

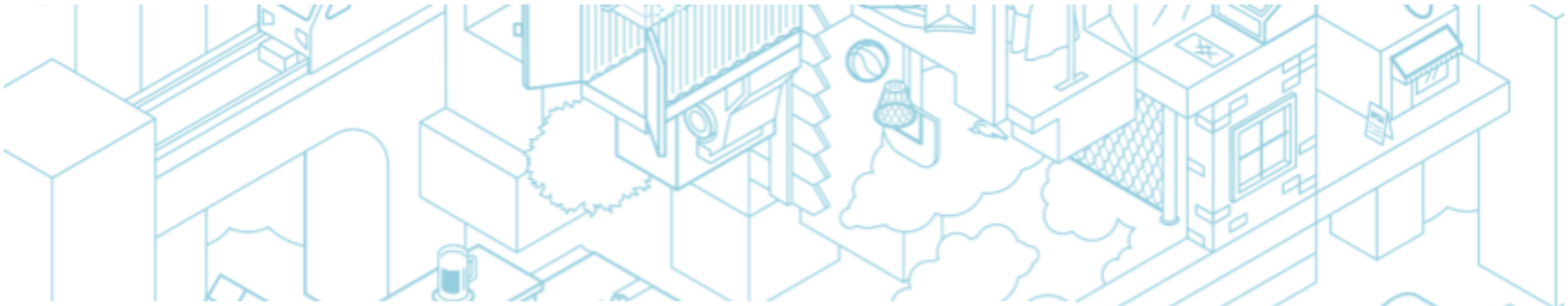
SCONA DISTRICT PLAN



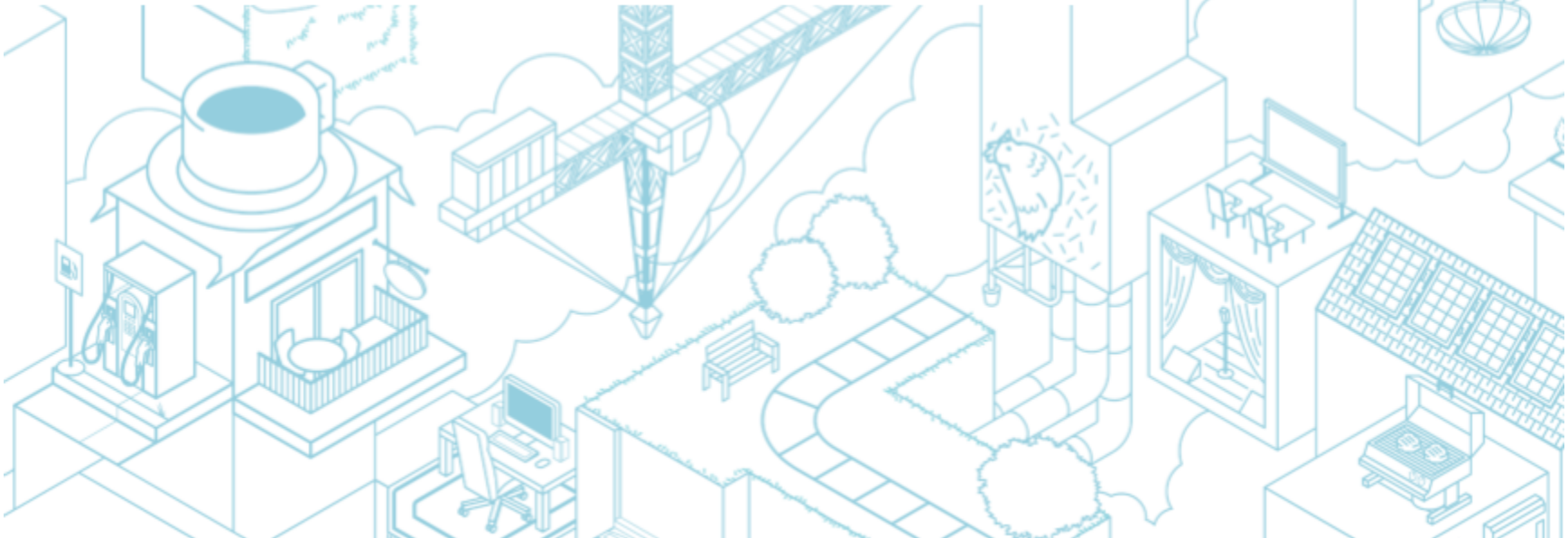
Draft 2023

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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.

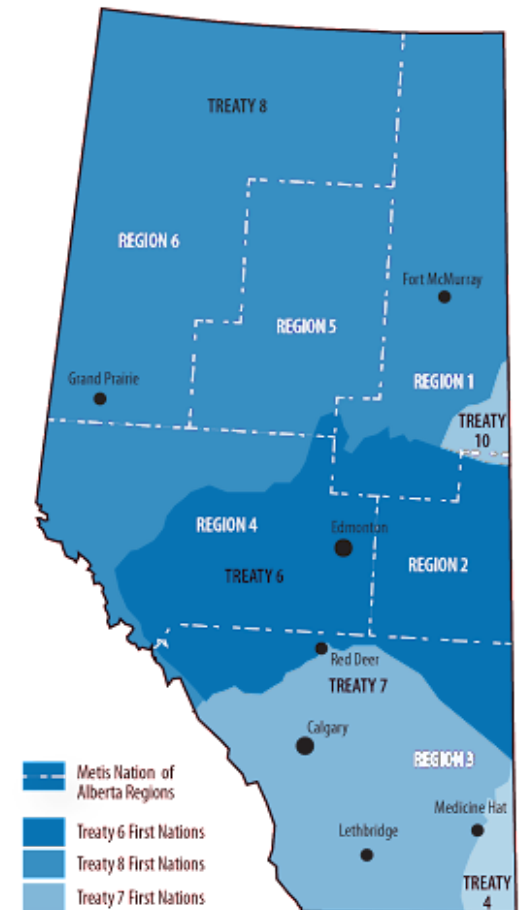
Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi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

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.

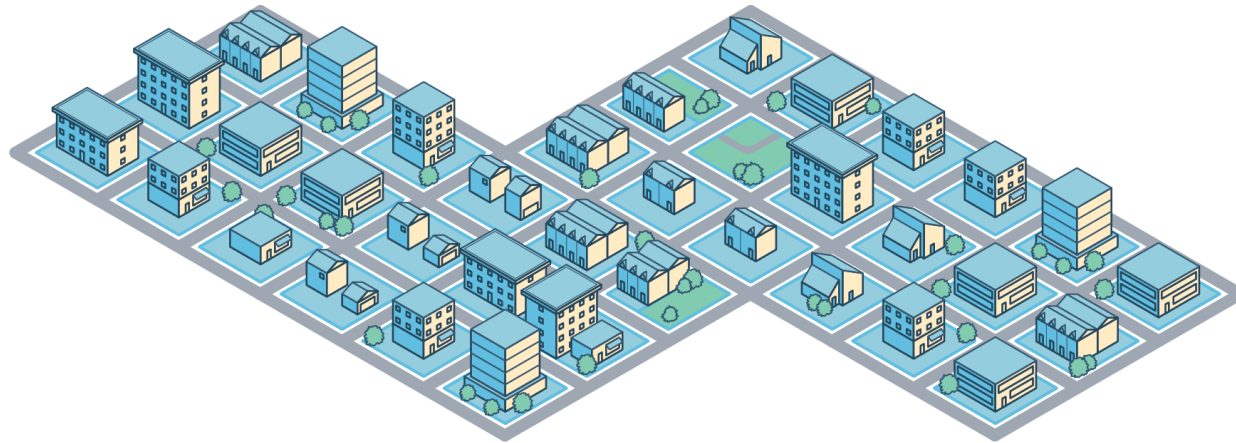
papastew (Pronunciation: PAH-PAH-STAY-OH) originates from the papaschase language. papastew, also known as Papaschase, was the respected leader of the Papaschase Band, which resided in the Edmonton area in the late 1800s. The Chief's name translates to large woodpecker in English.

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



A district is a collection of neighbourhoods that ideally contain most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Edmonton has 15 districts, each with a unique district plan created to reflect the residential and non-residential opportunities the area contains and its location within the city. These district plans are principal policy documents that guide the physical change of each district as described in [The City Plan](#), with a focus on planning and design, mobility and growth management systems.

The City Plan looks into the future and sets the direction for how Edmonton will grow and change as it approaches a city of two million people. One way it plans for this growth is through the network of districts, which will help achieve one of The City Plan's Big City Moves - a "Community of Communities". Big City Moves are bold, transformative priorities necessary for change. District plans provide direction on how each district will grow to improve the connection, accessibility and quality of life at a local level and throughout the city.

While The City Plan guides the city's growth to two million residents, district plans provide direction for The City Plan's first population horizon of 1.25 million Edmontonians.

District plans play a key role in bringing the "Community of Communities" vision to life by laying the foundation for 15-minute communities. This concept will help direct services and amenities closer to where people live so Edmontonians can meet most of their daily needs within a 15-minute walk, roll, bicycle ride or transit trip from their home.

Districts should not be considered perfectly self-contained. Each district contains unique destinations with diverse commercial, recreational and employment activities. People living or working near the edge of one district may be best served by amenities in an adjacent district for their 15-minute needs.

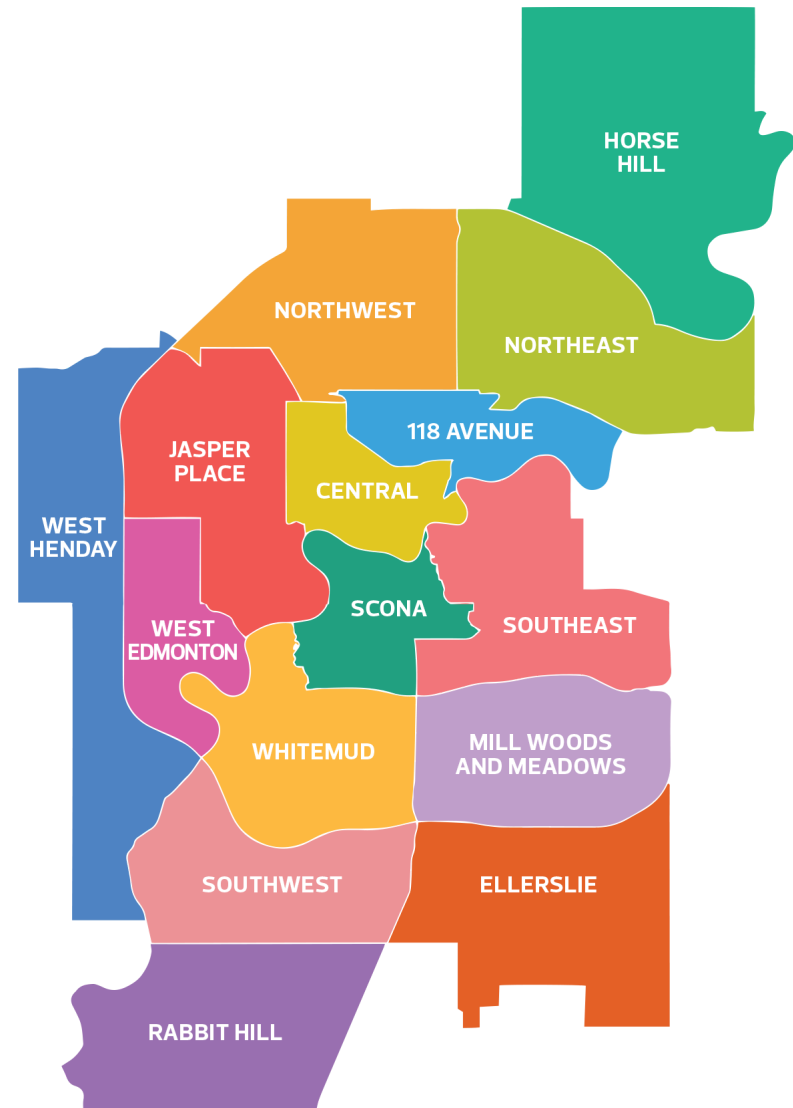
There are 16 district plan bylaws:

- **District Policy** - applies to all districts and provides citywide policy direction.
- **15 district plans** - describe the districts, provide their specific policies and explain how they will change over time.

District plans and the [District Policy](#) will be used to guide change toward [The City Plan](#) vision and provide policy direction to accommodate Edmonton's growth up to the 1.25 million people milestone.

Together, these documents will inform city-building decisions by civic administration, businesses, civil societies 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 will respond over time to accommodate Edmonton's growing population, the shifting municipal environment and emerging priorities. More detailed information may be added to the District Policy or individual district plans as additional planning work is completed or the context changes. District plans are designed to be dynamic rather than static - living documents that are kept up to date to ensure ongoing usefulness and relevance. The City intends to undertake major amendments to update district plans when the City's population approaches 1.25 million.



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 for all districts and includes a glossary of terms and map features found in both this district plan and the District Policy. This district plan provides detailed information on where and how the District Policy applies through maps showing features and planned geographies, as well as additional and exceptional area-specific policies.

The steps below outline how to use this district plan and District Policy:



Step 1: Read Introduction to District Plans ([Section 1](#))

Section 1: Introduction to District Plans explains the authority and relationship between district plans, the District Policy and other planning documents and plans.



Step 2: Review the District Context ([Section 2](#))

Section 2: District Context describes and shows where the district is located within the city, how the district came to be and what is located within the district at the time of district plan adoption.

- [Map 1: Citywide Context](#)
- [Map 2: Heritage and Culture](#)
- [Map 3: District Context – Assets](#)
- [Map 4: District Context – Development Considerations](#)



Step 3: Review the planning direction for the district ([Section 3](#))

Section 3: District Systems and Networks describes and shows the district's planned systems and networks including land use, nodes and corridors, open space and natural areas, mobility, and managing growth and the investments planned for these networks as Edmonton reaches 1.25 million people.

- [Map 5: Managing Growth to 1.25 Million](#)
- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

[Section 5: 'Growth to 2 Million'](#) summarizes how the district will continue to grow and change beyond the 1.25 million population horizon.
[Map 12: Vision at 2 Million](#)



Step 4: Review the Area-Specific Policy ([Section 4](#))

Determine if there are any area-specific policies or geographic plans that apply to smaller areas within the district. [Map 11: Area-Specific Policy Subareas](#) indicates areas where the area-specific policy applies. These policies are unique to the district and may be additional or exceptional to the District Policy.



Step 5: Consult the [District Policy](#)

Consult the [District Policy](#) to find the applicable policies using the district maps and area-specific policy information identified through Steps 2 to 4 above.

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

Policies in the District Policy are positive and non-exclusive statements of intention, and therefore do not exclude actions they do not describe. For example, a policy to support a certain type of development does not prevent the City from supporting a different type as well.

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

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, and have been prepared in accordance with Section 636 of the Municipal Government Act.

District plans are subject to the City of Edmonton's Municipal Development Plan ([The City Plan](#)); in the event of a discrepancy, The City Plan shall prevail over the district plans and District Policy. In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, **Table 2** shall prevail.

Where there are existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) other than the City Plan, the district plan will guide plan amendment decisions only, and the existing statutory plan will guide rezoning, subdivision and development permit decisions. Where no other statutory plan other than the City Plan is in effect for a given area, district plans and the District Policy will guide rezoning, subdivision, and development permit decisions. The creation of new statutory plans will be guided by the District Policy and the pertinent district plans in effect. Where there are Area Structure Plans and Area Redevelopment Plans in effect, the planned density targets established in those plans will be maintained to ensure consistency with the [Edmonton Metropolitan Region Growth Plan](#).

District plans support the Edmonton Metropolitan Region Board's growth objectives and strengthen collaboration with regional partners. Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs) and other geographic

plans will continue to provide guidance to ensure the orderly first-generation 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 discretion in decision-making when considering land use, urban design and general planning decisions made while using Edmonton's Zoning Bylaw ([Bylaw XXXXX](#)).

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 [\[DATE OF PASSAGE OF DISTRICT POLICY\]](#), 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 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 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 the city and is one of 15 districts in Edmonton's District Network outlined in [The City Plan](#). Nearby districts include the Central, Jasper Place, Whitemud and Southeast Districts. Scona District includes all lands depicted in [Map 1: Citywide Context](#), including the following 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 (north), Mill Creek Ravine and the CP Rail corridor east of Gateway Boulevard (east), Whitemud Drive NW and 63 Avenue NW (south) and the North Saskatchewan River and Whitemud Creek Ravine (west). These natural systems and roadways connect and support the movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

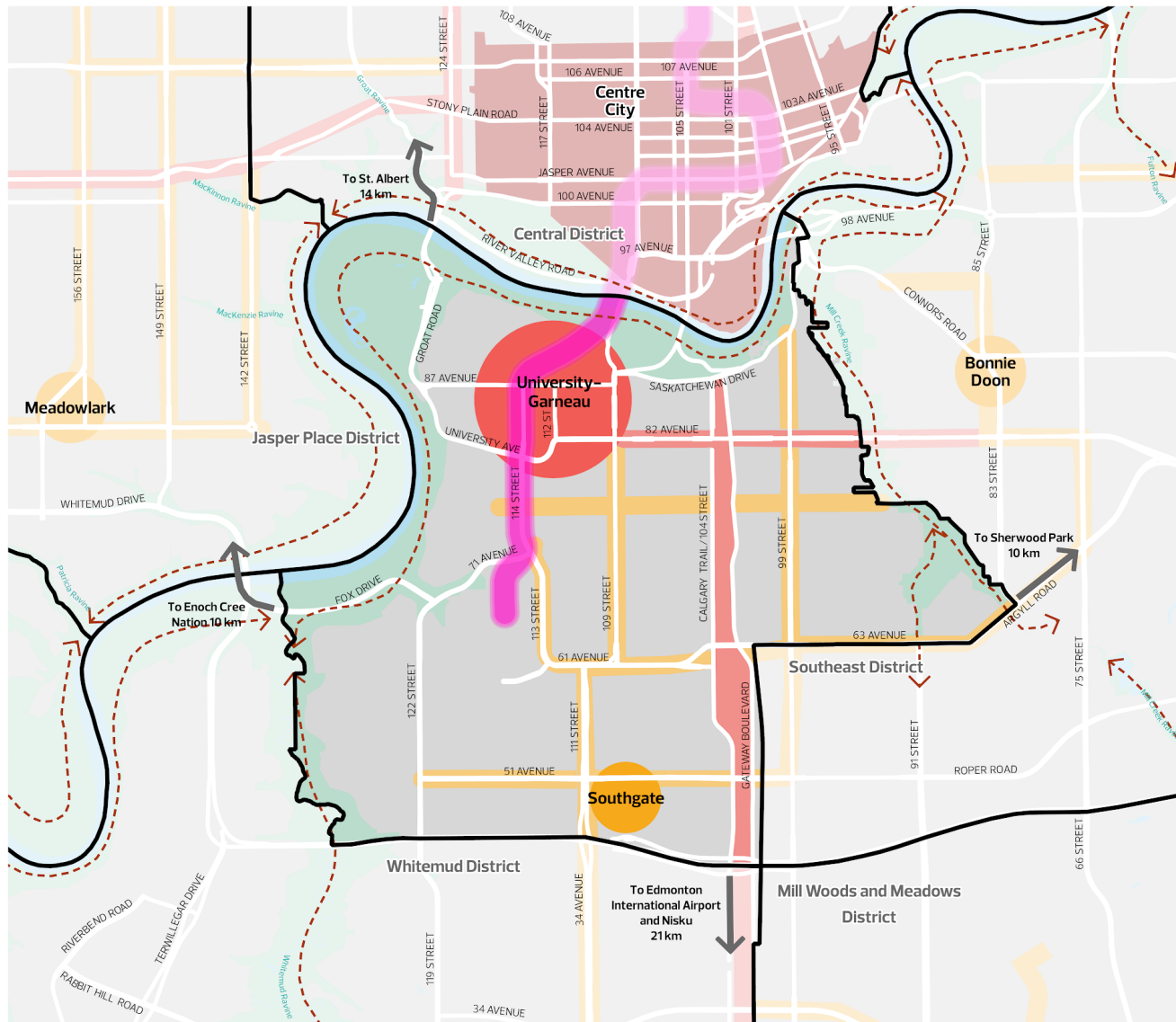
River Valley areas within this district include the Whitemud Creek Ravine, Whitemud Park, Whitemud Equestrian Park, Hawrelak Park, Emily Murphy Park, Kinsmen Park, Louise McKinney Park and the Mill Creek Ravine along its western, northern and eastern boundaries. These provide major recreational parks,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

[Map 1: Citywide Context](#)

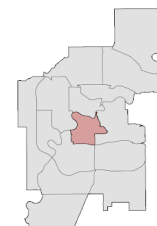
The Citywide Context map focuses on the district's position and location within the city and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

Map 1: Citywide Context

Legend items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Innovation Corridor
 - City Entrance
 - Transportation/Utility Corridor
 - Road Network
 - Active Transportation Regional Connection
 - Regional Connection
 - North Saskatchewan River Valley and Ravine System
 - Major Ecological Connection
- City Plan Nodes and Corridors**
- Centre City
 - Major Node
 - District Node
 - Primary Corridor
 - Secondary Corridor
- Pattern Areas**
- Redeveloping Area
 - Developing Area
 - Future Growth Area



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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 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. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

The City acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experience and in their own voices. District plans, therefore, do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each district. Historical context is provided, instead, from a settler-colonial perspective generally beginning with the settlement period when the first railways reached the area and Edmonton was incorporated as a municipality.

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. Rural-sized river lots were first established in 1878 along the North Saskatchewan River in the northern portion of the district by the Métis. These river lots were long, narrow farm lots that started at the river and extended backward, giving easy access to fresh water, wooded areas and space for farming. Métis people primarily farmed these lots, raised families and established their own communities along the North Saskatchewan River—playing a significant role in the formation of the district and its urban landscape today. This includes Hawrelak Park (created from River Lot 1), Windsor Park neighbourhood (Lot 3), University of Alberta north campus (Lot 5), Garneau neighbourhood (Lots 7 and 9) named after Laurent Garneau and his family who were Métis and

originally settled these lands, Strathcona neighbourhood (Lots 11 to 17), and University Avenue that runs diagonally from the North Saskatchewan River east to Calgary Trail (104 Street) and served as the southern boundary of River Lots 3 to 15.

The Scona District includes land originally reserved for the Papaschase Cree Band. Shortly following the signing of Treaty 6 in 1876 and negotiations with federal commissioners in 1877, the Papaschase had their reserve lands reduced and moved south encompassing a large portion of south Edmonton. In response to settler demands for land access and resources, federal politicians and land agents forced the surrender of the Papaschase Indian Reserve lands in 1888. Papaschase First Nation families were forced to relocate to other reserves, Métis settlements and communities.

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 frames. Several of the impressive brick buildings built during this era are now deemed local icons, including the Princess Theatre and South Side Post Office.

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 after in 1913. Originally, the bridge served four different modes of transportation: train, streetcar, automobiles and pedestrians. Following the union of areas, Strathcona experienced an economic slowdown as development activity concentrated north of the river. However, the south-side's lack of investment allowed much of the area's pre-World War I buildings and architecture to later be preserved.

The CPR railway yard and an adjacent Canadian National rail line that was later built had a significant impact on surrounding development. Surrounding the rail facilities, large lots were created for rail-related industries. Connections between east and west were limited because of the rail lines, meaning that Whyte Avenue was the primary east-west corridor, with the eventual additions of 63 and 51 Avenues as the city expanded south.

The Scona District is also home to the University of Alberta, which was founded in 1908 on the banks of the North Saskatchewan River. Since then, it has experienced consistent growth and is now one of Canada's largest universities. Its primary North Campus has grown to around 150 buildings across 125 hectares. This includes the University of Alberta Hospital, Cross Cancer Institute, Mazankowski Alberta Heart Institute, Stollery Children's Hospital and many other medical facilities that provide local care to those living in northern Alberta. There are many shops and cafes, houses and apartment towers that all exist to primarily serve the university's students and staff. In addition to its North Campus, the Scona District also contains the university's South Campus, which was originally purchased by the University of Alberta in 1920, and later expanded in the 1930s. Notable South Campus features include agricultural research and teaching facilities, Agri-Food Discovery Place, Medical Isotope and Cyclotron Facility, Foote Field and the Saville Community Sports Centre.

The district contains several prominent open spaces, such as the Whitemud Equine Learning Centre and Association, 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. 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, as part of Project Uni, 104 Street and Gateway Boulevard were

converted from two-way streets into one-way roads, which solidified them as auto-oriented corridors.

Whyte Avenue and the surrounding area have retained a pedestrian focus and have become a cultural arts hub in Edmonton. Around the 2000s, 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, one of the oldest and largest Fringe Festivals in North America, attracting over a half million visitors annually. The summer festival showcases performance artists from Edmonton and around the world contributing to the community's vibrancy, image and identity.

Several neighbourhoods were originally part of the Town of Strathcona, including Allendale, Garneau, Queen Alexandra, Ritchie, Hazeldean and McKernan, but much of the area was not developed until the 1940s and 50s. Development began in McKernan in the 1940s after McKernan Lake, used for local recreation in the summer and winter, was eventually drained. By the 1950s, the McKernan neighbourhood was mostly complete. 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. Parkallen neighbourhood was mostly developed by 1953 using a newer, modified grid pattern of streets. This was based on the "English Garden Model" of neighbourhood design and resulted in a large, centrally-located community greenspace featuring the Parkallen Community League Hall and a neighbourhood commercial centre. Proven successful, this formula was replicated for another 40 inner-ring suburbs outside Edmonton's core area in the 1950s. 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 Centre eventually became the site of one of the Scona District's five Light Rail Transit (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.

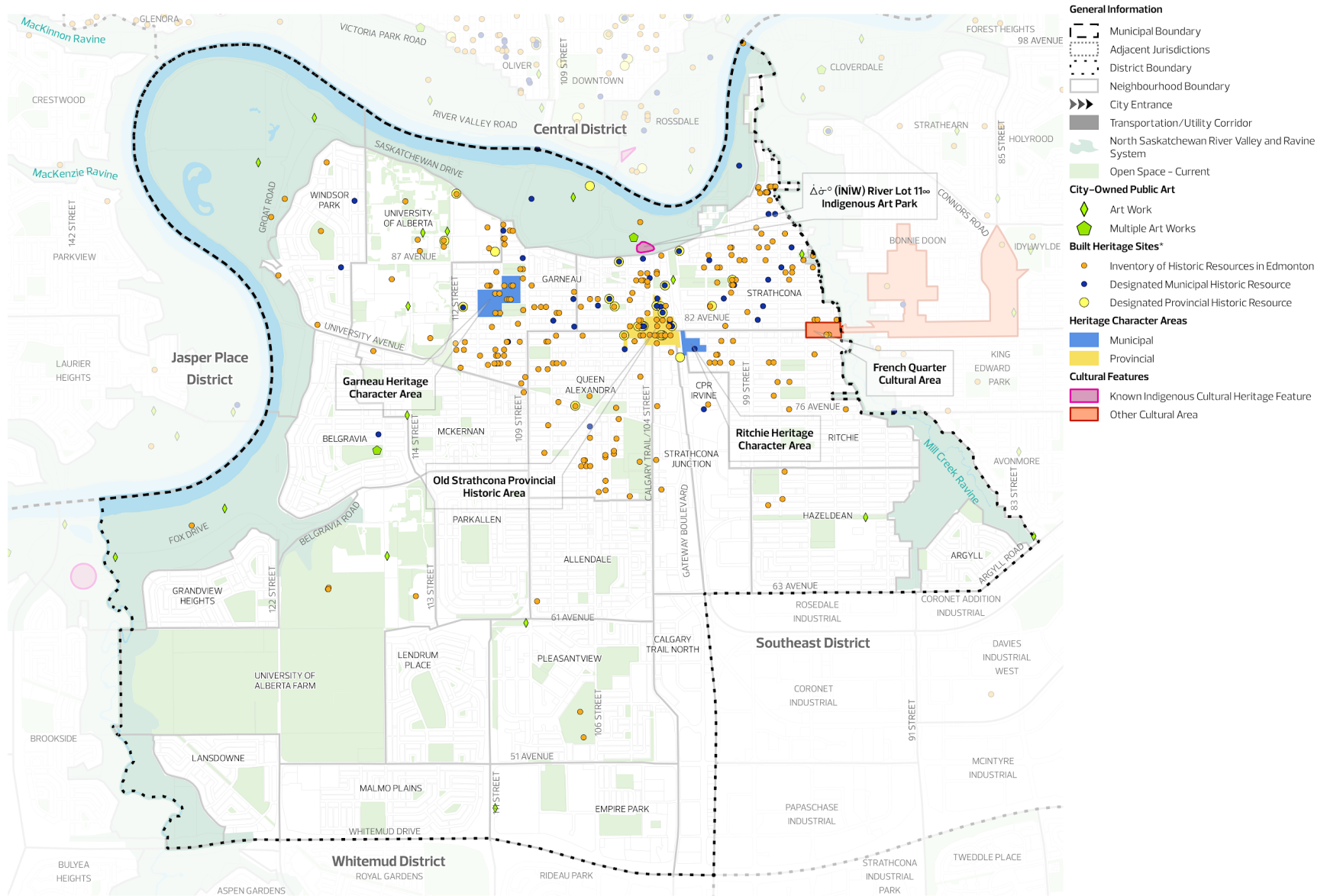
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this area. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities and First Nations, cultural landscapes and historical resources shown through stories, structures and spaces.

Map 2: 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. This map includes the City of Edmonton Public Arts Collection and identifies areas or sites that are known by the City of Edmonton to have particular significance to Indigenous communities based on City engagement and relationships with Nations and communities. These maps do not show the location of paleontological/archeological sites.

Map 2: Heritage and Culture

Legend items are defined in District Policy Glossary



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

0 0.25 0.5 Km Scale: 1:40,000 *See City of Edmonton Open Data for latest information
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2.3 Development Context

The 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, which is one of the largest centrally-located parks in the city, attracting visitors from all over Edmonton and the surrounding region. It is home to many recreational events and festivals throughout the year, including the Freewill Shakespeare Festival, Edmonton Blues Festival, Heritage Festival, Symphony Under the Sky and more. The district's prominent natural areas provide important ecological functions and leisure 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 vehicle traffic in the district to the city centre, southside and neighbouring jurisdictions and the Edmonton International 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 buildings' form, scale and massing. 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 transition 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. Large format retail is mostly found along Calgary Trail and Gateway Boulevard.

The 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.

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 gradual 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 help transition this area to become pedestrian-friendly, offering a variety of transportation options and encouraging redevelopment.

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). 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 citywide.

slow, move, secure, predict, and respond to flooding events to prevent or reduce the impact.

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

Current Plans in Effect

In the Scona District, the following statutory geographic plan is in effect that provide additional planning and land use direction:

- North Saskatchewan River Valley Area Redevelopment Plan – 1985

Map 3: District Context - Assets

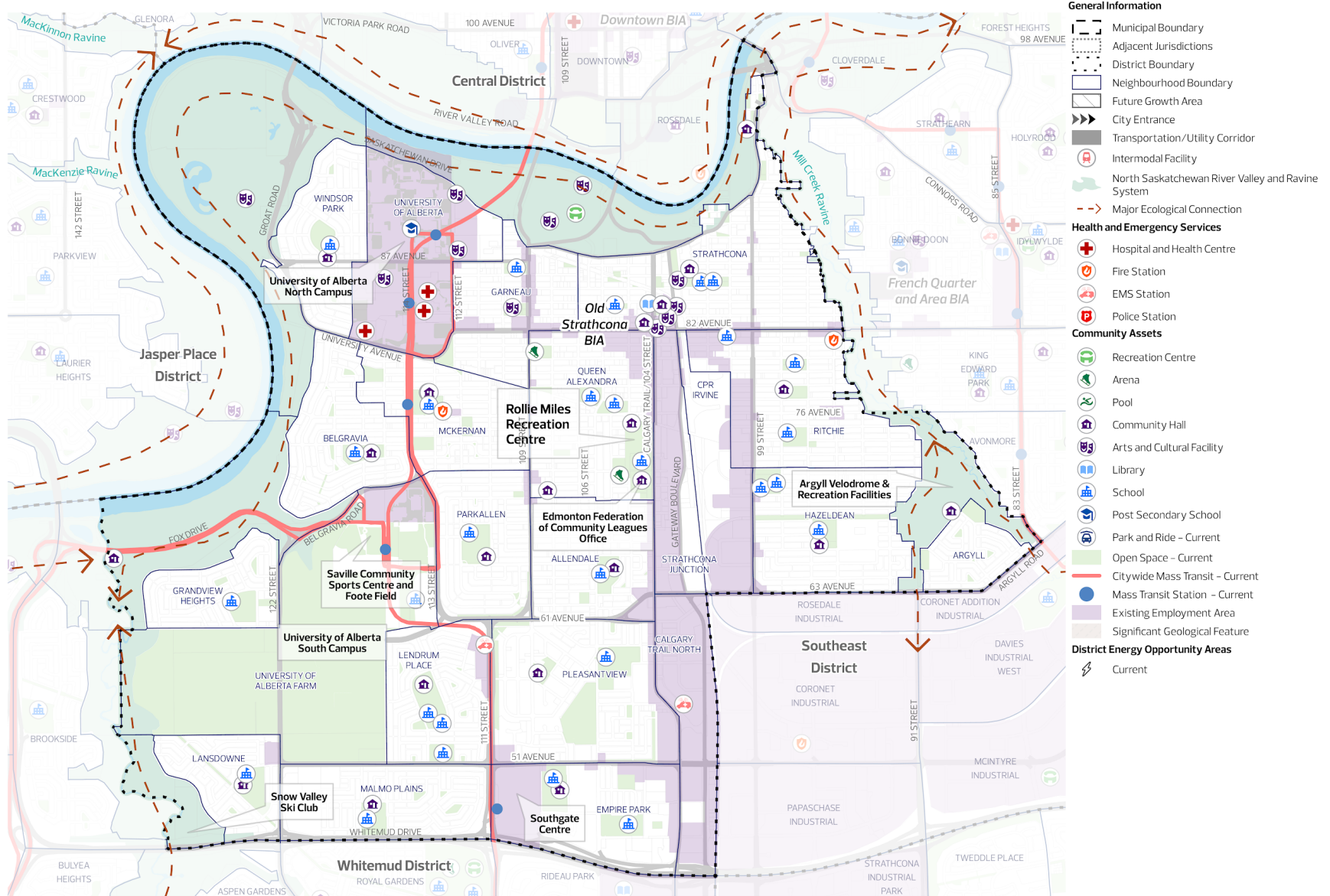
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational facilities.

Map 4: District Context - Development Considerations

The District Context - Development Considerations map is a snapshot of existing conditions at the time of plan adoption—and highlights constraints to consider when working towards creating 15-minute communities. The map illustrates development considerations, such as deficits and risks.

Map 3: Development Context - Assets

Legend items are defined in District Policy Glossary

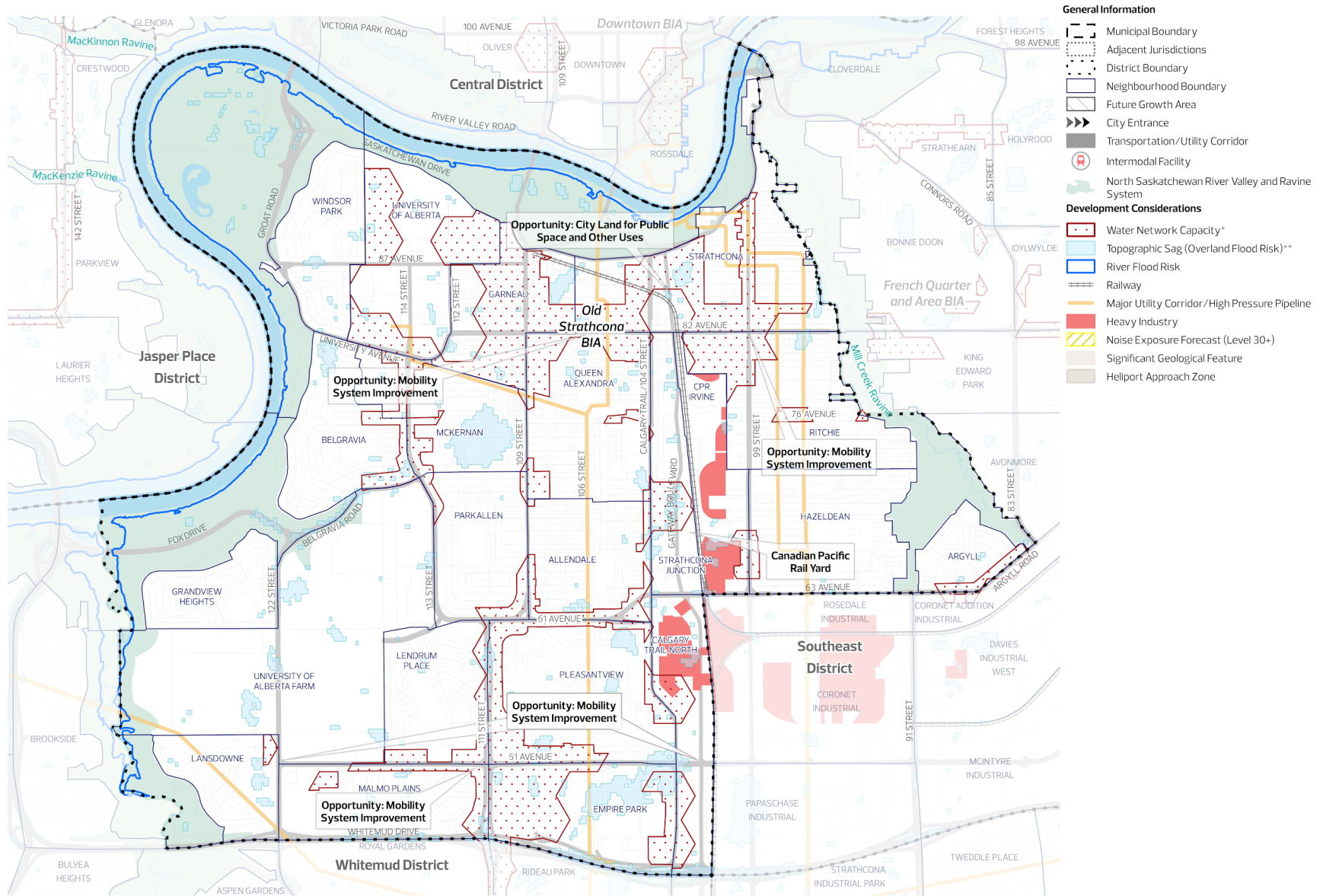


- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Neighbourhood Boundary
 - Future Growth Area
 - City Entrance
 - Transportation/Utility Corridor
 - Intermodal Facility
 - North Saskatchewan River Valley and Ravine System
 - Major Ecological Connection
- Health and Emergency Services**
- Hospital and Health Centre
 - Fire Station
 - EMS Station
 - Police Station
- Community Assets**
- Recreation Centre
 - Arena
 - Pool
 - Community Hall
 - Arts and Cultural Facility
 - Library
 - School
 - Post Secondary School
 - Park and Ride - Current
 - Open Space - Current
 - Citywide Mass Transit - Current
 - Mass Transit Station - Current
 - Existing Employment Area
 - Significant Geological Feature
- District Energy Opportunity Areas**
- Current

0 0.25 0.5 Km Scale: 1:40,000 DRAFT_2023727 Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 4: Development Context - Development Considerations

Legend Items are defined in District Policy Glossary



- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Neighbourhood Boundary
 - Future Growth Area
 - City Entrance
 - Transportation/Utility Corridor
 - Intermodal Facility
 - North Saskatchewan River Valley and Ravine System
- Development Considerations**
- Water Network Capacity*
 - Topographic Sag (Overland Flood Risk)**
 - River Flood Risk
 - Railway
 - Major Utility Corridor/High Pressure Pipeline
 - Heavy Industry
 - Noise Exposure Forecast (Level 30+)
 - Significant Geological Feature
 - Heliport Approach Zone

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

3 District Systems and Networks

Cities are complex. They work best when land use and transportation are considered together with environmental, economic and social factors using a systems approach. [The City Plan](#) calls these systems Managing Growth, Planning and Design and Mobility.

The features shown on **Maps 5 to 10** 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 terms and map features are defined in the glossary of the [District Policy](#).

3.1 Managing Growth

As the city grows to the 1.25 million resident population horizon outlined in The City Plan, the Scona District will grow and change. This section outlines the district's anticipated population and employment growth and how the City of Edmonton will support this.

Population and employment growth is anticipated to occur along the key corridors of Whyte Avenue, 114 Street, 109 Street and 99 Street contributing to more pedestrian-focused streetscapes, mass transit corridors and north-south connector routes along them. Future redevelopment focused along these corridors is expected to expand available housing near local businesses, contribute to a more cohesive and welcoming pedestrian streetscape and strengthen connection to surrounding neighbourhoods.

Urban design policy and guidelines will be used in particular to enhance the attractiveness of redevelopment along Gateway Boulevard which provides the main entry into the city from the south, welcomes tourists and guides goods arriving from the airport.

Located within the northern portion of the Scona district is the University-Garneau Major Node. It forms a key part of Edmonton's Innovation Corridor where major academic, health and research institutions (e.g. Norquest College, MacEwan University, NAIT) are connected by mass transit supported by high-quality public places and spaces along it. Employment growth in advanced education, health and knowledge-based sectors is anticipated within this corridor of the Scona District as well as the possibility of more vertical mixed-use developments.

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](#). This considers the Scona District's population contributions within citywide growth expectations for the 1.25 million and 2 million population horizons.

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	74,000	193,000
District Employment	60,000	78,000	113,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data. Figures will be updated when neighbourhood-level census data becomes available.

The way the district looks and feels will change as development projects are completed. Development and change will happen district-wide but more growth and higher-density development will occur in the district’s nodes and corridors. Shifts in local demographics and changing economic conditions will also play roles in shaping the district’s employment and population growth.

The City Plan establishes an approach to growth management to support Edmonton’s growth in a socially, environmentally and fiscally responsible way. This district plan identifies areas within the district where growth is prioritized and public investments will encourage and support growth.

The City may lead, facilitate and/or fund many of the initiatives and projects referenced. Community, industry or intergovernmental-led projects will also be important to the district’s success. Similarly, smaller local improvements that are not listed in this plan (e.g. street lighting, traffic calming, public space programming) can also support activation.

Priority Growth Areas

Priority Growth Areas are the nodes and corridors that are expected to experience more development (compared to other locations) as the City grows to a population of 1.25 million. It is expected that investment in these areas will 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 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 (see City Plan Maps 10A and 11A). It also allows the City and its city-building partners to align the timing and locations of investment.

Priority Growth Areas are typically concentrated in the redeveloping areas of the city. Most districts with new neighbourhoods do not have Priority Growth Areas. Growth in these neighbourhoods is directed by local plans.

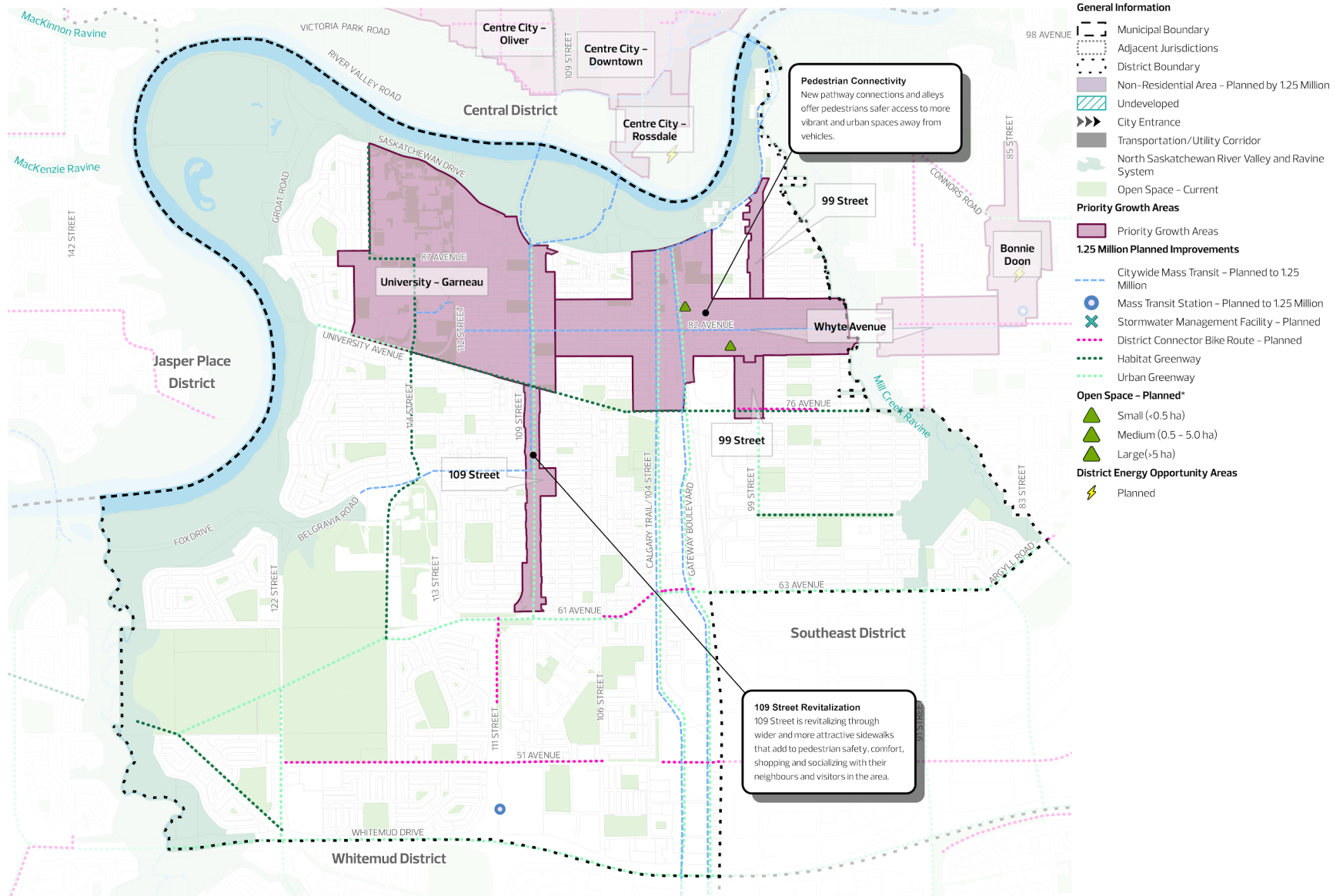
[Map 5: Managing Growth to 1.25 Million](#) identifies four Priority Growth Areas for the Scona District Plan: University-Garneau Major Node, Whyte Avenue Primary Corridor, 109 Street Secondary Corridor and 99 Street Secondary Corridor.

Map 5: Managing Growth to 1.25 Million

Managing Growth to 1.25 Million communicates geographic growth priorities and the City's expected major actions to support Edmonton's growth to 1.25 million people, such as investments in transit, active transportation and open spaces. These investments, along with others in utilities, transportation and community infrastructure will support existing and future residents. In particular, the map identifies nodes and corridors that are Priority Growth Areas and describes how changes to these areas will look and feel in the future.

Map 5: Managing Growth to 1.25 Million

Legend items are defined in District Policy Glossary



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3.2 Planning and Design

The Planning and Design system is about using land to ensure that there are opportunities for a variety of housing, employment and open spaces in each district. The Planning and Design system is made up of the following networks:

- Nodes and Corridors Network establishes logical areas to focus population and employment growth. The extent of this network is designed to accommodate Edmonton's growth to two million people.
- Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.
- Non-Residential Opportunities Network includes commercial and industrial -focused areas, as well as major institutions, to create productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.

District maps that show Planning and Design direction include:

- [Map 6: Land Use Concept to 1.25 Million](#)
- [Map 7: Nodes and Corridors](#)
- [Map 8: Open Space and Natural Areas to 1.25 Million](#)

Steps toward building these networks are already occurring and will continue as Edmonton grows to 1.25 million and beyond.

Map 6: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map shows the district's statutory geographic plans and the broad land use categories and design influences planned for new growth and redevelopment as Edmonton reaches 1.25 million people. It combines and integrates all Planning and Design Networks, showing how they work together to achieve the district's expected growth.

Map 7: Nodes and Corridors

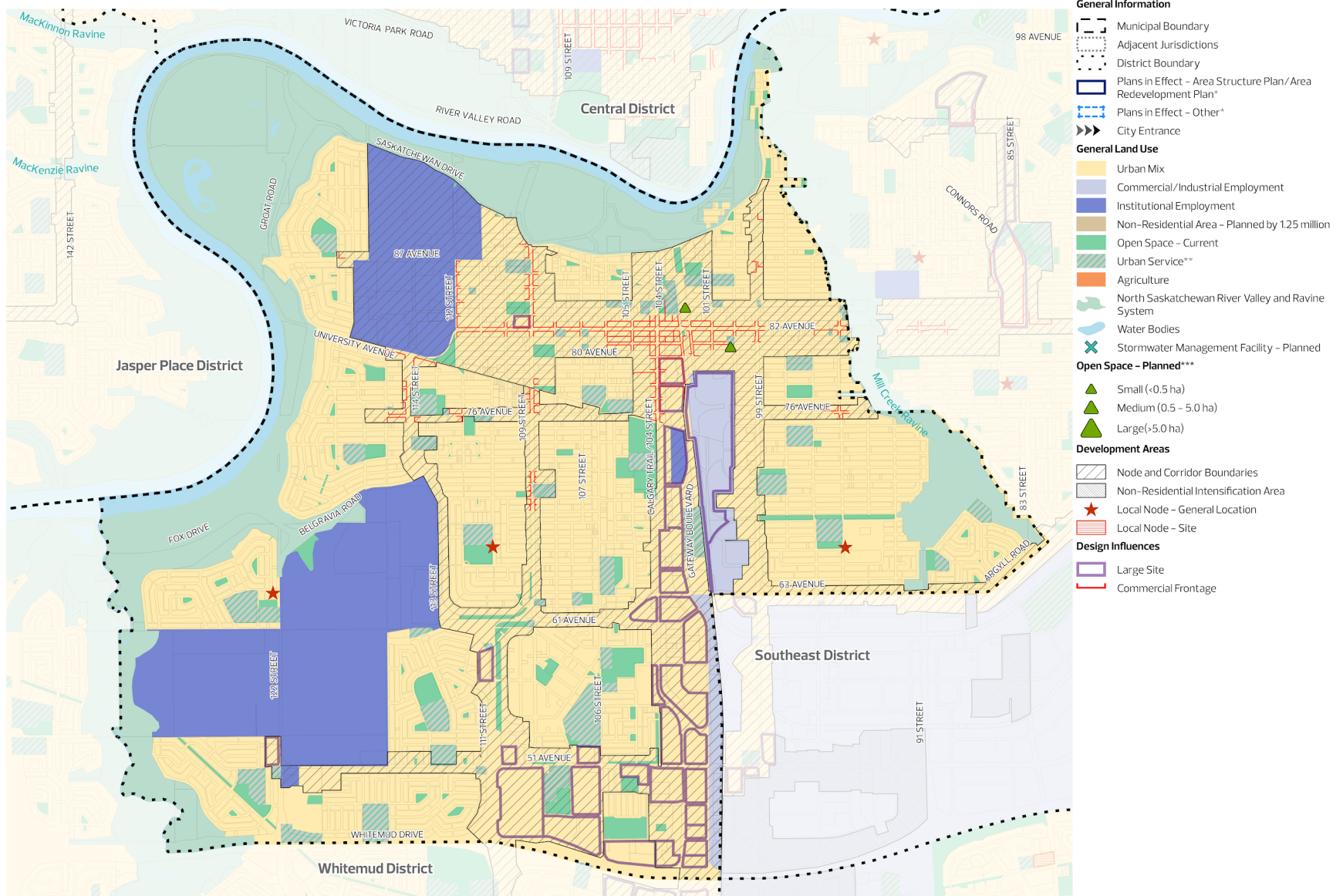
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts as additional information to understand and apply the land use categories shown in [Map 6: Land Use Concept to 1.25 Million](#). The appropriate scale of development depends on the type of node and corridor and roadway types, as described in the [District Policy](#).

Map 8: Open Space and Natural Areas to 1.25 Million

The Open Space and Natural Areas to 1.25 Million map elaborates on the Green and Blue Network in The City Plan with more detail and geographic specificity, including open space types and connections. The map features current and planned publicly-owned open spaces and parks as Edmonton reaches 1.25 million people. Some planned open spaces shown may be built beyond 1.25 million people, subject to growth patterns. Connections are linear greenways and open spaces supporting wildlife movement and public access to the district's natural systems.

Map 6: Land Use Concept to 1.25 Million

Legend items are defined in District Policy Glossary

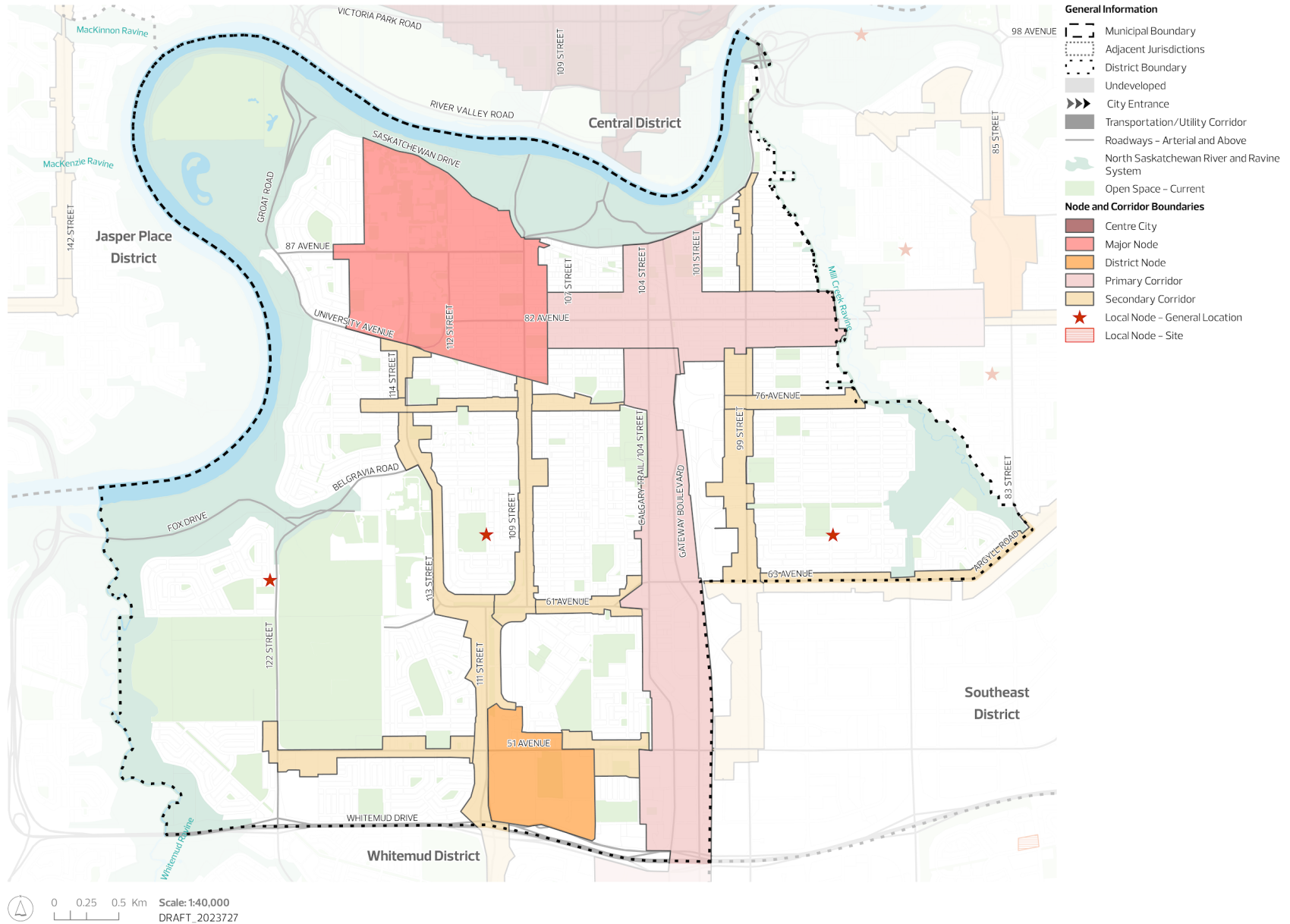


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*Plan boundaries on this map are conceptual. Consult the plan in effect for details.
 **Lands designated Urban Service may include schools, fire halls, places of worship, etc.
 ***May include urban services. See additional plans in effect (where applicable)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

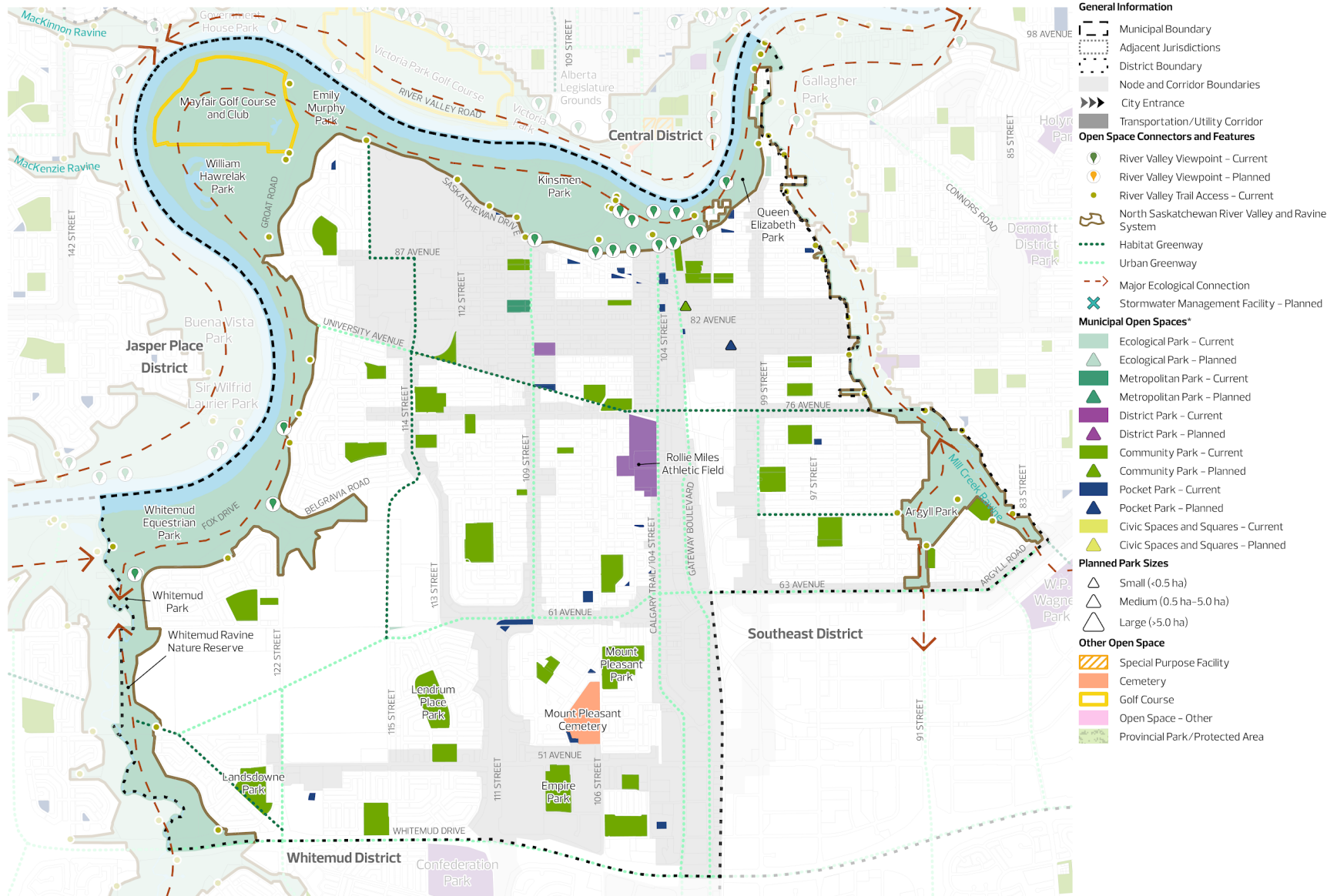
Map 7: Nodes and Corridors

Legend items are defined in District Policy Glossary



Map 8: Open Space and Natural Areas to 1.25 Million

Legend items are defined in District Policy Glossary



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*Open Spaces may include urban services. Planned Open Space locations are conceptual and subject to planning stages and development timing. See additional plan in effect (where applicable) for details.

3.3 Mobility

The Mobility system is about moving people and goods in an efficient and accessible manner. Any vibrant and prosperous city must have integrated transportation networks that provide residents with convenient options. Such a system should 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:

- Active Transportation Network creates critical connections using walking, rolling or biking that allow people to access destinations, amenities, daily needs and recreational opportunities.
- Transit Network provides citywide, district and regional connectivity using mass transit, prioritizing accessible, reliable and safe services.
- Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment and support regional connection and prosperity. The network includes Arterial Roadways, Principal Roadways, Expressways, Freeways and Provincial Highways.

District maps that show Mobility direction and the Roads and Goods Movement Network include:

- [Map 7: Nodes and Corridors](#)
- [Map 9: Active Transportation to 1.25 Million](#)
- [Map 10: Transit to 1.25 Million](#)

Map 9: Active Transportation to 1.25 Million

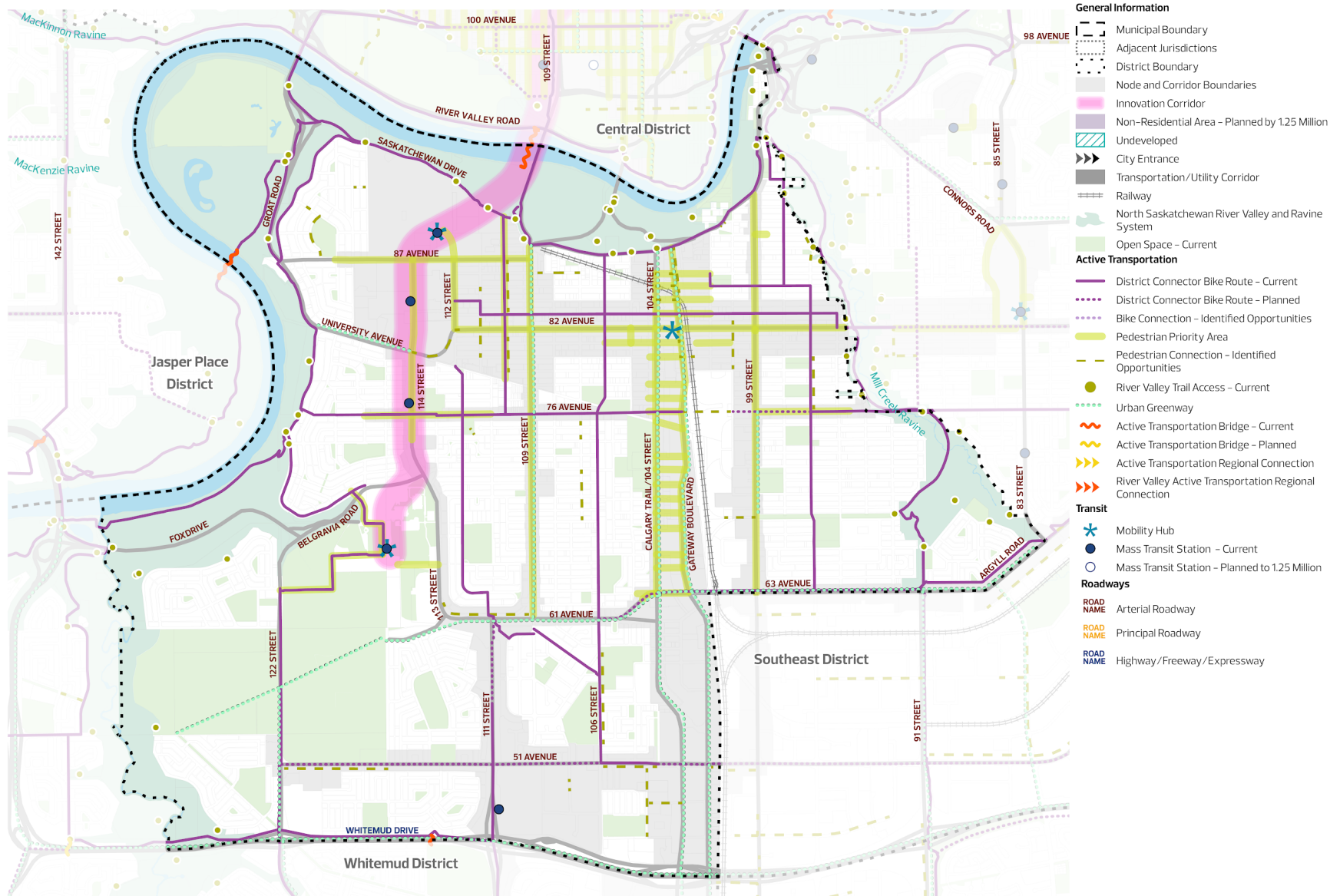
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies the district-level walking, cycling or rolling pathway intentions for the district's Active Transportation Network when Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 10: Transit to 1.25 Million

The Transit to 1.25 Million map shows both the current and planned transit system from The City Plan and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies citywide and district-level bus or LRT routes intended for the district's mass transit system when Edmonton reaches 1.25 million people. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

Map 9: Active Transportation

Legend items are defined in District Policy Glossary

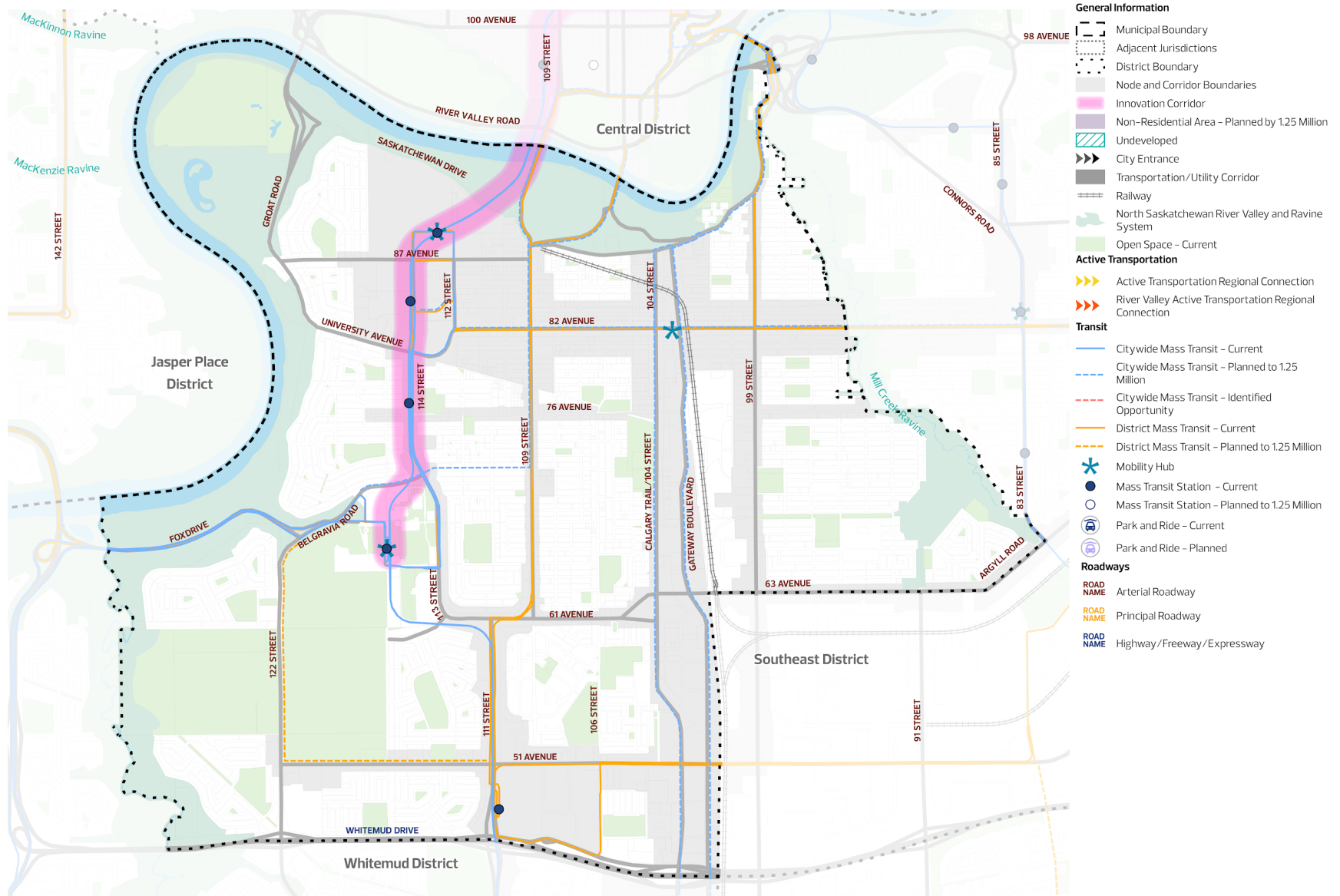


- General Information**
- Municipal Boundary
 - Adjacent Jurisdictions
 - District Boundary
 - Node and Corridor Boundaries
 - Innovation Corridor
 - Non-Residential Area - Planned by 1.25 Million
 - Undeveloped
 - City Entrance
 - Transportation/Utility Corridor
 - Railway
 - North Saskatchewan River Valley and Ravine System
 - Open Space - Current
- Active Transportation**
- District Connector Bike Route - Current
 - District Connector Bike Route - Planned
 - Bike Connection - Identified Opportunities
 - Pedestrian Priority Area
 - Pedestrian Connection - Identified Opportunities
 - River Valley Trail Access - Current
 - Urban Greenway
 - Active Transportation Bridge - Current
 - Active Transportation Bridge - Planned
 - Active Transportation Regional Connection
 - River Valley Active Transportation Regional Connection
- Transit**
- Mobility Hub
 - Mass Transit Station - Current
 - Mass Transit Station - Planned to 1.25 Million
- Roadways**
- ROAD NAME Arterial Roadway
 - ROAD NAME Principal Roadway
 - ROAD NAME Highway/Freeway/Expressway

0 0.25 0.5 Km Scale: 1:40,000 DRAFT_2023727 Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 10: Transit

Legend items are defined in District Policy Glossary



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

4 Area-Specific Policy

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

Policies in this section may include:

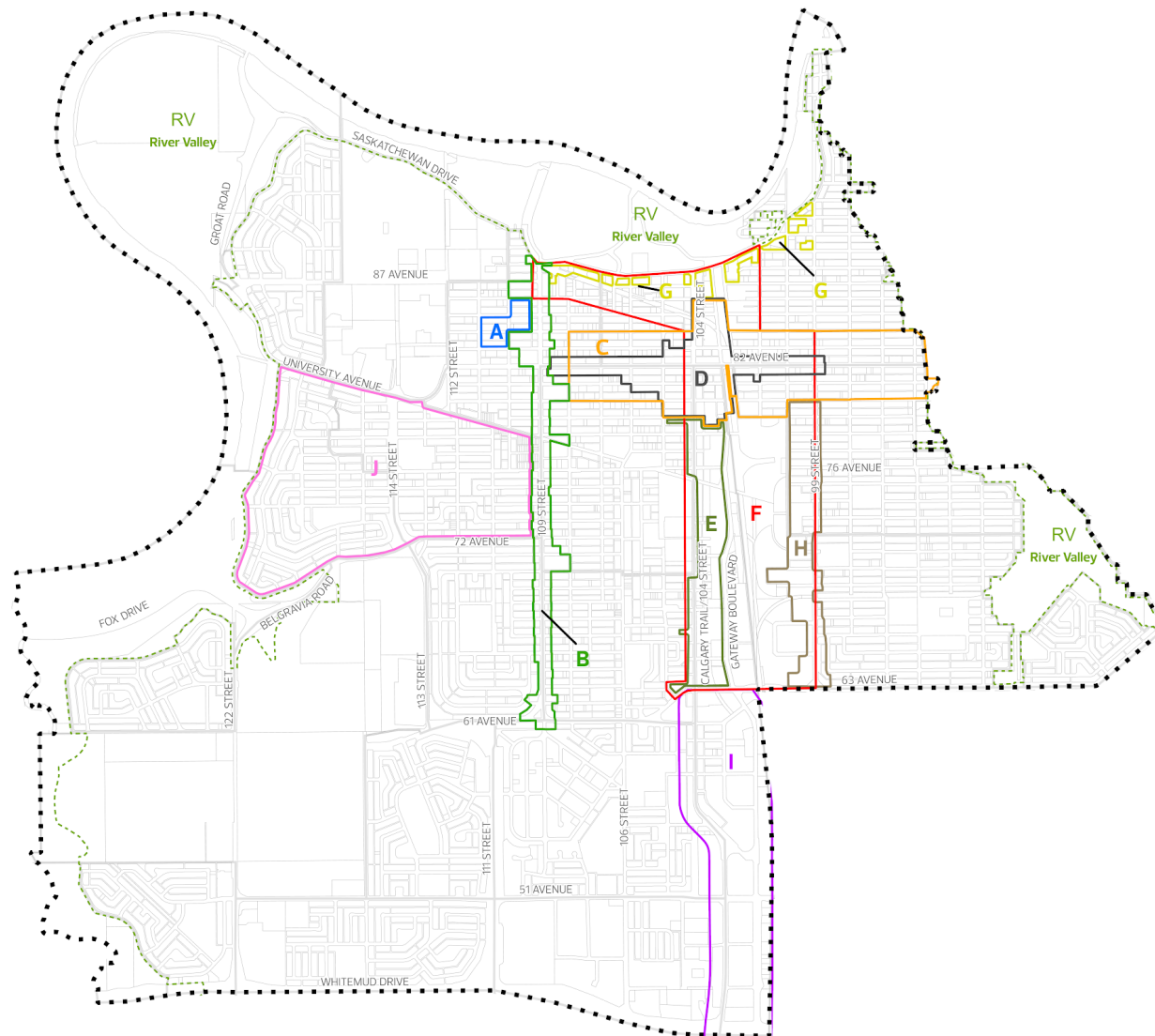
- Planning guidance that must be considered in addition to that found in the District Policy, or
- Planning guidance that is an exception to policies found in the District Policy

Reference [Map 11: Area-Specific Policy Subareas](#) to identify the geographic areas where additional or exceptional policies apply in this district and [Table 2: Area-Specific Policy](#) for the detailed policy direction. In the event of a conflict between **Table 2** and the District Policy, **Table 2** shall prevail.

Where no specific policy applies for a particular location on **Map 11**, refer to the district plan maps and District Policy for planning guidance.

Refer to [Section 1.2](#) 'Authority and Relationship to other Plans' of this district plan for information on how any geographic plans listed in **Table 2** shall be read with the District Policy and this district plan.

Map 11: Area-Specific Policy Subareas



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Table 2 - Area-Specific Policy Table

Subarea Additional or Exceptional Policy

A-1 Garneau Special Character Residential Area

For development between 111 Street and 110 Street and 83 Avenue and 85 Avenue and a portion of the area between 110 Street and 109 Street and 84 Avenue and 86 Avenue, refer to the DC1 Garneau Special Character Residential Area, 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.



Garneau Special Character Residential Area



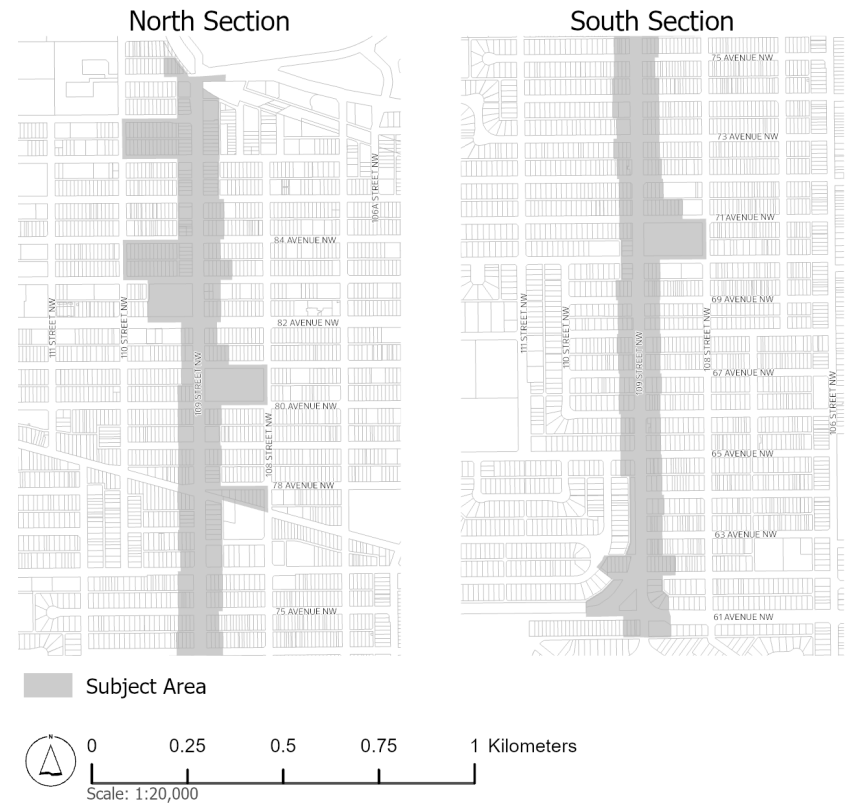
A

Subarea Additional or Exceptional Policy

B-1 Development and Public Realm Improvements Along 109 Street - Secondary Corridor

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 Secondary 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:

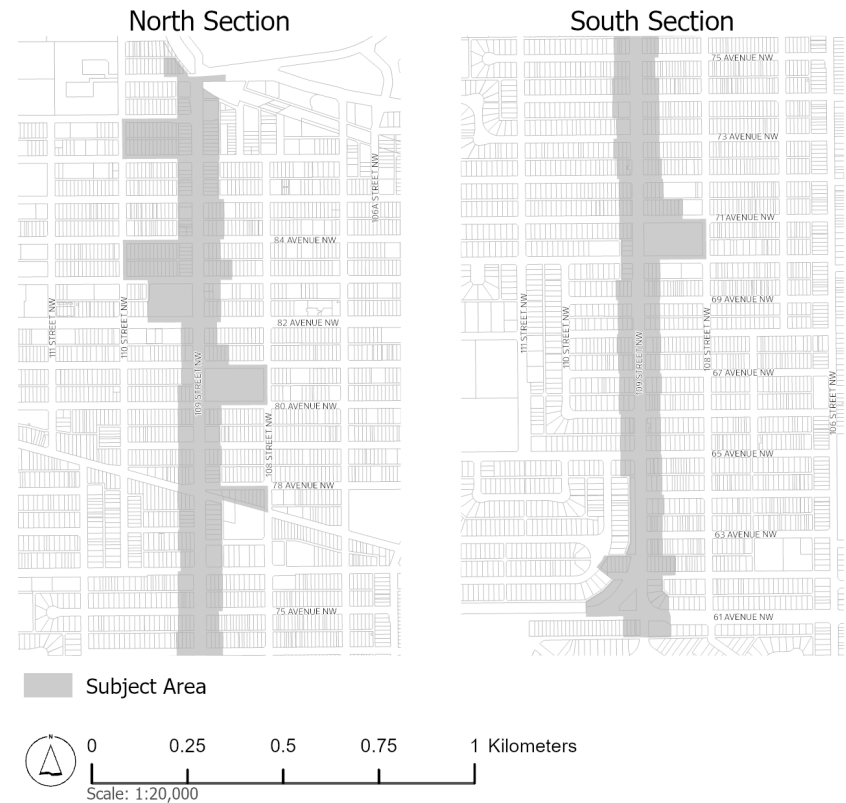
- B a) Enhance the pedestrian environment along 109 Street with a focus on protection, comfort, connectivity and the public realm with a regular rhythm of green spaces by including sidewalks separated from the curb by a treed landscaped boulevard, pedestrian-oriented lighting and encouraging public seating;
- B b) Orient buildings and primary entrances toward 109 Street;
- B c) 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;
- B d) 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:
 - i) the 109 Street and University Avenue/79 Avenue intersection; and
 - ii) commercially zoned street corners from 70 Avenue to 72 Avenue.



Subarea Additional or Exceptional Policy

B-1 Development and Public Realm Improvements Along 109 Street - Secondary Corridor

- e) 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;
- f) 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.



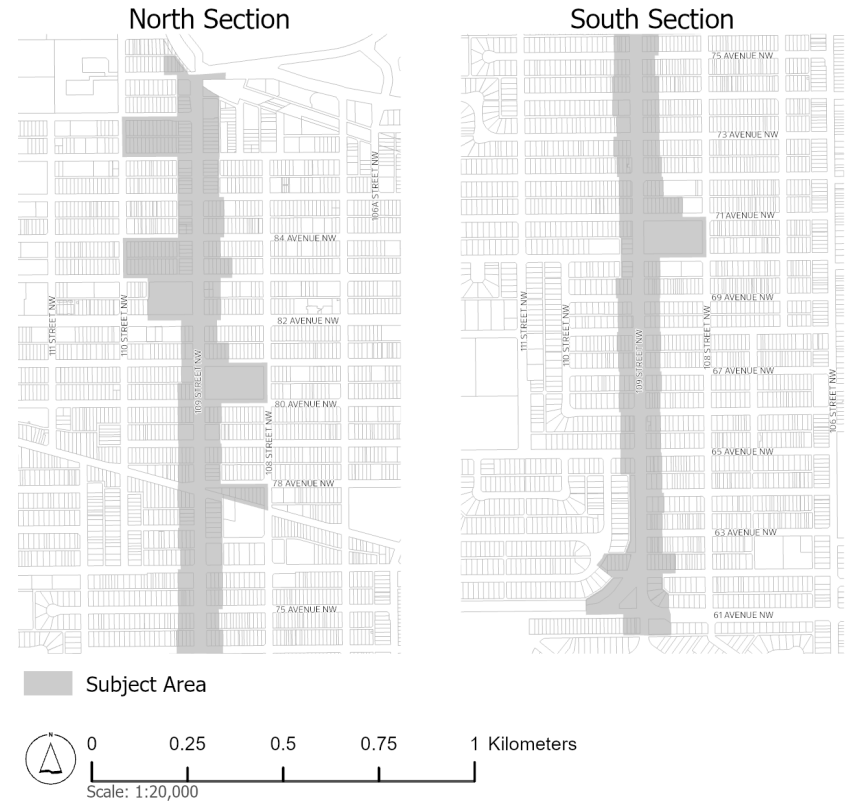
Subarea Additional or Exceptional Policy

B-2 Development and Public Realm Improvements Along 109 Street - Major Node

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 Major 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:

B

- a) 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;
- 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 where they will not attract vehicular traffic beyond the site and into an adjacent residential area;
- c) 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;

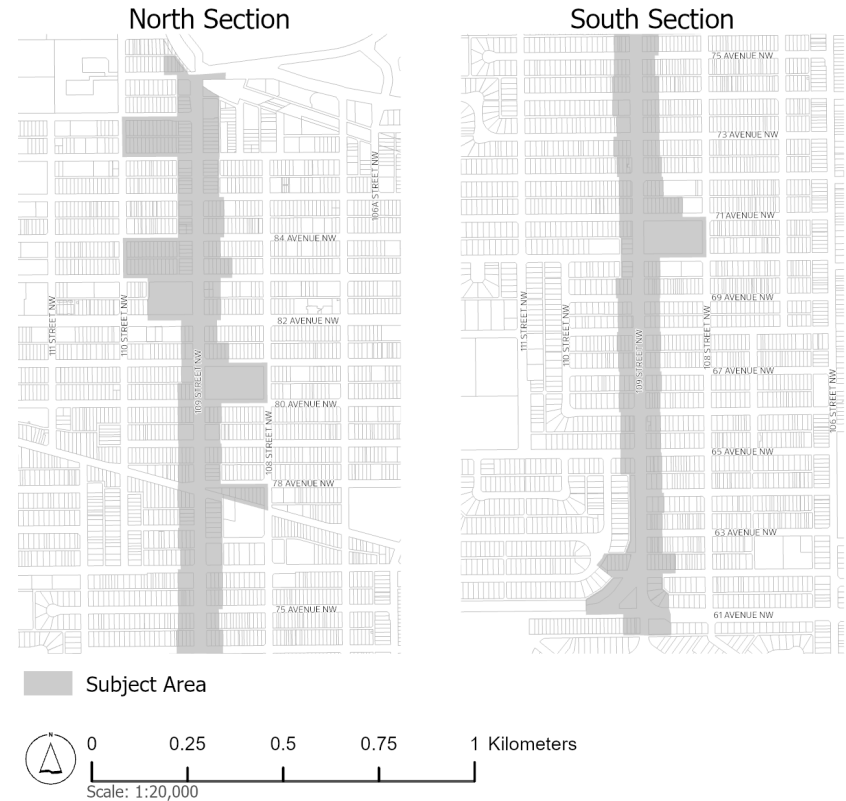


Subarea Additional or Exceptional Policy

B-2 Development and Public Realm Improvements Along 109 Street - Major Node

B

- d) 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:
 - i) all four corners of the 109 Street and Whyte Avenue intersection; and
 - ii) the 109 Street and University Avenue/79 Avenue intersection.
- e) 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
- f) Signage should 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 are not desirable in this area.



B-3 Former NAV Canada Site

B

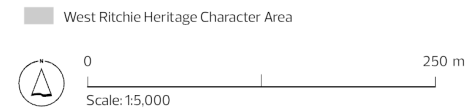
If the site on the west side of 109 Street, north of 62 Avenue is to be disposed of by Transport Canada, the City will undertake a study to determine the appropriate land use and relationship with 109 Street and the Parkallen neighbourhood.

Subarea Additional or Exceptional Policy	
B	<p>B-4 Intersection at 109 Street and 61 Avenue</p> <p>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.</p>
C	<p>C-1 Old Strathcona Public Realm</p> <ul style="list-style-type: none"> 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; b) 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; c) Improve cycling safety and infrastructure through upgraded intersection crossings to reduce potential conflicts with motor vehicles and encourage greater mode shift; d) Increase connectivity via modifications to the alleyway network, as well as new or improved east-west and north-south roadway connections; e) 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 f) Examine the connection of 80 Avenue, between Gateway Boulevard and 102 Street. <hr/> <p>C-2 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> <hr/> <p>C-3 West Ritchie 81 Streetscape Improvement</p> <p>The City will 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>

Subarea Additional or Exceptional Policy

C-4 West Ritchie Heritage Character Area

- a) 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.
- b) 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.



C

Subarea Additional or Exceptional Policy

D

D-1 Old Strathcona Provincial Historic Area

- 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 pattern of development in the commercial area.
- b) 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.
- c) 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.
- d) 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.



Subarea Additional or Exceptional Policy

D-2 Whyte Avenue Commercial Area Character Subareas

Promote the development of three distinct character subareas within the Whyte Avenue Commercial Area:

- a) 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;
- b) Main Street Character Subarea supports an active pedestrian- oriented main street with slightly higher building heights than allowed within the Heritage Subarea; and
- c) 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.

D



Subarea Additional or Exceptional Policy

D-3 Development in Whyte Avenue Commercial Area

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:

- a) 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;
- b) 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;
- c) Regulation of advertising, signage, frontage, and access controls to respect the architectural themes and predominant existing built form found in the area

D



Subarea Additional or Exceptional Policy

D-4 Development in Whyte Avenue Commercial Area - Height Strategy

Regulation of building heights (notwithstanding current zones or existing buildings that exceed this height previously approved as denoted on Figure 4.x) as follows:

- a) Support building heights at 15 metres within the core area;
- b) 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
- c) 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:
 - i) 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;
 - ii) it is able to respond to its site size and context;
 - iii) it has design measures to mitigate shadowing (especially of the Whyte Avenue corridor), wind impacts and massing;
 - iv) it enhances the standard for the pedestrian experience;
 - v) it includes a significant commitment to principles of good urban design and winter city design;
 - vi) it includes a higher quality of active-at-grade frontage; and
 - vii) it makes a more significant contribution to community amenities.



D

Subarea Additional or Exceptional Policy

D-5 Development in Whyte Avenue Commercial Area - Massing and Transitions

Where appropriate 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. Explore opportunities to mitigate shadow, wind, view and heritage impacts directly on Whyte Avenue. To achieve these objectives, vary or incorporate components such as:

- a) Building setbacks;
- b) Stepping back upper portions of a building;
- c) Building articulation;
- d) Using smaller building floorplates; and
- e) Having separation and off-setting of a portion of a building from another.

D



D-6 Development in Whyte Avenue Commercial Area - Sun-Shadow Analysis

- 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 and between the spring and autumn equinoxes (March 21 to September 21)
- b) 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.

Subarea Additional or Exceptional Policy

D-7 Development in Whyte Avenue Commercial Area - Heritage Character

Encourage the retainment and/or reuse of 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:

- 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;
- 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;
- D c) Encourage new and taller buildings to be designed in ways that complement and enhance the character of existing historic resources on nearby sites;
- d) Encourage new development to consider the potential impacts on existing structures (both historic and non-historic) and the public realm;
- e) Encourage new or redeveloped buildings within the Heritage Character Subarea to provide design features to ensure they complement the established character of the area by:
 - i) incorporating horizontal and vertical architectural elements such as size and location of windows and entranceways, and building proportions;
 - ii) utilizing traditional building materials for exterior finishes; and
 - iii) 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.
 - iv) 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.
- f) 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
- g) 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.



Subarea Additional or Exceptional Policy

D-8 Development in Whyte Avenue Commercial Area - Laneway Activation

- a) Enhance lanes within the central portion of the commercial area to provide new opportunities for residents, visitors, and businesses to move within the corridor.
- b) 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.

D



D-9 Development in Whyte Avenue Commercial Area - Views

Encourage maintaining 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.

D

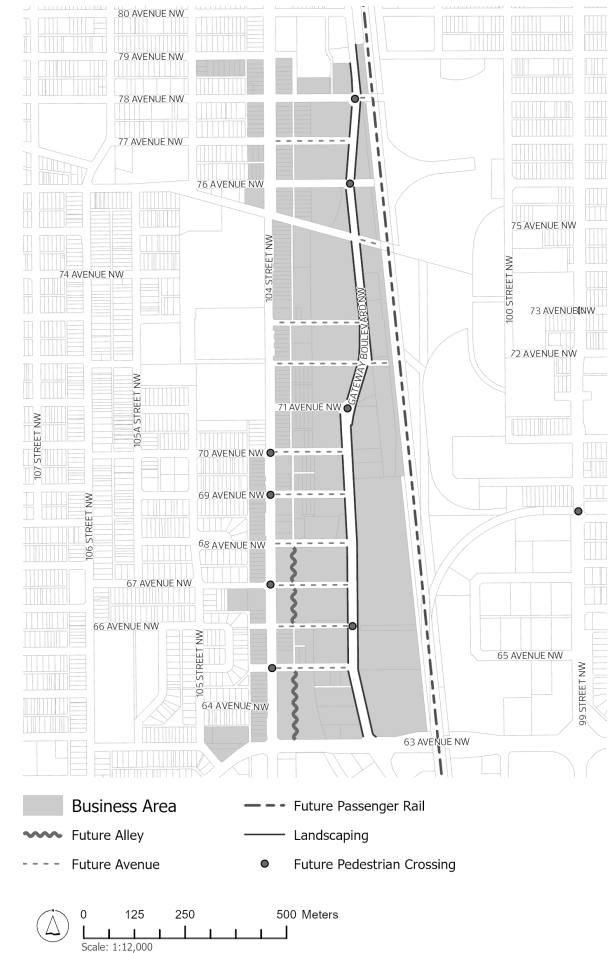
Subarea Additional or Exceptional Policy

E-1 Development Along Calgary Trail and Gateway Boulevard - Roadways

Ensure subdivision and development complies with the following:

- a) No permanent buildings will be allowed within areas designated as Future Avenues or Future Alley. Temporary facilities are acceptable.
- b) Dedication of road right-of-way within areas designated as Future Avenues or Future Alley will be a requirement of subdivision of relevant properties.
- c) 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.
- d) 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.
- e) 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.
- f) 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.

E



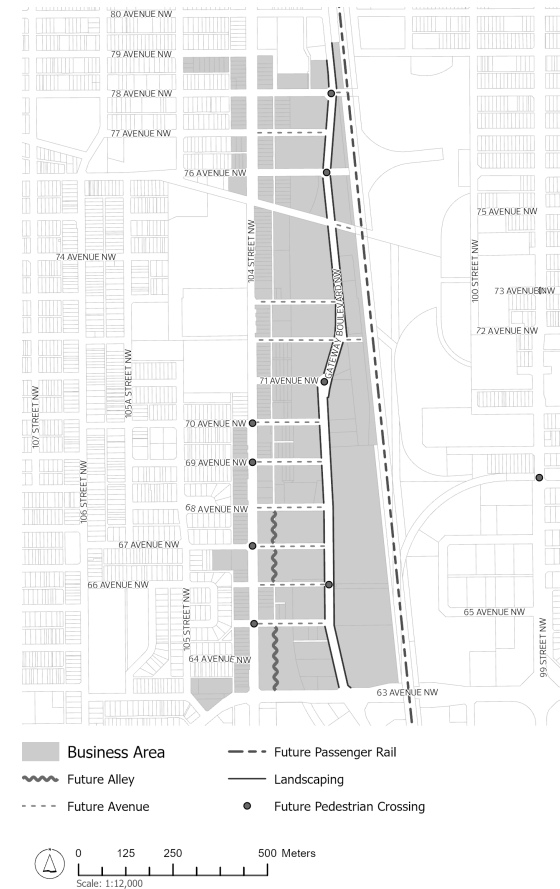
Subarea Additional or Exceptional Policy

E-2 Development Along Calgary Trail and Gateway Boulevard - Urban Design

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 with any redevelopment:

- a) Development shall be designed to create an attractive view from Calgary Trail NW and Gateway Boulevard NW.
- 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;
- c) The main entrances of buildings will face roadways rather than internal parking areas;
- d) Buildings should be built to the minimum setbacks along public roadways to maintain the street-oriented character of this subarea;
- e) Any parking structure adjacent to a road will be wrapped or hidden at ground level by commercial land uses;
- f) Screen parking and service areas from view from Calgary Trail, Gateway Boulevard and adjacent residential areas;
- g) Loading docks will be fully enclosed in buildings or fully screened and designed to minimize their visual prominence; and
- h) Apartment Housing on upper floors of development, as well as live work units will be encouraged in areas west of Gateway Boulevard in certain circumstances.

E



F-1 Canadian Pacific Railway (CPR) and Surrounding Land

- a) A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary.
- b) 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.).

F

Subarea Additional or Exceptional Policy

F-2 Canadian Pacific Railway (CPR) and Surrounding Land and Roadways

- F
- a) 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 is encouraged (not 79 Avenue between 99 and 100 Street – truck use is prohibited there).
 - b) 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.
 - c) 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.
 - d) A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary.
 - e) 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.
 - f) 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 the rail corridor from 79 Avenue to just north of 80 Avenue.
 - g) 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.).

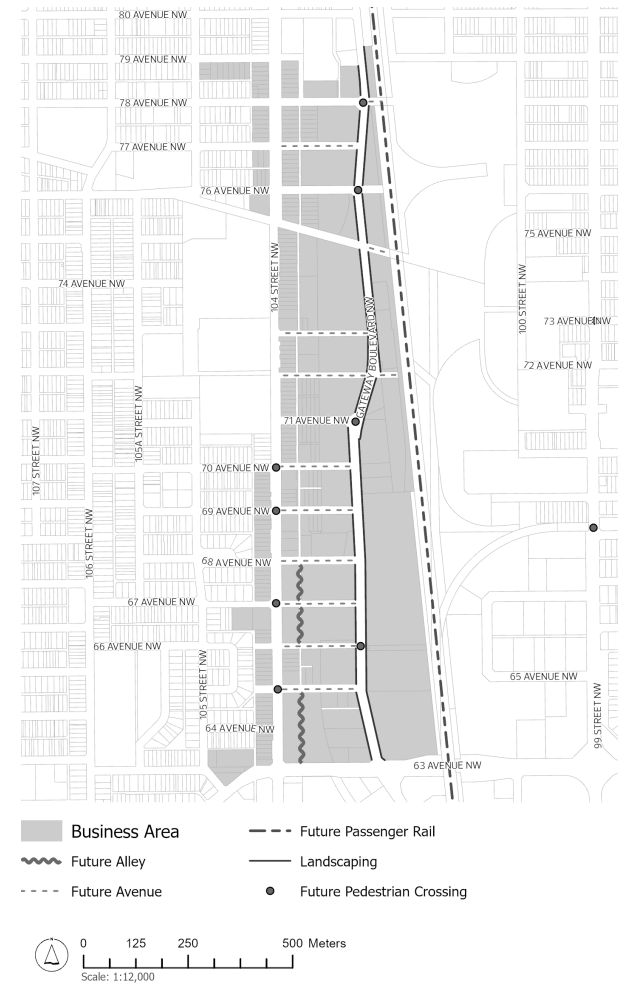
Subarea Additional or Exceptional Policy

F-3 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:

- a) 104 Street and 65, 67, 69 and 70 Avenues; and
- b) Gateway Boulevard and 66, 71, 76 and 78 Avenues.

F



Subarea Additional or Exceptional Policy

F-4 Development Along Calgary Trail and Gateway Boulevard - Signage

Greater attention shall be given to improving the location, siting, comprehensibility and design of signage in the Calgary Trail/Gateway Boulevard corridor, including:

- a) Avoiding undesirable effects on adjacent residential areas;
- b) Discouraging the use of portable signs; and
- c) Billboards, including digital billboards, will not be allowed in this subarea.

F-5 Canadian Pacific Railway and Surrounding Land

- a) A right-of-way should be protected for possible restoration of passenger rail service between Downtown Edmonton and Calgary.
- b) 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.).

F

F-6 Development Along Gateway Boulevard

Ensure subdivision and development within the area between Gateway Boulevard NW and the CPR rail line complies with the following:

- a) No permanent buildings will be allowed within areas designated as Future Avenues or Future Alley. Temporary facilities are acceptable;
- b) Dedication of road right-of-way within areas designated as Future Avenues or Future Alley will be a requirement of subdivision of relevant properties;
- c) 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;
- d) 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;
- e) 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;
- f) Buildings should be built to the minimum setbacks along public roadways to maintain the street-oriented character of this subarea;

Subarea Additional or Exceptional Policy

F-6 Development Along Gateway Boulevard

- g) Apartment Housing on upper floors of development, as well as live work units will be encouraged in areas west of Gateway Boulevard in certain circumstances; and
- h) Billboards, including digital billboards, are not permitted in this subarea.

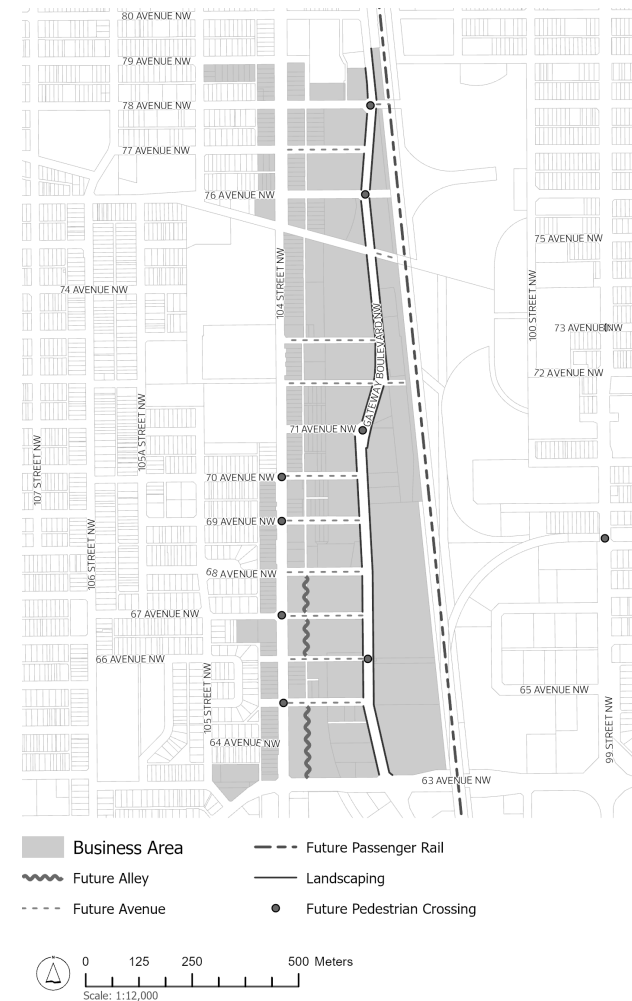
F-7 Canadian Pacific Railway Yard and Surrounding Land and Roadways

- a) The City of Edmonton will encourage the subdivision of a narrow strip of CPR property abutting Gateway Boulevard.
- b) A right-of-way should be protected through the CPR yard for possible restoration of passenger rail service between Downtown Edmonton and Calgary.
- c) Development of buildings and open space over the rail right-of-way using air rights should be considered.

F

F-8 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.



Subarea Additional or Exceptional Policy

F

F-9 Development at 63 Avenue NW and Calgary Trail/ Gateway Boulevard - Urban Design

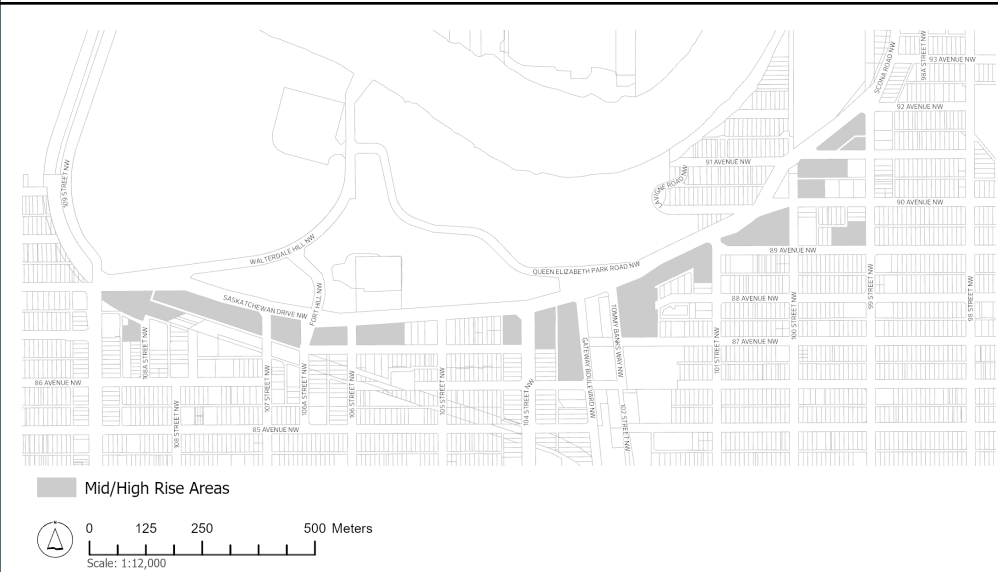
In the event of redevelopment of properties adjacent to 63 Avenue NW, the following guidelines, listed in order of priority, shall be encouraged:

- a) Orientation of building entrances and facades towards 103 Street or 104 Street;
- b) The location of parking and loading areas away from the 103 Street, 104 Street and 63 Avenue NW, preferably to the side and rear of new buildings; and
- c) Landscaping along the periphery of these sites to include continuous treed landscaping or a berm of sufficient height to screen parking, loading and service areas from 103 Street, 104 Street and Argyll Road.

G

G-1 Development at 89 Avenue and 99 Street

The site located at the northwest corner of 99 Street NW and 89 Avenue NW (legally described as Lot 29, Block 122, Plan 1822016) which shall be permitted to be developed as a mixed use midrise building up to a height of 34.0 m (approximately 8 - 10 storeys).



G-2 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.

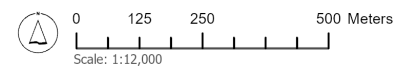
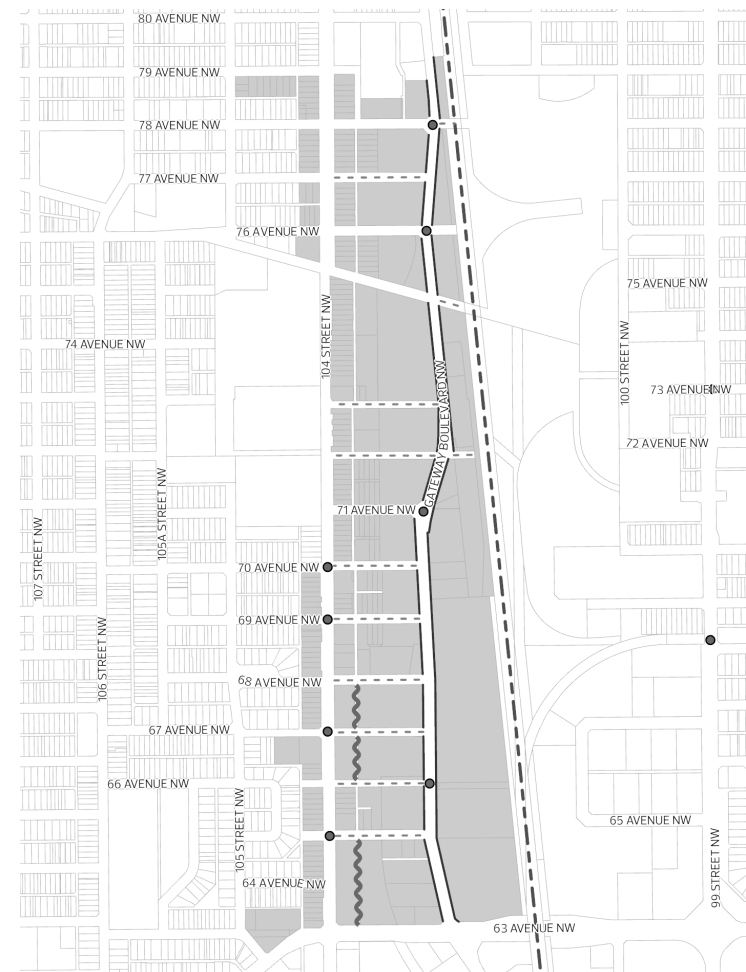
Subarea Additional or Exceptional Policy

H-1 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:

- a) 99 Street and the shared-use path adjacent to 68 Avenue; and
- b) 99 Street and 73 Avenue.

H



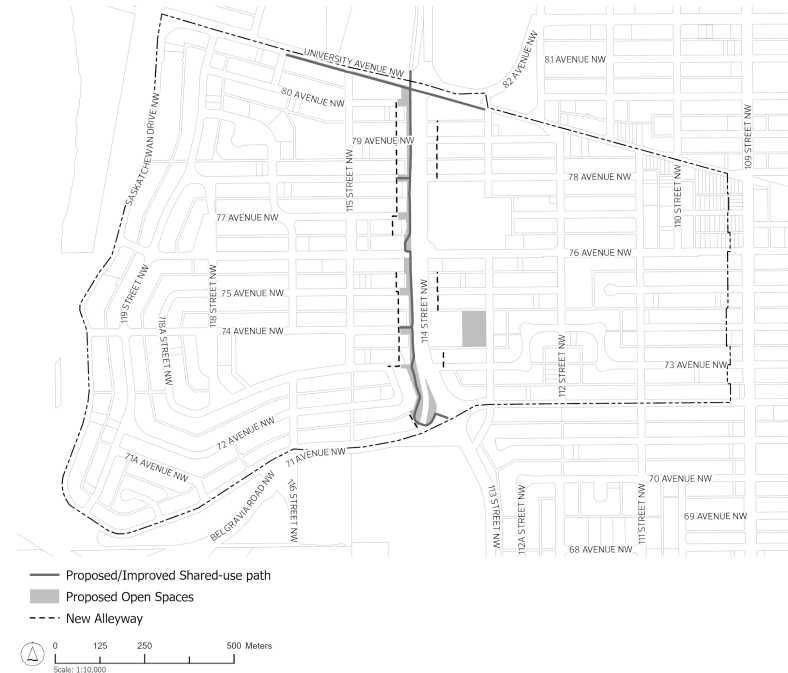
Subarea Additional or Exceptional Policy	
H	<p>H-2 Development Along the West Side of 99 Street</p> <p>a) Encourage the visual improvement of buildings and sites along 99 Street through the following:</p> <ul style="list-style-type: none"> i) encourage buildings along the west side of 99 Street to orient 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 ii) encourage landscaping adjacent to 99 Street. <p>b) Allow sites west of 99 Street to remain medium to light industrial and/or transition to commercial or business industrial.</p>
I	<p>I-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"> a) Screening parking and service areas from Calgary Trail, Gateway Boulevard and adjacent residential areas; b) Orient entrances and facades towards Calgary Trail and Gateway Boulevard; and c) Require landscaping adjacent to Calgary Trail, Gateway Boulevard and 63 Avenue NW.
I	<p>I-2 Signage Along Calgary Trail and Gateway Boulevard</p> <p>Greater attention shall be given to improving the location, siting, comprehensibility and design of signage in the Calgary Trail/Gateway Boulevard corridor, including:</p> <ul style="list-style-type: none"> a) Avoiding undesirable effects on adjacent residential areas; and b) Discouraging the use of temporary and free-standing off-premises signs.
I	<p>I-3 Development at 63 Avenue NW and Calgary Trail/ Gateway Boulevard - Urban Design</p> <p>In the event of redevelopment of properties adjacent to 63 Avenue NW, the following guidelines, listed in order of priority, shall be encouraged:</p> <ul style="list-style-type: none"> a) Orientation of building entrances and facades towards 103 Street or 104 Street; b) The location of parking and loading areas away from the 103 Street, 104 Street and 63 Avenue NW, preferably to the side and rear of new buildings; and c) Landscaping along the periphery of these sites to include continuous treed landscaping or a berm of sufficient height to screen parking, loading and service areas from 103 Street, 104 Street and Argyll Road.

Subarea Additional or Exceptional Policy

I **I-4 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.

J **J-1 114 Street - Mobility Network**

- a) Reconnect the urban grid pattern by introducing alleyways parallel to 114 Street enabling the reorientation of infill development to face on to 114 Street.
- b) Redevelop existing cul-de-sacs into open spaces along the west side of 114 Street and shared-use path as new development and alleyway are completed.
- c) Where infill 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.
- d) Develop an at-grade crossing across University Avenue on the west side of 114 Street.



Subarea Additional or Exceptional Policy

J-2 114 Street - Public Realm

- a) Enhance 114 Street by expanding the west side of 114 Street into a linear open space (“green spine”) incorporating the existing shared-use path, and by developing a boulevard along the east side of the street
- b) Redevelop existing cul-de-sacs into open spaces adjacent to the shared-use path as alleyways servicing the new development along 114 Street are completed.
- c) Require provision of the abutting portion of the back alley, green spine and open space improvements (e.g. street furniture, hard and soft landscaping) as a condition of development along 114 Street.
- d) For areas abutting the sites located at the northwest and southwest corners of 78 Avenue NW and 114 Street NW (legally described as Lots F and G, Block 3, Plan 244HW, and Lots 30 and 31, Block 2, Plan 2064S), a minimum 10.0 m linear open space width shall be provided to the satisfaction of Transportation Services.



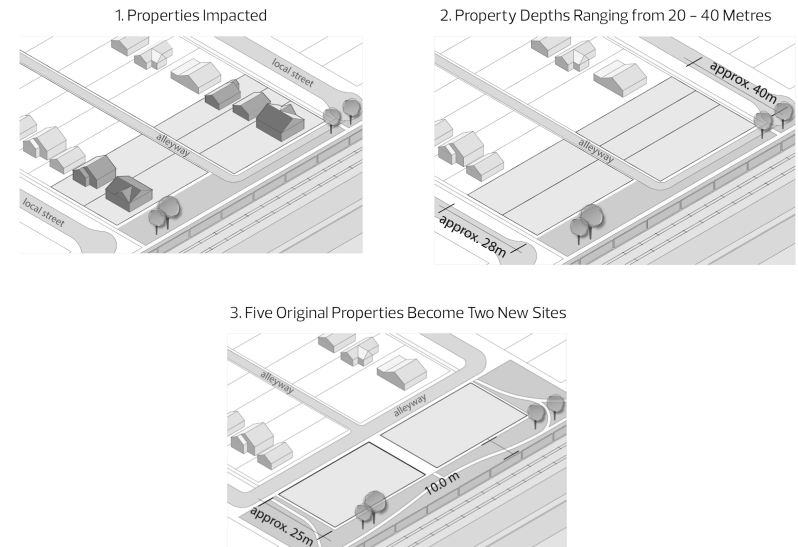
J

Subarea Additional or Exceptional Policy

- J-3 University Avenue - Public Realm**
- a) Transform the service road along University Avenue between 113 Street and 115A Street to be a multi purpose greenway to include a shared-use path, rain gardens or bio-swale and natural landscaping
 - b) Require provision of the abutting portion of greenway, and adjacent on-street parking as a condition of development along University Avenue.

- J-4 114 Street - Development and Built Form**
- a) Permit consolidation of properties and surplus road right -of-way to facilitate redevelopment along the 114 Street Corridor.
 - b) Require through subdivision the dedication and construction of rear alleyways parallel to 114 Street to service new development along 114 Street.
 - c) Minimize noise disturbance from LRT operations and roadways traffic through a combination of site design, building technologies and materials.
 - d) Design new development along the west side of 114 Street to face 114 Street with the front doors and windows facing onto the shared-use path and linear park and vehicular access from the new rear alleyways
 - e) Design new development along the east side of 114 Street to face onto 114 Street with the front doors and windows facing onto 114 Street and vehicular access from the new rear alleyways.
 - f) Relocate the St. Peter sports field to the east side of the site at the time of redevelopment.
 - g) Explore affordable housing opportunities including seniors housing on the St. Peter Centre site.

114 Street Corridor Typical Block Redevelopment



**Note: For Illustrative Purposes Only*

Subarea Additional or Exceptional Policy	
J	<p>J-5 McKernan and Belgravia - Higher Density Development</p> <p>a) Require higher density residential development along University Avenue, 114 Street, 76 Avenue and 71 Avenue to provide an attractive facade oriented to existing lower density housing and new infill development separated by an alleyway.</p> <p>b) Sites located at the northwest and southwest corners of 78 Avenue NW and 114 Street NW (legally described as Lots F and G, Block 3, Plan 244HW, and 2/4 Lots 30 and 31, Block 2, Plan 2064S) shall be permitted to be developed as mid-rise residential use buildings with a maximum height of 23.0 m and no greater than 7 storeys, with limited commercial uses on the main floor and implemented through a (DC2) Site Specific Development Control Provision.</p>
RV	<p>RV-1 River Valley Plans</p> <p>Refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan for additional planning direction and strategic context.</p>

Where no subareas have been identified, the [District Policy](#) and district plan maps (Maps 1 to 10) shall guide planning decisions.

5 Growth to 2 Million

"This is why the time is now to plan ahead. It's not a matter of if we will hit two million but when. The best way for our children and grandchildren to have as positive an experience with their city as we enjoy today - an even better one - is to imagine what that city will look like, how it will operate, how it will grow, how businesses will flourish, how parks will welcome all and how creativity will thrive." - The City Plan

Cities are constantly evolving and responding to a changing world. [The City Plan](#) describes the choices Edmonton needs to make to become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. This vision will take Edmonton time to achieve and the work towards a population of two million will continue beyond this iteration of the district plan. After Edmonton reaches 1.25 million people, district level planning will continue to support the development and transformative change of communities for the next population horizons outlined in The City Plan: 1.5 million, 1.75 million and two million people. The City Plan provides wide-ranging directions for Edmonton's long-term future - what the city and districts will look like at two million people and what needs to be done to support growth to create a great place to live.

[Map 12: Vision at 2 Million](#) captures how the Scona District is expected to continue to evolve beyond the 1.25 million population horizon of this district plan and in alignment with The City Plan, as Edmonton reaches two million people.

Development and investment in the Scona District may include the following:

- Redevelopment and improvements to transit infrastructure along Calgary Trail and Gateway Boulevard to create a more connected, welcoming and vibrant entrance to the city
- New development along 99, 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 south of 80 Avenue 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 and infill in predominantly residential neighbourhoods to provide additional housing options.
- The strengthening of local nodes to provide commercial services and additional housing options within neighbourhoods through redevelopment of local nodes.
- Evolution and redevelopment of the Canadian Pacific Railway yard to become a north-south regional train route that supports passenger rail and is surrounded by a mix of residential and non-residential development

- Additional investments in mass transit and active modes infrastructure that will continue to support the node and corridor network and connections within and beyond the district

Development will be supported by investments in open space and urban greenways to complement existing greenways (e.g. along identified transportation and or utility corridors) as well the preservation and enhancement of important natural areas.

Both the public and private sectors have roles in initiating and advancing growth opportunities. Growth may also be supported by City investments in the physical, environmental and social networks to complement [The City Plan's](#) networks as well as create additional networks to activate growth in the district. The goal is to be ready for the continual, collaborative shaping of the future.

Map 12: Vision at 2 Million

The Vision at 2 Million map provides an aspirational illustration of the district when Edmonton reaches two million people. The map includes a 3D model of the district to emphasize areas of change based on The City Plan's systems and growth targets. The detailed illustrations show examples of how The City Plan's vision might unfold in specific areas of the district. **This map is not intended to guide specific land and development decisions but to indicate the general direction and high level vision for what the district might look like in the future.**

Map 12: Vision at 2 Million

