

# SCONA DISTRICT PLAN

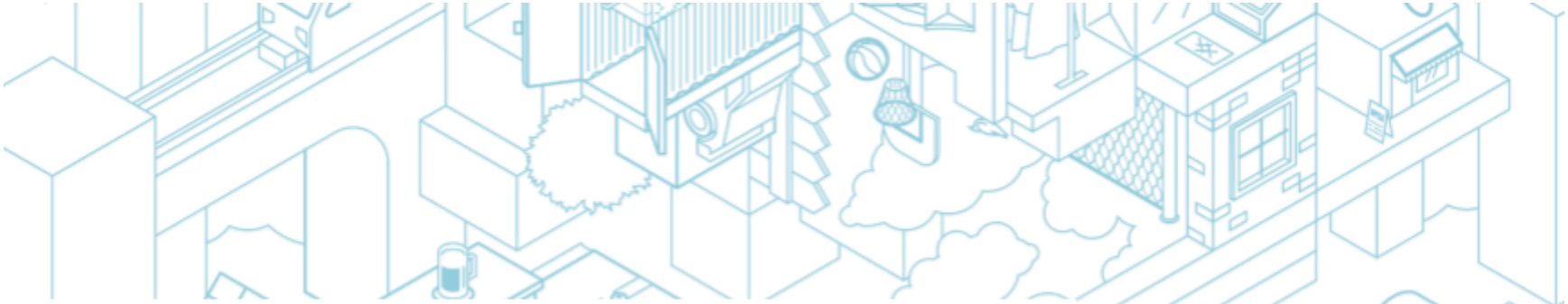
Edmonton



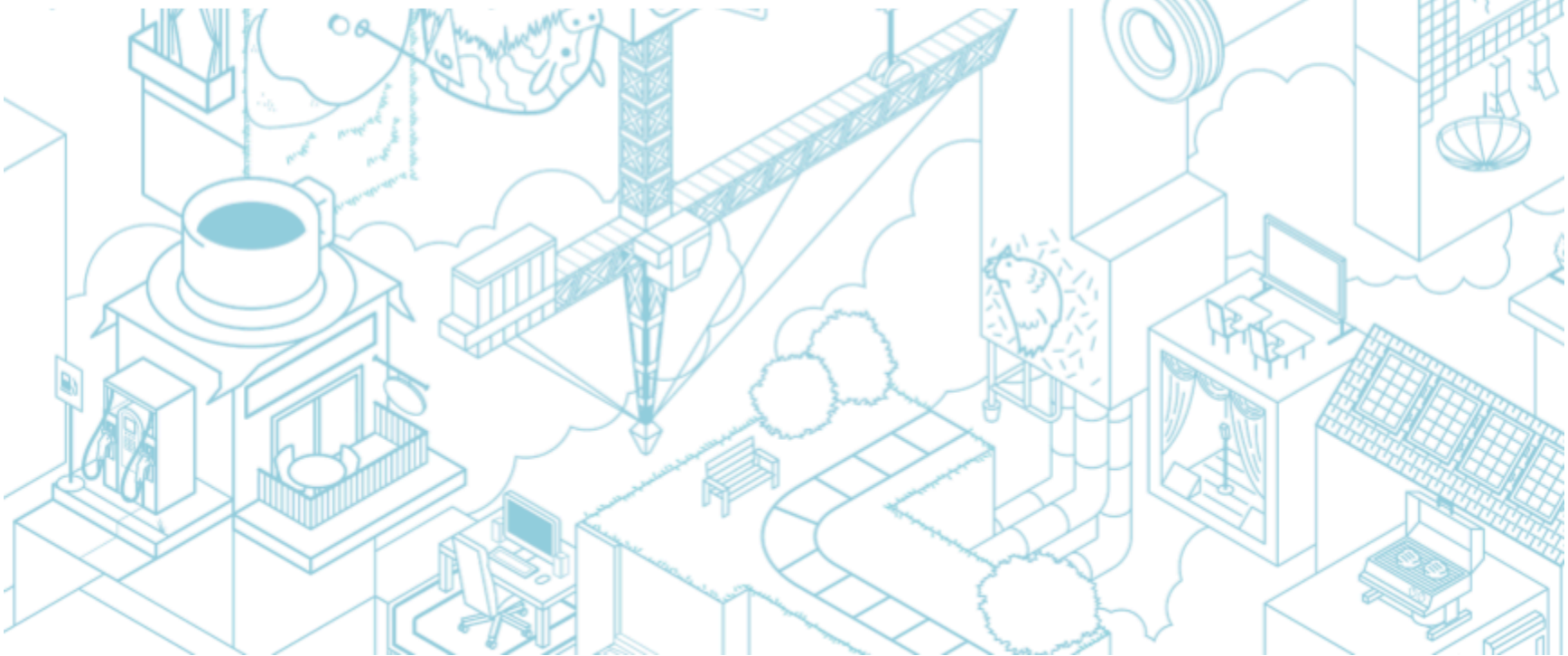
Draft 2024

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*This is an updated draft and may be subject to further changes ahead of the City Council Public Hearing on May 28, 2024. Once the plan has been finalized, it will be available to view prior to the City Council Public Hearing.*



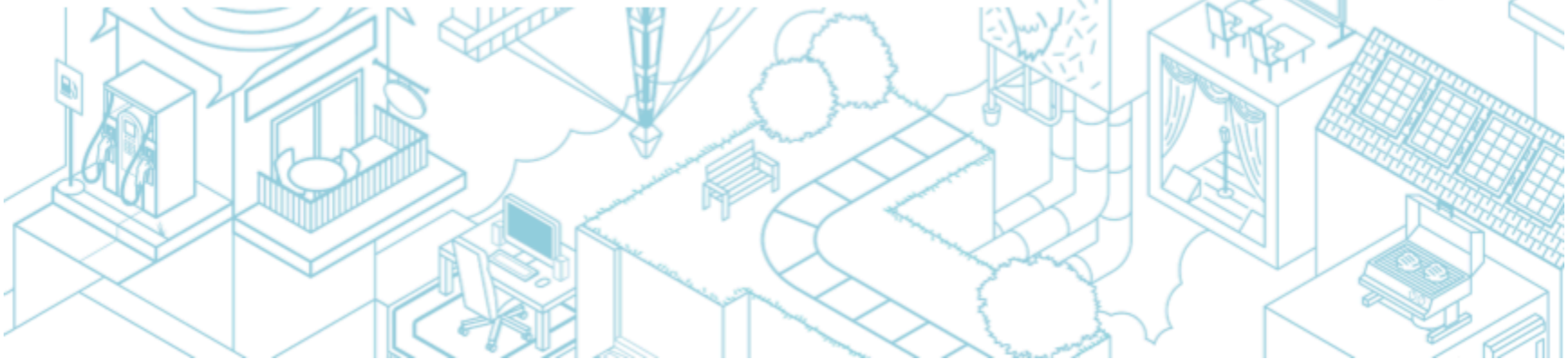


*The City of Edmonton extends its deepest appreciation to those who helped create this district plan.*

*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

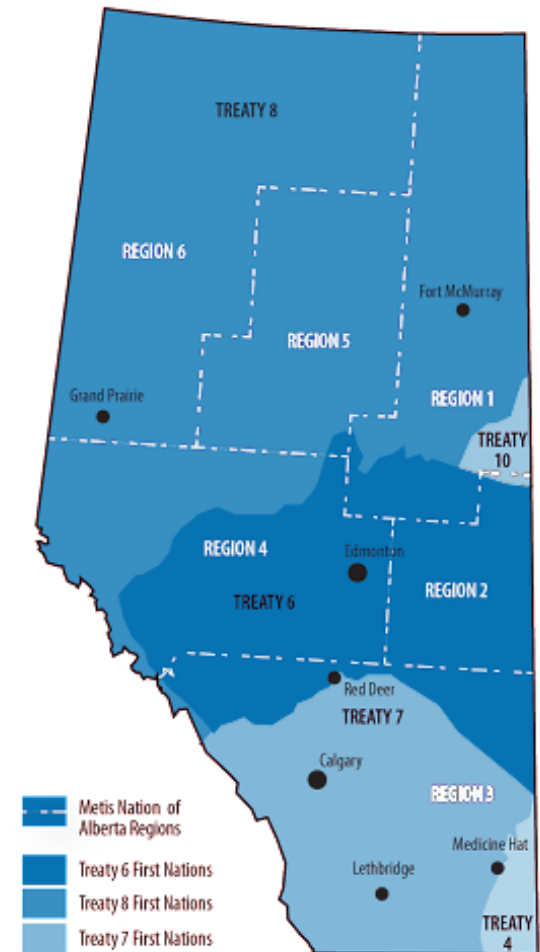
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

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 Scona District is located within the Edmonton ward named papastew.

Visit [edmonton.ca/wardboundaryreview](https://edmonton.ca/wardboundaryreview) for more information about the origin of the gifted traditional Indigenous ward name and its 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.

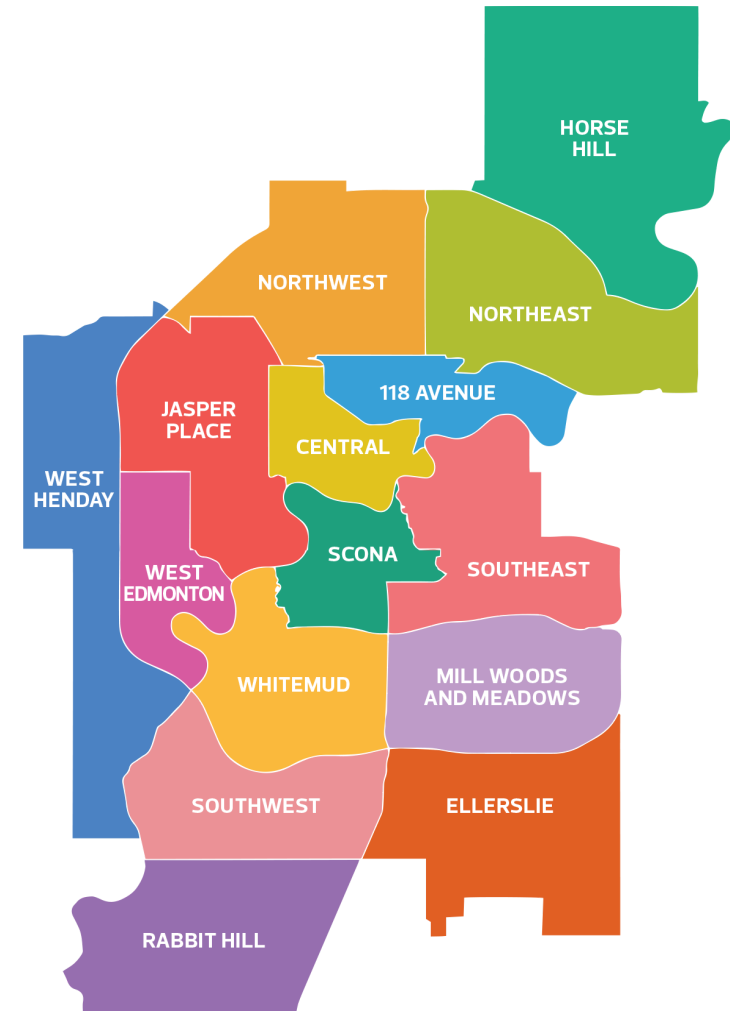
A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities 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 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](http://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 <b>only</b> a District Plan	<ul style="list-style-type: none"> <li>The District Plan and the District Policy will guide rezoning, subdivision and development permit decisions.</li> </ul>
Areas with a District Plan <b>and</b> another statutory plan	<ul style="list-style-type: none"> <li>The other statutory plan will guide rezoning, subdivision and development permit decisions.</li> <li>Amendments to the other statutory plan will be guided by direction in the District Plan and District Policy.</li> <li>The planned density targets established in the other statutory plan will be maintained to ensure consistency with the <a href="#">Edmonton Metropolitan Region Growth Plan</a>.</li> </ul>

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 Scona District is located in the central area of Edmonton, south of the North Saskatchewan River. Nearby **Districts** include the Central District, Jasper Place District, Southeast District and Whitemud District. The Scona District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

#### Residential Neighbourhoods

- Allendale
- Argyll
- Belgravia
- Calgary Trail North
- CPR Irvine
- Empire Park
- Garneau
- Grandview Heights
- Hazeldean
- Lansdowne
- Lendrum Place
- Malmo Plains
- McKernan
- Parkallen
- Pleasantview
- Queen Alexandra
- Ritchie
- Strathcona
- Strathcona Junction
- University of Alberta
- University of Alberta Farm
- Windsor Park

The Scona District is generally bordered by the North Saskatchewan River to the north, Mill Creek Ravine and the Canadian Pacific Railway (CPR) corridor to the east, Whitemud Drive NW and 63 Avenue NW to the south and the North Saskatchewan River and Whitemud Creek Ravine to the west.

The District includes a number of ravines connected to the North Saskatchewan River, including portions of Mill Creek Ravine and Whitemud Creek Ravine.

## 2.2 Historical Context

The land within the Scona 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 settlement history of the northern portion of the Scona District was influenced early on by the fur trade along the North Saskatchewan River and the shift to agriculture during the 1870s. Métis and European settlers first developed agricultural lots along the river, which played a significant role in the formation of the District's urban landscape today. The river lot system evolved to become Hawrelak Park (created from River Lot 1), Windsor Park (Lot 3), University of Alberta north campus (Lot 5), Garneau (Lots 7 and 9) and Strathcona (Lots 11 to 17). University Avenue served as the southern boundary of River Lots 3 to 15.

The District's settlement accelerated with the arrival of the Canadian Pacific Railway (CPR) in 1891 and later with the streetcar connecting to downtown in 1908. The community grew around the rail station, incorporated as the Town of Strathcona in 1899 and then the City of Strathcona in 1907. In 1902, the Strathcona Town Council passed a fire prevention bylaw that required the use of brick in new developments instead of wood frames, which led to several iconic buildings in the area.

Formerly Edmonton's rival community, Strathcona was amalgamated with Edmonton in 1912 due largely to the construction of the High Level Bridge, which was completed in 1913. Strathcona then experienced an economic slowdown as development concentrated north of the river, allowing for the preservation of much of the area's pre-World War I buildings and architecture.

The University of Alberta was founded in 1908 in the north of the District, and it expanded in the 1920s and 1930s to include the university's South Campus and agriculture lands in the southwestern portion of the District.

Following the rise of the automobile after World War II, the Scona District began to transform. Public outcry prevented the construction of freeways in Mill Creek Ravine and the heart of Strathcona, but **Arterial Roadways** in other areas of the District were widened. In 1980, Calgary Trail (104 Street NW) and Gateway Boulevard (103 Street NW) were converted from two-way streets into one-way roads, which solidified them as auto-oriented corridors.

Several neighbourhoods were originally part of the City of Strathcona, including Allendale, Garneau, Queen Alexandra, Ritchie, Hazeldean and McKernan, but much of the area was not developed until the 1940s and the 1950s. Development began in McKernan in the 1940s after McKernan Lake, which was used for year-round local recreation, was drained. By the 1950s, the McKernan neighbourhood was mostly complete.

In 1948, City architect Jean Wallbridge redesigned Windsor Park around a central park. The Parkallen neighbourhood was planned by Noel Dant in 1950 after he was hired to start Edmonton's planning department. Parkallen's modified grid street pattern had a centrally-located community greenspace and neighbourhood commercial centre. The neighbourhood of Argyll was developed in the 1950s, and Malmo Plains was developed in the 1960s. Southgate Centre, an indoor shopping mall, opened in 1970 in the Empire Park neighbourhood.

The CPR yard, generally located east of Gateway Boulevard and south of Whyte Avenue, along with an adjacent Canadian National rail line that was later built, significantly impacted surrounding development. Large lots were created for rail-related industries surrounding the rail facilities. Connections between east and west of the District were limited because of the rail lines, meaning that Whyte Avenue NW was the primary east-west corridor, with the eventual additions of 63 Avenue NW and 51 Avenue NW as the city expanded south.

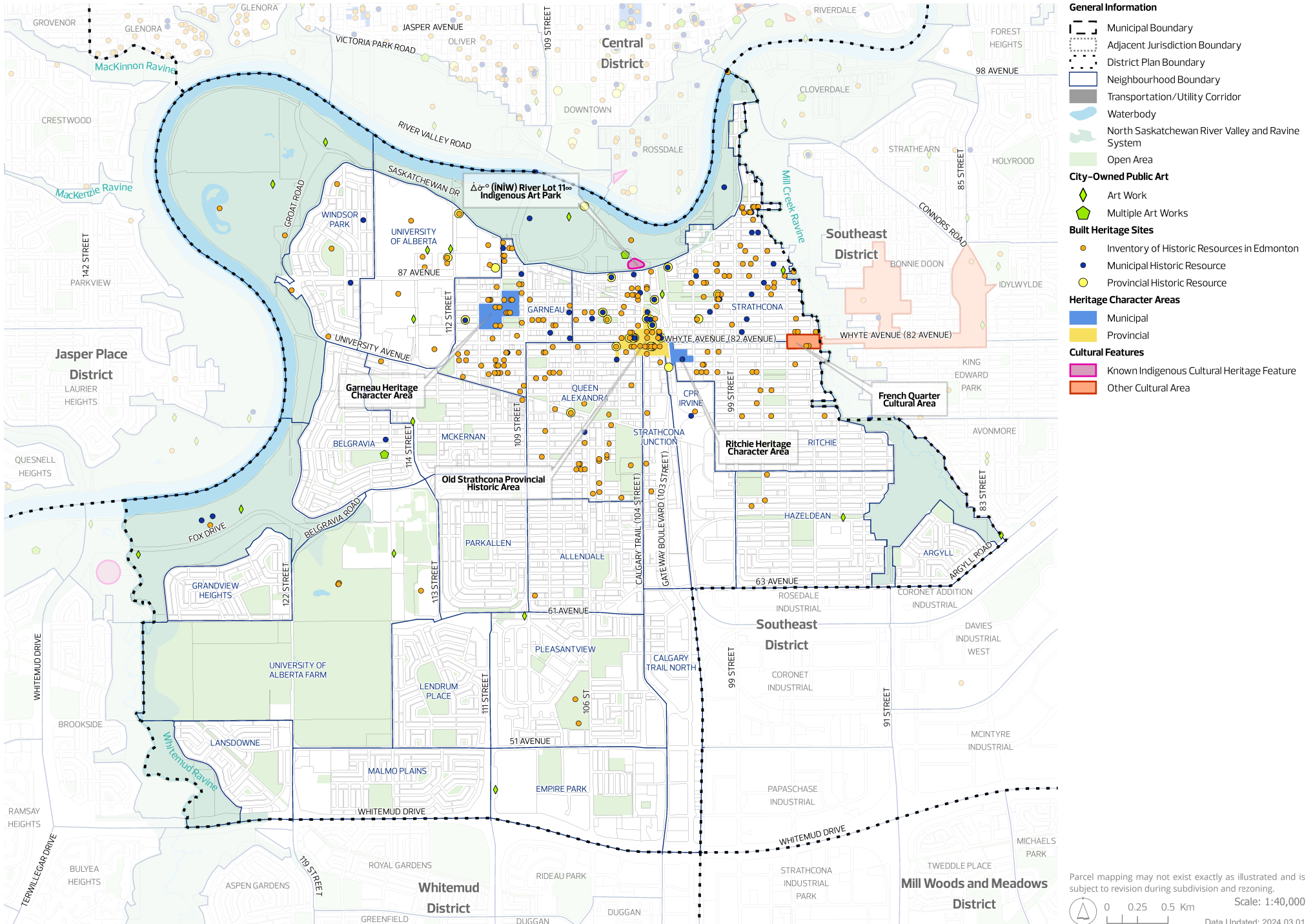
Whyte Avenue, the original main street of Strathcona, has retained its historical character, including its pedestrian focus, and has become a cultural arts hub in Edmonton including artisanal local shops, restaurants and a thriving nightlife.

The retention of several prominent open spaces in the River Valley include the Whitemud Equestrian Park (where a riding arena was built in 1959), Hawrelak Park (originally Mayfair Park, opened in 1964) and Kinsmen Park (developed in the 1950s and expanded in the 1960s).

**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 Scona District include residential mature neighbourhoods, institutional areas, business areas and a small amount of industrial. Most neighbourhoods along the banks of the **North Saskatchewan River Valley and Ravine System** are primarily single-detached residential. The exception is the area in the north-central portion of the District surrounding Whyte Avenue NW, which has a diverse mix of uses and **Low Rise to High Rise** developments. Most of the central and southern residential neighbourhoods are lower density, except for areas around Southgate Centre and along Whitemud Drive NW, where **Mid Rise to High Rise** developments exist.

The University of Alberta North and South Campuses take up much of the District's western portion, including existing farmland generally located south of 62 Avenue NW and west of 115 Street NW. This farmland could provide new development opportunities should the University of Alberta no longer require them for agricultural purposes.

The Whyte Avenue corridor and surrounding area is one of Edmonton's most notable commercial areas, including shops, restaurants, bars, hotels and arts and cultural establishments. The core has been designated as the Old Strathcona Provincial Historic Area, a unique designation within the city that identifies the heritage value through the development pattern and building form, scale and massing.

Non-residential development is located throughout the District. Key locations include Southgate Centre, businesses along Calgary Trail NW, Gateway Boulevard NW and 51 Avenue NW, and a long spine of non-residential development that runs along both sides of the Canadian Pacific Railway (CPR) line. Development on the east side of the rail line has historically been medium and heavy industrial, but the area along the west side of 99 Street NW is beginning a slow transition towards more business industrial. The west side of the rail line has a variety of businesses, with large format retail further south.

Gateway Boulevard NW and Calgary Trail NW are the District's primary north/south roads and are key connectors for Edmonton as a whole. These twinned roads connect vehicle traffic in the District to the city centre, southside and the Edmonton International Airport. Whyte Avenue NW, 63 Avenue NW and 51 Avenue NW are the District's primary east/west routes.

The **North Saskatchewan River Valley and Ravine System** surround the District on three sides. The District's prominent **Natural Areas** provide important ecological functions and recreational opportunities, as well as limiting road connections in and out of the District. River Valley parks include the Whitemud Creek Ravine, Whitemud Park, Whitemud Equestrian Park, Hawrelak Park, Emily Murphy Park, Kinsmen Park, Îᑭᑦᑎᑦᑎᑦ (ÎNÎW) River Lot 11 ∞ Indigenous Art Park, Queen Elizabeth Park, Louise McKinney Park, Mill Creek Ravine and Argyll Park.

EPCOR has flood mitigation projects planned in this District that include a combination of homeowner programs, drainage system improvements, green infrastructure and planning. The goal is to slow, move, secure, predict and respond to flooding events to prevent or reduce the impact.

The Scona District neighbourhoods, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. Higher density, mature neighbourhoods with older buildings, infrastructure, and natural assets in the Scona District may be impacted by extreme heat effects. In addition, changing temperatures, precipitation patterns and weather extremes may also impact road networks and drainage infrastructure. Climate impacts also pose a threat to economic assets because climate events have the potential to force the shutdown of businesses in institutional and commercial areas including **Major Nodes** like the University of Alberta and **Primary Corridors** along Whyte

Avenue and Gateway Boulevard. 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 Scona District, the following statutory plans are in effect and provide additional planning and land use direction:

- North Saskatchewan River Valley Area Redevelopment Plan – 1985

This statutory plan is 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 Scona District and Edmonton city-wide.



## 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 Growth (Managing Growth), Planning and Design, and Mobility.

The features shown on **Maps 1 to 7** guide decisions for the orderly growth of the Scona 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 Growth

The Scona 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 along the key corridors of Whyte Avenue NW, 114 Street NW, 109 Street NW and 99 Street NW. Future redevelopment along these corridors is expected to expand available housing near local businesses and contribute to more cohesive and welcoming pedestrian streetscapes.

Employment growth is expected in the University-Garneau **Major Node** in advanced education, health and knowledge-based sectors. Business growth is expected in the Calgary Trail/Gateway Boulevard **Primary Corridor**. Urban design policy and guidelines focus on enhancing the attractiveness of redevelopment along Calgary Trail NW and Gateway Boulevard NW, which provides the main entry into the city from the south.

### Table 1: Anticipated District Population and Employment Numbers

Table 1 provides the anticipated population and employment numbers for the Scona 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	56,000	89,000	193,000
District Employment	60,000	78,000	113,000

\* 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 **Redeveloping Areas**. Development and change will happen District-wide, but more growth and higher-density development is expected in the District’s **Nodes** and **Corridors**. Shifts in local demographics and changing economic conditions will also play roles in shaping the District’s employment and population growth.

[The City Plan](#) establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This District Plan identifies areas within the District where growth is prioritized and which public investments will encourage and support this growth.

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., neighbourhood renewal, street lighting, traffic calming, public space programming) can also support growth activation.

Within the Scona 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 portions of **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.

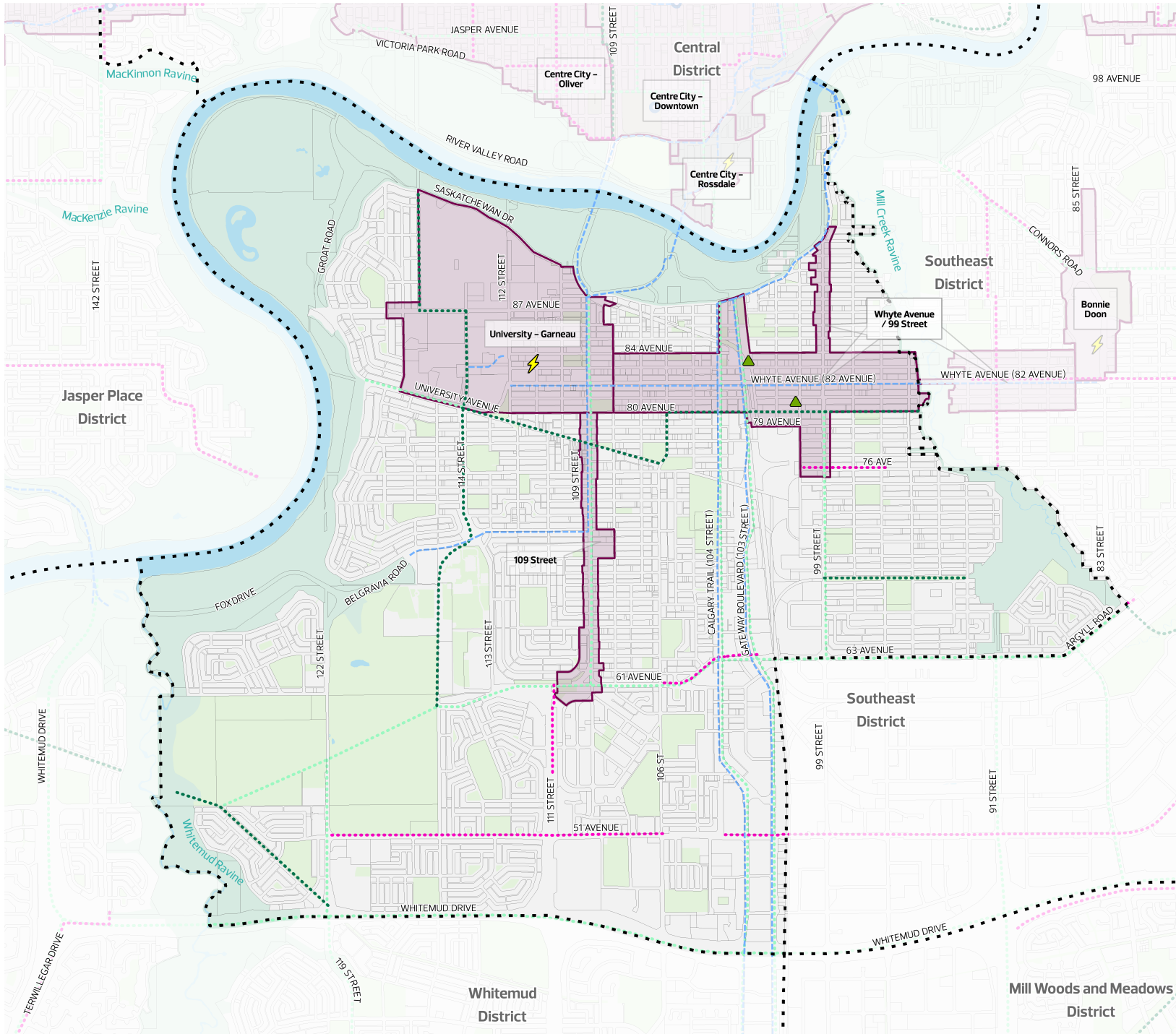
Prioritized investment is intended to support the development of **Nodes** and **Corridors** in line with The City Plan's phasing and activation approach. This approach combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan **Levers** of change (policy, partnerships,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

[Map 2: Activating Growth to 1.25 Million](#) identifies three **Priority Growth Areas** in the Scona District: the 109 Street **Secondary Corridor**, University-Garneau **Major Node** and Whyte Avenue **Primary Corridor**/99 Street **Secondary Corridor**.

## Map 2: Activating 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.



- 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

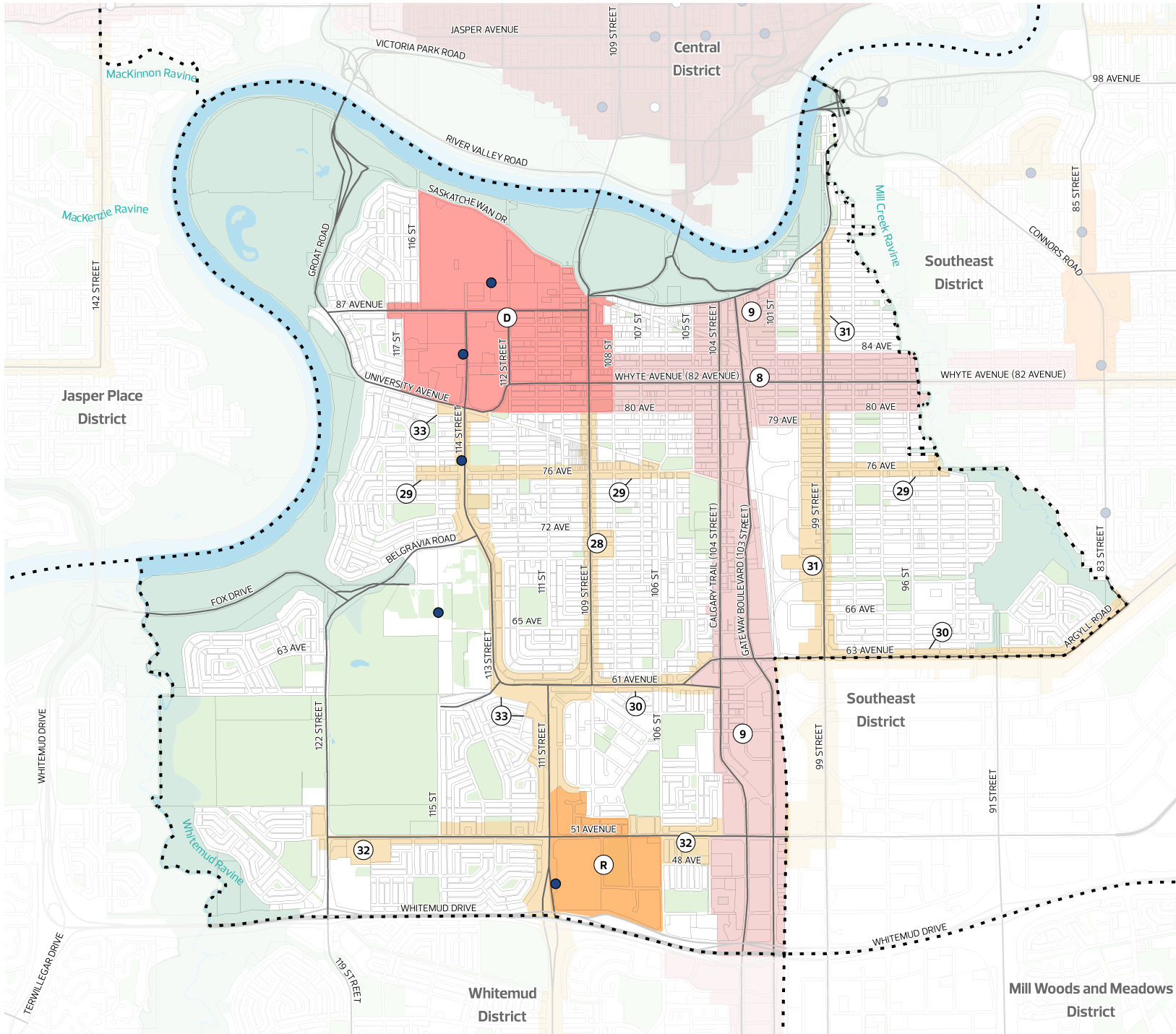
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes**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

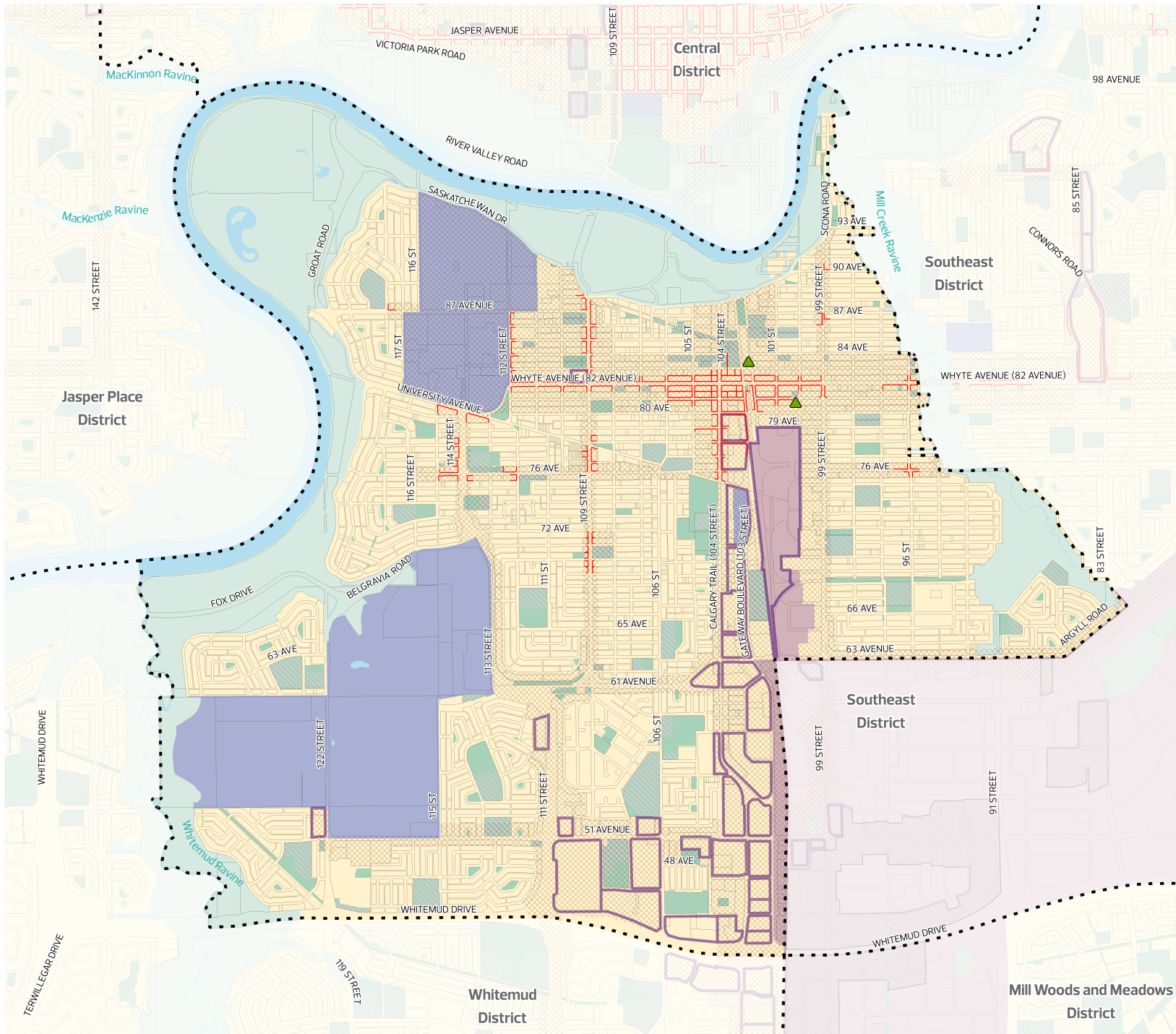
**Nodes and Corridors**

- Centre City
- Major Node
- University-Garneau
- District Node
- Southgate
- Primary Corridor
- Whyte Avenue
- Gateway Blvd/Calgary Trail
- Secondary Corridor
- 109 Street
- 76 Avenue
- Argyll Road/63 Avenue
- 99 Street
- 51 Avenue
- 111 Street/114 Street

Letter/number labels as per The City Plan

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

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



**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**

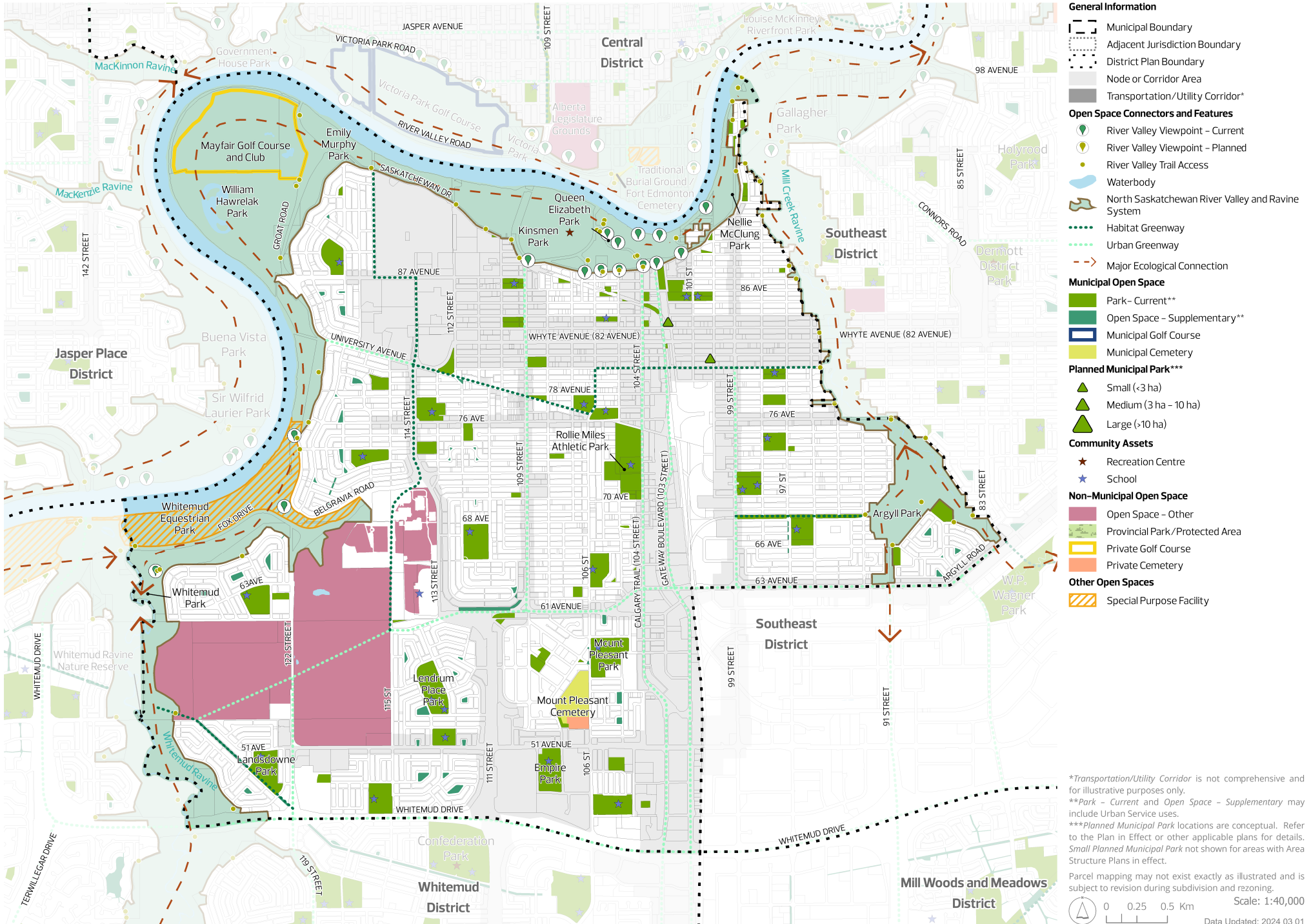
- Node or Corridor Area
- Non-Residential Intensification Area

**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:

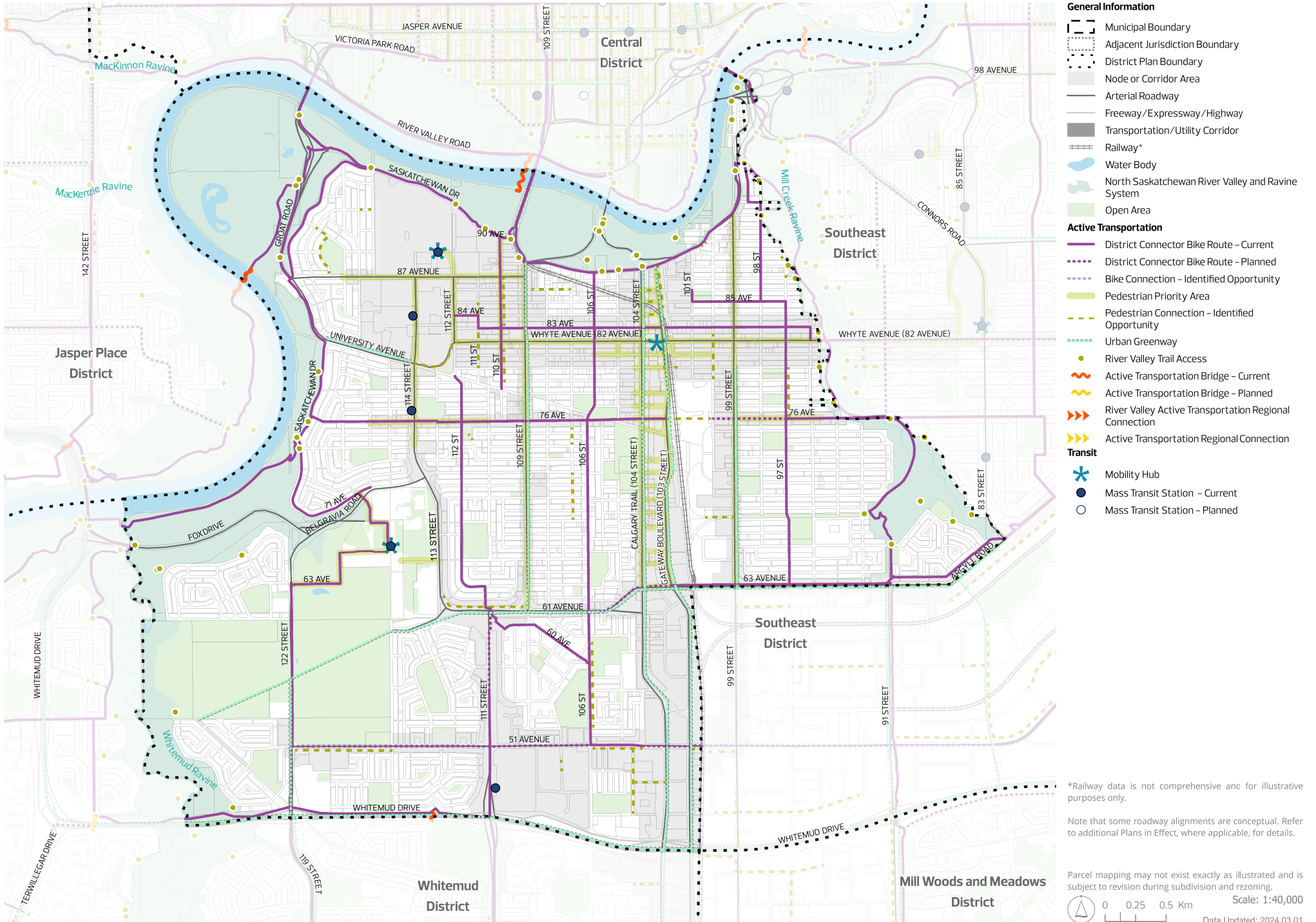
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

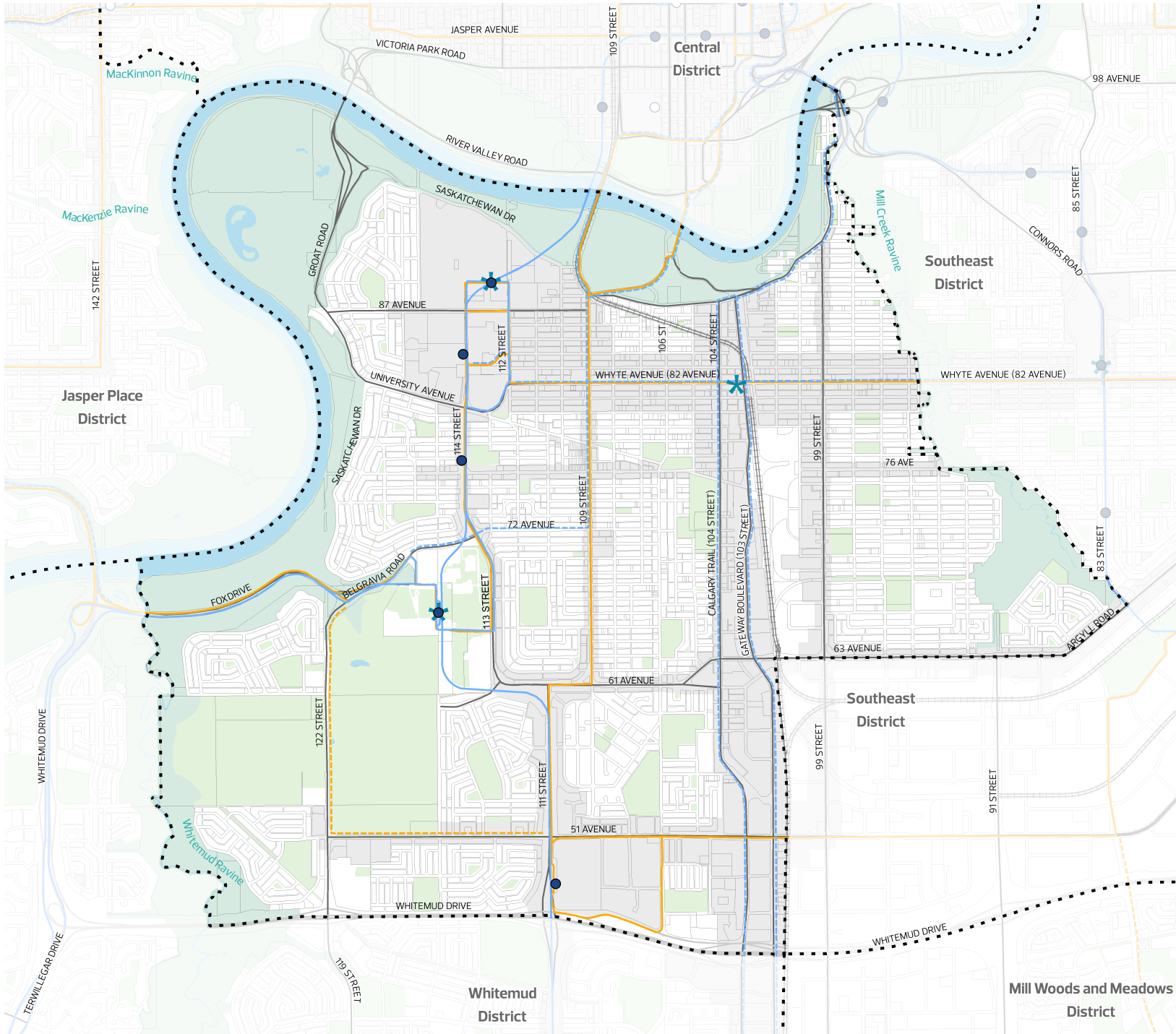
#### Map 6: Active Transportation to 1.25 Million

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
- 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.

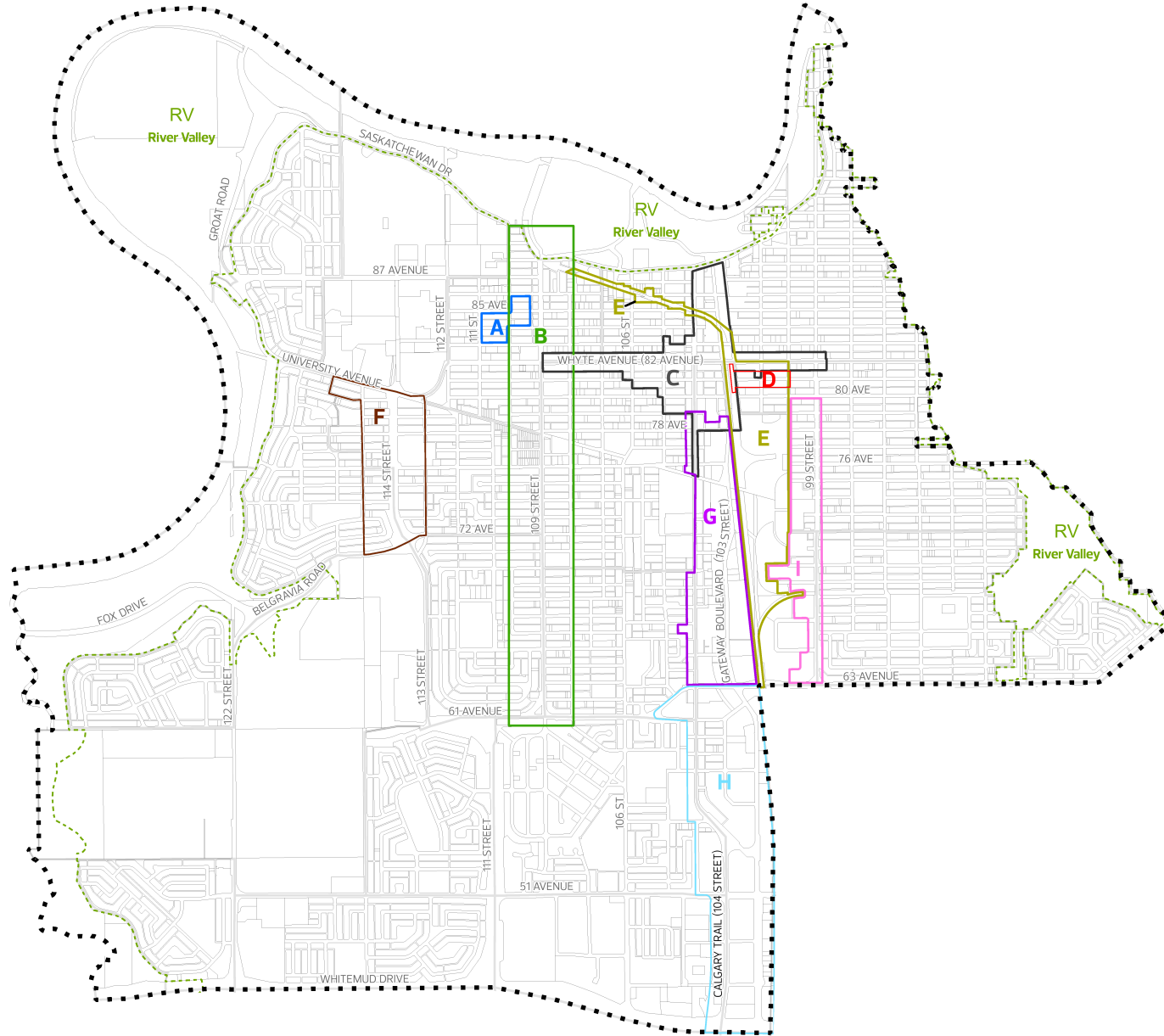
Refer to [Section 1.2: Authority and Relationship to Other Plans](#) of this District Plan for information on how **Table 2: Area-Specific Policy** shall be read with the District Policy and this District Plan.

### Map 8: Area-Specific Policy Subareas

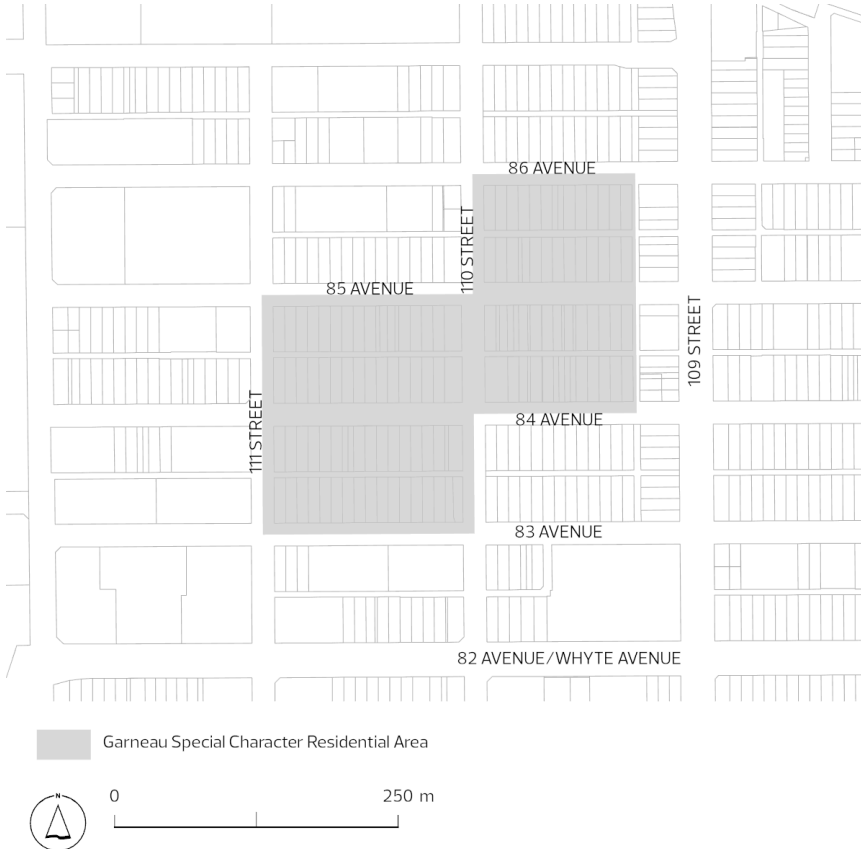
The Area-Specific Policy Subareas map identifies geographic subareas within the District where additional or exceptional policies apply. Refer to **Table 2: Area-Specific Policy** for detailed policy direction that applies to a particular geographic area. Where a particular location is not located within 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><b>A.1 Garneau - Land Use (Special Character Residential Area)</b></p> <p>Encourage the retention and rehabilitation of the existing architecturally interesting structures within the Garneau Special Character Residential Area, while allowing infill residential development that:</p> <ol style="list-style-type: none"> <li>Maintains the height, scale and character of the area; and</li> <li>Maintains the existing streetscape, including landscaping, building setbacks and the retention of existing vegetation.</li> </ol> 

**Subarea Additional or Exceptional Policy**

**B.1 109 Street Area - Map**

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

B





Subarea	Additional or Exceptional Policy
B	<p><b>B.2 109 Street Area - Land Use (Development and Public Realm Improvements)</b>  <i>Refer to the subject area in B.1 109 Street Area - Map above for the specific location where this policy applies.</i></p> <p>Streetscape improvements through full road reconstruction in the long term and incremental improvements through private redevelopment and other public initiatives in the interim, should include the following:</p> <ul style="list-style-type: none"> <li>a) Enhance the pedestrian environment along 109 Street with a focus on protection, comfort and connectivity by separating sidewalks from the curb and including a treed landscaped boulevard, pedestrian-oriented lighting, public seating and improved connections and crossings;</li> <li>b) Orient buildings and primary entrances toward 109 Street. Entrances to buildings from Avenues should be of a secondary function limited to small shops or dwellings that should not attract vehicular traffic into an adjacent residential area;</li> <li>c) Where associated with commercial development, patios and outdoor seating areas should be located along and as close as possible to the 109 Street sidewalk to promote an attractive and lively <b>Public Realm</b> while avoiding or minimizing disruption to nearby residences;</li> <li>d) Triangular setbacks or small landscaped private or public parks with consideration for landscaping and/or public art, public seating and sun access should be provided at:             <ul style="list-style-type: none"> <li>i) All four corners of the 109 Street and Whyte Avenue intersection;</li> <li>ii) The 109 Street and University Avenue/79 Avenue intersection; and</li> <li>iii) Commercially zoned street corners from 70 Avenue to 72 Avenue.</li> </ul> </li> <li>e) Consider improving the pedestrian environment along 109 Street by removing or reducing vehicle access for the portion of east-west alleys that connect to 109 Street by introducing alleys that would direct vehicular traffic to the north and/or south avenue behind development fronting 109 Street. This could be done through full closure to vehicular traffic or restricted vehicle access (e.g. one-way traffic or small vehicle parking). If the alley on the west side of 109 Street between 70 and 71 Avenue is closed, a pedestrian connection to Violet Archer Park should be maintained and funded privately and/or by the City;</li> <li>f) All new buildings with a property line abutting 109 Street should be designed and constructed to mitigate roadway noise for adjacent residential development; and</li> <li>g) Signage should be of a scale and type that respects the compact, pedestrian-oriented character of the district and should be related to local businesses. Billboards, rooftop, digital and off-premise signage of any type should not be permitted.</li> </ul>
	<p><b>B.3 109 Street Area - Land Use (Former NAV Canada Site)</b>  <i>Refer to the subject site in B-1 109 Street Area - Map above for the specific location where this policy applies.</i></p> <p>If the site on the west side of 109 Street, north of 62 Avenue, is to be disposed of by Transport Canada, a study should be undertaken to determine the appropriate land use and relationship with 109 Street and the Parkallen neighbourhood.</p>

Subarea	Additional or Exceptional Policy
B	<p><b>B.4 109 Street Area - Land Use and Mobility (Intersection at 109 Street and 61 Avenue)</b></p> <p>Reconfiguration of the intersection of 61 Avenue and 109 Street has both land use and transportation implications; future study of this intersection should be considered at such time as significant roadway reconstruction is anticipated or in the event of proposed redevelopment of adjacent properties.</p>
	<p><b>B.5 109 Street Area - 109 Street Streetscape Design Guidelines and Envision 109 - Streetscape Design Vision</b></p> <p>For further planning direction, refer to the 109 Street Streetscape Design Guidelines and Envision 109 - Streetscape Design Vision.</p>
C	<p><b>C.1 Old Strathcona Area - Open Space (Public Realm)</b></p> <ul style="list-style-type: none"> <li>a) Integrate and connect existing and new open spaces within the broader community, including programming the use of local park sites to allow some opportunity for major events to occur in the community while minimizing the impact on local residents and ensuring adequate opportunity for neighbourhood-level use of park sites.</li> <li>b) Complete a special study for land generally located between 102 Street and Gateway Boulevard from 80 to 86 Avenue, including active mode through routes at 80, 84, 85 and 86 Avenues (see “Special Study Area” on the map in C.9 below).</li> </ul>
	<p><b>C.2 Old Strathcona Area - Mobility (Public Realm)</b></p> <ul style="list-style-type: none"> <li>a) Improve cycling safety and infrastructure through upgraded intersection crossings to reduce potential conflicts with motor vehicles and encourage greater mode shift.</li> <li>b) Increase connectivity via modifications to the alley network, as well as new or improved east-west and north-south roadway connections.</li> <li>c) Establish pedestrians as the highest modal priority, including when designing for future <b>Mass Transit</b>, through a comprehensive streetscape improvement program that focuses on street design, sidewalk widths, crossings, traffic signal timings, parking, cycling infrastructure, and new transportation technologies or modes.</li> <li>d) Examine complete street options for a north-south active modes ‘spine’ along the east side of Calgary Trail/104 Street from Saskatchewan Drive to University Avenue, including converting contraflow lanes for pedestrian and cyclist use.</li> <li>e) Examine complete streets options for the connection of 80 Avenue, between Gateway Boulevard and 102 Street.</li> </ul>

**Subarea Additional or Exceptional Policy**

**C.3 Whyte Avenue Commercial Area - Map**

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

C



Subarea	Additional or Exceptional Policy
C	<p><b>C.4 Whyte Avenue Commercial Area - Land Use (Builtform and Streetscape)</b>  <i>Refer to the Whyte Avenue Commercial Area in C.3 Whyte Avenue Commercial Area - Map above for the specific location where these policies apply.</i></p> <p>Encourage the establishment and maintenance of a consistent theme for renovation and future development, emphasizing the early commercial buildings along Whyte Avenue and the pedestrian and human scale nature of the area through the use of such mechanisms as:</p> <ul style="list-style-type: none"> <li>a) Renovation/restoration of existing older structures and new development considerations: building heights, massing and transitions (including building setbacks, stepping and articulation), wind, views, heritage character and sun-shadow analysis;</li> <li>b) Regulation of advertising, signage, frontage, and access controls to respect the architectural themes and predominant existing built form found in the area;</li> <li>c) Maintain key horizontal and prominent views to enhance and preserve the legibility of the area to heritage buildings, public spaces, landmarks and destinations such as the historic CPR train station, the Strathcona Hotel, buildings with towers or cupolas (such as the post office, Dominion Hotel and Walterdale Theatre) and period architecture. Evaluation of views will be assessed during rezoning applications or at the development permit stage prior to approval. This policy does not apply to the view of the historic CPR train station directly from the north; and</li> <li>d) Improve the safety, comfort, and experience of alleys within the central portion of the Commercial Area through a range of design treatments (e.g. improved building lighting, paint/murals, planters) and interventions (e.g. storefront improvement) that will support daily activity, special events and new businesses fronting on and activating the alley to provide new opportunities for residents, visitors, and businesses to use and experience the corridor.</li> </ul>
	<p><b>C.5 Whyte Avenue Commercial Area - Heritage (Old Strathcona Provincial Historic Area)</b>  <i>Refer to the Provincial Historic Area in C.3 Whyte Avenue Commercial Area - Map above for the specific location where these policies apply.</i></p> <ul style="list-style-type: none"> <li>a) Continue to recognize the heritage significance of the Old Strathcona Provincial Historic Area, which is valued for its architectural richness and integrity of historic buildings associated with pre-World War I and later-era buildings located in one of Alberta's most significant early communities. The heritage value is articulated through the form, scale, and massing of the buildings and the development pattern in the commercial area.</li> <li>b) Ensure that improvements to the public infrastructure will consider the historic character of the area and, where possible, use historic materials, street furniture, and fixtures that reflect the historic character.</li> <li>c) Ensure that decisions about retention and leasing of City-owned buildings, including the Old Strathcona Bus Barns Building, primarily consider enhancing the historic character of Old Strathcona and allow important community and cultural elements to remain in the area.</li> </ul>

Subarea	Additional or Exceptional Policy
C	<p><b>C.6 Whyte Avenue Commercial Area - Land Use (Heritage Character Subarea)</b></p> <p><i>Refer to the Heritage Character Subarea in C.3 Whyte Avenue Commercial Area - Map above for the specific location where these policies apply.</i></p> <p>The Heritage Character Subarea is intended to have a distinct character from the Main Street Character and Urbanization Subareas. The focus is on the preservation of existing heritage resources and the retention and/or reuse of buildings of heritage value from any period that promotes cultural and historical understanding. Development in this area should enable the continued preservation of the area’s image and identity, and redevelopment should be complementary to the area’s history and heritage built form through the following:</p> <ul style="list-style-type: none"> <li>a) Consider the Standards and Guidelines for the Conservation of Historic Places in Canada or any applicable municipal or provincial historic designation requirements when retaining and/or reusing buildings of heritage value;</li> <li>b) Require the integration of new development within nodes of established architectural character, particularly the commercial area and the Provincial Historic Area, to be undertaken in such a manner as to not compromise the uniqueness of these areas;</li> <li>c) New and taller buildings should be designed in ways that complement and enhance the character of existing historic resources on nearby sites;</li> <li>d) Maintain prominent views and familiar landmarks, buildings, period architecture, streetscapes and natural features, and ensure they are not obscured from view or significantly shaded by new development;</li> <li>e) New development should consider the potential impacts on existing structures (both historic and non-historic) and the <b>Public Realm</b>;</li> <li>f) New or redeveloped buildings should provide design features to ensure they complement the established character of the area by:             <ul style="list-style-type: none"> <li>i) Incorporating horizontal and vertical architectural elements such as the size and location of windows and entranceways and building proportions;</li> <li>ii) Utilizing traditional building materials for exterior finishes; and</li> <li>iii) Allowing signage that compliments the architecture of the core area by considering placement and orientations that do not diminish from the style of the twentieth-century period of development.</li> </ul> </li> <li>g) Owners of undesignated buildings on the <b>Inventory of Historic Resources in Edmonton</b> or the Alberta Register of Historic Places should consider undertaking Municipal and/or Provincial designation and preservation of these heritage resources;</li> <li>h) Engage with and circulate to Alberta Arts, Culture and Status of Women to review major rezoning proposals and major development permits in the Provincial Historic Area or immediately adjacent to the Provincial Historic Area to review potential impacts on the character of the area; and</li> <li>i) The development of cultural and community uses such as libraries, cultural attractions, art galleries, museums and theatres, which complement the area’s commercial function should be encouraged, particularly near the existing cultural enclave north of Whyte Avenue.</li> </ul>

Subarea	Additional or Exceptional Policy
C	<p><b>C.7 Whyte Avenue Commercial Area - Land Use (Main Street Character Subarea)</b></p> <p><i>Refer to the Main Street Character Subarea in C.3 Whyte Avenue Commercial Area - Map above for the specific location where this policy applies.</i></p> <p>The Main Street Character Subarea is intended to have a distinct character from the Heritage Character and Urbanization Subareas. The focus is on supporting an active pedestrian-oriented main street with slightly higher building heights than allowed within the Heritage Character Subarea.</p>
	<p><b>C.8 Whyte Avenue Commercial Area - Land Use (Urbanization Subarea)</b></p> <p><i>Refer to the Urbanization Subarea in C.3 Whyte Avenue Commercial Area - Map above for the specific location where these policies apply.</i></p> <p>a) The Urbanization Subarea is intended to have a distinct character from the Heritage and Main Street Character Subareas. The focus is on directing larger, more intensive and taller developments south of Whyte Avenue where underutilized parcels, greater servicing, access and opportunity to support the surrounding community and business needs can be accommodated over the long term.</p> <p>b) Where appropriate, require careful massing and transitions of buildings to allow for a more sensitive transition of building height down to the surrounding development, streets and open spaces. This includes mitigating the shadow, wind, view and heritage impacts directly on Whyte Avenue. To achieve these objectives, vary or incorporate components such as:</p> <ul style="list-style-type: none"> <li>i) Building setbacks;</li> <li>ii) Stepping back upper portions of a building;</li> <li>iii) Building articulation;</li> <li>iv) Using smaller building floorplates; and</li> <li>v) Separating and off-setting a portion of a building from another.</li> </ul>

**C.9 Whyte Avenue Commercial Area - Land Use (Building Height)**

*See the map on the following page for the specific location where these policies apply.*

- a) New buildings, or additions to existing buildings, on sites south of Whyte Avenue should not cast shadows on the north sidewalk of Whyte Avenue at solar noon between the spring and autumn equinoxes (March 21 to September 21).
- b) A Sun-Shadow Analysis should be submitted for any proposed building or zone that proposes a height greater than 21 metres.
- c) Building heights should be limited as follows:
  - i) Maintain building heights at 15 metres within the core area;
  - ii) Support building heights up to 21 metres to accommodate future redevelopment of underused space to strengthen and expand the pedestrian-oriented nature of areas along Whyte Avenue;
  - iii) Support building heights up to 50 metres in the areas shown south of Whyte Avenue. To limit the impact of taller buildings on Whyte Avenue, proposals should demonstrate a fit with the corridor's vision (i.e. mass, transition, shadowing, wind, views, heritage) and provide community amenities. Buildings over 50 metres may be considered in extraordinary circumstances provided that it:
    1. Does not cast a shadow on the north sidewalk of Whyte Avenue at solar noon, between the spring and autumn equinoxes (March 21 to September 21) as a result of the proposal;
    2. Is able to respond to its site size and context;
    3. has design measures to mitigate shadowing (especially of the Whyte Avenue corridor), wind impacts and massing;
    4. Enhances the standard for the pedestrian experience;
    5. Includes a significant commitment to principles of good urban design and winter city design;
    6. Includes a higher quality of active-at-grade frontage; and
    7. Makes a more significant contribution to community amenities.
  - iv) The height for sites within the Special Study Area is to be determined through a special study; and
  - v) Sites with a Site Specific Height have been given specific approval to be taller.

C

**Subarea Additional or Exceptional Policy**





**Subarea Additional or Exceptional Policy**

D

**D.1 West Ritchie - Map**

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



**D.2 West Ritchie - Open Space (Park Acquisition)**

*Refer to the Park Site in D.1 West Ritchie - Map above for the specific location where this policy applies.*

The City of Edmonton should continue to pursue acquiring land at the southwest corner of 81 Avenue and 100 Street for a public park. The park should be designed to serve the needs of residents and visitors of all ages and could celebrate one or more cultural communities important to the area.

Subarea	Additional or Exceptional Policy
D	<p><b>D.3 West Ritchie - Land Use (Heritage Character Area)</b></p> <p><i>Refer to the map in D.1 West Ritchie - Map above for the specific location where these policies apply.</i></p> <ul style="list-style-type: none"> <li>a) Maintain the historic character of the West Ritchie <b>Heritage Character Area</b> by creating a vibrant and unique pedestrian-oriented urban village. Ensure that future development is compatible with the character of buildings through the use of historic false façades.</li> <li>b) Any rezoning of the subject site at the northwest corner of 81 Avenue and 101 Street should be an extension of the pedestrian-oriented historic character that applies to the rest of the block.</li> <li>c) Any redevelopment of the site west of 102 Street should restore the view of the historic Canadian Pacific Railway station to the west.</li> </ul>
	<p><b>D.4 West Ritchie - Land Use (81 Avenue Streetscape Improvement)</b></p> <p>The City of Edmonton should prepare, in consultation with business and property owners, a streetscape improvement plan for 81 Avenue between 100 and 102 Streets designed to achieve an enhanced pedestrian environment (e.g. improved sidewalk, street trees, street furniture) while ensuring adequate on-street parking.</p>
E	<p><b>E.1 Canadian Pacific Railway (CPR) Area - Land Use and Mobility (Mitigating Impact of Railway)</b></p> <ul style="list-style-type: none"> <li>a) Preparation of noise and vibration studies may be a requirement for rezoning within West Ritchie as long as the CPR yard is operational. New development with a residential use should be designed to mitigate noise and vibration to acceptable levels.</li> <li>b) The construction of 79 Avenue between 101 and 102 Streets should be a requirement for the development of the adjacent portions of the CPR yard. Construction of a road or a wide shared-use pathway within the 102 Street right-of-way between 79 and 80 Avenues should also be a requirement of such development.</li> <li>c) Development of buildings and open space over the portion of rail right-of-way south of 79 Avenue using air rights should be considered.</li> </ul>

Subarea	Additional or Exceptional Policy
E	<p><b>E.2 Canadian Pacific Railway (CPR) Area - Land Use (Preparing for Future Passenger Rail)</b></p> <ul style="list-style-type: none"> <li>a) A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary.</li> <li>b) City-owned remnant parcels adjacent to the CPR right of way should not be sold until such time as the long-term future of the CPR right of way has been determined. However, the short-term lease of these remnant parcels to adjacent owners is encouraged. Alternatively, these parcels could be developed on a temporary basis for community use (e.g. passive parks, community gardens, etc.).</li> <li>c) The Government of Alberta should be encouraged to acquire the property immediately southwest of Whyte Avenue and 102 Street to achieve a sufficiently wide corridor for future intercity passenger rail service.</li> <li>d) An appropriate buffer with landscaping that does not obscure the 81 Avenue vista to the historic CPR railway station, including a sidewalk or shared-use pathway, will be an expectation should the rail corridor be used for intercity passenger rail service. This buffer would be on the eastern edge of the property immediately southwest of Whyte Avenue and 102 Street and the eastern edge of the rail corridor from 79 Avenue to just north of 80 Avenue.</li> </ul>

**Subarea Additional or Exceptional Policy**

**F.1 114 Street and University Avenue Areas - Map**

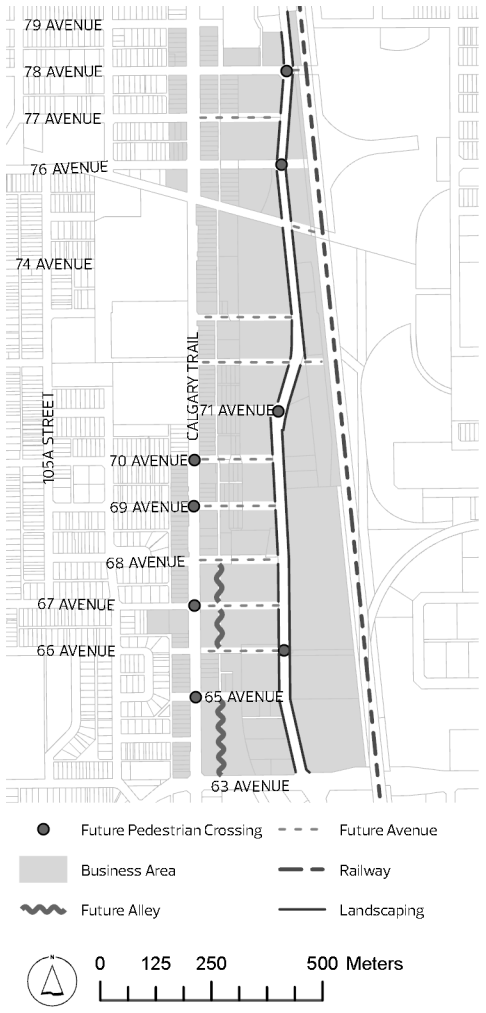
For additional or exceptional policy direction in this map area, refer to the following referencing policies.

F



Subarea	Additional or Exceptional Policy
F	<p><b>F.2 114 Street Area - Land Use and Open Space (Public Realm)</b></p> <p><i>Refer to the map in F.1 114 Street and University Avenue Areas - Map above for the specific location where these policies apply.</i></p> <p>Improve and enhance the <b>Public Realm</b> along 114 Street to emphasize pedestrian connectivity, <b>Active Transportation</b> and transit use through the following:</p> <ul style="list-style-type: none"> <li>a) Expand the linear open space (“green spine”) on the west side of the noise wall along 114 Street, which is intended to be a minimum of 12 metres wide, including a shared pathway, a planting zone and a street furniture zone.</li> <li>b) Develop a boulevard along the east side of 114 Street, which is intended to be a minimum of 5.2 metres wide, including a street furniture and planting zone and a pedestrian zone;</li> <li>c) Reconnect the urban grid pattern by introducing alleys parallel to 114 Street and closing existing alleys, in the approximate locations shown, to enable the orientation of redevelopment towards 114 Street. This includes:             <ul style="list-style-type: none"> <li>i) Allowing consolidation of properties and surplus road right-of-way;</li> <li>ii) Dedication and construction of rear alleys, through subdivision, to service new development along 114 Street; and</li> <li>iii) The provision of the portion of land abutting both the back alley and open space/boulevard, including improvements to the public realm (e.g. street furniture, hard and soft landscaping) as a condition of development along 114 Street.</li> </ul> </li> <li>d) Redevelop existing cul-de-sacs along the west side of 114 Street into open spaces with shared pathways; and</li> <li>e) Where redevelopment proposes to modify or remove cul-de-sacs at 75 or 79 Avenue along the east side of 114 Street, a transportation impact assessment, including a review of stakeholder feedback, will be required at the development stage.</li> </ul>
	<p><b>F.3 114 Street Area - Land Use (Development and Built Form)</b></p> <p><i>Refer to the map in F.1 114 Street and University Avenue Areas - Map above for the specific location where these policies apply.</i></p> <ul style="list-style-type: none"> <li>a) Minimize noise disturbance from LRT operations and roadway traffic through a combination of <b>Site Design</b>, building technologies and materials.</li> <li>b) Design new development along 114 Street to orient towards 114 Street with vehicular access from the new rear alleys and the front doors and windows facing onto the linear park on the west side and 114 Street on the east side.</li> <li>c) Relocate the St. Peter sports field to the east side of the site at the time of redevelopment.</li> <li>d) Explore affordable housing opportunities, including senior housing on the St. Peter Centre site.</li> </ul>

Subarea	Additional or Exceptional Policy
F	<p><b>F.4 University Avenue Area - Land Use (Public Realm)</b></p> <p><i>Refer to the map in F.1 114 Street and University Avenue Areas - Map above for the specific location where these policies apply.</i></p> <ul style="list-style-type: none"> <li>a) Transform the service road along University Avenue between 113 Street and 115A Street to be a multi-purpose greenway, which is intended to be a minimum of 9.4 metres wide, including a shared pathway, a street furniture zone and a planting zone for rain gardens or a bioswale and natural landscaping.</li> <li>b) The provision of the abutting portion of the greenway and adjacent on-street parking should be a condition of development along University Avenue.</li> </ul>
	<p><b>F.5 McKernan and Belgravia - Land Use (Transition)</b></p> <p><i>Refer to the map in F.1 114 Street and University Avenue Areas - Map above for the specific location where this policy applies.</i></p> <p>Redevelopment larger than <b>Small Scale</b> along University Avenue, 114 Street, 76 Avenue and 71/72 Avenue should provide an attractive facade facing lower-density development separated by an alley.</p>

Subarea	Additional or Exceptional Policy
G	<p><b>G.1 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Map</b></p> <p>For additional or exceptional policy direction in this map area, refer to the following referencing policies.</p> 
G	<p><b>G.2 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Mobility (Pedestrian Crossings)</b></p> <p>Refer to G.1 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Map above for the specific location where this policy applies.</p> <p>Existing pedestrian crossings may be enhanced, and additional pedestrian crossings should be provided to facilitate pedestrian movement. Crossings should be considered at the following locations:</p> <ol style="list-style-type: none"> <li>Calgary Trail and 65, 67, 69 and 70 Avenues; and</li> <li>Gateway Boulevard and 66, 71, 76 and 78 Avenues.</li> </ol>

Subarea	Additional or Exceptional Policy
G	<p data-bbox="333 164 1667 196"><b>G.3 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Mobility (Future Roadways)</b></p> <p data-bbox="333 209 1881 272"><i>Refer to G.1 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Map above for the specific location where this policy applies.</i></p> <p data-bbox="333 287 1308 319">Ensure that development within the Business Area complies with the following:</p> <ul style="list-style-type: none"> <li data-bbox="333 334 1803 397">a) No permanent buildings should be allowed within areas designated as Future Avenue or Future Alley. Temporary facilities are acceptable;</li> <li data-bbox="333 412 1881 475">b) Dedication of road right-of-way within areas designated as Future Avenue or Future Alley should be a requirement with the subdivision of relevant properties;</li> <li data-bbox="333 490 1833 553">c) Where there is no subdivision, the City of Edmonton should encourage landowners to dedicate areas designated as Future Avenue or Future Alley through the filing of a road plan negotiated through the development process;</li> <li data-bbox="333 568 1860 662">d) If areas designated as Future Avenue or Future Alley remain in private ownership through the development process, they should be constructed as private roadways and underground utilities supporting future intensification should be installed where possible;</li> <li data-bbox="333 677 1871 771">e) Construction of roads within areas designated as Future Avenue or Future Alley may be a condition of adjacent development or be done through City capital programs as funding permits. In some cases, private roadway extensions of the avenues or alleys may be acceptable; and</li> <li data-bbox="333 786 1698 816">f) Subdivision and redevelopment of the lands between the railway and Gateway Boulevard is encouraged.</li> </ul>



Subarea	Additional or Exceptional Policy
G	<p><b>G.4 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Land Use (Urban Design)</b></p> <p><i>Refer to G.1 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Map above for the specific location where this policy applies.</i></p> <p>Development within the Business Area should focus on improving the area's image as a major city entrance by requiring the following with any redevelopment:</p> <ul style="list-style-type: none"> <li>a) Development should be designed to create an attractive view from Calgary Trail and Gateway Boulevard;</li> <li>b) The built forms on either side of the alley east of Calgary Trail (including the future alley) should be designed to improve aesthetics along the alley;</li> <li>c) The main entrances of buildings should face roadways rather than internal parking areas;</li> <li>d) Buildings should be built to the minimum setbacks along public roadways to maintain the street-oriented character of this area;</li> <li>e) Any parking structure adjacent to a road should be wrapped or hidden at ground level by commercial land uses;</li> <li>f) Parking and service areas should be screened from view from Calgary Trail, Gateway Boulevard and adjacent residential areas;</li> <li>g) Loading docks should be fully enclosed in buildings or fully screened and designed to minimize their visual prominence; and</li> <li>h) Apartment housing on the upper floors of development, as well as live-work units, should be encouraged in areas west of Gateway Boulevard.</li> </ul>
	<p><b>G.5 Calgary Trail and Gateway Boulevard Area (63 Avenue to 79 Avenue) - Land Use (Signage)</b></p> <p>Improve the location, siting, comprehensibility and design of signage in the Calgary Trail/Gateway Boulevard corridor, including:</p> <ul style="list-style-type: none"> <li>a) Avoiding undesirable effects on adjacent residential areas;</li> <li>b) Discouraging the use of portable signs; and</li> <li>c) Not allowing billboards, including digital billboards.</li> </ul>
H	<p><b>H.1 Calgary Trail and Gateway Boulevard Area (Whitemud to 63 Avenue) - Land Use (Urban Design)</b></p> <p>Improve the image of the main south entrance to the City by encouraging high-quality development within view from Calgary Trail and Gateway Boulevard, including:</p> <ul style="list-style-type: none"> <li>a) Orienting building entrances and facades towards Calgary Trail and Gateway Boulevard; and</li> <li>b) Locating parking and service areas away and screening them from Calgary Trail, Gateway Boulevard, 63 Avenue and adjacent residential areas.</li> </ul>

Subarea	Additional or Exceptional Policy
H	<p><b>H.2 Calgary Trail and Gateway Boulevard Area (Whitemud to 63 Avenue) - Land Use (Signage)</b></p> <p>Improve the location, siting, comprehensibility and design of signage in the Calgary Trail/Gateway Boulevard corridor, including:</p> <ul style="list-style-type: none"> <li>a) Avoiding undesirable effects on adjacent residential areas;</li> <li>b) Discouraging the use of portable signs; and</li> <li>c) Discouraging the use of freestanding billboards, including digital billboards.</li> </ul>
	<p><b>H.3 Gateway Boulevard and 51 Avenue Area - Mobility (Grade Separation at Rail Line)</b></p> <p>Consider grade separation east of Gateway Boulevard, where 51 Avenue intersects a major rail line to further facilitate the free flow of traffic.</p>
I	<p><b>I.1 99 Street Area - Mobility (Pedestrian Crossings)</b></p> <p>Existing pedestrian crossings may be enhanced, and additional pedestrian crossings should be provided to facilitate pedestrian movement. Crossings should be considered at the following locations:</p> <ul style="list-style-type: none"> <li>a) 99 Street and the shared-use path adjacent to 68 Avenue; and</li> <li>b) 99 Street and 73 Avenue.</li> </ul>
	<p><b>I.2 99 Street Area - Land Use (Urban Design)</b></p> <ul style="list-style-type: none"> <li>a) Encourage the visual improvement of buildings and sites along the west side of 99 Street through the following: <ul style="list-style-type: none"> <li>i) Encourage buildings to orient to 99 Street and build to required setbacks so that parking and loading areas are located behind buildings and screened from the <b>Public Realm</b> along 99 Street; and</li> <li>ii) Encourage landscaping adjacent to 99 Street.</li> </ul> </li> <li>b) Allow sites west of 99 Street to remain medium to light industrial and/or transition to commercial or business industrial.</li> </ul>
RV	<p><b>RV North Saskatchewan River Valley and Ravine System</b></p> <p>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.