

Edmonton

Southeast 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 Southeast District is located in the central, southeast area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Nearby municipalities include Sherwood Park Urban Service Area and Strathcona County to the east. Nearby districts include the Mill Woods and Meadows District to the south and Scona District to the west (see **Figure 6.1: Citywide Context**). Southeast District includes the following neighbourhoods:

- Avonmore
- Bonnie Doon
- Capilano
- Cloverdale
- Coronet Addition Industrial
- Coronet Industrial
- Davies Industrial East
- Davies Industrial West
- East Gate Business Park
- Forest Heights
- Fulton Place
- Gainer Industrial
- Girard Industrial
- Gold Bar
- Holyrood
- Idylwyld
- Kenilworth
- King Edward Park
- Lambton Industrial
- Maple Ridge
- Maple Ridge Industrial
- McIntyre Industrial
- Mill Creek Ravine North
- Mill Creek Ravine South
- Morris Industrial
- Ottewell
- Papaschase Industrial
- Pylypow Industrial
- River Valley Gold Bar
- Roper Industrial
- Rosedale Industrial
- Southeast Industrial
- Strathearn
- Terrace Heights
- Weir Industrial

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

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

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 Southeast District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers 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.

Land in the district was originally reserved for the Papaschase Cree Band following the signing of Treaty 6 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 titles for private land ownership.

The settlement history of this district has several distinct influences. People first developed lots along the river in the north portion of the district for river access. These areas offered access to the river and land for cultivation, and served as a campground for First Nations, Métis and non-Indigenous trappers. Settlers used the river flats in the Cloverdale area for farm land in the 1870s.

The Low Level Bridge's completion in 1900 and the Yukon and Pacific Railway's establishment transformed the Southeast District's development pattern. Rail companies constructed their rail lines in Mill Creek Ravine and the surrounding neighbourhoods developed as residential communities with small commercial districts. Some industrial development took place within the ravine itself. Agricultural land was converted to industrial land with the expansion of the railway to the south and southeastern portions of this district. Collège Saint-Jean (now Campus Saint-Jean, University of Alberta) established a francophone post-secondary campus in 1911 in Bonnie Doon, next to the Ravine. This area is the French Quarter's origin and is a highly walkable area in the district.

Land in the northwest portion of the district was part of the Town of Strathcona until 1912 when Edmonton and Strathcona amalgamated. Cloverdale, Strathearn, Forest Heights, Terrace Heights, Bonnie Doon and King Edward Park comprise the district's oldest neighbourhoods.

The Bonnie Doon area saw rapid growth following the construction of the electric streetcar in 1912. A business hub developed at the 88 Avenue NW and 91 Street NW station which actively served local residents until the 1950s. Bonnie Doon Mall Shopping Centre, Edmonton's second suburban shopping mall, was built a few blocks east in the late 1950s and served residents of the district into the 2010s.

The district's north and central residential neighbourhoods and the southwest industrial lands rapidly built out following World War II. Investment and development in Alberta's oil sands industry throughout the 1950s and 1960s stimulated growth and employment opportunities surrounding two petroleum refineries east of the district within Strathcona County. In 1982, the City of Edmonton annexed 37,150 hectares of land from Strathcona County to expand Edmonton's industrial business development, including portions within the district's east and southeast.

2.3. Development Context

The district comprises mature neighbourhoods with primarily residential and mixed use (residential and commercial) development, with the river valley and ravine system in the north and industrial uses in the south. Institutional uses include The King's University centrally located in the district and Campus Saint-Jean in the west. Major recreational and leisure opportunities in the district include the Muttart Conservatory, Gallagher Park, Goldbar Park, and Mill Creek Ravine.

Mill Creek Ravine frames the Southeast District's west boundary and the North Saskatchewan river valley frames the north. The North Saskatchewan river valley and ravine system provides important ecological functions and recreational opportunities to serve the district. This area is guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020), the latter of which is intended to help guide appropriate public use and enjoyment of the River Valley and to protect ecologically sensitive areas within the Southeast District and Edmonton citywide.

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

The eastern part of the district's development was influenced by its proximity to Strathcona County's industrial complex known as "Refinery Row" which dates from the late 1940s and early 1950s. Refinery Row's industrial risk limited adjacent development, but also made the area attractive for housing close to jobs. The 101 Avenue corridor was used as a main travel route into Edmonton from Strathcona County and developed with retail and highway service commercial uses. Capilano shopping centre was built in the late 1960s to serve the east part of the district as a complement to Bonnie Doon Centre in the west.

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

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

3. City Plan Direction

3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Southeast District will experience modest growth in population and employment, with approximately 5,000 more residents and 4,000 more jobs. The Bonnie Doon District Node is expected to experience the most population growth with mixed use redevelopment of Bonnie Doon Shopping Centre and nearby development of Holyrood residential towers. The Valley Line LRT investment will spur some residential development within the 95 Avenue Secondary Corridor near the Strathearn LRT stop.

Additionally, incremental residential and commercial redevelopment is expected along the Whyte Avenue corridor west from Bonnie Doon and in the eastern part of the district along the 101 Avenue Secondary Corridor. These redevelopments will have an advantage of proximity to existing parks and recreational facilities such as Dermott District Park, Gallagher Park and Goldbar Park and connections to the North Saskatchewan river valley and ravine system (e.g. Mill Creek and Fulton Ravines).

Anticipated job growth will accompany commercial activity in mixed use redevelopment areas in the north and with the continued build-out of employment lands in the south and east parts of the district (Pylypow and Maple Ridge Industrial). Some employment growth is expected from targeted non-residential intensification in select parts of the district's southern employment lands. In particular, some large sites along 99 Street NW and 51 Avenue NW offer potential for comprehensive redevelopment.

Development in the district will be supported by investments in mobility such as new mass transit routes along 106 Avenue NW and 101 Avenue NW, connecting the Capilano District Node and 101 Avenue Secondary Corridor to Downtown. The district mass transit route along 82 Avenue NW will connect the district west to Scona District. The 50 Street NW mass transit route will improve the Southeast District's transit connection with areas north of the river (118 Avenue, Northeast Districts) and other parts of south Edmonton (Mill Woods, Ellerslie Districts). The non-residential portions of the district will also see new mass transit service for 51 Avenue NW in the west of the district.

Additional bike connectors will create a grid of routes for enhanced mobility in both the residential and non-residential areas.

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

Table 3.1 provides population and jobs estimates for the Southeast 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	50,000	52,000	80,000
District Jobs	80,000	84,000	105,000

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3.2. Growth to 2 Million

Figure 6.3: Vision at 2 Million captures how the Southeast 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:

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

This development will be supported by investments in open space and urban greenways (including active transportation) to complement existing greenways which are concentrated on this district's extensive ravine system. There will be the opportunity to enhance habitat greenways by preserving and enhancing natural connections from the North Saskatchewan River Valley and ravines at the north of the district with ecologically significant areas to the east and south of this district.

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 - Southeast Subarea Figure for District Specific Policy Table Reference

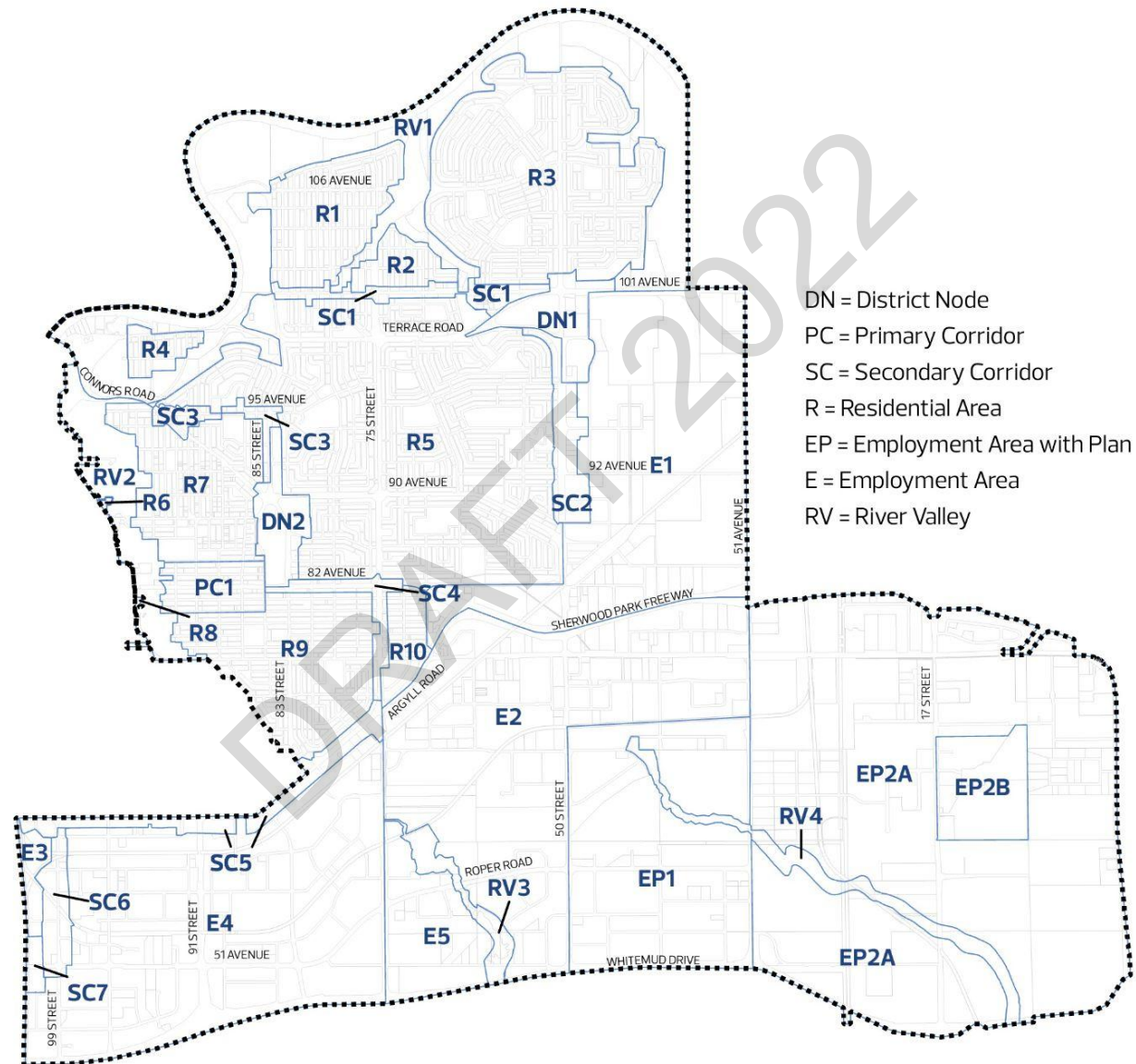


Table 4.1 - District Specific Policy

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
SC1	101 Avenue Secondary Corridor (portions of Forest Heights, Terrace Heights and Fulton Place neighbourhoods)	SC1-1 For further planning direction refer to the 101 Avenue Corridor Study for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
SC1	101 Avenue Secondary Corridor	SC1-2 For the purposes of District General Policy 2.3.5.2, sites along 101 Avenue NW between 84 Street NW and 75 Street NW will be included.	2.3.5.2 Secondary Corridors
SC3	95 Avenue Secondary Corridor	SC3-1 For the purposes of District General Policy 2.3.5.2, sites along 95 Avenue between Connors Road NW and 85 Street NW will be included.	2.3.5.2 Secondary Corridors
SC4	Whyte Avenue / 75 Street Secondary Corridor (portion of Ottewell neighbourhood)	SC4-1 Improve the visual quality of select roadways by providing setbacks, landscaping, screening and/or buffering of adjacent properties. See Figure 4.3	2.1.2 Site Planning and 3.3.1 General Policies for Roadways and Goods Movement
SC6	99 Street Secondary Corridor (portions of Coronet Industrial and Papaschase Industrial neighbourhoods)	SC6-1.1 Support smaller service centres on 51 Avenue NW and 97 Street NW that serve the broader industrial area and connect to or provide open space on site. See Figure 4.3	2.4.1 Commercial/Industrial Employment Areas
SC6	99 Street Secondary Corridor (portions of Coronet Industrial and Papaschase Industrial neighbourhoods)	SC6-1.2 Provide a walkway or bike connection to, and/or open space within, or in the immediate vicinity of the two smaller service centres. See Figure 4.3	3.1.1 Active Transportation General Policies and 2.5.1 General Policies for Open Space and Natural Areas
SC7	51 Avenue Secondary Corridor (portions of Coronet Industrial and Papaschase Industrial neighbourhoods)	SC7-1 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
EP1	Pylypow Industrial Area (portion of Pylypow Industrial ASP)	EP1-1 For further planning direction refer to the Pylypow Industrial ASP.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
EP1	Pylypow Industrial Area (portion of Pylypow Industrial ASP)	EP1-2 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
EP1	Pylypow Industrial Area	EP1-3.1 Support smaller service centres on the east and west sides of 50 Street NW north of Whitemud Drive NW that serve the broader industrial area and connect to or provide open space on site. See Figure 4.3	2.4.1 Commercial/Industrial Employment Areas
EP1	Pylypow Industrial Area	EP1-3.2 Provide a walkway or bike connection to, and/or open space within, or in the immediate vicinity of the two smaller service centres. See Figure 4.3	3.1.1 Active Transportation General Policies and 2.5.1 General Policies for Open Space and Natural Areas
EP2A	Southeast Industrial and Maple Ridge Industrial Area neighbourhoods (portion of Maple Ridge Industrial ASP)	EP2A-1 For further planning direction refer to the Maple Ridge Industrial ASP.	1.2 Authority and relationship to other plans
EP2A	Portion of Southeast Industrial neighbourhood	EP2A-2 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
EP2A	Portion of Southeast Industrial neighbourhood	EP2A-3.1 Support smaller service centres on the east and west sides of 34 Street north of Whitemud Drive that serve the broader industrial area and connect to or provide open space on site. See Figure 4.3	2.4.1 Commercial/Industrial Employment Areas
EP2A	Portion of Southeast Industrial neighbourhood	EP2A-3.2 Provide a walkway or bike connection to, and/or open space within, or in the immediate vicinity of the two smaller service centres. See Figure 4.3	3.1.1 Active Transportation General Policies and 2.5.1 General Policies for Open Space and Natural Areas
EP2B	Maple Ridge neighbourhood (portion of Maple Ridge Industrial ASP)	EP2B-1 For further planning direction refer to the Maple Ridge Industrial ASP.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R1	Portion of Forest Heights neighbourhood	R1-1 For further planning direction refer to the 101 Avenue Corridor Study for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
R2	Portion of Terrace Heights neighbourhood	R2-1 For further planning direction refer to the 101 Avenue Corridor Study for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
R3	Portion of Fulton Place neighbourhood	R3-1 For further planning direction refer to the 101 Avenue Corridor Study for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
R4	Cloverdale neighbourhood	R4-1 For further planning direction refer to the Low Density Infill Housing Design Guidelines for the Cloverdale ARP.	1.2 Authority and relationship to other plans
R4	Cloverdale neighbourhood	R4-2 Refer to the Floodplain Protection Overlay for portions of this subarea located within the 1:25 and 1:100 year floodplain. Development within the 1:100 year floodplain will have to satisfy the requirements of the Floodplain Protection Overlay under the Edmonton Zoning Bylaw as amended. Further: i. Development within the 1:25 year floodplain will be prohibited with the exception of Parks and Recreation facilities, and utilities deemed essential by City Council ii. development within the 1:100 year floodplain, where lawfully existing on sites prior to January 14, 1986 will not be subject to the regulations of the Floodplain Protection Overlay. However, all further undertakings which increase the amount of flood vulnerable floor space will be required to meet these regulations. See Figure 4.4	4.3.1 Physical and Environmental Risk Management

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R4	Cloverdale neighbourhood	<p>R4-3 Development of small scale retail outlets and a pedestrian oriented shopping node is encouraged along the south side of 98 Avenue NW at 95 Street NW through additional design intentions. Applications for commercial development where discretion is applicable will be reviewed by the Development Officer in accordance with the following regulations that are intended to modify the Zoning Bylaw as outlined in Section 800:</p> <ul style="list-style-type: none"> i. The following uses which are not considered appropriate given the intended retail character for area are discouraged: Gas Bars and Minor Service Stations; ii. Commercial Uses should only be permitted in the first storey of any building except on sites between 94 and 95 Streets NW; iii. the maximum Floor Area Ratio may be increased to 2.0 and the maximum building Height may be increased to 12 m provided the maximum Height of the front 2 m of any part of the building lying within 10 m of a lot line other than an interior side lot line is not over 9 m; iv. a minimum Yard of 1.7 m should be required where a site abuts a public roadway other than a lane; v. the intrusion of a building into a minimum Side Yard to the property line may be allowed, but only to the extent of the length of a common party wall; vi. the maximum density for Residential Uses should be 125 dwellings/ha; vii. projections into a required Yard should be permitted as follows: ground floor canopies 2 m maximum and upper floor enclosed projections such as individual bay windows and partial balconies 1 m maximum; viii. the Yard, adjacent to any public roadway other than a lane, should be landscaped, in addition to the provisions of the Zoning Bylaw, to the satisfaction of the Development Officer, having regard to the planned public improvements in the area; and ix. individual Commercial Uses should have individual pedestrian entrances. <p>See Figures 4.5 and 4.6</p>	2.3.6 Local Nodes

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R4	Cloverdale neighbourhood	R4-4 Entrance points to the neighbourhood along 98 Avenue NW will be enhanced by gateway structures, lamp posts and/or signage to clearly indicate to people that they are entering Cloverdale. See Figure 4.7	2.1.4 Public Realm
R4	Cloverdale neighbourhood	R4-5 Develop small parks that visually terminate at either end of 92 Street NW and 96A Street NW to provide a sense of enclosure of the roadways within the community.	2.1.4 Public Realm
R5	Portions of Holyrood and Ottewell neighbourhoods	R5-1 For further planning direction refer to the 101 Avenue Corridor Study for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
R5	Portion of Kenilworth neighbourhood	R5-2 Improve the visual quality of select roadways by providing setbacks, landscaping, screening and/or buffering of adjacent properties. See Figure 4.3	2.1.2 Site Planning
R5	Portion of Kenilworth neighbourhood	R5-3 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
E1	Portions of Morris Industrial and Gainer Industrial neighbourhoods	E1-1 Improve the visual quality of select roadways by providing setbacks, landscaping, screening and/or buffering of adjacent properties. See Figure 4.3	2.1.2 Site Planning and 3.3.1 General Policies for Roadways and Goods Movement
E1	Portion of Morris Industrial neighbourhood	E1-2.1 Consider rail spur extensions in select locations in support of industrial goods movement. See Figure 4.3	4.3.1 Physical and Environmental Risk Management
E1	Portion of Morris Industrial neighbourhood	E1-2.2 Consult railway companies early in the redevelopment process to determine when and where future facilities, rail rights-of-way, spur extensions and/or support tracks may be necessary.	4.3.1 Physical and Environmental Risk Management
E1	Portion of Morris Industrial neighbourhood	E1-2.3 Review and analyze impacts, compatibility and transition between land uses and surrounding areas if railway right-of-way (leads and spur lines) are abandoned at the rezoning stage.	2.4.1 Commercial/Industrial Employment Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E1	Portions of Lambton Industrial, Morris Industrial and Gainer Industrial neighbourhoods	E1-3 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
E1	Portion of Morris Industrial neighbourhood	E1-4 Support the subdivision and consolidation of irregular or insufficient sized industrial parcels to enable efficient land use and development. See Figure 4.8	2.4.1 Commercial/Industrial Employment Areas
E2	Portions of Weir Industrial, Davies Industrial East, Girard Industrial and Roper Industrial neighbourhoods	E2-1 Preserve creeks, natural areas and features for their ecological function and contribution to non-residential design quality and development opportunities.	2.5.1 General Policies for Open Space and Natural Areas
E2	Portion of Davies Industrial East neighbourhood	E2-2 Ensure the development of select sites along major routes as shown are upgraded as per current Zoning Bylaw to ensure that front yards and general appearance of sites is visually attractive. See Figure 4.9	2.1.2 Site Planning and 2.1.3 Built Form
E2	Portions of Davies Industrial East and Roper Industrial neighbourhoods	E2-3 Improve the visual quality of select roadways by providing setbacks, landscaping, screening and/or buffering of adjacent properties. See Figure 4.3	2.1.2 Site Planning and 3.3.1 General Policies for Roadways and Goods Movement
E2	Portions of Davies Industrial East and Roper Industrial neighbourhoods	E2-4.1 Consider rail spur extensions in select locations in support of industrial goods movement. See Figure 4.3	4.3.1 Physical and Environmental Risk Management
E2	Portions of Davies Industrial East and Roper Industrial neighbourhoods	E2-4.2 Consult railway companies early in the redevelopment process to determine when and where future facilities, rail rights-of-way, spur extensions and or support tracks may be necessary.	4.3.1 Physical and Environmental Risk Management
E2	Portions of Davies Industrial East and Roper Industrial neighbourhoods	E2-4.3 Review and analyze impacts, compatibility and transition between land uses and surrounding areas if railway right-of-way (leads and spur lines) are abandoned at the rezoning stage.	2.4.1 Commercial/Industrial Employment Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E2	Portions of Weir Industrial, Davies Industrial East, Girard Industrial and Roper Industrial neighbourhoods	E2-5 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
E2	Portion of Roper Industrial neighbourhood	E2-6.1 Support smaller service centres on the east and west sides of 50 Street NW north of Whitemud Drive NW that serve the broader industrial area and connect to or provide open space on site. See Figure 4.3	2.4.1 Commercial/Industrial Employment Areas
E2	Portion of Roper Industrial neighbourhood	E2-6.2 Provide a walkway or bike connection to, and/or open space within, or in the immediate vicinity of the two smaller service centres. See Figure 4.3	3.1.1 Active Transportation General Policies and 2.5.1 General Policies for Open Space and Natural Areas
E2	Portions of Davies Industrial East and Roper Industrial neighbourhoods	E2-7 Interior sites not adjacent to Roper Road NW or Mill Creek Ravine shall be developed for industrial business purposes. Develop interior sites within the Industrial Business Park east of 75 Street NW, north and south of Roper Road NW but not adjacent to or Mill Creek Ravine for business employment, where: a) larger parcels have the flexibility to be subdivided into smaller parcels as per the user requirements; b) further subdivision of these larger parcels is feasible under a conventional plan of subdivision or a Bareland Condo procedure that allows for unique parcel sizes and development; c) all servicing and local roadways within condo sites will be privately owned; and d) parcels will facilitate development under a cooperation approach amongst the end users. See Figure 4.10	2.4.1 Commercial/Industrial Employment Areas and 2.4.3 Non-Residential Intensification Areas
E2	Portions of Davies Industrial East and Roper Industrial neighbourhoods	E2-8 Support the subdivision and consolidation of irregular or insufficient sized industrial parcels to enable efficient land use and development. See Figure 4.8	2.4.1 Commercial/Industrial Employment Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E4	Portions of Coronet Industrial, Coronet Addition Industrial, Rosedale Industrial, Papaschase Industrial, Davies Industrial West and McIntyre Industrial neighbourhoods	E4-1 Preserve creeks, natural areas and features for their ecological function and contribution to non-residential design quality and development opportunities.	2.5.1 General Policies for Open Space and Natural Areas
E4	Portions of Coronet Industrial and McIntyre Industrial neighbourhoods	E4-2 Ensure the development of select sites along major routes as shown are upgraded as per current Zoning Bylaw to ensure that front yards and general appearance of sites is visually attractive. See Figure 4.9	2.1.2 Site Planning and 2.1.3 Built Form
E4	Portions of Weir Industrial, Davies Industrial East, Girard Industrial and Roper Industrial neighbourhoods	E4-3 Improve the visual quality of select roadways by providing setbacks, landscaping, screening and/or buffering of adjacent properties. See Figure 4.3	2.1.2 Site Planning and 3.3.1 General Policies for Roadways and Goods Movement
E4	Portion of McIntyre Industrial neighbourhood	E4-4.1 Consider rail spur extensions in select locations in support of industrial goods movement. See Figure 4.3	4.3.1 Physical and Environmental Risk Management
E4	Portion of McIntyre Industrial neighbourhood	E4-4.2 Consult railway companies early in the redevelopment process to determine when and where future facilities, rail rights-of-way, spur extensions and or support tracks may be necessary.	4.3.1 Physical and Environmental Risk Management
E4	Portion of McIntyre Industrial neighbourhood	E4-4.3 Review and analyze impacts, compatibility and transition between land uses and surrounding areas if railway right-of-way (leads and spur lines) are abandoned at the rezoning stage.	2.4.1 Commercial/Industrial Employment Areas
E4	Portions of Coronet Industrial, Coronet Addition Industrial, Rosedale Industrial, Papaschase Industrial, Davies Industrial West and McIntyre Industrial neighbourhoods	E4-5 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E4	Portion of McIntyre Industrial neighbourhood	E4-6.1 Encourage comprehensive development of a major service centre that provides a more complete range of services to the industrial area and workers of the area. See Figure 4.3	2.1.2 Site Planning and 2.4.1 Commercial/Industrial Employment Areas
E4	Portions of Coronet Industrial, Papaschase Industrial and McIntyre Industrial neighbourhoods	E4-6.2 Provide a walkway or bike connection to, and/or open space within, the major service site on 51 Avenue NW and 75 Street NW or in immediate vicinity of the two smaller service centres. See Figure 4.3	3.1.1 Active Transportation General Policies and 2.5.1 General Policies for Open Space and Natural Areas
E5	Portion of Roper Industrial neighbourhood	E5-1 Preserve creeks, natural areas and features for their ecological function and contribution to non-residential design quality and development opportunities.	2.5.1 General Policies for Open Space and Natural Areas
E5	Portion of Roper Industrial neighbourhood	E5-2 Ensure the development of select sites along major routes as shown are upgraded as per current Zoning Bylaw to ensure that front yards and general appearance of sites is visually attractive. See Figure 4.9	2.1.2 Site Planning and 2.1.3 Built Form
E5	Portion of Roper Industrial neighbourhood	E5-3 Improve the visual quality of select roadways by providing setbacks, landscaping, screening and or buffering of adjacent properties. See Figure 4.3	2.1.2 Site Planning and 3.3.1 General Policies for Roadways and Goods Movement
E5	Portion of Roper Industrial neighbourhood	E5-4 Consider grade separations proposed at select intersections where streets intersect major rail lines to further facilitate the free flow of traffic on north-south and east-west routes. See Figure 4.3	3.3.1 General Policies for Roadways and Goods Movement
E5	Portion of Roper Industrial neighbourhood	E5-5.1 Encourage comprehensive development of a major service centre that provides a more complete range of services to the industrial area and workers of the area. See Figure 4.3	2.1.2 Site Planning and 2.4.1 Commercial/Industrial Employment Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E5	Portion of Roper Industrial neighbourhood	E5-5.2 Provide a walkway or bike connection to, and/or open space within, the major service site on 51 Avenue NW and 75 Street NW or in immediate vicinity of the two smaller service centres. See Figure 4.3	3.1.1 Active Transportation General Policies and 2.5.1 General Policies for Open Space and Natural Areas
E5	Portion of Roper Industrial neighbourhood	E5-6 Interior sites not adjacent to Roper Road NW or Mill Creek Ravine shall be developed for industrial business purposes. Develop interior sites within the Industrial Business Park east of 75 Street NW, north and south of Roper Road NW but not adjacent to or Mill Creek Ravine for business employment, where: a) larger parcels have the flexibility to be sub-divided into smaller parcels as per the user requirements; b) further subdivision of these larger parcels is feasible under a conventional plan of subdivision or a Bareland Condo procedure that allows for unique parcel sizes and development; c) all servicing and local roadways within condo sites will be privately owned; and d) parcels will facilitate development under a cooperation approach amongst the end users. See Figure 4.10	2.4.1 Commercial/Industrial Employment Areas and 2.4.3 Non-Residential Intensification Areas
RV1	North Saskatchewan River Valley and Ravine System - portion	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	North Saskatchewan River Valley and Ravine System - portion	RV1-2 For further planning direction refer to the 101 Avenue Corridor Study for portions of this subarea where it is in effect. See Figure 4.2	1.2 Authority and relationship to other plans
RV2	North Saskatchewan River Valley and Ravine System - portion	RV2-1 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
RV3	North Saskatchewan River Valley and Ravine System - portion	RV3-1 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

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
RV4	North Saskatchewan River Valley and Ravine System - portion	RV4-1 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
RV4	North Saskatchewan River Valley and Ravine System - portion	RV4-2 For further planning direction refer to the Pylypow Industrial ASP for portions of this subarea where it is in effect.	1.2 Authority and relationship to other plans
RV4	North Saskatchewan River Valley and Ravine System - portion	RV4-3 For further planning direction refer to the Maple Ridge Industrial ASP for portions of this subarea where it is in effect.	1.2 Authority and relationship to other plans
RV5	North Saskatchewan River Valley and Ravine System - portion	RV5-1 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
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.	

Figure 4.2 - 101 Avenue Corridor Study

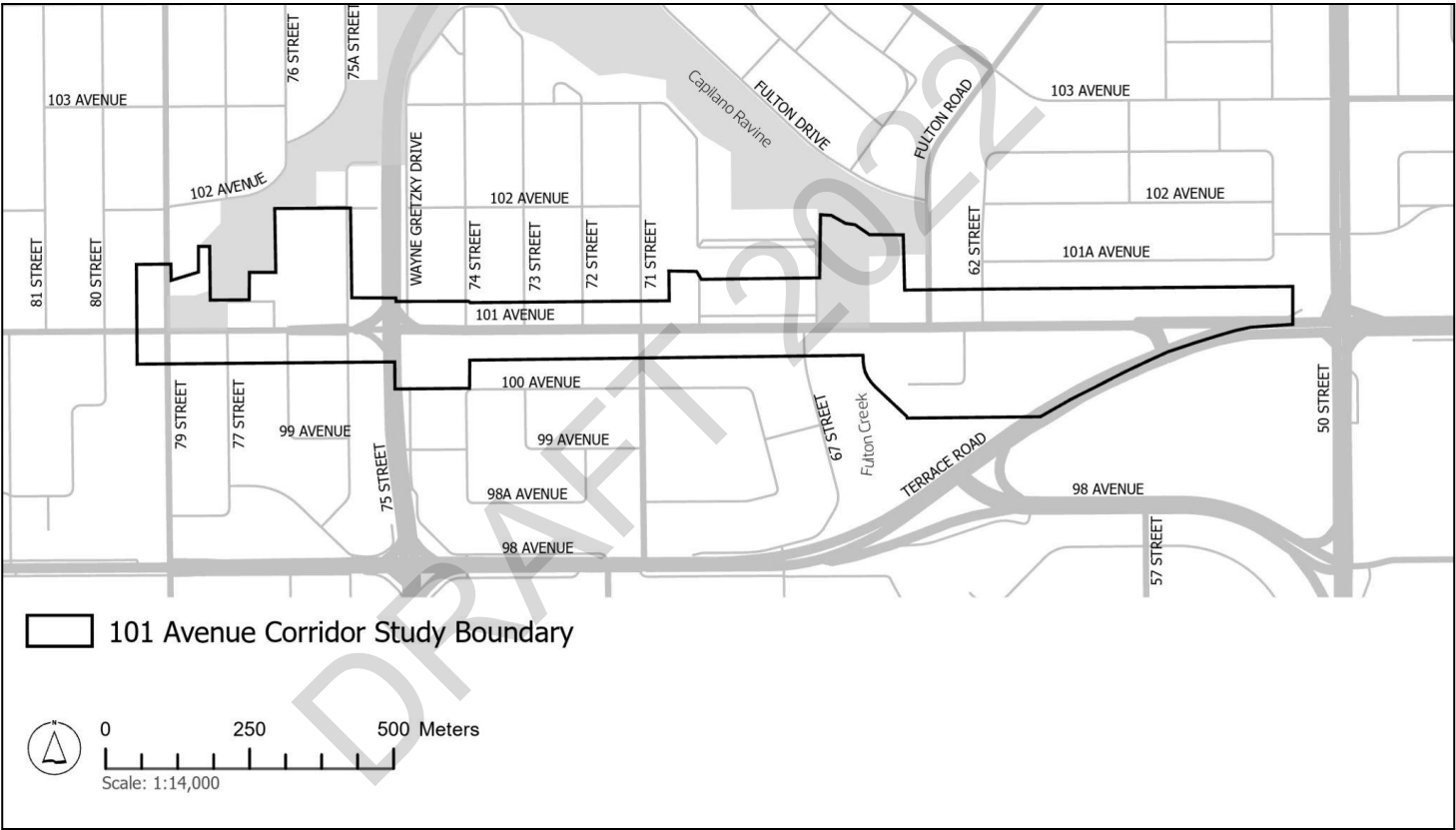


Figure 4.3 - Southeast Non-Residential Area Provisions



Figure 4.4 - Cloverdale Floodplain Management

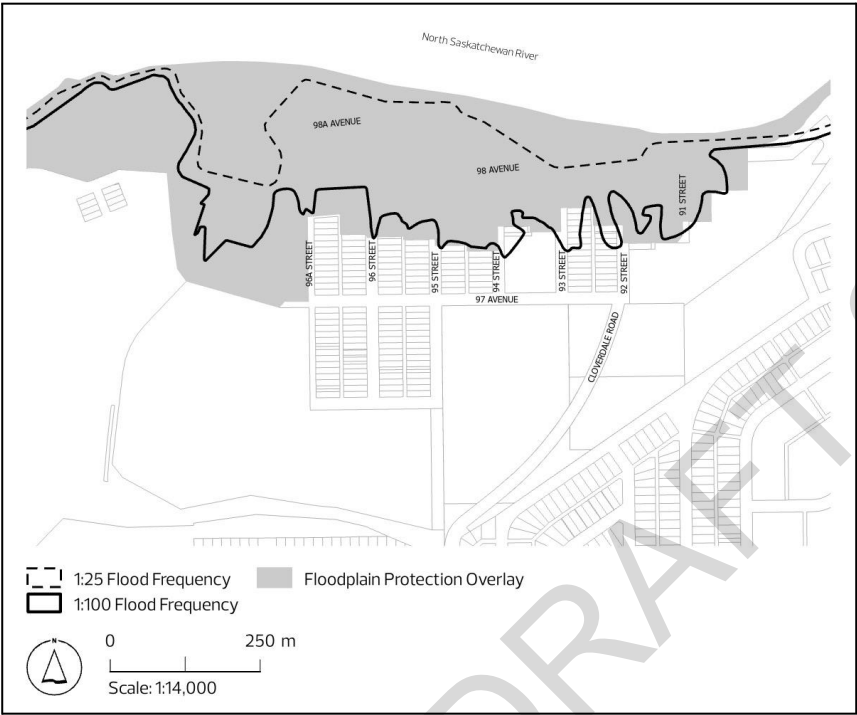


Figure 4.5 - Cloverdale Neighbourhood Commercial Sites

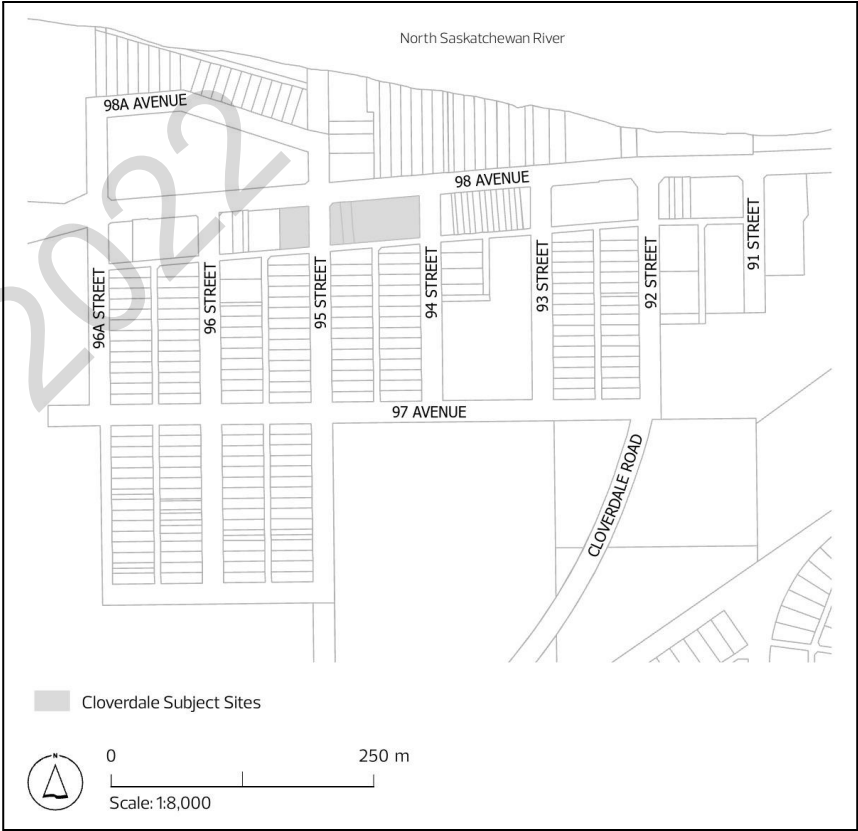


Figure 4.6 - Cloverdale Neighbourhood Commercial Design Concept

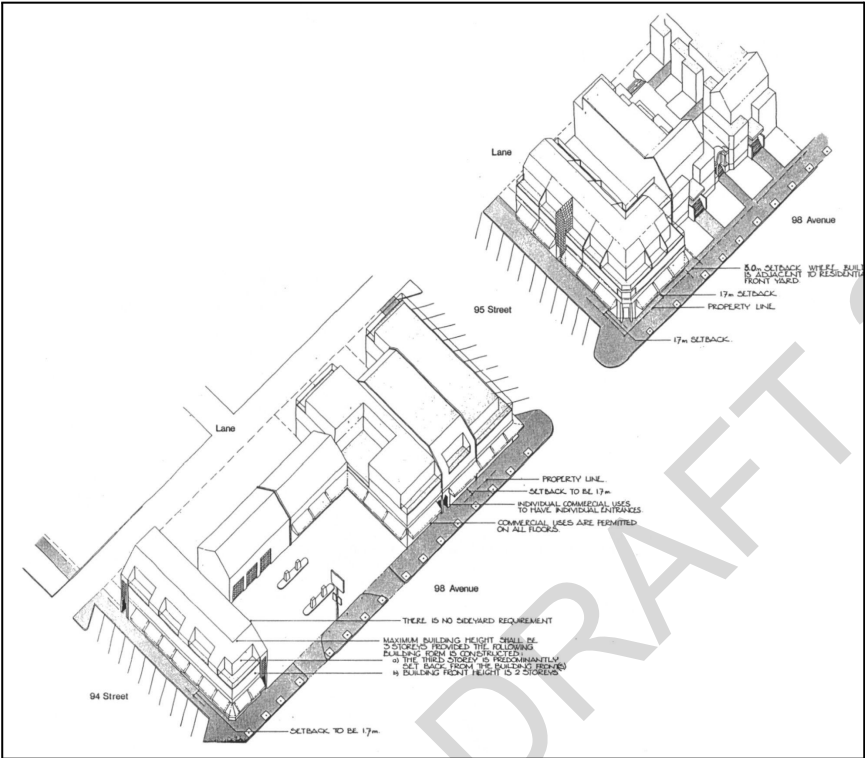


Figure 4.7 - Cloverdale Neighbourhood Entrance Concept

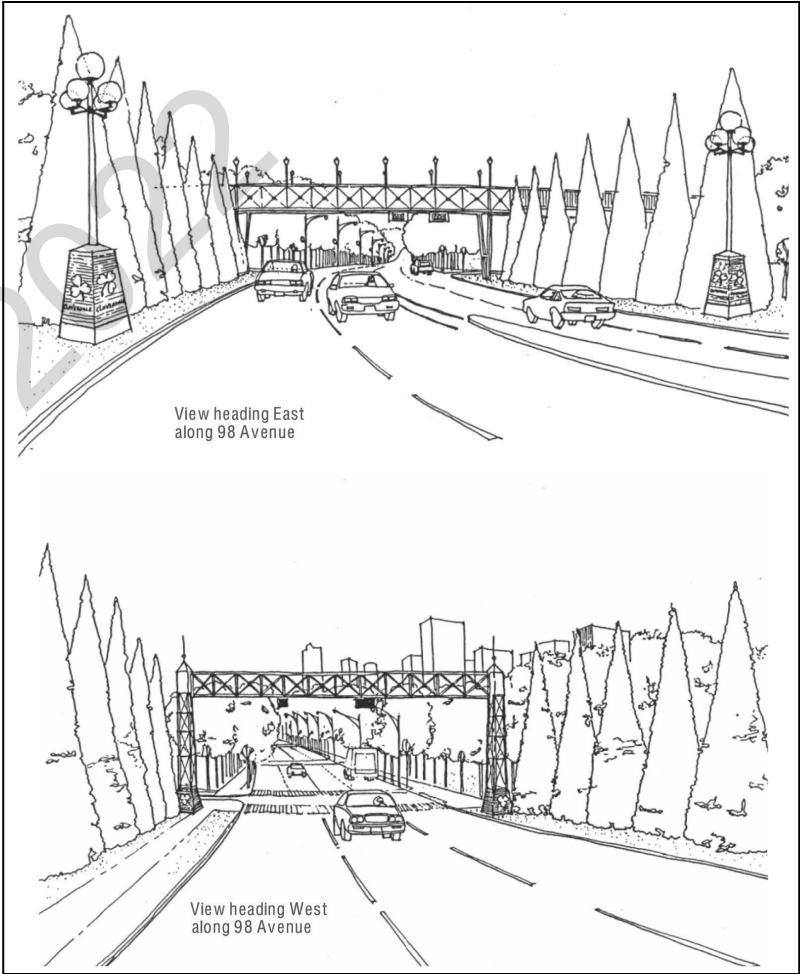


Figure 4.8 - Morris Industrial and Davies Industrial East Subdivision Provisions

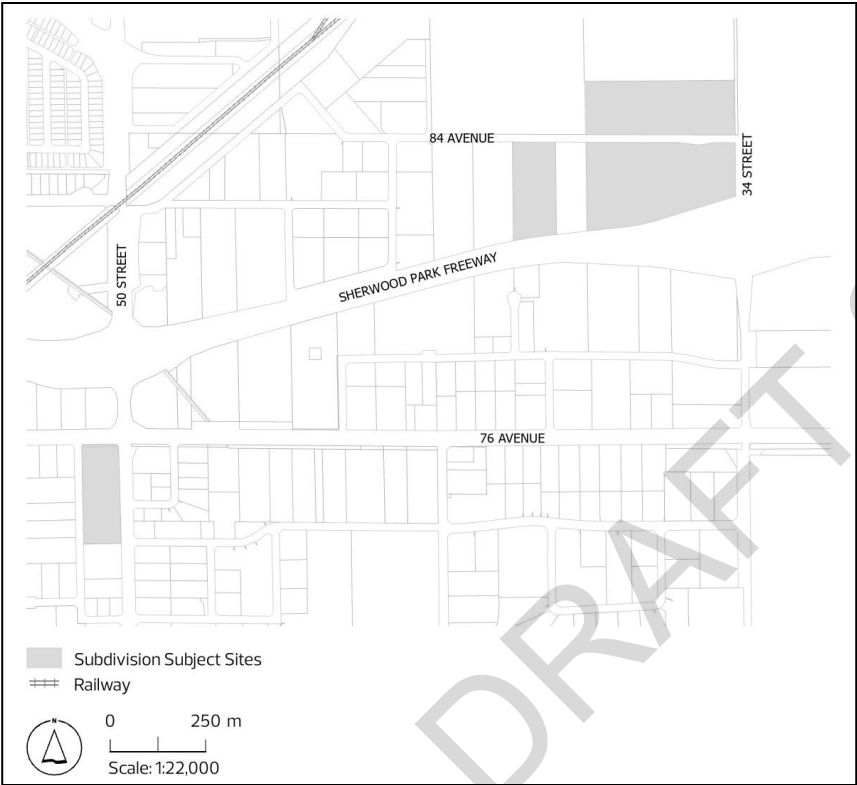


Figure 4.9 - Southeast Non-Residential Area Upgrading Provisions



Map of Non-Residential Subject Sites in the White Mud River area. The map shows a network of streets including Wagner Road, 75 Street, 68 Avenue, 59 Avenue, 50 Street, 55 Avenue, 54 Street, 53 Avenue, 67 Street, 51 Avenue, Roper Road, and Whitemud Drive. A large area of land is shaded grey, indicating non-residential subject sites. A legend at the bottom left shows a grey square for 'Non-Residential Subject Sites' and a double line with cross-ticks for 'Railway'. A scale bar indicates 0 to 250 meters, and the scale is 1:32,000. A north arrow is also present. A large 'DRAFT' watermark is overlaid diagonally across the map.

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 Southeast 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. ARPs, ASPs 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 prioritisation 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.

Figure 6.10: Growth Activation identifies three Priority Nodes and Corridors for the Southeast District: the Bonnie Doon District Node, Whyte Avenue Primary Corridor and 101 Avenue Secondary Corridor.

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

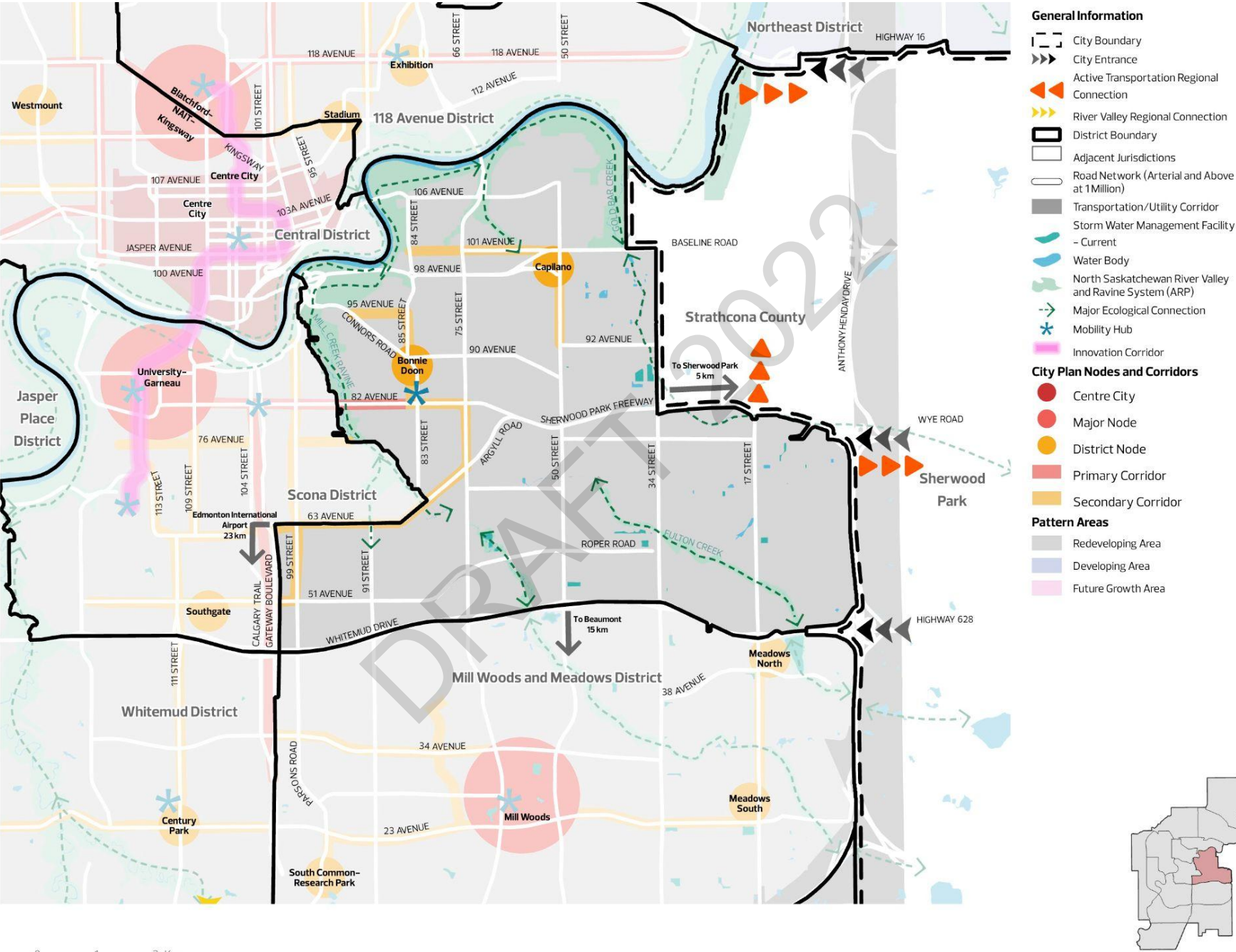


Figure 6.2: District Context - Assets

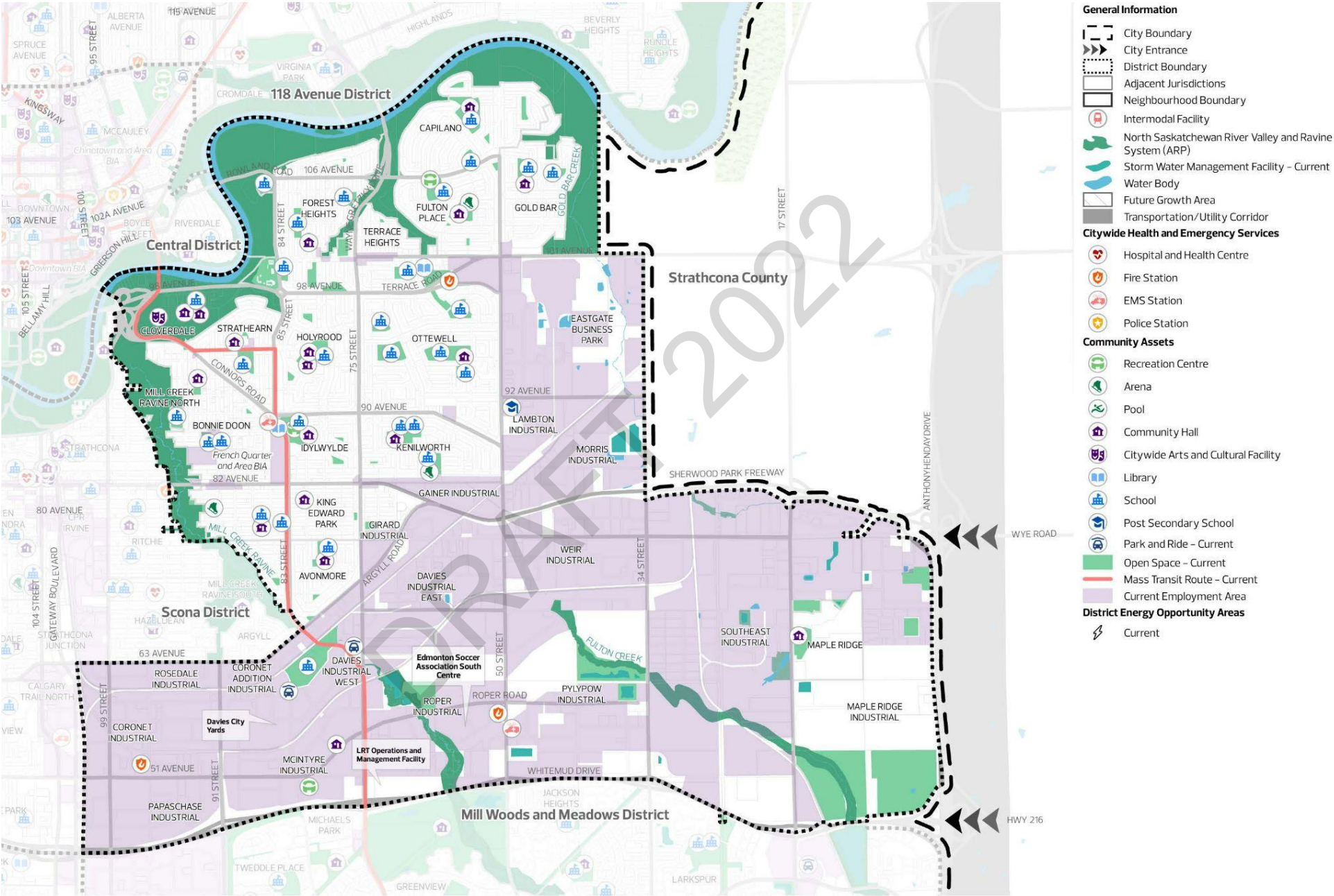
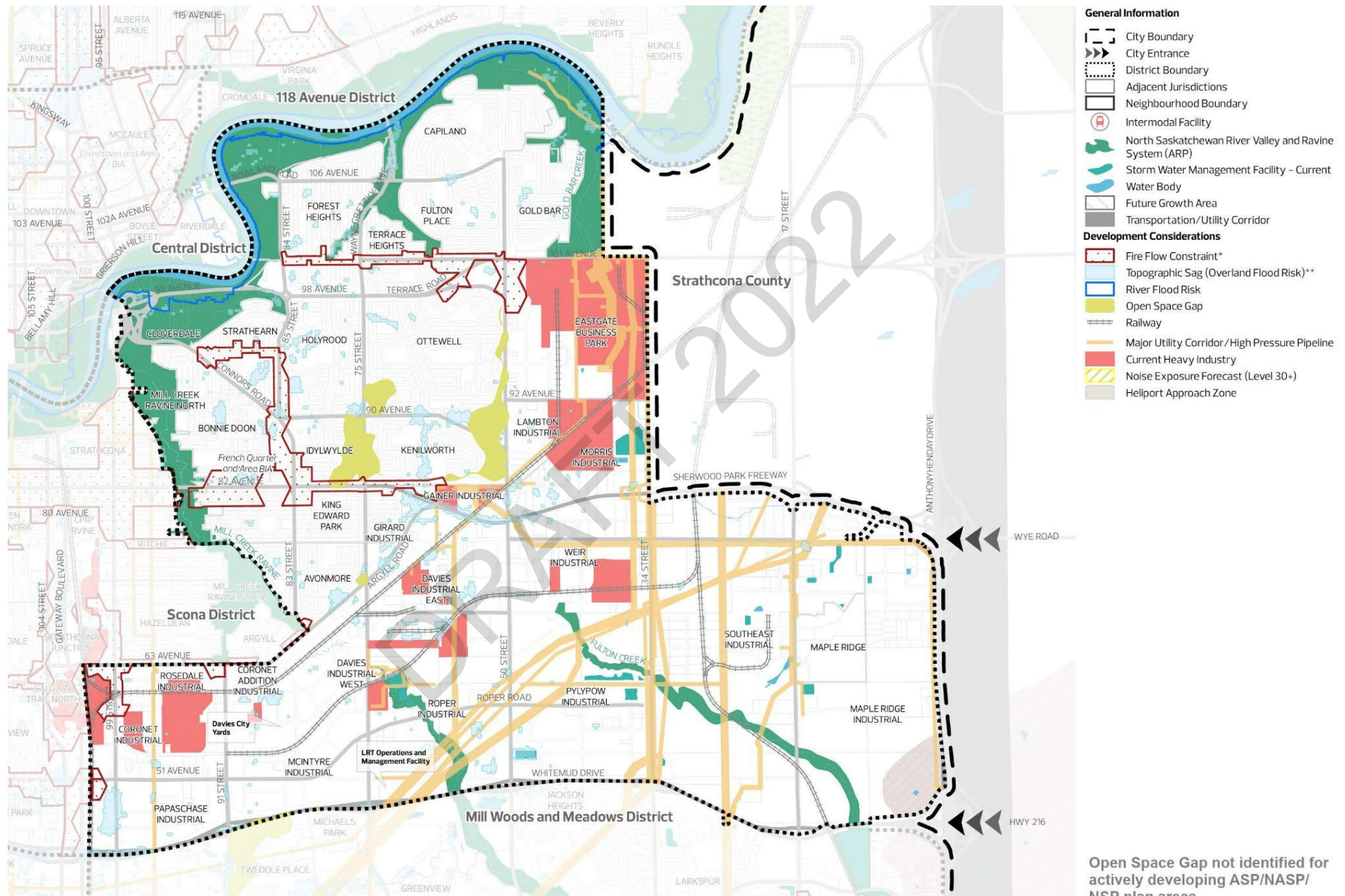


Figure 6.3: District Context - Development Considerations



Open Space Gap not identified for actively developing ASP/NASP/NSP plan areas

Figure 6.4: Vision at 2 Million

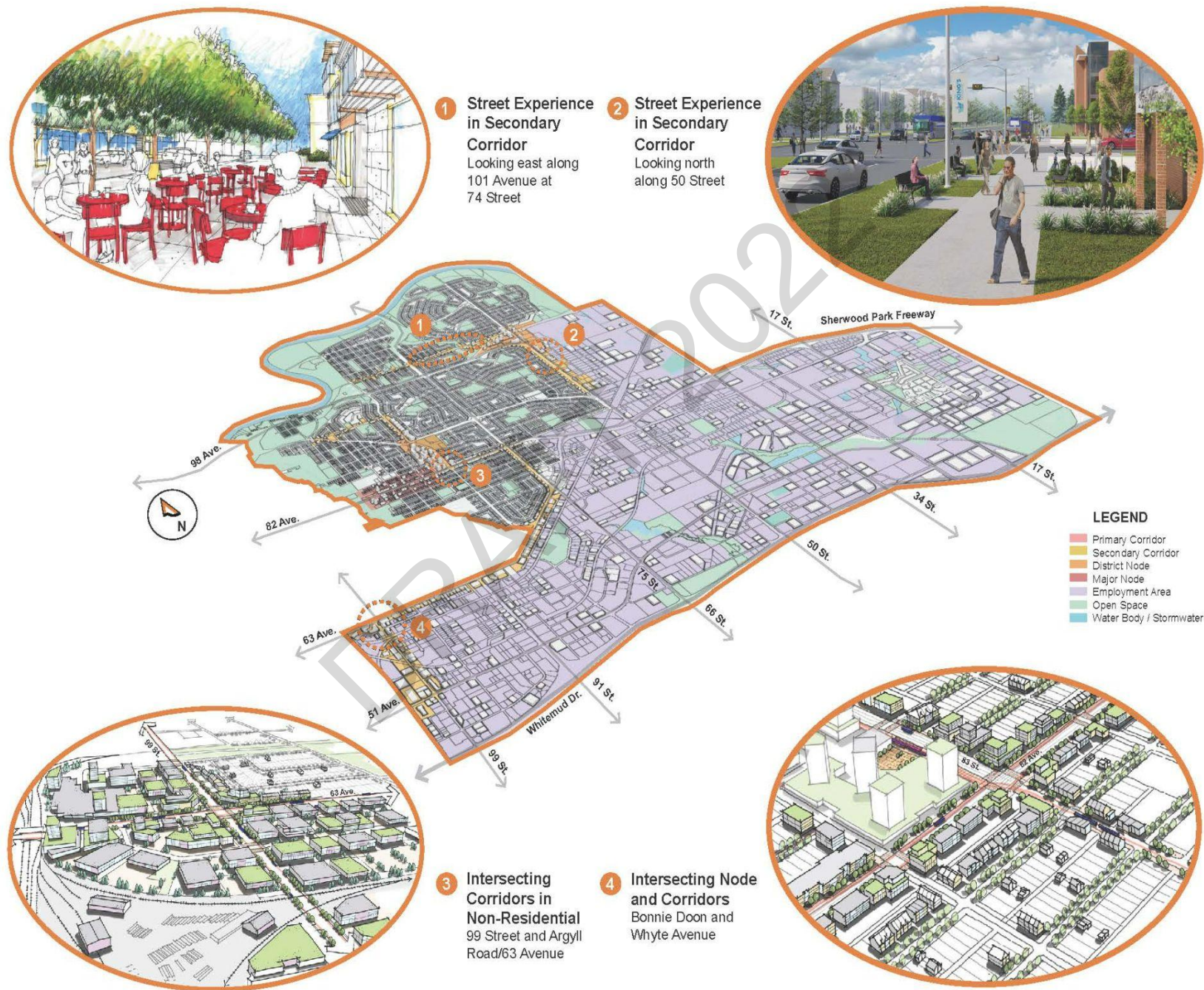


Figure 6.5: Direction to 1.25 Million

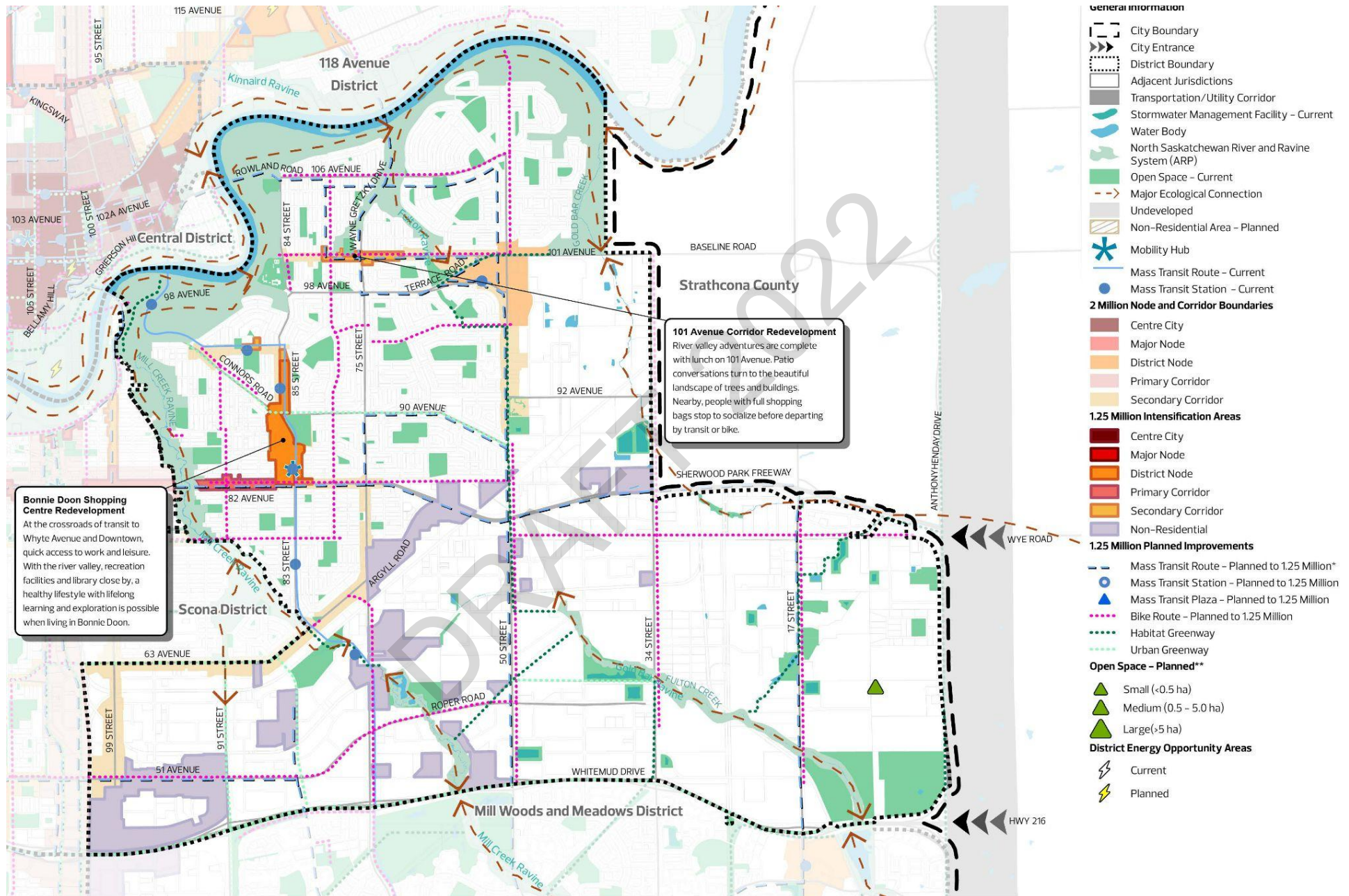
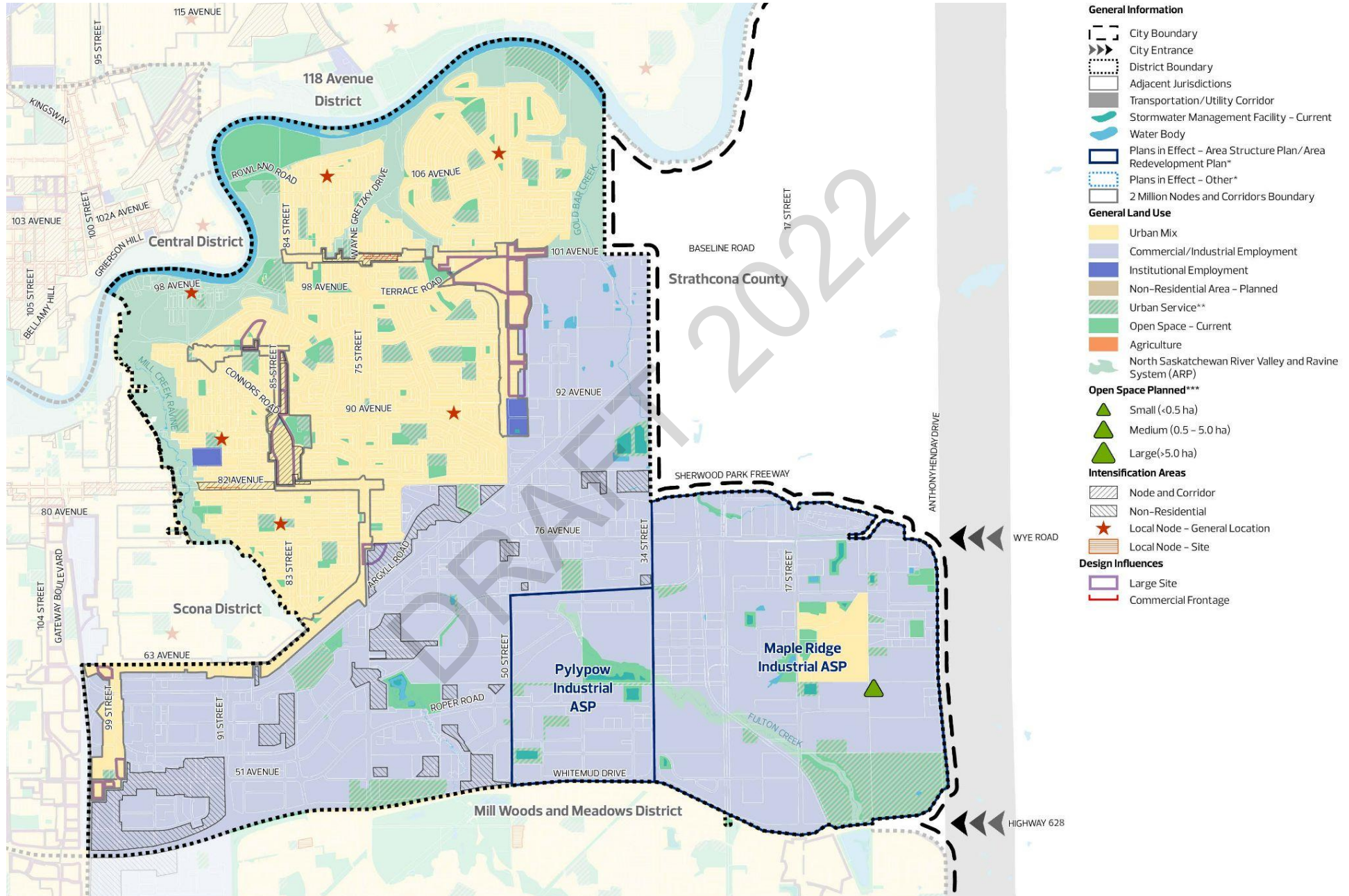


Figure 6.6: Land Use Concept



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Figure 6.8: Open Space and Natural Areas

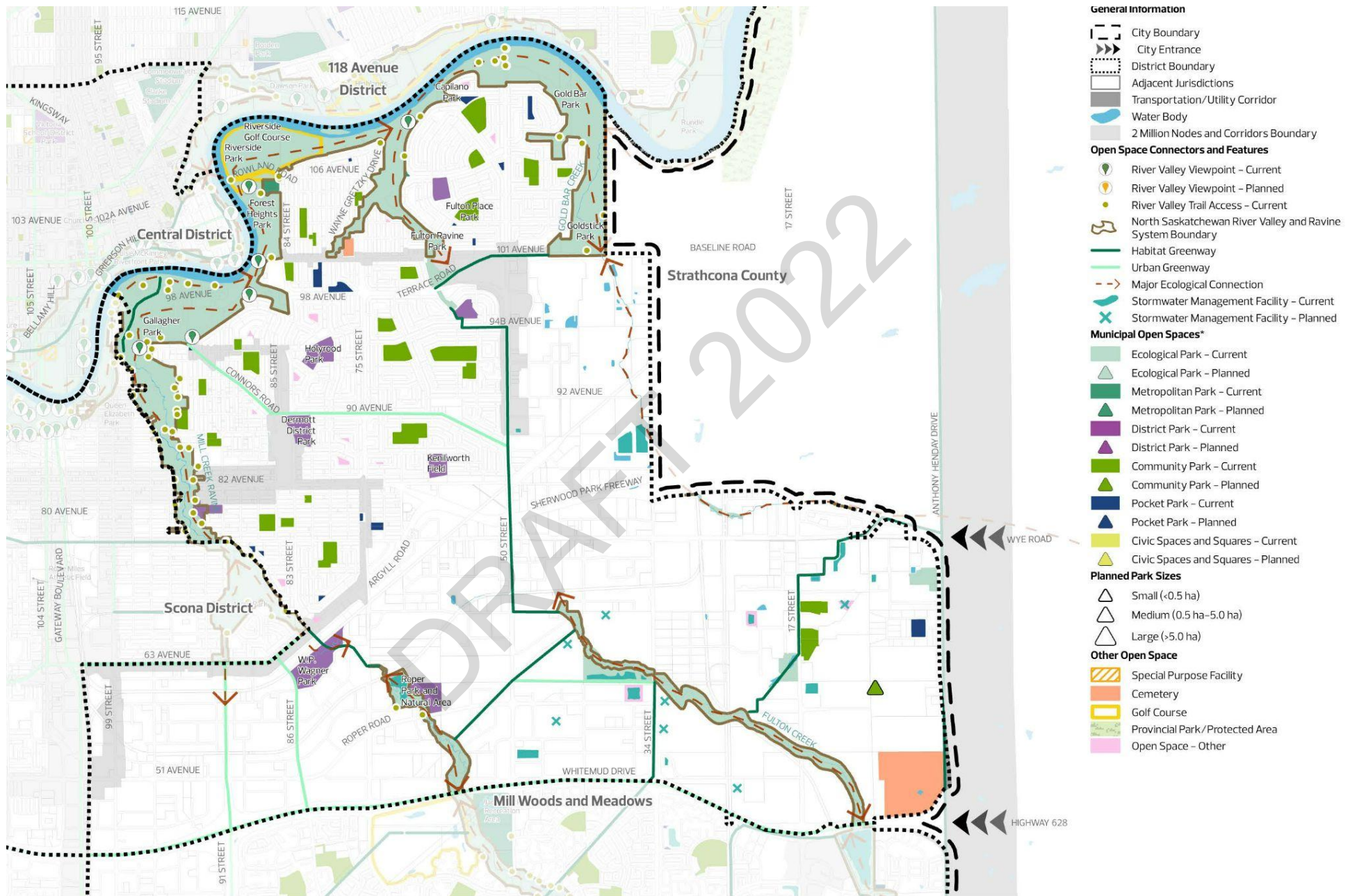
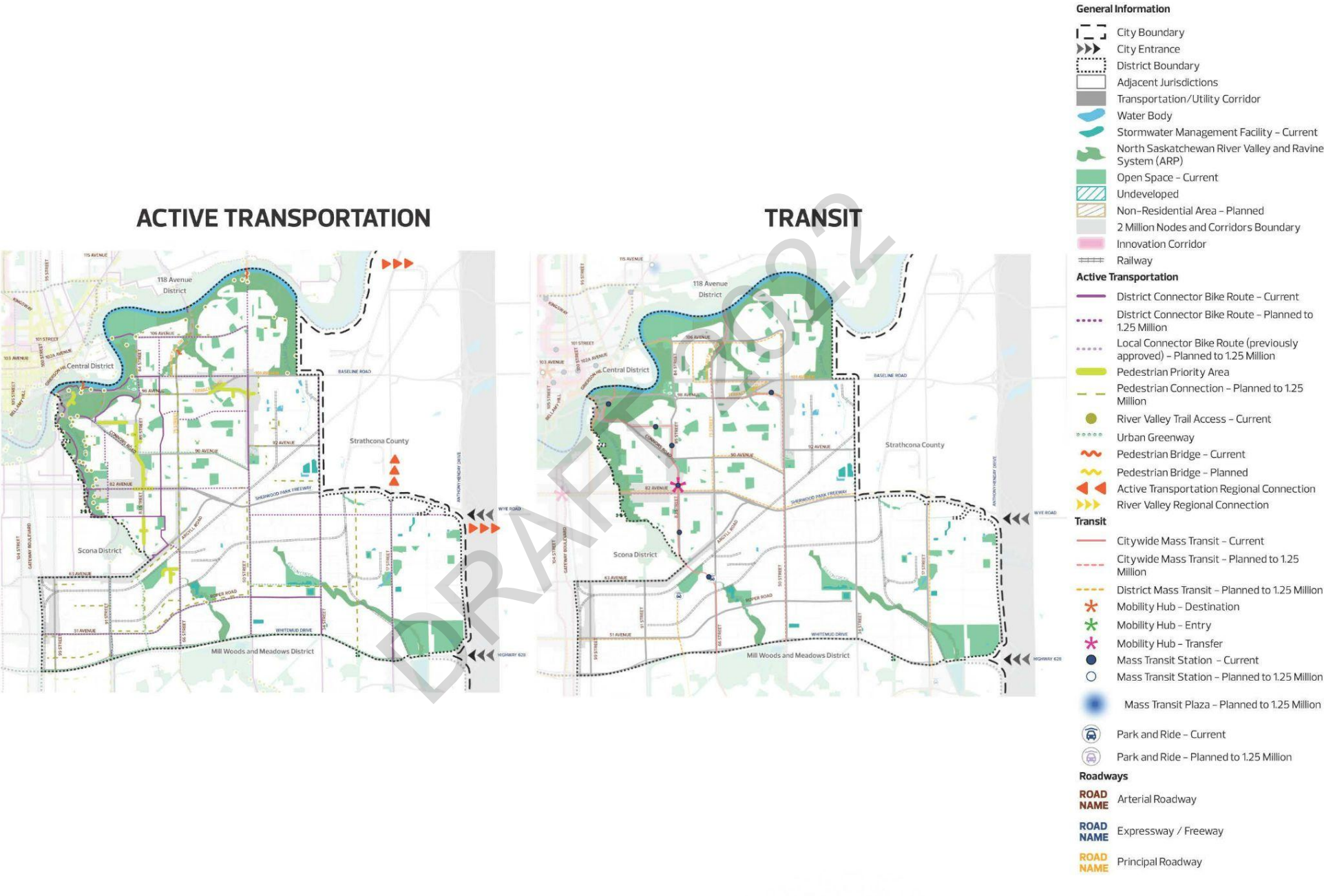


Figure 6.9: Mobility



General Information

- City Boundary
- City Entrance
- District Boundary
- Adjacent Jurisdictions
- Transportation/Utility Corridor
- Stormwater Management Facility - Current
- Water Body
- North Saskatchewan River Valley and Ravine System (ARP)
- Open Space - Current
- Non-Residential Area - Planned

Growth Area Layers

- Priority Node and Corridor

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