

# Mill Woods and Meadows 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.

# 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 6.1-6.9** (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.

## 2. District Context

### 2.1. Physical Context

The Mill Woods and Meadows District is located in the southeast area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Strathcona County neighbours the Mill Woods and Meadows District to the east and nearby districts include the Southeast, Scona, Whitemud, Southwest and Ellerslie Districts (see **Figure 6.1: Citywide Context**). The Mill Woods and Meadows District includes the following neighbourhoods:

- Aster
- Bisset
- Crawford Plains
- Daly Grove
- Edmonton Research and Development Park
- Ekota
- Greenview
- Hillview
- Jackson Heights
- Kameyosek
- Kiniski Gardens
- Larkspur
- Laurel
- Lee Ridge
- Maple
- Menisa
- Meyokumin
- Meyonohk
- Michaels Park
- Minchau
- Parsons Industrial
- Pollard Meadows
- Richfield
- Sakaw
- Satoo
- Silver Berry
- South Edmonton Common
- Strathcona Industrial Park
- Tamarack
- Tawa
- Tipaskan
- Tweddle Place
- Weinlos
- Wild Rose

The Mill Woods and Meadows District is generally bordered by Gateway Boulevard to the west, Whitemud Drive NW to the north and Anthony Henday Drive to the west and south. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

Mill Creek Ravine crosses the eastern portion of the district, while a portion of Fulton Creek is located in its northeast corner. These ravines provide hydrological and ecological connections to the North Saskatchewan River and its wider ravine system.

See **Figure 6.1 - Citywide Context** and **Figure 6.2 - District Context** for more information.



## 2.2. Historical Context

The land within the Mill Woods and Meadows 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.

Most of the Mill Woods and Meadows District is land originally reserved for the Papaschase Cree Band following the signing of Treaty 6 in 1876. In response to settler demands for land access and resources, federal politicians and land agents forced the surrender of the Papaschase Indian Reserve lands in 1888. Remaining First Nation families were forced to relocate to other reserves or given land titles for private land ownership.

Following the forced surrender of Papaschase reserve lands, the area was opened to Euro-Canadian settlement and agricultural development. Some of the settlers included members of the Moravian Brethren who formed a communal farm in the area in 1895.

The lands within the district remained largely agricultural, except for small acreage developments, until the 1970s. In response to a shortage of affordable serviced land in the Edmonton area, the Province began assembling land for a large planned community made up of “x amount” neighbourhoods. These Mill Woods neighbourhoods were developed under the Mill Woods Development Concept (1971), a “insert note about what this concept means”, between the early 1970s and early 2000s.

The Meadows neighbourhoods were planned and began development in the 1980s. Development continues as the last portions of land are subdivided and built along the eastern and southern edges of the district.

## 2.3. Development Context

This Mill Woods and Meadows District comprises commercial and industrial areas from Gateway Boulevard to 91 Street NW and primarily residential neighbourhoods east of 91 Street NW to the city boundary at Anthony Henday Drive.

The North Saskatchewan river valley and ravine system within this district provides important ecological functions and recreational opportunities. The Mill Creek Ravine and Fulton Creek areas are guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020), the latter of which is intended to help guide appropriate public use and enjoyment of the river valley and to protect ecologically sensitive areas within this district and citywide.

Mill Woods is a collection of master-planned neighbourhoods developed by the City of Edmonton which began in the 1970s. It features a town centre with surrounding residential areas and a largely curvilinear street system. Only one geographic plan, The Mill Woods Station Area Redevelopment Plan (2017), remains in effect for the Mill Woods area, which provides guidance for a transit-oriented redevelopment around the Light Rail Transit (LRT) Station and Mill Woods Town Centre.

Mill Woods is anchored by the commercial, institutional and medium-density residential neighbourhoods of Mill Woods Town Centre and Tawa. These areas serve as a transit destination hub for the Valley Line LRT to Downtown. The neighbourhoods surrounding this area are primarily low-density residential, with scattered local commercial sites.

The Meadows continues to develop following the direction of the Meadows Area Structure Plan (2004). Four NSPs continue to provide detailed planning direction for specific neighbourhoods: Tamarack (2006), Laurel (2007), Maple (2010) and Aster (2016). The Meadows neighbourhoods are primarily residential, with commercial development centred along 23 Avenue NW and 17 Street NW.

See **Figure 6.1: Citywide Context** and **Figure 6.2: District Context** for more information.

### 3. City Plan Direction

#### 3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Mill Woods and Meadows District will experience two distinct areas of population growth. The primary location will be along the eastern edge of the district where the new neighbourhoods of Maple, Tamarack, Aster and Laurel will be built to completion. As these neighbourhoods build out, parks, schools and services will be added to provide local amenities, which will complement the existing Meadows Recreation Centre.

The Mill Woods Major Node will begin redevelopment within the Mill Woods Station Area Redevelopment Plan boundaries to capitalize on the creation of the Valley Line LRT stations.

Employment growth is expected to occur on the west side of the district with the completion and intensification of industrial and commercial development, and within the Mill Woods Major Node.

Some large sites within the district’s nodes and corridors also offer the possibility for redevelopment for population and job growth through comprehensive development.

See **Figure 6.4: Direction to 1.25 Million** for additional information.

**Table 3.1** provides population and jobs estimates for the Mill Woods and Meadows 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	120,000	148,000	175,000
District Jobs	45,000	57,000	75,000

## 3.2. Growth to 2 Million

**Figure 6.3: Vision at 2 Million** captures how the Mill Woods and Meadows District is expected to continue to evolve beyond the 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, remaining undeveloped residential areas will complete development. Parts of the district that are in the Redeveloping Area will see changes focused on a network of nodes and corridors and linked to investments in mass transit.

The district will experience additional redevelopment, such as:

- Land use diversification and more job activity and housing opportunities along 34 Avenue and adjacent to parts of Mill Woods Road.
- Redevelopment along 23 Avenue linking a new mixed-use District Node (South Common-Research Park) with the growing major node at Mill Woods Town Centre.
- Selective intensification and diversification along 17 Street and the twin nodes of Meadows North (surrounding Meadows mass transit station) and Meadows South (surrounding Meadows Recreation Centre).
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.

This redevelopment will be supported by investments in transit and urban greenways to complement existing greenways along utility corridors.

## 4. District Specific Policy Guidance

In general, planning guidance for this district should be interpreted according to how and where the features in **Figures 6.4 to 6.8** 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.

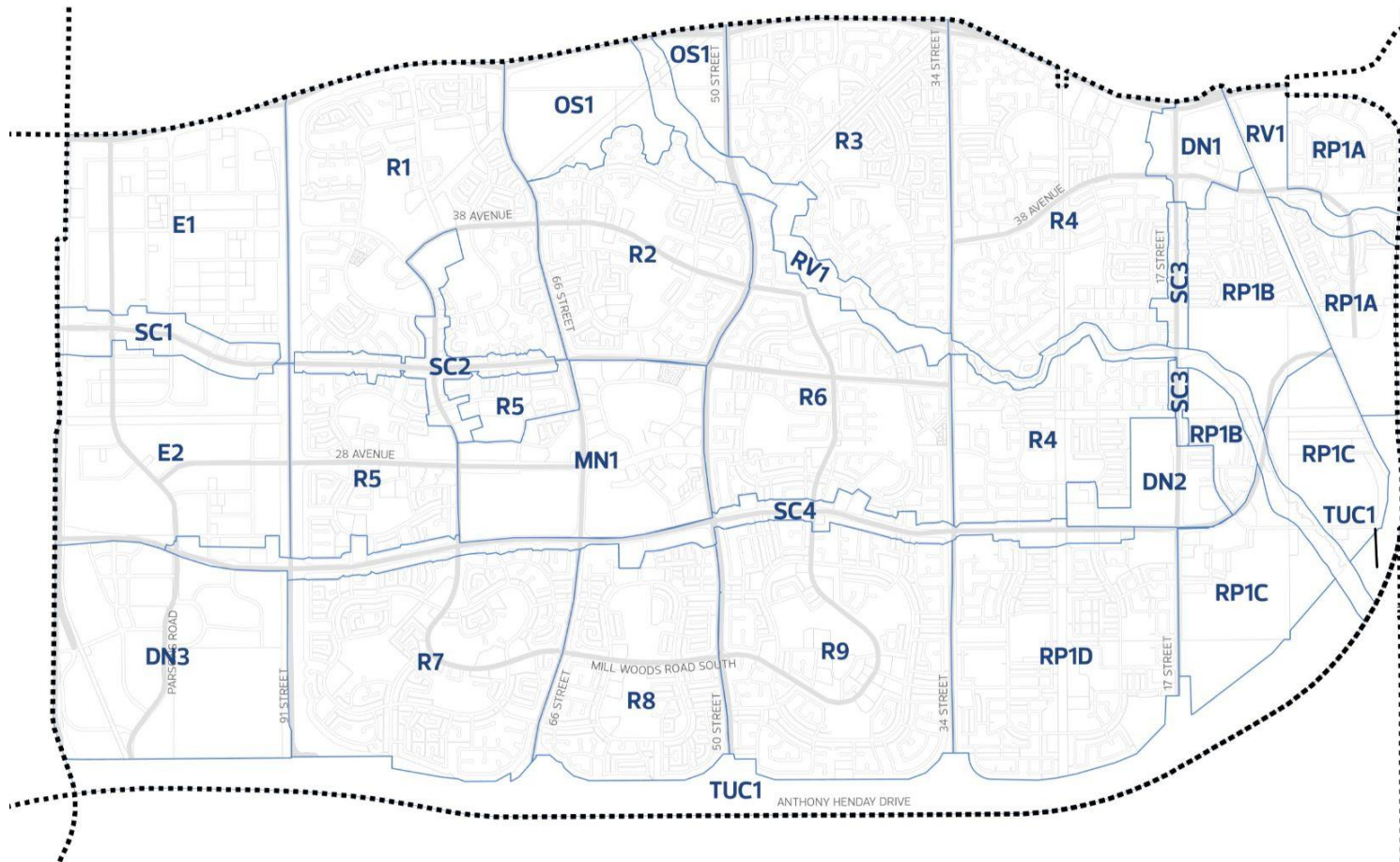
**Table 4.1** lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

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 - Mill Woods and Meadows Subarea Map for Policy Table Reference



- CC = Centre City
- MN = Major Node
- DN = District Node
- PC = Primary Corridor
- SC = Secondary Corridor
- RP = Residential Area with Plan
- R = Residential Area
- EP = Employment Area with Plan
- E = Employment Area

Scale: 1:50,000

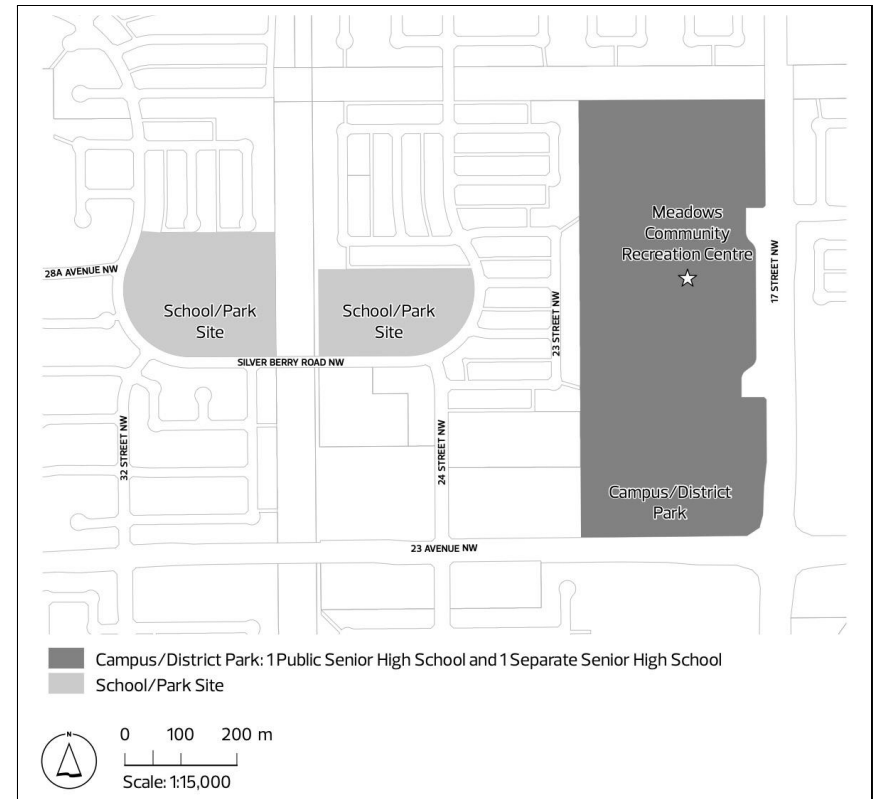
Table 4.1 - District Specific Policy

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN1	Mill Woods Major Node (includes Mill Woods Station ARP)	MN-1 For further planning direction refer to the Mill Woods Station Area Redevelopment Plan.	1.2 Authority and relationship to other plans
R4	Meadows (Larkspur, Silver Berry, Wild Rose neighbourhoods)	R4-1 Wild Rose park is designated to accommodate a public elementary school. See Figure 4.2	2.2.1 General policies
		R4-2 The Meadows District Park is designated as a District Park/High School Campus and can accommodate both public and separate senior high schools. See Figure 4.3	2.2.1 General policies
		R4-3 Silver Berry Park is designated to accommodate a public elementary school, a separate elementary/junior high school and a community league facility. See Figure 4.3	2.2.1 General policies
RP1A	Maple NSP (portion of The Meadows ASP)	RP1A-1 For further planning direction refer to the Maple Neighbourhood Structure Plan.	1.2 Authority and relationship to other plans
RP1B	Tamarack NSP (portion of The Meadows ASP)	RP1B-1 For further planning direction refer to the Tamarack Neighbourhood Structure Plan.	1.2 Authority and relationship to other plans
RP1C	Aster NSP (portion of The Meadows ASP)	RP1C-1 For further planning direction refer to the Aster Neighbourhood Structure Plan.	1.2 Authority and relationship to other plans
RP1D	Laurel NSP (portion of The Meadows ASP)	RP1D-1 For further planning direction refer to the Laurel Neighbourhood Structure Plan.	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 District Plan General Policy and District Plan Figures 6.1-6.9 shall guide planning decisions.	

Figure 4.2 - Wild Rose School Site Map



Figure 4.3 - Meadows District Park and Silver Berry School Site Map





## 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 6.9: 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 or NSPs 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 6.9: 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.

**Figure 6.9: Growth Activation** identifies one Priority Nodes and Corridors for the Mill Woods and Meadows District Plan: the Mill Woods District Node.

## 6. District Maps

This District Plan includes a series of maps (**Figures 6.1-6.9**) 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**

The two District Context maps depict the district's starting place: the opportunities and constraints upon which the District Plan can build on and 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 District Context - Assets map includes current employment areas, open spaces, emergency services, citywide mass transit routes, and cultural, education and recreation facilities. The District Context - Development Considerations map illustrates development considerations such as infrastructure deficits and risk.

- **Figure 6.3: 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 6.4: 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 6.5: 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 6.6: 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 6.7: 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.

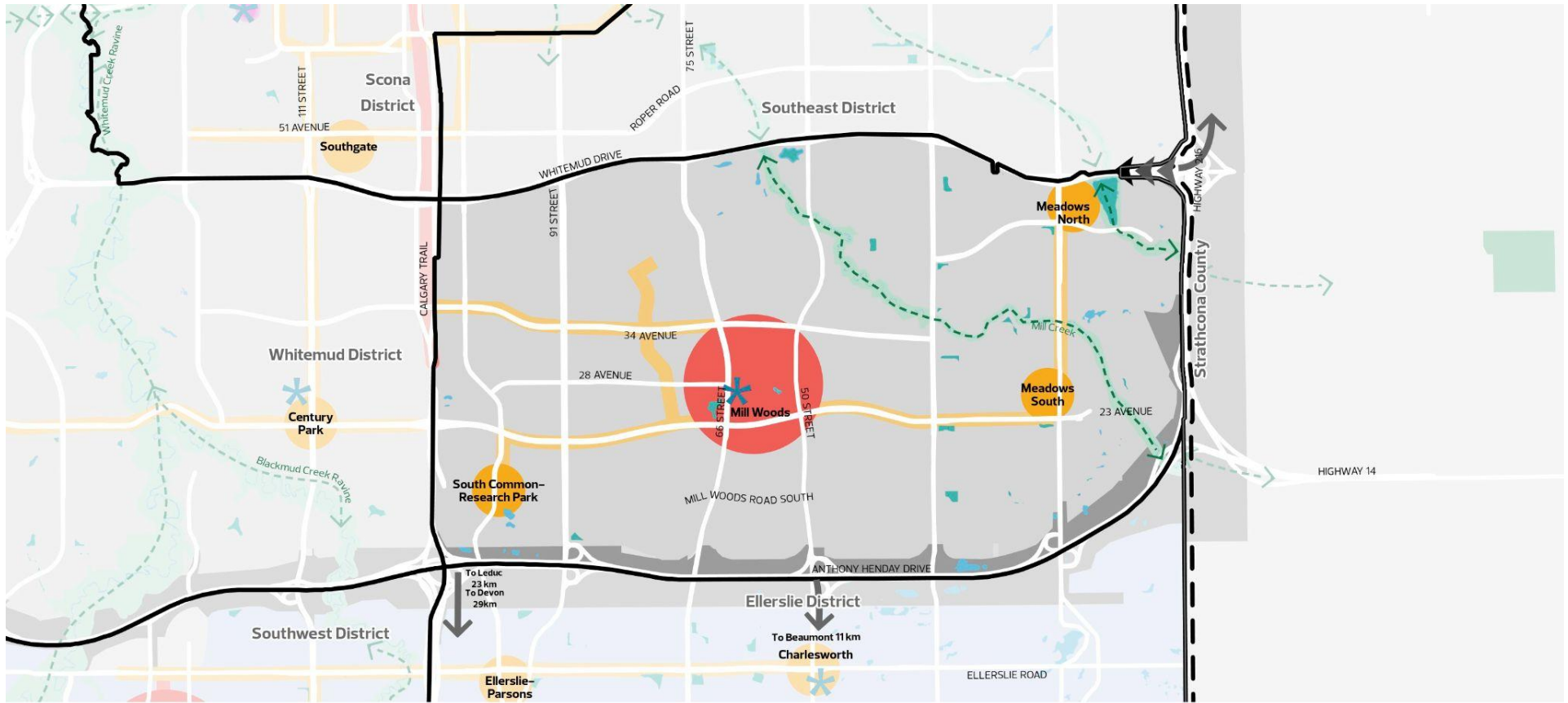
- **Figure 6.8: Mobility**

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 6.9: 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.

Figure 6.1: Citywide Context



**General Information**

- City Boundary
- City Entrance
- Active Transportation
- Regional Connections
- River Valley Regional Connection
- District Boundary

- Road Network (Arterial and Above at 1 Million)
- Transportation/Utility Corridor
- Storm Water
- Management Facility - Current

- Water Body
- North Saskatchewan River Valley and Ravine System (ARP)
- Major Ecological Connection
- Mobility Hub
- Innovation Corridor

**City Plan Nodes and Corridors**

- Centre City
- Major Node
- District Node
- Primary Corridor
- Secondary Corridor

**Pattern Areas**

- Redeveloping Area
- Developing Area
- Future Growth Area

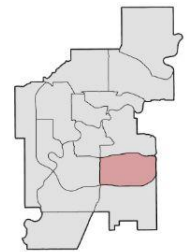
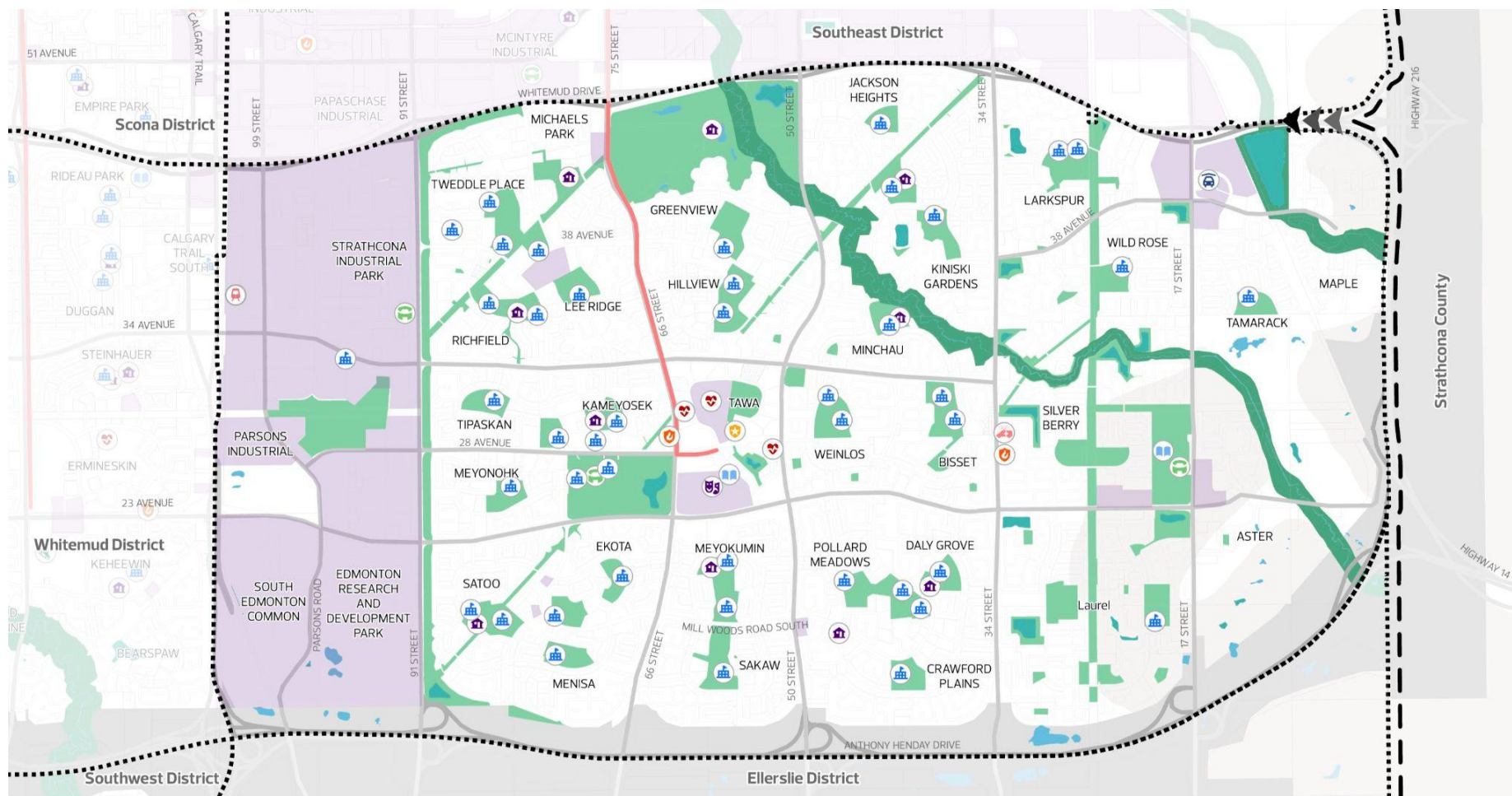


Figure 6.2: District Context - Assets



**General Information**

- City Boundary
- City Entrance
- District Boundary
- Neighbourhood Boundary
- Intermodal Facility
- North Saskatchewan River Valley and Ravine System (ARP)

- Storm Water Management Facility - Current
- Water Body
- Future Growth Area
- Transportation/Utility Corridor

**City wide Health and Emergency Services**

- Hospital and Health Centre
- Fire Station
- EMS Station
- Police Station

**Community Assets**

- Recreation Centre
- Arena
- Pool
- Community Hall
- City-wide Arts and Cultural Facility
- Library

- School
- Post Secondary School
- Park and Ride - Current
- Open Space - Current
- Mass Transit Route - Current
- Current Employment Area

**District Energy Opportunity Areas**

- Current
- Planned

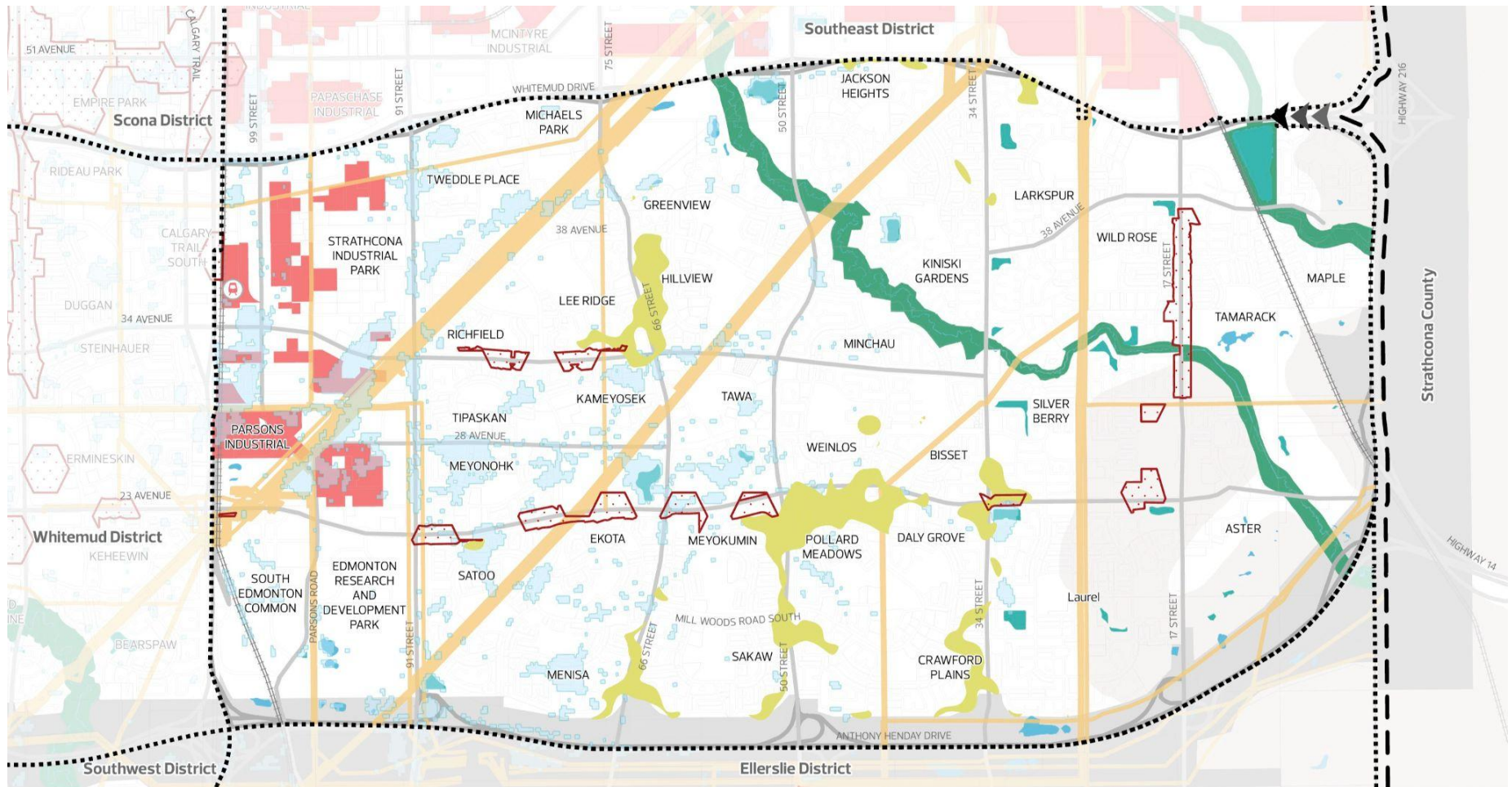
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

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

Figure 6.2: District Context - Development Considerations



<b>General Information</b>		North Saskatchewan River Valley and Ravine System (ARP)	Transportation/Utility Corridor	Open Space Gap
City Boundary	Storm Water Management Facility - Current	Fire Flow Constraint*	Topographic Sag (Overland Flood Risk)**	Major Utility Corridor/High Pressure Pipeline
District Boundary	Water Body	River Flood Risk	Future Growth Area	Current Heavy Industry
Intermodal Facility	Future Growth Area		Noise Exposure Forecast (Level 30+)	
City Entrance			Railway	

Scale: 1:50,000  
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Some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.  
\*Fire flow capacity is shown on this map within Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at [data.edmonton.ca](http://data.edmonton.ca) for full dataset. \*\*Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

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

Figure 6.3: Vision at 2 Million

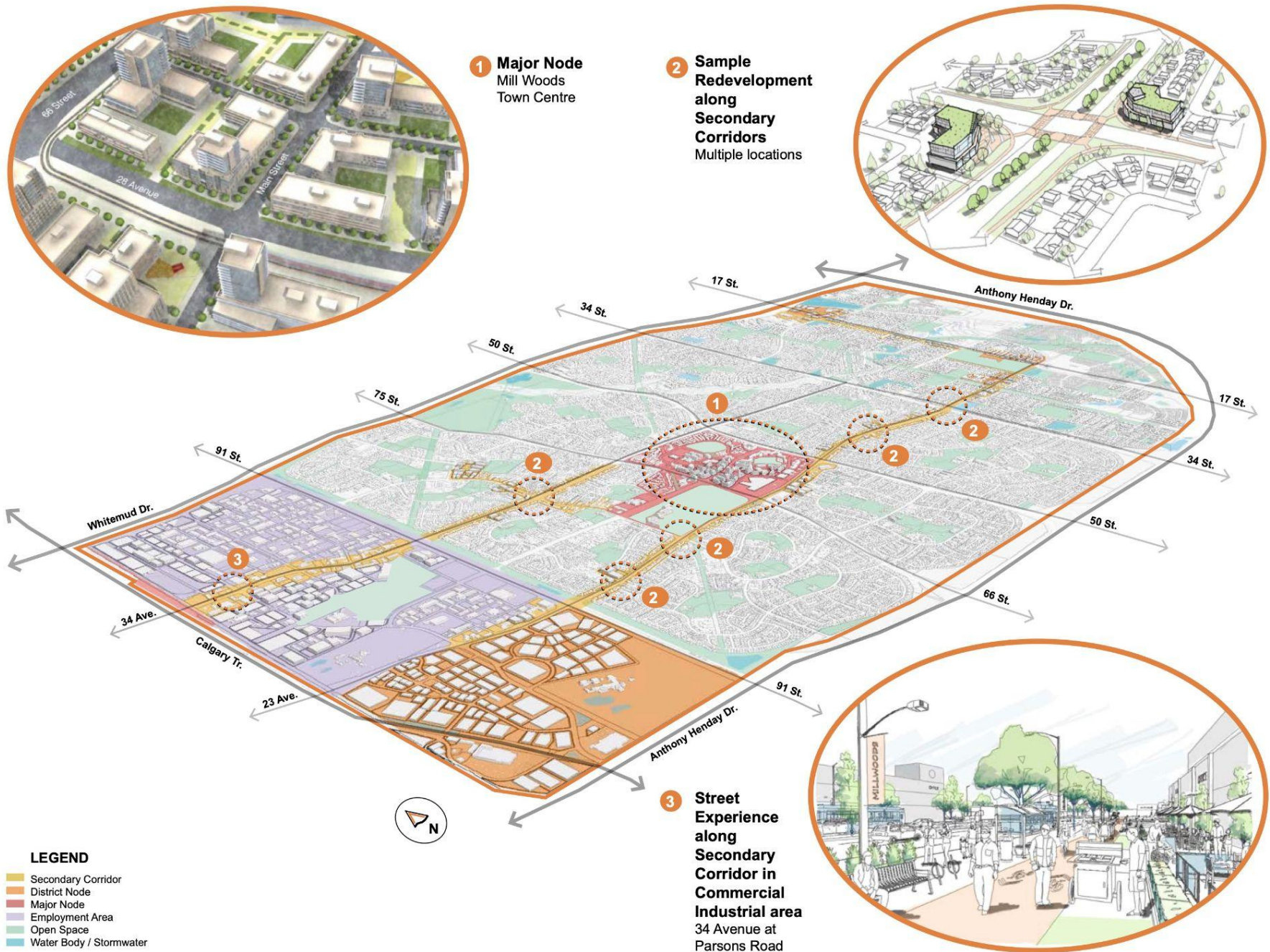
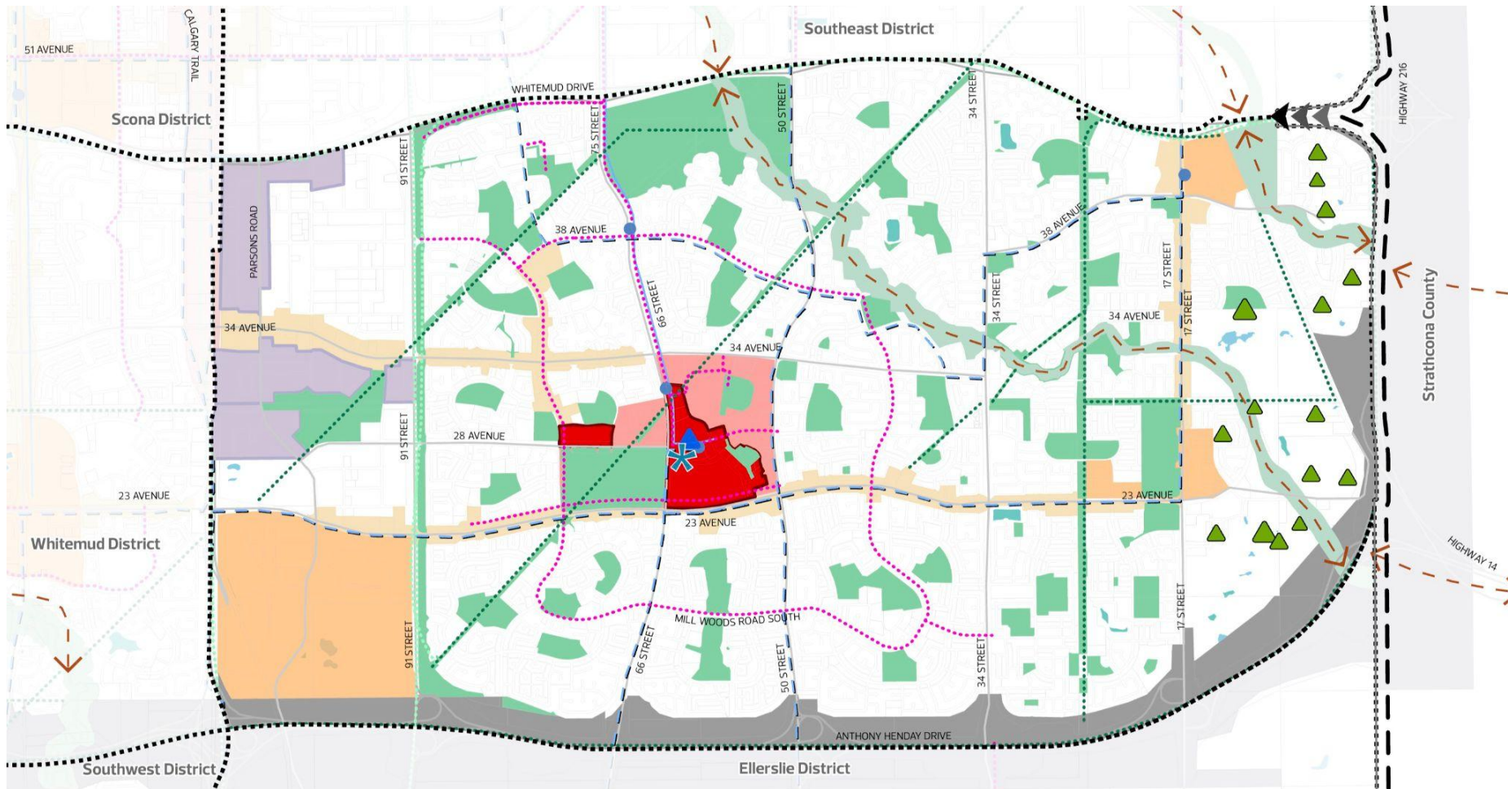




Figure 6.4: Direction to 1.25 Million



**General Information**

- City Boundary
- City Entrance
- District Boundary
- Transportation/Utility Corridor
- Stormwater Management Facility
- Water Body

- North Saskatchewan River and Ravine System (ARP)
- Open Space - Current
- Major Ecological Connection
- Undeveloped
- Non-Residential Area - Planned
- Mobility Hub

- Mass Transit Route - Current\*\*
- Mass Transit Station - Current
- 2 Million Direction**
- Centre City
- Major Node
- District Node
- Primary Corridor
- Secondary Corridor

- 1.25 Million Intensification Areas**
- Centre City
- Major Node
- District Node
- Primary Corridor
- Secondary Corridor
- Non-Residential

- 1.25 Million Planned Improvements**
- Mass Transit Route - Planned to 1.25 Million\*\*
- Mass Transit Station - Planned to 1.25 Million
- Mass Transit Plaza - Planned to 1.25 Million

- Bike Route - Planned to 1.25 Million
- Habitat Greenway
- Open Space - Planned\*\***
- Small (<0.5)
- Medium (0.5 - 5.0 ha)
- Large (>5 ha)

- District Energy Opportunity Areas**
- Current
- Planned

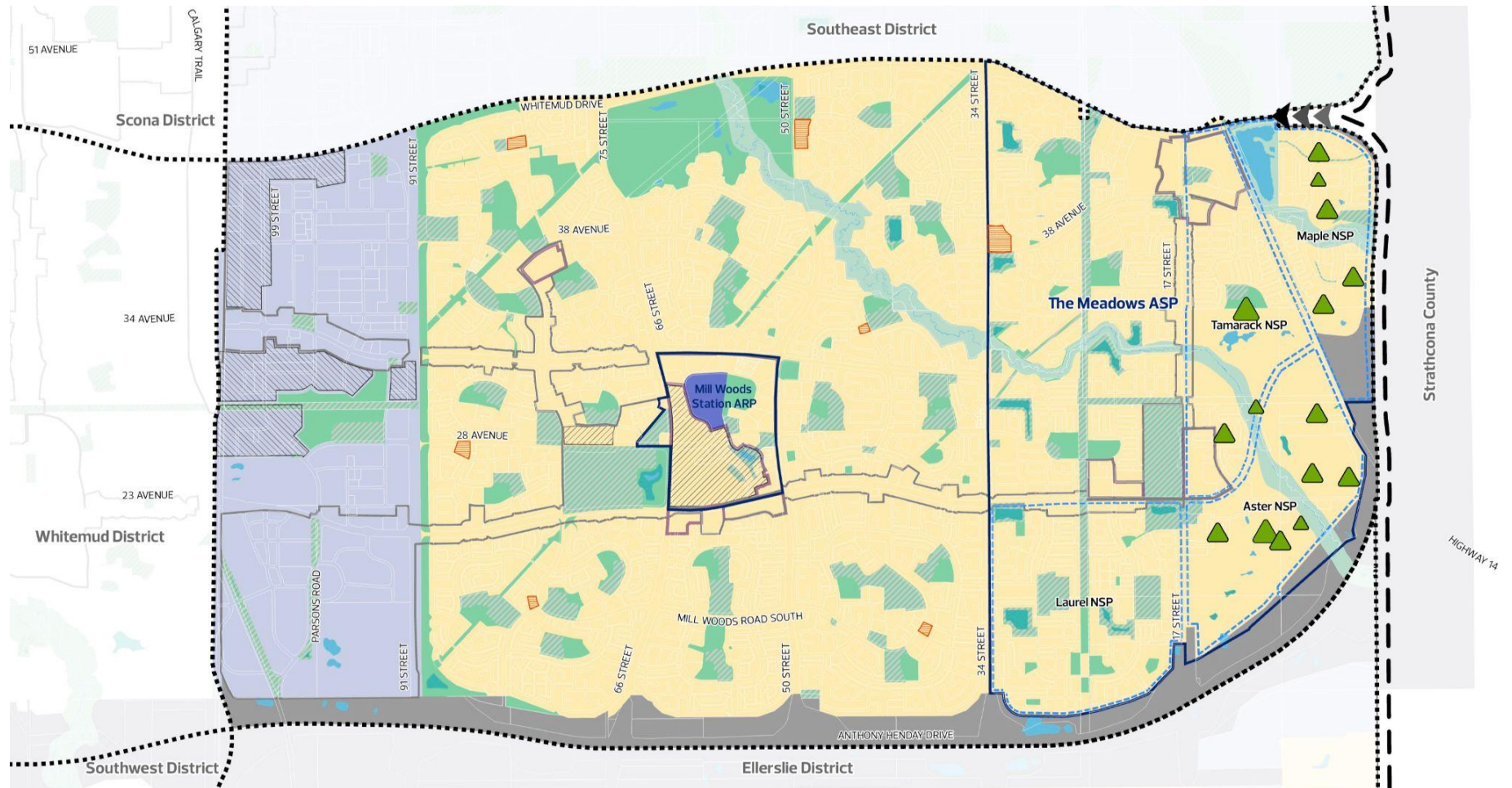


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\*May include urban services. See additional plans in effect (where applicable) for details.  
\*\*Mass Transit includes Citywide and District routes.

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

Figure 6.5: Land Use Concept



**General Information**

- City Boundary
- City Entrance
- District Boundary
- Transportation/Utility Corridor
- Stormwater Management Facility
- 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

**Intensification Areas**

- Agriculture
- North Saskatchewan River Valley and Ravine System (ARP)
- Node and Corridor
- Non-Residential Local Node - General Location
- Local Node - Site

- Open Space - Planned\*\*\***
- Small (<0.5 ha)
  - Medium (0.5 - 5.0 ha)
  - Large (>5 ha)

**Design Influences**

- Large Site
- Commercial Frontage



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

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

Figure 6.6: Heritage and Culture



- |                            |   |   |  |
|----------------------------|---|---|--|
| <b>General Information</b> | Storm Water Management Facility - Current               | Open Space - Current                        | <b>Heritage Character Areas</b>            |
| City Boundary              | Water Body  | <b>Built Heritage Sites*</b>                | Municipal                                  |
| City Entrance              | North Saskatchewan River Valley and Ravine System (ARP) | Inventory of Historic Resources in Edmonton | Provincial                                 |
| District Boundary          | Transportation/Utility Corridor                         | Designated Municipal Historic Resource      | <b>Cultural Areas</b>                      |
| Neighbourhood Boundary     |   | Designated Provincial Historic Resource     | Known Indigenous Cultural Heritage Feature |
|                            |   |   | Cultural Area                              |



0 0.25 0.5 Km

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\*See City of Edmonton Open Data for latest information

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

Figure 6.7: Open Space and Natural Areas



**General Information**

- City Boundary
- City Entrance
- District Boundary
- Transportation/Utility Corridor
- Water Body
- Nodes and Corridors Extent at 2 Million

**Open Space Connectors and Features**

- River Valley Viewpoint - Current
- River Valley Viewpoint - Planned
- River Valley Trail Access - Current
- North Saskatchewan River Valley and Ravine System Boundary

**Open Space Connectors and Features**

- Habitat Greenway
- Urban Greenway
- Major Ecological Connection
- Stormwater Management Facility - Current
- Stormwater Management Facility - Planned

**Municipal Open Spaces\***

- Ecological Park - Current
- Ecological Park - Planned
- Metropolitan Park - Current
- Metropolitan Park - Planned
- District Park - Current
- District Park - Planned

**Open Space Types**

- Community Park - Current
- Community Park - Planned
- Pocket Park - Current
- Pocket Park - Planned
- Civic Spaces and Squares - Current
- Civic Spaces and Squares - Planned

**Future Park Sizes**

- Small (<0.5 ha)
- Medium (0.5 ha-5.0 ha)
- Large (>5.0 ha)

**Other Open Space**

- Special Purpose Facility
- Cemetery
- Golf Course

**Other Open Space**

- Provincial Park/Protected Area
- Open Space - Other



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\*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 6.8: Mobility

### ACTIVE TRANSPORTATION



### TRANSIT



**General Information**

- City Boundary
- City Entrance
- District Boundary
- Transportation/Utility Corridor
- Water Body
- Stormwater Management Facility
- North Saskatchewan River Valley and Ravine System (ARP)
- Open Space - Current
- Undeveloped
- Non-Residential Area - Planned
- 2 Million Nodes and Corridors Boundary
- Innovation Corridor
- Railway

**Active Transportation**

- District Connector Bike Route - Current
- District Connector Bike Route - Planned to 1.25 Million
- Local Connector Bike Route (previously approved) - Planned to 1.25 Million
- Pedestrian Priority Area
- Pedestrian Connection - Planned to 1.25 Million
- River Valley Trail Access
- Urban Greenway
- Pedestrian Bridge (including planned)
- Active Transportation Regional Connections
- River Valley Regional Connection

**Transit**

- City Wide Mass Transit - Current
- City Wide Mass Transit - Planned to 1.25 Million
- District Mass Transit - Planned to 1.25 Million
- Mobility Hub - Destination
- Mobility Hub - Entry
- Mobility Hub - Transfer
- Mass Transit Station - Current
- Mass Transit Station - Planned to 1.25 Million
- Mass Transit Plaza - Planned to 1.25 Million
- Park and Ride - Current
- Park and Ride - Planned to 1.25 Million

**Roadways**

- ROAD NAME** Arterial Roadway
- ROAD NAME** Expressway / Freeway
- ROAD NAME** Principle Roadway

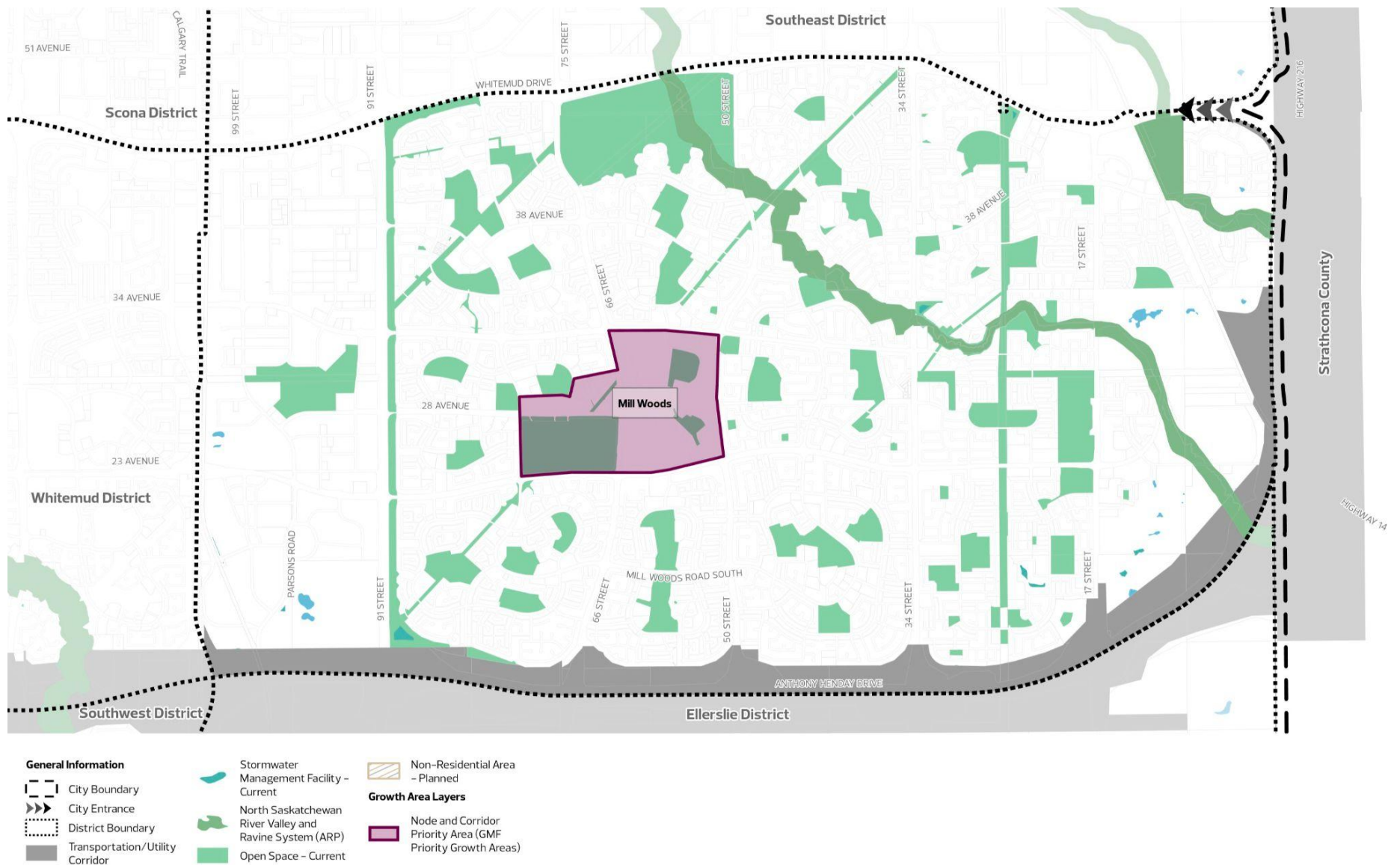
Source: City of Edmonton, EPCOR, Government of Alberta  
See City of Edmonton Open Data for latest information.



Scale: 1:50,000  
DRAFT\_20211217

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

Figure 6.9: Growth Activation



0 0.25 0.5 Km

Scale: 1:50,000  
DRAFT\_20211220

\*Shows 2 Million Nodes and Corridors Boundary

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



