

Edmonton

Northeast District Plan

Draft 2022

TABLE OF CONTENTS

Land Acknowledgement	4
1. Introduction to District Plans	5
1.1. How to use District Plans	6
1.2. Authority and Relationship to Other Plans	6
1.3. Relationship to the Zoning Bylaw	7
1.4. Monitoring and Amendments	7
2. District Context	8
2.1. Physical Context	8
2.2. Historical Context	9
2.3. Development Context	9
3. City Plan Direction	11
3.1. Growth to 1.25 Million	11
Table 3.1 - District Population and Jobs Estimates	11
3.2. Growth to 2 Million	12
4. District Specific Policy Guidance	13
Figure 4.1 - Northeast Subarea Figure for District Specific Policy Table Reference	14
Table 4.1 - District Specific Policy	15
Figure 4.2 - Ebbers Neighbourhood	18
Figure 4.3 - Hollick-Kenyon Neighbourhood	18
Figure 4.4 - Kennedale Industrial Neighbourhood	19
Figure 4.5 - Clover Bar Neighbourhood	20
5. Growth Activation	21

6. District Maps	22
6.1. Map List	22
Figure 6.1: Citywide Context	25
Figure 6.2: District Context - Assets	26
Figure 6.3: District Context - Development Considerations	27
Figure 6.4: Vision at 2 Million	28
Figure 6.5: Direction to 1.25 Million	29
Figure 6.6: Land Use Concept	30
Figure 6.7: Heritage and Culture	31
Figure 6.8: Open Space and Natural Areas	32
Figure 6.9: Mobility	33
Figure 6.10: Growth Activation	34

DRAFT 2022

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).

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.

DRAFT 2022

1. Introduction to District Plans

During conversations held to create The City Plan, Edmontonians said that as the city gets bigger and welcomes more people, it will be increasingly important to create a "community of communities". People want to live and work closer to a range of destinations, services and amenities that are accessible within a 15-minute walk, bike or bus ride and to meet as many of their daily needs as possible locally. They want to spend more time in their neighbourhood, support local businesses, reduce greenhouse gas emissions and enjoy good physical and mental health.

That is why The City Plan established a network of districts and defines them as "diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs. They connect residential and non-residential opportunities and enhance the ability for more Edmontonians to live locally because places and spaces are close at hand and easy to get to. Districts are unique based on where they are and what they contain." (The City Plan, page 34).

District plans will help implement The City Plan by creating a community of communities and improving connection, accessibility and quality of life at a local level. District plans lay the foundation for the "15-minute city" and will help deliver services and amenities closer to where people live. However, they cannot be considered perfectly self-contained. Within a district there could be multiple centres that exist or emerge around different areas of activity, and people living or working near the edge of a district may be best served by amenities to the district next to them for their 15-minute needs. What is important is that people have access to what they need on a daily basis and that district planning encourages this through analysis at an appropriate scale for areas sharing common planning issues and development influences.

District plans consist of 16 separate bylaws:

- The District General Policy (DGP), which contains citywide policy direction applicable to places and features found in all districts, and
- 15 district plans, which include context, maps, additional policy direction and growth activation information for each district.

Together, these documents provide a flexible framework to accommodate Edmonton's growth to 1.25 million people. They will inform city building decisions by civic administration, business, civil society 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 are the principal policy documents guiding the physical changes to the city described in the The City Plan, with a focus on planning and design, mobility and growth management systems. While The City Plan guides the city's growth to 2 million residents, district plans primarily address the first phase of The City Plan, growth to 1.25 million residents.

The plans are intended to adapt over time to accommodate our growing population, shifting environment and emerging priorities. More detailed information may be added to the District General Policy or to specific district plans as additional land use planning is completed. Major amendments to update district plans will be undertaken when the City's population approaches 1.25 million.

1.1. How to use District Plans

Consult the **District General Policy** for direction that applies citywide, including the policies that apply to specific map layers. A glossary is also provided to define terms and to orient readers between maps and policies for key concepts.

Within the **district plan**, consult **Figures 6.1-6.10** (section 6) to determine important information about sites and areas. These maps contain information on intended land uses, constraints to development, nearby amenities and infrastructure investments, among other topics. Review the policy table (section 4) of the district plan for exceptions and additions to the general policy applied to specific areas within the district. Section 5 provides information on where and how the City is using its levers of change to support growth. Sections 2 and 3 describe the district's history, its current context and the intentions for the district as it grows.

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

Each district plan and the District General Policy is an additional statutory plan as described under section 635.1 of The City of Edmonton Charter, 2018 Regulation and has been prepared in accordance with Section 636 of the Municipal Government Act.

In the event of a conflict between a district plan's policy table (Section 4) and the District General Policy, the district plan policy table shall prevail.

District plans are subject to the Municipal Development Plan, Areas Structure Plans (ASPs) and Area Redevelopment Plans (ARPs). However, ASP and ARP amendments must be consistent with the relevant district plan and District General Policy.

ASPs and Neighbourhood Structure Plans (NSPs) will continue to be used to provide guidance to ensure the orderly, first-generation development of Developing and Future Growth Areas. New geographic plans must be consistent with the district plan applicable to the area and the District General Policy.

District plans support the outcomes of the Regional Growth Plan through subsequent area and local planning. New ASPs and ARPs, or future amendments to these, will still be subject to the Regional Evaluation Framework (REF) process as guided by the [REF Toolkit](#) (the Toolkit). Where no ASP, NSP or ARP is in effect, district plan amendments will be subject to the REF process as guided by the Toolkit.

1.3. Relationship to the Zoning Bylaw

district plans, in conjunction with other applicable statutory plans, will provide guidance to inform the use of discretion under the Zoning Bylaw and to inform rezoning decisions.

It is recognized that Council has the authority to zone as Direct Control Provisions. Direct Control Provisions that were approved prior to [DATE OF PASSAGE OF DISTRICT GENERAL POLICY], shall not be subject to the District General Policy and applicable district plan. Any Direct Control Provisions approved following [DATE OF PASSAGE OF DISTRICT GENERAL POLICY] will be subject to and align with the District General Policy and applicable district plan.

1.4. Monitoring and Amendments

District plans will be amended 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 General Policy and The City Plan. All amendments to the plan must be presented as a proposed bylaw to Council for consideration at a public hearing.

DRAFT 2022

2. District Context

2.1. Physical Context

The Northeast District is located in the northeast area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Neighbouring municipalities include Sturgeon County to the north and Strathcona County to the east. Nearby districts include the Horse Hill District, 118 Avenue District and Northwest District (see **Figure 6.1: Citywide Context**). Northeast District, exempting the Anthony Henday, includes the following neighbourhoods:

- Balwin
- Bannerman
- Belmont
- Belvedere
- Brintnell
- Canon Ridge
- Casselman
- Clareview Town Centre
- Clover Bar Area
- Crystallina Nera East
- Crystallina Nera West
- Cy Becker
- Delwood
- Ebbers
- Fraser
- Gorman
- Hairsine
- Hollick-Kenyon
- Homesteader
- Industrial Heights
- Kennedale Industrial
- Kernohan
- Kildare
- Kilkenny
- Kirkness
- Matt Berry
- Mayliewan
- McConachie
- McLeod
- Miller
- Sifton Park
- Overlanders
- Ozerna
- Schonsee

The Northeast District is generally bordered by Anthony Henday Drive (Highway 216) to the north, 33 Street NE to the east, Yellowhead Trail and 127 Avenue NW to the south and 82 Street NW to the west. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

The eastern portion of the district includes the Kennedale Ravine system which connects the area ecologically to the North Saskatchewan River. East and south of the river is a large forested area composed of aspen, balsam poplar and birch which supports a diversity of plant species, provides wildlife habitat and acts as a movement corridor linking local natural areas.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

2.2. Historical Context

The land within the Northeast 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 headed west. 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. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The Northeast area contained portions of the Victoria Trail, a commonly-used route by First Nation groups in pre-contact times. This trail was an important migration route between Fort Edmonton and the Victoria Métis Settlement, located northeast of Edmonton.

Development began in the Belvedere area in the early 1900s with rapid growth following the opening of the Swift Company Packing plant in 1908 along Fort Road. Livestock and associated metal industries concentrated in the area, attracted by the presence of the Grand Trunk Pacific Railway and Canadian Northern rail lines. This economic activity led to the founding of the independent Village of North Edmonton in 1910. The Village of North Edmonton was incorporated into Edmonton's municipal boundaries in 1913 and became the industrial centre of Edmonton and a working class residential neighbourhood.

The City of Edmonton annexed agricultural land from Sturgeon County and Strathcona County in the late 1960s and early 1970s. Land was acquired for housing in the north and industry in the eastern portion of the Northeast District. Edmonton's economic downturn in the 1970s led to the reduction of industrial activity in the area. During this time, Edmonton's first Light Rail Transit (LRT) system was built in 1978, connecting Belvedere and Downtown.

Neighbourhoods immediately south of Anthony Henday Drive were annexed from Sturgeon County in the 1980s. Development continues as the last portions of land are subdivided and built along the northern edges of the district.

2.3. Development Context

The Northeast District is mostly low-density residential, with some 'big box'-type commercial concentrated along arterial roads, like Fort Road/Manning Drive. Residential homes are oriented along interior loops and cul-de-sacs, separated from arterial roadways on the edges of the neighbourhoods, with community focal points such as schools with large recreational open spaces or stormwater management facilities centred within the neighbourhood. Major commercial and recreational anchors that serve the

Northeast District neighbourhoods include Clareview Town Centre, Clareview Community Recreation Centre, Manning Town Centre and Londonderry Mall.

Lands within the eastern portion of the Northeast District, north of Yellowhead Trail and east of the North Saskatchewan River include a variety of light to heavy industrial uses. Other industrial uses are concentrated along the south boundary of the district, east of Fort Road in Kennedale Industrial and Industrial Heights neighbourhoods.

The Northeast District has many major transportation routes, including the Yellowhead Trail, 82 Street, the north-south connectors of 66 Street NW, 50 Street NW and Victoria Trail NW, and east-west 137 Avenue NW and 153 Avenue NW arterials. Fort Road/Manning Drive is a highly travelled route linking the City of Fort Saskatchewan to this district and other major areas of Edmonton. Major transit infrastructure includes the Clareview and Belvedere LRT stations and Edmonton's Capital LRT Line that connects the district to Downtown and south Edmonton.

A major power transmission corridor crossing east to west across the districts north end. This area is used as a linear park along the right-of-way of the power transmission line to form the district's neighbourhood boundaries and acts as part of its open space system. Further northwest and one kilometre north of Crystallina Nera West is the Canadian Forces Base (CFB) Edmonton. As such, the Edmonton Garrison Heliport Zoning Regulation introduces limitations on this district's northern land uses, heights, sizes and types of stormwater management facility developments and retention of wetlands.

A portion of the Edmonton river valley and ravine system is within 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 and to protect ecologically sensitive areas within the Northeast District and Edmonton citywide.

Three ASPs, two NASPs and one Outline Plan were adopted to provide planning direction for these areas: Hermitage General (1970) area, Edmonton North (1979), Clareview Town Centre (1980), Pilot Sound (1981), Fraser (1984) and Aurum Industrial (1991). The Northeast District is also a collection of master-planned neighbourhoods developed by private developers beginning in the 1980s: Schonsee (2002), McConachie (2006), Crystallina Nera West (2007), Crystallina Nera East (2011), Cy Becker (2012) and Gorman (2020).

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

3. City Plan Direction

3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Northeast District will experience population growth primarily in the areas with active NSPs completing development in the northern portion of the district (Crystallina Nera West, Crystallina Nera East, Cy Becker, Gorman and McConachie Area). Although many are already in place, additional parks, schools and commercial services may be added to provide local amenities and help the district realise The City Plan's 15-minute vision.

Modest employment growth in the district is expected due to completing industrial and commercial development in Kennedale Industrial. Some initial redevelopment may generate population and job growth at selected sites along the Fort Road Secondary Corridor.

Development in the district will be supported by investments in mobility such as new District Connector Bike Routes and District Mass Transit routes. These networks offer north and south connections within the district and to adjacent districts. Major roadway upgrades to Yellowhead Trail will be completed as it is converted to a full freeway. These connections present opportunities to improve green connections in the district through implementing an Urban Greenway network.

See **Figure 6.5: Direction to 1.25 Million** for additional information.

Table 3.1 provides population and jobs estimates for the Northeast District at different citywide population thresholds.

Table 3.1 - District Population and Jobs Estimates

	2020 estimate	Future State (1.25 Million citywide population)	City Plan Vision (2 Million citywide population)
District Population	115,000	133,000	163,000
District Jobs	25,000	31,000	55,000

3.2. Growth to 2 Million

Figure 6.4: Vision at 2 Million captures how the Northeast District is expected to continue to evolve beyond the immediate population horizon of this district Plan and in alignment with The City Plan, as Edmonton reaches 2 million people.

Beyond Edmonton's 1.25 million population, the district will experience additional development, such as:

- Built-out of the Clareview Major Node, Mobility Hub and further residential and commercial redevelopment in the nearby 137 Avenue Primary Corridor.
- Selective redevelopment of the Londonderry District Node and along Fort Road and 153 Avenue Secondary Corridors, which will provide important transitions between the district's residential areas and non-residential portions.
- Opportunities for land use diversification and more job activity within the Clover Bar Area, Kennedale Industrial, Industrial Heights areas.
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Additional investments in mass transit that will continue to support the node and corridor network and connections within and beyond the district.

This development will be supported by investments in open space and urban greenways (including active transportation) to complement existing greenways which are concentrated on this district's extensive ravine system. There will be the opportunity to enhance habitat greenways by preserving and enhancing natural connections from the North Saskatchewan River Valley and ravines at the east of the district.

4. District Specific Policy Guidance

In general, planning guidance for this district should be interpreted according to how and where the features in **Figures 6.5 to 6.9** of this district plan apply to the district, while consulting the relevant sections of the District General Policy for direction and interpretation of these features. This section outlines the interpretation and application of specific policies that should be considered in addition to what is written in the District General Policy. Reference **Figure 4.1** and **Table 4.1** to identify where and which specific policy applies in this district.

Figure 4.1 divides the district into subareas for the purposes of providing specific policy direction from **Table 4.1**. The subareas reflect nodes, corridors, substantial open spaces, residential and employment areas. The divisions are intended to organize and reference policy direction geographically and do not necessarily reflect specific land designation.

Table 4.1 lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

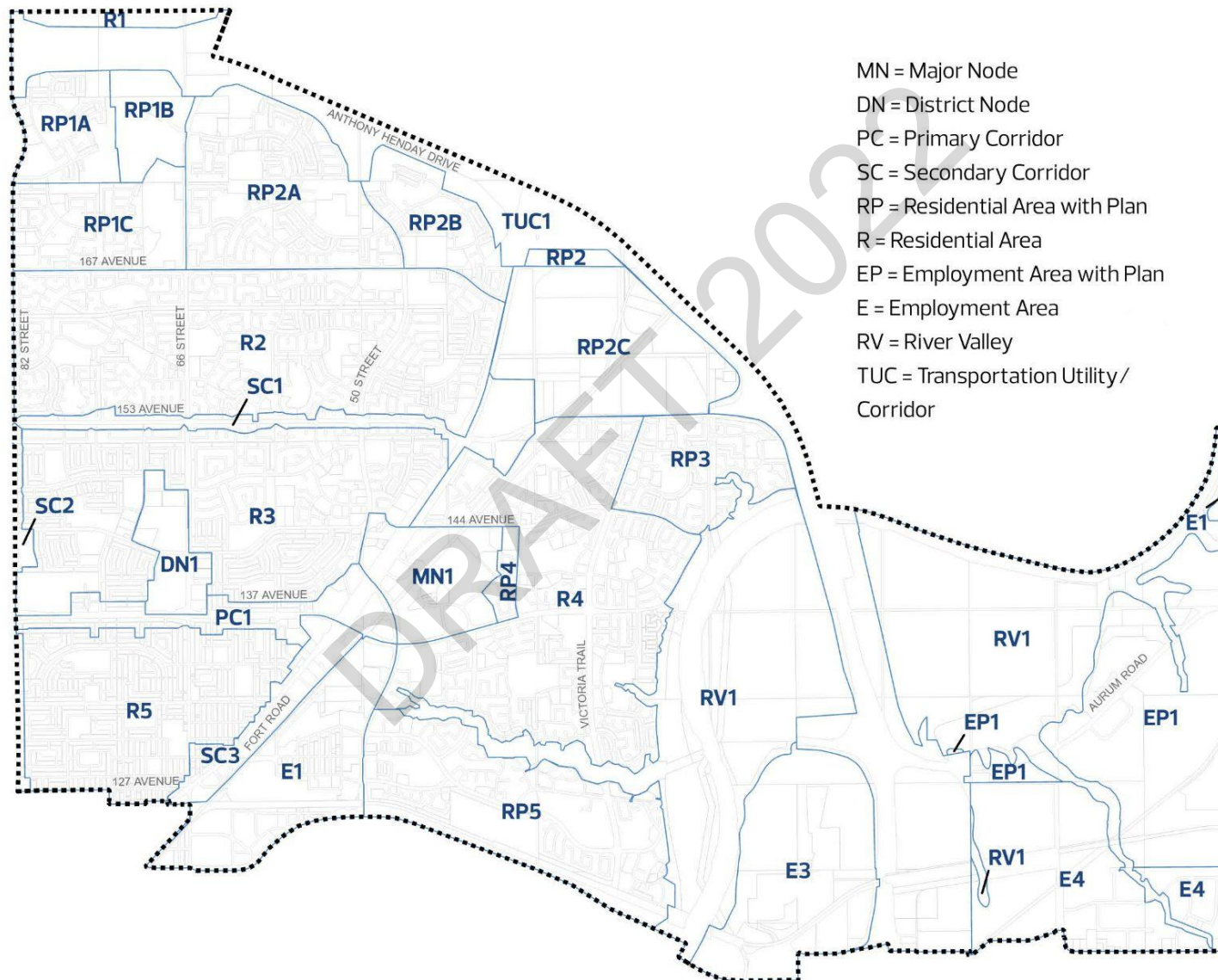
Any retained ARPs, ASPs, NSPs, or other geographic plans listed in **Table 4.1** shall be read harmoniously and will co-exist with the District General Policy and this district plan. These policies are included for their detailed direction and geographic coverage, because they align to or exceed The City Plan policy, or because they have not completed their function to guide local planning decisions. **Any discrepancy between the district plan and these plans shall be interpreted in favour of the latter.**

Where no specific policy applies in **Table 4.1** for a particular subarea, that subarea will refer to the district plan and District General Policy for overall policy guidance.

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.3.

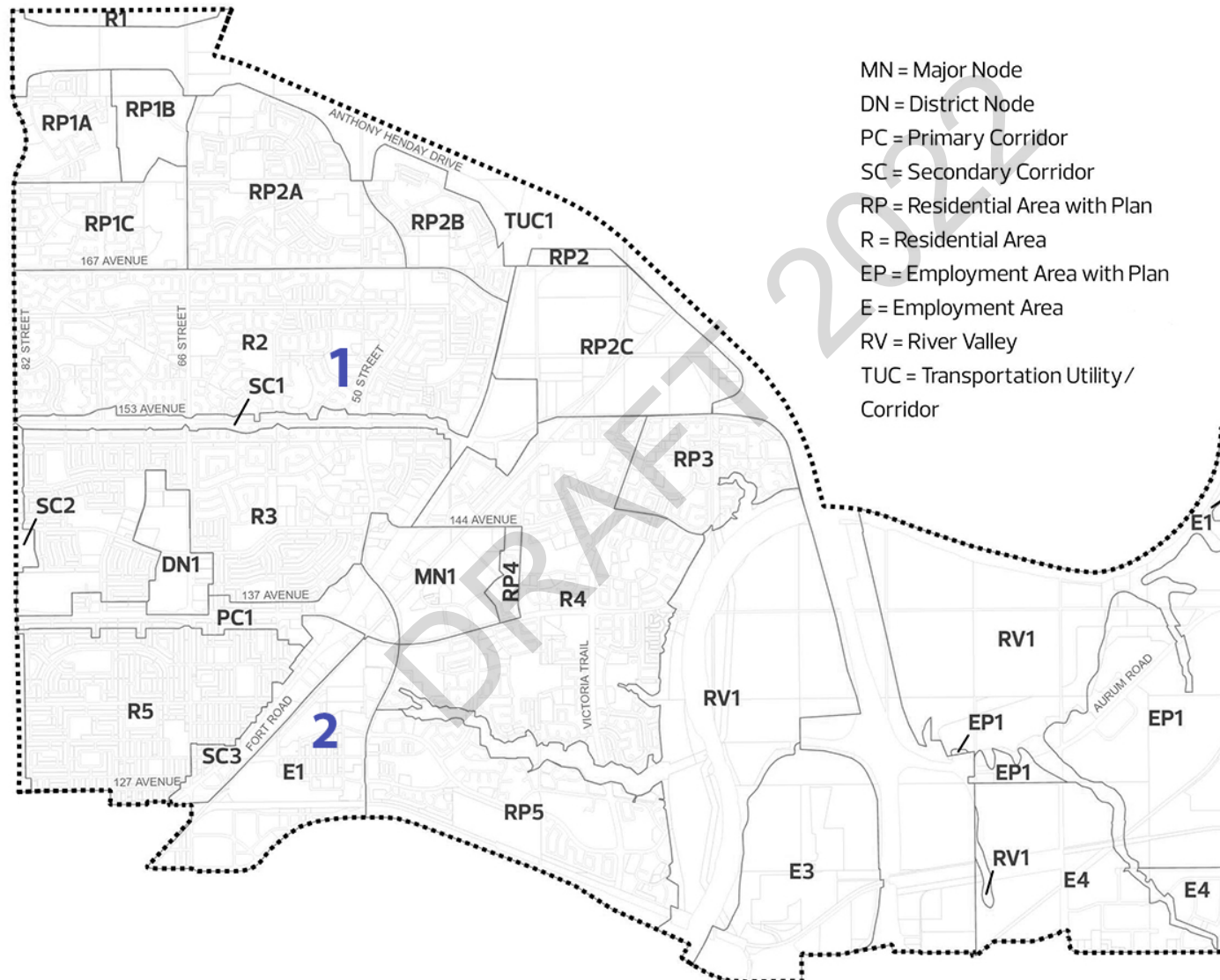
SEE NEXT PAGE FOR KNOWN ERRORS

Figure 4.1 - Northeast Subarea Figure for District Specific Policy Table Reference



**DUPLICATION OF PREVIOUS PAGE
KNOWN ERRORS NUMBERED BELOW**

Figure 4.1 - Northeast Subarea Figure for District Specific Policy Table Reference



1 - An additional map (Figure 4.2 - Ebbers Neighbourhood) will be added in 2023 to show the future rezoning and subdivision of land along 34 Street NW, south of 153 Avenue NW in the Ebbers neighbourhood. See SC1-1 in Table 4.1.

2 - The subarea for Kennedale Industrial neighbourhood to be revised from 'E1' to 'E2'.

Table 4.1 - *District Specific Policy*

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN1	Clareview Major Node (portion of Clareview Town Centre NASP)	MN1-1 For further planning direction refer to the Clareview Town Centre NASP for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
SC1	153 Avenue Secondary Corridor (portion of Ebbers neighbourhood)	SC1-1 Land adjacent to 34 Street NW within the Ebbers neighbourhood shall be developed for low-intensity commercial purposes. See Figure 4.2	2.2.1 General Policies and 2.3.1 General Policy for All Nodes and Corridors
SC3	Fort Road Secondary Corridor	SC3-1 Facade and storefront improvements on existing or refurbished buildings along Fort Road will be consistent with a western theme to reflect Fort Road's historic character.	2.1.3 Built Form and 2.3.1 General Policy for All Nodes and Corridors
RP1A	Crystallina Nera West NSP (portion of Edmonton North ASP)	RP1A-1 For further planning direction refer to the Crystallina Nera West NSP.	1.2 Authority and relationship to other plans
RP1B	Crystallina Nera East NSP (portion of Edmonton North ASP)	RP1B-1 For further planning direction refer to the Crystallina Nera East NSP.	1.2 Authority and relationship to other plans
RP1C	Schonsee NSP (portion of Edmonton North ASP)	RP1C-1 For further planning direction refer to the Schonsee NSP.	1.2 Authority and relationship to other plans
RP2	Pilot Sound ASP	RP2-1 For further planning direction refer to the Pilot Sound ASP.	1.2 Authority and relationship to other plans
RP2A	McConachie NSP (portion of Pilot Sound ASP)	RP2A-1 For further planning direction refer to the McConachie NSP.	1.2 Authority and relationship to other plans
RP2B	Cy Becker NSP (portion of Pilot Sound ASP)	RP2B-1 For further planning direction refer to the Cy Becker NSP.	1.2 Authority and relationship to other plans
RP2C	Gorman NSP (portion of Pilot Sound ASP)	RP2C-1 For further planning direction refer to the Gorman NSP.	1.2 Authority and relationship to other plans
RP3	Fraser neighbourhood (portion of Fraser NASP)	RP3-1 For further planning direction refer to the Fraser NASP.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
RP4	Portion of Clareview Town Centre NASP	RP4-1 For further planning direction refer to the Clareview Town Centre NASP for portions of this subarea where it is in effect.	1.2 Authority and relationship to other plans
RP5	Hermitage General OP	RP5-1 For further planning direction refer to the Hermitage General OP.	1.2 Authority and relationship to other plans
EP1	Clover Bar Area neighbourhood (portion of Aurum Industrial ASP)	EP1-1 For further planning direction refer to the Aurum Industrial ASP for portions of this subarea where it is in effect.	1.2 Authority and relationship to other plans
R1	Portion of Hollick-Kenyon neighbourhood	R1-1 Future rezoning and subdivision of Blocks X and Y, Plan 588AJ and road right-of-way laying between them, shall conform to the site plan shown on Figure 4.3. See Figure 4.3	
R4	Portion of Ebbers neighbourhood	R4-1 SC1-2 Land adjacent to 34 Street NW within the Ebbers neighbourhood shall be developed for low-intensity commercial purposes. See Figure 4.2	2.2.1 General Policies
E2	Portion of Kennedale Industrial neighbourhood	E2-1 Properties identified as Kennedale Subject Sites on Figure 4.4 are intended for Commercial/Industrial Employment. Existing uses on these sites shall continue until they are rezoned for further development. See Figure 4.4	2.4.1 Commercial/Industrial Employment Areas
E3	Portion of Clover Bar Area neighbourhood (west of the TUC)	E3-1 Sites identified as Non-Residential Subject Sites are intended for Heavy Industrial use, recognizing the existing predominant uses, extensive investments in current operations and available rail service. See Figure 4.5	2.4.1 Commercial/Industrial Employment Areas
RV1	North Saskatchewan River Valley and Ravine System - portion	RV1-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

Figure 4.2 - Ebbers Neighbourhood

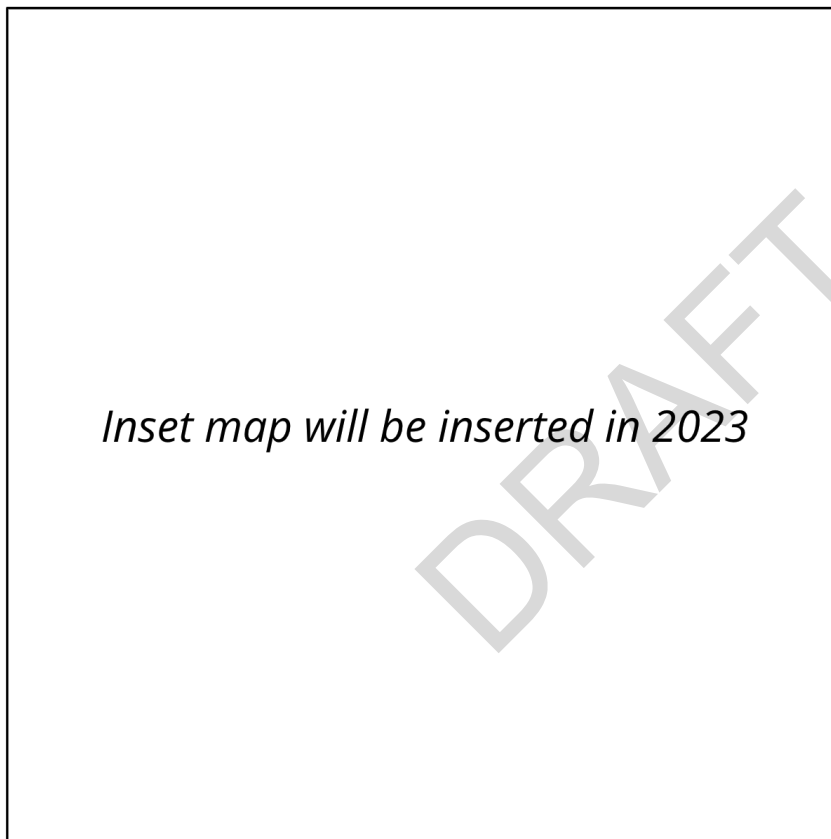


Figure 4.3 - Hollick-Kenyon Neighbourhood

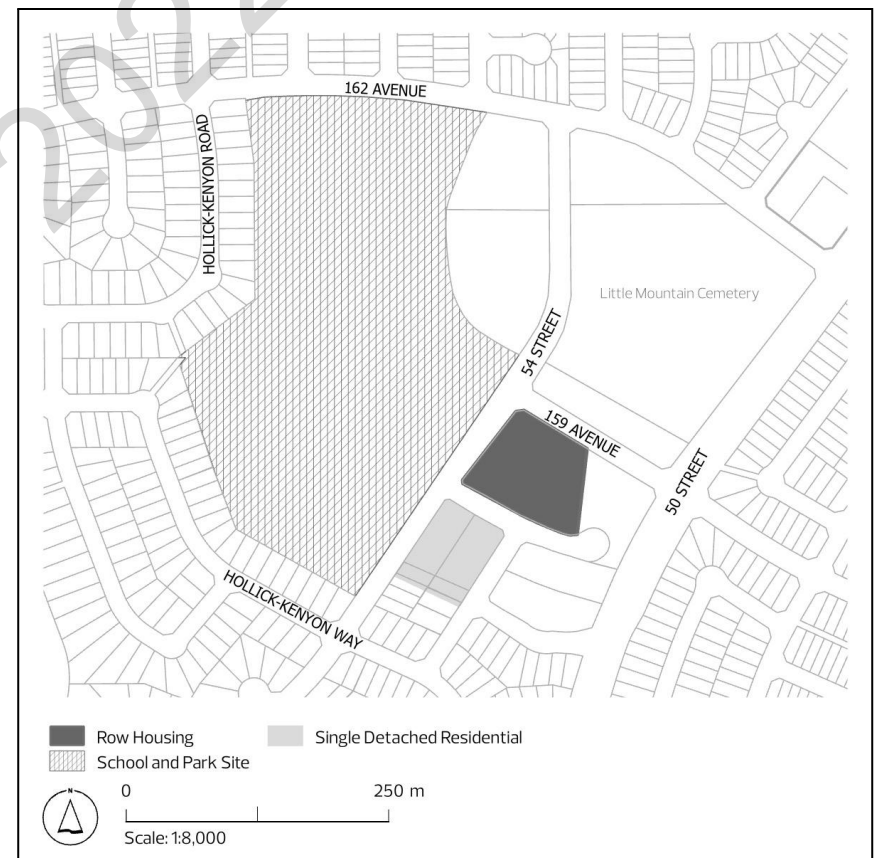


Figure 4.4 - Kennedale Industrial Neighbourhood

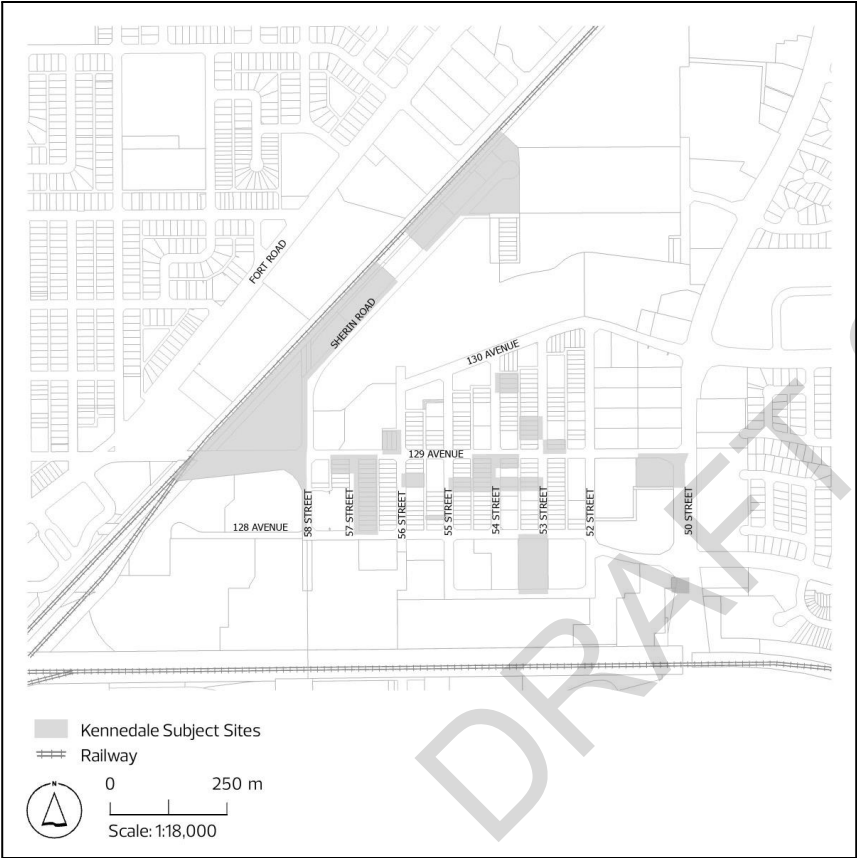
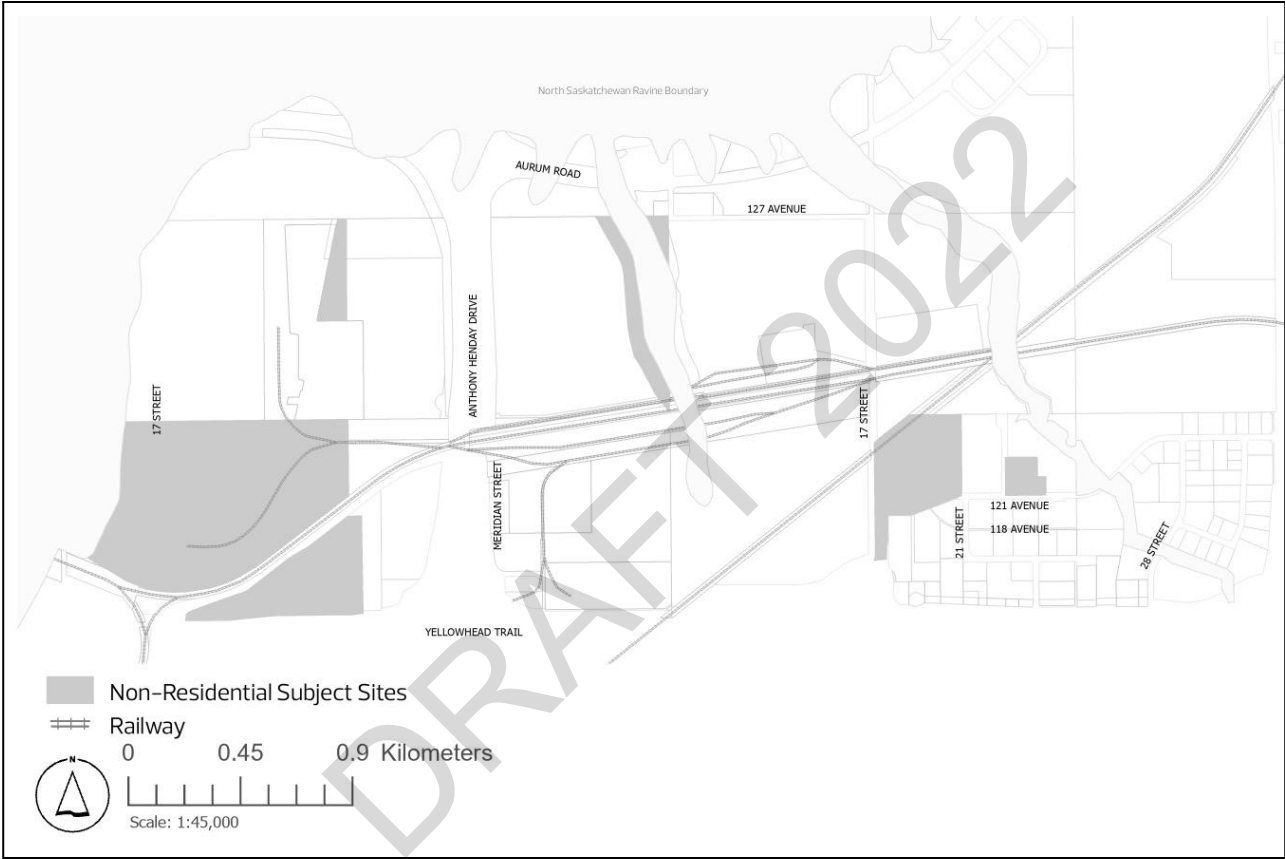


Figure 4.5 - Clover Bar Neighbourhood



5. Growth Activation

The City Plan includes a bold vision of intentional growth at Nodes and Corridors where efforts and investments are aligned at population horizons. It requires public and private investment to initiate and advance opportunities to activate growth. Collaboration and partnerships are critical to meet city-building outcomes.

This section and **Figure 6.10: Growth Activation** provides direction on City initiatives and projects that are expected to support and activate growth in the Northeast District. It will be populated with utility, transportation and community infrastructure focused information related to growth targets and market potential once further work from the City's Growth Management Program is ready. This section will also serve to create awareness, provide context for land use and infrastructure recommendations and inform possible alignments with other City objectives.

The City may lead and/or fund many of the initiatives and projects referenced above. Community, industry or intergovernmental led projects will also be important to the success of the district. ARPs, ASPs, NSPs and other referenced policies contribute to growth activation by identifying infrastructure commitments and development opportunities. Similarly, smaller local improvements (e.g. street lighting, traffic calming, public space programming, even temporary urban animations), while not listed, can also support activation.

Figure 6.10: Growth Activation highlights **Priority Nodes and Corridors**. Priority Nodes and Corridors are locations across the city with more intense anticipated population growth (than other locations) as the City grows to a population of 1.25 million. Priority Nodes and Corridors are determined by combining the City Plan's Activation Categories (Strategize, Invest, Nurture) and the anticipated dwelling unit growth to 1.25 million (based on City Plan Maps 10A and 11A). This approach enables the prioritisation and sequencing required as growth and investment will not occur at the same time in all areas.

Priority Nodes and Corridors should be understood as locations that the City will invest in (i.e. infrastructure, incentives and/or programs) to support growth. It is expected that targeted investment will lead to visible results in these locations and shift the development pattern over the long term.

There are no Priority Nodes and Corridors in the Northeast District.

6. District Maps

This district plan includes a series of maps (**Figures 6.1-6.10**) that illustrate the intentions for this district as the city reaches 1.25 million, based on The City Plan. These maps show the general location of current and proposed land uses, mobility networks, infrastructure considerations and other features. Features or boundaries may be refined as part of subsequent geographic plans. Mass Transit networks and other infrastructure works are subject to further technical study and refinement.

The maps shall be read for context and direction together with the District General Policy and the district specific policy of this district plan. All district plan map symbols, locations and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District General Policy for further direction.

6.1. Map List

- **Figure 6.1: 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.

- **Figure 6.2: District Context - Assets**

This first District Context map depicts the district's starting place: the opportunities upon which the district plan can build on as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map includes current employment areas, open spaces, emergency services, citywide mass transit routes, and cultural, education and recreation facilities. The map also identifies opportunities for mobility improvements across the district such as mobility network renewal or introducing new mobility programs.

- **Figure 6.3: District Context - Development Considerations**

This second District Context map depicts the district's starting place: the constraints upon which the district plan can respond to as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map illustrates development considerations such as infrastructure deficits and risk.

- **Figure 6.4: Vision at 2 Million**

The Vision at 2 Million map represents an aspirational illustration of the district when Edmonton reaches 2 million. It is not intended to specify city building decisions, but to indicate the general direction for the district. It emphasizes areas of change

based on system improvements and growth targets in The City Plan. Detailed illustrations indicate how the vision of The City Plan might unfold in specific areas, including improvements to the open space and mobility networks and the public realm. As district plans are amended over time and guidance for currently unplanned areas becomes established, the vision will need to be adjusted, including more detail about the location of specific features (greenways, Local Nodes, active transportation routes, etc.).

- **Figure 6.5: Direction to 1.25 Million**

The Direction to 1.25 Million map tells the story about the priority areas and major changes to be expected for this district between now and when Edmonton reaches 1.25 million people. All the City Plan systems are brought together to show connections and inter-relationships. Additional changes and aspirations for the district anticipated beyond when Edmonton reaches 1.25 million are reflected in The City Plan.

- **Figure 6.6: Land Use Concept**

The Land Use Concept map shows the broad land use categories and design influences intended to achieve the growth we expect to see as Edmonton reaches 1.25 million people. Intensification areas indicate those areas where the City welcomes more intense development and encourages rezoning in alignment with The City Plan.

- **Figure 6.7: 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. Future versions of this map may show cultural or celebration areas (parades or festival locations), civic event areas, heritage character areas, and other cultural assets to be determined through engagement with citizens and communities. This map may also include identified places of Indigenous cultural significance. These will be determined through engagement and/or traditional land use studies with Indigenous communities and Nations. These maps are not intended to convey the location of paleontological/archeological sites.

- **Figure 6.8: Open Space and Natural Areas**

The Open Space and Natural Areas map elaborates on the Green and Blue Network in The City Plan, including open space and connections. This includes current and future (approved) publicly-owned open spaces and parks based on classification identified in Breathe. Connections are linear greenways supporting habitat and public access to the district's natural systems. Future iterations may expand upon connecting open spaces and identifying opportunities to address open space deficiencies.

- **Figure 6.9: Mobility**

The two Mobility maps elaborate on the mobility system in The City Plan, including the active transportation (pedestrian and cycling), roadway and transit networks. It presents the intentions for the district's mobility system when the City reaches 1.25

million people, based on direction from mobility studies such as the Mass Transit Study, the Mobility Network Assessment and The Bike Plan.

- **Figure 6.10: Growth Activation**

The Growth Activation map illustrates any Priority Nodes and Corridors in the district. Priority Nodes and Corridors are a City Plan identified Node or Corridor that is expected to see more intense population growth than other areas of the city as Edmonton grows to a population of 1.25 million.

DRAFT 2022

A detailed map of Edmonton, Alberta, showing its various districts and surrounding areas. The map is color-coded by district: Northwest District (light blue), Northgate-Northtown (light orange), Central District (light green), Southeast District (light yellow), Horse Hill District (light purple), and Strathcona County (light grey). Key landmarks include the Canadian Forces Base Edmonton (marked with a helicopter icon), Horse Hill Centre, Castle Downs, Exhibition, Stadium, and Centre City. Major highways are shown as thick black lines, including Highway 28, Highway 16, and Highway 17. The map also indicates distances to Fort Saskatchewan (17 km) and Sherwood Park (2 km). A large, semi-transparent '2022' watermark is visible across the center of the map.

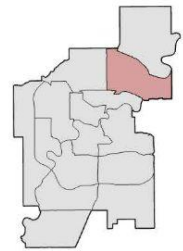


Figure 6.2: District Context - Assets

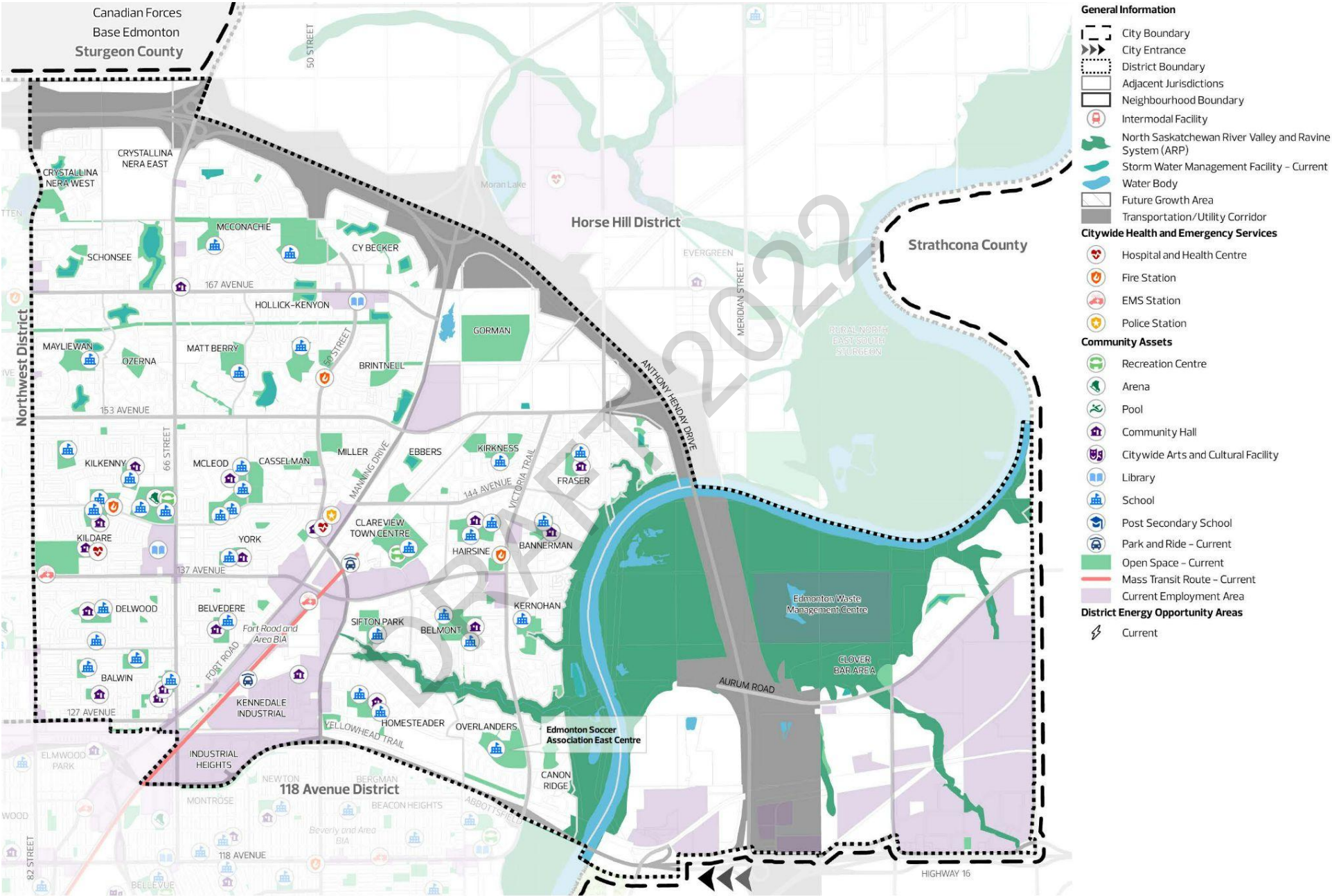


Figure 6.3: District Context - Development Considerations

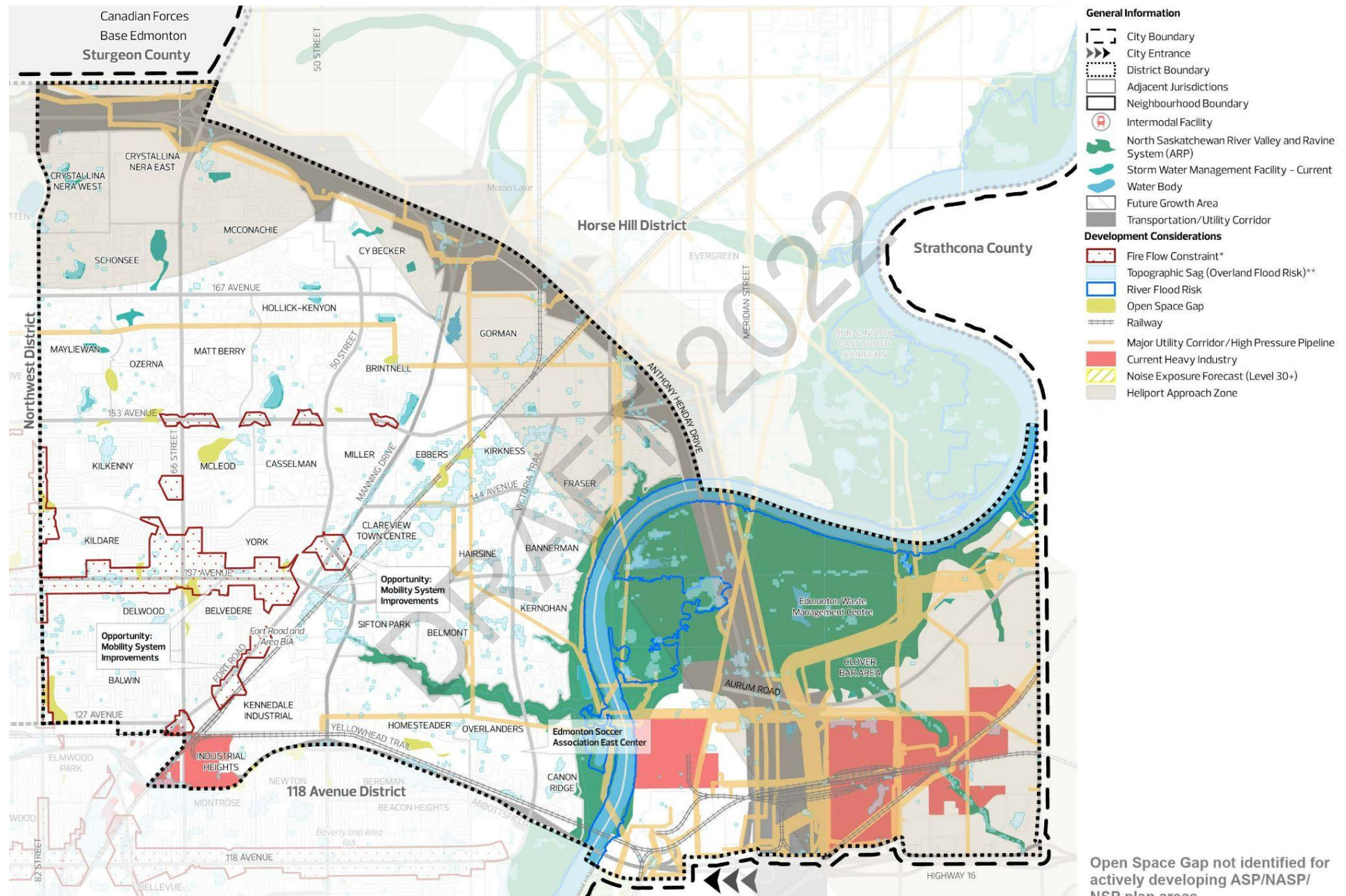


Figure 6.4: Vision at 2 Million

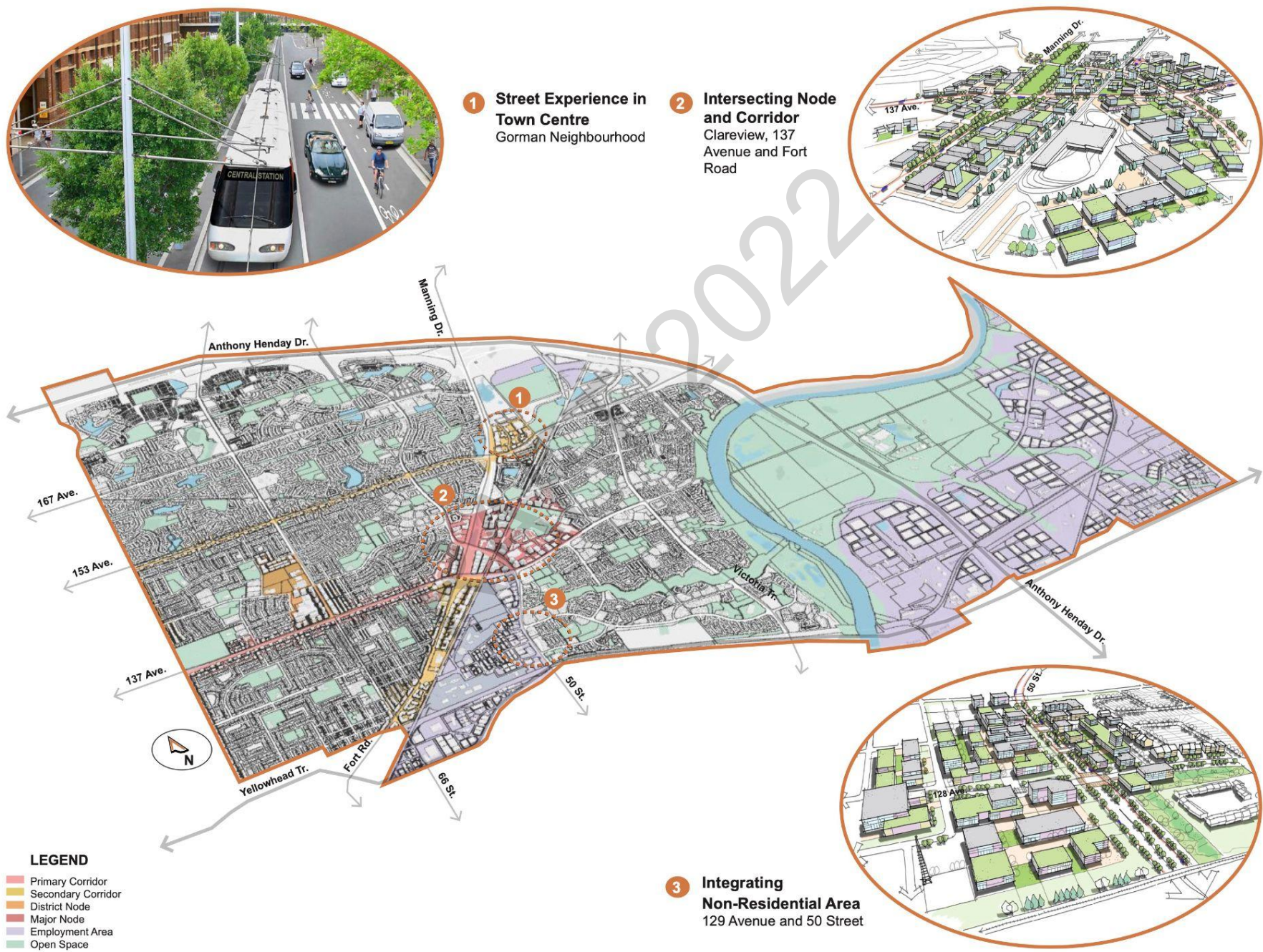
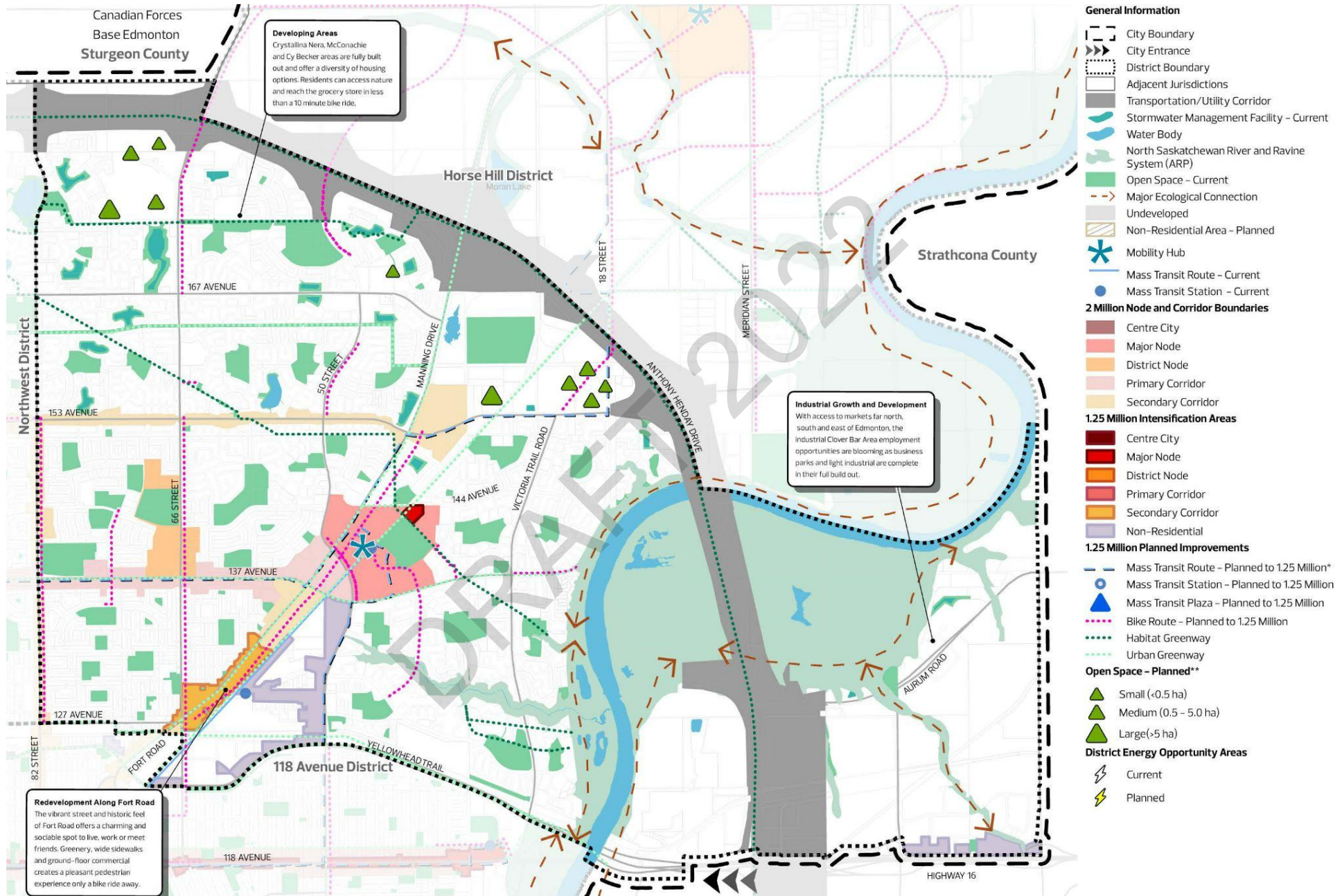


Figure 6.5: Direction to 1.25 Million



0 0.25 0.5 Km

Scale: 1:60,000
DRAFT_2022328

*Mass Transit includes Citywide and District routes.

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

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.6: Land Use Concept SEE NEXT PAGE FOR KNOWN ERRORS

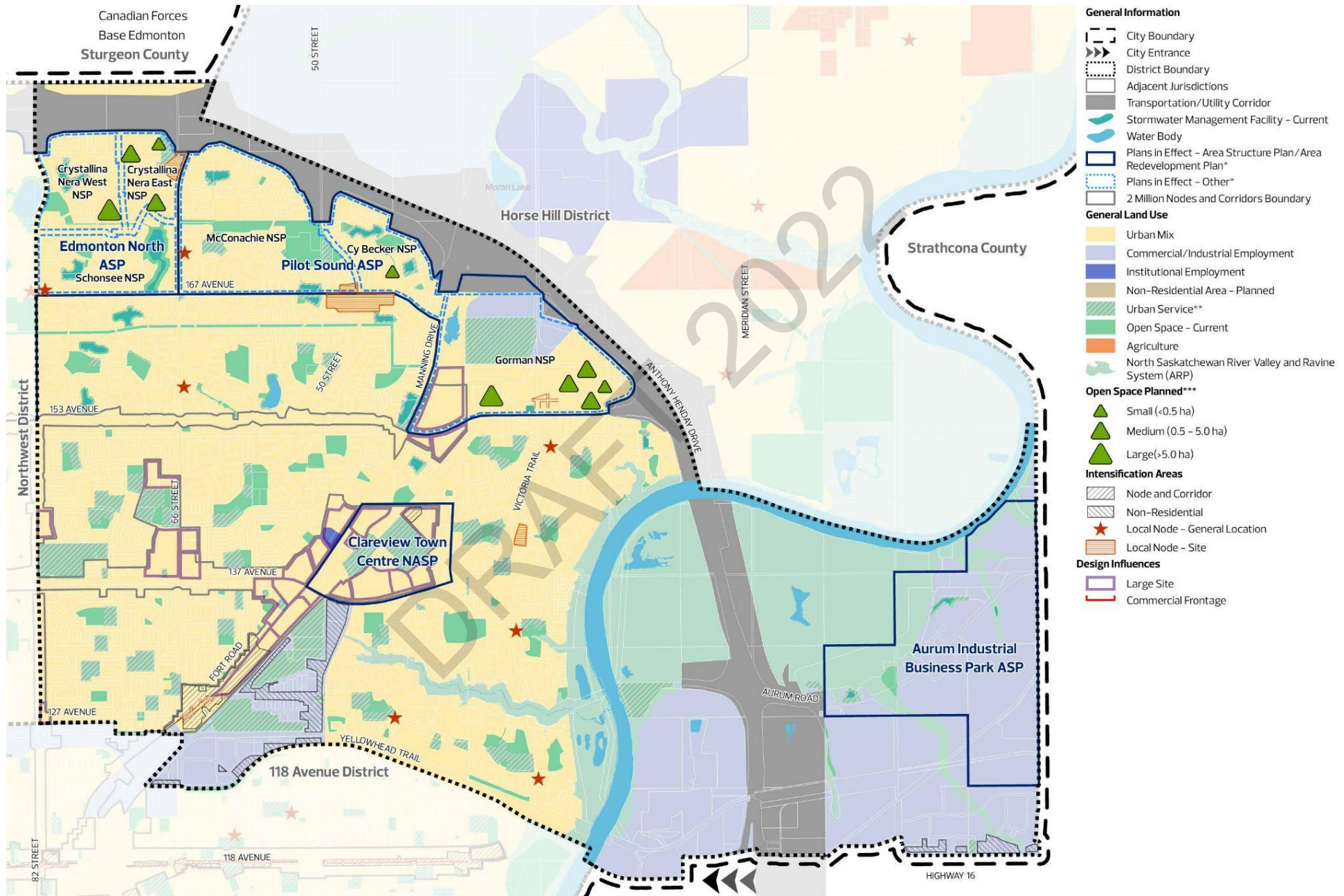
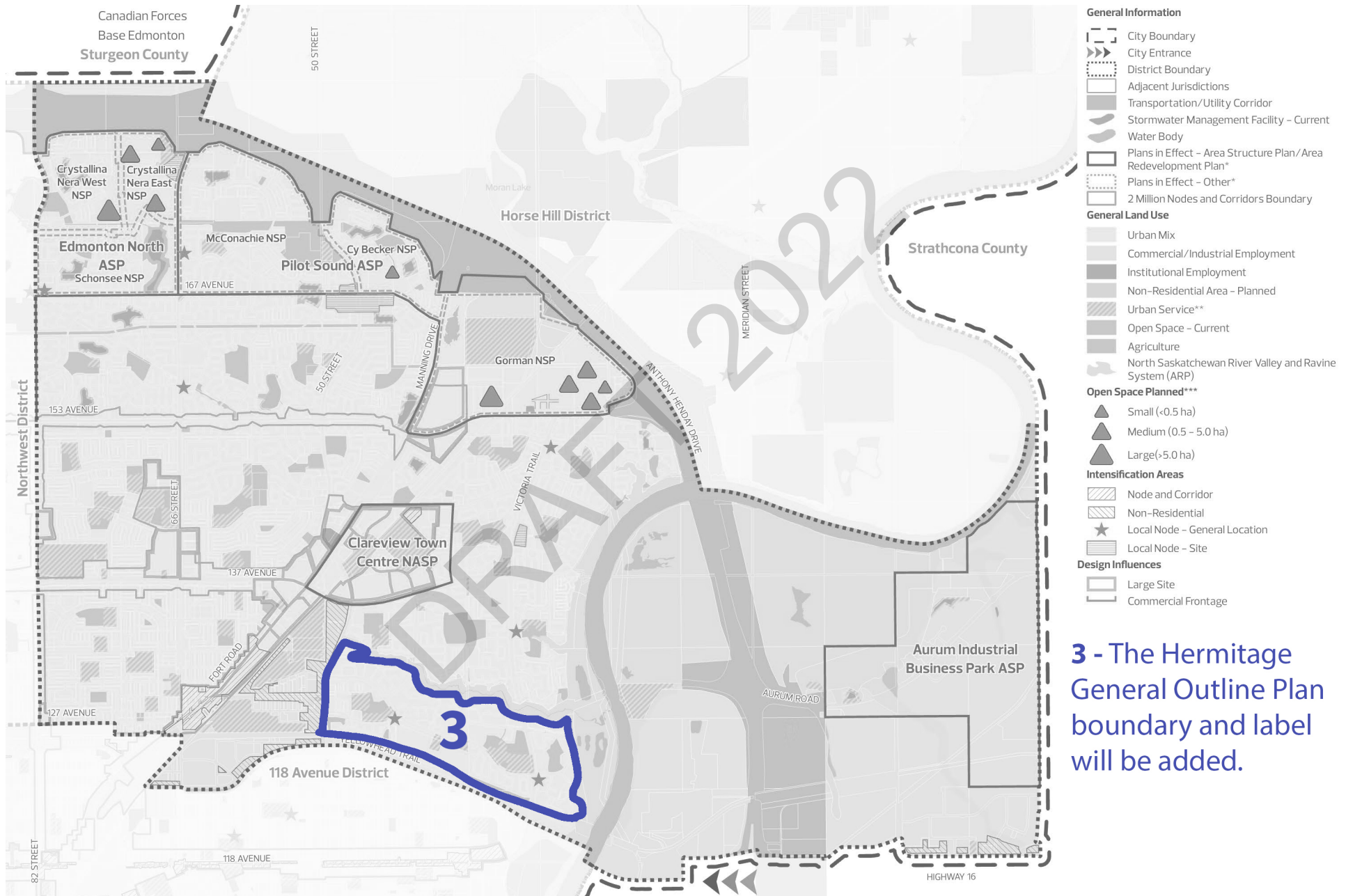


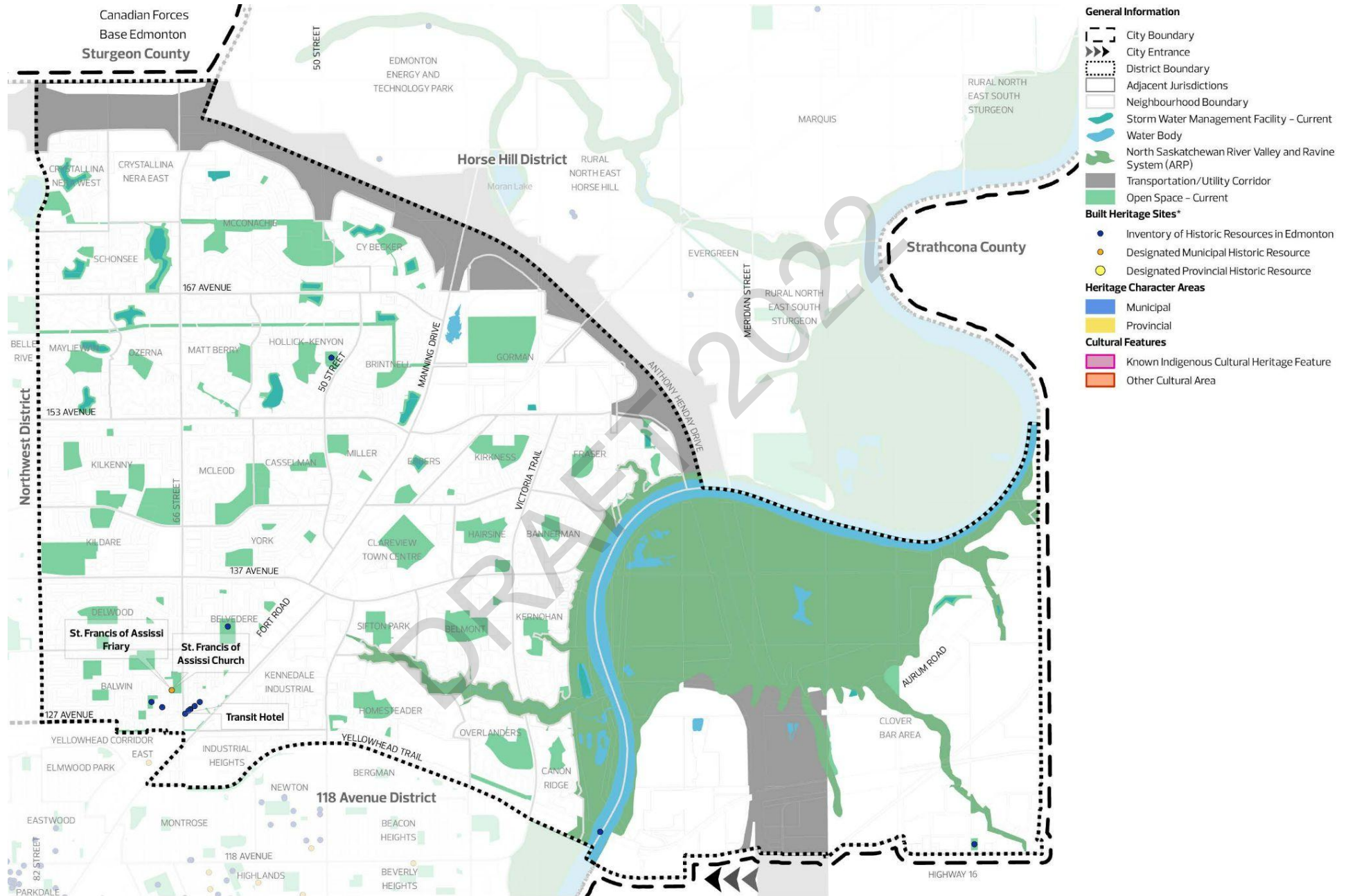
Figure 6.6: Land Use Concept **DUPLICATION OF PREVIOUS PAGE**
KNOWN ERRORS NUMBERED BELOW



3 - The Hermitage
 General Outline Plan
 boundary and label
 will be added.



Figure 6.7: Heritage and Culture



0 0.25 0.5 Km

Scale: 1:60,000
DRAFT_2022328

*See City of Edmonton Open Data for latest information

Figure 6.8: Open Space and Natural Areas

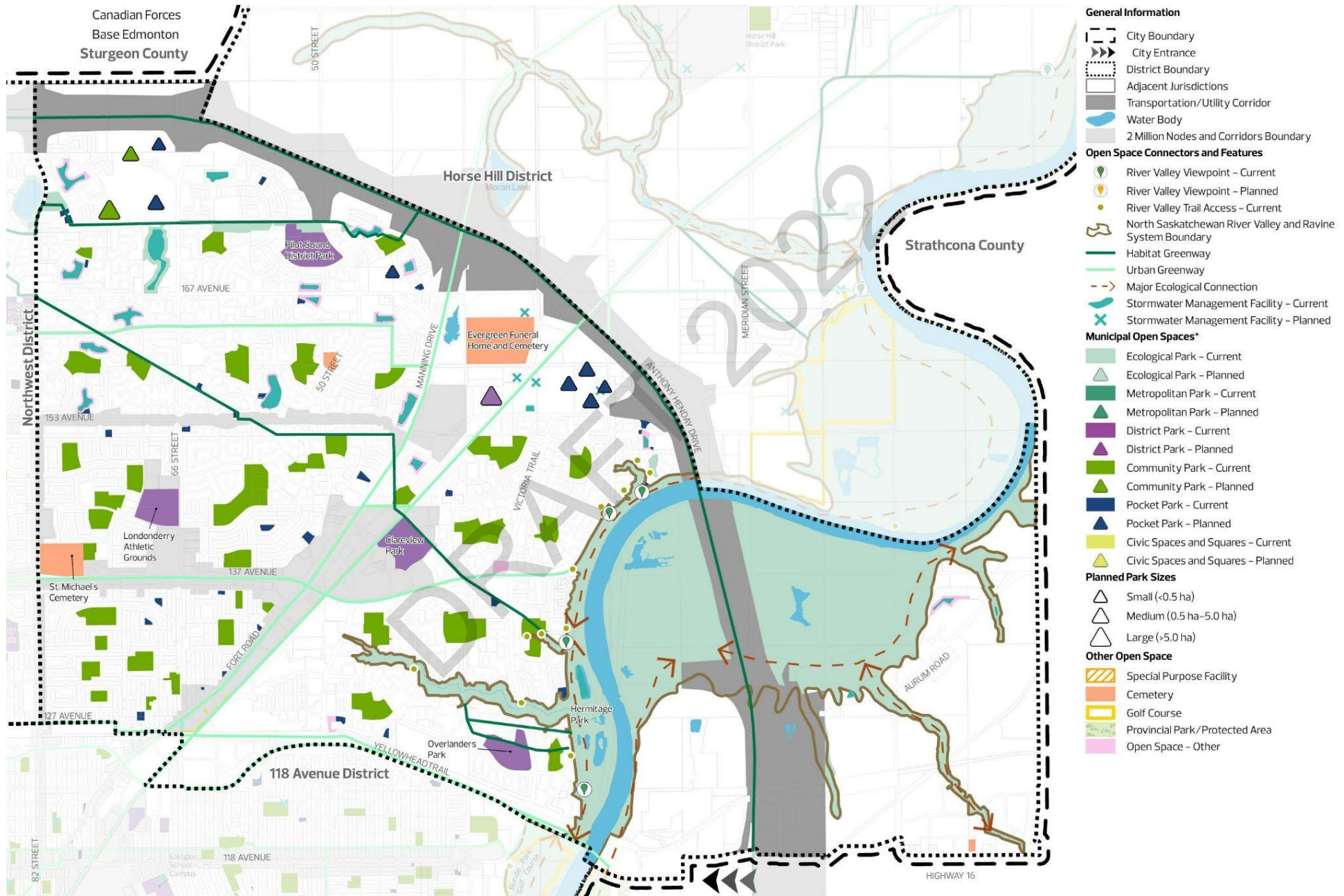


Figure 6.9: Mobility

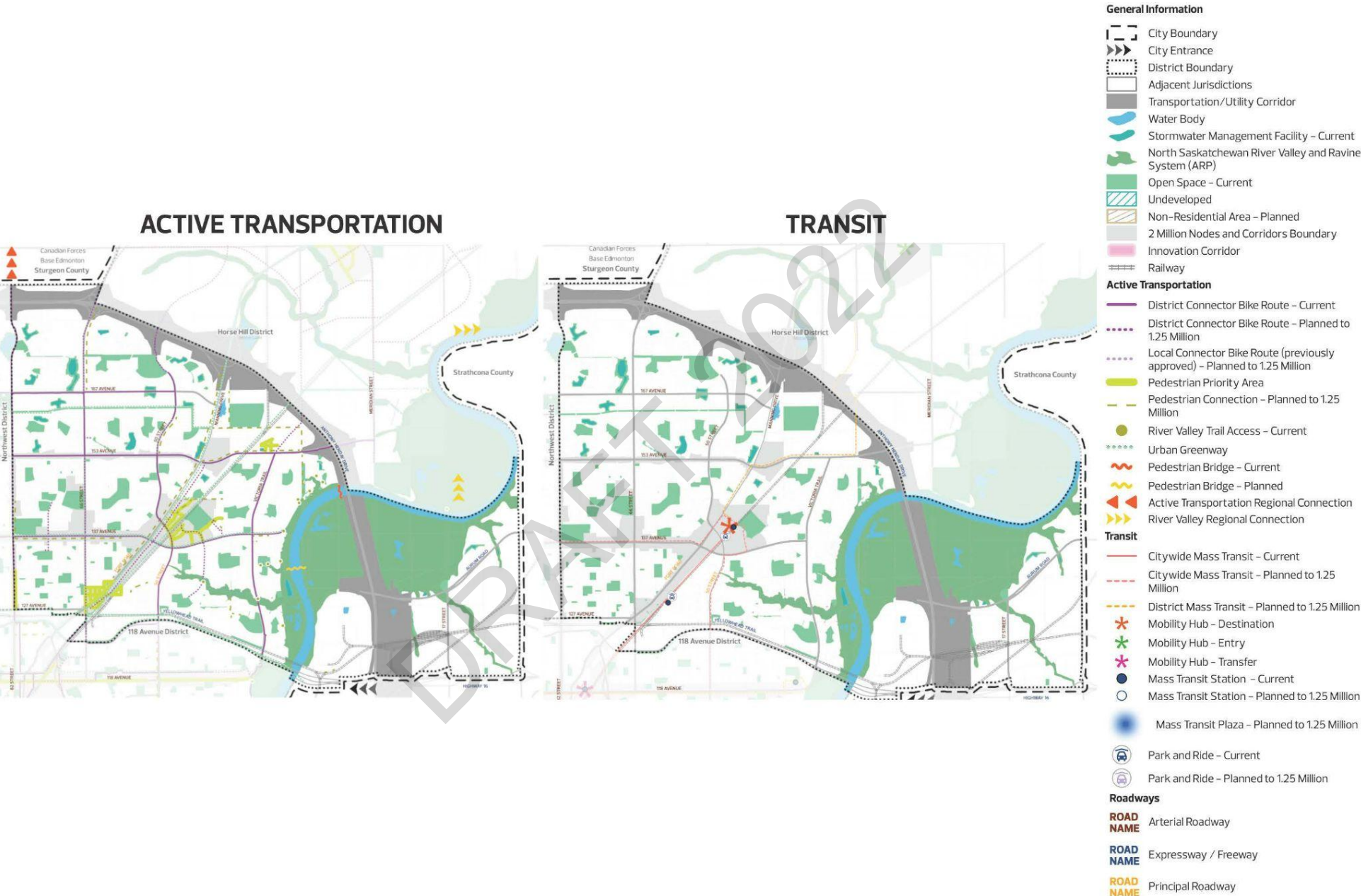
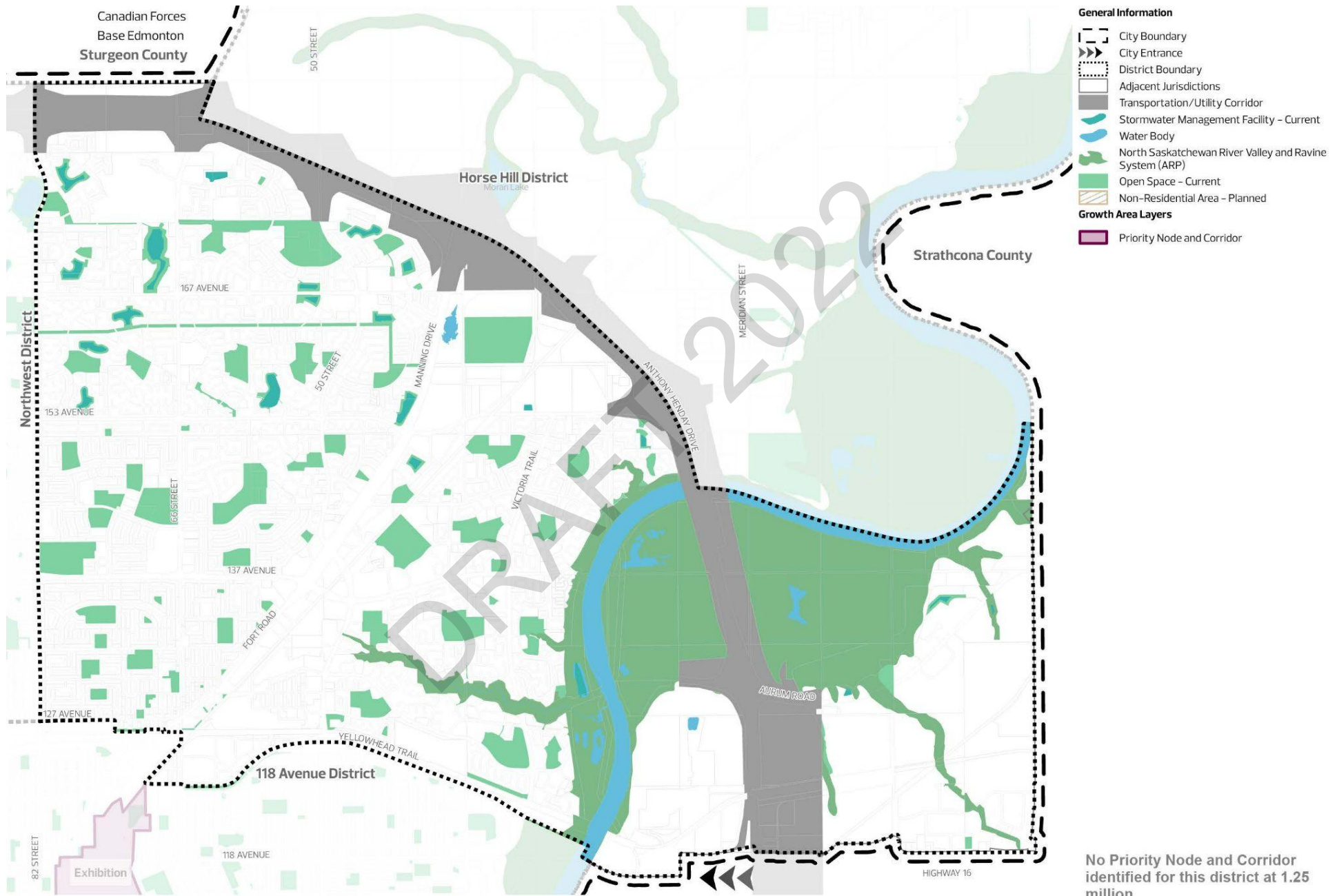


Figure 6.10: Growth Activation



DRAFT 2022

DRAFT 2022

DRAFT 2022