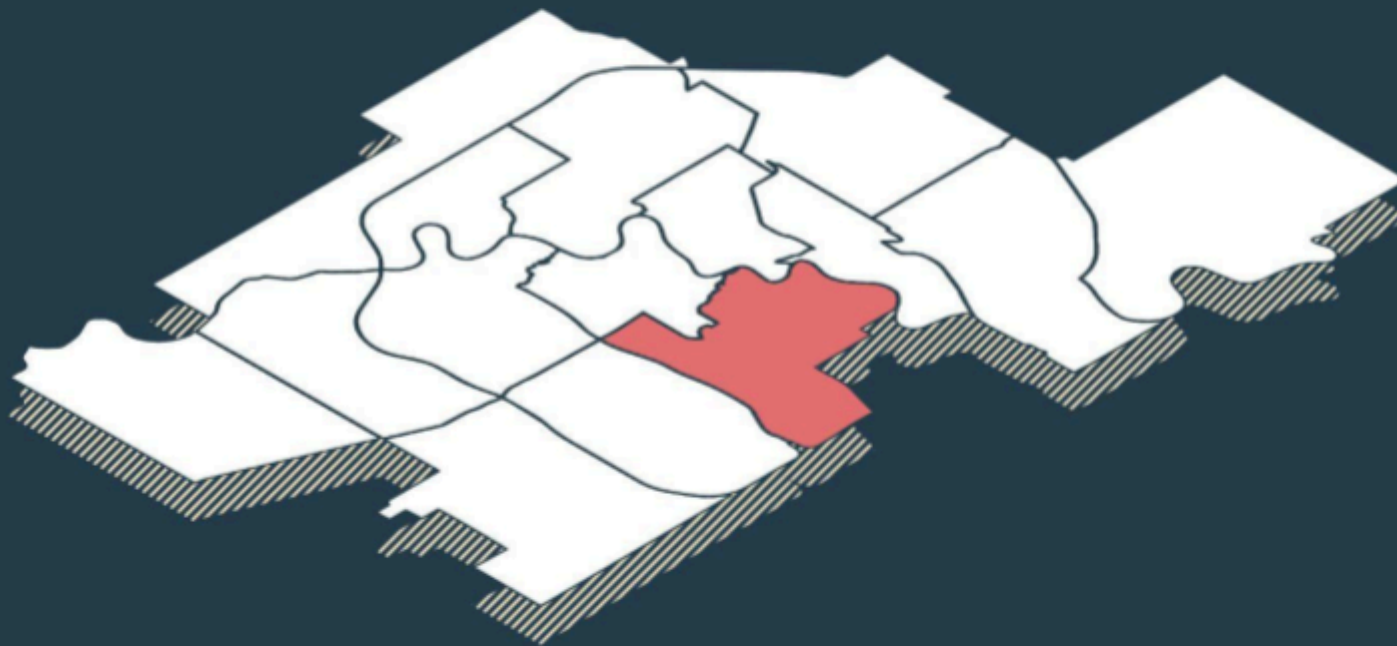


SOUTHEAST DISTRICT PLAN

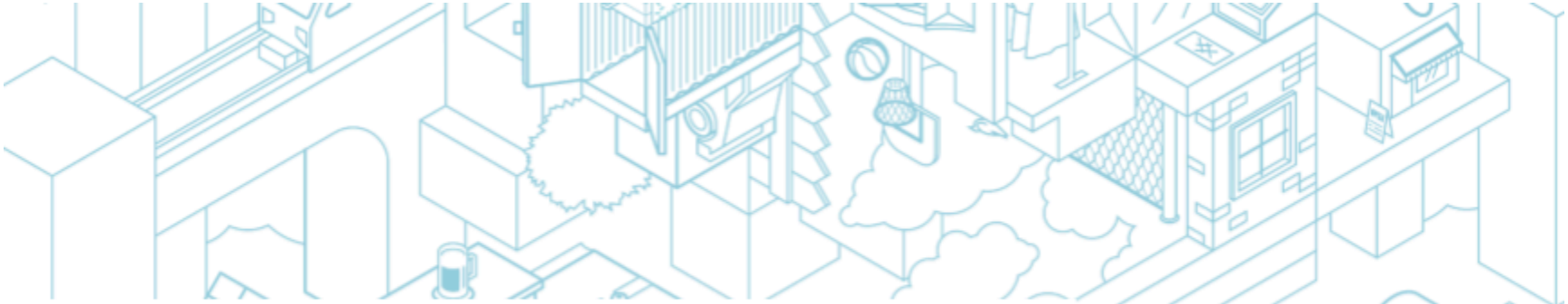
Edmonton



Charter Bylaw 24011

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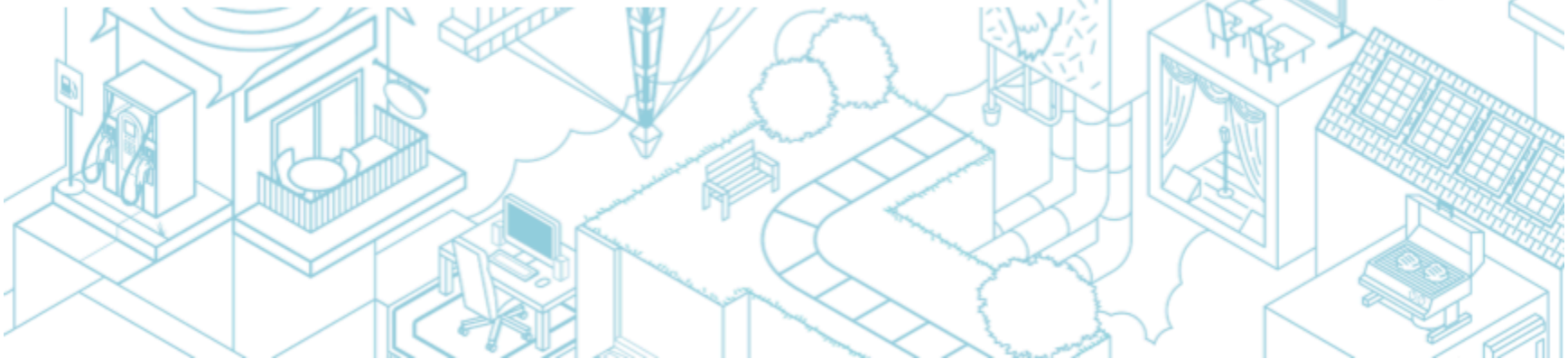


The City of Edmonton extends its deepest appreciation to those who helped create this district plan.

Special thanks to the members of the public, stakeholders, Administration and City Council who contributed their invaluable feedback and time.

Thank you to Green Space Alliance for their exceptional contribution in preparing the maps for this plan.

Your expertise, support and dedication have greatly enriched the content and quality of this district plan.



Land Acknowledgement

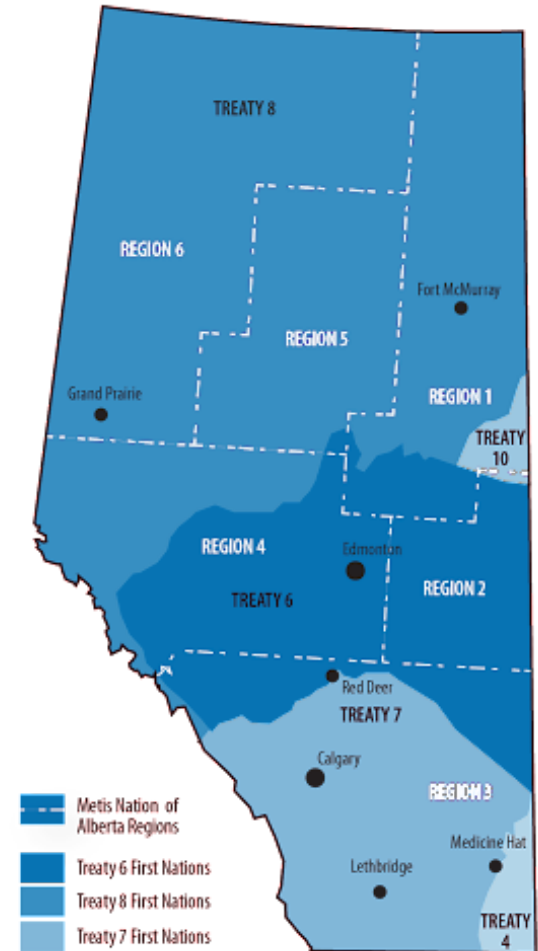
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homeland. 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). We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, iyiniw iskwewak wihtwawin (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton’s naming committee to honour these sacred places in Edmonton and to preserve the history for future generations. The Southeast District is located within the Edmonton wards named Karhiio, Métis, papstew and Sspomitapi.

Visit edmonton.ca/wardboundaryreview for more information about the origins of these gifted traditional Indigenous ward names and their pronunciation.

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

[The City Plan](#) sets the direction for how Edmonton will become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. The City Plan's vision for growth is facilitated through its District Network which identifies 15 **Districts** across Edmonton.

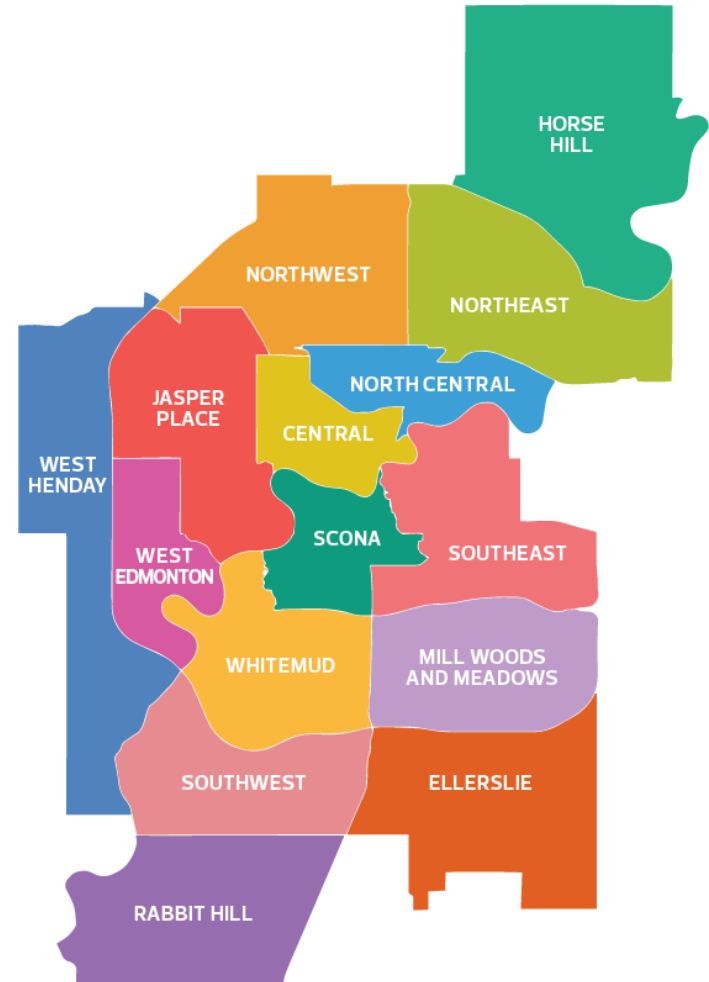
A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities within it.

District Plans are key in bringing The City Plan's "Community of Communities" vision to life by laying the foundation for 15-minute communities. This vision is for new and current residents to have access to more housing, recreation, education and employment opportunities in all 15 **Districts**, and to have more travel options within and across **Districts**.

The City Plan describes four interim population horizons as the city grows to two million people. District Plans align with The City Plan and provide details for the first population horizon of 1.25 million people where possible.

There are 16 District Plan bylaws:

- [District Policy](#): applies to all **Districts** and provides city-wide policy direction.
- **15 District Plans**: explains how each **District** will change over time, shows in maps where to apply the District Policy and provides specific policies for areas within the **District** as needed.



The [District Policy](#) and District Plans are policy documents that will be used to guide change toward The City Plan's vision. The District Policy translates The City Plan's policy direction. Meanwhile, the District Plans reflect the map information in The City Plan and show where to apply the District Policy. Both documents focus on The City Plan's Planning and Design, Mobility and Managing Growth Systems, and their underlying physical networks such as land use, transportation and development pattern areas.

Together, the District Policy and District Plan will inform city-building decisions by civic administration, businesses, community organizations and residents. They will be amended over time to address the needs of Edmonton's growing population. More detailed information may be added to the District Policy or individual District Plans as additional planning work is completed. Information specific to the 1.25 million population horizon will also be replaced with new directions as it becomes available.

1.1 How to Use This District Plan

This District Plan and the [District Policy](#) must be read together for complete planning direction. The District Policy provides policy direction by topic or land use category for all **Districts**, and includes a glossary that defines key terms. District Plans show where these topics and categories apply within their **District** using a series of maps. District Plans also include additional policies for specific areas within the **District**. Key terms are capitalized and bolded throughout the District Policy and District Plan.

Steps 1 to 5 below outline how to use this District Plan and District Policy:



Step 1: Read Section 1: Introduction to District Plans

[Section 1: Introduction to District Plans](#) explains the authority and relationship between District Plans, the District Policy and other plans, bylaws and guidelines.



Step 2: Determine where other statutory plans are in effect

Determine if any existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) are in effect by referencing [Map 8: Area-Specific Policy Subareas](#) in [Section 4: Area-Specific Policy](#) of the District Plan. These statutory plans will guide rezoning, subdivision and development permit decisions for locations within their boundaries, and the District Plan will guide any potential plan amendments.



Step 3: Consult the District Policy and the District Plan together

Where no other statutory plan is in effect, District Plans and the District Policy will guide rezoning, subdivision and development permit decisions. Consult the District Policy for applicable policies and the glossary of terms. For detailed information on where and how the District Policy applies, consult the applicable District Plan.

The District Policy explains 'what', and the District Plan explains 'where'.



Step 4: Review the planning direction in the District Plan

[Section 3: District Systems and Networks](#) describes how the **District** is intended to grow and physically change by showing The City Plan's planned systems and networks, and the investments that are planned to support this change as Edmonton reaches 1.25 million people.

- [Map 1: Heritage and Culture](#)
- [Map 2: Activating Growth to 1.25 Million](#)
- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

[Section 2: District Context](#)

describes where the **District** is located within the city, how the **District** came to be and what is located within the **District**.



Step 5: Review the area-specific policy in the District Plan

In [Section 4: Area-Specific Policy](#) of the District Plan, determine if any area-specific policies apply to smaller areas within the **District**. [Map 8: Area-Specific Policy Subareas](#) works together with [Table 2: Area-Specific Policy](#) to indicate locations where any area-specific policy applies. These policies are unique to the specific area outlined in [Map 8: Area-Specific Policy Subareas](#) and may be additional or exceptional to the direction in the District Policy.

All District Plan map symbols, locations, features and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If the interpretation varies, consult the [District Policy](#) for further direction. The Transit Network and other infrastructure works are subject to further technical study and refinement.

District Plans must be read in conjunction with [The City Plan](#) and other policies, strategies and guidelines established by the City of Edmonton. References to applicable strategies and guidelines are included but are not comprehensive. For a complete review of the City of Edmonton's applicable policies and guidelines regarding individual development proposals or projects, consult your neighbourhood planner by visiting edmonton.ca/plansineffect.

1.2 Authority and Relationship to Other Plans

District Plans and the [District Policy](#) are additional statutory plans, as described under Section 635.1 of the Municipal Government Act, as amended by the City of Edmonton Charter 2018 Regulation, AR 39/2018 and have been prepared in accordance with Section 636 of the Municipal Government Act. Section 635.1 can be located under Section 4(33) of the City of Edmonton Charter, 2018 Regulation.

District Plans are subject to [The City Plan](#), the City of Edmonton's combined Municipal Development Plan and Transportation Master Plan. In the event of a discrepancy, The City Plan shall prevail over the District Plans and District Policy.

The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

	Relationship
Areas with only a District Plan	<ul style="list-style-type: none"> The District Plan and the District Policy will guide rezoning, subdivision and development permit decisions.
Areas with a District Plan and another statutory plan	<ul style="list-style-type: none"> The other statutory plan will guide rezoning, subdivision and development permit decisions. Amendments to the other statutory plan will be guided by direction in the District Plan and District Policy. The planned density targets established in the other statutory plan will be maintained to ensure consistency with the Edmonton Metropolitan Region Growth Plan.

The creation of new statutory plans will be guided by the District Policy and the District Plan in effect.

In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, **Table 2: Area-Specific Policy** shall prevail, except where it directs to a non-statutory document.

District Plans support the Edmonton Metropolitan Region Board's growth objectives. Area Structure Plans, Neighbourhood Structure Plans, Neighbourhood Area Structure Plans and other geographic plans will continue to provide guidance to ensure the orderly development of **Developing Areas** and **Future Growth Areas**.



1.3 Relationship with the Zoning Bylaw

District Plans, the [District Policy](#) and other applicable statutory plans, guidelines and policy direction will inform and guide decision-making for rezoning applications, development permit applications in situations where a discretionary development as defined in the [Zoning Bylaw](#) (Bylaw 20001) is being considered, and where a text amendment is proposed to the Zoning Bylaw.

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to the adoption of this bylaw, shall not be subject to the District Policy and applicable District Plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable District Plan.

1.4 Amendments

Amendments to District Plans may be proposed to reflect system or network updates, such as changes to land use, mobility, 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 Policy and [The City Plan](#). All amendments to the plan must be presented as a proposed bylaw to City Council for consideration at a public hearing.

2 District Context

2.1 Physical Context

The Southeast District is located in the central southeast area of Edmonton. Neighbouring municipalities include Sherwood Park Urban Service Area and Strathcona County to the east. Nearby **Districts** include the Mill Woods and Meadows District and Scona District. The Southeast District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential Neighbourhoods

- Avonmore
- Bonnie Doon
- Capilano
- Cloverdale
- Forest Heights
- Fulton Place
- Gold Bar
- Holyrood
- Idylwyld
- Kenilworth
- King Edward Park
- Maple Ridge
- Ottewell
- Strathearn
- Terrace Heights

Industrial Neighbourhoods

- Coronet Industrial
- Davies Industrial East
- Davies Industrial West
- East Gate Business Park
- Gainer Industrial
- Girard Industrial
- Lambton Industrial
- Maple Ridge Industrial
- McIntyre Industrial
- Morris Industrial
- Papaschase Industrial
- Pylypow Industrial
- Roper Industrial
- Rosedale Industrial
- Southeast Industrial
- Weir Industrial

The Southeast District is generally bordered by the North Saskatchewan River to the north, 34 Street NW and Anthony Henday Drive (Highway 216) to the east, Whitemud Drive to the south and Mill Creek Ravine and the CP Rail corridor by Gateway Boulevard to the west. These natural systems and roadways connect and support movement of people and goods, **Mass Transit** and **Active Transportation** modes between the District and its surrounding areas.

The District includes the Mill Creek Ravine, Fulton Creek and Goldbar Creek Ravine systems, which form important ecological connections from the North Saskatchewan River to the southeast corner of the District that intersects with the Beaver Hills Moraine. The Beaver Hills Moraine is a unique landform feature caused by the last glacial retreat that is characterized by upland forests interspersed with low-lying wetlands and lakes, collectively described as "knob and kettle terrain". This area connects to the UNESCO (United Nations Educational, Scientific and Cultural Organization) recognized Beaver Hills Biosphere to the east.

2.2 Historical Context

The land within the Southeast 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 their needs long before European settlers arrived. 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 today due to colonial land development practices.

The City of Edmonton acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experiences and in their own voices. District Plans do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each **District**. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities, First Nations and Métis peoples, cultural landscapes, and historical resources shown through stories, structures and spaces.

The Southeast District includes land originally reserved for the Papaschase Cree Band. Shortly following the signing of Treaty 6 in 1876 and negotiations with federal commissioners in 1877, the Papaschase had their reserve lands reduced and moved south encompassing a large portion of south Edmonton. 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. Papaschase First Nation families were forced to relocate to other reserves, Métis settlements and communities.

The settlement history of the Southeast District has several distinct influences. Rural-sized river lots on a Métis pattern were first established in the north portion of the District to provide land for cultivation and timber, and access to water. In the 1880s, quarter sections laid out as part of the Dominion Land Survey began to be farmed. Completion of the Low Level Bridge in 1900 then set the stage for a rail line (the Edmonton, Yukon and Pacific) through Mill Creek Ravine and urban development.

Industrial operations concentrated along the river flat and rail line. Cloverdale became the District's first urban neighbourhood with homes, shops, schools and churches. Much of the upland portion of the District was subdivided before World War I, but there was only limited development in that period. After a Whyte Avenue bridge was built across Mill Creek ravine in 1911, an Oblate seminary that grew into the University of Alberta's Campus Saint-Jean was established and the streetcar system was extended up 91 Street NW.

Land in the northwest portion of the District was part of the Town (1899) and later City (1907) of Strathcona until 1912 when Edmonton and Strathcona amalgamated. A 1913 annexation took the city's borders out to 75 Street NW and down to 62 Avenue NW just as Western Canada's settlement boom ended. For decades the inner portion of the Southeast District featured scattered homes interspersed with market gardens.

After World War II and the discovery of oil near Edmonton, old subdivisions in the District were replotted and neighbourhoods built out rapidly. Bonnie Doon, King Edward Park and Forest Heights were the first ones completed, followed by additional rings of housing. Small shops well integrated into residential blocks were succeeded by Bonnie Doon Shopping Centre, Edmonton's second suburban shopping mall, and other auto-oriented plazas. Meanwhile industrial development expanded east of 50 Street NW (near refineries in Strathcona County) and beyond Argyll Road along rail lines.

Whitemud Drive is at the District's southern boundary. It was conceived as part of a ring road in the 1950s, referenced again in the 1963 M.E.T.S. freeway plan, and finally constructed in the 1980s.

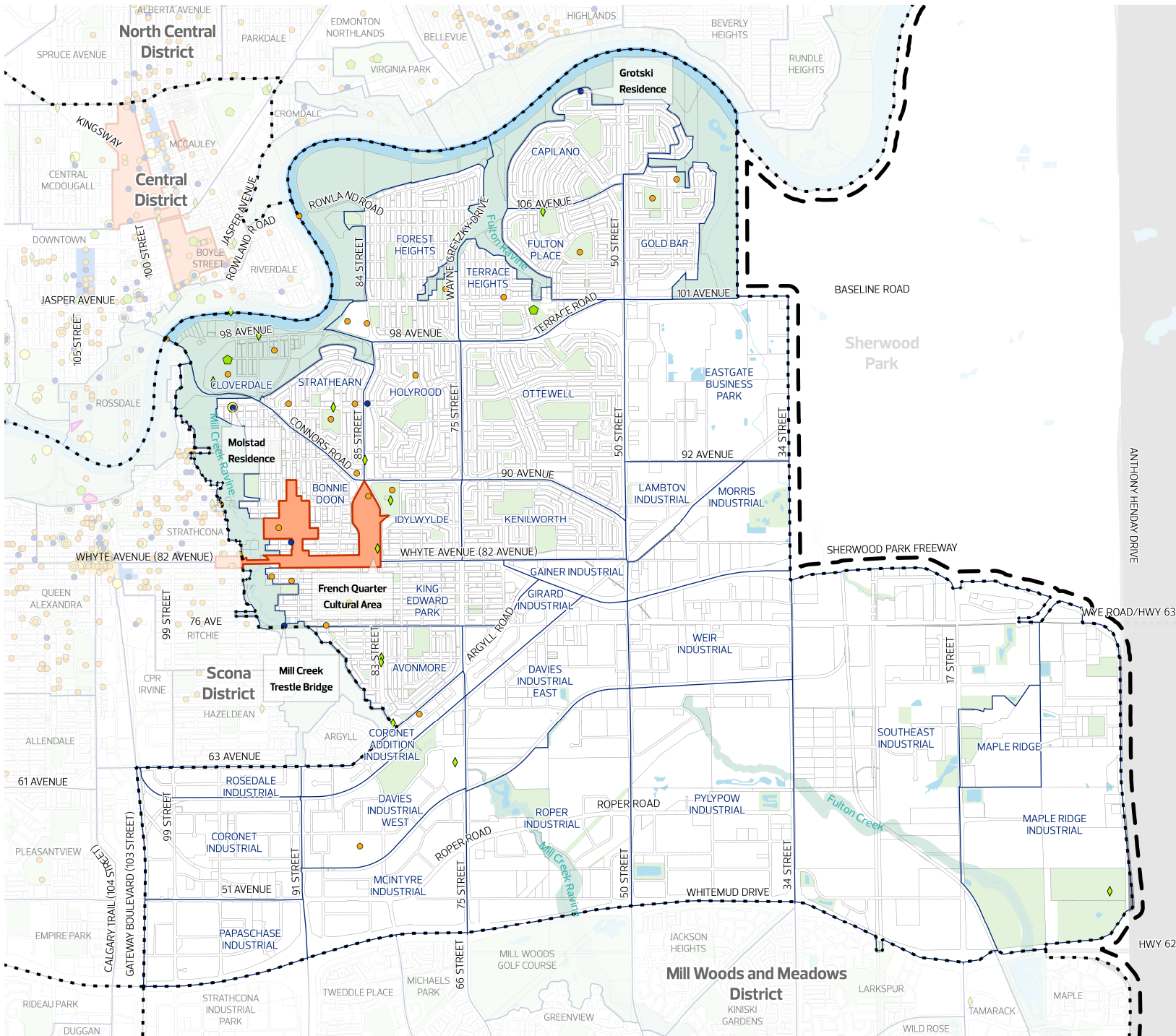
Portions of the District east of 50 Street NW were annexed to the City of Edmonton in 1982 and include industrial parks and the Maple Ridge manufactured home community.

In the River Valley portion of the District, the Riverside Golf Course opened in 1951 on the site of the former Dawson Coal Mine. The Gold Bar wastewater treatment plant began service in 1956, and Capilano (now Wayne Gretzky) Drive was built in Fulton Ravine in the late 1960s. The River Valley and Mill Creek Ravine saw park upgrades and trail construction in the 1970s.

Map 1: Heritage and Culture identifies historical and culturally important locations for this District. While only formally recognized locations have been included, other informally known significant historical and cultural features from a wide range of groups, cultures and times exist in this area.

Map 1: Heritage and Culture

The Heritage and Culture map emphasizes the built heritage and cultural areas formally endorsed through existing City of Edmonton policies or initiatives. This map includes the City of Edmonton Public Arts Collection. It identifies areas or sites known by the City of Edmonton to have particular significance to Indigenous communities based on the City of Edmonton's engagement and relationships with Nations and communities. This map does not show the location of paleontological or archeological sites.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Neighbourhood Boundary
- Transportation/Utility Corridor
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area

City-Owned Public Art

- Art Work
- Multiple Art Works

Built Heritage Sites

- Inventory of Historic Resources in Edmonton
- Municipal Historic Resource
- Provincial Historic Resource

Heritage Character Areas

- Municipal
- Provincial

Cultural Features

- Known Indigenous Cultural Heritage Feature
- Other Cultural Area

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

Scale: 1:54,000

0 0.25 0.5 Km

Data Updated: 2024 03 01

2.3 Development Context

The Southeast District has the River Valley and ravine system in the north and west, industrial areas in the south and east and mature residential neighbourhoods in the middle. Institutional uses include The King's University on the east side and Campus Saint-Jean in the west. Major recreational and leisure opportunities in the District include the Muttart Conservatory, Gallagher Park, Goldbar Park and Mill Creek Ravine.

The District's older residential neighbourhoods like Cloverdale and King Edward Park include primarily low-density homes in a grid road system that follows the typical avenue and street block pattern, similar to Downtown, whereas the District's younger neighbourhoods like Holyrood or Avonmore feature cul-de-sacs and crescent street patterns with internal alleyways. Residential neighbourhoods in the south are designed with commercial strips at their entry points. Much of the District's residential development was completed in the 1950s and 1960s.

The eastern part of the District's development was influenced by its proximity to Strathcona County's industrial complex known as Refinery Row, which dates from the late 1940s and early 1950s. Refinery Row's industrial risk limited adjacent development, but also made the area attractive for housing close to employment.

In the late 1960s, 101 Avenue NW emerged as a vital route into the city from the east, evolving into an auto-oriented corridor with businesses and services catering to that market. At the same time Capilano Shopping Centre was built to serve the east part of the District as a complement to Bonnie Doon Centre in the west. By the early 1970s, the completion of Terrace Road and the James MacDonald Bridge provided an alternative route to downtown, enabling traffic to bypass 101 Avenue NW and access the city centre swiftly via a more direct path.

First-generation industrial, business and commercial development continues in the eastern and southern portion of this District to this day. The last portions of land in the Pylypow Industrial and Maple Ridge Industrial areas are expected to see land subdivision and development completion into the 2030s. The Maple Ridge neighbourhood, located along 17 Street NW, was developed as a manufactured home park in the 1970s—it became part of the city in 1982 and is recognized under the Maple Ridge Industrial Area Structure Plan (2010).

EPCOR has flood mitigation projects planned in this District that include a combination of homeowner programs, drainage system improvements, green infrastructure and planning. The goal is to slow, move, secure, predict and respond to flooding events to prevent or reduce their impact.

The Southeast District neighbourhoods, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. Older buildings, infrastructure and natural assets in the Southeast District may be impacted by extreme heat effects. While changing temperatures, precipitation patterns and weather extremes may also impact road networks and drainage infrastructure. Climate impacts also pose a threat to economic assets because climate events have the potential to force the shutdown of businesses in the industrial areas of the District. Actions laid out in Edmonton's climate strategies are helping to build resilience in communities across the city. Progress on adaptation action by the City of Edmonton is tracked through annual reporting.

Current Plans in Effect

In the Southeast District, the following statutory plans are in effect and provide additional planning and land use direction:

- Maple Ridge Industrial Area Structure Plan – 2010
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Pylypow Industrial Area Structure Plan – 2006

These statutory plans are shown on [Map 4: Land Use Concept to 1.25 Million](#) and referenced in [Section 4: Area-Specific Policy](#) of this District Plan.

Maple Ridge Industrial Area Structure Plan (2010) is located in the southeast portion of the District Plan and was prepared on behalf of the City of Edmonton to promote and encourage the timely and orderly completion of development within the Maple Ridge Industrial area. The plan provides a policy framework to guide future development, address planning issues comprehensively, coordinate servicing and transportation infrastructure and the sensitive integration of natural features relevant to the area. The area south of Roper Road has continued to build out since the plan's adoption in 2010, and future development is expected to follow staging outlined in the plan in response to economic growth, market conditions, landownership, existing uses and servicing.

A portion of the **North Saskatchewan River Valley and Ravine System** is included within the boundary of this District Plan. It is guided by an overarching statutory plan for the **North Saskatchewan River Valley and Ravine System** that governs what and how development may take place, as well as the Ribbon of Green strategic plan. The latter is intended to help guide appropriate public use and enjoyment of the River Valley while protecting ecologically sensitive areas within the Southeast District and Edmonton city-wide.

Pylypow Industrial Area Structure Plan (2006) is located in the southeastern portion of the District Plan. The plan provides a development and servicing concept for the Pylypow Industrial neighbourhood indicating where industrial and other land uses are to be located, what site features are to be protected or incorporated, where required infrastructure is to be provided and how development will be phased. Since adopting the plan in 2006, the area has continued to experience sustained growth and development north of Whitemud Drive gradually filling in the plan area. Future industrial development is expected to complete full buildout of the plan area as aligned with plan staging in response to market conditions.

3 District Systems and Networks

District Plans are organized using the same systems and networks described in [The City Plan](#). The systems are called Activating Growth (Managing Growth), Planning and Design, and Mobility.

The features shown on **Maps 1 to 7** guide decisions for the orderly growth of the Southeast District, including how land is used and supported by infrastructure. All three systems and their interconnections inform planning decisions for how the District will grow and change over time. All key terms (capitalized and bolded in black text) are defined in the glossary in the [District Policy](#).

3.1 Activating Growth

The Southeast District will grow and change as the city grows to 1.25 million people and beyond. This section outlines the District's anticipated population and employment growth and how the City of Edmonton will support this growth.

The City Plan expects population growth to occur across the District, primarily in the Bonnie Doon **District Node** with mixed-use redevelopment occurring at Bonnie Doon Shopping Centre and nearby development of Holyrood residential towers. The Valley Line - Southeast Light Rail Transit (LRT) investment will spur some residential development within the 95 Avenue **Secondary Corridor** near the Strathearn LRT stop. Additionally, incremental residential and commercial redevelopment is expected along the Whyte Avenue (82 Avenue NW) corridor west of Bonnie Doon and in the eastern part of the District along the 101 Avenue **Secondary Corridor**. Growth is expected to occur according to approved plans, which support redevelopment and are aligned with The City Plan and regional direction.

Employment growth is expected in mixed-use redevelopment areas in the north with the continued buildout of employment lands in the southeastern parts of the District (Pylypow and Maple Ridge Industrial). Some employment growth is expected from targeted non-residential intensification in select parts of the District's southern employment lands.

Table 1: Anticipated District Population and Employment Numbers

Table 1 provides the anticipated population and employment numbers for the Southeast District at the 1.25 million and two million population horizons of [The City Plan](#).

Table 1: Anticipated District Population and Employment Numbers

	Federal Census 2021*	City Plan 1.25 Million Population Horizon	City Plan 2 Million Population Horizon
District Population	44,000	52,000	72,000
District Employment	80,000	90,000	104,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data.

The District’s look and feel will change as development projects are completed throughout its **Redeveloping Area**. Development and change will happen District-wide, but more growth and higher-density development is expected in the District’s **Nodes** and **Corridors**. Shifts in local demographics and changing economic conditions will also play roles in shaping the District’s employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This District Plan identifies areas within the District where growth is prioritized and which public investments will encourage and support this growth. The growth and infrastructure of new areas are described in greater detail in local plans, such as Area Structure Plans.

Both the public and private sectors have roles in initiating and advancing growth opportunities. The City of Edmonton may lead, facilitate and/or fund many of the initiatives and projects shown in the District Plan maps. Community, industry or intergovernmental-led projects will also be important to the District’s success. Similarly, smaller local improvements that are not listed in this plan (e.g., neighbourhood renewal, street lighting, traffic calming, public space programming) can also support growth activation.

Within the Southeast District Plan, one **District Energy Opportunity Area** has been identified for implementing low carbon district energy systems. These support Edmonton’s climate and district energy strategies designed to create a city-wide decarbonized district energy network that will provide low carbon energy services to connected buildings. Development of a district energy system requires coordination among many stakeholders, including multiple developers, building owners, district energy utilities and the City of Edmonton. Applicants are encouraged to contact the City of Edmonton to discuss existing and future opportunities to connect into a **District Energy Opportunity Area** and system. Progress on climate adaptation action by the City of Edmonton is tracked through annual reporting.

Priority Growth Areas are the **Nodes** and **Corridors** that are expected to experience more residential and commercial development (compared to other locations in the **Redeveloping Area**) as Edmonton grows to a population of 1.25 million residents. Investment in these areas is expected to contribute to The City Plan's implementation over the long term.

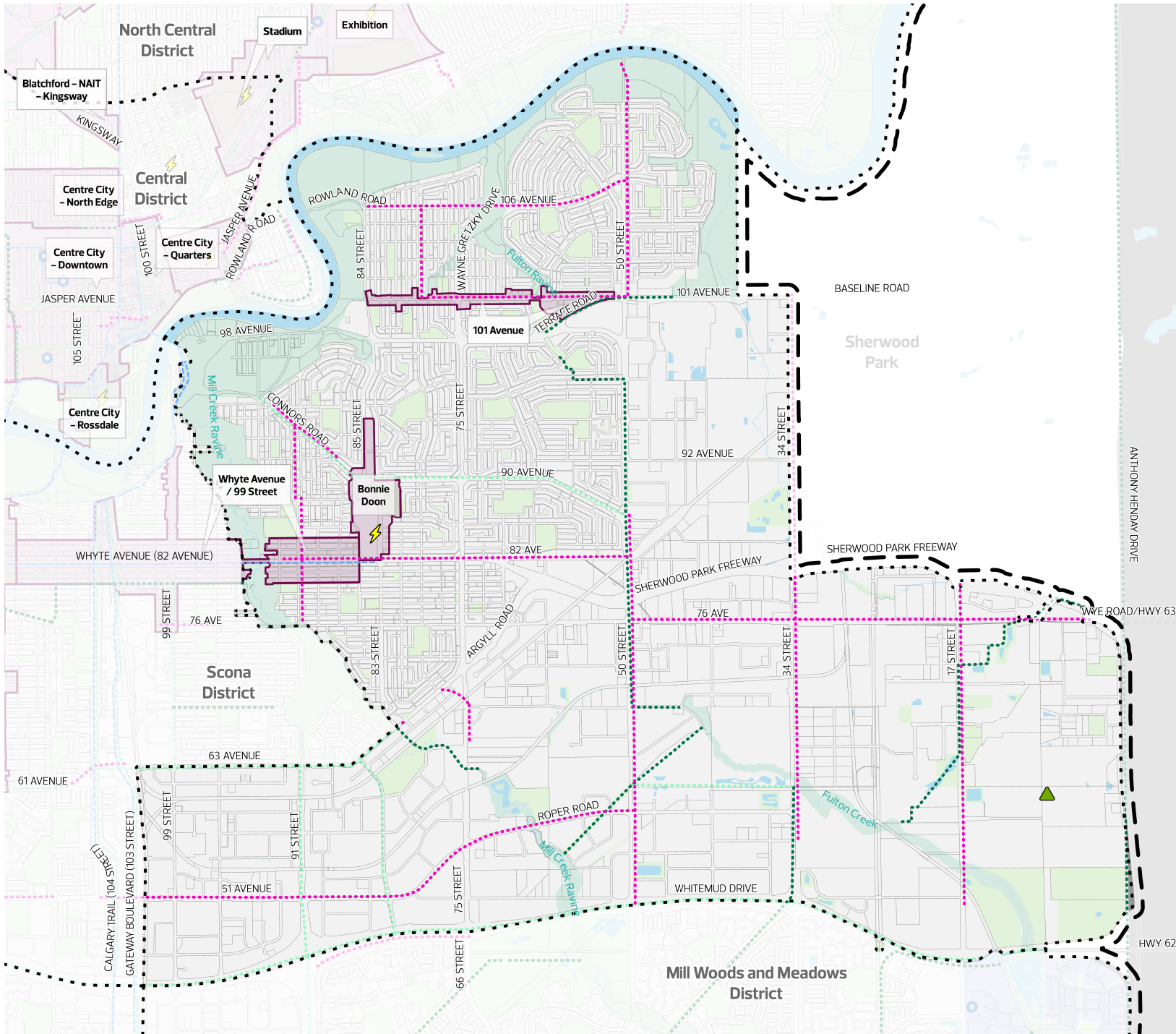
Prioritized investment is intended to support the development of **Nodes** and **Corridors** in line with The City Plan's phasing and activation approach. This approach combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan **Levers** of change (policy, partnerships, pricing, investment) and the anticipated dwelling unit growth to 1.25 million population horizon (see City Plan Maps 10A and 11A). It also allows the City of Edmonton and its city-building partners to align the timing and locations of investment.

Not all **Nodes** and **Corridors** are considered **Priority Growth Areas** as **Priority Growth Areas** are concentrated in the **Redeveloping Areas** of the city until later population horizons.

[**Map 2: Activating Growth to 1.25 Million**](#) identifies three **Priority Growth Areas** in the Southeast District: the 101 Avenue **Secondary Corridor**, Bonnie Doon **District Node** and Whyte Avenue/99 Street **Primary Corridor**.

Map 2: Activating Growth to 1.25 Million

The Activating Growth to 1.25 Million map communicates development pattern areas, geographic growth priorities and the City of Edmonton's expected major actions to support Edmonton's growth to 1.25 million people. The map provides direction for investment in transit, **Active Transportation** and open spaces. This map also provides the locations of **District Energy Opportunity Areas** and **Priority Growth Areas** if they are located within the District. Further investments in utilities, transportation and community infrastructure that are not included on this map may occur.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Transportation/Utility Corridor
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area
- Future Non-Residential Area

Pattern Areas

- Redeveloping Area
- Developing Area
- Future Growth Area

Priority Growth Areas

- Priority Growth Area

Planned Improvements

- Citywide Mass Transit - Planned
- Mass Transit Station - Planned
- District Connector Bike Route - Planned
- Habitat Greenway
- Urban Greenway

Planned Municipal Park*

- Small (<3 ha)
- Medium (3 ha - 10 ha)
- Large (>10 ha)

District Energy Opportunity Areas

- Current
- Planned

*Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.

3.2 Planning and Design

The Planning and Design System is about using land to ensure opportunities for a variety of housing, employment and open spaces in each **District**. It also ensures that new development supports the City of Edmonton's goals and is appropriately designed for its context. The Planning and Design System within the District is made up of the following networks:

- The Nodes and Corridors Network establishes logical areas of focus for population and employment growth opportunities. While all areas of the city will densify over time, **Nodes** and **Corridors** are the best areas for intensive and large-scale development.
- The Non-Residential Opportunities Network includes commercial and industrial-focused areas, as well as major institutions, creating productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.
- The Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.

District Plan maps that show these networks include:

- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)

A strong Planning and Design System uses urban design principles to maintain and create desirable and unique places. This involves drawing upon local context (e.g., heritage structures, street-oriented shops, mobility networks, open spaces and **Natural Areas**) when designing new development.

Map 3: Nodes and Corridors

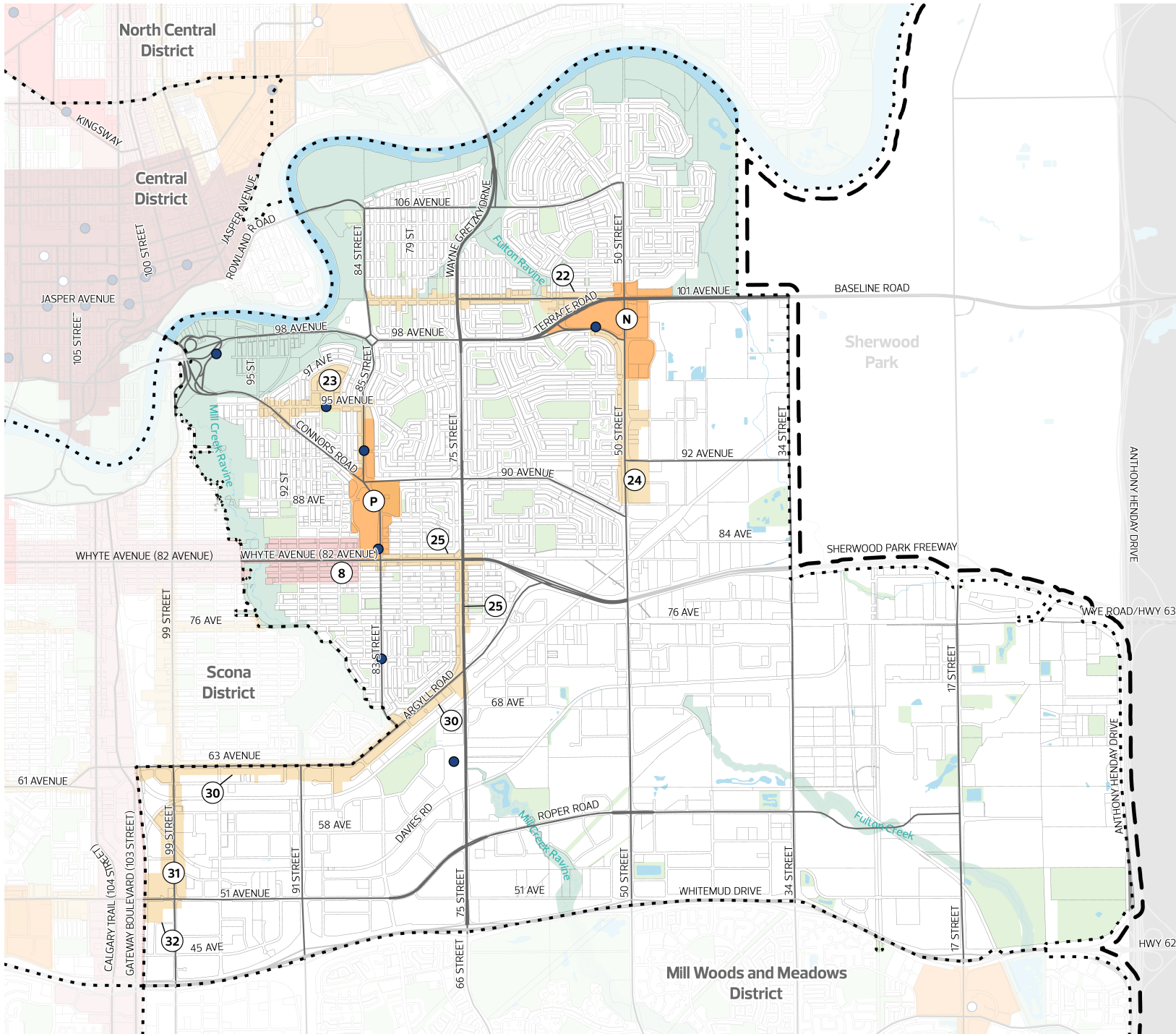
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes** and **Corridors** for the city's growth to two million residents.

Map 4: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map provides direction on the general land use and design influences for redevelopment and new growth in Edmonton. While land use categories will generally be stable over the long run, this map references growth to 1.25 million people because certain areas will eventually need to change land uses to meet The City Plan's long-term vision (e.g., **Future Growth Areas**, commercial and industrial **Nodes** and **Corridors**).

Map 5: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Green and Blue Network from The City Plan, including open space types and connections. The map features current and planned, public and privately owned open spaces and **Natural Areas**. Subject to the growth pattern, some of the planned open spaces identified in this map may be developed after Edmonton reaches 1.25 million people, and more open spaces and **Natural Areas** will be identified through subsequent planning work.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- Transportation/Utility Corridor
- Arterial Roadway
- Freeway/Expressway/Highway
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area

Transit

- Mass Transit Station - Current
- Mass Transit Station - Planned

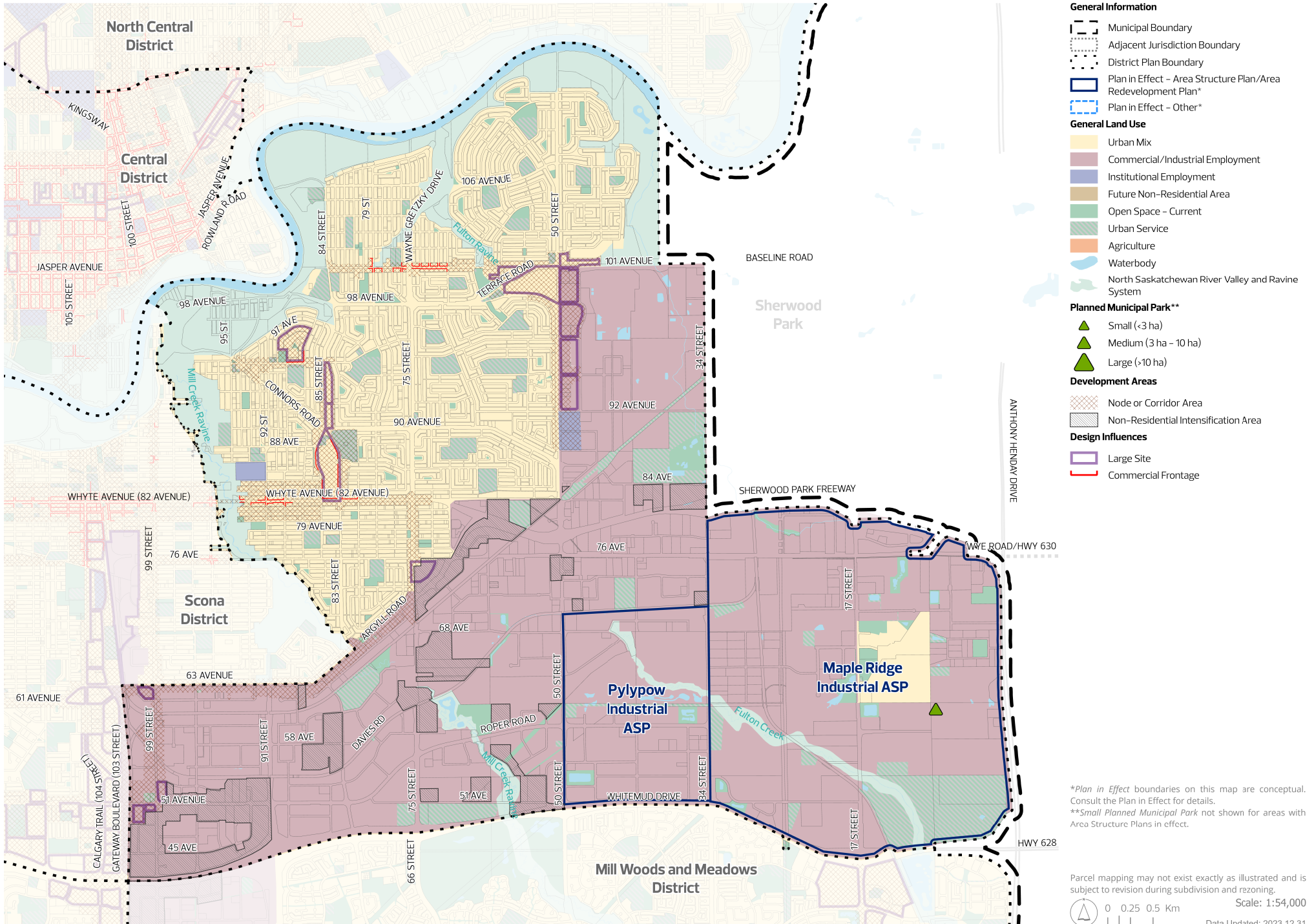
Nodes and Corridors

- Centre City
- Major Node
- District Node
- Capilano
- Bonnie Doon
- Primary Corridor
- Secondary Corridor
- Whyte Avenue
- 101 Avenue
- 95 Avenue
- 50 Street
- Whyte Avenue/75 Street
- Argyll Road/63 Avenue
- 99 Street
- 51 Avenue

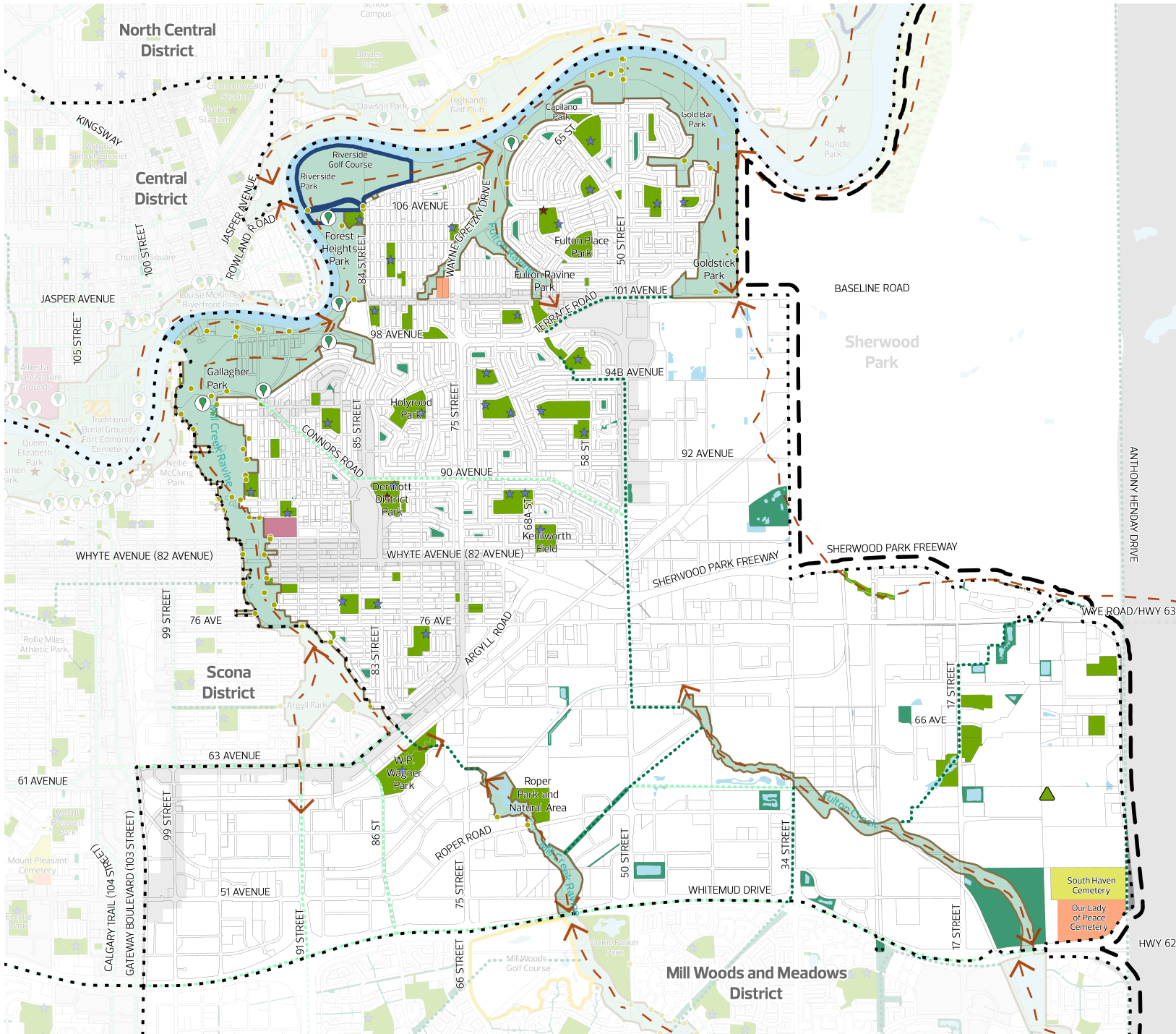
Letter/number labels as per The City Plan

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.



*Plan in Effect boundaries on this map are conceptual. Consult the Plan in Effect for details.
 **Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Transportation/Utility Corridor*

Open Space Connectors and Features

- River Valley Viewpoint - Current
- River Valley Viewpoint - Planned
- River Valley Trail Access
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Habitat Greenway
- Urban Greenway
- Major Ecological Connection

Municipal Open Space

- Park- Current**
- Open Space - Supplementary**
- Municipal Golf Course
- Municipal Cemetery

Planned Municipal Park***

- Small (<3 ha)
- Medium (3 ha - 10 ha)
- Large (>10 ha)

Community Assets

- Recreation Centre
- School

Non-Municipal Open Space

- Open Space - Other
- Provincial Park/Protected Area
- Private Golf Course
- Private Cemetery

Other Open Spaces

- Special Purpose Facility

*Transportation/Utility Corridor is not comprehensive and for illustrative purposes only.
 **Park - Current and Open Space - Supplementary may include Urban Service uses.
 ***Planned Municipal Park locations are conceptual. Refer to the Plan in Effect or other applicable plans for details. Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.

3.3 Mobility

The Mobility System is about moving people and goods in an efficient and accessible manner. For a city to be prosperous and vibrant, it needs an integrated transportation network that offers its residents a variety of mobility options, enabling them to access what they need. The system should transition to a low-carbon future and facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility System is made up of the following networks:

- The Active Transportation Network creates critical connections using walking, rolling or biking, allowing people to access destinations, amenities, daily needs and recreational opportunities.
- The Transit Network provides connectivity city-wide, **District**-wide and regionally, prioritizing accessible, reliable and safe services.
- The Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment, and support regional connection and prosperity. The network includes all **Arterial Roadways**, expressways, freeways and provincial highways as identified in [The City Plan](#).

District Plan maps that show these networks include:

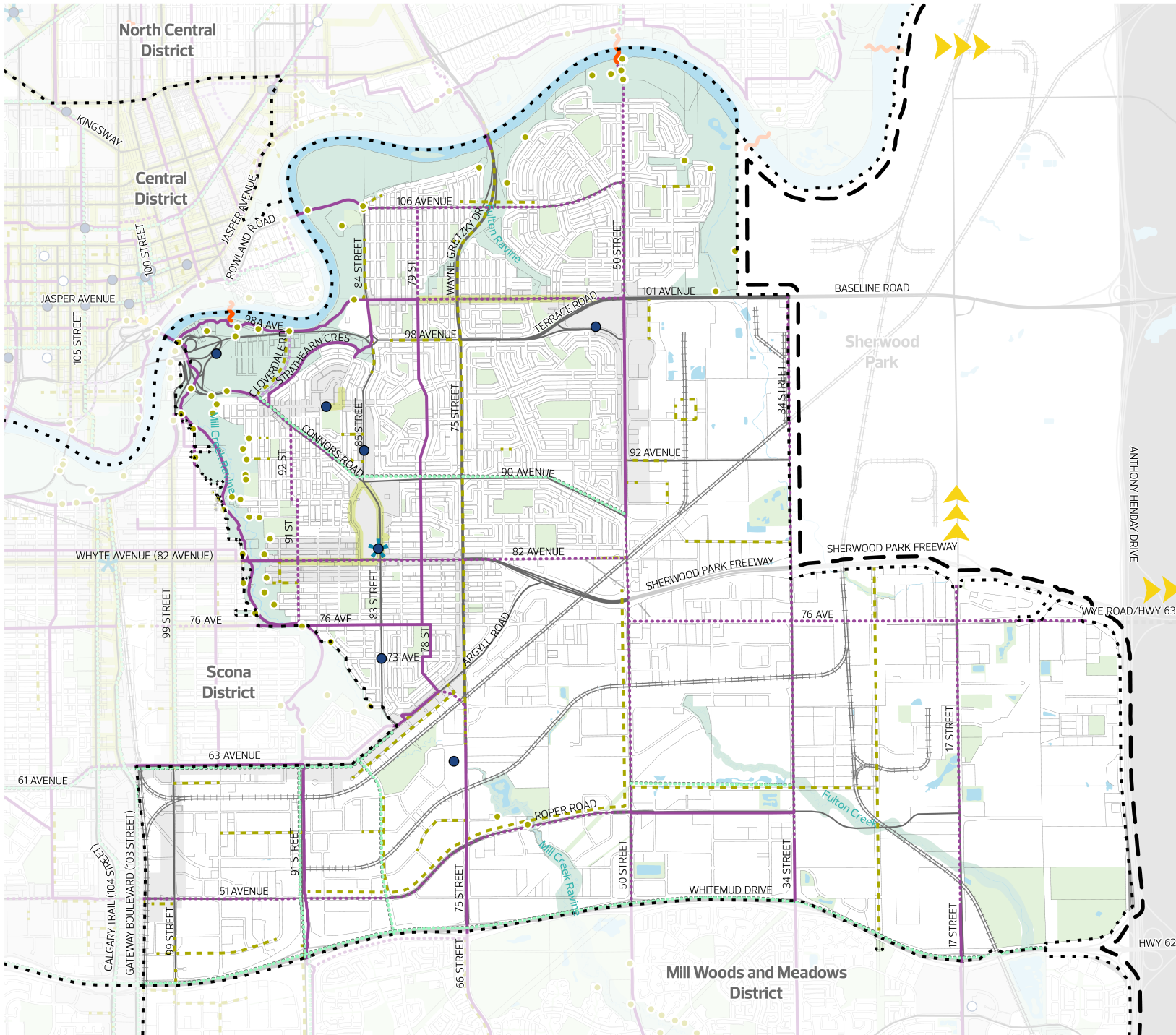
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

Map 6: Active Transportation to 1.25 Million

The Active Transportation to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Active Transportation Network from The City Plan. This map shows the regional and **District**-level cycling, walking and rolling priority locations or routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 7: Transit to 1.25 Million

The Transit to 1.25 Million map provides more detailed and geographic-specific guidance on implementing the Transit Network from The City Plan. This map shows the city-wide and **District**-level transit routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. **Local Transit** routes are not shown on this map. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Arterial Roadway
- Freeway/Expressway/Highway
- Transportation/Utility Corridor
- Railway*
- Water Body
- North Saskatchewan River Valley and Ravine System
- Open Area

Active Transportation

- District Connector Bike Route - Current
- District Connector Bike Route - Planned
- Bike Connection - Identified Opportunity
- Pedestrian Priority Area
- Pedestrian Connection - Identified Opportunity
- Urban Greenway
- River Valley Trail Access
- Active Transportation Bridge - Current
- Active Transportation Bridge - Planned
- River Valley Active Transportation Regional Connection
- Active Transportation Regional Connection

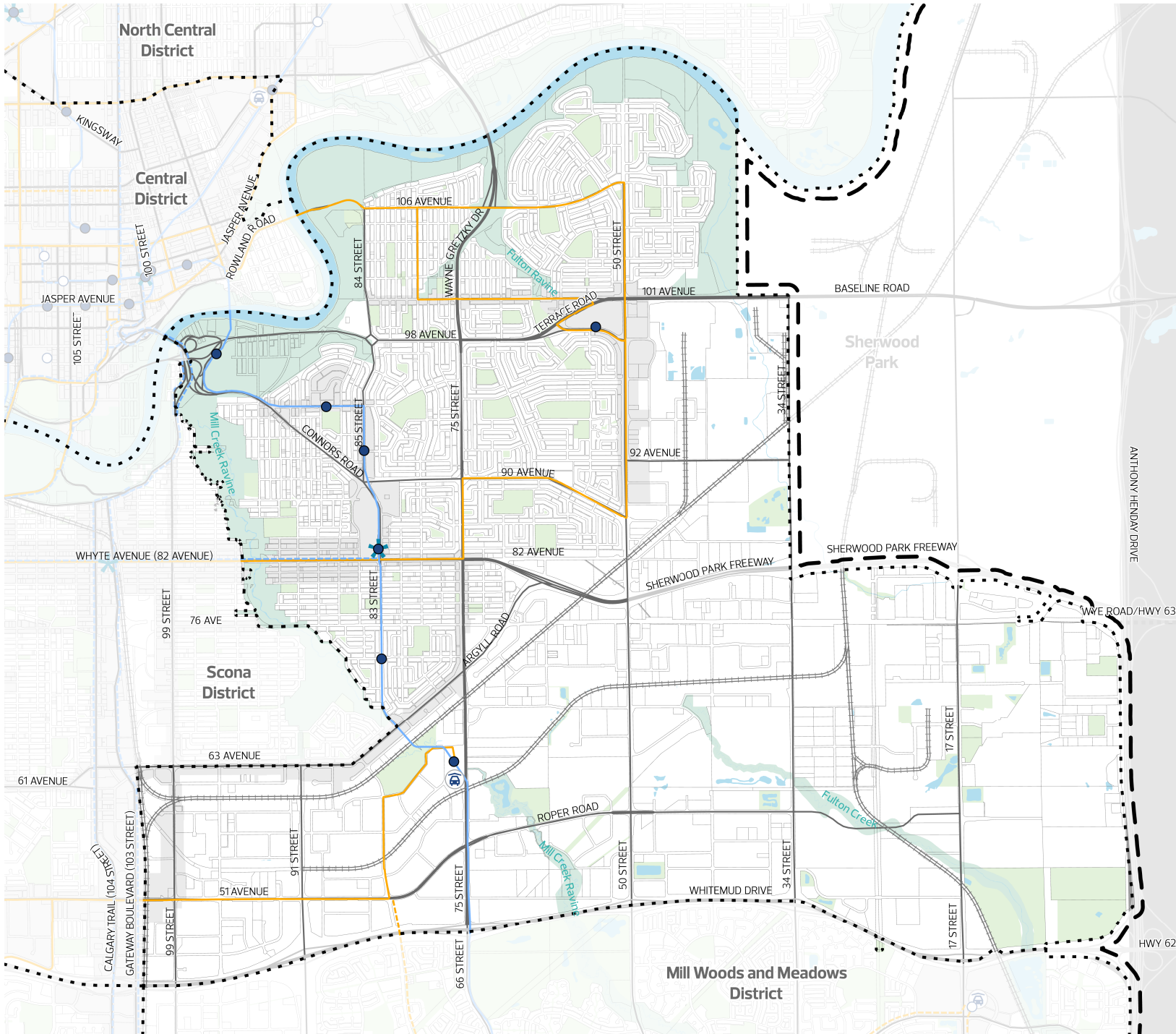
Transit

- Mobility Hub
- Mass Transit Station - Current
- Mass Transit Station - Planned

*Railway data is not comprehensive and for illustrative purposes only.

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Arterial Roadway
- Freeway/Expressway/Highway
- Transportation/Utility Corridor
- Railway*
- Water Body
- North Saskatchewan River Valley and Ravine System
- Open Area

Transit

- Citywide Mass Transit – Current
- Citywide Mass Transit – Planned
- Citywide Mass Transit – Identified Opportunity
- District Mass Transit – Current
- District Mass Transit – Planned
- Mobility Hub
- Mass Transit Station – Current
- Mass Transit Station – Planned
- Park and Ride – Current
- Park and Ride – Planned

*Railway data is not comprehensive and for illustrative purposes only.

Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

4 Area-Specific Policy

This Area-Specific Policy section lists [other geographic plans and tools](#), and additional or exceptional policies to consider when making planning decisions for specific areas of the District. The information in this section must be considered alongside **Maps 1 to 7** in this District Plan and the [District Policy](#) for complete planning direction.

Policies in this section may include:

- Planning guidance that must be considered in addition to that found in the District Policy, or
- Planning guidance that is an exception to policies found in the District Policy

Reference [Map 8: Area-Specific Policy Subareas](#) and [Table 2: Area-Specific Policy](#) for additional or exceptional plans and policies to consider in this District.

Refer to [Section 1.2: Authority and Relationship to Other Plans](#) of this District Plan for information on how **Table 2: Area-Specific Policy** shall be read with the District Policy and this District Plan.

Map 8: Area-Specific Policy Subareas

The Area-Specific Policy Subareas map identifies geographic subareas within the District where additional or exceptional policies apply. Refer to **Table 2: Area-Specific Policy** for the detailed policy direction that applies to a particular geographic area. Where a particular location is not located within a subarea, refer to **Maps 1 to 7** in this District Plan and the District Policy for planning guidance.

Table 2: Area-Specific Policy

The Area-Specific Policy table identifies detailed policy direction for the specific geographic areas identified on **Map 8: Area-Specific Policy Subareas**. In some instances, a detailed map is included with a policy to provide additional clarity. Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

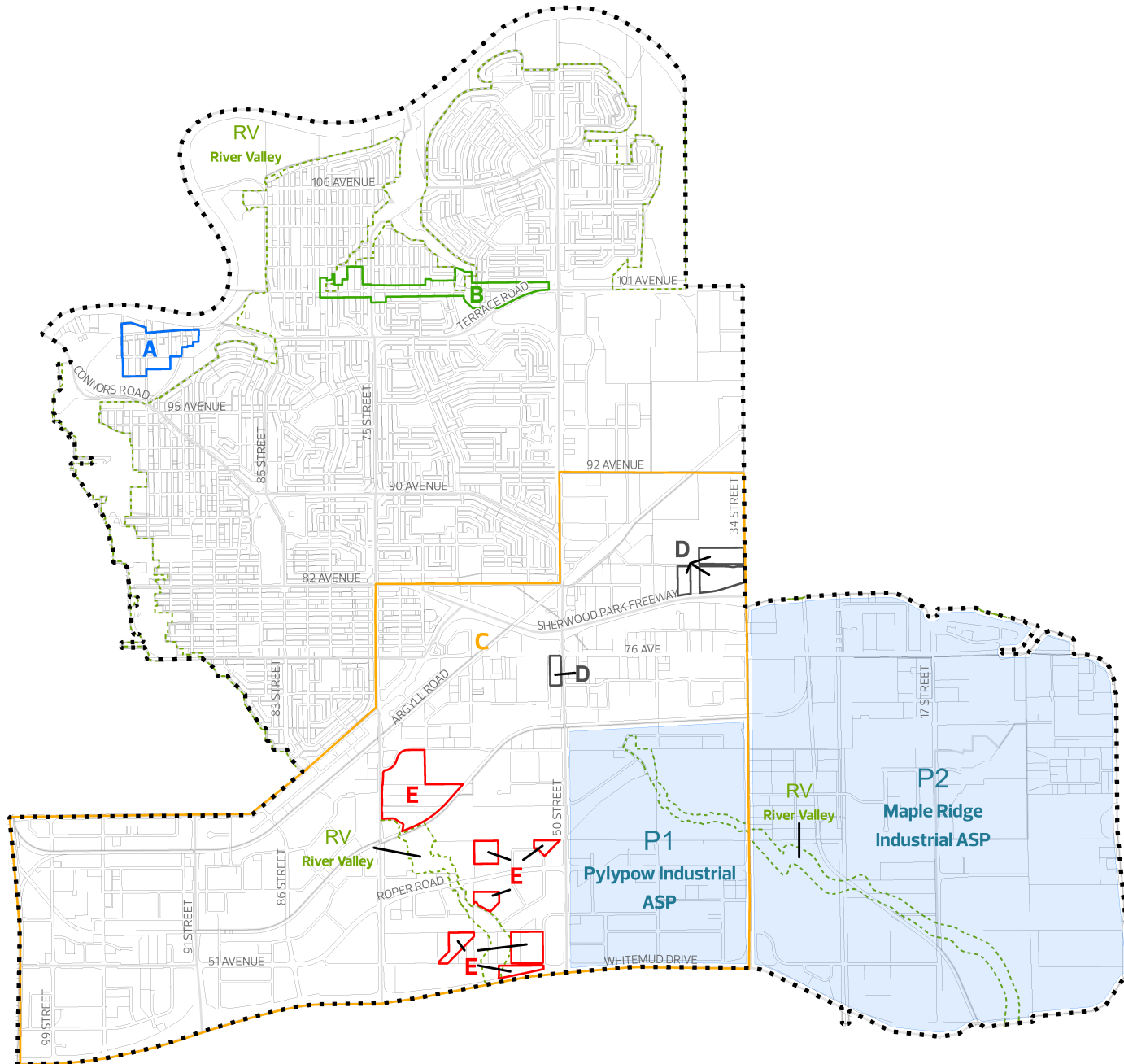
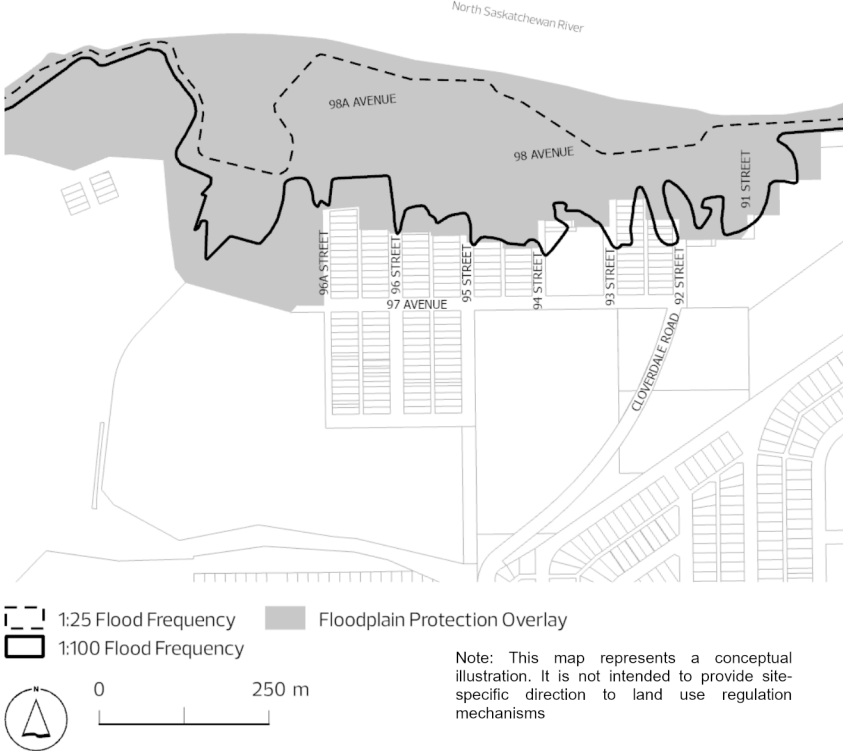


Table 2: Area-Specific Policy Table

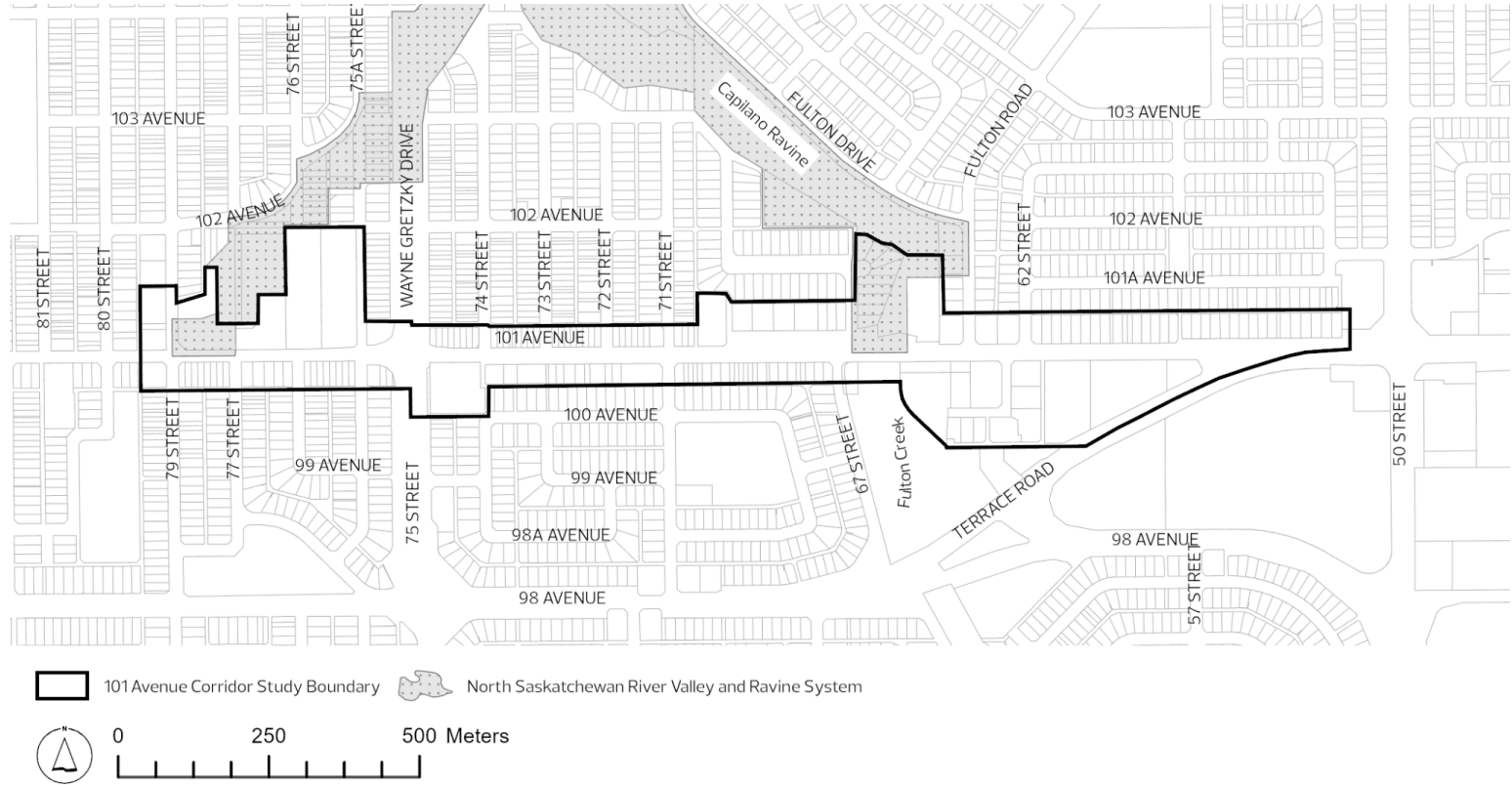
Subarea	Additional or Exceptional Policy
A	<p>A.1 Cloverdale - Land Use (Neighbourhood Entrance) Entrance points to the neighbourhood along 98 Avenue should be enhanced by gateway structures, lamp posts and/or signage to clearly indicate to people that they are entering Cloverdale.</p> <hr/> <p>A.2 Cloverdale - Land Use (Floodplain Protection) Refer to the Floodplain Protection Overlay for portions of this sub-area located within the 1:25 and 1:100 year floodplain. Development within the 1:100 year floodplain will have to satisfy the requirements of the Floodplain Protection Overlay under the Edmonton Zoning Bylaw as amended. Further:</p> <ul style="list-style-type: none"> a) Development within the 1:25 year floodplain will be prohibited with the exception of Parks and Recreation facilities, and utilities deemed essential by City Council. b) Development within the 1:100 year floodplain, where lawfully existing on sites prior to January 14, 1986 will not be subject to the regulations of the Floodplain Protection Overlay. However, all further undertakings which increase the amount of flood vulnerable floor space will be required to meet these regulations. <div style="text-align: right; margin-top: 20px;">  </div>
	<p>A.3 Cloverdale - Open Space (Parks) Develop small parks that visually terminate at either end of 92 Street and 96A Street to provide a sense of enclosure of the roadways within the community.</p>

Subarea Additional or Exceptional Policy

B.1 Forest Heights and Terrace Heights - 101 Avenue Corridor Study

For further planning direction refer to the 101 Avenue Corridor Study.

B

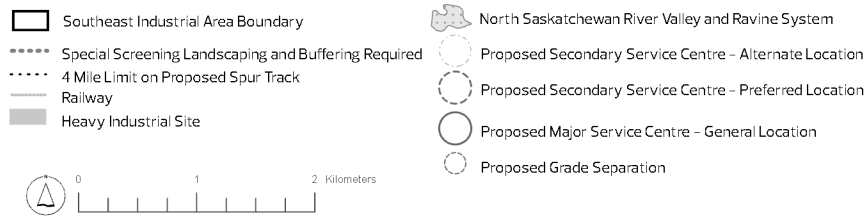
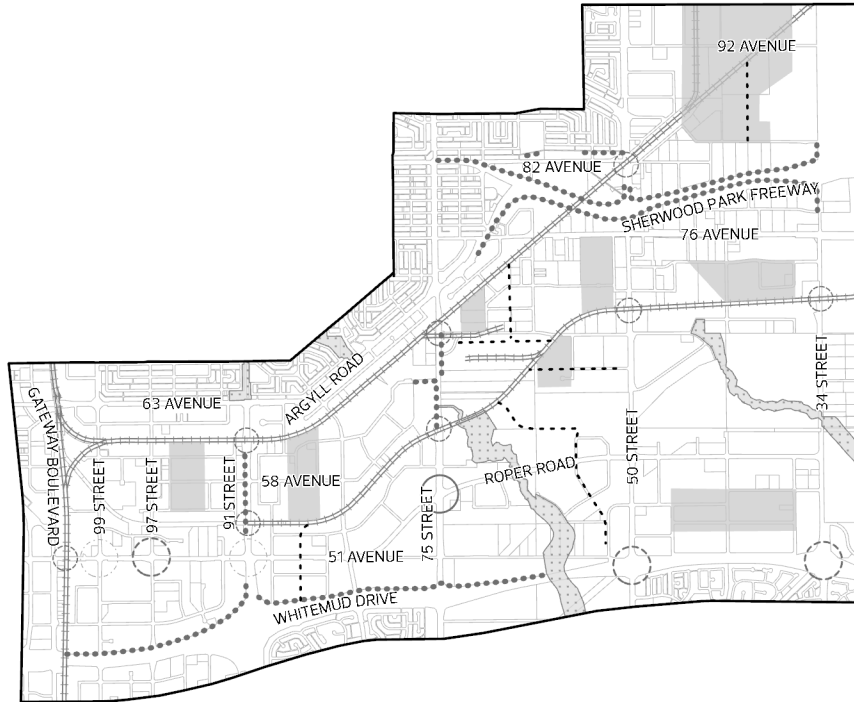


Subarea Additional or Exceptional Policy


C.1 Southeast Industrial Area - Map

For additional or exceptional policy direction in this map area, refer to the following referencing policies.

C



Subarea	Additional or Exceptional Policy
C	<p>C.2 Southeast Industrial Area - Land Use (Development Pattern) <i>Refer to C.1 Southeast Industrial Area - Map above for the specific location where this policy applies.</i></p> <p>The principle industrial land-use pattern for industrial neighbourhoods is to:</p> <ul style="list-style-type: none"> a) Locate light industrial with a high standard of development along the following major roadways: Gateway Boulevard, 99 Street, 91 Street, 86 Street, 75 Street and 50 Street (north-south), Sherwood Park Freeway, Argyll Road, Roper Road, 63 Avenue, 51 Avenue and Whitemud Drive (east-west) and adjacent to creeks and natural features. b) Locate medium industrial development on secondary routes such as 97 Street, 76 Avenue generally next high standard light industrial. c) Locate heavy industrial development within the interior portion of industrial neighbourhood units.
	<p>C.3 Southeast Industrial Area - Land Use (Visual Quality of Roadways) <i>Refer to C.1 Southeast Industrial Area - Map above for the specific location where this policy applies.</i></p> <p>Improve the visual quality of sites adjacent Whitemud Drive, Sherwood Park Freeway, portions of 91 Street and 75 Street where special screening, landscaping and buffering is required.</p>
	<p>C.4 Southeast Industrial Area - Land Use (Service Centres) <i>Refer to C.1 Southeast Industrial Area - Map above for the specific location where this policy applies.</i></p> <ul style="list-style-type: none"> a) Support smaller service centres that serve the broader industrial area and connect to or provide open space on site: <ul style="list-style-type: none"> i) On 51 Avenue and 97 Street. ii) On the east and west sides of 50 Street north of Whitemud Drive. iii) On the east and west sides of 34 Street north of Whitemud Drive. iv) Provide a walkway or bike connection to, and/or open space within, or in the immediate vicinity of the smaller service centres. b) Encourage comprehensive development of a major service centre that provides a more complete range of services to the industrial area and workers of the area. c) Provide a walkway or bike connection to, and/or open space within, the major service site on Roper Road and 75 Street or in the immediate vicinity of the two smaller service centres.
	<p>C.5 Southeast Industrial Area - Open Space (Natural Areas) <i>Refer to C.1 Southeast Industrial Area - Map above for the specific location where this policy applies.</i></p> <p>Preserve creeks, Natural Areas and features for their ecological function and contribution to non-residential design quality and development opportunities.</p>

Subarea	Additional or Exceptional Policy
C	<p>C.6 Southeast Industrial Area - Mobility (Railways and Grade Separations) <i>Refer to C.1 Southeast Industrial Area - Map above for the specific location where these policies apply.</i></p> <ul style="list-style-type: none"> a) Consult railway companies early in the redevelopment process to determine when and where future facilities, rail right-of-way, spur extensions and/or support tracks may be necessary. b) Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. c) Consider rail spur extensions in select locations in support of industrial goods movement. d) Review and analyze impacts, compatibility and transition between land uses and surrounding areas if rail right-of-way (leads and spur lines) are abandoned at the rezoning stage.
D	<p>D.1 Morris Industrial - Land Use (Subdivision and Consolidation) Support the subdivision and consolidation of irregular or insufficient sized industrial parcels (subject sites) to enable efficient land use and development.</p>  <p>The map shows an industrial area with several streets: 50 STREET, 82 AVENUE, 84 AVENUE, 76 AVENUE, and 34 STREET. A diagonal railway line runs through the area, labeled SHERWOOD PARK FREEWAY. Two specific areas are shaded in grey, representing 'Subject Sites'. A legend at the bottom left identifies the grey shading as 'Subject Site' and the double-line symbol as 'Railway'. A scale bar below the legend shows 0 to 250 meters, and a north arrow is also present.</p>

Subarea	Additional or Exceptional Policy
E	<p>E.1 Davies East Industrial, Davies West Industrial, McIntyre Industrial, Roper Industrial - Land Use (Business Employment)</p> <p>The non-residential subject sites should be developed for industrial business purposes. Develop business employment internally within Davies Industrial East and Roper Industrial business parks but not adjacent Mill Creek Ravine or Roper Road, where:</p> <ol style="list-style-type: none"> Larger parcels have the flexibility to be subdivided into smaller parcels as per the user requirements. Further subdivision of these larger parcels is feasible under a conventional plan of subdivision, or a Bareland Condo procedure that allows for unique parcel sizes and development. All servicing and local roadways within condo sites will be privately owned. Parcels will facilitate development under a cooperation approach amongst the end users.
P1	<p>P1 Pylypow Industrial Area Structure Plan For further planning direction, refer to the Pylypow Industrial Area Structure Plan.</p>
P2	<p>P2 Maple Ridge Industrial Area Structure Plan For further planning direction, refer to the Maple Ridge Industrial Area Structure Plan.</p>
RV	<p>RV North Saskatchewan River Valley and Ravine System For further planning direction and strategic context, refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan.</p>



Where no subareas have been identified, the [District Policy](#) and District Plan maps (Maps 1 to 7) shall guide planning decisions.