

Charter Bylaw 24007

A Bylaw to adopt the Northeast District Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, as amended by the *City of Edmonton Charter, 2018 Regulation*, AR 39/2018, the Municipal Council of the City of Edmonton may, by bylaw, adopt an Additional Statutory Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act, RSA 2000, c. M-26, as amended, and as amended by the *City of Edmonton Charter, 2018 Regulation*, AR 39/2018, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The document, entitled “Northeast District Plan” attached hereto as Schedule “A” is hereby adopted as an Additional Statutory Plan.

READ a first time this	25th day of June	, A. D. 2024;
READ a second time this	25th day of June	, A. D. 2024;
READ a third time this	2nd day of October	, A. D. 2024;
SIGNED and PASSED this	2nd day of October	, A. D. 2024.

THE CITY OF EDMONTON



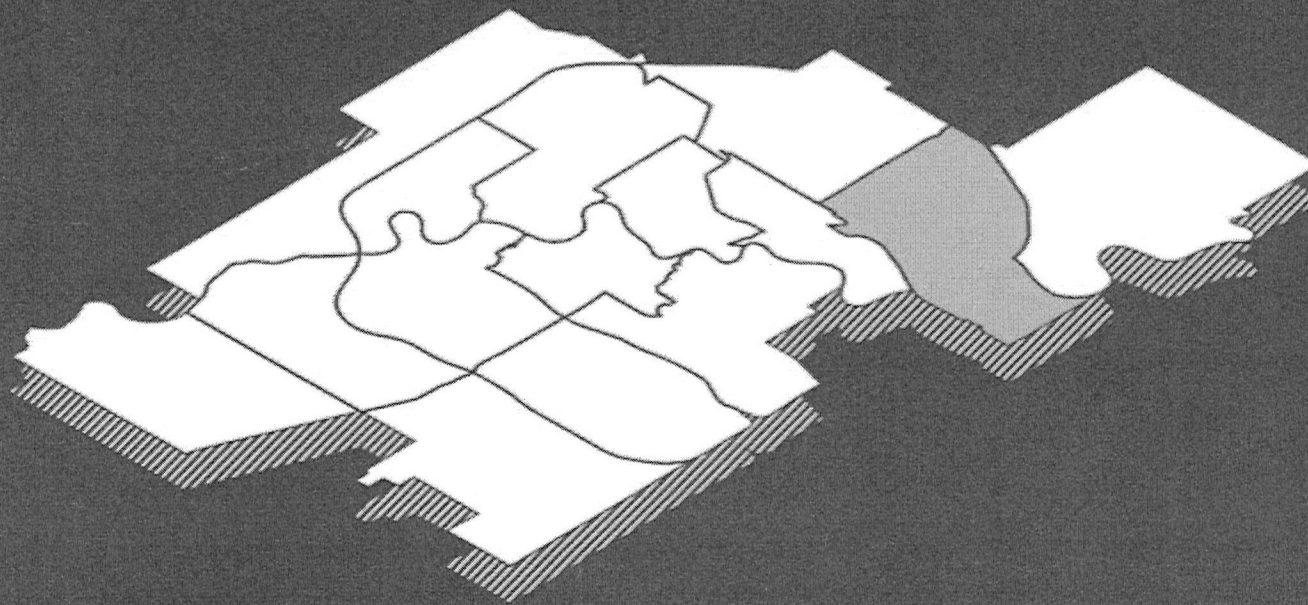
MAYOR



CITY CLERK

NORTHEAST DISTRICT PLAN

Edmonton

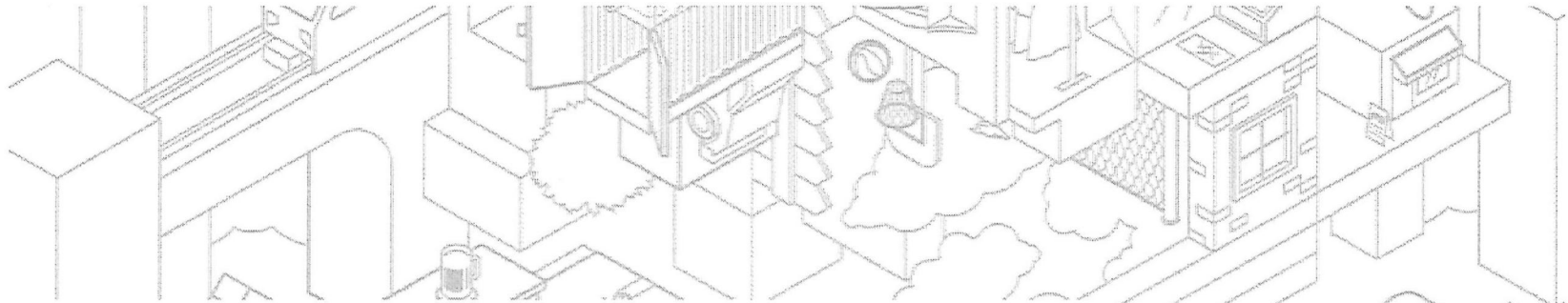


Schedule A

Table of Contents

- Land Acknowledgement.....4**
- 1 Introduction to District Plans..... 5**
 - 1.1 How to Use This District Plan.....6
 - 1.2 Authority and Relationship to Other Plans.....8
 - 1.3 Relationship with the Zoning Bylaw.....9
 - 1.4 Amendments.....9
- 2 District Context.....10**
 - 2.1 Physical Context..... 10
 - 2.2 Historical Context..... 11
 - Map 1: Heritage and Culture..... 13
 - 2.3 Development Context.....14
- 3 District Systems and Networks..... 16**
 - 3.1 Activating and Phasing Growth..... 16
 - Table 1: Anticipated District Population and Employment Numbers.....16
 - Map 2: Activating and Phasing Growth to 1.25 Million.....19
 - 3.2 Planning and Design..... 20
 - Map 3: Nodes and Corridors.....22
 - Map 4: Land Use Concept to 1.25 Million.....23
 - Map 5: Open Space and Natural Areas to 1.25 Million.....24
 - 3.3 Mobility..... 25
 - Map 6: Active Transportation to 1.25 Million.....26
 - Map 7: Transit to 1.25 Million.....27
- 4 Area-Specific Policy..... 28**
 - Map 8: Area-Specific Policy Subareas.....29
 - Table 2: Area-Specific Policy Table.....30



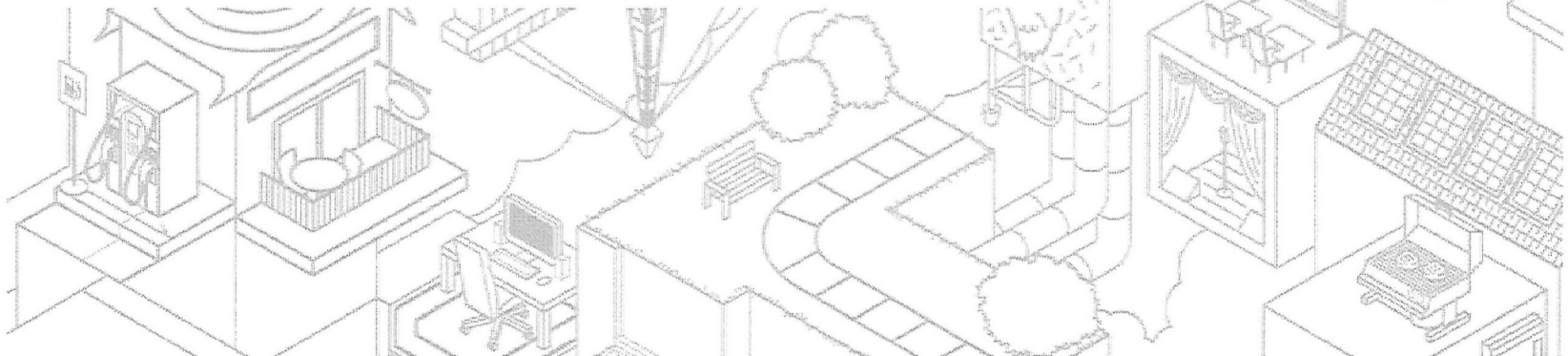
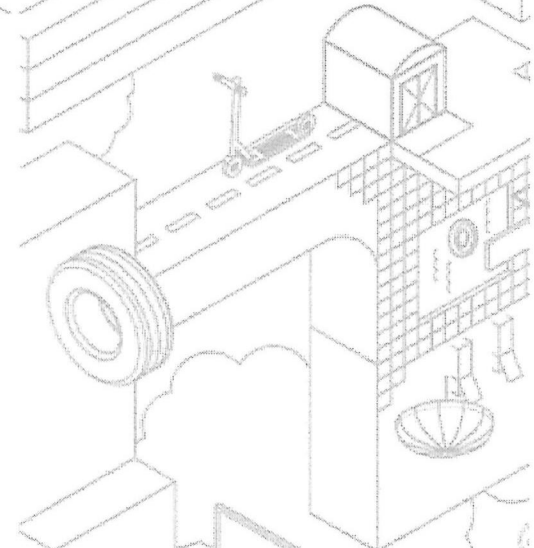


The City of Edmonton extends its deepest appreciation to those who helped create this district plan.

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

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

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



1 Introduction to District Plans

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

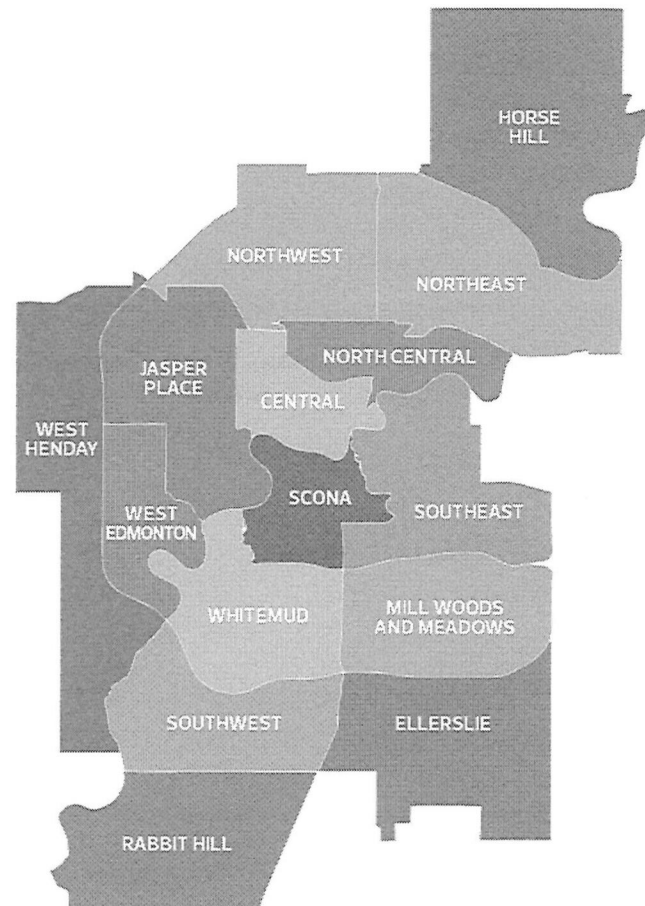
A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities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

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

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

There are 16 District Plan bylaws:

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



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

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

1.1 How to Use This District Plan

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

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



Step 1: Read Section 1: Introduction to District Plans

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



Step 2: Determine where other statutory plans are in effect

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



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

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

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



Step 4: Review the planning direction in the District Plan

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

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

Section 2: District Context describes where the **District** is located within the city, how the **District** came to be and what is located within the **District**.



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

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

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

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



1.2 Authority and Relationship to Other Plans

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

District Plans are subject to **The City Plan**, the City of Edmonton’s combined Municipal Development Plan and Transportation Master Plan. In the event of a discrepancy, The City Plan shall prevail over the District Plans and District Policy.

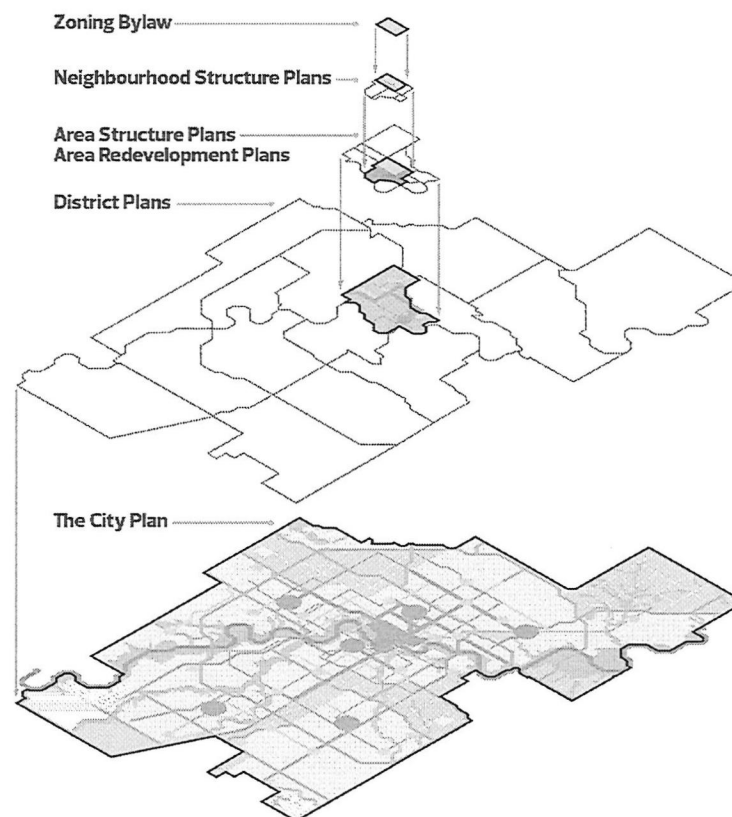
The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

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

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

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

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



1.3 Relationship with the Zoning Bylaw

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

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

1.4 Amendments

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



2 District Context

2.1 Physical Context

The Northeast District is located in the northeast area of Edmonton. Neighbouring municipalities include Sturgeon County to the north and Sherwood Park, Strathcona County to the east. Nearby **Districts** include the Horse Hill District, North Central District and Northwest District. The Northeast District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential Neighbourhoods

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

Industrial Neighbourhoods

- Clover Bar Area
- Industrial Heights
- Kennedale Industrial

The Northeast District is generally bordered by Anthony Henday Drive (Highway 216) to the north, 33 Street NE to the east, Yellowhead Trail NW (Highway 16) and 127 Avenue NW to the south, and 82 Street NW to the west.

The North Saskatchewan River runs through the Northeast District and then forms a portion of its northeastern boundary. A number of ravines connect to the North Saskatchewan River in this area, including the Kennedale Ravine, Fraser Ravine and Clover Bar Ravine.



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 their needs long before European settlers arrived. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape today due to colonial land development practices.

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

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. This mission inspired the naming of Hermitage Park and the Canon Ridge neighbourhood in the Northeast District.

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.

Urban 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 NW. Livestock and 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 founding of the independent Village of North Edmonton in 1910, whose town centre was at the intersection of Fort Road NW, 66 Street NW and 127 Avenue NW. The Village was incorporated into Edmonton’s municipal boundaries in 1912 and became the industrial centre of Edmonton and a working-class residential neighbourhood.

Between 1924 and 1987, the Domtar Edmonton Wood Preservation Plant operated within the District. The plant was located in the Homesteader neighbourhood, east of 50 Street NW and north of Yellowhead Trail NW (Highway 16). The former industrial use of the site resulted in contamination from creosote (among other materials), affecting both soil and groundwater. Domtar undertook remediation efforts in the 1990s to address contamination in several areas, but residual contamination persists. Following its closure, the site remained vacant for over 20 years.

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 for industry purposes in the eastern portion of the Northeast District. Beginning in the 1970s, an economic shift in the meatpacking industry reduced industrial activity along Fort Road NW and in the Kennedale area.

In 1978, Edmonton’s Light Rail Transit (LRT) system was opened, originally connecting Belvedere with Downtown before the line was extended to Clareview in 1981.



The portion of the Northeast District north of 153 Avenue NW and east of 66 Street NW was annexed to the City of Edmonton in 1980. After decades of greenfield development, the last portions of residential land in the District west of Manning Drive NW are now being subdivided and built out. East of Manning Drive NW, developable land remains around the Evergreen Funeral Home and Cemetery, which was developed in the early 1950s.

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

Map 1: Heritage and Culture

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



2.3 Development Context

The Northeast District comprises mostly low-density residential areas, with some large-format retail commercial areas concentrated along **Arterial Roadways**, like Fort Road NW / Manning Drive NW. Major commercial and recreational anchors serving the Northeast District neighbourhoods include Clareview Town Centre, Clareview Community Recreation Centre, Manning Town Centre and Londonderry Mall. Most 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.

The eastern part of the Northeast District, located north of Yellowhead Trail NW (Highway 16) and east of the North Saskatchewan River, contains a range of industrial activities, from light to heavy. Additionally, other industrial uses are located mainly along the southern boundary of the District and east of Fort Road NW in the Industrial Heights and Kennedale Industrial neighbourhoods.

The Northeast District has many major transportation routes, including the Yellowhead Trail NW (Highway 16), 82 Street NW, the north-south connectors of 66 Street NW, 50 Street NW and Victoria Trail NW, and the **Arterial Roadways** of east-west 137 Avenue NW and 153 Avenue NW. 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 **Mass Transit Stations**. These stations are located along Edmonton's Capital Line LRT, which connects the District to Downtown and south Edmonton.

A major power transmission corridor south of 167 Avenue NW moves east to west across the District. This area is used as a linear park along the power transmission line's right-of-way and acts as part of the District's open space network.

The District includes two significant natural tree stands that support a diversity of plant species, provide wildlife habitat and act as a movement corridor linking local **Natural Areas**. First, a large forested area east and south of the North Saskatchewan River is composed of aspen, balsam poplar and birch. Second, the natural tree stand area through the Crystallina Nera West/East, Schonsee and McConachie neighbourhoods is used as an east-to-west linear park. The tree stand area facilitates the movement of wildlife and sustains ecological processes, representing an innovation in the conservation of **Natural Areas** in the City of Edmonton and providing active transportation opportunities.

The neighbourhoods in the Northeast District, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. Buildings, infrastructure and environmental assets in the District, like trees and **Natural Areas**, are vulnerable to extreme heat events. In addition, changing temperatures, precipitation patterns and weather extremes may also impact drainage and energy infrastructure. Actions laid out in Edmonton's climate strategies are helping to build resilience in communities across the city. Progress on adaptation action by the City of Edmonton is tracked through annual reporting.

The Canadian Forces Base Edmonton is located north, outside of the District, west of 66 Street NW. As such, the Edmonton Garrison Heliport Zoning Regulations introduce limitations to this District's northern land uses, heights, retention of wetlands, and sizes and types of **Stormwater Management Facility** developments.



Current Plans in Effect

In the Northeast District, the following statutory plans are in effect and 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

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

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

A number of residential neighbourhoods generally north of 167 Avenue NW in the District are under various stages of development. The sequence of development varies between Area Structure Plan areas, depending on servicing connections and the readiness of landowners. Generally speaking, development has run in a north-to-south direction, with the neighbourhoods adjacent to Anthony Henday Drive (Highway 216) being the last to complete. All residential areas include a mix of residential and commercial sites, school sites and **Natural Areas**.

The Aurum Industrial Business Park Area Structure Plan (adopted in 1991) provides land use and infrastructure direction for the portion of land east of 9 Street NE to the District's eastern boundary. The plan aims to encourage economic development and diversification by accommodating a variety of industrial uses and activities in need of large-scale facilities with extensive transportation infrastructure.

The Hermitage General Outline Plan (adopted in 1970) continues to guide the development of the former Domtar site, located along Hermitage Road NW, east of 43 Street NW. The plan supports a mix of housing types and includes space for a school and park.



3 District Systems and Networks

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

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

3.1 Activating and Phasing Growth

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

The City Plan expects population growth to occur in the residential areas across the District, primarily in the actively developing neighbourhoods of Crystallina Nera West, Crystallina Nera East, McConachie, Cy Becker and Gorman. Growth will occur according to approved plans that support new development and are aligned with The City Plan and regional direction.

Employment growth is expected in both the Kennedale Industrial and Clover Bar Area neighbourhoods. Some initial redevelopment may generate population and employment growth within the Fort Road **Secondary Corridor**.

Table 1: Anticipated District Population and Employment Numbers

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.

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	120,000	136,000	155,000
District Employment	25,000	34,000	55,000

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

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

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

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

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

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

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

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

There are no Priority Growth Areas in the Northeast District.

Map 2: Activating and Phasing Growth to 1.25 Million

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



3.2 Planning and Design

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

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

District Plan maps that show these networks include:

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

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



Map 3: Nodes and Corridors

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

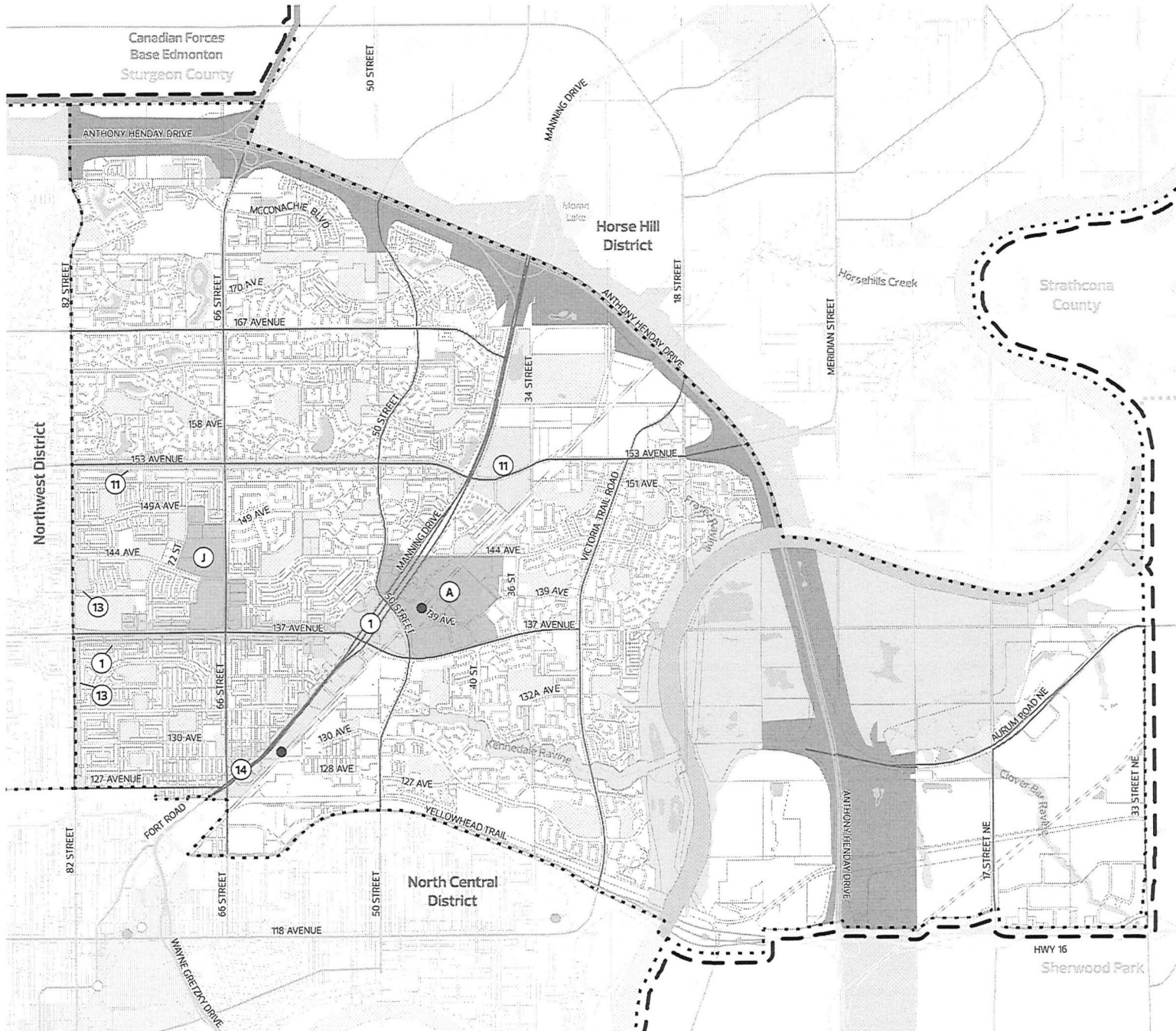
Map 4: Land Use Concept to 1.25 Million

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

Map 5: Open Space and Natural Areas to 1.25 Million

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





- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - Transportation/Utility Corridor
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Transit**
- Mass Transit Station - Current
 - Mass Transit Station - Planned
- Nodes and Corridors**
- Centre City
 - Major Node
 - Clareview
 - Londonderry
 - District Node
 - Primary Corridor
 - Secondary Corridor
 - 137 Avenue
 - 153 Avenue
 - 82 Street
 - Fort Road

Letter/number labels as per The City Plan

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

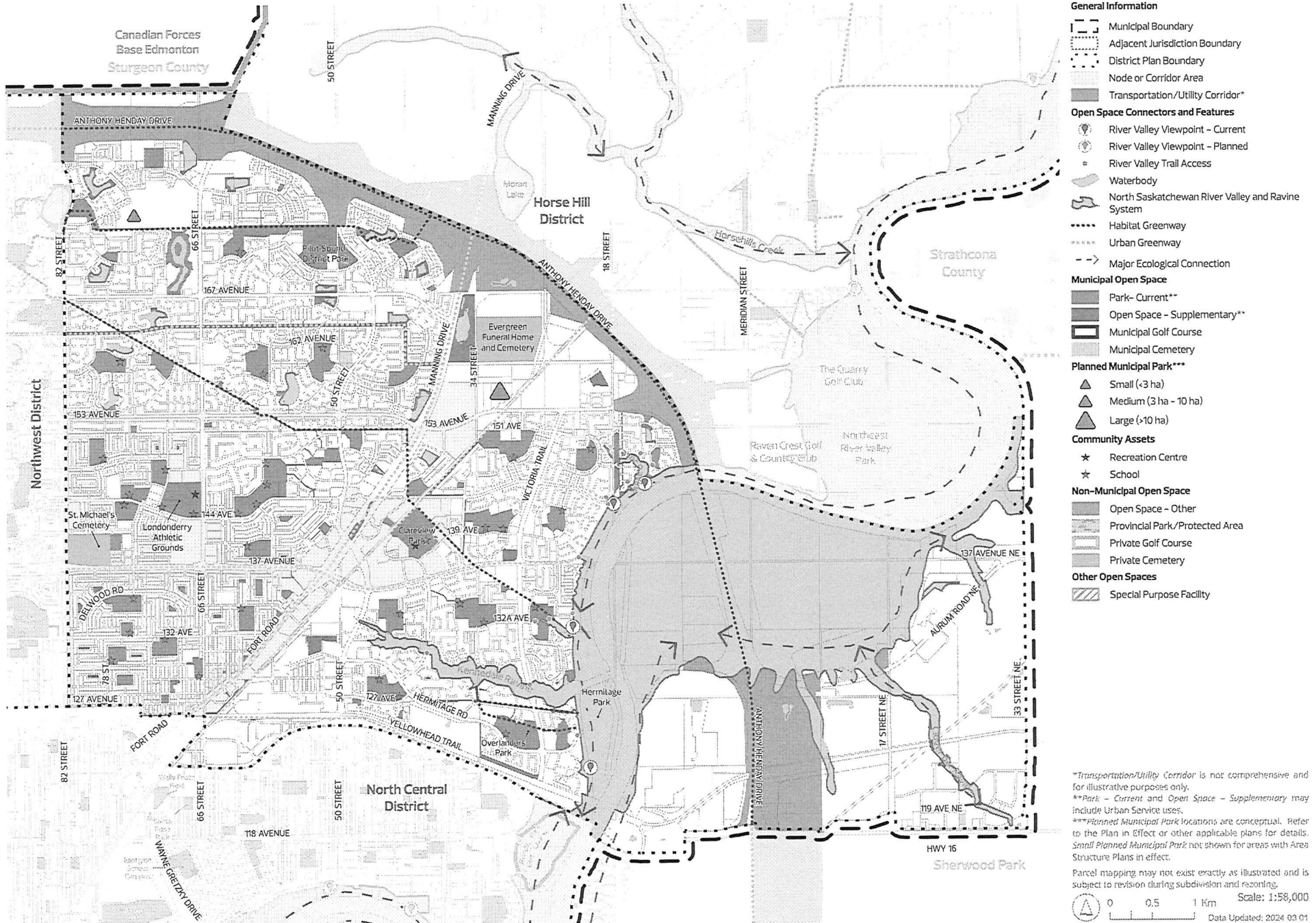
Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

Scale: 1:58,000

0 0.5 1 Km

North Arrow

Date Updated: 2024 03 01



3.3 Mobility

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

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

District Plan maps that show these networks include:

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

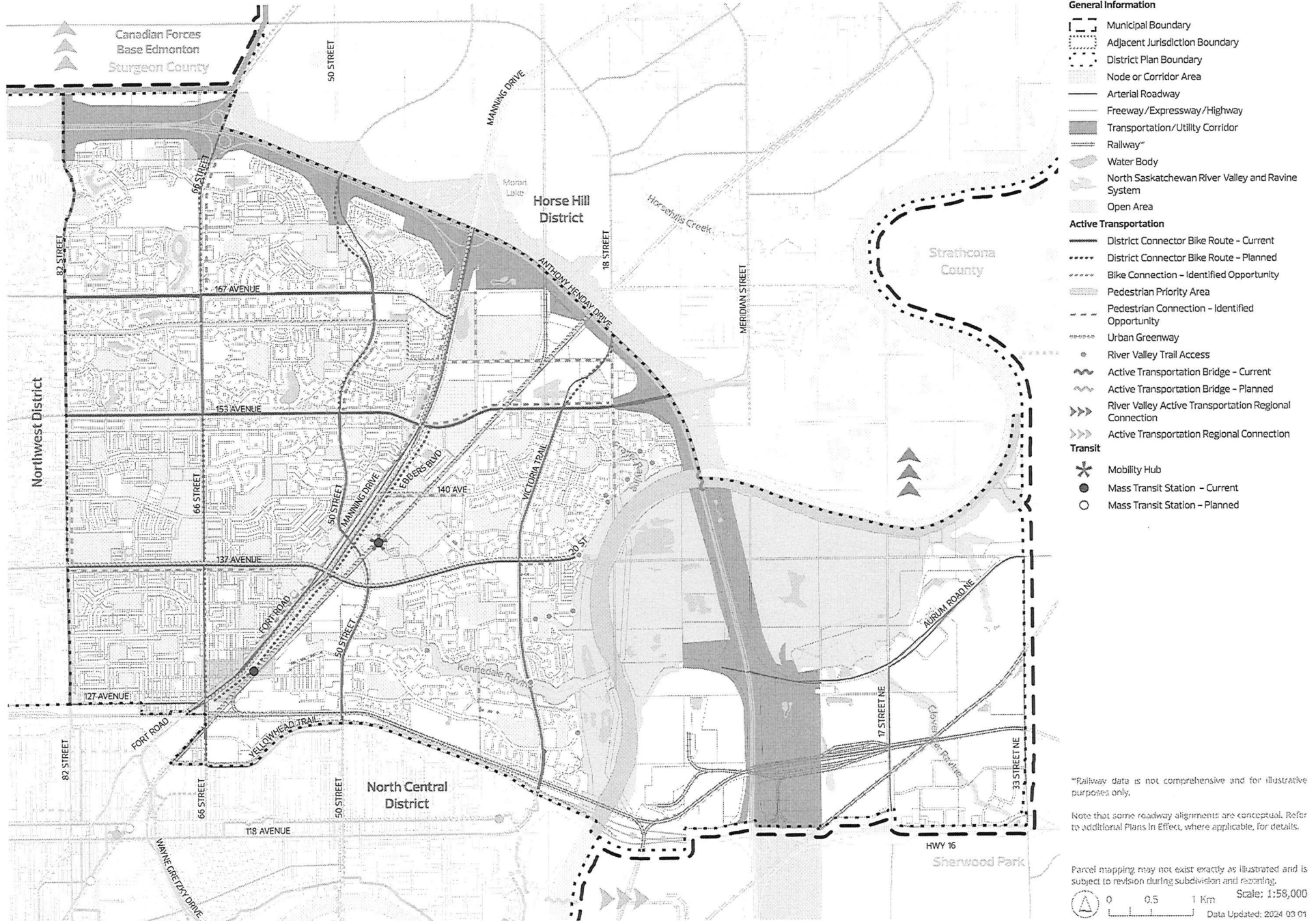
Map 6: Active Transportation to 1.25 Million

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

Map 7: Transit to 1.25 Million

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

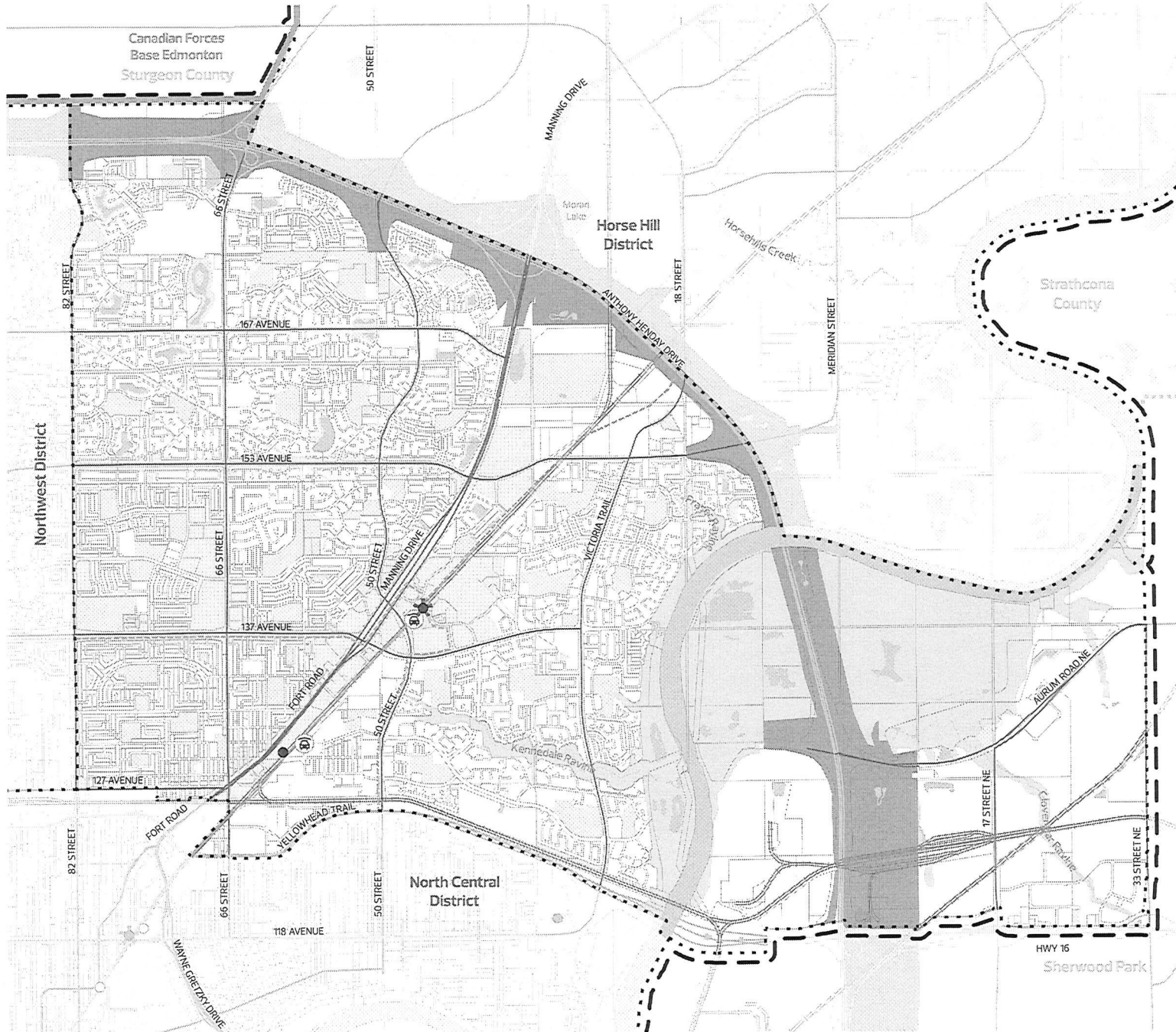




- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Node or Corridor Area
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Transportation/Utility Corridor
 - Railway
 - Water Body
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Active Transportation**
- District Connector Bike Route - Current
 - District Connector Bike Route - Planned
 - Bike Connection - Identified Opportunity
 - Pedestrian Priority Area
 - Pedestrian Connection - Identified Opportunity
 - Urban Greenway
 - River Valley Trail Access
 - Active Transportation Bridge - Current
 - Active Transportation Bridge - Planned
 - River Valley Active Transportation Regional Connection
 - Active Transportation Regional Connection
- Transit**
- Mobility Hub
 - Mass Transit Station - Current
 - Mass Transit Station - Planned

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

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



General Information

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

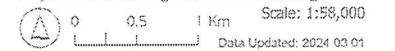
Transit

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

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

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

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



4 Area-Specific Policy

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

Policies in this section may include:

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

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

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

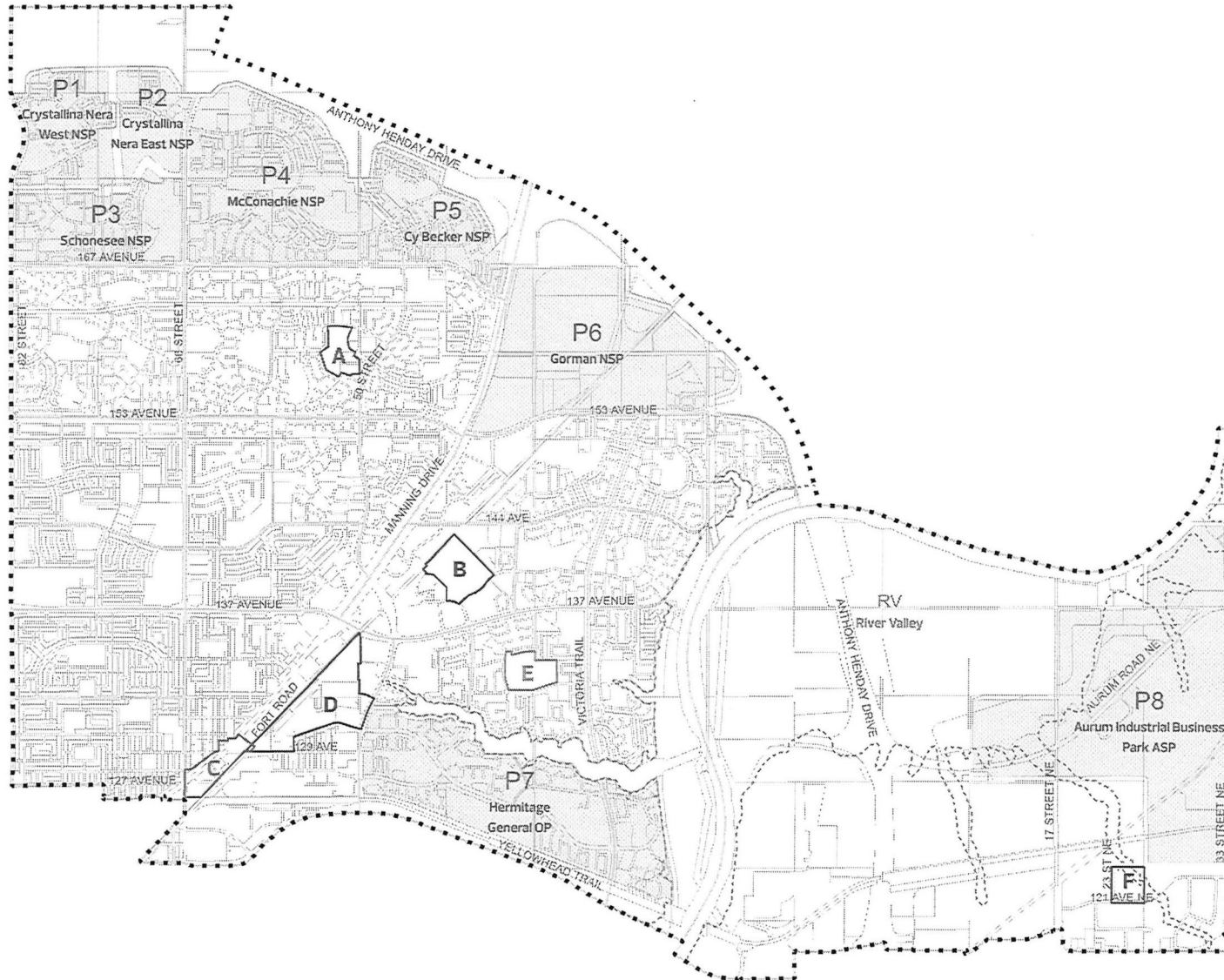
Map 8: Area-Specific Policy Subareas

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

Table 2: Area-Specific Policy

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



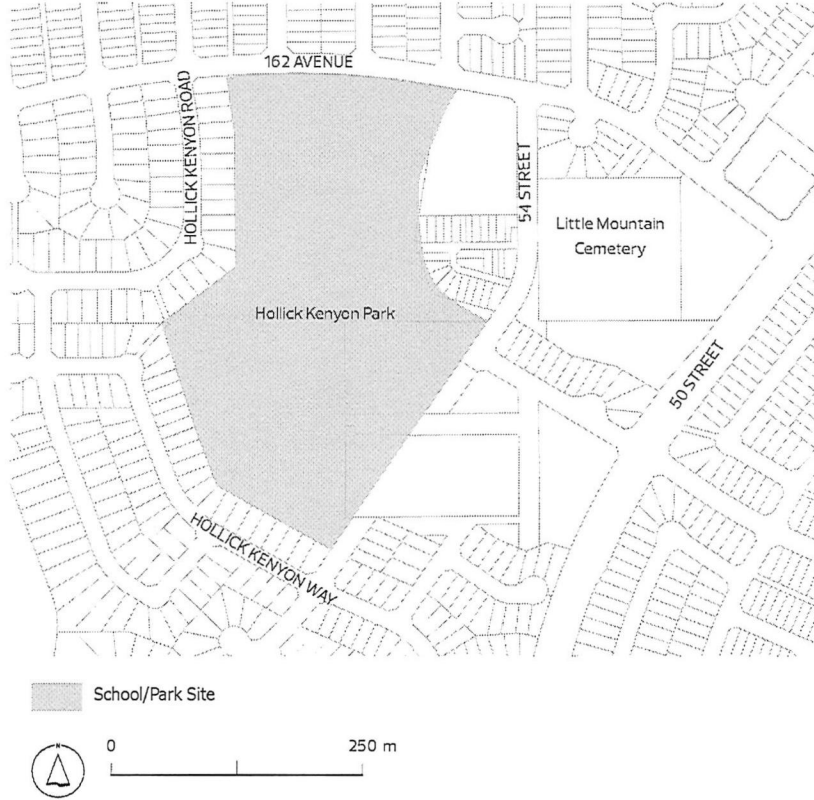


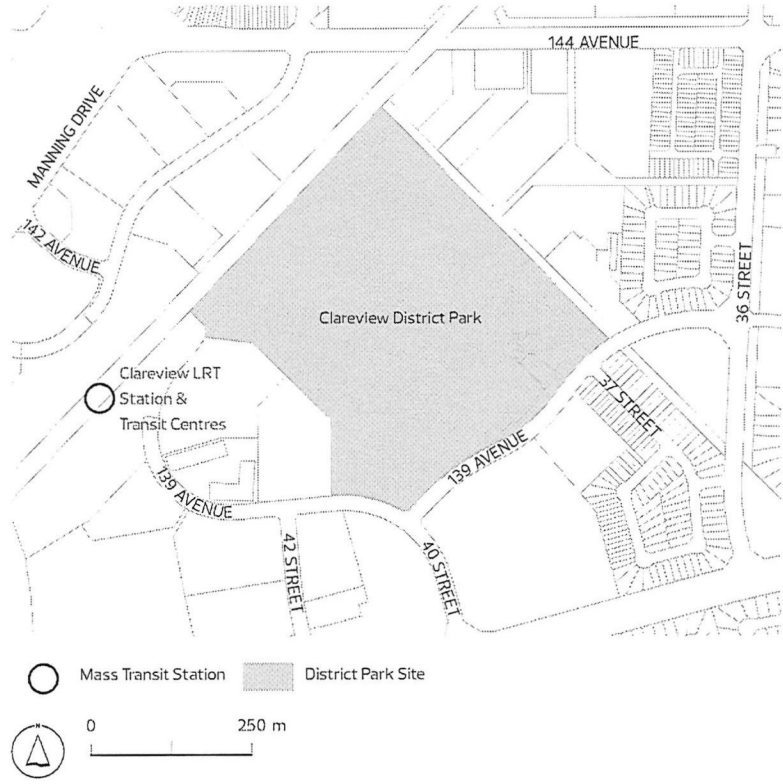
Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

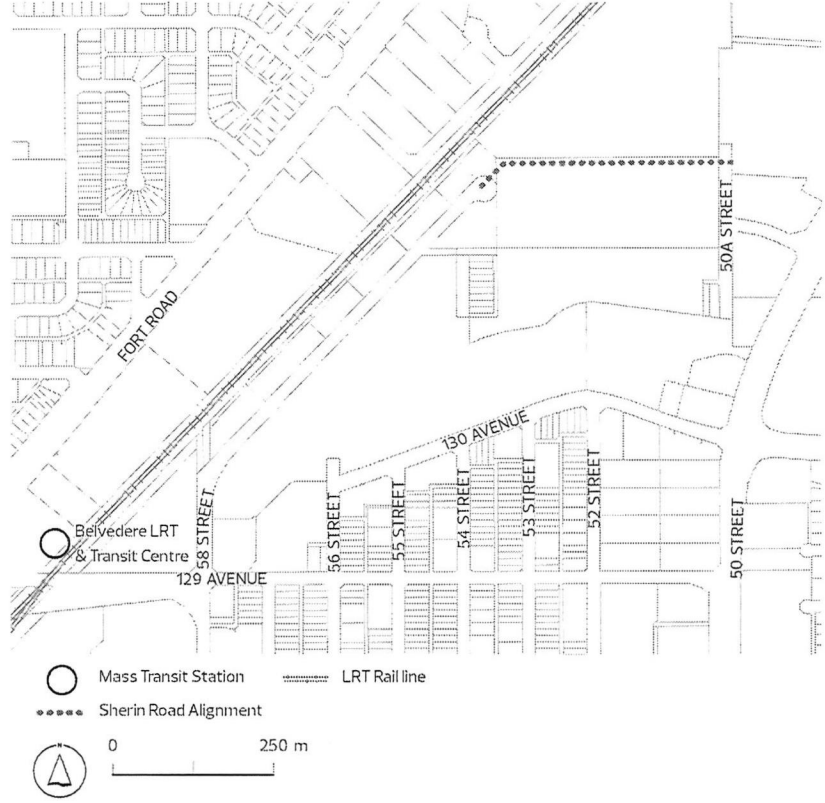
0 0.5 1 Km Scale: 1:58,000

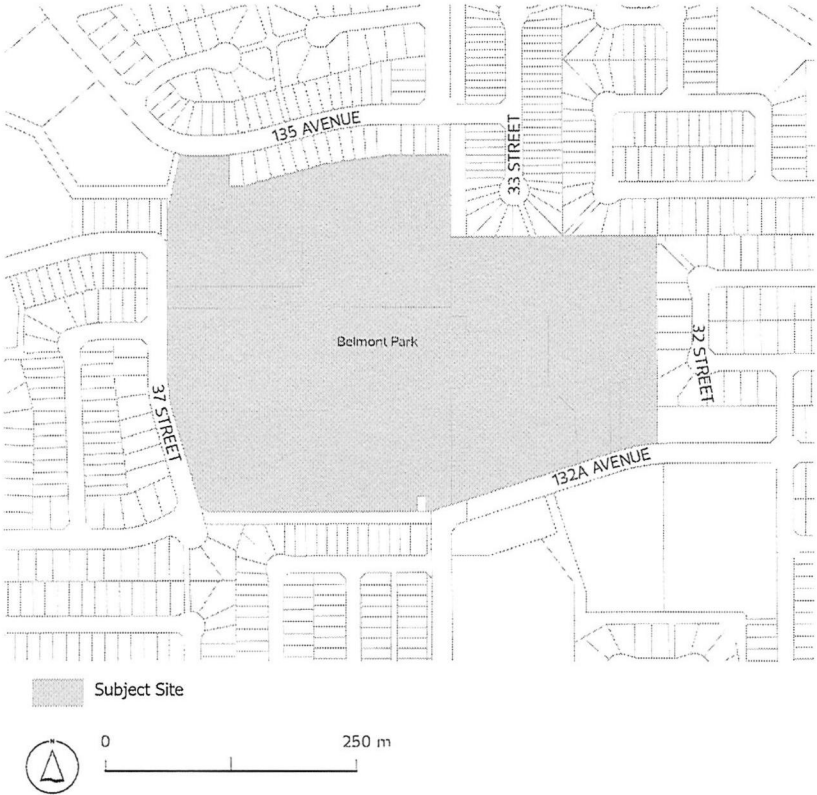
Data Updated: 2024 03 01

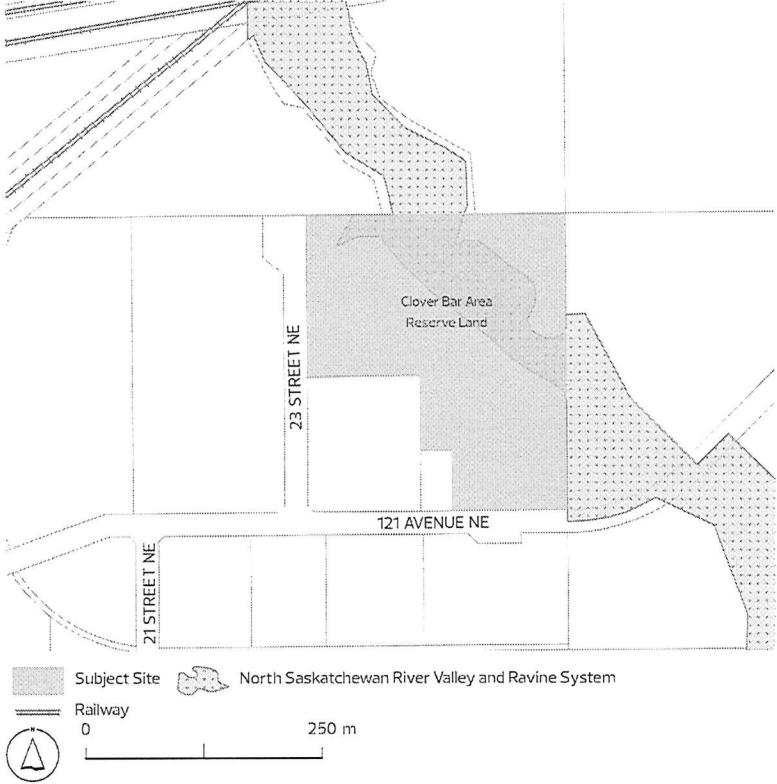
Table 2: Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A.1 Hollick-Kenyon - Open Space (School/Park Site and 54 Street NW Subdivision)</p> <p>Future subdivisions of the school/park site and 54 Street NW road right-of-way should conform with the configuration shown.</p> <ul style="list-style-type: none"> 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 is intended to accommodate both a public elementary and a public junior high school. c) At the request of the Public School Board, two drop-off bays should be provided as an expansion of the road right-of-way for the school/park site to improve safety and alleviate stopping/parking generated by drop-off activity. 

Subarea	Additional or Exceptional Policy
B	<p>B.1 Clareview - Open Space (High School Sites) The district park site and recreation centre are planned to contain two senior high schools.</p>  <p>The map shows a street grid in the Clareview area. Key streets include Manning Drive, 142 Avenue, 144 Avenue, 139 Avenue, 42 Street, 40 Street, 37 Street, and 36 Street. A large shaded area is labeled 'Clareview District Park'. A circle with a dot is labeled 'Clareview LRT Station & Transit Centres'. A legend at the bottom indicates that a circle with a dot represents a 'Mass Transit Station' and a shaded area represents a 'District Park Site'. A scale bar shows 0 to 250 meters, and a north arrow is also present.</p>
C	<p>C.1 Fort Road Urban Design Plan For further planning direction, refer to the Fort Road Urban Design Plan.</p>

Subarea	Additional or Exceptional Policy
D	<p>D.1 Kennedale - Mobility (Sherin Road NW Subdivision) Future subdivisions should include the Sherin Road NW road right-of-way, as shown.</p>  <p>The map illustrates the proposed Sherin Road NW alignment, shown as a dotted line, running parallel to the LRT Rail line. Key streets include Fort Road, 129 Avenue, 50 Street, 51 Street, 52 Street, 53 Street, 54 Street, 55 Street, 56 Street, 57 Street, 58 Street, and 130 Avenue. The Belvedere LRT & Transit Centre is marked with a circle. A legend identifies the symbols for Mass Transit Station, Sherin Road Alignment, and LRT Rail line. A scale bar indicates 0 to 250 meters, and a north arrow is present.</p>

Subarea	Additional or Exceptional Policy
E	<p>E.1 Belmont - Land Use (Surplus School Site)</p> <p>The 14.4 hectare subject site includes 4.1 hectares dedicated to three school sites. One of the school sites was declared surplus by local school boards in 2009. It was approved for residential development by City Council in 2015. Small Scale and Low Rise residential development are appropriate for the surplus school site.</p> 

Subarea	Additional or Exceptional Policy
F	<p>F.1 Clover Bar - Open Space (Reserve Land) The subject site should be dedicated as an Environmental Reserve and Municipal Reserve, in accordance with the Municipal Government Act and City of Edmonton policy governing the dedication of Environmental Reserve.</p>  <p>The map shows a plan view of the Clover Bar Area Reserve Land. A central rectangular area is shaded grey and labeled 'Subject Site'. To its north and east are areas with a dotted pattern, labeled 'Clover Bar Area Reserve Land'. A railway line runs north-south to the west of the subject site. Three streets are shown: 21 STREET NE (west), 23 STREET NE (north), and 121 AVENUE NE (east). A scale bar indicates 0 to 250 meters, and a north arrow is present.</p>
P1	<p>P1 Crystallina Nera West Neighbourhood Structure Plan For further planning direction, refer to the Crystallina Nera West Neighbourhood Structure Plan and Pilot Sound Area Structure Plan.</p>
P2	<p>P2 Crystallina Nera East Neighbourhood Structure Plan For further planning direction, refer to the Crystallina Nera East Neighbourhood Structure Plan and Pilot Sound Area Structure Plan.</p>
P3	<p>P3 Schonsee Neighbourhood Structure Plan For further planning direction, refer to the Schonsee Neighbourhood Structure Plan and Pilot Sound Area Structure Plan.</p>

Subarea	Additional or Exceptional Policy
P4	<p>P4 McConachie Neighbourhood Structure Plan For further planning direction, refer to the McConachie Neighbourhood Structure Plan and Pilot Sound Area Structure Plan.</p>
P5	<p>P5 Cy Becker Neighbourhood Structure Plan For further planning direction, refer to the Cy Becker Neighbourhood Structure Plan and Pilot Sound Area Structure Plan.</p>
P6	<p>P6 Gorman Neighbourhood Structure Plan For further planning direction, refer to the Gorman Neighbourhood Structure Plan and Pilot Sound Area Structure Plan.</p>
P7	<p>P7 Hermitage General Outline Plan For further planning direction, refer to the Hermitage General Outline Plan.</p>
P8	<p>P8 Aurum Industrial Business Park Area Structure Plan For further planning direction, refer to the Aurum Industrial Business Park Area Structure Plan.</p>
RV	<p>RV North Saskatchewan River Valley and Ravine System For further planning direction and strategic context, refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan.</p>

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

