

WEST HENDAY DISTRICT PLAN

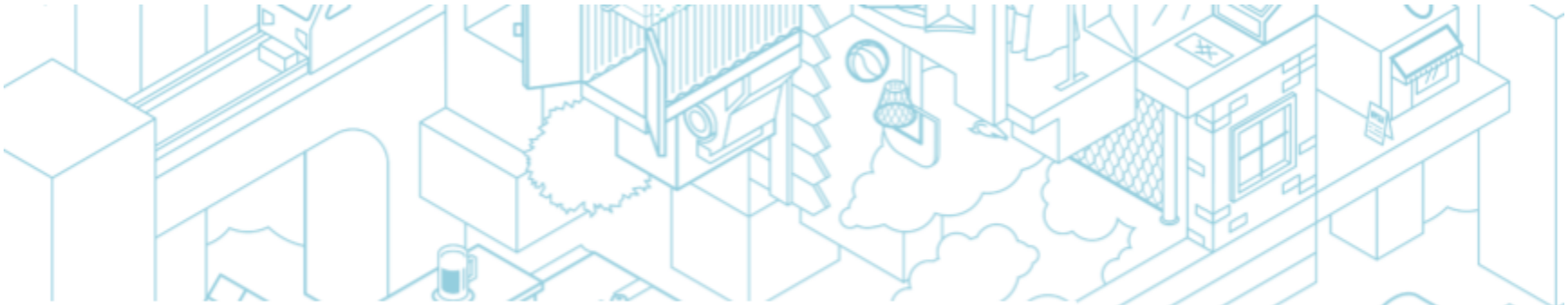
Edmonton



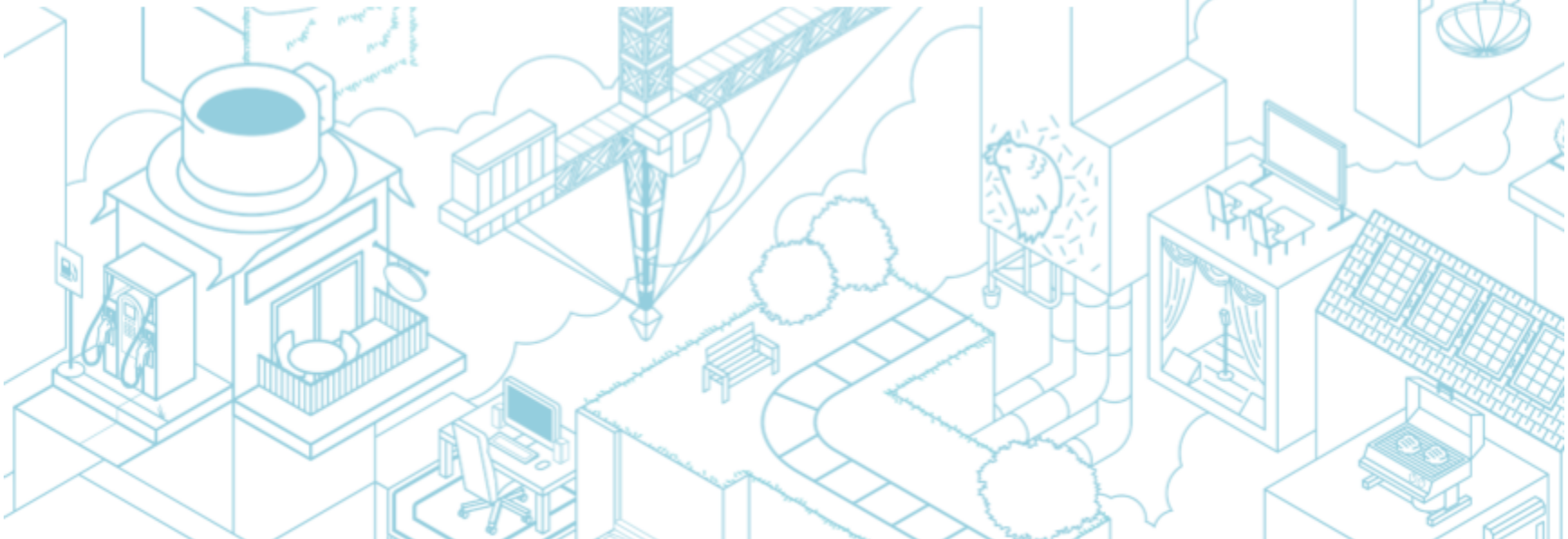
Draft 2023

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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).

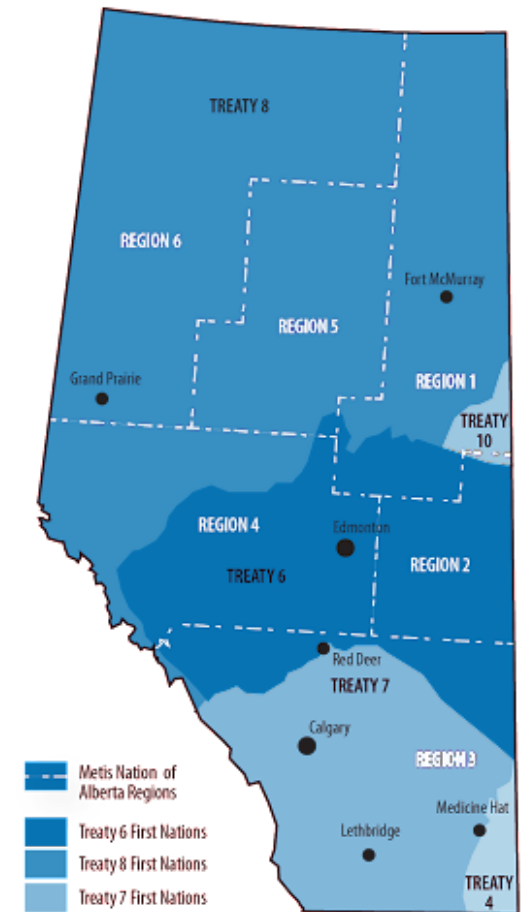
Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, *iyiniw iskwewak wihtwawin* (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history for future generations. The West Henday district is located within the Edmonton wards named Nakota Isga and sipiwiyiniwak.

Nakota Isga (Pronunciation: NA-KOH-TAH EE-SKA). Nakota Isga originates from the Sioux language and means The People; Alexis Nakota Sioux Nation is the furthest northwestern representative of the Siouan language family and many Alexis people use the name Isga to refer to themselves.

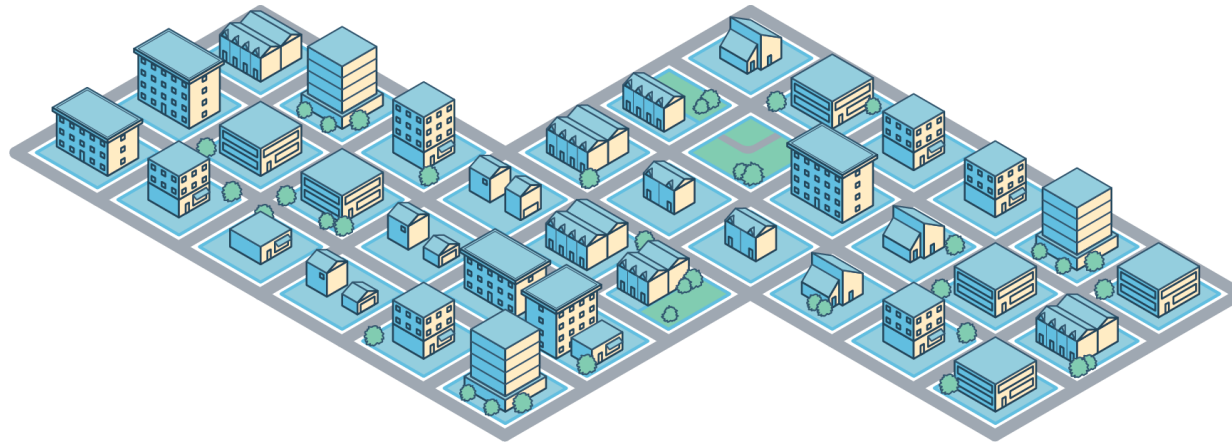
sipiwiyiniwak (Pronunciation: SEE-PEE-WIN-EE-WOK). sipiwiyiniwak originates from the Enoch Cree language. Because of their proximity to the North Saskatchewan River, Enoch Cree Nation members were known as the River Cree to other tribes, or in the Cree language, sipiwiyiniwak.

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

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



1 Introduction to District Plans



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

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

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

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

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

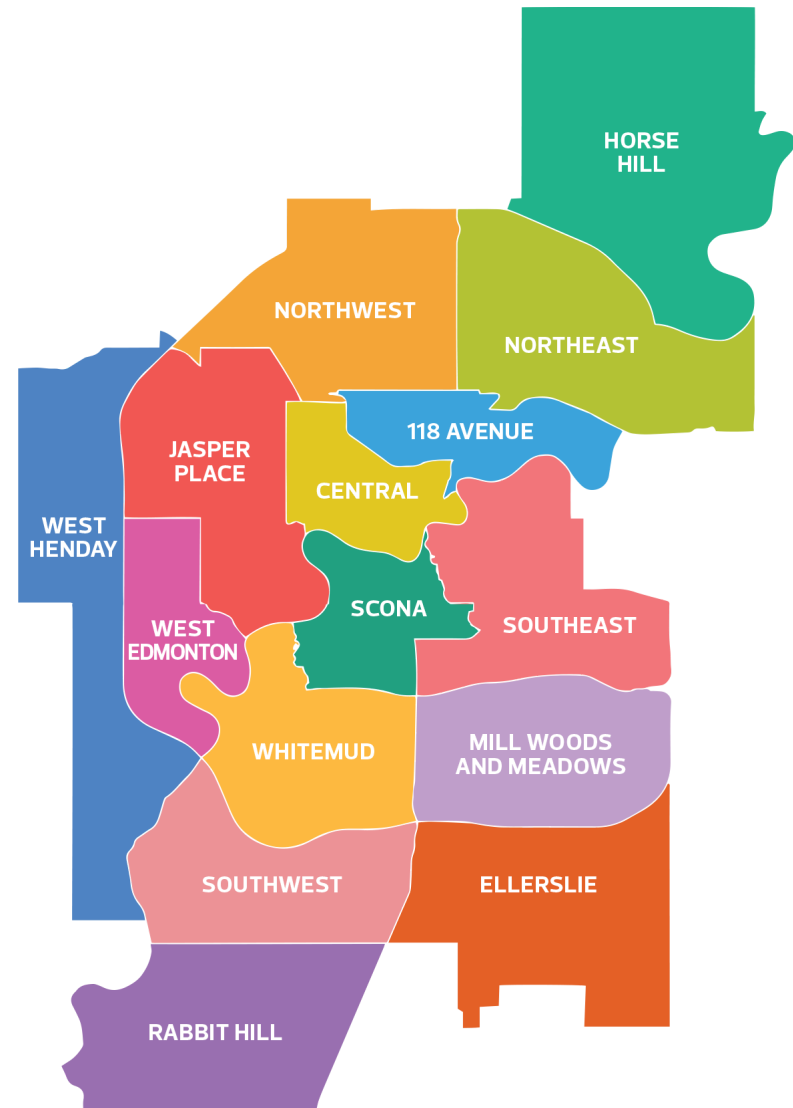
There are 16 district plan bylaws:

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

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

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

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



1.1 How to Use This District Plan

This district plan and the [District Policy](#) must be read together for complete planning direction. The District Policy provides policy direction for all districts and includes a glossary of terms and map features found in both this district plan and the District Policy. This district plan provides detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

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



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

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



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

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

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



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

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

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

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



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

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



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

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

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

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

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

1.2 Authority and Relationship to Other Plans

District plans and the [District Policy](#) are additional statutory plans, as described under Section 635.1 of the Municipal Government Act, as amended by the City of Edmonton Charter 2018 Regulation, and have been prepared in accordance with Section 636 of the Municipal Government Act.

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

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

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

plans will continue to provide guidance to ensure the orderly first-generation development of Developing Areas and Future Growth Areas.

1.3 Relationship With the Zoning Bylaw

District plans, the District Policy and other applicable statutory plans, guidelines and policy direction will inform and guide discretion in decision-making when considering land use, urban design and general planning decisions made while using Edmonton's Zoning Bylaw ([Bylaw XXXXX](#)).

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to [\[DATE OF PASSAGE OF DISTRICT POLICY\]](#), shall not be subject to the District Policy and applicable district plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable district plan.

1.4 Amendments

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

2 District Context

2.1 Physical Context

The West Henday District is the westernmost district and is one of 15 districts in Edmonton's District Network as outlined in [The City Plan](#). Neighbouring municipalities include Parkland County and Enoch Cree Nation (Stony Plain No. 135) to the west and Sturgeon County and the City of St. Albert to the north. Nearby districts include the Northwest District, Jasper Place District and West Edmonton District. West Henday District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Breckenridge Greens
- Edgemont
- Glastonbury
- Granville
- Hawks Ridge
- Kinglet Gardens
- Lewis Farms Industrial
- Pintail Landing
- Potter Greens
- River's Edge
- Riverview Area
- Rural West Big Lake
- Rosenthal
- Secord
- Starling
- Stewart Greens
- Stillwater
- Suder Greens
- The Hamptons
- The Uplands
- Trumpeter Area
- Webber Greens
- Westview Village
- Winterburn Industrial Area East
- Winterburn Industrial Area West

The West Henday District is generally bordered by the Big Lake area to the north, Anthony Henday Drive and the North Saskatchewan River to the east and 33 Avenue SW to the south. The west is bordered by 231 Street NW north of Whitemud Drive and 215

Street/Winterburn Road SW south of Whitemud Drive. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and the surrounding areas.

The district's north boundary is defined by the southeast shore of Big Lake, a regionally-significant wetland ecosystem with diverse aquatic and semi-aquatic habitats surrounded by deciduous and coniferous woodlands. The Big Lake area is protected within Lois Hole Centennial Provincial Park, which provides critical habitat for several federally-designated bird species, including the trumpeter swan. The Big Lake Area Structure Plan also contains two crown-owned water bodies: Horseshoe Lake and a wetland in the southwest portion of the Pintail Landing neighbourhood.

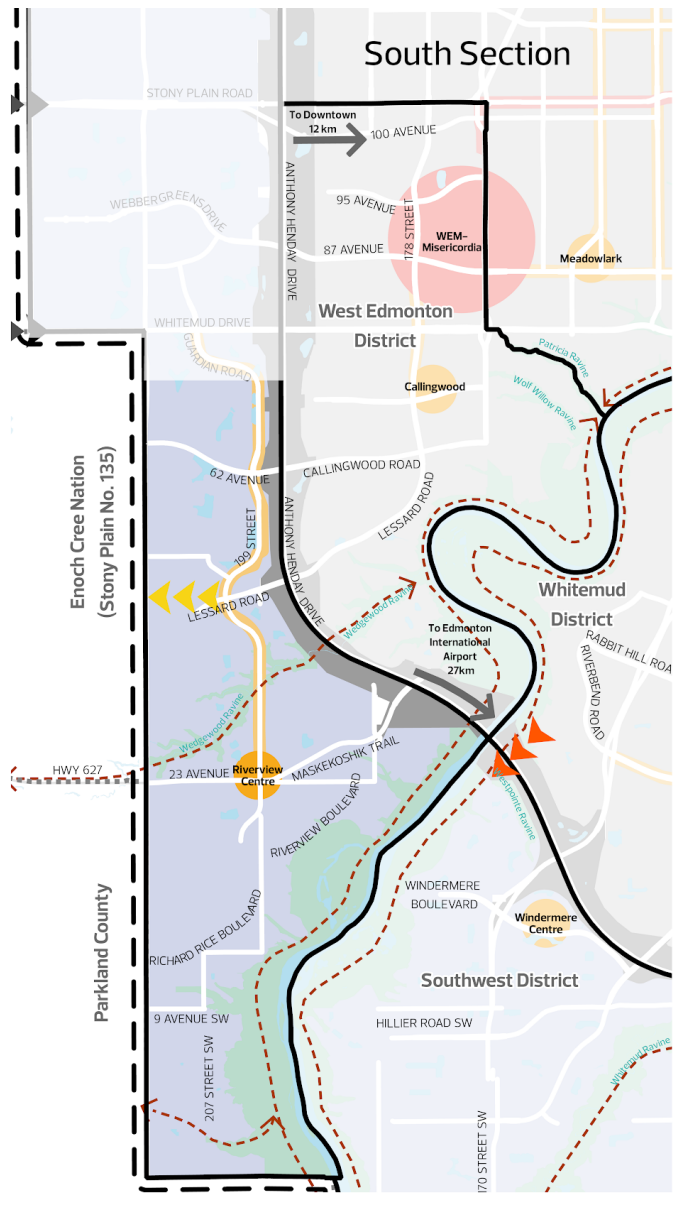
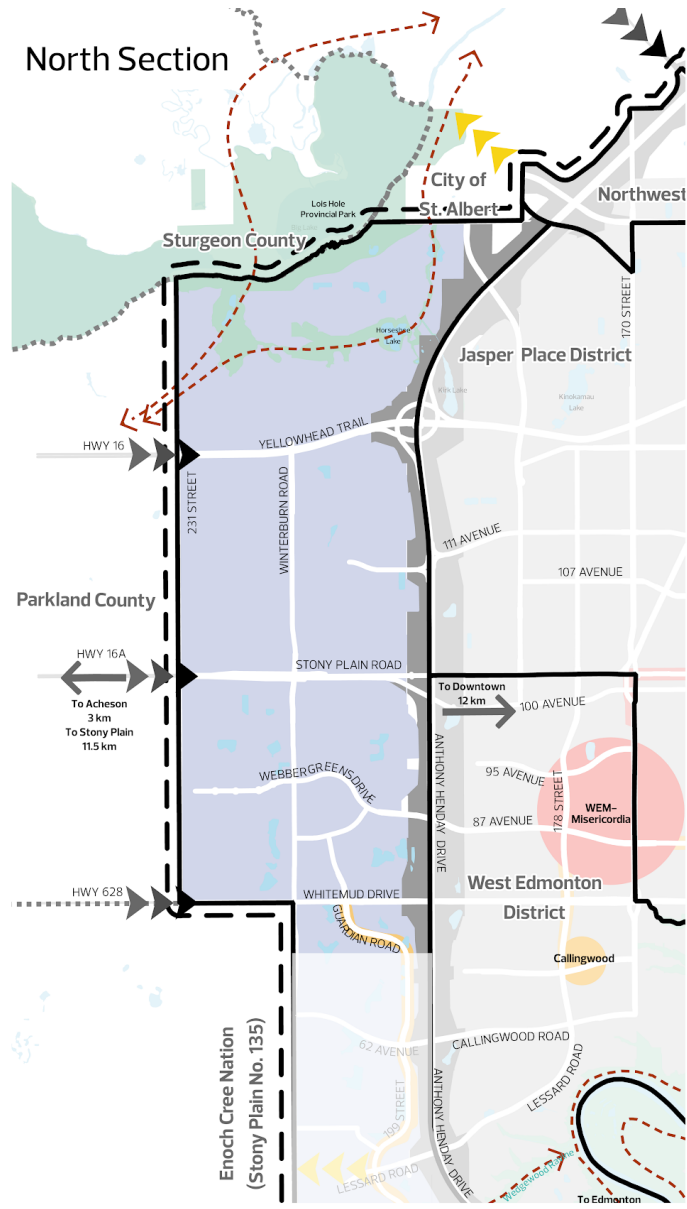
The south portion of the district includes the Wedgewood Ravine, a major side stream of the North Saskatchewan River. Also in the south portion of the district is the Devon Sand Dunes, a significant geological feature. Within this, a protected natural area includes one of the few remaining white-birch stands left in Edmonton, as well as Edmonton's single protected sand dune landscape.

Map 1: Citywide Context

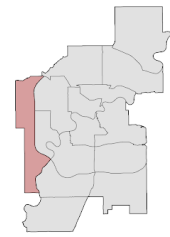
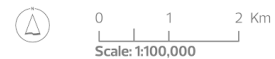
The Citywide Context map focuses on the district's position and location within the city and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

Map 1: Citywide Context

Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Innovation Corridor
 - City Entrance
 - Transportation/Utility Corridor
 - Road Network
 - Active Transportation Regional Connection
 - River Valley Active Transportation Regional Connection
 - North Saskatchewan River Valley and Ravine System
 - Major Ecological Connection
- City Plan Nodes and Corridors**
- Centre City
 - Major Node
 - District Node
 - Primary Corridor
 - Secondary Corridor
- Pattern Areas**
- Redeveloping Area
 - Developing Area
 - Future Growth Area



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2.2 Historical Context

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

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

The West Henday District includes land originally reserved for the Enoch Cree Nation pursuant to the signing of Treaty 6. The reserve land base stretched from Acheson to the banks of the North Saskatchewan River. In response to settler demands for land access and resources, federal politicians and land agents forced the surrender of portions of the Enoch Cree Nation reserve lands in 1902, and again in 1908. The remaining Enoch Cree Nation lands are now located outside the city's boundaries.

Big Island, located within the river valley east of the Riverview Area Structure Plan area, has a rich history of logging, mining and

recreational activity from the late 1800s through the early 1900s. A riverboat made regular voyages from central Edmonton to Big Island for weekend picnicking. From the early 1900s, settlers primarily used the district's land for agricultural purposes and a few farm structures still remain in the northeast area of Lewis Farms.

The district's land area was annexed from Parkland County in 1982, which brought the Westview Village and the Winterburn Industrial Area Structure Plan under Edmonton's municipal authority. At that time, the inventory of residential lots in west Edmonton was declining rapidly which triggered the planning of Lewis Farms in the 1980s, The Grange in the 1990s and Edgemont in the 2010s. The Grange area experienced delayed residential development due to fluctuating market conditions and planning philosophies in the mid-1990s. Planning of the Riverview neighbourhoods in the southern portion began in the 2010s and are the last areas of the district to be planned.

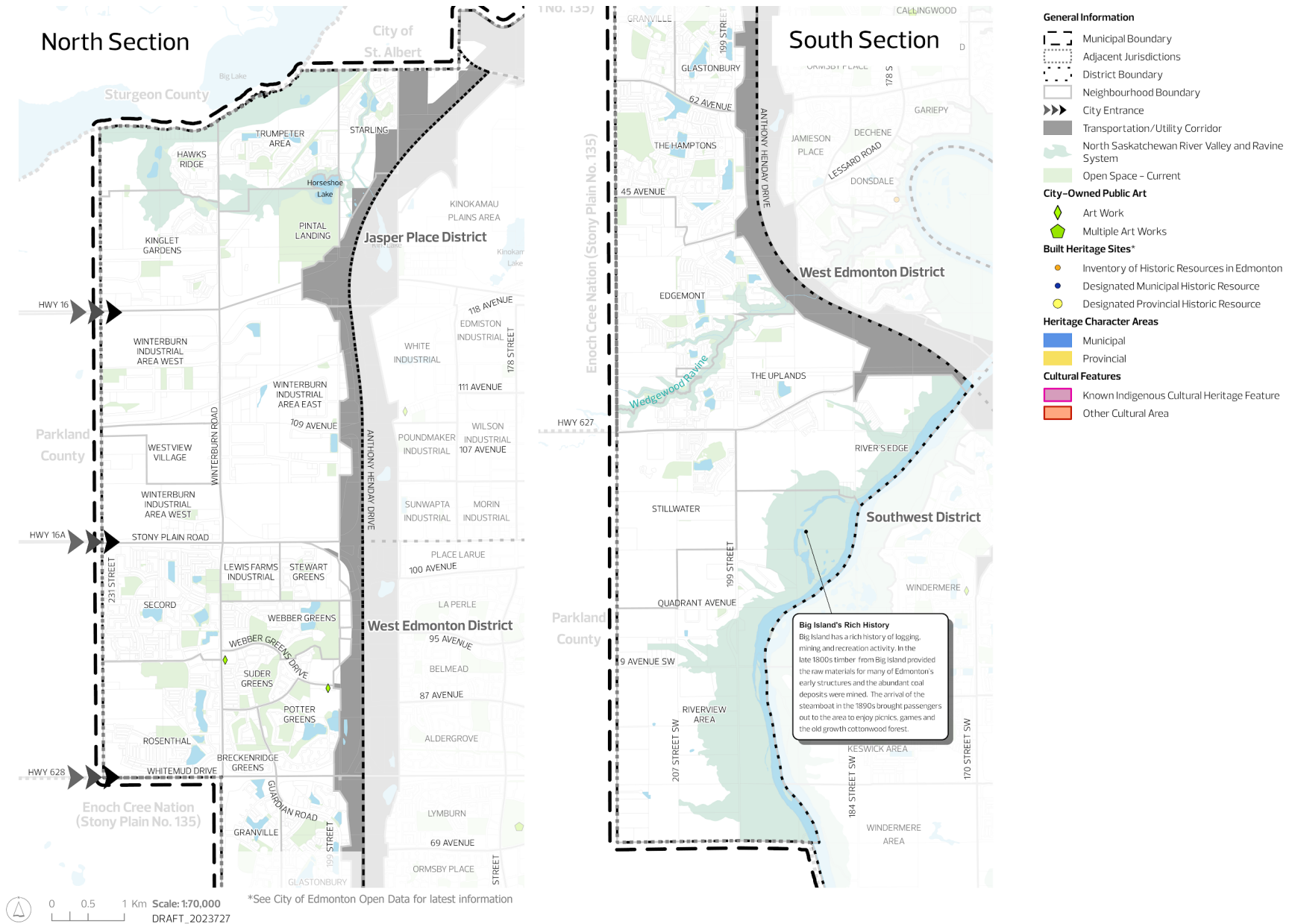
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this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

Map 2: Heritage and Culture

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

Map 2: Heritage and Culture

Legend items are defined in District Policy Glossary



2.3 Development Context

Lands within the north and south portions of the West Henday District include a mix of residential uses. Light to medium industrial uses are located south of Yellowhead Trail and north of Stony Plain Road in the Winterburn Industrial Area. The Winterburn Industrial Area is serviced by a private east/west rail line that divides this area. North of Stony Plain Road NW and west of Winterburn Road is the Westview Village neighbourhood, a manufactured home community.

The district is connected to two important regional transportation corridors: Anthony Henday Drive, which serves as a provincial highway ring road that connects Edmonton to surrounding municipalities and other highways, and Yellowhead Trail, an east-west freeway that is an important truck route in the north portion of the city. Other major east-west connections within this district include Stony Plain Road (Highway 16A) and Whitemud Drive (Highway 628). These transportation routes connect the city to the Town of Stony Plain, City of Spruce Grove and Parkland County to the west.

Development in the Lewis Farms area, which lies north of Whitemud Drive, will be influenced by the expansion of the Valley Line, a low-floor urban LRT. This area is designated as a mobility hub, which will serve as an important transfer point and community focal point, and includes a mass transit station, the Lewis Farms Transit Centre and a park and ride.

Guardian Drive/199 Street NW is a secondary corridor which extends from Whitemud Drive to the Riverview Centre District Node located at the intersection of Maskêkosihk Trail (23 Avenue

NW) and 199 Street NW. Large undeveloped sites along this corridor present opportunities to align with corridor objectives.

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

The West Henday District includes Wedgewood Ravine, an important biological and hydrological corridor separating the Edgemont NASP and Riverview ASP plan areas, extending into the Enoch Cree Nation and Parkland County areas. This significant ecological area will be protected during urban development and continue to provide critical environmental functions within Edmonton and the broader region. Additionally, Big Island Provincial Park is being planned with the Alberta Government, Enoch Cree Nation and the City of Edmonton, and will be located in the river valley in southeast portion of the district.

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

Current Plans in Effect

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

- Big Lake Area Structure Plan – 1991
 - Hawks Ridge Neighbourhood Structure Plan – 2010
 - Kinglet Gardens Neighbourhood Structure Plan – 2016
 - Pintail Landing Neighbourhood Structure Plan – 2019
 - Starling Neighbourhood Structure Plan – 2010
 - Trumpeter Neighbourhood Structure Plan – 1991
- Edgemont Neighbourhood Area Structure Plan – 2011
- Lewis Farms Area Structure Plan – 1988
 - Lewis Farms Business Employment Neighbourhood Structure Plan – 2020
 - Potter Greens Neighbourhood Structure Plan – 1990
 - Rosenthal Neighbourhood Structure Plan – 2009
 - Secord Neighbourhood Structure Plan – 2007
 - Stewart Green Neighbourhood Structure Plan – 2007
 - Suder Greens Neighbourhood Structure Plan – 2002
 - Webber Green Neighbourhood Structure Plan – 2000
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Riverview Area Structure Plan – 2013
 - River's Edge Neighbourhood Structure Plan – 2015
 - Stillwater Neighbourhood Structure Plan – 2020
 - The Uplands Neighbourhood Structure Plan – 2015
- The Grange Area Structure Plan – 1998
 - Granville Neighbourhood Structure Plan – 2007
- Winterburn Industrial Area Structure Plan – 2010

A number of the district's residential neighbourhoods are under various stages of development. The sequence of development varies between Area Structure Plan areas, dependent on servicing connections. The Riverview area, located in the south portion of the district, is the last area to be planned. All residential areas include a mix of residential and commercial sites primarily located along arterial roadways, school sites and natural areas.

Map 3: District Context - Assets

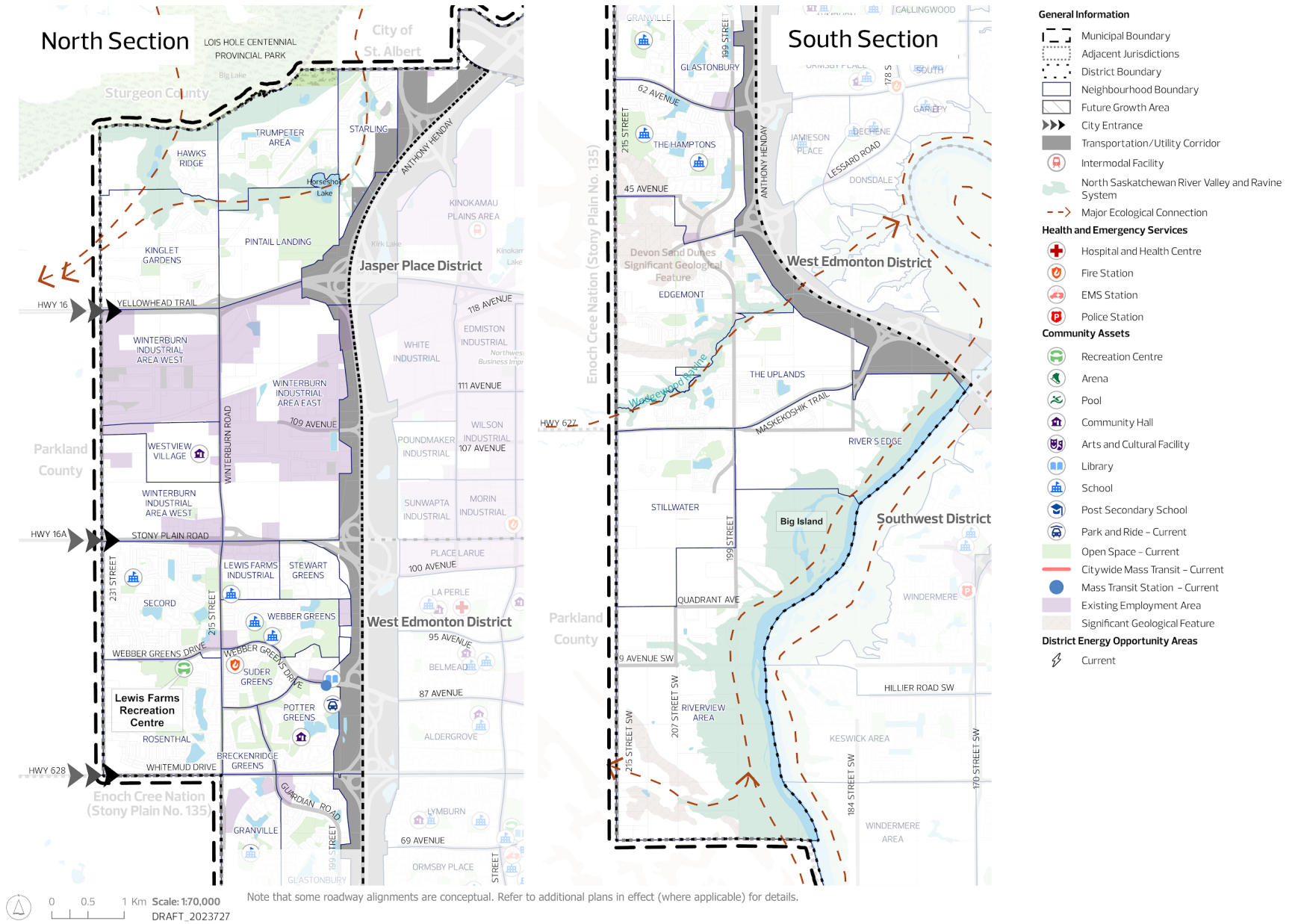
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational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

Map 4: District Context - Development Considerations

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

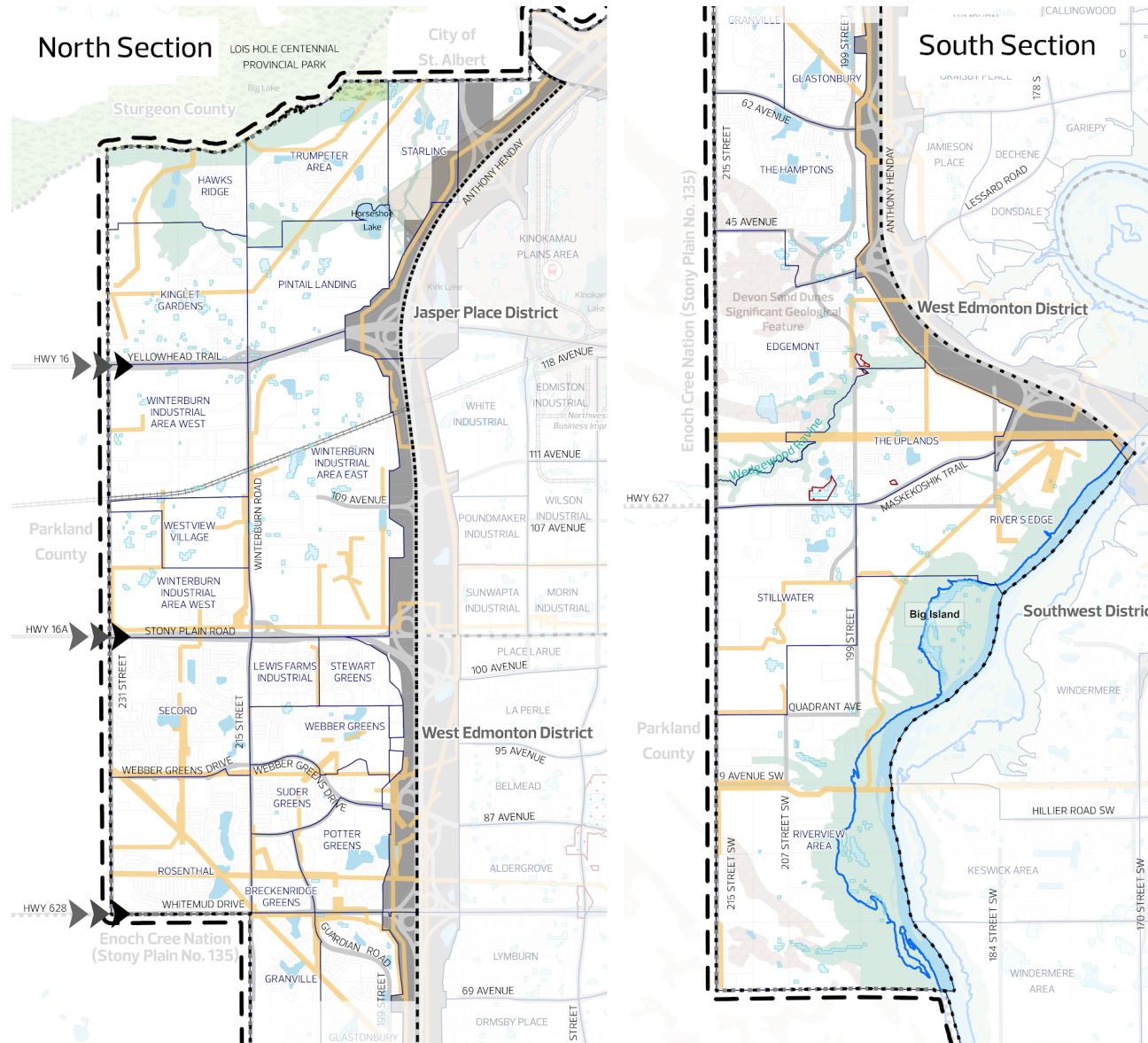
Map 3: District Context – Assets

Legend items are defined in District Policy Glossary



Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Neighbourhood Boundary
 - Future Growth Area
 - City Entrance
 - Transportation/Utility Corridor
 - Intermodal Facility
 - North Saskatchewan River Valley and Ravine System
- Development Considerations**
- Water Network Capacity*
 - Topographic Sag (Overland Flood Risk)**
 - River Flood Risk
 - Railway
 - Major Utility Corridor/High Pressure Pipeline
 - Heavy Industry
 - Noise Exposure Forecast (Level 30+)
 - Significant Geological Feature
 - Heliport Approach Zone



Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.
 *Water network capacity is shown on this map within the Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at data.edmonton.ca for full dataset. **Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

3 District Systems and Networks

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

The features shown on **Maps 5 to 10** guide decisions for the orderly growth of the West Henday District, including how land is used and supported by infrastructure. All three systems and their interconnections inform planning decisions for how the district will grow and change over time. All terms and map features are defined in the glossary of the [District Policy](#).

3.1 Managing Growth

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

Population growth in this district will primarily occur in the Lewis Farms and Riverview Area Structure Plan areas located in the central and south portions of the district respectively. The Big Lake area (north portion) will require additional transportation studies and upgrades to arterials before build-out can complete. Growth will occur according to approved plans and/or future plans that support new development and are aligned with The City Plan and regional direction.

Employment growth is expected to occur in the Riverview District Node and to a lesser extent in the many local nodes. Additionally, increased industrial and commercial development will continue in the Winterburn Industrial area in the central portion of the district.

Development in the Lewis Farms area will be catalyzed by extension of the Valley Line - West. The Lewis Farms mass transit station will form part of a mobility hub which will include the Lewis Farms Transit Centre and a park and ride.

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

Table 1 - Anticipated District Population and Employment Numbers

	Federal Census 2021*	City Plan 1.25 Million Population Horizon	City Plan 2 Million Population Horizon
District Population	61,000	98,000	157,000
District Employment	12,000	25,000	43,000

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

The City Plan establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This district plan identifies areas within the district where growth will occur, such as nodes and corridors and new neighbourhoods. Public investments will encourage and support growth. The growth and infrastructure of new neighbourhoods are described in greater detail in local plans, such as Area Structure Plans and Neighbourhood Structure Plans.

The City may lead, facilitate and/or fund many of the initiatives and projects shown in the maps. Community, industry or intergovernmental-led projects will also be important to the district’s success. Similarly, smaller local improvements that are not listed in this plan (e.g. street lighting, traffic calming, public space programming) can also support activation.

Priority Growth Areas

Priority Growth Areas are the nodes and corridors that are expected to experience more development (compared to other locations) as the City grows to a population of 1.25 million. It is expected that investment in these areas will contribute to [The City Plan's](#) implementation over the long term.

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

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

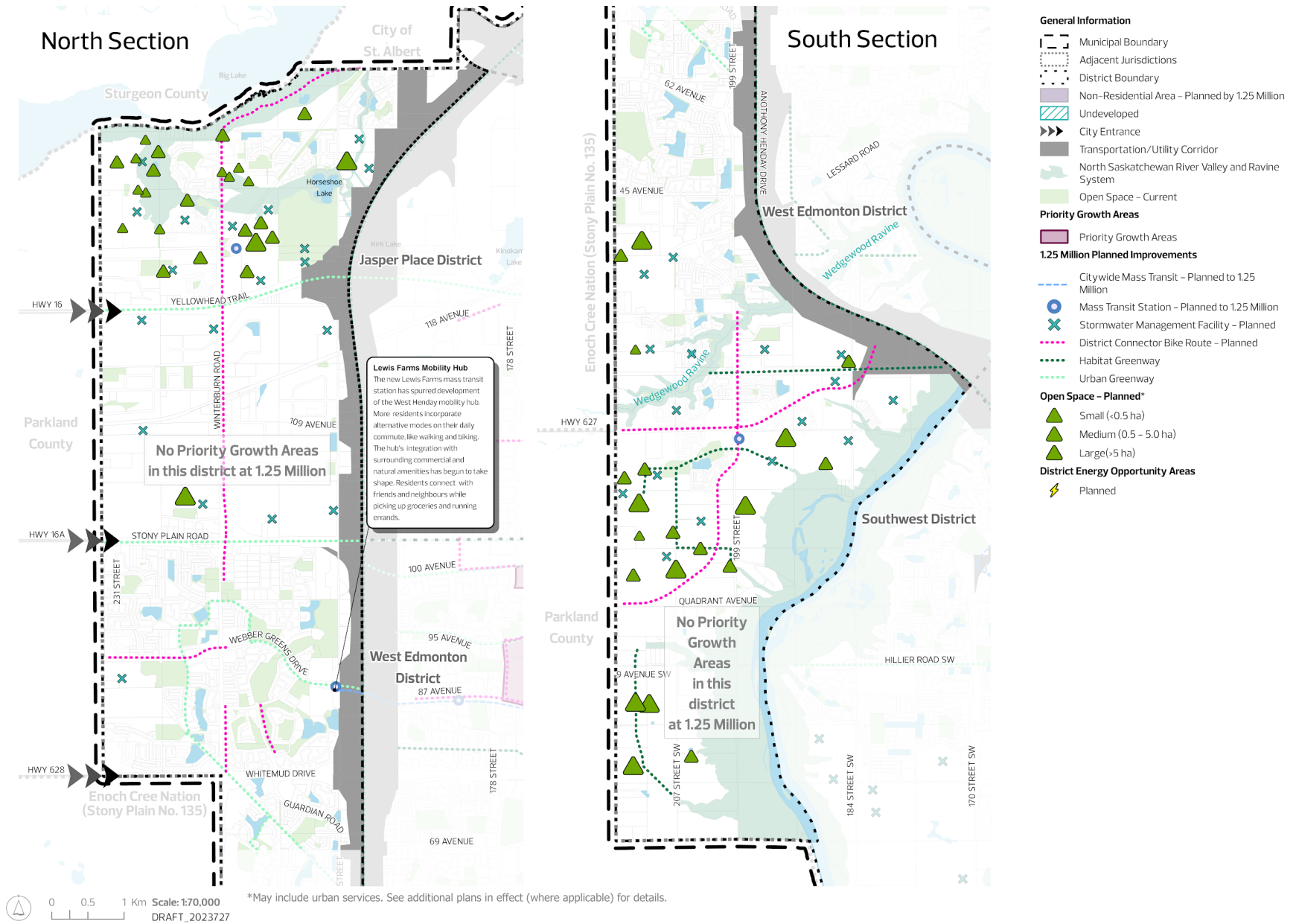
There are no Priority Growth Areas in the West Henday District.

Map 5: Managing Growth to 1.25 Million

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

Map 5: Managing Growth to 1.25 Million

Legend items are defined in District Policy Glossary



3.2 Planning and Design

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

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

District maps that show Planning and Design direction include:

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

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

Map 6: Land Use Concept to 1.25 Million

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

Map 7: Nodes and Corridors

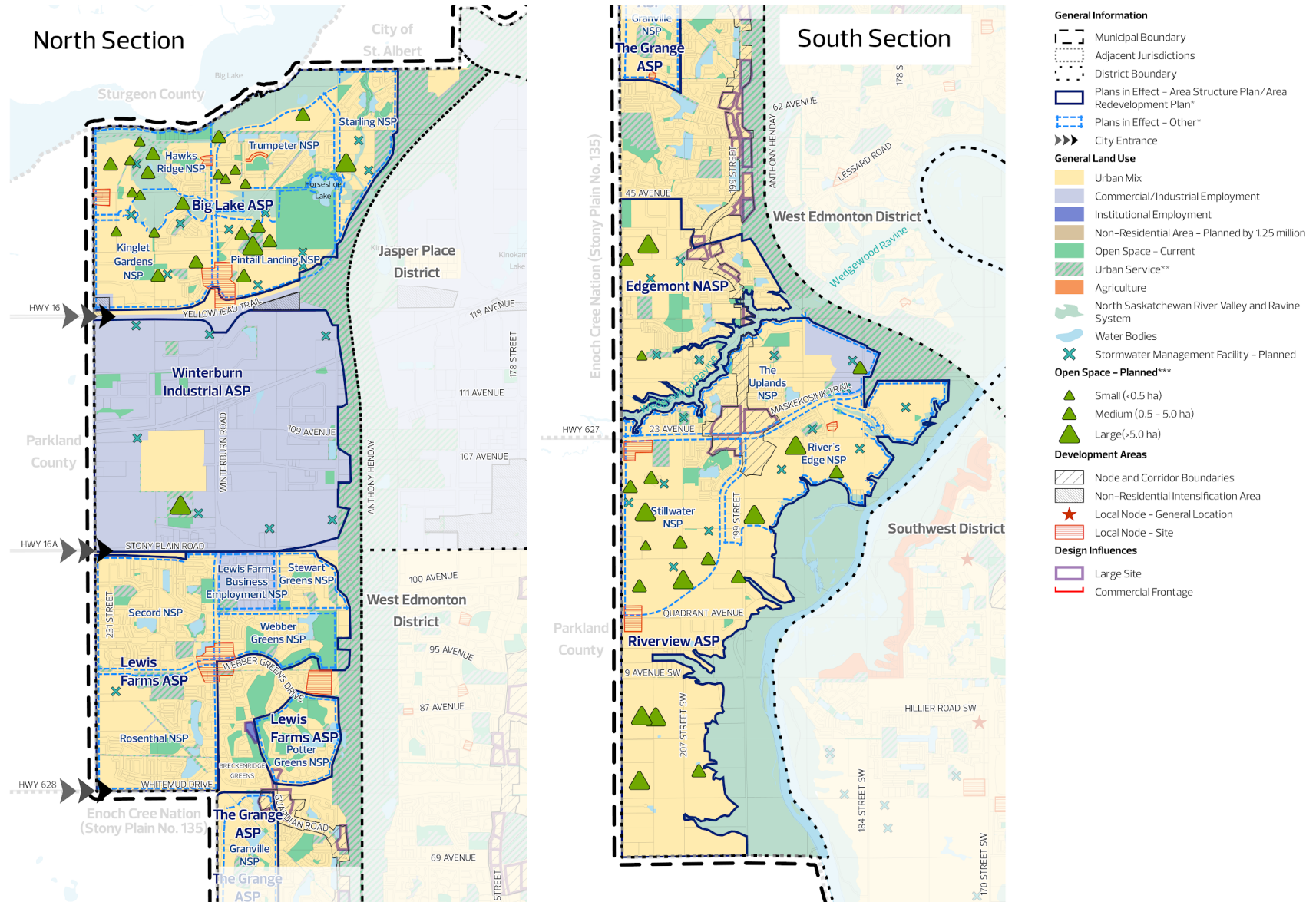
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts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

Map 8: Open Space and Natural Areas to 1.25 Million

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

Map 6: Land Use Concept to 1.25 Million

Legend items are defined in District Policy Glossary

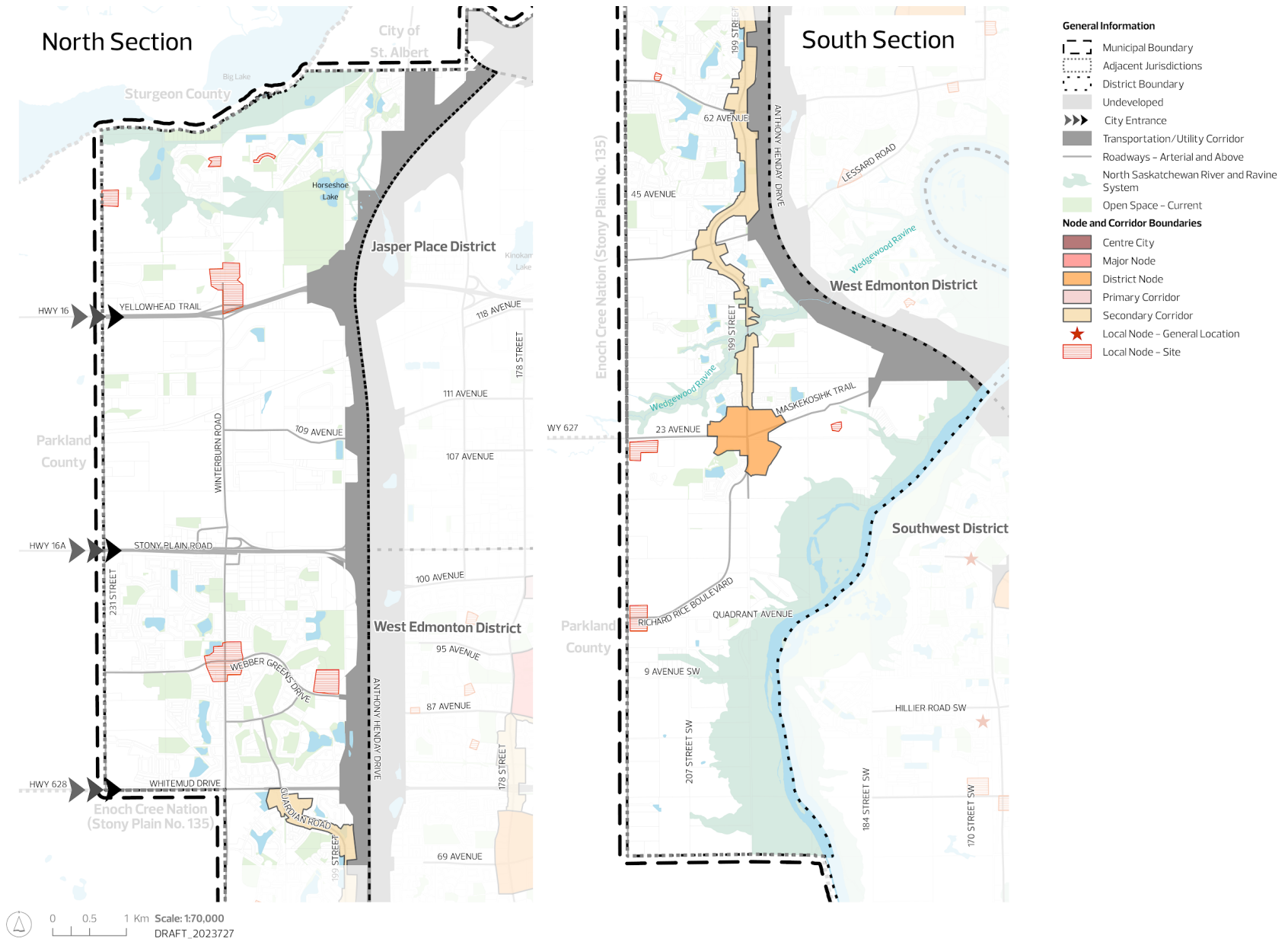


Scale: 1:70,000
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*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
 **Lands designated Urban Service may include schools, fire halls, places of worship, etc.
 ***May include urban services. See additional plans in effect (where applicable) for details.

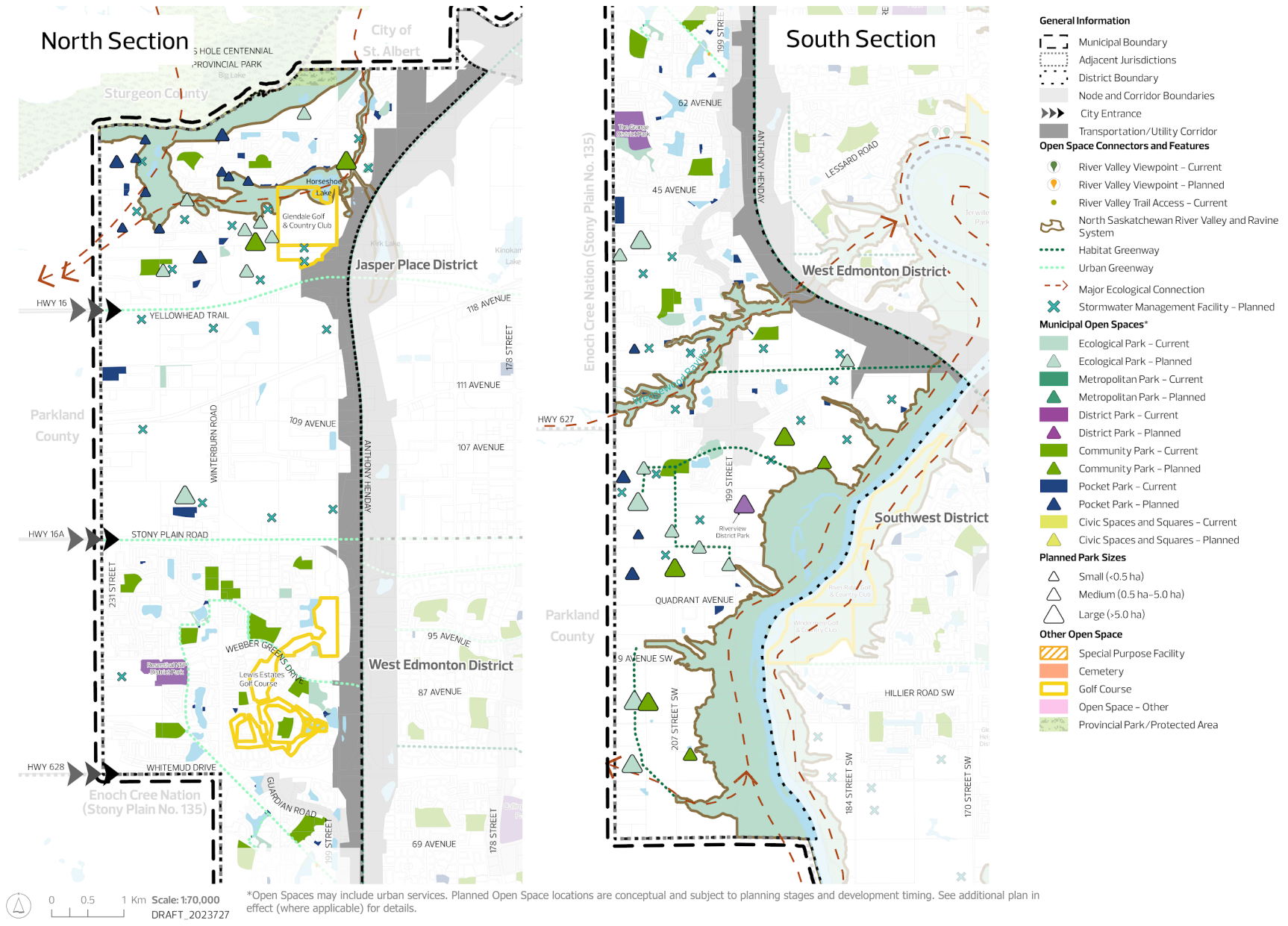
Map 7: Nodes and Corridors

Legend items are defined in District Policy Glossary



Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



3.3 Mobility

The Mobility system is about moving people and goods in an efficient and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility system is made up of the following networks:

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

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

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

Map 9: Active Transportation to 1.25 Million

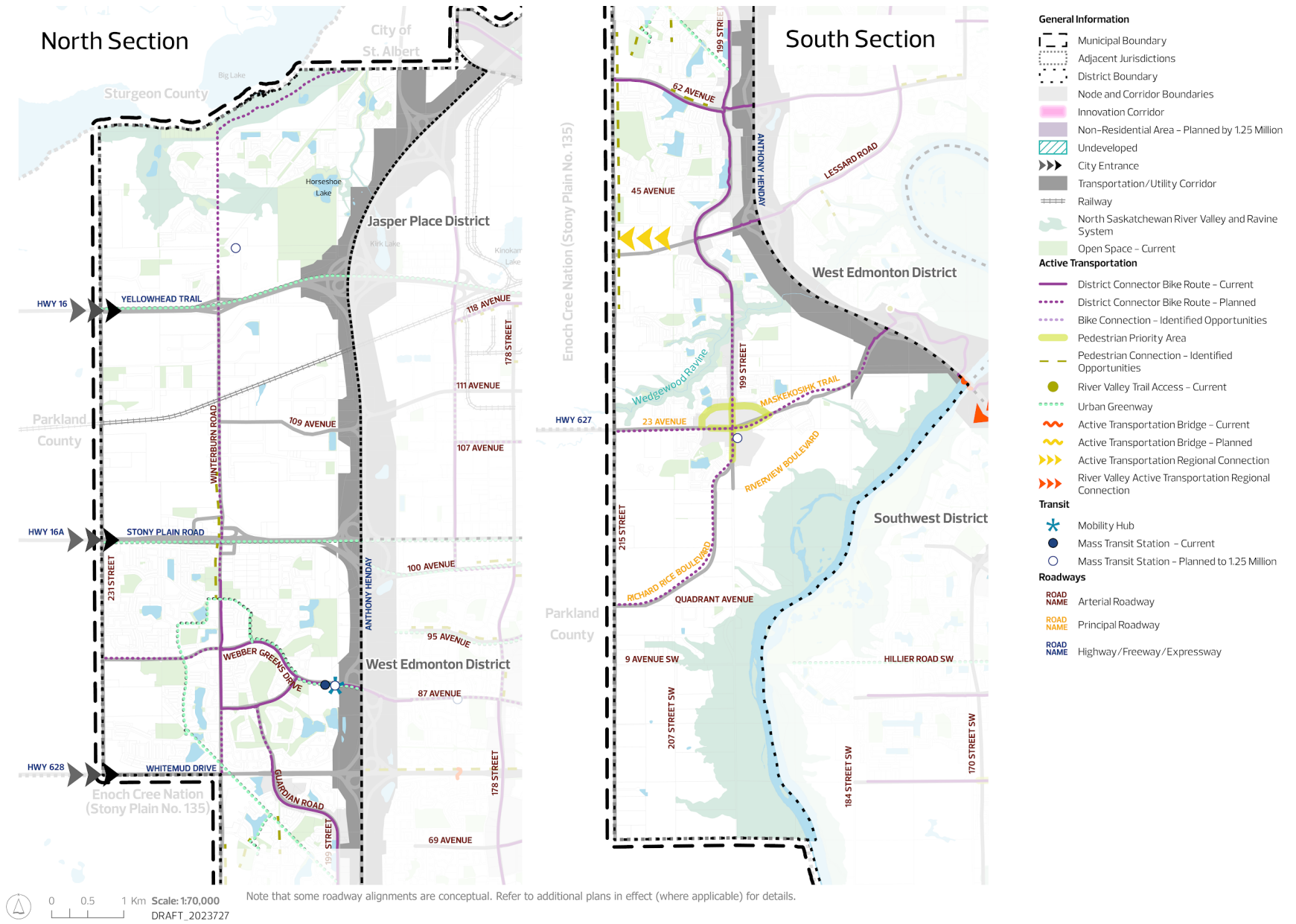
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies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

Map 10: Transit to 1.25 Million

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

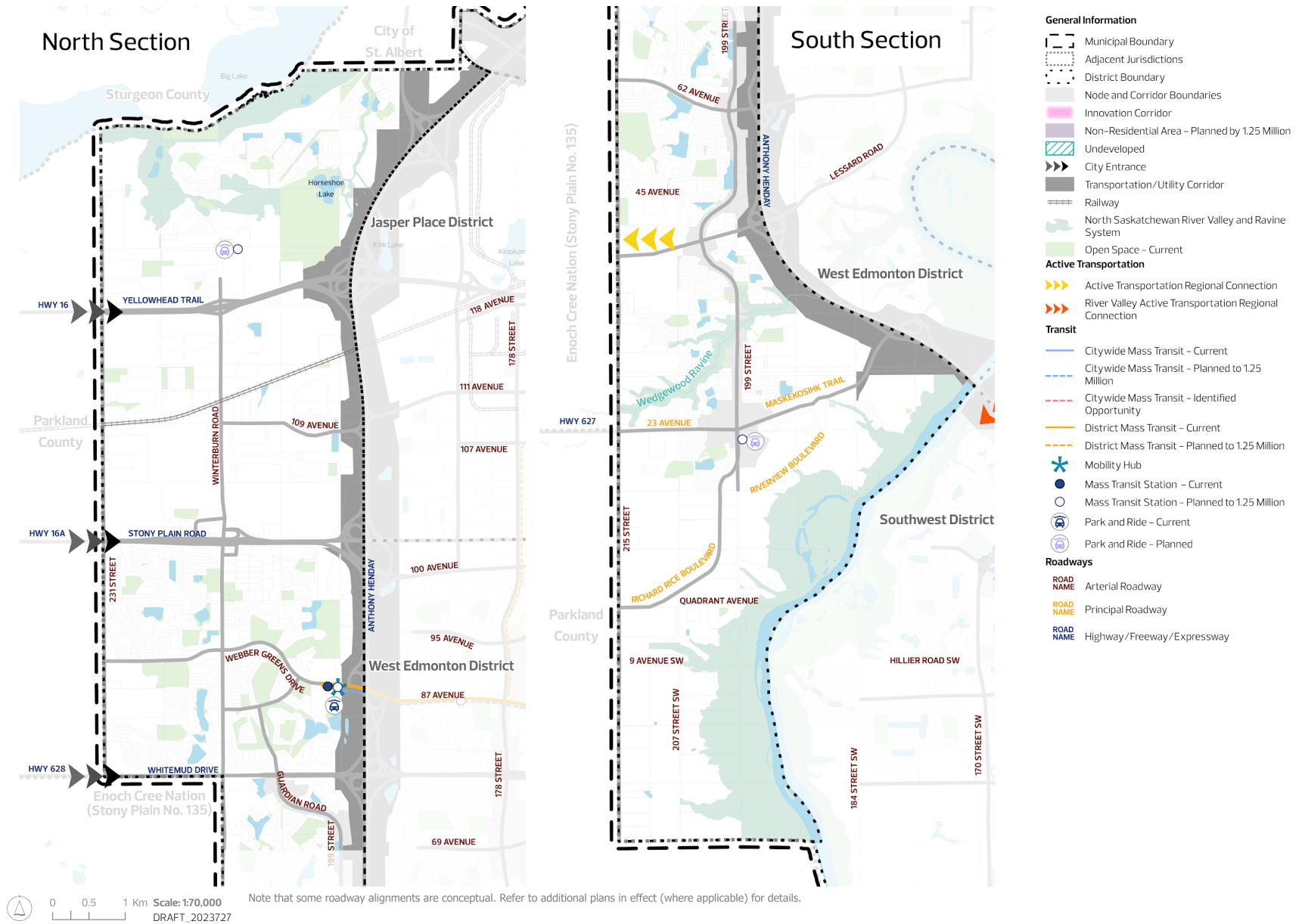
Map 9: Active Transportation to 1.25 Million

Legend items are defined in District Policy Glossary



Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



4 Area-Specific Policy

This Area-Specific Policy section lists additional or exceptional policies as well as other geographic plans and tools to consider when making land use decisions for specific areas of the district. The information in this section must be considered alongside the [District Policy](#) for complete planning direction.

Policies in this section may include:

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

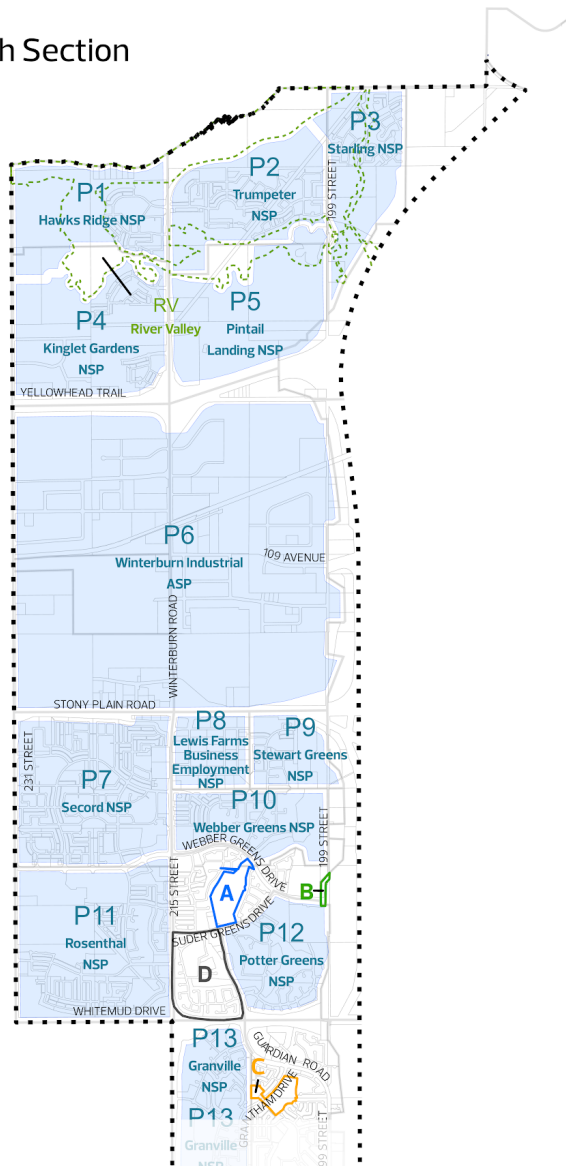
Reference [Map 11: Area-Specific Policy Subareas](#) to identify the geographic areas where additional or exceptional policies apply in this district and [Table 2: Area-Specific Policy](#) for the detailed policy direction. In the event of a conflict between **Table 2** and the District Policy, **Table 2** shall prevail.

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

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

Map 11: Area-Specific Policy Subareas

North Section



South Section

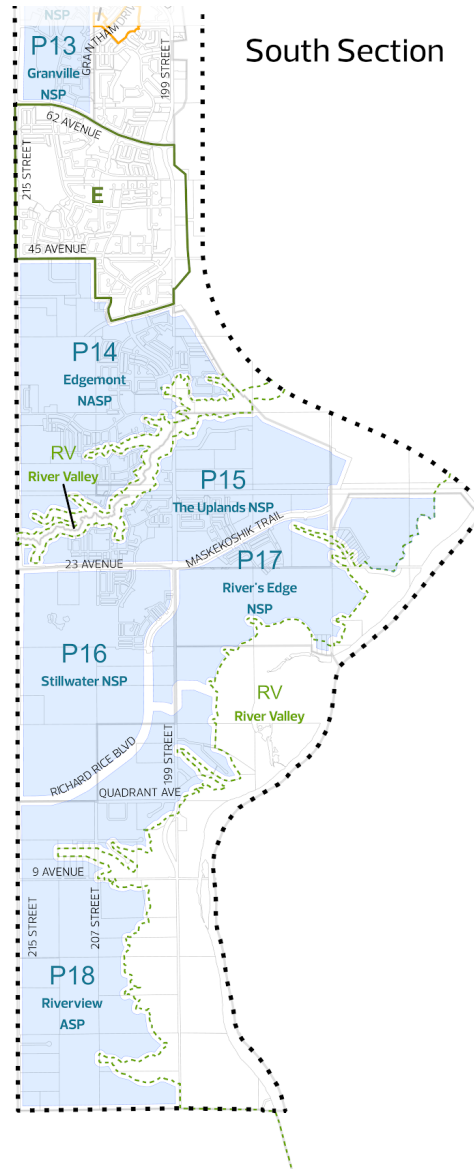
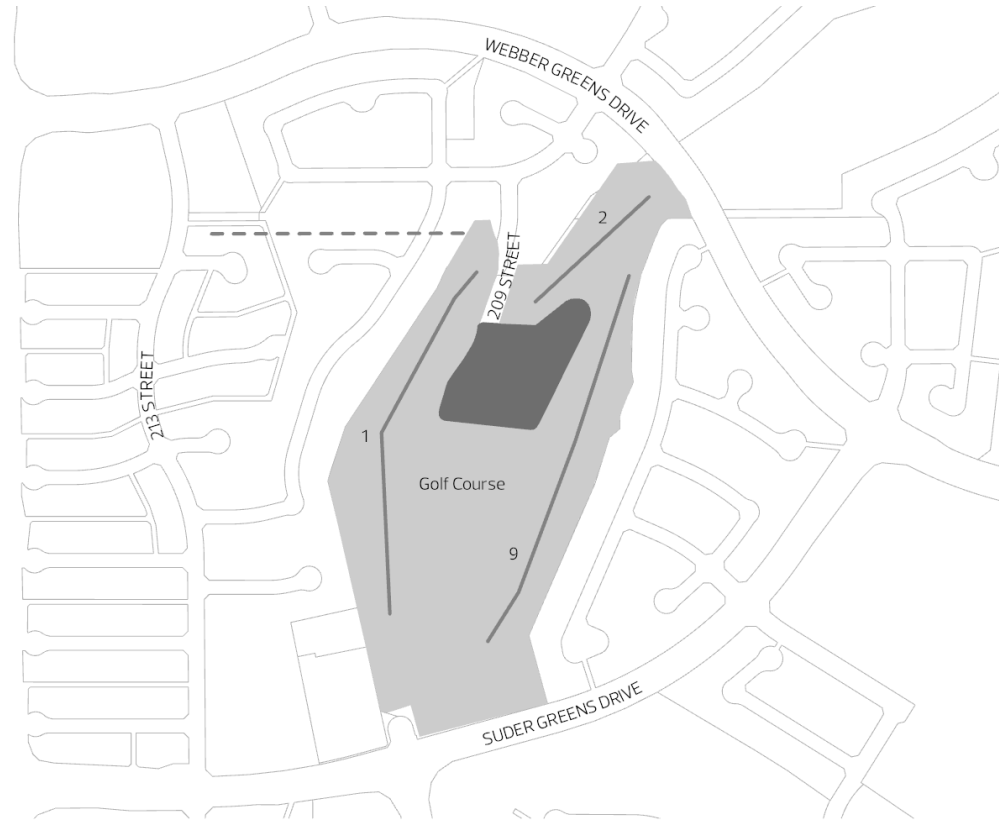


Table 2 - Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A-1 Suder Greens Future MDR Site The subject site is intended for medium-density residential use (approx. 90 dwelling units/ha).</p>
	<p>A-2 Suder Greens Future MDR Site - Restoration The subject site contains several abandoned wells. Any required environmental restoration to be undertaken prior to residential development. All existing flow lines connected to the well sites to be removed, as may be required to facilitate subdivision.</p>
	<p>A-3 Suder Greens Future MDR Site - MR At subdivision of the subject site, Municipal Reserve should be taken as cash-in-lieu for only the subject site. The remainder of the DRC will carry forward on the golf course lands.</p>
	<p>A-4 Suder Greens Future MDR Site - Access 209 Street is intended to provide future access to the MDR site.</p>
	<p>A-5 Suder Greens Shared Pathway A shared pathway connection should be provided along the pipeline right-of-way as depicted.</p>

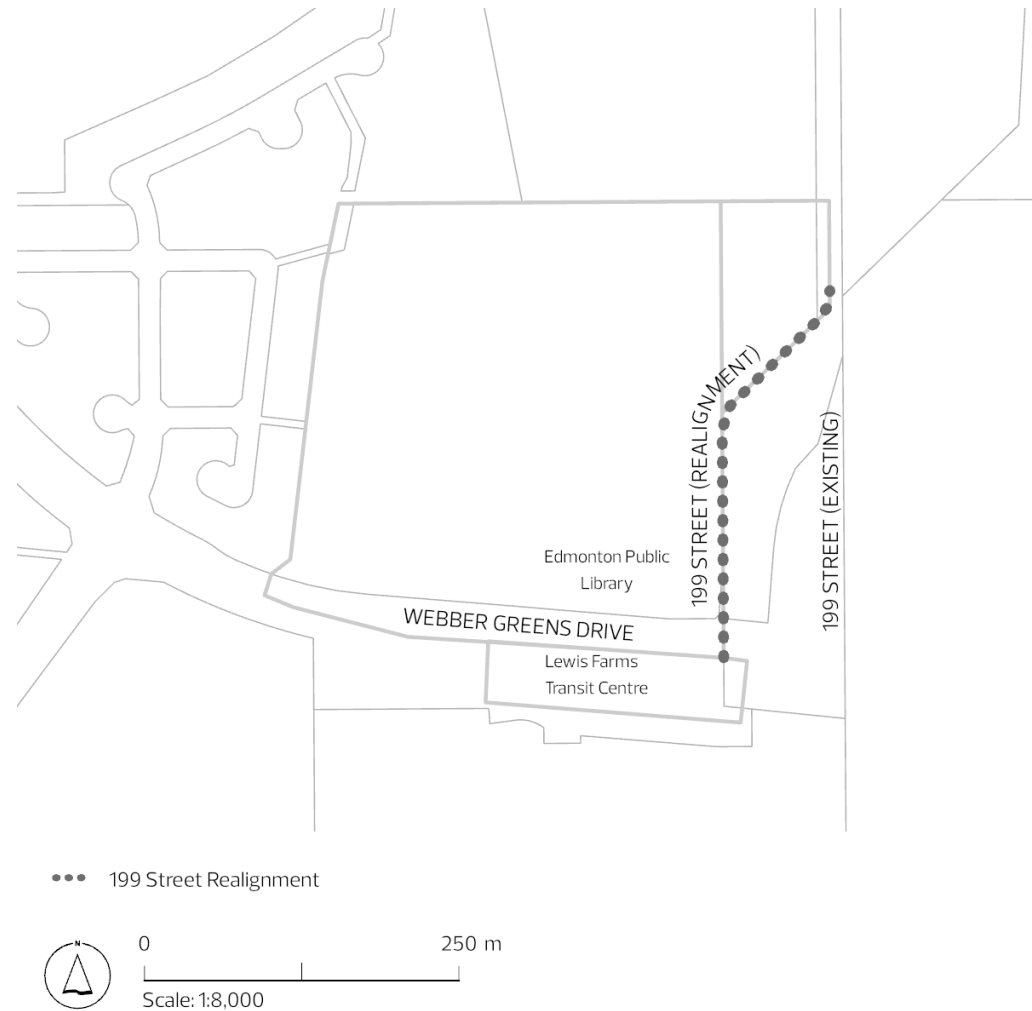


Subarea Additional or Exceptional Policy

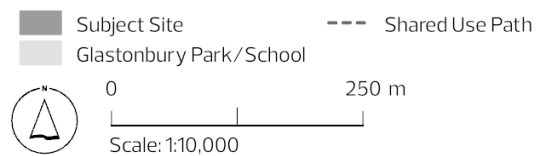
**B-1 Suder Greens 199 Street
Realignment**

199 Street to be realigned in conjunction with the area's development, as depicted schematically.

B



Subarea Additional or Exceptional Policy	
C	<p>C-1 Glastonbury - 1301 Grant Way NW (Lot, Block A, Plan 0125520) The subject site is intended for low density residential uses, following well site reclamation. Low density residential development should be planned in clusters/cells to provide a greater sense of identity to the various residential sub-areas and to help create a safe pedestrian environment. Architectural guidelines should be employed within the residential areas to ensure esthetically pleasing residential streetscapes.</p>
C	<p>C-2 Glastonbury Shared Pathway Linkage Shared pathway linkage to be provided as depicted.</p>
C	<p>C-3 Glastonbury Park - Assembly The City is intending to acquire a small portion of privately owned land on the northwest side of Glastonbury Park to complete the park.</p>
C	<p>C-4 Glastonbury Park - School Glastonbury Park is designated to accommodate a Public K-8 School in the west corner.</p>
D	<p>D-1 Breckenridge Greens Golf Course - MR In the event that the golf course ceases to exist, Municipal Reserves is owed at the time of future subdivision of the former golf course lands. The manner in which Municipal Reserves will be taken will be determined at the time of subdivision.</p>



Subarea Additional or Exceptional Policy	
E	<p>E-1 Grange District Park/Schools The Grange District Park site is intended to accommodate a Public High School, Separate High School and district playing fields along with a Public K-8 facility and Separate K-9 facility (built).</p>
E	<p>E-2 Grange District Park - MR Allocation/Natural Area Should it be determined that the number of schools currently allocated for The Grange District Park (4 in total) is no longer required, the Municipal Reserve adjacent to the natural area can convert to a complimentary open space addition to the woodlot. As well, the amount of Municipal Reserve lands designated for school purposes can be correspondingly reduced.</p>
E	<p>E-3 Grange District Park/215 Street Access Road The City and School Boards have advised that an east-west roadway on the north side of the site be built prior to either high school's construction. This roadway is intended to provide access from 215th Street to a shared parking lot located between the high schools. Completion of this roadway is required with school building construction. If however, a re-evaluation of student generation projections indicates that not all of these schools are required, then the necessity for this road may be eliminated.</p>
E	<p>E-4 Hope Road Connection to 215 Street A collector connection from Hope Road to 215 Street should be protected for and provided with the upgrading of 215 Street.</p>
E	<p>E-5 The Hamptons Community League Site The school/park site located in the southeast portion of The Hamptons neighbourhood should accommodate the Bessie Nichols School and community league facilities.</p>
P1	<p>P1-1 Hawks Ridge Neighbourhood Structure Plan For further planning direction refer to the Hawks Ridge Neighbourhood Structure Plan and Big Lake Area Structure Plan where they are in effect. Is it</p>
P2	<p>P2-1 Trumpeter Neighbourhood Structure Plan For further planning direction refer to the Trumpeter Neighbourhood Structure Plan and Big Lake Area Structure Plan where they are in effect.</p>
P3	<p>P3-1 Starling Neighbourhood Structure Plan For further planning direction refer to the Starling Neighbourhood Structure Plan and Big Lake Area Structure Plan where they are in effect.</p>

Subarea Additional or Exceptional Policy	
P4	P4-1 Kinglet Gardens Neighbourhood Structure Plan For further planning direction refer to the Kinglet Gardens Neighbourhood Structure Plan and Big Lake Area Structure Plan where they are in effect.
P5	P5-1 Pintail Landing Neighbourhood Structure Plan For further planning direction refer to the Pintail Landing Neighbourhood Structure Plan and Big Lake Area Structure Plan where they are in effect.
P6	P6-1 Winterburn Industrial Area Structure Plan For further planning direction refer to the Winterburn Industrial Area Structure Plan.
P7	P7-1 Secord Neighbourhood Structure Plan For further planning direction refer to the Secord Neighbourhood Structure Plan and Lewis Farms Area Structure Plan where they are in effect.
P8	P8-1 Lewis Farms Business Employment Neighbourhood Structure Plan For further planning direction refer to the Lewis Farms Business Employment Neighbourhood Structure Plan and Lewis Farms Area Structure Plan where they are in effect.
P9	P9-1 Stewart Greens Neighbourhood Structure Plan For further planning direction refer to the Stewart Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan where they are in effect.
P10	P10-1 Webber Greens Neighbourhood Structure Plan For further planning direction refer to the Webber Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan where they are in effect.
P11	P11-1 Rosenthal Neighbourhood Structure Plan For further planning direction refer to the Rosenthal Neighbourhood Structure Plan and Lewis Farms Area Structure Plan where they are in effect.
P12	P12-1 Potter Greens Neighbourhood Structure Plan For further planning direction refer to the Potter Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan where they are in effect.

Subarea Additional or Exceptional Policy	
P13	P13-1 Granville Neighbourhood Structure Plan For further planning direction refer to the Granville Neighbourhood Structure Plan and The Grange Area Structure Plan where they are in effect.
P14	P14-1 Edgemont Neighbourhood Area Structure Plan For further planning direction refer to the Edgemont Neighbourhood Area Structure Plan where it is in effect.
P15	P15-1 The Uplands Neighbourhood Structure Plan For further planning direction refer to The Uplands Neighbourhood Structure Plan and Riverview Area Structure Plan where they are in effect.
P16	P16-1 Stillwater Neighbourhood Structure Plan For further planning direction refer to the Stillwater Neighbourhood Structure Plan and Riverview Area Structure Plan where they are in effect.
P17	P17-1 River's Edge Neighbourhood Structure Plan For further planning direction refer to the River's Edge Neighbourhood Structure Plan and Riverview Area Structure Plan where they are in effect.
P18	P18-1 Riverview Area Structure Plan For further planning direction refer to the Riverview Area Structure Plan where it is in effect .
RV	RV-1 North Saskatchewan River Valley and Ravine System Refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan for additional planning direction and strategic context.

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

5 Growth to 2 Million

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

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

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

Development and investment in the West Henday District may include the following:

- Opportunities for land use diversification and more employment opportunities within the Winterburn Industrial Area, including along the Yellowhead Corridor.
- Continued development in proximity to the Lewis Farms mobility hub, including its integration with the adjacent mixed-use development.
- Continued development along 199 Street/Guardian Road, which will be an important corridor within the south-central portion of the district, as well as serving as a link between the Lewis Farms area and the Riverview Centre District Node.
- Emerging opportunities for integration and collaboration with Enoch Cree Nation.
- Completed development of the planned residential areas in the Big Lake, Lewis Farms, Edgemont and Riverview Area Structure Plan areas by the 1.75 million population horizon.
- Build-out of the Riverview Centre District Node (anticipated when the city reaches its 1.75 million population horizon), including a mass transit station and park and ride.

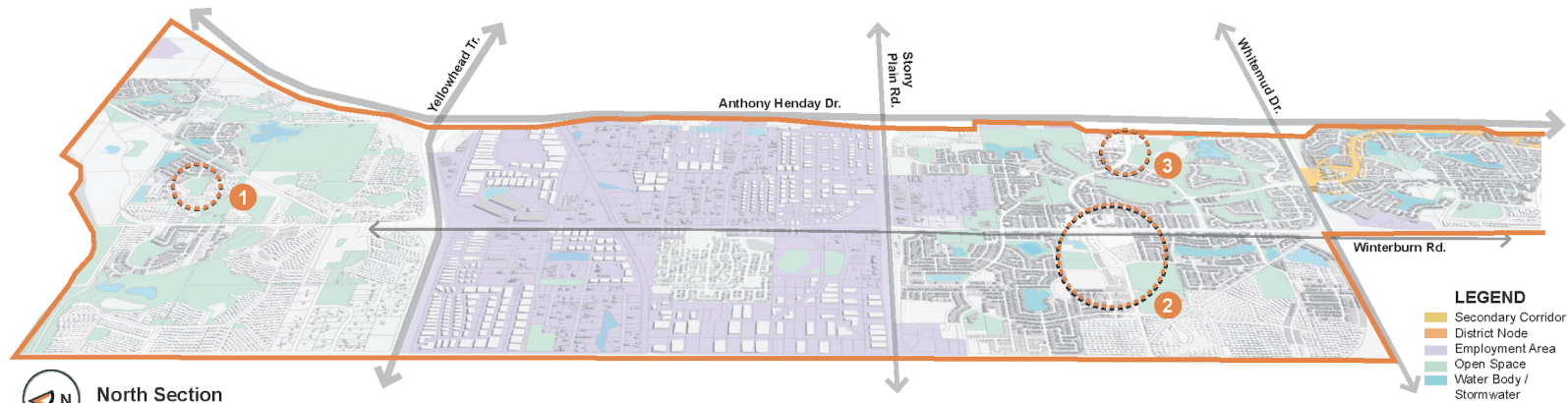
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Continued expansion of the bike network in tandem with housing and employment growth.
- Investments in open space and urban greenways to complement existing greenways along utility corridors, as well the preservation and enhancement of important natural areas, including those associated with Big Lake, Wedgewood Ravine and the river valley.

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

Map 12: Vision at 2 Million

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

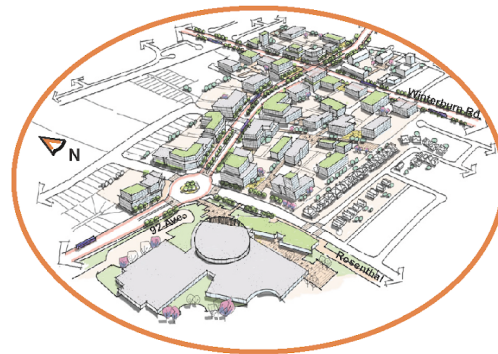
Map 12: Vision at 2 Million



North Section



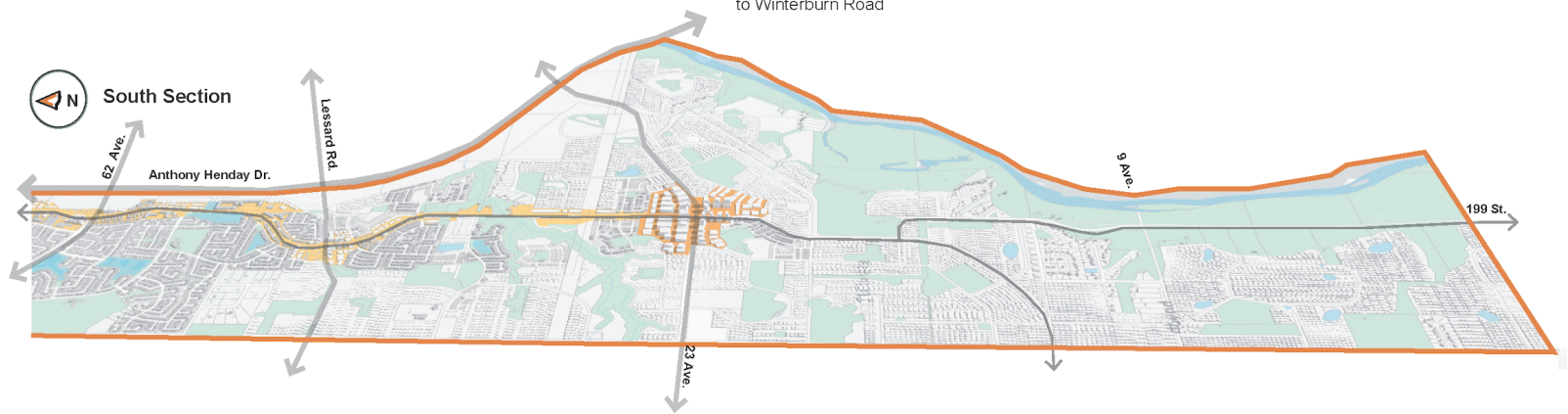
1 Local Node
Trumpeter Neighbourhood



2 Making Connection
Lewis Farms Recreation Centre
to Winterburn Road



3 Mobility Hub
Lewis Farms Transit Centre



South Section