

Edmonton

# Rabbit Hill District Plan

Draft 2022

# TABLE OF CONTENTS

<b>Land Acknowledgement</b>	<b>4</b>
<b>1. Introduction to District Plans</b>	<b>5</b>
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
<b>2. District Context</b>	<b>8</b>
2.1. Physical Context	8
2.2. Historical Context	8
2.3. Development Context	9
<b>3. City Plan Direction</b>	<b>11</b>
3.1. Growth to 1.25 Million	11
Table 3.1 - District Population and Jobs Estimates	11
3.2. Growth to 2 Million	12
<b>4. District Specific Policy Guidance</b>	<b>13</b>
Figure 4.1 - Rabbit Hill Subarea Figure for District Specific Policy Table Reference	15
Table 4.1 - District Specific Policy	16
<b>5. Growth Activation</b>	<b>17</b>
<b>6. District Maps</b>	<b>18</b>
6.1. Map List	18
Figure 6.1: Citywide Context	21

Figure 6.2: District Context - Assets	22
Figure 6.3: District Context - Development Considerations	23
Figure 6.4: Vision at 2 Million	24
Figure 6.5: Direction to 1.25 Million	25
Figure 6.6: Land Use Concept	26
Figure 6.7: Heritage and Culture	27
Figure 6.8: Open Space and Natural Areas	28
Figure 6.9: Mobility	29
Figure 6.10: Growth Activation	30

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 Rabbit Hill District is located in the southwest area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Neighbouring municipalities include Parkland County and the Town of Devon to the west and Leduc County to the south and east. The District's north boundary is bordered by the Southwest District (see **Figure 6.1: Citywide Context**). Rabbit Hill District includes the following neighbourhoods:

- Edmonton South West
- Edmonton South Central

The Rabbit Hill District is generally bordered by 41 Avenue SW to the north, Highway QE2 to the east and Highway 19 to the south. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

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

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

Presumably the name Rabbit Hill refers to a series of hills in the area that were home to an abundance of rabbits. The earliest official reference to the name goes back to settlers at the end of the 19th century. There is a record from 1895 of a school district in the area called The Rabbit Hill District, however, Indigenous oral history suggests the name may have pre-dated settlers.

The land within the Rabbit Hill District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers 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. That said,



there was archeological evidence of encampments in the area, discovered before development occurred. This area was higher land than elsewhere, like Mount Pleasant to the east, and was used for spotting game in the valley between.

The Rabbit Hill District also has a rich cultural history marked by descendants of German-speaking emigrants from Europe. At the beginning of the twentieth century, the Moravian Church, and Lutheran Church and cemetery, were established by a small community of Polish and German farmers. The religious landmarks can be found in the eastern and southern portion of this district. As these two church communities continued to grow, they came to serve the multilingual immigrant population in the Edmonton region. The Rabbit Hill area was also home to the Rabbit Hill United Church, established in 1928 and appearing to continue until 1963. The Heimthal Baptist Church was established in 1892; the wood framed white church remains today.

Historical land uses in this district primarily consisted of agricultural production or natural resource extraction. The Rabbit Hill Ravine and North Saskatchewan River valley was once the site of underground coal mining operations. After the discovery of oil in 1947, Edmonton and Alberta's economy transitioned to the extraction and production of oil and gas.

The district's land area was annexed from Leduc County in 2019, bringing the existing farmsteads and the Crossroads ASP into Edmonton's municipal authority.

## 2.3. Development Context

Agriculture continues to be an important land function for the district. However, lands in the southeastern portion of the district are beginning to see commercial and business park development.

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

The significant ecological areas of this district continue to provide critical environmental functions within Edmonton and the broader region and will be protected during urban development. Of the four ravines within the Rabbit Hill district, Blackmud Ravine is more heavily impacted by human development. Despite this, the ravine system still contains important wildlife movement areas as well as unique and rare vegetation.

The district is connected to two important regional transportation corridors and provincial highways, Queen Elizabeth II Highway (QEII) and Highway 19, which connect Edmonton to southern and western municipalities. Alberta Transportation has identified a need to realign the existing QEII from Highway 19 to 41 Avenue SW. Internally, the Rabbit Hill District follows the Alberta Township System, a grid of Township and Range Roads that divides an area into equal-sized square parcels of land.

This district contains the Crossroads ASP, which was created by Leduc County in 2012 to provide planning direction for the southeastern portion of this district. The plan identifies this area to play a key role in economic diversification through industrial

and commercial expansion. The proximity to the Edmonton International Airport as well as to surrounding industrial development and road and rail infrastructure will make the Crossroads ASP an attractive choice for many businesses.

A significant portion of land in this district is designated as a Future Growth Area under The City Plan and is expected to remain in agricultural use, subject to Council authorization prior to further planning and potential urban development.

Lastly, land uses in the vicinity of the airport are restricted and governed by a number of regulations adopted by the Federal, Provincial and Municipal Governments. Uses allowed are mandated at a high level by the Edmonton International Airport Vicinity Protection Area Regulation. The Transport Canada guideline, 'Land Use in the Vicinity of Airports' (TP 1247), includes recommended land use restrictions, including land uses which may attract birds, impact visibility and generate electronic interference with airport operations. The guidelines also identify the need to consider the effect of aircraft noise on development.

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

DRAFT 2022

### 3. City Plan Direction

#### 3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the population of the Rabbit Hill District will experience inconsequential population growth as the planned residential areas of this district will remain Future Growth Areas.

Employment growth is expected to occur predominantly through development in the Crossroads ASP. The types of jobs anticipated are logistics and distribution-related, with some light industrial and commercial activity.

Although The City Plan identifies a conceptual node and corridor in the district, they are not expected to be in development until beyond the population horizon of this district plan, and no accompanying major investments in the mobility system or open space network are anticipated.

Realignments of both Highway 19 and the QEII are planned, however, this work is under the jurisdiction of the Province and no completion date has been set.

**Figure 6.10: Growth Activation** identifies the area east of Whitemud Ravine and south of 73 Avenue SW (Twp Rd 510), as well as the strip of land adjacent to QE II Highway, as 'Non-Residential Area - Planned', reflecting The City Plan's activation approach to 'strategize' this area. This means that the City expects this area to be planned, following existing greenfield planning processes, as Edmonton's population nears 1.25 million.

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

**Table 3.1** provides population and jobs estimates for the Rabbit Hill 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	250	300	45,000
District Jobs	300	5,000	60,000

## 3.2. Growth to 2 Million

**Figure 6.4: Vision at 2 Million** captures how the Rabbit Hill 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.

Until Edmonton reaches a population of 1.5 million, the district is only expected to experience development of its non-residential land in both the southeast quadrant and along the strip of land adjacent to the QE II. Such development is expected to bring opportunities for job growth to the city.

Residential development in the Future Growth Area may be required once the city surpasses the 1.5 million population horizon. At that time, residential growth will be limited to the eastern portion of the district, east of Whitemud Ravine. Residential growth is expected to be complemented with an extension of the James Mowatt Trail Secondary Corridor, a new district node and a mobility hub, although future planning work will determine the quantity, type and configuration of the node and corridor network in the area. This development will be supported by investments in open space and urban greenways, as well as the preservation and enhancement of important natural areas. New plans for the Future Growth Area shall be prepared as per policy guidance from The City Plan and in alignment with regional density targets.

The western half of Rabbit Hill District is expected to be stewarded for future generations. Conservation of agricultural land contributes to economic development and supports the resilience of the food system.

## 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.

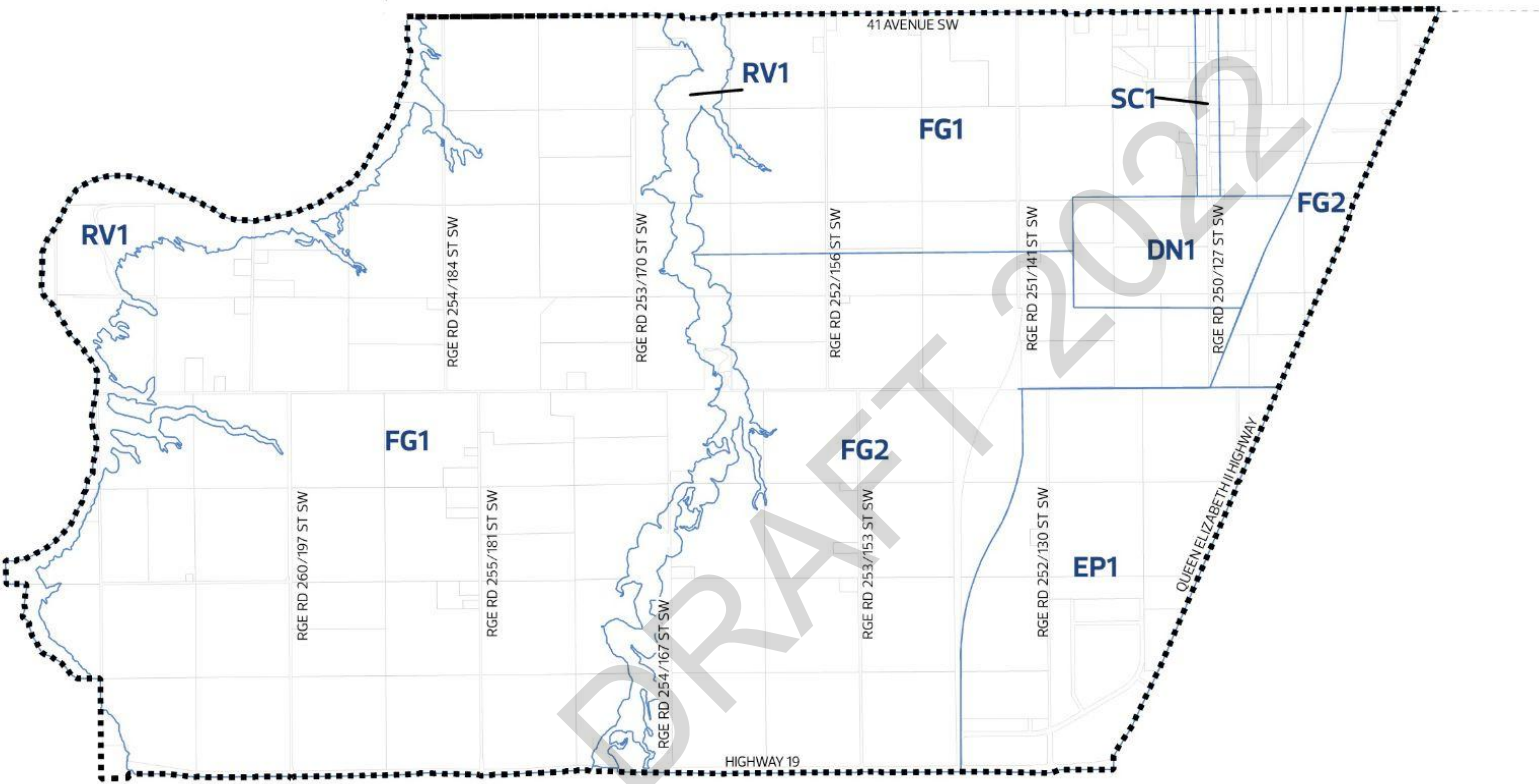
**Table 4.1** lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

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.

Figure 4.1 - Rabbit Hill Subarea Figure for District Specific Policy Table Reference



- DN = District Node
- SC = Secondary Corridor
- FG = Future Growth
- EP = Employment Area with Plan
- RV = River Valley

Table 4.1 - District Specific Policy

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
EP1	Crossroads ASP (portion of Edmonton South Central neighbourhood)	EP1-1 For further planning direction refer to the Crossroads ASP	1.2 Authority and relationship to other plans
EP1	Crossroads ASP (portion of Edmonton South Central neighbourhood)	EP1-2 For further planning direction refer to the Highway 2 Corridor Design Guidelines	1.2 Authority and relationship to other plans
EP1	Crossroads ASP (portion of Edmonton South Central neighbourhood)	EP1-3 Pursuant to the Annexation Agreement and Framework, planning in this area should ensure that the airport reaches its potential as a key economic driver and contributor to the region's sustainability and success in such a manner that also avoids constraining it.	1.2 Authority and relationship to other plans
EP1	Crossroads ASP (portion of Edmonton South Central neighbourhood)	EP1-4 Rezoning within this area should not be to 1000 Special Area Edmonton South zones.	1.2 Authority and relationship to other plans
FG1	Portion of Edmonton South West and Edmonton South Central neighbourhoods	FG1-1.1 Pursuant to the Annexation Agreement and Framework, the City of Edmonton, Leduc County, City of Leduc and Edmonton International Airport agree to work together to ensure that the airport reaches its potential as a key economic driver and contributor to the region's sustainability and success in such a manner that also avoids constraining it.	1.2 Authority and relationship to other plans
		FG1-1.2 Pursuant to the Annexation Agreement and Framework, major developments located along boundary roads that are outside of local or area structure plans will be reviewed and addressed collaboratively with the County of Leduc.	
FG1	Portion of Edmonton South West and Edmonton South Central neighbourhoods	FG1-3 Rezoning within this area should not be to 1000 Special Area Edmonton South zones.	1.2 Authority and relationship to other plans
FG2	Portion of Edmonton South Central neighbourhoods	FG2-1 For further planning direction refer to the Highway 2 Corridor Design Guidelines	1.2 Authority and relationship to other plans

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
FG2	Portion of Edmonton South Central neighbourhoods	FG2-2.1 Pursuant to the Annexation Agreement and Framework, the City of Edmonton, Leduc County, City of Leduc and Edmonton International Airport agree to work together to ensure that the airport reaches its potential as a key economic driver and contributor to the region's sustainability and success in such a manner that also avoids constraining it.	1.2 Authority and relationship to other plans
		FG1-2.2 Pursuant to the Annexation Agreement and Framework, major developments located along boundary roads that are outside of local or area structure plans will be reviewed and addressed collaboratively with the County of Leduc.	
FG2	Portion of Edmonton South West and Edmonton South Central neighbourhoods	FG1-4 Rezoning within this area should not be to 1000 Special Area Edmonton South zones.	1.2 Authority and relationship to other plans
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.	



## 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 Rabbit Hill 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 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 Rabbit Hill 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

Figure 6.1: Citywide Context

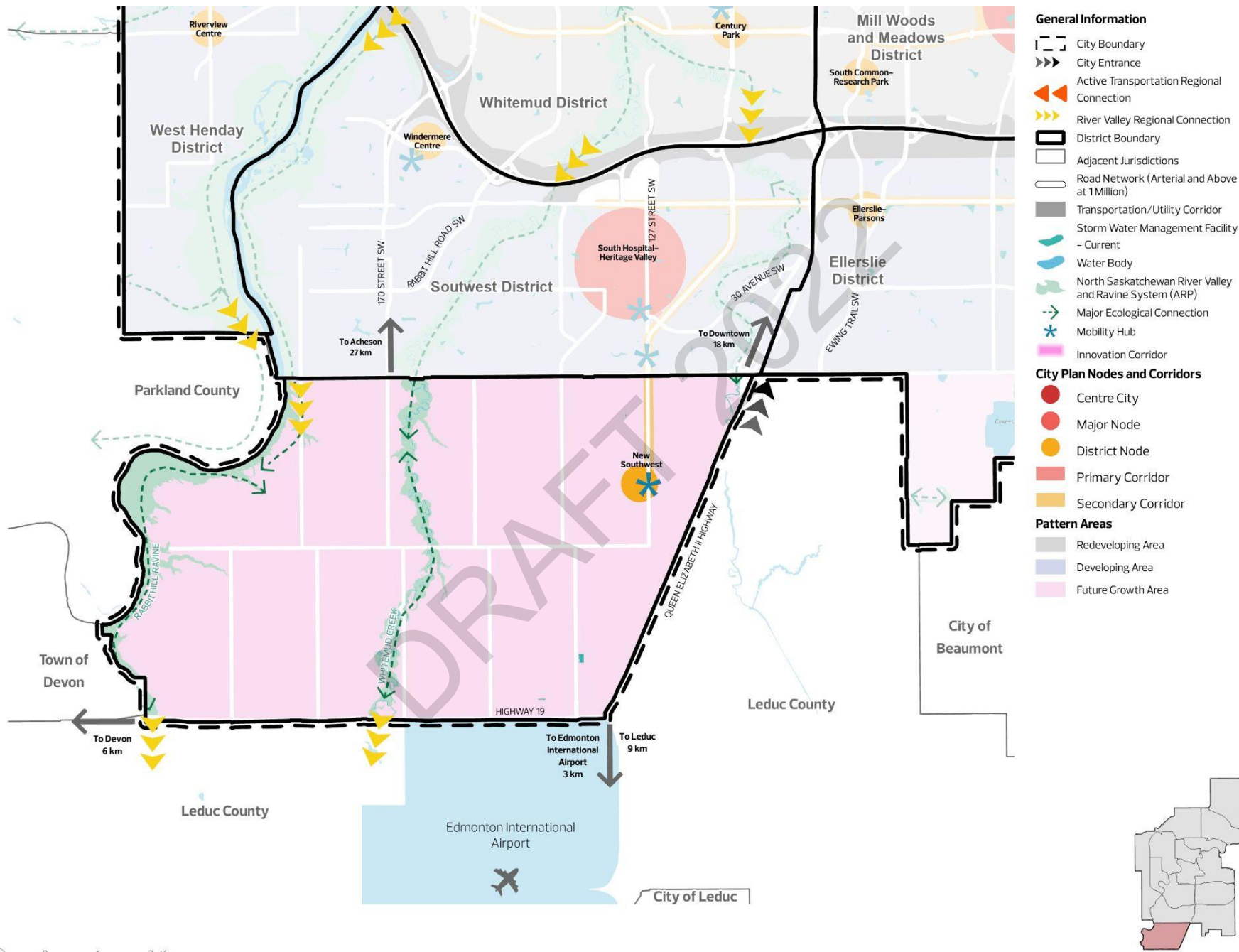
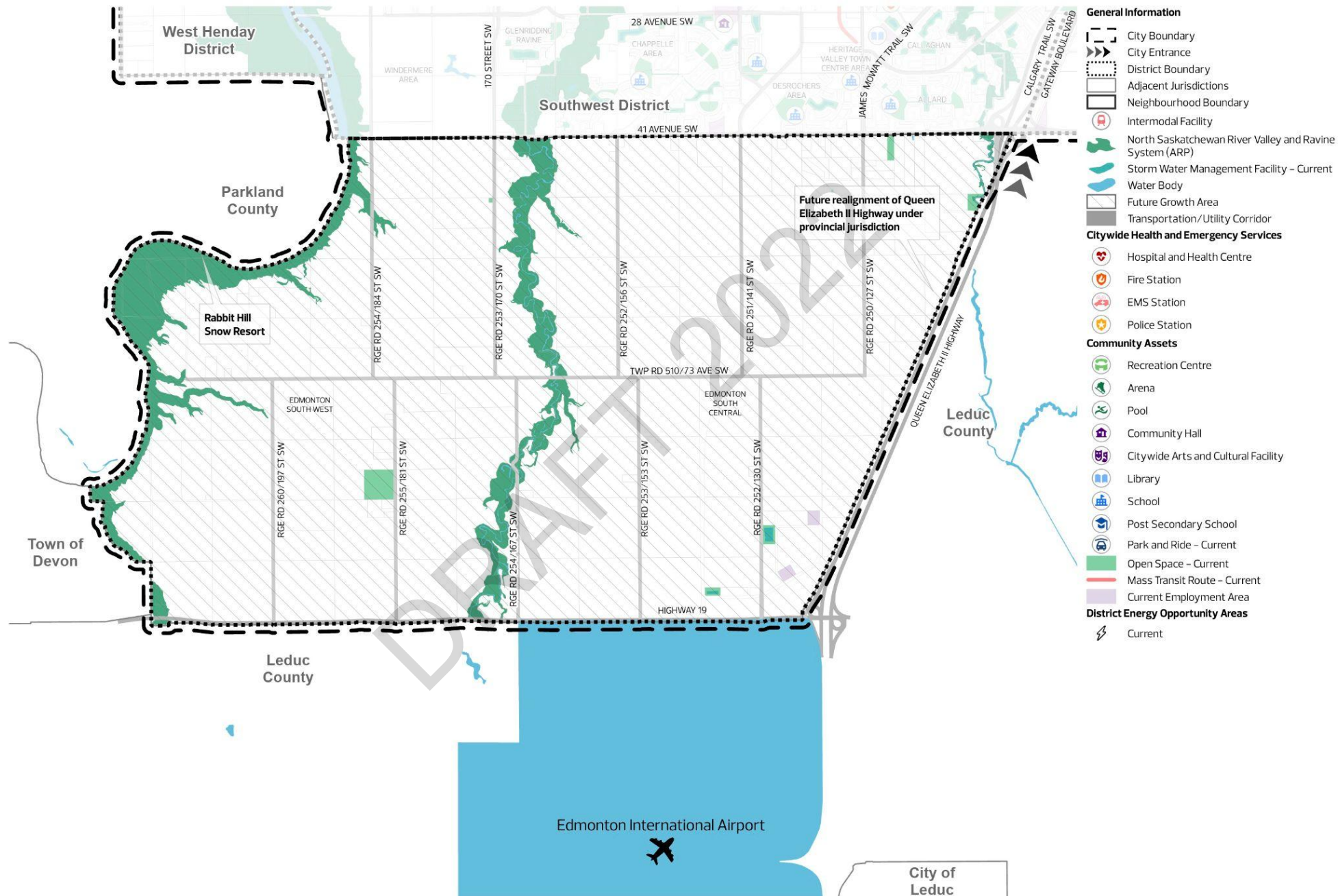




Figure 6.2: District Context - Assets



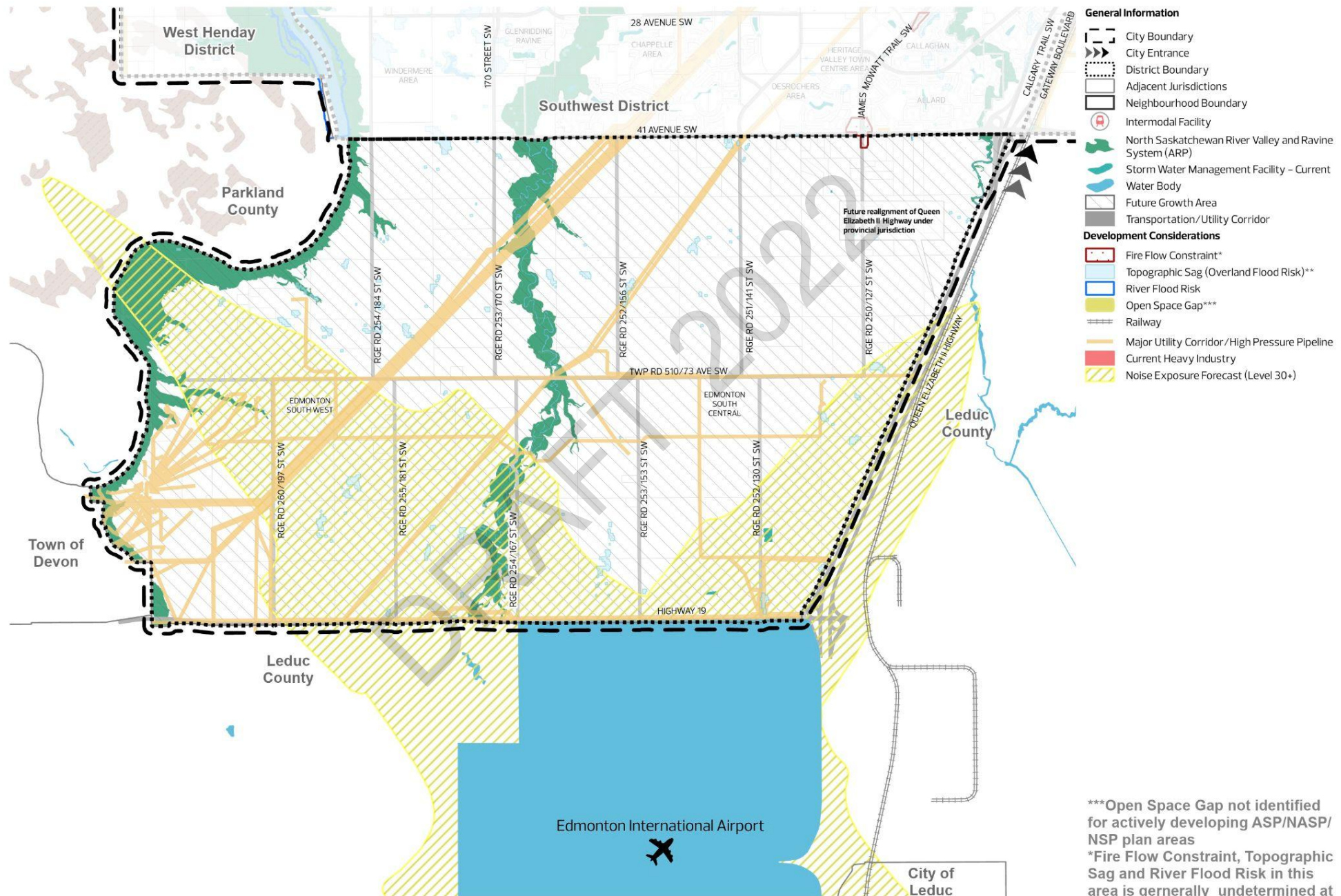
0 0.250.5 Km

Scale: 1:70,000  
DRAFT\_2022259

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



Figure 6.3: District Context - Development Considerations



\*\*\*Open Space Gap not identified for actively developing ASP/NASP/NSP plan areas  
 \*Fire Flow Constraint, Topographic Sag and River Flood Risk in this area is generally undetermined at this time.



### Figure 6.4: Vision at 2 Million





Figure 6.5: Direction to 1.25 Million

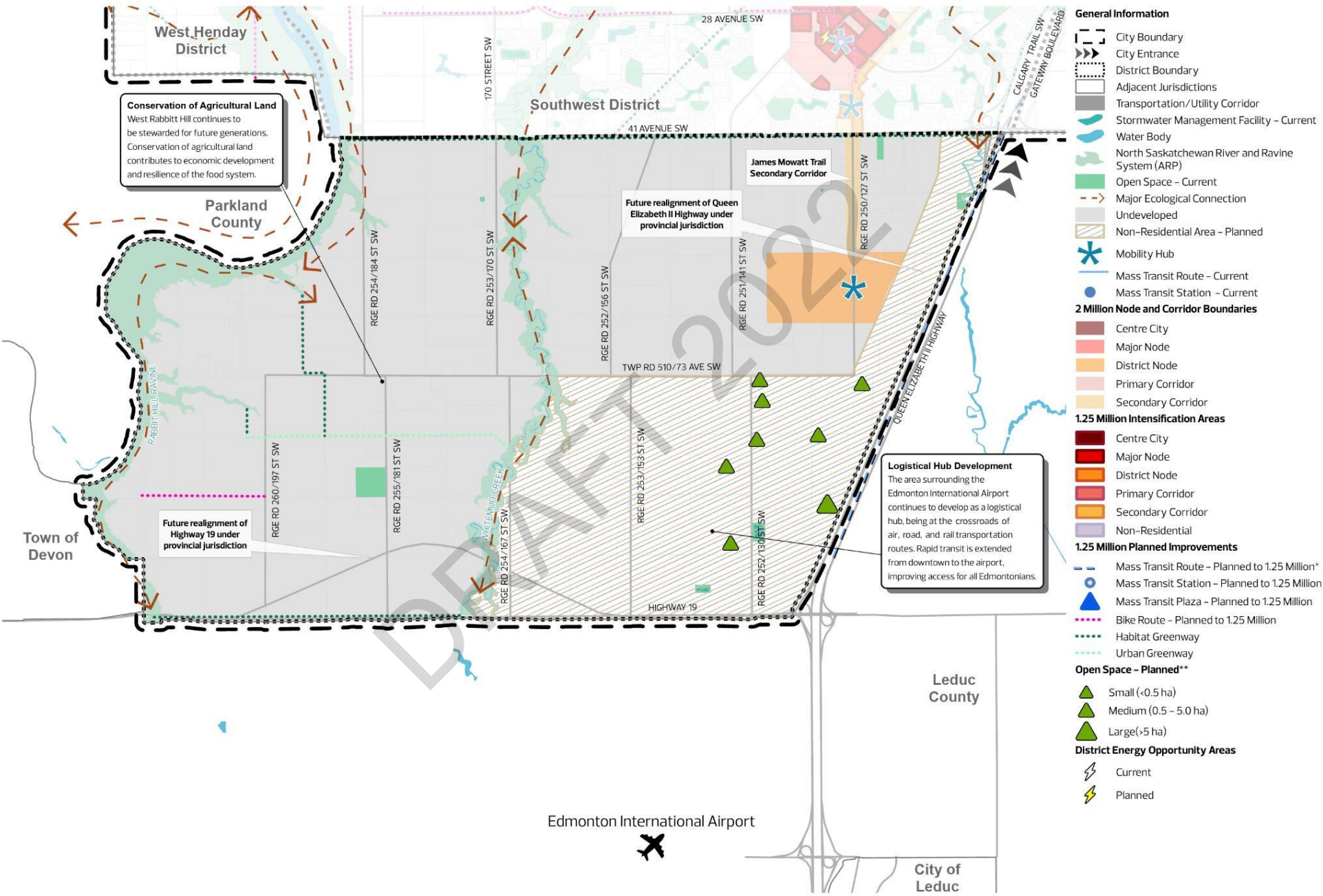


Figure 6.6: Land Use Concept

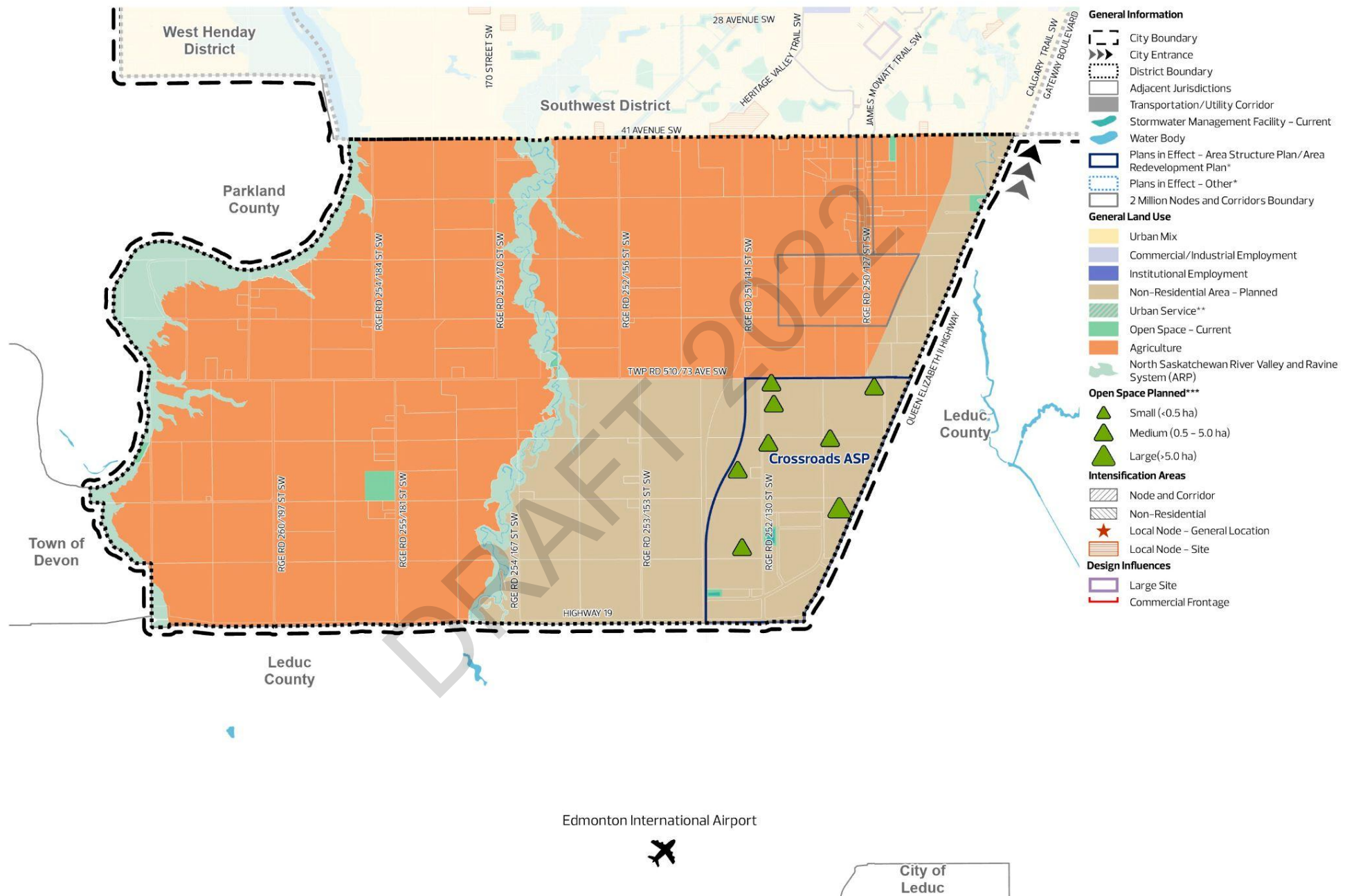




Figure 6.7: Heritage and Culture

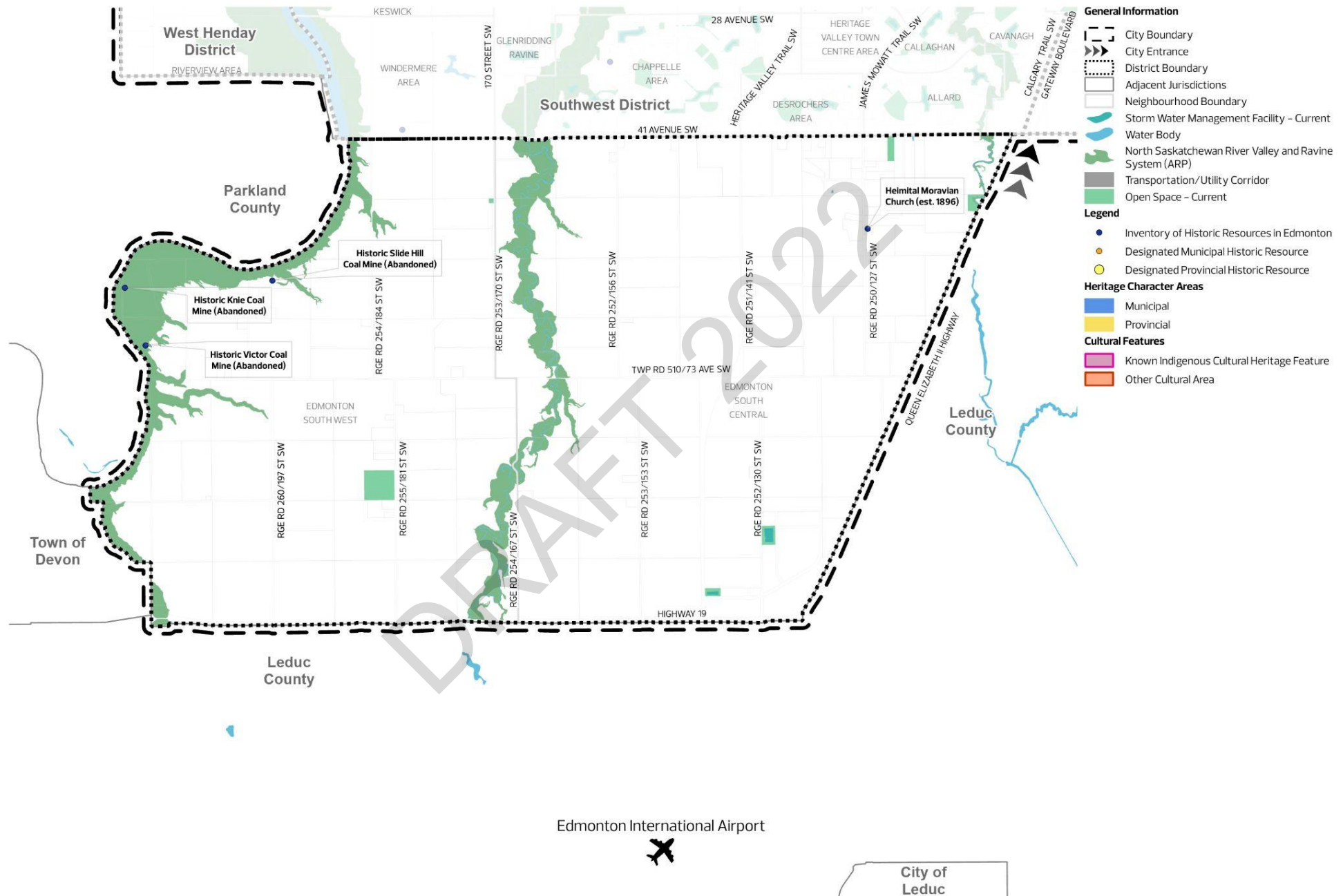


Figure 6.8: Open Space and Natural Areas

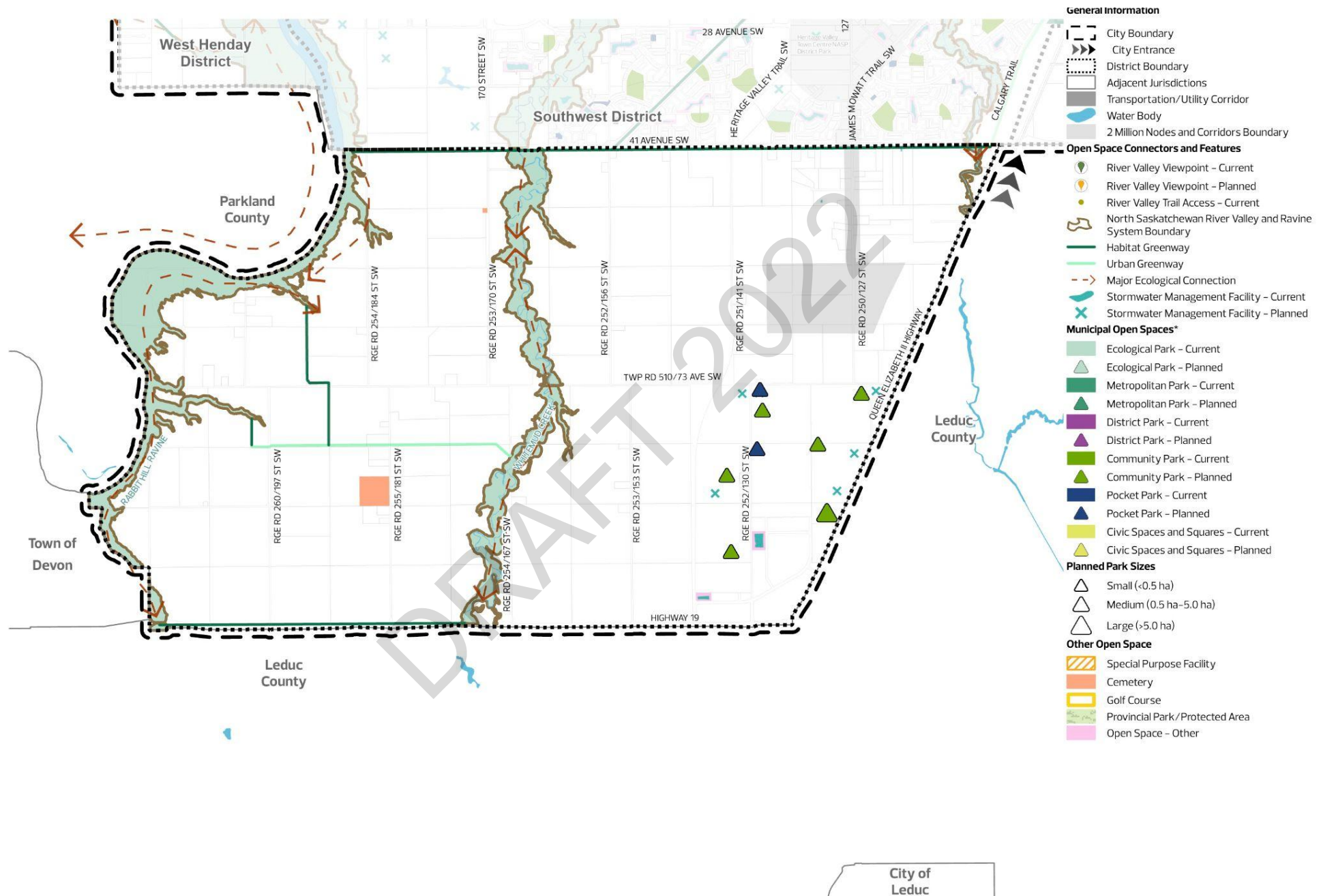


Figure 6.9: Mobility

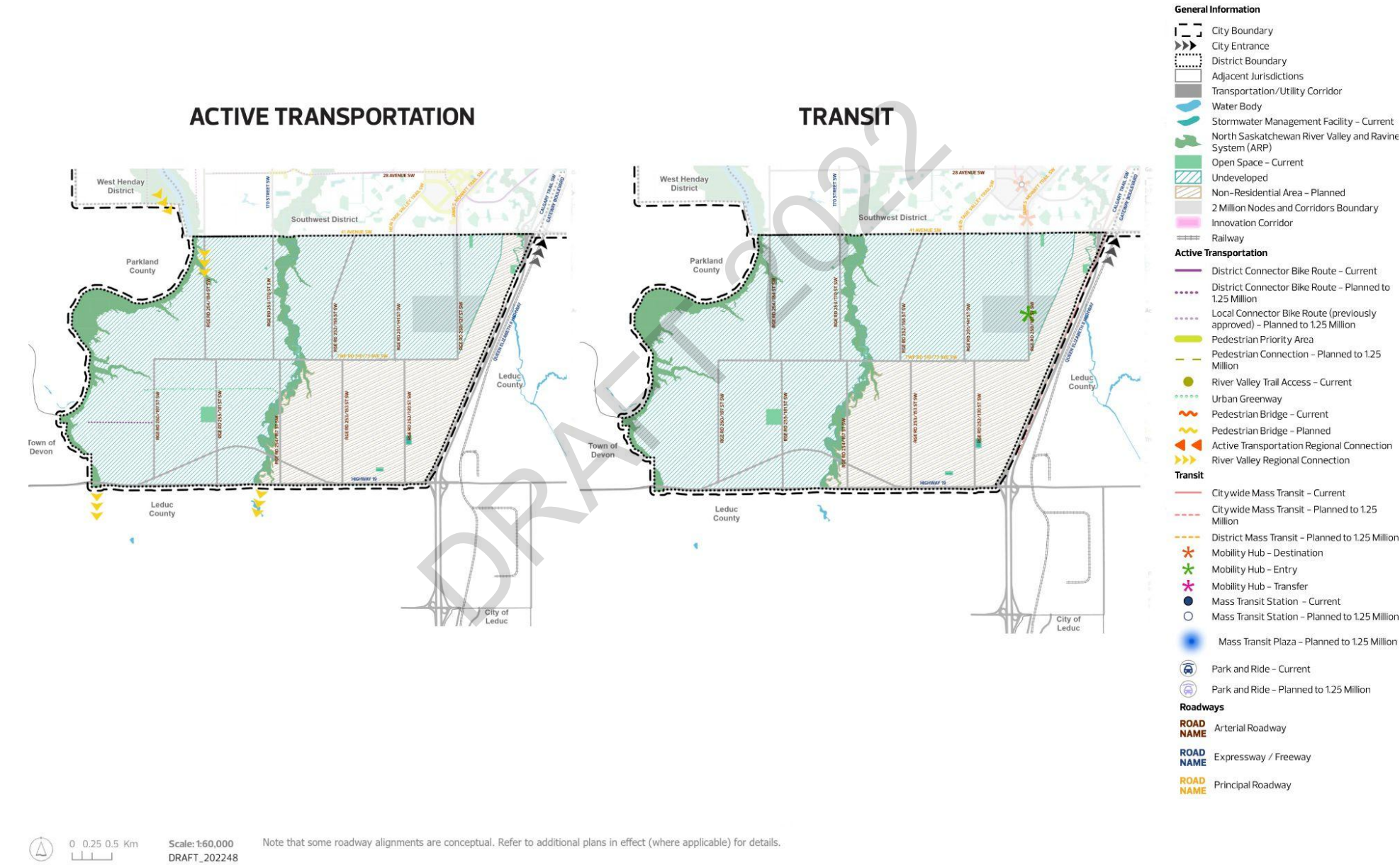
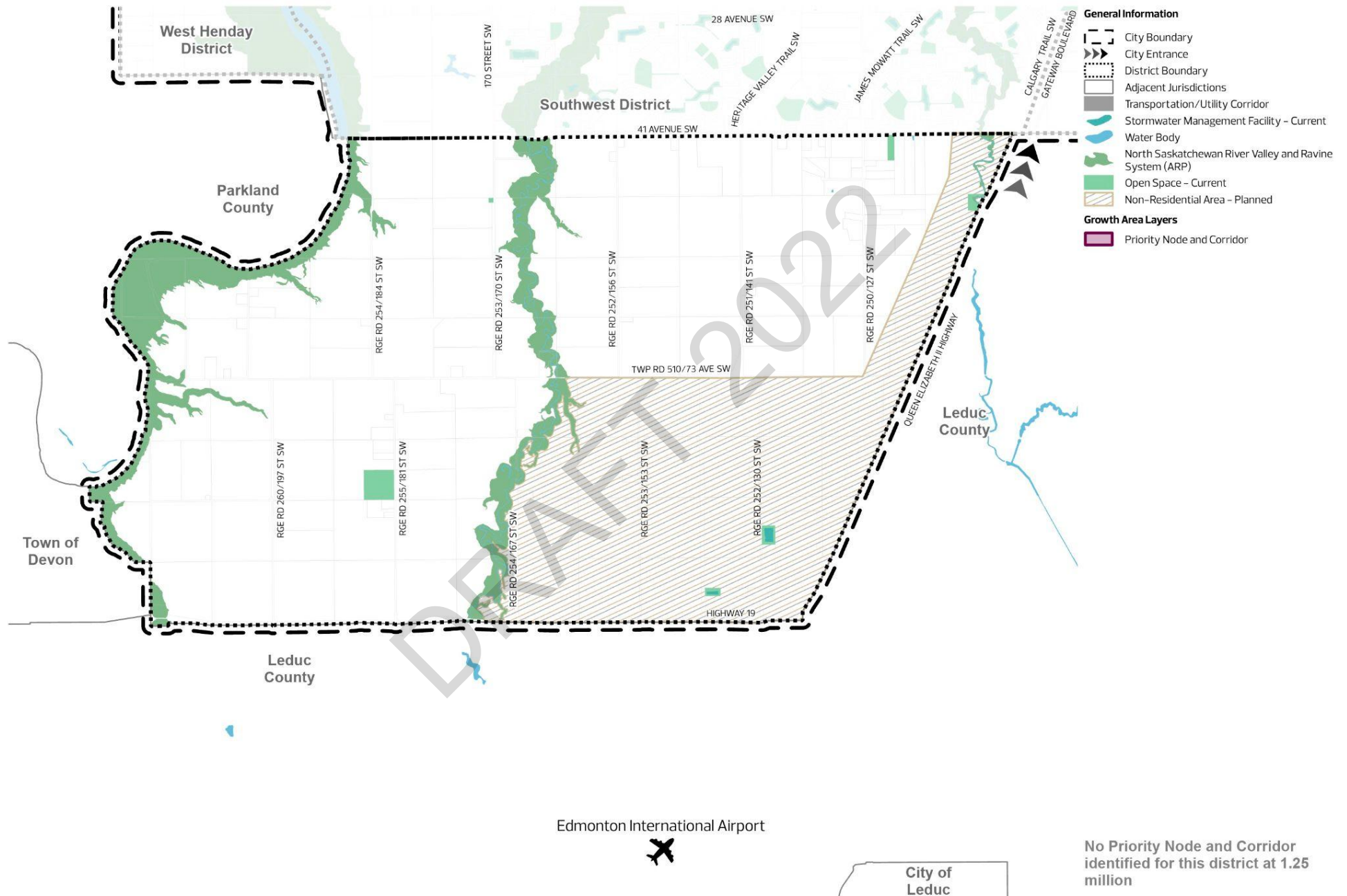




Figure 6.10: Growth Activation



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

DRAFT 2022

DRAFT 2022



DRAFT 2022