

West Jasper Place Outline Plan

Office Consolidation, June 2021

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

The West Jasper Place Outline Plan, was approved by resolution by Council in May 1972. In June 2021, this document was consolidated.

Bylaw 19725

Approved June 8, 2021 (PLAN REPEALED)

Editor's Note:

This is an office consolidation edition of the West Jasper Place Outline Plan, as approved by City Council on May 18, 1972. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original document. In case of uncertainty, the reader is advised to consult the original document, available at the office of the City Clerk.

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Urban Planning and Economy

city of edmonton planning department

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1972

**west jasper place
outline plan amendments**

**WEST JASPER PLACE
OUTLINE PLAN
AMENDMENTS 1972**

City of Edmonton, Planning Department

City Council, at its meeting of May 18th, 1972, considered Public Affairs Committee Report #15 (Item 1.A) West Jasper Place Outline Plan Amendments when "all recommendations were concurred in ":

That Council concur with the recommendations of the Commission Board which were presented to Council on April 10th (copy attached), with the following amendments:

1) Alignment of the West Ring Road

That the present alignment of the west ring road shall be considered the west planning boundary of the West Jasper Place Outline Plan area.

The determination of the delineation of a ring road, or whether in fact there will be a ring road, is beyond the purview of the Committee and the recommendation regarding boundary is not to be taken as in any way being a determining factor, as to either location or construction of such a facility.

2) 170 Street extension through the Golf and Country Club

That 170 Street be not extended through the Country Club golf course nor in the ravine traversing the golf course to the river and that a study be made to determine whether the traffic warrants a river crossing from the West Jasper Place Outline Plan area through Terwillegar Park to the Riverbend-Terwillegar Heights Outline Plan area, and that the study include alternatives.

3) 78 Avenue extension through Patricia Heights

That the decision on a crossing in the vicinity of 78 Avenue should be resolved by discussion between the Administration and the residents of Patricia Heights at the time that further subdivision plans for the area south of Patricia Heights are being processed for approval.

4) North Boundary - Mr. R. Rosen

That the north planning boundary of the West Jasper Place Outline Plan be confirmed as indicated on the maps shown in the 1972 Outline Plan Amendments.

5) Neighborhood Outline Plan Concept - Mr. F. Sagan

That since the neighborhood outline plan concept was first delineated in the B.A.C.M. Ltd. agreement, the Administration has been proceeding on this basis and in the Committee's view should continue with this -principle.

COMMISSION BOARD REPORT

D.2.c. West Jasper Place Outline Plan Amendments

Recommendation: "That Council approve the West Jasper Place Outline Plan Amendments 1972 as supported by the Municipal Planning Commission.

(CB)

Enclosed is a report from the Municipal Planning Commission recommending:

1. That the West Jasper Place Outline Plan Density Distribution Supplement Report be supported and submitted to Council for approval as an addendum to the approved West Jasper Place Outline Plan.
2. That prior to approval of subdivision and/or detailed zoning, the developers owning land within the Outline Plan area shall be required to enter into development agreements with the City.
3. That the Revised Schematic General Structure Plan be approved as an addendum to the approved West Jasper Place Outline Plan.
4. That where further development affects land fragmented by different ownership, subdivision plans shall be prepared on a neighborhood basis utilizing the replotting scheme method and developers' agreements.
5. That provision be made in each neighborhood for the accommodation of a minimum of 5 per cent of the population of that neighborhood in public housing as defined by City Council.
6. That mobile home developments may be considered in the Outline Plan provided that they are designed for integration into the comprehensive development of the plan.
7. That an intermediate or district level of shopping facilities be considered in the plan where it can be shown that they are necessary and desirable and will not adversely affect the intent of the Outline Plan.

Commission Board has considered the report and recommends its approval by Council.

COMMISSION BOARD

Chief Commissioner P.F. Bargaen (Chairman)

Mayor I.G. Dent

Commissioner S.J. Hampton

Commissioner G.S. Hughes

Commissioner T.E. Adams

(Enclosure)

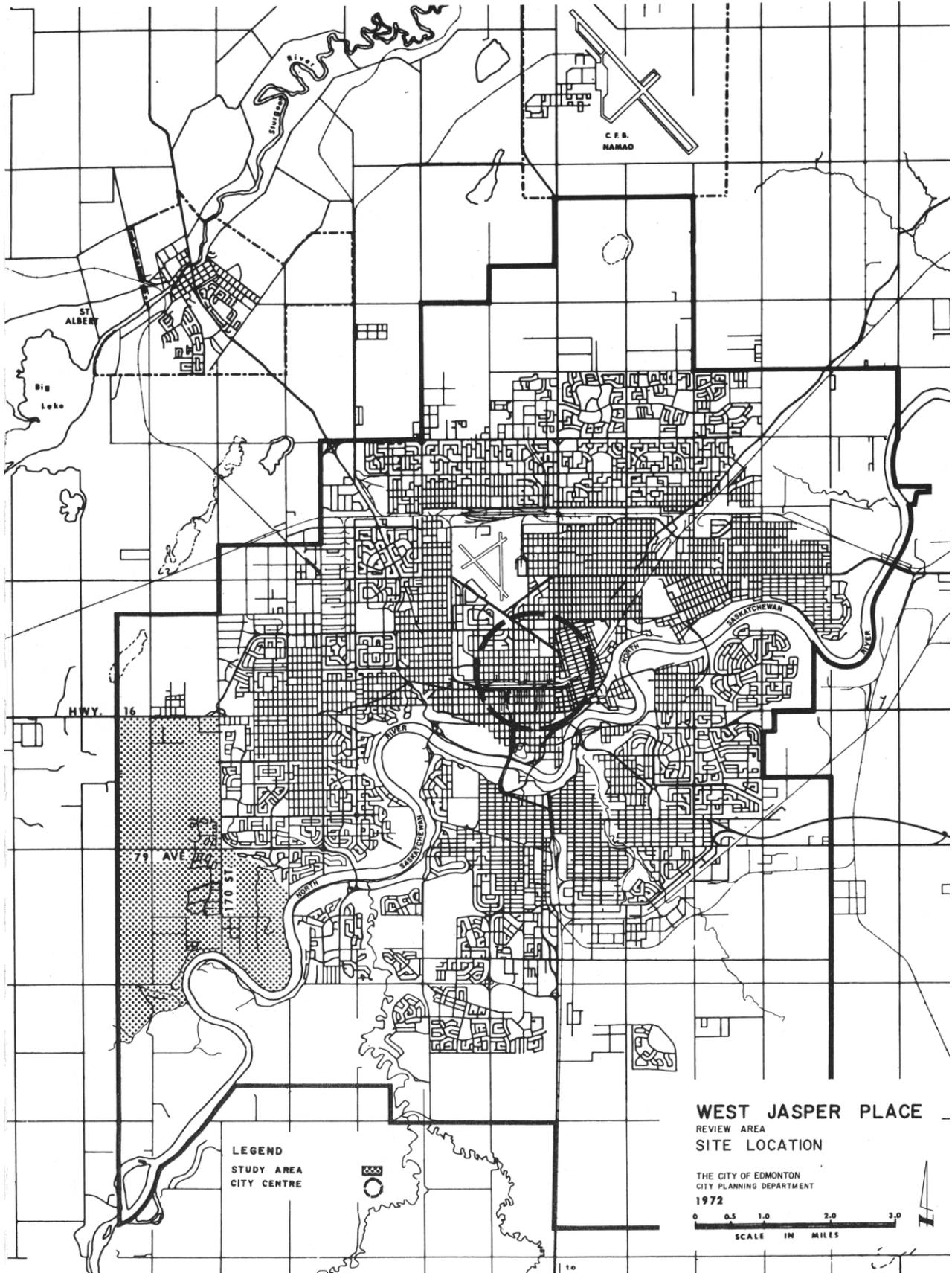
April 10, 1972

1. INTRODUCTION

On March 24th, 1969, the West Jasper Place Outline Plan was approved in principle by City Council. Development has subsequently proceeded in general conformity to that plan but a number of adjustments and revisions have been found necessary in order to accommodate improvements to the design of certain elements: viz the arterial road network, the school distribution pattern, the commercial distribution pattern. Also changes in the approach to development throughout the City at large have necessitated that the plan contain new provisions regarding public facilities and the implications on public land needs.

Further, a general trend towards higher density residential development as a means of providing more variety and economy in housing required that the plan be reviewed and brought up to the current density levels being applied in all other outline plan areas in the City. The following text represents a consolidation of a summary of the original Outline Plan report with these amendments and is intended to supersede the original document which is now out of print. A considerable amount of detail contained in the original document has been omitted since much of it has been incorporated into City policy, regulations and bylaws. However, copies of the original Outline Plan may be reviewed at the Public Library or the *Planning and Development Department*, if desired. Due to the complex and sometimes changing planning requirements of the developing areas, and the practical difficulties of containing all such information in a report of this nature, it is strongly urged that any person wishing to undertake development in the Outline Plan area, consult with the *Planning and Development Department* at an early stage in the preparation of planning schemes.

Amended by Editor



2. THE CONCEPT

A. PRINCIPLES AND OBJECTIVES

The following are the principles and objectives which were established to guide the evolution and development of the Planning Scheme for West Jasper Place.

These principles and objectives were determined by the *Planning and Development Department* and agreed on by key City Departments prior to the commencement of the design.

Amended by Editor

1. The proposed Outer Ring Freeway (*Anthony Henday Drive*) will be considered the westerly limit of the planning scheme.
2. The planning of this area must result in a satisfactory relationship with the schemes immediately to the East of 170 Street.
3. Because of the proximity of two quite major shopping centres, it is not feasible to look on this area as being "self-contained" in terms of shopping.
4. Wherever possible, the existing stands of trees should be safe-guarded and preserved.
5. Areas of particular scenic beauty or topographical interest should be retained for public use.
6. A footpath system should be developed which leads from the dwellings to the local schools, then on to the ravines, major open spaces and recreational facilities.
7. A clear road hierarchy should be provided which obviously discerns between freeways, arterials, collectors and local residential roads. Only local residential roads should directly serve residences. The form and design of all roads should be dictated by their function and hierarchical status.
8. Land uses providing similar district services should be grouped together to provide district focal points both visually and functionally. These should be carefully related to both the footpath system and the road system.
9. As a general rule, local convenience shopping facilities should be within ten to fifteen minutes walk from any part of a neighborhood.
10. The dump, and the areas of sedge and peat moss should be developed either with relatively high buildings at medium densities or retained as areas of open space.
11. Due to the proximity of the 170 Street Arterial, the Outer Ring Road, and the Jasper Freeway (*Stony Plain Road*), it is anticipated that most residents will travel cross-town by car. It is important, however, that public transport (both

Amended by Editor

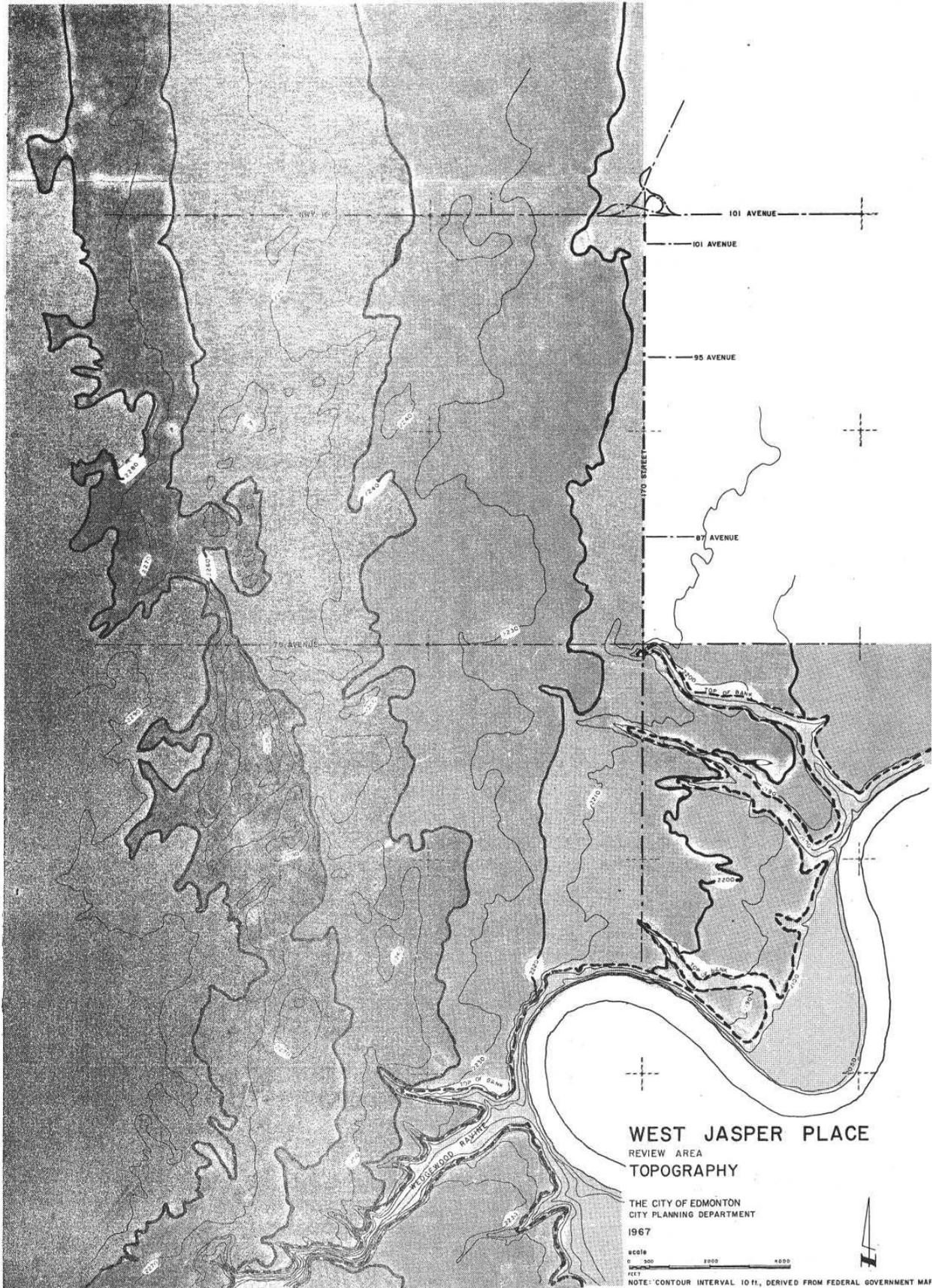
Amended by Editor

conventional and rapid) be considered as essential "back-up" services, with bus shops being no further than ten minutes walk from any dwelling.

12. Provision should be made for the eventual integration of a rapid transit system into the scheme, such that the structure of development is not disrupted. It is recognized that this is at present a rather remote possibility in relation to this plan but the form of the plan should not prohibit it.

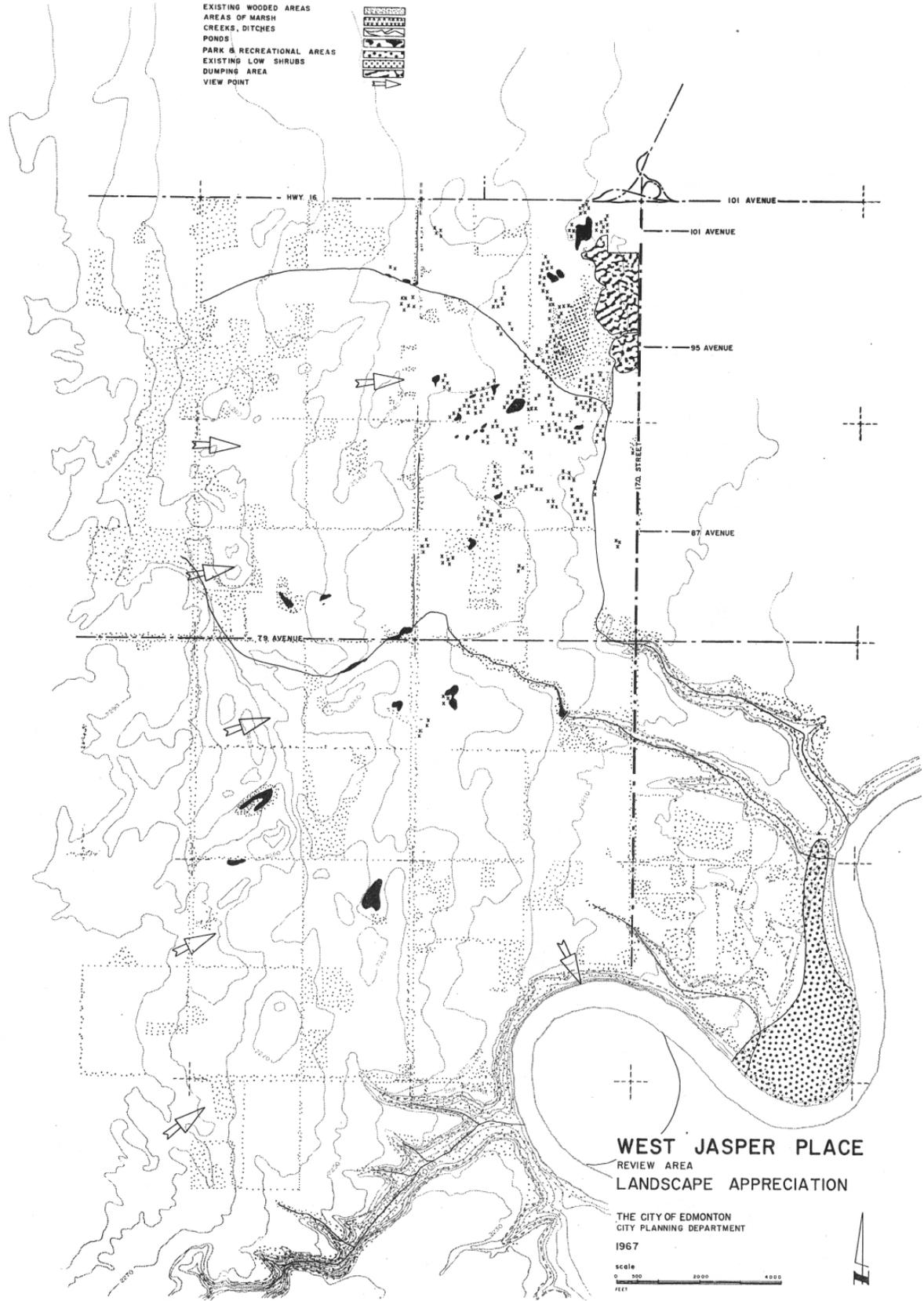
B. FACTORS INFLUENCING THE DESIGN

The following site analysis drawings and the Design Factor diagrams graphically illustrate the major influences affecting the evolution of the planning scheme for West Jasper Place.



NOTE: REPRODUCED FROM THE ORIGINAL WEST JASPER PLACE OUTLINE PLAN - 1967

LANDSCAPE LEGEND
 EXISTING WOODED AREAS
 AREAS OF MARSH
 CREEKS, DITCHES
 PONDS
 PARK & RECREATIONAL AREAS
 EXISTING LOW SHRUBS
 DUMPING AREA
 VIEW POINT

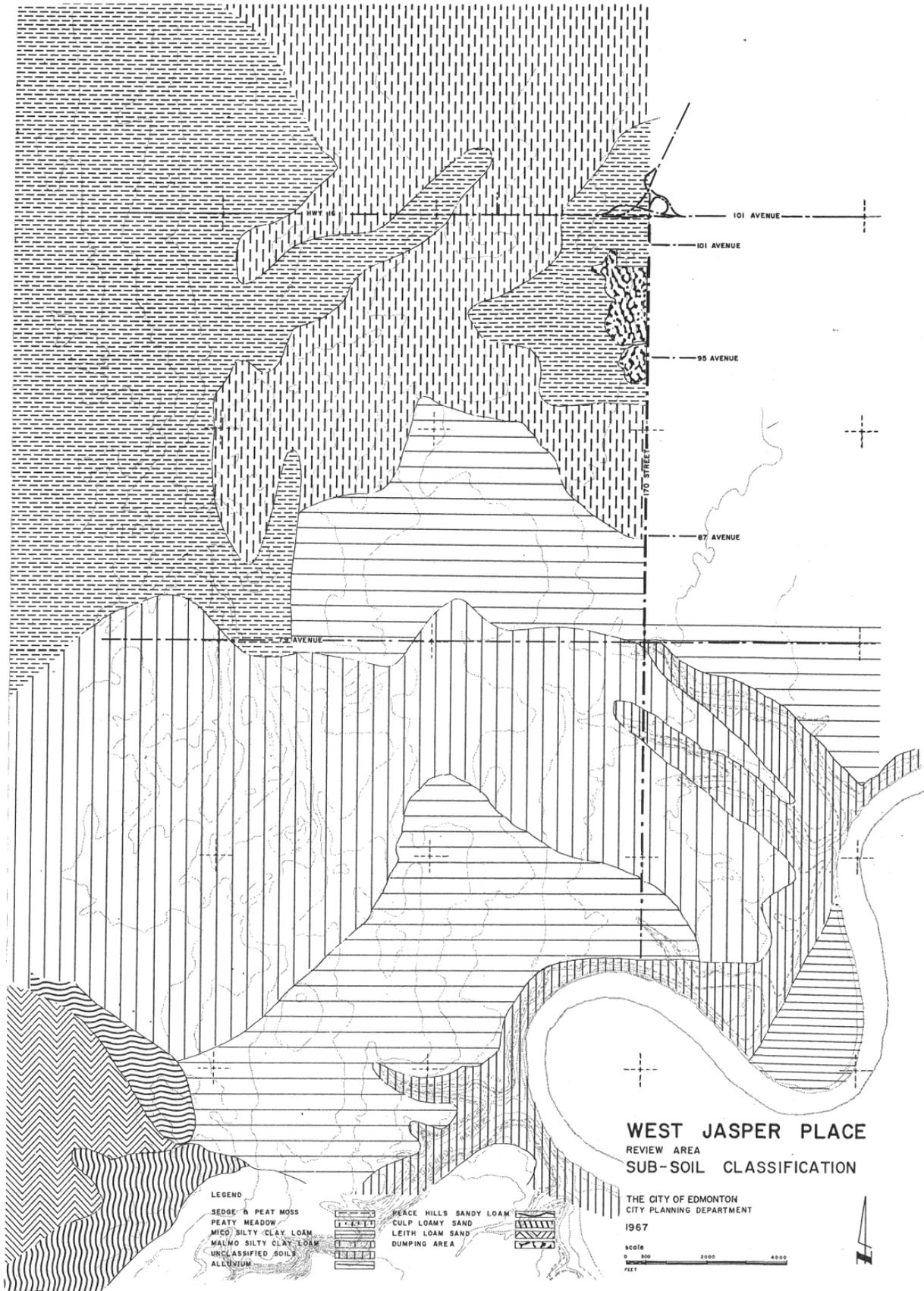


WEST JASPER PLACE
 REVIEW AREA
 LANDSCAPE APPRECIATION

THE CITY OF EDMONTON
 CITY PLANNING DEPARTMENT
 1967



NOTE: REPRODUCED FROM THE ORIGINAL WEST JASPER PLACE OUTLINE PLAN - 1967



**WEST JASPER PLACE
REVIEW AREA
SUB-SOIL CLASSIFICATION**

THE CITY OF EDMONTON
CITY PLANNING DEPARTMENT
1967

LEGEND	
SEDGE & PEAT MOSS	PEACE HILLS SANDY LOAM
PEATY MEADOW	CULP LOAMY SAND
MICO SILTY CLAY LOAM	LEITH LOAM SAND
MALMO SILTY CLAY LOAM	DUMPING AREA
UNCLASSIFIED SOIL	
ALLUVIUM	



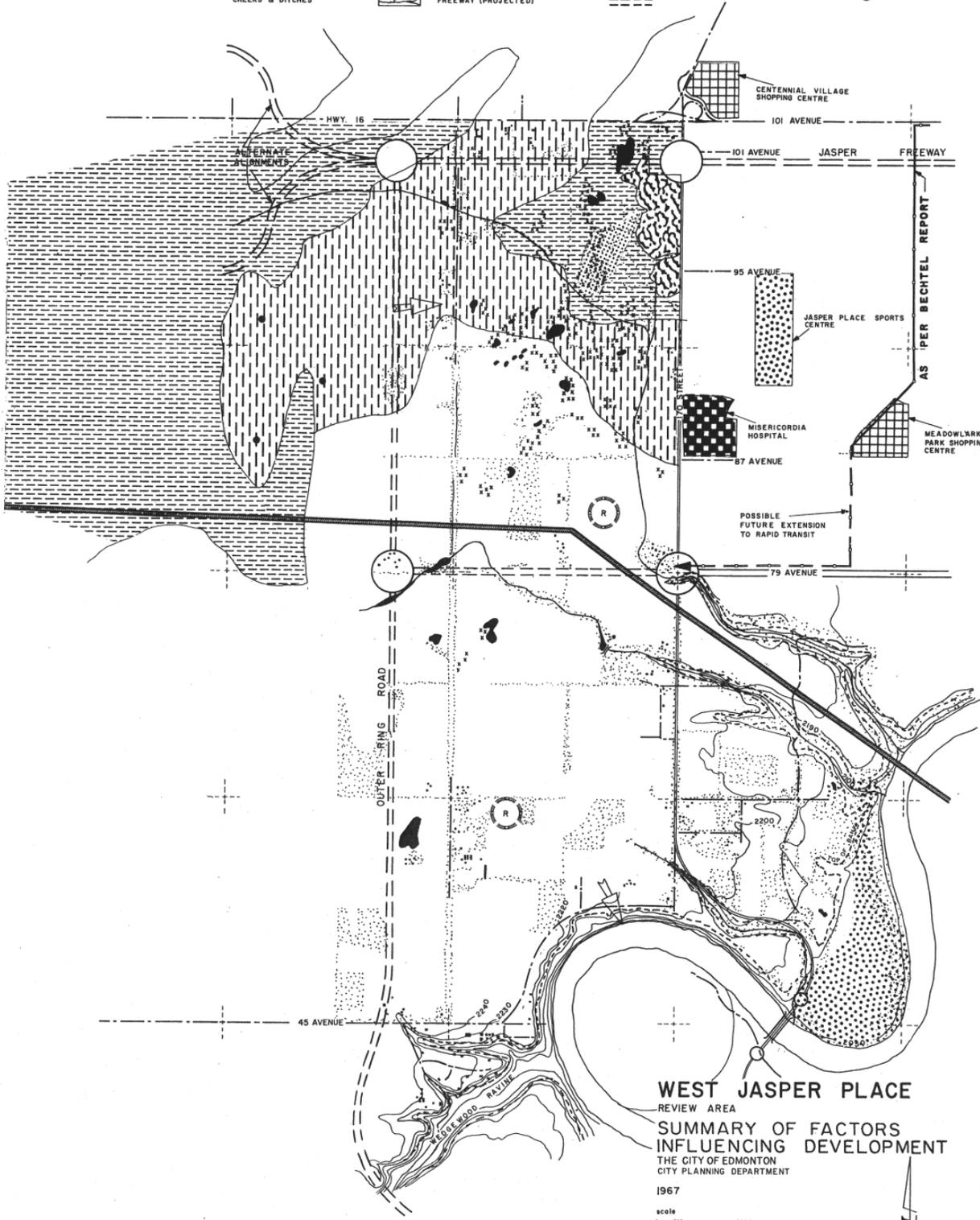
NOTE: REPRODUCED FROM THE ORIGINAL WEST JASPER PLACE OUTLINE PLAN 1967

LEGEND

- COMMERCIAL INSTITUTES
- BUILDINGS
- DUMPING AREA
- RAPID TRANSIT
- EXISTING WOODED AREA
- AREAS OF MARSH
- CREEKS & DITCHES

- PONDS
- PARKS & RECREATIONAL AREAS
- EXISTING LOW SHRUB
- SEDGE & PEAT MOSS
- PEATY MEADOW
- EXISTING ROADS
- FREEWAY (FINAL ALIGNMENT DEFINED)
- FREEWAY (PROJECTED)

- MAJOR ARTERIAL ROAD (PROJECTED)
- OIL PIPE LINE
- VIEW POINT
- PRODUCING WELL
- INTERCHANGE
- PROPOSED RESERVOIR

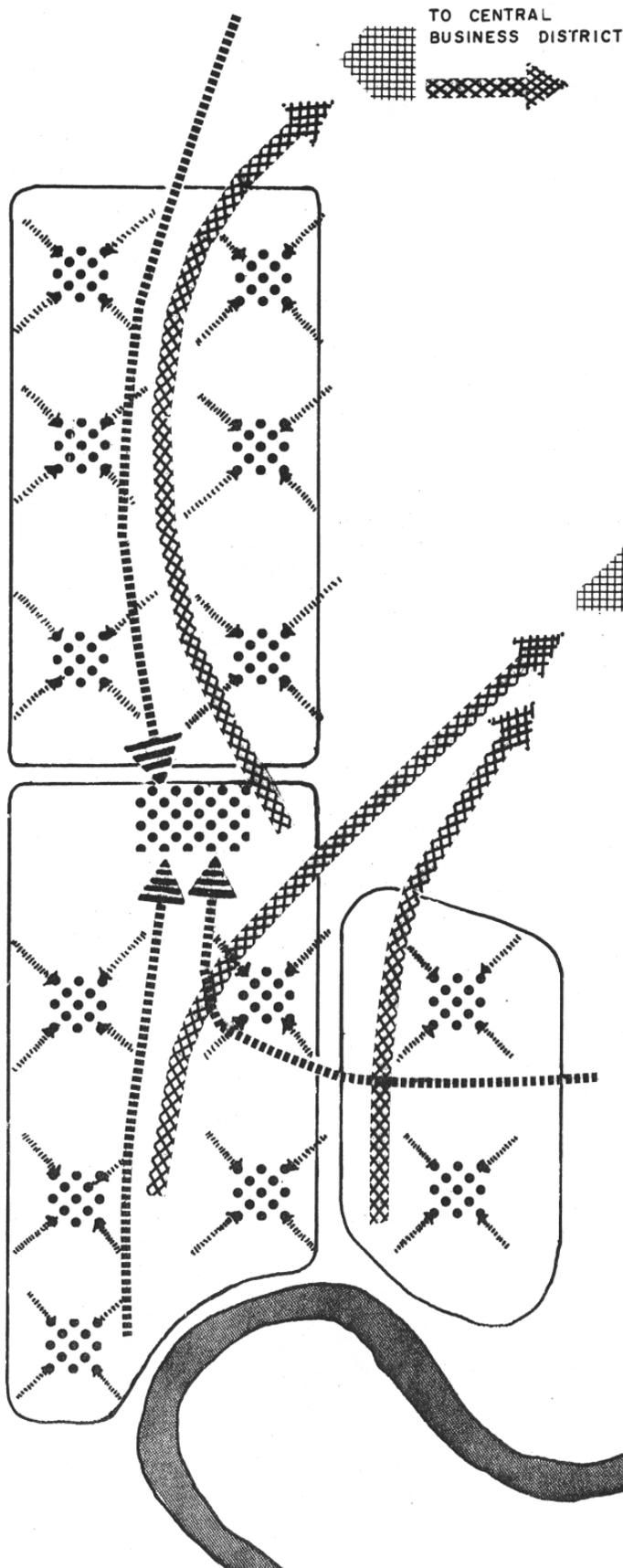


WEST JASPER PLACE
 REVIEW AREA
 SUMMARY OF FACTORS
 INFLUENCING DEVELOPMENT
 THE CITY OF EDMONTON
 CITY PLANNING DEPARTMENT

1967



NOTE: CONTOUR INTERVAL 10 ft., DERIVED FROM FEDERAL GOVERNMENT MAPS



LEGEND

- ● ● ● ● ● COMBINED PARK & SCHOOL
- ■ ■ ■ ■ ■ COMMERCIAL
- ➔ VEHICULAR DESIRE LINE
- ➔ PEDESTRIAN DESIRE LINE



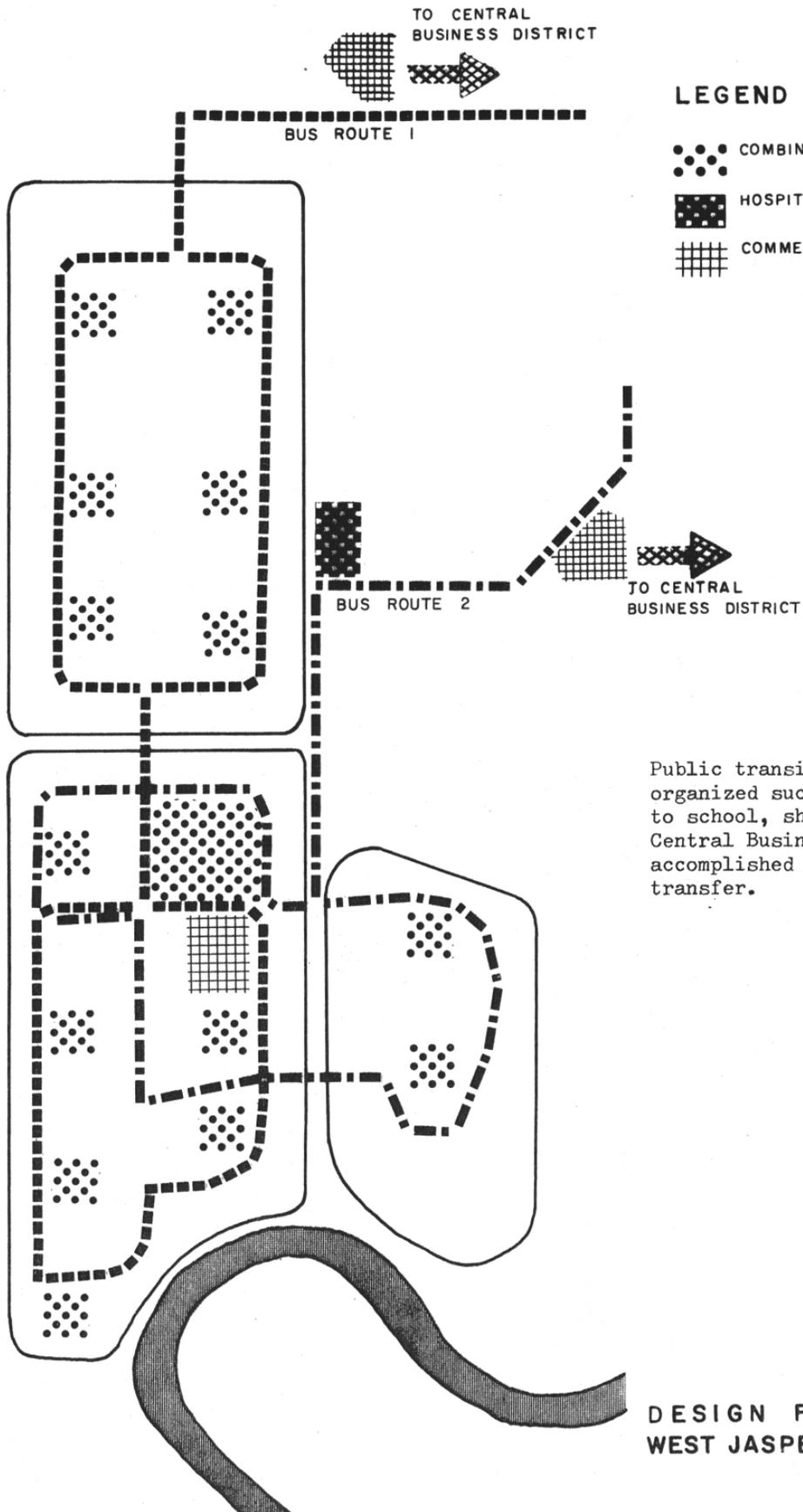
West Jasper Place is self-contained in terms of schools and parks

BUT

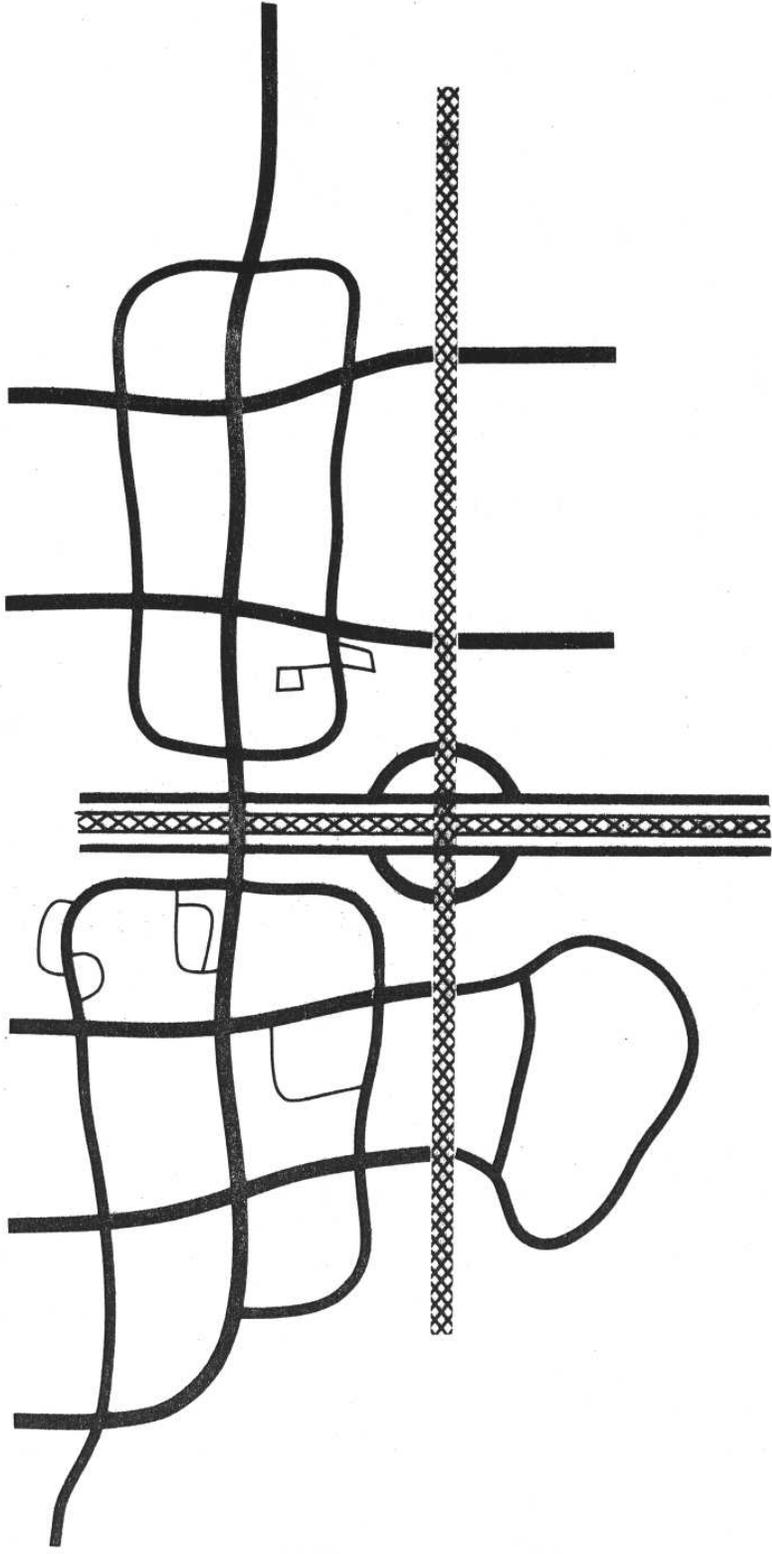
heavily relies on external shopping and employment facilities.

The Circulation System must be designed to meet these dual requirements.

**DESIGN FACTOR I
WEST JASPER PLACE**



**DESIGN FACTOR 2
WEST JASPER PLACE**



LEGEND

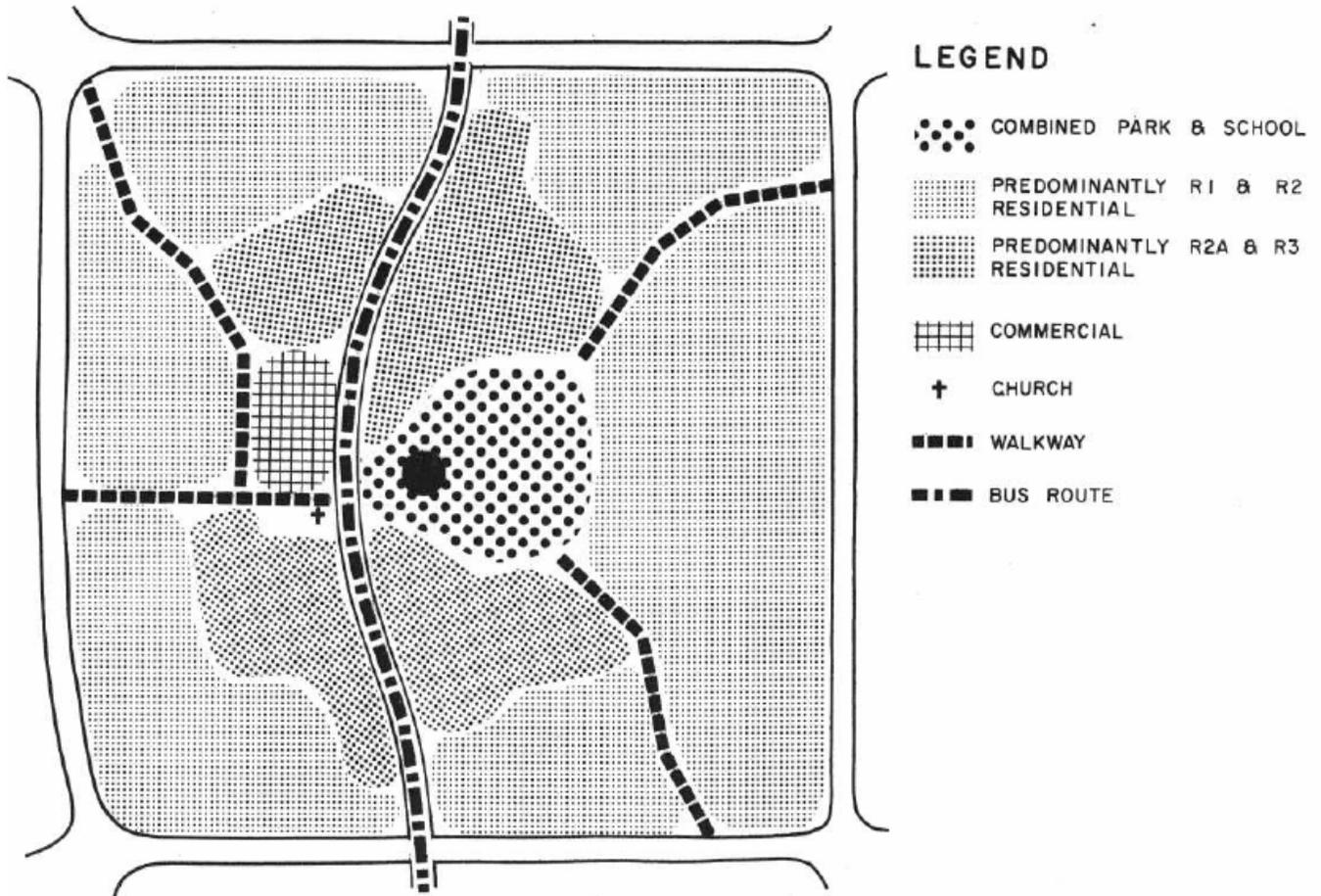
-  FREEWAY
-  MAJOR ARTERIAL ROAD
-  MINOR ARTERIAL ROAD
-  COLLECTOR ROAD
-  LOCAL RESIDENTIAL STREET
-  INTERCHANGE

There must be a clear road hierarchy.

Houses should front only onto local access streets.

The widths and design of roads should be dictated by their function and hierarchical status.

**DESIGN FACTOR 3
WEST JASPER PLACE**



The site demands a sensitive handling of the handsome tree cover.

Housing, roads, and footpaths should be carefully integrated into and among the existing vegetation.

West Jasper Place has the best existing stands of mature trees in Edmonton and the opportunity to use them imaginatively must not be wasted.

In certain cases, special detail design studies should be carried out prior to subdivision planning.

Pedestrian movement should be safe and direct, particularly for the home – elementary school journey.

If the subdivisions are laneless, a system of walkways can be provided out of the 30 percent “circulation” reserve. These walkways should be related to the natural features of the site, such as lines of trees, ravines, and topography.

3. THE PLAN

GENERAL STRUCTURE

i. General

The Scheme Area lies South of *Stony Plain Road*, West of 170 Street, East of the Outer Ring Road (*Anthony Henday Drive*) and North of the river and Wedgewood Ravine. It includes the area South of 79 Avenue (*Whitemud Drive*) and East of 170 Street.

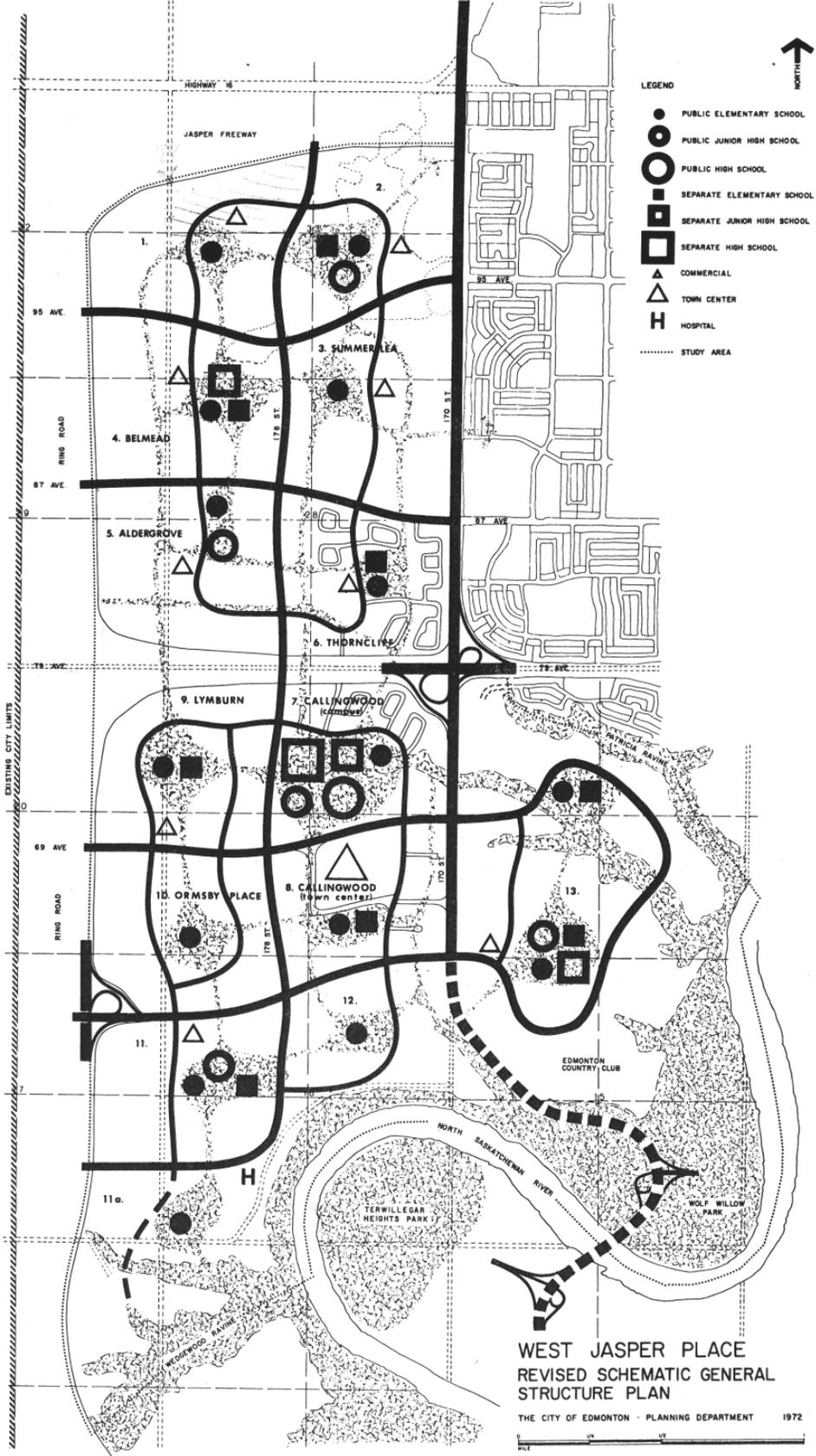
Amended by Editor

As indicated on the attached Revised Schematic General Structure Plan, the Scheme Area has been divided into a number of neighborhoods. Each neighborhood will provide housing accommodation for approximately 5,000 people, and is to have, as its focal point, a combined school and park area.

It is estimated that the Scheme Area could provide accommodation for a population of approximately 76,800. Looked at in isolation, this would appear to be a major population agglomeration - one which could even perhaps be thought of as constituting a self-contained urban "unit" of its own. Nevertheless, because of the shape and location of the Scheme Area, urban development here would have to be very closely linked to that which presently exists in the Jasper Place vicinity.

Major commercial centres serving the Scheme Area, would be Meadowlark Park to the East and the Centennial Village to the North-East.

These facilities, coupled with the excellent roadway system proposed by the Metropolitan Edmonton Transportation Study, would inevitably have the effect of directing vehicular circulation from within the Scheme Area to key features outside. In other words, key facilities outside the Scheme Area, such as the two major shopping centres and the City Centre itself, would become very accessible. On the other hand, however, because of the existing shortage to the East of 170 Street (Jasper Place), of public facilities, such as parks and schools, it became obvious at a very early stage, to the designers of the Scheme, that the Scheme Area would have to be entirely self-contained in terms of schools, parks and other local facilities. Hence, within the Scheme Area there exist two conflicting circulation "desire-line" patterns. This is illustrated in design factor '1'. The vehicular "desire-lines" flow outward from the Scheme Area, eastward to the rest of the City. The pedestrian "desire-lines" flow inward, within the Scheme towards the schools and parks.



It was the requirements of the circulation system, coupled with the excellent physical features of the site that resulted in the present Scheme structure.

ii. Trees and Landscape Features

The area West of 170 Street has some of the best tree cover of any land within or surrounding the City at present. It is therefore a major design criterion that a scheme for this area should be very sensitively related to the existing landscape features. Hence a major tenet in developing a design concept for this area was to very carefully integrate urban development with the fine landscape features that already exist there.

A great deal of effort must be expended to ensure that the existing ravines, creeks, ponds and tree-lines will bear some relationship to the proposed vehicular routes and pedestrian areas in order to make the routes themselves more attractive, and to give quality and a sense of identity to the development as a whole. In addition to sensitively integrating circulation routes with the physical features existing on the site, it is considered highly desirable that certain site features of particular quality should be preserved more or less in their entirety. In order to achieve this, and at the same time obtain reasonable residential densities, it is recommended that care-fully sited buildings be located in and around these areas to create a minimum disturbance to each treed area.

In the view of the *Planning and Development Department*, families can comfortably live in medium density accommodation, when this type of housing is counter-balanced by generous public open space immediately adjacent to it. In this case, the open space is provided by the combined school and park sites. Generally speaking, as distance from the school and park site increases, the density of the residential areas decreases until areas of predominantly single family dwellings are reached.

Amended by Editor

Where self-contained kindergartens are required it is suggested that these be integrated directly into the local housing-groups, where they would be most accessible to small children. However a location adjacent to the community league may be considered.

South of *Whitemud Drive* and West of the 170 Street Major Arterial, are located:

Amended by Editor

- (a) the school "campus" comprised of a major sports centre, public elementary school, public and separate junior high schools and public and separate senior high schools;
- (b) a large commercial centre opposite the school campus. These facilities have been located South of *Whitemud Drive* for a very good reason. North of *Whitemud Drive* and East of 170 Street, there already exist, at present, two major shopping centres, namely Meadowlark Park and Centennial Village, plus the Jasper Place Sports Centre. It therefore was felt that the Scheme Area South of *Whitemud Drive* would have to be more self-contained than the area to the North because of the relative inaccessibility of the facilities located East of

Amended by Editor

170 Street. In view of this fact, the sports and high school campus, and large shopping centre to the South of *Whitemud Drive* are in the most advantageous location to be most accessible to the maximum number of people, whether travelling by private vehicle, by public transport, or by foot.

The residential areas surrounding these major facilities should be of higher density than those surrounding the school and commercial sites in the other neighborhoods of the Scheme Area. Residential areas zoned predominantly R2A, R3 and R3A would be quite acceptable surrounding the school campus and large shopping centre. Not only would this give very good accessibility to the school campus and large shopping centre for the maximum number of people, but the volume of building there, could create a visual focus or landmark identifying this centre as being the heart of the whole West Jasper Place Scheme.

iii. Land-Use

The overall land-use structure of the Scheme is a very simple one. Basically, the whole of the area has been divided into neighborhoods, each neighborhood accommodating approximately 5,000 people. A combined park and school is located roughly in the geographical centre of the catchment area of each neighborhood or group of neighborhoods (i.e. separate school system). Except where other conveniently located shopping facilities exist nearby, there is a small commercial complex adjacent to each school site. In other words, around the school site, a "node" has been created in which are located all the facilities which can be normally expected to serve the immediate residential population of about 5,000 people. In all cases the commercial centres have been located on the home-coming side of the street so as to avoid the congestion caused by a large number of vehicles waiting in the street to turn left into a shopping centre. The focus, then, of each residential neighborhood of about 5,000 people is the park and elementary school site (and in certain cases a junior high school and separate school as well), often coupled with a fairly small commercial development.

Reaction from development and commercial companies and studies under-taken in other outline plan areas (Mill Woods Commercial Distribution Study) has pointed to the lack of an intermediate level of shopping facilities in the Outline Plan area. The original plan proposed only a single regional facility supplemented by small, two to five acre neighborhood centres. The ten to fifteen acre district facility had not been provided for, and it is accordingly proposed that consideration should be given to such outlets at appropriate locations, for example, at arterial or arterial-collector junctions. The Mill Woods study indicated that one such outlet per community of three to four neighborhoods or approximately 15,000 to 20,000 people, would be appropriate. Possible locations are not indicated on the revised Schematic General Structure Map 1972 since detailed locations should be determined at the detail design stage where it can be shown that the facility is necessary and desirable and will not adversely affect the intent of the Outline Plan.

iv. Vehicular Circulation

No major changes have been found necessary to the overall arterial system at this time apart from refinements in the southern portion of the plan west of 170 Street where "T" junctions of lateral arterials with the north-south spine arterial road have been abandoned in favour of cross intersections. A proposed connection with the future *Anthony Henday Drive* in the vicinity of Wedgewood Ravine has been abandoned in favour of an interchange at the south-west corner of Neighborhood 10 in order to give more direct access to the arterial road system in the area and to avoid environmental damage to the ravine system. However, as indicated below, functional planning studies will have to be undertaken before precise alignments can be determined.

Amended by Editor

Examinations of *Anthony Henday Drive* alignment and its interchange with *Stony Plain Road* have been carried out in conjunction with *Alberta Infrastructure and Transportation* and a more precise definition of right-of-way requirements has been evolved. This is also indicated in the Schematic General Structure Map but it should be noted that the right-of-way cannot yet be regarded as finalized and more functional planning studies must be undertaken.

Amended by Editor

In the south-eastern portion of the plan, an examination is currently being undertaken of the southern extension of 170th Street and the future river crossing. The approved Outline Plan presently indicates a route down the ravine enclosed by the Edmonton Golf and Country Club.

In the Scheme Area, the hierarchy of traffic movement is quite a simple one, but it does impose certain disciplines on the car driver. Within each "housing-group" there are Local Residential Streets onto which houses actually front. These streets are intended for slow moving local traffic, which actually terminates on the particular street. The housing-groups have been designed such that through traffic will be entirely eliminated. On the local streets we accept that there will be an admixture of pedestrian and vehicular movement, but as the amount of vehicular traffic generated by the housing-groups will be of a minimum nature, we anticipate no severe conflict between the needs of pedestrians and vehicles.

Connecting all the housing-groups together there is a system of neighborhood collector roads, and it is these which also carry the buses serving the Scheme Area as a whole. The neighborhood collector roads should be aligned so as to sensitively knit into the contours of the site, and carefully relate to existing landscape features.

The neighborhood collector roads join arterials which link at four points to the 170 Street Major Arterial. The Major Arterial then connects, by means of grade-separated interchanges, to *Stony Plain Road* and *Whitemud Drive*. These two freeways in turn link to *Anthony Henday Drive*.

Amended by Editor

According to the best principles of roadway design, there must be no short-circuiting of this discipline. The hierarchy of travel is to be Local Residential Street - Neighborhood Collector Road - Arterial - Major Arterial Road - Freeway; in every

case that discipline is intentionally imposed. It should be impossible, for example, to travel directly from a neighborhood collector road to a freeway. The opportunity of negotiating this type of maneuver has been intentionally excluded from the Scheme, as the rapid changes in speed involved are not only considered unsafe, but also serve to decrease the capacity of the Freeway Road. The only way to approach a Freeway is in fact, either via another Freeway or from a Major Arterial. This road hierarchy was developed in close cooperation with the Roadways Design Section of the Engineering Department and it has been mutually agreed that this is as close to an optimum road system as can be achieved within the Scheme Area.

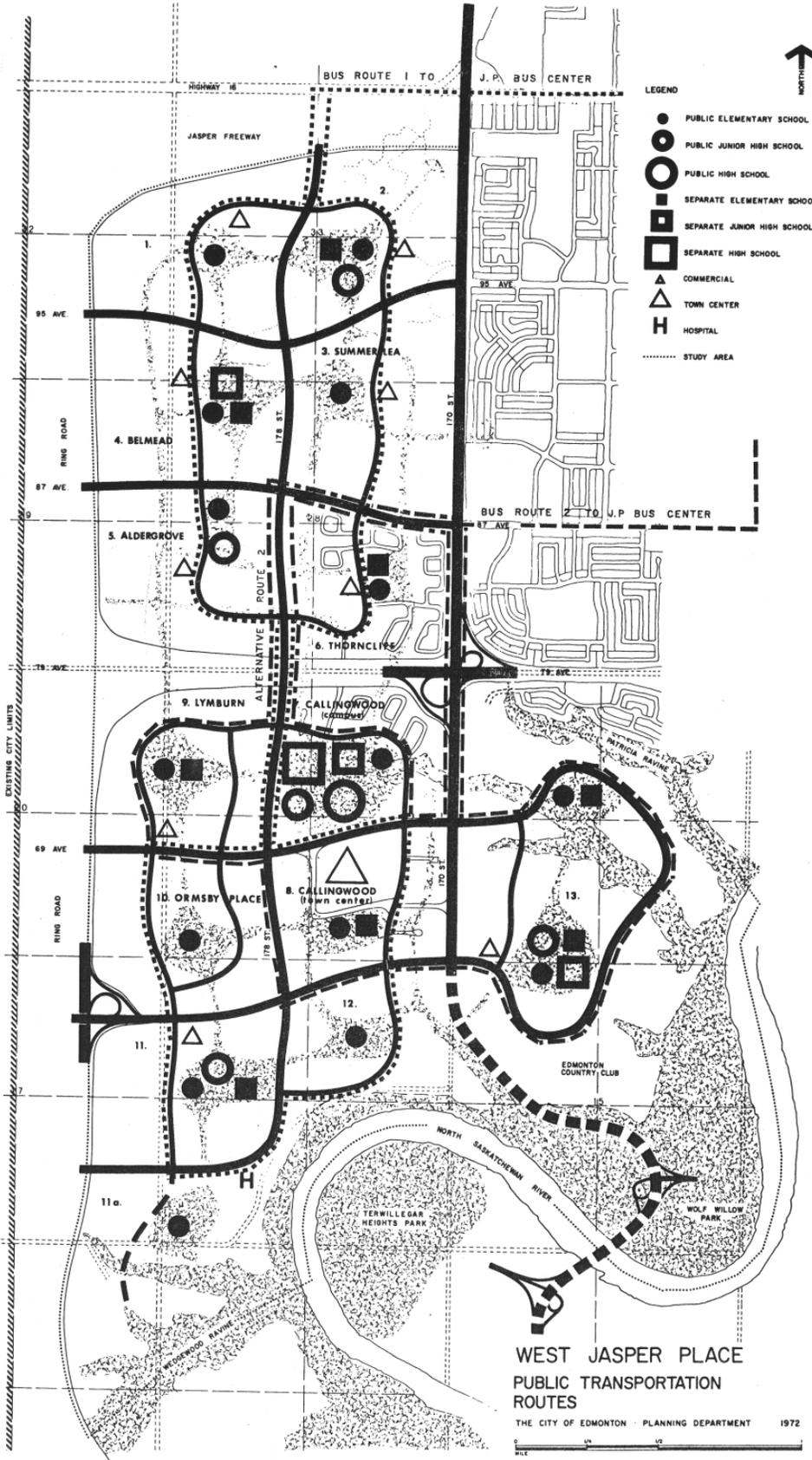
It is reiterated that the alignment of *Stony Plain Road*, South of Highway 16 is still under study and the alignment therefore, as shown on the General Structure Map, is subject to revision.

As has already been noted, it is anticipated that it will be many years indeed before the City will expand West of *Anthony Henday Drive*. There is no doubt, however, that a freeway such as the *Anthony Henday Drive* could provide a very significant "fence" around the City, one which could discourage further westerly expansion. This is a very desirable element as it tends to function as a "containing" device, preventing further unchecked suburban sprawl, which is wasteful and uneconomical, and allowing the City to strongly build up within the *Anthony Henday Drive* barrier. It is realized however, that it may be ultimately desirable to expand Edmonton beyond the *Anthony Henday Drive*, although this would likely be a great many years in the future. To accommodate expansion West of the *Anthony Henday Drive*, westerly road extensions are advocated via *Stony Plain Road*, *Whitemud Drive* and an arterial bridge and intersection South of *Whitemud Drive*. It must be reiterated, however, that development West of the Outer Ring Road should be discouraged for a very long time to come.

Amended by Editor

v. Bus Routes

An adjustment to the pattern of bus routes originally proposed has been found necessary. The new routes are shown in the plan entitled "West Jasper Place Public Transportation Routes".



EXISTING CITY LIMITS

**WEST JASPER PLACE
PUBLIC TRANSPORTATION
ROUTES**

THE CITY OF EDMONTON PLANNING DEPARTMENT 1972



vi. Pedestrian Circulation

One of the special features of the Scheme Area is a purpose-designed public pedestrian circulation network, which will link all the housing groups to the elementary schools, junior high schools, and the senior high schools. It must be remembered that, even in our highly motorized society, there is a fairly large sector of the population who do not, or can not, drive their own cars. This would include, for example, school and pre-school children below driving age, elderly people (of which there is an ever increasing number) and others, such as wives, who cannot drive when the husband has taken the family car to his place of business.

This pedestrian system will provide very direct access for people on foot to bus shops and key facilities within the Scheme Area, it will provide safely accessible Open Space very close to each dwelling, and it will give a real parkland setting to the Scheme as a whole.

The pedestrian system is one of the major features of the Scheme, and it is important that it be adopted in total. If the pedestrian system is compromised upon, the Scheme as a whole will undoubtedly lose a great deal of its quality. (For details of walkway design see the report "Walkways in Residential Areas" prepared by the *Planning and Development Department*)

Amended by Editor

vii. The South-East

A problem area is that immediately abutting the Edmonton Golf and Country Club to the south-east. Because of the fine mature trees there, the existence of the golf course, the roadway and bridge proposals for 170th Street as it approaches Terwillegar Heights

Park south of the river, and the fragmented ownership, this area must be the subject of a special design study prior to detailed proposals being made.

viii. Public Housing

In the development of new residential areas, there exists the opportunity of earmarking certain sites for public housing. This must be done primarily because of the need for this type of accommodation but also as one of the first steps in dealing with our more central renewal and rehabilitation areas. Before any clearance of sub-standard residential accommodation can be contemplated in the older areas, alternative housing will have to be found for people presently occupying these sites. While some of these families will require to be re-housed very near these areas, it is contended that a large proportion could happily and economically be provided for in the newer areas such as West Jasper Place. Sites for public housing must be identified prior to obtaining detailed subdivision approval and the method of acquisition established in developers' agreements with the City.

ix. Special Uses (e.g.) auxiliary hospital, nursing home, old persons home.

Steps are now being taken with those agencies concerned to determine needs and appropriate locations for special uses such as nursing homes. If this Outline Plan is adopted and future demands for these facilities are made evident, they can be satisfied by the later substitution of the uses in question for whole or parts of suitably located housing-groups.

4. LAND AVAILABLE FOR DEVELOPMENT_

Population Density and Distribution

History:

On March 24th, 1969, the West Jasper Place Outline Plan was approved in principle by City Council. The plan proposed a total population of approximately 67,500 persons for a developable area of 3,500 acres or approximately 19 persons per gross acre. The plan did not include an in-depth analysis of population distribution on a neighborhood basis, but gave general guide lines for the location of high densities in relation to neighborhood centre, schools and park and major educational recreational and commercial centres. Applications for approval of subdivision in the area have since been reviewed in relation to the Outline Plan and approvals have established densities in five neighborhoods. However, considerable difficulty was experienced in keeping densities to an acceptable range and it became evident that a more sophisticated vehicle than the original Outline Plan should be developed against which to assess future applications.

In developing the Density Distribution Plan, the *Planning and Development Department* reviewed development patterns emerging elsewhere in the City and the capacity of the Outline Plan area in terms of the population that could be accommodated by the circulation systems, the school and park distribution plan and the utility networks.

Amended by Editor

The result of this review indicated that the area could accommodate a total ceiling population of approximately 76,800 persons or 23.4 persons per gross acre (*57.8 persons per gross hectare*). The Density Distribution Plan indicates ceiling densities on a neighborhood basis (see appendix) together with a recommended percentage area breakdown for the different zoning categories for the balance of the plan area.

Amended by Editor

R-1	R-2	R-2A	R-3
73%	2%	16%	9%

It is possible that market requirements may cause this breakdown to be changed, but the total population should not be exceeded and the school distribution pattern must be respected. The populations allocated on a neighborhood basis have been established in relation to location and topography of the neighborhoods, ground conditions, accessibility and school distribution pattern.

The total developable area North of the *Whitemud Drive* right-of-way and West of the 170 Street Major Arterial right-of-way is approximately 1,334 acres (*540 hectares*). At an over-all average density of 23.7 persons per acre (*58.5 ppha*), this area could accommodate approximately 31,630 people.

Amended by Editor

South of the *Whitemud Drive* right-of-way and West of the 170 Street Major Arterial right-of-way, the developable area (excluding Wedgewood Estate) is approximately 1,473 acres (*596 hectares*). At an over-all average density of 24 persons per acre (*58.5 ppha*), this area could accommodate approximately 35,474 people.

Amended by Editor

It is felt that the area lying South of the *Whitemud Drive* right-of-way and East of the right-of-way for the 170 Street Major Arterial Road, will be intimately tied to any development occurring West of 170 Street. Excluding Patricia Heights and major Edmonton Country Club holdings, the developable area East of 170 Street is estimated at roughly 472 acres (*191 hectares*). This is extremely approximate as there are a number of unknowns related to the long term future plans of the Edmonton Golf and Country Club, and the 170 Street bridge. Taking the 472-acre (*191 hectares*) figure at an average density of 20.5 persons per acre (*50.6 ppha*), the area could accommodate approximately 9,700 people. Adding the Patricia Heights population of about 1,500, the population involved, East of 170 Street, would be roughly 11,200.

Amended by Editor

The total area then, which could be developed in West Jasper Place, is approximately 3,279 acres (*1327 hectares*), excluding Patricia Heights. This area could accommodate a population in the order of 76,800 or 78,300 if Patricia Heights is included.

Amended by Editor

Summary of population for West Jasper Place as per district (Amended by Editor)

Area	Gross	Population Density
Northern District	1334 acres (<i>540 hectares</i>)	31,630 23.7 p./g.a. (<i>58.8 p/ha</i>)
Southern District	1473 acres (<i>596 hectares</i>)	35,474 24.0 p./g.a. (<i>59.3 p/ha</i>)
Eastern District	472 acres (<i>191 hectares</i>)	9,704 20.5 p./g.a. (<i>50.6 p/ha</i>)
	3279 acres (<i>1327 hectares</i>)	76,808 23.4 p./g.a. (<i>57.8 p/ha</i>)

POPULATION DENSITY AND DISTRIBUTION

* as per neighborhood

SUMMARY

Neighborhood	Gross arces/hectares	Population	Density
1	217 / 88	4,887	22.5 ppga/ <i>ppgha</i>
2	190 / 77	5,058	26.6 / 55.7
3	260 / 105	6,363	24.5 / 65.7
4	236 / 96	5,077	21.5 / 60.5
5	237 / 96	5,290	22.3 / 53.1
6	194 / 79	4,955	25.5 / 55.1
7	190 / 77	3,719	19.5 / 63.0
8	189 / 77	8,611	45.5 / 48.2
9	219 / 89	4,671	21.3 / 112.4
10	212 / 86	4,745	22.4 / 52.6
11	231 / 94	4,631	20.0 / 49.4
11a	242 / 98	4,745	19.6 / 48.4
12	190 / 77	4,352	23.1 / 57.1
13	472 / 191	9,704	20.5 / 50.6
	3,279 / 1327	76,808	23.4 ppga / <i>57.8ppgha</i>

* More detailed calculations may be obtained on application from Urban Design Branch. Planning Department.

PLANNING REQUIREMENTS

It has been calculated that for a West Jasper Place population of approximately 76,800, there will be a need for the following facilities:

Churches	(approx.)	21
Active treatment hospital		1 *
Auxiliary hospital		1 *
Nursing homes		2 *
Gas stations	(approx.)	15
Local commercial centres		7
Intermediate commercial centre (site up to 15 acres / 6.0 hectares)		2 - 4
District commercial centre		1

In addition to retail shops, and perhaps some office accommodation, the District Centre should also include:

- 1 Branch Library
- 1 Regional Health Clinic *
- 1 Satellite Police Station
- 1 Fire Station

<u>Schools</u>	<u>Public</u>	<u>Separate</u>
Elementary	15	8
Junior High	5	3
Senior High	1	1
Public Elementary	1	
Public Junior High	1	
Public High	1	
Separate Junior High		1
Separate High		1

District Sports Centre and Recreational Area

Parks:

Due to the existing shortage of open space in Jasper Place, any development occurring West of 170 Street is to be entirely self-sufficient in terms of local park land. These parks are provided in combination with school sites, as has been the practice elsewhere in Edmonton.

* Subject to further study.

Public Land and Facility Requirements

General

Recent resolutions of City Council and experience gained in other Outline Plan areas has focused attention on the need to identify, prior to

approval of the Outline Plan, the following additional uses not specifically covered by that Plan:

1. Public Housing – "that 5 per cent of the population of future sub divisions be made available for public housing in new areas".
2. Mobile Homes – "The City express its willingness to favourably consider proposals for mobile home parks and/or subdivision which are located within Outline Plan areas and which are designed for integration into the comprehensive development of these areas; and that the Municipal Planning Commission be directed to consider the provision of mobile home sites in its consideration of Outline Plans".
3. Nursing Homes and Senior Citizens Homes -

Although no specific sites are indicated in the Outline Plan, senior citizens and nursing homes can and should be considered for integration into any of the neighborhoods yet to be planned in the Outline Plan area. The precise number of facilities must be determined by demand but the following criteria should be used in determining preferred locations:

- a. that there has to be action and activity;
- b. walking distance to the neighborhood facilities and also to the public transportation systems must be minimized;
- c. a location adjacent to the public open space system allowing walks to be made without the necessity of crossing a heavily trafficked street.

6. DEVELOPERS' AGREEMENTS

In order to ensure that the continuing development of the West Jasper Place area is undertaken with minimal costs to the taxpayer, and that land required for schools, parks, roads and other public purposes may be obtained either at no charge or at reasonable cost, it is proposed that no further developments be permitted in the Outline Plan area prior to developers' agreements being entered into with the City by all affected developers. Under the Preliminary Regional Plan, Metropolitan Part, Part II, Section 4, the City has the power to prevent subdivision and development where conditions for the economical development of the area are not met.

Preliminary Regional Plan, Metropolitan Part, Part II, Section 4

a) General Purposes

To provide economically serviceable land for the general urban needs of Metropolitan Edmonton. The General Urban Zone is intended to provide sufficient land for a minimum period of five years at the prevailing rate of population growth.

b) Permitted Uses

Such development as may be permitted in accordance with the provisions of Section 99 (d) of The Town and Rural Planning Act as now amended, which provisions include housing, service industry, retail and wholesale business, public or quasi-public uses, institutions and other uses which may properly be included in a general urban area; provided that such subdivision and development will only be permitted in accordance with the detailed zoning requirements or policy of the municipality. And further, it will only be permitted when the plan and development of the land is made possible by the solution of such of the following problems as may exist:

Currently approved subdivision plans have related to this revised figure. However, the *Parkland Services Branch of the Asset Management and Public Works Department* has indicated that they have no objections to increasing the density ceiling in the Outline Plan provided that the new school and park site standards established by the new Parks Master Plan are followed. These standards, when incorporated with the revised joint planning committee site standards developed after approval of the Parks Master Plan, increased the school/park requirements to in the region of 410 to 420 acres (166-170 hectares) or approximately 12½% of latest estimate of developable area - 3,279 acres (1327 hectares) (an accurate estimate of developable area cannot yet be obtained due to fluctuating Outer Ring Freeway alignments and the absence of a detailed survey of the top-of-the-bank line at ravines and river valley). However, it is estimated that with economical circulation design, total public land requirements - schools, parks and circulation - could be accommodated by 40% of the gross developable area. For reference purposes, the

Amended by Editor

estimated developable area and public land requirements are tabulated below:
(M.P.C. Minutes of Dec. 9/71 meeting).

Original Gross Developable Area (Excludes freeways and ravine lands)	3,500 acs / <i>1416 hectares</i>	Amended by Editor
Original public land requirements (schools and parks only)	= 10% = 350 acres / <i>142 hectares</i>	
Maximum available for circulation = 30%	= 1,050 acres / <i>425 hectares</i>	
Total = 40%	= 1,400 acres / <i>567 hectares</i>	
Revised Gross Developable Area	3,279 acs / <i>1327 hectares</i>	
Revised public land requirements	= 12.8% = 420 acres / <i>170 hectares</i>	
Recommended maximum available for circulation	= 27.2% = 892 acres / <i>361 hectares</i>	
Total = 40.0%	= 1,302 acres / <i>527 hectares</i>	

The original proposal showed the two schools in the centre of adjacent neighborhoods astride the east-west access of the six neighborhood groups. (See original Outline Plan - School Catchment Areas map following page 56). This arrangement meant that the sites could not be obtained until the late stages of the plan and gave rise to elongated catchment areas which could only be properly served by bus. The improved solution was to move the western-most site southwards to Neighborhood 5 (Alder-grove) and the eastern-most site northward to Neighborhood 2. The revised locations are indicated on the Revised Schematic General Structure Map 1972, included in this report.

The next revision was the relocation of the separate elementary school originally indicated in the major campus Neighborhood 7 (Callingwood), west to Neighborhood 9 (Willowdale). The main purpose of this move was to facilitate planning in the major campus where problems have been encountered due to the number and type of schools and the large land area requirements.

The original approved Outline Plan indicates that the total school and park requirements could be met by a 10% reserve dedication, being 350 acres (*142 hectares*) of the gross developable area of 3,500 acres (*1416 hectares*). Shortly after approval of the plan, however, revised school and park requirements increased the total acreage needed from 350 to 368.6 acres (*142 to 149 hectares*). At the same time a more precise calculation of developable area indicated a reduction from 3,500 to 3,357 acres (*1416 to 1327 hectares*), resulting in a total shortage of approximately 33 acres (*13 hectares*).

Amended by Editor

4. Active Treatment and Auxiliary Hospitals -

At the present time (March, 1972) it has not been determined whether sites for active treatment or auxiliary hospitals are required in the West Jasper Place area. However, according to the average ratio of such facilities to population it is possible that one

active treatment hospital and one auxiliary hospital may be required in the Outline

Plan area (see following table). If this were confirmed, approximately 21 acres (8.5 *hectares*) would be needed. This has been taken into account in the calculations of public land requirements and the make-up of Neighborhood 11A which could most easily accommodate the facilities at this stage in the plan.

5. School Distribution -

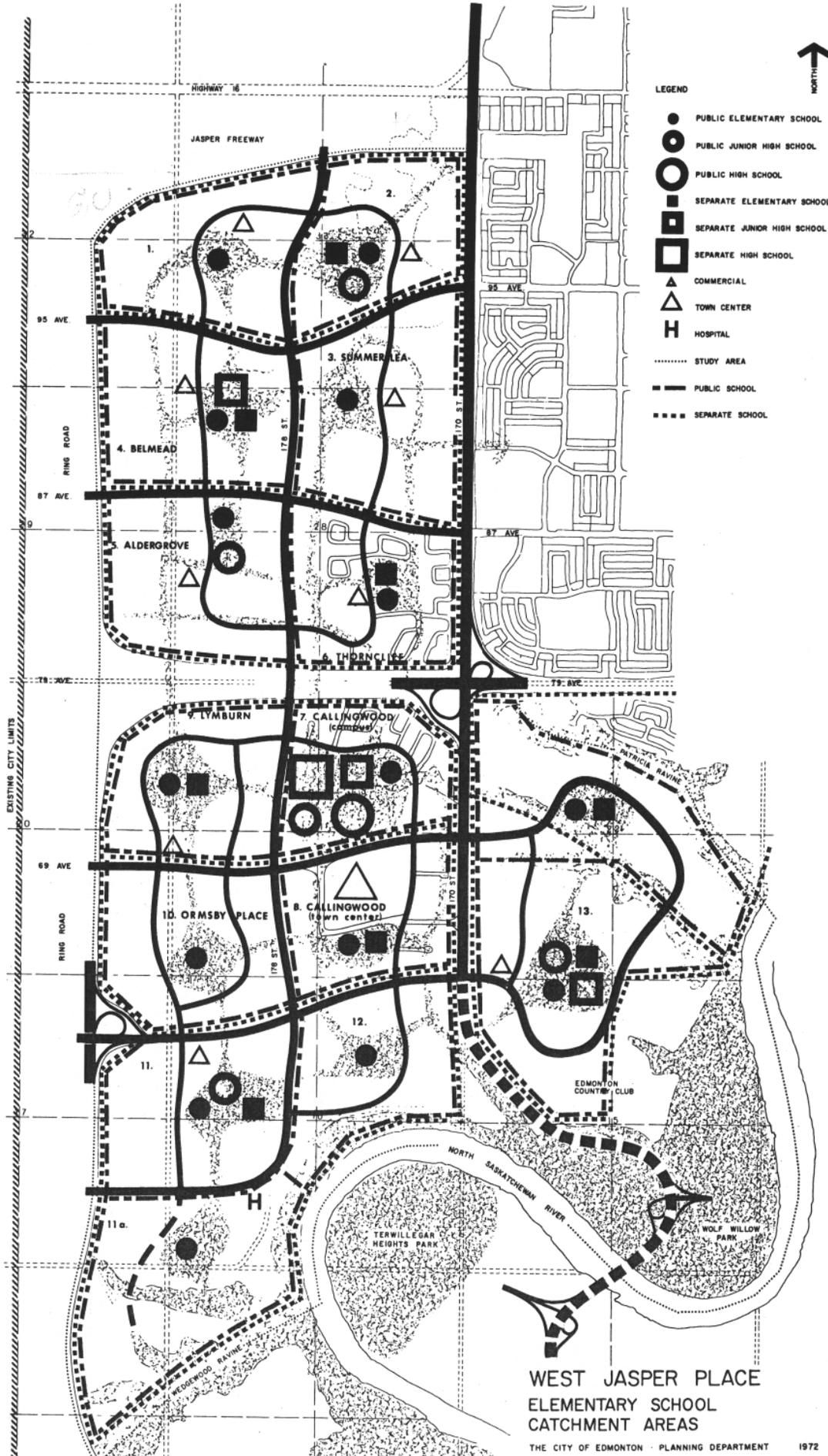
i. General

The Schools have been carefully sited so as to coincide with, and therefore offer the maximum protection to, the major areas of existing landscape quality. The catchment area for each public elementary school is the "quadrant" within which the school lies.

A few quadrants together form the catchment area for a Public Junior High School and a Separate Elementary School. These quadrants have been arranged in such a way that both the walkway and bus systems give direct access to each of the schools with a minimum of inconvenience. In no case does a student live farther than 1½ miles (2.4 *kilometres*) from a separate elementary school or junior high school (1½ miles (2.4 *kilometres*) is the maximum distance recommended by the Public School Board), and in the case of the local public elementary school, he lives very much closer than that. There is one major high school "campus" proposed, South of the *Whitemud Drive*, and this will become the high school focus for the whole of the Scheme Area.

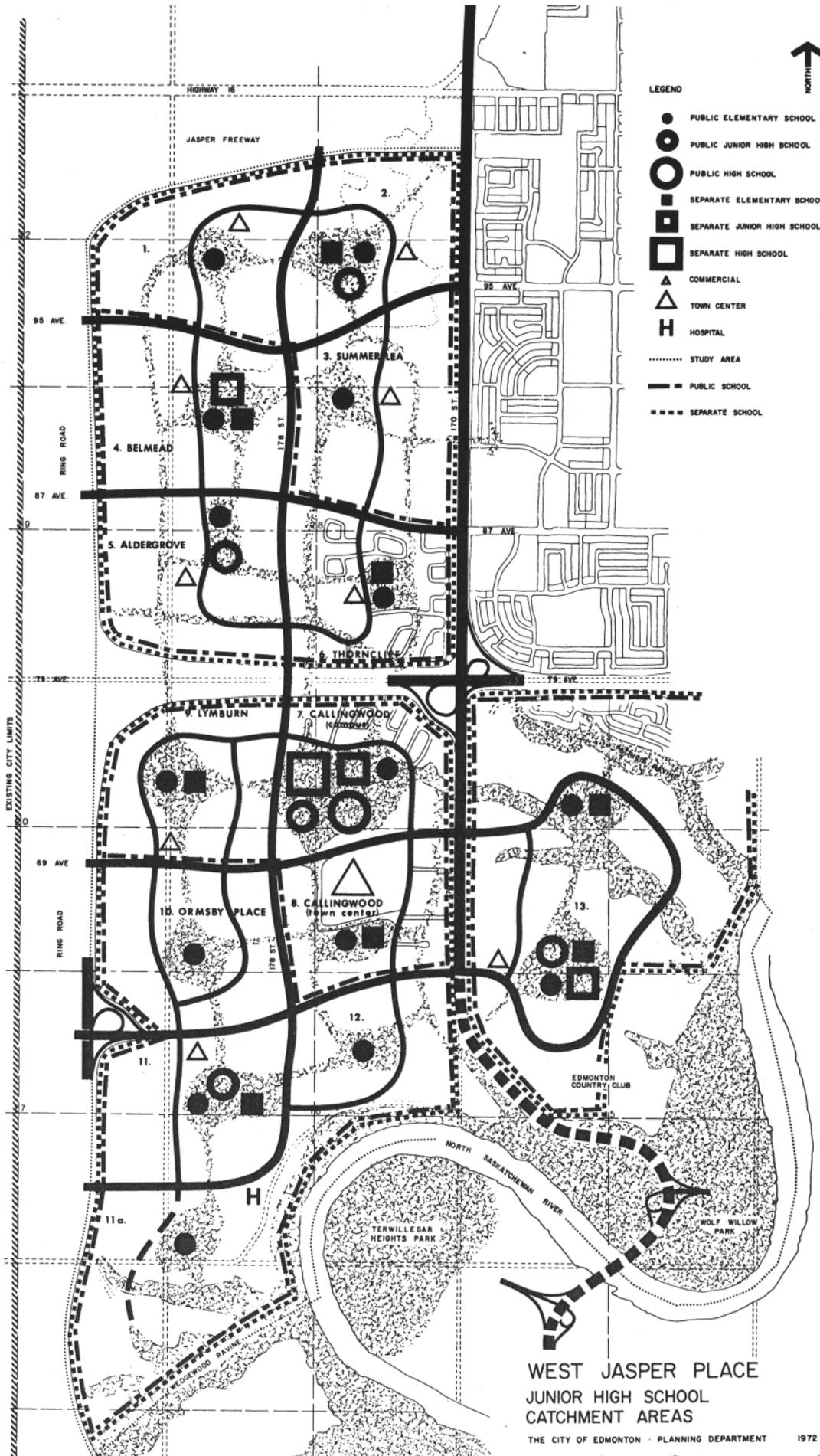
Amended by Editor

The number and type of schools has not been changed from the original plan but an improvement on the distribution of two public junior high schools in the northern portion of the plan was developed which will facilitate the staging of those facilities.



- LEGEND**
- PUBLIC ELEMENTARY SCHOOL
 - PUBLIC JUNIOR HIGH SCHOOL
 - PUBLIC HIGH SCHOOL
 - SEPARATE ELEMENTARY SCHOOL
 - SEPARATE JUNIOR HIGH SCHOOL
 - SEPARATE HIGH SCHOOL
 - ▲ COMMERCIAL
 - △ TOWN CENTER
 - H HOSPITAL
 - STUDY AREA
 - PUBLIC SCHOOL
 - - - SEPARATE SCHOOL

**WEST JASPER PLACE
ELEMENTARY SCHOOL
CATCHMENT AREAS**



- LEGEND
- PUBLIC ELEMENTARY SCHOOL
 - PUBLIC JUNIOR HIGH SCHOOL
 - PUBLIC HIGH SCHOOL
 - SEPARATE ELEMENTARY SCHOOL
 - SEPARATE JUNIOR HIGH SCHOOL
 - SEPARATE HIGH SCHOOL
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 - △ TOWN CENTER
 - H HOSPITAL
 - STUDY AREA
 - PUBLIC SCHOOL
 - SEPARATE SCHOOL

WEST JASPER PLACE
 JUNIOR HIGH SCHOOL
 CATCHMENT AREAS

- i. provisions, on an economic basis, of all necessary utilities, other urban services, and the location and provision of major roads;
- ii. drainage of low or boggy land;
- iii. replotting of an area, large enough to initiate development on a neighborhood basis;
- iv. conclusion of agreement with developers concerning the financing of essential public works."

It is further recommended that Council not permit the establishment of detailed zoning for subdivision plans affected unless development agreements have been entered into by the parties concerned.