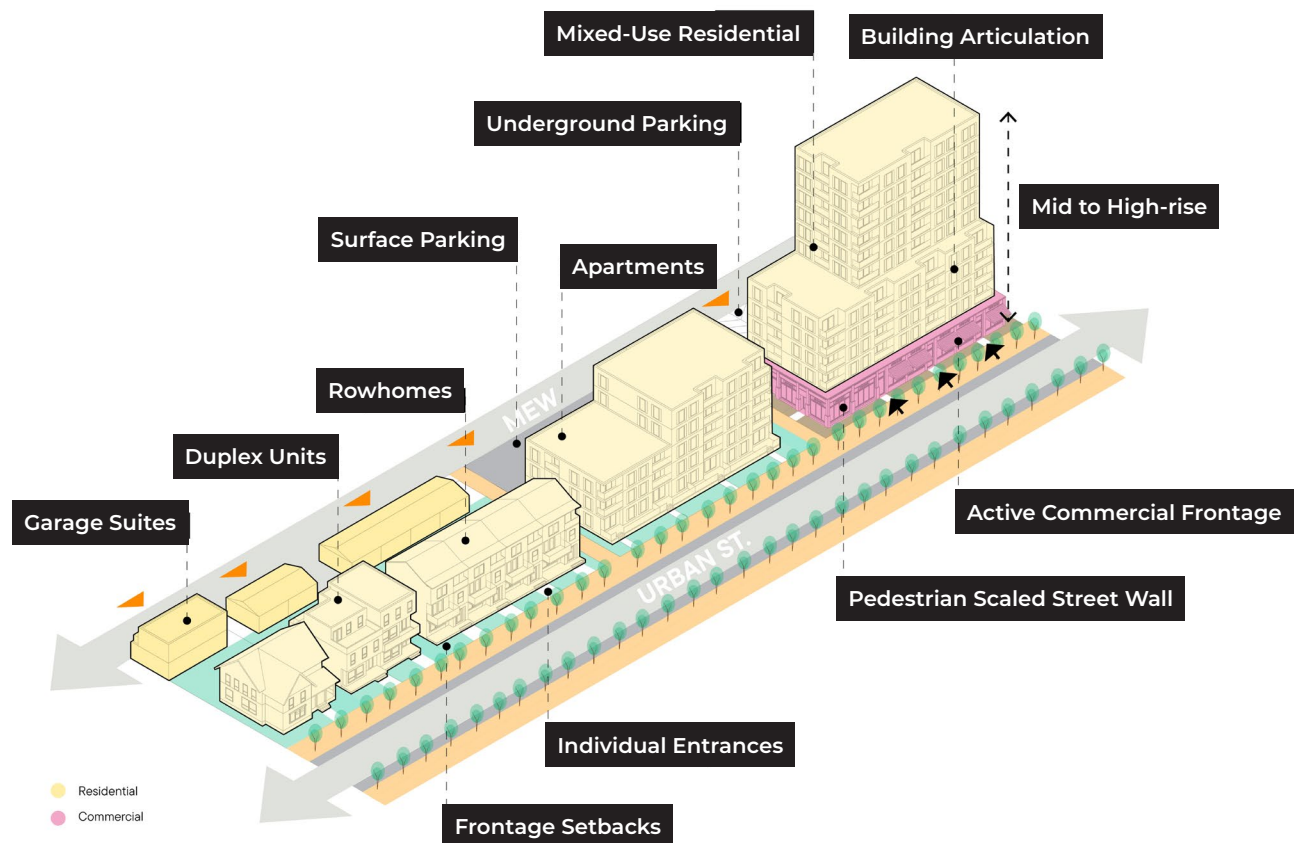
- a.** Require a comfortable and inviting pedestrian experience through the retention of mature trees, implementing street improvements, and street-oriented development (where possible).
- b.** Require buildings to be setback from the sidewalk to create amenity areas, accommodate landscaping, and contribute to a comfortable pedestrian experience.
- c.** Require *high-rise* buildings to provide a pedestrian-scaled streetwall through the use of stepbacks, architectural projections, awnings, and/or other features.
- d.** Require parking lots to be accessed from the lane and located underground, above-ground or at-grade behind the building where a lane is provided.
- e.** Require landscaping and/or screening that enhances the adjacent *public realm* while balancing CPTED principles where surface parking lots are provided adjacent to streets.
- f.** Expect *new development* 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.
- g.** Expect increased residential densities through *compatible* residential *infill* development to support surrounding *commercial* growth.
- h.** Expect a range of housing types including, but not limited to, semi-detached dwellings, duplexes, triplexes, fourplexes, rowhousing, stacked rowhousing and apartments.
- i.** Expect increased residential density on developed lots by permitting secondary suites, garden suites, and garage suites on lots developed as low density residential.
- j.** Expect mid to *high-rise* built forms where adjacent developments exceed 4 storeys or along *Active Frontages*.
- k.** Expect 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.
- l.** Consider *commercial* and other non-residential uses that are complementary to the residential character of the district and do not adversely affect adjacent properties.
- m.** *Active Frontages*
  - i. Require *commercial* uses to provide an active pedestrian interface, including features such as, but not limited to, transparent windows, primary entrances, and patios.
  - ii. 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.
  - iii. Consider a reduced setbacks to support the street-oriented character of the street.



**Figure 17:** Urban Village Character and Street Interface



**Figure 18:** Urban Village Form and Scale



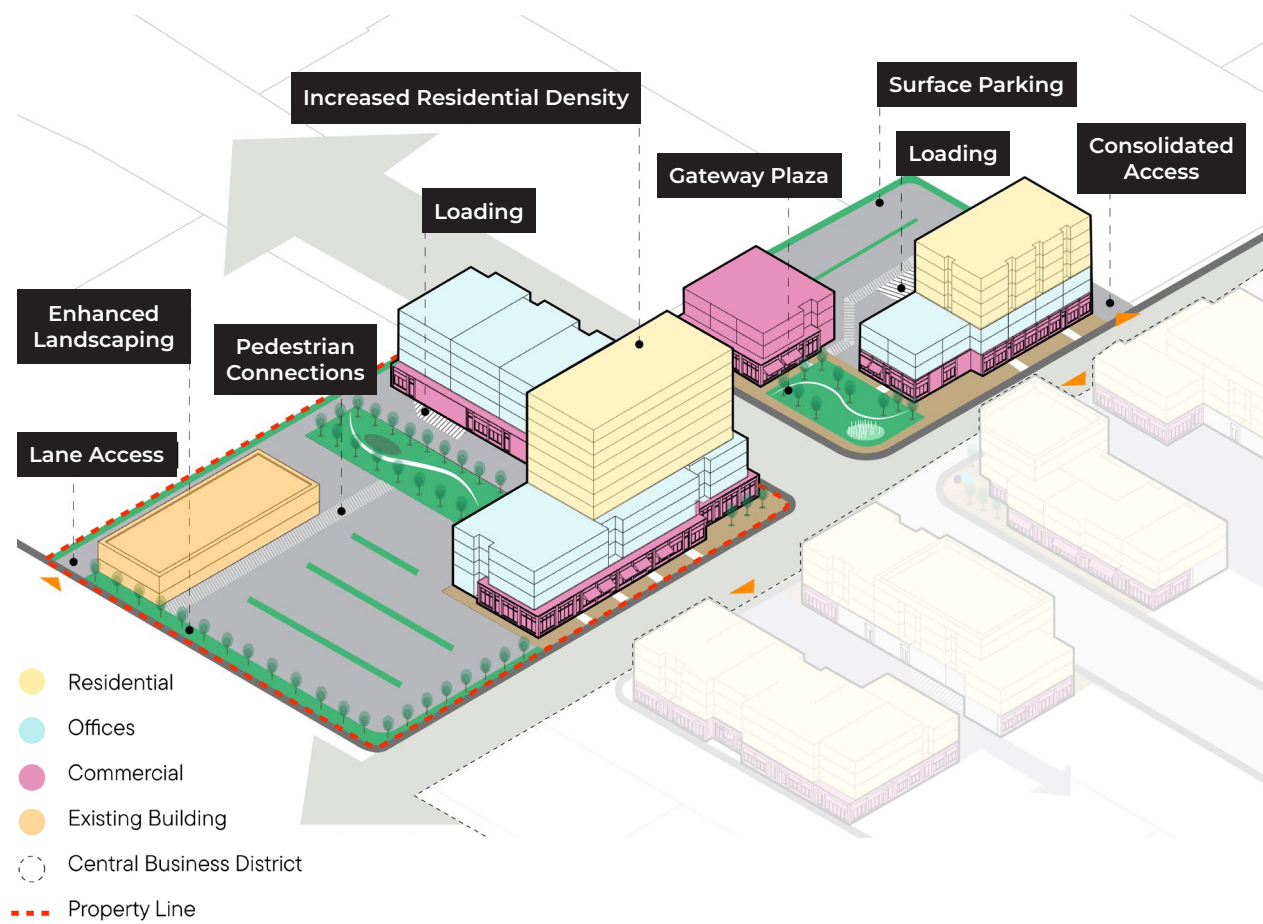


## 6.4 Commercial Gateway

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 14** and **Figure 19**.

- a.** Require enhanced pedestrian environment and pedestrian safety through improved connections through surface parking lots, landscape design, and *public realm* improvements (where possible).
- b.** Require durable and timeless architecture, materials, and landscaping for *new developments* and renovation of existing developments.
- c.** Require *new developments* to be located adjacent to the street and address the street with architectural detail and interest (where possible).
- d.** 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.
- e.** Require the redevelopment of large sites exceeding 1.0 ha to:
  - i. Provide a fine-grained street pattern with an interconnected network of smaller streets and blocks 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.
- f.** Expect *low-rise* and *mid-rise* built forms.
- g.** Consider *high-rise* built forms on sites exceeding 1.0 ha where appropriate transition to adjacent developments is provided.
- h.** Consider a range of street-oriented and auto-oriented *commercial* uses.
- i.** Consider residential uses where site planning provides appropriate landscaping and transition to adjacent *commercial* uses or in mixed-use developments.

**Figure 19:** Large Site Redevelopment Considerations





# 7.0

SECTION 7.0

# Implementation



URBAN CENTRE AREA REDEVELOPMENT PLAN

## **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 and implemented by the respective municipal department and partners, with scheduling and resourcing based on the internal capacity of the departments and municipal support.

### **7.1 Action Plan**

The Implementation Plan is a separate, non-statutory plan that is anticipated to guide the City's actions over a 20-year horizon and be a living document, with annual tracking and monitoring envisioned. 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



Important Policy Terms	
<b>Activated</b>	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.
<b>Active Frontages</b>	Buildings or spaces that engage directly with the street, often with ground-floor <i>commercial</i> or other public uses.
<b>Active Modes Parking</b>	Parking options for bikes, scooters, skateboards, strollers, and other mobility devices that support <i>active transportation</i> .
<b>Active Transportation</b>	Modes of transportation that rely on human power, such as walking, cycling, and using public transit.
<b>Adaptable</b>	The ability of a building or space to be modified or reused for different purposes over time.
<b>Arterial Street</b>	A major road that carries significant traffic volumes.
<b>Collector Street</b>	A road that collects traffic from <i>local streets</i> and directs it to arterial roads or highways.
<b>Commercial</b>	Businesses that provide goods, services, entertainment, and/or food and beverage offerings, including retail stores, offices, restaurants, and entertainment venues.
<b>Compatible</b>	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.
<b>Forecourt</b>	An amenity area located within the setback of a building that integrates with the adjacent <i>public realm</i> .
<b>Planting / Furnishing Zones</b>	Specific area within a public space designated for <i>streetscape</i> amenities such as seating, planting, and bicycle parking.
<b>Gateway</b>	A significant entry point to a city or neighborhood, often marked by distinctive architecture or landscaping.
<b>High-rise</b>	Buildings nine or more storeys tall.
<b>Historic Resource</b>	A building, site, object, or district that is significant in history, architecture, or culture. Historic Resources can be identified as local or provincial significance.



Important Policy Terms	
<b>Infill</b>	Development that occurs on vacant land within existing urban areas.
<b>Liner Uses</b>	<i>Commercial</i> or community uses located between inactive uses such as above ground parking facilities and the <i>public realm</i> .
<b>Local Street</b>	A road primarily serving local traffic.
<b>Low-rise</b>	Buildings up to four storeys tall.
<b>Massing</b>	The overall shape and volume of a building or group of buildings.
<b>Mews</b>	A narrow street, lane, greenway, or public utility right of way that is located mid-block or within a larger development site that is lined with <i>commercial</i> or residential frontages.
<b>Mid-rise</b>	Buildings five to eight storeys tall.
<b>New Development</b>	The process of developing or redeveloping a site or area, which may include demolition.
<b>Through Zone</b>	Specific area within a public space designated for non-vehicular movement such as sidewalks and multiways.
<b>Placemaking</b>	The process of creating public spaces that are attractive, engaging, and foster a sense of community.
<b>Plaza</b>	A public square or open space, often paved and surrounded by buildings.
<b>Pocket Park</b>	A small public park, often located in urban areas, designed for relaxation and recreation.
<b>Public Realm</b>	The shared public spaces of a city, including streets, sidewalks, <i>plazas</i> , and parks.
<b>Resilient</b>	The ability of a system or community to withstand and recover from disturbances.
<b>Street Wall</b>	The continuous facade of buildings along a street.
<b>Streetscape</b>	The overall appearance of a street, including buildings, sidewalks, street furniture, and landscaping.
<b>Inclusive</b>	Designing spaces and products to be usable by everyone, regardless of age, ability, or disability.
<b>Wayfinding</b>	The process of planning a route and navigating a space.

## Urban Centre Area Redevelopment Plan

