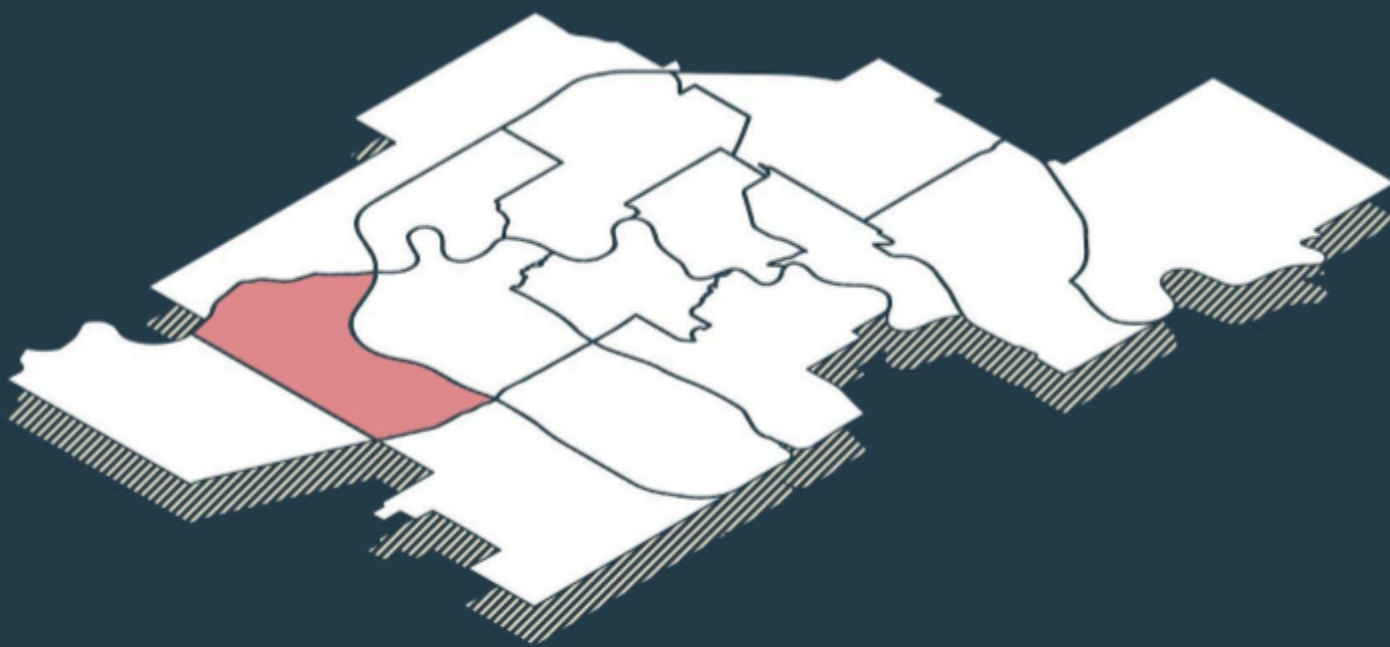


SOUTHWEST DISTRICT PLAN

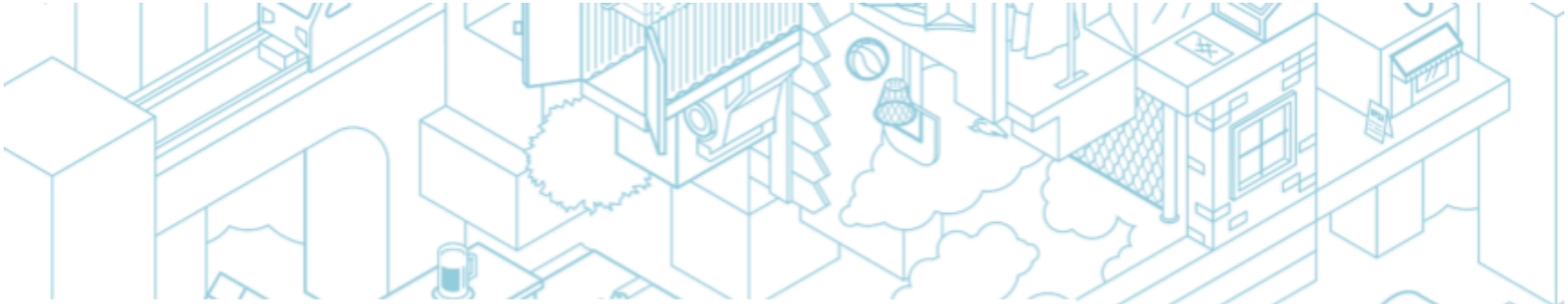
Edmonton



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

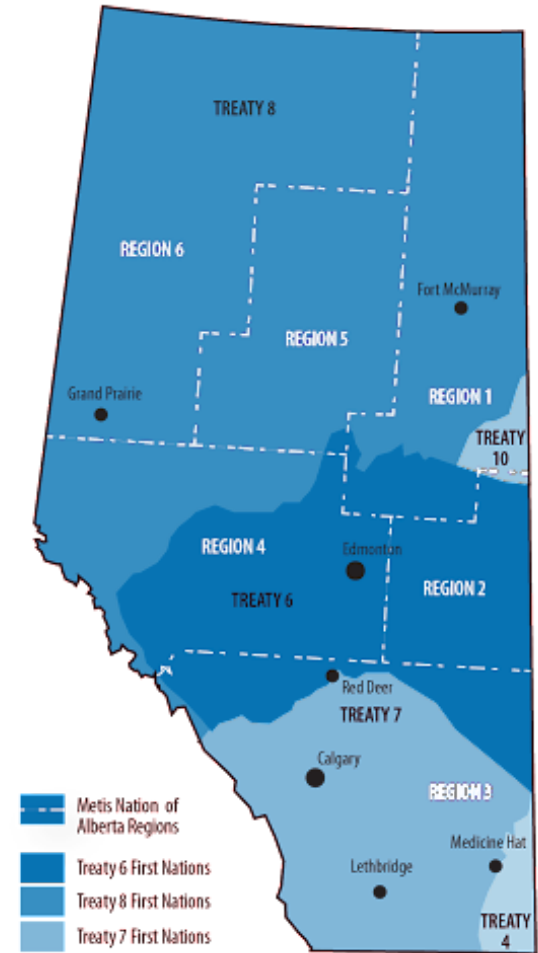
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

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 Southwest District is located within the Edmonton wards named Ipiihkoohkanipiahtsi and pihêsiwin ᐱᐢᐅᐢᐅᐢ.

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.

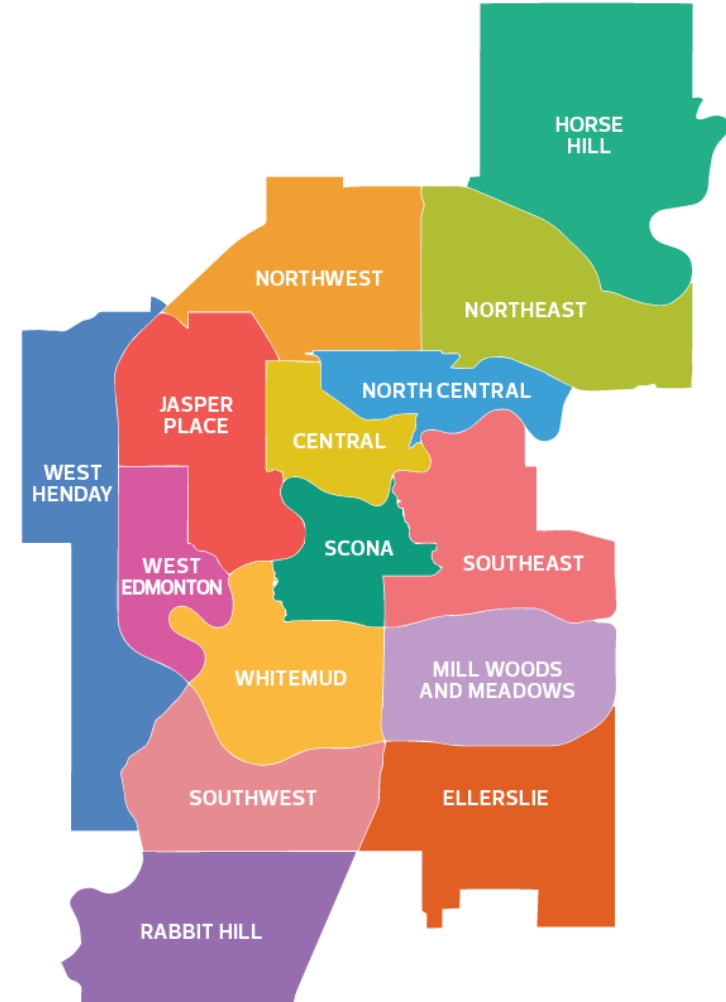
A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities 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 Southwest District is located in the southwest area of Edmonton. Nearby **Districts** include the West Henday District, Whitemud District and Ellerslie District. The Southwest District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential 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
- Keswick
- MacEwan
- Paisley
- Richford
- Rutherford
- Windermere

The Southwest District is generally bordered by Anthony Henday Drive (Highway 216) to the north, Highway 2 to the east, 41 Avenue SW to the south and the North Saskatchewan River Valley to the west.

The District includes Westpointe Ravine in the northwest corner and portions of the Whitemud and Blackmud Ravine systems. The ravines include heavily treed **Natural Areas** that form key ecological connections to the North Saskatchewan River Valley and land to the south.

At the southern end of Whitemud Ravine, near 41 Avenue SW, there is a unique geological feature that looks like exposed rock which dates back over 70 million years. The southern portion of the Blackmud Ravine is more heavily impacted by human development, however it still contains important wildlife movement areas, as well as unique and rare vegetation.

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 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 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 coal deposits in the area. Other historic resources located in the western portion of this District show the District's past agricultural function.

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. As the local economy boomed in the late 1970s, developers began securing land outside of the Transportation Utility Corridor. In 1980, the District, and 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 in 1982 and severely impacted the Edmonton area.

The District was primarily agricultural when it was added to the City of Edmonton in 1982. In the early 1990s, the Blackburn neighbourhood in the northwest corner of the District was developed, and in the late 1990s development of the Blackmud Creek neighbourhood began. The City of Edmonton assumed responsibility for planning the remaining area between Highway 2 and Whitemud Ravine. 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 (Highway 216) 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 an extension of the Capital Line - South LRT 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 LRT through the Transportation

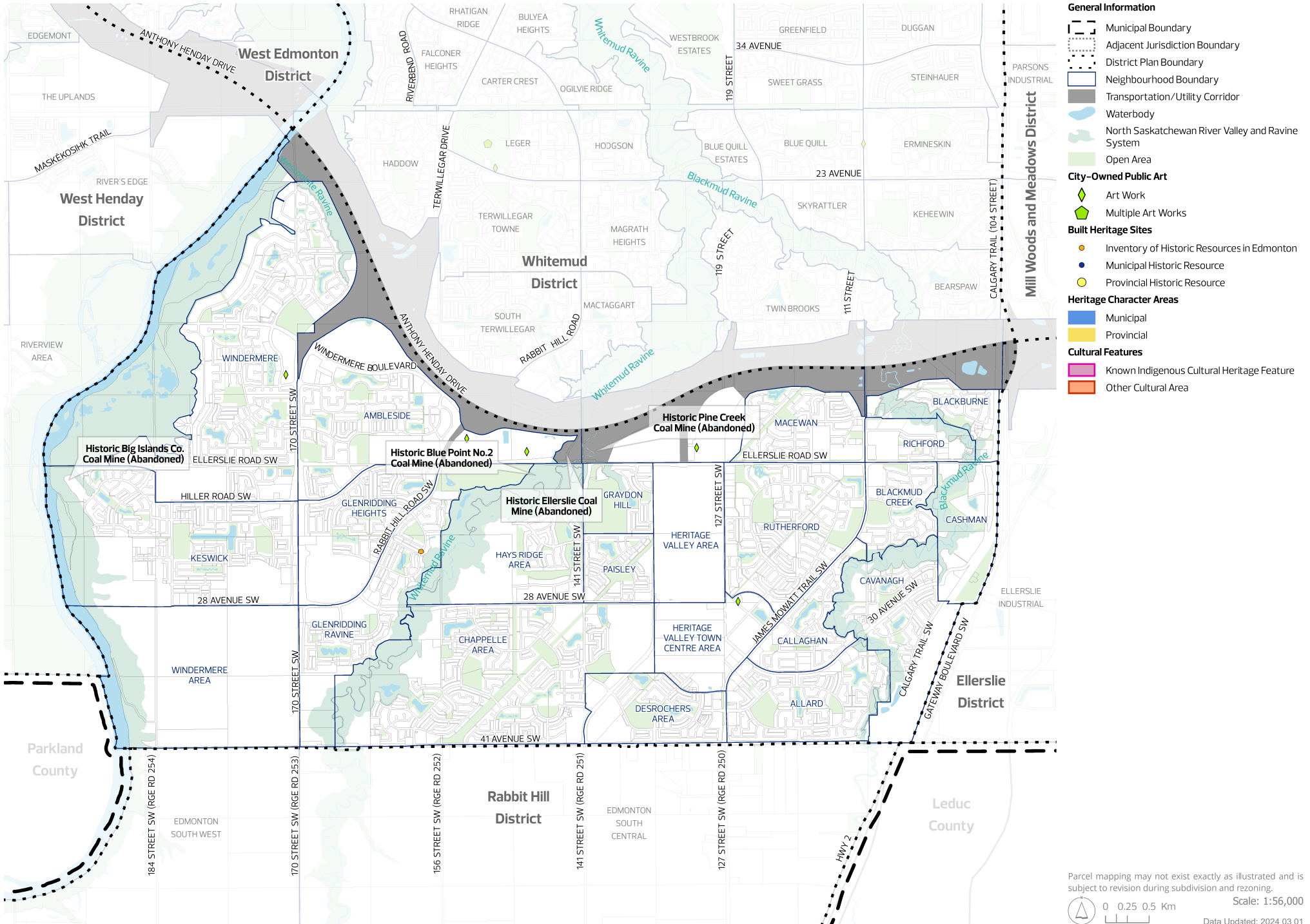
Utility Corridor and then southward through Heritage Valley west of 127 Street SW. Preliminary engineering of the extension was done in stages in the 2010s, and preliminary construction work for the segment from Century Park to Ellerslie Road SW began in 2022.

The Government of Alberta owned land located 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, City Council approved a Neighbourhood Area Structure Plan for the area which also includes a health campus, a mix of residential uses and a **Mass Transit Station**.

[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.



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, 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. 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.

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 Highway 2, an important north-south provincial highway that connects to the Edmonton International Airport, Leduc, Calgary and beyond. Major north-south connectors include 170 Street SW, which connects to Terwilligar Drive, and the east-west roads of Ellerslie Road SW and 41 Avenue SW.

Changes to access adjacent to Highway 2 are anticipated and dependent on Alberta Transportation's plans to expand Highway 2, which could potentially make improvements to the Ellerslie Road interchange, as well as build a fly-over at 25 Avenue SW. There is no confirmed timeline for this work. Additionally, the Capital Line - South LRT is anticipated to extend into the District. In the interim, the Ellerslie **Park and Ride**, located near the intersection of Heritage Valley Trail NW and Ellerslie Road SW, connects riders to **Mass Transit**.

The River Valley forms the District's western boundary. Entry into the River Valley is limited to access roads that lead to two private golf courses: River Ridge Golf and Country Club and Windermere Golf and Country Club. The significant ecological areas of Westpointe, Whitemud and Blackmud Ravines are unique features that continue to provide critical ecological functions, including regional hydrological and ecological connectivity, and core habitat areas for local and regional species within Edmonton, that will be protected during urban development. Whitemud Ravine includes the City of Edmonton's first intentional wildlife passage under Anthony Henday Drive (Highway 216).

The Southwest District neighbourhoods, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. As climate change progresses, communities along the River Valley and ravine systems within the Southwest District are vulnerable to the increased threat of wildfire. Changing temperatures, precipitation patterns and weather extremes may also impact drainage infrastructure in the District. Buildings, infrastructure and environmental assets like trees and **Natural Areas** are also vulnerable to extreme heat events. 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 Southwest District, the following statutory plans are in effect and 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 – 2011
- Richford Neighbourhood Area Structure Plan – 1999
- Windermere Area Structure Plan – 2004
 - Ambleside Neighbourhood Structure Plan – 2005
 - Glenridding Heights Neighbourhood Structure Plan – 2011
 - Glenridding Ravine Neighbourhood Structure Plan – 2016
 - Keswick Neighbourhood Structure Plan – 2010
 - Windermere Neighbourhood Structure Plan – 2006

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 Southwest District and Edmonton city-wide.

A number of residential neighbourhoods are under various stages of development. The sequence of development varies between the Neighbourhood Area Structure Plan or the Area Structure Plan areas, dependent on servicing connections and the readiness of landowners. Generally, development has moved in a north-south direction, with the southwest area being the last to develop. The Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan area, while centrally located in the District, was planned recently (2020) and will accommodate a new hospital and health campus.

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 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 key terms (capitalized and bolded in black text) are defined in the glossary in the District Policy.

3.1 Activating and Phasing Growth

The Southwest 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 neighbourhoods of Keswick, 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 in both Windermere Centre **District Node** and the Heritage Valley **Major Node**, as well as in the Ellerslie Road and James Mowatt Trail **Secondary Corridors**.

Table 1: Anticipated District Population and Employment Numbers

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](#).

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	125,000	162,000
District Employment	9,000	29,000	40,000

* 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 to 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 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 Neighbourhood Area Structure Plans, 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.

Within the Southwest District Plan, one **District Energy Opportunity Area** has been identified for implementing low carbon district energy systems. These support Edmonton's climate and district energy strategies designed to create a city-wide decarbonized district energy network that will provide low carbon energy services to connected buildings. Development of a district energy system requires coordination among many stakeholders, including multiple developers, building owners, district energy utilities and the City of Edmonton. Applicants are encouraged to contact the City of Edmonton to discuss existing and future opportunities to connect into a **District Energy Opportunity Area** and system. Progress on climate adaptation action by the City of Edmonton is tracked through annual reporting.

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.

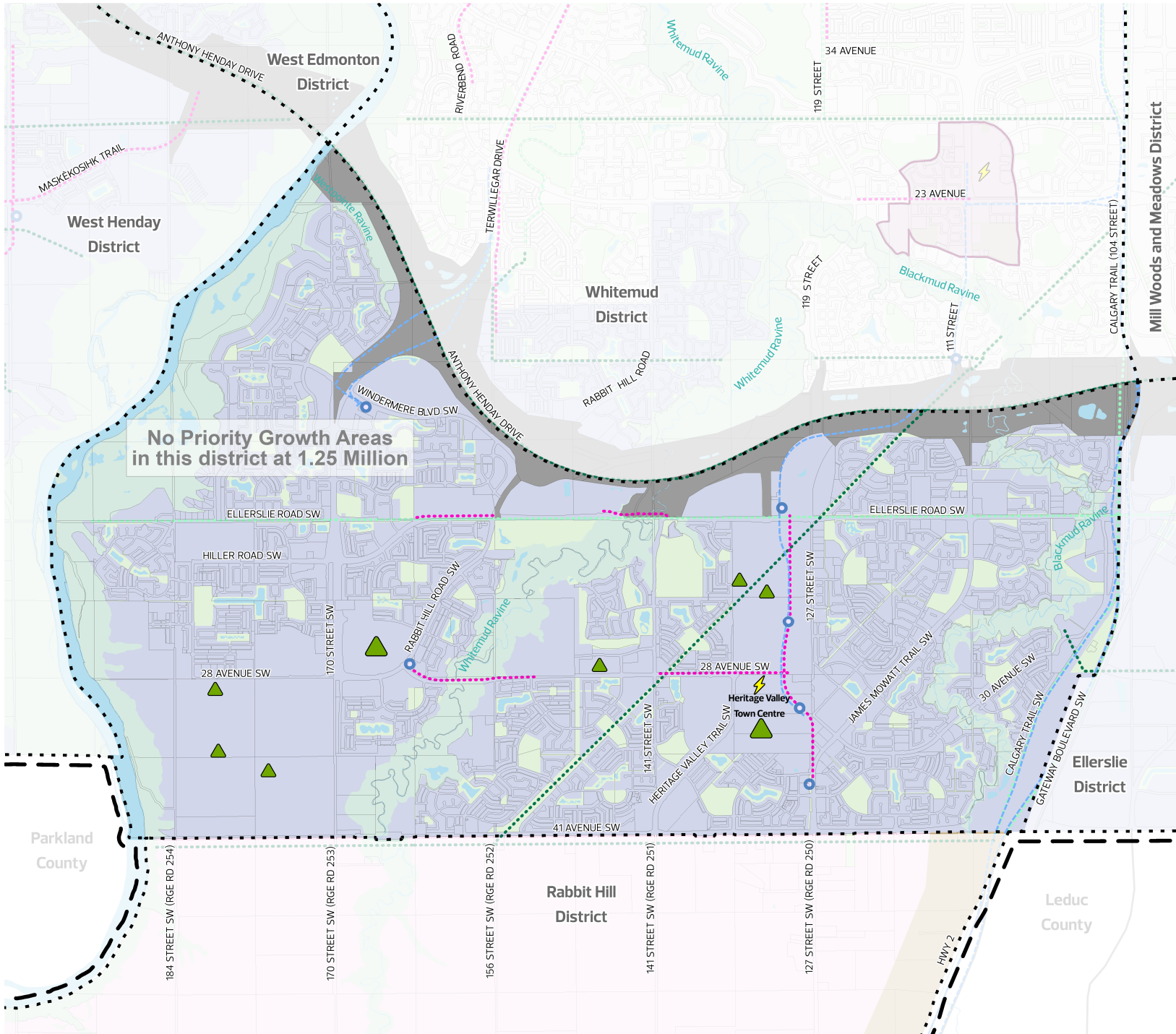
Prioritized investment is intended to support the development of **Nodes** and **Corridors** in line with The City Plan's phasing and activation approach. This approach combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan **Levers** of change (policy, partnerships, 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 Southwest District.

Map 2: Activating and Phasing Growth to 1.25 Million

The Activating 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.



No Priority Growth Areas in this district at 1.25 Million

- General Information**
 - Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Transportation/Utility Corridor
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
 - Open Area
 - Future Non-Residential Area
- Pattern Areas**
 - Redeveloping Area
 - Developing Area
 - Future Growth Area
- Priority Growth Areas**
 - Priority Growth Area
- Planned Improvements**
 - Citywide Mass Transit - Planned
 - Mass Transit Station - Planned
 - District Connector Bike Route - Planned
 - Habitat Greenway
 - Urban Greenway
- Planned Municipal Park***
 - Small (<3 ha)
 - Medium (3 ha - 10 ha)
 - Large (>10 ha)
- District Energy Opportunity Areas**
 - Current
 - Planned

*Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.

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

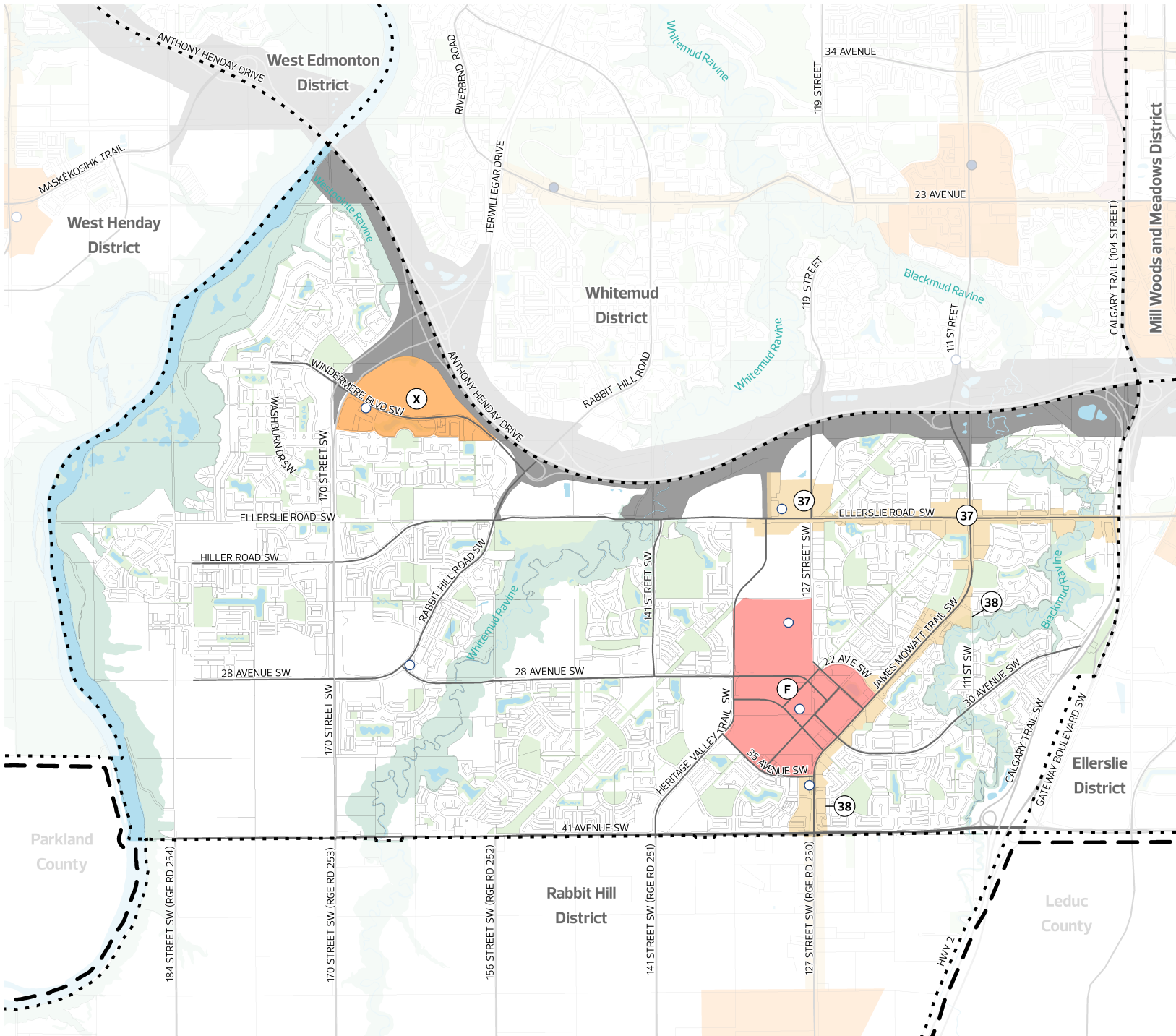
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes**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

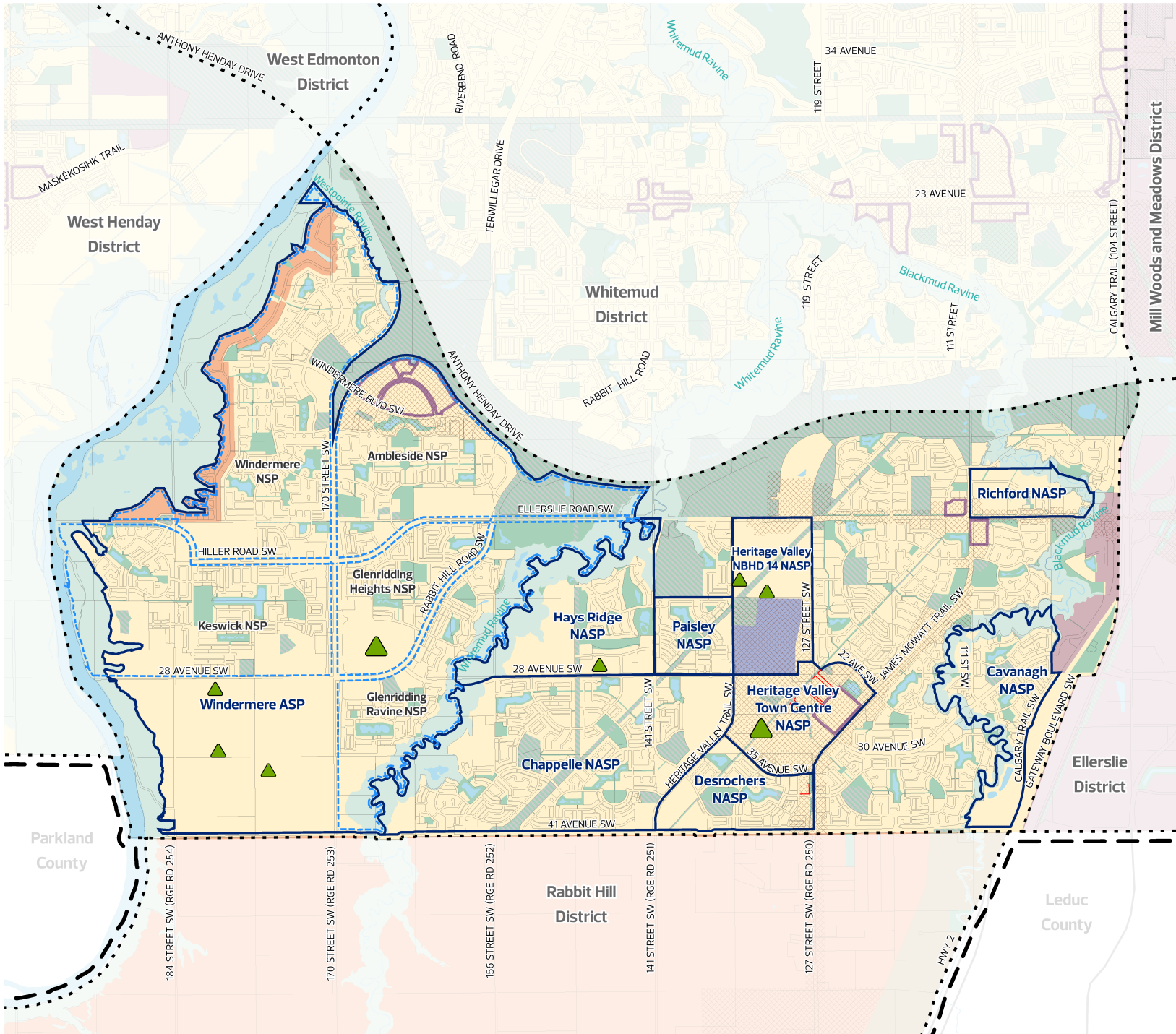
The Open Space and Natural Areas to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Green and Blue Network from The City Plan, including open space types and connections. The map features current and planned, public and privately owned open spaces 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
 - Heritage Valley
 - District Node
 - Windermere Centre
 - Primary Corridor
 - Secondary Corridor
 - Ellerslie Road
 - James Mowatt Trail

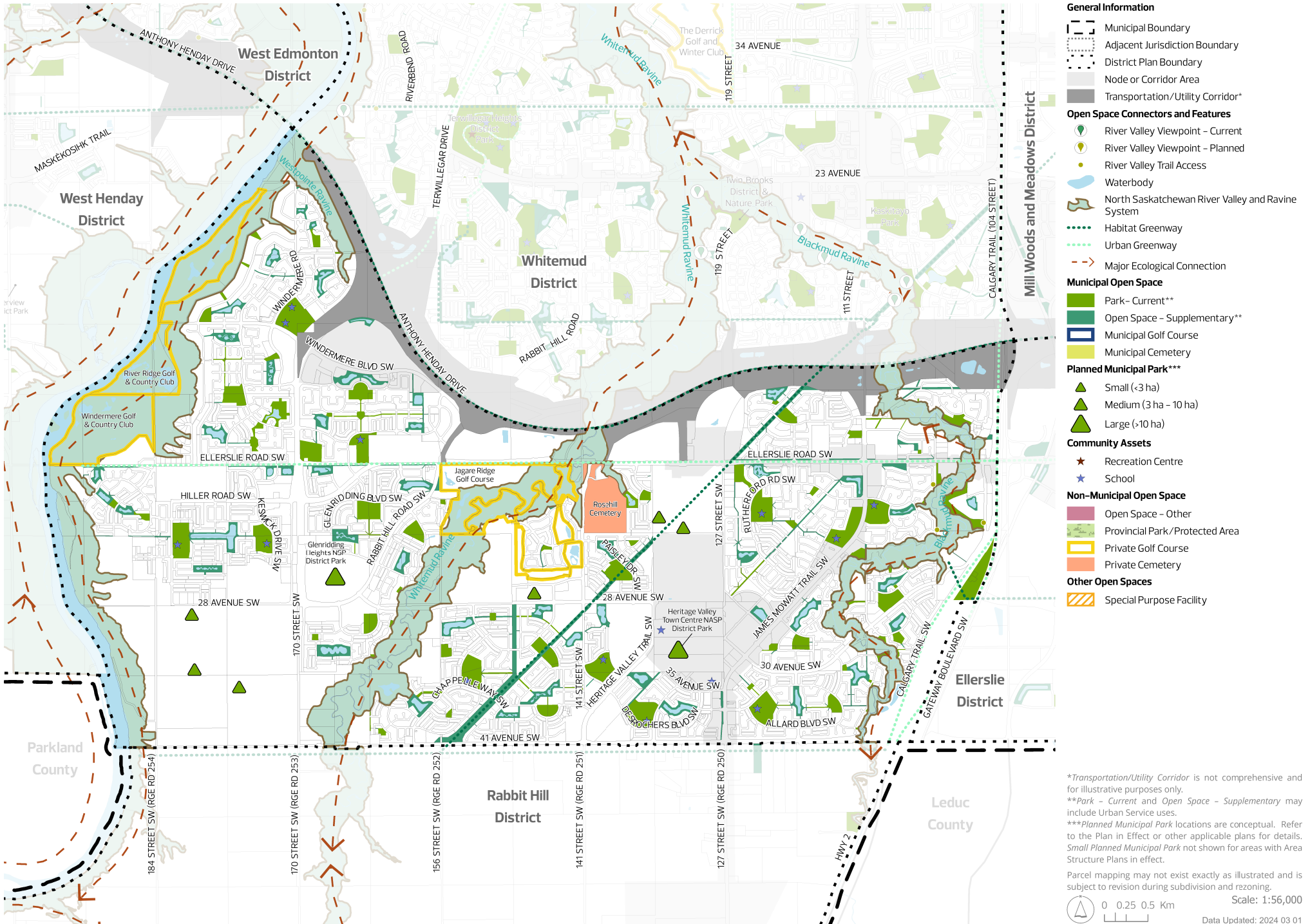
Letter/number labels as per The City Plan

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



- 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:

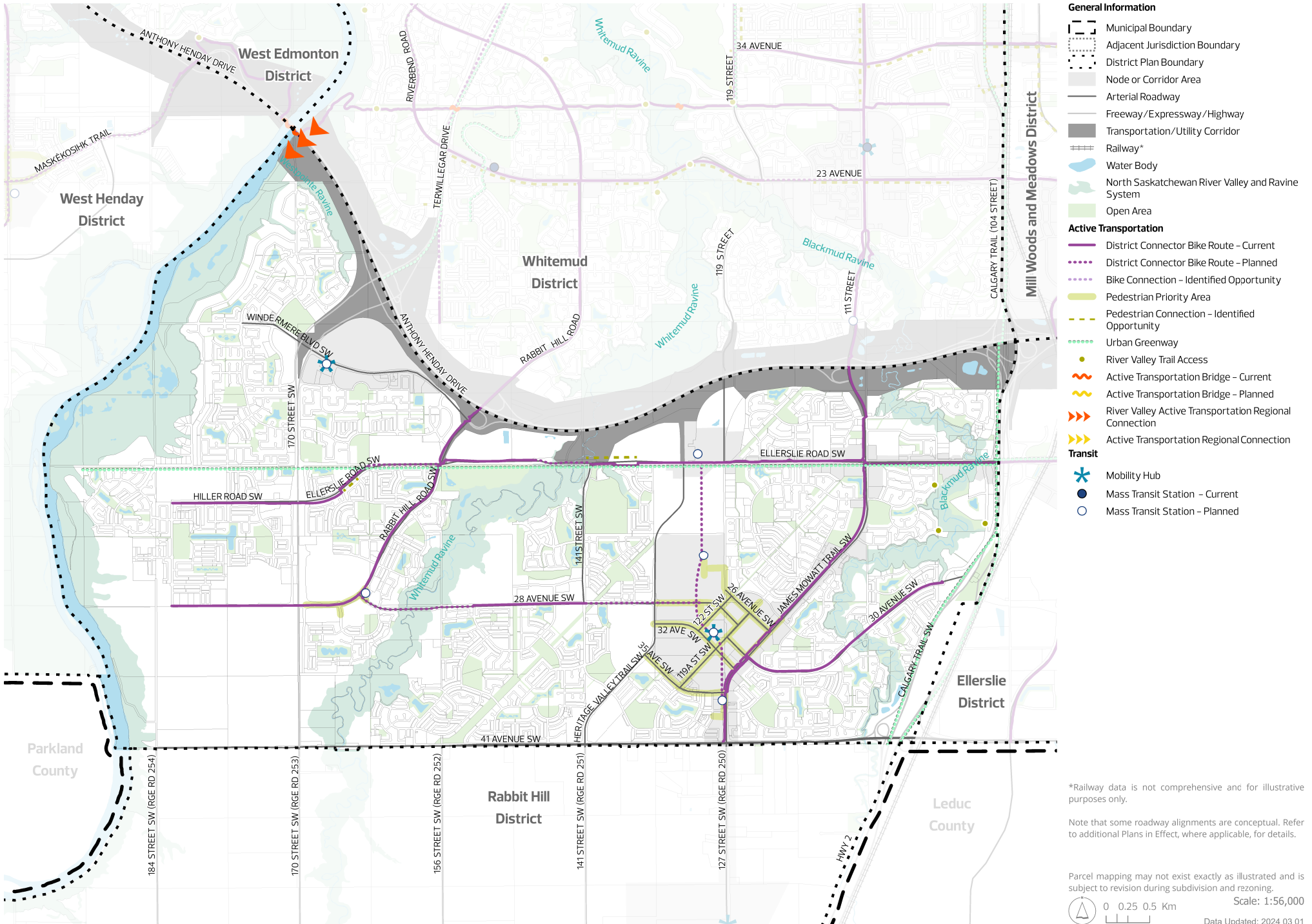
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

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.

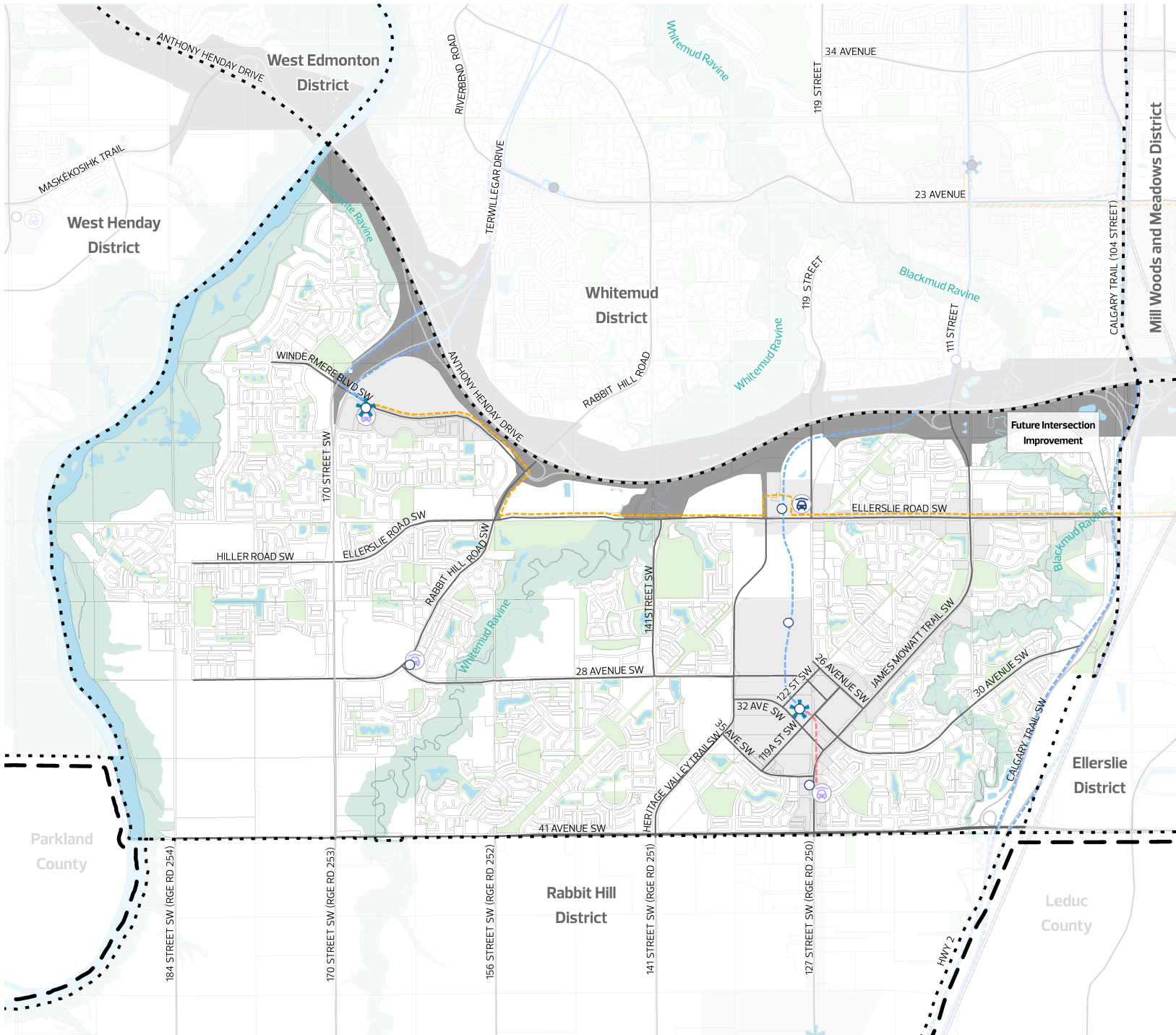


- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Node or Corridor Area
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Transportation/Utility Corridor
 - Railway*
 - Water Body
 - North Saskatchewan River Valley and Ravine System
 - Open 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.



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.

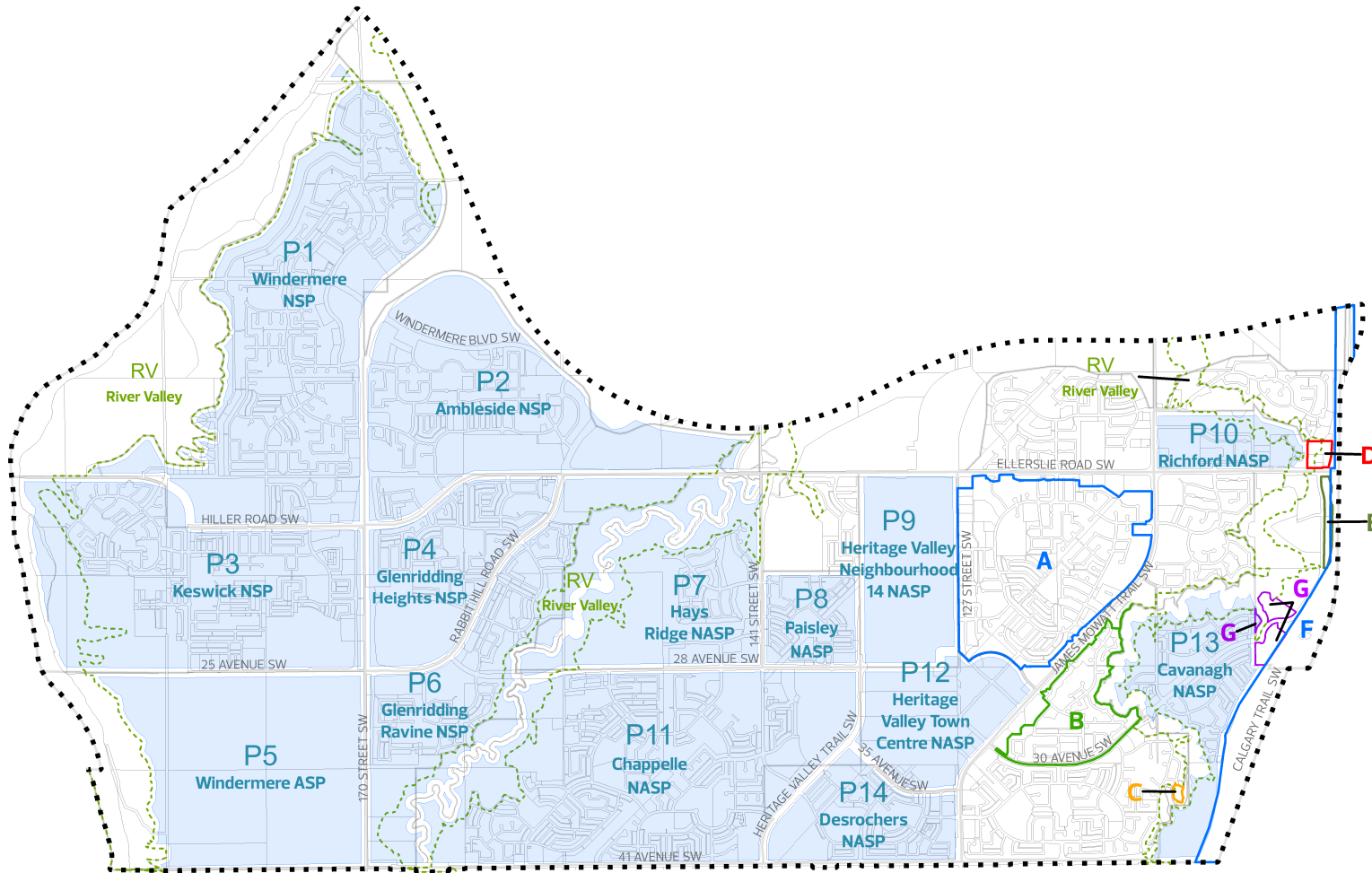
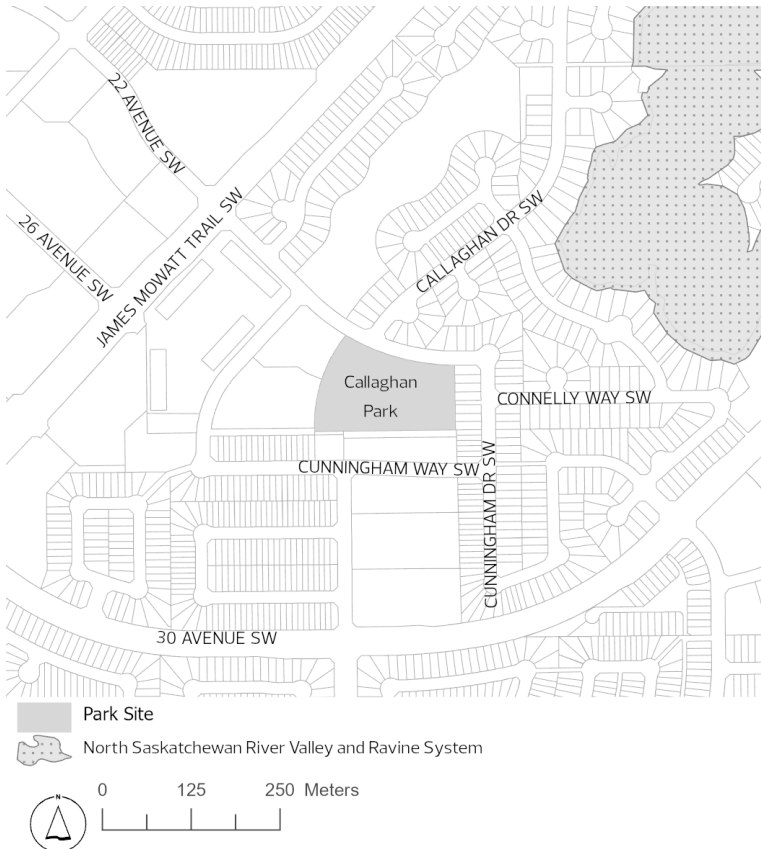


Table 2: Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A.1 Rutherford - Open Space (Community League Site) The Rutherford neighbourhood should accommodate school/park sites for educational and community league facilities.</p>
B	<p>B.1 Callaghan - Open Space (Community League Site) The subject site/park site should accommodate playing fields and a community league building site.</p> 

Subarea Additional or Exceptional Policy

C

C.1 Allard - Open Space (Top-of-Bank Walkway)

Upon redevelopment of the subject site, a top-of-bank walkway 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 percent of the above-grade value of the structure. Redevelopment excludes any residential renovations or additions to the existing single-detached dwelling).*



Subarea Additional or Exceptional Policy

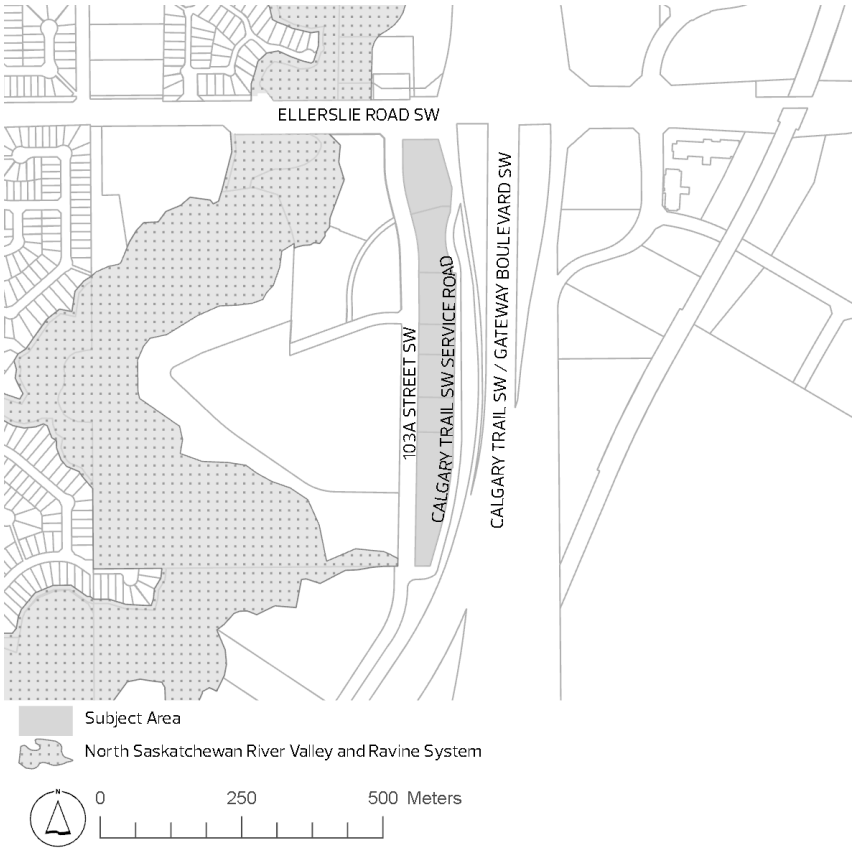
D.1 Calgary Trail/Ellerslie Road - Mobility (Access)

No additional access or commercial development permitted at the subject site.

See **item G.5** below for additional information.

D



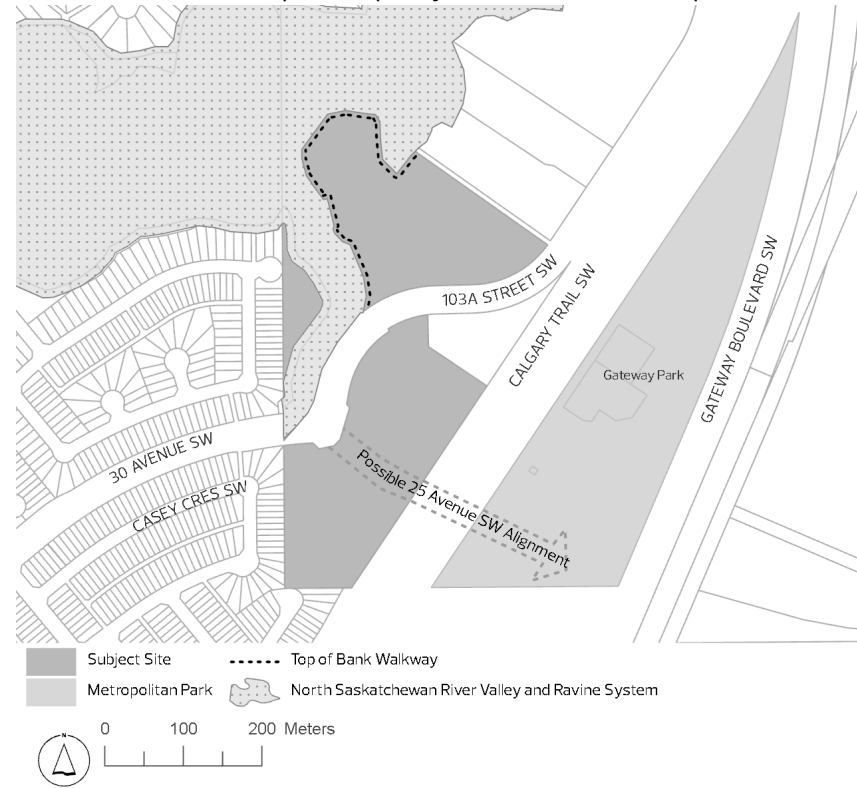
Subarea	Additional or Exceptional Policy
E	<p>E.1 Cashman - Mobility (Service Road Access) All site access from the subject area should be provided by 103A Street SW. All properties with existing access onto Calgary Trail SW Service Road are required to shift access to 103A Street SW either at the time 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 SW interchange are made by Alberta Transportation.</p> 
F	<p>F.1 Calgary Trail Area - Land Use (Urban Design) Improve the image of the main south entrance to the City by encouraging high-quality development within view from Calgary Trail, including:</p> <ul style="list-style-type: none"> a) Orienting building entrances and facades towards Calgary Trail; and b) Locating parking and service areas away and screening them from Calgary Trail and adjacent residential areas.

Subarea	Additional or Exceptional Policy
F	<p>F.2 Calgary Trail Area - Land Use (Signage) Improve 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; b) Discouraging the use of portable signs; and c) Discouraging the use of freestanding billboards, including digital billboards. <hr/> <p>F.3 Calgary Trail Area - Highway 2 Corridor Design Guidelines For further planning direction refer to the Highway 2 Corridor Design Guidelines.</p>

Subarea Additional or Exceptional Policy

G1. Cashman Area - Map

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



G

G.2 Cashman - Land Use (Industrial/Commercial Non-Compete)

Refer to the subject area in G1. Cashman Area - Map above for the specific location where this policy applies.

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 Business Employment Zoning or a Direct Development Control Provision based generally on selected uses from the Business Employment Zone.

Subarea	Additional or Exceptional Policy
G	<p>G.3 Cashman - Open Space (Top-of-Bank Walkway) <i>Refer to the subject area in G1. Cashman Area - Map above for the specific location where this policy applies.</i></p> <p>Development of the subject site should include a top-of-bank walkway and is subject to relevant development setbacks in accordance with the Top-of-Bank Policy and geotechnical information at the time of zoning and subdivision.</p>
	<p>G.4 Cashman - Mobility (Transportation Impact Assessment) <i>Refer to the subject area in G1. Cashman Area - Map above for the specific location where this policy applies.</i></p> <p>Development limits are in place for Cashman based on Traffic Impact Assessments completed for the neighbourhood. As a result, development of the subject site should not be supported without an updated Traffic Impact Assessment (TIA). The TIA must include analysis of traffic operations on Ellerslie Road SW and the Ellerslie Road SW – Gateway Boulevard SW interchange. Additional development of this parcel is intended to require the construction of a Collector Roadway connection to 25 Avenue SW.</p>
	<p>G.5 Calgary Trail Area - Mobility (Functional Planning Study) <i>Refer to the subject area in G1. Cashman Area - Map above for the specific location where this policy applies.</i></p> <p>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 SW and 41 Avenue SW. It is expected that 25 Avenue SW will be a “fly-over” with no connection to Calgary Trail SW/Gateway Boulevard SW.</p>
P1	<p>P1 Windermere Neighbourhood Structure Plan For further planning direction, refer to the Windermere Neighbourhood Structure Plan and Windermere Area Structure Plan.</p>
P2	<p>P2 Ambleside Neighbourhood Structure Plan For further planning direction, refer to the Ambleside Neighbourhood Structure Plan and Windermere Area Structure Plan.</p>
P3	<p>P3 Keswick Neighbourhood Structure Plan For further planning direction, refer to the Keswick Neighbourhood Structure Plan and Windermere Area Structure Plan.</p>
P4	<p>P4 Glenridding Heights Neighbourhood Structure Plan For further planning direction, refer to the Glenridding Heights Neighbourhood Structure Plan and Windermere Area Structure Plan.</p>
P5	<p>P5 Windermere Area Structure Plan For further planning direction, refer to the Windermere Area Structure Plan.</p>

Subarea	Additional or Exceptional Policy
P6	<p>P6 Glenridding Ravine Neighbourhood Structure Plan For further planning direction, refer to the Glenridding Ravine Neighbourhood Structure Plan and Windermere Area Structure Plan.</p>
P7	<p>P7 Hays Ridge Neighbourhood Area Structure Plan For further planning direction, refer to the Hays Ridge Neighbourhood Area Structure Plan.</p>
P8	<p>P8 Paisley Neighbourhood Area Structure Plan For further planning direction, refer to the Paisley Neighbourhood Area Structure Plan.</p>
P9	<p>P9 Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan For further planning direction, refer to the Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan.</p>
P10	<p>P10 Richford Neighbourhood Area Structure Plan For further planning direction, refer to the Richford Neighbourhood Area Structure Plan.</p>
P11	<p>P11 Chappelle Neighbourhood Area Structure Plan For further planning direction, refer to the Chappelle Neighbourhood Area Structure Plan.</p>
P12	<p>P12 Heritage Valley Town Centre Neighbourhood Area Structure Plan For further planning direction, refer to the Heritage Valley Town Centre Neighbourhood Area Structure Plan.</p>
P13	<p>P13 Cavanagh Neighbourhood Area Structure Plan For further planning direction, refer to the Cavanagh Neighbourhood Area Structure Plan.</p>
P14	<p>P14 Desrochers Neighbourhood Area Structure Plan For further planning direction, refer to the Desrochers Neighbourhood 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.