

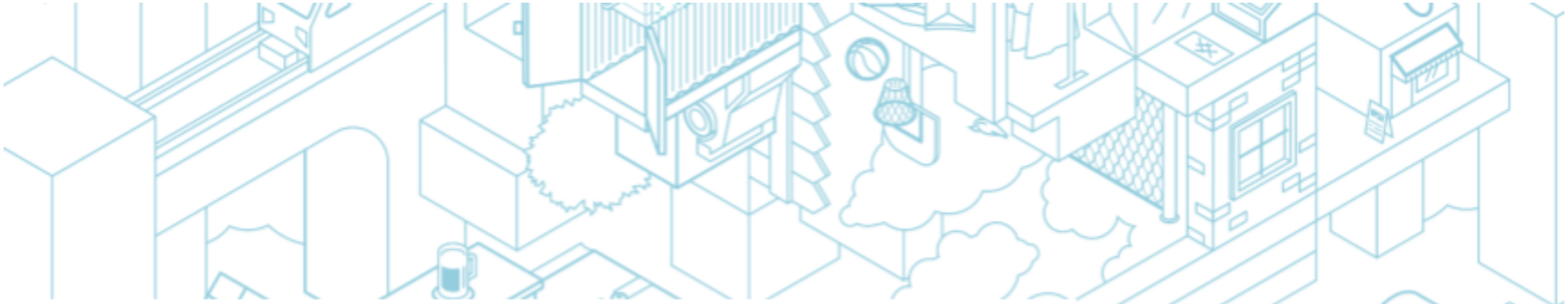
NORTHEAST DISTRICT PLAN



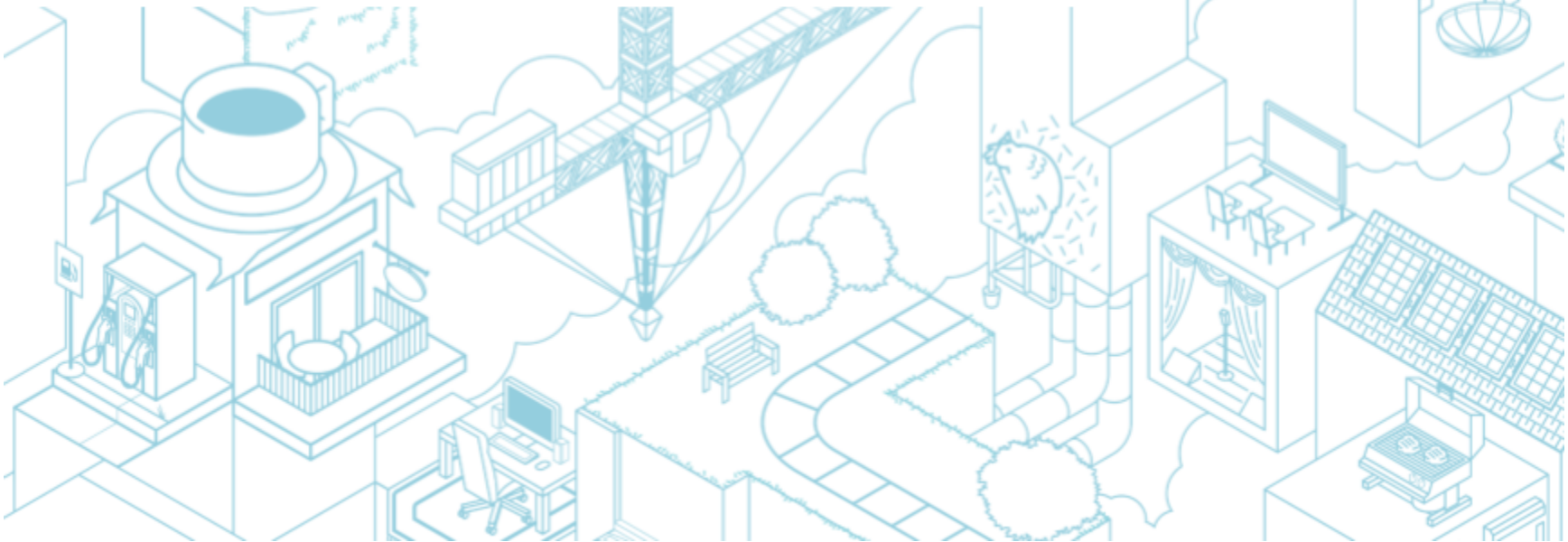
Draft 2023

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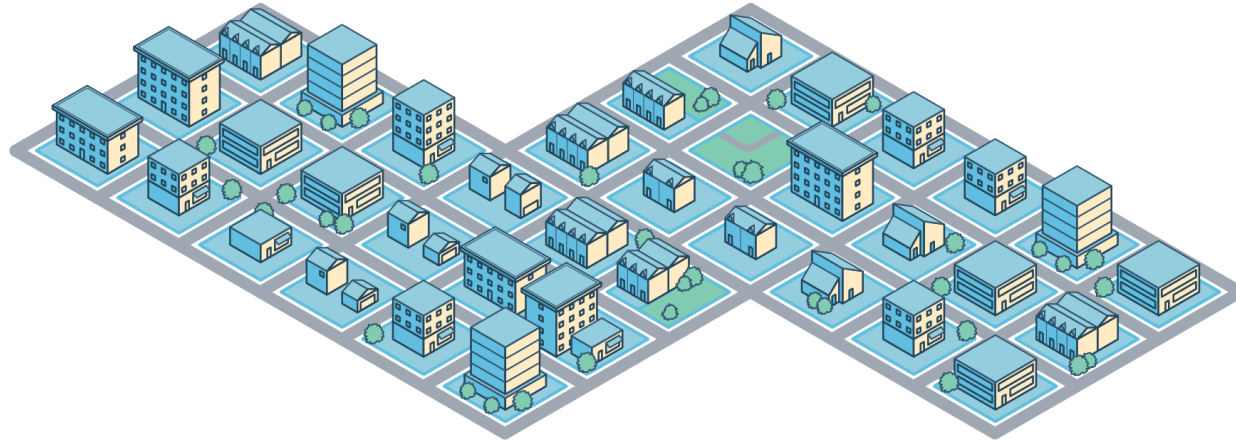
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*This District Plan and its contents are for informational purposes only. It is a **draft proposal, subject to change**, and is in no way binding upon any lands within the municipal corporate boundaries of the City of Edmonton. The City of Edmonton provides this information in good faith, but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information or its use for any purpose.*



1 Introduction to District Plans



A district is a collection of neighbourhoods that ideally contain most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Edmonton has 15 districts, each with a unique district plan created to reflect the residential and non-residential opportunities the area contains and its location within the city. These district plans are principal policy documents that guide the physical change of each district as described in [The City Plan](#), with a focus on planning and design, mobility and growth management systems.

The City Plan looks into the future and sets the direction for how Edmonton will grow and change as it approaches a city of two million people. One way it plans for this growth is through the network of districts, which will help achieve one of The City Plan's Big City Moves - a "Community of Communities". Big City Moves are bold, transformative priorities necessary for change. District plans provide direction on how each district will grow to improve the connection, accessibility and quality of life at a local level and throughout the city.

While The City Plan guides the city's growth to two million residents, district plans provide direction for The City Plan's first population horizon of 1.25 million Edmontonians.

District plans play a key role in bringing the "Community of Communities" vision to life by laying the foundation for 15-minute communities. This concept will help direct services and amenities closer to where people live so Edmontonians can meet most of their daily needs within a 15-minute walk, roll, bicycle ride or transit trip from their home.

Districts should not be considered perfectly self-contained. Each district contains unique destinations with diverse commercial, recreational and employment activities. People living or working near the edge of one district may be best served by amenities in an adjacent district for their 15-minute needs.

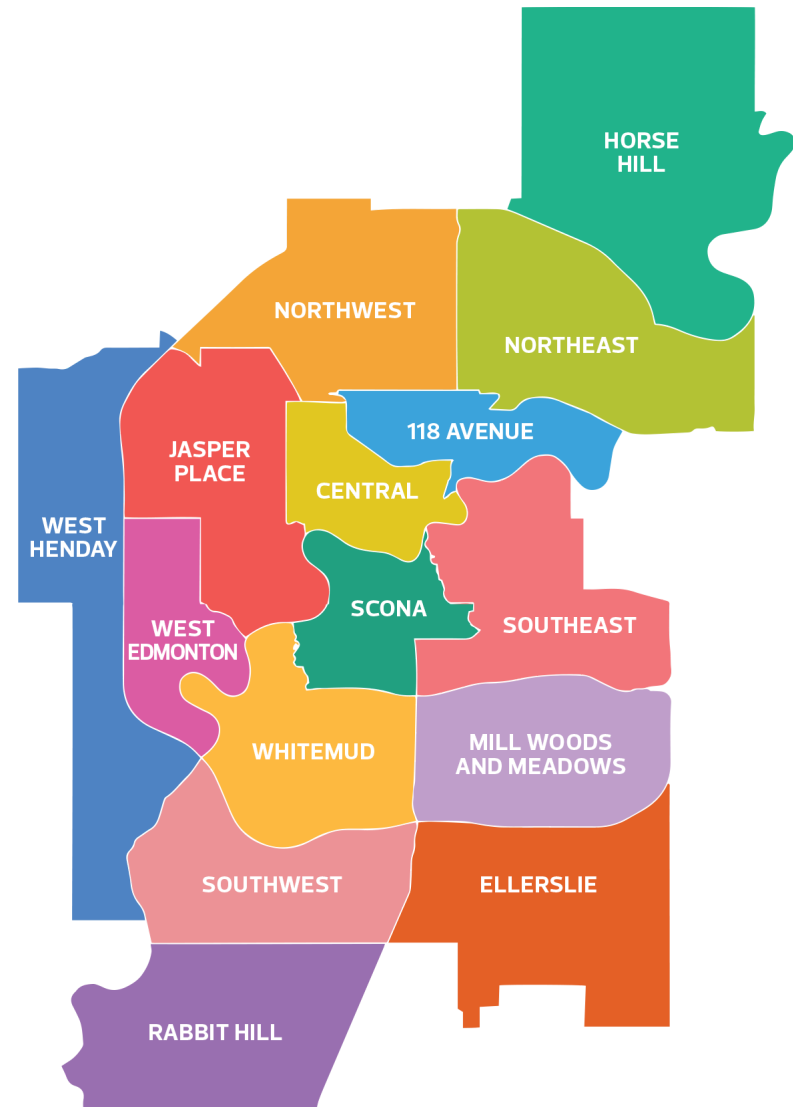
There are 16 district plan bylaws:

- **District Policy** - applies to all districts and provides citywide policy direction.
- **15 district plans** - describe the districts, provide their specific policies and explain how they will change over time.

District plans and the [District Policy](#) will be used to guide change toward [The City Plan](#) vision and provide policy direction to accommodate Edmonton's growth up to the 1.25 million people milestone.

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies 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 will respond over time to accommodate Edmonton's growing population, the shifting municipal environment and emerging priorities. More detailed information may be added to the District Policy or individual district plans as additional planning work is completed or the context changes. District plans are designed to be dynamic rather than static - living documents that are kept up to date to ensure ongoing usefulness and relevance. The City intends to undertake major amendments to update district plans when the City's population approaches 1.25 million.



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 for all districts and includes a glossary of terms and map features found in both this district plan and the District Policy.

This district plan provides detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

The steps below outline how to use this district plan and District Policy:

Step 1: Read Introduction to District Plans ([Section 1](#))



Section 1: Introduction to District Plans explains the authority and relationship between district plans, the District Policy and other planning documents and plans.

Step 2: Review the District Context ([Section 2](#))



Section 2: District Context describes and shows where the district is located within the city, how the district came to be and what is located within the district at the time of district plan adoption.

- [Map 1: Citywide Context](#)
- [Map 2: Heritage and Culture](#)
- [Map 3: District Context – Assets](#)
- [Map 4: District Context – Development Considerations](#)

Step 3: Review the planning direction for the district ([Section 3](#))



Section 3: District Systems and Networks describes and shows the district's planned systems and networks including land use, nodes and corridors, open space and natural areas, mobility, and managing growth and the investments planned for these networks as Edmonton reaches 1.25 million people.

- [Map 5: Managing Growth to 1.25 Million](#)
- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

[Section 5: 'Growth to 2 Million'](#) summarizes how the district will continue to grow and change beyond the 1.25 million population horizon.
[Map 12: Vision at 2 Million](#)

Step 4: Review the Area-Specific Policy ([Section 4](#))



Determine if there are any area-specific policies or geographic plans that apply to smaller areas within the district. [Map 11: Area-Specific Policy Subareas](#) indicates areas where the area-specific policy applies. These policies are unique to the district and may be additional or exceptional to the District Policy.

Step 5: Consult the [District Policy](#)



Consult the [District Policy](#) to find the applicable policies using the district maps and area-specific policy information identified through Steps 2 to 4 above.

All district plan map symbols, locations, features and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District Policy for further direction. Mass transit networks and other infrastructure works are subject to further technical study and refinement.

Policies in the District Policy are positive and non-exclusive statements of intention, and therefore do not exclude actions they do not describe. For example, a policy to support a certain type of development does not prevent the City from supporting a different type as well.

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

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, and have been prepared in accordance with Section 636 of the Municipal Government Act.

District plans are subject to the City of Edmonton's Municipal Development Plan ([The City Plan](#)); in the event of a discrepancy, The City Plan shall prevail over the district plans and District Policy. In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, **Table 2** shall prevail.

Where there are existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) other than the City Plan, the district plan will guide plan amendment decisions only, and the existing statutory plan will guide rezoning, subdivision and development permit decisions. Where no other statutory plan other than the City Plan is in effect for a given area, district plans and the District Policy will guide rezoning, subdivision, and development permit decisions. The creation of new statutory plans will be guided by the District Policy and the pertinent district plans in effect. Where there are Area Structure Plans and Area Redevelopment Plans in effect, the planned density targets established in those plans will be maintained to ensure consistency with the [Edmonton Metropolitan Region Growth Plan](#).

District plans support the Edmonton Metropolitan Region Board's growth objectives and strengthen collaboration with regional partners. Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs) and other geographic

plans will continue to provide guidance to ensure the orderly first-generation 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 discretion in decision-making when considering land use, urban design and general planning decisions made while using Edmonton's Zoning Bylaw ([Bylaw XXXXX](#)).

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 [\[DATE OF PASSAGE OF DISTRICT POLICY\]](#), 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 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 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 Northeast District is located in the southeast area of the city and is one of 15 districts in Edmonton’s District Network as outlined in [The City Plan](#). Neighbouring municipalities include Sturgeon County to the north and Strathcona County to the east. Nearby districts include the Horse Hill District, 118 Avenue District and Northwest District. Northeast District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Balwin
- Bannerman
- Belmont
- Belvedere
- Brintnell
- Canon Ridge
- Casselman
- Clareview Town Centre
- Clover Bar Area
- Crystallina Nera East
- Crystallina Nera West
- Cy Becker
- Delwood
- Ebbers
- Fraser
- Gorman
- Hairsine
- Hollick-Kenyon
- Homesteader
- Industrial Heights
- Kennedale Industrial
- Kernohan
- Kildare
- Kilkenny
- Kirkness
- Matt Berry
- Mayliewan
- McConachie
- McLeod
- Miller
- Overlanders
- Ozerna
- Schonsee
- Sifton Park
- York

The Northeast District is generally bordered by Anthony Henday Drive (Highway 216) to the north, 33 Street NE to the east, Yellowhead Trail and 127 Avenue NW to the south and 82 Street NW to the west. These roadways connect and support the movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

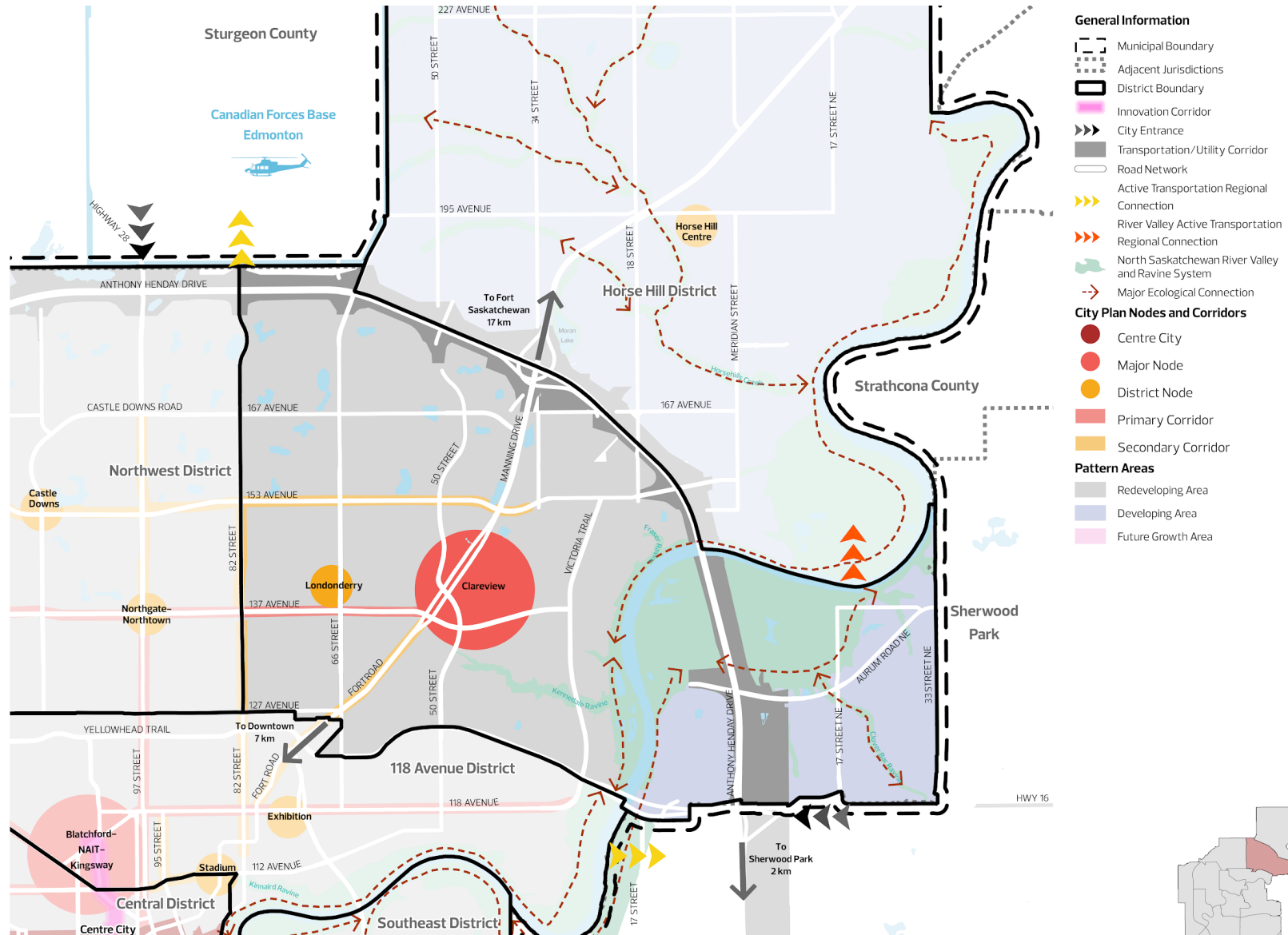
The eastern portion of the district includes the Kennedale Ravine system which ecologically connects the area to the North Saskatchewan River. A large forested area east and south of the river is composed of aspen, balsam poplar and birch, which supports a diversity of plant species, provides wildlife habitat and acts as a movement corridor linking local natural areas.

Map 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.

Map 1: Citywide Context

Legend items are defined in District Policy Glossary



General Information

- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Innovation Corridor
- City Entrance
- Transportation/Utility Corridor
- Road Network
- Active Transportation Regional Connection
- River Valley Active Transportation Regional Connection
- North Saskatchewan River Valley and Ravine System
- Major Ecological Connection

City Plan Nodes and Corridors

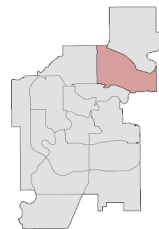
- Centre City
- Major Node
- District Node
- Primary Corridor
- Secondary Corridor

Pattern Areas

- Redeveloping Area
- Developing Area
- Future Growth Area



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2.2 Historical Context

The land within the Northeast 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 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. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The City acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experience and in their own voices. District plans, therefore, do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each district. Historical context is provided, instead, from a settler-colonial perspective generally beginning with the settlement period when the first railways reached the area and Edmonton was incorporated as a municipality.

In 1876, Canon William Newton, the first Anglican minister in the Edmonton area, established a mission that he called the “Hermitage”, the area southeast of what is now the Kernohan neighbourhood. The naming of Hermitage Park, as well as the Canon Ridge neighbourhood in the Northeast District and the Newton neighbourhood in the 118 Avenue District, originated from this mission.

The district’s northeast area contained portions of the Victoria Trail, a commonly-used route by First Nation groups in pre-contact times. This trail was an important migration route between Fort Edmonton and the Victoria Métis Settlement, located northeast of Edmonton.

Development began in the Belvedere area in the early 1900s, with rapid growth following the opening of the Swift Company packing

plant in 1908 along Fort Road. Livestock and associated metal industries were concentrated in the area due to the presence of the Grand Trunk Pacific Railway and Canadian Northern rail lines. This economic activity led to the independent Village of North Edmonton founding in 1910. The Village of North Edmonton was incorporated into Edmonton’s municipal boundaries in 1912 and became the industrial centre of Edmonton and a working-class residential neighbourhood.

The City of Edmonton annexed agricultural land from Sturgeon County and Strathcona County in the late 1960s and early 1970s. The land was acquired for housing in the north and industry purposes in the eastern portion of the Northeast District. An economic shift in the meatpacking industry beginning in the 1970s reduced industrial activity along Fort Road and in the Kennedale area. Later in 1978, Edmonton’s Light Rail Transit (LRT) system was opened, serving as the original connection point between Belvedere and Downtown.

Neighbourhoods immediately south of Anthony Henday Drive were annexed from Sturgeon County in the 1980s. Development continues as the last portions of land are subdivided and built along the northern edges of the district.

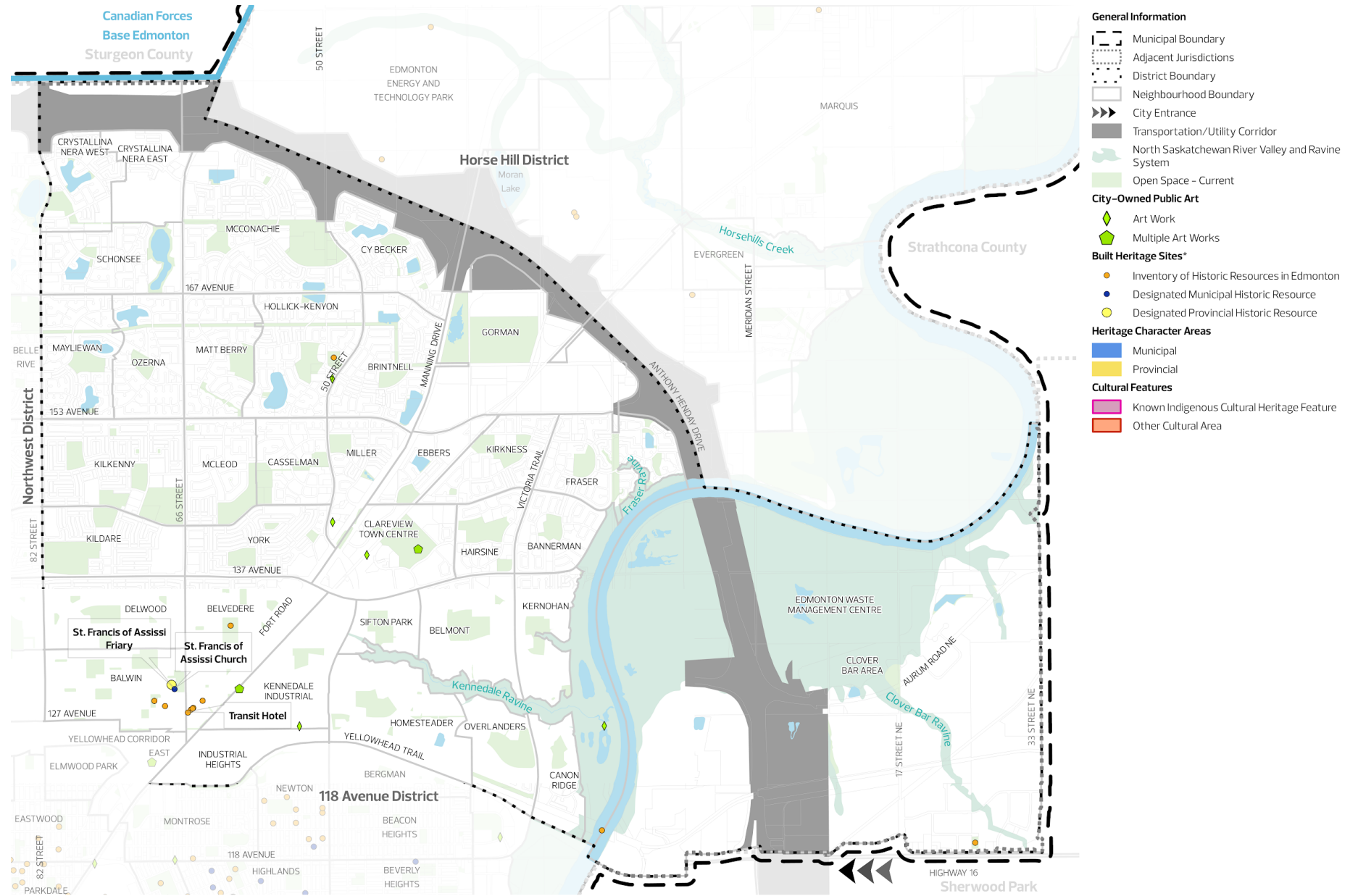
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this area. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities and First Nations, cultural landscapes and historical resources shown through stories, structures and spaces.

Map 2: Heritage and Culture

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

Map 2: Heritage and Culture

Legend items are defined in District Policy Glossary



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

2.3 Development Context

The Northeast District is mostly low-density residential, with some large-format retail commercial concentrated along arterial roads, like Fort Road/Manning Drive. Residential homes are oriented along interior loops and cul-de-sacs, separated from arterial roadways on the edges of neighbourhoods. Schools with large recreational open spaces or stormwater management facilities are centred within neighbourhoods, acting as community focal points. Major commercial and recreational anchors serving the Northeast District neighbourhoods include Clareview Town Centre, Clareview Community Recreation Centre, Manning Town Centre and Londonderry Mall.

Lands within the eastern portion of the Northeast District, north of Yellowhead Trail and east of the North Saskatchewan River, include a variety of light to heavy industrial uses. Other industrial uses are concentrated along the south boundary of the district, east of Fort Road in Kennedale Industrial and Industrial Heights neighbourhoods.

The Northeast District has many major transportation routes, including the Yellowhead Trail, 82 Street NW, the north-south connectors of 66 Street NW, 50 Street NW and Victoria Trail NW, and east-west 137 Avenue NW and 153 Avenue NW arterials. Fort Road NW/Manning Drive NW is a highly travelled route linking the

City of Fort Saskatchewan to this district and other major areas of Edmonton. Major transit infrastructure includes the Clareview and Belvedere LRT stations and Edmonton's Capital LRT Line that connects the district to Downtown and south Edmonton.

A major power transmission corridor moves east to west across the district's north side. This area is used as a linear park along the power transmission line's right-of-way to form the district's neighbourhood boundaries and acts as part of its open space system. Further northwest and one kilometre north of Crystallina Nera West is the Canadian Forces Base Edmonton. As such, the Edmonton Garrison Heliport Zoning Regulations introduce limitations to this district's northern land uses, heights, sizes and types of stormwater management facility developments and retention of wetlands.

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

Current Plans in Effect

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

- Aurum Industrial Business Park Area Structure Plan – 1991
- Edmonton North Area Structure Plan – 1979
 - Crystallina Nera East Neighbourhood Structure Plan – 2011
 - Crystallina Nera West Neighbourhood Structure Plan – 2007
 - Schonsee Neighbourhood Structure Plan – 2002
- Hermitage General Outline Plan – 1970
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Pilot Sound Area Structure Plan – 1981
 - Cy Becker Neighbourhood Structure Plan – 2012
 - Gorman Neighbourhood Structure Plan – 2020
 - McConachie Neighbourhood Structure Plan – 2006

Map 3: District Context - Assets

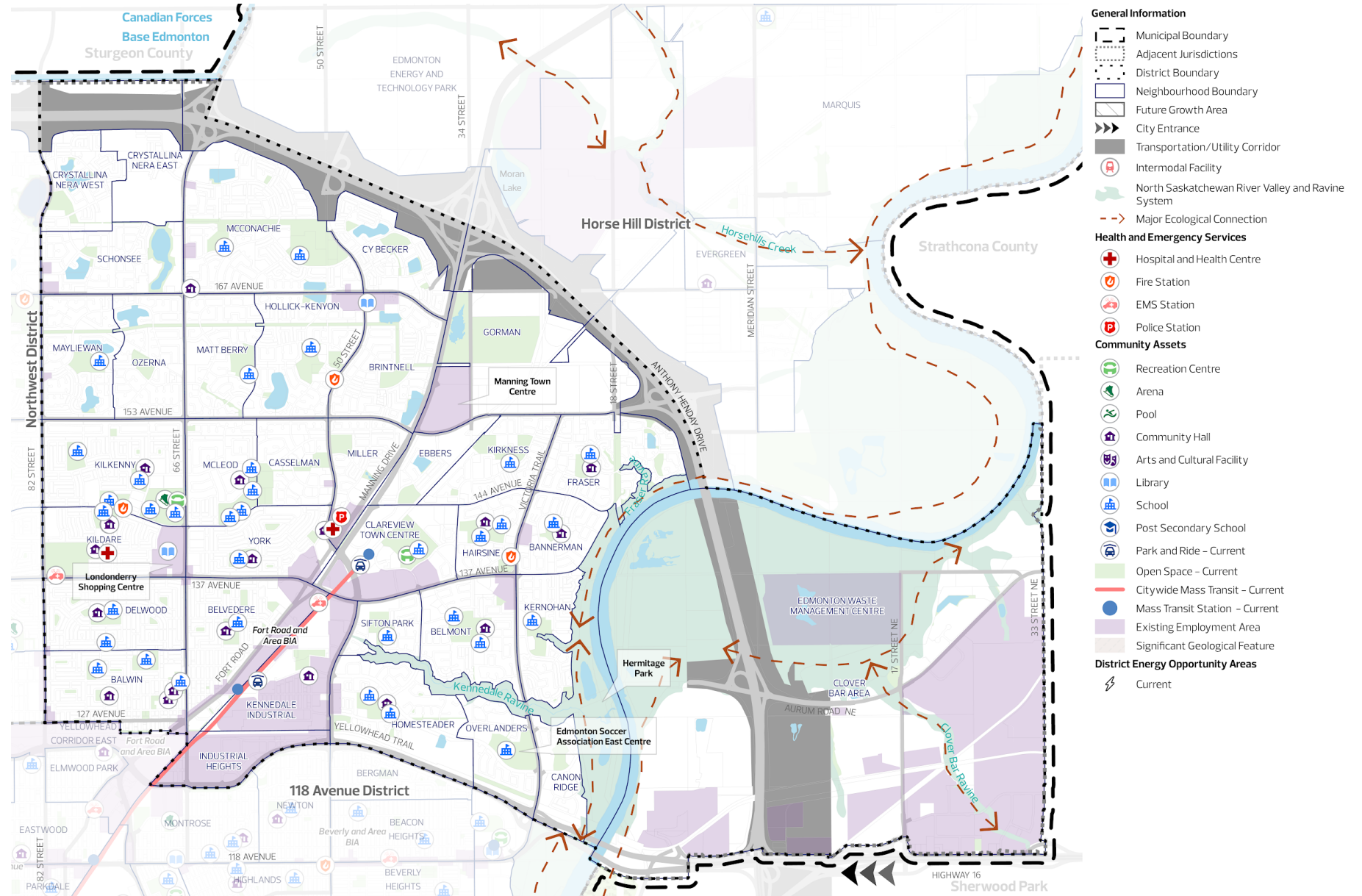
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational facilities.

Map 4: District Context - Development Considerations

The District Context - Development Considerations map is a snapshot of existing conditions at the time of plan adoption—and highlights constraints to consider when working towards creating 15-minute communities. The map illustrates development considerations, such as deficits and risks.

Map 3: District Context – Assets

Legend items are defined in District Policy Glossary



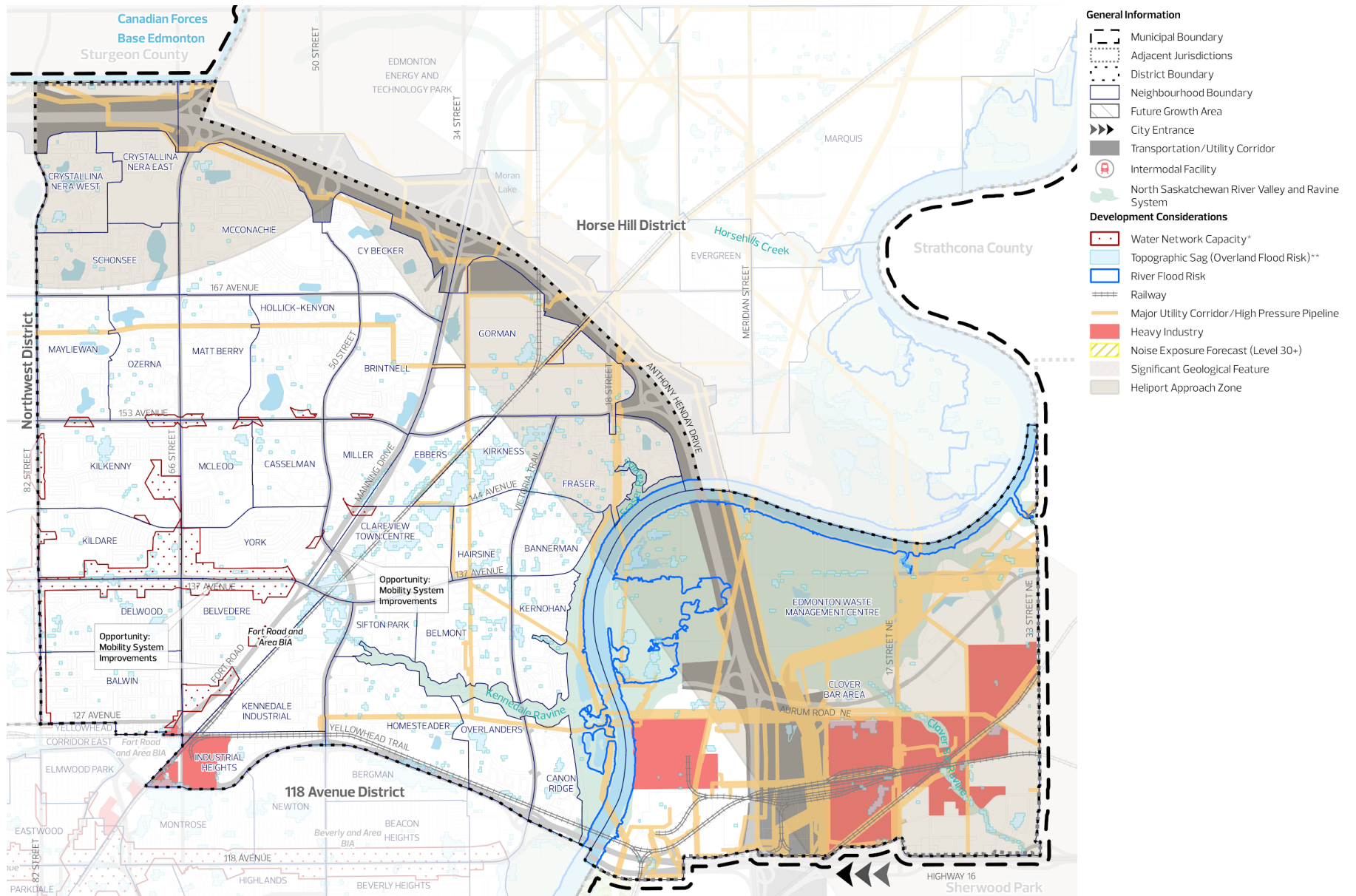
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



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

*Water network capacity is shown on this map within the 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.

3 District Systems and Networks

Cities are complex. They work best when land use and transportation are considered together with environmental, economic and social factors using a systems approach. [The City Plan](#) calls these systems Managing Growth, Planning and Design and Mobility.

The features shown on **Maps 5 to 10** guide decisions for the orderly growth of the Ellerslie 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 terms and map features are defined in the glossary of the [District Policy](#).

3.1 Managing Growth

As the city grows to the 1.25 million resident population horizon outlined in [The City Plan](#), the Northeast District will grow and change. This section outlines the district's anticipated population and employment growth and how the City of Edmonton will support this growth.

Population growth in this district will primarily occur in the north portion of the district plan, within the neighbourhoods of Crystallina Nera West, Crystallina Nera East, Cy Becker, Gorman and McConachie. Growth will occur according to approved plans and/or future plans that support new development and are aligned with [The City Plan](#) and regional direction.

Employment growth is expected to occur in the Kennedale Industrial neighbourhood. Some initial redevelopment may generate population and employment growth at selected sites along the Fort Road Secondary Corridor.

Table 1 provides the anticipated population and employment numbers for the Northeast District at the 1.25 million and two million population horizons of [The City Plan](#). This considers the Northeast District's population contributions within citywide growth expectations for the 1.25 million and 2 million population horizons.

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	40,000	75,000	140,000
District Employment	10,000	20,000	45,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data. Figures will be updated when neighbourhood-level census data becomes available.

The way the district looks and feels will change as development projects are completed. Development and change will happen district-wide but more growth and higher-density development will occur 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 public investments will encourage and support growth. The growth and infrastructure of new neighbourhoods are described in greater detail in local plans, such as Area Structure Plans and Neighbourhood Structure Plans.

The City may lead, facilitate and/or fund many of the initiatives and projects referenced. 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. street lighting, traffic calming, public space programming) can also support activation.

Priority Growth Areas

Priority Growth Areas are the nodes and corridors that are expected to experience more development (compared to other locations) as the City grows to a population of 1.25 million. It is expected that investment in these areas will 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 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 (see City Plan Maps 10A and 11A). It also allows the City and its city-building partners to align the timing and locations of investment.

Priority Growth Areas are typically concentrated in the redeveloping areas of the city. Most districts with new neighbourhoods do not have Priority Growth Areas. Growth in these neighbourhoods is directed by local plans.

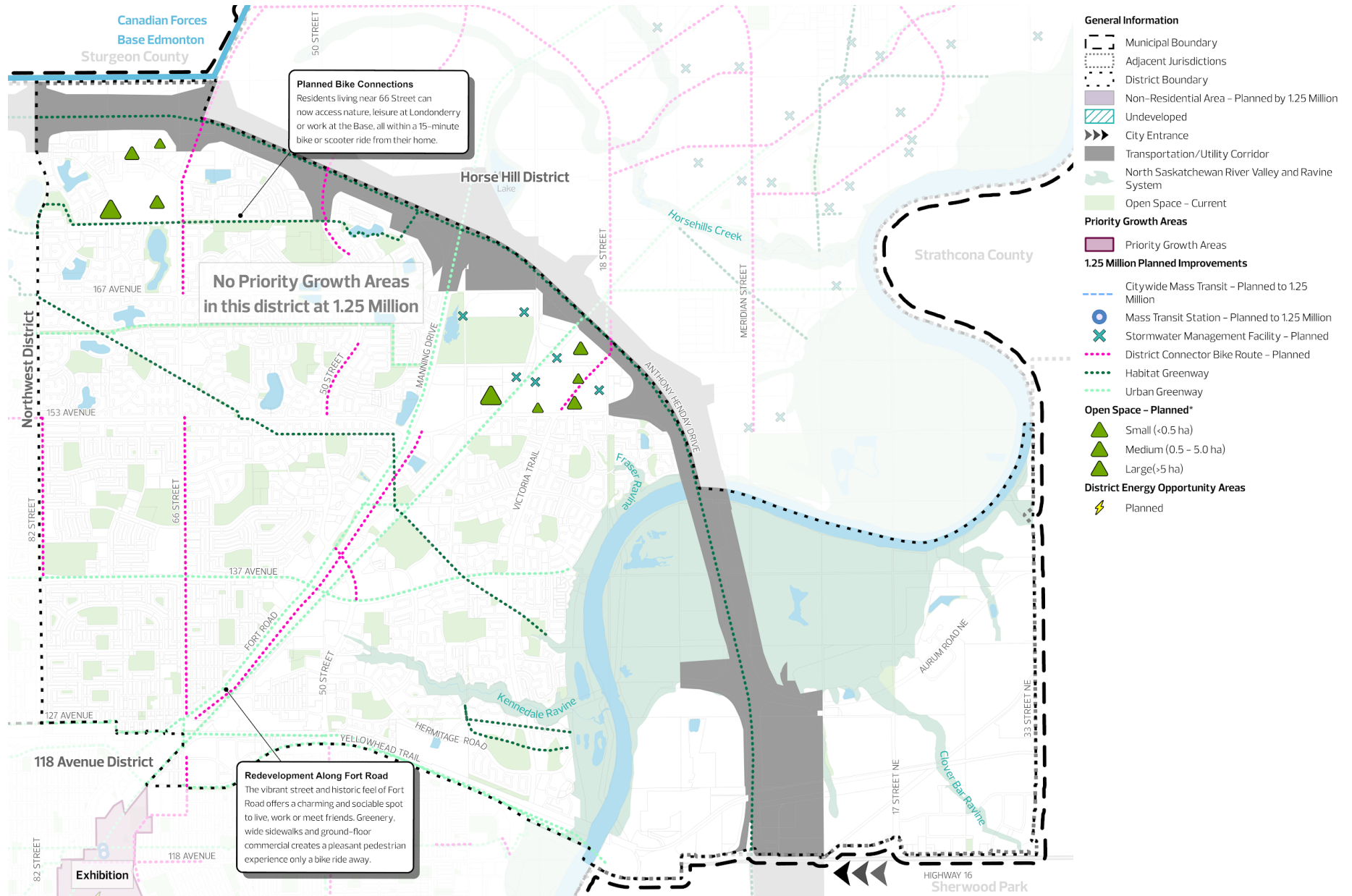
There are no Priority Growth Areas in the Northeast District.

Map 5: Managing Growth to 1.25 Million

Managing Growth to 1.25 Million communicates geographic growth priorities and the City's expected major actions to support Edmonton's growth to 1.25 million people, such as investments in transit, active transportation and open spaces. These investments, along with others in utilities, transportation and community infrastructure will support existing and future residents. In particular, the map identifies nodes and corridors that are Priority Growth Areas and describes how changes to these areas will look and feel in the future.

Map 5: Managing Growth to 1.25 Million

Legend items are defined in District Policy Glossary



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

3.2 Planning and Design

The Planning and Design system is about using land to ensure that there are opportunities for a variety of housing, employment and open spaces in each district. The Planning and Design system is made up of the following networks:

- Nodes and Corridors Network establishes logical areas to focus population and employment growth. The extent of this network is designed to accommodate Edmonton's growth to two million people.
- Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.
- Non-Residential Opportunities Network includes commercial and industrial -focused areas, as well as major institutions, to create productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.

District maps that show Planning and Design direction include:

- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)

Steps toward building these networks are already occurring and will continue as Edmonton grows to 1.25 million and beyond.

Map 6: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map shows the district's statutory geographic plans and the broad land use categories and design influences planned for new growth and redevelopment as Edmonton reaches 1.25 million people. It combines and integrates all Planning and Design Networks, showing how they work together to achieve the district's expected growth.

Map 7: Nodes and Corridors

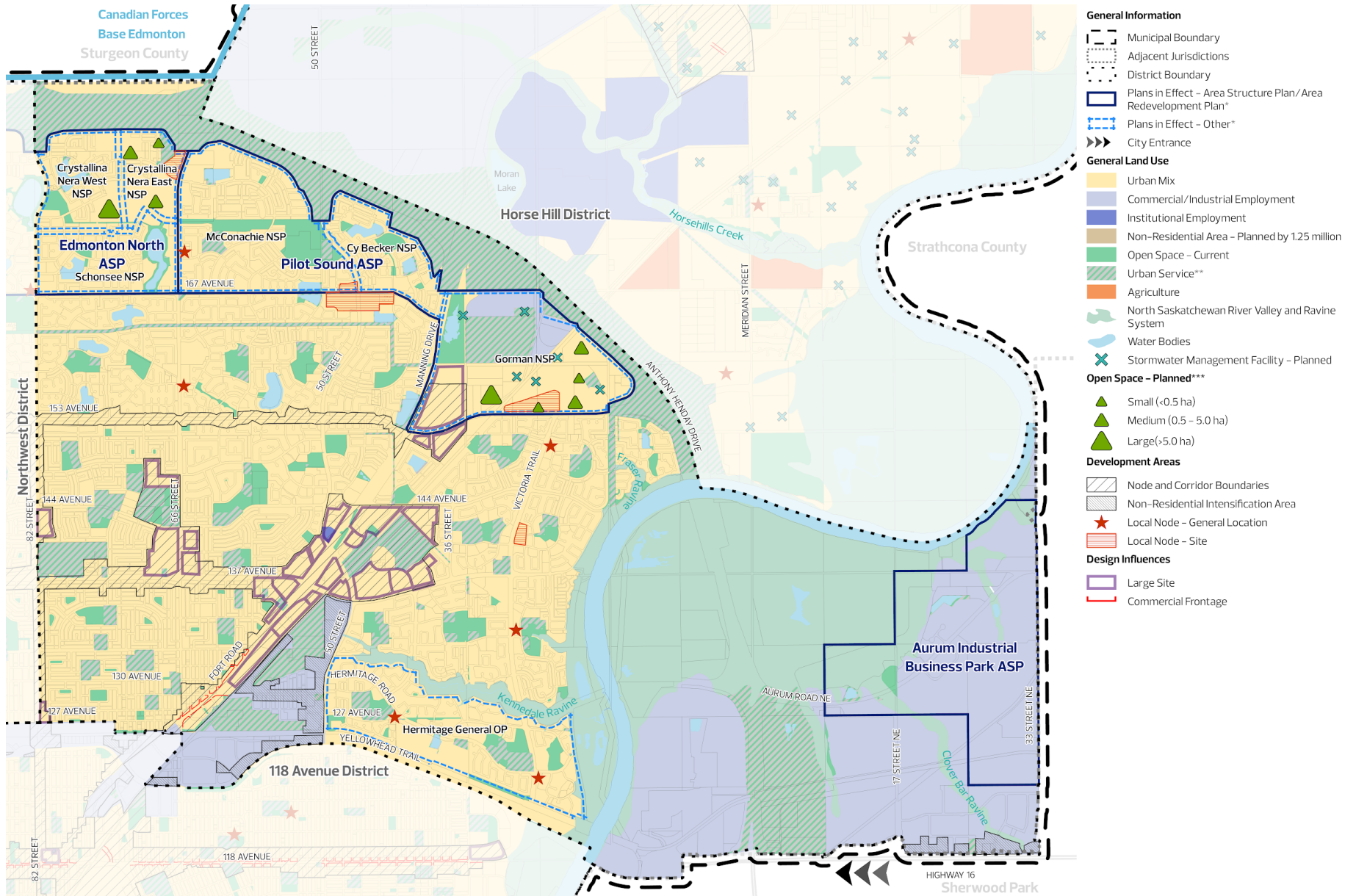
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts as additional information to understand and apply the land use categories shown in [Map 6: Land Use Concept to 1.25 Million](#). The appropriate scale of development depends on the type of node and corridor and roadway types, as described in the [District Policy](#).

Map 8: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map elaborates on the Green and Blue Network in The City Plan with more detail and geographic specificity, including open space types and connections. The map features current and planned publicly-owned open spaces and parks as Edmonton reaches 1.25 million people. Some planned open spaces shown may be built beyond 1.25 million people, subject to growth patterns. Connections are linear greenways and open spaces supporting wildlife movement and public access to the district's natural systems.

Map 6: Land Use Concept to 1.25 Million

Legend items are defined in District Policy Glossary



- General Information**
- [- - -] Municipal Boundary
 - [---] Adjacent Jurisdictions
 - [---] District Boundary
 - [---] Plans in Effect - Area Structure Plan/ Area Redevelopment Plan*
 - [---] Plans in Effect - Other*
 - [▶▶▶] City Entrance
- General Land Use**
- [Yellow] Urban Mix
 - [Light Blue] Commercial/Industrial Employment
 - [Dark Blue] Institutional Employment
 - [Light Green] Non-Residential Area - Planned by 1.25 million
 - [Green] Open Space - Current
 - [Green with diagonal lines] Urban Service**
 - [Orange] Agriculture
 - [Blue wavy lines] North Saskatchewan River Valley and Ravine System
 - [Blue shapes] Water Bodies
 - [X] Stormwater Management Facility - Planned
- Open Space - Planned*****
- [Small Green Triangle] Small (<0.5 ha)
 - [Medium Green Triangle] Medium (0.5 - 5.0 ha)
 - [Large Green Triangle] Large (>5.0 ha)
- Development Areas**
- [Diagonal lines] Node and Corridor Boundaries
 - [Cross-hatch] Non-Residential Intensification Area
 - [Red Star] Local Node - General Location
 - [Red Square] Local Node - Site
- Design Influences**
- [Purple outline] Large Site
 - [Red outline] Commercial Frontage



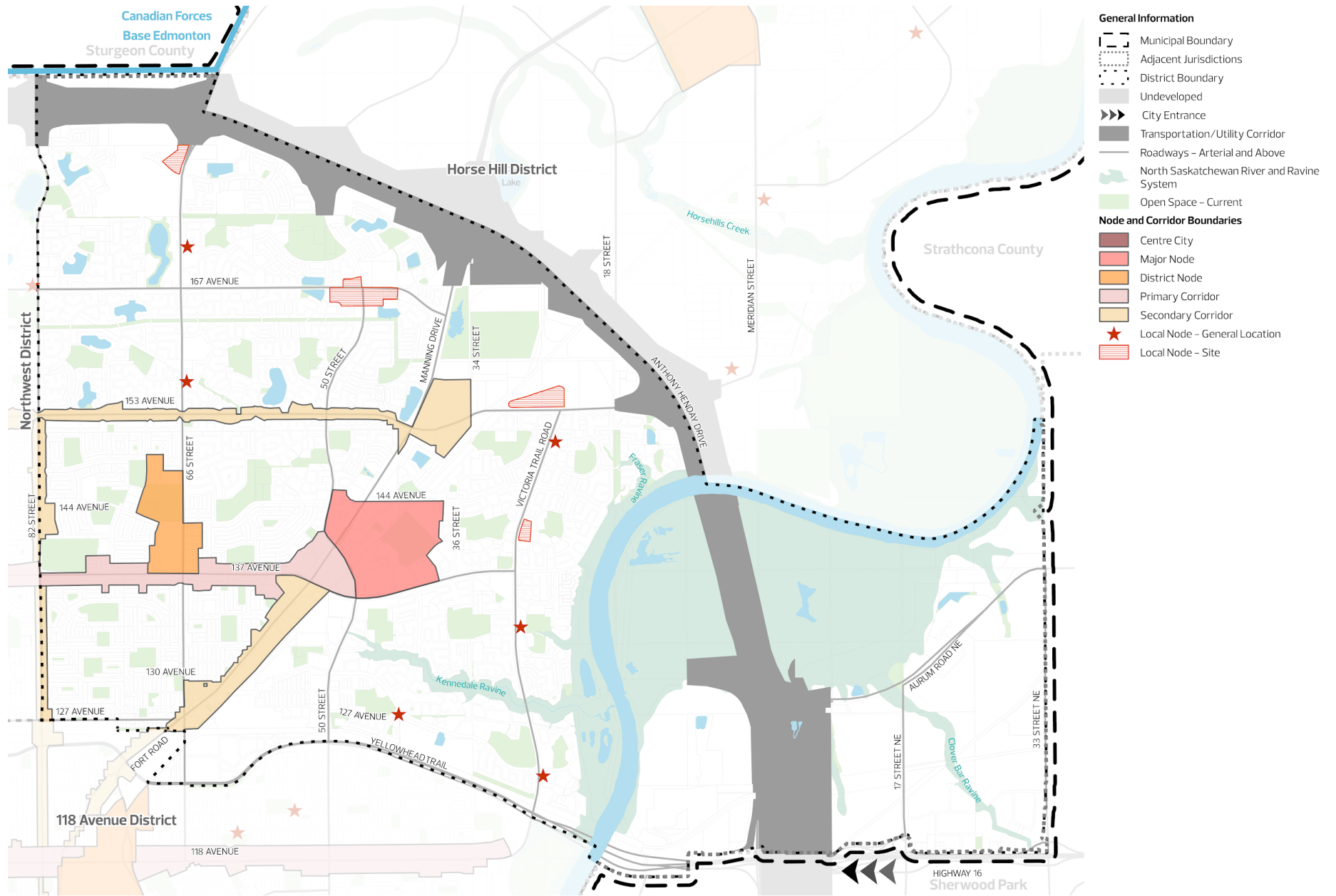
0 0.25 0.5 Km

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.

Map 7: Nodes and Corridors

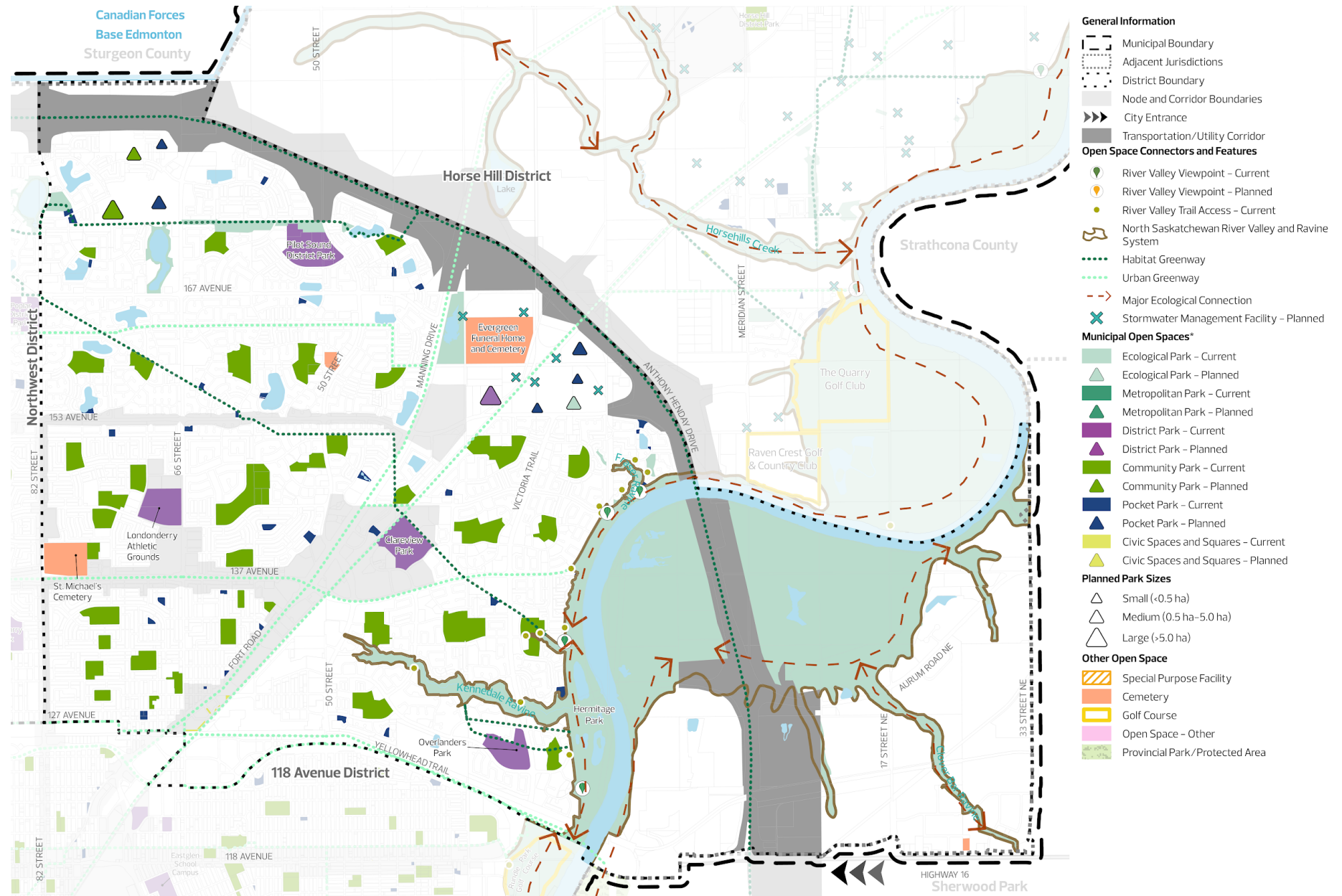
Legend items are defined in District Policy Glossary



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Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



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Scale: 1:60,000
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*Open Spaces may include urban services. Planned Open Space locations are conceptual and subject to planning stages and development timing. See additional plan in effect (where applicable) for details.

3.3 Mobility

The Mobility system is about moving people and goods in an efficient and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should 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:

- Active Transportation Network creates critical connections using walking, rolling or biking that allow people to access destinations, amenities, daily needs and recreational opportunities.
- Transit Network provides city-wide, district and regional connectivity using mass transit, prioritizing accessible, reliable and safe services.
- Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment and support regional connection and prosperity. The network includes Arterial Roadways, Principal Roadways, Expressways, Freeways and Provincial Highways.

District maps that show Mobility direction and the Roads and Goods Movement Network include:

- [Map 7: Nodes and Corridors](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

Map 9: Active Transportation to 1.25 Million

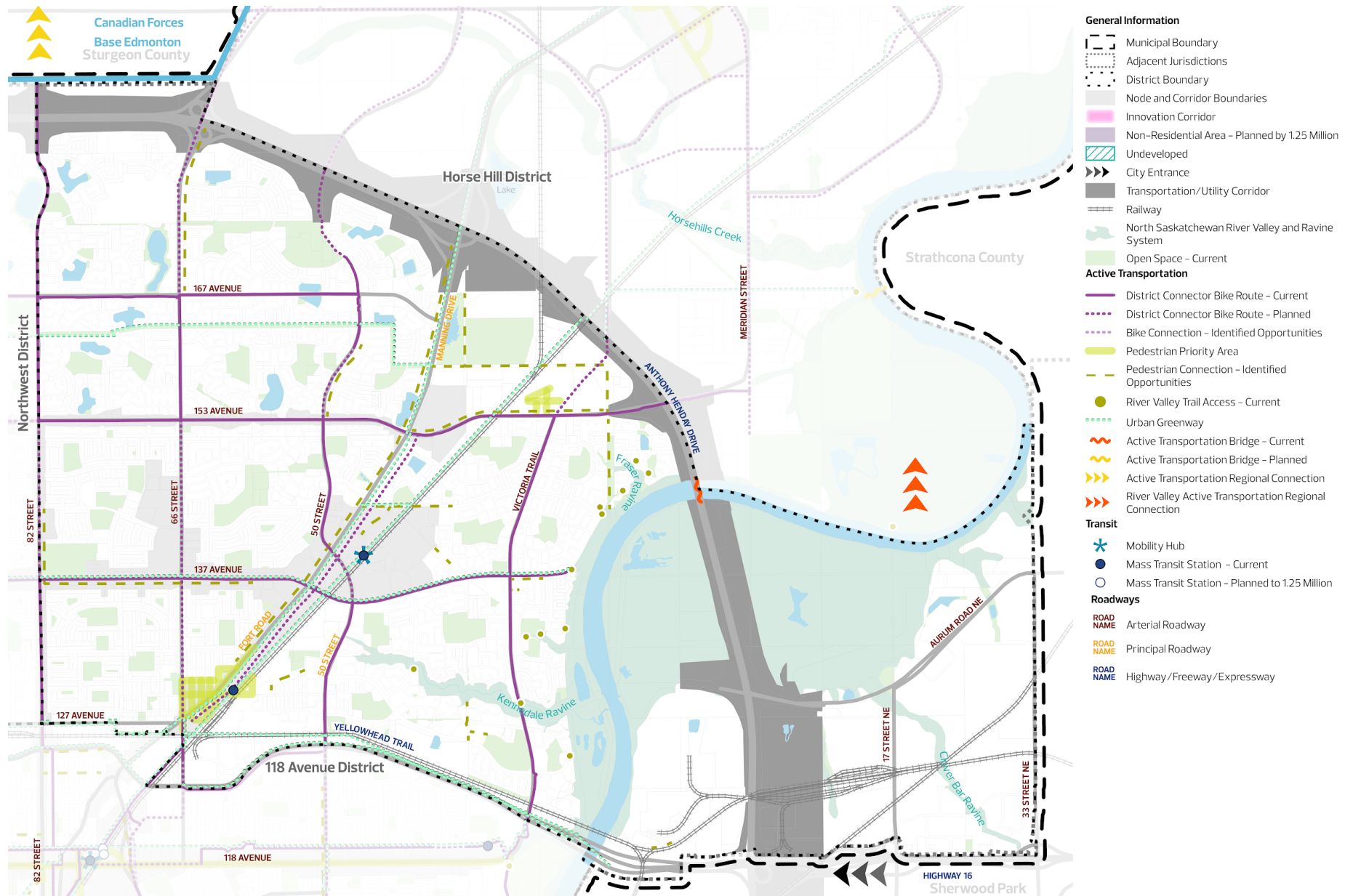
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies the district-level walking, cycling or rolling pathway intentions for the district's Active Transportation Network when Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 10: Transit to 1.25 Million

The Transit to 1.25 Million map shows both the current and planned transit system from The City Plan and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies citywide and district-level bus or LRT routes intended for the district's mass transit system when Edmonton reaches 1.25 million people. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

Map 9: Active Transportation to 1.25 Million

Legend items are defined in District Policy Glossary

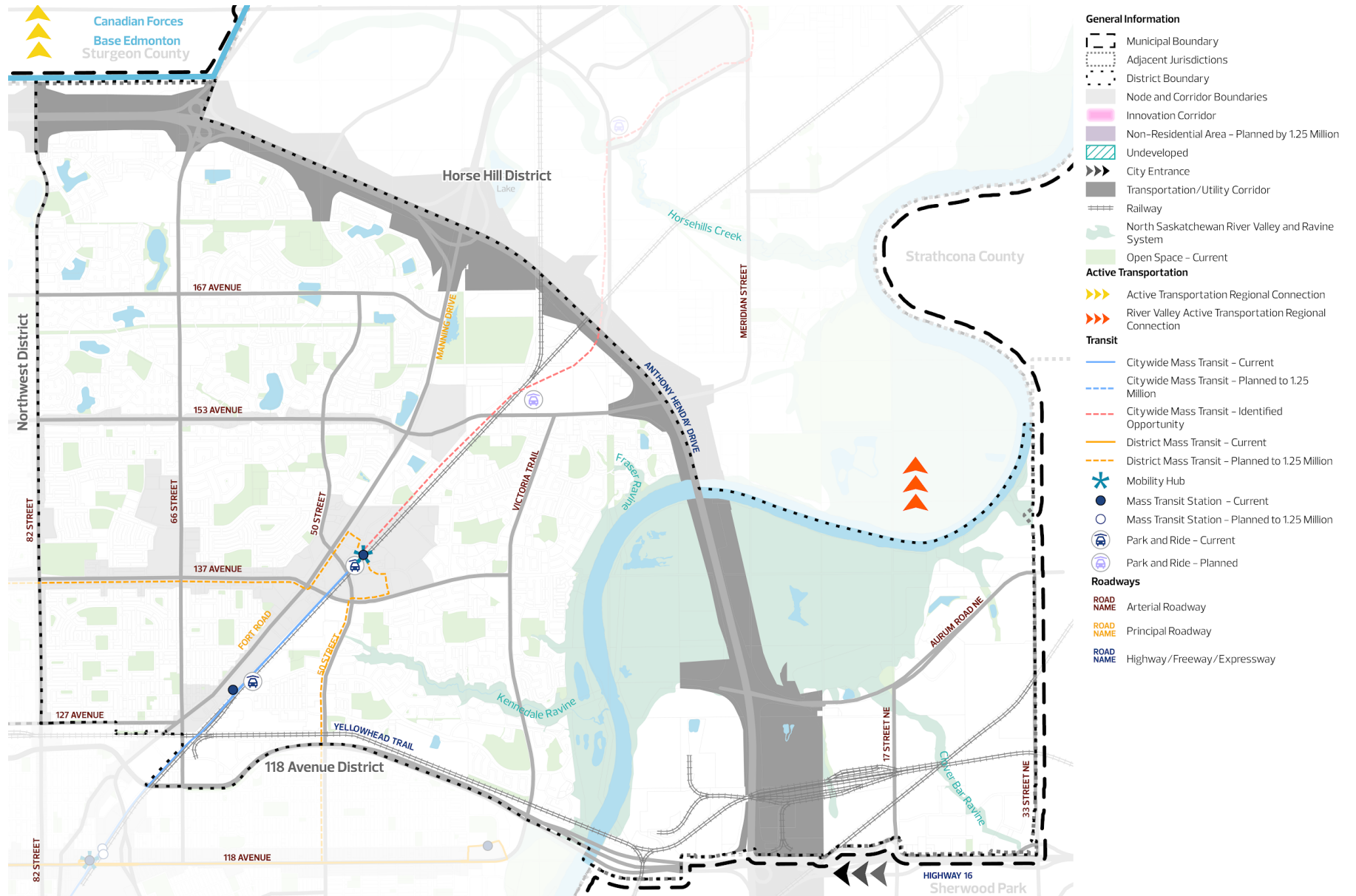


Scale: 1:60,000
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



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.

4 Area-Specific Policy

This Area-Specific Policy section lists additional or exceptional policies as well as other geographic plans and tools to consider when making land use decisions for specific areas of the district. The information in this section must be considered alongside 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 11: Area-Specific Policy Subareas](#) to identify the geographic areas where additional or exceptional policies apply in this district and [Table 2: Area-Specific Policy](#) for the detailed policy direction. In the event of a conflict between **Table 2** and the District Policy, **Table 2** shall prevail.

Where no specific policy applies for a particular location on **Map 11**, refer to the district plan maps and District Policy for planning guidance.

Refer to [Section 1.2](#) 'Authority and Relationship to other Plans' of this district plan for information on how any geographic plans listed in **Table 2** shall be read with the District Policy and this district plan.

Map 11: Area-Specific Policy Subareas

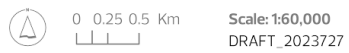
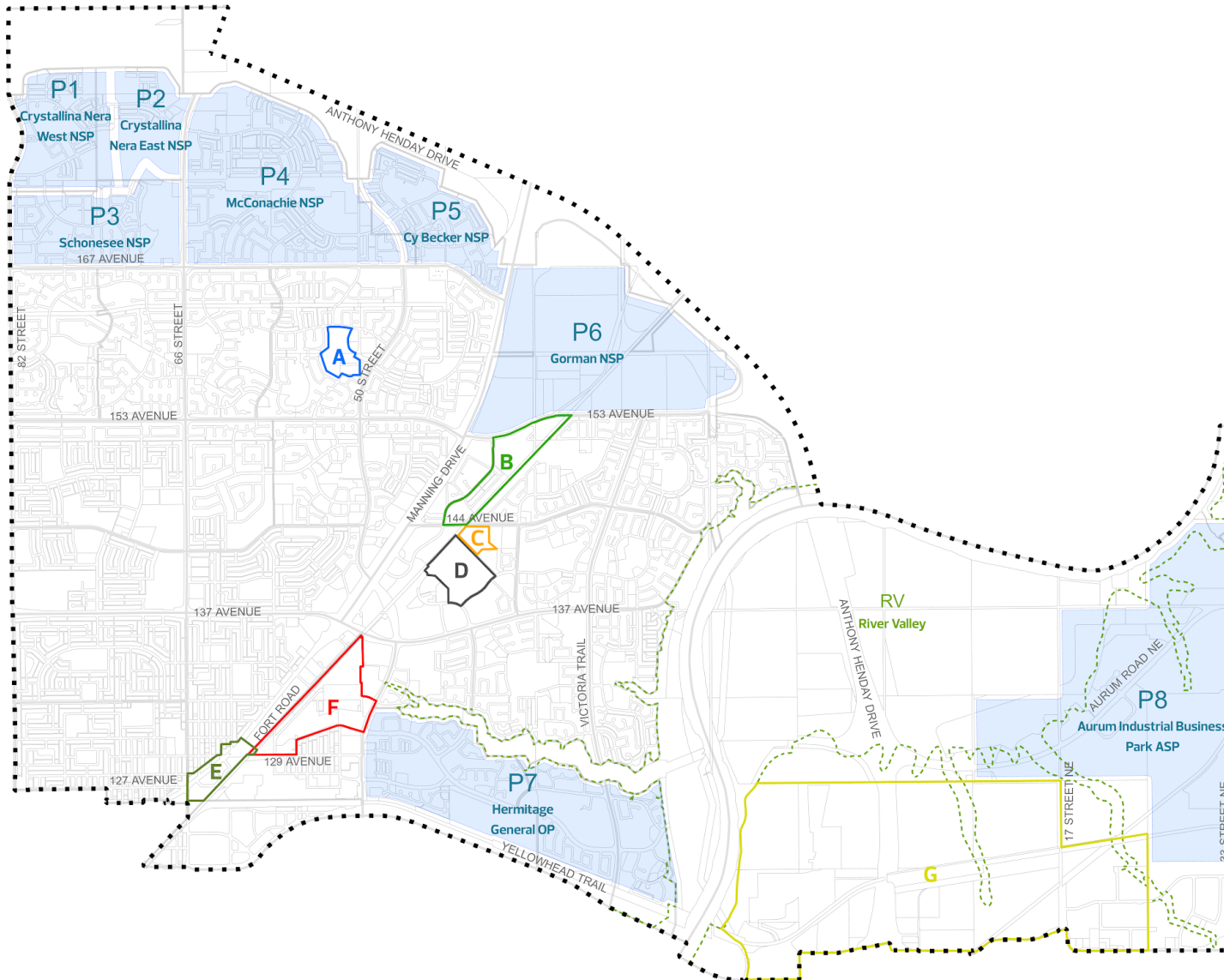


Table 2 - Area-Specific Policy Table

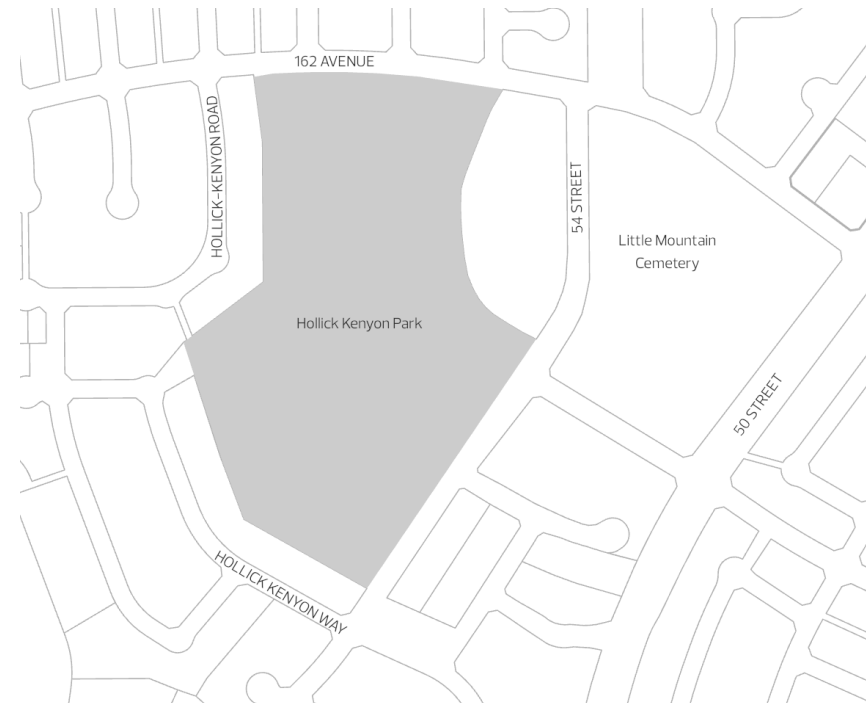
Subarea Additional or Exceptional Policy

A-1 Hollick-Kenyon School/Park Site and Subdivision

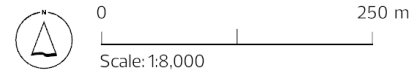
Future subdivision of Blocks X and Y, Plan 588AJ and road right-of-way laying between them, shall conform to the site plan shown.

- a) Hollick-Kenyon park is designated as a joint school/park site of approximately 9.3 hectares (23 acres) and land assembly of the school/park site is subject to land exchange or land acquisition of Lot, Block Y, Plan 588AJ.
- b) The school/park site will accommodate both a public elementary and public junior high school.
- c) Two drop-off bays should be provided as an expansion of the road right-of-way for the school/park site at the request of the Public School Board to improve safety and alleviate stopping/parking generated by drop-off activity.

A



■ School and Park Site

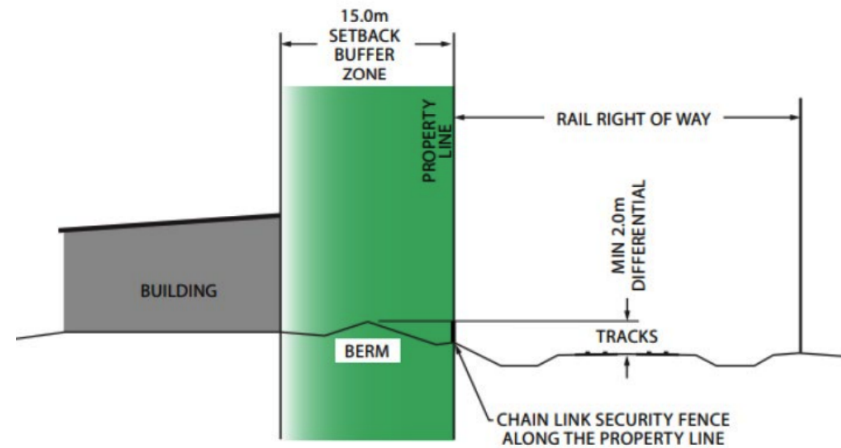


B-1 Ebbers Residential Development Adjacent to Rail

A 15.0 metre Setback from the rail right of way, constructed with a 2 metre high earthen berm, to provide a minimum 2.0 metre differential between the top of the berm and the top of the railway tracks, and a minimum 1.83 metre chain link fence, constructed entirely outside of Railway property.

B-2 Ebbers Commercial Development Adjacent to Rail

Sensitive commercial uses, such as child care services, commercial schools, and hotels shall be Setback a minimum of 30.0 m from the rail right of way and shall require a noise study prepared by an approved Noise Consultant and implementation of identified recommendations, to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination (Transportation).



B

C-1 Clareview High Density Development

Require a minimum of 564 units on the Claireview Subject Site to ensure consistency with the Edmonton Metropolitan Region Growth Plan.

C

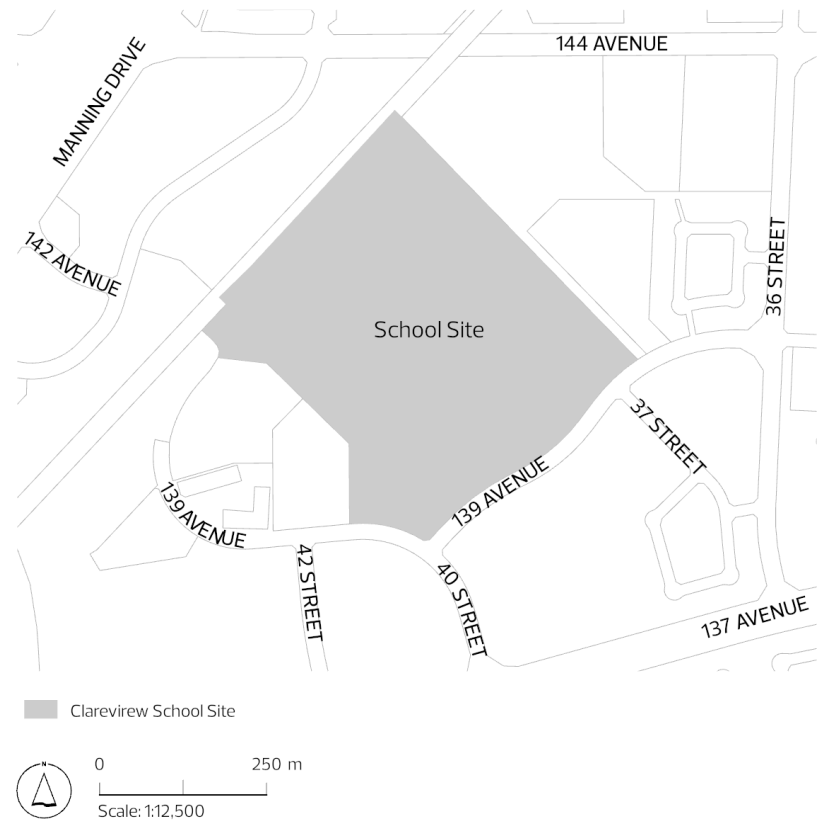


Subarea Additional or Exceptional Policy

D

D-1 Clareview School Site

The Clareview District Park and Recreation Centre will contain two senior high schools.



E

E-1 Fort Road Urban Design Plan

For further planning direction refer to the Fort Road Urban Design Plan where it is in effect.

Subarea Additional or Exceptional Policy

F-1 Sherin Road Subdivision

Future subdivision of Sherin Road road right-of-way and surrounding properties shall conform to the site plan shown.

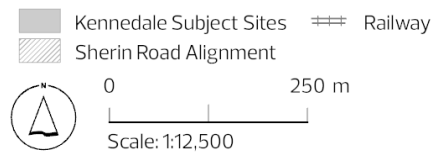
F-2 Sherin Road Medium Industrial

Support medium industrial uses within the Kennedale Subject Sites.

F-3 Kennedale Design Requirements along LRT Rail Line

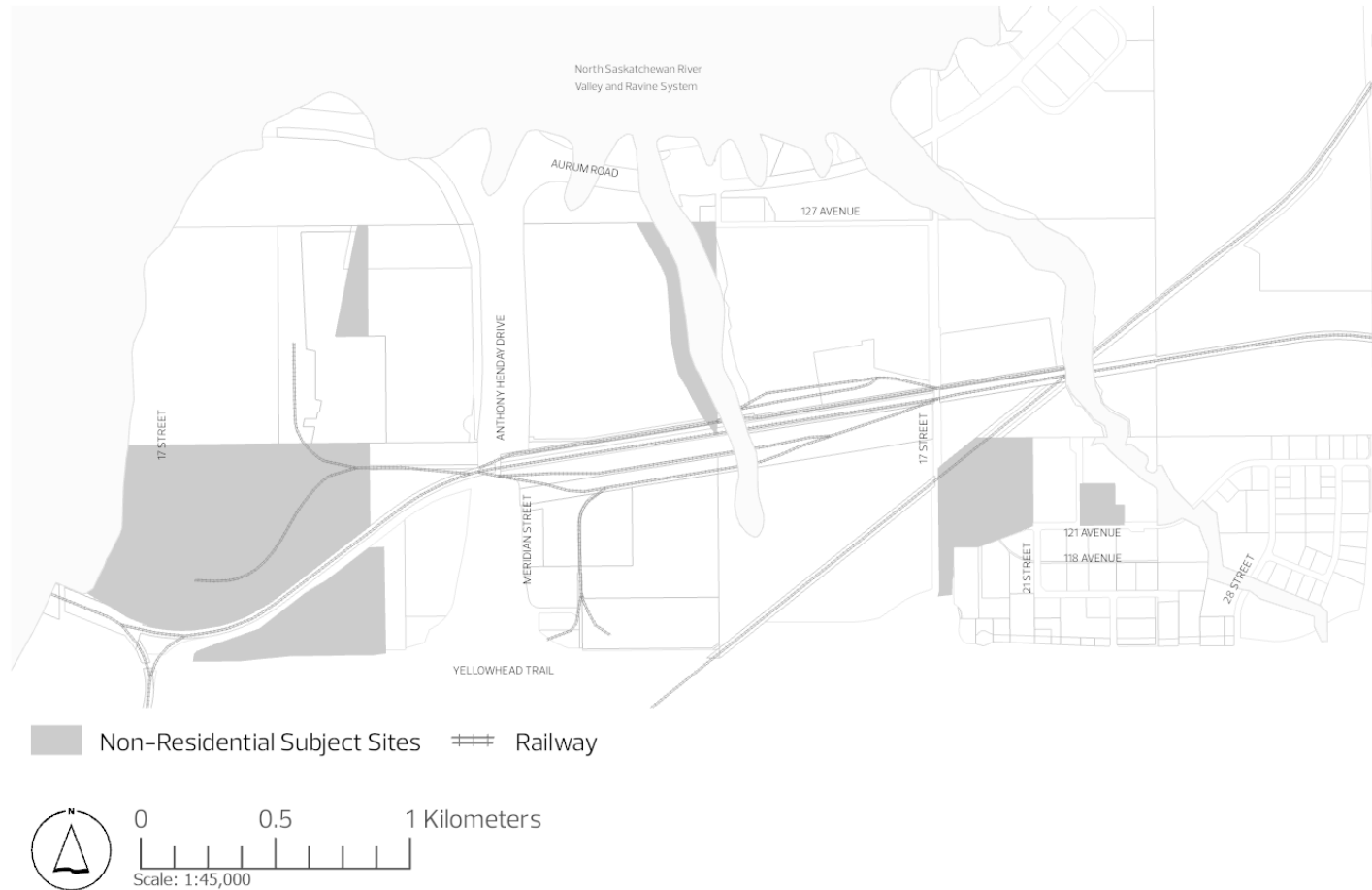
Require the Kennedale Subject Sites to install a uniform solid screen fencing along the rear property line to screen on-site storage and outdoor services including loading, unloading and vehicle service areas from view of the LRT to maintain the high standard of appearance. Height and thickness of the required fences or other screening materials including landscaping will be determined in relation to the maximum height of outdoor storage materials and service activities to adequately block the view of such areas from the adjoining LRT rail line.

F



Subarea Additional or Exceptional Policy

G



G-1 Clover Bar Heavy Industrial

Sites identified as Non-Residential Subject Sites are intended for Heavy Industrial use, recognizing the existing predominant uses, extensive investments in current operations and available rail service.

Subarea Additional or Exceptional Policy

G-2 Clover Bar Reserve Land

Lot 4, Block 2, Plan 1720973 will be dedicated as Environmental Reserve and Municipal Reserve, in accordance with the Municipal Government Act and city policy governing the dedication of Environmental Reserve.

G



P1

P1-1 Crystallina Nera West Neighbourhood

For further planning direction refer to the Crystallina Nera West NSP and Pilot Sound ASP where they are in effect.

P2

P2-1 Crystallina Nera East Neighbourhood

For further planning direction refer to the Crystallina Nera East NSP and Pilot Sound ASP where they are in effect.

p3

P3-1 Schonsee Neighbourhood

For further planning direction refer to the Schonsee NSP and Pilot Sound ASP where they are in effect.

Subarea Additional or Exceptional Policy	
P4	P4-1 McConachie Neighbourhood For further planning direction refer to the McConachie NSP and Pilot Sound ASP where they are in effect.
P5	P5-1 Cy Becker Neighbourhood For further planning direction refer to the Cy Becker NSP and Pilot Sound ASP where they are in effect.
P6	P6-1 Gorman Neighbourhood For further planning direction refer to the Gorman NSP and Pilot Sound ASP where they are in effect.
P7	P7-1 Canon Ridge, Homesteader and Overlanders Neighbourhoods For further planning direction refer to the Hermitage General OP where it is in effect.
P8	P8-1 Aurum Industrial Business Park For further planning direction refer to the Aurum Industrial Business Park ASP where it is in effect.
RV	RV-1 North Saskatchewan River Valley and Ravine System Refer to the North Saskatchewan River Valley ARP and Ribbon of Green strategic plan for additional planning direction and strategic context.

Where no subareas have been identified, the [District Policy](#) and district plan maps (Maps 1 to 10) shall guide planning decisions.

5 Growth to 2 Million

"This is why the time is now to plan ahead. It's not a matter of if we will hit two million but when. The best way for our children and grandchildren to have as positive an experience with their city as we enjoy today - an even better one - is to imagine what that city will look like, how it will operate, how it will grow, how businesses will flourish, how parks will welcome all and how creativity will thrive." - The City Plan

Cities are constantly evolving and responding to a changing world. [The City Plan](#) describes the choices Edmonton needs to make to become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. This vision will take Edmonton time to achieve and the work towards a population of two million will continue beyond this iteration of the district plan. After Edmonton reaches 1.25 million people, district level planning will continue to support the development and transformative change of communities for the next population horizons outlined in The City Plan: 1.5 million, 1.75 million and two million people. The City Plan provides wide-ranging directions for Edmonton's long-term future - what the city and districts will look like at two million people and what needs to be done to support growth to create a great place to live.

[Map 12: Vision at 2 Million](#) captures how the Northeast District is expected to continue to evolve beyond the 1.25 million population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches two million people.

Development and investment in the Northeast District may include the following:

- Buildout of the Clareview Major Node, Mobility Hub and further residential and commercial redevelopment in the nearby 137 Avenue Primary Corridor.
- Selective redevelopment of the Londonderry District Node and along Fort Road and 153 Avenue Secondary Corridors, which will provide important transitions between the district's residential and non-residential areas.
- Opportunities for land use diversification and more employment activity within the Clover Bar Area and Industrial Heights areas.
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Additional investments in mass transit that will continue to support the Nodes and Corridors Network and connections within and beyond the district.

Both the public and private sectors have roles in initiating and advancing growth opportunities. Growth may also be supported by City investments in the physical, environmental and social networks to complement [The City Plan's](#) networks as well as create additional networks to activate growth in the district. The goal is to be ready for the continual, collaborative shaping of the future.

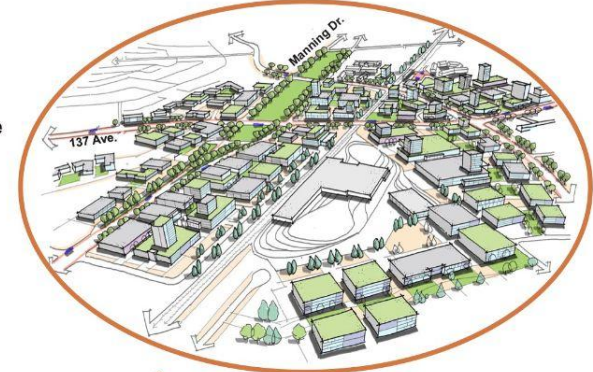
Map 12: Vision at 2 Million

The Vision at 2 Million map provides an aspirational illustration of the district when Edmonton reaches two million people. The map includes a 3D model of the district to emphasize areas of change based on The City Plan's systems and growth targets. The detailed illustrations show examples of how The City Plan's vision might unfold in specific areas of the district. **This map is not intended to guide specific land and development decisions but to indicate the general direction and high level vision for what the district might look like in the future.**

Map 12: Vision at 2 Million



1 Street Experience in Local Node
Gorman Neighbourhood



2 Intersecting Node and Corridor
Clareview, 137 Avenue and Fort Road



LEGEND

- Primary Corridor
- Secondary Corridor
- District Node
- Major Node
- Employment Area
- Open Space



3 Integrating Non-Residential Area
129 Avenue and 50 Street