

# Southwest District Plan

Draft 2022

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## Land Acknowledgement

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

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

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

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

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# 1. Introduction to District Plans

During conversations held to create The City Plan, Edmontonians said that as the city gets bigger and welcomes more people, it will be increasingly important to create a "community of communities". People want to live and work closer to a range of destinations, services and amenities that are accessible within a 15-minute walk, bike or bus ride and to meet as many of their daily needs as possible locally. They want to spend more time in their neighbourhood, support local businesses, reduce greenhouse gas emissions and enjoy good physical and mental health.

That is why The City Plan established a network of districts and defines them as "diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs. They connect residential and non-residential opportunities and enhance the ability for more Edmontonians to live locally because places and spaces are close at hand and easy to get to. Districts are unique based on where they are and what they contain." (The City Plan, page 34).

District plans will help implement The City Plan by creating a community of communities and improving connection, accessibility and quality of life at a local level. District plans lay the foundation for the "15-minute city" and will help deliver services and amenities closer to where people live. However, they cannot be considered perfectly self-contained. Within a district there could be multiple centres that exist or emerge around different areas of activity, and people living or working near the edge of a district may be best served by amenities to the district next to them for their 15-minute needs. What is important is that people have access to what they need on a daily basis and that district planning encourages this through analysis at an appropriate scale for areas sharing common planning issues and development influences.

District plans consist of 16 separate bylaws:

- The District General Policy (DGP), which contains citywide policy direction applicable to places and features found in all districts, and
- 15 district plans, which include context, maps, additional policy direction and growth activation information for each district.

Together, these documents provide a flexible framework to accommodate Edmonton's growth to 1.25 million people. They will inform city building decisions by civic administration, business, civil society and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

District plans are the principal policy documents guiding the physical changes to the city described in the The City Plan, with a focus on planning and design, mobility and growth management systems. While The City Plan guides the city's growth to 2 million residents, district plans primarily address the first phase of The City Plan, growth to 1.25 million residents.

The plans are intended to adapt over time to accommodate our growing population, shifting environment and emerging priorities. More detailed information may be added to the District General Policy or to specific district plans as additional land use planning is completed. Major amendments to update district plans will be undertaken when the City's population approaches 1.25 million.

## 1.1. How to use District Plans

Consult the **District General Policy** for direction that applies citywide, including the policies that apply to specific map layers. A glossary is also provided to define terms and to orient readers between maps and policies for key concepts.

Within the **district plan**, consult **Figures 6.1-6.10** (section 6) to determine important information about sites and areas. These maps contain information on intended land uses, constraints to development, nearby amenities and infrastructure investments, among other topics. Review the policy table (section 4) of the district plan for exceptions and additions to the general policy applied to specific areas within the district. Section 5 provides information on where and how the City is using its levers of change to support growth. Sections 2 and 3 describe the district's history, its current context and the intentions for the district as it grows.

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

## 1.2. Authority and Relationship to Other Plans

Each district plan and the District General Policy is an additional statutory plan as described under section 635.1 of The City of Edmonton Charter, 2018 Regulation and has been prepared in accordance with Section 636 of the Municipal Government Act.

In the event of a conflict between a district plan's policy table (Section 4) and the District General Policy, the district plan policy table shall prevail.

District plans are subject to the Municipal Development Plan, Areas Structure Plans (ASPs) and Area Redevelopment Plans (ARPs). However, ASP and ARP amendments must be consistent with the relevant district plan and District General Policy.

ASPs and Neighbourhood Structure Plans (NSPs) will continue to be used to provide guidance to ensure the orderly, first-generation development of Developing and Future Growth Areas. New geographic plans must be consistent with the district plan applicable to the area and the District General Policy.

District plans support the outcomes of the Regional Growth Plan through subsequent area and local planning. New ASPs and ARPs, or future amendments to these, will still be subject to the Regional Evaluation Framework (REF) process as guided by the [REF Toolkit](#) (the Toolkit). Where no ASP, NSP or ARP is in effect, district plan amendments will be subject to the REF process as guided by the Toolkit.

### 1.3. Relationship to the Zoning Bylaw

district plans, in conjunction with other applicable statutory plans, will provide guidance to inform the use of discretion under the Zoning Bylaw and to inform rezoning decisions.

It is recognized that Council has the authority to zone as Direct Control Provisions. Direct Control Provisions that were approved prior to [DATE OF PASSAGE OF DISTRICT GENERAL POLICY], shall not be subject to the District General Policy and applicable district plan. Any Direct Control Provisions approved following [DATE OF PASSAGE OF DISTRICT GENERAL POLICY] will be subject to and align with the District General Policy and applicable district plan.

### 1.4. Monitoring and Amendments

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

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## 2. District Context

### 2.1. Physical Context

The Southwest District is located in the southwest area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Nearby districts include Whitemud District, Ellerslie District and Rabbit Hill District (see **Figure 6.1: Citywide Context**). Southwest District, exempting the Anthony Henday, includes the following neighbourhoods:

- Allard
- Ambleside
- Blackburne
- Blackmud Creek
- Callaghan
- Cashman
- Cavanagh
- Chappelle Area
- Desroches Area
- Graydon Hill
- Glenriding Heights
- Glenriding Ravine
- Hays Ridge Area
- Heritage Valley Area
- Heritage Valley Town Centre Area
- Keswick
- Macewan
- Paisley
- Richford
- River Valley Windermere
- Rutherford
- Windermere
- Windermere Area

The Southwest District is generally bordered by Anthony Henday Drive (Highway 216) to the north, Highway QE2 to the east and 41 Avenue SW to the south. These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas. The district is bordered by the North Saskatchewan River to the west.

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



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

## 2.2. Historical Context

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

The east portion of Southwest District includes land originally reserved for the Papaschase Cree Band following the signing of Treaty Six in 1876. In response to settler demands for land access and resources, federal politicians and land agents forced the surrender of the Papaschase Indian Reserve lands in 1888. Remaining First Nation families were forced to relocate to other reserves or given land title for private land ownership. Following the forced surrender of Papaschase reserve lands, the area was opened to Euro-Canadian settlement and agricultural development.

Heritage Valley is considered to have moderate to high historical resource potential around Whitemud and Blackmud Creeks with intact buried deposits existing in the area. Other historic resources located in the western portion of this district show the district's past agricultural function and includes a few farmhouses and a grain elevator.

The district's land area was annexed from Leduc County in 1982 which brought existing country residential surrounding Whitemud and Blackmud Ravines into Edmonton's municipal authority. The majority of the planning in the Southwest District was triggered by the anticipated residential demand in the Edmonton region in 2008. The Government of Alberta owned land north of 28 Avenue SW between 127 Street SW and 141 Street SW and leased a portion of this land to the University of Alberta's Experimental Farms for agricultural research and development purposes until 2011.

## 2.3. Development Context

Lands within this district are primarily planned for residential use and are in various stages of first-generation urban development. These include a mix of residential areas interspersed with commercial sites (primarily along arterial roadways), school sites and natural areas.

The district is connected to two important regional transportation corridors: Anthony Henday Drive and Queen Elizabeth Highway II (QEII). Both are provincial highways that connect Edmonton to surrounding municipalities and other highways. Other major connections within this district include the 170 Street SW expressway, James Mowatt Trail SW and Ellerslie Road SW arterials. These transportation routes connect to adjacent districts and to other parts of the city.

This district contains one ASP and eight Neighbourhood Area Structure Plans (NASPs), which were adopted to provide planning direction for these areas. The Windermere ASP (2004) itself contains six NSP areas, five of which have been approved. The NASPs include: Richford (1999), Chappelle (2008), Desrochers (2010), Paisley (2011), Hays Ridge (2012), Cavanagh (2013), Heritage Valley Town Centre (2009) and Heritage Valley Neighbourhood 14 (2020).

A portion of the Edmonton river valley and ravine system is included within this district plan and is guided by the North Saskatchewan River Valley Area Redevelopment Plan (1985) and Ribbon of Green strategic plan (2020). Ribbon of Green is intended to guide appropriate public use and enjoyment of the River Valley and to protect ecologically sensitive areas within the Southwest District and across Edmonton.

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

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

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## 3. City Plan Direction

### 3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Southwest District will experience significant population growth in the areas with active NSPs and NASPs. The primary location for this growth will be in the Keswick and Chappelle areas, with continued development throughout most areas of this actively developing district. As these neighbourhoods are built, parks, schools and services will be added to provide local amenities.

Modest growth in the vicinity of the Windermere Centre District Node, and along the Ellerslie and James Mowatt Trail corridors is anticipated, as most of these areas have been developed in recent years. Development in the Heritage Valley Major Node will be catalyzed by the introduction of the new hospital. Beyond the 1.25 million population horizon this node will build out with a larger health campus and the Heritage Valley Town Centre. Already, development of the District Park is underway with the development of Dr. Anne Anderson High School, providing programmed recreational and open space opportunities.

Mass Transit connections will be provided to both the District and Major Nodes. Connections to Windermere Centre District Node will come via Terwillegar Drive to Windermere Boulevard. The Heritage Valley Major Node will be served by mass transit connections along Ellerslie Road and through extension of the Capital Line, including construction of LRT stations at the current Ellerslie Park and Ride site, the new hospital site and the future Heritage Valley Town Centre. Within Cashman neighborhood, changes to access are anticipated with Alberta Transportation's plans to expand the QEII and/or make improvements to the Ellerslie Road interchange. It should be noted there is no confirmed timeline for this work.

Employment growth is expected to occur mainly in the Windermere Centre District Node and the Heritage Valley Major Node, as well as in the Ellerslie Road and James Mowatt Trail corridors.

See **Figure 6.5: Direction to 1.25 Million** for additional information. **Table 3.1** provides population and jobs estimates for the Southwest District at different citywide population thresholds.

Table 3.1 - District Population and Jobs Estimates

	2020 estimate	Future State (1.25 Million citywide population)	City Plan Vision (2 Million citywide population)
District Population	60,000	141,000	175,000
District Jobs	9,000	26,000	40,000

## 3.2. Growth to 2 Million

**Figure 6.4: Vision at 2 Million** captures how the Southwest District is expected to continue to evolve beyond the immediate population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches 2 million people.

Beyond Edmonton's 1.25 million population, the district will experience additional development, such as:

- Enhanced opportunities for more job activity within the Nodes and Corridors.
- Full build-out of the Heritage Valley Major Node, which will include a new hospital and health campus, the mixed use Heritage Valley Town Centre and adjacent district park.
- The creation and strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods.
- Selective redevelopment along Ellerslie Road, which will provide an important link between the Windermere Centre District Node and Heritage Valley Major Node. Ellerslie Road contains some large sites which offer the possibility for job and/or population growth through comprehensive development or redevelopment.
- The building out of remaining planned residential areas, under the approved ASPs and NASPs, which are expected to complete development by the time Edmonton reaches 1.75 million city population.

This development will be supported by investments in open space and urban greenways to complement existing greenways along utility corridors, as well the preservation and enhancement of important natural areas such as Whitemud Creek.

## 4. District Specific Policy Guidance

In general, planning guidance for this district should be interpreted according to how and where the features in **Figures 6.5 to 6.9** of this district plan apply to the district, while consulting the relevant sections of the District General Policy for direction and interpretation of these features. This section outlines the interpretation and application of specific policies that should be considered in addition to what is written in the District General Policy. Reference **Figure 4.1** and **Table 4.1** to identify where and which specific policy applies in this district.

**Figure 4.1** divides the district into subareas for the purposes of providing specific policy direction from **Table 4.1**. The subareas reflect nodes, corridors, substantial open spaces, residential and employment areas. The divisions are intended to organize and reference policy direction geographically and do not necessarily reflect specific land designation.

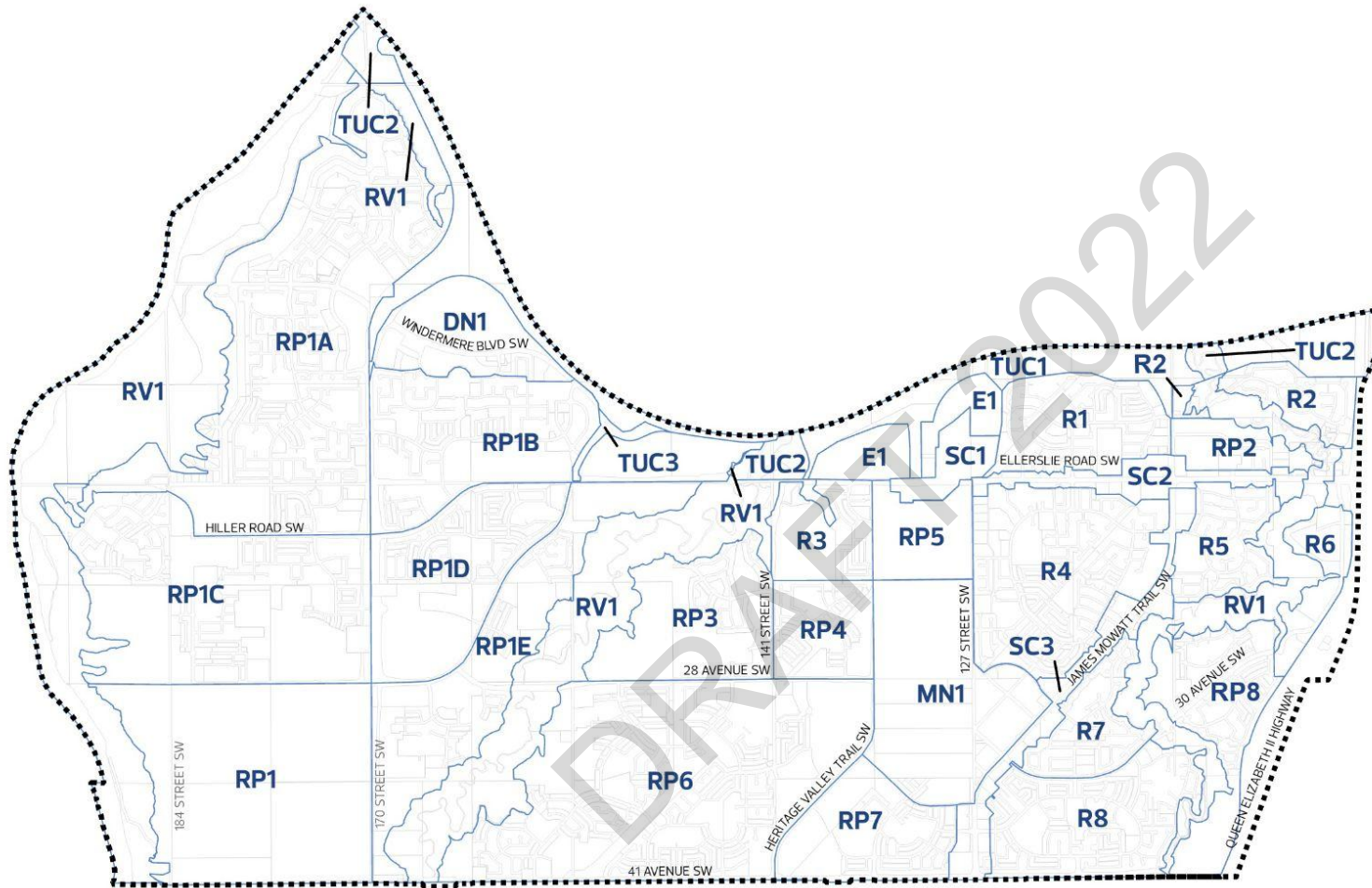
**Table 4.1** lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

Any retained ARPs, ASPs, NSPs, or other geographic plans listed in **Table 4.1** shall be read harmoniously and will co-exist with the District General Policy and this district plan. These policies are included for their detailed direction and geographic coverage, because they align to or exceed The City Plan policy, or because they have not completed their function to guide local planning decisions. **Any discrepancy between the district plan and these plans shall be interpreted in favour of the latter.**

Where no specific policy applies in **Table 4.1** for a particular subarea, that subarea will refer to the district plan and District General Policy for overall policy guidance.

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.3.

Figure 4.1 - Southwest Subarea Figure for District Specific Policy Table Reference



- MN = Major Node
- DN = District Node
- SC = Secondary Corridor
- RP = Residential Area with Plan
- R = Residential Area
- EP = Employment Area with Plan
- E = Employment Area
- RV = River Valley
- TUC = Transportation Utility Corridor

Table 4.1 - District Specific Policy

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN1	South Hospital-Heritage Valley Major Node (Heritage Valley Town Centre NASP and portion of Heritage Valley Neighbourhood 14 NASP)	MN-1 For further planning direction refer to the Heritage Valley Town Centre NASP and to the Heritage Valley Neighbourhood 14 NASP for portions of this node where they are in effect.	1.2 Authority and relationship to other plans
DN1	Windermere Centre District Node (portions of Ambleside NSP)	DN1-1 For further planning direction refer to the Ambleside NSP for portions of this node where it is in effect.	1.2 Authority and relationship to other plans
SC2	Ellerslie Road Secondary Corridor (portion of Heritage Valley Area, MacEwan, Rutherford, Richford, Blackburne, Blackmud Creek, Cashman neighbourhoods)	SC2-1 For further planning direction refer to the Richford NASP for portions of this corridor where it is in effect.	1.2 Authority and relationship to other plans OR 2.3.1 General Policy for All Nodes and Corridors; 2.3.5 Secondary Corridors
SC3	James Mowatt Trail Secondary Corridor (portion of Rutherford, Blackmud Creek, Callaghan, Allard, Desrochers neighborhoods)	SC3-1 For further planning direction refer to the Desrochers NASP for portions of this corridor where it is in effect.	1.2 Authority and relationship to other plans OR 2.3.1 General Policy for All Nodes and Corridors; 2.3.5 Secondary Corridors
R4	Portion of Rutherford neighbourhood	<b>R4-1 Community League Site</b> The Rutherford neighbourhood will accommodate school/park sites for educational and community league facilities.	2.5 Open Space and Natural Areas
RP1	Portion of Windermere ASP	RP1-1 For further planning direction refer to the Windermere ASP.	1.2 Authority and relationship to other plans

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
RP1A	Windermere NSP (portion of the Windermere ASP)	RP1A-1 For further planning direction refer to the Windermere NSP	1.2 Authority and relationship to other plans
RP1B	Ambleside NSP (portion of the Windermere ASP)	RP1B-1 For further planning direction refer to the Ambleside NSP	1.2 Authority and relationship to other plans
RP1C	Keswick NSP (portion of the Windermere ASP)	RP1C-1 For further planning direction refer to the Keswick NSP	1.2 Authority and relationship to other plans
RP1D	Glenridding Heights NSP (portion of the Windermere ASP)	RP1D-1 For further planning direction refer to the Glenridding Heights NSP	1.2 Authority and relationship to other plans
RP1E	Glenridding Ravine NSP (portion of the Windermere ASP)	RP1E-1 For further planning direction refer to the Glenridding Ravine NSP	1.2 Authority and relationship to other plans
RP2	Richford NASP (portion of Richford neighbourhood)	RP2-1 For further planning direction refer to portions of the Richford NASP where it is in effect.	1.2 Authority and relationship to other plans
RP3	Hays Ridge NASP (portion of Hays Ridge Area neighbourhood)	RP3-1 For further planning direction refer to the Hays Ridge NASP	1.2 Authority and relationship to other plans
RP4	Paisley NASP (portion of Paisley neighbourhood)	RP4-1 For further planning direction refer to the Paisley NASP	1.2 Authority and relationship to other plans
RP5	Heritage Valley Neighbourhood 14 NASP (portions of Heritage Valley Area neighbourhood)	RP5-1 For further planning direction refer to portions of the Heritage Valley Neighbourhood 14 NASP where it is in effect.	1.2 Authority and relationship to other plans
RP6	Chappelle NASP (portions of Chappelle Area neighbourhood)	RP6-1 For further planning direction refer to the Chappelle NASP	1.2 Authority and relationship to other plans



Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
RP7	Desrochers NASP (portions of Desrochers Area neighbourhood)	RP7-1 For further planning direction refer to portions of the Desrochers NASP where it is in effect	1.2 Authority and relationship to other plans
RP8	Cavangh NASP (portions of Cavanagh neighbourhood)	RP8-1 For further planning direction refer to the Cavanagh NASP	1.2 Authority and relationship to other plans
RP8	Cavangh NASP (portions of Cavanagh neighbourhood)	<p><b>RP8-2 Signage Along Calgary Trail</b>                      Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by:</p> <ul style="list-style-type: none"> <li>i) promoting within the business community the voluntary replacement of older signage; and</li> <li>ii) discouraging the use of portable signs and free-standing billboards.</li> </ul>	2.1.4 Public Realm
RP8	Cavangh NASP (portions of Cavanagh neighbourhood)	<p><b>RP8-3 Development Along Calgary Trail - Urban Design</b>                      Encourage high-quality development within view from Calgary Trail SW, including:</p> <ul style="list-style-type: none"> <li>i. Parking areas are to be screened from view from Calgary Trail SW; and</li> <li>ii. Orient built forms towards Calgary Trail SW.</li> </ul>	2.1.4 Public Realm
RP8	Cavangh NASP (portions of Cavanagh neighbourhood)	RP8-3 -2 For further planning direction refer to the Highway 2 Corridor Design Guidelines	1.2 Authority and relationship to other plans
R2	Portion of Blackburne neighbourhood	<p><b>R2-1 Signage Along Calgary Trail</b>                      Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by:</p> <ul style="list-style-type: none"> <li>i) promoting within the business community the voluntary replacement of older signage; and</li> <li>ii) discouraging the use of portable signs and free-standing billboards.</li> </ul>	2.1.4 Public Realm

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
R2	Portion of Blackburne neighbourhood	<p><b>R2-2 Development Along Calgary Trail - Urban Design</b>                      Encourage high-quality development within view from Calgary Trail SW, including:</p> <ul style="list-style-type: none"> <li>i. Parking areas are to be screened from view from Calgary Trail SW; and</li> <li>ii. Orient built forms towards Calgary Trail SW.</li> </ul>	2.1.4 Public Realm
R2	Portion of Blackburne neighbourhood	R2-3 For further planning direction refer to the Highway 2 Corridor Design Guidelines	1.2 Authority and relationship to other plans
R4	Portion of Rutherford neighbourhood	R4-1 Provide school/park sites for educational and community league facilities within the Rutherford neighbourhood.	2.5 Open Space and Natural Areas
R6	Portion of Cashman neighbourhood	<p><b>R6-1 2204-103A Street SW (20-52-24-W4)</b>                      The subject site is identified for a variety of industrial business and/or commercial uses that will not compete with the Heritage Valley town centre. Uses and development in this precinct will use standard Industrial Business Zoning, or a (DC1) Direct Development Control Provision, or (DC2) Site Specific Development Control Provision based generally on selected uses from the General Business Zone.                      See Figure 4.2</p>	2.4 Non-Residential Areas
R6	Portion of Cashman neighbourhood	<p><b>R6-2 Top-of-Bank Walkway</b>                      The entire top of bank area within Cashman will include a Top-of-Bank walkway and will be located within the lands dedicated as Environment Reserve in accordance with the Top of Bank Policy. Development adjacent to the ravine will be subject to relevant development setbacks in accordance with the Top of Bank Policy and geotechnical information at the time of zoning and subdivision.                      See Figure 4.2"</p>	2.5 Open Space and Natural Areas

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
R6	Portion of Cashman neighbourhood	<p><b>R6-3 Transportation Impact Assessment Requirement</b>                      Development limits are in place for Cashman based on Traffic Impact Assessments completed for the neighbourhood. As a result, development of 2204 - 103A Street SW (20-51-24-W4) will not be supported without an updated Traffic Impact Assessment (TIA). The TIA must include analysis of traffic operations on Ellerslie Road and the Ellerslie Road – Gateway Boulevard interchange. Additional development of this parcel will require the construction of a collector roadway connection to 25 Avenue SW.                      See Figure 4.2</p>	4.2.2. Transportation Infrastructure
R6	Portion of Cashman neighbourhood	<p><b>R6-4 Highway 2 (QEII) Realignment</b>                      The Highway 2 Corridor Improvement Study Alberta Transportation, (2020) indicates that functional planning studies will be required for the Ellerslie Road/Highway 2 interchange and Highway 2 realignment between Ellerslie Road and 41 Avenue SW. It is expected that 25 Avenue SW will be a “fly-over” with no connection to Calgary Trail/Gateway Boulevard.                      See Figure 4.2</p>	4.1.4 Infrastructure Investment Levers for Districts
R6	Portion of Cashman neighbourhood	<p><b>R6-5 Calgary Trail SW Service Road Access</b>                      All site accesses from the subject area shall be provided by 103A Street SW. All properties with existing access onto Calgary Trail SW Service Road will be required to shift access to 103A Street SW either at the time of property redevelopment or when Highway 2 is expanded and changes are made to the Calgary Trail SW Service Road, and/or when improvements to the Ellerslie Road interchange are made by Alberta Transportation.                      See Figure 4.3</p>	4.2.2. Transportation Infrastructure

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
R6	Portion of Cashman neighbourhood	<p><b>R6-6 Signage Along Calgary Trail</b> Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by:</p> <ul style="list-style-type: none"> <li>i) promoting within the business community the voluntary replacement of older signage; and</li> <li>ii) discouraging the use of portable signs and free-standing billboards.</li> </ul>	2.1.4 Public Realm
R6	Portion of Cashman neighbourhood	<p><b>R6-7 Development Along Calgary Trail - Urban Design</b> Encourage high-quality development within view from Calgary Trail SW, including:</p> <ul style="list-style-type: none"> <li>i. Parking areas are to be screened from view from Calgary Trail SW; and</li> <li>ii. Orient built forms towards Calgary Trail SW.</li> </ul>	2.1.4 Public Realm
R6	Portion of Cashman neighbourhood	R6-8 For further planning direction refer to the Highway 2 Corridor Design Guidelines. If private lands are not visible from or are not situated directly next to the Highway 2 right-of-way, then the applicable district and general regulations of the respective Zoning Bylaw will prevail.	1.2 Authority and relationship to other plans
R7	Portion of Callaghan neighbourhood	<p><b>R7-1 Community League Site</b> The Callaghan neighbourhood park, bound by Cunningham Drive SW and Cunningham Way SW, will accommodate playing fields and a community league building site.</p>	2.5 Open Space and Natural Areas
R7	Portion of Callaghan neighbourhood	R7-2 The Home Owners Association is responsible for maintenance of the private open space located at 1603 - James Mowatt Trail SW, south of Bowen Wynd SW.	2.5 Open Space and Natural Areas

Sub Area	Area Description	Exceptional or Additional Policy	Reference in the DGP
R8	Portion of Allard neighbourhood	<p><b>R8-1 Top-of-Bank Walkway</b>                      Upon redevelopment of Lot 35, Block 14, Plan 1120118, a top-of-bank multi-use trail will be constructed at the owner’s expense. At the time of redevelopment, the trail will be dedicated as road right-of-way to the City of Edmonton. (Redevelopment means subdivision of the lot, a proposed change in land use, or the substantial replacement of the existing single-detached dwelling and/or its driveway. “Substantial” is defined as the replacement of 75% of the above-grade value of the structure. Redevelopment excludes any residential renovations or additions to the existing single-detached dwelling).                      See Figure 4.4</p>	2.5 Open Space and Natural Areas
RV1	North Saskatchewan River Valley and Ravine System - portion	RV-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
TUC1	Transportation/Utility Corridor	<p><b>TUC1-1 Signage Along Calgary Trail</b>                      Greater attention shall be given to improving the location, siting, signage comprehensibility and design of signage in the corridor by:                      i) promoting within the business community the voluntary replacement of older signage; and                      ii) discouraging the use of portable signs and free-standing billboards.</p>	2.1.4 Public Realm
TUC1	Transportation/Utility Corridor	TUC1-2 For further planning direction refer to the Highway 2 Corridor Design Guidelines	1.2 Authority and relationship to other plans
TUC2	Transportation/Utility Corridor	TUC2-1 Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and relationship to other plans
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

Figure 4.2 - Cashman 25 Ave SW and Subject Site

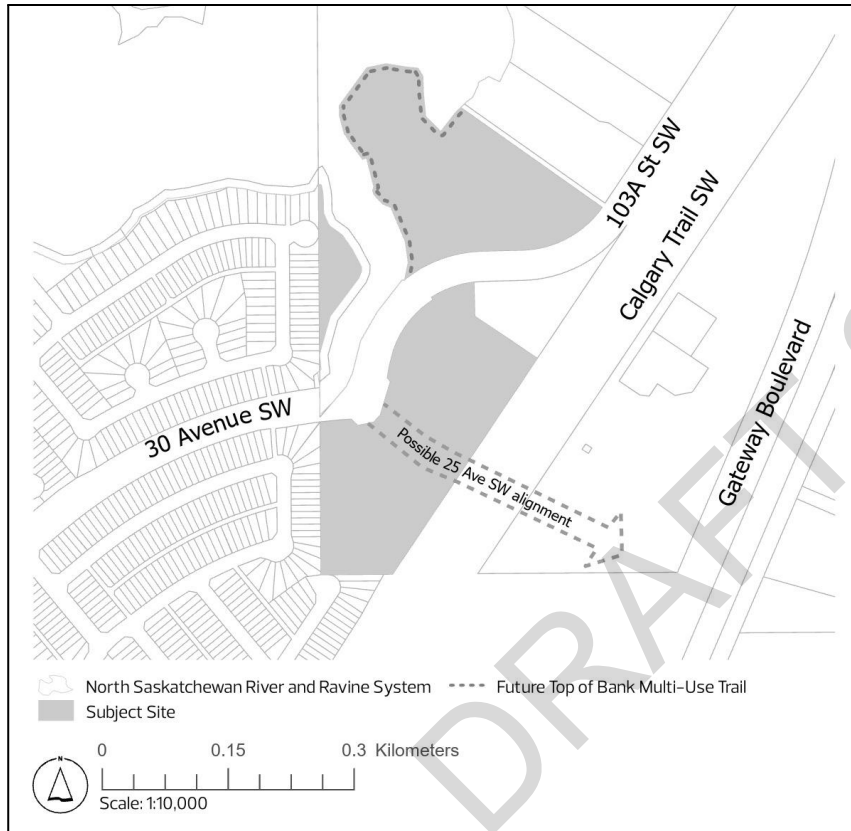


Figure 4.3 - Cashman 103A St SW Access

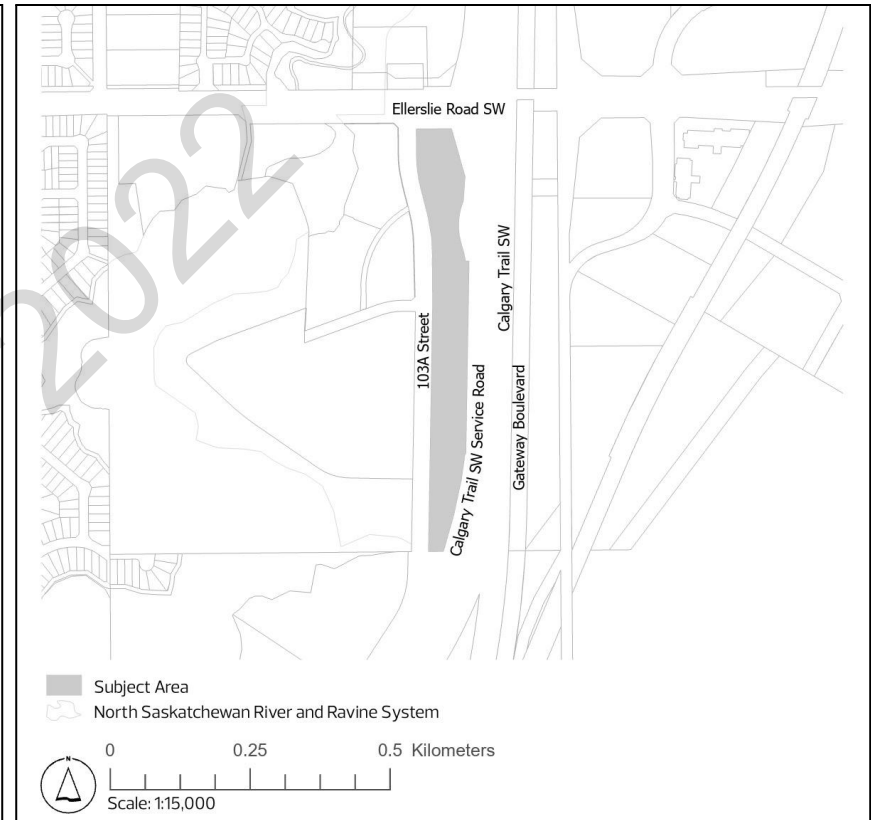
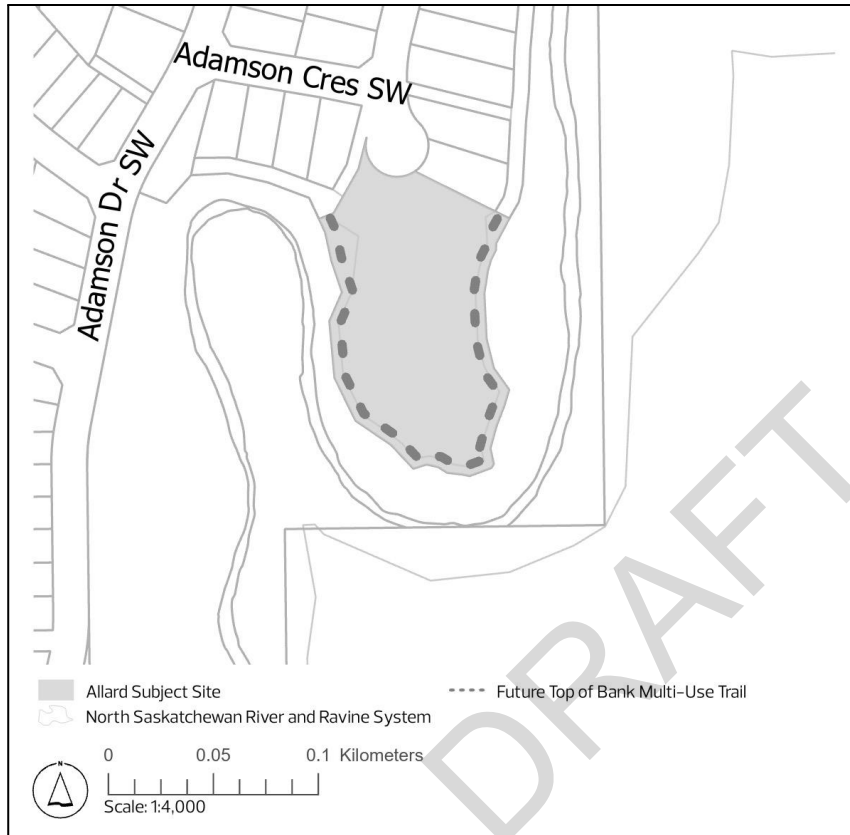


Figure 4.4 - Allard Subject Site



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## 5. Growth Activation

The City Plan includes a bold vision of intentional growth at Nodes and Corridors where efforts and investments are aligned at population horizons. It requires public and private investment to initiate and advance opportunities to activate growth. Collaboration and partnerships are critical to meet city-building outcomes.

This section and **Figure 6.10: Growth Activation** provides direction on City initiatives and projects that are expected to support and activate growth in the Southwest District. It will be populated with utility, transportation and community infrastructure focused information related to growth targets and market potential once further work from the City's Growth Management Program is ready. This section will also serve to create awareness, provide context for land use and infrastructure recommendations and inform possible alignments with other City objectives.

The City may lead and/or fund many of the initiatives and projects referenced above. Community, industry or intergovernmental led projects will also be important to the success of the district. ASPs, NSPs and other referenced policies, contribute to growth activation by identifying infrastructure commitments and development opportunities. Similarly, smaller local improvements (e.g. street lighting, traffic calming, public space programming, even temporary urban animations), while not listed, can also support activation.

**Figure 6.10: Growth Activation** highlights **Priority Nodes and Corridors**. Priority Nodes and Corridors are locations across the city with more intense anticipated population growth (than other locations) as the City grows to a population of 1.25 million. Priority Nodes and Corridors are determined by combining the City Plan's Activation Categories (Strategize, Invest, Nurture) and the anticipated dwelling unit growth to 1.25 million (based on City Plan Maps 10A and 11A). This approach enables the prioritization and sequencing required as growth and investment will not occur at the same time in all areas.

Priority Nodes and Corridors should be understood as locations that the City will invest in (i.e. infrastructure, incentives and/or programs) to support growth. It is expected that targeted investment will lead to visible results in these locations and shift the development pattern over the long term.

**There are no Priority Nodes and Corridors in the Southwest District.**



## 6. District Maps

This district plan includes a series of maps (**Figures 6.1-6.10**) that illustrate the intentions for this district as the city reaches 1.25 million, based on The City Plan. These maps show the general location of current and proposed land uses, mobility networks, infrastructure considerations and other features. Features or boundaries may be refined as part of subsequent geographic plans. Mass Transit networks and other infrastructure works are subject to further technical study and refinement.

The maps shall be read for context and direction together with the district General Policy and the district specific policy of this district plan. All district plan map symbols, locations and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District General Policy for further direction.

### 6.1. Map List

- **Figure 6.1: Citywide Context**

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

- **Figure 6.2: District Context - Assets**

This first District Context map depicts the district's starting place: the opportunities upon which the district plan can build on as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map includes current employment areas, open spaces, emergency services, citywide mass transit routes, and cultural, education and recreation facilities. The map also identifies opportunities for mobility improvements across the district such as mobility network renewal or introducing new mobility programs.

- **Figure 6.3: District Context - Development Considerations**

This second District Context map depicts the district's starting place: the constraints upon which the district plan can respond to as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map illustrates development considerations such as infrastructure deficits and risk.

- **Figure 6.4: Vision at 2 Million**

The Vision at 2 Million map represents an aspirational illustration of the district when Edmonton reaches 2 million. It is not intended to specify city building decisions, but to indicate the general direction for the district. It emphasizes areas of change

based on system improvements and growth targets in The City Plan. Detailed illustrations indicate how the vision of The City Plan might unfold in specific areas, including improvements to the open space and mobility networks and the public realm. As district plans are amended over time and guidance for currently unplanned areas becomes established, the vision will need to be adjusted, including more detail about the location of specific features (greenways, Local Nodes, active transportation routes, etc.).

- **Figure 6.5: Direction to 1.25 Million**

The Direction to 1.25 Million map tells the story about the priority areas and major changes to be expected for this district between now and when Edmonton reaches 1.25 million people. All the City Plan systems are brought together to show connections and inter-relationships. Additional changes and aspirations for the district anticipated beyond when Edmonton reaches 1.25 million are reflected in The City Plan.

- **Figure 6.6: Land Use Concept**

The Land Use Concept map shows the broad land use categories and design influences intended to achieve the growth we expect to see as Edmonton reaches 1.25 million people. Intensification areas indicate those areas where the City welcomes more intense development and encourages rezoning in alignment with The City Plan.

- **Figure 6.7: Heritage and Culture**

The Heritage and Culture map emphasizes the built heritage and cultural areas that have been formally endorsed through existing City policies or initiatives. Future versions of this map may show cultural or celebration areas (parades or festival locations), civic event areas, heritage character areas, and other cultural assets to be determined through engagement with citizens and communities. This map may also include identified places of Indigenous cultural significance. These will be determined through engagement and/or traditional land use studies with Indigenous communities and Nations. These maps are not intended to convey the location of paleontological/archeological sites.

- **Figure 6.8: Open Space and Natural Areas**

The Open Space and Natural Areas map elaborates on the Green and Blue Network in The City Plan, including open space and connections. This includes current and future (approved) publicly-owned open spaces and parks based on classification identified in Breathe. Connections are linear greenways supporting habitat and public access to the district's natural systems. Future iterations may expand upon connecting open spaces and identifying opportunities to address open space deficiencies.

- **Figure 6.9: Mobility**

The two Mobility maps elaborate on the mobility system in The City Plan, including the active transportation (pedestrian and cycling), roadway and transit networks. It presents the intentions for the district's mobility system when the City reaches 1.25

million people, based on direction from mobility studies such as the Mass Transit Study, the Mobility Network Assessment and The Bike Plan.

- **Figure 6.10: Growth Activation**

The Growth Activation map illustrates any Priority Nodes and Corridors in the district. Priority Nodes and Corridors are a City Plan identified Node or Corridor that is expected to see more intense population growth than other areas of the city as Edmonton grows to a population of 1.25 million.

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Figure 6.1: Citywide Context

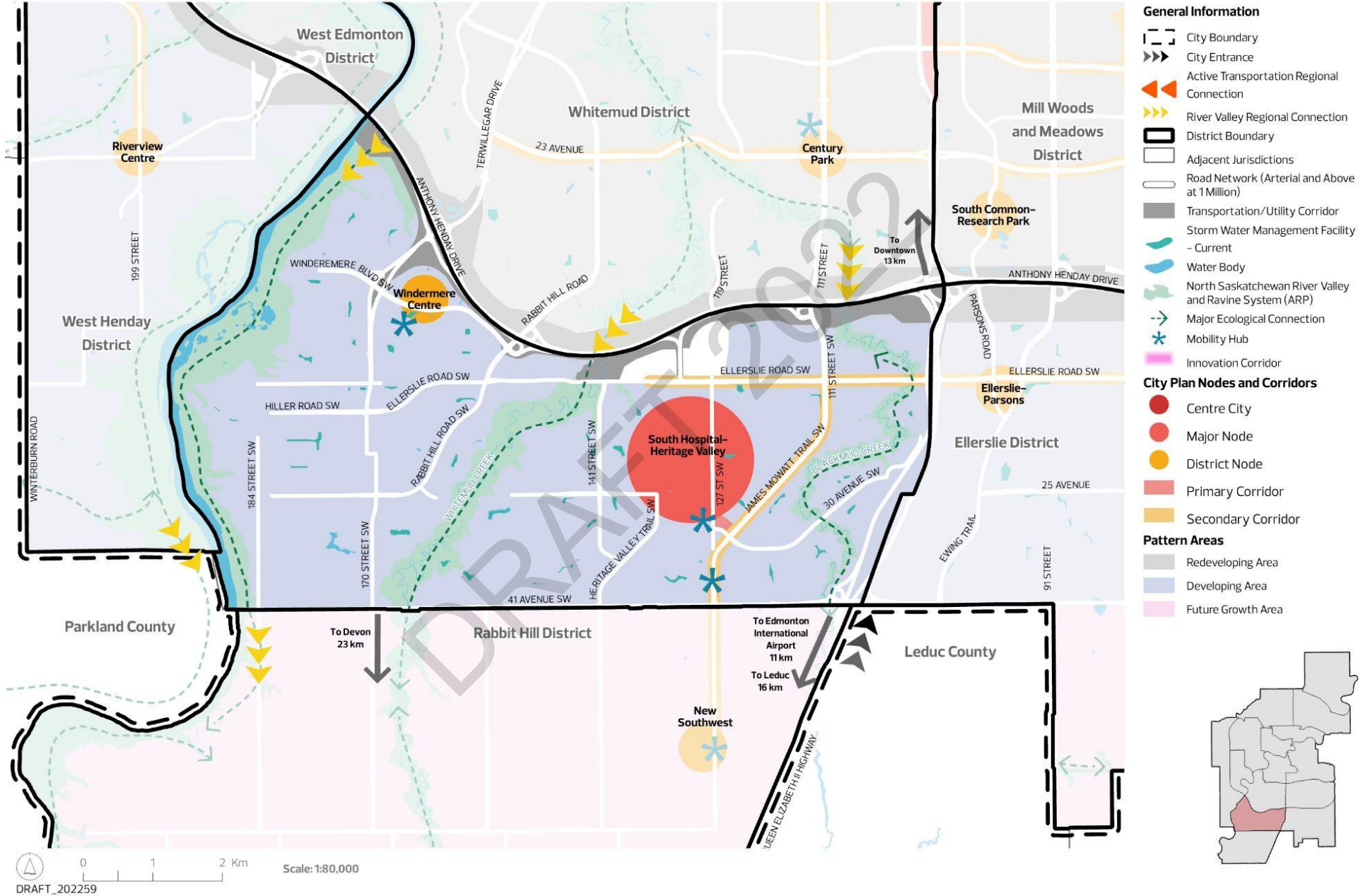
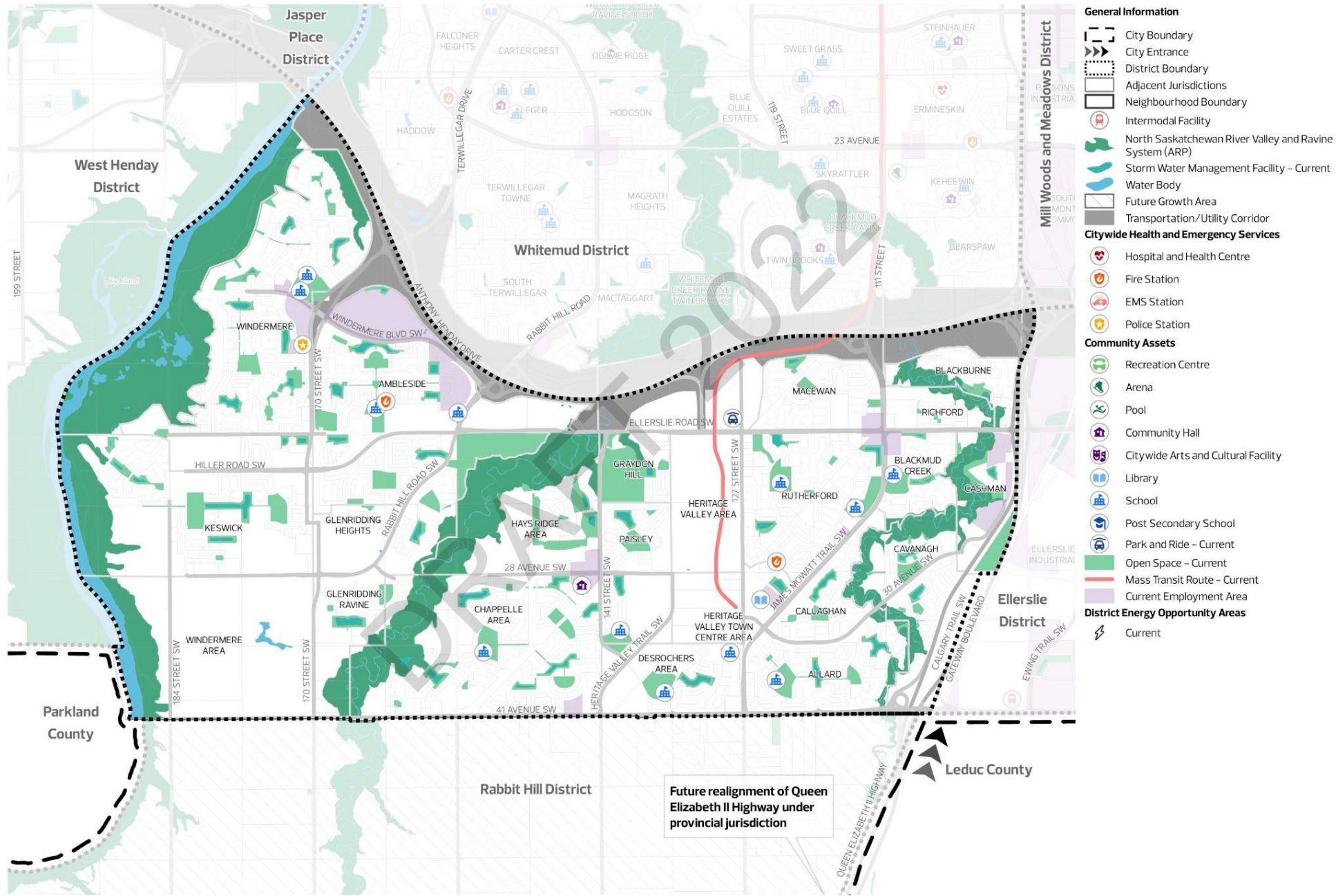


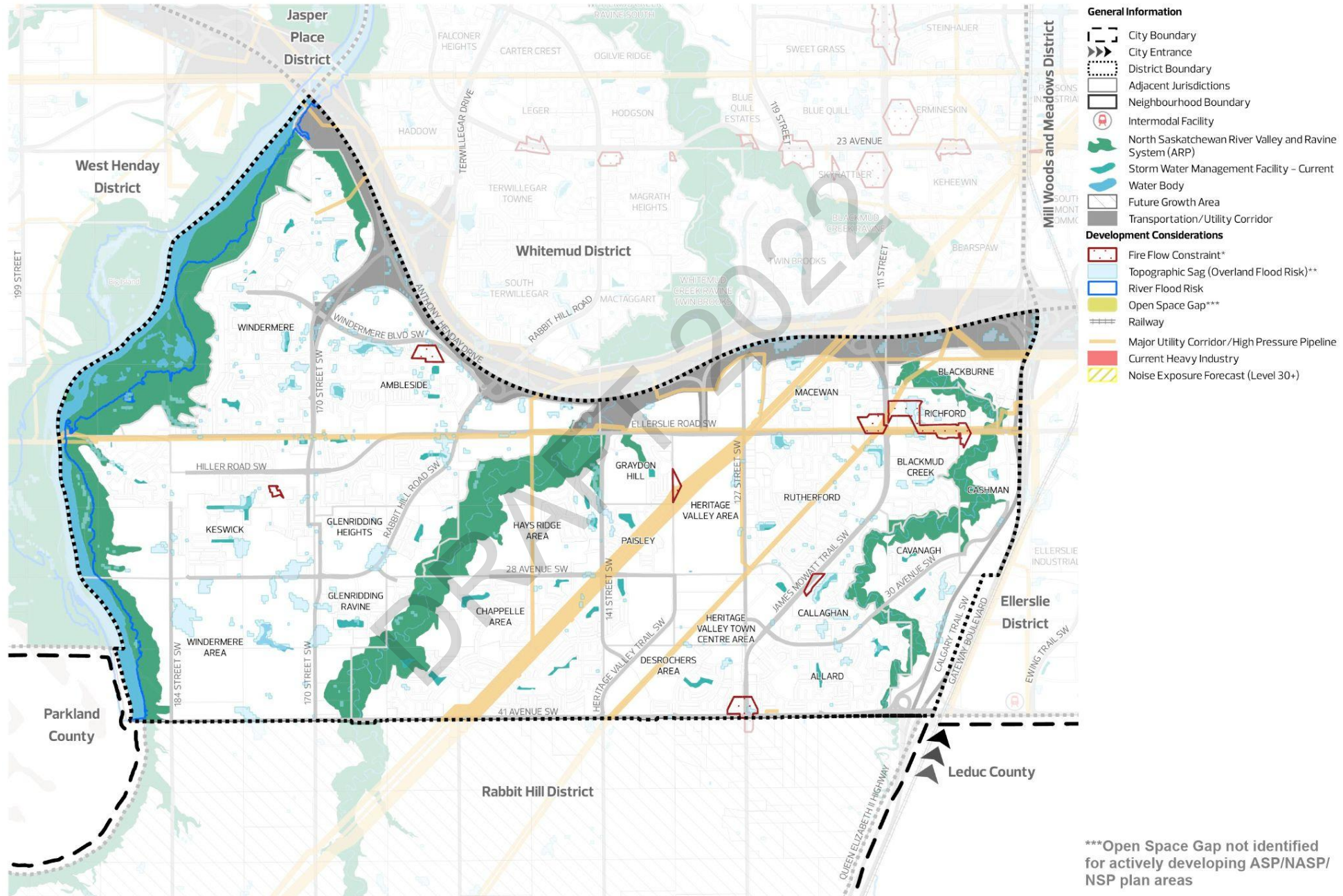
Figure 6.2: District Context - Assets



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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Figure 6.3: District Context - Development Considerations



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

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

Figure 6.4: Vision at 2 Million

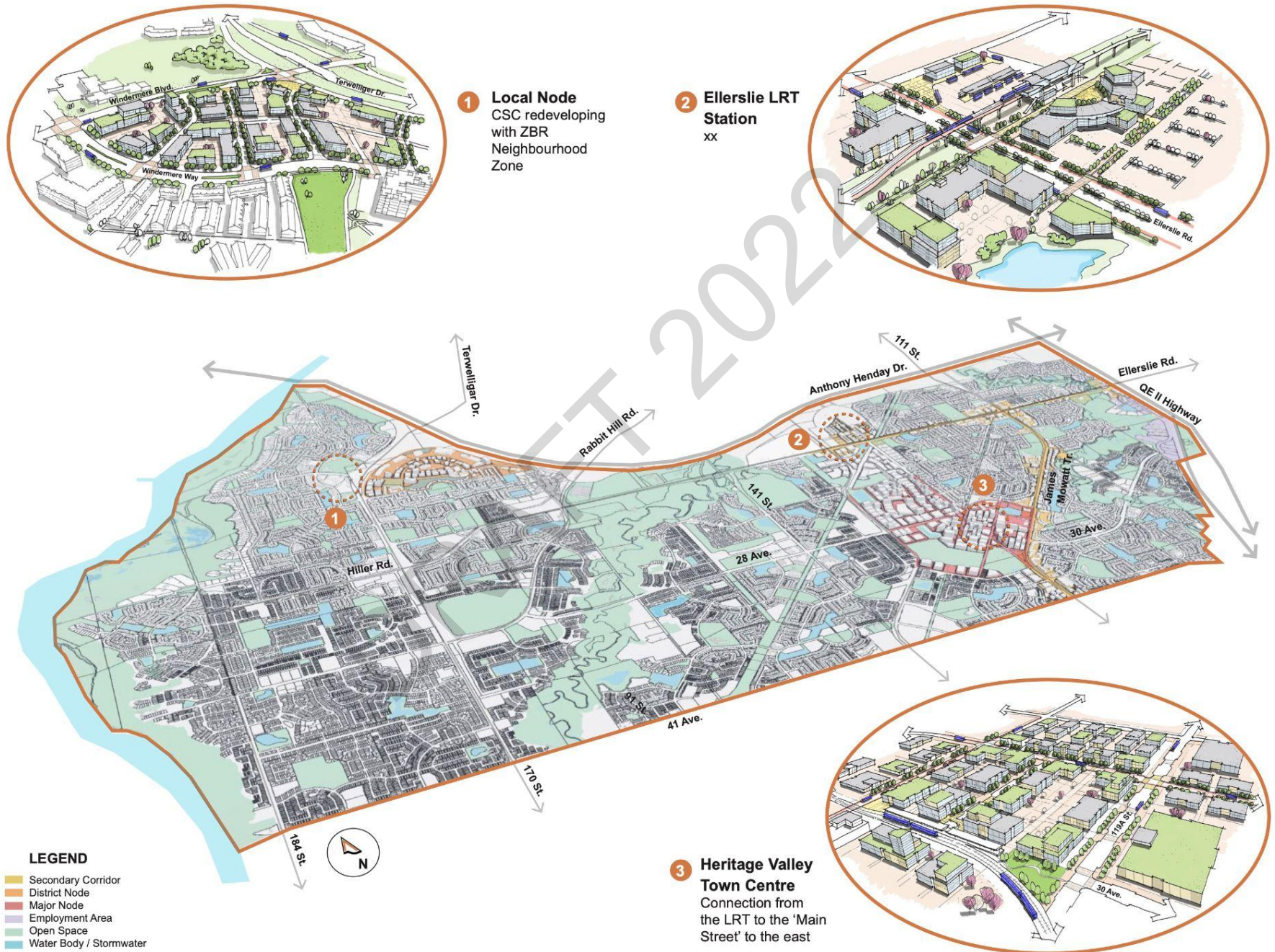
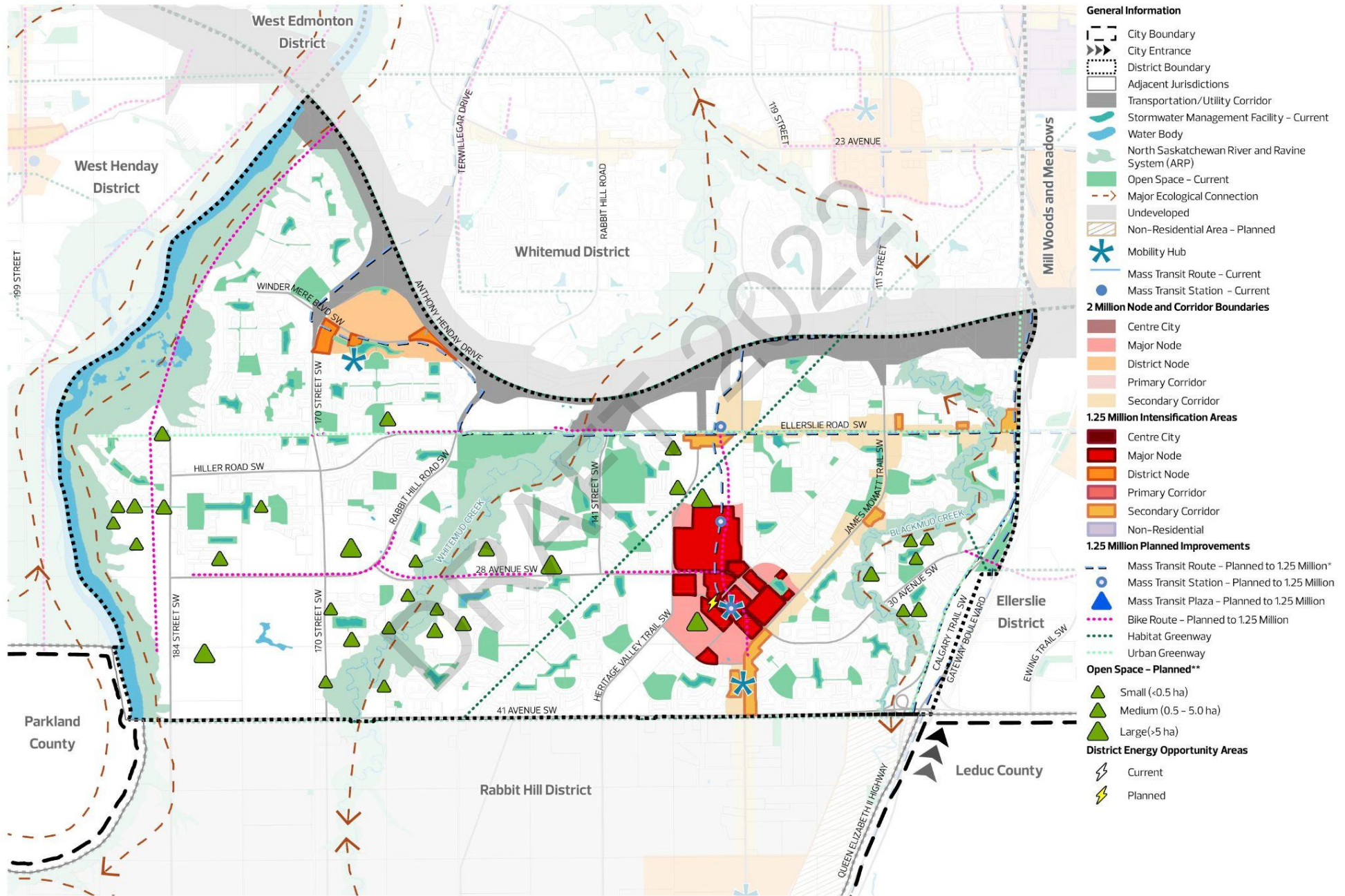


Figure 6.5: Direction to 1.25 Million

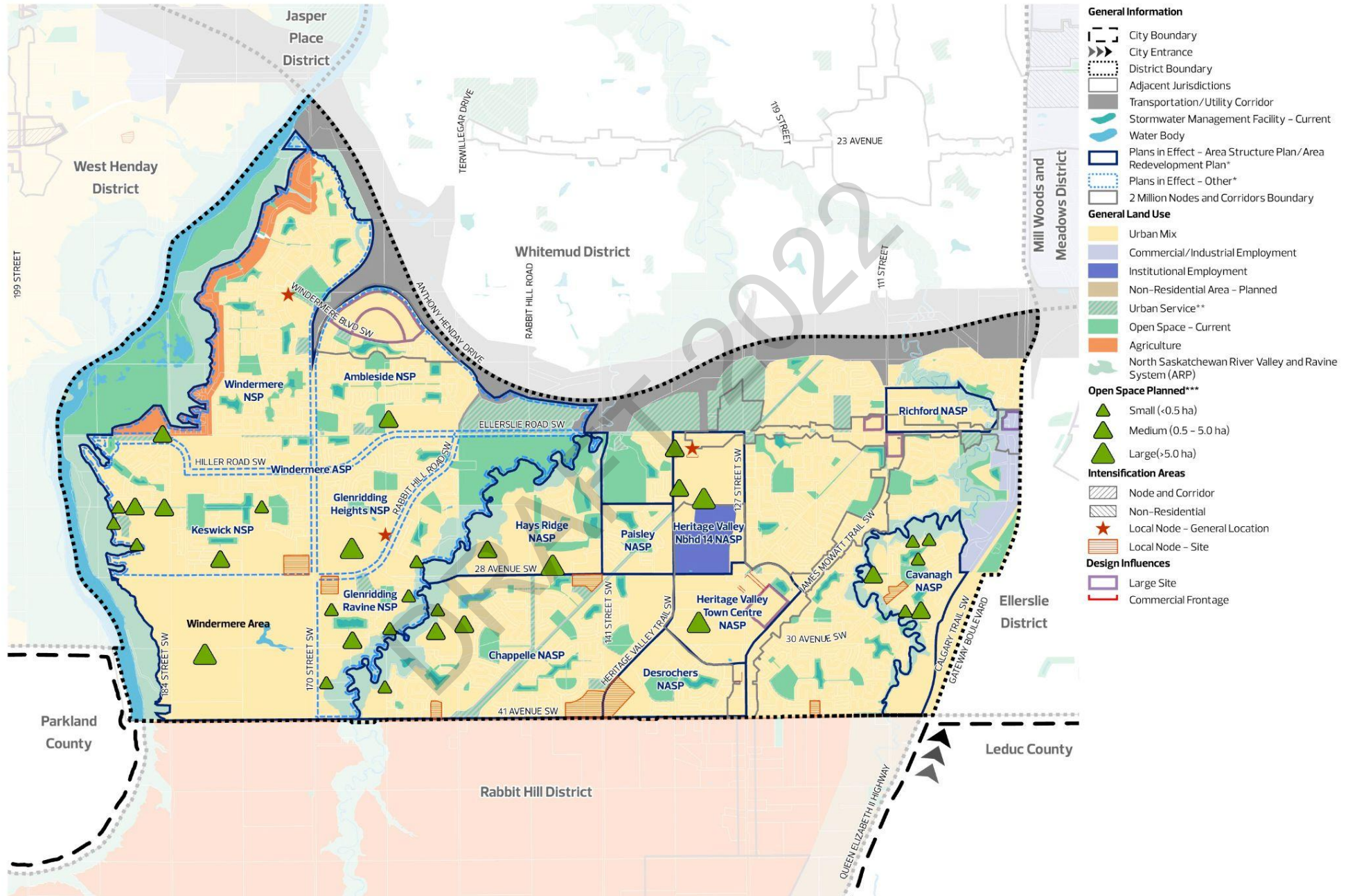


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\*Mass Transit includes Citywide and District routes.  
\*\*May include urban services. See additional plans in effect (where applicable) for details.



Figure 6.6: Land Use Concept SEE NEXT PAGE FOR KNOWN ERRORS



0 0.25 0.5 Km

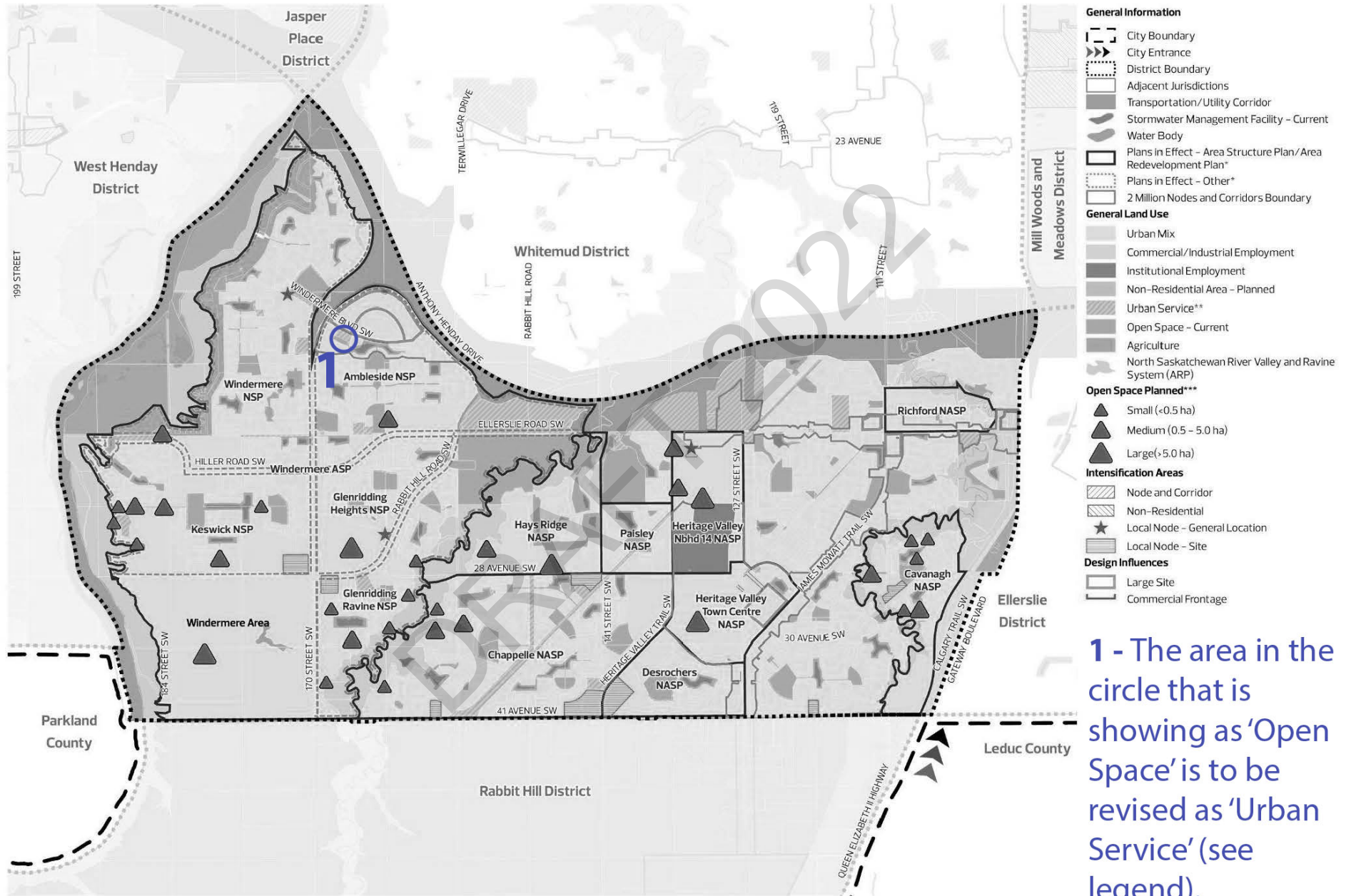
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\*Plan boundaries on this map are conceptual. Consult the plan in effect for details.

\*\*Lands designated Urban Service may include schools, fire halls, places of worship, etc.

\*\*\*May include urban services. See additional plans in effect (where applicable) for details.

**Figure 6.6: Land Use Concept** **DUPLICATION OF PREVIOUS PAGE**  
**KNOWN ERRORS NUMBERED BELOW**



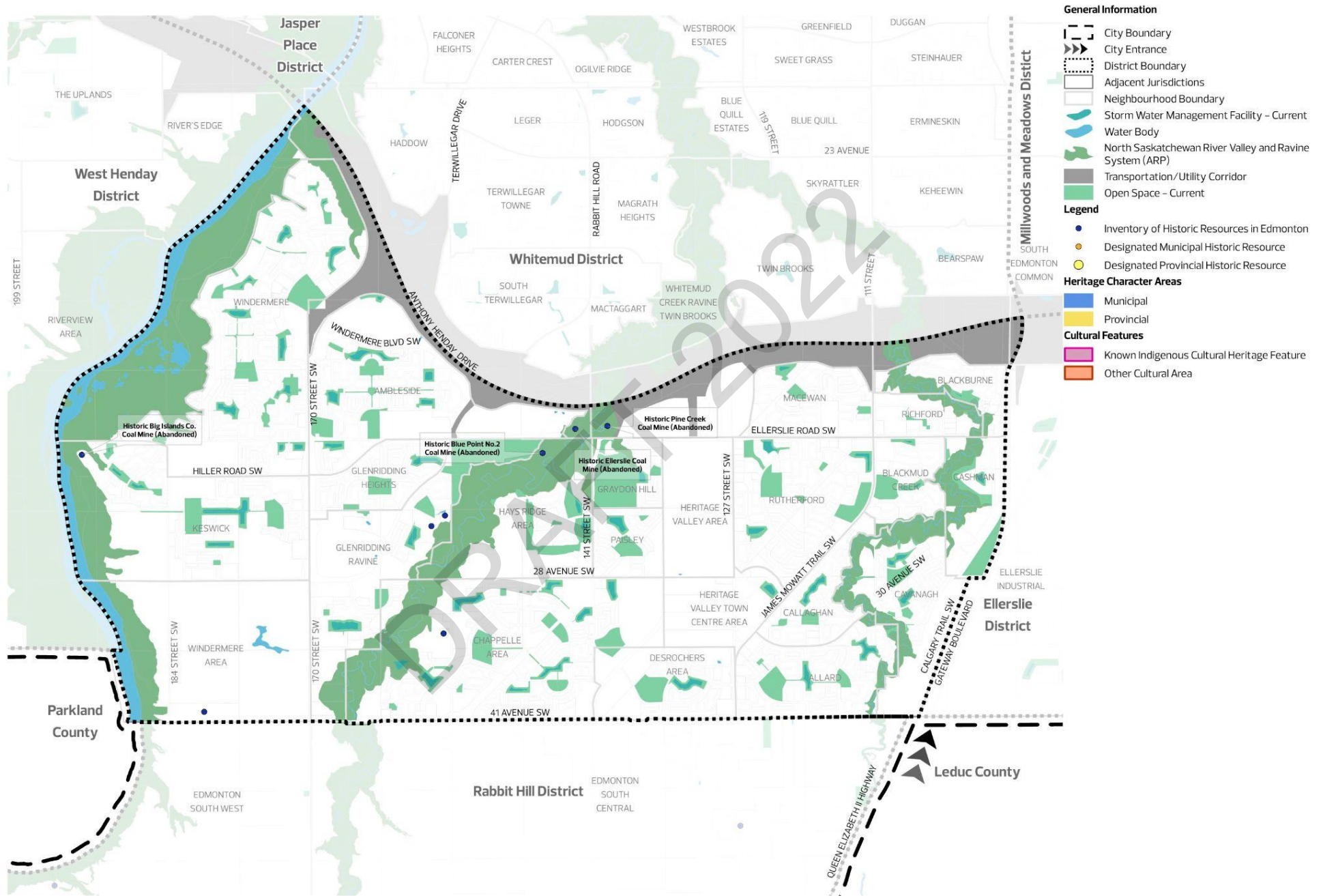
**1 - The area in the circle that is showing as 'Open Space' is to be revised as 'Urban Service' (see legend).**



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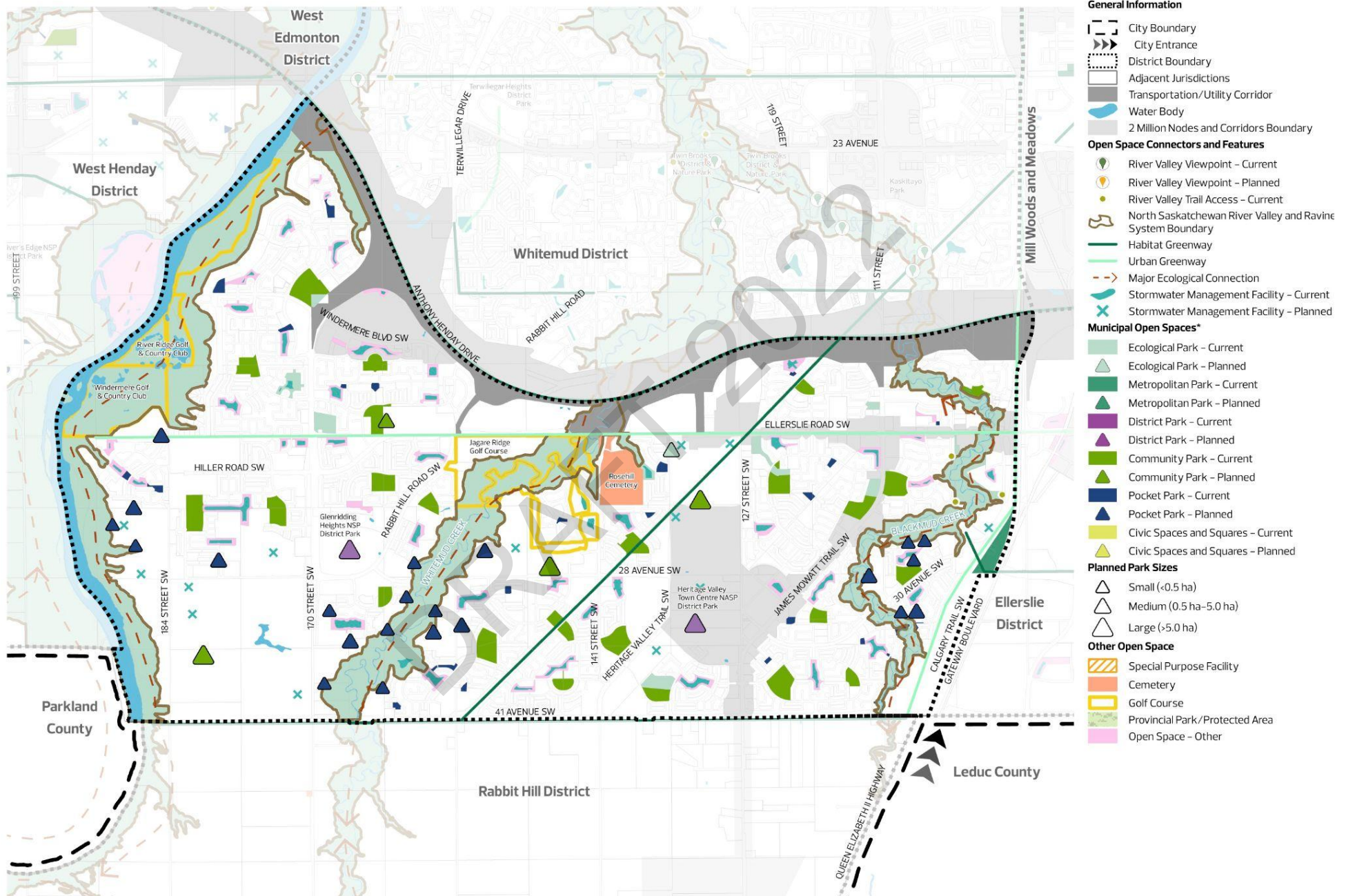
\*Plan boundaries on this map are conceptual. Consult the plan in effect for details.  
 \*\*Lands designated Urban Service may include schools, fire halls, places of worship, etc.  
 \*\*\*May include urban services. See additional plans in effect (where applicable) for details.

Figure 6.7: Heritage and Culture



- General Information**
- City Boundary
  - City Entrance
  - District Boundary
  - Adjacent Jurisdictions
  - Neighbourhood Boundary
  - Storm Water Management Facility - Current
  - Water Body
  - North Saskatchewan River Valley and Ravine System (ARP)
  - Transportation/Utility Corridor
  - Open Space - Current
- Legend**
- Inventory of Historic Resources in Edmonton
  - Designated Municipal Historic Resource
  - Designated Provincial Historic Resource
- Heritage Character Areas**
- Municipal
  - Provincial
- Cultural Features**
- Known Indigenous Cultural Heritage Feature
  - Other Cultural Area

Figure 6.8: Open Space and Natural Areas

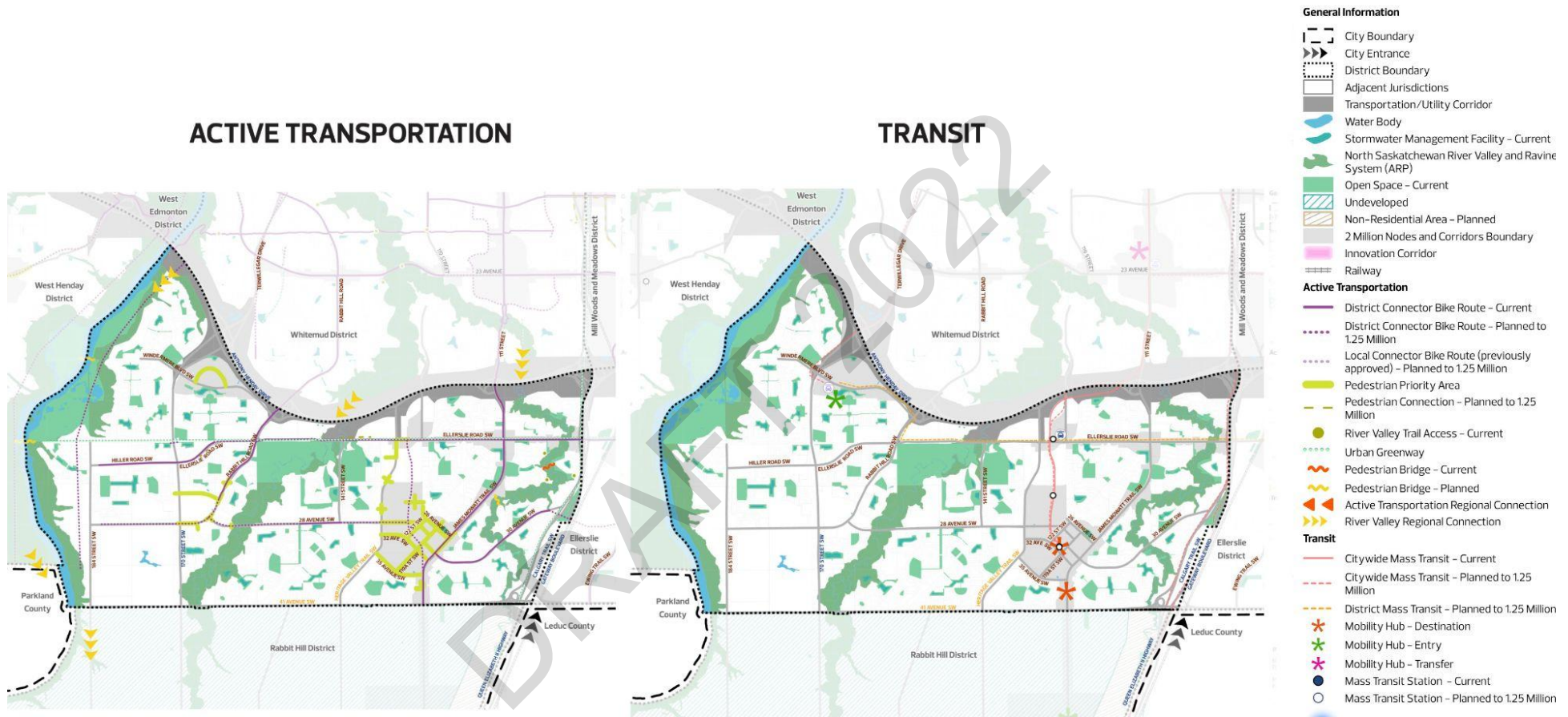


- General Information**
- City Boundary
  - City Entrance
  - District Boundary
  - Adjacent Jurisdictions
  - Transportation/Utility Corridor
  - Water Body
  - 2 Million Nodes and Corridors Boundary
- Open Space Connectors and Features**
- River Valley Viewpoint - Current
  - River Valley Viewpoint - Planned
  - River Valley Trail Access - Current
  - North Saskatchewan River Valley and Ravine System Boundary
  - Habitat Greenway
  - Urban Greenway
  - Major Ecological Connection
  - Stormwater Management Facility - Current
  - Stormwater Management Facility - Planned
- Municipal Open Spaces\***
- Ecological Park - Current
  - Ecological Park - Planned
  - Metropolitan Park - Current
  - Metropolitan Park - Planned
  - District Park - Current
  - District Park - Planned
  - Community Park - Current
  - Community Park - Planned
  - Pocket Park - Current
  - Pocket Park - Planned
  - Civic Spaces and Squares - Current
  - Civic Spaces and Squares - Planned
- Planned Park Sizes**
- Small (<0.5 ha)
  - Medium (0.5 ha-5.0 ha)
  - Large (>5.0 ha)
- Other Open Space**
- Special Purpose Facility
  - Cemetery
  - Golf Course
  - Provincial Park/Protected Area
  - Open Space - Other

0 0.25 0.5 Km Scale: 1:60,000 DRAFT\_202259

\*May include urban services. See additional plans in effect (where applicable) for details.

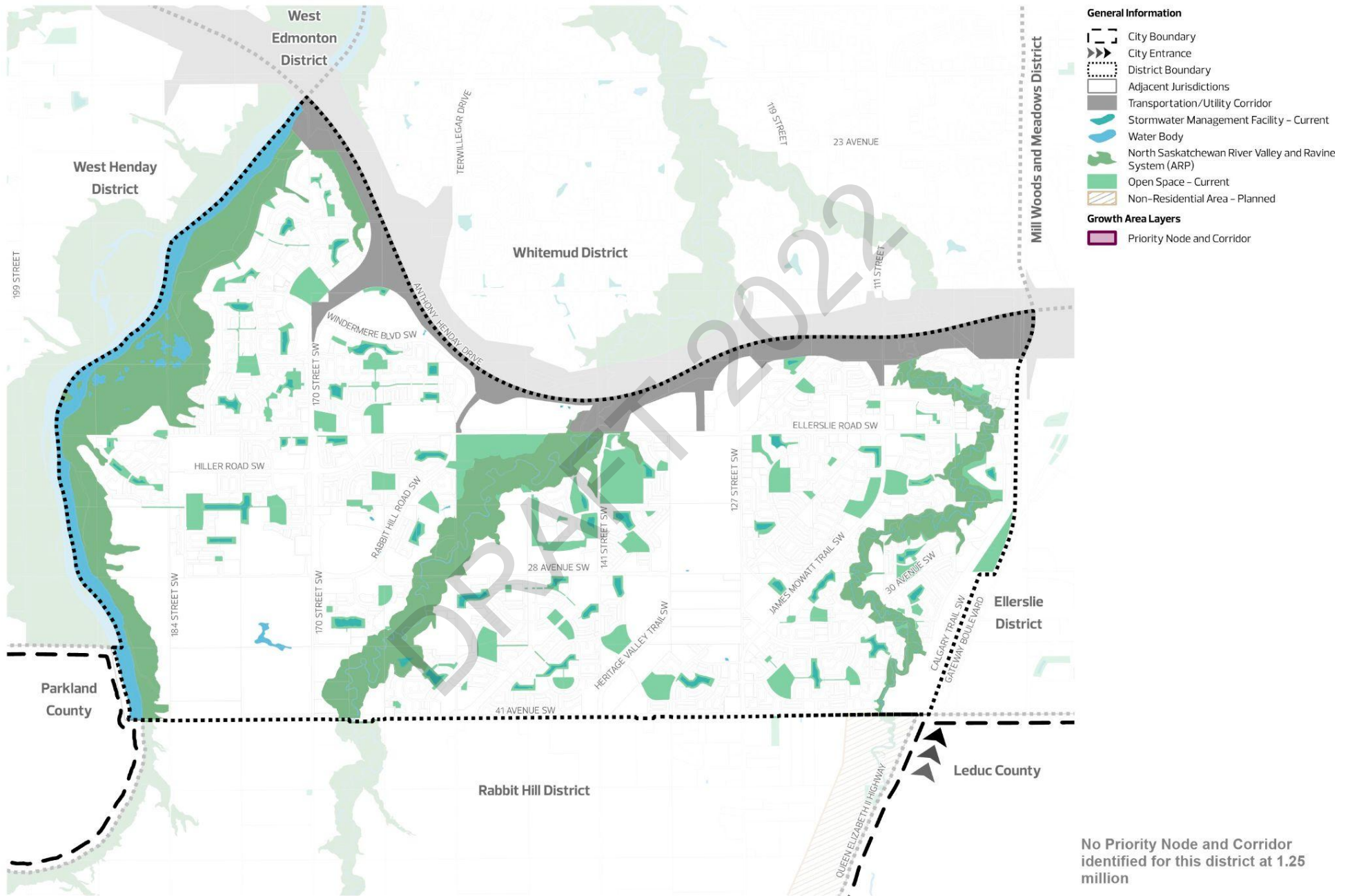
Figure 6.9: Mobility



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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Figure 6.10: Growth Activation



No Priority Node and Corridor identified for this district at 1.25 million

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