



Priority Growth Area Rezoning Proposal Principles and Summary

Guiding Principles

The proposal was guided by a set of core principles that sought to balance long-term city objectives with community interests and the increasing need for additional housing in the city.

The principles include:

- Aligning with the direction and long-term vision of The City Plan and District Plans for the node and corridor type.
- Focusing on areas with higher redevelopment potential, such as along arterial roadways and near transit stations, to indicate where change is anticipated to start and more investment is expected.
- Increasing flexibility by rezoning Direct Control Zones to standard zones.
- Concentrating mandatory ground floor businesses in significant locations to enhance their prominence and minimize oversaturation of commercial spaces.
- Incorporating public feedback where possible to propose zones that reflect local context.
- Transitioning neighbourhoods toward short-term targets of The City Plan using a gradual and incremental approach.
- Transitioning from taller buildings along arterial roads and near transit stations to smaller buildings closer to the edges of the node or corridor.

These principles helped to inform how sites were selected and what zones and zone modifiers were applied. This supported the creation of a rezoning proposal that enables an incremental build out of The City Plan's vision to welcome more people into the redeveloping areas of the city while remaining sympathetic to local context.

Summary of the Proposals

A summary of the three rezoning areas are outlined below. The first section highlights the common approaches in all areas followed by a summary for each area.



All Rezoning Areas

Although each Priority Growth Area was assessed individually to align with the guiding principles and reflect the unique features of each area, some common approaches apply to all proposed rezoning areas:

- Larger-scale development is concentrated closest to LRT stops, along arterial roadways and near major intersections, with lower-intensity development transitioning into neighbourhoods.
- Mandatory ground-floor commercial development is focused next to LRT stations, community hubs, and shopping streets.
- The [MU - Mixed-Use Zone](#) has generally been applied along commercial streets and in mixed use clusters to foster high-density development with a continuous street interface of windows, entrances, and patio spaces.
- The [MU - Mixed Use Zone](#) with the h28 f4 [zone modifiers](#) is used on most arterial roads to enable a variety of buildings up to approximately 8 storeys. These zone modifiers provide opportunities for higher-density developments to reflect sites prominent locations within the PGA and allow development in line with current building trends.
 - Some sites along arterial roadways have higher intensity zone modifiers to enable taller buildings on larger consolidated sites (over 2,000 square metres), prominent locations, such as right next to LRT stations, or local contexts, such as those adjacent to existing tall buildings.
- The [RM - Medium Scale Residential Zone](#) with the h23 height zone modifier is commonly used throughout the proposal where mid-rise can be supported. RM h23 allows for up to approximately six storeys, which aligns with policy and responds to current building trends within Edmonton.
- Some heights have been reduced from previous proposals in areas south of small-scale residential zoning or open spaces to reduce the impacts of additional height (such as increased shadows).
- Some sites were excluded from this project because they already had appropriate zoning, were historically designated properties, were intended for urban services, or had recently approved direct control zones with greater development rights or regulations intended to achieve specific policies.



University-Garneau Major Node

The University-Garneau rezoning proposal is predominantly concentrated along 87 Avenue, 109 Street, and 82 Avenue to focus on arterial roadways. Some highlights include:

- Building heights are proposed to be tallest, reaching up to 75 metres, along 82 Avenue west of 109 Street which is consistent with existing high-density zoning in the area. Sites east of 109 Street along 82 Avenue have lower heights proposed to align with area specific policies of the [Scona District Plan](#).
- Rezoning along 81 Avenue proposes buildings up to 23 metres to transition from the high-rise development on the south side of 82 Avenue (currently allowed up to 65 metres in height), with the exception of 12-metre heights proposed next to a designated heritage resource to enable a more sensitive transition to this site.
- The [RL - Large Scale Residential Zone](#) with the h65 height [zone modifier](#) is proposed on 87 Avenue between 110 and 111 Streets to align with the existing zoning in the area. Rezoning between 109 and 110 Street is limited to 23 metres to reduce shadowing impacts on existing small-scale homes.
- Mandatory ground-floor commercial is included along sections of 82 Avenue and the northern portion of 109 Street to reflect existing vibrant commercial activity.

156 Street Secondary Corridor and Stony Plain Road Primary Corridor

The rezoning proposal focuses on the future Valley Line West LRT alignment, including the southern portion of the 156 Street Secondary Corridor and future LRT stops along Stony Plain Road at 156, 149, and 142 streets. Other highlights include:

- The most intense proposed zone, being [MU - Mixed Use Zone](#) with the h40 f7 [zone modifiers](#), is proposed near the 142 Street future LRT stop, reflecting the existing high-rise buildings in the area (Westblock & Crescent Place). This zone is also proposed north of Stony Plain Road and east of 156 Street to accommodate a large land holding, close proximity to a major intersection and two mass transit centres (Jasper Place Transit Centre and the future 156 Street LRT station).
- Blocks within the Stony Plain Road Primary Corridor that are not directly adjacent to arterial roads include the [RM - Medium Scale Residential Zone](#) with either the h16 or h23 height zone modifier to transition into the surrounding neighbourhoods.



- One notable exception is the RM Zone with the h28 height zone modifier proposed between 156 and 158 Streets and 100A and 100 Avenues, due to its close proximity to both the Jasper Place Transit Centre and the future 156 Street LRT station.
- Zones along 156 Street predominantly allow buildings between 16 and 23 metres in height (depending on distance from future LRT stations), with some higher intensity zones focused at intersections or future LRT station locations.
- Mandatory ground floor commercial development is focused next to LRT stations and along parts of Stony Plain Road with a continuous store front.

124 Street Primary Corridor and Centre City Wìhkwêntôwin

The rezoning proposal focuses on the area between Jasper Avenue and south of 104 Avenue in the Wìhkwêntôwin neighbourhood. The most intense zones are focused along Jasper Avenue and around the intersection of Stony Plain Road and 124 Street where these two Primary Corridors meet and the location of the future 124 Street LRT Stop. Properties fronting 102 Avenue and along 124 Street between Jasper Avenue and 111 Avenue are also included. Key features of the proposal include:

- In Wìhkwêntôwin, the highest-intensity zones ([MU - Mixed Use Zone](#) with the h85f11 [zone modifiers](#)) are used near the 124 Street and Stony Plain Road Intersection and along Jasper Avenue to reflect future LRT stations and existing high-intensity development in the area.
- Many of the properties along Jasper Avenue have also been included to eliminate an older Direct Control zone that currently limits buildings to 36.6 metres, which is shorter than several existing towers on the Avenue.
- Higher-intensity zones are also recommended along 104 Avenue to align with the future LRT route.
- The interior of Wìhkwêntôwin transitions from arterial roads to the lowest heights ([RM - Medium Scale Residential Zone](#) with the h23 height zone modifier) in the centre of the rezoning area. This allows for more density in the area while remaining compatible with the existing walk-up apartments and aligning with current building trends in the neighbourhood.



- Mandatory ground-floor commercial is focused directly adjacent to future LRT stations as well as along Jasper Avenue and 124 Street (south of 109 Avenue) to maintain their commercial main street character.
- Ground floor commercial is proposed as optional north of 109 Street, which is further from the heart of the 124 Street shopping area and becomes more residential in nature.
- Ground floor commercial development is also proposed as optional between LRT stations along 104 Avenue, as there is already significant commercial development in the area.