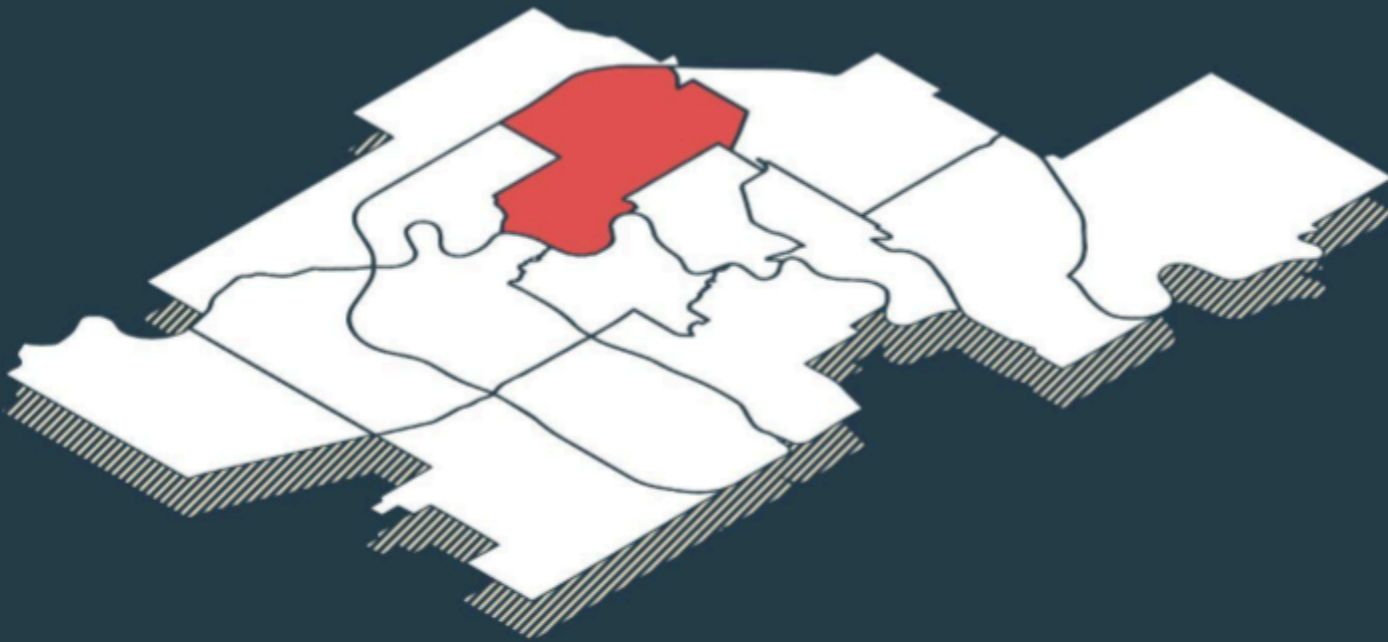


JASPER PLACE DISTRICT PLAN

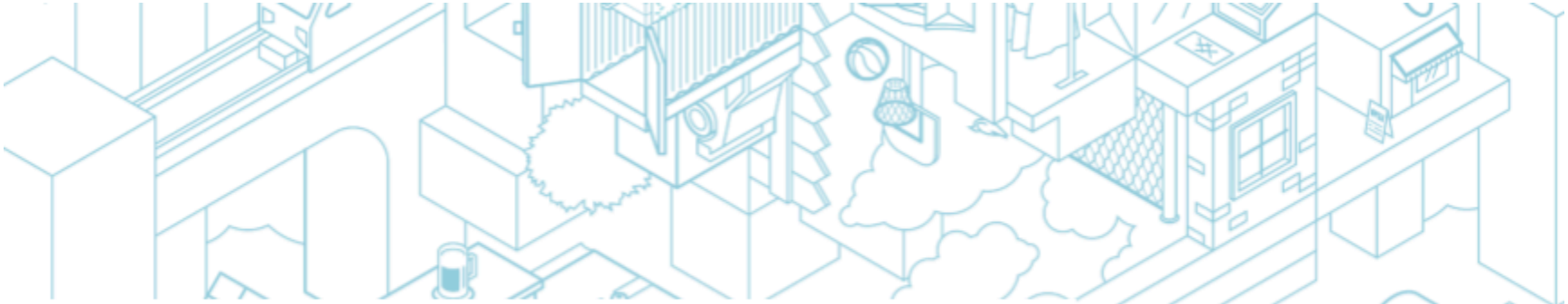
Edmonton



SCHEDULE A

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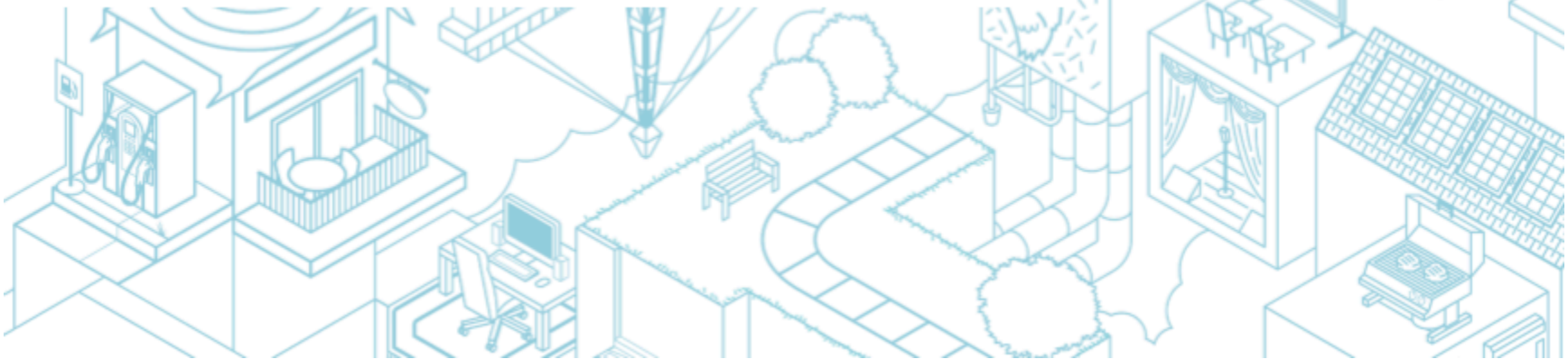


The City of Edmonton extends its deepest appreciation to those who helped create this district plan.

Special thanks to the members of the public, stakeholders, Administration and City Council who contributed their invaluable feedback and time.

Thank you to Green Space Alliance for their exceptional contribution in preparing the maps for this plan.

Your expertise, support and dedication have greatly enriched the content and quality of this district plan.



Land Acknowledgement

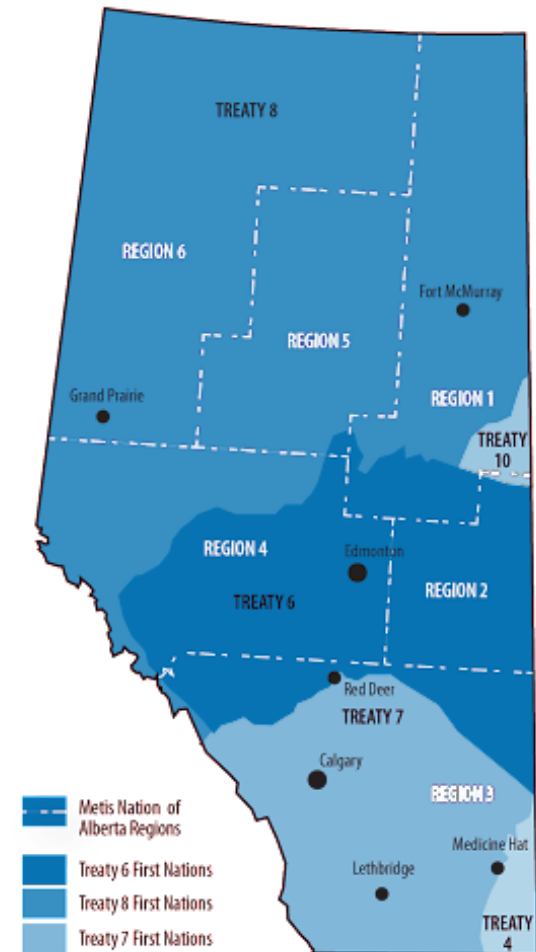
The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homeland. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). We also acknowledge this place as the home of one of the largest communities of Inuit south of the 60th parallel.

Where Edmonton has been a gathering place for Indigenous Peoples for thousands of years, iyiniw iskwewak wihtwawin (the committee of Indigenous matriarchs) have gifted traditional names to the City of Edmonton's naming committee to honour these sacred places in Edmonton and to preserve the history for future generations. The Jasper Place District is located within the Edmonton wards named Anirniq, Nakota Isga and sipiwiyiniwak.

Visit edmonton.ca/wardboundaryreview for more information about the origins of these gifted traditional Indigenous ward names and their pronunciation.

The City of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home. Together, we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations.



1 Introduction to District Plans

[The City Plan](#) sets the direction for how Edmonton will become a healthy, urban and climate-resilient city of two million people that supports a prosperous region. The City Plan's vision for growth is facilitated through its District Network which identifies 15 **Districts** across Edmonton.

A **District** is a collection of neighbourhoods that contains most of the services and amenities Edmontonians need to meet their daily needs and live more locally. Each **District** has a unique District Plan created to reflect its location within the city and the residential and non-residential opportunities within it.

District Plans are key in bringing The City Plan's "Community of Communities" vision to life by laying the foundation for 15-minute communities. This vision is for new and current residents to have access to more housing, recreation, education and employment opportunities in all 15 **Districts**, and to have more travel options within and across **Districts**.

The City Plan describes four interim population horizons as the city grows to two million people. District Plans align with The City Plan and provide details for the first population horizon of 1.25 million people where possible.

There are 16 District Plan bylaws:

- **District Policy:** applies to all **Districts** and provides city-wide policy direction.
- **15 District Plans:** explains how each **District** will change over time, shows in maps where to apply the District Policy and provides specific policies for areas within the **District** as needed.



The District Policy and District Plans are policy documents that will be used to guide change toward The City Plan's vision. The District Policy translates The City Plan's policy direction. Meanwhile, the District Plans reflect the map information in The City Plan and show where to apply the District Policy. Both documents focus on The City Plan's Planning and Design, Mobility and Managing Growth Systems, and their underlying physical networks such as land use, transportation and development pattern areas.

Together, the District Policy and District Plan will inform city-building decisions by civic administration, businesses, community organizations and residents. They will be amended over time to address the needs of Edmonton's growing population. More detailed information may be added to the District Policy or individual District Plans as additional planning work is completed. Information specific to the 1.25 million population horizon will also be replaced with new directions as it becomes available.

1.1 How to Use This District Plan

This District Plan and the District Policy must be read together for complete planning direction. The District Policy provides policy direction by topic or land use category for all **Districts**, and includes a glossary that defines key terms. District Plans show where these topics and categories apply within their **District** using a series of maps. District Plans also include additional policies for specific areas within the **District**. Key terms are capitalized and bolded throughout the District Policy and District Plan.

Steps 1 to 5 below outline how to use this District Plan and District Policy:



Step 1: Read Section 1: Introduction to District Plans

[Section 1: Introduction to District Plans](#) explains the authority and relationship between District Plans, the District Policy and other plans, bylaws and guidelines.



Step 2: Determine where other statutory plans are in effect

Determine if any existing statutory plans (Area Structure Plans, Area Redevelopment Plans, or other local plans) are in effect by referencing [Map 8: Area-Specific Policy Subareas](#) in [Section 4: Area-Specific Policy](#) of the District Plan. These statutory plans will guide rezoning, subdivision and development permit decisions for locations within their boundaries, and the District Plan will guide any potential plan amendments.



Step 3: Consult the District Policy and the District Plan together

Where no other statutory plan is in effect, District Plans and the District Policy will guide rezoning, subdivision and development permit decisions. Consult the District Policy for applicable policies and the glossary of terms. For detailed information on where and how the District Policy applies, consult the applicable District Plan.

The District Policy explains 'what', and the District Plan explains 'where'.



Step 4: Review the planning direction in the District Plan

Section 3: District Systems and Networks describes how the **District** is intended to grow and physically change by showing The City Plan's planned systems and networks, and the investments that are planned to support this change as Edmonton reaches 1.25 million people.

- **Map 1: Heritage and Culture**
- **Map 2: Activating and Phasing Growth to 1.25 Million**
- **Map 3: Nodes and Corridors**
- **Map 4: Land Use Concept to 1.25 Million**
- **Map 5: Open Space and Natural Areas to 1.25 Million**
- **Map 6: Active Transportation to 1.25 Million**
- **Map 7: Transit to 1.25 Million**

Section 2: District Context

describes where the **District** is located within the city, how the **District** came to be and what is located within the **District**.



Step 5: Review the area-specific policy in the District Plan

In **Section 4: Area-Specific Policy** of the District Plan, determine if any area-specific policies apply to smaller areas within the **District**. **Map 8: Area-Specific Policy Subareas** works together with **Table 2: Area-Specific Policy** to indicate locations where any area-specific policy applies. These policies are unique to the specific area outlined in **Map 8: Area-Specific Policy Subareas** and may be additional or exceptional to the direction in the District Policy.

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

District Plans must be read in conjunction with [The City Plan](#) and other policies, strategies and guidelines established by the City of Edmonton. References to applicable strategies and guidelines are included but are not comprehensive. For a complete review of the City of Edmonton's applicable policies and guidelines regarding individual development proposals or projects, consult your neighbourhood planner by visiting edmonton.ca/plansineffect.

1.2 Authority and Relationship to Other Plans

District Plans and the District Policy are additional statutory plans, as described under Section 635.1 of the Municipal Government Act, as amended by the City of Edmonton Charter 2018 Regulation, AR 39/2018 and have been prepared in accordance with Section 636 of the Municipal Government Act. Section 635.1 can be located under Section 4(33) of the City of Edmonton Charter, 2018 Regulation.

District Plans are subject to [The City Plan](#), the City of Edmonton's combined Municipal Development Plan and Transportation Master Plan. In the event of a discrepancy, The City Plan shall prevail over the District Plans and District Policy.

The relationship between District Plans, the District Policy and other statutory geographic plans (Area Structure Plans, Area Redevelopment Plans, or other local plans), other than The City Plan, is as follows:

	Relationship
Areas with only a District Plan	<ul style="list-style-type: none"> The District Plan and the District Policy will guide rezoning, subdivision and development permit decisions.
Areas with a District Plan and another statutory plan	<ul style="list-style-type: none"> The other statutory plan will guide rezoning, subdivision and development permit decisions. Amendments to the other statutory plan will be guided by direction in the District Plan and District Policy. The planned density targets established in the other statutory plan will be maintained to ensure consistency with the Edmonton Metropolitan Region Growth Plan.

The creation of new statutory plans will be guided by the District Policy and the District Plan in effect.

In the event of a conflict between [Table 2: Area-Specific Policy](#) and the District Policy, **Table 2: Area-Specific Policy** shall prevail, except where it directs to a non-statutory document.

District Plans support the Edmonton Metropolitan Region Board's growth objectives. Area Structure Plans, Neighbourhood Structure Plans, Neighbourhood Area Structure Plans and other geographic plans will continue to provide guidance to ensure the orderly development of **Developing Areas** and **Future Growth Areas**.



1.3 Relationship with the Zoning Bylaw

District Plans, the District Policy and other applicable statutory plans, guidelines and policy direction will inform and guide decision-making for rezoning applications, development permit applications in situations where a discretionary development as defined in the Zoning Bylaw (Bylaw 20001) is being considered, and where a text amendment is proposed to the Zoning Bylaw.

City Council may designate an area as a Direct Control Zone in accordance with Section 641 of the Municipal Government Act. Direct Control Zones that were approved prior to the adoption of this bylaw, shall not be subject to the District Policy and applicable District Plan. Any Direct Control Zones approved following this date will be subject to, and must align with, the District Policy and the applicable District Plan.

1.4 Amendments

Amendments to District Plans may be proposed to reflect system or network updates, such as changes to land use, mobility, heritage resources, growth activation priorities or the repeal of statutory plans. Amendments to specific areas of a District Plan may be undertaken to provide additional policy direction as required. Where changes are required to accommodate a land development application, the applicant will be required to prepare the plan amendments in support of the application. Such amendments shall align with the general intent of policies outlined in the District Policy and [The City Plan](#). All amendments to the plan must be presented as a proposed bylaw to City Council for consideration at a public hearing.

2 District Context

2.1 Physical Context

The Jasper Place District is located in the northwestern area of Edmonton. Neighbouring municipalities include the City of St. Albert to the north and Sturgeon County to the northwest. Nearby **Districts** include the Northwest District, 118 Avenue District, Central District, Scona District, Whitemud District, West Edmonton District and the West Henday District. The Jasper Place District is shown in [Map 1: Heritage and Culture](#), and includes the following neighbourhoods:

Residential Neighbourhoods

- Britannia Youngstown
- Canora
- Crestwood
- Elmwood
- Glenwood
- Grovenor
- High Park
- Jasper Park
- Laurier Heights
- Lynnwood
- Mayfield
- McQueen
- Meadowlark Park
- Parkview
- Patricia Heights
- Quesnell Heights
- Rio Terrace
- Sherwood
- West Jasper Place
- West Meadowlark Park
- West Sheffield Industrial
- White Industrial
- Wilson Industrial
- Youngstown Industrial

Industrial Neighbourhoods

- Alberta Park Industrial
- Armstrong Industrial
- Bonaventure Industrial
- Brown Industrial
- Carleton Square Industrial
- Dominion Industrial
- Edmiston Industrial
- Gagnon Estate Industrial
- Garside Industrial
- Hawin Park Estate Industrial
- High Park Industrial
- Huff Bremner Estate Industrial
- Kinokamau Plains Area
- McNamara Industrial
- Mistatim Industrial (Portion of)
- Mitchell Industrial
- Morin Industrial
- Norwester Industrial
- Poundmaker Industrial
- Sheffield Industrial
- Stone Industrial
- Sunwapta Industrial

The Jasper Place District is generally bordered by a portion of 137 Avenue NW to the north, a portion of St. Albert Trail NW to the northeast, a portion of 142 Street NW to the east, a portion of the North Saskatchewan River Valley to the south, a portion of 170 Street NW to the southwest and a portion of Anthony Henday Drive (Highway 216) to the west and northwest.

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.

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

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 their needs long before European settlers arrived. The area is also part of the Métis homeland. Despite the long and complex relationship of Indigenous peoples with the area, little tangible evidence is visible on the landscape today due to colonial land development practices.

The City of Edmonton acknowledges and understands that Indigenous peoples must tell their own stories and histories from their own experiences and in their own voices. District Plans do not attempt to tell the stories of Indigenous peoples on this land as part of providing historical context to each **District**. Future growth and development should preserve, enhance and reflect the diverse heritage of local communities, First Nations and Métis peoples, cultural landscapes, and historical resources shown through stories, structures and spaces.

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 began attracting residents. The area was incorporated as the Village of West Jasper Place in 1949 and in 1950, it became the Town of Jasper Place. In the early 1950s, the Town of Jasper Place grew rapidly within the original gridded subdivision pattern. Jasper Place was the largest town in Canada with a population of 37,429. In 1956, the Royal Commission on the Metropolitan Development of Calgary and Edmonton (McNally Commission) recommended that the Town of Jasper Place be amalgamated into the City of Edmonton. Two major facilities in the District date from the 1960s; Meadowlark Centre, opened in 1963, and the Misericordia Hospital, opened in 1969.

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, Edmonton rapidly industrialized following the discovery of oil in the region, requiring new rail spurs connecting up to the CN Rail main line west of 142 Street NW and north of 111 Avenue NW. Industrial development in this area gave rise to more industries further west.

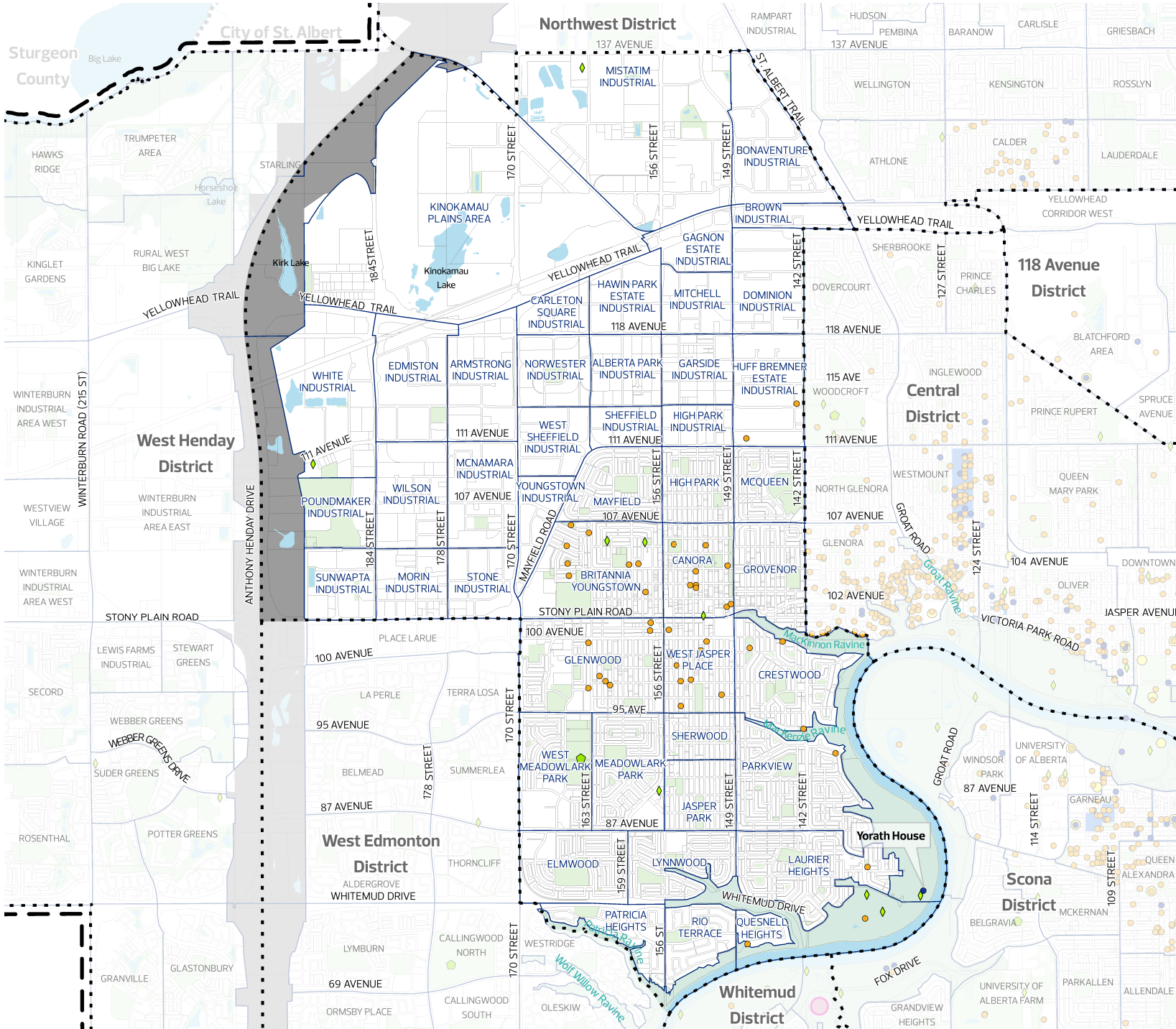
Yellowhead Trail NW, one of Edmonton’s main east-west vehicle corridors and a part of the Trans-Canada Highway system, crosses through the northern portion of the Jasper Place District. Originally known as Highway 16, construction began on the expanded Yellowhead Trail in the 1970s. The St. Albert Trail 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 (Highway 216) interchange on the western edge of the District was completed in 2011. Most recently, the Yellowhead Trail Freeway Conversion began in 2019.

Map 1: Heritage and Culture identifies historical and culturally important locations for this District. While only formally recognized locations have been included, other informally known significant historical and cultural features from a wide range of groups, cultures and times exist in this area.

Map 1: Heritage and Culture

The Heritage and Culture map emphasizes the built heritage and cultural areas formally endorsed through existing City of Edmonton policies or initiatives. This map includes the City of Edmonton Public Arts Collection. It identifies areas or sites known by the City of Edmonton to have particular significance to Indigenous communities based on the City of Edmonton's engagement and relationships with Nations and communities. This map does not show the location of paleontological or archeological sites.



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Neighbourhood Boundary
- Transportation/Utility Corridor
- Waterbody
- North Saskatchewan River Valley and Ravine System
- Open Area

City-Owned Public Art

- Art Work
- Multiple Art Works

Built Heritage Sites

- Inventory of Historic Resources in Edmonton
- Municipal Historic Resource
- Provincial Historic Resource

Heritage Character Areas

- Municipal
- Provincial

Cultural Features

- Known Indigenous Cultural Heritage Feature
- Other Cultural Area

Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.
Scale: 1:62,000
Data Updated: 2024 03 01

2.3 Development Context

Lands within the Jasper Place District north of 111 Avenue NW are predominantly industrial and business employment uses. Heavy industry is predominantly found north of Yellowhead Trail NW, including the landfill, asphalt and cement plants adjacent to 170 Street NW.

Lands south of 111 Avenue NW, east of 170 Street NW, north of the River Valley and west of 142 Street NW predominantly include existing residential uses. Stony Plain Road NW, which runs from east-west dissecting the District by connecting west Edmonton to downtown, is predominantly a commercial and mixed-use corridor.

The Jasper Place District has several major transportation corridors going through it, including the Anthony Henday Drive (Highway 216) along the west and northwestern boundary of the District, Stony Plain Road NW through the centre of the District and Whitemud Drive NW along the southern boundary of the District. The future Valley Line West LRT route will connect Edmonton to downtown, with the route and stations planned along Stony Plain Road NW, 156 Street NW and 87 Avenue NW.

The Jasper Place District includes both MacKinnon Ravine and Patricia Ravine. These ravine systems, along with Buena Vista Park and Sir Wilfrid Laurier Park within the **North Saskatchewan River Valley System**, provide ecological connections and recreational opportunities.

Some key landmarks in the Jasper Place District include the Misericordia Community Hospital in the western portion of the District, as well as the Edmonton Valley Zoo and Sir Wilfrid Laurier Park within the River Valley in the southeastern portion of the District.

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.

Neighbourhoods in the Jasper Place District, and Edmonton as a whole, are vulnerable to the impacts of a changing climate. Mature neighbourhoods with older buildings, infrastructure and natural assets in the Jasper Place District may be impacted by extreme heat effects. In addition, changing temperatures, precipitation patterns and weather extremes may also impact road networks and drainage infrastructure. Climate impacts also pose a threat to economic assets because climate events have the potential to force the shutdown of businesses in industrial and commercial areas including a portion of the WEM-Miscordia **Major Node**, and the industrial areas which comprise a large portion of the District. Actions laid out in Edmonton's climate strategies are helping to build resilience in communities across the city. Progress on adaptation action by the City of Edmonton is tracked through annual reporting.

Current Plans in Effect

In the Jasper Place District, the following statutory plans are in effect and provide additional planning and land use direction:

- North Saskatchewan River Valley Area Redevelopment Plan – 1985
- Place LaRue West Neighbourhood Area Structure Plan – 2004

These statutory plans are shown on [Map 4: Land Use Concept to 1.25 Million](#) and referenced in [Section 4: Area-Specific Policy](#) of this District Plan.

A portion of the **North Saskatchewan River Valley and Ravine System** is included within the boundary of this District Plan. It is guided by an overarching statutory plan for the **North Saskatchewan River Valley and Ravine System** that governs what and how development may take place, as well as the Ribbon of Green strategic plan. The latter is intended to help guide appropriate public use and enjoyment of the River Valley while protecting ecologically sensitive areas within the Jasper Place District and Edmonton city-wide.

The Place LaRue West Neighbourhood Area Structure Plan (adopted in 2004) provides land use, design and mobility direction for the portions of land between Stony Plain Road and 100 Avenue NW in the West Edmonton District. The plan aims to maintain the function of a commercial corridor, ensure that development is integrated within the mobility networks and mitigate non-residential impacts to adjacent residential neighbourhoods.

3 District Systems and Networks

District Plans are organized using the same systems and networks described in The City Plan. The systems are called Activating and Phasing Growth (Managing Growth), Planning and Design, and Mobility.

The features shown on Maps 1 to 7 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 key terms (capitalized and bolded in black text) are defined in the glossary in the District Policy.

3.1 Activating Growth

The Jasper Place District will grow and change as the city grows to 1.25 million people and beyond. This section outlines the District’s anticipated population and employment growth and how the City of Edmonton will support this growth.

The City Plan expects population growth to occur across the District, primarily along the Stony Plain Road **Primary Corridor**, within and adjacent to 142 Street NW, 149 Street NW, 156 Street NW, 107 Avenue NW and 87 Avenue NW **Secondary Corridors** and in residential neighbourhoods surrounding the WEM-Misericordia **Major Node** and Meadowlark **District Node**.

Employment growth is expected in both the WEM-Misericordia **Major Node** and Meadowlark **District Nodes**, in the south and west areas of the District, as well as along the Stony Plain Road **Primary Corridor** in the middle of the District. Additionally, increased industrial and commercial development will continue in the north and northwest portions of the Jasper Place District.

Table 1: Anticipated District Population and Employment Numbers

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](#).

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	57,000	81,000
District Employment	95,000	107,000	127,000

* 2021 figures are calculated with the 2021 Federal Census using census tract level data.

The District's look and feel will change as development projects are completed throughout its **Redeveloping Areas**. Development and change will happen District-wide, but more growth and higher-density development is expected in the District's **Nodes** and **Corridors**. Shifts in local demographics and changing economic conditions will also play roles in shaping the District's employment and population growth.

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

Both the public and private sectors have roles in initiating and advancing growth opportunities. The City of Edmonton may lead, facilitate and/or fund many of the initiatives and projects shown in the District Plan maps. Community, industry or intergovernmental-led projects will also be important to the District's success. Similarly, smaller local improvements that are not listed in this plan (e.g., neighbourhood renewal, street lighting, traffic calming, public space programming) can also support growth activation.

Priority Growth Areas are the **Nodes** and **Corridors** that are expected to experience more residential and commercial development (compared to other locations in the **Redeveloping Area**) as Edmonton grows to a population of 1.25 million residents. Investment in these areas is expected to contribute to The City Plan's implementation over the long term.

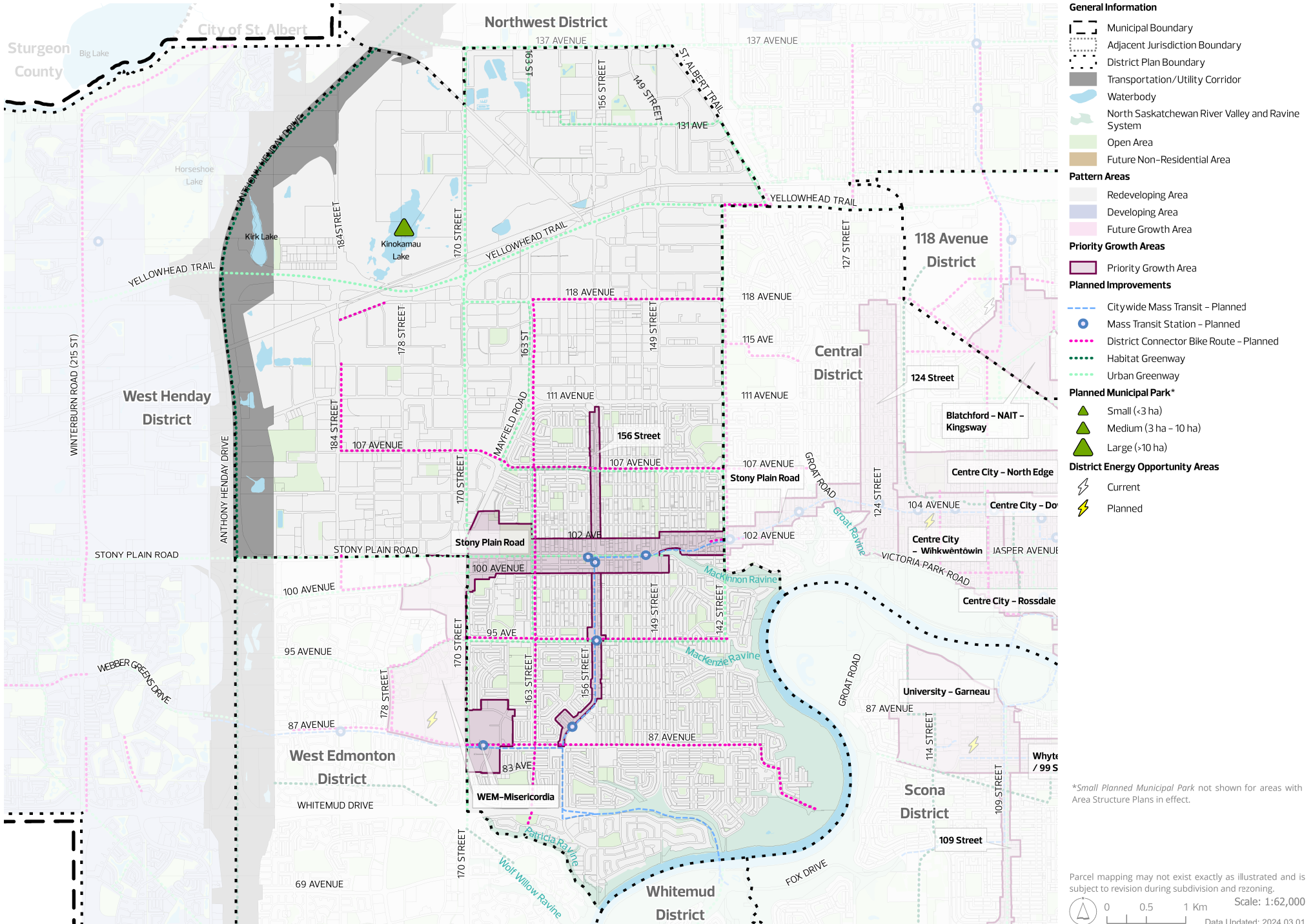
Prioritized investment is intended to support the development of **Nodes** and **Corridors** in line with The City Plan's phasing and activation approach. This approach combines The City Plan's activation treatments (Strategize, Invest, Nurture), The City Plan **Levers** of change (policy, partnerships, pricing, investment) and the anticipated dwelling unit growth to 1.25 million population horizon (see City Plan Maps 10A and 11A). It also allows the City of Edmonton and its city-building partners to align the timing and locations of investment.

Not all **Nodes** and **Corridors** are considered **Priority Growth Areas** as **Priority Growth Areas** are concentrated in the **Redeveloping Areas** of the city until later population horizons.

[Map 2: Activating Growth to 1.25 Million](#) identifies three **Priority Growth Areas** in the Jasper Place District: the Stony Plain Road **Primary Corridor**, the 156 Street **Secondary Corridor** and the Meadowlark **District Node**.

Map 2: Activating Growth to 1.25 Million

The Activating Growth to 1.25 Million map communicates development pattern areas, geographic growth priorities and the City of Edmonton's expected major actions to support Edmonton's growth to 1.25 million people. The map provides direction for investment in transit, **Active Transportation** and open spaces. This map also provides the locations of **District Energy Opportunity Areas** and **Priority Growth Areas** if they are located within the District. Further investments in utilities, transportation and community infrastructure that are not included on this map may occur.



3.2 Planning and Design

The Planning and Design System is about using land to ensure opportunities for a variety of housing, employment and open spaces in each **District**. It also ensures that new development supports the City of Edmonton's goals and is appropriately designed for its context. The Planning and Design System within the District is made up of the following networks:

- The Nodes and Corridors Network establishes logical areas of focus for population and employment growth opportunities. While all areas of the city will densify over time, **Nodes** and **Corridors** are the best areas for intensive and large-scale development.
- The Non-Residential Opportunities Network includes commercial and industrial-focused areas, as well as major institutions, creating productive and desirable places to attract investment and talent to the city. This provides employment opportunities and encourages ongoing investment.
- The Green and Blue Network includes water bodies, open spaces, greenways and ecological connections throughout the city. It provides places to recreate, celebrate and recharge.

District Plan maps that show these networks include:

- [Map 3: Nodes and Corridors](#)
- [Map 4: Land Use Concept to 1.25 Million](#)
- [Map 5: Open Space and Natural Areas to 1.25 Million](#)

A strong Planning and Design System uses urban design principles to maintain and create desirable and unique places. This involves drawing upon local context (e.g., heritage structures, street-oriented shops, mobility networks, open spaces and **Natural Areas**) when designing new development.

Map 3: Nodes and Corridors

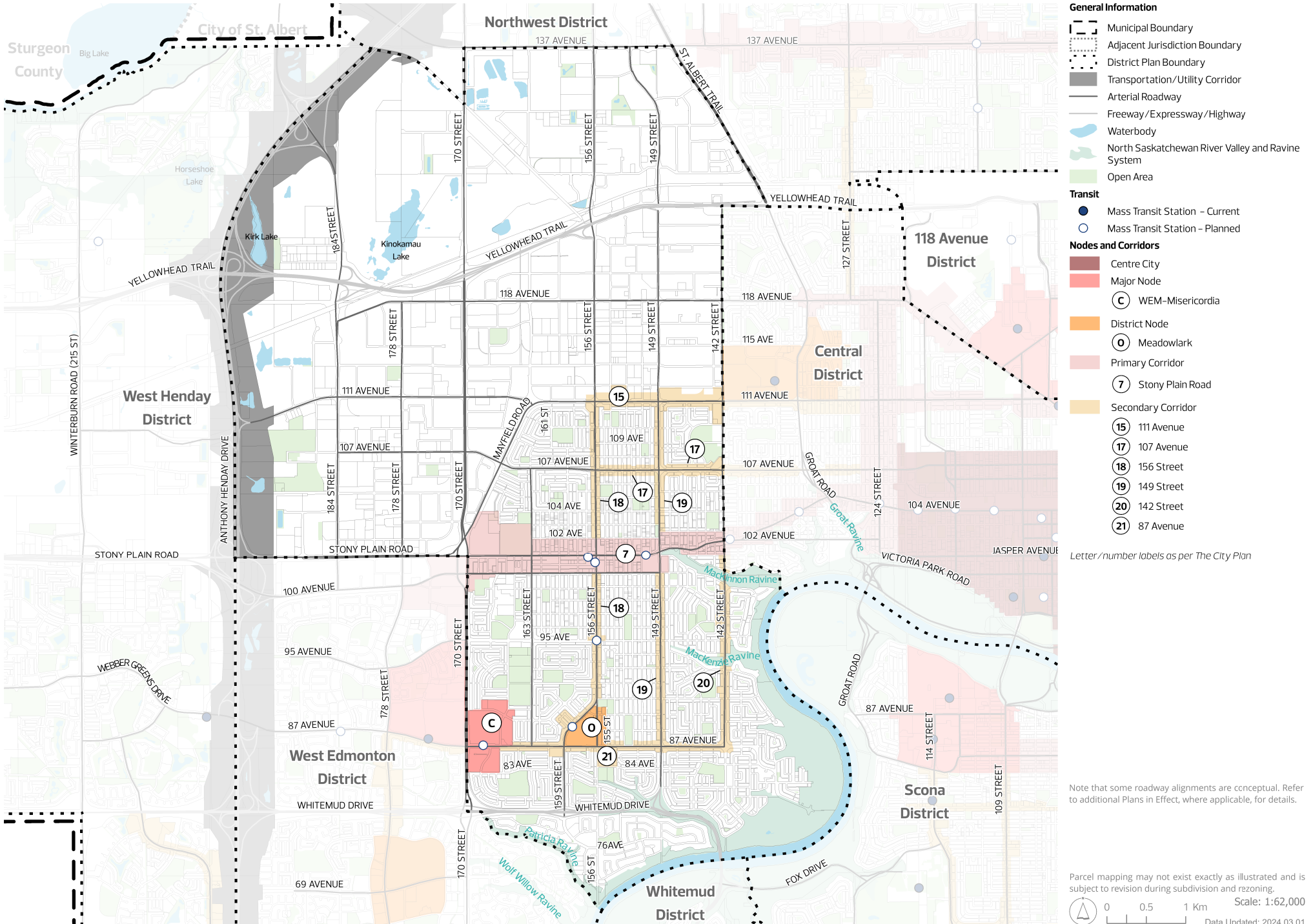
The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes**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

Map 4: Land Use Concept to 1.25 Million

The Land Use Concept to 1.25 Million map provides direction on the general land use and design influences for redevelopment and new growth in Edmonton. While land use categories will generally be stable over the long run, this map references growth to 1.25 million people because certain areas will eventually need to change land uses to meet The City Plan's long-term vision (e.g., **Future Growth Areas**, commercial and industrial **Nodes** and **Corridors**).

Map 5: Open Space and Natural Areas to 1.25 Million

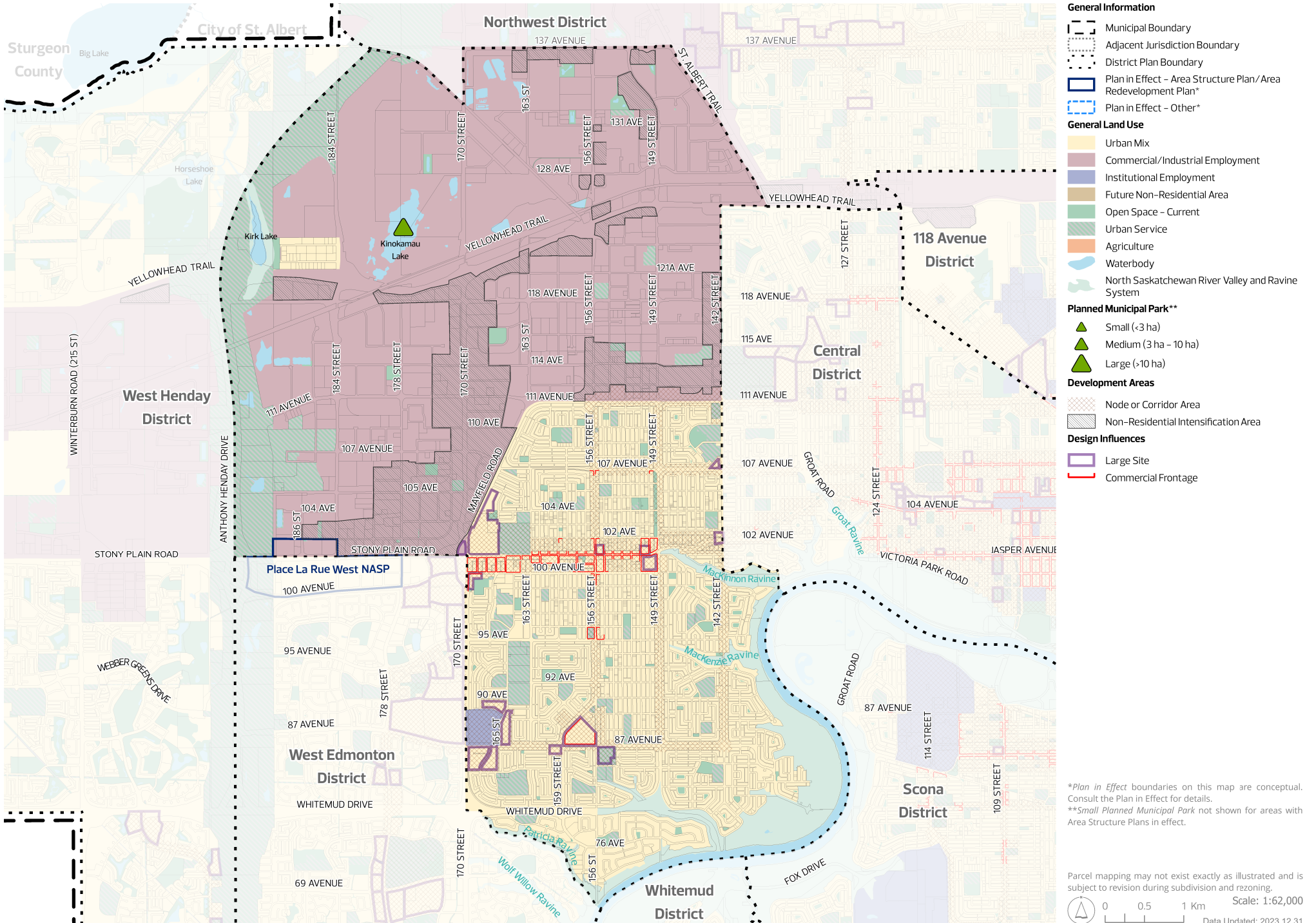
The Open Space and Natural Areas to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Green and Blue Network from The City Plan, including open space types and connections. The map features current and planned, public and privately owned open spaces and **Natural Areas**. Subject to the growth pattern, some of the planned open spaces identified in this map may be developed after Edmonton reaches 1.25 million people, and more open spaces and **Natural Areas** will be identified through subsequent planning work.



- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Transportation/Utility Corridor
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Transit**
- Mass Transit Station - Current
 - Mass Transit Station - Planned
- Nodes and Corridors**
- Centre City
 - Major Node
 - WEM-Misericordia
 - District Node
 - Meadowlark
 - Primary Corridor
 - Stony Plain Road
 - Secondary Corridor
 - 111 Avenue
 - 107 Avenue
 - 156 Street
 - 149 Street
 - 142 Street
 - 87 Avenue

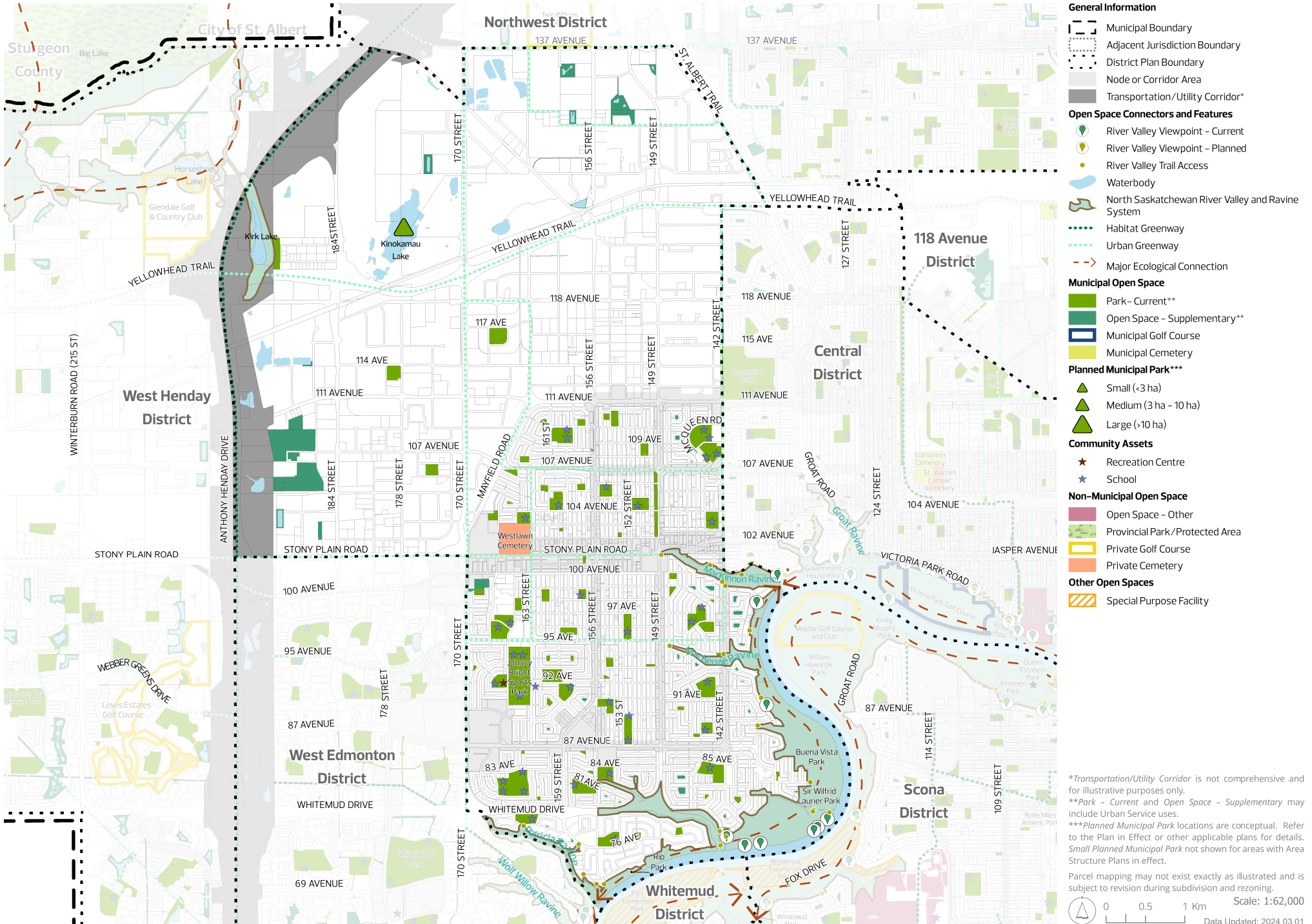
Letter / number labels as per The City Plan

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



- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Plan in Effect - Area Structure Plan/Area Redevelopment Plan*
 - Plan in Effect - Other*
- General Land Use**
- Urban Mix
 - Commercial/Industrial Employment
 - Institutional Employment
 - Future Non-Residential Area
 - Open Space - Current
 - Urban Service
 - Agriculture
 - Waterbody
 - North Saskatchewan River Valley and Ravine System
- Planned Municipal Park****
- Small (<3 ha)
 - Medium (3 ha - 10 ha)
 - Large (>10 ha)
- Development Areas**
- Node or Corridor Area
 - Non-Residential Intensification Area
- Design Influences**
- Large Site
 - Commercial Frontage

*Plan in Effect boundaries on this map are conceptual. Consult the Plan in Effect for details.
 **Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.



*Transportation/Utility Corridor is not comprehensive and for illustrative purposes only.
 **Park - Current and Open Space - Supplementary may include Urban Service uses.
 ***Planned Municipal Park locations are conceptual. Refer to the Plan in Effect or other applicable plans for details. Small Planned Municipal Park not shown for areas with Area Structure Plans in effect.

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

3.3 Mobility

The Mobility System is about moving people and goods in an efficient and accessible manner. For a city to be prosperous and vibrant, it needs an integrated transportation network that offers its residents a variety of mobility options, enabling them to access what they need. The system should transition to a low-carbon future and facilitate opportunity, connection and health while being safe, inclusive and barrier-free for all users. The Mobility System is made up of the following networks:

- The Active Transportation Network creates critical connections using walking, rolling or biking, allowing people to access destinations, amenities, daily needs and recreational opportunities.
- The Transit Network provides connectivity city-wide, **District**-wide and regionally, prioritizing accessible, reliable and safe services.
- The Roadway and Goods Movement Network will facilitate economic development, provide access to business and employment, and support regional connection and prosperity. The network includes all **Arterial Roadways**, expressways, freeways and provincial highways as identified in [The City Plan](#).

District Plan maps that show these networks include:

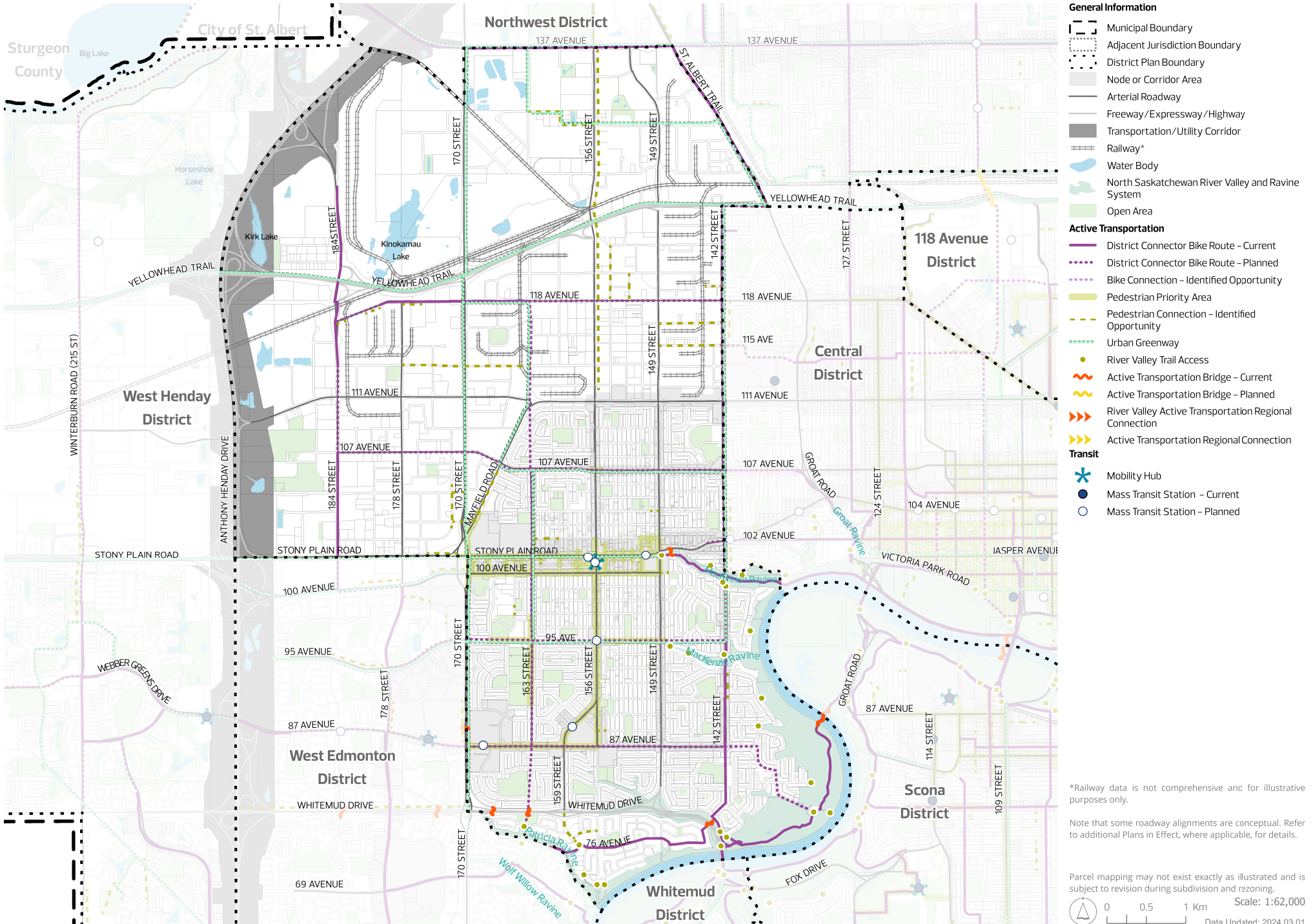
- [Map 3: Nodes and Corridors](#)
- [Map 6: Active Transportation to 1.25 Million](#)
- [Map 7: Transit to 1.25 Million](#)

Map 6: Active Transportation to 1.25 Million

The Active Transportation to 1.25 Million map provides more detailed and geographic-specific guidance on the implementation of the Active Transportation Network from The City Plan. This map shows the regional and **District**-level cycling, walking and rolling priority locations or routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. For the complete Active Transportation Network once Edmonton reaches two million people, see The City Plan.

Map 7: Transit to 1.25 Million

The Transit to 1.25 Million map provides more detailed and geographic-specific guidance on implementing the Transit Network from The City Plan. This map shows the city-wide and **District**-level transit routes that are existing, planned or identified as an opportunity as Edmonton reaches 1.25 million people. **Local Transit** routes are not shown on this map. For the complete Mass Transit Network once Edmonton reaches two million people, see The City Plan.

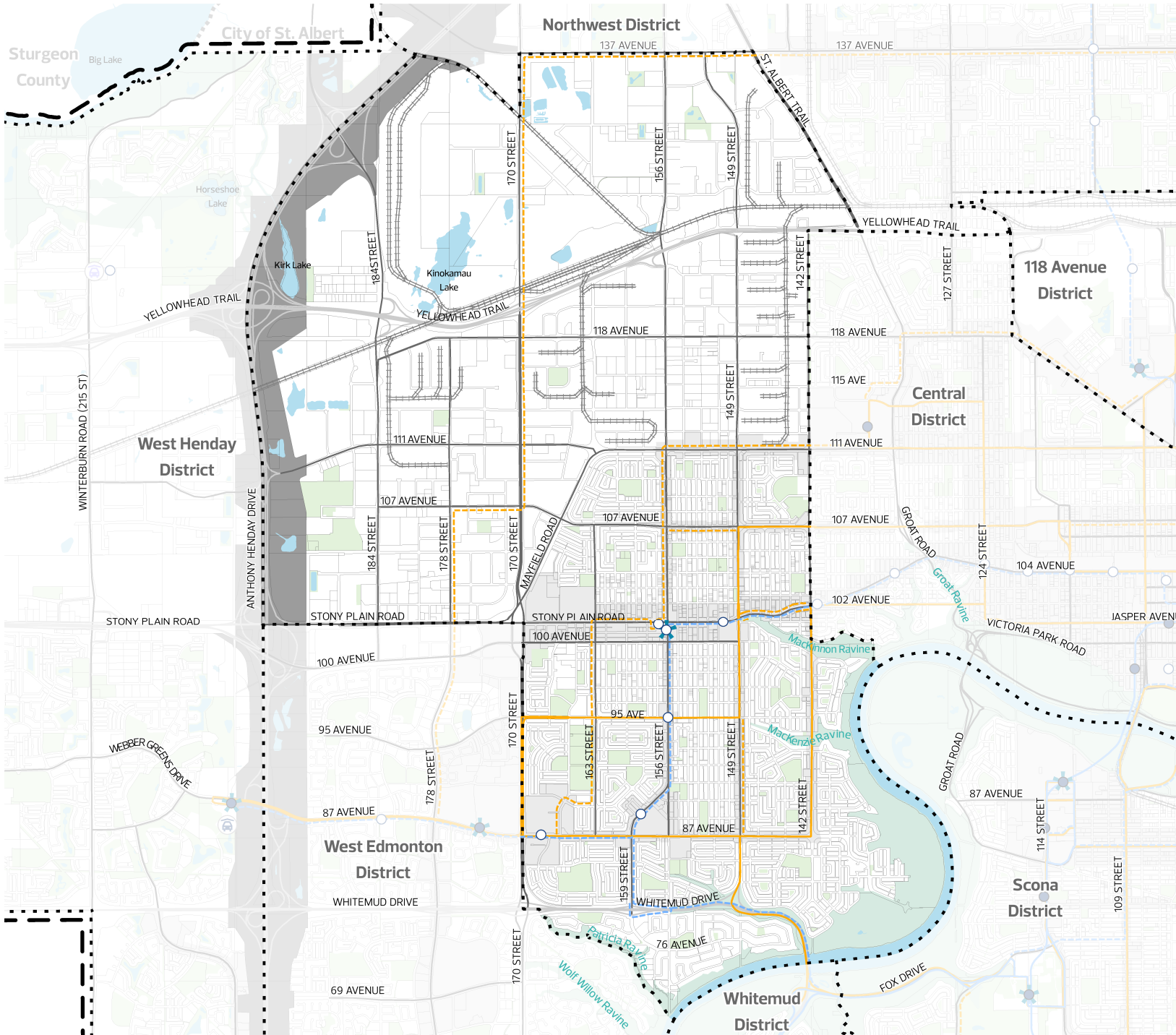


- General Information**
- Municipal Boundary
 - Adjacent Jurisdiction Boundary
 - District Plan Boundary
 - Node or Corridor Area
 - Arterial Roadway
 - Freeway/Expressway/Highway
 - Transportation/Utility Corridor
 - Railway*
 - Water Body
 - North Saskatchewan River Valley and Ravine System
 - Open Area
- Active Transportation**
- District Connector Bike Route - Current
 - District Connector Bike Route - Planned
 - Bike Connection - Identified Opportunity
 - Pedestrian Priority Area
 - Pedestrian Connection - Identified Opportunity
 - Urban Greenway
 - River Valley Trail Access
 - Active Transportation Bridge - Current
 - Active Transportation Bridge - Planned
 - River Valley Active Transportation Regional Connection
 - Active Transportation Regional Connection
- Transit**
- Mobility Hub
 - Mass Transit Station - Current
 - Mass Transit Station - Planned

*Railway data is not comprehensive and for illustrative purposes only.

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

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



General Information

- Municipal Boundary
- Adjacent Jurisdiction Boundary
- District Plan Boundary
- Node or Corridor Area
- Arterial Roadway
- Freeway/Expressway/Highway
- Transportation/Utility Corridor
- Railway*
- Water Body
- North Saskatchewan River Valley and Ravine System
- Open Area

Transit

- Citywide Mass Transit - Current
- Citywide Mass Transit - Planned
- Citywide Mass Transit - Identified Opportunity
- District Mass Transit - Current
- District Mass Transit - Planned
- Mobility Hub
- Mass Transit Station - Current
- Mass Transit Station - Planned
- Park and Ride - Current
- Park and Ride - Planned

*Railway data is not comprehensive and for illustrative purposes only.

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

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

4 Area-Specific Policy

This Area-Specific Policy section lists [other geographic plans and tools](#), and additional or exceptional policies to consider when making planning decisions for specific areas of the District. The information in this section must be considered alongside **Maps 1 to 7** in this District Plan and the District Policy for complete planning direction.

Policies in this section may include:

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

Reference [Map 8: Area-Specific Policy Subareas](#) and [Table 2: Area-Specific Policy](#) for additional or exceptional plans and policies to consider in this District.

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

Map 8: Area-Specific Policy Subareas

The Area-Specific Policy Subareas map identifies geographic subareas within the District where additional or exceptional policies apply. Refer to **Table 2: Area-Specific Policy** for the detailed policy direction that applies to a particular geographic area. Where a particular location is not located within a subarea, refer to **Maps 1 to 7** in this District Plan and the District Policy for planning guidance.

Table 2: Area-Specific Policy

The Area-Specific Policy table identifies detailed policy direction for the specific geographic areas identified on **Map 8: Area-Specific Policy Subareas**. In some instances, a detailed map is included with a policy to provide additional clarity. Parcel mapping may not exist exactly as illustrated and is subject to revision during subdivision and rezoning.

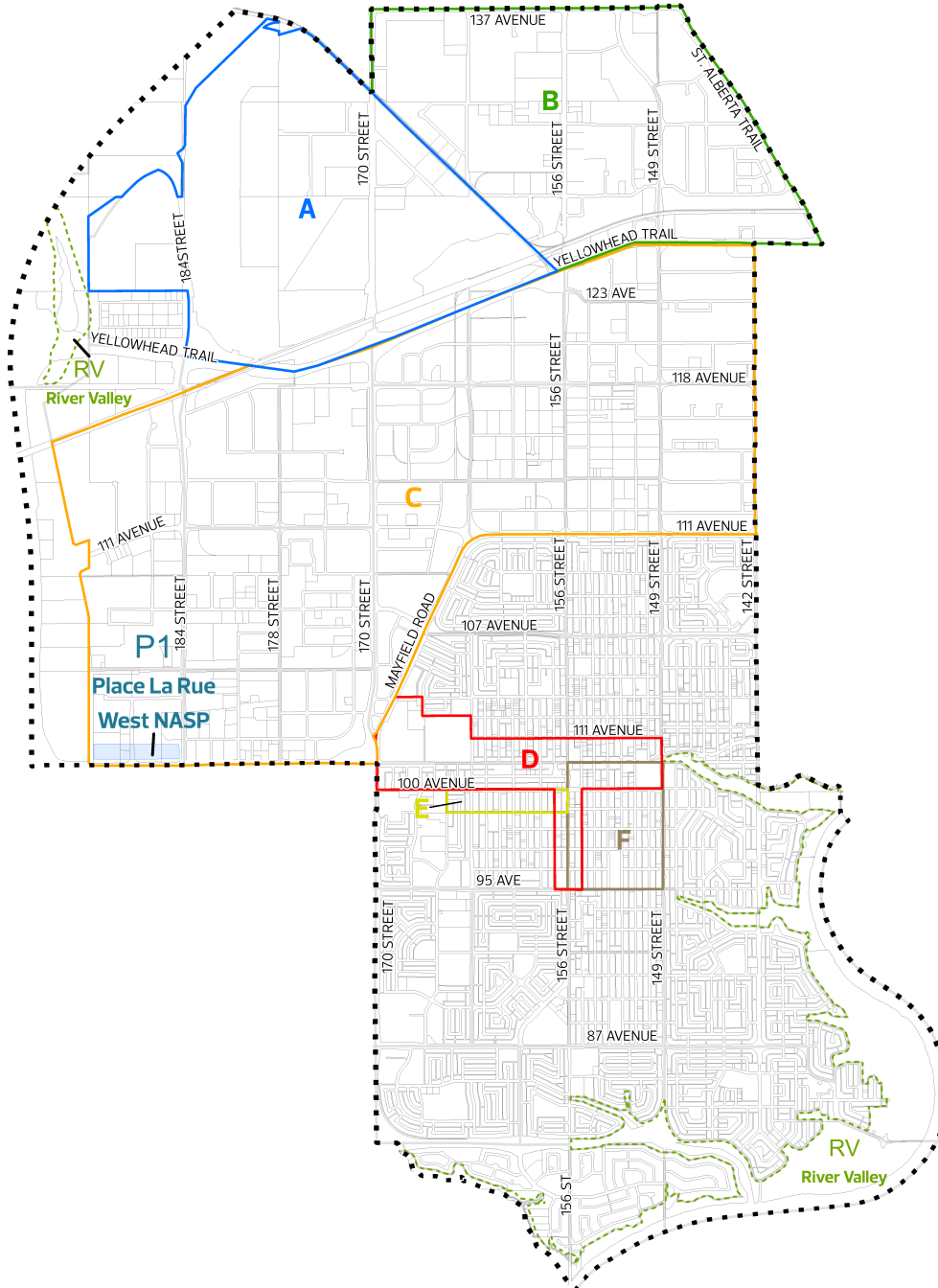
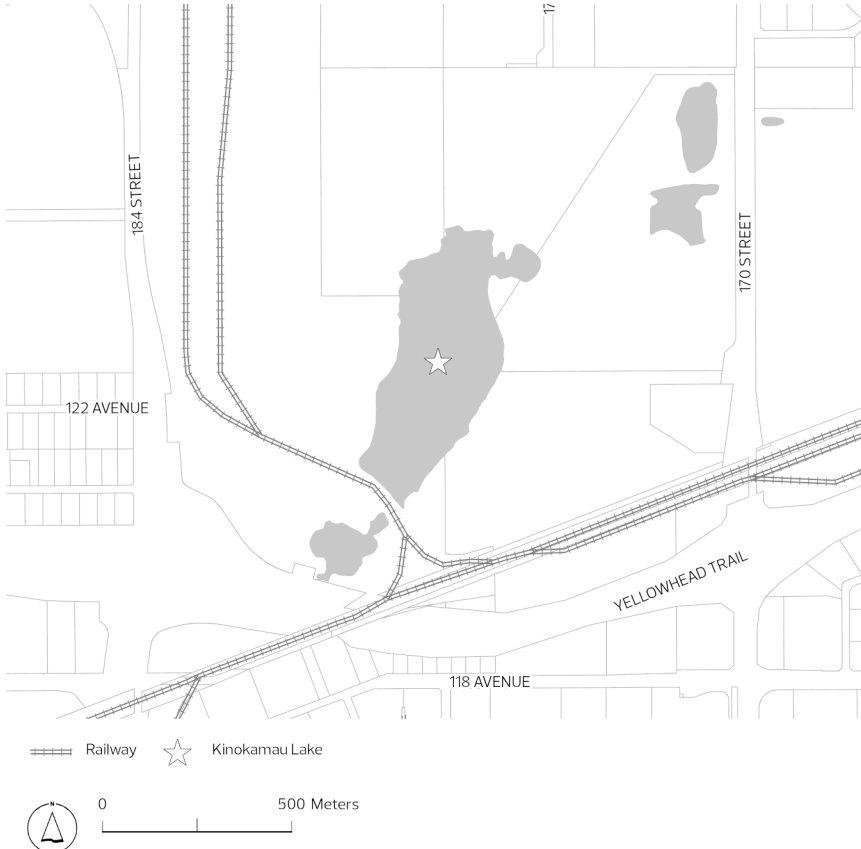


Table 2: Area-Specific Policy Table

Subarea	Additional or Exceptional Policy
A	<p>A.1 Kinokamau Lake Area - Land Use and Open Space</p> <ul style="list-style-type: none"> a) The lake and an associated 50 metre setback area will be managed by Ducks Unlimited Canada under a conservation easement. b) Stormwater drainage should be passed through treatment ponds before flowing into the lake. c) The area within the conservation easement and 50 metre setback of the lake will be reclaimed and maintained as upland or wetland habitat as appropriate to complement the lake. d) An Environmental Impact Assessment (EIA) will be required as part of a rezoning application and additional details may be required at the Development Permit stage for heavy and medium industrial lands adjacent to the conservation easement. e) To ensure that development has no adverse effect on the water quality, wildlife or vegetation of Kinokamau Lake, development applications for the easement area or adjacent heavy and medium industrial lands should be circulated to the City department responsible for ecological planning. 
B	<p>B.1 Mistatim Industrial Area - Open Space (Natural Features)</p> <p>Developers should retain small treed areas as natural features within overall site planning for specific developments. Where possible, some small clumps of natural tree cover should be included within recreation sites.</p>

Subarea	Additional or Exceptional Policy
B	<p>B.2 Mistatim Industrial Area - Open Space (Reserve Areas) 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. Some reserve sites are in the form of buffer strips, while 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>
	<p>B.3 Mistatim Industrial Area - Mobility (Roadways) a) Future roadway development should be considered by: i) Extending 163 Street north from 132 Avenue to intersect with 137 Avenue; and ii) Completing the Collector Roadway between 163 Street and 156 Street, south of 137 Avenue. b) In the long term, there may be grade separation at the railroad tracks where 170 Street, 156 Street and 149 Street intersect the tracks.</p>
C	<p>C.1 Northwest Area - Open Space (Tree Preservation) Developers should consider retaining small treed areas as natural features within overall site planning for specific developments. Where possible, some small clumps of natural tree cover should be included within recreation sites.</p>
D	<p>D.1 Jasper Place Area - Land Use (Noise Attenuation) Residential units along 156 Street should be constructed to minimize noise and vibration impacts from Mass Transit and roadway traffic.</p>
	<p>D.2 Jasper Place Area - Mobility (Alley Re-establishment) The alleys north of Stony Plain Road between 157 and 158 Streets and in front of the Howard Johnson building (10010 105 Street) between 155 and 156 Streets should be re-established as the sites are redeveloped.</p>
	<p>D.3 Jasper Place Area - Mobility (Vehicular Access) Vehicle access and parking should be provided from the alley where one exists. New mid-block vehicle access points shall not be supported for the length of Stony Plain Road and existing mid-block access points should be closed where possible.</p>

Subarea	Additional or Exceptional Policy
D	<p>D.4 Jasper Place Area - Land Use (Building Setback) Along Stony Plain Road, a 4 metre distance should be provided from the curb line to any building frontages as necessary, and any portion of the 4 metre distance that falls on private property should be hard surfaced and visually incorporated into the sidewalk.</p>
	<p>D.5 Jasper Place Area - Mobility (Mass Transit Sidewalk Space) On 156 Street, a 4 metre distance should be provided as necessary from the curb line established by Mass Transit to any site landscaping or building frontages, and any portion of the 4 metre distance that falls on private property should be hard surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios or other active uses are supported.</p>
	<p>D.6 Jasper Place Area - Land Use (Site Redevelopment) Support the retention and repurposing of the Orange Hub building located at 10045 156 Street to house arts, cultural, community and non-profit uses or a public market through rezoning, redevelopment and/or use changes.</p>
	<p>D.7 Jasper Place Area - Land Use (Large Sites) All large site redevelopments (over 1 hectare) should incorporate the following site layout features where applicable:</p> <ul style="list-style-type: none"> a) Buildings should be arranged in a block form with a clear internal grid/block layout. b) Buildings should be aligned with adjacent streets including both fronting and flanking streets. In addition, the large site between 104 Avenue and 105 Avenue along Mayfield Road should provide overlook for the alleys to the north and east of the site. c) Direct pedestrian routes should be provided through the site and applicable sites should provide east-west pedestrian connections between 104 Avenue, 102A Avenue and 102B Avenue to Mayfield Common.
E	<p>E.1 Jasper Place Area - Land Use (Laneway Facing Housing) Support the construction of residential development facing the shared pathway along the south side of 100 Avenue by encouraging the consolidation of properties and alleys alongside the pathway. Provide new alleys south of this new development so that the existing green space can be maintained.</p>
F	<p>F.1 Jasper Place Area - Open Space (Passive Recreation Opportunity) The City of Edmonton 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 and south of 100 Avenue. 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>

Subarea	Additional or Exceptional Policy
P1	<p>P1 Place LaRue West Neighbourhood Structure Plan For further planning direction, refer to the Place LaRue West Neighbourhood Area Structure Plan.</p>
RV	<p>RV North Saskatchewan River Valley and Ravine System For further planning direction and strategic context, refer to the North Saskatchewan River Valley Area Redevelopment Plan and Ribbon of Green Strategic Plan.</p>

Where no subareas have been identified, the District Policy and District Plan maps (Maps 1 to 7) shall guide planning decisions.