

Edmonton

# Jasper Place District Plan

Draft 2022

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## Land Acknowledgement

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

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

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.

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# 1. Introduction to District Plans

During conversations held to create The City Plan, Edmontonians said that as the city gets bigger and welcomes more people, it will be increasingly important to create a "community of communities". People want to live and work closer to a range of destinations, services and amenities that are accessible within a 15-minute walk, bike or bus ride and to meet as many of their daily needs as possible locally. They want to spend more time in their neighbourhood, support local businesses, reduce greenhouse gas emissions and enjoy good physical and mental health.

That is why The City Plan established a network of districts and defines them as "diverse, accessible collections of neighbourhoods that contain most of the services and amenities Edmontonians need to meet their daily needs. They connect residential and non-residential opportunities and enhance the ability for more Edmontonians to live locally because places and spaces are close at hand and easy to get to. Districts are unique based on where they are and what they contain." (The City Plan, page 34).

District plans will help implement The City Plan by creating a community of communities and improving connection, accessibility and quality of life at a local level. District plans lay the foundation for the "15-minute city" and will help deliver services and amenities closer to where people live. However, they cannot be considered perfectly self-contained. Within a district there could be multiple centres that exist or emerge around different areas of activity, and people living or working near the edge of a district may be best served by amenities to the district next to them for their 15-minute needs. What is important is that people have access to what they need on a daily basis and that district planning encourages this through analysis at an appropriate scale for areas sharing common planning issues and development influences.

District plans consist of 16 separate bylaws:

- The District General Policy (DGP), which contains citywide policy direction applicable to places and features found in all districts, and
- 15 district plans, which include context, maps, additional policy direction and growth activation information for each district.

Together, these documents provide a flexible framework to accommodate Edmonton's growth to 1.25 million people. They will inform city building decisions by civic administration, business, civil society and residents. They build on the guidance contained in existing policies and guidelines to promote sound planning, fiscal responsibility and equity across all parts of Edmonton.

District plans are the principal policy documents guiding the physical changes to the city described in the The City Plan, with a focus on planning and design, mobility and growth management systems. While The City Plan guides the city's growth to 2 million residents, district plans primarily address the first phase of The City Plan, growth to 1.25 million residents.

The plans are intended to adapt over time to accommodate our growing population, shifting environment and emerging priorities. More detailed information may be added to the District General Policy or to specific district plans as additional land use planning is completed. Major amendments to update district plans will be undertaken when the City's population approaches 1.25 million.

## 1.1. How to use District Plans

Consult the **District General Policy** for direction that applies citywide, including the policies that apply to specific map layers. A glossary is also provided to define terms and to orient readers between maps and policies for key concepts.

Within the **district plan**, consult **Figures 6.1-6.10** (section 6) to determine important information about sites and areas. These maps contain information on intended land uses, constraints to development, nearby amenities and infrastructure investments, among other topics. Review the policy table (section 4) of the district plan for exceptions and additions to the general policy applied to specific areas within the district. Section 5 provides information on where and how the City is using its levers of change to support growth. Sections 2 and 3 describe the district's history, its current context and the intentions for the district as it grows.

District plans must be read in conjunction with The City Plan and other policies, strategies and guidelines established by the City. References to applicable strategies and guidelines are included, but are not comprehensive. For a complete review of applicable City policies and guidelines regarding individual development proposals or projects, consult with City planning staff.

## 1.2. Authority and Relationship to Other Plans

Each district plan and the District General Policy is an additional statutory plan as described under section 635.1 of The City of Edmonton Charter, 2018 Regulation and has been prepared in accordance with The Municipal Government Act, section 635.1.

In the event of a conflict between a district plan's policy table (Section 4) and the District General Policy, the district plan policy table shall prevail.

District plans are subject to the Municipal Development Plan, Areas Structure Plans (ASPs) and Area Redevelopment Plans (ARPs). However, ASP and ARP amendments must be consistent with the relevant district plan and District General Policy.

ASPs and Neighbourhood Structure Plans (NSPs) will continue to be used to provide guidance to ensure the orderly, first-generation development of Developing and Future Growth Areas. New geographic plans must be consistent with the district plan applicable to the area and the District General Policy.

District plans support the outcomes of the Regional Growth Plan through subsequent area and local planning. New ASPs and ARPs, or future amendments to these, will still be subject to the Regional Evaluation Framework (REF) process as guided by the [REF Toolkit](#) (the Toolkit). Where no ASP, NSP or ARP is in effect, district plan amendments will be subject to the REF process as guided by the Toolkit.

### 1.3. Relationship to the Zoning Bylaw

district plans, in conjunction with other applicable statutory plans, will provide guidance to inform the use of discretion under the Zoning Bylaw and to inform rezoning decisions.

It is recognized that Council has the authority to zone as Direct Control Provisions. Direct Control Provisions that were approved prior to [DATE OF PASSAGE OF DISTRICT GENERAL POLICY], shall not be subject to the District General Policy and applicable district plan. Any Direct Control Provisions approved following [DATE OF PASSAGE OF DISTRICT GENERAL POLICY] will be subject to and align with the District General Policy and applicable district plan.

### 1.4. Monitoring and Amendments

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

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## 2. District Context

### 2.1. Physical Context

The Jasper Place District is located in the west central area of the city and is one of fifteen districts in Edmonton's District Network as outlined in The City Plan. Nearby districts include the Central, Scona, Whitemud, West Edmonton, West Henday and Northwest Districts (see Figure 6.1: Citywide Context). Scona District includes the following neighbourhoods:

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



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

River Valley areas within this district include Sir Wilfred Laurier Park, Buena Vista Park, MacKinnon Ravine Park, MacKenzie Ravine and Patricia Ravine. These provide major recreational parks, amenities and open space, and connect the District to Edmonton's river valley and ravine system.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

## 2.2. Historical Context

The land within the Jasper Place District is within the traditional territory of many First Nations, including the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot). First Nations people lived on and used these lands for all their needs long before European settlers headed west. 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. More recent colonial land uses erased most of the physical evidence of historic Indigenous land use from the area.

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 were annexed into the City of Edmonton. However, the burgeoning settlement west of Edmonton continued to grow into the Town of Jasper Place. The town experienced significant growth in the 1930s as families moved out of the big city for the town's lower taxes and living opportunities. The population then exploded in the late 40s with the discovery of oil in Leduc and the resulting population boom across the Edmonton region. But with a growing population came a growing debt for the town. Ultimately, due to financial concerns, the Town of Jasper Place and its 38,000 residents was amalgamated with the City of Edmonton in 1964.

The Jasper Place District is home to the Misericordia Hospital. Originally opened as a maternity hospital in 1900. The maternity hospital continuously evolved to provide other medical services, resulting in the modern Misericordia Hospital being constructed in the current location. The current hospital supported the population growth observed in the 1960's and thereafter and continues to be a foundational anchor in the Jasper Place community today.

Yellowhead Trail, one of Edmonton's main east-west vehicle corridors and a part of the Trans-Canada Highway, crosses through the northern portion of the Jasper Place District. Originally known simply as Highway 16, construction on the expanded 4-6 lane limited access Yellowhead Trail began in the 1970s and was completed in 1984. The St. Albert Trail interchange on the east edge of the district opened in 1982, and the 170 Street interchange opened in 1983. Improvements continued with new connections and interchanges constructed throughout the 1990s and 2000s. The Anthony Henday Drive interchange on the western edge of the district was completed in 2011. Most recently, the Yellowhead Trail Freeway Conversion began in 2019.

## 2.3. Development Context

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

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

The area north of 111 Avenue and west of Mayfield Road has mostly industrial uses, with some commercial uses along key corridors. Much of this area is relatively small scale industrial, but lots and buildings are larger in the newer areas further west close to Anthony Henday Drive. North of Yellowhead Trail is also primarily industrial, with some notable large scale operations such as the CN Rail Intermodal Terminal near 184 Street, NW, a landfill on 170 Street, and a large concrete plant near 156 Street. Most of the district is developed, but a portion of the Kinokamau Plains area surrounding Kinokamau Lake remains undeveloped. This area is also home to a small country residential community at 184 Street and 122 Avenue NW, just north of Yellowhead Trail.

The Jasper Place Area Redevelopment Plan is a land use planning framework (adopted in 2015) that provides a vision for how the neighbourhoods of Britannia Youngstown, Canora, Glenwood and West Jasper Place, as well as portions of the Stony Plain Road commercial corridor, will redevelop over the next 10-15 years. The ARP builds on the existing land use assets of the area, including its walkability and street pattern, access to existing bus transit and future LRT, mix of uses, and sense of openness. It provides opportunities for residents and landowners to capitalize on the potential of the Jasper Place area and to welcome new investment, businesses and residents that will support a vibrant community.

See **Figure 6.1: Citywide Context**, **Figure 6.2: District Context - Assets** and **Figure 6.3: District Context - Development Considerations** for more information.

## 3. City Plan Direction

### 3.1. Growth to 1.25 Million

As the city grows to 1.25 million residents, the Jasper Place District will experience modest population growth. This will be primarily through mixed use redevelopment of sections of the Stony Plain Road Primary Corridor. Some additional redevelopment might be experienced in parts of adjoining and nearby Secondary Corridors such as 156 Street and 87 Avenue. Focussed redevelopment is possible in the Meadowlark District Node and in the portion of the WEM-Misericordia Major Node found in this district. Some employment growth (retail, office) may accompany mixed use development in these areas. These growth areas will be supported by the Valley Line West LRT, which will completing construction and opening during the planning horizon, as well as a new mass transit link in the south part of the district, connecting WEM-Misericordia and Meadowlark Nodes with Scona District (University of Alberta and Whyte Avenue). The greatest opportunity for growth is locations where underutilized and Large Sites exist close to the Valley Line West LRT stations, such as Stony Plain Road at 149 Street NW and 156 Street NW intersections, and stations at Meadowlark and Misericordia.

In addition, the 149 Street Secondary Corridor may experience selective redevelopment, itself supported by a District Mass Transit route on 149 Street NW. Furthermore, incremental infill is expected in neighbourhoods across the residential parts of the district, taking advantage of the noted investments in mass transit and with more green infrastructure such as urban greenways on Stony Plain Road NW, 95 Avenue NW, and 163 Street NW. These greenways will improve connections for the central part of the district with the river valley and ravine system to the south and east.

In the northern, industrial portion of the district, some industrial and commercial jobs growth may occur, particularly in areas identified for Non-Residential Intensification near 111 Avenue. The majority of employment growth in the district to 1.25 million is expected from build-out of employment lands in the Kinokamau Plains Area and Mistatim Industrial neighbourhoods.

A north-south and east-west grid of Bike Connectors will improve active transportation throughout the residential parts of the district, as well as in parts of the northern employment areas.

See **Figure 6.5: Direction to 1.25 Million** for additional information.

**Table 3.1** provides population and jobs estimates for the Jasper Place District at different citywide population thresholds.

Table 3.1 - District Population and Jobs Estimates

	2020 Estimate	Future State (1.25 Million citywide population)	City Plan Vision (2 Million citywide population)
District Population	55,000	58,000	99,000
District Jobs	95,000	97,000	125,000

## 3.2. Growth to 2 Million

**Figure 6.4: Vision at 2 Million** captures how the Jasper Place District is expected to continue to evolve beyond the immediate population horizon of this district Plan and in alignment with The City Plan, as Edmonton reaches 2 million people.

Beyond Edmonton's 1.25 million population, the district will experience considerably more population and job gains, through development such as:

- Further mixed use redevelopment of most parts of the Stony Plain Road Primary Corridor, especially concentrated near mass transit stations, including the 156 Street Mobility Hub and/or on other Large Sites.
- Further selective redevelopment of the district's extensive network of secondary corridors, building on initial growth in 149 Street, 156 Street, and 87 Avenue Corridors earlier, but also residential and mixed use activity for the Corridors 107 Avenue, 111 Avenue, and 142 Street. This growth will be supported by a densified network of District Mass Transit Routes along many of these corridors.
- Further redevelopment is expected long term in Meadowlark District Node, WEM-Misericordia Major Node, and along adjoining parts of 170 Street NW, providing a link of intensified development northward to Stony Plain Road.
- The continued development of the extensive employment areas in the northwest of the district, supporting the creation and strengthening of local nodes in the district can provide commercial services and additional housing options within neighbourhoods, as these areas continue to diversify and experience infill over time.

Opportunities will continue for land use diversification and more job activity in the northern, industrial part of the district. This is anticipated to be most pronounced in the Non-Residential Intensification Areas, coinciding with added mass transit and public realm investments in selective areas. New mass transit on 170 Street NW and 156 Street NW will provide enhanced connectivity

between the residential south and industrial north of the district, and northward to 137 Avenue, the Northwest District, and St. Albert.

The major growth anticipated in Jasper Place District as Edmonton approaches 2 million people will be accompanied by investments in open space and urban greenways to complement those begun earlier. This will help connect more of the district to the amenity and ecology functions of the river valley and ravine system. Greenways will also help provide ecological and active transportation linkages to the north (Northwest District and St. Albert).

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## 4. District Specific Policy Guidance

In general, planning guidance for this district should be interpreted according to how and where the features in **Figures 6.5 to 6.9** of this district plan apply to the district, while consulting the relevant sections of the District General Policy for direction and interpretation of these features. This section outlines the interpretation and application of specific policies that should be considered in addition to what is written in the District General Policy. Reference **Figure 4.1** and **Table 4.1** to identify where and which specific policy applies in this district.

**Figure 4.1** divides the district into subareas for the purposes of providing specific policy direction from **Table 4.1**. The subareas reflect nodes, corridors, substantial open spaces, residential and employment areas. The divisions are intended to organize and reference policy direction geographically and do not necessarily reflect specific land designation.

**Table 4.1** lists these subareas and their respective specific policy guidance under the column 'Exceptional or Additional Policy.' It also offers guidance on plan discrepancies and which policy or plan is most paramount.

Any retained ARPs, ASPs, NSPs, or other geographic plans listed in **Table 4.1** shall be read harmoniously and will co-exist with the District General Policy and this district plan. These policies are included for their detailed direction and geographic coverage, because they align to or exceed The City Plan policy, or because they have not completed their function to guide local planning decisions. **Any discrepancy between the district plan and these plans shall be interpreted in favour of the latter.**

Where no specific policy applies in **Table 4.1** for a particular subarea, that subarea will refer to the district plan and District General Policy for overall policy guidance.

This District Specific Policy Guidance section will be monitored and amended as needed as described in Section 1.3.

Figure 4.1 - Jasper Place Subarea Figure for District Specific Policy Table Reference

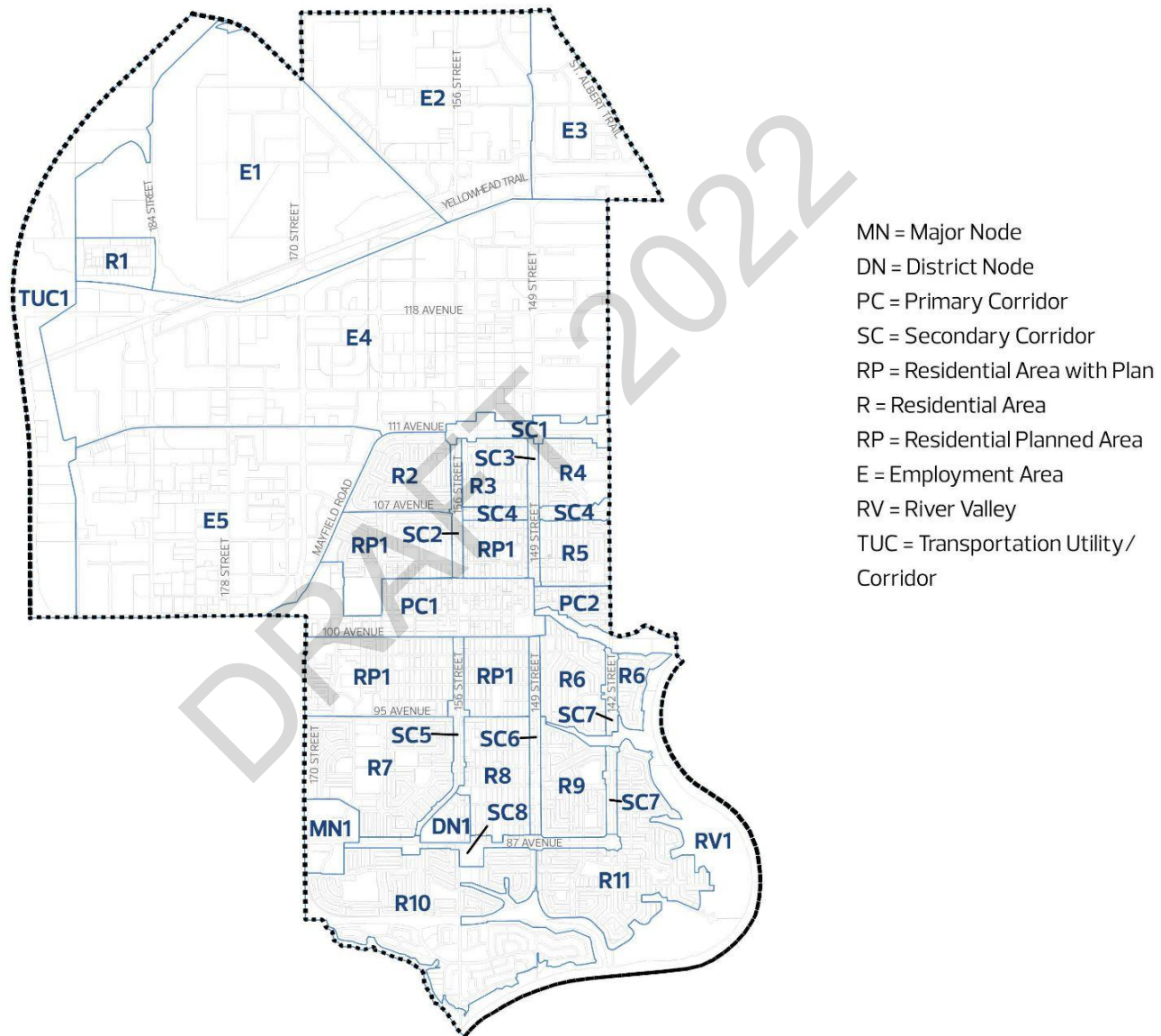


Table 4.1 - District Specific Policy

This table identifies policies that are exceptional or additional to the District General Policy and Figures 6.5-6.9, for noted subareas only. Refer to Figure 4.1 for the location of the subareas.

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
DN1	Meadowlark District Node (portions of Meadowlark Park and Jasper Park neighbourhoods)	<b>DN1-1 Meadowlark District Node</b> For the purposes of District General Policy 2.3.5.2, sites east of 156 Street NW between 87 Avenue NW and Meadowlark Road NW have been included in the node.	2.3.3 District Nodes
PC1	Stony Plain Primary Corridor (portions of Britannia Youngstown, Canora, Glenwood, and West Jasper Place neighbourhoods)	<b>PC1-1 Stony Plain Road Primary Corridor</b> For further planning direction refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans
SC2	156 Street NW Secondary Corridor (portions of Mayfield, High Park, Britannia Youngstown and Canora neighbourhoods)	<b>SC2-1 North Portion of 156 Street Secondary Corridor</b> For that portion on the east side of 156 Street NW between 107 Avenue NW and 103 Avenue NW, refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans
SC3	149 Street NW Secondary Corridor (portions of High Park, Canora, McQueen and Grosvenor neighbourhoods)	<b>SC3-1 North Portion of 149 Street Secondary Corridor</b> For that portion on the west side of 149 Street NW between 107 Avenue NW and approximately 103 Avenue NW, refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans
SC4	107 Avenue NW Secondary Corridor (portions of High Park, Canora, McQueen and Grosvenor neighbourhoods)	<b>SC4-1 107 Avenue Secondary Corridor</b> For that portion on the south side of 107 ave, between 156 and 142 Streets, refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans
SC5	156 Street NW Secondary Corridor (portions of Glenwood, West Jasper Place, Meadowlark Park and Sherwood neighbourhoods)	<b>SC5-1 South Portion of 156 Street Secondary Corridor</b> For that portion between 100 Avenue NW and 95 Avenue NW, refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans



Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
SC6	149 Street NW Secondary Corridor (portions of West Jasper Place, Crestwood, Sherwood, Jasper Park, Parkview neighbourhoods)	<b>SC6-1 South Portion of 149 Street Secondary Corridor</b> For that portion on the west side of 149 Street NW, between 100 Avenue NW and 95 Avenue NW, refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans
RP1	Portion of Britannia Youngstown neighbourhood	<b>RP1-1 Jasper Place Redevelopment Plan Residential Area</b> For further planning direction refer to the Jasper Place Area Redevelopment Plan.	1.2 Authority and Relationships to Other Plans
E1	Portion of Kinokamau Plains Area Neighbourhood	<b>E1-1.1 Kinokamau Lake</b> All of the land within the conservation area surrounding Kinokamau Lake will be developed into enhanced upland areas following clay extraction. These enhanced upland areas will be reclaimed back to their original elevations and vegetated into types which support the wildlife that frequent the lake. A 50 metre setback from the normal high water line of the lake will be maintained. See Figure 4.3	2.5.1 General Policies for Open Space and Natural Areas
E1	Portion of Kinokamau Plains Area Neighbourhood	<b>E1-1.2 Kinokamau Lake</b> i. No clay extraction/development within at least 50 metres of the normal high water line as per the resource extraction license from Alberta Environment.  ii. Stormwater drainage will be passed through treatment ponds before flowing into the lake. The area around the lake shall be reclaimed and maintained as upland habitat to complement the wetland.  iii. To ensure that development has no adverse effect on the water quality or the wildlife and vegetation of the Kinokamau Lake conservation area, the City of Edmonton will circulate to affected parties, including conservation easement holders in the area surrounding Kinokamau Lake at the time of Development Permit and Land Development Applications within the area	2.5.1 General Policies for Open Space and Natural Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E1	Portion of Kinokamau Plains Area Neighbourhood	<p>covered by the Kinokamau Lake watershed, as well as any development within 1.0 kilometre of the Kinokamau Lake Drainage Basin which might impact upon stormwater flow to Kinokamau Lake. The circulation will be based on the following principles:</p> <p>a. Water Quality and Quantity Any development application that involves activities such as those listed below (but not restricted to those below) that might affect the quantity and/or quality of water in, or draining into, Kinokamau Lake: paving of a large area within the watershed of Kinokamau Lake construction of large buildings (large roofs) other construction that might affect the timing of flood peaks of water draining into Kinokamau Lake land reclamation redirecting water flows such that the amount of water draining into Kinokamau Lake changes any development that increases potential flow into Kinokamau Lake of toxic substances such as, but not restricted to, salt, oil, grease</p> <p>b. Noise Any development that might result in excessive noise and/or disturbance that could deter birds from using Kinokamau Lake.</p> <p>c. Air-borne Particles Any development that results in airborne substances falling on or passing over Kinokamau Lake.</p> <p>d. Obstacles Any development that results in obstacles to bird flight such as, but not restricted to, electrical or communication towers, tall buildings, or smoke stacks that could increase the risk of collision-related bird mortality.</p>	2.5.1 General Policies for Open Space and Natural Areas

Subarea	Area Description	Exceptional or Additional Policy	Reference in the DGP
E2	Portion of Mistatim Industrial neighbourhood	<b>E2-1 Natural Tree Preservation Considerations</b> Where there are small treed areas, developers should consider retaining these as natural features within overall site planning for specific developments. Where possible some of the small clumps of natural tree cover should be included within recreation sites.	2.5.1 General Policies for Open Space and Natural Areas
E3	Portion of Bonaventure Industrial neighbourhood	<b>E3-1 Natural Tree Preservation Considerations</b> Where there are small treed areas, developers should consider retaining these as natural features within overall site planning for specific developments. Where possible some of the small clumps of natural tree cover should be included within recreation sites.	2.5.1 General Policies for Open Space and Natural Areas
E4	Portion of Hawkin Park Estate Industrial Neighbourhood	<b>E4-1 Medium Industrial Sites</b> 12118-156 Street NW (Lot 8B, Block 2, Plan 0621031) is intended for Medium Industrial use.	2.2 Land Use
E4	Portion of Brown Industrial Neighbourhood	<b>E4-2 Medium Industrial Sites</b> 14440 - Yellowhead Trail NW (Lot 5, Block A, Plan 4987KS) is intended for Medium Industrial use.	2.2 Land Use
RV1	Portions of North Saskatchewan River Valley and Ravine System	<b>RV1-1 North Saskatchewan River Valley and Ravines</b> Refer to the North Saskatchewan River Valley ARP and Ribbon of Green Strategic Plan for additional planning direction and strategic context.	1.2 Authority and Relationships to Other Plans
All other subareas		Where no exceptions are noted, then the District General Policy and district plan Figures 6.1-6.10 shall guide planning decisions.	

Figure 4.2 - Future Medium Industrial Sites

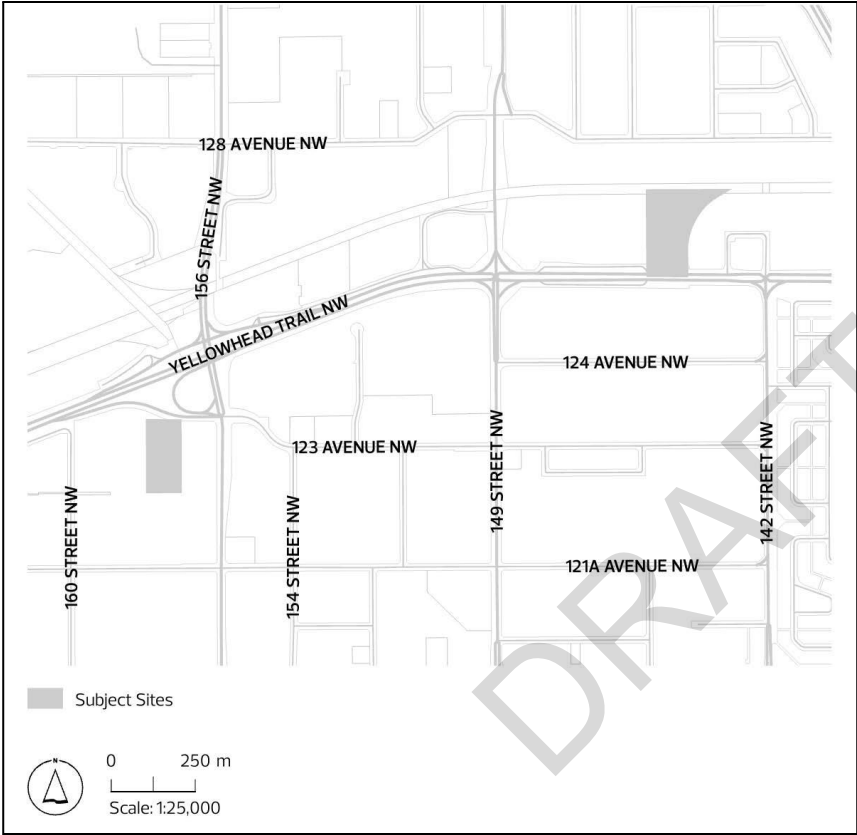
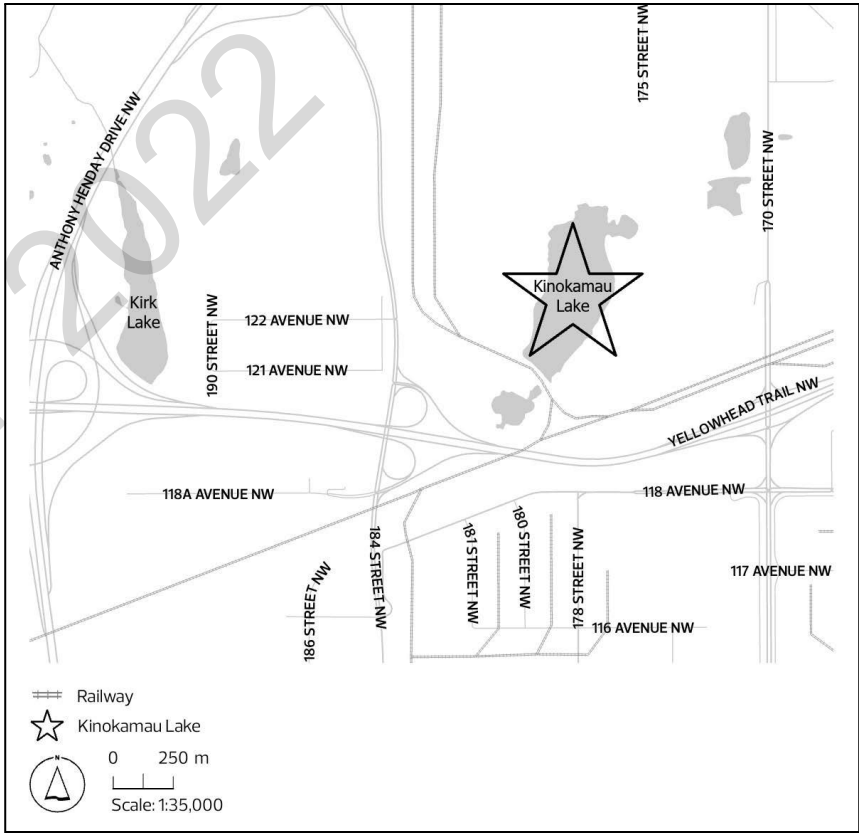


Figure 4.3 - Kinokamau Lake Conservation Area



## 5. Growth Activation

The City Plan includes a bold vision of intentional growth at Nodes and Corridors where efforts and investments are aligned at population horizons. It requires public and private investment to initiate and advance opportunities to activate growth. Collaboration and partnerships are critical to meet city-building outcomes.

This section and **Figure 6.10: Growth Activation** provides direction on City initiatives and projects that are expected to support and activate growth in the Jasper Place District. It will be populated with utility, transportation and community infrastructure focused information related to growth targets and market potential once further work from the City's Growth Management Program is ready. This section will also serve to create awareness, provide context for land use and infrastructure recommendations and inform possible alignments with other City objectives.

The City may lead and/or fund many of the initiatives and projects referenced above. Community, industry or intergovernmental led projects will also be important to the success of the district. Area Redevelopment Plans (ARP's) and other referenced policies contribute to growth activation by identifying infrastructure commitments and development opportunities. Similarly, smaller local improvements (e.g. street lighting, traffic calming, public space programming, even temporary urban animations), while not listed, can also support activation.

**Figure 6.10: Growth Activation** highlights **Priority Nodes and Corridors**. Priority Nodes and Corridors are locations across the city with more intense anticipated population growth (than other locations) as the City grows to a population of 1.25 million. Priority Nodes and Corridors are determined by combining the City Plan's Activation Categories (Strategize, Invest, Nurture) and the anticipated dwelling unit growth to 1.25 million (based on City Plan Maps 10A and 11A). This approach enables the prioritization and sequencing required as growth and investment will not occur at the same time in all areas.

Priority Nodes and Corridors should be understood as locations that the City will invest in (i.e. infrastructure, incentives and/or programs) to support growth. It is expected that targeted investment will lead to visible results in these locations and shift the development pattern over the long term.

**Figure 6.10: Growth Activation** identifies three Priority Nodes and Corridors for the Jasper Place District Plan: the Stony Plain Road NW Primary Corridor, the 156 Street NW Secondary Corridor and the West Edmonton Mall / Misericordia Major Node.

## 6. District Maps

This district plan includes a series of maps (**Figures 6.1-6.10**) that illustrate the intentions for this district as the city reaches 1.25 million, based on The City Plan. These maps show the general location of current and proposed land uses, mobility networks, infrastructure considerations and other features. Features or boundaries may be refined as part of subsequent geographic plans. Mass Transit networks and other infrastructure works are subject to further technical study and refinement.

The maps shall be read for context and direction together with the District General Policy and the district specific policy of this district plan. All district plan map symbols, locations and boundaries shall be interpreted as approximate unless otherwise specified within the plan. If interpretation varies, consult the District General Policy for further direction.

### 6.1. Map List

- **Figure 6.1: Citywide Context**

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

- **Figure 6.2: District Context - Assets**

This first District Context map depicts the district's starting place: the opportunities upon which the district plan can build on as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map includes current employment areas, open spaces, emergency services, citywide mass transit routes, and cultural, education and recreation facilities. The map also identifies opportunities for mobility improvements across the district such as mobility network renewal or introducing new mobility programs.

- **Figure 6.3: District Context - Development Considerations**

This second District Context map depicts the district's starting place: the constraints upon which the district plan can respond to as we work towards creating a 15-minute city. They are a snapshot of existing conditions at the time of plan adoption. The map illustrates development considerations such as infrastructure deficits and risk.

- **Figure 6.4: Vision at 2 Million**

The Vision at 2 Million map represents an aspirational illustration of the district when Edmonton reaches 2 million. It is not intended to specify city building decisions, but to indicate the general direction for the district. It emphasizes areas of change

based on system improvements and growth targets in The City Plan. Detailed illustrations indicate how the vision of The City Plan might unfold in specific areas, including improvements to the open space and mobility networks and the public realm. As district plans are amended over time and guidance for currently unplanned areas becomes established, the vision will need to be adjusted, including more detail about the location of specific features (greenways, Local Nodes, active transportation routes, etc.).

- **Figure 6.5: Direction to 1.25 Million**

The Direction to 1.25 Million map tells the story about the priority areas and major changes to be expected for this district between now and when Edmonton reaches 1.25 million people. All the City Plan systems are brought together to show connections and inter-relationships. Additional changes and aspirations for the district anticipated beyond when Edmonton reaches 1.25 million are reflected in The City Plan.

- **Figure 6.6: Land Use Concept**

The Land Use Concept map shows the broad land use categories and design influences intended to achieve the growth we expect to see as Edmonton reaches 1.25 million people. Intensification areas indicate those areas where the City welcomes more intense development and encourages rezoning in alignment with The City Plan.

- **Figure 6.7: Heritage and Culture**

The Heritage and Culture map emphasizes the built heritage and cultural areas that have been formally endorsed through existing city policies or initiatives. Future versions of this map may show cultural or celebration areas (parades or festival locations), civic event areas, heritage character areas, and other cultural assets to be determined through engagement with citizens and communities. This map may also include identified places of Indigenous cultural significance. These will be determined through engagement and/or traditional land use studies with Indigenous communities and Nations. These maps are not intended to convey the location of paleontological/archeological sites.

- **Figure 6.8: Open Space and Natural Areas**

The Open Space and Natural Areas map elaborates on the Green and Blue Network in The City Plan, including open space and connections. This includes current and future (approved) publicly-owned open spaces and parks based on classification identified in Breathe. Connections are linear greenways supporting habitat and public access to the district's natural systems. Future iterations may expand upon connecting open spaces and identifying opportunities to address open space deficiencies.

- **Figures 6.9a & 6.9b: Mobility**

The two Mobility maps elaborate on the mobility system in The City Plan, including the active transportation (pedestrian and cycling), roadway and transit networks. It presents the intentions for the district's mobility system when the City reaches 1.25

million people, based on direction from mobility studies such as the Mass Transit Study, the Mobility Network Assessment and The Bike Plan.

- **Figure 6.10: Growth Activation**

The Growth Activation map illustrates any Priority Nodes and Corridors in the district. Priority Nodes and Corridors are a City Plan identified Node or Corridor that is expected to see more intense population growth than other areas of the city as Edmonton grows to a population of 1.25 million.

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Figure 6.1: Citywide Context

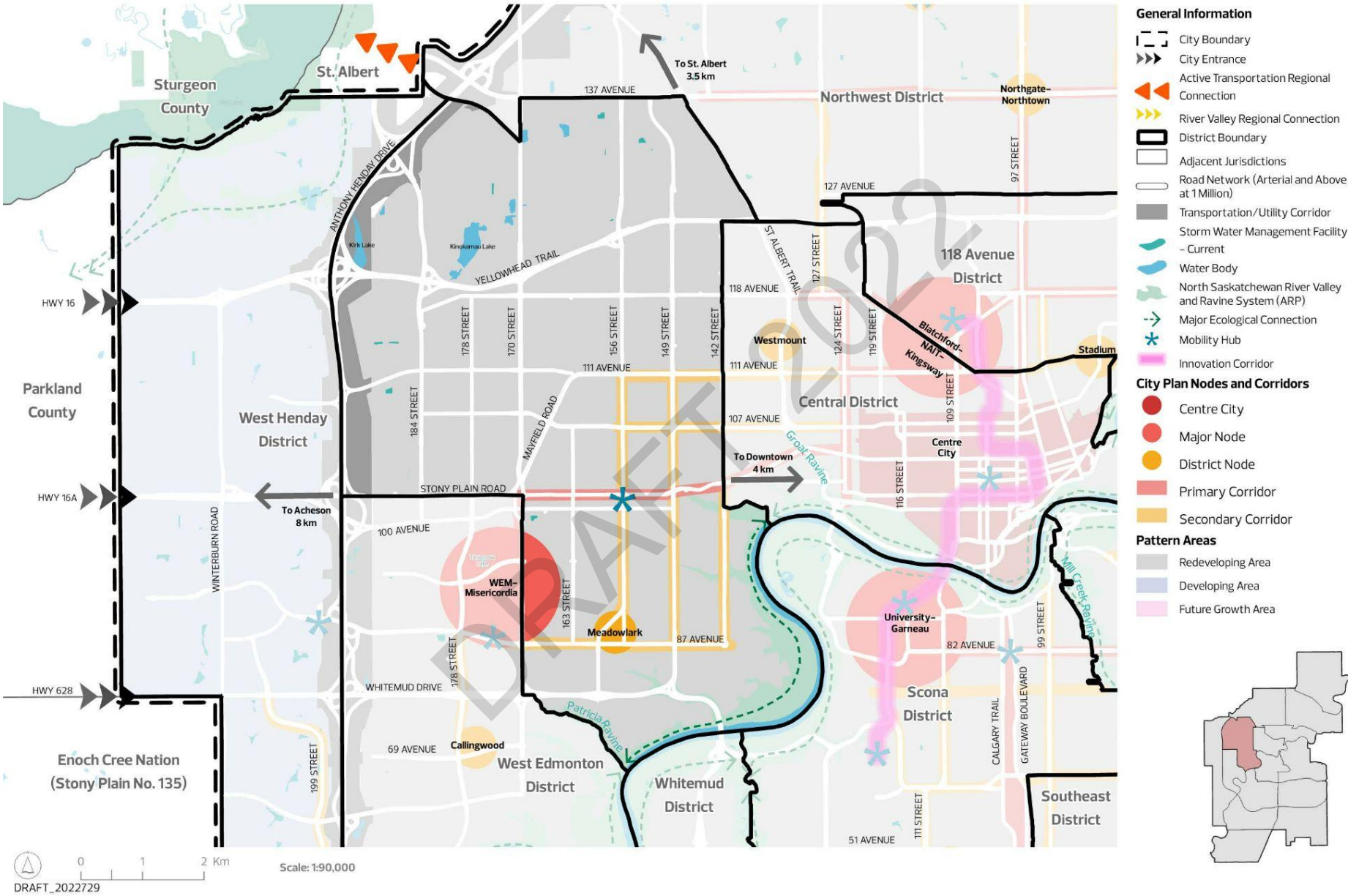




Figure 6.2: District Context - Assets

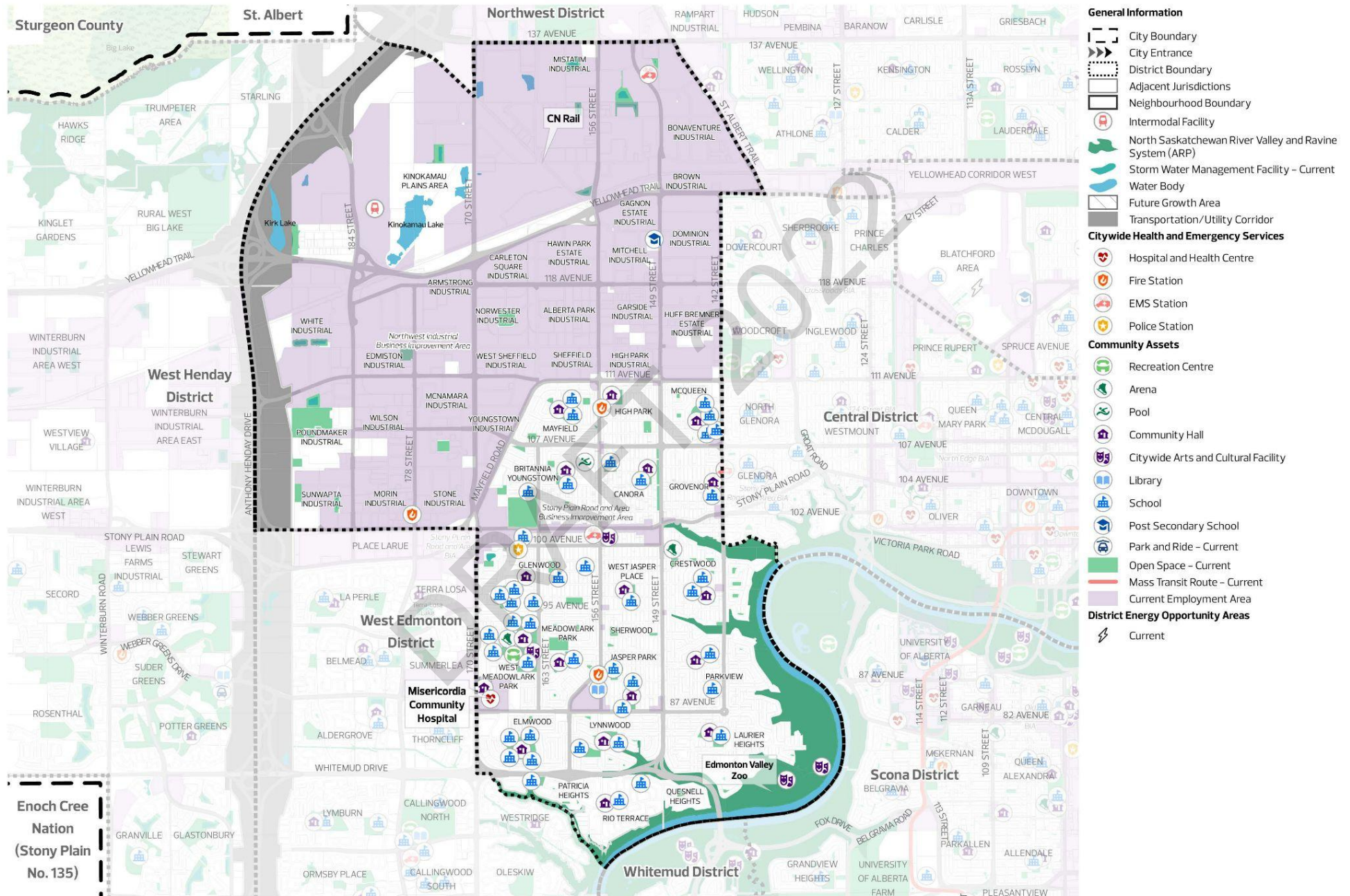




Figure 6.3: District Context - Development Considerations

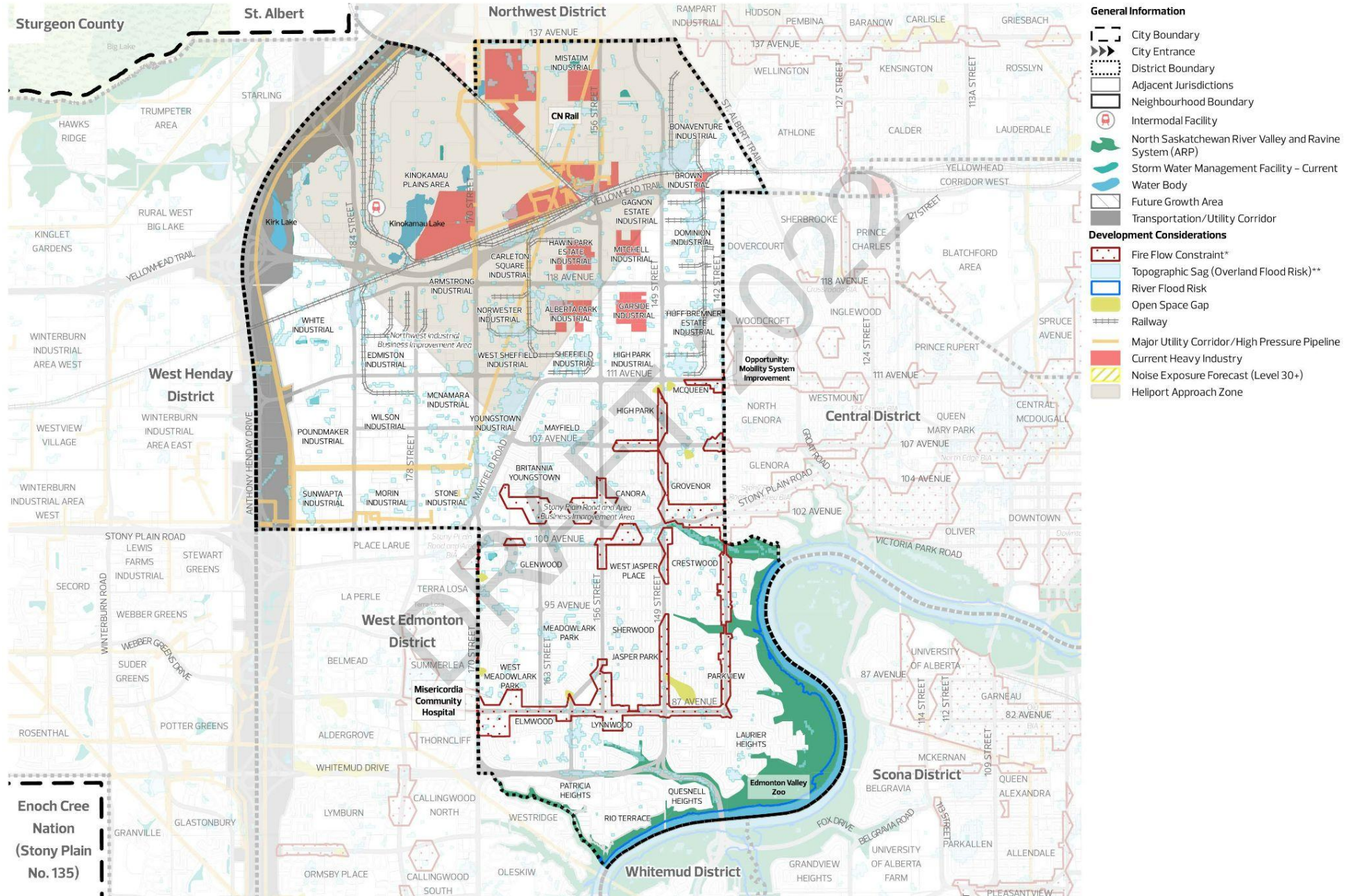




Figure 6.4: Vision at 2 Million

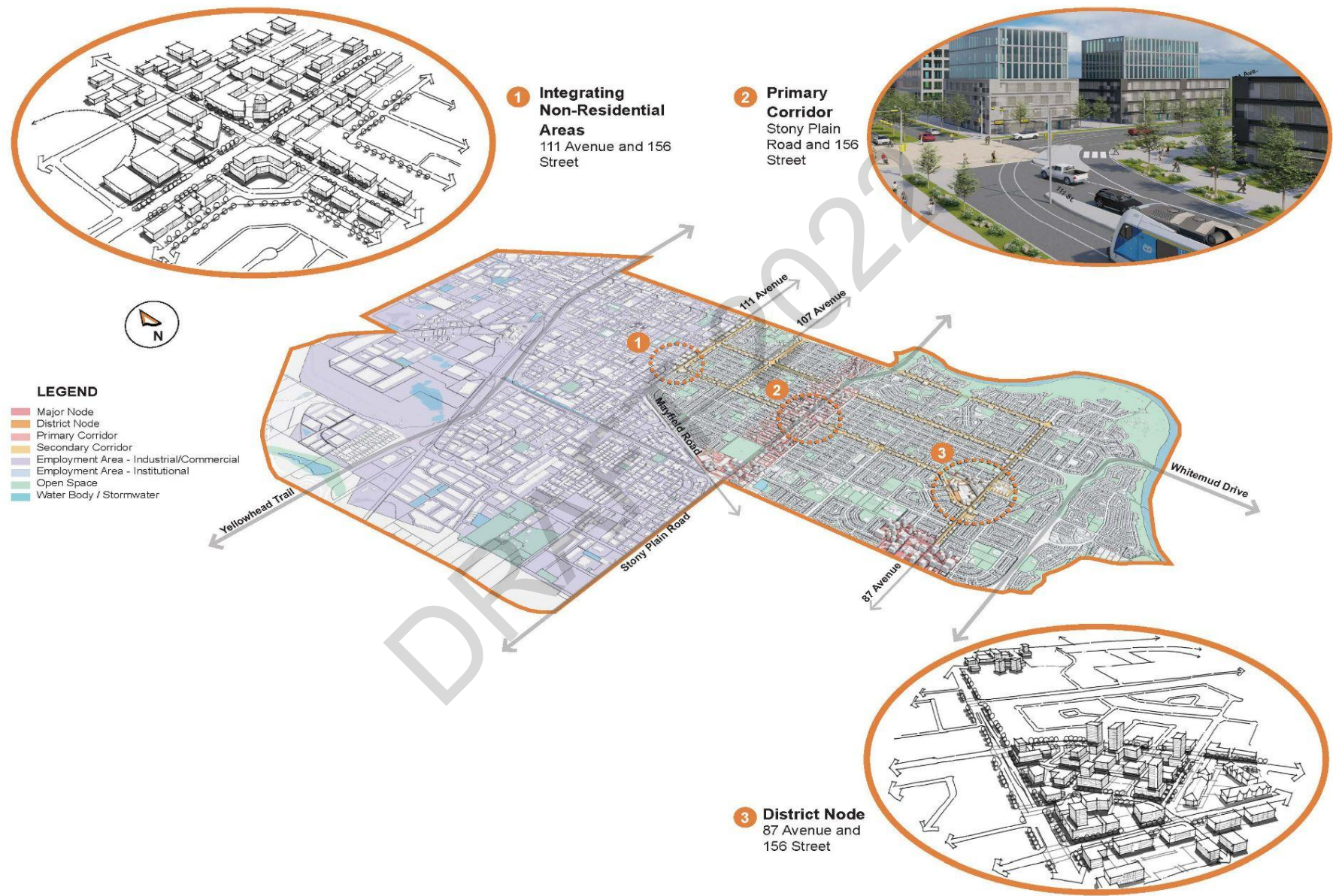




Figure 6.5: Direction to 1.25 Million

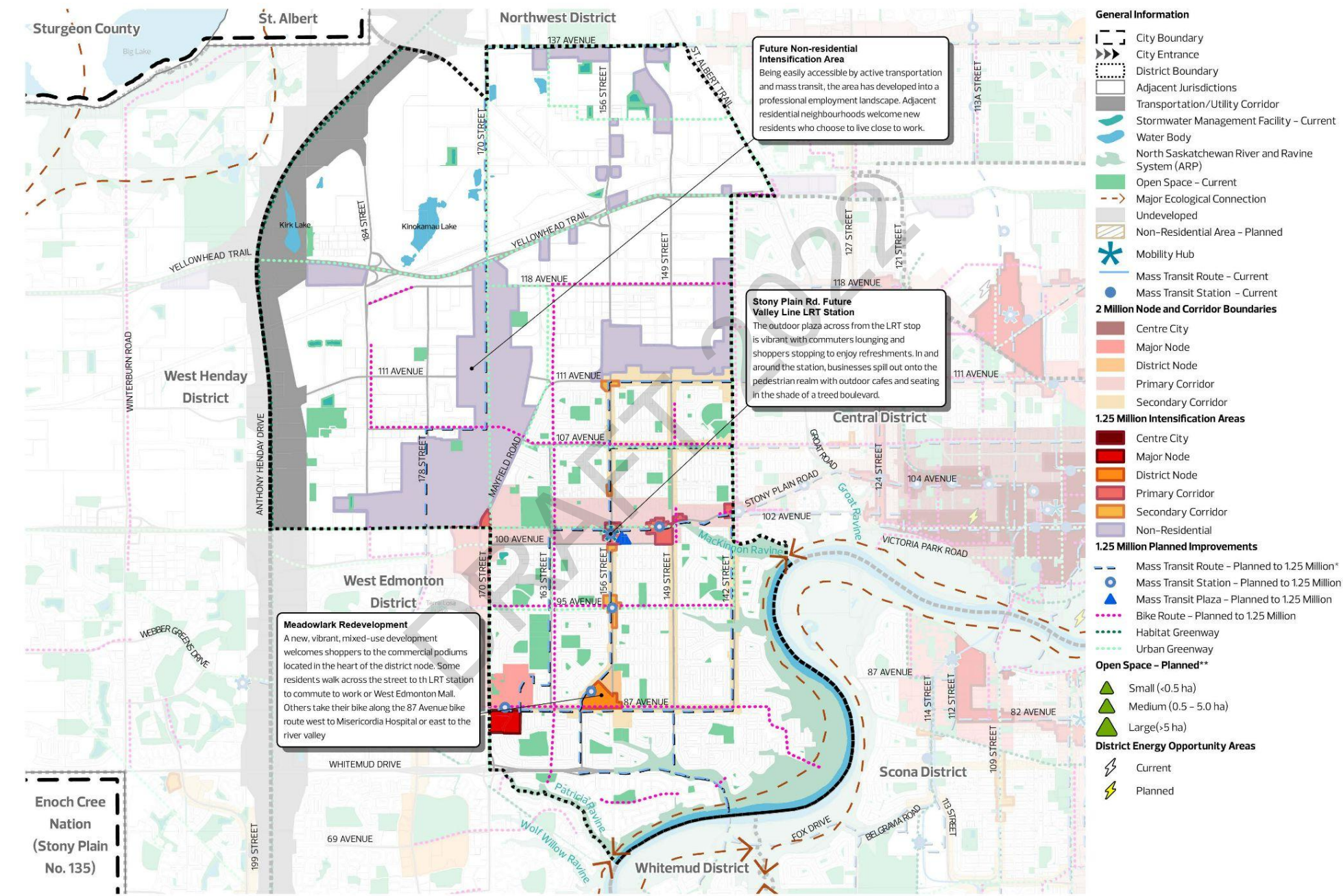
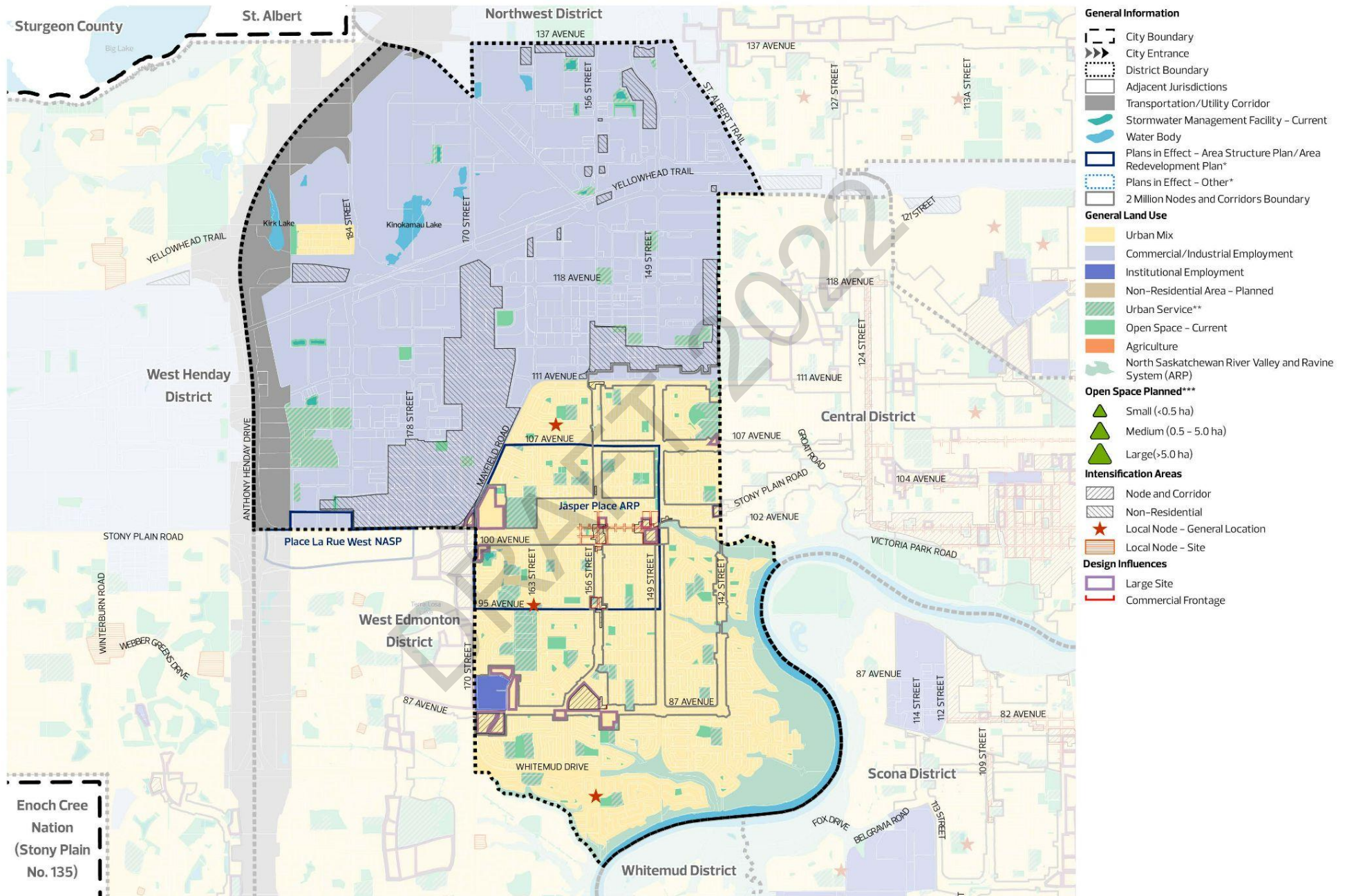




Figure 6.6: Land Use Concept



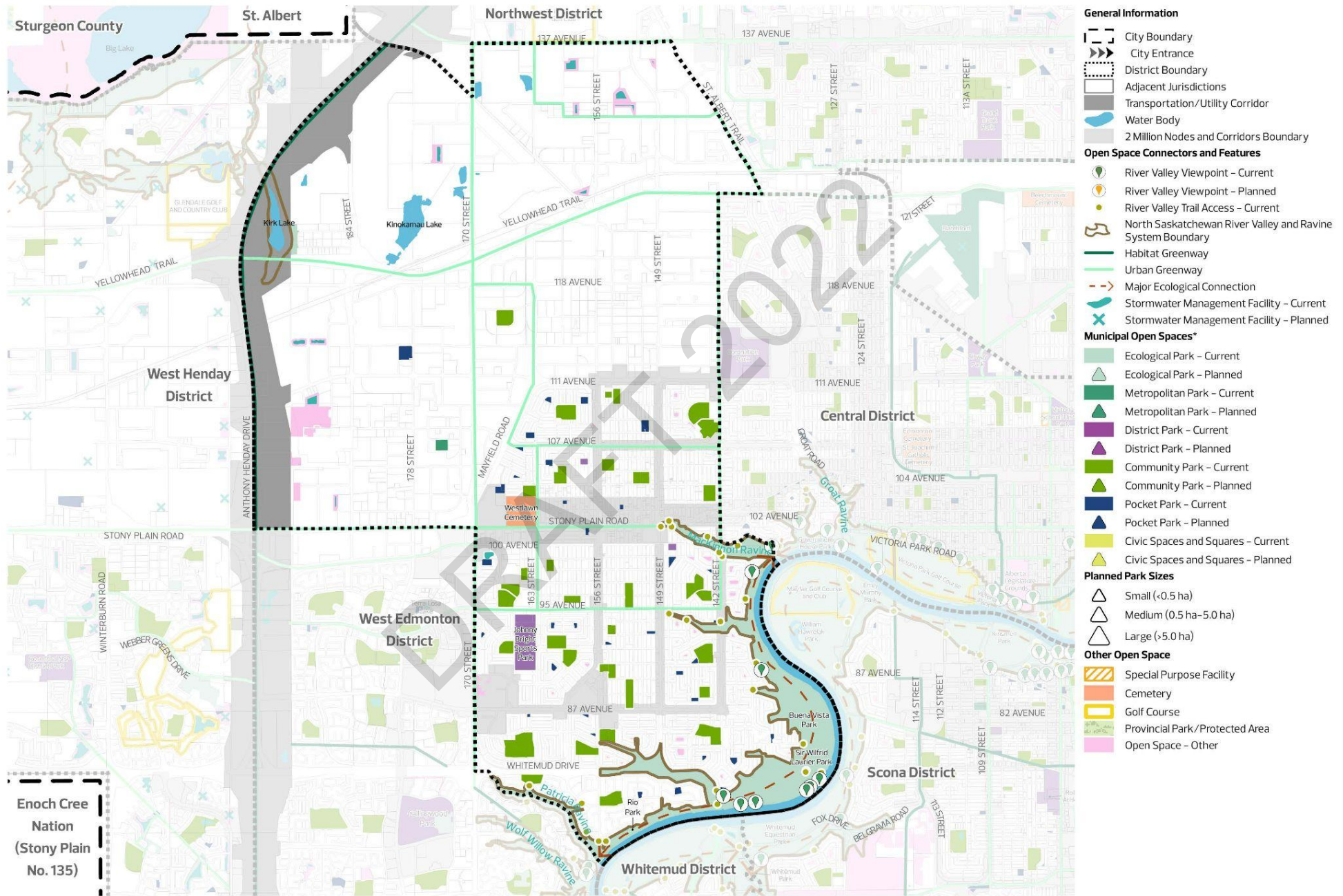


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Figure 6.8: Open Space and Natural Areas



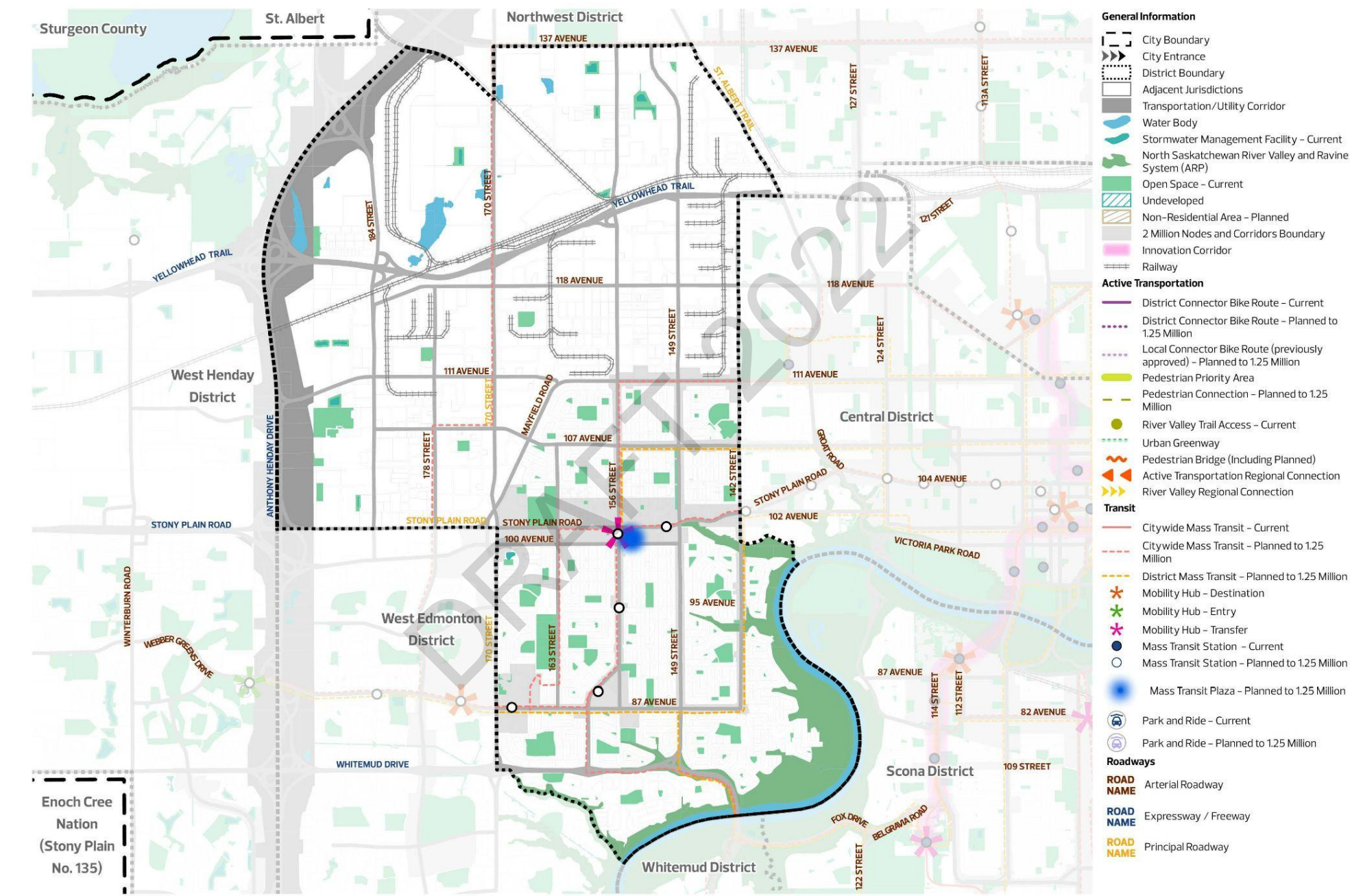


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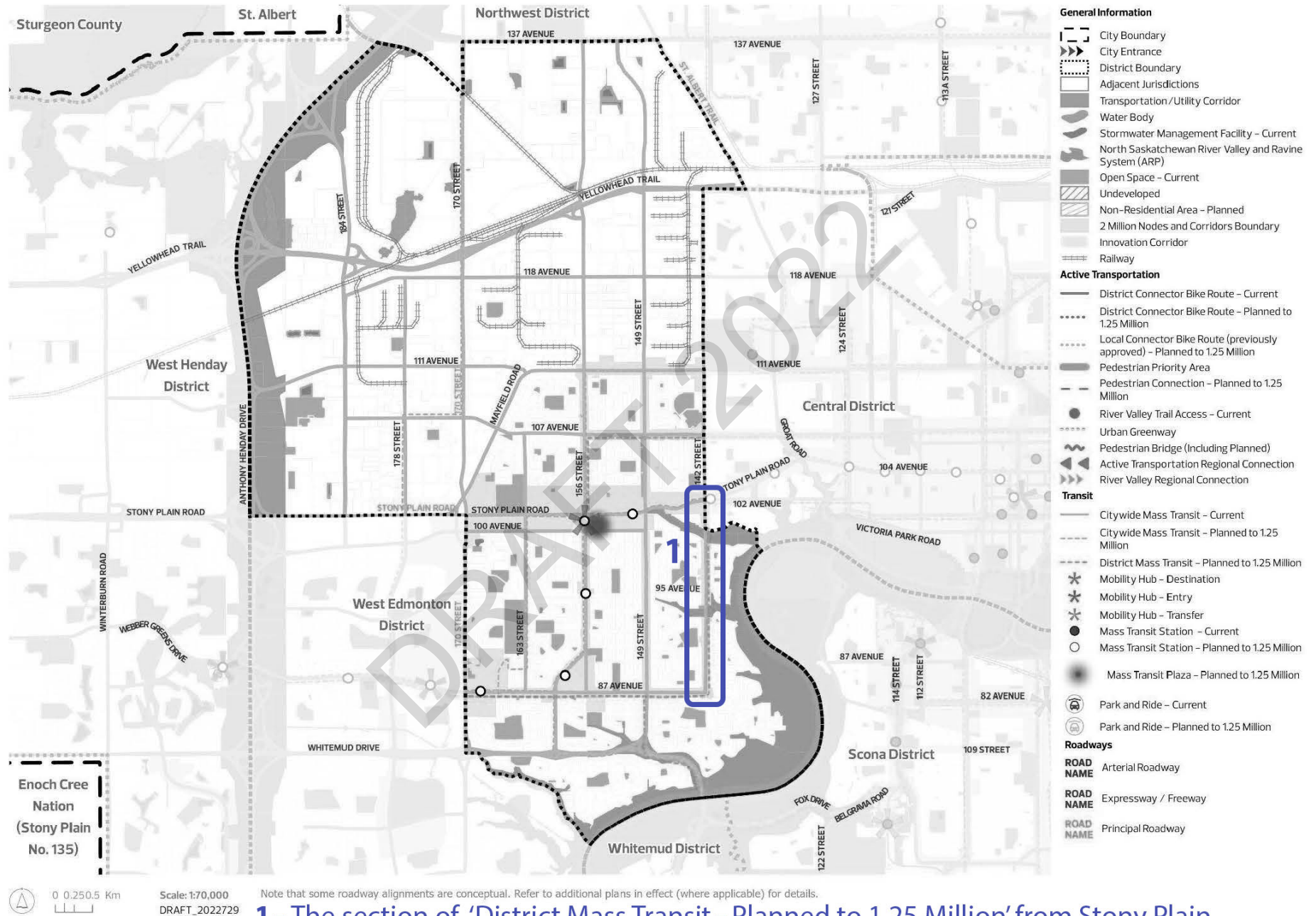


Figure 6.9b: Mobility - Transit SEE NEXT PAGE FOR KNOWN ERRORS



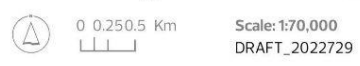
**Figure 6.9b: Mobility - Transit**

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