

# Northwest District Plan

Draft 2022

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## 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.

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# 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 The Municipal Government Act, section 635.1.

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.

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## 2. District Context

### 2.1. Physical Context

Located in the northwest area of the city, the Northwest District is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Sturgeon County and the City of St. Albert neighbour the district north and northwest, respectively, and adjacent districts include the Northeast, Jasper Place, Central and 118 Avenue (see **Figure 6.1: Citywide Context**). Exempting the Anthony Henday, the Northwest District includes the following neighbourhoods:

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

The Northwest District is generally bordered by St. Albert Trail NW (west), Anthony Henday Drive (north), 82 Street NW and 137 Avenue NW (east) and Yellowhead Trail and 127 Avenue NW (south). These roadways support the movement of people and goods, mass transit and active transportation modes between the district and its surrounding area.

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 Northwest District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers 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 early development of this district was influenced by the “leapfrog” development of the Hudson Bay Reserve which restricted Edmonton’s growth between Jasper Avenue and 118 Avenue NW. New development in the Kensington and Namao Avenue (now 97 Street NW) areas, along with the settlement of the Grand Trunk Railway shunting yards along 127 Avenue, 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 surrounding 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 did these neighbourhoods experience considerable growth.

Most of the neighbourhoods in this district were built following the ‘Neighbourhood Unit’ design concept. This curvilinear street pattern consists of a centralized park and commercial uses along surrounding arterial roadways, a popular suburban design between the 1950s and 1970s.

Meanwhile, 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 the redevelopment of Griesbach into a non-military residential neighbourhood.

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

Industrial lands in the western portion of this district were annexed in response to the growth management philosophy for the Edmonton region in the 1980s. A historical overview of the Mistatim Industrial area indicates that a significant portion was once occupied by a series of lakes. Kinokamau Lake’s drainage pattern was recorded as a water body covering the entire western Mistatim area in the 1910s, then as dry land in the 1930s Township Plan and was recorded filled with surface runoff in the 1980s.

## 2.3. Development Context

The Northwest District comprises primarily residential use with clusters of commercial use across the district. Lands west of 142 Street NW and along the Canadian National Railway Westlock line include the industrial and commercial areas of Mistatim, Rampart, McArthur and Hagmann Estate. Institutional uses within the district are generally concentrated north of Anthony Henday Drive in the Goodridge Corners neighbourhood.

The Northwest District includes many major transportation routes, including the Yellowhead Trail, 82 Street, the north-south connectors of 97 Street NW and 127 Street NW, and east-west 137 Avenue NW and 153 Avenue NW arterials. St. Albert Trail is a highly travelled metropolitan route linking the City of St. Albert to this district and other major areas of the City of Edmonton.

Major transit infrastructure includes the Castle Downs Transit Centre adjacent to the Lakeside Landing Shopping Centre, the Castle Downs Recreation Centre, the Northgate Transit Centre located at Northtown Mall and the Eaux Claire Transit Centre. This district will also be influenced by the development of Edmonton's Light Rail Transit (LRT) system extending the Metro Line from the NAIT LRT Station, north across the CN rail yards to serve five stops within the Northwest District.

This district comprises predominantly low-density residential neighbourhoods served by 'big box'-type commercial areas along 97 Street, 127 Street and 137 Avenue. 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 anchors that serve the Northwest District neighbourhoods include Skyview Shopping Centre, North Town Centre, Castle Downs Shopping Centre and Lakeside Landing Shopping Centre.

A development consideration in the north portion of this district includes a major power transmission corridor traversing east to west. A linear park along the right-of-way of the power transmission line forms the district's neighbourhood boundaries and acts as part of its open space system. Further north and five kilometres east of Goodridge Corners 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.

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

Three ASPs and two NASPs were adopted to provide planning direction for these areas: Mistatim (1983), Castle Downs Extension (1983), Rampart Industrial (1984), Griesbach (2002) and Goodridge Corners (2014), respectively. The Northwest District is also a

collection of master-planned neighbourhoods developed by private developers beginning in the 1980s: Klarvatten (1982), Eaux Claires (1983), Canossa (1984), Carlton (1999), Hudson (1997), Albany (2009) and Rapperswill (2010).

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

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### 3. City Plan Direction

#### 3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Northwest District will experience modest population growth primarily in the areas with active NSPs completing development in the northern portion of the district (Albany, Chamberry, Eaux Claires, Elsinore, Rapperswill). This is in addition to the completion of Griesbach. Although many are already in place, additional parks, schools and commercial services may be added to provide local amenities.

Employment growth in the district is expected to be modest and mainly focus on completing industrial and commercial development in Rampart and Mistatim near St. Albert with institutional growth at Goodridge Corners. Some initial redevelopment may generate population and job growth at selected sites along the 97 Street and 137 Avenue Primary Corridors.

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 Northwest 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	130,000	134,000	153,000
District Jobs	30,000	34,000	45,000

## 3.2. Growth to 2 Million

**Figure 6.4: Vision at 2 Million** captures how the Northwest 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:

- Completion of remaining residential, industrial and institutional development at the northern and western fringes of the district close to St. Albert (e.g., Goodridge Corners).
- The creation and strengthening of local nodes throughout the district to provide commercial services and additional housing options within neighbourhoods.
- Significant redevelopment will add housing and jobs along sections of the Primary Corridors in the district, including 97 Street and 137 Avenue.
- The emergence of redevelopment nodes around mass transit investments, including Castle Downs District Node (future LRT station along the Metro line), Northgate-Nortown District Node, and extending 97 Street as a Secondary Corridor to the mass transit station at Eaux Claires.

Other secondary corridors are expected to emerge as growth locations as transit investments support them and they form connections to other nodes and corridors. Among these include: 127 Street and 82 Street, as development extends north across Yellowhead to connect with 137 Avenue, and along 153 Avenue at selected sites, such as those well served by transit west of Castle Downs Node and near the Eaux Claires mass transit station at 97 Street.

This development will be supported by investments in open space and urban greenways to complement some existing greenways along utility corridors, and provide more open space access to this district as population and employment growth occur.

As mentioned, much of the growth in this district is dependent on investments in mass transit, which is expected to be added in the Northwest District to achieve a grid of citywide and district routes by the time Edmonton reaches 2 million people. These services will better connect different parts of this district together, and importantly, improve how this district is connected to the rest of Edmonton and the region beyond.

## 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 1.4.

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

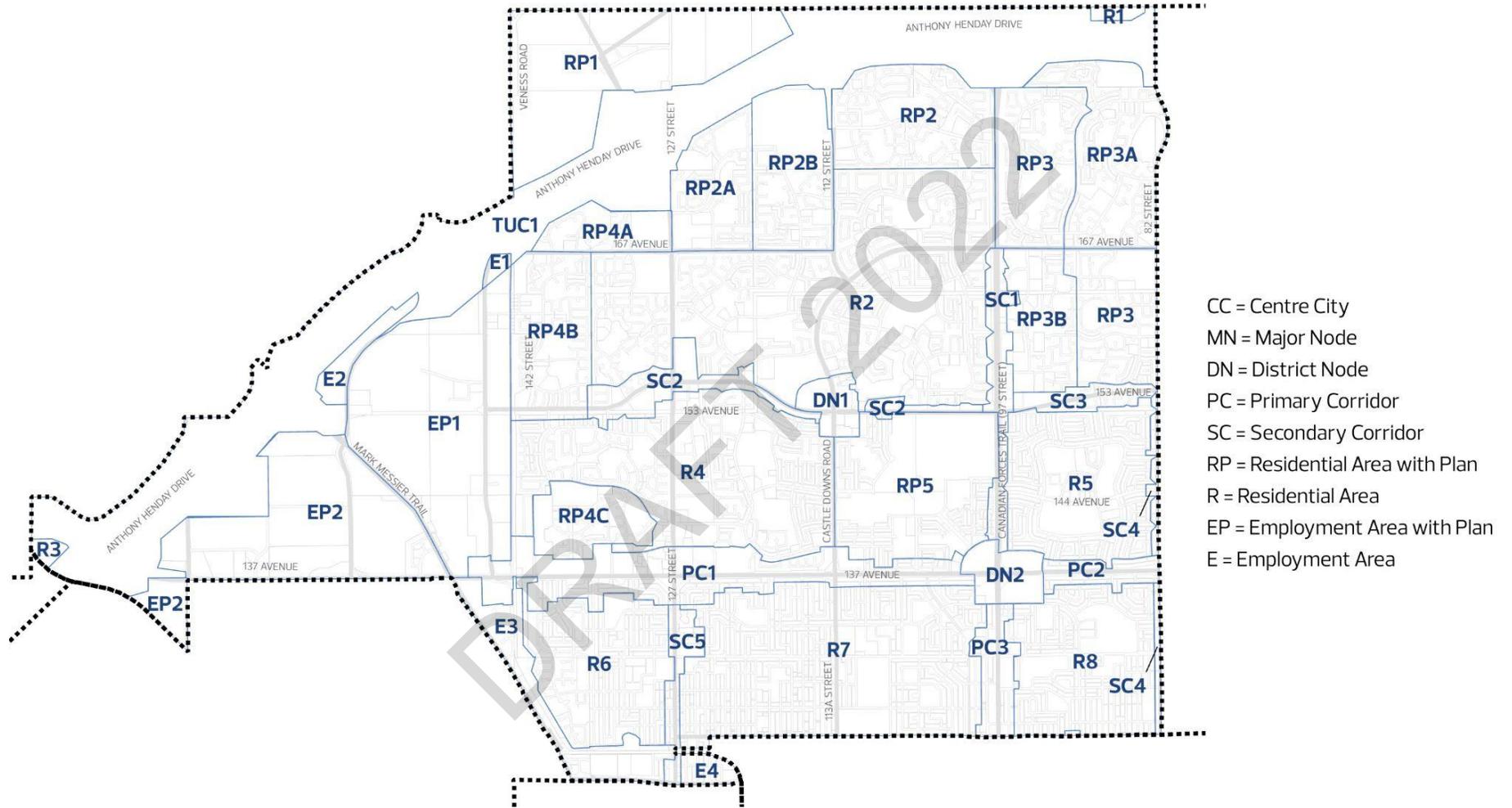


Table 4.1 - District Specific Policy

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
DN1	Castle Downs District Node (portion of Griesbach NASP)	DN1-1 For further planning direction refer to the Griesbach NASP for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
DN2	Northgate-Norhtown District Node (portion of Griesbach NASP)	DN2-1 For further planning direction refer to the Griesbach NASP for portions of this Node where it is in effect.	1.2 Authority and relationship to other plans
PC1	137 Avenue Primary Corridor (portion of Rampart Industrial ASP)	PC1-1 For further planning direction refer to the Rampart Industrial ASP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
PC1	137 Avenue Primary Corridor (portion of Griesbach NASP)	PC1-2 For further planning direction refer to the Griesbach NASP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
SC1	97 Street Secondary Corridor (portion of Eaux Claire NSP)	SC1-1 For further planning direction refer to the Eaux Claire NSP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
SC1	97 Street Secondary Corridor (portion of Eaux Claire NSP)	SC1-2 For further planning direction refer to the Griesbach NASP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
SC2	153 Avenue Secondary Corridor (portion of Griesbach NASP)	SC2-1 For further planning direction refer to the Griesbach NASP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
SC3	153 Avenue Secondary Corridor (portion of Eaux Claire NSP)	SC3-1 For further planning direction refer to the Eaux Claire NSP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
SC3	153 Avenue Secondary Corridor (portion of Edmonton North ASP)	SC3-2 For further planning direction refer to the Edmonton North ASP for portions of this Corridor where it is in effect.	1.2 Authority and relationship to other plans
RP1	Portion of Goodridge Corners neighbourhood	RP1-1 For further planning direction refer to Goodridge Corners NASP.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
RP2	Castle Downs Extension ASP (portions of Chambery and Elsinore neighbourhoods)	RP2-1 For further planning direction refer to the Castle Downs Extension ASP.	1.2 Authority and relationship to other plans
RP2A	Rapperswill NSP (portion of Castle Downs Extension ASP)	RP2A-1 For further planning direction refer to the Rapperswill NSP.	1.2 Authority and relationship to other plans
RP2B	Canossa NSP (portion of Castle Downs Extension ASP)	RP2B-1 For further planning direction refer to the Canossa NSP.	1.2 Authority and relationship to other plans
RP3	Edmonton North ASP (portions of Lago Lindo and Belle Rive neighbourhoods)	RP3-1 For further planning direction refer to the Edmonton North ASP.	1.2 Authority and relationship to other plans
RP3A	Klarvatten NSP (portion of Edmonton North ASP)	RP3A-1 For further planning direction refer to the Klarvatten NSP.	1.2 Authority and relationship to other plans
RP3B	Eaux Claires NSP (portion of Edmonton North ASP)	RP3B-1 For further planning direction refer to the Eaux Claire NSP.	1.2 Authority and relationship to other plans
RP4A	Albany NSP (portion of Palisades ASP)	RP4A-1 For further planning direction refer to the Albany NSP.	1.2 Authority and relationship to other plans
RP4B	Carlton NSP (portion of Palisades ASP)	RP4B-1 For further planning direction refer to the Carlton NSP.	1.2 Authority and relationship to other plans
RP4C	Hudson NSP (portion of Palisades ASP)	RP4C-1 For further planning direction refer to the Hudson NSP.	1.2 Authority and relationship to other plans
RP5	Portion of Griesbach neighbourhood	RP5-1 For further planning direction refer to the Griesbach NASP.	1.2 Authority and relationship to other plans
EP1	Portion of Rampart Industrial	EP1-1 For further planning direction refer to the Rampart Industrial ASP.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
EP2	Portion of Mistatim Industrial	<p>EP2-1 Some small reserve areas from historical subdivisions, such as those in the form of buffer strips, may be disposed of on an individual basis, as deemed necessary, as they occupy only very minor areas and may otherwise be developable. The City of Edmonton should determine on an individual basis if and how existing reserves should be disposed of. In some cases, excess reserves may be sold to adjacent properties, and in other instances they may be sold as separate developable lots.</p>	2.5 Open Space and Natural Areas
EP2	Portion of Mistatim Industrial	<p>EP2-2 Special design guidelines should be considered for coordinating development, streetscape and site landscaping adjacent to Mark Messier Trail as a major entrance route into the City of Edmonton. Design guidelines should be considered at the development stage and in conjunction with the developer to ensure that proposals along Mark Messier Trail are of a high visual quality and generally create a cohesive urban structure along the corridor, with consideration for developments on the northeast side of Mark Messier Trail. These guidelines should consider building setbacks and scale, signs and overall character.</p>	2.1 District Urban Design 2.4 Non-Residential Areas
EP2	Portion of Mistatim Industrial	<p>EP2-3 Future roadway development should be considered in the following locations: i. Extending a collector west from the intersection of 164 Street NW and 145 Avenue NW to intersect with 170 Street NW.</p>	3.3 Roadways and Goods Movement
EP2	Portion of Mistatim Industrial	<p>EP2-4 The area surrounded by the Anthony Henday, St. Albert Trail and 137 Avenue NW provides excellent flexibility for extending rail service throughout. Subdivision in the area could consider the connection of spur lines to support the industrial land.</p>	3.3 Roadways and Goods Movement

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E3	Portions of McArthur Industrial and Hagmann Estate Industrial neighbourhoods	<p>E3-1 Future redevelopment within the Peace River Division Yards should conduct a planning study which shall adopt the following guidelines:</p> <ul style="list-style-type: none"> <li>i) The proposed land uses will respect the adjacent residential community to the east through the sensitive use of building forms, berming, and landscaping. Potential uses could include an expanded rail service yard and/or a combination of light industrial, office and residential uses.</li> <li>ii) The density of the area will be determined by the available access to the site. The density should not add to the traffic level through the adjacent residential area.</li> <li>iii) Subdivision, servicing, access, zoning, and other pertinent planning matters will be identified and resolved in the planning study.</li> </ul> <p>See Figure 4.2</p>	2.4.1 Commercial/Industrial Employment Areas; 2.2.1 General Policies Land Use
TUC1	Transportation/Utility Corridor	TUC1-1 For further planning direction refer to the Mistatim Industrial ASP for portions of this subarea where it is in effect.	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.	

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Figure 4.2 - Peace River Division Yards



## 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, together with **Figure 6.10: Growth Activation**, will provide direction on City initiatives and projects that are expected to support and activate growth in the Northwest 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. 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 prioritization and sequencing required as growth and investment will not occur in all areas concurrently.

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 tangible results in these locations and shift the development pattern over the long term.

**There are no Priority Nodes and Corridors in the Northwest 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.

- **Figures 6.9a & 6.9b: 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. They present 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.

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Figure 6.1: Citywide Context

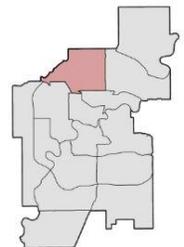
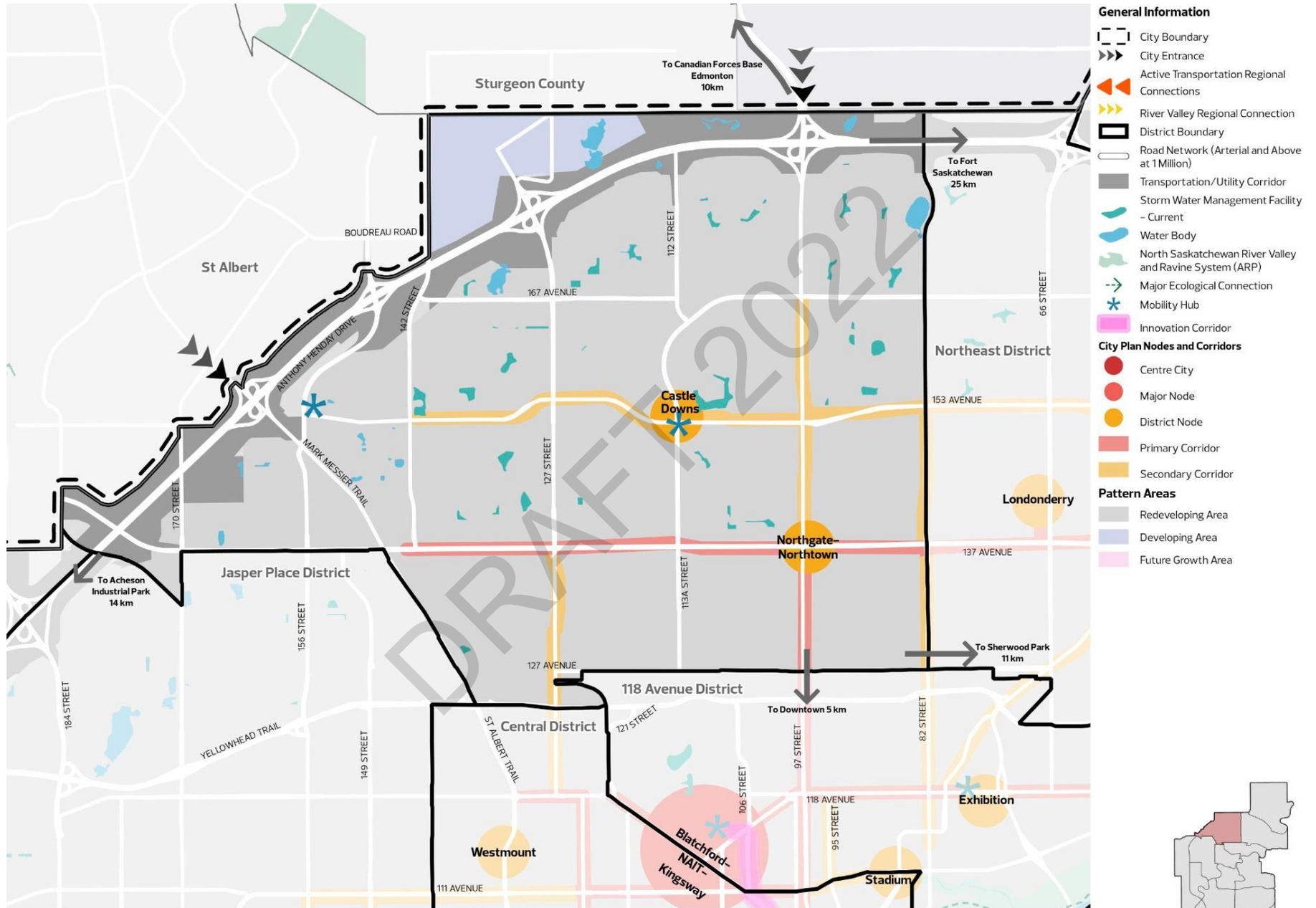


Figure 6.2: District Context - Assets

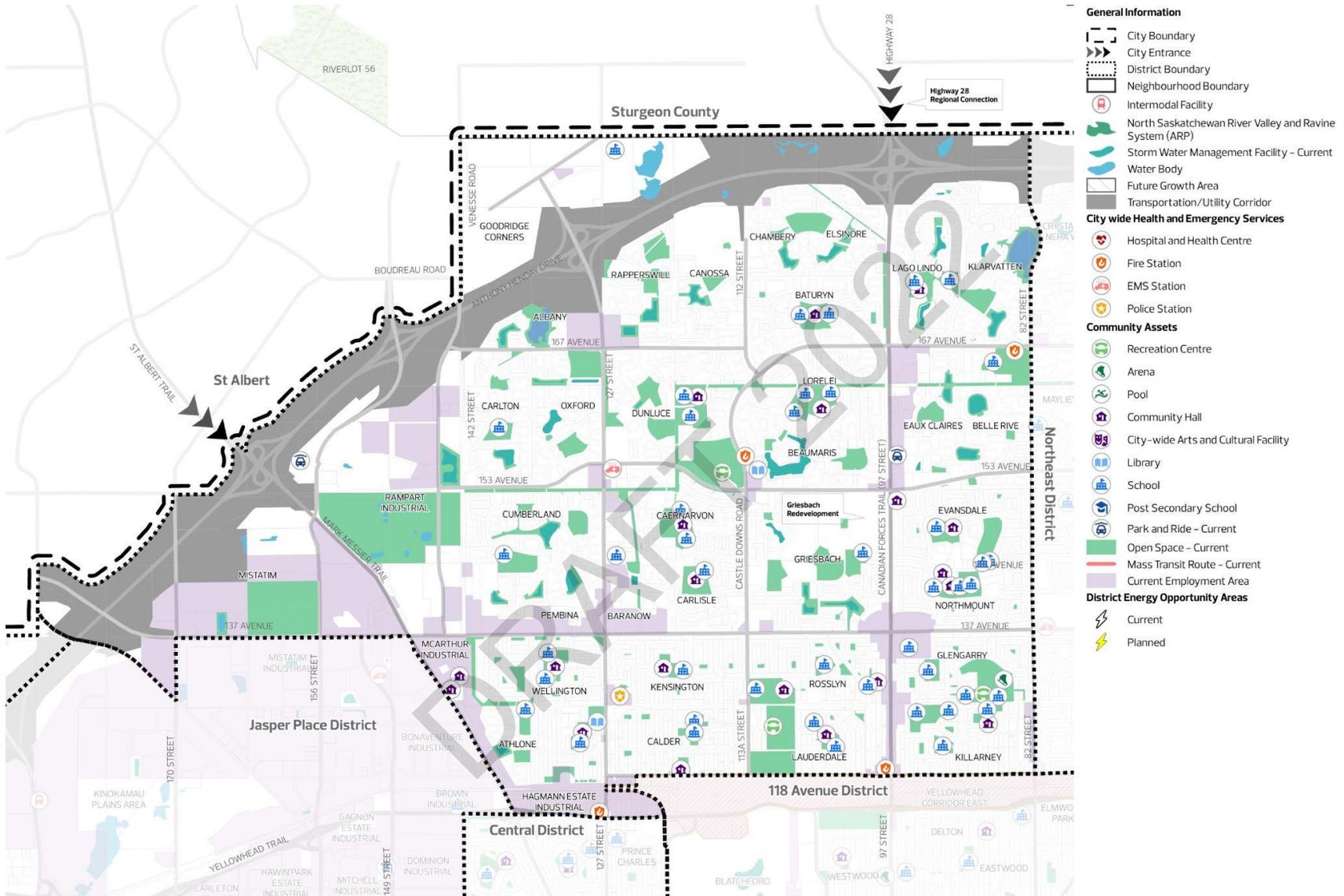


Figure 6.3: District Context - Development Considerations

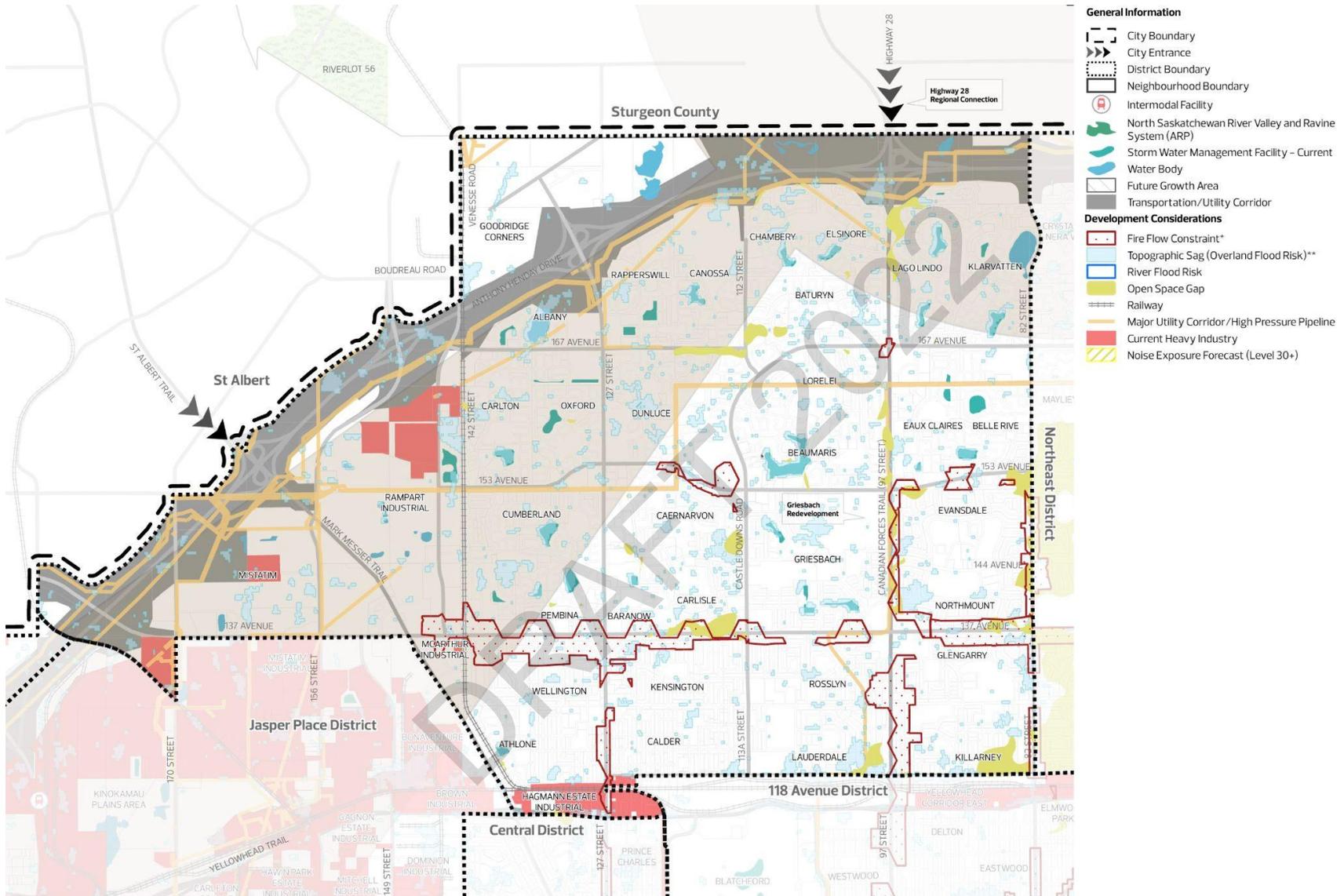


Figure 6.4: Vision at 2 Million

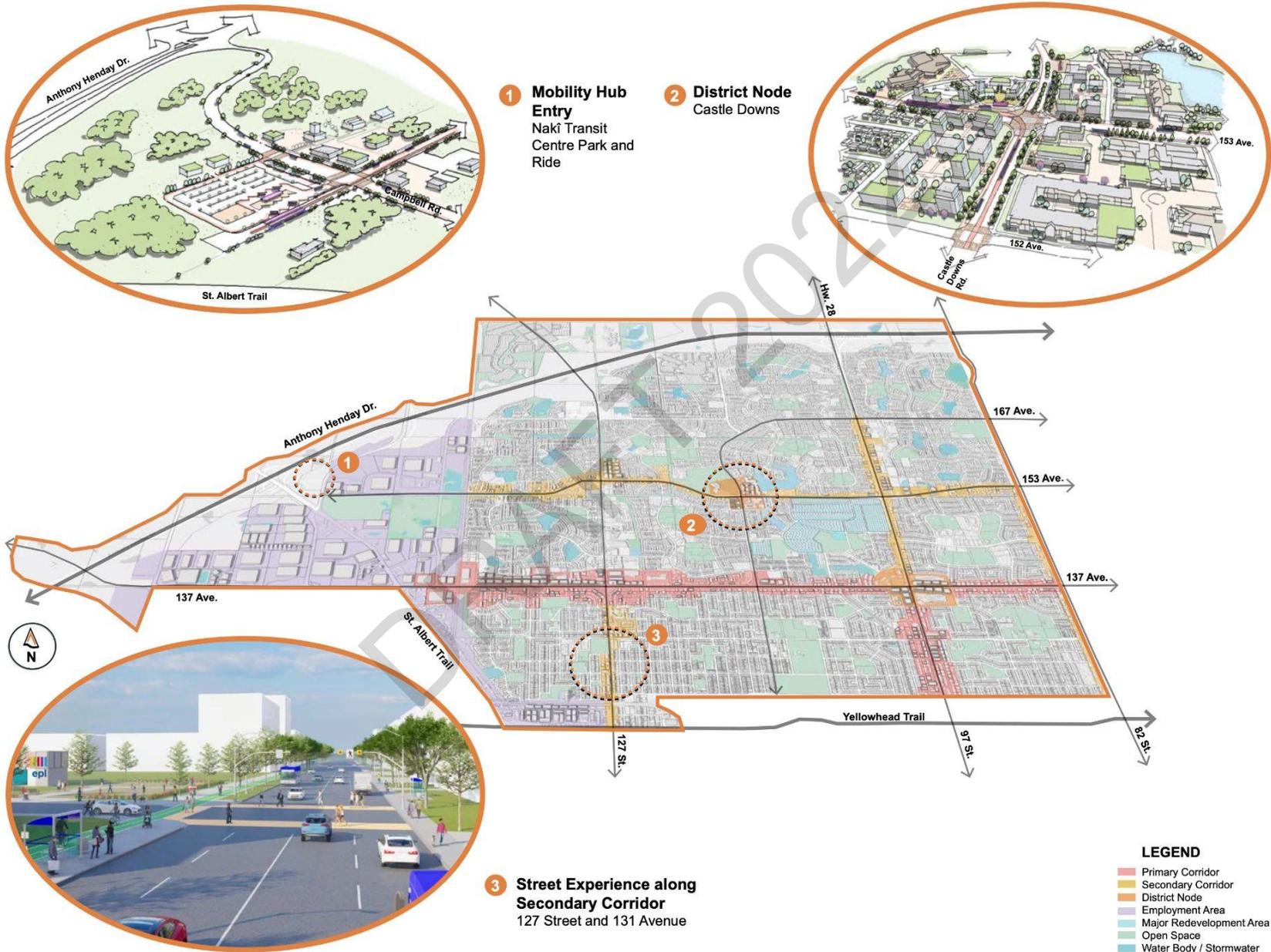


Figure 6.5: Direction to 1.25 Million

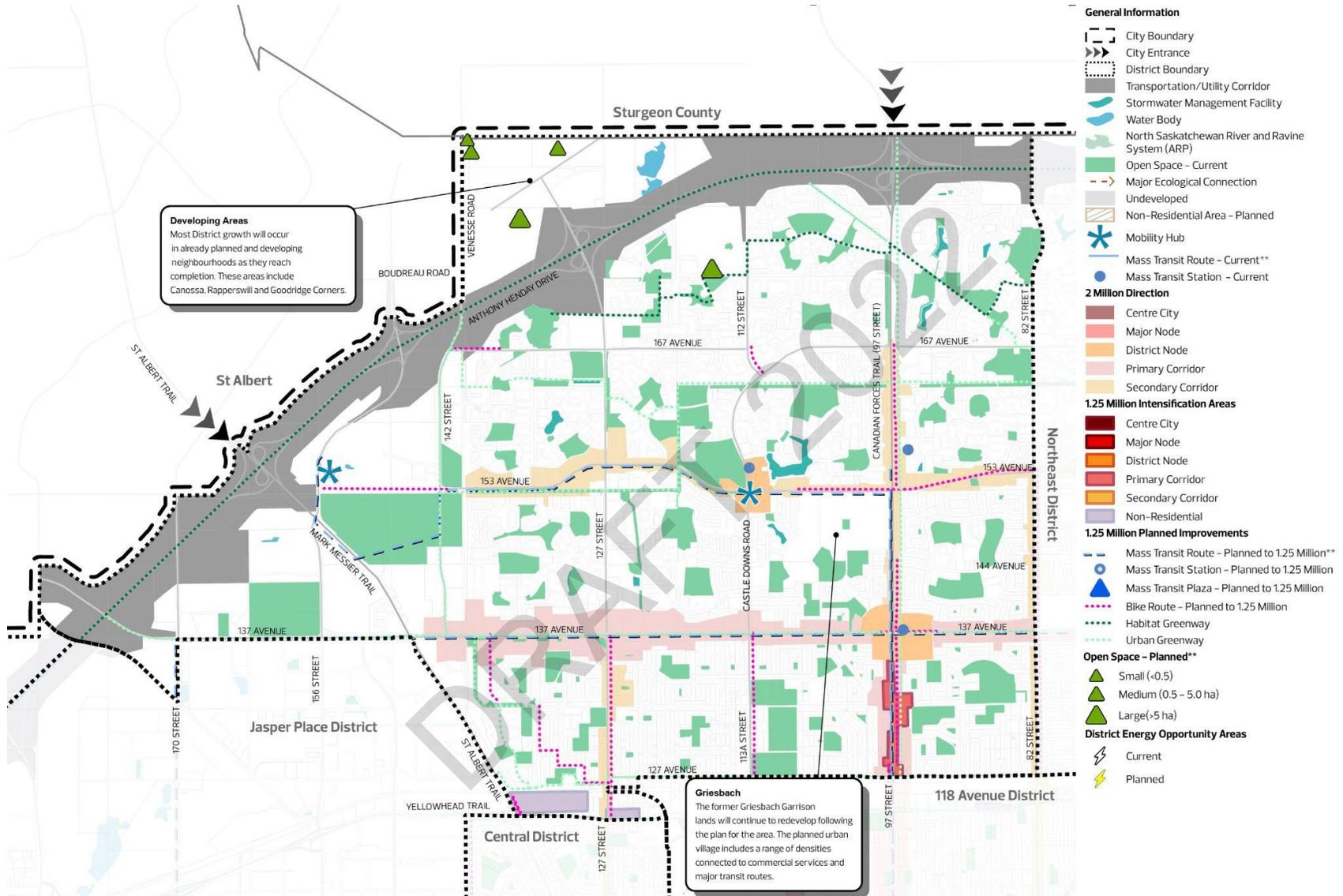
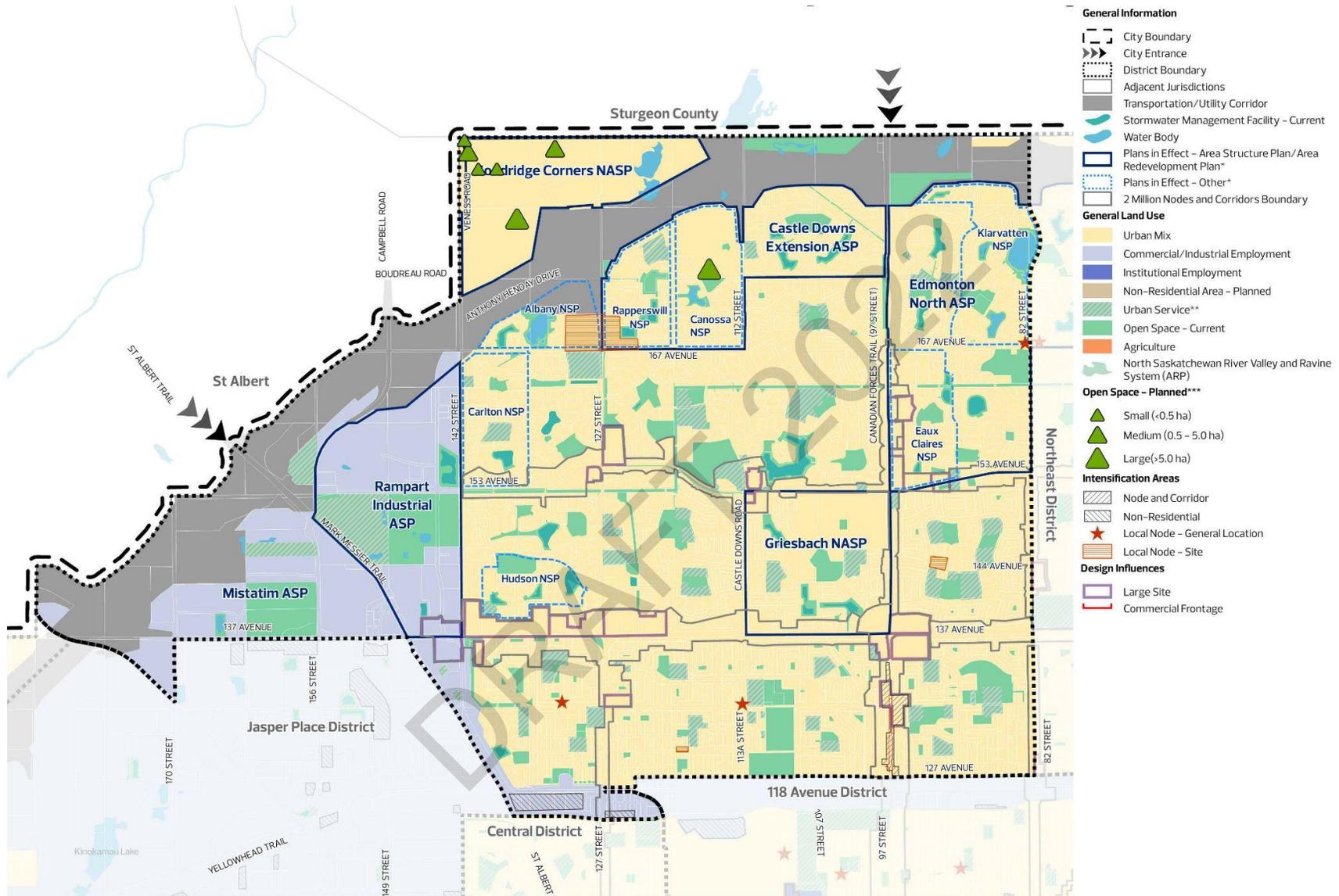
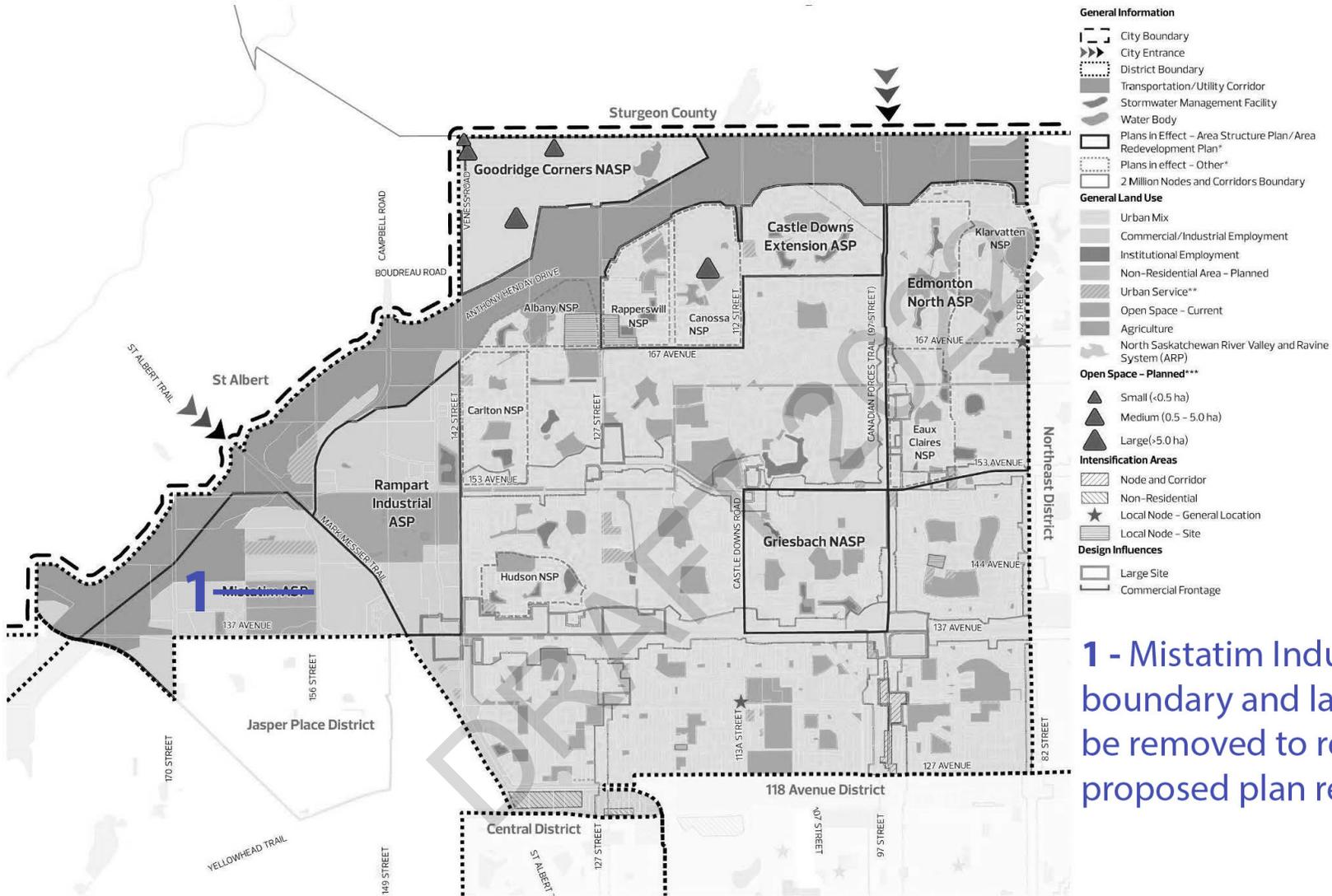


Figure 6.6: Land Use Concept SEE NEXT PAGE FOR KNOWN ERRORS



- General Information**
- City Boundary
  - City Entrance
  - District Boundary
  - Adjacent Jurisdictions
  - Transportation/Utility Corridor
  - Stormwater Management Facility - Current
  - Water Body
  - Plans in Effect - Area Structure Plan/Area Redevelopment Plan\*
  - Plans in Effect - Other\*
  - 2 Million Nodes and Corridors Boundary
- General Land Use**
- Urban Mix
  - Commercial/Industrial Employment
  - Institutional Employment
  - Non-Residential Area - Planned
  - Urban Service\*\*
  - Open Space - Current
  - Agriculture
  - North Saskatchewan River Valley and Ravine System (ARP)
- Open Space - Planned\*\*\***
- Small (<0.5 ha)
  - Medium (0.5 - 5.0 ha)
  - Large (>5.0 ha)
- Intensification Areas**
- Node and Corridor
  - Non-Residential
  - Local Node - General Location
  - Local Node - Site
- Design Influences**
- Large Site
  - Commercial Frontage

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



**1 - Mistatim Industrial ASP boundary and label will be removed to reflect the proposed plan repeal.**

Figure 6.7: Heritage and Culture

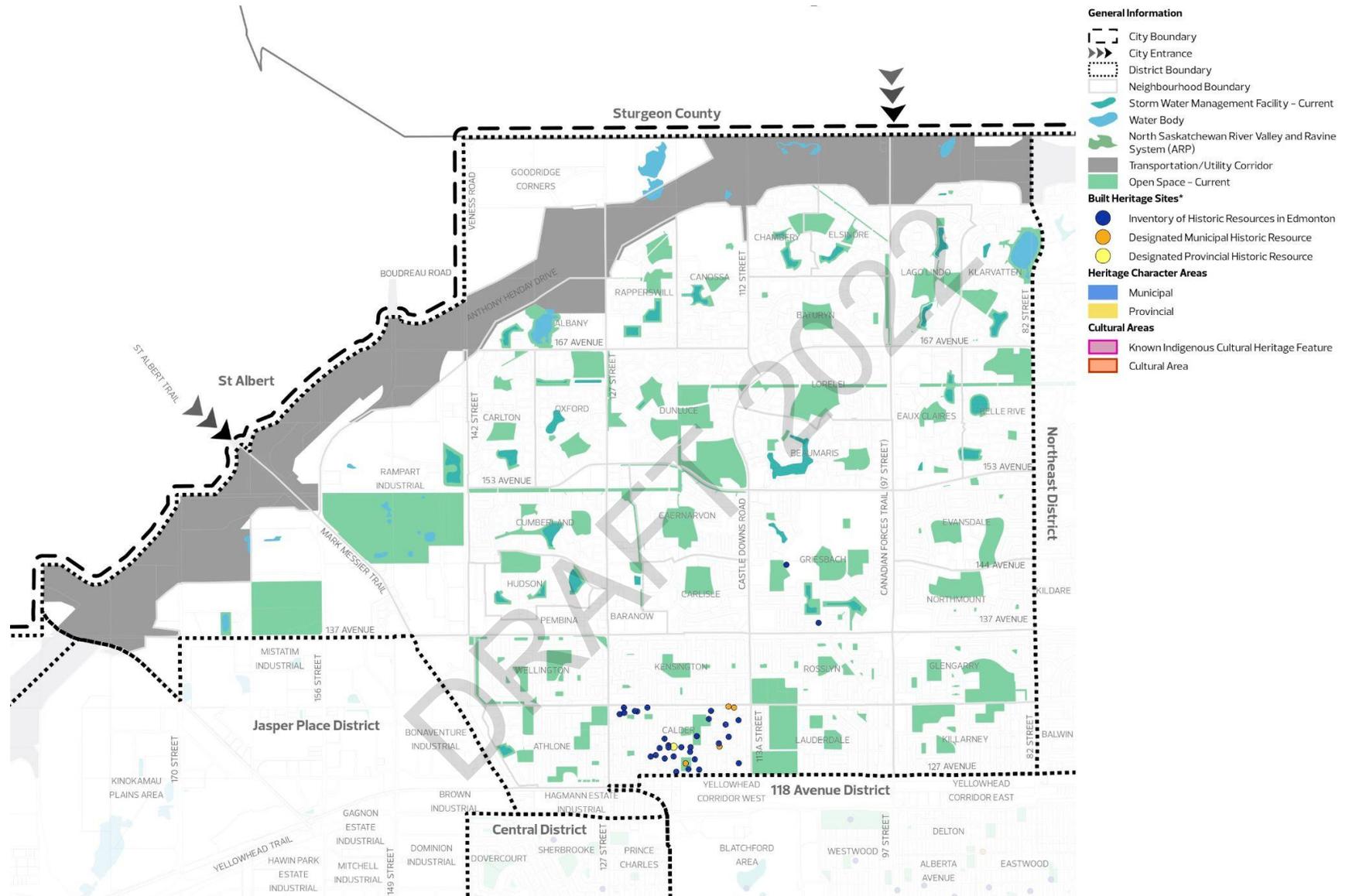


Figure 6.8: Open Space and Natural Areas



\*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 6.9a: Mobility - Active Transportation

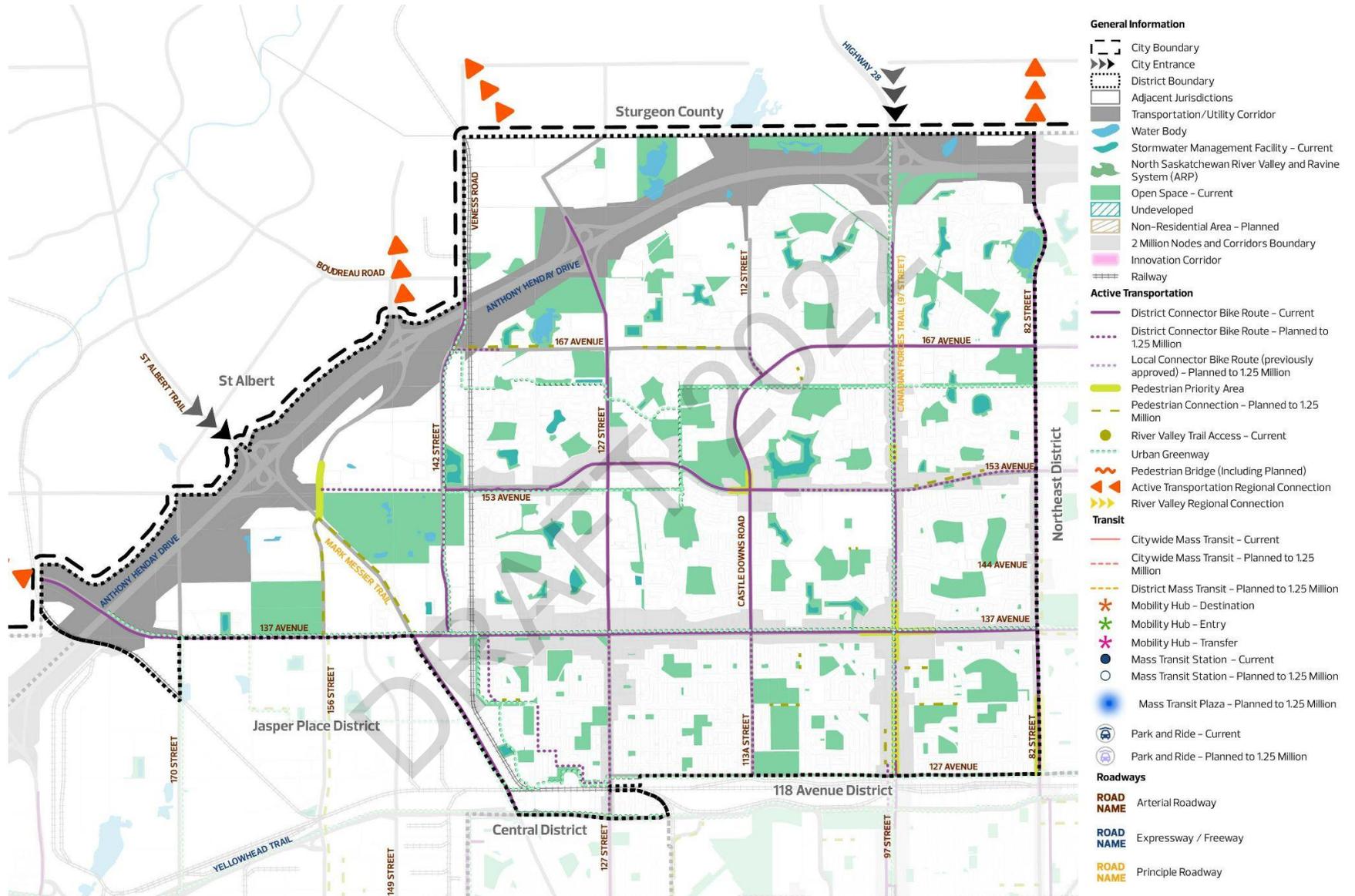


Figure 6.9b: Mobility - Transit

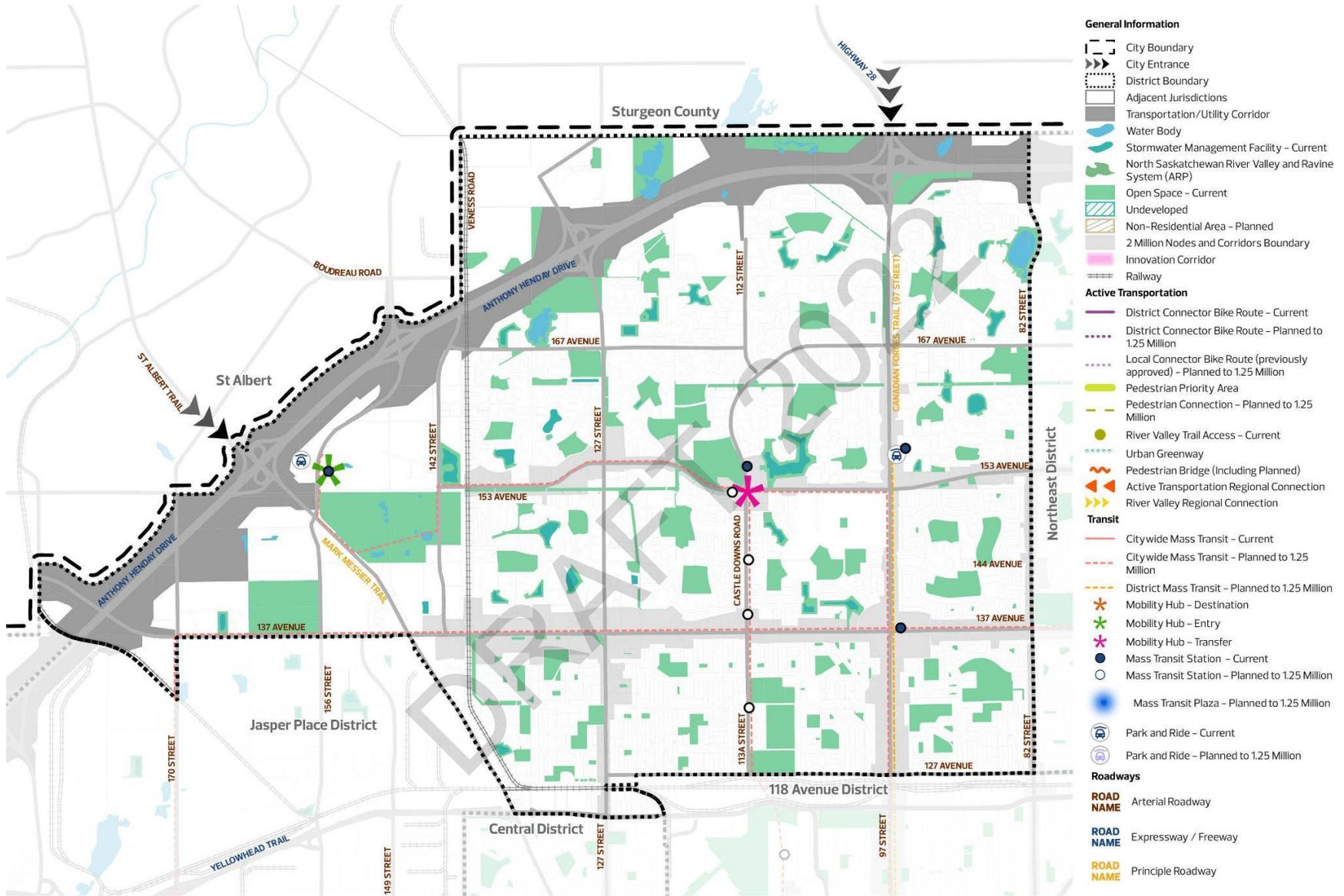
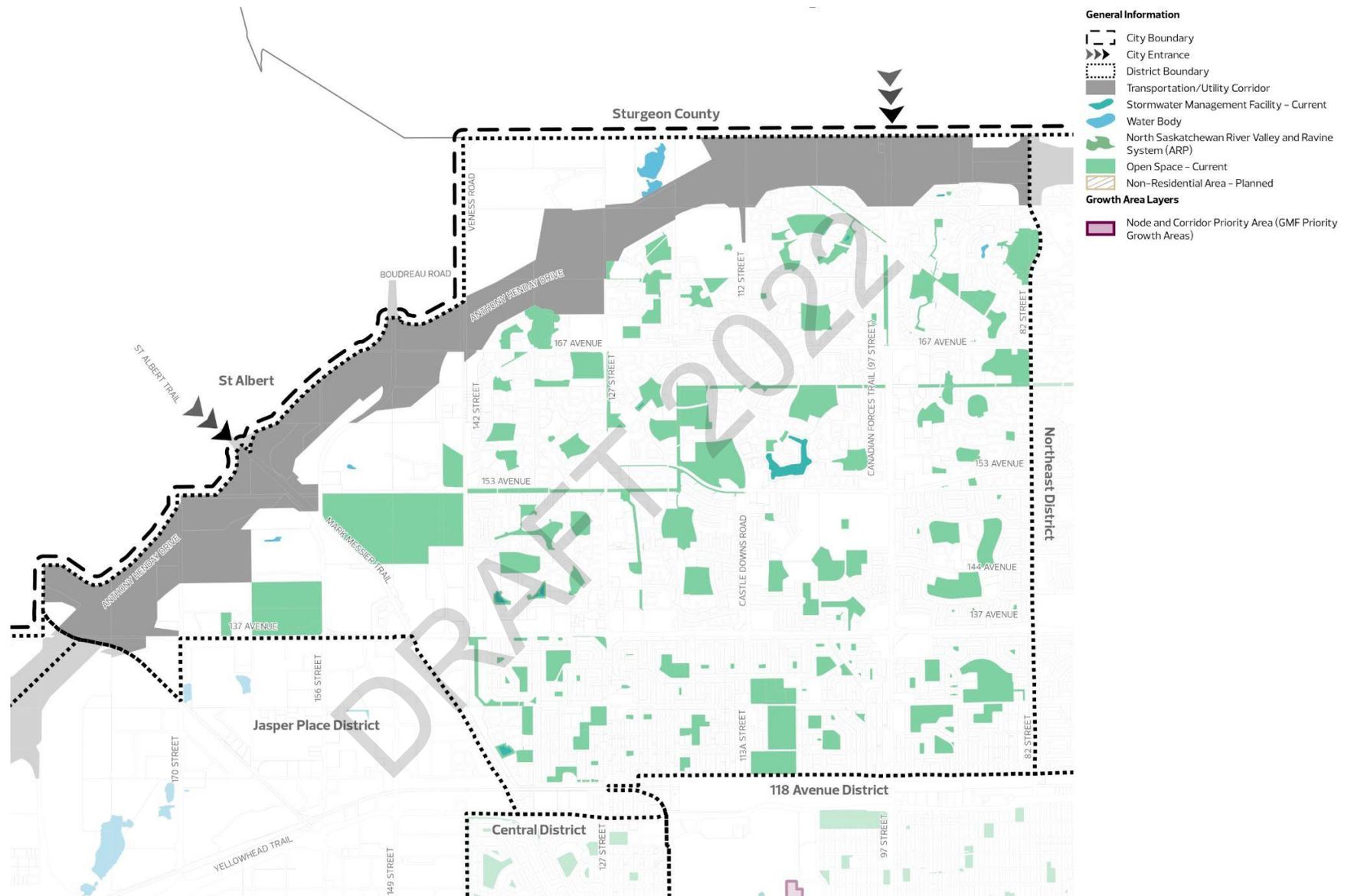


Figure 6.10: Growth Activation



No Priority Node and Corridor identified for this district at 1.25 Million

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