

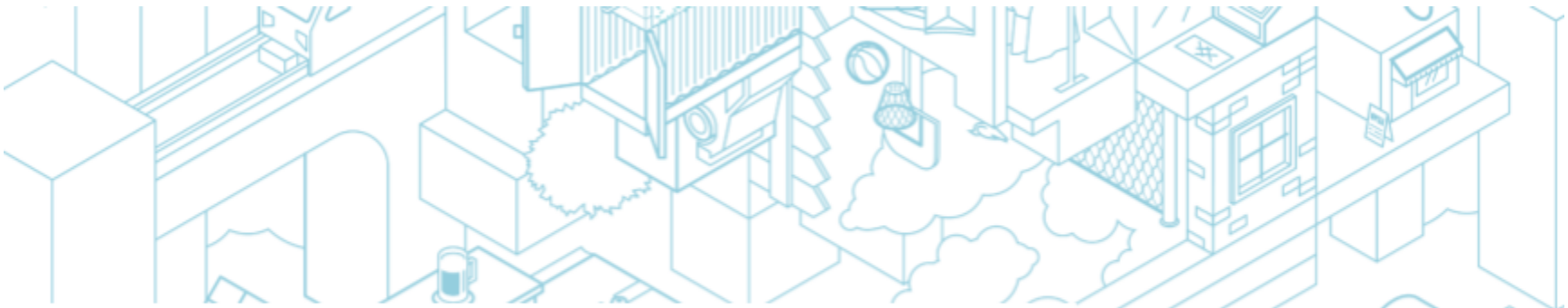
NORTHWEST DISTRICT PLAN



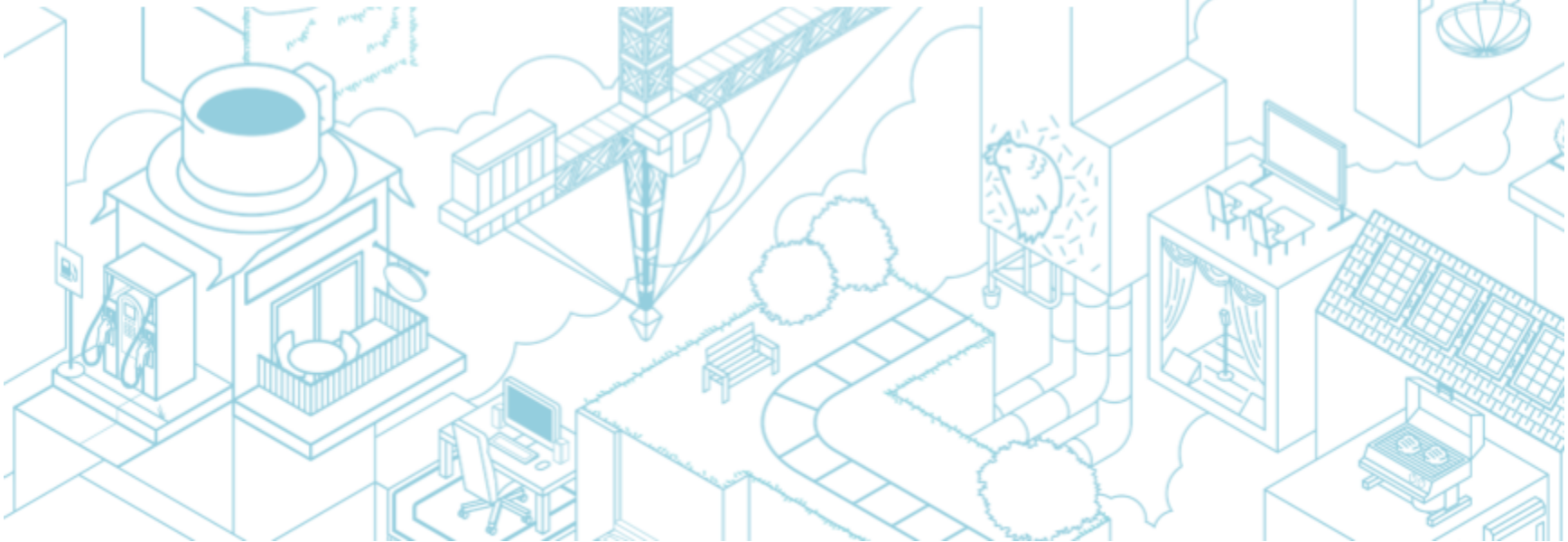
Draft 2023

Table of Contents

Land Acknowledgement.....	4
1 Introduction to District Plans.....	5
1.1 How to Use This District Plan.....	7
1.2 Authority and Relationship to Other Plans.....	9
1.3 Relationship With the Zoning Bylaw.....	9
1.4 Amendments.....	9
2 District Context.....	10
2.1 Physical Context.....	10
Map 1: Citywide Context.....	11
2.2 Historical Context.....	12
Map 2: Heritage and Culture.....	14
2.3 Development Context.....	15
Map 3: District Context – Assets.....	17
Map 4: District Context – Development Considerations.....	18
3 District Systems and Networks.....	19
3.1 Managing Growth.....	19
Table 1 - Anticipated District Population and Employment Numbers.....	20
Map 5: Managing Growth to 1.25 Million.....	22
3.2 Planning and Design.....	23
Map 6: Land Use Concept to 1.25 Million.....	25
Map 7: Nodes and Corridors.....	26
Map 8: Open Space and Natural Areas to 1.25 Million.....	27
3.3 Mobility.....	28
Map 9: Active Transportation to 1.25 Million.....	29
Map 10: Transit to 1.25 Million.....	30
4 Area-Specific Policy.....	31
Map 11: Area-Specific Policy Subareas.....	32
Table 2 - Area-Specific Policy Table.....	33
5 Growth to 2 Million.....	35
Map 12: Vision at 2 Million.....	37



*This District Plan and its contents are for informational purposes only. It is a **draft proposal, subject to change**, and is in no way binding upon any lands within the municipal corporate boundaries of the City of Edmonton. The City of Edmonton provides this information in good faith, but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information or its use for any purpose.*



Land Acknowledgement

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

Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot).

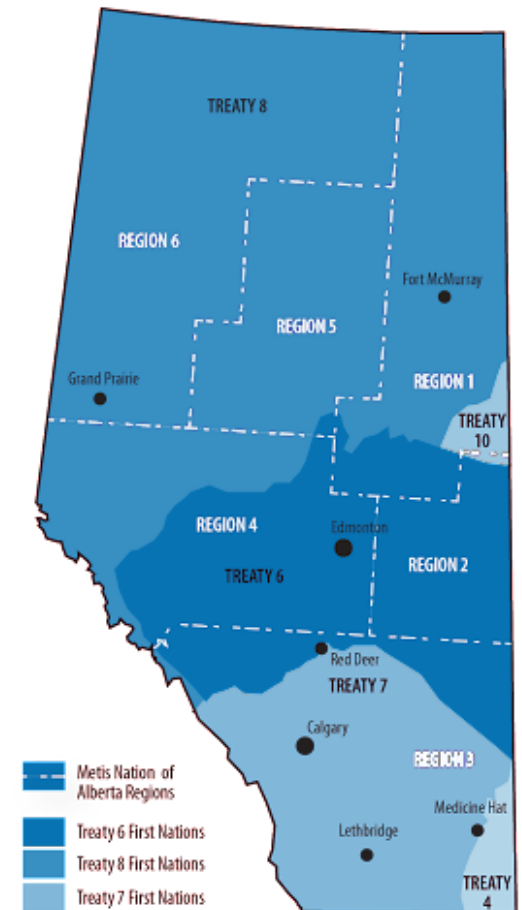
Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, iyiniw iskwewak wihtwawin (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history for future generations. The Northwest district is located within the Edmonton wards named Anirniq, Nakota Isga and. tastawiyiniwak.

Anirniq ᐱᓃᓃᓃ (pronunciation: A-nirk-nik) originates from the Inuktun language and its meaning is breath of life or spirit, which references that tuberculosis took the breath and spirit of many Indigenous people; in the 1950s and 60s, many Inuit people were flown south to places including Edmonton for treatment.

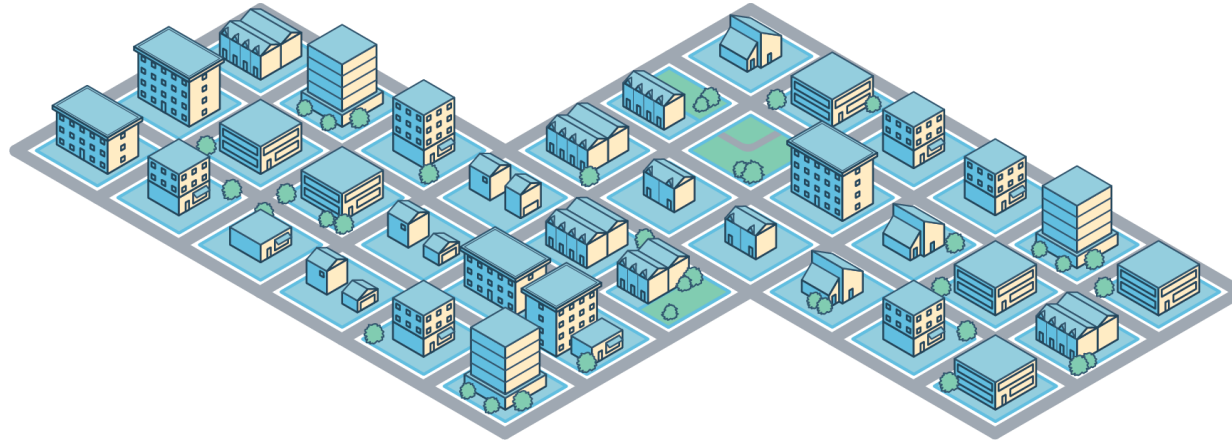
Nakota Isga (pronunciation: NA-KOH-TAH EE-SKA) originates from the Sioux language means The People; Alexis Nakota Sioux Nation is the furthest northwestern representative of the Siouan language family and many Alexis people use the name Isga to refer to themselves.

tastawiyiniwak ᑕᓄᑕᓄᓄᓄᓄᓄᓄ (pronunciation: TASS-TAW-WIN-EE-WOK) originates from the Cree language, and refers to the LGBTQ2S+ community. The Cree believe all people are unified by a single ahcahk (spirit). Each individual could choose where they belonged, what responsibilities they bore to their community, and were free to move between roles as they wished. This is the origin of the term tastawiyiniwak, or "in-between people."

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



1 Introduction to District Plans



A district is a collection of neighbourhoods that ideally contain most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Edmonton has 15 districts, each with a unique district plan created to reflect the residential and non-residential opportunities the area contains and its location within the city. These district plans are principal policy documents that guide the physical change of each district as described in [The City Plan](#), with a focus on planning and design, mobility and growth management systems.

The City Plan looks into the future and sets the direction for how Edmonton will grow and change as it approaches a city of two million people. One way it plans for this growth is through the network of districts, which will help achieve one of The City Plan's Big City Moves - a "Community of Communities". Big City Moves are bold, transformative priorities necessary for change. District plans provide direction on how each district will grow to improve the connection, accessibility and quality of life at a local level and throughout the city.

While The City Plan guides the city's growth to two million residents, district plans provide direction for The City Plan's first population horizon of 1.25 million Edmontonians.

District plans play a key role in bringing the "Community of Communities" vision to life by laying the foundation for 15-minute communities. This concept will help direct services and amenities closer to where people live so Edmontonians can meet most of their daily needs within a 15-minute walk, roll, bicycle ride or transit trip from their home.

Districts should not be considered perfectly self-contained. Each district contains unique destinations with diverse commercial, recreational and employment activities. People living or working near the edge of one district may be best served by amenities in an adjacent district for their 15-minute needs.

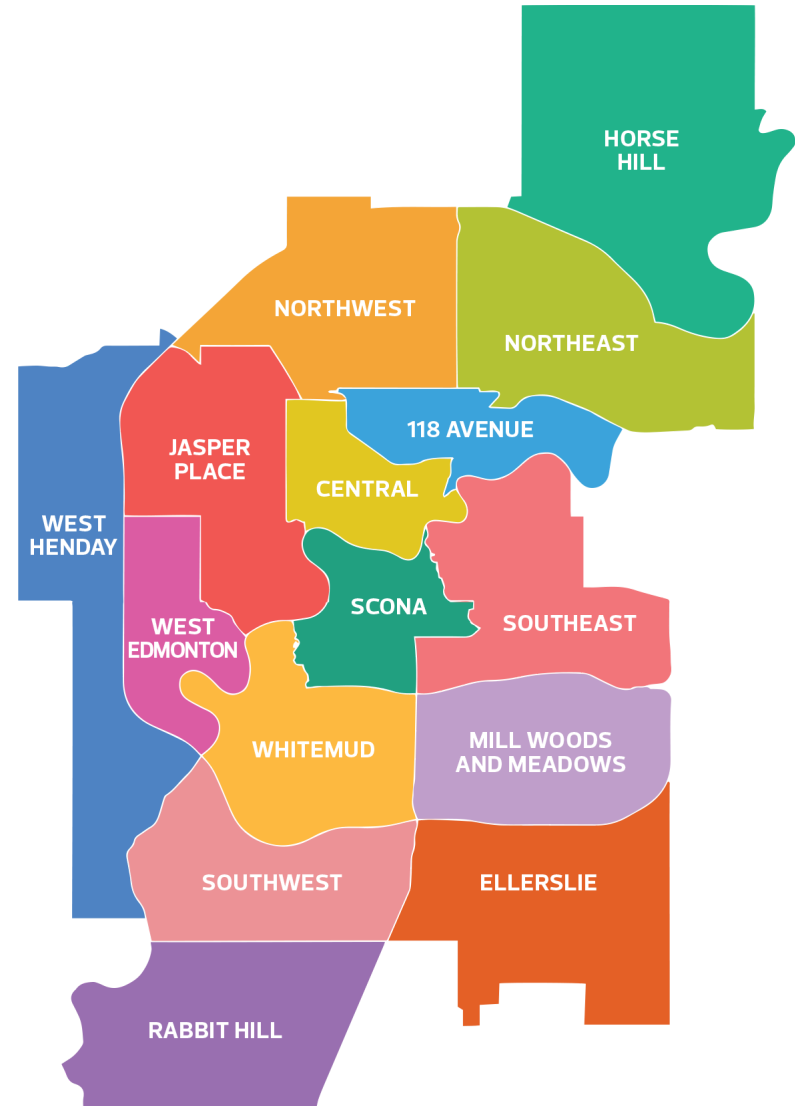
There are 16 district plan bylaws:

- **District Policy** - applies to all districts and provides citywide policy direction.
- **15 district plans** - describe the districts, provide their specific policies and explain how they will change over time.

District plans and the [District Policy](#) will be used to guide change toward [The City Plan](#) vision and provide policy direction to accommodate Edmonton's growth up to the 1.25 million people milestone.

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

District plans will respond over time to accommodate Edmonton's growing population, the shifting municipal environment and emerging priorities. More detailed information may be added to the District Policy or individual district plans as additional planning work is completed or the context changes. District plans are designed to be dynamic rather than static - living documents that are kept up to date to ensure ongoing usefulness and relevance. The City intends to undertake major amendments to update district plans when the City's population approaches 1.25 million.



1.1 How to Use This District Plan

This district plan and the [District Policy](#) must be read together for complete planning direction. The District Policy provides policy direction for all districts and includes a glossary of terms and map features found in both this district plan and the District Policy. This district plan provides detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

The steps below outline how to use this district plan and District Policy:

Step 1: Read Section 1: Introduction to District Plans ([Section 1](#))



Section 1: Introduction to District Plans explains the authority and relationship between district plans, the District Policy and other planning documents and plans.

Step 2: Review the District Context ([Section 2](#))



Section 2: District Context describes and shows where the district is located within the city, how the district came to be and what is located within the district at the time of district plan adoption.

- [Map 1: Citywide Context](#)
- [Map 2: Heritage and Culture](#)
- [Map 3: District Context – Assets](#)
- [Map 4: District Context – Development Considerations](#)

Step 3: Review the planning direction for the district ([Section 3](#))



Section 3: District Systems and Networks describes and shows the district’s planned systems and networks including land use, nodes and corridors, open space and natural areas, mobility, and managing growth and the investments planned for these networks as Edmonton reaches 1.25 million people.

- [Map 5: Managing Growth to 1.25 Million](#)
- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

[Section 5: ‘Growth to 2 Million’](#) summarizes how the district will continue to grow and change beyond the 1.25 million population horizon.
[Map 12: Vision at 2 Million](#)

Step 4: Review the Area-Specific Policy ([Section 4](#))



Determine if there are any area-specific policies or geographic plans that apply to smaller areas within the district. [Map 11: Area-Specific Policy Subareas](#) indicates areas where the area-specific policy applies. These policies are unique to the district and may be additional or exceptional to the District Policy.

Step 5: Consult the [District Policy](#)



Consult the [District Policy](#) to find the applicable policies using the district maps and area-specific policy information identified through Steps 2 to 4 above.

All district plan map symbols, locations, features and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District Policy for further direction. Mass transit networks and other infrastructure works are subject to further technical study and refinement.

Policies in the District Policy are positive and non-exclusive statements of intention, and therefore do not exclude actions they do not describe. For example, a policy to support a certain type of development does not prevent the City from supporting a different type as well.

District plans must be read in conjunction with [The City Plan](#) and other policies, strategies and guidelines established by the City. References to applicable strategies and guidelines are included but are not comprehensive. For a complete review of applicable City policies and guidelines regarding individual development proposals or projects, consult with city planning staff.

1.2 Authority and Relationship to Other Plans

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

District plans are subject to the City of Edmonton's Municipal Development Plan ([The City Plan](#)); in the event of a discrepancy, The City Plan shall prevail over the district plans and District Policy. In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, [Table 2](#) shall prevail.

Where there are existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) other than the City Plan, the district plan will guide plan amendment decisions only, and the existing statutory plan will guide rezoning, subdivision and development permit decisions. Where no other statutory plan other than the City Plan is in effect for a given area, district plans and the District Policy will guide rezoning, subdivision, and development permit decisions. The creation of new statutory plans will be guided by the District Policy and the pertinent district plans in effect. Where there are Area Structure Plans and Area Redevelopment Plans in effect, the planned density targets established in those plans will be maintained to ensure consistency with the [Edmonton Metropolitan Region Growth Plan](#).

District plans support the Edmonton Metropolitan Region Board's growth objectives and strengthen collaboration with regional partners. Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs) and other geographic

plans will continue to provide guidance to ensure the orderly first-generation development of Developing Areas and Future Growth Areas.

1.3 Relationship With the Zoning Bylaw

District plans, the District Policy and other applicable statutory plans, guidelines and policy direction will inform and guide discretion in decision-making when considering land use, urban design and general planning decisions made while using Edmonton's Zoning Bylaw ([Bylaw XXXXX](#)).

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to [\[DATE OF PASSAGE OF DISTRICT POLICY\]](#), shall not be subject to the District Policy and applicable district plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable district plan.

1.4 Amendments

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

2 District Context

2.1 Physical Context

The Northwest District is located in the north central area of the city and is one of 15 districts in Edmonton’s District Network as outlined in [The City Plan](#). Nearby districts include the Northeast, Central, 118 Avenue, and Jasper Place Districts. The Northwest District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Albany
- Athlone
- Baturyn
- Baranow
- Beaumaris
- Belle Rive
- Caernarvon
- Calder
- Canossa
- Carlisle
- Carlton
- Chambery
- Cumberland
- Dunluce
- Eaux Claires
- Elsinore
- Evansdale
- Glengarry
- Goodridge Corners
- Griesbach
- Hagmann Estate Industrial
- Hudson
- Kensington
- Killarney
- Klarvatten
- Lago Lindo
- Lauderdale
- Lorelei
- McArthur Industrial
- Mistatim Industrial
- Northmount
- Oxford
- Pembina
- Rampart Industrial
- Rapperswill
- Rosslyn
- Wellington

The Northwest District is generally bordered by St. Albert Trail NW (Highway 2), Anthony Henday Drive (Highway 216), 82 Street NW, 137 Avenue NW and Yellowhead Trail and 127 Avenue NW. These roadways connect and support movement of people and

goods, mass transit and active transportation modes between the district and its surrounding areas.

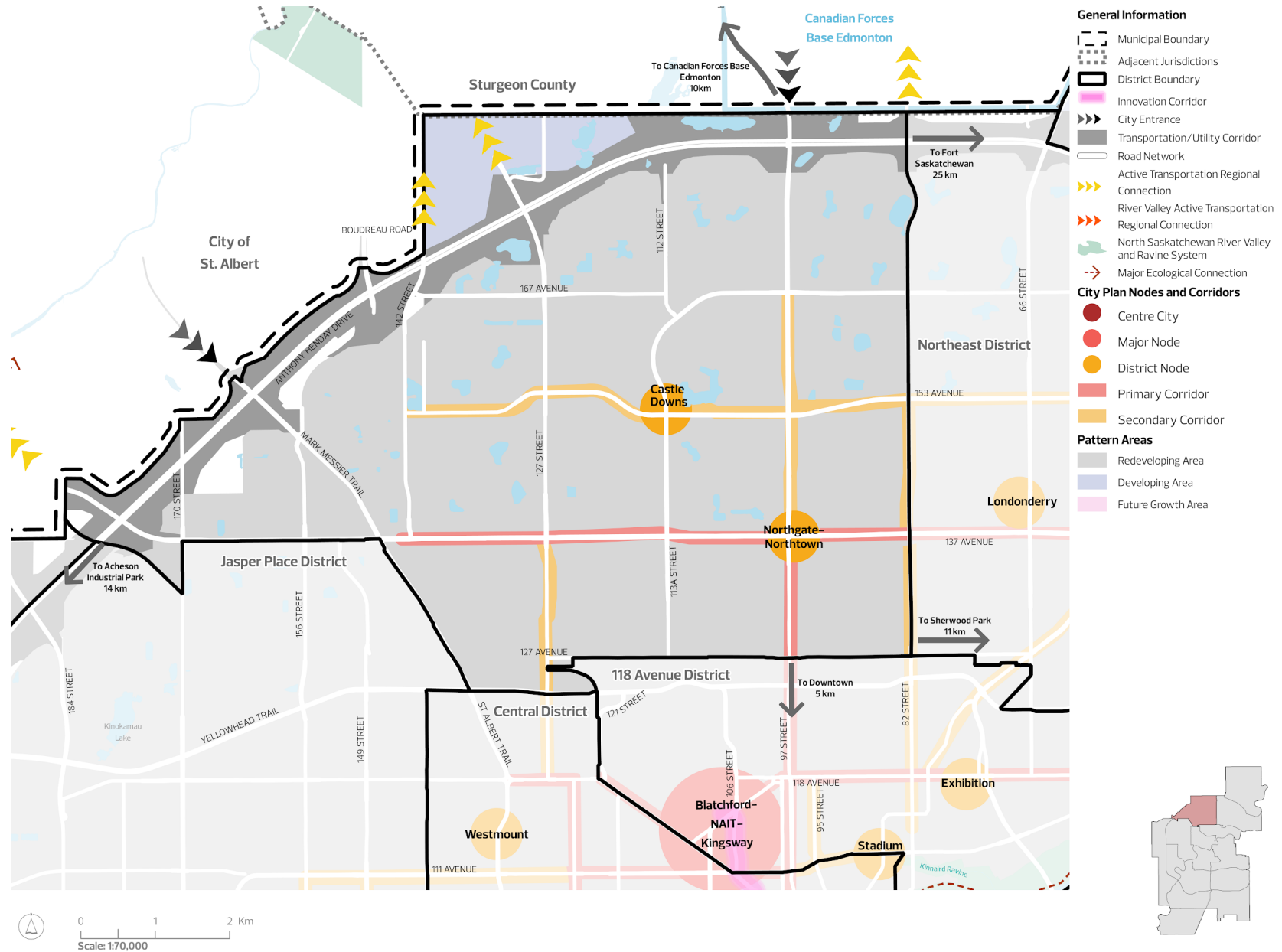
The northwest neighbourhoods contain large wetland complexes, including a freshwater marsh, wet meadow, as well as several ephemeral water bodies are found north of the Anthony Henday Drive (Highway 216) in the Goodridge Corners area.

Map 1: Citywide Context

The Citywide Context map focuses on the district’s position and location within the city and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

Map 1: Citywide Context

Legend items are defined in District Policy Glossary



2.2 Historical Context

The land within the Northwest District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers arrived. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape today. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The City acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experience and in their own voices. District plans, therefore, do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each district. Historical context is provided, instead, from a settler-colonial perspective generally beginning with the settlement period when the first railways reached the area and Edmonton was incorporated as a municipality.

Early development of this district was influenced by the 'leapfrog' development of the Hudson Bay Reserve, which restricted Edmonton's growth between Jasper Avenue NW and 118 Avenue NW. New development in the Kensington and Namao Avenue NW (now 97 Street NW) areas, along with the settlement of the Grand Trunk Pacific Railway shunting yards along 127 Avenue NW, established the separate town of West Edmonton (now the Calder neighbourhood) in 1910.

The agricultural lands surrounding Calder, Parkland County (west) and Sturgeon County (north), were brought into Edmonton's municipal boundaries in 1913. Calder was later annexed in 1917, joining the southern Northwest District neighbourhoods, Kensington and Killarney. Shortly after, a streetcar line was extended to the Calder area along 127 Street NW, offering the

area a connection to downtown. It was only after World War II that these neighbourhoods experienced considerable growth.

The Canadian Forces developed the Griesbach area into a National Defence facility in the 1950s where military personnel and their families lived until the mid-1990s. The facility then relocated to Namao, allowing for Griesbach to redevelop into a non-military residential neighbourhood.

A series of annexations occurred between the 1960s and 1970s to accommodate the steady population growth during the oil-driven economic boom. These annexations brought much of the Dickinsfield (now Evansdale and Northmount), Belle Rive and Castle Downs neighbourhoods into Edmonton's municipal boundaries. Most of the development of these neighbourhoods took place during the late 1960s and early 1970s. All other neighbourhoods south of Anthony Henday Drive saw development begin in the 1990s into the early 2000s.

Industrial lands in the western portion of this district were annexed in response to the 1980s growth management philosophy for the Edmonton region. A historical overview of the Mistatim Industrial area in the district's north indicates that a significant portion was once occupied by a series of lakes.

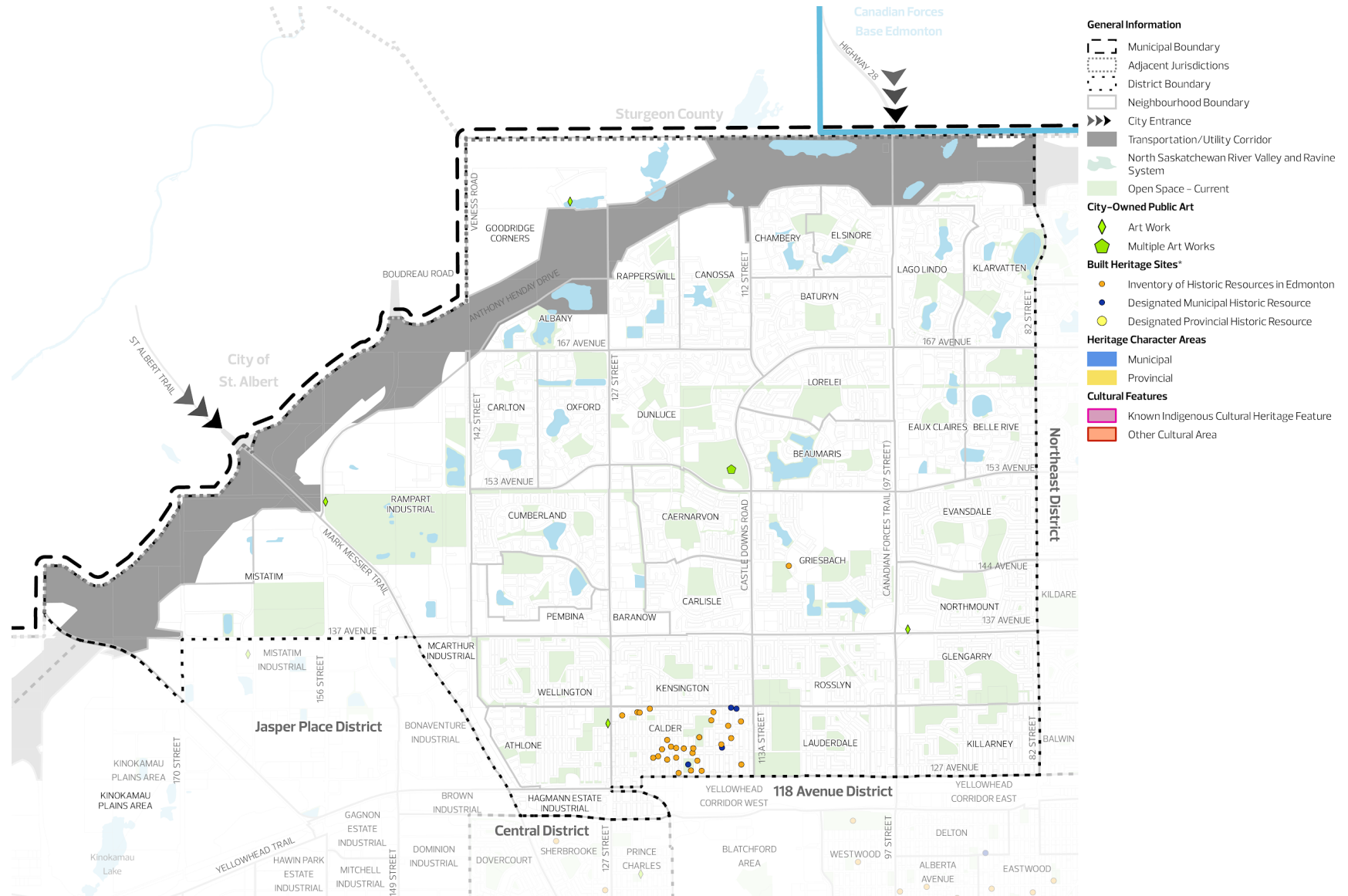
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this area. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities and First Nations, cultural landscapes and historical resources shown through stories, structures and spaces.

Map 2: Heritage and Culture

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

Map 2: Heritage and Culture

Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Neighbourhood Boundary
 - City Entrance
 - Transportation/Utility Corridor
 - North Saskatchewan River Valley and Ravine System
 - Open Space - Current
- City-Owned Public Art**
- Art Work
 - Multiple Art Works
- Built Heritage Sites***
- Inventory of Historic Resources in Edmonton
 - Designated Municipal Historic Resource
 - Designated Provincial Historic Resource
- Heritage Character Areas**
- Municipal
 - Provincial
- Cultural Features**
- Known Indigenous Cultural Heritage Feature
 - Other Cultural Area



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*See City of Edmonton Open Data for latest information

2.3 Development Context

The majority of the lands in the Northwest District are used for residential purposes, with supporting commercial amenities allocated along major roadways, including Highway 28 (Canadian Forces Trail/97 Street NW) and 137 Avenue NW. Lands within the western portion of the Northwest District both west and east of Mark Messier Trail NW and north of 137 Avenue NW, include industrial, business and commercial uses that serve the local neighbourhoods and broader regional communities.

The district is connected regionally by Highway 2 (Mark Messier Trail) leading to St. Albert Trail in St. Albert, and by Highway 28 (Canadian Forces Trail) leading north to Sturgeon County. Major roadways connecting neighbourhoods within the district include 137 Avenue NW and 153 Avenue NW for east/west connections, as well Highway 28 (Canadian Forces Trail/97 Street NW) and Highway 2 (Mark Messier Trail) for north/south connections.

There are several natural areas and environmentally sensitive sites located in the northern portion of the Northwest District. The northwest neighbourhoods contain large wetland complexes, including a freshwater marsh, wet meadow and upland forest area. Several ephemeral water bodies are found north of the Anthony Henday Drive (Highway 216) in the Goodridge Corners area, including wetlands that play a critical function in maintaining and balancing the local hydrological regime. Past agricultural practices have eliminated most of the mature vegetation within the area, with the remaining stands of woodlots located in the northeast and northwest areas of this district.

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

Current Plans in Effect

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

- Castle Downs Extension Area Structure Plan – 1983
 - Canossa Neighbourhood Structure Plan – 1984
 - Rapperswill Neighbourhood Structure Plan – 2010
- Edmonton North Area Structure Plan – 1979
 - Eaux Claires Neighbourhood Structure Plan - 1983
 - Klarvatten Neighbourhood Structure Plan – 1982
- Palisades Area Structure Plan – 1984
 - Albany Neighbourhood Structure Plan – 2009
 - Carlton Neighbourhood Structure Plan – 1999
 - Hudson Neighbourhood Structure Plan – 1997
- Rampart Industrial Area Structure Plan – 1984
- Goodridge Corners Neighbourhood Area Structure Plan – 2014
- Griesbach Neighbourhood Area Structure Plan – 2002

A number of the Northwest District's neighbourhoods are in various stages of development. While many of the neighbourhoods within the Anthony Henday Drive (Highway 216) are near the end of development, the Griesbach neighbourhood is actively redeveloping from the former Canadian Forces military site to a modern residential neighbourhood. The Rampart Industrial and Mistatim Industrial neighbourhoods in the west portion of the district are actively developing as employment uses. Goodridge Corners to the north of the Anthony Henday Drive (Highway 216) is actively developing.

Map 3: District Context - Assets

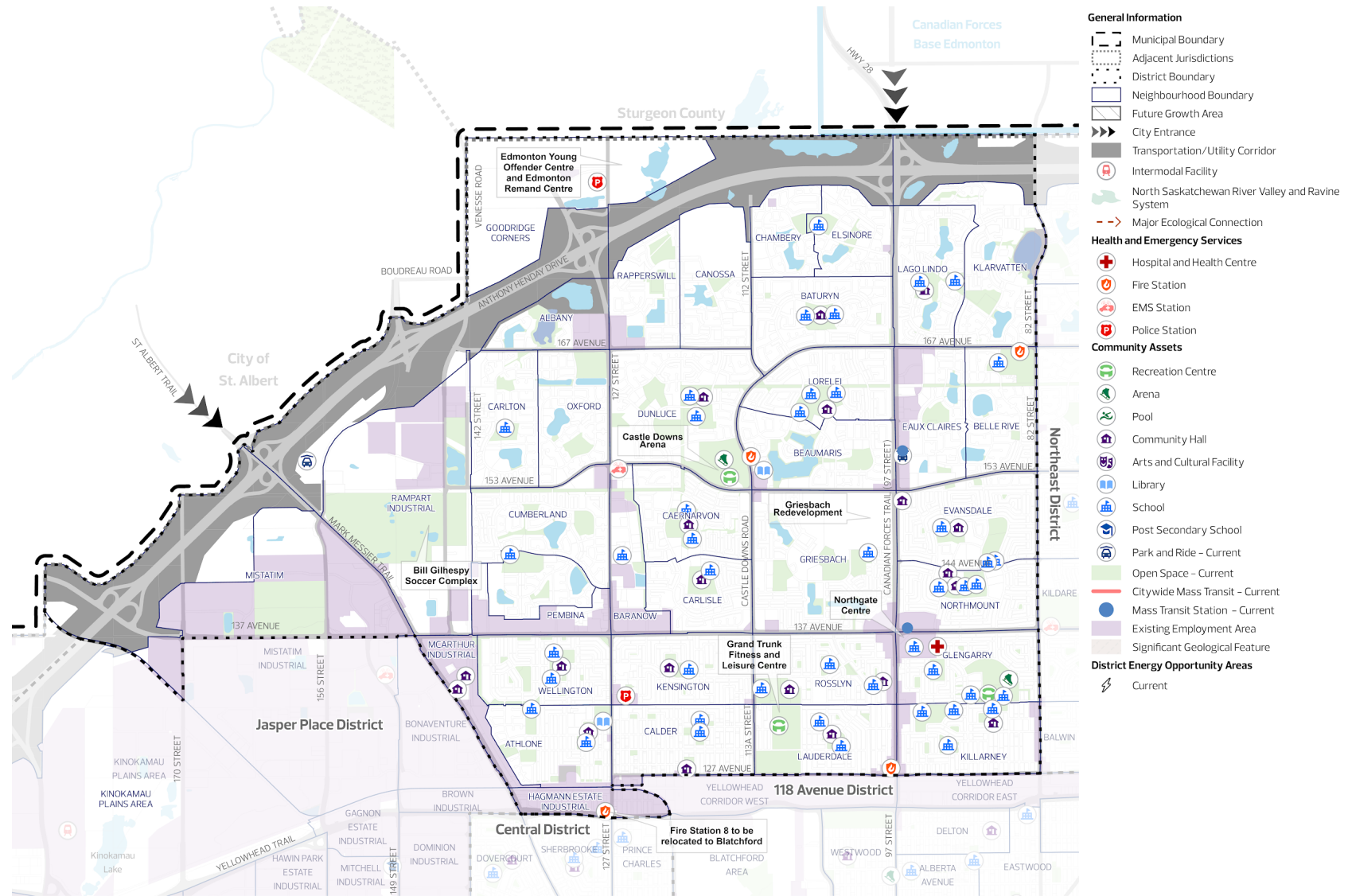
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational facilities.

Map 4: District Context - Development Considerations

The District Context - Development Considerations map is a snapshot of existing conditions at the time of plan adoption—and highlights constraints to consider when working towards creating 15-minute communities. The map illustrates development considerations, such as deficits and risks.

Map 3: District Context – Assets

Legend items are defined in District Policy Glossary

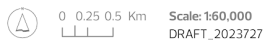
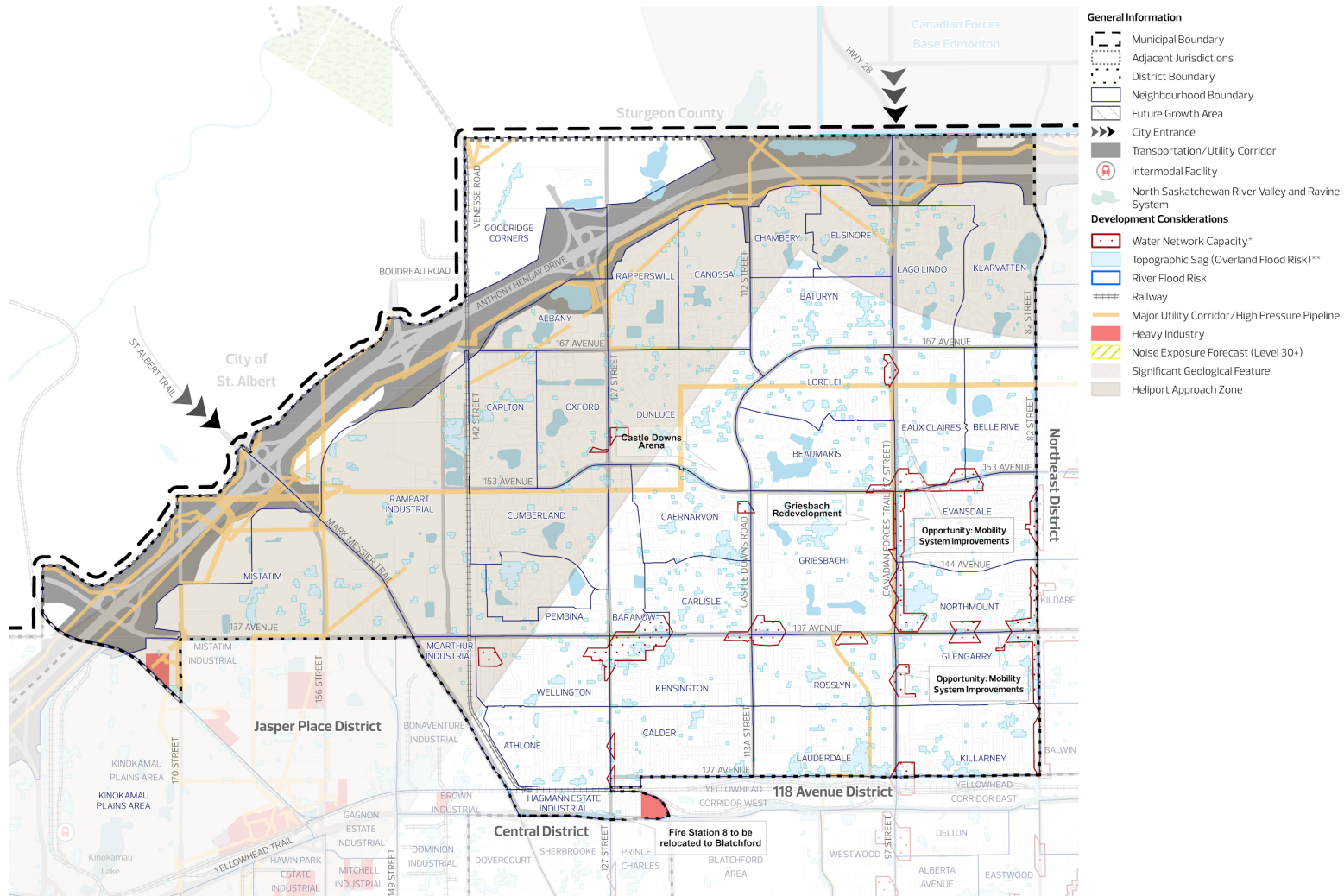


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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.
 *Water network capacity is shown on this map within the Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at data.edmonton.ca for full dataset. **Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

3 District Systems and Networks

Cities are complex. They work best when land use and transportation are considered together with environmental, economic and social factors using a systems approach. [The City Plan](#) calls these systems Managing Growth, Planning and Design and Mobility.

The features shown on **Maps 5 to 10** guide decisions for the orderly growth of the Northwest District, including how land is used and supported by infrastructure. All three systems and their interconnections inform planning decisions for how the district will grow and change over time. All terms and map features are defined in the glossary of the [District Policy](#).

3.1 Managing Growth

As the city grows to the 1.25 million resident population horizon outlined in The City Plan, the Northwest District will grow and change. This section outlines the district's anticipated population and employment growth and how the City of Edmonton will support this growth.

Population growth in this district will primarily occur in the developing neighborhoods of Albany, Canossa, Eaux Claires, Goodridge Corners and Griesbach. Population growth is expected along the nodes and corridors network, including the 137 Avenue NW Primary Corridor and the Castle Downs District Node.

Employment growth is expected to occur in the employment-focused neighbourhoods of Rampart Industrial and Mistatim Industrial in the west of the district. Other employment growth is expected in the commercial areas adjacent to Highway 28 (Canadian Forces Trail) and 137 Avenue NW, as well as at the Castle Downs District Node.

Table 1 provides the anticipated population and employment numbers for the Northwest District at the 1.25 million and two million population horizons of [The City Plan](#). This considers the Northwest District’s population contributions within citywide growth expectations for the 1.25 million and 2 million population horizons.

Table 1 - Anticipated District Population and Employment Numbers

	Federal Census 2021*	City Plan 1.25 Million Population Horizon	City Plan 2 Million Population Horizon
District Population	126,000	134,000	153,000
District Employment	30,000	32,000	43,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data. Figures will be updated when neighbourhood-level census data becomes available.

The way the district looks and feels will change as development projects are completed. Development and change will happen district-wide but more growth and higher-density development will occur in the district’s nodes and corridors. Shifts in local demographics and changing economic conditions will also play roles in shaping the district’s employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This district plan identifies areas within the district where growth is prioritized and public investments will encourage and support growth. The growth and infrastructure of new neighbourhoods are described in greater detail in local plans, such as Area Structure Plans and Neighbourhood Structure Plans.

The City may lead, facilitate and/or fund many of the initiatives and projects referenced. Community, industry or intergovernmental-led projects will also be important to the district’s success. Similarly, smaller local improvements that are not listed in this plan (e.g. street lighting, traffic calming, public space programming) can also support activation.

Priority Growth Areas

Priority Growth Areas are the nodes and corridors that are expected to experience more development (compared to other locations) as the City grows to a population of 1.25 million. It is expected that investment in these areas will contribute to [The City Plan's](#) implementation over the long term.

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

Priority Growth Areas are typically concentrated in the redeveloping areas of the city. Most districts with new neighbourhoods do not have Priority Growth Areas. Growth in these neighbourhoods is directed by local plans.

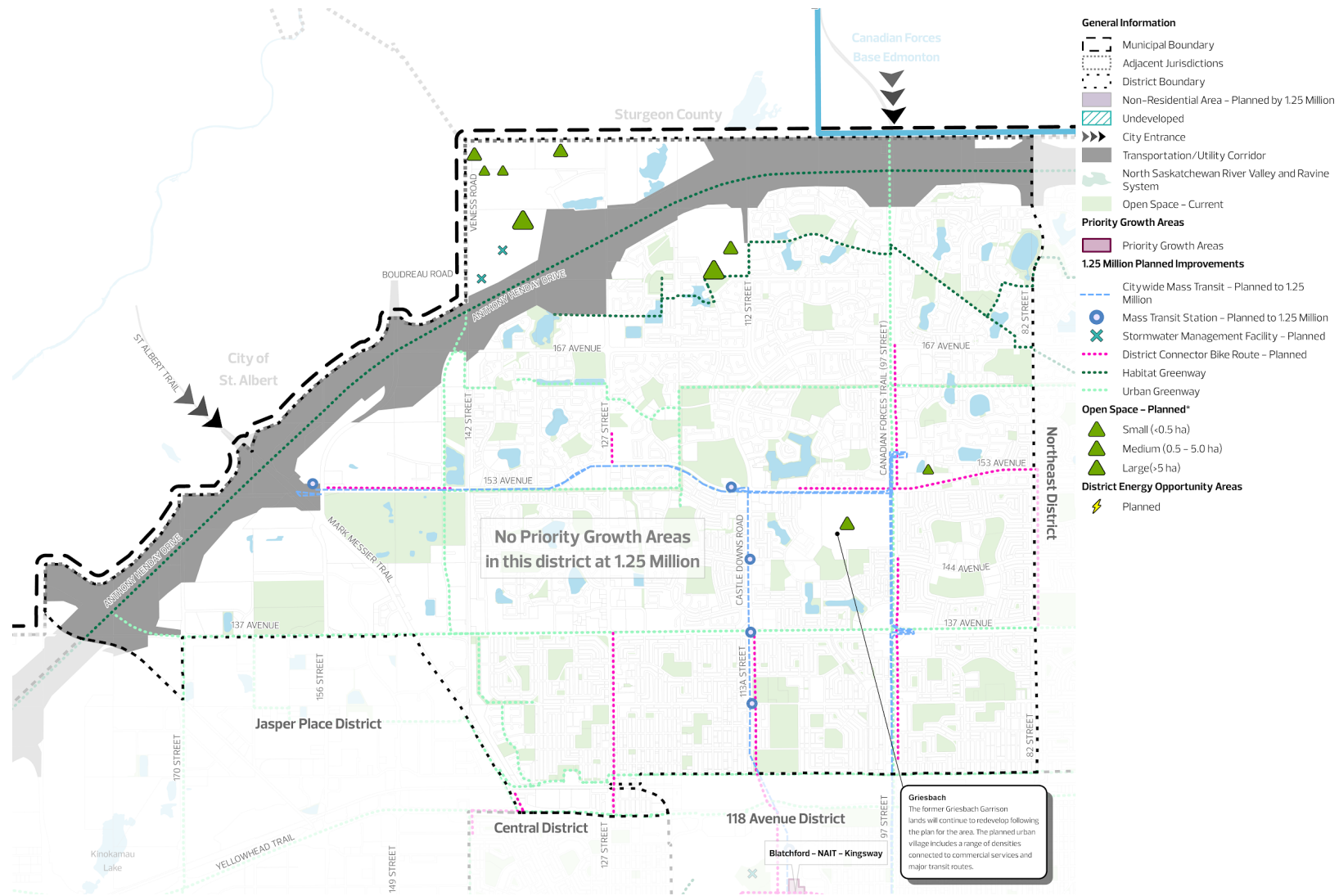
There are no Priority Growth Areas in the Northwest District.

Map 5: Managing Growth to 1.25 Million

Managing Growth to 1.25 Million communicates geographic growth priorities and the City's expected major actions to support Edmonton's growth to 1.25 million people, such as investments in transit, active transportation and open spaces. These investments, along with others in utilities, transportation and community infrastructure will support existing and future residents. In particular, the map identifies nodes and corridors that are Priority Growth Areas and describes how changes to these areas will look and feel in the future.

Map 5: Managing Growth to 1.25 Million

Legend items are defined in District Policy Glossary



No Priority Growth Areas
in this district at 1.25 Million

Griesbach
The former Griesbach Garrison lands will continue to redevelop following the plan for the area. The planned urban village includes a range of densities, connected to commercial services and major transit routes.



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*May include urban services. See additional plans in effect (where applicable) for details.

3.2 Planning and Design

The Planning and Design system is about using land to ensure that there are opportunities for a variety of housing, employment and open spaces in each district. The Planning and Design system is made up of the following networks:

- Nodes and Corridors Network establishes logical areas to focus population and employment growth. The extent of this network is designed to accommodate Edmonton's growth to two million people.
- Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.
- Non-Residential Opportunities Network includes commercial and industrial -focused areas, as well as major institutions, to create productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.

District maps that show Planning and Design direction include:

- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)

Steps toward building these networks are already occurring and will continue as Edmonton grows to 1.25 million and beyond.

Map 6: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map shows the district's statutory geographic plans and the broad land use categories and design influences planned for new growth and redevelopment as Edmonton reaches 1.25 million people. It combines and integrates all Planning and Design Networks, showing how they work together to achieve the district's expected growth.

Map 7: Nodes and Corridors

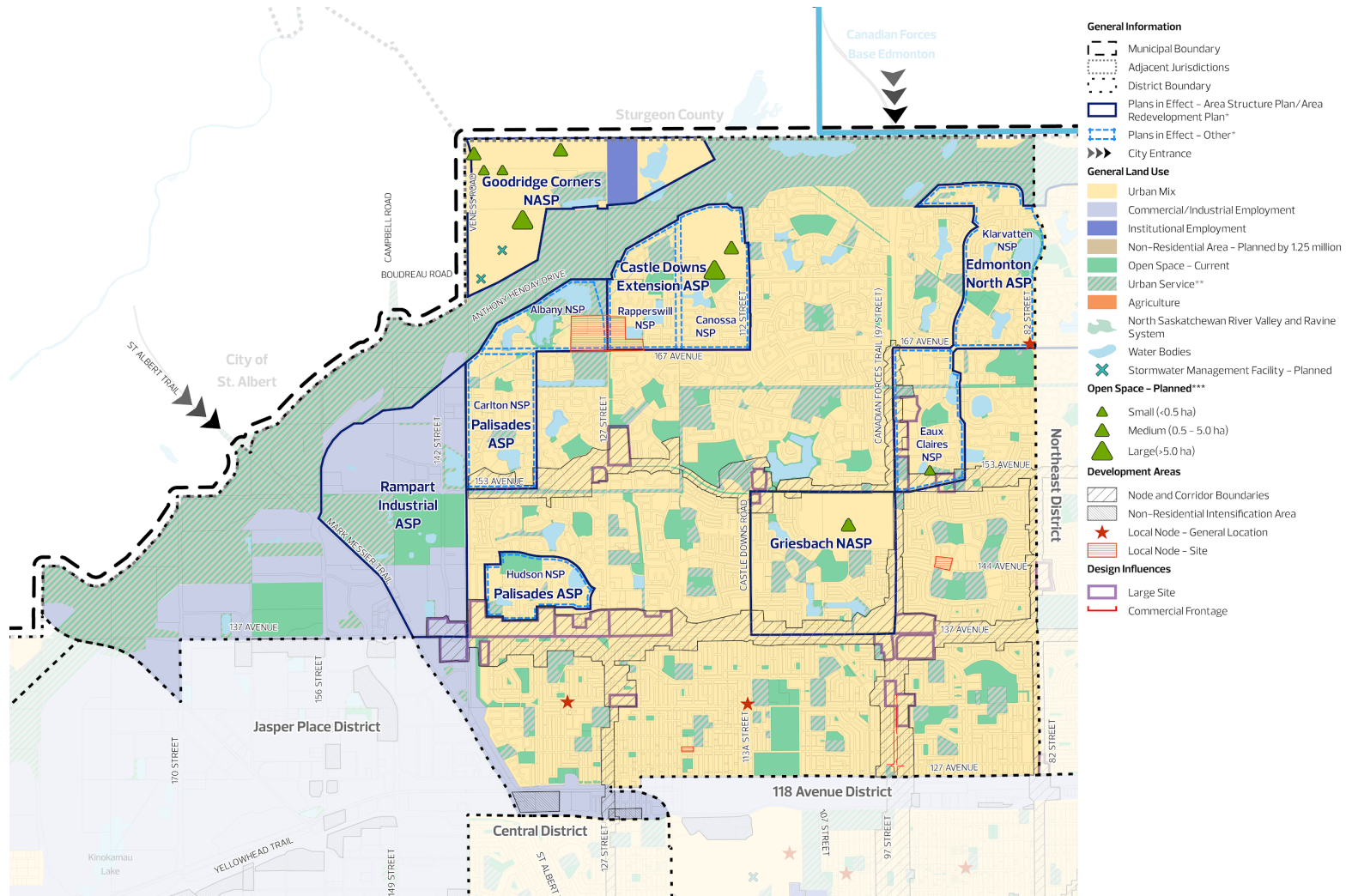
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts as additional information to understand and apply the land use categories shown in [Map 6: Land Use Concept to 1.25 Million](#). The appropriate scale of development depends on the type of node and corridor and roadway types, as described in the [District Policy](#).

Map 8: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map elaborates on the Green and Blue Network in The City Plan with more detail and geographic specificity, including open space types and connections. The map features current and planned publicly-owned open spaces and parks as Edmonton reaches 1.25 million people. Some planned open spaces shown may be built beyond 1.25 million people, subject to growth patterns. Connections are linear greenways and open spaces supporting wildlife movement and public access to the district's natural systems.

Map 6: Land Use Concept to 1.25 Million

Legend items are defined in District Policy Glossary

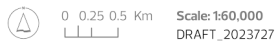
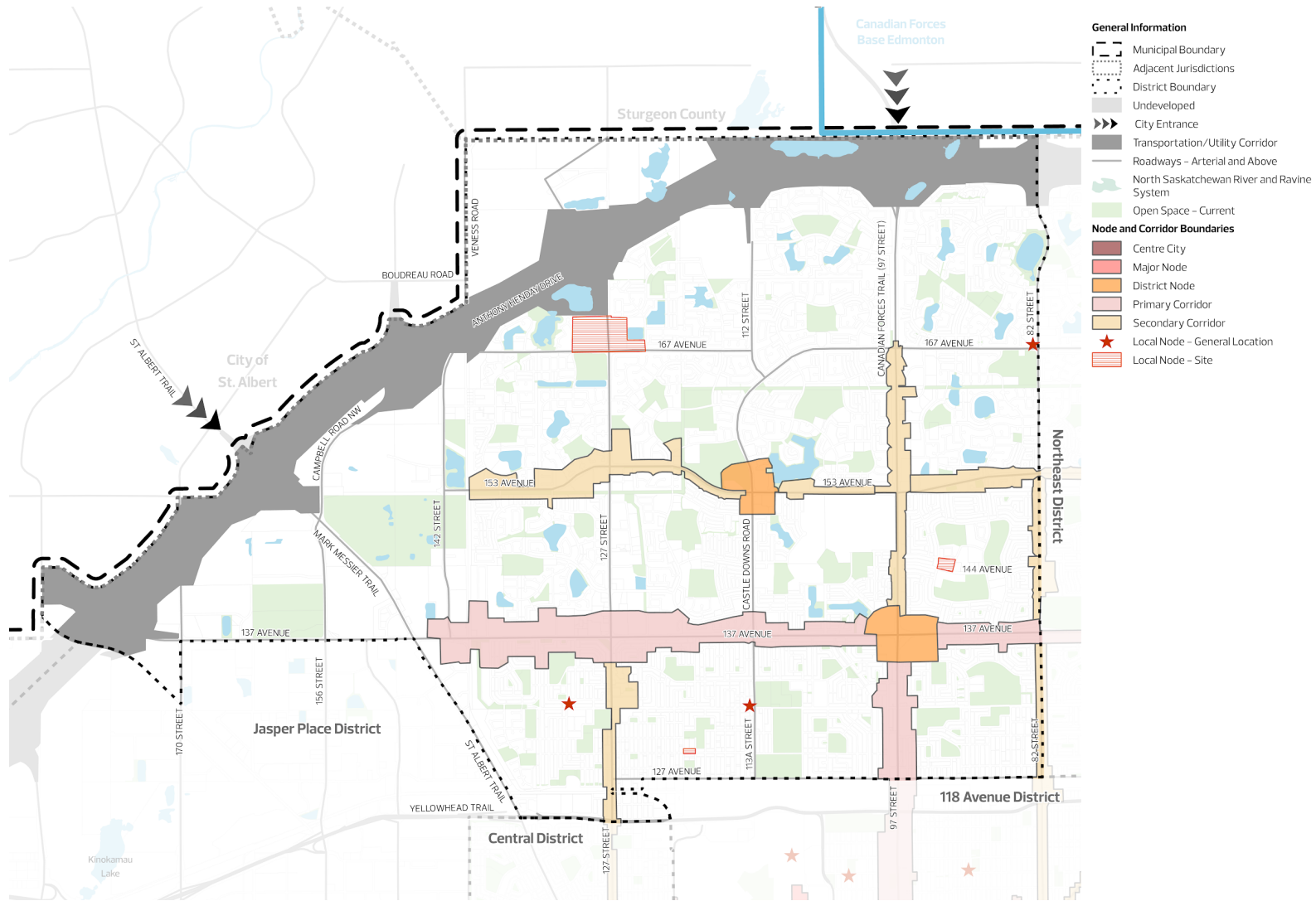


Scale: 1:60,000
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*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
**Lands designated Urban Service may include schools, fire halls, places of worship, etc.
***May include urban services. See additional plans in effect (where applicable) for details.

Map 7: Nodes and Corridors

Legend items are defined in District Policy Glossary



Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Node and Corridor Boundaries
 - City Entrance
 - Transportation/Utility Corridor
- Open Space Connectors and Features**
- River Valley Viewpoint - Current
 - River Valley Viewpoint - Planned
 - River Valley Trail Access - Current
 - North Saskatchewan River Valley and Ravine System
 - Habitat Greenway
 - Urban Greenway
 - Major Ecological Connection
 - Stormwater Management Facility - Planned
- Municipal Open Spaces***
- Ecological Park - Current
 - Ecological Park - Planned
 - Metropolitan Park - Current
 - Metropolitan Park - Planned
 - District Park - Current
 - District Park - Planned
 - Community Park - Current
 - Community Park - Planned
 - Pocket Park - Current
 - Pocket Park - Planned
 - Civic Spaces and Squares - Current
 - Civic Spaces and Squares - Planned
- Planned Park Sizes**
- Small (<0.5 ha)
 - Medium (0.5 ha-5.0 ha)
 - Large (>5.0 ha)
- Other Open Space**
- Special Purpose Facility
 - Cemetery
 - Golf Course
 - Open Space - Other
 - Provincial Park/Protected Area



0 0.25 0.5 Km
Scale: 1:60,000
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*Open Spaces may include urban services. Planned Open Space locations are conceptual and subject to planning stages and development timing. See additional plan in effect (where applicable) for details.

3.3 Mobility

The Mobility system is about moving people and goods in an efficient and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility system is made up of the following networks:

- Active Transportation Network creates critical connections using walking, rolling or biking that allow people to access destinations, amenities, daily needs and recreational opportunities.
- Transit Network provides city-wide, district and regional connectivity using mass transit, prioritizing accessible, reliable and safe services.
- Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment and support regional connection and prosperity. The network includes Arterial Roadways, Principal Roadways, Expressways, Freeways and Provincial Highways.

District maps that show Mobility direction and the Roads and Goods Movement Network include:

- [Map 7: Nodes and Corridors](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

Map 9: Active Transportation to 1.25 Million

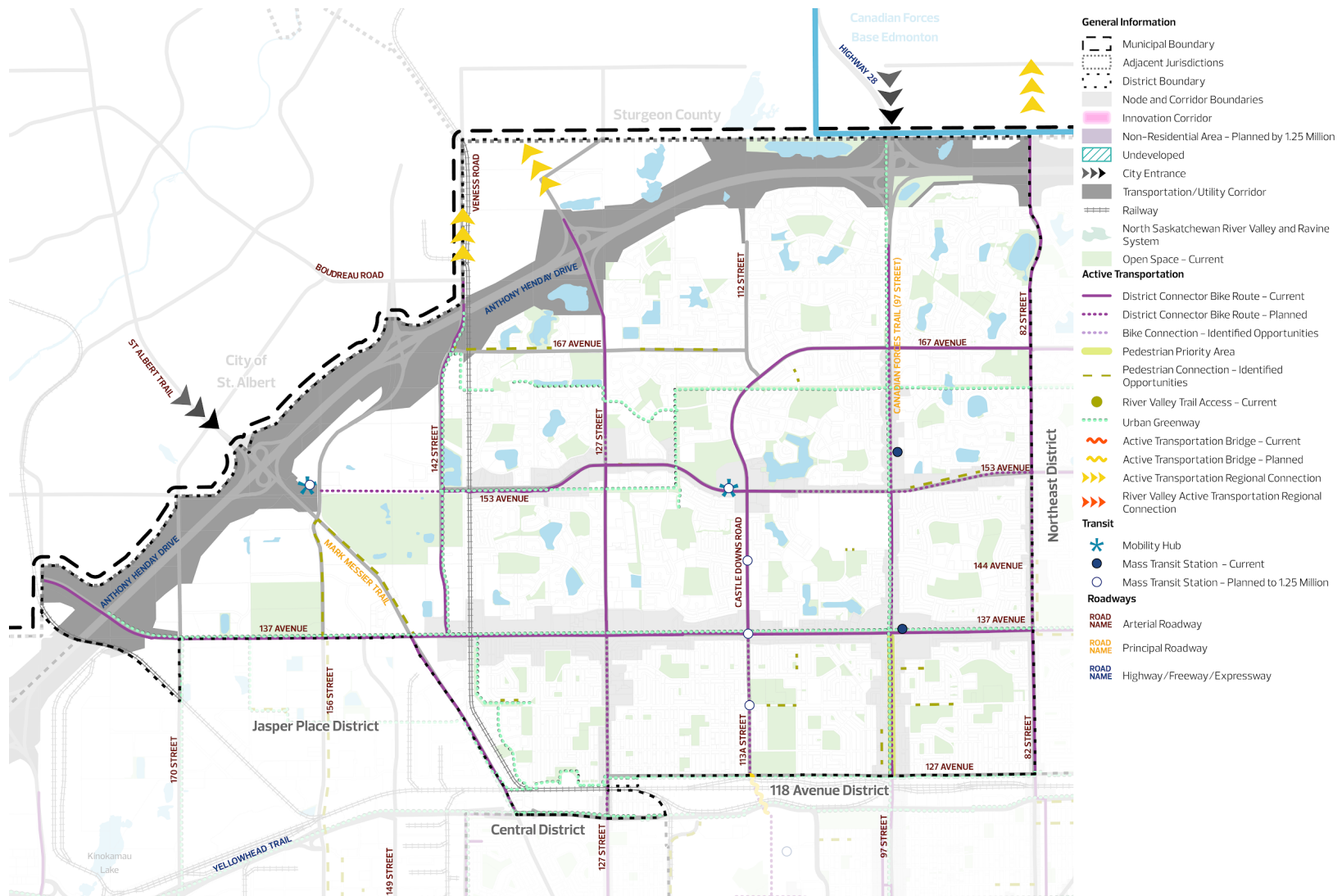
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies the district-level walking, cycling or rolling pathway intentions for the district's Active Transportation Network when Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 10: Transit to 1.25 Million

The Transit to 1.25 Million map shows both the current and planned transit system from The City Plan and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies citywide and district-level bus or LRT routes intended for the district's mass transit system when Edmonton reaches 1.25 million people. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

Map 9: Active Transportation to 1.25 Million

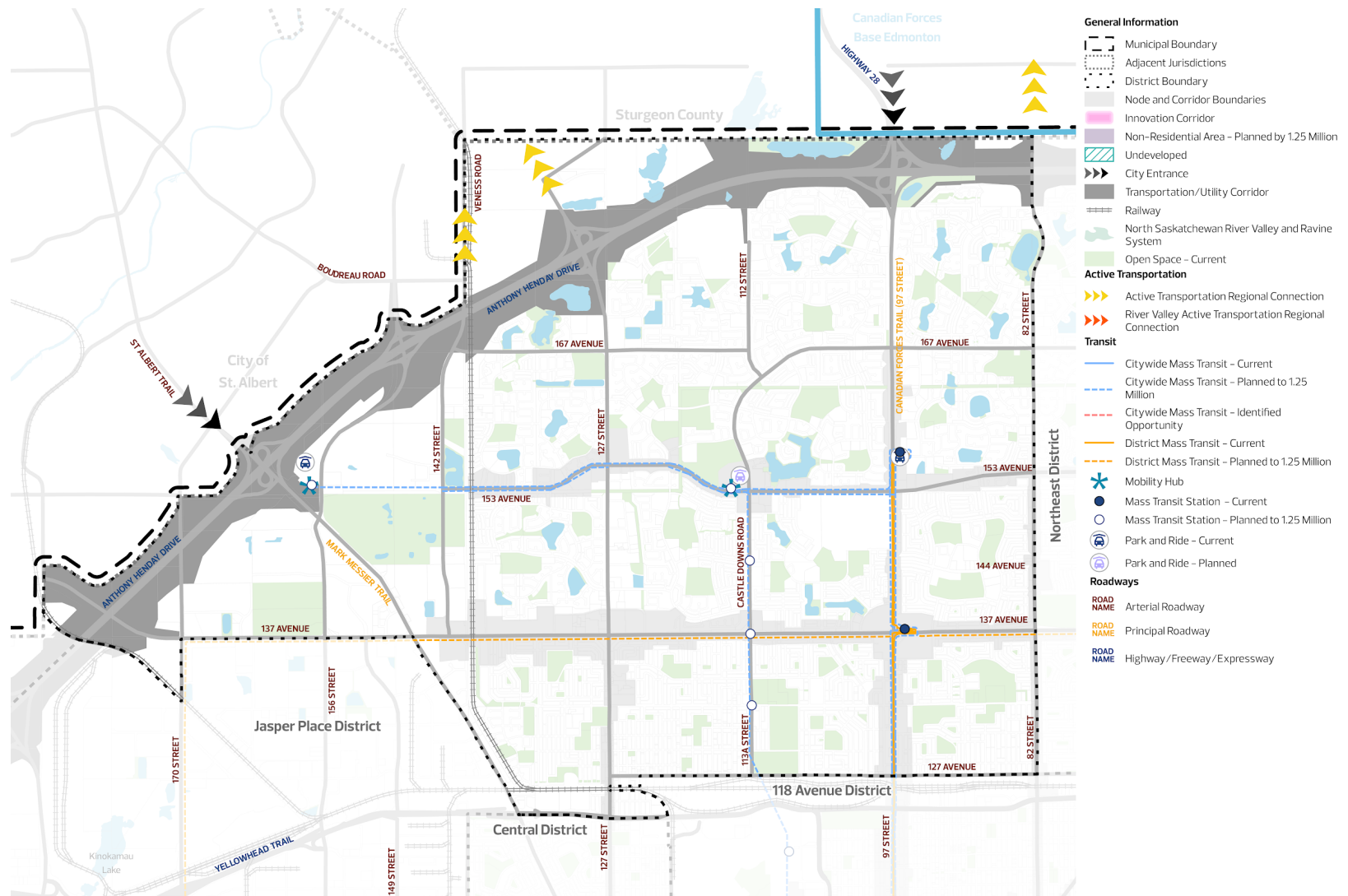
Legend items are defined in District Policy Glossary



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Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

4 Area-Specific Policy

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

Policies in this section may include:

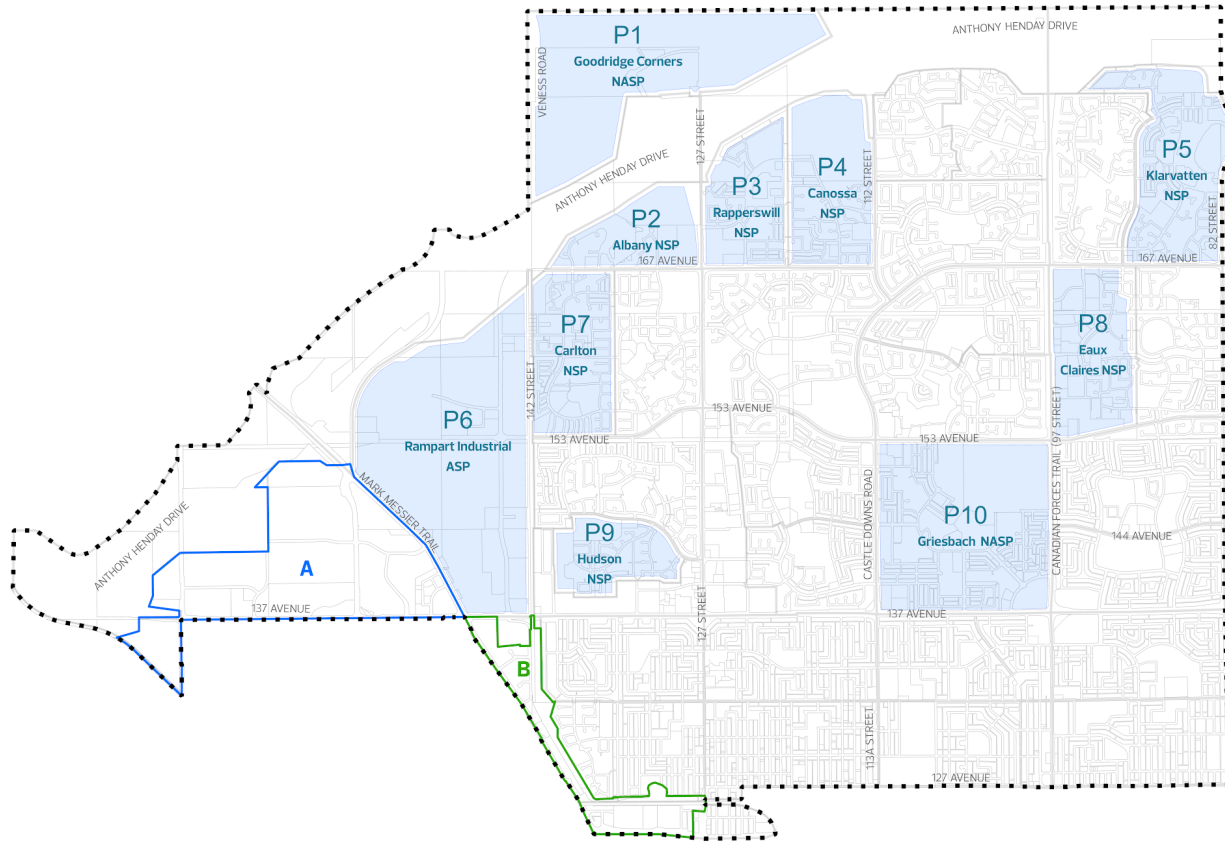
- Planning guidance that must be considered in addition to that found in the District Policy, or
- Planning guidance that is an exception to policies found in the District Policy

Reference [Map 11: Area-Specific Policy Subareas](#) to identify the geographic areas where additional or exceptional policies apply in this district and [Table 2: Area-Specific Policy](#) for the detailed policy direction. In the event of a conflict between **Table 2** and the District Policy, **Table 2** shall prevail.

Where no specific policy applies for a particular location on **Map 11**, refer to the district plan maps and District Policy for planning guidance.

Refer to [Section 1.2](#) 'Authority and Relationship to other Plans' of this district plan for information on how any geographic plans listed in **Table 2** shall be read with the District Policy and this district plan.

Map 11: Area-Specific Policy Subareas



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Table 2 - Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A-1 Mistatim Industrial Area - Reserve Lands Some small reserve areas from historical subdivisions, such as those in the form of buffer strips, may be disposed of on an individual basis, as deemed necessary, as they occupy only very minor areas and may otherwise be developable. The City of Edmonton should determine on an individual basis if and how existing reserves should be disposed of. In some cases, excess reserves may be sold to adjacent properties, and in other instances they may be sold as separate developable lots.</p>
A	<p>A-2 Mistatim Industrial Area - Roadways Future roadway development should be considered by extending a collector west from the intersection of 164 Street NW and 145 Avenue NW to intersect with 170 Street NW.</p>
A	<p>A-2 Mistatim Industrial Area - Roadways The area surrounded by the Anthony Henday, St. Albert Trail and 137 Avenue NW provides excellent flexibility for extending rail service throughout. Subdivision in the area could consider the connection of spur lines to support the industrial land.</p>
B	<p>B-1 McArthur Industrial Area - Peace River Division Yards Future redevelopment within the Peace River Division Yards should conduct a planning study which shall adopt the following guidelines:</p> <ul style="list-style-type: none"> a) Land Uses <ul style="list-style-type: none"> i) The proposed land uses should respect the adjacent residential community to the east through the sensitive use of building forms, berming, and landscaping. Potential uses could include an expanded rail service yard and/or a combination of light industrial, office and residential uses b) Density <ul style="list-style-type: none"> i) The density of the area will be determined by the available access to the site. The density should not add to the traffic level through the adjacent residential area. c) Subdivision <ul style="list-style-type: none"> i) Subdivision, servicing, access, zoning, and other pertinent planning matters will be identified and resolved in the planning study
P1	<p>P1-1 Goodright Corners Neighbourhood Area Structure Plan For further planning direction refer to the Goodridge Corners Neighbourhood Area Structure Plan.</p>
P2	<p>P2-1 Albany Neighbourhood Structure Plan For further planning direction refer to the Albany Neighbourhood Structure Plan and the Palisades Area Structure Plan where they are in effect.</p>

Subarea Additional or Exceptional Policy	
P3	P3-1 Rapperswill Neighbourhood Structure Plan For further planning direction refer to the Rapperswill Neighbourhood Structure Plan and the Castle Downs Extension Area Structure Plan where they are in effect.
P4	P4-1 Canossa Neighbourhood Structure Plan For further planning direction refer to the Canossa Neighbourhood Structure Plan and the Castle Downs Extension Area Structure Plan where they are in effect.
P5	P5-1 Klarvatten Neighbourhood Structure Plan For further planning direction refer to the Klarvatten Neighbourhood Structure Plan and the Edmonton North Area Structure Plan where they are in effect.
P6	P6-1 Rampart Industrial Area Structure Plan For further planning direction refer to the Rampart Industrial Area Structure Plan.
P7	P7-1 Carlton Neighbourhood Structure Plan For further planning direction refer to the Carlton Neighbourhood Structure Plan and the Palisades Area Structure Plan where they are in effect.
P8	P8-1 Eaux Claires Neighbourhood Structure Plan For further planning direction refer to the Eaux Claires Neighbourhood Structure Plan and the Edmonton North Area Structure Plan where they are in effect.
P9	P9-1 Hudson Neighbourhood Structure Plan For further planning direction refer to the Hudson Neighbourhood Structure Plan and the Palisades Area Structure Plan where they are in effect.
P10	P10-1 Griesbach Neighbourhood Area Structure Plan For further planning direction refer to the Griesbach Neighbourhood Area Structure Plan.

Where no subareas have been identified, the [District Policy](#) and district plan maps (Maps 1 to 10) shall guide planning decisions.

5 Growth to 2 Million

"This is why the time is now to plan ahead. It's not a matter of if we will hit two million but when. The best way for our children and grandchildren to have as positive an experience with their city as we enjoy today - an even better one - is to imagine what that city will look like, how it will operate, how it will grow, how businesses will flourish, how parks will welcome all and how creativity will thrive." - The City Plan

Cities are constantly evolving and responding to a changing world. [The City Plan](#) describes the choices Edmonton needs to make to become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. This vision will take Edmonton time to achieve and the work towards a population of two million will continue beyond this iteration of the district plan. After Edmonton reaches 1.25 million people, district level planning will continue to support the development and transformative change of communities for the next population horizons outlined in The City Plan: 1.5 million, 1.75 million and two million people. The City Plan provides wide-ranging directions for Edmonton's long-term future - what the city and districts will look like at two million people and what needs to be done to support growth to create a great place to live.

[Map 12: Vision at 2 Million](#) captures how the Northwest District is expected to continue to evolve beyond the 1.25 million population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches two million people.

Development and investment in the Northwest District may include the following:

- Continued development and potential completion of the northern residential neighborhoods and the employment lands in the west portion of the district, as well as the Griesbach neighborhood.
- Redevelopment will add housing and employment opportunities along sections of the district's Primary Corridors in the district, including 97 Street NW and 137 Avenue NW.
- The emergence of redevelopment nodes around mass transit investments, including the Northgate-Norhtown District Node, and extending 97 Street NW as a Secondary Corridor to the mass transit station at Eaux Claires.

Both the public and private sectors have roles in initiating and advancing growth opportunities. Growth may also be supported by City investments in the physical, environmental and social networks to complement [The City Plan's](#) networks as well as create additional networks to activate growth in the district. The goal is to be ready for the continual, collaborative shaping of the future.

Map 12: Vision at 2 Million

The Vision at 2 Million map provides an aspirational illustration of the district when Edmonton reaches two million people. The map includes a 3D model of the district to emphasize areas of change based on The City Plan's systems and growth targets. The detailed illustrations show examples of how The City Plan's vision might unfold in specific areas of the district. **This map is not intended to guide specific land and development decisions but to indicate the general direction and high level vision for what the district might look like in the future.**

Map 12: Vision at 2 Million

