

NORTHWEST DISTRICT PLAN

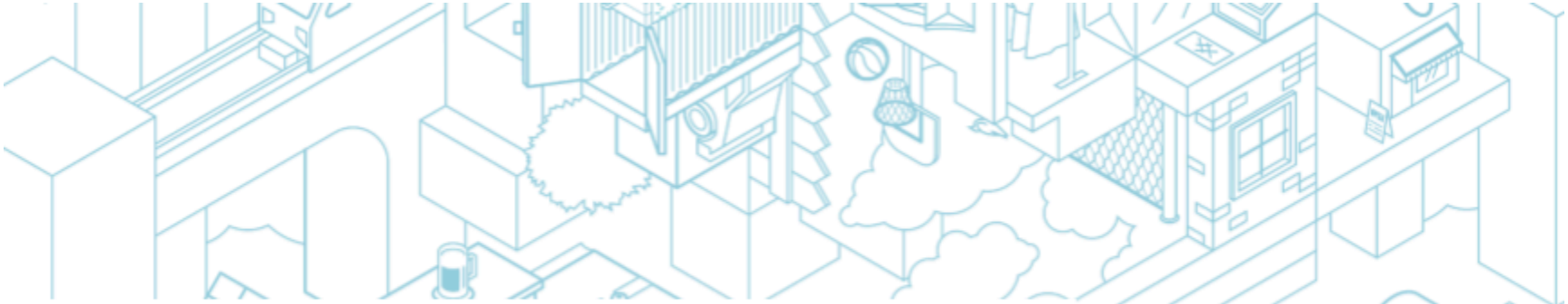
Edmonton



SCHEDULE A

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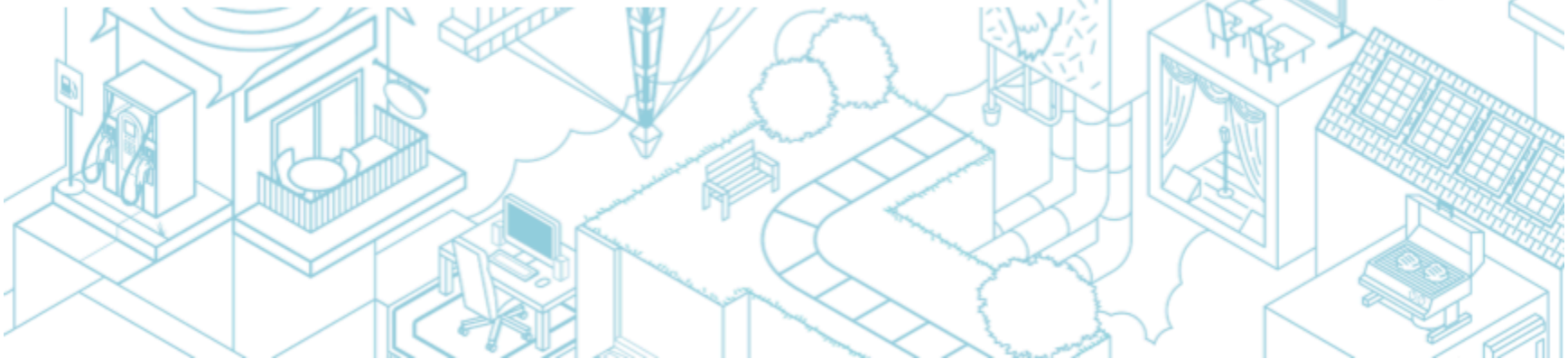


The City of Edmonton extends its deepest appreciation to those who helped create this district plan.

Special thanks to the members of the public, stakeholders, Administration and City Council who contributed their invaluable feedback and time.

Thank you to Green Space Alliance for their exceptional contribution in preparing the maps for this plan.

Your expertise, support and dedication have greatly enriched the content and quality of this district plan.



Land Acknowledgement

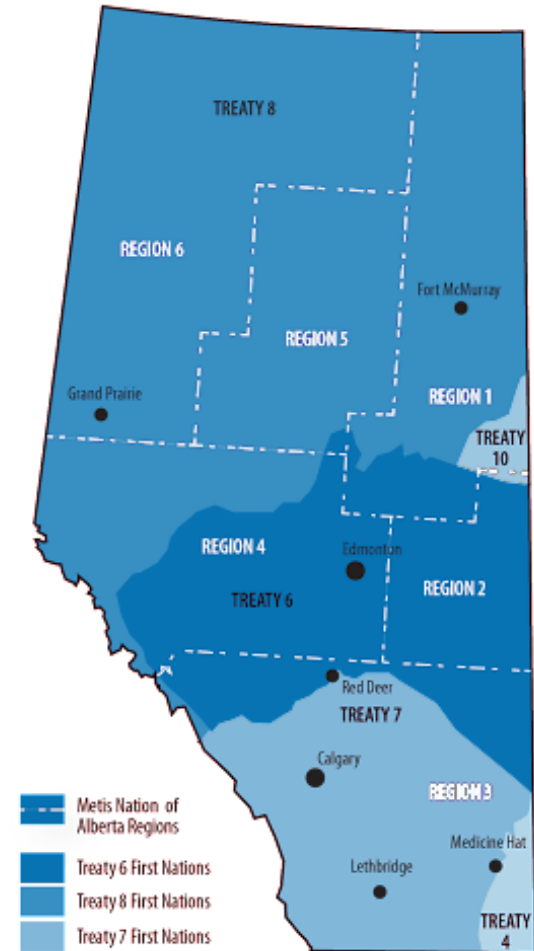
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homeland. 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). We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

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.

Visit edmonton.ca/wardboundaryreview for more information about the origins of these gifted traditional Indigenous ward names and their pronunciation.

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

[The City Plan](#) sets the direction for how Edmonton will become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. The City Plan's vision for growth is facilitated through its District Network which identifies 15 **Districts** across Edmonton.

A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities within it.

District Plans are key in bringing The City Plan's "Community of Communities" vision to life by laying the foundation for 15-minute communities. This vision is for new and current residents to have access to more housing, recreation, education and employment opportunities in all 15 **Districts**, and to have more travel options within and across **Districts**.

The City Plan describes four interim population horizons as the city grows to two million people. District Plans align with The City Plan and provide details for the first population horizon of 1.25 million people where possible.

There are 16 District Plan bylaws:

- **District Policy:** applies to all **Districts** and provides city-wide policy direction.
- **15 District Plans:** explains how each **District** will change over time, shows in maps where to apply the District Policy and provides specific policies for areas within the **District** as needed.



The District Policy and District Plans are policy documents that will be used to guide change toward The City Plan's vision. The District Policy translates The City Plan's policy direction. Meanwhile, the District Plans reflect the map information in The City Plan and show where to apply the District Policy. Both documents focus on The City Plan's Planning and Design, Mobility and Managing Growth Systems, and their underlying physical networks such as land use, transportation and development pattern areas.

Together, the District Policy and District Plan will inform city-building decisions by civic administration, businesses, community organizations and residents. They will be amended over time to address the needs of Edmonton's growing population. More detailed information may be added to the District Policy or individual District Plans as additional planning work is completed. Information specific to the 1.25 million population horizon will also be replaced with new directions as it becomes available.

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 by topic or land use category for all **Districts**, and includes a glossary that defines key terms. District Plans show where these topics and categories apply within their **District** using a series of maps. District Plans also include additional policies for specific areas within the **District**. Key terms are capitalized and bolded throughout the District Policy and District Plan.

Steps 1 to 5 below outline how to use this District Plan and District Policy:



Step 1: Read Section 1: Introduction to District Plans

[Section 1: Introduction to District Plans](#) explains the authority and relationship between District Plans, the District Policy and other plans, bylaws and guidelines.



Step 2: Determine where other statutory plans are in effect

Determine if any existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) are in effect by referencing [Map 8: Area-Specific Policy Subareas](#) in [Section 4: Area-Specific Policy](#) of the District Plan. These statutory plans will guide rezoning, subdivision and development permit decisions for locations within their boundaries, and the District Plan will guide any potential plan amendments.



Step 3: Consult the District Policy and the District Plan together

Where no other statutory plan is in effect, District Plans and the District Policy will guide rezoning, subdivision and development permit decisions. Consult the District Policy for applicable policies and the glossary of terms. For detailed information on where and how the District Policy applies, consult the applicable District Plan.

**The District Policy explains 'what',
and the District Plan explains
'where'.**



Step 4: Review the planning direction in the District Plan

Section 3: District Systems and Networks describes how the **District** is intended to grow and physically change by showing The City Plan's planned systems and networks, and the investments that are planned to support this change as Edmonton reaches 1.25 million people.

- [Map 1: Heritage and Culture](#)
- [Map 2: Activating and Phasing Growth to 1.25 Million](#)
- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

Section 2: District Context

describes where the **District** is located within the city, how the **District** came to be and what is located within the **District**.



Step 5: Review the area-specific policy in the District Plan

In **Section 4: Area-Specific Policy** of the District Plan, determine if any area-specific policies apply to smaller areas within the **District**. **Map 8: Area-Specific Policy Subareas** works together with **Table 2: Area-Specific Policy** to indicate locations where any area-specific policy applies. These policies are unique to the specific area outlined in **Map 8: Area-Specific Policy Subareas** and may be additional or exceptional to the direction in the District Policy.

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

District Plans must be read in conjunction with [The City Plan](#) and other policies, strategies and guidelines established by the City of Edmonton. References to applicable strategies and guidelines are included but are not comprehensive. For a complete review of the City of Edmonton's applicable policies and guidelines regarding individual development proposals or projects, consult your neighbourhood planner by visiting edmonton.ca/plansineffect.

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, AR 39/2018 and have been prepared in accordance with Section 636 of the Municipal Government Act. Section 635.1 can be located under Section 4(33) of the City of Edmonton Charter, 2018 Regulation.

District Plans are subject to [The City Plan](#), the City of Edmonton’s combined Municipal Development Plan and Transportation Master Plan. In the event of a discrepancy, The City Plan shall prevail over the District Plans and District Policy.

The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

	Relationship
Areas with only a District Plan	<ul style="list-style-type: none"> The District Plan and the District Policy will guide rezoning, subdivision and development permit decisions.
Areas with a District Plan and another statutory plan	<ul style="list-style-type: none"> The other statutory plan will guide rezoning, subdivision and development permit decisions. Amendments to the other statutory plan will be guided by direction in the District Plan and District Policy. The planned density targets established in the other statutory plan will be maintained to ensure consistency with the Edmonton Metropolitan Region Growth Plan.

The creation of new statutory plans will be guided by the District Policy and the District Plan in effect.

In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, **Table 2: Area-Specific Policy** shall prevail, except where it directs to a non-statutory document.

District Plans support the Edmonton Metropolitan Region Board’s growth objectives. Area Structure Plans, Neighbourhood Structure Plans, Neighbourhood Area Structure Plans and other geographic plans will continue to provide guidance to ensure the orderly 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 decision-making for rezoning applications, development permit applications in situations where a discretionary development as defined in the [Zoning Bylaw](#) (Bylaw 20001) is being considered, and where a text amendment is proposed to the Zoning Bylaw.

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 the adoption of this bylaw, 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 to reflect system or network updates, such as changes to land use, mobility, 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 northwest area of Edmonton. Neighbouring municipalities include Sturgeon County to the north and the City of St. Albert to the northwest. Nearby **Districts** include the Jasper Place District, Central District, 118 Avenue District and the Northeast District. The Northwest District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential Neighbourhoods

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

Industrial Neighbourhoods

- Hagmann Estate Industrial
- McArthur Industrial
- Mistatim Industrial (Portion of)
- Rampart Industrial

The Northwest District is generally bordered by St. Albert Trail NW (Highway 2), Anthony Henday Drive (Highway 216), 82 Street NW, 137 Avenue NW, Yellowhead Trail NW and 127 Avenue NW. These roadways connect and support the 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 and wet meadow, as well as several ephemeral water bodies found north of Anthony Henday Drive (Highway 216) in the Goodridge Corners area.

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 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 due to colonial land development practices.

The City of Edmonton acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experiences and in their own voices. District Plans do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each **District**. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities, First Nations and Métis peoples, cultural landscapes, and historical resources shown through stories, structures and spaces.

Early development of this District was influenced by the ‘leapfrog’ development of the Hudson Bay Reserve. 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.

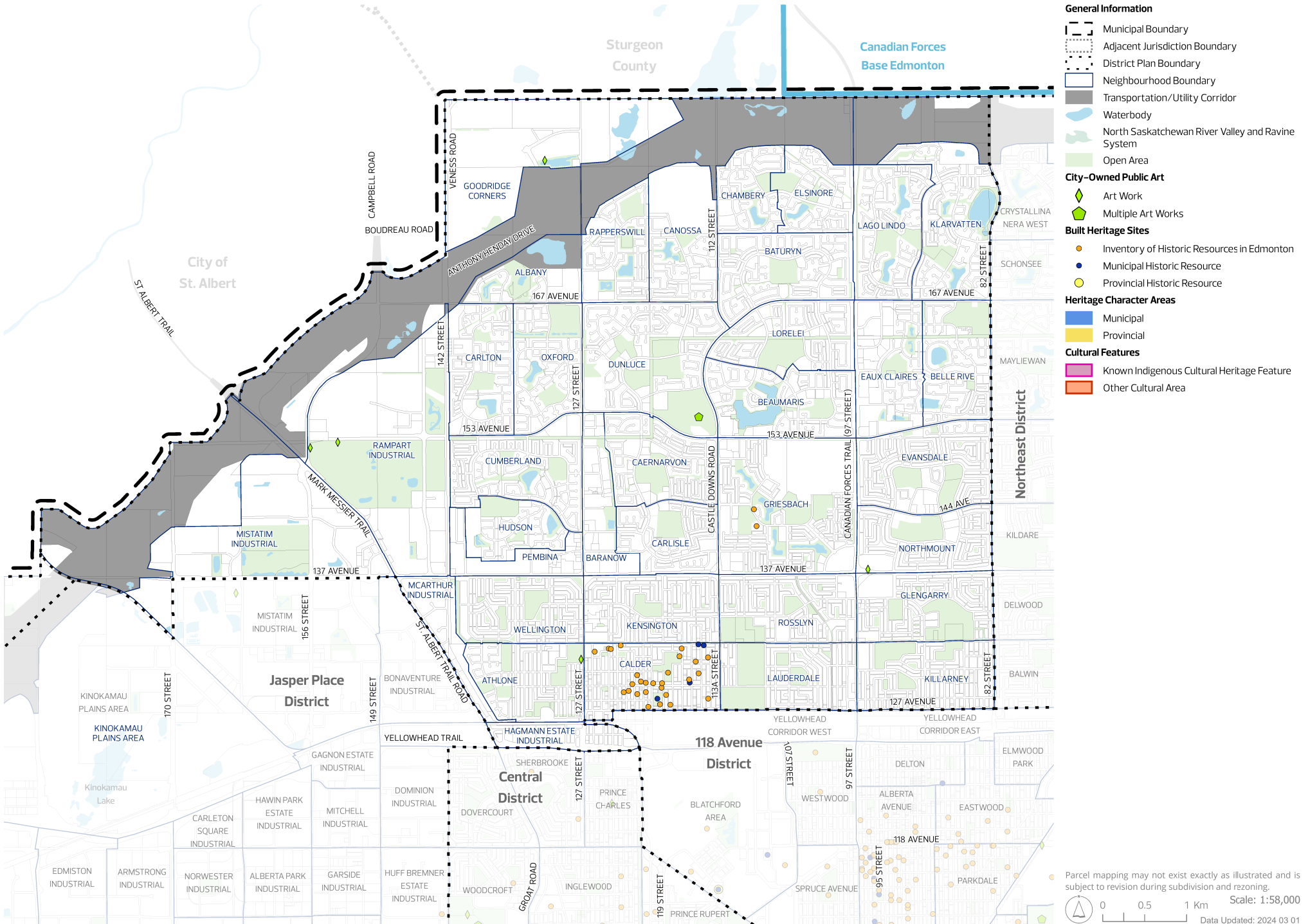
The Canadian Forces developed the Griesbach area into a National Defence facility in the 1950s, where military personnel and their families lived until the mid-1990s. The facility then relocated to Namao, allowing for Griesbach to redevelop into a non-military residential neighbourhood.

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 (Highway 216) saw development beginning in the 1990s and continuing 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.

Map 1: Heritage and Culture identifies historical and culturally important locations for this District. While only formally recognized locations have been included, other informally known significant historical and cultural features from a wide range of groups, cultures and times exist in this area.

Map 1: Heritage and Culture

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



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

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

0 0.5 1 Km Scale: 1:58,000

Data Updated: 2024 03 01

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 97 Street NW (Canadian Forces Trail/Highway 28) 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 defined by large-format and retail uses along major **Arterial Roadways**, including but not limited to 137 Avenue NW, 153 Avenue NW and 97 Street NW. Major commercial hubs in the District support the daily needs of area residents, including Northgate Centre, Newcastle Shopping Centre, FreshCO Palisades Square, Kensington Crossing Centre and others. Castle Downs Park supports recreational and outdoor activities, including outdoor playing fields, a skatepark and the Castle Downs Arena.

The District is connected regionally by Mark Messier Trail/St. Albert Trail (Highway 2) leading to St. Albert, and by 97 Street NW (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 as 97 Street NW (Highway 28/ Canadian Forces Trail) for north/south connections.

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.

Neighbourhoods in the Northwest District are vulnerable to the impacts of a changing climate. With changing temperatures, precipitation patterns and weather extremes, communities within the Northwest District are vulnerable to the increased threat of wildfire and extreme heat events. As climate change impacts worsen, drainage infrastructure and Information and Communication Technologies infrastructure are increasingly exposed to those impacts. Actions laid out in Edmonton's climate strategy are helping to build resilience in communities across the city and progress on adaptation action by the City of Edmonton is tracked through annual reporting.

Current Plans in Effect

In the Northwest District, the following statutory plans are in effect and 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

These statutory plans are shown on [Map 4: Land Use Concept to 1.25 Million](#) and referenced in [Section 4: Area-Specific Policy](#) of this District Plan.

Neighbourhoods in the Northwest District are in various stages of development. Many of the neighbourhoods within Anthony Henday Drive (Highway 216) are completely developed, with some neighbourhoods nearing completion 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 areas. The Goodridge Corners neighbourhood to the north of Anthony Henday Drive (Highway 216), as well as the Albany and Canossa neighbourhoods within Anthony Henday Drive (Highway 216), are actively developing.

3 District Systems and Networks

District Plans are organized using the same systems and networks described in [The City Plan](#). The systems are called Activating and Phasing Growth (Managing Growth), Planning and Design, and Mobility.

The features shown on **Maps 1 to 7** 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 key terms (capitalized and bolded in black text) are defined in the glossary in the District Policy.

3.1 Activating and Phasing Growth

The Northwest District will grow and change as the city grows to 1.25 million people and beyond. This section outlines the District’s anticipated population and employment growth and how the City of Edmonton will support this growth.

The City Plan expects population growth to occur across the District, including in the Albany, Canossa, Goodright Corners and Griesbach neighbourhoods. Growth will occur according to approved plans and/or future plans that support new development and are aligned with The City Plan and regional direction.

Employment growth is expected in both the Castle Downs and Northgate - Northtown **District Nodes**, as well as along the 137 Avenue and 97 Street **Primary Corridors**. Additionally, increased industrial and commercial development will continue in Mistatim Industrial and Rampart Industrial areas in the western portion of the Northwest District.

Table 1: Anticipated District Population and Employment Numbers

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](#).

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	138,000	157,000
District Employment	30,000	32,000	43,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data.

The District's look and feel will change as development projects are completed throughout its **Redeveloping Areas** and **Developing Areas**. Development and change will happen District-wide, but more growth and higher-density development is expected 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 which public investments will encourage and support this growth. The growth and infrastructure of new areas are described in greater detail in local plans, such as Area Structure Plans and Neighbourhood Structure Plans.

Both the public and private sectors have roles in initiating and advancing growth opportunities. The City of Edmonton may lead, facilitate and/or fund many of the initiatives and projects shown in the District Plan maps. 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., neighbourhood renewal, street lighting, traffic calming, public space programming) can also support growth activation.

Priority Growth Areas are the **Nodes** and **Corridors** that are expected to experience more residential and commercial development (compared to other locations in the **Redeveloping Area**) as Edmonton grows to a population of 1.25 million residents. Investment in these areas is expected to contribute to The City Plan's implementation over the long term.

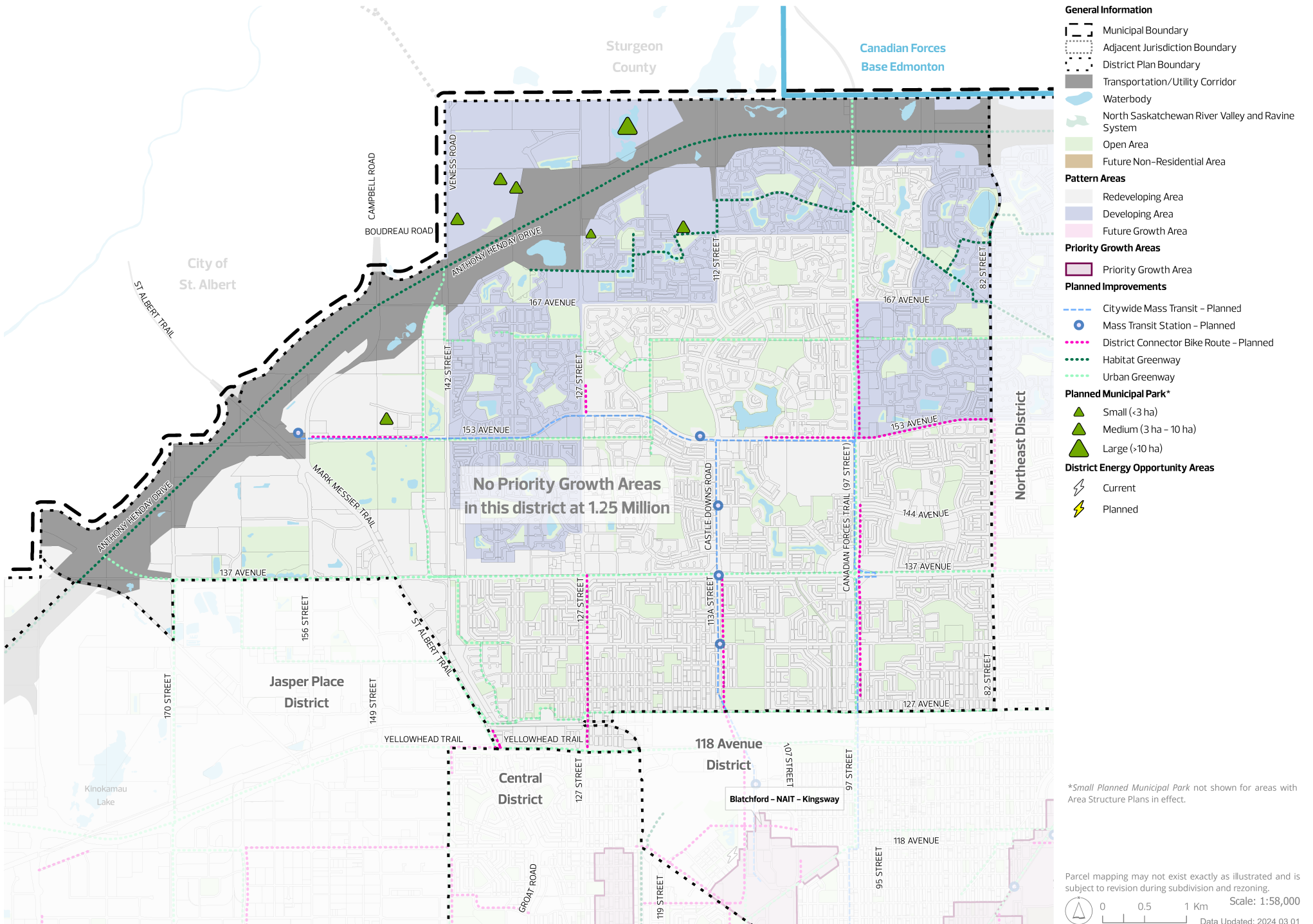
Prioritized investment is intended to support the development of **Nodes** and **Corridors** in line with The City Plan's phasing and activation approach. This approach combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan **Levers** of change (policy, partnerships,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

Not all **Nodes** and **Corridors** are considered **Priority Growth Areas** as **Priority Growth Areas** are concentrated in the **Redeveloping Areas** of the city until later population horizons.

There are no Priority Growth Areas in the Northwest District.

Map 2: Activating and Phasing Growth to 1.25 Million

The Activating and Phasing Growth to 1.25 Million map communicates development pattern areas, geographic growth priorities and the City of Edmonton's expected major actions to support Edmonton's growth to 1.25 million people. The map provides direction for investment in transit, **Active Transportation** and open spaces. This map also provides the locations of **District Energy Opportunity Areas** and **Priority Growth Areas** if they are located within the District. Further investments in utilities, transportation and community infrastructure that are not included on this map may occur.



3.2 Planning and Design

The Planning and Design System is about using land to ensure opportunities for a variety of housing, employment and open spaces in each **District**. It also ensures that new development supports the City of Edmonton's goals and is appropriately designed for its context. The Planning and Design System within the District is made up of the following networks:

- The Nodes and Corridors Network establishes logical areas of focus for population and employment growth opportunities. While all areas of the city will densify over time, **Nodes** and **Corridors** are the best areas for intensive and large-scale development.
- The Non-Residential Opportunities Network includes commercial and industrial-focused areas, as well as major institutions, creating productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.
- The Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.

District Plan maps that show these networks include:

- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)

A strong Planning and Design System uses urban design principles to maintain and create desirable and unique places. This involves drawing upon local context (e.g., heritage structures, street-oriented shops, mobility networks, open spaces and **Natural Areas**) when designing new development.

Map 3: Nodes and Corridors

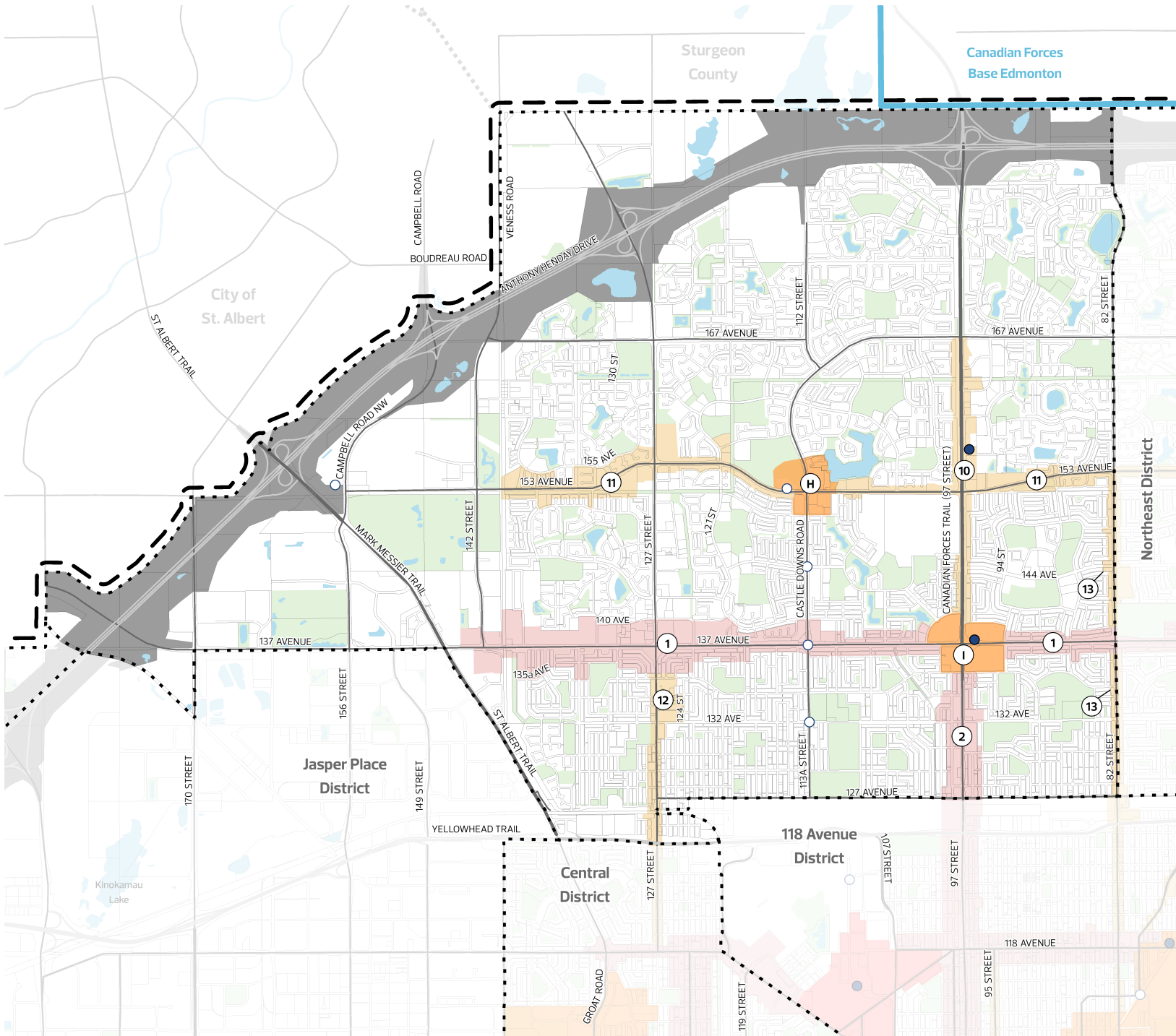
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes** and **Corridors** for the city's growth to two million residents.

Map 4: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map provides direction on the general land use and design influences for redevelopment and new growth in Edmonton. While land use categories will generally be stable over the long run, this map references growth to 1.25 million people because certain areas will eventually need to change land uses to meet The City Plan's long-term vision (e.g., **Future Growth Areas**, commercial and industrial **Nodes** and **Corridors**).

Map 5: Open Space and Natural Areas to 1.25 Million

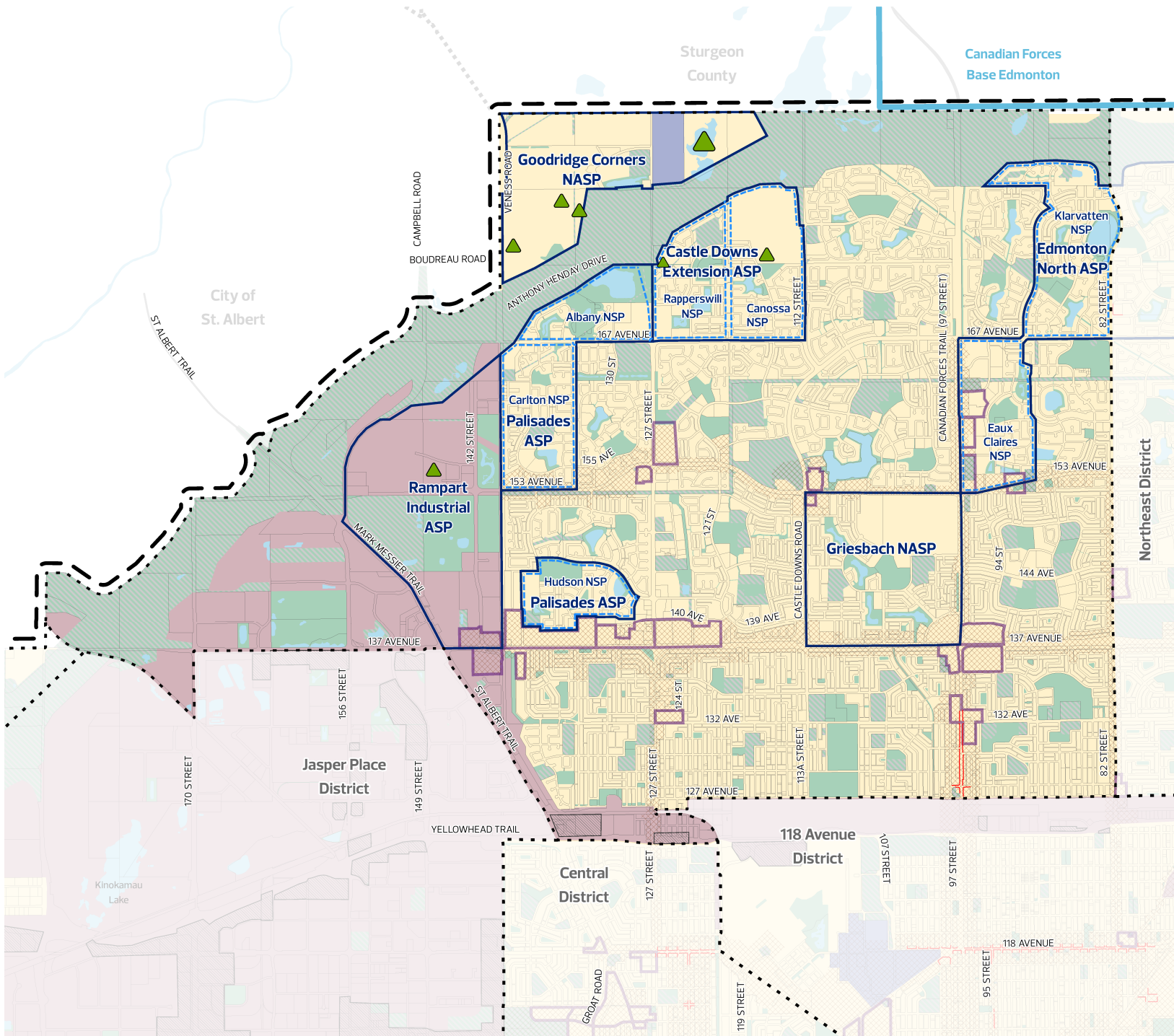
The Open Space and Natural Areas to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Green and Blue Network from The City Plan, including open space types and connections. The map features current and planned, public and privately owned open spaces and **Natural Areas**. Subject to the growth pattern, some of the planned open spaces identified in this map may be developed after Edmonton reaches 1.25 million people, and more open spaces and **Natural Areas** will be identified through subsequent planning work.



- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Transportation/Utility Corridor
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Transit**
- Mass Transit Station - Current
 - Mass Transit Station - Planned
- Nodes and Corridors**
- Centre City
 - Major Node
 - District Node
 - Castle Downs
 - Northgate-Northtown
 - Primary Corridor
 - 137 Avenue
 - 97 Street
 - Secondary Corridor
 - 97 Street
 - 153 Avenue
 - 127 Street
 - 82 Street

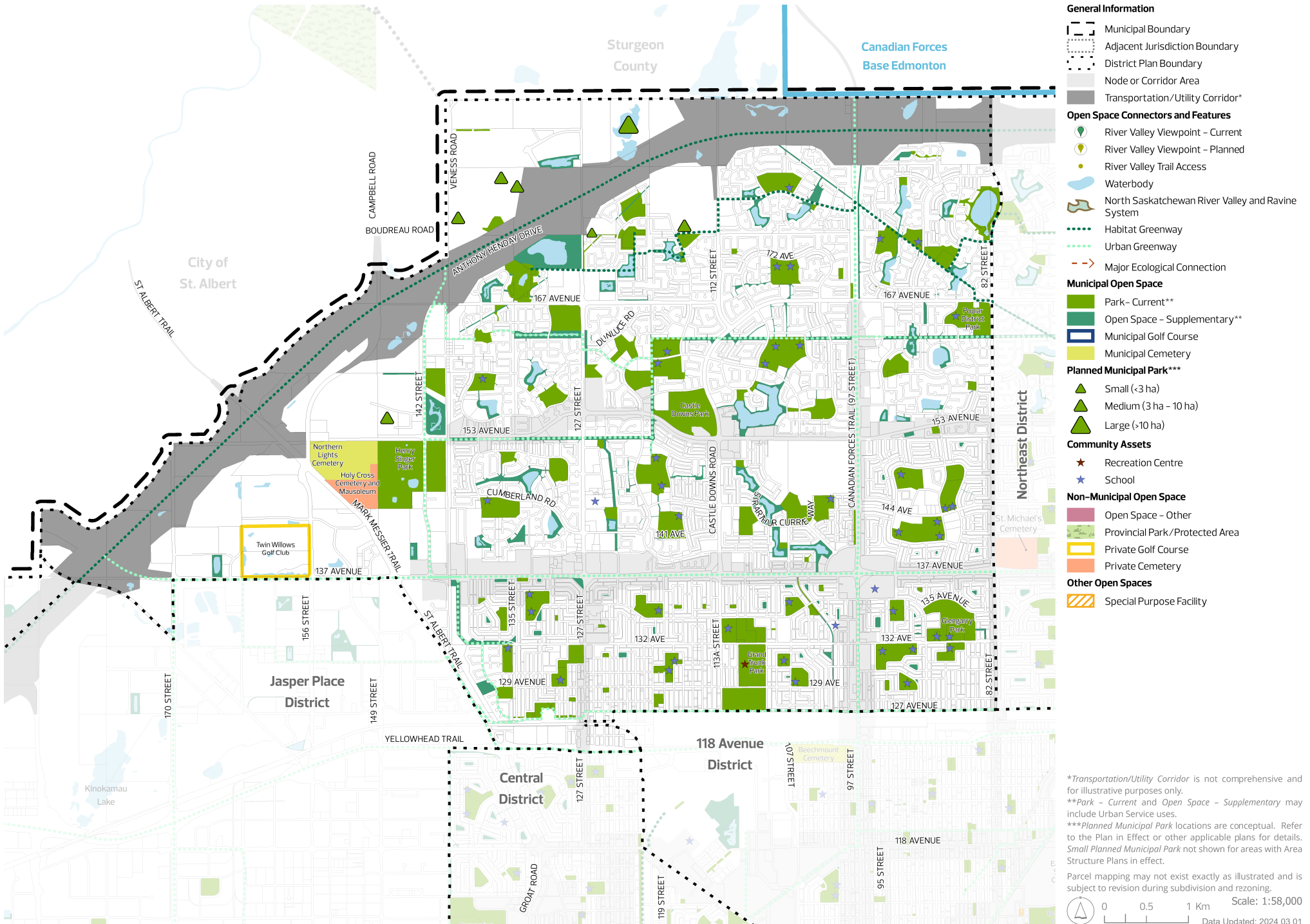
Letter/number labels as per The City Plan

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.



- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Plan in Effect - Area Structure Plan/Area Redevelopment Plan*
 - Plan in Effect - Other*
- General Land Use**
- Urban Mix
 - Commercial/Industrial Employment
 - Institutional Employment
 - Future Non-Residential Area
 - Open Space - Current
 - Urban Service
 - Agriculture
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
- Planned Municipal Park****
- Small (<3 ha)
 - Medium (3 ha - 10 ha)
 - Large (>10 ha)
- Development Areas**
- Node or Corridor Area
 - Non-Residential Intensification Area
- Design Influences**
- Large Site
 - Commercial Frontage

*Plan in Effect boundaries on this map are conceptual. Consult the Plan in Effect for details.
 **Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.



*Transportation/Utility Corridor is not comprehensive and for illustrative purposes only.
 **Park - Current and Open Space - Supplementary may include Urban Service uses.
 ***Planned Municipal Park locations are conceptual. Refer to the Plan in Effect or other applicable plans for details. Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.
 Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.
 Scale: 1:58,000
 Data Updated: 2024 03 01

3.3 Mobility

The Mobility System is about moving people and goods in an efficient and accessible manner. For a city to be prosperous and vibrant, it needs an integrated transportation network that offers its residents a variety of mobility options, enabling them to access what they need. The system should transition to a low-carbon future and 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:

- The Active Transportation Network creates critical connections using walking, rolling or biking, allowing people to access destinations, amenities, daily needs and recreational opportunities.
- The Transit Network provides connectivity city-wide, **District**-wide and regionally, prioritizing accessible, reliable and safe services.
- The Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment, and support regional connection and prosperity. The network includes all **Arterial Roadways**, expressways, freeways and provincial highways as identified in [The City Plan](#).

District Plan maps that show these networks include:

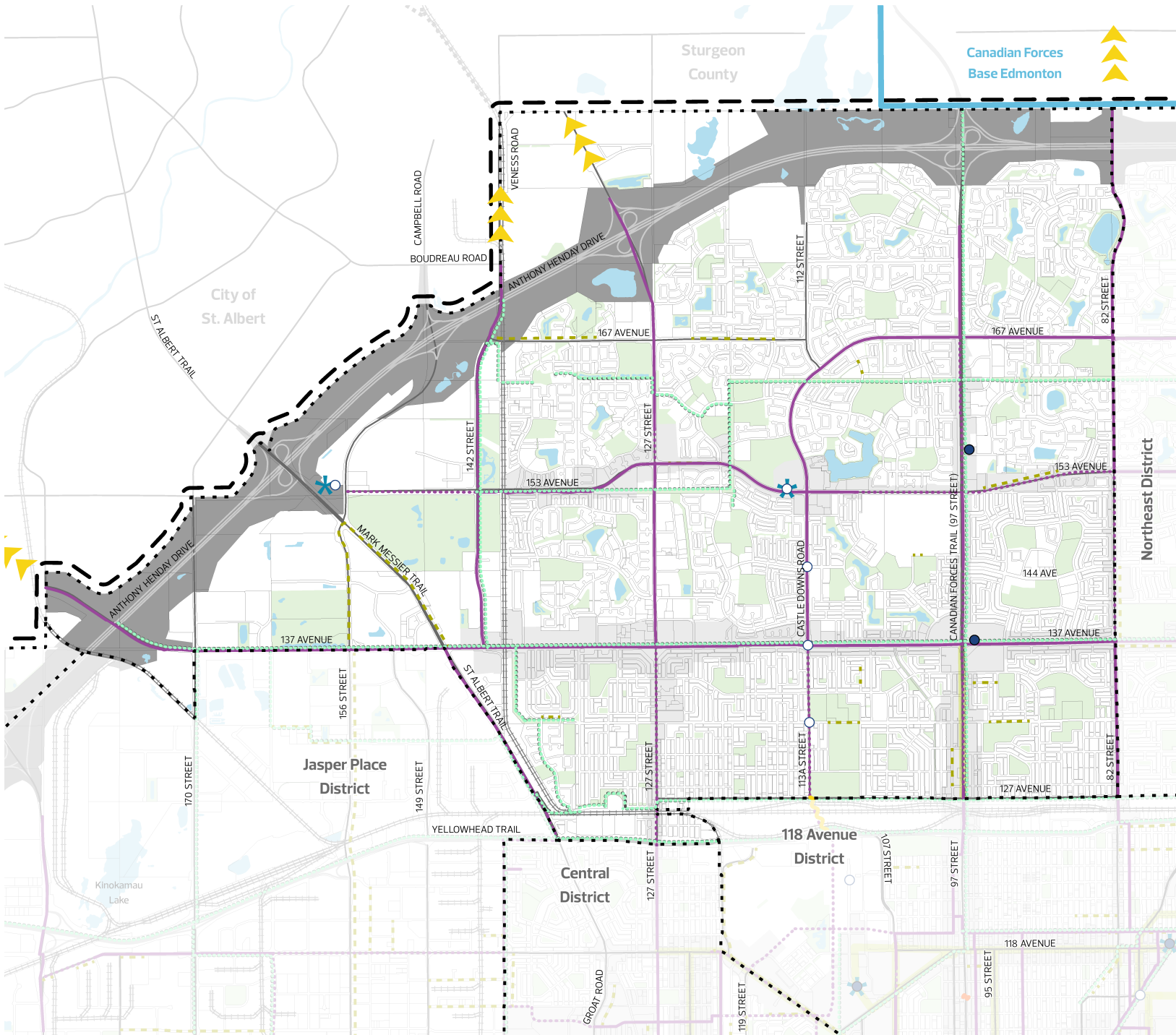
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

Map 6: Active Transportation to 1.25 Million

The Active Transportation to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Active Transportation Network from The City Plan. This map shows the regional and **District**-level cycling, walking and rolling priority locations or routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 7: Transit to 1.25 Million

The Transit to 1.25 Million map provides more detailed and geographic-specific guidance on implementing the Transit Network from The City Plan. This map shows the city-wide and **District**-level transit routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. **Local Transit** routes are not shown on this map. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

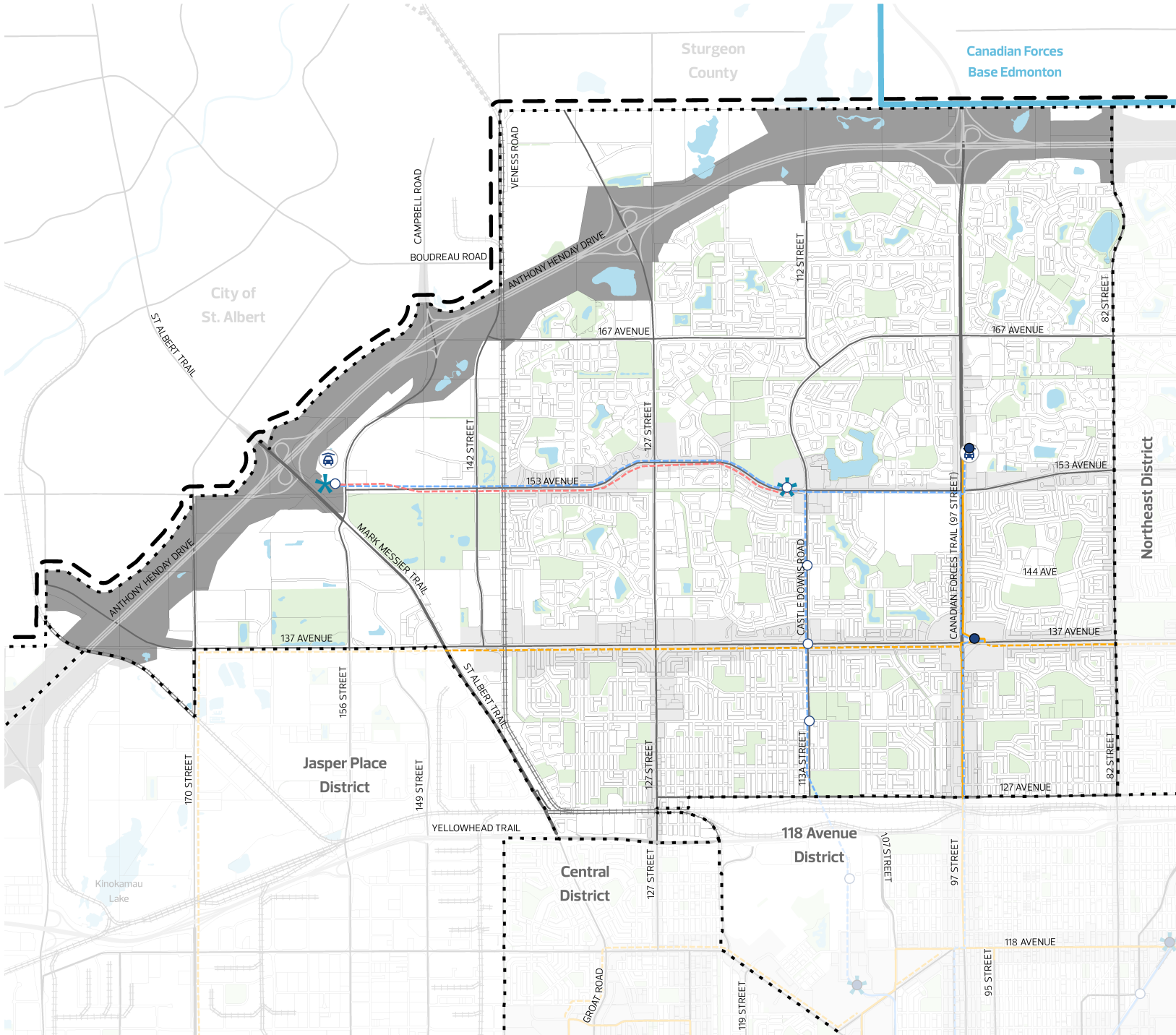


- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Node or Corridor Area
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Transportation/Utility Corridor
 - Railway*
 - Water Body
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Active Transportation**
- District Connector Bike Route - Current
 - District Connector Bike Route - Planned
 - Bike Connection - Identified Opportunity
 - Pedestrian Priority Area
 - Pedestrian Connection - Identified Opportunity
 - Urban Greenway
 - River Valley Trail Access
 - Active Transportation Bridge - Current
 - Active Transportation Bridge - Planned
 - River Valley Active Transportation Regional Connection
 - Active Transportation Regional Connection
- Transit**
- Mobility Hub
 - Mass Transit Station - Current
 - Mass Transit Station - Planned

*Railway data is not comprehensive and for illustrative purposes only.

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.



- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Node or Corridor Area
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Transportation/Utility Corridor
 - Railway*
 - Water Body
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Transit**
- Citywide Mass Transit - Current
 - Citywide Mass Transit - Planned
 - Citywide Mass Transit - Identified Opportunity
 - District Mass Transit - Current
 - District Mass Transit - Planned
 - Mobility Hub
 - Mass Transit Station - Current
 - Mass Transit Station - Planned
 - Park and Ride - Current
 - Park and Ride - Planned

*Railway data is not comprehensive and for illustrative purposes only.

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

4 Area-Specific Policy

This Area-Specific Policy section lists [other geographic plans and tools](#), and additional or exceptional policies to consider when making planning decisions for specific areas of the District. The information in this section must be considered alongside **Maps 1 to 7** in this District Plan and 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 8: Area-Specific Policy Subareas](#) and [Table 2: Area-Specific Policy](#) for additional or exceptional plans and policies to consider in this District.

Refer to [Section 1.2: Authority and Relationship to Other Plans](#) of this District Plan for information on how **Table 2: Area-Specific Policy** shall be read with the District Policy and this District Plan.

Map 8: Area-Specific Policy Subareas

The Area-Specific Policy Subareas map identifies geographic subareas within the District where additional or exceptional policies apply. Refer to **Table 2: Area-Specific Policy** for the detailed policy direction that applies to a particular geographic area. Where a particular location is not located within a subarea, refer to **Maps 1 to 7** in this District Plan and the District Policy for planning guidance.

Table 2: Area-Specific Policy

The Area-Specific Policy table identifies detailed policy direction for the specific geographic areas identified on **Map 8: Area-Specific Policy Subareas**. In some instances, a detailed map is included with a policy to provide additional clarity. Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

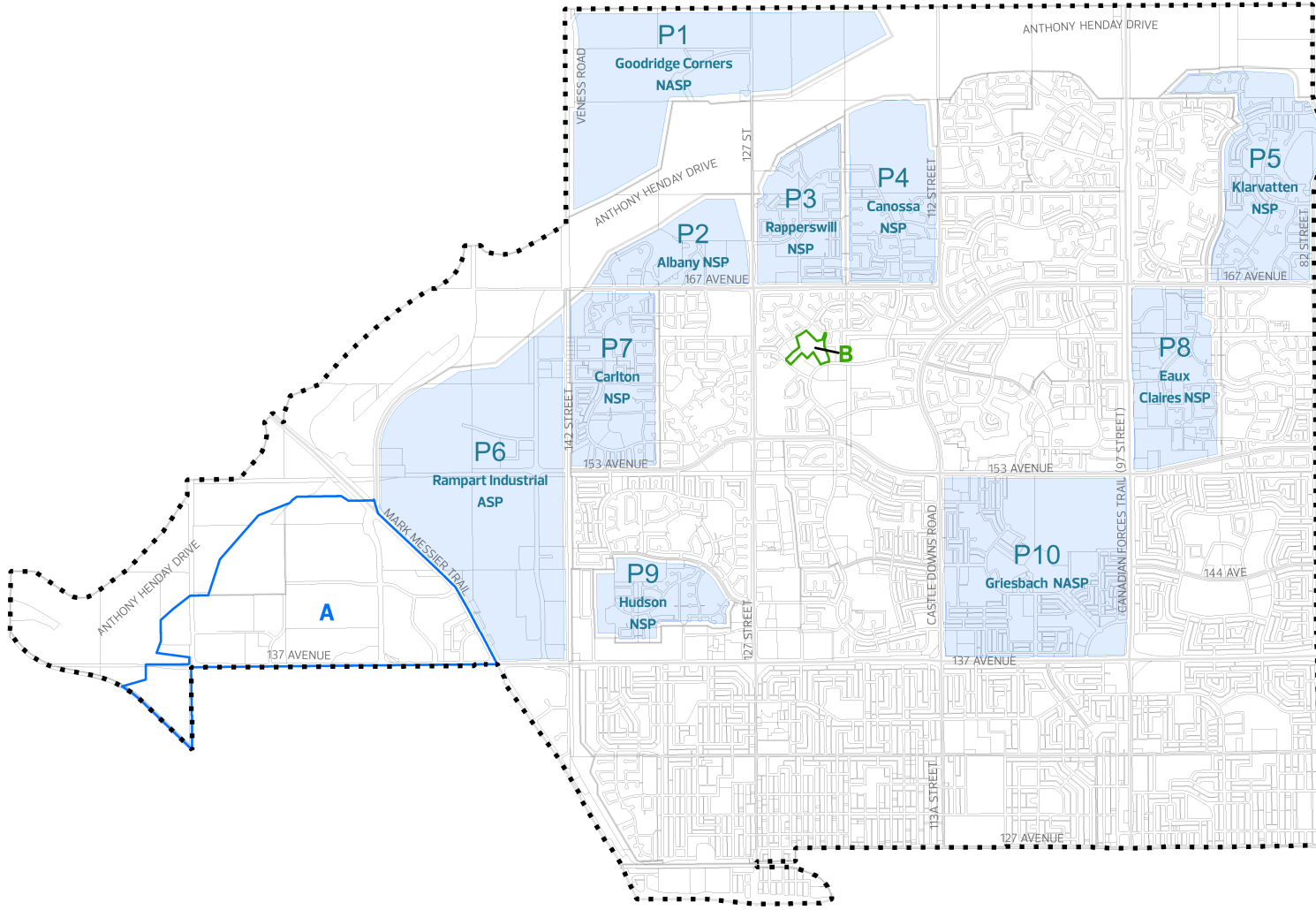



Table 2: Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A.1 Mistatim Industrial Area - Open Space (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 by the City of Edmonton. The City of Edmonton should determine on an individual basis if and how to dispose of existing reserves. In some cases, excess reserves may be sold to adjacent properties, and in other instances, they may be sold as separate developable lots.</p>
	<p>A.2 Mistatim Industrial Area - Mobility (Roadways)</p> <ul style="list-style-type: none"> a) Future roadway development should be considered by: <ul style="list-style-type: none"> i) Extending 145 Avenue westward from 164 Street to intersect with 170 Street; and ii) Extending 164 Street north from 137 Avenue to intersect with 145 Avenue. b) The area surrounded by Anthony Henday Drive (Highway 216), St. Albert Trail and 137 Avenue provides excellent flexibility for extending rail service throughout. Subdivision in the area could consider the connection of spur lines to support the industrial land.

Subarea	Additional or Exceptional Policy	
B	<p>B.1 Dunluce - Land Use (Surplus School Site) The 5.4 hectare subject site includes a 1.0 hectare school site that was declared surplus by local school boards in 2009. It was approved for residential development by City Council in 2015. Small Scale and Low Rise residential development are appropriate for the surplus school site.</p>	
P1	<p>P1 Goodridge Corners Neighbourhood Area Structure Plan For further planning direction, refer to the Goodridge Corners Neighbourhood Area Structure Plan.</p>	
P2	<p>P2 Albany Neighbourhood Structure Plan For further planning direction, refer to the Albany Neighbourhood Structure Plan and the Palisades Area Structure Plan.</p>	
P3	<p>P3 Rapperswill Neighbourhood Structure Plan For further planning direction, refer to the Rapperswill Neighbourhood Structure Plan and the Castle Downs Extension Area Structure Plan.</p>	

Subarea	Additional or Exceptional Policy
P4	<p>P4 Canossa Neighbourhood Structure Plan For further planning direction, refer to the Canossa Neighbourhood Structure Plan and the Castle Downs Extension Area Structure Plan.</p>
P5	<p>P5 Klarvatten Neighbourhood Structure Plan For further planning direction, refer to the Klarvatten Neighbourhood Structure Plan and the Edmonton North Area Structure Plan.</p>
P6	<p>P6 Rampart Industrial Area Structure Plan For further planning direction, refer to the Rampart Industrial Area Structure Plan.</p>
P7	<p>P7 Carlton Neighbourhood Structure Plan For further planning direction, refer to the Carlton Neighbourhood Structure Plan and the Palisades Area Structure Plan.</p>
P8	<p>P8 Eaux Claires Neighbourhood Structure Plan For further planning direction, refer to the Eaux Claires Neighbourhood Structure Plan and the Edmonton North Area Structure Plan.</p>
P9	<p>P9 Hudson Neighbourhood Structure Plan For further planning direction, refer to the Hudson Neighbourhood Structure Plan and the Palisades Area Structure Plan.</p>
P10	<p>P10 Griesbach Neighbourhood Area Structure Plan For further planning direction, refer to the Griesbach Neighbourhood Area Structure Plan.</p>

Where no subareas have been identified, the District Policy and District Plan maps (Maps 1 to 7) shall guide planning decisions.