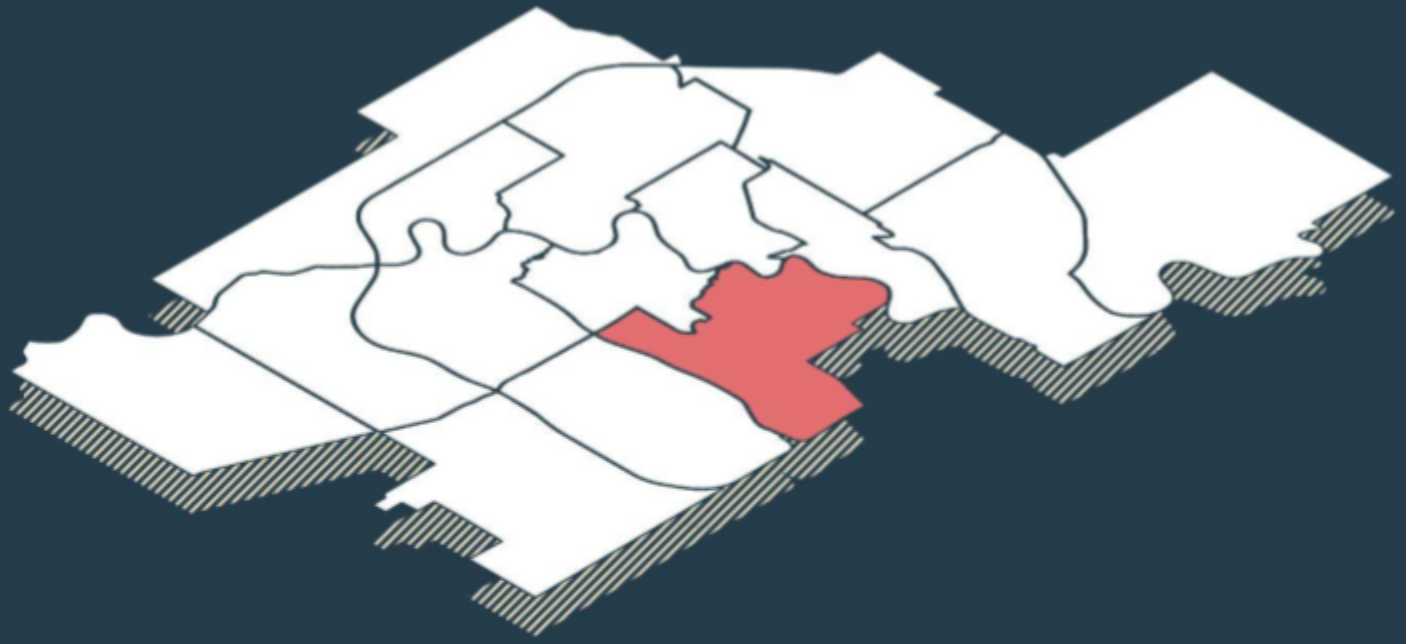
SOUTHEAST DISTRICT PLAN

Edmonton



Draft 2023

Table of Contents

Land Acknowledgement **4**
1 Introduction to District Plans **5**
1.1 How to Use This District Plan 7
1.2 Authority and Relationship to Other Plans 9
1.3 Relationship With the Zoning Bylaw 9
1.4 Amendments 9
2 District Context **10**
2.1 Physical Context 10
Map 1: Citywide Context 11
2.2 Historical Context 12
Map 2: Heritage and Culture 14
2.3 Development Context 15
Map 3: District Context – Assets 17
Map 4: District Context – Development Considerations 18
3 District Systems and Networks **19**
3.1 Managing Growth 19
Table 1 - Anticipated District Population and Employment Numbers 20
Map 5: Managing Growth to 1.25 Million 22
3.2 Planning and Design 23
Map 6: Land Use Concept to 1.25 Million 25
Map 7: Nodes and Corridors 26
Map 8: Open Space and Natural Areas to 1.25 Million 27
3.3 Mobility 28
Map 9: Active Transportation to 1.25 Million 29
Map 10: Transit to 1.25 Million 30
4 Area-Specific Policy **31**
Map 11: Area-Specific Policy Subareas 32
Table 2 - Area-Specific Policy Table 33
5 Growth to 2 Million **40**
Map 12: Vision at 2 Million 42

*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.*

Land Acknowledgement

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

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

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.

Karhiio (Pronunciation: Gar-ee-he-o) originates from the Mohawk language. As the fur trade continued its expansion westward, Iroquois men became frequent traders in the NorthWest and Hudson's Bay Companies. These traders married Cree and Métis women along these settlements, and a distinct Band known as Michel First Nation was formed. Karhiio is a word of significant importance to the Michel First Nation; its literal translation is "tall beautiful forest."

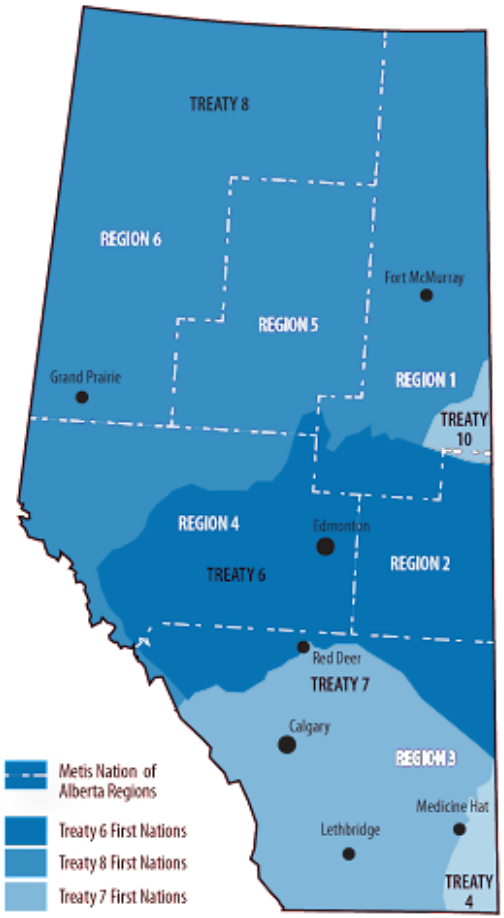
Métis (Pronunciation: MAY-TEA) originates from the Michif language, and speaks to the Métis people, whose development of farms on river lots, including in this area, were an integral part of the formation and design of the city.

papastew (Pronunciation: PAH-PAH-STAY-OH) originates from the papaschase language. papastew, also known as Papaschase, was the respected leader of the Papaschase Band, which resided in the Edmonton area in the late 1800s. The Chief's name translates to large woodpecker in English.

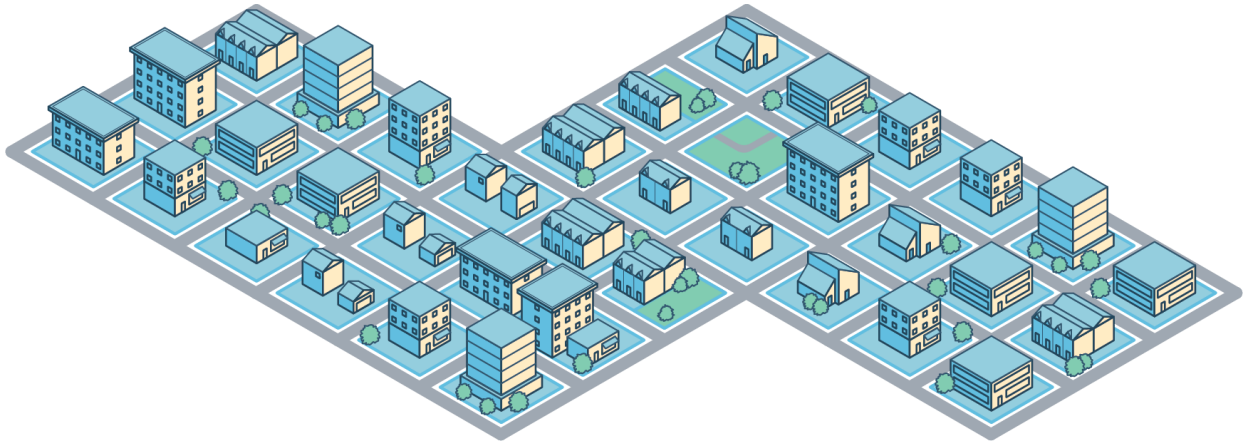
Sspomitapi (Pronunciation: SS-POH-ME-TAH-PEE) originates from the Blackfoot language. The Blackfoot have many stories that acknowledge the sky and the stars, often referred to as Sky Beings. Sspomitapi was given in honour of the Iron Creek Meteorite or the Manitou Stone once located near Viking, Alberta. The stone was shared by all tribes and was a place the Blackfoot would travel to and perform ceremony. The stone was taken to Ontario in the 1800s by missionaries, but was returned to Alberta in the 1970s and is now in the Royal Alberta Museum.

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



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 Southeast District is located in the central, 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 Sherwood Park Urban Service Area and Strathcona County to the east. Nearby districts include the Mill Woods and Meadows District and Scona District. Southeast District includes all lands depicted in **Map 1: Citywide Context**, including the following neighbourhoods:

- Avonmore
- Bonnie Doon
- Capilano
- Cloverdale
- Coronet Addition Industrial
- Coronet Industrial
- Davies Industrial East
- Davies Industrial West
- East Gate Business Park
- Forest Heights
- Fulton Place
- Gainer Industrial
- Girard Industrial
- Gold Bar
- Holyrood
- Idylwylde
- Kenilworth
- King Edward Park
- Lambton Industrial
- Maple Ridge
- Maple Ridge Industrial
- McIntyre Industrial
- Mill Creek Ravine North
- Mill Creek Ravine South
- Morris Industrial
- Ottewell
- Papaschase Industrial
- Pylypow Industrial
- River Valley Gold Bar
- Roper Industrial
- Rosedale Industrial
- Southeast Industrial
- Strathearn
- Terrace Heights
- 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 roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

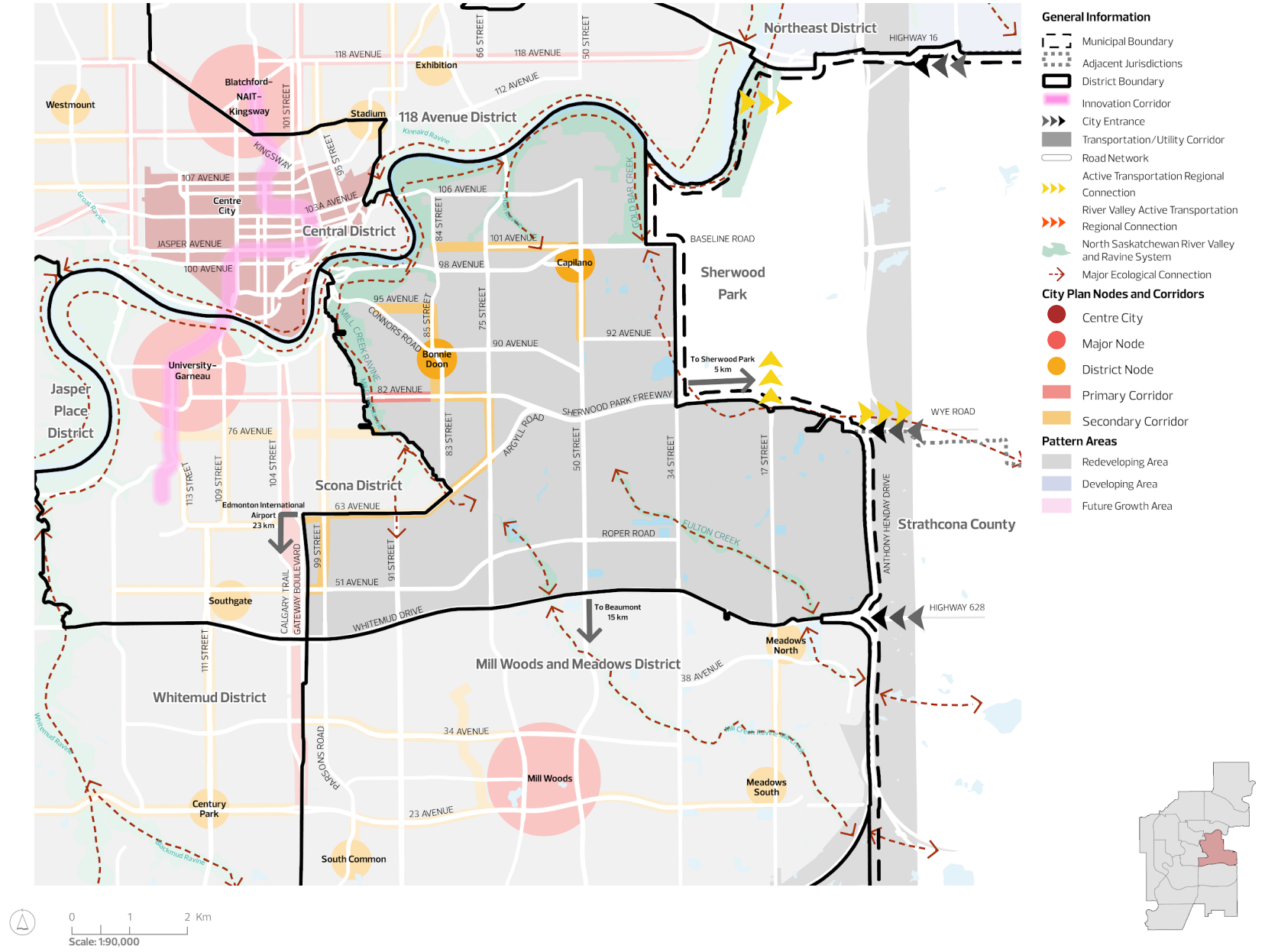
The district includes Mill Creek Ravine, Fulton Creek and Goldbar Creek Ravine systems which connect the district ecologically south from the North Saskatchewan River towards the Beaver Hills Biosphere, to the south and east of the district. The biosphere is a terrain pattern of small, rolling hills caused by the last glacial retreat.

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



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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 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.

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.

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 and down to 62 Avenue 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 (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, re-upped in the 1963 M.E.T.S. freeway plan, and finally constructed in the 1980s.

Portions of the district east of 50 Street 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.

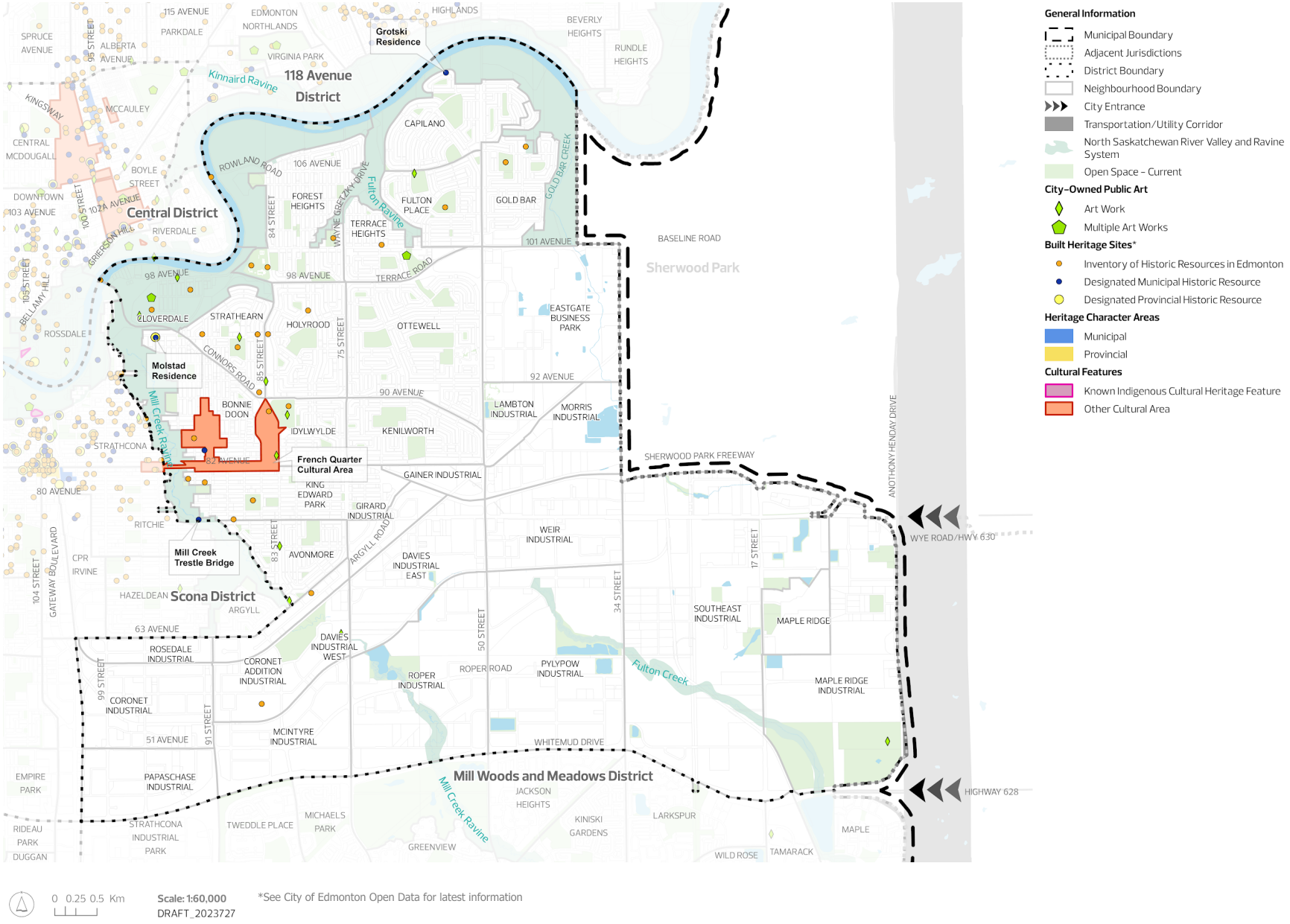
Historical and culturally important locations for this district are identified in **Map 2: Heritage and Culture**. While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this 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



2.3 Development Context

The Southeast District comprises mature neighbourhoods with primarily residential and mixed use (residential and commercial) development, with the River Valley and ravine system in the north and industrial uses in the south. Institutional uses include The King's University centrally located in the district 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.

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. The 101 Avenue corridor was used as a main travel route into Edmonton from Strathcona County and developed with retail and highway service commercial uses. Capilano Shopping Centre was built in the late 1960s to serve the east part of the district as a complement to Bonnie Doon Centre in the west.

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 ASP (2010).

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 Southeast District and Edmonton citywide.

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 the impact.

Current Plans in Effect

In the Southeast District, the following statutory geographic plans are in effect that 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

Map 3: District Context - Assets

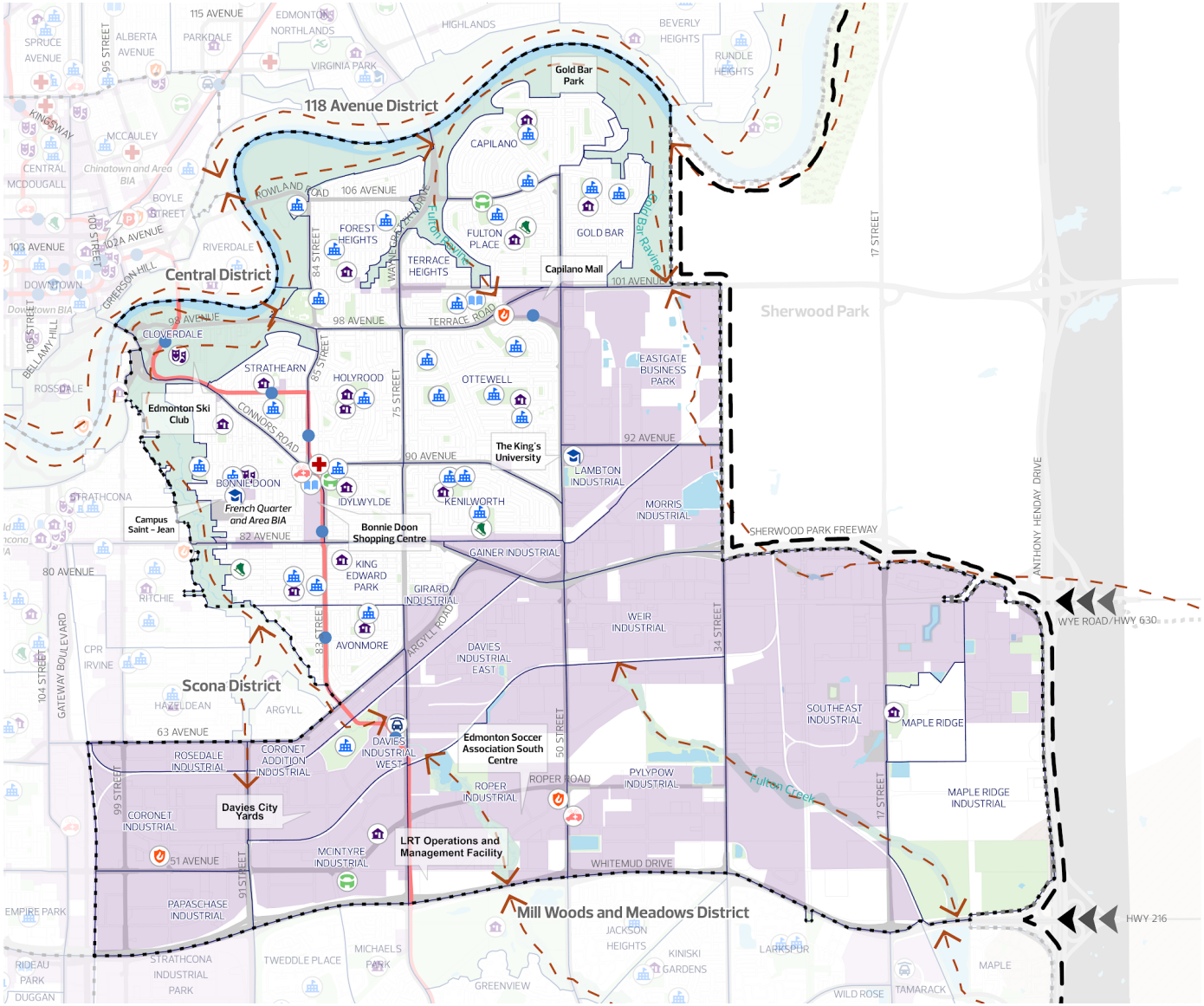
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational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

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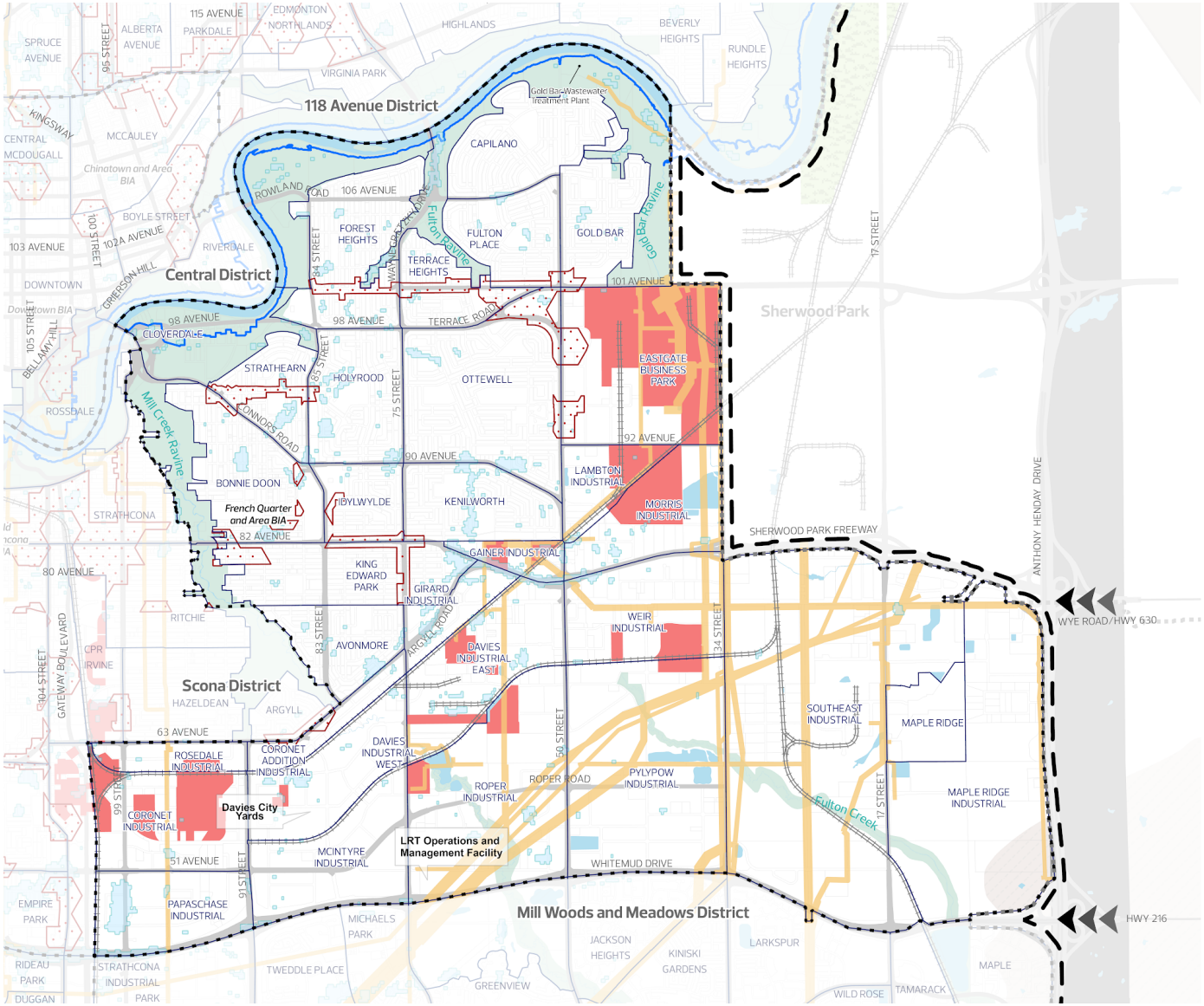

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Scale: 1:60,000

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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.
*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 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 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 Southeast 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 Bonnie Doon District Node with mixed use redevelopment of Bonnie Doon Shopping Centre and nearby development of Holyrood residential towers. The Valley Line 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 corridor west from Bonnie Doon and in the eastern part of the district along the 101 Avenue Secondary Corridor.

Employment growth is expected to occur in mixed use redevelopment areas in the north and with the continued build-out of employment lands in the south and east 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. In particular, some large sites along 99 Street NW and 51 Avenue NW offer potential for comprehensive redevelopment.

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**. This considers the Southeast 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	44,000	52,000	80,000
District Employment	80,000	90,000	104,000

* 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.

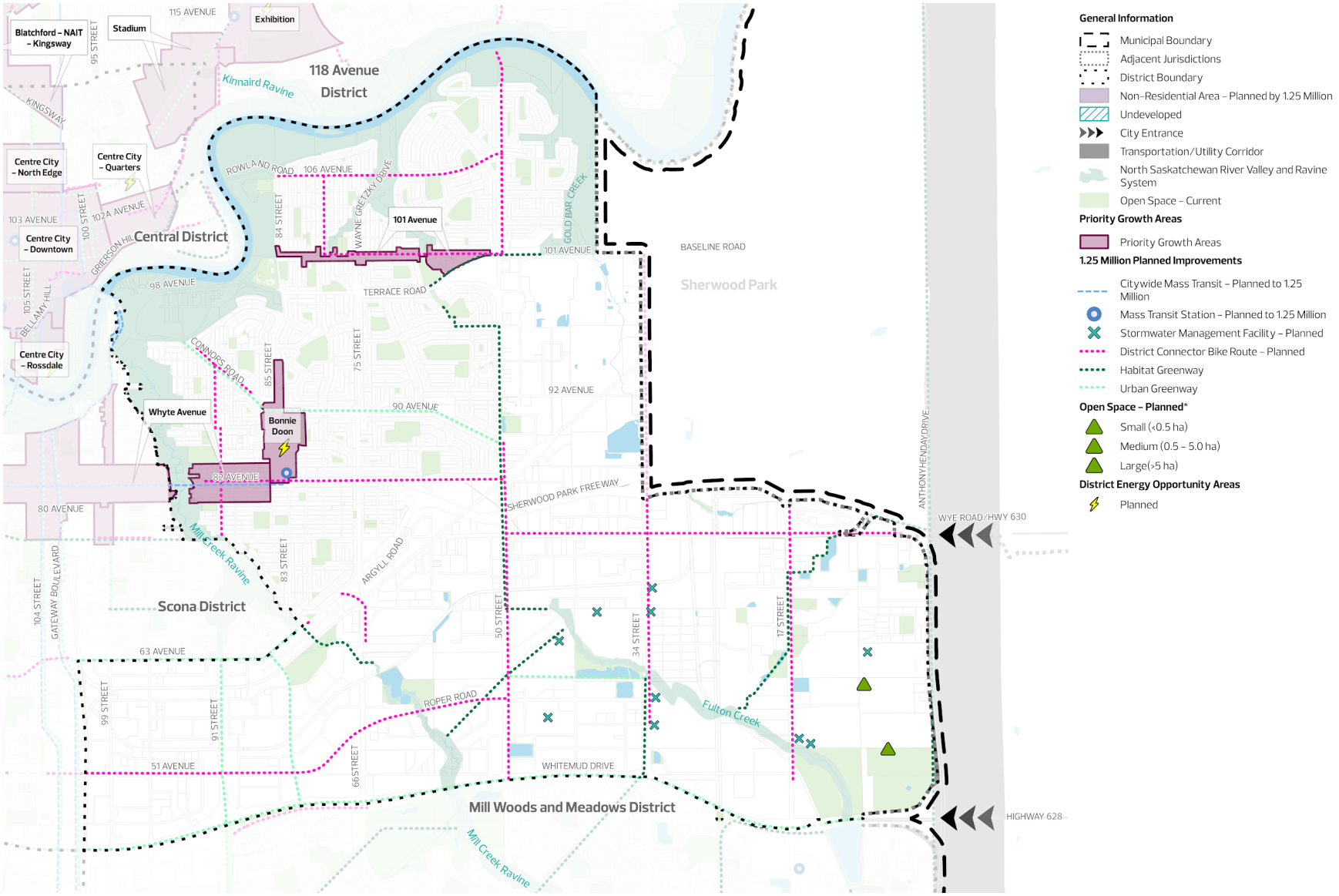
Map 5: Managing Growth to 1.25 Million identifies three Priority Growth Areas for the Southeast District Plan: 101 Avenue Secondary Corridor, Bonnie District Node and Whyte Avenue Primary Corridor.

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



*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

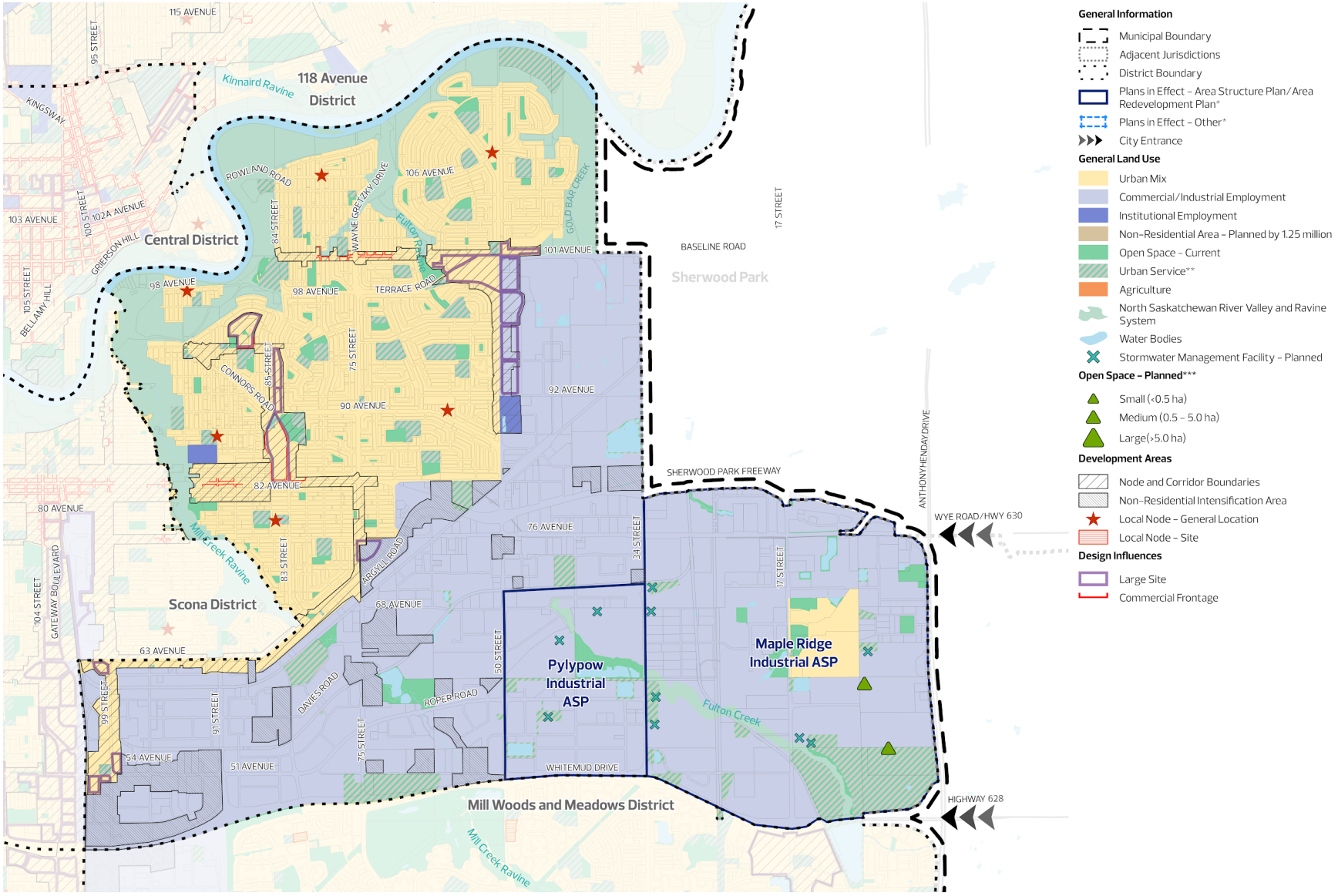
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in **The City Plan** by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts 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



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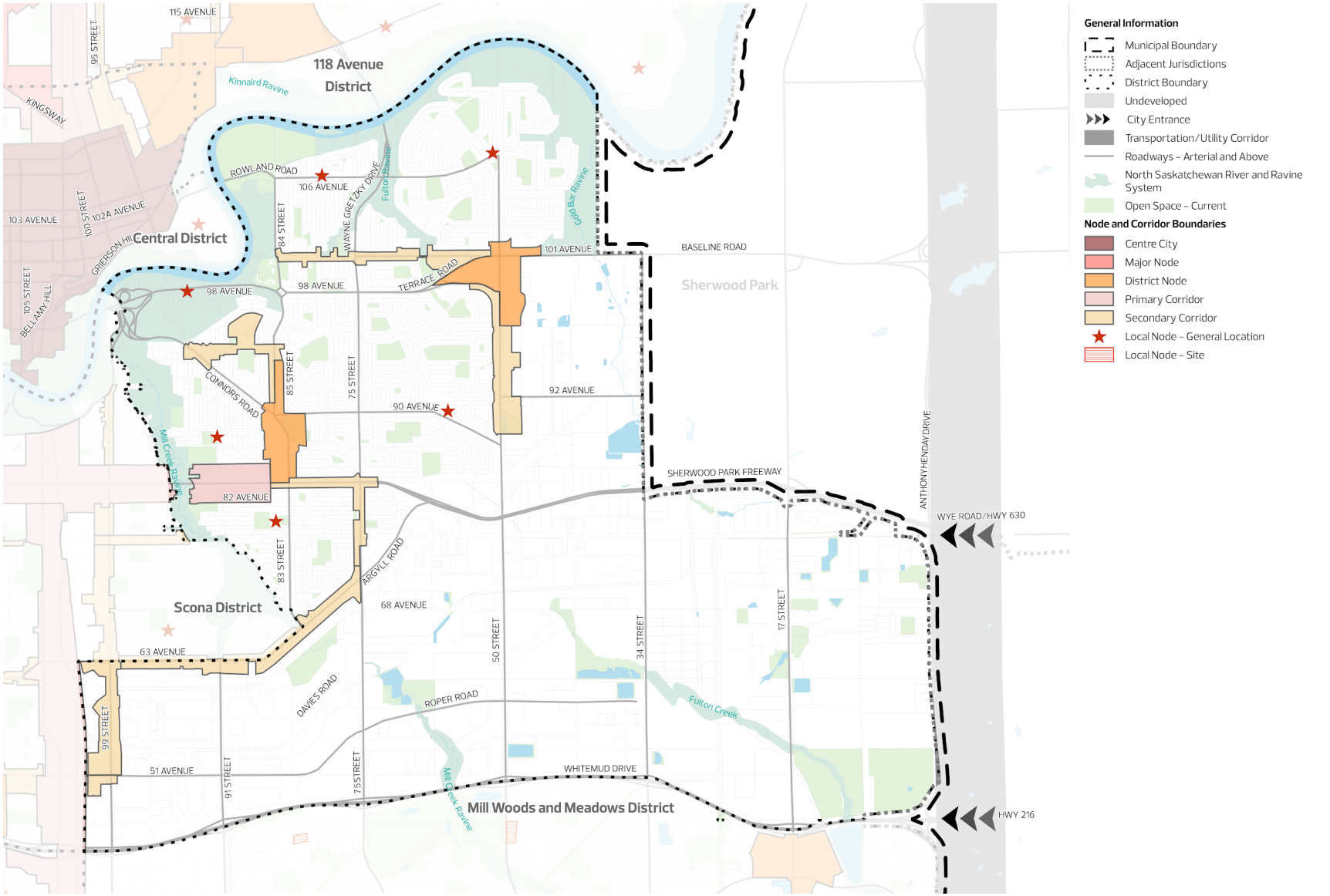
*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
**Lands designated Urban Service may include schools, fire halls, places of worship, etc.
***May include urban services. See additional plans in effect (where applicable) for details.

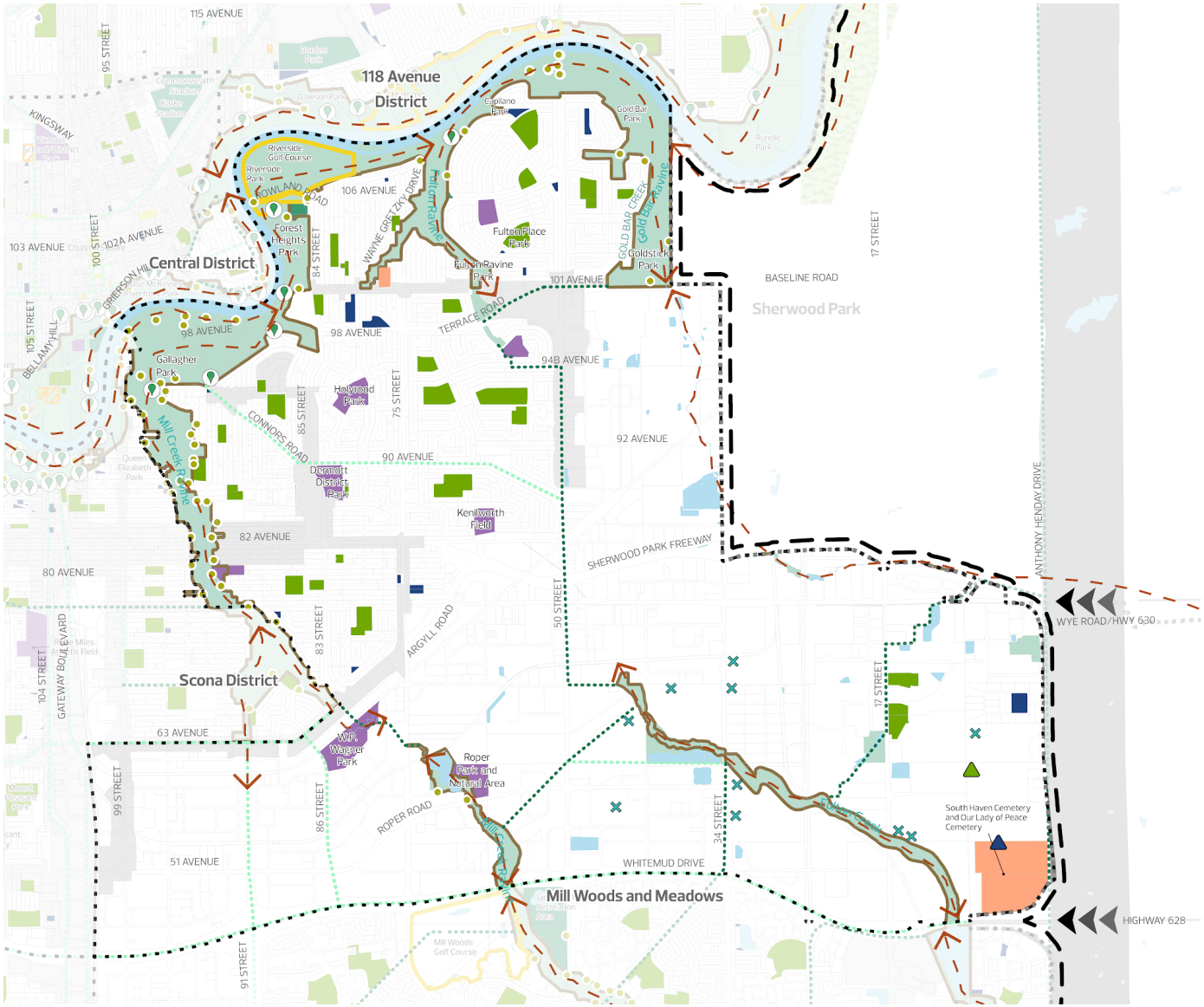
Map 7: Nodes and Corridors

Legend items are defined in District Policy Glossary



Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



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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

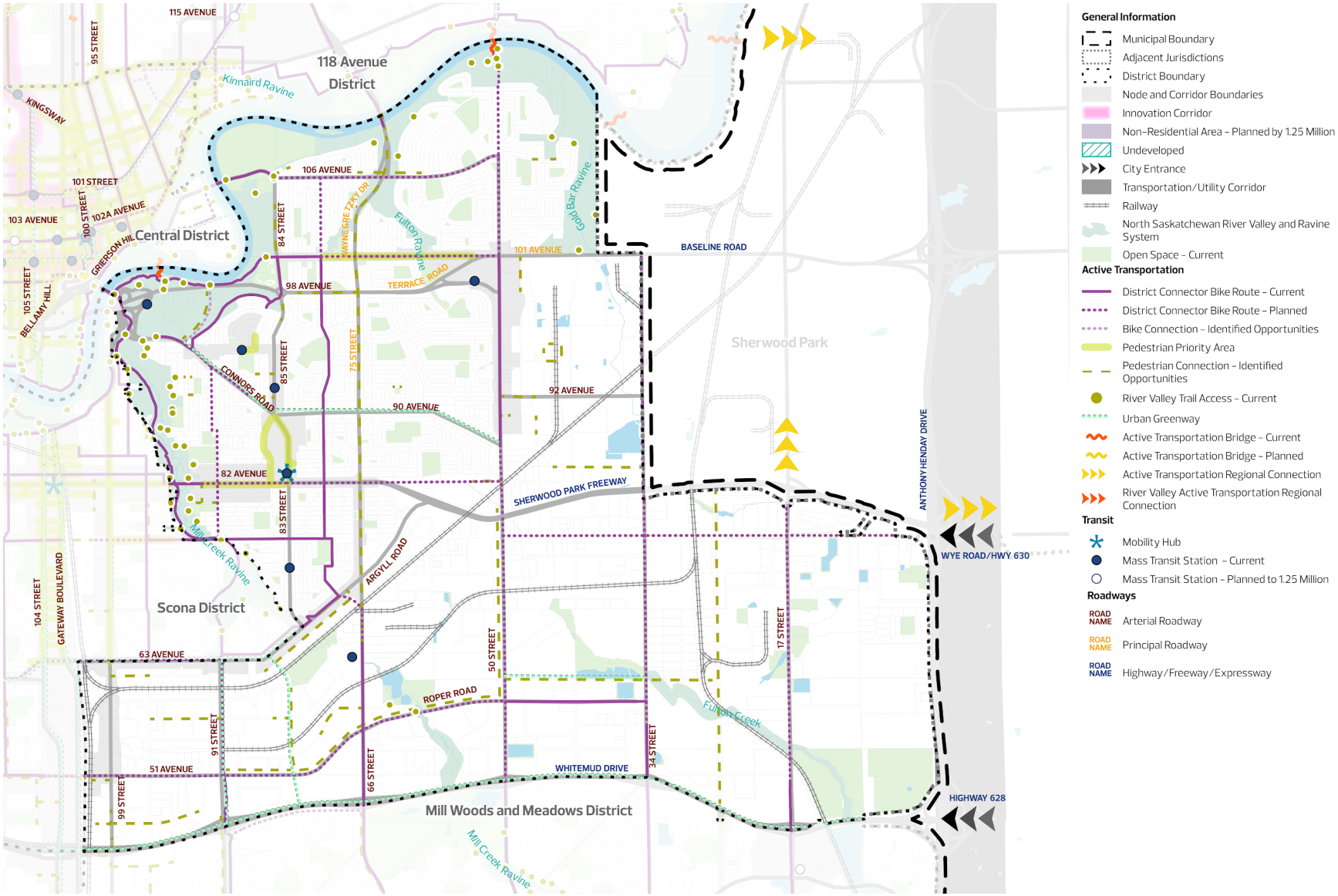
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies 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



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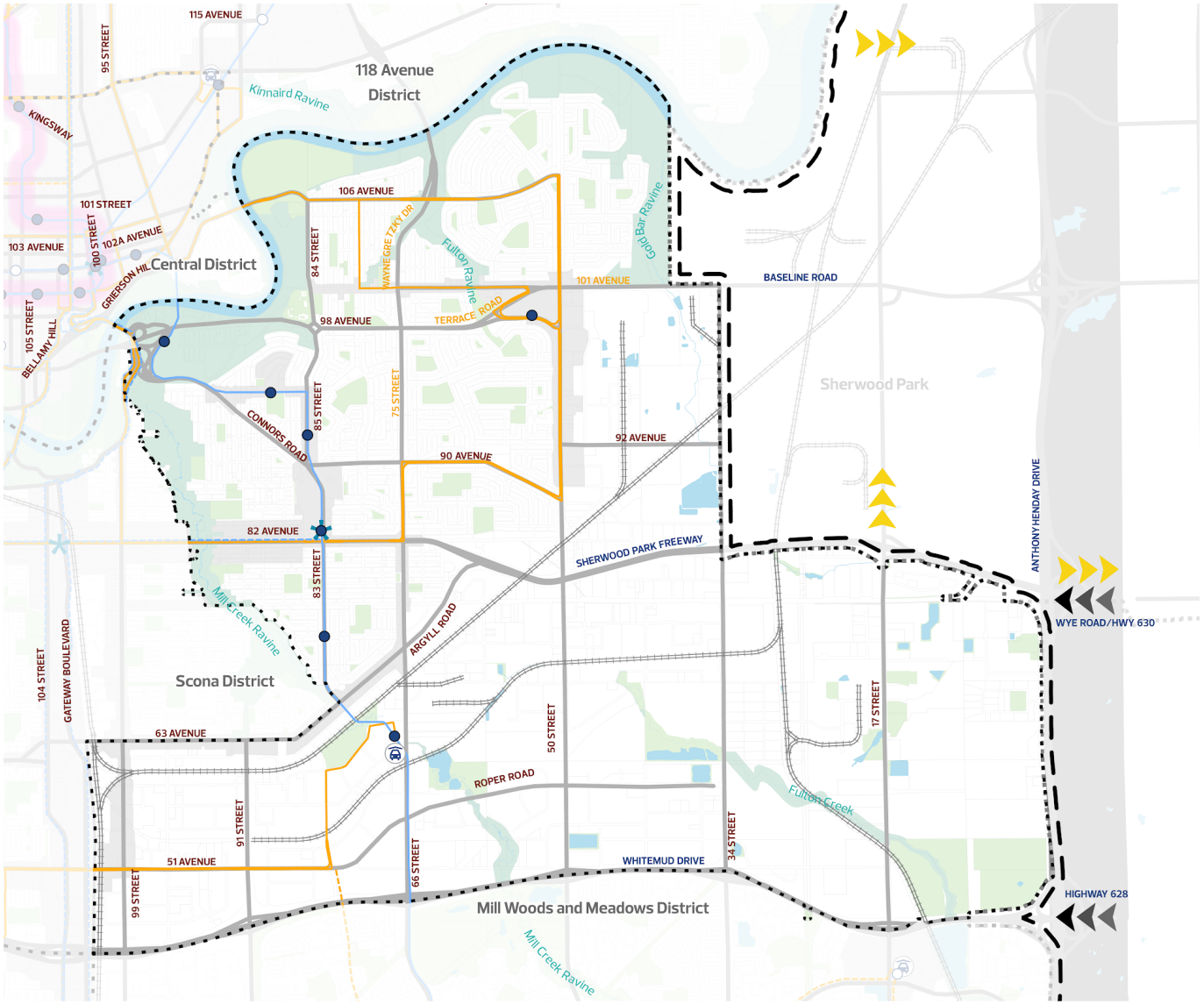
Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



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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

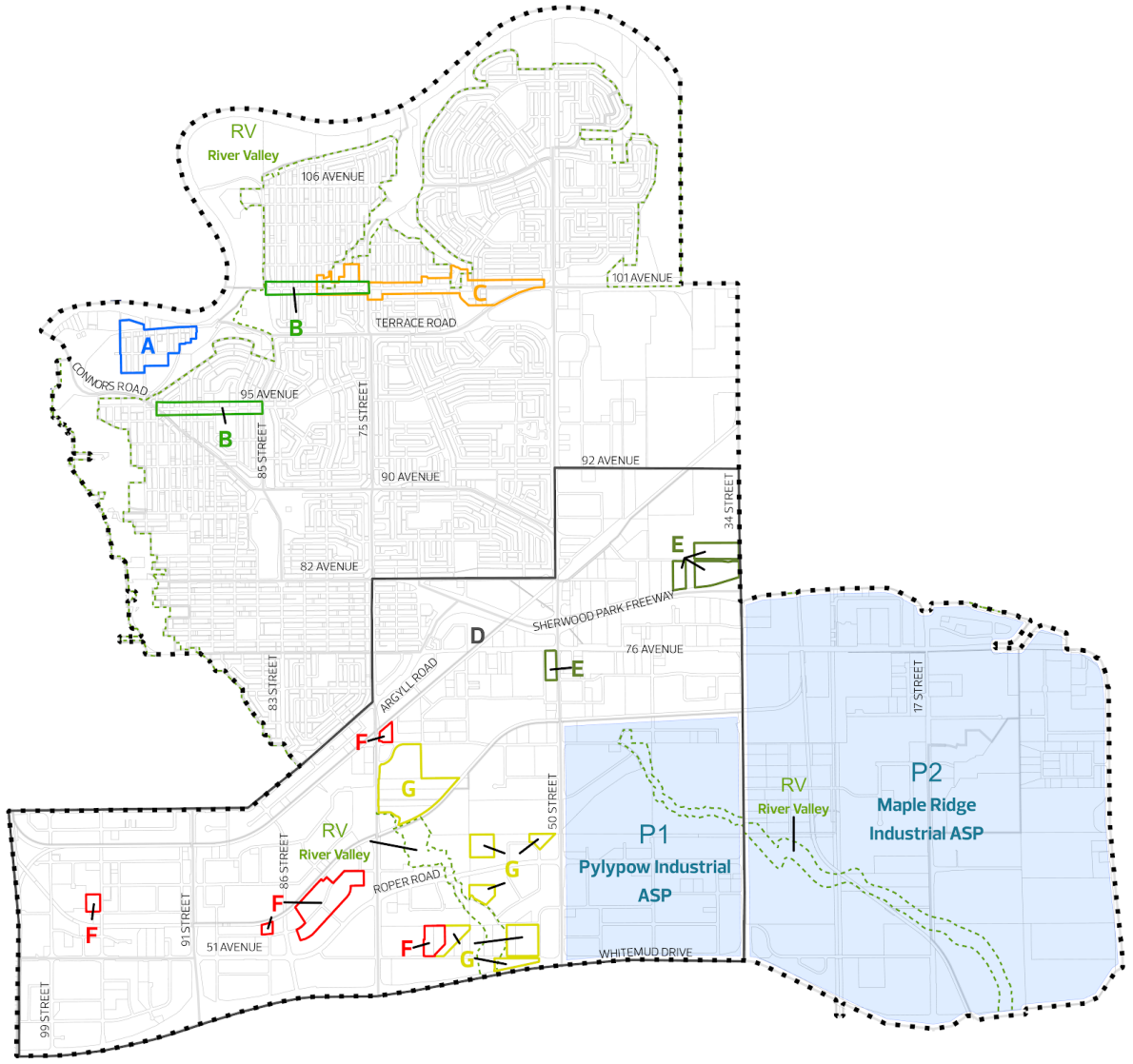
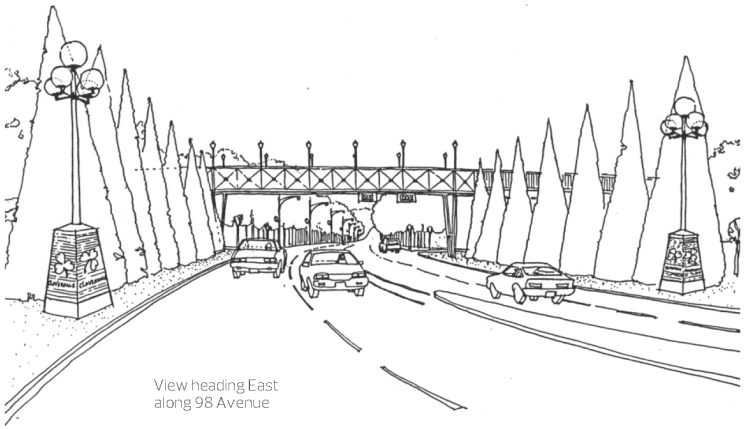
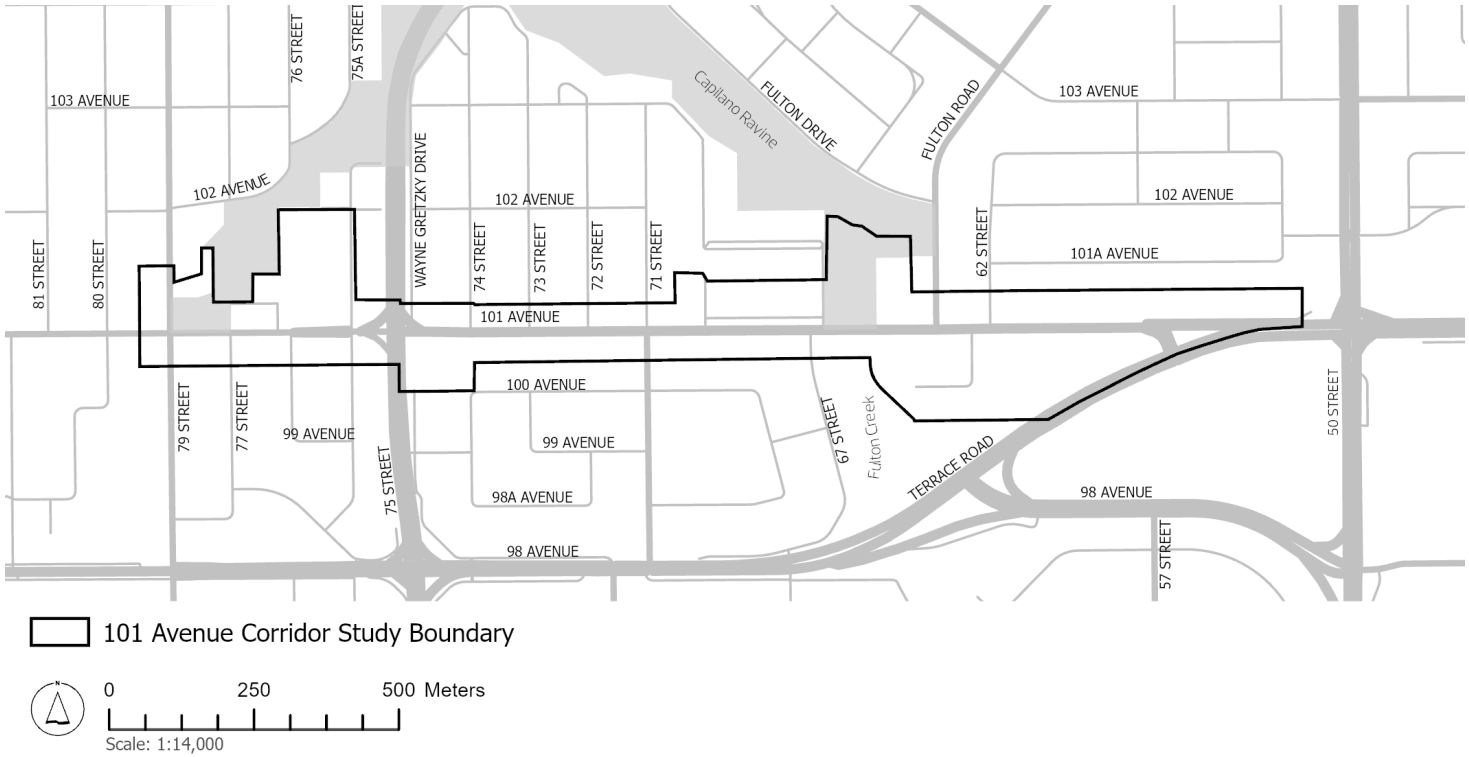
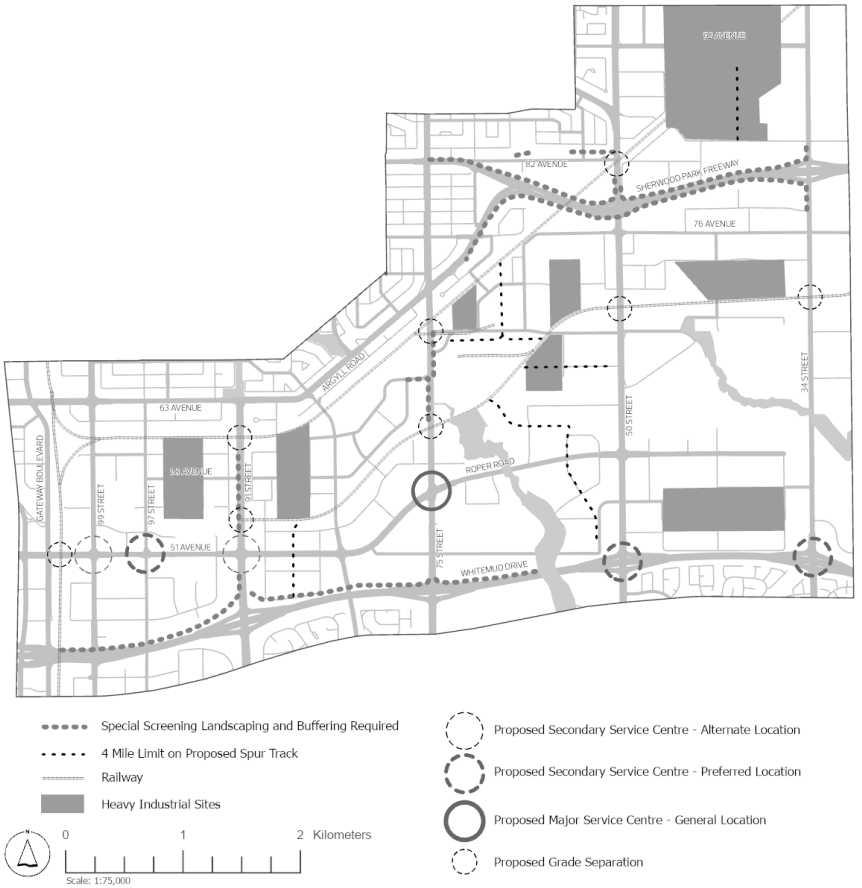


Table 2 - Area-Specific Policy Table

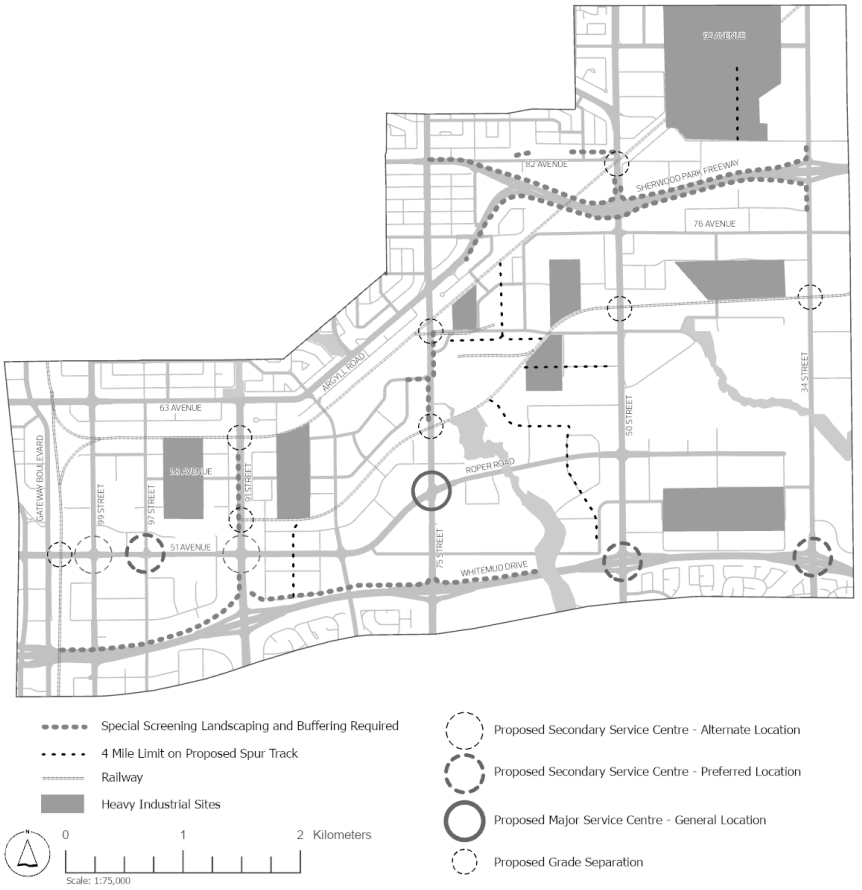
Subarea	Additional or Exceptional Policy
A	**A-1 Cloverdale - Neighbourhood Entrance** Entrance points to the neighbourhood along 98 Avenue NW will be enhanced by gateway structures, lamp posts and/or signage to clearly indicate to people that they are entering Cloverdale.  View heading East along 98 Avenue View heading West along 98 Avenue
	A-2 Cloverdale - Parks Develop small parks that visually terminate at either end of 92 Street NW and 96A Street NW to provide a sense of enclosure of the roadways within the community.

Subarea	Additional or Exceptional Policy
B	**B-1 95 Avenue and 101 Avenue - Commercial Development** For the purposes of District Policy 2.5.1.2 include sites: a) along 101 Avenue NW between 84 Street NW and 75 Street NW; b) along 95 Avenue between Connors Road NW and 85 Street NW.
C	 **C-1 101 Avenue - Secondary Corridor** For further planning direction refer to the 101 Avenue Corridor Study.

Subarea	Additional or Exceptional Policy
D	**D-1 Southeast Industrial Area - Visual Quality of Roadways** Improve the visual quality of select roadways by providing setbacks, landscaping, screening and/or buffering of adjacent properties. **D-2 Southeast Industrial Area - Service Centres** a) Support smaller service centres that serve the broader industrial area and connect to or provide open space on site: i) on 51 Avenue NW and 97 Street NW; ii) on the east and west sides of 50 Street NW north of Whitemud Drive NW; iii) on the east and west sides of 34 Street north of Whitemud Drive; and 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 51 Avenue NW and 75 Street NW or in immediate vicinity of the two smaller service centres.



Subarea	Additional or Exceptional Policy
D	**D-3 Southeast Industrial Area - Railways & Grade Separations** a) 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. b) Consider rail spur extensions in select locations in support of industrial goods movement. c) Consult railway companies early in the redevelopment process to determine when and where future facilities, rail rights-of-way, spur extensions and/or support tracks may be necessary. d) Review and analyze impacts, compatibility and transition between land uses and surrounding areas if railway right-of-way (leads and spur lines) are abandoned at the rezoning stage. **D-4 Southeast Industrial Area - Natural Areas** Preserve creeks, natural areas and features for their ecological function and contribution to non-residential design quality and development opportunities.



Subarea	Additional or Exceptional Policy
E	**E-1 Subdivision and Consolidation** Support the subdivision and consolidation of irregular or insufficient sized industrial parcels to enable efficient land use and development.

Subarea	Additional or Exceptional Policy
F	**F-1 Development Upgrading** Ensure the development of select sites along major routes as shown are upgraded as per current Zoning Bylaw to ensure that front yards and general appearance of sites is visually attractive.

Subarea	Additional or Exceptional Policy
G	**G-1 Business Employment** Interior sites not adjacent to Roper Road NW or Mill Creek Ravine shall be developed for industrial business purposes. Develop interior sites within the Industrial Business Park east of 75 Street NW, north and south of Roper Road NW but not adjacent it or Mill Creek Ravine for business employment, where: a) larger parcels have the flexibility to be subdivided into smaller parcels as per the user requirements; b) 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; c) all servicing and local roadways within condo sites will be privately owned; and d) parcels will facilitate development under a cooperation approach amongst the end users.
P1	**P1-1 Pylypow Industrial Area Structure Plan** For further planning direction refer to the Pylypow Industrial ASP.
P2	**P2-1 Maple Ridge Industrial Area Structure Plan** For further planning direction refer to the Maple Ridge Industrial ASP.
RV	**RV-1 River Valley Plans** 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 Southeast 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 Southeast District may include the following:

- Build-out of the Bonnie Doon District Node and further residential and selective commercial development in the nearby 95 Avenue and Whyte Avenue/75 Street Secondary Corridors and the Whyte Avenue Primary Corridor.
- Additional mass transit investments will support further redevelopment along secondary corridors such as 101 Avenue with the opportunity for the Capilano District Node to redevelop with more housing and commercial activity.
- Selective redevelopment along 50 Street, Argyll Road/63 Avenue, 99 Street and 51 Avenue Secondary Corridors, which will provide for important transitions between the district's more northerly residential and southerly non-residential portions.
- Opportunities for land use diversification and more job activity within industrial portions of the district, especially adjacent to the corridors noted above and with further additions to mass transit, such as along Argyll Road/63 Avenue NW and 50 Street NW.
- The build-out of employment lands in the southeast of the district (Pylypow and Maple Ridge) will be complete.

- The creation of additional, and strengthening of existing, local nodes to provide commercial services and more housing options within neighbourhoods.

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.

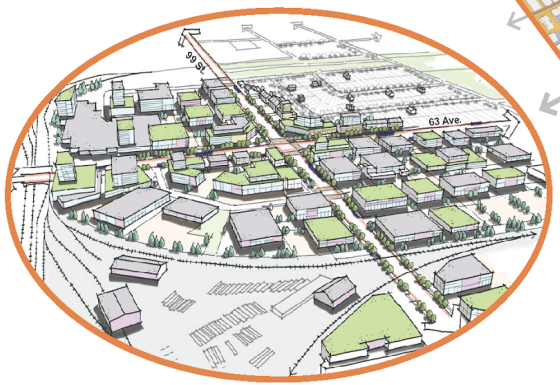
Map 12: Vision at 2 Million

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.**

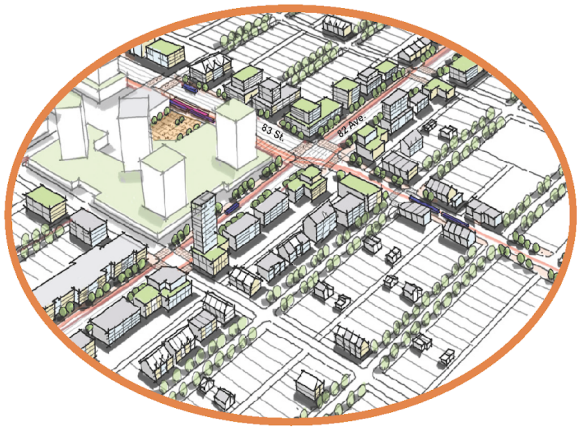
Map 12: Vision at 2 Million

1 Street Experience in Secondary Corridor
Looking east along 101 Avenue at 74 Street

2 Street Experience in Secondary Corridor
Looking north along 50 Street



4 Intersecting Corridors in Non-Residential
99 Street and Argyll Road/63 Avenue



3 Intersecting Node and Corridors
Bonnie Doon and Whyte Avenue