



**Amendment to the Heritage Valley
SCDB**

Prepared for:

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File: 1161 60010

September 2009

Amendment to the Heritage Valley SCDB

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AMENDMENT TO THE HERITAGE VALLEY SCDB

1.0 INTRODUCTION

The purpose of the amendment to the Heritage Valley Servicing Concept Design Brief (SCDB) is to revise the land use concept of the Town Centre (Neighbourhood 5) within the Heritage Valley. This amendment will ensure that the Heritage Valley SCDB remains consistent with the land use concept of Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP).

The application has been prepared by Stantec Consulting Ltd., on behalf of HV Developments Ltd., Qualico Developments West Ltd. and HV Nine Ltd.

2.0 BACKGROUND

The Heritage Valley Town Centre comprises of lands generally located within Lot 1 Plan 8522000, NW ¼ 18-51-24-4 and NW ¼ 13-51-24-4. The total amendment area is approximately 116 hectares.

The Heritage Valley SCDB was originally approved by Council in resolution in April 2001 to make it an effective planning instrument. The SCDB was prepared as a non-statutory policy document establishing the general framework for land use, municipal infrastructure and servicing and environmental requirements in the Heritage Valley area of southwest Edmonton. Several amendments have been made to the SCDB to date, with the most recent amendment approval in February 2008.

This amendment has been prepared in support of the Heritage Valley Town Centre NASP application to ensure that the SCDB remains current and consistent with the NASP.

3.0 AMENDMENT

The current amendment proposes changes to the land use and transportation concept of the Heritage Valley Town Centre. The following changes are proposed (see *Map 8: Development Concept and Map 14: Transportation – Roadway Circulation*):

Light Rail Transit (LRT): Change the LRT alignment and location of LRT station as per the Council-approved South LRT Route.

Transportation Concept: Revisions to the overall transportation concept by adopting a grid pattern of streets—named as Primary streets—within the Town Centre. Revisions to the arterial roadway network to reflect latest alignments are also proposed.¹

Land Use Concept: Revisions to the overall land use concept of the Town Centre by introducing the following land uses—Town Centre Commercial, Main Street Retail, Mixed Uses LRT, Mixed Uses, Residential, District Activity Park, and Stormwater Management Facility.

Neighbourhood Boundary: The boundary of the Town Centre and Chappelle neighbourhoods have changed. Amendments to relevant figures and statistics are proposed.

The following sections provide more details regarding the proposed changes to the Town Centre.

¹ Primary streets, intended to replace common functions of an arterial roadway, will be the movement corridors for several modes of transportation within the Town Centre. These streets will provide multiple connections with the surrounding areas and promote pedestrian activity as well as accommodate cycling and convenient access to Transit.

3.1 Land Use Concept

The Town Centre land use concept retains many of the components described in the original SCDB, and detailed planning has produced a concept that provides the variety and flexibility of land uses that should ensure a successful and appealing development. The Town Centre is a transit-oriented, pedestrian-oriented environment that will accommodate a variety of commercial, institutional, residential, employment and recreational opportunities. Intensive and mixed land uses (residential, commercial, institutional and office uses) are found in the central portion of the plan area, and are integrated with the LRT station. The District Activity Park in the southern portion of the plan area is retained, while the smaller neighbourhood park that was originally proposed is not. Streets and buildings in the central area focus on the pedestrian experience, with design guidelines encouraging active facades, high quality architecture and thoughtful streetscaping. Commercial and retail opportunities have been expanded, with Main Street Retail and Town Centre Commercial offering a greater range of business formats and sizes. Residential densities increase as they approach the central area, with a wide variety of housing forms being encouraged. Stormwater facilities have been added to the concept, to ensure proper water detention and treatment.

Town Centre Commercial: Approximately 11 ha within the Town Centre are designated as Town Centre Commercial. This designation will allow for the development of commercial, office, cultural, and government uses.

Main Street Retail: Approximately 3 ha are designated as Main Street Retail (MSR). The MSR designation will allow for a range of main street related (small and medium format) commercial and office uses on the ground storey level and residential related uses on the upper storeys.

Mixed Uses LRT: Approximately 13 ha within the Town Centre are designated as Mixed Uses LRT (MU LRT). The MU LRT uses are proposed in close proximity to the LRT station and intended to be transit oriented. This designation will allow for compatible higher intensity uses including residential, office, institutional, and/or business uses in support of the LRT.

Mixed Uses: Approximately 9 ha within the Town Centre are designated as Mixed Uses (MU). The MU designation will allow for mixed-use development of compatible residential, office, institutional, and business uses in a carefully planned, high quality environment.

Residential: Approximately 27 ha within the Town Centre are proposed for residential uses. It will allow for the development of high, medium and low-density residential uses. High density residential shall be located in close proximity to the LRT station, and medium density residential shall be provided along major streets in order to facilitate creation of a higher density, compact and walkable community. Low density residential is intended as a transitional land use and shall be located close to the periphery of the Town Centre.

District Activity Park: Approximately 30 ha within the Town Centre are designated as District Activity Park (DP). The District Activity Park may include such amenities as a multi-purpose recreation centre, a Public High School, a Catholic High School, and associated play fields and parking.

Stormwater Management Facility: Two stormwater management facilities (SWMF) are proposed within the Town Centre occupying approximately 5 ha. The SWMFs are located based on natural drainage patterns and pre-development sub-basin drainage boundaries in southwest Heritage Valley. These facilities will also serve as focal points within the neighbourhood and provide opportunities for passive recreation.

3.2 Transportation Concept

The transportation concept for the Town Centre adopts a grid pattern to achieve a street network with a high degree of connectivity and access. The proposed road network is intended to replace the function of the arterial and collector roadways proposed for the NASP within the Heritage Valley SCDB. Changes to the regional arterial roadway network are also included to reflect current alignments. These include designating 135 Street SW as an arterial roadway, and re-establishing 127 Street SW as a collector roadway.

Primary Streets: Primary streets are intended to be the primary movement corridors for all modes of transport within the Town Centre and to provide connections into the Town Centre from the surrounding areas. Primary streets will be designed as pedestrian oriented streets that promote pedestrian activity, cycling, and transit.

Arterial Roadway Network: Several changes have been made to the roadway network in Heritage Valley. 135 Street NW is now shown as an arterial roadway, with an interchange at Anthony Henday Drive. 127 Street NW has been downgraded from an arterial to a collector roadway. 127 Street NW has limited access to Anthony Henday Drive, which will be removed once the future 135 Street interchange is constructed.

3.3 Light Rail Transit Corridor

The Council-approved LRT corridor alignment is shown in *Maps 8 – Development Concept* and *14 - Transportation – Roadway Circulation*. The LRT corridor is located west of 127 Street at a distance of approximately 300 m. Within the Town Centre, the LRT corridor follows the alignment of 30 Avenue SW and 127 Street Government Road Allowance. Future LRT station will be located immediately east of the pipeline R-O-W. Previous alignments showed the LRT corridor running parallel to James Mowatt Trail.

It is expected that presence of the LRT station within the Town Centre will encourage fewer single occupancy vehicle trips and reduce pressure on the roadway system, thereby making the overall transportation system more efficient and minimizing environmental impact.

3.4 Neighbourhood Boundary

The boundary of the Town Centre has changed, increasing the total gross area of the neighbourhood from 82 ha to approximately 116 ha. Consequently, the gross area of the Chappelle neighbourhood decreases from 474 ha to 462 ha.

3.5 Rationale

The proposed concept for the Town Centre is based on the overarching principles outlined in the SCDB, i.e. a transit-oriented, mixed use and pedestrian friendly Town Centre that will evolve into a gathering place as well as an employment and commercial hub for Heritage Valley. In addition, it incorporates key elements of successful contemporary town centre developments across North America.

The following principles guide the proposed development concept for the Town Centre:

- Create a transit-oriented development that is 'urban' in character and form
- Provide a diverse mix of land uses

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- Create and accessible street network based on a grid pattern
- Establish strong connections with surrounding communities
- Ensure that the Town Centre is fully serviced in a timely fashion
- Ensure that building placement reinforces a pedestrian-friendly environment and that arrival points and edges are attractive and inviting
- Buildings should be attractive, sensitive in scale, visually interesting, particularly in high visibility locations
- Streets should accommodate multiple modes of transport, highly 'walkable', and employ traffic calming techniques where appropriate.
- Surface parking abutting principal streets should be minimized, and parking spaces should be pedestrian and bicycle friendly
- Provide landscaped spaces for outdoor activities that encourage use, promote safety, and are consistent in design.

3.6 Policy Context

This section outlines the revised Town Centre's compliance with Plan Edmonton and the Heritage Valley SCDB.

PLAN EDMONTON

Plan Edmonton – the City of Edmonton's Municipal Development Plan (MDP) – is a comprehensive plan that provides direction for development and implementation of more specific and detailed plans by the industry/private landowners and the City. Plan Edmonton's land development concept designates this community as 'Suburban Area' suitable for urban development. The MDP's physical growth strategy emphasizes that new growth in the suburban areas will be accommodated in an efficient and cost-effective manner by promoting compact and contiguous pattern of development.

The proposed concept for the Heritage Valley Town Centre complies with the following Plan Edmonton strategies:

MDP Strategy	Town Centre Compliance
MDP Strategy 1.1.1 - Provide for choices regarding the types of developments in which people want to live and do business	The proposed Town Centre establishes a variety of development opportunities through the provision of land uses such as Town Centre Commercial, Mixed Uses, and Residential (high, medium and low density).
MDP Strategy 1.1.2 - Address compatibility of land use in the development and review of land use plans and development proposals	The proposed Town Centre concept addresses compatibility in consideration of appropriate hierarchy of densities. For example, low density residential is located closer to lower density residential neighbourhoods surrounding the Town Centre.
MDP Strategy 1.3.4 - Promote intensification of development around transportation corridors and employment areas	Mixed Uses LRT is located closest to the LRT to promote ridership. Mixed Uses LRT and Mixed Uses will allow for the development of medium and high density residential, office, and commercial uses in close

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MDP Strategy	Town Centre Compliance
	proximity to each other.
MDP Strategy 1.7.1 - Accommodate growth in an orderly, serviced and cost-effective manner	The Town Centre represents contiguous growth in southwest Edmonton.
MDP Strategy 1.7.2 - Provide for a range of housing types and densities in each residential neighbourhood	Mixed Uses LRT, Mixed Uses, and Residential collectively allow for the development of a variety of housing types including apartment, stacked row, row, semi detached, and single detached housing.
MDP Strategy 1.7.4 - Ensure availability and access to recreational opportunities and open spaces	The District Activity Park and SWMFs provide opportunity for active and passive recreation.
MDP Strategy 1.1.12 - Place a high priority on the effective and efficient use of land	The proposed land use concept is aimed to create a compact, mixed use, and higher-density community. The concept efficiently accommodates ownership boundaries, and other physical parameters such as the location of transit facilities, roadways, and so on.
MDP Strategy 1.1.13 - Plan for urban development which is environmentally friendly and fiscally sustainable in the long term, based on the City's financing, infrastructure and environmental strategies	The proposed Town Centre concept is generally designed in accordance with the City's Smart Choice Initiatives, which establishes development options and neighbourhood viability, access and vitality.
MDP Strategy 1.1.14 - Maintain the integrity of pipelines and utility corridors while planning for growth and development	The proposed concept ensures that the functioning and integrity of the pipeline is maintained.

HERITAGE VALLEY SCDB

The Heritage Valley SCDB establishes a general framework for land use planning, and infrastructure and service provision within the Heritage Valley area. The proposed Town Centre concept complies with the following Community Design Principles outlined in the SCDB.

SCDB Principle	Town Centre Compliance
3.1 (1) – Promote sustainable community design	The proposed Town Centre promotes higher residential densities, which reduces the amount of land consumed for suburban development. It also supports public transit by intensifying activities and densities around the transit facilities and destination areas.
3.1 (5) – Develop a community focal point	Main Street Retail, Town Centre Commercial, District Activity Park, SWMFs and the LRT station are intended as focal points within the community.
3.2 (1) – Encourage innovative designs and urban patterns	The Town Centre NASP shall incorporate objectives intended to achieve good design quality of buildings and the public realm for the

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SCDB Principle	Town Centre Compliance
	residents and visitors of the Town Centre.
3.2 (4) – Establish a linked system of public open spaces	The proposed street pattern will incorporate a pedestrian-friendly streetscape design that will support a pedestrian network connecting the open spaces within the neighbourhood.
3.2 (5) – Provide a diversity of housing types in each neighbourhood	Mixed Uses LRT, Mixed Uses, and Residential collectively allow for the development of a variety of housing types including apartment, stacked row, row, semi detached, and single detached housing.
3.2 (6) – Support housing at increased densities in support of the City's intensification strategies and to encourage the use of transit	The Town Centre will incorporate an intensified housing mix ratio and exceed the suburban housing mix guidelines.
3.3 (2) – Ensure that each neighbourhood is designed with a focal point	The Main Street Retail, Town Centre Commercial, District Activity Park, and the SWMFs act as community focal points.
3.5 (1) – Provide a balanced network for movement	The transportation network supports multiple modes of transport (i.e. LRT, bus, car, bicycle, walking, etc.) and will place priority on the movement of people.
3.5 (2) – Provide a transportation system that reflects the character of the intended development and meets the unique demand of each neighbourhood, as well as the City's wider transportation objectives.	The grid-based transportation framework reflects the intended urban character of the Town Centre and will be designed to accommodate internal and external traffic flow requirements.
3.5 (3) – Improve connectivity	The proposed grid-based pattern provides increased multimodal connectivity within the Town Centre and with the surrounding communities.
3.5 (5) – Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations	Streets, wide sidewalks, and pathways provided within the Town Centre establish connectivity between the community focal points and destinations.

4.0 AMENDMENT TO BYLAW

It is proposed that the Heritage Valley SCDB be amended by:

- a) incorporating the text amendments included in Appendix 1: Amended Text
- b) substituting “Map 4: Land Ownership” with the figure enclosed herein as “Map 4: Land Ownership” in Appendix 2
- c) substituting “Map 8: Development Concept” with the figure enclosed herein as “Map 8: Development Concept” in Appendix 2
- d) substituting “Map 9: Neighbourhoods Pattern” with the figure enclosed herein as “Map 9: Neighbourhoods Pattern” in Appendix 2
- e) substituting “Map 11: Business and Employment” with the figure enclosed herein as “Map 11: Business and Employment” in Appendix 2
- f) substituting “Map 12: Schools, Parks and Open Space Network” with the figure enclosed herein as “Map 12: Schools, Parks and Open Space Network” in Appendix 2
- g) substituting “Map 13: Urban Design Concept” with the figure enclosed herein as “Map 13: Urban Design Concept” in Appendix 2
- h) substituting “Map 14: Transportation – Roadway Circulation” with the figure enclosed herein as “Map 14: Transportation – Roadway Circulation” in Appendix 2
- i) substituting “Map 15: Proposed Storm Sewer System” with the figure enclosed herein as “Map 15: Proposed Storm Sewer System” in Appendix 2
- j) substituting “Map 16: Proposed Sanitary Sewer System and Drainage Basins” with the figure enclosed herein as “Map 16: Proposed Sanitary Sewer System and Drainage Basins” in Appendix 2
- k) substituting “Map 17: Water Distribution” with the figure enclosed herein as “Map 17: Water Distribution” in Appendix 2
- l) substituting “Map 18: Development Staging” with the figure enclosed herein as “Map 18: Development Staging” in Appendix 2
- m) substituting the table entitled “Heritage Valley – Land Use Profile” with the table enclosed herein as “Table 1 – Amendment to Heritage Valley Land Use Statistics” in Appendix 3

Appendix 1: Amended Text

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Appendix 1: Amended Text

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The following text and map amendments are required to the Heritage Valley SCDB.

Section #	Amendment
PREFACE	<p>Delete the sentence "When fully developed, it will accommodate approximately 70,000 persons on 2,142 ha of land." and substitute it as follows:</p> <p>"When fully developed, it will accommodate approximately 95,000 persons on 2,115 ha of land."</p>
1.1 Area Context (b) SCDB Plan Area	<p>Delete the sentence "Heritage Valley, the subject of this design brief, covers approximately 2,142 hectares." and substitute it as follows:</p> <p>"Heritage Valley, the subject of this design brief, covers approximately 2,115 ha of land."</p>
Map 3 Preliminary Framework Plan – Heritage Valley and Windermere	<p>Add to "Map 3 Preliminary Framework Plan – Heritage Valley and Windermere" - "This is a conceptual illustration of the Preliminary Framework Plan and the actual Framework Plan may differ."</p>
4.1 Community Structure and Organizing Principle	<p>Delete the paragraph "The major north-south roadway through the area will be 111 Street SW, which has already been identified for the southward extension of the LRT in the City's Transportation Master Plan. 111 Street SW will be designed as a fully landscaped grand boulevard. Medium density housing will radiate from key nodes along 111 Street SW to form other transit-supportive nodes of development." and substitute it as follows:</p> <p>"The major north-south roadway through the area will be James Mowatt Trail. James Mowatt Trail will be designed as a fully landscaped grand boulevard and medium density housing will radiate from key nodes along James Mowatt Trail.</p> <p>The southward extension of the LRT is proposed to follow the 127 Street Government Road Allowance through to the Town Centre. Future LRT Stations are proposed in Neighbourhood 12 (Special Study Area) and the Town Centre."</p>
4.1 Community Structure and Organizing Principle	<p>Delete the sentence "To give Heritage Valley a definitive heart and focal point, one of the nodes along 111 Street SW will be developed as a pedestrian-oriented Town Centre." and substitute it as follows:</p> <p>"To give Heritage Valley a definitive heart and focal point, one of the proposed nodes will be developed as a pedestrian-oriented Town Centre."</p>
4.2 Land Use Distribution and Zoning (a) Residential	<p>Delete the sentence "This land use accounts for approximately 760 hectares or 49% of the gross developable area." and substitute it as follows:</p> <p>"This land use accounts for approximately 882 hectares or 55% of the gross developable area."</p>
4.2 Land Use Distribution and Zoning (a) Residential	<p>Delete the paragraph "At full build-out, Heritage Valley is expected to have a population in the range of 63,000 to 78,000 persons. With a variety and mix of dwelling unit types, the unit count is expected to total between 18,500 and 25,000 units, with housing densities being slightly higher than existing suburban areas." and substitute it as follows:</p> <p>"At full build-out, Heritage Valley is expected to have a population in the range of 78,000 to 95,000 persons. With a variety and mix of dwelling unit types, the unit</p>

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Appendix 1: Amended Text

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	count is expected to total between 25,000 and 40,000 units, with housing densities being slightly higher than existing suburban areas."																											
4.2 Land Use Distribution and Zoning (b) Commercial and Industrial/Business	<p>Delete the sentence "In recognition of providing jobs and shopping opportunities close to residential areas, as well as taking advantage of the superior transportation networks adjacent to Heritage Valley, approximately 19.0% of the gross developable area is designated as Commercial/Business Employment." and substitute it as follows:</p> <p>"In recognition of providing jobs and shopping opportunities close to residential areas, as well as taking advantage of the superior transportation networks adjacent to Heritage Valley, approximately 8% of the gross developable area is designated as Commercial/Business Employment."</p>																											
Table 1 – Generalized Land Use Distribution	<p>Delete "Table 1 – Generalized Land Use Distribution" and substitute it with a new "Table 1 – Generalized Land Use Distribution" as attached.</p> <table><tr><th>Land Use Category</th><th>Hectare</th><th>Percent</th></tr><tr><td>Residential</td><td>882</td><td>44</td></tr><tr><td>Circulation</td><td>264</td><td>13</td></tr><tr><td>Commercial/Business Employment/Mixed Use</td><td>169</td><td>8</td></tr><tr><td>Creeks/Ravine Land/SWMF</td><td>300</td><td>15</td></tr><tr><td>Existing Uses</td><td>183</td><td>9</td></tr><tr><td>Parks & Open Space</td><td>141</td><td>7</td></tr><tr><td>Utilities/Pipelines/ Transit ROW</td><td>72</td><td>4</td></tr><tr><td>Study Area Total</td><td>2,011</td><td>100</td></tr></table>	Land Use Category	Hectare	Percent	Residential	882	44	Circulation	264	13	Commercial/Business Employment/Mixed Use	169	8	Creeks/Ravine Land/SWMF	300	15	Existing Uses	183	9	Parks & Open Space	141	7	Utilities/Pipelines/ Transit ROW	72	4	Study Area Total	2,011	100
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Parks & Open Space	141	7																										
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Study Area Total	2,011	100																										
5.2 The Town Centre - Intent	<p>Delete the sentence "The neighbourhood covers approximately 82 ha of relatively flat land, and is highly visible and accessible from surrounding communities by both arterials and greenspace linkages." and substitute it as follows:</p> <p>"The neighbourhood covers approximately 116 ha of relatively flat land, and is highly visible and accessible from surrounding communities by both arterials and greenspace linkages."</p>																											
5.2 The Town Centre Concept	<p>Delete the sentence "The focal point of the Town Centre is "Main Street" which culminates in an urban park framed by a semi circular lake that is surrounded by shops, restaurants and cafes." And substitute it as follows:</p> <p>"The focal point of the Town Centre is "Main Street" which features shops, restaurants and cafes."</p>																											
Map 10 Heritage Valley Town Centre Concept	Add to "Map 10 Heritage Valley Town Centre Concept" – "This is a conceptual illustration of the Town Centre Concept and the actual Concept Plan may differ."																											
5.2 The Town Centre – Development Policies and Requirements 5. An accessible Town Centre integrated with surrounding neighbourhoods	<p>Delete the sentence "Arterial streets, collectors or the public open space system should be used to delineate the Town Centre and its broad land use pattern, as shown on Map 10." And substitute it as follows:</p> <p>"Arterial streets, collectors or the public open space system should be used to delineate the Town Centre and its broad land use pattern."</p>																											
5.2 The Town Centre – Development Policies and Requirements 6. Design an attractive downtown	Delete the sentence "Freestanding or "monument" building should be reserved for public uses." And substitute it as follows:																											

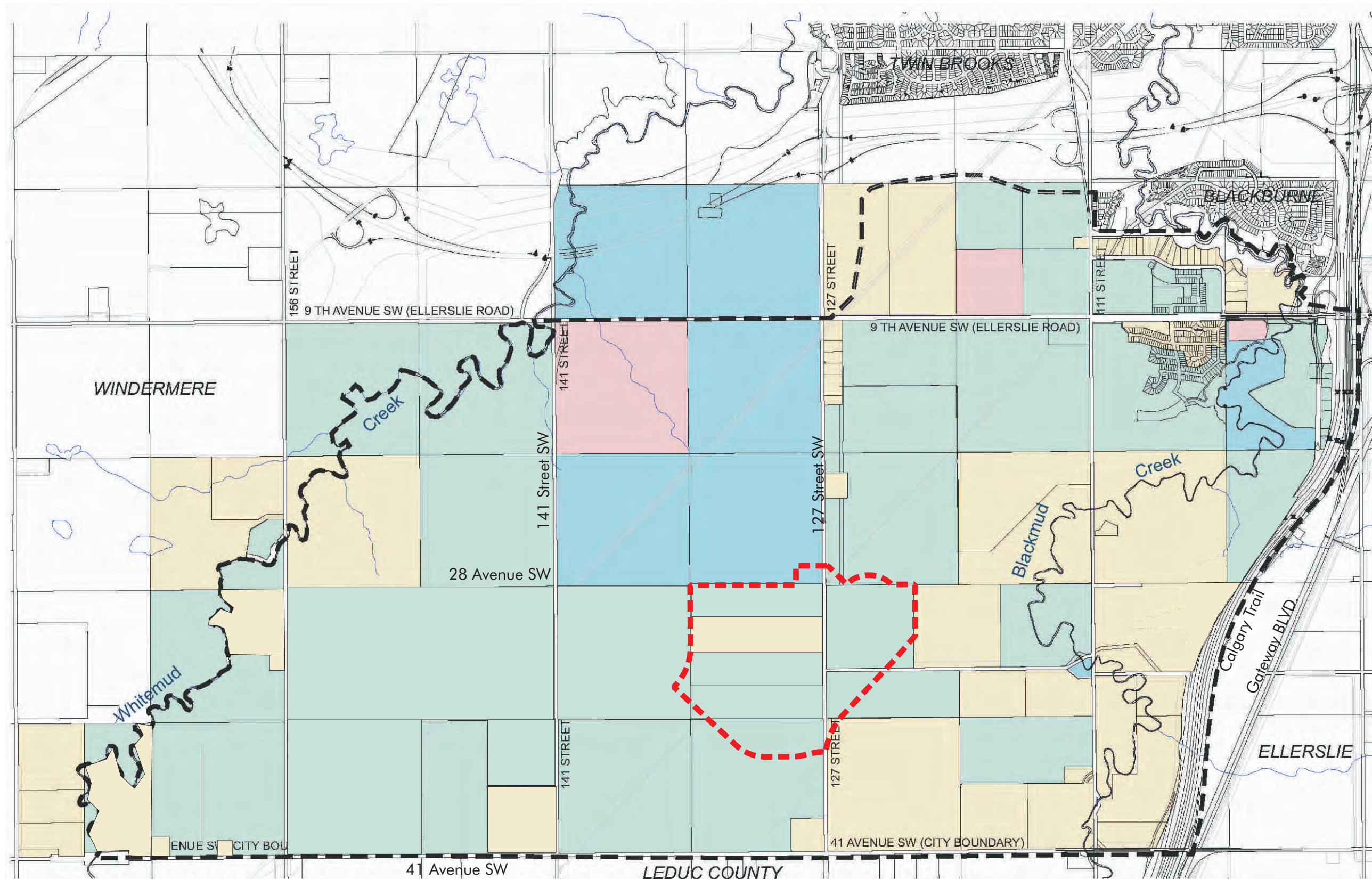
AMENDMENT TO THE HERITAGE VALLEY SCDB







Appendix 1: Amended Text

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	"Freestanding or "monument" buildings should be reserved for public uses."
5.5 Residential Environment – Intent	<p>Delete the sentence "Residential development is the predominant land use in Heritage Valley, accounting for approximately 760 ha or 50% of the total developable area, as shown previously on Map 9." And substitute it as follows:</p> <p>"Residential development is the predominant land use in Heritage Valley, accounting for approximately 882 ha or 55% of the gross developable area, as shown previously on Map 9."</p>
5.6 Institutions – Development Policies and Requirements 1. School Sites – School Campus	Delete heading "School Campus" and substitute it with "District Activity Park".
5.6 Institutions – Development Policies and Requirements 1. School Sites – School Campus	<p>Delete the sentence "A 30 ha Public high school (Campus) site has been identified in the Town Centre neighbourhood forming the southern axis of the Main Street." And substitute it as follows:</p> <p>"A 30 ha District Activity Park, consisting of a Public and Catholic high school site and a recreation centre has been identified in the Town Centre neighbourhood."</p>
5.6 Institutions – Development Policies and Requirements 1. School Sites – School Campus	<p>Delete the bullet "The Public School Board will develop the high school as warranted by enrolment numbers and as funded by Alberta Infrastructure. Should the site not be required for school purposes, a portion of it may be used for Main Street commercial development, with design considerations to ensure compatibility with adjacent residential uses." And substitute it as follows:</p> <p>"The School Boards will develop the high schools as warranted by enrolment numbers and as funded by Alberta Infrastructure. Should the site not be required for school purposes, a portion of it may be used for residential or mixed use developments, with design considerations to ensure compatibility with adjacent residential uses."</p>
5.6 Institutions – Development Policies and Requirements 1. School Sites – School Campus	<p>Delete the sentence "The Campus site should serve as a regional/community sports complex to serve Heritage Valley residents' sports and recreational needs." and substitute it as follows:</p> <p>"The District Activity Park should serve as a regional/community sports complex to serve Heritage Valley residents' sports and recreational needs."</p>
5.10 Transportation 4. Transit	<p>Delete the sentence "Consequently, the Plan is designed to accommodate (and protect) a transit corridor along 111 Street SW, and potential LRT stations/transit centres located in the Town Centre and at the Town Centre Commercial core at 111 Street SW and Ellerslie Road." and substitute it as follows:</p> <p>"Consequently, the Plan is designed to accommodate (and protect) a transit corridor west of 127 Street SW, and the three proposed LRT stations in Heritage Valley, at the following locations—north of Ellerslie Road, north of 28 Avenue SW in Neighbourhood 12 (Special Study Area), and east of the pipeline R-O-W in Heritage Valley Town Centre."</p>

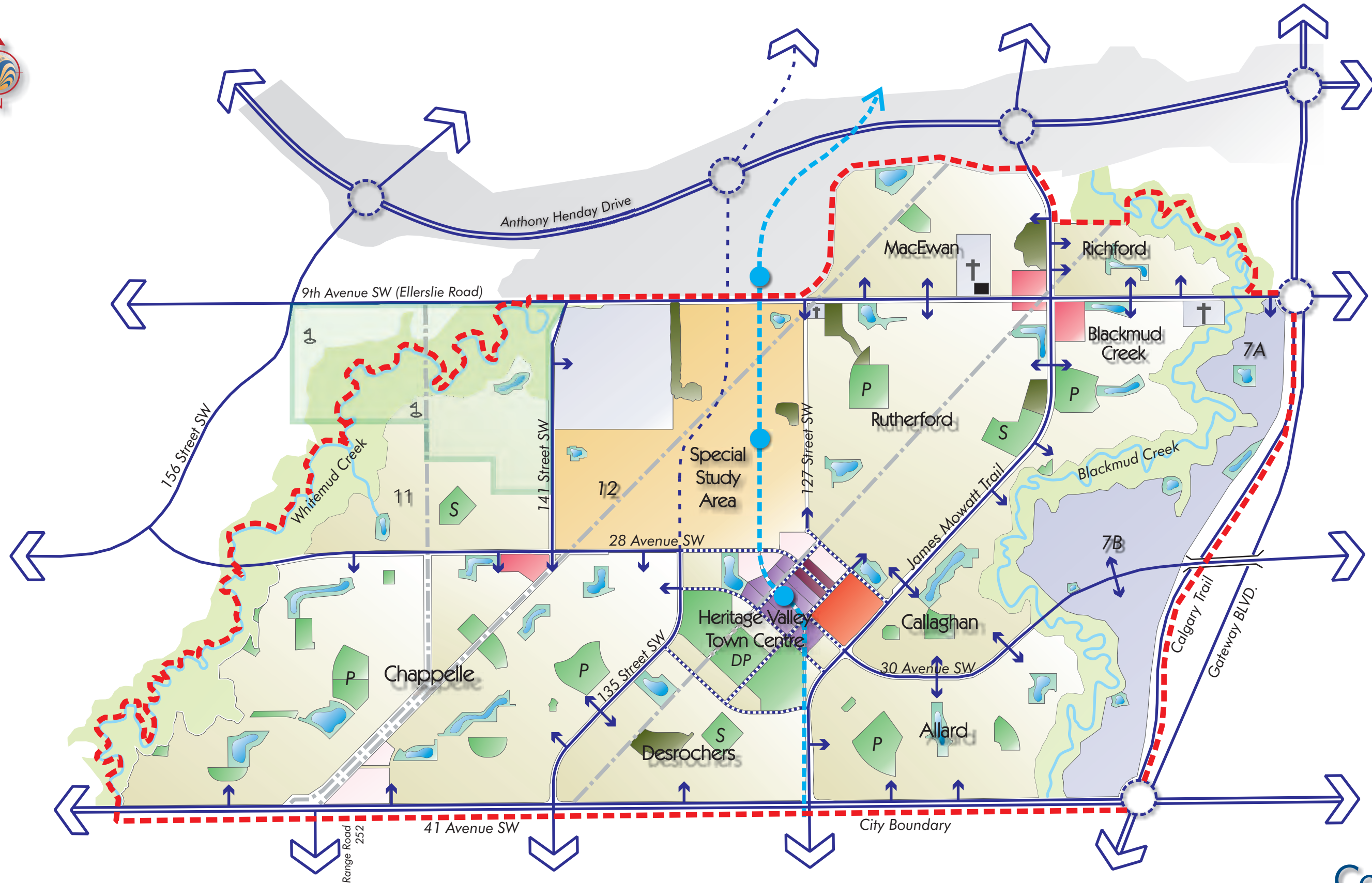
Appendix 2: Amended Figures

































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|---|---|---|
|  Private-Non Corporate |  Government |  Town Centre NASP Boundary |
|  Private- Corporate |  Institutional |  SCDB Boundary |

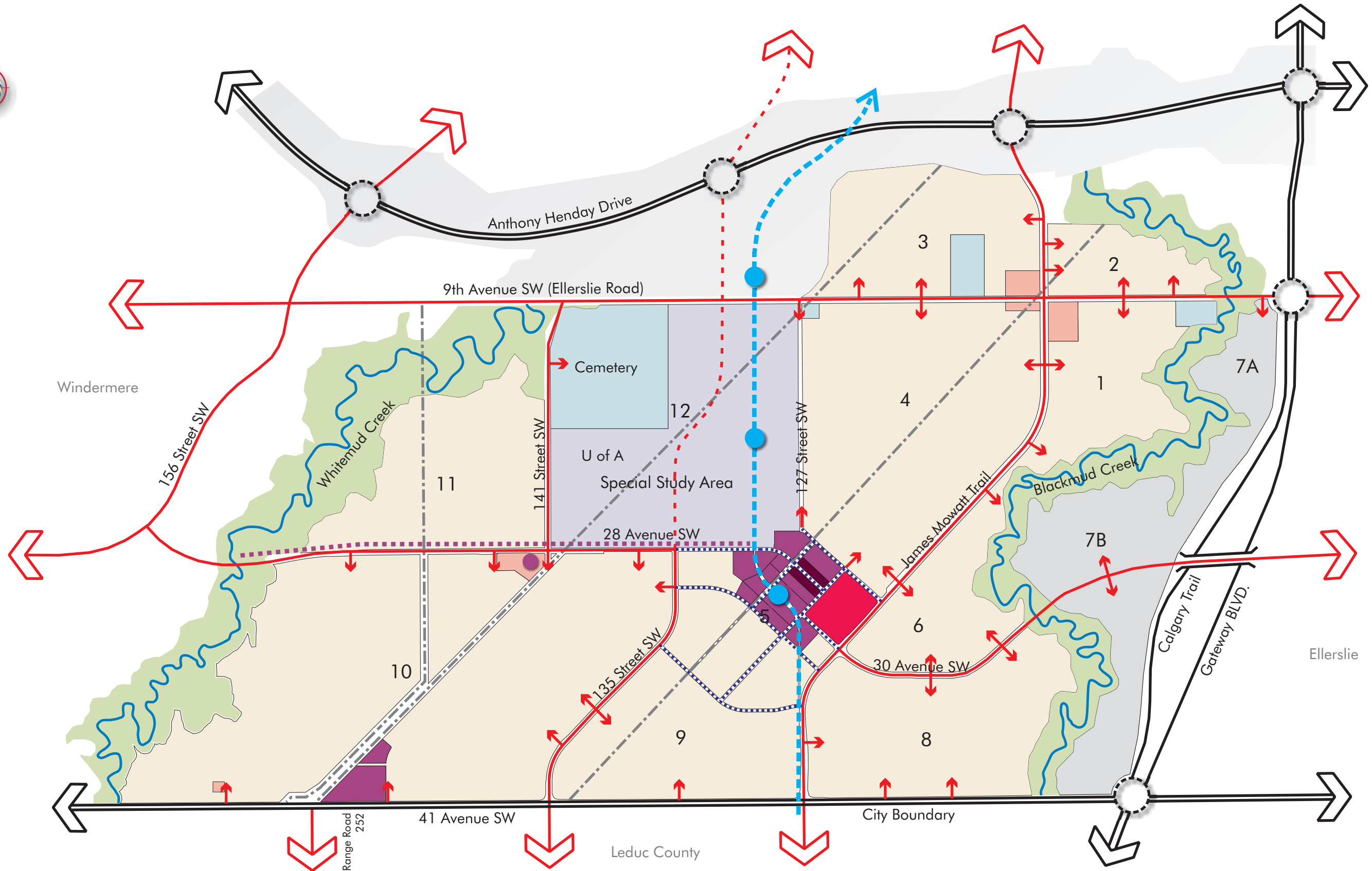
Map 4 Land Ownership

Heritage Valley
Servicing Concept Design Brief



- | | | | | | |
|--|---|---|--|---|---|
|  Residential |  Mixed Uses |  Golf Course |  Arterial Roadway |  Flyover |  P Public School |
|  Town Centre Commercial |  Mixed Uses LRT |  Special Study Area |  Primary Street |  Light Rail Transit Corridor |  S Separate Elementary Jr High |
|  Community Commercial |  Business Employment |  Storm Water Management Facility |  135 Street SW
<small>(Arterial Roadway-
Conceptual Alignment)</small> |  /Station |  DP District Activity Park |
|  Main Street Retail |  River Valley |  Natural Areas |  Interchange |  Public Utility Corridor |   5 Neighbourhood Number |
|  Institutional |  School / Park Site |  Highway/ Freeway |  Major Neighbourhood Access |  SCDB Boundary | |



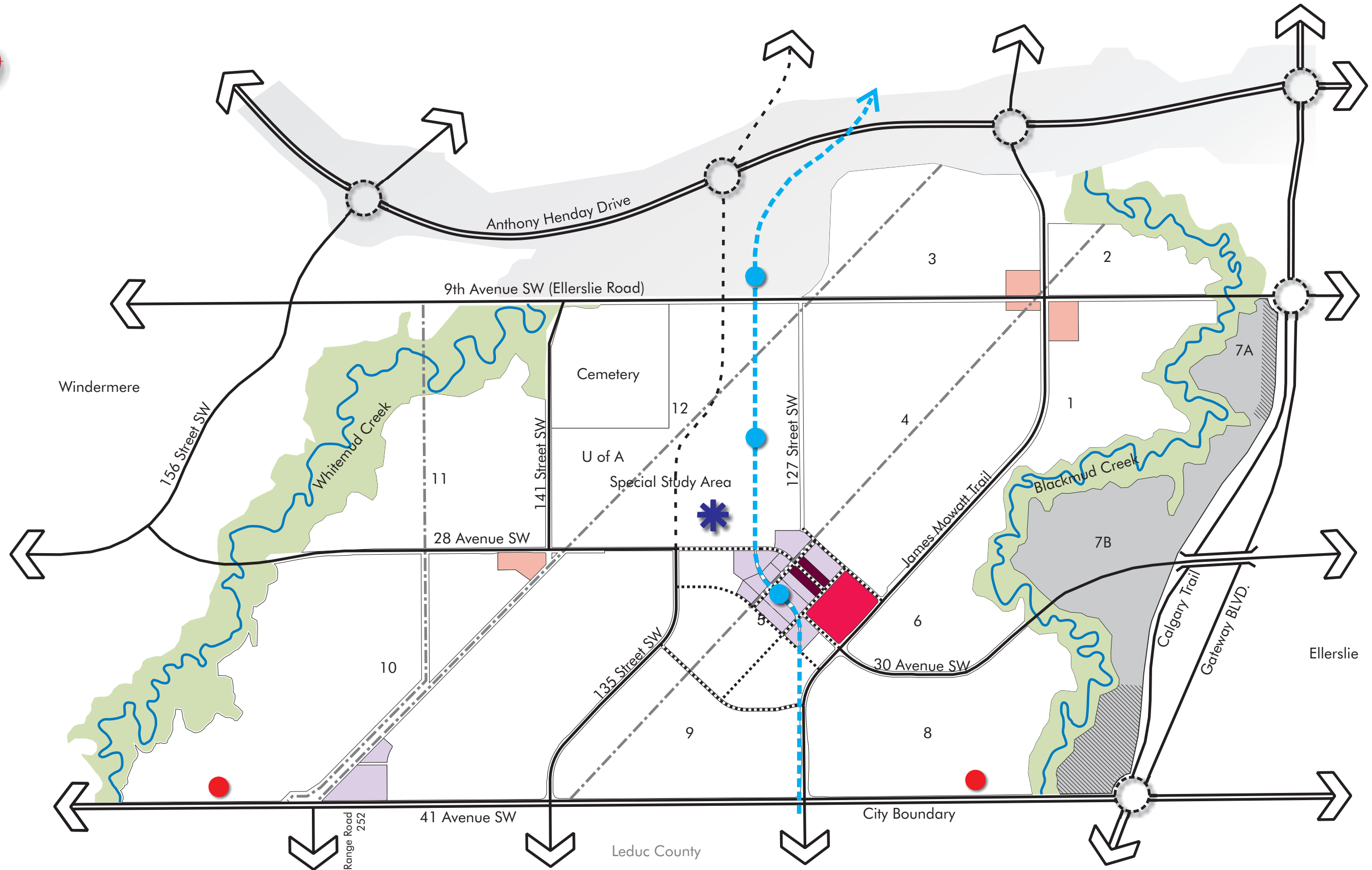


- | | |
|------------------------|---------------------------|
| Residential | Mixed Uses |
| Town Centre Commercial | Business/Employment |
| Community Commercial | Institutional |
| Main Street Retail | U of A Special Study Area |

- | | |
|---|----------------------------|
| River Valley | Primary Street |
| Highway / Freeway | Interchange |
| Arterial Roadway | Major Neighbourhood Access |
| 135 Street SW (Arterial Roadway-Conceptual Alignment) | |

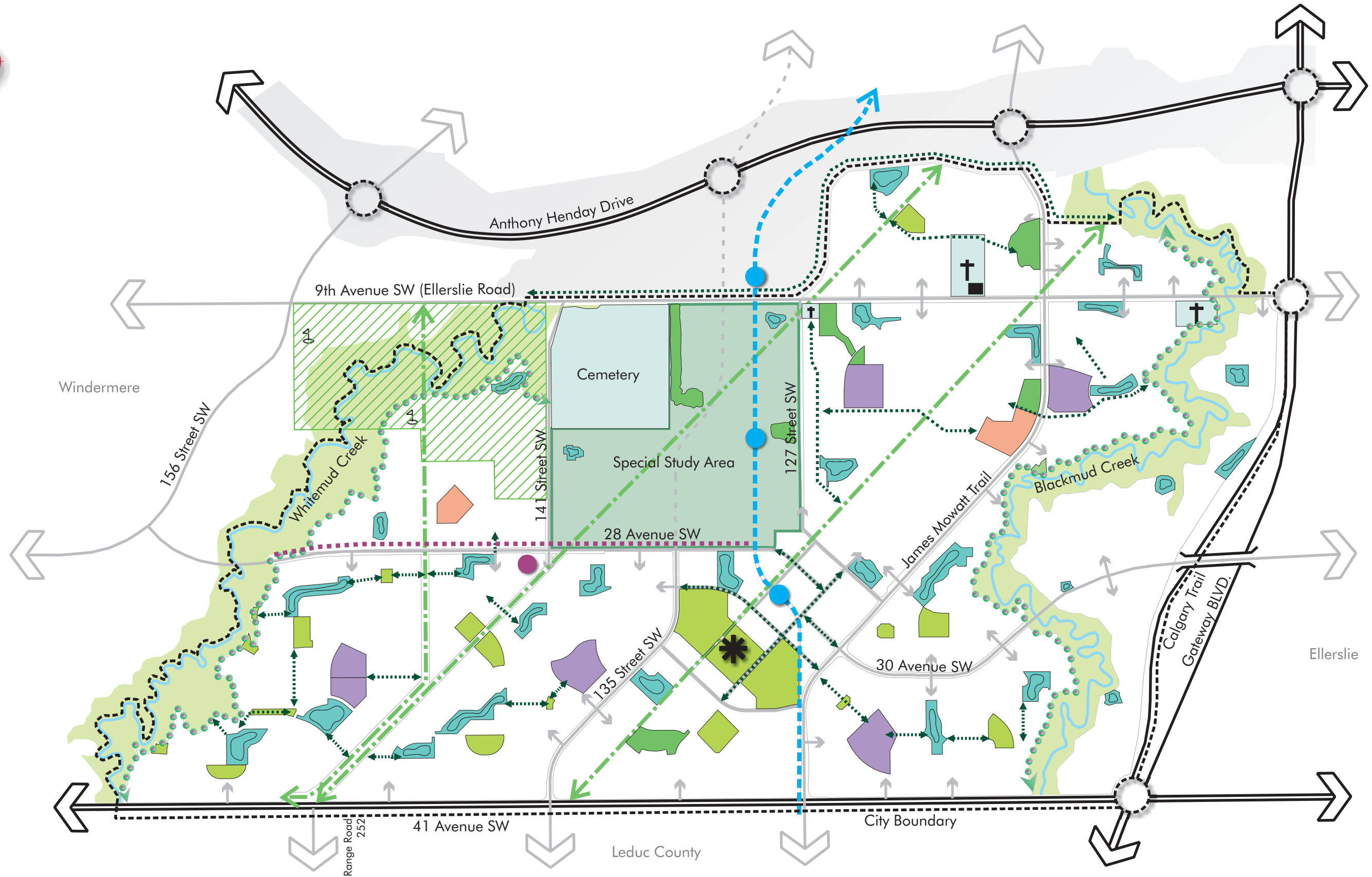
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| Flyover | Light Transit Corridor/ Station |
| High Speed Transit Route | High Speed Transit Stop |

Map 9
Neighbourhoods Patterns
Heritage Valley
Servicing Concept Design Brief



- | | | |
|-----------------------------|--------------------|--|
| Potential Employment Centre | Highway Commercial | Business/Employment Area |
| Town Centre Commercial | Mixed Uses | Potential Retail (Neighbourhood Convenience) |
| Community Commercial | Main Street Retail | |

Map 11
Business and Employment
Heritage Valley
Servicing Concept Design Brief



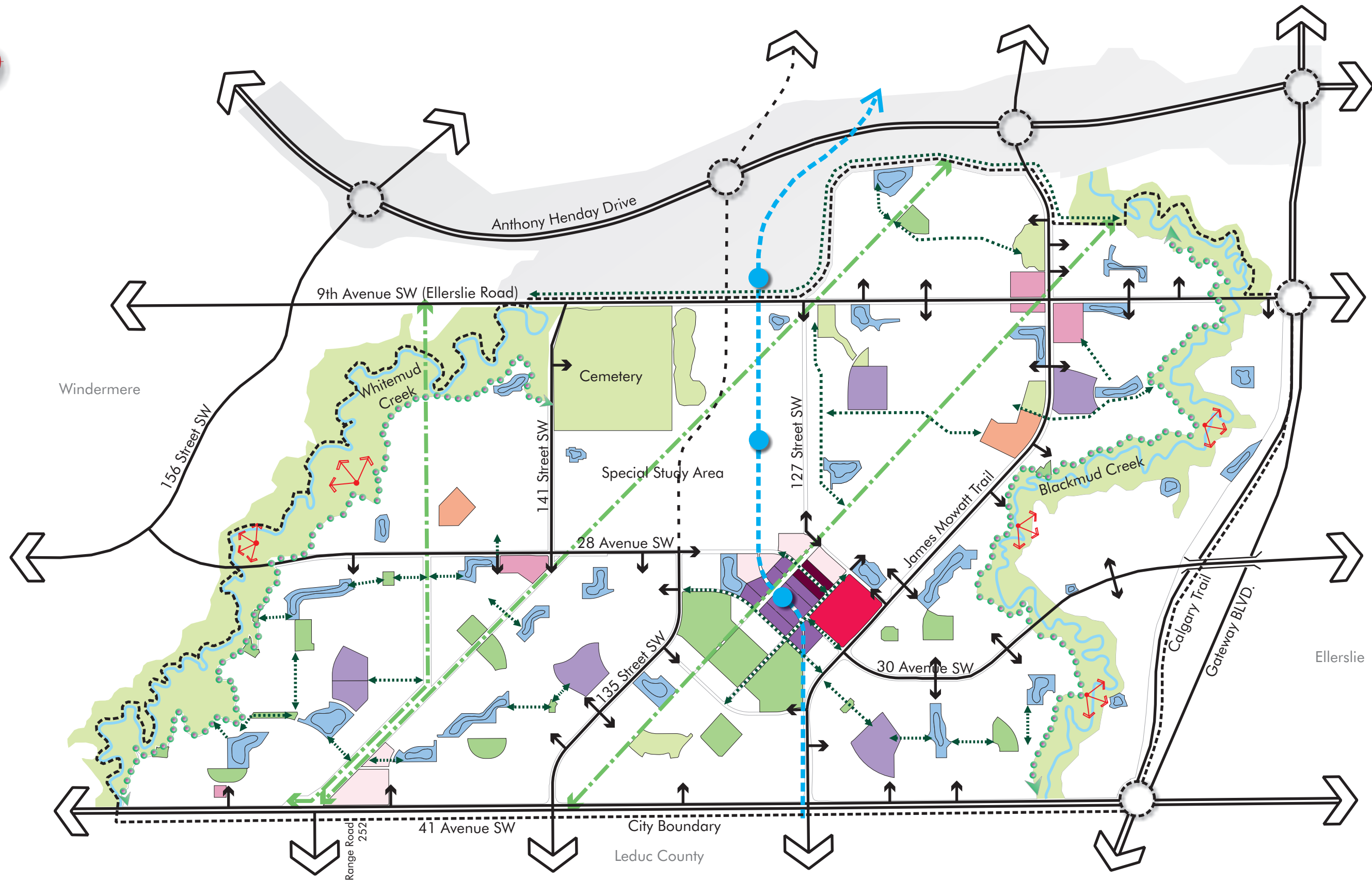
- Public Elementary / Jr. High
- Separate Elementary / Jr. High
- District Campus
- Private Education
- Institutional
- Special Study Area

- Natural Areas
- Park
- Ravine
- Top of Bank Road/ Multi-Use Trail
- Major Pedestrian Linkages
- Golf Course

- Stormwater Management Facility
- Public Utility Corridor/ Multi-Use Trail
- Light Rail Transit Corridor/ Station
- High Speed Transit Line
- High Speed Transit Stop

- Collector/ Primary Street/ Arterial Roadway
- Highway/ Freeway
- SCDB Boundary

Map 12
School, Parks and Open Space Network
Heritage Valley
Servicing Concept Design Brief



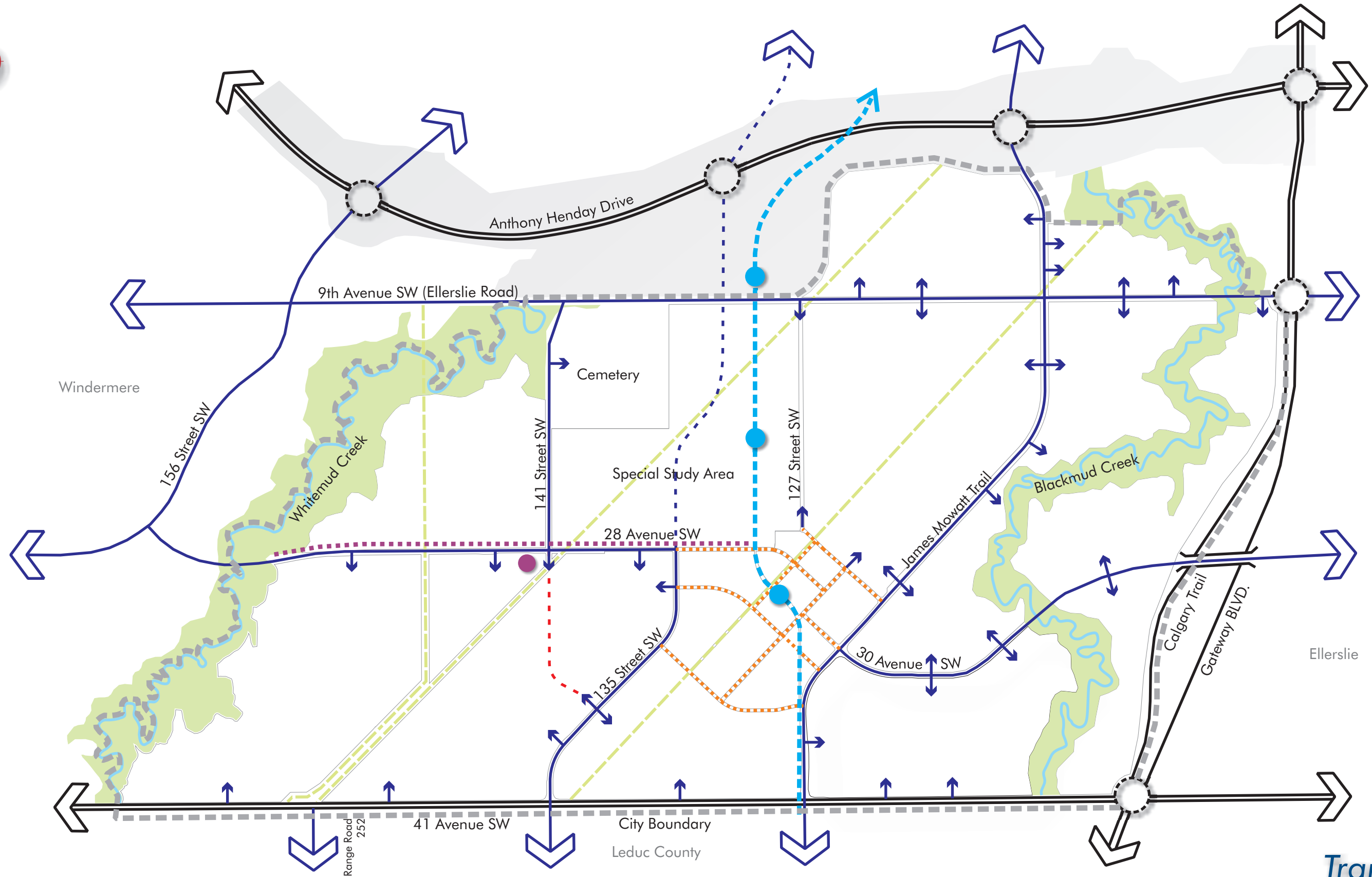
- Town Centre Commercial
- Community Commercial
- Main Street Retail
- Mixed Uses

- Mixed Uses LRT
- Public School Sites
- Separate School Sites
- Natural Areas/ Creeks

- Viewports
- Major Pedestrian Linkages
- Top of Bank Road/ Multi-Use Trail
- Public Utility Corridor/ Multi-Use Trail

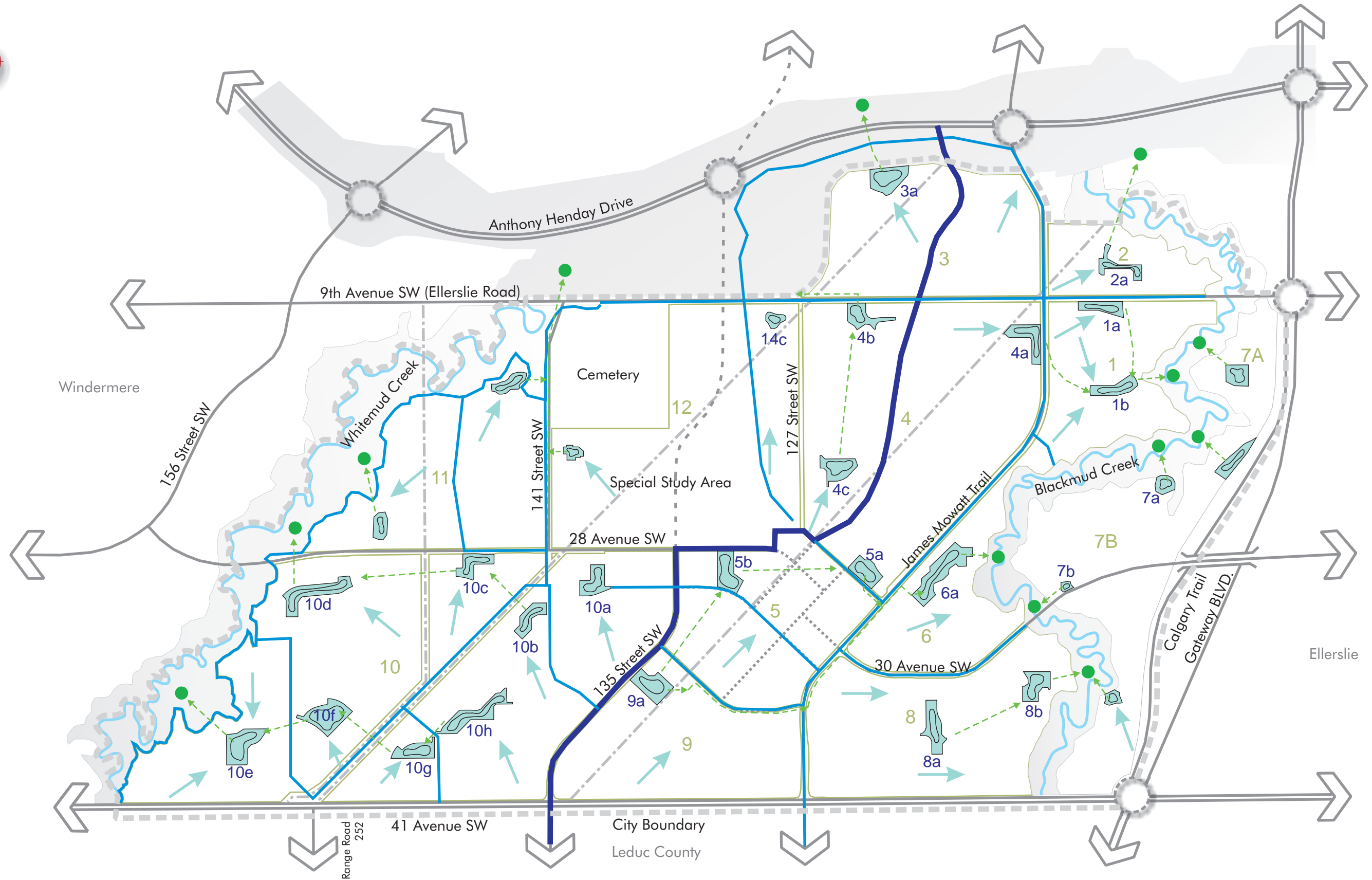
- Light Rail Transit Corridor/Station
- SCDB Boundary

Map 13
Urban Design Concept
Heritage Valley
Servicing Concept Design Brief



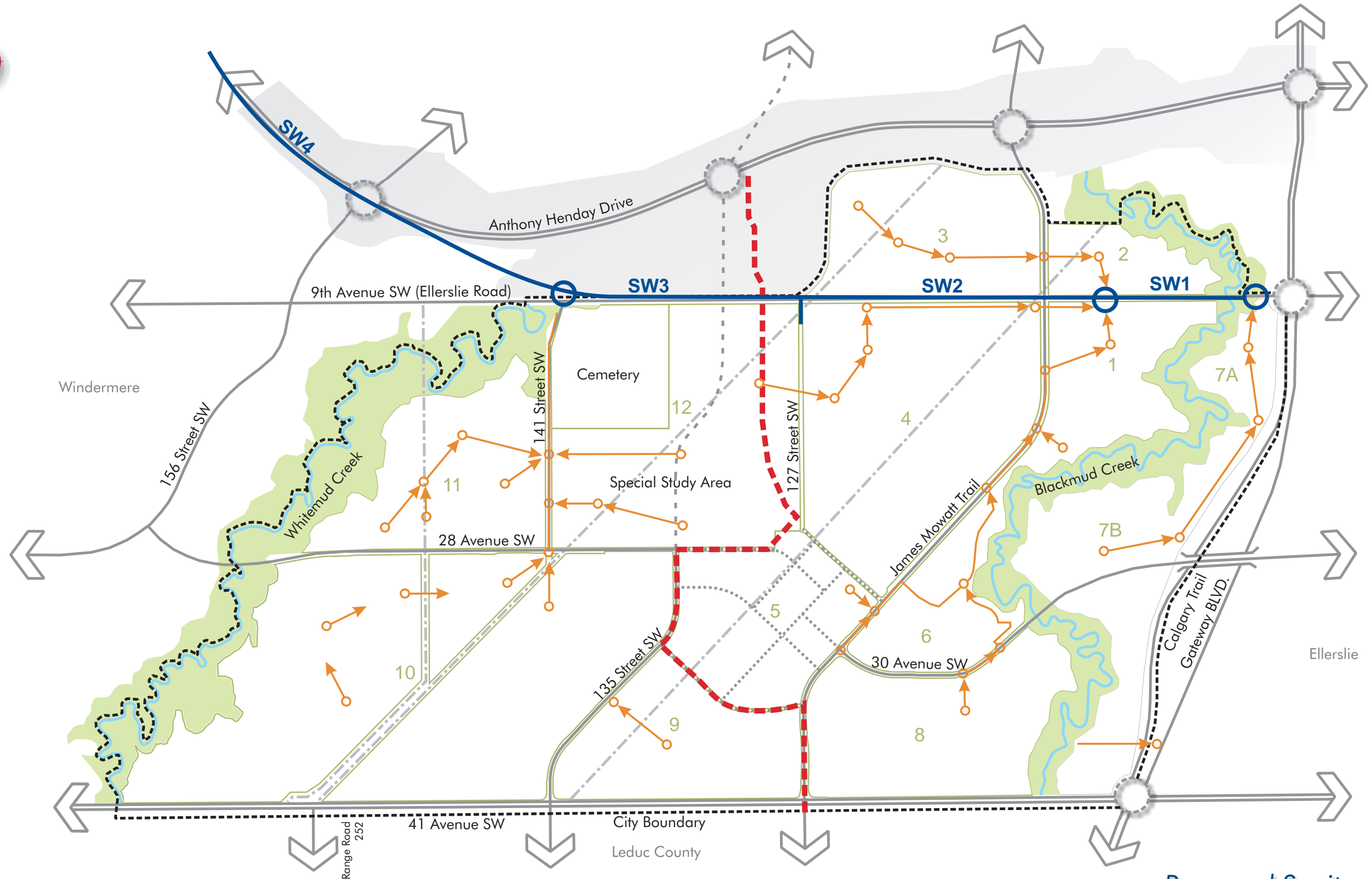
- | | | | |
|--|------------------------------|---|--|
| == Highway/ Freeway | → Major Neighbourhood Access | ● Light Rail Transit Corridor/Station | --- SCDB Boundary (Arterial Roadway Assessment Area) |
| — Arterial Roadway | --- Primary Street | --- High Speed Transit Route | |
| - - - 135 Street (Arterial Roadway - Conceptual Alignment) | ○ Interchange | ● High Speed Transit Stop | |
| - . - . Major Collector Roadway | = Flyover | — Public Utility Corridor / Multi-Use Trail | |

Map 14
**Transportation-
Roadway Circulation**
Heritage Valley
Servicing Concept Design Brief



- | | | |
|-----------------------------|--|---------------------|
| 1:100 Year Retention Ponds | Storm Sewer | Neighbourhood Cells |
| Neighbourhood Pond Number | Outfall Point to Creek (Tentative) | SCDB Boundary |
| Overland Drainage | Whitemud/ Blackmud Creek Divide Basin (Post Development) | |
| Sub Basin Drainage Boundary | | |

Map 15
Proposed Storm Sewer System
Heritage Valley
Servicing Concept Design Brief



Map 16

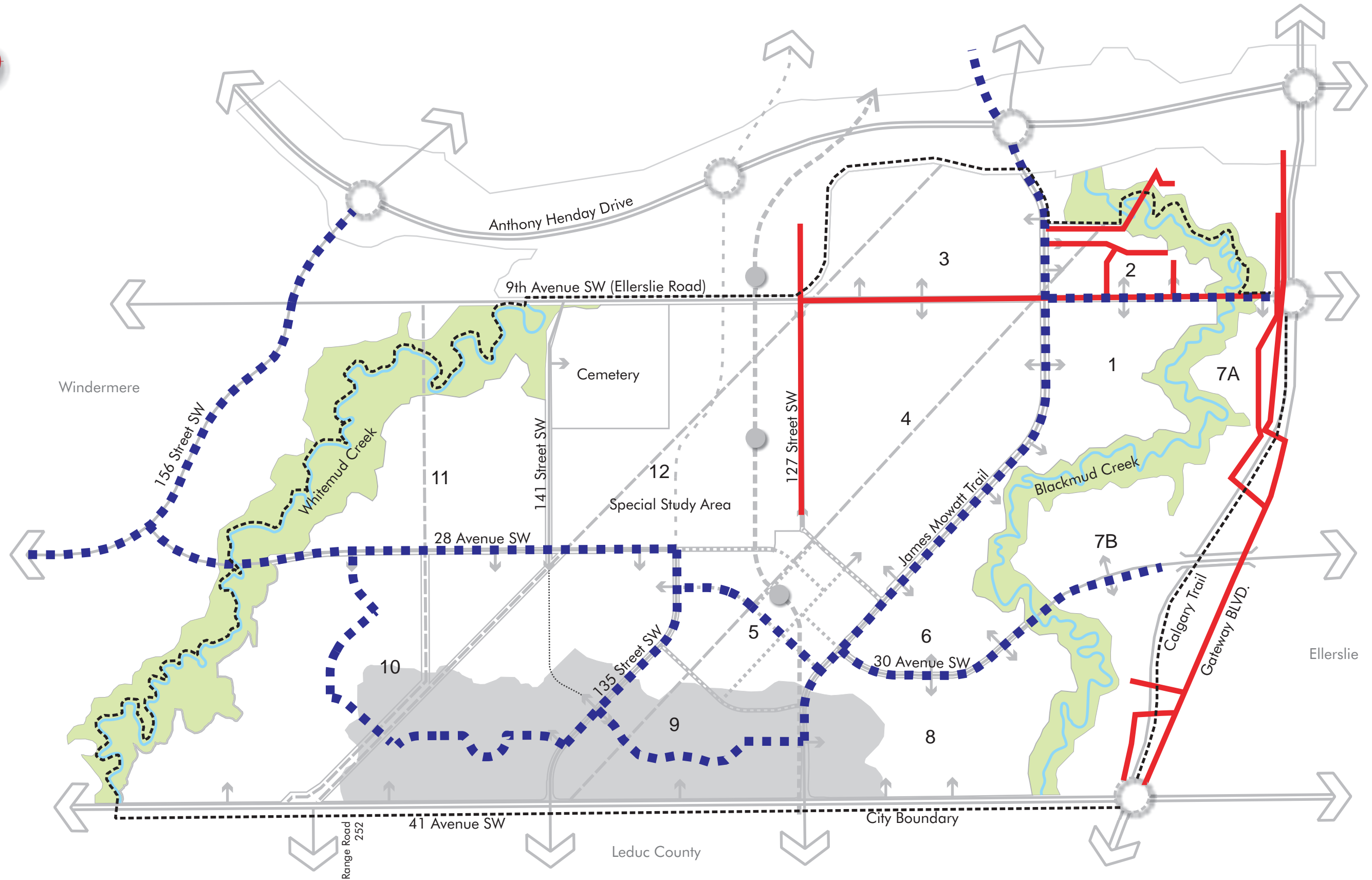
Proposed Sanitary Sewer System
and Drainage Basins

Heritage Valley

Servicing Concept Design Brief

- SESS-SW Trunk
- SESS-SW Trunk Connection
- Sanitary Basin Boundary for SESS-SW Trunk
- Sanitary Sewer

- Neighbourhood Cells
- SCDB Boundary



Map 17
Water Distribution
Heritage Valley
Servicing Concept Design Brief

Existing Water Line

Water Main

High Topographic Elevation
Above 696 meters

Highway/ Freeway

Arterial Roadway

135 Street (Arterial Roadway - Conceptual Alignment)

Major Collector Roadway

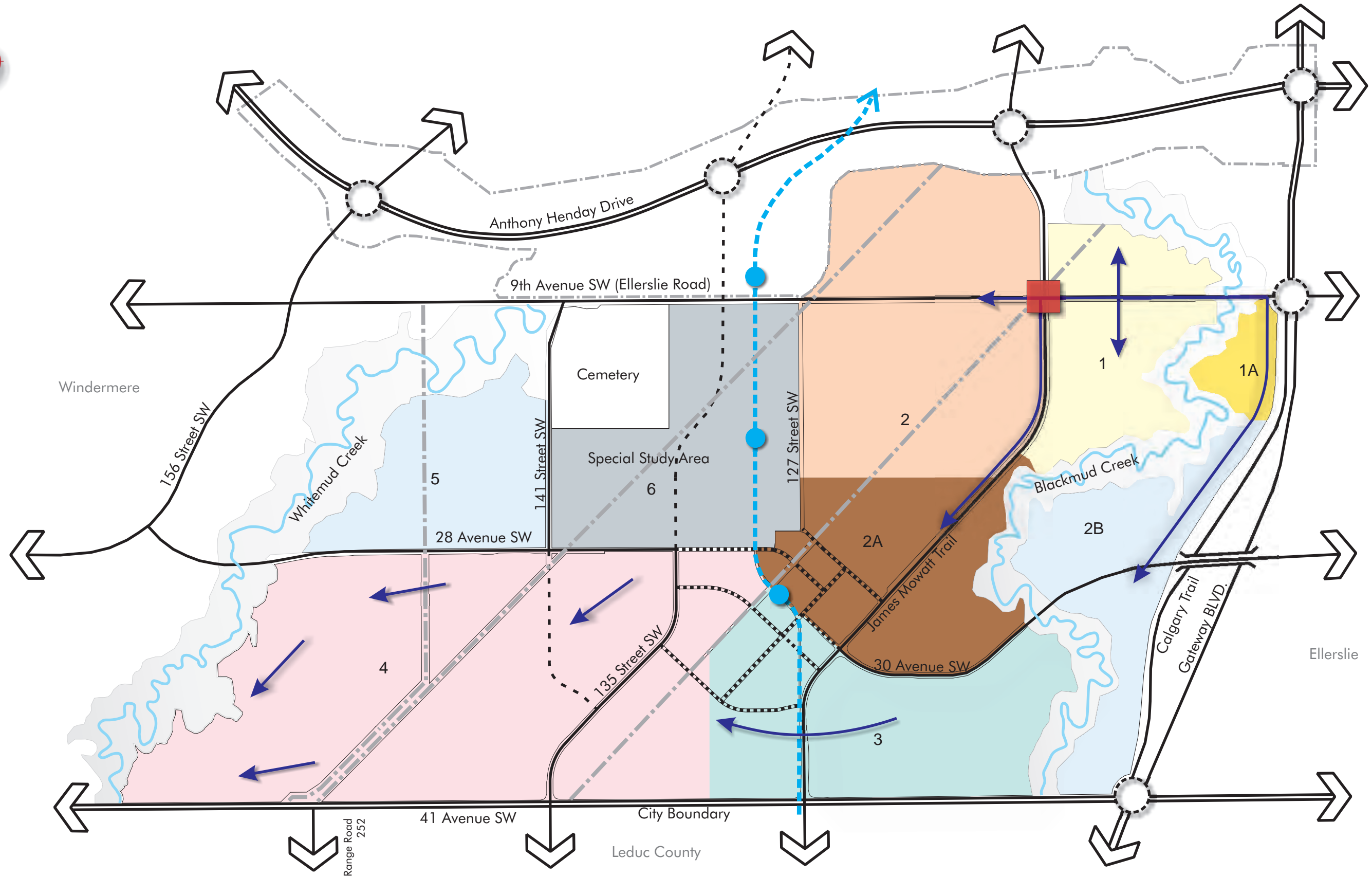
Major Neighbourhood Access

Primary Street

Light Rail Transit Corridor/Station

Public Utility Corridor / Multi-Use Trail

SCDB Boundary



- | | | | |
|----------|----------|---------|---------------------|
| Stage 1 | Stage 2A | Stage 4 | Direction of Growth |
| Stage 1A | Stage 2B | Stage 5 | |
| Stage 2 | Stage 3 | Stage 6 | |

Map 18
Development Staging
Heritage Valley
Servicing Concept Design Brief

Appendix 3: Amended Tables

Table 1: Amendment to Heritage Valley Land Use Statistics

												Units										POPULATION		
	Gross Area	Creeks/Ravines (ER)	Pipelines/Electrical ROW	Transit ROW	Arterial Road Widening	Special Study	Cemetery	GDA	School/Parks	District Campus		Commercial	Business Employment	SWMF	Circulation	Institutional	Mixed Use	Other	Residential	LDR	MDR		HDR	Total
MacEwan	111		5		3			103	4		4		3	21	8			65	1,118	616	225	1,959	6,165	
Richford	55	10	1					43					2	7				35	352	97	246	695	1,901	
Blackmud Creek	101	18			3			80	7		4		3	18	6		11	31	635	154		789	2,656	
Rutherford	222		4	2				216	20		2		8	39				147	2,589	1,517	94	4,200	13,761	
Town Centre	116		1	2	15			98		30	14		5			22		27	165	1,474	5,500	7,139	11,653	
Callaghan	84				7			77	4				4	13			1	56	801	935	761	2,497	7,460	
NHBD 7A	60	12			6			41	4		5	16	3	8		4				498			498	711
NHBD 7B	173	58			2			113	11		76	1	22					3					0	
Allard	164	9			7			148	13		1		6	27			2	98	1,507	1,375	603	3,485	7,648	
NHBD 9	110		2		8			100	5				7	20		8		60	1,189	1,463		2,652	5,668	
Chappelle	462	31	20		12			399	31		5		24	80		3	8	248	3,515	4,747	1,028	9,290	19,466	
NHBD 11	197	53	25		1			118	9		2		8	21				78	1,148	2,435		3,583	10,777	
NHBD 12	261	10	10		3	129	54	55	4		2		4	10				35	128	1,083	2,610	3,821	7,443	
TOTAL	2,115	201	68	4	68	129	54	1,591	111	30	115	17	99	264	14	37	22	882	13,147	16,394	11,067	40,608	95,309	