

West Edmonton District Plan

Draft 2022

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Land Acknowledgement

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot).

The city of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home.

Together, we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations.

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1. Introduction to District Plans

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

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

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

District plans consist of 16 separate bylaws:

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

Together, these documents provide a flexible framework to accommodate Edmonton's growth to 1.25 million people. They will inform city building decisions by civic administration, business, civil society and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

District plans are the principal policy documents guiding the physical changes to the city described in the The City Plan, with a focus on planning and design, mobility and growth management systems. While The City Plan guides the city's growth to 2 million residents, district plans primarily address the first phase of The City Plan, growth to 1.25 million residents.

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

1.1. How to use District Plans

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

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

District plans must be read in conjunction with The City Plan and other policies, strategies and guidelines established by the City. References to applicable strategies and guidelines are included, but are not comprehensive. For a complete review of applicable City policies and guidelines regarding individual development proposals or projects, consult with City planning staff.

1.2. Authority and Relationship to Other Plans

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

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

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

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

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

1.3. Relationship to the Zoning Bylaw

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

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

1.4. Monitoring and Amendments

District plans will be amended from time to time to reflect system or network updates, such as changes to land use, mobility systems, heritage resources, growth activation priorities, or the repeal of statutory plans. Amendments to specific areas of a district plan may be undertaken to provide additional policy direction as required. Where changes are required to accommodate a land development application, the applicant will be required to prepare the plan amendments in support of the application. Such amendments shall align with the general intent of policies outlined in the District General Policy and The City Plan. All amendments to the plan must be presented as a proposed bylaw to Council for consideration at a public hearing.

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2. District Context

2.1. Physical Context

The West Edmonton District is located in the western area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Nearby districts include West Henday and Jasper Place. Across the North Saskatchewan river is the Whitemud District to the east and Southwest District to the south (see **Figure 6.1: Citywide Context**). West Edmonton District, exempting the Anthony Henday, includes the following neighbourhoods:

- Aldergrove
- Belmead
- Callingwood North
- Callingwood South
- Cameron Heights
- Dechene
- Donsdale
- Gariepy
- Jamieson Place
- La Perle
- Lymburn
- Oleskiw
- Ormsby Place
- Parkview
- Place La Rue
- River Valley Cameron
- River Valley Oleskiw
- Summerlea
- Terra Losa
- Thorncliff
- Wedgewood Heights
- Westridge

The West Edmonton District is generally bordered by Stony Plain Road NW, 170 Street NW and the North Saskatchewan river to the east and Anthony Henday Drive (Highway 216) to the south and west. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

This district includes Cameron Ravine, Wolf Willow Ravine, Patricia Ravine and the greater Oleskiw River Valley Park. These provide major recreational parks, amenities and open space, and connect the district to Edmonton's river valley and ravine system.

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 West Edmonton 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 North Saskatchewan River was used by First Nations and Indigenous Peoples for travel, sustenance and trade, among other uses, for thousands of years. Oleskiw River Valley Park in this district was an area where Treaty 6 Indigenous communities would harvest plants for medicinal and ceremonial purposes.

The West Edmonton District includes land originally reserved for the Enoch Cree Nation following the signing of Treaty 6 in 1884. The reserve land base stretched from Acheson to present day 182 Street NW and the banks of the North Saskatchewan River in Cameron Ravine. In response to settler demands for land access and resources, federal politicians and land agents forced the surrender of portions of the Enoch Cree Nation reserve lands in 1902, and again in 1908. The remaining Enoch Cree Nation lands are now located outside the city's boundaries, west of the district.

Early settlement in the district includes the acquisition of land in Oleskiw River Valley Park for the Edmonton Country Club golf course in 1913. The lower valley was used for agriculture by Wolf Willow Farm. The farm ended operation in 1970 and the City of Edmonton shortly after acquired the land.

Northeastern portions of land in the West Edmonton District were annexed by the City of Edmonton when West Jasper Place, Springfield/Callingwood and Springfield North were brought into the municipal boundaries during the 1960s and 1970s.

In 1981, the first phase of West Edmonton Mall was developed in the Summerlea neighbourhood. The mall continued to grow with three additional phases until its completion in 1999. The mall's development stimulated the district's residential development at the time and has continued to serve as a popular destination in the city.

2.3. Development Context

The West Edmonton District consists mainly of residential homes located along interior loops and cul-de-sacs with community focal points such as schools with large recreational open spaces or stormwater management facilities. The district's southern neighbourhoods of Wedgewood Heights and Donsdale include rural residential lots adjacent to the river valley and ravine system.

The district is defined by its 'big box' and strip mall commercial uses along its arterial roadways (100 Avenue NW, 170 Street NW, and 178 Street NW). Major commercial and recreational anchors that serve the West Edmonton District neighbourhoods include Place La Rue, Terra Losa, West Edmonton Mall, Jamie Platz YMCA and the Marketplace at Callingwood.

Major transit infrastructure in the district is located at West Edmonton Mall. The West Edmonton District will also see the addition of the West Valley Line Light Rail Transit (LRT). Neighbourhoods in the western and eastern areas of this district will be influenced by the ongoing LRT development of the Valley Line West along 87 Avenue NW. The LRT will improve the district's transit connections to Downtown and south Edmonton.

A portion of the Edmonton river valley and ravine system is located 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). Together, these plans will help guide appropriate public use and enjoyment of the River Valley and protect ecologically sensitive areas within the West Edmonton District and Edmonton citywide.

Additionally, West Edmonton District includes Wolf Willow Ravine and Patricia Ravine. These ravine systems are composed of forested areas and steep land elevations. These forested areas are part of the river valley and serve Edmonton's and the broader region's biodiversity.

The E.L. Smith Water Treatment Plant and kīsikāw pīsim Solar Farm are located in the district's southernmost portion of the river valley. kīsikāw pīsim means "daylight sun" in Cree and the solar farm will generate renewable energy to help power the water treatment plant and its water treatment and distribution processes.

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 West Edmonton District is expected to remain relatively stable. The district will experience negligible population growth, primarily in parts of WEM-Misericordia Major Node and as the Cameron Heights neighbourhood completes building. The Stony Plain Road Primary Corridor may welcome some employment growth in the district.

The district will be influenced by several planned mobility improvements, in anticipation of longer term growth. This includes the development of the Valley Line West along 87 Avenue NW and a mass transit route along 178 Street NW. These new mass transit routes will be supported and accessible by District Connector Bike routes along 87 Avenue NW and 178 Street NW. Further additions to the bike network are expected in the Callingwood area (64 Avenue NW and 69 Avenue NW). These mobility system investments will improve connections within the district and access to West Henday District to the west, and to Jasper Place District, Edmonton Valley Zoo and Edmonton's central river valley.

As part of a system of urban greenways, the district will see enhanced landscaping along Stony Plain Road NW and 100 Avenue NW. Adding greenery will strengthen the area's role as an entrance to the city and act as a buffer between the commercial and industrial areas to the north of the district. Several other additions and improvements to the district's greenways are anticipated.

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

Table 3.1 provides population and jobs estimates for the West Edmonton 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	60,000	59,000	69,000
District Jobs	25,000	25,000	30,000

3.2. Growth to 2 Million

Figure 6.4: Vision at 2 Million captures how the West Edmonton 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:

- Significant mixed use redevelopment, including residential intensification, at the WEM-Misericordia Major Node and Callingwood District Node.
- Potential for more commercial and institutional employment in the WEM-Misericordia Major Node as the density of development intensifies and this node is supported by the Mobility Hub.
- Mixed use redevelopment in the Stony Plain Road Primary Corridor, including opportunities for land use diversification and more job activity.
- Selective redevelopment at opportunity sites along the 178 Street Secondary Corridor, which will provide an important link between the district's two nodes.
- The strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods through redevelopment of local node sites and residential infill.
- Additional investments in mass transit such as new district mass transit routes and bike infrastructure will support the strengthening of the node and corridor network and connections within and beyond the district.

This development will be supported by investments in open space and habitat greenways to complement existing greenways along utility corridors, as well the preservation and enhancement of important natural areas of the district and Callingwood Park.

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 organise 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. **Table 4.1 only lists subareas with additional or exceptional policies.**

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

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

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.4.

Figure 4.1 - West Edmonton Subarea Figure for District Specific Policy Table Reference

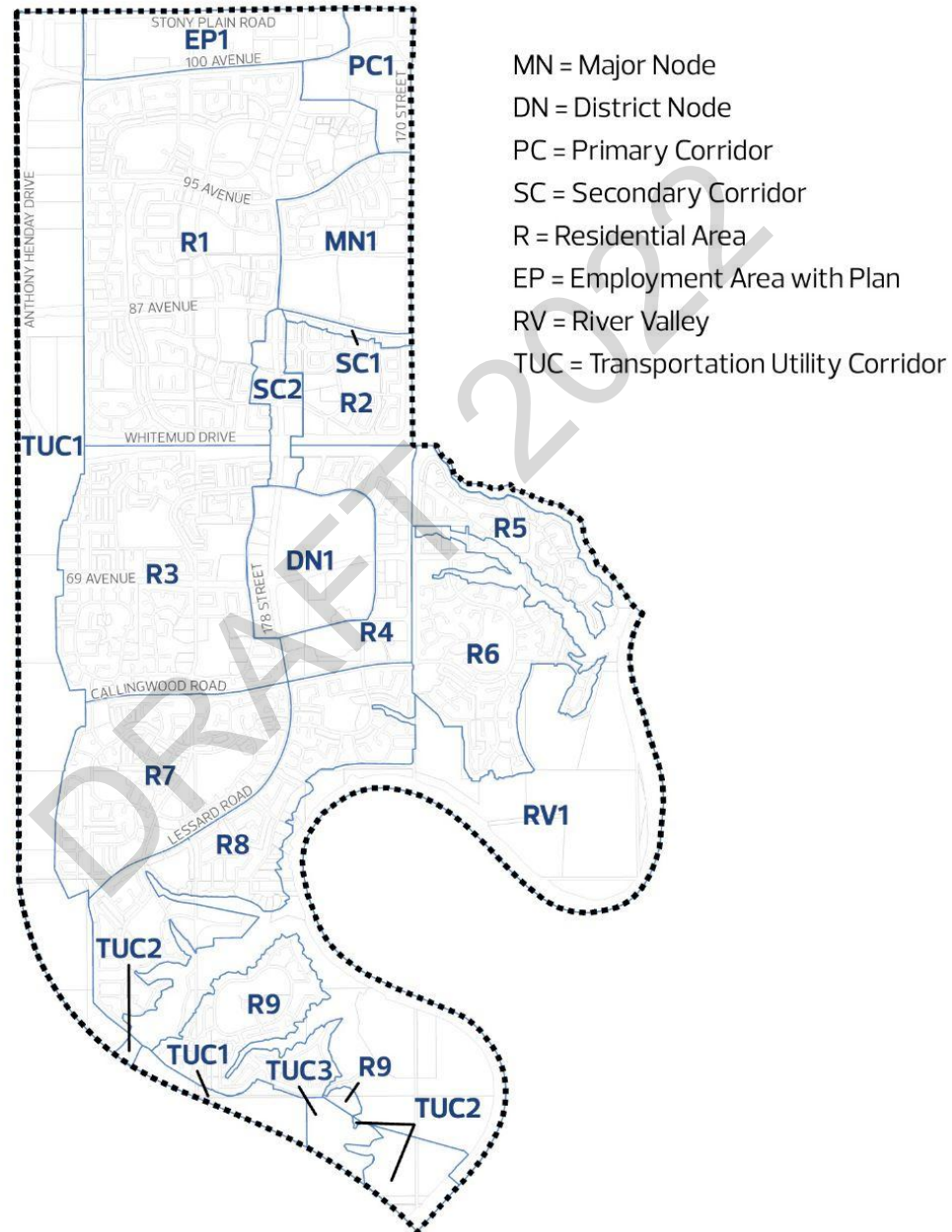


Table 4.1 - District Specific Policy

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN1	WEM-Misericordia Major Node	MN1-1 For the purposes of District General Policy 2.3.1.4, sites along 90 Avenue NW between 170 Street NW and 178 Street NW will be included.	2.3.1.4 General Policy for Nodes and Corridors
DN1	Callingwood District Node	DN1-1 For the purposes of District General Policy 2.3.1.4, sites along 177 Street NW between 64 Avenue NW and 69 Avenue NW will be included.	2.3.1.4 General Policy for Nodes and Corridors
EP1	Place LaRue neighbourhood (portion of the Place LaRue West NASP)	EP1-1 For further planning direction refer to the Place LaRue West NASP for portions of this subarea where it is in effect.	1.2 Authority and relationship to other plans
R8	Portion of Donsdale neighbourhood	R8-1 Subject to redevelopment of large lot residential properties in the Donsdale neighbourhood along the ravine, top-of-bank walkways will be considered.	2.2.1 General Policies; 2.5.1 General Policies for Open space and Natural Areas; 3.1.1 Active Transportation General Policies
		R8-2 Prior to the rezoning of any lands east of Donsdale Drive, a top-of-bank walk and detailed geotechnical report will be required to assess the stability of the slopes in accordance with the City's top-of-bank policy.	4.3.1. Physical and Environmental Risk Management
		R8-2.1 Lands that are unstable and unsuitable for development, will be deemed Environmental Reserve in accordance with the Municipal Government Act. If adjustments to Municipal Reserve entitlements are required as a result of additional Environmental Reserve dedication, then the Municipal Reserve credits will be taken in the form of cash-in-lieu.	
R9	Portion of Cameron Heights neighbourhood	R9-1 Cameron Heights Park is designated to accommodate a K-6 school and a community league facility. See Figure 4.2.	2.2.1 General Policies
		R9-2 Land in the south east portion of Cameron Heights neighbourhood is designated as a special study area. See Figure 4.3	

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R9	Portion of Cameron Heights neighbourhood	R9-2.1 The special study area may be developed for residential uses with a large view point park in the southeast corner of the study area providing public access to the North Saskatchewan River Valley.	2.2.1 General policies; 3.1.1 Active Transportation General Policies
		R9-2.2 Access to the special study area shall not interfere with access to the E.L. Smith Water Treatment Plant.	3.3.1 General Policies for Roadways and Goods Movement; 4.3.1 Physical and Environmental Risk Management
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 (portion within North Saskatchewan River Valley ARP)	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
TUC3	Transportation Utility Corridor (portion within North Saskatchewan River Valley ARP and Cameron Heights neighbourhood)	TUC3-1 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
		TUC3-2 Lands in the southeast portion of Cameron Heights neighbourhood is designated as a special study area. See Figure 4.3	2.2.1 General Policies
		TUC3-2.1 The special study area may be developed for residential uses with a large view point park in the southeast corner of the study area providing public access to the North Saskatchewan River Valley.	2.2.1 General policies; 3.1.1 Active Transportation General Policies
		TUC3-2.2 Access to the special study area shall not interfere with access to the E.L. Smith Water Treatment Plant.	3.3.1 General Policies for Roadways and Goods Movement; 4.3.1 Physical and Environmental Risk Management
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

Figure 4.2 - Cameron Heights School and Community League Site

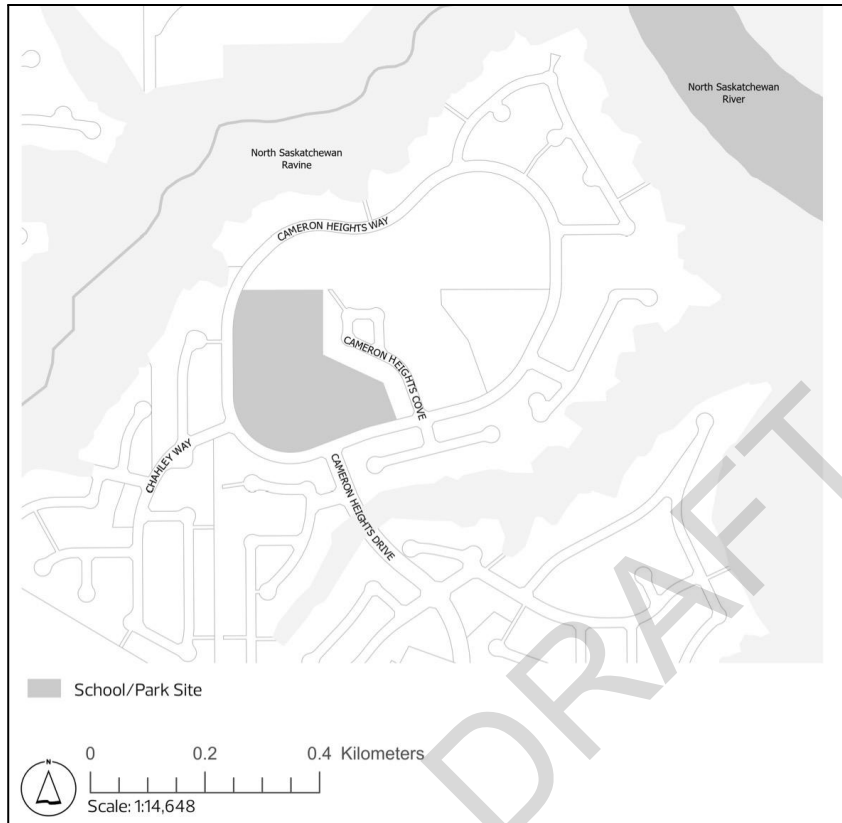
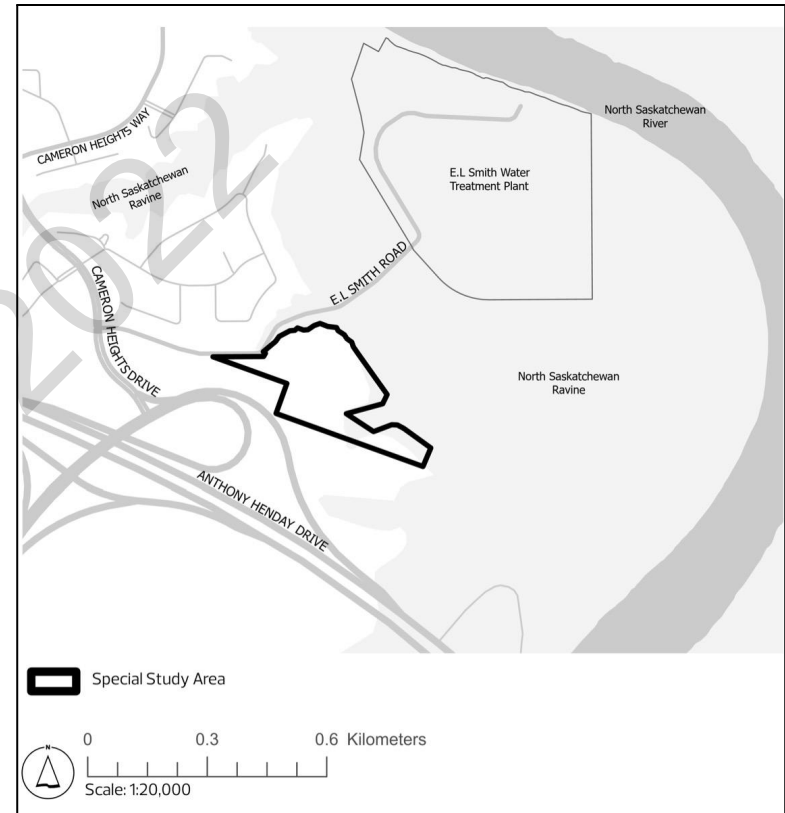


Figure 4.3 - Community Heights Special Study Area



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 West Edmonton 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. NASPs and other referenced policies also contribute to growth activation by identifying infrastructure commitments and development opportunities. Similarly, smaller local improvements (e.g. street lighting, traffic calming, public space programming, even temporary urban animations), while not listed, can also support activation.

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

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

Figure 6.10: Growth Activation identifies two Priority Nodes and Corridors for the West Edmonton District Plan: the Stony Plain Road Primary Corridor and WEM-Misericordia Major Node.

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 emphasises 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 emphasises 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**

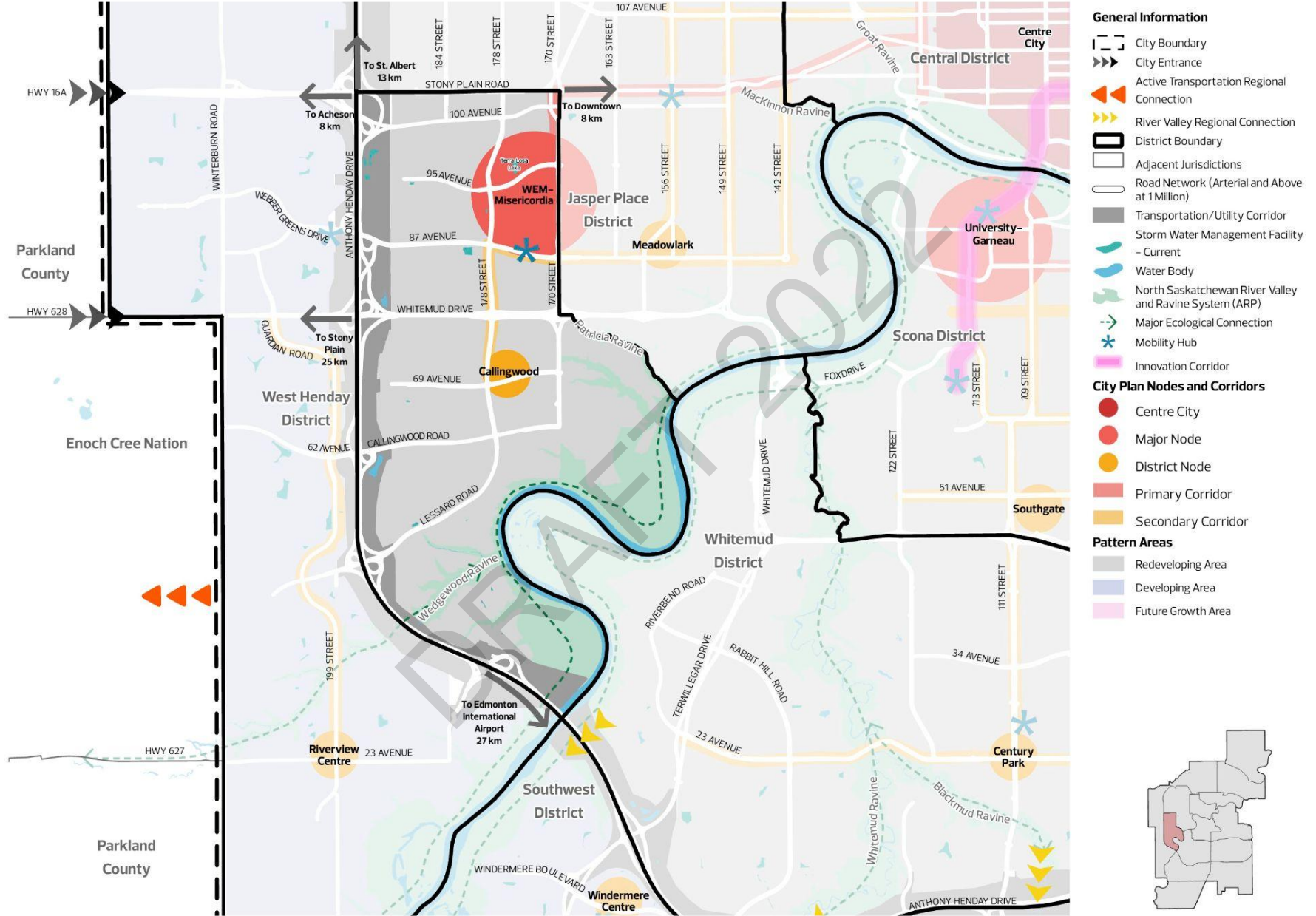
The two Mobility maps elaborate on the mobility system in The City Plan, including the active transportation (pedestrian and cycling), roadway and transit networks. It presents the intentions for the district's mobility system when the City reaches 1.25 million people, based on direction from mobility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

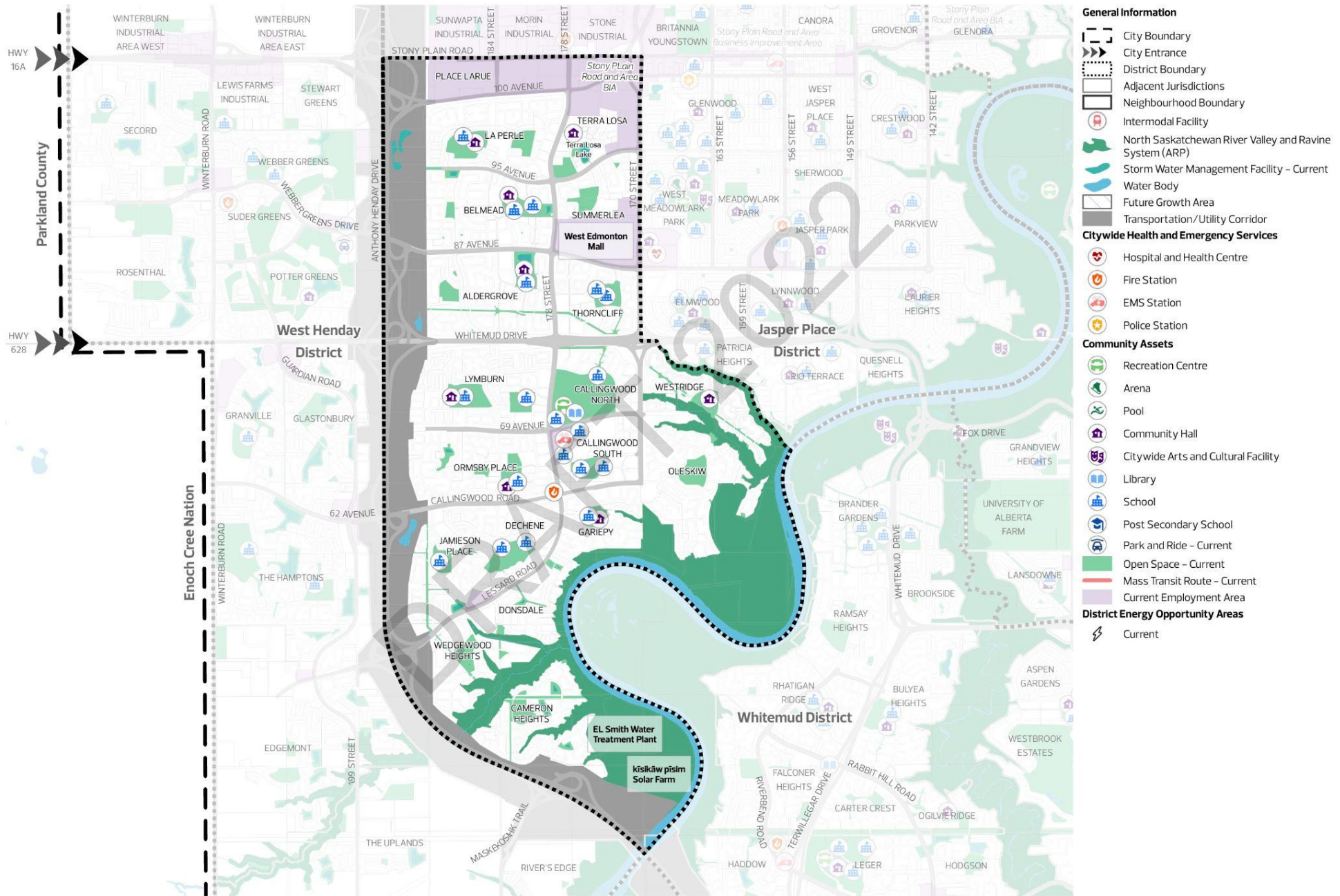
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Figure 6.1: Citywide Context



Scale: 1:80,000

Figure 6.2: District Context - Assets

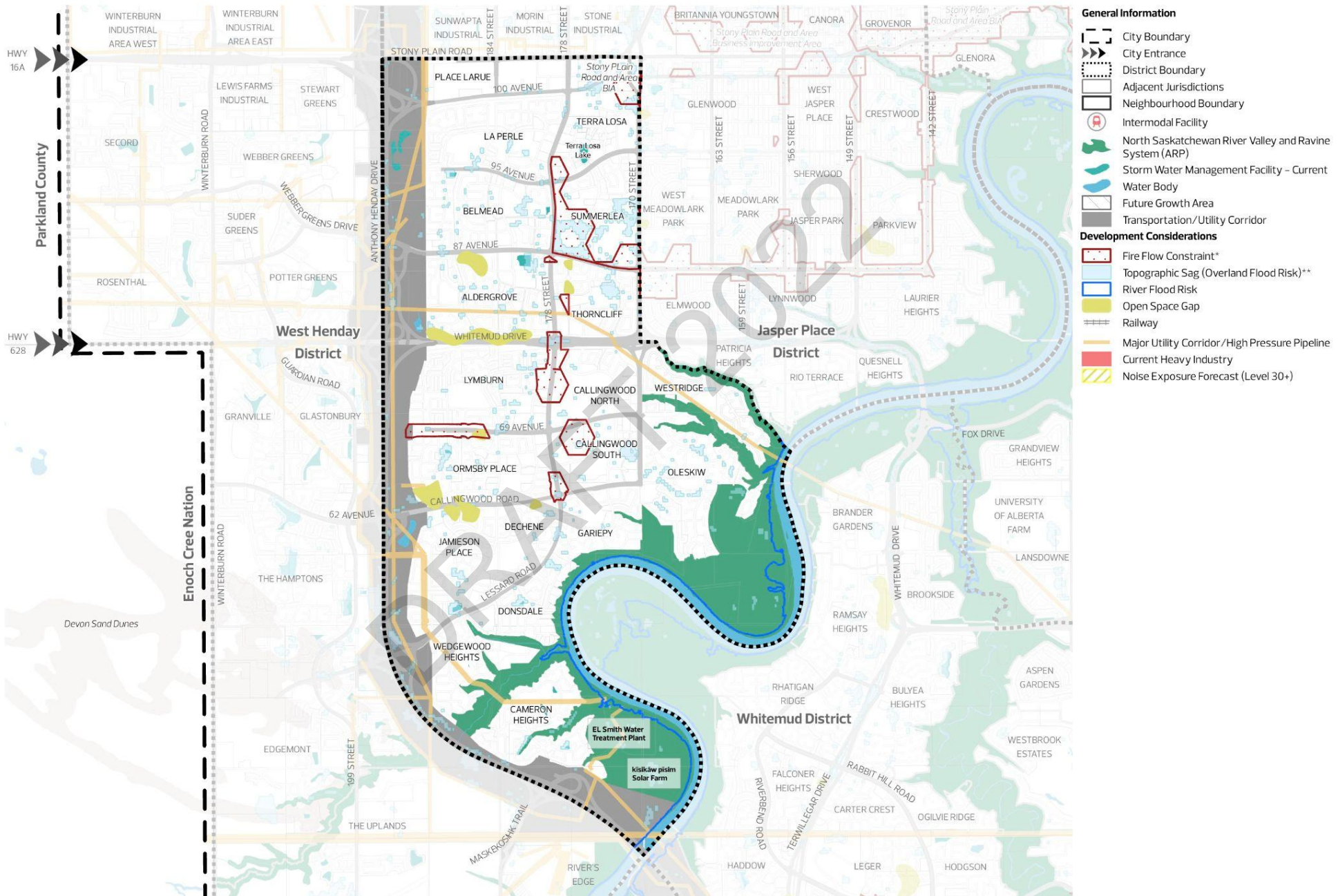


0 0.25 0.5 Km

Scale: 1:60,000
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Figure 6.3: District Context - Development Considerations



0 0.25 0.5 Km

Scale: 1:60,000
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Note that 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.

Figure 6.4: Vision at 2 Million

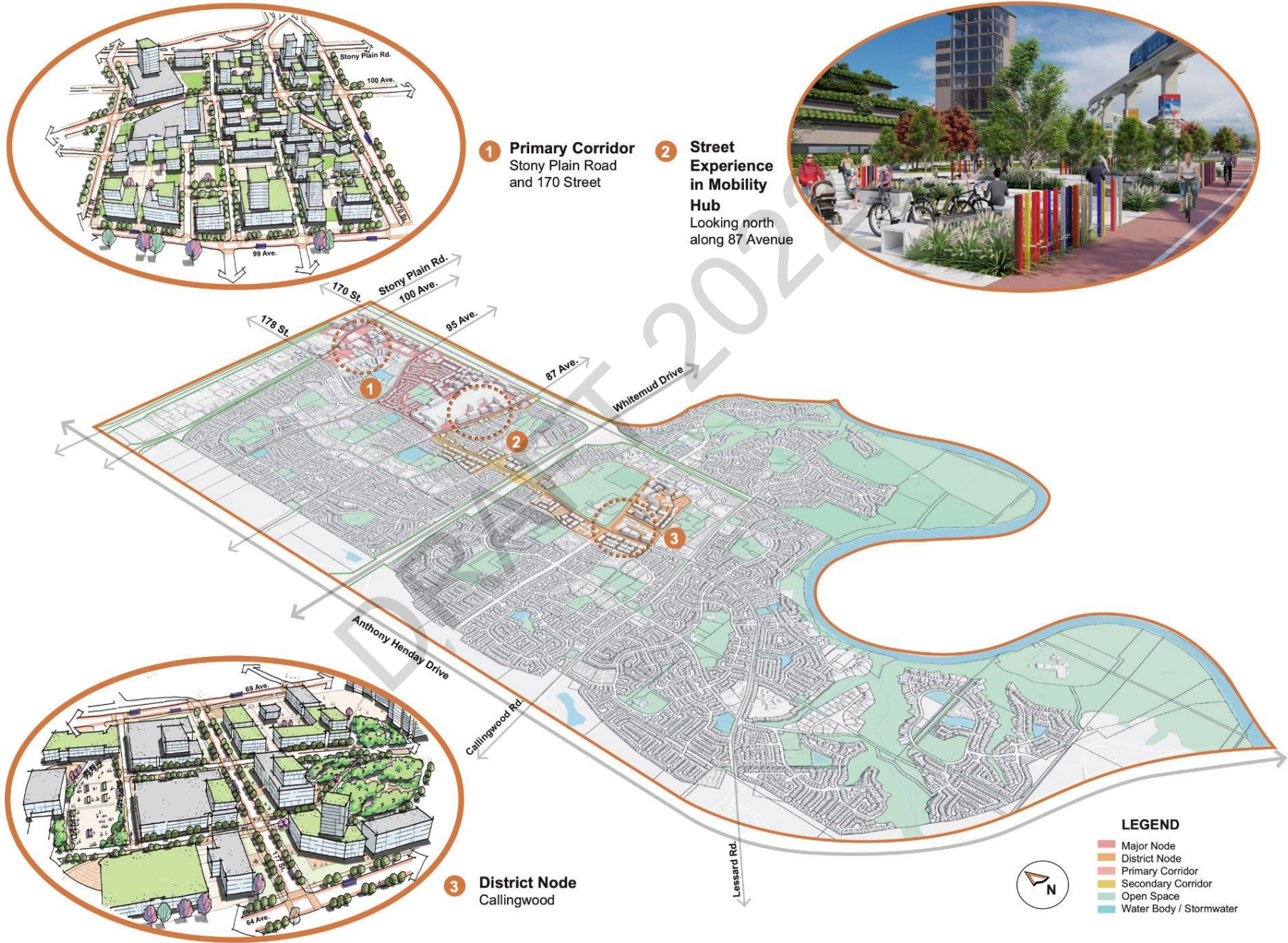
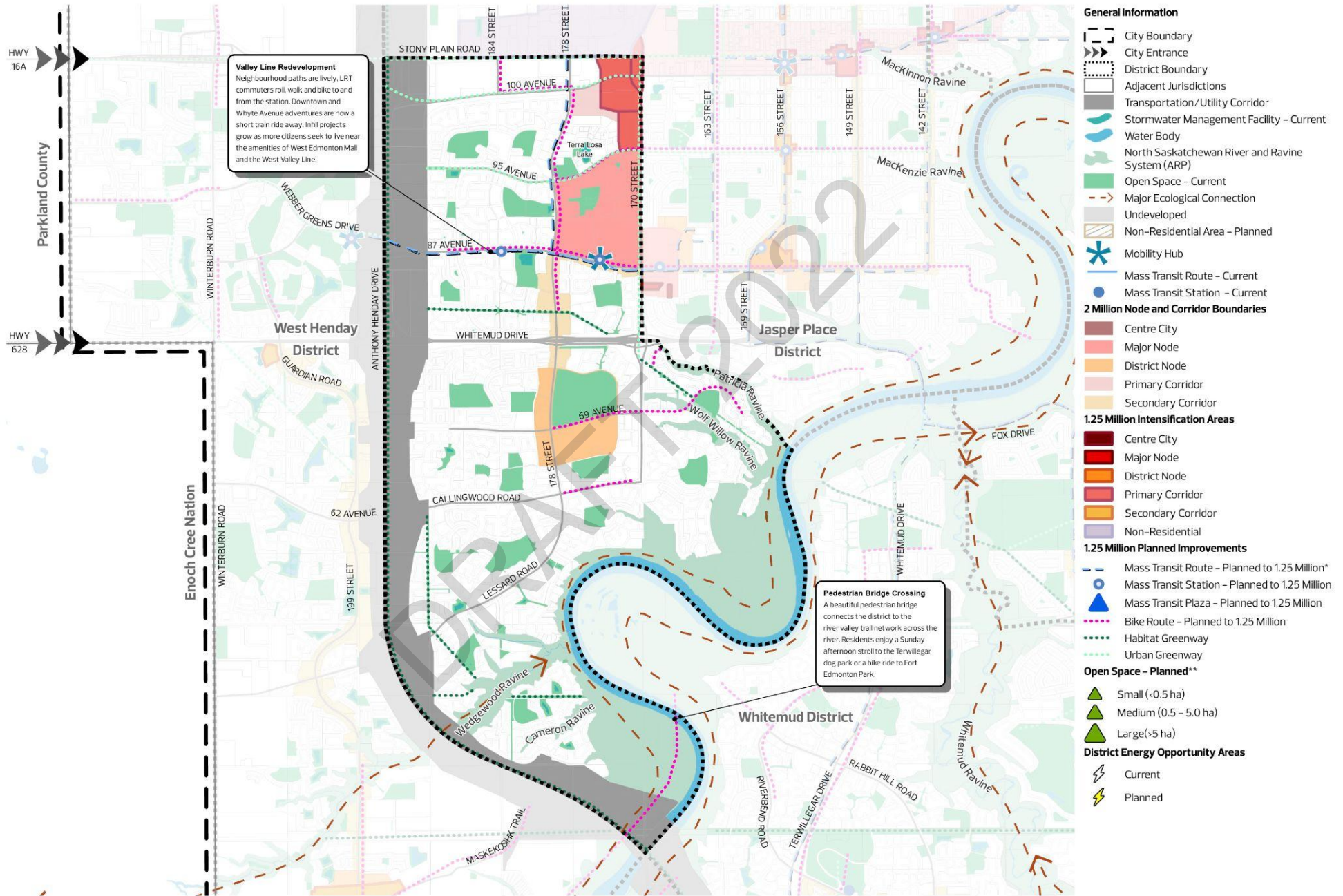


Figure 6.5: Direction to 1.25 Million



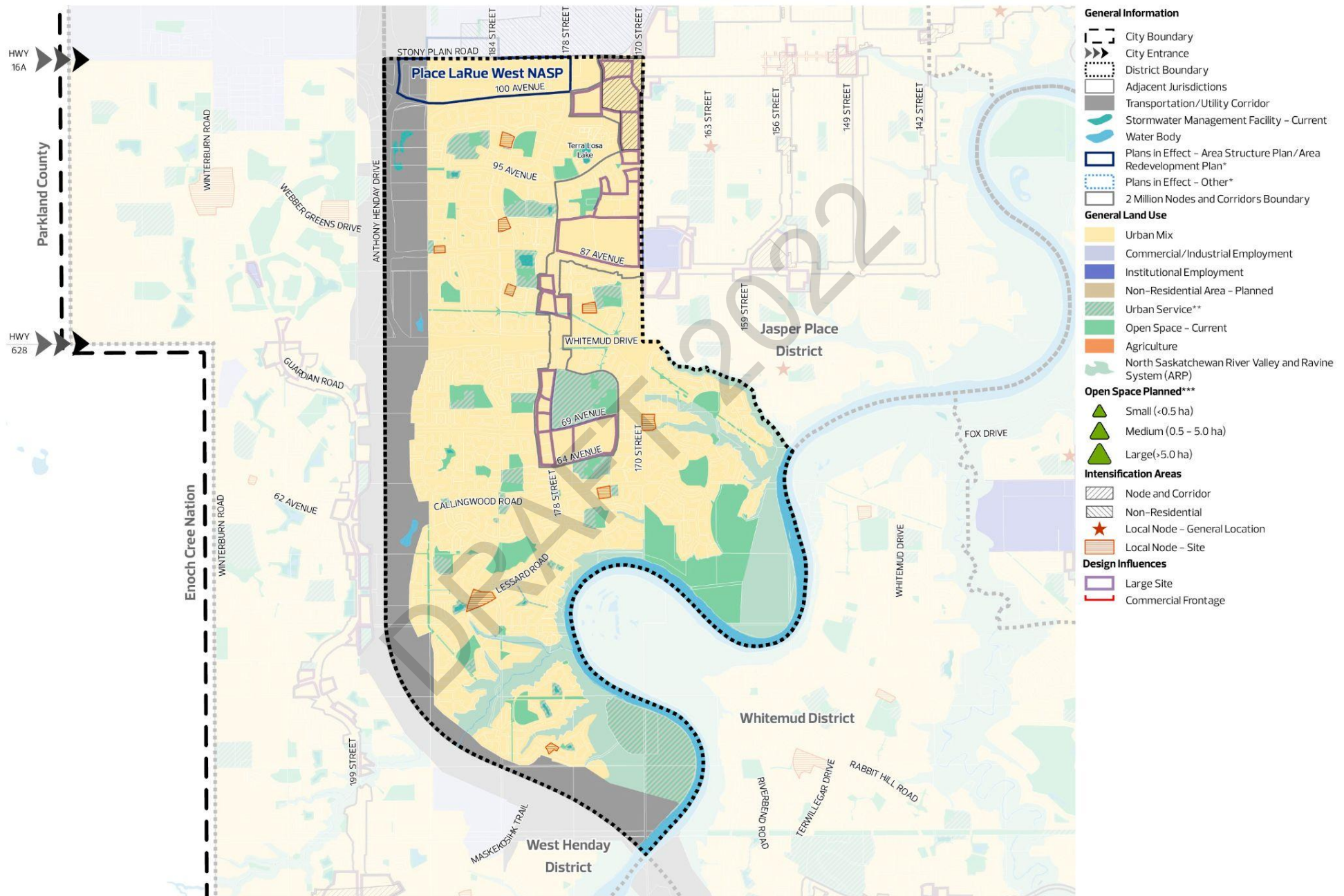
- General Information**
- City Boundary
 - City Entrance
 - District Boundary
 - Adjacent Jurisdictions
 - Transportation/Utility Corridor
 - Stormwater Management Facility - Current
 - Water Body
 - North Saskatchewan River and Ravine System (ARP)
 - Open Space - Current
 - Major Ecological Connection
 - Undeveloped
 - Non-Residential Area - Planned
 - Mobility Hub
 - Mass Transit Route - Current
 - Mass Transit Station - Current
- 2 Million Node and Corridor Boundaries**
- 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
 - Urban Greenway
- Open Space - Planned****
- Small (<0.5 ha)
 - Medium (0.5 - 5.0 ha)
 - Large (>5 ha)
- District Energy Opportunity Areas**
- Current
 - Planned



Scale: 1:60,000
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*Mass Transit includes Citywide and District routes.
**May include urban services. See additional plans in effect (where applicable) for details.

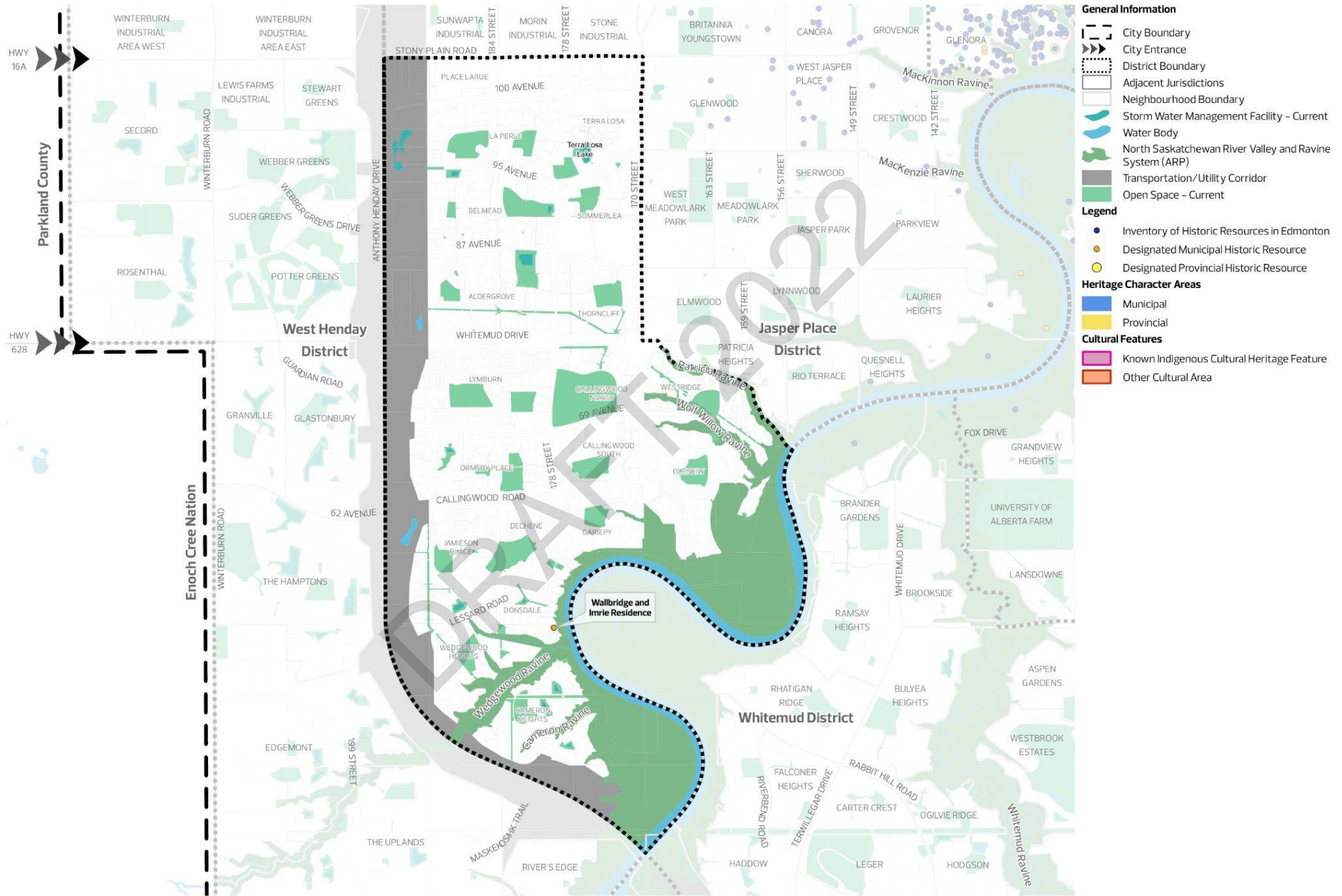
Figure 6.6: Land Use Concept



Scale: 1:60,000
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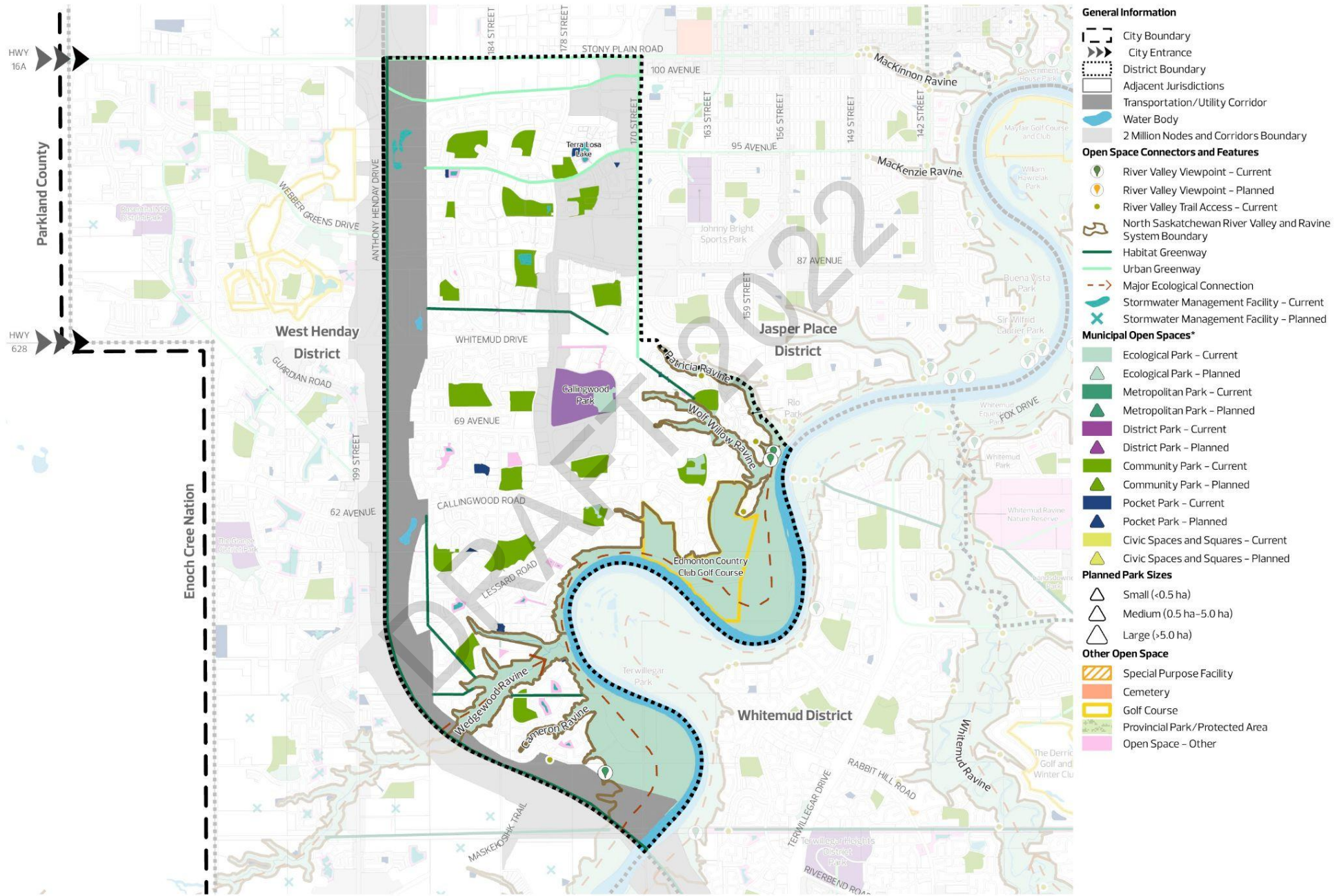
*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
 **Lands designated Urban Service may include schools, fire halls, places of worship, etc.
 ***May include urban services. See additional plans in effect (where applicable) for details.

Figure 6.7: Heritage and Culture



Scale: 1:60,000
 DRAFT_2022624
 *See City of Edmonton Open Data for latest information

Figure 6.8: Open Space and Natural Areas

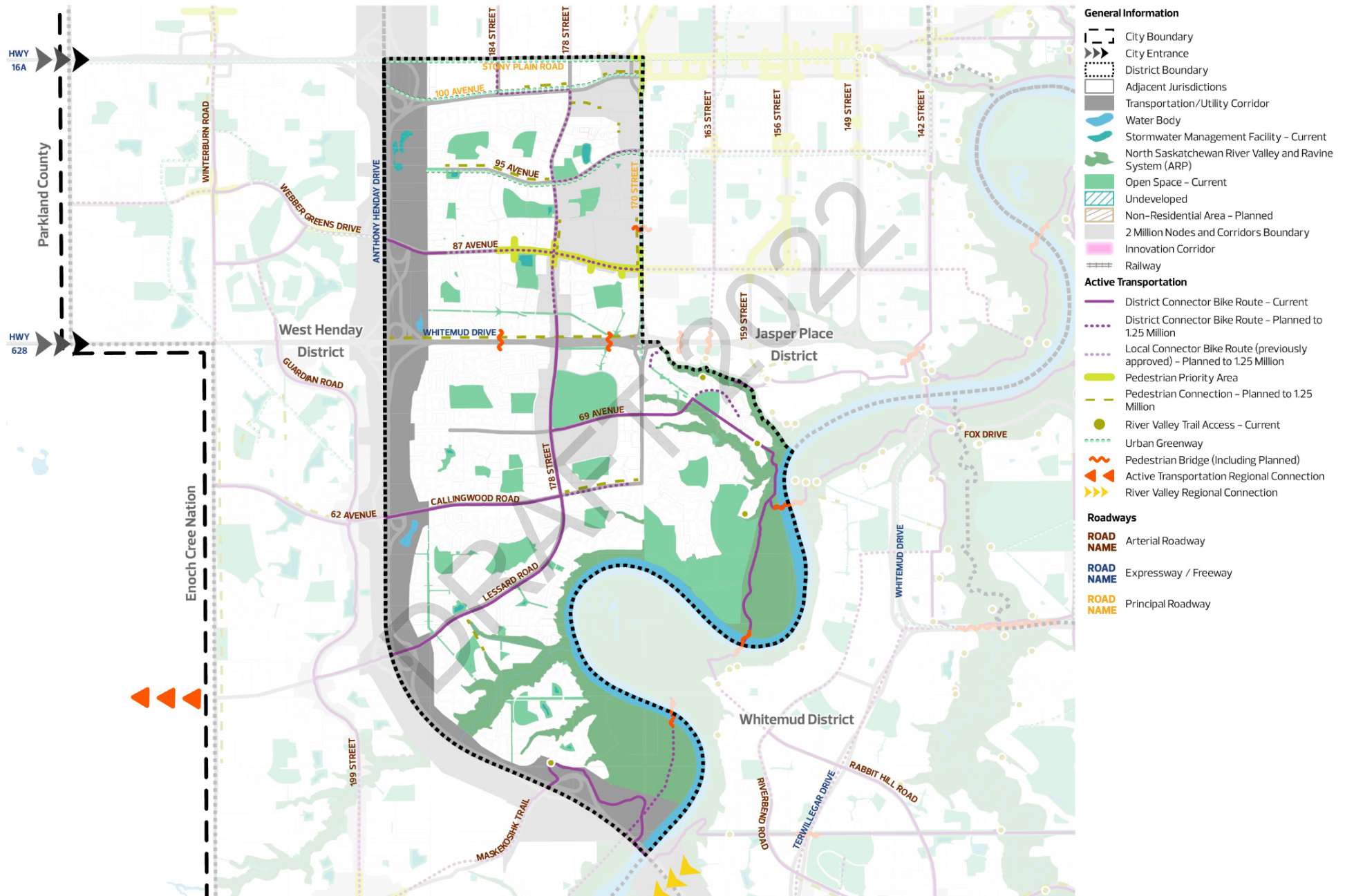


0 0.25 0.5 Km

Scale: 1:60,000
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*May include urban services. See additional plans in effect (where applicable) for details.

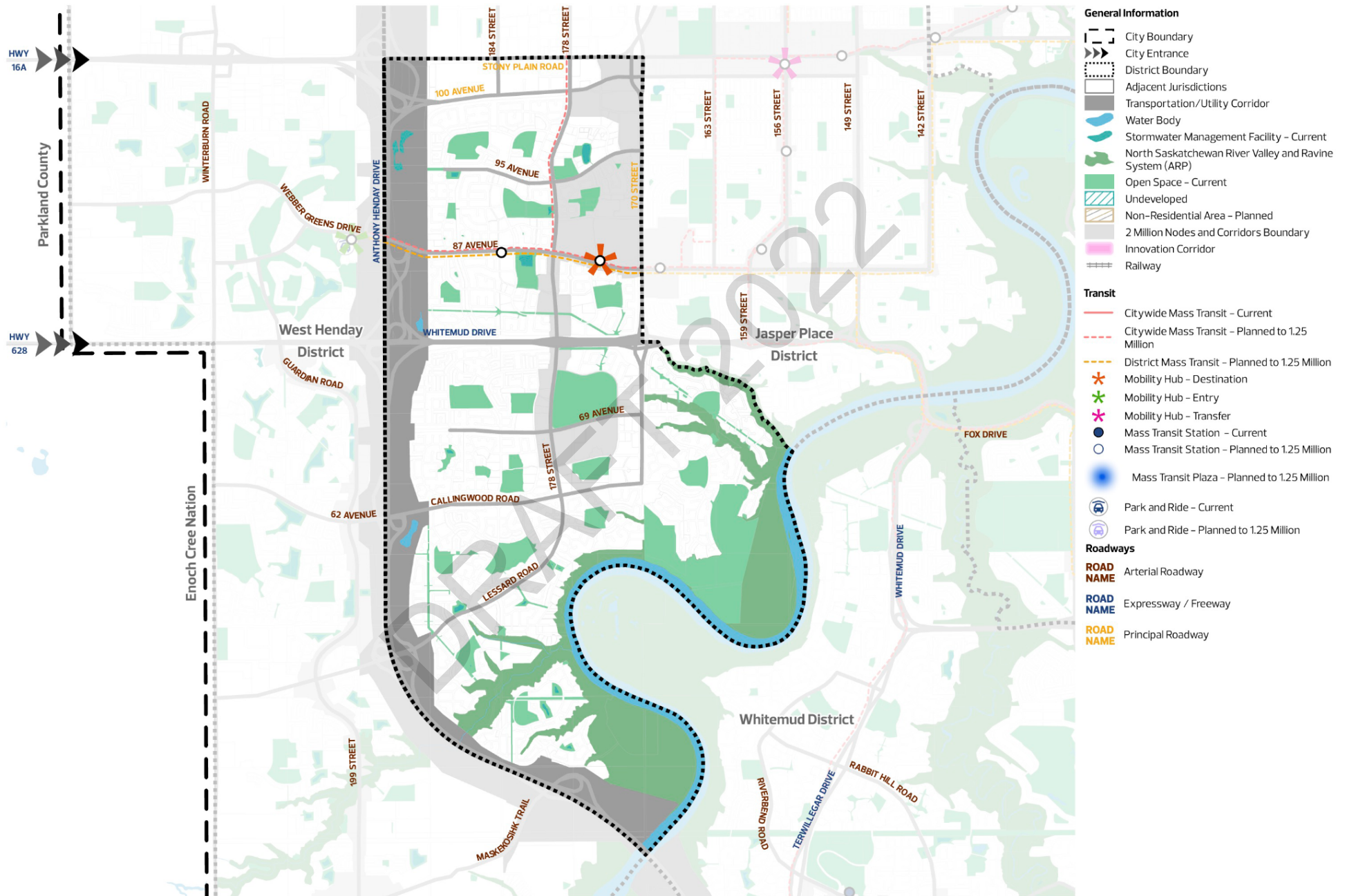
Figure 6.9: Mobility - Active Transportation



Scale: 1:60,000
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

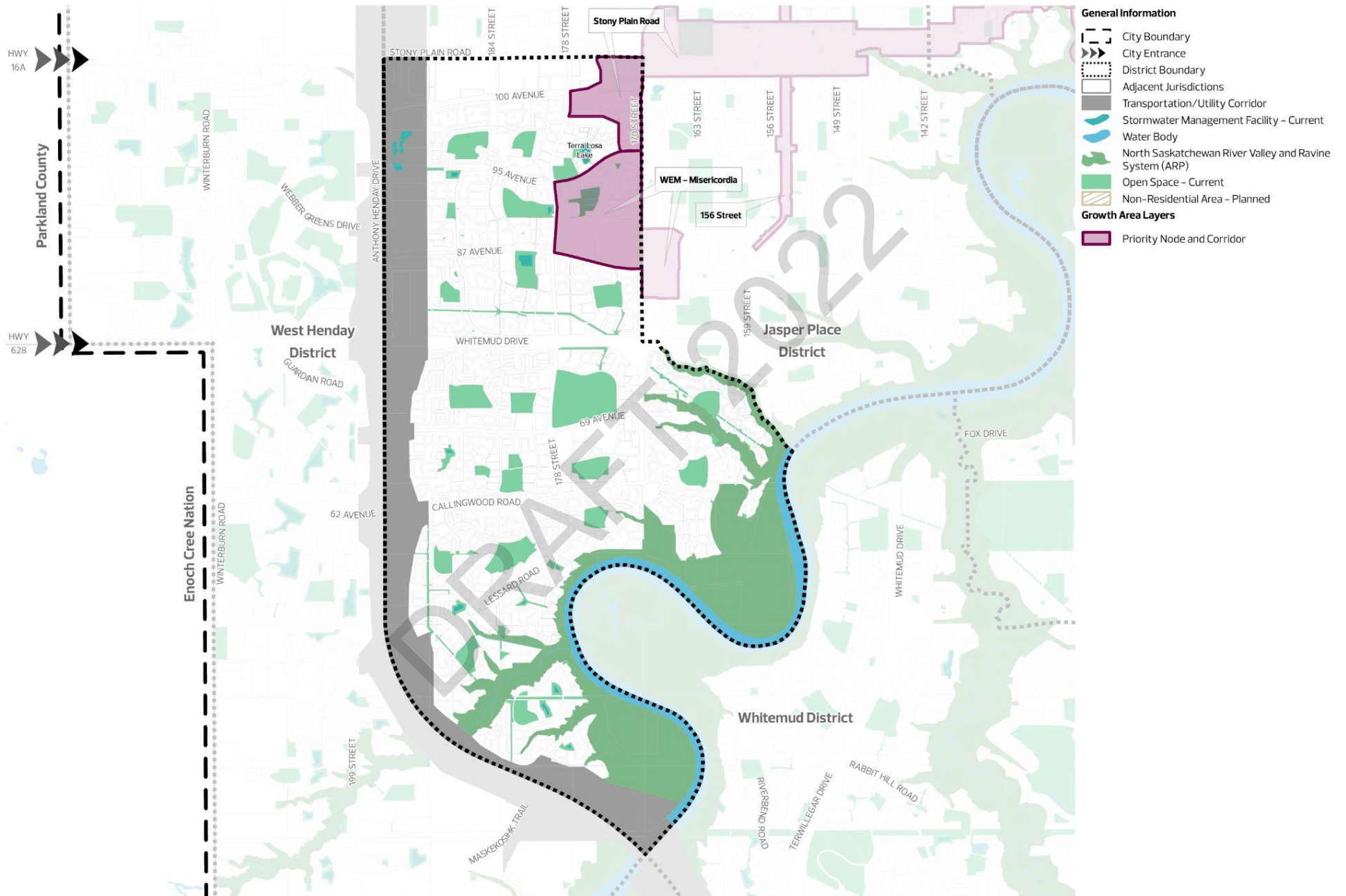
Figure 6.9: Mobility - Transit



Scale: 1:60,000
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Figure 6.10: Growth Activation



Scale: 1:60,000
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