

# Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan

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*Office Consolidation August 2020*

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*Charter Bylaw 19279 (as amended) was adopted by Council on August 17, 2020. In August 2020, this document was consolidated by virtue of the incorporation of the following Bylaw:*

*Charter Bylaw 19279 Approved August 17, 2020 (to adopt the Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan)*

Editor's Note:

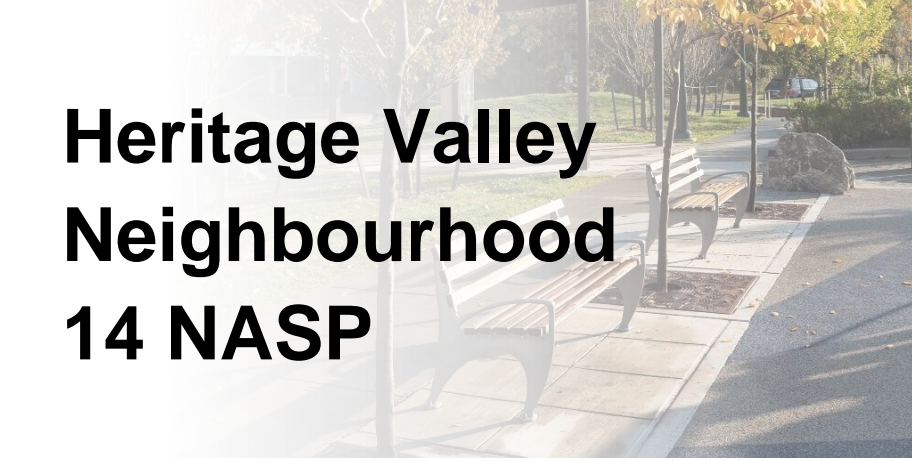
This is an office consolidation edition of the Heritage Valley Neighbourhood Area Structure Plan, Charter Bylaw 19279 as approved by City Council on August 17, 2020. This edition contains all amendments and additions to Charter Bylaw 19279.

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. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton

Urban Planning and Economy



# Heritage Valley Neighbourhood 14 NASP





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# 1. INTRODUCTION

## 1.1 Executive Summary

The Heritage Valley Neighbourhood 14 Neighbourhood Area Structure Plan (NASP) was a collaborative project between the Government of Alberta and the City of Edmonton, which aims to establish a development, policy, and servicing framework that will facilitate the creation of a new healthy community in southwest Edmonton. The NASP reflects the shared goals of the City and the Government of Alberta to build a healthy community. The NASP aims to actualize the “Healthy City” goal of the City of Edmonton’s Vision 2050 and further focus the planning policies, objectives, and requirements of the Municipal Development Plan. The NASP also supports the Government of Alberta’s vision to develop a Hospital and Health Campus that models modern health services delivery, which will provide community-based care that is holistically and optimally designed to be a welcoming place for all and a driver of positive health outcomes.

To realize this purpose, the NASP describes:

- Goals, objectives, and policies with the intention of achieving a community that facilitates the promotion of mental, social, physical, economic, and environmental health;
- The strategic location, configuration, and area of land uses;
- The density of residential development;
- The manner in which open space is to be considered and integrated;
- The multi-modal network;
- The public realm urban design elements which create safe and inviting places for neighbourhood residents and visitors;
- The location and integration of a new Hospital and Health Campus into the neighbourhood;
- The manner in which the Light Rail Transit (LRT) line and station will be integrated;
- The general servicing scheme; and
- The implementation of development.

## 1.2 Planning Framework

Government of Alberta legislation sets the foundation from which municipalities in Alberta are empowered to govern and plan. The *Municipal Government Act (MGA)* allows municipalities to establish a Municipal Development Plan (MDP) and frameworks for the development of areas and neighbourhoods. This NASP aligns with the City of Edmonton's MDP and provides assets to the City by providing healthcare capacity for the broader population, facilitating the alignment of the City's LRT route in southwest Edmonton, and modelling a healthy community, among other benefits.

The Edmonton Metropolitan Region Growth Plan (EMRGP) provides guidance on how to grow in a responsible manner through compact and contiguous development that supports viable multi-modal transportation options, is financially sustainable, and maximizes the use of existing and planned infrastructure in order to foster the creation of complete communities. The NASP is in line with the regional policies of the EMRGP in supporting the development of a healthy community. This includes:

- Economic competitiveness and employment - providing opportunities for people to work within the neighbourhoods they live in, as well as providing access to everyday needs through retail and commercial.
- Natural living systems - preserving the natural tree stand.
- Communities and housing - providing the opportunity for a range of housing types.
- Integration of land use and infrastructure - development of this neighbourhood would represent contiguous development with infrastructure such as parks and commercial uses already in place.
- Transportation systems - providing people with choices in transportation including walking, biking, vehicles and transit as well as the facilitation of the movement of goods.
- Agriculture - providing secure local food sources such as public gardening opportunities.

This neighbourhood is located within the boundaries of the Heritage Valley Servicing Concept Design Brief (SCDB), which was approved in 2001 and has since been amended to reflect current planning goals. The SCDB describes Heritage Valley as “a uniquely livable community, heralding a new, more sustainable approach to suburban development in the City of Edmonton”.

Through the SCDB, this neighbourhood was designated as a Special Study Area due to ownership by the Government of Alberta and a long term lease to the University of Alberta that expired in 2020. The lands have been referenced as the “Ellerslie Research Station” by the Government of Alberta. Although the lands, due to provincial ownership, are not required to align with municipal policies, the Government of Alberta has undertaken the NASP planning process in partnership with the City of Edmonton. Large scale projects proposed on this site, like the Hospital and Health Campus and the future LRT network, have prompted this cross-jurisdictional initiative to promote best practices in healthy community planning and promote integration with the surrounding neighbourhoods.

## 1.3 Timeframe

The Hospital and Health Campus development is anticipated to begin site work in 2020. Long term, the Capital Line LRT will extend south from Century Park to 41 Avenue SW. The timing of construction of

this extension is contingent on Federal and Provincial funding with Council prioritization approval. The Hospital and Health Campus, in conjunction with the future extension of the LRT, are expected to be significant drivers of growth within the neighbourhood.

## 1.4 Interpretation

All maps, symbols, locations, and boundaries contained within the NASP shall be interpreted as approximate unless otherwise specified within the plan or coincide with clearly recognizable features or fixed (i.e. legal) boundaries. The alignment of the arterial and collector roads, as well as the configuration of the stormwater management facilities, are conceptual and may be subject to minor revisions at the zoning and subdivision stage based on technical requirements.

A policy statement containing “shall” is mandatory and must be implemented. A policy statement containing “should” or “encourage” is an advisory statement and indicates the preferred objective, policy, and/or implementation strategy, which may be met by other means, without a formal plan amendment.

Where “open spaces” are referenced in policy, they refer to public open spaces and do not apply to private open spaces such as those within the Hospital and Health Campus.

Terms included in the Definitions in Section 7 shall be interpreted as defined.

## 1.5 Naming

The Heritage Valley SCDB created this neighbourhood as “Neighbourhood 14.” It is understood that this neighbourhood will be renamed at a future point in time and recognized through an amendment to the NASP. It is further recognized that the Hospital and Health Campus will undergo a formal naming process in the future.





## 2. PLAN CONTEXT

### 2.1 Location

The neighbourhood is defined by the general boundaries of Ellerslie Road to the north, 127 Street SW to the east, 28 Avenue SW to the south, and the Graydon Hill and Paisley neighbourhoods to the west. Other surrounding neighbourhoods include Rutherford to the east, Heritage Valley Town Centre to the south, and MacEwan to the northeast. The neighbourhood is located as shown in *Figure 2A: Location*, and is approximately 127 hectares (314 acres) in size.

To the north of the plan area is the future Heritage Valley park and ride and transit centre (set to open in 2020), and the future Ellerslie LRT station. To the east, low density residential uses form the majority of the Rutherford neighbourhood. Rural residential acreages cover a small area adjacent to 127 Street SW. Heritage Valley Town Centre, a developing commercial area with medium and high density residential uses, is located to the southeast of the site and will include the future Heritage Valley Town Centre LRT station. South of the plan area, agricultural uses are currently located where a district park and medium density residential uses are planned. Paisley, west of the plan area, is developed with low density residential and two nodes of medium density residential at intersections. Graydon Hill is located just north of Paisley and contains two roadways which connect into the plan area. Land uses in Graydon Hill consist of low and medium density residential and the Rosehill Cemetery. See *Figure 2B: Context*.

### 2.2 Existing Land Use

The plan area is comprised of primarily undeveloped agricultural land, utilized by the University of Alberta (UofA) as an agriculture research area and former tree farm prior to their lease expiration. The previous uses do not pose any constraints to future urban development.

## 2.3 Technical Studies

In support of the NASP, technical reports have been submitted to the City of Edmonton for lands owned by the Government of Alberta, encompassing the entire plan area. Technical Studies submitted include:

- Commercial/Retail Market Needs Assessment
- Historical Resources Overview (HRO)
- Community Knowledge Campus Needs Assessment (CKCNA)
- Parkland Impact Assessment (PIA)
- Ecological Network Report Phase II (ENR)
- Hydraulic Network Analysis (HNA)
- Neighbourhood Design Report (NDR)
- Risk Assessment
- Transportation Impact Assessment (TIA)
- Geotechnical Report
- Environmental Site Assessment (ESA) – requirements were satisfied utilizing previously completed reports

At the discretion of the City of Edmonton, updates may be required to the above technical studies in order to support proposed plan amendments.

## 2.4 Site Context

Located south of Anthony Henday Drive, this neighbourhood is located within the rapidly developing southwest sector of the City, as shown in *Figure 2B: Context*. The following are various contextual factors that were considered in the creation of this NASP.

### 2.4.1 LRT Alignment and Station

The Concept Plan for the Capital Line LRT South Extension was approved by City Council in 2008. The LRT corridor goes through the plan area, and a station in the neighbourhood supports residents and the Hospital and Health Campus. This provides a strong basis for Transit Oriented Development and the promotion of sustainable and active transportation methods. An interim transit solution for the area will be required as the construction of the Capital Line LRT South Extension is presently unfunded.

### 2.4.2 Roads

Previously approved roads through the plan area include two roads connecting the neighbourhood with Graydon Hill to the west and one road connecting the neighbourhood with Paisley to the west. The two connection points from Heritage Valley Trail to Ellerslie Road and 28 Avenue SW were also previously approved. These road alignments were maintained in the transportation network considerations.

### 2.4.3 Hospital and Health Campus

The Government of Alberta approved a new Hospital and Health Campus in the Budget 2017 Capital Plan and selected the future site to be located on the Government-owned Ellerslie Research Station lands. The Hospital and Health Campus will include a comprehensive mix of acute and ambulatory services.

The vision for the Hospital and Health Campus is to be a model of modern health services delivery. It will provide community-based care on an integrated health campus that is holistically and optimally designed to be a welcoming place for all and a driver of positive health outcomes in the Edmonton Metropolitan Region. Its state of the art facilities will be recognized by patients, staff, and the community as high-quality, environmentally sustainable, and operationally efficient.

Guiding principles for the development of the Hospital and Health Campus include holistic system planning and implementation, optimizing design to maximize impact on health outcomes, creating a place of welcome and belonging, and responsible infrastructure development.

### 2.4.4 Utilities and Other Servicing

The plan area contains a water co-op line in the southeast portion of the neighbourhood near 127 Street SW. Water, sanitary, storm, and natural gas connections are also available from the surrounding neighbourhoods which have been developed.

### 2.4.5 Oil and Gas Facilities

A review of information obtained from the Alberta Energy Regulator (AER), using the Abacus Datagraphics website (Abadata), indicates that there are ten registered pipelines and no oil and gas wells within the plan area. The most significant concentration of pipelines is in a corridor that runs diagonally (southwest to northeast) and bisects the plan area (see *Figure 2B: Context*). The pipeline corridor contains six operational pipelines, three abandoned pipelines, and one discontinued pipeline. The six operational pipelines carry natural gas, high vapour pressure (HVP) products, and low vapour pressure (LVP) products. There is also a pipeline corridor along Ellerslie Road, to the north of the plan area, which contains two ATCO natural gas pipelines.

Additionally, ATCO is developing a new high vapour pressure natural gas pipeline that will be contained within a 10 metre right-of-way on the eastern boundary of the plan area. In order to accommodate any future road improvements for 127 Street SW, the 10 metre right-of-way was offset from 127 Street SW resulting in a 17 metre gap between 127 Street SW and ATCO's 10 metre right-of-way.

*Table 1: Pipeline Information Summary (2019)* outlines the existing constraints within the plan area.

**Table 1: Pipeline Information Summary (2019)**

Corridor	Pipeline License #	Plan #	Licensee	Substance	Status at time of NASP approval
Ellerslie Road SW	15440-18	2093 H.W.	ATCO Gas and Pipelines Ltd.	Natural Gas	Operational
	37844-3 / 37844-4	2093 H.W.	ATCO Gas and Pipelines Ltd.	Natural Gas	Operational
127 Street SW	102-54	8922002	ATCO Gas and Pipelines Ltd.	Natural Gas	Being Constructed
SE of plan area	102-21	4906 K.S.	ATCO Gas and Pipelines Ltd.	Natural Gas	Operational
	315-2	36 K.S.	Pembina Pipeline Corporation	Crude Oil	Operational
NE to SW through plan area	13023-4	424 R.S.	Alberta Ethane Development Company Ltd.	HVP Products	Operational
	58885-1	424 R.S.	Plains Midstream Canada ULC	HVP Products	Operational
	8167-1	424 R.S.	Plains Midstream Canada ULC	HVP Products	Operational
	50724-2	6629 M.C.	Keyera Energy Ltd.	HVP Products	Abandoned
	50726-1	5906 H.W.	Keyera Energy Ltd.	LVP Products	Abandoned
	50726-2	5906 H.W.	Keyera Energy Ltd.	LVP Products	Abandoned
	50725-1	5906 H.W.	Keyera Energy Ltd.	HVP Products	Discontinued
	1829-13	1921 H.W.	ATCO Gas and Pipelines Ltd.	Natural Gas	Operational
	1829-87	1921 H.W.	ATCO Gas and Pipelines Ltd.	Natural Gas	Operational
	13452-13	1921 H.W.	ATCO Gas and Pipelines Ltd.	Natural Gas	Operational

A Risk Assessment was completed in accordance with the requirements of the City of Edmonton. Based on the recommendations of this assessment appropriate land use transitions have been incorporated into the plan. Mitigation may be considered at later stages of development. All pipeline rights-of-way shall be accommodated in the development concept.

An updated Risk Assessment based on the diagonal pipeline corridor may be required by the City of Edmonton in the following circumstances:

- Proposed urban development and/or pipeline mitigation measures are designed and implemented within the plan area to reduce the risk factors set out in the Risk Assessment;
- Prior to the plan area being completely built out or redevelopment occurs, a pipeline is abandoned or the pipeline right-of-way is adjusted to accommodate a development proposal.

Should changes be proposed to the land uses assigned in the development concept, a Risk Mitigation Plan may be required by the City of Edmonton. Examples of when this would be necessary include, but are not limited to:

- If additional residential density or land use intensity increase is proposed within the 120 metre transition area adjacent to the edge of the diagonal pipeline corridor;
- If sensitive uses are proposed within the 350 metre transition area adjacent to the edge of the diagonal pipeline corridor; and/or
- If a school building, to be occupied by students, is located closer than 115 metres from the edge of the diagonal pipeline corridor.

#### 2.4.6 Topography and Soils

The existing topography of the lands within the neighbourhood is gently undulating. Elevations throughout the plan area vary between 688 metres in the northeast and 696 metres in the southeast. Surface drainage generally flows towards the north. *Figure 2B: Context* illustrates that the plan area has been cleared of natural vegetation with the exception of the two natural areas, and is presently being used for agricultural purposes.

#### 2.4.7 Geotechnical

A geotechnical investigation was conducted for the plan area to determine the suitability for urban development. The Geotechnical Report reflects an evaluation of subsurface soil conditions and geotechnical characteristics of the site.

#### 2.4.8 Natural Areas and Ecological Resources

There are several natural features within the neighbourhood. A Phase II ENR has been prepared in support of the NASP and submitted under separate cover. The Phase II ENR identifies all natural features, assesses the importance of each feature, and provides recommendations for which features to retain in the development concept and guides the creation of the development concept where possible. *Figure 3: Site Features* identifies the natural areas identified in the desktop survey and site visit.

The City of Edmonton’s Inventory of Environmentally Sensitive and Significant Natural Areas was completed by Geowest Environmental Consultants Ltd. in 1993. The inventory identifies two natural areas within the plan area, SW26 (the large tree stand) and SW27 (the small tree stand).

**SW26 (Large tree stand natural area)**

SW26 is located along the western boundary of the property and is dominated by trembling aspen, balsam poplar, and white spruce. The tree stand provides an ecological linkage and habitat for a variety of plant and wildlife species.

**SW27 (Small tree stand natural area)**

SW27, located in the east portion of the plan area, is a forested area dominated by open shrub along the west half, transitioning to a white spruce and trembling aspen wooded area in the east. The site also contains an open area dominated by grasses.



### 2.4.9 Environmental Site Assessments

ESAs evaluate the types and locations of surface and/or subsurface impacts that may be present on the subject site and adjacent areas. Sign off on the ESAs were provided by the City of Edmonton with requirements satisfied utilizing recently completed reports.

### 2.4.10 Historical Resources

A Statement of Justification (SoJ) for HRA requirements has been completed for the subject lands and submitted to Alberta Culture. HRA Approval was granted on October 30, 2019, wherein all historic structures were documented prior to development activity.

Pursuant to Section 31 of the HRA, development proponents and/or their representative(s) are required to report the discovery of any archaeological, historic period, or paleontological resources, which may be encountered during construction. Preservation, conservation, and integration of cultural, historical, and/or archaeological resources within the neighbourhood is important to retaining local history and character that may also be of regional or provincial significance.

## 2.5 Healthy Community Context

Healthy communities aim to incorporate principles of healthy living (defined broadly to include social, physical, economic, and environmental factors of health) into the built environment. In their *Policy on Healthy Communities*<sup>1</sup>, the Canadian Institute of Planners defines a healthy community as such:

“A healthy community is defined as a place where healthy built, social, economic, and natural environments give citizens the opportunity to live to their full potential, regardless of their socially, culturally, or economically defined circumstances. A healthy community allows people to come together to make their community better for themselves, their family, their friends, their neighbours, and others. A healthy community creates ongoing dialogue, generates leadership opportunities for all, embraces diversity, connects people and resources, fosters a sense of community, and shapes its own future.”

Living in a healthy community means that all people enjoy physical, mental, and social well-being by virtue of a built environment that lets them use sustainable transportation modes, access community support services, experience food security, celebrate diversity, and connect with a thriving natural environment. A healthy community becomes successful when residents have a sense of ownership over their neighbourhood, local leaders mobilize community initiatives, and innovative ideas are supported by municipal administration.

One of the goals of the City of Edmonton’s *Vision 2050* is ‘Healthy City’, which states: “Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians”. This Plan is directly influenced by this goal, and intentionally embeds the healthy community approach in its objectives and policies. See *Figure 5: Healthy Community*.

## 2.6 Healthy Community Interpretation

The neighbourhood planning process allowed for various elements of a healthy community, such as urban design, land use variety, density, environmental conservation, and transportation networks to be designed to facilitate healthy outcomes. While the NASP cannot prescribe the activity of businesses, programming of spaces, delineation of a local road network, and people in the built out neighbourhood, it creates a framework for future healthy lifestyles, and for all components of health.

The vision for this neighbourhood provides an overall interpretation of what a healthy community means in the context of this neighbourhood. The four themes, described in Section 2.7.2, provide four outcomes that the NASP aims to achieve.

Within each section, objectives link to one or more of the healthy community themes. Implementation of the objectives is provided through the related policy direction.

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<sup>1</sup> <http://cip-icu.ca/Healthy-Communities>

## 2.7 Development Vision and Themes

### 2.7.1 Vision

Heritage Valley Neighbourhood 14 is a healthy complete community designed to enrich the social, physical, and mental wellness of its diverse residents and visitors.

### 2.7.2 Themes

The following four themes are prevalent throughout the development concept and policy areas in the neighbourhood plan.



#### Theme 1: Social Inclusion and Safety

*All people in the neighbourhood feel safe and included. They are able to contribute to their community and foster relationships that help them connect.*



#### Theme 2: Environmental Health

*The neighbourhood incorporates an ecological network and sustainable development practices that enhance local biodiversity and contribute to climate change resilience.*



#### Theme 3: Accessibility and Physical Well-being

*All people in the neighbourhood have equitable access to livable environments and sustainable transportation modes which enrich their well-being.*

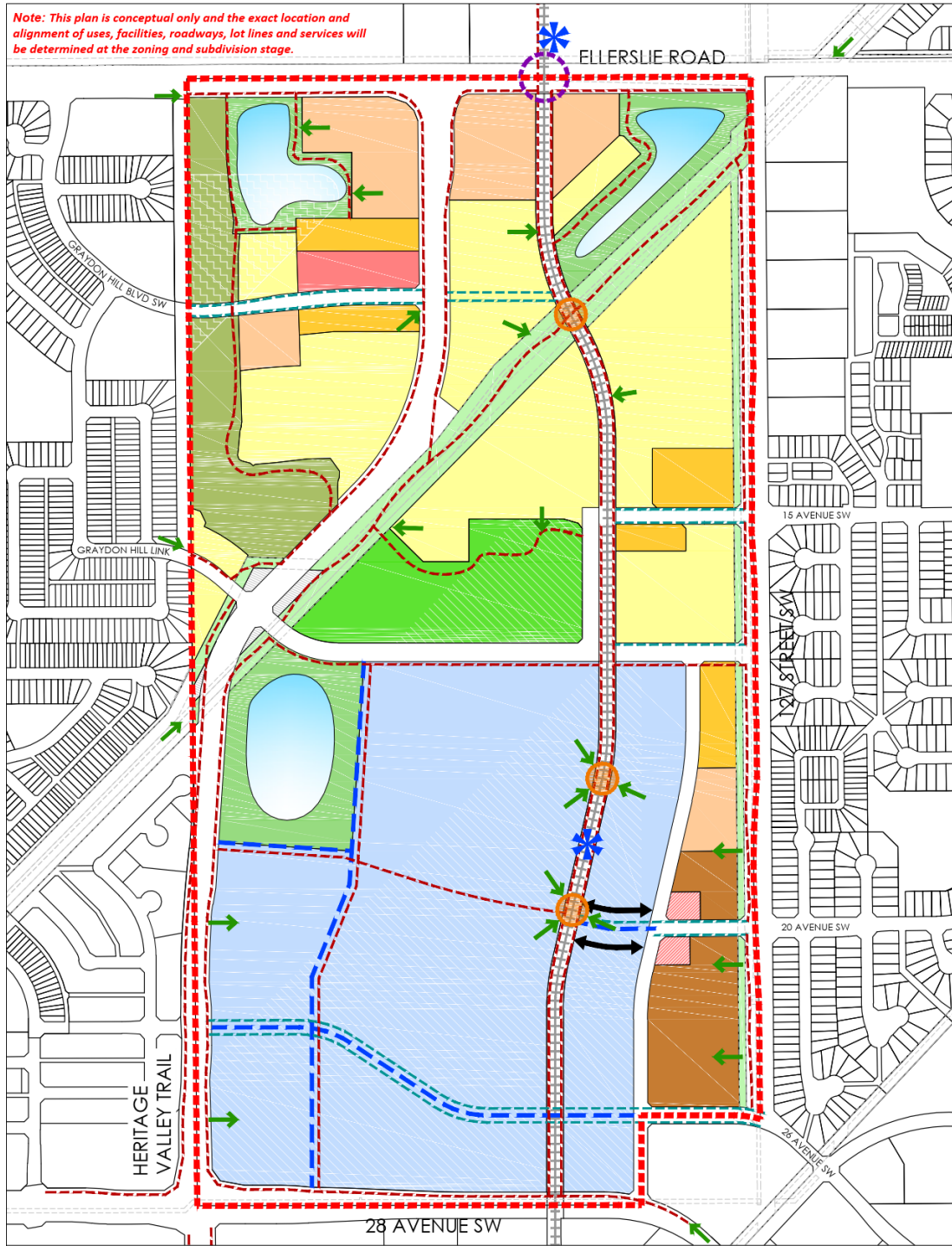


#### Theme 4: Local Economic Vitality

*The neighbourhood is a vibrant complete community where all residents and visitors can live, work, shop, play, and thrive together.*



Note: This plan is conceptual only and the exact location and alignment of uses, facilities, roadways, lot lines and services will be determined at the zoning and subdivision stage.



SCALE 1:7500

**LEGEND**

LOW DENSITY RESIDENTIAL	NORTH COMMERCIAL MIXED USE SITE	LRT ACTIVE MODES LINK	WALKWAYS
ROW HOUSING	SOUTH COMMERCIAL MIXED USE HUB	BIKE FACILITIES	FUTURE LRT
MEDIUM DENSITY RESIDENTIAL	SWMF	SHARED USE PATH	FUTURE ACCESS / ROAD
HIGH DENSITY RESIDENTIAL	NATURAL AREA*	PEDESTRIAN ONLY CROSSING	FUTURE LRT STATION
HOSPITAL AND HEALTH CAMPUS	SENSITIVE USE AREA	POTENTIAL ELEVATED LRT STRUCTURE GRADE SEPARATED	NASP BOUNDARY
SCHOOL / PARK*	PIPELINE R/W		
SCHOOL & HOSPITAL BUILDING AREA	PUBLIC UTILITY		

\* Assembly of Municipal Reserves are subject to the provisions of the Municipal Government Act

FIGURE

1

# Development Concept



## 3. LAND USE

### 3.1 Context and Approach

*Figure 1: Development Concept identifies several land use designations:*

- **Low Density Residential** - allows for a variety of housing forms, including single-detached, semi-detached, greenway housing, zero lot line developments, and row housing residential units. Row housing may be developed throughout this area when developed as individual lots or other built forms that match the general characteristics of low density residential development. Uses may be developed with or without a lane.
- **Row Housing** - allows for row housing and stacked row housing residential units. Row housing may be developed as individual lots or as a comprehensive “project-style” development. Residential units shall feature doorways, porches, and windows at ground level to engage the pedestrian realm and support natural surveillance of the street.
- **Medium Density Residential** - is intended to be developed as low-rise/medium density residential units such as apartments up to approximately six storeys, or as a mix of forms as part of a comprehensive development.
- **High Density Residential** - is intended to be developed as apartment buildings starting at six storeys in height or as high rise towers.
- **Commercial Mixed Use** - is intended to accommodate the development of either standalone commercial and retail land uses, or the development of medium and high density residential land uses that are vertically or horizontally integrated in the same building or on the same site with commercial land uses. Commercial opportunities may also be available within the Hospital and Health Campus. The significant presence and proximity of commercial uses in the Heritage Valley Town Centre neighbourhood provides additional opportunities for local commercial uses and convenience shopping outside of the plan area.
- **Hospital and Health Campus** - is intended to accommodate the development of a Hospital and Health Campus which will consist of a mix of acute and ambulatory services.
- **Natural Area** - is intended to conserve and preserve the ecologically sensitive large tree stand.
- **School / Park** - is intended to accommodate a kindergarten through grade six public school site as well as associated playfields, parking, drop-off locations, and other amenities such as public gardening opportunities.
- **Stormwater Management Facility** - is intended to accommodate development of public utility infrastructure.
- **Pipeline Corridor** - is intended to accommodate the existing pipeline corridors in the neighbourhood, including the pipeline running diagonally through the site and the pipeline along 127<sup>th</sup> Street SW.

## 3.2 Overall Intent









The overall intent of the Land Use policy areas is to ensure that various land uses are integrated with each other throughout the neighbourhood, enhancing the ability of residents to easily access all of their daily needs and common destinations.

## 3.3 Residential

### 3.3.1 Intent

The intent of the Residential policy area is to ensure that families and individuals with a diversity of demographics, income levels, and preferences can access affordable, well-designed housing throughout the neighbourhood, and that they are integrated with each other to foster a sense of inclusivity. The policy area also encourages higher density residential near the Ellerslie and Provincial Lands LRT stations.

### 3.3.2 Objectives

1. Promote efficient use of land and municipal infrastructure through increased residential housing densities.  
2. Provide a diversity of residential housing forms to promote affordability, foster inclusivity, and bring people of different socio-economic and household sizes together.  
3. Ensure that medium and high density residential has easy access to open space, commercial opportunities, transit, and major roadways.  
4. Meet the Edmonton Metropolitan Region Board's target density requirements.  

### 3.3.3 Policies

#### *Diversity*

1. A mix of housing types shall be provided throughout the neighbourhood, including single/semi-detached, row housing, low-rise apartments, and mixed use medium to high rise apartments.
2. Medium and high density residential sites should consider opportunities for seniors facilities to promote the ability to age in place.
3. Family-oriented housing and accessible units should be included in the development of large medium and high density residential sites.
4. Flexible land use mixes, such as live-work units, housing to accommodate seniors with complementary community services, and mixed use residential/commercial should be encouraged to contribute to vitality and diversity.
5. The majority of surface parking areas shall be masked from view from major roadways and open space by locating to the rear or sides of buildings, enhanced landscaping, or other forms of screening.

### *Affordable Housing*

6. Affordable housing shall be provided in accordance with current City policies and procedures.
7. Affordable housing projects shall be strategically located and dispersed within the neighbourhood with proximity to transit and services.

### *Medium and High Density Residential*

8. Medium and high density residential shall be located in proximity to both the Ellerslie and Provincial Lands LRT stations in alignment with the City's TOD Guidelines.
9. Medium and high density residential should be located near open space, major roadways, and commercial area where feasible.

## 3.4 Commercial Mixed Use

### 3.4.1 Intent

The intent of the Commercial Mixed Use policy area is to ensure that the daily needs of residents for services and retail are met through accessible, pedestrian-oriented commercial and mixed use developments to create a local economy that can thrive. This policy area includes both the north commercial mixed use site, along Graydon Hill Boulevard, and the south commercial mixed use hub, along 20<sup>th</sup> Avenue. They may be developed as either stand-alone commercial sites or as vertically or horizontally integrated mixed use sites.

### 3.4.2 Objectives

1. Provide diverse commercial opportunities in the neighbourhood to create a vibrant local economy.
2. Locate commercial opportunities in areas which are easily accessible by residents and visitors.
3. Design commercial areas to be pedestrian-oriented to create a comfortable shopping experience.



### 3.4.3 Policies

#### *Diverse Local Economy*

1. Opportunities for a diversity of local services, employment and educational opportunities, and commercial areas shall be provided to promote a vibrant local economy.
2. The south commercial mixed use hub frontages shall be activated at street level.
3. The north commercial mixed use site shall be oriented toward Graydon Hill Road.
4. The provision of flexible space should be encouraged within the commercial mixed use areas for local events, such as farmers markets.

### *Accessible*

5. All commercial land uses shall be within 800 metres of residential land uses.
6. Commercial sites shall be located internal to the neighbourhood to increase accessibility and connectedness for residents.
7. Commercial opportunities shall be well-connected to the pedestrian network, residential areas, and multiple modes of transportation, including transit.

### *Pedestrian-Oriented Design*

8. Commercial areas shall be oriented to the street and designed to be pedestrian-oriented, including features such as active frontages, human scaled facades, and visual permeability.
9. Street parking, patios, outdoor gathering spaces, and other activations of the public realm between storefronts and the street should be implemented.
10. Outside of the Hospital and Health Campus, the majority of surface parking areas shall be masked from view from major roadways by locating to the rear or sides of buildings, enhanced landscaping, or other forms of screening.

## 3.5 Hospital and Health Campus

### 3.5.1 Intent

The intent of these policies is to recognize the development of the Hospital and Health Campus as an institutional land use within the neighbourhood. Development of the site will be completed by the Government of Alberta and/or its agencies, boards, and commissions. As a paramount jurisdiction the Government of Alberta is not obliged to follow municipal planning bylaws when undertaking its own developments. However, the following policies reflect the intent for the area and give direction to the City where standard City processes are followed.

### 3.5.2 Objectives

1. Support the development of a Hospital and Health Campus that promotes job growth and economic diversification.
2. Integrate the Hospital and Health Campus with surrounding land uses, through provision of functional linkages and in terms of the built form of the interface.



### 3.5.3 Policies

1. The Hospital and Health Campus boundaries shall be located along arterial/collector roadways to maintain convenient access and high visibility.
2. Multi-modal connections shall extend through the Hospital and Health Campus to connect it to the neighbourhood and adjacent neighbourhoods. Streets may be either public or private.

3. A combination of standard zones, overlays, Special Area zones, or Direct Control zoning may be used in the Hospital and Health Campus area to ensure that:
  - a. The unique height, floor area, and density requirements of a Hospital and Health Campus development are provided for; and
  - b. The correct mix of institutional and complementary uses are provided in the zone to support the overall development of the site.
4. Access for the public, maintenance vehicles, and emergency services shall be provided to the Provincial Lands LRT station.

## 3.6 School Park Site

### 3.6.1 Intent

The intent of the School Park Site policy area is to ensure that Municipal Reserve land contributes to the well-connected network of open space in the neighbourhood and includes a centrally located school. The site is intended to accommodate a Kindergarten through Grade 6 public school serving children in the community and surrounding neighbourhoods.

### 3.6.2 Objectives

1. Locate a school park site within the neighbourhood to serve its residents and the surrounding area.
2. Promote healthy community outcomes by activating the open space on the school park site.



### 3.6.3 Policies

#### *School Park Site*

1. Lands outside of the Hospital and Health Campus should not be rezoned for further development until such time that the Municipal Reserves are established in a manner that will ensure assembly by the City at the time of subdivision.
2. *The school shall be located in the core of the neighbourhood and in close proximity to transportation corridors to facilitate transit and school bus access.*
3. The school park site shall be well connected to the pedestrian network to promote residents to walk to school.
4. The Developer shall be responsible for providing parkland to the City in a suitable condition for development. This includes, but is not limited to, providing engineered fill, utility servicing for the site, and grading prior to dedication of the Municipal Reserve.

Amended by  
Editor

#### *Open Space*

5. The school park site shall be designed as recreational and educational space to serve the needs of residents and visitors, including amenities that enhance the user experience.



## 4. NEIGHBOURHOOD WIDE

### 4.1 Context and Approach

A healthy community requires various networks and design elements to meet the needs of residents and visitors to the neighbourhood. This includes a multi-modal network of transportation options while also prioritizing places for pedestrians. An open space network ensures continuous connections are available to users and supports a variety of social and recreation opportunities. Opportunities for arts and culture embrace diversity and foster a sense of community and belonging for residents and visitors. The public realm is enhanced by thoughtful street design that contributes to a sense of safety and security throughout the neighbourhood. The provision of amenities using good urban design will ensure active use of these spaces where social connections and physical activity can take place. Finally, infrastructure that functions both to enhance the quality of life and contribute aesthetic value to the neighbourhood is a priority.

This policy area addresses the network and design elements required to create a healthy community. The objectives and policies in this section apply regardless of land use or specific location in the neighbourhood. They provide a baseline for understanding the intent and goals of the community design.

### 4.2 Multi-Modal Network

#### 4.2.1 Intent

A healthy community requires a well-connected street network providing for the safe and efficient movement of pedestrians, cyclists, transit, vehicles, and goods. The intent of the Multi-Modal Network policy area is to ensure that pedestrian, cyclist, transit, and vehicle transportation modes are clearly delineated, are easily accessible for residents, and are integrated into a cohesive, well-connected network.



## 4.2.2 Objectives

1. Connect all modes of transportation to destinations within the neighbourhood and in adjacent neighbourhoods.
2. Prioritize the pedestrian experience through street layout and urban design features.



## 4.2.3 Policies

### *Connected Network*

1. Roads shall be designed to prioritize safety for people using active modes, through the implementation of treed boulevards, traffic calming methods, protected bicycle infrastructure, and other proactive mechanisms for traffic safety. Traffic calming such as roundabouts, pedestrian islands, raised intersections, or curb extensions may be utilized to reduce vehicular speeds and enhance pedestrian safety.
2. Efficient multi-modal transportation linkages shall be provided between destinations within and outside of the neighbourhood. These should connect destinations such as LRT/transit nodes, commercial centres, employment opportunities, the school park and open space, the natural area, residential areas, and other community services. This shall be achieved through a variety of facilities (for example shared use paths; sidewalks and walkways; and protected, shared, or painted bike lanes) in accordance with *Figure 6: Multi-Modal Network*.
3. The implementation of innovative sustainable transportation approaches such as charging stations for electric vehicles and space accommodation for car and bike share programs should be supported.
4. The movement of goods shall be accommodated along Heritage Valley Trail and Ellerslie Road which are designated as Truck Routes.
5. Ensure multi-modal and direct connections from the neighbourhood to the adjacent Ellerslie LRT station.
6. Transportation Impact Assessments (TIAs) shall be required at the time of rezoning if deemed necessary due to potential impacts on the transportation network.

### *Pedestrian Priority*

7. A fine-grained, modified street grid system that discourages cul de sacs, where possible, shall be created through subdivision of blocks.
8. Front driveways onto collector roads should be restricted to 30% of the total Low Density Residential unit count.
9. Walking times from residences to transit stops and between other major destinations shall be minimized by providing multiple and direct routes between destinations.
10. Large site developments shall use site layout and walkway placement to create shorter blocks and improve permeability, as shown on *Figure 1: Development Concept*.
11. Pedestrian priority crossings that enhance permeability shall be provided across the LRT right-of-way, across roadways surrounding the Provincial Lands LRT station, and along Heritage Valley Trail, as shown on *Figure 6: Multi-Modal Network*, by designing for shorter and highly visible crossings and slower speeds.



- At the design stage for the south commercial mixed use hub and the LRT active modes link, consideration shall be given to a unique cross section with elements such as pedestrian and bicycle infrastructure, wider sidewalks, street furniture, landscaping, and special paving.





## 4.3 Open Space Network

### 4.3.1 Intent

The intent of the Open Space Network policy area is to ensure that the school park, the pipeline corridors, the natural area, and stormwater management facilities function as a connected network of open space that supports a variety of opportunities for social interaction, recreation, food production, wildlife corridors, and biodiversity. Policies were developed to align with Breathe: Edmonton’s Green Network Strategy and the Urban Parks Management Plan.

This section also provides direction on the preservation of the natural area. The Phase II ENR recommends preserving SW26, the large tree stand natural area. A Natural Area Management Plan will be completed at the time of submission of a rezoning or subdivision application (whichever comes first) when development commences on the north side of proposed collector/arterial road. Due to the size, habitat, and lack of connectivity of SW27, as well as the removal of large portions due to pipeline construction, SW27 will not be retained.

### 4.3.2 Objectives

- Provide ecological connections throughout the neighbourhood and to surrounding neighbourhoods to strengthen Edmonton’s ecological network. 
- Ensure open space is distributed throughout the neighbourhood, utilizing all publicly accessible open space as network linkages such as stormwater management facilities and pipeline corridors. 
- Support opportunities for access to local food infrastructure. 
- Preserve the large tree stand natural area in the northwest portion of the plan area to the maximum extent possible while providing for the alignment of Heritage Valley Trail. 

### 4.3.3 Policies

#### *Ecological Network*

- Opportunities for natural habitats and spaces to encourage urban biodiversity shall be provided throughout the ecological network, as illustrated in *Figure 4: Ecological and Open Space Network*.
- The design and feasibility of potential wildlife crossings shall be reviewed at detailed design stage in accordance with the Wildlife Passage Engineering Design Guidelines.

### *Open Space Network*

3. Open spaces shall be located within 400 metres of all residential dwellings.
4. Open spaces shall be leveraged as part of the network for active modes to support multiple trip purposes such as recreation, commuting, and sport.
5. A shared use path shall be developed along the natural area. Where feasible, as determined through the Natural Area Management Plan, opportunities for elements such as seating and educational signage should be provided.
6. Stormwater management facilities shall be designed as naturalized landscapes in order to enhance neighbourhood aesthetics and biodiversity.
7. Stormwater management facilities shall include shared use paths. Where feasible, other amenities such as benches, landscaping, and waste receptacles should be provided.
8. Upon approval from the pipeline companies, the pipeline corridor shall include a shared use path and act as a primary connective corridor. Where feasible, other amenities such as benches, landscaping, and waste receptacles should be provided.
9. Shared use paths along the LRT corridor may be accommodated within adjacent collector or local roadways to achieve efficiencies.
10. Where the shared use path within the pipeline corridor is required to detour under the LRT structure, the design shall accommodate open sightlines, minimize grade changes, and ensure that desired connections are maintained.

### *Local Food Infrastructure*

11. Local food infrastructure and urban agriculture projects such as public gardening opportunities, urban forests, backyard hens, beehives, fruit trees, and edible landscaping should be supported.

### *Tree Stand Natural Area*

12. The large tree stand natural area, SW26, shall be preserved through Municipal Reserve (MR) dedication excepting out all that area required for Heritage Valley Trail. Where not adjacent to a stormwater management facility, MR dedication shall include a 10 metre buffer to protect its ecological integrity.
13. A Natural Area Management Plan (NAMP) shall be required at the time of submission of a rezoning or subdivision application (whichever comes first) when development commences on the north side of proposed collector/arterial road. Recommendations in the NAMP shall be followed to ensure the integrity of the large tree stand natural area is protected.

14. Lands outside of the Hospital and Health Campus *should* not be zoned for further development until such time that the Municipal Reserve is established in a manner that will ensure assembly by the City at the time of future subdivision.

Amended by  
Editor



## 4.4 Open Space Interface

### 4.4.1 Context and Approach

Whereas Section 3.3 provides policy direction on open spaces throughout the neighbourhood, the Open Space Interface policy area provides specific direction on the interaction between open spaces and adjacent land uses. This includes development directly adjacent to, and across the street from, open spaces. For the purpose of this policy section open space includes the school park, natural area, pipeline corridors, stormwater management facilities, and potential plazas. Privately owned open space is encouraged to implement policies within this section, where feasible.

How we design and interact with our open spaces is an integral component to a healthy community. Providing recreational spaces close to homes and creating spaces which promote social interaction and physical activity all contribute to building a healthy community. The neighbourhood contains a variety of types of open space that interact with other land uses which present unique challenges and opportunities. The diagonal pipeline corridor influences adjacent land uses, dependent on what the pipeline is carrying. Appropriate land use transitions adjacent to the pipeline corridor have been incorporated into the plan as recommended by the risk assessment. Having a variety of land uses at the interface of open spaces such as the school park site and stormwater management facilities will ensure that these edges promote activity, permeability, visibility, and connections.

### 4.4.2 Intent

The intent of the Open Space Interface policy area is to enhance activation, visibility, and connection between open spaces and adjacent land uses, to promote social interaction, improve safety, and encourage use and enjoyment. This policy area provides specific direction for development either adjacent to or across the street from open spaces.

### 4.4.3 Objectives

1. Provide strong visual and physical connections to all open spaces within the neighbourhood to improve access and create a welcoming environment.
2. Provide active edges around open spaces to promote safety and ensure comfortable surroundings that strengthen social interaction and opportunities for spontaneous meeting.



### 4.4.4 Policies

#### *Active Edges, Visual and Physical Connections*

1. Public access to open space shall be located approximately 120 metres apart and shall be provided by walkways, window street cul-de-sacs, or roadways.
2. Window street cul-de-sacs and road frontage adjacent to residential uses shall be provided as follows. The City may approve alternatives to window streets provided their function and intent, to provide strong visual and physical connections into the neighbourhood, are maintained.
  - a. East of Heritage Valley Trail, in the northeast residential portion of the neighbourhood, window streets shall be provided and intersect with the pipeline corridor on both the north and south sides of the pipeline corridor.
  - b. North of Graydon Hill Boulevard, in the northwest portion of the neighbourhood, window street(s) shall be provided within the low density residential site adjacent to the tree stand. The termination of a window street may be oriented towards the stormwater management facility or the tree stand.
  - c. South of Graydon Hill Blvd and west of Heritage Valley Trail, a minimum of 40% road right-of-way shall be provided adjacent to the tree stand either as window street(s), road frontage or a combination thereof.
3. The low density residential located north of the northeast stormwater management facility shall be designed as reverse housing.
4. The school park and stormwater management facilities shall have approximately 50% public roadway frontage to ensure sightlines and natural surveillance, and to create a welcoming environment.
5. Shared use paths shall connect each open space to surrounding land uses, in general accordance with *Figure 1: Development Concept*.
6. Higher density residential shall be in proximity to the northeast and northwest stormwater management facilities to maximize the number of residents with a direct connection and views to a stormwater management facility.
7. Where residential uses are across from the school park site, front drive residential uses shall not be permitted.
8. The majority of surface parking shall not be located adjacent to a stormwater management facility. Where parking is located adjacent to a stormwater management facility, it shall be screened with enhanced landscaping.
9. Development adjacent to any potential elevated LRT line should have design consideration to activate the shared use path connections adjacent to the LRT right-of-way.



*Examples of reverse housing (above)*



*Examples of 'window street' cul-de-sacs (above, source Google Maps)*

## 4.5 Arts and Culture

### 4.5.1 Intent

The intent of the Arts and Culture policy area is to provide opportunities for residents to express themselves through a variety of art and cultural opportunities. Empowering people to contribute to their community and foster relationships through arts and culture will help build connections and a healthy community where people feel comfortable and gain a sense of belonging.

### 4.5.2 Objectives

1. Ensure that a variety of opportunities for arts and culture are available and appeal to people of various ages and abilities.
2. Implement a cohesive neighbourhood identity aligned with the healthy community vision throughout the neighbourhood.



### 4.5.3 Policies

#### Opportunities

1. The commercial mixed use areas, as identified in *Figure 1: Development Concept*, shall contribute to a local sense of place, with small scale commercial opportunities, spaces which allow people to gather, and pedestrian amenities such as benches and pedestrian-scale lighting.
2. The LRT active modes link, as identified in *Figure 1: Development Concept*, should be encouraged to implement similar opportunities to connect the Provincial Lands LRT station to the neighbourhood.

#### Identity

3. Cultures of diverse backgrounds should be included in public art creation, celebrations, and commemorations.
4. Character elements such as decorative street lighting, street furniture, public art, unique paving materials, and street names should be implemented throughout the neighbourhood to evoke a local identity and sense of ownership.



## 4.6 Public Realm

### 4.6.1 Intent

A healthy community is one in which people feel included and comfortable in their surroundings. The intent of the Public Realm policies is to ensure that streets, sidewalks, pathways, and plazas throughout the neighbourhood are comfortable, accessible, and safe. Additionally, building placement aids in creating an inviting experience for pedestrians. This encourages people to use their public spaces, encouraging activation and social interaction.

### 4.6.2 Objectives

1. Design sidewalks and paths to facilitate a comfortable, safe, accessible, and attractive public realm.
2. Utilize resilient neighbourhood urban design practices that promote a sense of safety and security throughout the neighbourhood.



### 4.6.3 Policies

#### *Sidewalks and Paths*

1. Sidewalks along the edges of the natural area, stormwater management facilities, and the school park site shall have landscaped boulevards to enhance pedestrian experiences and safety.
2. A sidewalk or shared use path shall be provided on both sides of any street adjacent to the natural area, to allow opportunities for increased access and connectivity.
3. The area below any potential elevated portion of the LRT should be designed to be active, permeable space that provides connections between the sites on both sides of the LRT.
4. East-west pedestrian and/or shared use path connection(s) shall be provided under the elevated structure as part of a complete and permeable pedestrian and shared use path network.

#### *Safety and Security*

5. Buildings shall address the street with elements such as reduced setbacks and primary entrances oriented to the street in order to provide a safer and inviting experience.
6. For any potential elevated LRT structure, LRT design shall incorporate innovative screening methods to reduce passenger views into private living areas.



## 4.7 Urban Design

### 4.7.1 Intent

Urban design is an important component of a healthy community. Public spaces should have amenities, landscaping, and features such as seating areas which attract people to come and stay in the area. This will ensure active use of these spaces while enhancing physical and mental health as well as providing opportunities for social connection. The intent of the Urban Design policy area is to ensure that buildings and public spaces throughout the neighbourhood are designed with sustainability, resilience, and all-season adaptability.

### 4.7.2 Objectives

1. Ensure that sustainable built form is prevalent throughout the neighbourhood, promoting climate resilience.
2. Design infrastructure and public spaces for use and adaptability in all seasons.



### 4.7.3 Policies

#### *Sustainability and Resilience*

1. Flexibility shall be provided to developers and builders to introduce and implement alternative designs, techniques, and technologies that support climate resilience in the neighbourhood.
2. The implementation of solar ready and electric vehicle ready infrastructure should be encouraged to support alternative energy options.

3. To increase vegetation and permeability in the neighbourhood, innovative solutions such as Low Impact Development initiatives should be encouraged.

#### *All-Season Adaptability*

4. Contrasted or saturated colour palettes and different textures should be incorporated into building designs to create vibrant urban spaces.
5. All developments should demonstrate alignment with the Winter Design Guidelines.
6. The commercial mixed use areas shall demonstrate alignment with the Winter Design Guidelines in the design of publicly accessible outdoor amenity space at street level.

## 4.8 Utilities

### 4.8.1 Intent

The intent of the Utilities policy area is to ensure that infrastructure is designed and constructed to a full urban standard in an efficient manner, enhances the quality of life for residents, and contributes aesthetic value to the neighbourhood.

### 4.8.2 Objectives

1. Design stormwater management facilities as constructed wetlands to enhance water treatment and contribute amenity value to the open space network.
2. Utilize Low Impact Development related to stormwater management to increase infiltration, improve cleansing, and help manage runoff.
3. Design water distribution to ensure peak hour flows and fire flows are provided.
4. Provide sanitary servicing using conventional sanitary sewer.
5. Provide infrastructure on a phased basis to accommodate economical and logical extension of services.



### 4.8.3 Policies

#### *Stormwater Management*

1. The northwest and northeast stormwater management facilities shall be designed as constructed wetlands to provide additional natural animal habitat, promote natural water infiltration, and support Low Impact Development in the neighbourhood. All other stormwater management facilities are encouraged to be developed as constructed wetlands.
2. Stormwater servicing and sanitary shall be provided in accordance with the associated NDR. See *Figure 7: Stormwater Servicing*, and *Figure 8: Sanitary Servicing*.
3. Low Impact Development practices, such as bioswales, rain gardens, and green roofs, shall be incorporated into the detailed design of the LRT station, potential publicly-accessible plaza, and residential sites over 1 hectare.

#### *Water*



4. Water servicing to the neighbourhood shall be provided in accordance with the approved HNA. See *Figure 9: Water Servicing*.
5. Water looping shall be provided in accordance with the requirements of EPCOR Water Services Incorporated.

*Phasing*

6. Infrastructure shall be provided on a phased basis to accommodate the economical and logical extension of services.
7. Shallow utilities shall be extended into the plan area as required.



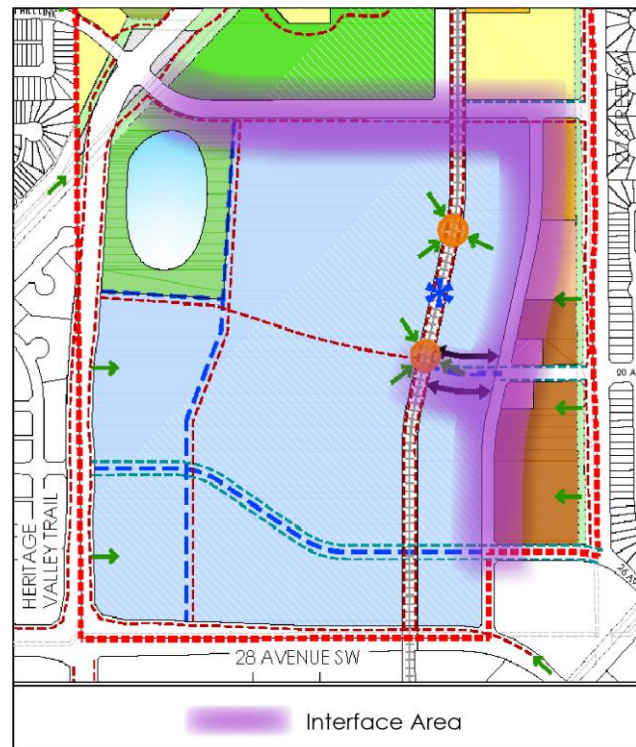
## 5. LRT NODE & HOSPITAL AND HEALTH CAMPUS INTERFACE

### 5.1 Context and Approach

This policy area addresses the interface between the LRT Node, Hospital and Health Campus, and surrounding areas, with the aim of ensuring it is appropriately integrated with adjacent land uses and the public realm. This interface is defined as the area where the Hospital and Health Campus connects with the adjacent neighbourhood (see image below), and is characterized by the streets, street frontage, and multi-modal connections that integrate the various land uses. The Hospital and Health Campus occupies a significant portion of the neighbourhood and encompasses the future Provincial Lands LRT station. The Hospital and Health Campus has two major interface areas in the plan:

- To the east, the Hospital and Health Campus interfaces with the south commercial mixed use hub, as well as row housing, medium density, and high density residential.
- To the north, the Hospital and Health Campus interfaces with the school park site and low density residential.

The Provincial Lands LRT station is an “Employment” Transit Oriented Development Node that includes a mix of employment opportunities, multi-modal connections, commercial establishments, and other land uses. The area around the Provincial Lands LRT station will also provide higher density residential development, which takes advantage of proximity to mass transit and employment.



Where a conflict is found between the Neighbourhood Wide policies and the Interface policies, the Interface policies shall take precedence for land within the Interface area.

## 5.2 Intent

The intent of the LRT Node & Hospital and Health Campus Interface policy area is to ensure the integration of both the Provincial Lands LRT station and the Hospital and Health Campus with the surrounding neighbourhood through appropriate transitioning in built form, pedestrian-oriented urban design, multi-modal connectivity, and land use policies in alignment with the goals of the City of Edmonton’s Transit Oriented Development Guidelines.

## 5.3 Objectives

1. Design built form to facilitate appropriate transitions through elements such as height, land uses, and landscaping at the interface between the Hospital and Health Campus and surrounding neighbourhood.
2. Design all streets leading to the Provincial Lands LRT station as urban streetscapes to connect to surrounding development.
3. Ensure that mixed use developments in proximity to the Provincial Lands LRT station contribute to active streetscapes.
4. Develop the Provincial Lands LRT station area as a well-connected Transit Oriented Development node with elements such as bicycle infrastructure and social gathering spaces.
5. Connect the Provincial Lands LRT station through the Hospital and Health Campus to the south commercial mixed use hub with the LRT active modes link.
6. Ensure that LRT-related infrastructure is well-designed and integrates with the neighbourhood.



## 5.4 Policies – Hospital and Health Campus Interface

*Within the Hospital and Health Campus*

1. Taller buildings and/or higher intensity uses should be prioritized adjacent to the east of the Provincial Lands LRT station to support the LRT.
2. Buildings along the edge of the Hospital and Health Campus should provide for appropriate transitions such as but not limited to setbacks and stepbacks to ensure compatibility.
3. Access from the LRT station east along 20 Avenue to the south commercial mixed use hub shall be developed with a pedestrian-oriented link with active edges, landscaping, a potential publicly-accessible plaza, and pedestrian and bike infrastructure such as wider sidewalks, street furniture, and bike parking.
4. Commercial uses at ground level shall be encouraged in the vicinity of the Provincial lands LRT station.

*Within the Neighbourhood (Outside of the Hospital and Health Campus)*

5. Taller buildings and/or higher intensity uses shall be prioritized within 200 metres of the Provincial lands LRT station to support the LRT.
6. Buildings along the edge of the Hospital and Health Campus shall provide for appropriate transitions such as but not limited to setbacks and stepbacks to ensure compatibility.
7. The south commercial mixed use hub shall include infrastructure such as wider sidewalks to accommodate patios, street furniture, and landscaping.
8. Commercial uses shall be located at ground level to activate the street.
9. Residential uses are encouraged above the ground level commercial uses.
10. Where at-grade retail and commercial uses are proposed, buildings shall be designed to create the appearance of small, regularly spaced frontages along the street.
11. 20 Avenue is encouraged to maintain a consistent identity between the Provincial lands LRT Station and 127 Street.

## 5.5 Policies – LRT Station Area

*Urban Streetscapes*

1. Site interface with the Provincial lands LRT station and corridor should be provided in consideration of adequate building setbacks, building orientation, and buffer areas.
2. Buildings should front toward the active edges around the LRT station, open space, and streets.
3. Where buildings front toward an active edge, buildings should utilize reduced front setbacks and include at-grade doorways and large windows oriented to the street to establish a continuous ‘street edge’ that provides pedestrians a comfortable sense of enclosure, but still allows for pedestrian-friendly design such as patios and canopy overhangs.
4. The interface between the LRT right-of-way and non-fronting buildings should be designed as an active, attractive space through design elements such as additional windows, entrances at-grade, landscaping, etc.
5. On-site parking structures should be limited in proximity to the Provincial lands LRT station. Where parking structures are required within proximity to the station, the first floor of the parkade, where fronting onto a street or open space, shall contribute to activating the LRT station with retail and commercial uses, public art, landscaping, or architectural screening.

*Mixed Uses*

6. Residential apartment buildings should incorporate row housing or stacked row housing at the base, to increase active street frontage and provide for family-oriented housing.
7. Opportunities should be provided for shared use parking among compatible land uses to reduce the need for single use parking.
8. A combination of standard zones, overlays, Special Area zones, and/or Direct Control zoning may be used in the south commercial mixed use hub to ensure that:
  - a. Both residential and commercial uses are provided as permitted uses;
  - b. Commercial opportunities are provided at grade;
  - c. Vehicular-oriented commercial uses (e.g. drive-thrus and gas stations) are excluded; and
  - d. Features of street-oriented and pedestrian-friendly urban design are required.

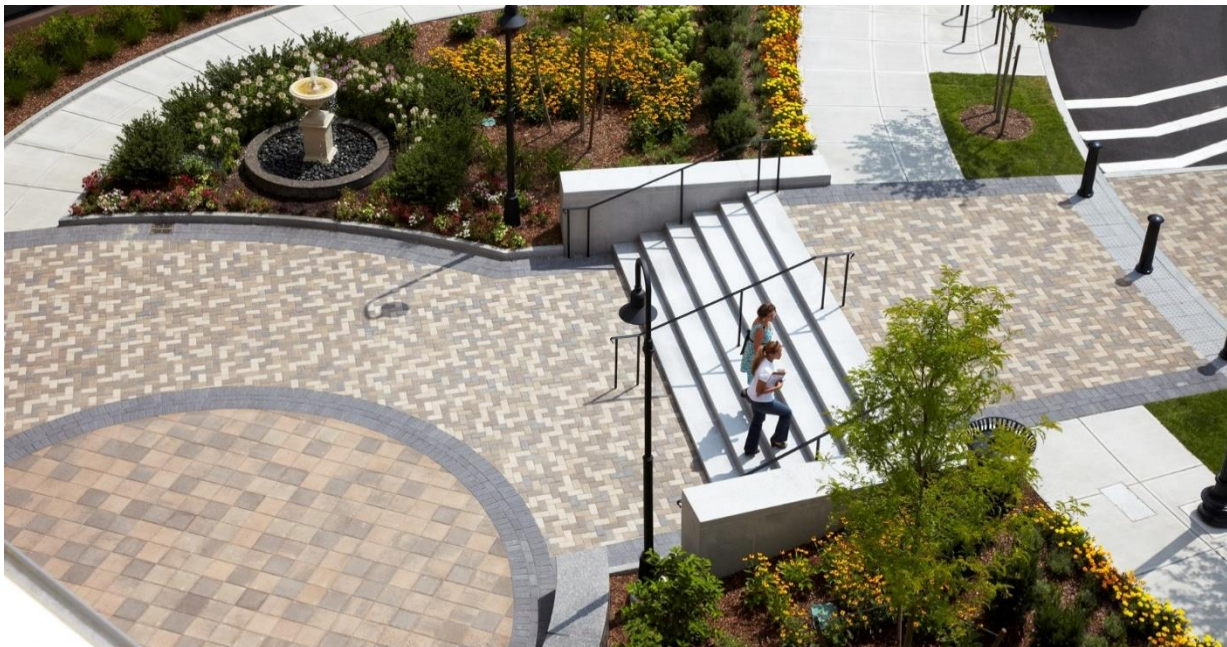
9. Street fronting uses on either side of the road dividing the Hospital and Health Campus from the adjacent neighbourhood should be developed with consideration of land uses on the opposite side of the street, to ensure complementary uses are provided.

#### *Well-Connected TOD*

10. Vehicle, pedestrian, and cyclist connections leading to the Provincial lands LRT station shall be integrated with surrounding uses, as illustrated on *Figure 1: Development Concept*. In the case that this Plan is amended, the permeability of these multi-modal connections shall be maintained.
11. Direct pedestrian connections shall be provided between overall neighbourhood pedestrian network and the Provincial lands LRT station.
12. Pedestrians shall be prioritized within 400 metres of the Provincial lands LRT station by implementing elements such as wider sidewalks, and frequent, signalized, and safe crossings.
13. Transfers shall be provided between transportation modes in the Provincial lands LRT station area, such as direct pathways from bus stops to LRT stations, bicycle parking next to transit, and clear wayfinding signage.
14. Shared use paths and other pedestrian infrastructure shall be designed to reduce conflict.
15. A potential publicly-accessible plaza should be located adjacent to the Provincial lands LRT station to create a “sense of arrival” for transit riders and for residents, contributing to the identity of the neighbourhood. Development of any such plaza should involve collaboration between the landowner and the City of Edmonton.

#### *LRT-Related Infrastructure*

16. Supporting LRT infrastructure (i.e. Traction Power Substations) shall be designed to aesthetically blend with adjacent architecture.
17. LRT emergency and maintenance access and supporting infrastructure (i.e. Traction Power Substations) shall be located at the north end of the station.





## 6. IMPLEMENTATION

This NASP provides direction through its vision, intention statements, objectives, and policies to guide the future development of this neighbourhood. All future development must reflect the intent of this plan rooted in the healthy community approach. The purpose of this section is to establish the mechanisms to successfully implement the Plan's policies.

Although the lands are owned by the Government of Alberta, which as a higher jurisdiction is not legally required to align with municipal policies, the Government of Alberta has undertaken the NASP planning process through a collaborative approach in partnership with the City of Edmonton to facilitate an integrated approach to site planning.

### 6.1 Technical Studies

In support of the preparation of this NASP, all technical studies as identified in Section 2.3 have been completed and accepted by the City of Edmonton and/or Government of Alberta.

The technical studies provide a basis of understanding of the constraints, opportunities, and risks presented in the plan area, and were used to guide the land use, transportation, and servicing concepts in this plan. If this plan is amended, updates to the technical studies may be required.

### 6.2 Development Staging and Neighbourhood Statistics

The lands in this neighbourhood are expected to develop over approximately 30 years as the two major infrastructure projects in the plan area, the Hospital and Health Campus and LRT, are anticipated to be completed. Staging will ensure that development occurs in an efficient and contiguous manner. There are multiple options for staging as servicing connections are available at different points around the neighbourhood. Development staging of the plan area will begin with the Hospital and Health Campus, and extend northwards as the market dictates the need for residential and commercial development.

*Table 2: Land Use and Population Statistics* estimates Municipal Reserve dedication, population, density, and employment in the neighbourhood. In the case that this Plan is amended, the Land Use and Population Statistics table must be updated where necessary. Higher-level plans such as the Edmonton Metropolitan Region Growth Plan, and the City's Municipal Development Plan and Transportation

Master Plan, provide the high level principles and policies which guide the framework for the development of this NASP and how it fits into the context of both the City of Edmonton and the region.

### 6.3 Reference Policies, Standards, and Guidelines

The development of the NASP considered all Provincial and City policies, standards, and guidelines. These policies, standards and guidelines, if still current, along with any new City policies that guide the development of new neighbourhoods, should be considered in any future plan amendments, along with applicable policy areas in the NASP.

The plan is located in proximity to the Ellerslie LRT station and includes the future Provincial Lands LRT station within its boundaries. The Transit Oriented Development Guidelines shall be considered for any future amendments.

### 6.4 Implementation Stages

The Government of Alberta as a paramount jurisdiction is not legally required to follow typical municipal approval processes so long as it is the owner of the land. As the lands are currently owned by the Government of Alberta, standard processes for the development of a neighbourhood area structure plan are not required. This plan has been created assuming that the full 10% of Municipal Reserves of the Gross Developable Area will be allocated to lands outside the Hospital and Health Campus as depicted in *Figure 1: Development Concept*. In order to ensure the preservation of Natural Area SW26 and the dedication of a school site as per *Figure 1: Development Concept*, Municipal Reserve has been allocated based on a full 10% of the plan area’s Gross Developable Area.

The items listed in the following table are the implementation actions which will be taken at the Zoning, Subdivision, Engineering Drawing Review, and LRT Design stages.

Category	Item	Implementation Item	Application
Zoning	1	Lands outside of the Hospital and Health Campus should not be zoned for further development until such time that the Municipal Reserves are established in a manner that ensures acquisition by the City at the time of future subdivision.	The intent is for the full 10% MR for Gross Developable Area of the Plan to be allocated to lands outside the Hospital and Health Campus.
	2	Conventional zoning shall be used where possible to accomplish the land use concept in this plan, as shown in <i>Figure 1: Development Concept</i> .	Conventional zoning provides for alignment with City policies by using existing approved zones, and allows for the evolution of zoning over time in parallel with the rest of the city.

Category	Item	Implementation Item	Application
	3	<p>Where unique or innovative land uses and/or housing forms are to be developed in the plan area, Special Area Zones or Direct Control Zoning may be used.</p> <p>Areas where this non-conventional zoning may be appropriate include, but are not limited to, the south commercial mixed use hub and Hospital and Health Campus. The related land use sections include additional direction on what regulations and/or policy objectives a non-conventional zone must address. If a conventional zone can also address these requirements, conventional zoning may be used.</p>	<p>Special Area Zones and Direct Control Zoning can promote unique and innovative development such as the south commercial mixed use hub, and Hospital and Health Campus which align with the policies of this Plan.</p> <p>Allowing for either non-conventional or conventional zoning, based on whether the defined objectives are met, will allow for flexibility in anticipation of the future evolution of the Zoning Bylaw and potential changes to standard zones.</p>
	4	<p>Environmental Site Assessment reports and any updates shall receive sign-off by City Administration prior to the rezoning stage of development.</p>	<p>Development which may present environmental impacts must be closely monitored and approved prior to the provision of development rights.</p>
	5	<p>A Natural Area Management Plan shall be required at the time of submission of a rezoning or subdivision application (whichever comes first) when development commences on the north side of proposed collector/arterial road.</p>	<p>The Natural Area Management Plan shall be completed according to the City's terms of reference for Natural Area Management Plans. The plan should include consideration for a shared use path, seating, waste receptacles, etc.</p>
	6	<p>As part of the Ecological Network Report, an assessment of any water bodies on the parcels were analyzed. A dugout is identified in the southwest portion of the plan area. A historical photo review identifies the area as low but not as a wetland. Water Act Approval may be required prior to rezoning.</p>	<p>Consultation with Alberta Environment will be required to determine if Water Act Approval will be required prior to rezoning.</p>



Category	Item	Implementation Item	Application
	7	Transportation Impact Assessments (TIAs) shall be required at the time of rezoning.	Any Transportation Impact Assessments required shall be completed at the time of rezoning.
Subdivision	8	The large tree stand natural area and land required for the school park site will be dedicated to the City of Edmonton at the time of subdivision as Municipal Reserve (MR) as per the Municipal Government Act.	Municipal Reserve dedication will provide for the school park site and the preservation of the large tree stand natural area in the northwest portion of the neighbourhood, as identified in <i>Figure 1: Development Concept</i> and <i>Table 2: Land Use and Population Statistics</i> .
	9	Municipal Reserves are owing for the Plan area. As set out in the Concept Plan, the dedication of reserves has been allocated to areas outside of the future Hospital and Health Campus and is expected to be deferred from the Hospital and Health Campus to the balance of the titled lands.	The intent of this Plan is to provide open space that meets the vision of a healthy community, including the normal allocation of schools, parks, and natural area SW 26. The full 10% Municipal Reserve for the Gross Developable Area will be allocated to lands outside the Hospital and Health Campus. Registering a Deferred Reserve Caveat to lands outside the Hospital and Health Campus, for all the lands in the plan area, offers the preferred implementation method to assemble the open space.
	10	The arterial and collector roadway network provided at the time of subdivision will generally follow the concept presented in <i>Figure 6: Multi-Modal Network</i> .	Subdivision will provide for the efficient and cohesive transportation network as planned for on the neighbourhood level. Detailed design of the arterial and collector roadway network will further refine the roads. Cross section and roadway design should generally follow the City of Edmonton's <i>Complete Streets Design and Construction Standards</i> . Non-standard cross sections will require approval at subdivision.
	11	The subdivision authority will have regard for the policies described in this plan when approving	Various policy elements, such as 'window streets' (refer to 'window street' images in Section 3.4.4), pedestrian connectivity,

Category	Item	Implementation Item	Application
		subdivision applications in the plan area.	and the modified grid pattern, must be implemented through the subdivision of land.
	12	Emergency access points will be approved by the City at the time of subdivision.	Emergency access requirements are guided by Subdivision and Development Coordination to ensure safety needs are met.
	13	Infrastructure and amenities such as a shared use path, benches, landscaping, and connections to other pedestrian facilities (e.g. paths surrounding stormwater management facilities) and developed areas in accordance with <i>Figure 6: Multi-Modal Network</i> will be considered along the pipeline corridor at the time of subdivision.	Pipeline operators will be contacted to obtain approval to construct along the pipeline corridor.
	14	The following crossings shall provide priority for pedestrians: <ul style="list-style-type: none"> <li>• Heritage Valley Trail and Ellerslie Road</li> <li>• Heritage Valley Trail and Graydon Hill Boulevard</li> <li>• Heritage Valley Trail and Paisley Gate</li> <li>• School Crossings</li> <li>• LRT Crossings</li> <li>• 127<sup>th</sup> Street and 20<sup>th</sup> Avenue</li> </ul>	Pedestrian crossings are to consider elements such as short crossings, high visibility, refuge islands, extended walk times, geometric design that supports reduced vehicle speeds.
Engineering Drawing Review	15	Access to the Provincial Lands LRT Station shall be provided along 20 Avenue, to the south commercial mixed use hub.	This access through the Hospital and Health Campus shall consider the following: <ul style="list-style-type: none"> <li>• Active frontages including uses such as commercial, office/professional, and medical offices, etc.</li> <li>• Pedestrian and bike infrastructure</li> </ul>

Category	Item	Implementation Item	Application
	16	Stormwater management facilities may require adjustments to size and configuration following technical studies.	Adjustments to the size and configuration of stormwater management facilities will be determined with detailed design.
	17	The City and school board should take into consideration public gardening opportunities on the school park site, among other programming opportunities.	Programming opportunities for the school park site, including public gardening opportunities, will be included at the Engineering Drawing stage.
	18	The design and feasibility of potential wildlife crossings shall be reviewed at detailed design stage in accordance with the Wildlife Passage Engineering Design Guidelines.	Wildlife crossings will be designed according to the Wildlife Passage Engineering Design Guidelines. The plan should include transportation and ecological network components, identification of conflicts with wildlife, and design strategies for wildlife passages.
LRT Design	19	In advance of LRT in the neighbourhood, higher order transit is to be explored through consultation with ETS to provide direct access to the Hospital and Health Campus.	LRT extension is subject to funding availability and council prioritization.
	20	In conjunction with the Provincial Lands LRT station, a potential plaza should be developed in collaboration between the landowner and the City of Edmonton.	<p>The potential plaza should be located adjacent to the Provincial Lands LRT station and have consideration for the following:</p> <ul style="list-style-type: none"> <li>• A minimum of 2500 m<sup>2</sup> in area</li> <li>• Opportunities for seating</li> <li>• Incorporation of Public Art</li> <li>• Landscaping</li> <li>• Street furniture such as benches, waste receptacles, etc.</li> <li>• Bicycle parking</li> <li>• Protection from seasonal elements utilizing features such as structures (e.g. gazebos), trees, awnings, etc.</li> </ul>

Category	Item	Implementation Item	Application
	21	Should the LRT crossing of Ellerslie Road be elevated, design shall consider how the area below the structure will function and serve the needs of the neighbourhood.	Exact placement of pedestrian linkages and potential community programming will be determined at LRT detailed design stage in consultation with internal and external stakeholders.
Transportation Demand Management	22	A Transportation Demand Management program should be considered as the Hospital and Health Campus is built, and as operations are initiated.	Transportation Demand Management may be used to encourage shifts to sustainable transportation modes within the neighbourhood.

### 6.5 Amendment and Administrative Plan Review

Policies, text, and mapping information contained within this NASP may be amended from time to time in order to remain current and up-to-date in response to changes to conditions within and surrounding the plan area. Amendments to the NASP document shall be completed in accordance with the *Municipal Government Act*, the Edmonton Metropolitan Region Growth Plan, the Municipal Development Plan, the Heritage Valley Servicing Concept Design Brief, and all other applicable legislation, bylaws, policies, standards, and procedures. Applications to amend this NASP must include supporting information, analysis, and technical data in order to justify the merits of the change and discuss potential impacts.

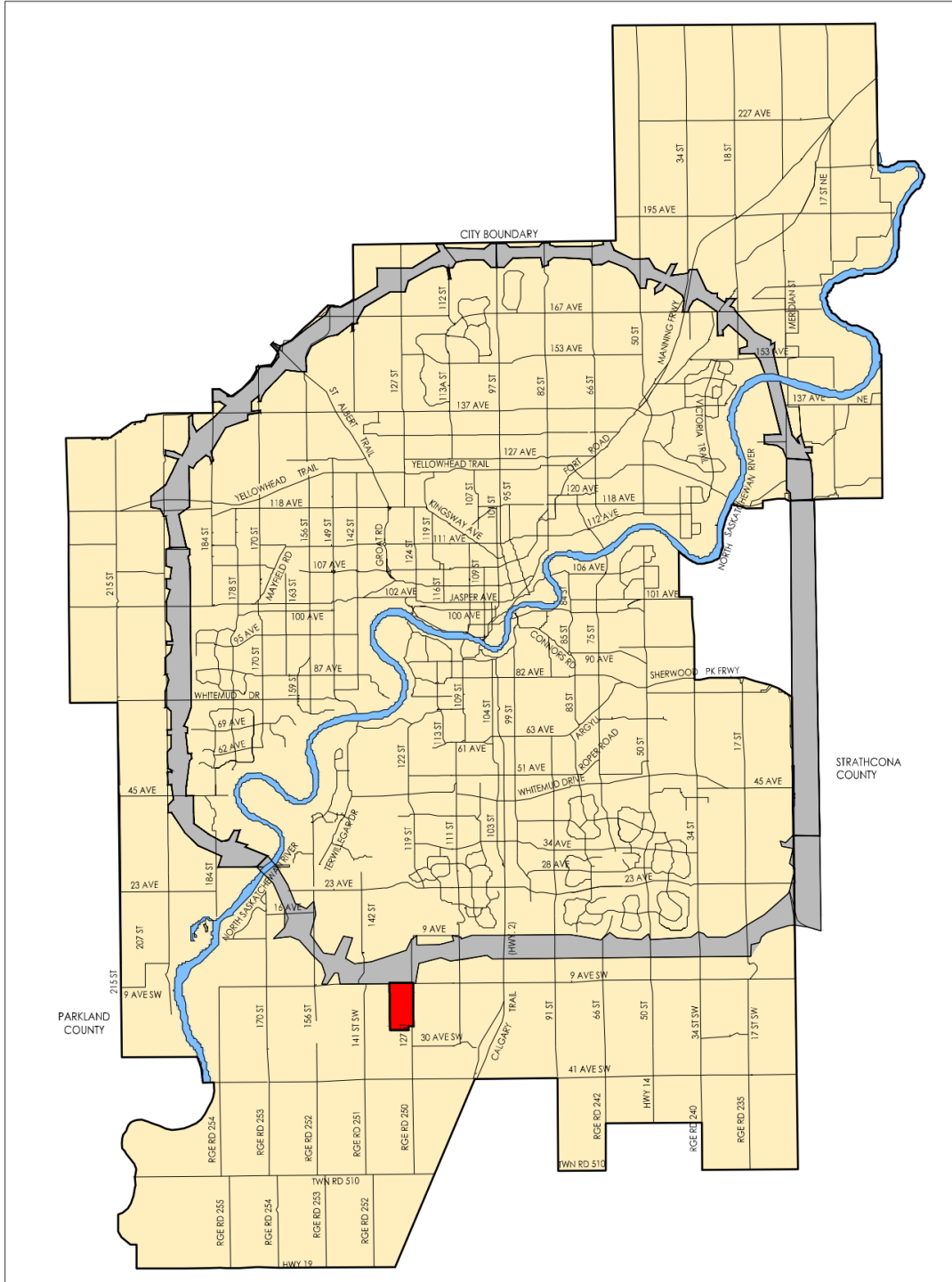
Administrative review may occur at the request of City Council, upon amendment or replacement of higher level plans, or to ensure consistency with new bylaws.



## 7. DEFINITIONS

To provide clarity within the plan, the following terms are defined:

- **Active Edges/Frontages:** Where the design of buildings provide primary entrances towards the street and attention is paid to bringing buildings closer to the street, human scaled design elements, and additional windows, all of which provide interaction with those walking by.
- **Active Modes:** Transportation by means of physical activity such as walking or cycling.
- **All Season Design:** Design that promotes comfortable and safe use of outdoor spaces regardless of weather conditions.
- **Commercial Mixed Use:** Pedestrian-oriented development with active frontages and commercial uses at grade, with the opportunity for residential and office uses above.
- **Healthy Community:** See Section 2.5 for a comprehensive definition.
- **Interface:** An area of land where two contrasting land uses meet, characterized by the streets, street frontage, and multi-modal connections that integrate the two areas.
- **LRT Active Modes Link:** A pedestrian linkage with active edges that runs through the Hospital and Health Campus, connecting the south commercial mixed use hub with the Provincial Lands LRT station.
- **Multi-Modal Transportation:** Where there are multiple modes of transportation such as active modes, transit, and vehicles.
- **Sensitive Use:** Land uses which are typically institutional, contain large assemblies of people, include critical infrastructure, provide emergency response services, are difficult to evacuate and/or have sensitive populations (i.e. due to age – small children/elderly; mobility challenges).
- **Shared Use Path:** A pathway separated from motor vehicle traffic which is designated for use by pedestrians, cyclists, wheelchairs, and other active modes.
- **Transit Oriented Development:** High density development adjacent to an LRT stop or transit station that provides employment, retail, and housing opportunities in a vibrant, pedestrian-oriented, and sustainable environment.



SCALE NTS



FIGURE  
**2A**

**Location**



SCALE 1:15,000



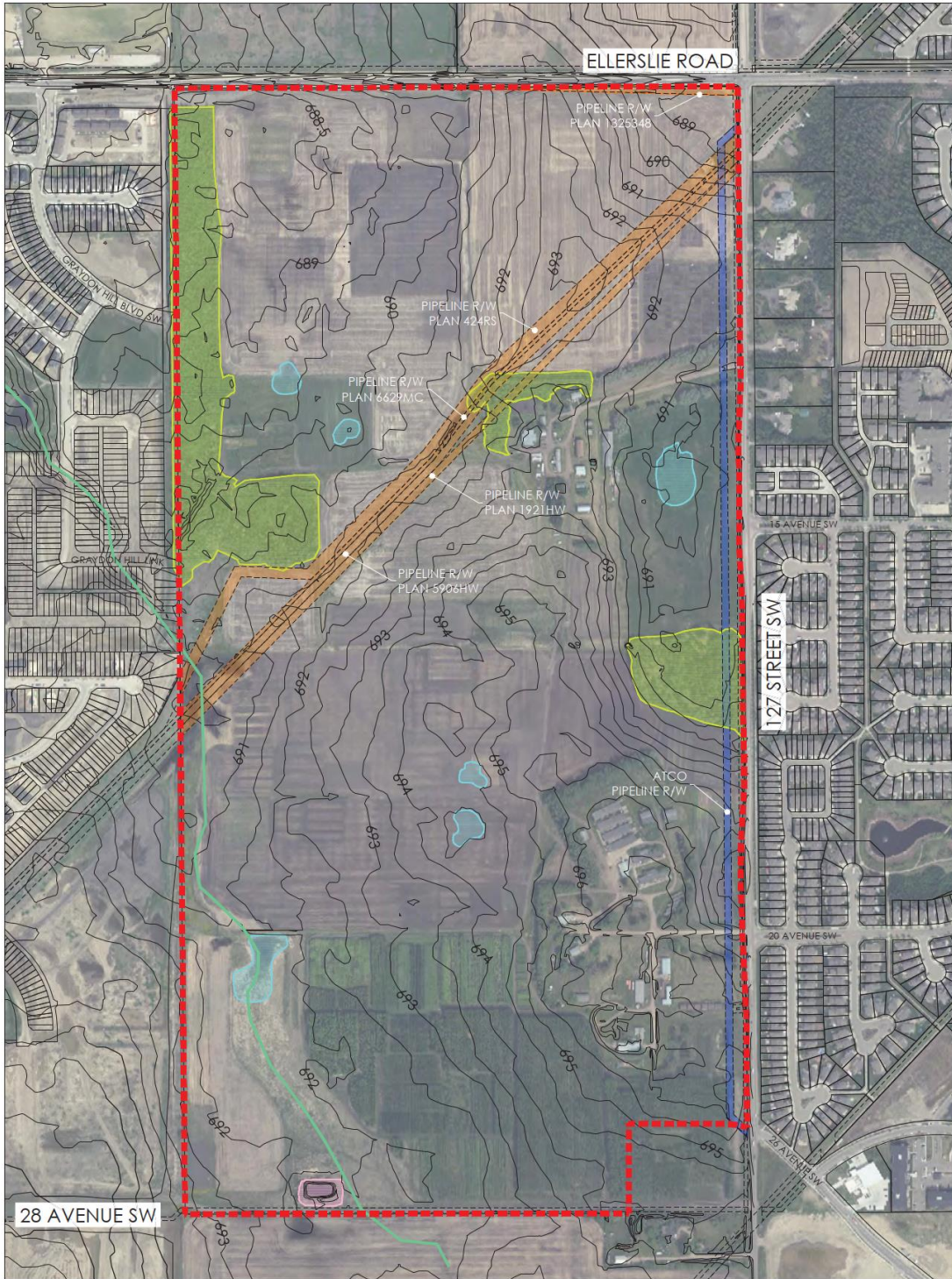
LEGEND

- NASP BOUNDARY
- - - - FUTURE LRT (CONCEPTUAL ALIGNMENT ONLY)
- \* FUTURE LRT STATION

FIGURE

**2B**

**Context**



FIGURE

3

# Site Features

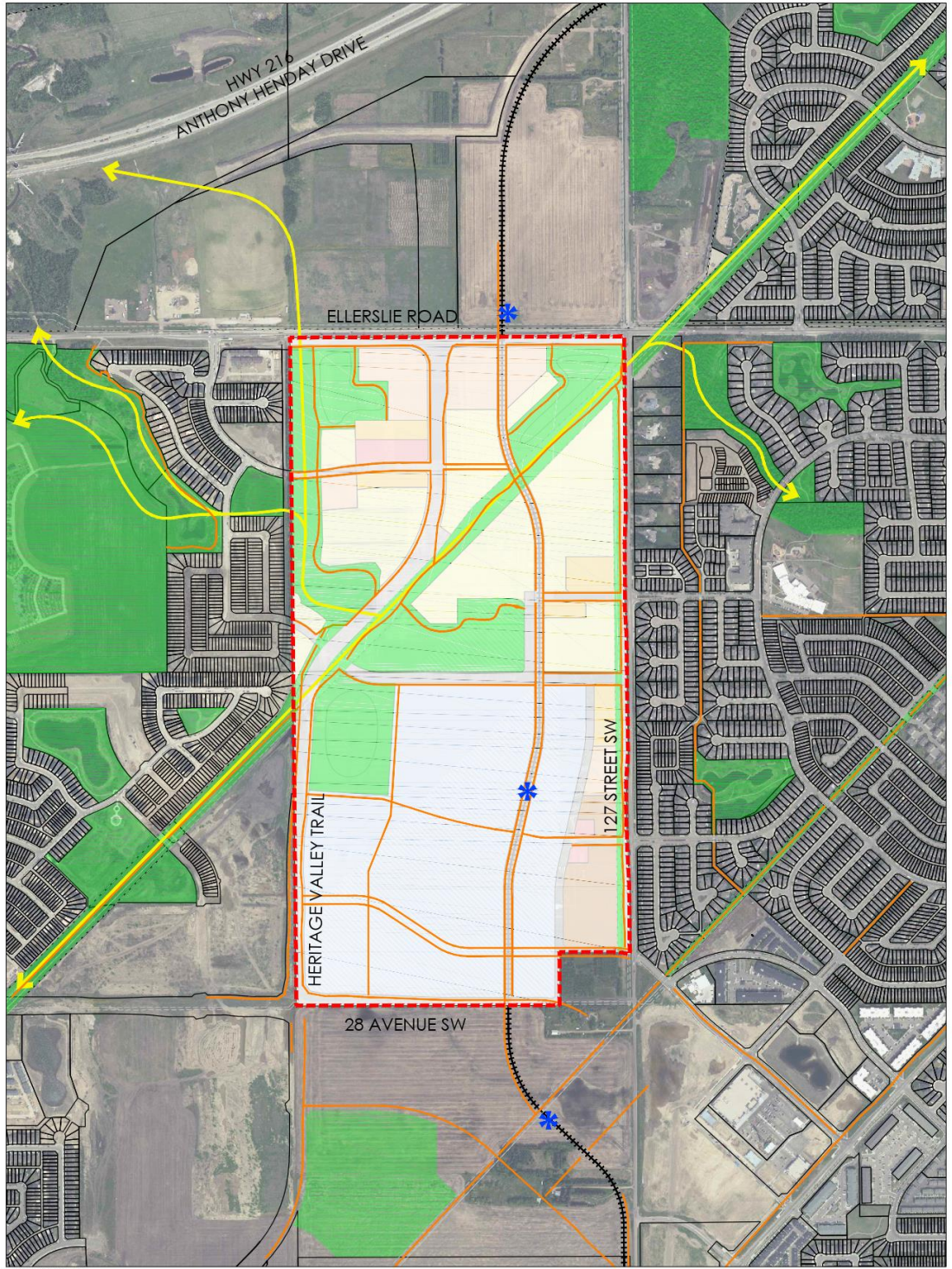
SCALE 1:7500



**LEGEND**

- CONTOURS
- EXISTING TREE STAND
- EXISTING WETLAND
- EXISTING DUGOUT
- EXISTING PIPELINE
- FUTURE PIPELINE
- HISTORICAL STREAM
- NASP BOUNDARY





SCALE 1:12,500

- LEGEND**
- OPEN SPACE\*
  - SHARED USE PATH
  - WILDLIFE CORRIDOR
  - FUTURE LRT
  - FUTURE LRT STATION
  - NASP BOUNDARY

\* Assembly of Municipal Reserves are subject to the provisions of the Municipal Government Act

FIGURE  
**4**  
**Ecological and Open Space Network**

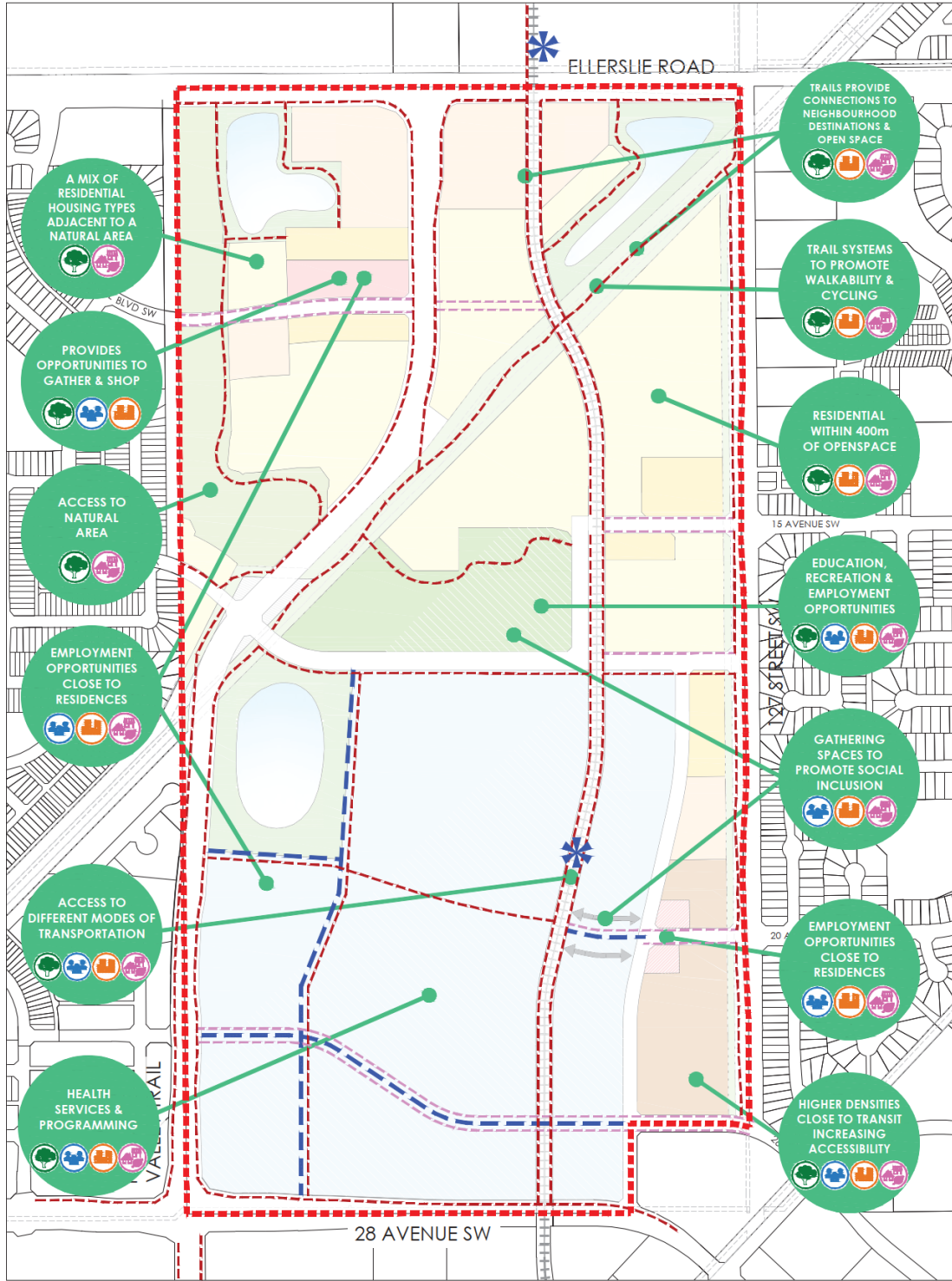
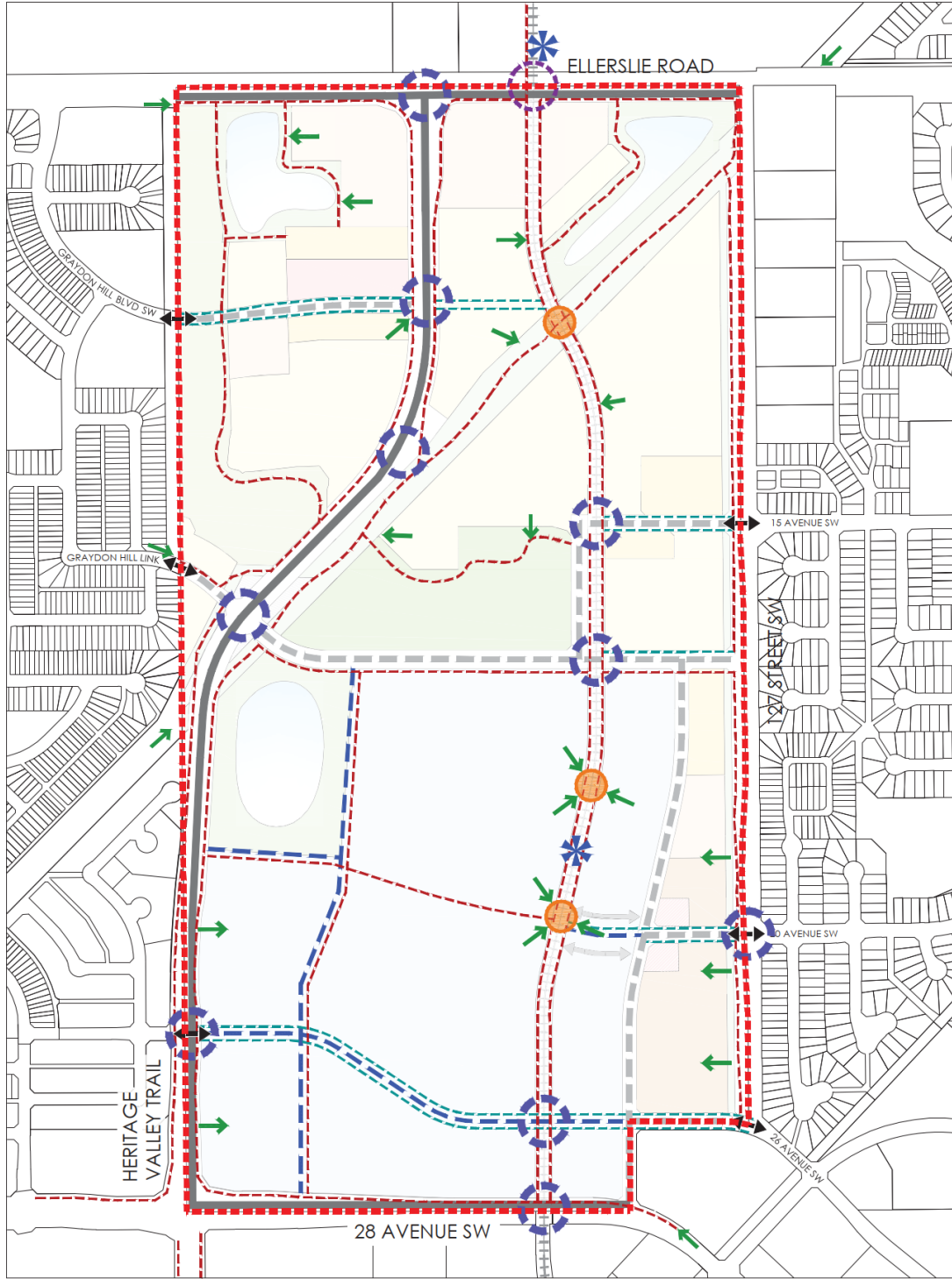


FIGURE  
**5**

**Healthy Community**



SCALE 1:7500



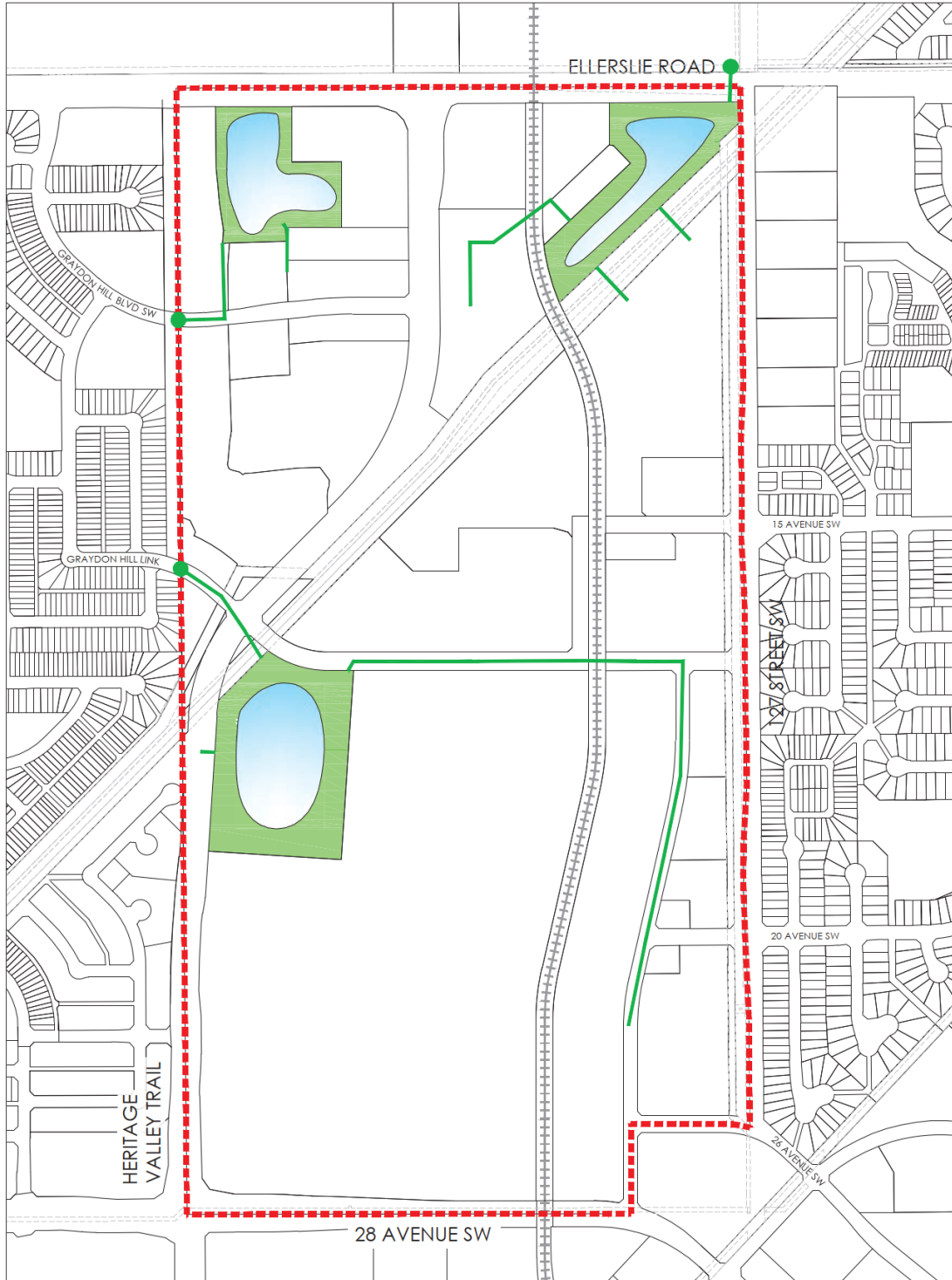
**LEGEND**

- |                       |  |                               |
|-----------------------|--|-------------------------------|
| ARTERIAL ROAD         | BIKE FACILITIES                                  | MULTI-MODAL PRIORITY CROSSING |
| COLLECTOR ROAD        | SHARED USE PATH                                  | PEDESTRIAN ONLY CROSSING      |
| WALKWAYS              | FUTURE LRT                                       | FUTURE ACCESS / ROAD          |
| NEIGHBOURHOOD ACCESS  | FUTURE LRT STATION                               | NASP BOUNDARY                 |
| LRT ACTIVE MODES LINK | POTENTIAL ELEVATED LRT STRUCTURE GRADE SEPARATED |                               |

FIGURE

6

**Multi-Modal Network**



SCALE 1:7500



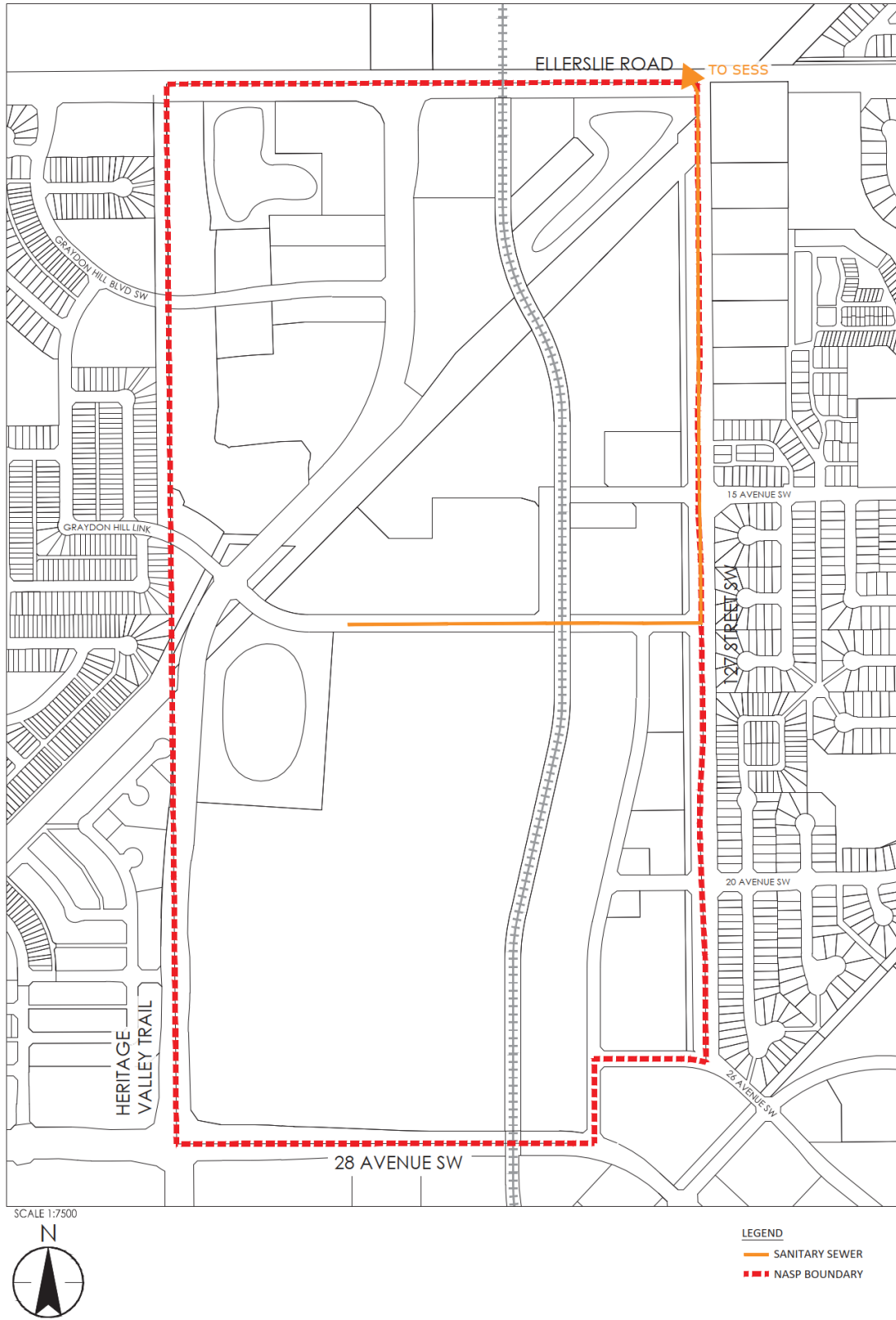
LEGEND

- STORM SEWER
- SEWER TIE-IN
- SWMF
- NASP BOUNDARY

FIGURE

7

# Stormwater Servicing



FIGURE

8

# Sanitary Servicing

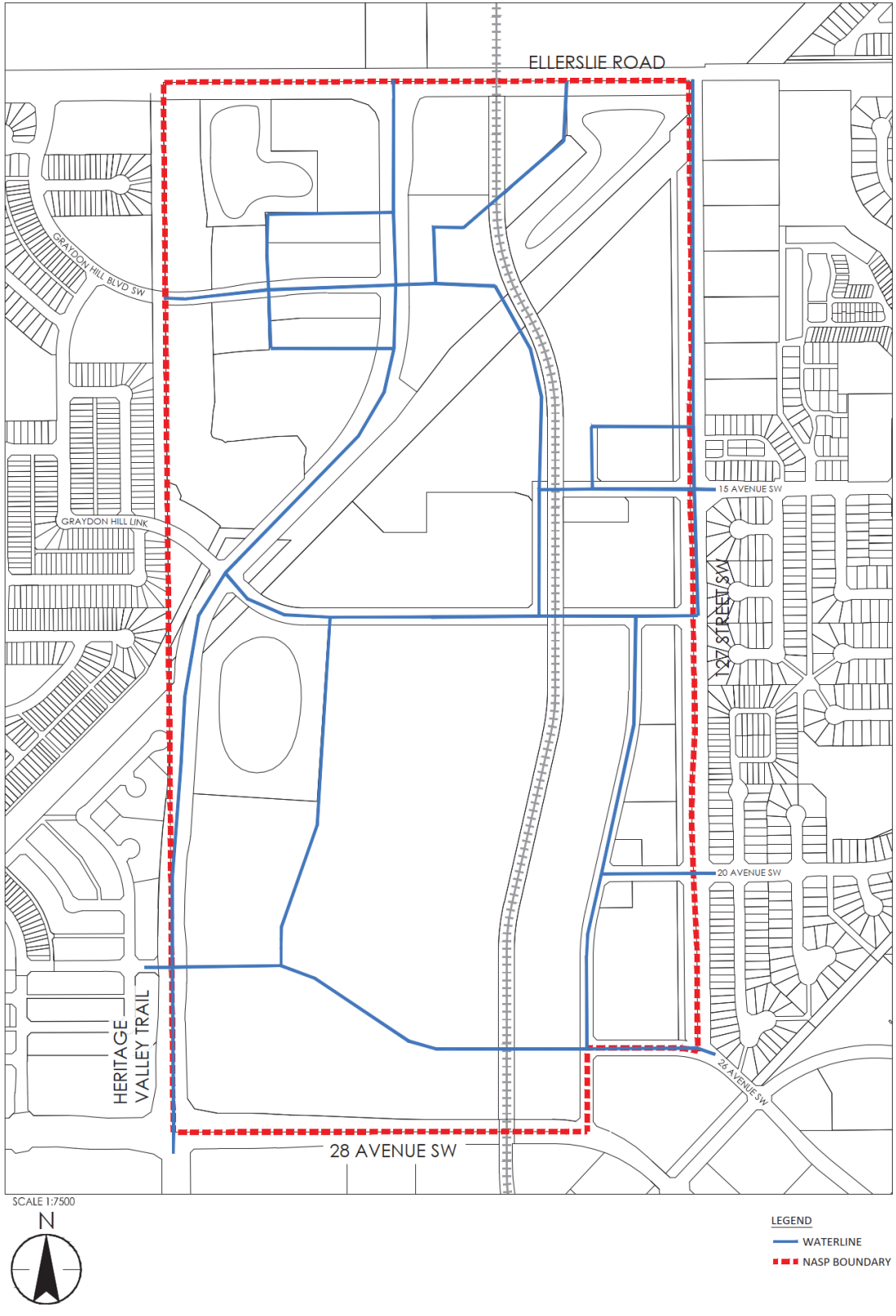


FIGURE 9

Water Servicing

**Table 2: Land Use and Population Statistics**

HERITAGE VALLEY 14 NEIGHBOURHOOD AREA STRUCTURE PLAN  
LAND USE AND POPULATION STATISTICS  
BYLAW 19279

	Area (ha)	% of GA
<b>Gross Area</b>	126.97	100%
Arterial Roadways	9.82	7.7%
Utility/Pipeline Corridors	5.95	4.7%
	<b>Area (ha)</b>	<b>% of GDA</b>
<b>Gross Developable Area</b>	111.20	
Municipal Reserve (TOTAL)	11.14	10.0%
School Park	5.51	
Natural Area	5.63	
Health Campus Site	40.27	36.2%
LRT	3.82	3.4%
Public Utility R/W	0.30	0.3%
North Commercial Mixed Use Site	0.47	0.4%
South Commercial Mixed Use Site	0.18	0.2%
Stormwater Management Facilities	10.91	9.8%
Circulation at 20% (excludes Health Care Campus)	14.19	12.8%
<b>Total Non Residential Area</b>	<b>81.28</b>	
Net Residential Area	29.92	26.9%

**RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT**

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
<b>Low Density Residential (LDR)</b>						
Single/Semi Detached	15.70	25	393	2.8	1099	52.5%
<b>Medium Density Residential (MDR)</b>						
Rowhousing	3.59	45	162	2.8	452	12.0%
Low Rise/Medium Density Residential	7.03	90	633	1.8	1139	23.5%
<b>High Density Residential (HDR)</b>						
Medium - High Rise Residential	3.60	225	810	1.5	1215	12.0%
<b>TOTAL</b>	<b>29.92</b>		<b>1,997</b>		<b>3,905</b>	<b>100.0%</b>

**SUSTAINABILITY MEASURES**

Population Per Net Hectare (p/nrha)	130.5
Dwelling Units Per Net Residential Hectare (du/nrha)	66.7
Population (%) within 500 m of Parkland	91%
Population (%) within 400 m of Transit Service	100%
Population (%) within 600 m of Commercial Service	100%

Presence/Loss of Natural Areas

Protected as Environmental Reserve (ha)	0
Conserved as Natural Area Municipal Reserve (ha)	5.63
Protected through other means (ha)	0
Loss to Development (ha)	1.87

**STUDENT GENERATION COUNT**

	Elementary	Junior High	Senior High	
Public School Board	222	111	111	
Separate School Board	111	56	56	
<b>TOTAL</b>	<b>333</b>	<b>167</b>	<b>167</b>	<b>667</b>

NOTE: \*The Mixed Use Sites are separated into 50% land area under Commercial and 50% under Low Rise/Medium Density Residential.

