

Heritage Valley Town Centre Neighbourhood Area Structure Plan

Office Consolidation December 2022

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 15296 was adopted by Council in December 2009. In December 2022, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 15296.

- Bylaw 15296* Approved December 16, 2009 (to adopt the Heritage Valley Town Centre Neighbourhood Area Structure Plan)
- Bylaw 15564* Approved November 8, 2010 (accommodate a new Fire Rescue Services station in Heritage Valley Town Centre, amend the neighbourhood boundary between Rutherford and Heritage Valley Town Centre, and update the statistics to reflect the resulting change in land use distribution and the 2010 Terms of Reference for Neighbourhood Structure Plans)
- Bylaw 18068* Approved July 10, 2017 (accommodate high density residential uses in the Heritage Valley Town Centre)
- Bylaw 18770* Approved April 1, 2019 (to amend text of Section 3.3.8 Residential, to allow Direct Control Provisions, and Policy 3.3.8.4 to provide opportunity for innovative housing forms that promote housing affordability)
- Bylaw 19111* Approved January 21, 2020 (to redesignate land from Medium Density Residential to Neighbourhood Commercial land uses)
- Bylaw 19333* Approved June 23, 2020 (to redesignate land from Medium Density Residential to High Density Residential)
- Bylaw 19426* Approved September 22, 2020 (to allow land use designations to be implemented through Standard, Special Area, and Direct Control Zoning)
- Bylaw 19852* Approved September 8, 2021 (to change the designation of a site from Medium Density Residential to Mixed Use)
- Bylaw 19910* Approved December 7, 2021 (to redesignate a 1.1 hectare site from High Density Residential to Medium density Residential)
- Bylaw 20323* Approved December 6, 2022 (to reconfigure commercial, residential, public utility, and mixed uses around a future LRT station)

Editor's Note:

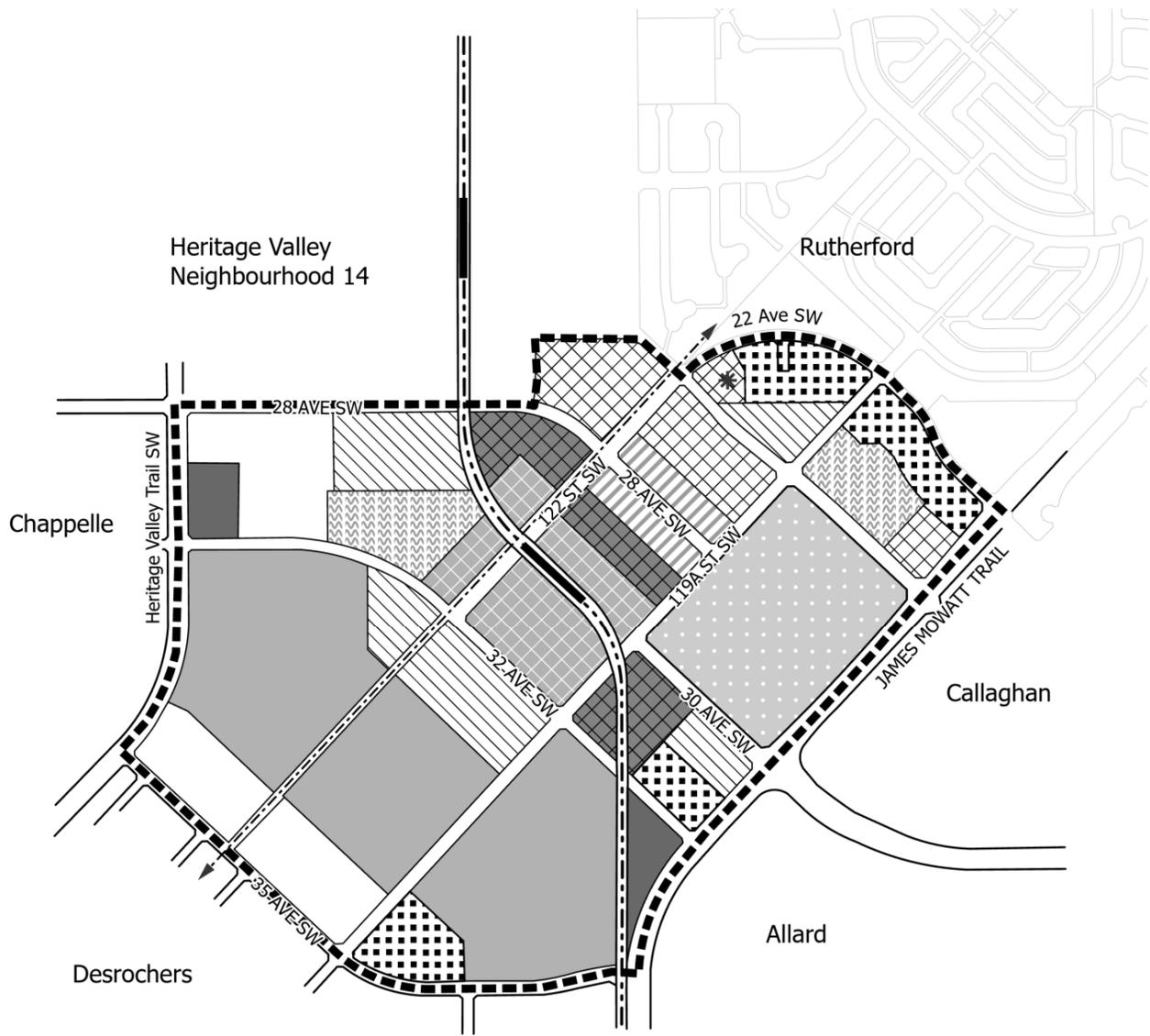
This is an office consolidation edition for the Heritage Valley Town Centre Neighbourhood Area Structure Plan, as approved by City Council on December 16, 2009.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity, names of City departments have been standardized to reflect their present titles. 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



BYLAW 20323
HERITAGE VALLEY TOWN CENTRE
 Neighbourhood Area Structure Plan
 (as amended)



- | | | |
|-------------------------|--------------------------------|-------------------------------|
| Town Centre Commercial | Low Density Residential | Light Rail Transit Station |
| Neighborhood Commercial | Medium Density Residential | Oil/Gas Pipeline Right-of-Way |
| Main Street Retail | High Density Residential | NASP Boundary |
| Mixed Uses | Stormwater Management Facility | Fire Station |
| Mixed Uses LRT 1 | District Activity Park | |
| Mixed Uses LRT 2 | Light Rail Transit Corridor | |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

design

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*Heritage Valley
Town Centre NACSP*

develop

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1 ADMINISTRATION

1.1 PURPOSE

The purpose of the Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP) is to establish a general planning framework for future development and servicing consistent with the broad planning intentions of the Town Centre in the Heritage Valley Servicing Concept Design Brief (SCDB). The NASP articulates the vision for the Town Centre by describing the following key features of the plan:

- The location and configuration of residential, commercial, office, institutional, parks and open spaces, and public utility land uses
- The street and pedestrian network systems
- Light Rail Transit (LRT) route
- Mix of uses (residential, commercial, office and institutional) and higher intensity land uses consistent with transit-oriented development
- Design policies and objectives describing the intended urbanized character of the Town Centre
- A concept to provide required utility infrastructure
- The implementation and phasing of development

1.2 AUTHORITY

The Heritage Valley Town Centre NASP was adopted by Edmonton City Council in October 2009 as Bylaw 15296 in accordance with Section 633 of the Municipal Government Act.

1.3 TIMEFRAME

Development of the Town Centre will proceed as servicing is extended along James Mowatt Trail. Construction of services is expected to commence in 2010, and a full build out of the neighbourhood will depend on market conditions and/or timing of construction of south Light Rail Transit (LRT).

1.4 INTERPRETATION

All symbols, locations, and boundaries shown in the NASP figures shall be interpreted as conceptual unless otherwise specified in the document, or where they coincide with clearly recognizable physical or fixed features within the plan area. Images within the NASP are conceptual, and are only meant to illustrate the intended character of development.

For every subsection under Land Use Concept, a description of each land use designation (e.g. Residential) is provided for the plan, followed by applicable objectives, policies, implementation, rationale, and technical summary.

A policy statement(s) containing “shall” is mandatory and must be implemented. Where a policy proves impractical or impossible, an applicant may apply to amend the plan. A policy statement(s) containing “should” is an advisory statement and indicates the preferred objective, policy and/or implementation strategy.

1.5 AMENDMENTS

Policies, text, and mapping information contained within the Heritage Valley Town Centre NASP may be amended from time to time, by Bylaw, in order to respond to, and remain current with, planning and development issues and trends.

Amendments to the NASP involving policies, text or mapping shall be completed in accordance with the Municipal Government Act, the Heritage Valley Servicing Concept Design Brief, and all other applicable bylaws, policies and procedures.

1.6 ORIENTATION

This document contains three sections and three appendices:

- Section 1 provides administrative information and an orientation to the plan
- Section 2 provides information on the Heritage Valley Town Centre's location and background
- Section 3 describes the vision; goals and objectives; and urban design guidelines in addition to the land use, transportation, and servicing concepts for the Town Centre
- Appendix 1 contains background information on the site such as land ownership, topography, and existing land uses
- Appendix 2 contains information on the NASP's compliance with the current City of Edmonton policies
- Appendix 3 contains a listing of the required technical studies to support and guide the preparation of the development and servicing concepts

2 TOWN CENTRE CONTEXT

2.1 LOCATION

The Town Centre is identified as Neighbourhood 5 in the Heritage Valley Servicing Concept Design Brief (SCDB) (see *Figure 1.0: Location*). The Heritage Valley Town Centre NASP comprises the lands generally located within Lot 1 Plan 8522000, NW¼ 18-51-24-4, and NE ¼ 13-51-24-4. *The total gross area of the NASP is approximately 118.85 hectares (ha) and it is defined by the following boundaries (see Figure 2.0 – Plan Area and Context):*

Bylaw 15564
Nov. 8, 2010

- West – 135 Street
- North – 28 Avenue SW and southern boundary of Rutherford Neighbourhood
- East – James Mowatt Trail
- South – 35 Avenue SW

Development in the Heritage Valley area has generally advanced along the James Mowatt Trail and 127 Street corridors. Land use context for the Town Centre is characterized by residential development to the north and east of the plan area and currently agricultural land to the south and west (see *Figures 1.0 and 2.0*). Land uses surrounding the Town Centre are outlined below:

North:	<p>Rutherford Neighbourhood</p> <p>Rutherford NASP was approved by City Council in April 2001. This neighbourhood comprises a mix of low, medium, and high-density residential, and community oriented commercial uses. Rutherford neighbourhood is currently in its final stages of development.</p> <p>Special Study Area</p> <p>The Special Study Area is leased by the University of Alberta from the Province for the purposes of agricultural research. After expiration of the lease in 2011, it is expected that the land will be developed for institutional uses incorporating healthcare and educational facilities. The NASP boundary includes a small corner of these lands at the intersection of 127 Street and 28 Avenue SW suggesting contiguous development into these lands once development plans are established.</p>
East:	<p>Callaghan Neighbourhood</p> <p>Callaghan NASP was approved by City Council in December 2005. This neighbourhood consists primarily of low and medium density residential land uses.</p> <p>Allard Neighbourhood</p> <p>Allard NASP was approved by City Council in May 2007. This neighbourhood incorporates a variety of land uses such as low, medium, and high-density residential, community commercial and different types of neighbourhood parks and open spaces.</p>
South:	<p>Agriculture / Future Residential</p> <p>This area is used for agriculture purposes, designated as Neighbourhood 9 (Desrochers) in the Heritage Valley SCDB.</p>

West:	<p>Chappelle Neighbourhood</p> <p>Chappelle NASP was approved by City Council in February 2008. This neighbourhood incorporates a variety of land uses such as low density residential, medium density residential (i.e. street oriented residential, town housing, low rise apartments), high-density residential, neighbourhood commercial, mixed use and different types of neighbourhood parks and open spaces.</p>
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2.2 BACKGROUND

The Heritage Valley Town Centre NASP is designed to assist with the orderly and economic development based on anticipated growth, consistent with Council-approved plans and policies.

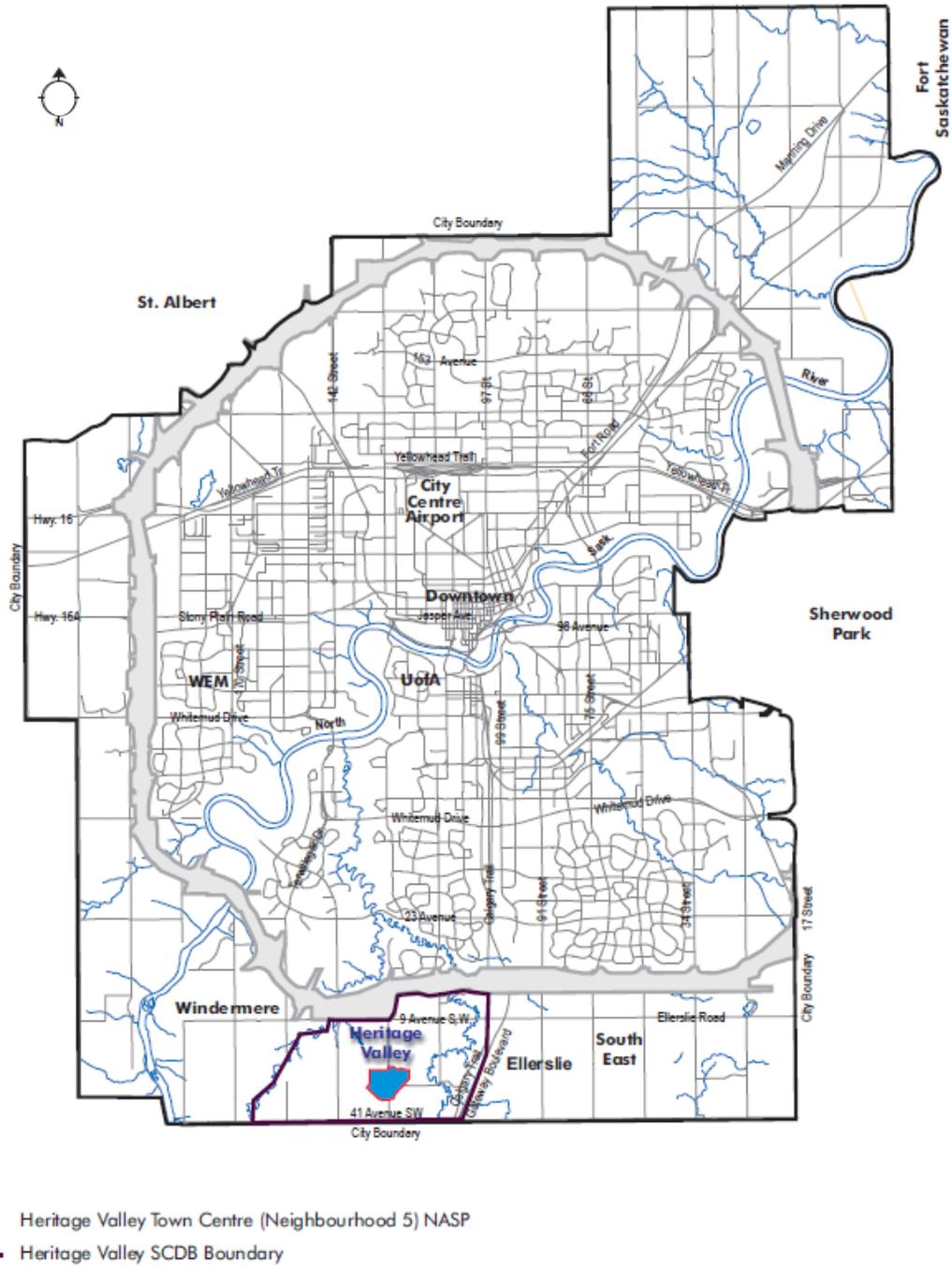
The Town Centre (Neighbourhood 5) is one of 12 neighbourhoods that comprise the Heritage Valley area. The Heritage Valley SCDB envisions the Town Centre as a transit-oriented, mixed use and pedestrian friendly neighbourhood. The SCDB proposes the following objectives for the development of the Town Centre:

- Develop a dynamic, mixed-use, transit-oriented Town Centre that functions as the social and economic heart of the Heritage Valley community
- Support economic activities through the incorporation of higher density housing as an integral component in the land use mix of the Town Centre neighbourhood
- Focus the Town Centre retail activity on a pedestrian-oriented “Main Street” featuring small shops and other uses at grade and housing above grade
- Ensure that the Town Centre is highly accessible for all modes of transportation and well integrated with surrounding neighbourhoods
- Design an attractive, safe and functional Town Centre that serves as a setting for social interaction

The Town Centre is intended to develop as an urbanized transit-oriented neighbourhood. Through the combination of mixed uses (residential, commercial, office and institutional), and medium and high density residential development, the Town Centre is expected to create an environment with urban amenities that are supportive of transit ridership. The extension of south LRT through Heritage Valley has been approved by Council, including a station stop within the Town Centre. Timelines for construction are dependent on City priorities and available funding, and there are no approved construction plans at this time. The ultimate build-out of the Town Centre as envisioned is dependent on the development of LRT, or in the interim, transit service alternatives to promote and support transit-oriented development. Initial build-out may reflect modest transit-oriented development until such time as complementary and supportive transit infrastructure and services are in place.

Information regarding land ownership and site context is outlined in Appendix 1 of the document (see *Table 2: Land Ownership*, *Figure 8.0: Land Ownership*, *Figure 9.0: Site Features*, and *Figure 10.0: Environmental Site Assessment Overview*).

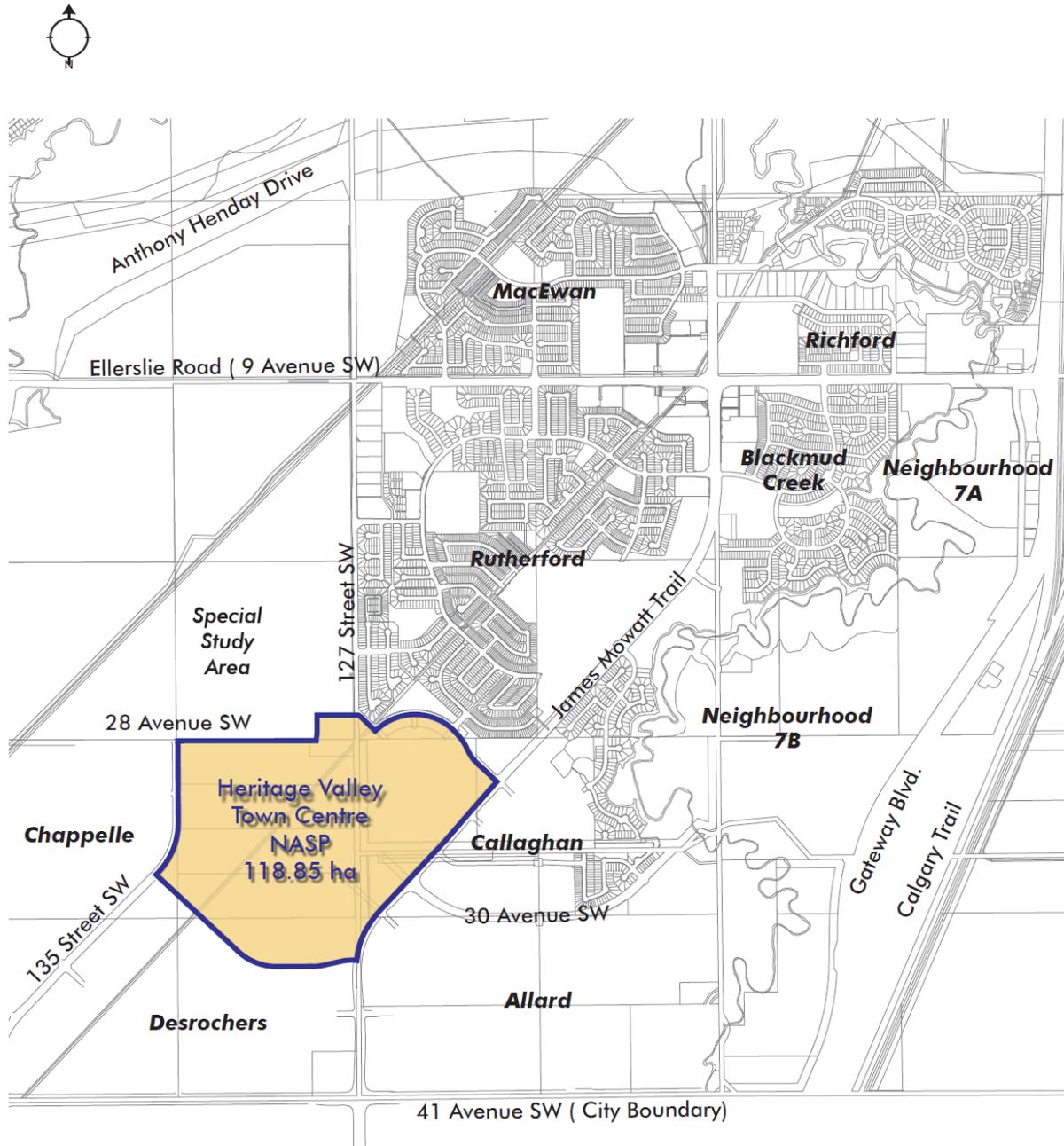
Bylaw 15564, November 8, 2010



Heritage Valley Town Centre Plan

Neighbourhood Area Structure Plan

Figure 1 - Location



Legend

 NASP Boundary

Heritage Valley Town Centre Plan

Neighbourhood Area Structure Plan

*Figure 2
Plan Area and Context*

3 LAND USE, TRANSPORTATION, AND SERVICING CONCEPT

3.1 VISION

The Heritage Valley Town Centre is a pedestrian friendly, transit-oriented and urbanized town centre that functions as the social and economic heart of the Heritage Valley area. The diversity of land uses, high quality architecture, multi-use streets, and landscaping harmony create a dynamic urban environment in which people live, work, and play. Its vibrant pedestrian-oriented Main Street is a focal point of the Town Centre. Economic activities and the purposefully integrated Light Rail Transit system are supported by the incorporation of an urbanized mixed use environment with higher intensity land uses. The Town Centre is highly accessible and well integrated with surrounding communities.

3.2 GOALS AND OBJECTIVES

To fulfill the vision of the Town Centre as the social and economic heart of the Heritage Valley area and support the over-arching planning principles outlined in the SCDB, the NASP identifies and describes the following goals and objectives:

3.2.1 Transit-oriented, Pedestrian-friendly and Urbanized Town Centre

- Create a transit-oriented land use pattern to promote LRT ridership and reduce reliance on automobiles
- Integrate land uses with the LRT station and emphasize its prominence through careful attention to scale and design
- Include highest intensity land uses within 200 m of the LRT station and progressively lower intensity uses at the 400 m and 800 m intervals
- Create a pedestrian-oriented Main Street that is the focal point of the Town Centre, and is well-integrated and connected with the LRT station and the commercial site
- Design pedestrian friendly streetscapes characterized by active building frontages, human-scale built form, wide sidewalks and pedestrian-oriented landscaping
- Provide choices to encourage non-motorized modes of travel (i.e. bicycle lanes, multi-use trails, greenways, sidewalks, etc.)
- Incorporate plazas, public spaces, and parks/open spaces within the built form of the neighbourhood
- Provide buildings that feature high quality architecture to help create an 'urban' character environment
- At key locations, provide buildings that are aligned with the streets and incorporate reduced yards to assist in creating a pedestrian-friendly streetscape



Edmonton LRT



Pedestrian friendly streetscape

- Ensure a compact and integrated urban form that minimizes footprint on land

3.2.2 Diverse and Compatible Land Uses

- Incorporate a variety of land uses in support of the concept of live, work and play
- Encourage compatible mixed uses, vertically within buildings and/or horizontally within and between land use designations
- Promote mixed uses within 400 m of the LRT station
- *Ensure permitted and discretionary uses are compatible where multiple standard zones, direct control provisions and/or special area zones are implemented.*
- Locate major trip generating uses closest to the LRT station (i.e. office, medical, institutional, and high density residential)

Bylaw 19426
Sept. 22, 2020

3.2.3 Accessible Street Network

- Apply a grid-based pattern of streets designed to distribute density, create multiple circulation and access options
- Design multi-use streets that support various modes of transport such as pedestrians, bicycles, buses, cars, and service vehicles
- Design streets to reduce vehicle speed in order to encourage the creation of a walkable, urban environment within the Town Centre

3.2.4 Integration with Surrounding Communities

- Establish strong connections with the surrounding communities (including future institutional uses on the Provincial lands to the north) through a series of well-designed and well-connected streets, pedestrian walkways, multi-use trails, open spaces and transit (buses and LRT)
- Ensure appropriate transition between the Town Centre and the surrounding residential neighbourhoods
- Integrate the Town Centre into the built fabric of the Heritage Valley

3.2.5 Effective Plan Implementation

- Ensure that the Town Centre is serviced to a full urban standard in an efficient and cost effective manner
- Monitor the build-out of the Town Centre relative to the arrival of LRT, or interim transit alternatives, to ensure that development is sensitive to market conditions, and that the vision for an urbanized, mixed-use, transit-oriented development is ultimately achieved.

3.3 LAND USE CONCEPT

3.3.1 Land Use Concept Characteristics

The land use concept for the Heritage Valley Town Centre is shown in *Figure 3.0: Land Use Concept*. The Land Use Concept designates land at a general purpose level, including: residential, mixed uses

(residential, commercial, office, and institutional), commercial, parks and open space, and public utility. A broad range of individual uses are encompassed in these general designations, including institutional, school and other public related uses. For more detailed information refer to *Table 1: Land Use and Population Statistics*.

The roadway pattern and LRT system set the overall pattern for the neighbourhood. The Plan also provides land use designations from which future zoning is considered for each land use. The primary characteristics of the land use concept are as follows:

- In support of transit-oriented mixed use development, the intensity of land uses generally transitions from higher to lower, as distance from the LRT station increases. The highest density transit-oriented mixed uses (Mixed Uses LRT 1 and Mixed Uses LRT 2) are located within 200 m of the station. Other relatively lower density uses such as high density residential, mixed uses (MU) and Main Street Retail are located between 200 m to 400 m of the station. At approximately 400 m and beyond, medium and low density residential uses are proposed, in addition to Town Centre Commercial and the District Activity Park.
- The grid-based vehicular roadway pattern provides a high degree of connectivity and access distributing density and traffic throughout the plan, and thereby contributing to the urbanized pedestrian character of the Town Centre. Design guidelines will ensure that buildings fronting onto public streets contribute to active, accessible and interesting streets.
- Two major arterial roadways – 135 Street SW and James Mowatt Trail border the plan area on the west and east respectively providing two key points of access.
- Edmonton City Council has approved a conceptual alignment for the South LRT. The LRT system is at the heart of the Town Centre and provides the basis for a transit- and pedestrian-oriented mixed-use centre. The LRT station will be well integrated with surrounding land uses to reinforce the transportation/land use connection.
- The Town Centre will feature a District Activity Park, which is intended to include a Public High School, a Catholic High School, as well as a multi-purpose Recreation Centre. These uses provide educational, recreational and social resources for the residents of Heritage Valley and will be major nodes of activity.
- *Overall the Town Centre should house approximately 12,000 people, at a net density of 157 units per hectare.* The neighbourhood will feature approximately 16 hectares of land for commercial uses, 18 ha of mixed uses and 30 ha of park/open space. Bylaw 20323
December 6, 2022
- *The NASP will be implemented through a combination of Section 900 Special Zones Areas, Standard Zones, and Direct Control Provisions within the Edmonton Zoning Bylaw.* Bylaw 18068
July 10, 2017
- Direct Control zoning may be used instead of Special Area Zoning to implement the Land Use Concept consistent with the Urban Design policies (section 3.3.11) and Specific Urban Design Guidelines (section 3.4) of the NASP. Bylaw 15564
Nov. 8, 2010

Bylaw 19426
Sept. 22, 2020

Table 1: Land Use and Population Statistics**Bylaw 20323, December 6, 2022**

Land Use	Area (ha)	% of GDA
Gross Area	118.85	
Arterial Roadways	3.33	2.80%
Primary Streets	11.84	10.00%
LRT Station	1.97	1.70%
LRT Corridor	0.35	0.30%
Pipeline R-O-W	1.62	1.40%
Gross Developable Area	99.74	100.00%
Commercial		
Town Centre Commercial	11.18	11.21%
Neighbourhood Commercial	2.46	2.47%
Main Street Retail	2.58	2.59%
Parkland, Recreation, School (Municipal Reserve), District Activity Park	30	30.08%
Mixed Uses	0.61	0.61%
Fire Station		
Infrastructure / Servicing		
Stormwater Management Facility	5.52	5.53%
Total	52.35	52.49%
Net Residential Area	47.39	47.51%

Residential Land Use, Dwelling Unit Count, and Population

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Mixed Use LRT 1	6.89	275	1,895	1.5	2,842	14.54%
Mixed Use LRT 2	5.69	225	1,280	1.5	1,920	12.01%
Mixed Use	5.75	175	1,006	1.5	1,509	12.13%
HDR	10.01	225	2,252	1.5	3,378	21.12%
MDR	8.51	90	766	1.8	1,379	17.96%
LDR	10.54	25	264	2.8	738	22.24%
TOTALS	47.39		7,463		11,767	100.00%

Gross Population Density	118
Net Population Density	248
Gross Unit Density	75
Net Unit Density	157

Student Generation Statistics

Level	Public	Separate	Total
Elementary	199	80	279
Junior High	100	40	140
Senior High	100	40	140
Total	399	160	559

* Landowners may enter into discussions with the City regarding the LRT station and corridor (i.e. purchase vs. dedication) at the subdivision stage.

** Areas dedicated to Municipal Reserve to be confirmed by legal survey.

*** MU LRT 1, MU LRT 2 and MU are assumed to be fully built out as high density residential. Actual development is expected to include a mix of uses.

3.3.2 Environment

The City requires that Phase I Environmental Site Assessments (ESA) are submitted, reviewed, and endorsed prior to development to ensure that land is suitable for development.

Objective	NASP Policy	Implementation
3.3.2.1 Ensure that the environmental status of the lands within the Heritage Valley Town Centre is suitable for development.	3.3.2.1 a) The likelihood, types, and location of environmental concerns that may be present on the lands shall be determined prior to rezoning.	3.3.2.1 a) ESAs and any follow-up require sign-off by City Administration prior to the rezoning stage of development.
	3.3.2.1 b) Where necessary, contaminated material shall be removed and disposed off in an environmentally sensitive manner, in accordance with Federal, Provincial, and Municipal regulations.	3.3.2.1 b) Site remediation, where necessary, shall be conducted prior to rezoning. An environmental site assessment report verifying the remediation shall be submitted for approval by the City administration prior to the rezoning of the subject lands.
3.3.2.2 Ensure that Environmental Site Assessments are complete and up-to-date.	3.3.2.2 Environmental Site Assessments shall be submitted prior to rezoning.	3.3.2.2 ESAs and any follow-up require sign-off by City Administration prior to the rezoning stage of development.

Rationale

Lands within the neighbourhood boundary will be suitable for development and their environmental status confirmed prior to rezoning. Those lands identified as contaminated must undergo remediation according to federal, provincial, and municipal standards.

Technical Summary

A Phase I ESA, for parcels within the NASP boundary was approved by the City of Edmonton to confirm the Plan area will be suitable for development (see *Appendix 1, Table 3: Land Ownership, and Figure 10.0: Environmental Site Overview*). Any follow-up items identified by ESAs shall be addressed and signed-off by City Administration prior to the rezoning of the subject areas.

3.3.3 Pipeline Rights-of-Way and Facilities

The Alberta Energy and Utilities Board Pipeline License Register identifies two pipeline transmission facilities within the Heritage Valley Town Centre NASP (see *Table 2: Existing Pipeline Transmission Facilities and Figure 9.0: Site Features*).

Table 2: Pipeline Information Summary

EUB Line No.	Company Name	Substance	Note
102 - 21	ATCO Gas and Pipelines Ltd.	Natural Gas	Located within the plan area. Running through NE ¼ 13-51-25-W4 Low vapour pressure
315 - 2	Pembina Pipeline Corporation	Crude Oil	Located within the plan area. Running through NE ¼ 13-51-25-W4 High vapour pressure

Developments must comply with Federal and Provincial legislation or regulation, or Municipal regulation, and Capital Region Board policies with regards to developments along pipelines. At the rezoning stage, a review of applicable government policies will be conducted and any policy/regulation requirements will be fulfilled. Prior to the subdivision stage of development, the exact location of both pipelines will be determined through a survey.

There are no well sites in the plan area.

Objective	NASP Policy	Implementation
3.3.3.1 Ensure that development adjacent to pipelines complies with applicable regulations.	3.3.3.1 Development adjacent to pipelines shall comply with the following City of Edmonton regulations: <ul style="list-style-type: none"> • Policy Guidelines for the Integration of Transmission Pipelines and Urban Development (1985), and • Planning for the Interface of Pipeline Rights-of-Way and the Subdivision of Land (2003) Any relevant Federal, Provincial legislation or regulation, or Municipal regulation, guidelines, policies or Capital Region Board planning policies shall also be respected.	3.3.3.1 <i>Figure 3.0: Land Use Concept</i> illustrates how the rights-of-way have been incorporated into the overall development concept.

Rationale

All applicable regulations will be followed to ensure that development does not encroach on rights-of-way and that the safety of residents is a priority.

3.3.4 Historical Resources

Pursuant to Section 31 of the *Historical Resources Act*, development proponents and/or their representatives are required to report the discovery of any archaeological, historic period or paleontological resources, which may be encountered during construction.

Objective	NASP Policy	Implementation
3.3.4.1 If present, identify and protect items with historical significance, such as buildings and areas of cultural significance, in the Town Centre.	3.3.4.1 Past and current activities within the Heritage Valley Town Centre shall be reviewed to identify items of historical significance.	3.3.4.1 A Historical Land Use Study for the plan area has been approved by Alberta Culture and Community Spirit (ACCS). According to ACCS a Historical Resources Impact Assessment is not required.

Rationale

According to ACCS, there is a low potential for encountering historical resources within the boundary of the Town Centre.

Technical Summary

A Historical Land Use Study has been completed for all parcels within the plan boundary (see *Appendix 1*).

3.3.5 Ecology

The function and integrity of the ecological network in the Heritage Valley Town Centre NASP area is limited. The plan area is primarily agricultural land and the only ecological network components identified by the City of Edmonton Ecological Network map is a pipeline right-of-way which serves as a corridor.¹ This corridor links the plan area to a tree stand located immediately to the south in the Desrochers neighbourhood and extends towards the Blackmud Ravine to the north. In addition, the plan area contains three residences with treed windrows, a portion of a tree farm and a small naturalized dugout that has been historically modified. These network components provide minimal opportunity for habitat value and likely do not warrant conservation due to negligible ecological significance. For these reasons, a detailed ecological network has not been prepared for the NASP area.

Developing a new network is a preferable approach to create connectivity within the NASP area and between network components located within and outside of the plan boundary. *From an ecological perspective, the NASP concept includes the following components: a 30 ha District Activity Park site, a pipeline right-of-way (to be developed as a multi-use trail corridor) and two stormwater management facilities (SWMFs) occupying approximately 5.5 ha (see Figure 3.0: Land Use Concept).* Due to the isolated location of the tree stand, and the resulting limited wildlife habitat usage, these components are designed to facilitate the movement of small mammals, birds and amphibians.

The District Activity Park area includes green space that will provide some habitat opportunities and potentially unobstructed wildlife conveyance from the pipeline corridor to one of the SWMFs. Wildlife species that may utilize this pathway include small mammals such as squirrels and rabbits, and a variety of bird species.

The conversion of the pipeline corridor to a multi-use trail will enable connectivity across the entire neighbourhood, although movement across the LRT corridor may be limited to bird species. The corridor

¹ City of Edmonton. 2009. Ecological Network Map. Online: [http://www.edmonton.ca/environmental/natural_areas/conservation-planning.aspx]. Accessed May 25, 2009

will be planted primarily to grass due to pipeline access requirements; however, some tree species may be planted. As per the Land Use Concept, the pipeline corridor will maintain the connection between the plan area and the natural area located within the Desrochers neighbourhood. This connection will help to create wildlife corridors between SWMFs and adjacent natural or naturalized areas.

The two SWMFs will be constructed in the northern portion of the plan boundary. They will meet the City's requirements and standards for water quality. These SWMF's will be designed to include naturalized shoreline plantings intended to provide habitat opportunities for wildlife and improve water quality.

The enhancement of proposed components within the plan area offers the best opportunity to restore connectivity within the Heritage Valley Town Centre NASP area. The proposed concept increases both the integrity and the function of the ecological network and promotes movement to neighbouring natural areas. The pipeline corridor, park space and the two SWMFs will provide future opportunities for wildlife habitat, forage and movement to occur within an urban environment.

Objective	NASP Policy	Implementation
3.3.5.1 Strengthen Edmonton's ecological network.	3.3.5.1 a) The Heritage Valley Town Centre NASP shall be designed to integrate components (e.g. SWMFs, utility rights-of-way, parks and open spaces) to provide habitat and encourage ecological connectivity. 3.3.5.1 b) Wherever possible, plantings of native species should be utilized to add to the habitat value of the green space within the neighbourhood 3.3.5.1 c) Relevant City of Edmonton conservation planning and policy documents shall be adhered to (i.e. policy C531).	3.3.5.1 <i>Figure 3.0: Land Use Concept</i> guides the development of the NASP.

Rationale

In 2007 the City of Edmonton introduced the Natural Area Systems Policy (Policy C531) and the Natural Connections Strategic Plan. These documents focus on shifting conservation of natural areas to include ecological connectivity between natural areas. This policy replaces the pre-existing Policy C467 which focused on conserving individual natural areas on Edmonton's Table Lands.

As part of the implementation of these two documents, the City of Edmonton has developed a new type of environmental report called the Phase I Ecological Network Report (ENR). This report is intended to examine networks of natural areas and their connectivity at a broad landscape level.

3.3.6 Commercial

Main Street Retail (MSR)

The intent of the MSR designation is to achieve high quality and pedestrian friendly Main Street development that is well integrated with the surrounding land uses and serves as a destination for the Heritage Valley area. This area will function primarily as a retail service area and retail/service uses will occupy the street level. Office and residential uses may be located above the street level.

Approximately 2.6 ha of the plan area are designated as MSR. The following table outlines the potential uses and basic land use parameters for development of MSR.

Uses	Potential Building Types	Maximum Height
<ul style="list-style-type: none"> - Commercial - Office - Residential - Institutional 	<ul style="list-style-type: none"> - Small and Medium format retail / commercial building - Office building - Commercial / retail / office building with apartment housing on the second and third storeys 	3 storeys

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Town Centre Commercial (TC-C)

The intent of the TC-C designation is to create a high quality, pedestrian-friendly, and multi-purpose commercial development. It is envisioned to include a mix of retail formats (large, medium, and small), office, entertainment, cultural and institutional uses recognizing the proximity and prominence of the transit node (LRT station and bus facilities) within the Town Centre.

Approximately 11.2 ha of the plan area are designated as TC-C. The following table outlines the potential uses and parameters for development of the TC-C site.

Uses	Potential Building Types	Maximum Height
<ul style="list-style-type: none"> - Commercial - Office, cultural, government uses - Institutional 	<ul style="list-style-type: none"> - Large, medium and small format commercial/retail - Office building 	20 m

Bylaw 19426
Sept. 22, 2020

Neighbourhood Commercial

The intent of the Neighbourhood Commercial designation is to create a local node of commercial uses to serve the needs of the immediate area with consideration for the travelling public. *This designation will serve as a transition between the residential uses and the district activity park.*

Approximately 2.5 ha of the plan area is designated as Neighbourhood Commercial.

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Policy

Objective	NASP Policy	Implementation
3.3.6.1 Provide opportunity for commercial development to meet the needs of the	3.3.6.1 Commercial development opportunities shall be provided to	3.3.6.1 <i>Figure 3.0: Land Use Concept illustrates the location of TC-C, NC,</i>

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Objective	NASP Policy	Implementation
Heritage Valley area.	serve the needs of residents located within the Heritage Valley.	<p>and MSR areas.</p> <p>A variety of retail and commercial uses shall be allowed in the Town Centre and implemented using Standard Zones, Direct Control Zones, and/or Special Areas in the Edmonton Zoning Bylaw.</p> <p>The location and configuration of the boundary of the MSR parcel adjoining the Mixed Uses and Mixed Uses LRT 2 parcels is not fixed. Its final location may vary and will be determined at the time of subdivision, based on the following considerations:</p> <ul style="list-style-type: none"> ▪ Accessibility to and from the parcel ▪ Site design functionality
<p>3.3.6.2</p> <p>Provide opportunity for integration of commercial, residential and office uses.</p>	<p>3.3.6.2</p> <p>The MSR designation shall permit development of apartment housing above ground level retail/commercial and office uses.</p>	<p>3.3.6.2</p> <p>Figure 3.0: Land Use Concept indicates the location of MSR.</p> <p>The MSR policies shall be implemented using Standard Zones, Direct Control Zones and/or Special Areas in the Edmonton Zoning Bylaw.</p>
<p>3.3.6.3</p> <p>Locate and orient commercial sites to ensure high visibility and convenient access opportunities.</p>	<p>3.3.6.3</p> <p>Commercial uses shall be located in highly visible and accessible portions of the plan area.</p>	<p>3.3.6.3</p> <p>Figure 3.0: Land Use Concept indicates the location of TC-C along James Mowatt Trail, NC along James Mowatt Trail and 135 Street SW, and MSR along 28 Avenue SW.</p> <p>TC-C and MSR are within easy walking distance of the LRT station. NC Sites are within easy walking distance of residential areas within and surrounding the Town Centre.</p>

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Rationale

Commercial Opportunities and Location of Commercial Sites.

The area of TC-C, NC, and MSR proposed within the Town Centre is of adequate size to accommodate a range of commercial uses, ranging from small to large format retail.

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The commercial area is envisioned to be developed as a pedestrian friendly, high quality and multi purpose commercial retail centre aimed at creating a vibrant Town Centre that serves as a destination for the Heritage Valley residents. The public realm created by the Main Street is a critical element in establishing the character and vibrancy of the Town Centre. A well-designed Main Street will function as a focal point and amenity area for the Town Centre.

These sites have been located to take advantage of high traffic volumes along James Mowatt Trail, 135 Street SW, and 28 Avenue SW. The LRT line running through the Town Centre will promote multimodal access and provide pedestrians and transit users with convenient shopping opportunities.

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3.3.7 Mixed Uses

The NASP provides three types of mixed uses within the Town Centre boundary. The purpose of the mixed uses designations is to allow for the development of compatible residential (high and medium density), office, institutional, and business uses in a carefully designed, high quality urban environment. The mixed uses designations incorporate a transitional profile in terms of density and built form, with the highest intensity uses placed closest to the LRT station and progressively lower intensity uses away from the station.

It is intended to promote unique development opportunities in order to facilitate creation of a transit oriented, vibrant Town Centre. These areas will function primarily as residential areas with opportunity for retail/service on the ground floor, and commercial/office uses on the ground or upper floors.

Approximately 18.3 ha of the plan area is designated as MU LRT 1, MU LRT 2, and MU.

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Bylaw 15564
Nov. 8, 2010

Mixed Uses LRT 1 (MU LRT 1)

The MU LRT 1 designation is intended to achieve transit oriented and pedestrian friendly development by incorporating the highest intensity and a mix of uses immediately adjacent to the LRT Station, within 200 m.

Approximately 6.9 ha of the plan area is designated as MU LRT 1. The following table outlines the potential uses and basic land use parameters for the development of MU LRT 1.

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Uses	Potential Building Types	Height
<ul style="list-style-type: none"> - Residential - Live/Work units - Office uses - Convenience and General Retail - Institutional - Business 	<ul style="list-style-type: none"> - Apartment housing - Apartment housing integrated with institutional / business / office uses - Apartment housing integrated with retail uses (maximum 275 m²/ha) - Institutional / business / office building 	Minimum 4 storeys

Mixed Uses LRT 2 (MU LRT 2)

The MU LRT 2 designation is intended to achieve transit oriented and pedestrian friendly development by incorporating higher intensity and mixed uses primarily within the 200 m, but not greater than 400 m of the LRT Station.

Approximately 5.7 ha of the plan area is designated as MU LRT 2. The following table outlines the potential uses and basic land use parameters for the development of MU LRT 2.

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Uses	Potential Building Types	Height
<ul style="list-style-type: none"> - Residential - Live/Work units - Office uses - Convenience and General Retail - Institutional - Business 	<ul style="list-style-type: none"> - Apartment housing - Stacked Row Housing, including Row Housing (only if attached to apartment housing) - Apartment housing integrated with institutional / business / office uses - Apartment housing integrated with retail uses (maximum 275 m²/ha) - Institutional / business / office building 	Minimum 4 storeys

Mixed Uses (MU)

The purpose of the MU designation is to allow for transit supportive and pedestrian friendly development within approximately 400 m of the LRT station. Approximately 5.8 ha of the plan area is designated as MU. Potential uses and basic land use parameters for the development of MU are as follows.

Uses	Potential Building Types	Height
<ul style="list-style-type: none"> - Residential - Live/Work units - Office uses - Convenience Retail - Institutional - Business 	<ul style="list-style-type: none"> - Apartment housing - Stacked Row Housing, including Row Housing - Apartment housing integrated with institutional / business / office uses - Apartment housing integrated with commercial uses (maximum 275 m²/ha) - Institutional / business / office building 	Maximum 5 storeys

Bylaw 20323
December 6, 2022

Bylaw 19852
Sept. 8, 2021

Bylaw 19426
Sept. 22, 2020

Policy

Objective	NASP Policy	Implementation
3.3.7.1 Promote transit oriented development within the NASP boundary.	3.3.7.1 a) MU LRT 1 uses shall be located immediately adjacent to the LRT station. 3.3.7.1 b) MU LRT 2 uses should be located within 200 m around the LRT station, but not further than 400 m. 3.3.7.1 c) Other higher intensity uses such as MU and HDR should be located within 400 m around the LRT station.	3.3.7.1 <i>Figure 3.0: Land Use Concept</i> indicates the location of mixed uses (MU LRT 1, MU LRT 2, and MU) and HDR uses around the LRT station.
3.3.7.2	3.3.7.2 a)	3.3.7.2

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Objective	NASP Policy	Implementation
Provide opportunities for mixed use development within the Town Centre.	The MU LRT 1, MU LRT 2, and MU designations shall permit vertical or horizontal mix of residential, office and retail uses. 3.3.7.2 b) Mixed uses zoning shall allow for conversion of allowed uses within buildings. For example, conversion of residential to office uses.	<i>The mixed uses designations shall be implemented using Standard Zones, Direct Control Zones, and/or Special Areas in the Edmonton Zoning Bylaw.</i>
3.3.7.3 Allow flexibility in the development of mixed uses.	3.3.7.3 The amount and ratio of the type of development (i.e. residential vs. office vs. institutional vs. commercial) shall be flexible and respond to market conditions at the time of development, as well as over the long term.	3.3.7.3 <i>The mixed uses designations shall be implemented using Standard Zones, Direct Control Zones, and/or Special Areas in the Edmonton Zoning Bylaw.</i>
3.3.7.4 Provide increased residential densities in support of public transit.	3.3.7.4 a) Mixed uses (MU LRT 1, MU LRT 2 and MU) allowing medium and high density residential development shall be provided within the plan area.	3.3.7.4 <i>Intensified residential development within the mixed uses designations shall be implemented using Standard Zones, Direct Control Zones, and/or Special Area in the Edmonton Zoning Bylaw.</i>

*Bylaw 19426
Sept. 22, 2020*

*Bylaw 19426
Sept. 22, 2020*

Rationale

Provision of mixed uses encourages walkability, supports transit ridership, and increases the viability and vibrancy of the Heritage Valley Town Centre during the day and the evening. The allowable uses under the mixed uses designation are compatible with the theme of the Town Centre, providing flexibility and the opportunity for innovative development.



Street oriented row housing

3.3.8 Residential

The NASP provides three types of residential designations: High Density Residential (HDR) also referred to as Medium to High Rise Units, Medium Density Residential (MDR) also referred to as Low-rise/Medium Density Housing or Row Housing, and Low Density Residential (LDR) also referred to as Single/Semi-detached. These uses shall be implemented through standard zones, Special Area zones, or Direct Control Provisions in selected locations.



High density residential

*Bylaw 15564
Nov. 8, 2010*

*Bylaw 18770
April 1, 2019*

*Bylaw 15564
Nov. 8, 2010*

HDR and MDR designations are intended to promote higher density, high quality and transit supportive development within the Town Centre.

Approximately 29.1 ha of the plan area is designated for residential uses.

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High Density Residential

Approximately 10 ha of the plan area is designated as HDR within approximately 400 m of the LRT station. Through the application of standard zones in the Zoning Bylaw, HDR is intended to allow apartment housing with density up to 225 units per ha. Allowable uses also include stacked row housing at a density of approximately 80 units per ha and row housing at a density of approximately 40 units per ha. It is anticipated that the build-out density will average in the range of 150 units per ha.

Bylaw 20323
December 6, 2022

Bylaw 19910
December 7, 2021

Bylaw 19333
June 23, 2020

Bylaw 18068
July 10, 2017

Medium Density Residential

Approximately 8.5 ha of the plan area is designated as MDR within approximately 800 m of the LRT station. Through the application of standard zones in the Zoning Bylaw, MDR is intended to allow apartment housing with density up to 125 units per ha. Allowable uses also include stacked row housing at a density of approximately 80 units per ha and row housing at a density of approximately 40 units per ha. It is anticipated that build-out density will average in the range of 90 units per ha.

Bylaw 20323
December 6, 2022

Bylaw 19910
December 7, 2021

Bylaw 19333
June 23, 2020

Bylaw 18068
July 10, 2017

Low Density Residential

LDR is intended as a transitional land use to ensure compatibility with the lower density residential uses in the adjacent Desrochers and Chappelle neighbourhoods. Approximately 10.5 ha of the plan area is designated as LDR, which will allow for the development of single detached, semi-detached, and duplex housing, with opportunities for some row housing, at a density of approximately 25 units per ha. LDR will also allow for a more innovative and intensive form of low density residential development, which may include zero lot line housing.

Bylaw 15564
Nov. 8, 2010

Bylaw 20323
December 6, 2022

Policy

Objective	NASP Policy	Implementation
3.3.8.1 Provide increased residential densities in support of public transit.	3.3.8.1 a) The NASP shall incorporate HDR and MDR designations to provide increased residential densities within walking distance of LRT.	3.3.8.1 <i>Intensified residential development of the Town Centre shall be implemented through Section 100, 200, and 300 of the Edmonton Zoning Bylaw.</i>
3.3.8.2 Establish affordable housing in the Heritage Valley Town Centre.	3.3.8.2 a) Developments shall comply with the City of Edmonton's affordable housing policies and guidelines. 3.3.8.2 b) The NASP shall allow for a wide variety of housing types, with a wide range of price points, to create a more inclusive neighbourhood.	3.3.8.2 a) City of Edmonton's affordable housing policies and guidelines will be applied to the Town Centre prior to rezoning. 3.3.8.2 b) <i>Figure 3.0: Land Use Concept indicates the location of various residential land uses.</i>
3.3.8.3	3.3.8.3	3.3.8.3

Bylaw 19426
Sept. 22, 2020

Objective	NASP Policy	Implementation
Provide land use transitioning around the periphery of the Town Centre.	<i>The NASP shall provide LDR at the southern and northwestern periphery of the Town Centre to ensure land use compatibility with the lower density residential uses in the Desrochers and Chappelle neighbourhoods.</i>	<i>Figure 3.0: Land Use Concept indicates the location of LDR.</i>
<p>3.3.8.4</p> <p><i>Provide opportunity for innovative housing forms that promote housing affordability and different housing options.</i></p>	<p>3.3.8.4 a)</p> <p><i>The LDR, MDR, HDR and Rowhousing/Stacked Rowhousing areas shall provide opportunity for innovative housing forms.</i></p> <p>3.3.8.4 b)</p> <p><i>The NASP shall allow for a more intensive form of single detached, semi-detached and row housing through the use of various development regulations (i.e. smaller minimum site area and depth; reduced lot width, higher site coverage; etc.)</i></p> <p>3.3.8.4 c)</p> <p><i>The NASP shall provide opportunity for a subjective review of current roadway design standards for the LDR areas within the Town Centre. In order to promote affordability, some roadways may be developed with reduced or alternative standards, provided all essential services are met.</i></p>	<p>3.3.8.4</p> <p><i>Opportunity for innovative housing may be pursued through Section 900 (Special Areas) or Direct Control Provision of the Edmonton Zoning Bylaw.</i></p>

*Bylaw 20323
December 6, 2022*

*Bylaw 18770
April 1, 2019*

Rationale

High and Medium Density Residential Development

Provision of higher density residential development within walking distance of transit (LRT and buses) supports transit ridership, commercial activities, and aides in creating a more compact, walkable, attractive, and liveable neighbourhood.

Low Density Residential Development

Provision of lower density residential development on the periphery of the Town Centre contributes to a diversity of housing types and a transition to the surrounding residential areas.

Suburban Housing Mix Ratio – deleted (Bylaw 19333, June 23, 2020)

*Bylaw 20323
December 6, 2022*

3.3.9 Parkland, Recreation Facilities, Schools and Open Space

Approximately 30.0 ha in the Town Centre are designated as District Activity Park. Park development is intended to incorporate several structures such as a multi-purpose recreation centre (which typically includes pools, arenas, gymnasiums, indoor soccer and fitness training area) a Public High School, a Catholic High School, and associated parking. The outdoor components may include a 400 m track with an associated grandstand structure, tennis courts, and a variety of sports fields. Additional potential uses include: a skateboard park, water play area, and sand volleyball court. In addition, the District Activity Park site may provide up to 2 ha of landscaped space for passive recreation purposes (i.e. picnics and unstructured recreation). Asset Management and Public Works – Parks will design the layout and develop the District Activity Park site based on the above-noted intent.



Well designed stormwater management facility

Two stormwater management facilities (SWMFs) are provided within the plan area. While stormwater facilities are not considered parkland (i.e. Municipal Reserve) they will provide additional opportunities for passive recreation.

Policy

Objective	NASP Policy	Implementation
3.3.9.1 Provide parkland to support active and passive recreation.	3.3.9.1 The programming of the District Activity Park shall support passive and active recreation activities.	3.3.9.1 The District Activity Park identified in <i>Figure 3.0: Land Use Concept</i> shall be dedicated as Municipal Reserve at the time of subdivision.
3.3.9.2 Develop SWMFs that are visually appealing and physically accessible to residents.	3.3.9.2 The SWMFs shall be designed using principles of Crime Prevention Through Environmental Design, accessible through public lands, and not land-locked by private development.	3.3.9.2 The locations of SWMFs illustrated in the NASP are conceptual and may be refined prior to rezoning.
3.3.9.3 Ensure enhanced pedestrian and bicycle access across the District Activity Park and into the District Activity Park from surrounding areas.	3.3.9.3 a) The pipeline right-of-way, LRT right-of-way, and the peripheral streets to the park shall provide multi-modal access to the District Activity Park.	3.3.9.3 a) <i>Figure 4: Transportation Concept</i> and <i>Figure 5: Pedestrian Network</i> illustrate connectivity to and through the District Activity Park.

Objective	NASP Policy	Implementation
	<p>3.3.9.3 b) In an appropriate location, an enhanced pedestrian crossing shall be provided on 119 Street SW to connect the east and west sides of the District Activity Park.</p> <p>3.3.9.3 c) Safe and convenient pedestrian connections shall be provided through the park and to the LRT station.</p>	<p>3.3.9.3 b) The location and design of the pedestrian crossing on 119 Street SW shall be confirmed by Transportation Department at the roadway design stage in consultation with AMPW-Parks.</p> <p>3.3.9.3 c) <i>Figure 5: Pedestrian Network</i> conceptually illustrates pedestrian connectivity to and through the District Activity Park.</p>
<p>3.3.9.4 Ensure a safe, well-designed and functional design layout of the District Activity Park.</p>	<p>3.3.9.4 a) The school building envelopes shall be a minimum 200 m from the pipelines, or as stated in approved applicable regulations and policies.</p> <p>3.3.9.4 b) Adequate building frontage should be provided to accommodate flexible building design, parking access, drop off/pick up areas, and school bus zones.</p>	<p>3.3.9.4 The design layout of the District Activity Park developed by AMPW-Parks shall conform to Policies 3.3.9.4 a) and b).</p>
<p>3.3.9.5 Dedicate municipal reserves as per the requirements of the MGA.</p>	<p>3.3.9.5 Municipal Reserves (MR) owing for the Heritage Valley Town Centre shall be dedicated in full as land, money-in-lieu, or an acceptable combination thereof.</p>	<p>3.3.9.5 Areas dedicated as municipal reserves shall be confirmed by legal survey at the time of subdivision.</p>

Rationale

The District Activity Park provides a range of opportunities for passive and active recreation for residents and visitors of the Town Centre and the Heritage Valley area.

3.3.10 Institutional

The Town Centre Commercial (TC-C), Main Street Retail (MSR), Neighbourhood Commercial (NC), and mixed uses (MU LRT1, MU LRT 2, and MU) designations allow for the development of institutional uses and civic services to adequately meet the needs of the Town Centre and the Heritage Valley area.

Institutional uses, such as a recreation centre, post



Edmonton Public Library, Riverbend Square

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office, library, government offices, health care facilities, cultural and religious institutions, community buildings and day-care centres should be placed in prominent locations, complementary to the urbanized character of the Town Centre.

For the District Activity Park the intention is to incorporate a multi-purpose recreation centre, a Public High School and a Catholic High School.

The Edmonton Public Library has shown interest in locating a library in the Town Centre. A public library requires a site of approximately 0.8 ha (2 acre) and good access for residents within the Heritage Valley area. The Edmonton Public Library is willing to co-locate a branch in the recreation centre.

A Mixed Use Site for a proposed Fire Station is located at the intersection of 22nd Avenue S.W. and 26th Avenue S.W. The proposed Fire Station requires a site of approximately 0.61 ha (1.5 acres). Fire Stations have site specific and access requirements such as “drive through” facilities requiring access to major arterials and to avoid conflicts with LRT crossings. As such, the proposed location of the Fire Station provides excellent access opportunities as it is bound by Primary Street frontage (roadway with arterial function) on both the west and north boundaries of the site. The Fire Station site in Heritage Valley Town Centre will serve the needs of Heritage Valley residents in southwest Edmonton.

Bylaw 15564
Nov. 8, 2010

Provision of other emergency services may be pursued based on needs and funding priorities of the City of Edmonton. The City of Edmonton will pursue opportunities to locate such institutional uses within the Town Centre.

Policy

Institutional uses should be placed in prominent locations, preferably close to the LRT Station, transit stops and businesses.

Emergency services, such as a fire rescue station and emergency medical services shall be located on major arterials that provide convenient and efficient access to service areas.

3.3.11 Urban Design

The following urban design policies are intended to guide future development within the Town Centre and ensure that the community develops in accordance with the vision of the NASP.

Objective	NASP Policy	Implementation
Neighbourhood Level		
3.3.11.1 Incorporate transit oriented development principles in the design of Heritage Valley Town Centre.	3.3.11.1 The Town Centre shall maximize opportunities for high density mixed use residential developments within 400 m around the proposed LRT station. Building heights should transition highest near the proposed LRT station to lowest at the periphery of the neighbourhood.	3.3.11.1 <i>Figure 3.0 Land Use Concept</i> guides land uses for the Town Centre.
3.3.11.2 Ensure careful integration between LRT (corridor and station) and the	3.3.11.2 a) The LRT station shall be designed to integrate with surrounding development and complement the character of the Town	3.3.11.2 a), b) The City is encouraged to complete an LRT Station Plan prior to development within MU LRT 1 and

Heritage Valley Town Centre | Neighbourhood Area Structure Plan

Objective	NASP Policy	Implementation
built environment.	Centre in scale, quality of materials, finishes, landscaping and the pedestrian environment. 3.3.11.2 b) Where required, fences within the LRT corridor or station shall be decorative and transparent to ensure appropriate interface with the adjacent land uses.	MU LRT 2 parcels abutting the LRT station. However, timing of LRT Station Plan shall not impede development within these parcels. The LRT Station Plan should comply with the policy of the NASP.
	3.3.11.2 c) Retail uses within MU LRT 1 and MU LRT 2 should be oriented towards the LRT station/pedestrian walkway(s). 3.3.11.2 d) Safe, direct, and attractive pedestrian connections shall be provided to the LRT station from the surrounding area.	3.3.11.2 c) <i>The NASP policy shall be implemented using Standard Zones, Direct Control Zones and/or Special Areas in the Edmonton Zoning Bylaw.</i> 3.3.11.2 d) <i>Figure 5: Pedestrian Network</i> illustrates connections to the LRT station.
3.3.11.3 Ensure good connectivity between the Town Centre and surrounding neighbourhoods.	3.3.11.3 Streets within the Town Centre should align with the proposed streets in the surrounding neighbourhoods.	3.3.11.3 Roadways indicated in <i>Figure 4.0 Transportation Concept</i> are aligned for connectivity with surrounding neighbourhoods.
3.3.11.4 Create a safe and secure neighbourhood.	3.3.11.4 Development shall be encouraged to incorporate the principles of Crime Prevention Through Environmental Design (CPTED) such as natural surveillance (visibility, positive social activities), natural access control (entry and exit points, fences), and natural boundaries (clear ownership, clearly marked private spaces).	3.3.11.4 CPTED principles should be incorporated in the design of public or private spaces/facilities at the Development Permit stage.
3.3.11.5 Promote year-round activities within the Town Centre.	3.3.11.5 The Town Centre should be designed in consideration of Edmonton's winter-city climate (i.e. protection from the elements, snow removal, daylight hours, solar access, orientation of buildings, outdoor	3.3.11.5 Policy 3.3.11.5 should be considered in the Development Permit application stage.

Bylaw 19426
Sept. 22, 2020

Objective	NASP Policy	Implementation
	spaces, travel modes, etc.).	
Streetscape Design		
<p>3.3.11.6</p> <p>Design multi-use streets that support various modes of transport such as pedestrians, bicycles, buses, cars, and service vehicles.</p>	<p>3.3.11.6 a)</p> <p>Primary streets should be designed as multi-use streets that promote pedestrian activity, cycling, and transit.²</p> <p>3.3.11.6 b)</p> <p>Secondary streets shall provide pedestrian connectivity through the provision of sidewalks on one or two sides and appropriate lighting.³</p>	<p>3.3.11.6 a)</p> <p>The NASP policies for the design of Primary streets shall be incorporated in the detailed design of roadways.</p> <p>3.3.11.6 b)</p> <p>The Development Officer shall ensure that the Secondary Streets provide pedestrian connectivity and appropriate illumination at the Development Permit stage.</p>
<p>3.3.11.7</p> <p>Design Streets to create a walkable, urban environment within the Town Centre.</p>	<p>3.3.11.7</p> <p>Prominent Primary streets should include the following design features and elements:</p> <ul style="list-style-type: none"> ▪ Wide sidewalks with appropriate buffers to increase walkability ▪ Good quality street lighting and furniture (i.e. benches, waste receptacles, bollards, etc.) ▪ Street trees and plantings ▪ Additional focus on key pedestrian crossings that include pavement markings, changing surface materials, curb extensions, etc. <p>Where appropriate, other traffic calming devices should be integrated into the design of Primary streets, for example on-</p>	<p>3.3.11.7</p> <p>The NASP policies for the design of Primary streets shall be implemented at the detailed roadway design stage of development.</p>

² Primary streets are intended to be the movement corridors for several modes of transportation within the Town Centre, and will provide multiple connections with the surrounding areas. These streets shall promote pedestrian activity as well as accommodate cycling and convenient access to Transit.

³ Secondary streets will be the access and service corridors within the Town Centre. Connections between Primary streets or between individual parcels may be accommodated along these streets.

Objective	NASP Policy	Implementation
	street parking.	
Open Space and Pedestrian Circulation		
<p>3.3.11.8</p> <p>Incorporate amenity areas and parks/open spaces integrated with the built form and character of the neighbourhood.</p>	<p>3.3.11.8 a)</p> <p>A minimum of three focal points shall be provided within the NASP boundary as follows:</p> <ul style="list-style-type: none"> i. In a prominent location within TC-C; ii. Adjacent to the LRT station; and iii. At the intersection of Main Street and 119 Street SW <p>Focal points within the Town Centre shall function as an amenity space for people and should comprise of one or a combination of the following elements: public art, seating area, plaza, street furniture, fountain, water feature, fireplace, or other architectural elements. These focal points may be developed on private lands with public accessibility.</p> <p>3.3.11.8 b)</p> <p>Landscaping that enhances the character of the buildings and creates a positive relationship with the buildings should be provided.</p> <p>3.3.11.8 c)</p> <p>Open spaces should be designed to promote its continued use and include features such as trees, flowers, unit pavers, pedestrian lights, benches, trash receptacles, etc.</p> <p>3.3.11.8 d)</p> <p>Open spaces should be designed in consideration of winter city design principles.</p> <p>3.3.11.8 e)</p> <p>Continuity of landscape design elements (i.e. street lights, trees, furnishings, paving, and other elements) should be provided</p>	<p>3.3.11.8</p> <p><i>For the Special Areas Parcels (i.e. MSR, TC-C, MU LRT 1, MU LRT 2, and MU), the NASP policies shall be implemented using Standard Zones, Direct Control Zones and/or Special Areas in the Edmonton Zoning Bylaw.</i></p>

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Objective	NASP Policy	Implementation
	<p>within the Special Area parcels.</p> <p>3.3.11.8 f) Landscaping shall not impede or block sight lines between motorists and pedestrians, particularly at crossing points.</p> <p>3.3.11.8 g) Crime Prevention Through Environmental Design (CPTED) guidelines should be considered in the design of amenity areas. Pedestrian walkways and spaces should be well lit at night and designed to meet CPTED guidelines.</p>	
<p>3.3.11.9</p> <p>Promote enhanced pedestrian circulation within the Town Centre.</p>	<p>3.3.11.9 a) Open spaces / focal points should be accessible through well-planned pedestrian connections.</p> <p>3.3.11.9 b) Convenient, safe and efficient pedestrian crossings shall be provided.</p> <p>3.3.11.9 c) Pedestrian pathways should include special paving or landscaping to define the connections where practical and appropriate.</p> <p>3.3.11.9 d) The overall circulation system should promote connectivity within the Town Centre and extend to all the surrounding areas with multiple options.</p> <p>3.3.11.9 e) Large surface parking areas should include parking islands with pedestrian walkways to facilitate pedestrian movement.</p>	<p>3.3.11.9</p> <p><i>For the Town Centre Commercial, Main Streets Retail, Mixed Use, MDR and HDR parcels, the Development Officer shall ensure that pedestrian circulation is in conformance with policies 3.3.11 9 a) to 3.3.11.9 e).</i></p>
Built Form		
<p>3.3.11.10</p> <p>Orient buildings to assist in creating</p>	<p>3.3.11.10 a) Buildings should be oriented to align with</p>	<p>3.3.11. 10</p> <p><i>For the Town Centre Commercial,</i></p>

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Objective	NASP Policy	Implementation
a pedestrian-friendly streetscape.	<p>Primary streets and prominent intersections to create a pedestrian-friendly streetscape and an engaging public realm.</p> <p>3.3.11.10 b)</p> <p>Arrival points and edges should receive special design and architectural treatment to ensure that the development presents an attractive and inviting face to surrounding areas.</p>	<p><i>Main Streets Retail, Mixed Use, MDR and HDR parcels, the Development Officer shall ensure that the Development Permit application is in conformance with 3.3.11.11 (a) to 3.3.11.11 (d).</i></p>
<p>3.3.11.11</p> <p>Provide buildings that feature high quality architecture to help create an urban character environment.</p>	<p>3.3.11.11 a)</p> <p>Buildings shall be of high quality and be designed in an aesthetically pleasing manner.</p> <p>3.3.11.11 b)</p> <p>Building façades should incorporate design treatments that ensure “360-degree” architecture.</p> <p>3.3.11.11 c)</p> <p>Building rooftop mechanical equipments shall be concealed from street view by screening it in a manner that is consistent with the character and finishing of the building.</p> <p>3.3.11.11 d)</p> <p>The amount of surface parking abutting the Primary streets should be minimized.</p>	<p>3.3.11.11</p> <p>For the Special Areas parcels, the NASP policies shall be implemented through Section 900 of the Edmonton Zoning Bylaw.</p> <p>For the MDR and HDR parcels, the Development Officer shall ensure that the Development Permit application is in conformance with 3.3.11.11 a) to 3.3.11.11 d).</p>
<p>3.3.11.12</p> <p>Design pedestrian friendly streetscapes characterized by active building frontages, human-scale built form, wide sidewalks and pedestrian-oriented landscaping.</p>	<p>3.3.11.12 a)</p> <p>Developments should provide a transition in building form (height and massing), orientation, and landscaping in relation to surrounding uses.</p> <p>3.3.11.12 b)</p> <p>The massing of long building walls shall be reduced through architectural elements such as columns, ribs, pilasters or piers, changes in plane (e.g., recesses and projections), changes in building finishes, materials and textures, or features that create an identifiable pattern and sense of</p>	<p>3.3.11.12</p> <p>The Development Officer shall ensure that the Development Permit applications are in conformance with 3.3.11.12 a) to 3.3.11.12 c).</p>

Objective	NASP Policy	Implementation
	<p>human scale.</p> <p>3.3.11.12 c)</p> <p>Buildings fronting onto a focal point, amenity area, or a Primary Street shall be designed and finished to create an active building frontage. Active building frontages are characterized by entrance features/doorways, wall niches, porches, windows or features that lend visual interest and create a human scale.</p>	
<p>3.3.11.13</p> <p>Manage off-street parking to complement the urban character of the neighbourhood.</p>	<p>3.3.11.13 a)</p> <p>Large parking areas shall be “broken-up” by means of on-site private roads, landscaped islands, amenity spaces, and/or pedestrian walkways.</p> <p>3.3.11.13 b)</p> <p>Parking areas shall be designed for a safe and orderly flow of traffic as well as pedestrians to avoid pedestrian/vehicular conflict and to include appropriate landscaping to reduce the visual impact from public roadways, amenity areas and pedestrians.</p> <p>3.3.11.13 c)</p> <p>Bicycle parking should be located near amenities or building entrances in secure at-grade locations.</p> <p>3.3.11.13 d)</p> <p>Parking, loading and passenger drop-off areas should be easily accessible and designed to minimize pedestrian-vehicle conflicts.</p> <p>3.3.11.13 e)</p> <p>Garbage collection for all buildings shall be located within a structure or enclosure that is architecturally compatible with the project design and screened from street view of any residential site.</p> <p>3.3.11.13 f)</p>	<p>3.3.11.13</p> <p>The Development Officer shall ensure that off-street parking for future development permit application is in compliance with policies 3.3.11.13 a) to 3.3.11.13 f).</p>

Objective	NASP Policy	Implementation
	Loading dock areas shall be screened from abutting public roadways and uses and designed to ensure that vehicles do not encroach onto public or private road right-of-way.	
Signage		
<p>3.3.11.14</p> <p>Provide signage complementary to the theme of the neighbourhood.</p>	<p>3.3.11.14 a)</p> <p>Wayfinding signage shall be provided along pedestrian and cycling routes to encourage safe and efficient movement.</p> <p>3.3.11.14 b)</p> <p>Signs should be designed in an aesthetically pleasing manner and in harmony with the architecture theme of the respective building.</p> <p>3.3.11.14 c)</p> <p>Directional signage is encouraged to provide information at critical locations relating to primary tenants, parking lots, loading zones and pick up areas, entrances, exits and amenity areas.</p>	<p>3.3.11.14</p> <p><i>For the Town Centre Commercial, Main Streets Retail, Mixed Use, MDR and HDR parcels, the Development Officer shall ensure that the Development Permit application is in conformance with the Sign Regulations of the Edmonton Zoning Bylaw.</i></p>

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3.4 SPECIFIC URBAN DESIGN GUIDELINES (SPECIAL AREAS)

This Section outlines policies to achieve specific design objectives for Main Street Retail (MSR), Town Centre Commercial (TC-C), Mixed Uses LRT 1 (MU LRT 1), Mixed Uses LRT 2 (MU LRT 2), and Mixed Uses (MU). These guidelines combined with Section 3.3.11 Urban Design may be implemented using Standard Zones, Direct Controls and/or Section 900 (Special Areas) of the Edmonton Zoning Bylaw and will apply to the following land uses – MSR, TC-C, MU LRT 1, MU LRT 2, and MU. Special Area Zoning may be an appropriate implementation tool given the complexity of the Town Centre NASP (i.e. mixed-use, high density, transit-oriented, and a major retail/commercial component). However, standard zones or direct control zones may be used where urban design guidelines are met.



Wide, pedestrian friendly sidewalk
(Source: [www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden))

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3.4.1 Main Street Retail

Site Planning and Design

1. Buildings shall be oriented to align with Main Street to create a pedestrian oriented streetscape and an engaging public realm.
2. There shall be no minimum yard requirements.
3. Any uses provided on the ground storey shall be street oriented.
4. A focal point should be provided at intersection of Main Street and 119 Street SW intended to serve as a vista for the Main Street. Examples of focal points include public art, seating area, plaza, street furniture, fountain, water feature, play area, fireplace, etc.



A well-designed Main Street

Building Design

1. Buildings shall be of high quality and be designed in an aesthetically pleasing manner. Chain architecture should generally be limited to corporate logos and signage.
2. Façades of buildings should be designed to incorporate individualized storefronts through the use of variable building setbacks or other architectural treatments.
3. Primary entrances of individual buildings shall be emphasized through the use of recesses, projections, columns, materials, colours, etc. to make them more visible.
4. Landmark structures (for example steeples, clock towers, chimneys, water fountains and elements, etc.) should be utilized to enhance focal points within the development.

Street Character

1. Buildings and site amenities should emphasize architectural elements and façade enhancements, particularly to the first and second levels of a project to create a pedestrian friendly environment. Lower floors should be articulated to add variety, interest and a human scale dimension. Design elements may include: placement of windows to allow for viewing into the building by pedestrians, doorways or entrance features, street furniture, arcades, canopies, wall niches, and/or features that lend visual interest and create a human scale.
2. The massing of long building walls shall be reduced through architectural elements such as columns, ribs, pilasters or piers, changes in plane (e.g. recesses and projections), changes in building finishes, materials and textures, or features that create an identifiable pattern and sense of human scale.

Pedestrian Circulation

1. Wide sidewalks shall be provided along Main Street to facilitate pedestrian movement and activities.
2. A pedestrian walkway that establishes a direct connection to the LRT station through the MU LRT 1 and MU LRT 2 sites shall be provided.

Roadways and Parking

1. On-street parking shall be provided along the Main Street.
2. There shall not be any off-street parking immediately abutting Main Street. Parking shall be located on the rear side of buildings.
3. Main street shall be designed to efficiently and effectively move traffic through the area while maintaining focus on pedestrian movement.
4. Areas for bicycle parking shall be provided to promote alternative modes of transport.

Open Space and Landscaping

1. Pedestrian oriented landscaping shall be provided along the Main Street. It may include street trees, plantings, and street furniture such as benches, waste receptacles, bollards, pedestrian-oriented lighting, etc.



Focal point / outdoor amenity area
(Source: www.pedbikeimages.org/Dan Burden)

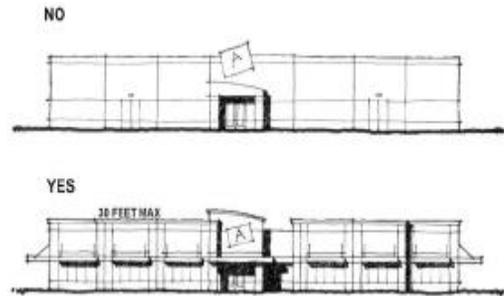
3.4.2 Town Centre Commercial

Site Planning and Design

1. Buildings should be oriented to:
 - a. frame the corners of prominent intersections bordering the site;
 - b. frame major vehicular and pedestrian access points into the site; and
 - c. permit views into the site along the axis of roadways and walkways intersecting the abutting perimeter public roadways.
2. A focal point intended to create a “sense of place” and an inviting image of the development shall be provided in a prominent location within the site. Examples of focal points include public art, seating area, plaza, street furniture, fountain, water feature, play area, fireplace, etc.
3. No part of the site shall be developed as a fully enclosed shopping mall. The primary means of pedestrian circulation shall be outdoor walkways or sidewalks.

Building Design

1. Buildings shall be of high quality and be designed in an aesthetically pleasing manner. Chain architecture should generally be limited to corporate logos and signage.
2. The massing of large format retail stores shall be reduced through architectural elements such as columns, ribs, pilasters or piers, changes in plane (e.g., recesses and projections), changes in building finishes, materials and textures, or features that create an identifiable pattern and sense of human scale.
3. Highly visible wall surfaces should be architecturally enhanced and/or landscaped to avoid exposed “dead” frontages abutting James Mowatt Trail, 30 Avenue, 119 Street and 26 Avenue.



Architecturally enhanced massing

4. Building(s) located at the corner of 30 Avenue and 119 Street should be enhanced architecturally in consideration of this prominent location close to MU LRT 2 and LRT corridor. These buildings should be placed such that they allow for a strong pedestrian connection from the intersection into the TC-C site.

Street Character

1. Private internal roadways shall be provided through the TC-C site. These roadways shall provide vehicular and pedestrian connections between James Mowatt Trail and 119 Street, and between 26 Avenue and 30 Avenue. The alignment of the roadways shall be confirmed at the Development Permit stage.
2. Pedestrian sidewalk with boulevard landscaping shall be provided on one or both sides along the private internal roadways.

Pedestrian Circulation

1. A strong landscaped pedestrian connection through the TC-C block, linking James Mowatt Trail and 119 Street, shall be provided to facilitate pedestrian movement towards the LRT station and to Main Street.
2. Enhanced parking islands with walkways shall be provided to facilitate safe pedestrian movement from the parking areas to the stores. Remedial treatments such as raised pedestrian crossings, landscaping, special paving, light or bollards shall be provided at significant points of pedestrian and vehicular crossings.
3. Attractive landscaped building sidewalks shall be provided in front of large format buildings and the fronts of free standing buildings to facilitate pedestrian movement and activities.

Roadways and Parking

1. Large parking areas shall be “broken-up” by means of landscaped islands, on-site private roads, amenity spaces, and/or pedestrian walkways.
2. The amount of surface parking abutting the Primary streets should be minimized.
3. Consider pursuing an agreement to bring Edmonton Transit buses into / through the Site to provide “front door” service opposed to service at the periphery of the Site.



Parking “broken-up” by landscaped islands

Open Space and Landscaping

1. Landscaping along large format buildings shall be arranged in a manner that softens the building edge and creates visual relief.
2. Pedestrian oriented landscaping shall be provided along 26 Avenue SW, 119 Street SW, and 30 Avenue SW.
3. Site entrances along James Mowatt Trail and 28 Avenue, and landscaped edges should receive special design attention to ensure that the development presents an attractive and inviting face to surrounding areas.

4. An integrated landscaping theme should be used to highlight major circulation patterns, pedestrian linkages, and the overall development.

3.4.3 Mixed Uses LRT 1 and Mixed Uses LRT 2

Site Planning and Design

1. Site interface with the LRT right-of-way (i.e. station and corridor) should be provided in consideration of the following: adequate building setbacks, building orientation, buffer areas, etc.
2. A focal point shall be provided abutting the LRT station to create a “sense of arrival” for transit riders. Examples of focal points include public art, seating area, plaza, street furniture, fountain, water feature, play area, fireplace, etc.
3. Buildings should be oriented to align with the Primary streets to create a pedestrian oriented streetscape and an engaging public realm.
4. Direct pedestrian connections to the LRT station shall be provided as shown in *Figure 5: Pedestrian Network*. These connections should also be linked with other focal points and open spaces to create an integrated pedestrian system.
5. Street-oriented convenience retail uses should be provided in buildings fronting on to the LRT station.
6. Buildings abutting the LRT station block should be oriented towards the station.

Building Design

1. Signature buildings of high quality should be located within the MU LRT 1 and MU LRT 2 sites.
2. The maximum length of a building shall not exceed 80 m.
3. Institutional uses of public importance should locate along the Primary streets.



A high quality mixed use building
(Source: www.pedbikeimages.org/Dan Burden)

Street Character

1. Buildings and site amenities should emphasize architectural elements and façade enhancements, particularly to the first and second levels of a project to create a pedestrian friendly environment. Lower floors should be articulated to add variety, interest and a human scale dimension. Design elements may include: placement of windows to allow for viewing into the building by pedestrians, doorways or entrance features, street furniture, arcades, canopies, wall niches, and/or features that lend visual interest and create a human scale.
2. *Development shall provide a transition in building height and massing in relation to the surrounding land uses.*
3. Based on the podium-tower concept, taller buildings shall be stepped back above the fourth storey level in order to create a human scale street character.

Pedestrian Circulation

1. Pedestrian connections to the LRT station shall be developed as an enhanced walkway with pedestrian-oriented landscaping. It may include street trees, plantings, and street furniture such as benches, waste receptacles, bollards, pedestrian-oriented lighting, etc.

Parking

1. The amount of off-street surface parking abutting 119 Street, 122 Street, and 32 Avenue shall be minimized.
2. Parking should be provided at the rear of buildings or in below-grade facilities where possible.
3. To further encourage transit ridership, reduced parking requirements may be implemented at the Zoning or Development Permit stage.

Open Space and Landscaping

1. In projects involving multiple buildings, amenity areas should be grouped to create a larger amenity area for the residents. Such amenity should be easily accessible from surrounding buildings and be provided along major pedestrian routes. Such spaces may be developed as courtyards or plazas or park spaces.

3.4.4 Mixed Uses

Site Planning and Design

1. Interface with the LRT right-of-way shall be treated in consideration of the following—adequate building setbacks, building orientation, buffer areas, etc.
2. The development should provide a transition in building height and massing in relation to the institutional uses in the Special Study Area.
3. Buildings should be oriented to align with the Primary streets to create a pedestrian oriented streetscape and an engaging public realm.

Building Design

1. Signature buildings of high quality should be located within the MU sites.
2. The maximum length of a building shall not exceed 80 m.
3. Institutional uses of public importance should locate along the Primary streets.

Street Character

1. Buildings and site amenities should emphasize architectural elements and façade enhancements, particularly to the first and second levels of a development to create a pedestrian friendly environment. Lower floors shall be strongly articulated to add variety, interest and a human scale dimension. Design elements may include: placement of windows to allow for viewing into the building by pedestrians, doorways or entrance features, street furniture, arcades, canopies, wall



A human scale mixed use building

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niches, and/or features that lend visual interest and create a human scale.

2. *Development shall provide a transition in building height and massing in relation to the surrounding land uses.*
3. Based on the podium-tower concept, taller buildings shall be stepped back above the fourth storey level in order to create a human scale street character.

Pedestrian Circulation

1. Convenient, safe and efficient pedestrian connections, well integrated with the overall neighbourhood network, shall be provided.

Parking

1. The amount of off-street surface parking abutting 119 Street SW, 26 Avenue SW, 122 Street SW, and 28 Avenue SW shall be minimized. Any surface parking abutting the Primary streets shall be sufficiently screened from view using landscaping and/or architectural design elements.

Open Space and Landscaping

1. In projects involving multiple buildings, amenity areas should be grouped to create a larger amenity area for the residents. Such amenity should be easily accessible from surrounding buildings and be provided along major pedestrian route. Such spaces may be developed as formal courtyards or plazas or park spaces.



A grouped amenity area

3.5 TRANSPORTATION CONCEPT

The transportation concept for the Town Centre moves away from the City's typical road hierarchy of arterial/collector/local roadways and adopts a grid-based pattern to achieve a street network with a higher degree of connectivity and access.

Most roadways within the Town Centre have been labelled Primary streets. These streets are intended to replace functions typical of an arterial or collector roadway (see *Figure 4.0: Transportation Concept*). Primary streets will be designed to be pedestrian friendly and will encourage interaction between various land uses and multiple modes of transportation. A typical Primary street will be designed with a pedestrian focus and include elements such as wide sidewalks, enhanced pedestrian crossings, on-street parking and multiple connections to premium transit service, both buses and LRT. Intersection spacing has been reduced as has the carriageway for a standard arterial roadway. These elements will improve accessibility, shorten walking distances, provide various route options and mode choices as well as help maintain vehicle speeds through environmental design.

The Secondary streets will be designed with a more utilitarian function and will replace functions typical of a collector or local roadway. Secondary streets will provide access to parking areas, minor connection points and access for service vehicles. They may be developed as private or public roadways.

3.5.1 Arterial Roadway Network

The Heritage Valley Servicing Concept Design Brief, originally approved in 2001, recommended an arterial road network that included arterial roadways on the east and west boundary of the Town Centre as well as an additional arterial roadway directly through the Town Centre. This arterial roadway network has been incorporated in the present Arterial Roads for Development Bylaw #14380. This Bylaw provides a mechanism to cost share the development of the Arterial road network needed to service the entire Heritage Valley area.

During development of the NASP for the Heritage Valley Town Centre, the arterial roadway configurations have been amended. Arterial roadways along the east and west boundary have been retained (i.e. James Mowatt Trail and 135 Street respectively); however, the arterial roadway through the centre has been removed.



A pedestrian oriented street with building frontage
(Source: www.pedbikeimages.org/Dan Burden)

These changes were based on the idea of replacing one large through roadway requiring large intersections and limited access opportunities, with a network of smaller roadways, which reduces intersection requirements and provides more options for access. In this concept, the previously planned 25 Avenue SW (now 30 Avenue SW) is replaced with four east/west options (26 Avenue SW, 28 Avenue SW, 30/32 Avenue SW and 35 Avenue SW) and two north/south options (119 Street SW and 122 Street SW). This roadway network provides several route options should one roadway/intersection be blocked or impeded by higher traffic volumes or collisions. Reducing the width of roadways will also help encourage pedestrian movement and improve pedestrian connections to the LRT station as well as manage desired through movements.

Pending approval from City Council, the Arterial Roads for Development Bylaw #14380 should be amended to reflect the adjustments made to the arterial roadways that serve the Heritage Valley area. The proposed amendment is anticipated to delete 25 Avenue SW (now 30 Avenue SW) from the ARA Bylaw schedules and will add the Primary streets, all or in part, that are deemed to replace the function of the deleted east-west arterial.

3.5.2 Primary Streets

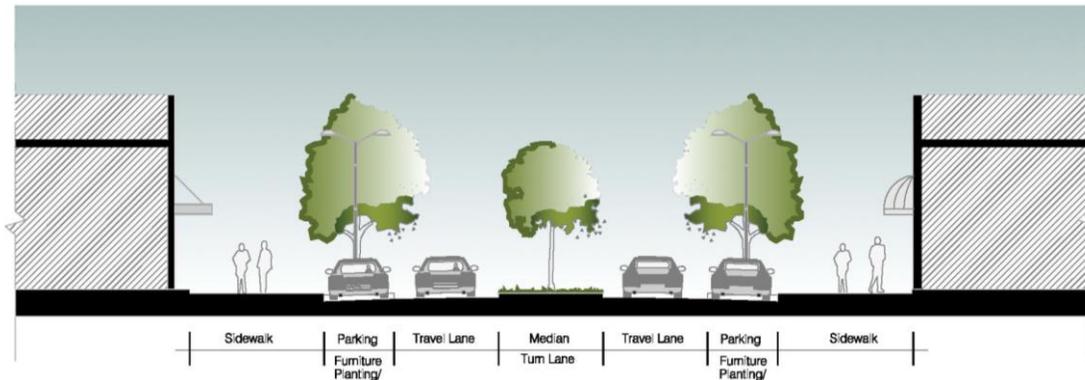
Primary streets are intended to be the movement corridors for several modes of transportation within the Town Centre, and will provide multiple connections with the surrounding areas. These streets shall promote pedestrian activity as well as accommodate cycling and convenient access to Transit.

Appropriate portions of these streets will have building frontage requirements to ensure that buildings are aligned with the streets. Direct vehicular access to individual buildings from the Primary streets shall be minimal. Where possible, access locations shall be combined into joint use accesses. Activity required for service vehicles, such as waste management and deliveries, shall also have reduced opportunities directly from the Primary streets. Access opportunities and service requirements should be directed to the Secondary streets, as detailed in section 3.5.3.

Primary streets are intended to replace common functions of an arterial roadway or collector roadway and as such, must be designed to accommodate appropriate volumes of traffic as estimated in the associated Traffic Impact Assessment. Most of the Primary streets will be developed with a driving lane in each direction and will allow for parking on one or both sides of the street. A few of the streets will experience

higher volumes of traffic and will be developed with up to two lanes of traffic in each direction and may also include on-street parking restrictions to accommodate the volumes. Along the Main Street Retail, pedestrian movements and on-street parking availability will be considered a priority.

Inclusion of traffic calming elements may also be introduced to effectively manage vehicle speeds through the concentrated pedestrian areas. This will promote the Town Centre's character as a pedestrian-friendly community, and assist in creating a "sense of place." Road right-of-way widths will be appropriately matched to traffic volumes anticipated along the street, the on-street activity that could be expected (parking, transit stops, bicycle lanes, etc.) as well as the intended land uses of adjacent properties. The following cross section conceptually illustrates the intended character of Primary streets.



Conceptual cross section of a Primary street

3.5.3 Secondary Streets

Secondary streets will function as access and service corridors within the Town Centre. Connections between Primary streets or between individual parcels may be accommodated along these streets. Pedestrian connections will be required on one or both sides of the street, depending on the length and available options, and will include appropriate levels of lighting.

These Secondary streets are intended to replace common functions of collector and local roadways. Several points of access will be provided along their length to accommodate access to parking as well as to provide a variety of options for service delivery, such as garbage collection, delivery vehicles, loading zones, etc. Lower volumes of traffic are anticipated as well as reduced vehicle speeds as a result of the number of connection and access points along their length.

The Secondary streets may be developed as either public or private roadways. Design features such as rolled-face curbs and commercial crossings may be accepted as well as narrower carriageways. In all cases, the needs for emergency access will be considered a priority and while narrower carriageways may be accepted, consideration will be given to on-street parking availability, turning radii and sightlines at access points.

3.5.4 Pedestrian and Bicycle Network

Streets within the Town Centre will be designed to accommodate multiple modes of transportation with a higher focus on pedestrians and bicycles than a typical suburban neighbourhood. *Figure 5.0: Pedestrian*

Network highlights the network of sidewalks, multi-use trails and walkways, which are intended to provide a high degree of connectivity within the Town Centre.

All Primary streets will include a sidewalk on both sides of the street as a minimum. There will be locations, particularly along the Main Street Retail and in the immediate vicinity of the LRT1 and LRT2 land uses, where the sidewalks will be wider than standard walkway widths. The wider sidewalks will be developed in areas with higher levels of pedestrian activity as well as where there are primary connection corridors, such as connections to the LRT station and connections to the District Activity Park. Other areas, where there is lower pedestrian activity, such as the south side of the neighbourhood along 35 Avenue SW, standard sidewalk requirements will apply.

Both arterial roadways, James Mowatt Trail and 135 Street SW, at the boundary of the neighbourhood will include a multi-use trail on one side with a sidewalk on the opposite side.

Opportunities for cyclists will be provided along the Primary and Secondary streets. The multi-use trails along arterial roads as well as portions of the LRT right-of-way will provide inter-neighbourhood connectivity. Pipeline corridors within the plan area will also provide connection opportunities to the District Activity Park, the LRT station and both abutting neighbourhoods, Rutherford and Desrochers. Designated bicycle routes may be identified using appropriate signage and markings in order to minimize potential conflicts between vehicles, cyclists and pedestrians.



A well designed pedestrian walkway
(Source: [www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden))

On-street, signed and marked, bicycle lanes will be pursued along 26 Avenue SW and 32 Avenue SW. These roadways have been selected for consideration as they provide direct connections into adjacent neighbourhoods, connect directly to major focal points in or adjacent to the Town Centre and they are away from areas with the highest levels of pedestrian and on-street parking activity, both of which provide challenges for on-street bicycles. Inclusion of on-street lanes will be consistent with the City's "Bike Plan", which is expected to be approved by City Council in the fall of 2009.

Secondary streets within the Town Centre will include a sidewalk on one side as a minimum.

3.5.5 Edmonton Transit

LRT Right-of-Way

The LRT right-of-way through the Town Centre will be at-grade and is expected to be 19.5 m wide (approximately). There are five locations within the neighbourhood where at-grade LRT street crossings will occur. All these crossings have been considered and reviewed with the associated Transportation Impact Assessment. It is anticipated that the various options available, along with the distributed street network, will allow for all intersections to function well at-grade. The intersection at 30 Avenue and 119 Street may require additional signalization and coordination with the LRT route timing to ensure the westbound direction does not impede movements along James Mowatt Trail, particularly the westbound to southbound left turn movement.

The 19.5 m width of the LRT right-of-way may accommodate a multi-use trail. It is recommended that a multi-use trail be included within the right-of-way as it extends north of 122 Street SW, and east of 119 Street SW. A multi-use trail within the LRT right-of-way between 119 Street SW and 122 Street SW is not recommended. This section is anticipated to become a high pedestrian area with narrow spaces between

buildings and plenty of LRT activity. As an alternative, bicycle or other multi-use activities may be provided along marked bicycle lanes identified in Section 3.5.4 above. Uses within the LRT right-of-way will be further determined at the conceptual design stage, including where uses will compliment connectivity throughout the neighbourhood.

The LRT route through the Town Centre (see *Figure 4.0: Transportation Concept*) is consistent with the Transportation Master Plan currently being reviewed by City Council and being moved forward for potential approval in the fall of 2009. Any changes to the Transportation Master Plan may impact this plan as currently shown and amendments may be required. At the time this plan was prepared, no amendments were anticipated.

Dedication of the right-of-way to accommodate the LRT development will be pursued by the Transportation Department by means of subdivision and area development. Of note is that the Transportation Department is currently reviewing policies and procedures to develop measures for cost-sharing of the required LRT land, similar to how dedication is managed for Arterial roadways. At the time this plan was prepared, there were no current policies or procedures for cost sharing lands dedicated for LRT right-of-way alignments.

LRT Station

The proposed LRT station has been located centrally within the Town Centre to take advantage of adjacent land uses. This premium service is surrounded by high density development opportunities and several options for business and commercial activity within the mixed uses parcels. Within a 5 minute walk (400m), there is a major commercial node, two schools, a multi-purpose recreation centre, and the area's District Activity Park.

The LRT station itself will be planned to integrate with the neighbourhood. Users of this station location are anticipated to originate primarily from within the immediate surrounding developments. Several land uses have been configured within 200m and 400m radii of this station to minimize walking distances and to provide a reliance on transit, and especially LRT, as a primary mode of transportation. Convenient and direct pedestrian connections, including multiple options, will be provided from adjacent buildings and streets. Transfers from LRT to transit buses will occur at the northwest corner of the LRT Station, directly from the Primary street (122 Street SW).

Two design options are considered for the station: 1) a central platform, similar to the existing stations to the north, or 2) a central track configuration with exterior platforms. Exterior platforms would allow for direct interface with the adjacent land uses but do come with operational considerations and challenges in addition to higher initial construction costs. During development of a conceptual design for the LRT right-of-way, decisions related to the LRT station design will also be pursued. This design exercise should be completed prior to development and subdivision of the area to ensure there are no restrictions of available options as well as to allow full integration of adjacent land uses and application of the planning principles identified within this neighbourhood plan.

As the LRT is extended south, a neighbourhood parking strategy will be required for neighbourhood residents and commercial/office/ retail owners or customers to access on-street parking while limiting use of on-street park and ride activity. This is particularly important as this location does not include a full transit centre for bus activity or a designated park and ride facility.

In addition, extension of the LRT into the Town Centre is not within the City's short term project funding priorities. As an alternative to LRT, consideration should be given to an interim extension of Transit service into the Town Centre. A few options could include circulation of transit buses as a shuttle type service connecting the Town Centre to the nearest end point of the LRT on a high frequency service. This could be within the planned LRT right-of-way, if available, or within the existing road network. Alternate

technology such as a low-floor-wheeled LRT, trolley, etc may also be considered. Providing any amount of improved service, earlier than a full LRT extension, may generate earlier growth of the Town Centre and may also contribute to higher densities being developed at the initial stages of development.

Transit Buses

A bus network, for both internal and external neighbourhood circulation as well as support service for the planned LRT station, will be routed using Primary streets. Public transit service will be extended into the NASP area in accordance with the City of Edmonton Transit System Guidelines and demands. The street network will provide sufficient infrastructure to support effective transit service within the neighbourhood and to external destinations along a variety of options.

Transit service will be initiated within the neighbourhood as demands warrant and service delivery becomes economically feasible. Primary streets will be developed to a suitable standard to accommodate transit and will provide a readily accessible service to all areas of the neighbourhood. Many bus routes within the greater Heritage Valley area will take advantage of the transit facilities (i.e. transit centre, park and ride and LRT station) along Ellerslie Road, north of the plan area. As such, the LRT station within the Town Centre will be a more localized transit service with fewer connections to the external neighbourhoods.

Route planning will continue to be adjusted in order to determine the number and frequency of service options required to serve the remaining neighbourhood areas being planned.

3.5.6 Parking

Parking for vehicles will be provided through a combination of on-street and off-street locations, both public areas and private areas. To promote transit oriented development, parking requirements for Main Street Retail and Mixed Uses LRT 1 and LRT 2 may be significantly reduced as compared to the requirements under the Zoning Bylaw.

Reductions for private off-street parking may be accepted in conjunction with development applications for residential and commercial areas of the Town Centre. In certain areas, where it can be demonstrated the development encourages transit use over vehicle use or where there are overlapping requirements, such as mixed use site development, parking may be reduced. Parking impact studies will be required to provide appropriate justification for any suggested parking reduction and will be reviewed by the Planning and Development Department and the Transportation Department.

Primary and Secondary (public or private) streets within the Town Centre boundary will provide opportunities for on-street parking. In areas such as the Main Street Retail, this will be included as a requirement of the roadway design. Parking associated with development of parcels may include use or designation of available on-street locations to account for parking deficiencies as per the Zoning Bylaw.

Parking or loading areas will also be a requirement at the northwest end of the LRT station to accommodate both transit buses and a “kiss & ride” type activity in lieu of a park and ride facility.

A park and ride facility is not planned within the Town Centre. Provisions for this activity will be included at the larger LRT Station/ Transit Bus Centre/ Park and Ride facility being developed north of Ellerslie Road, west of 127 Street. When the LRT station within the Town Centre is constructed, a detailed parking analysis of the area will be required and, if necessary, a neighbourhood parking program may be implemented.

3.5.7 Truck Route

The City of Edmonton identifies James Mowatt Trail as a designated truck route. Current planning studies are underway for an interchange at 135 Street and Anthony Henday Drive as well as for an extension of 135 Street south of 41 Avenue SW. Upon completion of these studies, this roadway, 135 Street, may become an arterial of higher significance and as such, the current designation of James Mowatt Trail as a truck route may be amended in the future.

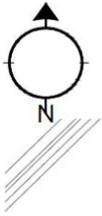
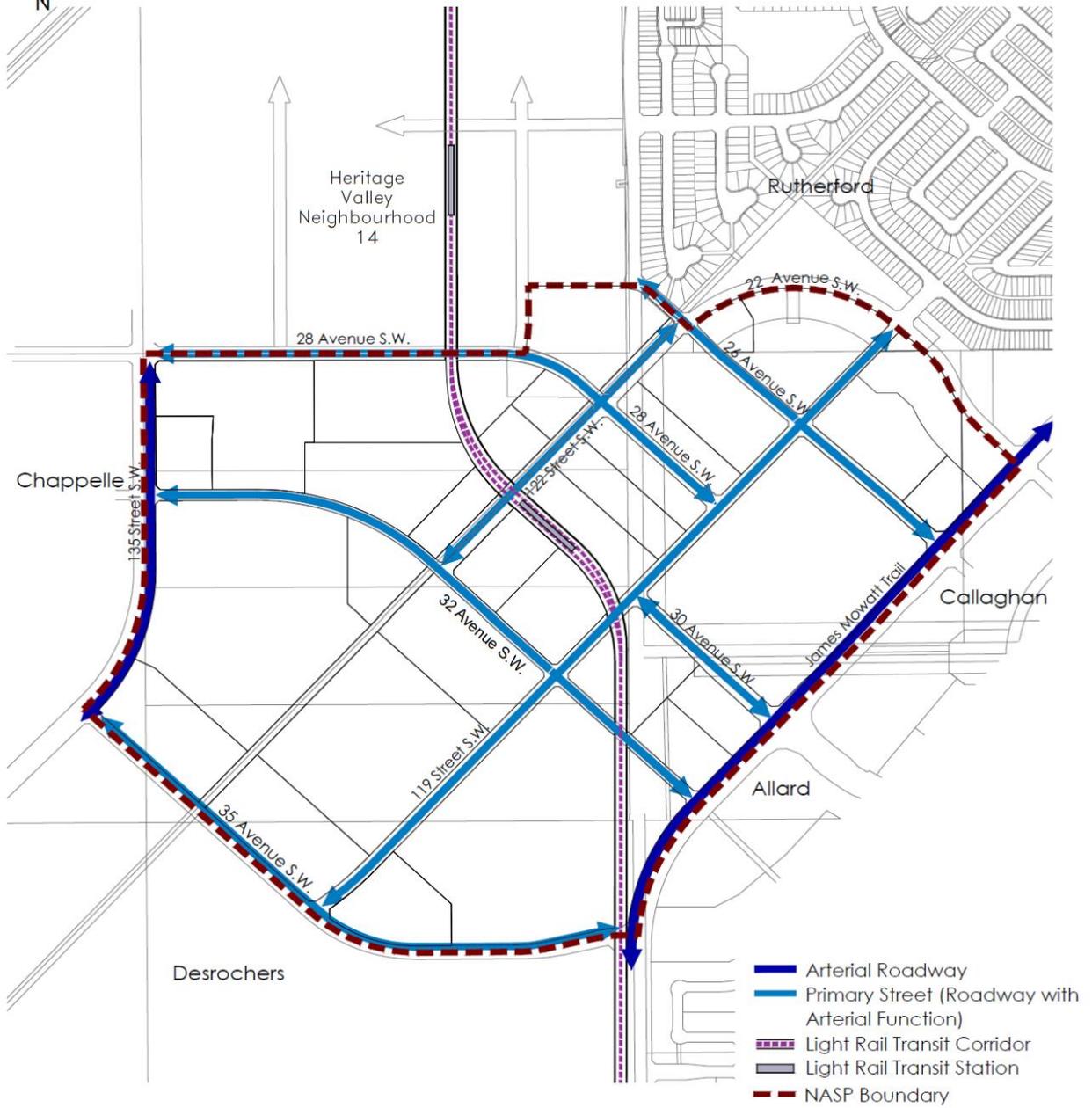


Figure 4 - Transportation Concept



Heritage Valley Town Centre Plan

Neighbourhood Area Structure Plan

Figure 5 - Pedestrian Network



Heritage Valley Town Centre Plan
Neighbourhood Area Structure Plan

Policy

Objective	NASP Policy	Implementation
<p>3.5.8.1</p> <p>Create a network of streets with a high degree of connectivity.</p>	<p>3.5.8.1 a)</p> <p>The Transportation Concept shall incorporate a fine grain grid-based pattern of streets intended to create a network with a high degree of connectivity and access.</p> <p>3.5.8.1 b)</p> <p>Secondary streets should provide connections between Primary streets or between individual parcels; sidewalks shall be provided on at least one side of the Secondary streets, depending on the length and available options, and should include appropriate levels of lighting.</p> <p>3.5.8.1 c)</p> <p>Where necessary, Secondary streets should be utilized to provide vehicular and service access to mixed uses and multi-unit parcels.</p>	<p>3.5.8.1 a)</p> <p><i>Figure 4.0: Transportation Concept</i> illustrates the street pattern.</p> <p>3.5.8.1 b); c)</p> <p>The location and alignment of Secondary streets shall be confirmed at the development permit stage.</p>
<p>3.5.8.2</p> <p>Regulate access on Primary streets to minimize pedestrian-vehicle conflicts.</p>	<p>3.5.8.2</p> <p>Individual vehicular access to ground-oriented residential units shall not be permitted from Primary streets.</p>	<p>3.5.8.2</p> <p>Access points along Primary streets shall be determined at the subdivision or development permit stage.</p>
<p>3.5.8.3</p> <p>Create a pedestrian friendly environment within the Town Centre.</p>	<p>3.5.8.3 a)</p> <p>The Primary streets within the Town Centre shall be designed as pedestrian oriented streets through incorporating elements/techniques (i.e. human scale design; traffic calming measures; weather protection, wide sidewalks, short cross walks, pedestrian oriented furnishings, etc.).</p> <p>3.5.8.3 b)</p> <p>The sidewalks shall be designed to create a pedestrian-friendly streetscape and accommodate the requirements of the adjacent land uses.</p>	<p>3.5.8.3</p> <p><i>Figure 4.0: Transportation Concept</i> illustrates the street pattern.</p> <p>Design of various segments of Primary streets shall be determined during detailed roadway design stage.</p>

Heritage Valley Town Centre | Neighbourhood Area Structure Plan

Objective	NASP Policy	Implementation
3.5.8.4 Promote pedestrian access throughout the Town Centre.	3.5.8.4 a) The Primary streets within the Town Centre shall facilitate pedestrian movement across the neighbourhood. 3.5.8.4 b) The existing pipeline and LRT rights-of-ways shall be developed to include a paved multi-use (MUT) trail. 3.5.8.3 c) The stormwater management facilities shall accommodate pedestrian trails.	3.5.8.4 a) <i>Figure 4.0: Transportation Concept</i> illustrates the street pattern. Design of various segments of Primary streets shall be determined during detailed roadway design stage. 3.5.8.4 b) <i>Figure 3.0: Land Use Concept</i> and <i>Figure 5.0: Pedestrian Network</i> will guide the future development of the pedestrian network. 3.5.8.4 c) <i>Figure 5.0: Pedestrian Network</i> will guide the future development of the multi-use trail network.
3.5.8.5 Provide strong connections with the surrounding communities.	3.5.8.5 a) The NASP shall establish strong connections with the adjacent neighbourhoods through the use of Primary streets (roadways and sidewalks) and multi-use trails. 3.5.8.5 b) The transportation network shall provide opportunities for connection with the institutional land uses on the Provincial lands.	3.5.8.5 <i>Figure 3.0: Land Use Concept</i> and <i>Figure 4.0: Transportation Concept</i> illustrates the street pattern and connections with the surrounding neighbourhoods.
3.5.8.6 Provide public transit services within the plan area in accordance with City of Edmonton Transit System Guidelines and demands.	3.5.8.6 The design of the Primary streets shall provide sufficient infrastructure to support effective transit service within the neighbourhood and to external destinations.	3.5.8.6 Future transit routes will be established based on the proportion of trips to be generated from within the neighbourhood and adjacent areas. This service will be accommodated within the neighbourhood as demand warrants.
3.5.8.7 Provide opportunities to reduce the vehicle parking requirement within the Town Centre.	3.5.8.7 The NASP shall provide opportunity for a review of current standards for vehicle parking requirements. Consistent with transit oriented	3.5.8.7 <i>Opportunity for reduced vehicle parking may be pursued through the application of Transit Oriented Development Overlay Schedule 1(c),</i>

Bylaw 19426
Sept. 22, 2020

Objective	NASP Policy	Implementation
	development, parking requirements for appropriate land uses may be reduced.	of the <i>Edmonton Zoning Bylaw</i> .

Rationale

Design of streets contributes significantly to the quality and character of a community. Streets designed to accommodate multiple modes of transport are typically more vibrant than single use streets designed to accommodate cars. Pedestrian-friendly streets support social interaction and exchange—both vital functions of the Town Centre.

Studies suggest that a grid-based street pattern is more conducive to creating a more walkable community. In addition, this pattern has a greater traffic carrying capacity as it allows traffic to disperse across the entire area rather than concentrate it along major roadways.

Technical Summary

The transportation network for the NASP will be provided in accordance with the requirements of the City of Edmonton's Transportation and Streets Department.

3.6 INFRASTRUCTURE, SERVICING AND STAGING CONCEPT

The Heritage Valley Town Centre will be a fully serviced neighbourhood, designed and constructed in accordance with City servicing standards.

3.6.1 Servicing Concept

The sanitary, stormwater, and water servicing schemes are illustrated in *Figure 6.0: Servicing Concept*.

Sanitary Servicing: Sanitary services for the Town Centre will connect into the South Edmonton Sanitary Sewer (SESS SW) system through a sanitary trunk line along James Mowatt Trail. The on-site sanitary network will follow the internal roadway alignment along with associated public utility lots.

Stormwater Servicing: The NASP provides two stormwater management facilities (SWMF) in the plan area. These have been located on the basis of natural drainage patterns and pre-development sub-basin drainage boundaries in southwest Heritage Valley. The location and configuration of these SWMFs may be revised at the subdivision and/or rezoning stage of development.

Water Servicing: Water servicing for the Town Centre will be extended via the watermains running along James Mowatt Trail. Water servicing within the neighbourhood will be designed to provide peak hour flows and fire flows for high and medium density residential uses, and commercial uses. Water looping will be provided in accordance with the requirements of EPCOR.

Any existing water lines operated by the Whitemud Water Co-op will remain operational until the City's water servicing system is extended into the neighbourhood. Servicing of the neighbourhood to a full urban standard will require the Whitemud Water Co-op lines to be phased out in a collaborative manner acceptable to EPCOR, Whitemud Co-op and the developers.

Shallow Utilities: Power, gas, and telecommunication services are all located within close proximity to the NASP and will be extended into the plan area as required.

Policy

Objective	NASP Policy	Implementation
<p>3.6.1.1</p> <p>Ensure that the Heritage Valley Town Centre is serviced to a full urban standard.</p>	<p>3.6.1.1 a)</p> <p>Sanitary and stormwater servicing shall be provided in accordance with the approved Neighbourhood Designs Report (NDR) for the Town Centre NASP.</p> <p>3.6.1.1 b)</p> <p>Water servicing to the NASP area shall be provided in accordance with the City of Edmonton Design and Construction Standards and the applicable Water Network Analysis (WNA) to the satisfaction of EPCOR Water.</p> <p>3.6.1.1 c)</p> <p>Shallow utilities shall be extended into the plan area as required.</p>	<p>3.6.1.1 a)</p> <p>Approval of engineering drawings and servicing agreements will be required for installation of sanitary and stormwater servicing.</p> <p>3.6.1.1 b)</p> <p>Approval of engineering drawings and servicing agreements will be required for installation of water servicing.</p> <p>An updated WNA will be required prior to the rezoning stage of development.</p> <p>3.6.1.1 c)</p> <p>Installation of shallow utilities will be executed through servicing agreements.</p>

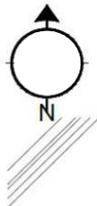
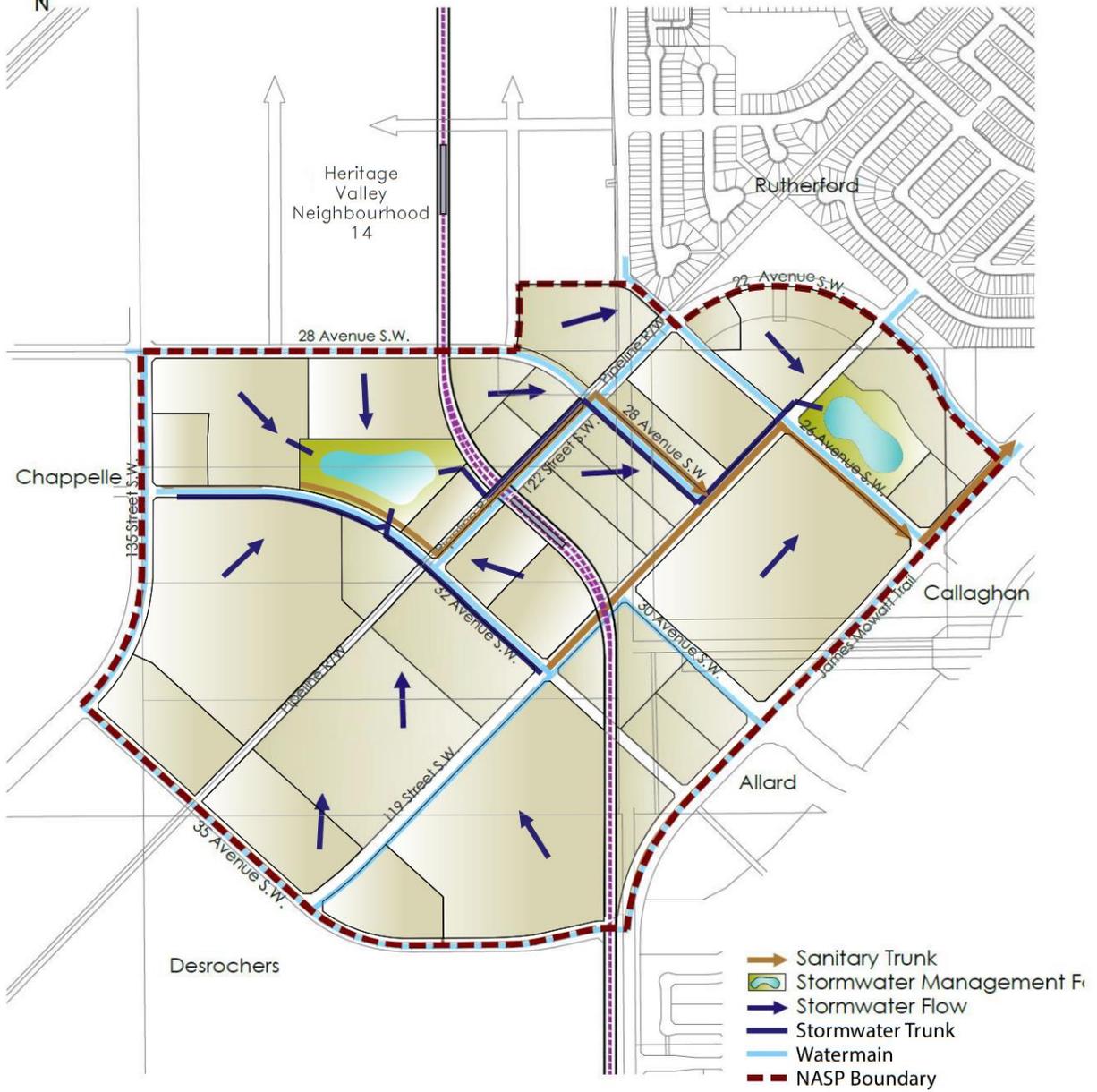


Figure 6 - Servicing Concept



3.6.2 Development Staging

The anticipated direction of development for the Town Centre is shown in *Figure 7.0: Development Staging*. Infrastructure to service the initial stages of the Heritage Valley Town Centre will be extended into the plan area from James Mowatt Trail and 135 Street. The following stages will generally proceed along the Primary streets.

Urban expansion will be contiguous, logical, and economical with respect to municipal servicing. Development of individual phases may vary from the actual zoning and subdivision applications depending on contemporary market demands and development efficiencies. Should sufficient demand warrant or engineering design be made more efficient, portions of separate phases may be developed concurrently.

Rationale

The Heritage Valley Town Centre will be designed in accordance with City of Edmonton servicing standards. Development staging and extension of infrastructure will be contiguous, efficient, and economical while having regard for potential environmental and ecological impacts.

Technical Summary

Details regarding stormwater drainage and sanitary service schemes for the Town Centre are provided in the associated Neighbourhood Designs Report (NDR) submitted under separate cover by Stantec Consulting Ltd.

Water looping will be provided in accordance with the requirements of EPCOR Water Services Inc. A Water Network Analysis has been submitted under separate cover by Stantec Consulting Ltd.

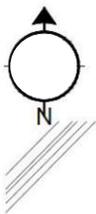


Figure 7 - Development Staging



4 APPENDICES

APPENDIX 1 - SITE CONTEXT

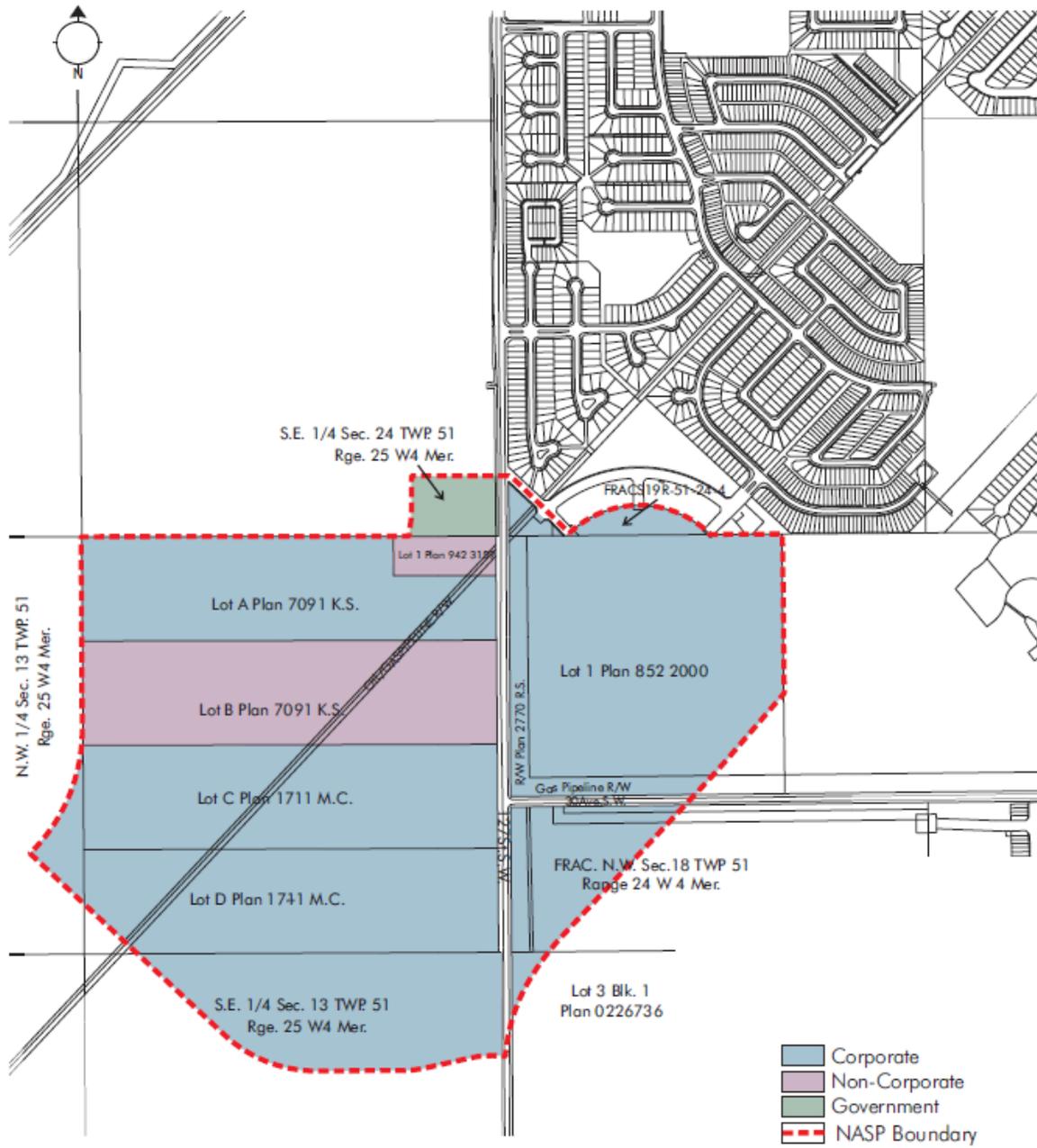
LAND OWNERSHIP

The Town Centre NASP was prepared on behalf of private developers who own approximately 90.11 hectares (77%) of land within the NASP boundary. The remaining lands are held by a number of other owners. Current (2009) land ownership is listed in *Table 3: Land Ownership* below and shown in *Figure 8.0: Ownership*.

Table 3: Land Ownership

	Titled Owner	Legal Description	Area in NASP (ha)
1	Private Corporate	LOT 1 PLAN 8522000 PTN. N.W. ¼ SEC. 18-51-24-4 LOT 3 BLOCK 1 PLAN 0226736	31.04
2	Private Corporate	LOT A PLAN 7091KS LOT C PLAN 1711 MC LOT D PLAN 1711 MC	46.34
3	Private Non-Corporate	LOT 1 PLAN 9423159	1.51
4	Private Corporate	PTN. S.E. ¼ SEC. 13-51-25-4	12.72
5	Private Non-Corporate	LOT B PLAN 7091 KS	16.13
6	Government	PTN. S.E. ¼ SEC. 24-51-25-4	1.94
7	Private Corporate	FRAC. 19-51-24-4	1.82
8	Private Corporate	PTN. NW ¼ 13-51-25-4	1.25
9	Government	—	3.18
10	<i>Private Corporate</i>	<i>Lot 1, Block 22, Plan 0721051</i>	<i>0.77</i>
11	<i>Private Corporate</i>	<i>Lot 1, Block 23, Plan 0721051</i>	<i>0.77</i>
12	<i>Private Corporate</i>	<i>Lot 1, Block A, Plan 1020680</i>	<i>0.12</i>
13	<i>Private Corporate</i>	<i>Lot 1, Block 1, Plan 0927530</i>	<i>0.716</i>
			118.30

Bylaw 15564
Nov. 8, 2010



Heritage Valley Town Centre Plan
Neighbourhood Area Structure Plan

Figure 8 - Ownership

TOPOGRAPHY

The topography of the Town Centre is slightly undulating land (see *Figure 9.0: Site Features*). There are no significant topographic features such as hills, ravines, or bodies of water. The elevations generally vary from approximately 695 m in the north to 697 m in the southern part of the plan area. A north-south drainage-divide line runs along the eastern boundary of the plan area. Since a majority of the NASP area is on the west side of this drainage divide, its stormwater runoff flows into Whitemud Creek; the remainder flows into Blackmud Creek.



View looking south

ENVIRONMENTAL RESOURCES

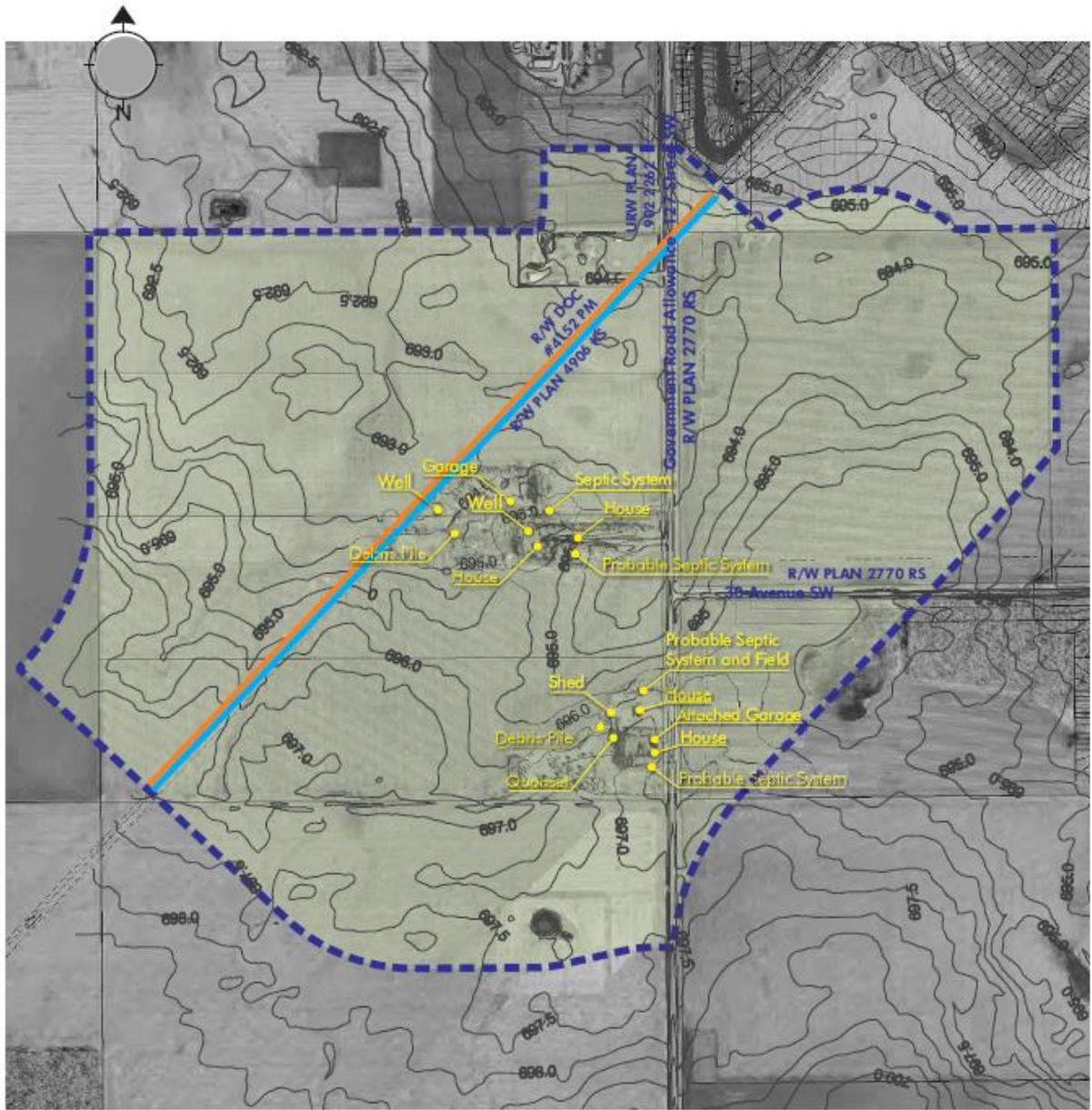
Ecological Resources

City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (1993) does not identify any environmentally sensitive and significant areas in the Town Centre. A majority of the plan area is covered by agricultural land. Thus, from an ecological standpoint, this area does not pose any constraints.

Environmental Site Assessment (Phase 1)

As part of the neighbourhood development process and preparation of the NASP, proponents and/or their representatives have completed a Phase I Environmental Site Assessment (ESA) for their respective lands (see *Figure 10.0: Environmental Site Assessment Phase I Overview*). Findings of the study are summarized in *Table 4: Phase I Environmental Site Assessments*. It should be noted that updated Phase I ESAs will be required prior to rezoning of land within the Town Centre.

Based on existing information, no Phase I or II Environmental Site Assessments have been completed for the remaining lands within the NASP. It should be noted that the Planning and Development Department recommends that individual landowners provide ESAs or disclosure statements prior to the rezoning stage.



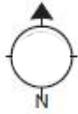
Legend

-  Pembina LP Pipeline
-  Atco Gas Line
-  NASP Boundary

Heritage Valley Town Centre Plan

Neighbourhood Area Structure Plan

Figure 9 - Site Features



Legend

-  NASP Boundary
-  Environmental Site Assessment Completed

Heritage Valley Town Centre Plan
Neighbourhood Area Structure Plan

Figure 10 - Environmental Site Assessment Overview

Table 4: Phase I Environmental Site Assessments

Location	Comments	ESA Phase II
LOT 1 PLAN 8522000	No further investigation required	Not required
Ptn. N.W. ¼ SEC. 18-51-24-4	Debris pile to be disposed in an environmentally safe manner	Not required
Ptn. S.W. ¼ SEC. 18-51-24-4	No further investigation required	Not required
LOT C PLAN 1711 MC	<p>Potential concerns to be addressed at the rezoning stage:</p> <p>Farmyard buildings to be further investigated for presence of asbestos, lead-based paint, PCBs, and urea formaldehyde</p> <p>Cisterns, septic systems, and water wells to be decommissioned</p> <p>Automotive parts, tires, concrete debris, barrels, buckets, and refrigerator to be disposed in an environmentally safe manner</p> <p>Telephone poles to be disposed in an environmentally safe manner; soil to be further investigated for the presence of creosote</p>	May be required prior to the rezoning stage of development
LOT D PLAN 1711 MC	<p>Potential concerns to be addressed at the rezoning stage:</p> <p>Farmyard buildings to be further investigated for presence of asbestos, lead-based paint, PCBs, and urea formaldehyde</p> <p>Cisterns, septic systems, and water wells to be decommissioned</p> <p>Automotive parts, tires, concrete debris, barrels, and buckets to be disposed in an environmentally safe manner</p> <p>Soil staining in the Quonset to be investigated further</p>	May be required prior to the rezoning stage of development

Note: For more detailed information, refer to ESA Phase I document

HISTORICAL RESOURCES

A Historical Land Use study was carried out by CT & Associates Engineering Inc. for the entire plan area. This study reviewed past and current activities within the subject site to identify items of historical significance (i.e. buildings, and areas of cultural significance, and potential environmental concerns). The lands designated for development were subjected to an archival search in conjunction with the formulation of the NASP. The findings of the study are outlined below:

- No buildings of historical significance, cemeteries, churches, or native cemeteries were identified within the study area
- No historical or existing environmental concerns were identified within the study area
- There are no known archaeological sites in the study area

According to Alberta Community and Culture Spirit (ACCS) there is a low potential for encountering historical resources. These findings indicate that a Historical Resources Impact Assessment (HRIA) is not required for the Town Centre. Pursuant to Section 31 of the Historical Resources Act, development proponents and/or

their representatives are required to report the discovery of any archaeological, historic period, or paleontological resources, if encountered during construction.

EXISTING LAND USES

As shown in *Figure 9: Site Features*, the predominant land use in the plan area is agriculture, with scattered farmsteads throughout the plan area. Most of these uses do not present any significant constraints for development. However, an existing house on Lot 1 Plan 9423159 adjacent to 127 Street Government Road Allowance is significant, and may pose constraints / challenges for development.



View looking south

Any future development within the NASP boundary is at the discretion of the respective landowners and must comply with the NASP policies and the Zoning Bylaw regulations.

APPENDIX 2 - POLICY CONTEXT

Appendix 2 outlines the various statutory plans, policies, and design principles that are applicable to the Town Centre NASP including Plan Edmonton, the City of Edmonton's Suburban Neighbourhood Design Principles (SNDP), Heritage Valley Servicing Concept Design Brief (SCDB), and other relevant policies. Applicants seeking amendments to the NASP or applying for rezoning, subdivisions or development permits are required to consult the actual documents for specific guidance on detailed requirements as they apply to particular properties.

CAPITAL REGION GROWTH PLAN

Bylaw 15564
Nov. 8, 2010

The proposed amendment complies with all relevant principles, policies and density targets of the Capital Region Growth Plan. The density target identified in the Capital Region Growth Plan for the Heritage Valley Town Centre neighbourhood is a minimum of 30 dwelling units per net residential hectare. The Heritage Valley Town Centre NASP complies with the following CRGP policies:

<p>Capital Region Growth Plan – Land Use Plan</p> <p>II. Minimize Regional Footprint</p> <p>B. Concentrate New Growth Within Priority Growth Areas</p> <p>CRGP Policy (i) Most new growth shall occur within priority growth areas.</p> <p>CRGP Policy (ii) Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria:</p> <ul style="list-style-type: none"> a. Existing and proposed multi-mode movement corridors, including transit nodes; b. Adjacent to existing and proposed major employment areas; c. Redevelopment and intensification opportunities within existing urban areas; and d. Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure. 	<p><i>The Heritage Valley Town Centre continues to meet the policies of the Capital Region Growth Plan by accommodating growth within Priority Growth Area Cw.</i></p>
<p>II. Minimize Regional Footprint</p> <p>D. Support Expansion of Medium and Higher Density Residential Housing Forms</p> <p>CRGP Policy (i) New residential developments shall provide a greater proportion of higher density residential units.</p> <p>CRGP Policy (iii) Greenfield developments shall make provision for a mixture of uses including a diversity of housing forms, community services, local retail and employment opportunities.</p> <p>CRGP Policy (iv) Transit accessibility must be included in the design of all new developments.</p>	<p><i>The Heritage Valley NASP will expand the range of housing types within the Heritage Valley neighbourhood by providing opportunity for development of mixed uses, medium and high rise apartments, stacked row, row, semi- and single detached housing.</i></p>

<p>III. Strengthen Communities A. Create Inclusive Communities</p> <p>CRGP Policy (ii) Integrate uses with adjacent developments to improve connectivity and accessibility to local parks, open space, commercial, and community services.</p> <p>CRGP Policy (iii) Encourage co-location and/or shared use of compatible public service infrastructure, such as education facilities, parks and civic uses.</p>	<p>The Heritage Valley NASP provides a high quality urban environment and promotes walkability and transit usage through the integration of a range of housing types, parks, open space and community services.</p> <p>The Heritage Valley NASP ensures that the provision of civic infrastructure is provided in a developing neighbourhood.</p>
<p>III. Strengthen Communities C. Support Public Transit</p> <p>CRGP Policy (i) Provide a mix of higher intensity land uses along transit corridors, at nodes, and employment centres.</p> <p>CRGP Policy (iii) New developments shall be designed for connectivity and accessibility to transit facilities.</p>	<p>The Heritage Valley NASP promotes higher residential densities that are located in highly accessible locations adjacent to transit service to promote walkability and transit use.</p>
<p>IV. Increase Transportation Choice A. Integrate Transportation Systems with Land Use</p> <p>CRGP Policy (ii) Ensure the integration of public transportation infrastructure and land use development.</p> <p>CRGP Policy (iii) Design transportation infrastructure to support multiple modes of transport.</p> <p>CRGP Policy (iv) Support development of inclusive communities to reduce the need for travel.</p>	<p>The Heritage Valley NASP provides an urban environment that promotes walkability and transit usage through the integration of a range of housing types, and community services.</p> <p>The Heritage Valley NASP ensures that the provision of civic infrastructure is provided in a developing neighbourhood.</p>
<p>IV. Increase Transportation Choice B. Support the Expansion of Transit Service in Various Forms</p> <p>CRGP Policy (iv) Support multi-modal transportation options by providing multi-use streets sufficient to accommodate bicyclists, motorists and pedestrians.</p> <p>CRGP Policy (v) Support public transportation options that are environmentally friendly and safe.</p>	<p>The Heritage Valley NASP is designed to promote connectivity and accessibility to transit facilities where feasible by providing locations within 400 metre walking distance.</p>
<p>V. Ensure Efficient Provision of Services A. Design Integrated Physical Infrastructure within the Region</p>	<p>Construction of the fire station will be in compliance with Policy C532 – Sustainable Building Policy. The purpose of Policy C532 is to ensure that City-owned new facilities and major renovations are designed and constructed to an</p>

CRGP Policy (ii) Identify and protect corridors for transportation, transit and infrastructure requirements.	environmentally sustainable standard that benefits all Edmonton residents, now and in the future.
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PLAN EDMONTON, Edmonton's Municipal Development Plan, Bylaw 11777

Bylaw 15564
Nov. 8, 2010

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 Heritage Valley Town Centre NASP was approved under Plan Edmonton, the City of Edmonton's previous Municipal Development Plan.

The Heritage Valley Town Centre NASP complies with the following Plan Edmonton strategies:

MDP Strategy	Town Centre NASP Compliance
MDP Strategy 1.1.1 - Provide for choices regarding the types of developments in which people want to live and do business	The Town Centre establishes a variety of development opportunities through the provision of land uses such as Town Centre Commercial (TC-C), Main Street Retail (MSR), Mixed Uses (MU LRT 1, MU LRT 2, and MU), High Density Residential (HDR), Medium Density Residential (MDR), and Low Density Residential (LDR).
MDP Strategy 1.1.2 - Address compatibility of land use in the development and review of land use plans and development proposals	The NASP addresses compatibility in consideration of appropriate hierarchy of densities. For example, LDR is located closer to LDR neighbourhoods surrounding the Town Centre.
MDP Strategy 1.3.4 - Promote intensification of development around transportation corridors and employment areas	The NASP provides high intensity land uses—MU LRT 1, MU LRT 2, MU, HDR and MDR—in proximity of the LRT station and TC-C. MU LRT 1, MU LRT 2, and MU parcels will allow for mixed-use development that incorporates office, residential, retail/commercial, and institutional uses in close 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	A variety of housing types such as apartments, stacked row housing, row housing, semi-detached housing, and single detached housing is permitted in select locations in the neighbourhood.
MDP Strategy 1.7.4 - Ensure availability and access to recreational opportunities and open spaces	The stormwater management facilities and the District Activity Park provide opportunity for passive and active

MDP Strategy	Town Centre NASP Compliance
	recreation.
MDP Strategy 1.1.12 - Place a high priority on the effective and efficient use of land	The Town Centre's Land Use 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 Town Centre NASP is 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 Town Centre NASP designates the existing pipeline right-of-way as public utility lot. This right-of-way will incorporate a multi-use trail (MUT), which will not interfere with the functioning of the pipelines.

THE WAY WE GROW, Municipal Development Plan, Bylaw 15100

Bylaw 15564
Nov. 8, 2010

In May 2010, City Council approved a new Municipal Development Plan (MDP) titled The Way We Grow. The Heritage Valley Town Centre NASP complies with the following MDP policies:

<p>MDP Policy 3.1.1.1 – Integrate higher density development with Light Rail Transit (LRT) stations and transit centres.</p> <p>MDP Policy 3.1.1.3 - Focus land development activity and the provision of civic infrastructure to ensure developing neighbourhoods are completed from the perspective of the number of homes built, an established population threshold reached, and the civic facilities and services provided.</p>	<p><i>High density residential uses have been planned in proximity to the Town Centre LRT station.</i></p> <p><i>The Heritage Valley Town Centre NASP is a complete neighbourhood in terms of number of homes built, an established population threshold reached, and civic facilities and services provided.</i></p>
<p>MDP Policy 3.2.1.3 - Achieve a balance between residential, industrial, commercial, institutional, natural and recreational land uses in the city through land development policies and decisions.</p> <p>MDP Policy 3.2.2.2 – Acquire land necessary for City services and operations including emergency services facilities, yards, garages and storage facilities.</p>	<p><i>The Heritage Valley Town Centre provides a balance of land uses including residential, commercial, institutional and recreational.</i></p>
<p>MDP Policy 3.3.1.1 – Promote medium and higher density residential and employment growth around LRT stations and transit centres to support and ensure the viability of transit services.</p>	<p><i>The Heritage Valley Town Centre NASP provides Mixed Uses and Medium Density Residential in close proximity to the LRT Station.</i></p>
<p>MDP Policy 3.3.1.4 – Encourage commercial, entertainment, institutional and employment uses to locate</p>	<p><i>Uses surrounding the Town Centre LRT station have been located to ensure a mixture of uses within easy access to</i></p>

<i>at LRT stations.</i>	<i>public transit.</i>
MDP Policy 3.6.1.6 – Support contiguous development and infrastructure in order to accommodate growth in an orderly and economical fashion	<i>The Heritage Valley NASP represents contiguous growth in southwest Edmonton, as the surrounding neighbourhoods develop concurrently.</i>

HERITAGE VALLEY SERVICING CONCEPT DESIGN BRIEF (SCDB)

The Heritage Valley SCDB establishes a general framework for land use planning, and infrastructure and service provision within the Heritage Valley area. It provides policy and design directions for urban development with an emphasis on servicing. The Heritage Valley SCDB is not a statutory plan; however, it has been adopted by City Council in 'resolution' to make it an effective planning instrument. This has enabled the SCDB to serve as a policy context for subsequent NASPs in the Heritage Valley area. The Town Centre NASP complies with the following Development Policies and Requirements for the Town Centre listed in the SCDB.

SCDB Development Policy	Town Centre NASP Compliance
1. The focal point of the community	
<ul style="list-style-type: none"> The Town Centre shall be developed as the primary destination for shopping, business and entertainment in the community. Its planning and design shall ensure that the Centre evolves as a distinct and identifiable mixed-use district that functions as a gathering place. 	The NASP envisions the Heritage Valley Town Centre as a pedestrian friendly, transit-oriented and urbanized town centre that functions as the social and economic heart of the Heritage Valley area. The plan incorporates appropriate goals and objectives, neighbourhood design guidelines, and policies to achieve the vision for the Town Centre (see sections 3.1, 3.2, and 3.3 for more information).
<ul style="list-style-type: none"> Arterials, collectors and pedestrian linkages to the Town Centre will be designed to celebrate their entryways to the shopping core. 	<p>Primary streets within the Town Centre will be designed as pedestrian oriented streets to create an engaging public realm and celebrate access into the Town Centre.</p> <p>The Urban Design Policies and Specific Urban Design Guidelines ensure that key arrival points into the neighbourhood receive special design attention.</p>
<ul style="list-style-type: none"> Provide a visual link through landscaped view corridors from each neighbourhood to the Town Centre. 	Edges along the plan area will be designed to permit views into the Town Centre.
<ul style="list-style-type: none"> Provide the highest density and height for buildings in the Town Centre, gradually stepping down towards the neighbourhoods. 	The NASP provides the highest densities (MU LRT 1, MU LRT 2, and HDR) around the LRT station and progressively lower densities (MU, MDR, and LDR) further away from the LRT station.
2. Develop a mixed-use, transit-oriented Town Centre	
<ul style="list-style-type: none"> Using direct control zoning, the Town Centre will accommodate a variety of mixed uses appropriate for a suburban downtown. These uses include retail commercial, institutional, residential, office, entertainment, hotels and other similar uses. 	Three types of mixed uses are provided in the NASP (i.e. MU LRT 1, MU LRT 2, and MU). Mixed uses allow for the development of residential, office, retail, business, and institutional uses. These uses shall be implemented through Section 900 (Special Areas) or Direct Control Provision of the Edmonton Zoning Bylaw.

Heritage Valley Town Centre | Neighbourhood Area Structure Plan

SCDB Development Policy	Town Centre NASP Compliance
<ul style="list-style-type: none"> Main Street commercial will allow a range of retail and entertainment uses. 	<p>MSR will allow for the development of street oriented retail, office and residential uses. In addition, TC-C will allow for the development of various retail formats (large, medium, and small), potential residential, office, entertainment, cultural and institutional uses.</p>
<ul style="list-style-type: none"> Commercial activity in the Town Centre should balance pedestrian and auto comfort, visibility and accessibility in support of economic viability. Primary ground-floor commercial building entrances shall orient to plazas, parks or pedestrian-oriented streets. Anchor tenant retail buildings may have their entries from off-street parking lots but are also required to have direct pedestrian connections to surrounding streets. On-street entries are strongly encouraged. 	<p>Primary streets will be designed as pedestrian oriented streets that promote pedestrian activity, cycling and transit over and above vehicular traffic.</p> <p>Buildings fronting onto a focal point, amenity area, or a Primary street shall be designed and finished to create an active building frontage at the ground-floor level.</p> <p>The overall circulation system ensures pedestrian connectivity across the entire plan area through the provision of pedestrian walkways, wide sidewalks, and multi-use trails.</p>
<ul style="list-style-type: none"> Civic and institutional uses and services, such as community buildings, government offices, recreation centres, post offices, libraries and day-care centres will be placed in prominent locations, preferably close to transit stops. 	<p>Commercial (TC-C), mixed uses (MU LRT1, MU LRT 2, and MU), and Main Street Retail (MSR) designations provide opportunity for the development of institutional uses in prominent locations within the Town Centre.</p>
<ul style="list-style-type: none"> Land use boundaries and density changes in the Town Centre should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual. 	<p>The Urban Design Policies and Specific Urban Design Guidelines ensure that developments are compatible and provide a transition in building form (height and massing), orientation, and landscaping in relation to surrounding uses.</p>
<p>3. Higher density housing</p>	
<ul style="list-style-type: none"> In support of other social and economic goals, mixed-use buildings and multi-family housing in higher proportion than that recommended in the density Distribution Mix will be encouraged. 	<p>Approximately 21.6 ha of the plan area is designated for mixed use development. <i>The Town Centre NASP proposes an intensified housing mix ratio of 1.97% LDR 19.51% MDR, and 78.52% HDR, which exceeds the suburban housing mix guidelines.</i></p>
<ul style="list-style-type: none"> Medium to high density housing will be permitted in the Town Centre neighbourhood, including apartments/condominiums, elderly housing, residential over commercial, townhouses and duplexes. 	<p>The MU LRT 1, MU LRT 2, MU, HDR, MDR and LDR designations collectively allow for the development of apartment housing, residential over commercial, townhouses and duplexes.</p>
<p>4. Pedestrian-oriented Town Centre</p>	
<ul style="list-style-type: none"> Establish a distinct pattern of streets and blocks, scaled to the needs of pedestrians. Buildings should contribute to a cohesive urban “fabric”, arranged and linked to reinforce the overall goal of creating a walkable precinct. Buildings shall offer attractive pedestrian-scale features and spaces. 	<p>The NASP adopts a modified grid pattern to achieve a street network with a high degree of connectivity and access.</p> <p>Buildings will be designed to create a pedestrian-friendly streetscape and an engaging public realm.</p>

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SCDB Development Policy	Town Centre NASP Compliance
<ul style="list-style-type: none"> ▪ Establish a coherent pedestrian system that can be treated as a primary movement framework in the Town Centre. The main pedestrian routes, which all lead to the central plaza, are independent of the distributor road system. They will link all the important uses within the Town Centre and to the adjoining housing areas. 	<p>The NASP adopts a grid-based pattern of Primary streets with a primary focus on pedestrians and will include elements such as wide sidewalks, enhanced pedestrian crossings, on-street parking and multiple connections to premium transit service, both buses and LRT. Thus, creating an accessible and integrated system that links all important uses within the Town Centre.</p>
<ul style="list-style-type: none"> ▪ Streets, plazas and linkages within the Town Centre should be functional, safe, attractive and designed to enhance the pedestrian life of the community. The design should seek to create a balanced transportation system that accommodates pedestrians, bicyclists and transit riders, as well as motor vehicles. 	
<p>5. An accessible Town Centre integrated with surrounding neighbourhoods.</p>	
<ul style="list-style-type: none"> ▪ Access to buildings, shops, parkades and local activities is facilitated by the system of grid blocks and local streets. Regional traffic can bypass the Town Centre by using the arterials framing the neighbourhood. 	<p>Access to different uses is provided through a system of Primary and Secondary streets (see 3.6 Transportation Concept for more information).</p> <p>James Mowatt Trail and 135 Street SW, adjacent to the east and west boundaries of the Town Centre, will facilitate traffic flow into the Town Centre or allow it to bypass the area.</p>
<ul style="list-style-type: none"> ▪ The Town Centre will be the focus for all local bus routes and the stopping point for regional transit services. 	<p>The Town Centre will be serviced by premium transit (i.e. LRT) in addition to transit bus service along the Primary streets.</p>
<ul style="list-style-type: none"> ▪ Provision should be made for an LRT Station as shown on the Concept Plan to serve the Town Centre, the School Campus and athletic fields. Commercial uses should be directly visible and accessible from the transit stop. Transfers to feeder buses (local bus network) should be provided for in the design and location of the Station. 	<p>The NASP incorporates the LRT station and the District Activity Park within its boundary. The NASP provides pedestrian connections to ensure that TC-C and MSR are easily accessible from the LRT station.</p> <p>The network of Primary streets combined with the location of the LRT station will allow for efficient transfers to feeder buses from the LRT station.</p>
<ul style="list-style-type: none"> ▪ 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. 	<p>The land uses and street network are aimed to efficiently integrate the Town Centre within the broader land use pattern of Heritage Valley.</p>
<ul style="list-style-type: none"> ▪ Direct pedestrian connections to surrounding neighbourhood amenities should encourage the use of non-vehicular modes of travel. 	<p>The NASP establishes strong connections with the adjacent neighbourhoods through the use of Primary streets (roadways and sidewalks) and multi-use trails.</p>
<p>6. Design an attractive downtown</p>	
<ul style="list-style-type: none"> ▪ Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, 	<p>Buildings fronting onto a Primary Street shall be designed and finished to create an active building frontage at the</p>

SCDB Development Policy	Town Centre NASP Compliance
windows, bays and balconies along public ways. Buildings should be human scale in details and massing. Freestanding or “monument” building should be reserved for public uses.	ground-floor level. Active building frontages are characterized by entrance features/doorways, wall niches, porches, windows or features that lend visual interest and create a human scale.
<ul style="list-style-type: none"> Greens and plazas may be used to create a prominent civic component to core commercial areas. Greens should be between 1 and 3 acres in size; plazas may be smaller. They should be placed at the juncture between the core commercial area and surrounding residential or office uses. 	The NASP incorporates focal points/amenity areas in key areas to create a civic component to the core uses within the Town Centre.

EDMONTON SUBURBAN NEIGHBOURHOOD DESIGN PRINCIPLES (SNDP)

The purpose of these design principles is to encourage flexibility and innovation in the design and servicing of new neighbourhoods. The applicable principles are listed below:

SND Principle	Town Centre NASP Compliance
Principle 1: Design neighbourhoods with the intent of sharing common infrastructure facilities among neighbourhoods	The District Activity Park, LRT station, Commercial and Civic/Institutional areas act as common infrastructure for adjacent neighbourhoods.
Principle 2: Design and locate school and community facilities to provide inter-neighbourhood focal points	The District Activity Park site’s location within the Town Centre represents the perceived school catchment area and will be used by residents of other Heritage Valley neighbourhoods.
Principle 3: Design the arterial and collector roads along a grid pattern, peripheral to the neighbourhoods	The street network of the Town Centre incorporates a grid-based pattern.
Principle 4: Design neighbourhood streets (both neighbourhood design and cross section of roadway) with standards that cater to the main intended use of the road	The streets will be designed to facilitate movement of pedestrians, cyclists, transit, and vehicles.
Principle 5: Provide convenient pedestrian and bicycle access throughout the neighbourhood and especially between destination points within and outside the neighbourhood	The street network is designed to connect pedestrians and cyclists to community focal points and destination areas within the Town Centre.
Principle 6: Provide Transit Services to the edges of new neighbourhoods using the arterial and collector roadways in conjunction with appropriately designed, strategically located and conveniently accessed transit waiting zones	The developers of the Heritage Valley Town Centre may enter into an agreement with the City of Edmonton, to provide funding for the initial two years of transit service in the neighbourhood.
Principle 8: Design park and institutional sites and buildings within the neighbourhood and community focal points to be adaptable to other uses or levels of education over time	In time, the buildings developed on the District Activity Park site that accommodate the schools and the community leagues may be redeveloped to address the changing needs and uses of the community.

SND Principle	Town Centre NASP Compliance
Principle 10: Optimize the use of land and capital requirements for facilities such as churches, schools, community leagues and storm water management	Opportunities exist to share parking between the schools and the community leagues in the Town Centre. This reduces capital costs for the development of these uses.
Principle 11: Create a linked open space system through open spaces created by stormwater management facilities, some utility rights-of-way, preservation of appropriate natural areas and drainage courses, and school and park open spaces	The District Activity Park and the SWMFs are all connected by the proposed street network and pedestrian walkways.

URBAN PARKS MANAGEMENT PLAN

The Urban Parks Management Plan (UPMP) provides strategic direction for the acquisition, design, development, and management of Edmonton's parkland until the year 2016. This plan was adopted by City Council in August 2006.

The following principles are relevant in the context of the Heritage Valley Town Centre:

- Promote urban wellness in the community through the provision and development of parks.
- Ensure visual and physical access to parks, and public safety through application of Crime Prevention Through Environmental Design (CPTED) principles.
- Utilize opportunities to enhance the community's quality of life through placemaking, creative urban design, and provision of diverse landscape opportunities.
- Ensure that land uses adjacent to public parks are complementary. Some examples of desirable adjacent land uses include multifamily residential, stormwater lakes, trail corridors, and so on.
- Provide opportunities for active and passive recreation experiences by the community.

As a requirement of the UPMP, a Parks Impact Assessment (PIA) for the Town Centre NASP, which outlines various parkland parameters, has been submitted separately. The more specific aspects related to parkland design and development will be addressed during the subdivision and rezoning stages.

CITY OF EDMONTON HOUSING MIX GUIDELINES

Council approved (1991) guidelines recommend that the ratio of dwelling types in new suburban neighbourhoods be based on a mix of 65% to 85% low density residential (LDR) units and 15% to 35% medium density residential (MDR) units. These guidelines encourage a mix of housing types, a range of choice in housing, and a measure of intensification. The Town Centre NASP includes several mixed uses and MDR parcels in proximity to the transit facilities. *The resulting housing mix ratio for the Town Centre NASP is 1.97% LDR, 19.51% MDR and 78.52% HDR.* While the housing mix ratio for the NASP does not conform to Council's guidelines, it is in keeping with the concept of town centres, and the more recent Council direction on urban sustainability to create a more efficient, compact, and connected (i.e. walkable) city form that also supports early transit service.

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APPENDIX 3 - TECHNICAL STUDIES

The following technical studies have been completed in support of the Town Centre NASP:

- Neighbourhood Designs Report (NDR)
- Water Network Analysis (WNA)
- Transportation Impact Assessment (TIA)
- Environmental Site Assessment (ESA) Phase I
- Historical Land Use Study
- Parkland Impact Assessment