

# Horse Hill 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 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.

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## 2. District Context

### 2.1. Physical Context

The Horse Hill District is located in the northeast part of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Neighbouring municipalities include Fort Saskatchewan to the northeast and Strathcona County to the southeast; Sturgeon County surrounds the district on its west, north and northeast edges. The Northeast District is adjacent to the Horse Hill District (see **Figure 6.1: Citywide Context**). Exempting the Anthony Henday, the Horse Hill District includes the following neighbourhoods:

- Edmonton Energy and Technology Park
- Evergreen
- Marquis
- Rural North East South Sturgeon
- Rural North East Horse Hill

The Horse Hill District is generally bordered by major roadways 259 Avenue NW/Highway 37 to the north, the North Saskatchewan River and 33 Street NE to the east, Anthony Henday Drive to the south and the Canadian Forces Base (CFB) Edmonton and 66 Street NW to the west. These roadways connect and support the movement of people and goods traveling south to the Northeast District and to nearby municipalities such as Fort Saskatchewan, Sherwood Park and St. Albert.

The district includes Moran Lake and portions of the Horsehills Creek Ravine system which connects the area ecologically from the northwest to the North Saskatchewan River.

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 Horse 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.



The Horse Hill area contained portions of the Victoria Trail, a commonly-used route by First Nation groups in pre-contact times. This trail was an important migration route between Fort Edmonton and the Victoria Métis Settlement, located northeast of the Horse Hill District. It also played an important role in the maintenance and protection of Fort Edmonton, housing Fort Edmonton's horse guards. In 1924, there were as many as 800 horses.

Horse Hill contains two municipal historic structures that tie back to the area's original agricultural development and institutional government uses. Constructed in 1920, The Brick House is the only protected colonial farmhouse in Edmonton that represents the area's past rural and agricultural settlement. The Alberta Hospital Edmonton (then Alberta Hospital), built in 1923, originally served as a provincial mental institute to treat World War I veterans. Today, it is a psychiatric hospital offering in-patient and out-patient programs.

The district's land area was annexed from Sturgeon County in 1982, which brought the manufactured mobile home park of Evergreen and surrounding country residential areas into Edmonton's municipal authority. In 1987, Evergreen and portions of this district were severely damaged by a destructive tornado.

## 2.3. Development Context

Most of the lands within the Horse Hill District are currently farmed or dedicated to food production and remain undeveloped. Some residential and institutional uses exist within the southern, eastern and central areas of this district between Manning Drive and the North Saskatchewan River. East of Manning Drive are the established residential areas of the Evergreen Community, as well as country and rural residential developments near Quarry Ridge. Closer to the northeast quadrant of the Anthony Henday is the longstanding Alberta Hospital.

The Canadian National (CN) Rail crosses the district from its south to northeast boundaries and connects Edmonton to northeastern Alberta and Fort McMurray. This railway connection provides an important method of goods shipment from the Edmonton area to regional and international markets. Other major transportation routes within this district include Manning Drive (Highway 15), 17 Street (Highway 28A) and 259 Avenue (Highway 37), which connect this district to surrounding northern municipalities.

Canadian Forces Base (CFB) Edmonton is located along the western boundary of the Horse Hill District. As such, the Edmonton Garrison Heliport Zoning Regulation introduces limitations on the district's northern land uses and heights, while the Noise Exposure Forecast (NEF) contours identify areas where noise disrupts more sensitive land uses like residential uses.

Environmentally sensitive areas in this district include the North Saskatchewan River Valley, Horsehills Creek, Moran Lake and several natural tableland-forest patches and wetlands. These areas serve as habitats and corridors for wildlife, allowing movement within the region and beyond the district. Horsehills Creek's eroding banks are a significant development constraint as they limit its use for any significant amount of storm water drainage.

The Edmonton river valley and ravine system within the boundaries of this district are 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, while protecting ecologically sensitive areas within the Horse Hill District and Edmonton citywide.

Two ASPs provide planning direction for all of the tablelands in the Horse Hill District: Edmonton Energy and Technology Park ASP (1999), located west of Manning Drive and Horse Hill ASP (2013) to the east.

The Edmonton Energy and Technology Park (EETP) ASP plan area is the source of approximately two-thirds of the City of Edmonton's vacant industrial land and is one of four City-designated industrial areas. The ASP provides a land use framework to facilitate the development of petrochemical, manufacturing, logistical, business and research uses and highlights Alberta's Industrial Heartland as the best suited area for hydrocarbon processing and other heavy industrial development in the Capital Region. The EETP ASP also plans to improve pedestrian and bicycle connectivity and incorporate Light Rail Transit (LRT) connections to serve the plan's employment area.

The Horse Hill ASP is unique in its innovative approaches to urban agriculture that will contribute to Edmonton's sustainable food systems. The ASP plans for five residential neighbourhoods and will include a mix of residential interspersed with commercial sites within the district's ecological networks. At the time of the plan approval in 2013, development was expected to occur over the next 30 years. The Horse Hill ASP directs that existing rural residential housing may remain unless the landowner chooses to redevelop. Rich soils surface in the Horse Hill area due to its close proximity to the North Saskatchewan River, making it a prime area for agricultural development.

The Marquis NSP was prepared in response to current and anticipated residential market demands in the Edmonton area. The area will accommodate residential development, two school sites and a district park. It will also include a town centre with commercial, business employment and mixed uses. The remaining four NSPs within the Horse Hill ASP are expected to be planned and developed according to market needs.

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

## 3. City Plan Direction

### 3.1. Growth to 1.25 million

As the city grows to 1.25 million residents, the Horse Hill District will experience population growth primarily in the south and central portions of the Horse Hill ASP. As these areas build out, parks, schools and services will be added to provide local amenities.

The new town centre planned within the Marquis NSP will inform development of the Horse Hill Centre District Node. Centrally located within the node is an Entry Mobility Hub, which will provide mass transit connections in the long-term. Until then, residents in this district will be served by mass transit provided to Alberta Hospital Edmonton along Fort Road NW.

Employment growth is expected to occur throughout the district, with the overall number of jobs estimated to grow by fifty percent by the time the City reaches 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 Horse 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	3,000	3,500	45,000
District Jobs	4,000	6,000	60,000

## 3.2. Growth to 2 million

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

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

- The building out of the Horse Hill Centre District Node and the residential areas under the Marquis NSP, which is expected to complete development by the time Edmonton reaches 1.75 million population.
- Significant residential development in areas north and south of the Marquis plan area, including the creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Opportunities for land use diversification and more job activity within the Edmonton Energy and Technology Park.
- Additional investments in mass transit in order to continue to support the node and corridor network, and specifically the Horse Hill Centre District Node.

All of this development will be supported by investments in open space and urban greenways to complement existing greenways , as well as to preserve and enhance important natural areas such as the Horsehills ravine system.

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## 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.

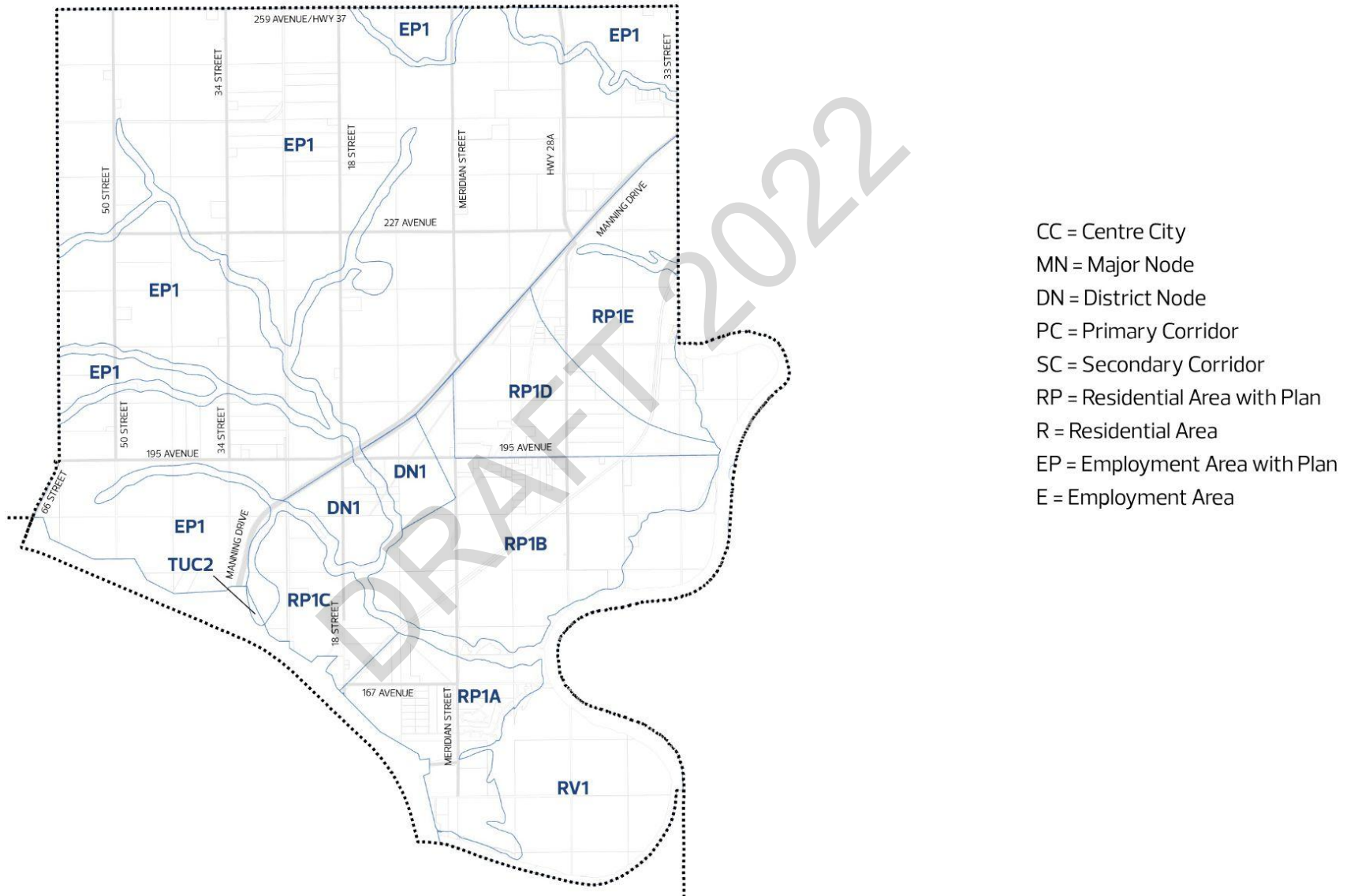
**Table 4.1** lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

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 - Horse Hill Subarea Figure for District Specific 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

Table 4.1 - District Specific Policy

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
DN1	Horse Hill Centre District Node	DN1-1 For further planning direction refer to the Marquis NSP.	1.2 Authority and relationship to other plans
RP1	Horse Hill Area	RP1-1 For further planning direction refer to the Horse Hill ASP.	1.2 Authority and relationship to other plans
RP1A	Marquis Neighbourhood (portion of Horse Hill ASP)	RP1A-1 For further planning direction refer to the Marquis NSP.	1.2 Authority and relationship to other plans
RP1B	Portion of Horse Hill Area	RP1B-1 For further planning direction refer to the Horse Hill ASP.	1.2 Authority and relationship to other plans
RP1C	Portion of Horse Hill Area	RP1C-1 For further planning direction refer to the Horse Hill ASP.	1.2 Authority and relationship to other plans
RP1D	Portion of Horse Hill Area	RP1D-1 For further planning direction refer to the Horse Hill ASP.	1.2 Authority and relationship to other plans
EP1	Edmonton Energy and Technology Park ASP	EP1-1 For further planning direction refer to the Edmonton Energy and Technology Park ASP.	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
TUC2	Transportation/Utility Corridor	TUC2-1 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, together with Figure 6.9, will provide direction on City initiatives and projects that are expected to support and activate growth in the Horse 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 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 Horse 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 City Wide 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 transportation 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 Mobility map elaborates 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.

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Figure 6.1: Citywide Context

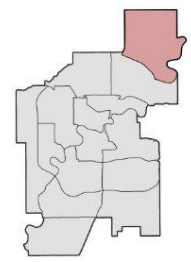
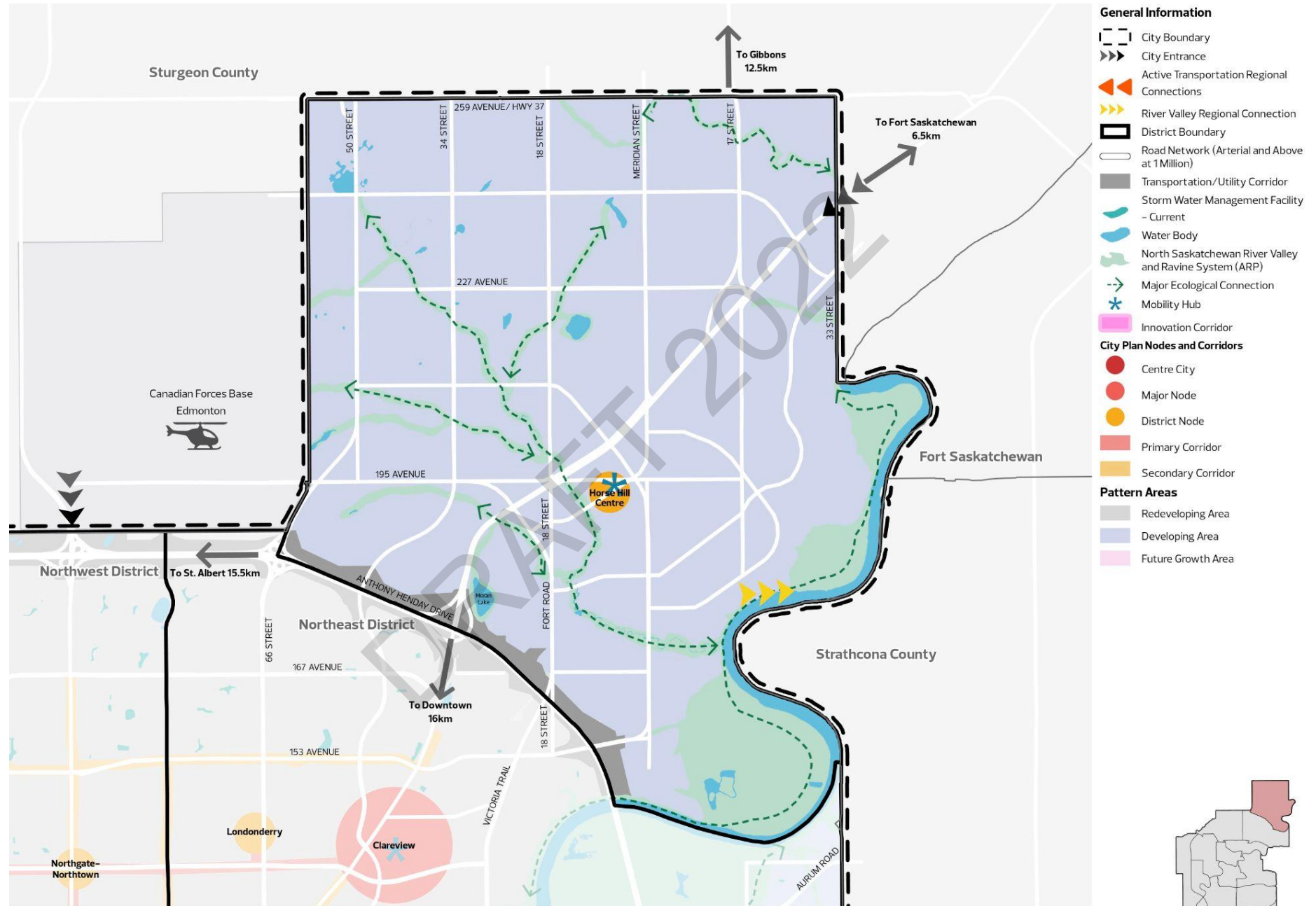
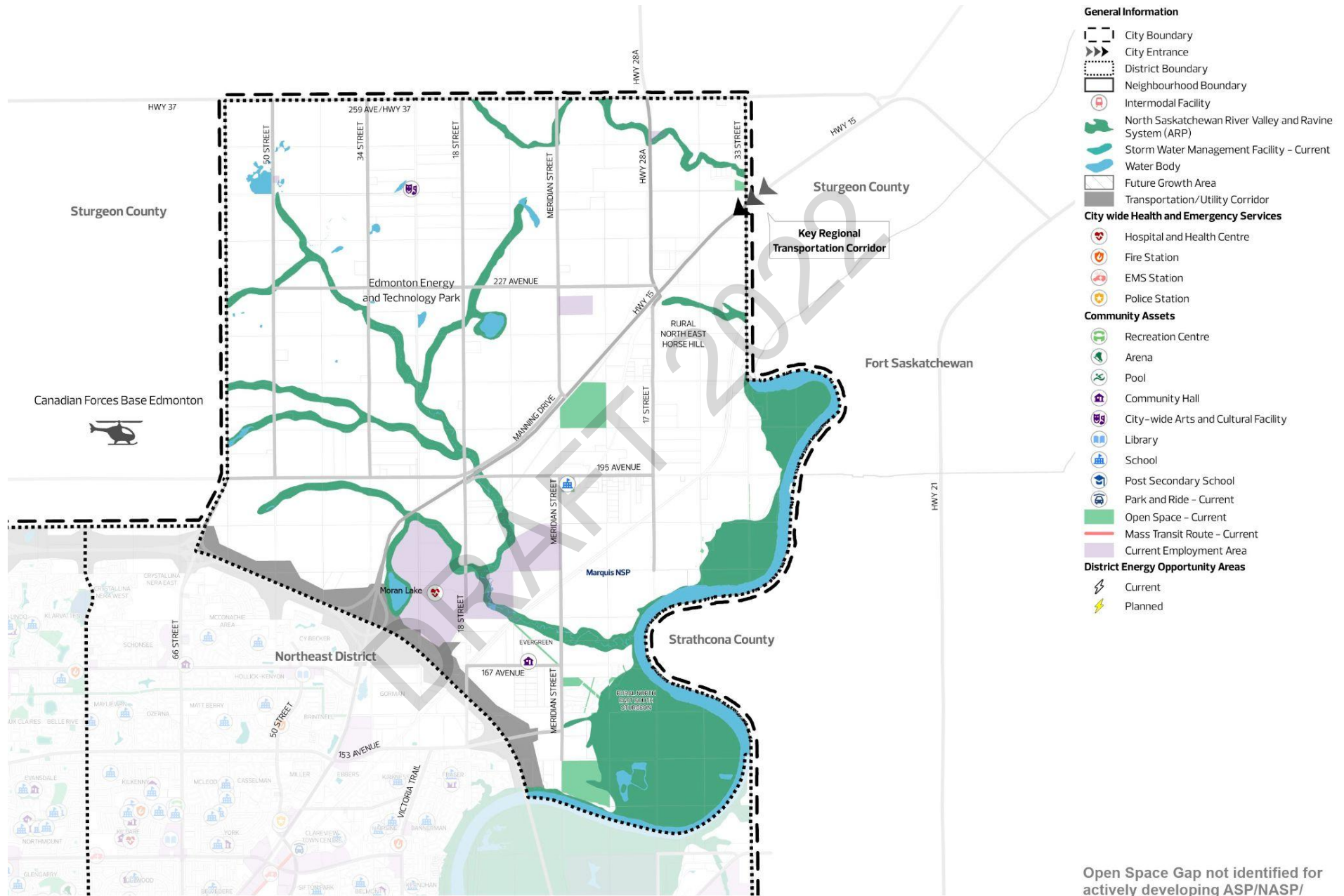


Figure 6.2: District Context - Assets



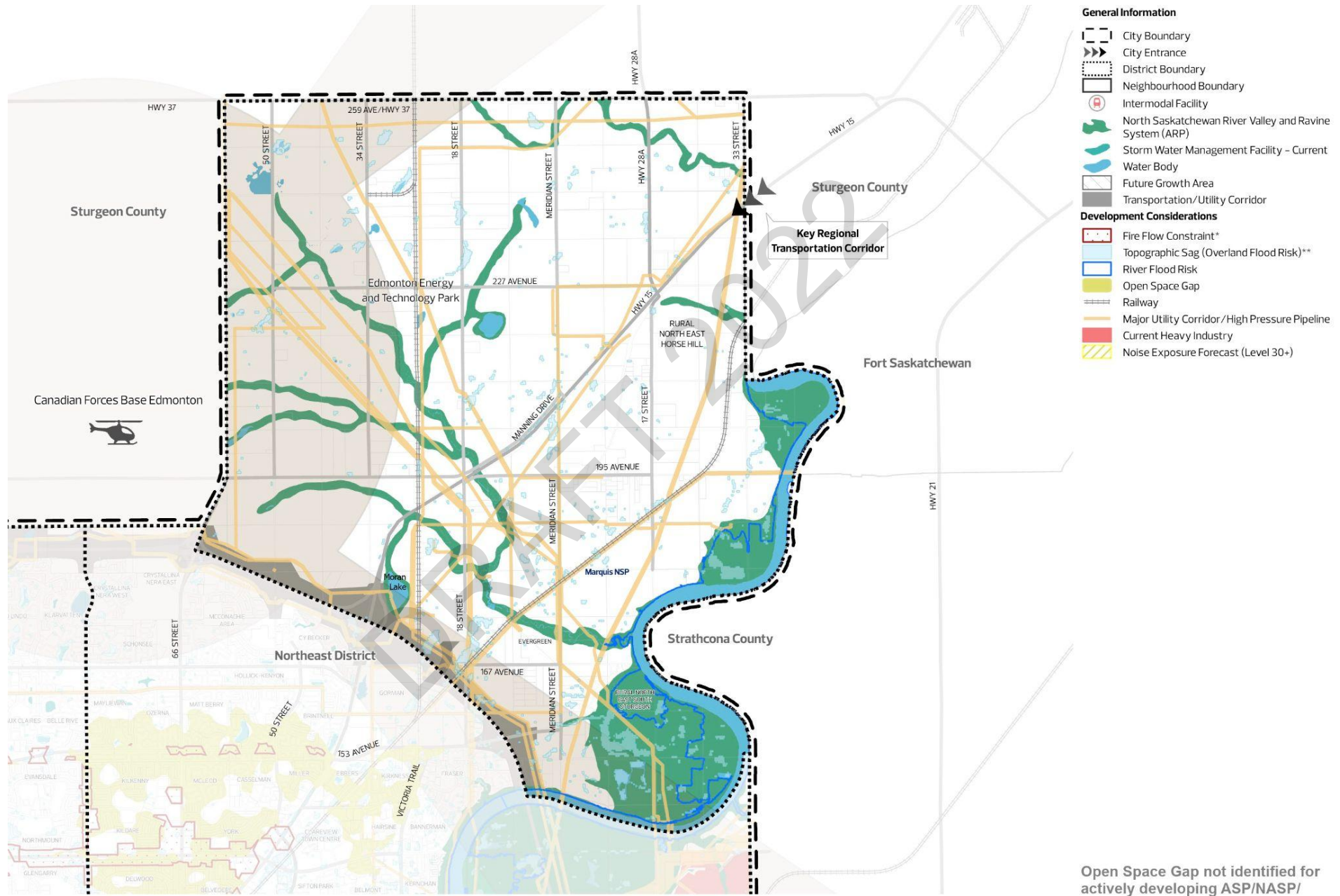
Open Space Gap not identified for actively developing ASP/NASP/ NSP plan areas.



Scale: 1:90,000

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

Figure 6.3: District Context - Development Considerations



- 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
- Development Considerations**
- Fire Flow Constraint\*
  - Topographic Sag (Overland Flood Risk)\*\*
  - River Flood Risk
  - Open Space Gap
  - Railway
  - Major Utility Corridor/High Pressure Pipeline
  - Current Heavy Industry
  - Noise Exposure Forecast (Level 30+)

Open Space Gap not identified for actively developing ASP/NASP/ NSP plan areas.

Scale: 1:90,000  
 0 0.5 1 Km  
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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 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 6.4: Vision at 2 Million

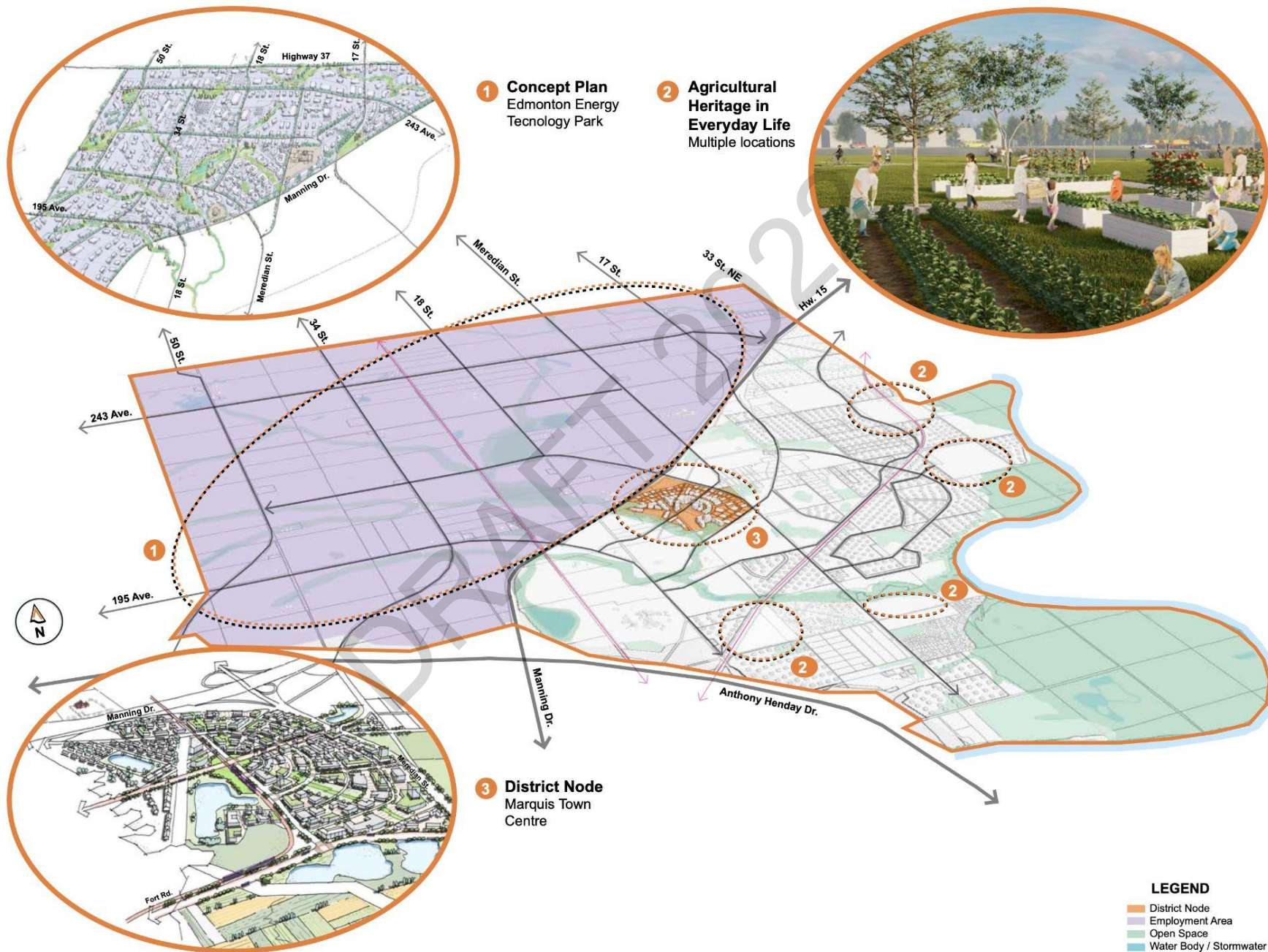


Figure 6.5: Direction to 1.25 Million

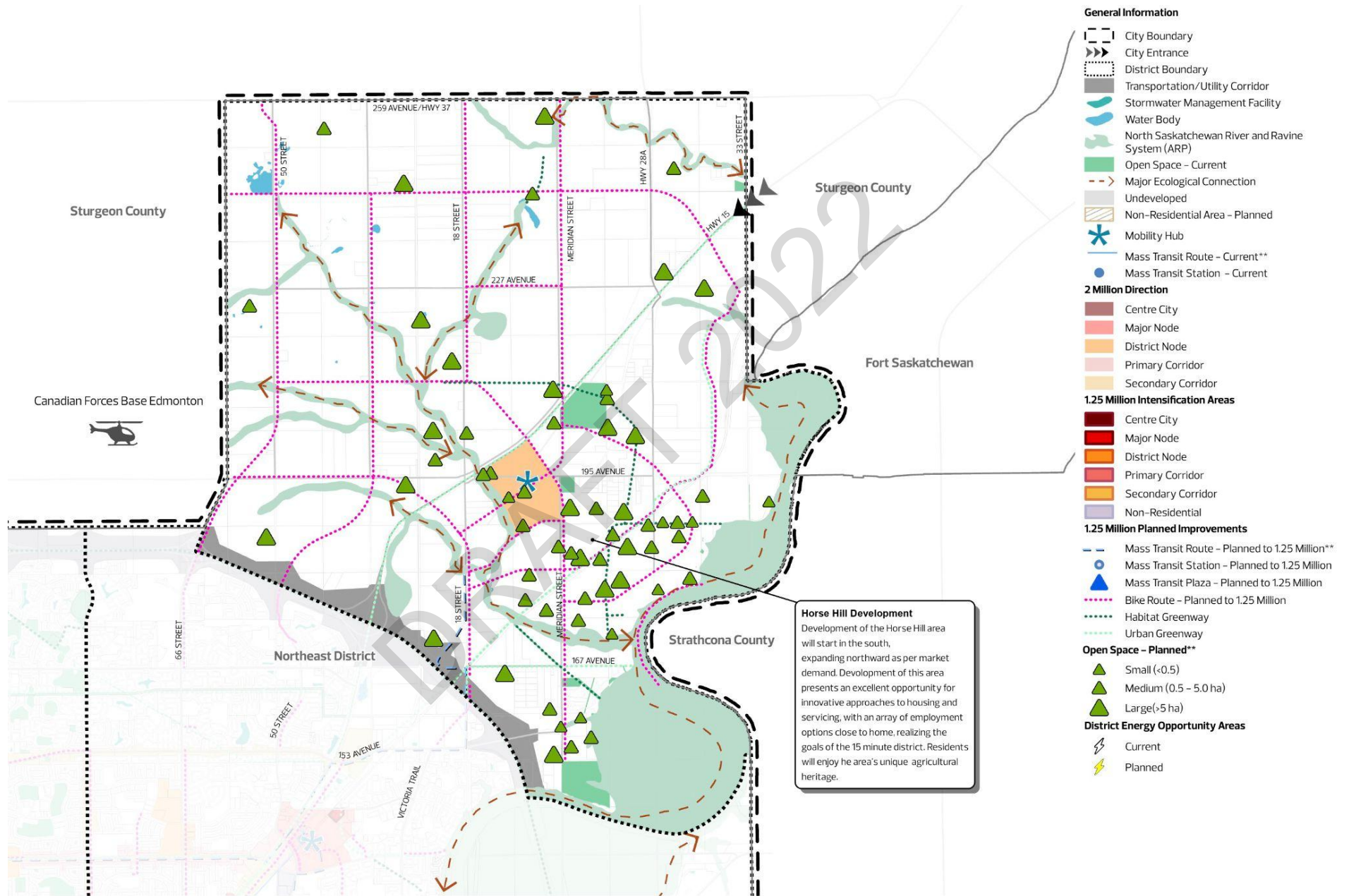




Figure 6.6: Land Use Concept

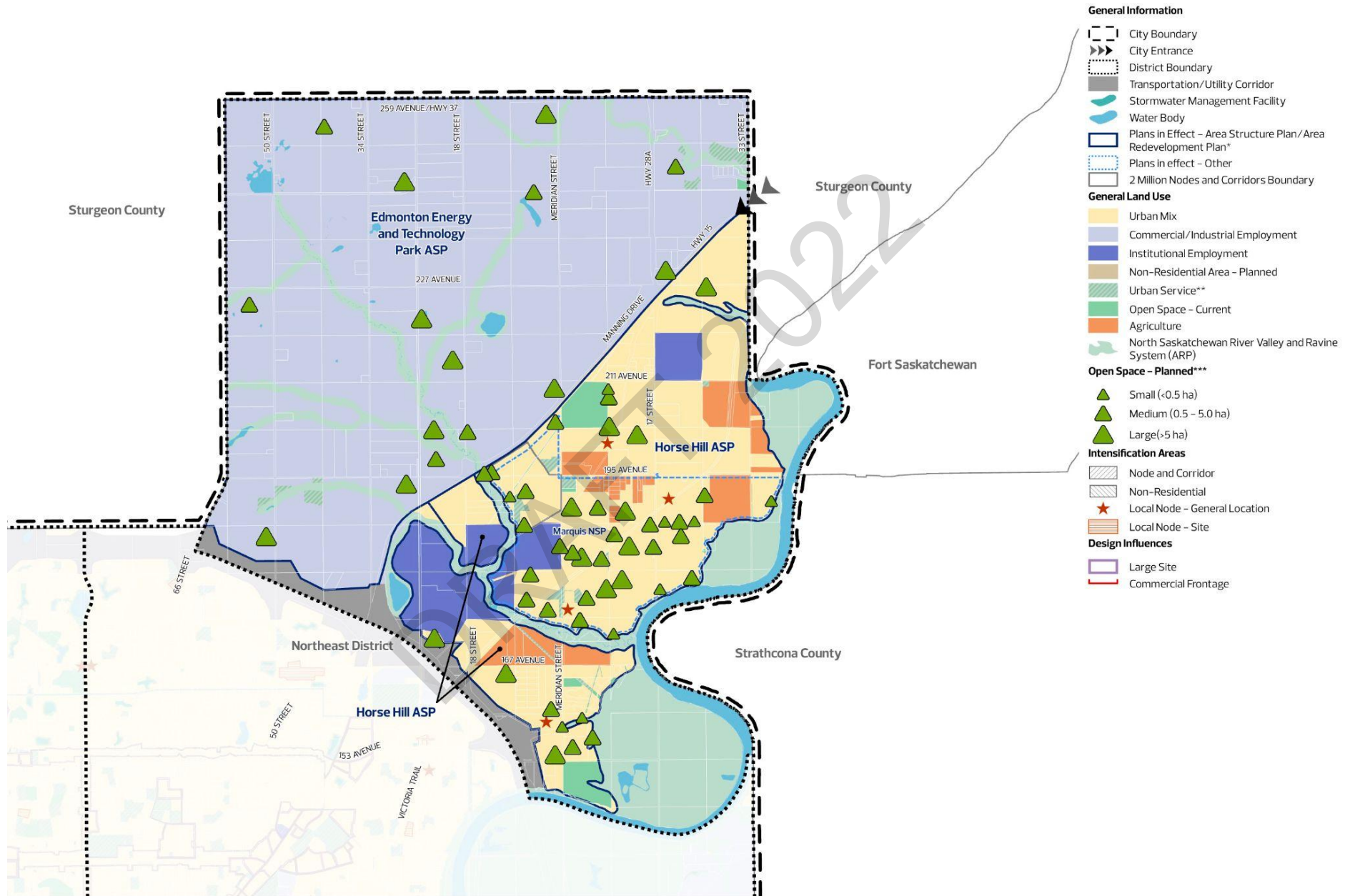
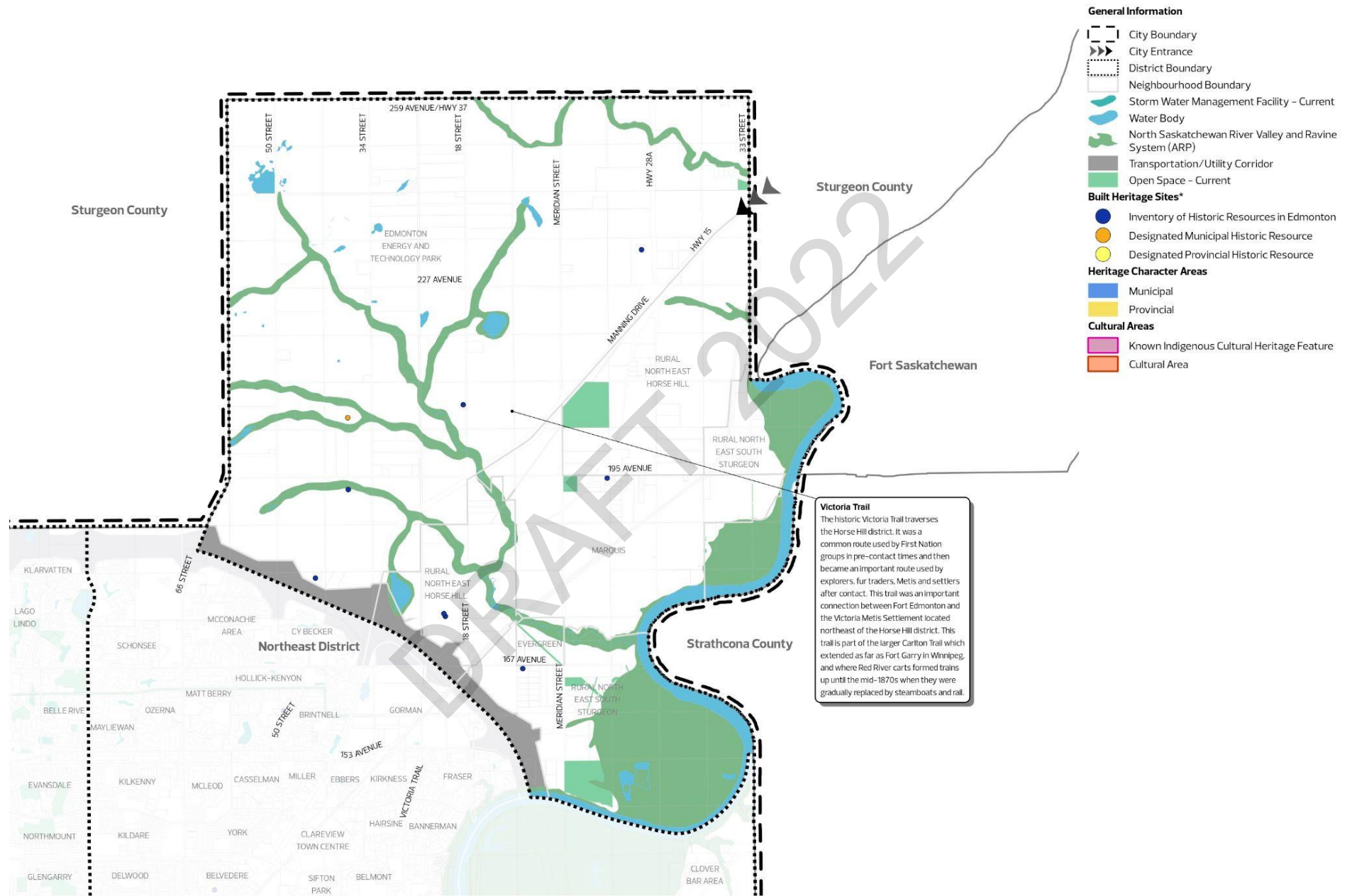


Figure 6.7: Heritage and Culture

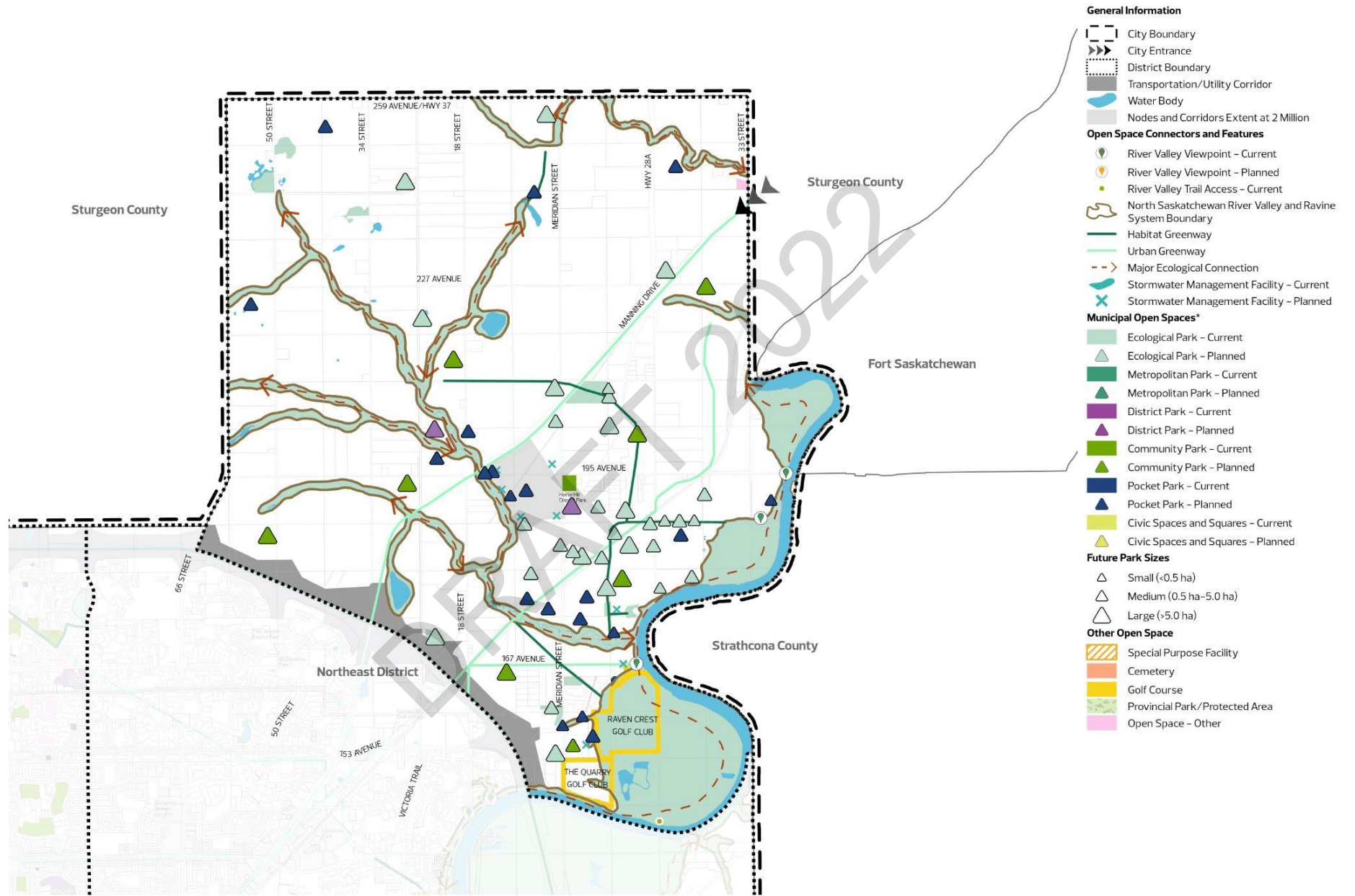


0 0.5 1 Km Scale: 1:90,000 \*See City of Edmonton Open Data for latest information

DRAFT\_20211217

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

Figure 6.8: Open Space and Natural Areas



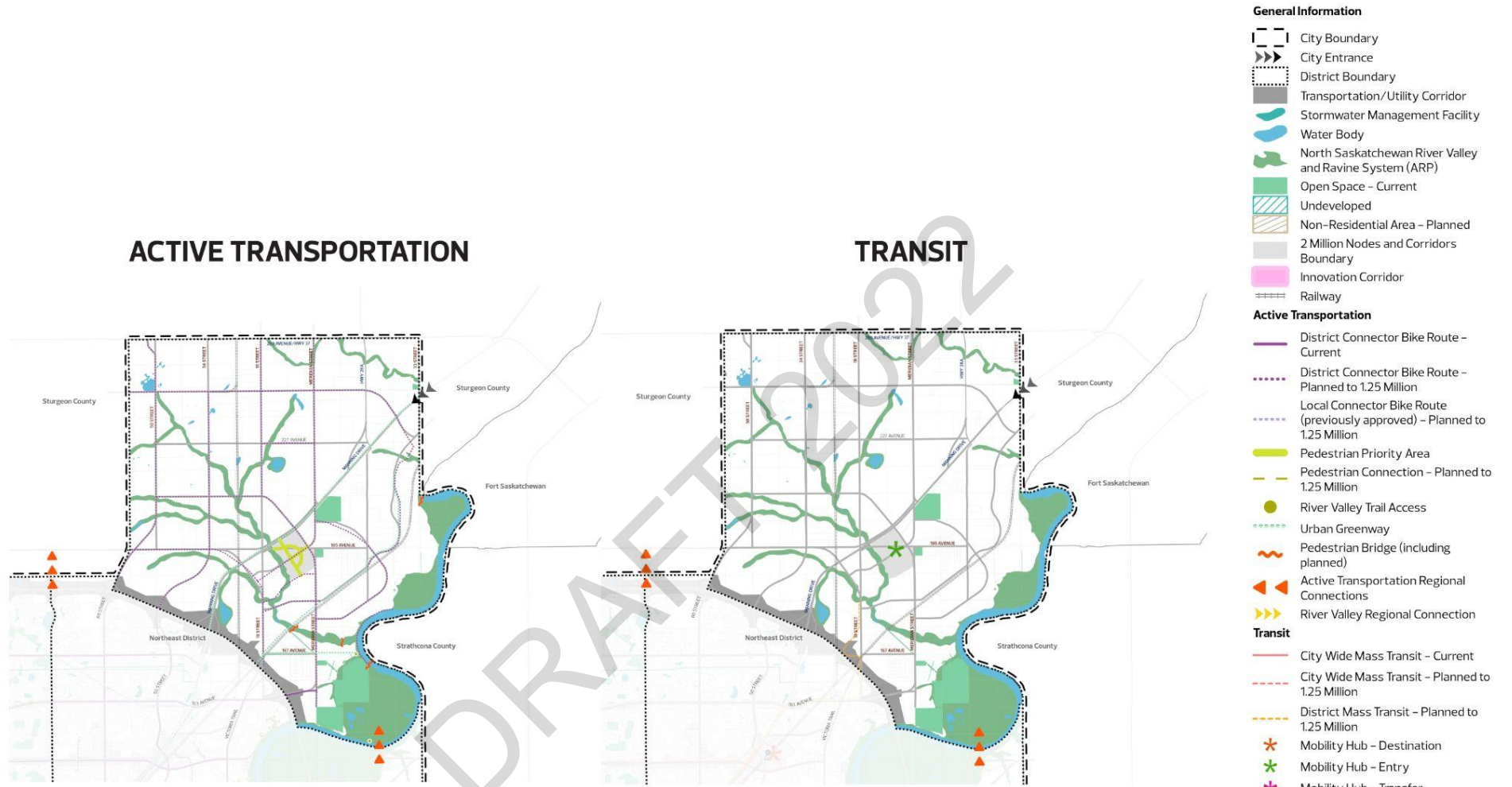
0 0.5 1 Km  
DRAFT\_20211217

Scale: 1:90,000

\*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 6.9: Mobility

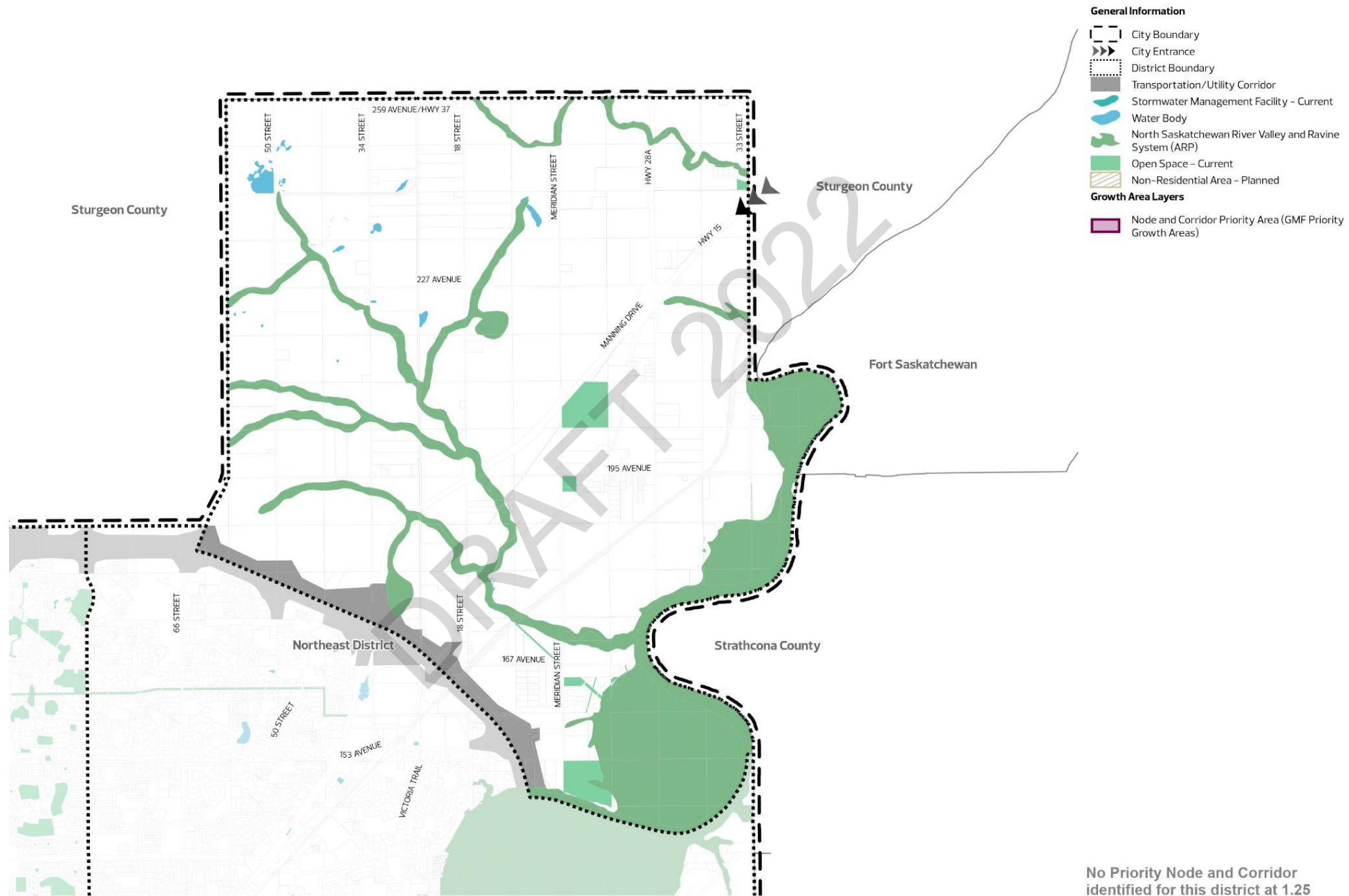


- General Information**
- City Boundary
  - City Entrance
  - District Boundary
  - Transportation/Utility Corridor
  - Stormwater Management Facility
  - Water Body
  - North Saskatchewan River Valley and Ravine System (ARP)
  - Open Space - Current
  - Undeveloped
  - Non-Residential Area - Planned
  - 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** Principal Roadway

Scale: 1:90,000  
 0 0.5 1 Km  
 DRAFT\_20211217

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

Figure 6.10: Growth Activation



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

DRAFT 2022

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