

Edmonton

Scona 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 Scona District is located in the central area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Nearby districts include the Central, Jasper Place, Whitemud and Southeast Districts (see **Figure 6.1: Citywide Context**). Scona District includes the following neighbourhoods:

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

The Scona District is generally bordered by the North Saskatchewan River to the north, Mill Creek Ravine and the CP Rail corridor east of Gateway Boulevard 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. These waterways and roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

River Valley areas within this district include the Whitemud Creek Ravine, Whitemud Park, Whitemud Equestrian Park, Hawrelak Park, Emily Murphy Park, Kinsmen Park, Louise McKinney Park and the Millcreek Ravine along its western, northern and eastern boundaries. These provide major recreational parks, amenities and open space, and connect the district to Edmonton's river valley and ravine system.

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 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 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 southern portion of Scona District includes land originally reserved for the Papaschase Cree Band following the signing of Treaty 6 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 titles for private land ownership.

This Euro-Canadian settlement of the Scona District accelerated with the arrival of the Canadian Pacific Railway (CPR) in 1891, and the community grew around the rail station, incorporating 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 frame. Several of the impressive brick buildings and local icons that remain in the area today, such as the Garneau Lamp, were built during this era.

Formerly Edmonton's rival community, Strathcona was amalgamated with Edmonton in 1912, due in large part to the construction of the High Level Bridge, which was completed shortly afterwards in 1913. Originally, the bridge served four different modes of transportation: train, streetcar, automobiles, and pedestrians. Following amalgamation, Strathcona experienced an economic slowdown as development activity concentrated north of the river, which allowed the preservation of much of the area's pre-World War I buildings and architecture.

The arrival of the CPR had a significant impact on surrounding development. The railway and 35 hectare rail yard continued to have an impact on Scona District's built form throughout the 20th century. Surrounding the yard, large lots were created for rail facilities and rail-related industries. Due to the rail line, connections between east and west were limited, meaning that Whyte Avenue was the primary east-west corridor, with the addition of 63 and 51 Avenues as the city expanded south.

Scona District is also home to the University of Alberta, which was founded in 1908 on the banks of the North Saskatchewan River. The University has grown consistently since then into one of Canada's largest universities. Its primary North Campus has grown to around 150 buildings across 125 hectares. The University has also impacted development far beyond the boundaries of its campus. There are many shops and cafes, houses and apartment towers that all exist primarily to serve the students and staff at the University. In addition to its North Campus, Scona District also contains the University's South Campus, a large tract of undeveloped land originally purchased by the University in 1920 for use by the Faculty of Agriculture.

The district includes several open spaces, including the Whitemud Equine Centre, located in the River Valley next to modern day Fox Drive. It began as a farm after World War I and eventually became a popular park and recreation area for Edmontonians. A riding arena was built in 1959, which began the site's equine legacy.

The Town of Strathcona started as a pedestrian-oriented community, but the rise of the automobile after World War II transformed the area. Public outcry prevented the construction of a freeway along Whyte Avenue in 1969, which would have removed and paved over Mill Creek Ravine. In 1980, 104 Street and Gateway Boulevard were converted from two-way roads into a couplet with four one-way lanes each, solidifying these roads as auto-oriented corridors. Auto-oriented development continued with the construction of a large-format retail complex north of 65 Avenue in the late 1990s.

Whyte Avenue and the surrounding area have retained a pedestrian focus and have become a cultural arts hub in Edmonton. Around the turn of the millennium it was well known for its thriving bar and nightclub scene, which has since expanded to include artisanal local shops and restaurants. It also remains home to the Edmonton Fringe Festival, an annual summer festival showcasing performance artists from Edmonton and around the world.

Several neighbourhoods were originally part of the Town of Strathcona, including Allendale, Garneau, Queen Alexandra, Ritchie, Hazeldean and McKernan, but much of this area wasn't developed until the 1940s and 50s. Development began in McKernan in the 1940s after a marshy pond in the area was drained. In the early 20th century, a small number of homes were built in the Belgravia neighbourhood, but it wasn't until after World War II when the area was re-planned with new street alignments that the neighbourhood began to take the shape that it has today.

As Edmonton continued to grow, development expanded south. 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.

Southgate eventually became the site of one of Scona District's five LRT stations. The first was University Station, which began operations in 1992 and was the first LRT station south of the North Saskatchewan River. At 23 metres below the surface, it is the deepest LRT station in Edmonton. The LRT was extended further south in 2006 with the opening of the Health Sciences/Jubilee station, which brought ground level LRT access to the University Hospital and the Northern Alberta Jubilee Auditorium. New stations were opened at McKernan/Belgravia and the University's South Campus in 2009, followed by Southgate (and Century Park in the Whitemud District) in 2010.

2.3. Development Context

Scona District has many significant and unique physical and environmental characteristics that shape its development. The district is surrounded on three sides by ravines and the river valley, and contains several parks, including Hawrelak Park, one of the largest centrally located parks in the city. These natural areas provide important ecological functions and recreational opportunities to serve the district.

The district also includes several other significant areas and landmarks, such as the University of Alberta (both the North and South Campuses), Whyte Avenue and Southgate Centre. Gateway Boulevard and Calgary Trail are the primary north/south roads in the district, and are key connectors for Edmonton as a whole. These twinned roads connect the district to the city centre, the city's southside and further south, including the airport.

One of Edmonton's most notable commercial areas, the Whyte Avenue corridor, is found in the Scona District. This area is complete with 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, which identifies the heritage value through the development pattern and the form, scale and massing of the buildings. In addition to being a key commercial area, Whyte Avenue is also one of the primary east/west routes for vehicle traffic across the northern portion of the Scona District.

Much of the district's western portion is taken up by the University of Alberta North and South Campuses, with primarily single-detached residential neighbourhoods along the river valley. The residential areas east of the North Campus, surrounding Whyte Avenue are a diverse mix of low to high density developments, which transitions back to primarily single-detached homes east of 99 Street. The majority of the central and southern residential neighbourhoods are lower density, with the exception of areas around Southgate Centre and along Whitemud Drive, where medium to high density developments exist.

A long spine of non-residential development runs north/south along the CPR line, where industrial uses are found mostly along the rail line, and mostly large format retail is found along Calgary Trail and Gateway Boulevard.

The McKernan/Belgravia Station ARP (2013), Envision109 Streetscape Design Vision (2019) and 109 Street Corridor Streetscape Design Guidelines (2020) are still active planning tools used to guide land use, mobility and growth planning in these areas.

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

The McKernan/Belgravia Station ARP guides development in the area surrounding the McKernan/Belgravia LRT station. This plan seeks to enhance the local character of the McKernan and Belgravia neighbourhoods, while promoting transit oriented development near the LRT station.

The Envision109 Streetscape Design Vision (2019) and 109 Street Corridor Streetscape Design Guidelines (2020) provide a long-term vision for the area by guiding private development along 109 Street and informing the eventual reconstruction of the corridor. Both documents apply to development along 109 Street between the High Level Bridge and 61 Avenue, an important north/south route in the Scona District and citywide. The Design Vision and Design Guidelines will serve to transition this area to become pedestrian-friendly, offering a variety of transportation options and encouraging redevelopment.

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

3. City Plan Direction

3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Scona District will continue to experience modest population and employment growth through redevelopment and infill. The district contains several key nodes and corridors, which together form a network of pedestrian-focused streetscapes, mass transit corridors and main north-south connector routes. Continuing redevelopment of Whyte Avenue, 114 Street, 109 Street and 99 Street is expected to focus directly on improving the pedestrian experience. Additionally, as Gateway Boulevard is the main entry into the city from the south and welcomes tourists arriving from the airport, attractive redevelopment is encouraged through comprehensive design guidelines for the corridor.

At the core of the district, the University of Alberta forms a key part of the innovation corridor, where major academic, health and research institutions are connected by mass transit and supported by a high quality public realm and built form. Growth in advanced education, health and knowledge-based sectors is expected within this corridor as well as the possibility of vertical mixed use developments.

A major focus on the redevelopment along 109 Street is expected to contribute to an identifiable and welcoming streetscape that unites a unique range of neighbourhoods while supporting local business.

Employment growth is expected to remain steady as the main employment areas within the district are built out. While redevelopment within these areas is expected, the projected number of jobs is not expected to increase significantly.

See **Figure 6.5: Direction to 1.25 Million** for additional information.

Table 3.1 provides population and jobs estimates for the Scona 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	70,000	74,000	193,000
District Jobs	60,000	61,000	110,000

3.2. Growth to 2 Million

Figure 6.4: Vision at 2 Million captures how the Scona 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:

- Redevelopment along Calgary Trail and Gateway Boulevard to create a more welcoming and vibrant entrance to the city
- New development along 109 and 114 Streets by enhancing the pedestrian experience, supporting local business and providing for a range of transportation options
- Build-out of the Southgate District Node, including the 111 Street and 51 Avenue Secondary Corridors
- Transition of 99 Street from an industrial focus to include a mix of uses that contribute to the pedestrian streetscape and are compatible with the residential neighbourhood to the east
- Continued incremental redevelopment in the predominantly residential neighbourhoods to provide additional housing options and small scale commercial services
- Evolution and redevelopment of the railyard to become a north-south regional train route that supports a passenger rail and is surrounded by a mix of residential and non-residential development
- Additional investments in mass transit that will continue to support the node and corridor network and connections within and beyond the district

The future development of this district will be supported by investments in streetscape improvements and the expansion of mass transit services to reduce the reliance on personal vehicles. Urban and habitat greenways will provide strong connections through the district connecting people and wildlife to the surrounding ravines and river valley.

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 and other geographic plans listed in **Table 4.1** shall be read together 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 - Scona Subarea Figure for District Specific Policy Table Reference

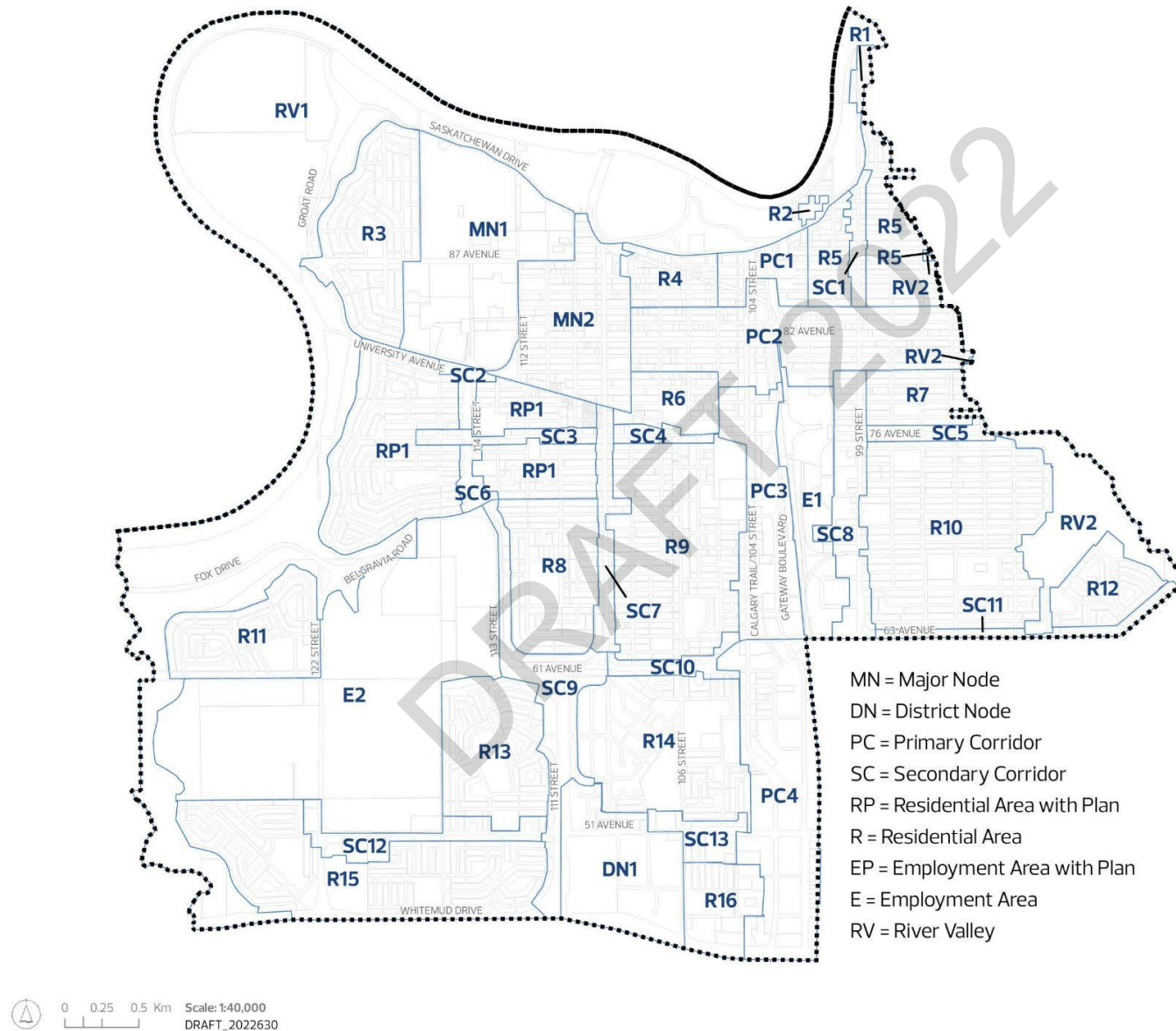


Table 4.1 - District Specific Policy

This table identifies policies that are exceptional or additional to the District General Policy and Figures 6.5-6.9, for noted subareas only. Refer to Figure 4.1 for the location of the subareas.

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN2	University-Garneau Major Node (portions of Garneau and Queen Alexandra neighbourhoods)	<p>MN2-1 Development and Public Realm Improvements Along 109 Street</p> <p>For further planning direction for 109 Street NW refer to the 109 Street Streetscape Design Guidelines and Envision 109 - Streetscape Design Vision for portions of this Node where it is in effect. This includes streetscape improvement through full road reconstruction in the long term and incremental improvements through private redevelopment and other public initiatives in the interim period, including the following:</p> <ul style="list-style-type: none"> i. Enhance the pedestrian environment along 109 Street with a focus on protection, comfort, connectivity and the public realm with a regular rhythm of green spaces by including widened sidewalks, pedestrian-oriented lighting, street trees at regular intervals, public seating and improved connections and crossings; ii. Orient buildings and primary entrances toward 109 Street. Entrances to buildings from avenues will be of a secondary function limited to small shops or dwellings where they will not attract vehicular traffic beyond the site and into an adjacent residential area; iii. Where associated with a 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 public realm while avoiding or minimizing disruption to nearby residences; iv. Triangular setbacks or small landscaped private or public parks with consideration for landscaping and/or public art, public seating and solar orientation should be provided at: <ul style="list-style-type: none"> A. all four corners of the 109 Street and Whyte Avenue intersection; and B. the 109 Street and University Avenue/79 Avenue intersection. v. Consider the pedestrianization of 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 (eg. one-way traffic or small vehicle parking); and vi. Signage must be of a scale and type that respects the compact, pedestrian-oriented character of the District and related to local businesses. Billboards, roof-top, digital and off-premise signage of any type will not be permitted. <p>See Figure 4.2</p>	1.2 Authority and relationship to other plans 2.1.4 Public Realm

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
MN2	University-Garneau Major Node (portion of Garneau neighbourhood)	MN2-2 Garneau Special Character Residential Area For development in the Garneau Special Character Residential Area, refer to the DC1, which focuses on the rehabilitation or redevelopment of individual structures or properties for residential uses that contribute to the streetscape and retain the massing of existing developments. See Figure 4.6	2.6.1 Heritage and Cultural General Policies
PC1	Calgary Trail/Gateway Boulevard Primary Corridor (portion of Strathcona neighbourhood)	PC1-1 Canadian Pacific Railway and Surrounding Land <ol style="list-style-type: none"> A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary. City owned remnant parcels adjacent to the CPR right of way will 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 park, community gardens, etc.). 	3.2.1 General Transit Policies
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Queen Alexandra and Strathcona neighbourhoods)	PC2-1 Old Strathcona Provincial Historic Area <ol style="list-style-type: none"> 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 pattern of development in the commercial area. 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. 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. The City will consider the retention and leasing of the Old Strathcona Bus Barns Building, allowing important community and cultural elements to remain in the area. See Figure 4.4	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Queen Alexandra and Strathcona neighbourhoods)	<p>PC2-2 Whyte Avenue Commercial Area Character Subareas</p> <p>Promote the development of three distinct character subareas within the Whyte Avenue Commercial Area:</p> <ul style="list-style-type: none"> i. Heritage Character Subarea focuses on the preservation of existing heritage resources and development that is complementary to the area's history and built form heritage. Encourage cultural and community uses such as libraries, cultural attractions, art galleries, museums and theatres which complement the area's commercial function, particularly near the existing cultural enclave north of Whyte Avenue; ii. Main Street Character Subarea supports an active pedestrian-oriented main street with slightly higher building heights than allowed within the Heritage Subarea; and iii. Urbanization Character Subarea directs larger, more intensive and taller development south of Whyte Avenue where underutilized parcels, greater servicing, access and opportunity to support surrounding community and business needs can be accommodated over the long-term. <p>See Figure 4.4</p>	2.6.1 Heritage and Cultural General Policies
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-3 Development in Whyte Avenue Commercial Area</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"> i. Comprehensive streetscape improvement program that establishes pedestrians as the highest modal priority when designing streets, sidewalk widths, crossings, traffic signal timings, parking, cycling infrastructure and embracing new transportation technologies or modes, including when designing for future mass transit; ii. 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; iii. Regulation of advertising, signage, frontage, and access controls to respect the architectural themes and predominant existing built form found in the area; and iv. More specific regulations listed as follows. 	2.2.1 General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-4 Development in Whyte Avenue Commercial Area - Height Strategy</p> <p>Regulation of building heights (notwithstanding existing buildings or zones that exceed this height previously approved as denoted on Figure 4.5) as follows:</p> <ul style="list-style-type: none"> 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 ; and iii. Support building heights up to 50 metres in areas shown south of Whyte Avenue. To limit the impact of taller buildings on Whyte Avenue, proposals must demonstrate a fit with the corridor's vision (i.e. mass, transition, shadowing, wind, views, heritage) and provide community amenities. Proposals over 50 metres may be considered in extraordinary circumstances provided that: <ul style="list-style-type: none"> A. there are no shadows cast 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; B. it is able to respond to its site size and context; C. it has design measures to mitigate shadowing (especially of the Whyte Avenue corridor), wind impacts and massing; D. it enhances the standard for the pedestrian experience; E. it includes a significant commitment to principles of good urban design and winter city design; F. it includes a higher quality of active-at-grade frontage; and G. it makes a more significant contribution to community amenities. <p>See Figure 4.5</p>	2.2.1 General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-5 Development in Whyte Avenue Commercial Area - Massing and Transitions</p> <p>Require careful massing and transitions for buildings within the Urbanization Subarea to allow for a more sensitive transition of building height down to the surrounding development, streets and open spaces as well as an opportunity to mitigate shadow, wind, view and heritage impacts directly on Whyte Avenue by varying or incorporating components such as:</p> <ul style="list-style-type: none"> i. Building setbacks; ii. Stepping back upper portions of a building; iii. Building articulation; iv. Using smaller building floorplates; and v. Having separation and off-setting of a portion of a building from another. <p>See Figure 4.4</p>	2.2.1 General Policies
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-6 Development in Whyte Avenue Commercial Area - Sun-Shadow Analysis</p> <ul style="list-style-type: none"> i. New buildings, or additions to existing buildings, on sites south of Whyte Avenue, shall not cast shadows on the north sidewalk of Whyte Avenue at solar noon, between the spring and autumn equinoxes (March 21 to September 21). ii. A Sun-Shadow Analysis shall be submitted for any proposed building or zone within the Whyte Avenue Commercial Area that proposes a height greater than 21 metres. <p>See Figure 4.4</p>	2.2.1 General Policies
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-7 Development in Whyte Avenue Commercial Area - Views</p> <p>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 shall not apply to the view of the historic CPR train station directly from the north.</p> <p>See Figure 4.4</p>	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-8 Development in Whyte Avenue Commercial Area - Heritage Character</p> <p>Retain and/or reuse buildings of heritage value from any period that promotes cultural and historical understanding to enable continued preservation of the area's image and identity through the following:</p> <ul style="list-style-type: none"> i. 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; ii. 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; iii. Require new and taller buildings to be designed in ways that complement and enhance the character of existing historic resources on nearby sites; iv. Require new development to consider the potential impacts on existing structures (both historic and non-historic) and the public realm; v. Require new or redeveloped buildings within the Heritage Character Subarea to provide design features to ensure they complement the established character of the area by: <ul style="list-style-type: none"> A. incorporating horizontal and vertical architectural elements such as size and location of windows and entranceways, and building proportions; B. utilizing traditional building materials for exterior finishes; and C. limiting adornments and signage on buildings to styles, placement, and orientations that are traditional to the core area and its early twentieth century period of development. vi. Encourage owners of undesignated buildings on the Inventory of Historic Resources in Edmonton or the Alberta Register of Historic Places to undertake Municipal and/or Provincial designation and preservation of these heritage resources; and vii. Engage with and circulate to Alberta 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. <p>See Figure 4.4</p>	2.6.1 Heritage and Cultural General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC2	Whyte Avenue Primary Corridor (portions of Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-9 Development in Whyte Avenue Commercial Area - Laneway Activation</p> <ul style="list-style-type: none"> i. Enhance lanes within the central portion of the commercial area to provide new opportunities for residents, visitors, and businesses to move within the corridor. ii. Improve safety, comfort, and experience 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 lane as a space itself. <p>See Figure 4.4</p>	2.2.1 General Policies
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Garneau, Queen Alexandra, Ritchie, Strathcona and Strathcona Junction neighbourhoods)	<p>PC2-10 Develop an Old Strathcona Public Realm Strategy to:</p> <ul style="list-style-type: none"> i. 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; ii. Provide direction for a future special study for linear space generally located between 102 Street and Gateway Boulevard, from 86 Avenue to 80 Avenue, including active mode through routes at 80, 84, 85 and 86 Avenues; iii. Improve cycling safety and infrastructure through upgraded intersection crossings to reduce potential conflicts with motor vehicles and encourage greater mode shift; iv. Increase connectivity via modifications to the alleyway network, as well as new or improved east-west and north-south roadway connections; v. 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; and vi. Examine the connection of 80 Avenue, between Gateway Boulevard and 102 Street. 	<p>2.1.4 Public Realm</p> <p>2.5.1 General Policies for Open Space and Natural Areas</p> <p>3.1.1 Active Transportation General Policies</p>
PC2	Whyte Avenue Primary Corridor (portions of Ritchie)	<p>PC2-11 West Ritchie Park Acquisition</p> <p>The City will 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.</p>	2.5.1 General Policies for Open Space and Natural Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC2	Whyte Avenue Primary Corridor (portions of Ritchie)	<p>PC2-12 West Ritchie Heritage Character Area</p> <ul style="list-style-type: none"> i. For development in the West Ritchie Heritage Character Area, refer to the DC1, which focuses on creating a unique pedestrian commercial shopping district while ensuring future development is compatible with the character of buildings with historic false Façades and preserving the view of the historic CPR station to the west. ii. Any future rezoning of the site at the northwest corner of 81 Avenue and 101 Street should be an extension and application of the historical DC1 Provision applying to the rest of the block unless it is to a separate DC1 Provision as part of the Municipal Historic Resource designation process. <p>See Figure 4.7</p>	2.6.1 Heritage and Cultural General Policies
PC2	Whyte Avenue Primary Corridor (portions of CPR Irvine, Ritchie and Strathcona neighbourhoods)	<p>PC2-13 Canadian Pacific Railway and Surrounding Land and Roadways</p> <ul style="list-style-type: none"> i. The industrial area designation allowing roads to be used by heavy trucks should be removed from west Ritchie north of 79 Avenue. Trucks will still need access to and from the CPR yard until freight service within the yard is terminated. Dispersal of this truck traffic between 101 Street and 79 Avenue / 100 Street (not 79 Avenue between 99 and 100 Street – truck use is prohibited there) is encouraged. ii. Preparation of noise and vibration studies may be a requirement of 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. iii. The construction of 79 Avenue between 101 and 102 Streets will be a requirement of 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 will also be a requirement of such development. iv. A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary. v. The Government of Alberta will be encouraged to acquire the property immediately south of Whyte Avenue and west of 102 Street to achieve a sufficiently wide corridor for future intercity passenger rail service. vi. An appropriate buffer with landscaping that does not obscure the 81 Avenue vista to the historic CPR railway station and that includes a sidewalk or shared-use pathway will be an expectation should the rail corridor be used for intercity passenger rail service. This buffer would require the eastern edge of the property immediately south of Whyte Avenue and west of 102 Street and the eastern edge of 	<p>3.2.1 General Transit Policies</p> <p>3.3.1 General Policies for Roadways and Goods Movement</p>

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
		<p>the rail corridor from 79 Avenue to just north of 80 Avenue.</p> <p>vii. City owned remnant parcels adjacent to the CPR right of way will 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 park, community gardens, etc.).</p>	
PC3	Calgary Trail/Gateway Boulevard Primary Corridor (Strathcona Junction neighbourhood)	<p>PC3-1 Development Along Calgary Trail and Gateway Boulevard - Roadways</p> <p>Ensure subdivision and development complies with the following:</p> <ul style="list-style-type: none"> i. No permanent buildings will be allowed within areas designated as Future Avenues or Future Alley. Temporary facilities are acceptable. ii. Dedication of road right-of-way within areas designated as Future Avenues or Future Alley will be a requirement of subdivision of relevant properties. iii. Where there is no subdivision, the City of Edmonton will encourage landowners to dedicate areas designated as Futures Avenues or Futures Alley through the filing of a road plan negotiated through the development process. iv. If areas designated as Future Avenues or Future Alley remain in private ownership through the development process, they will be constructed as private roadways and underground utilities supporting future intensification should be installed where possible. v. Construction of roads within areas designated as Future Avenues 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. vi. 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. <p>See Figure 4.3</p>	<p>2.1.4 Public Realm</p> <p>2.3.9 Large Sites</p> <p>3.1.1 Active Transportation General Policies</p>

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC3	Calgary Trail/Gateway Boulevard Primary Corridor (portions of Allendale, Queen Alexandra, Strathcona Junction neighbourhoods)	<p>PC3-2 Development Along Calgary Trail and Gateway Boulevard - Urban Design</p> <p>Development within the business area along and between Calgary Trail and Gateway Boulevard will focus on improving the area's image as a major city entrance by requiring the following:</p> <ul style="list-style-type: none"> i. Buildings should be designed to support street-level pedestrian activity by locating the main entrances of buildings towards roadways rather than internal parking areas, building façades that reflect the appearance of individual structures on original lot sizes and building to the minimum setbacks along public roadways; ii. Any parking structure adjacent to a road should be wrapped or hidden at ground level by commercial land uses; iii. Loading docks should be fully enclosed in buildings or fully screened and designed to minimize their visual prominence; iv. The built forms on either side of the alley east of 104 Street/Calgary Trail (including the future alley) should be designed to improve aesthetics along the alley; and v. Billboards are not permitted in this subarea. <p>See Figure 4.3</p>	2.1.4 Public Realm
PC3	Calgary Trail/Gateway Boulevard Primary Corridor (portions of Allendale, Queen Alexandra, Strathcona Junction neighbourhoods)	<p>PC3-3 Pedestrian Crossings</p> <p>Existing pedestrian crossings may be enhanced and additional pedestrian crossings will be provided to facilitate pedestrian movement. Crossings should be considered for the following locations:</p> <ul style="list-style-type: none"> i. 104 Street and 65, 67, 69 and 70 Avenues; and ii. Gateway Boulevard and 66, 71, 76 and 78 Avenues. <p>See Figure 4.3</p>	3.1.1 Active Transportation General Policies
PC4	Calgary Trail/Gateway Boulevard Primary Corridor (Calgary Trail North neighbourhood, portions of Empire Park and Pleasantview neighbourhoods)	<p>PC4-1 Development Along Calgary Trail and Gateway Boulevard - Urban Design</p> <p>Encourage high-quality development within view from Calgary Trail and Gateway Boulevard, including:</p> <ul style="list-style-type: none"> i. Screening parking and service areas from Calgary Trail, Gateway Boulevard and adjacent residential areas; ii. Orient entrances and facades towards Calgary Trail and Gateway Boulevard; and iii. Require landscaping adjacent to Calgary Trail, Gateway Boulevard and 63 Avenue NW. 	2.1.4 Public Realm

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
PC4	Calgary Trail/Gateway Boulevard Primary Corridor (Calgary Trail North neighbourhood, portions of Empire Park and Pleasantview neighbourhoods)	PC4-2 Signage Along Calgary Trail and Gateway Boulevard Greater attention shall be given to improving the location, siting, comprehensibility and design of signage in the Calgary Trail/Gateway Boulevard corridor, including: <ul style="list-style-type: none"> i. Avoiding undesirable effects on adjacent residential areas; and ii. Discouraging the use of temporary and free-standing off-premises signs. 	2.1.4 Public Realm
PC4	Calgary Trail/Gateway Boulevard Primary Corridor (portion of Calgary Trail North neighbourhood)	PC4-3 Grade Separation at Rail Line Consider grade separation east of Gateway Boulevard where 51 Avenue intersects a major rail line to further facilitate the free flow of traffic.	3.3.1 General Policies for Roadways and Goods Movement
SC2	111 Street/114 Street Secondary Corridor (portions of McKernan neighbourhood)	SC2-1 McKernan-Belgravia Station Area Redevelopment Plan For further planning direction refer to the McKernan-Belgravia Station Area Redevelopment Plan for portions of this corridor where it is in effect.	1.2 Authority and relationship to other plans
SC3	111 Street/114 Street Secondary Corridor (portions of McKernan and Belgravia neighbourhoods)	SC3-1 McKernan-Belgravia Station Area Redevelopment Plan For further planning direction refer to the McKernan-Belgravia Station Area Redevelopment Plan for portions of this corridor where it is in effect.	1.2 Authority and relationship to other plans
SC6	111 Street/114 Street Secondary Corridor (portions of McKernan and Belgravia neighbourhoods)	SC6-1 McKernan-Belgravia Station Area Redevelopment Plan For further planning direction refer to the McKernan-Belgravia Station Area Redevelopment Plan for portions of this corridor where it is in effect.	1.2 Authority and relationship to other plans

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
SC7	109 Street Secondary Corridor (portions of Allendale, McKernan, Parkallen and Queen Alexandra neighbourhoods)	<p>SC7-1 Development and Public Realm Improvements Along 109 Street</p> <p>For further planning direction for 109 Street NW refer to the 109 Street Streetscape Design Guidelines and Envision 109 - Streetscape Design Vision for portions of this Corridor where it is in effect. This includes streetscape improvement through full road reconstruction in the long term and incremental improvements through private redevelopment and other public initiatives in the interim period, including the following:</p> <ul style="list-style-type: none"> i. Enhance the pedestrian environment along 109 Street with a focus on protection, comfort, connectivity and the public realm with a regular rhythm of green spaces by including sidewalks separated from the curb by a treed landscaped boulevard, pedestrian-oriented lighting and encouraging public seating; ii. Orient buildings and primary entrances toward 109 Street; iii. Where associated with a 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 public realm while avoiding or minimizing disruption to nearby residences; iv. Triangular setbacks or small landscaped private or public parks with consideration for landscaping and/or public art, public seating and solar orientation should be provided at: <ul style="list-style-type: none"> A. the 109 Street and University Avenue/79 Avenue intersection; and B. commercially zoned street corners from 70 Avenue to 72 Avenue. v. Consider the pedestrianization of 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 (eg. one-way traffic or small vehicle parking). If this is proposed on the west side of 109 Street between 70 and 71 Avenue, a pedestrian connection to Violet Archer Park should be maintained and funded privately and/or by the City; vi. Signage must be of a scale and type that respects the compact, pedestrian-oriented character of the District and related to local businesses. Billboards, roof-top, digital and off-premise signage of any type will not be permitted. <p>See Figure 4.2</p>	1.2 Authority and relationship to other plans 2.1.4 Public Realm
SC7	109 Street Secondary Corridor (portion of Parkallen neighbourhood)	<p>SC7-2 NAV Canada Site</p> <p>If the site on the west side of 109 Street, north of 62 Avenue is to be disposed of by Transport Canada, the City will undertake a study to determine the appropriate land use and relationship with 109 Street and the Parkallen neighbourhood.</p>	2.2.1 General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
SC7	109 Street Secondary Corridor (portion of Parkallen neighbourhood)	SC7-3 Intersection at 109 Street and 61 Avenue Reconfiguration of the intersection of 61 Avenue with 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.	3.3 Roadways and Goods Movement
SC8	99 Street Secondary Corridor (portions of CPR Irvine and Ritchie)	SC8-1 Development Along the West Side of 99 Street i. Encourage the visual improvement of buildings and sites along 99 Street through the following: A. encourage buildings along the west side of 99 Street to orient to 99 Street and build to required setbacks so that parking and loading areas are located behind buildings and screened from the public realm; and B. require landscaping adjacent to 99 Street. ii. Allow sites west of 99 Street to remain medium to light industrial and/or transition to commercial or business industrial.	2.1.4 Public Realm 2.4.1 Commercial/Industrial Employment Areas
SC8	99 Street Secondary Corridor (portions of CPR Irvine, Hazeldean and Ritchie)	SC8-2 Pedestrian Crossings Existing pedestrian crossings may be enhanced and additional pedestrian crossings will be provided to facilitate pedestrian movement. Crossings should be considered for the following locations: i. 99 Street and the shared-use path adjacent to 68 Avenue; and ii. 99 Street and 73 Avenue. See Figure 4.3	3.1.1 Active Transportation General Policies
R4	Portions of Garneau and Strathcona neighbourhoods	R4-1 High Rise Development High Rise Development should be limited to sites generally located along Saskatchewan Drive. Redevelopment of sites adjacent to this area should provide a transition in height and built form between high rise and low rise developments. See Figure 4.8	2.1.3 Built Form
R4	Calgary Trail/Gateway Boulevard Primary Corridor (portions of Garneau and Strathcona neighbourhoods)	R4-2 Canadian Pacific Railway and Surrounding Land i. A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary. ii. City owned remnant parcels adjacent to the CPR right of way will 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 park, community gardens, etc.).	3.2.1 General Transit Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
R5	Portions of Garneau and Strathcona neighbourhoods	R5-1 High Rise Development High Rise Development should be limited to sites generally located along Saskatchewan Drive. Redevelopment of sites adjacent to this area should provide a transition in height and built form between high rise and low rise developments. See Figure 4.8	2.1.3 Built Form
RP1	Portions of the McKernan and Belgravia neighbourhoods	RP1-1 McKernan-Belgravia Station Area Redevelopment Plan For further planning direction refer to the McKernan-Belgravia Station Area Redevelopment Plan for portions of this subarea where it is in effect.	1.2 Authority and relationship to other plans
E1	Portions of Strathcona Junction and CPR Irvine neighbourhoods	E1-1 Development Along Gateway Boulevard Ensure subdivision and development within the area between Gateway Boulevard NW and the CPR rail line complies with the following: <ul style="list-style-type: none"> i. No permanent buildings will be allowed within areas designated as Future Avenues or Future Alley. Temporary facilities are acceptable; ii. Dedication of road right-of-way within areas designated as Future Avenues or Future Alley will be a requirement of subdivision of relevant properties; iii. Where there is no subdivision, the City of Edmonton will encourage landowners to dedicate areas designated as Futures Avenues or Futures Alley through the filing of a road plan negotiated through the development process; iv. If areas designated as Future Avenues or Future Alley remain in private ownership through the development process, they will be constructed as private roadways and underground utilities supporting future intensification should be installed where possible; v. Construction of roads within areas designated as Future Avenues 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; vi. Buildings should be built to the minimum setbacks along public roadways to maintain the street-oriented character of this subarea; and vii. Billboards are not permitted in this subarea. See Figure 4.3	2.1.4 Public Realm 3.1.1 Active Transportation General Policies

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E1	Portions of Strathcona Junction and CPR Irvine neighbourhoods	E1-2 Canadian Pacific Railway Yard and Surrounding Land and Roadways: <ul style="list-style-type: none"> i. The City of Edmonton will support the subdivision of a narrow strip of CPR property abutting Gateway Boulevard. ii. A right-of-way should be protected through the CPR yard for possible restoration of passenger rail service between Downtown Edmonton and Calgary. iii. Development of buildings and open space over the rail right-of-way using air rights should be considered. See Figure 4.3	3.2.1 General Transit Policies
E1	Portions of Strathcona Junction and CPR Irvine neighbourhoods	E1-3 Pedestrian Crossings Existing pedestrian crossings may be enhanced and additional pedestrian crossings will be provided to facilitate pedestrian movement. Crossings should be considered at Gateway Boulevard and 76 and 78 Avenues. See Figure 4.3	3.1.1 Active Transportation General Policies
RV1	Portions of North Saskatchewan River Valley and Ravine System	RV1-1 North Saskatchewan River Valley and Ravines 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
RV2	Portions of North Saskatchewan River Valley and Ravine System	RV2-1 North Saskatchewan River Valley and Ravines 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 6.5-6.9 shall guide planning decisions.	

Figure 4.2 - 109 Street Streetscape Design Guidelines and Envision 109 - Streetscape Design Vision

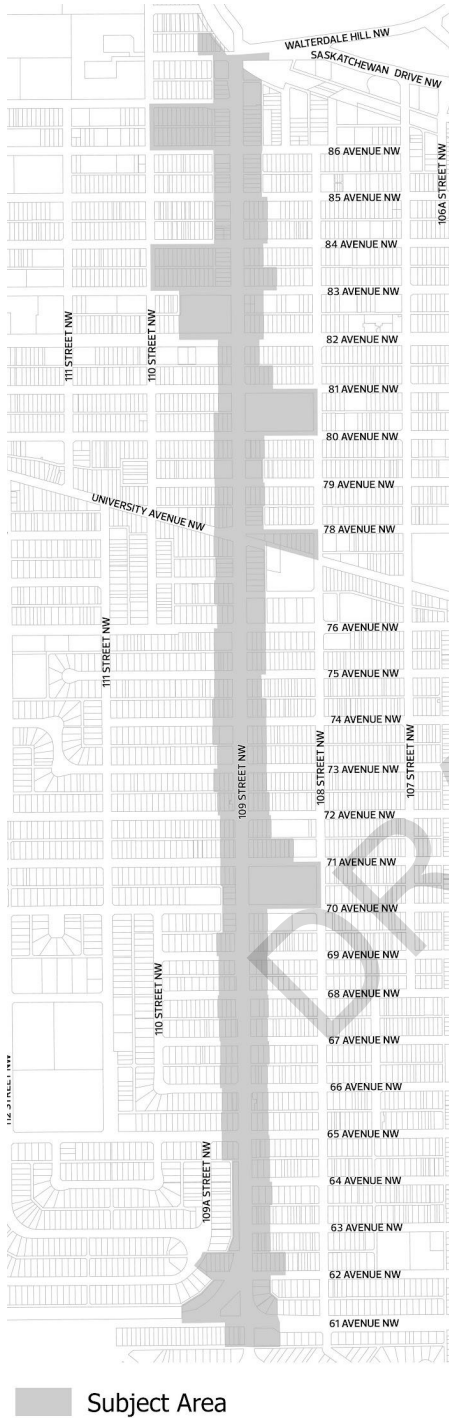


Figure 4.3 - Future Transportation Corridors



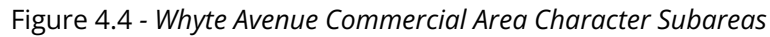


Figure 4.6 - Garneau Special Character Residential Area

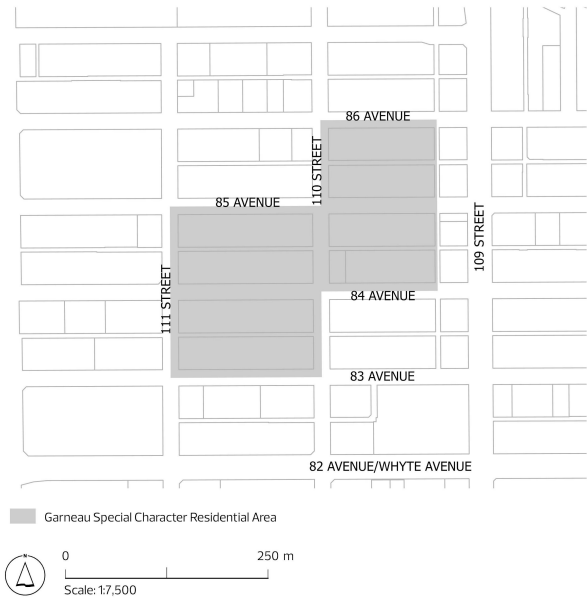


Figure 4.7 - West Ritchie Heritage Character Area

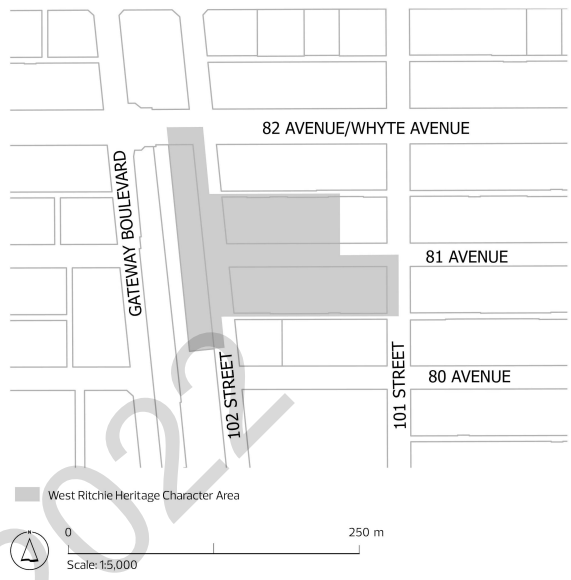
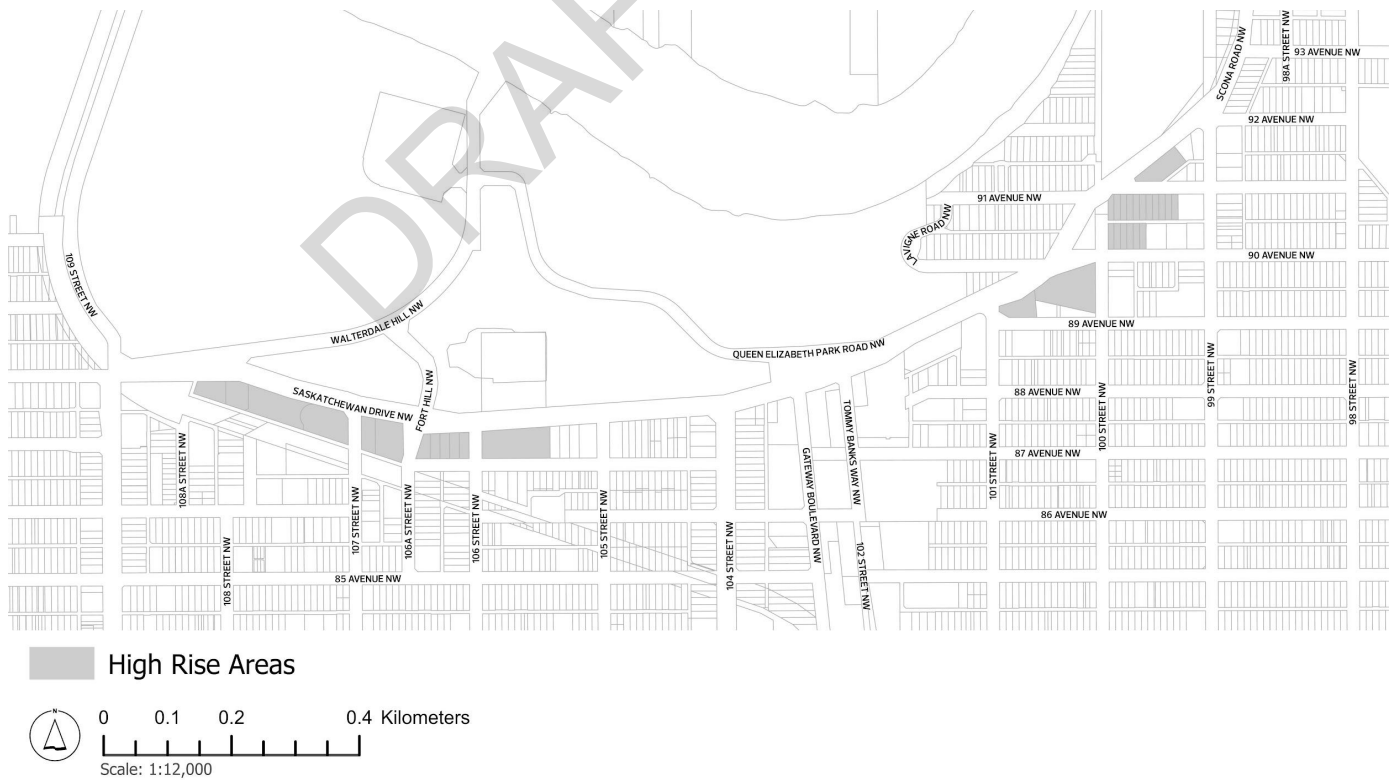


Figure 4.8 - High Rise Areas



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 Scona 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. ARPs 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.

Figure 6.10: Growth Activation identifies four Priority Nodes and Corridors for the Scona District Plan: University-Garneau Major Node, Whyte Avenue Primary Corridor, 99 Street Secondary Corridor and 109 Street Secondary Corridor.

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.

- **Figures 6.9a & 6.9b: 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

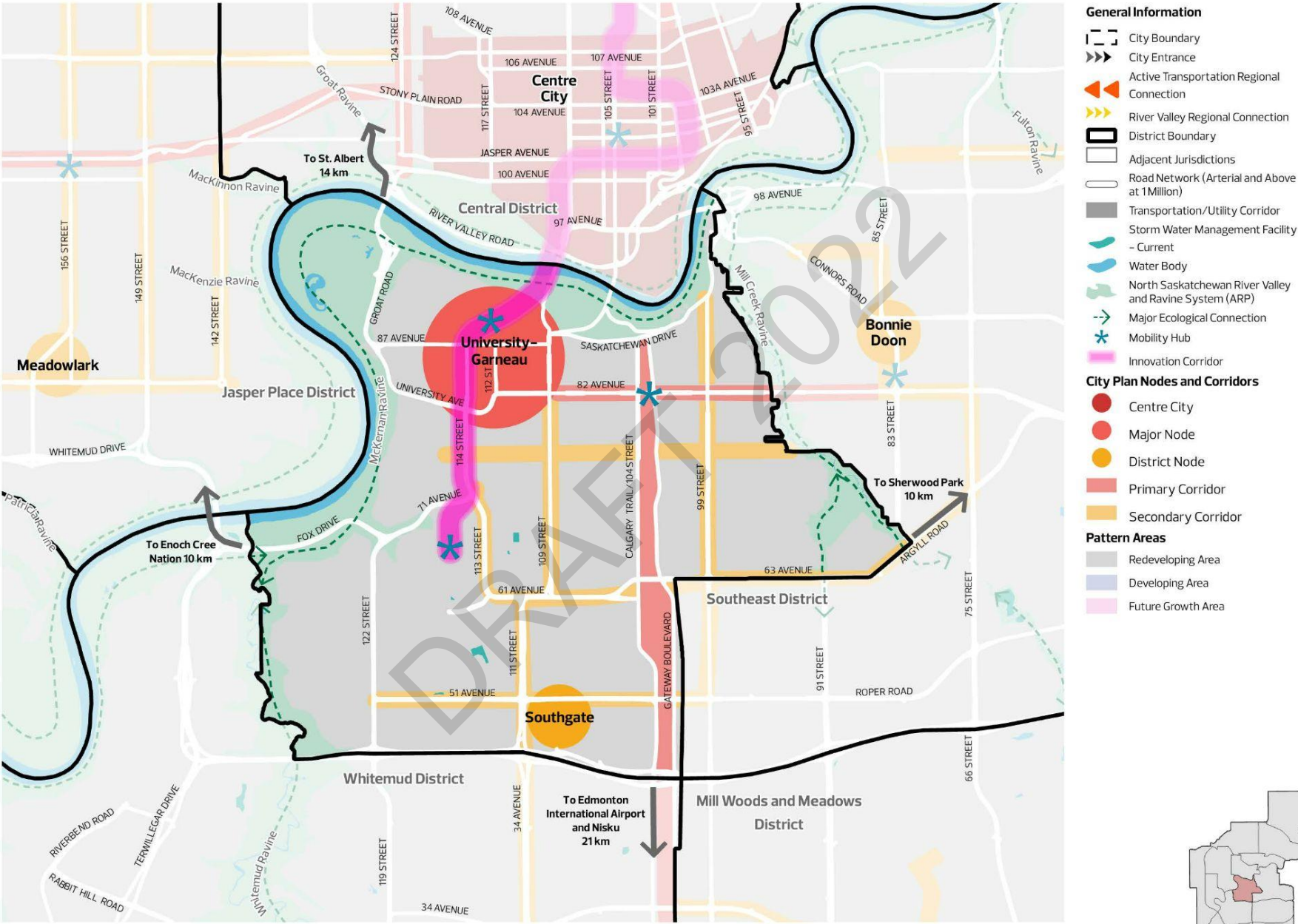
million people, based on direction from mobility studies such as the Mass Transit Study, the Mobility Network Assessment and The Bike Plan.

- **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



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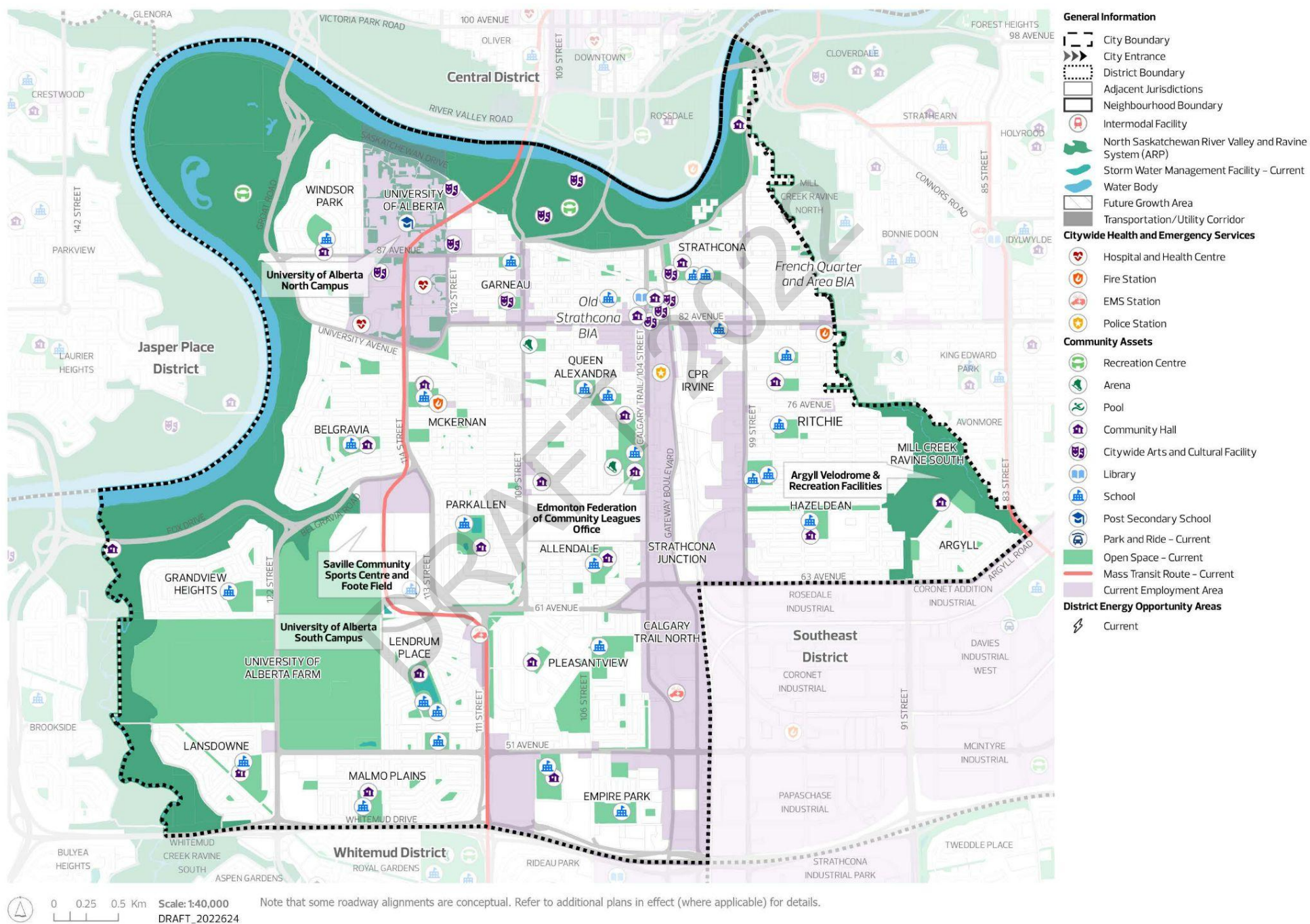


Figure 6.3: District Context - Development Considerations

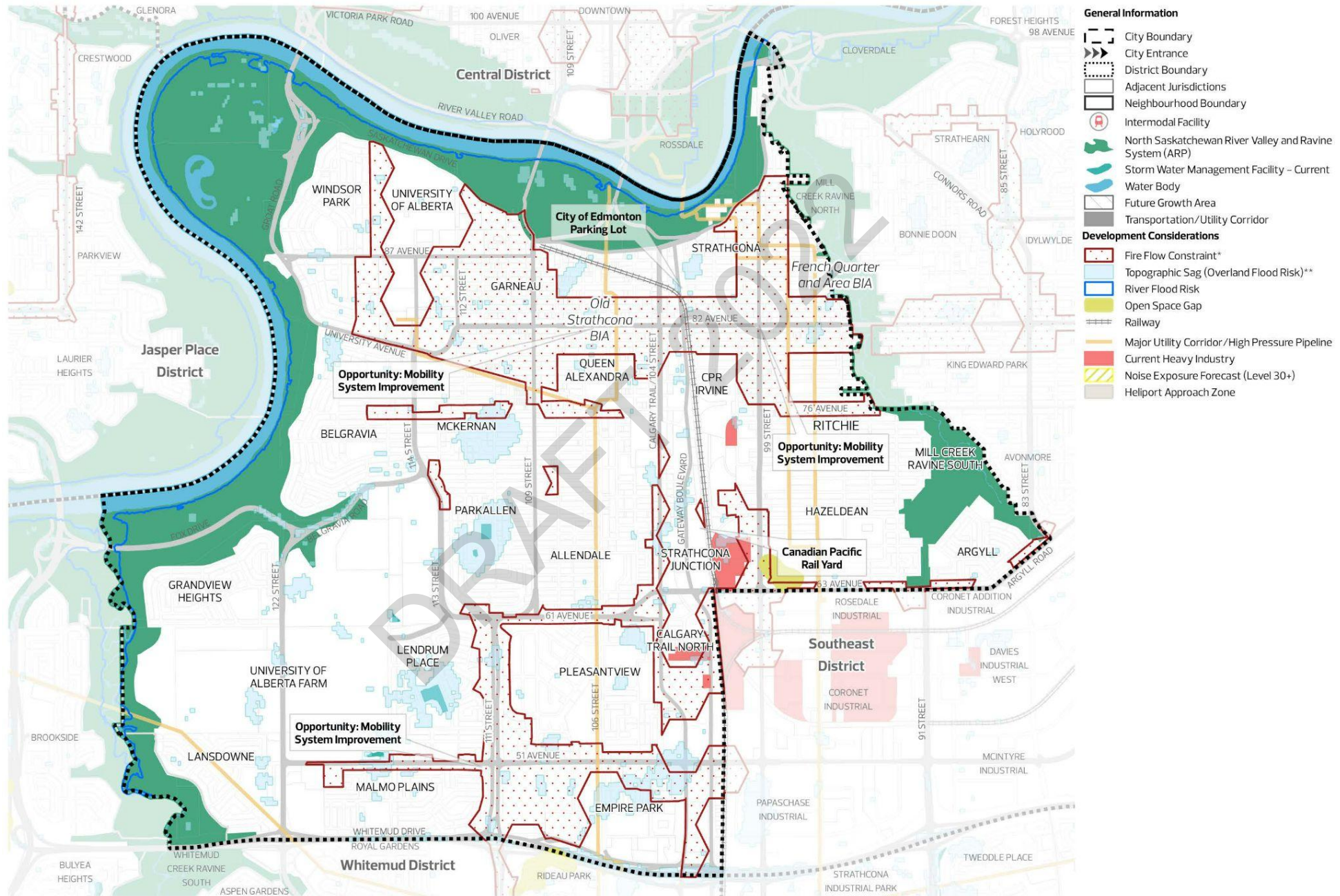


Figure 6.4: Vision at 2 Million

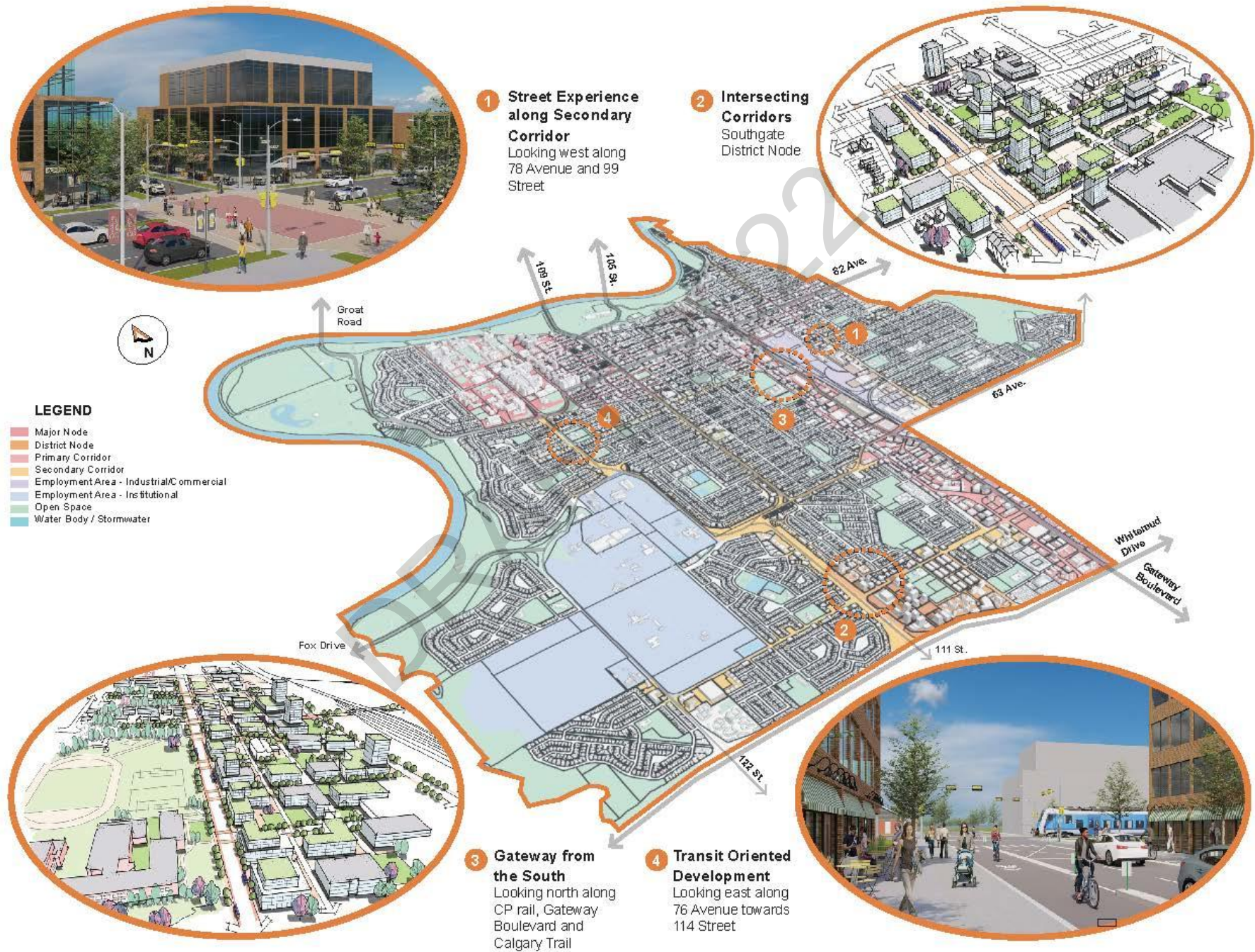


Figure 6.5: Direction to 1.25 Million

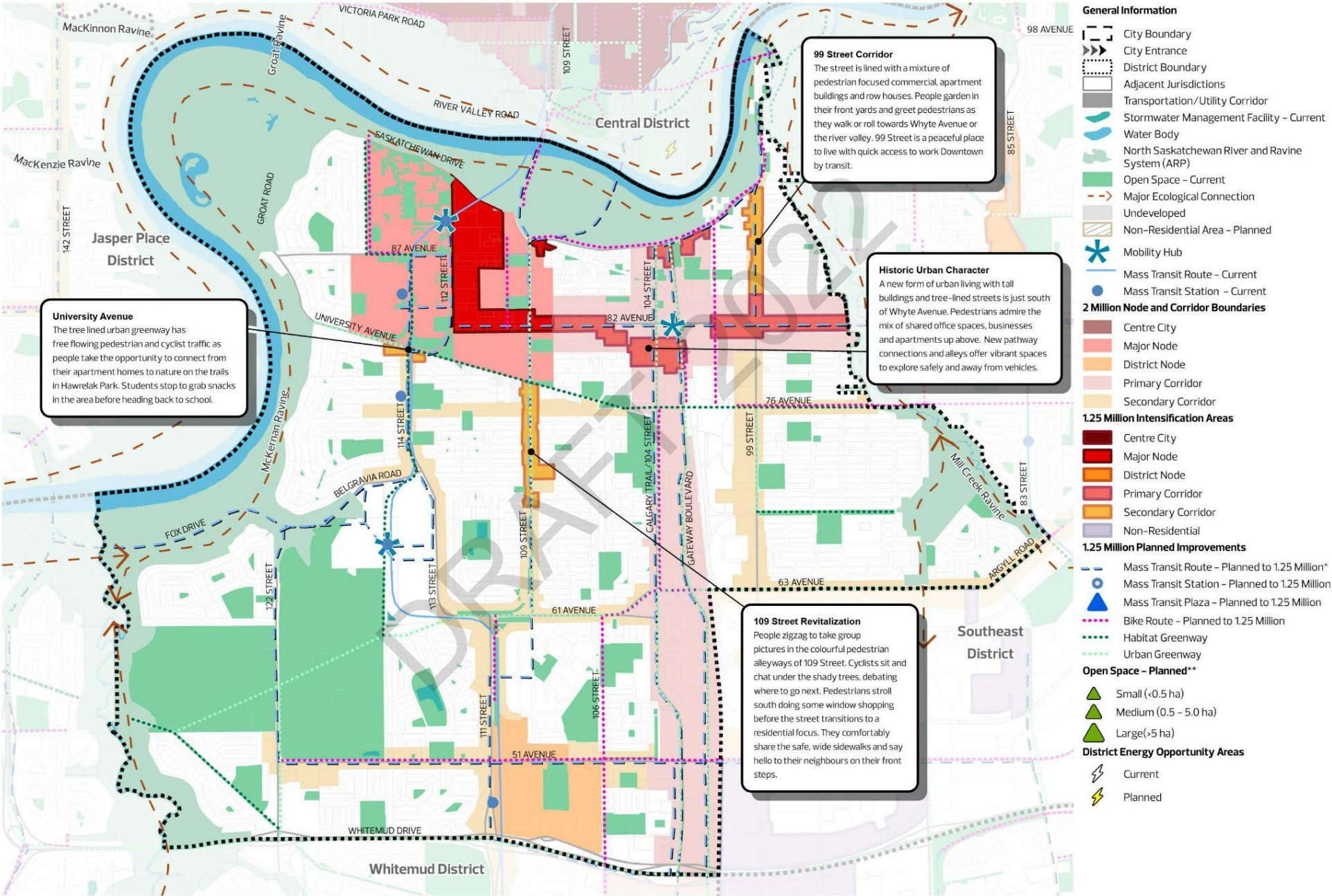
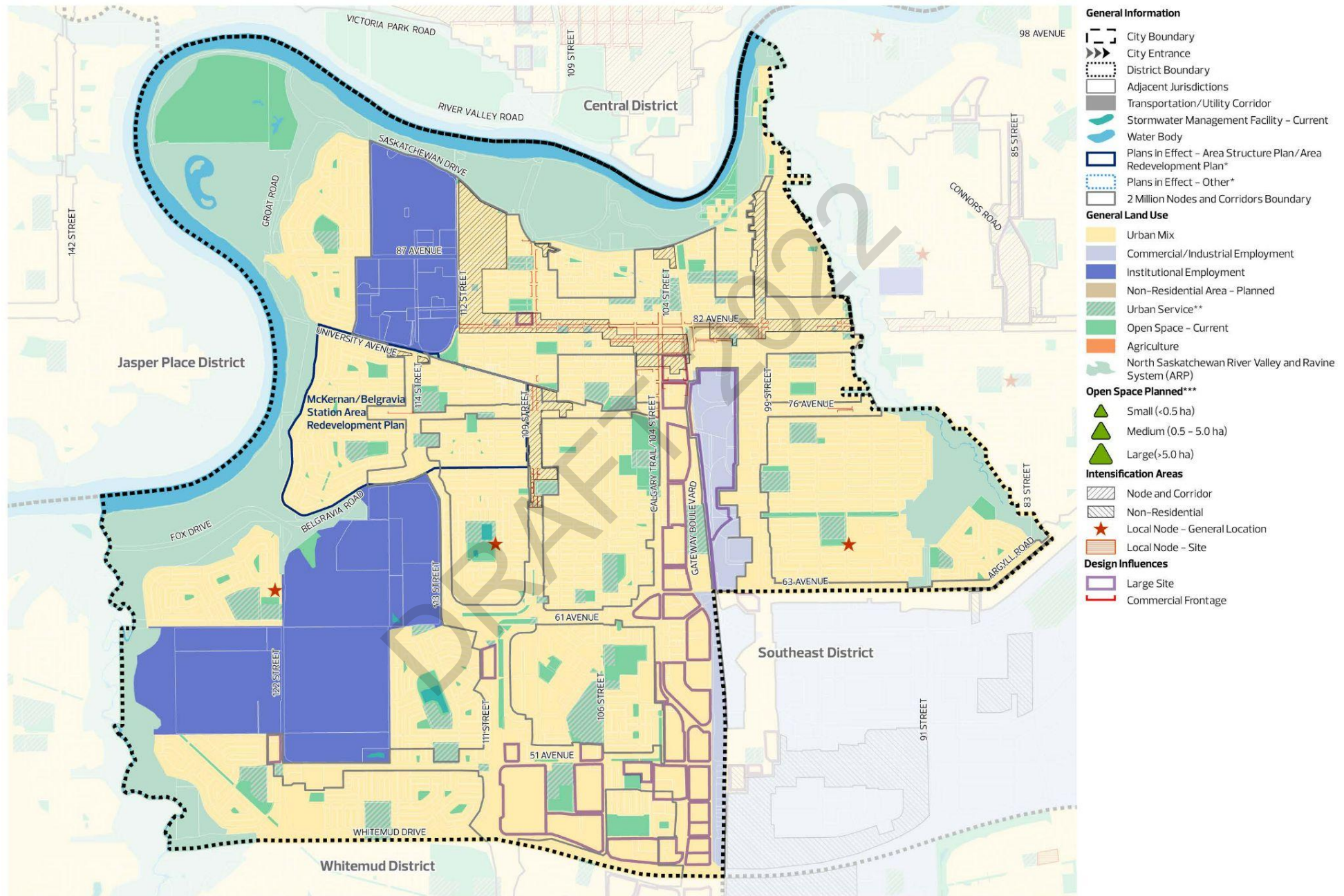


Figure 6.6: Land Use Concept



0 0.25 0.5 Km

Scale: 1:40,000
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*Plan boundaries on this map are conceptual. Consult the plan in effect for details.

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

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

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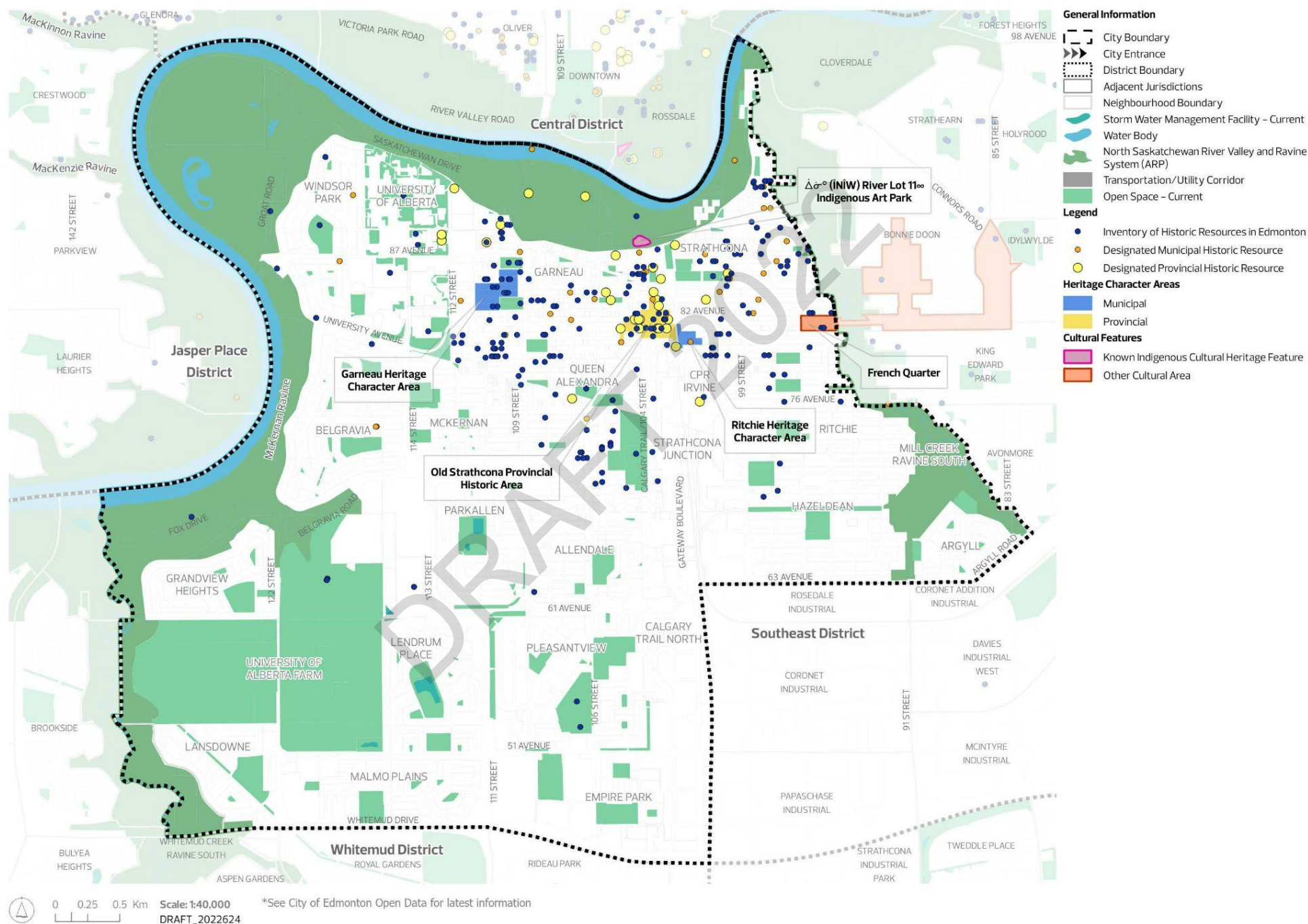
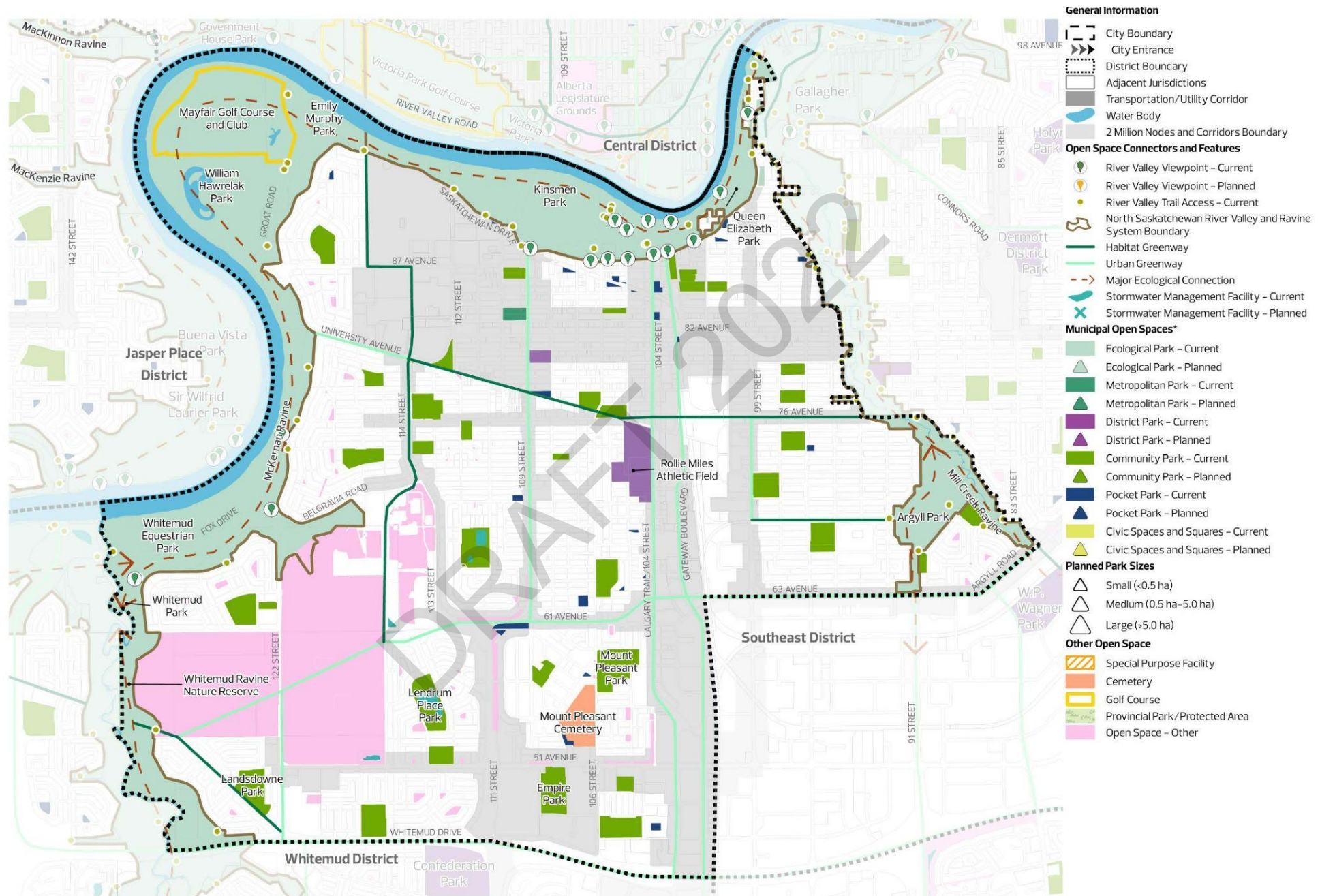


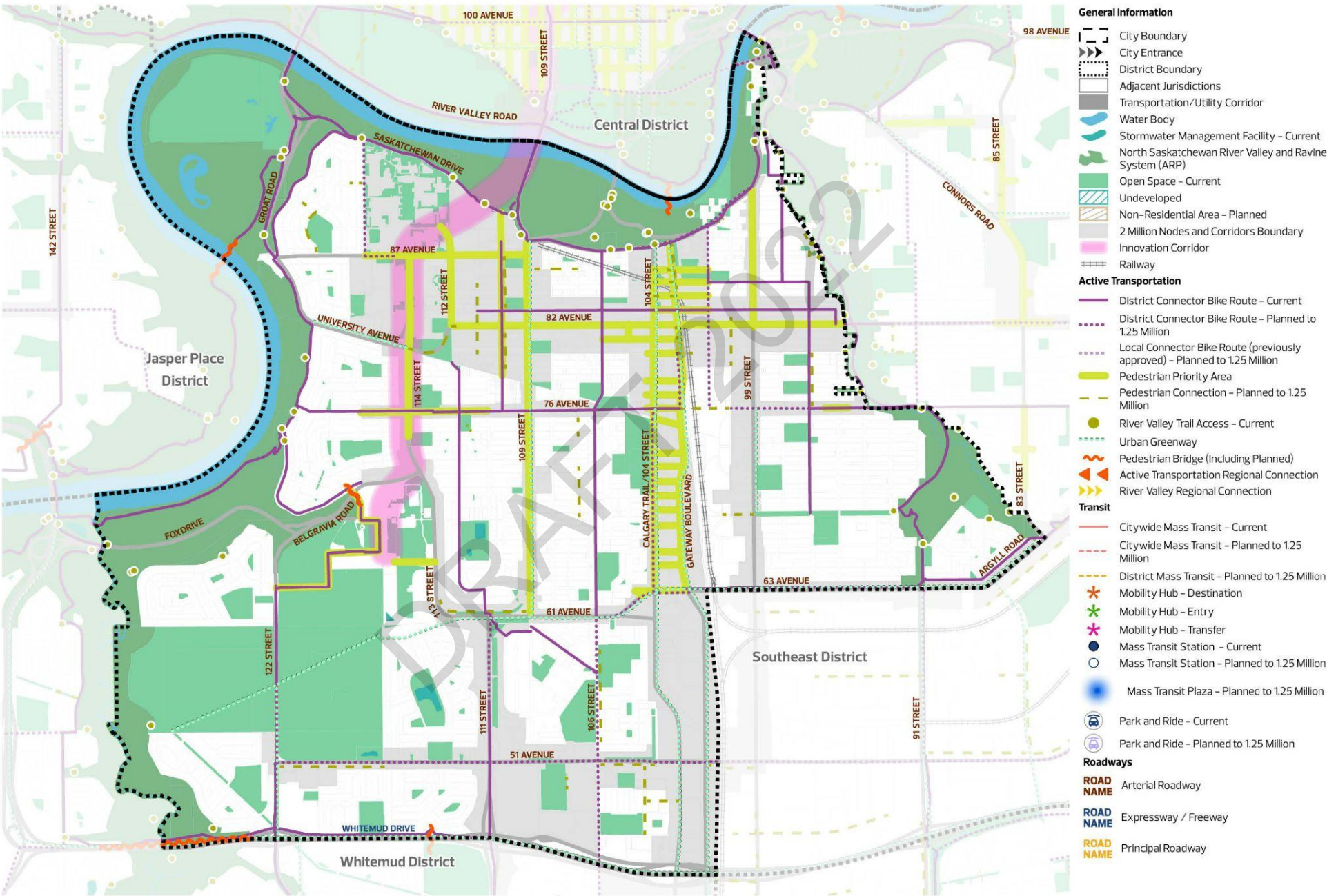
Figure 6.8: Open Space and Natural Areas



0 0.25 0.5 Km Scale: 1:40,000
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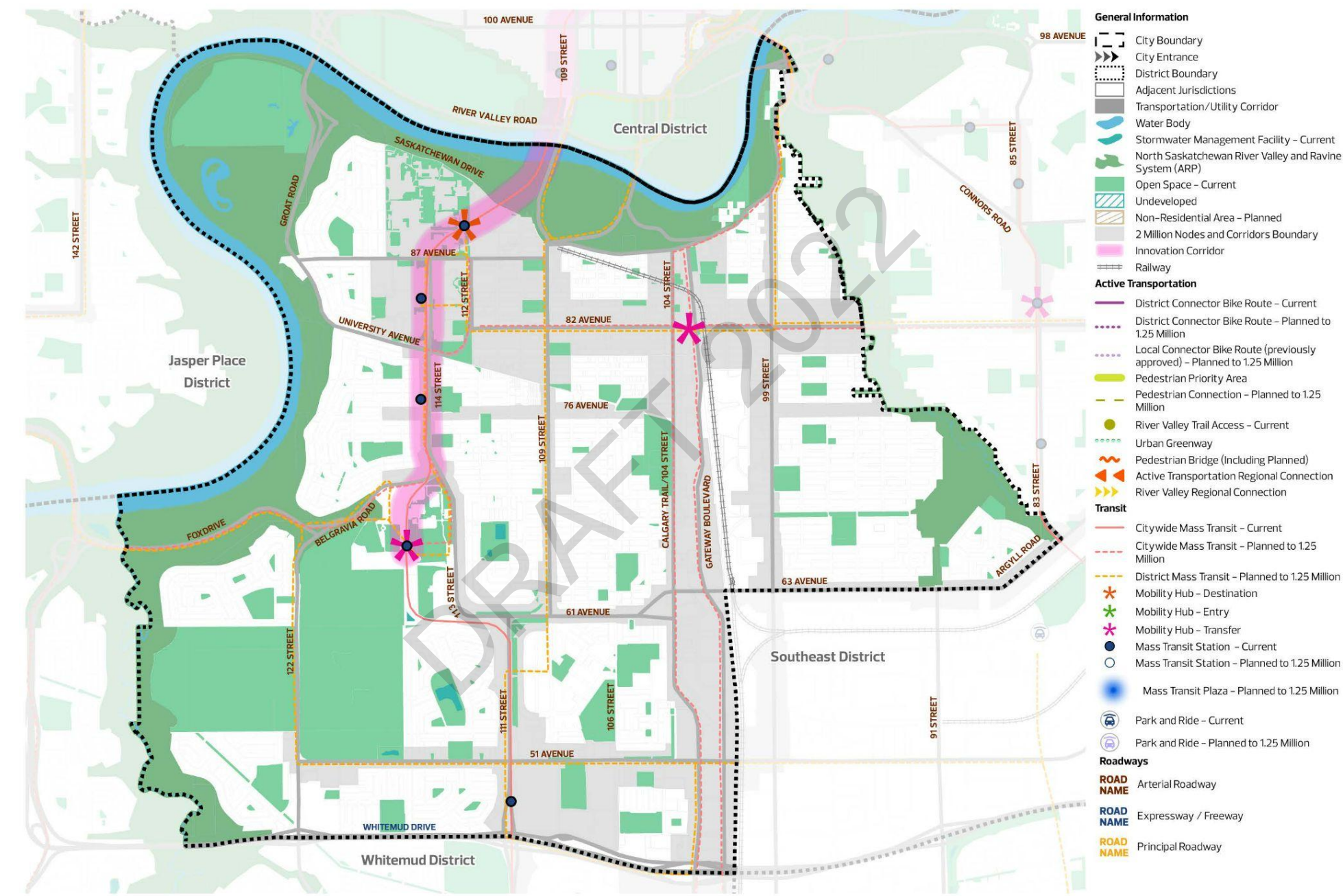
*May include urban services. See additional plans in effect (where applicable) for details.

Figure 6.9a: Mobility - Active Transportation

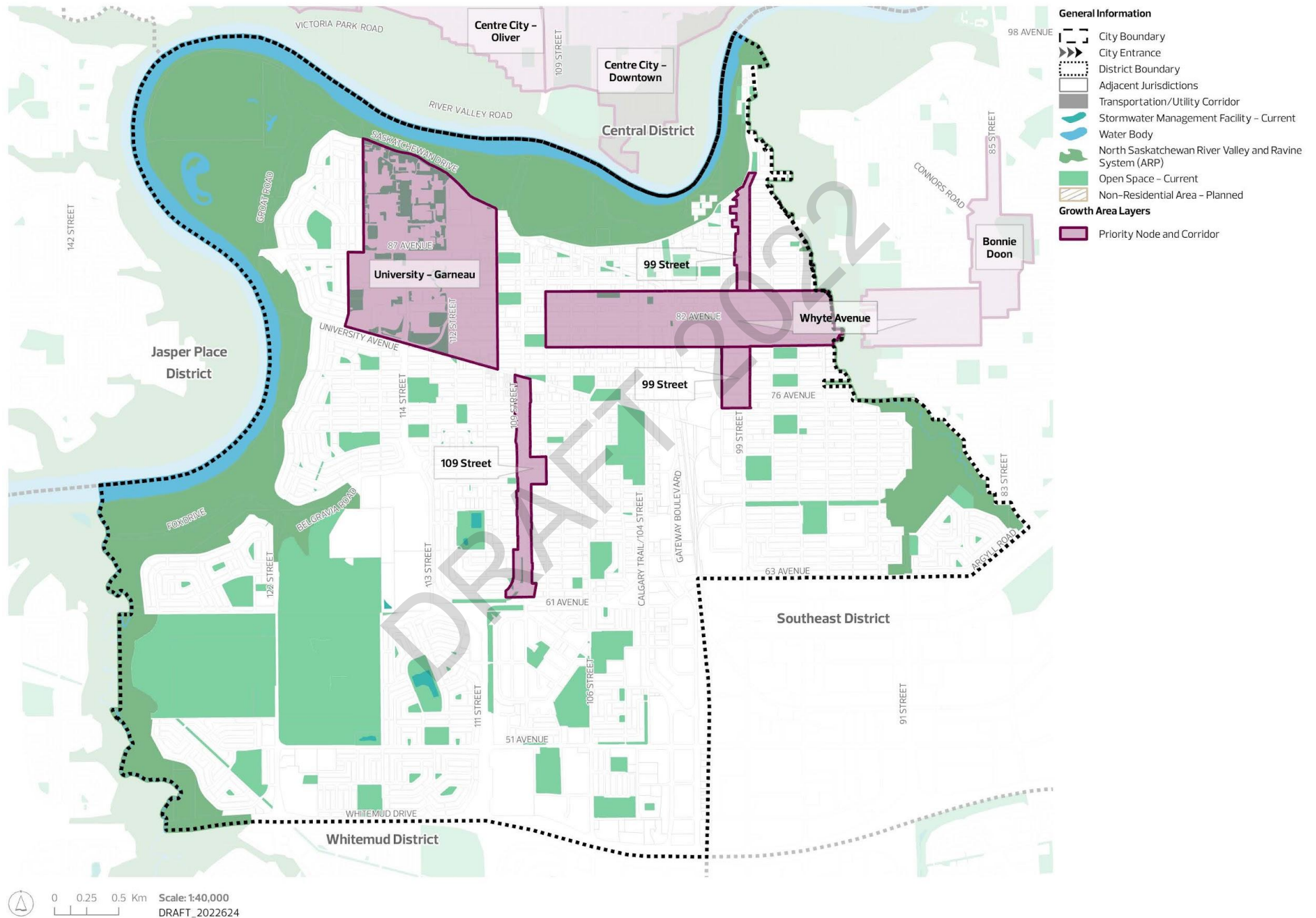


- General Information**
- City Boundary
 - City Entrance
 - District Boundary
 - Adjacent Jurisdictions
 - Transportation/Utility Corridor
 - Water Body
 - Stormwater Management Facility - Current
 - North Saskatchewan River Valley and Ravine System (ARP)
 - Open Space - Current
 - Undeveloped
 - Non-Residential Area - Planned
 - 2 Million Nodes and Corridors Boundary
 - Innovation Corridor
 - Railway
- Active Transportation**
- District Connector Bike Route - Current
 - District Connector Bike Route - Planned to 1.25 Million
 - Local Connector Bike Route (previously approved) - Planned to 1.25 Million
 - Pedestrian Priority Area
 - Pedestrian Connection - Planned to 1.25 Million
 - River Valley Trail Access - Current
 - Urban Greenway
 - Pedestrian Bridge (Including Planned)
 - Active Transportation Regional Connection
 - River Valley Regional Connection
- Transit**
- Citywide Mass Transit - Current
 - Citywide Mass Transit - Planned to 1.25 Million
 - District Mass Transit - Planned to 1.25 Million
 - Mobility Hub - Destination
 - Mobility Hub - Entry
 - Mobility Hub - Transfer
 - Mass Transit Station - Current
 - Mass Transit Station - Planned to 1.25 Million
 - Mass Transit Plaza - Planned to 1.25 Million
 - Park and Ride - Current
 - Park and Ride - Planned to 1.25 Million
- Roadways**
- ROAD NAME** Arterial Roadway
 - ROAD NAME** Expressway / Freeway
 - ROAD NAME** Principal Roadway

Figure 6.9b: Mobility - Transit



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