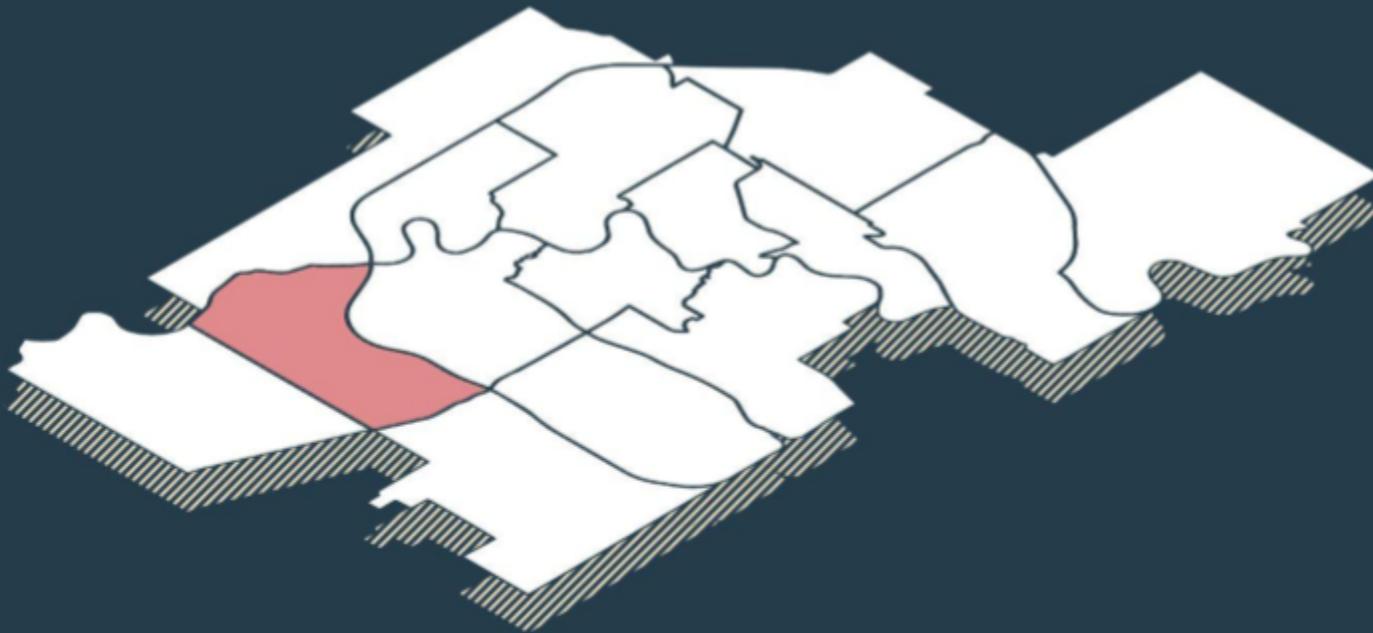


SOUTHWEST DISTRICT PLAN



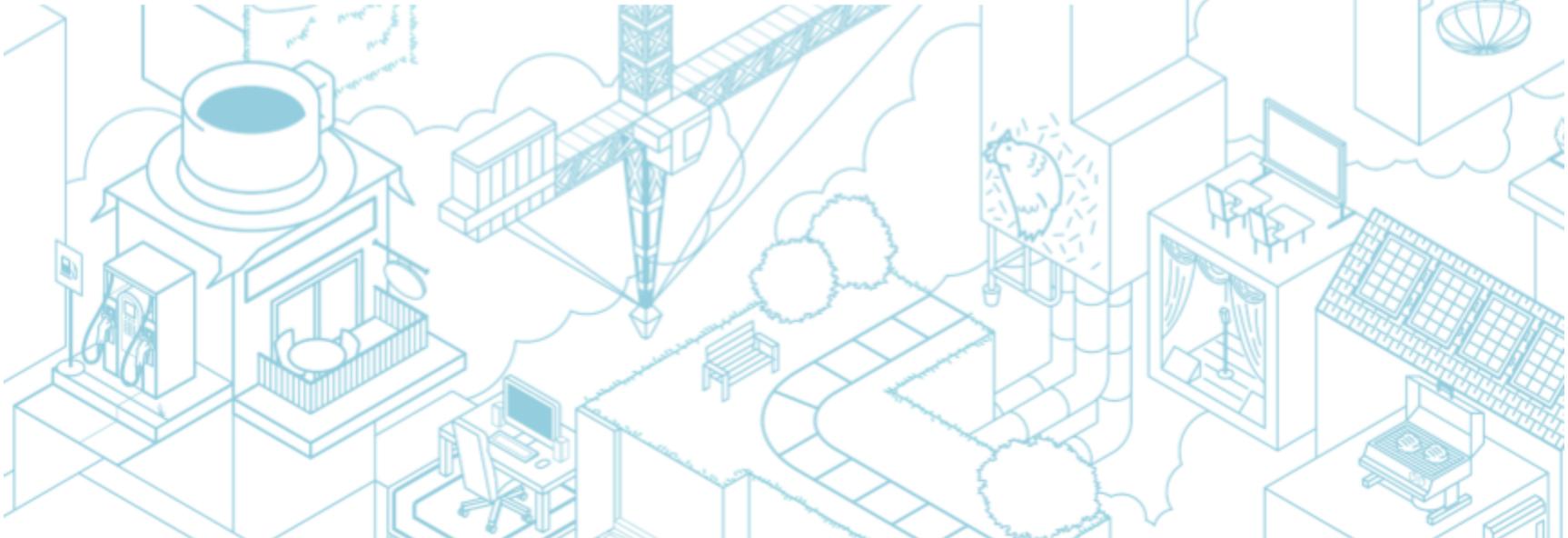
Draft 2023

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*This District Plan and its contents are for informational purposes only. It is a **draft proposal, subject to change**, and is in no way binding upon any lands within the municipal corporate boundaries of the City of Edmonton. The City of Edmonton provides this information in good faith, but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information or its use for any purpose.*



Land Acknowledgement

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

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

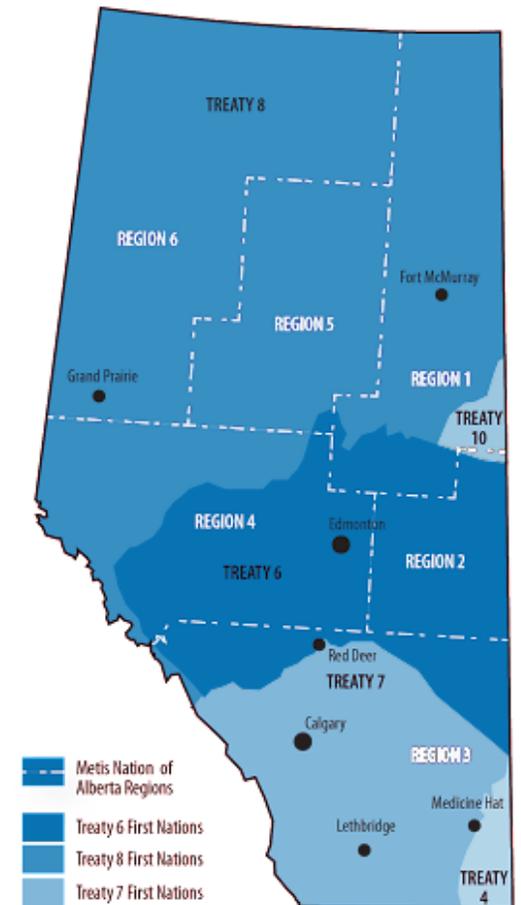
Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, *iyiniw iskwewak wihtwawin* (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history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

Ipiihkoohkanipiaohsi (Pronunciation: E-pee-ko-ka-nee piu-tsi-ya). *Ipiihkoohkanipiaohsi* originates from the Blackfoot language. The Blackfoot had established words and meanings for bison migration patterns, which often coincided with the change of the seasons and in honour of the bison roaming north yearly, this ward was given the name *Ipiihkoohkanipiaohsi*, which means the migration of the bison north for calving season in Blackfoot.

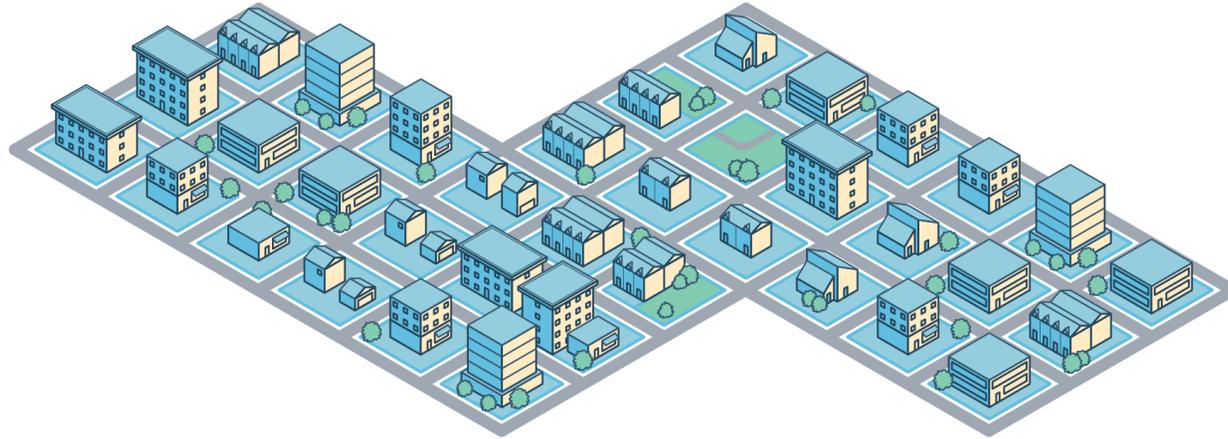
pihêsiwin pihêsiwin (ᐱᐩᐅᐱᐅᐅ) (Pronunciation: Pee-hay-soo-win). *pihêsiwin* originates from the Cree language and was given to this ward because from an aerial view it is shaped like a *pihêsiw* (thunderbird). The thunderbird is a powerful spirit in the form of a bird. Lightning was believed to flash from its beak, and the beating of its wings was thought to represent the rolling of thunder. When the thunderbird strikes lightning (*kakitoht*), it re-energizes mother Earth.

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 Southwest District is located in the southwest area of the city and is one of 15 districts in Edmonton's District Network as outlined in [The City Plan](#). Nearby districts include the Whitemud District, Ellerslie District and Rabbit Hill District. Southwest District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Allard
- Ambleside
- Blackburne
- Blackmud Creek
- Callaghan
- Cashman
- Cavanagh
- Chappelle
- Desrochers Area
- Graydon Hill
- Glenridding Heights
- Glenridding Ravine
- Hays Ridge Area
- Heritage Valley Area
- Heritage Valley Town Centre Area
- Keswick
- MacEwan
- Paisley
- Richford
- Rutherford
- Windermere
- Windermere Area

The Southwest District is generally bordered by Anthony Henday Drive (Highway 216) to the north, Highway 2 to the east and 41 Avenue SW to the south. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

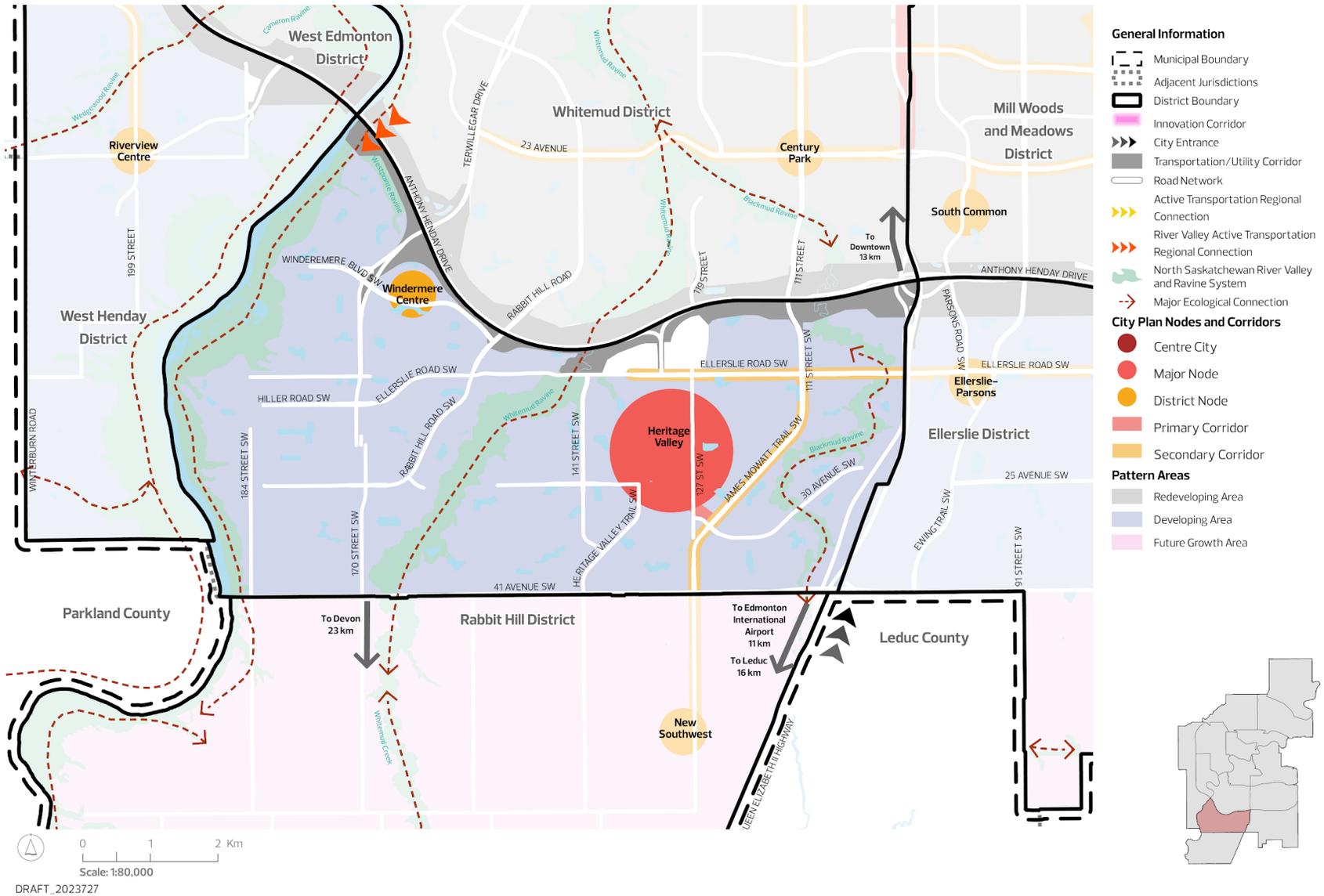
The district includes Westpointe Ravine in the northwest corner, as well as portions of the Whitemud and Blackmud Ravine systems, which include heavily treed natural areas and connect the area ecologically to the North Saskatchewan River Valley and lands to the south. At the southern end of Whitemud Ravine, near 41 Avenue SW, there exists a unique geological feature presenting as exposed rock which dates back over 70 million years. The southern reaches of the Blackmud Ravine within this district are more heavily impacted by human development. Despite this, the ravine system still contains important wildlife movement areas as well as unique and rare vegetation.

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



2.2 Historical Context

The land within the Southwest 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 Southwest District includes land originally reserved for the Papaschase Cree Band. Shortly following the signing of Treaty 6 in 1876 and negotiations with federal commissioners in 1877, the Papaschase had their reserve lands reduced and moved south encompassing a large portion of south Edmonton. In response to settler demands for land access and resources, federal politicians and land agents forced the surrender of the Papaschase Indian Reserve lands in 1888. Papaschase First Nation families were forced to relocate to other reserves, Métis settlements and communities.

The district is considered to have moderate to high historical resource potential around Whitemud and Blackmud Ravines with intact buried deposits existing in the area. Other historic resources located in the western portion of this district show the

district's past agricultural function and includes a few farmhouses and a grain elevator.

Non-agricultural uses began extending into the district after World War II. The Windermere Golf and Country Club opened along a river flat in 1958 and a nearby acreage subdivision was established in 1961. In 1976, the Government of Alberta established a Restricted Development Area along the northern edge of this district, completing the ring around the city that came to be known as the Transportation and Utility Corridor (TUC). As the local economy boomed in the late 1970s, developers began securing land outside of the Transportation Utility Corridor. In 1980, the entirety of the district, plus additional land further south, was the subject of a proposed development called Heritage Valleys. At the time it was estimated that Heritage Valleys could accommodate about 140,000 residents. The proposal collapsed as a result of the recession that severely impacted the Edmonton area beginning in 1982.

The district was primarily agricultural when it was annexed to the City of Edmonton in 1982. In the early 1990s, the Blackburn neighbourhood was developed, isolated between the Transportation Utility Corridor and Blackmud Ravine, and in the late 1990s, development of the Blackmud Creek neighbourhood began. The City of Edmonton assumed responsibility to plan the remaining area between Highway 2 and Whitemud Ravine and, in 2001, City Council approved the Heritage Valley Servicing Concept Design Brief for this area. The Windermere Area Structure Plan, which applied to the area between Whitemud Ravine and the river, followed in 2004. Development then proceeded in the district in a generally northeast to southwest direction. Construction of the district's portion of the Anthony Henday Drive ring road within the Transportation Utility Corridor was completed in 2006 and accelerated development in the district.

The Heritage Valley Servicing Concept Design Brief called for extension of the LRT system into the district, which at the time was only planned southward to 23 Avenue NW. Council approved a concept plan to extend the Capital Line through the Transportation Utility Corridor and then southward through Heritage Valley west of 127 Street. Preliminary engineering of the extension was done in stages in the 2010s and preliminary construction work for the segment from Century Park to Ellerslie Road began in 2022.

The Government of Alberta-owned land north of 28 Avenue SW between 127 Street SW and 141 Street SW was leased to the University of Alberta for agricultural research purposes until 2011. In 2017, the provincial government announced that a hospital would be built on the site. In 2020, Council approved a

Neighbourhood Area Structure Plan for the area which will include the hospital and health campus, a mix of residential uses and a mass transit station.

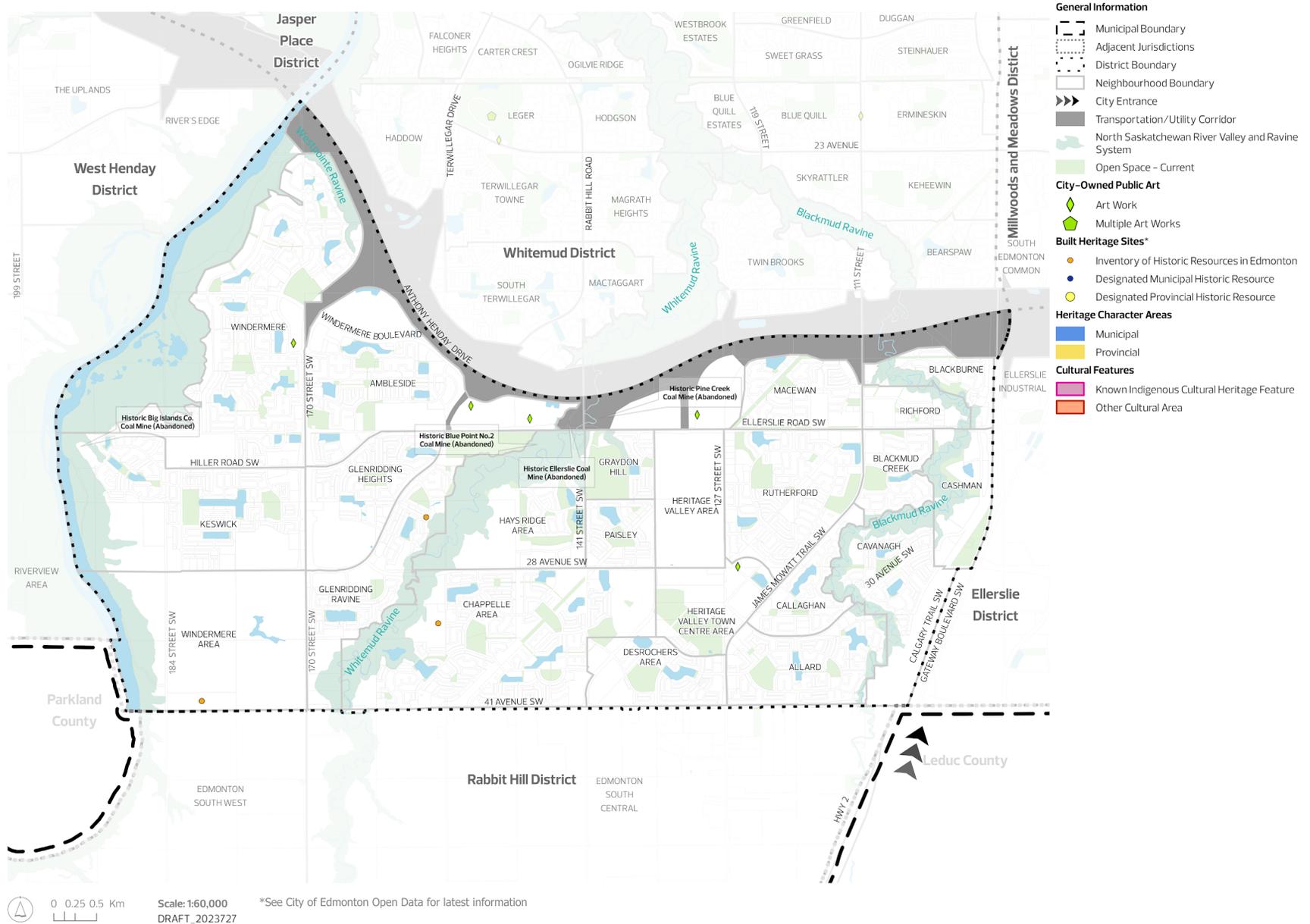
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this 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 Southwest District are primarily residential and are in various stages of first-generation urban development. These include a mix of residential areas interspersed with commercial sites (primarily along arterial roadways), school sites and natural areas. Country Residential Estate lots exist along the river's top-of-bank in the Windermere area. The Windermere shopping area and the mixed-use Heritage Valley Town Centre are prominent commercial areas.

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 Highway 2, an important north-south provincial highway that connects to the Edmonton International Airport, Leduc, Calgary and beyond. Major north-south connectors to other parts of the city include 170 Street SW expressway, James Mowatt Trail SW, Heritage Valley Trail SW; east-west connectors include Ellerslie Road SW and 41 Avenue SW arterials.

A portion of the Edmonton River Valley and ravine system is included within 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 guide appropriate public use and enjoyment of the River Valley and to protect ecologically-sensitive areas within the Southwest District and across Edmonton.

The significant ecological areas of this district are a unique feature to, and continue to provide critical environmental functions within, Edmonton and the broader region, and will be protected during urban development. Whitemud Ravine includes the City's first purpose-built wildlife passage (under Anthony Henday Drive).

Current Plans in Effect

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

- Cavanagh Neighbourhood Area Structure Plan – 2013
- Chapelle Neighbourhood Area Structure Plan – 2008
- Desrochers Neighbourhood Area Structure Plan – 2010
- Hays Ridge Neighbourhood Area Structure Plan – 2012
- Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan – 2020
- Heritage Valley Town Centre Neighbourhood Area Structure Plan – 2009
- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Paisley Neighbourhood Area Structure Plan – 2018
- Richford Neighbourhood Area Structure Plan – 1999
- Windermere Area Structure Plan – 2004
 - Ambleside Neighbourhood Structure Plan – 2005
 - Glenriding Heights Neighbourhood Structure Plan – 2011
 - Glenriding Ravine Neighbourhood Structure Plan – 2016
 - Keswick Neighbourhood Structure Plan – 2010
 - Windermere Neighbourhood Structure Plan – 2006

A number of residential neighbourhoods are under various stages of development. The sequence of development varies between Area Structure Plan areas, dependent on servicing connections and the readiness of landowners. Generally speaking, development has run in a north to south direction, emanating from the Windermere shopping area to the south or the Ellerslie Road/Highway 2 area to the southwest. The Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan area, while central, has only recently been planned to accommodate a new hospital and health campus. All residential areas include a mix of residential and commercial sites, school sites and natural areas.

Major commercial uses are focused in the Windermere shopping area and Heritage Valley Town Centre, as well as adjacent to Highway 2 and along James Mowatt Trail SW.

Adjacent to Highway 2 and within the Cashman neighbourhood, changes to access are anticipated and dependent on Alberta Transportation's plans to expand Highway 2 and/or make improvements to the Ellerslie Road interchange. There is no confirmed timeline for this work.

Map 3: District Context - Assets

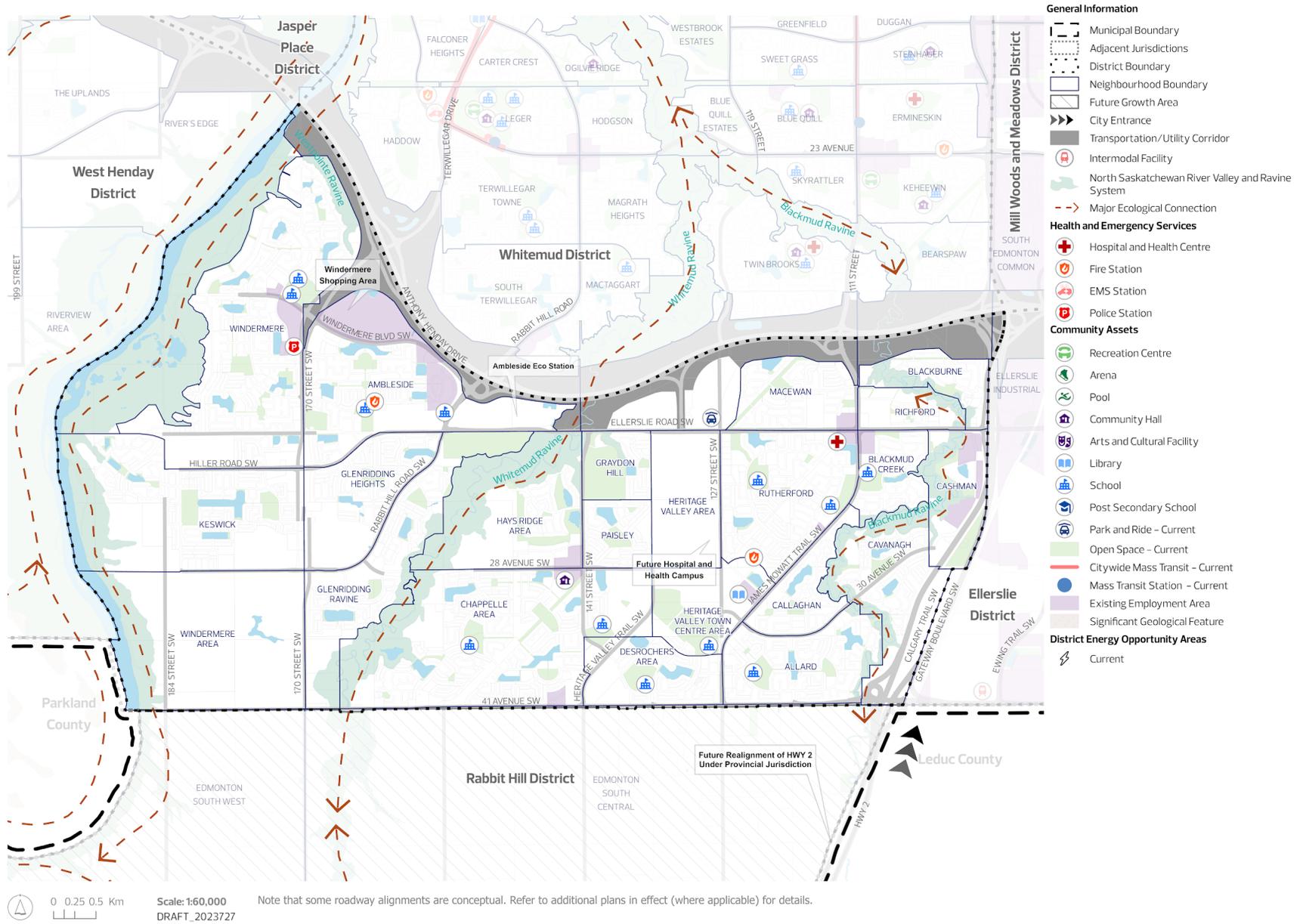
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational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

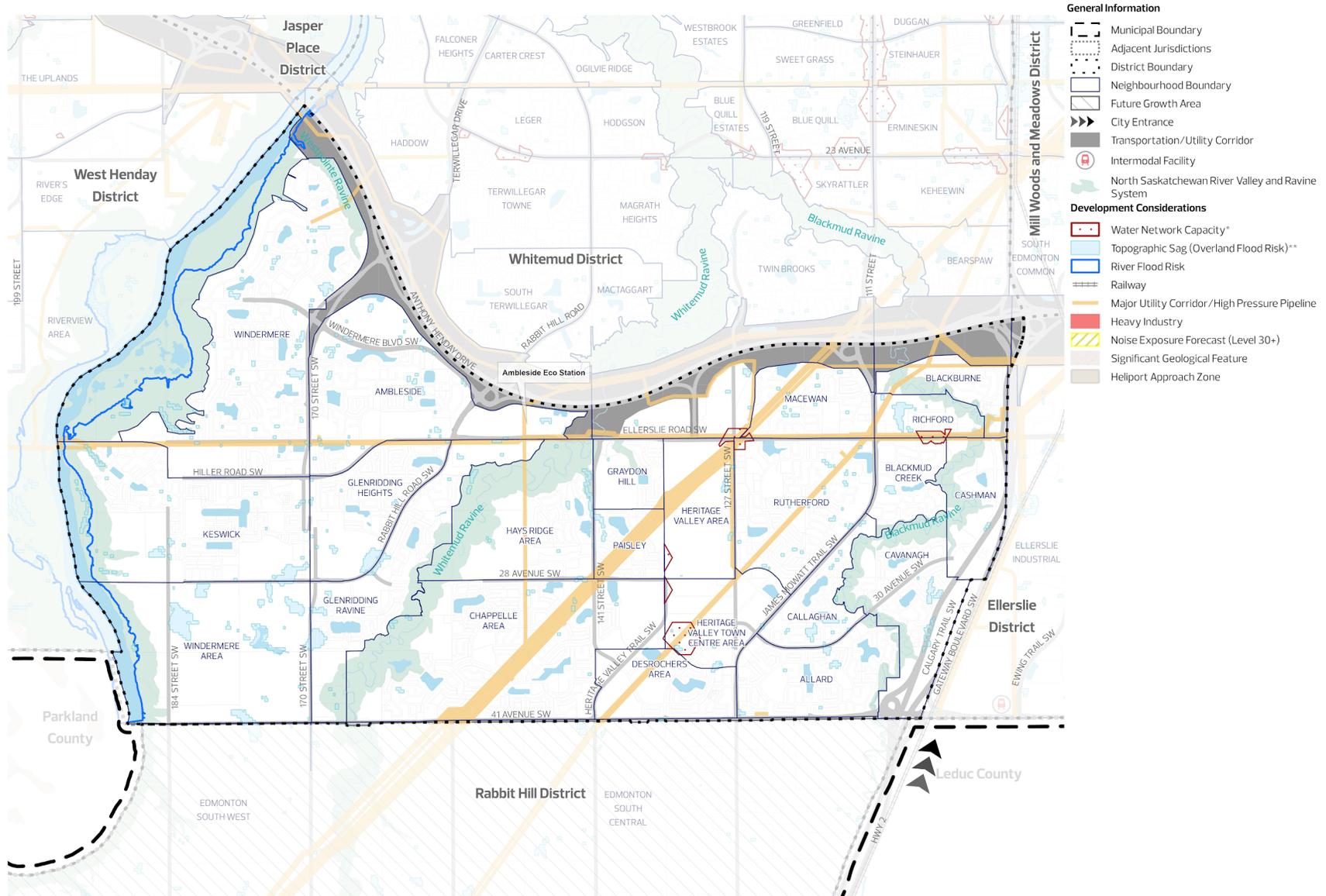
Map 3: District Context – Assets

Legend items are defined in District Policy Glossary



Map 4: District Context – Development Considerations

Legend items are defined in District Policy Glossary



0 0.25 0.5 Km
Scale: 1:60,000
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.
*Water network capacity is shown on this map within the Node and Corridor boundaries only, and where flow is less than 300 L/s. Refer to Open Data Average Fire Flow by City Block Area Map at data.edmonton.ca for full dataset. **Estimated extents of topographical sags to be used for system planning analysis. Not to be used for detailed design. EPCOR disclaims any liability for the use of this information.

3 District Systems and Networks

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

The features shown on **Maps 5 to 10** guide decisions for the orderly growth of the Southwest 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 Southwest 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 new neighbourhoods of Kesiwck, Glenridding Ravine, Hays Ridge, Desrochers, Chappelle and Heritage Valley Town Centre. 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 mainly in the Windermere Centre District Node and the Heritage Valley Major Node, as well as in the Ellerslie Road and James Mowatt Trail corridors.

Development in and around the Heritage Valley Major Node will be catalyzed by the introduction of a new hospital and health campus, and by the extension of the Capital Line. The Capital Line - South will include mass transit stations at the current Ellerslie Park and Ride site, the new hospital site and in proximity to Heritage Valley Town Centre.

Table 1 provides the anticipated population and employment numbers for the Southwest District at the 1.25 million and two million population horizons of [The City Plan](#). This considers the Southwest 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	84,000	141,000	175,000
District Employment	9,000	29,000	40,000

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

The way the district looks and feels will change as development projects are completed. Development and change will happen district-wide but more growth and higher-density development will occur in the district’s nodes and corridors. Shifts in local demographics and changing economic conditions will also play roles in shaping the district’s employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This district plan identifies areas within the district where growth 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.

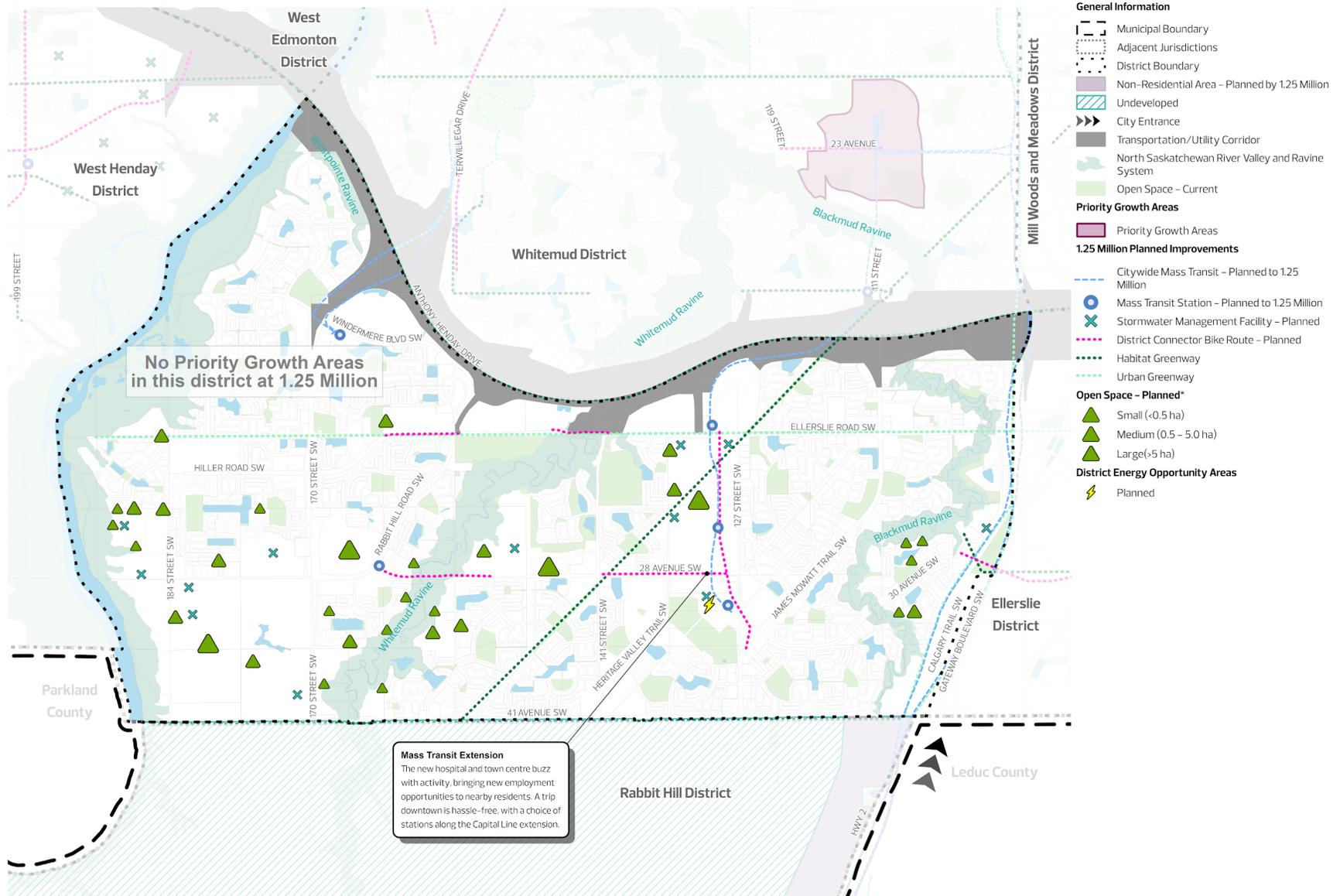
There are no Priority Growth Areas in the Southwest District.

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



0 0.25 0.5 Km Scale: 1:60,000 *May include urban services. See additional plans in effect (where applicable) for details. DRAFT_2023727

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

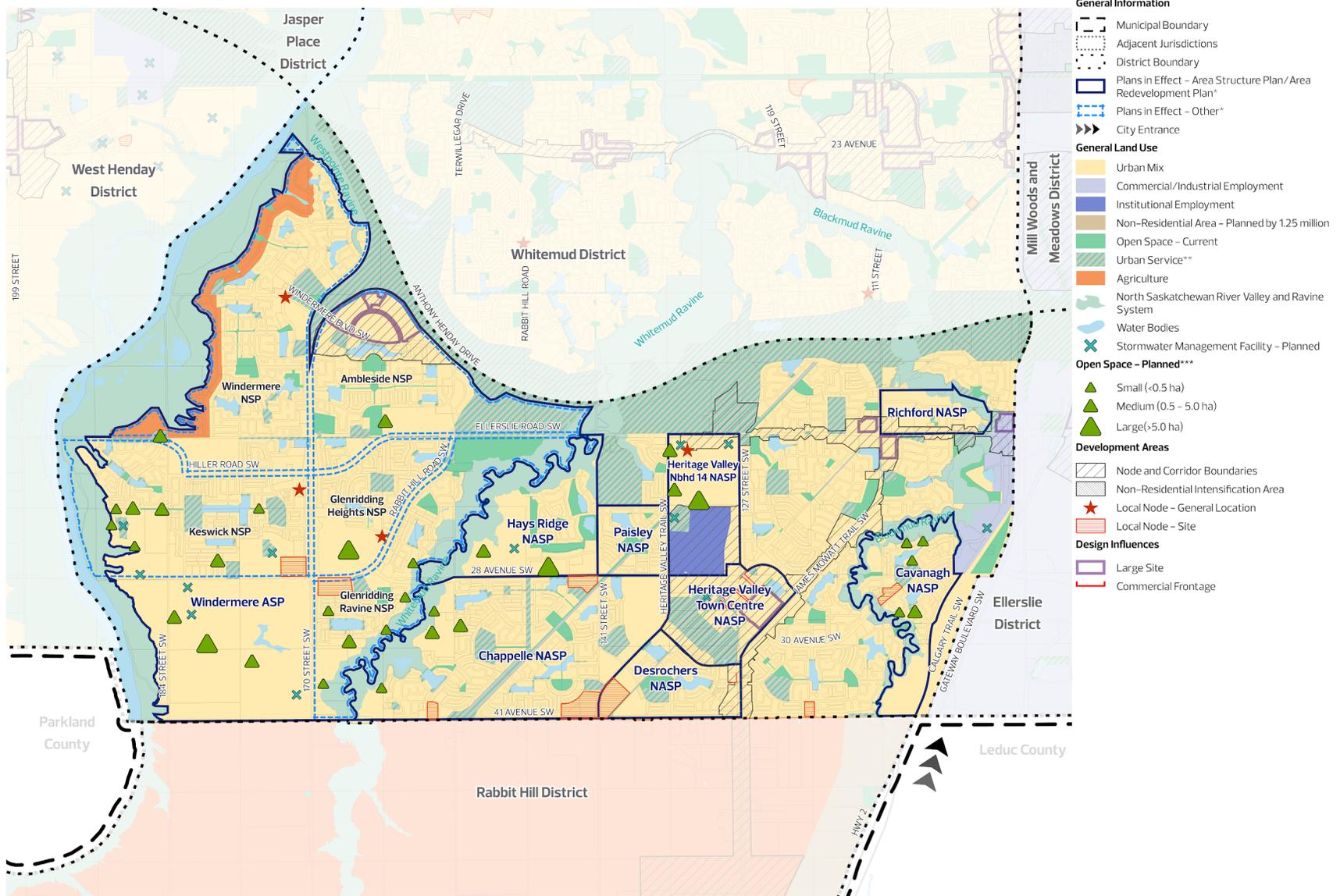
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts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

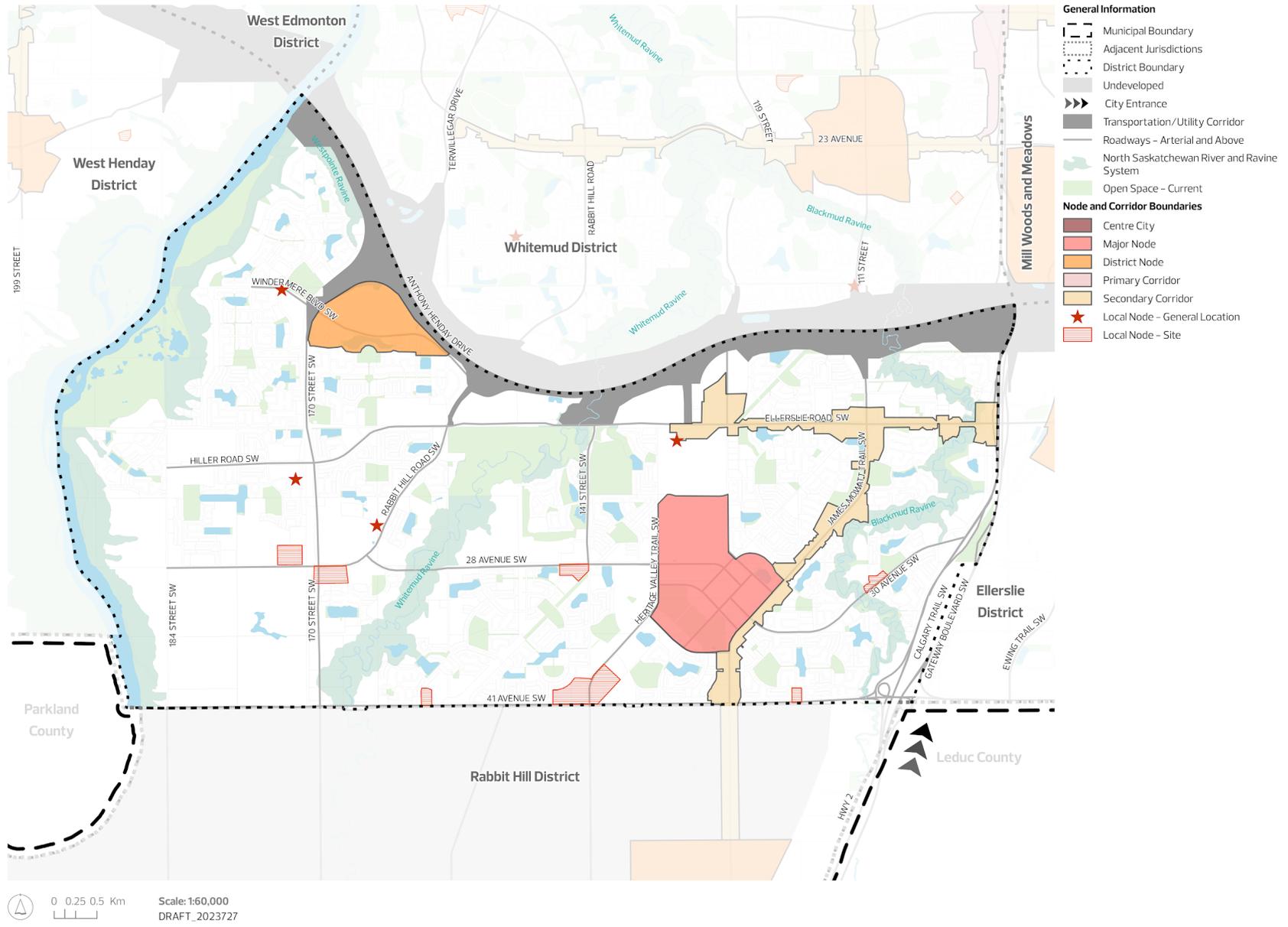


0 0.25 0.5 Km
Scale: 1:60,000
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*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
**Lands designated Urban Service may include schools, fire halls, places of worship, etc.
***May include urban services. See additional plans in effect (where applicable) for details.

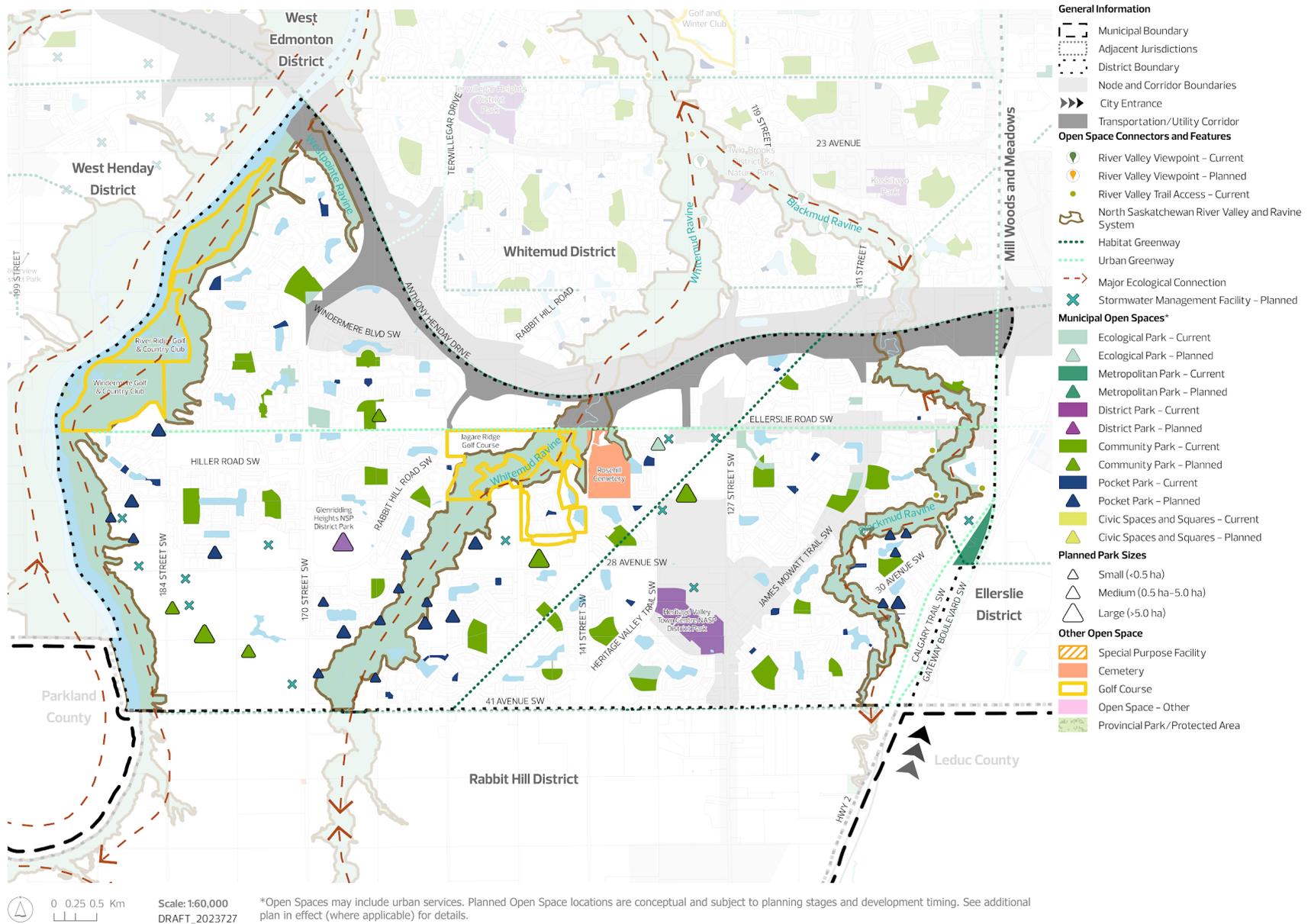
Map 7: Nodes and Corridors

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

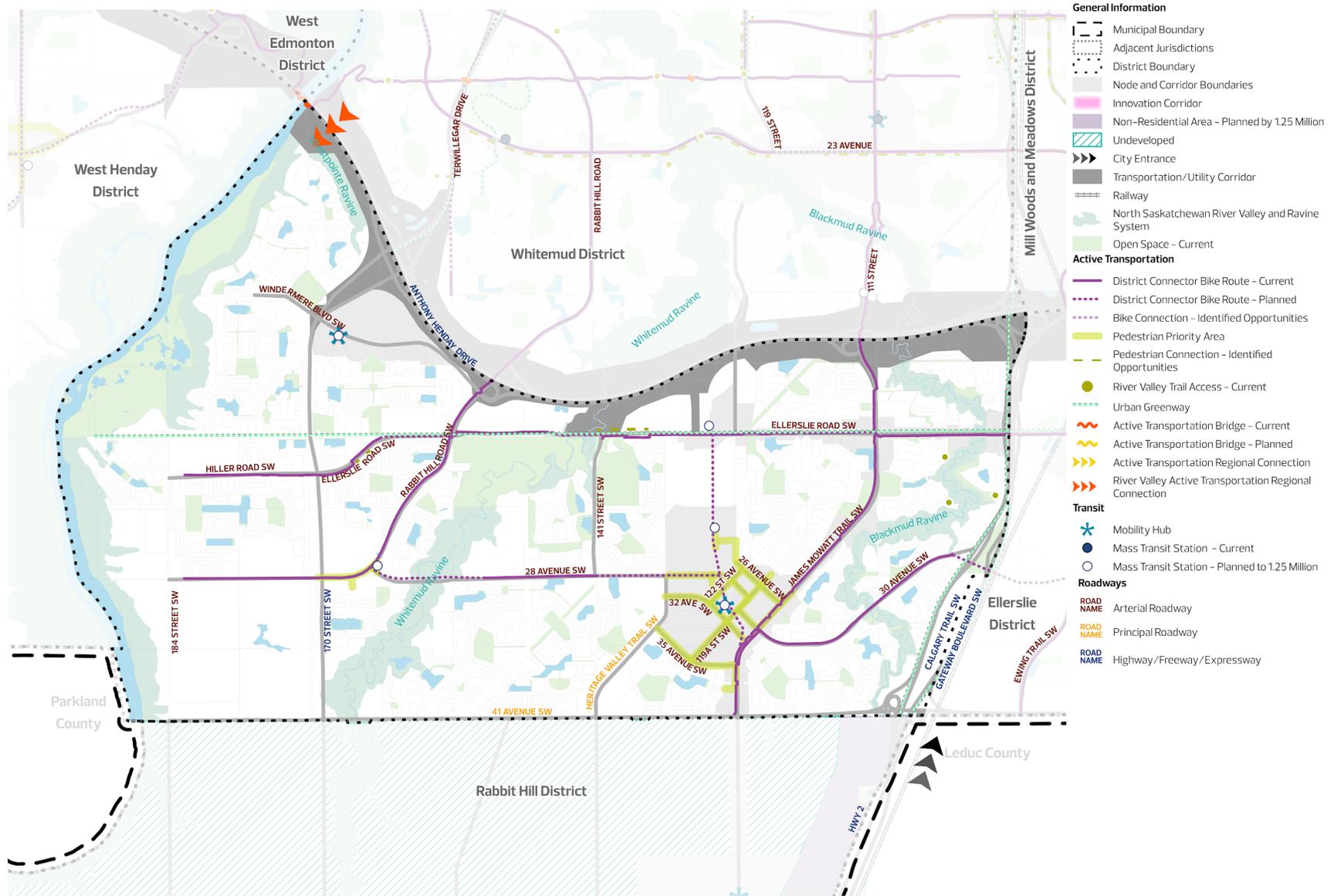
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies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

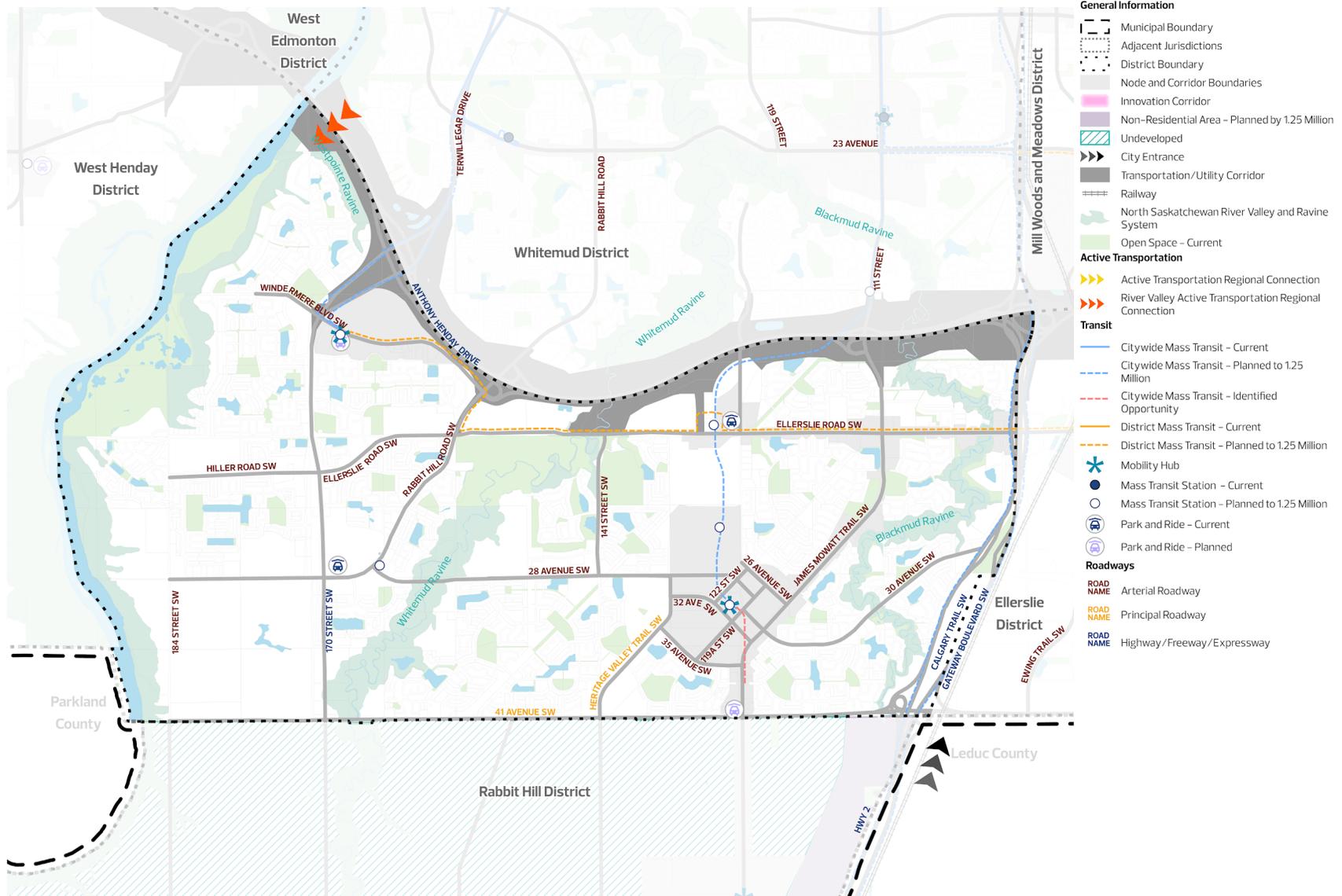
Legend items are defined in District Policy Glossary



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Map 10: Transit to 1.25 Million

Legend items are defined in District Policy Glossary



- General Information**
 - Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Node and Corridor Boundaries
 - Innovation Corridor
 - Non-Residential Area – Planned by 1.25 Million
 - Undeveloped
 - City Entrance
 - Transportation/Utility Corridor
 - Railway
 - North Saskatchewan River Valley and Ravine System
 - Open Space – Current
- Active Transportation**
 - Active Transportation Regional Connection
 - River Valley Active Transportation Regional Connection
- Transit**
 - Citywide Mass Transit – Current
 - Citywide Mass Transit – Planned to 1.25 Million
 - Citywide Mass Transit – Identified Opportunity
 - District Mass Transit – Current
 - District Mass Transit – Planned to 1.25 Million
 - Mobility Hub
 - Mass Transit Station – Current
 - Mass Transit Station – Planned to 1.25 Million
 - Park and Ride – Current
 - Park and Ride – Planned
- Roadways**
 - ROAD NAME Arterial Roadway
 - ROAD NAME Principal Roadway
 - ROAD NAME Highway/Freeway/Expressway

0 0.25 0.5 Km Scale: 1:60,000 Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.
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4 Area-Specific Policy

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

Policies in this section may include:

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

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

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

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

Map 11: Area-Specific Policy Subareas

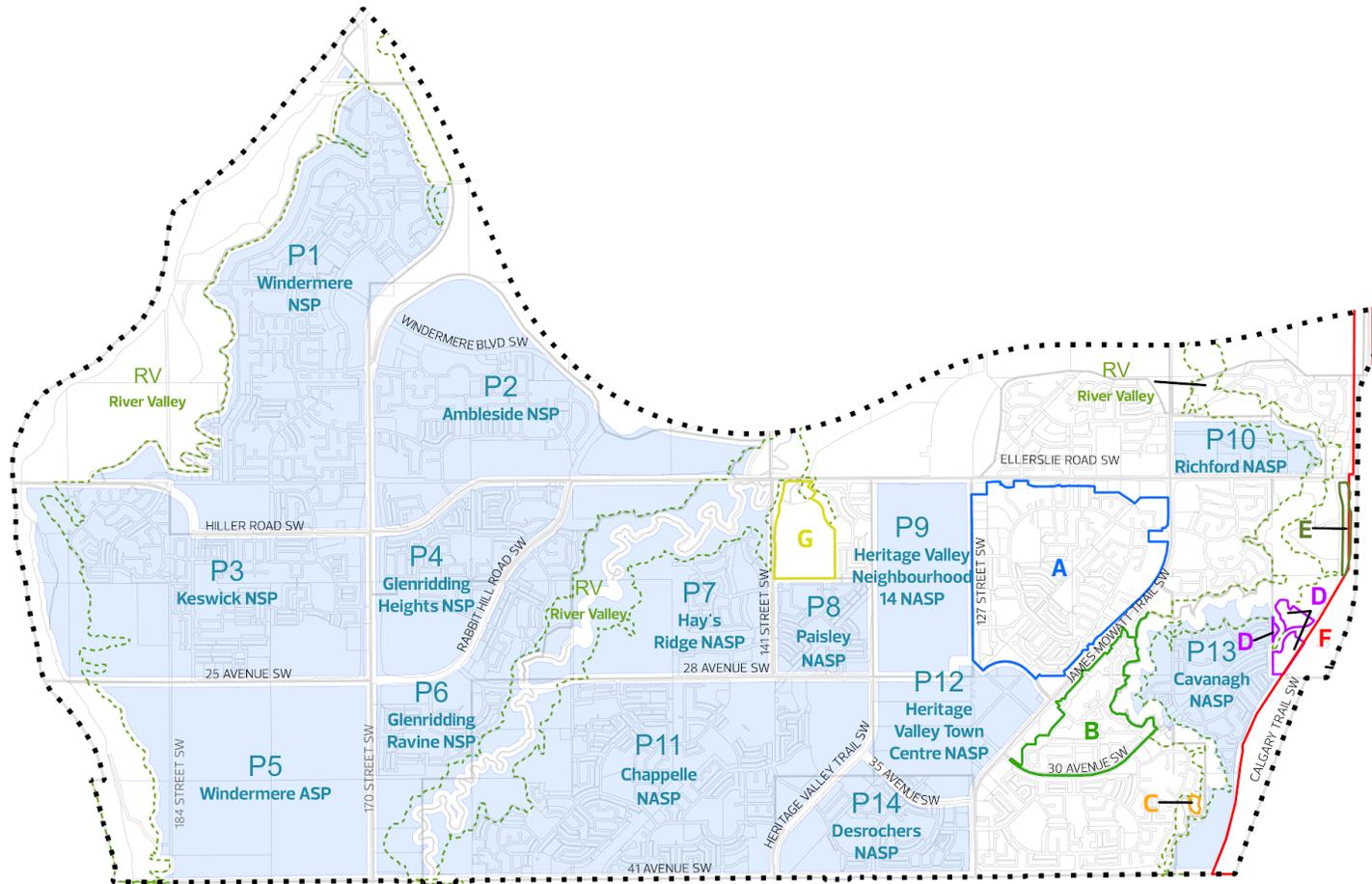
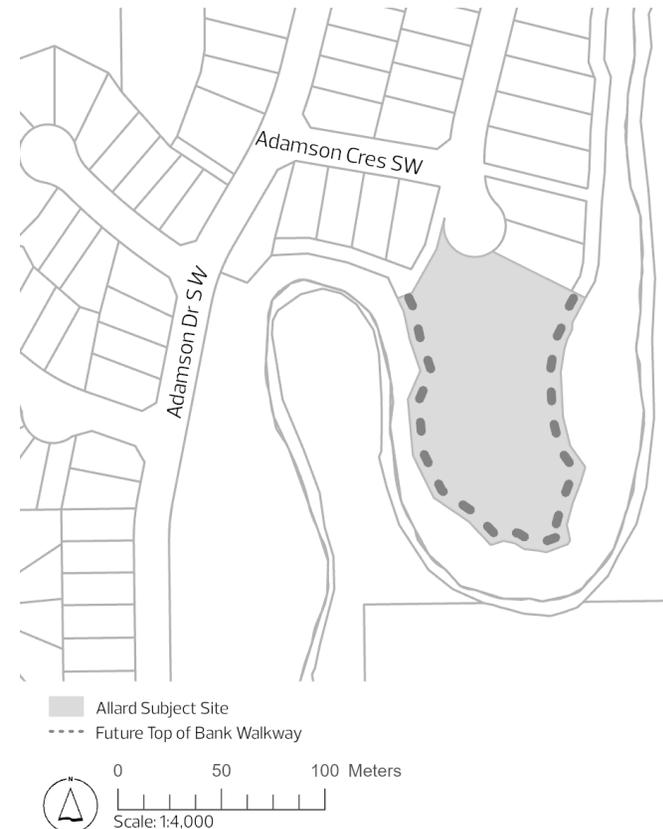


Table 2 - Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A-1 Rutherford Community League Site The Rutherford neighbourhood should accommodate school/park sites for educational and community league facilities.</p>
A	<p>B-1 Callaghan Community League Site The Callaghan neighbourhood park, bound by Cunningham Drive SW and Cunningham Way SW, should accommodate playing fields and a community league building site.</p>
B	<p>B-2 Callaghan - 1603 James Mowatt Trail SW The Home Owners Association is responsible for maintenance of the private open space located at 1603 James Mowatt Trail SW, south of Bowen Wynd SW.</p>
C	<p>C-1 Allard Top-of-Bank Walkway Upon redevelopment of Lot 35, Block 14, Plan 1120118, a top-of-bank shared-use path should be constructed at the owner's expense. At the time of redevelopment, the trail should be dedicated as road right-of-way to the City of Edmonton. (Redevelopment means subdivision of the lot, a proposed change in land use, or the substantial replacement of the existing single-detached dwelling and/or its driveway. "Substantial" is defined as the replacement of 75% of the above-grade value of the structure. Redevelopment excludes any residential renovations or additions to the existing single-detached dwelling).</p>



Subarea Additional or Exceptional Policy

D

D-1 Cashman Industrial/Commercial Non-Compete
 The subject site (SE 20-51-24-W4) is identified for a variety of industrial business and/or commercial uses that should not compete with the Heritage Valley town centre. Uses and development in this precinct should use standard Industrial Business Zoning, or a (DC1) Direct Development Control Provision, or (DC2) Site Specific Development Control Provision based generally on selected uses from the General Business Zone.

D-2 Cashman Top-of-Bank Walkway
 The subject site (SE 20-51-24-W4) should include a Top-of-Bank walkway which should be located within the lands dedicated as Environment Reserve in accordance with the Top of Bank Policy. Development adjacent to the ravine is subject to relevant development setbacks in accordance with the Top of Bank Policy and geotechnical information at the time of zoning and subdivision.

D-3 Cashman Transportation Impact Assessment Requirement
 Development limits are in place for Cashman based on Traffic Impact Assessments completed for the neighbourhood. As a result, development of 2204 - 103A Street SW (SE 20-51-24-W4) should not be supported without an updated Traffic Impact Assessment (TIA). The TIA must include analysis of traffic operations on Ellerslie Road and the Ellerslie Road – Gateway Boulevard interchange. Additional development of this parcel is intended to require the construction of a collector roadway connection to 25 Avenue SW.



Subarea Additional or Exceptional Policy

D-4 Highway 2 Corridor Improvement

The Highway 2 Corridor Improvement Study Alberta Transportation, (2020) indicates that functional planning studies should be required for the Ellerslie Road/Highway 2 interchange and Highway 2 realignment between Ellerslie Road and 41 Avenue SW. It is expected that 25 Avenue SW will be a “fly-over” with no connection to Calgary Trail/Gateway Boulevard.



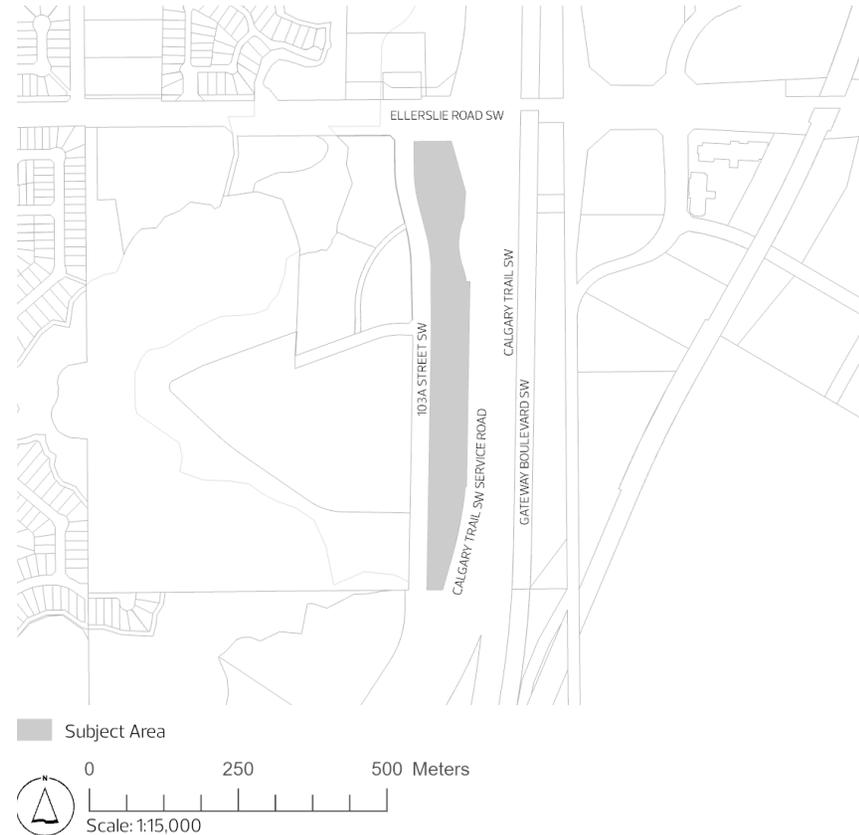
D

Subarea Additional or Exceptional Policy

E

E-1 Cashman Service Road Access

All site accesses from the subject area should be provided by 103A Street SW. All properties with existing access onto Calgary Trail SW Service Road are required to shift access to 103A Street SW either at the time of property redevelopment or when Highway 2 is expanded and changes are made to the Calgary Trail SW Service Road, and/or when improvements to the Ellerslie Road interchange are made by Alberta Transportation.



F

F-1 Development along Calgary Trail - Urban Design

The following guidelines, in order of priority, shall be encouraged:

- a) Screen parking areas and open yard storage from view from Calgary Trail.
- b) Built forms should front, or appear to face onto, Calgary Trail.

Subarea Additional or Exceptional Policy	
F	<p>F-2 Signage Along Calgary Trail Greater attention shall be given to improving the location, siting, comprehensibility and design of signage in the Calgary Trail/Gateway Boulevard corridor, including:</p> <ul style="list-style-type: none"> a) Avoiding undesirable effects on adjacent residential areas; and b) Discouraging the use of portable signs and free-standing billboards, including digital billboards.
F	<p>F-3 Highway 2 Corridor Design Guidelines For further planning direction refer to the Highway 2 Corridor Design Guidelines.</p>
G	<p>G-1 Historical Resource Statement of Justification A Statement of Justification for Historical Resource Act requirements is required prior to rezoning of the following parcels: Lot 1, Block 1, Plan 072; and Portion of NW 1/4 Sec 24-51-25-4.</p>
P1	<p>P1-1 Windermere Neighbourhood Structure Plan For further planning direction refer to the Windermere Neighbourhood Structure Plan and Windermere Area Structure Plan where they are in effect.</p>
P2	<p>P2 -1 Ambleside Neighbourhood Structure Plan For further planning direction refer to the Ambleside Neighbourhood Structure Plan and Windermere Area Structure Plan where they are in effect.</p>
P3	<p>P3-1 Keswick Neighbourhood Structure Plan For further planning direction refer to the Keswick Neighbourhood Structure Plan and Windermere Area Structure Plan where they are in effect.</p>
P4	<p>P4-1 Glenridding Neighbourhood Structure Plan For further planning direction refer to the Glenridding Heights Neighbourhood Structure Plan and Windermere Area Structure Plan where they are in effect.</p>
P5	<p>P5-1 Windermere Area Structure Plan For further planning direction refer to the Windermere Area Structure Plan.</p>
P6	<p>P6-1 Glenridding Ravine Neighbourhood Structure Plan For further planning direction refer to the Glenridding Ravine Neighbourhood Structure Plan and Windermere Area Structure Plan where they are in effect.</p>

Subarea Additional or Exceptional Policy	
P7	P7-1 Hays Ridge Neighbourhood Area Structure Plan For further planning direction refer to the Hay's Ridge Neighbourhood Area Structure Plan.
P8	P8-1 Paisley Neighbourhood Area Structure Plan For further planning direction refer to the Paisley Neighbourhood Area Structure Plan.
P9	P9-1 Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan For further planning direction refer to the Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan.
P10	P10-1 Richford Neighbourhood Area Structure Plan For further planning direction refer to the Richford Neighbourhood Area Structure Plan.
P11	P11-1 Chappelle Neighbourhood Area Structure Plan For further planning direction refer to the Chappelle Neighbourhood Area Structure Plan.
P12	P12-1 Heritage Valley Town Centre Neighbourhood Area Structure Plan For further planning direction refer to the Heritage Valley Town Centre Neighbourhood Area Structure Plan.
P13	P13-1 Cavanagh Neighbourhood Area Structure Plan For further planning direction refer to the Cavanagh Neighbourhood Area Structure Plan.
P14	P14-1 Desrochers Neighbourhood Area Structure Plan For further planning direction refer to the Desrochers Neighbourhood Area Structure Plan.
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 Southwest 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 Southwest District may include the following:

- Full build-out of all planned residential areas under approved (Neighbourhood) Area Structure Plans is anticipated by the time Edmonton reaches the 1.75 million population horizon.
- Full build-out of the Heritage Valley Major Node, which will include a new hospital and health campus, the mixed-use Heritage Valley Town Centre and adjacent district park.
- Selective mixed use redevelopment along Ellerslie Road, which will provide an important link between the Windermere Centre District Node and Heritage Valley Major Node. Ellerslie Road contains some large sites which offer the possibility for employment and/or population growth through comprehensive development or redevelopment.
- Enhanced opportunities for employment within all Nodes and Corridors.
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Investments in open space and urban greenways to complement existing greenways along utility corridors, as well the preservation and enhancement of important natural areas.

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

Map 12: Vision at 2 Million

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

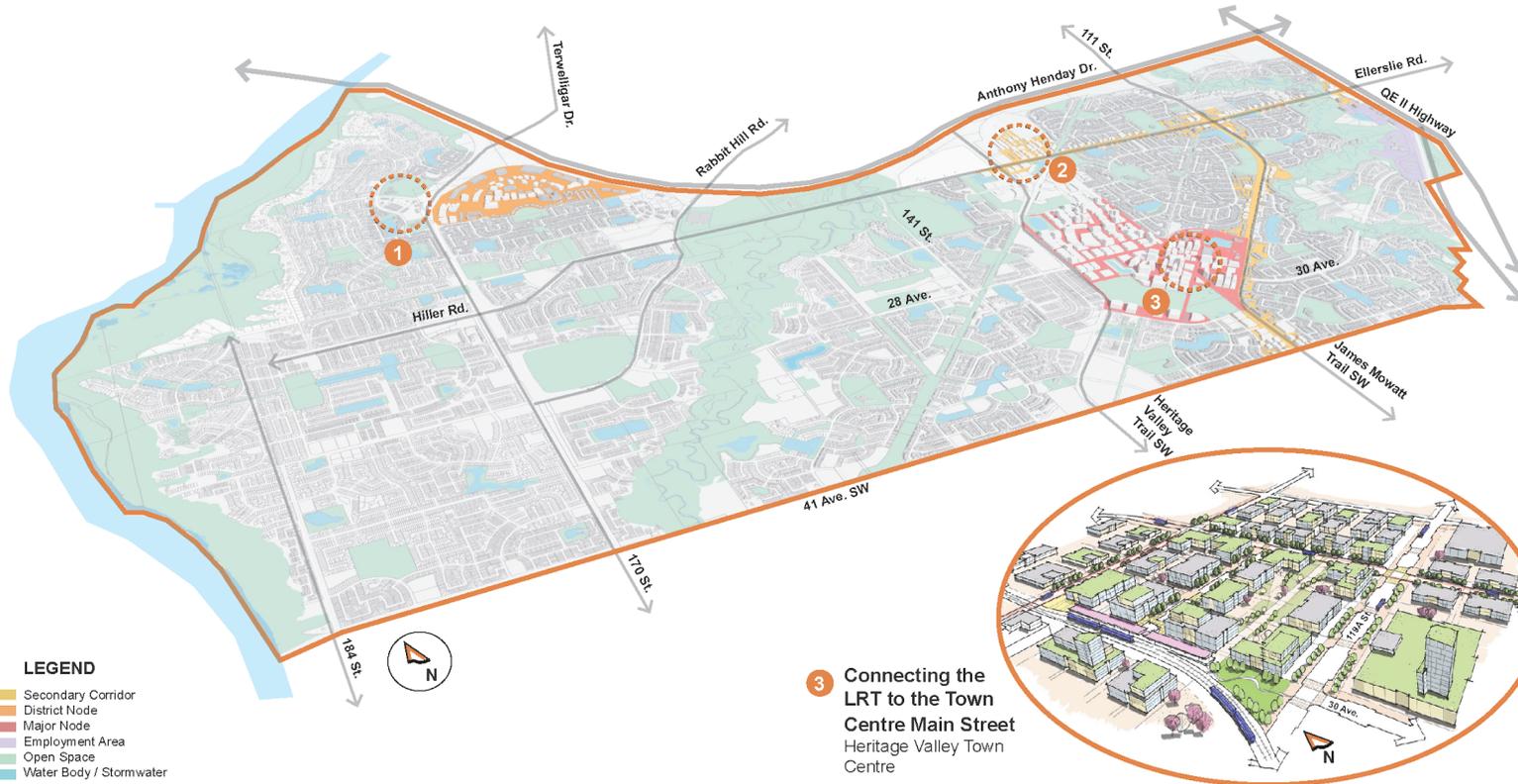
Map 12: Vision at 2 Million



1 Windermere Local Node
Windermere Boulevard and Terwilliger Drive



2 Envisioning the Ellerslie LRT Area
View looking northwest over Ellerslie Road



LEGEND

- Secondary Corridor
- District Node
- Major Node
- Employment Area
- Open Space
- Water Body / Stormwater

3 Connecting the LRT to the Town Centre Main Street
Heritage Valley Town Centre