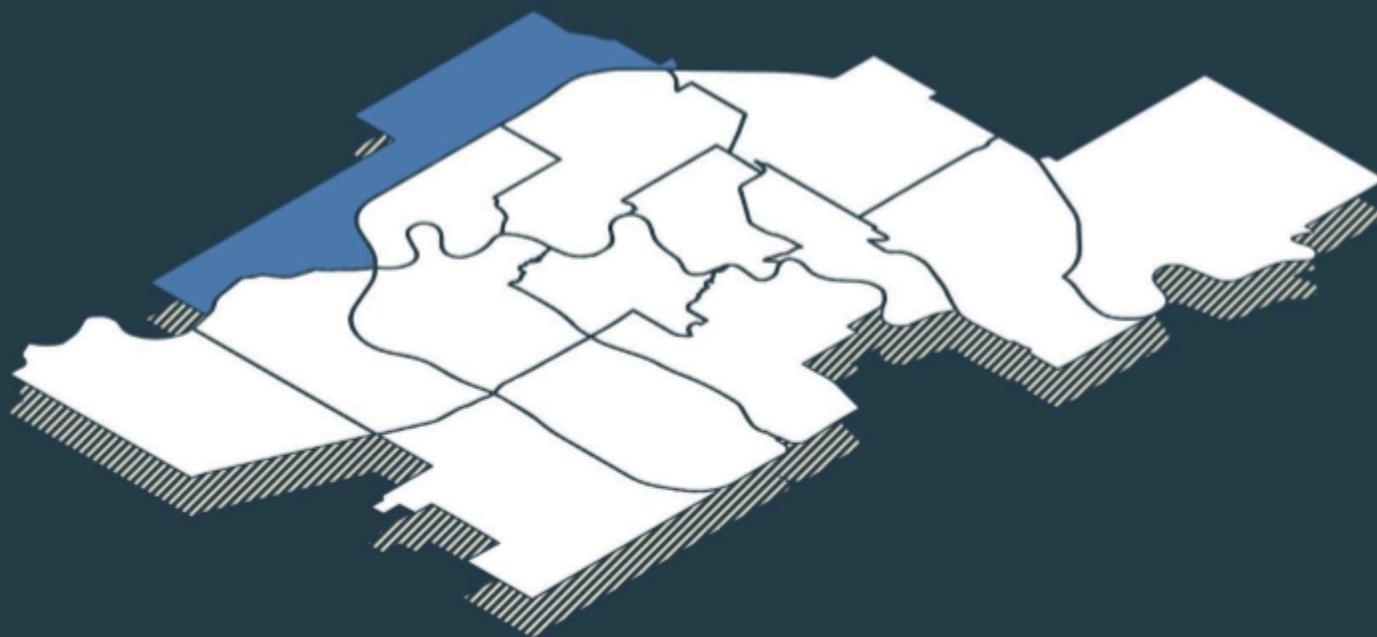


WEST HENDAY DISTRICT PLAN

Edmonton



SCHEDULE A

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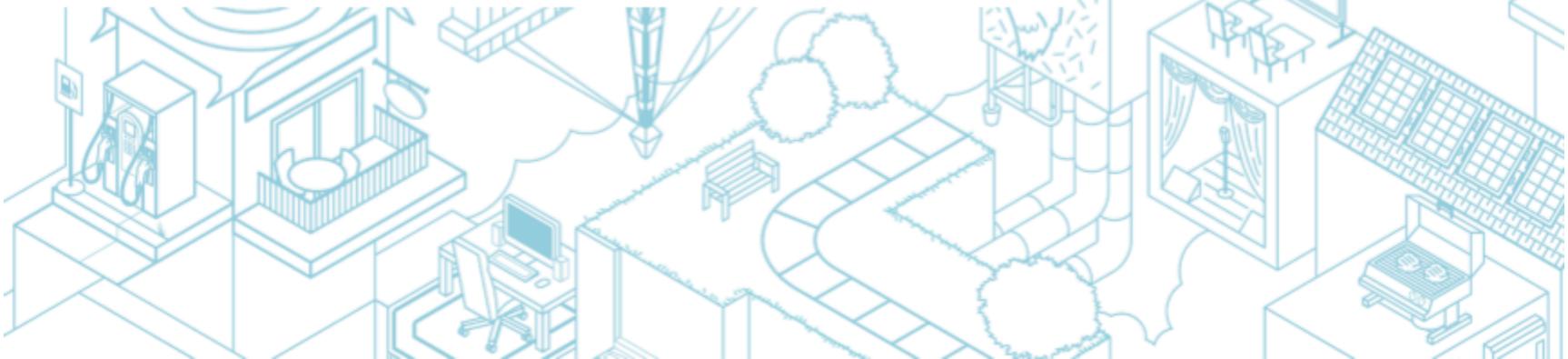


The City of Edmonton extends its deepest appreciation to those who helped create this district plan.

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

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

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



Land Acknowledgement

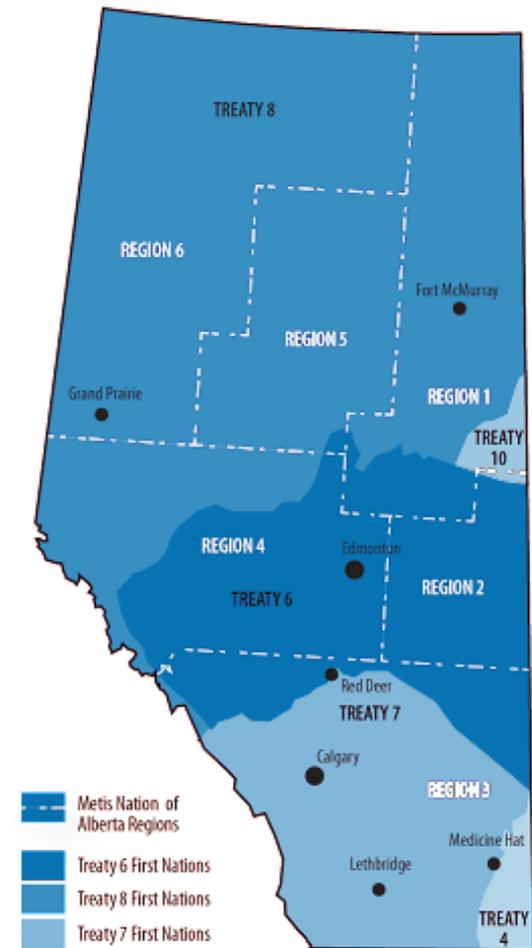
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homeland. 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). We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

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.

Visit edmonton.ca/wardboundaryreview for more information about the origins of these gifted traditional Indigenous ward names and their pronunciation.

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

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

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

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

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

There are 16 District Plan bylaws:

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



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

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

1.1 How to Use This District Plan

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

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



Step 1: Read Section 1: Introduction to District Plans

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



Step 2: Determine where other statutory plans are in effect

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



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

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

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



Step 4: Review the planning direction in the District Plan

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

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

Section 2: District Context

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



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

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

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

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

1.2 Authority and Relationship to Other Plans

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

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

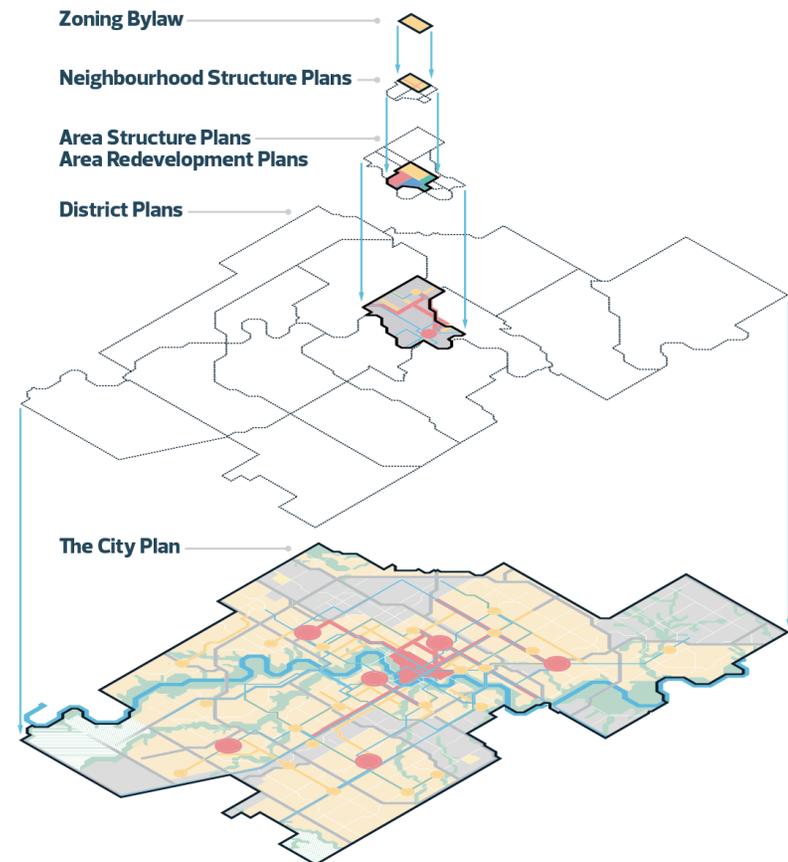
The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

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

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

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

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



1.3 Relationship with the Zoning Bylaw

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

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

1.4 Amendments

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

2 District Context

2.1 Physical Context

The West Henday District is located in the west area of Edmonton. Neighbouring municipalities include Sturgeon County and the City of St. Albert to the north, and Parkland County and Enoch Cree Nation (Stony Plain No. 135) to the west. Nearby **Districts** include the Northwest District, Jasper Place District, West Edmonton District and Southwest District. The West Henday District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential Neighbourhoods

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

Industrial Neighbourhoods

- Lewis Farms Industrial
- 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 (Highway 216) 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.

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 bodies of water: Horseshoe Lake and a wetland in the southwest portion of the Pintail Landing neighbourhood.

The North Saskatchewan River runs adjacent to the east boundary of the West Henday District. Wedgewood Ravine, a major tributary of the North Saskatchewan River, is located in the south portion of the District. The southernmost portion of the District intersects with the Devon Sand Dunes, a significant geological feature which contains a protected **Natural Area**, including one of the few remaining white-birch stands left in Edmonton, as well as Edmonton's single protected sand dune landscape.

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

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

The West Henday District includes land originally reserved for the Enoch Cree Nation pursuant to the signing of Treaty 6. The reserve land base originally 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 of Edmonton's boundaries.

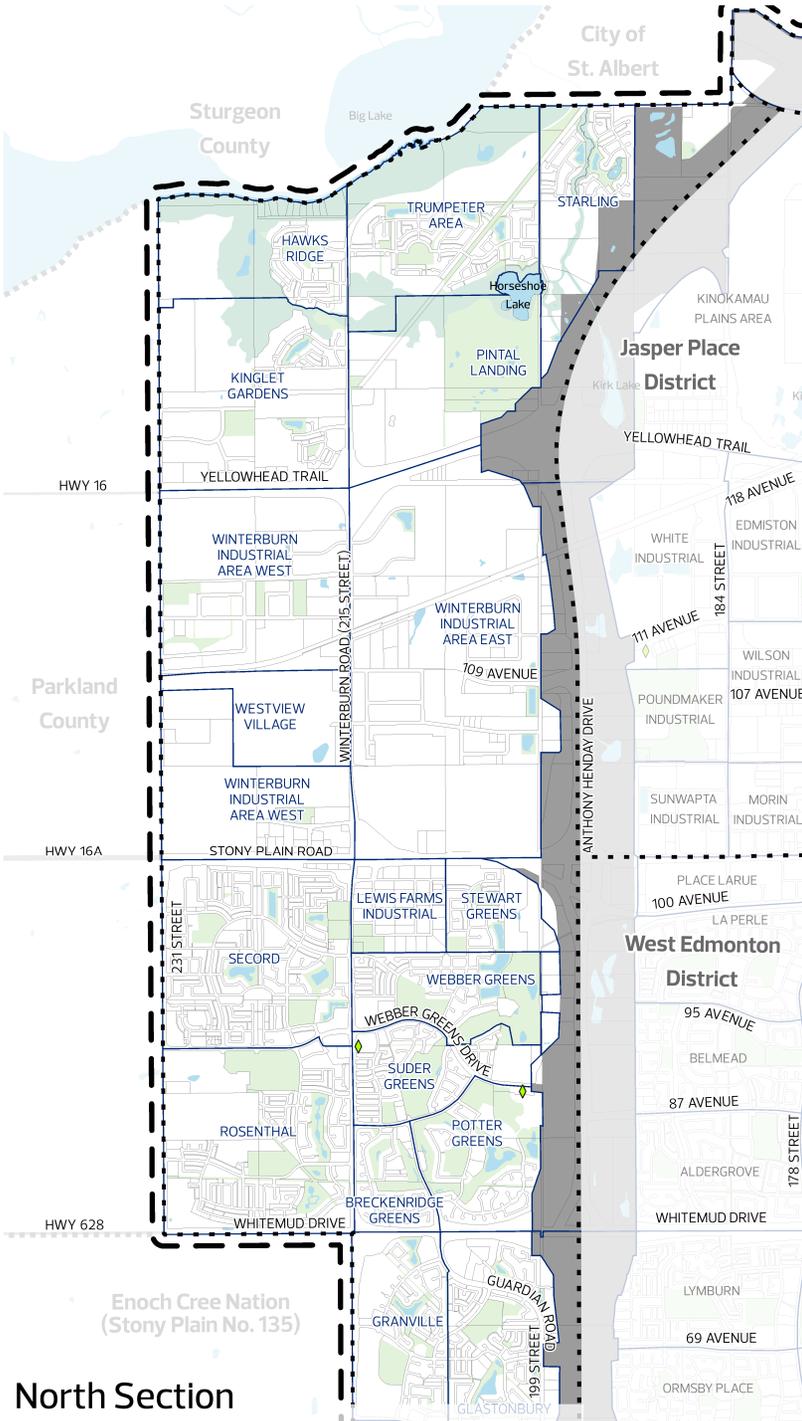
Big Island, located within the River Valley east of the Riverview Area Structure Plan area, has a rich history of logging, mining and recreational activity from the late 1800s through the early 1900s. A riverboat made regular voyages from central Edmonton to Big Island for weekend picnicking. From the early 1900s, settlers primarily used the District's land for agricultural purposes—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 initial planning of Lewis Farms and The Grange Area Structure Plans in the 1980s. Residential development was delayed in The Grange area due to fluctuating market conditions and changing planning philosophies. Planning of the Edgemont and Riverview areas in the southern portion of the West Henday District began in the 2010s.

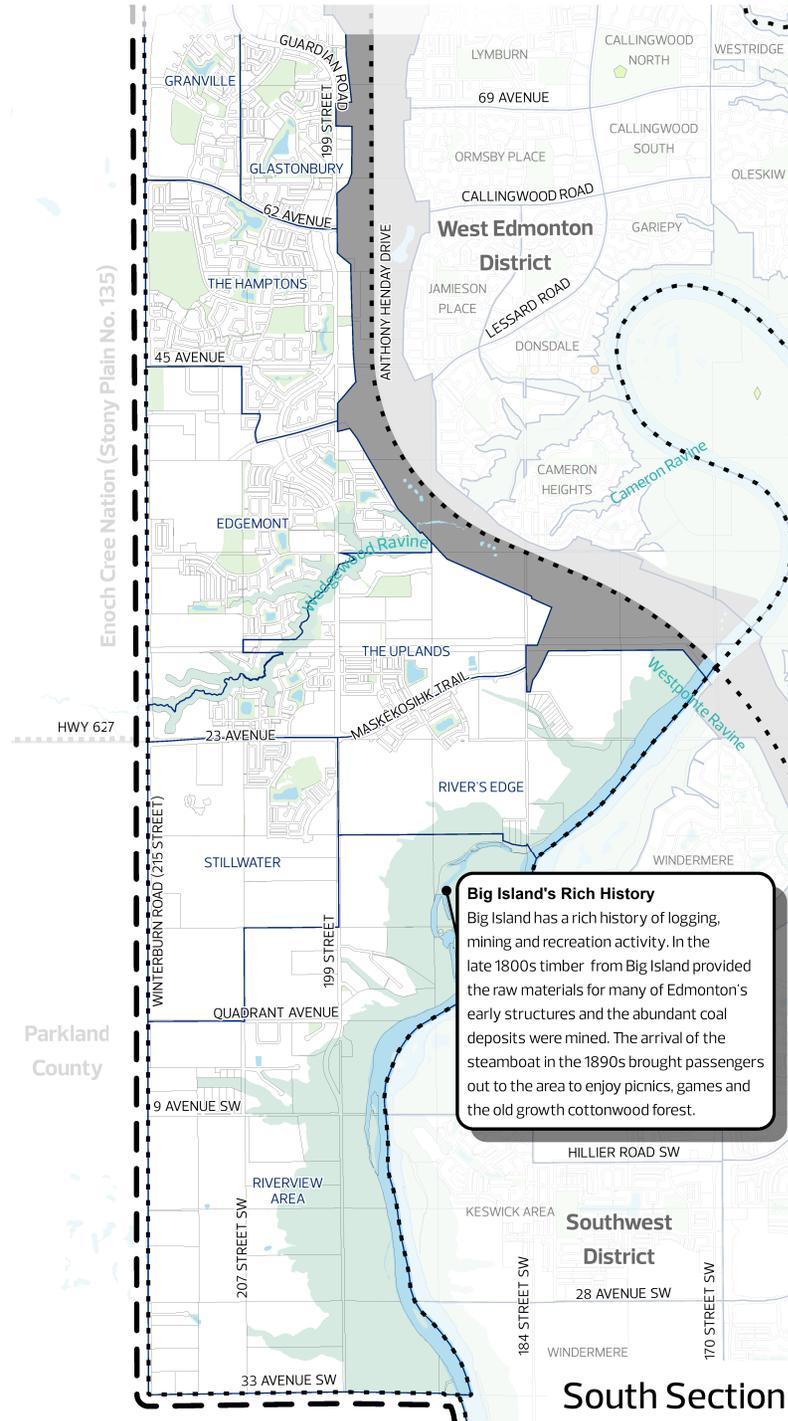
[Map 1: Heritage and Culture](#) identifies historical and culturally important locations for this District. While only formally recognized locations have been included, other informally known significant historical and cultural features from a wide range of groups, cultures and times exist in this area.

Map 1: Heritage and Culture

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



North Section



South Section

- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Neighbourhood Boundary
 - Transportation/Utility Corridor
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- City-Owned Public Art**
- Art Work
 - Multiple Art Works
- Built Heritage Sites**
- Inventory of Historic Resources in Edmonton
 - Municipal Historic Resource
 - Provincial Historic Resource
- Heritage Character Areas**
- Municipal
 - Provincial
- Cultural Features**
- Known Indigenous Cultural Heritage Feature
 - Other Cultural Area

Big Island's Rich History
 Big Island has a rich history of logging, mining and recreation activity. In the late 1800s timber from Big Island provided the raw materials for many of Edmonton's early structures and the abundant coal deposits were mined. The arrival of the steamboat in the 1890s brought passengers out to the area to enjoy picnics, games and the old growth cottonwood forest.

2.3 Development Context

Lands within the north and south portions of the West Henday District are primarily residential and in various stages of first-generation development. These areas include a mix of residential areas, commercial sites (primarily along **Arterial Roadways**), school sites and **Natural Areas**. Light to medium industrial uses are located centrally, south of Yellowhead Trail (Highway 16) and north of Stony Plain Road NW, 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 (Highway 216), which serves as a provincial highway ring road that connects Edmonton to surrounding municipalities and other highways, and Yellowhead Trail NW (Highway 16), 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 - West 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**.

Wedgewood Ravine, an important ecological and hydrological corridor separating the Edgemont Neighbourhood Area Structure Plan and Riverview Area Structure Plan plan areas, goes through the West Henday District. This significant ecological area provides important habitat and ecological connections for wildlife and other species within Edmonton, and the broader region will continue to be protected during urban development. Additionally, Big Island Provincial Park is being planned with the provincial government, Enoch Cree Nation and the City of Edmonton, and will be located in the River Valley in the southeast portion of the District.

The neighbourhoods in the West Henday District, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. Buildings, infrastructure and environmental assets like trees and natural areas are vulnerable to extreme heat events, while communities on the edge of the city and along the River Valley are also vulnerable to the increased threat of wildfire. Changing temperatures, precipitation patterns and weather extremes may also impact drainage infrastructure in the District. Actions laid out in Edmonton's climate strategies are helping to build resilience in communities across the city. Progress on adaptation action by the City of Edmonton is tracked through annual reporting.

Current Plans in Effect

In the West Henday District, the following statutory plans are in effect and 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 – 2008
- 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 Greens Neighbourhood Structure Plan – 2007
 - Webber Greens 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

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

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

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 Structure Plan area, located in the south portion of the District, is the last area to be planned and Neighbourhood Structure Plans are not in place for the southernmost area. All residential areas include a mix of residential and commercial sites primarily located along **Arterial Roadways**, school sites and **Natural Areas**.

3 District Systems and Networks

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

The features shown on **Maps 1 to 7** guide decisions for the orderly growth of the 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 key terms (capitalized and bolded in black text) are defined in the glossary in the District Policy.

3.1 Activating and Phasing Growth

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

The City Plan expects population growth to occur across the District, primarily in the Lewis Farms and Riverview Area Structure Plan areas located in the central and south portions of the District. Development in the Lewis Farms area will be catalyzed by the Lewis Farms Park and Recreation Centre, and the extension of the Valley Line - West LRT. The Big Lake plan area will require additional transportation studies and upgrades to **Arterial Roadways** before build-out can be completed. 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 along the 199 Street/Guardian Road **Secondary Corridor** and the Riverview Centre **District Node**, in the central and southern areas of the District. Additionally, increased industrial and commercial development will continue in the Winterburn Industrial area in the central portion of the District.

Table 1: Anticipated District Population and Employment Numbers

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](#).

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	105,000	162,000
District Employment	12,000	25,000	43,000

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

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

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

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

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

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

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

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

Map 2: Activating and Phasing Growth to 1.25 Million

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

3.2 Planning and Design

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

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

District Plan maps that show these networks include:

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

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

Map 3: Nodes and Corridors

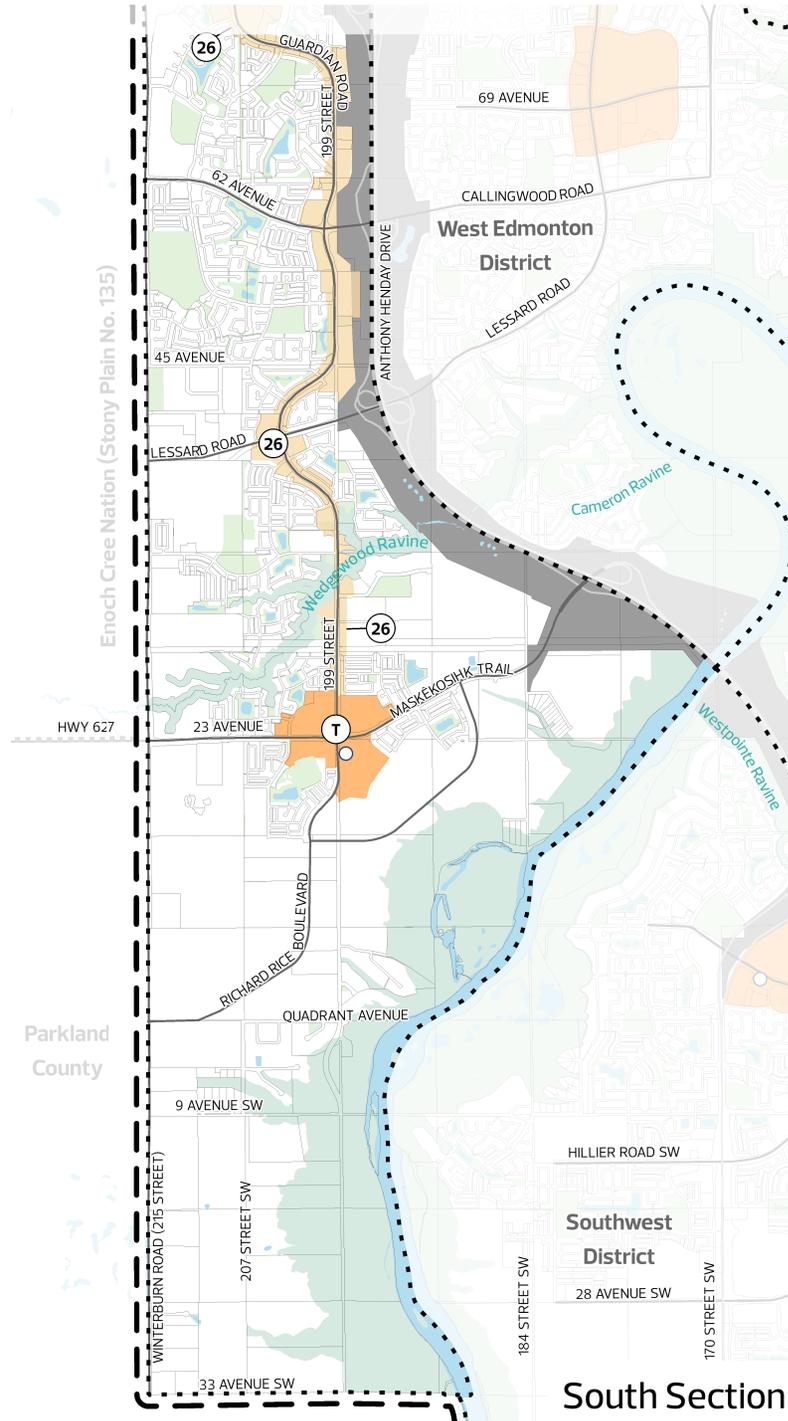
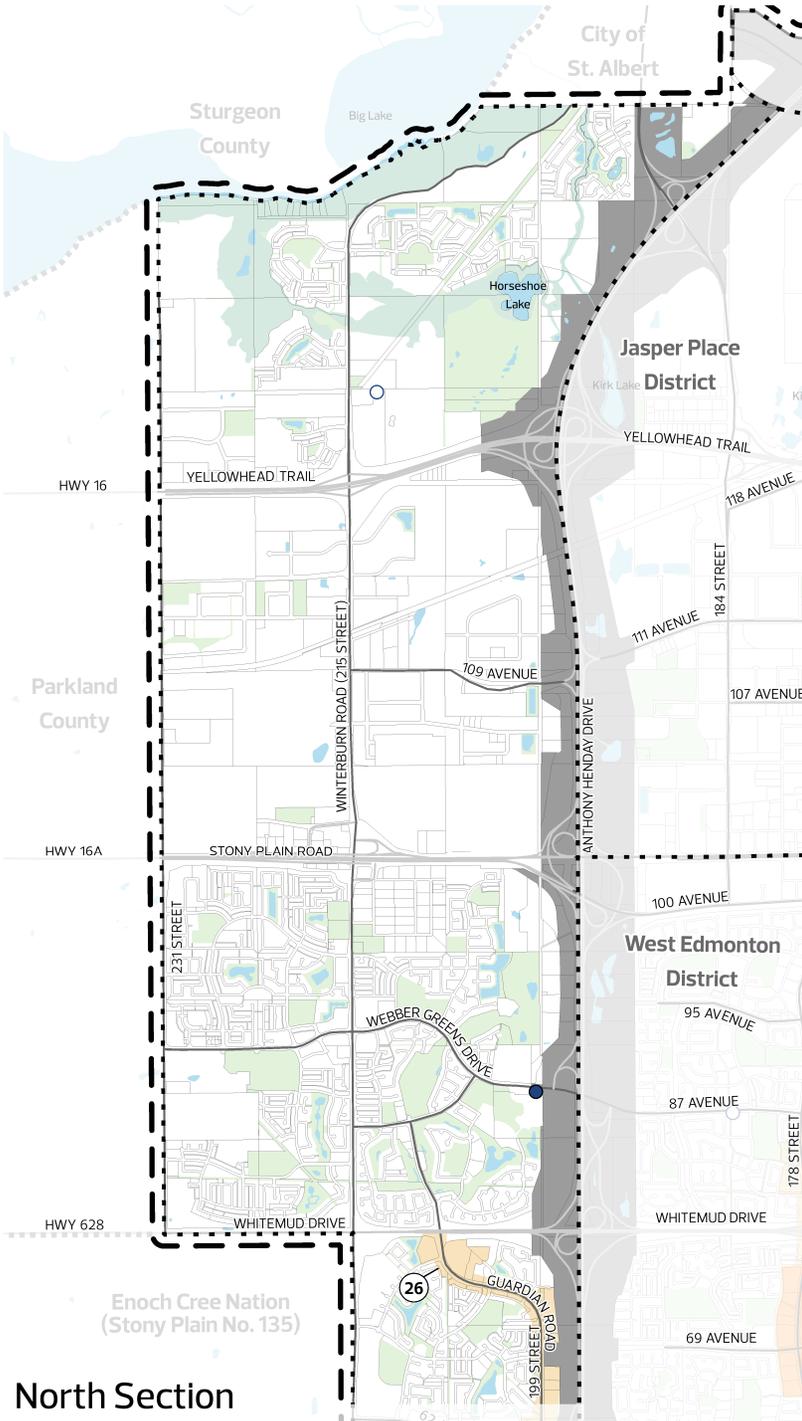
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes**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

Map 4: Land Use Concept to 1.25 Million

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

Map 5: Open Space and Natural Areas to 1.25 Million

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



- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Transportation/Utility Corridor
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Transit**
- Mass Transit Station - Current
 - Mass Transit Station - Planned
- Nodes and Corridors**
- Centre City
 - Major Node
 - District Node
 - Riverview Centre
 - Primary Corridor
 - Secondary Corridor
 - 199 Street/Guardian Road
- Letter/number labels as per The City Plan

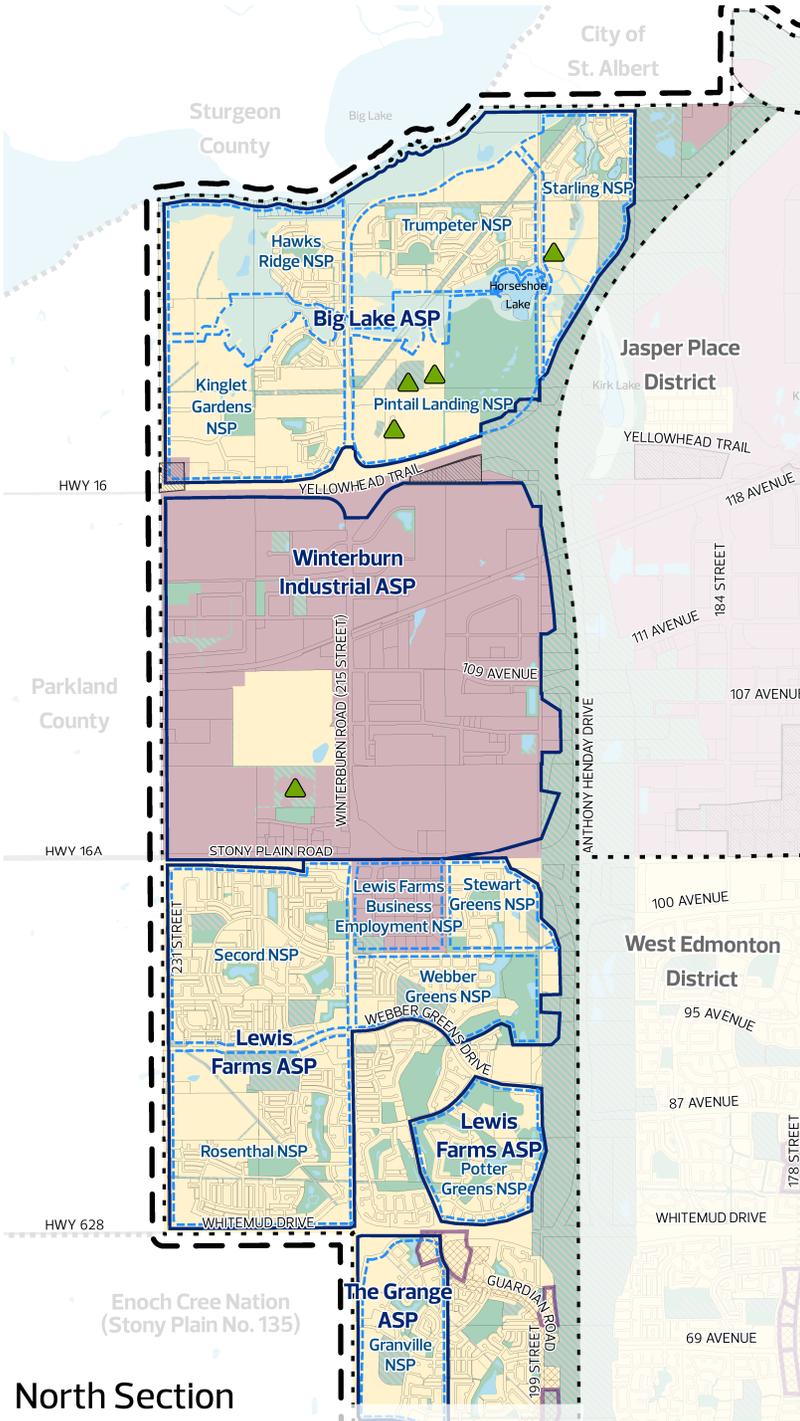
Note that some roadway alignments are conceptual. Refer to additional Plans in Effect, where applicable, for details.

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

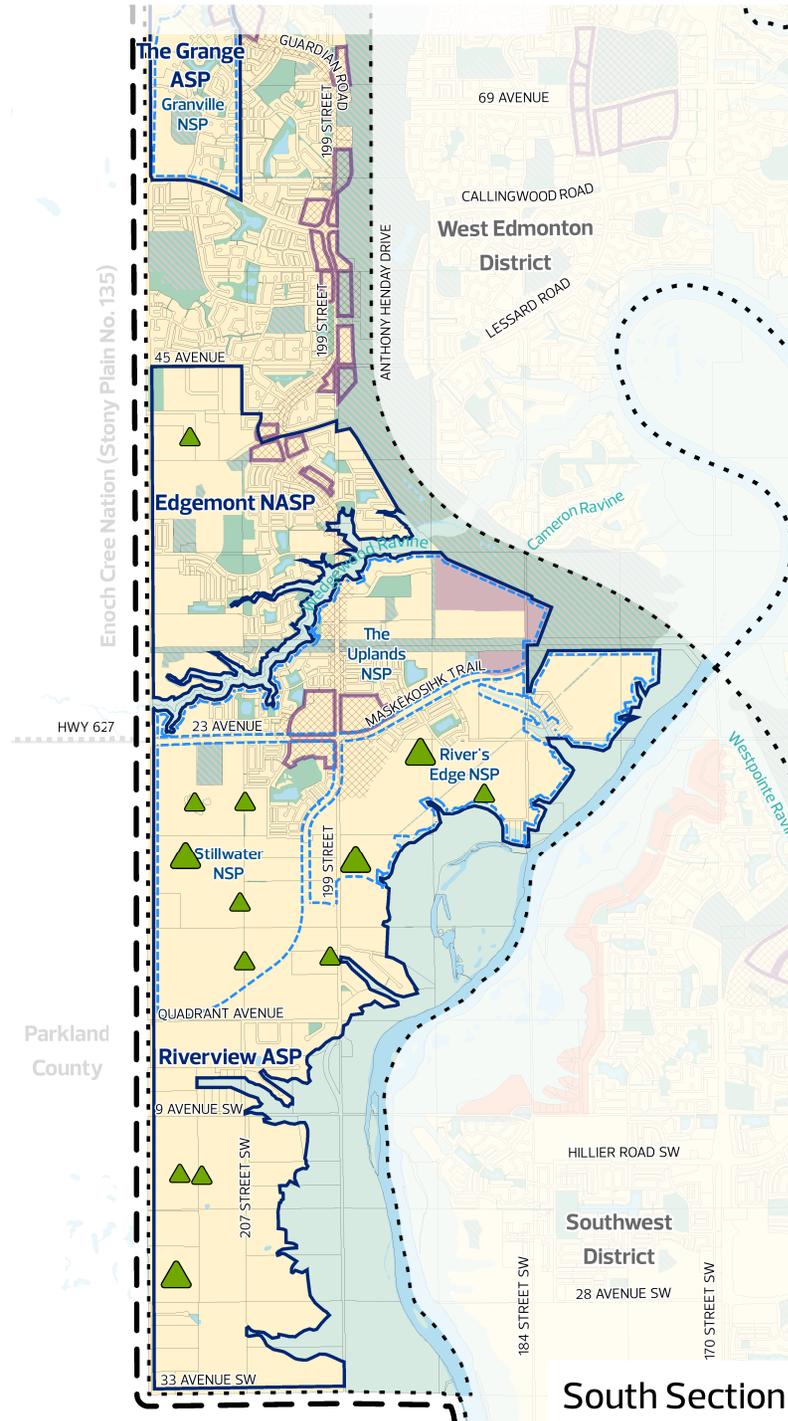


North Section

South Section



North Section



South Section

- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Plan in Effect - Area Structure Plan/Area Redevelopment Plan*
 - Plan in Effect - Other*
- General Land Use**
- Urban Mix
 - Commercial/Industrial Employment
 - Institutional Employment
 - Future Non-Residential Area
 - Open Space - Current
 - Urban Service
 - Agriculture
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
- Planned Municipal Park****
- Small (<3 ha)
 - Medium (3 ha - 10 ha)
 - Large (>10 ha)
- Development Areas**
- Node or Corridor Area
 - Non-Residential Intensification Area
- Design Influences**
- Large Site
 - Commercial Frontage

*Plan in Effect boundaries on this map are conceptual. Consult the Plan in Effect for details.
 **Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.

3.3 Mobility

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

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

District Plan maps that show these networks include:

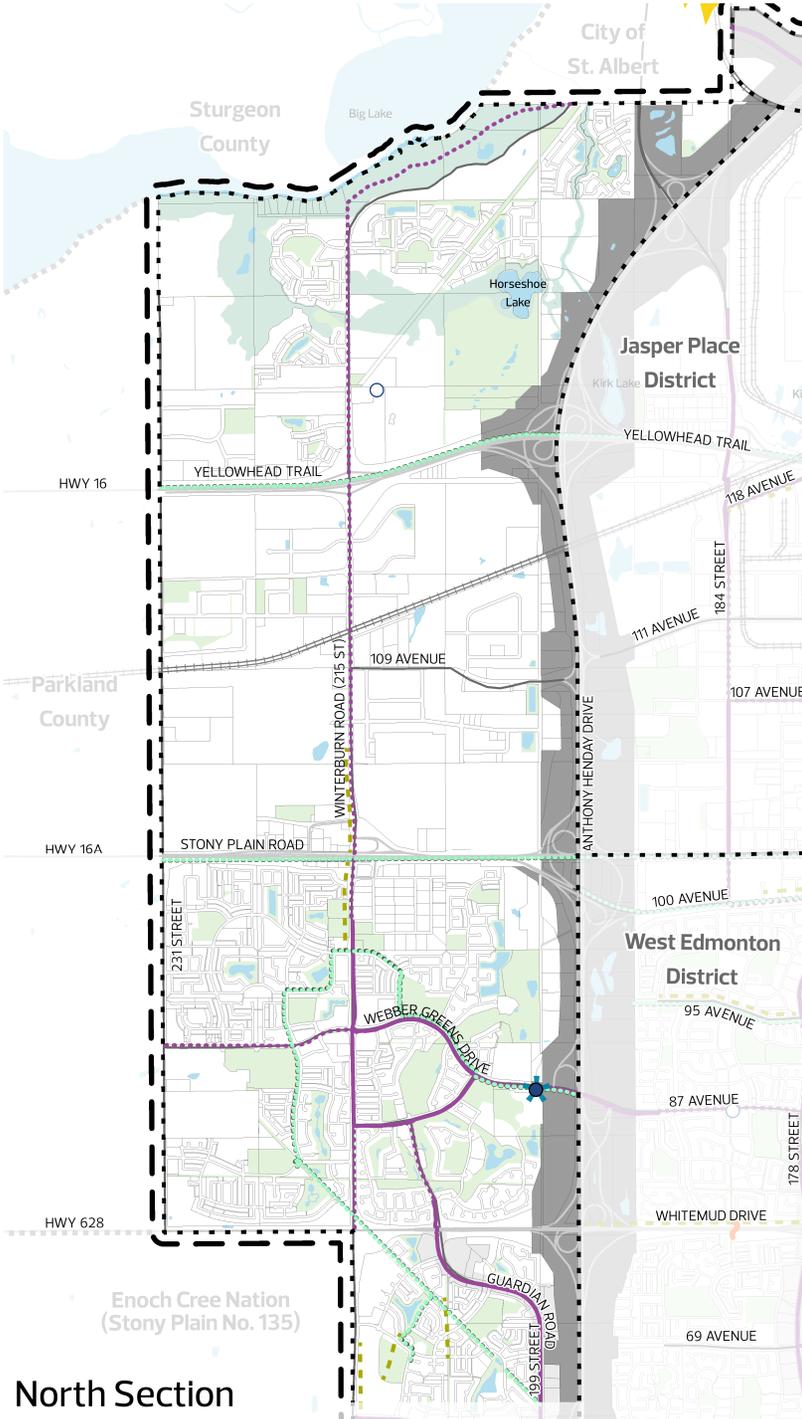
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

Map 6: Active Transportation to 1.25 Million

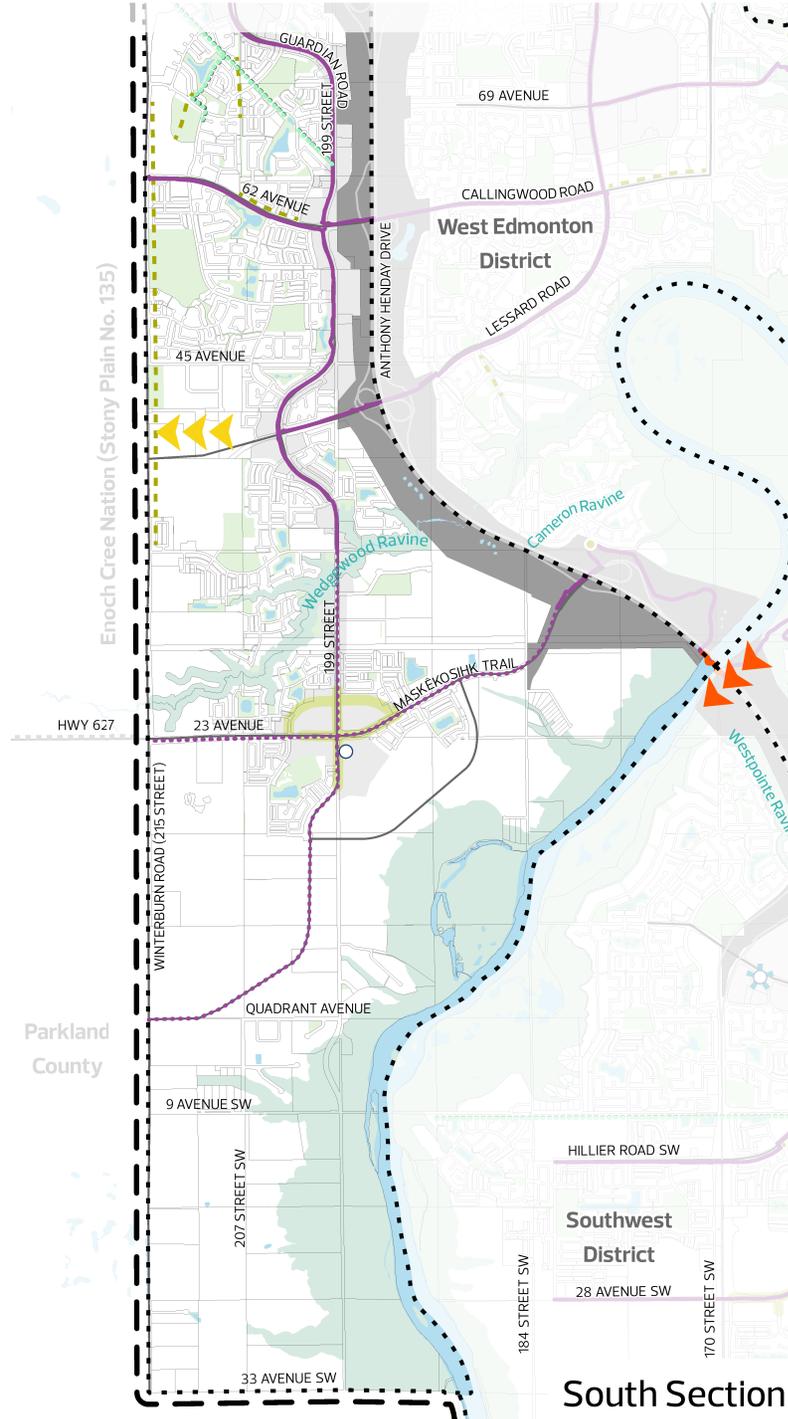
The Active Transportation to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Active Transportation Network from The City Plan. This map shows the regional and **District**-level cycling, walking and rolling priority locations or routes that are existing,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

Map 7: Transit to 1.25 Million

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



North Section



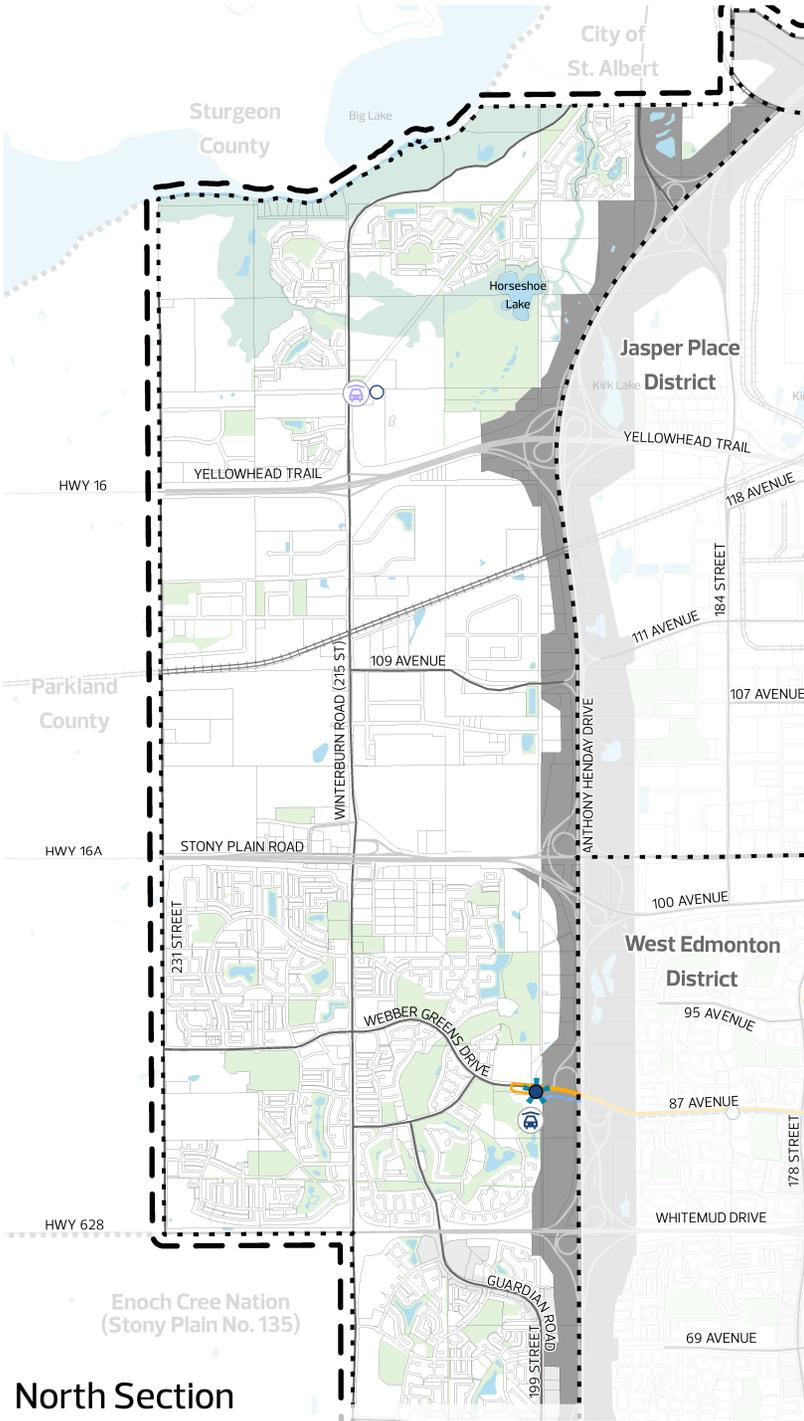
South Section

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

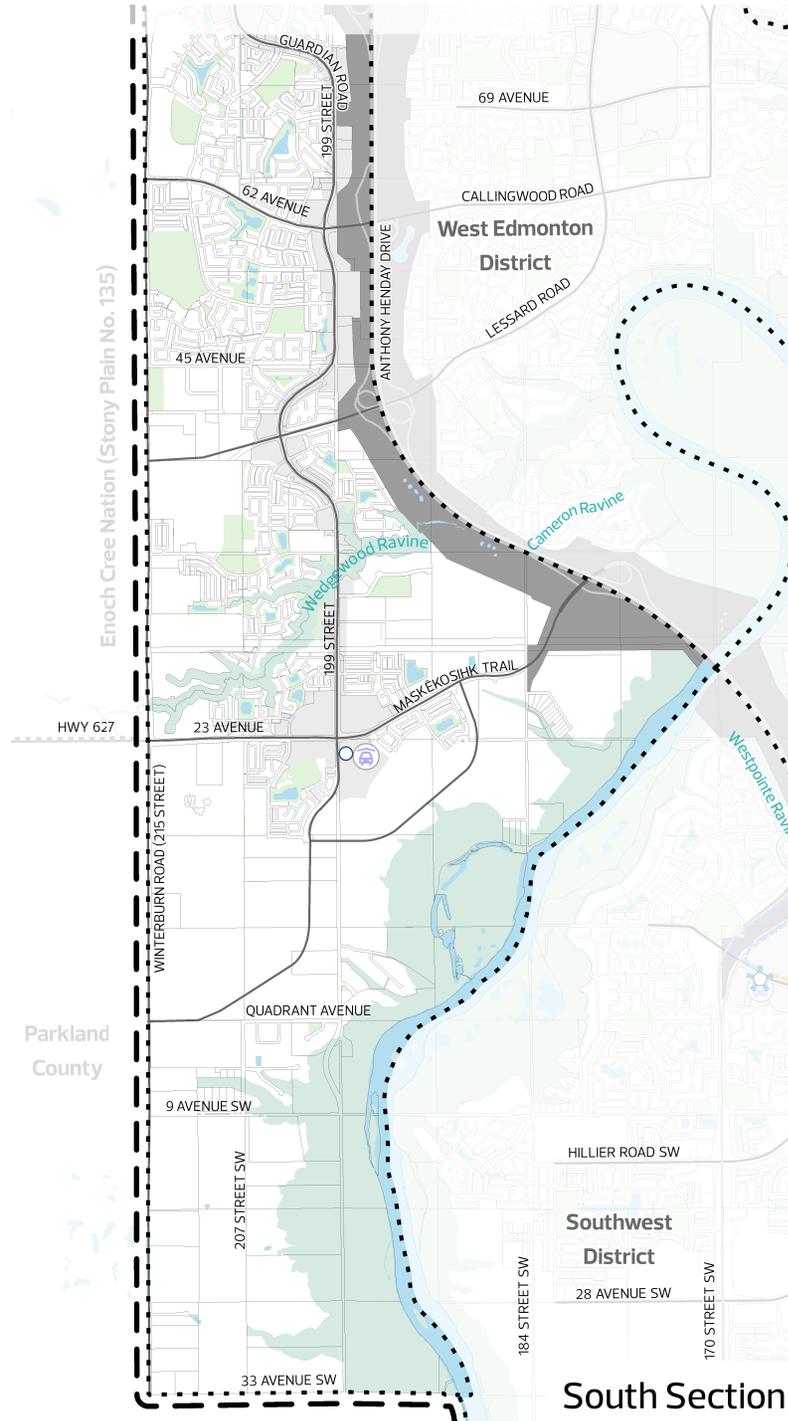
*Railway data is not comprehensive and for illustrative purposes only.

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

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



North Section



South Section

- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Node or Corridor Area
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Transportation/Utility Corridor
 - Railway*
 - Water Body
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Transit**
- Citywide Mass Transit - Current
 - Citywide Mass Transit - Planned
 - Citywide Mass Transit - Identified Opportunity
 - District Mass Transit - Current
 - District Mass Transit - Planned
 - Mobility Hub
 - Mass Transit Station - Current
 - Mass Transit Station - Planned
 - Park and Ride - Current
 - Park and Ride - Planned

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

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

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

4 Area-Specific Policy

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

Policies in this section may include:

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

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

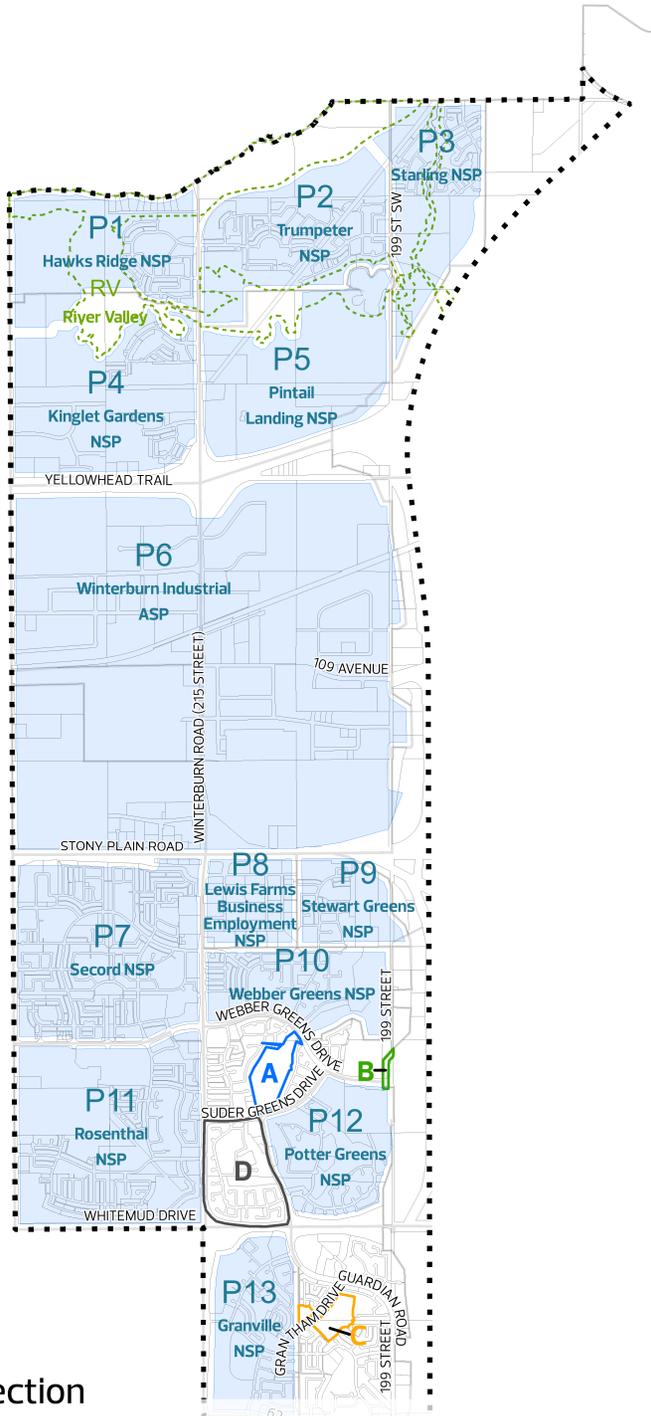
Refer to [Section 1.2: Authority and Relationship to Other Plans](#) of this District Plan for information on how **Table 2: Area-Specific Policy** shall be read with the District Policy and this District Plan.

Map 8: Area-Specific Policy Subareas

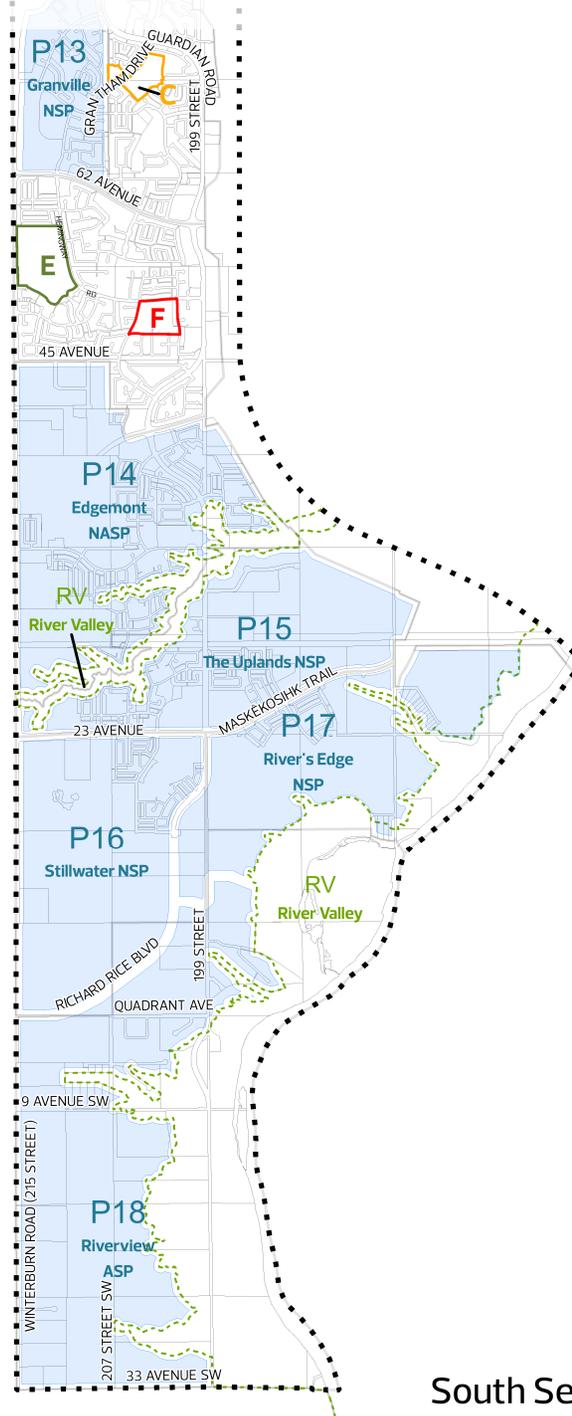
The Area-Specific Policy Subareas map identifies geographic subareas within the District where additional or exceptional policies apply. Refer to **Table 2: Area-Specific Policy** for the detailed policy direction that applies to a particular geographic area. Where a particular location is not located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

Table 2: Area-Specific Policy

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



North Section



South Section

Table 2: Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A.1 Suder Greens - Land Use (Subject Site)</p> <ul style="list-style-type: none"> a) The subject site is intended for medium-density residential (MDR) use (approximately 90 dwelling units per hectare). b) The subject site contains several abandoned wells. Any required environmental restoration is to be undertaken prior to residential development. All existing flow lines connected to the well sites are to be removed, as this may be required to facilitate subdivision. c) At subdivision of the subject site, Municipal Reserve should be taken as cash-in-lieu. The remainder of the Deferred Reserve Caveat will carry forward on the golf course lands. d) 209 Street is intended to provide future access to the subject site. <hr/> <p>A.2 Suder Greens - Open Space (Shared Pathway)</p> <p>A shared pathway connection should be provided along the pipeline right-of-way as depicted.</p>

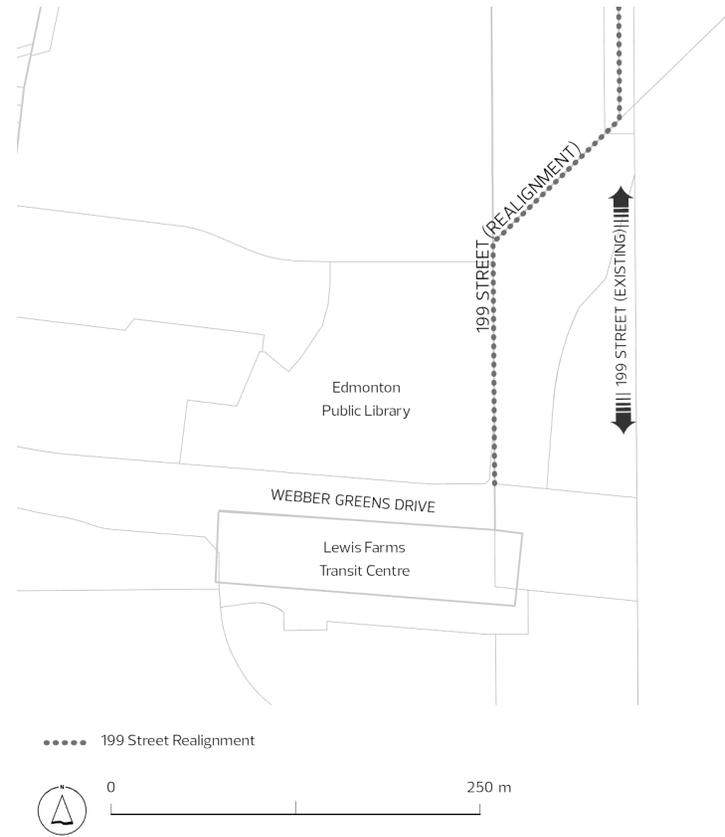


Subarea Additional or Exceptional Policy

B.1 Suder Greens - Mobility (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 - Land Use (Subject Site) The subject site (1301 Grant Way) is intended for Small Scale residential uses, following well-site reclamation.</p>
	<p>C.2 Glastonbury - Open Space (Shared Pathway) Shared pathway linkage to be provided as depicted.</p>
	<p>C.3 Glastonbury - Open Space (School Site) Glastonbury Park is designated to accommodate a public K-8 school in the west corner.</p>
D	<p>D.1 Breckenridge Greens - Open Space (Municipal Reserve) In the event that the golf course ceases to exist, Municipal Reserves are 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>

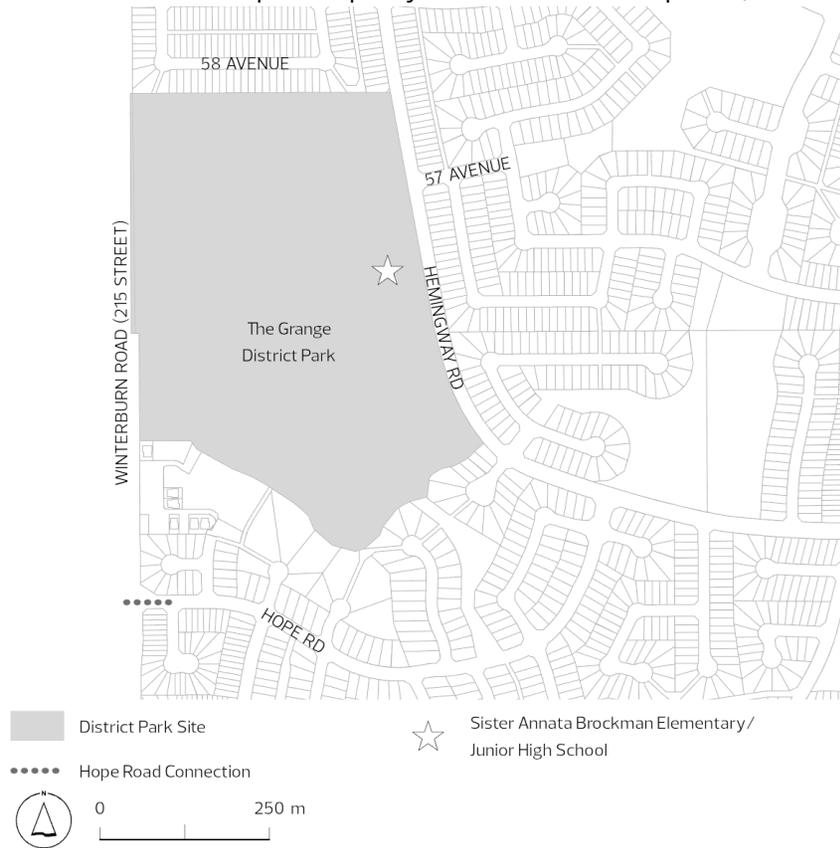


Subarea Additional or Exceptional Policy

E.1 The Hamptons - Map

For additional or exceptional policy direction in this map area, refer to the following referencing policies.

E



Subarea	Additional or Exceptional Policy
E	<p>E.2 The Hamptons - Open Space (The Grange District Park)</p> <p><i>Refer to the subject area in E.1 The Hamptons - Map above for the specific location where this policy applies.</i></p> <ul style="list-style-type: none"> a) 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. b) Should it be determined that the number of schools currently allocated for The Grange District Park (four in total) is no longer required, the Municipal Reserve adjacent to the Natural Area can be converted to a complementary open space in addition to the woodlot. In such an event, the amount of Municipal Reserve land designated for school purposes can be correspondingly reduced. c) The City and school boards have advised that an east-west roadway on the north side of the site will be built prior to either high schools' construction. This roadway is intended to provide access from 215 Street NW to a shared parking lot located between the high schools. Completion of this roadway is required with school building construction. However, if a re-evaluation of the student generation projections indicates this number of schools is not required, then the necessity for this road may be eliminated. <hr/> <p>E.3 The Hamptons - Mobility (Winterburn Road)</p> <p><i>Refer to the subject area in E.1 The Hamptons - Map above for the specific location where this policy applies.</i></p> <p>A Collector Roadway connection from Hope Road to 215 Street should be protected for, and provided with, the upgrading of Winterburn Road (215 Street).</p>

Subarea	Additional or Exceptional Policy
F	<p>F.1 The Hamptons - Open Space The school/park site located in the southeast portion of The Hamptons neighbourhood should accommodate the Bessie Nichols School and community league facilities.</p>  <p>The map shows a street grid with Hemingway Rd at the top, 204 Street on the left, 201 Street on the right, and 48 Avenue at the bottom. A large grey shaded area, labeled 'The Hamptons Community Park', is situated in the southeast. A white star, labeled 'Bessie Nichols School', is located within this shaded area. A legend below the map identifies the grey square as 'School/Park Site' and the star as 'Bessie Nichols School'. A scale bar at the bottom indicates 0 to 250 meters, and a north arrow is also present.</p>
P1	<p>P1 Hawks Ridge Neighbourhood Structure Plan For further planning direction, refer to the Hawks Ridge Neighbourhood Structure Plan and Big Lake Area Structure Plan.</p>
P2	<p>P2 Trumpeter Neighbourhood Structure Plan For further planning direction, refer to the Trumpeter Neighbourhood Structure Plan and Big Lake Area Structure Plan.</p>
P3	<p>P3 Starling Neighbourhood Structure Plan For further planning direction, refer to the Starling Neighbourhood Structure Plan and Big Lake Area Structure Plan.</p>

Subarea	Additional or Exceptional Policy
P4	<p>P4 Kinglet Gardens Neighbourhood Structure Plan For further planning direction, refer to the Kinglet Gardens Neighbourhood Structure Plan and Big Lake Area Structure Plan.</p>
P5	<p>P5 Pintail Landing Neighbourhood Structure Plan For further planning direction, refer to the Pintail Landing Neighbourhood Structure Plan and Big Lake Area Structure Plan.</p>
P6	<p>P6 Winterburn Industrial Area Structure Plan For further planning direction, refer to the Winterburn Industrial Area Structure Plan.</p>
P7	<p>P7 Secord Neighbourhood Structure Plan For further planning direction, refer to the Secord Neighbourhood Structure Plan and Lewis Farms Area Structure Plan.</p>
P8	<p>P8 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.</p>
P9	<p>P9 Stewart Greens Neighbourhood Structure Plan For further planning direction, refer to the Stewart Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan.</p>
P10	<p>P10 Webber Greens Neighbourhood Structure Plan For further planning direction, refer to the Webber Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan.</p>
P11	<p>P11 Rosenthal Neighbourhood Structure Plan For further planning direction, refer to the Rosenthal Neighbourhood Structure Plan and Lewis Farms Area Structure Plan.</p>
P12	<p>P12 Potter Greens Neighbourhood Structure Plan For further planning direction, refer to the Potter Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan.</p>
P13	<p>P13 Granville Neighbourhood Structure Plan For further planning direction, refer to the Granville Neighbourhood Structure Plan and The Grange Area Structure Plan.</p>
P14	<p>P14 Edgemont Neighbourhood Area Structure Plan For further planning direction, refer to the Edgemont Neighbourhood Area Structure Plan.</p>

Subarea	Additional or Exceptional Policy
P15	<p>P15 The Uplands Neighbourhood Structure Plan For further planning direction, refer to The Uplands Neighbourhood Structure Plan and Riverview Area Structure Plan.</p>
P16	<p>P16 Stillwater Neighbourhood Structure Plan For further planning direction, refer to the Stillwater Neighbourhood Structure Plan and Riverview Area Structure Plan.</p>
P17	<p>P17 River’s Edge Neighbourhood Structure Plan For further planning direction, refer to the River's Edge Neighbourhood Structure Plan and Riverview Area Structure Plan.</p>
P18	<p>P18 Riverview Area Structure Plan For further planning direction, refer to the Riverview Area Structure Plan.</p>
RV	<p>RV North Saskatchewan River Valley and Ravine System For further planning direction and strategic context, refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan.</p>

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