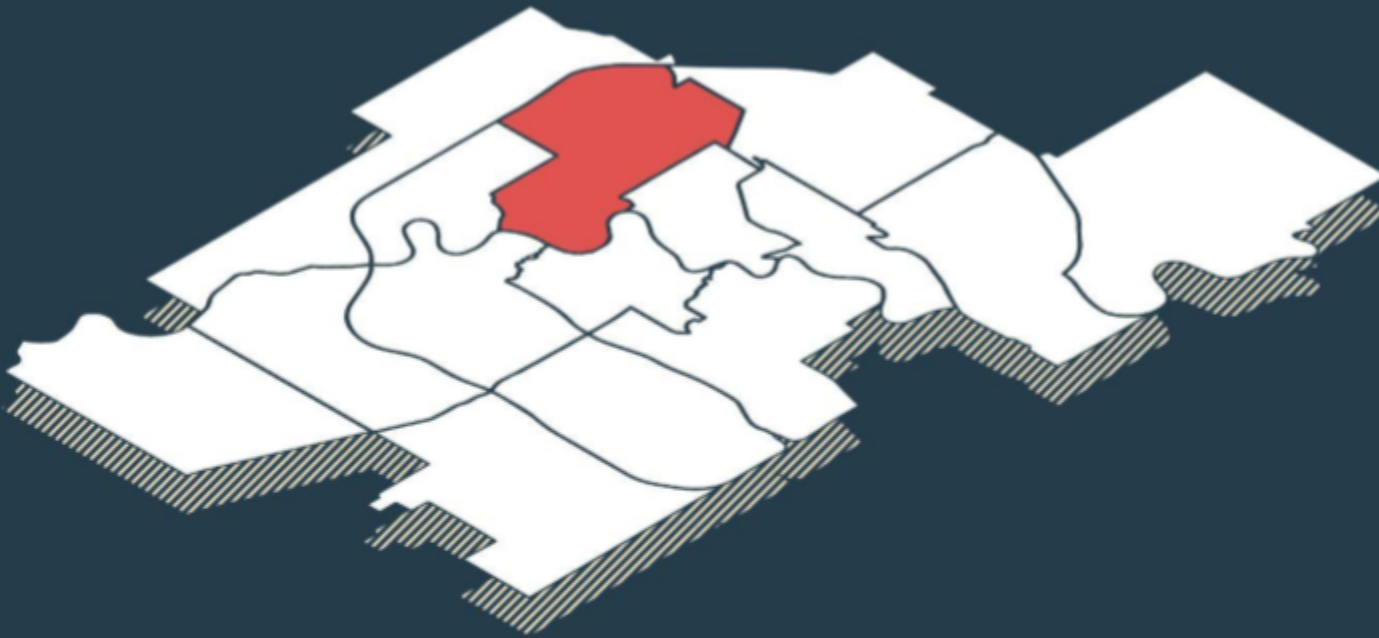


# JASPER PLACE DISTRICT PLAN

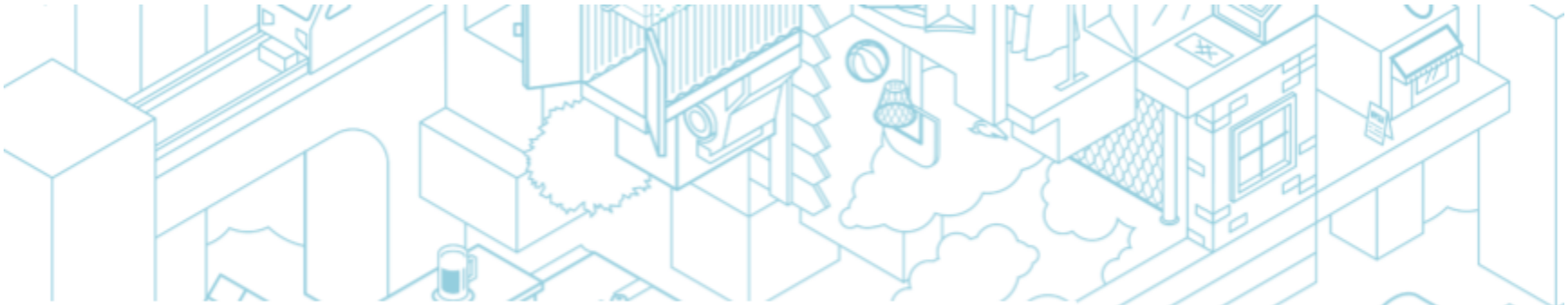
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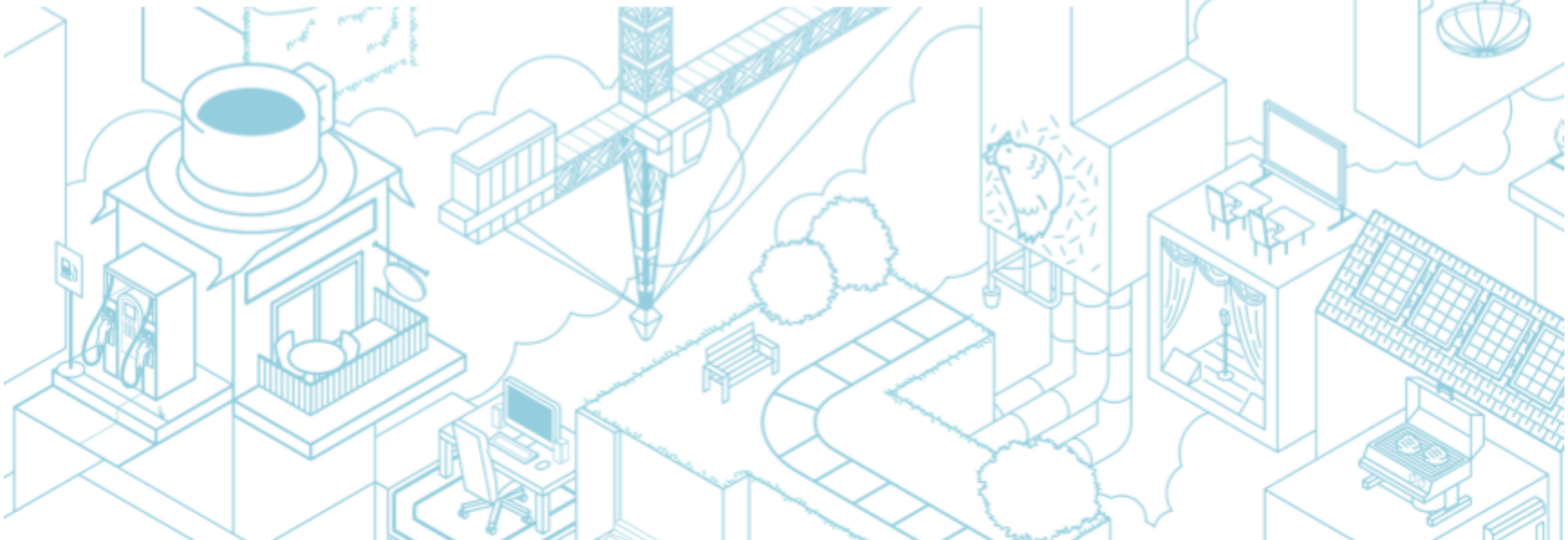
Draft 2023

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*This District Plan and its contents are for informational purposes only. It is a **draft proposal, subject to change**, and is in no way binding upon any lands within the municipal corporate boundaries of the City of Edmonton. The City of Edmonton provides this information in good faith, but it gives no warranty nor accepts liability from any incorrect, incomplete or misleading information or its use for any purpose.*



# 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 Jasper Place District is located within the Edmonton wards named Anirniq, Nakota Isga and sipiwiyiniwak.

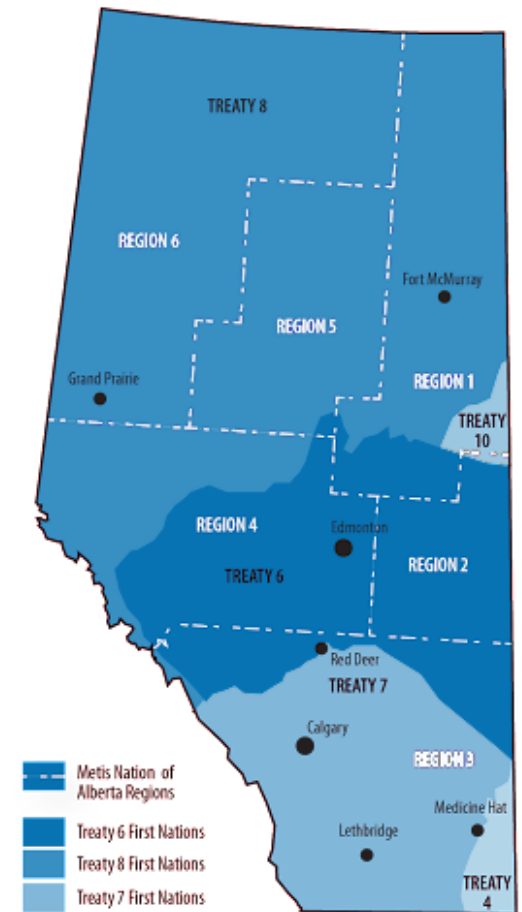
Anirniq ᐱᓃᓃᓃᓃ (pronunciation: A-nirk-nik) originates from the Inuktun language and its meaning is breath of life or spirit, which references that tuberculosis took the breath and spirit of many Indigenous people; in the 1950s and 60s, many Inuit people were flown south to places including Edmonton for treatment.

Nakota Isga (pronunciation: NA-KOH-TAH EE-SKA) originates from the Sioux language means The People; Alexis Nakota Sioux Nation is the furthest northwestern representative of the Siouan language family and many Alexis people use the name Isga to refer to themselves.

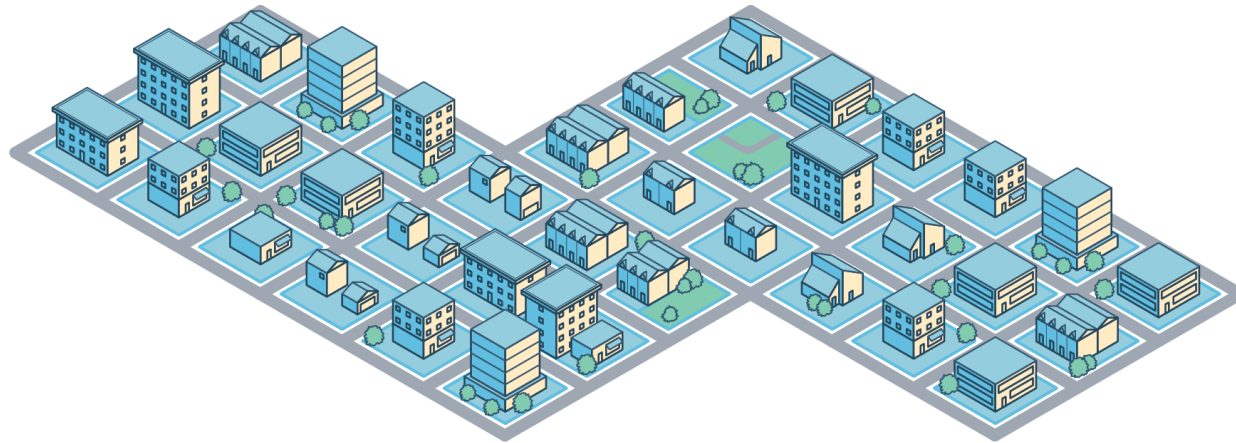
sipiwiyiniwak (pronunciation: SEE-PEE-WIN-EE-WOK) originates from the Enoch Cree language. Because of their proximity to the North Saskatchewan River, Enoch Cree Nation members were known as the River Cree to other tribes, or in the Cree language, sipiwiyiniwak.

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.

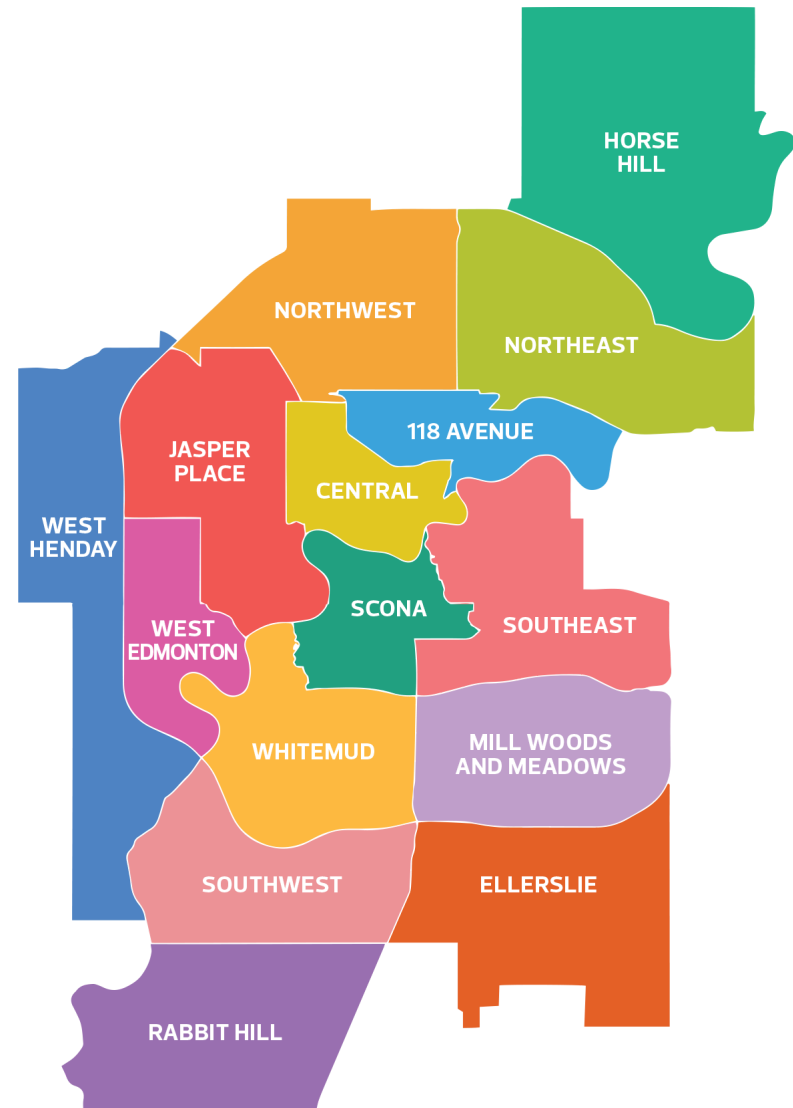
### There are 16 district plan bylaws:

- **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 Jasper Place District is located in the northwest area of the city and is one of 15 districts in Edmonton's District Network as outlined in [The City Plan](#). Nearby districts include the Central, Northwest, Whitemud, West Edmonton and West Henday Districts. The Jasper Place District includes all lands depicted in [Map 1: Citywide Context](#), including the following neighbourhoods:

- Alberta Park Industrial
- Armstrong Industrial
- Bonaventure Industrial
- Britannia Youngstown
- Brown Industrial
- Canora
- Carleton Square Industrial
- Crestwood
- Dominion Industrial
- Edmiston Industrial
- Elmwood
- Gagnon Estate Industrial
- Garside Industrial
- Glenwood
- Grovenor
- Hawin Park Estate Industrial
- High Park
- High Park Industrial
- Huff Bremner Estate Industrial
- Jasper Park
- Kinokamau Plains Area
- Laurier Heights
- Lynnwood
- Mayfield
- McNamara Industrial
- McQueen
- Meadowlark Park
- Mistatim Industrial (Portion of)
- Mitchell Industrial
- Morin Industrial
- Norwester Industrial
- Parkview
- Patricia Heights
- Poundmaker Industrial
- Quesnell Heights
- Rio Terrace
- Sheffield Industrial
- Sherwood
- Stone Industrial
- Sunwapta Industrial
- West Jasper Place
- West Meadowlark Park
- West Sheffield Industrial
- White Industrial
- Wilson Industrial
- Youngstown Industrial

The Jasper Place District is generally bordered by 137 Avenue NW and the CN Railway to the north, St. Albert Trail NW and 142 Street NW to the east, the North Saskatchewan River Valley to the southeast, 170 Street NW and Stony Plain Road to the southwest, and Anthony Henday Drive (Highway 216) to the northwest.

These roadways connect and support movement of people and goods, mass transit and active transportation modes between the district and its surrounding areas.

The district includes Kinokamau Lake and Kirk Lake in the northwest of the Jasper Place District. These wetland areas are predominantly surrounded by industrial uses and the Anthony Henday Drive (Highway 216).

The North Saskatchewan River runs adjacent to the southeast boundary of the Jasper Place District. A number of ravines

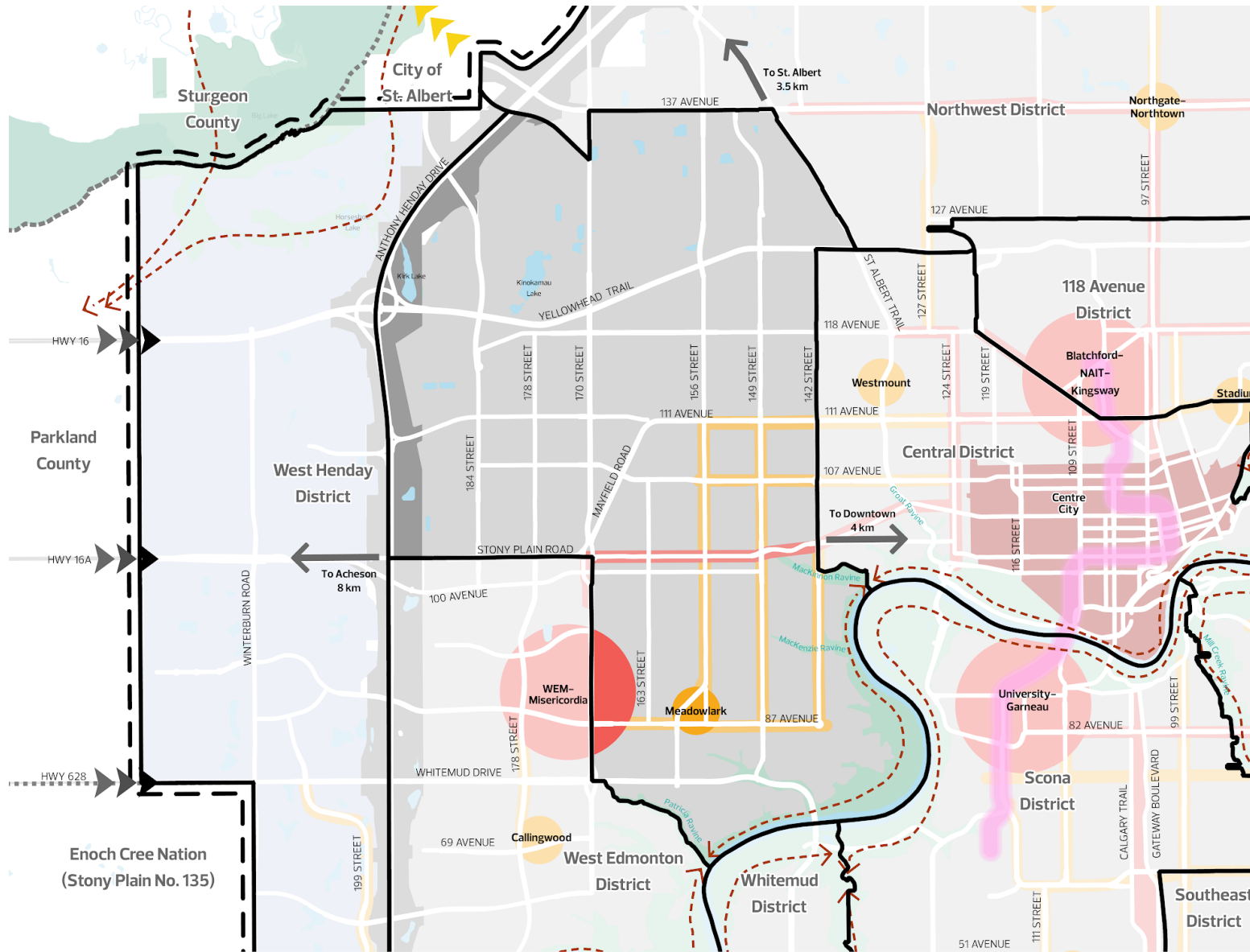
connect to the North Saskatchewan River in this area, including the MacKinnon Ravine and Patricia Ravine.

### Map 1: Citywide Context

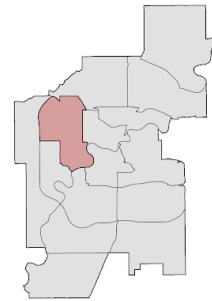
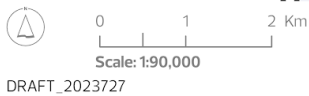
The Citywide Context map focuses on the district's position and location within the city and its relationship to other districts. It highlights the general layout of nodes and corridors and key mobility and ecological connections, within and beyond the district.

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
  - River Valley Active Transportation 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



## 2.2 Historical Context

The land within the Jasper Place 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.

Settlers began building homesteads in the Jasper Place District in the early 1900s. In 1908 and 1913, portions of the district east of what is now 149 Street NW were annexed into the City of Edmonton. In the 1930s, land outside city boundaries west of 149 Street NW that had been subdivided before World War I began attracting residents due to lifestyle opportunities and lower property taxes. The population swelled after the discovery of oil near Edmonton in 1947. The area was incorporated as the Village of West Jasper Place in 1949 and in 1950, it became the Town of Jasper Place. Due to a low per capita assessment, services and servicing standards in the town were limited. In 1956 the Royal Commission on the Metropolitan Development of Calgary and Edmonton (McNally Commission) recommended that the Town of Jasper Place be amalgamated with the City of Edmonton. Before this occurred in 1964, Jasper Place was the largest town in

Canada with a population of 37,429. The former mayor of Jasper Place, Kenneth Newman, served on Edmonton City Council from 1964-66 and then from 1968-83.

In the early 1950s, the Town of Jasper Place grew rapidly within the original gridded subdivision pattern. The City of Edmonton, on the other hand, was replotting grid subdivisions into "neighbourhood units" with modified grid street layouts intended to keep traffic to the periphery. This is the reason why the neighbourhoods of West Jasper Place and Sherwood are designed differently from Crestwood and Parkview across the former municipal boundary of 149 Street NW. In the later 1950s, the Town of Jasper Place also began neighbourhood unit planning, as can be seen in the design of Meadowlark Park.

Two major facilities in the district date from the 1960s. Meadowlark Centre, opened in 1963, was Edmonton's first enclosed, climate controlled shopping mall. The Misericordia Hospital opened in 1969 to replace a hospital in the Oliver neighbourhood established by a Catholic order in 1900. The hospital supported population growth in west Edmonton and continues to be an anchor in the Jasper Place community today.

Industrial development is also part of the history of the Jasper Place District. During World War II, the United States Army built a row of timber warehouses along a railway spur between 142 Street NW and 144 Street NW and 106A Avenue NW and 111 Avenue NW. This "American Railhead," as it was called, was later bought by the City of Edmonton, cleared, and replanned for housing as part of the McQueen neighbourhood. In the 1950s, however, as Edmonton rapidly industrialized following the discovery of oil in the region, new rail spurs connecting up to the CN Rail main line were built west of 142 Street NW and north of 111 Avenue NW. Industrial development in this area gave rise to more industries further west. The Inland Cement (now Lehigh Hanson) cement plant opened in 1956 and its adjacent landfill –

now a topographical landmark in the district – in 1974. CN's Intermodal Facility east of 184 Street NW opened in 2001.

Yellowhead Trail, one of Edmonton's main east-west vehicle corridors and a part of the Trans-Canada Highway system, crosses through the northern portion of the Jasper Place District. Originally known simply as Highway 16, construction on the expanded 4-6 lane limited access Yellowhead Trail began in the 1970s. The St. Albert Trail NW interchange on the east edge of the district opened in 1982, and the 170 Street NW interchange opened in 1983. Improvements continued with new connections and interchanges constructed throughout the 1990s and 2000s. The Anthony Henday Drive interchange on the western edge of

the district was completed in 2011. Most recently, the Yellowhead Trail Freeway Conversion began in 2019.

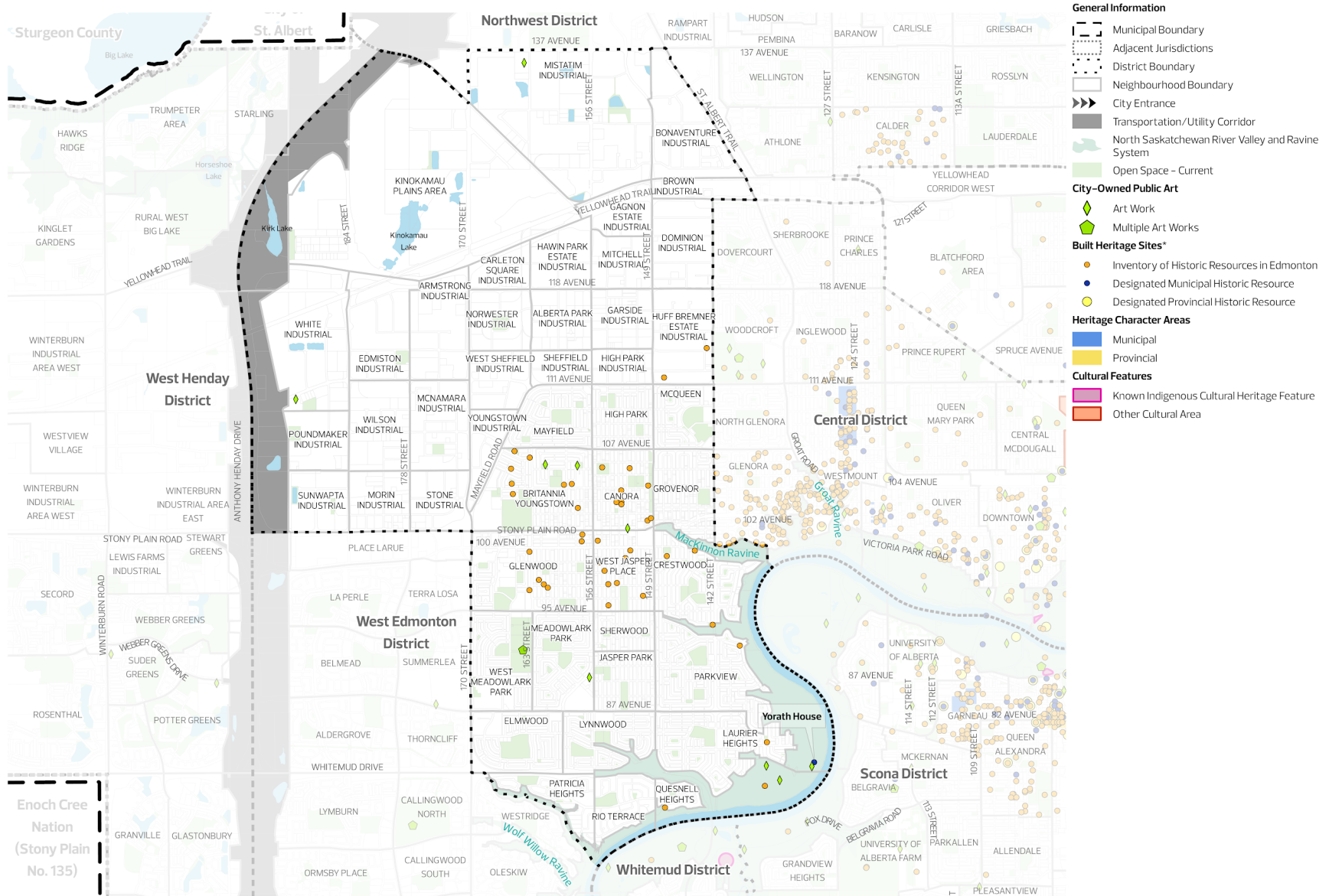
Historical and culturally important locations for this district are identified in [Map 2: Heritage and Culture](#). While only formally-recognized locations have been included, other informally-known significant historic and cultural features from a wide range of groups, cultures and times exist in this 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



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\*See City of Edmonton Open Data for latest information

## 2.3 Development Context

The Jasper Place District contains mature neighbourhoods with primarily residential and commercial development in the southern portion, and industrial and employment areas in the north. There is significant commercial development established along both Stony Plain Road and 170 Street NW, while the residential areas are bound by the river valley and ravine system to the southeast and 111 Avenue NW and Mayfield Common NW to the north and west. Some key landmarks in the district include the Misericordia Community Hospital in the south, and the Edmonton Valley Zoo in Sir Wilfrid Laurier Park in the river valley.

The district is connected by several major roadways, including the Yellowhead Trail as a major east-west roadway that cuts through the northern portion of the district. Several north-south roadways run through the length of the district, including 142 Street NW, 149 Street NW, 156 Street NW and 170 Street NW. The southern tip of the district is also served by Whitemud Drive. The connection from Yellowhead Trail in the north down to Whitemud Drive in the south via 170 Street NW makes up the western side of Edmonton's "inner ring road". The west of the district is bound by Anthony Henday Drive (Highway 216), providing major regional access to the district.

The area north of 111 Avenue NW and west of Mayfield Road has mostly industrial uses, with some commercial uses along key corridors. Much of this area is relatively small-scale industrial, but

lots and buildings are larger in the newer areas further west and close to Anthony Henday Drive (Highway 216). North of Yellowhead Trail is also primarily industrial, with some notable large scale operations such as the CN Rail Intermodal Terminal near 184 Street NW, a landfill on 170 Street NW, and a large concrete plant near 156 Street NW. Most of the district is developed, but a portion of the Kinokamau Plains area surrounding Kinokamau Lake and portions of the Mistatim Industrial area remains undeveloped. This area is also home to a small country residential community at 184 Street NW and 122 Avenue NW, just north of Yellowhead Trail.

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 Jasper Place District and Edmonton citywide.

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

### **Current Plans in Effect**

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

- Place La Rue West Neighbourhood Area Structure Plan – 2004



### **Map 3: District Context - Assets**

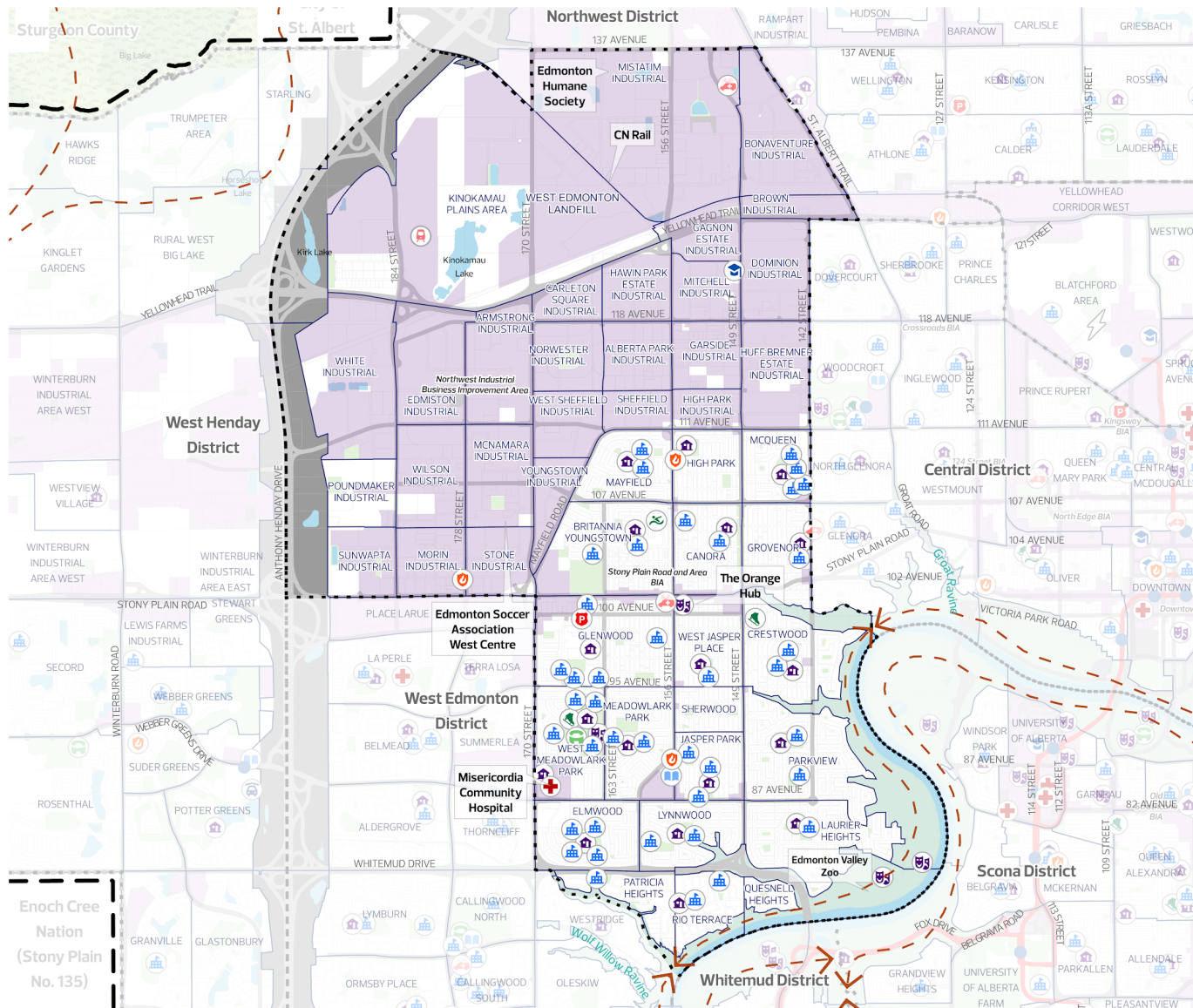
The District Context - Assets map is a snapshot of the existing conditions at the time of plan adoption—and highlights opportunities to implement 15-minute communities. The map includes employment areas, open spaces, emergency services, citywide mass transit routes and cultural, educational and recreational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

Legend items are defined in District Policy Glossary



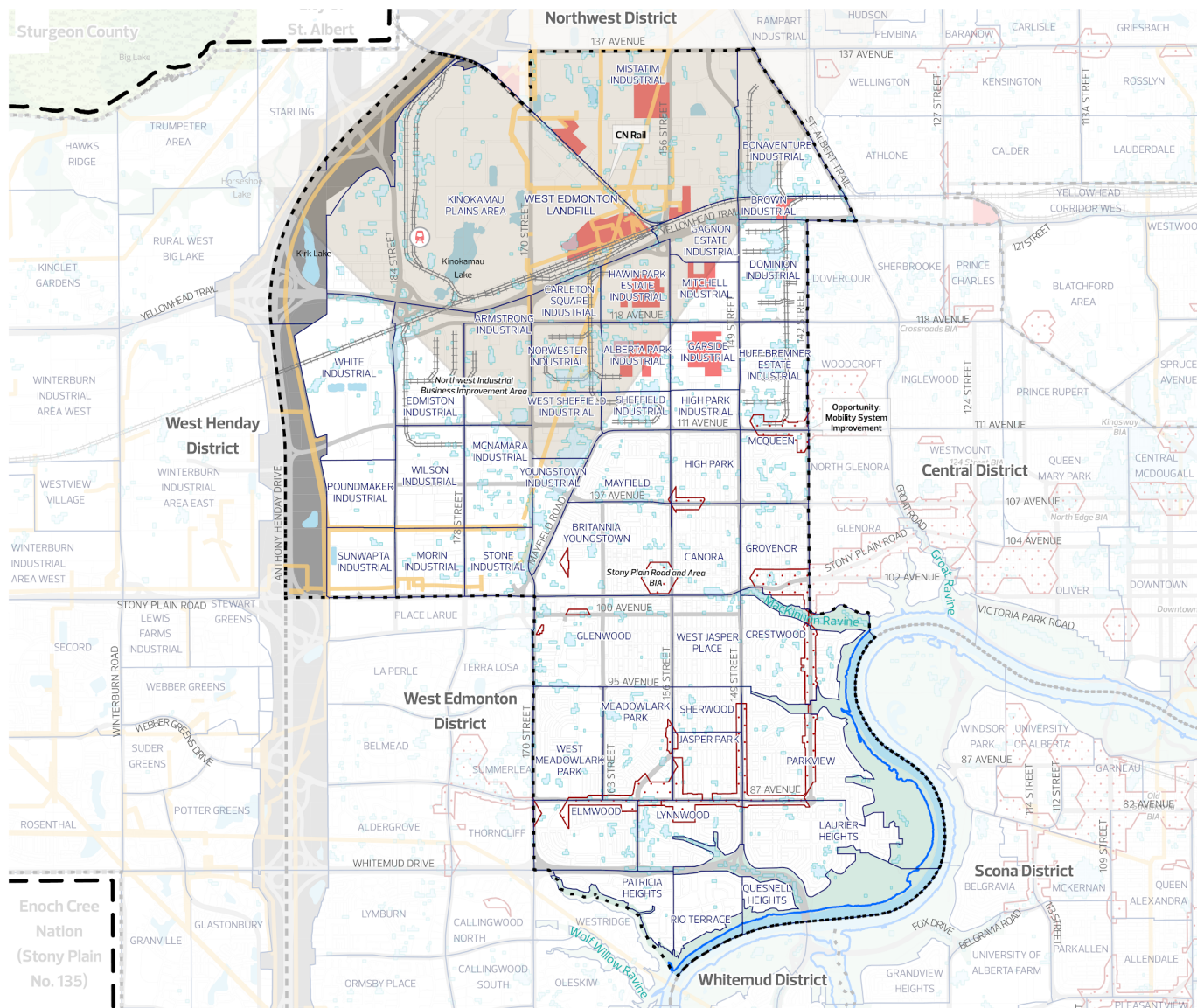
- General Information**
- Municipal Boundary
  - Adjacent Jurisdictions
  - District Boundary
  - Neighbourhood Boundary
  - Future Growth Area
  - City Entrance
  - Transportation/Utility Corridor
  - Intermodal Facility
  - North Saskatchewan River Valley and Ravine System
  - Major Ecological Connection
- 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

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

Map 4: District 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 Jasper Place 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 Jasper Place 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 growth.

Population growth in this district is anticipated to occur through the redevelopment of existing sites, with the majority of redevelopment occurring along the Stony Plain Road Primary Corridor. Redevelopment at other key locations is also anticipated, including the Meadowlark District Node and in proximity to the planned mass transit network.

Employment growth is expected to occur throughout the Jasper Place District, with focus in the commercial and industrial employment lands in the west and north of the district. Additionally, employment growth can be expected at the WEM-Misericordia Major Node and the Meadowlark District Node.

**Table 1** provides the anticipated population and employment numbers for the Jasper Place District at the 1.25 million and two million population horizons of [The City Plan](#). This considers the Jasper Place 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	51,000	58,000	99,000
District Employment	95,000	107,000	127,000

\* 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.

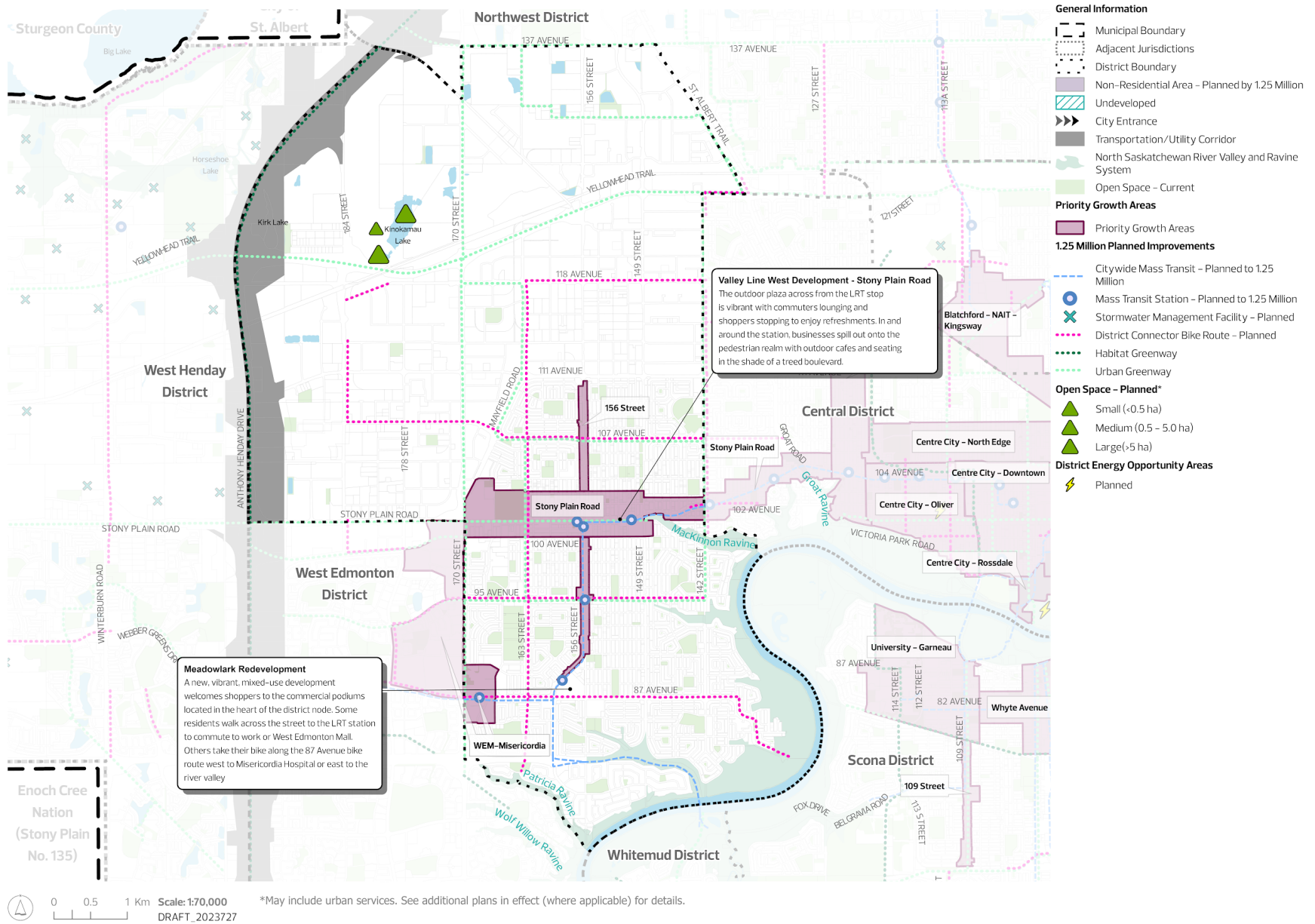
[Map 5: Managing Growth to 1.25 Million](#) identifies three priority growth areas, including: Stony Plain Road, West Edmonton Mall/Misericordia and 156 Street NW Priority Growth Areas.

### 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



## 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 people 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

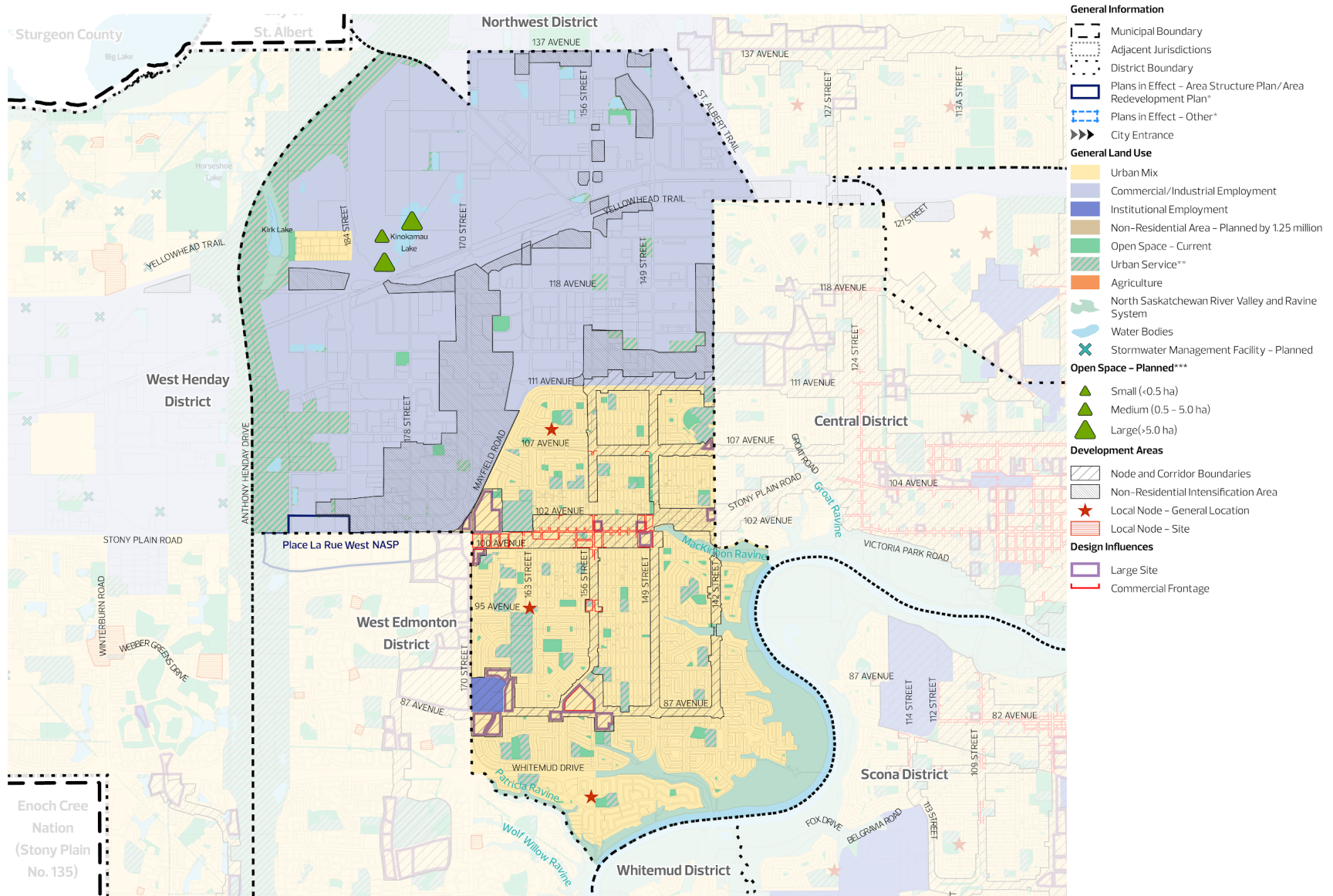
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) by more clearly identifying their boundaries. It shows areas of focus for population and employment growth, as well as the types of roads found in the Roads and Goods Movement Network. The map acts 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

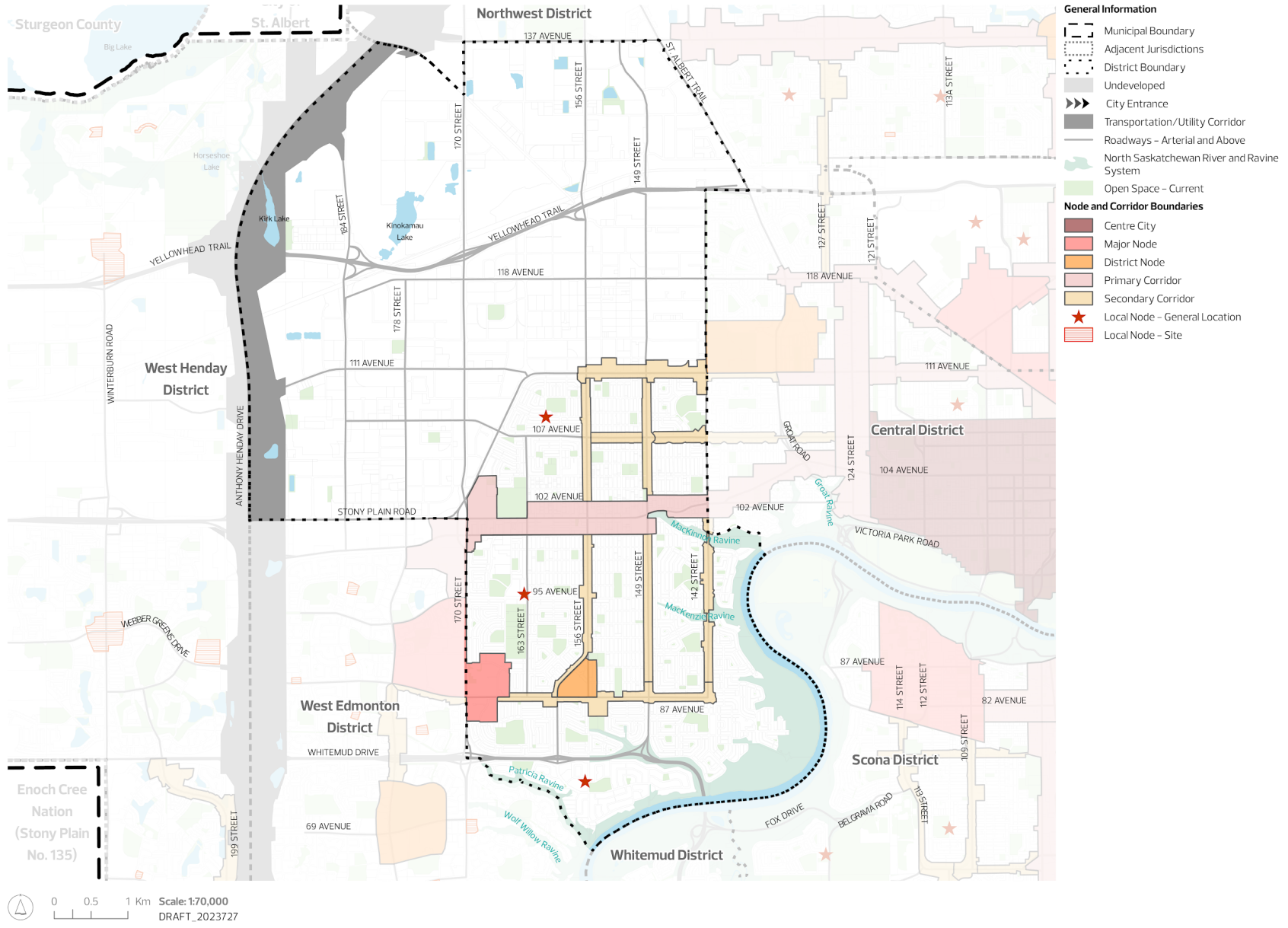
Legend items are defined in District Policy Glossary



\*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.

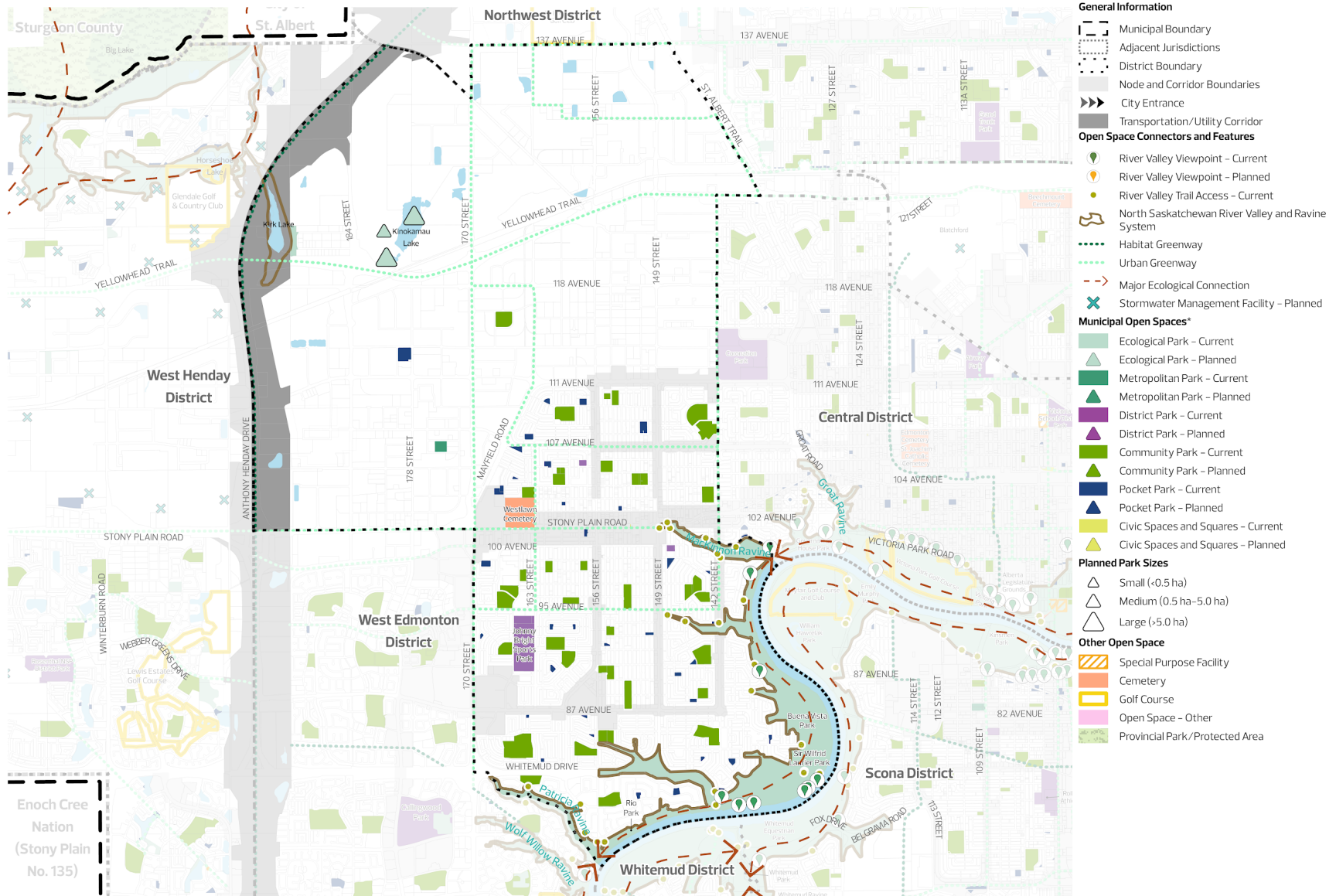
Map 7: Nodes and Corridors

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



\*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 city-wide, 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

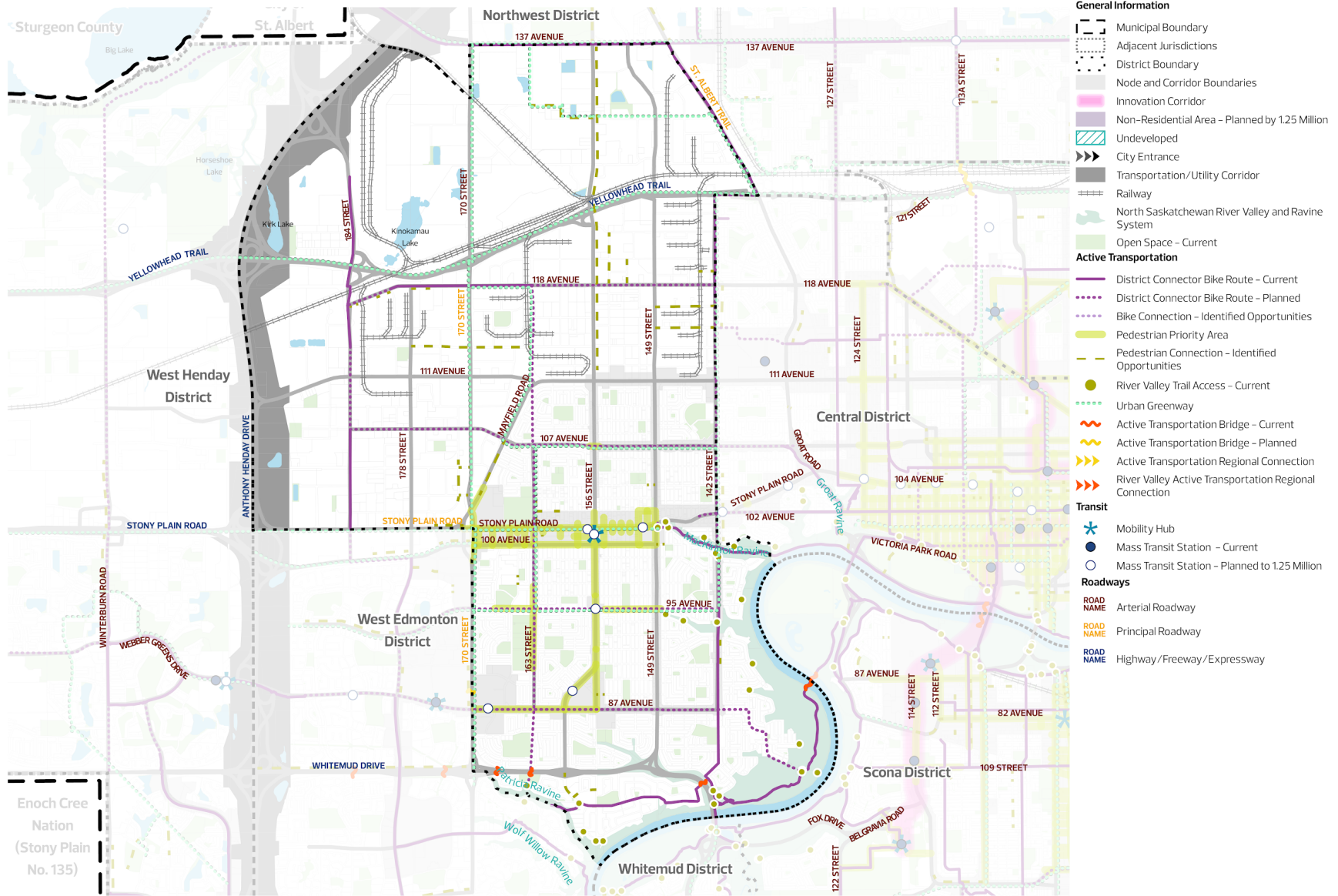
The Active Transportation to 1.25 Million map shows both the current and planned Active Transportation Network from The City Plan, the connections with mass transit stations and the interaction with the Roadway and Goods Movement Network that, together, form Edmonton's mobility system. This map identifies 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 to 1.25 Million

Legend items are defined in District Policy Glossary



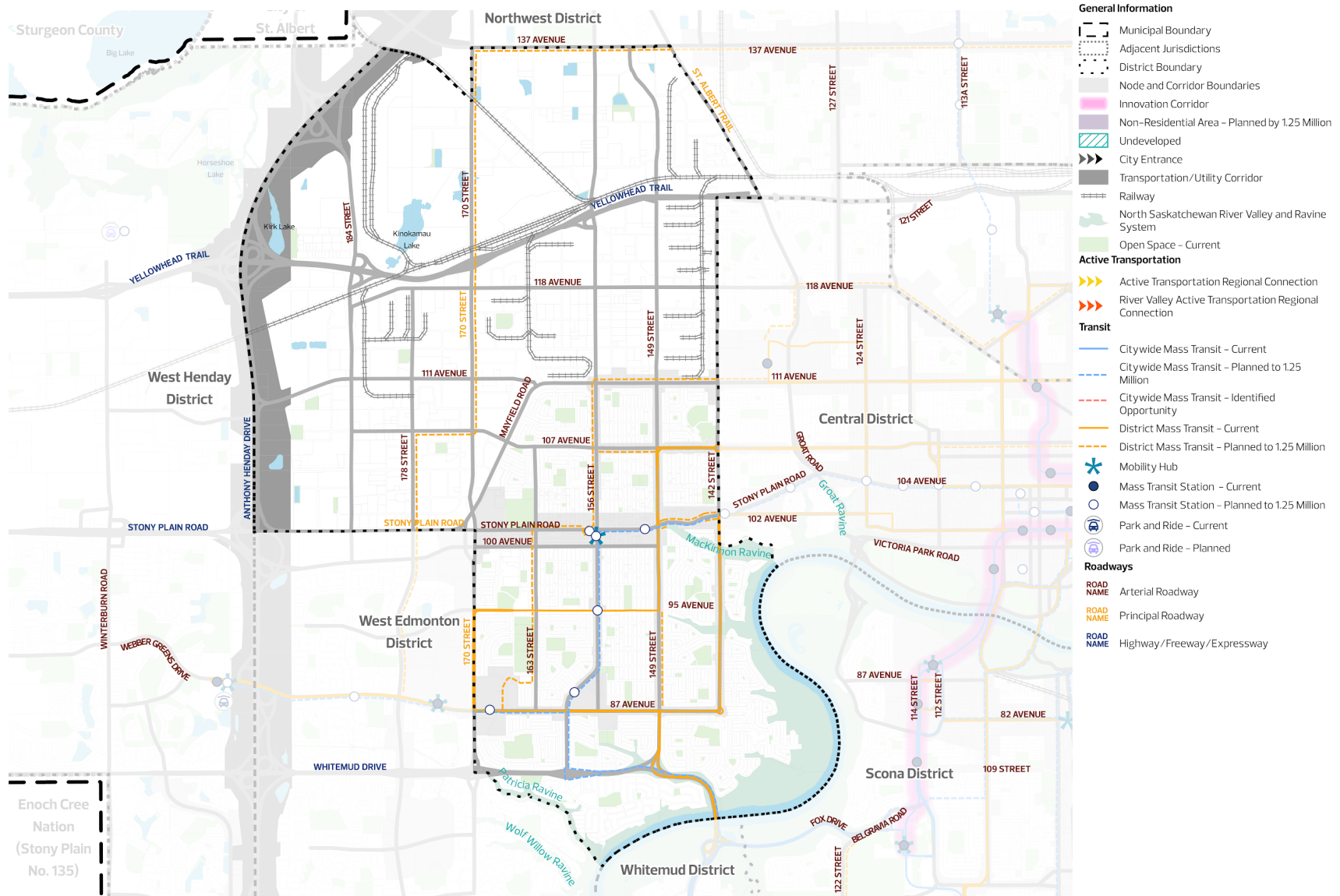
- General Information**
- Municipal Boundary
- Adjacent Jurisdictions
- District Boundary
- Node and Corridor Boundaries
- Innovation Corridor
- Non-Residential Area - Planned by 1.25 Million
- Undeveloped
- City Entrance
- Transportation/Utility Corridor
- Railway
- North Saskatchewan River Valley and 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 0.5 1 Km Scale: 1:70,000  
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Note that some roadway alignments are conceptual. Refer to additional plans in effect (where applicable) for details.

Map 10: Transit to 1.25 Million

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**
  - Active Transportation Regional Connection
  - River Valley Active Transportation Regional Connection
- Transit**
  - Citywide Mass Transit – Current
  - Citywide Mass Transit – Planned to 1.25 Million
  - Citywide Mass Transit – Identified Opportunity
  - District Mass Transit – Current
  - District Mass Transit – Planned to 1.25 Million
  - Mobility Hub
  - Mass Transit Station – Current
  - Mass Transit Station – Planned to 1.25 Million
  - Park and Ride – Current
  - Park and Ride – Planned
- Roadways**
  - ROAD NAME Arterial Roadway
  - ROAD NAME Principal Roadway
  - ROAD NAME Highway/Freeway/Expressway

0 0.5 1 Km Scale: 1:70,000  
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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

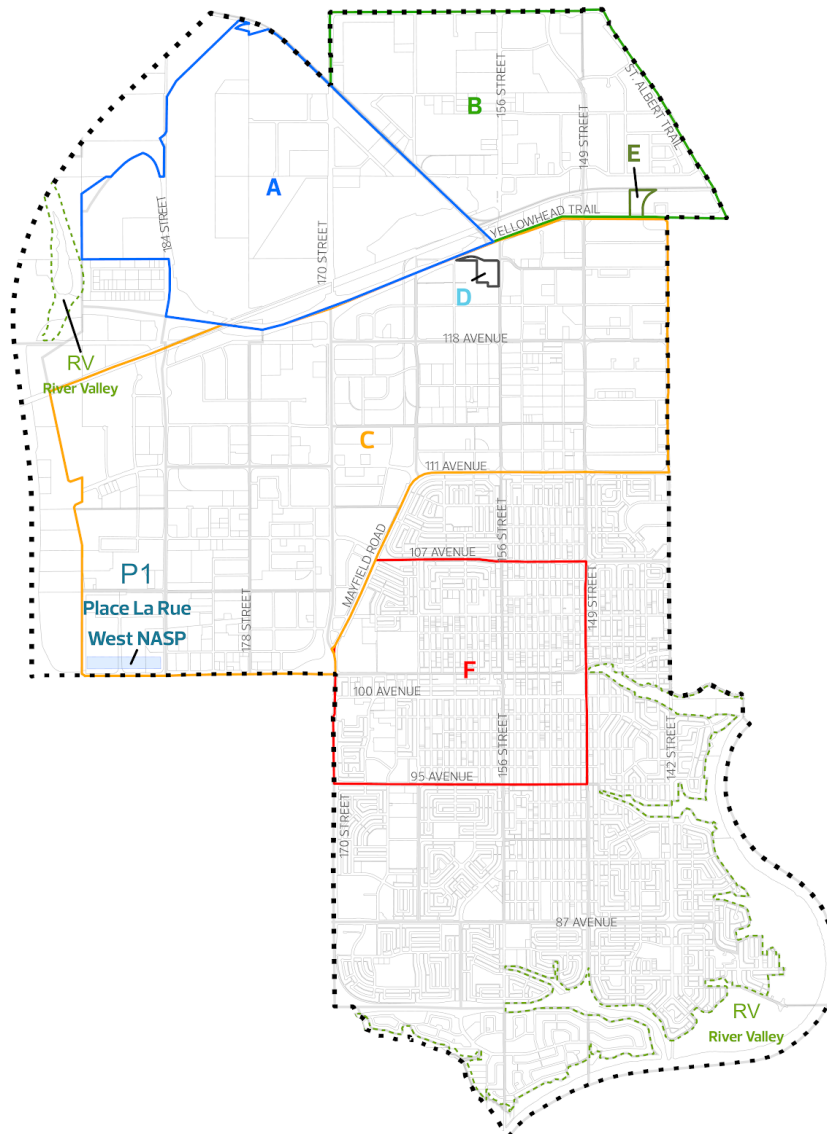


Table 2 - Area-Specific Policy Table

**Subarea Additional or Exceptional Policy**

**A-1 Kinokamau Lake Area**

Development in proximity to Kinokamau Lake should consider the following:

- a) Setbacks
  - i) All of the land within the conservation area surrounding Kinokamau Lake should be developed into enhanced upland areas following clay extraction. These enhanced upland areas should be reclaimed back to their original elevations and vegetated into types which support the wildlife that frequent the lake. A 50 metre setback from the normal high water line of the lake should be maintained
  - ii) No clay extraction/development within at least 50 metres of the high water line as per the resource extraction license from Alberta Environment.
- b) Stormwater and Drainage
  - i) Stormwater drainage should be passed through treatment ponds before flowing into the lake. The area around the lake should be reclaimed and maintained as upland habitat to complement the wetland
  - ii) To ensure that development has no adverse effect on the water quality or the wildlife and vegetation of the Kinokamau Lake conservation area, the City of Edmonton is encouraged to circulate to affected parties, including conservation easement holders in the area surrounding Kinokamau Lake at the time of Development Permit and Land Development Applications within the area covered by the Kinokamau Lake watershed, as well as any development within 1.0 kilometre of the Kinokamau Lake Drainage Basin which might impact upon stormwater flow to Kinokamau Lake.



**Subarea Additional or Exceptional Policy**

**A-1 Kinokamau Lake Area**

- c) Circulation Considerations
  - i) Any development application that involves activities such as those listed below (but not restricted to those below) that might affect the quantity and/or quality of water in, or draining into, Kinokamau Lake:
    1. Paving of a large area within the watershed of Kinokamau Lake
    2. Construction of large buildings (large roofs)
    3. Other construction that might affect the timing of flood peaks of water draining into Kinokamau Lake
    4. Land reclamation
    5. Redirecting water flows such that the amount of water draining into Kinokamau Lake changes
    6. Any development that increases potential flow into Kinokamau Lake of toxic substances such as, but not restricted to, salt, oil, grease
    7. Any development that might result in excessive noise and/or disturbance that could deter birds from using Kinokamau Lake
    8. Any development that results in airborne substances falling on or passing over Kinokamau Lake
    9. Any development that results in obstacles to bird flight such as, but not restricted to, electrical or communication towers, tall buildings, or smoke stacks that could increase the risk of collision-related bird mortality.



B

**B-1 Mistatim Industrial Area Natural Features**

Where there are small treed areas, developers should retain these as natural features within overall site planning for specific developments. Where possible some of the small clumps of natural tree cover should be included within recreation sites.

Subarea Additional or Exceptional Policy	
B	<p><b>B-2 Mistatim Industrial Area - Reserve Areas</b></p> <p>Some reserve areas that were provided with the subdivisions of Javelin, Bonaventure and Voyageur business parks have been disposed of by the municipalities whose jurisdictions over the area existed before annexation. Other small reserve areas still exist on the subdivision plans for these areas. Some of these reserve sites are in the form of buffer strips and others are potentially developable lots. As they occupy only very minor areas within the Mistatim Industrial Area and their future as reserves is not entirely certain, their specific locations have not been identified. The City of Edmonton should determine on an individual basis if and how existing reserves should be disposed of. In some cases, excess reserves may be sold to adjacent properties, and in other instances they may be sold as separate developable lots.</p>
C	<p><b>C-1 Northwest Area - Tree Preservation</b></p> <p>Where there are small treed areas, developers should consider retaining these as natural features within overall site planning for specific developments. Where possible some of the small clumps of natural tree cover should be included within recreation sites..</p>
D	<p><b>D-1 Yellowhead Corridor - Medium Industrial Site</b></p> <p>12118-156 Street NW (Lot 8B, Block 2, Plan 0621031) is intended for Medium Industrial use</p>
E	<p><b>E-1 Yellowhead Corridor - Medium Industrial Site</b></p> <p>14440 - Yellowhead Trail NW (Lot 5, Block A, Plan 4987KS) is intended for Medium Industrial use.</p>
F	<p><b>F-1 Jasper Place Area</b></p> <p>The consolidation of properties and laneway ends south of the shared-use path along 100 Avenue NW is encouraged in order to support construction of housing facing the shared use path, with rear laneways provided behind the properties running parallel to 100 Avenue NW, and that the existing green space is maintained.</p>
F	<p><b>F-2 Jasper Place Area</b></p> <p>On 156 Street NW, a 4m distance is provided from the curb line established by mass transit to any site landscaping or building frontages, and that any portion of the 4m distance that falls on private property is hard surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported.</p>
F	<p><b>F-3 Jasper Place Area</b></p> <p>Residential units along 156 Street NW are constructed to minimize noise and vibration impacts from mass transit and roadway traffic.</p>

Subarea Additional or Exceptional Policy	
F	<p><b>F-4 Jasper Place Area</b> Laneways running parallel to Stony Plain Road NW are re-established as sites are redeveloped between 157 Street NW and 158 Street NW.</p>
F	<p><b>F-5 Jasper Place Area</b> All service and parking access for multi-family, commercial and mixed use buildings shall be provided from laneways. New mid-block vehicle access points shall not be supported for the length of Stony Plain RoadNW and existing mid-block access points should be closed where possible.</p>
F	<p><b>F-6 Jasper Place Area</b> On Stony Plain Road NW, a 4m distance is provided from the curb line to any building frontages, and that any portion of the 4m distance that falls on private property is hard surfaced and visually incorporated into the sidewalk.</p>
F	<p><b>F-7 Jasper Place Area</b> Rezoning, redevelopment, and use changes to support the retention and repurposing of the MacEwan building to house arts, cultural, community and non-profit uses, or to facilitate the creation of a public market in the Jasper Place District are supported.</p>
F	<p><b>F-8 Jasper Place Area</b> Based on the findings of the parks assessment, the City should explore opportunities in conjunction with the community to acquire land to accommodate a passive recreation space in West Jasper Place north of 98 Avenue NW and south of 100 Avenue NW. At the time of assembly, a design process shall be undertaken with community members to assess how space can best meet the area’s needs.</p>
F	<p><b>F-9 Jasper Place Area</b></p> <ul style="list-style-type: none"> <li>a) All large site redevelopments (over 1ha) incorporate the following site layout features, where applicable                             <ul style="list-style-type: none"> <li>i) Buildings are arranged in a block form with a clear internal grid/block layout</li> <li>ii) Buildings are oriented towards adjacent streets including both fronting and flanking streets. In addition, the large site between 104 Avenue NW and 105 Avenue NW along Mayfield Road NW should provide overlook for the laneways to the north and east of the site</li> <li>iii) Direct pedestrian routes are provided through the site and applicable sites provide eastwest pedestrian connections between 104 Avenue NW, 102a Avenue NW and 102b Avenue NW to Mayfield Common NW</li> <li>iv) Particular attention shall be paid to east/west connections across large residential sites in Britannia Youngstown and Glenwood, as well as redevelopment at Mayfield Common NW and Jasper Gates.</li> </ul> </li> </ul>

Subarea Additional or Exceptional Policy	
P1	<b>P1-1 Place La Rue West Neighbourhood Area Structure Plan</b> For further planning direction refer to the Place La Rue West Neighbourhood Area Structure Plan
RV	<b>RV-1 North Saskatchewan River Valley and Ravine System</b> Refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green strategic plan for additional planning direction and strategic context.

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 Jasper Place 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 Jasper Place District may include the following:

- Significant mixed use redevelopment, including residential intensification, along Stony Plain Road, 156 Street NW, the WEM-Misericordia Major Node Meadowlark District Node.
- Potential for more commercial and institutional employment in the WEM-Misericordia Major Node as the density of development intensifies and this node is supported by the mass transit station.
- Mixed use redevelopment in the Stony Plain Road Primary Corridor, including opportunities for land use diversification and increased employment opportunities.
- Employment opportunities in the commercial and industrial areas in the west and north of the district.
- Additional investments in mass transit, such as new district mass transit routes and bike infrastructure, will support the strengthening of the node and corridor network and connections within and beyond the district.

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

