

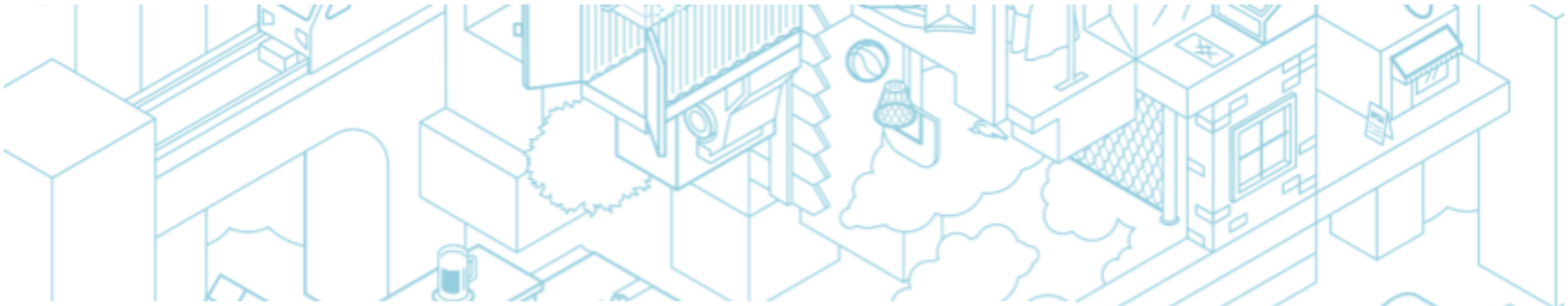
RABBIT HILL DISTRICT PLAN



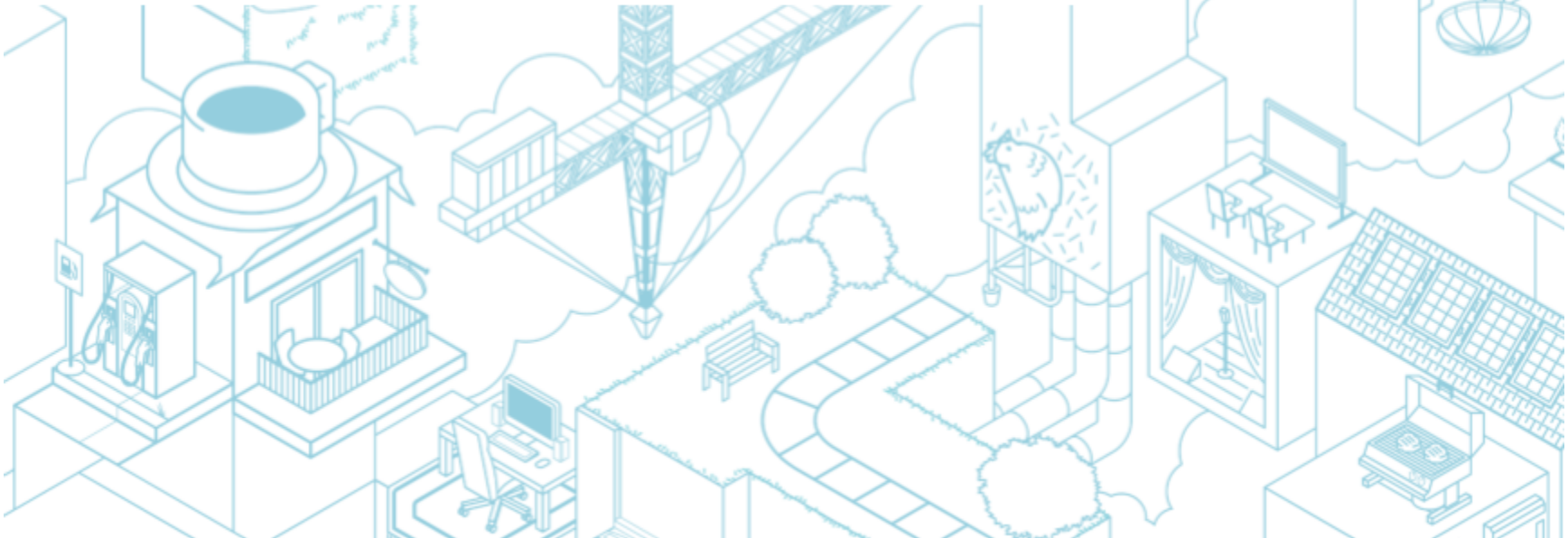
Draft 2023

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*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).

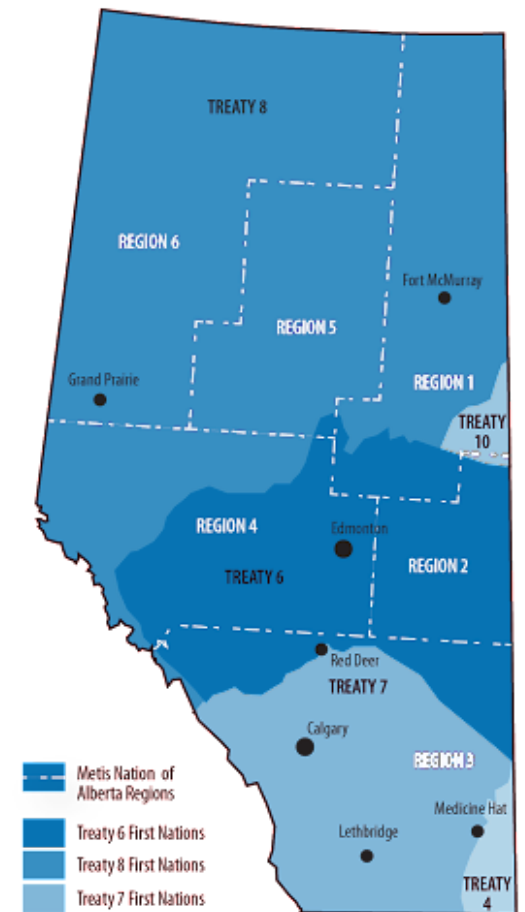
Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, iyiniw iskwewak wihtwawin (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history for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

Ipiihkoohkanipiaohsi (Pronunciation: E-pee-ko-ka-nee piu-tsi-ya). Ipiihkoohkanipiaohsi originates from the Blackfoot language. The Blackfoot had established words and meanings for bison migration patterns, which often coincided with the change of the seasons and in honour of the bison roaming north yearly, this ward was given the name Ipiihkoohkanipiaohsi, which means the migration of the bison north for calving season in Blackfoot.

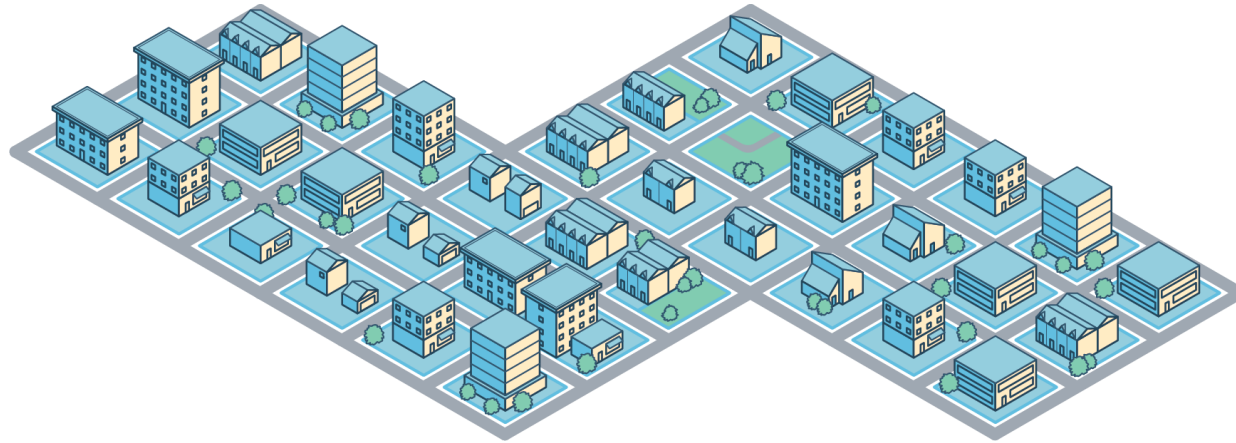
pihêsiwin pihêsiwin (ᐱᐩᐅᐱᐅᐅ) (Pronunciation: Pee-hay-soo-win). Pihêsiwin originates from the Cree language and was given to this ward because from an aerial view it is shaped like a pihêsiw (thunderbird). The thunderbird is a powerful spirit in the form of a bird. Lightning was believed to flash from its beak, and the beating of its wings was thought to represent the rolling of thunder. When the thunderbird strikes lightning (kakitoht), it re-energizes mother Earth.

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.

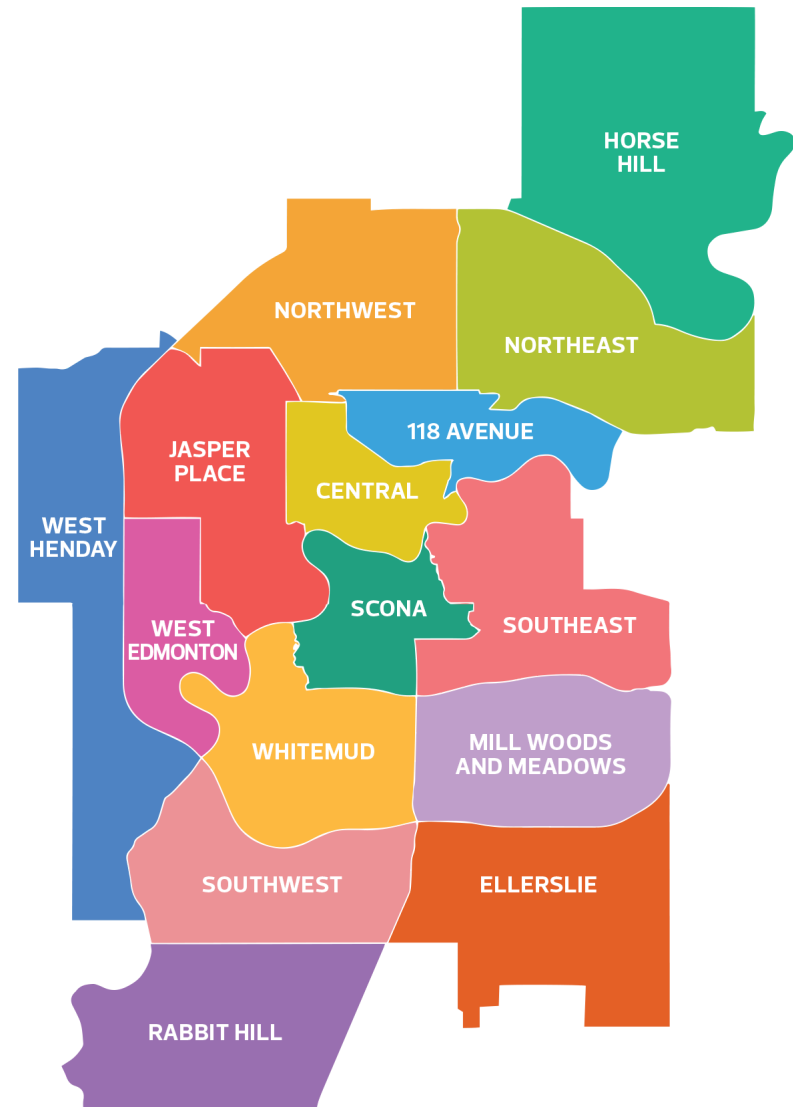
There are 16 district plan bylaws:

- **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 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 Rabbit Hill District is located in the southwest area of the city and is one of 15 districts in Edmonton's District Network as outlined in [The City Plan](#). Neighbouring municipalities include Parkland County and the Town of Devon (west) and Leduc County (south and east). Nearby districts include the Southwest District (north). Rabbit Hill District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Edmonton South West
- Edmonton South Central

The Rabbit Hill District is generally bordered by 41 Avenue SW (north), Highway 2 (east) and Highway 19 (south). These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

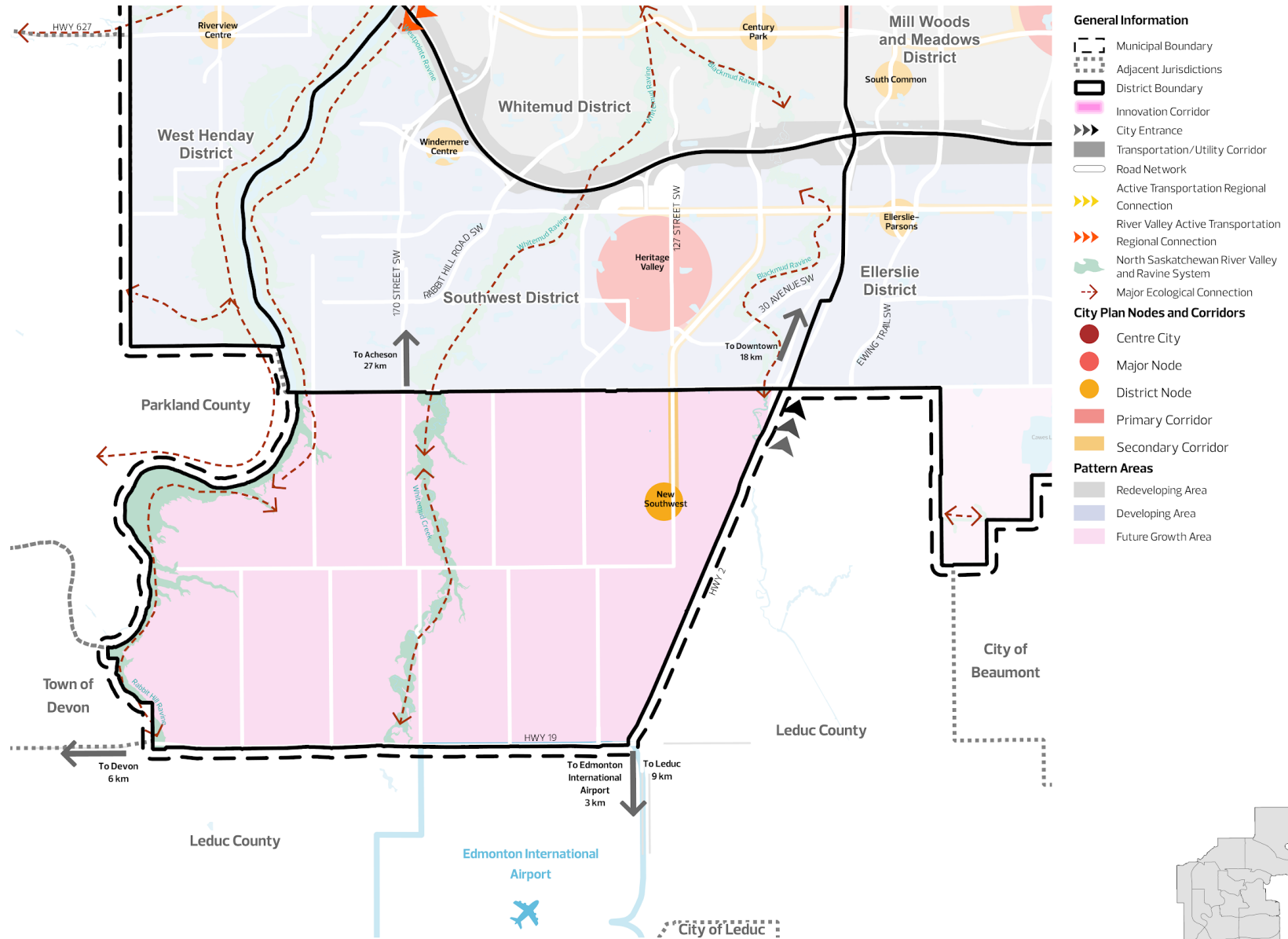
The district includes portions of the Rabbit Hill, Whitemud Creek and Blackmud Creek ravine systems, which connect the area ecologically to the North Saskatchewan River Valley. Whitemud Creek is nestled within the ravine system and contains a number of plateaus and flood plains that have developed over thousands of years as the creek has slowly changed its course.

Map 1: Citywide Context

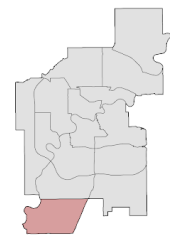
The Citywide Context map focuses on the district's position and location within the city and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

Map 1: Citywide Context

Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Innovation Corridor
 - City Entrance
 - Transportation/Utility Corridor
 - Road Network
 - Active Transportation Regional Connection
 - River Valley Active Transportation
 - Regional Connection
 - North Saskatchewan River Valley and Ravine System
 - Major Ecological Connection
- City Plan Nodes and Corridors**
- Centre City
 - Major Node
 - District Node
 - Primary Corridor
 - Secondary Corridor
- Pattern Areas**
- Redeveloping Area
 - Developing Area
 - Future Growth Area



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2.2 Historical Context

The land within the Rabbit Hill 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.

Homesteading, a lifestyle of self-sufficiency, began in the Rabbit Hill District in the 1890s. German-speaking settlers from Volhynia, a former province of Russia and now part of Ukraine, established an agricultural colony they called Heimthal or Heimtal (“homedale”). Churches were organized: Heimtal German (now Rabbit Hill) Baptist Church in 1892, St. John’s Lutheran Church (Heimthal) in 1893 and Heimtal Moravian Church in 1896. The churches that still exist are all replacements of the original structures and date from 1940, 1926 and 1943, respectively. Rural school districts were also established, such as Whitemud

Creek School District #293 and Whitemud School, a one-room log structure, was built in 1893 on the west side of Whitemud Creek, just south of today’s 41 Avenue SW. The log school was replaced by a one-room wood frame school around 1910 and again replaced by a two-room school in 1920, which operated until the 1950s when school children began to be bussed to larger consolidated schools outside the Rabbit Hill District.

The district is made up of mainly agricultural uses, which has been the case since the late 19th century. Coal mines operated in the district along the North Saskatchewan River until the 1930s. Later in 1967, Rabbit Hill Snow Resort opened, which still stands today as the largest ski and snowboarding facility in the Edmonton area.

The district’s land area was annexed from Leduc County in 2019, bringing the existing farmsteads and the Crossroads Area Structure Plan area (home to the Discovery Business Park) under Edmonton’s municipal authority.

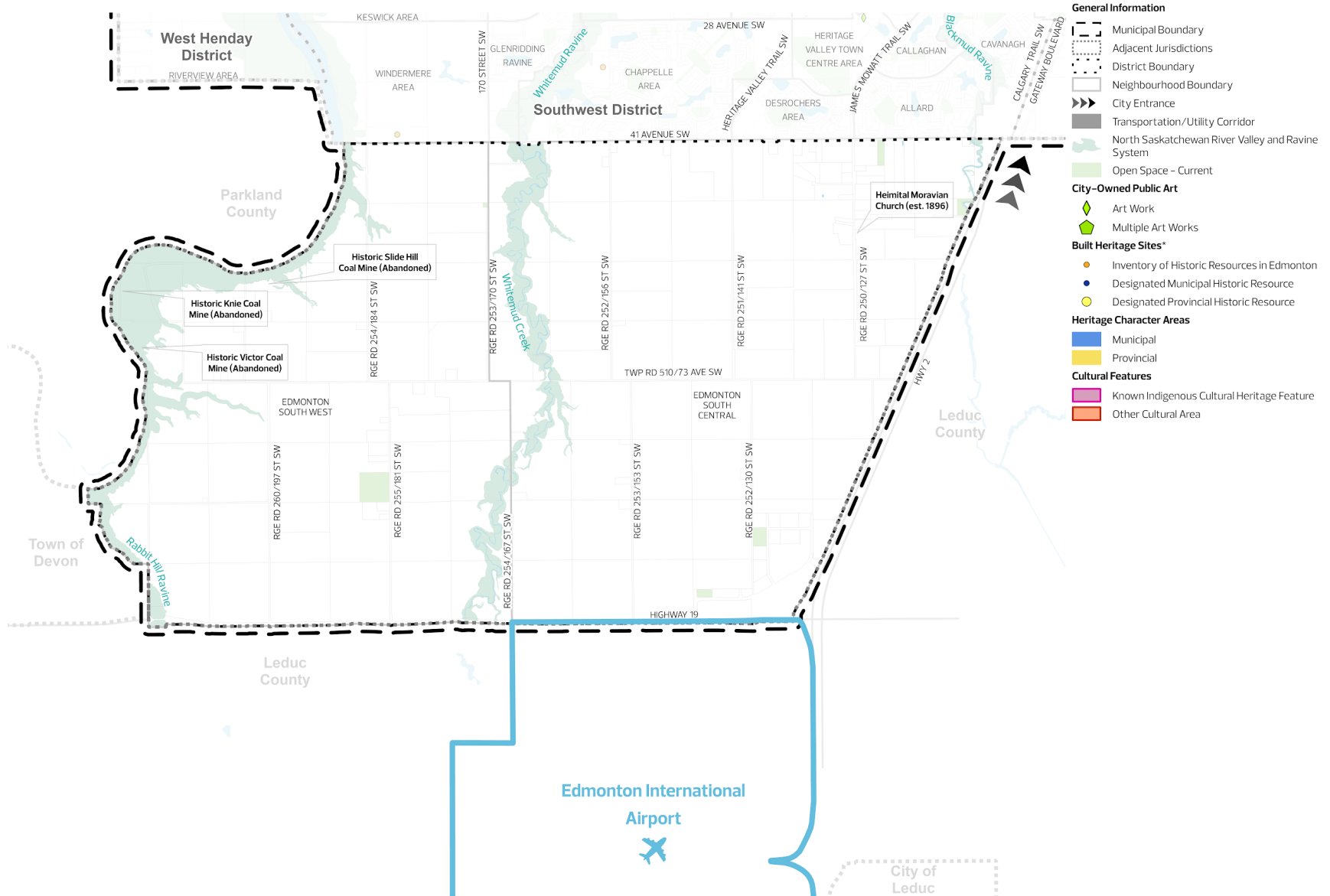
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this 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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2.3 Development Context

The Rabbit Hill District lands were added to Edmonton's jurisdiction in 2019. At that time, the Crossroads Area Structure Plan was approved, which designated lands in the southeastern portion of the district adjacent to Highway 2 as commercial and business uses and established the Discovery Business Park. Agriculture continues to be the predominant land use for the district.

The district is connected to two important regional transportation corridors and provincial highways—Highway 2 and Highway 19—which connect Edmonton to southern and western municipalities. Alberta Transportation has identified a need to realign the existing Highway 2 from Highway 19 to 41 Avenue SW. A realignment of Highway 19 is also being contemplated to accommodate a third runway at Edmonton International Airport. Internally, roadways in the Rabbit Hill District follow the Alberta Township System with roads often found at one-mile increments along the grid.

The majority of the district does not have water and sewer service, with the exception of several parcels with private servicing (The Blackmud Creek Water Coop) and the southeast portion of the Crossroads Area Structure Plan area, which is managed by EPCOR and serviced through the Capital Region Southwest Water Services Commission and the Alberta Capital Region Wastewater Commission lines. Sanitary sewer connections from the north and east that will eventually provide service for the district are currently constrained and will require capacity upgrades to adequately service the district and Future Growth Areas. Future development to Edmonton's urban standard will require these connections and upgrades to be to urban service levels.

Land uses in the Edmonton International Airport area are regulated by a variety of legislation and regulations from the federal, provincial and municipal levels of government, including

the Edmonton International Airport Vicinity Protection Area Regulation. The Transport Canada guideline, 'Land Use in the Vicinity of Airports' (TP 1247) restricts land use in the airport vicinity which may attract birds or impact visibility and generate electronic interference with airport operations. The guidelines also identify the need to consider the effect of aircraft noise on development.

The North Saskatchewan River Valley, Whitemud Creek, Blackmud Creek, Rabbit Hill Ravine and other smaller tributaries are found in the district. As further planning and development is conducted for the district, these ecologically sensitive features may be added to the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020) to help guide appropriate public use and enjoyment while protecting ecologically sensitive areas in the district.

The significant ecological areas of this district continue to provide important environmental functions within Edmonton and the broader region, and may need to be protected during urban development. Of the three ravines within the Rabbit Hill District, Blackmud Ravine is most impacted by human development. Despite this, the ravine system still contains important wildlife movement areas, as well as unique and rare vegetation. The River Valley also offers opportunities for recreational activities with a key destination being the Rabbit Hill Snow Resort.

A portion of the Edmonton river valley and ravine system is included within the boundary of this district plan and is guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020). The latter is intended to help guide appropriate public use and enjoyment of the river valley while protecting ecologically sensitive areas within the Rabbit Hill District and Edmonton citywide.

Current Plans in Effect

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

- Crossroads Area Structure Plan - 2012

The Crossroads Area Structure Plan provides direction for lands located in the southeastern portion of the district. The plan identifies this geographic area as playing a key role in economic diversification through industrial and commercial expansion. The proximity to the Edmonton International Airport, as well as to surrounding industrial development and road and rail infrastructure, will make the Crossroads Area Structure Plan an attractive choice for many businesses.

The southeast portion of the district designated 'Non-Residential Area - Planned by 1.25 Million' (as identified in **Map 6: Land Use Concept to 1.25 Million**) is anticipated to be planned by the time the city reaches the 1.25 million population horizon. The remainder of the district is designated as a 'Future Growth Area' under The City Plan and is expected to be preserved for agricultural use until the City population and development growth require it. Timing of development in the Future Growth Area will be guided by Administration's recommendation to Council in accordance with the Substantial Completion Standard.

Map 3: District Context - Assets

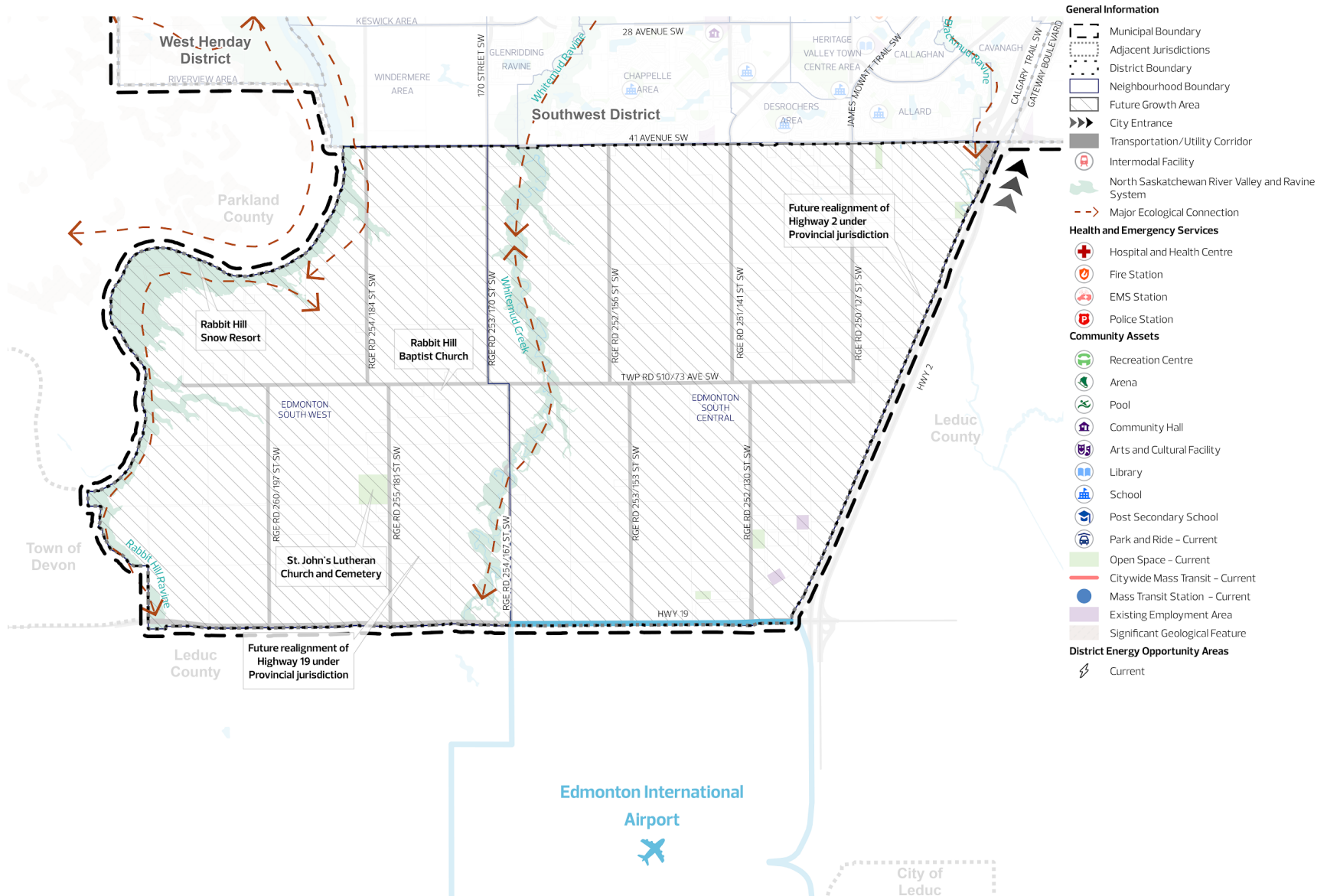
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational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



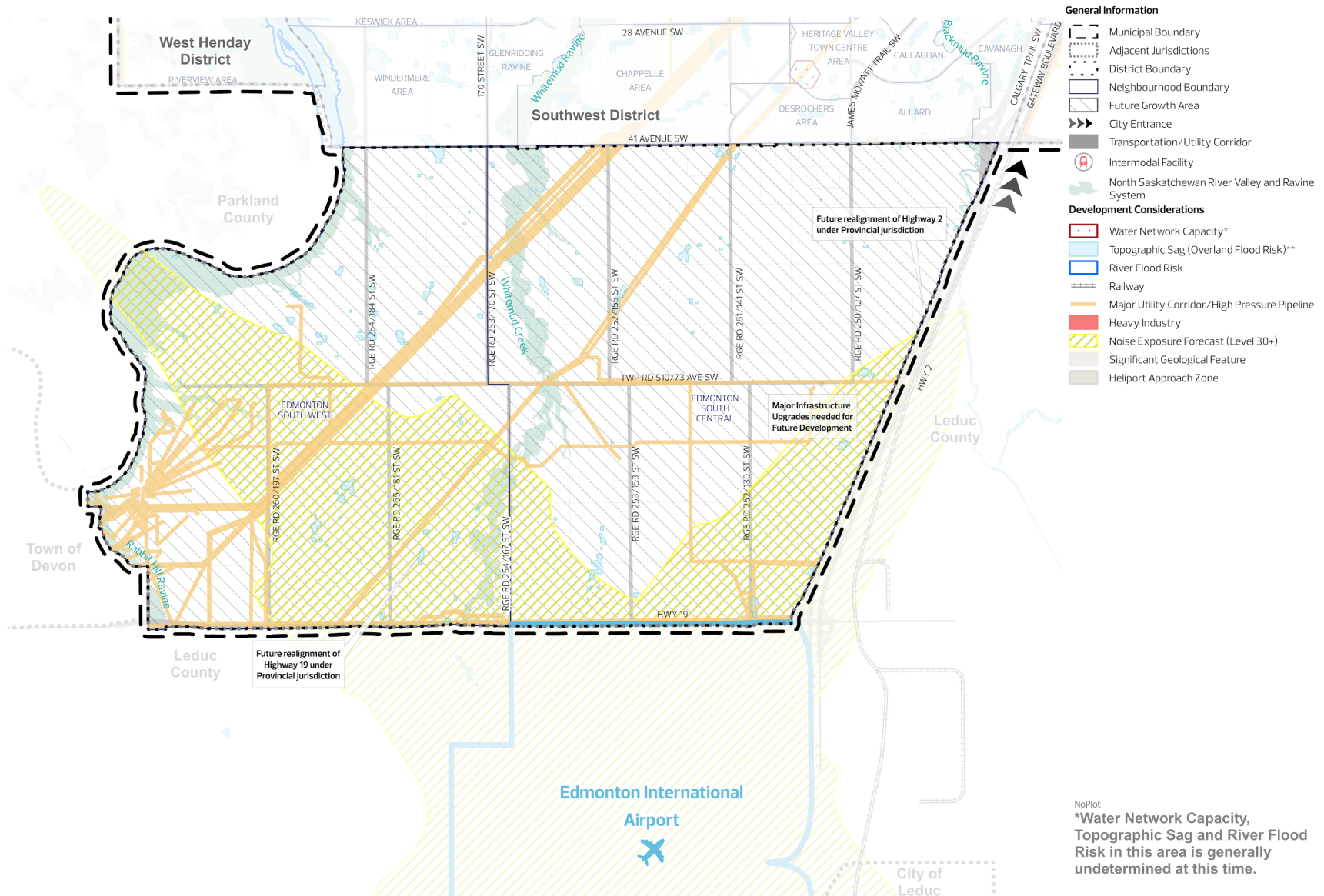
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



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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 Rabbit Hill 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 Rabbit Hill 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 is not expected in this district until further planning of the undeveloped Future Growth Area is completed.

Employment growth is expected to occur in the southeast portion of the district, mainly in the Crossroads Area Structure Plan area. Significant population growth in this district is not anticipated to the 1.25 million population horizon.

Table 1 provides the anticipated population and employment numbers for the Rabbit Hill District at the 1.25 million and two million population horizons of [The City Plan](#). This considers the Rabbit Hill 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	<1,000	<1,000	45,000
District Employment	<1,000	5,000	64,000

* 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. 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.

The southeast portion of the district is identified as a Non-Residential Area - Planned by 1.25 Million. It is anticipated that this area will be planned by the time the city reaches the 1.25 million population horizon. Developing statutory plan(s) for this area will require City Council authorization and collaboration with servicing companies, as this area does not have the necessary servicing capacity at this time. The development of these plan(s) will help ensure there are opportunities for employment and encourage ongoing investment.

Realignments of both Highway 19 and Highway 2 are planned, however, they fall under the Province’s jurisdiction and a completion date has not been determined.

Although [The City Plan](#) identifies a conceptual node and corridor in the district, neither is anticipated to be developed during the 1.25 million population horizon. As such, accompanying major investments in the mobility system or open space network are not anticipated.

The land designated as a Future Growth Area is expected to be preserved for agricultural use until the City population and development growth require it. Furthermore, current water and sanitary services do not have the capacity to support development in Future Growth Areas. The timing of development in the Future Growth Area will be guided by Administration's recommendation to City Council, in accordance with the Substantial Completion Standard.

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.

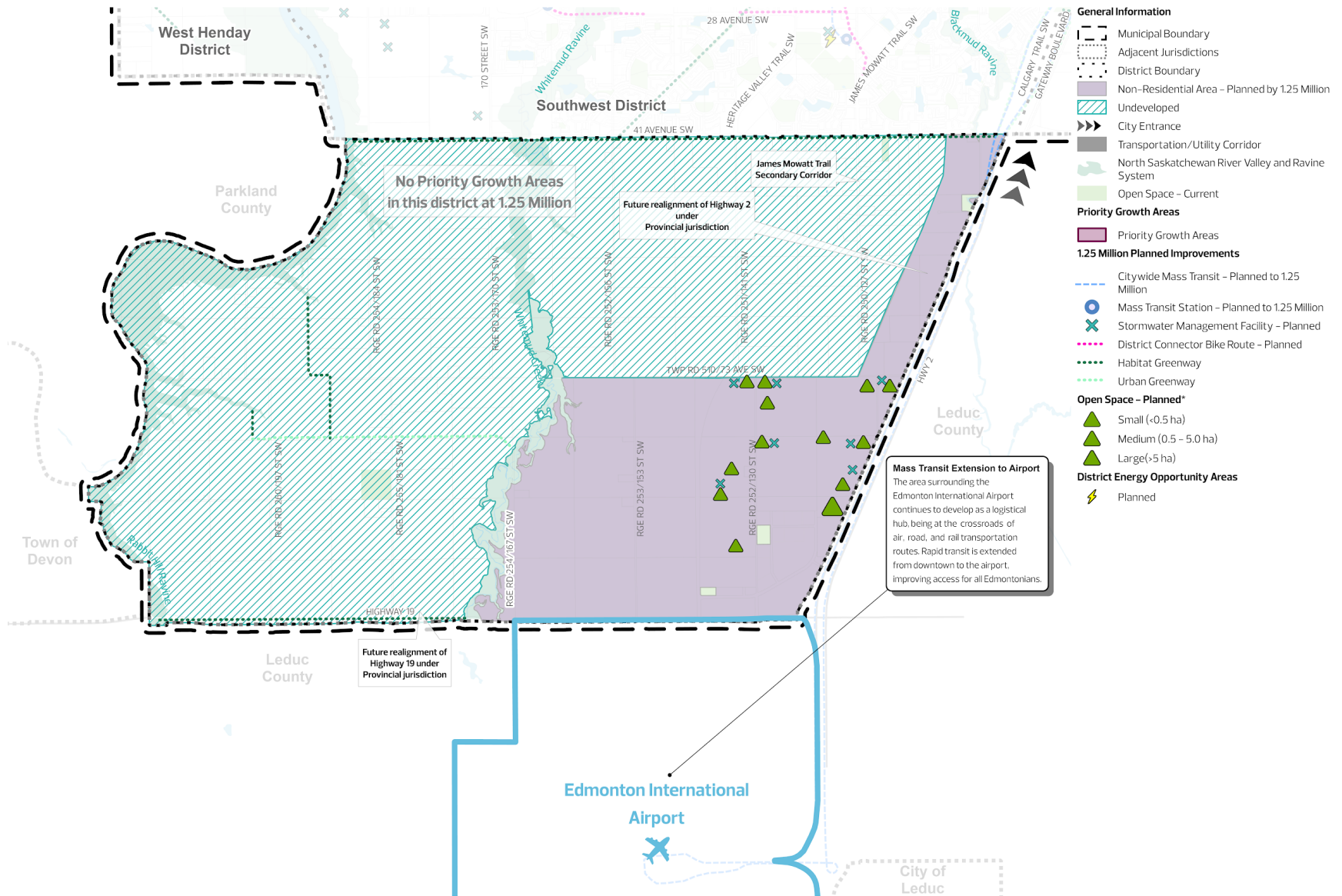
There are no Priority Growth Areas in the Rabbit Hill District.

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



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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

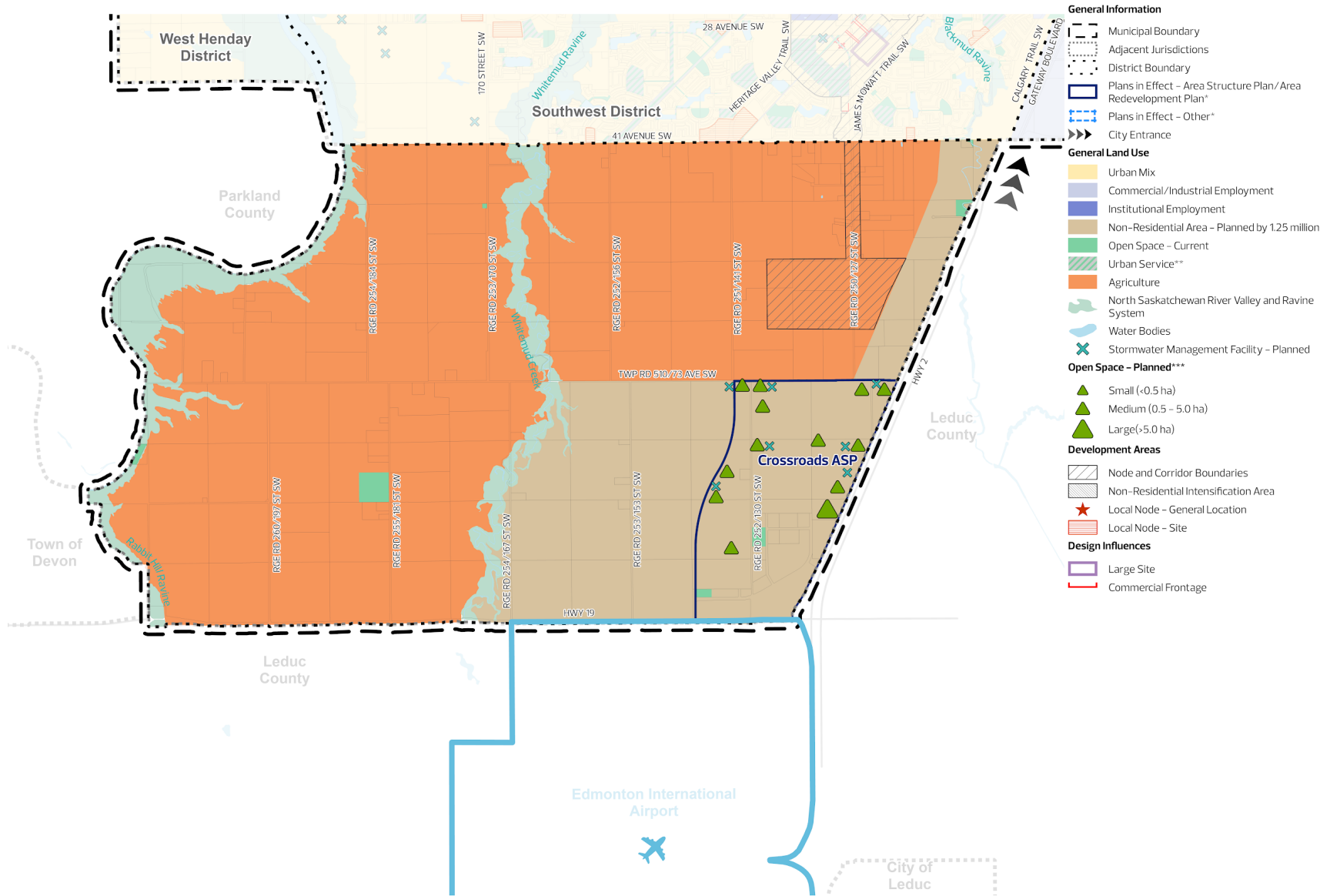
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts 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

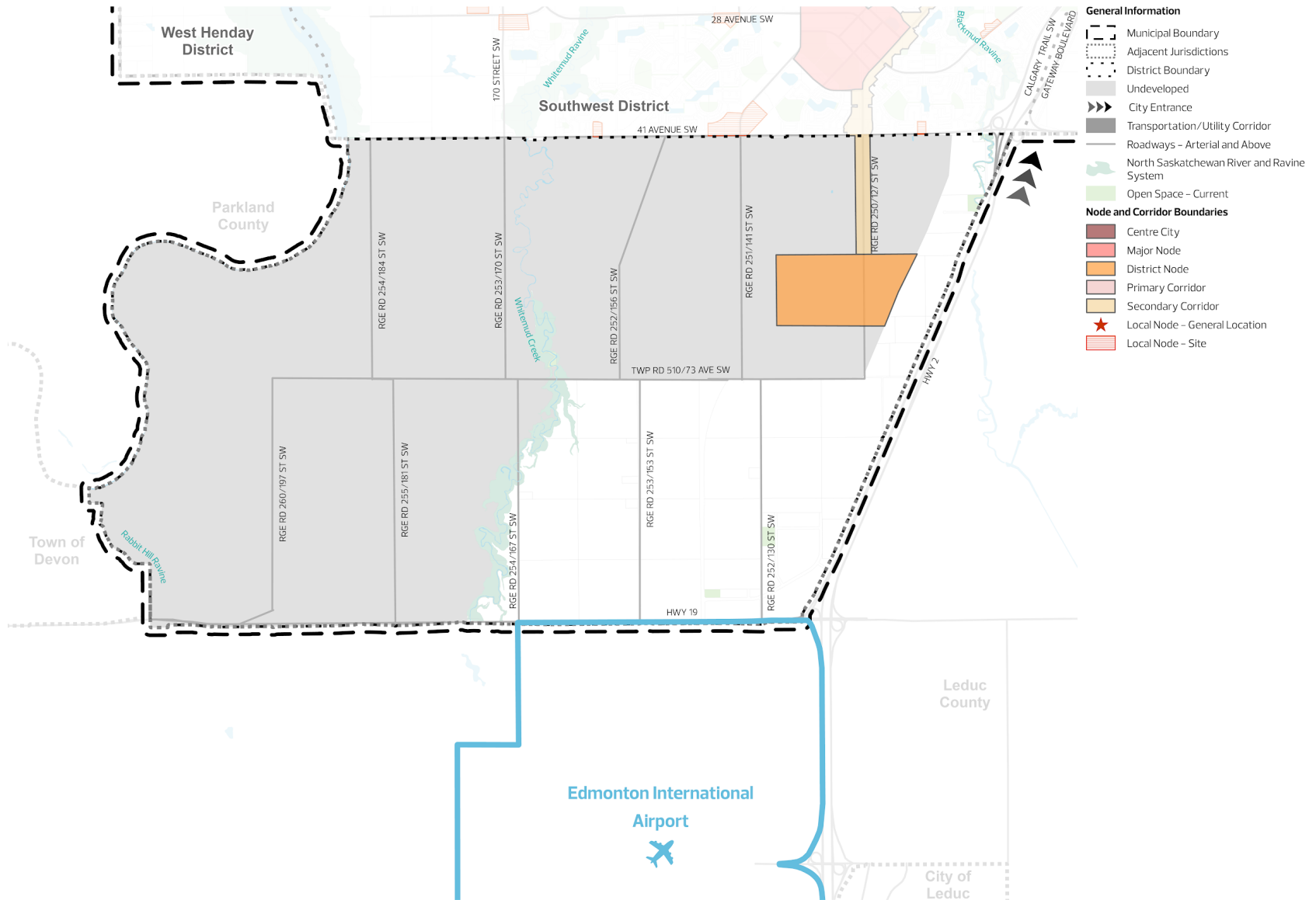


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*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
**Lands designated Urban Service may include schools, fire halls, places of worship, etc.
***May include urban services. See additional plans in effect (where applicable)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

Map 7: Nodes and Corridors

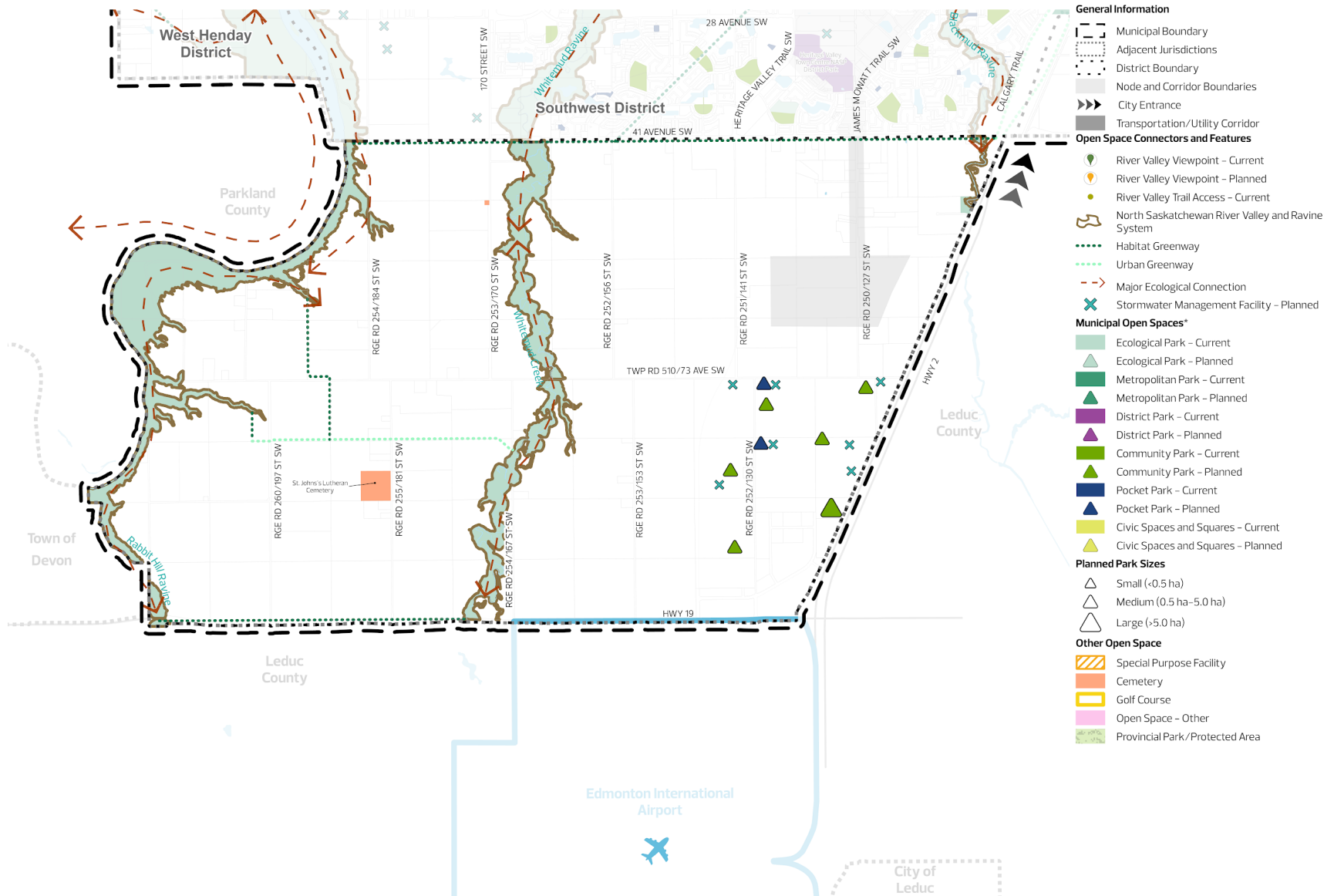
Legend items are defined in District Policy Glossary



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Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



Scale: 1:70,000
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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

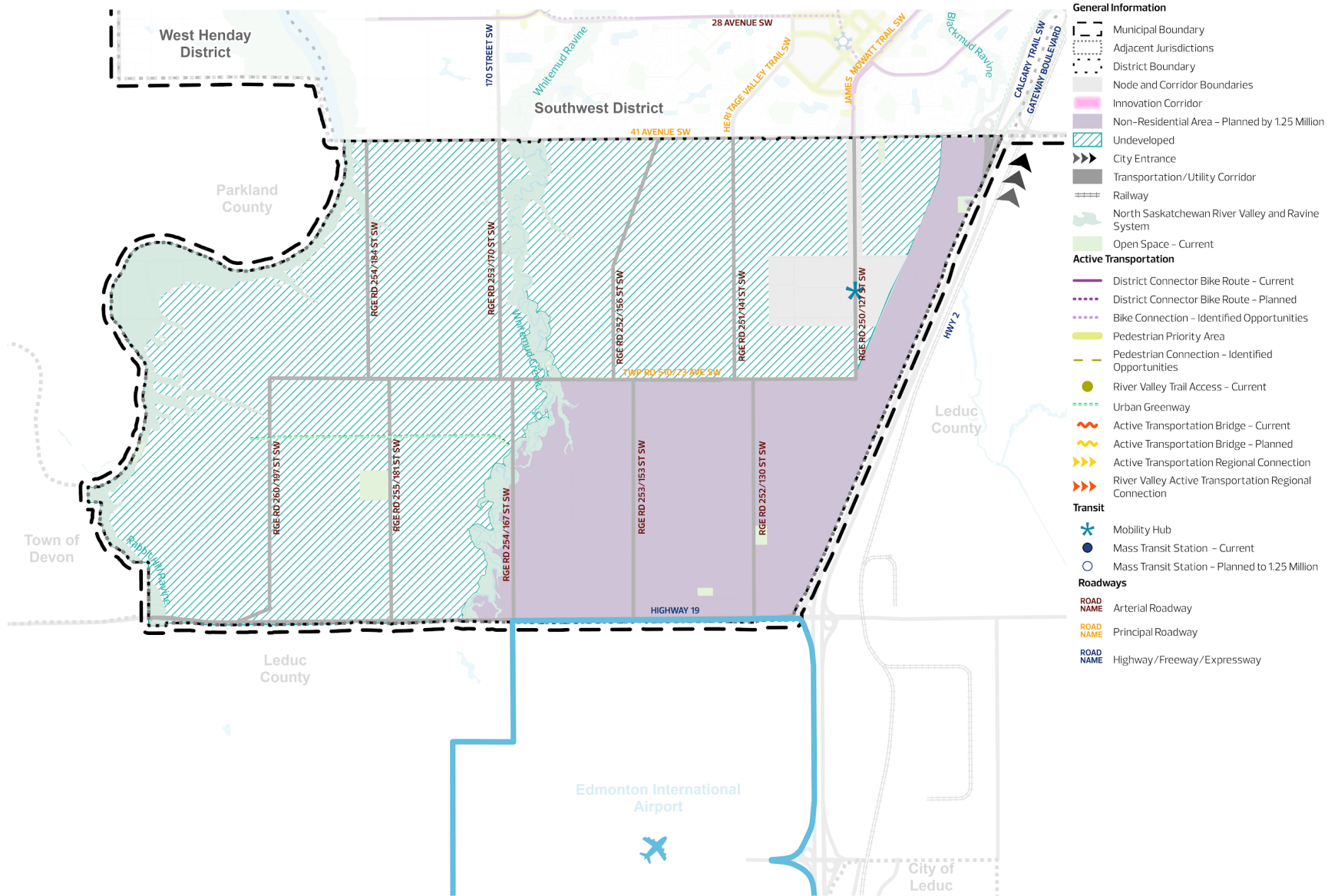
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies 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

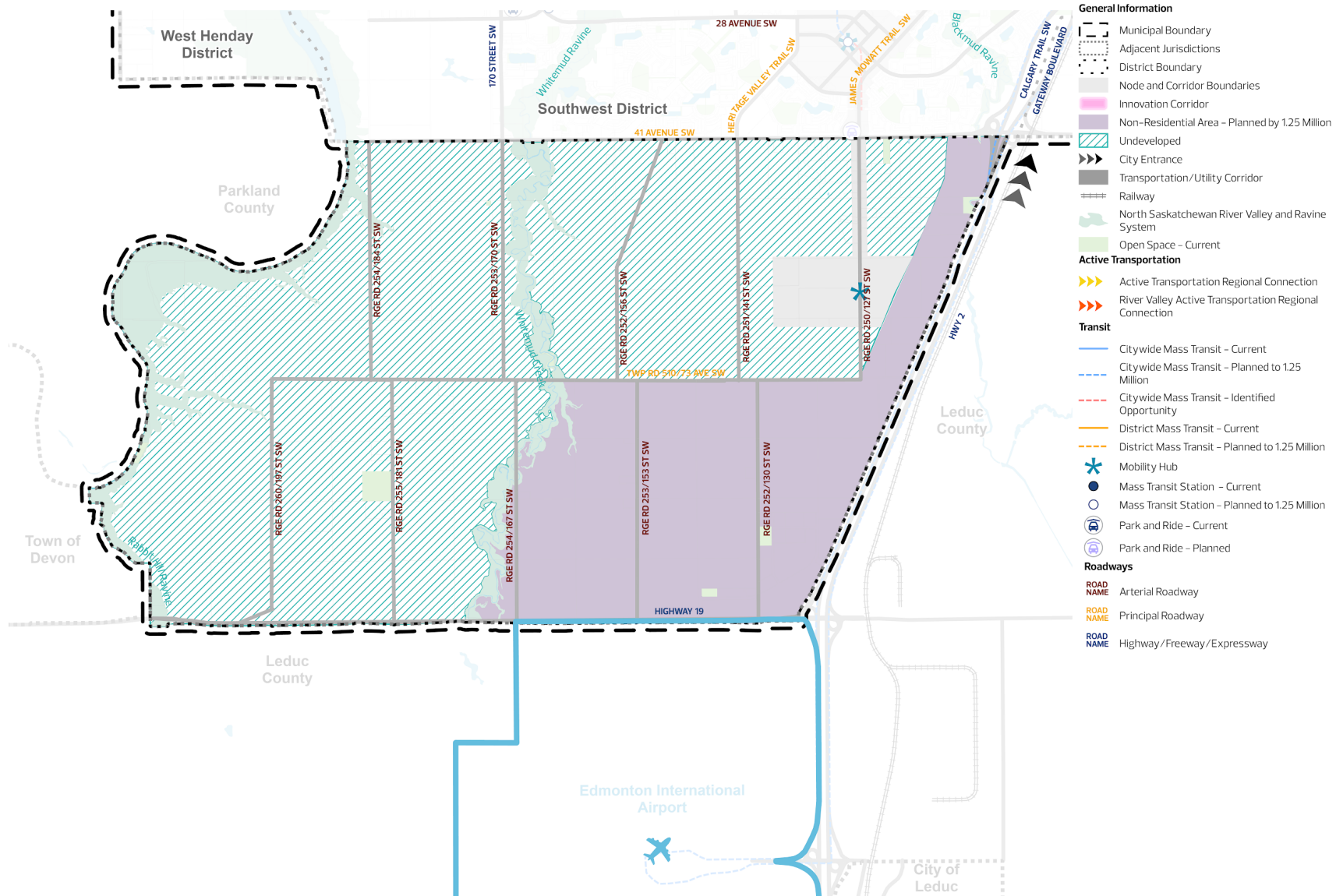


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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

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:

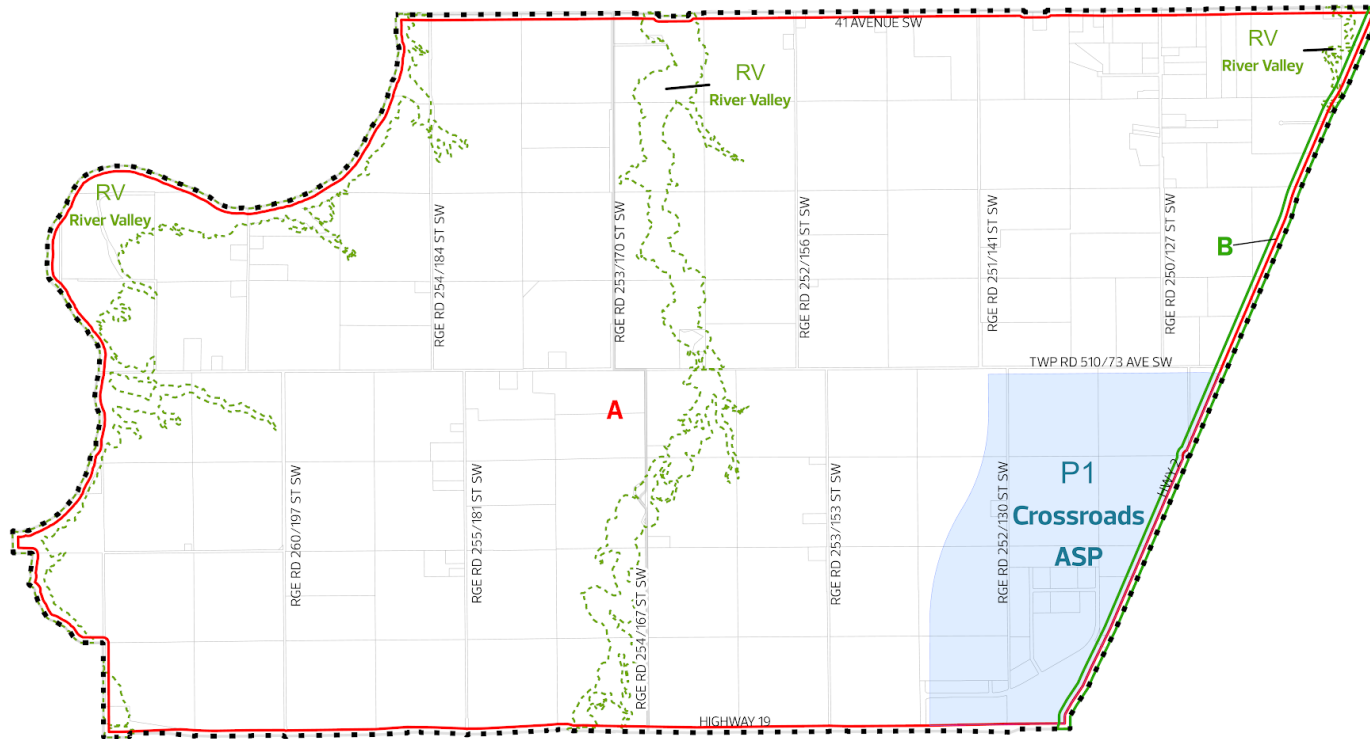
- Planning guidance that must be considered in addition to that found in the District Policy, or
- Planning guidance that is an exception to policies found in the District Policy

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 Interjurisdictional Cooperation Accord Pursuant to the Annexation Agreement, planning in this area should ensure that the airport reaches its potential as a key economic driver and contributor to the region's sustainability and success in such a manner that also avoids constraining it.</p>
A	<p>A-2 Interjurisdictional Cooperation Accord Pursuant to the Annexation Agreement, major developments located along boundary roads that are outside of local or area structure plans should be reviewed and addressed collaboratively with the County of Leduc.</p>
A	<p>A-3 Rezoning Rezoning within this area should not be to Special Area Edmonton South zones, which were adopted by Council as part of the Leduc County Annexation in 2019.</p>
B	<p>B-1 Highway 2 Corridor Design Guidelines For further planning direction refer to the Highway 2 Corridor Design Guidelines.</p>
P1	<p>P1-1 Crossroads Area Structure Plan For further planning direction refer to the Crossroads Area Structure Plan where it is in effect.</p>
RV	<p>RV-1 North Saskatchewan River Valley and Ravine System Refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan for additional planning direction and strategic context.</p>

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 Rabbit Hill 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 Rabbit Hill District may include the following:

- Continued commercial and industrial development in the southeast portion of the district, which will support economic development and employment opportunities.
- Residential development in the northeast portion of the district (Future Growth Area), east of Whitemud Creek. This growth is expected to complement an extension of the James Mowatt Trail Secondary Corridor, the creation of a new district node and a mobility hub. Note: Future planning work will determine the quantity, type and configuration of the node and corridor network in the area, and plans will be prepared as per The City Plan's policy guidance and in alignment with regional density targets.
- Investments in open space and urban greenways to complement existing greenways along utility corridors, as well as the preservation and enhancement of important natural areas.
- Additional investments in mass transit, such as new district mass transit routes and bike infrastructure, will support the strengthening of the node and corridor network and connections within and beyond the district.

- Continued conservation of the agricultural land west of Whitemud Creek Ravine to contribute to economic development and support the food system.

Development in the Future Growth Area is not anticipated until the city surpasses the 1.75 million population threshold. Only the northeast portion of the Future Growth Area is anticipated to be in the developing stages by the time Edmonton reaches two million. Timing of development in the Future Growth Area will be guided by Administration's recommendation to Council in accordance with the Substantial Completion Standard.

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.**

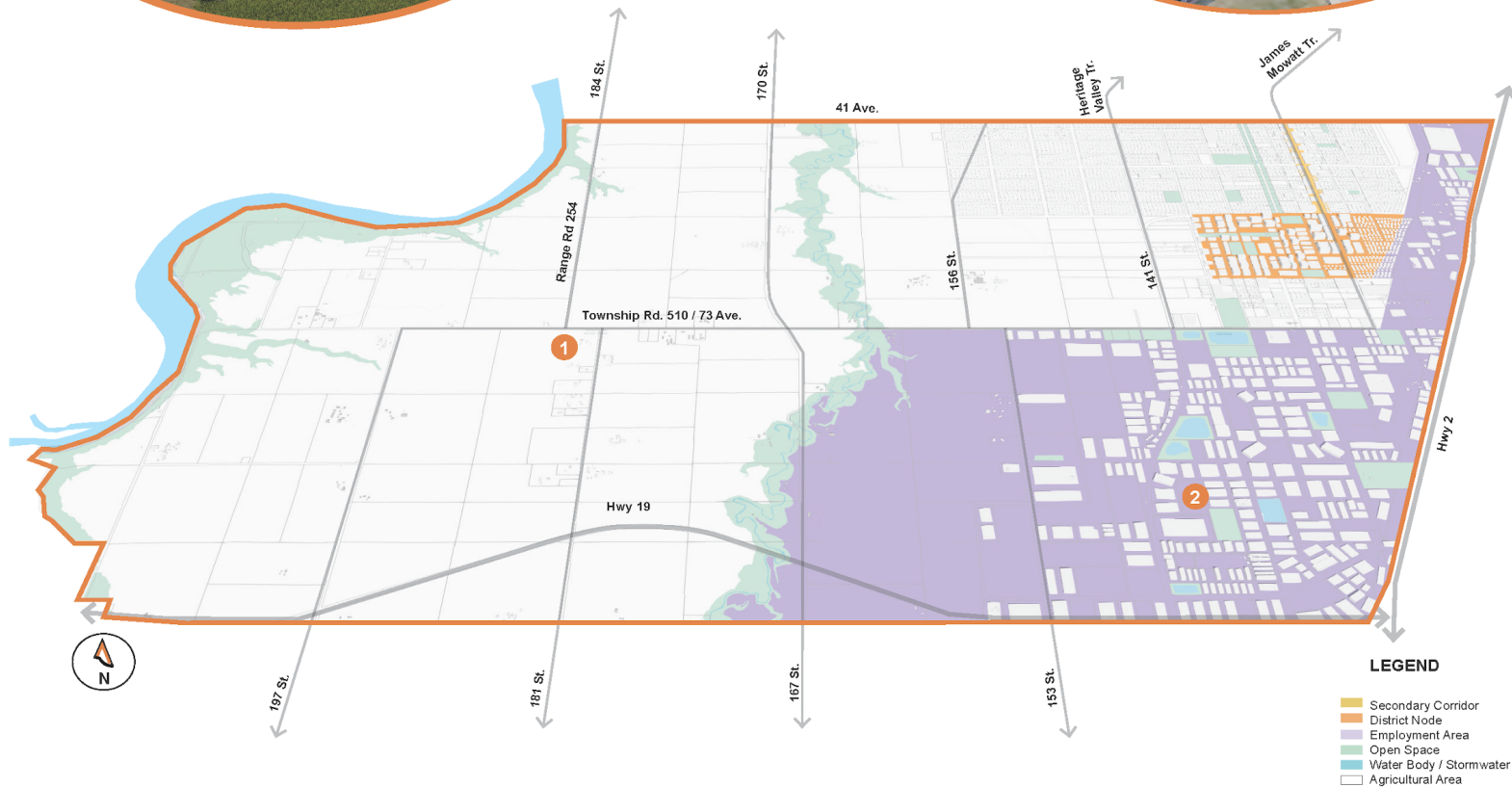
Map 12: Vision at 2 Million



1 Agricultural Area Featuring Sustainable Practices
Generally the west portion of the district



2 Logistical Hub
North of Edmonton International Airport



LEGEND

- Secondary Corridor
- District Node
- Employment Area
- Open Space
- Water Body / Stormwater
- Agricultural Area