

Edmonton

Ellerslie District Plan

Draft 2022

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Land Acknowledgement

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

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

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

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

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1. Introduction to District Plans

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

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

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

District plans consist of 16 separate bylaws:

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

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

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

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

1.1. How to use District Plans

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

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

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

1.2. Authority and Relationship to Other Plans

Each district plan and the District General Policy is an additional statutory plan as described under section 635.1 of The City of Edmonton Charter, 2018 Regulation and has been prepared in accordance with Section 636 of the Municipal Government Act.

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

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

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

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

1.3. Relationship to the Zoning Bylaw

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

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

1.4. Monitoring and Amendments

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

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2. District Context

2.1. Physical Context

The Ellerslie District is located in the southeast area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Neighbouring municipalities include Strathcona County to the east and Leduc County and the City of Beaumont to the south. Nearby districts include the Southwest District and Mill Woods and Meadows District (see **Figure 6.1: Citywide Context**). Ellerslie District, exempting the Anthony Henday, includes the following neighbourhoods:

- Alces
- Charlesworth
- Decoteau Area (future neighbourhoods to be determined)
- Ellerslie
- Ellerslie Industrial
- Mattson
- Meltwater
- Summerside
- The Orchards at Ellerslie
- Walker

The Ellerslie District is generally bordered by Anthony Henday Drive (Highway 216) to the north, Meridian Street SW / Range Road 234 to the east, a portion of Township Road 510 and 41 Avenue SW to the south and 91 Street SW and Highway QE2 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 Cawes Lake and portions of the Irvine Creek Ravine system which connects the area ecologically southwest with Blackmud Creek. The east portion of the district is home to a significant wetland complex, referred to as the Emerald Crescent.

The Decoteau area is home to Edmonton's largest wetland complex which is connected to the Beaver Hills Biosphere, a terrain pattern of small, rolling hills caused by the last glacial retreat. Ice melt has since filled these slopes and water now drains into the Irvine Creek and Blackmud Creek watersheds, feeding into the North Saskatchewan River.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

2.2. Historical Context

The land within the Ellerslie District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers headed west. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The Ellerslie District includes land originally reserved for the Papaschase Cree Band following the signing of Treaty Six in 1876. 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. Remaining First Nation families were forced to relocate to other reserves or given land title for private land ownership.

Scottish settlers supposedly introduced the name Ellerslie to the area. It was applied to the local school district and post office in the late 1890s, when it was a rural area outside of the Town of Edmonton. The area was brought into Edmonton's municipal boundaries in 1982 (north of 41 Avenue) and 2019 (south of 41 Avenue).

2.3. Development Context

Lands within the western portion of the Ellerslie District, along Highway QE2 and west of 91 Street, include industrial, business and commercial uses developed in the early 2000s.

East of 91 Street and generally along Ellerslie Road are the established neighbourhoods of Charlesworth, Summerside and Walker which provide a mix of single detached, ground-oriented and low to mid-rise residential development. Summerside is unique in its incorporation of a private lake and beach club.

The eastern portion of the Ellerslie neighbourhood includes the country residential Wernerville subdivision. The majority of Wernerville was developed during the 1950s and 1960s before the area was annexed to the City from Leduc County, and as such, was not serviced with City water or sewers. When this area redevelops to urban uses in the future, municipal servicing and integration with nearby neighbourhoods will be required.

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 and to protect ecologically sensitive areas within the Ellerslie District and Edmonton citywide.

This district contains three ASPs that were adopted to provide planning direction for these areas: Ellerslie (1999), Southeast (2005) and Decoteau (2015). The boundaries of the Ellerslie and Southeast ASPs have been amended upon adoption of this district plan to reflect underlying NSP repeals.

A number of additional residential neighbourhoods have been planned and are under various stages of development within central and eastern portions of the Ellerslie District, within the Southeast and Decoteau ASPs respectively. These include a mix of residential and commercial sites primarily located along arterial roadways, school sites and natural areas.

Development within the northern and eastern portion of the Ellerslie District and Decoteau ASP is expected to be completed by 2047. Lands south of 41 Avenue were added to Edmonton's land jurisdiction in January 2019. These are designated as a "Future Growth Area" under The City Plan and are expected to be preserved for agricultural use until the City reaches the 1.75 million population horizon. Development will require Council authorization prior to the preparation of any new statutory plan.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

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3. City Plan Direction

3.1. Growth to 1.25 million

As the city grows to 1.25 million residents, the Ellerslie District will experience population growth primarily in the areas with active NSPs. The primary location will be south and southeast of Summerside, in the new neighbourhoods of The Orchards at Ellerslie, Mattson, Charlesworth, Meltwater and in the north portion of the Decoteau plan area, east of 34 Street. As these neighbourhoods are built, parks, schools and services will be added to provide local amenities.

The Charlesworth District Node will continue to be built. A new Town Centre southeast of Ellerslie Road and 50 Street will be developed and include a District Campus Park (i.e. Ivor Dent Sports Park) to provide programmed recreational and open space opportunities. The lands immediately southeast of the intersection will be designed as a mobility hub, with mass transit connections along Ellerslie Road and north along 66 and 50 Streets. Two areas in the district, Ellerslie-Parsons and Charlesworth, contain large sites which offer the possibility for redevelopment or development, respectively, for job and/or population growth through comprehensive development.

Employment growth is expected to occur in both the Ellerslie and Charlesworth District Nodes, in the west and central areas of the district. Additionally, increased industrial and commercial development will continue in the Ellerslie Industrial in the southeast portion of the district.

Figure 6.10: Growth Activation identifies the area east of 91 Street and south of 41 Avenue SW as 'Non-Residential Area - Planned', reflecting The City Plan's activation approach to 'strategize' this area. This means that the City expects this area to be planned, following existing greenfield planning processes, as Edmonton's population nears 1.25 million.

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

Table 3.1 provides population and jobs estimates for the Ellerslie District at different citywide population thresholds.

Table 3.1 - District Population and Jobs Estimates

	2020 estimate	Future State (1.25 Million citywide population)	City Plan Vision (2 Million citywide population)
District Population	40,000	74,000	159,000
District Jobs	10,000	20,000	45,000

3.2. Growth to 2 million

Figure 6.4: Vision at 2 Million captures how the Ellerslie District is expected to continue to evolve beyond the immediate population horizon of this district Plan and in alignment with The City Plan, as Edmonton reaches 2 million people.

Beyond Edmonton's 1.25 million population, the district will experience additional development, such as:

- Selective redevelopment along Ellerslie Road, which will provide an important link between the Ellerslie-Parsons and Charlesworth District Nodes.
- Opportunities for land use diversification and more job activity within the Ellerslie Industrial area.
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Additional investments in mass transit that will continue to support the node and corridor network and connections within and beyond the district.
- The building out of planned residential areas under the current Ellerslie, Southeast and Decoteau ASPs, which are expected to complete development by the time Edmonton reaches 1.75 million city population.

This development will be supported by investments in open space and urban greenways to complement existing greenways along utility corridors, as well the preservation and enhancement of important natural areas including the Emerald Crescent.

Development in the Future Growth Area will not be required until the city surpasses the 1.75 million population threshold. Only the northern half of the Future Growth Area is anticipated to be in the developing stages by the point Edmonton reaches 2 million.

4. District Specific Policy Guidance

In general, planning guidance for this district should be interpreted according to how and where the features in **Figures 6.5 to 6.9** of this district plan apply to the district, while consulting the relevant sections of the District General Policy for direction and interpretation of these features. This section outlines the interpretation and application of specific policies that should be considered in addition to what is written in the District General Policy. Reference **Figure 4.1** and **Table 4.1** to identify where and which specific policy applies in this district.

Figure 4.1 divides the district into subareas for the purposes of providing specific policy direction from **Table 4.1**. The subareas reflect nodes, corridors, substantial open spaces, residential and employment areas. The divisions are intended to organize and reference policy direction geographically and do not necessarily reflect specific land designation.

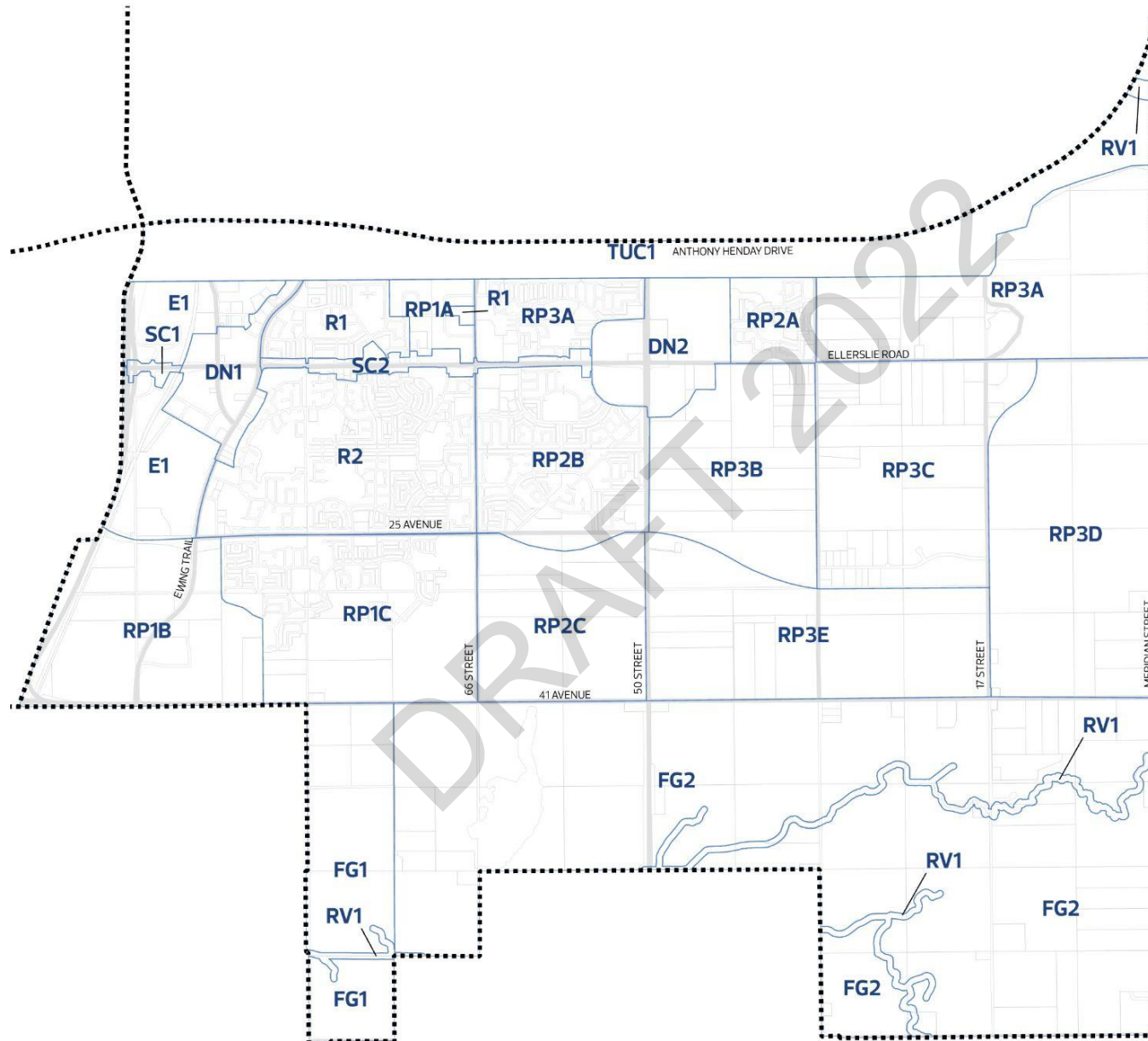
Table 4.1 lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

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

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

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.3.

Figure 4.1 - Ellerslie Subarea Figure for District Specific Policy Table Reference



CC = Centre City
 MN = Major Node
 DN = District Node
 PC = Primary Corridor
 SC = Secondary Corridor
 RP = Residential Area with Plan
 R = Residential Area
 EP = Employment Area with Plan
 E = Employment Area

Table 4.1 - District Specific Policy

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
DN2	Charlesworth District Node (portions of Charlesworth NSP, Walker NSP and Meltwater NSP)	DN2-1 For further planning direction refer to the Charlesworth NSP, Walker NSP and Meltwater NSP for portions of this District Node where it is in effect.	1.2 Authority and relationship to other plans
SC1	Ellerslie Road (Gateway Blvd - Rail Line)	SC1-1 Signage Along Gateway Boulevard Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by: i) promoting within the business community the voluntary replacement of older signage; and ii) discouraging the use of portable signs and free-standing billboards.	2.1.4 Public Realm
		SC1-2 Development Along Gateway Boulevard Encourage high-quality development within view from Gateway Boulevard NW, including: i. Parking areas are to be screened from view from Gateway Boulevard NW; and ii. Orient built forms and fascia signage towards Gateway Boulevard NW.	
		SC1-3 Development Along Gateway Boulevard For further planning direction refer to the Highway 2 Corridor Design Guidelines	
SC2	Ellerslie Road Secondary Corridor (91 st - Watt Common SW)	SC2-1 A mass transit route is intended to follow 66 Street, Ellerslie Road and 50 Street. Future right-of-way requirements shall be determined through discussions with the Transportation Department and Edmonton Transit.	3.2 Transit

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R1	Ellerslie neighbourhood	R1-1 Wernerville Area As a general guideline, Wernerville should be developed for low and medium density residential uses, consistent with and complementary to the areas to the west, with an opportunity for commercial and institutional land uses, where appropriate. See Figure 4.2	2.2 Land Use
R1	Ellerslie neighbourhood	R1-2 Wernerville Area Road right-of-way has been provided to connect 5 Ave SW to 78 Street SW. It will function as a walkway until such time that the Wernerville area redevelops to the extent that a roadway connection may become necessary. See Figure 4.2	3.1. Roads and Goods Movement; 3.3.1. Active Transportation
R1	Ellerslie neighbourhood	R1-3 Wernerville Area A Phase 1 Environmental Site Assessment concluded that the Wernerville subdivision contains no areas of environmental concern. (refer Bylaw 13535)	4.3.1 Physical and Environmental Risk Management
R1	Ellerslie neighbourhood	R1-4 Ellerslie Crossing Park Ellerslie Crossing Park is designated to accommodate a public, K-8 school and a Community League facilities. Should a school building not be constructed on the site, opportunities for alternative land uses can be explored in the future.	2.5 Open Space and Natural Areas
R1	Ellerslie neighbourhood	R1-5 Ellerslie Crossing Park - Natural Area All the trees within SE128 fall in the central portion of the school / park site and create a barrier in programming of the school / park site. Removal of this tree stand will allow for the appropriate allocation of lands for playing fields and a school building.	2.5 Open Space and Natural Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R1	Ellerslie neighbourhood	R1-6 Ellerslie Crossing Park - Building Design and Siting Design of institutional buildings and the configuration of the site should allow for adaptive reuse. Should the school site be adapted for another use, the area residents will still have reasonable physical and visual access to the park.	2.5 Open Space and Natural Areas
E1	Ellerslie Industrial	E1-1 Signage Along Gateway Boulevard Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by: i) promoting within the business community the voluntary replacement of older signage; and ii) discouraging the use of portable signs and free-standing billboards.	2.1.4 Public Realm
E1	Ellerslie Road (Gateway Blvd - Rail Line)	E1-2 Development Along Gateway Boulevard Encourage high-quality development within view from Gateway Boulevard NW, including: i. Parking areas are to be screened from view from Gateway Boulevard NW; and ii. Orient built forms and fascia signage towards Gateway Boulevard NW.	2.1.4 Public Realm
E1	Ellerslie Industrial	E1-3 Development Along Gateway Boulevard For further planning direction refer to the Highway 2 Corridor Design Guidelines	1.2 Authority and relationship to other plans
E1	Ellerslie Industrial	E1-4 Industrial Designation (10008 6 Ave SW) The subject site (east portion of Lot 5, Block 1, Plan 0225088) is intended to accommodate a range of light industrial/business support services (Bylaw 15713, May 30, 3011). Large scale retail, commercial uses will not be permitted within those areas of the plan area designated for industrial development. See Figure 4.3	2.2 Land Use

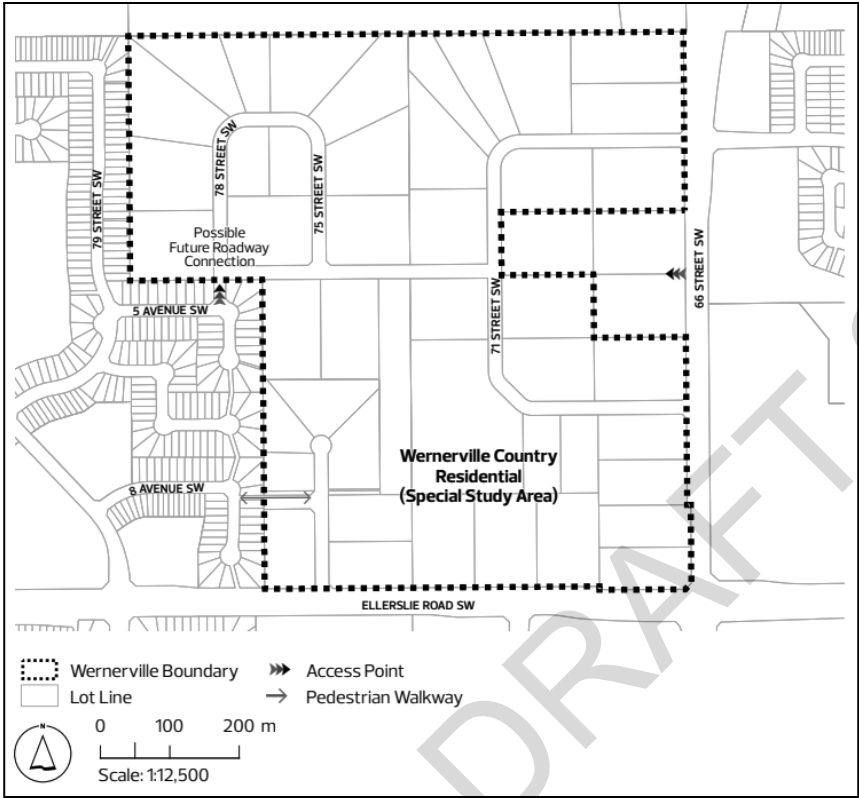
Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E1	Ellerslie Industrial	E1-5 Commercial Designation Portions of the following parcels are intended to accommodate Commercial uses: 535 - 101 STREET SW (Lot 6, Block 1, Plan 0225088), 555 - 101 STREET SW (Lot 7, Block 1, Plan 0225088) and 10008 - 6 AVENUE SW (Lot 5, Block 1, Plan 0225088) See Figure 4.3	2.2 Land Use
RP1A	Ellerslie Industrial - south of 25 Ave (portion of Ellerslie ASP)	RP1B-1 For further planning direction refer to the Ellerslie ASP.	1.2 Authority and relationship to other plans
RP1A	Ellerslie Industrial - south of 25 Ave (portion of Ellerslie ASP)	RP1B-1 Signage Along Gateway Boulevard Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by: i) promoting within the business community the voluntary replacement of older signage; and ii) discouraging the use of portable signs and free-standing billboards.	2.1.4 Public Realm
RP1A	Ellerslie Road (Gateway Blvd - Rail Line)	RP1B-2 Development Along Gateway Boulevard Encourage high-quality development within view from Gateway Boulevard NW, including: i. Parking areas are to be screened from view from Gateway Boulevard NW; and ii. Orient built forms and fascia signage towards Gateway Boulevard NW.	2.1.4 Public Realm
RP1B	The Orchards at Ellerslie neighbourhood (portion of Ellerslie ASP)	RP1C-1 For further planning direction refer to The Orchards at Ellerslie NSP.	1.2 Authority and relationship to other plans
RP2A	Charlesworth neighbourhood (portion of Southeast ASP)	RP2A-1 For further planning direction refer to the Charlesworth NSP.	1.2 Authority and relationship to other plans
RP2B	Walker neighbourhood (portion of Southeast ASP)	RP2B-1 For further planning direction refer to the Walker NSP.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
RP2C	Mattson neighbourhood (portion of Southeast ASP)	RP2C-1 For further planning direction refer to the Mattson NSP.	1.2 Authority and relationship to other plans
RP3A	Alces neighbourhood (portion of Decoteau ASP)	RP3A-1 For further planning direction refer to the Decoteau North NSP.	1.2 Authority and relationship to other plans
RP3B	Meltwater neighbourhood (portion of Decoteau ASP)	RP3B-1 For further planning direction refer to the Meltwater NSP.	1.2 Authority and relationship to other plans
RP3C	Portion of Decoteau ASP	RP3C-1 For further planning direction refer to the Decoteau ASP.	1.2 Authority and relationship to other plans
RP3D	Portion of Decoteau ASP	RP3D-1 For further planning direction refer to the Decoteau ASP.	1.2 Authority and relationship to other plans
RP3E	Portion of Decoteau ASP	RP3E-1 For further planning direction refer to the Decoteau ASP.	1.2 Authority and relationship to other plans
RV1	River Valley and Ravine Area Redevelopment Plan	RV1-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
RV1	River Valley and Ravine Area Redevelopment Plan	RV1-2 All developments, rezoning, road closures and land use planning in the future growth area must comply with the policy direction and referral requirements in the City of Beaumont, County of Leduc and the City of Edmonton Intermunicipal Planning Framework.	1.2 Authority and relationship to other plans
FG1	Portion of Edmonton South Central East neighbourhood	FG1-1 All developments, rezoning, road closures and land use planning in the future growth area must comply with the policy direction and referral requirements in the City of Beaumont, County of Leduc and the City of Edmonton Intermunicipal Planning Framework.	1.2 Authority and relationship to other plans
FG1	Portion of Edmonton South Central East neighbourhood	FG1-2 Rezoning within this area should not be to 1000 Special Area Edmonton South zones.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
FG2	Portions of Edmonton South Central East and Edmonton Southeast neighbourhoods	FG2-1 All developments, rezoning, road closures and land use planning in the future growth area must comply with the policy direction and referral requirements in the City of Beaumont, County of Leduc and the City of Edmonton Intermunicipal Planning Framework.	1.2 Authority and relationship to other plans
FG2	Portions of Edmonton South Central East and Edmonton Southeast neighbourhoods	FG2-2 Rezoning within this area should not be to 1000 Special Area Edmonton South zones.	1.2 Authority and relationship to other plans
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

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Figure 4.2 - Wernerville Area



5. Growth Activation

The City Plan includes a bold vision of intentional growth at Nodes and Corridors where efforts and investments are aligned at population horizons. It requires public and private investment to initiate and advance opportunities to activate growth. Collaboration and partnerships are critical to meet city-building outcomes.

This section and **Figure 6.10: Growth Activation** provides direction on City initiatives and projects that are expected to support and activate growth in the Ellerslie District. It will be populated with utility, transportation and community infrastructure focused information related to growth targets and market potential once further work from the City's Growth Management Program is ready. This section will also serve to create awareness, provide context for land use and infrastructure recommendations and inform possible alignments with other City objectives.

The City may lead and/or fund many of the initiatives and projects referenced above. Community, industry or intergovernmental led projects will also be important to the success of the district. ASPs, NSPs and other referenced policies, contribute to growth activation by identifying infrastructure commitments and development opportunities. Similarly, smaller local improvements (e.g. street lighting, traffic calming, public space programming, even temporary urban animations), while not listed, can also support activation.

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

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

There are no Priority Nodes and Corridors in the Ellerslie District.

6. District Maps

This district plan includes a series of maps (**Figures 6.1-6.10**) that illustrate the intentions for this district as the city reaches 1.25 million, based on The City Plan. These maps show the general location of current and proposed land uses, mobility networks, infrastructure considerations and other features. Features or boundaries may be refined as part of subsequent geographic plans. Mass Transit networks and other infrastructure works are subject to further technical study and refinement.

The maps shall be read for context and direction together with the District General Policy and the district specific policy of this district plan. All district plan map symbols, locations and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District General Policy for further direction.

6.1. Map List

- **Figure 6.1: Citywide Context**

The Citywide Context map focuses on the district's position and location within the city, and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

- **Figure 6.2: District Context - Assets**

This first District Context map depicts the district's starting place: the opportunities upon which the district plan can build on as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map includes current employment areas, open spaces, emergency services, citywide mass transit routes, and cultural, education and recreation facilities. The map also identifies opportunities for mobility improvements across the district such as mobility network renewal or introducing new mobility programs.

- **Figure 6.3: District Context - Development Considerations**

This second District Context map depicts the district's starting place: the constraints upon which the district plan can respond to as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map illustrates development considerations such as infrastructure deficits and risk.

- **Figure 6.4: Vision at 2 Million**

The Vision at 2 Million map represents an aspirational illustration of the district when Edmonton reaches 2 million. It is not intended to specify city building decisions, but to indicate the general direction for the district. It emphasizes areas of change based on system improvements and growth targets in The City Plan. Detailed illustrations indicate how the vision of The City Plan might unfold in specific areas, including improvements to the open space and mobility networks and the public realm. As district plans are amended over time and guidance for currently unplanned areas becomes established, the vision will need to be adjusted, including more detail about the location of specific features (greenways, Local Nodes, active transportation routes, etc.).

- **Figure 6.5: Direction to 1.25 Million**

The Direction to 1.25 Million map tells the story about the priority areas and major changes to be expected for this district between now and when Edmonton reaches 1.25 million people. All the City Plan systems are brought together to show connections and inter-relationships. Additional changes and aspirations for the district anticipated beyond when Edmonton reaches 1.25 million are reflected in The City Plan.

- **Figure 6.6: Land Use Concept**

The Land Use Concept map shows the broad land use categories and design influences intended to achieve the growth we expect to see as Edmonton reaches 1.25 million people. Intensification areas indicate those areas where the City welcomes more intense development and encourages rezoning in alignment with The City Plan.

- **Figure 6.7: Heritage and Culture**

The Heritage and Culture map emphasizes the built heritage and cultural areas that have been formally endorsed through existing City policies or initiatives. Future versions of this map may show cultural or celebration areas (parades or festival locations), civic event areas, heritage character areas, and other cultural assets to be determined through engagement with citizens and communities. This map may also include identified places of Indigenous cultural significance. These will be determined through engagement and/or traditional land use studies with Indigenous communities and Nations. These maps are not intended to convey the location of paleontological/archeological sites.

- **Figure 6.8: Open Space and Natural Areas**

The Open Space and Natural Areas map elaborates on the Green and Blue Network in The City Plan, including open space and connections. This includes current and future (approved) publicly-owned open spaces and parks based on classification identified in Breathe. Connections are linear greenways supporting habitat and public access to the district's natural systems. Future iterations may expand upon connecting open spaces and identifying opportunities to address open space deficiencies.

- **Figure 6.9: Mobility**

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

- **Figure 6.10: Growth Activation**

The Growth Activation map illustrates any Priority Nodes and Corridors in the district. Priority Nodes and Corridors are a City Plan identified Node or Corridor that is expected to see more intense population growth than other areas of the city as Edmonton grows to a population of 1.25 million.

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Figure 6.1: Citywide Context

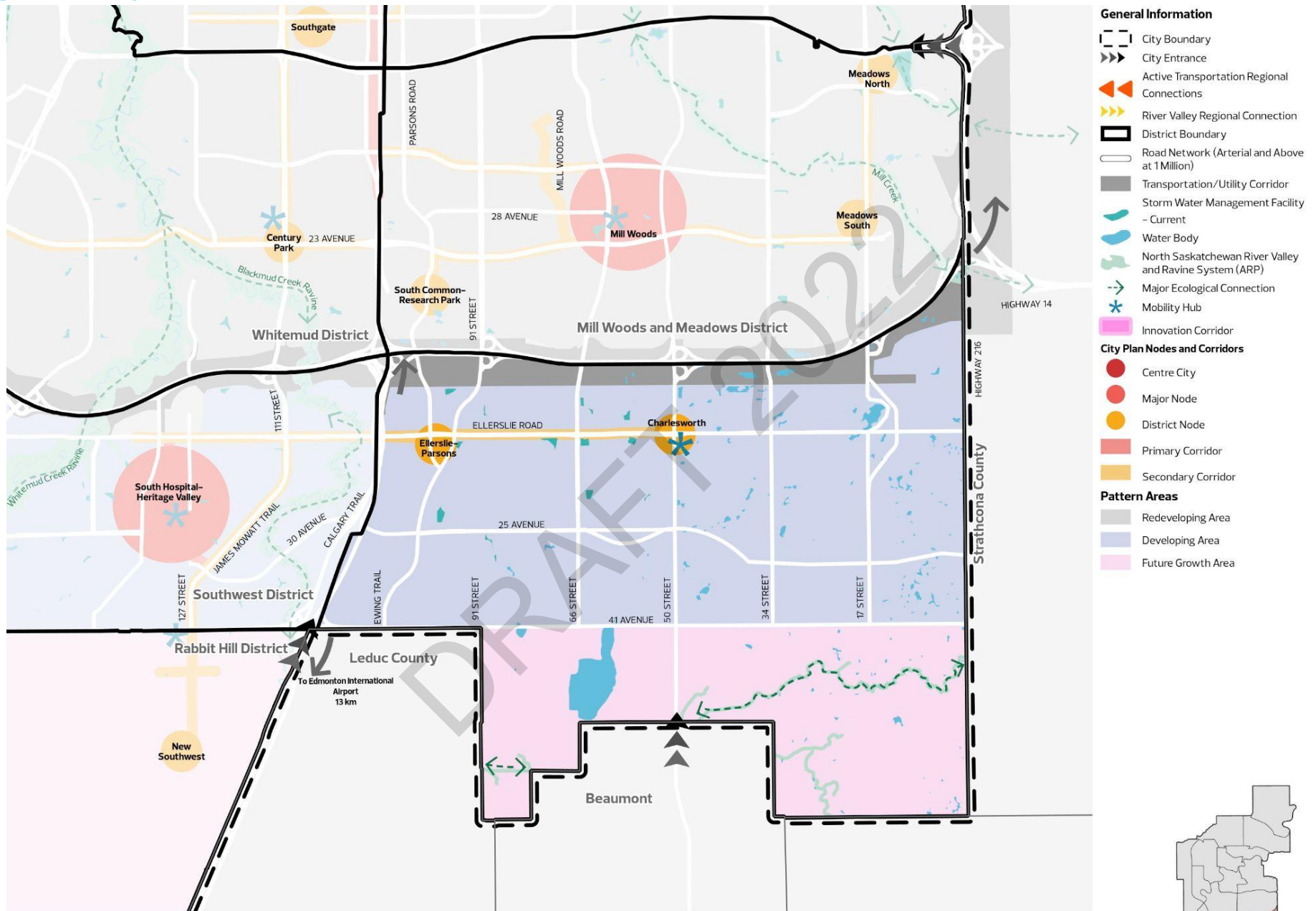


Figure 6.2: District Context - Assets

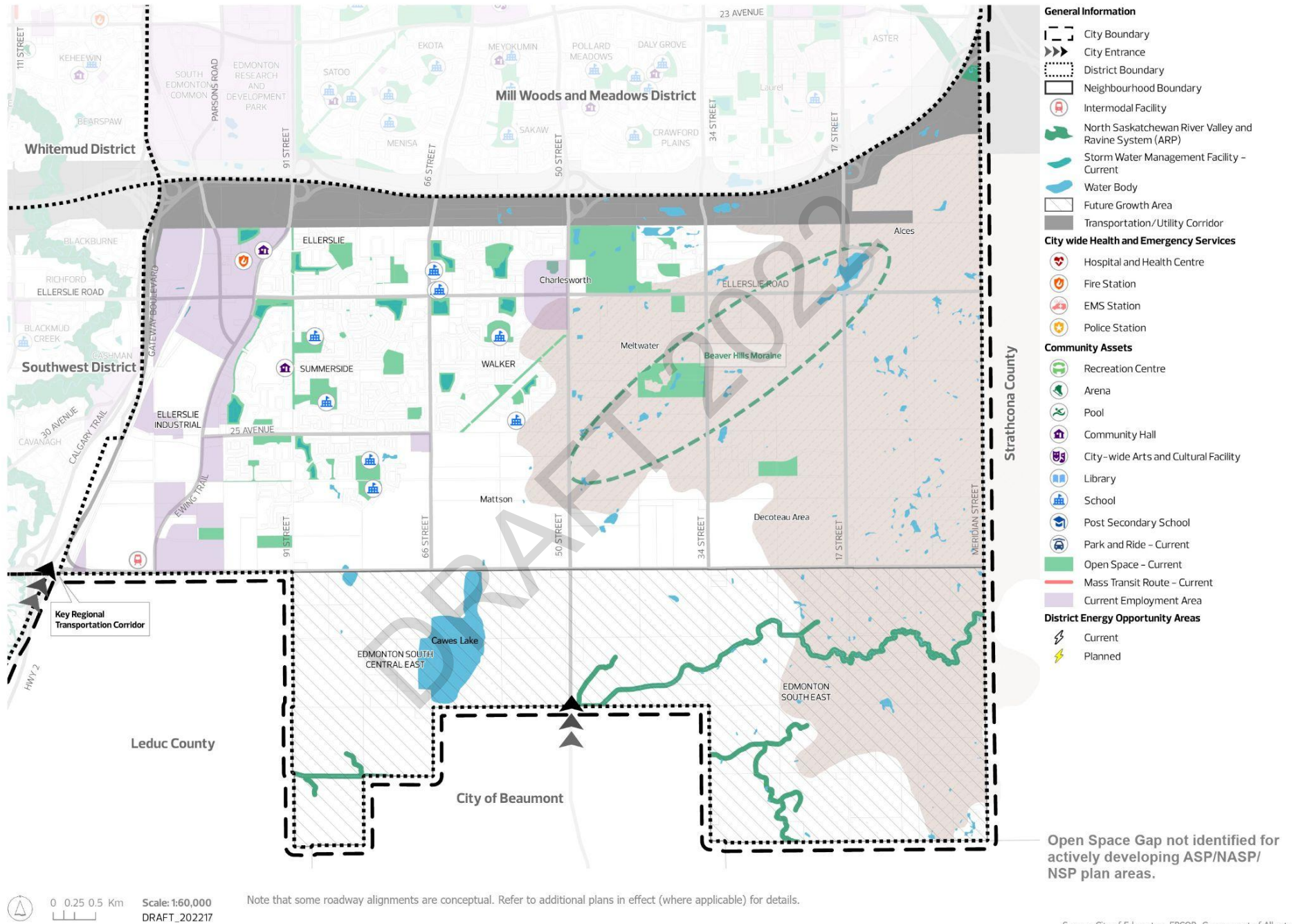
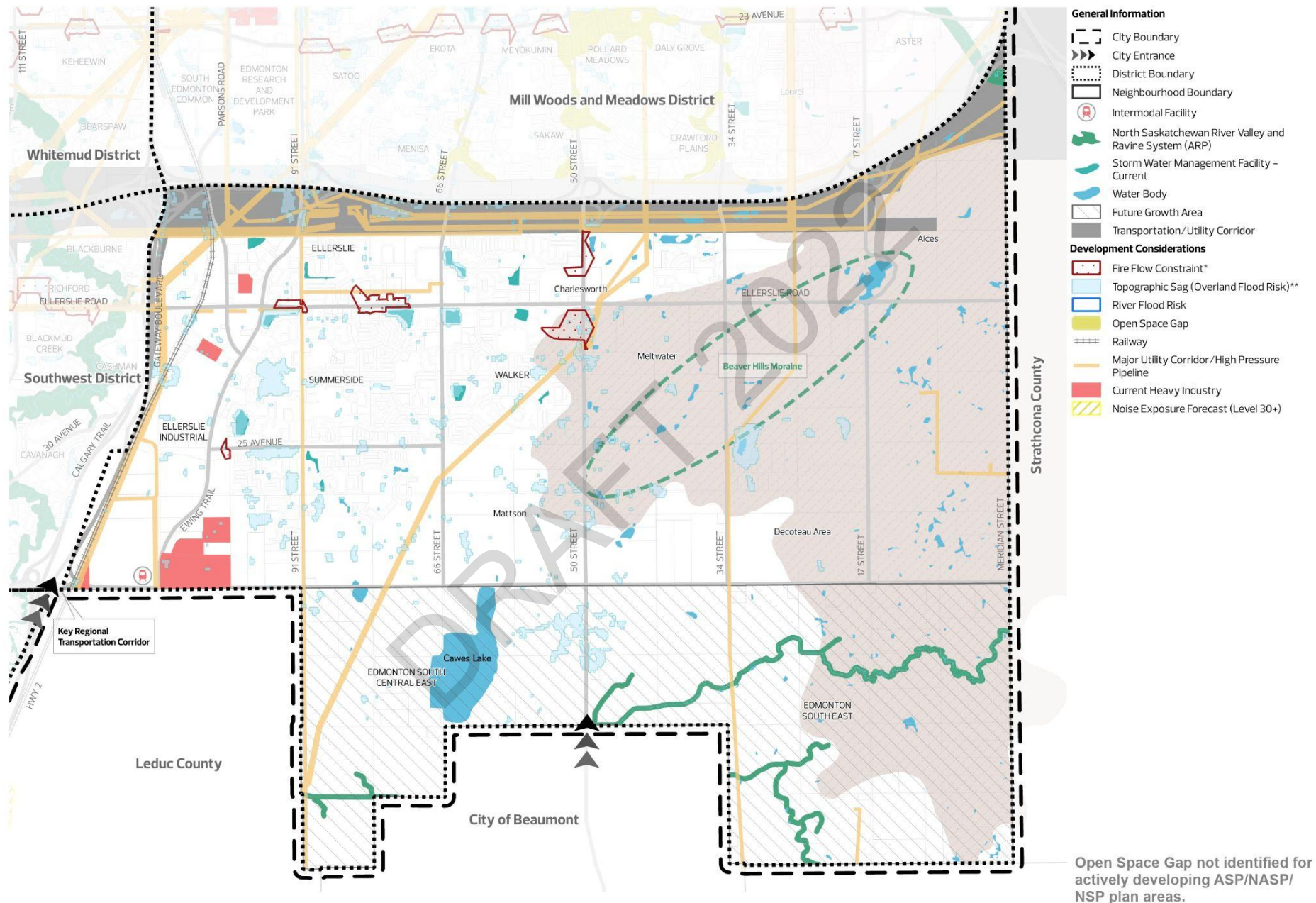


Figure 6.3: District Context - Development Considerations



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

*Fire flow capacity is shown on this map within Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at data.edmonton.ca for full dataset. **Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.4: Vision at 2 Million

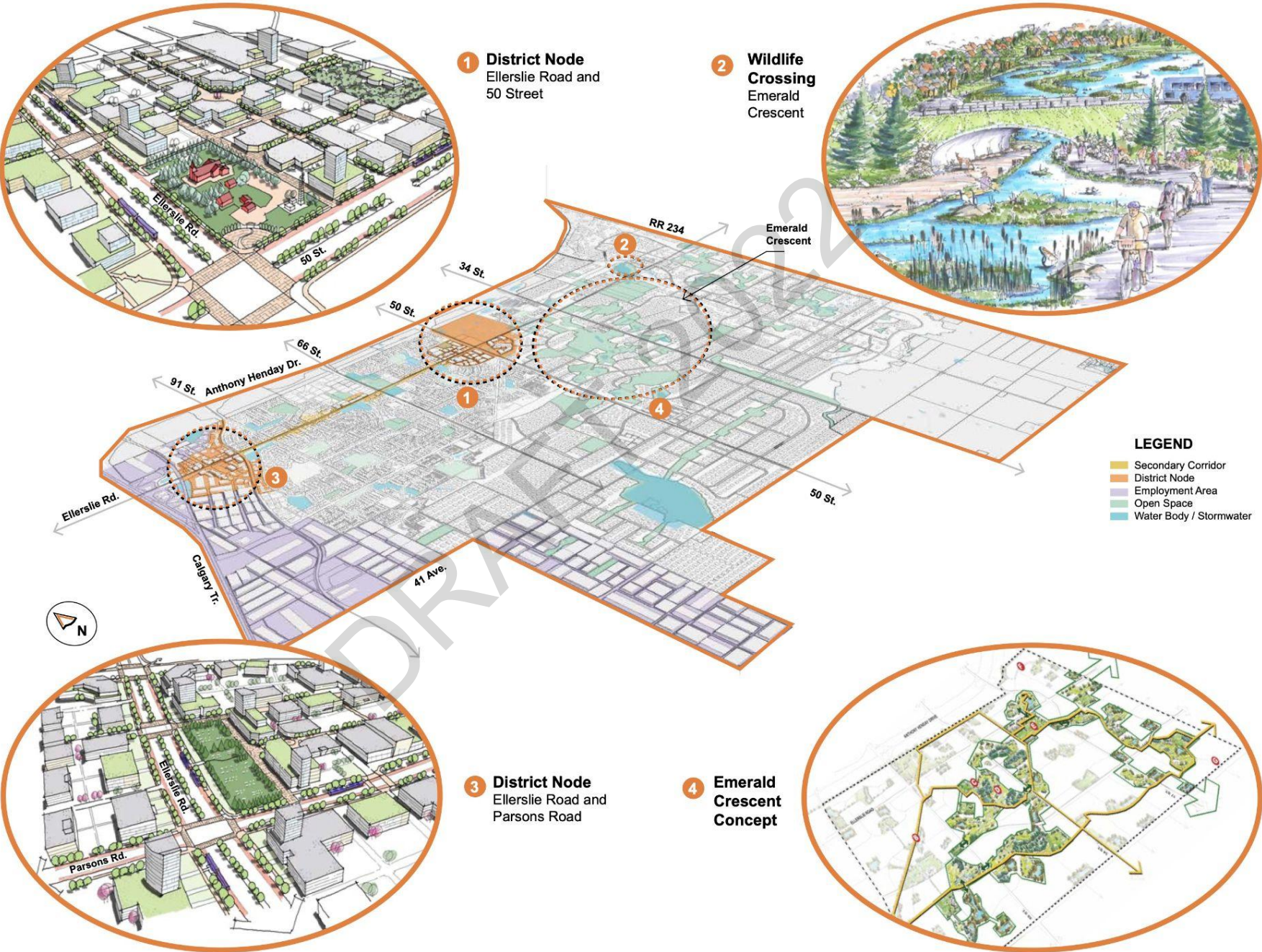
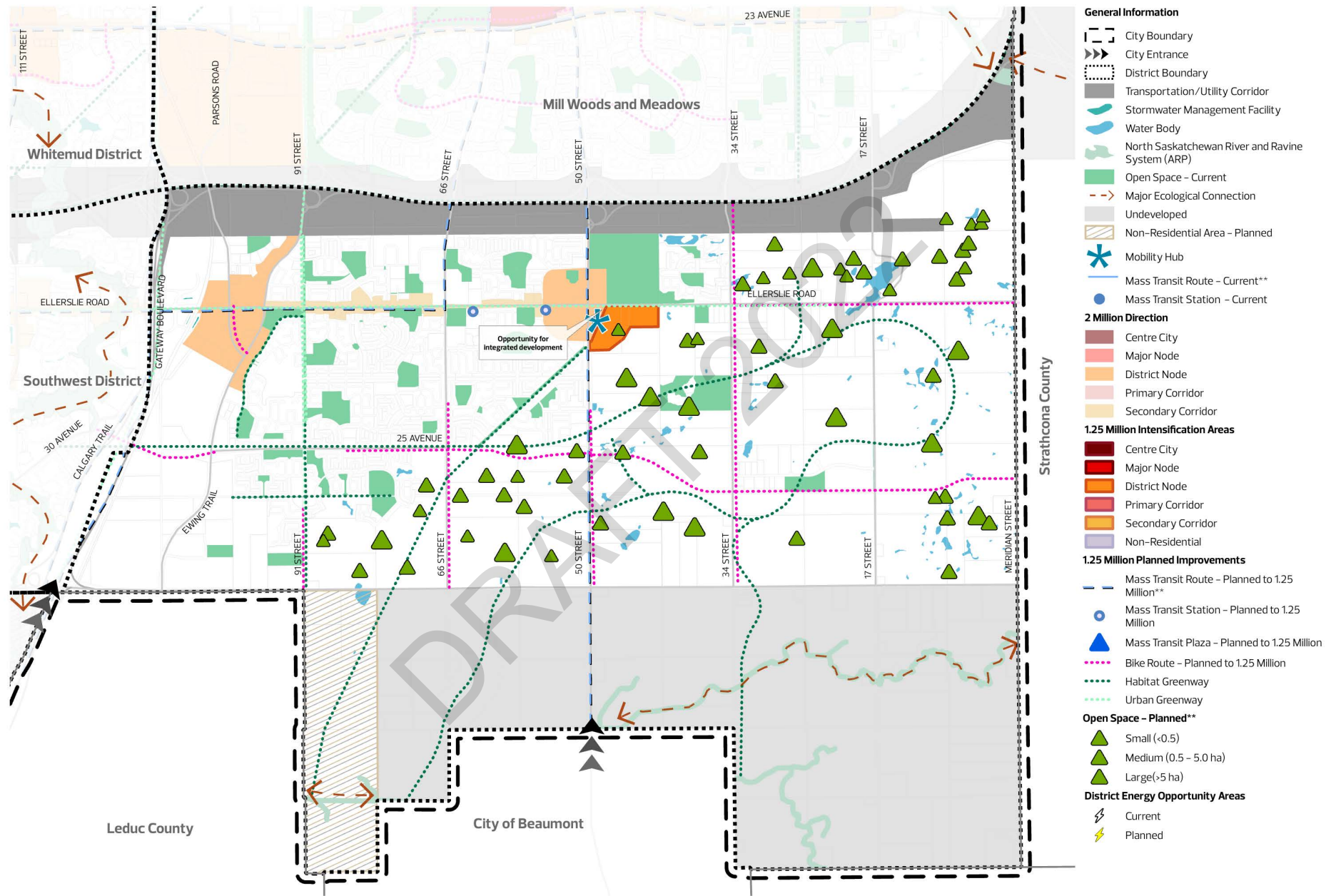


Figure 6.5: Direction to 1.25 Million

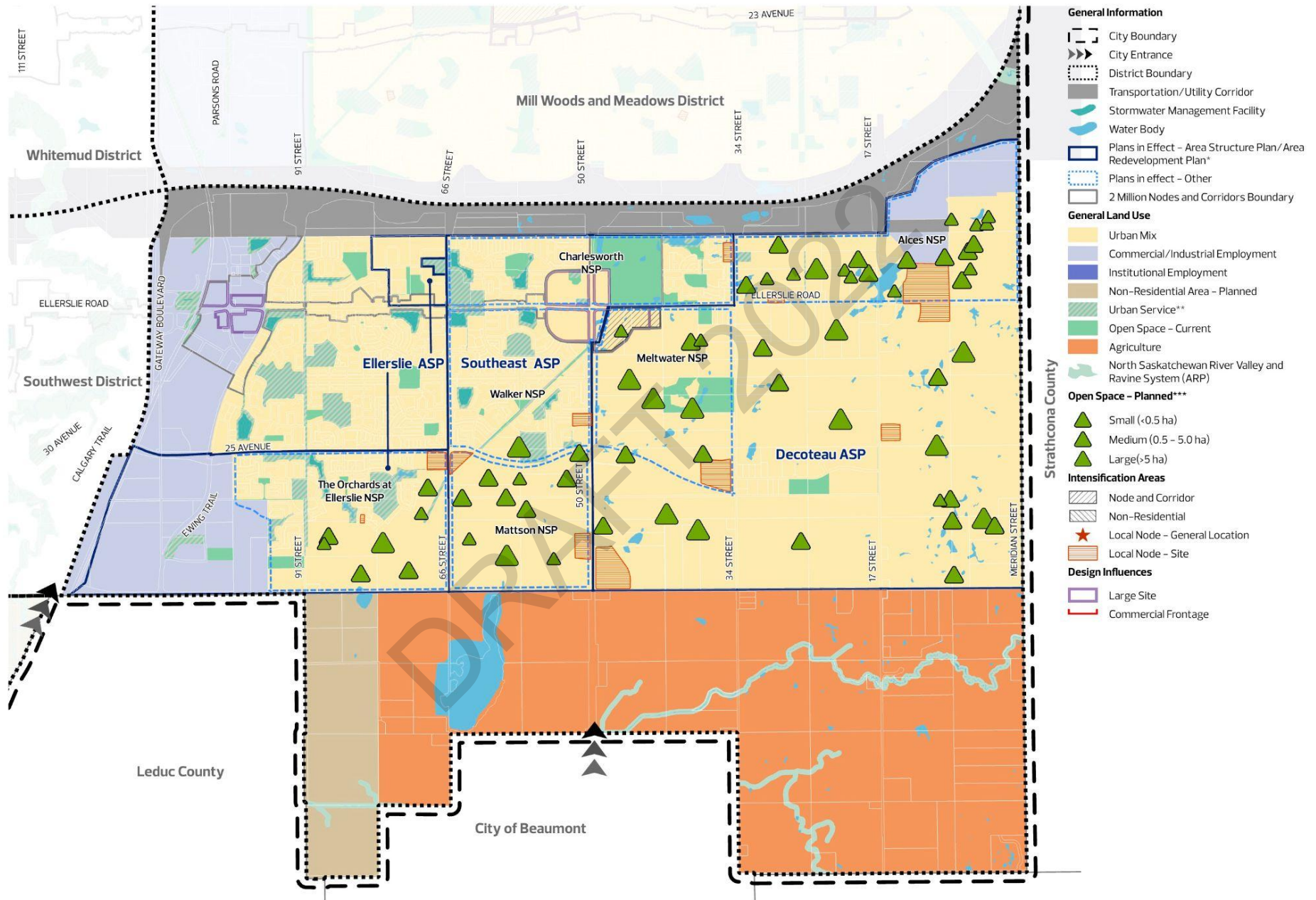


0 0.25 0.5 Km Scale: 1:60,000
DRAFT_202216

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

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.6: Land Use Concept SEE NEXT PAGE FOR KNOWN ERRORS



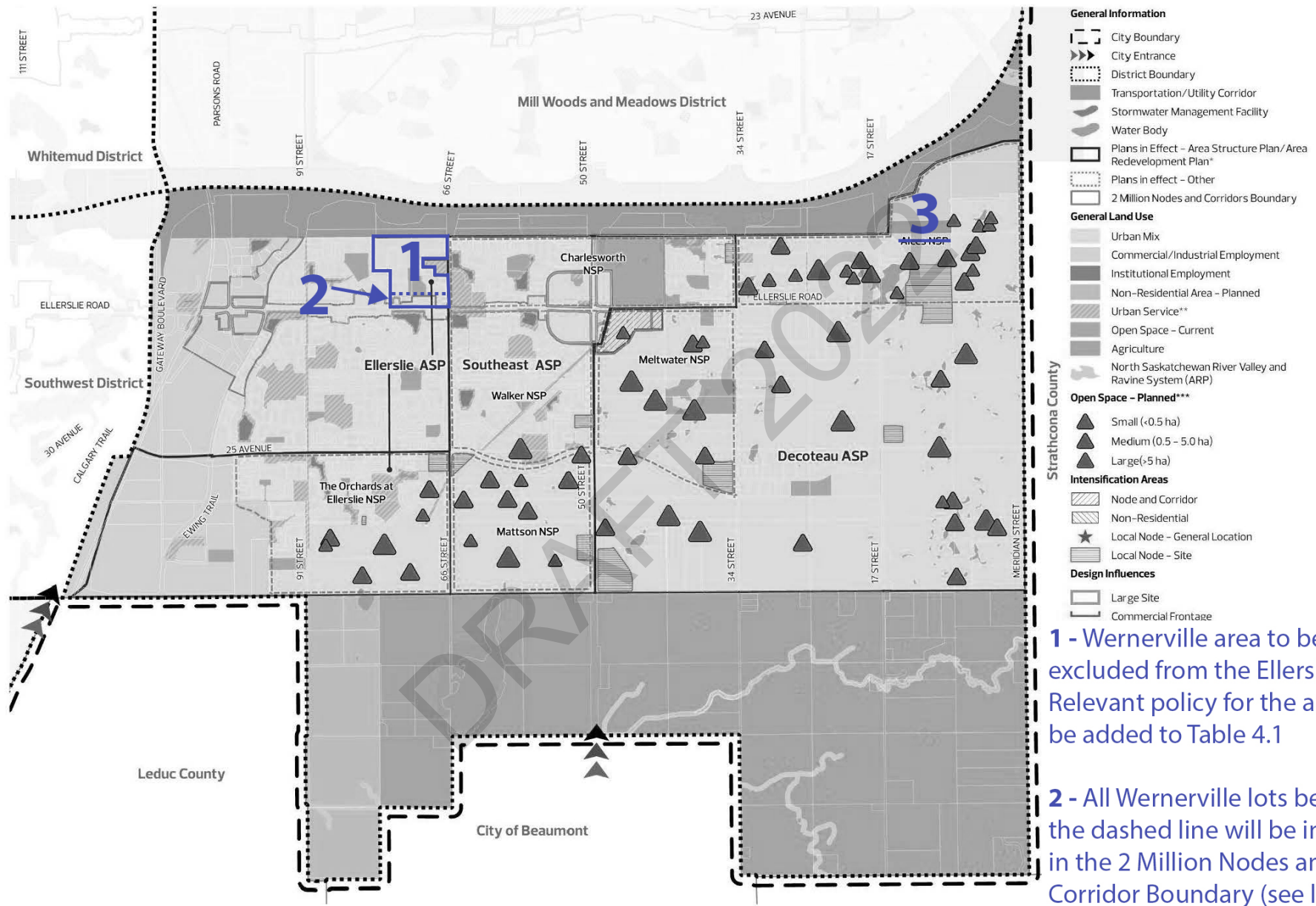
0 0.25 0.5 Km

Scale: 1:60,000
DRAFT_202216

*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.
***Plan boundaries on this map are conceptual. Consult the plan in effect for details.

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

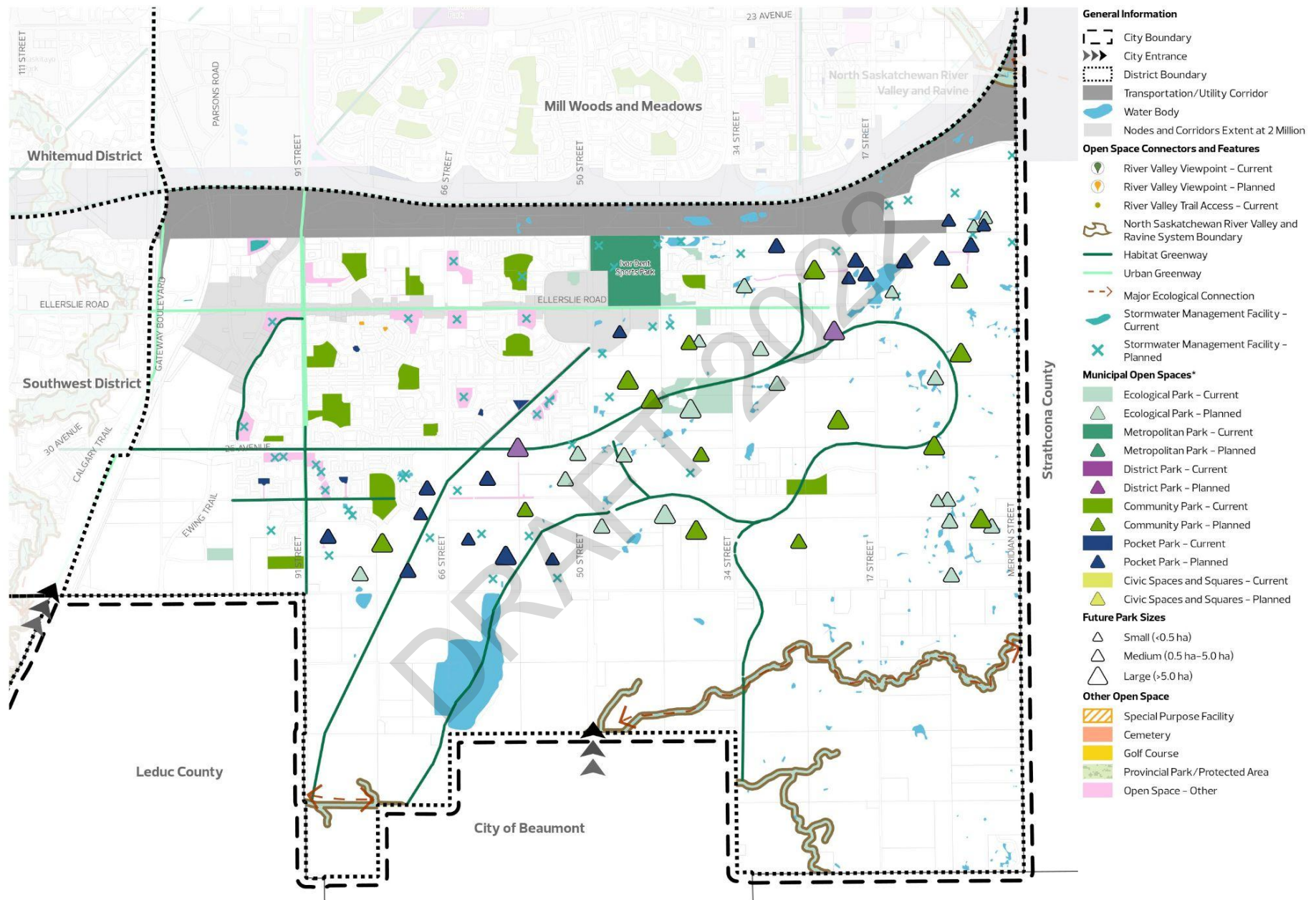
Figure 6.6: Land Use Concept **DUPLICATION OF PREVIOUS PAGE**
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Figure 6.8: Open Space and Natural Areas



0 0.25 0.5 Km

Scale: 1:60,000
DRAFT_20211217

*May include urban services. See additional plans in effect (where applicable) for details

Source: City of Edmonton, EPCOR, Government of Alberta
See City of Edmonton Open Data for latest information.

Figure 6.9: Mobility

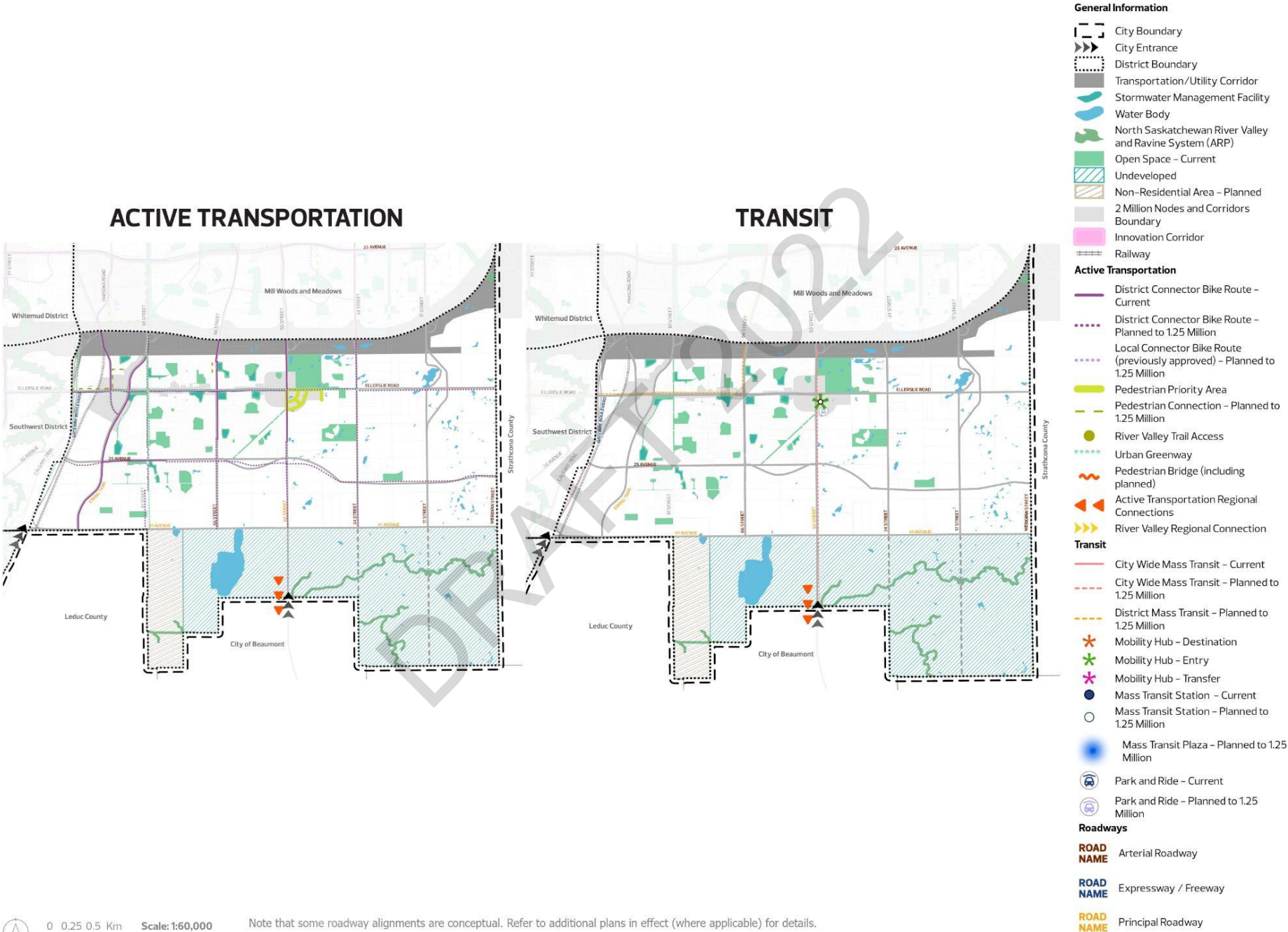
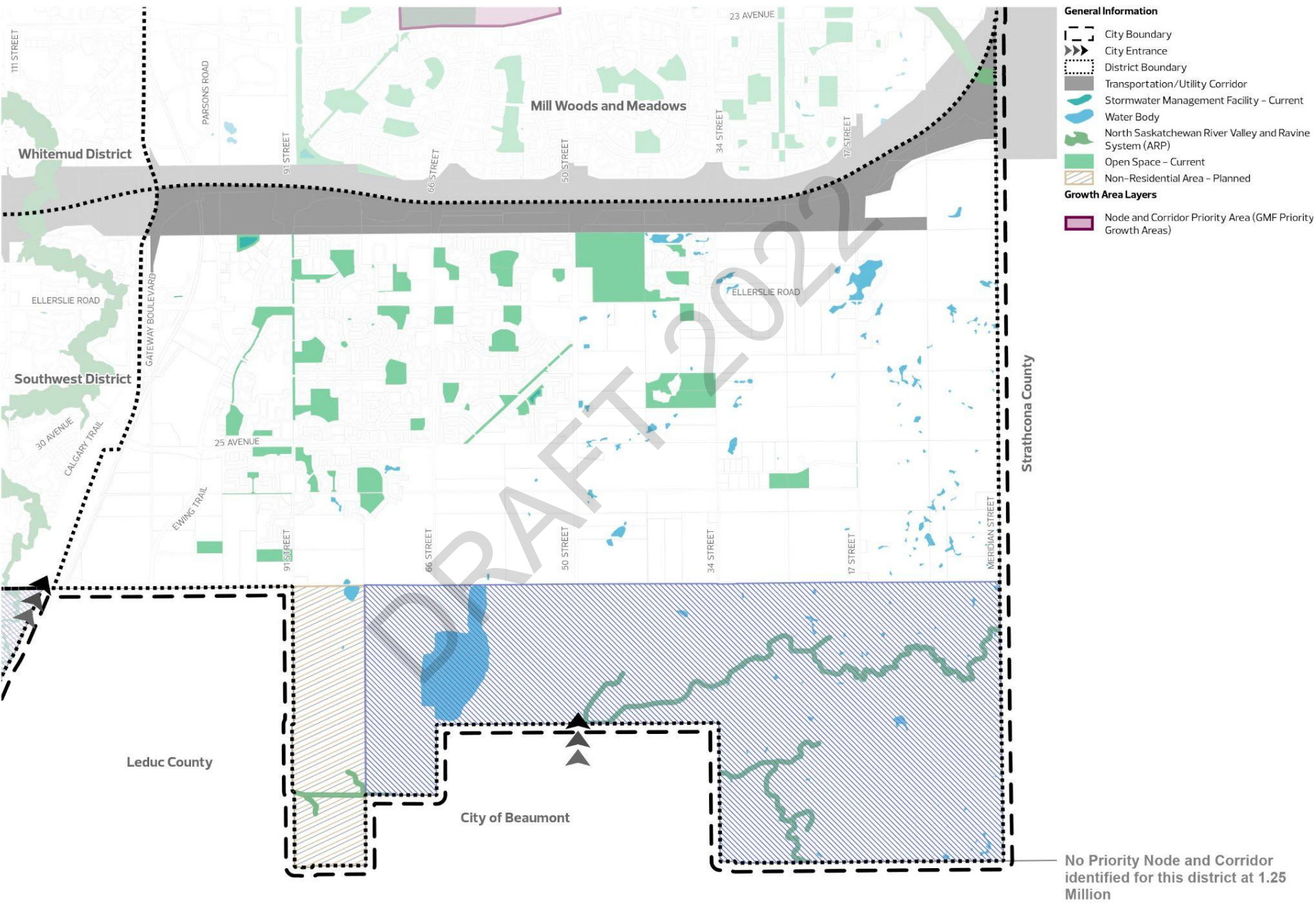


Figure 6.10: Growth Activation



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